

Initial Coordination Report

Report Date: Thu 07-Nov-2019

Headlines

	S20 Init Coord	vs. S19 Init Coord	vs. S20 Hist (SHL)
Total Air Transport Movements (Passenger & Freight)	73,754	▼ -6.6%	▼ -1.1%
Total Passenger Air Transport Movements	72,314	▼ -5.9%	▼ -0.3%
Total Passenger Air Transport Movement Seats	13,743,749	▼ -3.9%	▲ 1.7%
Average Seats per Passenger Air Transport Movement	190	▲ 2.1%	▲ 1.9%
Percentage of allocated slots cleared as requested (OK)	95.4%		

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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).

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Runway Scheduling Limits



Declared Hourly Movement Capacity

S19 Arrivals								Change: S19 to S20								S20 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	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	22	22	22	22	22	22	22	06								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	3	3	3	3	3	3	3	21	22	22	22	22	22	22	22
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

S19 Departures								Change: S19 to S20								S20 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
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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	-2	-2	-2	-2	-2	-2	-2	06	24	24	24	24	24	24	24
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	-8	-8	-8	-8	-8	-8	-8	21	14	14	14	14	14	14	14
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

S19 Totals								Change: S19 to S20								S20 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
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07	31	31	31	31	31	31	31	07								07	31	31	31	31	31	31	31
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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	78,393	slots		
Total slots allocated	73,754	slots	94.08%	of total demand
Number of slots cleared OK	70,333	slots	95.36%	of total slots cleared

Slots adjusted (not OK) due to:

RUNWAY constraints	659	slots	19.3%	of total slots adjusted
TERMINAL constraints	2,608	slots	76.2%	of total slots adjusted
STAND constraints	-	slots	0.0%	of total slots adjusted
NIGHT constraints	-	slots	0.0%	of total slots adjusted
OTHER constraints	138	slots	4.0%	of total slots adjusted
ARR/DEP TURNAROUND feasibility	16	slots	0.5%	of total slots adjusted

Executive Summary

The introduction of a Passenger Air Transport Movement seat cap has prevented any new slots from being allocated. The declared limit is 12,880,000 which is lower than the historic schedule, giving an average value of 333,690 seats. Total seat allocation is 13,213,691. This is 2.59% above the declared limit.

Some overbooking has been allowed for fill ins, where Airlines are extending series. The S20 emergency local rule permits the coordinator to allocate more slots than an Airlines' allocation giving them the opportunity and flexibility to get their schedules within their allocations. There are 13,743,749 total seats cleared.

The continuation of a ban on new night slots in the peak summer season, June - September, has prevented new series flights from being allocated full season. This can cause fragmentation throughout the season, despite night quota being available for scheduling flights in the night.

Runway Constraints

- Demand in the 2200 hr has fallen significantly, with the peaks almost halved versus S19. This may be the result of Airlines submitting their true programmes in light of the Passenger Air Transport Movement cap for S20.

Terminal Constraints

- Demand in the departures terminal has fallen significantly from S19 in the 0455 - 0655 UTC period. The demand in the peak season at this time has dropped from 8186 to 6983.
- Demand in the arrivals terminal has increased on all days at 1615 UTC compared to S19.

Stand Constraints

No Stand Constraint issues.

Night Constraints

No Night Constraint issues.

Other Constraints

- There are some slots that couldn't be cleared as the aircraft upgauge resulted in a higher noise classification breaching QC limits.

Arr/Dep Turnaround Feasibility

- Couldn't accommodate a series due to terminal constraints but was given a time not far from their requested time. The departure time was adjusted to keep the ground time the same.

Air Transport Movement Allocation by Operator

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



Operator	FULL SEASON ALLOCATION								PEAK WEEK ALLOCATION							
	S20 ATMs	S20 ATMs	+/- change	S20 Rank	S20 Seats	S20 Seats	+/- change	S20 Rank	S20 ATMs	S20 ATMs	+/- change	S20 Rank	S20 Seats	S20 Seats	+/- change	S20 Rank
Air Europa	-	-	0	15	-	-	0	13	-	-	0	14	-	-	0	12
Air Nostrum	-	-	0	15	-	-	0	13	-	-	0	14	-	-	0	12
Air Serbia	84	-	-84	15	11,928	-	-11,928	13	4	-	-4	14	568	-	-568	12
Anisec	386	420	34	11	74,480	83,120	8,640	10	14	14	0	12	2,720	2,760	40	11
Azerbaijan Airlines	-	-	0	15	-	-	0	13	-	-	0	14	-	-	0	12
Blue Air	1,520	1,417	-103	5	279,080	264,205	-14,875	5	52	48	-4	6	9,500	8,908	-592	6
EasyJet	31,108	31,125	17	1	5,330,466	5,436,072	105,606	1	1,065	1,064	-1	1	182,688	185,376	2,688	1
EasyJet Europe	1,368	1,370	2	6	251,268	244,500	-6,768	6	45	45	0	7	8,304	8,058	-246	7
EasyJet Switzerland	-	-	0	15	-	-	0	13	-	-	0	14	-	-	0	12
El Al Israel Airlines	860	692	-168	9	153,212	120,812	-32,400	8	44	26	-18	9	8,084	4,514	-3,570	8
European Air Transport (DHL)	1,852	1,200	-652	7	-	-	0	13	62	40	-22	8	-	-	0	12
FlyBosnia	174	-	-174	15	24,012	-	-24,012	13	6	-	-6	14	828	-	-828	12
Freebird Airlines	16	16	0	14	2,880	2,880	0	12	-	-	0	14	-	-	0	12
MNG Airlines	240	240	0	13	-	-	0	13	8	8	0	13	-	-	0	12
Norwegian	-	-	0	15	-	-	0	13	-	-	0	14	-	-	0	12
Nouvelair Tunisie	-	-	0	15	-	-	0	13	-	-	0	14	-	-	0	12
Ryanair	8,700	8,700	0	4	1,644,300	1,644,300	0	4	290	290	0	4	54,810	54,810	0	4
SAS Scandinavian	-	-	0	15	-	-	0	13	-	-	0	14	-	-	0	12
SATA International	-	-	0	15	-	-	0	13	-	-	0	14	-	-	0	12
Smartwings	44	-	-44	15	8,316	-	-8,316	13	2	-	-2	14	378	-	-378	12
SunExpress	334	334	0	12	62,658	63,126	468	11	16	16	0	11	3,006	3,024	18	10
Tarom	-	-	0	15	-	-	0	13	-	-	0	14	-	-	0	12
Travel Service	-	-	0	15	-	-	0	13	-	-	0	14	-	-	0	12
TUI Airways	1,077	1,026	-51	8	226,433	205,980	-20,453	7	56	54	-2	5	11,480	11,386	-94	5
Vueling	660	540	-120	10	114,720	109,680	-5,040	9	22	18	-4	10	3,824	3,656	-168	9
Wizz Air	15,215	15,304	89	2	3,034,746	3,143,724	108,978	2	523	520	-3	2	104,100	107,000	2,900	2
Wizz Air UK	10,974	11,370	396	3	2,300,920	2,425,350	124,430	3	405	398	-7	3	85,500	85,240	-260	3
TOTAL	74,612	73,754	-858		13,519,419	13,743,749	224,330		2,614	2,541	-73		475,790	474,732	-1,058	

Operators with 0 'ATMs' in both S20 Hist (SHL) & S20 Init Coord schedules are included in the table due to appearing in the S19 Init Coord schedule (either with/without allocated slots).

Peak Week - Allocation and Slot Adjustment Distribution by Operator



Schedule: S20 Init Coord

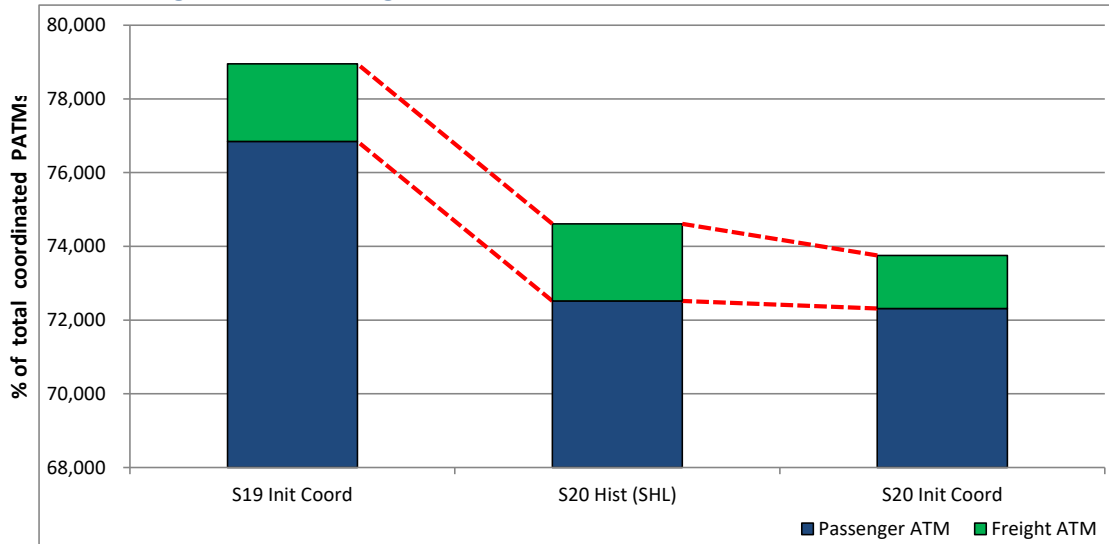
Operator	S20 allocated ATMs	SLOT ADJUSTMENTS (MINUTES OFF REQUESTED TIME)														Requests with NO slot allocated		
		0	5	10	15	20	25	30	35	40	45	50	55	60	>60			
Air Europa	-																	-
Air Nostrum	-																	-
Air Serbia	-																	-
Anisec	14	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Blue Air	48	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%	0.0%	6
EasyJet	1,064	98.7%	0.5%	0.3%	0.3%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%		12
EasyJet Europe	45	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%	0.0%	-
El Al Israel Airlines	26	84.6%	0.0%	0.0%	7.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	7.7%		6
European Air Transport (DHL)	40	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%		25
FlyBosnia	-																	4
Freebird Airlines	-																	-
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%		-
Norwegian	-																	-
Nouvelair Tunisie	-																	-
Ryanair	290	98.6%	0.3%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.3%			31
SAS Scandinavian	-																	-
SATA International	-																	2
Smartwings	-																	-
SunExpress	16	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%		-
Tarom	-																	-
Travel Service	-																	-
TUI Airways	54	96.3%	0.0%	1.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.9%	0.0%	0.0%			1
Vueling	18	88.9%	11.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			-
Wizz Air	520	93.5%	1.2%	1.2%	1.2%	0.4%	0.0%	0.4%	0.2%	0.8%	0.2%	0.0%	0.0%	0.6%	0.6%			1
Wizz Air UK	398	88.9%	3.3%	1.3%	1.0%	0.0%	0.5%	0.8%	0.0%	0.8%	1.3%	0.0%	0.5%	0.5%	1.0%			61
TOTAL	2,541	95.9%	1.1%	0.7%	0.6%	0.1%	0.1%	0.2%	0.0%	0.3%	0.2%	0.0%	0.1%	0.2%	0.4%			149

