Luton Airport (LTN)

Summer 2019 (S19)

Start of Season Report

Report Date: Fri 29-Mar-2019

Headlines

	S19 Start		vs. S18 Start		vs. S18 End
Total Air Transport Movements (Passenger & Freight)	72,540	▲	5.1%	▲	7.9%
Total Passenger Air Transport Movements	70,720	▲	4.4%	▲	7.2%
Total Passenger Air Transport Movement Seats	13,205,986	▲	7.2%	▲	10.0%
Average Seats per Passenger Air Transport Movement	187	▲	2.7%	▲	2.7%
Percentage of allocated slots cleared as requested (OK)	98%				

Contents

S18 scheduling season runs from Sun 25-Mar-2018 to Sat 27-Oct-2018 (217 days).
S19 scheduling season runs from Sun 31-Mar-2019 to Sat 26-Oct-2019 (210 days).
S18 full season data is adjusted by a factor of 0.96774 in order to directly compare against S19 full season data.

Disclaimer

Runway Scheduling Limits

Declared Hourly Movement Capacity

Arrivals

Hour	S18 Arrivals							Hour	Change: S18 to S19							Hour	S19 Arrivals						
	Mon	Tue	Wed	Thu	Fri	Sat	Sun		Mon	Tue	Wed	Thu	Fri	Sat	Sun		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	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	6	6	6	6	6	6	6	05								05	6	6	6	6	6	6	6
06	23	23	23	23	23	23	23	06	-1	-1	-1	-1	-1	-1	-1	06	22	22	22	22	22	22	22
07	20	20	20	20	20	20	20	07								07	20	20	20	20	20	20	20
08	21	21	21	21	21	21	21	08								08	21	21	21	21	21	21	21
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	21	21	21	21	21	21	21	14								14	21	21	21	21	21	21	21
15	21	21	21	21	21	21	21	15								15	21	21	21	21	21	21	21
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	22	22	22	22	22	22	22	18								18	22	22	22	22	22	22	22
19	20	20	20	20	20	20	20	19								19	20	20	20	20	20	20	20
20	21	21	21	21	21	21	21	20								20	21	21	21	21	21	21	21
21	19	19	19	19	19	19	19	21								21	19	19	19	19	19	19	19
22	13	13	13	13	13	13	13	22								22	13	13	13	13	13	13	13
23	11	11	11	11	11	11	11	23								23	11	11	11	11	11	11	11

Departures

Hour	S18 Departures							Hour	Change: S18 to S19							Hour	S19 Departures						
	Mon	Tue	Wed	Thu	Fri	Sat	Sun		Mon	Tue	Wed	Thu	Fri	Sat	Sun		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	22	22	22	22	22	22	22	05								05	22	22	22	22	22	22	22
06	26	26	26	26	26	26	26	06								06	26	26	26	26	26	26	26
07	22	22	22	22	22	22	22	07								07	22	22	22	22	22	22	22
08	24	24	24	24	24	24	24	08								08	24	24	24	24	24	24	24
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	24	24	24	24	24	24	24	14								14	24	24	24	24	24	24	24
15	24	24	24	24	24	24	24	15								15	24	24	24	24	24	24	24
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	22	22	22	22	22	22	22	19								19	22	22	22	22	22	22	22
20	24	24	24	24	24	24	24	20								20	24	24	24	24	24	24	24
21	22	22	22	22	22	22	22	21								21	22	22	22	22	22	22	22
22	4	4	4	4	4	4	4	22								22	4	4	4	4	4	4	4
23	4	4	4	4	4	4	4	23								23	4	4	4	4	4	4	4

Totals

Hour	S18 Totals							Hour	Change: S18 to S19							Hour	S19 Totals						
	Mon	Tue	Wed	Thu	Fri	Sat	Sun		Mon	Tue	Wed	Thu	Fri	Sat	Sun		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	8	8	8	8	8	8	8	01								01	8	8	8	8	8	8	8
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	22	22	22	22	22	22	22	05								05	22	22	22	22	22	22	22
06	37	37	37	37	37	37	37	06								06	37	37	37	37	37	37	37
07	31	31	31	31	31	31	31	07								07	31	31	31	31	31	31	31
08	33	33	33	33	33	33	33	08								08	33	33	33	33	33	33	33
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	33	33	33	33	33	33	33	14								14	33	33	33	33	33	33	33
15	33	33	33	33	33	33	33	15								15	33	33	33	33	33	33	33
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	37	37	37	37	37	37	37	18								18	37	37	37	37	37	37	37
19	31	31	31	31	31	31	31	19								19	31	31	31	31	31	31	31
20	33	33	33	33	33	33	33	20								20	33	33	33	33	33	33	33
21	31	31	31	31	31	31	31	21								21	31	31	31	31	31	31	31
22	15	15	15	15	15	15	15	22								22	15	15	15	15	15	15	15
23	11	11	11	11	11	11	11	23								23	11	11	11	11	11	11	11

Coordinator's Report

Total demand	**74,574**	slots			
Total slots allocated	**72,540**	slots	**97.27%**	of total demand	
Number of slots cleared OK	**70,845**	slots	**97.66%**	of total slots cleared	

Slots adjusted (not OK) due to:

RUNWAY constraints	**626**	slots	**36.9%**	of total slots adjusted
TERMINAL constraints	**790**	slots	**46.6%**	of total slots adjusted
STAND constraints	**86**	slots	**5.1%**	of total slots adjusted
NIGHT constraints	**66**	slots	**3.9%**	of total slots adjusted
OTHER constraints	**21**	slots	**1.2%**	of total slots adjusted
ARR/DEP TURNAROUND feasibility	**106**	slots	**6.3%**	of total slots adjusted

Executive Summary

The coordination of LTN S19 has been significantly affected by three particular aspects. First, Luton Airport declared three additional overnight stands and an increase in the terminal departing passenger constraints. As a result of this ACL have been able to approve slots for three additional based aircraft with departures in the morning departure peak.

Second, there has been no change to the international arrival passenger constraints. As a result, the arrival passenger constraint has become restrictive at various times across the day, whereas the departure passenger constraints are only restrictive during the early morning departure peak.

The third significant aspect of S19 coordination has centred around the night noise constraints. Luton Airport declared more restrictive noise constraints for summer 19 which have limited ACL`s ability to fully allocate all the declared night and shoulder quota due to aircraft noise.

Runway Constraints

- 15 and 5 minute runway constraints are the most restrictive runway constraint.
- Allocation has increased in conjunction with the increase in the 15 minute runway capacity.

Terminal Constraints

- Departure capacity in the morning peak (0500 - 0755) UTC is generally fully allocated growing alongside increased capacity.
- Arrivals capacity has remained at the same level while allocation has increased streadily throughout the day.

Stand Constraints

- Overnight parking stand capacity remains fully allocated.
- There are outstanding requests for additional based aircraft which remain nil slotted.

Night Constraints

- There are outstanding requests for the night and shoulder period.
- The QC1 ban noise restriction has generated outstanding requests for the night and shoulder period.

Other Constraints

Arr/Dep Turnaround Feasibility

- There are a number of slots with adjusted ground times to fit within other constraints such as the terminal.

