

Start of Season Report

Report Date: Fri 25-Oct-2019

Headlines

	W19 Start	vs. W18 Start	vs. W18 End
Total Air Transport Movements (Passenger & Freight)	40,808	▼ -0.9%	▲ 0.5%
Total Passenger Air Transport Movements	39,316	▼ -1.4%	▼ -0.1%
Total Passenger Air Transport Movement Seats	7,460,940	▲ 0.7%	▲ 2.0%
Average Seats per Passenger Air Transport Movement	189.8	▲ 2.1%	▲ 2.1%
Percentage of allocated slots cleared as requested (OK)	97.1%		

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W18 scheduling season runs from Sun 28-Oct-2018 to Sat 30-Mar-2019 (154 days).

W19 scheduling season runs from Sun 27-Oct-2019 to Sat 28-Mar-2020 (154 days).

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Runway Scheduling Limits



Declared Hourly Movement Capacity

W18 Arrivals								Change: W18 to W19								W19 Arrivals							
Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun
UTC	1	2	3	4	5	6	7	UTC	1	2	3	4	5	6	7	UTC	1	2	3	4	5	6	7
00	11	11	11	11	11	11	11	00								00	11	11	11	11	11	11	11
01	11	11	11	11	11	11	11	01								01	11	11	11	11	11	11	11
02	4	4	4	4	4	4	4	02								02	4	4	4	4	4	4	4
03	4	4	4	4	4	4	4	03								03	4	4	4	4	4	4	4
04	4	4	4	4	4	4	4	04								04	4	4	4	4	4	4	4
05	4	4	4	4	4	4	4	05								05	4	4	4	4	4	4	4
06	6	6	6	6	6	6	6	06								06	6	6	6	6	6	6	6
07	23	23	23	23	23	23	23	07								07	23	23	23	23	23	23	23
08	20	20	20	20	20	20	20	08								08	20	20	20	20	20	20	20
09	21	21	21	21	21	21	21	09								09	21	21	21	21	21	21	21
10	21	21	21	21	21	21	21	10								10	21	21	21	21	21	21	21
11	21	21	21	21	21	21	21	11								11	21	21	21	21	21	21	21
12	21	21	21	21	21	21	21	12								12	21	21	21	21	21	21	21
13	21	21	21	21	21	21	21	13								13	21	21	21	21	21	21	21
14	23	23	23	23	23	23	23	14								14	23	23	23	23	23	23	23
15	20	20	20	20	20	20	20	15								15	20	20	20	20	20	20	20
16	21	21	21	21	21	21	21	16								16	21	21	21	21	21	21	21
17	21	21	21	21	21	21	21	17								17	21	21	21	21	21	21	21
18	21	21	21	21	21	21	21	18								18	21	21	21	21	21	21	21
19	21	21	21	21	21	21	21	19								19	21	21	21	21	21	21	21
20	21	21	21	21	21	21	21	20								20	21	21	21	21	21	21	21
21	24	24	24	24	24	24	24	21								21	26	26	26	26	26	26	26
22	24	24	24	24	24	24	24	22	-3	-3	-3	-3	-3	-3	-3	22	21	21	21	21	21	21	
23	13	13	13	13	13	13	13	23								23	13	13	13	13	13	13	13

W18 Departures								Change: W18 to W19								W19 Departures							
Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun
UTC	1	2	3	4	5	6	7	UTC	1	2	3	4	5	6	7	UTC	1	2	3	4	5	6	7
00	4	4	4	4	4	4	4	00								00	4	4	4	4	4	4	4
01	4	4	4	4	4	4	4	01								01	4	4	4	4	4	4	4
02	4	4	4	4	4	4	4	02								02	4	4	4	4	4	4	4
03	4	4	4	4	4	4	4	03								03	4	4	4	4	4	4	4
04	4	4	4	4	4	4	4	04								04	4	4	4	4	4	4	4
05	4	4	4	4	4	4	4	05								05	4	4	4	4	4	4	4
06	17	17	17	17	17	17	17	06								06	17	17	17	17	17	17	17
07	26	26	26	26	26	26	26	07								07	26	26	26	26	26	26	26
08	23	23	23	23	23	23	23	08								08	23	23	23	23	23	23	23
09	24	24	24	24	24	24	24	09								09	24	24	24	24	24	24	24
10	24	24	24	24	24	24	24	10								10	24	24	24	24	24	24	24
11	24	24	24	24	24	24	24	11								11	24	24	24	24	24	24	24
12	24	24	24	24	24	24	24	12								12	24	24	24	24	24	24	24
13	24	24	24	24	24	24	24	13								13	24	24	24	24	24	24	24
14	26	26	26	26	26	26	26	14								14	26	26	26	26	26	26	26
15	23	23	23	23	23	23	23	15								15	23	23	23	23	23	23	23
16	24	24	24	24	24	24	24	16								16	24	24	24	24	24	24	24
17	24	24	24	24	24	24	24	17								17	24	24	24	24	24	24	24
18	24	24	24	24	24	24	24	18								18	24	24	24	24	24	24	24
19	24	24	24	24	24	24	24	19								19	24	24	24	24	24	24	24
20	24	24	24	24	24	24	24	20								20	24	24	24	24	24	24	24
21	21	21	21	21	21	21	21	21								21	23	23	23	23	23	23	23
22	19	19	19	19	19	19	19	22	-5	-5	-5	-5	-5	-5	-5	22	14	14	14	14	14	14	
23	4	4	4	4	4	4	4	23								23	4	4	4	4	4	4	4

W18 Totals								Change: W18 to W19								W19 Totals							
Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun
UTC	1	2	3	4	5	6	7	UTC	1	2	3	4	5	6	7	UTC	1	2	3	4	5	6	7
00	11	11	11	11	11	11	11	00								00	11	11	11	11	11	11	11
01	11	11	11	11	11	11	11	01								01	11	11	11	11	11	11	11
02	8	8	8	8	8	8	8	02								02	8	8	8	8	8	8	8
03	8	8	8	8	8	8	8	03								03	8	8	8	8	8	8	8
04	8	8	8	8	8	8	8	04								04	8	8	8	8	8	8	8
05	8	8	8	8	8	8	8	05								05	8	8	8	8	8	8	8
06	17	17	17	17	17	17	17	06								06	17	17	17	17	17	17	17
07	37	37	37	37	37	37	37	07								07	37	37	37	37	37	37	37
08	31	31	31	31	31	31	31	08								08	31	31	31	31	31	31	31
09	33	33	33	33	33	33	33	09								09	33	33	33	33	33	33	33
10	33	33	33	33	33	33	33	10								10	33	33	33	33	33	33	33
11	33	33	33	33	33	33	33	11								11	33	33	33	33	33	33	33
12	33	33	33	33	33	33	33	12								12	33	33	33	33	33	33	33
13	33	33	33	33	33	33	33	13								13	33	33	33	33	33	33	33
14	37	37	37	37	37	37	37	14								14	37	37	37	37	37	37	37
15	31	31	31	31	31	31	31	15								15	31	31	31	31	31	31	31
16	33	33	33	33	33	33	33	16								16	33	33	33	33	33	33	33
17	33	33	33	33	33	33	33	17								17	33	33	33	33	33	33	33
18	33	33	33	33	33	33	33	18								18	33	33	33	33	33	33	33
19	33	33	33	33	33	33	33	19								19	33	33	33	33	33	33	33
20	33	33	33	33	33	33	33	20								20	33	33	33	33	33	33	33
21	33	33	33	33	33	33	33	21	4	4	4	4	4	4	4	21	37	37	37	37	37	37	37
22	31	31	31	31	31	31	31	22	-5	-5	-5	-5	-5	-5	-5	22	26	26	26	26	26	26	26
23	15	15	15	15	15	15	15	23								23	15	15	15	15	15	15	15

Coordinator's Report



Total demand	45,675	slots		
Total slots allocated	40,808	slots	89.34%	of total demand
Number of slots cleared OK	39,642	slots	97.14%	of total slots cleared

Slots adjusted (not OK) due to:

RUNWAY constraints	266	slots	22.8%	of total slots adjusted
TERMINAL constraints	485	slots	41.6%	of total slots adjusted
STAND constraints	-	slots	0.0%	of total slots adjusted
NIGHT constraints	256	slots	22.0%	of total slots adjusted
OTHER constraints	5	slots	0.4%	of total slots adjusted
ARR/DEP TURNAROUND feasibility	154	slots	13.2%	of total slots adjusted

Executive Summary

The introduction of a declared seasonal Passenger Air Transport Movement (PATM) cap to control annual passenger numbers against a planning limit has severely impacted planned growth for the W19 season. The limit has been declared at 39,129 PATMs with all the quota being fully allocated at the time of writing. This is a significant obstacle to clearing new slot requests going through the main passenger terminal and the introduction of this constraint has caused increased schedule fragmentation in some cases. PATM quota returned to the pool through cancellations may fund new non-historic slot requests as the season progresses and this will be reviewed with LTN Airport on an ongoing basis.

Following the completion of the first annual period where Night Movement, QC and Shoulder Movement quota was apportioned between the Winter and Summer seasons via declared seasonal limits for W18/S19, adjustments have been made to the W19/S20 corresponding declared limits to better fit the demand and how the quota is anticipated to be utilised across the seasons. The night and shoulder periods remain constrained in the Winter season with little spare quota available.

Overnight stand capacity remains fully allocated for the W19 season.

Runway Constraints

- The 0500z and 0600z hours are fully allocated for departures on some days of the week.
- The 2300z hour is fully allocated for arrivals on some days of the week.
- The 15min and 5min runway constraints appear to be smoothing demand around high demand time periods.

Terminal Constraints

- The International arrival passenger peak between 2030-2330z is the most restrictive period for terminal constraints in W19.
- Increases to the departure passenger limits has resulted in only the first wave morning departure peak (0600-0830z) remaining as a restricted period for departures.

Stand Constraints

No Stand Constraint issues.

Night Constraints

- Night Movement and QC quota are effectively fully allocated for W19 with only an ad-hoc pool available for non-historic allocations.
- Shoulder movements (0600-0659 Local) are effectively fully allocated for W19 with only an ad-hoc pool available for non-historic allocations.

Other Constraints

Arr/Dep Turnaround Feasibility

- There remains 1x daily departure which has been adjusted due to the corresponding linked arrival being offslot due to shoulder quota availability.