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.

Full Season - ATM Analysis

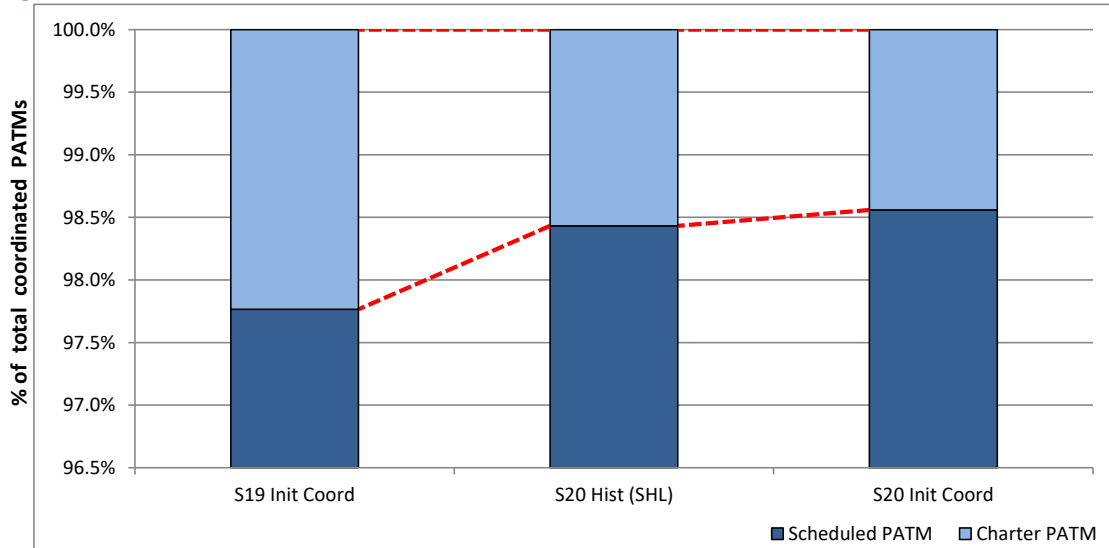


Total ATMs: Passenger ATMs vs. Freight ATMs



Schedule Snapshot

Passenger ATMs: Scheduled vs. Charter

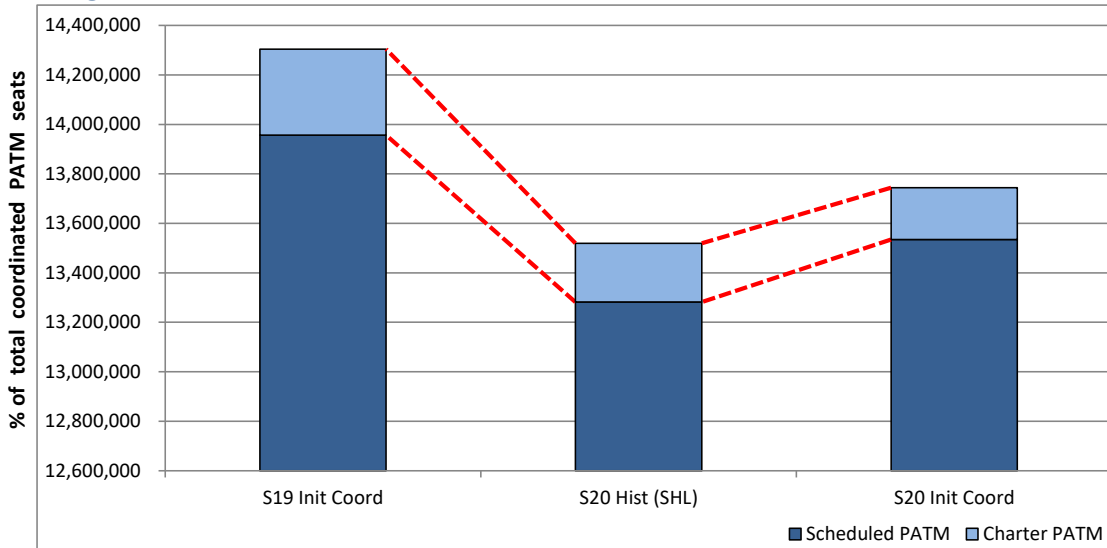


Schedule Snapshot

Full Season - PATM Seats Analysis

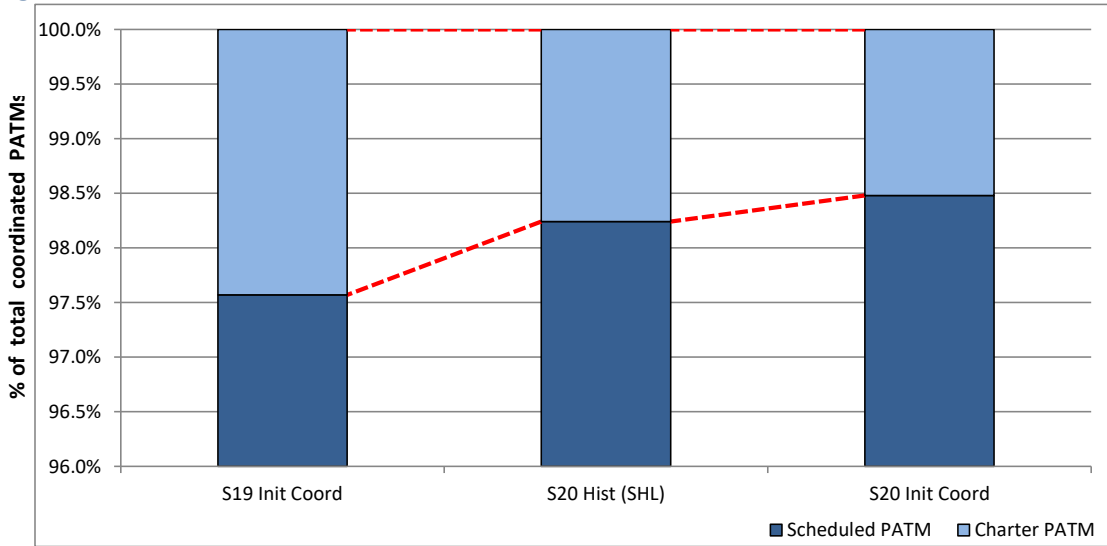


Total Passenger ATM seats: Scheduled vs. Charter



Schedule Snapshot

Passenger ATM seats: Scheduled vs. Charter

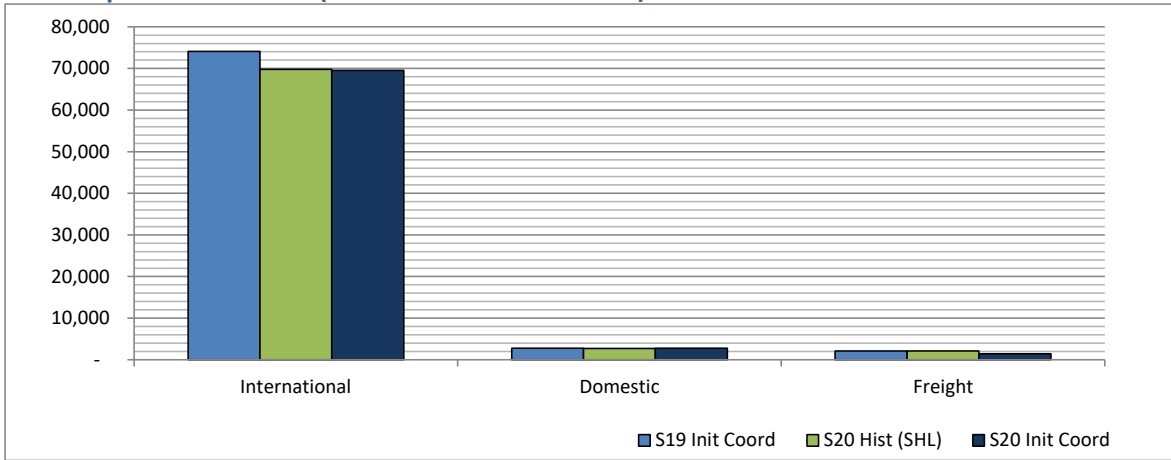


Schedule Snapshot

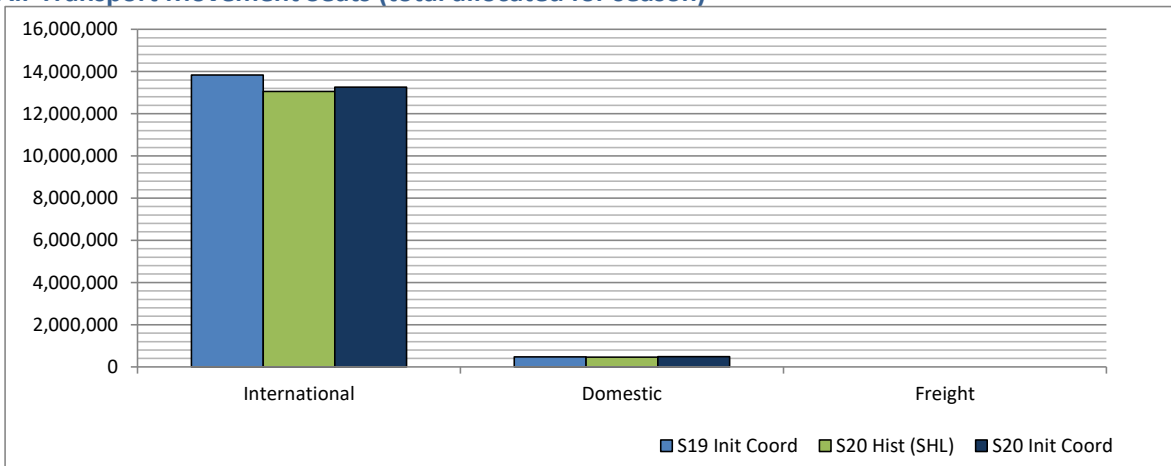
Full Season - Terminal Analysis



