

HEATHROW AIRPORT SCHEDULING DECLARATION FOR WINTER 2013

In accordance with Article 6.1 of Council Regulation (EEC) 95/93 and as the competent authority by virtue of regulation 2 (2) of The Airports Slot Allocation Regulations 2006, having co-operated with representatives of air traffic control, customs and immigration authorities and air carriers using Heathrow Airport and representative organisations, Heathrow hereby declares the scheduling limits for the airport for the Summer 2014 season as attached.

Appendices

- 1 Runway Scheduling Limits
- 2 Additional Runway Scheduling Constraints
- 3 Terminal Scheduling Limits
- 4 Load Factors - to be used for terminal scheduling calculations
- 5 Stand Limits
- 6 Explanatory Notes

Appendix 1

Runway Scheduling Limits Summer 2014

Arrivals																			
Hour (UTC)	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	Average	Total
Summer 2013	38	39	37	40	40	41	39	43	43	41	42	43	44	43	38	44	21	39.8	676
Capacity change							+1				-1	+1					-1		
Summer 2014	38	39	37	40	40	41	40	43	43	41	41	44	44	43	38	44	20	39.8	676

Departures																			
Hour (UTC)	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	Average	Total
Summer 2013	25	46	43	43	41	42	41	43	44	44	42	43	43	44	38	37	32	40.6	691
Capacity change								+1					+1			+1	-2		+1
Summer 2014	25	46	43	43	41	42	41	44	44	44	42	43	44	44	38	38	30	40.7	692

Air Transport Movement Cap
Weekly Planning Limit: 9,564

Appendix 2

Additional Runway Scheduling Constraints Summer 2014

Arrivals

- 1 Within each hour, and having regard to historic rights, no more than 8 arrivals should be scheduled in each 10 minute period in the hour; the first 10 minute period to commence at five past the hour.
- 2 During the period 0605 to 0830 (UTC), and having regard to historic rights, no more than 7 arrivals should be scheduled in each 10 minute period.

Departures

- 1 Within each hour, and having regard to historic rights, no more than 8 departures should be scheduled in each 10 minute period in the hour; the first 10 minute period to commence at five past the hour.
- 2 Each hour and having regard to historic rights will be coordinated to an offset rolling hour. The hour is offset by 5 minutes and rolls through the hour every 10 minutes. No more than 45 departures will be scheduled in any rolling hour between 0500 and 2155 (UTC), except between 1545-1800 (UTC) when the rolling hour capacity will be 46.

Time (UTC)	0500-1540	1545-1800	1805-2155
Capacity	45	46	45

Arrivals and Departures

- 1 Ad Hoc slots will be unavailable between 0430 - 0800 (UTC).

- 2 A reduced ad-hoc capacity will be declared in all hours both for arrivals and departures following the hand-back deadline on 31 January 2014. Before ad-hoc slots can be allocated in any hour the declared capacity will reduce by two arrivals and two departures. Therefore in any hour to re-allocate slots there must be a minimum of 3 cancellations for 1 ad-hoc and 4 cancellations for 2 ad-hoc flights.

Arrivals	Hour (UTC)																
	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21
Summer 2014 Capacity	38	39	37	40	40	41	40	43	43	41	41	44	44	43	38	44	20
Reduced Capacity at the hand-back deadline			-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2
Summer 2014 Capacity for ad hoc recycling	0	0	0	38	38	39	38	41	41	39	39	42	42	41	36	42	18

Departures	Hour (UTC)																
	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21
Summer 2014 Capacity	25	46	43	43	41	42	41	44	44	44	42	43	44	44	38	38	30
Reduced Capacity at the hand-back deadline			-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2	-2
Summer 2014 Capacity for ad hoc recycling	0	0	0	41	39	40	39	42	42	42	40	41	42	42	36	36	28

- 3 Ad-Hoc slot allocation will be suspended when weather conditions deteriorate. (Exceptions contained in ANNEX 3 of Local Rule 2 will be allowed to operate during the suspension.)

