

Gatwick Airport Scheduling Declaration Winter 2025/26

List of attachments:

1. Runway scheduling limits
2. Additional Runway-scheduling constraints
3. Stand Capacity Limit
4. Terminal scheduling limits
5. Load factors to be used for terminal scheduling calculations
6. Ad-hoc Trial (October Half Term and December)

It is encouraged that any airlines currently operating at Gatwick Airport or interested in applying for slots in the future have representation at Coordination Committee Meetings. For more information on LGW CC or capacity related queries please contact Peter.Jarvis@gatwickairport.com (Strategic Capacity Manager)

Appendix 1

Gatwick Airport Scheduling Declaration Winter 2025/26

Hourly Runway Scheduling Limits

W25/26 Declaration

Mon-Fri

Start of UTC Hour	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	15hr	17hr
Total Limit	39	50	55	49	45	50	47	48	46	41	46	47	49	48	44	39	30	704	773
Arrival Limit	15	25	27	20	22	26	26	24	25	25	24	25	27	28	26	28	27	364	419
Departure Limit	28	33	32	33	25	29	27	29	26	24	27	27	26	26	22	18	15	415	448

Saturday

Start of UTC Hour	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	15hr	17hr
Total Limit	47	49	55	48	50	53	51	50	49	44	43	39	40	40	38	34	25	696	755
Arrival Limit	15	24	27	23	27	27	27	25	23	26	24	25	27	28	24	22	23	371	416
Departure Limit	34	35	29	30	27	28	28	28	28	25	25	20	20	20	20	20	17	398	435

Sunday

Start of UTC Hour	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	15hr	17hr
Total Limit	39	50	50	46	46	50	51	52	50	46	47	49	52	46	46	40	39	720	799
Arrival Limit	17	24	24	22	24	27	26	27	24	27	24	27	27	27	27	27	35	373	435
Departure Limit	28	37	31	29	28	25	27	29	29	22	28	25	30	28	22	20	15	419	454

Hourly Runway Scheduling Limits were reviewed prior to Initial Coordination in accordance with the IATA seasonal coordination timeline and adjusted during Initial Coordination as agreed with the Coordination Committee at the Runway Flex Meeting on Friday 30th May 2025 prior to the SALs being sent.

Appendix 2

Gatwick Airport Scheduling Declaration Winter 2025/26

Additional Runway Constraints

- 1 Having regard to historic rights, the following constraints should apply;
- 2 15 minute limits are set with the following offset (55-05, 10-20, 25-35, 40-50) so as to smooth the demand across the hour while providing sufficient flex between 15 minute intervals within the hour to facilitate coordination. The 15 minute limits are specified in the following tables.
- 3 An additional limit of 5 departure atms and/or 4 arrival atms per 5 minutes is applied in order to smooth the 5 minute demand within the 15 minute constraint.
- 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.

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Weekday 15 Minute Limits

	R15 Period	Arrival	Departure	Total
05:00	0455-0505	6	6	10
05:00	0510-0520	6	6	10
05:00	0525-0535	6	6	10
05:00	0540-0550	6	6	10
06:00	0555-0605	5	8	10
06:00	0610-0620	5	8	11
06:00	0625-0635	5	8	10
06:00	0640-0650	5	8	10
07:00	0655-0705	7	9	14
07:00	0710-0720	7	9	14
07:00	0725-0735	7	9	14
07:00	0740-0750	7	9	14
08:00	0755-0805	8	8	14
08:00	0810-0820	7	9	14
08:00	0825-0835	8	8	14
08:00	0840-0850	7	9	14
09:00	0855-0905	7	8	14
09:00	0910-0920	6	9	13
09:00	0925-0935	6	8	13
09:00	0940-0950	6	9	13
10:00	0955-1005	7	7	12
10:00	1010-1020	6	8	13
10:00	1025-1035	7	7	12
10:00	1040-1050	6	8	13
11:00	1055-1105	8	7	13
11:00	1110-1120	7	8	13
11:00	1125-1135	8	7	13
11:00	1140-1150	7	8	13