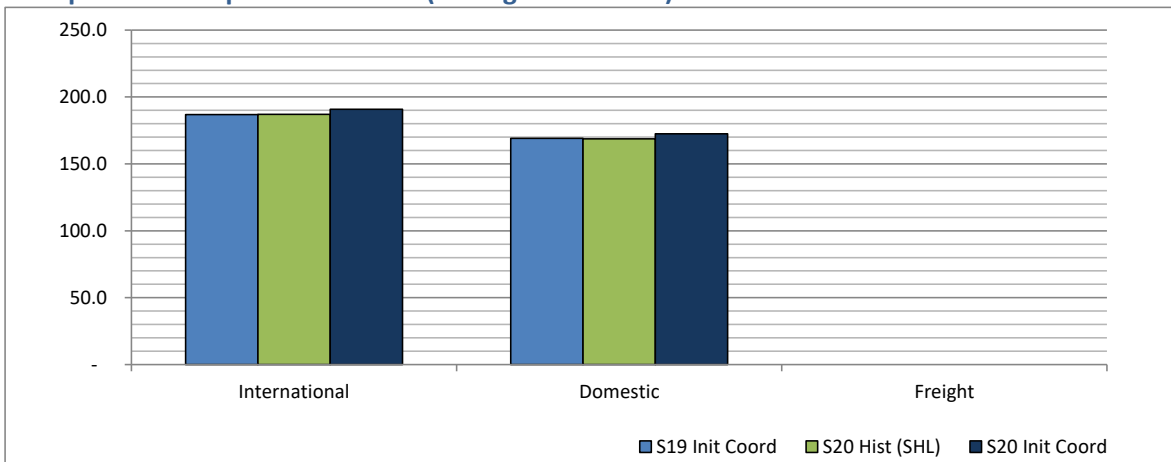
Air Transport Movements (total allocated for season)



Air Transport Movement Seats (total allocated for season)



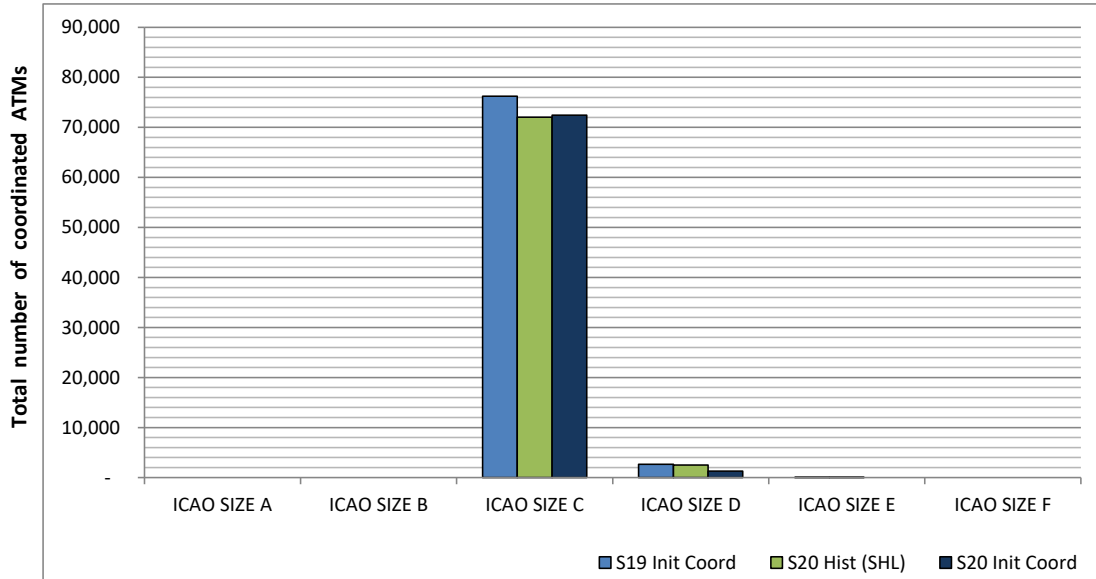
Seats per Air Transport Movement (average for season)



Full Season - Aircraft Size Analysis

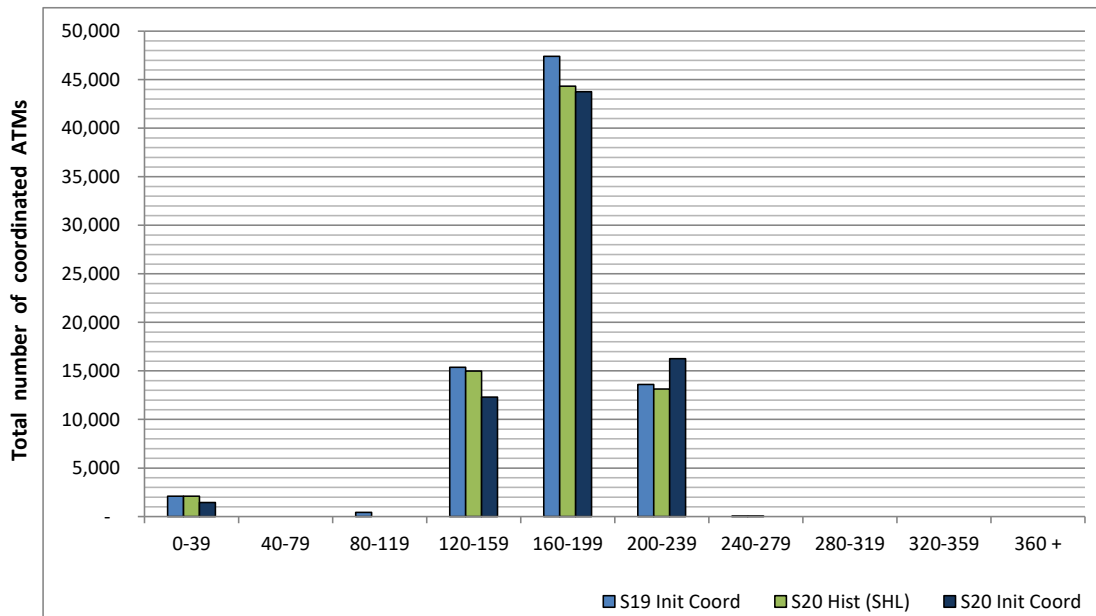


ICAO size designation



Note: See Glossary for definitions of ICAO SIZE groupings

Air Transport Movement seat distribution

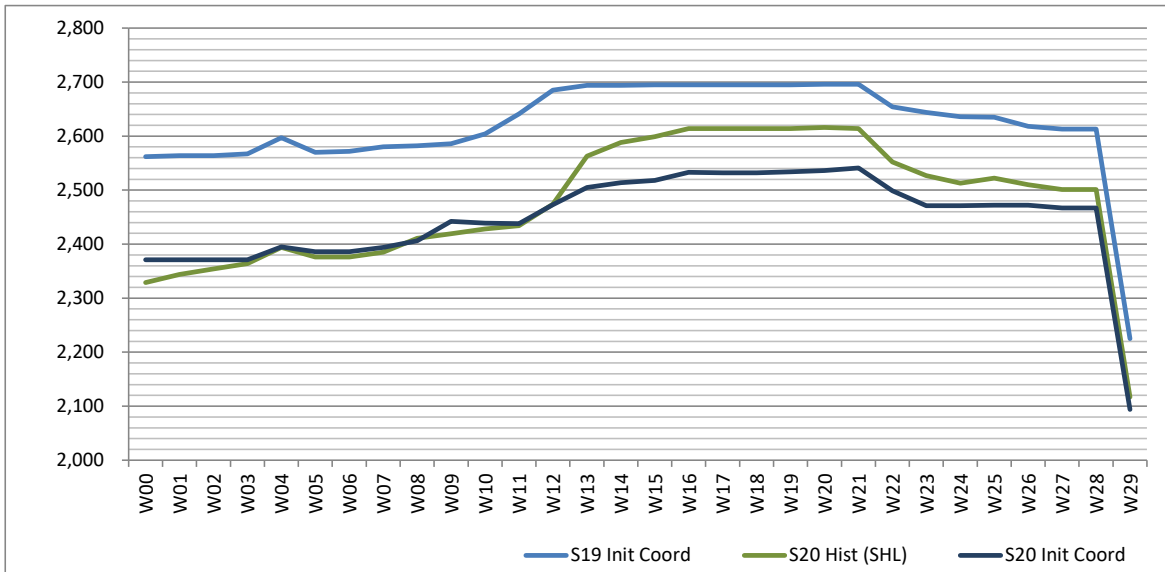


Note: FREIGHT-ONLY services with 0 seats are included in the first seat band '0-39'