Appendix 3

Heathrow Terminal Scheduling Limits Summer 14

Terminal	A/D	Constraint	Time Period (GMT)	Lower Limit	Initial Coordination Limit	Upper Limit
T1	D	Combined 1 Hour	0000 - 2359	1600	2200	3200
		Combined 3 Hour	0000 - 2359	3900	5000	5500
	A	International 1 Hour	0000 - 2359	1400	1600	1800
		International 2 Hour	0000 - 2359	2800	3000	3400
		CTA 1 Hour	0000 - 2359		930	
		Domestic 1 Hour	0000 - 2359		1500	
T2 (From 4 th June 2014)	D	Combined 1 Hour	0000 - 2359	2500	2800	3500
		Combined 3 Hour	0000 - 2359	6000	6800	9000
	A	International & CTA 1 Hour	0000 - 2359		2600	3900
		International & CTA 2 Hour	0000 - 2359		5100	6500
		Domestic 1 Hour	0000 - 2359		400	600
T3	D	International 1 Hour	0000 - 2359	2700	3000	4000
		International 3 Hour	0000 - 1529	6500	7500	9000
			1530 - 1559	5800	7500	9000
	A	International 1 Hour	0000 - 2359	3000	3500	4000
		International 3 Hour	1600 - 2359	5800	6000	9000
T4	D	International 1 Hour	0000 - 2359	1500	1650	2350
		International 3 Hour	0000 - 2359	3250	3750	5000
	A	International 1 Hour	0000 - 2359	1400	1800	2500
		International 2 Hour	0000 - 2359	2800	3200	4300
T5	D	Combined 1 Hour	0000 - 2359		4500	5000
	A	International 1 Hour	0000 - 2359		3750	4500
		Domestic 1 Hour	0000 - 2359		950	1150

**Appendix 4
Load Factors Summer 14**

Summer 14	T1 Domestic	T1 CTA	T1 International	T1 Combined	T2 Domestic	T2 CTA & International	T2 Combined	T3 International		T4 International		T5 Domestic	T5 International	T5 Combined
Day of Week	A	A	A	D	A	A	D	A	D	A	D	A	A	D
1	84%	89%	85%	81%	85%	86%	86%	88%	90%	87%	86%	92%	87%	86%
2	77%	89%	83%	79%	74%	85%	83%	88%	87%	87%	84%	91%	86%	85%
3	73%	86%	82%	81%	71%	84%	84%	87%	89%	84%	85%	88%	85%	84%
4	76%	85%	84%	84%	75%	84%	85%	88%	90%	86%	85%	87%	88%	86%
5	78%	80%	85%	85%	77%	86%	89%	90%	90%	87%	88%	84%	90%	88%
6	77%	81%	86%	86%	80%	89%	90%	91%	91%	86%	89%	92%	88%	89%
7	83%	86%	89%	86%	83%	86%	88%	91%	89%	89%	88%	86%	89%	90%

**Appendix 5
Stand Limits Summer 14**

Table 5.1 Total Physical Stand Supply - For Information Only, this is not the W13 Declared Stands

Summer 2014	Before T2 Opening (4th June 2014)									
Apron	F	E3	E2	E1	D2	D1	C2	C1	B	TOTAL
	F	E	E (747-400)	E (777-200)	D (767-300)	D (757)	C (A321)	C (A319)	B	TOTAL
T1 (up to 4th June)	2	7	0	3	1	7	9	2	0	31
T2 (up to 4th June)	0	0	0	0	0	0	0	0	0	0
T3	9	19	5	5	0	5	3	0	0	46
T4	4	16	6	1	3	0	3	0	0	33
T5	15	15	10	0	4	0	15	1	0	60
Total exc Cargo	30	57	21	9	8	12	30	3	0	170
CARGO	0	3	6	0	0	0	0	0	0	9
Total inc Cargo	30	60	27	9	8	12	30	3	0	179

- MARS – main centrelines counted except MARS stands which are predominately used by narrow body aircraft and therefore are counted as two centre-lines
- Stand 192 declared as 192L & 192R
- Stands 122, 701 & 702 – no live movements
- Excludes leased stands 604-606
- MCA (449-452) counted as two E3
- Stand 354, 352, 350 permanently closed due loss of MCA due to T3IB
- Stand 463 removed (stillage area)
- 451 removed due to MCA

Table 5.2

Total Stand Supply with Stand Outages for Construction Work - For Information Only, this is not the W13 Declared Stands

Summer 2014	Before T2 Opening (4th June 2014)									
Apron	F	E3	E2	E1	D2	D1	C2	C1	B	TOTAL
	F	E	E (747-400)	E (777-200)	D (767-300)	D (757)	C (A321)	C (A319)	B	TOTAL
T1 (up to 4th June)	2	7	0	3	1	7	9	2	0	31
T2 (up to 4th June)	0	0	0	0	0	0	0	0	0	0
T3	8	19	5	5	0	5	3	0	0	45
T4	4	14	6	1	3	0	3	0	0	31
T5	15	15	10	0	4	0	15	1	0	60
Total exc Cargo	29	55	21	9	8	12	30	3	0	167
CARGO	0	3	6	0	0	0	0	0	0	9
Total inc Cargo	29	58	27	9	8	12	30	3	0	176

