

1 Terminal & Aerodrome Operating Hours

The first departure slot available is 5 minutes past airfield opening time, and the first arrival slot is available 10 minutes past airfield opening time. Last arrival and departure slots are not to be scheduled 5 minutes prior to closing time. Please refer to Section-3 for operating hours on bank holidays.

| | Main Terminal Operating Hours (UTC) | | Aerodrome Operating Hours (UTC) | |
|----------|-------------------------------------|-------|---------------------------------|-------|
| | Open | Close | Open | Close |
| Weekdays | 03:45 | 21:00 | 05:30 | 21:00 |
| Saturday | 03:45 | 12:00 | 05:30 | 11:30 |
| Sunday | 09:30 | 21:00 | 11:30 | 21:00 |

2 Runway Capacity

Slots to be allocated as per constraints mentioned in the tables based on scheduled gate times.

| General Runway Constraints | | |
|-----------------------------|----|---|
| 2-Hourly Capacity (Total)*: | 60 | movements per rolling 2-hour*, rolling in 5 mins |
| Hourly Capacity (Total): | 34 | movements per rolling hour, rolling in 5 mins |
| Hourly Capacity (Arr.): | 17 | arrivals per rolling hour, rolling in 5 mins |
| Hourly Capacity (Dep.): | 17 | departures per rolling hour, rolling in 5 mins |
| 15-min Capacity (Total): | 10 | movements per rolling 15 mins, rolling in 5 mins |
| 15-min Capacity (Arr.): | 6 | arrivals per rolling 15 mins, rolling in 5 mins |
| 15-min Capacity (Dep.): | 6 | departures per rolling 15 mins, rolling in 5 mins |
| 5-min Capacity (Total): | 6 | movements per rolling 5 mins |
| 5-min Capacity (Arr.): | 3 | arrivals per rolling 5 mins |
| 5-min Capacity (Dep.): | 3 | departures per rolling 5 mins |

| Special Runway Constraints |
|--|
| <p>*Maximum 64 movements in any 2-hour period between:</p> <ul style="list-style-type: none"> 06:30–08:25 Local to 09:25–11:20 Local. 16:30–18:25 Local to 19:25–21:20 Local. Outside these hours, the 2-hourly limit mentioned in the table above is applicable. |
| <p>London City Airport Local (Planning) Constraints:</p> <ul style="list-style-type: none"> Limit of 2 movements between 06:30–06:45 Local (excluding Sundays). Limit of 6 movements between 06:30–06:59 Local (excluding Sundays). Limit of 100 movements on Saturdays and 200 on Sundays. Limit of 280 movements on any weekend (Sat+Sun). For the complete list of local rules, please refer to the 'LCY Local Rules' document on ACL's website. |

3 Scheduling Limits on Bank Holidays for England

On bank holidays, the first departure slot is available at 08:00 UTC opening time, and the first arrival slot is available at 08:05 UTC. All other scheduling constraints apply as stated in Section 2.

| Season | Date | Bank Holiday | Movement Limit | Main Terminal Op. Hours (UTC) | Aerodrome Op. Hours (UTC) |
|-------------|----------------|----------------|----------------|-------------------------------|---------------------------|
| Summer 2025 | 18 April 2025 | Good Friday | 164 | 06:00 – 21:30 | 08:00 – 21:00 |
| Summer 2025 | 21 April 2025 | Easter Monday | 198 | 06:00 – 21:30 | 08:00 – 21:00 |
| Summer 2025 | 5 May 2025 | Early May B.H. | 248 | 06:00 – 21:30 | 08:00 – 21:00 |
| Summer 2025 | 26 May 2025 | Spring B.H. | 230 | 06:00 – 21:30 | 08:00 – 21:00 |
| Summer 2025 | 25 August 2025 | Summer B.H. | 230 | 06:00 – 21:30 | 08:00 – 21:00 |

4 Aircraft Type Specific Constraints

4.1 Allowed Aircraft Types

- Except in cases of immediate emergency to an aircraft and/or the persons on board, only conventional take-off and landing fixed-wing aircraft, including short take-off and landing aircraft, but not vertical take-off and landing aircraft (including helicopters, tiltrotor or gyrocopters), shall be permitted to use the airport. Except in cases of immediate emergency to an aircraft and/or the persons on board, the airport shall not be used for any form of club or recreational flying. Further information can be found in the UK AIP EGLC-AD-220 regarding permitted aircraft.

