Preliminary Environmental Information Report
Chapter 4: Existing Site and Operation

September 2021

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4 Existing Site and Operation

4.1. Introduction

4.1.1 This chapter of the Preliminary Environmental Information Report (PEIR) provides an overview of the existing Gatwick Airport and the key changes that are planned in the absence of the Project. This provides details of the existing and future baseline situation, with regard to the airport and its operations. Details of the Northern Runway Project are provided in Chapter 5: Project Description.

4.2. Gatwick Airport

4.2.1 London Gatwick became an aerodrome in the 1930s and was formally opened as a passenger airport in 1958. Since this time, passenger numbers have grown to over 46 million passengers per year. In 2019 (the most recent full year of operation prior to the Covid pandemic), Gatwick served more destinations than any other UK airport[1].

4.2.2 The operation at Gatwick Airport is served by a single main runway and two terminals: North Terminal and South Terminal. When the main runway is unavailable, the existing northern runway is used. The northern runway was used for 2,842 air traffic movements in 2019.

4.2.3 The extent of the Gatwick Airport boundary is presented in Figure 1.3.1. Key features mentioned in this chapter are shown on Figure 4.2.1 (sheets a to c).

Existing Runway Provision

4.2.4 Gatwick's main runway is designated 08R/26L. This means that when the wind is from the east, aircraft using the runway approach and depart on a heading of 80° (with the runway referred to as runway 08R). When the wind is from the west, aircraft arrive and depart on a heading of 260° (referred to as runway 26L). The 'L' and 'R' annotation is to be read as 'Left' or 'Right', as when pilots approach the active runway, it will appear in their field of view as the left or right of a marked pair of runways. Due to the prevailing wind conditions, the runway is used in the westerly (260°) direction for approximately 75% of the time in a typical year (although this varies year on year). The main runway is an instrument runway[2], measuring approximately 3.3 km in length and a minimum of 45 metres in width, plus runway shoulders.

4.2.5 The existing northern runway is designated 08L/26R. As with the main runway, aircraft arrive and depart on a heading of 80° when the wind is from the east (referred to as runway 08L), and on a heading of 260° when the wind is from the west (referred to as runway 26R). The runway is currently a non-instrument runway[3], measuring approximately 2.6 km in length and a minimum of

[1] Gatwick served 202 destinations in 2019 with annual passenger volumes more than 20k (CAA Statistics).
[2] An instrument runway is one equipped with both visual and non-visual navigational aids which allow for the safe approach and landing of aircraft in all weather conditions, including those periods where low cloud or fog restrict visibility to the pilot. The main navigational aid assisting pilots in their final approach to the runway is known as the Instrument Landing System (ILS). An ILS is composed of two separate pieces of equipment – the localiser and the glidepath aerials. The localiser provides left-right guidance so that the aircraft follows the runway centreline. The glidepath signal provides guidance so that the aircraft follows the correct angle of approach and rate of descent to the runway. There are two separate sets of ILS equipment at Gatwick, one of which will always be active at any one time when the main runway is in use.
[3] A non-instrument runway is one where the pilot is reliant on visual cues (approach and runway lighting, approach path indicators, and paint markings) to make a safe approach and landing to the airport. If the visual cues are not visible to the pilot owing, for example, to fog on the runway or a very low cloud base, then the aircraft may have to hold until conditions improve, or divert to an alternate airport. A non-instrument runway is not equipped with ILS.

45 metres in width, plus runway shoulders. When not in use as a runway, the existing northern runway is used as a parallel taxiway for the main runway.

4.2.6 The existing airport is predominantly used by the following aircraft types, defined in accordance with the International Civil Aviation Organization (ICAO) Aerodrome Reference Code (ICAO, 2017) (second element):

- Code C: aircraft with a wingspan of between 24 metres and less than 36 metres, such as the Boeing 737-700 or Airbus A-320;
- Code D: aircraft with a wingspan of between 36 metres and less than 52 metres, such as the B767 series or Airbus A-310;
- Code E: aircraft with a wingspan of between 52 metres and less than 65 metres, such as the B777/B787 series or A330 family; and
- Code F: aircraft with a wingspan of between 65 metres and less than 80 metres, such as the Boeing 747-8 or Airbus A-380-800.

