

## **Gatwick Airport Scheduling Declaration Summer 2019**

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## Appendix 1

### Gatwick Airport Scheduling Declaration Summer 2019

#### Hourly Runway Scheduling Limits

##### S19 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	50	54	52	50	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	28	27	26	26	28	28	28	27	25	36	27	25	394	455
Departure Limit	20	39	35	29	30	26	29	29	30	29	28	29	30	28	25	20	10	10	10	444	474	
<b>Arr-Dep Flex:</b>	11	9	6	3	3	3	2	2	3	3	3	2	2	3	2	6	2	5	8	5	52	59

##### Changes against S18

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																0	0
Arrival Limit									1												1	1
Departure Limit											1										1	1

Increase of 1 in 0500 totals from 49 to 50. Only available capacity in 0500 is for arrivals.

Reduction in 0800 totals from 51 to 50. Safeguarding firebreak for recovery.

Increase in 1200 arrivals limit from 27 to 28 and increase in 1400 departures limit from 27 to 28. While the totals remain unchanged, a flex of three retained in both these hours.

## Appendix 2

### Gatwick Airport Scheduling Declaration Summer 2019

#### Additional Runway Constraints

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.
4. Due to the limited code F parking capacity at Gatwick, all A380 slot requests will in the first instance be referred to GAL via ACL for approval. Due to the increased runway separation times, an A380 arrival requires 2 x 15 minute arrival slots and an A380 departure requires 2 x 15 minute departure slots but in either case only one slot is used on totals.

S19 Applied 15 minute Limits

<b>15 minute Constraint</b>																				
	R15 Period	Arrival	Departure	Total			R15 Period	Arrival	Departure	Total			R15 Period	Arrival	Departure	Total				
05:00	0455-0505	7	10	13			12:00	1155-1205	7	8	14			19:00	1855-1905	8	8	14		
05:00	0510-0520	7	10	13			12:00	1210-1220	8	8	14			19:00	1910-1920	7	8	14		
05:00	0525-0535	7	10	13			12:00	1225-1235	7	8	14			19:00	1925-1935	7	8	14		
05:00	0540-0550	7	10	13			12:00	1240-1250	8	8	14			19:00	1940-1950	7	8	14		
06:00	0555-0605	7	9	14			13:00	1255-1305	7	8	14			20:00	1955-2005	7	8	12		
06:00	0610-0620	7	9	14			13:00	1310-1320	8	8	14			20:00	2010-2020	7	7	11		
06:00	0625-0635	7	9	14			13:00	1325-1335	7	8	14			20:00	2025-2035	7	7	11		
06:00	0640-0650	7	9	14			13:00	1340-1350	8	8	14			20:00	2040-2050	7	7	11		
07:00	0655-0705	7	9	14			14:00	1355-1405	7	8	14			21:00	2055-2105	7	7	11		
07:00	0710-0720	7	8	14			14:00	1410-1420	7	8	14			21:00	2110-2120	9	5	11		
07:00	0725-0735	7	8	14			14:00	1425-1435	7	8	14			21:00	2125-2135	9	5	11		
07:00	0740-0750	7	8	14			14:00	1440-1450	7	8	14			21:00	2140-2150	9	5	11		
08:00	0755-0805	7	8	14			15:00	1455-1505	8	8	14			22:00	2155-2205	9	5	11		
08:00	0810-0820	6	9	14			15:00	1510-1520	6	8	14			22:00	2210-2220	8	5	11		
08:00	0825-0835	7	8	14			15:00	1525-1535	8	8	14			22:00	2225-2235	8	5	11		
08:00	0840-0850	6	9	14			15:00	1540-1550	7	7	14			22:00	2240-2250	8	5	11		
09:00	0855-0905	6	8	13			16:00	1555-1605	8	8	14			23:00	2255-2305	8	5	11		
09:00	0910-0920	7	7	13			16:00	1610-1620	7	8	14			23:00	2310-2320	7	7	11		
09:00	0925-0935	7	7	13			16:00	1625-1635	8	8	14			23:00	2325-2335	7	7	11		
09:00	0940-0950	7	7	13			16:00	1640-1650	7	8	14			23:00	2340-2350	7	7	11		
10:00	0955-1005	7	7	14			17:00	1655-1705	8	8	14			23:00	2355-0450	7	7			
10:00	1010-1020	8	8	14			17:00	1710-1720	7	8	14									
10:00	1025-1035	7	8	14			17:00	1725-1735	8	8	14									
10:00	1040-1050	8	8	14			17:00	1740-1750	7	8	14									
11:00	1055-1105	7	8	14			18:00	1755-1805	8	8	14									
11:00	1110-1120	8	8	14			18:00	1810-1820	7	7	14									
11:00	1125-1135	7	8	14			18:00	1825-1835	8	8	14									
11:00	1140-1150	8	8	14			18:00	1840-1850	7	7	14									

Minor adjustments are highlighted in red. Limits will be reviewed during initial coordination to identify where capacity flexes can assist with coordination.

## Appendix 3

### Gatwick Airport Scheduling Declaration Summer 2019 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.

#### **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 - 15 (-2 code E for P6 works)

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

### Gatwick Airport Scheduling Declaration Summer 2019 Terminal Scheduling Limits

Area	Lowest capacity area	Capacity	Scheduling Limit S19
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 S18 limits proposed.

CTA, common travel area, defined as Channel Islands, Isle of Man and Republic of Ireland. Domestic includes Northern Ireland.

\*A referral capacity is set at 2,650 in ST and 3,200 in NT as capacity at immigration is sensitive to flight origin & NEU passenger mix.

## Appendix 5

### Gatwick Airport Scheduling Declaration Summer 2019 Seat Load Factors

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

Summer 2019 load factors for ACL (capped at Summer 2018 +/- 5% pts)			Mon	Tues	Wed	Thurs	Fri	Sat	Sun
North Terminal	Arrivals	Charter	99.2%	99.6%	99.4%	98.2%	98.2%	98.5%	98.2%
		CTA	92.5%	85.5%	81.9%	88.7%	93.0%	90.2%	94.1%
		Dom	95.6%	93.4%	92.6%	93.5%	95.7%	96.6%	96.5%
		Sched Int	95.7%	94.9%	95.3%	95.3%	96.1%	95.3%	95.8%
	Departures	Charter	99.3%	97.6%	97.5%	99.4%	99.1%	99.1%	99.1%
		CTA	95.7%	82.9%	88.8%	92.7%	95.7%	97.1%	94.8%
		Dom	94.6%	96.0%	95.6%	96.4%	96.2%	97.4%	96.0%
		Sched Int	97.0%	96.5%	97.1%	96.5%	97.6%	97.7%	96.9%
South Terminal	Arrivals	Charter	98.4%	96.8%	93.4%	90.3%	95.9%	95.6%	95.9%
		CTA	89.6%	85.8%	85.6%	86.8%	89.9%	90.2%	92.0%
		Dom	92.8%	89.8%	86.2%	84.5%	86.3%	90.3%	92.4%
		Sched Int	92.2%	91.2%	91.4%	91.7%	92.3%	92.1%	92.3%
	Departures	Charter	97.5%	97.4%	94.0%	94.8%	94.8%	91.6%	95.8%
		CTA	91.9%	86.6%	89.7%	91.6%	91.9%	89.8%	91.2%
		Dom	88.8%	88.7%	91.9%	92.0%	92.5%	90.6%	89.5%
		Sched Int	94.2%	93.8%	94.4%	94.5%	94.4%	94.2%	94.4%