Gatwick Airport Scheduling Declaration
Summer 2018

List of attachments:

Appendix 1

Gatwick Airport Scheduling Declaration
Summer 2018

Hourly Runway Scheduling Limits

S18 Declaration

Start of UTC Hour	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	15hr (05-19)	17hr (05-21)
Total Limit	29	49	54	52	51	49	55	55	55	53	51	52	55	55	54	46	43	41	29	30	786	870
Arrival Limit	20	20	25	26	23	26	28	28	27	27	26	26	28	28	28	27	25	36	27	25	393	454
Departure Limit	20	39	35	29	30	26	29	29	30	29	27	28	29	30	28	25	20	10	10	10	443	473
Arr-Dep Flex:	11	10	6	3	2	3	2	2	2	3	2	2	2	3	2	6	2	5	8	5	50	57

Changes against S17

Start of UTC Hour	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	15hr (05-19)	17hr (05-21)
Total Limit		1																			1	1
Arrival Limit																					0	0
Departure Limit																					0	0

Increase of 1 in 0500 totals from 48 to 49. Only available capacity in 0500 is for arrivals.

Appendix 2

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Additional Runway Constraints

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1. The 15 minute constraints are offset against the clock hour starting at 5 minute to the hour.

2. 15 minute limits set so as to provide flex within hourly totals of 2-3 ATMs. This helps to smooth the demand within the hour so as to maximise throughput and reduce runway holding. The maximum number which can be scheduled in 15 minutes is 14. In hours where 55 ATMs are scheduled this allows a flex of only 1 on totals.

3. 5 minute limits are fixed at 4 arrivals and 5 departures which represents the maximum throughput of each theoretically achievable.

S18 Applied 15 minute Limits

	R15 Period	Arrival	Departure	Total
05:00	0455-0505	7	10	13
05:00	0510-0520	7	10	13
05:00	0525-0535	7	10	13
05:00	0540-0550	7	10	13
06:00	0555-0605	7	9	14
06:00	0610-0620	7	9	14
06:00	0625-0635	7	9	14
06:00	0640-0650	7	9	14
07:00	0655-0705	7	9	14
07:00	0710-0720	7	8	14
07:00	0725-0735	7	8	14
07:00	0740-0750	7	8	14
08:00	0755-0805	7	8	13
08:00	0810-0820	6	9	13
08:00	0825-0835	6	8	13
08:00	0840-0850	6	9	13
09:00	0855-0905	6	8	13
09:00	0910-0920	7	7	13
09:00	0925-0935	7	7	13
09:00	0940-0950	7	7	13
10:00	09:55-1005	7	7	14
10:00	1010-1020	8	8	14
10:00	1025-1035	7	8	14
10:00	1040-1050	8	8	14
11:00	1055-1105	7	8	14
11:00	1110-1120	8	8	14
11:00	1125-1135	7	8	14
11:00	1140-1150	8	8	14

	R15 Period	Arrival	Departure	Total
12:00	1155-1205	7	8	14
12:00	1210-1220	8	8	14
12:00	1225-1235	7	8	14
12:00	1240-1250	8	8	14
13:00	1255-1305	7	8	14
13:00	1310-1320	8	8	14
13:00	1325-1335	7	8	14
13:00	1340-1350	8	8	14
14:00	1355-1405	7	8	13
14:00	1410-1420	7	7	13
14:00	1425-1435	7	8	13
14:00	1440-1450	7	7	13
15:00	1455-1505	8	8	14
15:00	1510-1520	7	8	14
15:00	1525-1535	8	8	14
15:00	1540-1550	7	7	14
16:00	1555-1605	8	8	14
16:00	1610-1620	7	8	14
16:00	1625-1635	8	8	14
16:00	1640-1650	7	8	14
17:00	1655-1705	8	8	14
17:00	1710-1720	7	8	14
17:00	1725-1735	8	8	14
17:00	1740-1750	7	8	14
18:00	1755-1805	8	8	14
18:00	1810-1820	7	7	14
18:00	1825-1835	8	8	14
18:00	1840-1850	7	7	14

	R15 Period	Arrival	Departure	Total
19:00	1855-1905	8	8	14
19:00	1910-1920	7	8	14
19:00	1925-1935	7	8	14
19:00	1940-1950	7	8	14
20:00	1955-2005	7	8	11
20:00	2010-2020	7	7	11
20:00	2025-2035	7	7	11
20:00	2040-2050	7	7	11
21:00	2055-2105	7	7	11
21:00	2110-2120	9	5	11
21:00	2125-2135	9	5	11
21:00	2140-2150	9	5	11
22:00	2155-2205	9	5	11
22:00	2210-2220	8	5	11
22:00	2225-2235	8	5	11
22:00	2240-2250	8	5	11
23:00	2255-2305	8	5	11
23:00	2310-2320	7	7	11
23:00	2325-2335	7	7	11
23:00	2340-2350	7	7	11
23:00	2355-0450	7	7	

Unchanged from 2017 the limits will be reviewed during initial coordination to identify where any flexes can assist with coordination.