4.2.7 In addition, a number of smaller Code A and Code B aircraft use the airport for general aviation[4].

Taxiways

4.2.8 The existing Taxiway Juliet provides a parallel taxiway to the north of the northern runway. In addition, the airfield includes:

- a network of taxiways to the north of Taxiway Juliet, providing the ability for aircraft to move around the airfield and access the existing piers, stands, Taxiway Juliet and the runways;
- exit taxiways between the main runway and the existing northern runway; and
- taxiways between Taxiway Juliet and the existing northern runway.

Terminals, Piers and Stands

4.2.9 Gatwick Airport has two passenger terminals: North Terminal, which opened in 1988, and South Terminal, which opened in 1958. The terminals are shown in blue on Figure 4.2.1a.

4.2.10 The existing North and South Terminals have maximum heights of 32 and 40 metres and gross floor areas of approximately 98,100 m^2 and 119,300 m^2 respectively. This includes facilities such as:

- check-in desks;
- security;
- departure lounge;
- outbound baggage;
- gates;
- air bridges;
- immigration; and
- arrival baggage.

4.2.11 In addition, the terminals include offices, shops, restaurants, welfare facilities, baggage handling facilities, boilers and chillers.

[4] General aviation is defined as civil aviation operations other than scheduled air services and non-scheduled air transport operations for remuneration or hire.

4.2.12 The terminals are linked by an inter-terminal tracked transit system (ITTS) with journey times of approximately two minutes between the two. The ITTS is shown in red on Figure 4.2.1b.

4.2.13 Gatwick Airport currently supports six piers from which passengers embark and disembark aircraft (Piers 1, 2 and 3 at South Terminal and Piers 4, 5 and 6 at North Terminal – shown in blue on Figure 4.2.1a). The number of aircraft stands serviced by each pier is dependent on the type and size of aircraft. Many of the airport apron parking stands are configured so that a given stand can be configured to park with one large aircraft in the centre of the stand (usually Code E or F), or two smaller aircraft (Code C and below) side by side. At the current time, the number of stands provided is as shown in the table below.

Table 4.2.1: Aircraft Parking Stands

Aircraft Type	Number of Stand Centrelines (2019)
Code C stands (North Terminal)	41
Code C stands (South Terminal)	38
Code C stands (remote)	62
Code E stands (North Terminal)	17
Code E stands (South Terminal)	16
Code E stands (remote)	27
Code F stands (North Terminal)	1

Note: Number represents the number of stand centrelines, different configurations are available.

Existing Airfield and Supporting Facilities

4.2.14 The existing airport includes a number of facilities required to support the operation of the airfield, including:

- airport fire station (airport fire service);
- central area recycling enclosure (CARE);
- motor transport, surface transport and ground maintenance facilities;
- cargo facilities;
- fire training ground;
- aircraft hangars;
- air traffic control tower;
- noise mitigation, including the existing bund and noise wall;
- internal access routes (including Larkins Road); and
- a fuel storage area (known as the fuel farm).

4.2.15 These features are shown on Figure 4.2.1a. In addition, the main runway operation is supported by an Instrument Landing System (ILS).

4.2.16 In addition to departing and arriving flights, aircraft engine testing (known as aircraft engine ground running) currently occurs within the airfield, including at the eastern and western ends of Taxiway Juliet, on Taxiway Yankee and on the northern runway.

4.2.17 The existing cargo facility occupies an area of approximately 10 hectares, including 23,000 m^2 of cargo sheds, with office accommodation and areas for heavy goods vehicle loading, unloading and parking.

4.2.18 British Airways operates one hangar south of the main runway. In addition, there are currently three hangars to the north of the runway (operated by Virgin Atlantic, Boeing and easyJet).

4.2.19 The CARE and motor transport facilities, along with a number of other supporting facilities (such as pumping stations and substations) are located to the north of Taxiway Juliet and between Taxiways Tango and Sierra.

4.2.20 The existing fire station is located to the north of Taxiway Juliet and south of the air traffic control tower, with a fire training ground located north of the western end of Taxiway Juliet. The Gatwick Airport Fire Service is based at the airport fire station and provides appropriate rescue and fire-fighting cover in accordance with regulatory requirements 24 hours a day, 365 days per year.

Hotel and Commercial Faciltiies

4.2.21 Existing hotels at the airport provide approximately 3,000 rooms (combined). The hotels are:

- Hampton by Hilton - North Terminal;
- Premier Inn - North Terminal;
- Premier Inn (A23 Airport Way) - North Terminal;
- Sofitel London Gatwick - North Terminal;
- BLOC - South Terminal;
- Hilton London Gatwick - South Terminal;
- Courtyard Marriott - South Terminal; and
- YOTELAIR - South Terminal.

