

Gatwick Airport Limited
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North Terminal
Gatwick Airport
West Sussex
RH6 0JA

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

2nd October 2012

Dear Robert

GATWICK AIRPORT SCHEDULING DECLARATION FOR SUMMER 2013

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 2013 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 2013

List of attachments:

- 1 Runway scheduling limits
- 2 Additional runway-scheduling constraints
- 3 Terminal stand constraint
- 4 Terminal scheduling limits
- 5 Load factors to be used for terminal scheduling calculations

Appendix 1

Gatwick Airport Scheduling Declaration
Summer 2013

Hourly Runway Scheduling Limits

Summer 2013

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	46	49	51	51	46	52	53	51	50	51	48	51	53	53	46	43	41	31	30	751	835
Arrival limit	24	24	25	26	22	21	26	27	24	25	27	26	28	28	28	27	23	30	24	22	384	437
Departure Limit	20	35	31	28	31	28	28	28	29	29	27	27	28	29	28	24	22	19	20	20	430	471

The table below illustrates where the changes have been made against Summer 2012 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 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
Capacity Change	-5						1	1				-2	1	1	-2			-5	-5
Arrival Change													1				2	1	3
Departure Change	1													1				2	2
Capacity 2013	46	49	51	51	46	52	53	51	50	51	48	51	53	53	46	43	41	751	835
Arrival 2013	24	25	26	22	21	26	27	24	25	27	26	28	28	28	27	23	30	384	437
Departure 2013	35	31	28	31	28	28	28	29	29	27	27	28	29	28	24	22	19	430	471

The principle behind the summer 2013 declaration is to provide capacity where it is most needed and reduce capacity where it is not expected to be used.

ACL predicted S13 demand to exceed capacity by up to 6 departures slots in the early morning (0500-0800) plus a demand for increases of 11 in total capacity within the hours 0700, 1000, 1200 and 1700. However, modelling in Hermes demonstrated that it would not be possible to accommodate this without significantly exceeding the 10 minute delay criteria. Several iterations were run before a solution was found which accommodated 9 slot increases including 1 additional early morning departure.

The total capacity has been reduced in the 0500, 1600 and 1900 hours giving a net reduction in total slot capacity of 5. This has facilitated increases in departures capacity to 35 in 0500 (leaving 11 for arrivals in this hour) and increases in 1700 and 1800.

Appendix 2

Gatwick Airport Scheduling Declaration Summer 2013

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, in order to accommodate 35 departures, it will be necessary to schedule 9 departures in three consecutive 15 minute intervals between 0510 and 0550.

Appendix 3

Gatwick Airport Scheduling Declaration Summer 2013 Stand Capacity Limit

There is currently no capacity limit which reflects the pier served stand provision and coaching capacity within each of the Terminals. Given experience in S12 and an on-going period of airfield development work, it has become necessary to implement an approach to ensure that the stand demand within each Terminal does not become significantly out of kilter with capacity.

Since ACL are working with unlinked flight schedules when allocating slots, an ATM based approach to achieving this balance has been proposed. It is recognised that the approach outlined below can only approximate achieving the correct balance so it is being implemented as a warning limit such that action can be taken by ACL in consultation with GAL and airlines to redress the imbalance after slots have been allocated.

1. An hourly and 2-hourly runway movement limit is applied in each Terminal which is reflective of the number of Pier Served code C centrelines plus an additional tolerance to accurately reflect this summer's occupancy. This has been calibrated against S12 demand.
2. The limits are set as a proportion of the total runway capacity such that the combined hourly Terminal limits are 20% higher than the runway limit and the combined 2-hourly limits are 10% higher than the runway limit. This ensures that the stand limit never constrains runway capacity.
3. The limits are applied to both departures slots and total slots from 0400 to 0959 UTC when stand capacity is most constrained.

The table below illustrates how the proposed warning limits for S13 have been calculated.

Terminal	Code C Centrelines	% Total	Tolerance	Hourly Warning Limit	2-Hourly Warning Limit
South	33	47%	5%	52%	47%
North	37	53%	15%	68%	63%
Total	70	100%	20%	120%	110%

i.e. No more than 52% of hourly runway slots (departures and total) should be allocated to South Terminal and no more than 47% of slots over 2 hours between 0400 and 0959 UTC. The slots are counted on a rolling half hour basis.

The table below shows how this translates into rolling hourly / 2-hourly ATM limits in each Terminal.

