

Gatwick Airport Scheduling Declaration Winter 2015/16

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 2015/16

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 Limit	38	49	55	48	46	50	47	47	45	41	45	46	47	49	38	38	30	691	759
Arrival Limit	15	25	27	21	23	30	26	24	23	25	21	26	30	28	24	28	29	368	425
Departure Limit	29	33	31	31	25	27	27	28	28	24	28	24	26	26	22	18	15	409	442
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 Limit	44	47	54	46	47	53	51	49	48	44	42	40	45	45	38	36	25	693	754
Arrival Limit	15	24	27	23	27	28	28	25	23	26	23	25	30	28	24	22	23	376	421
Departure Limit	35	35	28	28	26	27	26	28	28	25	26	20	28	30	22	22	17	412	451
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 Limit	38	45	52	45	43	52	52	52	48	43	42	50	52	49	36	36	39	699	774
Arrival Limit	17	24	24	22	24	29	29	25	24	26	23	30	28	29	24	24	36	378	438
Departure Limit	27	35	30	29	25	25	26	31	29	22	28	21	30	28	22	20	15	408	443
Changes to W14/15 Totals																			
Start of UTC Hour	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	15hr	17hr
Mon-Fri					1													1	1
Saturday						1												1	1
Sunday																		0	0

Increases in capacity have been provided where required to accommodate predicted demand. There is also an increase of +1 Arr at 10:00 on weekdays from 22 to 23 and +1 Dep at 07:00 from 32 to 33.

Appendix 2

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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 50-55, no more than 14 movements may be scheduled within each consecutive 15 minute period, consisting of no more than 8 arrivals or 8 departures.
- 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.
- 5 Note that an additional limit of 5 atms per 5 minutes will be applied to departures in order to smooth the 5 minute demand within the 15 minute constraint. This will apply during the morning peak (0600-1300) for a trial period during W15/16.

Appendix 3

Gatwick Airport Scheduling Declaration Winter 2015/16 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.
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 W15/16 have been calculated.

W14	Code C	% Total	Tolerance	Hourly Warning	2-Hourly Warning
ST	38	50%	5%	55%	50%
NT	38	50%	15%	65%	60%
Total	76	100%	20%	120%	110%

i.e. No more than 55% of hourly runway slots (departures and total) should be allocated to South Terminal and no more than 50% of slots over 2 hours between 0600 and 1159 UTC. The slots are counted on a rolling half hour basis.

Due to the limited number of stands available for code F aircraft parking at LGW, all slot requests for code F aircraft will, in the first instance, be referred to GAL via ACL to ensure that a suitable pier served stand is available.

GAL will inform ACL if it is unable to accept this aircraft type at the requested time as soon as possible.

The table below translates these proportions into hourly & 2-hourly limits against the declared runway capacity for W15/16.