Appendix 3

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Stand Capacity Limit

ACL will apply their stand occupancy calculator to assess spare capacity against stand provision. This will be applied to overall provision (pier served and remote) by stand size and to pier served provision by Terminal and stand size.

The model will be calibrated against operational stand plans and limits set on spare capacity such that when the limit is breached, the slot will be referred to GAL airfield operations for approval.

This will ensure that stand capacity is not exceeded and will replace the movement based limit which has been in force in previous years to balance the demand between the two terminals now that easyJet is to be consolidated into North Terminal.

Parking Position Availability

South Terminal
      Code C - 38 equivalent
      Code E - 16

North Terminal
      Code C - 42 equivalent (reduced to 38 from Apr-May)
      Code E - 17 (reduced to 14 from Apr-May)
      Code F - 1

Remote Parking :
      Code C - 68 equivalent
      Code E - 17
      Code F - 2

Note that the code C equivalent includes full use of MCA (Multi Centreline Apron) capability. The number of MCA positions available at any one time will depend on how many are blocked by widebody aircraft on stand.

Appendix 4

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Terminal Scheduling Limits

Area	Lowest capacity area	Capacity	Scheduling Limit S18
NT Deps	Central Search, Dep Lounge (soft)	~5200	5200 per hr every 30 mins 9200 per 2 hrs every 30 mins
NT Int Arr	Immigration, Int Reclaim	~4000	4000 per hr every 30 mins
NT Dom Arr (Inc CTA)	Dom Reclaim	800 (one belt)	800 per hr every 15 mins
ST Deps	Dep Lounge (soft), Check In	~3800	3800 per hr every 30 mins 7000 per 2 hrs every 30 mins
ST Int Arr	Immigration, Int Reclaim	~3350	3350 per hr every 30 mins
ST Dom Arr (Inc CTA)	Dom Reclaim	~850	850 per hr every 15 mins
NT Dom / CTA Deps	Pier Served Stands	6 stands	6 departures per 45 mins every 5 mins
ST Dom / CTA Deps	Pier Served Stands	5 stands	5 departures per 45 mins every 5 mins

Notes: Capacity Limits relate to runway demand with load factors applied to seat numbers. No change to S17 limits proposed.
CTA, common travel area, defined as Channel Islands, Isle of Man and Republic of Ireland. Domestic includes Northern Ireland.

Appendix 5

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Seat Load Factors

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Note that those changes which have been capped are highlighted in red.

Summer 2018 load factors for ACL (capped at Summer 2017 +/- 5% pts)			MON	TUE	WED	THU	FRI	SAT	SUN
North Terminal	Arrivals	Charter	98.2%	99.2%	99.7%	99.3%	98.4%	98.2%	98.8%
		CTA	94.5%	90.5%	86.5%	93.7%	95.6%	95.2%	96.5%
		Dom	96.1%	92.4%	88.2%	88.5%	94.8%	95.1%	96.4%
		Sched Int	96.2%	95.7%	95.0%	95.4%	96.4%	97.0%	96.5%
	Departures	Charter	98.3%	98.7%	97.6%	98.4%	98.8%	98.0%	98.3%
		CTA	95.2%	86.8%	83.9%	90.2%	96.0%	94.8%	97.2%
		Dom	96.8%	96.3%	94.7%	95.6%	97.2%	98.1%	97.8%
		Sched Int	97.1%	96.6%	96.3%	97.0%	97.3%	98.1%	96.8%
South Terminal	Arrivals	Charter	96.3%	93.9%	95.4%	90.9%	96.4%	94.6%	91.4%
		CTA	92.9%	88.0%	84.9%	85.9%	89.5%	89.0%	90.1%
		Dom	94.5%	88.4%	87.4%	83.6%	87.1%	89.6%	92.1%
		Sched Int	93.0%	92.9%	91.9%	92.0%	92.8%	93.1%	93.1%
	Departures	Charter	92.5%	93.4%	92.8%	93.7%	94.5%	94.8%	91.7%
		CTA	91.5%	89.2%	88.0%	91.2%	94.0%	92.7%	91.8%
		Dom	90.9%	87.6%	90.0%	91.7%	93.2%	91.9%	92.9%
		Sched Int	94.0%	93.4%	92.9%	93.6%	94.5%	93.7%	94.0%