

## Winter 24 Appendices

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Appendix 1

Runway Scheduling Limits Winter 24

Arrivals																			
Hour (UTC)	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	Average	Total
<b>Winter 2023</b>	38	39	37	45	45	34	43	40	41	40	38	43	42	43	37	38	17	38.8	660
Capacity change RSL1			+2		-2	+3	-3			+1		-1							
Capacity change RSL2																			
Capacity change RSL3											+1	-1			-1	+1			
<b>Winter 2024</b>	38	39	39	45	43	37	40	40	41	41	39	41	42	43	36	39	17	38.8	660

Departures																			
Hour (UTC)	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	Average	Total
<b>Winter 2023</b>	30	41	46	43	43	44	44	46	42	44	42	46	43	46	36	27	23	40.4	686
Capacity change RSL1						+1	-1								-1	+1			
Capacity change RSL2														-1	+1				
Capacity change RSL3																			
<b>Winter 2024</b>	30	41	46	43	43	45	43	46	42	44	42	46	43	45	36	28	23	40.4	686

## Appendix 2

### Additional Runway Scheduling Constraints Winter 24

#### Arrivals

- 1 Within each hour, and having regard to historic rights, no more than 5 arrivals should be scheduled in each 5-minute period in the hour.
- 2 The schedule, having regard to historic rights, will be co-ordinated to a 20-minute slot constraint, offset by 10 minutes. No more than 15 arrivals should be scheduled in each 20-minute period.
- 3 Only Airlines with a historic allocation of Night Quota are allowed to schedule arrivals at 0610 or 0615.

#### Departures

- 1 Within each hour, and having regard to historic rights, no more than 5 departures should be scheduled in each 5-minute period in the hour.
- 2 The schedule, having regard to historic rights, will be co-ordinated to a 20-minute slot constraint, offset by 10 minutes. No more than 16 departures should be scheduled in each 20-minute period.
- 3 Each hour, and having regard to historic rights, will be coordinated to an offset rolling hour. The hour is offset by 10 minutes and rolls through the hour every 20 minutes. No more than 45 departures will be scheduled in any rolling hour between 0600 and 2255 (UTC), except between 1650-1905 (UTC) when the rolling hour capacity will be 46.

Time (UTC)	0600 - 1645	1650 - 1905	1910 - 2255
Capacity	45	46	45

#### Arrivals and Departures

- 1 Ad Hoc slots will be unavailable between 0430 and 0800.
- 2 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 – Winter 24**

Terminal	A/D	Constraint	W24 Coordination Limit
T2	Departures	Combined 1 hour	3,000
		Combined 3 hours	8,200
	Arrivals	International & CTA 1 hour	3,900
		International & CTA 2 hours	6,500
		Domestic 1 hour	600
Terminal	A/D	Constraint	W24 Coordination Limit
T3	Departures	International 1 hour	3,700
		International 3 hours	8,300
	Arrivals	International 1 hour	4,650
		International 2 hours	7,100
Terminal	A/D	Constraint	W24 Coordination Limit
T4	Departures	International 1 hour	2,200
		International 3 hours	4,500
	Arrivals	International 1 hour	2,500
		International 2 hours	4,300
Terminal	A/D	Constraint	W24 Coordination Limit
T5	Departures	Combined 1 hour	5,000
	Arrivals	International 1 hour	4,500
		Domestic 1 hour	1,200

W24 terminal limits were agreed at the Terminal & Stands Scheduling Limits (TSL) meeting. In T4 although Zone G check in desks are not in use they will be retained in the capacity declaration and instead the T180 limit used (reduced to 4,500 from 6,000 in W23) to avoid increasing the evening peak.

**Check-in Limits**

**Terminal 2**

Zone	Desks	Declaration
A	32	32
B	26	26
C	12	12
D	46	46

**Terminal 3**

Zone	Desks	Declaration
A	33	33
B	30	30
C	26	26
D	26	26
E	26	26
F	26	26
G	28	28

**Terminal 4**

Zone	Desks	Declaration
A	14	14
B	5	5
C	26	26
D	16	16
E	16	16
F	26	26
G*	10	10
H	14	14

\* Although Zone G check in desks are not in use they will be retained in the capacity declaration and instead the T180 limit used to avoid increasing the evening peak.

**Terminal 3 Integrated Baggage System Limit**

Coordination Limit                      33 laterals  
 Upper Limit                                40 laterals

**Terminal 4 Baggage System Limits**

Main Baggage Hall                      66 laterals  
 Carrousel                                 8 laterals  
 Ancillary Baggage Facility            56 laterals  
 Transfer Baggage Facility              4 laterals

Note: possible impact to MUPs due to project works planned to start November 2024.