4.2.22 The existing hotel locations are shown on Figure 4.2.1b.

4.2.23 Existing main office facilities within the airport provide approximately 34,590 m^2 of floorspace (net internal area).

Car Parking

4.2.24 A range of on-airport car parking is currently provided, including short stay, long stay and staff parking (see Figure 4.2.1b). Approximately 46,700 parking spaces were available in summer 2019 within the airport boundary.

Table 4.2.2: Existing Car Parks (Summer 2019 – last full year pre-Covid)

Type	Number of Spaces
Short Stay	
Multi-storey car parks 1, 2, 3	2,472
Multi-storey car parks 5, 6	2,099
Long Stay	
Self-park south	8,282
Self-park north	6,266
Valet 'Courtland'	3,285
Valet north 'Flying Pan'	966
Valet MA-1	5,372
Valet 'Purple Parking'	821
Summer Special	5,277
Holiday	1,546
South valet	3,363
Commuter and coach	292
Car park Z	570
Total Short Stay and Long Stay	**40,611**
Staff Car Parks	
Car park B	414
Car park Y	916
Car park M	463
Car park X and V	2,644
Car park L	362
Car park W	121
Car park H	1,170
Total Staff Parking	**6,090**
Total Spaces	**46,701**

Surface Access

Highways Connections

4.2.25 Gatwick Airport is directly connected to the M23 via the M23 spur road, approximately 25 miles south of central London.

4.2.26 The South Terminal junction (M23 Junction 9A) currently consists of a three-arm at grade roundabout, with the M23 spur approaching from the east and Airport Way from the west. The southern arm of the roundabout provides access to the South Terminal, car parking and hotels and offices.

4.2.27 The North Terminal roundabout is the entry point to the North Terminal and local access roads, including the north and east perimeter roads. The existing layout consists of a circular five-arm at grade roundabout to the north east of the North Terminal and to the south west of the A23.

Gatwick Station

4.2.28 Gatwick's railway station is located at the South Terminal. There is a direct transit link from the railway station to the North Terminal. The station provides over 120 direct rail connections (no change required), including direct trains to central London. These include the Gatwick Express service to London Victoria as well as the Southern and Thameslink networks. The railway station served over 20 million rail journeys in 2019.

Shuttle Service

4.2.29 The two terminals are connected by the ITTS, an automated people mover (monorail shuttle service). This currently operates two three-car trains every few minutes between the terminals.

Bus Services

4.2.30 Both terminals provide access to local and regional bus and coach services.

Surface and Foul Water Drainage

4.2.31 Within the airport, surface water is managed through existing Ponds A to G, Pond M and Dog Kennel Pond (see Figure 4.2.1c). Rainfall runoff from the airport generally drains via attenuation ponds and pollution control structures to one of three watercourses: Crawter's Brook, Gatwick Stream and the River Mole, in accordance with existing discharge consents.

4.2.32 Foul water currently passes to the Crawley Sewage Treatment Works to the south east of the airport or Horley Sewage Treatment Works to the north east of the airport.

Existing Operation and Maintenance

4.2.33 In 2019 approximately 24,000 staff worked at the airport of which approximately 3,300 were employed directly by Gatwick Airport Limited (GAL). In 2020 with the prevailing pandemic conditions, the number of GAL staff fell to approximately 1,900 although this is expected to return to previous levels in line with recovering passenger numbers in the coming years.

4.2.34 Aviation fuel is stored in a designated area (known as the fuel farm) in the northern part of the airport, to the north of the cargo area.

4.2.35 As part of routine maintenance of the airport, the existing runways are resurfaced every 10 to 15 years. The next scheduled resurfacing of the main runway is due to be completed in 2022.

4.2.36 Two existing areas within the current airport boundary are managed for biodiversity (shown in yellow on Figure 4.2.1c). These are known as:

- the north west zone, located to the north of Taxiway Juliet, which includes ancient woodland at Brockley Wood and part of the River Mole corridor; and
- land east of the railway line (LERL), located in the south eastern part of the site, which includes part of the Gatwick Stream, ancient woodland (Horleyland Wood), grassland and ponds.

