

Initial Coordination Report

Report Date: Thu 13-Jun-2019

Headlines

| | W19 Init Coord | vs. W18 Init Coord | vs. W19 Hist (SHL) |
|---|----------------|--------------------|--------------------|
| Total Air Transport Movements (Passenger & Freight) | 39644 | ▼ -12.1% | ▼ -5.0% |
| Total Passenger Air Transport Movements | 38390 | ▼ -12.5% | ▼ -4.4% |
| Total Passenger Air Transport Movement Seats | 7192479 | ▼ -11.1% | ▼ -3.9% |
| Average Seats per Passenger Air Transport Movement | 187.35 | ▲ 1.6% | ▲ 0.6% |
| Percentage of allocated slots cleared as requested (OK) | 93% | | |

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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).

Disclaimer

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| | | | |
|----------------------------|--------------|--------|------------------------|
| Total demand | 52,303 slots | | |
| Total slots allocated | 39,644 slots | 75.80% | of total demand |
| Number of slots cleared OK | 36,807 slots | 92.84% | of total slots cleared |

Slots adjusted (not OK) due to:

| | | | |
|--------------------------------|-------------|-------|-------------------------|
| RUNWAY constraints | 300 slots | 10.6% | of total slots adjusted |
| TERMINAL constraints | 1,692 slots | 59.6% | of total slots adjusted |
| STAND constraints | 44 slots | 1.6% | of total slots adjusted |
| NIGHT constraints | 612 slots | 21.6% | of total slots adjusted |
| OTHER constraints | 35 slots | 1.2% | of total slots adjusted |
| ARR/DEP TURNAROUND feasibility | 154 slots | 5.4% | of total slots adjusted |

Executive Summary

The movement cap has been introduced for passenger air transport movements in W19 to help control anticipated annual passenger numbers within the airport's 18 mppa planning limit. As the declared limit was slightly lower than the historic number of PATM's, it has not been possible to allocate any new slots during initial coordination. This has resulted in a larger than usual volume of unsatisfied demand.

The additional demand above the historic schedule consists of a mixture of historic extensions and new demand. The historic winter schedule is naturally fragmented and it will be necessary to understand from the major operators the likelihood of historic extensions being taken up before ACL can decide how best to allocate any additional movement quota that is declared by Luton Airport.

In the absence of new slots being allocated, the remaining coordination activity has focused on changes to the historic schedule. There have been a number of retimes into peak periods which has distorted the feasibility of the schedule against the declared stand constraints.

Runway Constraints

- The runway is almost fully utilised in the morning peak. There remains plenty of capacity during the day.
- During school holidays and major sporting events, runway utilisation reaches full capacity in many hours.

Terminal Constraints

- The terminal remains the most restrictive constraint for evening arrivals returning to base.
- The amount of demand in the evening exceeds the capacity of 4350 passengers in any 2 hour period.
- In some 2 hr periods starting in the 20:00 and 21:00 hrs, demand exceeds capacity up to 2000.

Stand Constraints

- Stand constraints remain a significant obstacle for future growth in based flying.

Night Constraints

- The night period in terms of slot allocation has been extended for departures from 23:15 to 23:00.
- This extended buffer is to stop late departures from slipping into the night and using night quota.

Other Constraints

- The passenger air transport movement cap is set at 38,348 for W19.

Arr/Dep Turnaround Feasibility

- Some full season cargo turnarounds had to be adjusted due to parking availability.
- The same carrier is blocking themselves from being allocated the cargo slots.

Peak Week - Initial Coordination Analysis



| Operator | W19 HISTORIC SLOTS | | | | HISTORIC RECLAIM STATISTICS | | | | NEW SLOT REQUESTS | | | | | Total Demand at Initial Submissions | Total Allocation (SAI) | % of demand with a slot allocated | |
|------------------------------|--------------------|---------------------------|---------------------|---------------------|-----------------------------|---------------------|------------------|-----------------------|-----------------------|----------------------------------|------------------------------------|---------------------------|-------------------------|-------------------------------------|------------------------|-----------------------------------|-----------------------|
| | Historic slots | Lost Histories (NBO & MU) | Unclaimed Histories | Reclaimed Histories | Incl. Time Change | Incl. Seat Increase | Incl. Day change | Incl. A-D or D>A swap | Demand - New Requests | Allocated - Year Round Incumbent | Allocated - Year Round New Entrant | Allocated - New Incumbent | Allocated - New Entrant | | | | Allocated - "Fill-in" |
| Air Nostrum | - | - | - | - | 0.0% | 0.0% | 0.0% | 0.0% | 28 | - | - | - | - | - | 28 | - | 0.0% |
| Anisec | - | - | - | - | 0.0% | 0.0% | 0.0% | 0.0% | 14 | - | - | - | - | - | 14 | - | 0.0% |
| Blue Air | 50 | 6 | - | 44 | 4.5% | 0.0% | 0.0% | 0.0% | - | - | - | - | - | - | 44 | 44 | 100.0% |
| Easylet | 882 | - | - | 882 | 34.5% | 14.5% | 0.0% | 0.0% | 18 | - | - | - | - | - | 900 | 882 | 98.0% |
| El Al Israel Airlines | 8 | 2 | - | 6 | 16.7% | 100.0% | 0.0% | 0.0% | 4 | - | - | - | - | - | 10 | 6 | 60.0% |
| European Air Transport (DHL) | 62 | 13 | - | 49 | 34.7% | 0.0% | 0.0% | 0.0% | 11 | - | - | - | - | - | 60 | 49 | 81.7% |
| MNG Airlines | 8 | - | - | 8 | 0.0% | 0.0% | 0.0% | 0.0% | - | - | - | - | - | - | 8 | 8 | 100.0% |
| Peoples Viennaline | 4 | 4 | - | - | 0.0% | 0.0% | 0.0% | 0.0% | - | - | - | - | - | - | - | - | - |
| Ryanair | 215 | 4 | - | 211 | 14.2% | 0.0% | 0.0% | 0.0% | 79 | - | - | - | - | - | 290 | 211 | 72.8% |
| Tarom | 6 | 6 | - | - | 0.0% | 0.0% | 0.0% | 0.0% | - | - | - | - | - | - | - | - | - |
| TUI Airways | 16 | 4 | - | 12 | 8.3% | 0.0% | 0.0% | 0.0% | 2 | - | - | - | - | - | 14 | 12 | 85.7% |
| Vueling | 28 | - | - | 28 | 100.0% | 0.0% | 0.0% | 0.0% | 4 | - | - | - | - | - | 32 | 28 | 87.5% |
| Wizz Air | 476 | 24 | 32 | 420 | 81.9% | 17.9% | 1.0% | 0.0% | 108 | - | - | - | - | - | 528 | 419 | 79.4% |
| Wizz Air UK | 250 | 28 | 33 | 255 | 76.5% | 25.5% | 7.5% | 0.0% | 175 | - | - | - | - | - | 430 | 254 | 59.1% |
| TOTAL | 2,005 | 91 | - 1 | 1,915 | 48.1% | 14.3% | 1.2% | 0.0% | 443 | - | - | - | - | - | 2,358 | 1,913 | 81.1% |

Air Transport Movement Allocation by Operator

Comparison between W19 Hist (SHL) vs. W19 Init Coord



| Operator | FULL SEASON ALLOCATION | | | | | | | | PEAK WEEK ALLOCATION | | | | | | | |
|------------------------------|------------------------|---------------|---------------|----------|------------------|------------------|-----------------|----------|----------------------|--------------|------------|----------|----------------|----------------|----------------|----------|
| | W19 ATMs | W19 ATMs | +/- change | W19 Rank | W19 Seats | W19 Seats | +/- change | W19 Rank | W19 ATMs | W19 ATMs | +/- change | W19 Rank | W19 Seats | W19 Seats | +/- change | W19 Rank |
| Aegean Airlines | 16 | - | -16 | 11 | 2,784 | - | -2,784 | 9 | - | - | 0 | 11 | - | - | 0 | 9 |
| Air Nostrum | - | - | 0 | 11 | - | - | 0 | 9 | - | - | 0 | 11 | - | - | 0 | 9 |
| Anisec | - | - | 0 | 11 | - | - | 0 | 9 | - | - | 0 | 11 | - | - | 0 | 9 |
| Blue Air | 1,110 | 964 | -146 | 6 | 198,834 | 177,312 | -21,522 | 5 | 50 | 44 | -6 | 6 | 8,952 | 8,094 | -858 | 5 |
| EasyJet | 17,296 | 17,281 | -15 | 1 | 2,997,696 | 2,989,692 | -8,004 | 1 | 882 | 882 | 0 | 1 | 152,532 | 152,106 | -426 | 1 |
| El Al Israel Airlines | 176 | 132 | -44 | 10 | 27,104 | 21,912 | -5,192 | 8 | 8 | 6 | -2 | 10 | 1,232 | 996 | -236 | 8 |
| European Air Transport (DHL) | 1,362 | 1,078 | -284 | 5 | - | - | 0 | 9 | 62 | 49 | -13 | 5 | - | - | 0 | 9 |
| FlyBosnia | 20 | - | -20 | 11 | 2,760 | - | -2,760 | 9 | - | - | 0 | 11 | - | - | 0 | 9 |
| MNG Airlines | 176 | 176 | 0 | 9 | - | - | 0 | 9 | 8 | 8 | 0 | 9 | - | - | 0 | 9 |
| Peoples Viennaline | 48 | - | -48 | 11 | 3,648 | - | -3,648 | 9 | 4 | - | -4 | 11 | 304 | - | -304 | 9 |
| Ryanair | 4,661 | 4,568 | -93 | 4 | 880,929 | 863,352 | -17,577 | 4 | 215 | 211 | -4 | 4 | 40,635 | 39,879 | -756 | 4 |
| SunExpress | - | - | 0 | 11 | - | - | 0 | 9 | - | - | 0 | 11 | - | - | 0 | 9 |
| Tarom | 132 | - | -132 | 11 | 17,688 | - | -17,688 | 9 | 6 | - | -6 | 11 | 804 | - | -804 | 9 |
| Thomas Cook (UK) | - | - | 0 | 11 | - | - | 0 | 9 | - | - | 0 | 11 | - | - | 0 | 9 |
| TUI Airways | 332 | 229 | -103 | 8 | 62,748 | 43,281 | -19,467 | 7 | 16 | 12 | -4 | 8 | 3,024 | 2,268 | -756 | 7 |
| Vueling | 616 | 616 | 0 | 7 | 110,880 | 110,880 | 0 | 6 | 28 | 28 | 0 | 7 | 5,040 | 5,040 | 0 | 6 |
| Wizz Air | 10,455 | 9,124 | -1,331 | 2 | 2,100,800 | 1,848,470 | -252,330 | 2 | 476 | 419 | -57 | 2 | 95,580 | 84,870 | -10,710 | 2 |
| Wizz Air UK | 5,311 | 5,476 | 165 | 3 | 1,076,830 | 1,137,580 | 60,750 | 3 | 250 | 254 | 4 | 3 | 50,700 | 52,770 | 2,070 | 3 |
| TOTAL | 41,711 | 39,644 | -2,067 | | 7,482,701 | 7,192,479 | -290,222 | | 2,005 | 1,913 | -92 | | 358,803 | 346,023 | -12,780 | |

