

GATWICK AIRPORT

LGW

SUMMER 2013 (S13)

Start of season

KEY STATISTICS	Summer 2013	vs Summer 2012 Start	vs Summer 2012 End
Air Transport Movements	161,019	1.8%	4.8%
Total Seats (m)	28.0	1.9%	4.7%
Seats per Passenger ATM	174.0	0.1%	-0.1%

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Data in this report is current as of:

Fri 29-Mar-2013

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DECLARED SCHEDULING LIMITS

RUNWAY SCHEDULING LIMITS

Movements per Hour (R60) - All times UTC

Arrivals

Arrival Hour	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	Ave	Total
Summer 2012	24	25	26	22	21	26	27	24	25	27	26	28	27	28	27	23	28	25.5	434
Capacity change	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0.2	3
Summer 2013	24	25	26	22	21	26	27	24	25	27	26	28	28	28	27	23	30	25.7	437

Departures

Departure Hour	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	Ave	Total
Summer 2012	34	31	28	31	28	28	28	29	29	27	27	28	29	27	24	22	19	27.6	469
Capacity change	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0.1	2
Summer 2013	35	31	28	31	28	28	28	29	29	27	27	28	29	28	24	22	19	27.7	471

Totals

Total Hour	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	Ave	Total
Summer 2012	51	49	51	51	46	52	52	50	50	51	48	53	52	52	48	43	41	49.4	840
Capacity change	-5	0	0	0	0	0	1	1	0	0	0	-2	1	1	-2	0	0	-0.3	-5
Summer 2013	46	49	51	51	46	52	53	51	50	51	48	51	53	53	46	43	41	49.1	835

Runway Scheduling Limits - Additional Runway Constraints

Movements per 15 Minutes (R15) - All times UTC

- Within each consecutive 15 minute period, starting at 10 minutes past the hour (55-05, 10-20, 25-35, 40-50), no more than 13 movements, consisting of no more than 8 arrivals or 8 departures should be scheduled.
- In hours where the total movement limit is 50 or more, up to 14 movements may be scheduled into two 15 minute periods within the hour provided that they are not consecutive.
- In hours where the arr/dep limit is 30 or more, up to 9 arr/dep may be scheduled into two 15 minute periods within the hour provided that they are not consecutive. Note the exception in 05 hour where the constraint is relaxed to allow 9 in two consecutive intervals 0455-0505 and 0510-0520.

Terminal Scheduling Limits

Passengers per Hour (T60)

South Terminal	Arns	Depts
Domestic	650	
International	3000	
Combined		3800

North Terminal	Arns	Depts
Domestic	800	
International	3000	
Combined		3500

Domestic Stands

R45/5 Constraint

- **South Terminal Domestic/CTA departures**
8 depts per 45 minutes rolled every 5 minutes
- **North Terminal Domestic/CTA departures**
6 depts per 45 minutes rolled every 5 minutes

Summary - Notable Schedule Changes

- Gambia Bird (3G) – continuation of Banjul services from winter twice weekly.

- Air Arabia Maroc (3O) – continuation of Casablanca (3 weekly) and Tangier (2 weekly) from the winter season.

- Aegean Airlines (A3) – daily weekly services to Larnaca, operations began in winter season as Athens.

- Air Berlin (AB) – cancelled all Nuremburg services.

- Air One (AP) – cancelled all Milan Malpensa services.

- Royal Air Maroc (AT) – new 3 weekly Casablanca services.

- British Airways (BA) – new services to Arrecife, Alicante, Barcelona, Tenerife South. Las Vegas continues from the Winter season. Routes dropped Bologna, Manchester, Marseille.

- Flybe (BE) – cancelled services to Aberdeen and Nantes

- Norwegian (DY) – becomes a based operator in summer 2013, new routes Malaga, Alicante, Barcelona, Dubrovnik, Faro, Ibiza, Las Palmas, Nice, Palma Mallorca, Split, Tromso, Sandefjord. Increased services on Stockholm Arlanda, Bergen and Helsinki.

