

## **Gatwick Airport Scheduling Declaration Winter 2024/25**

List of attachments:

1. Runway scheduling limits
2. Additional runway-scheduling constraints
3. Stand Capacity Limit
4. Terminal scheduling limits
5. Load factors to be used for terminal scheduling calculations

## Appendix 1

# Gatwick Airport Scheduling Declaration Winter 2024/25

## Hourly Runway Scheduling Limits

### W24/25 Declaration

#### 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	50	55	49	45	50	47	48	46	41	45	48	49	48	44	39	30	703	772
Arrival Limit	15	25	27	20	22	26	26	24	25	25	23	25	27	28	26	28	27	364	419
Departure Limit	28	33	32	33	25	29	27	29	26	24	28	27	26	26	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 Limit	45	49	55	48	50	53	51	50	49	44	42	40	40	40	38	34	25	694	753
Arrival Limit	15	24	27	23	27	27	27	25	23	26	23	25	27	28	24	22	23	371	416
Departure Limit	34	35	29	30	27	28	28	28	28	25	26	20	20	20	20	20	17	398	435

#### 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	50	50	46	46	50	51	52	50	45	44	50	52	46	46	40	39	716	795
Arrival Limit	17	24	24	22	24	27	26	27	24	26	23	27	27	27	27	27	35	372	434
Departure Limit	28	37	31	29	28	25	27	29	29	22	29	25	30	28	22	20	15	419	454

The following capacity flexes were agreed by the Coordination Committee on 23<sup>rd</sup> May 2024 (highlighted in red above).

Friday 09D +1 to 33, 10D -1 to 25  
09T +1 to 49, 10T -1 to 45

Saturday 09D +1 to 30, 10D -1 to 27  
12T -1 to 51, 13T +1 to 50

*Note that S24 limits may apply over the October half term period at the start of the Winter season and some capacity overages may be agreed over the Christmas period. Details to be agreed at S25 declaration meeting.*

## Appendix 2

### Gatwick Airport Scheduling Declaration Winter 2024/25

#### Additional Runway Constraints

- 1 Having regard to historic rights, the following constraints should apply;
- 2 15 minute limits are set with the following offset (55-05, 10-20, 25-35, 40-50) so as to smooth the demand across the hour while providing sufficient flex between 15 minute intervals within the hour to facilitate coordination. The 15 minute limits are specified in the following tables.
- 3 An additional limit of 5 departure atms and/or 4 arrival atms per 5 minutes is applied in order to smooth the 5 minute demand within the 15 minute constraint.
- 4 Due to the limited code F parking capacity at Gatwick, all A380 slot requests will in the first instance be referred to GAL via ACL for approval. Due to the increased runway separation times, an A380 arrival requires 2 x 15 minute arrival slots and an A380 departure requires 2 x 15 minute departure slots but in either case only one slot is used on totals.

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### Weekday 15 Minute Limits