Air Transport Movement Allocation by Operator

Comparison between S18 End vs. S19 Start

Operator	FULL SEASON ALLOCATION								PEAK WEEK ALLOCATION							
	S18 ATMs	S19 ATMs	+/- change	S19 Rank	S18 Seats	S19 Seats	+/- change	S19 Rank	S18 ATMs	S19 ATMs	+/- change	S19 Rank	S18 Seats	S19 Seats	+/- change	S19 Rank
Adria Airways	2	4	2	16	279	576	297	14	-	-	0	14	-	-	0	12
Aero4M	4	-	-4	26	190	-	-190	24	-	-	0	14	-	-	0	12
Aeroflot	2	-	-2	26	271	-	-271	24	-	-	0	14	-	-	0	12
Aeronexus	-	-	0	26	-	-	0	24	-	-	0	14	-	-	0	12
Air Europa	31	-	-31	26	5,869	-	-5,869	24	3	-	-3	14	558	-	-558	12
Air Itlay	-	-	0	26	-	-	0	24	-	-	0	14	-	-	0	12
Air Lubo	-	-	0	26	-	-	0	24	-	-	0	14	-	-	0	12
Air Nostrum	42	-	-42	26	3,881	-	-3,881	24	4	-	-4	14	400	-	-400	12
Air Serbia	2	-	-2	26	279	-	-279	24	-	-	0	14	-	-	0	12
AlbaStar	37	2	-35	18	6,950	340	-6,610	21	2	-	-2	14	378	-	-378	12
Alitalia	1	2	1	18	174	360	186	19	-	-	0	14	-	-	0	12
Arkefly	-	2	2	18	-	487	487	17	-	-	0	14	-	-	0	12
Arkia	4	-	-4	26	732	-	-732	24	-	-	0	14	-	-	0	12
ASL Airlines France	1	5	4	15	142	735	593	13	-	-	0	14	-	-	0	12
Avanti Air	1	-	-1	26	97	-	-97	24	-	-	0	14	-	-	0	12
AVIATIQ	-	-	0	26	-	-	0	24	-	-	0	14	-	-	0	12
Azerbaijan Airlines	8	8	0	14	1,556	1,632	76	12	-	-	0	14	-	-	0	12
Bin Air	2	-	-2	26	-	-	0	24	-	-	0	14	-	-	0	12
Blue Air	2,055	1,526	-529	6	358,590	279,968	-78,622	5	72	52	-20	6	12,516	9,500	-3,016	6
BMI Regional	1	-	-1	26	47	-	-47	24	-	-	0	14	-	-	0	12
Carpatair	1	-	-1	26	97	-	-97	24	-	-	0	14	-	-	0	12
Cello Aviation	-	-	0	26	-	-	0	24	-	-	0	14	-	-	0	12
City Airline	2	-	-2	26	337	-	-337	24	-	-	0	14	-	-	0	12
Corsair International	1	-	-1	26	341	-	-341	24	-	-	0	14	-	-	0	12
Danish Air Transport	-	-	0	26	-	-	0	24	-	-	0	14	-	-	0	12
DHL Air	1	-	-1	26	-	-	0	24	-	-	0	14	-	-	0	12
EasyJet	31,445	30,485	-960	1	5,285,532	5,218,566	-66,966	1	1,066	1,028	-38	1	179,976	175,752	-4,224	1
EasyJet Europe	-	1,252	1,252	7	-	228,108	228,108	6	-	34	34	9	-	6,120	6,120	8
EasyJet Switzerland	8	-	-8	26	1,208	-	-1,208	24	-	-	0	14	-	-	0	12
El Al Israel Airlines	669	764	95	10	119,570	140,830	21,260	9	25	38	13	8	4,526	7,184	2,658	7
Enter Air	2	1	-1	24	366	189	-177	23	-	-	0	14	-	-	0	12
European Air Transport (DHL)	983	1,580	597	5	-	-	0	24	36	55	19	5	-	-	0	12
Express Air Cargo	1	-	-1	26	-	-	0	24	-	-	0	14	-	-	0	12
Fly Compass	2	-	-2	26	132	-	-132	24	-	-	0	14	-	-	0	12
FlyBosnia	-	146	146	13	-	20,148	20,148	11	-	6	6	13	-	828	828	11
Freebird Airlines	29	-	-29	26	5,226	-	-5,226	24	1	-	-1	14	180	-	-180	12
Germania	2	-	-2	26	347	-	-347	24	1	-	-1	14	215	-	-215	12
Iberia	-	-	0	26	-	-	0	24	-	-	0	14	-	-	0	12
Icelandair	-	-	0	26	-	-	0	24	-	-	0	14	-	-	0	12
Israir	4	2	-2	18	685	360	-325	19	-	-	0	14	-	-	0	12
Jota Aviation	1	-	-1	26	92	-	-92	24	-	-	0	14	-	-	0	12
Luxair	4	-	-4	26	720	-	-720	24	-	-	0	14	-	-	0	12
Maleth-Aero	-	-	0	26	-	-	0	24	-	-	0	14	-	-	0	12
MNG Airlines	228	240	12	12	-	-	0	24	8	8	0	12	-	-	0	12
Norwegian	2	-	-2	26	360	-	-360	24	-	-	0	14	-	-	0	12
PAN EUROPEENNE AIR SERVICE	-	-	0	26	-	-	0	24	-	-	0	14	-	-	0	12
Privilege Style	1	-	-1	26	174	-	-174	24	-	-	0	14	-	-	0	12
Ryanair	6,230	8,684	2,454	4	1,177,531	1,641,276	463,745	4	208	290	82	4	39,312	54,810	15,498	4
Signature	1	-	-1	26	-	-	0	24	-	-	0	14	-	-	0	12
Sky Taxi	2	-	-2	26	64	-	-64	24	-	-	0	14	-	-	0	12
SprintAir	2	-	-2	26	128	-	-128	24	-	-	0	14	-	-	0	12
SunExpress	267	318	51	11	50,481	60,102	9,621	10	18	16	-2	11	3,402	3,024	-378	10
Tarom	168	-	-168	26	22,564	-	-22,564	24	6	-	-6	14	804	-	-804	12
Thomas Cook (Scandinavia)	1	1	0	24	205	212	7	22	-	-	0	14	-	-	0	12
Thomas Cook (UK)	200	-	-200	26	44,071	-	-44,071	24	8	-	-8	14	1,760	-	-1,760	12
Titan Airways	15	2	-13	18	3,324	530	-2,794	16	-	-	0	14	-	-	0	12
Transavia	1	-	-1	26	183	-	-183	24	-	-	0	14	-	-	0	12
Transavia France	2	2	0	18	366	378	12	18	-	-	0	14	-	-	0	12
Travel Service	47	3	-44	17	8,962	567	-8,395	15	2	-	-2	14	378	-	-378	12
TUI Airways	1,413	1,078	-335	8	288,345	223,358	-64,987	7	58	51	-7	7	11,858	10,439	-1,419	5
Ukraine Air Alliance	-	-	0	26	-	-	0	24	-	-	0	14	-	-	0	12
Via Tauro	1	-	-1	26	-	-	0	24	-	-	0	14	-	-	0	12
VLM Airlines	2	-	-2	26	97	-	-97	24	-	-	0	14	-	-	0	12
Vueling	1,173	958	-215	9	206,090	168,120	-37,970	8	32	32	0	10	5,580	5,616	36	9
Vulkan Air	-	-	0	26	-	-	0	24	-	-	0	14	-	-	0	12
Wizz Air	22,109	14,266	-7,843	2	4,406,799	2,884,524	-1,522,275	2	774	486	-288	2	154,944	98,132	-56,812	2
Wizz Air UK	-	11,209	11,209	3	-	2,334,620	2,334,620	3	-	420	420	3	-	88,200	88,200	3
Yan Air	-	-	0	26	-	-	0	24	-	-	0	14	-	-	0	12
TOTAL	67,213	72,540	5,327		12,003,452	13,205,986	1,202,534		2,324	2,516	192		416,787	459,605	42,818	

Operators with 0 'ATMs' in both S18 End & S19 Start schedules are included in the table due to appearing in the S18 Start schedule (either with/without allocated slots).

Operator	S19 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 Europa	-															-
Air Nostrum	-															-
AlbaStar	-															-
Blue Air	52	98.1%	0.0%	1.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
EasyJet	1,028	98.4%	0.4%	0.3%	0.3%	0.2%	0.0%	0.1%	0.1%	0.0%	0.1%	0.0%	0.1%	0.0%	0.0%	31
EasyJet Europe	34	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	38	92.1%	2.6%	0.0%	2.6%	2.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
European Air Transport (DHL)	55	92.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	7.3%	2
FlyBosnia	6	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%	-
Freebird Airlines	-															-
Germania	-															-
Iberia	-															-
Maleth-Aero	-															-
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%	-
Ryanair	290	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%	-
SunExpress	16	75.0%	12.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	12.5%	-
Tarom	-															-
Thomas Cook (UK)	-															-
Travel Service	-															-
TUI Airways	51	96.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.0%	2.0%	-
Vueling	32	87.5%	6.3%	0.0%	6.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Wizz Air	486	97.1%	1.4%	0.2%	0.6%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.4%	0.0%	0.0%	-
Wizz Air UK	420	94.5%	2.1%	0.5%	0.2%	0.2%	1.2%	0.7%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.2%	42
TOTAL	2,516	97.2%	1.0%	0.3%	0.4%	0.2%	0.2%	0.2%	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%	0.3%	75

Operators with 0 'allocated ATMs' and 0 'Requests with NO slot allocated' in S19, are included in this list due to having slots allocated in either S18 Start or S18 End schedules.

Significant Route Changes

Operator	Category	Description of change from S18 schedule to S19 schedule
Air Nostrum	**CANCELLED**	Air Nostrum cancelled services to VGO
Blue Air	**CANCELLED**	Blue Air cancelled services to CLJ, CND and TRN
EasyJet	CHANGE	EasyJet decreased services to AMS, ARN, FCO, PMI and increased to KRK
European Air Transport (DHL)	**NEW**	DHL added new freight movements to ARN, BGY amd BRU
FlyBosnia	**NEW**	FlyBosnia added a new service to SJJ
Ryanair	**NEW**	Ryanair added services to AGP, ALC, ATH, BCN, BLQ, ORK and RMU
Ryanair	CHANGE	Ryanair was allocated two additional overngiht stands increasing based aircraft to six
Tarom	**CANCELLED**	Tarom cancelled their service to IAS
Thomas Cook (UK)	**CANCELLED**	Thomas Cook cancelled services to AYT and DLM
TUI Airways	CHANGE	TUI decreased the frequency of services to FAO, FUE, MAH and NAP
Vueling	**CANCELLED**	Vueling do not plan to operate any regular services to BCN
Wizz Air	CHANGE	Wizz Air decreased services to BUD, POZ, VNO and increased to KRK, LCA, LIS
Wizz Air	CHANGE	Wizz Air was allocated one additional overnight stand increasing based aircraft to nine

Full Season - ATM Analysis

Total ATMs: Passenger ATMs vs. Freight ATMs
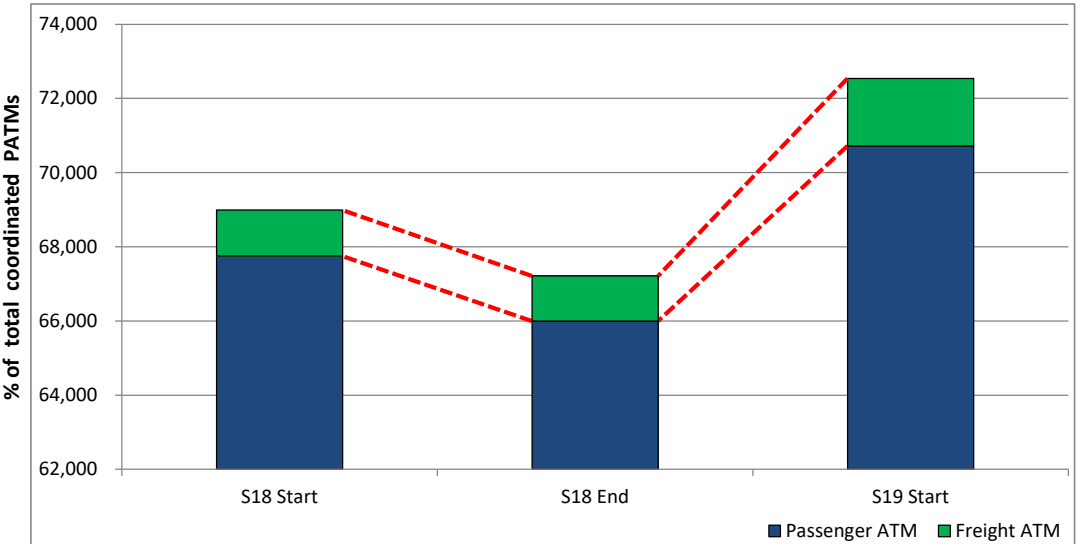
Passenger ATMs: Scheduled vs. Charter
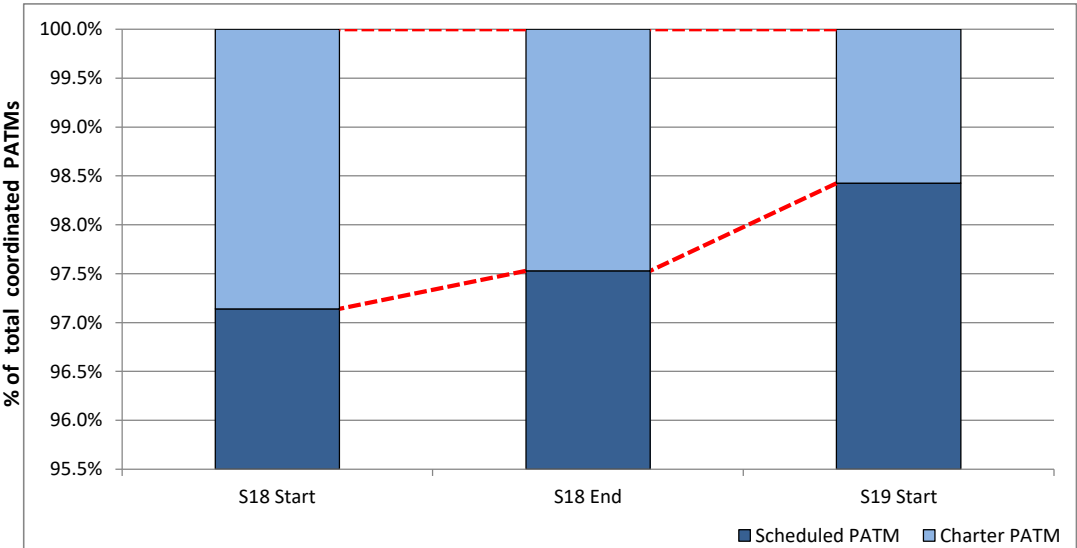
Full Season - PATM Seats Analysis