Air Transport Movement Allocation by Operator

Comparison between W18 End vs. W19 Start



Operator	FULL SEASON ALLOCATION								PEAK WEEK ALLOCATION							
	W18 ATMs	W19 ATMs	+/- change	W19 Rank	W18 Seats	W19 Seats	+/- change	W19 Rank	W18 ATMs	W19 ATMs	+/- change	W19 Rank	W18 Seats	W19 Seats	+/- change	W19 Rank
Air Europa	-	-	0	17	-	-	0	15	-	-	0	15	-	-	0	13
Air India	-	-	0	17	-	-	0	15	-	-	0	15	-	-	0	13
Air Nostrum	1	-	-1	17	100	-	-100	15	-	-	0	15	-	-	0	13
AlbaStar	-	-	0	17	-	-	0	15	-	-	0	15	-	-	0	13
Anisec	-	616	616	7	-	123,200	123,200	6	-	28	28	7	-	5,600	5,600	6
ASL Airlines France	3	-	-3	17	294	-	-294	15	1	-	-1	15	-	-	0	13
Azerbaijan Airlines	2	-	-2	17	348	-	-348	15	-	-	0	15	-	-	0	13
Blue Air	1,004	660	-344	6	180,774	124,740	-56,034	5	46	30	-16	6	8,196	5,670	-2,526	5
Blue Islands	-	-	0	17	-	-	0	15	-	-	0	15	-	-	0	13
Carpatair	-	-	0	17	-	-	0	15	-	-	0	15	-	-	0	13
Croatia Airlines	-	-	0	17	-	-	0	15	-	-	0	15	-	-	0	13
EasyJet	17,387	17,245	-142	1	2,998,735	2,986,104	-12,631	1	908	964	56	1	156,390	166,974	10,584	1
EasyJet Europe	2	348	346	8	360	63,168	62,808	7	-	18	18	8	-	3,276	3,276	7
EasyJet Switzerland	2	10	8	14	312	1,860	1,548	13	-	2	2	14	-	372	372	12
El Al Israel Airlines	160	176	16	10	24,856	29,442	4,586	9	6	8	2	10	924	1,328	404	9
Enter Air	2	-	-2	17	378	-	-378	15	1	-	-1	15	189	-	-189	13
European Air Transport (DHL)	1,086	1,316	230	5	-	-	0	15	52	49	-3	5	-	-	0	13
FlyBosnia	20	88	68	12	2,760	13,200	10,440	10	-	4	4	12	-	600	600	10
Israir	-	-	0	17	-	-	0	15	-	-	0	15	-	-	0	13
Jet Time Airways	2	-	-2	17	296	-	-296	15	-	-	0	15	-	-	0	13
Jet2.com	2	-	-2	17	378	-	-378	15	2	-	-2	15	378	-	-378	13
Jota Aviation	3	-	-3	17	285	-	-285	15	-	-	0	15	-	-	0	13
Loganair	1	-	-1	17	50	-	-50	15	-	-	0	15	-	-	0	13
Maleth-Aero	2	-	-2	17	316	-	-316	15	-	-	0	15	-	-	0	13
Malmö Aviation	2	-	-2	17	224	-	-224	15	2	-	-2	15	224	-	-224	13
MNG Airlines	162	176	14	10	-	-	0	15	8	8	0	10	-	-	0	13
Peoples Viennaline	-	-	0	17	-	-	0	15	-	-	0	15	-	-	0	13
Privilege Style	1	-	-1	17	200	-	-200	15	-	-	0	15	-	-	0	13
Rossiya Airlines	2	-	-2	17	256	-	-256	15	-	-	0	15	-	-	0	13
Ryanair	4,586	4,642	56	4	866,754	877,338	10,584	4	213	212	-1	4	40,257	40,068	-189	4
Signature	1	-	-1	17	-	-	0	15	-	-	0	15	-	-	0	13
SunExpress	-	10	10	14	-	1,890	1,890	12	-	-	0	15	-	-	0	13
Tarom	76	-	-76	17	10,184	-	-10,184	15	-	-	0	15	-	-	0	13
Thomas Cook (UK)	7	-	-7	17	1,420	-	-1,420	15	-	-	0	15	-	-	0	13
Titan Airways	4	4	0	16	750	758	8	14	-	-	0	15	-	-	0	13
Trade Air	-	-	0	17	-	-	0	15	-	-	0	15	-	-	0	13
Transavia	6	-	-6	17	1,134	-	-1,134	15	1	-	-1	15	189	-	-189	13
Transavia France	8	-	-8	17	1,512	-	-1,512	15	-	-	0	15	-	-	0	13
TUI Airways	275	226	-49	9	52,534	43,066	-9,468	8	14	10	-4	9	2,646	1,890	-756	8
TUI fly Belgium	2	-	-2	17	378	-	-378	15	-	-	0	15	-	-	0	13
Ukraine Air Alliance	1	-	-1	17	-	-	0	15	-	-	0	15	-	-	0	13
Volotea Airlines	6	-	-6	17	725	-	-725	15	-	-	0	15	-	-	0	13
Vueling	584	88	-496	12	105,120	12,672	-92,448	11	27	4	-23	12	4,860	576	-4,284	11
Wideroe	2	-	-2	17	156	-	-156	15	-	-	0	15	-	-	0	13
Wizz Air	10,244	8,530	-1,714	2	2,054,172	1,760,400	-293,772	2	460	459	-1	2	90,600	93,570	2,970	2
Wizz Air UK	4,969	6,673	1,704	3	1,010,494	1,423,102	412,608	3	234	370	136	3	47,520	78,650	31,130	3
WOW Air	6	-	-6	17	1,200	-	-1,200	15	-	-	0	15	-	-	0	13
TOTAL	40,623	40,808	185		7,317,455	7,460,940	143,485		1,975	2,166	191		352,373	398,574	46,201	

Operators with 0 'ATMs' in both W18 End & W19 Start schedules are included in the table due to appearing in the W18 Start schedule (either with/without allocated slots).

Peak Week - Allocation and Slot Adjustment Distribution by Operator



Schedule: W19 Start

Operator	W19 allocated ATMs	SLOT ADJUSTMENTS (MINUTES OFF REQUESTED TIME)														Requests with NO slot allocated
		0	5	10	15	20	25	30	35	40	45	50	55	60	>60	
Air India	-															6
Air Nostrum	-															28
Anisec	28	50.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
ASL Airlines France	-															-
Blue Air	30	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
EasyJet	964	99.9%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
EasyJet Europe	18	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
EasyJet Switzerland	2	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
El Al Israel Airlines	8	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4
Enter Air	-															-
European Air Transport (DHL)	49	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	6
FlyBosnia	4	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	6
Israir	-															4
Jet2.com	-															-
Malmo Aviation	-															-
MNG Airlines	8	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Peoples Viennaline	-															-
Ryanair	212	99.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Tarom	-															-
Transavia	-															-
TUI Airways	10	90.0%	0.0%	0.0%	10.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Vueling	4	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Wizz Air	459	94.1%	1.5%	1.5%	0.4%	0.0%	0.0%	1.1%	0.2%	0.0%	0.9%	0.0%	0.0%	0.2%	0.0%	140
Wizz Air UK	370	94.9%	2.7%	0.5%	0.3%	1.1%	0.0%	0.0%	0.3%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	28
TOTAL	2,166	97.1%	1.5%	0.4%	0.2%	0.2%	0.0%	0.3%	0.1%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	222

Operators with 0 'allocated ATMs' and 0 'Requests with NO slot allocated' in W19, are included in this list due to having slots allocated in either W18 Start or W18 End schedules.

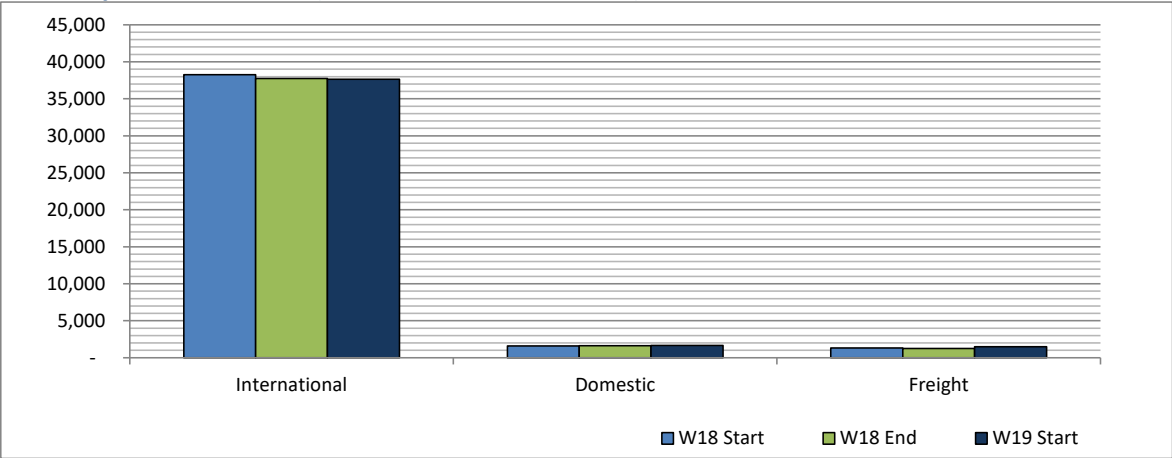
Significant Route Changes

Operator	Category	Description of change from W18 schedule to W19 schedule
Anisec	NEW	Twice daily Amsterdam (AMS) service transferred from Vueling (VY)
Blue Air	CANCELLED	Do not intend to operate any scheduled services to Larnaca (LCA)
Blue Air	CANCELLED	Do not intend to operate any scheduled services to Turin (TRN)
EasyJet	NEW	New daily service to Prague (PRG)
EasyJet	CANCELLED	Do not intend to operate their 3x per week service to Toulouse (TLS)
European Air Transport (DHL)	CHANGE	Increased Frequency to Brussels (BRU)
FlyBosnia	NEW	New 2x per week service to Sarajevo (SJJ)
Ryanair	NEW	New 2x per week service to Seville (SVQ)
Ryanair	NEW	New 4x per week service to Krakow (KRK)
Ryanair	CANCELLED	Do not intend to operate any scheduled services to Fuerteventura (FUE)
Vueling	NEW	New twice a week service to Florence (FLR)
Vueling	CANCELLED	Twice daily Amsterdam (AMS) service transferred to Anisec (VK)
Wizz Air	NEW	New twice daily service to Krakow (KRK)
Wizz Air	CHANGE	Decreased frequency from 9 weekly to 5 weekly services to Vilnius (VNO)
Wizz Air	CHANGE	Decreased their Katowice (KTW) service from 17 to 14 weekly
Wizz Air	CANCELLED	Do not intend to operate services to Belgrade (BEG) - transferred to WizzAir UK
Wizz Air	CANCELLED	Do not intend to operate services to Kiev (IEV) - transferred to WizzAir UK
Wizz Air	CANCELLED	Do not intend to operate services to Poznan (POZ) - transferred to WizzAir UK
Wizz Air	CANCELLED	Do not intend to operate their service to Kishinev (KIV)
Wizz Air	CANCELLED	Do not intend to operate their service to Sibiu (SBZ)
Wizz Air UK	NEW	Introducing a part season, twice weekly service to Castellon (CDT)
Wizz Air UK	NEW	New 2x per week service to Stavanger (SVG)
Wizz Air UK	NEW	New 3x per week service to Belgrade (BEG) - transferred from WizzAir
Wizz Air UK	NEW	New 3x per week service to Bergen (BGO)
Wizz Air UK	NEW	New 3x per week service to Kiev (IEV) - transferred from WizzAir
Wizz Air UK	NEW	New 6x per week service to Oslo (OSL)
Wizz Air UK	NEW	New daily service to Kishinev (KIV) - transferred from WizzAir
Wizz Air UK	NEW	New daily service to Moscow (VKO)
Wizz Air UK	NEW	New daily service to Poznan (POZ) - transferred from WizzAir
Wizz Air UK	NEW	New daily service to St Petersburg (LED)
Wizz Air UK	CANCELLED	Do not intend to operate their 3x per week service to Tallinn (TLL)
Wizz Air UK	CANCELLED	Do not intend to operate their service to Ljubljana (LJU)

