

London Luton Airport Scheduling Declaration for Winter 2021



Seasonal PATM Seat Limit

A total limit of 7,100,000 seats will apply across all Passenger Air Transport Movements coordinated in the W21 season.

Runway Capacity

Capacity in each 60-minute period (R60):

Hour UTC	00	01	02	to	05	06	07	08	09	to	13	14	15	16	to	20	21	22	23
Arr	11	11	>	4	<	6	23	20	>	21	<	23	20	>	21	<	26	21	13
Dep	4	4	>	4	<	17	26	23	>	24	<	26	23	>	24	<	23	14	4
Total	11	11	>	8	<	17	37	31	>	33	<	37	31	>	33	<	37	26	15

A maximum of 121 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:

Hour UTC	00	01	02	to	05	06	07	08	09	to	13	14	15	16	to	20	21	22	23
Arr	3	3	>	3	<	6	6	6	>	6	<	6	6	>	6	<	8	7	6
Dep	3	3	>	3	<	6	8	8	>	8	<	8	8	>	8	<	6	5	4
Total	3	3	>	3	<	6	12	10	>	10	<	12	10	>	10	<	12	9	6

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

A maximum of 4 departures in any 5 minute period (R5)

A maximum of 4 arrivals in any 5 minute period (R5)

Night Noise Movement Restrictions

Seasonal Scheduling Limits

The following Seasonal Limits apply to Night Movements and Noise Quota Count (adjustments for taxi times apply). Given the planning limits are annual and not seasonal these may be adjusted in the light of the actual used in the S21 season and due to W21 being one week shorter than W20.

	Night period 2330-0559	Shoulder period 0600-0659
Historic Allocation	1,740 Movements / 892 QC	1,735 Movements
Contingency Pool	230 Movements / 120 QC	60 Movements
Ad Hoc Pool	1030 Movements / 178 QC	225 Movements
Total	3,000 Movements / 1,190 QC	2,020 Movements

Annual Night Movement Limits apply as follows:

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2330-0559 : a maximum of 9,650 runway movements on a 12 month basis

In terms of slot allocation* this will restrict departure slot allocation 23:00-05:45 and arrival slot allocation 23:30-06:10

0600-0659 : a maximum of 7,000 runway movements on a 12 month basis

In terms of slot allocation* this will restrict departure slot allocation 05:50-06:45 and arrival slot allocation 06:15-07:10

Annual Night Noise Quotas apply as follows:

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

In terms of slot allocation* this will be applied to departure slot allocation 23:00-05:45 and arrival slot allocation 23:30-06:10

Night Noise Impact Limitations

New Departure slots will not be issued to aircraft with a QC value greater than 0.5 from 22:30-06:45*

New Arrival slots will not be issued to aircraft with a QC value greater than 0.5 from 23:00-07:10*

No aircraft with a QC value greater than 1.0 will be permitted to operate during the night time 2200-0559 GMT

* Allowing for typical taxi time between chocks and runway

Planned Airfield Closures

These will be advised by separate notification if/when required

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	5
Size 2 (standard Code C)	A321, B739 all variants	32
Size 3 (longer Code C)	MD80 series	3
Total Aircraft (Code C)		40

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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
Size 6 (smaller Code E)	A333, A358, B789, B772	2
Total Aircraft (Code D-E)		13

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.

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	3

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 (B77X, 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	Span	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, 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*	3240	5735

*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) Arrivals

The Arrivals passenger flow capacity is as follows:

	Time UTC	1 hr (T60/15)	2 hrs (T120/15)
International	0000-2359	2800	4350
Domestic	0000-2359	700	n/a

3) Flight Load factors

Load factor for Schedule Coordination purposes will be 88%