4.2.37 Wildlife hazard control is carried out by the airside team, with the aim of maintaining, as far as reasonably practicable, a bird-and-animal-free airfield. This includes bird scaring and other activities to minimise the risk of wildlife strikes, as well as habitat management.

4.3. Predicted Future Changes in Passenger and Cargo Throughput at Gatwick

4.3.1 During 2019, Gatwick Airport accommodated the following:

- total passengers: 46.6 million;
- commercial air traffic movements: 283,000; and
- total cargo: 150,000 tonnes.

4.3.2 The COVID-19 pandemic had a very severe impact on the global aviation industry in 2020. Gatwick, along with all other UK airports, experienced a significant reduction in passenger traffic levels as a result of both Government-imposed restrictions on air travel and reduced passenger demand driven by low consumer confidence. UK passenger volumes for the calendar year 2020 were 75% down on volumes for 2019. It is expected that Government travel restrictions will continue to have an impact on passenger demand and traffic levels throughout 2021, but that by the end of 2021 traffic levels will start to recover.

4.3.3 While the immediate outlook therefore remains challenging, there is confidence that passenger and airline demand at Gatwick will return to previous levels over the course of the next few years and then continue to grow thereafter.

4.3.4 Overall, the updated forecasts provided by ICF predict that it will take approximately five years for commercial traffic at Gatwick to return to levels seen in 2019 and that by the end of the 2020s, commercial levels at Gatwick will have returned broadly to where they would have been had the pandemic not occurred. This reflects the combination of ongoing capacity constraints already experienced before and during 2019 and underlying market growth across the London system. For example, Gatwick has been operating very close to its full potential in the peak summer months for several years. Gatwick's slot capacity has been oversubscribed for many years with significant levels of unmet demand from a range of airlines and business models.

4.3.5 As set out in Chapter 1, it is predicted that by 2038, passenger throughput would increase to approximately 62.4 million passengers per annum (mppa) in the absence of the Project. Three main factors influence the predicted change in future passenger numbers, as follows.

- Growth in runway utilisation in off-peak periods: whilst GAL is anticipating only minor changes in the number of daily aircraft movements during current peak summer months (July to September), during the off-peak periods – the shoulder months of summer (April to June and October) and in the winter months (November to March) – the number of daily aircraft movements is expected to increase by a greater amount than in the peak months.
- Up-gauging of aircraft fleets with larger aircraft: reflecting the trend for airlines to replace their fleets with larger aircraft having more seats.
- Increased load factors: an increase in the average occupancy levels of flights.

4.3.6 In order to support this growth, a number of developments are required at the airport in the absence of the Project. Details of these future baseline developments are provided in Sections 4.4 to 0.

4.3.7 Further details can be found within the Forecast Data Book provided at Appendix 4.3.1. Forecasts are provided for the following assessment years.

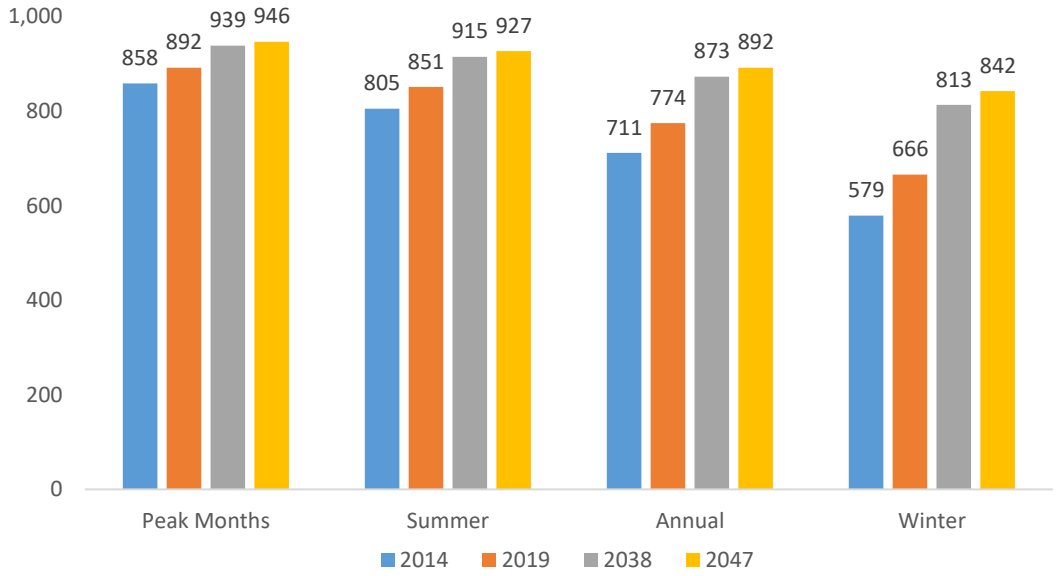
- 2029: represents the opening year of the Project (and therefore the first point at which effects arising from its operation would occur).
- 2032: an interim assessment year.
- 2038: representing the year in which all development works proposed in the northern runway project would be completed.
- 2047: to meet a specific requirement of guidance in the Design Manual for Roads and Bridges to assess impacts 15 years after the last of the key highways works associated with the Project are due to be completed.

