

London Luton Airport Scheduling Declaration for Summer 2016

Runway Capacity

Capacity in each hour (T60) period:-

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	19	22	19	19	19	19	22	19	19	19	13
Dep	13	>	13	20	24	20	22	22	22	22	22	24	20	22	22	22	24	20	22	22	13
Total	15	>	15	25	34	28	31	31	31	31	31	34	28	31	31	31	34	28	31	31	15

Capacity in each 15 minute period (T15) 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

A scheduling limit of 114 movements in any 4 hour period (R240/60) is applied to allow scope for catch-up in the event of schedule disruption. This may be waived on the day at the discretion of the airport manager subject to weather, runway in use and the overall operational traffic situation.

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Night Noise Movement Restrictions

Annual Night Movement Limits apply as follows:

2330-0559 (local) : a maximum of 9,650 movements on a 12 month basis

In terms of slot allocation* this will restrict departure slots 22:15-04:45 GMT and arrival slots 22:30-05:00 GMT

0600-0659 (local) : a maximum of 7,000 movements on a 12 month basis

In terms of slot allocation* this will restrict departure slots 04:50-05:45 GMT and arrival slots 05:05-06:00 GMT

*Allowing for typical taxi time between chocks and runway

Annual Night Noise Quotas apply as follows:

2330-0559 (local) ; an annual Noise Quota (QC) of 3,500

In terms of slot allocation* this will be applied to departure slots 22:15-04:45 and arrival slots 22:30-05:00

*Allowing for typical taxi time between chocks and runway

Night Noise Contour Limitations

The following restrictions will apply to suppress the night noise contour from 1st June 23.00 (local) to 30th September 06:59 (local)

- Departure slots will not be issued to aircraft with a QC value greater than 2 from 21:45-05:45 GMT*
- Arrivals slots will not be issued to aircraft with a QC value greater than 2 from 22:00-06:00 GMT*
- No additional departure movement slots, over and above those carrying historic rights, will be allocated to aircraft with a QC value of 2 or greater from 21:45-05:45*
- No additional arrival movement slots, over and above those carrying historic rights, will be allocated to aircraft with a QC value of 2 or greater from 22:00-06:00*
- Departure slots will not be issued for Ad Hoc movements by aircraft with a QC value of 0.5 or greater from 21:45-05:45*
- Arrival slots will not be issued for Ad Hoc movements by aircraft with a QC value of 0.5 or greater from 22:00-06:00*

* Allowing for typical taxi time between chocks and runway

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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.

1x Size 5 (A300, B767)

1x Size 6 (A330 only)

Additional cargo aircraft can only be accommodated by prior arrangement and will require removal to remote stands when not loading/unloading.

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.

Passenger, Positioning and non-Commercial Flights not being handled by FBO's

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

1x Size 4 (B757)

18 x Size 3b (A321)

7 x Size 3a (B738 with winglets)

3 x Size 2b (up to A320)

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

Total 34 aircraft

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

Total 37 stands

Permitted Variations through use of MARS stands

Up to 5 x Size 5 (A300, B767) can be accommodated with a consequent reduction in capacity for size 3a/3b (B73H, A321) aircraft.

A single Size 6 (except A345) or Size 7 (MD11 only) aircraft can be accommodated with a consequent reduction in capacity for size 3a/3b (B73H, A321) aircraft.

Restrictions

Some size 6 and size 7 aircraft (A345, B747 variants) can be accommodated by prior arrangement or in emergency situations with a temporary reduction in capacity for size 3a/3b (B73H, A321) aircraft

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.

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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

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

Time UTC	1 hr (T60/15)	1 hr (T60)	any 3 hrs (T180/15)	3 hrs (T180)
0000-0459	380	-	700	-
0500-0759	3195	-	-	8455
0800-0859	-	1035	-	-
0900-2059	2630	-	-	-
2100-2359	1125	-	-	2088

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

2) Departures – Gate Limitation

Maximum of 22 departing flights can be scheduled for simultaneous boarding from the Passenger Terminal

3) International Arrivals

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

In any 1 hour (T60/15)	2510
In any 2 hours (T120/15)	4350
In any 4 hours (T240/15)	8280

4) Domestic Arrivals

Domestic Arrivals Capacity (T60/15) is 700 passengers per hour.