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

Peak Week - Allocation and Slot Adjustment Distribution by Operator

Schedule: W19 Init Coord



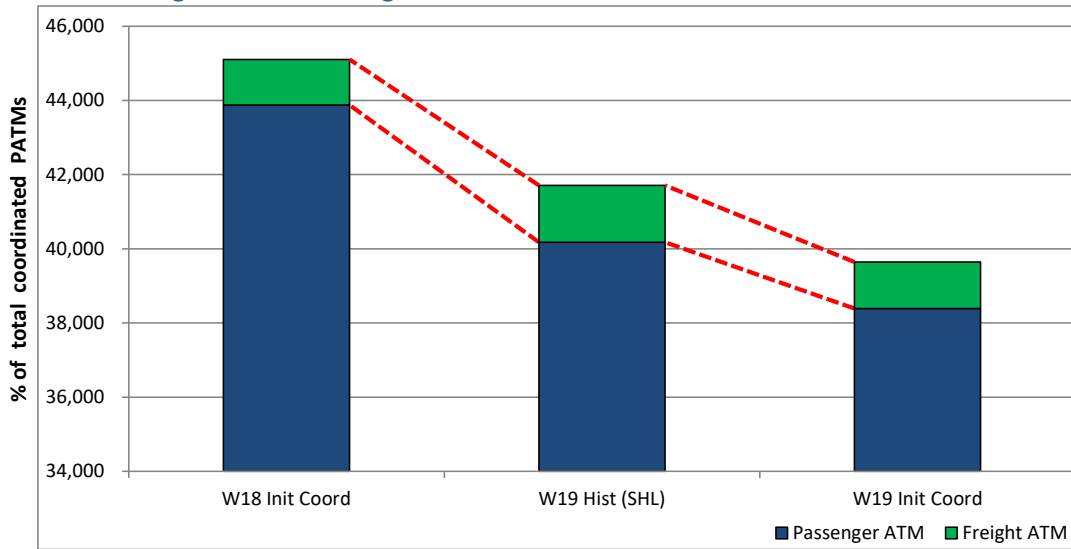
| Operator | W19 allocated ATMs | SLOT ADJUSTMENTS (MINUTES OFF REQUESTED TIME) | | | | | | | | | | | | | | Requests with NO slot allocated | |
|------------------------------|--------------------|---|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|---------------------------------|------------|
| | | 0 | 5 | 10 | 15 | 20 | 25 | 30 | 35 | 40 | 45 | 50 | 55 | 60 | >60 | | |
| Air Nostrum | - | | | | | | | | | | | | | | | | 28 |
| Anisec | - | | | | | | | | | | | | | | | | 14 |
| Blue Air | 44 | 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% | 0.0% | - |
| EasyJet | 882 | 98.3% | 1.1% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.1% | 0.0% | 0.0% | 0.0% | 0.1% | 0.2% | 0.0% | 18 |
| El Al Israel Airlines | 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% | 0.0% | 4 |
| European Air Transport (DHL) | 49 | 93.9% | 0.0% | 2.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 4.1% | 0.0% | 11 |
| 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% | 0.0% | - |
| Peoples Viennaline | - | | | | | | | | | | | | | | | | - |
| Ryanair | 211 | 98.1% | 0.5% | 0.5% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.5% | 0.5% | 0.0% | 79 |
| Tarom | - | | | | | | | | | | | | | | | | - |
| TUI Airways | 12 | 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% | 0.0% | 2 |
| Vueling | 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% | 0.0% | 4 |
| Wizz Air | 419 | 88.5% | 2.6% | 1.7% | 0.5% | 0.2% | 0.7% | 0.2% | 0.0% | 0.0% | 0.7% | 0.2% | 0.2% | 4.1% | 0.2% | 0.0% | 109 |
| Wizz Air UK | 254 | 85.0% | 4.3% | 2.0% | 0.0% | 0.0% | 0.4% | 2.0% | 0.4% | 0.0% | 0.4% | 0.8% | 0.0% | 4.7% | 0.0% | 0.0% | 176 |
| TOTAL | 1,913 | 93.6% | 2.5% | 0.8% | 0.1% | 0.1% | 0.2% | 0.3% | 0.1% | 0.1% | 0.2% | 0.2% | 0.1% | 0.2% | 1.8% | 0.0% | 445 |

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 Init Coord or W19 Hist (SHL) schedules.

