

Start of Season Report

Report Date: Tue 24-Mar-2020

Headlines

| | S20 Start | vs. S19 Start | vs. S19 End |
|---|-----------------|----------------|----------------|
| Total Air Transport Movements (Passenger & Freight) | 70969 | ▼ -2.2% | ▼ -0.8% |
| Total Passenger Air Transport Movements | 69382 | ▼ -1.9% | ▼ -1.0% |
| Total Passenger Air Transport Movement Seats | 13329700 | ▲ 0.9% | ▲ 1.9% |
| Average Seats per Passenger Air Transport Movement | 192.12 | ▲ 2.9% | ▲ 3.0% |
| Percentage of allocated slots cleared as requested (OK) | 98% | | |

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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).

Disclaimer

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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 |
| 00 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 00 | | | | | | | | 00 | 4 | 4 | 4 | 4 | 4 | 4 | 4 |
| 01 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 01 | | | | | | | | 01 | 4 | 4 | 4 | 4 | 4 | 4 | 4 |
| 02 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 02 | | | | | | | | 02 | 4 | 4 | 4 | 4 | 4 | 4 | 4 |
| 03 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 03 | | | | | | | | 03 | 4 | 4 | 4 | 4 | 4 | 4 | 4 |
| 04 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | 04 | | | | | | | | 04 | 4 | 4 | 4 | 4 | 4 | 4 | 4 |
| 05 | 22 | 22 | 22 | 22 | 22 | 22 | 22 | 05 | | | | | | | | 05 | 22 | 22 | 22 | 22 | 22 | 22 | 22 |
| 06 | 26 | 26 | 26 | 26 | 26 | 26 | 26 | 06 | -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 |
| 00 | 11 | 11 | 11 | 11 | 11 | 11 | 11 | 00 | | | | | | | | 00 | 11 | 11 | 11 | 11 | 11 | 11 | 11 |
| 01 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 01 | | | | | | | | 01 | 8 | 8 | 8 | 8 | 8 | 8 | 8 |
| 02 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 02 | | | | | | | | 02 | 8 | 8 | 8 | 8 | 8 | 8 | 8 |
| 03 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 03 | | | | | | | | 03 | 8 | 8 | 8 | 8 | 8 | 8 | 8 |
| 04 | 8 | 8 | 8 | 8 | 8 | 8 | 8 | 04 | | | | | | | | 04 | 8 | 8 | 8 | 8 | 8 | 8 | 8 |
| 05 | 22 | 22 | 22 | 22 | 22 | 22 | 22 | 05 | | | | | | | | 05 | 22 | 22 | 22 | 22 | 22 | 22 | 22 |
| 06 | 37 | 37 | 37 | 37 | 37 | 37 | 37 | 06 | | | | | | | | 06 | 37 | 37 | 37 | 37 | 37 | 37 | 37 |
| 07 | 31 | 31 | 31 | 31 | 31 | 31 | 31 | 07 | | | | | | | | 07 | 31 | 31 | 31 | 31 | 31 | 31 | 31 |
| 08 | 33 | 33 | 33 | 33 | 33 | 33 | 33 | 08 | | | | | | | | 08 | 33 | 33 | 33 | 33 | 33 | 33 | 33 |
| 09 | 33 | 33 | 33 | 33 | 33 | 33 | 33 | 09 | | | | | | | | 09 | 33 | 33 | 33 | 33 | 33 | 33 | 33 |
| 10 | 33 | 33 | 33 | 33 | 33 | 33 | 33 | 10 | | | | | | | | 10 | 33 | 33 | 33 | 33 | 33 | 33 | 33 |
| 11 | 33 | 33 | 33 | 33 | 33 | 33 | 33 | 11 | | | | | | | | 11 | 33 | 33 | 33 | 33 | 33 | 33 | 33 |
| 12 | 33 | 33 | 33 | 33 | 33 | 33 | 33 | 12 | | | | | | | | 12 | 33 | 33 | 33 | 33 | 33 | 33 | 33 |
| 13 | 33 | 33 | 33 | 33 | 33 | 33 | 33 | 13 | | | | | | | | 13 | 33 | 33 | 33 | 33 | 33 | 33 | 33 |
| 14 | 33 | 33 | 33 | 33 | 33 | 33 | 33 | 14 | | | | | | | | 14 | 33 | 33 | 33 | 33 | 33 | 33 | 33 |
| 15 | 33 | 33 | 33 | 33 | 33 | 33 | 33 | 15 | | | | | | | | 15 | 33 | 33 | 33 | 33 | 33 | 33 | 33 |
| 16 | 33 | 33 | 33 | 33 | 33 | 33 | 33 | 16 | | | | | | | | 16 | 33 | 33 | 33 | 33 | 33 | 33 | 33 |
| 17 | 33 | 33 | 33 | 33 | 33 | 33 | 33 | 17 | | | | | | | | 17 | 33 | 33 | 33 | 33 | 33 | 33 | 33 |
| 18 | 37 | 37 | 37 | 37 | 37 | 37 | 37 | 18 | | | | | | | | 18 | 37 | 37 | 37 | 37 | 37 | 37 | 37 |
| 19 | 31 | 31 | 31 | 31 | 31 | 31 | 31 | 19 | | | | | | | | 19 | 31 | 31 | 31 | 31 | 31 | 31 | 31 |
| 20 | 33 | 33 | 33 | 33 | 33 | 33 | 33 | 20 | | | | | | | | 20 | 33 | 33 | 33 | 33 | 33 | 33 | 33 |
| 21 | 31 | 31 | 31 | 31 | 31 | 31 | 31 | 21 | | | | | | | | 21 | 31 | 31 | 31 | 31 | 31 | 31 | 31 |
| 22 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 22 | | | | | | | | 22 | 15 | 15 | 15 | 15 | 15 | 15 | 15 |
| 23 | 11 | 11 | 11 | 11 | 11 | 11 | 11 | 23 | | | | | | | | 23 | 11 | 11 | 11 | 11 | 11 | 11 | 11 |

Coordinator's Report



| | | | | |
|----------------------------|--------|-------|--------|------------------------|
| Total demand | 76,864 | slots | | |
| Total slots allocated | 70,969 | slots | 92.33% | of total demand |
| Number of slots cleared OK | 69,594 | slots | 98.06% | of total slots cleared |

Slots adjusted (not OK) due to:

| | | | | |
|--------------------------------|-----|-------|-------|-------------------------|
| RUNWAY constraints | 411 | slots | 29.9% | of total slots adjusted |
| TERMINAL constraints | 758 | slots | 55.1% | of total slots adjusted |
| STAND constraints | 5 | slots | 0.4% | of total slots adjusted |
| NIGHT constraints | 37 | slots | 2.7% | of total slots adjusted |
| OTHER constraints | 164 | slots | 11.9% | of total slots adjusted |
| ARR/DEP TURNAROUND feasibility | - | slots | 0.0% | of total slots adjusted |

Executive Summary

The Start of Season snapshot of the schedule has been taken before the majority of the cancellations related to Covid-19.

Runway Constraints

- Runway capacity tends to be concentrated around the morning departure and evening arrivals peaks.

Terminal Constraints

- Terminal capacity continues to be the most constraining factor to clear slots at their required times. These are centered around the morning departure and late evening arrival peaks.

Stand Constraints

- All overnight stands are fully utilised with plenty of stand capacity during the day.

Night Constraints

- The available night quota remains historically fully utilised.

Other Constraints

- Early morning security processing capacity has been a significant obstacle in being able to confirm new early morning departure slots for additional based aircraft.

Arr/Dep Turnaround Feasibility

No Turnaround Feasibility issues.