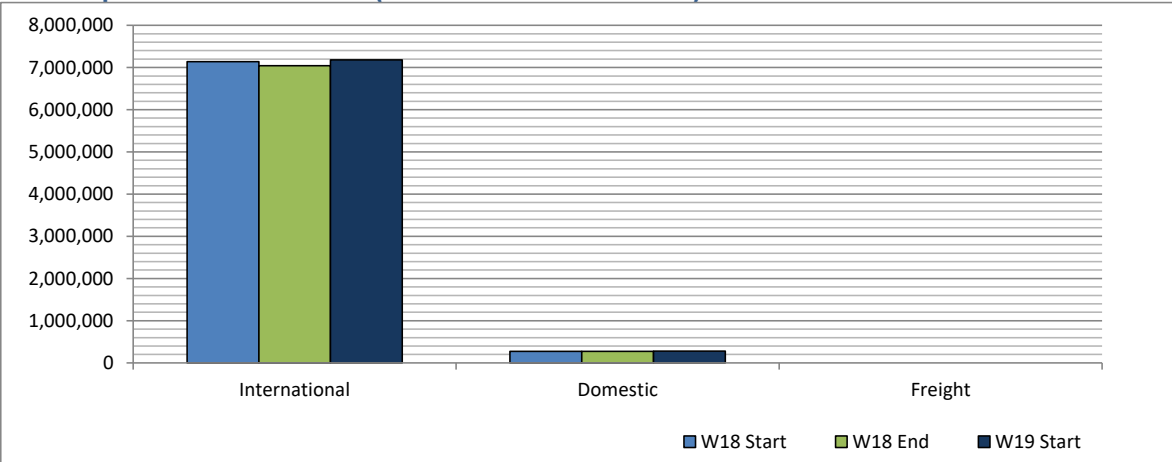
Full Season - Terminal Analysis



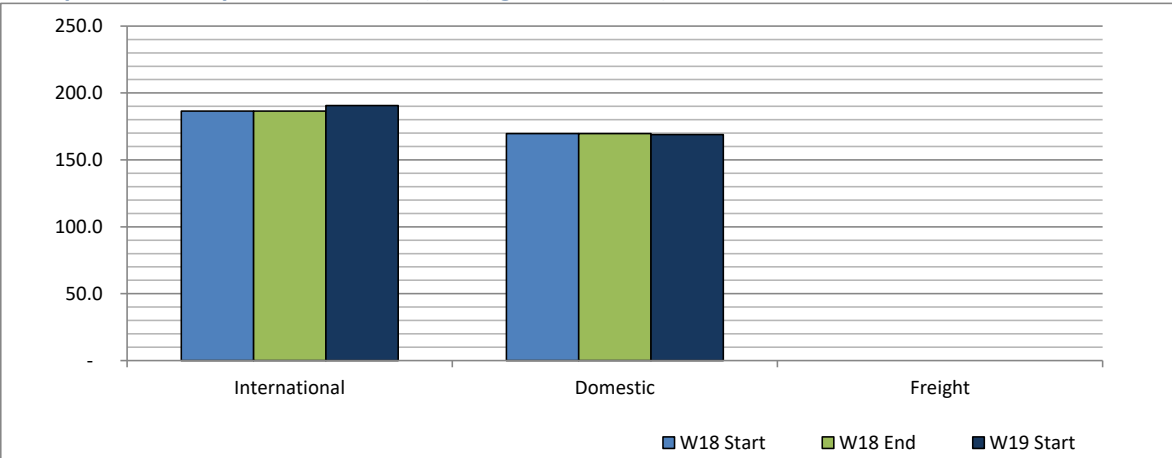
Air Transport Movements (total allocated for season)



Air Transport Movement Seats (total allocated for season)



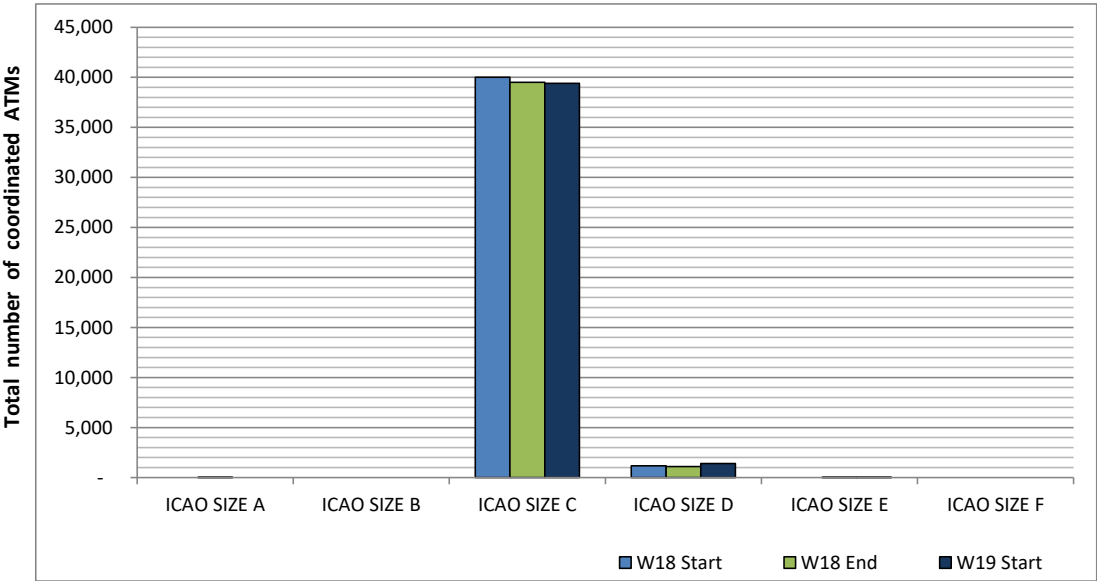
Seats per Air Transport Movement (average for season)



Full Season - Aircraft Size Analysis

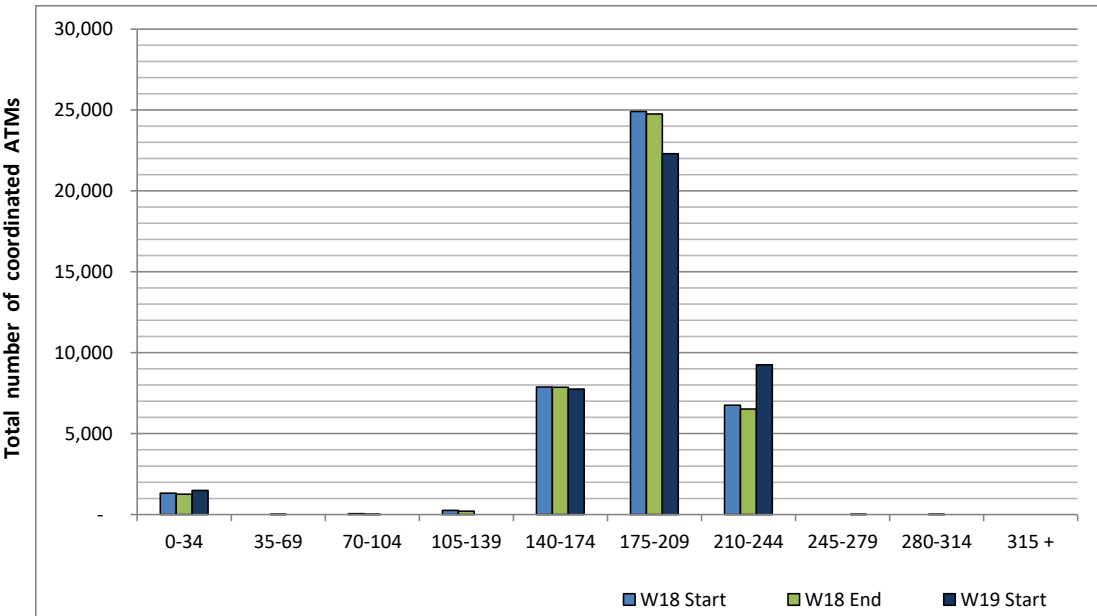


ICAO size designation



Note: See Glossary for definitions of ICAO SIZE groupings

Air Transport Movement seat distribution

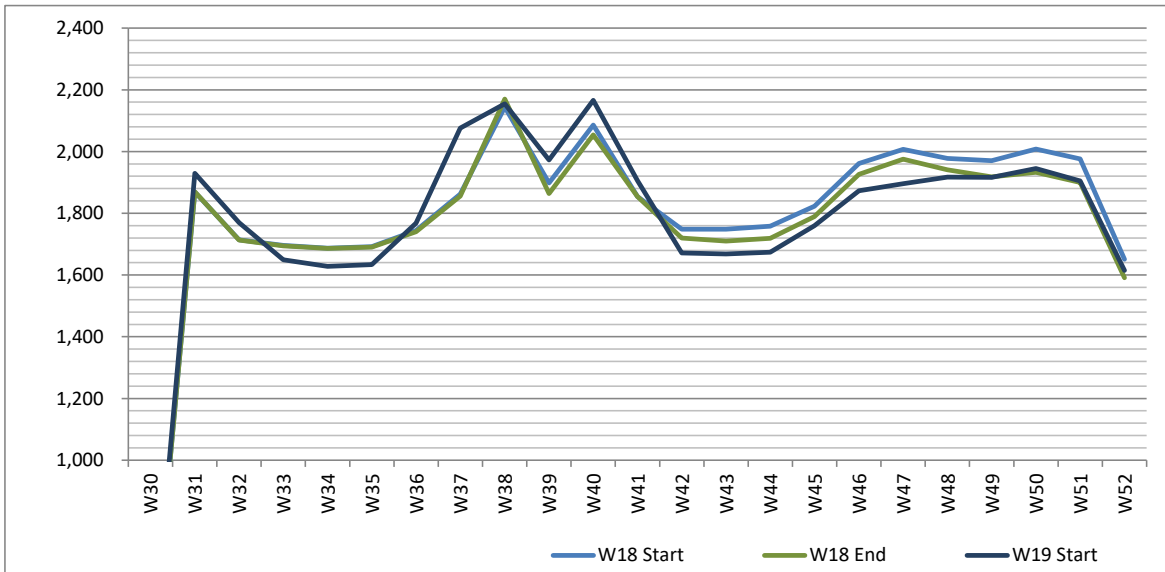


Note: FREIGHT-ONLY services with 0 seats are included in the first seat band '0-34'