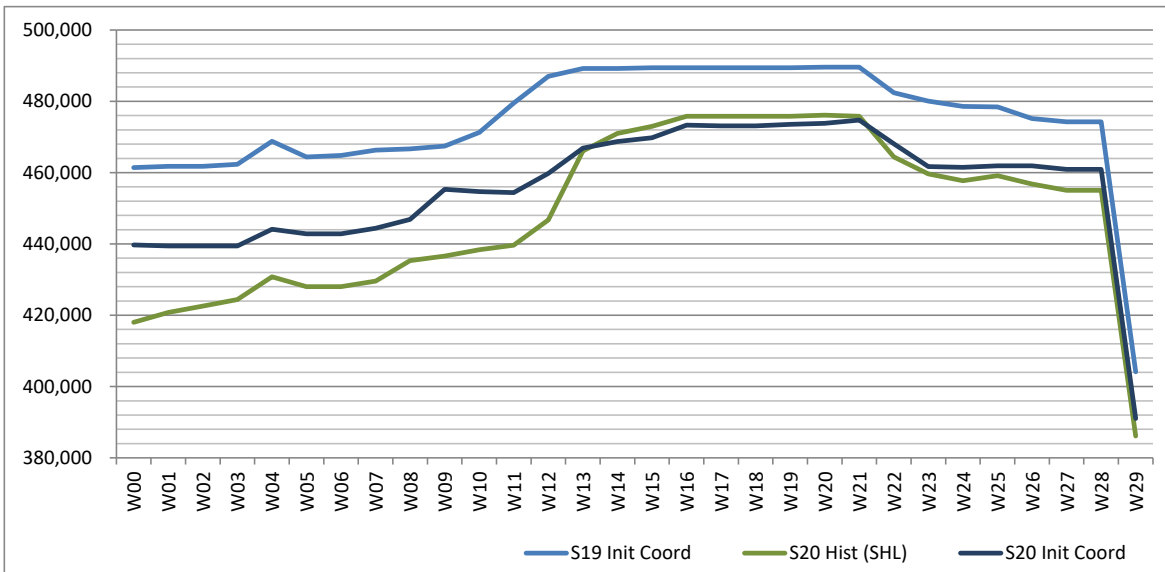
Full Season - Seasonality



Air Transport Movements by week of season



Air Transport Movement Seats by week of season



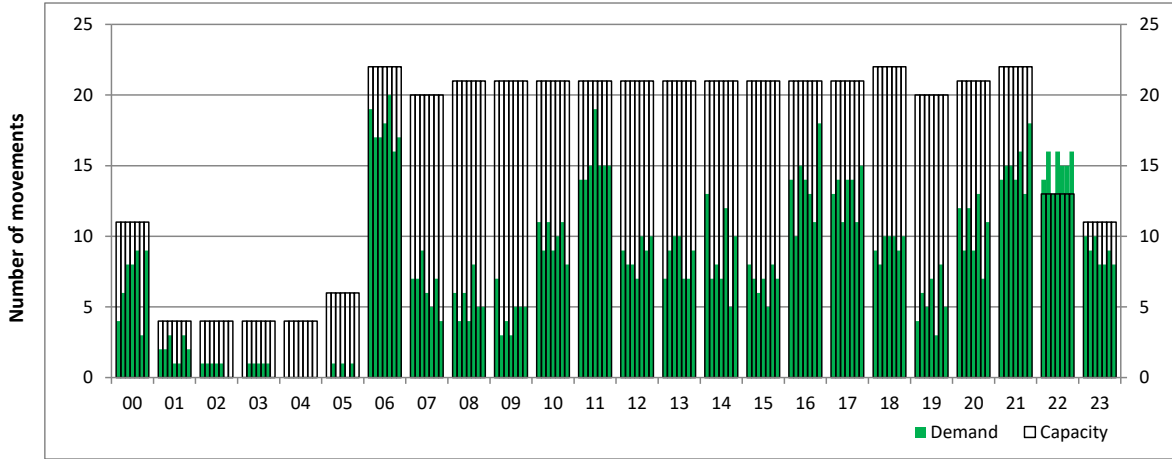
Peak Week - Initial Hourly Runway Demand

Schedule: S20 Init Coord



Hourly Arrival Demand

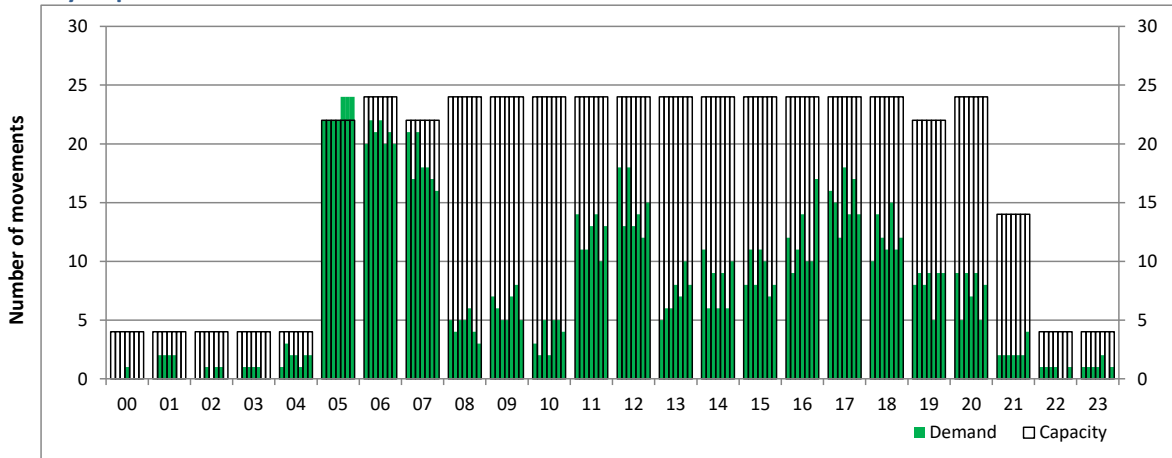
Time: UTC



Hour of day (24 hour format)

Hourly Departure Demand

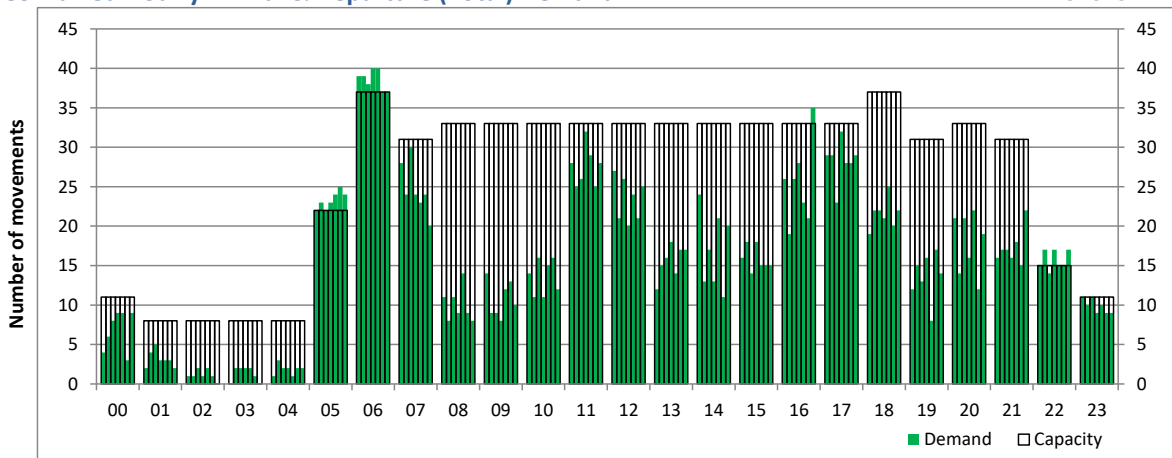
Time: UTC



Hour of day (24 hour format)

Combined Hourly Arrival & Departure (Total) Demand

Time: UTC



Hour of day (24 hour format)

