Gatwick Airport (LGW)

Summer 2020 (S20)



Start of Season Report

Headlines

Total Air Transport Movements (Passenger & Freight)
Total Passenger Air Transport Movements
Total Passenger Air Transport Movement Seats
Average Seats per Passenger Air Transport Movement
Percentage of allocated slots cleared as requested (OK)

S20	Start
	185476
	185476
	36499564
	196.79
	95%

VS	s. S19 Start
	0.9%
	0.9%
	0.9%
V	-0.1%

vs. S19 End
4.0%
4.1%
6.9%
2.7%

Report Date: Fri 27-Mar-2020

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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	Arri	vals				Change: S19 to S20									S20	Arri	vals			
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	20	20	20	20	20	20	20	00								00	20	20	20	20	20	20	20
01	20	20	20	20	20	20	20	01								01	20	20	20	20	20	20	20
02	20	20	20	20	20	20	20	02								02	20	20	20	20	20	20	20
03	20	20	20	20	20	20	20	03								03	20	20	20	20	20	20	20
04	20	20	20	20	20	20	20	04								04	20	20	20	20	20	20	20
05	20	20	20	20	20	20	20	05								05	20	20	20	20	20	20	20
06	25	25	25	25	25	25	25	06								06	25	25	25	25	25	25	25
07	26	26	26	26	26	26	26	07								07	26	26	26	26	26	26	26
08	23	23	23	23	23	23	23	08								08	23	23	23	23	23	23	23
09	26	26	26	26	26	26	26	09								09	26	26	26	26	26	26	26
10	28	28	28	28	28	28	28	10								10	28	28	28	28	28	28	28
11	28	28	28	28	28	28	28	11								11	28	28	28	28	28	28	28
12	28	28	28	28	28	28	28	12								12	28	28	28	28	28	28	28
13	27	27	27	27	27	27	27	13								13	27	27	27	27	27	27	27
14	26	26	26	26	26	26	26	14								14	26	26	26	26	26	26	26
15	26	26	26	26	26	26	26	15								15	26	26	26	26	26	26	26
16	28	28	28	28	28	28	28	16								16	28	28	28	28	28	28	28
17	28	28	28	28	28	28	28	17								17	28	28	28	28	28	28	28
18	28	28	28	28	28	28	28	18								18	28	28	28	28	28	28	28
19	27 25	27 25	27	27 25	27	27	27	19 20								19 20	27 25	27	27 25	27	27	27	27
20			25		25	25	25		_	_	-	2	_	2	2			25		25	25	25	25
21	36 27	36 27	36 27	36	36 27	36	36 27	21	-2	-2	-2	-2	-2	-2	-2	21	34 27						
23	25	25		27 25		27 25		23								23	25		25		25		
23	25	25	25	25	25	25	25	23								23	25	25	25	25	25	25	25

		5	19 D	epar	ture	S				Ch	ange	: S1 9	to S	20				S	20 D	epar	ture	S	
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	29	29	29	29	29	29	29	07								07	29	29	29	29	29	29	29
08	30	30	30	30	30	30	30	08								08	30	30	30	30	30	30	30
09	26	26	26	26	26	26	26	09	2	2	2	2	2	2	2	09	28	28	28	28	28	28	28
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19	25	25	25	25	25	25	25	19								19	25	25	25	25	25	25	25
20	20	20	20	20	20	20	20	20	2	2	2	2	2	2	2	20	22	22	22	22	22	22	22
21	10	10	10	10	10	10	10	21								21	10	10	10	10	10	10	10
22	10	10	10	10	10	10	10	22								22	10	10	10	10	10	10	10
23	10	10	10	10	10	10	10	23								23	10	10	10	10	10	10	10

