

HEATHROW NIGHT MOVEMENT AND QUOTA ALLOCATION PROCEDURES**1. POLICY**

All Night Flights require the prior allocation of a slot and corresponding Night Quota (movement and noise quota). Late departures during the Night Quota Period, 2330-0600 local time, of flights which are not planned night flights are by prior permission of Heathrow.

2. OBJECTIVES

- To reliably manage night flying within DfT declared seasonal Night Quota
- To make best use of the Night Quota limits
- To accurately forecast and control Night Quota use
- To ensure the method of allocating Night Quota is transparent and fair
- To respect the historic rights of night flights from the previous equivalent season
- To provide for off-schedule operations beyond an airlines control
- To provide for new operators or operations, including ad hoc services, where Night Quota permits

3. DEFINITIONS

In these procedures, the following words shall have the following meanings:

Night Quota Period:	2330 to 0600 local time
Night Planning Period:	Departures 2320-0550 local time
	Arrivals 2330-0615 local time
Night Shoulder Period:	Departures 2250-2315 local time
	Arrivals 2300-2325 local time
	Arrivals 0620-0630 local time
Night Movement:	An aircraft take-off or landing during the Night Quota Period
Night Flight:	An arrival or departure scheduled during the Night Planning Period
Movements Limit:	The maximum permitted number of night movements in a season
Noise Quota:	The maximum permitted sum of Quota Count of all night movements in a season
Night Quota:	The combination of the Movements Limit and Noise Quota
Available Night Quota:	The total Night Quota available for allocation in a season
Quota Count:	The amount of quota (QC points) assigned to an individual night movement as specified by NOTAM
Pool:	The proportion of Available Night Quota in a season not allocated
Predicted Use:	The predicted number of Night Movements in a forthcoming

season, as calculated by the Coordinator and agreed with the airline concerned

4. ALLOCATION OF NIGHT QUOTA

4.1 Night Quota are determined by the DFT from time to time. Heathrow is responsible for managing the Night Quota, including approval of unplanned night movements, and monitoring its use. Airport Coordination Ltd (ACL) administers the allocation of Night Quota for planned operations.

4.2 The Night Quota Period (2330-0600 local time) is based on runway take-off and landing times. Schedules are based on on/off stand times. To take account of typical taxi times, the Night Planning Period is:

Departures:	2320-0550 local time
Arrivals:	2330-0615 local time

4.3 Operators are expected to make all reasonable efforts to prevent flights scheduled outside of the Night Planning Period from operating within the Night Quota Period.

4.4 Slots requested in the Night Planning Period will be allocated on a provisional basis until such time as the airline has sufficient Night Quota allocation to meet its predicted use.

4.5 HISTORIC NIGHT FLIGHTS

4.5.1 Flights scheduled and normally operated during the Night Planning Period will be entitled to be scheduled during the Night Planning Period in the next equivalent season.

4.5.2 An airline with historic night flights will receive a Movement Limit allocation equivalent to its predicted use in the forthcoming season. Such allocations will be reviewed seasonally using latest available actual data.

4.5.3 The Noise Quota allocation will be equivalent to the Movement Limit allocation multiplied by the average Quota Count per night flight normally operated by the airline during the previous equivalent season.

4.6 NIGHT QUOTA POOL

4.6.1 After the allocation of Night Quota to historic night flights, a Pool is created consisting of any unallocated Available Night Quota.

4.6.2 If the Pool exceeds 10% of the Available Night Quota then the excess may be allocated to new night flights which would become eligible for historic rights in future seasons in accordance with paragraph 4.5.1 above.

4.6.3 Remaining Night Quota may be allocated on an ad hoc basis subject to a minimum pool size of 5% of the Available Night Quota for the season or, during the season, of the Available Night Quota remaining.

4.6.4 Priority will be given to airlines with historic night flights predicted to require additional Night Quota for those historic night flights based on the most recent calculation of predicted use, eg, due to improved on-time performance.

4.6.5 All night movements of airlines with an allocation of Night Quota will count against the airline's allocation of Movements and Noise Quota. Night movements of airlines without an allocation of Night Quota will count against the Pool.

