Gatwick Airport Scheduling Declaration
Summer 2021

List of attachments:

Appendix 1

Gatwick Airport Scheduling Declaration
Summer 2021

Hourly Runway Scheduling Limits

S21 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	55	52	50	51	55	54	55	54	52	52	55	55	54	48	46	39	29	30	795	880
Arrival Limit	20	20	25	26	23	26	28	28	28	27	26	26	28	28	28	27	25	35	27	25	394	454
Departure Limit	20	37	36	29	30	28	29	29	30	29	29	28	29	30	28	25	22	10	10	10	446	478
Arr-Dep Flex:	11	4	6	3	3	3	2	3	3	2	3	2	2	3	2	4	1	6	8	5	44	51

Changes against previous 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			1					-1		1	1										2	2
Arrival Limit																		1			0	1
Departure Limit			1								1										2	2

There is a net increase of 2 in total capacity over the day with a reduction of 1 in 1100 hour from 55 to 54.

Due to the current uncertainty in demand for S21, it is proposed to review the declaration in February after HBD to assess whether there would be opportunities to reduce the capacity in shoulder hours where it is not required so as to increase resilience or flex capacity so as to optimise the use of available runway capacity and improve the alignment between demand and capacity.

Appendix 2

<div align="center">

Gatwick Airport Scheduling Declaration
Summer 2021

Additional Runway Constraints

</div>

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.

S21 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	

Limits will be reviewed during initial coordination to identify where capacity flexes can assist with coordination.

Appendix 3

<div align="center">

Gatwick Airport Scheduling Declaration
Summer 2021
Stand Capacity Limit

</div>

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
<u>South Terminal</u>
  Code C : 38 Code C equivalent
  Code E :16 Code E parking positions
  Pier served gates: 31
  Departures coaching gates: 4

<u>North Terminal</u>
  Code C : 39 Code C equivalent parking position (-3 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
  Pier served gates: 36
  Departures Coaching Gates: 10

<u>Remote Parking</u>
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.

Gatwick Airport Scheduling Declaration
Summer 2021
Terminal Scheduling Limits

Area	Lowest capacity area	Capacity	Scheduling Limit S21
NT Deps	Dep Lounge & Check-in	~5400	5400 per hr every 30 mins 9400 per 2 hrs every 30 mins
NT Int Arr	Int Reclaim	~4200	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 7000 per 2 hrs every 30 mins
ST Int Arr	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.
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 2,700 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

<div align="center">

Gatwick Airport Scheduling Declaration
Summer 2021
Seat Load Factors

</div>

Note load factors are used from S19 and recategorised to better reflect the current mix of traffic at Gatwick.

Summer 21 Declared Load Factors			Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
NT	Arr	DOM / CTA	91.5%	88.3%	81.8%	82.4%	86.8%	90.6%	89.6%
		SH	97.2%	96.7%	95.8%	95.4%	95.7%	96.9%	96.8%
		LH	94.7%	91.3%	94.9%	91.6%	94.6%	92.3%	91.1%
	Dep	DOM / CTA	93.4%	88.4%	89.0%	91.0%	91.3%	92.7%	95.2%
		SH	97.0%	96.2%	96.2%	96.7%	96.9%	97.8%	97.2%
		LH	94.2%	90.9%	96.2%	93.5%	94.1%	93.5%	95.2%
ST	Arr	DOM / CTA	91.7%	89.6%	85.5%	84.0%	87.4%	87.3%	89.7%
		SH	94.0%	92.9%	91.9%	91.7%	91.9%	92.2%	93.0%
		LH	90.9%	90.7%	91.1%	91.5%	91.7%	92.8%	91.5%
	Dep	DOM / CTA	90.8%	90.1%	89.9%	91.7%	91.5%	90.7%	90.1%
		SH	92.4%	91.5%	92.2%	93.5%	93.8%	91.8%	92.8%
		LH	93.9%	93.0%	92.9%	92.4%	93.9%	93.2%	94.9%
Arr		CHARTER	96.7%	97.7%	97.3%	94.5%	96.1%	97.8%	96.8%
Dep		CHARTER	96.4%	96.6%	94.2%	95.0%	94.7%	97.2%	94.2%