<b>Weekday 15 minute Constraint</b>																	
	R15 Period	Arrival	Departure	Total		R15 Period	Arrival	Departure	Total		R15 Period	Arrival	Departure	Total			
	05:00	0455-0505	6	6	10		12:00	1155-1205	7	7	13		19:00	1855-1905	8	7	13
	05:00	0510-0520	6	6	10		12:00	1210-1220	7	8	13		19:00	1910-1920	7	7	13
	05:00	0525-0535	6	6	10		12:00	1225-1235	7	7	13		19:00	1925-1935	8	7	13
	05:00	0540-0550	6	6	10		12:00	1240-1250	7	8	13		19:00	1940-1950	7	7	13
	06:00	0555-0605	5	8	10		13:00	1255-1305	7	7	13		20:00	1955-2005	7	6	11
	06:00	0610-0620	5	8	10		13:00	1310-1320	7	8	13		20:00	2010-2020	7	6	12
	06:00	0625-0635	5	8	10		13:00	1325-1335	7	7	13		20:00	2025-2035	7	6	11
	06:00	0640-0650	5	8	10		13:00	1340-1350	7	7	13		20:00	2040-2050	7	6	12
	07:00	0655-0705	7	9	14		14:00	1355-1405	7	8	12		21:00	2055-2105	8	5	10
	07:00	0710-0720	7	9	14		14:00	1410-1420	7	7	12		21:00	2110-2120	8	5	11
	07:00	0725-0735	7	9	14		14:00	1425-1435	7	7	12		21:00	2125-2135	8	5	10
	07:00	0740-0750	7	9	14		14:00	1440-1450	7	7	12		21:00	2140-2150	8	5	11
	08:00	0755-0805	8	8	14		15:00	1455-1505	7	6	11		22:00	2155-2205	8	5	10
	08:00	0810-0820	7	9	14		15:00	1510-1520	7	7	11		22:00	2210-2220	8	5	11
	08:00	0825-0835	8	8	14		15:00	1525-1535	7	6	11		22:00	2225-2235	8	5	10
	08:00	0840-0850	7	9	14		15:00	1540-1550	7	7	11		22:00	2240-2250	8	5	11
	09:00	0855-0905	7	8	14		16:00	1555-1605	6	8	12		23:00	2255-2305	6	6	10
	09:00	0910-0920	6	9	13		16:00	1610-1620	6	7	12		23:00	2310-2320	6	6	10
	09:00	0925-0935	6	8	13		16:00	1625-1635	6	8	12		23:00	2325-2335	6	6	10
	09:00	0940-0950	6	9	13		16:00	1640-1650	7	7	13		23:00	2340-2350	6	6	10
	10:00	0955-1005	7	7	12		17:00	1655-1705	7	7	13		23:00	2355-0450	6	6	10
	10:00	1010-1020	6	8	13		17:00	1710-1720	7	7	12						
	10:00	1025-1035	7	7	12		17:00	1725-1735	7	7	13						
	10:00	1040-1050	6	8	13		17:00	1740-1750	7	7	12						
	11:00	1055-1105	8	7	13		18:00	1755-1805	8	7	13						
	11:00	1110-1120	7	8	13		18:00	1810-1820	7	7	13						
	11:00	1125-1135	8	7	13		18:00	1825-1835	8	7	13						
	11:00	1140-1150	7	8	13		18:00	1840-1850	7	7	13						

1340 D -1 to 7, 1355 D +1 to 8

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## Saturday 15 Minute Limits

	R15 Period	Arrival	Departure	Total
05:00	0455-0505	6	6	10
05:00	0510-0520	6	6	10
05:00	0525-0535	6	6	10
05:00	0540-0550	6	6	10
06:00	0555-0605	7	9	11
06:00	0610-0620	7	9	12
06:00	0625-0635	7	9	11
06:00	0640-0650	7	9	12
07:00	0655-0705	7	9	14
07:00	0710-0720	7	9	14
07:00	0725-0735	7	9	14
07:00	0740-0750	7	9	14
08:00	0755-0805	8	8	14
08:00	0810-0820	7	7	14
08:00	0825-0835	8	8	14
08:00	0840-0850	7	7	14
09:00	0855-0905	7	8	14
09:00	0910-0920	7	7	12
09:00	0925-0935	6	8	13
09:00	0940-0950	7	7	12
10:00	09:55-1005	8	8	13
10:00	1010-1020	7	7	13
10:00	1025-1035	8	8	13
10:00	1040-1050	7	7	13
11:00	1055-1105	8	8	14
11:00	1110-1120	7	7	14
11:00	1125-1135	8	8	14
11:00	1140-1150	7	7	14

	R15 Period	Arrival	Departure	Total
12:00	1155-1205	8	8	14
12:00	1210-1220	7	7	13
12:00	1225-1235	8	8	14
12:00	1240-1250	7	7	13
13:00	1255-1305	7	8	13
13:00	1310-1320	7	7	13
13:00	1325-1335	7	8	13
13:00	1340-1350	7	7	13
14:00	1355-1405	6	8	13
14:00	1410-1420	7	7	13
14:00	1425-1435	6	8	13
14:00	1440-1450	7	7	13
15:00	1455-1505	7	7	12
15:00	1510-1520	7	7	11
15:00	1525-1535	7	7	12
15:00	1540-1550	7	7	11
16:00	1555-1605	6	7	11
16:00	1610-1620	7	7	11
16:00	1625-1635	6	7	11
16:00	1640-1650	7	7	11
17:00	1655-1705	7	6	10
17:00	1710-1720	7	6	11
17:00	1725-1735	7	6	10
17:00	1740-1750	7	6	11
18:00	1755-1805	7	6	10
18:00	1810-1820	7	6	11
18:00	1825-1835	7	6	10
18:00	1840-1850	7	6	11

