

Gatwick Airport Scheduling Declaration Summer 2025

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Appendix 1

Gatwick Airport Scheduling Declaration Summer 2025

Hourly Runway Scheduling Limits

S25 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	55	55	52	51	51	55	54	55	54	52	53	55	54	54	49	46	40	29	30	799	885
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	31	29	29	29	30	29	29	28	29	30	28	26	22	10	10	10	449	481
Arr-Dep Flex:	11	2	6	3	3	4	2	3	3	2	3	1	2	4	2	4	1	5	8	5	44	50

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		2			1							1		-1							3	3
Arrival Limit																-1					-1	-1
Departure Limit					1	1										1					3	3

Note: Arr/Dep Flex = Arr+Dep Limit – Total Limit

It reflects the degree of flexibility afforded to the Coordinator in allocation of slots to arrivals or departures within the Total Hourly Limit.

Appendix 2

Gatwick Airport Scheduling Declaration Summer 2025

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.

S25 15 minute Limits – to be updated post initial Coordination

15 minute Constraint

[illegible]

The R15 Totals have been increased to 15 in the second half of the 0500 hour to accommodate additional arrivals without impacting Night Quota. 0940A has been increased from 7 to 8 with a corresponding reduction in 0940D. 1510A has been increased from 6 to 7 by way of correction to previous seasons applied limits.

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 S24**, 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 : 37 Code C equivalent (1 removed for regular maintenance)

Code E : 16 Code E parking positions

Pier served gates: 31

Departures coaching gates: 4

North Terminal

Code C : 38 Code C equivalent parking position (-3 for Pier 6 works, -1 for regular maintenance)

Code E : 15 Code E parking positions (-2 Code E for Pier 6 Works)

Code F : 1 Code F parking position

Pier served gates: 33

Departures Coaching Gates: 12 (with FCC closed)

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 2025 (Limits unchanged from S24) Terminal Scheduling Limits

Area	Lowest capacity area	Capacity	Scheduling Limit S25
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 Gate Limit*	NT Total Gates	45	37 departures per 90 mins every 5 mins
NT Dom / CTA Deps	Pier Served Stands	6 stands	6 departures per 45 mins every 5 mins
ST Gate Limit*	ST Total Gates	35	29 departures per 90 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.

*The gate limit has been calibrated to reflect demand on gates taking account of any gate buffer requirements and blocking by arrivals

Appendix 5

Gatwick Airport Scheduling Declaration Summer 2025 Seat Load Factors

Note load factors calculated are capped at **-5%** and **+ 5%** compared to S24 load factors calculated for the peak 6 weeks of the season. They are unchanged from S24 as differences were small in number and considered an unreliable indicator of underlying change.

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%