Full Season - ATM Analysis

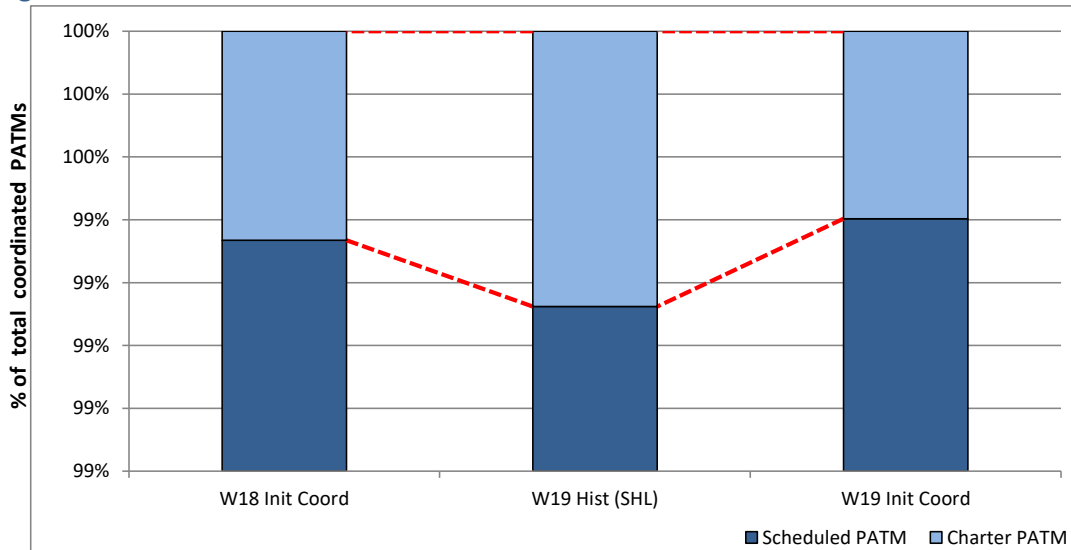


Total ATMs: Passenger ATMs vs. Freight ATMs



Schedule Snapshot

Passenger ATMs: Scheduled vs. Charter

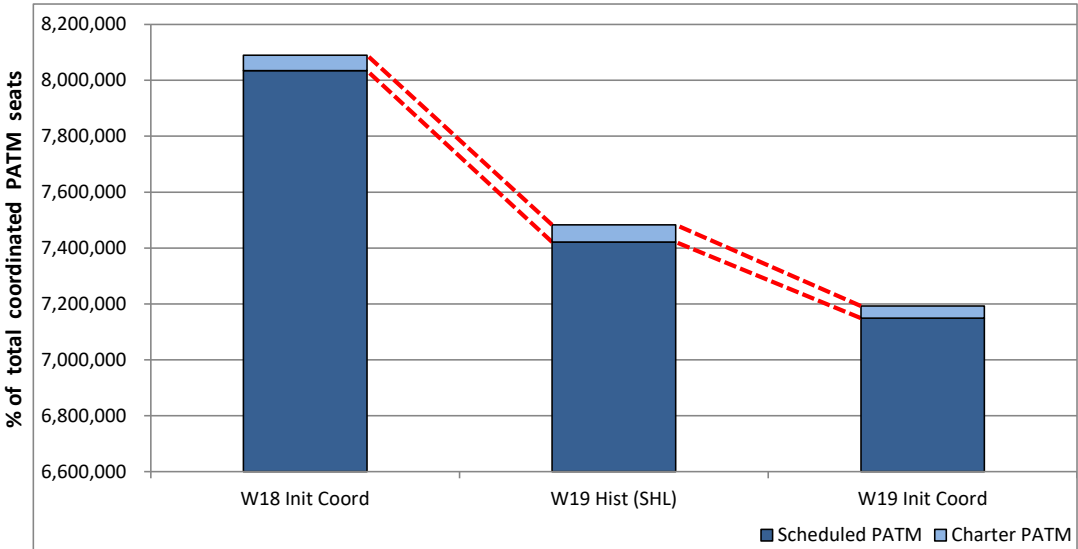


Schedule Snapshot

Full Season - PATM Seats Analysis

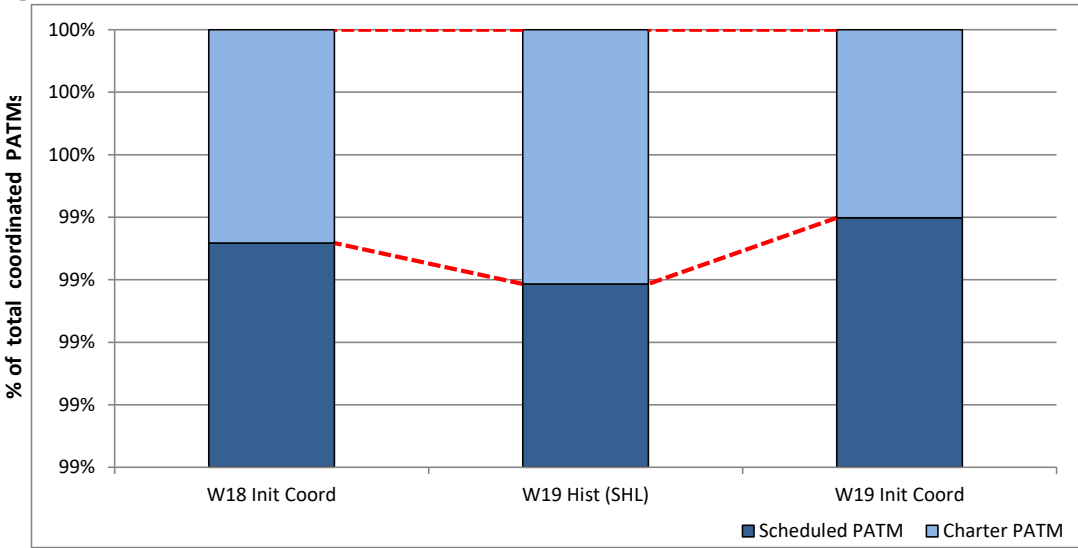


Total Passenger ATM seats: Scheduled vs. Charter



Schedule Snapshot

Passenger ATM seats: Scheduled vs. Charter

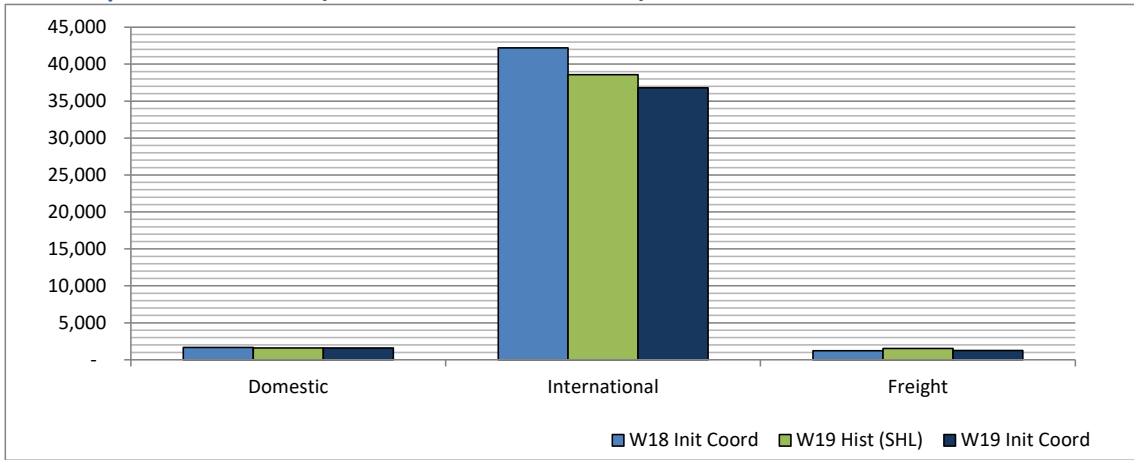


Schedule Snapshot

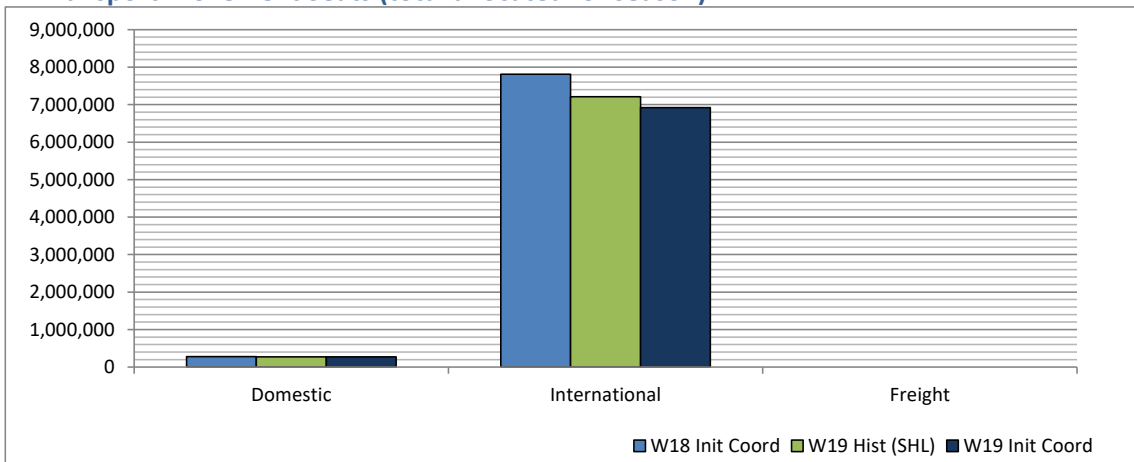
Full Season - Terminal Analysis



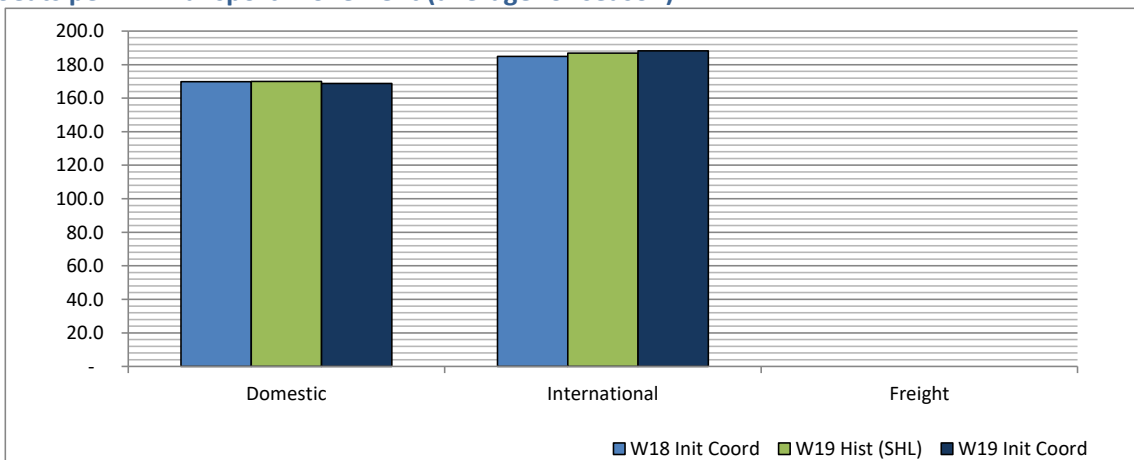
Air Transport Movements (total allocated for season)



Air Transport Movement Seats (total allocated for season)



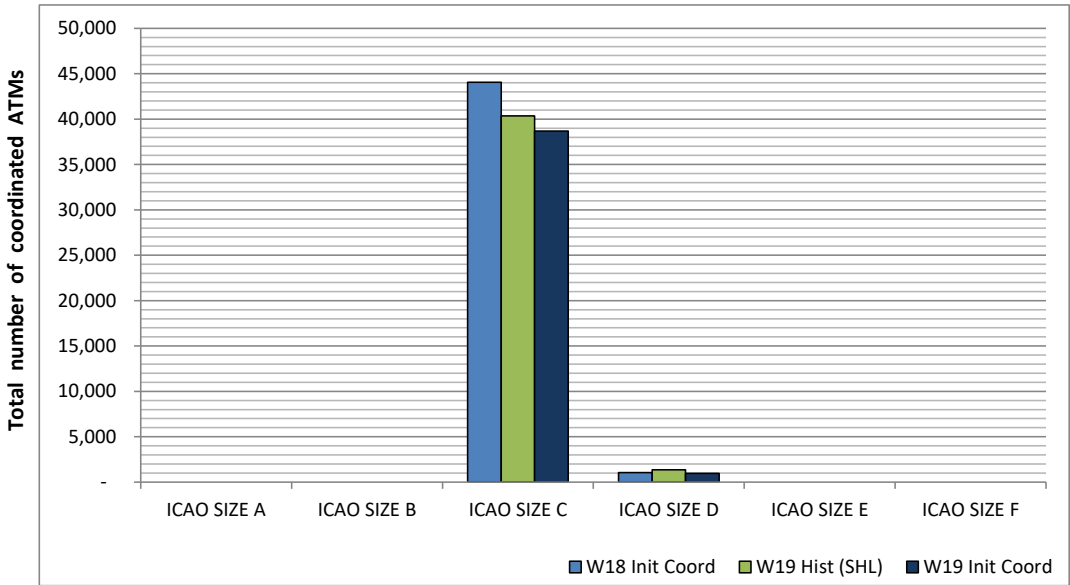
Seats per Air Transport Movement (average for season)



Full Season - Aircraft Size Analysis

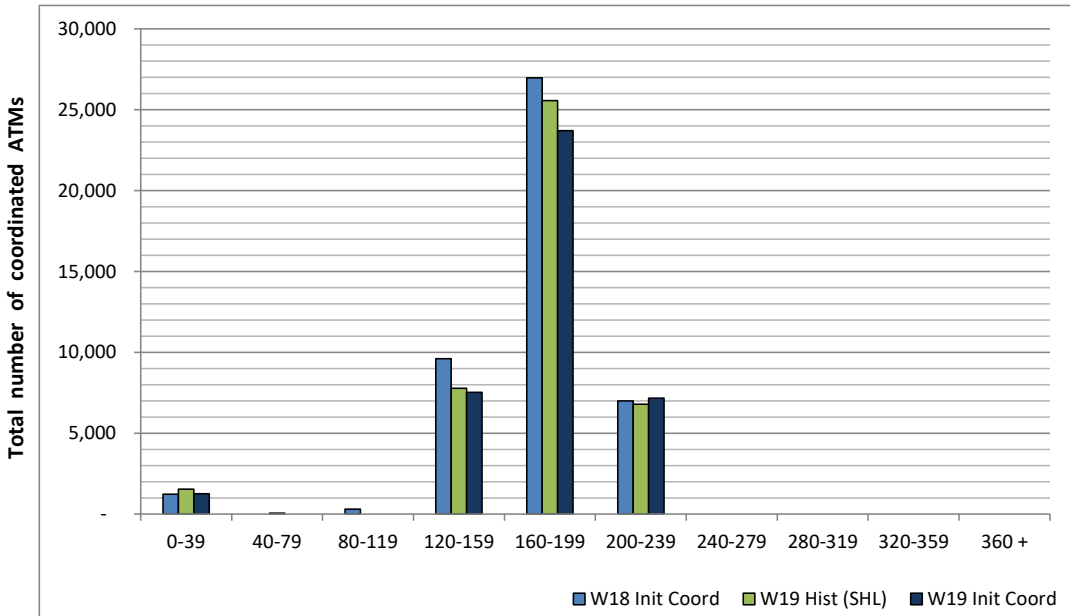


ICAO size designation



Note: See Glossary for definitions of ICAO SIZE groupings

Air Transport Movement seat distribution

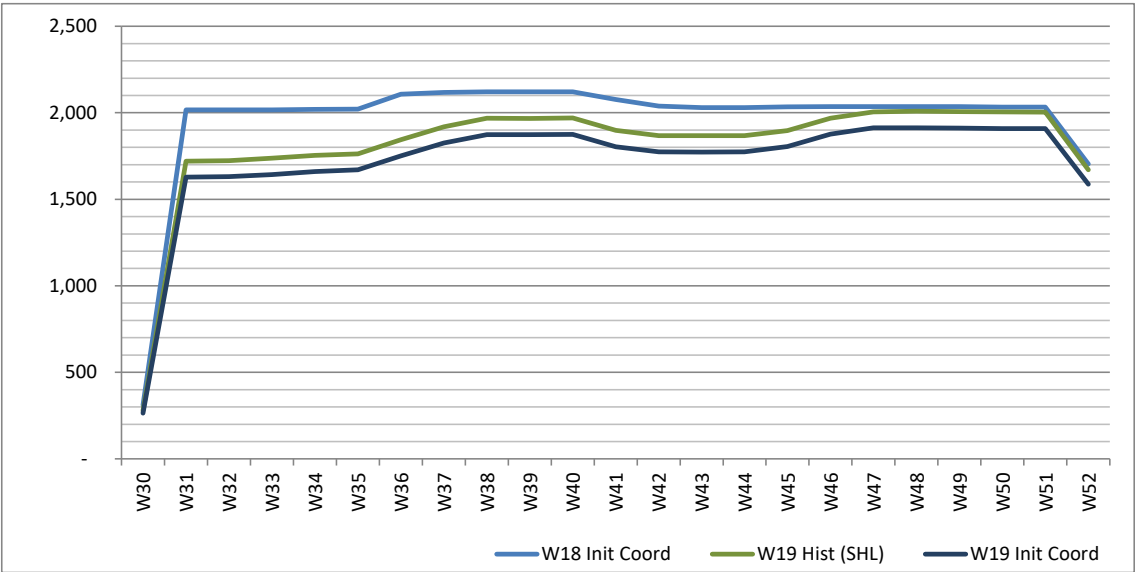


Note: FREIGHT-ONLY services with 0 seats are included in the first seat band '0-39'