- Aer Lingus (EI)- new services for Belfast City, and Cork services have now been cancelled.

- Estonian Regional Airlines (ESG) – operating on behalf of Nordic Air Sweden, operating a charter programme to Corfu, Heraklion, Skiathos, Larnanca, Rhodes, and Zante.

- easyJet (EZY) – new routes include Moscow, Isle of Man, Kalamata, Luxembourg, Santiago de Compostella, Tallinn and Bergen. Route Increases on Adnan, Amsterdam, Berlin, Belfast, Catania, Copenhagen, Dusseldorf, Geneva, Kefalonia. Route reductions on Athens, Dubrovnik and Milan Linate.

- Icelandair (FI) – continuation from the winter season 3 weekly flights to Keflavik.

- Ryanair (FR) – cancelled all non Irish flights apart from Seville which is still operated 3 times per week.

- Rossiya (FV) – cancelled 5 weekly flights to St Petersburg.

- Hong Kong Express (HX) – cancelled all daily flights to Hong Kong.

- Iraqi Airways (IA) – Have 2 weekly flights to Bagdad and 1 weekly flight to Sulaymaniah.

- Lufthansa (LH) – reduced services from double daily to daily flights to Frankfurt.

- Syphax Airlines (SYA) – New 1 weekly service to Endfidha.

- Turkish Airlines (TK) – announced new daily service to Istanbul Sabiha Gocken.

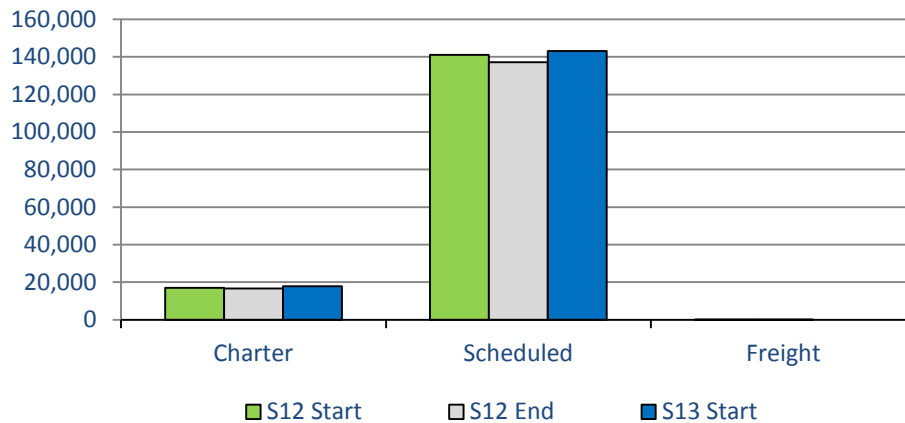
- Air Zimbabwe (UM) – New twice weekly service to Harare

- US Airways (US) – cancelled all services to Charlotte

- Vueling (VY) – double daily services to Barcelona.

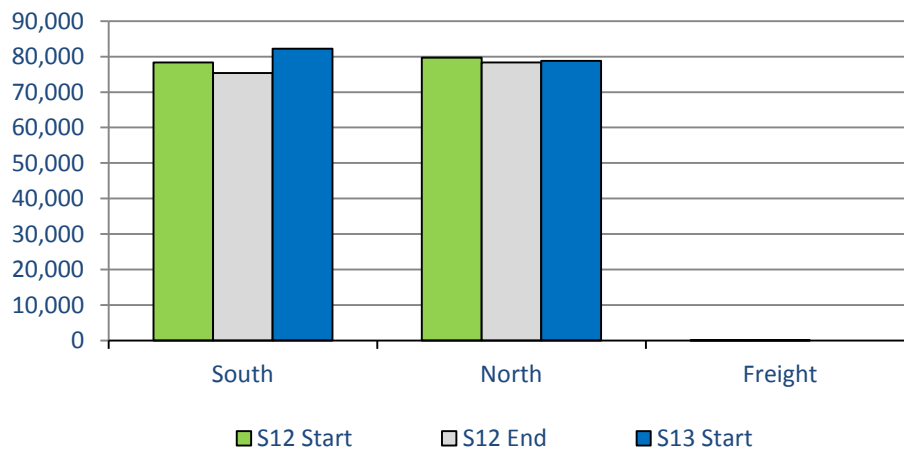
- Monarch (ZB/MON) – New three weekly services to Friedrichshafen, Funchal and Verona. 4 weekly services to Milan Malpensa have been cancelled.

