

Gatwick Airport Limited
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South Terminal
Gatwick Airport
West Sussex
RH6 0NP

Robert Kensey
Coordinator - Gatwick
Airport Coordination Limited
Capital Place
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By Post and email

6th October 2011

Dear Robert

GATWICK AIRPORT SCHEDULING DECLARATION FOR SUMMER 2012

In accordance with Article 6.1 of Council Regulation (EEC) No 793/2004 amending No 95/93 and as the competent authority by virtue of regulation 6 of The Airports Slot Allocation Regulations 1993, having cooperated with representatives of air traffic control, customs and immigration authorities and air carriers using Gatwick Airport and representative organisations, Gatwick Airport Limited hereby declares the scheduling limits for the airport for the Summer of 2012 season as attached.

Please contact me if you have any questions.

Yours sincerely,

Scott Stanley
Chief Operating Officer
Gatwick Airport.

Gatwick Airport Scheduling Declaration Summer 2012

List of attachments:

- 1 runway scheduling limits
- 2 additional runway-scheduling constraints
- 3 terminal scheduling limits
- 4 load factors to be used for terminal scheduling calculations

Appendix 1

Gatwick Airport Scheduling Declaration
Summer 2012

Hourly Runway Scheduling Limits

Summer 2012

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	17hr
Total Movements	32	51	49	51	51	46	52	52	50	50	51	48	53	52	52	48	43	41	31	30	756	840
Arrival limit	24	24	25	26	22	21	26	27	24	25	27	26	28	27	28	27	23	28	24	22	383	434
Departure Limit	20	34	31	28	31	28	28	28	29	29	27	27	28	29	27	24	22	19	20	20	428	469

The table below illustrates where the changes have been made against Summer 2011 capacities.

	05:00	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	15 hr	17 hr
Capacity 2011	51	49	51	51	50	52	52	46	49	50	45	53	52	52	48	43	41	751	835
Arrival 2011	24	25	26	22	23	26	26	25	25	27	25	28	27	27	27	23	28	383	434
Departure 2011	33	31	28	31	29	30	30	26	29	28	25	29	28	27	24	22	19	428	469
Capacity Change					-4			4	1	1	3							5	5
Arrival Change					-2		1	-1			1			1				0	0
Departure Change	1				-1	-2	-2	3		-1	2	-1	1					0	0
Capacity 2012	51	49	51	51	46	52	52	50	50	51	48	53	52	52	48	43	41	756	840
Arrival 2012	24	25	26	22	21	26	27	24	25	27	26	28	27	28	27	23	28	383	434
Departure 2012	34	31	28	31	28	28	28	29	29	27	27	28	29	27	24	22	19	428	469

The principle behind the summer 2012 declaration is to provide capacity where it is most needed and reduce capacity where it is not expected to be used.

A consequence of the changing traffic profile at Gatwick is that there is now excess demand in the hours where we have historically had firebreaks (1200 & 1500) while demand has significantly reduced in the 0900 hour, previously used by trans-atlantic traffic. An additional 9 slots have therefore been added between 1200 and 1600 and 4 slots have been removed in the 0900 hour, a net increase of 5 slots over the day.

An additional departures slot has also been added in the 0500 hour to help service excess first wave departures demand. This brings the total departures in 0500 to 34. Although this does not fully satisfy expected early morning departures demand, runway performance would be put at risk with any further increases. This increase has been combined with increasing the first 15 minute constraint to 9 deps in the 0500 hour.

Additional hourly total restrictions will apply to any ad hoc services during the Olympic period (21st July – 15th August) as shown in the table below.

Olympic Reductions																			
	05:00	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	15 hr	17 hr
Capacity 2012	51	49	51	51	46	52	52	50	50	51	48	53	52	52	48	43	41	756	840
Olympic reductions	-3			-3	-4								-1	-3	-6			-20	-20
Olympic restrictions	48	49	51	48	42	52	52	50	50	51	48	53	51	49	42	43	41	736	820

Note that these restrictions only apply to ad hoc services after initial coordination has allocated slots for the summer season against the Summer 2012 declared limits.