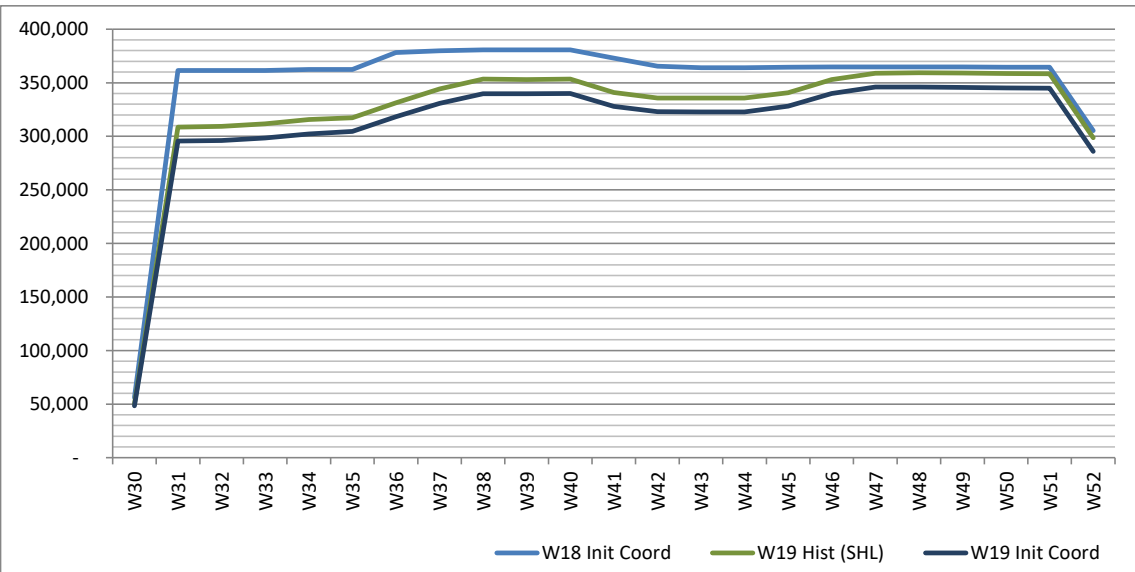
Full Season - Seasonality



Air Transport Movements by week of season



Air Transport Movement Seats by week of season



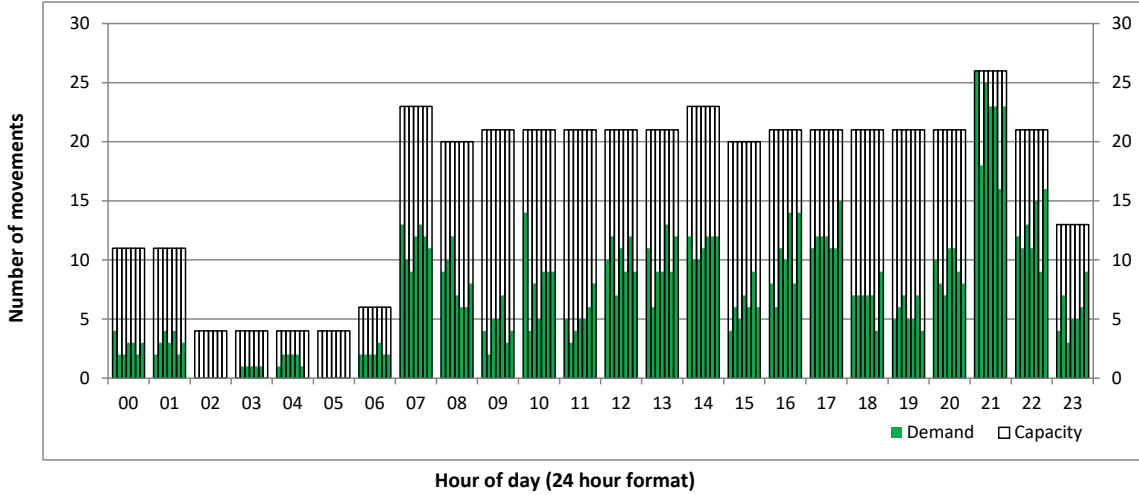
Peak Week - Initial Hourly Runway Demand

