

London Luton Airport Scheduling Declaration for Winter 2017

Key

Elements that will comprise the final declaration are shown in black

Runway Capacity

Capacity in each 60 minute period (R60):-

Hour UTC	0	to	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
Arr*	13	>	13	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	21	21	13
Dep	13	>	13	21	22	21	21	21	21	21	21	21	21	21	21	21	21	21	19	19	13
Total	13	>	13	25	34	27	30	30	30	30	30	33	27	30	30	30	30	30	30	30	13

***Due to development works in the London TMA Arrivals Capacity will be temporarily reduced to a maximum of 16 per hour for the period 12th January to 28th February**

A maximum of 112 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 (R15) within any hour will be:-

Hour UTC	0	to	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
Arr	4	>	4	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	4
Dep	4	>	4	7	7	7	6	6	6	6	6	6	6	6	6	6	6	6	6	6	4
Total	4	>	4	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	4

Capacity in each 5 minute period (R5) will be:-

A maximum of 3 departures

A maximum of 3 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 23:15-05:45 GMT and arrival slots 23:30-06:10 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 05:50-06:45 GMT and arrival slots 06:10-07:10 GMT

Annual Night Noise Quotas apply as follows:

2330-0559 (local) : a Noise Quota (QC) of 3,500 on a 12 month basis

In terms of slot allocation* this will be applied to departure slots 23:15-05:45 and arrival slots 23:30-06:10

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*Allowing for typical taxi time between chocks and runway

Night Noise Contour Limitations

Departure slots will not be issued to aircraft with a QC value greater than 2 from 212:45-06:45 GMT*

Arrivals slots will not be issued to aircraft with a QC value greater than 2 from 23:00-07:10 GMT*

* Allowing for typical taxi time between chocks and runway

Planned Airfield Closures

The Airfield will be closed during the following periods:

00:01hrs 2017 to 05:30hrs daily from 6th November to 16th December 2017 (definite closure)

00:01hrs 2017 to 05:30hrs daily from 6th January to 14th January 2018 (contingency reserve)

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.

LTN Size Grouping	Example Aircraft	Number of Stands
Size 6 (Smaller Code E)	A330	1
Size 5 (Code D)	A300	1

Passenger and associated Positioning Flights not being handled by FBO's

Initial schedule coordination will be carried out subject to the following aircraft parking limitations, 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	6
Size 2 (standard Code C)	A321, B739 all variants	27
Size 3 (longer Code C)	MD80 series	3
Total Aircraft (Code C)		36

Permitted Variations

The following variations are permitted from initial coordination through the use of MARS stands

LTN Size Grouping	Example Aircraft	Number of Stands
Size 5 (Code D)	A300, B763	Up to 9
Size 2 (standard Code C)	A321, B739 all variants	-1.33 rounded up for each Size 5
Size 4 (smaller Code D)	B752 all variants	Up to 3
Size 2 (standard Code C)	A321, B739 all variants	-1.33 rounded up for each Size 4
Size 6* or 7* (Code E)	B788, B789, B772	Up to 2
Size 2 (standard Code C)	A321, B739 all variants	-2 for each size 6 or 7

Maintenance Flights not being handled by FBO's

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

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Stand reserve, not made available for scheduling purposes without specific prior agreement:-

LTN Size Grouping	Example Aircraft	Number of Stands
Size 2 (standard Code C)	A321 all variants, B739	5

Total Stands Summary (all Code C)

For coordination, Passenger Flights	36	total 36 Code C
Stand reserve (outside coordination)	5	total 41 Code C
For coordination, incl. Cargo Flights	2	total 43 (incl 2 Code D/E)

Aircraft Type Restrictions

- *Some specific Size 6 aircraft types (A345) cannot be accommodated.
- *Some specific Size 7 aircraft types (MD11, B747) can be accommodated but A346 and B773 cannot be accommodated

Size 8 aircraft (A380, B748, AN124) cannot be accommodated under any circumstances.

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 target maximum queue of 10-15 minutes is as follows:-

Time UTC	1 hr (T60/15)	2 hrs (T120/15)
0000-2359*	2855	5060

*Capacity in the period 2200-0545 is manpower restricted and, post coordination, a PPR restriction will be in place in these hours to ensure that demand is adequately resourced.

2) Departures – Gate Limitation

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

3) Arrivals

The International 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

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4) Flight Load factors

Load factor for Schedule Coordination will be 88%