

Gatwick Airport Scheduling Declaration Summer 2027

List of attachments:

- 1 Runway Scheduling Limits
- 2 Additional Runway-Scheduling Constraints
- 3 Stand & Gate Capacity Limits
- 4 Terminal Scheduling Limits
- 5 Seat Load Factors
- 6 Terminal Allocations

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 Summer 2027

Hourly Runway Scheduling Limits

S27 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	57	54	52	51	55	55	55	54	54	53	55	55	55	49	46	40	29	30	809	895
Arrival Limit	20	20	25	25	23	26	28	29	28	28	28	26	28	28	28	27	25	37	27	25	397	460
Departure Limit	20	39	38	32	31	29	29	29	30	29	29	29	29	30	29	26	22	10	10	10	458	490

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													0	0
Arrival Limit				-1																	-1	-1
Departure Limit				+1																	+1	+1

Capacities will be reviewed prior to SAL to determine whether any capacity flexes are required to facilitate coordination subject to approval of the Coordination Committee.

Appendix 2

Gatwick Airport Scheduling Declaration Summer 2027

Additional Runway Scheduling 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) 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 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.
5. Gatwick Airport Limited has an allowance of 11,200-night movements per summer season from the DFT. For Summer 2027 GAL declares ACL may allocate up to 10,500 NJMs (4,500 QC) on a historic basis in line with Local Rule 1 (Version 7).

Gatwick Airport Scheduling Declaration Summer 2027

Runway 15 Minute Limits

	R15 Period	Arrival	Departure	Total
04:00	0355-0405	7	5	11
04:00	0410-0420	7	5	11
04:00	0425-0435	7	5	11
04:00	0440-0450	7	7	11
05:00	0455-0505	7	11	15
05:00	0510-0520	7	11	15
05:00	0525-0535	7	10	15
05:00	0540-0550	7	10	15
06:00	0555-0605	7	10	15
06:00	0610-0620	7	10	15
06:00	0625-0635	7	10	15
06:00	0640-0650	7	9	14
07:00	0655-0705	7	10	15
07:00	0710-0720	7	9	14
07:00	0725-0735	7	9	15
07:00	0740-0750	7	8	14
08:00	0755-0805	8	8	15
08:00	0810-0820	6	9	14
08:00	0825-0835	7	8	14
08:00	0840-0850	7	8	14
09:00	0855-0905	7	9	15
09:00	0910-0920	7	8	14
09:00	0925-0935	7	8	14
09:00	0940-0950	8	7	14
10:00	09:55-1005	7	8	14
10:00	1010-1020	8	7	14
10:00	1025-1035	7	8	14
10:00	1040-1050	8	8	14

	R15 Period	Arrival	Departure	Total
11:00	1055-1105	8	8	15
11:00	1110-1120	8	8	14
11:00	1125-1135	9	8	15
11:00	1140-1150	8	7	14
12:00	1155-1205	8	8	15
12:00	1210-1220	7	8	14
12:00	1225-1235	8	8	15
12:00	1240-1250	8	8	14
13:00	1255-1305	8	8	15
13:00	1310-1320	8	7	14
13:00	1325-1335	7	8	14
13:00	1340-1350	8	7	14
14:00	1355-1405	8	8	15
14:00	1410-1420	7	8	14
14:00	1425-1435	8	8	15
14:00	1440-1450	8	8	14
15:00	1455-1505	7	8	14
15:00	1510-1520	7	8	14
15:00	1525-1535	7	8	14
15:00	1540-1550	7	8	14
16:00	1555-1605	7	8	14
16:00	1610-1620	7	8	14
16:00	1625-1635	7	8	14
16:00	1640-1650	7	8	14
17:00	1655-1705	7	8	14
17:00	1710-1720	7	8	14
17:00	1725-1735	7	8	14
17:00	1740-1750	7	8	14

	R15 Period	Arrival	Departure	Total
18:00	1755-1805	7	8	14
18:00	1810-1820	7	8	14
18:00	1825-1835	7	8	14
18:00	1840-1850	7	8	14
19:00	1855-1905	7	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	9	7	11
21:00	2110-2120	10	4	12
21:00	2125-2135	11	2	12
21:00	2140-2150	11	2	12
22:00	2155-2205	9	2	10
22:00	2210-2220	6	2	8
22:00	2225-2235	5	5	8
22:00	2240-2250	7	5	11
23:00	2255-0350	7	5	11

In red it is indicated which limits have changed compared to S26.

Capacities will be reviewed prior to SAL to determine whether any capacity flexes are required to facilitate coordination subject to approval of the Coordination Committee.

Appendix 3

Gatwick Airport Scheduling Declaration Summer 2027

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.

South Terminal					
		Stands (Code C equivalent)		Pier served gates	Coaching gates
Code C		37 (-1 centreline works)		31	4
Code E		16		15	0

North Terminal					
		Stands		Pier served gates	Coaching gates
Code C		42		36	11
Code E		16		14	0
Code F		1		1	0

Remote Parking					
		Stands			
Code C		61 (+1 in 130s, +4 remote south, -6 remove for spares)			
Code F		2			

Note that the code C equivalent includes full use of MCA (Multi Centreline Apron) capability.