Schedule: W19 Init Coord



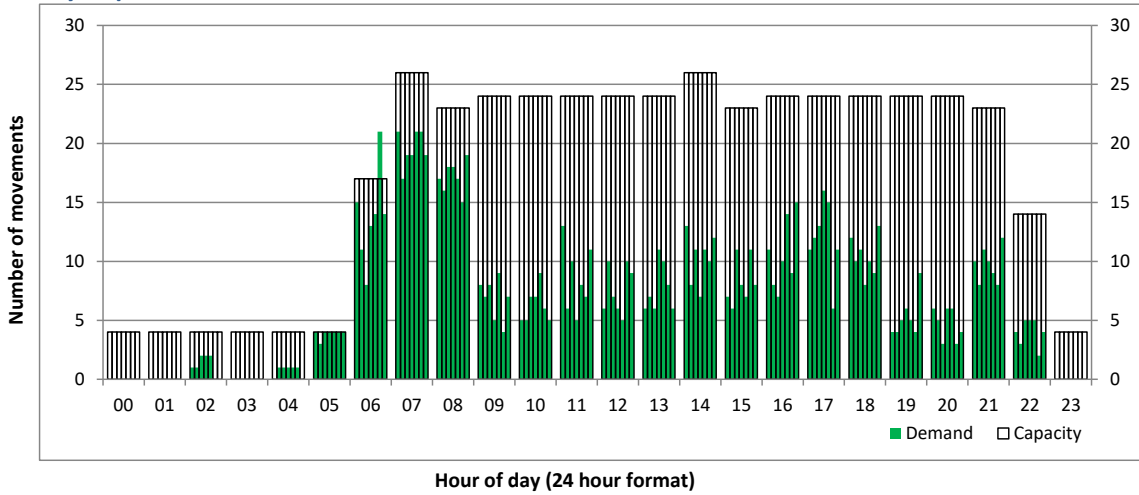
Hourly Arrival Demand

Time: UTC



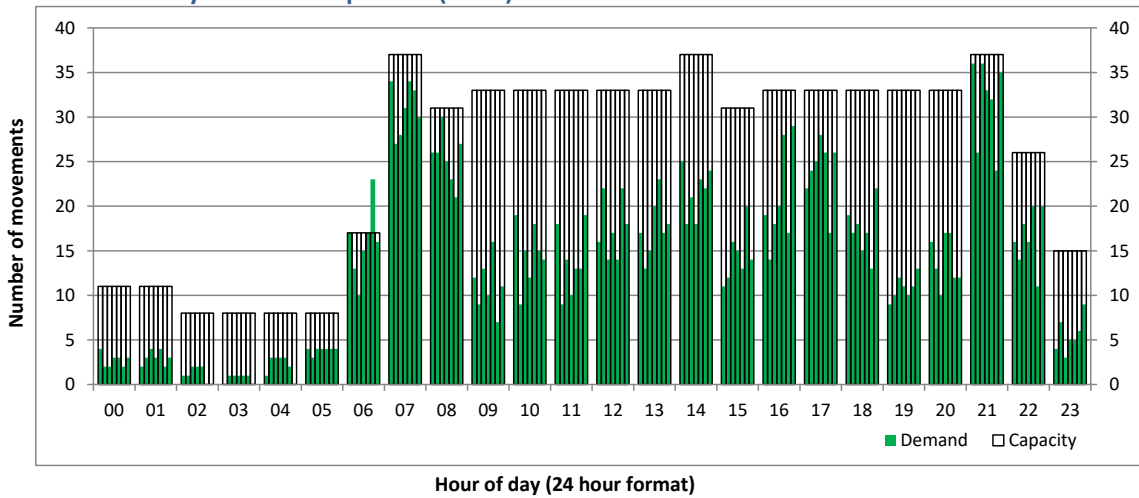
Hourly Departure Demand

Time: UTC



Combined Hourly Arrival & Departure (Total) Demand

Time: UTC



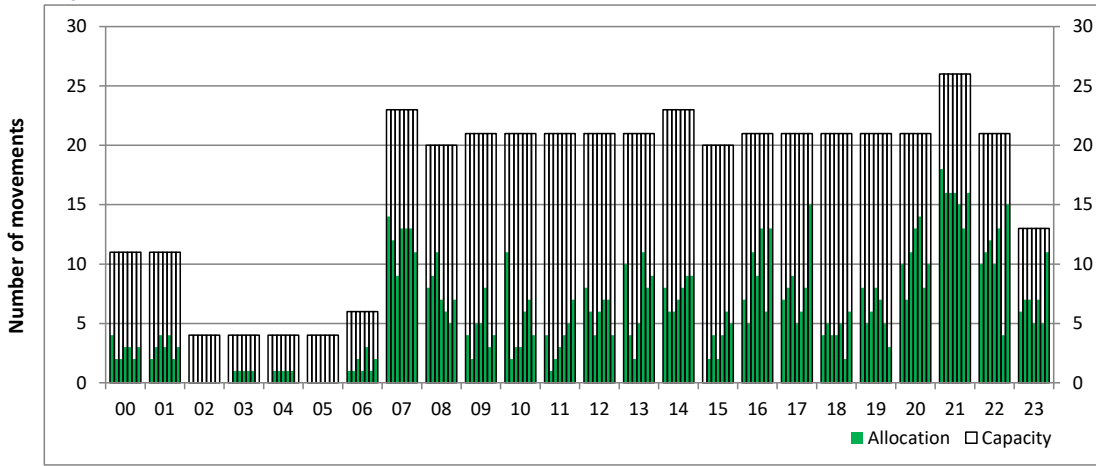
Peak Week - Hourly Runway Allocation

Schedule: W19 Init Coord



Hourly Arrival Allocation

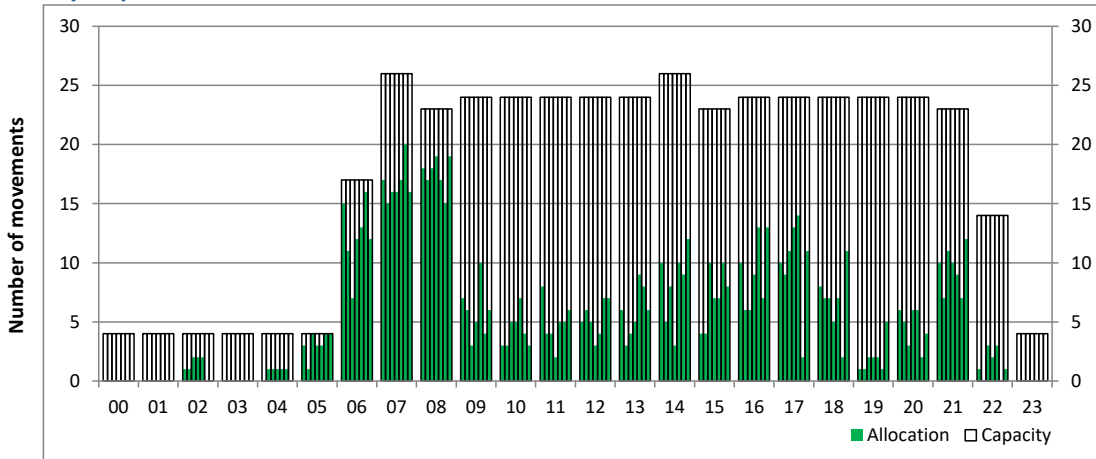
Time: UTC



Hour of day (24 hour format)

Hourly Departure Allocation

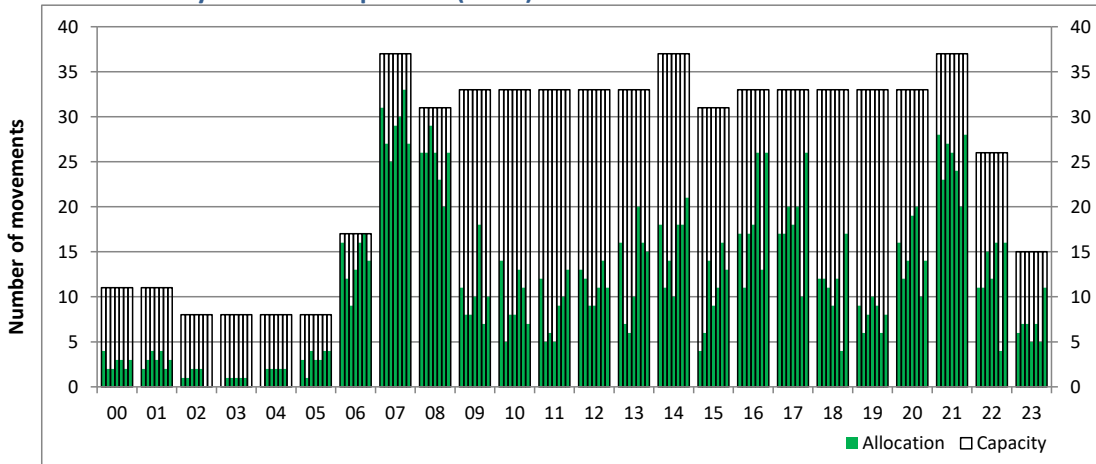
Time: UTC



Hour of day (24 hour format)

Combined Hourly Arrival & Departure (Total) Allocation

Time: UTC



Hour of day (24 hour format)

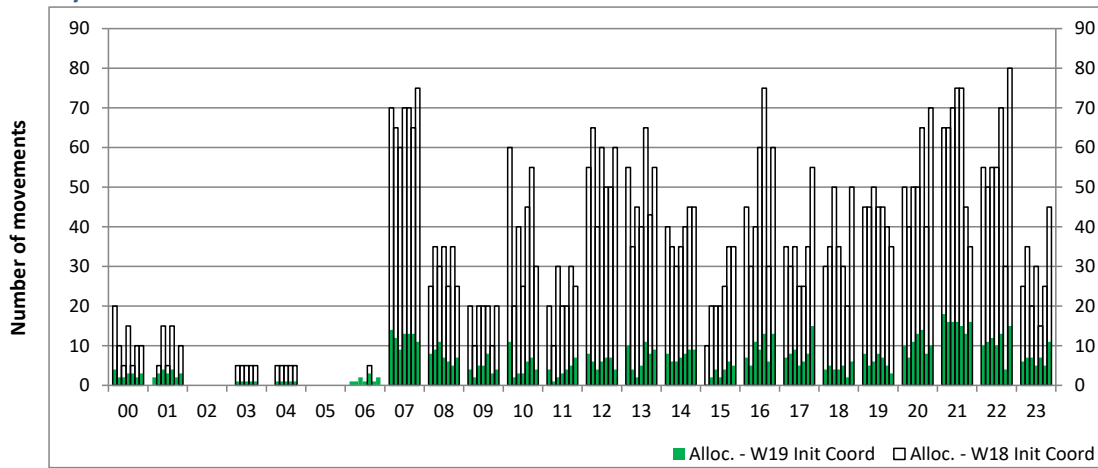
Peak Week - Runway Allocation Comparison

Comparison of W19 Init Coord vs. W18 Init Coord



Hourly Arrival Allocation

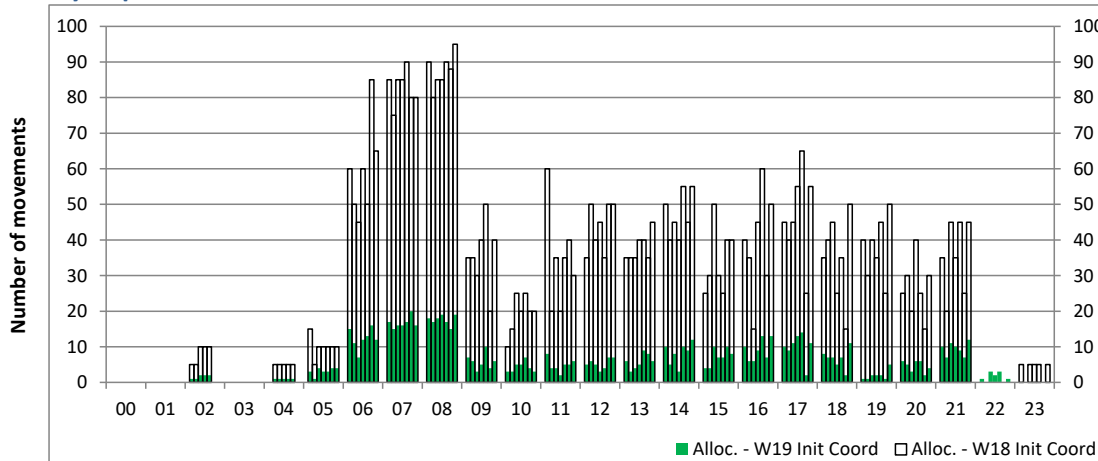
Time: UTC



Hour of day (24 hour format)

Hourly Departure Allocation

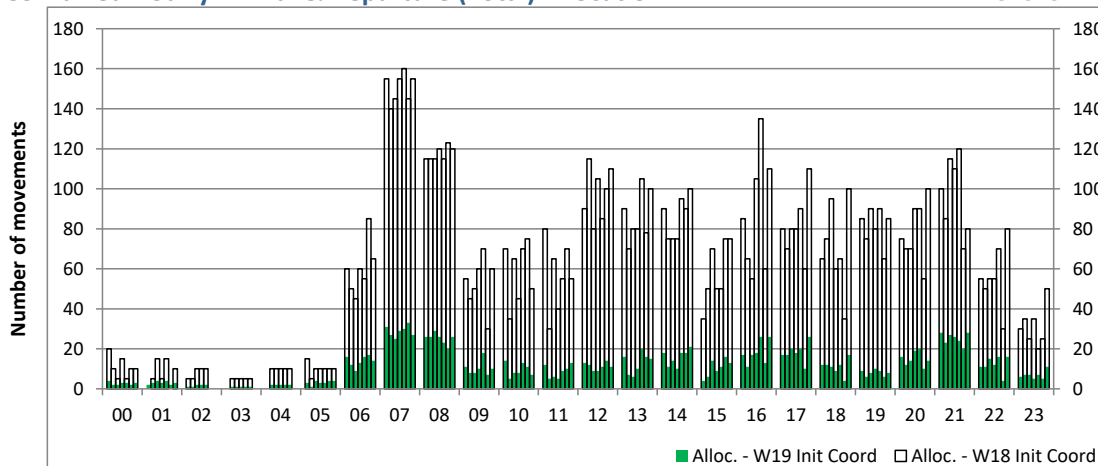
Time: UTC



Hour of day (24 hour format)

Combined Hourly Arrival & Departure (Total) Allocation

Time: UTC



Hour of day (24 hour format)

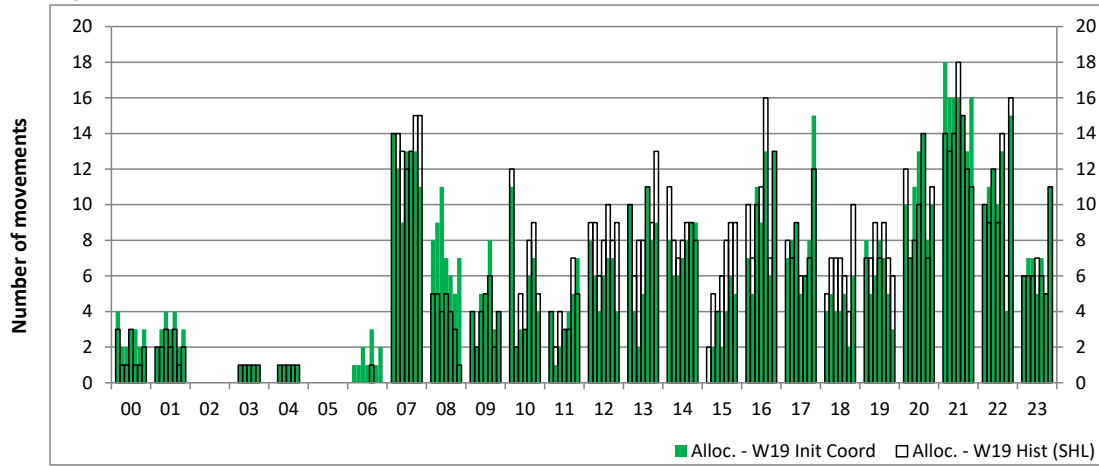
Peak Week - Runway Allocation Comparison

