

London Luton Airport Scheduling Declaration for Summer 2018

Runway Capacity

Capacity in each 60 minute period:

Hour UTC	00	01	to	04	05	06	07	08	to	17	18	19	20	21	22	23
Arr	11	4	>	4	6	23	20	21	>	21	22	20	21	19	13	11
Dep	4	4	>	4	22	26	22	24	>	24	24	22	24	22	4	4
Total	11	8	>	8	22	37	31	33	>	33	37	31	33	31	15	11

A maximum of 124 movements in any 4 hour period (R240/60) 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	00	01	to	04	05	06	07	08	to	17	18	19	20	21	22	23
Arr	3	3	>	3	6	6	6	7	>	7	7	7	7	7	6	3
Dep	3	3	>	3	8	8	8	7	>	7	7	7	7	7	4	3
Total	3	3	>	3	10	12	10	10	>	10	12	10	10	10	6	3

Capacity in each 5 minute period (R5) within any hour will be:

A maximum of 4 departures

A maximum of 4 arrivals

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 22:30-05:10 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 05:10-06:10 GMT

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 22:30-05:10

*Allowing for typical taxi time between chocks and runway

Night Noise – Aircraft Type Limitations

Departure slots will not be issued to aircraft with a QC value greater than 2 from 21:45-05:45 GMT*

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Arrivals slots will not be issued to aircraft with a QC value greater than 2 from 22:00-06:10 GMT*

* Allowing for typical taxi time between chocks and runway

Aircraft Parking Capacity

Aircraft Size Groups

Size	Length	Wingspan	Code
1	<=40m	<=36m	C
2	<=45m	<=36m	C
3	<=47m	<=36m	C
4	<=48m	<=42m	D
5	<=60m	<=52m	D
6	<=64m	<=64m	E
7	<=71m	<=65m	E
8	>71m	>65m	F

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 (restricted - A332, A33F only)

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

Scheduling will be subject to the following aircraft parking limitations (expressed in Code C aircraft size), any movements over and above these limitations will be by prior arrangement only.

LTN Size Grouping	Example Aircraft	Number of Stands
Size 1 (smaller Code C)	A320, B738 all variants	4
Size 2 (standard Code C)	A321, B739 all variants	32
Size 3 (longer Code C)	MD80 series	3
Total Aircraft (Code C)		39

2x Size 2 stands will be kept as stand reserve and not made available for scheduling purposes without specific prior agreement

Permitted Variations

Size 4, 5 and 6 aircraft can be accommodated through the use of MARS stands with a consequent reduction in capacity for Size 1-3 aircraft.

LTN Size Grouping	Example Aircraft	Number of Stands
Size 4 (smaller Code D)	B752	3
Size 5 (standard Code D)	A306, B763	7
Size 6 (smaller Code E)	A333, B789	2
Total Aircraft (Code D-E)		12

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Restricted and Prohibited Aircraft Types

1x restricted Size 6 aircraft (A332 or A33F only) may be accommodated on Cargo
2x Size 6 aircraft can be accommodated on the Passenger Terminal.
Passenger operations by Size 6 aircraft require a minimum of 24 hours' notice.

Some Size 7 aircraft types cannot be accommodated.
Operations by Size 7 aircraft require specific prior permission (PPR).

Size 8 aircraft cannot be accommodated.

Maintenance Flights not being handled by FBO's

Aircraft movements to/from maintenance hangars will only be given slots on a PPR basis, permission is unlikely to be given where early re-positioning into hangars, or early departure after exit from hangars, is not 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 is as follows:

Time UTC	1 hr (T60/15)	3 hrs (T180/15)
0000-2359*	3330 +135	9535 +1060

*Capacity in the period 2100-0445 is manpower restricted and, post coordination, a PPR restriction will be in place in these hours to ensure that demand is adequately resourced.

2) Arrivals

The Arrivals passenger flow capacity is as follows:

	Time UTC	1 hr (T60/15)	2 hrs (T120/15)
International	0000-2359	2510	4350
Domestic	0000-2359	700	n/a

3) Load Factors

Load factor for Schedule Coordination will be 94%