Growth in Runway Utilisation in Off Peak Periods

4.3.8 In the busy summer months (July, August and September), Gatwick is often already operating at, or close to, its peak capacity. In the Baseline Case GAL is anticipating only modest growth during this period as daily commercial ATMs are forecast to increase by 4% from an average of around 900 in 2019 to 939 in 2038 and to 946 in 2047.

4.3.9 For the total summer season (Apr-Oct), daily commercial ATMs are forecast to increase 7% from an average of 851 in 2019 to 915 in 2038 and to 927 in 2047. In contrast, the less utilised winter period is forecast to increase from an average of 666 in 2019 to 813 daily commercial ATMs in 2038 and to 842 by 2047. By 2038, this represents an increase of 22% versus 2019. By comparison, Gatwick's winter utilisation has increased by 15% in just the last 5 years as daily commercial ATMs have grown from 579 to 666.

Diagram 4.3.1: Gatwick Daily Movement Growth



Source: CAA Passenger ATM Statistics (See Appendix 4.3.1 Forecast Data Book)

4.3.10 The increase in runway utilisation during off peak periods will result in annual traffic profiles flattening as demand spreads to the less utilised periods of the year, although some seasonality

would remain. In 2038, busy month commercial ATMs are forecast to be 7% higher than the annual average compared to 17% in 2019 and 23% in 2014.

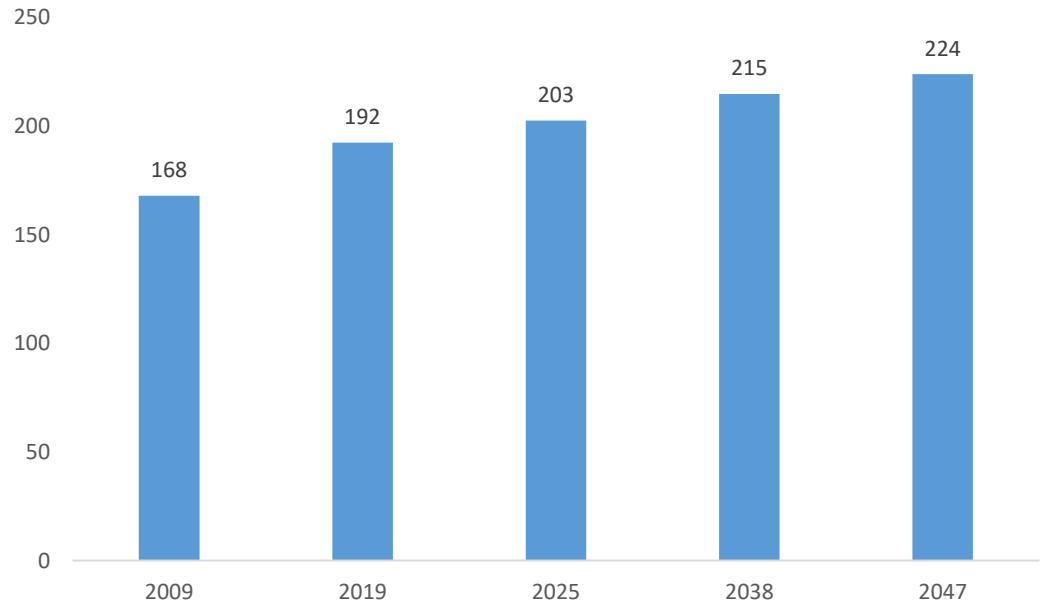
Up-gauging of Fleet Over Time to Larger Aircraft

4.3.11 The second important and year-round factor that would drive passenger growth is the trend for airlines to up-gauge their fleets with larger aircraft. Seats per ATM are expected to increase from an average of 192 in 2019 to 215 by 2038 (and 224 by 2047), as shown in Diagram 4.3.2 below.