	R15 Period	Arrival	Departure	Total
12:00	1155-1205	7	7	13
12:00	1210-1220	7	8	13
12:00	1225-1235	7	7	13
12:00	1240-1250	7	8	13
13:00	1255-1305	7	7	13
13:00	1310-1320	7	8	13
13:00	1325-1335	7	7	13
13:00	1340-1350	7	7	13
14:00	1355-1405	7	8	12
14:00	1410-1420	7	7	12
14:00	1425-1435	7	7	12
14:00	1440-1450	7	7	12
15:00	1455-1505	7	6	11
15:00	1510-1520	7	7	11
15:00	1525-1535	7	6	11
15:00	1540-1550	7	7	11
16:00	1555-1605	6	8	12
16:00	1610-1620	6	7	12
16:00	1625-1635	6	8	12
16:00	1640-1650	7	7	13
17:00	1655-1705	7	7	13
17:00	1710-1720	7	7	12
17:00	1725-1735	7	7	13
17:00	1740-1750	7	7	12
18:00	1755-1805	8	7	13
18:00	1810-1820	7	7	13
18:00	1825-1835	8	7	13
18:00	1840-1850	7	7	13

	R15 Period	Arrival	Departure	Total
19:00	1855-1905	8	7	13
19:00	1910-1920	7	7	13
19:00	1925-1935	8	7	13
19:00	1940-1950	7	7	13
20:00	1955-2005	7	6	11
20:00	2010-2020	7	6	12
20:00	2025-2035	7	6	11
20:00	2040-2050	7	6	12
21:00	2055-2105	8	5	10
21:00	2110-2120	8	5	11
21:00	2125-2135	8	5	10
21:00	2140-2150	8	5	11
22:00	2155-2205	8	5	10
22:00	2210-2220	8	5	11
22:00	2225-2235	8	5	10
22:00	2240-2250	8	5	11
23:00	2255-2305	6	6	10
23:00	2310-2320	6	6	10
23:00	2325-2335	6	6	10
23:00	2340-2350	6	6	10
23:00	2355-0450	6	6	10

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Saturday 15 Minute Limits

	R15 Period	Arrival	Departure	Total
05:00	0455-0505	6	6	10
05:00	0510-0520	6	6	10
05:00	0525-0535	6	6	10
05:00	0540-0550	6	6	10
06:00	0555-0605	7	9	11
06:00	0610-0620	7	9	12
06:00	0625-0635	7	9	11
06:00	0640-0650	7	9	12
07:00	0655-0705	7	9	14
07:00	0710-0720	7	9	14
07:00	0725-0735	7	9	14
07:00	0740-0750	7	9	14
08:00	0755-0805	8	8	14
08:00	0810-0820	7	7	14
08:00	0825-0835	8	8	14
08:00	0840-0850	7	7	14
09:00	0855-0905	7	8	14
09:00	0910-0920	7	7	12
09:00	0925-0935	6	8	13
09:00	0940-0950	7	7	12
10:00	0955-1005	8	8	13
10:00	1010-1020	7	7	13
10:00	1025-1035	8	8	13
10:00	1040-1050	7	7	13
11:00	1055-1105	8	8	14
11:00	1110-1120	7	7	14
11:00	1125-1135	8	8	14
11:00	1140-1150	7	7	14

	R15 Period	Arrival	Departure	Total
12:00	1155-1205	8	8	14
12:00	1210-1220	7	7	13
12:00	1225-1235	8	8	14
12:00	1240-1250	7	7	13
13:00	1255-1305	7	8	13
13:00	1310-1320	7	7	13
13:00	1325-1335	7	8	13
13:00	1340-1350	7	7	13
14:00	1355-1405	6	8	13
14:00	1410-1420	7	7	13
14:00	1425-1435	6	8	13
14:00	1440-1450	7	7	13
15:00	1455-1505	7	7	12
15:00	1510-1520	7	7	11
15:00	1525-1535	7	7	12
15:00	1540-1550	7	7	11
16:00	1555-1605	6	7	11
16:00	1610-1620	7	7	12
16:00	1625-1635	6	7	11
16:00	1640-1650	7	7	12
17:00	1655-1705	7	6	11
17:00	1710-1720	7	6	11
17:00	1725-1735	7	6	10
17:00	1740-1750	7	6	11
18:00	1755-1805	7	6	10
18:00	1810-1820	7	6	11
18:00	1825-1835	7	6	10
18:00	1840-1850	7	6	11