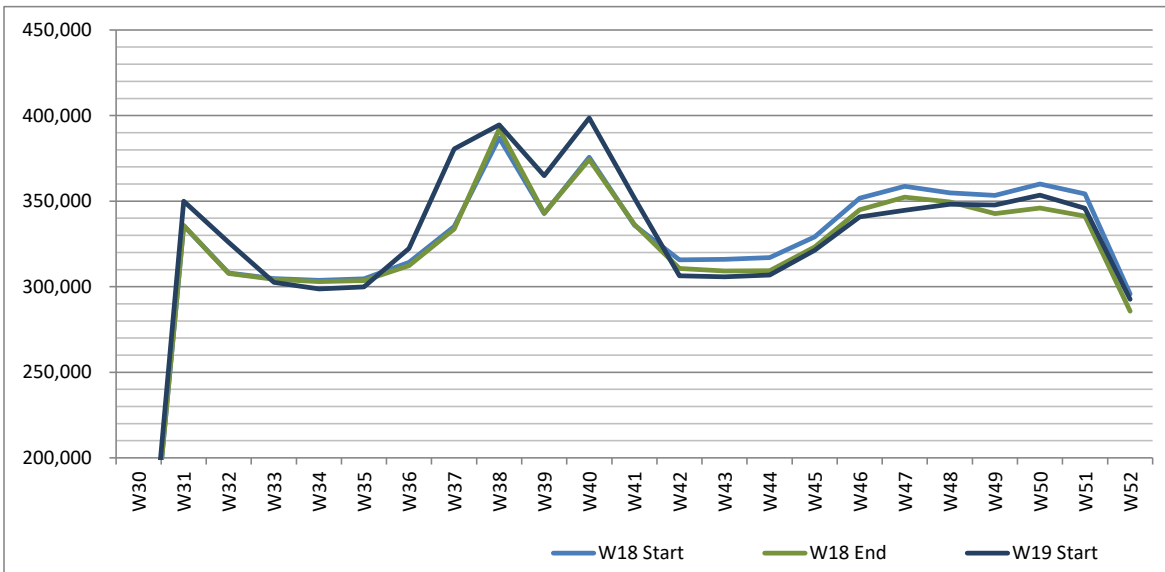
Full Season - Seasonality



Air Transport Movements by week of season



Air Transport Movement Seats by week of season



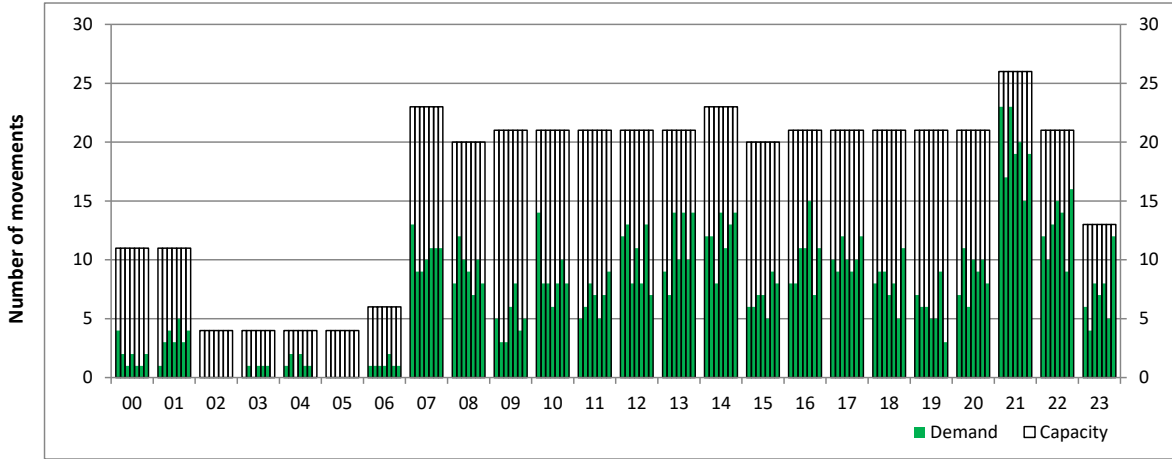
Peak Week - Hourly Runway Demand

Schedule: W19 Start



Hourly Arrival Demand

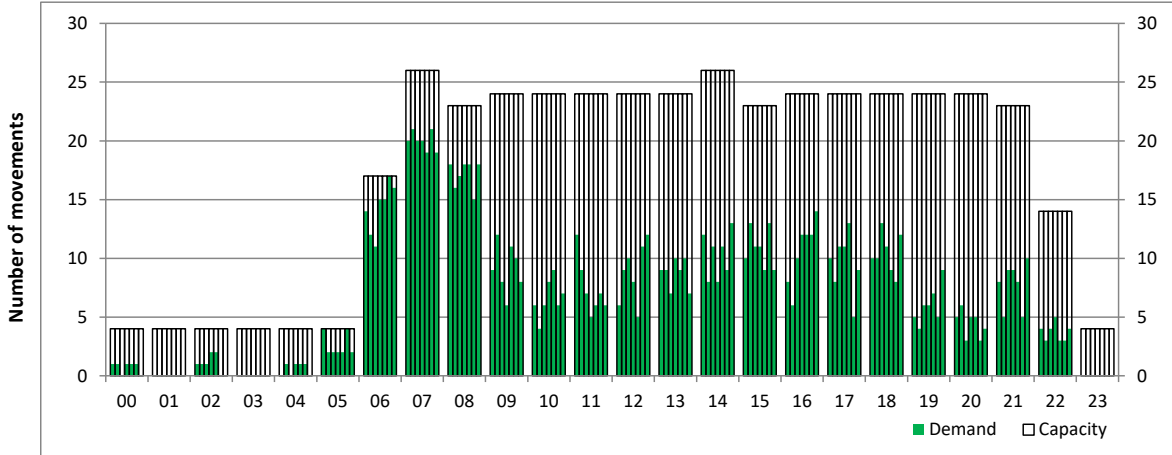
Time: UTC



Hour of day (24 hour format)

Hourly Departure Demand

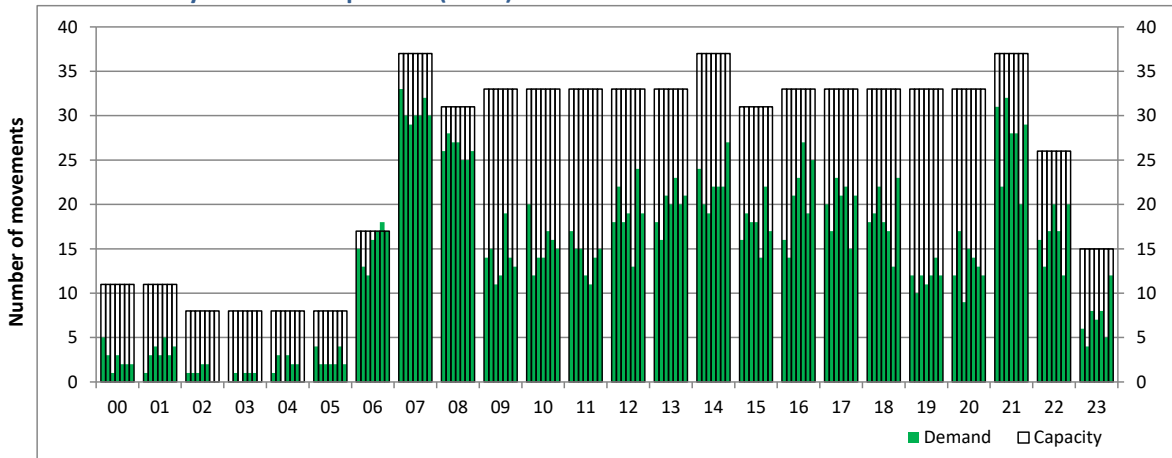
Time: UTC



Hour of day (24 hour format)

Combined Hourly Arrival & Departure (Total) Demand

Time: UTC



Hour of day (24 hour format)

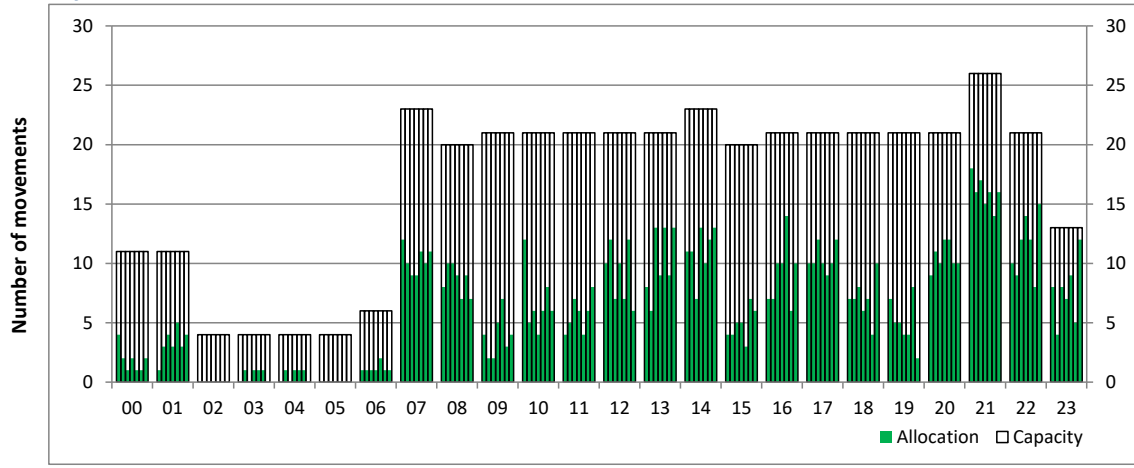
Peak Week - Hourly Runway Allocation

Schedule: W19 Start



Hourly Arrival Allocation

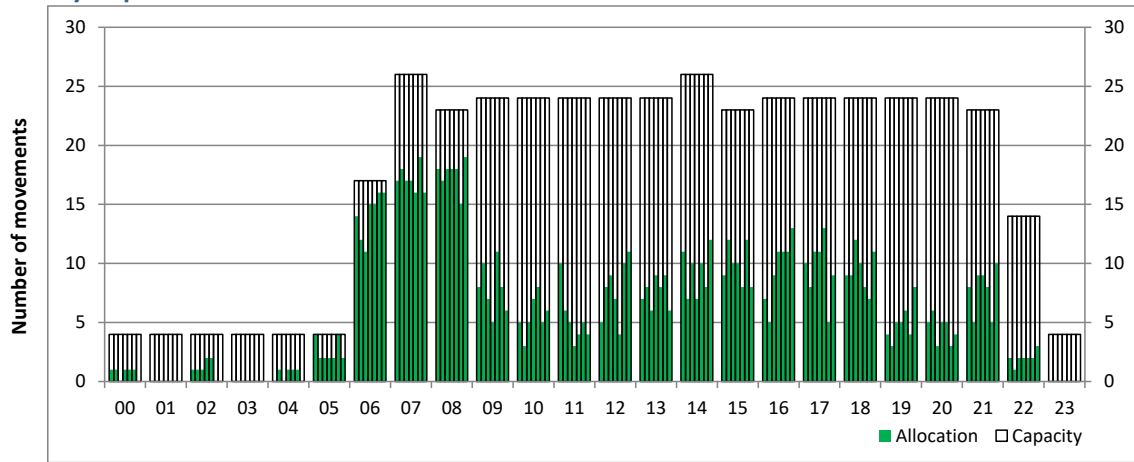
Time: UTC



Hour of day (24 hour format)

