

London Stansted Airport: Winter 2025/26 Scheduling Capacities

(all times in GMT)

Runway:

Hours (GMT)	Max Number Operations (Deps or Arrs)	Max Number Operations (two way)	Max Number Operations (Deps 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
0400-0449*	24	36	9	13
0500-0559*	24	36	9	13
0600-0614	33 Dep or 24 Arr.	44	9	13
0615-0629			9	13
0630-0644			9	13
0645-0659			9	13
0700-0714	33 Dep or 28 Arr.	48	9	13
0715-0729			9	13
0730-0744			9	13
0745-0759			9	13
0800-0859	27	46	9	13
0900-0959	27	42	9	13
1000-1014	27	42	9	13
1014-1029			9	13
1030-1044			9	13
1045-1059			9	13
1100-1114	28	50	9	13
1115-1129			9	13
1130-1144			9	13
1145-1159			9	13
1200-1259	28	44	9	13
1300-1359	27	44	9	13
1400-1459	27	42	9	13
1500-1559	28	44	9	13
1600-1614	28	42	9	13
1615-1629			9	13
1630-1644			9	13
1645-1659			9	13
1700-1759	28	44	9	13
1800-1859	28	50	9	13
1900-1959	28	48	9	13
2000-2059	27	42	9	13
2100-2159	27	42	9	13
2200-2214	24	42	9	13
2215-2229			9	13
2230-2244			9	13
2245-2259			9	13
2300-2314	24	36	9	13
2315-2329			9	13
2330-2344*			9	13
2345-2359*			9	13

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NOTES:

- 1 DFT Night Quota restrictions apply during the hours marked *.
- 2 Local Rule 1 sets out the procedures for allocating and managing the use of Night Quota in accordance with Night Flying Restrictions.
- 3 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.
- 4 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.
- 5 The Antonov 124 cannot depart during the period 23:00-06:00 and requires 4 consecutive departure slots.
- 6 Max number of operations in 5 minutes (R05 limit):
 - 5 dep. ATMs and 4 arr. ATMs
 - with the exception of 0555-0559: 7 dep. ATMs and 2 arr. ATMs
- 7 The Summer Runway & Terminal Scheduling Limits (found in the Appendix) to be extended to cover the period 26 October 2025 to 02 November 2025 (inclusive) on a **non-historic** basis.
ACL will provide guidance on the submission of ad-hocs.

Load Factors (%):

	Scheduled services	Charter services	Domestic	CTA Arrivals
Mondays	91	96	90	92
Tuesdays	91	96	90	92
Wednesdays	91	96	90	92
Thursdays	91	96	90	92
Fridays	91	96	90	92
Saturdays	91	98	90	92
Sundays	91	98	90	92

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Terminal:

Hours	Departures ¹	Arrivals International ²	Arrivals Domestic ²	Arrivals CTA ³
0000-0059	4750	4100	750	700
0100-0159	4750	4100	750	700
0200-0259	4750	4100	750	700
0300-0359	4750	4100	750	700
0400-0459	4750	4100	750	700
0500-0559	4750	4100	750	700
0600-0659	4750	4100	750	700
0700-0759	4750	4100	750	700
0800-0859	4750	4100	750	700
0900-0959	4750	4100	750	700
1000-1059	4750	4100	750	700
1100-1159	4750	4100	750	700
1200-1259	4750	4100	750	700
1300-1359	4750	4100	750	700
1400-1459	4750	4100	750	700
1500-1600	4750	4100	750	700
1600-1659	4750	4100	750	700
1700-1759	4750	4100	750	700
1800-1859	4750	4100	750	700
1900-1959	4750	4100	750	700
2000-2059	4750	4100	750	700
2100-2159	4750	4100	750	700
2200-2259	4750	4100	750	700
2300-2359	4750	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 Coordinator will cross check capacities over each hour starting at 15 minutes past the hour as well as over each hour.
- 5

A rolling 2 hour passenger limit of 8500 departing passengers will be applied.
- 6

A check in desk constraint will be applied for W25 as follows:

Area	No of Desks	Declaration
Zone A	15	7
Zone B	15	13
Zone C	15	13
Zone D	14	12
Zone E	15	12
Zone F	15	7
Shoreline Left	12	6 desks until 08:30 LT, 10 desks rest of the day
Shoreline Right	16	6 desks until 08:30 LT, 14 desks rest of the day
- 7

New departure slot requests in the hours 24:00 to 05:00 requiring terminal capacity will be referred to the airport to assess resourcing.
- 8

Any special operational requests regarding:

Surface access, Check-in, Security, Lounge, Gate, Immigration, Airside coaching must be communicated to the airport no later than 72 hours before the flight.
- 9

A movement limit of 2 arriving Wide-body passenger movements in any 60 minutes (rolling every 15min.) applies.

Where the WB availability causes a constraint, a referral process will be implemented by ACL for the Airport to review and revert.
- 10

A new reclaim coordination tool will be instated and any new inbound demand which breaches the coordination limits will be referred to the Airport for review.
- 11

A new stands restriction will be instated within Northside for x3 simultaneous Code E & F aircraft.

When stands demand causes a constraint, a referral process will be implemented by ACL for the Airport to review.
- 12

The Summer Runway & Terminal Scheduelling Limits (found in the Appendix) to be extended to cover the period 26 October 2025 to 02 November 2025 (inclusive) on a non-historic basis.

ACL will provide guidance on the submission of ad-hocs.

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.

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 2330 - 0600 (GMT) during which DfT have determined that for the Winter 2025 season, the number of movements will be restricted to 5600, and the maximum number of night quota points permitted to be 3310. 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.

Appendix

(all times in GMT)

Runway (Summer Limits - Applicable for the period 26 October 2025 to 02 November 2025 (inclusive)):

Hours (GMT)	Max Number Operations (Deps or Arrs)	Max Number Operations (two way)	Max Number Operations (Deps 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	46	9	13
1415-1429			9	13
1429-1445			9	13
1445-1459			9	13
1500-1514	28	49	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

Appendix

Terminal (Summer Limits - Applicable for the period 26 October 2025 to 02 November 2025 (inclusive)):

Hours	Departures ¹	Arrivals International ²	Arrivals Domestic ²	Arrivals CTA ³
0000-0059	5250	4350	750	700
0100-0159	5250	4350	750	700
0200-0259	5250	4350	750	700
0300-0359	5250	4350	750	700
0400-0459	5250	4350	750	700
0500-0559	5250	4350	750	700
0600-0659	5250	4350	750	700
0700-0759	5250	4350	750	700
0800-0859	5250	4350	750	700
0900-0959	5250	4350	750	700
1000-1059	5250	4350	750	700
1100-1159	5250	4350	750	700
1200-1259	5250	4350	750	700
1300-1359	5250	4350	750	700
1400-1459	5250	4350	750	700
1500-1600	5250	4350	750	700
1600-1659	5250	4350	750	700
1700-1759	5250	4350	750	700
1800-1859	5250	4350	750	700
1900-1959	5250	4350	750	700
2000-2059	5250	4350	750	700
2100-2159	5250	4350	750	700
2200-2259	5250	4350	750	700
2300-2359	5250	4350	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 maximum 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 9,750 departing passengers. No rolling 2 hours limit will be applied for International arrivals