	R15 Period	Arrival	Departure	Total
19:00	1855-1905	8	6	10
19:00	1910-1920	7	6	11
19:00	1925-1935	8	6	10
19:00	1940-1950	7	6	11
20:00	1955-2005	6	6	10
20:00	2010-2020	7	6	10
20:00	2025-2035	6	6	10
20:00	2040-2050	7	6	10
21:00	2055-2105	6	6	10
21:00	2110-2120	7	6	10
21:00	2125-2135	6	6	10
21:00	2140-2150	7	6	10
22:00	2155-2205	6	6	10
22:00	2210-2220	7	6	10
22:00	2225-2235	6	6	10
22:00	2240-2250	7	6	10
23:00	2255-2305	6	6	10
23:00	2310-2320	6	6	10
23:00	2325-2335	6	6	10
23:00	2340-2350	6	6	10
23:00	2355-0450	6	6	10

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Sunday 15 Minute Limits

	R15 Period	Arrival	Departure	Total
05:00	0455-0505	6	6	10
05:00	0510-0520	6	6	10
05:00	0525-0535	6	6	10
05:00	0540-0550	6	6	10
06:00	0555-0605	6	7	10
06:00	0610-0620	6	8	11
06:00	0625-0635	6	7	10
06:00	0640-0650	6	8	10
07:00	0655-0705	7	10	13
07:00	0710-0720	6	10	13
07:00	0725-0735	7	10	13
07:00	0740-0750	6	10	13
08:00	0755-0805	7	9	14
08:00	0810-0820	6	8	13
08:00	0825-0835	7	9	14
08:00	0840-0850	6	8	13
09:00	0855-0905	6	8	12
09:00	0910-0920	6	8	12
09:00	0925-0935	6	8	12
09:00	0940-0950	6	8	12
10:00	0955-1005	7	7	12
10:00	1010-1020	6	8	12
10:00	1025-1035	7	7	12
10:00	1040-1050	6	8	12
11:00	1055-1105	8	7	13
11:00	1110-1120	7	8	14
11:00	1125-1135	8	7	13
11:00	1140-1150	7	8	14

	R15 Period	Arrival	Departure	Total
12:00	1155-1205	8	7	14
12:00	1210-1220	7	8	13
12:00	1225-1235	8	7	14
12:00	1240-1250	7	8	13
13:00	1255-1305	7	9	14
13:00	1310-1320	7	8	13
13:00	1325-1335	7	9	14
13:00	1340-1350	7	8	13
14:00	1355-1405	7	8	12
14:00	1410-1420	6	8	13
14:00	1425-1435	7	8	12
14:00	1440-1450	6	8	13
15:00	1455-1505	7	6	11
15:00	1510-1520	7	6	12
15:00	1525-1535	7	6	12
15:00	1540-1550	7	6	12
16:00	1555-1605	7	8	12
16:00	1610-1620	6	8	13
16:00	1625-1635	7	8	12
16:00	1640-1650	6	8	13
17:00	1655-1705	8	7	13
17:00	1710-1720	7	7	13
17:00	1725-1735	8	7	13
17:00	1740-1750	7	7	13
18:00	1755-1805	8	8	14
18:00	1810-1820	7	8	13
18:00	1825-1835	8	8	14
18:00	1840-1850	7	8	13

	R15 Period	Arrival	Departure	Total
19:00	1855-1905	8	7	12
19:00	1910-1920	7	8	12
19:00	1925-1935	8	7	12
19:00	1940-1950	7	8	12
20:00	1955-2005	8	6	12
20:00	2010-2020	7	6	12
20:00	2025-2035	8	6	12
20:00	2040-2050	7	6	12
21:00	2055-2105	8	6	11
21:00	2110-2120	7	6	10
21:00	2125-2135	8	6	11
21:00	2140-2150	7	6	10
22:00	2155-2205	10	6	10
22:00	2210-2220	9	6	11
22:00	2225-2235	10	6	10
22:00	2240-2250	9	6	11
23:00	2255-2305	7	6	10
23:00	2310-2320	6	6	10
23:00	2325-2335	6	6	10
23:00	2340-2350	6	6	10
23:00	2355-0450	6	6	10

