

London Luton Airport Scheduling Declaration for Summer 2015

Runway Capacity

Capacity in each 60 minute period will be:-

Hour UTC	23	to	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22
Arr	13	>	13	19	22	19	19	19	19	19	20	20	19	19	19	19	19	19	19	19	13
Dep	13	>	13	20	24	20	22	22	22	22	23	23	20	22	22	22	22	22	22	22	13
Total	15	>	15	25	34	28	31	31	31	31	33	32	28	31	31	31	31	31	31	31	15

A maximum of 110 movements in any 4 hour period is applied to allow scope for catch-up in the event of schedule disruption.

Capacity in each 15 minute period within any hour will be:-

Hour UTC	23	to	04	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22
Arr	5	>	5	6	6	6	7	7	7	7	7	7	7	7	7	7	7	7	7	7	5
Dep	5	>	5	8	9	8	7	7	7	7	7	7	7	7	7	7	7	7	7	7	5
Total	6	>	6	10	12	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	6

Aircraft Parking Capacity

Cargo Flights

Cargo flight scheduling will be subject to the following aircraft parking limitations, any movements over and above these limitations will be by prior arrangement only.

2x Size 5 (A300, B767)

2x Size 6 (A330 only)

1x Size 6-7 aircraft (B77F, 747) may be accommodated by prior arrangement. Some specific Size 7 aircraft types, namely A346 and B773, cannot be accommodated under any circumstances.

Size 8 aircraft (A380, AN124) cannot be accommodated under any circumstances

Size 1 aircraft (twin props/exec jets up to SW4) are excluded from any limitation.

Other Flights (not operating through FBO facilities)

Scheduling will be subject to the following aircraft parking limitations, any movements over and above these limitations will be by prior arrangement only.

4x Size 5 (A300, B767)

3x Size 4 (B757)

14 x Size 3b (A321)

6 x Size 3a (B738 with winglets)

3 x Size 2b (up to A320)

5 x Size 2a (up to A319/B737 without winglets)

Total 35 aircraft

3 stands Size 3b (A321) are kept as stand reserve and not made available for scheduling purposes without specific prior agreement

Total 38 stands

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Permitted Variations

3 additional Size 5 (A300, B767) can be accommodated through the use of MARS stands but there would be a temporary reduction in capacity of 6 Size 3a/3b (B738w, A321) aircraft.

2 additional Size 4 (B757) can be accommodated through the use of MARS stands but there would be a temporary reduction in capacity of 4 Size 3b (A321) aircraft.

A single Size 6 (except A345) or Size 7 (MD11 only) aircraft can be accommodated through the use of MARS stands but there would be a temporary reduction in capacity of 3a/3b (B73H, A321) aircraft.

Restrictions

Some specific Size 7 aircraft types, namely A346 and B773, cannot be accommodated under any circumstances.

Other Size 6 and size 7 aircraft (A345, B747 variants) can be accommodated by prior arrangement or in emergency situations. Such accommodation will result in temporary reduction in capacity for 3 Size 3a/3b (B73H, A321) aircraft.

Size 8 aircraft (A380, AN124) cannot be accommodated under any circumstances.

Size 1 aircraft (twin props/exec jets up to SW4) are excluded from any limitation.

Maintenance Flights

Movements of aircraft visiting for maintenance may be accepted over and above the parking limitations shown above but only if early removal into a hangar is guaranteed.

FBO handled Flights

FBO facilities have their own aprons which are self-managed and therefore outside of the above restrictions. Aircraft operators planning to operate through FBO facilities must ensure that the FBO is able to provide them with aircraft parking. Parking of FBO handled aircraft outside of FBO controlled and operated aprons will be strictly by prior arrangement only and may be refused.

Passenger Terminal Capacity

1) Departures

- (i) The Departing passenger flow capacity, conducive with a maximum queue of 15 minutes is as follows:-

Time UTC	1 hr	any 3 hrs
0000-0459	380	660
0500-0759	2840	7390
0800-2059	2323	n/a
2100-2359	1140	1860

Capacities are measured on a rolling basis commencing every 15 minutes.

Capacity in the period 2100-0459 is manpower related and can be increased by prior arrangement.

2) International Arrivals

The International Arrivals passenger flow capacity, conducive with a maximum queue of 25 minutes, is as follows:-

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Time UTC	1 hr flow
In any 1 hour	2270
In any 2 hours	4350
In any 4 hours	8280

Capacities are measured on a rolling hour basis commencing every 15 minutes.

3) Domestic Arrivals

Domestic Arrivals Capacity is 700 passengers per hour.

Hourly capacities are measured on a rolling hour basis commencing every 15 minutes.

Load Factors

The load factors stipulated in the table below are those that have been achieved historically by an aggregation of existing schedules, departure times and airlines. They reflect the average loads for typical days and weeks across the season.

Week 44 is week commencing Sunday 29th March, Week 43 is week commencing Sunday 18th October.

Departures

Day	7	1	2	3	4	5	6
Week 14							
Week 15	88%	87%	85%	86%	89%	91%	90%
Week 16							
Week 17							
Week 18	81%	80%	78%	79%	82%	84%	83%
Week 19							
Week 20							
Week 21							
Week 22							
Week 23							
Week 24	86%	85%	83%	84%	87%	89%	88%
Week 25							
Week 26							
Week 27							
Week 28	89%	88%	86%	87%	90%	92%	91%
Week 29							
Week 30							
Week 31	92%	91%	89%	90%	93%	95%	94%
Week 32							
Week 33							
Week 34							
Week 35							
Week 36	82%	81%	79%	80%	83%	85%	84%
Week 37							
Week 38							
Week 39							
Week 40	77%	76%	74%	75%	78%	80%	79%
Week 41							
Week 42							
Week 43	82%	81%	79%	80%	83%	85%	84%

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Arrivals

Day	7	1	2	3	4	5	6
Week 14							
Week 15	91%	90%	87%	86%	87%	87%	88%
Week 16							
Week 17	86%	85%	82%	81%	82%	82%	83%
Week 18							
Week 19	81%	80%	77%	76%	77%	77%	78%
Week 20							
Week 21							
Week 22							
Week 23	88%	87%	84%	83%	84%	84%	85%
Week 24							
Week 25							
Week 26	90%	89%	86%	85%	86%	86%	87%
Week 27							
Week 28							
Week 29							
Week 30	86%	85%	82%	81%	82%	82%	83%
Week 31							
Week 32	91%	90%	87%	86%	87%	87%	88%
Week 33							
Week 34	95%	94%	91%	90%	91%	91%	92%
Week 35							
Week 36							
Week 37							
Week 38	89%	88%	85%	84%	85%	85%	86%
Week 39							
Week 40							
Week 41							
Week 42	85%	84%	81%	80%	81%	81%	82%
Week 43							