

Initial Coordination Report

Report Date: Fri 08-Nov-2019

Headlines

	S20 Init Coord	vs. S19 Init Coord	vs. S20 Hist (SHL)
Total Air Transport Movements (Passenger & Freight)	199,850	▲▲ 2.9%	▲▲ 4.7%
Total Passenger Air Transport Movements	199,850	▲▲ 2.9%	▲▲ 4.7%
Total Passenger Air Transport Movement Seats	39,570,624	▲▲ 3.4%	▲▲ 5.6%
Average Seats per Passenger Air Transport Movement	198.0	▲▲ 0.5%	▲▲ 0.9%
Percentage of allocated slots cleared as requested (OK)	86.7%		

Contents

Page	Content
2	Runway Scheduling Limits
3	Coordinator's Report
4	Peak Week - Initial Coordination Analysis
5	ATM Allocation by Operator (Full season and Peak Week Comparison)
6	Peak Week - Allocation and Slot Adjustment Distribution by Operator
7	Significant Route Changes
8	Full Season - PATM Seats Analysis
9	Full Season - Terminal Analysis
10	Full Season - Aircraft Size Analysis
11	Full Season - Seasonality
12	Peak Week - Initial Hourly Runway Demand
13	Peak Week - Hourly Runway Allocation
14	Peak Week - Hourly Runway Allocation Comparison (S20 Init Coord vs. S19 Init Coord)
15	Peak Week - Hourly Runway Allocation Comparison (S20 Init Coord vs. S20 Hist (SHL))
16	Peak Week Histogram - Departure Passengers (T60/30) - North Terminal - All Operators
17	Peak Week Histogram - Departure Passengers (T120/30) - North Terminal - All Operators
18	Peak Week Histogram - Arrival Passengers (T60/30) - North International - All Operators
19	Peak Week Histogram - Arrival Passengers (T60/15) - North Domestic - All Operators
20	Peak Week Histogram - Departure Passengers (T60/30) - South Terminal - All Operators
21	Peak Week Histogram - Departure Passengers (T120/30) - South Terminal - All Operators
22	Peak Week Histogram - Arrival Passengers (T60/30) - South International - All Operators
23	Peak Week Histogram - Arrival Passengers (T60/15) - South Domestic - All Operators
24	Glossary

S19 scheduling season runs from Sun 31-Mar-2019 to Sat 26-Oct-2019 (210 days).

S20 scheduling season runs from Sun 29-Mar-2020 to Sat 24-Oct-2020 (210 days).

Disclaimer

No warranty whether expressed or implied as to the completeness, accuracy, fitness for purpose, or satisfactory quality is given by ACL regarding the information in this report, which is provided by third parties. Accordingly, ACL excludes all liability with regard to such data.

The contents of this report may not be reproduced without the written consent of ACL.

Coordinator's Report



Total demand	233,601	slots		
Total slots allocated	199,850	slots	85.55%	of total demand
Number of slots cleared OK	173,235	slots	86.68%	of total slots cleared

Slots adjusted (not OK) due to:

RUNWAY constraints	25,467	slots	95.7%	of total slots adjusted
TERMINAL constraints	141	slots	0.5%	of total slots adjusted
STAND constraints	-	slots	0.0%	of total slots adjusted
NIGHT constraints	210	slots	0.8%	of total slots adjusted
OTHER constraints	-	slots	0.0%	of total slots adjusted
ARR/DEP TURNAROUND feasibility	797	slots	3.0%	of total slots adjusted

Executive Summary

Capacity demand was strong across most hours and days of the week with demand peaking at 75 movements in the 1200 hour and 74 movements in the 0500 and 0600 hours. The new entrant requests were received from SmartLynx Airlines Latvia, Chair Airlines, Iberia, LILIAIR (paper airline), Wizz Air UK, Air Arabia Maroc, Air Arabia, Indigo, Georgian Airways, Finnair, Flybe, Air China, Corendon Airlines, China Southern Airlines (late submission), Aer Lingus, Freebird Airlines Europe, Freebird Airlines, Icelandair, Air Malta, LATAM Airlines, Air Mauritius, China Eastern, SAS Scandinavian and Vistara.

Average seats has increased year on year to 198 per movement, up respectively from 197 in S19 and 196.5 in S18 at Initial Coordination. Allocated slots are up to 85.55% of total demand and of those 86.68% are cleared OK.

At the time of writing, the Thomas Cook historic slot portfolio is included in this report awaiting the outcome of the administration process.

Runway Constraints

- The most constraining runway scheduling limit is the R60 Totals.
- Reduced R60 departure capacity from 39 to 37 in 0500 hour resulted in historic overages on day 3 with utilisation at 38 and on day 7 with utilisation at 39.

Terminal Constraints

- 141 slots were adjusted due to terminal overages created by seat increase and re-times into the peak periods mainly in the North Terminal evening arrivals (2130-2225) and departure morning peak (0430-0525).

Stand Constraints

No Stand Constraint issues.

Night Constraints

- All carriers with night allocation have had their slots confirmed in the night. It is the carrier's responsibility to bring their allocation down in line with their Quota Allocation.
- Airlines without historic allocation were allocated closest slots available where capacity permits.

Other Constraints

No Other Constraint issues.

Arr/Dep Turnaround Feasibility

- The primary reason was due to runway availability, therefore slots in turnaround format were adjusted to maintain requested ground times.

Peak Week - Initial Coordination Analysis



Operator	S20 HISTORIC SLOTS				HISTORIC RECLAIM STATISTICS				NEW SLOT REQUESTS						Total Demand at Initial Submissions	Total Allocation (SAL)	% of demand with a slot allocated
	Historic slots	Lost Histories (N80 & 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"			
Aer Lingus	80	3	-	77	42.9%	0.0%	0.0%	0.0%	15	1	-	-	-	-	92	78	84.8%
Aeroflot	-	-	-	-	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	-	-	-
Air Arabia	-	-	-	-	0.0%	0.0%	0.0%	0.0%	14	-	-	-	-	-	14	-	0.0%
Air Arabia Maroc	14	-	-	14	71.4%	0.0%	0.0%	0.0%	2	-	-	-	2	-	16	16	100.0%
Air China	-	-	-	-	0.0%	0.0%	0.0%	0.0%	14	-	-	-	14	-	14	14	100.0%
Air Europa	28	-	-	28	53.6%	0.0%	0.0%	0.0%	-	-	-	-	-	-	28	28	100.0%
Air Itlay	-	-	-	-	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	-	-	-
Air Malta	14	-	-	14	0.0%	0.0%	0.0%	0.0%	14	-	-	-	8	-	28	22	78.6%
Air Mauritius	-	-	-	-	0.0%	0.0%	0.0%	0.0%	8	-	-	-	-	-	8	-	0.0%
Air Moldova	4	4	-	-	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	-	-	-
Air Nostrum	-	-	-	-	0.0%	0.0%	0.0%	0.0%	14	-	-	4	-	-	14	4	28.6%
Air Senegal S.A	-	-	-	-	0.0%	0.0%	0.0%	0.0%	6	-	-	-	6	-	6	6	100.0%
Air Serbia	-	-	-	-	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	-	-	-
Air Transat	42	-	-	42	2.4%	0.0%	0.0%	0.0%	2	-	-	-	-	-	44	42	95.5%
airBaltic	36	-	-	36	0.0%	0.0%	0.0%	0.0%	2	-	-	-	-	-	38	36	94.7%
Alitalia	-	-	-	-	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	-	-	-
Anisek	28	1	-	27	25.9%	0.0%	0.0%	0.0%	1	-	-	1	-	-	28	28	100.0%
Atlantic Airways	-	-	-	-	0.0%	0.0%	0.0%	0.0%	4	-	-	-	-	-	4	-	0.0%
Aurigny Air Services	82	2	-	80	3.8%	0.0%	0.0%	0.0%	-	-	-	-	-	-	80	80	100.0%
Balkan Holidays Air Ltd	4	2	-	2	0.0%	0.0%	0.0%	0.0%	6	-	-	-	-	-	8	2	25.0%
Belavia Belarusian Airlines	8	-	-	8	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	8	8	100.0%
British Airways	1,184	6	-	1,178	37.7%	25.6%	0.0%	0.4%	31	-	-	11	-	1	1,209	1,187	98.2%
Cathay Pacific	14	-	-	14	85.7%	0.0%	0.0%	0.0%	-	-	-	-	-	-	14	14	100.0%
Chair Airlines	-	-	-	-	0.0%	0.0%	0.0%	0.0%	14	-	-	-	-	-	14	-	0.0%
China Airlines	10	-	-	10	50.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	10	10	100.0%
China Eastern	6	-	-	6	66.7%	0.0%	0.0%	0.0%	8	-	-	-	8	-	14	14	100.0%
China Southern	-	-	-	-	0.0%	0.0%	0.0%	0.0%	14	-	-	-	-	-	14	-	0.0%
Cobalt Air	-	-	-	-	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	-	-	-
Corendon Airlines	-	-	-	-	0.0%	0.0%	0.0%	0.0%	32	-	-	-	12	-	32	12	37.5%
Croatia Airlines	4	-	-	4	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	4	4	100.0%
Delta Air Lines	-	-	-	-	0.0%	0.0%	0.0%	0.0%	14	-	-	-	10	-	14	10	71.4%
EasyJet	2,417	2	-	2,415	17.9%	11.6%	0.1%	0.1%	242	-	-	93	-	-	2,657	2,503	94.2%
EasyJet Europe	355	-	-	355	19.2%	33.5%	0.0%	0.0%	-	-	-	-	-	-	355	355	100.0%
EasyJet Switzerland	60	-	-	60	1.7%	1.7%	0.0%	0.0%	-	-	-	-	-	-	60	60	100.0%
Emirates	42	-	-	42	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	42	42	100.0%
Enter Air	20	6	-	14	14.3%	0.0%	0.0%	0.0%	23	-	-	3	-	-	37	17	45.9%
Finnair	-	-	-	-	0.0%	0.0%	0.0%	0.0%	28	-	-	-	14	-	28	14	50.0%
Flybe	-	-	-	-	0.0%	0.0%	0.0%	0.0%	56	-	-	-	-	-	56	-	0.0%
Freebird Airlines	-	-	-	-	0.0%	0.0%	0.0%	0.0%	42	-	-	-	8	-	42	8	19.0%
Georgian Airways	4	-	-	4	0.0%	0.0%	0.0%	0.0%	2	-	-	-	2	-	6	6	100.0%
Iberia	-	-	-	-	0.0%	0.0%	0.0%	0.0%	14	-	-	-	-	-	14	-	0.0%
Iberia Express	28	-	-	28	100.0%	100.0%	0.0%	0.0%	14	-	-	-	-	-	42	28	66.7%
Icelandair	20	4	-	16	87.5%	0.0%	0.0%	0.0%	16	-	-	2	-	2	32	18	56.3%
Indigo	-	-	-	-	0.0%	0.0%	0.0%	0.0%	14	-	-	-	14	-	14	14	100.0%
Iraqi Airways	4	-	-	4	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	4	4	100.0%
Jazeera Airways	12	12	-	-	0.0%	0.0%	0.0%	0.0%	14	14	-	-	-	-	14	14	100.0%
Kuwait Airways	-	-	-	-	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	-	-	-
LATAM Airlines	-	-	-	-	0.0%	0.0%	0.0%	0.0%	28	-	-	-	14	-	28	14	50.0%
LiliAir **PAPER AIRLINE**	-	-	-	-	0.0%	0.0%	0.0%	0.0%	14	-	-	-	-	-	14	-	0.0%
Med-View Airline	-	-	-	-	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	-	-	-
Montenegro Airlines	6	-	-	6	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	6	6	100.0%
Norwegian	434	33	-	401	10.5%	0.0%	0.2%	0.0%	43	-	-	8	-	-	444	409	92.1%
Norwegian Air UK Ltd.	162	12	-	150	28.7%	9.3%	0.0%	0.0%	27	-	-	12	-	-	177	162	91.5%
Nouvelair Tunisie	-	-	-	-	0.0%	0.0%	0.0%	0.0%	8	-	-	2	-	-	8	2	25.0%
Pegasus Airlines	2	-	-	2	100.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	2	2	100.0%
Qatar Airways	42	-	-	42	52.4%	0.0%	0.0%	0.0%	14	-	-	-	-	-	56	42	75.0%
Rossiya Airlines	14	-	-	14	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	14	14	100.0%
Royal Air Maroc	14	-	-	14	35.7%	0.0%	0.0%	0.0%	4	-	-	2	-	-	18	16	88.9%
Rwandair	10	2	-	8	25.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	8	8	100.0%
Ryanair	134	-	-	134	9.7%	0.0%	0.0%	0.0%	44	-	-	-	-	-	178	134	75.3%
SAS Scandinavian	-	-	-	-	0.0%	0.0%	0.0%	0.0%	14	-	-	-	-	-	14	-	0.0%
SATA International	2	-	-	2	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	2	2	100.0%
SmartLynx Airlines	-	-	-	-	0.0%	0.0%	0.0%	0.0%	56	-	-	-	-	-	56	-	0.0%
Smartwings	8	-	-	8	0.0%	0.0%	0.0%	0.0%	34	-	-	4	-	-	42	12	28.6%
Spicejet	-	-	-	-	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	-	-	-
TACV - Cabo Verde Airlines	-	-	-	-	0.0%	0.0%	0.0%	0.0%	4	-	-	-	-	-	4	-	0.0%
TAP Air Portugal	50	-	-	50	28.0%	0.0%	0.0%	0.0%	34	2	-	2	-	-	84	54	64.3%
Thomas Cook (UK)	234	54	-	180	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	180	180	100.0%
Tianjin Airlines	-	-	-	-	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	-	-	-
Travel Service	-	-	-	-	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	-	-	-
TUI Airways	446	13	-	433	33.0%	20.6%	1.6%	0.2%	107	-	-	43	-	-	540	476	88.1%
Tunisair	6	2	-	4	0.0%	0.0%	0.0%	0.0%	2	-	-	-	-	-	6	4	66.7%
Turkish Airlines	56	2	-	54	66.7%	0.0%	0.0%	0.0%	20	-	-	-	-	-	74	54	73.0%
Turkmenistan Airlines	-	-	-	-	0.0%	0.0%	0.0%	0.0%	2	-	-	2	-	-	2	2	100.0%
Ukraine International	28	-	-	28	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	28	28	100.0%
Virgin Atlantic	74	6	-	68	69.1%	5.9%	0.0%	0.0%	36	-	-	4	-	-	104	72	69.2%
Vistara	-	-	-	-	0.0%	0.0%	0.0%	0.0%	28	-	-	-	16	-	28	16	57.1%
Vueling	224	2	-	222	49.5%	0.0%	0.0%	0.0%	62	-	-	20	-	-	284	242	85.2%
Westjet	58	-	-	58	15.5%	48.3%	0.0%	0.0%	14	-	-	4	-	-	72	62	86.1%
Wizz Air	56	-	-	56	51.8%	25.0%	0.0%	0.0%	56	14	-	4	-	-	112	74	66.1%
Wizz Air UK	-	-	-	-	0.0%	0.0%	0.0%	0.0%	214	-	-	3	2	-	214	5	2.3%
WOW Air	-	-	-	-	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	-	-	-
TOTAL	6,580	168	-	6,412	24.9%	13.7%	0.2%	0.1%	1,545	31	-	224	130	3	7,957	6,790	85.3%

