



## Environmental Management

14<sup>th</sup> November 2024

ASEnv\_OSI\_038

Version 16.1

# Operational Safety Instruction

## Administration and Enforcement of Night Aircraft Movement and Quota Limits

It is the responsibility of all employers to ensure that relevant OSIs are brought to the attention of their staff. However, individuals remain responsible for their own actions and those who are in any doubt should consult their Supervisor or Manager.

### 1. Introduction

- 1.1** The Secretary of State for Transport, in the exercise of his powers under Sections 78 and 80 of the Civil Aviation Act 1982, has prescribed restrictions on the operation at night of all aircraft at Heathrow.
- 1.2** The limitations on night movements and noise quota at Heathrow are contained in the supplement to the United Kingdom AIP 108/2024 'London - Heathrow, Gatwick and Stansted Airports - Noise Restrictions Notice 2024' which replace 077/2024 'London - Heathrow, Gatwick and Stansted Airports - Noise Restrictions Notice 2024' as of 14<sup>th</sup> November 2024. **It covers the period between 01:00 hours on 14<sup>th</sup> November 2024 to 00:59 hours on 30<sup>th</sup> March 2025.**
- 1.3** Movement numbers and quota limits for Heathrow for the Winter season 2024 are;
- 1.3.1** The maximum number of occasions on which aircraft may take off or land (movements) is **2550**.
- 1.3.2** The quota is **2415**.
- 1.4** Heathrow has a statutory duty under Sections 78 and 80 of the Civil Aviation Act 1982 to ensure compliance with these restrictions.
- 1.5** All times referred are **LOCAL**.
- 1.6** Red bars have been added to the side of the document to draw the reader's attention to where changes have been made.
- 1.7** ASEnv\_OSI\_038 Administration and Enforcement of Night Aircraft Movement and Quota Limits v15.0 is hereby cancelled.



## 2. Definitions

Abbreviation	Description
ACL	Airport Co-ordination Ltd
AfDM	Airfield Duty Manager
AIP	Aeronautical Information Publication
ANATM	Airspace, Noise & ATM Performance Team
AODM	Aircraft Operations Duty Manager
AOP	Airport Operating Plan (Formerly A-CDM)
ATC	Air Traffic Control
DfT	Department for Transport
Disregarded Operations	Also referred to as "Dispensation" - where a flight or flights in the night quota period are not counted against the Movement Limit and Noise Quota
ETOT	Estimated Take-Off Time
HATCT	Heathrow Airport Terminal Control Tower
LHR	London Heathrow
Night Period	The period between 23:00 hours and 07:00 hours
Night Quota	The combination of the movement limit and noise quota
Night Quota Period	The period between 23:30 hours and 06:00 hours
NJM	Night Jet Movement
NOTAM	Notices to Aviation
OSI	Operational Safety Instruction
QC	Quota Count - The amount of Quota (QC points) assigned to an individual night movement as specified by NOTAM
VCR	Visual Control Room



### 3. Administration

- 3.1** Heathrow Airport Operations will conduct the administration and enforcement of the Night Quota (combined movement and quota limits) and will liaise with ACL and the DfT as required.
- 3.2** In January 2000, Heathrow and the Heathrow Co-ordination Committee agreed on the Heathrow Night Movement and Quota Allocation Procedures, referred to as Local Rule 1 (See Appendix A – Heathrow Night Movement and Quota Allocation Procedures). The aim is to provide effective management of night flying within the DfT's declared Night Quota limits for each season.
- 3.3** Airlines will be informed of the rate of use of their movement and quota allocations if their pro rata usage exceeds what is expected based on the Winter 24 schedule. Restrictions will be applied until predicted usage does not exceed the Night Quota limits imposed by DfT.

