

Luton Airport (LTN)

Winter 2020/21 (W20)



Initial Coordination Report

Report Date: Tue 16-Jun-2020

Headlines

	W20 Init Coord	vs. W19 Init Coord	vs. W20 Hist (SHL)
Total Air Transport Movements (Passenger & Freight)	41,199	▲ 3.9%	▼ -2.3%
Total Passenger Air Transport Movements	40,267	▲ 4.9%	▼ -0.9%
Total Passenger Air Transport Movement Seats	7,750,508	▲ 7.8%	▼ -0.3%
Average Seats per Passenger Air Transport Movement	192.5	▲ 2.7%	▲ 0.5%
Percentage of allocated slots cleared as requested (OK)	89.7%		

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W19 scheduling season runs from Sun 27-Oct-2019 to Sat 28-Mar-2020 (154 days).

W20 scheduling season runs from Sun 25-Oct-2020 to Sat 27-Mar-2021 (154 days).

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Runway Scheduling Limits



Declared Hourly Movement Capacity

W19 Arrivals								Change: W19 to W20								W20 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
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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	4	4	4	4	4	4	4	05								05	4	4	4	4	4	4	4
06	6	6	6	6	6	6	6	06								06	6	6	6	6	6	6	6
07	23	23	23	23	23	23	23	07								07	23	23	23	23	23	23	23
08	20	20	20	20	20	20	20	08								08	20	20	20	20	20	20	20
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	23	23	23	23	23	23	23	14								14	23	23	23	23	23	23	23
15	20	20	20	20	20	20	20	15								15	20	20	20	20	20	20	20
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
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22	21	21	21	21	21	21	21	22								22	21	21	21	21	21	21	21
23	13	13	13	13	13	13	13	23								23	13	13	13	13	13	13	13

W19 Departures								Change: W19 to W20								W20 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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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	4	4	4	4	4	4	4	05								05	4	4	4	4	4	4	4
06	17	17	17	17	17	17	17	06								06	17	17	17	17	17	17	17
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	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
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13	24	24	24	24	24	24	24	13								13	24	24	24	24	24	24	24
14	26	26	26	26	26	26	26	14								14	26	26	26	26	26	26	26
15	23	23	23	23	23	23	23	15								15	23	23	23	23	23	23	23
16	24	24	24	24	24	24	24	16								16	24	24	24	24	24	24	24
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21	23	23	23	23	23	23	23	21								21	23	23	23	23	23	23	23
22	14	14	14	14	14	14	14	22								22	14	14	14	14	14	14	14
23	4	4	4	4	4	4	4	23								23	4	4	4	4	4	4	4

W19 Totals								Change: W19 to W20								W20 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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17	33	33	33	33	33	33	33	17								17	33	33	33	33	33	33	33
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21	37	37	37	37	37	37	37	21								21	37	37	37	37	37	37	37
22	26	26	26	26	26	26	26	22								22	26	26	26	26	26	26	26
23	15	15	15	15	15	15	15	23								23	15	15	15	15	15	15	15

Coordinator's Report



Total demand	53,995	slots		
Total slots allocated	41,199	slots	76.30%	of total demand
Number of slots cleared OK	36,941	slots	89.66%	of total slots cleared

Slots adjusted (not OK) due to:

RUNWAY constraints	137	slots	3.2%	of total slots adjusted
TERMINAL constraints	1,509	slots	35.4%	of total slots adjusted
STAND constraints	-	slots	0.0%	of total slots adjusted
NIGHT constraints	539	slots	12.7%	of total slots adjusted
OTHER constraints	2,073	slots	48.7%	of total slots adjusted
ARR/DEP TURNAROUND feasibility	-	slots	0.0%	of total slots adjusted

Executive Summary

A large percentage of demand has not been satisfied due to the declared seat limit. The historic seat amount is above the declared seat limit so growth has stalled until the limit is raised or seat capacity is returned to the pool through cancellations.

Runway Constraints

- There are peaks at the usual busy times in the early morning where demand has exceeded the runway capacity.

Terminal Constraints

- Terminal capacity remains the most constraining factor after the seat cap for satisfying demand.

Stand Constraints

No Stand Constraint issues.

Night Constraints

- As the night period remains historically full, around 4000 night slots requested had to be rescheduled outside the night period

Other Constraints

- The Seat limit is the most constraining factor for satisfying demand

Arr/Dep Turnaround Feasibility

No Turnaround Feasibility issues.

Peak Week - Initial Coordination Analysis



Operator	W20 HISTORIC SLOTS				HISTORIC RECLAIM STATISTICS				NEW SLOT REQUESTS						Total Demand at Initial Submissions	Total Allocation (SAI)	% of demand with a slot allocated
	Historic slots	Lost Histories (NBO & MU)	Unclaimed Histories	Reclaimed Histories	Incl. Time Change	Incl. Seat Increase	Incl. Day change	Incl. A>D or D>A swap	Demand - New Requests	Allocated - Year Round Incumbent	Allocated - Year Round New Entrant	Allocated - New Incumbent	Allocated - New Entrant	Allocated - "Fill-in"			
Anisec	28	-	-	28	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	28	28	100.0%
Blue Air	30	-	-	30	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	30	30	100.0%
EasyJet	915	8	-	914	37.7%	19.7%	0.0%	0.0%	56	-	-	-	-	-	970	898	92.6%
EasyJet Europe	16	-	-	8	62.5%	58.3%	0.0%	0.0%	2	-	-	-	-	-	26	24	92.3%
EasyJet Switzerland	1	-	-	1	2	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	2	2	100.0%
El Al Israel Airlines	8	-	-	8	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	8	8	100.0%
European Air Transport (DHL)	63	26	-	2	35	31.4%	0.0%	0.0%	0.0%	14	-	-	-	-	49	35	71.4%
FlyBosnia	6	4	-	2	-	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	-	-
MNG Airlines	8	-	-	8	0.0%	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	8	8	100.0%
Ryanair	211	1	-	210	8.1%	0.0%	0.0%	0.0%	12	-	-	-	-	-	222	210	94.6%
TUI Airways	8	-	-	2	10	0.0%	0.0%	0.0%	0.0%	2	-	-	-	-	12	8	66.7%
Vueling	4	-	-	4	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	4	4	100.0%
Wizz Air	471	-	-	104	575	65.2%	5.7%	0.0%	0.0%	30	-	-	-	-	605	539	89.1%
Wizz Air UK	372	-	-	24	348	59.2%	8.0%	0.0%	0.0%	199	-	-	-	-	547	304	55.6%
TOTAL	2,141	39	-	94	2,196	44.1%	11.6%	0.0%	0.0%	317	-	-	-	-	2,513	2,098	83.5%

Air Transport Movement Allocation by Operator

Comparison between W20 Hist (SHL) vs. W20 Init Coord



Operator	FULL SEASON ALLOCATION								PEAK WEEK ALLOCATION							
	W19 ATMs	W20 ATMs	+/- change	W20 Rank	W19 Seats	W20 Seats	+/- change	W20 Rank	W19 ATMs	W20 ATMs	+/- change	W20 Rank	W19 Seats	W20 Seats	+/- change	W20 Rank
Anisec	616	616	0	7	123,200	123,200	0	6	28	28	0	7	5,600	5,600	0	6
Blue Air	660	660	0	6	124,740	124,740	0	5	30	30	0	6	5,670	5,670	0	5
EasyJet	17,763	17,460	-303	1	3,073,488	3,046,740	-26,748	1	915	898	-17	1	158,448	157,008	-1,440	1
EasyJet Europe	314	431	117	8	56,994	82,736	25,742	7	16	24	8	8	2,898	4,529	1,631	7
EasyJet Switzerland	6	12	6	13	1,116	2,232	1,116	11	1	2	1	13	186	372	186	11
El Al Israel Airlines	176	176	0	9	29,216	29,216	0	9	8	8	0	9	1,328	1,328	0	9
European Air Transport (DHL)	1,366	756	-610	5	-	-	0	12	63	35	-28	5	-	-	0	12
FlyBosnia	130	-	-130	14	19,500	-	-19,500	12	6	-	-6	14	900	-	-900	12
MNG Airlines	176	176	0	9	-	-	0	12	8	8	0	9	-	-	0	12
Ryanair	4,610	4,588	-22	4	871,290	867,132	-4,158	4	211	210	-1	4	39,879	39,690	-189	4
TUI Airways	185	170	-15	11	34,965	32,130	-2,835	8	8	8	0	9	1,512	1,512	0	8
Vueling	88	88	0	12	12,672	12,672	0	10	4	4	0	12	576	576	0	10
Wizz Air	8,963	10,313	1,350	2	1,914,440	2,195,340	280,900	2	471	539	68	2	99,230	113,570	14,340	2
Wizz Air UK	7,103	5,753	-1,350	3	1,515,120	1,234,370	-280,750	3	372	304	-68	3	79,310	65,120	-14,190	3
TOTAL	42,156	41,199	-957		7,776,741	7,750,508	-26,233		2,141	2,098	-43		395,537	394,975	-562	

Operators with 0 'ATMs' in both W20 Hist (SHL) & W20 Init Coord schedules are included in the table due to appearing in the W19 Init Coord schedule (either with/without allocated slots).