Appendix 4

Load Factors Winter 24

W24 Declared	T2 Domestic	T2 CTA & International	T2 Combined	T3 International		T4 International		T5 Domestic	T5 International (& Domestic Departure)	
				A	D	A	D		A	D
1	86%	84%	82%	84%	84%	87%	86%	85%	84%	83%
2	82%	82%	81%	81%	85%	84%	84%	79%	80%	79%
3	80%	79%	79%	77%	84%	83%	86%	81%	79%	79%
4	79%	82%	85%	81%	87%	84%	87%	78%	82%	83%
5	81%	85%	87%	85%	89%	87%	89%	77%	86%	86%
6	78%	89%	87%	87%	88%	85%	88%	83%	86%	87%
7	86%	89%	85%	88%	87%	90%	89%	85%	87%	86%

Appendix 5

Stand Limits Winter 24

Table 5.1

**Total Physical Stand Supply - for information only, this is NOT the W24 Declared Stands**

<b>Winter 24</b>										
<b>Apron</b>	<b>F</b>	<b>E</b>	<b>E (747-400)</b>	<b>E (777-200)</b>	<b>D (767-300)</b>	<b>D (757)</b>	<b>C (A321)</b>	<b>C (A319)</b>	<b>B</b>	<b>TOTAL</b>
<b>T2</b>	12	9	0	2	0	0	14	0	0	<b>37</b>
<b>T3</b>	14	20	1	5	1	1	3	0	0	<b>45</b>
<b>T4</b>	6	13	6	2	2	0	4	1	0	<b>34</b>
<b>T5</b>	15	15	13	0	4	0	15	1	0	<b>63</b>
<b>Total exc. Cargo</b>	<b>47</b>	<b>57</b>	<b>20</b>	<b>9</b>	<b>7</b>	<b>1</b>	<b>36</b>	<b>2</b>	<b>0</b>	<b>179</b>
<b>CARGO</b>	3	5	2	2	0	0	0	0	0	<b>12</b>
<b>Total inc. Cargo</b>	<b>50</b>	<b>62</b>	<b>22</b>	<b>11</b>	<b>7</b>	<b>1</b>	<b>36</b>	<b>2</b>	<b>0</b>	<b>191</b>

- MARS: main centrelines counted except MARS stands which are predominately used by narrow body aircraft and therefore declared as 2 centrelines, e.g.,
  - Stand 218 declared as 218L & 218R
  - Stand 221 declared as 221L & 221R
  
- MCA: allocated based on current predominate usage requirement:
  - Stands 415 – 420 declared as 3 x C (A321) and 1 x C (319)
  - Stands 449 – 452 declared as 2 x E

Table 5.2

Stand outages for construction work

<b>Winter 24 Stand Outages for Construction Work</b>										
<b>Apron</b>	<b>F</b>	<b>E</b>	<b>E (747-400)</b>	<b>E (777-200)</b>	<b>D (767-300)</b>	<b>D (757)</b>	<b>C (A321)</b>	<b>C (A319)</b>	<b>B</b>	<b>TOTAL</b>
<b>T2</b>	0	0	0	0	0	0	0	0	0	0
<b>T3</b>	-2	0	0	0	0	0	0	0	0	-2
<b>T4</b>	0	-1	0	0	0	0	0	0	0	-1
<b>T5</b>	-2	0	0	0	0	0	0	0	0	-2
<b>Total exc. Cargo</b>	<b>-4</b>	<b>-1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-5</b>
<b>CARGO</b>	0	0	0	0	0	0	0	0	0	0
<b>Total inc. Cargo</b>	<b>-4</b>	<b>-1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-5</b>

Stand 209 (allocated to T3 for coordination purposes) is removed from the declaration as it is closed to accommodate planned demolition works on the north end of the Terminal 1 building.

Stand 342 & 555 is removed from the declaration as it is closed for asset replacement.

Stand 455 is removed from the declaration as it is closed for runway resurfacing.