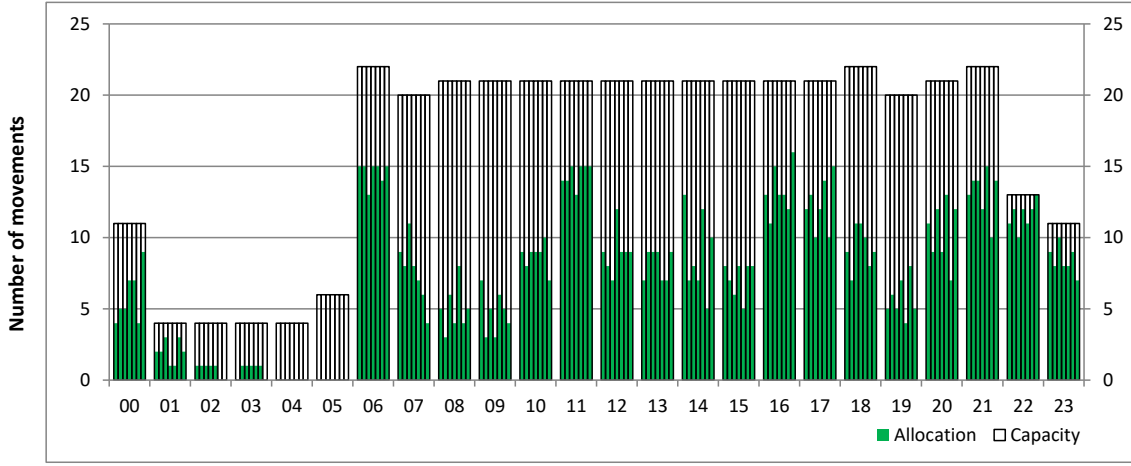
Peak Week - Hourly Runway Allocation

Schedule: S20 Init Coord



Hourly Arrival Allocation

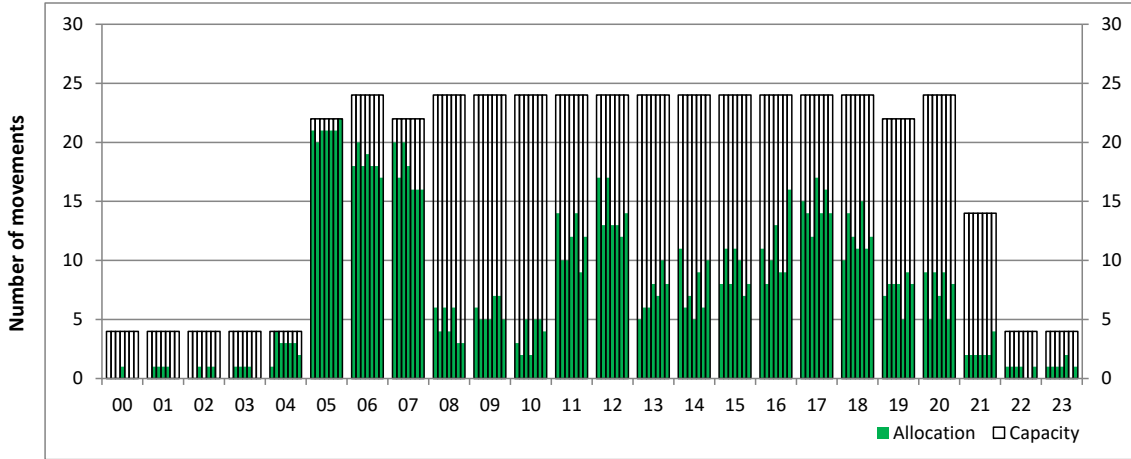
Time: UTC



Hour of day (24 hour format)

Hourly Departure Allocation

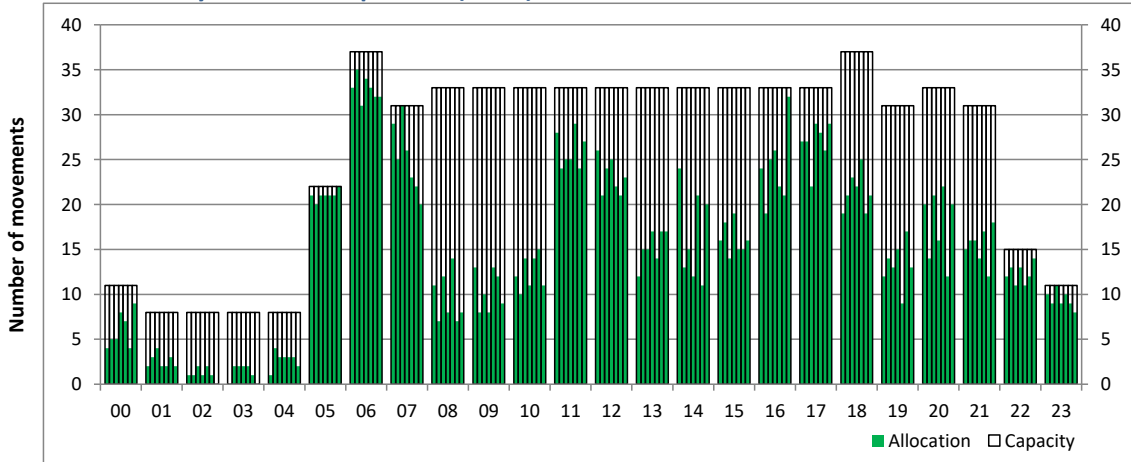
Time: UTC



Hour of day (24 hour format)

Combined Hourly Arrival & Departure (Total) Allocation

Time: UTC



Hour of day (24 hour format)

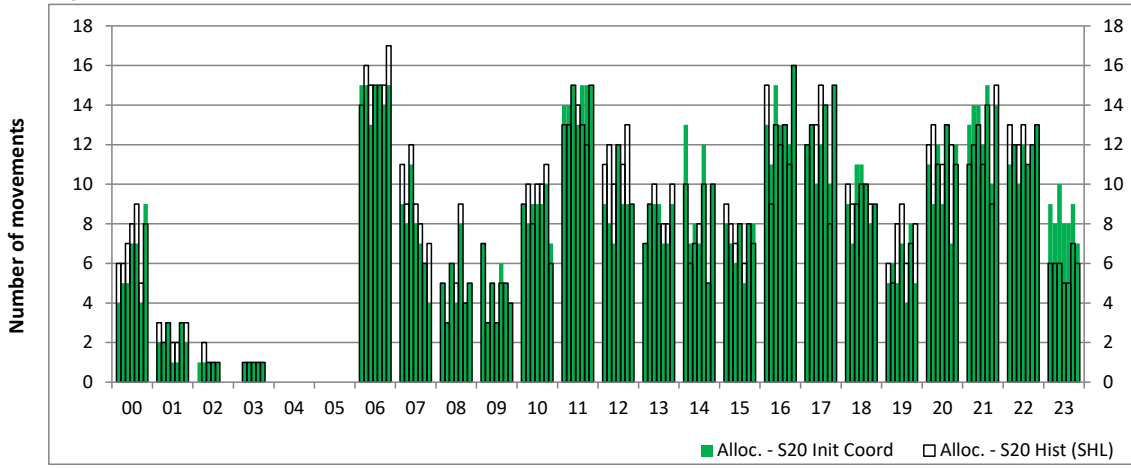
Peak Week - Runway Allocation Comparison

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



Hourly Arrival Allocation

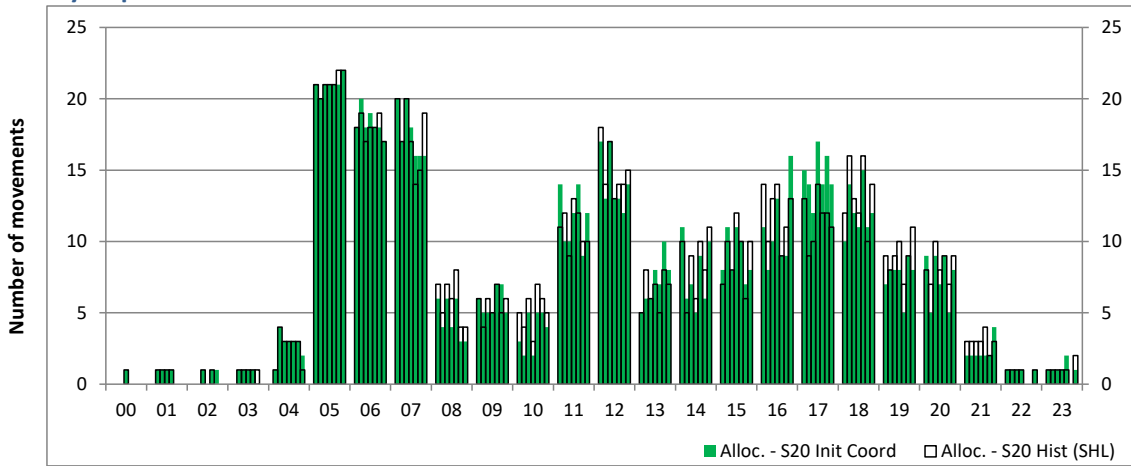
Time: UTC



Hour of day (24 hour format)

Hourly Departure Allocation

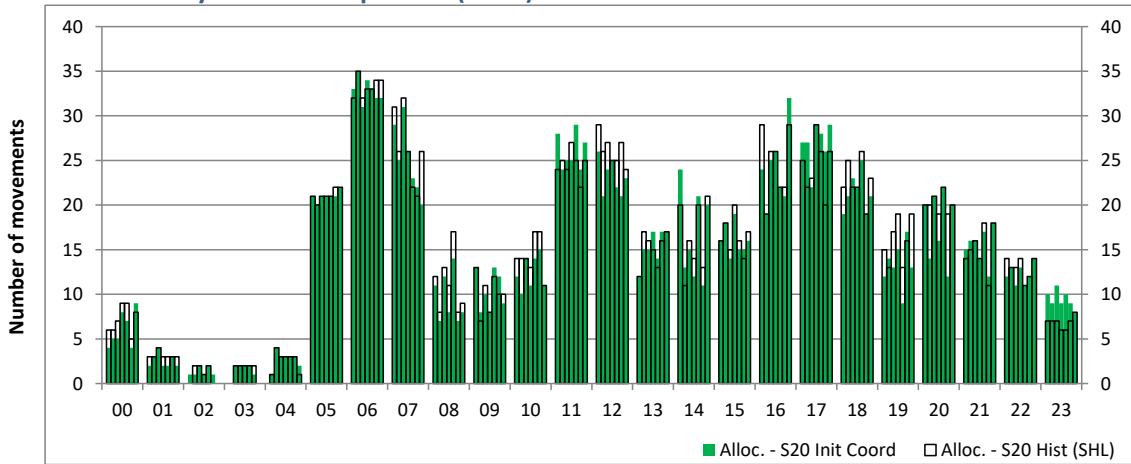
Time: UTC



Hour of day (24 hour format)