Total Passenger ATM seats: Scheduled vs. Charter
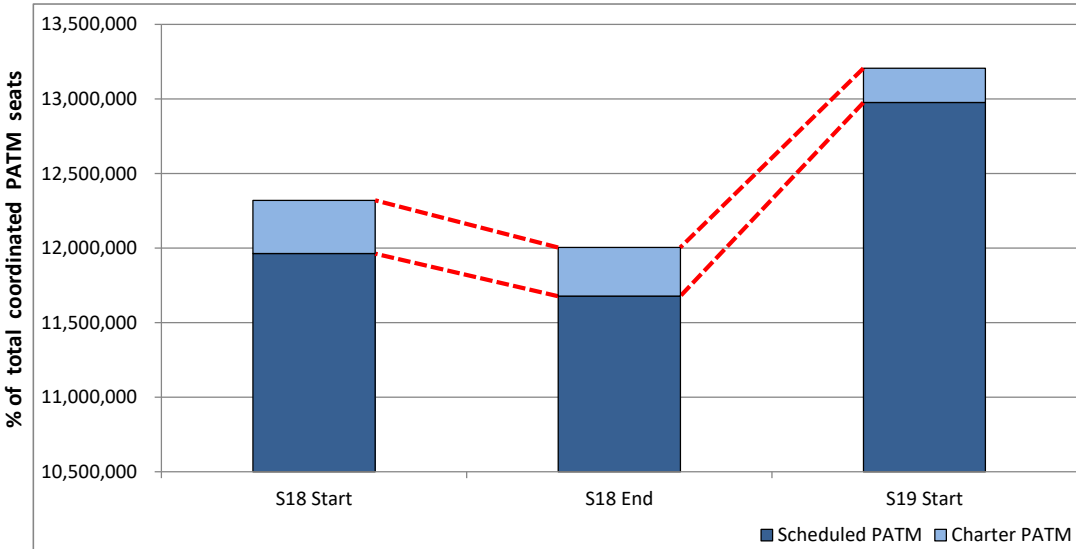
Passenger ATM seats: Scheduled vs. Charter
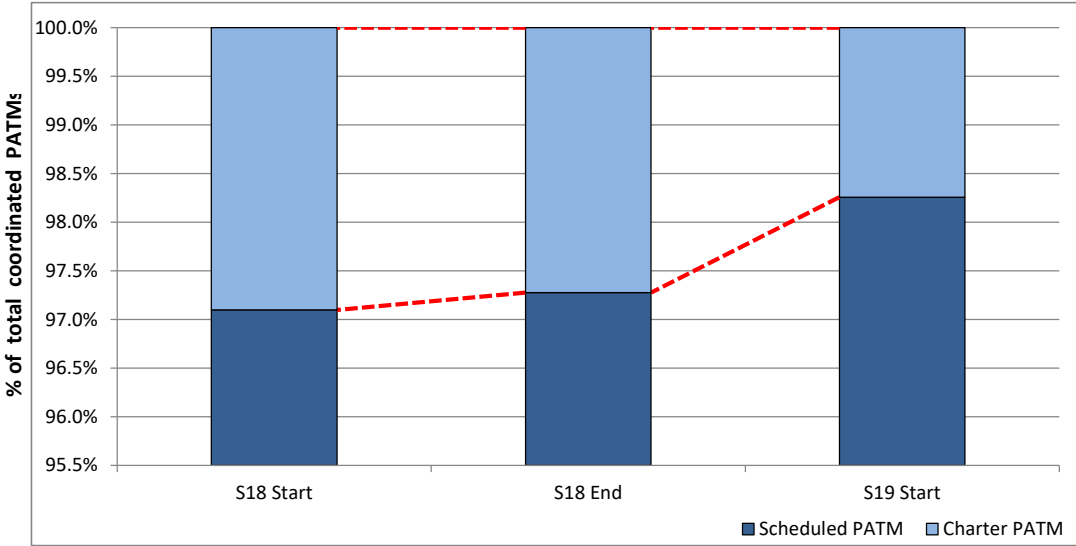
Full Season - Terminal Analysis

Air Transport Movements (total allocated for season)

Legend: ■ S18 Start   ■ S18 End   ■ S19 Start
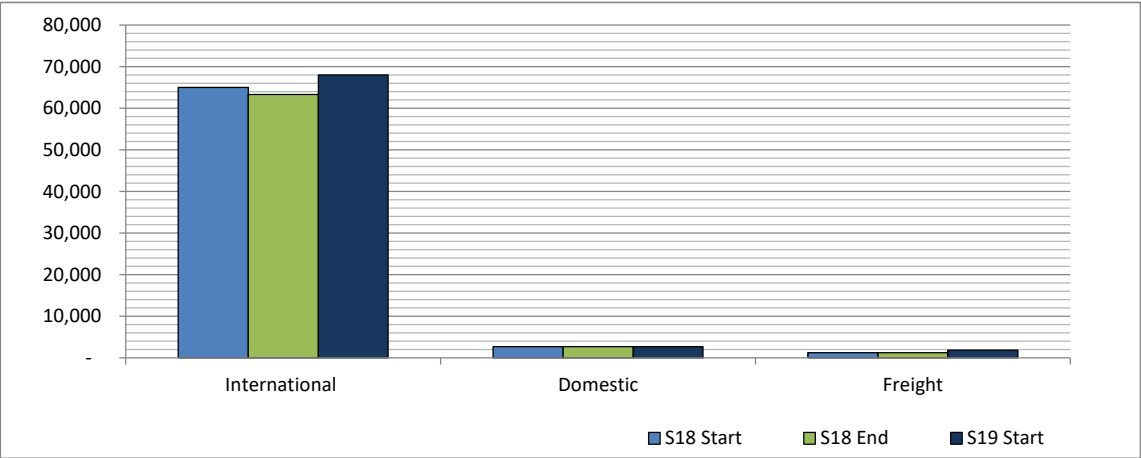
Air Transport Movement Seats (total allocated for season)

Legend: ■ S18 Start   ■ S18 End   ■ S19 Start
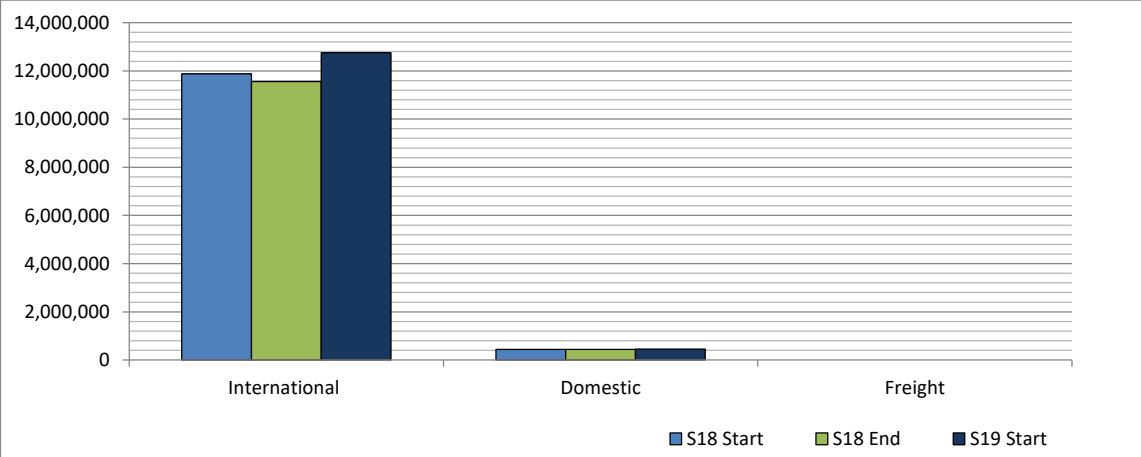
Seats per Air Transport Movement (average for season)

Legend: ■ S18 Start   ■ S18 End   ■ S19 Start
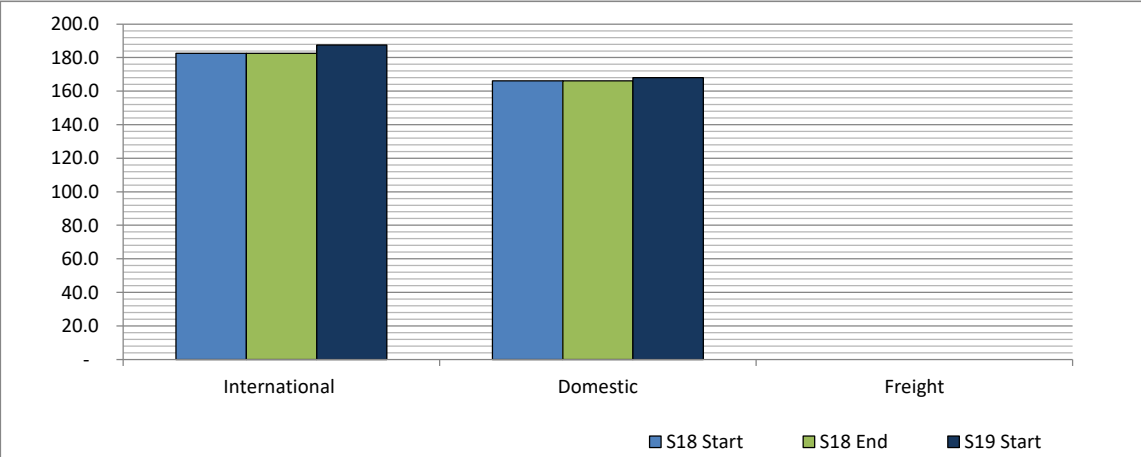
Full Season - Aircraft Size Analysis

ICAO size designation
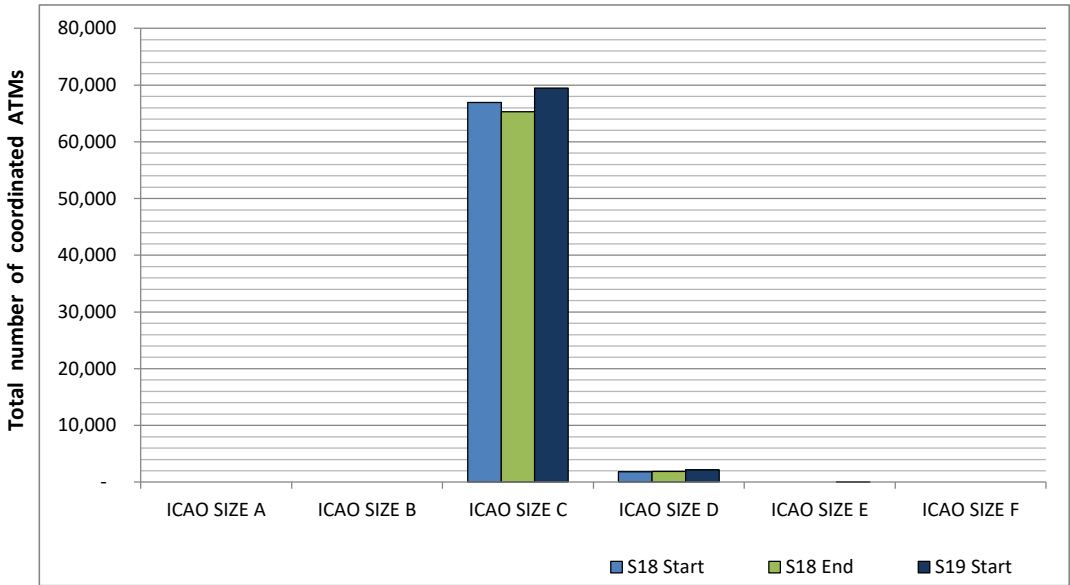
Note: See Glossary for definitions of ICAO SIZE groupings