### 4. Enforcement

- 4.1** Any airline intending to operate a movement during the Night Quota Period when that movement is scheduled to operate outside the Night Quota Period must advise the Heathrow AODM on +44 (0) 7525 825 585 (mobile) or +44 (0) 208 757 3501 (landline) as soon as possible in advance of the intended movement. The AODM will request information as to the reasons for the movement, which operators should have ready to provide.
- 4.2** Failure to notify the AODM may lead to the aircraft being delayed or refused permission to operate at Heathrow. Checks involving the status of the aircraft will be made, including the QC value of the aircraft. (See Paragraph 6.7 Aircraft Details and Appendix B - Flow Chart for the Management of Night Quota.)
- 4.3** Airlines must ensure that the AOP is kept up to date with changes to their flight operating parameters. Should a flight be subject to any delays that extend the current ETOT for the flight then, the airline must contact the AODM and advise of any new estimated timings.
- 4.4** Any airline operator who is refused permission at LHR for a late arrival of a flight without movement and quota allocations who then wishes to divert the flight to an alternative airport must make a further request to the selected alternative airport(s) for permission to land as soon as possible in advance of the intended movement.
- 4.5** Please note that airports operate independently, and a refusal to allow a night movement at one airport will have no effect on the decision of whether or not permission is granted for a landing at any other airport.



- 4.6 Heathrow and ACL regularly review the usage of the movement and quota allocations. Measures detailed in Appendix A - Heathrow Night Movement and Quota Allocation Procedures may be taken against airlines which have overused their movement and quota allocations on a pro-rata basis to prevent an overrun of either allocation at the end of the season. This may involve the cancellation and/or rescheduling of flights.
- 4.7 Heathrow may also invoke procedures to prevent late operation of flights on airlines without movement and quota allocations or when pro-rata usage of the movement and/or quota is exceptionally high.
- 4.7.1 Where a route consistently incurs requests for and use of NJM, the airline operator may be referred to The Slot Performance Committee.
- 4.7.2 Should notice be given that the movement and/or quota allocations have been used up, airlines or other operators must ensure that no further movements to which these night restrictions apply take place during the restricted hours. Permission will not be granted to arrive or depart an aircraft, except for emergency flights which remain exempt from the restrictions.
- 4.8 Any airline that has been authorised and proceeds to operate a movement during the Night Quota Period when that movement is scheduled to operate outside the Night Quota Period must complete the online form available at <https://www.heathrow.com/njm> (or via the Quick Links section of <https://heathrow.com/airside>). Airlines are requested to submit this form for each night movement as early as possible and **no later than 24 hours** after the flight in question (an extension of up to 72 hours may be available should Heathrow be experiencing disruption).

## 5. Detention of an Aircraft in Contravention of the Night Restrictions

- 5.1 If at any time during the Night Period, it appears to Heathrow that an aircraft is preparing to take off in contravention of the night restrictions (See Appendix C - Scheduling Restrictions in the Night Period), the AODM may determine the requirement for the detention of the aircraft under Section 78(5) (d) of the Civil Aviation Act 1982. The AfDM will then affix a Notice of Detention to the aircraft, and a copy of it will be handed to the Commander (as per ASGrOps\_OSI\_036 Detention of Aircraft).
- 5.2 In all cases, the operator of the aircraft will be advised of this action at the time of detention or, if time does not permit, as soon as is practicable. Immediately following the delivery of the Notice of Detention, ATC will be advised in order that no air traffic clearances are issued to the detained aircraft.
- 5.3 Should circumstances prevent the issue of the Detention Notice before the aircraft leaves its parking position, ATC will be asked to advise the aircraft commander by radio that the take-off would be in contravention of the Night Noise Restrictions Notice 2024.



## 6. Procedures for Operation of Aircraft in Respect of Use of the Quota Count Allowance

6.1 Aircraft operations are subject to restrictions during both the Night Period, 23:00 – 07:00, in addition to those restrictions during the Night Quota Period 23:30 – 06:00, depending on the nominated QC value (See Appendix C - Scheduling Restrictions in the Night Period).

### 6.1.1 QC Groups 0, 0.125, 0.25, 0.5, 1, and 2

6.1.1.1 Aircraft in this group may be scheduled to operate and may operate, during the Night Period when authorised, taking account of existing voluntary agreements and practices for the management of respite (see para 6.1.3), and providing the Night Quota limits have not been exceeded. Any movement taking place between the hours 23:30 and 06:00 will reduce the movement quota by one and the noise quota by a value corresponding to its QC number. (Note: QC numbers for an aircraft may be different for arrival and departure).