Peak Week - Allocation and Slot Adjustment Distribution by Operator



Schedule: S20 Init Coord

Operator	S20 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	
Aer Lingus	78	62.8%	15.4%	1.3%	0.0%	0.0%	3.8%	0.0%	1.3%	1.3%	6.4%	2.6%	1.3%	1.3%	2.6%	14
Aeroflot	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Air Arabia	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	14
Air Arabia Maroc	16	43.8%	12.5%	6.3%	0.0%	0.0%	0.0%	6.3%	0.0%	6.3%	0.0%	0.0%	0.0%	0.0%	25.0%	-
Air China	14	21.4%	0.0%	7.1%	7.1%	0.0%	7.1%	7.1%	0.0%	0.0%	21.4%	0.0%	7.1%	0.0%	21.4%	-
Air Europa	28	64.3%	25.0%	10.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Air Itlay	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Air Malta	22	72.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	27.3%	6
Air Mauritius	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	8
Air Moldova	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Air Nostrum	4	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50.0%	50.0%	10
Air Senegal S.A	6	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	16.7%	0.0%	0.0%	33.3%	0.0%	50.0%	-
Air Serbia	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Air Transat	42	97.6%	2.4%	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
airBaltic	36	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%	2
Alitalia	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Anisec	28	89.3%	3.6%	0.0%	0.0%	7.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Atlantic Airways	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4
Aurigny Air Services	80	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%	-
Balkan Holidays Air Ltd	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%	6
Belavia Belarusian 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%	-
British Airways	1,187	88.2%	6.4%	2.5%	0.9%	0.6%	0.2%	0.4%	0.2%	0.1%	0.2%	0.0%	0.0%	0.1%	0.3%	22
Cathay Pacific	14	78.6%	7.1%	0.0%	0.0%	14.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Chair Airlines	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	14
China Airlines	10	60.0%	40.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
China Eastern	14	64.3%	28.6%	7.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
China Southern	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	14
Cobalt Air	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Corendon Airlines	12	16.7%	0.0%	8.3%	0.0%	0.0%	8.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	66.7%	20
Croatia Airlines	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%	-
Delta Air Lines	10	20.0%	10.0%	0.0%	10.0%	10.0%	0.0%	0.0%	10.0%	0.0%	0.0%	0.0%	0.0%	0.0%	40.0%	4
EasyJet	2,503	90.9%	4.3%	1.0%	0.5%	0.3%	0.4%	0.2%	0.4%	0.4%	0.2%	0.2%	0.0%	0.1%	1.2%	155
EasyJet Europe	355	96.1%	2.0%	0.3%	0.0%	0.6%	0.0%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.6%	-
EasyJet Switzerland	60	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%	-
Emirates	42	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%	-
Enter Air	17	82.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	17.6%	20
Finnair	14	14.3%	0.0%	0.0%	7.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	7.1%	0.0%	71.4%	14
Flybe	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	56
Freebird Airlines	8	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	12.5%	0.0%	12.5%	0.0%	0.0%	50.0%	34
Georgian Airways	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%	-
Iberia	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	14
Iberia Express	28	64.3%	28.6%	7.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	14
Icelandair	18	77.8%	0.0%	0.0%	22.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	14
Indigo	14	50.0%	7.1%	7.1%	0.0%	0.0%	0.0%	0.0%	7.1%	14.3%	0.0%	0.0%	0.0%	0.0%	14.3%	-
Iraqi Airways	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%	-
Jazeera Airways	14	7.1%	0.0%	7.1%	14.3%	0.0%	7.1%	0.0%	0.0%	0.0%	7.1%	7.1%	0.0%	0.0%	50.0%	-
Kuwait Airways	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
LATAM Airlines	14	50.0%	0.0%	0.0%	0.0%	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	14
LiliAir **PAPER AIRLINE**	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	14
Med-View Airline	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Montenegro 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%	-
Norwegian	409	94.6%	0.7%	2.2%	0.0%	0.2%	0.5%	0.0%	0.0%	0.0%	0.5%	0.2%	0.0%	0.0%	1.0%	35
Norwegian Air UK Ltd.	162	74.7%	6.2%	3.7%	3.1%	1.9%	1.9%	0.0%	0.0%	0.6%	0.0%	0.0%	0.6%	0.0%	7.4%	15
Nouvelair Tunisie	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%	6
Pegasus Airlines	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%	-
Qatar Airways	42	73.8%	11.9%	2.4%	0.0%	0.0%	9.5%	2.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	14
Rossiya Airlines	14	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%	-
Royal Air Maroc	16	62.5%	12.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	25.0%	2
Rwandair	8	75.0%	0.0%	0.0%	12.5%	0.0%	0.0%	12.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Ryanair	134	99.3%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	44
SAS Scandinavian	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	14
SATA International	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%	-
SmartLynx Airlines	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	56
Smartwings	12	66.7%	0.0%	0.0%	16.7%	0.0%	0.0%	16.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	30
Spicejet	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TACV - Cabo Verde Airlines	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4
TAP Air Portugal	54	81.5%	11.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	7.4%	30
Thomas Cook (UK)	180	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%	-
Tianjin Airlines	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Travel Service	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TUI Airways	476	78.2%	6.1%	2.7%	1.7%	1.5%	1.3%	0.6%	1.5%	0.6%	1.3%	0.8%	0.2%	1.1%	2.5%	64
Tunisair	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%	2
Turkish Airlines	54	66.7%	14.8%	1.9%	5.6%	0.0%	0.0%	1.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	9.3%	20
Turkmenistan Airlines	2	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%	100.0%	-
Ukraine International	28	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%	-
Virgin Atlantic	72	61.1%	8.3%	4.2%	2.8%	6.9%	0.0%	2.8%	4.2%	1.4%	0.0%	0.0%	0.0%	2.8%	5.6%	32
Vistara	16	12.5%	6.3%	0.0%	0.0%	0.0%	43.8%	0.0%	37.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	12
Vueling	242	77.3%	9.9%	3.3%	0.4%	0.4%	0.0%	0.4%	0.0%	0.4%	0.0%	0.0%	0.0%	1.7%	6.2%	42
Westjet	62	91.9%	1.6%	3.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.6%	0.0%	0.0%	1.6%	10
Wizz Air	74	81.1%	1.4%	2.7%	5.4%	1.4%	0.0%	4.1%	0.0%	2.7%	0.0%	0.0%	0.0%	1.4%	1.4%	38
Wizz Air UK	5	20.0%	0.0%	0.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	60.0%	209
WOW Air	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL	6,790	86.8%	4.9%	1.6%	0.9%	0.6%	0.7%	0.4%	0.5%	0.3%	0.4%	0.2%	0.1%	0.3%	2.4%	1,168

Operators with 0 'allocated ATMs' and 0 'Requests with NO slot allocated' in S20, are included in this list due to having slots allocated in either S19 Init Coord or S20 Hist (SHL) schedules.

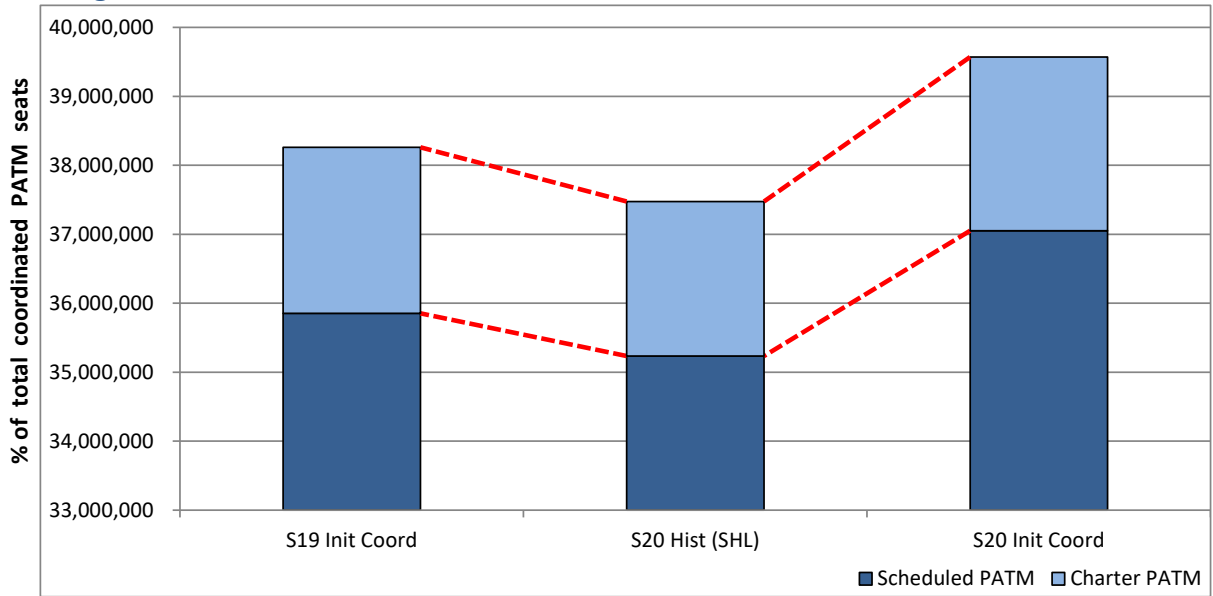
Significant Route Changes

Operator	Category	Description of change from S19 schedule to S20 schedule
Air China	NEW	New operator flying to PVG.
Air Nostrum	NEW	New operator flying to LEN.
Air Senegal S.A	NEW	New operator flying to DSS.
British Airways	NEW	New route to ABD, AYT, CFU, DUB, UVF.
British Airways	CANCELLED	FLL, LIG, LYS.
Corendon Airlines	NEW	New operator flying to ADB, BJV.
Delta Air Lines	NEW	New operator flying to BOS.
EasyJet	NEW	New route to BOJ, MJT, NBE, REU.
Enter Air	NEW	New route to RHO.
Finnair	NEW	New operator flying to HEL.
Freebird Airlines	NEW	New route to DLM.
Indigo	NEW	New operator flying to DEL.
LATAM Airlines	NEW	New operator flying to SCL.
Norwegian	NEW	New route to RHO, TOS.
Norwegian Air UK Ltd.	NEW	New route to BCN.
Nouvelair Tunisie	NEW	New operator flying to NBE.
TUI Airways	NEW	New route to BRI, GOA, JMK, NCE, OPO, SJD.
Turkmenistan Airlines	NEW	New operator flying to ASB.
Vistara	NEW	New operator flying to DEL.
Vueling	NEW	New route to LCG, VLC.
Westjet	NEW	New route to YOW.
Wizz Air	NEW	New route to KRK.

