

## London Luton Airport Scheduling Declaration for Winter 2015-16

### 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	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	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 any 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

### Night Noise Movement Restrictions

**Annual Night Movement Limits** will apply to runway movements as follows:

2330-0559 (local) : a maximum of 9,650 movement slots will be allocated on a 12 month basis

In terms of slot allocation\* this will be applied to departures scheduled in the period 23:15-05:45 and arrivals scheduled in the period 23:30-06:00

0600-0659 (local) : a maximum of 7,000 movement slots will be allocated on a 12 month basis

In terms of slot allocation\* this will be applied to departures scheduled in the period 05:50-06:45 and arrivals scheduled in the period 06:00-07:00

**Annual Night Noise Quotas** will apply as follows:

2330-0559 (local) Movements will be allocated up an annual Noise Quota (QC) of 3,500

In terms of slot allocation\* this will be applied to departures scheduled in the period 23:15-05:45 and arrivals scheduled in the period 23:30-06:00

Movements by aircraft with a QC value greater than 2 will not be permitted during the hours 23:30-05:59

In terms of slot allocation\* this will be applied to departures scheduled in the period 23:15-05:45 and arrivals scheduled in the period 23:30-06:00, slots will not be allocated to such aircraft types for this period.

\*Allowing for typical taxi time to the runway on departure

## **London Luton Airport Scheduling Declaration for Winter 2015-16**

### **Planned Airfield Closures**

The Airfield will be closed during the following periods:

00:01hrs 7th November 2015 to 05:30hrs 7th November 2015  
00:01hrs 8th November 2015 to 05:30hrs 8th November 2015  
00:01hrs 14th November 2015 to 05:30hrs 14th November 2015  
00:01hrs 15th November 2015 to 05:30hrs 15th November 2015

### **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.

2x Size 5 (A300, B767)  
2x Size 6 (A330 only)

1x Size 6-7 aircraft (B77F, 747) 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 (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)  
1 x Size 3b (A321 but not B738 with winglets)  
5 x Size 3a (B738 with winglets but not A321)  
3 x Size 2b (up to A320)  
5 x Size 2a (up to A319/B737 without winglets)

Total 32 aircraft

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 (B738w, 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.

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### 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 (B73H, 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 (T60/15)	1 hr (T60)	any 3 hrs (T180/15)	3 hrs (T180)
0100-0559	320	-	560	-
0600-0859	2415	-	-	6280
0900-0959	-	1000	-	-
1000-2159	1960	-	-	-
2200-0059	970	-	-	1580

Rolling Capacities are measured commencing every 15 minutes

#### 2) International (excluding CTA) Arrivals

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

In any 1 hour (T60R)	2270
In any 2 hours (T120R)	4350
In any 4 hours (T240R)	8280

Capacities are measured 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.

#### Departures

Day	7	1	2	3	4	5	6
25-Oct-15	92%	89%	87%	88%	92%	95%	93%
1-Nov-15							
8-Nov-15							
15-Nov-15							
22-Nov-15	79%	76%	74%	75%	79%	82%	80%
29-Nov-15							
6-Dec-15							
13-Dec-15							
20-Dec-15	95%	92%	90%	91%	95%	98%	96%
27-Dec-15	91%	88%	86%	87%	91%	94%	92%
3-Jan-16	75%	72%	70%	71%	75%	78%	76%
10-Jan-16							
17-Jan-16	68%	65%	63%	64%	68%	71%	69%
24-Jan-16							
31-Jan-16	76%	73%	71%	72%	76%	79%	77%
7-Feb-16							
14-Feb-16	86%	83%	81%	82%	86%	89%	87%
21-Feb-16							
28-Feb-16	80%	77%	75%	76%	80%	83%	81%
6-Mar-16							
13-Mar-16	84%	81%	79%	80%	84%	87%	85%
20-Mar-16							
27-Mar-16	95%	92%	90%	91%	95%	98%	96%

#### Arrivals

Day	7	1	2	3	4	5	6
25-Oct-15							
1-Nov-15	91%	88%	85%	84%	86%	87%	86%
8-Nov-15							
15-Nov-15							
22-Nov-15	85%	82%	79%	78%	80%	81%	80%
29-Nov-15							
6-Dec-15							
13-Dec-15	75%	72%	69%	68%	70%	71%	70%
20-Dec-15							
27-Dec-15	84%	81%	78%	77%	79%	80%	79%
3-Jan-16	93%	90%	87%	86%	88%	89%	88%
10-Jan-16	89%	86%	83%	82%	84%	85%	84%
17-Jan-16							
24-Jan-16							
31-Jan-16	82%	79%	76%	75%	77%	78%	77%
7-Feb-16							
14-Feb-16							
21-Feb-16							
28-Feb-16	89%	86%	83%	82%	84%	85%	84%
6-Mar-16							
13-Mar-16	86%	83%	80%	79%	81%	82%	81%
20-Mar-16							
27-Mar-16							