Peak Week - Allocation and Slot Adjustment Distribution by Operator



Schedule: W20 Init Coord

Operator	W20 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	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%	-
Blue Air	30	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
EasyJet	898	97.7%	0.9%	0.2%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.1%	0.8%	72	
EasyJet Europe	24	87.5%	0.0%	0.0%	0.0%	4.2%	0.0%	0.0%	4.2%	0.0%	0.0%	4.2%	0.0%	0.0%	0.0%	2	
EasyJet Switzerland	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%	-	
El Al Israel 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%	-	
European Air Transport (DHL)	35	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%	14	
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	210	98.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.4%	12	
TUI Airways	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%	4	
Vueling	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%	-	
Wizz Air	539	91.8%	0.7%	1.9%	1.1%	0.4%	0.2%	0.6%	0.6%	0.2%	0.6%	0.2%	0.0%	0.2%	1.7%	66	
Wizz Air UK	304	87.8%	1.6%	0.3%	0.3%	0.3%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.7%	8.6%	243	
TOTAL	2,098	94.9%	0.8%	0.6%	0.4%	0.2%	0.0%	0.2%	0.2%	0.0%	0.2%	0.1%	0.0%	0.2%	2.1%	415	

Operators with 0 'allocated ATMs' and 0 'Requests with NO slot allocated' in W20, are included in this list due to having slots allocated in either W19 Init Coord or W20 Hist (SHL) schedules.

Significant Route Changes

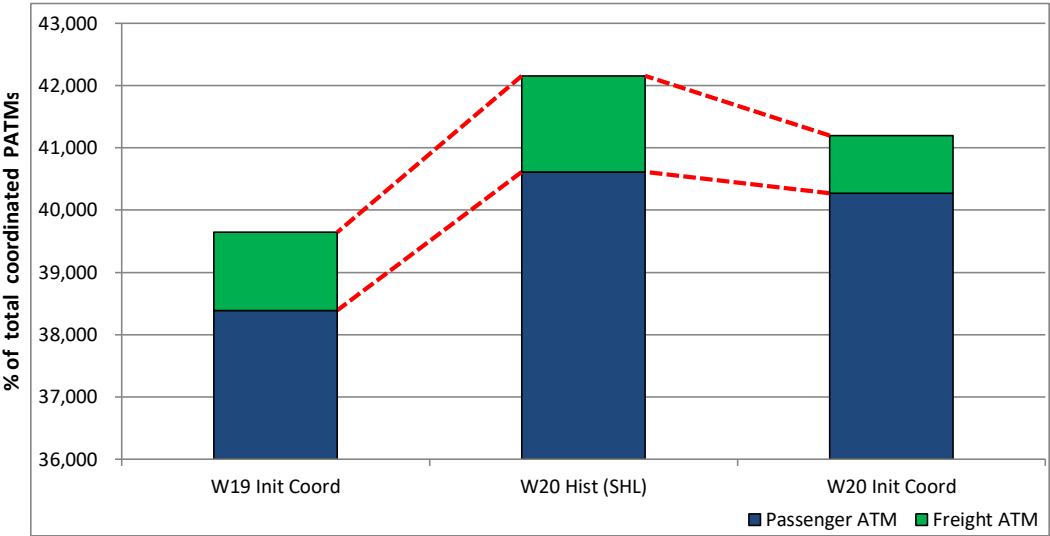


Operator	Category	Description of change from W19 schedule to W20 schedule
EasyJet	NEW	4x weekly to LJU
EasyJet	CHANGE	Changed SXF to BER
EasyJet	CHANGE	Increase of 2x weekly to BCN
EasyJet	CHANGE	Increase of 3x weekly to AMS
FlyBosnia	CANCELLED	Didn't reclaim their 3x weekly
Ryanair	NEW	3x Weekly to VLC
Vueling	CHANGE	Increase of 2x weekly to AMS
Wizz Air	NEW	3x weekly to TSR
Wizz Air	NEW	5x Weekly to VAR
Wizz Air	CHANGE	4x weekly to TFS
Wizz Air	CHANGE	Increase of 2x weekly to VNO
Wizz Air	CHANGE	Increase of 3x weekly to CLJ
Wizz Air	CHANGE	Increase of 3x weekly to GDN
Wizz Air	CHANGE	Increase of 3x weekly to KRK
Wizz Air	CHANGE	Increase of 4x weekly to IAS
Wizz Air	CHANGE	Increase of 5 weekly to LED
Wizz Air	CHANGE	Increase of 5 weekly to OTP
Wizz Air	CANCELLED	3x Weekly to BGO
Wizz Air	CANCELLED	5x weekly to OSL