4.3.12 Two good examples of this can be seen in Gatwick's top two airlines, easyJet and British Airways, which currently account for over 60% of Gatwick's passengers. It is noted that easyJet is moving towards A320 and A321 aircraft (with 186 seats and 235 seats respectively) from the current A319 (156 seats) and the A320 fleet (previously 180 seats). Similarly, British Airways is continuing to 'densify' its Boeing 777 fleet alongside longer term fleet replacement plans for their short haul fleet which would result in significant increases in average seats per aircraft.

4.3.13 New long haul markets and the use of Boeing 787s (often replacing the 757/767 models) and the Airbus A350 are other examples of airlines up-gauging.

Diagram 4.3.2: Average Seats per ATM



Source: CAA/GAL Statistics

4.3.14 The above changes are already underway for easyJet and British Airways and other large carriers such as Tui and it is realistic to assume this would continue, especially as new slot capacity at UK airports continues to become more scarce and the UK aviation market demand continues to grow.

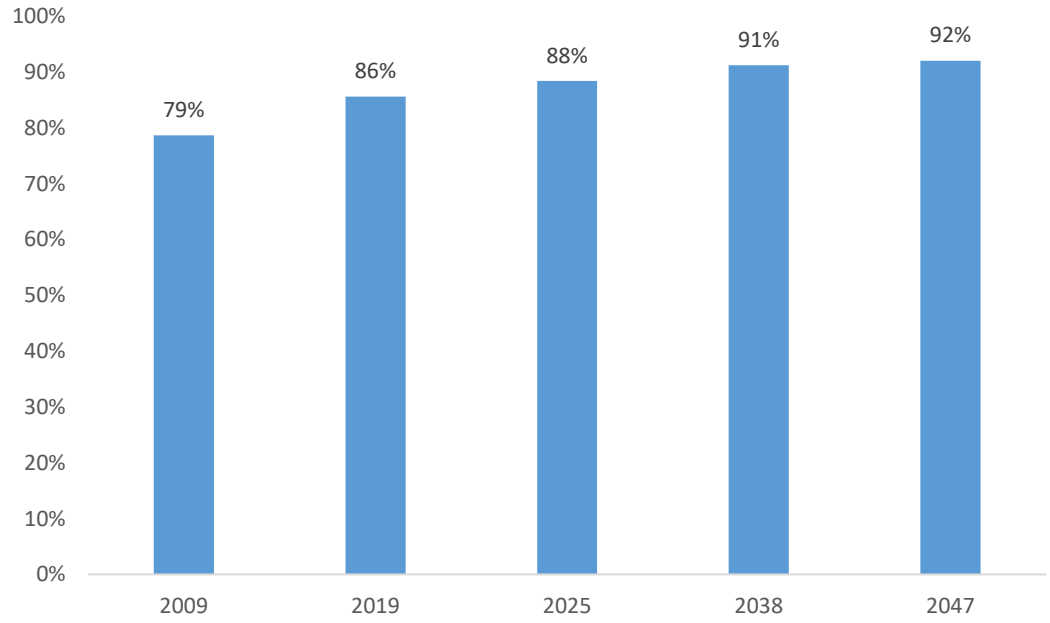
Higher Average Load Factors

4.3.15 Allied to the increase in average aircraft size is a predicted increase in average seat occupancy rates across the year, also referred to as load factors. In 2019, average load factors ranged between 78-92% (averaging 86%) across the year and have increased from 79% to 86% over the

previous ten years. This increase has been supported by the growth of low cost carriers who have been actively increasing load factors across their networks.

4.3.16 Over the next 20 years, load factors are forecast to increase at a slower rate with the gains seen in the last ten years not being repeated in the next 15-20 years. Factors such as seasonality, directional imbalances and no shows would continue to present challenges for airlines to increase their seat occupancy rates further. By 2038, and beyond, average load factors are forecast to increase to just over 90%, which is comparable to Gatwick's most efficient carriers operating today (see Diagram 4.3.3).

Diagram 4.3.3: Average Load Factor



Source: CAA/GAL Statistics

4.3.17 When combined, the aircraft size and load factor assumptions would result in the average number of passengers per flight increasing from 165 in 2019 to 196 in 2038 (and 206 in 2047).