AIR TRANSPORT MOVEMENTS BY SERVICE TYPE



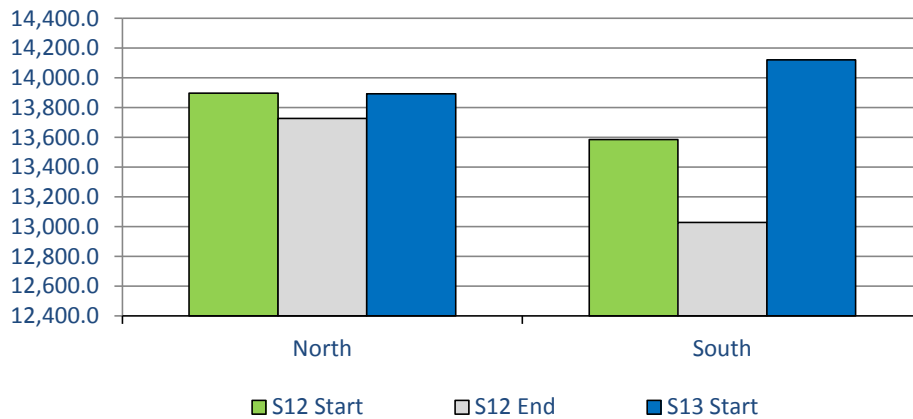
	S12 Start	S12 End	S13 Start	% CHANGE Start - Start	% CHANGE Start - End
Charter	16,941	16,630	17,849	5.4%	7.3%
Scheduled	141,133	137,083	143,170	1.4%	4.4%
Freight	100	5	0	-100.0%	-100.0%
Total	158,174	153,717	161,019	1.8%	4.8%

AIR TRANSPORT MOVEMENTS BY TERMINAL



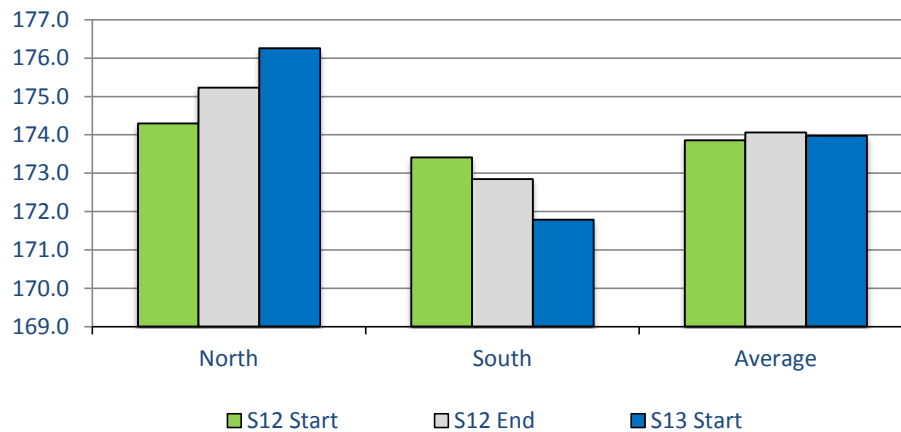
	S12 Start	S12 End	S13 Start	% CHANGE Start - Start	% CHANGE Start - End
South	78,345	75,379	82,198	4.9%	9.0%
North	79,728	78,333	78,821	-1.1%	0.6%
Freight	100	5	0	-100.0%	-100.0%
Total	158,174	153,717	161,019	1.8%	4.8%