Full Season - PATM Seats Analysis

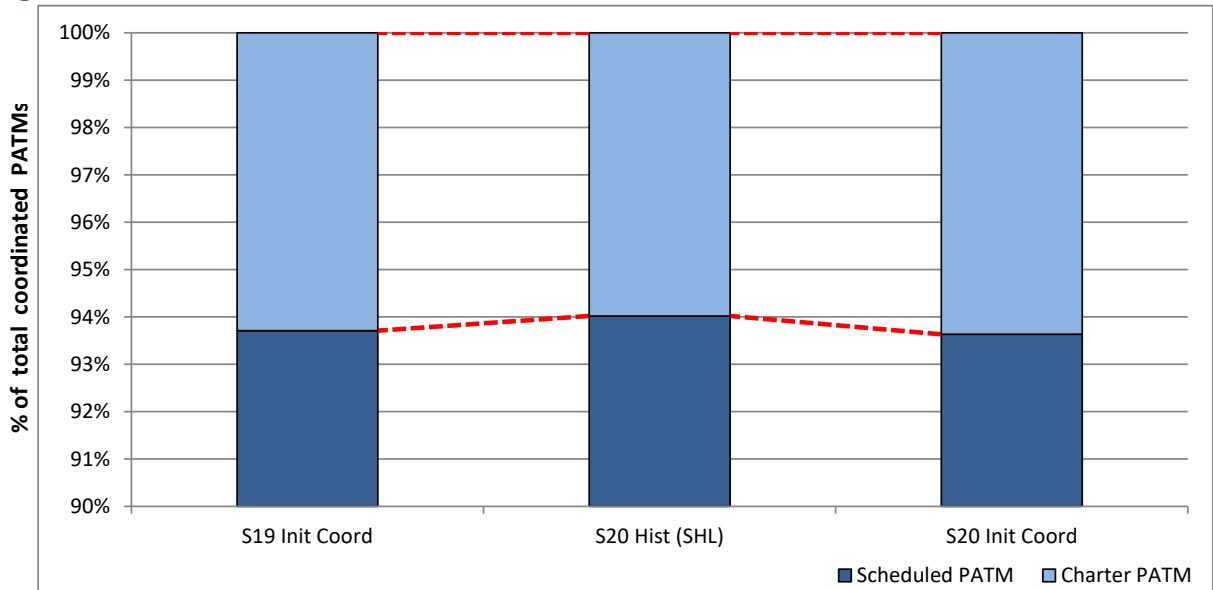


Total Passenger ATM seats: Scheduled vs. Charter



Schedule Snapshot

Passenger ATM seats: Scheduled vs. Charter

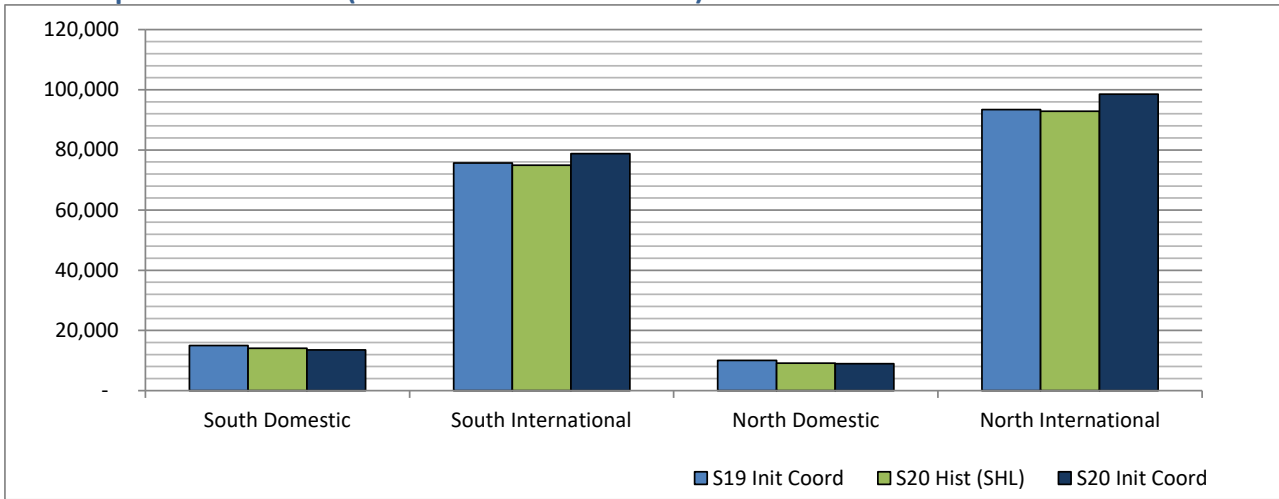


Schedule Snapshot

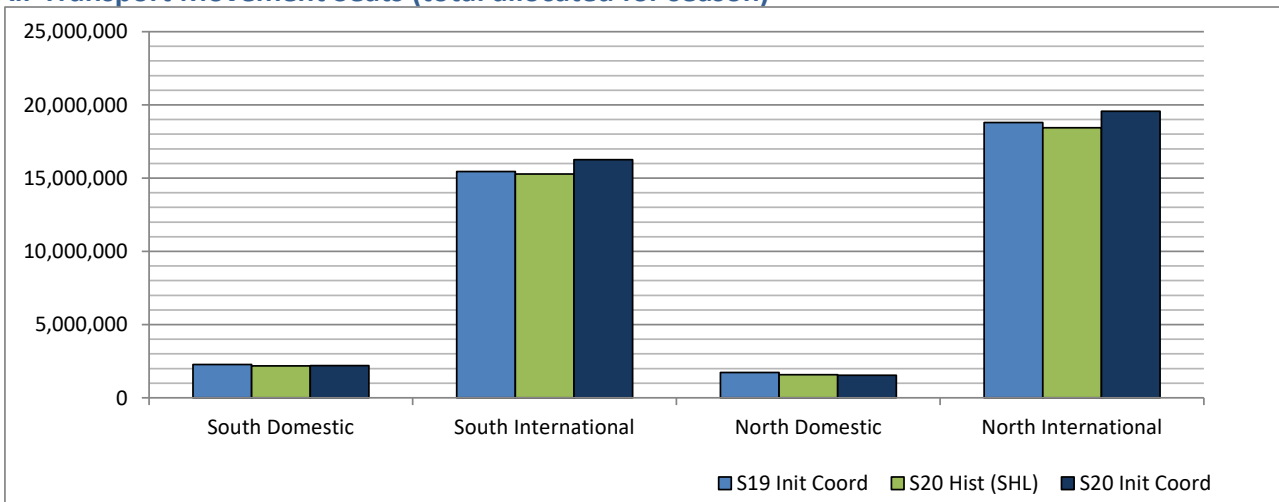
Full Season - Terminal Analysis



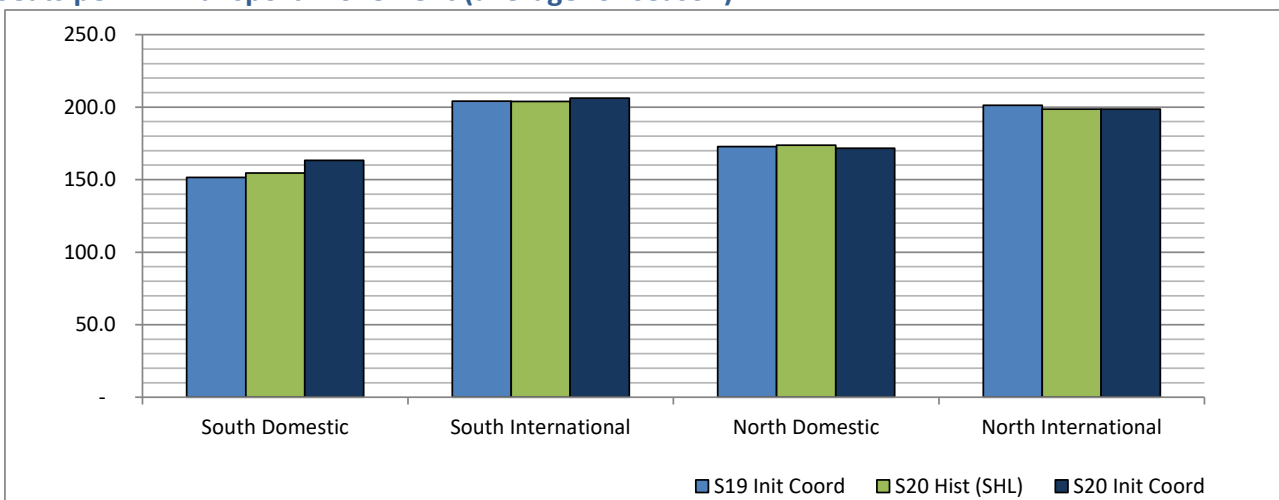
Air Transport Movements (total allocated for season)



Air Transport Movement Seats (total allocated for season)



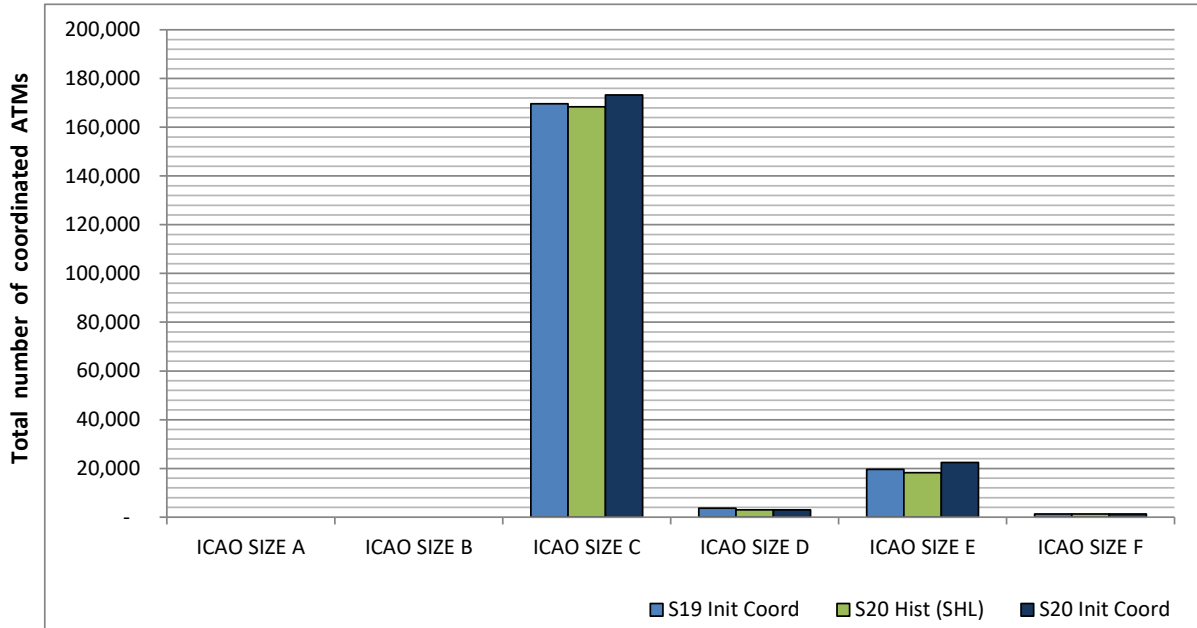
Seats per Air Transport Movement (average for season)



Full Season - Aircraft Size Analysis

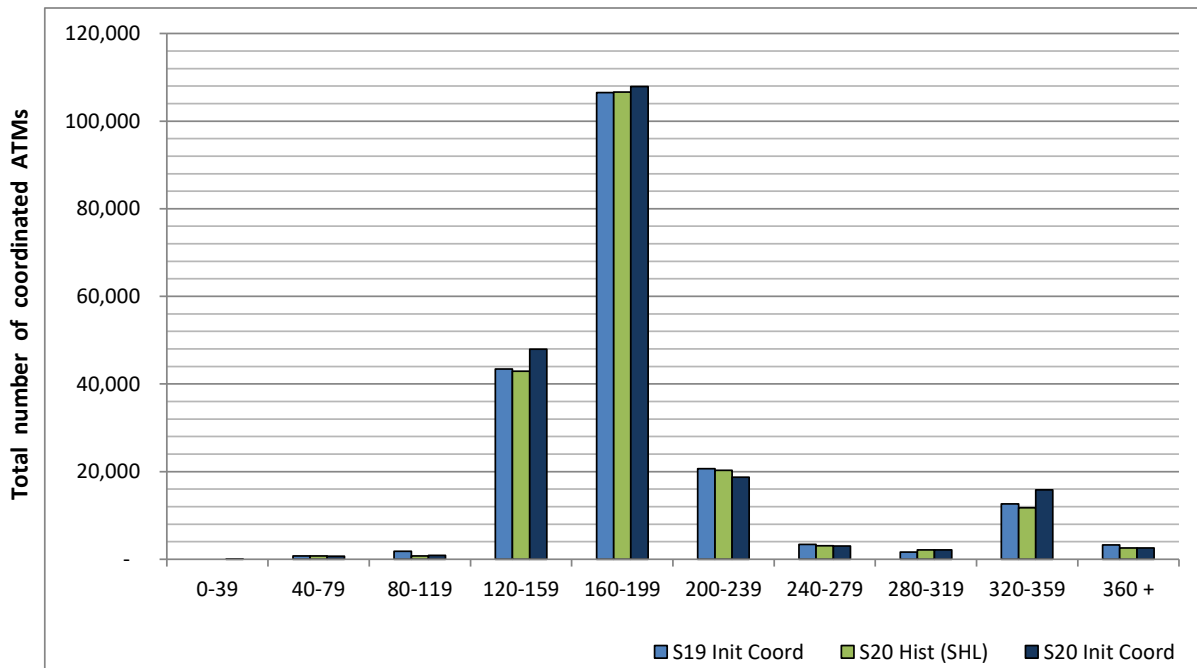


ICAO size designation



Note: See Glossary for definitions of ICAO SIZE groupings

Air Transport Movement seat distribution

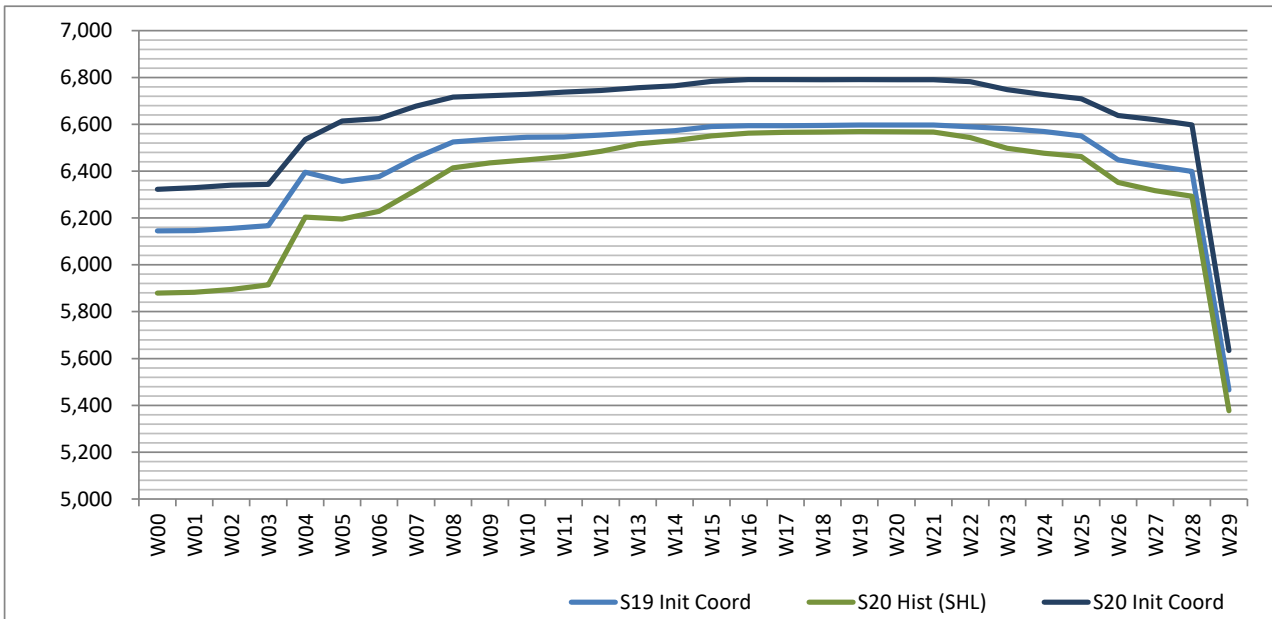


Note: FREIGHT-ONLY services with 0 seats are included in the first seat band '0-39'

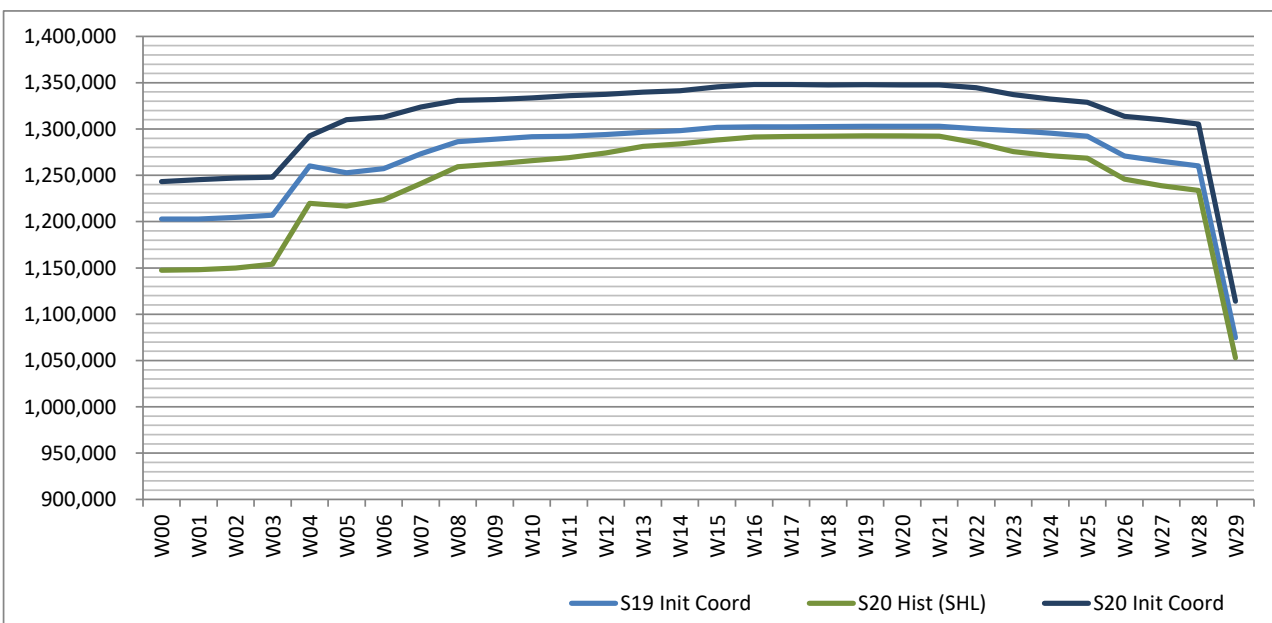
Full Season - Seasonality



Air Transport Movements by week of season



Air Transport Movement Seats by week of season



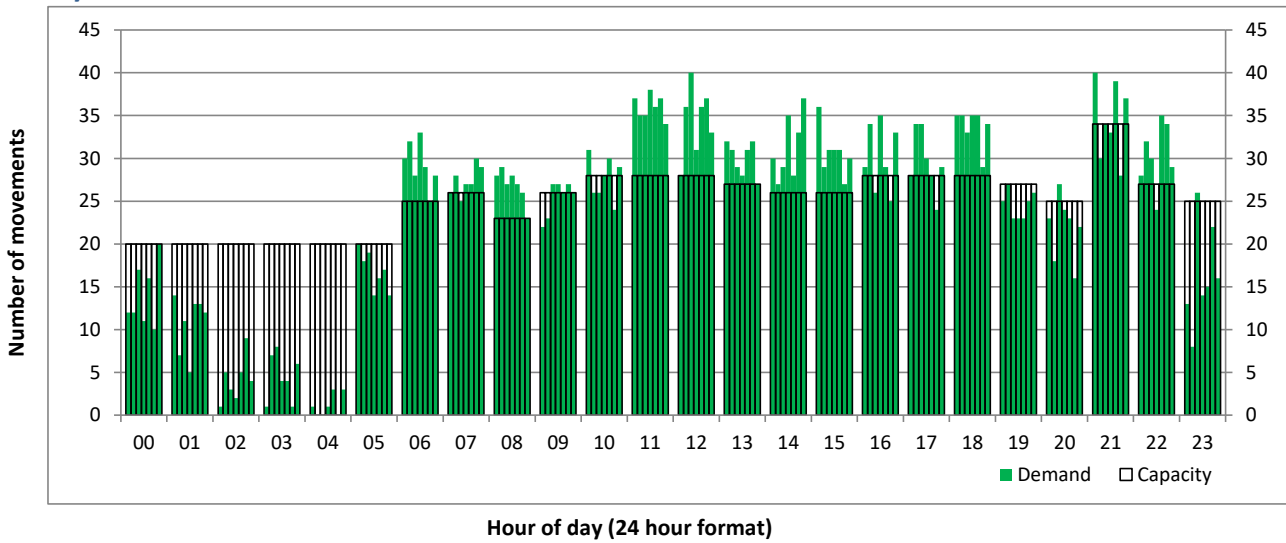
Peak Week - Initial Hourly Runway Demand