Cargo

4.3.18 In addition to the changes in passenger numbers, cargo throughput is also predicted to increase. Based on the future predicted mix of aircraft types and the amount of cargo that is carried in the hold of passenger aircraft, it is predicted that cargo throughput would increase from approximately 150,000 tonnes in 2019 to approximately 254,000 tonnes in 2038 (and 290,000 tonnes in 2047).

4.4. Future Baseline

Future Baseline Airfield Projects

4.4.1 The developments outlined in this section are currently consented or under construction and would proceed in the absence of the Project. The capability of the existing airport, when the consented airfield and terminal projects are complete, would be 62.4 mppa by 2038 (and 67.2 by 2047).

4.4.2 As part of this programme of consented airport improvements, a western extension to Pier 6 is proposed. The Pier 6 extension will increase the number of pier-served stands from 11 stands to 17 (for this pier). As part of these works, limited changes to existing stands and alterations to Taxiway Quebec are required where these are located in the area of the proposed pier extension.

4.4.3 With the Pier 6 extension in place, the number of stands would be as follows:

Table 4.4.1: Aircraft Parking Stands

Aircraft Type	Number of Stand Centrelines (Future Baseline)
Code C stands (North Terminal)	47
Code C stands (South Terminal)	38
Code C stands (remote)	45
Code E stands (North Terminal)	17
Code E stands (South Terminal)	16
Code E stands (remote)	27
Code F stands (North Terminal)	1

Note: Number represents the number of stand centrelines, different configurations are available.

4.4.4 In addition, the normal or planned maintenance and asset replacement programme for the main runway will include:

- resurfacing of the main runway in accordance with the usual maintenance schedule; and
- replacement of the ILS equipment.

4.4.5 GAL also has plans under an existing consent to bring forward an additional rapid exit taxiway from the main runway.

Future Baseline: Car Parking

4.4.6 A number of new car parks are planned for implementation in the absence of the Project. These include the following:

- multi-storey car park 4 (South Terminal): 1,500 spaces;
- multi-storey car park 7 (North Terminal): 2,750 additional spaces; and
- use of robotics technology within existing long stay parking areas to increase capacity, resulting in an additional 2,500 spaces.

Future Baseline: Highway Improvements

4.4.7 Highway improvements proposed in the absence of the Project include local widening on the junction entry/exit lanes for both the North Terminal and South Terminal roundabouts, together with signalisation of the roundabouts and provision of enhanced signage.

Future Baseline: Projects Undertaken by Others

4.4.8 A number of facilities are planned for implementation in the absence of the Project, including:

- extension to the existing BLOC hotel (approximately 200 additional bedrooms); and
- reconfiguration of the existing Hilton hotel to provide 50 additional bedrooms.

4.4.9 Improvements to Gatwick Railway Station were the subject of a separate consenting process, with consent granted in March 2019 for a series of improvements to almost double the size of the station concourse, provide additional lifts and escalators and improve access to the platforms. The enhancement to the railway station will improve passenger experience and provide capacity for further growth in the numbers of rail passengers and overall public transport mode share. These improvements commenced in 2020 and will be in place prior to operation of the Project.

4.5. Airspace Management

FASI South

4.5.1 Airspace within the UK is regulated by the Civil Aviation Authority (CAA) and managed by NATS En Route (NERL), which is a subdivision within the National Air Traffic Services (NATS).

4.5.2 Work is being undertaken to review the airspace over London and the south east of England, with the aim of addressing existing constraints and allowing for future growth in air transport. This work is being undertaken by NATS, in partnership with the Department for Transport and the CAA and is known as the Future Airspace Strategy Implementation (FASI) South.

4.5.3 FASI South will be developed through an airspace change consultation in line with the CAA's airspace change process document (CAP1616 (CAA, 2021)) and will in due course be subject to its own assessment process. This process for the airspace around Gatwick Airport below 7,000 feet has just re-started (July 2021) but it will be some years before the outcome is clear. However, FASI South is not required in order to allow dual runway operations at Gatwick. The Environmental Impact Assessment (EIA) process for this Project has therefore been undertaken based on current flightpath information, updated to reflect the movement of the centreline of Gatwick's northern runway by 12 metres.