Stand 556 is removed from the declaration as it is closed for end-of-life asset replacement (ongoing – multiple stands)



Table 5.3

Stand downgrades for project work and/or operational resilience

Winter 24 Stand Downgrades for Projects or Ops. Resilience										
Apron	F	E	E (747-400)	E (777-200)	D (767-300)	D (757)	C (A321)	C (A319)	B	TOTAL
T2	-3	3	0	0	0	0	0	0	0	0
T3	-7	4	3	0	0	0	0	0	0	0
T4	-2	2	0	0	0	0	0	0	0	0
T5	-3	3	0	0	0	0	0	0	0	0
<b>Total exc. Cargo</b>	<b>-15</b>	<b>12</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>CARGO</b>	<b>-1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Total inc. Cargo</b>	<b>-16</b>	<b>13</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

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

- **T2:** Stands 254, 255, 258 Code F remotes restricted to Code E3
- **T3:** Stands 210, 212, 213 Code F remotes restricted to E3  
 3 \* E3 pier served stands (318, 327, 331) restricted to E2 (747-400)  
 Stands 357, 594, 595, 596 Code F remotes restricted to Code E3
- **T4:** Stands 453 and 454 Code F remotes restricted to Code E3
- **T5:** Stands 558, 575, 576 Code F remotes restricted to Code E3
- **Cargo:** Stand 608 restricted (code F to code E3)

Table 5.4

Additional stand outages due to operational issues e.g., maintenance, stand cleaning, off slot performance, etc.

Winter 24										
Apron	F	E	E (747-400)	E (777-200)	D (767-300)	D (757)	C (A321)	C (A319)	B	TOTAL
T2	-2	-1	0	0	0	0	-2	0	0	-5
T3	-1	-3	0	-1	0	0	0	0	0	-5
T4	-1	-1	0	-1	0	0	-1	0	0	-4
T5	0	-1	-1	0	0	0	-1	0	0	-3
<b>Total exc. Cargo</b>	<b>-4</b>	<b>-6</b>	<b>-1</b>	<b>-2</b>	<b>0</b>	<b>0</b>	<b>-4</b>	<b>0</b>	<b>0</b>	<b>-17</b>
<b>CARGO</b>	0	-5	0	-2	0	0	0	0	0	-7
<b>Total inc. Cargo</b>	<b>-4</b>	<b>-11</b>	<b>-1</b>	<b>-4</b>	<b>0</b>	<b>0</b>	<b>-4</b>	<b>0</b>	<b>0</b>	<b>-24</b>

Additional stand outage declaration maintains a similar level of contingency to the W23/S24 declarations:

- 1 Pier Served Code F stand removed in each terminal (excluding T5)
- 1 Remote Code F stand removed from T2 (258)
- Stand 453 removed from T4 declaration for T3 south-side towing
- Contingency stands removed for operational issues
- **Cargo:** Requirement as declared for W23/S24. Stands 601-606 removed due to no fuel, reverse parking or GA use. Stand 616 for resilience.

Table 5.5

**Total Stands Declared for Schedule Coordination**

<b>Winter 24</b>										
<b>Apron</b>	<b>F</b>	<b>E</b>	<b>E (747-400)</b>	<b>E (777-200)</b>	<b>D (767-300)</b>	<b>D (757)</b>	<b>C (A321)</b>	<b>C (A319)</b>	<b>B</b>	<b>TOTAL</b>
<b>T2</b>	7	11	0	2	0	0	12	0	0	<b>32</b>
<b>T3</b>	4	21	4	4	1	1	3	0	0	<b>38</b>
<b>T4</b>	3	13	6	1	2	0	3	1	0	<b>29</b>
<b>T5</b>	10	16	13	0	4	0	14	1	0	<b>58</b>
<b>Total exc. Cargo</b>	<b>24</b>	<b>61</b>	<b>23</b>	<b>7</b>	<b>7</b>	<b>1</b>	<b>32</b>	<b>2</b>	<b>0</b>	<b>157</b>
<b>CARGO</b>	2	1	2	0	0	0	0	0	0	<b>5</b>
<b>Total inc. Cargo</b>	<b>26</b>	<b>62</b>	<b>25</b>	<b>7</b>	<b>7</b>	<b>1</b>	<b>32</b>	<b>2</b>	<b>0</b>	<b>162</b>

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

## Appendix 6

### Additional Constraints and Explanatory Notes

#### W24 Runway Scheduling Limits

The RSL Working Group has agreed to re-consider any flex requests that were considered but not accepted at the first RSL meeting, prior to the circulation of the SAL (Schedule Airline Listing) in late May and again after the IATA conference in late June 2024. These wish lists would all have been received by ACL before the first RSL meeting.

#### New or Retimed Slots After 22:40 (local)

To minimise the unplanned use of scarce night allocation movements due to delayed operations, no new or retimed services shall be allocated slots later than 22:40 (local) without a proportionate allocation of night quota - if such quota is available for allocation. If no such quota is available, relative to the forecast use for the airline, then no slots shall be allocated.

#### ATM Cap

A cap on the annual number of Air Transport Movements (ATMs) at Heathrow of 480,000 was introduced as a planning condition for the development of T5. In order not to exceed this level, a limit on the number of slots that may be allocated for air transport movements during the Winter 24 season, is set at 9,218 per week.