Hourly Departure Allocation

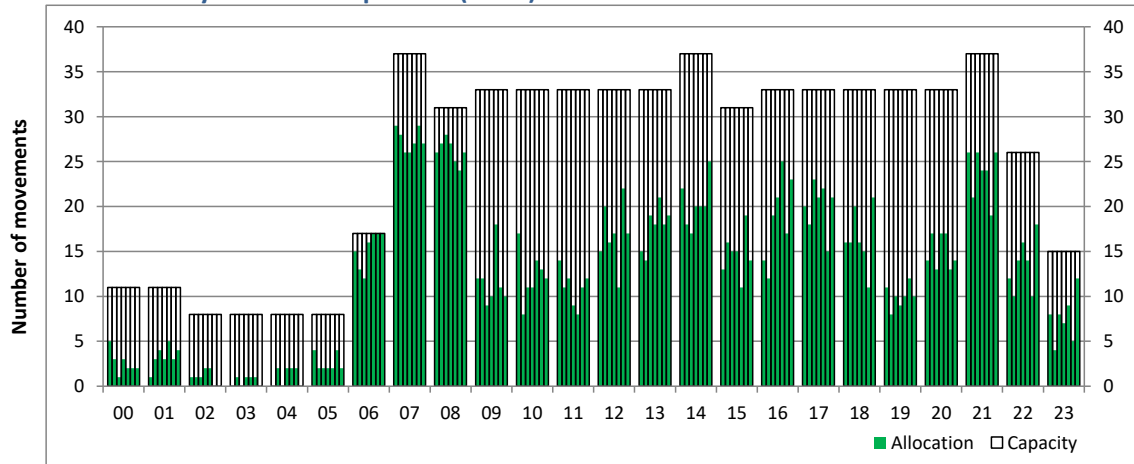
Time: UTC



Hour of day (24 hour format)

Combined Hourly Arrival & Departure (Total) Allocation

Time: UTC



Hour of day (24 hour format)

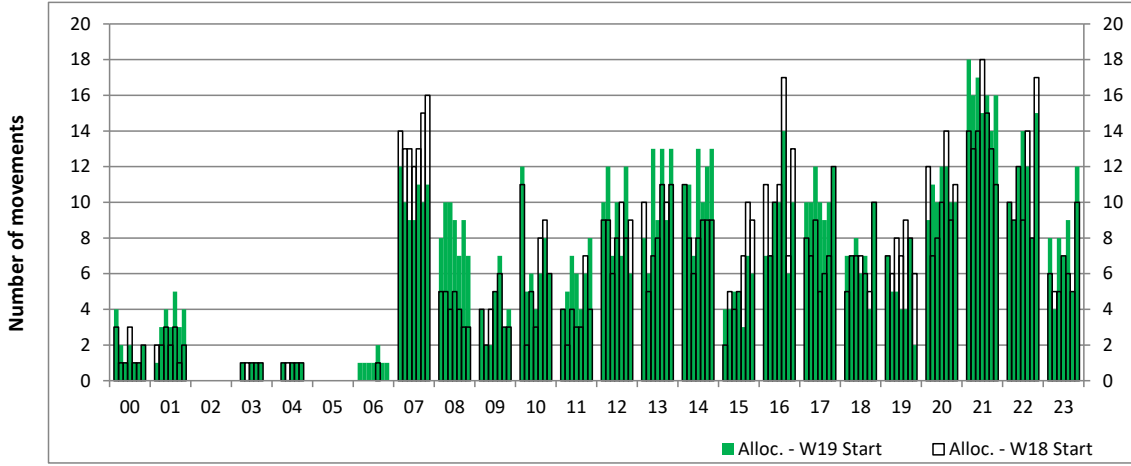
Peak Week - Runway Allocation Comparison

Comparison of W19 Start vs. W18 Start



Hourly Arrival Allocation

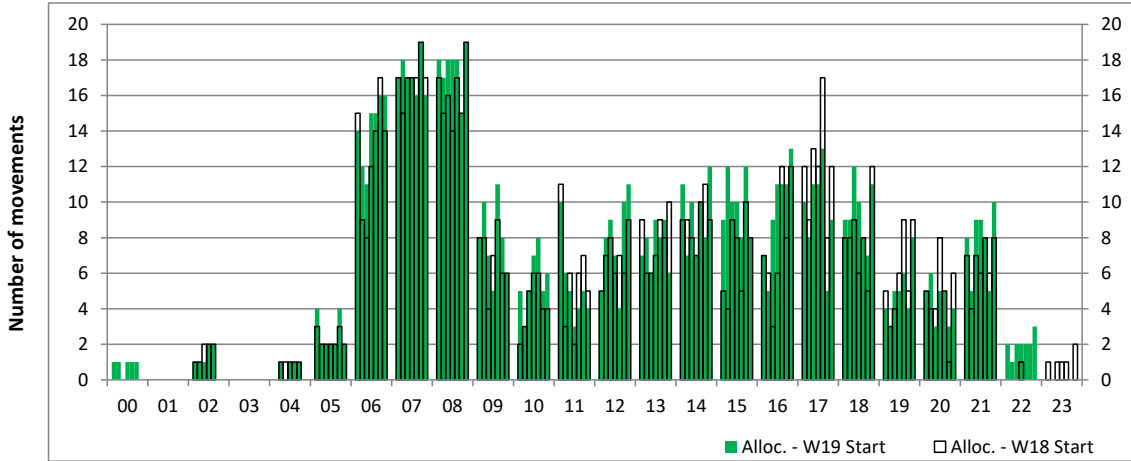
Time: UTC



Hour of day (24 hour format)

Hourly Departure Allocation

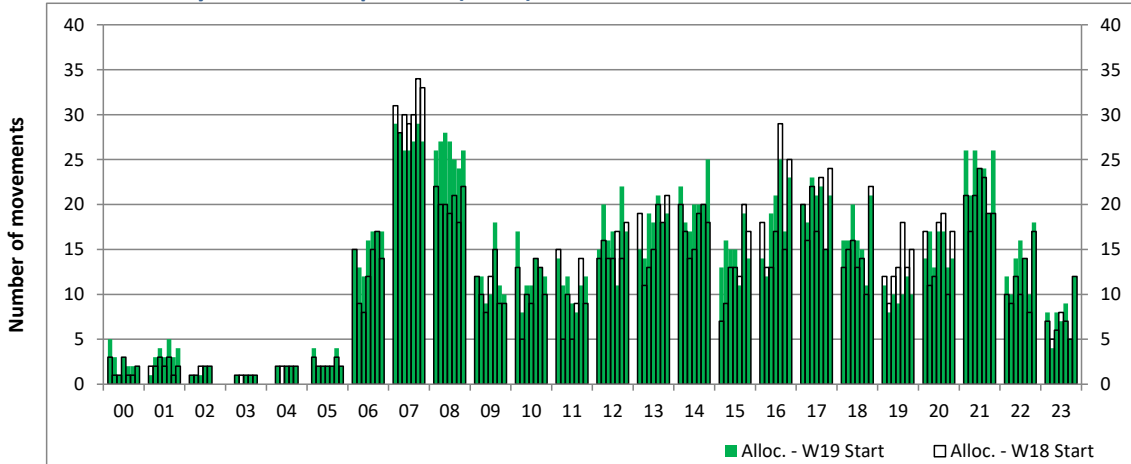
Time: UTC



Hour of day (24 hour format)

Combined Hourly Arrival & Departure (Total) Allocation

Time: UTC



Hour of day (24 hour format)

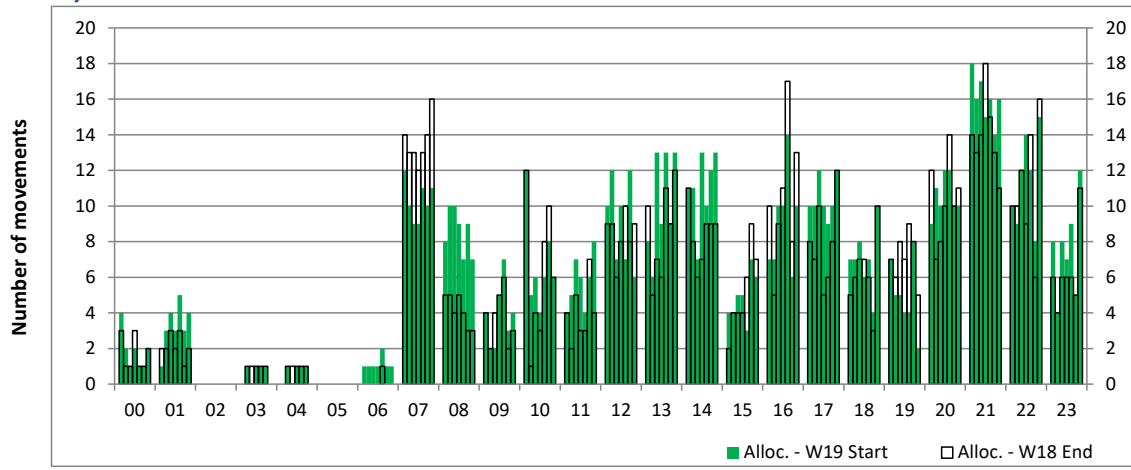
Peak Week - Runway Allocation Comparison

Comparison of W19 Start vs. W18 End



Hourly Arrival Allocation

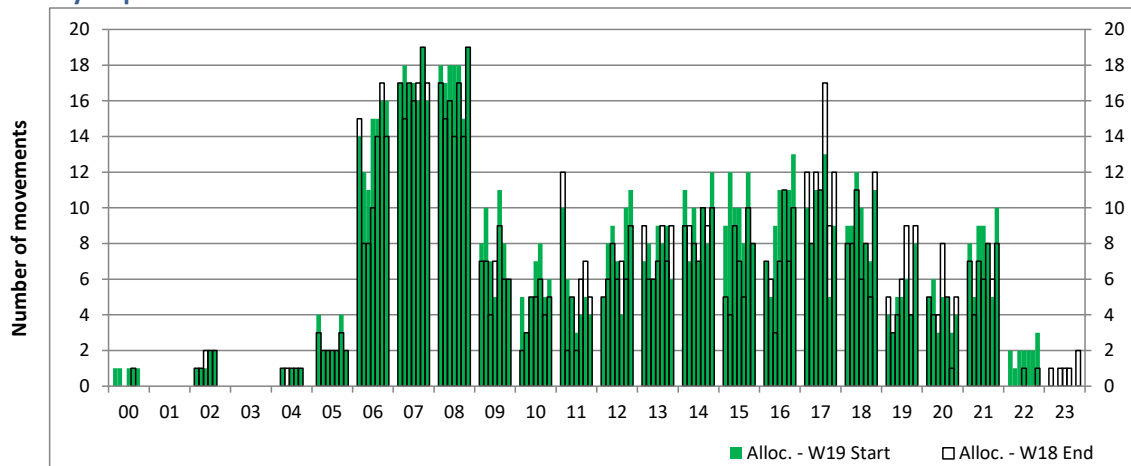
Time: UTC



Hour of day (24 hour format)

