

# LTN Scheduling Declaration

Summer 2024



one team

# London Luton Airport Scheduling Declaration Summer 2024

This document sets out the capacity limits of the various airports sub-systems that make up the seasonal scheduling declaration for Summer 2024. The relevant information is specified under each sub-system category specified below.

- 1. 19mppa Planning Application**
- 2. Runway Scheduling Limits**
- 3. Noise Movement Restrictions**
- 4. Stand Capacity Limits**
- 5. Passenger Terminal Scheduling Limits**

# 19mppa planning application

- LLA is expecting a decision on its planning application to grow to 19mppa in October 2023 (subject to change).
- If LLA\* obtains planning permission which it deems to be acceptable, and which lawfully permits LLA to allow up to 19 million commercial air passengers to travel through the airport within any 12 month period, LLA will release the following capacity as T-coded slots, this will be released no later than 15<sup>th</sup> January 2024.
  - 3 additional code C stands, taking the total Code C stands to 45.
  - 457,158 additional PATM, taking the total PATM available to 13,337,158.

\*Provided that first:

1. LLA satisfies all conditions set out in that planning condition which are required to be met prior to LLA being lawfully permitted to allow up to 19 million commercial air passengers to travel through the airport within any 12 month period.
2. The time period for judicial challenge to such planning permission has passed.
3. All judicial challenges (if any are brought) to such planning permission have been finally resolved, and the planning permission has not been withdrawn and remains acceptable to LLA.

# Runway Scheduling Limits

## Summer 2024 Declaration (R60)

UTC Hour	00	01	to	04	05	06	07	08	to	17	18	19	20	21	22	23
Arrival Limit	11	4	>	4	6	22	20	21	>	21	22	20	26	21	13	11
Departure Limit	4	4	>	4	22	24	22	24	>	24	24	23	23	14	4	4
Total	11	8	>	8	22	37	31	33	>	33	37	31	37	26	15	11

## Summer 2024 Declaration (R15)

UTC Hour	00	01	to	04	05	06	07	08	to	17	18	19	20	21	22	23
Arrival Limit	3	3	>	3	6	6	6	7	>	7	7	7	7	7	6	3
Departure Limit	3	3	>	3	8	8	8	7	>	7	7	7	7	5	4	3
Total	3	3	>	3	10	12	10	10	>	10	12	10	12	9	6	3

1. There is no change to the declared runway limits.
2. Total limit of **13,337,158 seats** will apply across all Passenger Air Transport Movements coordinated in the S23 season, 457,158 will be subject to T-codes.
3. 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.
4. 15-minute limit (**R15**) is set to reduce bunching around the hour and reduce airfield congestion runway holding.
5. 5-minute limit (**R5**) are set at 4 departures and 4 arrivals.
6. Runway scheduling limits consider typical taxi time to and from runway.

# Noise Movement Restrictions

## **Peak Summer Night Restriction.**

The following restrictions will apply 2200-0559 GMT 1<sup>st</sup> June – 30<sup>th</sup> September 2024

- No Ad hoc movements will be permitted including Commercial, GA and Maintenance.
- No further night slots will be allocated to series flights
- No re-scheduling of existing allocated slots from the daytime 0600-2159 GMT into the nighttime 2200-0559 GMT will be permitted
- No new slot or amendments within the night period will be granted to aircraft with QC value greater than 0.5

## **Seasonal Scheduling Limits & Restrictions**

- No aircraft with QC value greater than 1 will be permitted to operate during the nighttime 2200-0559 GMT for the full season.
- No aircraft with a QC value greater than 2 will be permitted to operate during the full season.

# Night Noise Movement Restrictions

The following Seasonal Limits apply to Night Movements and Noise Quota Count (adjustments from taxi times apply) These was one extra week during W24 and therefore the allocations have been reduced for one less week in S24.

	Night period 2330-0559 GMT Movements (QC)	Shoulder period 0600-0659 GMT Movements
Historic Allocation	5,042 (1,732)	4,723
Ccontingency Pool	513 (113)	0
Ad Hoc Pool	881 (165)	97
<b>Total</b>	<b>6,435 (2,011)</b>	<b>4,819</b>

**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 slot 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

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 GMT and arrival slots 22:30-05:10 GMT

*\*Allowing for typical taxi time between chocks and runway*

# Stand Capacity Limit

## 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 1 (smaller Code C)	A320, B738 all variants	7
Size 2 (standard Code C)	A321, B739 all variants	34
Size 3 (longer Code C)	MD80 series	4
<b>Total Aircraft (Code C)</b>		<b>45</b>

Out of the 45 Code C stands, 3 will be subject to T-codes.

## 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 6 (Smaller Code E)	A330	1
Size 5 (Code D)	A300	1

# Stand Capacity Limit

## Permitted Variations

Size 4, 5 and 6 aircraft can be accommodated using 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 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



# Stand Capacity Limit

## Restricted and Prohibited Aircraft Types

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

The following size group apply locally at LTN to determine actual parking capacity:

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

# Passenger Terminal Limits

## Departing passenger limit

Time UTC	1 hr (T60/15)	2 hrs (T120/15)
0000-2359*	3,870	6,845

## Arriving passenger limit

	Time UTC	1 hr (T60/15)	2 hrs (T120/15)
International	0000-2359	2,800	4,350
Domestic	0000-2359	700	n/a

- Load factor for Schedule Coordination purposes will be 94%
- Departing capacity in the period 2100-0445 is manpower restricted, any departing PATM's using the main Terminal that are scheduled or re-timed into this period will be subject to strict PPR to ensure that demand can be adequately resourced.
- CTA – common travel area, defined as Channel Islands, Isle of Man and Republic of Ireland are included in International arrival capacity limits. Domestic includes Northern Ireland.



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