### 6.1.2 QC Group 4

6.1.2.1 QC 4 may not be scheduled to land or take off during the Night Quota Period.

6.1.2.2 Aircraft may operate at any time during the Night Quota Period when authorised, taking account of existing voluntary agreements and practices for the management of respite (see para 6.1.3), and providing the Night Quota limits have not been exceeded. Any movement taking place between the hours 23:30 and 06:00 will reduce the movement quota by one and the noise quota by a value corresponding to its QC number. (Note: QC numbers for an aircraft may be different for arrival and departure).

### 6.1.3 Respite Period

6.1.3.1 Airport operations, ATC and airlines should cooperate and endeavour to coordinate any late flight to operate by 01:00 hours to provide a reasonable period of respite. This time may change in circumstances of disruption.

### 6.1.4 QC Groups 8 & 16

6.1.4.1 QC 8 and QC 16 movements **are not permitted** at any time during the Night Period – see Appendix B - Flow Chart for the Management of Night Quota and Appendix C - Scheduling Restrictions in the Night Period.



## 6.2 Pre-06.02 Arrivals

### 6.2.1 Night Flights

**6.2.1.1** A night flight is an arrival or departure scheduled to operate during the night planning period. A number of flights retain entitlement on a historical basis to operate as a night flight and specifically are scheduled to arrive between the hours 04:30 – 06:02. To enable them to operate, they are allocated Night Quota equivalent to its predicted use (See Appendix A - Heathrow Night Movement and Quota Allocation Procedures).

**6.2.2** All other flights, arrivals and departures are otherwise subject to the usual NJM regulations and management during this period.

**6.2.3** The AODM will collate all aircraft flight numbers scheduled to land prior to 0602. The AODM will also collate any authorised additional or alternative flight numbers.

**6.2.4** Airlines should note that the AODM will send the list of all authorised pre-06:02 landing aircraft to the HATCT VCR supervisor at midnight for reference and management of resources to meet early morning arriving aircraft (04:30 – 06:02). The HATCT VCR Supervisor will forward the same information to Terminal Control for their own management and reference requirement.

**6.2.5** Airlines are discouraged from making amendments to flight numbers scheduled to land prior to 06:02 as this is not within the spirit of the management of night noise; however, it is recognised that, in some circumstances, the airline and/or the airport may benefit from taking such action to maintain operational efficiency.

**6.2.6** For airlines that receive and manage their own movement limit allocation, should such airlines identify a potential need to swap the flight number of an aircraft scheduled to land pre-06:02 for a flight not scheduled to land pre-06:02, they must call the AODM prior to 23:59 with:

- (i) The flight numbers of both the original flight due to land prior to 06:02 and the replacement flight number for this occasion.
- (ii) The reason for the request to swap
- (iii) The aircraft type
- (iv) The aircraft registration
- (v) The aircraft QC information (if known)
- (vi) Number of passengers on both flights



**6.2.7** For any airline, including an airline with its own movement limit allocation, wishing to make a request for an unscheduled early landing flight (pre-06:02), such request will be managed under the usual NJM regulations and restrictions. Requests should be made by 23:59. Airlines are advised that in line with the expectation to provide a reasonable period of respite between 01:00 and 06:00 they should also note that the landing of aircraft over and above the total number scheduled to arrive prior to 06:02 on any given morning may **only** be authorised in exceptional circumstances.

**6.2.8** The AODM will review each request within the circumstances identified in paragraphs 6.2.6 and 6.2.7 above against the planned landing rate for the following morning to avoid unplanned early morning congestion and the airline's current use of NJM and check to ensure that a swap is appropriate for the circumstances. The AODM will also check that such requests do not breach parameters for stand capacity, terminal capacity and any other operational restrictions that reflect the planned status of the airfield, considering known airfield night closures.