Full Season - ATM Analysis

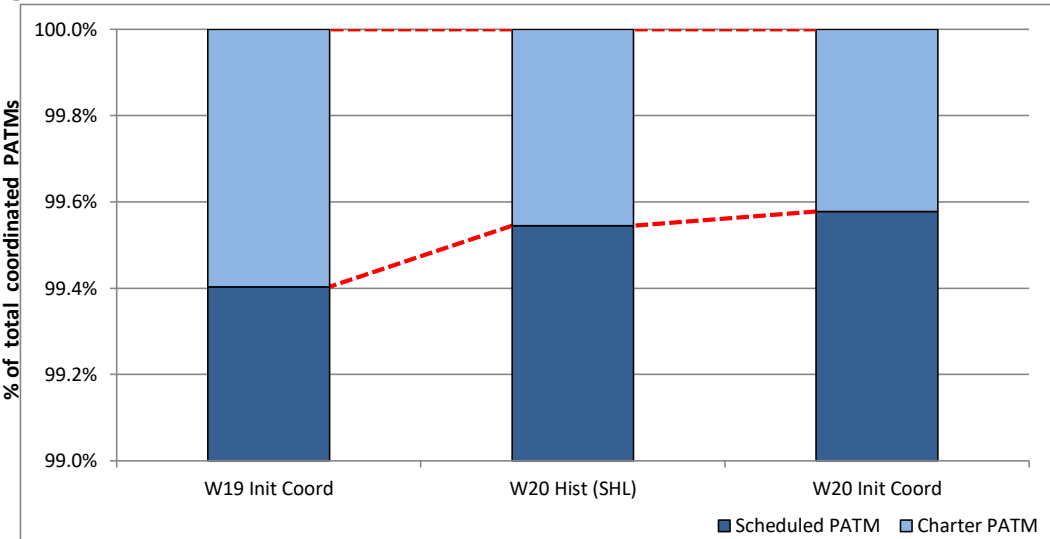


Total ATMs: Passenger ATMs vs. Freight ATMs



Schedule Snapshot

Passenger ATMs: Scheduled vs. Charter

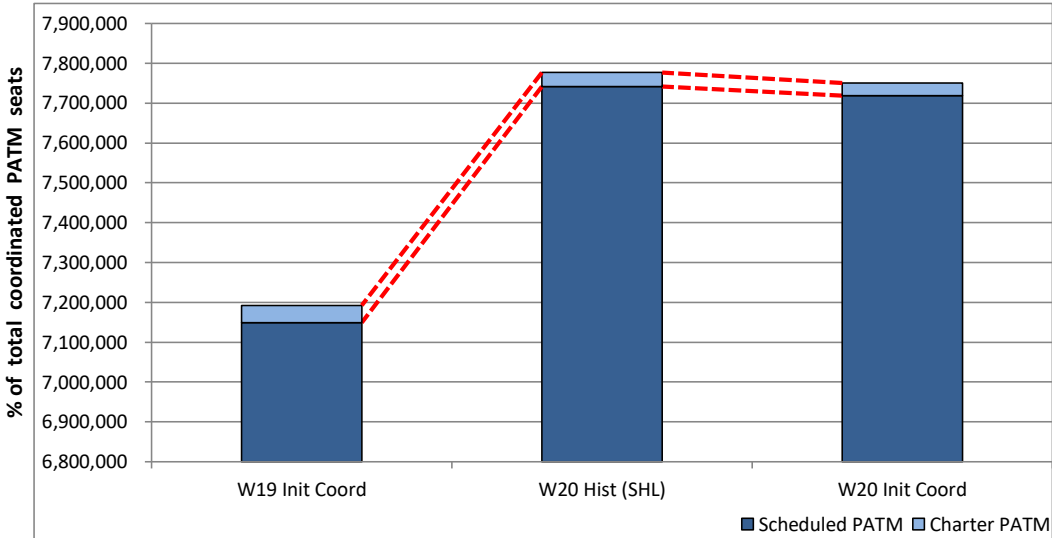


Schedule Snapshot

Full Season - PATM Seats Analysis

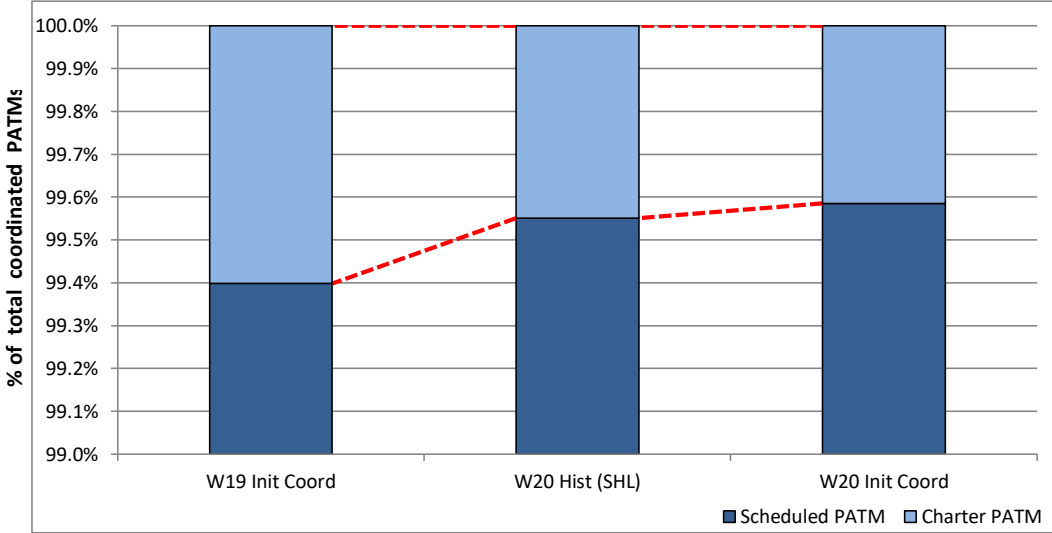


Total Passenger ATM seats: Scheduled vs. Charter



Schedule Snapshot

Passenger ATM seats: Scheduled vs. Charter

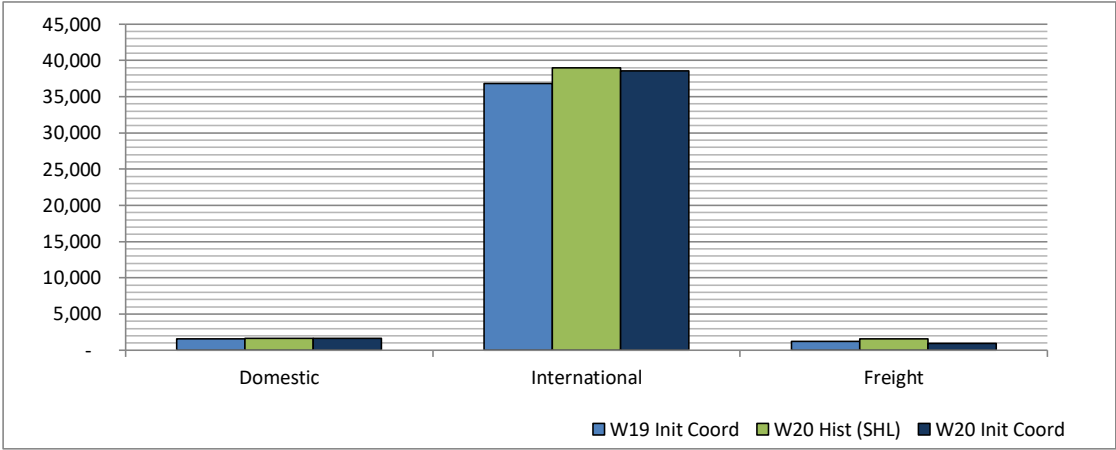


Schedule Snapshot

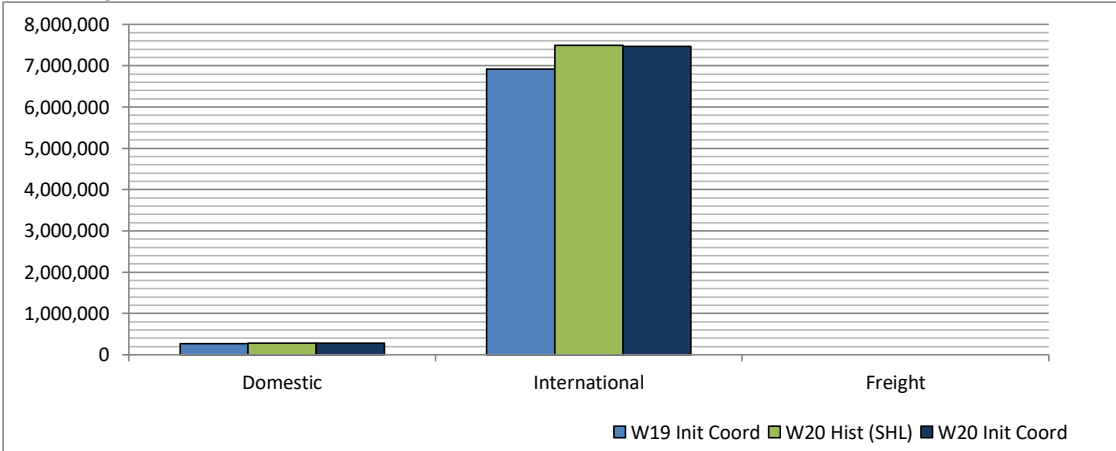
Full Season - Terminal Analysis



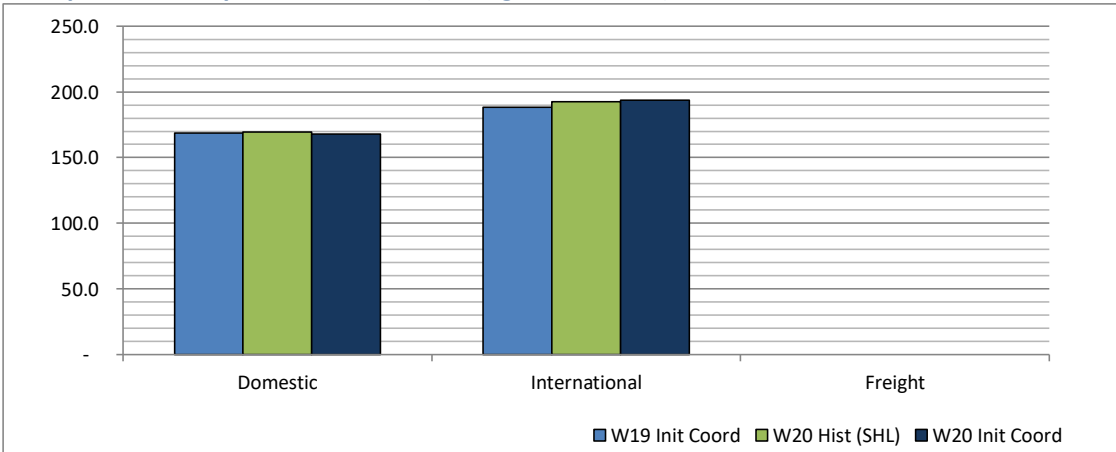
Air Transport Movements (total allocated for season)



Air Transport Movement Seats (total allocated for season)



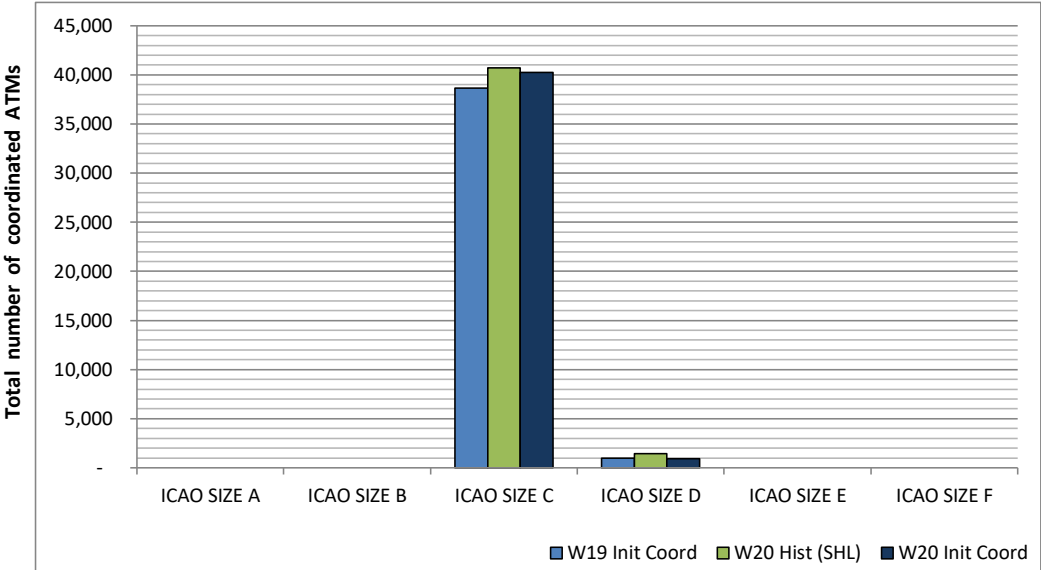
Seats per Air Transport Movement (average for season)