Schedule: S20 Init Coord



Hourly Arrival Demand

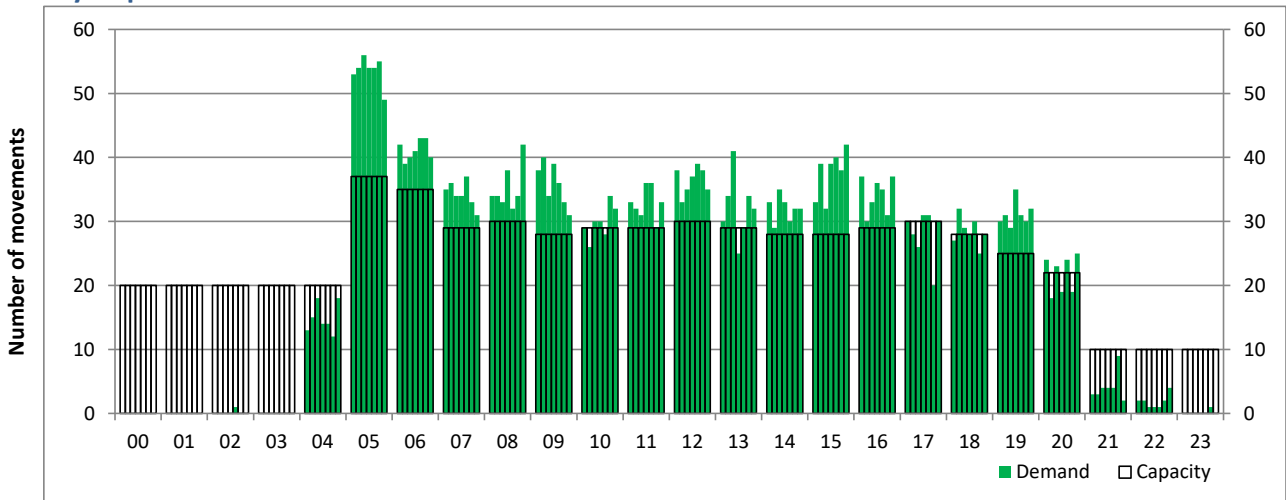
Time: UTC



Hour of day (24 hour format)

Hourly Departure Demand

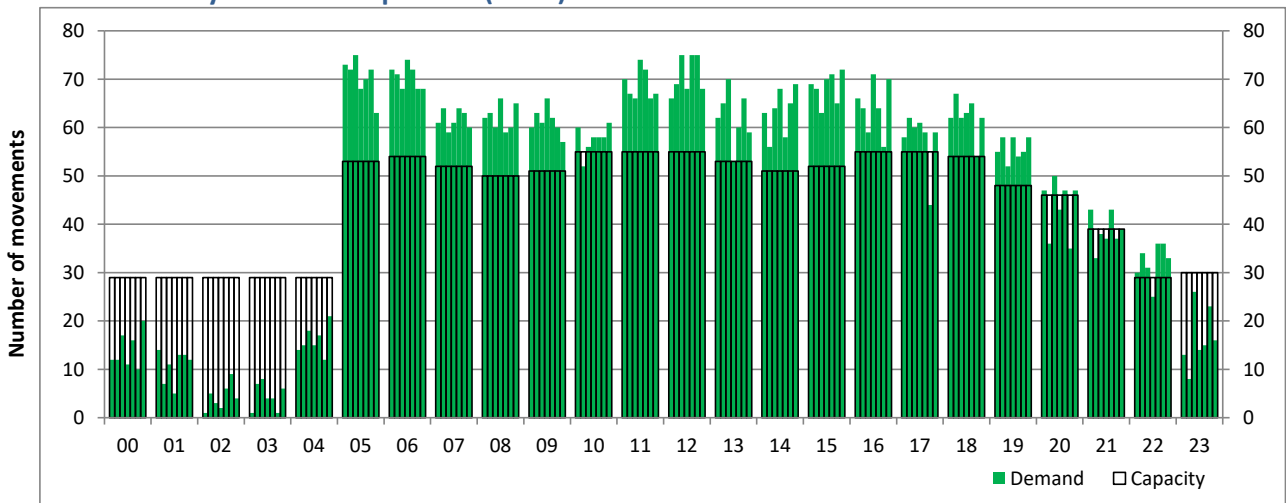
Time: UTC



Hour of day (24 hour format)

Combined Hourly Arrival & Departure (Total) Demand

Time: UTC



Hour of day (24 hour format)

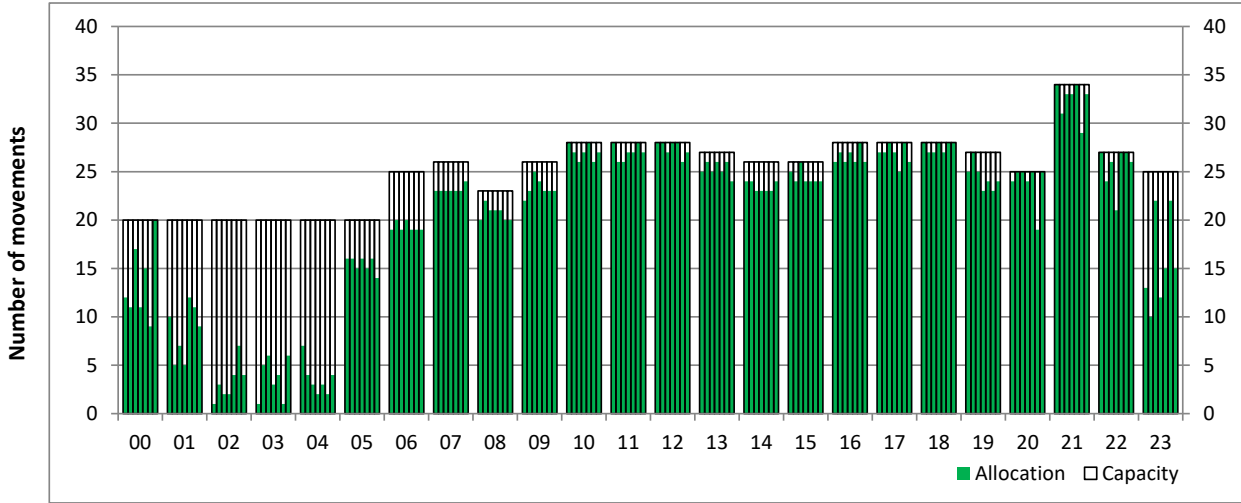
Peak Week - Hourly Runway Allocation

Schedule: S20 Init Coord



Hourly Arrival Allocation

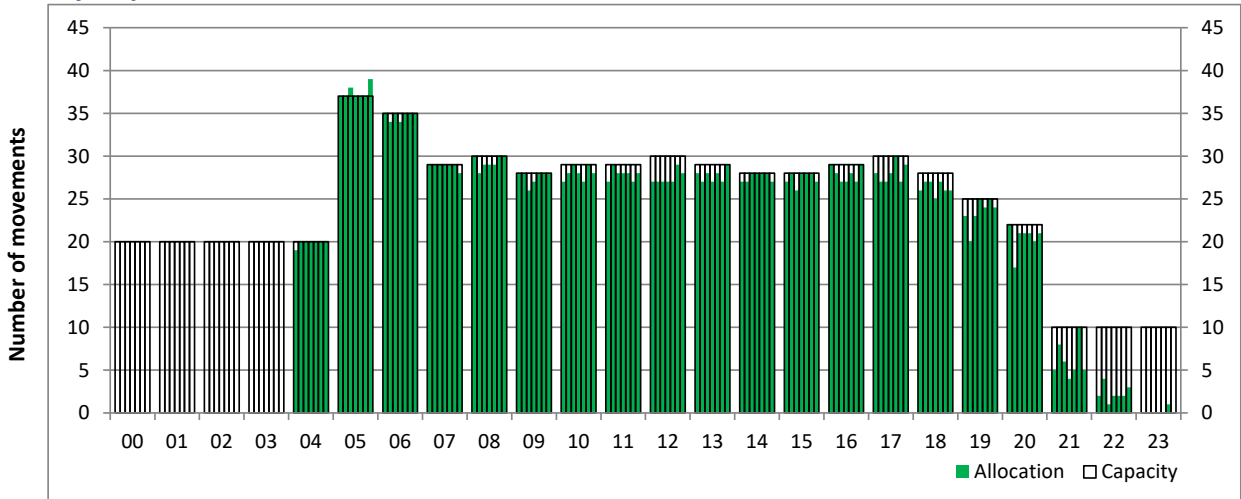
Time: UTC



Hour of day (24 hour format)

Hourly Departure Allocation

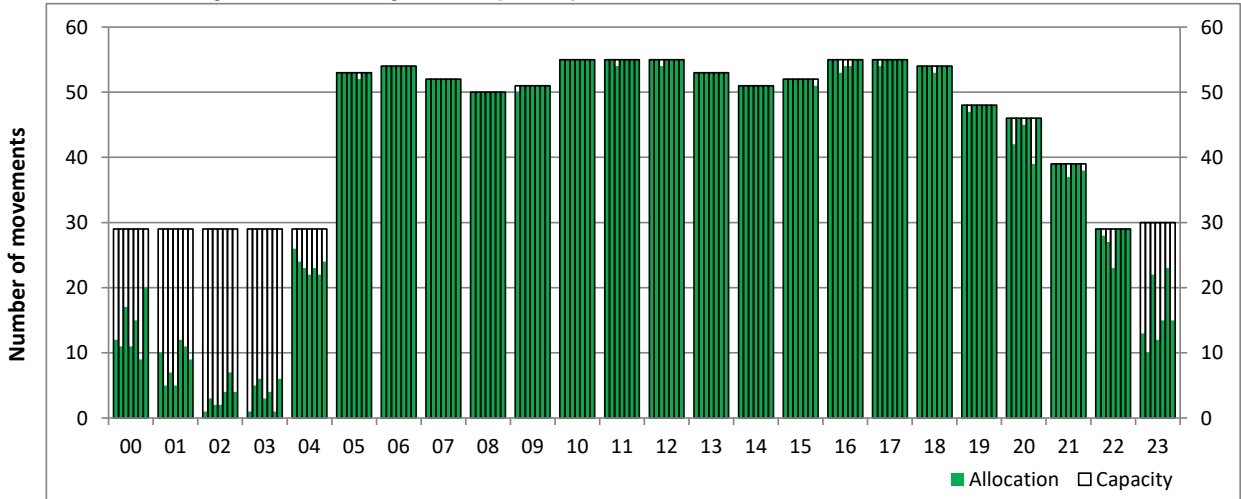
Time: UTC



Hour of day (24 hour format)

Combined Hourly Arrival & Departure (Total) Allocation

Time: UTC



Hour of day (24 hour format)

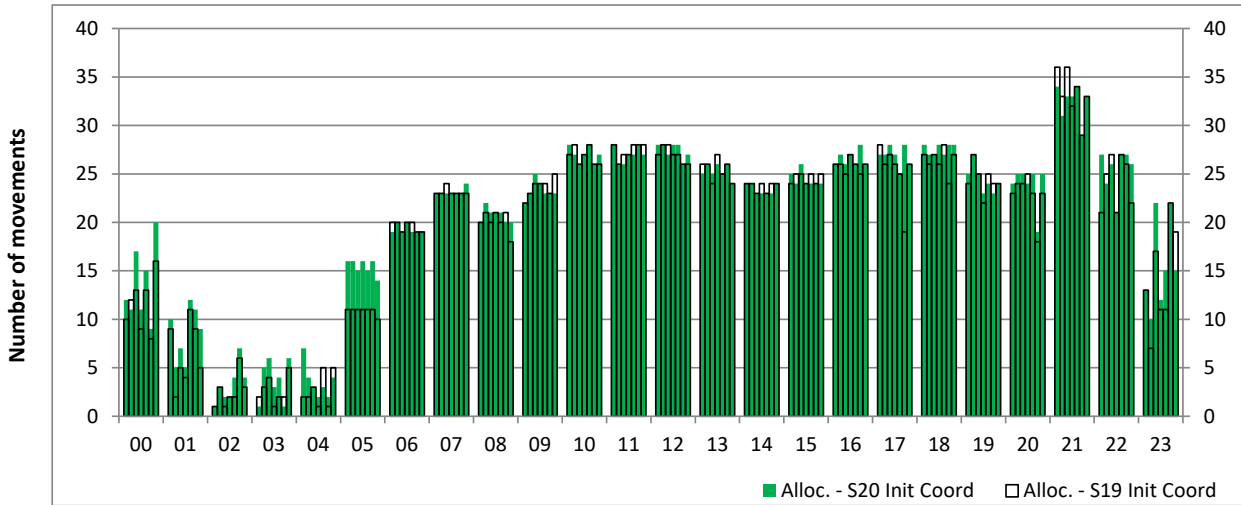
Peak Week - Runway Allocation Comparison

Comparison of S20 Init Coord vs. S19 Init Coord



Hourly Arrival Allocation

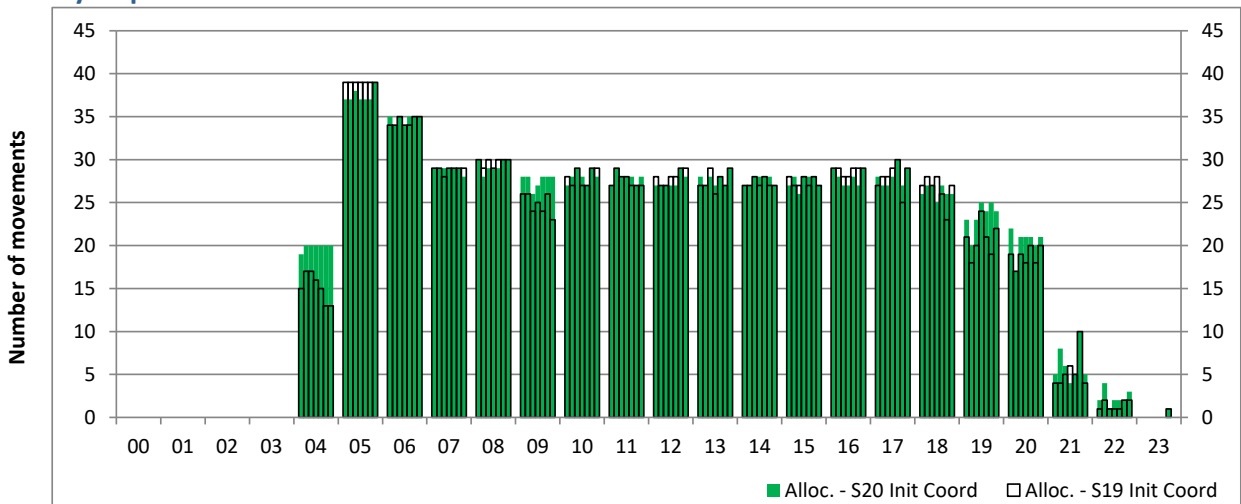
Time: UTC



Hour of day (24 hour format)