Air Transport Movement Allocation by Operator

Comparison between S19 End vs. S20 Start



| Operator | FULL SEASON ALLOCATION | | | | | | | | PEAK WEEK ALLOCATION | | | | | | | |
|------------------------------|------------------------|---------------|-------------|----------|-------------------|-------------------|----------------|----------|----------------------|--------------|------------|----------|----------------|----------------|---------------|----------|
| | S19 ATMs | S20 ATMs | +/- change | S20 Rank | S19 Seats | S20 Seats | +/- change | S20 Rank | S19 ATMs | S20 ATMs | +/- change | S20 Rank | S19 Seats | S20 Seats | +/- change | S20 Rank |
| Adria Airways | 4 | - | -4 | 14 | 576 | - | -576 | 12 | - | - | 0 | 13 | - | - | 0 | 11 |
| Air Caraibes Atlantique | 1 | - | -1 | 14 | 318 | - | -318 | 12 | - | - | 0 | 13 | - | - | 0 | 11 |
| Air Horizont | 1 | - | -1 | 14 | 168 | - | -168 | 12 | - | - | 0 | 13 | - | - | 0 | 11 |
| Air Nostrum | 2 | - | -2 | 14 | 100 | - | -100 | 12 | - | - | 0 | 13 | - | - | 0 | 11 |
| Air Serbia | 2 | - | -2 | 14 | 336 | - | -336 | 12 | - | - | 0 | 13 | - | - | 0 | 11 |
| AlbaStar | 3 | - | -3 | 14 | 510 | - | -510 | 12 | - | - | 0 | 13 | - | - | 0 | 11 |
| Alitalia | 1 | - | -1 | 14 | 200 | - | -200 | 12 | - | - | 0 | 13 | - | - | 0 | 11 |
| AlMasria Universal Airlines | 12 | - | -12 | 14 | 1,208 | - | -1,208 | 12 | - | - | 0 | 13 | - | - | 0 | 11 |
| Anisec | 362 | 800 | 438 | 8 | 76,380 | 167,360 | 90,980 | 7 | 20 | 28 | 8 | 8 | 4,220 | 5,850 | 1,630 | 7 |
| Arkefly | 4 | - | -4 | 14 | 853 | - | -853 | 12 | - | - | 0 | 13 | - | - | 0 | 11 |
| ASL Airlines France | 7 | - | -7 | 14 | 1,113 | - | -1,113 | 12 | - | - | 0 | 13 | - | - | 0 | 11 |
| Azerbaijan Airlines | 8 | - | -8 | 14 | 1,632 | - | -1,632 | 12 | - | - | 0 | 13 | - | - | 0 | 11 |
| Belavia Belarusian Airlines | 1 | - | -1 | 14 | 107 | - | -107 | 12 | - | - | 0 | 13 | - | - | 0 | 11 |
| Blue Air | 1,536 | 1,290 | -246 | 6 | 280,977 | 240,702 | -40,275 | 5 | 52 | 48 | -4 | 5 | 9,582 | 8,964 | -618 | 5 |
| Blue Panorama Airlines | 4 | - | -4 | 14 | 916 | - | -916 | 12 | - | - | 0 | 13 | - | - | 0 | 11 |
| Bulgaria Air | 1 | - | -1 | 14 | 146 | - | -146 | 12 | - | - | 0 | 13 | - | - | 0 | 11 |
| EasyJet | 30,264 | 30,411 | 147 | 1 | 5,181,657 | 5,318,730 | 137,073 | 1 | 1,023 | 1,020 | -3 | 1 | 174,936 | 178,522 | 3,586 | 1 |
| EasyJet Europe | 1,243 | 1,256 | 13 | 7 | 226,962 | 221,652 | -5,310 | 6 | 34 | 46 | 12 | 6 | 6,192 | 8,196 | 2,004 | 6 |
| El Al Israel Airlines | 669 | 650 | -19 | 10 | 123,062 | 113,588 | -9,474 | 9 | 30 | 22 | -8 | 10 | 5,856 | 3,850 | -2,006 | 9 |
| Enter Air | 5 | - | -5 | 14 | 936 | - | -936 | 12 | - | - | 0 | 13 | - | - | 0 | 11 |
| European Air Transport (DHL) | 1,233 | 1,347 | 114 | 5 | - | - | 0 | 12 | 35 | 45 | 10 | 7 | - | - | 0 | 11 |
| Flybe | 1 | - | -1 | 14 | 118 | - | -118 | 12 | - | - | 0 | 13 | - | - | 0 | 11 |
| FlyBosnia | 32 | - | -32 | 14 | 4,800 | - | -4,800 | 12 | - | - | 0 | 13 | - | - | 0 | 11 |
| Freebird Airlines | 20 | 16 | -4 | 13 | 3,600 | 2,880 | -720 | 11 | - | - | 0 | 13 | - | - | 0 | 11 |
| Iberia | 12 | - | -12 | 14 | 2,610 | - | -2,610 | 12 | - | - | 0 | 13 | - | - | 0 | 11 |
| Israir | 2 | - | -2 | 14 | 360 | - | -360 | 12 | - | - | 0 | 13 | - | - | 0 | 11 |
| Jordan Aviation | 2 | - | -2 | 14 | 580 | - | -580 | 12 | - | - | 0 | 13 | - | - | 0 | 11 |
| Jota Aviation | 3 | - | -3 | 14 | 285 | - | -285 | 12 | - | - | 0 | 13 | - | - | 0 | 11 |
| Mihin Lanka | 1 | - | -1 | 14 | 170 | - | -170 | 12 | - | - | 0 | 13 | - | - | 0 | 11 |
| MNG Airlines | 228 | 240 | 12 | 12 | - | - | 0 | 12 | - | 8 | 8 | 12 | - | - | 0 | 11 |
| Ryanair | 8,674 | 8,669 | -5 | 4 | 1,639,383 | 1,638,657 | -726 | 4 | 290 | 291 | 1 | 4 | 54,810 | 54,999 | 189 | 4 |
| SprintAir | 2 | - | -2 | 14 | 66 | - | -66 | 12 | - | - | 0 | 13 | - | - | 0 | 11 |
| SunExpress | 318 | 332 | 14 | 11 | 59,670 | 62,370 | 2,700 | 10 | 16 | 14 | -2 | 11 | 3,006 | 2,628 | -378 | 10 |
| Thomas Cook (Scandinavia) | 1 | - | -1 | 14 | 212 | - | -212 | 12 | - | - | 0 | 13 | - | - | 0 | 11 |
| Titan Airways | 10 | - | -10 | 14 | 1,843 | - | -1,843 | 12 | - | - | 0 | 13 | - | - | 0 | 11 |
| Transavia France | 2 | - | -2 | 14 | 378 | - | -378 | 12 | - | - | 0 | 13 | - | - | 0 | 11 |
| Travel Service | 3 | - | -3 | 14 | 567 | - | -567 | 12 | - | - | 0 | 13 | - | - | 0 | 11 |
| TUI Airways | 983 | 720 | -263 | 9 | 205,883 | 135,891 | -69,992 | 8 | 54 | 28 | -26 | 8 | 11,038 | 5,292 | -5,746 | 8 |
| Volga-Dnepr Airlines | 2 | - | -2 | 14 | - | - | 0 | 12 | - | - | 0 | 13 | - | - | 0 | 11 |
| Vueling | 535 | - | -535 | 14 | 92,100 | - | -92,100 | 12 | 8 | - | -8 | 13 | 1,296 | - | -1,296 | 11 |
| Wizz Air | 14,147 | 15,382 | 1,235 | 2 | 2,828,985 | 3,237,940 | 408,955 | 2 | 486 | 530 | 44 | 2 | 96,840 | 112,050 | 15,210 | 2 |
| Wizz Air UK | 11,230 | 9,856 | -1,374 | 3 | 2,338,974 | 2,189,930 | -149,044 | 3 | 420 | 334 | -86 | 3 | 88,200 | 74,270 | -13,930 | 3 |
| TOTAL | 71,571 | 70,969 | -602 | | 13,078,741 | 13,329,700 | 250,959 | | 2,468 | 2,414 | -54 | | 455,976 | 454,621 | -1,355 | |

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

Peak Week - Allocation and Slot Adjustment Distribution by Operator

Schedule: S20 Start



| 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 | |
| Anisec | 28 | 92.9% | 7.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | - |
| 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% | - |
| EasyJet | 1,020 | 99.7% | 0.1% | 0.0% | 0.2% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 1 |
| EasyJet Europe | 46 | 100.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | - |
| El Al Israel Airlines | 22 | 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 |
| European Air Transport (DHL) | 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% | - |
| FlyBosnia | - | | | | | | | | | | | | | | | 4 |
| Freebird Airlines | - | | | | | | | | | | | | | | | 4 |
| MNG Airlines | 8 | 100.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | - |
| Ryanair | 291 | 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% | - |
| Saravia - Saratov Airlines JSC | - | | | | | | | | | | | | | | | 4 |
| SATA International | - | | | | | | | | | | | | | | | 2 |
| Smartwings | - | | | | | | | | | | | | | | | 4 |
| SunExpress | 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% | - |
| TACV - Cabo Verde Airlines | - | | | | | | | | | | | | | | | 6 |
| TUI Airways | 28 | 89.3% | 3.6% | 0.0% | 0.0% | 0.0% | 3.6% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 3.6% | - |
| Vueling | - | | | | | | | | | | | | | | | - |
| Wizz Air | 530 | 98.1% | 0.9% | 0.6% | 0.4% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 140 |
| Wizz Air UK | 334 | 93.7% | 1.5% | 1.5% | 0.3% | 0.6% | 0.6% | 0.9% | 0.0% | 0.0% | 0.3% | 0.0% | 0.6% | 0.0% | 0.0% | 28 |
| TOTAL | 2,414 | 98.4% | 0.6% | 0.3% | 0.2% | 0.1% | 0.1% | 0.1% | 0.0% | 0.0% | 0.0% | 0.0% | 0.1% | 0.0% | 0.0% | 195 |

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 Start or S19 End schedules.

Significant Route Changes



| Operator | Category | Description of change from S19 schedule to S20 schedule |
|----------|------------------|---|
| Blue Air | CANCELLED | Cancelled Larnaca (LCA) service |
| EasyJet | NEW | Daily service to Krakow (KRK) |
| EasyJet | CANCELLED | Cancelled Toulouse (TLS) service |
| Ryanair | CANCELLED | Cancelled Murcia (MCU) service |
| Wizz Air | NEW | Twice daily service to Moscow (VKO) |
| Wizz Air | NEW | Twice daily service to St Petersburg (LED) |