Full Season - Aircraft Size Analysis

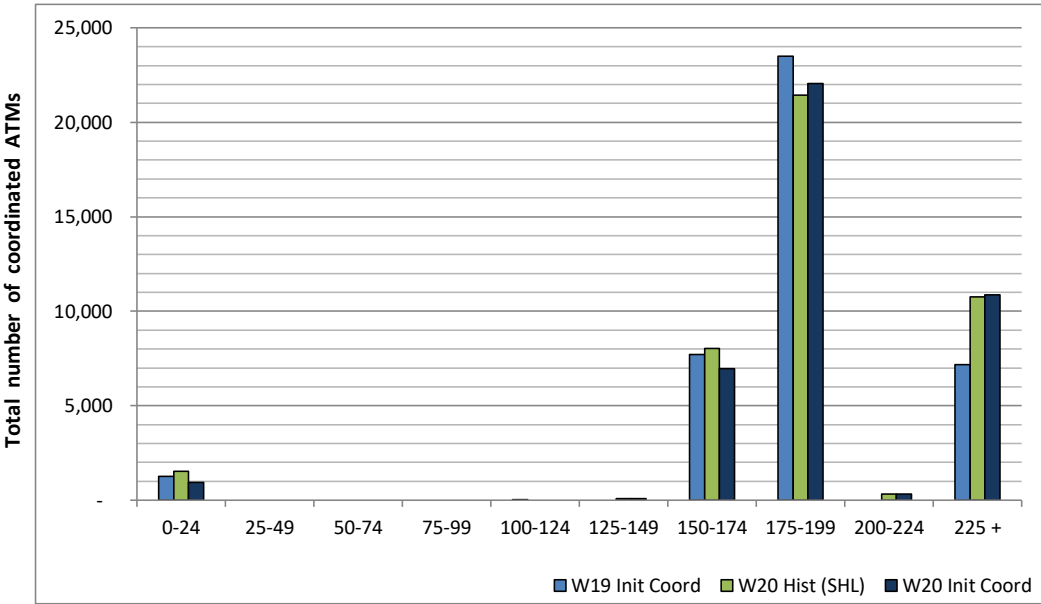


ICAO size designation



Note: See Glossary for definitions of ICAO SIZE groupings

Air Transport Movement seat distribution

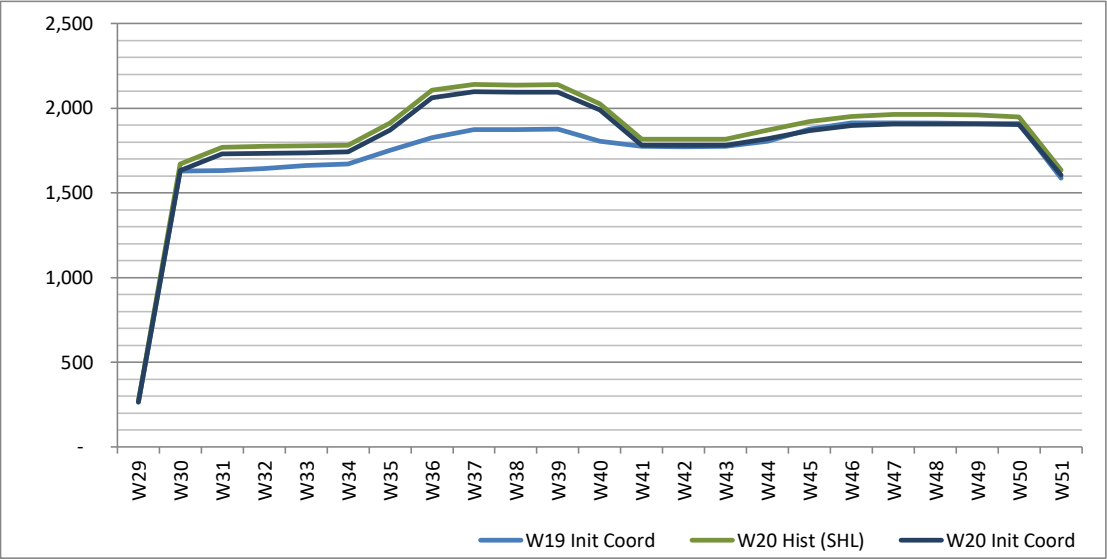


Note: FREIGHT-ONLY services with 0 seats are included in the first seat band '0-24'

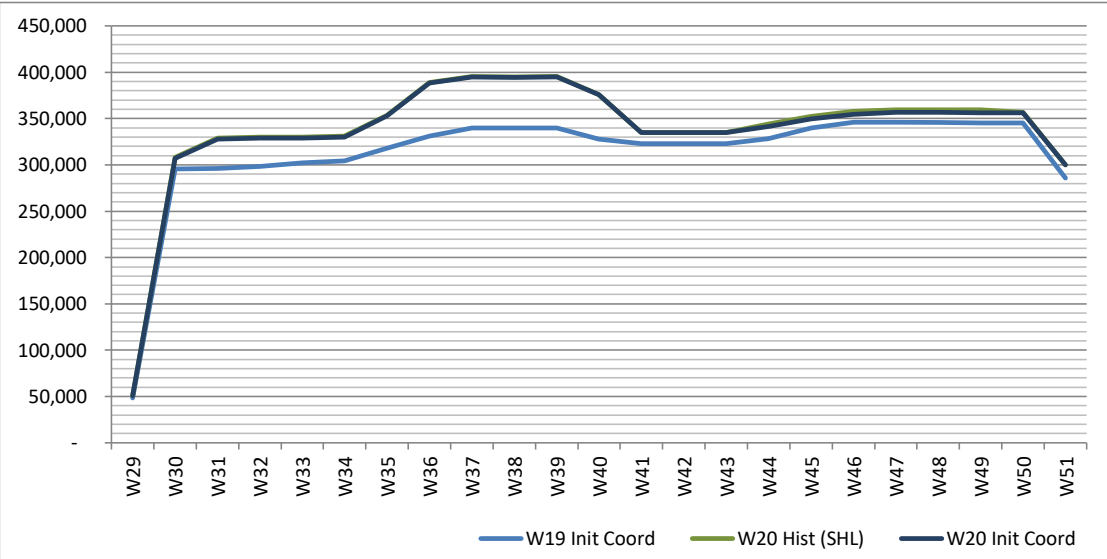
Full Season - Seasonality



Air Transport Movements by week of season



Air Transport Movement Seats by week of season



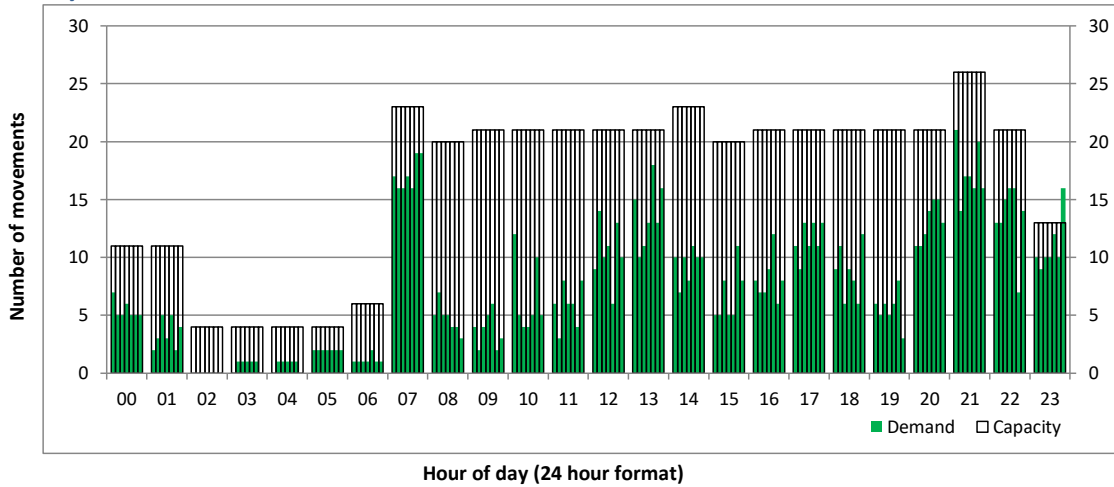
Peak Week - Initial Hourly Runway Demand