Air Transport Movement seat distribution
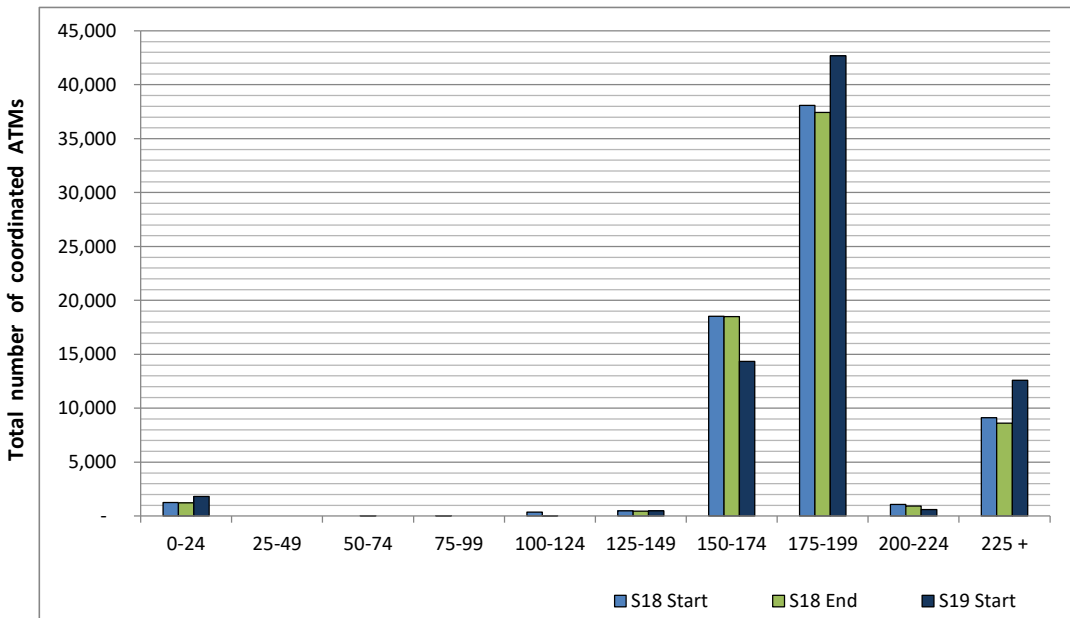
Note: FREIGHT-ONLY services with 0 seats are included in the first seat band '0-24'

Full Season - Seasonality

Air Transport Movements by week of season

Legend: S18 Start, S18 End, S19 Start
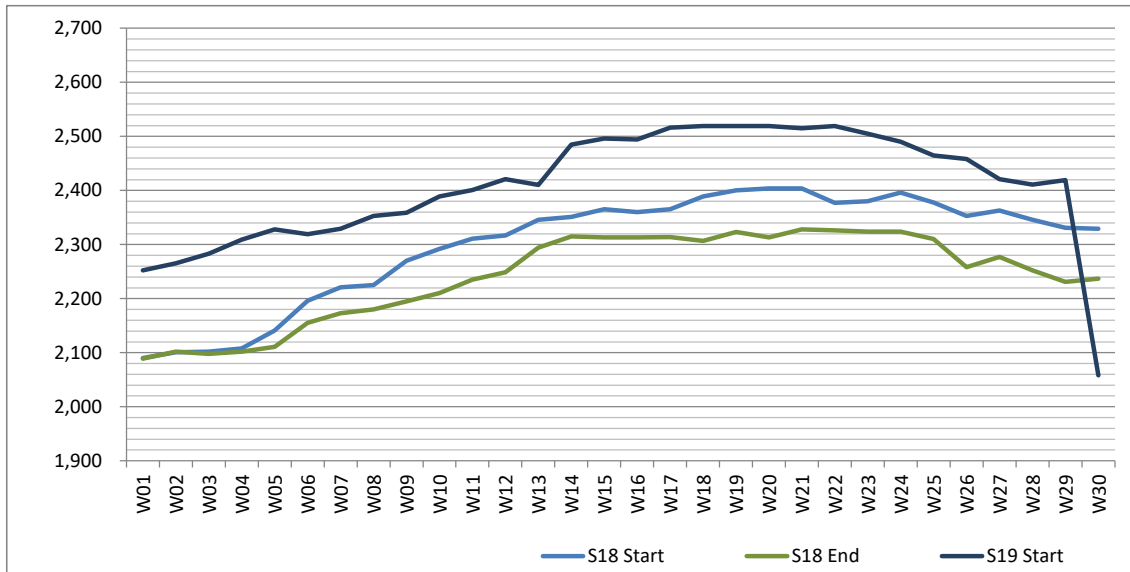
Air Transport Movement Seats by week of season

Legend: S18 Start, S18 End, S19 Start
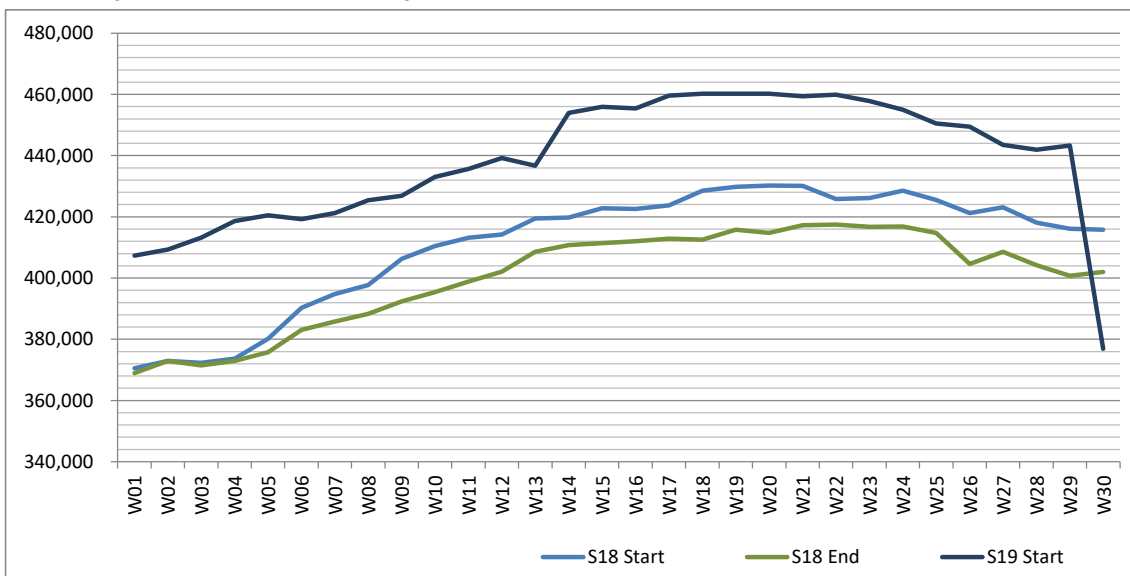
Peak Week - Hourly Runway Demand

Schedule: S19 Start

Hourly Arrival Demand

Time: UTC

Number of movements vs Hour of day (24 hour format)

Legend: ■ Demand □ Capacity
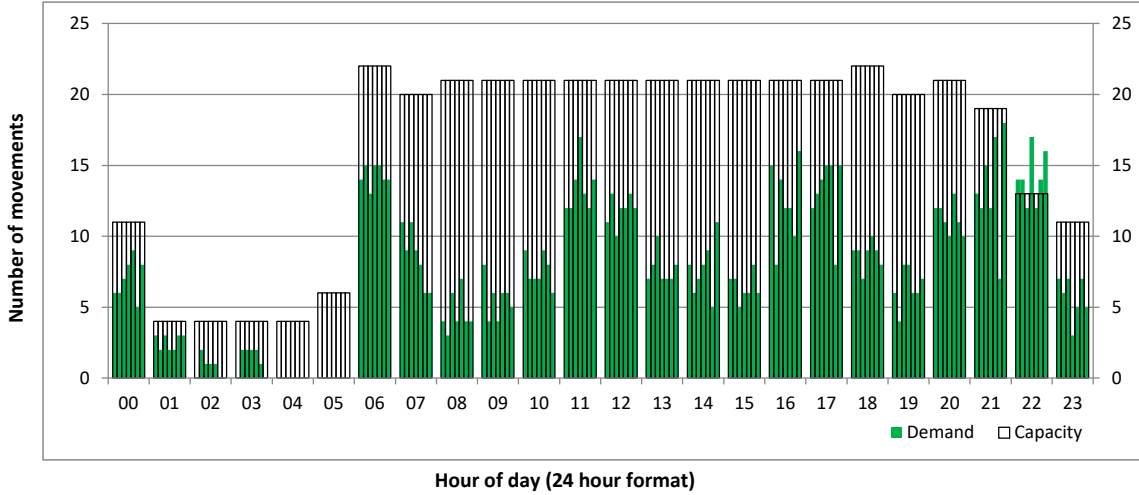
Hourly Departure Demand

Time: UTC

Number of movements vs Hour of day (24 hour format)

Legend: ■ Demand □ Capacity
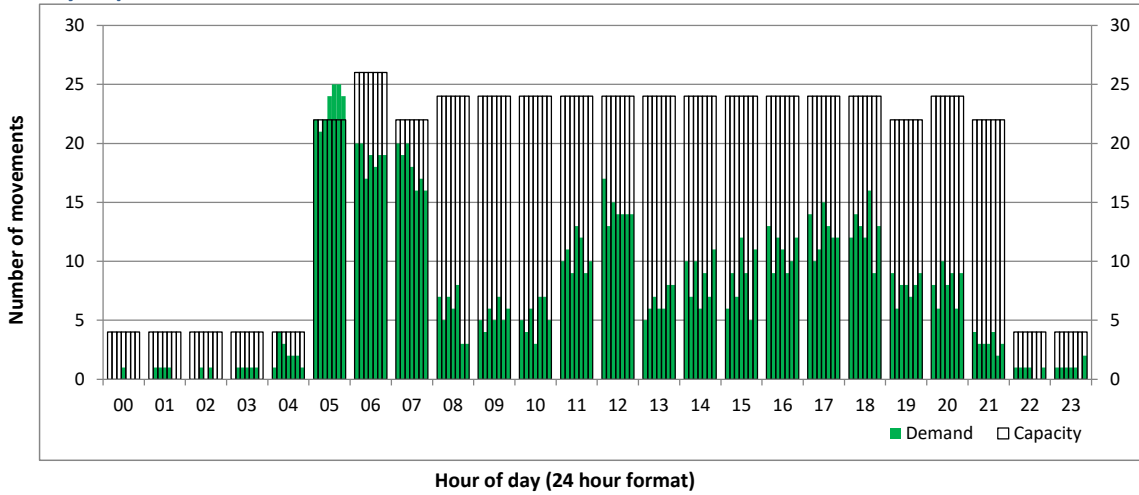
Combined Hourly Arrival & Departure (Total) Demand