Hourly Limits - NT=65%, ST=55%															
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	19	20	21	21	20	20	20	18	16	17	18	18	18
North	Mon-Fri	Tot	25	28	32	34	36	33	31	31	30	31	33	32	31
North	Sat	Dep	23	23	23	20	18	18	18	18	17	17	18	17	17
North	Sat	Tot	29	30	31	33	35	33	30	30	31	33	34	34	33
North	Sun	Dep	18	20	23	21	20	19	19	18	16	16	16	17	17
North	Sun	Tot	25	27	29	32	34	32	29	29	28	31	34	34	34
South	Mon-Fri	Dep	16	17	18	18	17	17	17	15	14	14	15	15	15
South	Mon-Fri	Tot	21	24	27	29	30	28	26	26	25	26	28	27	26
South	Sat	Dep	19	19	19	17	15	15	15	15	14	15	15	15	14
South	Sat	Tot	24	25	26	28	30	28	25	26	26	28	29	29	28
South	Sun	Dep	15	17	19	18	17	16	16	15	14	14	14	14	14
South	Sun	Tot	21	23	25	27	29	27	25	24	24	26	29	29	29
2-Hourly Limits - NT=60%, ST=50%															
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	37	38	38	38	37	35	34	32	31	32	32	33	33
North	Mon-Fri	Tot	52	57	62	62	62	59	56	57	58	58	58	57	56
North	Sat	Dep	42	40	38	36	34	33	32	32	32	32	32	32	32
North	Sat	Tot	55	58	61	60	60	58	56	58	60	61	62	61	60
North	Sun	Dep	37	38	39	37	35	34	32	31	30	30	31	32	34
North	Sun	Tot	50	54	58	58	58	56	53	55	57	60	62	62	62
South	Mon-Fri	Dep	31	32	32	32	31	30	28	27	26	27	27	27	28
South	Mon-Fri	Tot	44	48	52	52	52	49	47	48	48	48	49	48	47
South	Sat	Dep	35	33	32	30	28	28	27	27	27	27	27	27	27
South	Sat	Tot	46	48	51	50	50	48	47	48	50	51	52	51	50
South	Sun	Dep	31	32	33	31	30	28	27	26	25	25	26	27	29
South	Sun	Tot	42	45	49	49	49	46	44	46	48	50	52	52	52

Appendix 4

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Terminal Scheduling Limits

Area	Lowest capacity area	Capacity	Proposed Sch Limit W15
NT Deps	Check-in	~3800	3800 per hr every 30 mins 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 every 15 mins
ST Deps	Dep Lounge (soft), Central Search	~4050	3800 per hr every 30 mins 7000 per 2 hrs every 30 mins
ST Int Arr	Immigration, Int Reclaim	~3000	3350 per hr every 30 mins
ST Dom Arr (Excl CTA)	Dom Reclaim	~750	650 per hr every 15 mins
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

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

Appendix 5

Gatwick Airport Scheduling Declaration Winter 2015/16 Seat Load Factors

The table below shows average load factors for the peak 6 weeks in Winter 2014/15 capped to within 5% of the previous year. Note that figures in red are capped.

Winter 2015 Proposed Load Factors (Capped at Winter 2014 +/-5%)			Mon	Tues	Wed	Thurs	Fri	Sat	Sun
North Terminal	Arrivals	Charter	96.7%	95.7%	95.4%	96.5%	96.2%	92.2%	96.8%
		CTA	73.2%	71.8%	64.2%	72.6%	81.4%	78.9%	88.9%
		Dom	81.0%	78.2%	74.5%	74.5%	80.2%	81.5%	90.4%
		Sched Int	88.2%	88.3%	85.0%	86.9%	87.6%	89.3%	90.4%
	Departures	Charter	93.9%	93.8%	95.7%	97.5%	97.5%	96.4%	95.3%
		CTA	78.8%	69.4%	65.5%	70.5%	75.2%	84.1%	82.6%
		Dom	76.4%	75.4%	80.9%	86.0%	85.0%	88.4%	86.5%
		Sched Int	87.6%	87.8%	87.5%	89.3%	89.6%	91.2%	87.7%
South Terminal	Arrivals	Charter	82.0%	88.6%	79.4%	80.2%	88.2%	88.4%	91.8%
		CTA	75.6%	73.4%	68.6%	73.9%	82.7%	77.7%	82.6%
		Dom	77.3%	65.7%	63.3%	63.2%	67.6%	63.3%	79.0%
		Sched Int	87.4%	84.9%	85.2%	87.5%	89.6%	90.4%	91.3%
	Departures	Charter	83.4%	83.8%	82.1%	82.0%	87.8%	91.9%	91.9%
		CTA	78.8%	70.4%	70.8%	77.1%	82.9%	84.4%	82.2%
		Dom	64.8%	62.7%	66.0%	70.2%	73.6%	76.1%	68.5%
		Sched Int	89.3%	84.6%	85.0%	88.6%	90.6%	91.0%	91.1%