Exclusions:

- Stand 340 – project to upgrade to a Code F
- Stands 410 & 411 – project to upgrade to a Code F

Table 5.3

Stand Supply with stand downgrades for project work and/or operational resilience - For Information Only, this is not the W13 Declared Stands

Summer 2014	Before T2 Opening (4th June 2014)									
Apron	F	E3	E2	E1	D2	D1	C2	C1	B	TOTAL
	F	E	E (747-400)	E (777-200)	D (767-300)	D (757)	C (A321)	C (A319)	B	TOTAL
T1 (up to 4th June)	1	8	0	3	1	7	9	2	0	31
T2 (up to 4th June)	0	0	0	0	0	0	0	0	0	0
T3	5	18	8	3	2	5	4	0	0	45
T4	2	14	7	1	4	0	3	0	0	31
T5	12	18	10	0	4	0	15	1	0	60
Total exc Cargo	20	58	25	7	11	12	31	3	0	167
CARGO	0	3	6	0	0	0	0	0	0	9
Total inc Cargo	20	61	31	7	11	12	31	3	0	176

Remote Code F stands are downgraded to E3 to prevent A380 remotes:

1xT1, 3x T3, 2x T4, 3x T5

T3 stand constraints:

Reduced 4x E3 to E2 (Stands 318/323/327/332)

Reduced 2x E1 to D (Stands 325/329)

T3IB road diversion: Stand 326 downgraded from E2 to E1 & Stand 351 downgraded from E1 to C (A321)

T4 stand constraints:

Reduced 2x E3 to E2 (Stands 440/441)

Reduced 1x E2 to D (Stand 412)

T5 stand constraints:

Reduced 1x F to E3 (Stands 561)

Table 5.4

Additional stand outages due to operational issues, e.g. Maintenance, stand cleaning, off slot performance etc - For Information only, this is not the W13 Declared Stands

Summer 2014		Before T2 Opening (4th June 2014)								
Apron	F	E3	E2	E1	D2	D1	C2	C1	B	TOTAL
	F	E	E (747-400)	E (777-200)	D (767-300)	D (757)	C (A321)	C (A319)	B	TOTAL
T1 (up to 4th June)	1	2	0	1	1	0	0	0	0	5
T2 (up to 4th June)	0	0	0	0	0	0	0	0	0	0
T3	1	1	2	1	0	1	0	0	0	6
T4	1	2	6	1	0	0	1	0	0	11
T5	1	1	1	0	0	0	1	0	0	4
Total exc Cargo	4	6	9	3	1	1	2	0	0	26
CARGO	0	0	4	0	0	0	0	0	0	4
Total inc Cargo	4	6	13	3	1	1	2	0	0	30

- Four E2 cargo stands excluded
- Five Code E2 stands (451 to 455) deducted from T4 declared stand allocation, to allow for T3 tows
- Stand 456 excluded due to frequent Royal Suite use

Table 5.5
Total Stands Declared for Schedule Coordination

Summer 2014	Before T2 Opening (4th June 2014)									
Apron	F	E3	E2	E1	D2	D1	C2	C1	B	TOTAL
	F	E	E (747-400)	E (777-200)	D (767-300)	D (757)	C (A321)	C (A319)	B	TOTAL
T1 (up to 4th June)	0	6	0	2	0	7	9	2	0	26
T2 (up to 4th June)	0	0	0	0	0	0	0	0	0	0
T3	4	17	6	2	2	4	4	0	0	39
T4	1	12	1	0	4	0	2	0	0	20
T5	11	17	9	0	4	0	14	1	0	56
Total exc Cargo	16	52	16	4	10	11	29	3	0	141
CARGO	0	3	2	0	0	0	0	0	0	5
Total inc Cargo	16	55	18	4	10	11	29	3	0	146

Note: GA capacity is declared separately (see Appendix 6)

Key changes:

- Stand 255 (Code E remote) is unavailable Apr-May
- Stands 410 & 411 – project to upgrade to a Code F
- Stands 412 downgraded to code D - project to upgrade stands 410 & 411
- T4 APBB replacement works complete (gain 1x E2)

Table 5.6
Stands Declaration following the opening of Terminal 2 on 4th June 2014