Comparison of W19 Init Coord vs. W19 Hist (SHL)



Hourly Arrival Allocation

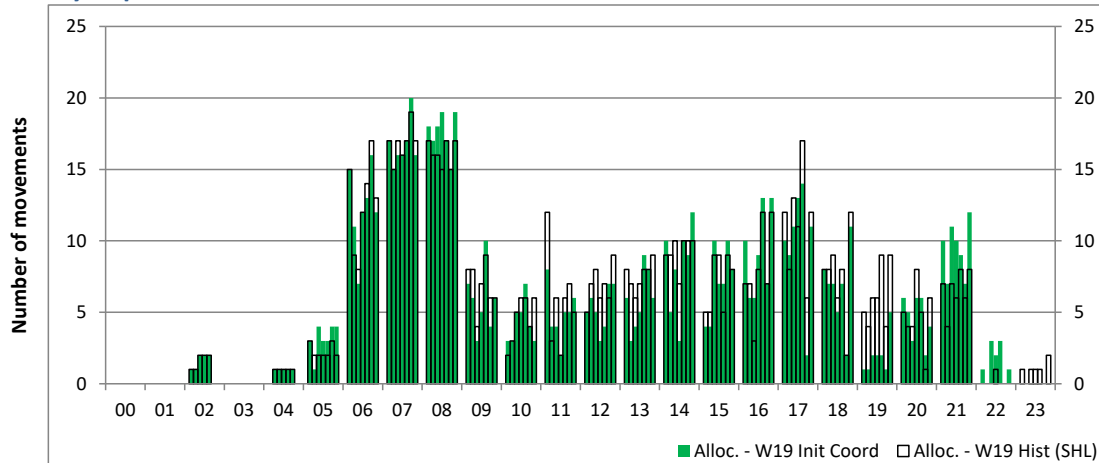
Time: UTC



Hour of day (24 hour format)

Hourly Departure Allocation

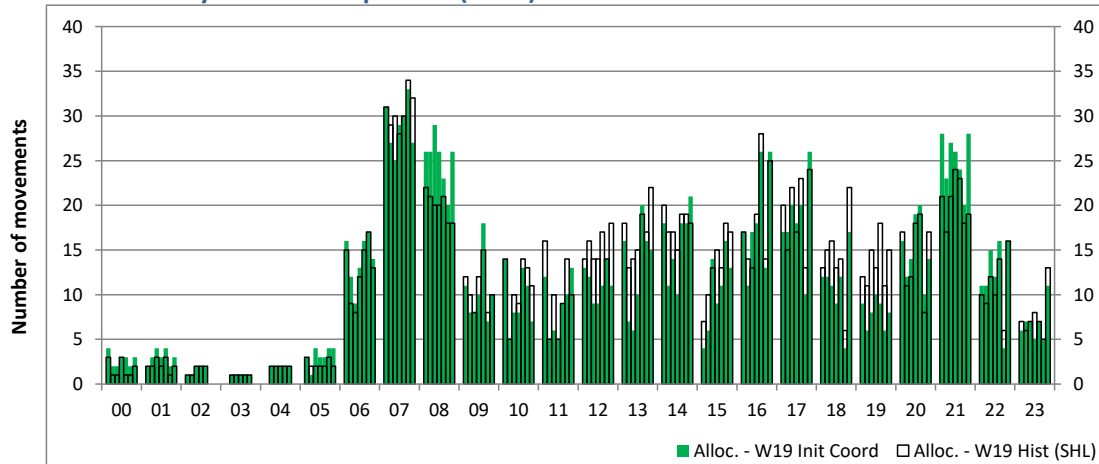
Time: UTC



Hour of day (24 hour format)

Combined Hourly Arrival & Departure (Total) Allocation

Time: UTC



Hour of day (24 hour format)

Peak Week - Passengers Histogram

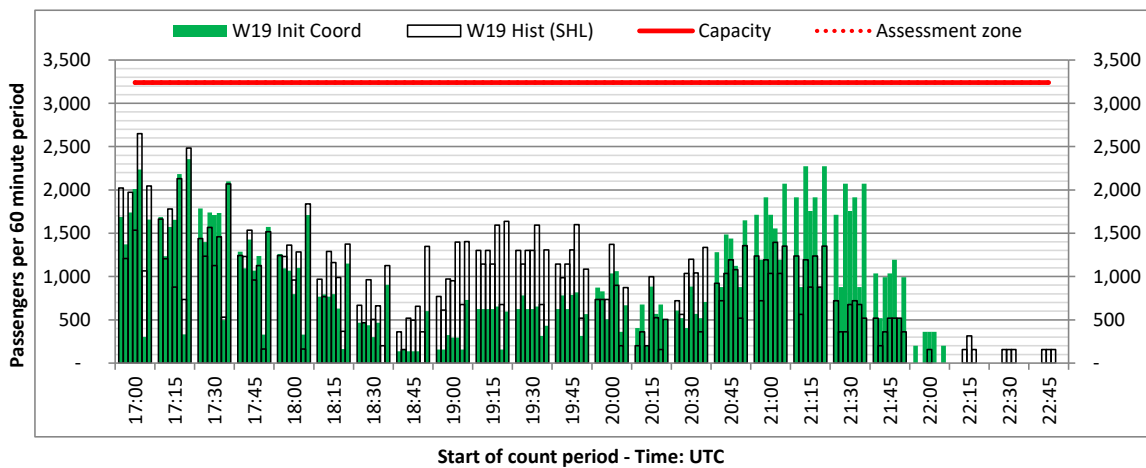
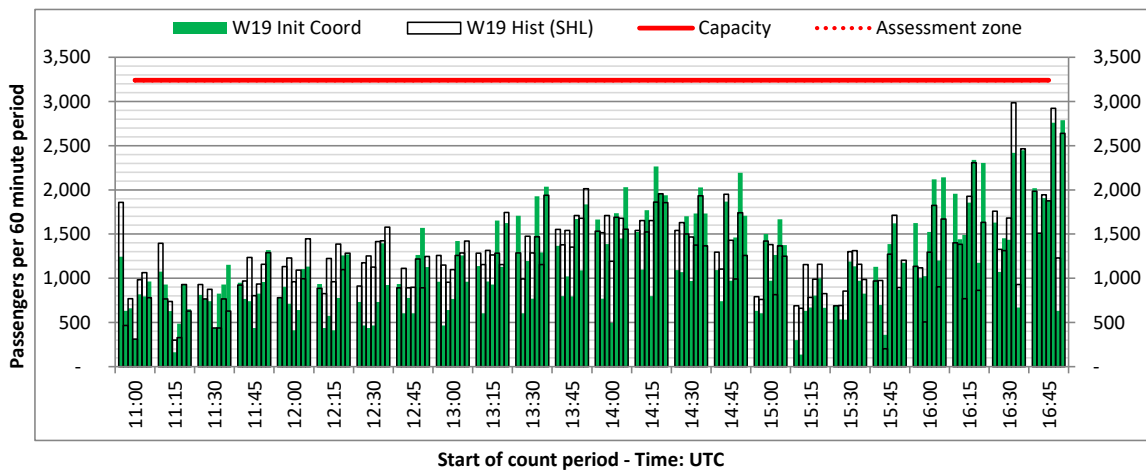
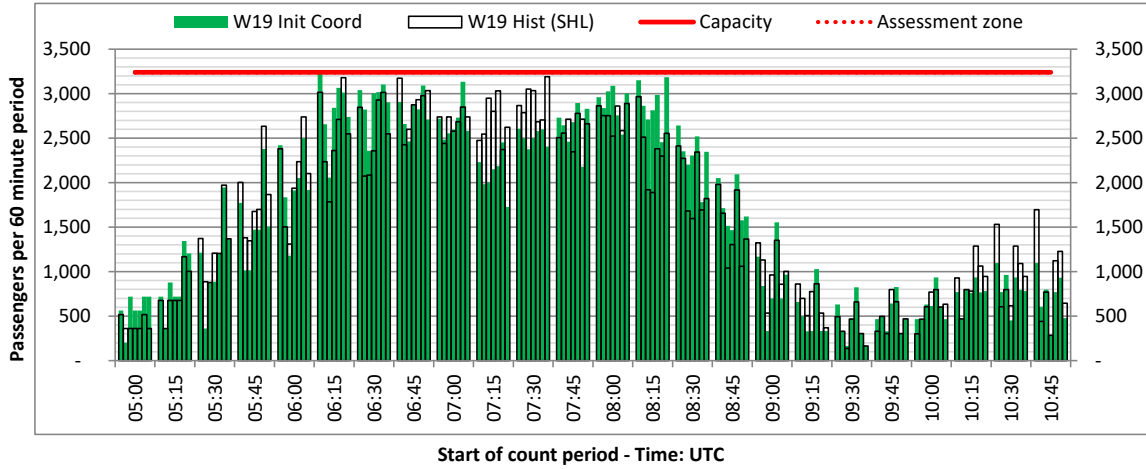
DEPARTURE - 60 minute count rolling every 15 mins (T60/15)