Time: UTC

Number of movements vs Hour of day (24 hour format)

Legend: ■ Demand □ Capacity
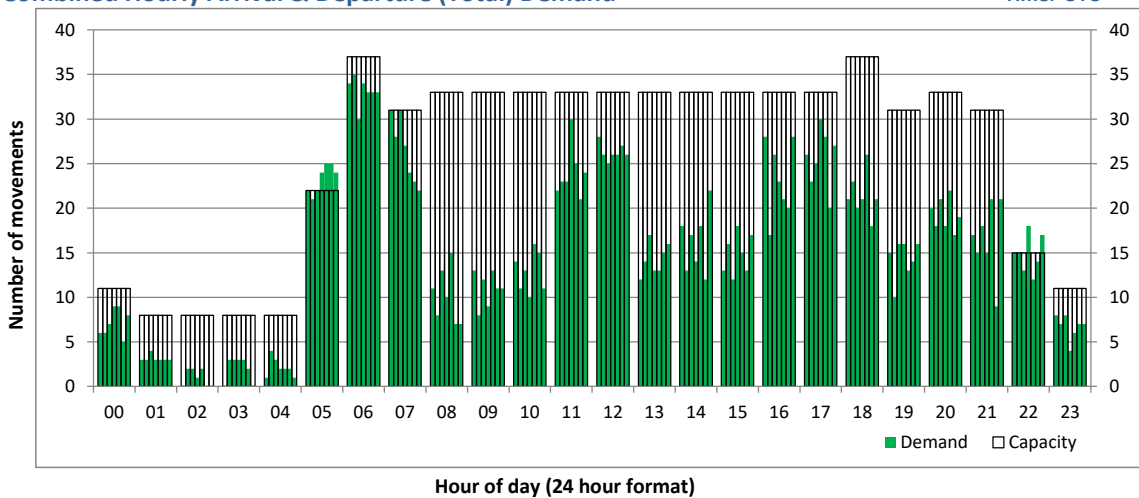
Peak Week - Hourly Runway Allocation

Schedule: S19 Start

Hourly Arrival Allocation
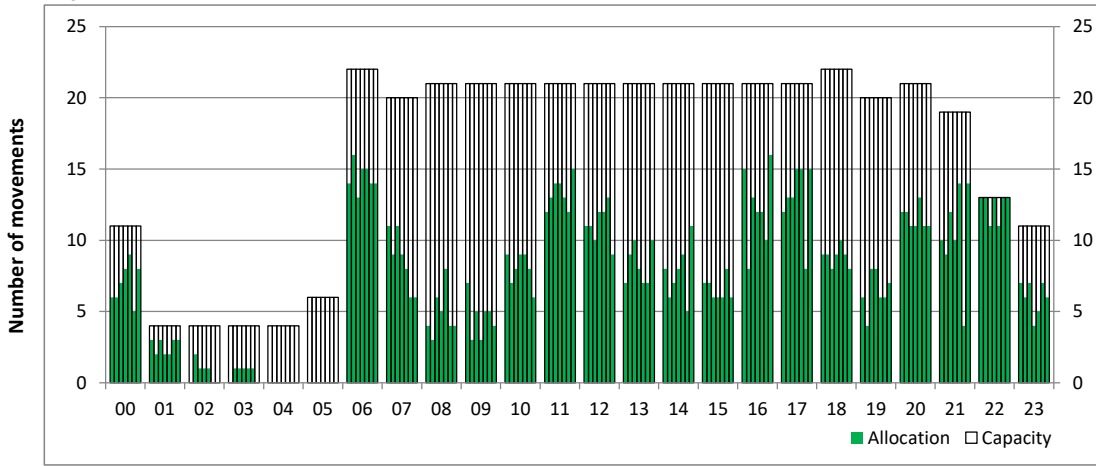
Time: UTC

Hour of day (24 hour format)

Hourly Departure Allocation
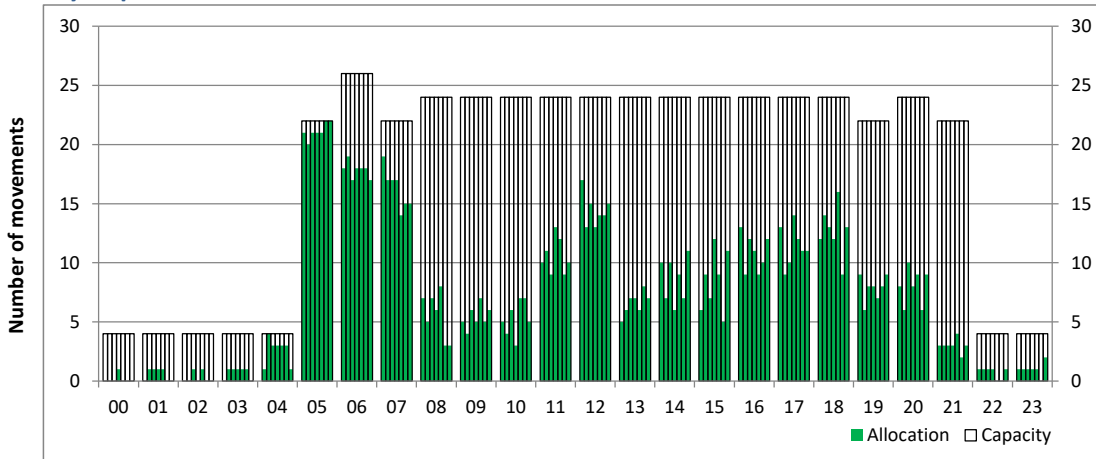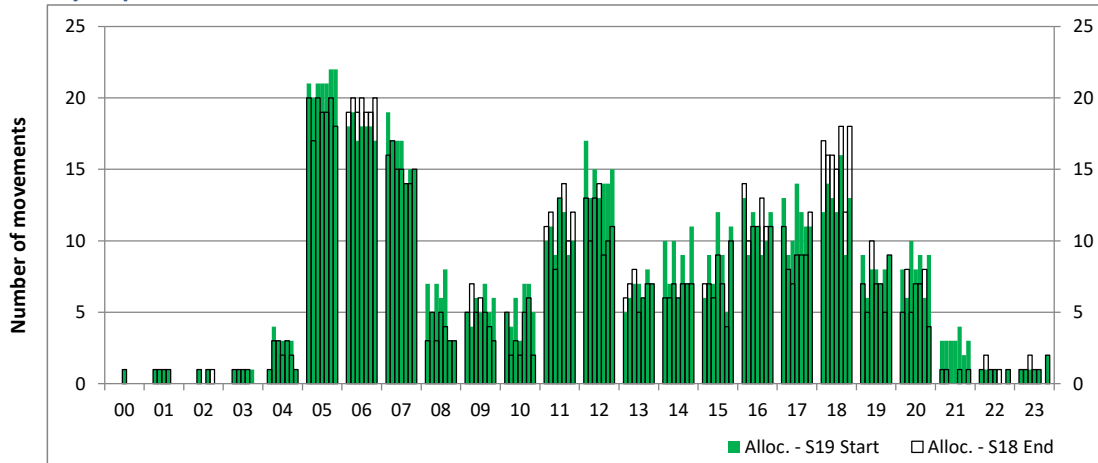
Time: UTC

Hour of day (24 hour format)

Combined Hourly Arrival & Departure (Total) Allocation

Time: UTC
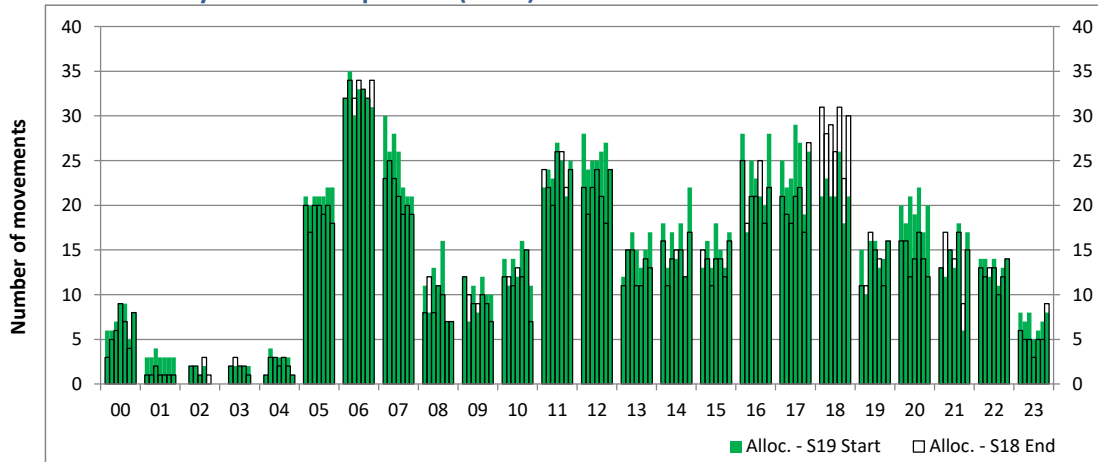
Hour of day (24 hour format)

Peak Week - Runway Allocation Comparison

Comparison of S19 Start vs. S18 End

Hourly Arrival Allocation

Time: UTC

Number of movements (y-axis)

Hour of day (24 hour format)

Legend: ■ Alloc. - S19 Start □ Alloc. - S18 End

Hourly Departure Allocation

Time: UTC

Number of movements (y-axis)

Hour of day (24 hour format)

Legend: ■ Alloc. - S19 Start □ Alloc. - S18 End

Combined Hourly Arrival & Departure (Total) Allocation

Time: UTC

Number of movements (y-axis)

Hour of day (24 hour format)