Combined Hourly Arrival & Departure (Total) Allocation

Time: UTC



Hour of day (24 hour format)

Peak Week - Passengers Histogram

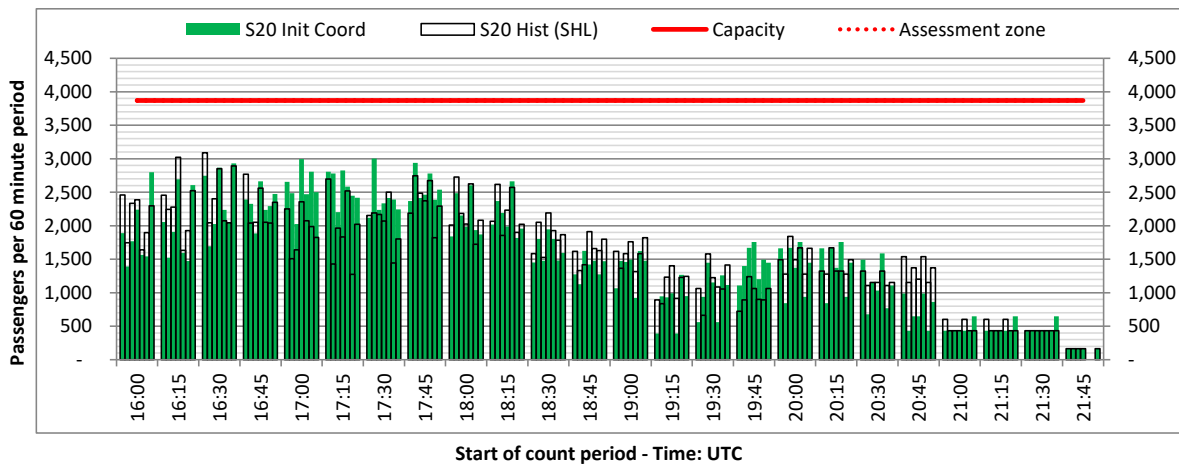
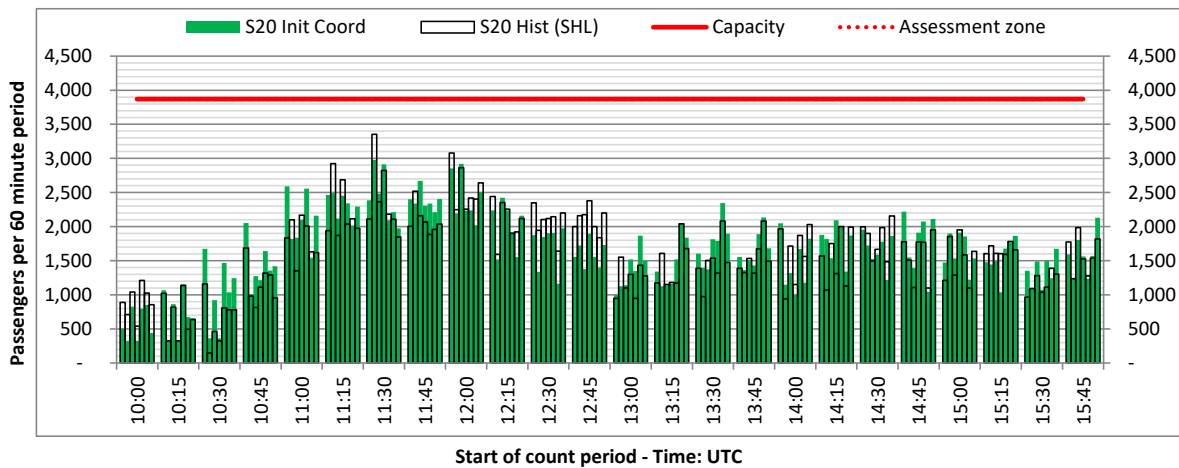
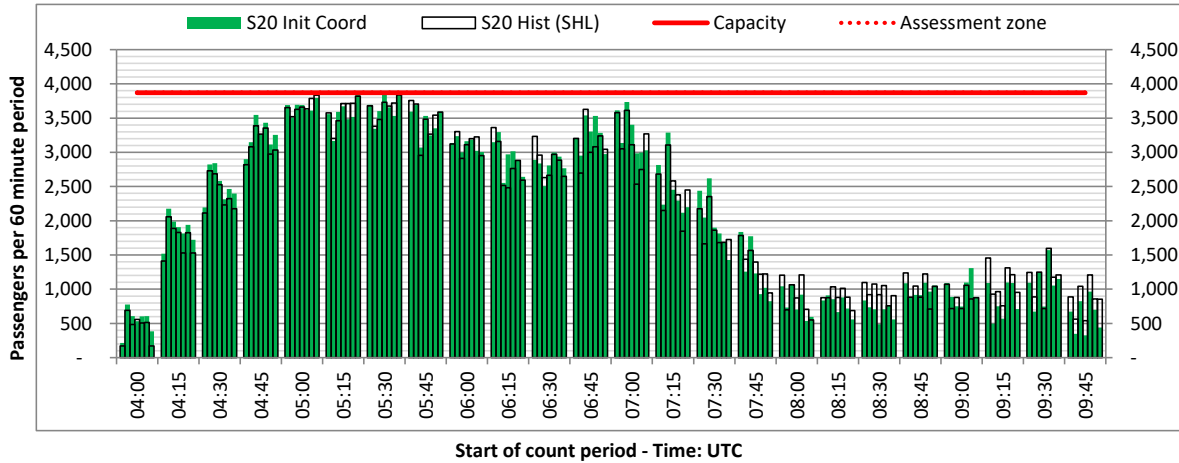
DEPARTURE - 60 minute count rolling every 15 mins (T60/15)



Terminals: All Terminals 1D

Operators: All Operators

Days: 1234567



Peak Week - Passengers Histogram

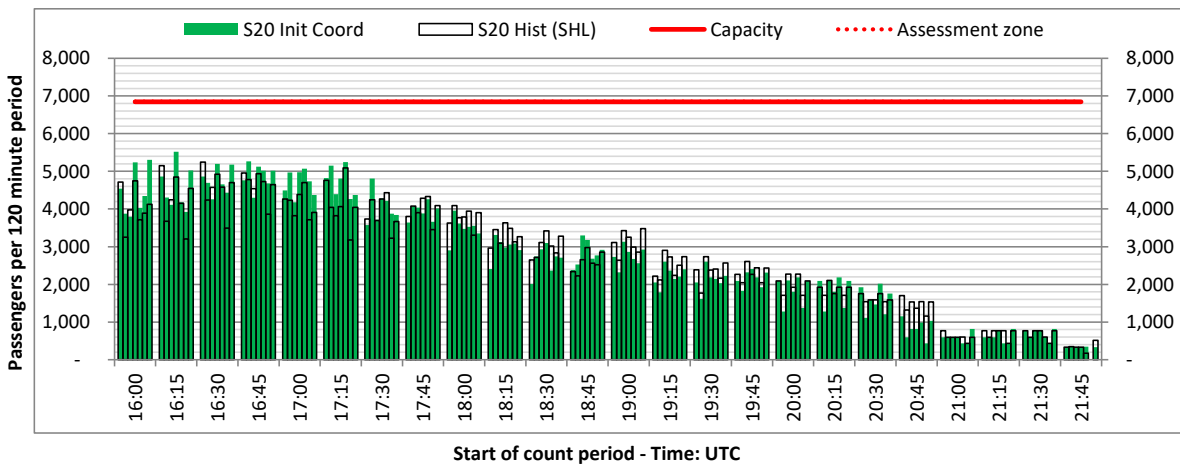
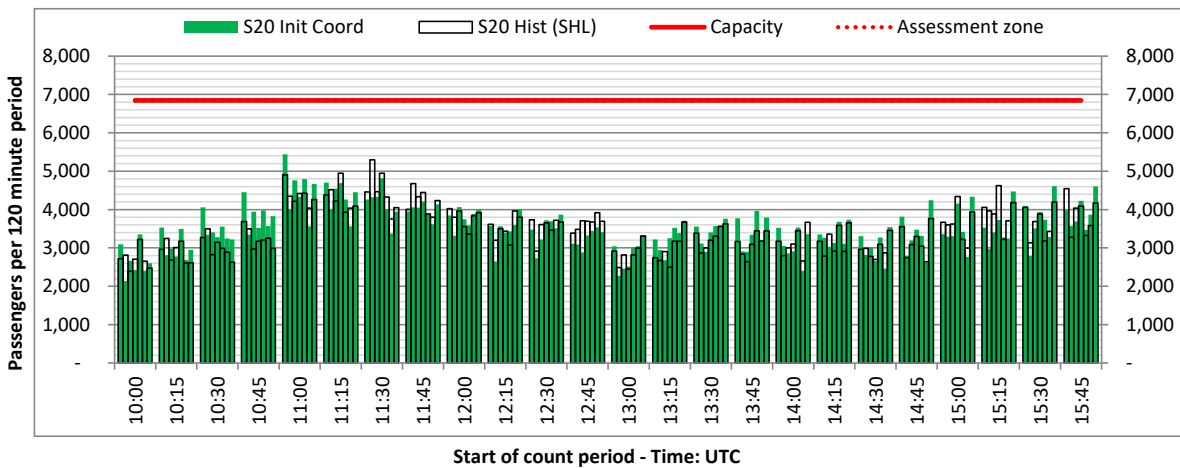
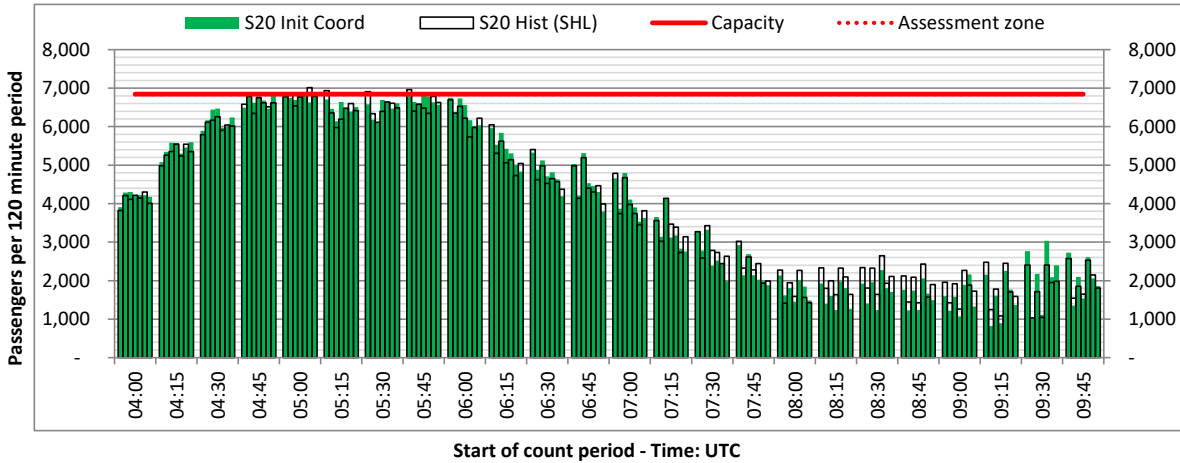
DEPARTURE - 120 minute count rolling every 15 mins (T120/15)