Hourly Departure Allocation

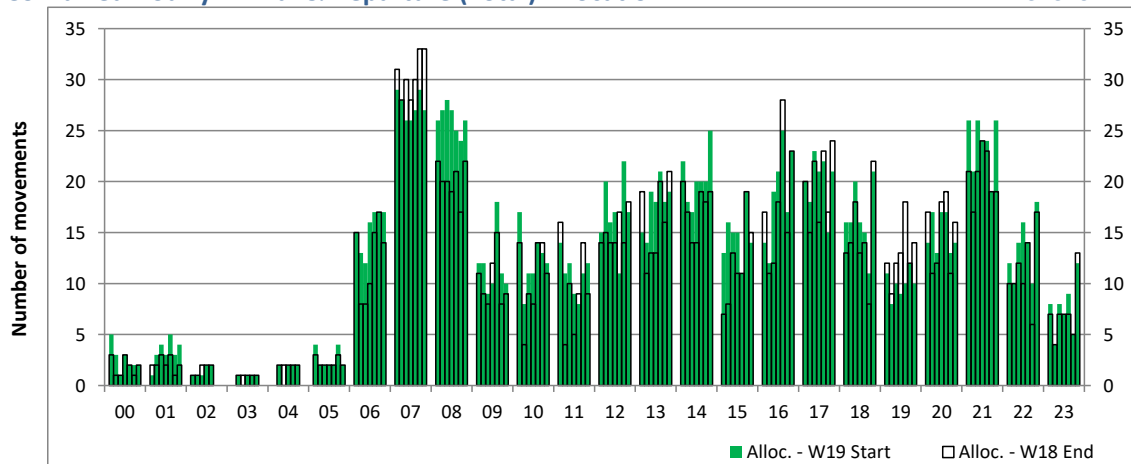
Time: UTC



Hour of day (24 hour format)

Combined Hourly Arrival & Departure (Total) Allocation

Time: UTC



Hour of day (24 hour format)

Peak Week - Passengers Histogram

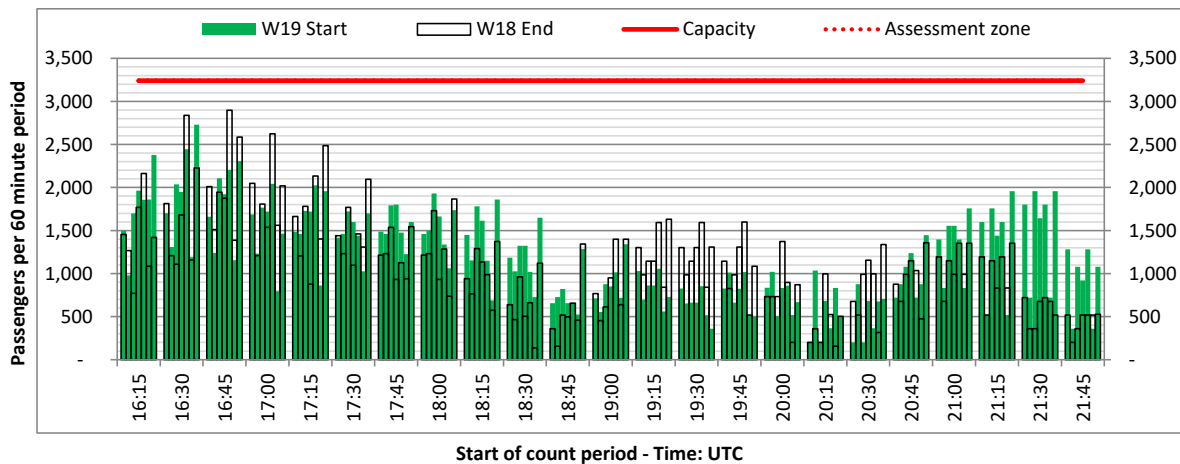
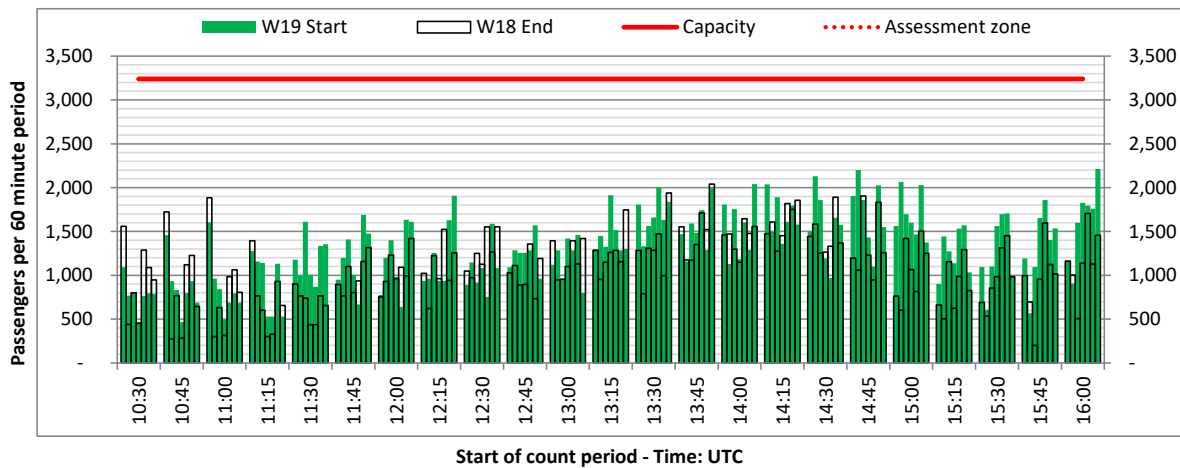
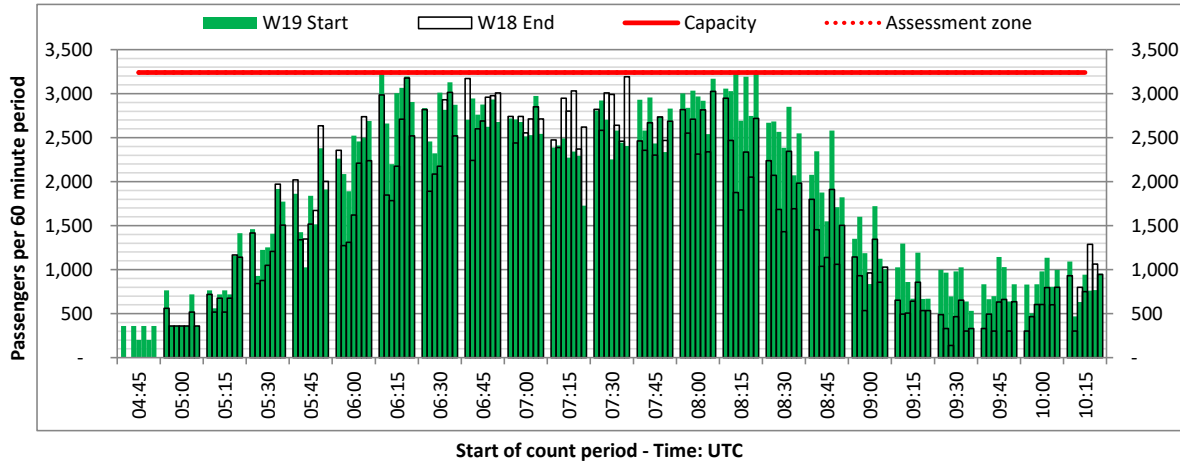
DEPARTURE - 60 minute count rolling every 15 mins (T60/15)



Terminals: All Terminals

Operators: All Operators

Days: 1234567



Peak Week - Passengers Histogram

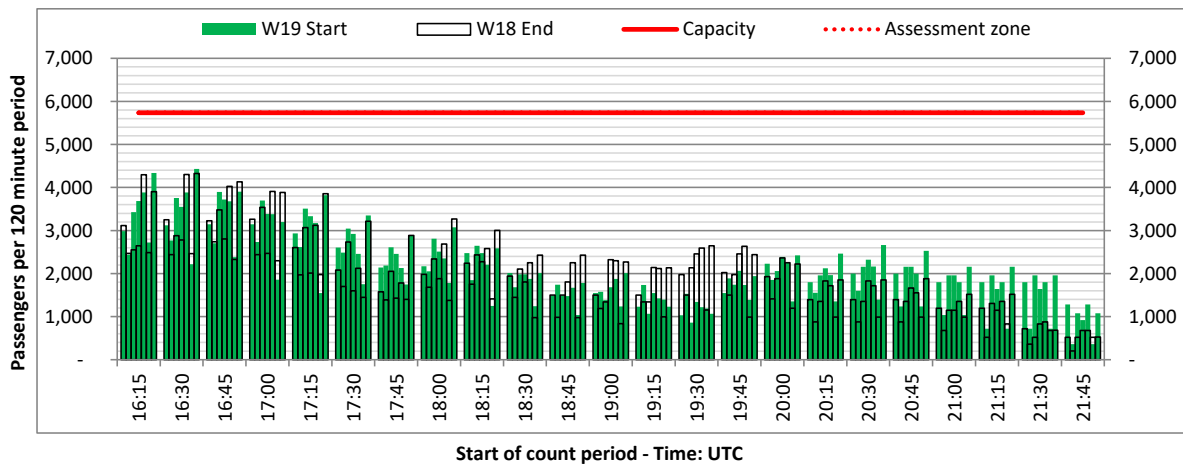
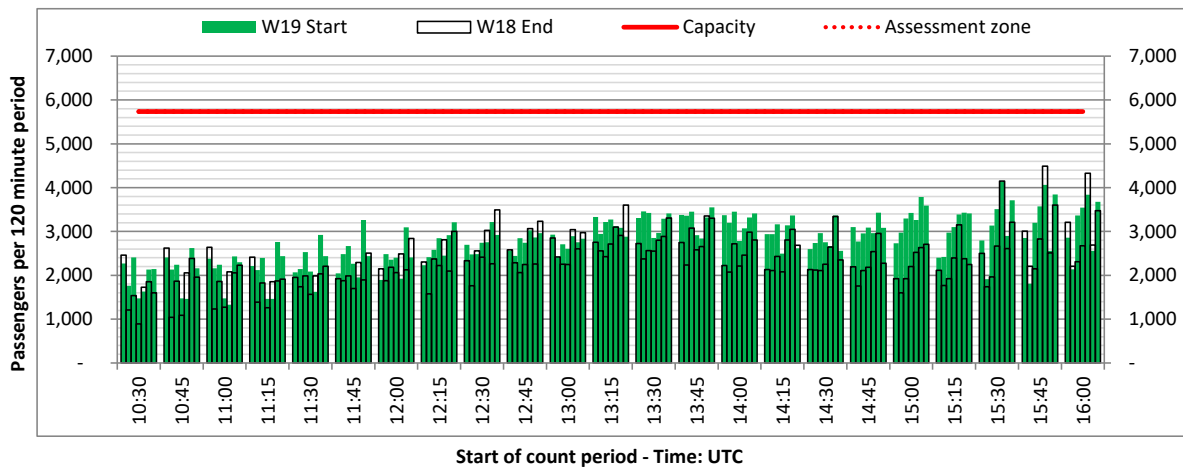
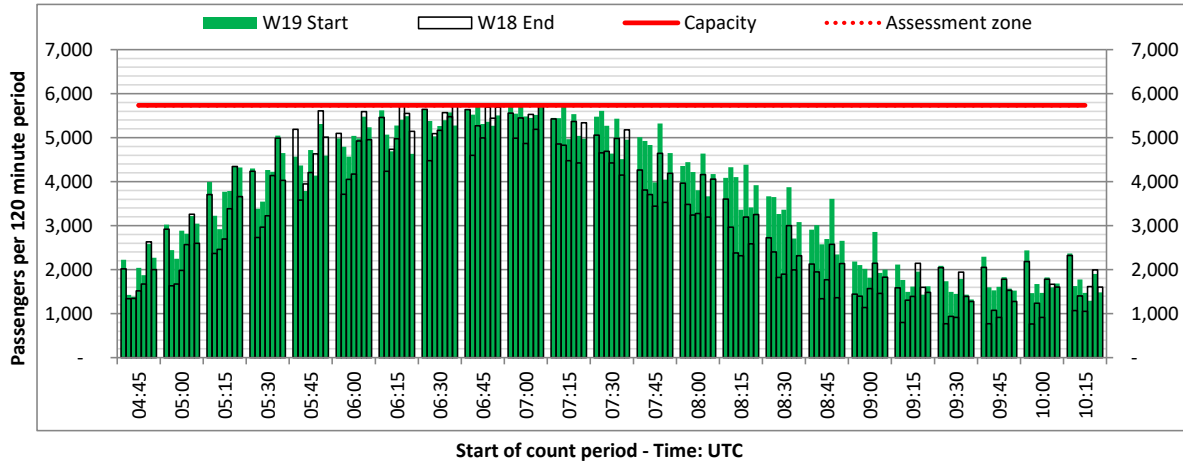
DEPARTURE - 120 minute count rolling every 15 mins (T120/15)