	R15 Period	Arrival	Departure	Total
19:00	1855-1905	8	6	10
19:00	1910-1920	7	6	11
19:00	1925-1935	8	6	10
19:00	1940-1950	7	6	11
20:00	1955-2005	6	6	10
20:00	2010-2020	7	6	10
20:00	2025-2035	6	6	10
20:00	2040-2050	7	6	10
21:00	2055-2105	6	6	10
21:00	2110-2120	7	6	10
21:00	2125-2135	6	6	10
21:00	2140-2150	7	6	10
22:00	2155-2205	6	6	10
22:00	2210-2220	7	6	10
22:00	2225-2235	6	6	10
22:00	2240-2250	7	6	10
23:00	2255-2305	6	6	10
23:00	2310-2320	6	6	10
23:00	2325-2335	6	6	10
23:00	2340-2350	6	6	10
23:00	2355-0450	6	6	10

15 minute constraints unchanged from W23

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### Sunday 15 Minute Limits

	R15 Period	Arrival	Departure	Total
05:00	0455-0505	6	6	10
05:00	0510-0520	6	6	10
05:00	0525-0535	6	6	10
05:00	0540-0550	6	6	10
06:00	0555-0605	6	7	10
06:00	0610-0620	6	8	10
06:00	0625-0635	6	7	10
06:00	0640-0650	6	8	10
07:00	0655-0705	7	10	13
07:00	0710-0720	6	10	12
07:00	0725-0735	7	10	13
07:00	0740-0750	6	10	12
08:00	0755-0805	7	9	14
08:00	0810-0820	6	8	13
08:00	0825-0835	7	9	14
08:00	0840-0850	6	8	13
09:00	0855-0905	6	8	12
09:00	0910-0920	6	8	12
09:00	0925-0935	6	8	12
09:00	0940-0950	6	8	12
10:00	0955-1005	7	7	12
10:00	1010-1020	6	8	12
10:00	1025-1035	7	7	12
10:00	1040-1050	6	8	12
11:00	1055-1105	8	7	13
11:00	1110-1120	7	8	14
11:00	1125-1135	8	7	13
11:00	1140-1150	7	8	14

	R15 Period	Arrival	Departure	Total
12:00	1155-1205	8	7	14
12:00	1210-1220	7	8	13
12:00	1225-1235	8	7	14
12:00	1240-1250	7	8	13
13:00	1255-1305	7	9	14
13:00	1310-1320	7	8	13
13:00	1325-1335	7	9	14
13:00	1340-1350	7	8	13
14:00	1355-1405	7	8	12
14:00	1410-1420	6	8	13
14:00	1425-1435	7	8	12
14:00	1440-1450	6	8	13
15:00	1455-1505	7	6	11
15:00	1510-1520	7	6	12
15:00	1525-1535	7	6	11
15:00	1540-1550	7	6	12
16:00	1555-1605	7	8	12
16:00	1610-1620	6	8	12
16:00	1625-1635	7	8	12
16:00	1640-1650	6	8	12
17:00	1655-1705	8	7	13
17:00	1710-1720	7	7	13
17:00	1725-1735	8	7	13
17:00	1740-1750	7	7	13
18:00	1755-1805	8	8	14
18:00	1810-1820	7	8	13
18:00	1825-1835	8	8	14
18:00	1840-1850	7	8	13

	R15 Period	Arrival	Departure	Total
19:00	1855-1905	8	7	12
19:00	1910-1920	7	8	12
19:00	1925-1935	8	7	12
19:00	1940-1950	7	8	12
20:00	1955-2005	8	6	12
20:00	2010-2020	7	6	12
20:00	2025-2035	8	6	12
20:00	2040-2050	7	6	12
21:00	2055-2105	8	6	11
21:00	2110-2120	7	6	10
21:00	2125-2135	8	6	11
21:00	2140-2150	7	6	10
22:00	2155-2205	10	6	10
22:00	2210-2220	9	6	11
22:00	2225-2235	10	6	10
22:00	2240-2250	9	6	11
23:00	2255-2305	7	6	10
23:00	2310-2320	6	6	10
23:00	2325-2335	6	6	10
23:00	2340-2350	6	6	10
23:00	2355-0450	6	6	10

15 minute constraints unchanged from W23

## Appendix 3

### Gatwick Airport Scheduling Declaration Winter 2024/25 Stand Capacity Limit

ACL will apply the stand occupancy calculator to assess spare capacity against stand provision. This will be applied to overall provision (pier served and remote) by stand size and to pier served provision by Terminal and stand size.

The model will be calibrated against operational stand plans and limits set on spare capacity such that when the limit is breached, the slot will be referred to GAL airfield operations for approval.