### **6.3** Use of Allocated Movement Limit and Quota Count by Pool Airlines

**6.3.1** Whilst airlines may enjoy some flexibility in the management of their movement limit allocation, they are responsible for ensuring that any authorised use of their allocated NJM pool to enable late running (post-23:30) movements is recovered by returning the pool to a stable account using delayed or cancelled pre-06:02 arrivals. Should their allocation not be brought into balance, there is a risk that the airline may be required to delay or cancel services due to their allocation being exhausted before the end of the season.

### **6.4** Early Morning Dispensations Due Disruption

**6.4.1** Where planned or known disruption is expected, the AODM will communicate on the Heathrow Operations Conference Call, and disseminate via email, the standard dispensation consideration letter advising all airline operators that the usual restrictions on pre-06:02 early arrivals are suspended. Airline operators should note carefully any temporary amendment to the restrictions, which may differ depending on the circumstances. QC8 or QC16 aircraft will remain restricted.

#### **6.4.2** Emergency and Diversion Traffic

**6.4.2.1** At all times, emergency traffic is exempt from Night Period restrictions.

**6.4.2.2** Requests for diverting traffic when Heathrow is not the arrival or departure airport are exempt from this process and should follow standard protocol when requesting to divert.



## 6.5 Disregarded Operations (Dispensations) from the Movement and Quota Limits

**6.5.1** In some cases, it may be possible for an aircraft to operate within the Night Quota Period without counting against the Night Quota limits. However, it must be noted that dispensations cannot be granted or confirmed by the airport in advance of the operation.

**6.6** The basis on which dispensations are assessed and granted is explained in AIP Supplement 108/2024 and in guidelines issued by DfT (available on their website ([www.dft.gov.uk](http://www.dft.gov.uk)) and on request from the Airspace, Noise & ATM Performance Team (ANATM Performance Team) by emailing [samantha.fountain@heathrow.com](mailto:samantha.fountain@heathrow.com). A summary is given below:

**6.6.1** Delays to aircraft which are likely to lead to serious congestion at the aerodrome or serious hardship or suffering to passengers or animals.

**6.6.2** Delays to aircraft resulting from widespread and prolonged disruption of air traffic.

**6.6.3** Where delays are encountered over prolonged periods in the day, giving rise to movements at or after 23:30, dispensation may be considered under the points listed above.

**6.6.4** Airlines are strongly advised to read the DfT guidelines before requesting dispensation.

**6.6.5** Should advice be required prior to a flight operating in the Night Quota Period, airline operators should contact the ANATM Performance Team by emailing [samantha.fountain@heathrow.com](mailto:samantha.fountain@heathrow.com) during normal business hours, Monday to Friday 08:30-16:30, and at all other times the Heathrow AODM +44 (0) 7525 825 585 or +44 (0) 208 757 3501.

**6.6.6** Requests for dispensation should be made to the ANATM Performance Team during normal business hours (Mon-Fri 08:30-16:30) in writing via email, [samantha.fountain@heathrow.com](mailto:samantha.fountain@heathrow.com) and at all other times to the AODM stating the reason(s) for the delay and providing full details of the circumstances surrounding it. Written confirmation of the request must be forwarded to the ANATM Performance Team within two working days of the movement taking place. **The airport will not assess that the criteria have been met until after the event; therefore, evidence to support the circumstances must be provided.** Airlines will need to satisfy Heathrow that relevant conditions have been met.

**6.6.7** Heathrow must notify the Secretary of State of all dispensations within one week of the date of the relevant movement.





- 6.6.8** Flights that have been authorised by the Secretary of State to be disregarded (dispensed), e.g. VIP flights, are normally granted in advance of the intended movement.
- 6.6.9** Positioning flights, delayed cargo flights (unless carrying animals and meeting the criteria in 6.5.1 above) and extra flights purely to meet demand **CANNOT** be dispensed and, if allowed to operate, will count against both the movement and quota limits.
- 6.6.10** Operators are reminded that QC8 and QC16 aircraft are subject to an operational ban for the entire Night Period (23:00-07:00 hours), regardless of circumstances.