Hourly Departure Allocation

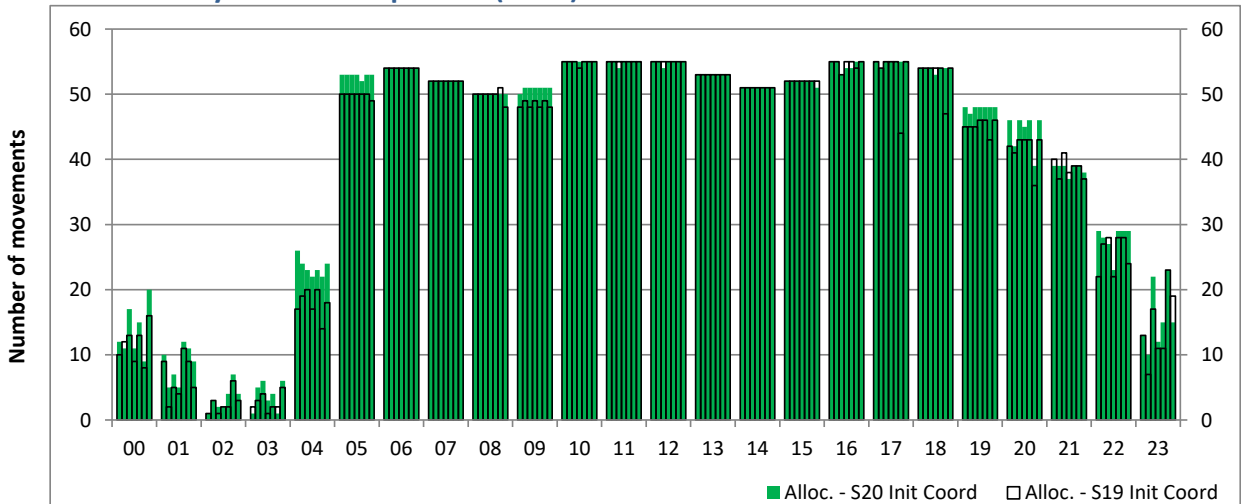
Time: UTC



Hour of day (24 hour format)

Combined Hourly Arrival & Departure (Total) Allocation

Time: UTC



Hour of day (24 hour format)

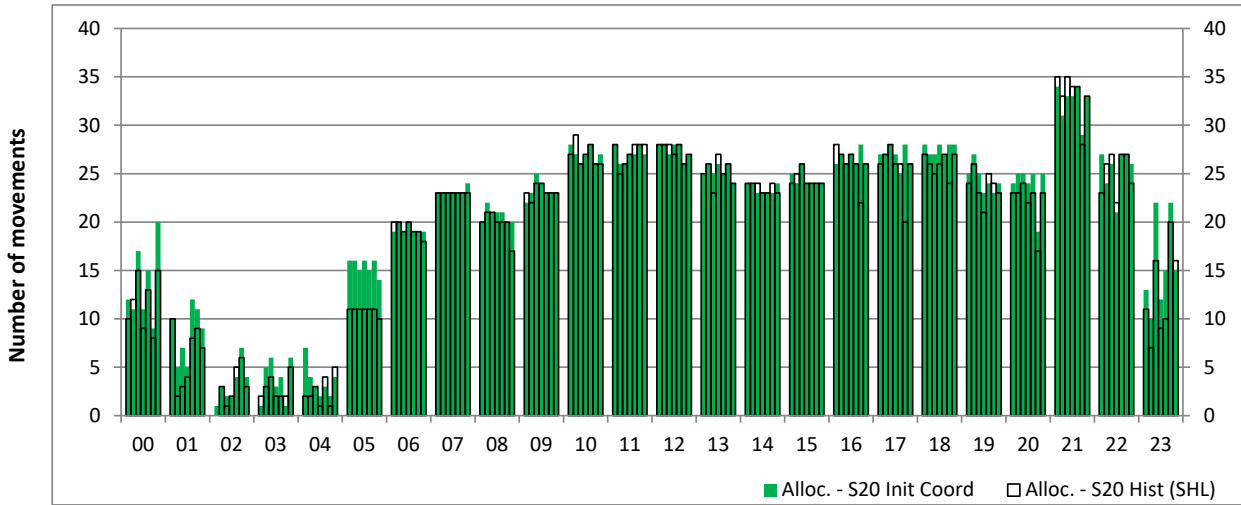
Peak Week - Runway Allocation Comparison

Comparison of S20 Init Coord vs. S20 Hist (SHL)



Hourly Arrival Allocation

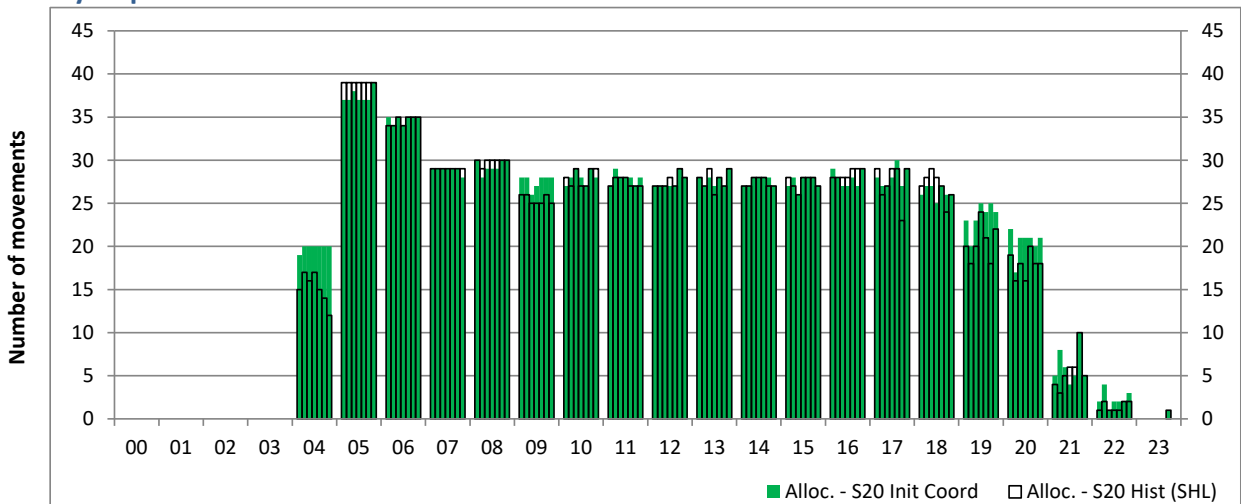
Time: UTC



Hour of day (24 hour format)

Hourly Departure Allocation

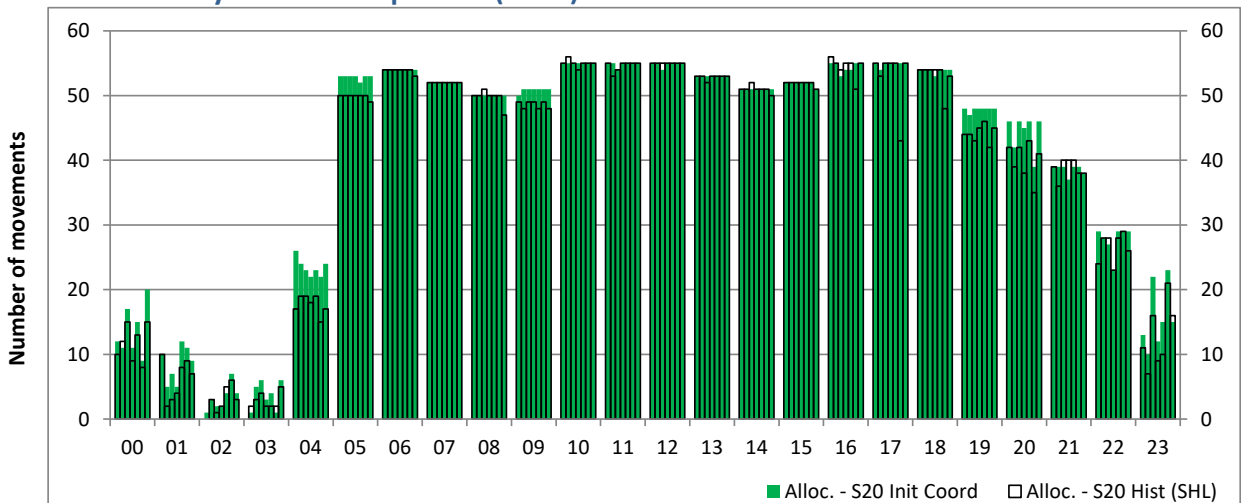
Time: UTC



Hour of day (24 hour format)

Combined Hourly Arrival & Departure (Total) Allocation

Time: UTC



Hour of day (24 hour format)

Peak Week - Passengers Histogram

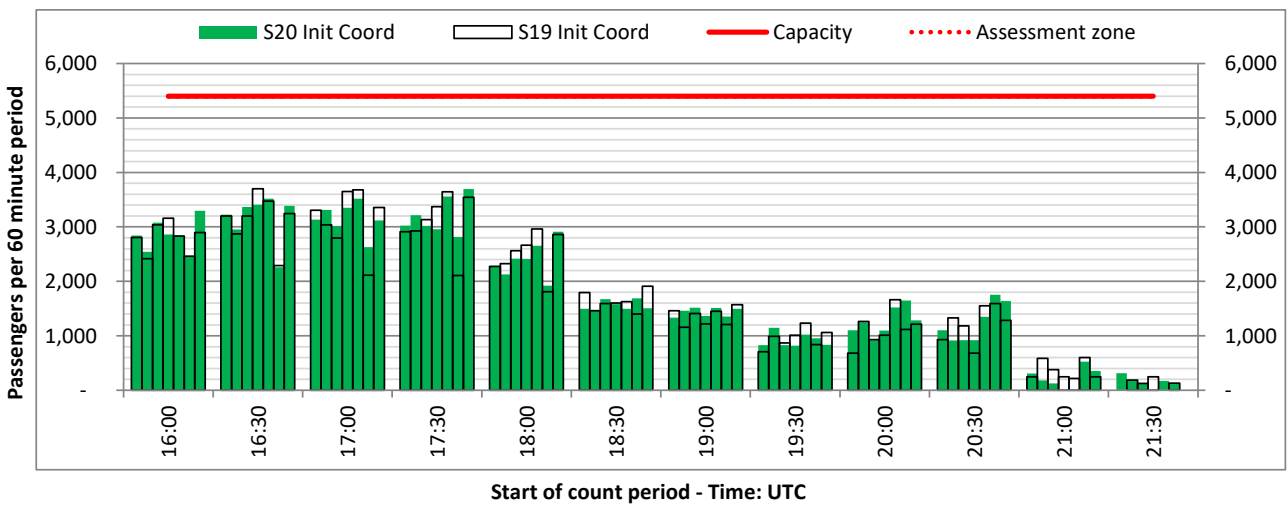
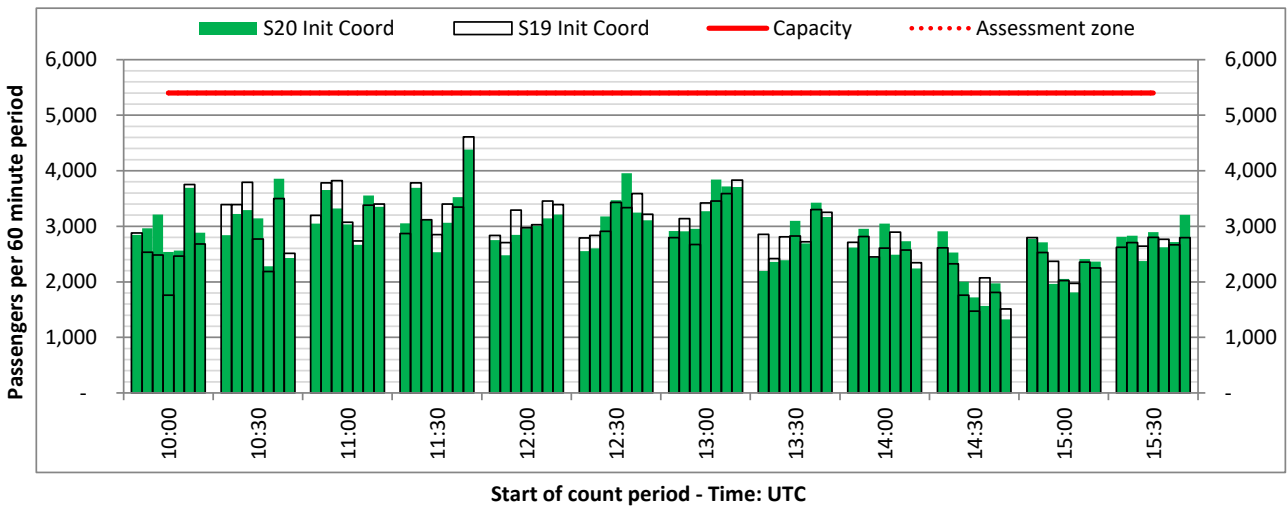
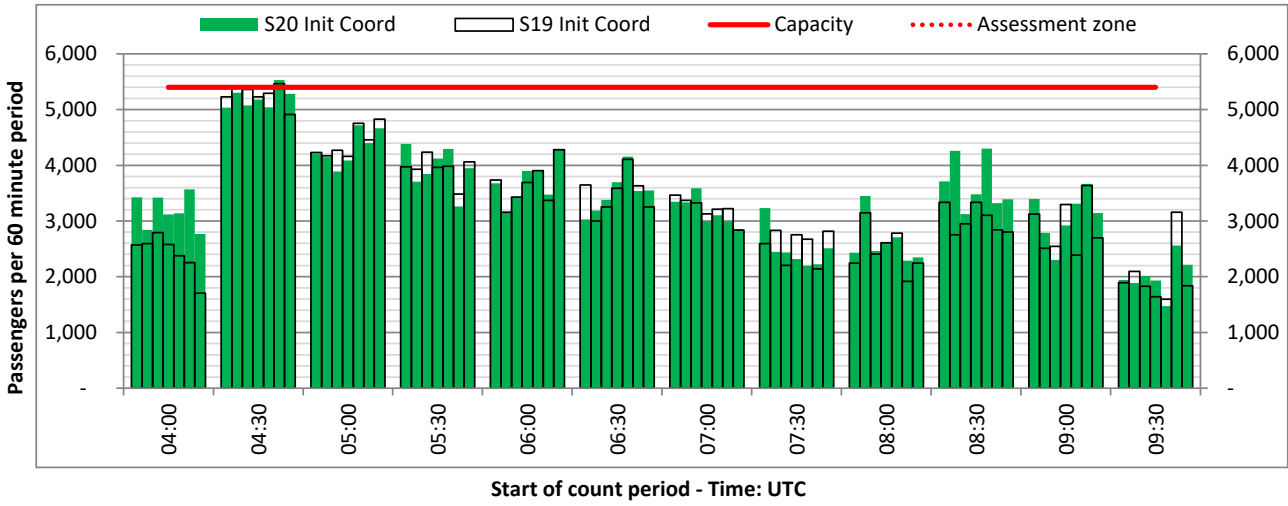
DEPARTURE - 60 minute count rolling every 30 mins (T60/30)