Schedule: W20 Init Coord



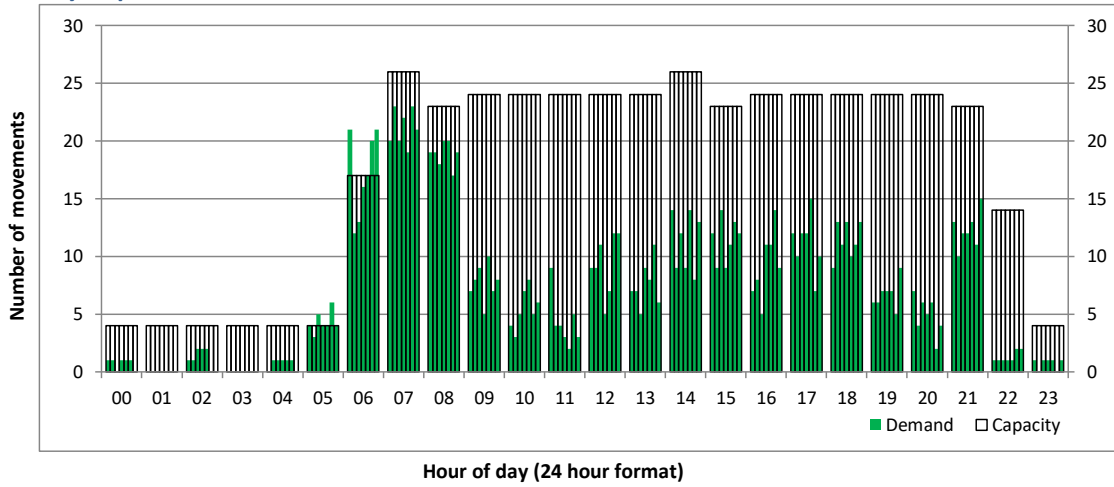
Hourly Arrival Demand

Time: UTC



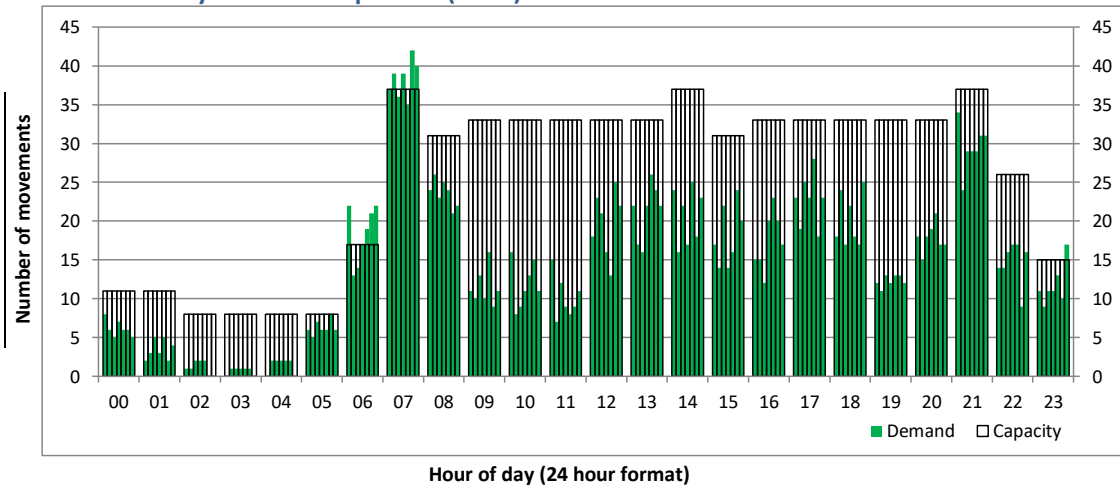
Hourly Departure Demand

Time: UTC



Combined Hourly Arrival & Departure (Total) Demand

Time: UTC



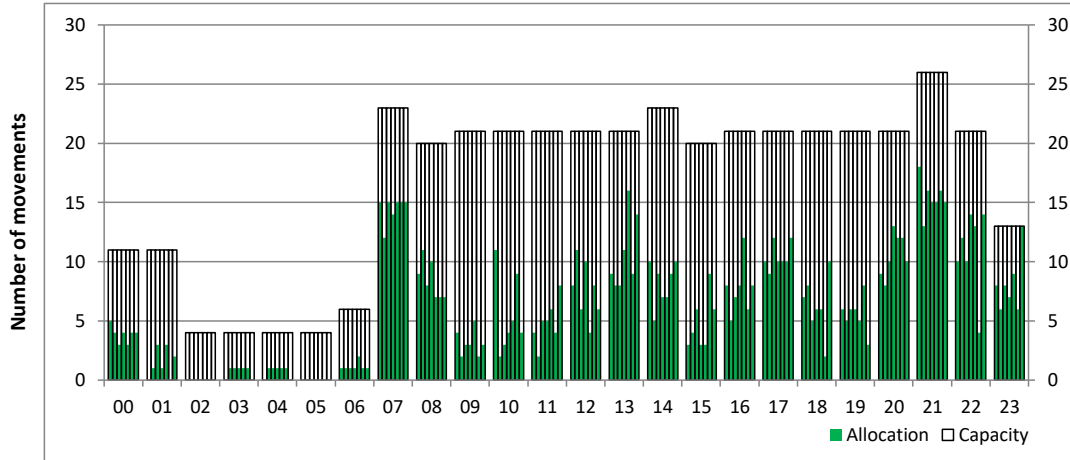
Peak Week - Hourly Runway Allocation

Schedule: W20 Init Coord



Hourly Arrival Allocation

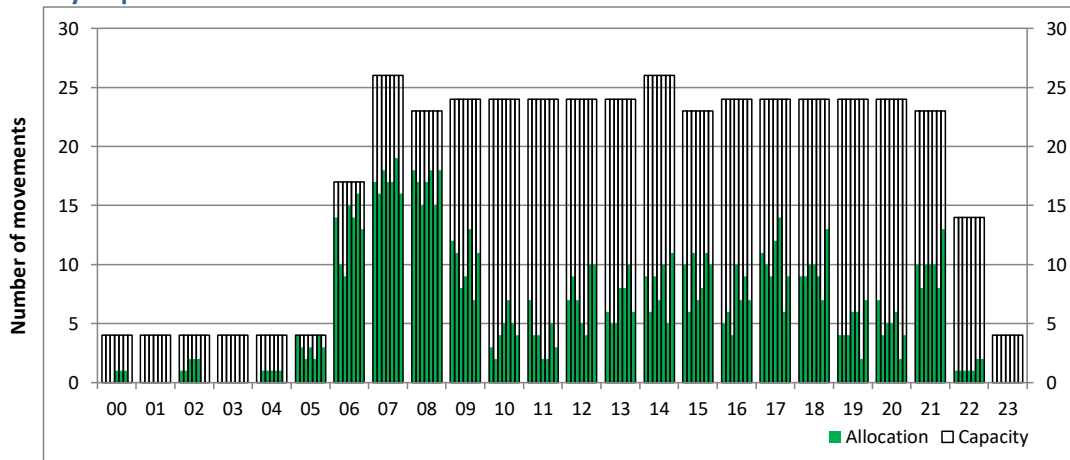
Time: UTC



Hour of day (24 hour format)

Hourly Departure Allocation

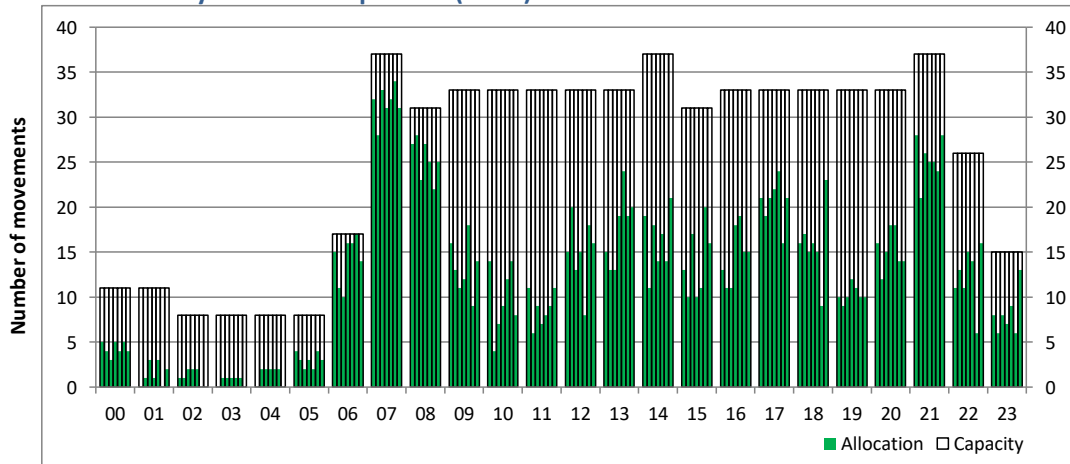
Time: UTC



Hour of day (24 hour format)

Combined Hourly Arrival & Departure (Total) Allocation

Time: UTC



Hour of day (24 hour format)

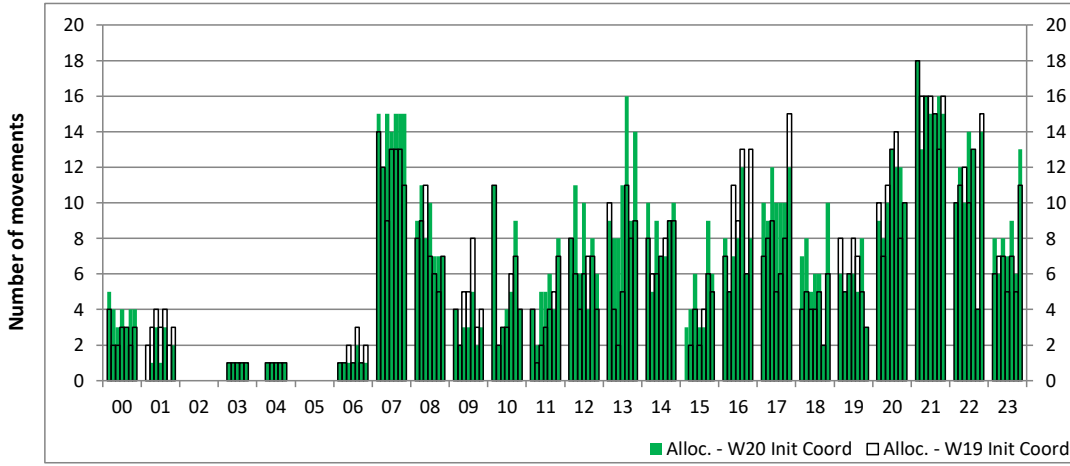
Peak Week - Runway Allocation Comparison

Comparison of W20 Init Coord vs. W19 Init Coord



Hourly Arrival Allocation

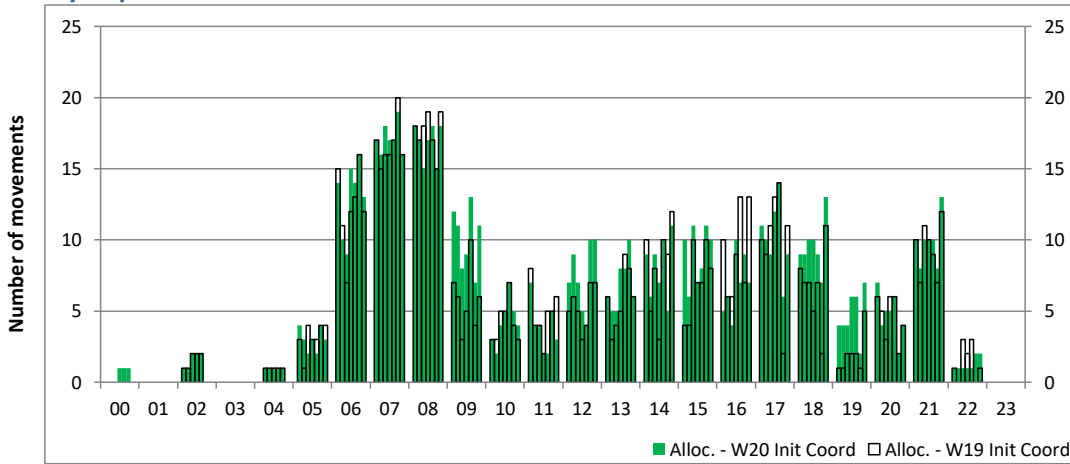
Time: UTC



Hour of day (24 hour format)

