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By Post and email

9th May 2013

Dear Robert,

GATWICK AIRPORT SCHEDULING DECLARATION FOR WINTER 2013/14

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 2013/14 season as attached.

Please contact me if you have any questions.

Yours sincerely,

p.p. 

Scott Stanley
Chief Operating Officer
Gatwick Airport.

**Gatwick Airport Scheduling Declaration
Winter 2013/14**

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
5. Stand Capacity Limit



Appendix 1

Gatwick Airport Scheduling Declaration
Winter 2013/14

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 | 55 | 46 | 45 | 54 | 47 | 47 | 45 | 41 | 45 | 48 | 50 | 51 | 38 | 36 | 30 | 702 | 768 |
| Arrival limit | 15 | 25 | 27 | 21 | 22 | 30 | 26 | 24 | 23 | 23 | 21 | 26 | 30 | 28 | 24 | 26 | 29 | 365 | 420 |
| Departure Limit | 29 | 30 | 31 | 31 | 25 | 27 | 27 | 28 | 28 | 24 | 26 | 24 | 26 | 26 | 22 | 18 | 15 | 404 | 437 |

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 | 53 | 50 | 46 | 51 | 50 | 47 | 45 | 44 | 44 | 40 | 50 | 50 | 38 | 36 | 25 | 698 | 759 |
| Arrival limit | 15 | 24 | 26 | 23 | 26 | 27 | 28 | 25 | 23 | 26 | 23 | 25 | 30 | 28 | 24 | 22 | 23 | 373 | 418 |
| Departure Limit | 32 | 34 | 28 | 28 | 25 | 27 | 26 | 28 | 28 | 25 | 26 | 20 | 28 | 30 | 22 | 22 | 17 | 407 | 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 | 50 | 46 | 44 | 50 | 52 | 52 | 48 | 43 | 47 | 46 | 51 | 51 | 40 | 36 | 31 | 709 | 776 |
| Arrival limit | 17 | 24 | 24 | 22 | 24 | 29 | 29 | 25 | 24 | 26 | 23 | 30 | 28 | 29 | 24 | 24 | 31 | 378 | 433 |
| Departure Limit | 27 | 34 | 29 | 29 | 25 | 25 | 26 | 31 | 29 | 22 | 28 | 20 | 30 | 28 | 22 | 20 | 15 | 405 | 440 |

(Changes in bold). Overall there are 11 additional slots on weekdays, 2 on Saturdays and 9 on Sundays = 66 per week.



Appendix 2

**Gatwick Airport Scheduling Declaration
Winter 2013/14**

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 50-53, up to 14 movements may be scheduled into two 15 minute periods within the hour provided that they are not consecutive. In hours where the total movements are greater than 53, 14 movements may be scheduled in each consecutive 15 minute period.
- 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 2013/14
Stand Capacity Limit**

The stand capacity limit is to ensure that the Terminals are correctly load balanced with respect to Pier Served stand 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 0600 to 1159 UTC when stand capacity is most constrained.

The table below illustrates how the proposed warning limits for W13/14 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 translates these proportions into hourly & 2-hourly limits against the declared runway capacity for W13/14.

| Hourly Limits - NT=68%, ST=52% | | | | | | | | | | | | | | | |
|--------------------------------|---------|-----|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Terminal | Day | ATM | 06:00 | 06:30 | 07:00 | 07:30 | 08:00 | 08:30 | 09:00 | 09:30 | 10:00 | 10:30 | 11:00 | 11:30 | 12:00 |
| North | Mon-Fri | Dep | 20 | 20 | 20 | 21 | 21 | 21 | 21 | 19 | 17 | 18 | 18 | 18 | 18 |
| North | Mon-Fri | Tot | 27 | 31 | 34 | 36 | 37 | 34 | 31 | 31 | 31 | 34 | 37 | 34 | 32 |
| South | Mon-Fri | Dep | 15 | 15 | 16 | 16 | 16 | 16 | 16 | 15 | 13 | 14 | 14 | 14 | 14 |
| South | Mon-Fri | Tot | 21 | 23 | 26 | 27 | 29 | 26 | 24 | 24 | 23 | 26 | 28 | 26 | 24 |
| North | Sat | Dep | 22 | 22 | 23 | 21 | 19 | 19 | 19 | 18 | 17 | 18 | 18 | 18 | 18 |
| North | Sat | Tot | 28 | 31 | 33 | 35 | 36 | 35 | 34 | 33 | 31 | 33 | 35 | 34 | 34 |
| South | Sat | Dep | 17 | 17 | 18 | 16 | 15 | 15 | 15 | 14 | 13 | 14 | 14 | 14 | 14 |
| South | Sat | Tot | 21 | 23 | 25 | 27 | 28 | 27 | 26 | 25 | 24 | 25 | 27 | 26 | 26 |
| North | Sun | Dep | 18 | 21 | 23 | 21 | 20 | 20 | 20 | 18 | 17 | 17 | 17 | 17 | 18 |
| North | Sun | Tot | 27 | 30 | 33 | 34 | 34 | 33 | 31 | 31 | 30 | 32 | 34 | 35 | 35 |
| South | Sun | Dep | 14 | 16 | 18 | 16 | 15 | 15 | 15 | 14 | 13 | 13 | 13 | 13 | 14 |
| South | Sun | Tot | 21 | 23 | 25 | 26 | 26 | 25 | 24 | 23 | 23 | 24 | 26 | 27 | 27 |