Full Season - ATM Analysis

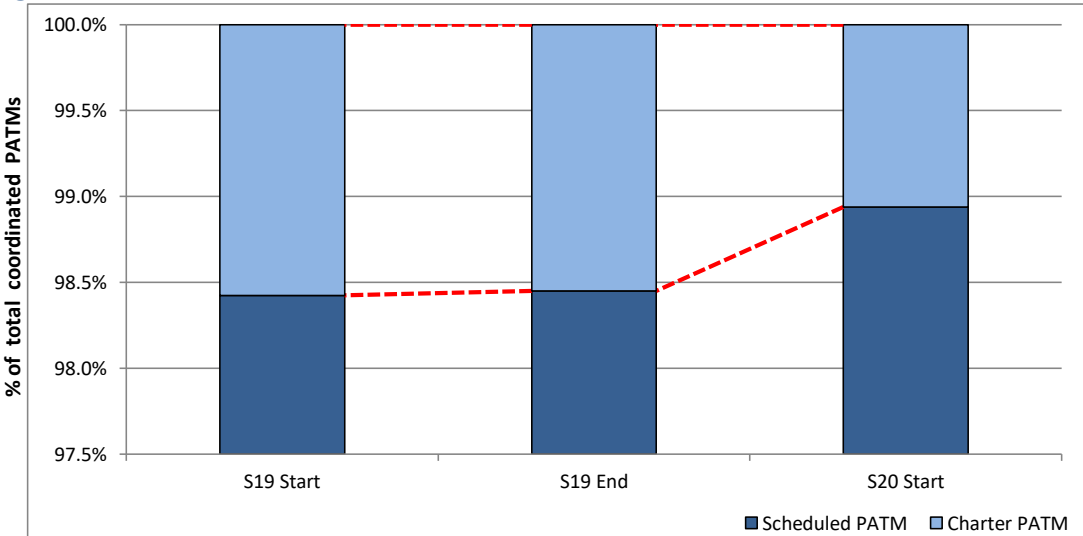


Total ATMs: Passenger ATMs vs. Freight ATMs



Schedule Snapshot

Passenger ATMs: Scheduled vs. Charter

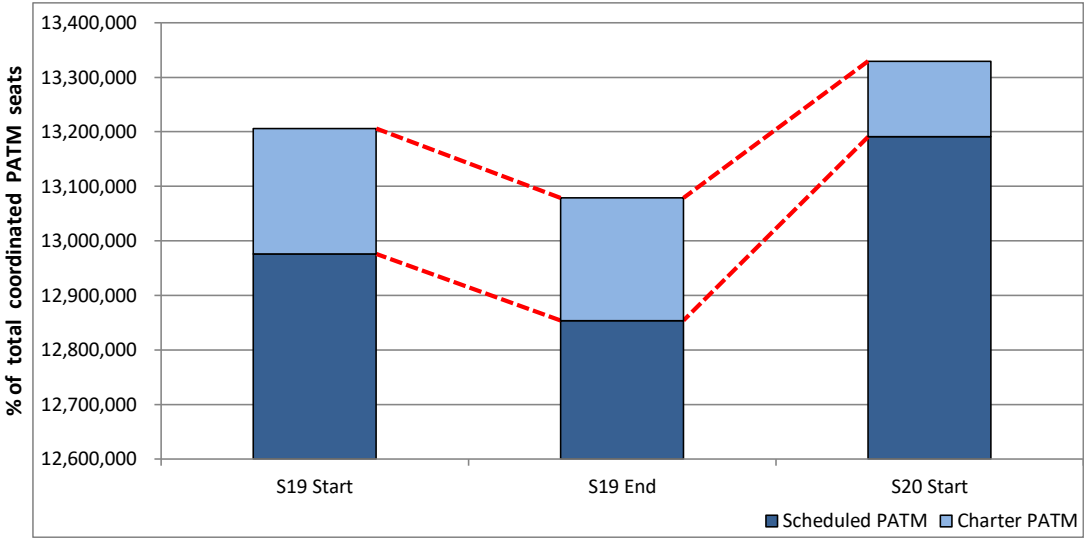


Schedule Snapshot

Full Season - PATM Seats Analysis

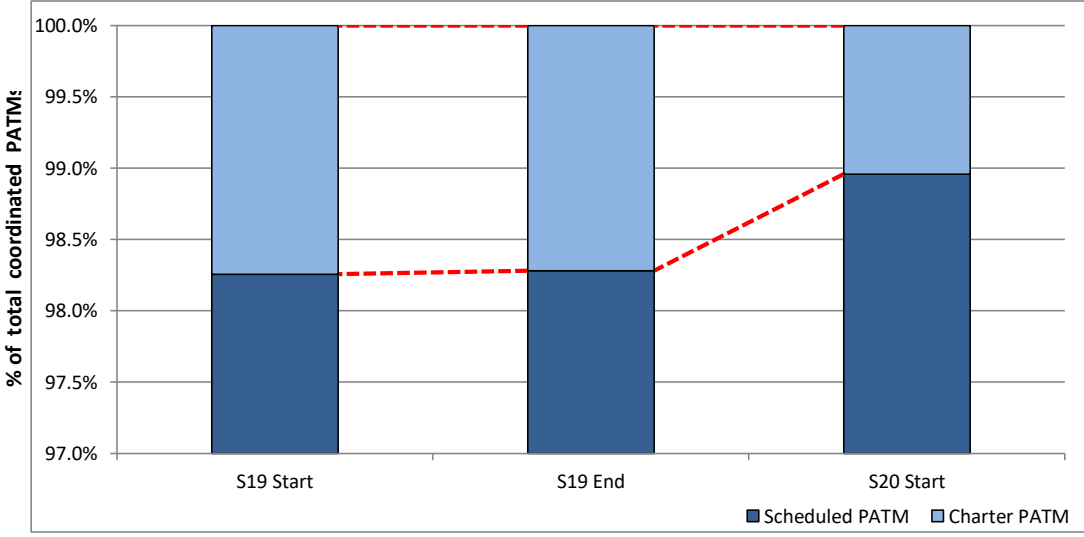


Total Passenger ATM seats: Scheduled vs. Charter



Schedule Snapshot

Passenger ATM seats: Scheduled vs. Charter

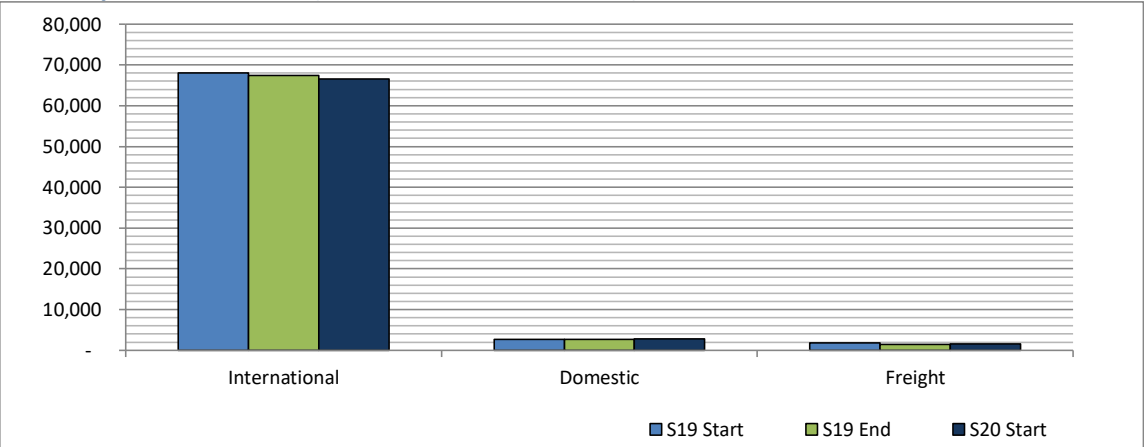


Schedule Snapshot

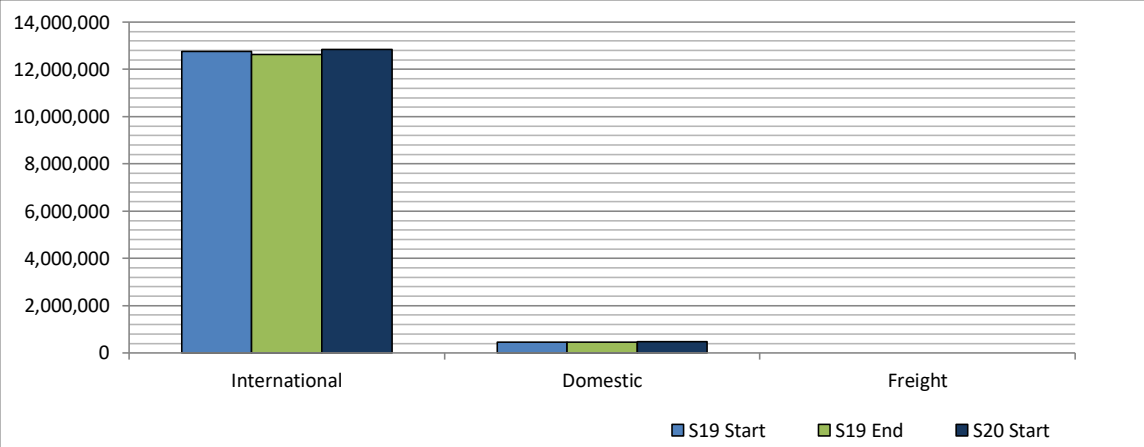
Full Season - Terminal Analysis



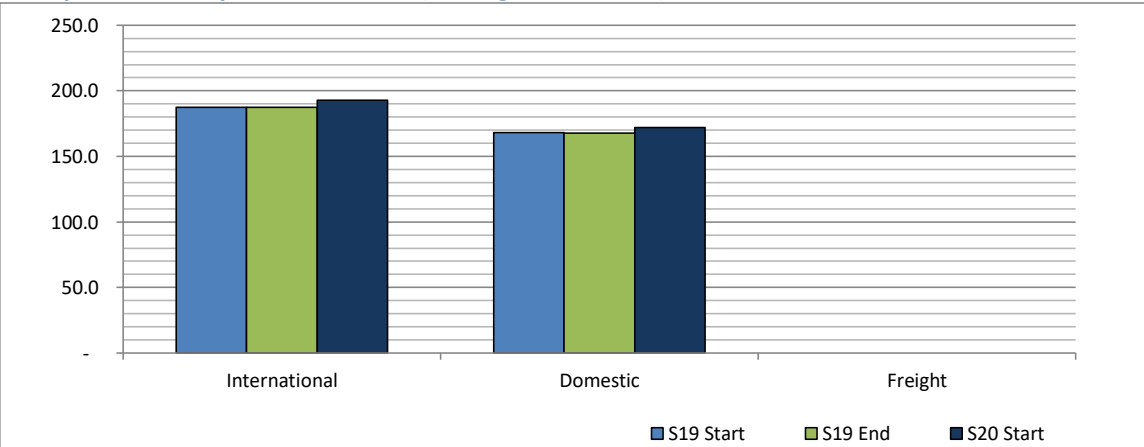
Air Transport Movements (total allocated for season)



Air Transport Movement Seats (total allocated for season)



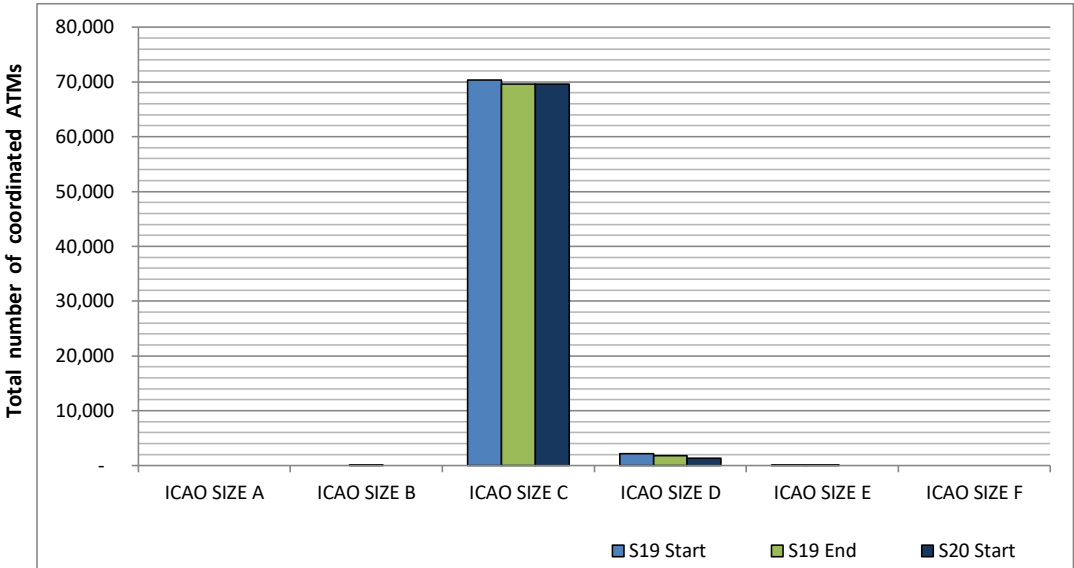
Seats per Air Transport Movement (average for season)