Hourly Departure Allocation

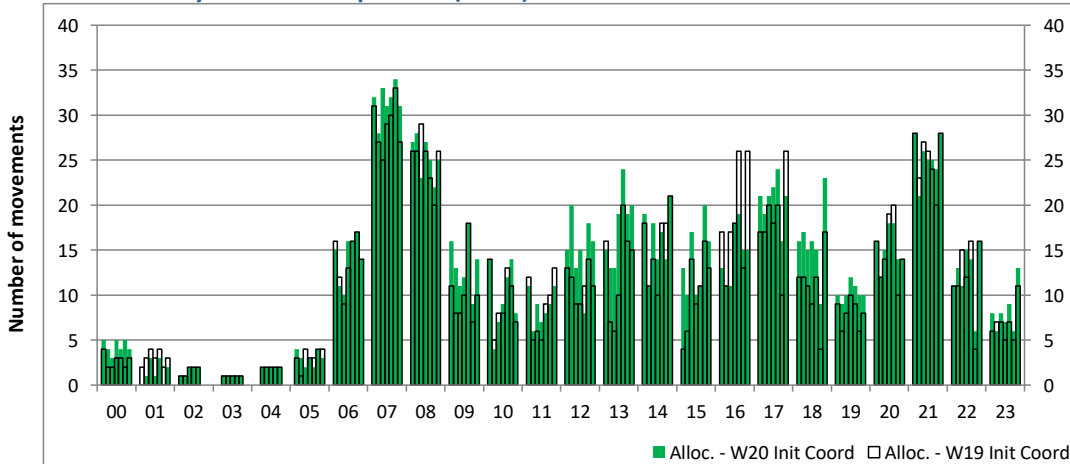
Time: UTC



Hour of day (24 hour format)

Combined Hourly Arrival & Departure (Total) Allocation

Time: UTC



Hour of day (24 hour format)

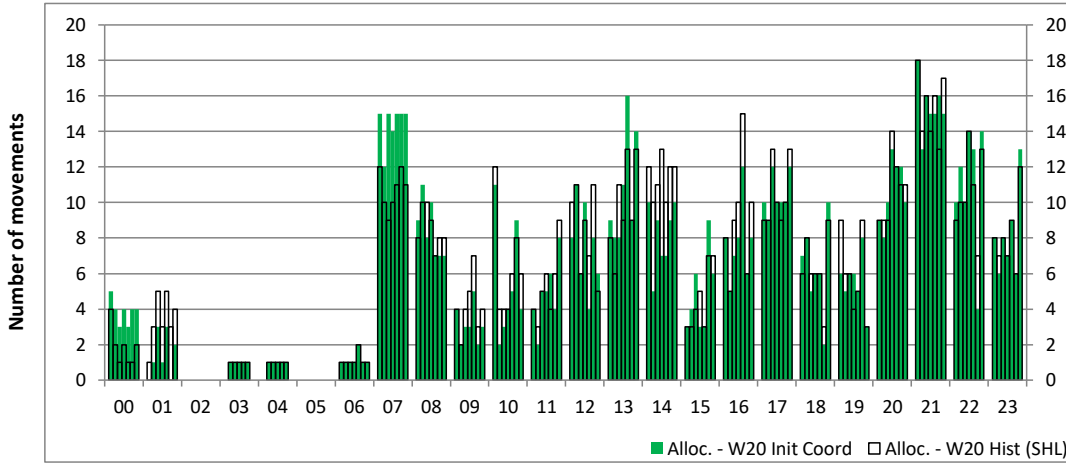
Peak Week - Runway Allocation Comparison



Comparison of W20 Init Coord vs. W20 Hist (SHL)

Hourly Arrival Allocation

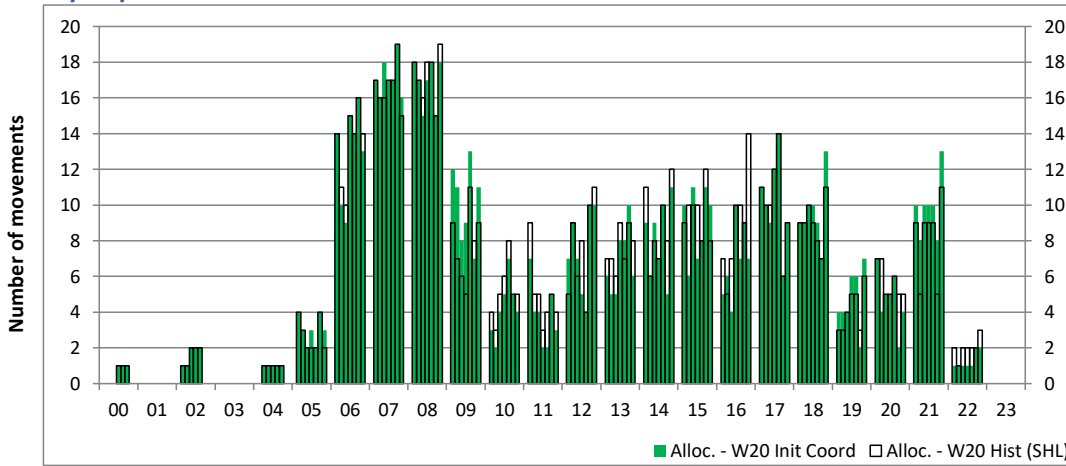
Time: UTC



Hour of day (24 hour format)

Hourly Departure Allocation

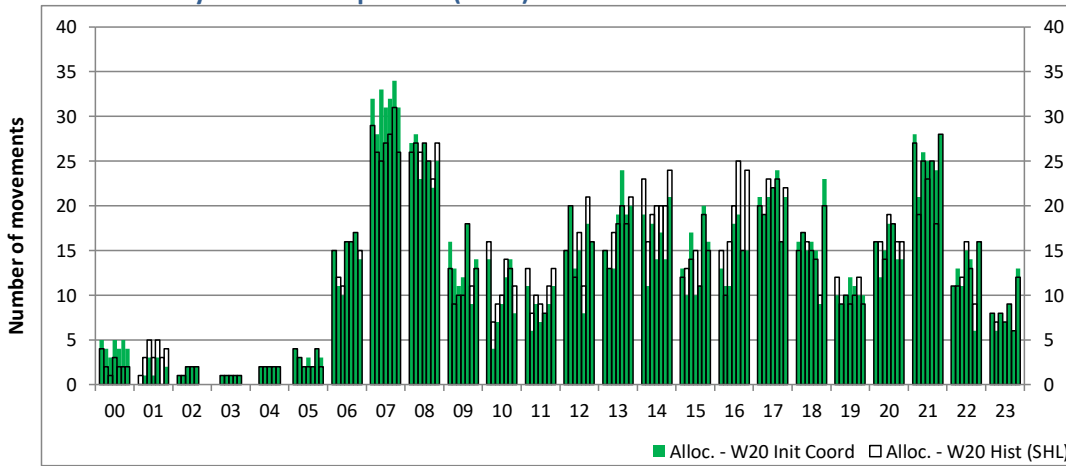
Time: UTC



Hour of day (24 hour format)

Combined Hourly Arrival & Departure (Total) Allocation

Time: UTC



Hour of day (24 hour format)

Peak Week - Passengers Histogram

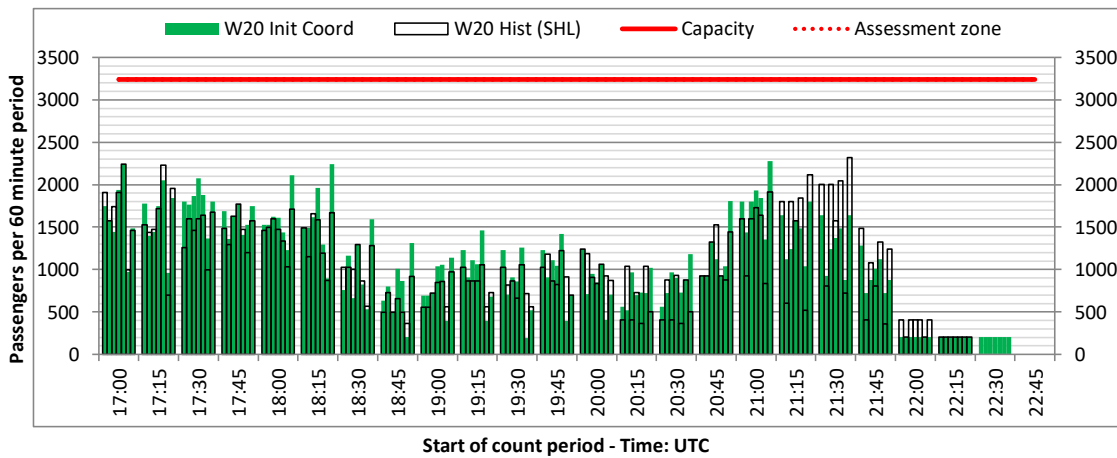
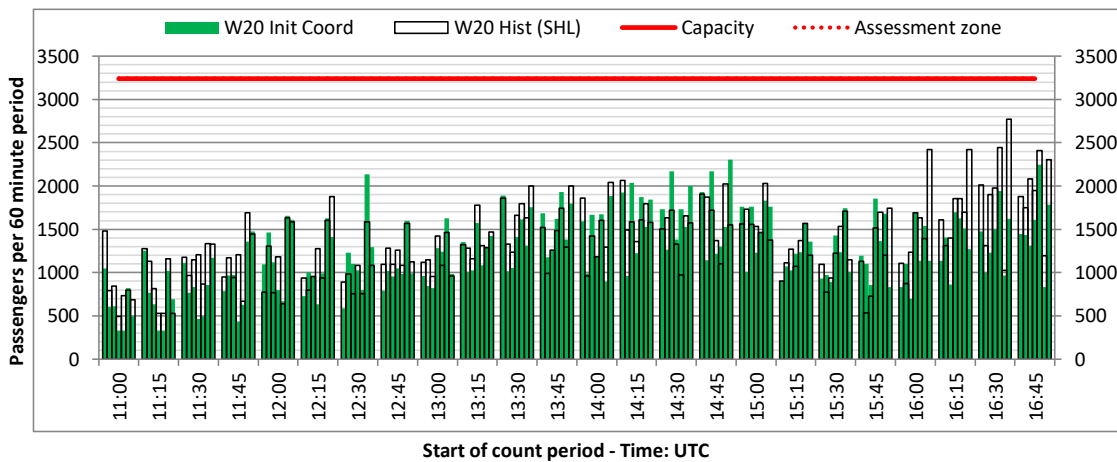
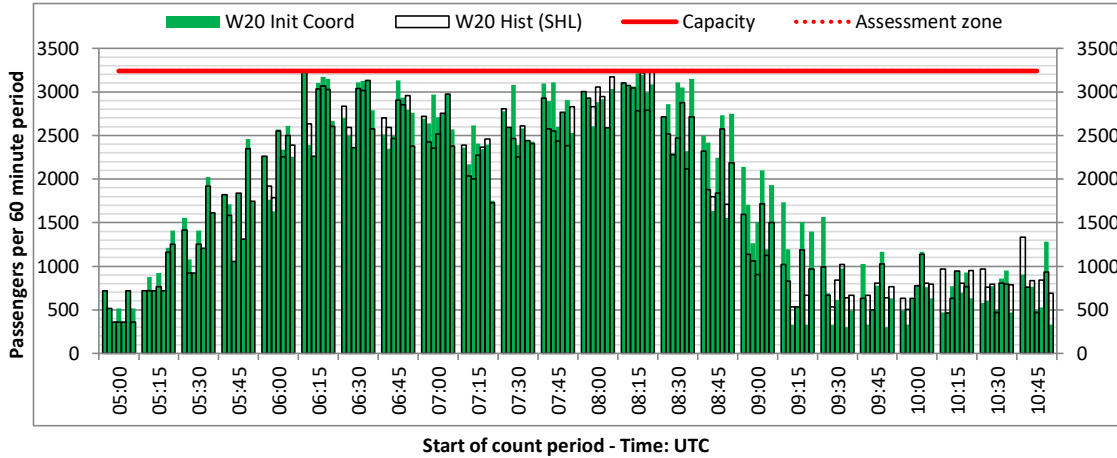
DEPARTURE - 60 minute count rolling every 15 mins (T60/15)