			S19	9 Tot	als					Ch	ange	: \$19	to S	20					520) Tot	als		
Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun
									_			HIIU											
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	29	29	29	29	29	29	29	00								00	29	29	29	29	29	29	29
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03	29	29	29	29	29	29	29	03								03	29	29	29	29	29	29	29
04	29	29	29	29	29	29	29	04								04	29	29	29	29	29	29	29
05	50	50	50	50	50	50	50	05	3	3	3	3	3	3	3	05	53	53	53	53	53	53	53
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14	51	51	51	51	51	51	51	14								14	51	51	51	51	51	51	51
15	52	52	52	52	52	52	52	15								15	52	52	52	52	52	52	52
16	55	55	55	55	55	55	55	16								16	55	55	55	55	55	55	55
17	55	55	55	55	55	55	55	17								17	55	55	55	55	55	55	55
18	54	54	54	54	54	54	54	18								18	54	54	54	54	54	54	54
19	46	46	46	46	46	46	46	19	2	2	2	2	2	2	2	19	48	48	48	48	48	48	48
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21	41	41	41	41	41	41	41	21	-2	-2	-2	-2	-2	-2	-2	21	39	39	39	39	39	39	39
22	29	29	29	29	29	29	29	22								22	29	29	29	29	29	29	29
23	30	30	30	30	30	30	30	23								23	30	30	30	30	30	30	30

Coordinator's Report



Total demand	191,207	slots
Total slots allocated	185,476	slots
Number of slots cleared OK	175,361	slots

97.00%	of total demand
94.55%	of total slots cleared

Slots adjusted (not OK) due to:

RUNWAY constraints
TERMINAL constraints
STAND constraints
NIGHT constraints
OTHER constraints
ARR/DEP TURNAROUND feasibility
s

90.9%	of total slots adjusted
1.2%	of total slots adjusted
0.0%	of total slots adjusted
0.6%	of total slots adjusted
5.6%	of total slots adjusted
1.7%	of total slots adjusted
1.2% 0.0% 0.6% 5.6%	of total slots adjusted of total slots adjusted of total slots adjusted of total slots adjusted

Executive Summary

Please note that the Start of Season Report has been compiled with summer 2020 data taken from a Snapshot at 06March 2020.

We saw a very strong demand for slots at Gatwick at Initial Coordination that has somewhat fallen off since Handback deadline at the end of January. Number of slots allocated is roughly in-line with the summer 2019 start of season report.

Runway Constraints

- R60 remains the most prevalent constraint at Gatwick affecting 90% of those slots that have been adjusted

Terminal Constraints

- The demise of Thomas Cook in the end of summer 2019 season and the slots being purchased by easyJet has caused a large number of slots to move between South to North Terminal. The North Terminal is now full or close to full in the morning peak. This has also put pressure on gate availability in the North Terminal.

Stand Constraints

No Stand Constraint issues.

Night Constraints

- We had no capcity to allocate new slots in the night period at Gatwick, there is demand from new carriers for arrival slots early in the 0500 hour.