Legend: ■ Alloc. - S19 Start □ Alloc. - S18 End

Peak Week - Passengers Histogram

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

Terminals: All Terminals   Operators: All Operators   Days: 1234567
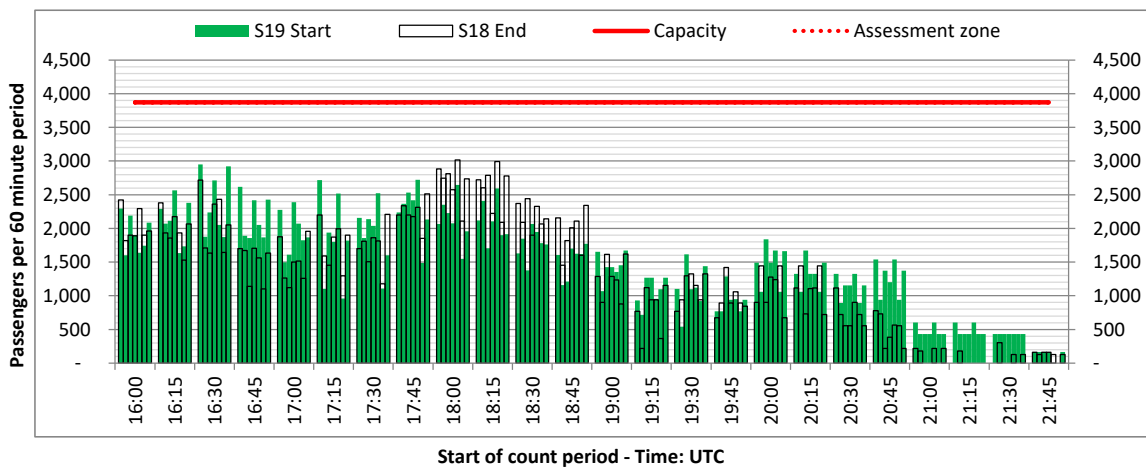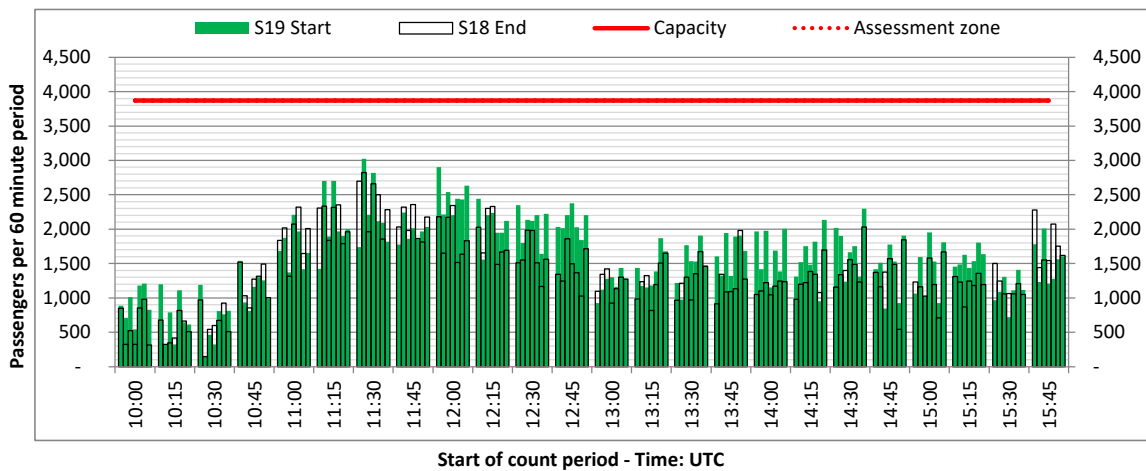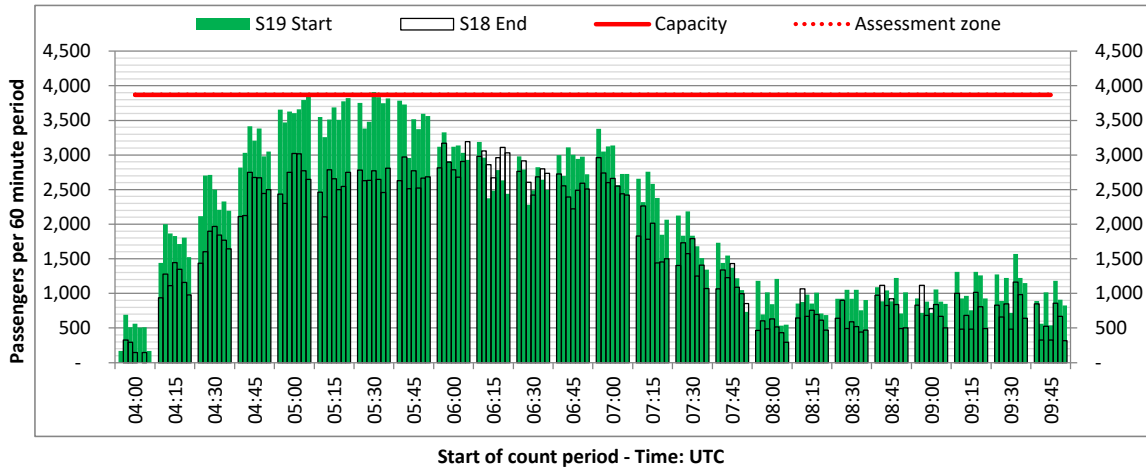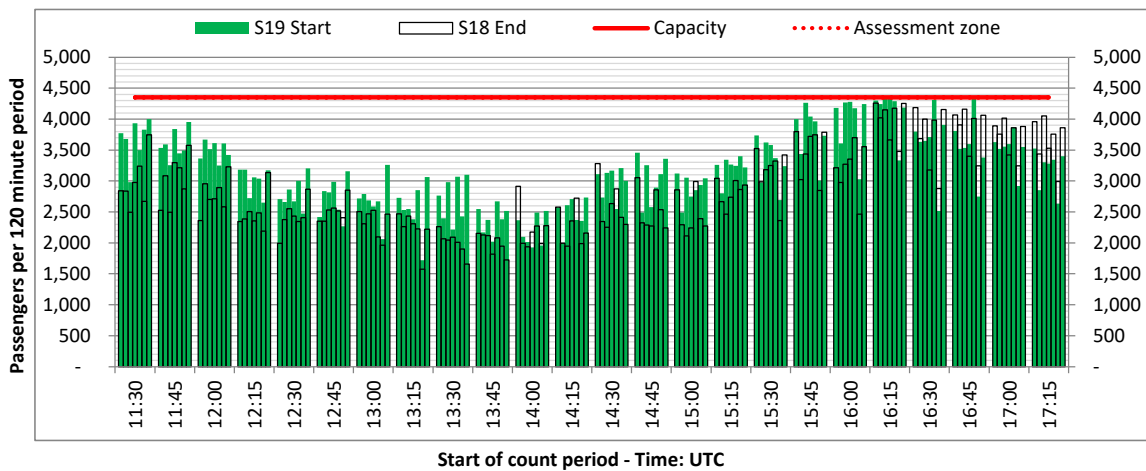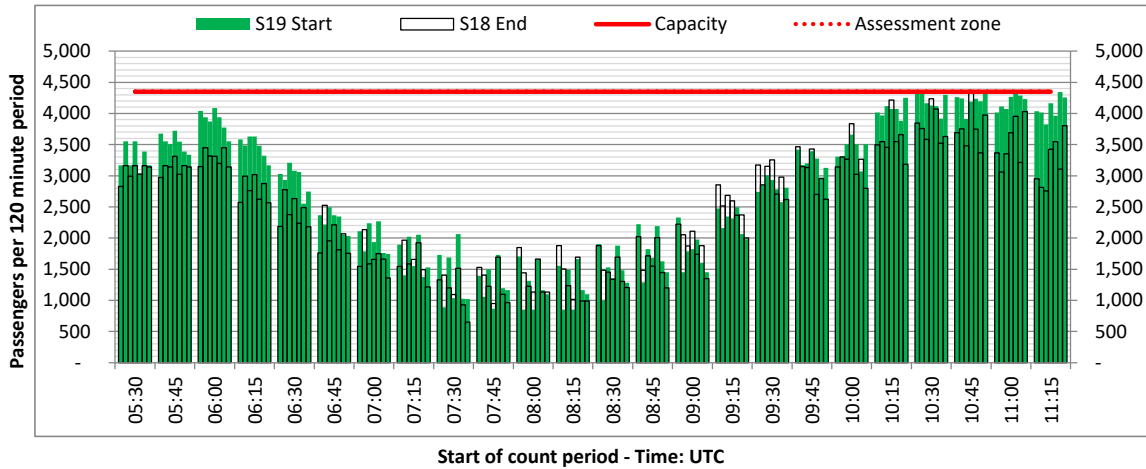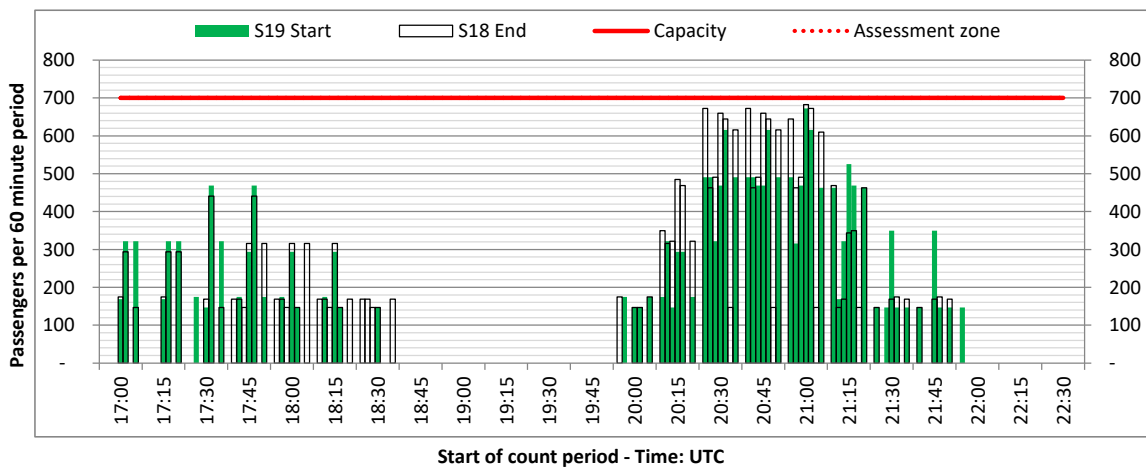
Peak Week - Passengers Histogram

