

# YOUR LONDON AIRPORT

## *Gatwick*

Gatwick Airport Limited  
8th Floor Destinations  
Gatwick Airport  
West Sussex  
RH6 0JW

Jonathan Green  
Airport Coordination Ltd  
Rourke House  
3 Watermans Business Park  
Kingsbury Crescent  
Staines-upon-Thames  
TW18 3BA  
United Kingdom

### **By email**

16<sup>th</sup> December 2021

Dear Jonathan,

### **GATWICK AIRPORT S22 MAIN RUNWAY RESURFACING**

The main runway at Gatwick Airport needs resurfacing. Gatwick has developed a work program aimed at minimising the disruption to traffic whilst ensuring that the final product will be delivered to a high standard with an expected lifetime 9 years. It is expected that this work can be undertaken without the need to impose capacity reductions on our carriers. The majority of the work will be undertaken during the night period when the Northern runway will be used however, in order to allow sufficient time for the works to be carried out and the product to cure properly before being used, the period of main runway closure will need to encroach on the last hours of the operational day. There will be a 15 minute transition period when neither runway is available and also reduced capacity limits while operating on the northern runway. Initial analysis indicates that the demand would need to be limited as follows:

#### **Northern Runway Operating times:**

- 2000 to 0430 UTC northern runway operations 19th April to 12th July

#### **Working Nights : Sunday through to Thursday**

- 2000 hour reduced to 30 per hour, additionally no arrivals permitted in the 15 minute period from 20:00 to 20:14 and no departures in the 15 minute period from 19:55 to 20:09.
- 2100 hour reduces to 35 per hour.

Note that all times are runway times and need to be translated back to equivalent scheduled times. For the purpose of scheduling, arrivals should be removed from 20:05 to 20:15 inclusive and departures removed from 19:40 to 19:50 inclusive.

Note that the A380 cannot land or take-off on the northern runway and so must be barred from operating at these times.

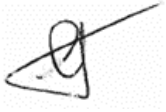
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GAL does not want to impose any scheduling restrictions on airlines without good cause and aims to stay within manageable limits without the need to impose flight cancellations. GAL will look to ACL to work with the airlines to find voluntary cancellations or slot moves to work within the limits above while in turn GAL will work with ATC to see if operational procedures can be put in place to minimise any reductions which would need to be forcibly imposed. Post HBD, GAL will review the situation and determine whether or not ACL needs to invoke the capacity reduction Local Rule 7. The throughput capability depends on the mix of traffic and GAL will provide ACL with a spreadsheet model which helps to determine what can be accommodated dependent on the mix of traffic in each 15 minute time interval.

When traffic has been moved out of the 15 minute transition period it should not be backfilled so that carriers will be able to return to their historic slot times when the restrictions are no longer in force.

Yours sincerely,

A handwritten signature in black ink, appearing to be 'Chris Fields', written over a light grey dotted rectangular background.

Chris Fields  
Head of Sales & Operations Planning  
Gatwick Airport.