Full Season - Aircraft Size Analysis

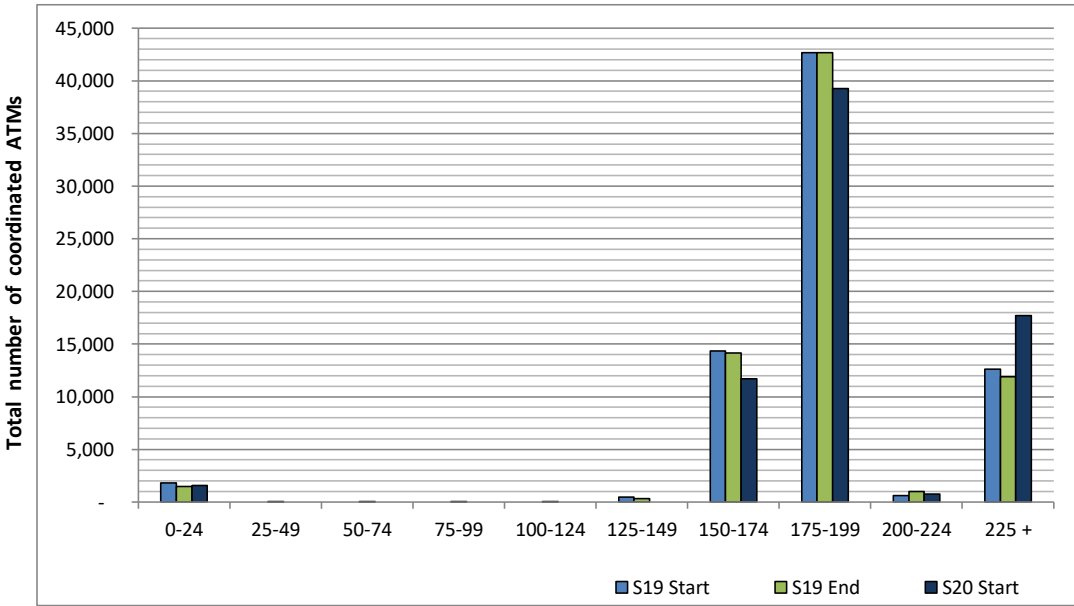


ICAO size designation



Note: See Glossary for definitions of ICAO SIZE groupings

Air Transport Movement seat distribution

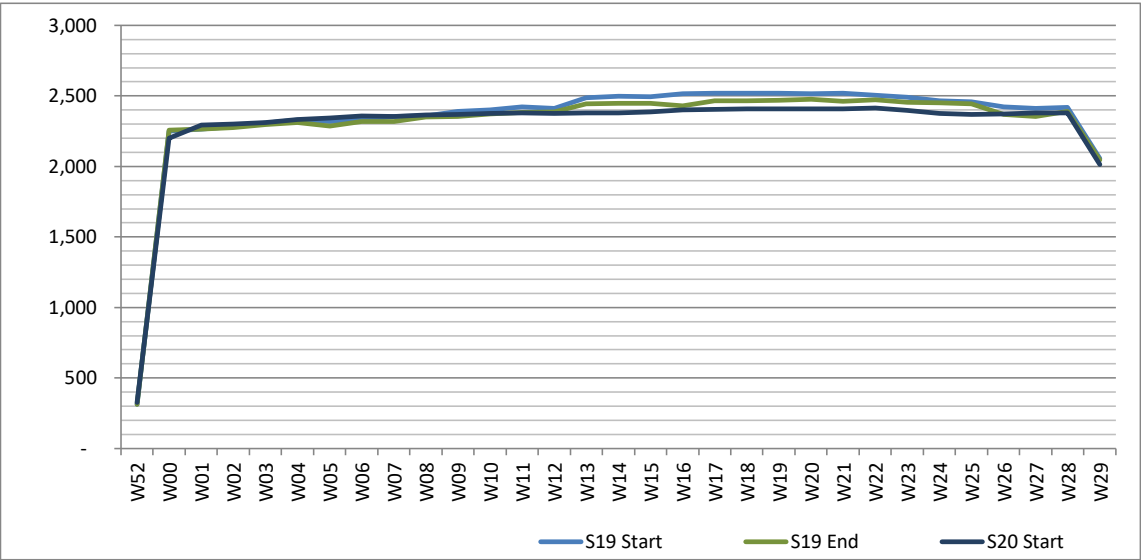


Note: FREIGHT-ONLY services with 0 seats are included in the first seat band '0-24'

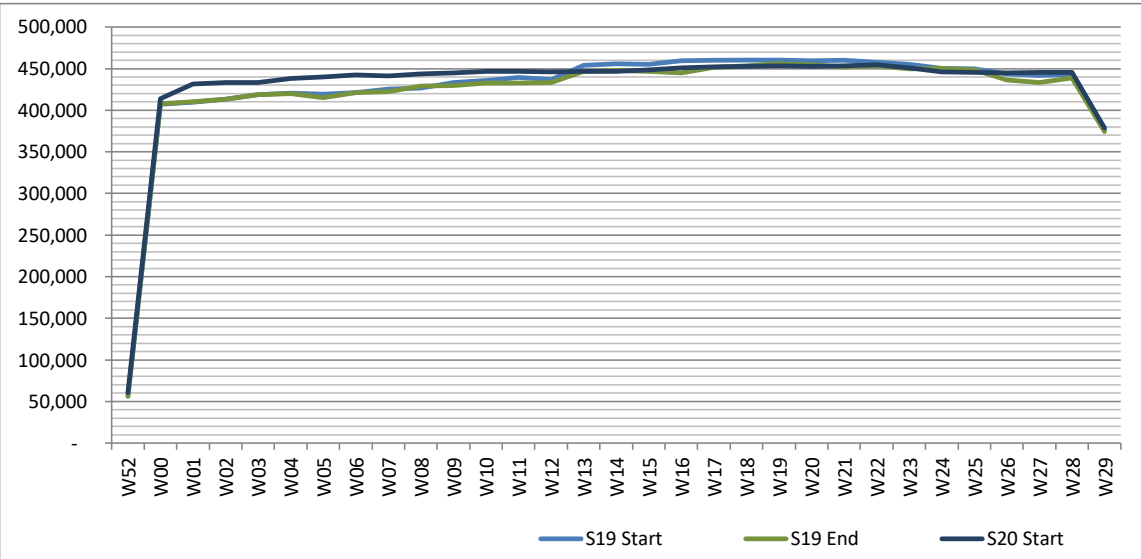
Full Season - Seasonality



Air Transport Movements by week of season



Air Transport Movement Seats by week of season



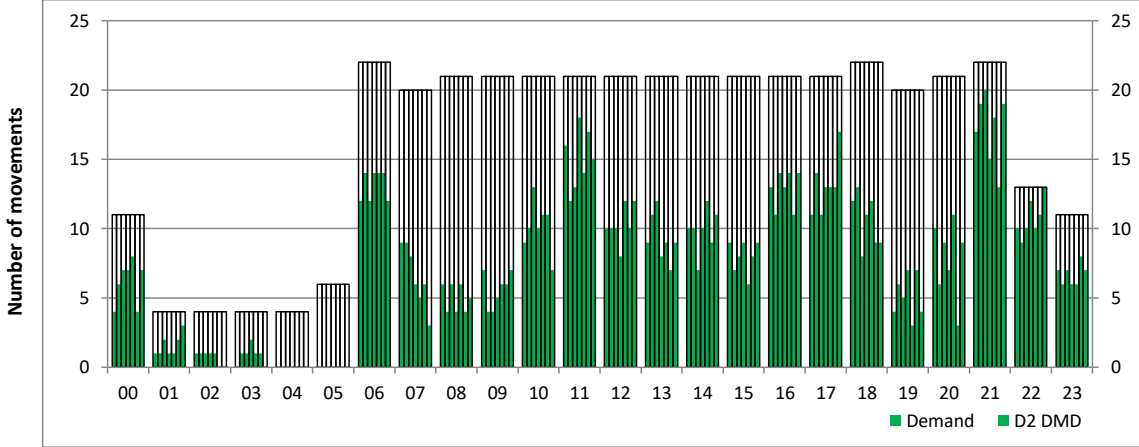
Peak Week - Hourly Runway Demand

Schedule: S20 Start



Hourly Arrival Demand

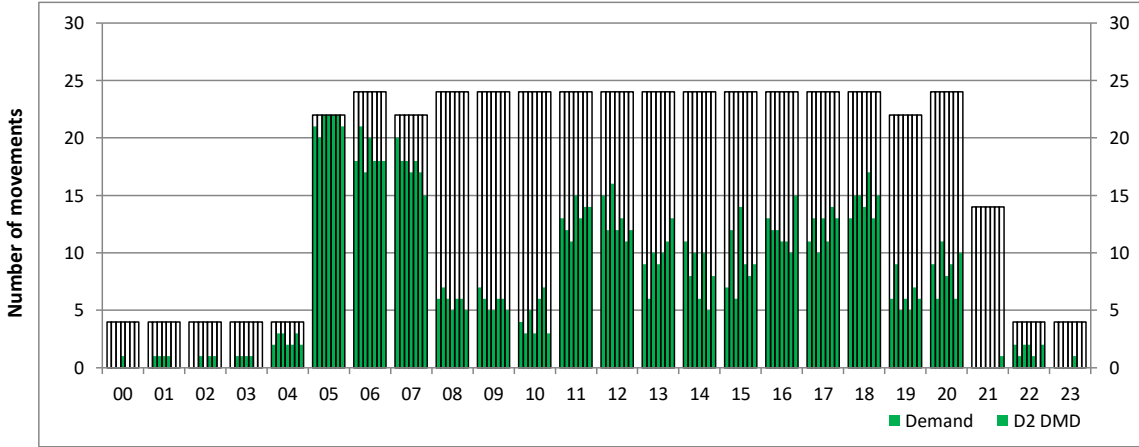
Time: UTC



Hour of day (24 hour format)

Hourly Departure Demand

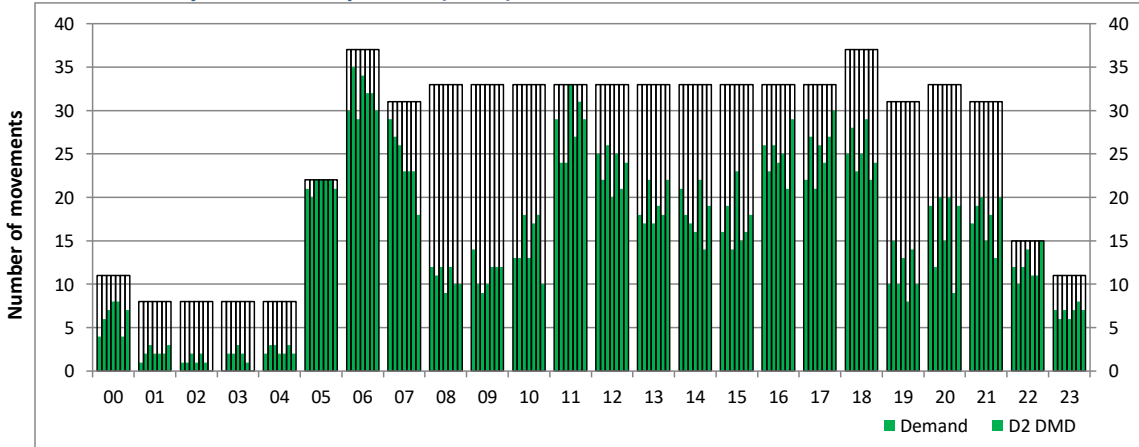
Time: UTC



Hour of day (24 hour format)

Combined Hourly Arrival & Departure (Total) Demand

Time: UTC



Hour of day (24 hour format)

