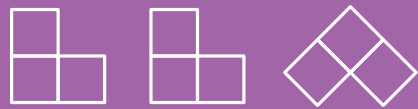


# LTN Scheduling Declaration

Winter 2024/25



London Luton Airport

# London Luton Airport Scheduling Declaration Winter 2024/25

This document sets out the capacity limits of the various airports sub-systems that make up the seasonal scheduling declaration for winter 2024/25. The relevant information is specified under each sub-system category specified below.

1. **19mppa planning application**
2. **Runway Scheduling Limits**
3. **Night Noise Restrictions**
4. **Stand Capacity Limits**
5. **Passenger Terminal Scheduling Limits**

# 19mppa planning application

- LLA received a positive decision for its application to grow to 19m in October 2023 and continue to work with the local authority to ensure all conditions relating to the planning application are met.
- Until such time that LLA have satisfied all conditions, LLA will not be able to increase historic capacity at LLA.
- Following a review of recent performance LLA propose to release in addition to the declared capacity the following for the Winter 24/25 season on a non-historic basis:
  - 4 additional code C stands, taking the total Code C stands to 46.
  - 500,000 additional PATM, taking the total PATM available to 7,600,000.

# Runway Scheduling Limits

## Winter 2024 Declaration (R60)

UTC Hour	00	01	02	to	05	06	07	08	09	to	13	14	15	16	to	20	21	22	23
Arrival Limit	11	11	>	4	<	6	23	20	>	21	<	23	20	>	21	<	26	21	13
Departure Limit	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

## Winter 2024 Declaration (R15)

UTC Hour	00	to	05	06	07	08	to	13	14	15	to	20	21	22	23
Arrival Limit	3	>	3	6	6	6	>	6	6	6	>	6	8	7	6
Departure Limit	3	>	3	6	8	8	>	8	8	8	>	8	6	5	4
Total	3	>	3	10	12	10	>	10	12	10	>	10	12	9	6

1. There is no change to the declared runway limits.
2. Total limit of **7,100,000 seats** will apply across all Passenger Air Transport Movements coordinated in the W24 season.
3. 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.
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.

# Night Noise Restrictions

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

	Night period 2330-0559 GMT Movements (QC)	Shoulder period 0600-0659 GMT Movements
Historic Allocation	1,740 (892)	1,735
Ccontingency Pool	230 (120)	60
Ad Hoc Pool	1,030 (178)	225
<b>Total</b>	<b>3,000 (1,190)</b>	<b>2,020</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 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 06:15-07:10 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 23:15-05:45 GMT and arrival slots 23:30-06:10 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	32
Size 3 (longer Code C)	MD80 series	3
<b>Total Aircraft (Code C)</b>		<b>42</b>

## **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

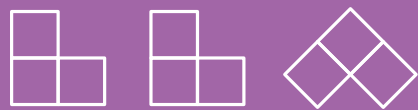
## Departing passenger limit

Time UTC	1 hr (T60/15)	2 hrs (T120/15)
0000-2359*	3,240	5,735

## 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 88%
- Departing capacity in the period 2200-0545 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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