

LTN Scheduling Declaration

Summer 2026



one team

London Luton Airport Scheduling Declaration Summer 2026

This document sets out the capacity limits of the various airports sub-systems that make up the seasonal scheduling declaration for Summer 2026. The relevant information is specified under each sub-system category specified below.

- 1. Runway Scheduling Limits**
- 2. Noise Movement Restrictions**
- 3. Stand Capacity Limits**
- 4. Passenger Terminal Scheduling Limits**
- 5. Runway resurfacing**

Runway Scheduling Limits

Summer 2026 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 | 23 | 38 | 32 | 33 | > | 33 | 37 | 31 | 37 | 26 | 15 | 11 |

Summer 2026 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 **13,700,000 seats** will apply across all Passenger Air Transport Movements coordinated in the S26 season, 400,000 will be released as non-historic Passenger Air Transport Movements.
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 1st June – 30th September 2026

- 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)

| | Night period 2330-0559 GMT Movements (QC) | Shoulder period 0600-0659 GMT Movements |
|---------------------|--|--|
| Historic Allocation | 5,420 (1,843) | 4,880 |
| Contingency Pool | 530 (117) | 0 |
| Ad Hoc Pool | 700 (118) | 100 |
| Total | 6,650 (2,078) | 4,980 |

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 22:30-05:05 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 05:10-06:05 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 22:30-05:05 GMT

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

Stand Capacity Limit

Passenger Flights

Initial 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 | 38 |
| Size 3 (longer Code C) | MD80 series | 4 |
| Total Aircraft (Code C) | | 49 |

Cargo and associated Positioning Flights not being handled by FBO's

Cargo flight 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

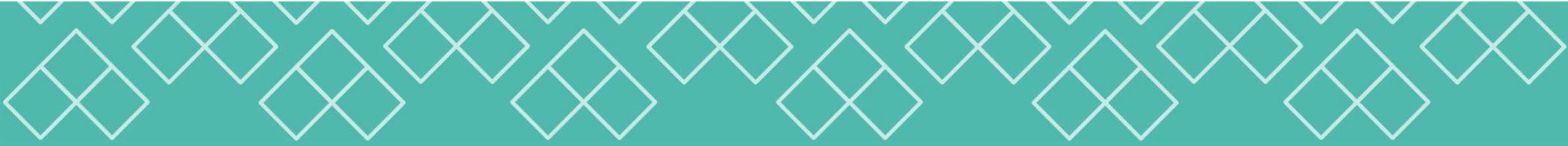
Departing passenger limit

| Time UTC | 1 hr (T60/15) | 2 hrs (T120/15) |
|------------|---------------|-----------------|
| 0000-2359* | 4,200 | 7,200 |

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:
 - Wizz, EasyJet and Ryanair – 93%
 - Leisure carriers – 95%
 - Service type C – 95%
 - Others – 90%
- 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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