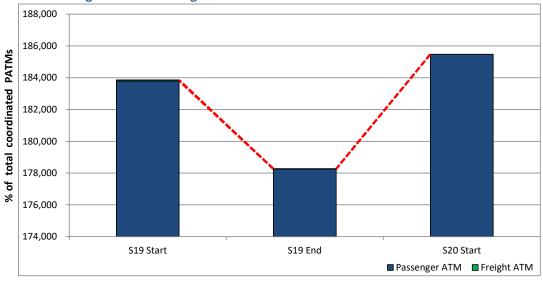
Other Constraints

Arr/Dep Turnaround Feasibility

Full Season - ATM Analysis

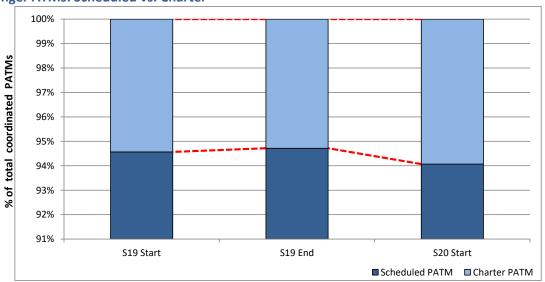


Total ATMs: Passenger ATMs vs. Freight ATMs



Schedule Snapshot

Passenger ATMs: Scheduled vs. Charter

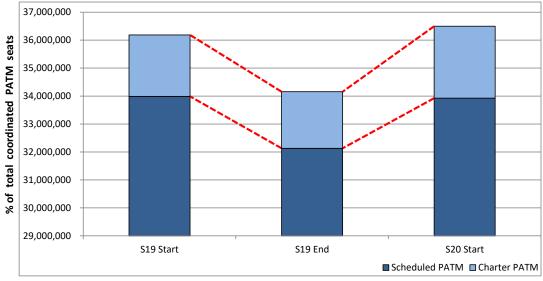


Schedule Snapshot

Full Season - PATM Seats Analysis

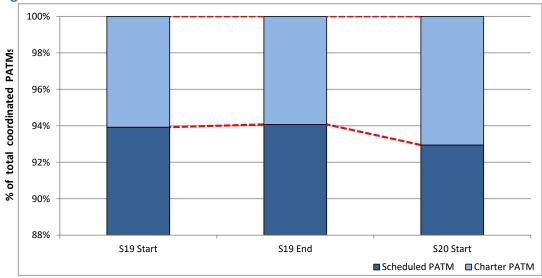


Total Passenger ATM seats: Scheduled vs. Charter



Schedule Snapshot

Passenger ATM seats: Scheduled vs. Charter

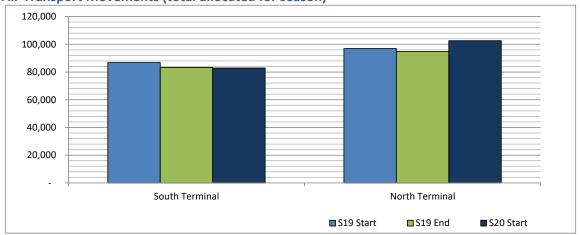


Schedule Snapshot

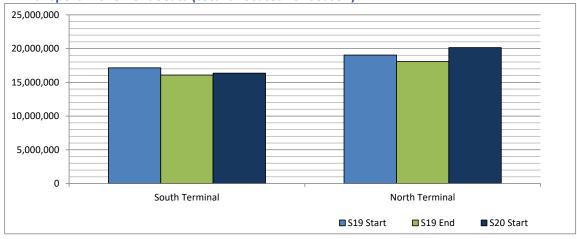
Full Season - Terminal Analysis



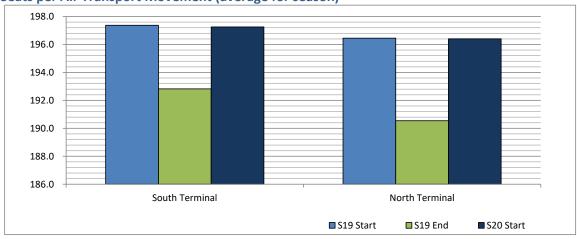
Air Transport Movements (total allocated for season)



Air Transport Movement Seats (total allocated for season)



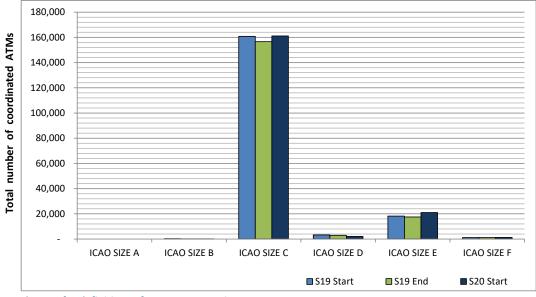
Seats per Air Transport Movement (average for season)



Full Season - Aircraft Size Analysis

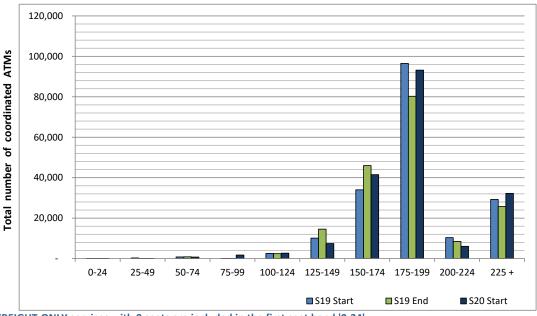


ICAO size designation



Note: See Glossary for definitions of ICAO SIZE groupings

Air Transport Movement seat distribution

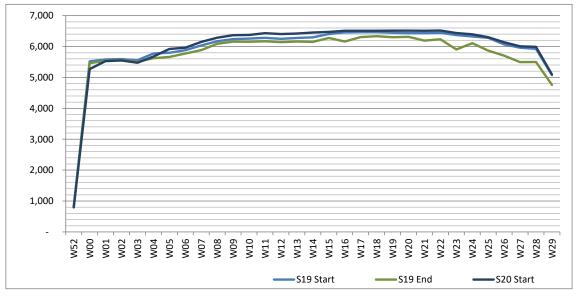


Note: FREIGHT-ONLY services with 0 seats are included in the first seat band '0-24'