## 6.7 Aircraft Details

- 6.7.1** Airlines may not operate any aircraft which previously has not been assessed for its QC rating for Night Period operations. Therefore, airlines wishing to operate aircraft during the Night Period are strongly advised to supply the ANATM Performance Team with the exact designation of aircraft type, engine fit, nacelle treatment and maximum certified take-off and landing weights together with the appropriate registration number(s). This should be done as far in advance of any movement taking place as possible.
- 6.7.2** This will enable a prior check to be made that the aircraft conforms to the details given in the tables of the supplement. It may be necessary for a copy of the noise certificate to be provided to ensure that the correct QC value is allocated to the aircraft movement.
- 6.7.3** Airlines not following this procedure may find that their aircraft are seriously delayed or unable to operate whilst their status is checked.

## 6.8 Arrivals Before 04:30 Hours

- 6.8.1** Airlines should note that considering the voluntary agreement between Heathrow and the airlines governing the operation of night flights at Heathrow, it has been agreed that no early morning arrivals will be scheduled to land before 04:30 hours. Accordingly, the scheduling committee and ACL have been requested by Heathrow to take this agreement into account when scheduling movements during the Night Period. This does not apply to arrivals delayed from the previous day. However, where flights have been subject to such severe delays that a further delay to ensure that they arrive after 04:30 hours would make little difference, then the airport may decide to refuse permission for an arrival before 04:30 hours.



## 6.9 Cargo Flights

- 6.9.1** It should also be noted that the voluntary agreement covers the operation of cargo flights, where it has further been agreed between Heathrow and the airlines that cargo flights will not be scheduled to operate in the Night Quota Period. Accordingly, the scheduling committee and ACL have been similarly requested by Heathrow to take this agreement into account when scheduling movements during the Night Period. There is no provision for delayed cargo flights to be scheduled to operate during the night period.

## 7. Contacts

**ANATM Performance Team**      [samantha.fountain@heathrow.com](mailto:samantha.fountain@heathrow.com)  
**AODM Duty Mobile:**            **+44 (0) 7525 825 585**  
**AODM Duty Office Landline:**   **+44 (0) 208 757 3501**

## 8. Appendices

**ASEnv\_OSI\_038\_Appendix A**  
**Heathrow Night Movement and Quota Allocation Procedures (Local Rule 1)**

**ASEnv\_OSI\_038\_Appendix B**  
**Flow Chart for the Management of Night Period**

**ASEnv\_OSI\_038\_Appendix C**  
**Scheduling Restrictions in the Night Period**

## 9. References

- 9.1** Sections 78 and 80 of the Civil Aviation Act 1982  
**9.2** Supplement to the United Kingdom AIP, 108/2024 'London Heathrow, Gatwick and Stansted Airports – Noise Restrictions Notice 2024'  
**9.3** ASGrOps\_OSI\_036 Detention of Aircraft.

## 10. Enquiries

Any questions concerning this OSI should be addressed to the Aerodrome Procedure Team.

Email: [aerodrome.procedures@heathrow.com](mailto:aerodrome.procedures@heathrow.com)



## Appendix A: Heathrow Night Movement and Quota Allocation Procedures

### A1. 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.

### A2. 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

### A3. 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 to 0550 (local time)
Night Planning Period (Arrivals)	2330 to 0615 (local time)
Night Shoulder Period (Departures)	2250 to 2315 (local time)
Night Shoulder Period (Arrivals)	2300 to 2325 (local time)
Night Shoulder Period (Arrivals)	0620 to 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
Movement 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

#### A4. ALLOCATION OF NIGHT QUOTA

**A4.1** Night Quota are determined by the DFT from time to time. Heathrow is responsible for 1.1 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.

**A4.2** 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

**A4.3** 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.

**A4.4** 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.

#### A4.5 HISTORIC NIGHT FLIGHTS

A4.5.1 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.

A4.5.2 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.



- A4.5.3 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.