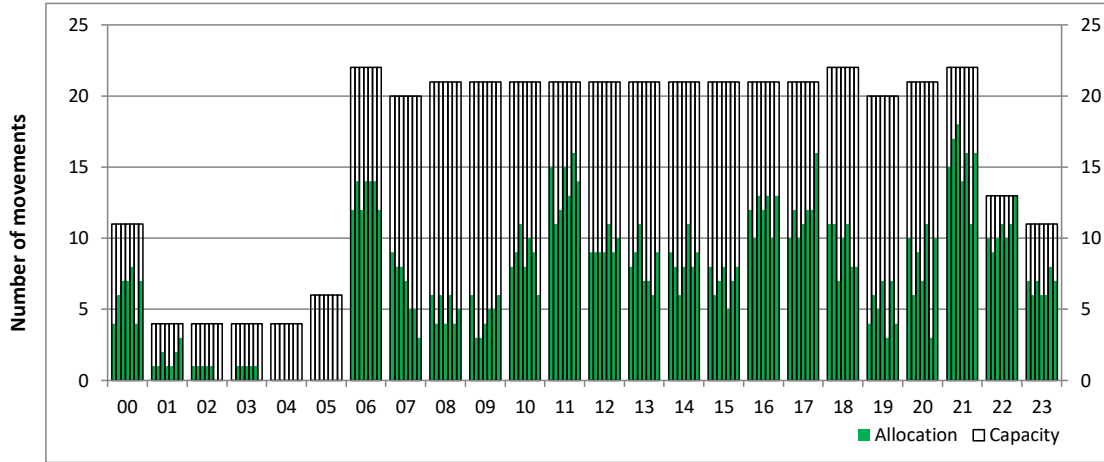
Peak Week - Hourly Runway Allocation

Schedule: S20 Start



Hourly Arrival Allocation

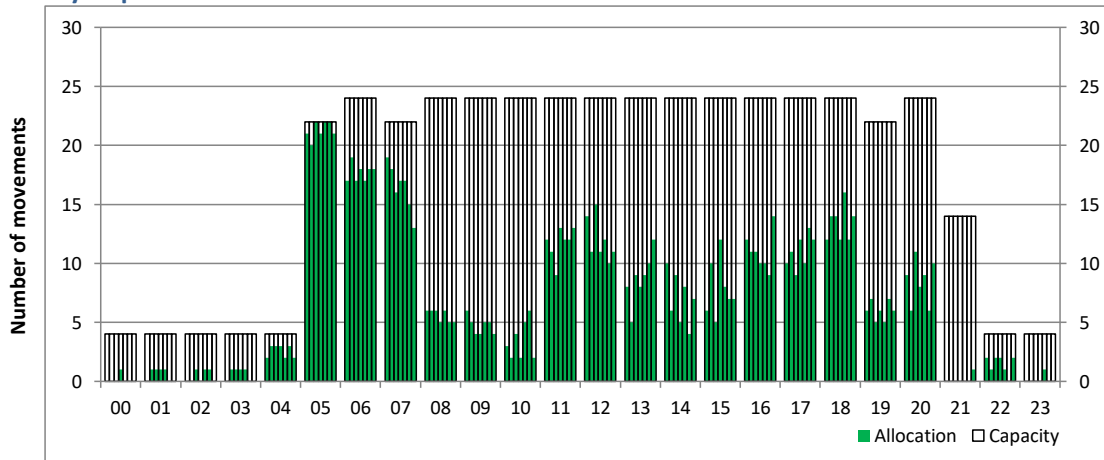
Time: UTC



Hour of day (24 hour format)

Hourly Departure Allocation

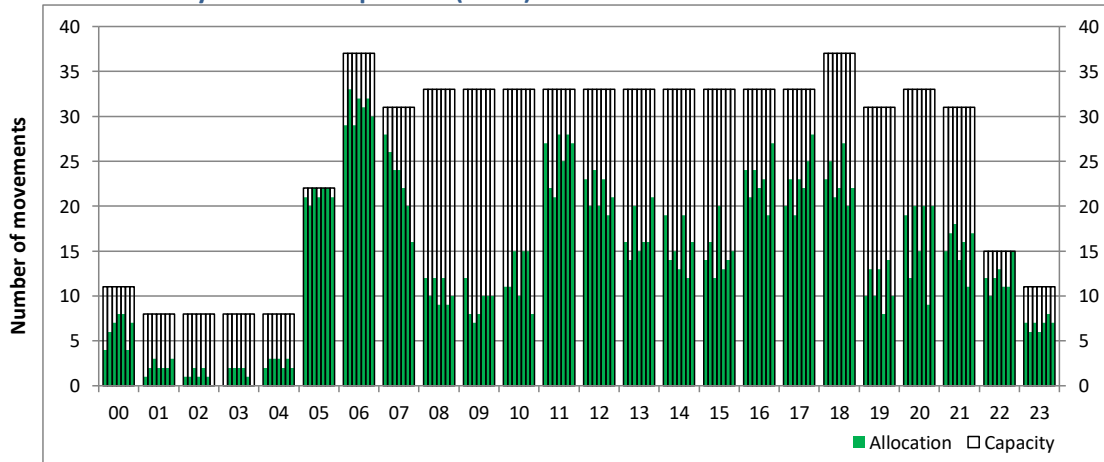
Time: UTC



Hour of day (24 hour format)

Combined Hourly Arrival & Departure (Total) Allocation

Time: UTC



Hour of day (24 hour format)

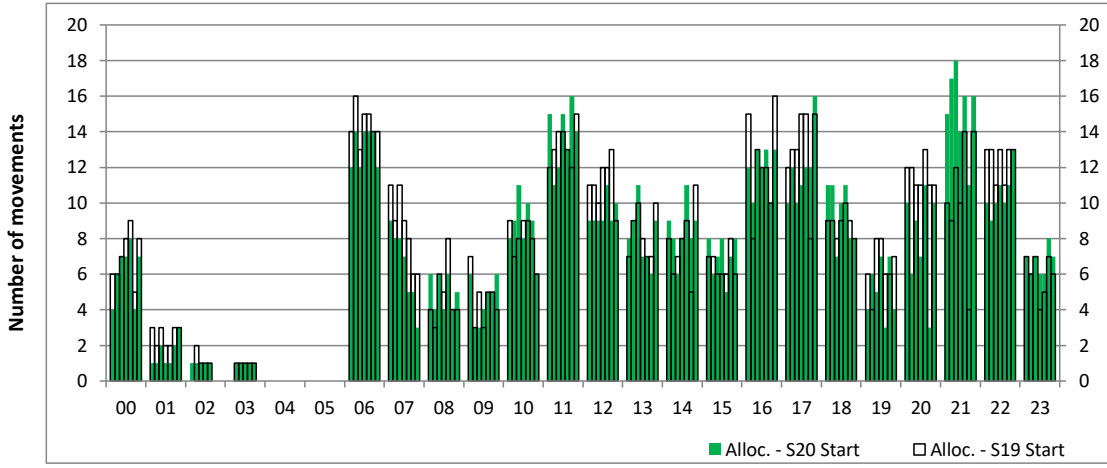
Peak Week - Runway Allocation Comparison

Comparison of S20 Start vs. S19 Start



Hourly Arrival Allocation

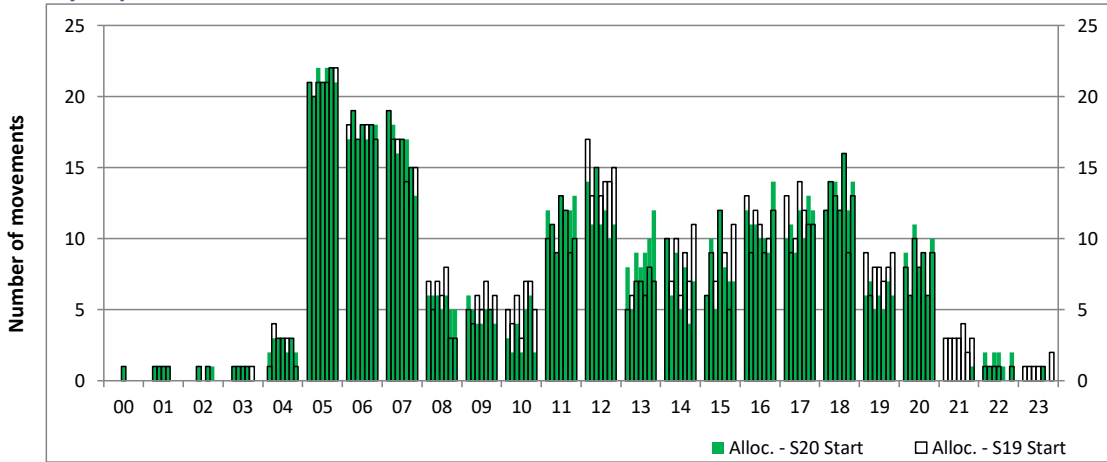
Time: UTC



Hour of day (24 hour format)

Hourly Departure Allocation

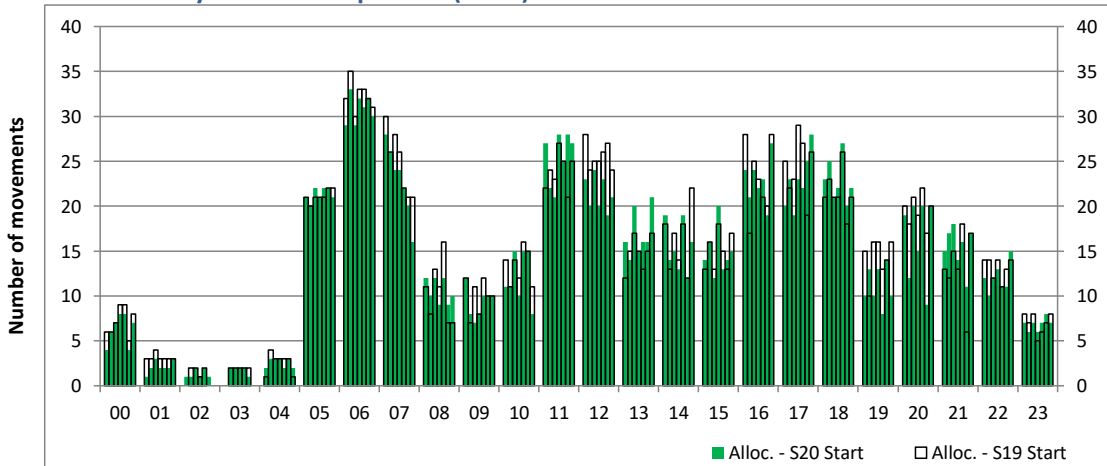
Time: UTC



Hour of day (24 hour format)

Combined Hourly Arrival & Departure (Total) Allocation

Time: UTC



Hour of day (24 hour format)

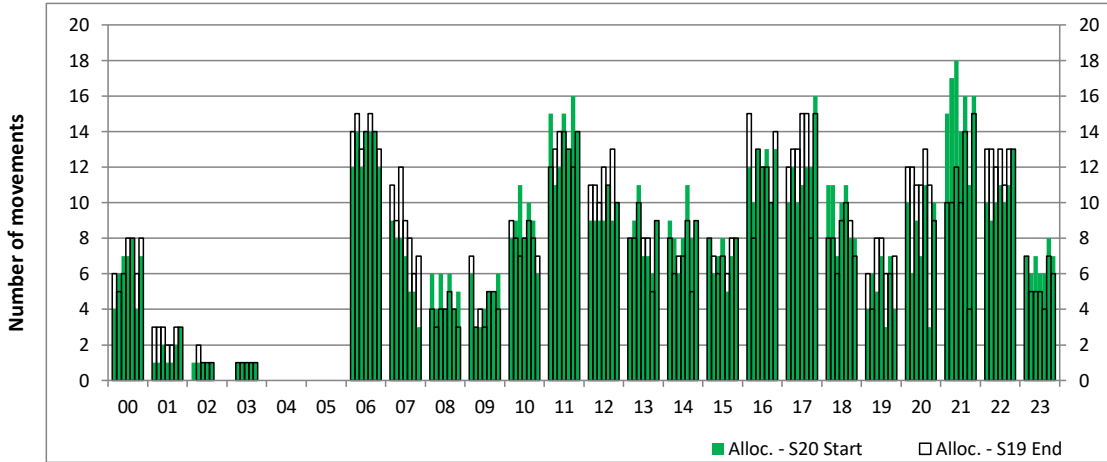
Peak Week - Runway Allocation Comparison