Appendix 3

Gatwick Airport Scheduling Declaration Winter 2025/26 Stand Capacity Limit

ACL will apply the 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			
Stands		Departure Gates	
Code C	37 Code C equivalent (-1 for jetty replacement)	Pier served	30 (-1 for jetty replacement)
Code E	16	Coaching	4

North Terminal			
Stands		Departure Gates	
Code C	36 Code C equivalent (-2 taxiway rehabilitation, -1 for jetty replacement)	Pier served	33
Code E	14 (-1 for taxiway rehab)	Coaching	7 (4 removed for Gate45 Phase 2)
Code F	1	• Includes +1 from Gate 45 refurbishment • Excludes +1 for special assistance use	

Remote Parking			
Stands			
Code C	58 Code C equivalent (-3 for taxiway rehabilitation)		
Code E	23 (-1 for taxiway rehabilitation)		
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 wide body aircraft on stand.

Appendix 4

Gatwick Airport Scheduling Declaration Winter 2025/26 Terminal Scheduling Limits

Terminal Area / Process		Proposed W25/26 Scheduling Limit	Proposed Temporary First Wave Scheduling Limits (Project Gate 45)
ST Departures	Departures (T60/30 & T120/30)	3,600 (7,000 2hr)	2,800
ST Arrivals	Int Arrivals (T60/30)	3,350	2,400
	Dom Reclaim (T60/15)	850	N/A
	Int Code E/F (R60/15)*	5	N/A
	Int Flights Referral (R60/15)*	14	N/A
ST Gate Limit	Departures (R90/5)	29	26
NT Departures	Departures (T60/30 & T120/30)	4,300 (7,750 2hr)	3,200
NT Arrivals	Int Arrivals (T60/30)	4,000	2,700
	Dom Reclaim (T60/15)	800	N/A
	Int Code E/F (R60/15)*	7	N/A
	Int Flights Referral (R60/15)*	17	N/A
NT Gate Limit	Departures (R90/5)	36	30

*aligned with offset 15 minute runway constraint

While gate 45 works and airfield works are in progress, 9 based easyjet flights are moved from North to South. To facilitate this, temporary limits are applied both to the gate capacity and the Terminal limits to safeguard the availability for the Terminal moves.

Temporary limits application timeframes:

Departures: 0500-0800 UTC

Arrivals: 1900-2230 UTC

Gate Limit: 0500-0800 & 1900-2230 UTC

The temporary limits to facilitate this move and protect historic slots will be applied by terminal as below:

- ST: Initial Coordination to Historic Baseline Creation
- NT: Historic Baseline Creation – 1 Day to End of Season¹

¹ "Historic Baseline – 1 day to End of Season" was originally declared as "Initial Coordination to End of Season" and was coordinated as such during W25 Initial Coordination. Following a review after SAL, the reduced limits in North Terminal should only be applied from the point that historic easyjet flying is moved to the South Terminal on a temporary basis which is due to take place shortly after 31 August Historic Baseline Date.

Appendix 5

Gatwick Airport Scheduling Declaration
Winter 2025/26
Seat Load Factors

The table below shows average load factors to apply for W25/26. Calculated using the peak 6 week actuals in W24/25 shown in black but capped at +5% in green and -5% in red as compared with W24/25 declared load factors where there has been an emerging trend over the previous 2 seasons.