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Load Factors

The load factors stipulated in the table below are those that have been achieved in Summer 2015 by an aggregation of existing schedules, departure times and airlines. They reflect the average loads for typical days and weeks across the season.

Departures

Day	7	1	2	3	4	5	6
Season Week 1 27-Mar-16	95%	93%	91%	92%	94%	97%	96%
Season Week 2 3-Apr-16	87%	85%	83%	84%	86%	89%	88%
Season Week 3 10-Apr-16	79%	77%	75%	76%	78%	81%	80%
Season Week 4 17-Apr-16							
Season Week 5 24-Apr-16							
Season Week 6 1-May-16	85%	83%	81%	82%	84%	87%	86%
Season Week 7 8-May-16							
Season Week 8 15-May-16	91%	89%	87%	88%	90%	93%	92%
Season Week 9 22-May-16							
Season Week 10 29-May-16	85%	83%	81%	82%	84%	87%	86%
Season Week 11 5-Jun-16							
Season Week 12 12-Jun-16	89%	87%	85%	86%	88%	91%	90%
Season Week 13 19-Jun-16							
Season Week 14 26-Jun-16							
Season Week 15 3-Jul-16	92%	90%	88%	89%	91%	94%	93%
Season Week 16 10-Jul-16							
Season Week 17 17-Jul-16							
Season Week 18 24-Jul-16	95%	93%	91%	92%	94%	97%	96%
Season Week 19 31-Jul-16							
Season Week 20 7-Aug-16							
Season Week 21 14-Aug-16							
Season Week 22 21-Aug-16	90%	88%	86%	87%	89%	92%	91%
Season Week 23 28-Aug-16							
Season Week 24 4-Sep-16	84%	82%	80%	81%	83%	86%	85%
Season Week 25 11-Sep-16							
Season Week 26 18-Sep-16							
Season Week 27 25-Sep-16							
Season Week 28 2-Oct-16	81%	79%	77%	78%	80%	83%	82%
Season Week 29 9-Oct-16							
Season Week 30 16-Oct-16							
Season Week 31 23-Oct-16	85%	83%	81%	82%	84%	87%	86%

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Arrivals

Day		7	1	2	3	4	5	6
Season Week 1	27-Mar-16							
Season Week 2	3-Apr-16	91%	90%	87%	86%	86%	88%	88%
Season Week 3	10-Apr-16							
Season Week 4	17-Apr-16	87%	86%	83%	82%	82%	84%	84%
Season Week 5	24-Apr-16							
Season Week 6	1-May-16	84%	83%	80%	79%	79%	81%	81%
Season Week 7	8-May-16							
Season Week 8	15-May-16							
Season Week 9	22-May-16	91%	90%	87%	86%	86%	88%	88%
Season Week 10	29-May-16							
Season Week 11	5-Jun-16	88%	87%	84%	83%	83%	85%	85%
Season Week 12	12-Jun-16							
Season Week 13	19-Jun-16							
Season Week 14	26-Jun-16	91%	90%	87%	86%	86%	88%	88%
Season Week 15	3-Jul-16							
Season Week 16	10-Jul-16							
Season Week 17	17-Jul-16	87%	86%	83%	82%	82%	84%	84%
Season Week 18	24-Jul-16							
Season Week 19	31-Jul-16	91%	90%	87%	86%	86%	88%	88%
Season Week 20	7-Aug-16	95%	94%	91%	90%	90%	92%	92%
Season Week 21	14-Aug-16							
Season Week 22	21-Aug-16	98%	97%	94%	93%	93%	95%	95%
Season Week 23	28-Aug-16							
Season Week 24	4-Sep-16							
Season Week 25	11-Sep-16	91%	90%	87%	86%	86%	88%	88%
Season Week 26	18-Sep-16							
Season Week 27	25-Sep-16							
Season Week 28	2-Oct-16							
Season Week 29	9-Oct-16							
Season Week 30	16-Oct-16	87%	86%	83%	82%	82%	84%	84%
Season Week 31	23-Oct-16							