Comparison of S20 Start vs. S19 End



Hourly Arrival Allocation

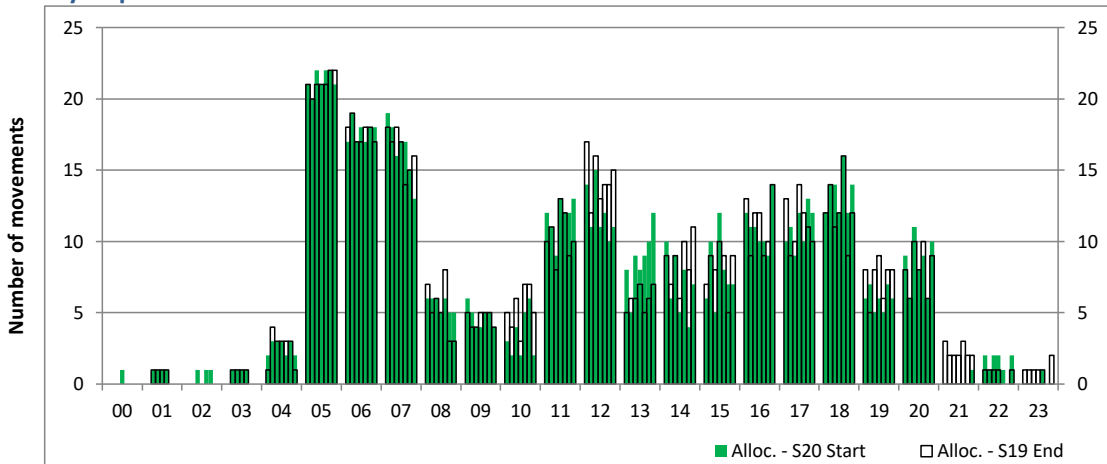
Time: UTC



Hour of day (24 hour format)

Hourly Departure Allocation

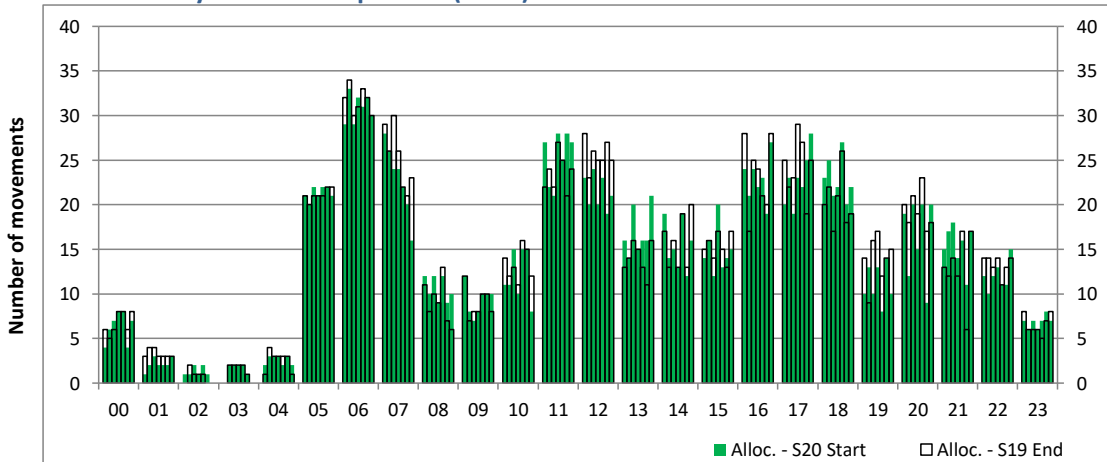
Time: UTC



Hour of day (24 hour format)

Combined Hourly Arrival & Departure (Total) Allocation

Time: UTC



Hour of day (24 hour format)

Peak Week - Passengers Histogram

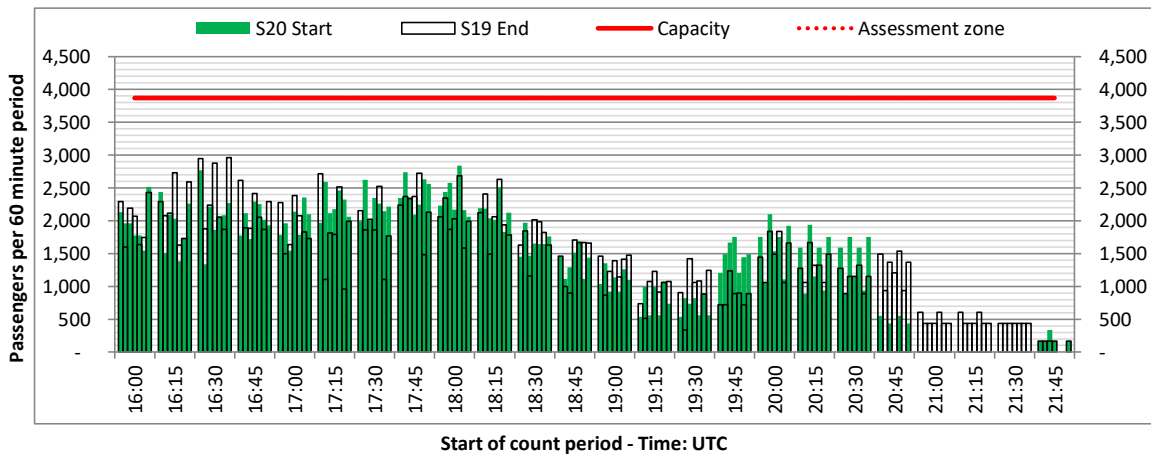
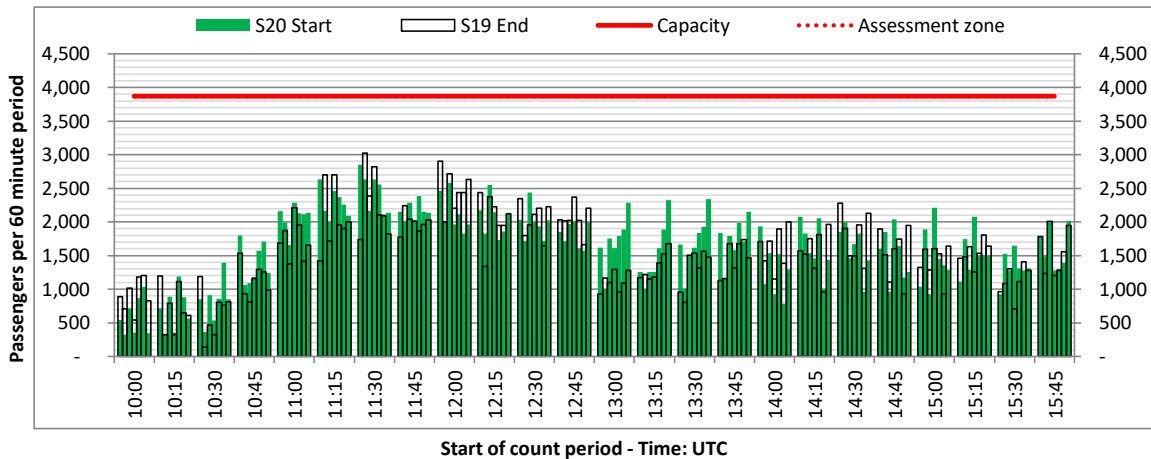
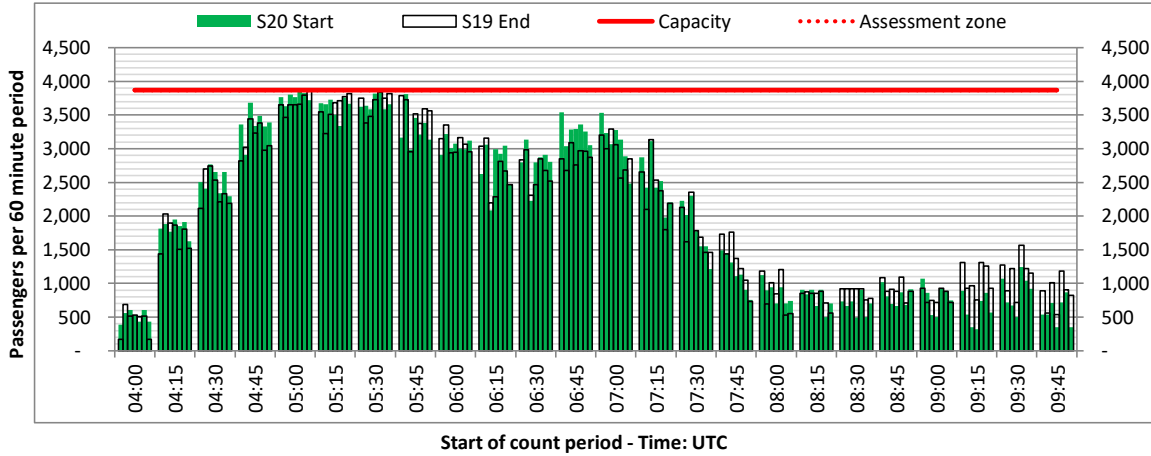
DEPARTURE - 60 minute count rolling every 15 mins (T60/15)



