

London Stansted Airport: Summer 2022 (S22) Scheduling Capacities

(all times in GMT)

Runway:

| Hours (GMT) | Max Number Operations (Depts or Arrs) | Max Number Operations (two way) | Max Number Operations (Depts 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 | 28 dep, 24 Arr | 42 | 9 | 13 |
| 0900-0914 | 27 | 42 | 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 | 28 | 48 | 9 | 13 |
| 1215-1229 | | | 9 | 13 |
| 1230-1244 | | | 9 | 13 |
| 1245-1259 | | | 9 | 13 |
| 1300-1359 | 28 | 45 | 9 | 13 |
| 1400-1414 | 28 | 44 | 9 | 13 |
| 1415-1429 | | | 9 | 13 |
| 1429-1445 | | | 9 | 13 |
| 1445-1459 | | | 9 | 13 |
| 1500-1514 | 28 | 48 | 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 | 50 | 9 | 13 |
| 1815-1829 | | | 9 | 13 |
| 1830-1844 | | | 9 | 13 |
| 1845-1859 | | | 9 | 13 |
| 1900-1914 | 28 Dep or 27 Arr | 42 | 9 | 13 |
| 1915-1929 | | | 9 | 13 |
| 1930-1944 | | | 9 | 13 |
| 1945-1959 | | | 9 | 13 |
| 2000-2059 | 27 | 42 | 9 | 13 |
| 2100-2114 | 31 Arr. or 24 Dep. | 42 | 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
- 5 Max number of operations in 5 minutes (R05 limit):
 - 5 dep. ATMs and 4 arr. ATMs
 - with the exception of 0455-0459: 7 dep. ATMs and 2 arr. ATMs

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 ¹ | Arrivals International ² | Arrivals Domestic ² | Arrivals CTA ³ |
|-----------|-------------------------|-------------------------------------|--------------------------------|---------------------------|
| 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. No rolling 2 hours limit will be applied for International arrivals
- 6 A check in desk constraint will be applied for S22 as follows:-

| Zone | No of Desks | Declaration |
|------|-------------|---|
| A | 15 | 13 |
| B | 15 | 13 |
| C | 15 | 13 |
| D | 14 | 8 desks 11:00 to 14:00, after 19:00 STD |
| E | 15 | 12 |
| F | 15 | 12 |
| 501+ | 15 | 15 |

Where the check in desk availability causes a constraint, a referral process will be implemented by ACL for the Airport to review and revert.
- 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 2022 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.