#### Parking Position Availability

South Terminal			
Stands		Departure Gates	
Code C	35 Code C equivalent (3 removed for Taxiway rehabilitation)	Pier served	31
Code E	16	Coaching	4

  

North Terminal			
Stands		Departure Gates	
Code C	39 (3 removed for Pier 6 works)	Pier served	33
Code E	15 (2 removed for Pier 6 Works)	Coaching	4 (6 removed for Gate 45 refurbishment)
Code F	1		

  

Remote Parking	
Stands	
Code C	60 Code C equivalent parking positions (1 removed for work site)
Code F	2

Note that the code C equivalent includes full use of MCA (Multi Centreline Apron) capability. The number of MCA positions available at any one time will depend on how many are blocked by wide body aircraft on stand.

## Appendix 4

### Gatwick Airport Scheduling Declaration Winter 2024/25 Terminal Scheduling Limits

Terminal Area / Process		Proposed W24/25 Scheduling Limit	Proposed Temporary First Wave Scheduling Limits (Project Gate 45)
ST Departures	Departures (T60/30 & T120/30)	3,600 (7,000 2hr)	2,500 (Apply: Coordination – Baseline)
ST Arrivals	Int Arrivals (T60/30)	3,350	2,050 (Apply: Coordination – Baseline)
	Dom Reclaim (T60/15)	850	N/A
	Int Code E/F (R60/15)*	5	N/A
	Int Flights Referral (R60/15)*	14	N/A
ST Gate Limit	Departures (R90/5)	29	23 (Apply: Coordination – Baseline)
NT Departures	Departures (T60/30 & T120/30)	4,300 (7,750 2hr)	3,200 (Apply: Coordination – Season end)
NT Arrivals	Int Arrivals (T60/30)	4,000	2,700 (Apply: Coordination – Season end)
	Dom Reclaim (T60/15)	800	N/A
	Int Code E/F (R60/15)*	7	N/A
	Int Flights Referral (R60/15)*	17	N/A
NT Gate Limit	Departures (R90/5)	36	30 (Apply: Coordination – Season end)

While gate 45 works are in progress, 9 based easyJet flights are moved from North to South. To facilitate this temporary limits are applied both to the gate capacity and the Terminal limits so as to safeguard the availability for the Terminal moves.

Temporary limits application timeframes:  
 Departures: 0500-0800 UTC  
 Arrivals: 1900-2230 UTC  
 Gate Limit: 0500-0800 & 1900-2230 UTC

The arrivals referral limit, which was previously used to protect from exceeding immigration capacity in hours with a high proportion of NEU traffic, has now been replaced with an arrivals ATM limit to better reflect the arrivals capability in each Terminal.

*\*aligned with offset 15 minute runway constraint*



Appendix 5

Gatwick Airport Scheduling Declaration  
 Winter 2024/25  
 Seat Load Factors

The table below shows average load factors to apply for W24/25. Calculated using the peak 6 week actuals in W23/24 shown in black but capped at +5% in green and -5% in red as compared with W23/24 declared load factors.

Winter 24 Declared Load factor		Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	
NT	A	DOM	86.5%	81.1%	81.3%	82.9%	85.9%	84.0%	89.0%
		LH	88.3%	86.8%	87.0%	88.6%	89.2%	94.0%	88.6%
		SH	89.2%	88.9%	87.4%	88.3%	89.3%	88.5%	91.2%
	D	DOM	83.6%	82.5%	84.6%	82.5%	88.1%	88.6%	89.8%
		LH	90.2%	90.4%	93.5%	95.2%	96.1%	94.1%	89.4%
		SH	90.9%	91.1%	90.6%	91.6%	92.0%	89.7%	90.4%
ST	A	DOM	82.0%	73.9%	78.7%	82.4%	83.7%	80.2%	86.5%
		LH	84.0%	86.2%	84.7%	86.2%	85.8%	90.5%	87.0%
		SH	86.2%	85.4%	82.5%	82.9%	85.0%	84.3%	85.5%
	D	DOM	83.7%	80.1%	77.0%	88.0%	84.2%	87.2%	85.8%
		LH	88.7%	85.1%	89.2%	92.0%	91.5%	91.5%	87.6%
		SH	86.3%	84.1%	87.3%	86.1%	86.5%	85.0%	84.7%
A	Charter	92.9%	89.9%	91.0%	90.5%	91.9%	91.1%	91.3%	
D	Charter	94.7%	92.4%	98.6%	97.3%	92.7%	93.1%	91.9%	