North Terminal

Operators: All Operators

Days: 1234567



Peak Week - Passengers Histogram

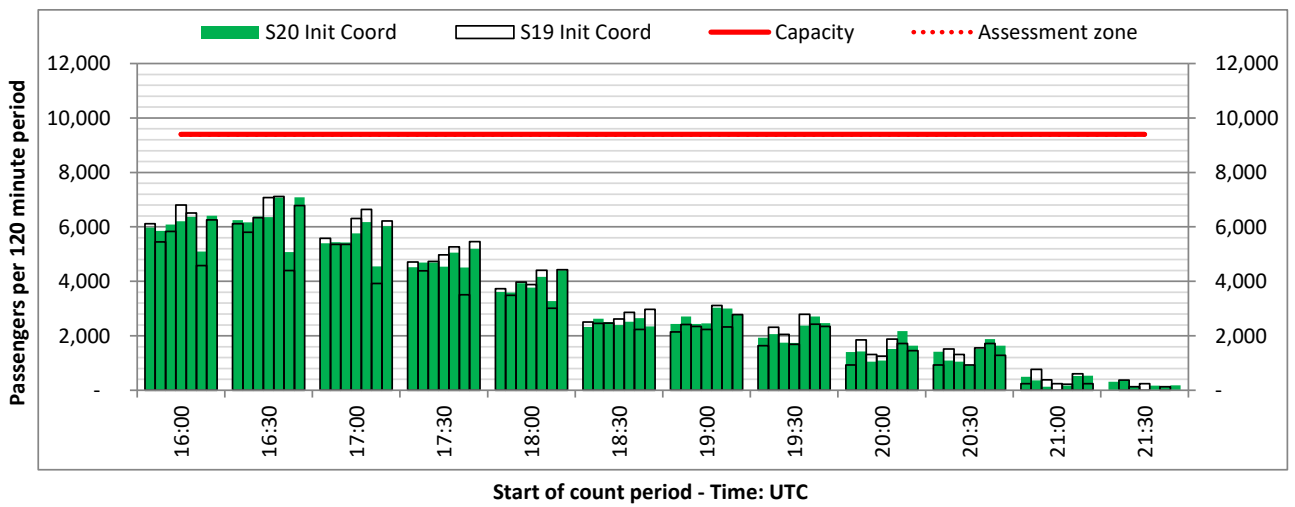
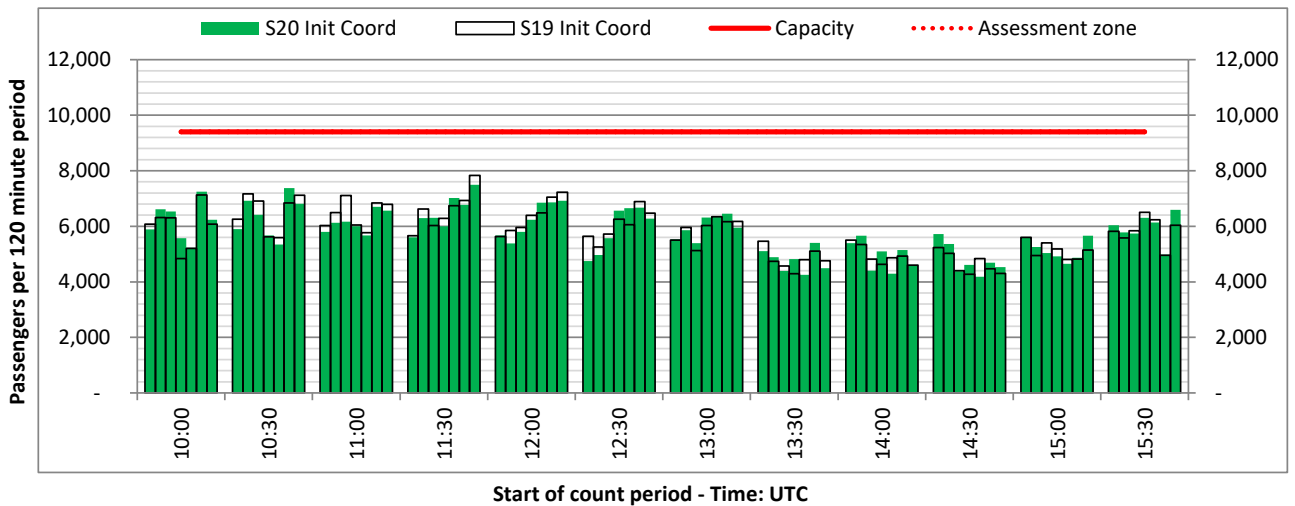
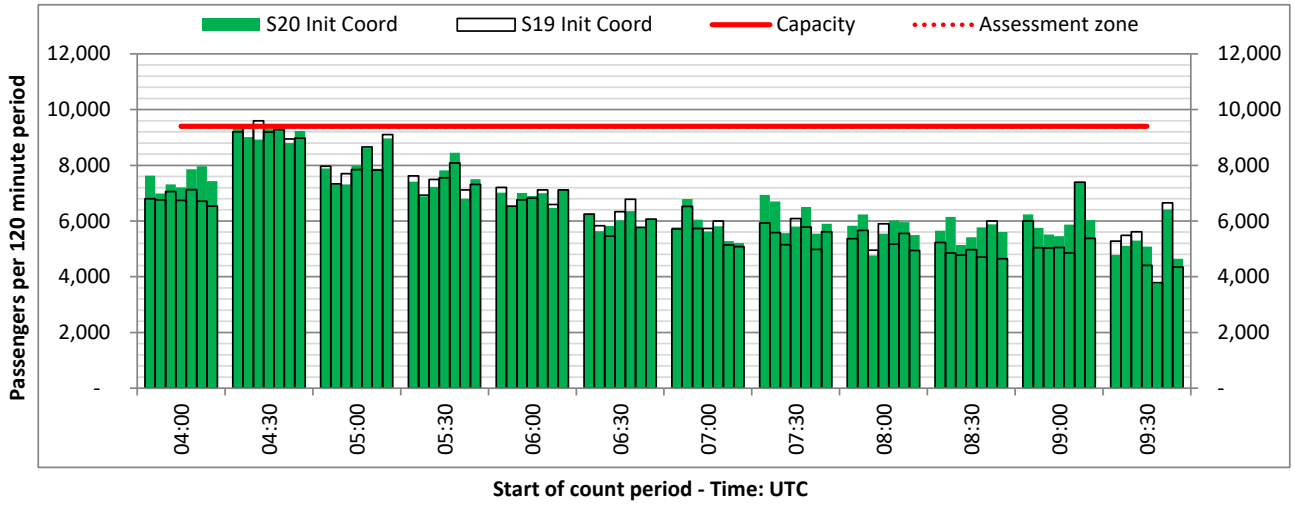
DEPARTURE - 120 minute count rolling every 30 mins (T120/30)



North Terminal

Operators: All Operators

Days: 1234567



Peak Week - Passengers Histogram

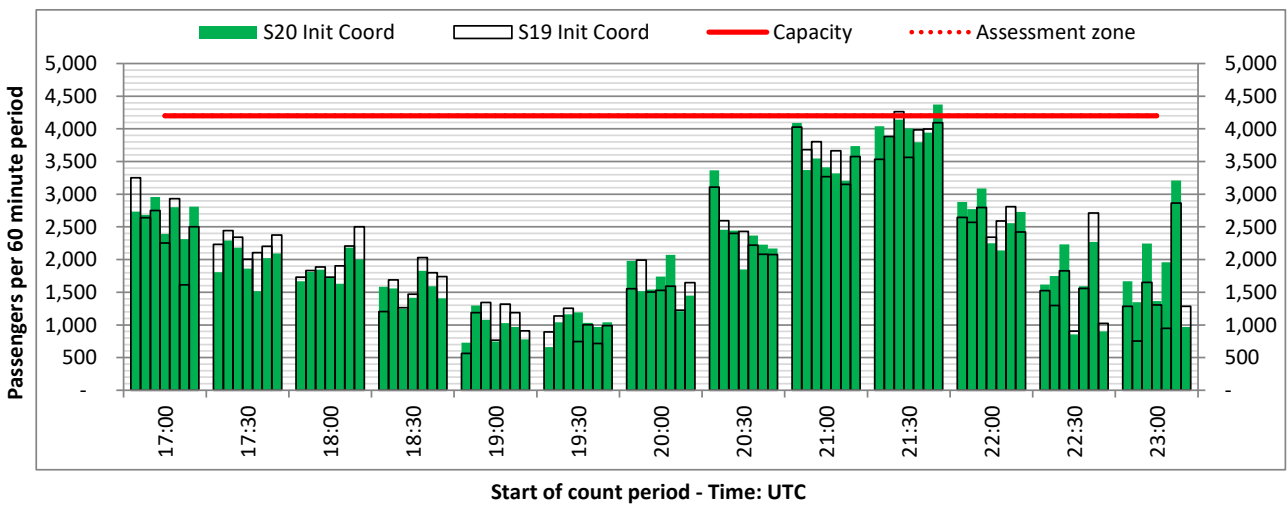
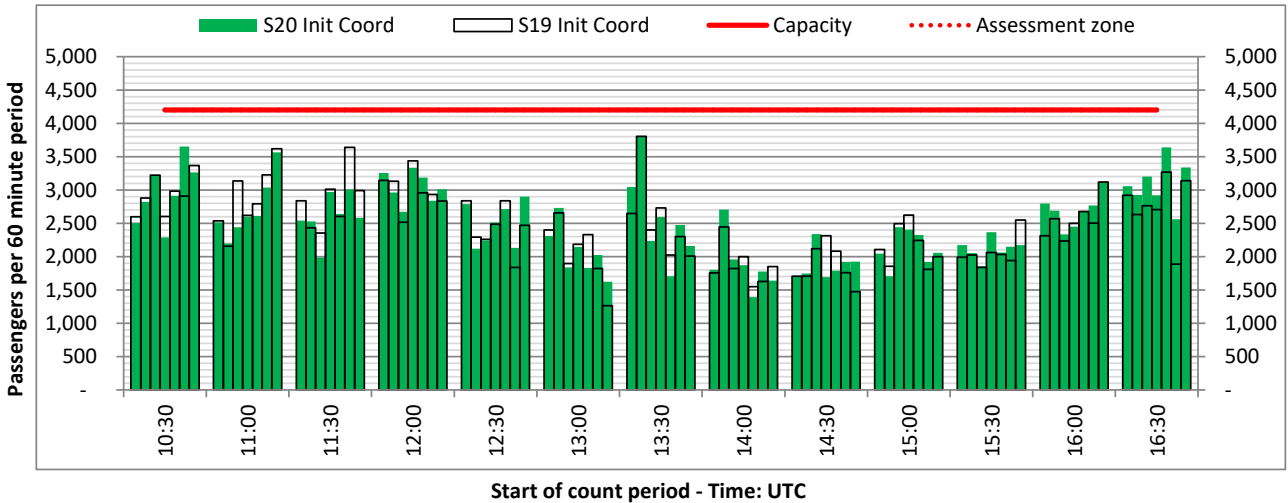
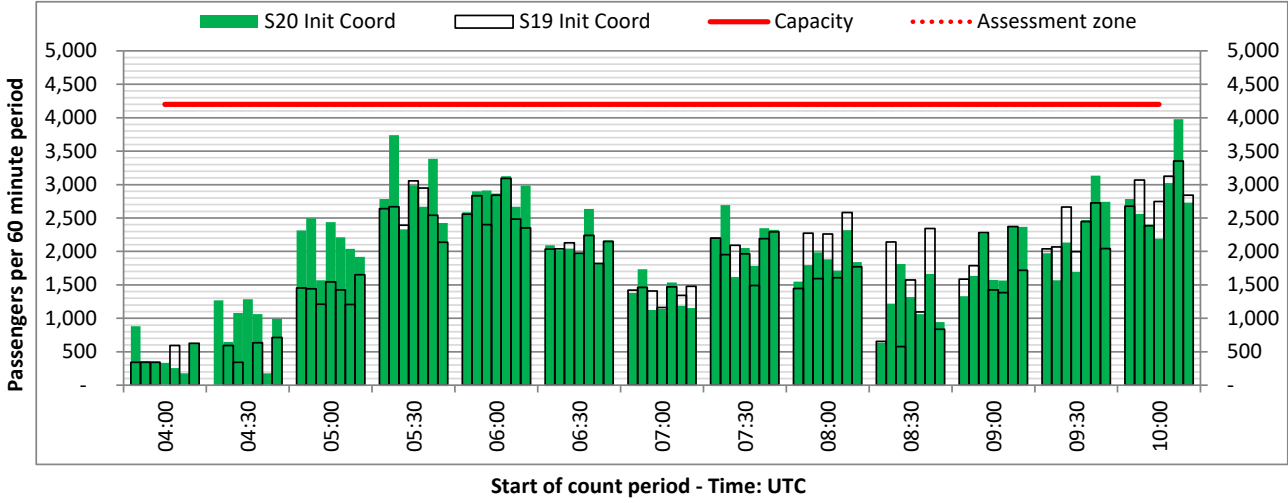
ARRIVAL - 60 minute count rolling every 30 mins (T60/30)



North International

Operators: All Operators

Days: 1234567



Peak Week - Passengers Histogram

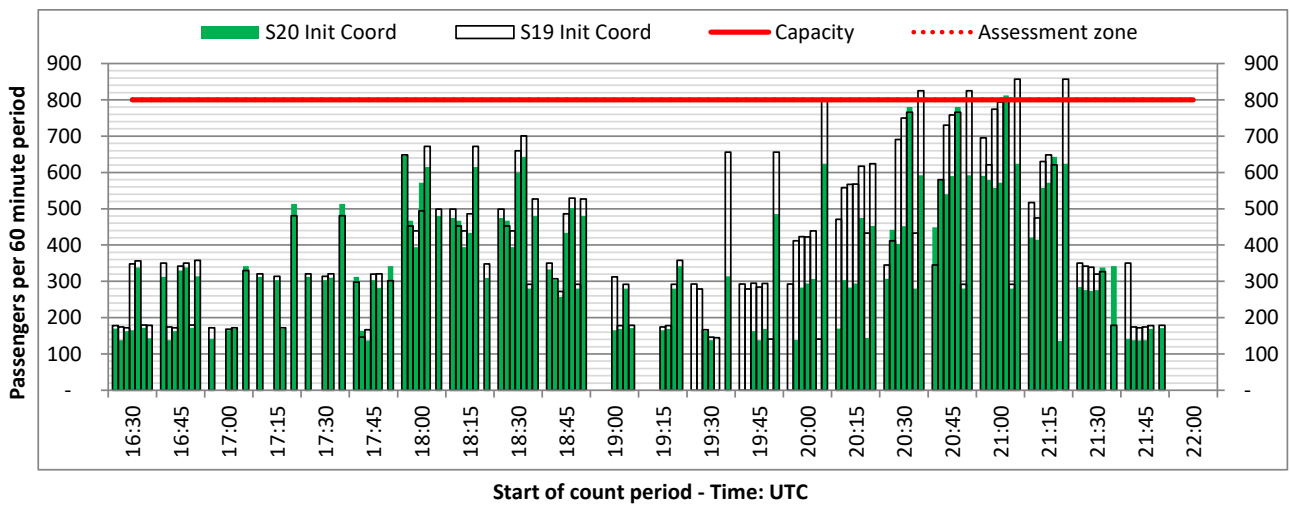
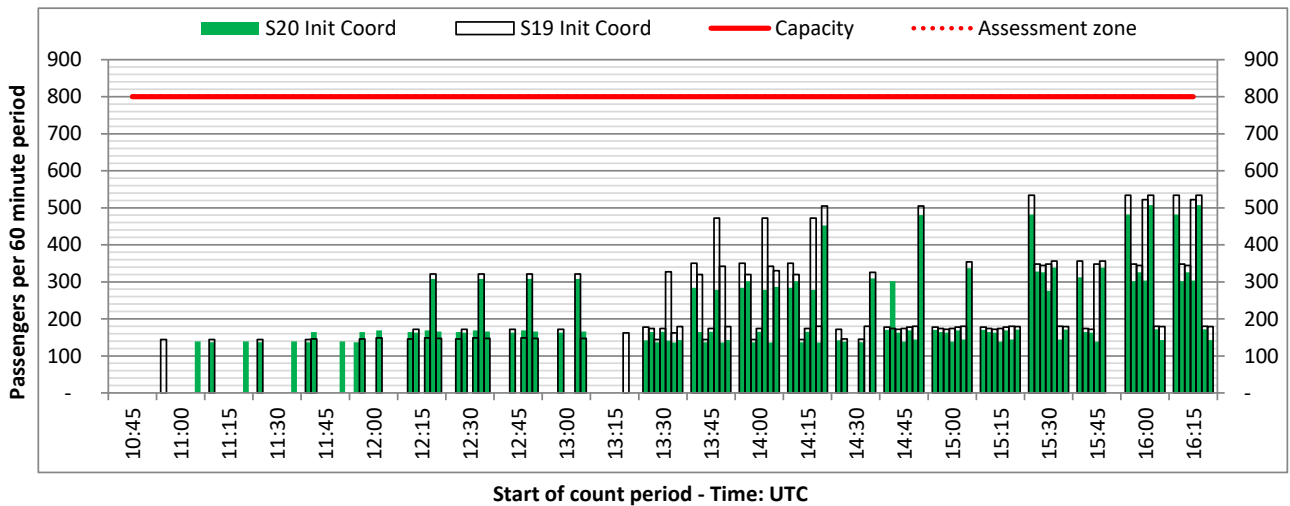
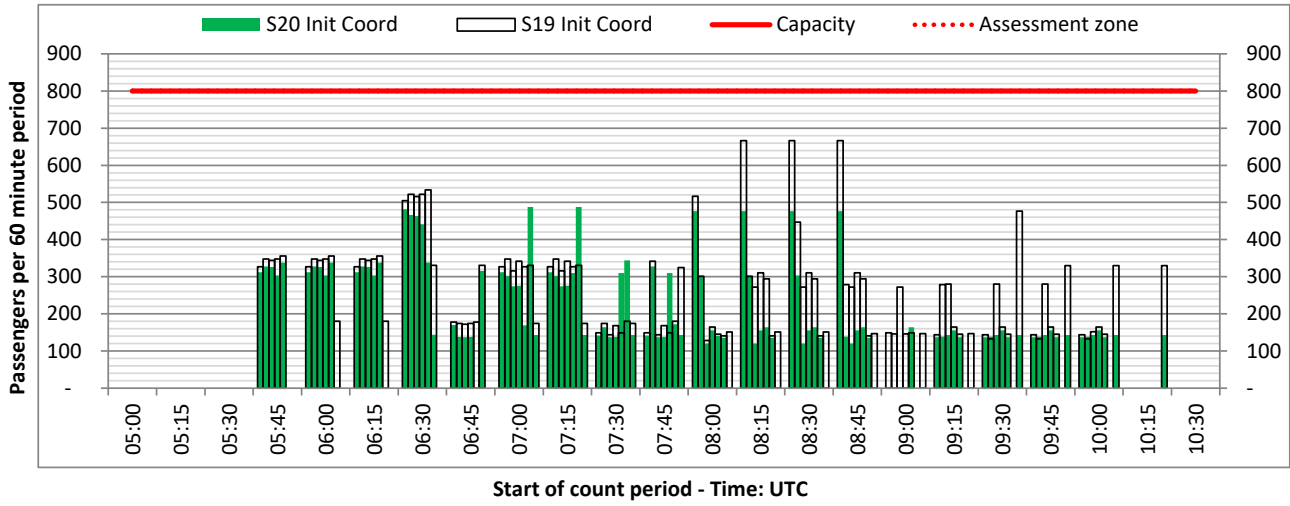
ARRIVAL - 60 minute count rolling every 15 mins (T60/15)



