

Robert Kensey
Coordinator - Gatwick
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By Post and email

3rd October 2013

Dear Robert

GATWICK AIRPORT SCHEDULING DECLARATION FOR SUMMER 2014

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 2014 season as attached.

Please contact me if you have any questions.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Kevin O'Leary', with a horizontal line underneath the name.

Kevin O'Leary
Airfield Manager
Gatwick Airport.

Gatwick Airport Scheduling Declaration Summer 2014

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 2014

Hourly Runway Scheduling Limits

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	54	52	51	46	55	53	53	52	52	48	55	55	54	46	43	41	31	30	772	856
Arrival limit	24	24	25	26	22	21	28	29	24	25	27	26	29	28	28	27	23	32	29	22	389	444
Departure Limit	20	38	35	29	31	28	28	28	29	29	27	27	28	30	28	24	22	19	20	20	439	480

Changes Against Summer 2013

Start UTC Hour	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	15 hr	17 hr
Capacity 2013	32	46	49	51	51	46	52	53	51	50	51	48	51	53	53	46	43	41	31	30	751	835
Arrival 2013	24	24	25	26	22	21	26	27	24	25	27	26	28	28	28	27	23	30	24	22	384	437
Departure 2013	20	35	31	28	31	28	28	28	29	29	27	27	28	29	28	24	22	19	20	20	430	471
Capacity Change			5	1			3			2	2	1		4	2	1					21	21
Arrival Change							2	2					1					2	5		5	7
Departure Change		3	4	1										1							9	9
Capacity 2014	32	46	54	52	51	46	55	53	53	52	52	48	55	55	54	46	43	41	31	30	772	856
Arrival 2014	24	24	25	26	22	21	28	29	24	25	27	26	29	28	28	27	23	32	29	22	389	444
Departure 2014	20	38	35	29	31	28	28	28	29	29	27	27	28	30	28	24	22	19	20	20	439	480

The principle behind the summer 2014 declaration continues to be to provide capacity where it is most needed and reduce capacity where it is not expected to be used. We have been able to meet the increased market demand through operational improvements delivered during 2013. Improved separation control supports the favoured ADA operating approach as well as local ACDM improvements on the ground.

Appendix 2

Gatwick Airport Scheduling Declaration Summer 2014

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 each 15 minute period within the hour distributed evenly across the hour.
- 4 In hours where the arr / dep limit is 30 or more, the 15 minute capacity may be increased to 9 or 10 as required to accommodate the hourly demand. Demand should be distributed evenly across the hour to avoid consecutive 15 minute periods of 10 departures.

Appendix 3

Gatwick Airport Scheduling Declaration Summer 2014 Stand Capacity Limit

Since ACL are working with unlinked flight schedules when allocating slots, an ATM based approach to achieving the correct balance of demand in each Terminal to reflect . 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 reflect Terminal coaching capacity. This has been calibrated against S13 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 S14 have been calculated.

Terminal	Code C Centrelines	% Total	Tolerance	Hourly Warning	2-Hourly Warning
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												
68%	0400	0430	0500	0530	0600	0630	0700	0730	0800	0830	0900	0930
NT Tot	22	26	31	34	37	36	35	35	35	33	31	31
NT Dep	14	20	26	25	24	22	20	20	21	20	19	19
52%	0400	0430	0500	0530	0600	0630	0700	0730	0800	0830	0900	0930
ST Tot	17	20	24	26	28	28	27	27	27	25	24	24
ST Dep	10	15	20	19	18	17	15	16	16	15	15	15
2hr/30												
63%	0400	0430	0500	0530	0600	0630	0700	0730	0800	0830		
NT 2hr Tot	49	56	63	65	67	66	65	63	61	59		
NT 2hr Dep	36	41	46	43	40	39	38	37	37	36		
47%	0400	0430	0500	0530	0600	0630	0700	0730	0800	0830		
ST 2hr Tot	37	42	47	49	50	49	49	47	46	45		
ST 2hr Dep	27	31	34	32	30	29	28	28	28	27		

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

Appendix 4

Gatwick Airport Scheduling Declaration Summer 2014 Terminal Scheduling Limits

Area	Lowest capacity area	Capacity	Proposed Sch Limit S14
NT Deps	Dep Lounge (soft),	4200	3800 per hr every 30 mins
	Central Search, Baggage		7000 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,	~3800	3800 per hr every 30 mins
			7000 per 2 hrs every 30 mins
ST Int Arr	Immigration,	<3000	3000 per hr every 30 mins
	Int Reclaim		
ST Dom Arr (Excl CTA)	Dom Reclaim	750	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 2013 are highlighted in red.

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

Appendix 5

Gatwick Airport Scheduling Declaration Summer 2014 Seat Load Factors

Summer 2014 load factors for ACL (capped at Summer 2013 +/- 5% pts)		Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	
North Terminal	Arrivals	Charter	98.20%	97.70%	98.20%	98.50%	98.10%	98.20%	98.80%
		CTA	83.00%	71.80%	66.30%	72.20%	84.10%	87.70%	84.20%
		Dom	89.00%	87.40%	83.60%	85.30%	86.20%	89.20%	87.90%
		Sched Int	91.50%	90.70%	91.00%	91.50%	91.60%	92.30%	91.90%
	Departures	Charter	97.60%	98.20%	98.00%	98.70%	98.40%	98.50%	98.30%
		CTA	76.90%	62.40%	65.20%	68.30%	80.40%	81.20%	70.60%
		Dom	88.40%	87.30%	88.30%	91.60%	91.60%	91.50%	89.60%
		Sched Int	93.90%	92.90%	92.30%	93.40%	92.80%	93.60%	93.00%
South Terminal	Arrivals	Charter	97.30%	97.60%	96.40%	93.90%	96.10%	97.20%	98.00%
		CTA	81.50%	73.30%	72.10%	73.00%	78.70%	78.00%	83.60%
		Dom	82.90%	75.40%	73.10%	70.50%	71.60%	73.20%	80.20%
		Sched Int	90.40%	88.60%	88.60%	88.60%	90.40%	91.60%	91.90%
	Departures	Charter	98.60%	97.80%	98.70%	95.50%	97.50%	98.20%	97.10%
		CTA	78.30%	73.40%	75.20%	78.70%	82.10%	84.00%	80.20%
		Dom	76.50%	71.00%	74.50%	81.00%	79.80%	81.90%	81.60%
		Sched Int	93.10%	91.60%	92.70%	93.40%	92.40%	93.60%	93.10%

Note that changes in Load factor from S13 declaration to S13 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.

