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

3rd May 2012

Dear Robert,

GATWICK AIRPORT SCHEDULING DECLARATION FOR WINTER 2012/13

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 Winter of 2012/13 season as attached.

Please contact me if you have any questions.

Yours sincerely

Scott Stanley
Chief Operating Officer
Gatwick Airport.

Gatwick Airport Scheduling Declaration Winter 2012/13

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 Winter 2012/13

Hourly Runway Scheduling Limits

Mon-Fri

Start of UTC Hour	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	15hr	17hr
Total Movements	40	50	52	48	45	48	47	45	45	41	45	48	50	51	38	36	28	693	757
Arrival limit	15	25	26	21	22	25	26	24	23	23	21	26	30	28	24	26	26	359	411
Departure Limit	29	29	31	31	28	27	27	28	28	24	28	24	29	30	22	18	15	415	448

Saturday

Start of UTC Hour	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	15hr	17hr
Total Movements	41	49	49	52	47	51	49	47	45	44	44	40	50	50	38	36	25	696	757
Arrival limit	15	24	26	23	26	26	28	25	23	26	23	25	30	28	24	22	23	372	417
Departure Limit	32	31	28	31	26	29	26	28	28	25	26	20	28	30	22	22	17	410	449

Sunday

Start of UTC Hour	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	15hr	17hr
Total Movements	40	49	47	48	44	49	51	51	48	43	47	46	51	51	38	36	28	703	767
Arrival limit	17	24	24	22	24	26	29	24	24	26	23	30	28	29	24	24	29	374	427
Departure Limit	27	34	31	30	27	25	26	31	29	22	28	20	30	28	22	20	15	410	445

(Changes in bold). Overall there are 2 additional slot opportunities on Sundays only.
 In the 12:00 hour the arrivals limit and total limit are increased by 1.
 In the 22:00 hour the arrivals limit is increased by one but the totals remain the same.

Appendix 2

Gatwick Airport Scheduling Declaration Winter 2011/12

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

Appendix 3

Gatwick Airport Scheduling Declaration Winter 2012/13

Terminal Scheduling Limits

Area	Lowest Capacity Area	Capacity	Proposed Scheduling Limit W12/13
NT Deps	Dep Lounge (soft), Check In, 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	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	6-7 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

Capacities apply to hourly demand on the runway with load factors (appendix 4) applied to aircraft seat numbers.

Notes:

North Terminal security will be extended in June 2012 increasing the number of lanes from 16 to 20. (Note there will be periods when the number of lanes is reduced to 17 in future as they are converted into SMART lane configuration). The capacity for North Terminal hourly departures has therefore been increased from 3300 to 3500 and the rolling 2-hour limit increased from 5500 to 6250.

South Terminal international reclaim capacity is reduced from 3200 to 3000 as belt 8 is converted into a domestic belt as a consequence of the Pier 1 development.

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

The South Terminal dom/CTA gate constraint of 8 remains in place with Pier 1 closure planned in December 2012. Domestic/CTA departures will be served from the South side of Pier 2 and all domestic arrivals will be coached direct to the new domestic reclaim hall.

The additional 6 dom/CTA departure gate constraint is applied to recognise the North Terminal constraint.

Appendix 4

Gatwick Airport Scheduling Declaration Winter 2012/13

Seat Load Factors

The table below shows average load factors for the peak 6 weeks in Winter 2011/12 capped to within 5% of the previous year. Note that figures in red are capped, figures in blue have not been capped despite changing by more than 5%. This recognises the impact of moving EZY domestic traffic from South to North.

Winter 2012 Proposed Load Factors (Capped at Winter 2011 +/-5%)			Mon	Tues	Wed	Thurs	Fri	Sat	Sun
North Terminal	Arrivals	Charter	94.2%	91.4%	92.9%	93.0%	91.1%	88.6%	90.9%
		CTA	63.2%	62.6%	63.2%	68.7%	79.6%	55.6%	73.0%
		Dom	80.5%	74.9%	73.8%	71.9%	72.3%	67.7%	81.8%
		Sched Int	86.4%	81.9%	79.5%	83.7%	86.4%	86.1%	90.1%
	Departures	Charter	88.4%	92.5%	94.0%	95.3%	91.6%	93.0%	95.4%
		CTA	64.8%	59.2%	62.2%	63.4%	69.2%	63.1%	68.5%
		Dom	67.4%	64.2%	71.5%	76.2%	81.7%	74.4%	68.6%
		Sched Int	85.8%	80.4%	81.3%	85.4%	86.0%	87.2%	87.0%
South Terminal	Arrivals	Charter	87.5%	90.0%	82.1%	75.4%	92.0%	91.7%	91.7%
		CTA	72.1%	69.4%	67.8%	71.0%	72.3%	65.8%	78.0%
		Dom	67.5%	65.2%	64.2%	62.8%	66.1%	69.2%	76.0%
		Sched Int	83.6%	82.8%	83.5%	86.7%	87.3%	87.5%	85.0%
	Departures	Charter	85.2%	86.9%	81.6%	84.1%	92.3%	91.4%	93.3%
		CTA	71.4%	60.2%	64.8%	72.3%	75.5%	74.4%	73.5%
		Dom	61.2%	56.6%	62.3%	69.0%	69.2%	65.8%	69.2%
		Sched Int	84.4%	79.2%	79.6%	85.0%	86.5%	87.5%	86.4%