Additionally, after the slot hand back deadline in, the total seasonal number of air transport movements allocated should not exceed 195,343.

#### Night Flight Restriction

Aircraft of Quota Count 4 (QC4) will not be scheduled to operate between 23:30 and 06:00 (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.)

#### Voluntary Agreement on Night Flights

The informal voluntary agreement between Heathrow and Heathrow airlines regarding night flights is:

- early morning arrivals will not land before 04:30 (local).

(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 they arrive after 04:30 would make little difference, then the Airside Operations Duty Manager may decide to refuse permission for an arrival before 04:30.)

- cargo flights will not be scheduled to operate between 23:30 and 06:00 (local).

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

#### Terminal Declarations

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

W24 terminal limits were agreed following consultation at the Terminal and Stands Scheduling Limits (TSL) Group.

Heathrow continues to declare limits for check-in in T2, T3 and T4.

Heathrow continues to declare limits for the T3 and T4 Baggage Systems.

In T4 although Zone G check in desks are not in use, they will be retained in the capacity declaration and instead the lowered T180 limit (4,500 from 6,000) applied to avoid increasing the evening peak.

### **A380 Reclaim Belts**

Heathrow has several A380 flights operating at the airport. Although there is variation in the seat capacity and transfer volumes of the A380 flights, in general a larger reclaim belt is required for an A380 operation.

With agreement at the TSL Group, Heathrow declares a limit on the number of A380 flights arriving within 60 minutes in T2, T3 and T4.

Based upon Heathrow's assessments as to what is suitable for an A380 operation, the following arrivals reclaim capacity for A380 operations, in a rolling hour is declared:

<b>Terminal</b>	<b>Reclaim Belts declared suitable for A380 operations</b>
T2	6
T3	3
T4	3

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**

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 within 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 Winter 24. Stand supply needs to be assessed at terminal level on all campuses. Where any breaches of the terminal stand declarations occur, Heathrow request that ACL either seek airline scheduling adjustments to resolve any overages, or refer the overage to the airport for assessment, to determine if a solution can be found within the constraints of the apron concerned.

As agreed at the TSL meeting in April 2024 remote stands 209, 210, 211, 212 and 213 will be allocated to T3 for coordination purposes (but with ability to flex on a tactical basis for T2 use). In addition, remote stands 590, 591 and 592 will be allocated to T5 for coordination purposes (but with ability to flex on a tactical basis for T3 use).

Modelling capacity at Heathrow has demonstrated that to ensure aircraft flow is maintained effectively it may be necessary to use other terminals' stands for aircraft from T3. 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.

#### **Aircraft Parking at Heathrow Airport Outside Scheduled Turnaround Periods**

In recent years it has become apparent that several away based carriers have elected to cancel flights during planned holiday periods and park their aircraft at Heathrow outside their scheduled turnaround periods. This practice, in conjunction with the ongoing programme of construction works limiting stand capacity, causes congestion at the airport and has negative impact on airport operations over an extended period.

Away based carriers should not park aircraft at Heathrow Airport outside scheduled turnaround periods, except with prior arrangement. (See also General Aviation below.)

#### **New / Unproven Aircraft Types**

To avoid potential operational issues, we request that ACL refers to Heathrow for individual review any applications for aircraft to operate in any terminal / facility which they have not operated previously; examples of which include Boeing 777-X.

#### **General Aviation (GA) Stand Capacity**

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.

- 4 stands are required for GA parking and 2 for GA live movements
  - GA parking = 3 x narrow body and 2 x wide body
  - GA live = 2 x Code C or 1 x Code E3

<b>Winter 24 – General Aviation</b>									
	F	E3	E2 (747-400)	E (777-200)	D (767 – 300)	D (757)	C (A321)	C (A319)	Total
<b>Live*</b>		1					2		<b>2x code C or 1x code E3</b>
<b>Parking Only</b>		2					3		<b>5</b>

*\*Stand 457 (L&R) will be used for live GA movements, can either be used by 2 \* Code C A321 or 1\* Code E3. For red carpet movements Stand 458 (E3) can be used. Live aircraft not using a red carpet, will probably arrive / depart from Stand 456 or another 450 stand*

GA stand declarations only impact cargo stand capacity i.e., cargo is reduced by 3 narrow body

stands. Other stands declared as GA were already previously excluded from capacity declarations.

Peak periods require the following restrictions to GA Parking (only applicable for Winter seasons):

- Thanksgiving: no GA Parking (live declaration unaffected) from 2 days before to 2 days after
- Christmas: no GA Parking (live declaration unaffected) 21 - 27 December inclusive
- New Year: no GA Parking (live declaration unaffected) 29 December - 02 January inclusive.