**Gatwick Airport Scheduling Declaration**
**Summer 2020**

List of attachments:

**Appendix 1**

# Gatwick Airport Scheduling Declaration
## Summer 2020

**Hourly Runway Scheduling Limits**

**S20 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 | 53 | 54 | 52 | 50 | 51 | 55 | 55 | 55 | 53 | 51 | 52 | 55 | 55 | 54 | 48 | 46 | 39 | 29 | 30 | 793 | 878 |
| Arrival Limit | 20 | 20 | 25 | 26 | 23 | 26 | 28 | 28 | 28 | 27 | 26 | 26 | 28 | 28 | 28 | 27 | 25 | 34 | 27 | 25 | 394 | 453 |
| Departure Limit | 20 | 37 | 35 | 29 | 30 | 28 | 29 | 29 | 30 | 29 | 28 | 28 | 29 | 30 | 28 | 25 | 22 | 10 | 10 | 10 | 446 | 478 |
| **Arr-Dep Flex:** | 11 | 6 | 6 | 3 | 3 | 3 | 2 | 2 | 3 | 3 | 3 | 2 | 2 | 3 | 2 | 4 | 1 | 5 | 8 | 5 | 47 | 53 |

**Changes against S19**

| 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 | | 3 | | | | 2 | | | | | | | | | | 2 | 3 | -2 | | | 7 | 8 |
| Arrival Limit | | | | | | | | | | | | | | | | | | -2 | | | 0 | -2 |
| Departure Limit | | -2 | | | | 2 | | | | | | | | | | | 2 | | | | 2 | 4 |

The declaration aims to address some of the imbalance between arrivals and departures at the start and end of the day while releasing capacity to accommodate year round continuations and new entrant demand.

Increase of 3 in 0500 totals from 50 to 53 and -2 on departures from 39 to 37.  Capacity available on arrivals only.
Increase of 2 in 0900 totals from 49 to 51.
Increase of 2 in 1900 from 46 to 48.
Increase of 3 in 2000 from 43 to 46 and +2 on departures from 20 to 22.
Reduction of -2 in 2100 41 to 39 and -2 on arrivals from 36 to 34.  Capacity available on departures only.

**Gatwick Airport Scheduling Declaration**
**Summer 2020**

**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.

## S20 Applied 15 minute Limits

| | R15 Period | Arrival | Departure | Total |
|---|---|---|---|---|
| 05:00 | 0455-0505 | 7 | 10 | 14 |
| 05:00 | 0510-0520 | 7 | 10 | 14 |
| 05:00 | 0525-0535 | 7 | 10 | 14 |
| 05:00 | 0540-0550 | 7 | 10 | 14 |
| 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 | 14 |
| 08:00 | 0810-0820 | 6 | 9 | 14 |
| 08:00 | 0825-0835 | 7 | 8 | 14 |
| 08:00 | 0840-0850 | 6 | 9 | 14 |
| 09:00 | 0855-0905 | 6 | 8 | 14 |
| 09:00 | 0910-0920 | 7 | 8 | 14 |
| 09:00 | 0925-0935 | 7 | 8 | 14 |
| 09:00 | 0940-0950 | 7 | 7 | 14 |
| 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 | 14 |
| 14:00 | 1410-1420 | 7 | 8 | 14 |
| 14:00 | 1425-1435 | 7 | 8 | 14 |
| 14:00 | 1440-1450 | 7 | 8 | 14 |
| 15:00 | 1455-1505 | 8 | 8 | 14 |
| 15:00 | 1510-1520 | 6 | 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 | 12 |
| 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 | 5 | 11 |
| 23:00 | 2325-2335 | 7 | 5 | 11 |
| 23:00 | 2340-2350 | 7 | 5 | 11 |
| 23:00 | 2355-0450 | 7 | 5 | |

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 2020**
**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 Code C equivalent
      Code E :16 Code E parking positions