TOTAL SEATS (000s) BY TERMINAL



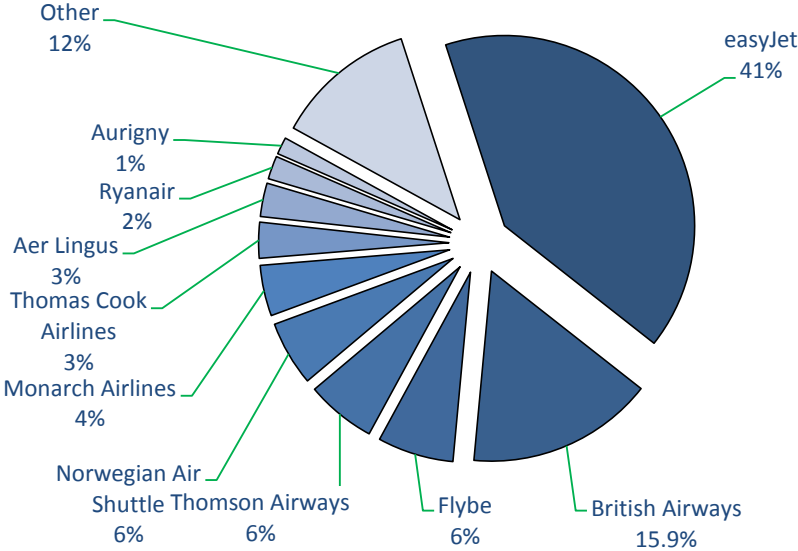
	S12 Start	S12 End	S13 Start	% CHANGE Start - Start	% CHANGE Start - End
North	13,896.5	13,726.6	13,892.6	-0.0%	1.2%
South	13,585.8	13,029.3	14,120.7	3.9%	8.4%
Total	27,482.3	26,755.9	28,013.3	1.9%	4.7%

SEATS PER PASSENGER ATM BY TERMINAL

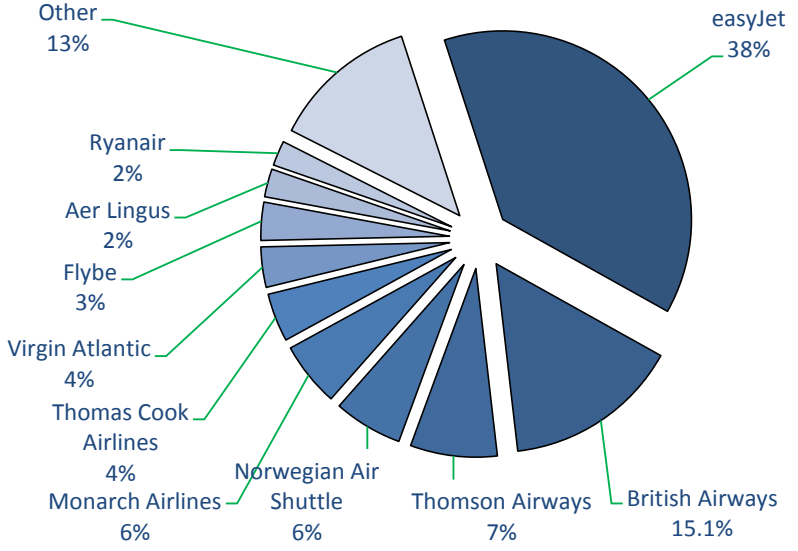


	S12 Start	S12 End	S13 Start	% CHANGE Start - Start	% CHANGE Start - End
North	174.3	175.2	176.3	1.1%	0.6%
South	173.4	172.8	171.8	-0.9%	-0.6%
Average	173.9	174.1	174.0	0.1%	-0.1%

TOP 10 AIRLINES BY AIR TRANSPORT MOVEMENT:

