



LGW

Contact Details

ACL provides services from 0900 – 1700 local time, weekdays only (excl. public holidays).

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ACL	+44 (0)1293 609 130 / 131 / 132 / 133	+44 (0)1293 609 135
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Local Rule 1

Night Quota / Allocation – Use of slots during the Night period.

Night Quota period: 2300 – 0600 local (inclusive)

Night Planning Period: Departures 2315 – 0550 local (inclusive)

Arrivals 2330 – 0615 local (inclusive)

Night Shoulder Period: Departures 2230 – 2314 local (inclusive)

Arrivals 2245 – 2329 local (inclusive)

“Night Slot” = slot during Night Planning Period.

“Night Quota” = combination of night movements and QC noise points.

- No A/C louder than QC2 during night (planning) period
- All new night slots (no allocation) are subject to approval by airport.
- Carriers without allocation, which use night slots on a regular basis, may be prohibited from further use

Local Rule 3

These types of flight may operate at a coordinated airport without an allocated slot. HOWEVER, except in the case of emergency landings, the operator must apply to the coordinator with full information to determine flight status. A slot will be allocated where possible to avoid overbooking.

State Flights	Queen’s flight / Government ministers / heads of state / status confirmed by Foreign & Commonwealth Office
Emergency Landings	Diversions or quick returns after take-off / police emergencies. Must advise coordinator a.s.a.p. after the event.
Humanitarian Flights	Medical emergencies / donor flights / search & rescue / air ambulance where patient’s condition is urgent or acute

The following types of flight may be time critical, but require an allocated slot.

Technical Flights Radar & ILS calibration / air tests limited to daylight hours, where no feasible slots are available.

- Recovery Flights
- Departures to continue a planned commercial service with passengers aboard, on the same day, following a diversion or quick return.
 - Positioning flights to replace an unserviceable a/c or other unforeseeable schedule disruption, and resume a planned commercial passenger service, limited to the following circumstances:
 - Inbound positioning to recover a planned LGW service.
 - Outbound positioning to recover a LGW-based operator’s own service.
 - The return of a LGW-based a/c to resume planned ops.