Terminals: All Terminals

Operators: All Operators

Days: 1234567



Peak Week - Passengers Histogram

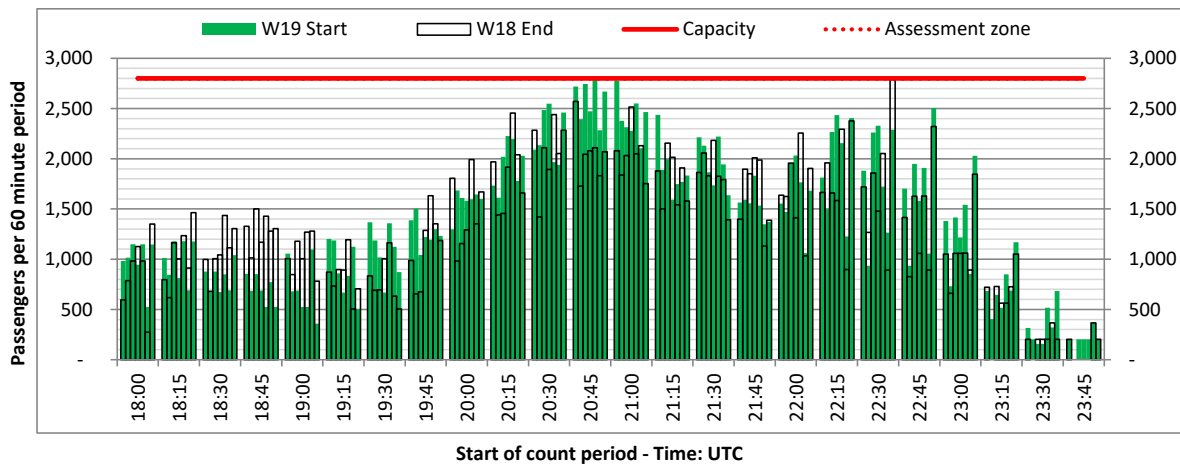
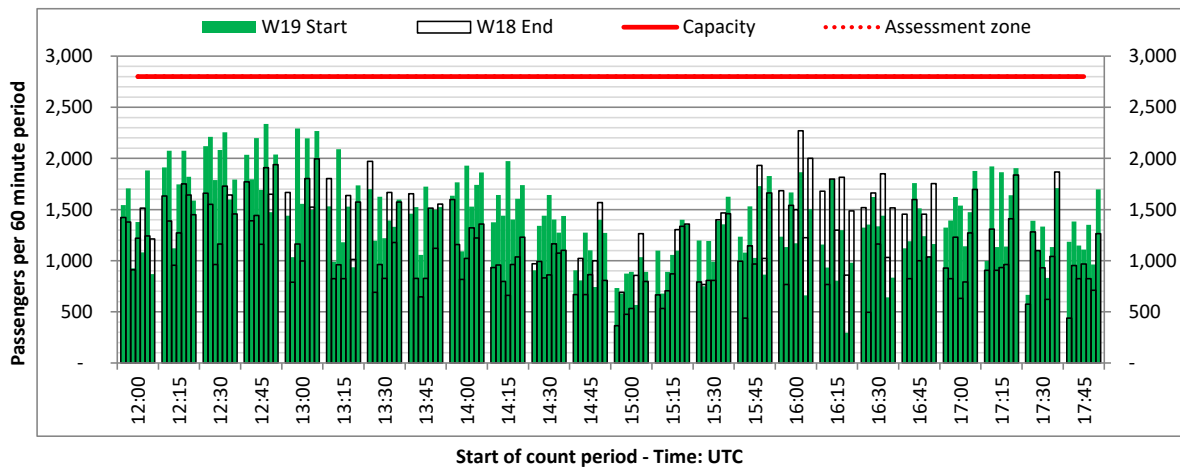
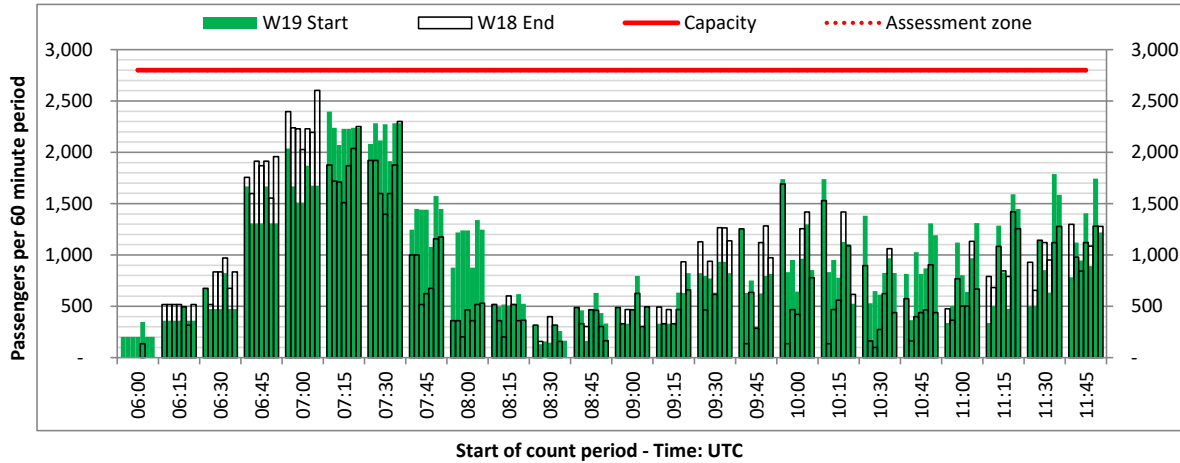
ARRIVAL - 60 minute count rolling every 15 mins (T60/15)



Terminals: 1I

Operators: All Operators

Days: 1234567



Peak Week - Passengers Histogram

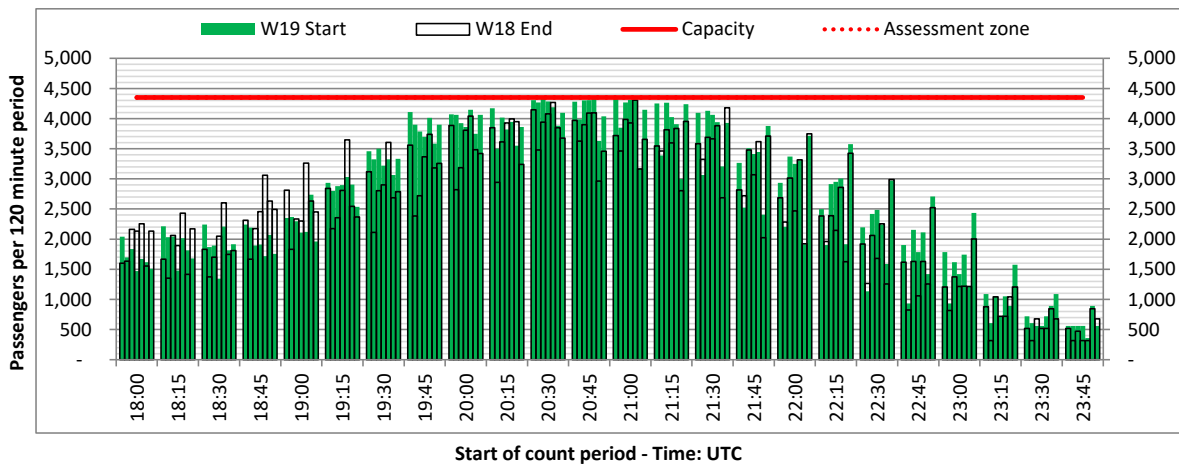
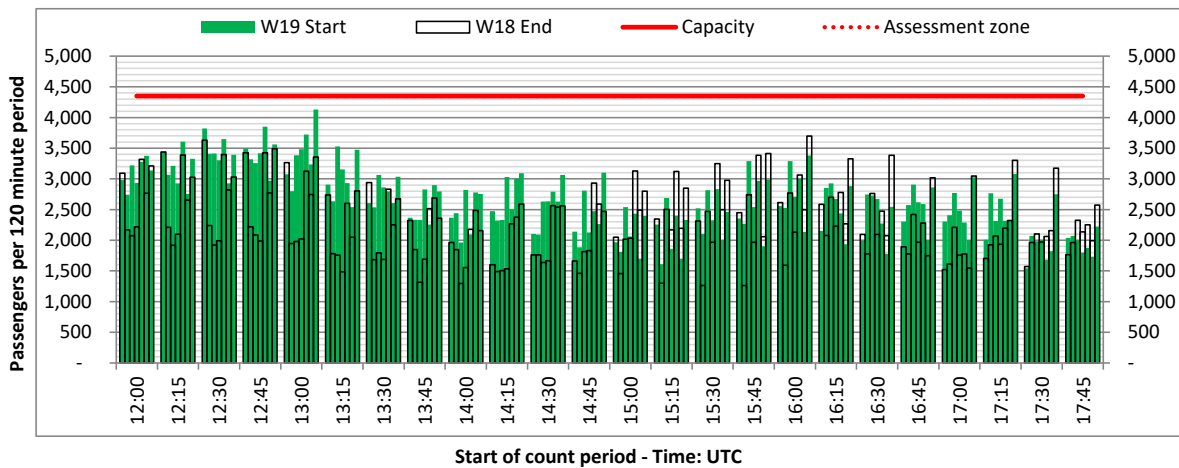
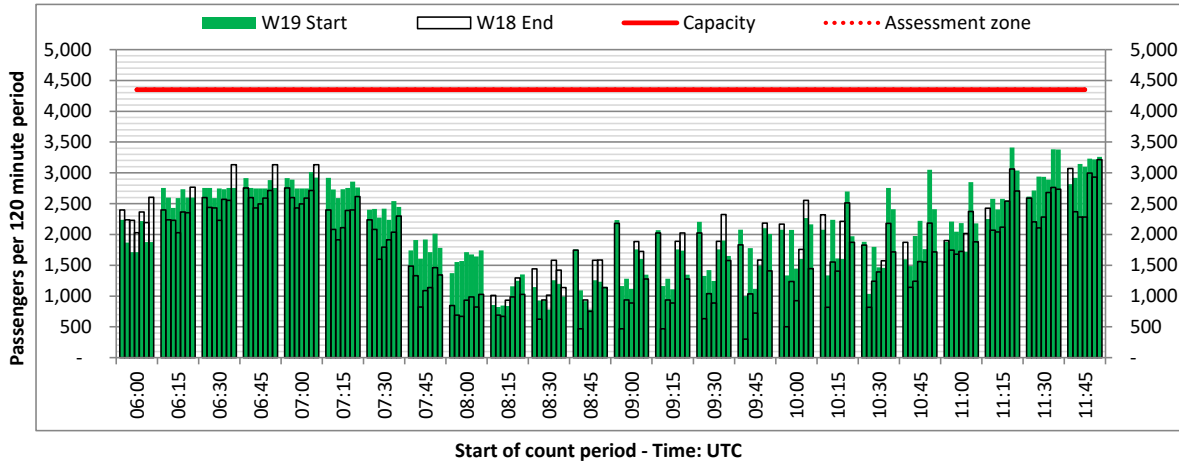
ARRIVAL - 120 minute count rolling every 15 mins (T120/15)