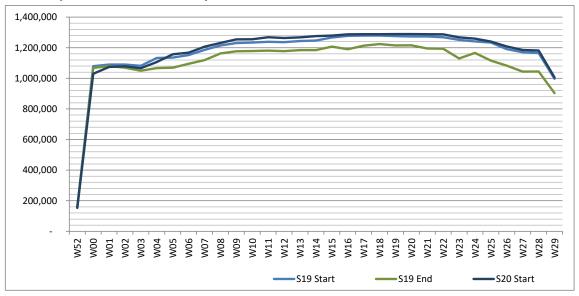
Full Season - Seasonality



Air Transport Movements by week of season



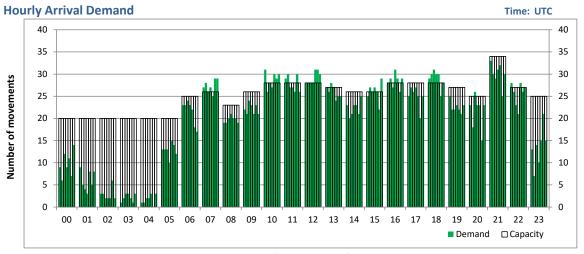
Air Transport Movement Seats by week of season



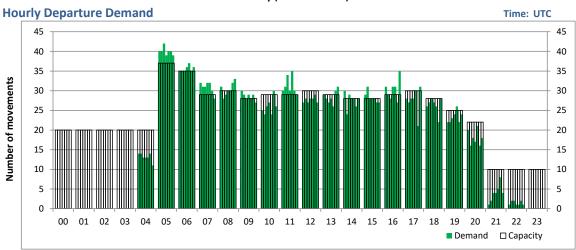
Peak Week - Hourly Runway Demand

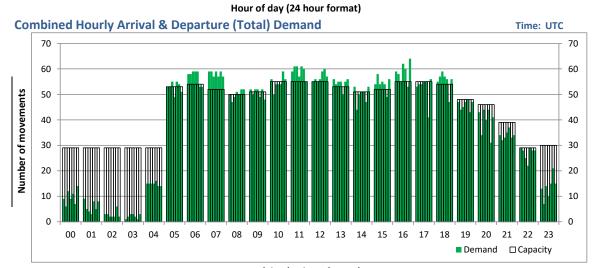
Schedule: S20 Start





Hour of day (24 hour format)

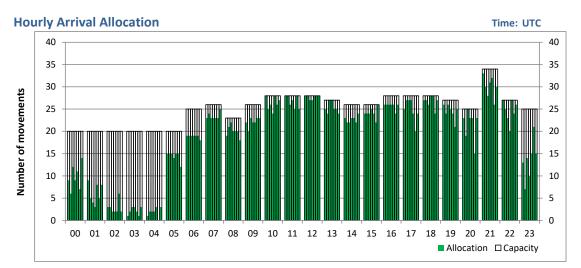




Peak Week - Hourly Runway Allocation

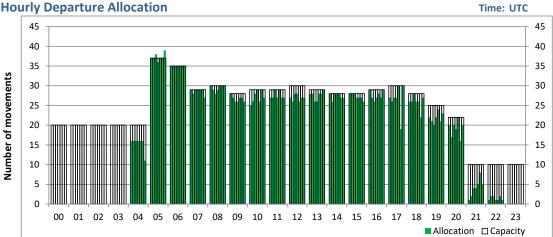






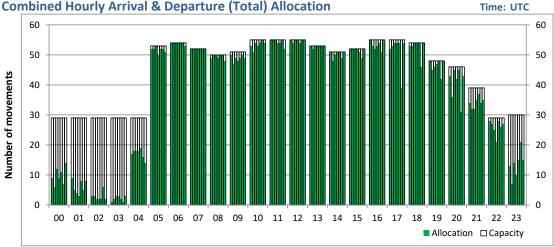
Hour of day (24 hour format)





Hour of day (24 hour format)