North Domestic

Operators: All Operators

Days: 1234567



Peak Week - Passengers Histogram

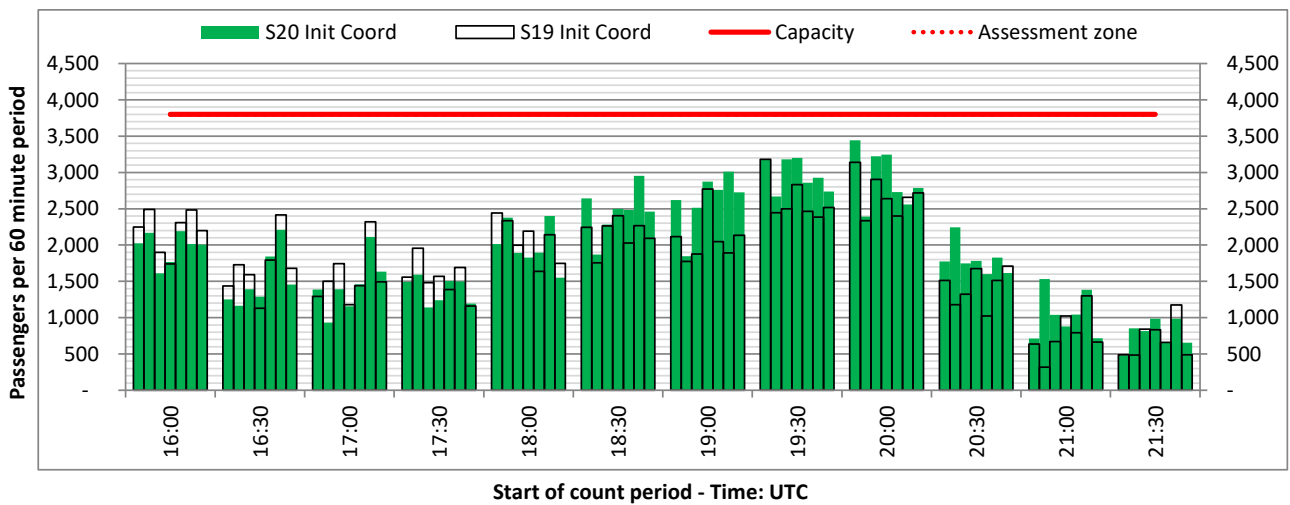
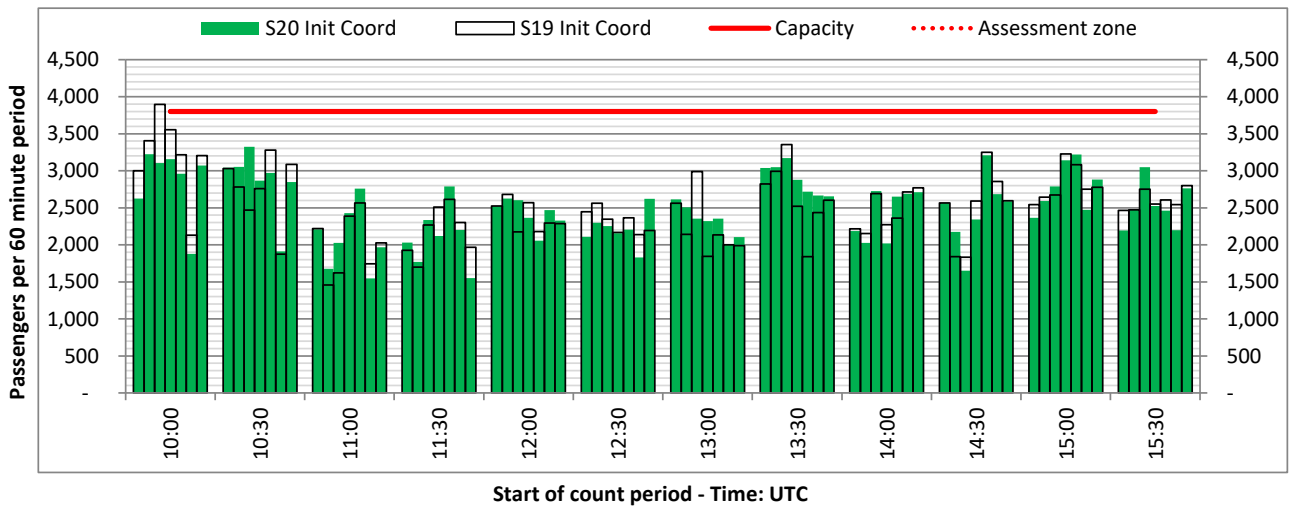
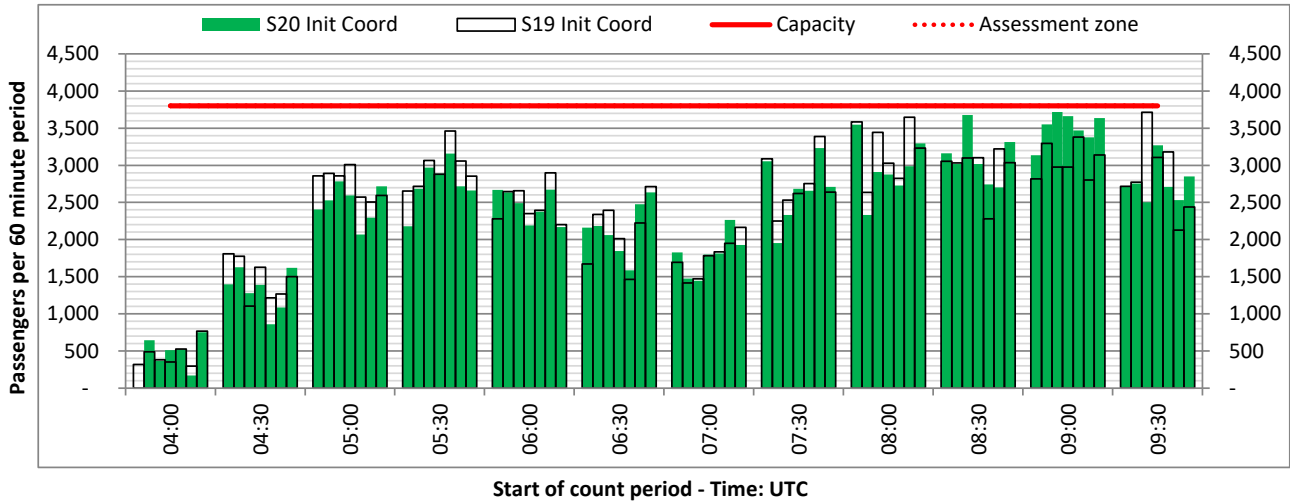
DEPARTURE - 60 minute count rolling every 30 mins (T60/30)



South Terminal

Operators: All Operators

Days: 1234567



Peak Week - Passengers Histogram

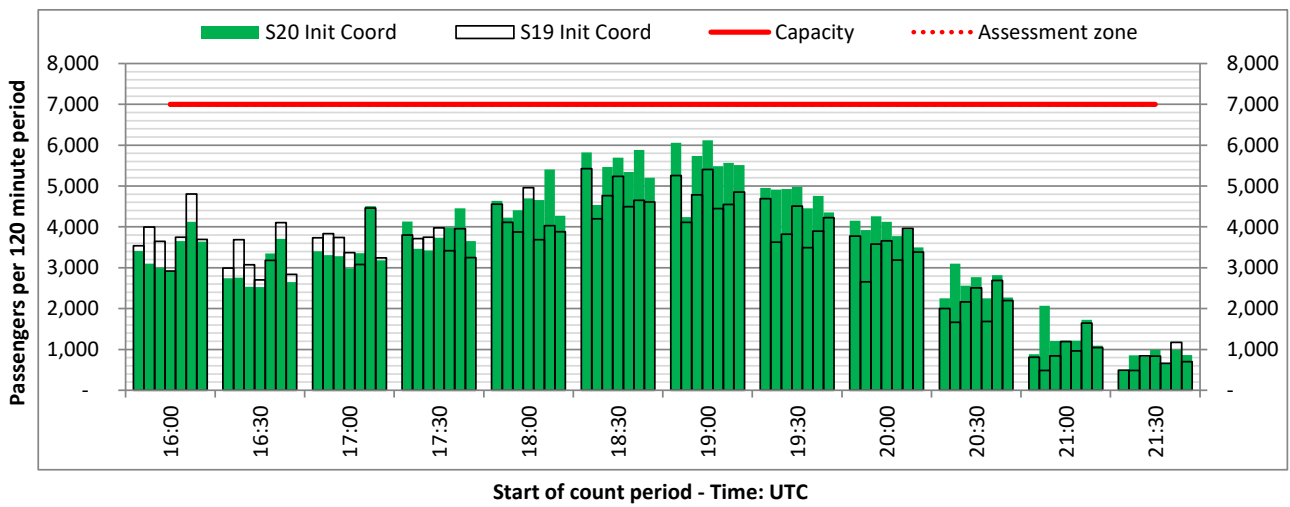
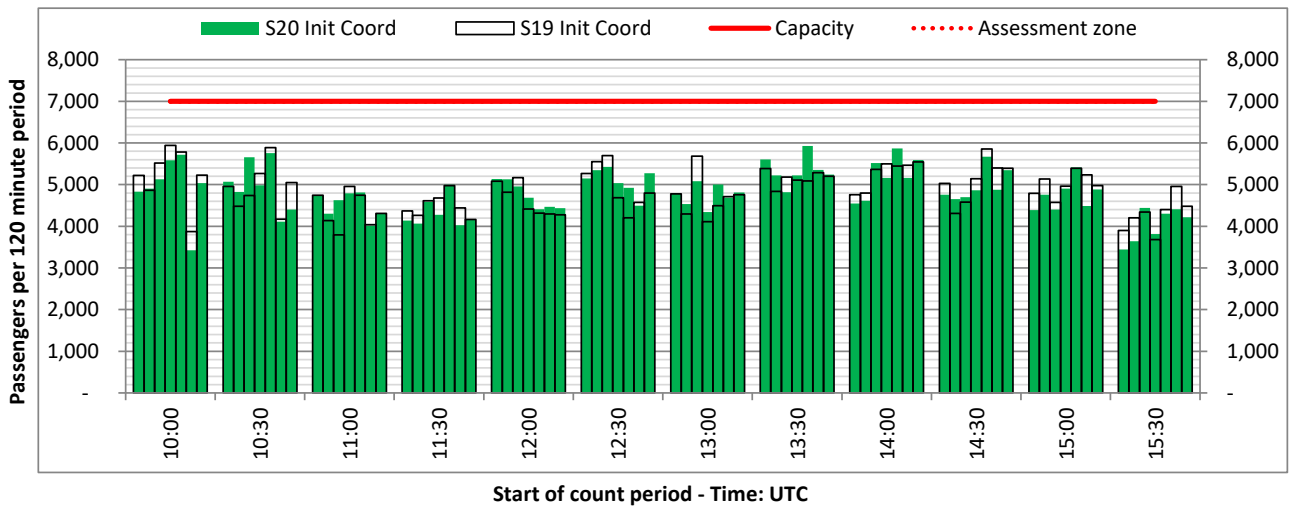
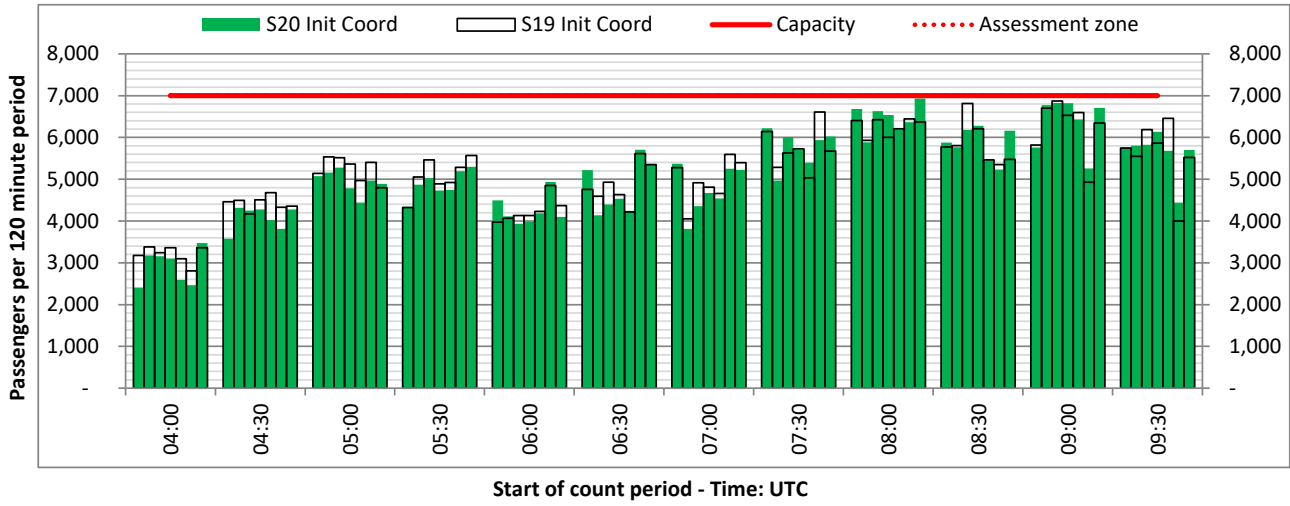
DEPARTURE - 120 minute count rolling every 30 mins (T120/30)



