

London Luton Airport Scheduling Declaration for Winter 2013-14

Runway Capacity

Capacity in each clock hour:-

Hour UTC	0	to	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
Arr	13	>	13	19	22	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	13
Dep	13	>	13	19	21	19	19	19	19	19	19	19	19	19	19	19	19	19	19	19	13
Total	15	>	15	25	33	27	30	30	30	30	30	30	30	30	30	30	30	30	30	30	15

The above are subject to a cap of 110 Total Movements in any 4 hour period, measured by clock hour, to allow scope for catch-up in the event of schedule disruption.

Capacity in each 15 minute period within the hour, commencing 00, 15, 30 and 45 minutes past the hour:-

Hour UTC	0	to	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23
Arr	5	>	5	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	5
Dep	5	>	5	7	7	7	6	6	6	6	6	6	6	6	6	6	6	6	6	6	5
Total	5	>	5	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	9	5

Aircraft Parking Capacity

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.

1x Size 6 (A330 only)
1x Size 5 (A300, B767)

1x Size 6-7 aircraft (B772, MD11 B747) may be accommodated by prior arrangement.
Some specific Size 7 aircraft types, namely A346 and B773, cannot be accommodated under any circumstances.

Size 8 aircraft (B748, A380, AN124) cannot be accommodated under any circumstances

Size 1 aircraft (twin props/exec jets up to SW4) are excluded from any limitation.

Other Flights (not operating through FBO facilities)

Scheduling will be subject to the following aircraft parking limitations, any movements over and above these limitations will be by prior arrangement only.

4x Size 5 (A300, B767)
3x Size 4 (B757)
11 x Size 3b (A321)
6 x Size 3a (B738 with winglets)
3 x Size 2b (up to A320)
5 x Size 2a (up to A319/B737 without winglets)

Total 32 aircraft

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3 stands Size 3b (A321) are kept as stand reserve and not made available for scheduling purposes without specific prior agreement
Total 35 stands

Permitted Variations

3 additional Size 5 (A300, B767) can be accommodated through the use of MARS stands but there would be a temporary reduction in capacity of 6 Size 3a/3b (B73H, A321) aircraft.

2 additional Size 4 (B757) can be accommodated through the use of MARS stands but there would be a temporary reduction in capacity of 4 Size 3b (A321) aircraft.

A single Size 6 (except A345) or Size 7 (MD11 only) aircraft can be accommodated through the use of MARS stands but there would be a temporary reduction in capacity of 3a/3b (B73H, A321) aircraft.

Restrictions

Some specific Size 7 aircraft types, namely A346 and B773, cannot be accommodated under any circumstances.

Other Size 6 and size 7 aircraft (A345, B747 variants) can be accommodated by prior arrangement or in emergency situations. Such accommodation will result in temporary reduction in capacity for 3 Size 3a/3b (B738w, A321) aircraft.

Size 8 aircraft (A380, AN124) cannot be accommodated under any circumstances.

Size 1 aircraft (twin props/exec jets up to SW4) are excluded from any limitation.

Maintenance Flights

Movements of aircraft visiting for maintenance may be accepted over and above the parking limitations shown above but only if early removal into a hangar is guaranteed.

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.

Passenger Terminal Capacity

1) Departures

(i) The Hourly Departing passenger flow capacity is as follows:-

Time UTC	1 hr	any 2 hrs	any 3 hrs	4 hrs
2200-0559	276	360	480	
0600-0959	2375	4184		5841
1000-2159	1827	3653	5480	

Capacities are measured on a rolling hour basis commencing every 15 minutes, with the exception of the 4 hour capacity which is for the fixed period 0600-0959.

2) International (excluding CTA) Arrivals

(ii) The International Arrivals (excluding CTA) passenger flow capacity is as follows:-

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In any 1 hour	2170
In any 2 hours	3840
In any 4 hours	7680

Capacities are measured on a rolling hour basis commencing every 15 minutes.

3) International + CTA Arrivals

(iii) International + CTA Arrivals Capacity is 2170 passengers per hour.

Capacity is measured on a rolling hour basis commencing every 15 minutes.

4) Domestic Arrivals

(iv) Domestic Arrivals Capacity is 700 passengers per hour.

Capacity is measured on a rolling hour basis commencing every 15 minutes.

Load Factors

The load factors stipulated in the table below are those that have been achieved historically by an aggregation of existing schedules, departure times and airlines. They reflect the average loads for a typical busy week.

<i>Operation</i>	<i>Day of Week</i>							<i>Ave</i>
	1	2	3	4	5	6	7	
Scheduled Arrivals	89%	88%	87%	88%	89%	91%	92%	89%
Scheduled Departures	88%	88%	88%	90%	91%	91%	89%	89%
Charter Arr. & Dep.	93%	95%	94%	96%	94%	95%	96%	95%