#### A4.6 NIGHT QUOTA POOL

- A4.6.1 After the allocation of Night Quota to historic night flights, a Pool is created consisting of any unallocated Available Night Quota.
- A4.6.2 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.
- A4.6.3 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.
- A4.6.4 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 improve on-time performance.
- A4.6.5 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.
- A4.6.6 The proportions of Night Quota reserved for the Pool may be varied by agreement of the Scheduling Committee Executive, Heathrow, and the Coordinator.

#### A4.7 NEW NIGHT FLIGHTS

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.

#### A4.8 NIGHT SHOULDER PERIOD FLIGHTS

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.



## A5. END OF SEASON FLEXIBILITY

- A5.1 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).
- A5.2 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.

## A6. EXHAUSTION OF THE POOL

- A6.1 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.
- A6.2 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.
- A6.3 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.

## A7. SEASONAL OVERRUN

- A7.1 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.
- A7.2 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.

A7.3 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.

## A8. SLOT PERFORMANCE

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.

## A9. TRANSFER OF NIGHT QUOTA

A9.1 Airlines are free to transfer Night Quota allocation from one route or type of service to another.

A9.2 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.

A9.3 All transfers or exchanges are subject to confirmation by the Coordinator for feasibility.



## Appendix B: FLOW CHART FOR THE MANAGEMENT OF NIGHT QUOTA

DETERMINE QC

QC 8 AND 16  
CANNOT OPERATE 2300 - 0700

QC4 cannot be scheduled  
23:30 - 06:00 but can operate  
if authorised. Will count  
against available Night Quota.

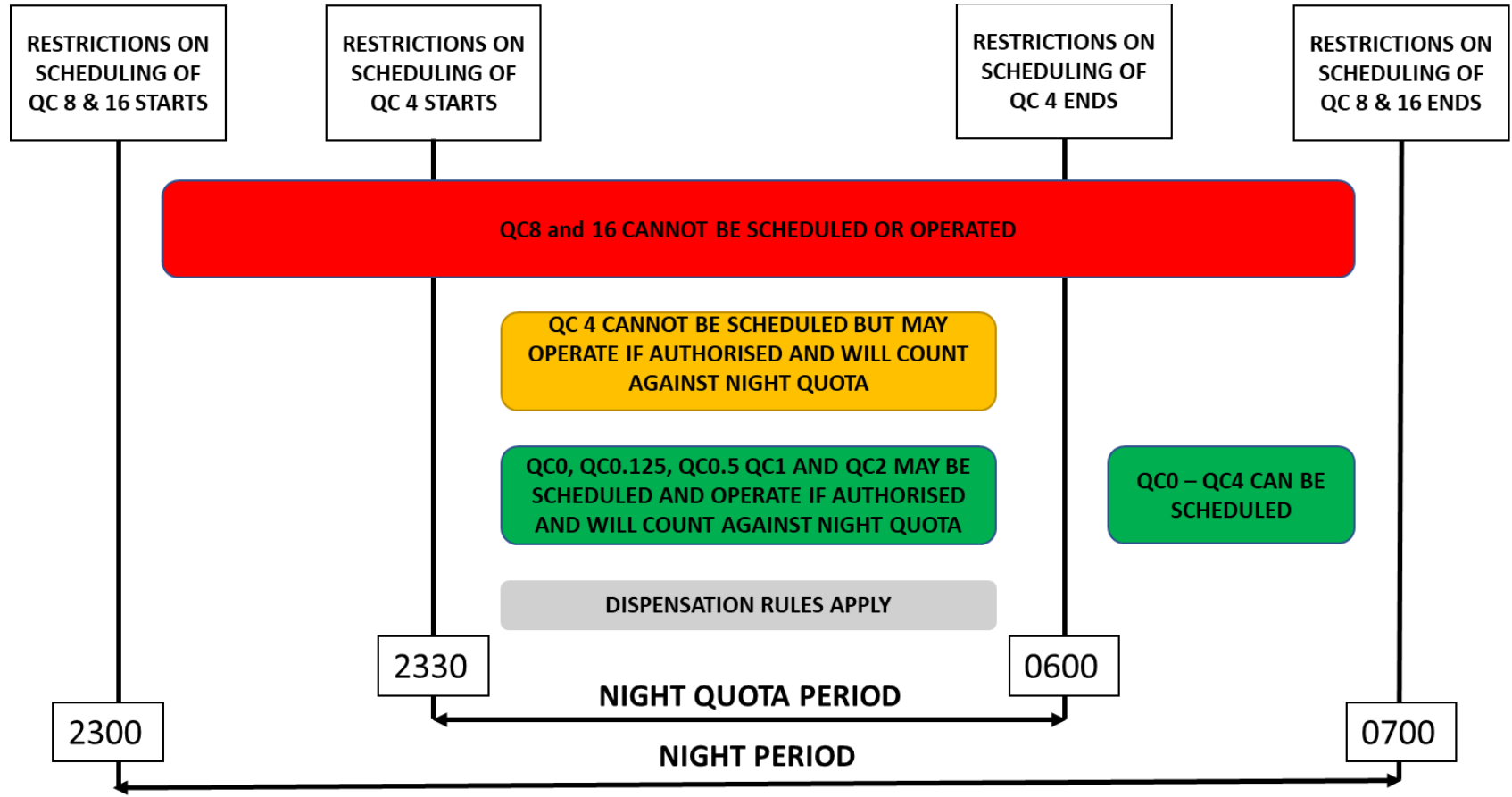
QC0, 0.125, QC0.5 QC1, AND  
QC2 can be scheduled to operate  
23:00 – 06:00.  
Any operation, ARR or DEP  
scheduled or unscheduled will be  
subject to the existing Night  
Quota limits.