Terminals: 1I

Operators: All Operators

Days: 1234567



Peak Week - Passengers Histogram

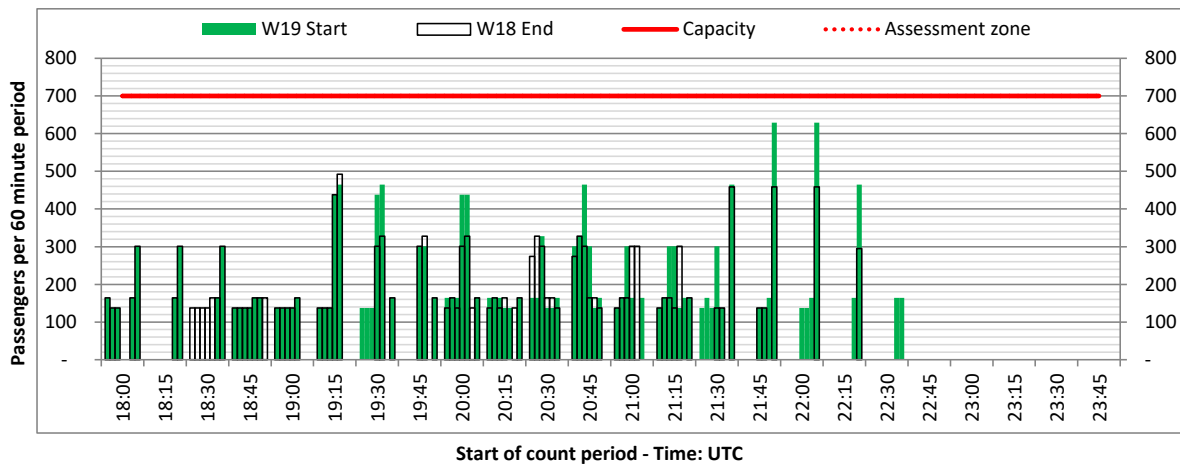
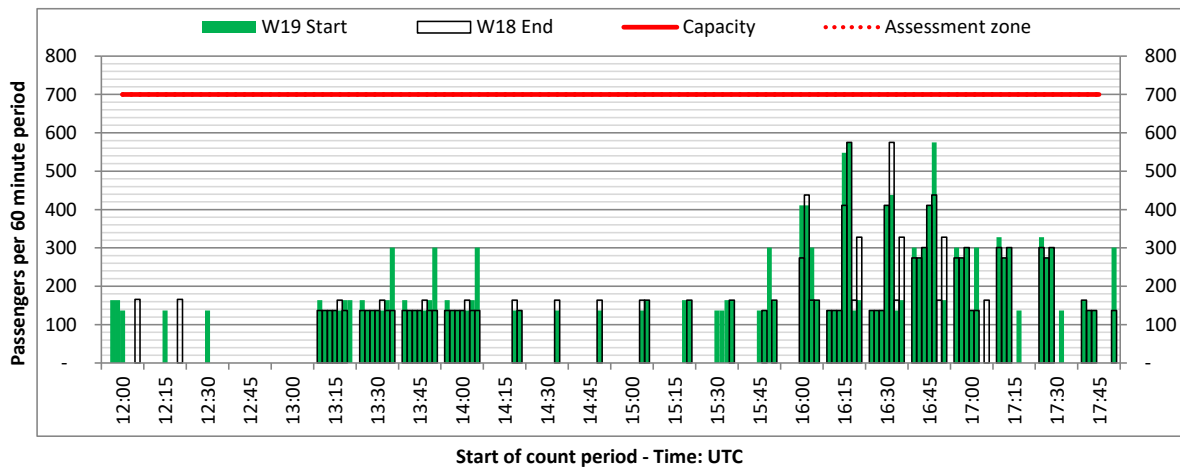
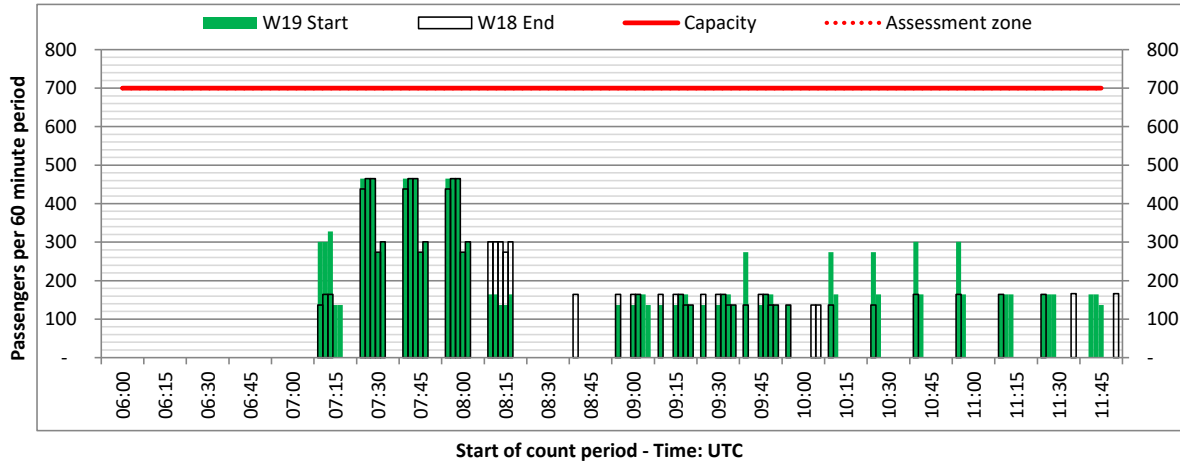
ARRIVAL - 60 minute count rolling every 15 mins (T60/15)



Terminals: 1D

Operators: All Operators

Days: 1234567



Air Transport Movement (ATM)	Any aircraft movement which is either a scheduled or chartered passenger or cargo flight.
Common Travel Area (CTA)	Origin or Destination is in Republic of Ireland or the Channel Islands.
Demand	Unconstrained demand before any schedule adjustments have been made.
"Fill-in"	These are gaps in a historic series of slots which the carrier requests to "Fill-in" at Initial Submissions - Fill-ins will be recognisably part of the historic series and will have the same flight details to qualify as a "Fill-in".
Hist (SHL)	Snapshot of historic schedule rolled over from end of the previous equivalent season - as advised to airlines in the SHLs.
ICAO Size A	Aircraft with wingspan between 0.00m - 14.99m.
ICAO Size B	Aircraft with wingspan between 15.00m - 23.99m.
ICAO Size C	Aircraft with wingspan between 24.00m - 35.99m.
ICAO Size D	Aircraft with wingspan between 36.00m - 51.99m.
ICAO Size E	Aircraft with wingspan between 52.00m - 64.99m.
ICAO Size F	Aircraft with wingspan between 65.00m - 80.00m.
Init Coord	Snapshot of schedule immediately after Initial Coordination is completed - as advised to airlines in the SALs.
Passenger Air Transport Movement (PATM)	Any aircraft movement which is either a scheduled or chartered passenger flight.
Start	Snapshot of schedule shortly before the start of the scheduling season (exact date given below where used).
Time: Local	Times shown are in LOCAL time for the airport/scheduling season.
Time: UTC	Times shown are in Universal Time Constant (UTC).

Data snapshot descriptions

W18 Start	W18 schedule as cleared on Tue 23-Oct-18.
W18 End	W18 schedule as cleared on Sat 30-Mar-19.
W19 Start	W19 schedule as cleared on Tue 08-Oct-19.
Peak Week	Peak week for W18 is Mon 18-Feb-19 to Sun 24-Feb-19. Peak week for W19 is Mon 30-Dec-19 to Sun 05-Jan-20.

For ACL use

	Airport-Season-Branch-Resource	From date	To date	Time
Full Season Rep 1	LTN-W18-SOS Report-Standard	Sun 28-Oct-2018	Sat 30-Mar-2019	UTC
Full Season Rep 2	LTN-W18-Live-Standard	Sun 28-Oct-2018	Sat 30-Mar-2019	UTC
Full Season Rep 3	LTN-W19-SOS Report-Standard	Sun 27-Oct-2019	Sat 28-Mar-2020	UTC
	Airport-Season-Branch-Resource	From date	To date	Time
Peak Week Rep 1	LTN-W18-SOS Report-Standard	Mon 18-Feb-2019	Sun 24-Feb-2019	UTC
Peak Week Rep 2	LTN-W18-Live-Standard	Mon 18-Feb-2019	Sun 24-Feb-2019	UTC
Peak Week Rep 3	LTN-W19-SOS Report-Standard	Mon 30-Dec-2019	Sun 05-Jan-2020	UTC