Terminals: All Terminals

Operators: All Operators

Days: 1234567



Peak Week - Passengers Histogram

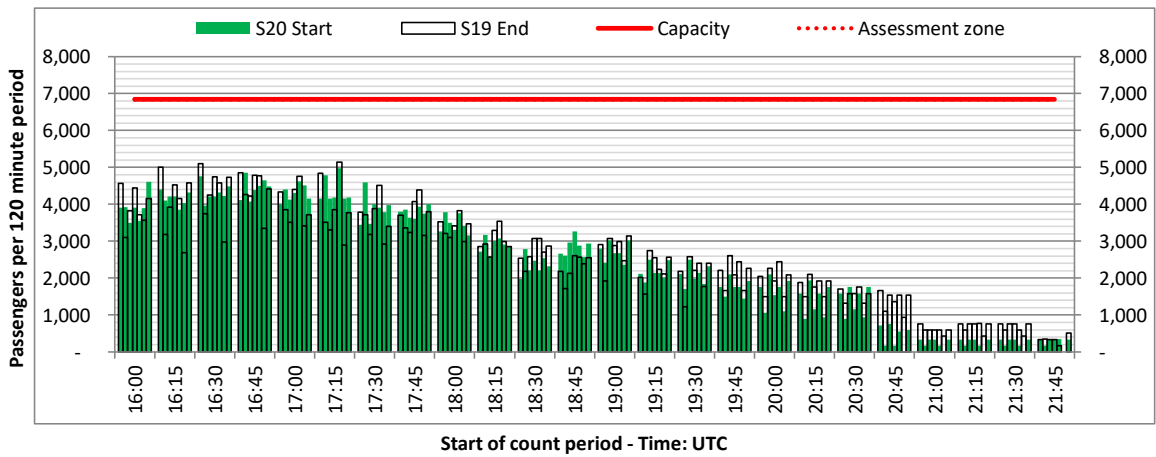
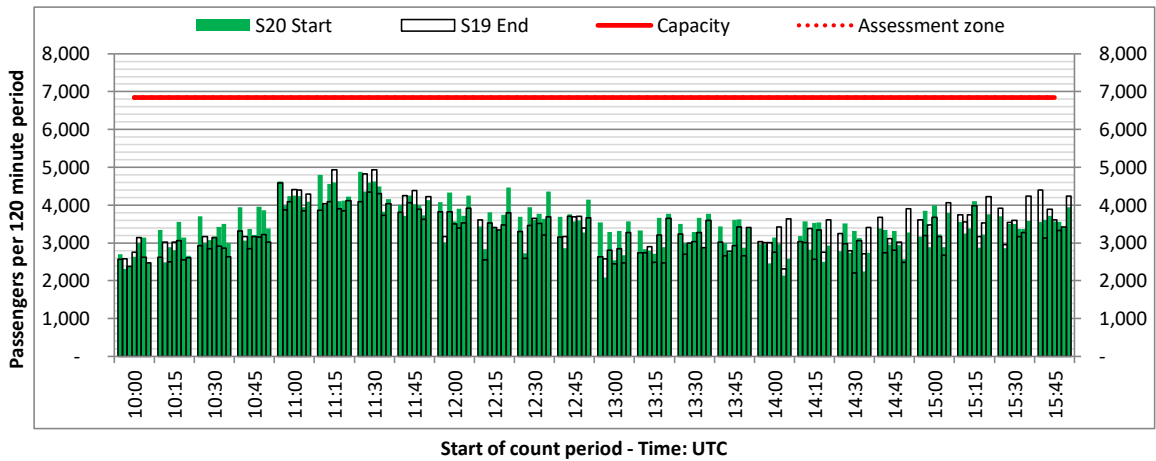
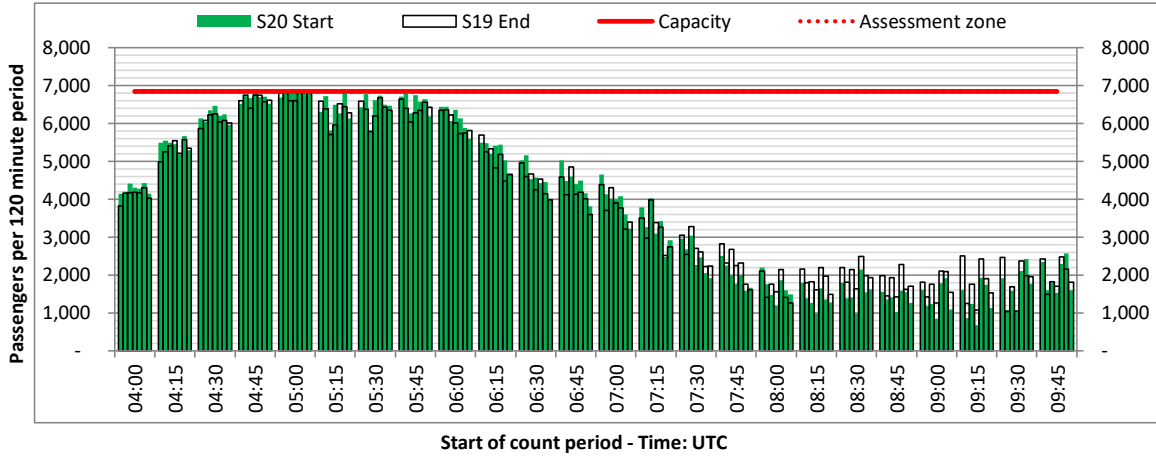
DEPARTURE - 120 minute count rolling every 15 mins (T120/15)



Terminals: All Terminals

Operators: All Operators

Days: 1234567



Peak Week - Passengers Histogram

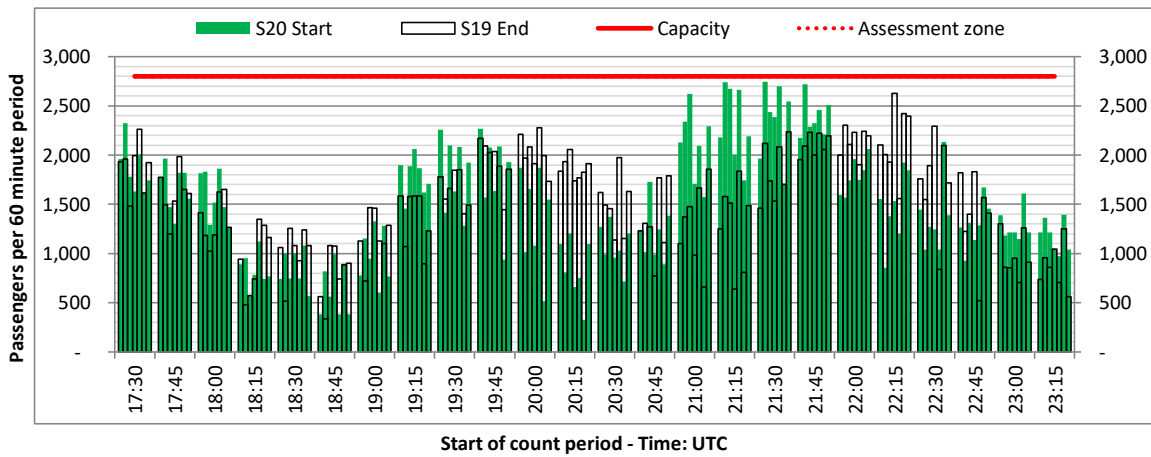
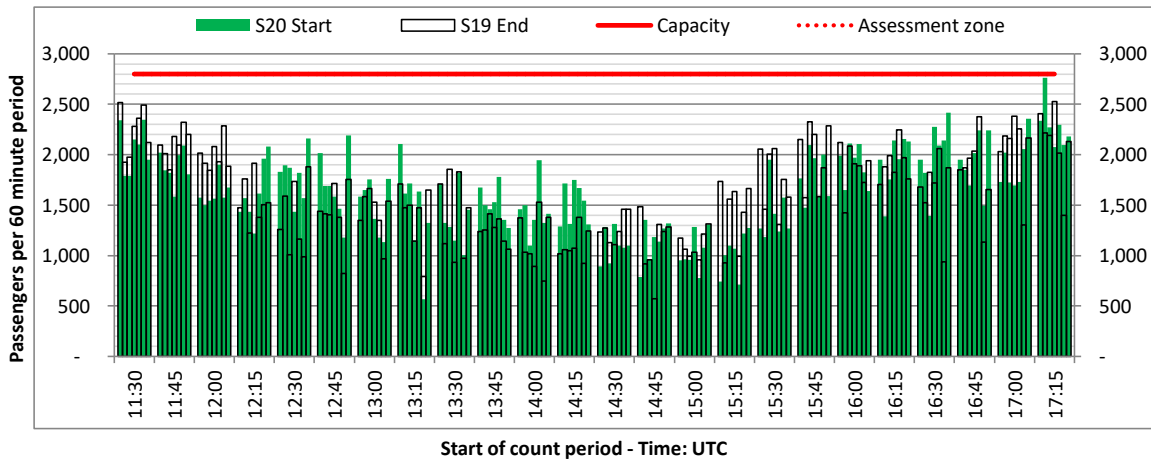
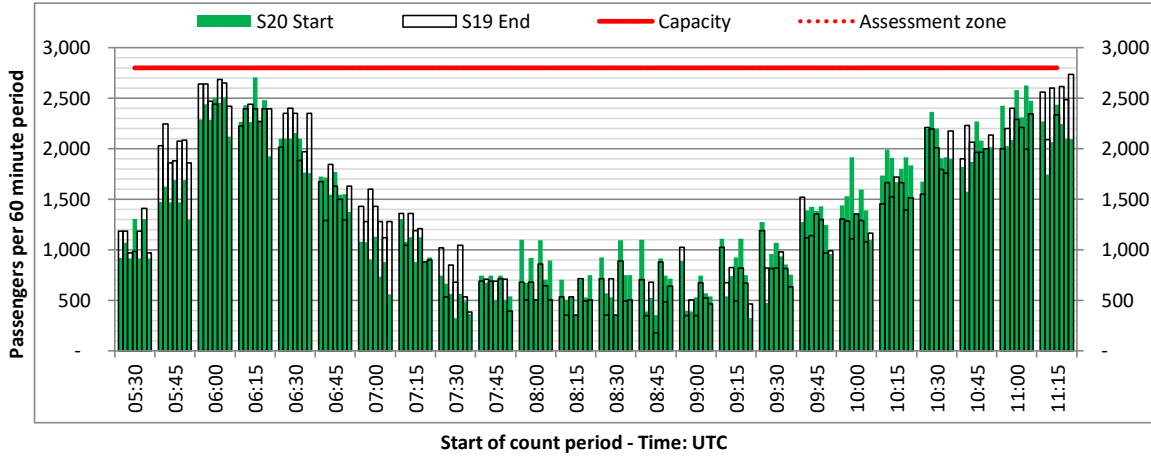
ARRIVAL - 60 minute count rolling every 15 mins (T60/15)