Winter 24 Declared Load factor			Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
NT	A	DOM	86.5%	81.1%	81.3%	82.9%	85.9%	84.0%	89.0%
		LH	88.3%	86.8%	87.0%	88.6%	89.2%	94.0%	93.6%
		SH	89.2%	88.9%	87.4%	88.3%	89.3%	88.5%	91.2%
	D	DOM	83.6%	82.5%	84.6%	82.5%	88.1%	88.6%	89.8%
		LH	90.2%	90.4%	93.5%	95.2%	96.1%	94.1%	89.4%
		SH	90.9%	86.1%	85.6%	91.6%	92.0%	89.7%	90.4%
ST	A	DOM	82.0%	73.9%	78.7%	82.4%	83.7%	80.2%	86.5%
		LH	84.3%	86.2%	84.7%	86.2%	85.8%	90.5%	89.5%
		SH	86.2%	85.4%	87.5%	87.9%	85.0%	84.3%	85.5%
	D	DOM	83.7%	80.1%	77.0%	88.0%	84.2%	87.2%	85.8%
		LH	88.7%	85.1%	89.2%	92.0%	91.5%	91.5%	87.6%
		SH	86.3%	84.1%	87.3%	86.1%	86.5%	85.0%	84.7%
A		Charter	92.9%	89.9%	91.0%	90.5%	91.9%	91.1%	91.1%
D		Charter	94.7%	92.4%	98.6%	97.3%	92.7%	93.1%	93.1%

Appendix 6

Gatwick Airport Scheduling Declaration Winter 2025/26 Ad-Hoc Trial Process

During Winter 2025/2026 Gatwick Airport will be trialling two processes to improve ad-hoc slot allocations. Both processes will be reviewed in the Coordination Committee AGM in December.

October Half Term:

During Winter 2025/2026 October Half Term falls into the first week of the Winter Season. To accommodate the expected increased demand the below Runway limits are declared from Sunday 26th October to Monday 3rd November inclusive. Please refer to ACL directly to timelines of allocation for this ad-hoc capacity.

Mon-Fri

Start of UTC Hour	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	15hr	17hr
Total Limit	45	51	55	48	47	50	48	49	48	45	47	50	49	48	44	39	30	724	793
Arrival Limit	15	25	27	20	22	26	27	24	25	25	23	25	27	28	26	28	27	365	420
Departure Limit	32	34	32	32	27	29	27	29	28	24	28	27	26	26	22	18	15	423	446

Saturday

Start of UTC Hour	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	15hr	17hr
Total Limit	50	49	55	48	50	53	52	49	49	45	45	40	40	40	38	34	25	703	762
Arrival Limit	15	24	27	23	27	27	27	25	23	26	23	25	27	28	24	22	23	371	416
Departure Limit	36	35	29	29	28	28	28	28	28	25	26	20	20	20	20	20	17	400	437

Sunday

Start of UTC Hour	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	15hr	17hr
Total Limit	39	50	52	47	46	50	51	52	50	48	49	51	52	46	46	40	39	729	808
Arrival Limit	17	24	24	22	24	27	26	27	24	27	23	27	27	27	27	27	35	373	435
Departure Limit	28	37	32	30	28	25	27	29	29	22	29	25	30	28	22	20	15	421	456

The coordination committee will meet in early August to discuss any changes to the declared capacity over October Half Term to facilitate any unsatisfied demand.

December Ad-Hoc:

A trial to better accommodate highly seasonal ad-hoc flights in December will be incorporated into the Winter 2025/2026 declaration. It is expected that the majority of ad-hoc flying will be satisfied by the seasonal runway limits but the below formalised ad-hoc process will give airlines more clarity.

Following the initial round of ad-hoc allocations due to take place in early September shortly after the HBD, if there remains unsatisfied ad-hoc waitlist demand for the period Monday 1st December 2025 - Sunday 4th January 2026 a limited window will be provided to resolve outstanding issues considering non-historic scheduling overages within certain conditions. The window is defined as Monday 15th September - Friday 24th October and ACL will be able to consider accepting non-historic overages provided the following conditions are met:

- *All Terminal Limits are respected*
- *R15 Runway limit must be respected*
- *Runway limits do not exceed 54 movements an hour*
- *Runway limits do not exceed 2 movements above declared seasonal runway limits*
- *No more than 3 movement overages in any 3-hour period*
- *Any Overnight Parking requires a referral to GAL*