Terminals: All Terminals 1D

Operators: All Operators

Days: 1234567



Peak Week - Passengers Histogram

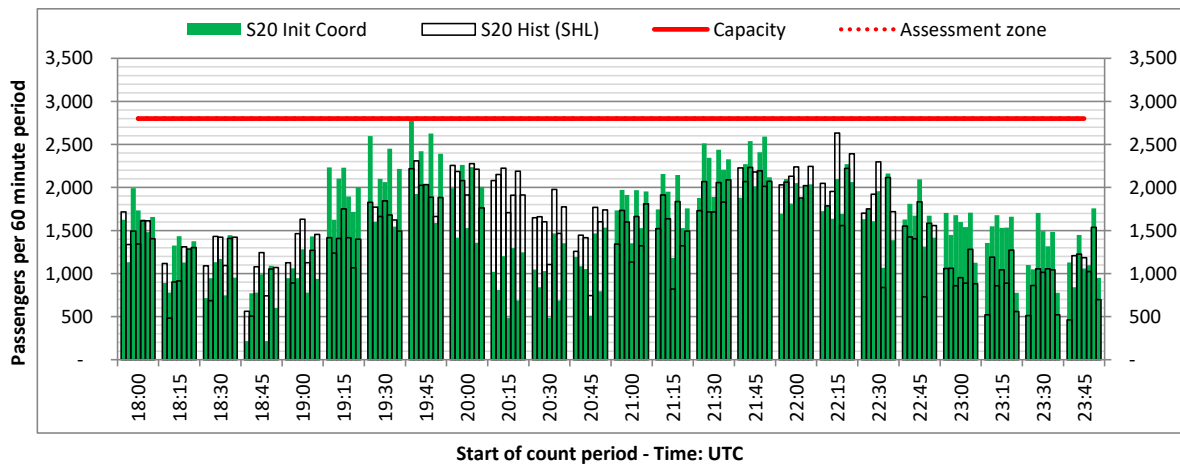
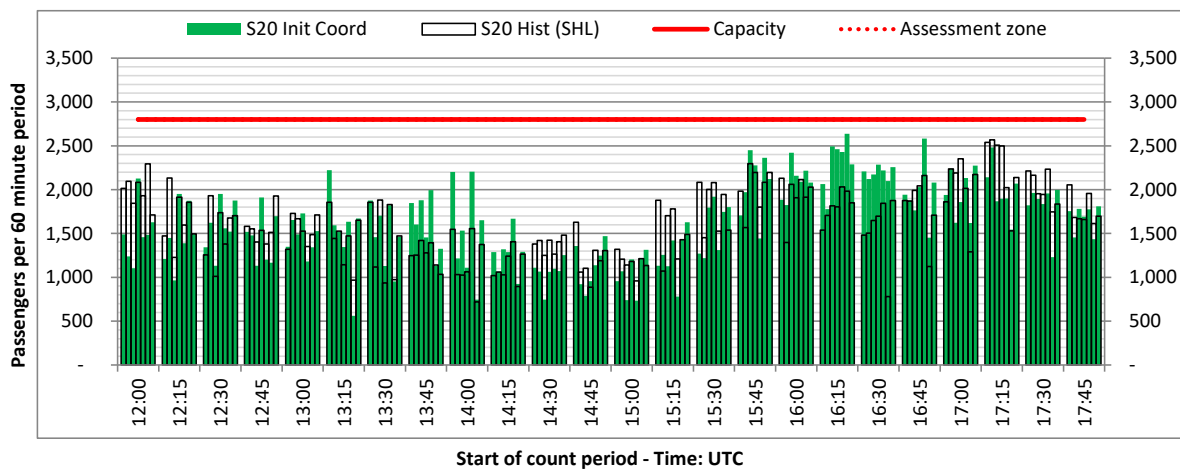
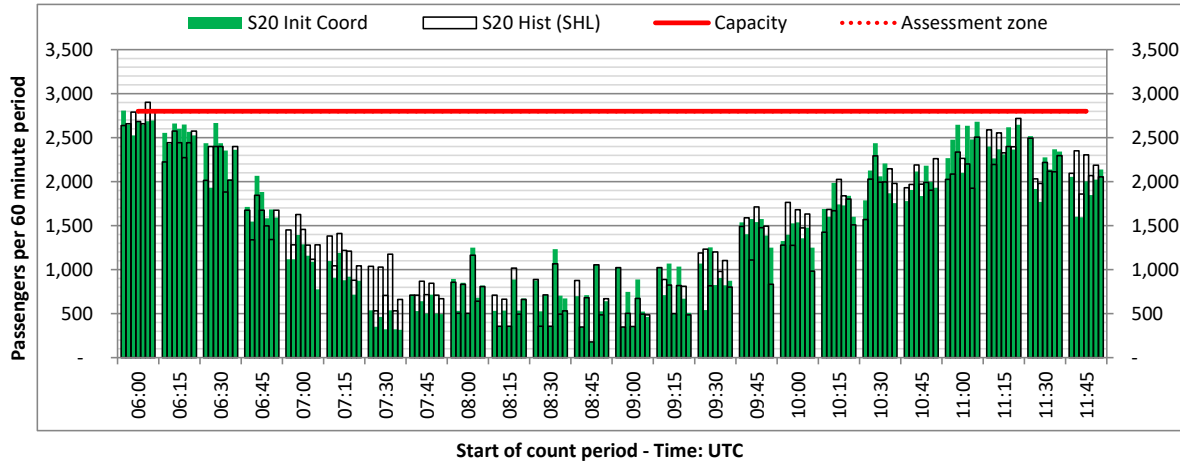
ARRIVAL - 60 minute count rolling every 15 mins (T60/15)