Terminals: All Terminals

Operators: All Operators

Days: 1234567



Peak Week - Passengers Histogram

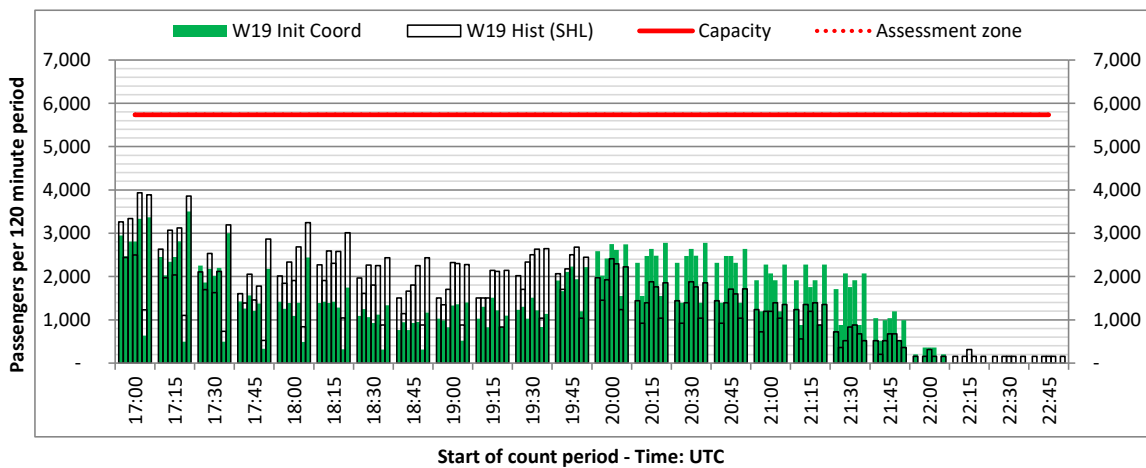
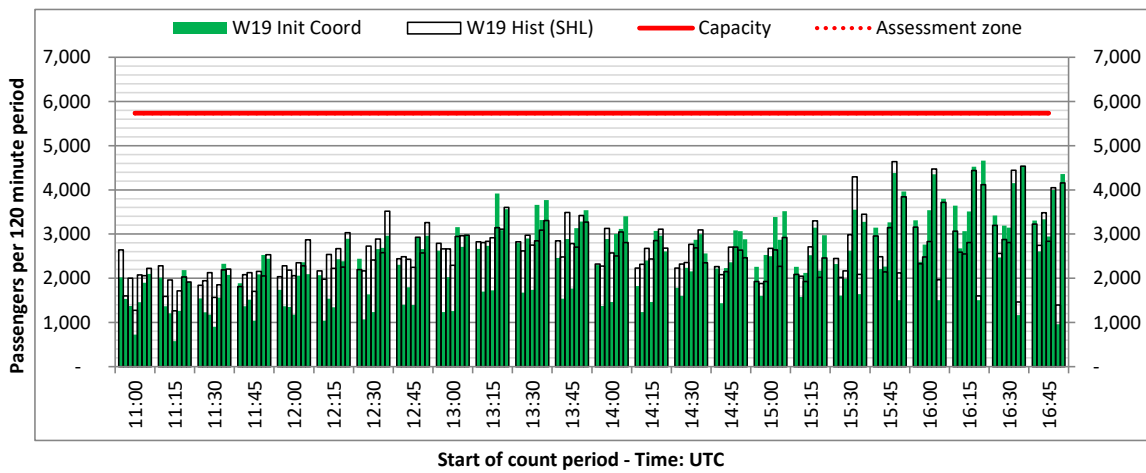
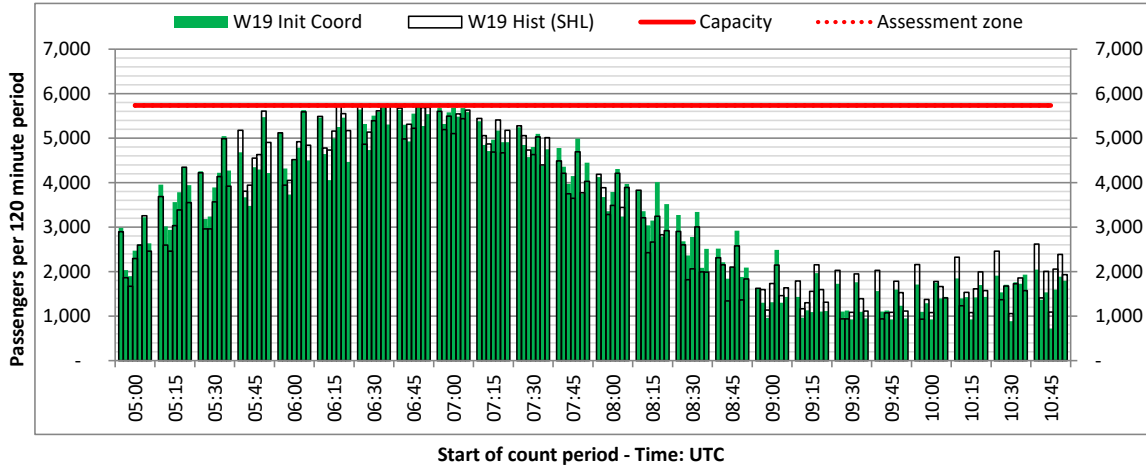
DEPARTURE - 120 minute count rolling every 15 mins (T120/15)



Terminals: All Terminals

Operators: All Operators

Days: 1234567



Peak Week - Passengers Histogram

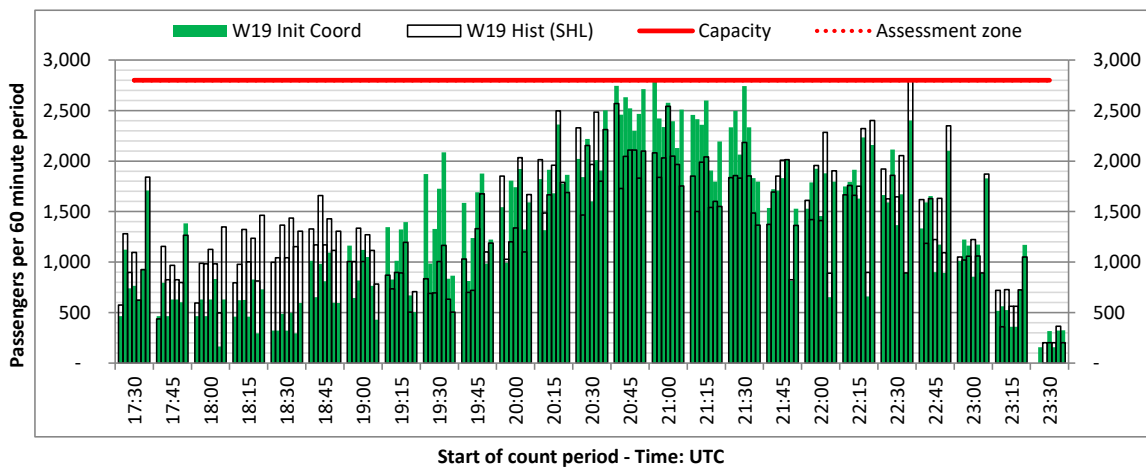
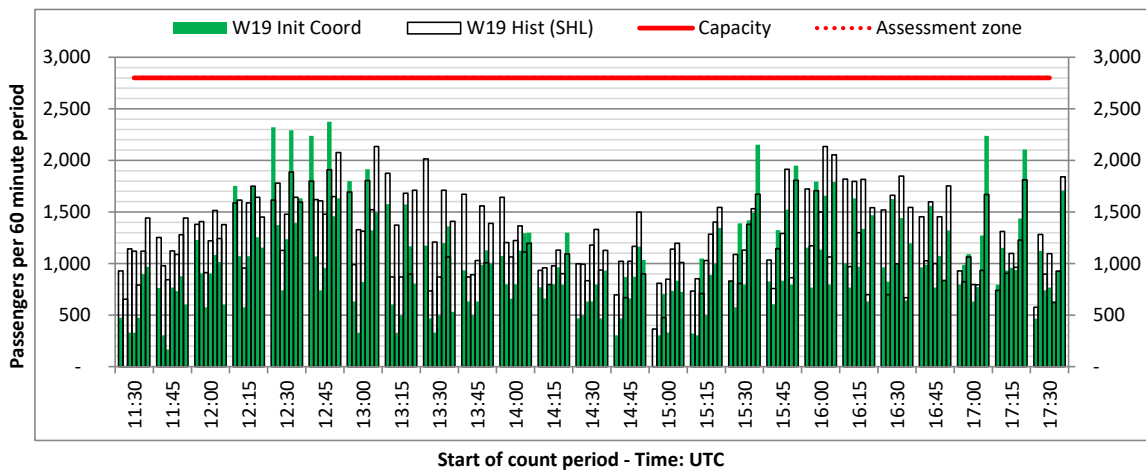
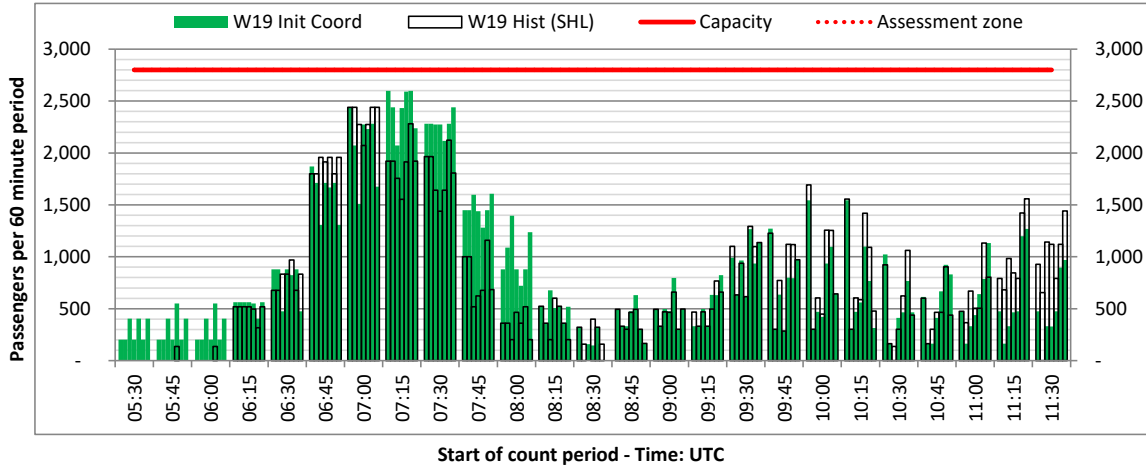
ARRIVAL - 60 minute count rolling every 15 mins (T60/15)



