

LOCAL RULE 1

LUTON NIGHT MOVEMENT AND QUOTA ALLOCATION PROCEDURES

1. INTRODUCTION

This document sets out the procedures for allocating and managing the use of Night Quota in accordance with the Night Regime applicable at London Luton Airport.

It is supplementary to the slot allocation rules set out in the EU Slot Regulation.

2. OBJECTIVES

- To manage night flying within the seasonal Night Quota limits
- 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 air carriers control
- To provide for new air carriers or additional operations where Night Quota permits

3. DEFINITIONS

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

ACL:	Airport Coordination Ltd, the Coordinator of London Luton Airport	
LLAL:	London Luton Airport, the managing body of London Luton Airport	
Minimum Pool:	An amount of Night Quota retained as a contingency for unplanned use by air carriers without an allocation, as determined by the Coordinator	
Night Quota Period:	2330 – 0600 local time. Departures 2315 – 0545 local time (inclusive) Arrivals 2330 – 0600 local time (inclusive)	
Night Planning Period:	Departures	2315 – 0545 local time (inclusive)
	Arrivals	2330 – 0600 local time (inclusive)
Night Shoulder Period:	Departures	0550 – 0645 local time (inclusive)
	Arrivals	0600 – 0700 local time (inclusive)
Night Slot:	A slot during the Night Planning Period	
Night Quota:	The combination of the night movements and QC points available or allocated	
QC:	Quota Count, a points rating assigned to the arrival or departure of an aircraft type based on its noise certification	
Slot:	Shall have the same meaning as in the Slot Regulation	
Slot Regulation:	Council Regulation (EEC) No 95/93 as amended by Regulation (EC) No 793/2004, and its successors	

Slot Return Deadline: 31 January prior to a summer season and 31 August prior to a winter season

4. ALLOCATION OF NIGHT QUOTA

4.1 Night Quota limits and the Night Quota Period for London Luton Airport have been defined in planning conditions set by the local planning authority. LLAL is responsible for managing and monitoring the use of Night Quota, including approval of unplanned takeoffs or landings during the Night Quota Period. ACL is responsible for allocating Night Quota for planned operations.

4.2 Night Slots and the associated Night Quota shall be allocated in accordance with the Slot Regulation.

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

Departures:	2315-0545 local time
Arrivals:	2330-0600 local time

The allocation of Night Slots in the Night Planning Period is subject to the availability of Night Quota.

4.4 Flights scheduled within the Night Shoulder Period, such that normal operational variability could be expected to result in regular use of Night Quota, may require a proportionate allocation of Night Quota. Such allocations are at the discretion of the Coordinator and are reviewed seasonally based on the latest available actual data. Aircraft types with a QC classification greater than 2 may not be scheduled to operate during the Night Shoulder Period.

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

ENTITLEMENT TO NIGHT QUOTA

4.6 An air carrier that was allocated a series of Night Slots shall be entitled to retain the associated Night Quota in the next equivalent season, subject to the provisions of paragraph 5.3.

NIGHT QUOTA POOL

4.7 The Coordinator shall set up a pool containing the Night Quota not claimed on the basis of paragraph 4.6. The pool shall contain all Night Quota permitted for the season, including any unused Night Quota carried over from the previous season.

4.8 Requests to operate Night Slots with a noisier aircraft type are subject to confirmation by the Coordinator and the allocation of additional Night Quota, if available.

4.9 Subject to maintaining a Minimum Pool, the remaining Night Quota shall be allocated to requests for Night Slots in accordance with the Slot Regulation.

5. USE OF NIGHT QUOTA

5.1 Air carriers are expected to make all reasonable efforts to prevent flights scheduled outside of the Night Planning Period from operating within the Night Quota Period. All Night Quota used by air carriers with an allocation shall count against their allocation.

Use of Night Quota by air carriers without an allocation is subject to the prior approval of LLAL and shall count against the pool.

- 5.2 a) An air carrier may transfer Night Quota from one route or type of service to another;
b) Where air carriers exchange slots such that Night Slots are exchanged for slots outside of the Night Planning Period, the associated Night Quota allocation transfers to the air carrier holding the Night Slots after the exchange;
c) Where Night Slots are transferred between air carriers in accordance with the Slot Regulation, the associated Night Quota allocation transfers to the air carrier holding the Night Slots after the transfer.

All transfers and exchanges are subject to confirmation by the Coordinator in accordance with Article 8a(2) of the Slot Regulation.

- 5.3 If 80% usage of a series of Night Slots cannot be demonstrated and the series of slots is placed in the slot pool in accordance with Article 10(2) of the Slot Regulation, then the associated Night Quota is also placed in the quota pool.

6. EXHAUSTION OF NIGHT QUOTA

- 6.1 Air carriers with an allocation of Night Quota must manage their operations within this allocation. If excess use is predicted, then the air carrier must either secure a supplementary allocation of Night Quota from the pool or, if that is not possible, take whatever corrective action is necessary to prevent overuse by the end of the season, including the cancellation and/or rescheduling of flights.

- 6.2 If at any time the airport as a whole is predicted to exceed the amount of Night Quota available for the season, then appropriate corrective actions shall be taken by LLAL and ACL, such as:

- The allocation of new Night Slots, including ad hoc slots, may be suspended;
- The approval of unplanned use of Night Quota from the pool may be rationed or suspended;
- Air carriers holding more Night Quota than required for their planned operations may be required to return the excess Night Quota;
- Air carriers without an allocation of Night Quota that have used a significant amount from the pool may be prohibited from further use of Night Quota;
- Air carriers that have exhausted their allocation of Night Quota may be prohibited from further use of Night Quota.

- 6.3 The corrective actions applied will be proportionate to the circumstances and will be lifted once use of Night Quota is predicted to be within limits.

- 6.4 Issues regarding the allocation and use of Night Quota and the application of these procedures may be discussed at meetings of the London Luton Coordination Committee.

7. REVIEW OF PROCEDURES

- 7.1 These procedures shall be reviewed, and amended where necessary, after 12 months.