	Summer 2014	After T2 Opening (4 th June 2014)									
	Apron	F	E3	E2	E1	D2	D1	C2	C1	B	TOTAL
		F	E	E (747-400)	E (777-200)	D (767-300)	D (757)	C (A321)	C (A319)	B	TOTAL
Total Physical Supply	T1	0	0	0	1	1	7	8	2	0	19
	T2	10	10	0	4	0	0	11	0	0	35
With Construction Outages	T1	0	0	0	1	1	7	8	2	0	19
	T2	10	10	0	4	0	0	11	0	0	35
With Project / Resilience Downgrades	T1	0	0	0	1	1	7	8	2	0	19
	T2	7	13	0	4	0	0	11	0	0	35
Outages for Operational Issues	T1	0	0	0	0	0	1	0	0	0	1
	T2	1	2	0	0	0	0	2	0	0	5
Total Stands Declared	T1	0	0	0	1	1	6	8	2	0	18
	T2	6	11	0	4	0	0	9	0	0	30

- Stand 221 declared as 221L & 221R
- 3x T2 remote Code F stands downgraded to E3 to prevent A380 remotes

Appendix 6 Explanatory Notes

New or Retimed slots after 22:30

In order to minimise the unplanned use of scarce night quota due to delayed operations, no new or retimed services shall be allocated slots later than 22:30 local time without a proportionate allocation of night quota, if such quota is available for allocation. This is a continuation of a limit that was introduced in Winter 2006.

ATM Cap

A planning condition on the development of Terminal 5 is a cap on the annual number of air transport movements at Heathrow of 480,000. In order not to exceed this level, a limit on the number of slots that may be allocated for air transport movements during the Summer 2014 season, is set at 9,564 per week.

As agreed at the Runway Scheduling Limits meetings, the Summer 2014 peak week number includes an increase of 34 peak week air transport movements which were transferred from the Winter 2013/14 total to reflect airline demand.

Voluntary Agreement on Night Flights

I would like to remind you of the informal voluntary agreement, between Heathrow and the Heathrow airlines, regarding night flights:

- Early morning arrivals will not land before 0430.

(This does not apply to arrivals delayed from the day before. However, if they have been subject to such severe delays that a further delay to ensure that they arrive after 0430 would make little difference, then the Duty Manager Airside may decide to refuse permission for an arrival before 0430.)

- Aircraft of Quota Count 4 (QC4) will not be scheduled to operate between 2330 and 0600 (Local) i.e. in the night quota period.

(This applies to Scheduled times only and does not apply to flights which have been delayed into the night period.)

- Cargo flights will not be scheduled to operate between 2330 and 0600 (Local) i.e. in the night quota period.

(This applies to Scheduled times only and does not apply to flights which have been delayed into the night period.)

Terminal Capacities in General

As throughput increases, it is becoming increasingly difficult to encapsulate the complicated nature of each operational/facility constraint within a simple declared capacity limit for each terminal. We would appreciate your continued cooperation in assessing the full impact of scheduling changes, notably new entrant airlines and significant changes from existing carriers, including slot exchanges.

For Summer 14, Heathrow has continued to declare lower limits and upper limits for terminals, which are to come in affect from Monday 18th November, after the IATA Slot Conference. Heathrow will continue to assess any capacity overage requests that fall within the boundaries of the lower and upper limits.

Terminal Declarations

Following consultation at the Terminal and Stands Limits Working Group, it has been agreed that the declared Summer 14 terminal limits will remain unchanged from Winter 13 & Summer 13 for T1, T3, T4 and T5. The new T2 is being formally declared for the first time in Summer 14, with the capacity available for coordination from 4th June 2014.

Airline Moves

The opening of Terminal 2 on 4th June 2014 will trigger a number of airline moves that Heathrow has consulted on through the Terminal Occupancy Working Group (TOWG) and the Airline Relocations Working Group (ARWG). Following consultation at the Terminal and Stands Limits Working Group and as outlined at the Heathrow Coordination Committee AGM, we request that ACL ensure the coordination process accounts for the future airline moves that need to take place. Heathrow will continue to keep ACL informed of all of the airline moves and dates of the moves for Summer 14 and future seasons.

A380 Reclaim Belts

Over recent seasons, Heathrow has welcomed a number of A380 flights into Terminal 3, and Terminal 4. Although there is variation in the seat capacity and transfer volumes, in general a larger reclaim belt is required for an A380 operation.

As a continuation from Winter 11 onwards, through agreement at the Terminal and Stands Limits Working Group, Heathrow declares a limit on the number of A380 flights arriving within 60 minutes in Terminal 3 and Terminal 4. For Summer 14 from 4th June 2014, Heathrow also declares reclaim belts for Terminal 2.