North Terminal
      Code C : 39 Code C equivalent parking position (-2 for Pier 6 works)
      Code E : 15 Code E parking positions (-2 Code E for Pier 6 Works)
      Code F : 1 Code F parking position

Remote Parking
Code C : 61 Code C equivalent parking positions
Code F : 2 Code F parking positions

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 2020
## Terminal Scheduling Limits

| Area | Lowest capacity area | Capacity | Scheduling Limit S19 |
|---|---|---|---|
| NT Deps | Dep Lounge & Check-in | ~5400 | 5400 per hr every 30 mins<br>9400 per 2 hrs every 30 mins |
| NT Int Arr | Int Reclaim | ~4300 | 4200 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 | ~3800 | 3800 per hr every 30 mins<br>7000 per 2 hrs every 30 mins |
| ST Int Arr | Int Reclaim | ~3500 | 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 |

NT International Arrivals by 200 from 4000/hr to 4,200/hr and departures by 200 from 5200 to 5400.  This allows for expected fleet changes.

Notes: Capacity Limits relate to runway demand with load factors applied to seat numbers.
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 2,800 in ST and 3,200 in NT as capacity at immigration is sensitive to flight origin & NEU passenger mix.  In the 2100 & 2200 hour the NT arrivals mix of traffic is such that additional demand may be accommodated up to 4,500/hr as an overage.

**Appendix 5**

## Gatwick Airport Scheduling Declaration
## Summer 2020
## Seat Load Factors

Note that those changes which have been capped to within 5% change on last year are highlighted in red.

| Summer 2020 load factors for ACL (capped at Summer 2019 +/- 5% pts) | | | Mon | Tues | Wed | Thurs | Fri | Sat | Sun |
|---|---|---|---|---|---|---|---|---|---|
| North Terminal | Arrivals | Charter | 99.4% | 98.5% | 98.8% | 96.7% | 97.9% | 98.6% | 97.5% |
| | | CTA | 87.5% | 89.0% | 76.9% | 83.7% | 88.0% | 87.4% | 89.1% |
| | | Dom | 91.3% | 88.4% | 87.6% | 88.5% | 90.7% | 92.4% | 91.8% |
| | | Sched Int | 96.8% | 95.9% | 95.9% | 95.1% | 95.9% | 96.5% | 96.3% |
| | Departures | Charter | 97.1% | 96.9% | 96.2% | 97.2% | 95.8% | 98.0% | 95.8% |
| | | CTA | 91.1% | 84.3% | 83.8% | 87.7% | 90.7% | 92.1% | 94.0% |
| | | Dom | 94.0% | 91.0% | 91.6% | 92.6% | 92.2% | 95.1% | 95.7% |
| | | Sched Int | 96.5% | 95.1% | 96.2% | 96.1% | 96.4% | 97.0% | 96.8% |
| South Terminal | Arrivals | Charter | 93.4% | 96.3% | 92.2% | 93.2% | 92.8% | 96.3% | 92.1% |
| | | CTA | 91.8% | 89.9% | 85.6% | 83.3% | 87.3% | 86.8% | 90.3% |
| | | Dom | 92.4% | 92.9% | 91.2% | 88.7% | 90.1% | 91.2% | 90.3% |
| | | Sched Int | 92.7% | 91.9% | 91.6% | 91.9% | 91.9% | 92.5% | 92.5% |
| | Departures | Charter | 94.8% | 95.5% | 89.0% | 91.2% | 91.5% | 94.9% | 91.1% |
| | | CTA | 90.7% | 89.9% | 89.4% | 91.3% | 91.4% | 90.5% | 89.7% |
| | | Dom | 91.3% | 90.7% | 91.8% | 93.1% | 92.4% | 91.6% | 92.6% |
| | | Sched Int | 93.0% | 91.9% | 92.4% | 93.3% | 93.8% | 92.3% | 93.5% |