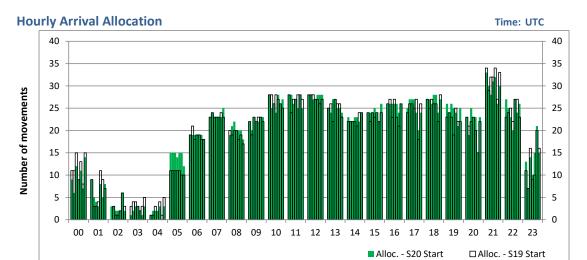


Hour of day (24 hour format)

Peak Week - Runway Allocation Comparison

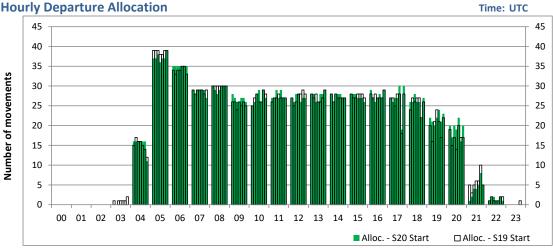




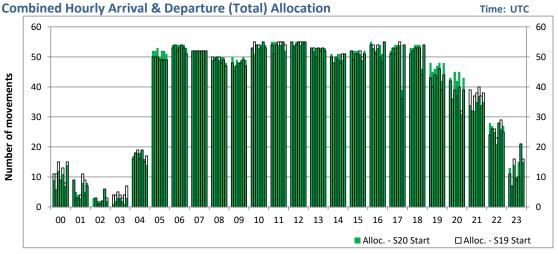


Hour of day (24 hour format)





Hour of day (24 hour format)

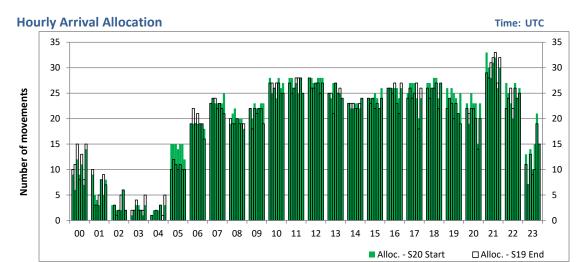


Hour of day (24 hour format)

Peak Week - Runway Allocation Comparison

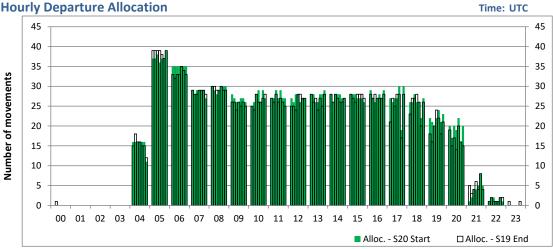




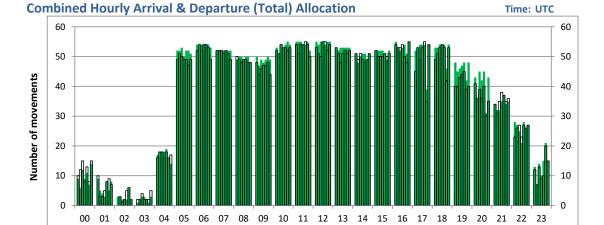


Hour of day (24 hour format)





Hour of day (24 hour format)



Hour of day (24 hour format)

Alloc. - S20 Start

□ Alloc. - S19 End

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

\$19 Start\$19 schedule as cleared on Tue 26-Mar-19.\$19 End\$19 schedule as cleared on Sat 26-Oct-19.\$20 Start\$20 schedule as cleared on Fri 13-Mar-20.

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-SOS Report-Standard	Sun 31-Mar-2019	Sat 26-Oct-2019	UTC
Full Season Rep 2	LGW-S19-Live-Standard	Sun 31-Mar-2019	Sat 26-Oct-2019	UTC
Full Season Rep 3	LGW-S20-SOS Report as of 06MAR20-Star	Sun 29-Mar-2020	Sat 24-Oct-2020	UTC
	Airport-Season-Branch-Resource	From date	To date	Time
Peak Week Rep 1	Airport-Season-Branch-Resource LGW-S19-SOS Report-Standard	From date Mon 19-Aug-2019	To date Sun 25-Aug-2019	Time UTC
Peak Week Rep 1 Peak Week Rep 2				