Appendix 4

Gatwick Airport Scheduling Declaration Summer 2027 Terminal Scheduling Limits

Terminal Area / Process		S27 Scheduling Limit							
ST Departures	Departures (T60/30)*	4,200							
ST Arrivals	Int Arrivals (T60/30)	3,500							
	Dom Arrivals (Inc CTA) (T60/15)	850							
ST Gate Limit	Departures (R90/5)	Pre 05z: 29							
		Post 5z: 29							
	Arrivals Code E/F (02:00z -)**	0515z	0535z	0605z	0635z	0705z	0805z	0905z	1005z
		3	8	11	12	13	15	16	19
NT Departures	Departures (T60/30)*	5,750							
NT Arrivals	Int Arrivals (T60/30)	4,500							
	Dom Arrivals (Inc CTA) (T60/15)	800							
NT Gate Limit	Departures (R90/5)	Pre 05z: 42							
		Post 5z: 37							
	Arrivals Code E/F (02:00z -)**	0515z	0535z	0605z	0635z	0705z	0805z	0905z	1005z
		0	4	9	11	13	14	16	19

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.

New away based carrier slot requests that create additional overnight parking will be conditionally allocated subject to review with GAL post initial coordination

*Due to staffing constraints any passenger departures in the NT 2300z-0400z and ST 2300z-0400z must be referred to GAL via ACL

**Referral limit

Gatwick Airport Scheduling Declaration Summer 2027

Check In Capacity

Check In availability is coordinated using the SCORE Check In Module. For Summer 2027 Gatwick declares the below capacity by Zone.

Zone	Capacity			
	Trad Desk	SSBD	Total	Total incl. Operational Buffer (5%)
A	30	-	30	32
C	3	19	22	23
D	17	10	27	28
E	18	-	18	19
F	4	4	8	9
H	18	-	18	19
J	6	8	14	15
K	17	-	17	18

Zone	Capacity			
	Trad Desk	SSBD	Total	Total incl. Operational Buffer (5%)
A	34	4	38	40
B	15	-	15	16
C	10	10	20	21
D	19	-	19	20
E	16	-	16	17
Lv10	-	60	60	63

Appendix 5

Gatwick Airport Scheduling Declaration Summer 2027 Seat Load Factors

Note load factors calculated are capped at **-5%** and **+ 5%** compared to S26 load factors calculated for the peak 6 weeks of the season

Summer 27 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%	92%	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%	89%	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	90%	88%	92%	94%	94%	92%	90%
Arrivals		Charter	97%	98%	98%	95%	94%	98%	95%
Departures		Charter	91%	92%	94%	95%	95%	97%	94%

Appendix 6

Gatwick Airport Scheduling Declaration Summer 2027 Terminal Allocations

Carriers with Historic Slots from S26

South Terminal				North Terminal			
British Airways*	A0, BA	Air Peace	P4	easyJet*	EZY, EJU, EZS	UR Airlines	UD
Vueling*	VY	China Southern Airlines	CZ	TUI Airways *	TOM	Air Arabia	3O, G9
Wizz Air*	W9, W6	Nouvelair	BJ	Air Transat	TS	AnimaWings	A2
Ryanair	FR	Uganda Airlines	UR	Emirates	EK	Air France	AF
Norwegian Air	D8, DY	SkyAlps	BQ	Air China	CA	JetBlue	B6
Aurigny Air Services	GR	Kenya Airways	KQ	China Eastern Airlines	MU	Eurowings	EW
Norse Atlantic Airways*	Z0	Turkmenistan Airlines	T5	Qatar Airways	QR	Atlantic Airways	RC
TAP Air Portugal	TP	TUI Airways*	BY	Icelandair	FI	Westjet	WS
SunExpress	XQ	Beijing Capital Airlines	JD	Royal Air Maroc	AT	Condor	DE
Turkish Airlines*	TK	Croatia Airlines	OU	Swiss Airlines	LX		
airBaltic	BT	Pegasus Airlines	PC	Singapore Airlines	SQ		
Iberia Express	I2	Air Zimbabwe	UM	Air Mauritius	MK		
Air Europa	UX	Corendon Airlines	XC, XR	Ethiopian Airlines	ET		
Sky Express	GQ	Enter Air	ENT	Azerbaijan Airlines	J2		
Jet2.com*	LS			Uzbekistan Airways	HY		
Air India	AI			Tunisair	TU		
KM Malta Airlines	KM						

*Recognised LGW based carriers (as listed in Local Rule 3)

New Entrants

Terminal allocations for new entrants must be referred to GAL via ACL. GAL commits to confirming allocations on the Historic Baseline Date (HBD) + 3 weeks or on the date tickets go on sale, whichever is later.