Terminals: 1I

Operators: All Operators

Days: 1234567



Peak Week - Passengers Histogram

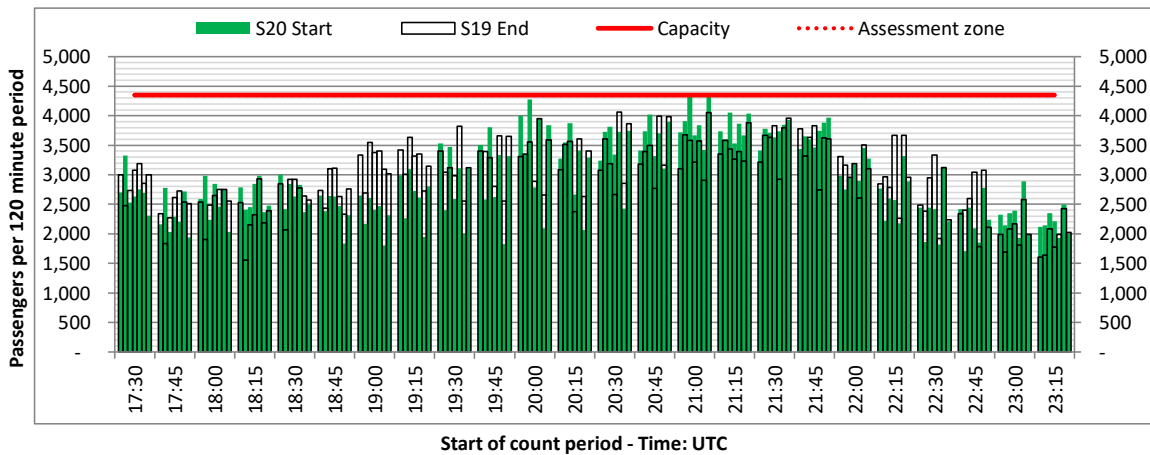
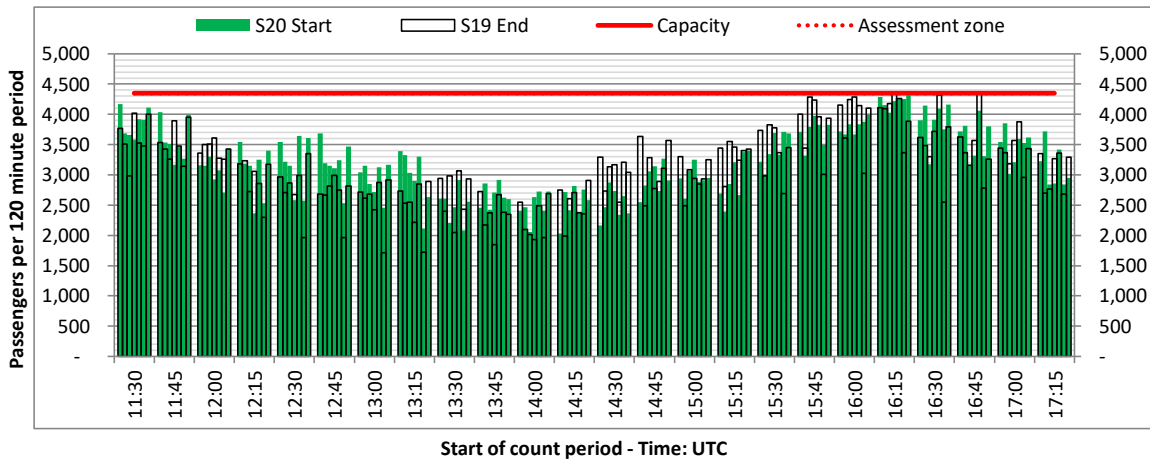
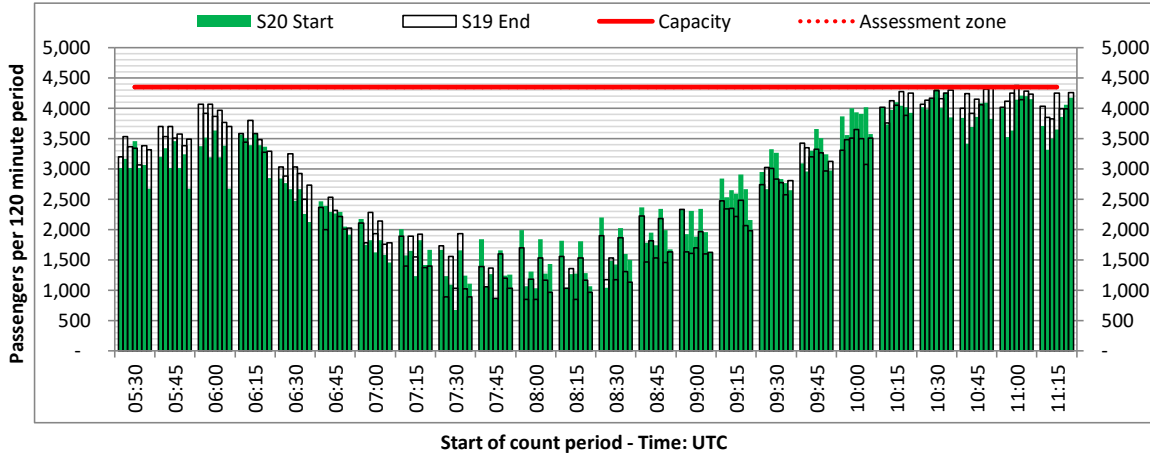
ARRIVAL - 120 minute count rolling every 15 mins (T120/15)



Terminals: 1I

Operators: All Operators

Days: 1234567



Peak Week - Passengers Histogram

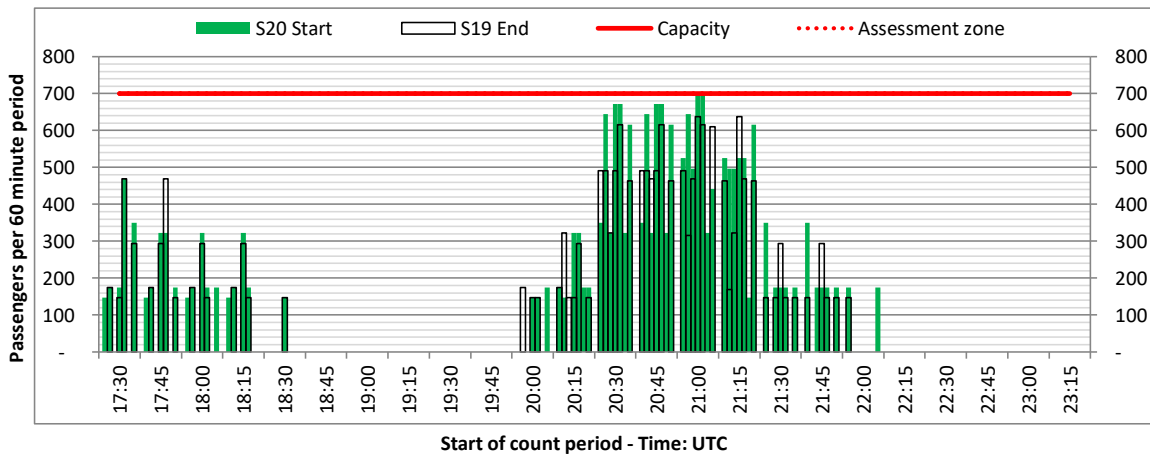
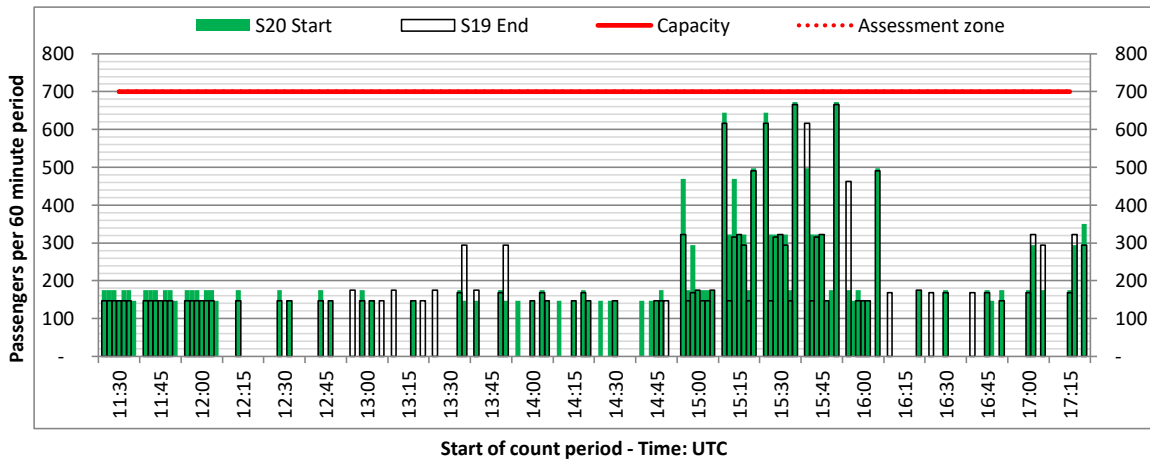
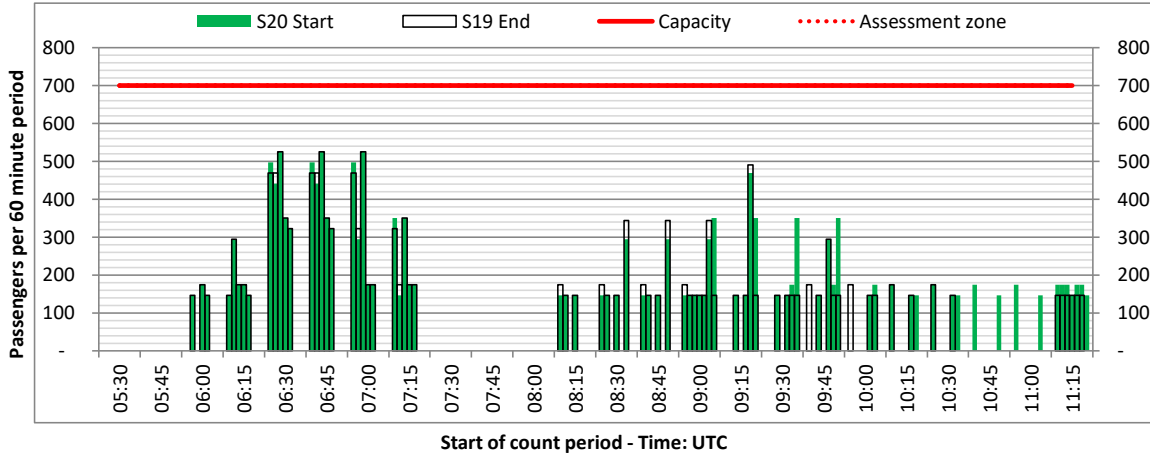
ARRIVAL - 60 minute count rolling every 15 mins (T60/15)



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 Start | S19 schedule as cleared on Tue 26-Mar-19. |
| S19 End | S19 schedule as cleared on Sat 26-Oct-19. |
| S20 Start | S20 schedule as cleared on Fri 13-Mar-20. |
| Peak Week | Peak week for S19 is Mon 22-Jul-19 to Sun 28-Jul-19. Peak week for S20 is Mon 31-Aug-20 to Sun 06-Sep-20. |

For ACL use

| | Airport-Season-Branch-Resource | From date | To date | Time |
|-------------------|--------------------------------|-----------------|-----------------|------|
| Full Season Rep 1 | LTN-S19-SOS Report-Standard | Sun 31-Mar-2019 | Sat 26-Oct-2019 | UTC |
| Full Season Rep 2 | LTN-S19-Live-Standard | Sun 31-Mar-2019 | Sat 26-Oct-2019 | UTC |
| Full Season Rep 3 | LTN-S20-SOS Report-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-SOS Report-Standard | Mon 22-Jul-2019 | Sun 28-Jul-2019 | UTC |
| Peak Week Rep 2 | LTN-S19-Live-Standard | Mon 12-Aug-2019 | Sun 18-Aug-2019 | UTC |
| Peak Week Rep 3 | LTN-S20-SOS Report-Standard | Mon 31-Aug-2020 | Sun 06-Sep-2020 | UTC |