



Using the above relationship, the stand forecast for Lydd Airport is as follows:

2mppa	8 stands
5mppa	20 stands
10mppa	33 stands

The above are the active operational stands use for passenger operations only. Other stands used for positioning or for long term parking must be also assessed. At Luton for example, (1999 and at 5.1mppa) there were a total of 39 stands, which were divided into the following categories:

- 21 were used for pax operations only
- 4 for cargo in front of the cargo terminal
- 5 for maintenance
- 6 for business aircraft
- 3 remote (longer term parking)

3.3.2 Lydd Airport Aircraft Stand Forecast

Assuming that other operations would similarly be developed at Lydd Airport, a provision of at least 25% additional stands for other activities should be made giving total number of stands :

2mppa	8 pax stands	plus 3 other	=	11 total
5mppa	20 pax stands	plus 7 other	=	27 total
10mppa	33 pax stands	plus 11 other	=	44 total



3.3.3 Air Transport Movements (ATM's)

The following annual Air Transport Movements (ATM's) for a throughput of 2mppa (for the year 2013) were derived from the Business Plan:

Charter flights, B737-800 (149 seats)	12,000 pa
Lyddair schedule (30 seat)	1,720
Regional Operator (30 seat)	7,610
Regional Base Carrier (50 seat)	7,600
Total ATM's	28,930

From CAA data, the corresponding peak hour aircraft movements is 15 and 11 during busy periods. For comparison, the aircraft movements recorded at Luton in 1990 were 14 and 11 respectively at similar levels of aircraft movements.

In the SERAS report the number of ATM at 2mppa was assessed at 36,200 with an average of 55 pax / movement.

With these forecast movement rates, at least a partial parallel taxiway to threshold 22 will be required. The single exit runway capacity is up to 15 movements/hour depending on the aircraft mix.