

Gatwick Airport Limited  
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South Terminal  
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Seb Pelissier  
Coordinator - Gatwick  
Airport Coordination Limited  
Capital Place  
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Hayes  
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**By Post and email**

26<sup>th</sup> September 2014

Dear Seb

**GATWICK AIRPORT SCHEDULING DECLARATION FOR SUMMER 2015**

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 2015 season as attached.

Please contact me if you have any questions.

Yours sincerely,

A handwritten signature in black ink that reads "Adrian Witherow". The signature is written in a cursive style with a large, prominent 'W'.

Adrian Witherow  
Head of Terminals  
Gatwick Airport.

## Gatwick Airport Scheduling Declaration Summer 2015

### 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 2015

Hourly Runway Scheduling Limits

Summer 2015

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(0500-1900)	17hr(0500-2100)
Total Movements	32	47	54	52	51	49	55	53	54	53	51	50	55	55	54	46	43	41	31	30	779	863
Arrival limit	24	24	25	26	22	23	28	29	24	27	26	27	29	28	28	27	23	35	27	22	393	451
Departure Limit	20	39	35	29	31	28	28	28	30	29	27	27	28	30	28	24	22	19	20	20	441	482

Changes Against S'14

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 2014	32	46	54	52	51	46	55	53	53	52	51	49	55	55	54	46	43	41	31	30	772	856
Arrival 2014	24	24	25	26	22	21	28	29	24	25	26	27	29	28	28	27	23	35	27	22	389	447
Departure 2014	20	38	35	29	31	28	28	28	29	29	27	27	28	30	28	24	22	19	20	20	439	480
Capacity Change	1	1				3			1	1	1	1									7	7
Arrival Change						2				2											4	4
Departure Change		1							1												2	2
Capacity 2015	32	47	54	52	51	49	55	53	54	53	51	50	55	55	54	46	43	41	31	30	779	863
Arrival 2015	24	24	25	26	22	23	28	29	24	27	26	27	29	28	28	27	23	35	27	22	393	451
Departure 2015	20	39	35	29	31	28	28	28	30	29	27	27	28	30	28	24	22	19	20	20	441	482

The principle behind the summer 2015 declaration is to provide capacity where it is most needed and reduce capacity where it is not expected to be used.

## Appendix 2

### Gatwick Airport Scheduling Declaration Summer 2015

#### 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 with no 3 consecutive 15minutes periods of 10 movements. Where possible, demand should be distributed evenly across the hours to avoid 10 movements in 2 consecutive 15minutes periods followed by 9 movement period.

### Appendix 3

## Gatwick Airport Scheduling Declaration Summer 2015 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 Pier Served and Coaching Gate capacity. 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 S14 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 S15 have been calculated.

Terminal	Code C Centrelines	% Total	Tolerance	Hourly Warning Limit	2-Hourly Warning Limit
South	33	48%	5%	<b>53%</b>	<b>50%</b>
North	36	52%	15%	<b>67%</b>	<b>60%</b>
Total	69	100%	20%	120%	110%

i.e. No more than 53% of hourly runway slots (departures and total) should be allocated to South Terminal and no more than 50% 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 ATM Splits

### Hourly Limits - NT=67%, ST=53%

Terminal	ATM	04:00	04:30	05:00	05:30	06:00	06:30	07:00	07:30	08:00	08:30	09:00	09:30	10:00
North	Dep	13	20	26	25	23	21	19	20	21	20	19	19	19
	Tot	21	26	31	34	36	36	35	35	34	34	33	35	37
South	Dep	11	16	21	20	19	17	15	16	16	16	15	15	15
	Tot	17	21	25	27	29	28	28	27	27	27	26	28	29

### 2-Hourly Limits - NT=60%, ST=50%

Terminal	ATM	04:00	04:30	05:00	05:30	06:00	06:30	07:00	07:30	08:00	08:30	09:00	09:30	10:00
North	Dep	35	40	44	41	38	37	36	36	35	35	34	25	17
	Tot	47	54	61	62	64	63	62	61	60	61	62	48	33
South	Dep	30	33	37	35	32	31	30	30	30	29	28	21	14
	Tot	40	45	51	52	53	52	52	51	50	51	52	40	28

## Appendix 4

### Gatwick Airport Scheduling Declaration Summer 2015 Terminal Scheduling Limits

Area	Lowest capacity area	Capacity	Proposed Sch Limit S15
NT Deps	Check in, Central Search	~3800	3800 per hr every 30 mins 7000 per 2 hrs every 30 mins
NT Int Arr	Immigration	~2600	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, Baggage Make-up	~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 (Excl CTA)	Dom Reclaim	~680	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	5 stands	5 departures per 45 mins every 5 mins

Notes: Capacity Limits relate to runway demand with load factors applied to seat numbers. **Changes from 2014 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 2015  
Seat Load Factors**

Summer 2015 load factors for ACL (capped at Summer 2013 +/- 5% pts)		Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
North Terminal	Arrivals	Charter	98.7%	98.3%	98.5%	98.9%	99.1%	98.2%
		CTA	80.1%	73.6%	72.3%	84.7%	87.8%	93.8%
		Dom	86.6%	82.3%	81.4%	83.4%	87.5%	88.8%
		Sched Int	92.0%	91.3%	91.3%	91.2%	92.7%	92.2%
	Departures	Charter	98.4%	97.9%	98.8%	98.7%	99.2%	99.3%
		CTA	70.3%	71.9%	77.7%	91.1%	91.3%	87.5%
		Dom	90.4%	90.7%	93.0%	92.9%	92.3%	93.6%
		Sched Int	92.7%	92.2%	92.9%	92.9%	93.9%	93.0%
South Terminal	Arrivals	Charter	95.7%	94.0%	97.0%	95.1%	96.2%	97.3%
		CTA	87.7%	85.8%	82.8%	84.0%	83.9%	87.7%
		Dom	87.6%	79.3%	76.8%	75.2%	75.6%	85.0%
		Sched Int	91.5%	91.3%	90.7%	91.6%	91.0%	92.2%
	Departures	Charter	96.1%	93.7%	94.6%	94.7%	95.9%	96.7%
		CTA	89.8%	90.1%	92.7%	93.6%	93.3%	91.7%
		Dom	83.4%	88.5%	90.9%	93.0%	87.1%	80.1%
		Sched Int	92.0%	93.2%	92.9%	93.2%	91.6%	92.9%

Note that only changes in load factor which are greater than 5% are for domestic & CTA operations following the loss of Flybe traffic in ST. These have not been capped but are highlighted in blue to show where changes exceed 5%.