Terminals: 1I

Operators: All Operators

Days: 1234567



Peak Week - Passengers Histogram

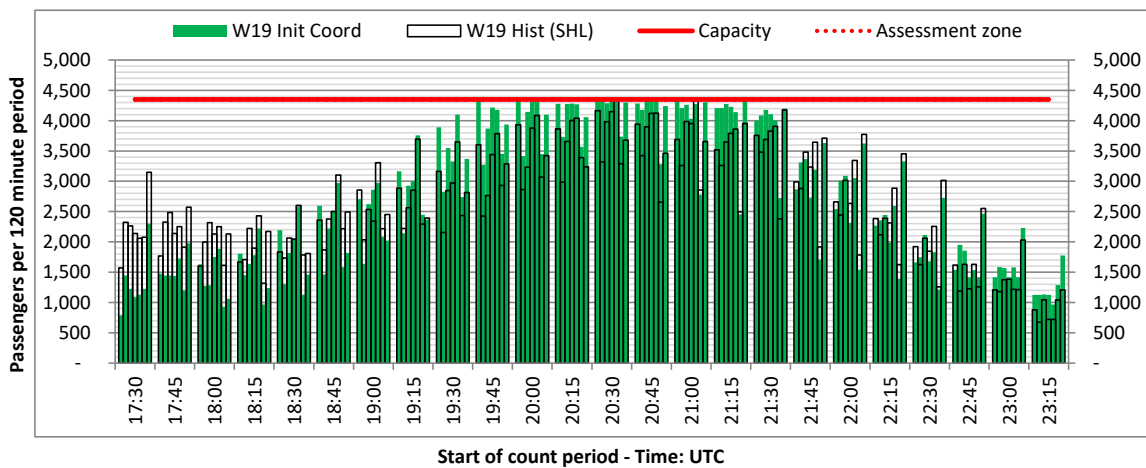
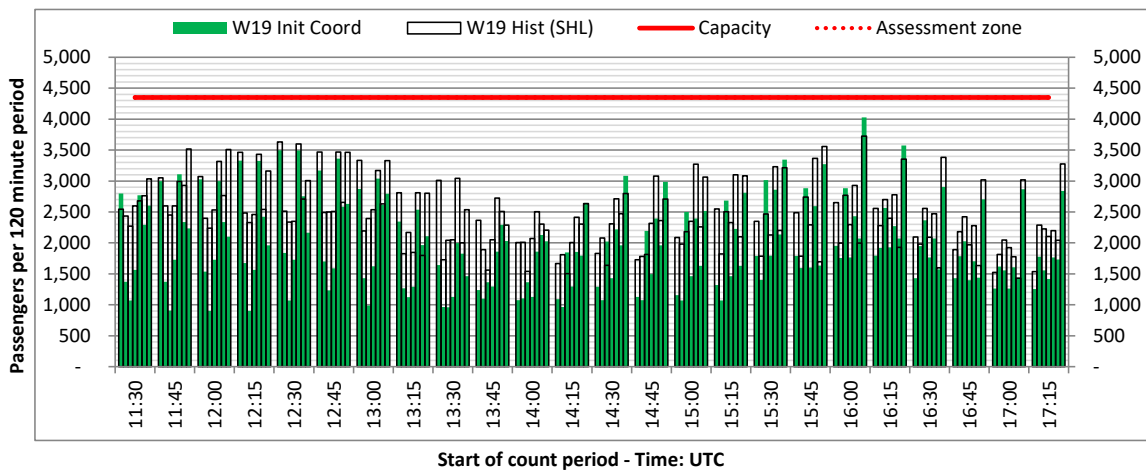
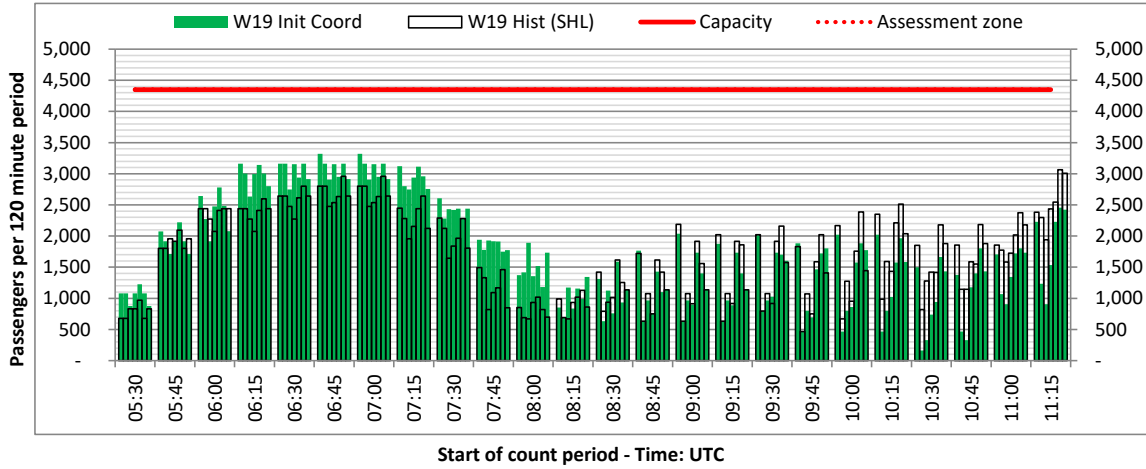
ARRIVAL - 120 minute count rolling every 15 mins (T120/15)



Terminals: 1I

Operators: All Operators

Days: 1234567



Peak Week - Movements Histogram

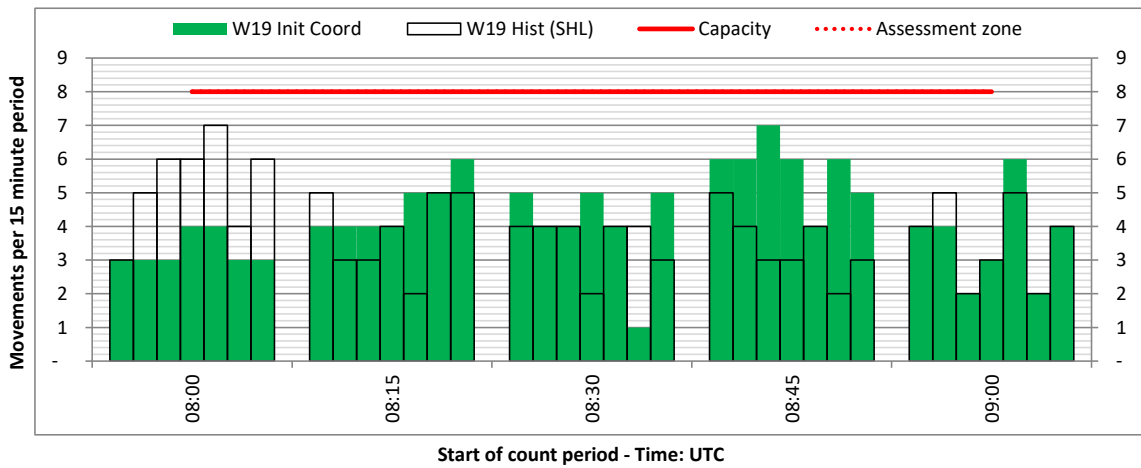
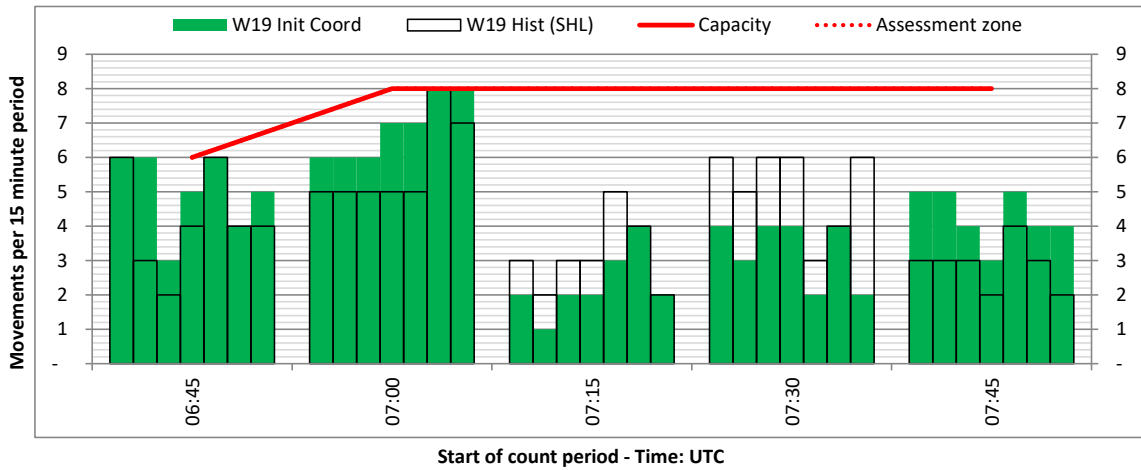
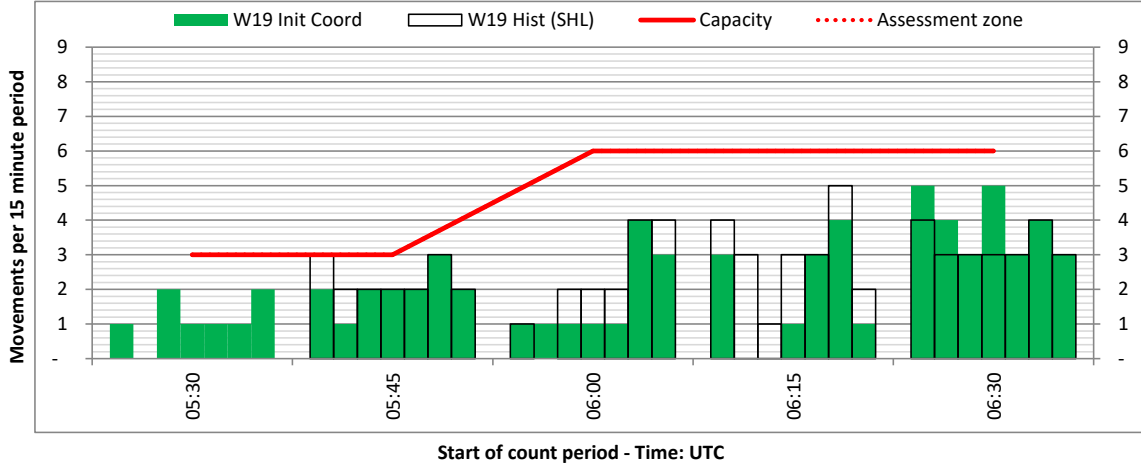
DEPARTURE - 15 minute count rolling every 15 mins (R15)



Terminals: All Terminals 1I

Operators: All Operators

Days: 1234567



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

| | |
|-----------------------|--|
| W18 Init Coord | W18 schedule as cleared on Wed 06-Jun-18. |
| W19 Hist (SHL) | W19 schedule as cleared on Fri 12-Apr-19. |
| W19 Init Coord | W19 schedule as cleared on Thu 06-Jun-19. |
| Peak Week | Peak week for W18 is Sun 17-Feb-19 to Sat 23-Feb-19. Peak week for W19 is Sun 16-Feb-20 to Sat 22-Feb-20. |

For ACL use

| | Airport-Season-Branch-Resource | From date | To date | Time |
|-------------------|--------------------------------|-----------------|-----------------|------|
| Full Season Rep 1 | LTN-W18-SAL Premerge-Standard | Sun 28-Oct-2018 | Sat 30-Mar-2019 | UTC |
| Full Season Rep 2 | LTN-W19-SHL-Standard | Sun 27-Oct-2019 | Sat 28-Mar-2020 | UTC |
| Full Season Rep 3 | LTN-W19-SAL Premerge-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-SAL Premerge-Standard | Sun 17-Feb-2019 | Sat 23-Feb-2019 | UTC |
| Peak Week Rep 2 | LTN-W19-SHL-Standard | Sun 16-Feb-2020 | Sat 22-Feb-2020 | UTC |
| Peak Week Rep 3 | LTN-W19-SAL Premerge-Standard | Sun 16-Feb-2020 | Sat 22-Feb-2020 | UTC |