4.5.4 Although the proposed FASI South airspace changes lie outside of the scope of this Project, should information on the outcome of the FASI South process become available during the course of the EIA process for the Project (at a time when the information can be taken into account prior to submission), the implications of this, in terms of amended noise impacts, will be reviewed and considered within the EIA process.

Airspace Change due to the Project

4.5.5 In order to ascertain whether an airspace change is required to enable dual runway operations at Gatwick (with the realignment to the centreline of the northern runway), GAL submitted a Statement of Need within the scope of CAP 1616 to the CAA on 11 November 2019. The CAA issued CAP 1908 in May 2020, assigning the airspace change as Level 0[5] as the proposal would not alter traffic patterns (CAA, 2020). In December 2020, the CAA issued its decision (Decide Gateway): '*The CAA has completed the Decide Gateway Assessment and is satisfied that the change sponsor has met the requirements of the Airspace Change Process. The CAA approves the implementation of this airspace change proposal.*' CAP 1908 notes that all physical works associated with the Northern Runway Project would be considered through the DCO consenting process.

[5] Level 0: Changes to nomenclature or qualifying remarks of notified airspace design that will not later air traffic patterns. Change sponsors are required only to complete Stage 1A of the airspace change process. Stage 1A is the first step in a 7 stage process for airspace change. This process is defined in CAP1616 (CAA, 2021).

4.6. Summary of Key Parameters

4.6.1 Table 4.6.1 provides a summary of the key parameters of the existing site and the future baseline (without the Project). Further detail is provided in Appendix 4.3.1.

Table 4.6.1: Summary of Key Parameters

Element	Key Parameter
Existing Gatwick Airport land ownership	747 hectares
Existing airport passenger throughput (2019)	46.6 mppa
Predicted future baseline airport passenger throughput (2038)	62.4 mppa
Approximate existing commercial air traffic movements (2019)	283,000
Approximate existing non-commercial air traffic movements (2019)	2,000
Approximate existing total aircraft movements (2019)	285,000
Approximate future commercial air traffic movements (2038)	318,000
Approximate future non-commercial air traffic movements (2038)	2,000
Approximate future total aircraft movements (2038)	321,000
Utilisation of existing northern runway (number air traffic movements - 2019)	2,842
Existing cargo (2019)	150,000 tonnes
Predicted future cargo (2038)	254,000 tonnes
Existing number of piers	6
Number of piers (with Pier 6 extension)	6 (with extension to existing Pier 6)
Approx. existing ‘on airport’ short term and long term car parking	40,611 spaces
Approx. existing ‘on airport’ staff car parking	6,090 spaces
Approx. total existing ‘on airport’ parking	46,701 spaces
Predicted approx. future airport car parking (with future baseline car parking improvements)	53,451 spaces
Existing terminal floorspace: North Terminal	98,100 m^2
Existing terminal floorspace: South Terminal	119,300 m^2
Maximum height of existing terminal building: North Terminal	32 metres
Maximum height of existing terminal building: South Terminal	40 metres
Existing hotel rooms	3,000
Predicted future baseline hotel bed spaces (with future baseline projects)	3,250 (additional 250 beds)
Existing office floor space (in main office buildings)	34,590 m^2
Future baseline office floor space	34,590 m^2 (no change)

4.7. References

Civil Aviation Authority (2020) Gatwick Airport Northern Runway Project Airspace Change Assigned Level Decision: CAP 1908. Available at: https://airspacechange.caa.co.uk/PublicProposalArea?pID=205

Civil Aviation Authority (2021) Airspace Change: CAP 1616. Available at: https://publicapps.caa.co.uk/docs/33/CAA_Airspace%20Change%20Doc_Mar2021.pdf

ICAO (2017) Aerodrome Reference Code [online] https://www.skybrary.aero/index.php/ICAO_Aerodrome_Reference_Code. Accessed October 2019.

4.8. Glossary

Table 4.8.1: Glossary of Terms

Term	Description
ATM	Air Traffic Movements
CAA	Civil Aviation Authority
CARE	Central Area Recycling Enclosure
DCO	Development Consent Order
EIA	Environmental Impact Assessment
FASI	Future Airspace Strategy Implementation
GAL	Gatwick Airport Limited
ICAO	International Civil Aviation Organization
ILS	Instrument Landing System
ITTS	Inter-Terminal Transit System
mppa	million passengers per annum
NATS	National Air Traffic Services
PEIR	Preliminary Environmental Information Report