

# London Luton Airport Scheduling Declaration for Summer 2019

## 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  | 22 | 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:

|          |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |
|----------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|
| 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 any 5 minute period (R5):

A maximum of 4 departures

A maximum of 4 arrivals

## Night Noise Movement Restrictions

### Peak Summer Night Restriction

No ad hoc movements will be permitted including Commercial, GA and Maintenance between 2200-0559 GMT 1<sup>st</sup> June – 30<sup>th</sup> September

### Seasonal Scheduling Limits

The following Seasonal Limits apply to Night Movements and Noise Quota Count (adjustments for taxi times apply)

|                     | Night period 2230-0459     | Shoulder period 0500-0559 |
|---------------------|----------------------------|---------------------------|
| Historic Allocation | 5,210 Movements / 2,080 QC | 4,880 Movements           |
| Ad Hoc Pool         | 1,210 Movements / 100 QC   | 100 Movements             |
| Contingency Pool    | 430 Movements / 130 QC     | 25 Movements              |
| Total               | 6,850 Movements / 2,310 QC | 5,005 Movements           |

**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

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In terms of slot allocation\* this will restrict departure slots 04:50-05:45 GMT and arrival slots 05:15-06:10 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 Noise Classification Limitations

New Departure slots will not be issued to aircraft with a QC value greater than 0.5 from 21:45-05:45 GMT\* Exceptions may be made in certain circumstances for aircraft positioning empty but these will be subject to strict PPR.

New Arrivals slots will not be issued to aircraft with a value greater than 0.5 from 22:00-06:10 GMT\* Exceptions may be made in certain circumstances for aircraft positioning empty but these will be subject to strict PPR.

The re-timing of existing slots into the night or night shoulder periods will be subject to available Quotas and restricted to aircraft with a maximum QC value of 0.5 or lower.

\* Allowing for typical taxi time between chocks and runway

## 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 | 7 +3             |
| Size 2 (standard Code C) | A321, B739 all variants | 31 -1            |
| Size 3 (longer Code C)   | MD80 series             | 4 +1             |
| Total Aircraft (Code C)  |                         | 42 +3            |

### 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 5 (standard Code D)  | A306, B763       | 11 +1            |
| Size 6 (smaller Code E)   | A333, B789, B772 | 2                |
| Total Aircraft (Code D-E) |                  | 13 +1            |

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## Maintenance Flights not being handled by FBO's

Aircraft movements to/from maintenance hangars will only be allocated 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.

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 | 1 -1             |

## Restricted and Prohibited Aircraft Types

1x Size 6 aircraft (A332 or A33F only) may be accommodated on Cargo

2x Size 6 aircraft (A332, A333, B788, B789, B772) can be accommodated on the Passenger Terminal. Passenger operations by Size 6 aircraft require a minimum of 24 hours' notice.

Size 7 aircraft (A359, B77F, B77L) require specific prior permission (PPR) and may be refused.

Size 8 aircraft cannot be accommodated.

## 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.

## Aircraft Size Groups

| Size | Length | Wingspan | Code |
|------|--------|----------|------|
| 1    | <=40   | <=36     | C    |
| 2    | <=45   | <=36     | C    |
| 3    | <=47   | <=36     | C    |
| 4    | <=48   | <=42     | D    |
| 5    | <=60   | <=52     | D    |
| 6    | <=64   | <=61     | E    |
| 7    | <=64   | <=65     | E    |
| 8    | >64    | >65      | F    |

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## Passenger Terminal Capacity

### 1) Departures

The Departing passenger flow capacity is as follows:

| Time UTC   | 1 hr (T60/15) | 2 hrs (T120/15) |
|------------|---------------|-----------------|
| 0000-2359* | 3870 +540     | 6845            |

\*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<br>(T60/15) | 2 hrs<br>(T120/15) |
|---------------|-----------|------------------|--------------------|
| International | 0000-2359 | 2800 +290        | 4350               |
| Domestic      | 0000-2359 | 700              | n/a                |

### 3) Load Factors

Load factor for Schedule Coordination will be 94%