South Terminal

Operators: All Operators

Days: 1234567



Peak Week - Passengers Histogram

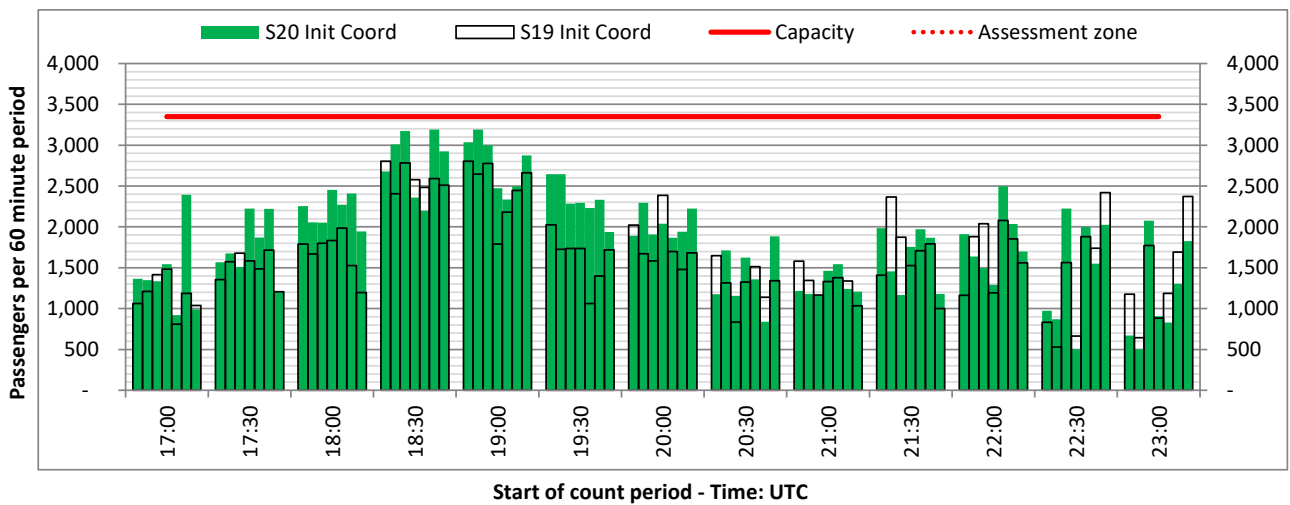
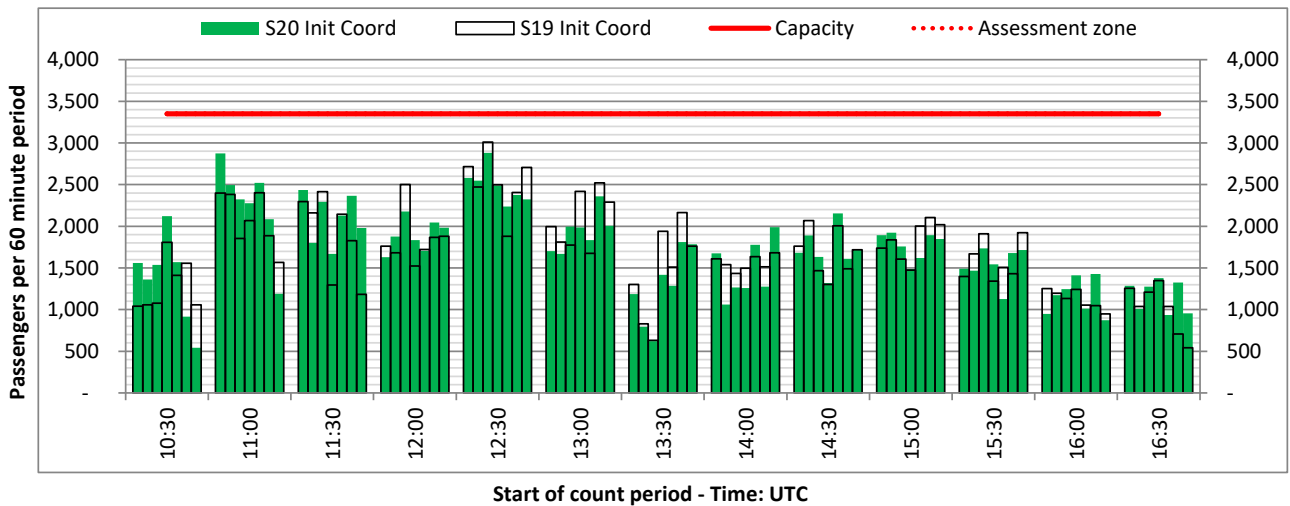
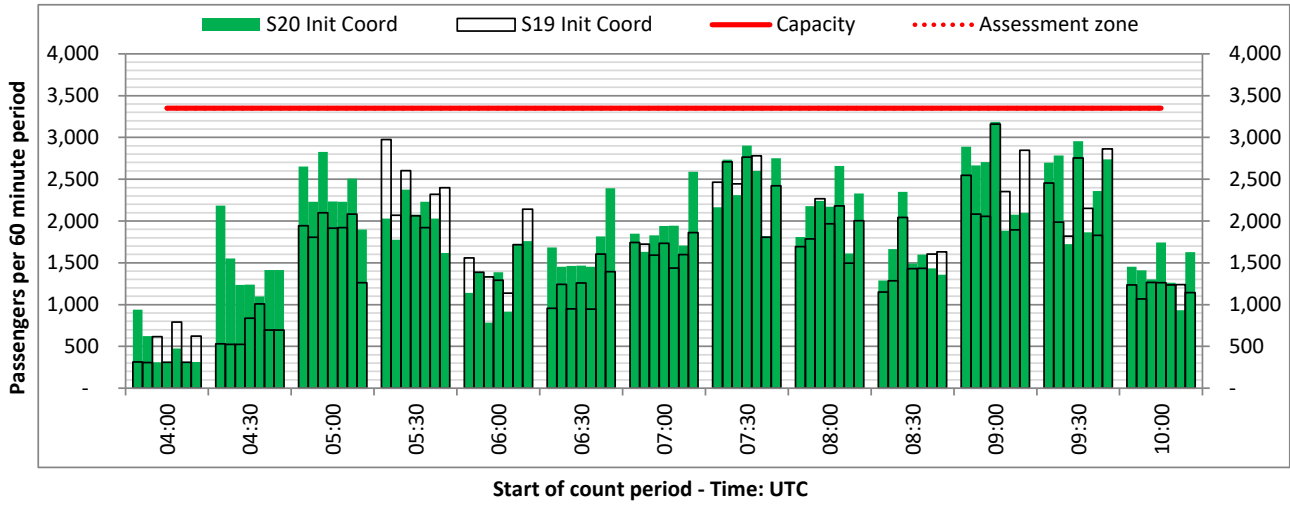
ARRIVAL - 60 minute count rolling every 30 mins (T60/30)



South International

Operators: All Operators

Days: 1234567



Peak Week - Passengers Histogram

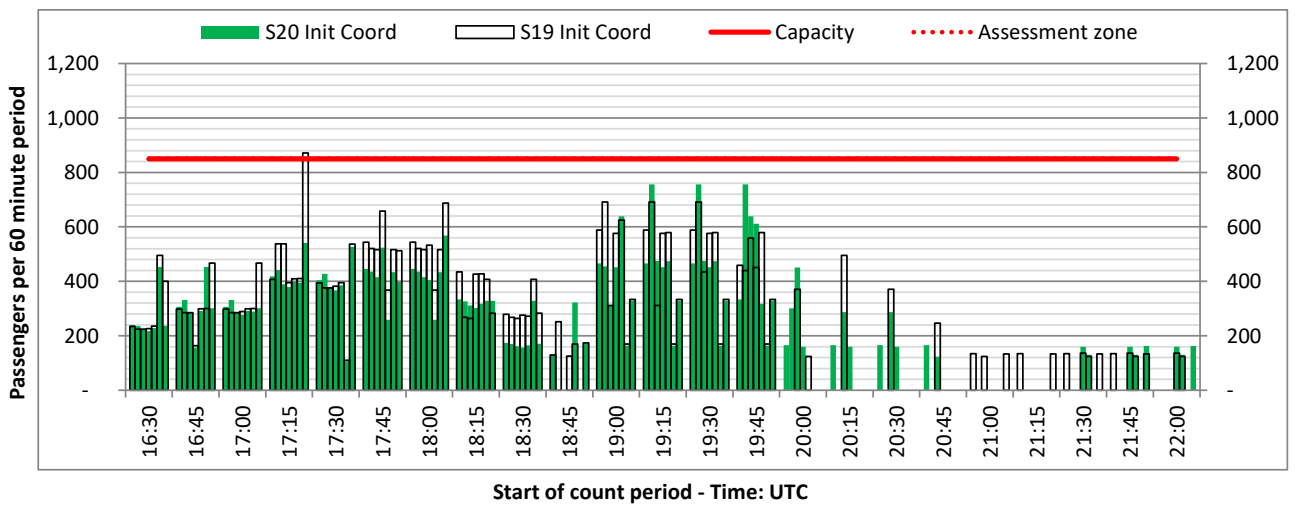
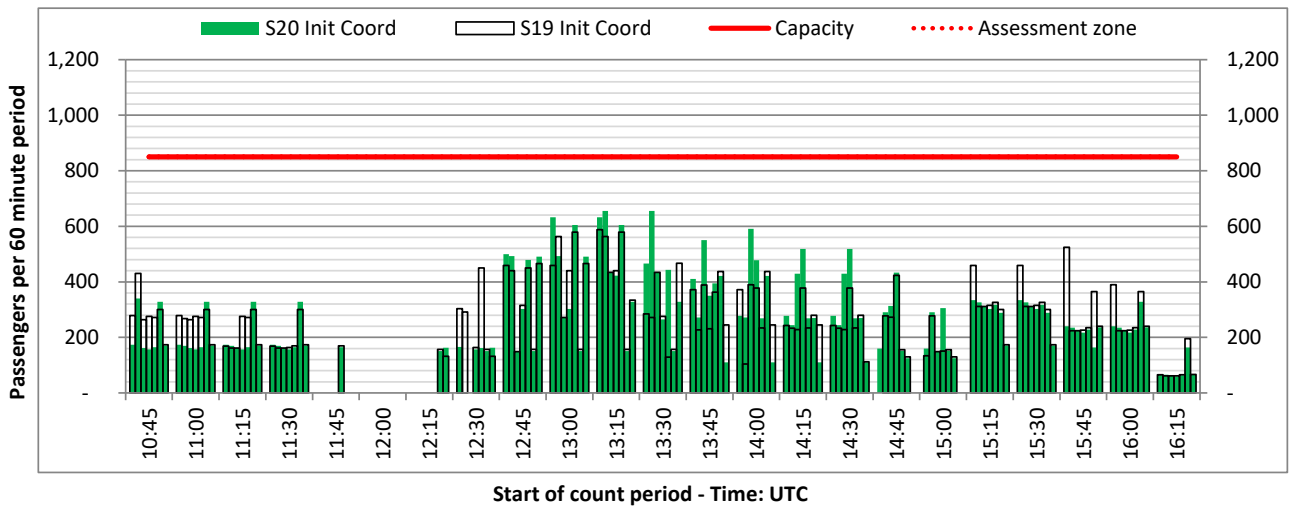
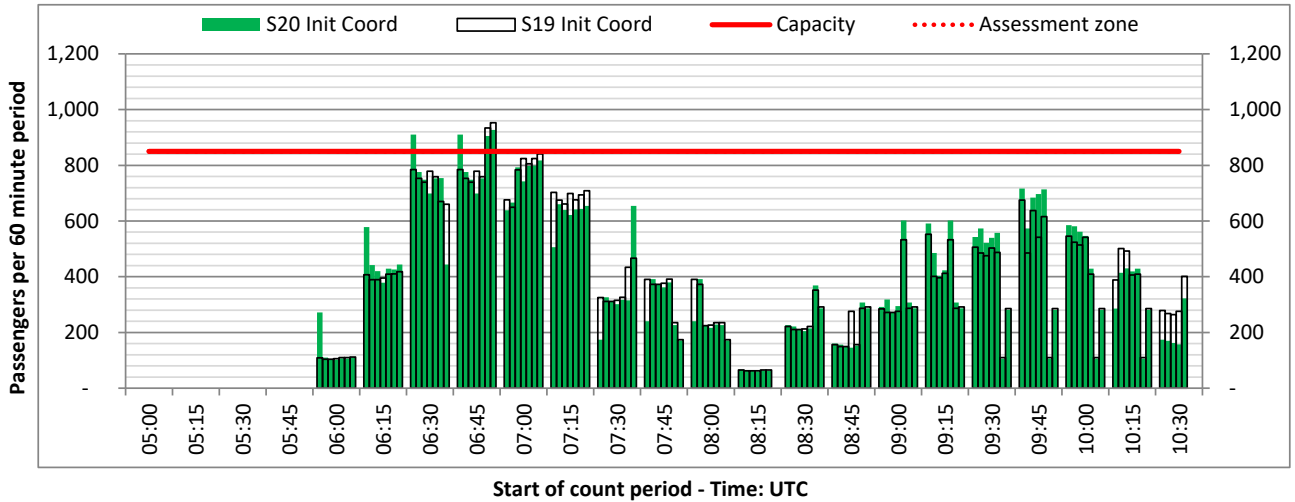
ARRIVAL - 60 minute count rolling every 15 mins (T60/15)



South Domestic

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

S19 Init Coord	S19 schedule as cleared on 01-Nov-2018.
S20 Hist (SHL)	S20 schedule as cleared on Mon 09-Sep-19.
S20 Init Coord	S20 schedule as cleared on Tue 29-Oct-19.
Peak Week	Peak week for S19 is Mon 19-Aug-19 to Sun 25-Aug-19. Peak week for S20 is Mon 17-Aug-20 to Sun 23-Aug-20.

For ACL use

	Airport-Season-Branch-Resource	From date	To date	Time
Full Season Rep 1	LGW-S19-SAL Premerge-Standard	Sun 31-Mar-2019	Sat 26-Oct-2019	UTC
Full Season Rep 2	LGW-S20-SHL-Standard	Sun 29-Mar-2020	Sat 24-Oct-2020	UTC
Full Season Rep 3	LGW-S20-SAL Premerge-Standard	Sun 29-Mar-2020	Sat 24-Oct-2020	UTC
	Airport-Season-Branch-Resource	From date	To date	Time
Peak Week Rep 1	LGW-S19-SAL Premerge-Standard	Mon 19-Aug-2019	Sun 25-Aug-2019	UTC
Peak Week Rep 2	LGW-S20-SHL-Standard	Mon 17-Aug-2020	Sun 23-Aug-2020	UTC
Peak Week Rep 3	LGW-S20-SAL Premerge-Standard	Mon 17-Aug-2020	Sun 23-Aug-2020	UTC