Gatwick Airport Scheduling Declaration
Summer 2024

List of attachments:

Gatwick Airport Scheduling Declaration
Summer 2024

Hourly Runway Scheduling Limits

S24 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	49	46	40	29	30	796	882
Arrival Limit	20	20	25	26	23	26	28	28	28	27	26	26	28	28	28	28	25	35	27	25	395	455
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	5	8	5	45	51

Changes against S23 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																						
Arrival Limit																						
Departure Limit																						

There are currently no changes against S23 declaration. ACL recommended capacity flexes to aid coordination will be reviewed by the Coordination Committee as required prior to SLA date.

Appendix 2

<div align="center">

Gatwick Airport Scheduling Declaration
Summer 2024

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.

S24 Applied 15 minute Limits (Unchanged from S23)

	R15 Period	Arrival	Departure	Total			R15 Period	Arrival	Departure	Total			R15 Period	Arrival	Departure	Total
05:00	0455-0505	7	10	14		12:00	1155-1205	7	8	14		19:00	1855-1905	8	8	14
05:00	0510-0520	7	10	14		12:00	1210-1220	8	8	14		19:00	1910-1920	7	8	14
05:00	0525-0535	7	10	14		12:00	1225-1235	7	8	14		19:00	1925-1935	7	8	14
05:00	0540-0550	7	10	14		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	7	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	14		16:00	1555-1605	8	8	14		23:00	2255-2305	8	5	11
09:00	0910-0920	7	8	14		16:00	1610-1620	7	8	14		23:00	2310-2320	7	5	11
09:00	0925-0935	7	8	14		16:00	1625-1635	8	8	14		23:00	2325-2335	7	5	11
09:00	0940-0950	7	7	14		16:00	1640-1650	7	8	14		23:00	2340-2350	7	5	11
10:00	09:55-1005	7	7	14		17:00	1655-1705	8	8	14		23:00	2355-0450	7	5	
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						

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

Appendix 3

Stand & Gate Capacity Limits

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.

Potential breaches in gate capacity will be managed in Score using a 90 minute rolling departure count, calibrated to 29 dep/90mins in South Terminal and 37 dep/90mins in North Terminal applied between 03:00 and 06:55 UTC. **This is unchanged from S23**, while the number of gates in North Terminal has increased by 2 from 10 to 12, the impact of additional early morning arrivals in NT is yet to be evaluated.

Parking Position Availability
South Terminal
       Code C : 38 Code C equivalent
       Code E :16 Code E parking positions
       Pier served gates: 31
       Departures coaching gates: 4

North Terminal
       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: 12

Remote Parking
Code C : 60 Code C equivalent parking positions (-1 for work site)
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 2024 (Unchanged from S23)
Terminal Scheduling Limits

Area	Lowest capacity area	Capacity	Scheduling Limit S24
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.

** An advisory limit of 6000/hr on Level 10 and 1,500/hr on Level 20 is applied to protect check-in capacity during periods of high LH mix.

Appendix 5

Note load factors calculated are capped at **-5%** and **+ 5%** compared to S19 load factors calculated for the peak 6 weeks of the season.

Summer 24 Declared Load factor			Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
North Terminal	Arr	DOM	90%	88%	82%	87%	91%	91%	92%
		LH	96%	92%	95%	92%	95%	93%	92%
		SH	97%	96%	96%	95%	96%	97%	97%
	Dep	DOM	93%	88%	89%	91%	91%	93%	95%
		LH	94%	96%	96%	94%	94%	94%	95%
		SH	97%	96%	96%	97%	97%	98%	97%
South Terminal	Arr	DOM	92%	90%	86%	84%	88%	87%	90%
		LH	86%	91%	91%	92%	92%	93%	92%
		SH	94%	93%	87%	92%	92%	92%	93%
	Dep	DOM	91%	90%	90%	92%	92%	91%	90%
		LH	95%	93%	93%	93%	94%	94%	95%
		SH	93%	92%	92%	94%	94%	92%	93%
Arrivals		Charter	97%	98%	98%	95%	97%	98%	91%
Departures		Charter	96%	97%	94%	95%	95%	97%	94%