Based upon our assessments as to what is suitable for an A380 operation, we declare the following arrivals reclaim capacity for A380 operations, in a rolling hour:

Terminal	Reclaim Belts declared suitable for A380 operations
T2 (from 4 th June)	6
T3	3
T4	1

Any breaches of this limit should be referred to Heathrow Airport to assess the individual flight to take account of seat capacity and transfer volumes.

Transit Flights

From Winter 10 onwards, through agreement at the Terminal and Stands Limits Working Group a new limit was introduced on the number of transit flights within each terminal in a given period. Transit flights require all passengers to be processed through transfer security unless held in transit gate lounges. Due to the resulting peak passenger flows this has a disproportional impact on transfer security capacity. It is therefore important to separate transit flights to enable them to use the limited transit gate facilities or to limit the impact on transfer security.

Therefore only one transit flight should be scheduled in each terminal with any 90 minute period. This limit is to be enforced for new transit flights.

Stands

Stand capacity is a critical constraint at Heathrow. Modelled stand demand versus available supply will continue to constitute a formal co-ordination parameter for each apron for Summer 14. The Central Terminal and Western Terminal Areas' stand supply need to be looked at by terminal. Where any breaches of the terminal stand declarations occur, we request that ACL either seek airline scheduling adjustments to resolve any overages, or refer the overage to Heathrow for assessment, to determine if a solution can be found within the constraints of the apron concerned.

From Winter 11, as agreed by the airline community and Heathrow, with regards to the T3/T5 boundary, all stands starting with '5' east of stand 582 (including 582) will be T3 and all stands starting with '5' west of stand 582 (excluding 582) will be T5. This allows a better balance of stand capacity for T3 and T5.

Modelling of capacity at Heathrow has shown that to ensure aircraft flow is maintained effectively it will be necessary to use other terminals' stands for aircraft from Terminal 3. This will increase the number of towing movements which in turn may cause congestion on associated taxiways. In mitigation, we must ensure as part of the co-ordination process that the likelihood of this is minimised, and not exacerbated, by changes to slot allocations or timing.

We ask you to be mindful of the need to minimise carriers' ground time in the peak period and give this a high priority in the allocation of available runway slots.

Code F Stands

As agreed with the airline community at the Heathrow Stand Governance Board, Heathrow should not plan for remote A380 operations. The remote code F stands at the airport have generally been designed for remote parking and contingency use only, due to their locations and equipment. As agreed by the Terminal and Stands Limits Working Group, to ensure there are limited remote A380 operations and to assist in A380 resilience, all Code F remotes have been declared as Code E. Thus the remote code F stands will be available for all scheduling up to and including Code E aircraft.

We kindly request that ACL continue to refer to Heathrow any requests that exceed this declared capacity to assess the characteristics of the flight and the operational issues.

Domestic, CTA, International Stand Capacity

As agreed at the Summer 13 Terminal and Stands Limits Working Group, there is a need for the schedule coordination process to consider Domestic, CTA, and international stands capacity.

As a continuation from Summer 13, we request that ACL carry out high level assessments that differentiate Domestic, CTA, and international demand against capacity in Terminals 1 & 5. The assessment is to be carried out at Initial Coordination, after the IATA Conference, and after the slot hand back deadline. The results are to be shared with Heathrow. This will enable a trigger for early notification of issues and prompt any actions required to address the problems, including potential re-timing of slots.

General Aviation (GA) Stand Capacity

As agreed at the Summer 14 Terminal and Stands Limits Working Group, to ensure GA stand demand does not exceed supply a separate stand capacity limit for GA is required.

Declarations will make a distinction between GA stands capable of servicing live movements and stands capable of parking tows only. Assessments carried out should therefore be able to distinguish between stand demand that requires live stands and demand that can be decanted to parking only stands.

Five stands are required for GA parking and two for GA live movements

- GA parking = 3x narrow body and 2x wide body
- GA live = 2x C or 1 x code E

Summer 2014	General Aviation			
Apron	E2	E1	C (A321)	TOTAL
	E (747-400)	E (777-200)	C (A321)	TOTAL
Live*		1	2	2x code-C or 1x code E
Parking Only	2		3	5

**Stands RSA/RSB will be used for live GA movements and can either be used by 2x code C or 1x code E*

GA stand declarations only impact cargo stands capacity i.e. cargo is reduced by 3 narrow body stands. Other stands declared as GA were previously already excluded from capacity declarations.

Roads

The Central Terminal Area 2-way scheduling limit remains at 14000pph for Summer 14.