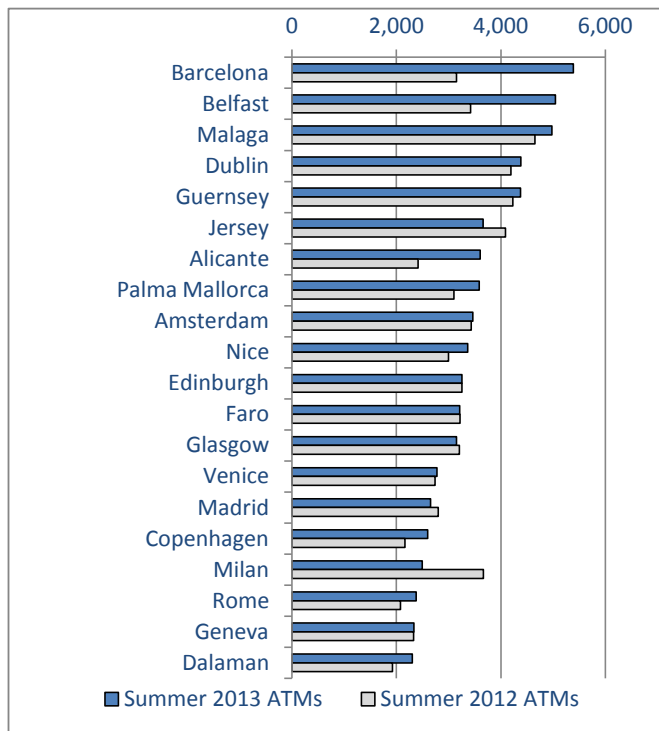


TOP 10 AIRLINES BY SEATS



AIR TRANSPORT MOVEMENTS BY DESTINATION - FULL SEASON

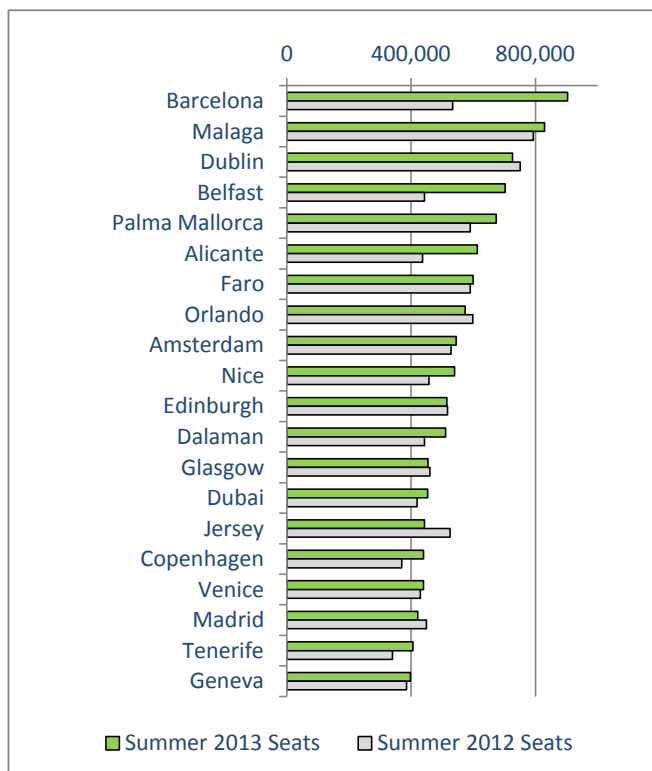
Allocated ATMs for full season Summer 2013



	Summer 2013 ATMs	Summer 2012 ATMs
Barcelona	5,388	3,148
Belfast	5,045	3,420
Malaga	4,974	4,654
Dublin	4,384	4,193
Guernsey	4,376	4,228
Jersey	3,659	4,091
Alicante	3,606	2,415
Palma Mallorca	3,585	3,099
Amsterdam	3,463	3,434
Nice	3,367	2,996
Edinburgh	3,252	3,252
Faro	3,210	3,217
Glasgow	3,151	3,204
Venice	2,778	2,740
Madrid	2,656	2,801
Copenhagen	2,597	2,165
Milan	2,497	3,665
Rome	2,376	2,078
Geneva	2,333	2,328
Dalaman	2,307	1,927