Terminals: All Terminals

Operators: All Operators

Days: 1234567



Peak Week - Passengers Histogram

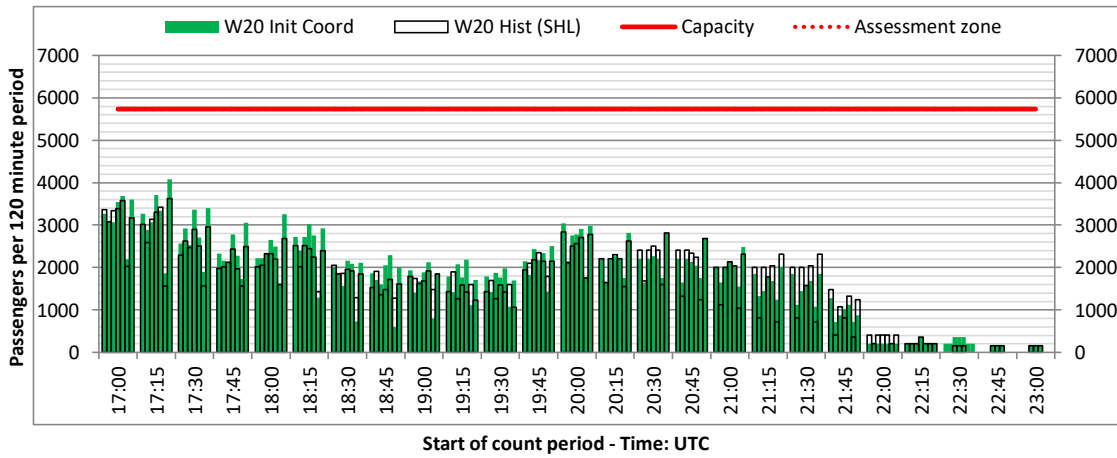
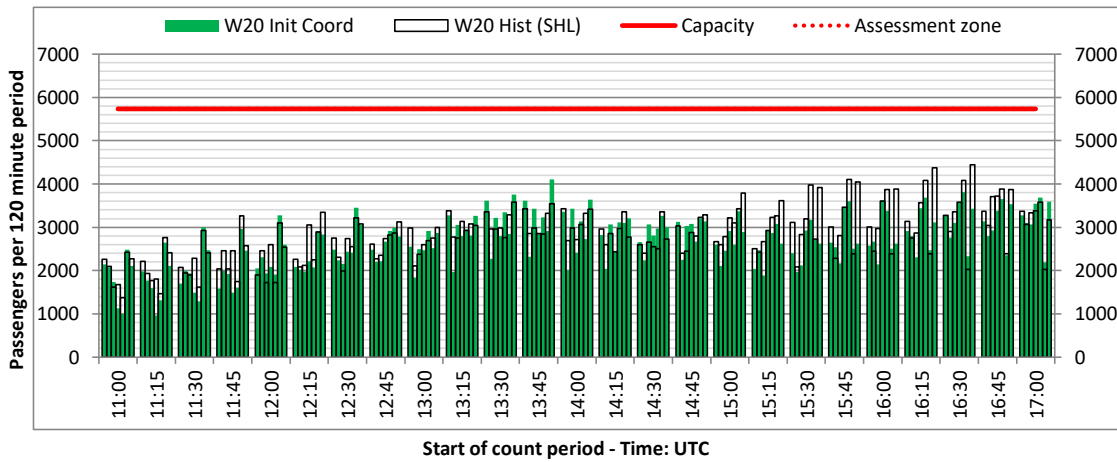
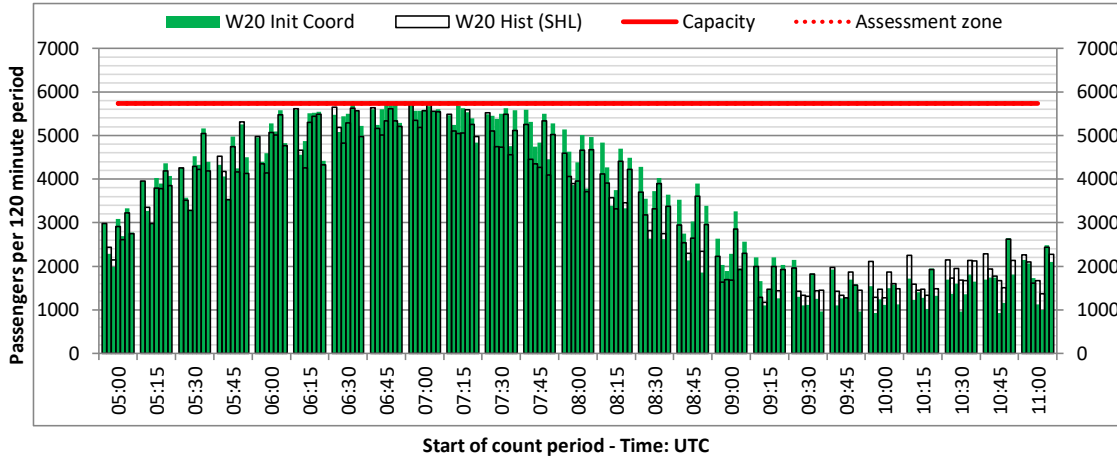
DEPARTURE - 120 minute count rolling every 15 mins (T120/15)