4.6.6 The proportions of Night Quota reserved for the Pool may be varied by agreement of the Scheduling Committee Executive, Heathrow, and the Coordinator.

4.7 NEW NIGHT FLIGHTS

4.7.1 Newly allocated night flights will receive a Movement Limit allocation equivalent to the predicted number of night movements in the forthcoming season and a Noise Quota allocation equivalent to the sum of Quota Count for those night movements.

4.8 NIGHT SHOULDER PERIOD FLIGHTS

4.8.1 Airlines with flights scheduled within the Night Shoulder Period may receive a Movement Limit allocation for a proportion of the planned flights based on predicted use. The Noise Quota allocation will be equivalent to the Movement Limit allocation multiplied by the average Quota Count per flight for all flights planned by the airline during the Night Shoulder Period in the season. Such allocations will be reviewed seasonally using latest available actual data.

5. END OF SEASON FLEXIBILITY

5.1 The DfT Night Restrictions permit unused Night Quota of up to 5% of the airport's seasonal limit to be carried forward into the next season, and the anticipation of up to 5% of the airport's Night Quota for the next season in the event of an overrun. Up to 10% end of season flexibility is permitted when there are calendar reasons (ie, when Easter falls in a Winter season or the Summer season is longer than the normal 30 weeks).

5.2 A season's Available Night Quota may be set at a level to protect carry over into the next season or assuming carry over from the previous season. The Coordinator will propose the level of Available Night Quota in advance of each season to be agreed by the Scheduling Committee Executive and Heathrow.

6. EXHAUSTION OF THE POOL

6.1 If at any point during the season the Available Night Quota remaining is less than the outstanding Night Quota allocation to the end of the season, ACL will identify any airlines that are forecast to have surplus Night Quota allocation in that season and seek its return to the Pool. The voluntary return of Night Quota will not automatically affect an airline's Night Quota allocation in future seasons.

6.2 Any airline with a Night Quota allocation which has overused its allocation on a pro rata basis will be required to take whatever action necessary to prevent an overrun by the end of the season, including the cancellation and/or rescheduling of flights.

6.3 HAL may invoke procedures to prevent the late departure of flights without a Night Quota allocation that do not qualify for dispensation and are not exempt aircraft types.

These procedures will be lifted once forecast use of Night Quota is within the Available Night Quota for the season. Notice of implementation of these procedures and their lifting will be issued to all operators by Heathrow in the form of a NOTAM and by ACL in the form of a SITA message.

7. SEASONAL OVERRUN

7.1 A seasonal overrun occurs when the total use of Night Quota at the airport exceeds the seasonal Available Night Quota, resulting in a reduction in the Available Night Quota in the following season. All parties must make every effort to avoid such an overrun occurring.

7.2 If an overrun occurs and results in less Available Night Quota in the following season than the allocated Night Quota plus a 5% pool, then any airline with a Night Quota allocation which overused its allocation will be required to appear before the Slot Performance Committee. If its overuse cannot be justified on the basis of reasons outside the airline's control, then the airline will be required to reduce predicted Night Quota use in the immediate following season by an amount equivalent to its overrun.

7.3 If a shortfall remains then the Night Quota allocation will be reduced by the same proportion across all airlines with an allocation and the Pool.

8. SLOT PERFORMANCE

8.1 Operators either:

- a) Without an allocation of Night Quota that use a significant amount from the Pool;
- or
- b) With an allocation of Night Quota that use in excess of their allocation (either in total or on a pro rata basis)

may be required to appear before the Slot Performance Committee.

9. TRANSFER OF NIGHT QUOTA

9.1 Airlines are free to transfer Night Quota allocation from one route or type of service to another.

9.2 If an airline exchanges slots with another airline where only one set of slots is within the Night Planning Period then the associated Night Quota allocation will transfer to the airline holding the slots within the Night Planning Period after the exchange.

9.3 All transfers or exchanges are subject to confirmation by the Coordinator for feasibility.