AIR TRANSPORT SEATS BY DESTINATION - FULL SEASON

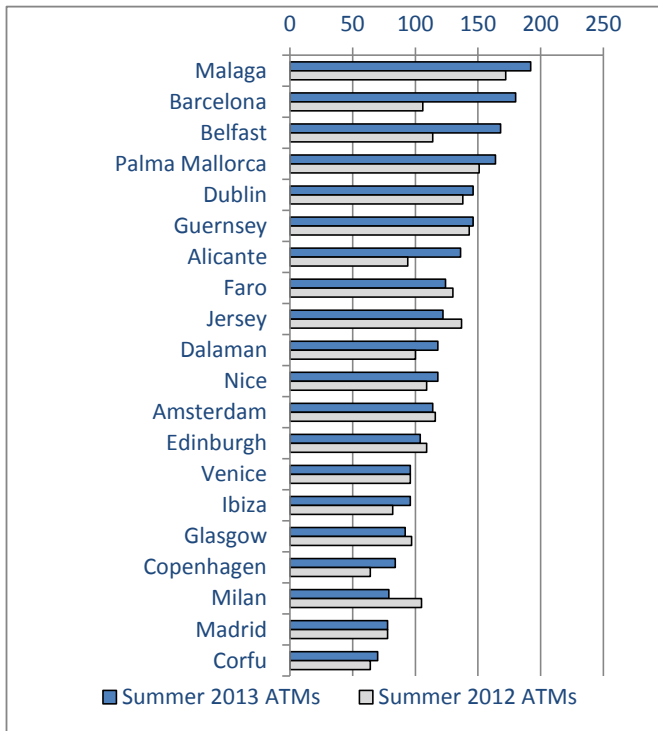
Allocated seats for full season Summer 2013



	Summer 2013 Seats	Summer 2012 Seats
Barcelona	903,536	533,541
Malaga	829,674	793,194
Dublin	726,684	750,474
Belfast	702,674	443,265
Palma Mallorca	674,043	590,505
Alicante	612,933	436,229
Faro	599,745	590,451
Orlando	573,990	598,510
Amsterdam	545,106	528,338
Nice	539,542	457,397
Edinburgh	514,584	517,308
Dalaman	510,544	443,261
Glasgow	453,977	460,182
Dubai	453,616	419,483
Jersey	442,684	525,611
Copenhagen	439,872	369,815
Venice	439,467	429,801
Madrid	421,512	448,485
Tenerife	405,353	339,861
Geneva	397,325	385,056

AIR TRANSPORT MOVEMENTS BY DESTINATION - PEAK WEEK

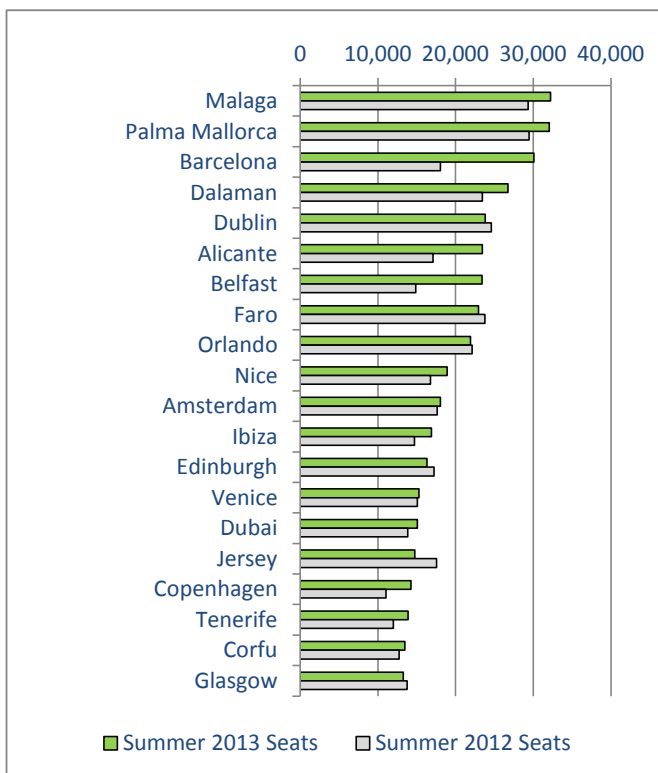
Allocated ATMs per peak week Summer 2013