STA 06:01 – 06:02 but an  
ATA < 06:01 will count against  
both Movement and Quota  
limits.

All times referred are LOCAL. Emergency Traffic is Exempt from restrictions. Chart intended as a guide only.  
All operations must follow the procedure outlined in the OSI.



Appendix C: Scheduling Restrictions in the Night Period



## Document Data

<b>Document Name</b> Administration and Enforcement of Night Aircraft Movement and Quota Limits	<b>Document Reference Number</b> ASEnv_OSI_038	<b>Issue Date</b> 12 <sup>th</sup> April 2017
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<b>Author Name</b> Vincent Chan	<b>Approval Name</b> Alpesh Patel	<b>Technical Approval Name</b> Alana Godfrey
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## Document History

Revision	Description of Change	Date
V1.0	Initial version	12 <sup>th</sup> April 2017
V1.1	Amended by CB and reissued	21 <sup>st</sup> April 2017
V1.2	Transfer from GrOps to Env	15 <sup>th</sup> April 2017
V1.3	Amended for WIN 17	29 <sup>th</sup> October 2017
V1.4	Amended to include additional abbreviations	29 <sup>th</sup> November 2017
V3.0	Updated for SUM 18	21 <sup>st</sup> March 2018
V4.0	Updated for WIN 18	22 <sup>nd</sup> October 2018
V5.0	Updated for SUM 19	18 <sup>th</sup> March 2019
V6.0	Updated for WIN 19	09 <sup>th</sup> October 2019
V7.0	Updated for SUM 20	20 <sup>th</sup> April 2020
V8.0	Updated for WIN 20	28 <sup>th</sup> October 2020
V9.0	Updated for SUM 21	28 <sup>th</sup> March 2021
V10.0	Updated for WIN 21	31 <sup>st</sup> October 2021
V11.0	Updated for SUM 22	2 <sup>nd</sup> March 2022
V12.0	Updated for WIN 22	27 <sup>th</sup> September 2022
V13.0	Updated for SUM 23	24 <sup>th</sup> March 2023
V14.0	Updated for WIN 23	13 <sup>th</sup> October 2023
V15.0	Updated for SUM 24	19 <sup>th</sup> March 2024
V16.0	Updated for WIN 24 and merging Appendices A, B and C into the OSI.	25 <sup>th</sup> October 2024
V16.1	Updated aircraft movement to 2550 to reflect updated AIP Supplement 108/2024 and reference number from 077/2024 to 108/2024.	14 <sup>th</sup> November 2024