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

Terminals: All Terminals   **Operators: All Operators**   **Days: 1234567**
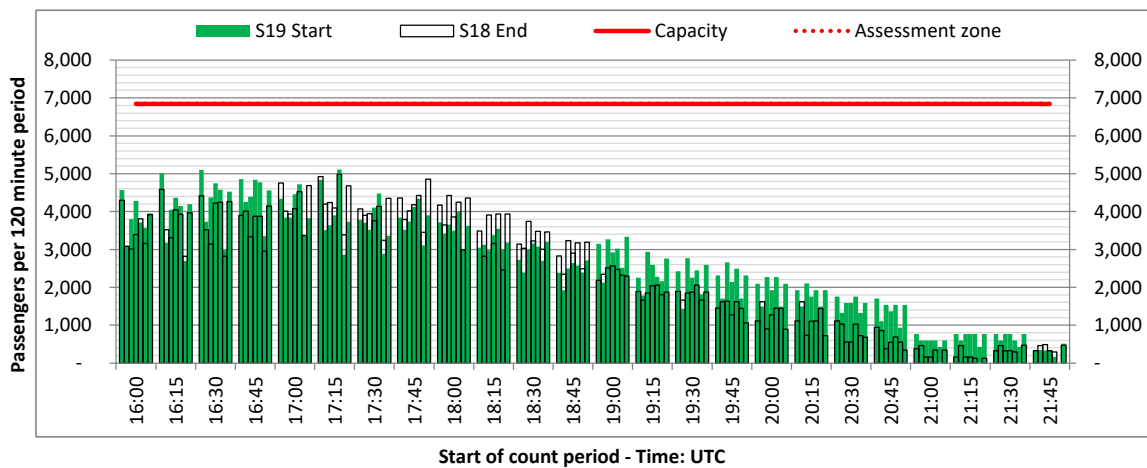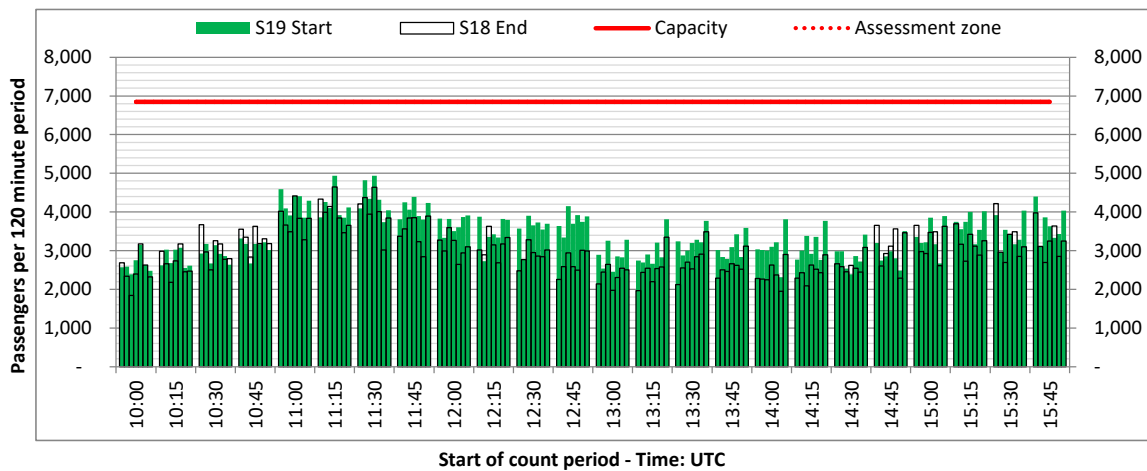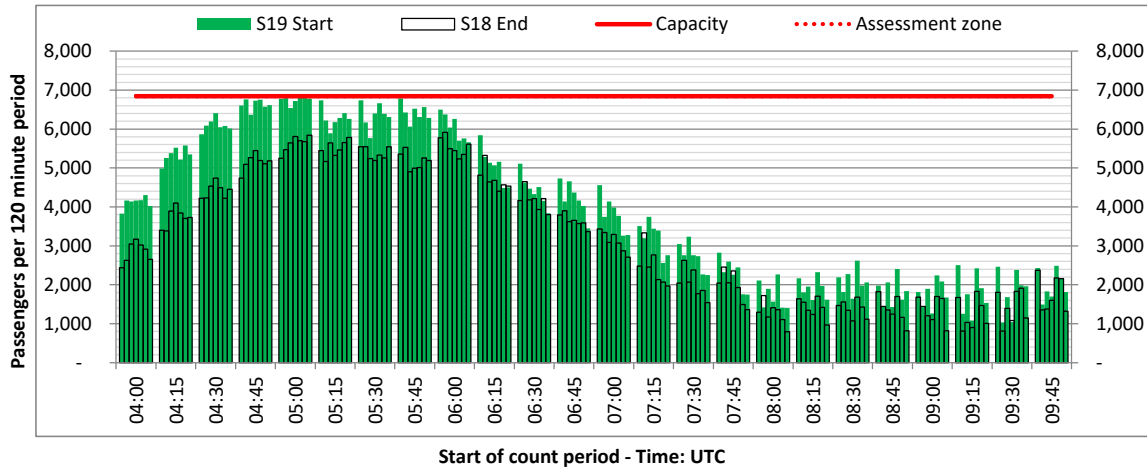
Peak Week - Passengers Histogram

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

Terminals: 1I **Operators: All Operators** **Days: 1234567**
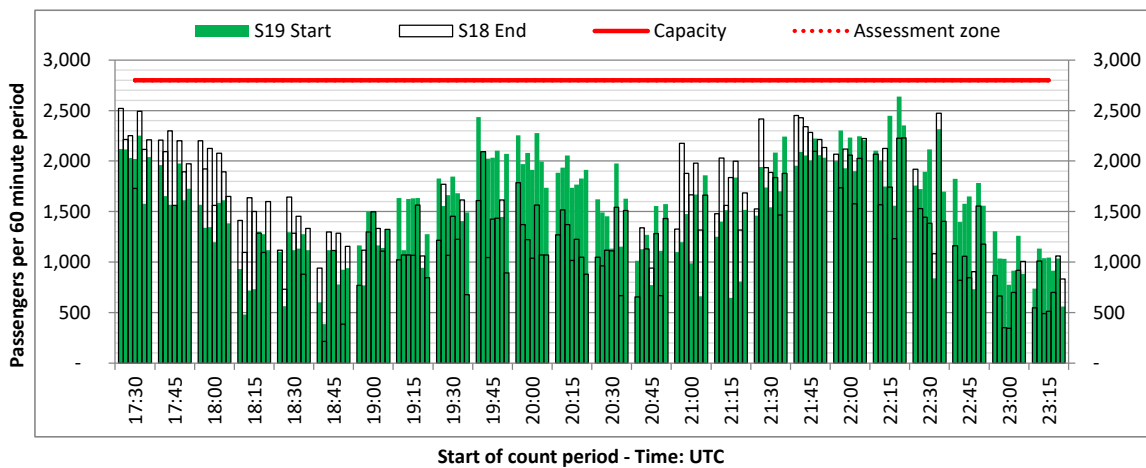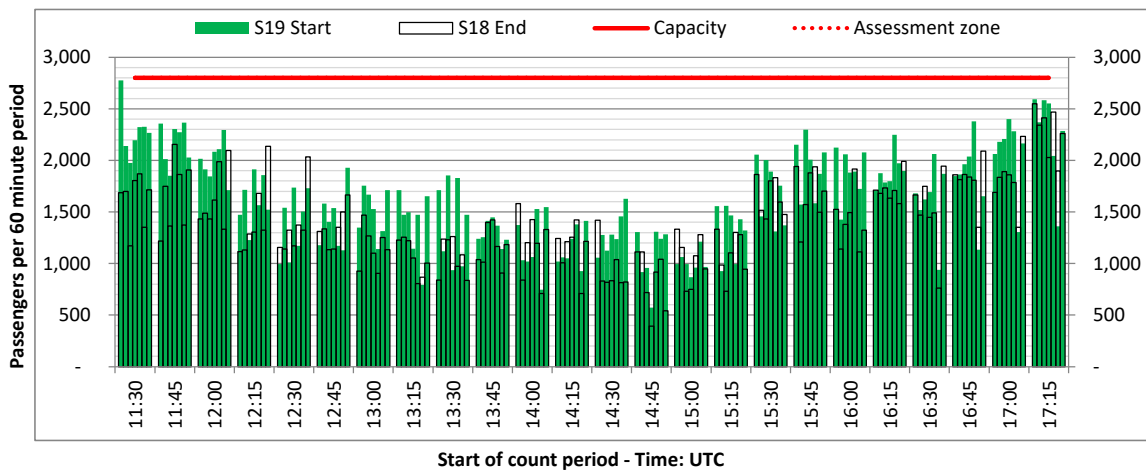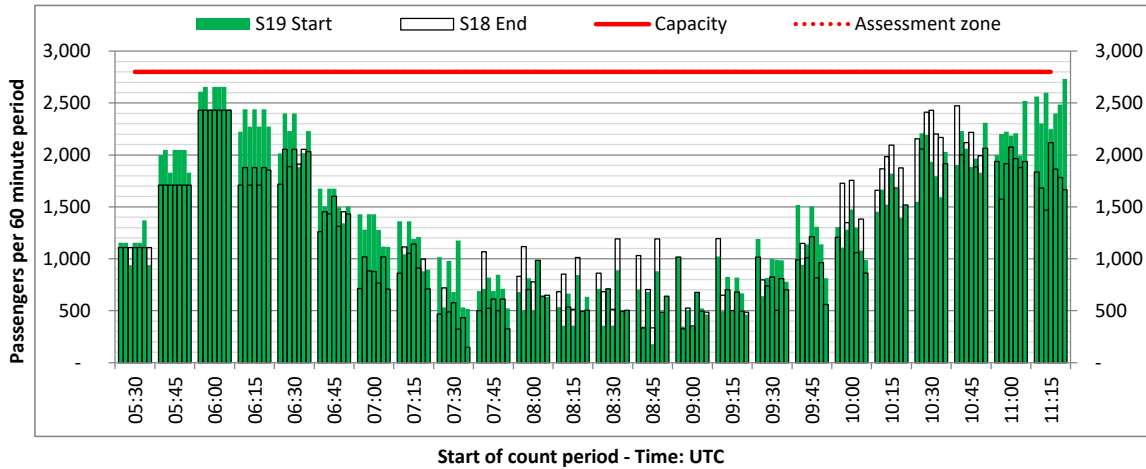
Peak Week - Passengers Histogram