Terminals: 1I

Operators: All Operators

Days: 1234567



Peak Week - Passengers Histogram

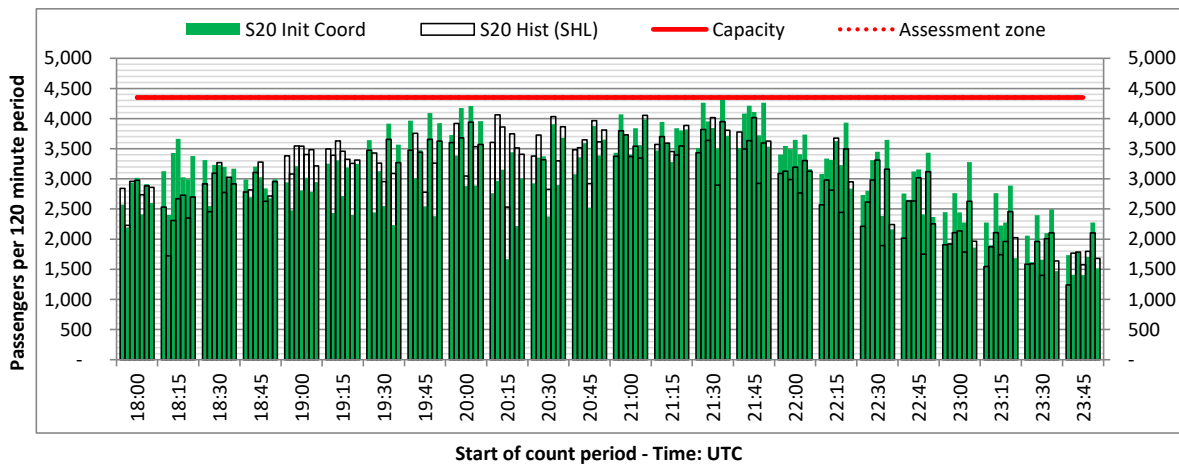
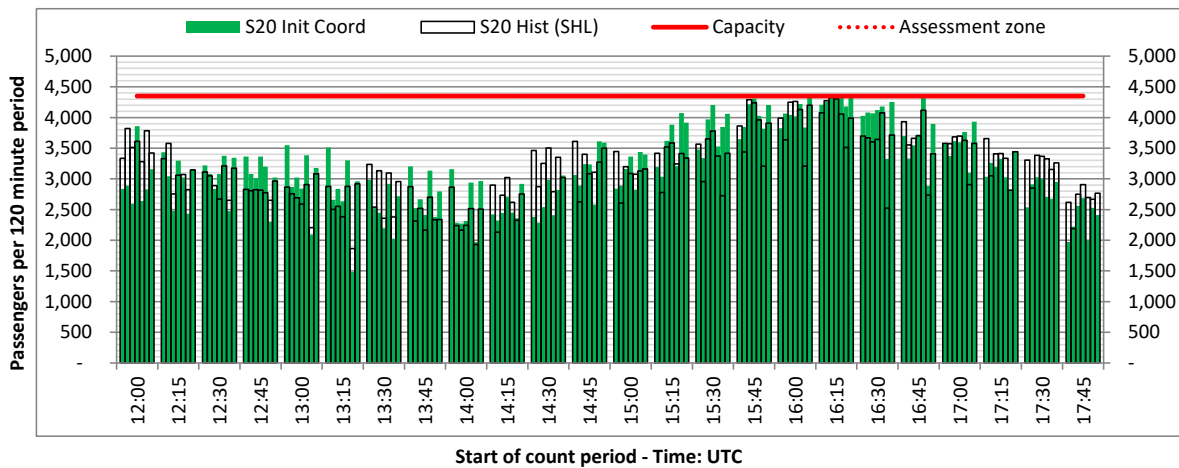
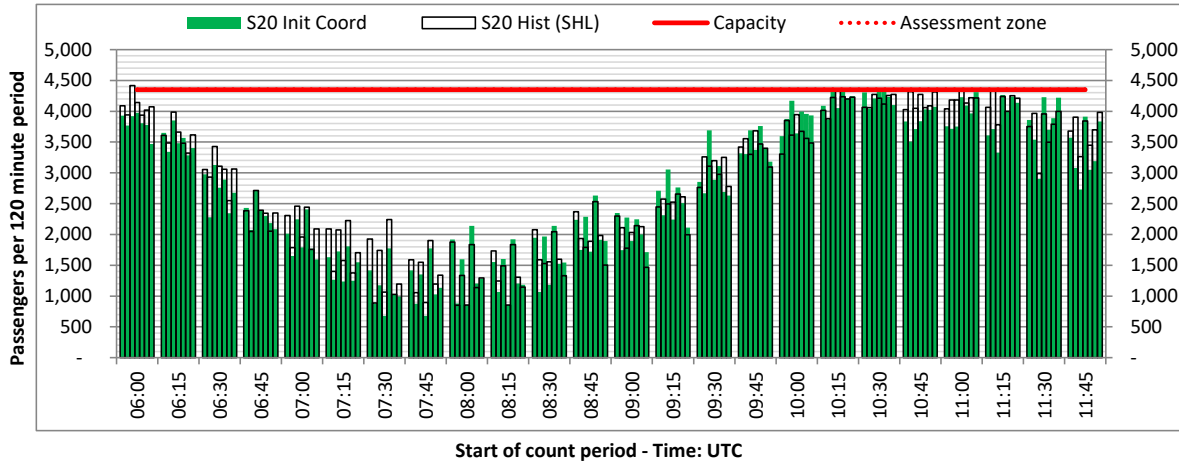
ARRIVAL - 120 minute count rolling every 15 mins (T120/15)



Terminals: 1I

Operators: All Operators

Days: 1234567



Peak Week - Passengers Histogram

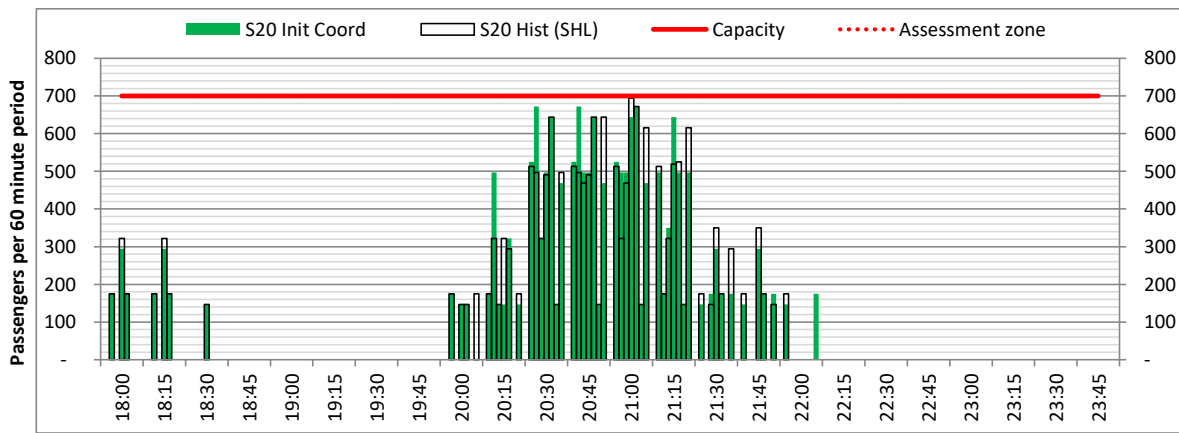
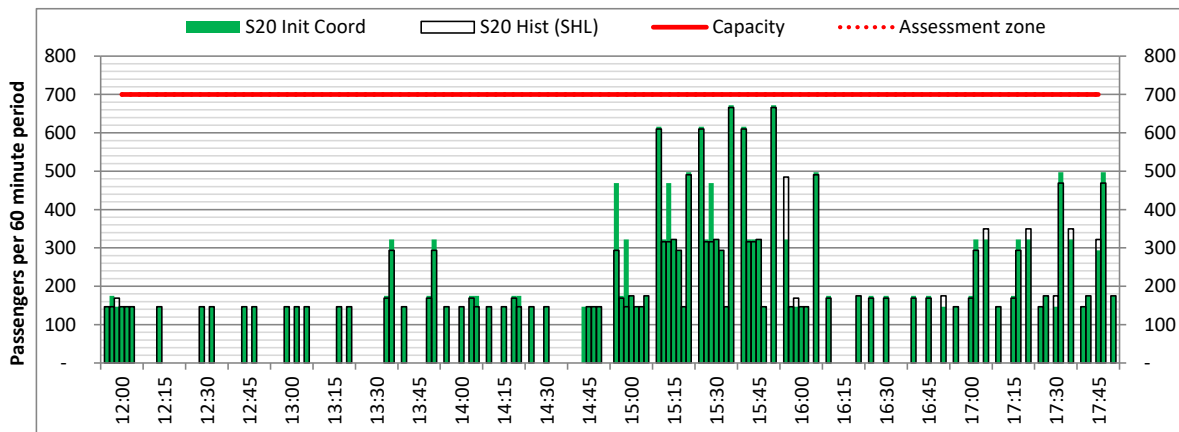
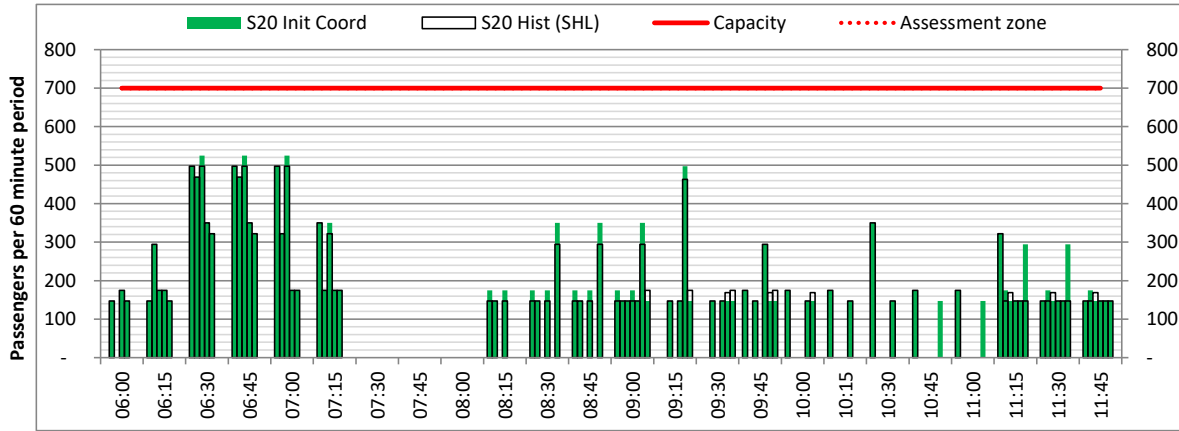
ARRIVAL - 60 minute count rolling every 15 mins (T60/15)



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

S19 Init Coord	S19 schedule as cleared on Thu 01-Nov-18.
S20 Hist (SHL)	S20 schedule as cleared on Fri 06-Sep-19.
S20 Init Coord	S20 schedule as cleared on Wed 30-Oct-19.
Peak Week	Peak week for S19 is Mon 19-Aug-19 to Sun 25-Aug-19. Peak week for S20 is Mon 24-Aug-20 to Sun 30-Aug-20.

For ACL use

	Airport-Season-Branch-Resource	From date	To date	Time
Full Season Rep 1	LTN-S19-SAL Premerge-Standard	Sun 31-Mar-2019	Sat 26-Oct-2019	UTC
Full Season Rep 2	LTN-S20-SHL-Standard	Sun 29-Mar-2020	Sat 24-Oct-2020	UTC
Full Season Rep 3	LTN-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	LTN-S19-SAL Premerge-Standard	Mon 19-Aug-2019	Sun 25-Aug-2019	UTC
Peak Week Rep 2	LTN-S20-SHL-Standard	Mon 24-Aug-2020	Sun 30-Aug-2020	UTC
Peak Week Rep 3	LTN-S20-SAL Premerge-Standard	Mon 24-Aug-2020	Sun 30-Aug-2020	UTC