| 2-Hourly Limits - NT=63%, ST=47% | | | | | | | | | | | | | | | |
|----------------------------------|---------|-----|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Terminal | Day | ATM | 06:00 | 06:30 | 07:00 | 07:30 | 08:00 | 08:30 | 09:00 | 09:30 | 10:00 | 10:30 | 11:00 | 11:30 | 12:00 |
| North | Mon-Fri | Dep | 40 | 41 | 41 | 42 | 42 | 40 | 38 | 37 | 35 | 36 | 37 | 37 | 37 |
| North | Mon-Fri | Tot | 61 | 66 | 71 | 70 | 69 | 65 | 62 | 65 | 67 | 68 | 69 | 66 | 64 |
| South | Mon-Fri | Dep | 31 | 31 | 32 | 32 | 32 | 31 | 29 | 28 | 27 | 28 | 28 | 28 | 29 |
| South | Mon-Fri | Tot | 47 | 51 | 55 | 54 | 53 | 50 | 47 | 49 | 51 | 52 | 53 | 51 | 49 |
| North | Sat | Dep | 45 | 44 | 42 | 40 | 38 | 37 | 36 | 36 | 35 | 36 | 36 | 36 | 37 |
| North | Sat | Tot | 61 | 65 | 69 | 70 | 70 | 68 | 65 | 66 | 66 | 67 | 69 | 67 | 66 |
| South | Sat | Dep | 34 | 33 | 32 | 31 | 29 | 28 | 28 | 27 | 27 | 27 | 28 | 28 | 28 |
| South | Sat | Tot | 47 | 50 | 53 | 53 | 54 | 52 | 50 | 50 | 50 | 51 | 53 | 51 | 50 |
| North | Sun | Dep | 41 | 42 | 43 | 41 | 39 | 38 | 37 | 35 | 34 | 34 | 35 | 37 | 39 |
| North | Sun | Tot | 61 | 64 | 67 | 66 | 65 | 63 | 61 | 63 | 64 | 67 | 69 | 70 | 71 |
| South | Sun | Dep | 32 | 32 | 33 | 31 | 30 | 29 | 28 | 27 | 26 | 26 | 27 | 28 | 30 |
| South | Sun | Tot | 46 | 49 | 51 | 51 | 50 | 48 | 47 | 48 | 49 | 51 | 53 | 54 | 54 |



Appendix 4

**Gatwick Airport Scheduling Declaration
Winter 2013/14**

Terminal Scheduling Limits

| Area | Lowest capacity area | Capacity | Proposed Sch Limit W13 |
|--------------------------|---------------------------------------|----------------|---|
| NT Deps | Dep Lounge (soft), Central Search | 3420 | 3500 per hr every 30 mins 6250 per 2 hrs every 30 mins |
| NT Int Arr | Immigration | 2350 | 3000 per hr every 30 mins |
| NT Dom Arr (Inc CTA) | Dom Reclaim | 700 (one belt) | 800 per hr |
| ST Deps | Dep Lounge (soft), Baggage Make Up | 3500 | 3800 per hr every 30 mins 7000 per 2 hrs every 30 mins |
| ST Int Arr | Immigration, Int Reclaim | 3000 | 3000 per hr every 30 mins |
| ST Dom Arr (Excl CTA) | Dom Reclaim | 560 | 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 |

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

Notes:

There are no changes to the scheduling limits proposed for W13/14.



Appendix 5

**Gatwick Airport Scheduling Declaration
Winter 2013/14
Seat Load Factors**

The table below shows average load factors for the peak 6 weeks in Winter 2012/13 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 accounts for Isle of Man being reclassified as CTA.

| Winter 2013 Proposed Load Factors (Capped at Winter 2012 +/-5%) | | | Mon | Tues | Wed | Thurs | Fri | Sat | Sun |
|--|------------|-----------|-------|-------|-------|-------|-------|-------|-------|
| North Terminal | Arrivals | Charter | 92.9% | 92.1% | 93.7% | 94.4% | 95.3% | 93.6% | 95.6% |
| | | CTA | 63.2% | 62.1% | 63.4% | 72.6% | 87.2% | 68.9% | 78.9% |
| | | Dom | 74.4% | 74.8% | 73.3% | 73.8% | 75.0% | 71.8% | 83.1% |
| | | Sched Int | 89.2% | 85.5% | 84.5% | 86.4% | 89.5% | 90.4% | 91.2% |
| | Departures | Charter | 93.4% | 97.5% | 93.4% | 98.0% | 96.6% | 95.4% | 90.7% |
| | | CTA | 69.0% | 60.0% | 64.1% | 73.0% | 78.4% | 76.7% | 72.6% |
| | | Dom | 70.3% | 69.5% | 72.2% | 76.0% | 82.5% | 82.0% | 76.5% |
| | | Sched Int | 89.1% | 85.4% | 86.3% | 90.4% | 91.0% | 92.2% | 90.0% |
| South Terminal | Arrivals | Charter | 89.6% | 92.6% | 84.4% | 80.2% | 87.0% | 95.0% | 91.7% |
| | | CTA | 70.3% | 66.3% | 63.5% | 69.1% | 78.5% | 69.2% | 75.7% |
| | | Dom | 72.5% | 69.2% | 67.9% | 68.3% | 73.0% | 68.2% | 82.4% |
| | | Sched Int | 85.2% | 83.1% | 86.2% | 89.3% | 89.4% | 88.9% | 87.7% |
| | Departures | Charter | 87.0% | 91.8% | 82.1% | 82.0% | 94.6% | 95.6% | 94.6% |
| | | CTA | 74.7% | 68.2% | 70.1% | 75.1% | 78.2% | 75.8% | 73.6% |
| | | Dom | 63.3% | 60.0% | 67.5% | 72.6% | 74.2% | 77.8% | 70.2% |
| | | Sched Int | 87.0% | 84.2% | 84.6% | 86.3% | 87.4% | 89.9% | 87.0% |

Note: CTA figures now include Isle of Man traffic, which is reclassified from Domestic.