Terminals: All Terminals

Operators: All Operators

Days: 1234567



Peak Week - Passengers Histogram

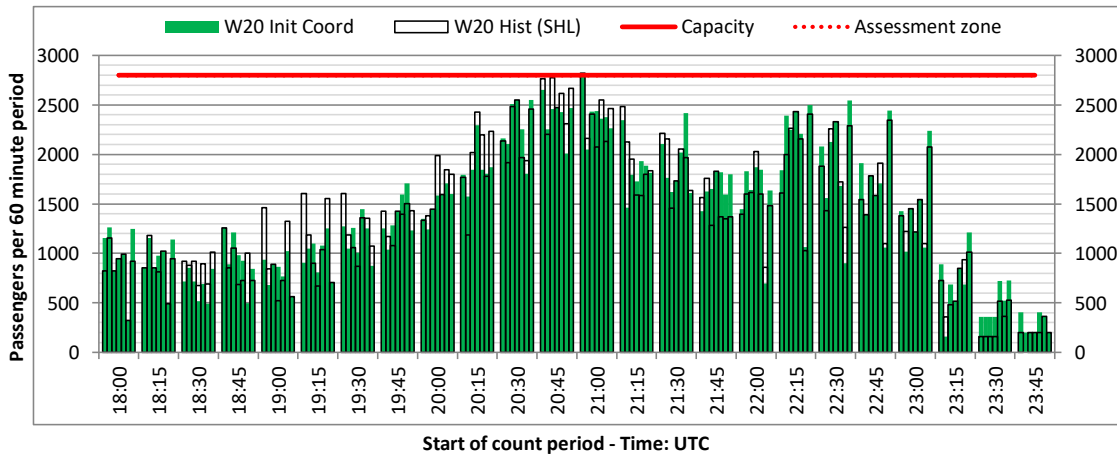
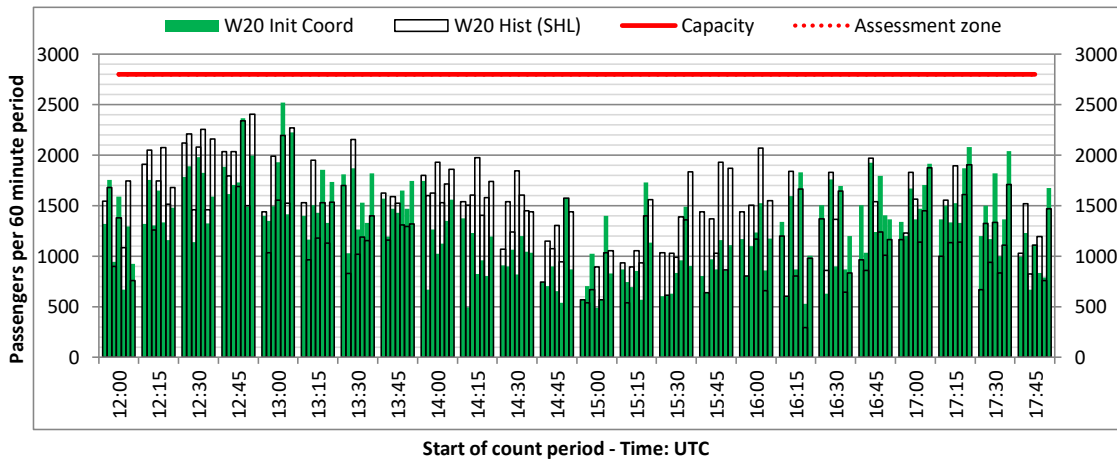
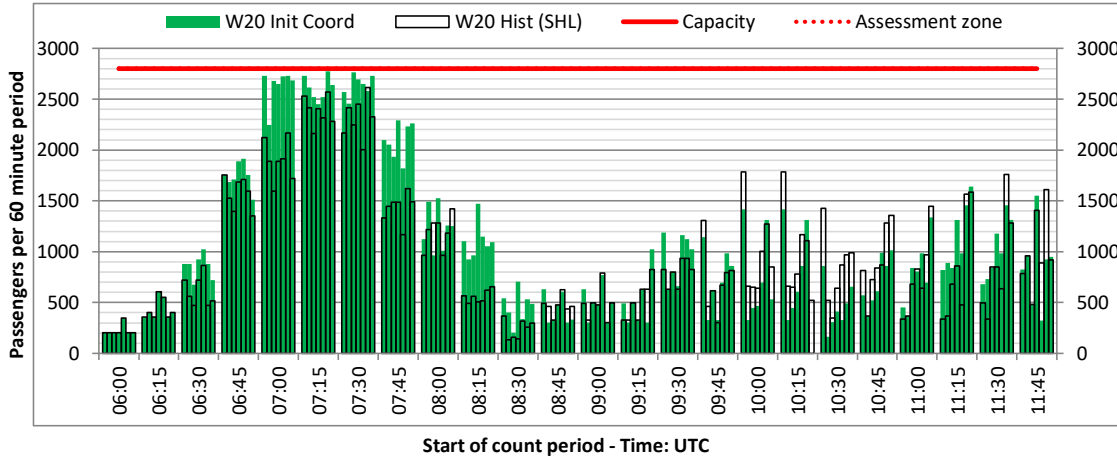
ARRIVAL - 60 minute count rolling every 15 mins (T60/15)



Terminals: 11

Operators: All Operators

Days: 1234567



Peak Week - Passengers Histogram

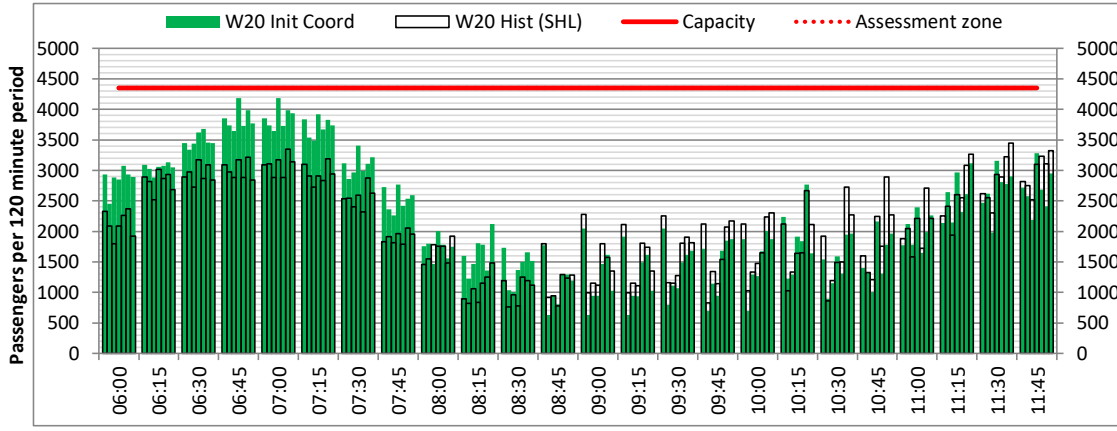
ARRIVAL - 120 minute count rolling every 15 mins (T120/15)



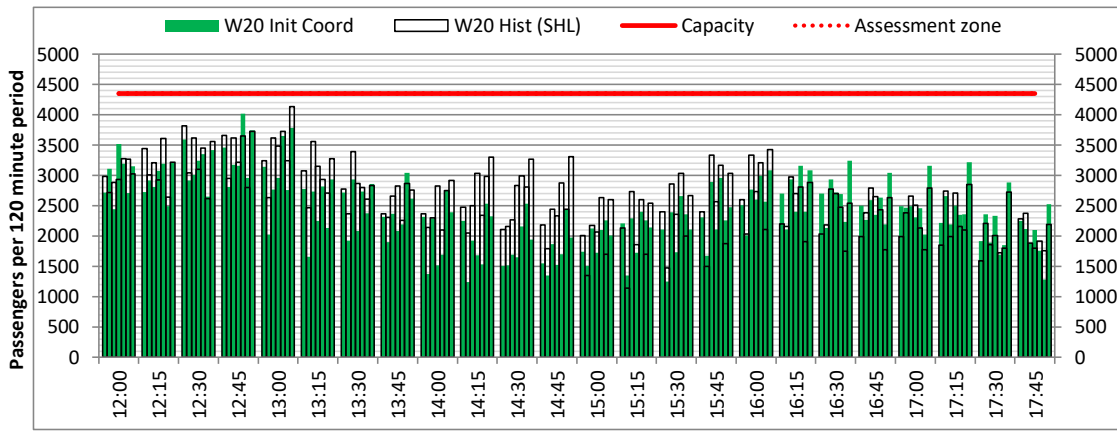
Terminals: 11

Operators: All Operators

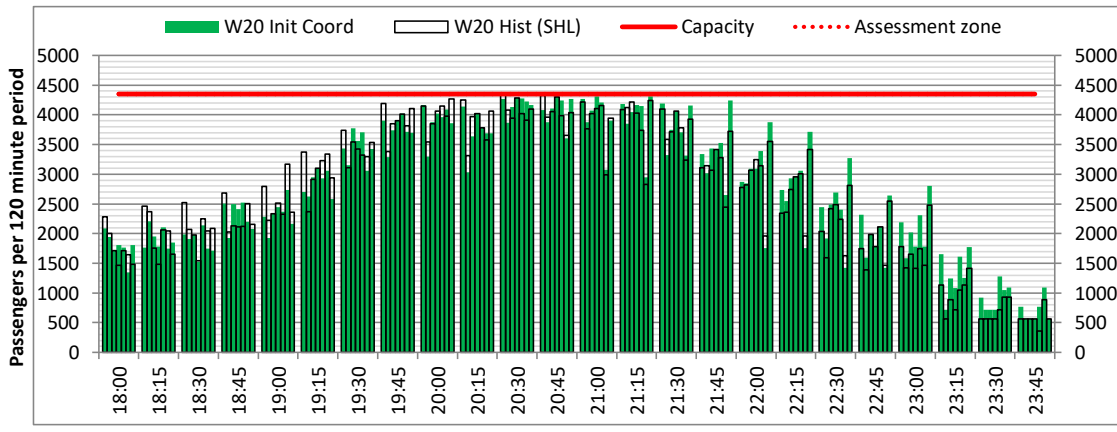
Days: 1234567



Start of count period - Time: UTC



Start of count period - Time: UTC



Start of count period - Time: UTC

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

W19 Init Coord	W19 schedule as cleared on Thu 06-Jun-19.
W20 Hist (SHL)	W20 schedule as cleared on Tue 07-Apr-20.
W20 Init Coord	W20 schedule as cleared on Tue 02-Jun-20.
Peak Week	Peak week for W19 is Sun 16-Feb-20 to Sat 22-Feb-20. Peak week for W20 is Sun 13-Dec-20 to Sat 19-Dec-20.

For ACL use

	Airport-Season-Branch-Resource	From date	To date	Time
Full Season Rep 1	LTN-W19-SAL Premerge-Standard	Sun 27-Oct-2019	Sat 28-Mar-2020	UTC
Full Season Rep 2	LTN-W20-SHL-Standard	Sun 25-Oct-2020	Sat 27-Mar-2021	UTC
Full Season Rep 3	LTN-W20-SAL Premerge-Standard	Sun 25-Oct-2020	Sat 27-Mar-2021	UTC
	Airport-Season-Branch-Resource	From date	To date	Time
Peak Week Rep 1	LTN-W19-SAL Premerge-Standard	Sun 16-Feb-2020	Sat 22-Feb-2020	UTC
Peak Week Rep 2	LTN-W20-SHL-Standard	Sun 13-Dec-2020	Sat 19-Dec-2020	UTC
Peak Week Rep 3	LTN-W20-SAL Premerge-Standard	Sun 13-Dec-2020	Sat 19-Dec-2020	UTC