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

Terminals: 1I   Operators: All Operators   Days: 1234567
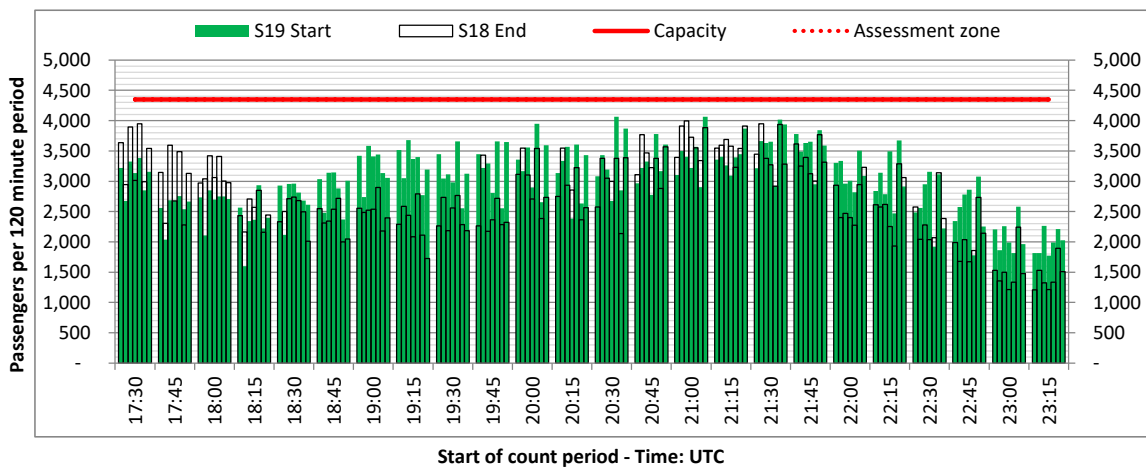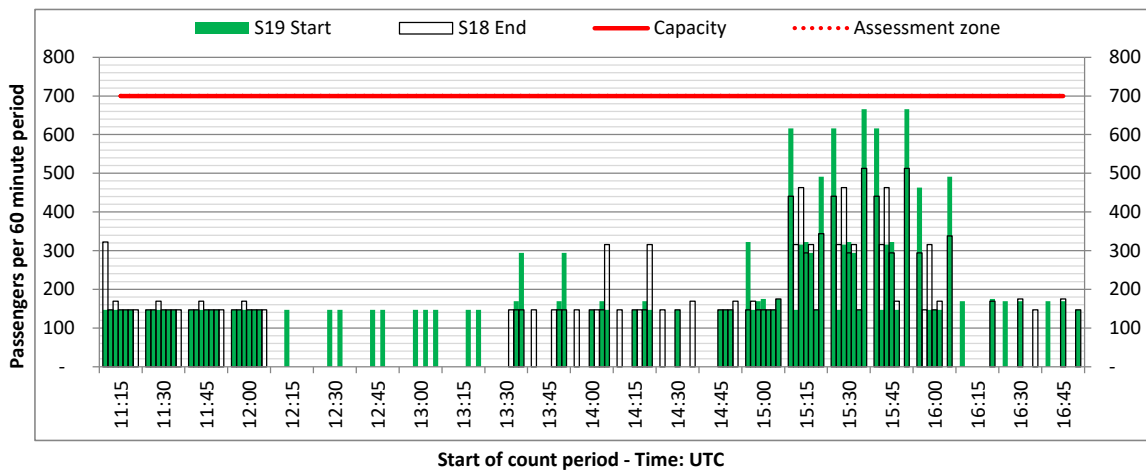
Peak Week - Passengers Histogram
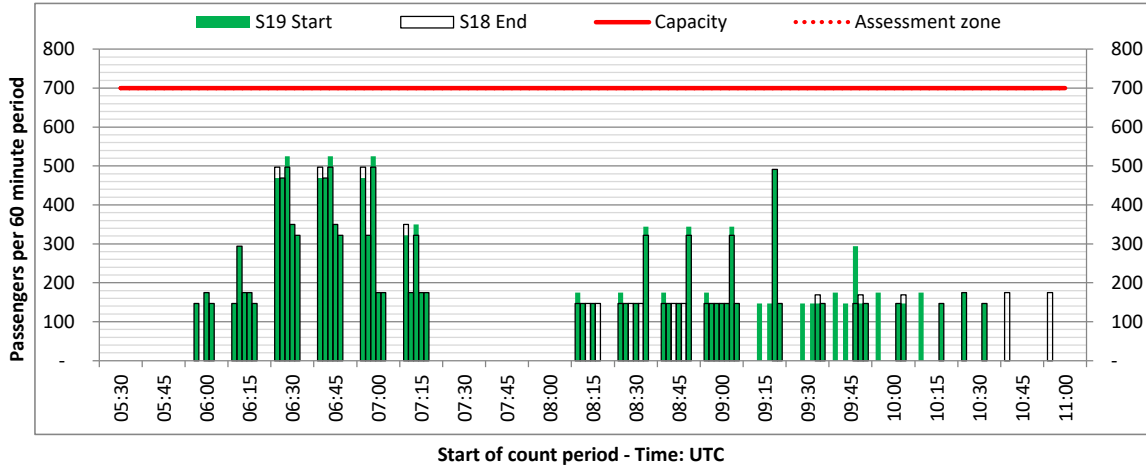
ARRIVAL - 60 minute count rolling every 15 mins (T60/15)

Terminals: 1D   Operators: All Operators   Days: 1234567
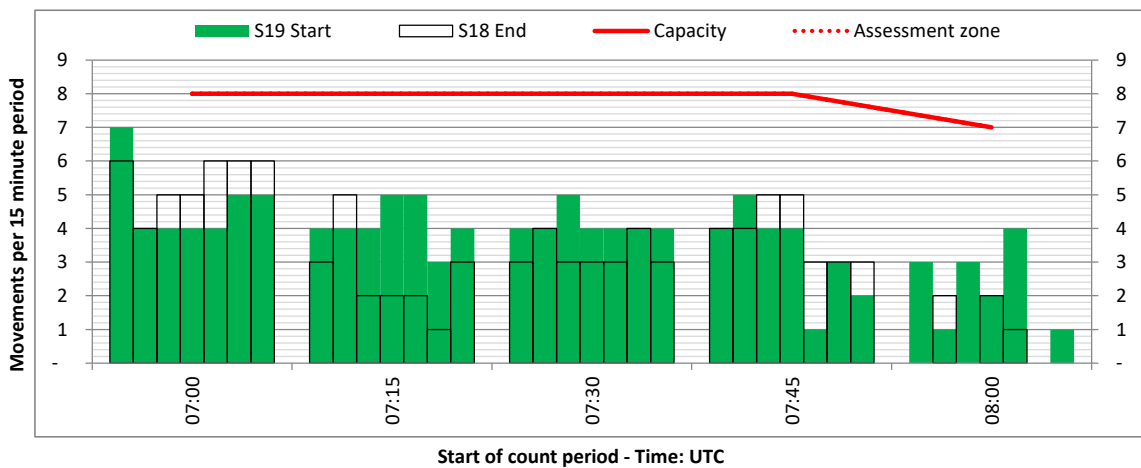
Peak Week - Movements Histogram
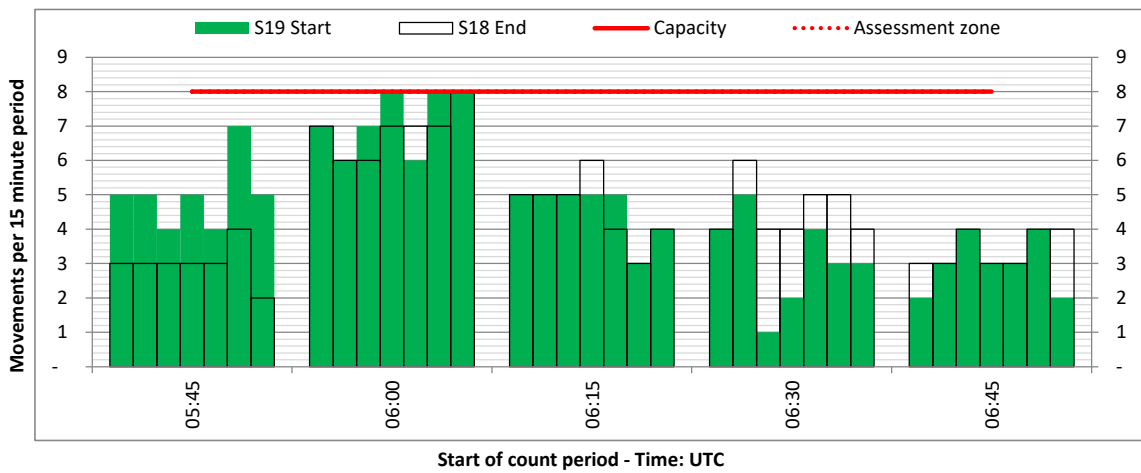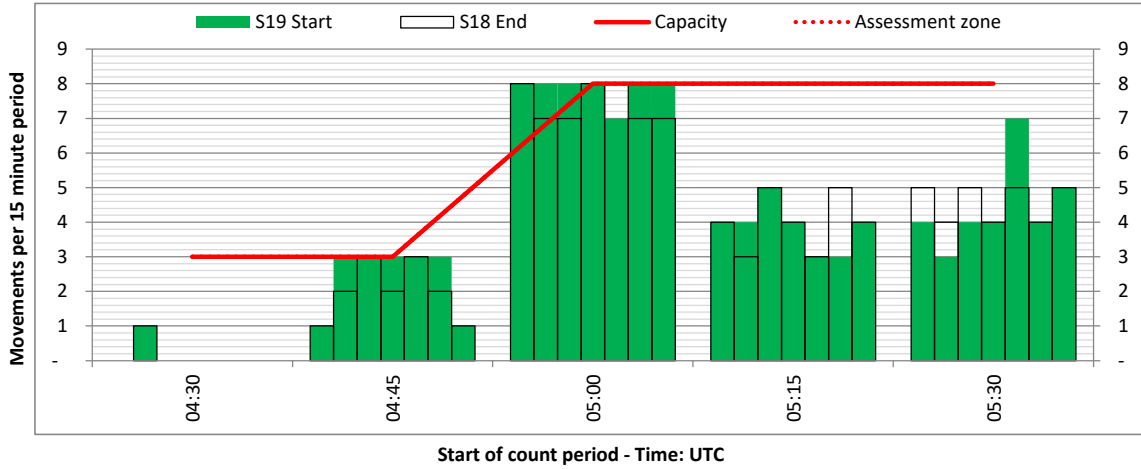
DEPARTURE - 15 minute count rolling every 15 mins (R15)

Terminals: All Terminals   **Operators: All Operators**   **Days: 1234567**

Start of count period - Time: UTC

Start of count period - Time: UTC

Start of count period - Time: UTC

Glossary

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

S18 Start	S18 schedule as cleared on Thu 22-Mar-18.
S18 End	S18 schedule as cleared on Sat 27-Oct-18.
S19 Start	S19 schedule as cleared on Tue 26-Mar-19.
Peak Week	Peak week for S18 is Mon 13-Aug-18 to Sun 19-Aug-18.
	Peak week for S19 is Mon 22-Jul-19 to Sun 28-Jul-19.

For ACL use

	Airport-Season-Branch-Resource	From date	To date	Time
Full Season Rep 1	LTN-S18-SOS Report-Standard	Sun 25-Mar-2018	Sat 27-Oct-2018	UTC
Full Season Rep 2	LTN-S18-Live-Standard	Sun 25-Mar-2018	Sat 27-Oct-2018	UTC
Full Season Rep 3	LTN-S19-SOS Report-Standard	Sun 31-Mar-2019	Sat 26-Oct-2019	UTC
	Airport-Season-Branch-Resource	From date	To date	Time
Peak Week Rep 1	LTN-S18-SOS Report-Standard	Mon 13-Aug-2018	Sun 19-Aug-2018	UTC
Peak Week Rep 2	LTN-S18-Live-Standard	Mon 03-Sep-2018	Sun 09-Sep-2018	UTC
Peak Week Rep 3	LTN-S19-SOS Report-Standard	Mon 22-Jul-2019	Sun 28-Jul-2019	UTC