Appendix 2

Gatwick Airport Scheduling Declaration Summer 2012

Additional Runway Constraints

- 1 Having regard to historic rights, the following constraints should apply;
- 2 Within each consecutive 15 minute period, starting at 10 minutes past the hour (55-05, 10-20, 25-35, 40-50), no more than 13 movements, consisting of no more than 8 arrivals or 8 departures should be scheduled.
- 3 In hours where the total movement limit is 50 or more, up to 14 movements may be scheduled into two 15 minute periods within the hour provided that they are not consecutive
- 4 In hours where the arr / dep limit is 30 or more, up to 9 arr / dep may be scheduled into two 15 minute periods within the hour provided that they are not consecutive. Note the exception in 0500 hour where the constraint is relaxed to allow 9 in two consecutive intervals, 0455-0505 and 0510-0520.

Appendix 3

Gatwick Airport Scheduling Declaration Summer 2012 Terminal Scheduling Limits

Area	Lowest capacity area	Capacity	S12 Scheduling Limit
NT Deps	Central Search	3500	3500 per hr every 30 mins 6250 per 2 hrs every 30 mins
NT Int Arr	Immigration	2700-3000	3000 per hr every 30 mins
NT Dom Arr (Inc CTA)	Dom Reclaim	800 200 in 15 mins	800 per hr
ST Deps	Dep Lounge (soft), Central Search	3800	3800 per hr every 30 mins 7000 per 2 hrs every 30 mins
ST Int Arr	Immigration	2850-3200	3200 per hr every 30 mins
ST Dom Arr (Excl CTA)	Dom Reclaim	650 160 in 15 mins	650 per hr
ST Dom / CTA Deps	Pier Served Stands	8 stands	8 departures per 45 mins every 5 mins
NT Dom / CTA Deps	Pier Served Stands	6-7 stands	6 departures per 45 mins every 5 mins

Notes: **Changes highlighted in red.**

CTA, common travel area, defined as Channel Islands and Republic of Ireland.

Domestic includes Northern Ireland and Isle of Man.

A domestic gate constraint of 6 now applies in North Terminal. This is not expected to constrain peak demand for S12. Note that two of the 7 domestic stands on Pier 5 are restricted to 734 size aircraft and one would need to be sacrificed when in future they are upgraded to full code C.

North Terminal Central Search capacity has been increased recognising the additional 4 security lanes which are being introduced in summer 2012. Note that the full capacity benefit cannot be realised until the additional works to upgrade the existing lanes to the new configuration has been completed.

Appendix 4

Gatwick Airport Scheduling Declaration Summer 2012

Seat Load Factors

Declared Loads for S12 (S11 Actual Capped at +/- 5%)			Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
South Terminal	Arrivals	Charter	95.6%	96.1%	94.1%	93.9%	96.4%	95.0%	98.4%
		CTA	82.2%	76.8%	74.8%	76.5%	80.3%	78.3%	81.8%
		Domestic	75.9%	71.6%	69.1%	66.8%	74.9%	78.2%	79.7%
		Scheduled Intl	90.6%	89.4%	88.5%	89.8%	90.3%	91.3%	92.2%
	Departures	Charter	96.1%	96.8%	94.4%	95.0%	96.5%	96.9%	95.7%
		CTA	80.6%	76.4%	76.9%	81.2%	84.1%	84.7%	81.4%
		Domestic	74.6%	71.8%	69.0%	78.6%	76.2%	81.9%	81.6%
		Scheduled Intl	91.6%	91.9%	92.3%	92.8%	92.3%	92.9%	92.7%
North Terminal	Arrivals	Charter	97.3%	98.8%	97.2%	98.3%	98.5%	98.4%	99.1%
		CTA	78.4%	65.9%	62.7%	68.2%	84.1%	81.5%	77.9%
		Domestic	87.3%	81.3%	78.0%	80.9%	82.6%	79.2%	84.9%
		Scheduled Intl	90.1%	88.3%	87.4%	88.7%	90.2%	91.4%	92.0%
	Departures	Charter	97.7%	97.7%	97.3%	96.5%	98.1%	98.5%	98.7%
		CTA	72.1%	59.4%	59.9%	68.3%	78.9%	71.9%	70.6%
		Domestic	83.7%	82.6%	82.7%	88.9%	90.2%	81.5%	85.8%
		Scheduled Intl	91.8%	90.4%	89.9%	91.6%	92.3%	94.6%	93.2%

Note that changes in Load factor from S11 declaration to S11 actuals are capped at +/- 5%. Capped at +5% is shown in green while capped at -5% is shown in red. NT domestics (blue) have not been capped as these have increased as a result of EZY moving their domestic services to NT.

These load factors are to be applied to the seat capacity when determining the scheduled passenger demand against Terminal capacity limits.

