

## London Stansted Airport: Summer 2018 (S18) Scheduling Capacities

(all times in GMT)

Runway:

Hours (GMT)	Max Number Operations (Deps or Arrs)	Max Number Operations (two way)	Max Number Operations (Deps or Arrs)	Max Number Operations (two way)
0000-0059*	24	36	9	13
0100-0159*	24	36	9	13
0200-0259*	24	36	9	13
0300-0359*	24	36	9	13
0400-0459*	24	36	9	13
0500-0514	35 Dep or 24 Arr.	47	9	13
0515-0529			9	13
0530-0544			9	13
0545-0559			9	13
0600-0614	33 Dep or 28 Arr.	50	9	13
0615-0629			9	13
0630-0644			9	13
0645-0659			9	13
0700-0714	33 Dep or 25 Arr	50	9	13
0715-0729			9	13
0730-0744			9	13
0745-0759			9	13
0800-0859	24	38	9	13
0900-0914	25	41	9	13
0915-0929			9	13
0930-0944			9	13
0945-0959			9	13
1000-1014	28	50	9	13
1014-1029			9	13
1030-1044			9	13
1045-1059			9	13
1100-1114	28	46	9	13
1115-1129			9	13
1130-1144			9	13
1145-1159			9	13
1200-1214	24	42	9	13
1215-1229			9	13
1230-1244			9	13
1245-1259			9	13
1300-1359	24	41	9	13
1400-1414	28	44	9	13
1415-1429			9	13
1429-1445			9	13
1445-1459			9	13
1500-1514	28	44	9	13
1515-1529			9	13
1530-1544			9	13
1545-1559			9	13
1600-1614	28	47	9	13
1615-1629			9	13
1630-1644			9	13
1645-1659			9	13
1700-1714	30	50	9	13
1715-1729			9	13
1730-1744			9	13
1745-1759			9	13
1800-1814	28	48	9	13
1815-1829			9	13
1830-1844			9	13
1845-1859			9	13
1900-1914	28Dep or 27 Arr	42	9	13
1915-1929			9	13
1930-1944			9	13
1945-1959			9	13
2000-2059	24	38	9	13
2100-2114	31 Arr. or 24 Dep.	38	9	13
2115-2129			9	13
2130-2144			9	13
2145-2159			9	13
2200-2214	24 Dep or 31 arr	36	9	13
2215-2229			9	13
2230-2244*			9	13
2245-2259*			9	13
2300-2359*	24	36	9	13

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### NOTES:

- 1 DFT Night Quota restrictions apply during the hours marked \*.
- 2 Planning restrictions limit the total number of annual passenger and cargo air transport movements in a year to 264,000. (PATM 243,500 Catm 20,500) The Coordinator will ensure this limit is not breached.
- 3 The peak hour runway limits have been agreed on the understanding that during those busy periods departing aircraft may be subject to an average wait at the holding point of about ten minutes.
- 4 The Antonov 124 cannot depart during the period 23:00-06:00 and requires 4 consecutive departure slots.  
The Antonov is not restricted on arrivals

### Load Factors (%):

	Scheduled services	Charter services	UK	CTA Arrivals
Mondays	94	97	92	92
Tuesdays	94	97	92	92
Wednesdays	94	97	92	92
Thursdays	94	97	92	92
Fridays	94	97	92	92
Saturdays	94	99	92	92
Sundays	94	99	92	92

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### Terminal:

Hours	Departures <sup>1</sup>	Arrivals International <sup>2</sup>	Arrivals Domestic <sup>2</sup>	Arrivals CTA <sup>3</sup>
0000-0059	5250	4100	750	700
0100-0159	5250	4100	750	700
0200-0259	5250	4100	750	700
0300-0359	5250	4100	750	700
0400-0459	5250	4100	750	700
0500-0559	5250	4100	750	700
0600-0659	5250	4100	750	700
0700-0759	5250	4100	750	700
0800-0859	5250	4100	750	700
0900-0959	5250	4100	750	700
1000-1059	5250	4100	750	700
1100-1159	5250	4100	750	700
1200-1259	5250	4100	750	700
1300-1359	5250	4100	750	700
1400-1459	5250	4100	750	700
1500-1600	5250	4100	750	700
1600-1659	5250	4100	750	700
1700-1759	5250	4100	750	700
1800-1859	5250	4100	750	700
1900-1959	5250	4100	750	700
2000-2059	5250	4100	750	700
2100-2159	5250	4100	750	700
2200-2259	5250	4100	750	700
2300-2359	5250	4100	750	700

#### NOTES:

- 1 Departures limits are the maximum number of passengers that can be scheduled to depart in any 60 minute period on any type of flight - inclusive of scheduled/charter, International/UK.
- 2 For international arrivals and UK flight arrivals, the maxima are independent.
- 3 CTA arrivals are also modelled at a 15 minute and 30 minute level. Capacity is 380 passengers per 15 minutes and 579 passengers per 30 minutes. Hourly limits are displayed in the above table.
- 4 The Terminal limits set out above are 60 minute capacities. To avoid "bunching" effects the Co-ordinator will cross check capacities over each hour starting at 15 minutes past the hour as well as over each hour.
- 5 A rolling 2 hours passenger limit of **9750** departing passengers and **7500** for arriving passengers will be applied
- 6 A check in desk constraint will be applied for S18 as follows:-

Zone	No of Desks	Declaration
A	15	13
B	15	13
C	15	13
D	14	<b>5 desks 11:00 to 14:00, after 19:00 STD</b>
E	15	12
F	15	12

Where the check in desk availability causes a constraint, a referral process will be implemented by ACL for the Airport to review and revert.  
**Additional check-in desks will be delivered during S18 and will be factored into coordination through the check-in referral process already in place.**

- 7 **New departure slot requests in the hours 23:00 to 04:00 requiring terminal capacity will be referred to the airport to assess resourcing**

#### Cargo:

Only 3 aircraft stands are available at any one time for **B747-800 or 2 A380** series aircraft on the main cargo apron.  
**Total cargo parking demand will also be assessed. Where stand availability causes a constraint, a referral process will be implemented by ACL for the Airport to review and revert.**

#### Business Aviation:

Stansted is designated as fully coordinated airport and therefore each business and general aviation movement requires the prior allocation of a slot.

#### Night quota:

Night quota limits apply at Stansted. The night quota period is defined as 2230 - 0500 (GMT) during which DfT have determined that for the Summer 2018 season the number of movements will be restricted to 8100, and the maximum number of night quota points permitted to be 4650.  
 An assessment of remaining night allocations will be made at slot return deadline

#### Air Noise Cap:

The area enclosed by the 57Db(A) Leq 16hr (0700-2300) contour, when calculated and measured by the Civil Aviation Authority's Noise Contour Model 2.3, shall not exceed 33.9sq km.