

London Luton Airport Scheduling Declaration for Winter 2014-15

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	22	19	19	19	19	19	19	19	19	13
Dep	13	>	13	19	20	20	19	19	19	19	19	20	20	19	19	19	19	19	19	19	13
Total	15	>	15	25	33	27	30	30	30	30	30	33	27	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

Planned Airfield Closures

The Airfield will be closed during the following periods:

- 00:01hrs 8th November 2014 to 05:30hrs 8th November 2014
- 00:01hrs 9th November 2014 to 05:30hrs 9th November 2014
- 00:01hrs 15th November 2014 to 05:30hrs 15th November 2014
- 00:01hrs 16th November 2014 to 05:30hrs 16th November 2014
- 00:01hrs 22nd November 2014 to 05:30hrs 22nd November 2014
- 00:01hrs 23rd November 2014 to 05:30hrs 23rd November 2014

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.

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4x Size 5 (A300, B767)
3x Size 4 (B757)
11 x Size 3b (A321 with winglets)
5 x Size 3a (B738 with winglets)
8x Size 2b (A320 with winglets)
1 x Size 2a (A320 without winglets)

Total 32 aircraft

3 stands Size 3b (A321 with winglets) 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 3b 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 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 3 size 3a 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 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.

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Passenger Terminal Capacity

1) Departures

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

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

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:-

In any 1 hour	2270
In any 2 hours	4000
In any 4 hours	7940

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

3) Domestic Arrivals

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

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

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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 typical days and weeks across the season.

Week 44 is week commencing Sunday 26th October, Week 52 is week commencing Sunday 21st December
 Week 1 is week commencing Sunday 28th December, Week 13 is week commencing Sunday 22nd March

Departures

Day	7	1	2	3	4	5	6
Week 44							
Week 45							
Week 46							
Week 47	79%	76%	74%	75%	79%	82%	80%
Week 48							
Week 49							
Week 50							
Week 51	89%	86%	84%	85%	89%	92%	90%
Week 52							
Week 1							
Week 2							
Week 3	72%	69%	67%	68%	72%	75%	73%
Week 4							
Week 5							
Week 6							
Week 7	84%	81%	79%	80%	84%	87%	85%
Week 8							
Week 9	80%	77%	75%	76%	80%	83%	81%
Week 10							
Week 11							
Week 12	82%	79%	77%	78%	82%	85%	83%
Week 13							

Arrivals

Day	7	1	2	3	4	5	6
Week 44	90%	87%	84%	83%	85%	86%	85%
Week 45							
Week 46	86%	83%	80%	79%	81%	82%	81%
Week 47							
Week 48							
Week 49							
Week 50	79%	76%	73%	72%	74%	75%	74%
Week 51							
Week 52							
Week 1	89%	86%	83%	82%	84%	85%	84%
Week 2							
Week 3							
Week 4							
Week 5	80%	77%	74%	73%	75%	76%	75%
Week 6							
Week 7							
Week 8	89%	86%	83%	82%	84%	85%	84%
Week 9							
Week 10							
Week 11	86%	83%	80%	79%	81%	82%	81%
Week 12							
Week 13							