4.2 Large Code C Aircraft (C-Series/A220 Series/Embraer E2 Series or larger)

- A maximum of 3 Large Code C aircraft can be scheduled on the ground simultaneously.
- Scheduling of four or more Large Code C arrivals or four or more Large Code C departures within any 75-minute period is subject to an operational assessment by the airport.

4.3 British Aerospace Avro RJ Series Aircraft

- All operations planned to be operated by Avro RJ series aircraft are subject to an operational assessment by London City Airport due to noise restrictions.

5 Check-In Capacity

London City Airport is currently undertaking a holistic review of the check-in capacity with the aim of moving towards a complete Self Service Bag Drop (SSBD) operation. The airport thereby aims to optimise the utilisation of the existing infrastructure and enhance the passenger experience. In the interim, any new slot request for flights of type J,C, and G in peak hours (08:00 – 08:59 local and 18:00 – 19:00 local) is subject to a check-in assessment by London City Airport.

6 Parking Capacity

6.1 Ground Time

Scheduled turnaround to be no more than 30 minutes. Turnarounds longer than 30 minutes may be requested on a referral basis but are subject to change at short notice, must be approved by ACL and London City Airport, and will be allocated on a non-historic basis only. Flight crew or engineers must be available to move an aircraft upon request by London City Airport.

6.2 Overnighter Aircraft

Operators must obtain prior approval from ACL and LCY Airport for any changes in arrival-departure links within 7 days of the planned operation that result in an increased number of overnight aircraft at LCY.

6.3 Parking Stand Buffers

The standard buffer time between a departure and arrival on a stand is 15 minutes.

- The buffer times for those turnarounds longer than 30 minutes also must be agreed with ACL and LCY Airport and will be allocated on a non-historic basis only.
- Western Apron – 10 minutes between an arrival and a departure and 5 minutes between each arrival. This is in addition to the standard 15-minute buffer.

6.4 Contingency Parking Stands

- 1x Group-2 stand is unavailable for scheduling during the day, increasing to 2x between 10:30 UTC – 16:30 UTC, all days.

6.5 Parking Stand Capability Matrix and Table (Main Terminal)

| Aircraft | Category | Western Apron Stands | | | | | | | | | | Eastern Apron Stands | | | | | | | | |
|----------|---------------|----------------------|----|----|----|---|---|---|---|---|---|----------------------|----|----|----|----|----|----|----|----|
| | | 14 | 13 | 12 | 10 | 9 | 8 | 7 | 6 | 5 | 4 | 3 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 |
| J328 | Small Code C | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| S20 | Small Code C | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| AT4 | Small Code C | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| F50 | Small Code C | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| AT7 | Small Code C | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| E170 | Small Code C | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| DH8 | Medium Code C | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| E190 | Medium Code C | 0 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| A318 | Large Code C | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| A221 | Large Code C | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| E290 | Large Code C | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| E295 | Large Code C | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |

| A/C Group | Stand Capability | Number of Stands Available |
|-----------|--------------------------|----------------------------|
| Group-1 | E295 aircraft or smaller | 9 |
| Group-2 | E190 aircraft or smaller | 8 |
| Group-3 | DH8 aircraft or smaller | 1 |
| Group-4 | AT4 aircraft or smaller | 1 |
| | TOTAL | 19 |

7 RSL Working Group

To mitigate any impact of reduced capacity on future demand, the airport will reconvene a Runway Scheduling Limit working group comprised of Airport, Airline, ACL and NATS. The Airport COO or delegated authority shall chair the working group. The group will undertake a review process post Slot Allocation List (SAL) provision in and if required before final slot hand back. The group will consider any requests that were considered but not accepted due to reduced capacity. The group will recommend to the airport any changes to capacity following which a revised capacity shall be issued as deemed necessary.