	Summer 2013 ATMs	Summer 2012 ATMs
Malaga	192	172
Barcelona	180	106
Belfast	168	114
Palma Mallorca	164	151
Dublin	146	138
Guernsey	146	143
Alicante	136	94
Faro	124	130
Jersey	122	137
Dalaman	118	100
Nice	118	109
Amsterdam	114	116
Edinburgh	104	109
Venice	96	96
Ibiza	96	82
Glasgow	92	97
Copenhagen	84	64
Milan	79	105
Madrid	78	78
Corfu	70	64

AIR TRANSPORT SEATS BY DESTINATION - PEAK WEEK

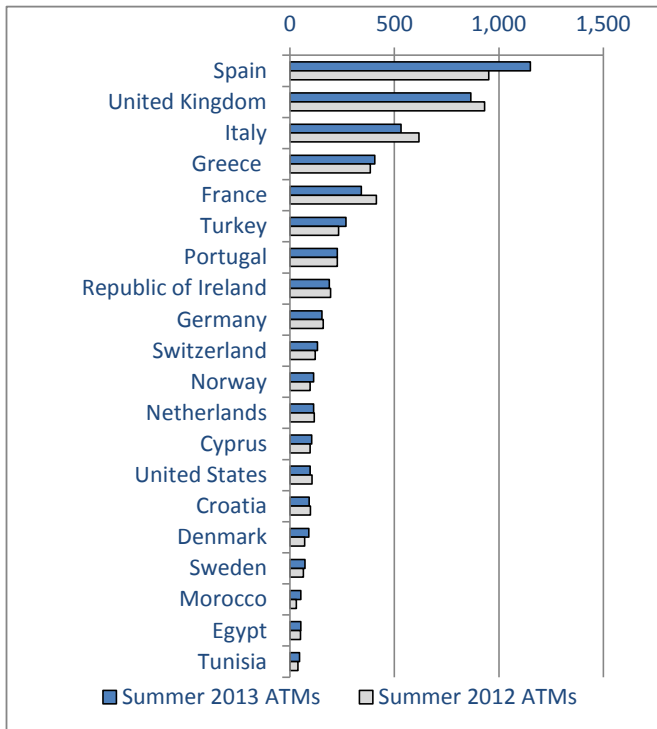
Allocated seats per peak week Summer 2013



	Summer 2013 Seats	Summer 2012 Seats
Malaga	32,210	29,334
Palma Mallorca	32,054	29,464
Barcelona	30,082	18,036
Dalaman	26,736	23,458
Dublin	23,814	24,608
Alicante	23,456	17,092
Belfast	23,424	14,868
Faro	22,969	23,776
Orlando	21,930	22,114
Nice	18,922	16,758
Amsterdam	18,052	17,620
Ibiza	16,906	14,698
Edinburgh	16,320	17,238
Venice	15,272	15,088
Dubai	15,092	13,832
Jersey	14,762	17,557
Copenhagen	14,244	11,048
Tenerife	13,877	12,004
Corfu	13,456	12,716
Glasgow	13,258	13,758