Terminal Splits

1hr/30

At 68%

400	430	500	530	600	630	700	730	800	830	900	930
22	27	31	32	33	34	35	35	35	33	31	31
14	19	24	22	21	20	19	20	21	20	19	19

NT Tot

NT Dep

At 52%

400	430	500	530	600	630	700	730	800	830	900	930
17	20	24	25	25	26	27	27	27	25	24	24
10	14	18	17	16	15	15	15	16	15	15	15

ST Tot

ST Dep

2hr/30

At 63%

400	430	500	530	600	630	700	730	800	830
49	54	60	61	63	64	64	63	61	60
35	38	42	39	37	37	37	37	37	36

NT 2hr Tot

NT 2hr Dep

At 47%

400	430	500	530	600	630	700	730	800	830
37	41	45	46	47	47	48	47	46	44
26	28	31	29	28	28	28	28	28	27

ST 2hr Tot

ST 2hr Dep

Further refinements to this approach will be worked on for future application.

Appendix 4

**Gatwick Airport Scheduling Declaration
Summer 2013
Terminal Scheduling Limits**

Area	Lowest capacity area	Capacity	Proposed Sch Limit S13
NT Deps	Dep Lounge (soft), Central Search, Baggage	3500	3500 per hr every 30 mins 6250 per 2 hrs every 30 mins
NT Int Arr	Immigration	<3000	3000 per hr every 30 mins
NT Dom Arr (Inc CTA)	Dom Reclaim	800 (one belt)	800 per hr
ST Deps	Dep Lounge (soft), Check In, Central Search, Baggage	~3800	3800 per hr every 30 mins 7000 per 2 hrs every 30 mins
ST Int Arr	Immigration, Int Reclaim	<3000 (Imm), 3000 (Reclaim)	3000 per hr every 30 mins
ST Dom Arr (Excl CTA)	Dom Reclaim	650	650 per hr
NT Dom / CTA Deps	Pier Served Stands	6 stands	6 departures per 45 mins every 5 mins
ST Dom / CTA Deps	Pier Served Stands	8 stands	8 departures per 45 mins every 5 mins

Notes: Capacity Limits relate to runway demand with load factors applied to seat numbers. **Changes from 2012 are highlighted in red.**

CTA, common travel area, defined as Channel Islands Isle of Man and Republic of Ireland.
Domestic includes Northern Ireland.

For ST international arrivals, one international belt is being converted to domestic while Pier 1 is closed from January 2013. The decrease in ST hourly arrivals capacity from 3,200 pph to 3000 pph is designed to protect the international reclaim capacity although this is not expected to constrain growth in South Terminal.

Appendix 5

Gatwick Airport Scheduling Declaration Summer 2013 Seat Load Factors

Declared Loads for S13 (S11 Actual Capped at +/- 5%)			Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
South Terminal	Arrivals	Charter	96.2%	98.7%	99.5%	99.2%	98.3%	99.0%	98.6%
		CTA	81.9%	70.9%	65.0%	67.2%	79.1%	82.7%	79.2%
		Domestic	85.8%	82.4%	78.6%	80.3%	83.5%	84.2%	82.9%
		Scheduled Intl	90.5%	89.8%	89.5%	89.8%	91.3%	93.2%	89.8%
	Departures	Charter	98.6%	99.0%	98.7%	99.2%	98.2%	98.0%	99.2%
		CTA	71.9%	57.4%	60.2%	63.3%	75.4%	76.9%	65.6%
		Domestic	88.0%	83.2%	83.3%	86.6%	88.7%	86.5%	88.7%
		Scheduled Intl	92.0%	89.6%	89.6%	91.3%	91.4%	94.5%	92.6%
North Terminal	Arrivals	Charter	95.9%	97.3%	96.0%	90.5%	96.8%	97.9%	97.5%
		CTA	83.0%	77.8%	71.2%	73.2%	77.9%	80.5%	78.9%
		Domestic	77.9%	71.9%	69.8%	70.6%	71.5%	77.4%	75.2%
		Scheduled Intl	89.2%	88.6%	88.4%	90.5%	89.5%	91.6%	89.1%
	Departures	Charter	96.6%	94.3%	94.0%	95.5%	97.1%	95.8%	97.8%
		CTA	79.0%	75.1%	75.7%	80.0%	82.5%	80.8%	77.4%
		Domestic	71.5%	69.6%	69.5%	76.0%	78.5%	76.9%	76.6%
		Scheduled Intl	91.1%	90.5%	91.3%	90.2%	90.7%	92.5%	91.4%

Note that changes in Load factor from S12 declaration to S12 actuals are capped at +/- 5%. Capped at +5% is shown in green while capped at -5% is shown in red. These load factors are to be applied to the seat capacity when determining the scheduled passenger demand against Terminal capacity limits.