AIR TRANSPORT MOVEMENTS BY DESTINATION

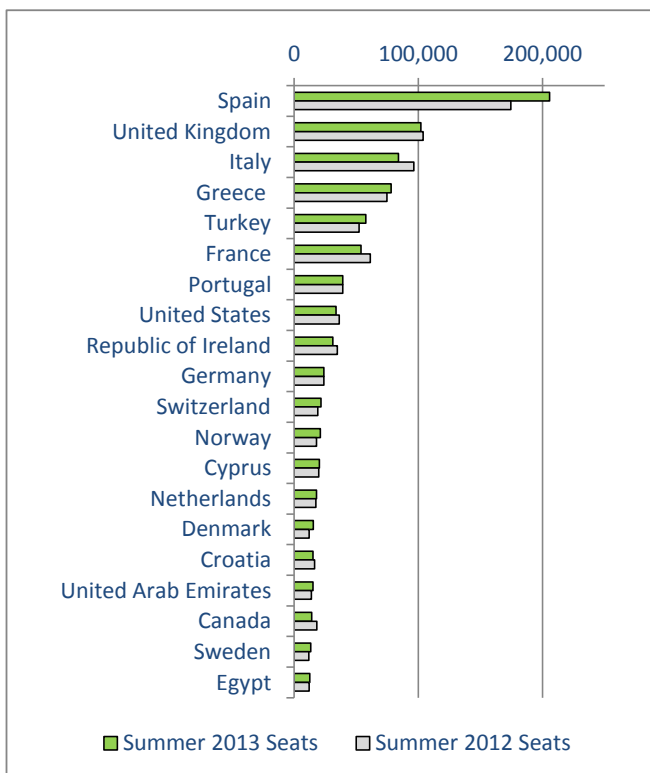
Allocated ATMs per peak week Summer 2013



	Summer 2013 ATMs	Summer 2012 ATMs
Spain	1,150	952
United Kingdom	865	931
Italy	532	618
Greece	406	384
France	341	414
Turkey	268	233
Portugal	226	227
Republic of Ireland	188	195
Germany	153	159
Switzerland	131	121
Norway	114	96
Netherlands	114	117
Cyprus	104	97
United States	96	106
Croatia	92	98
Denmark	90	70
Sweden	72	64
Morocco	52	31
Egypt	52	50
Tunisia	46	38

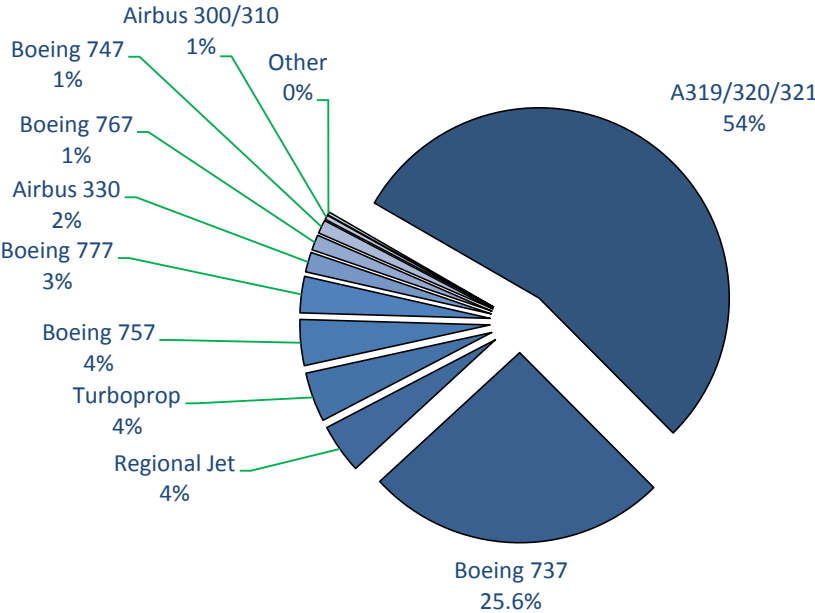
AIR TRANSPORT SEATS BY DESTINATION

Allocated seats per peak week Summer 2013

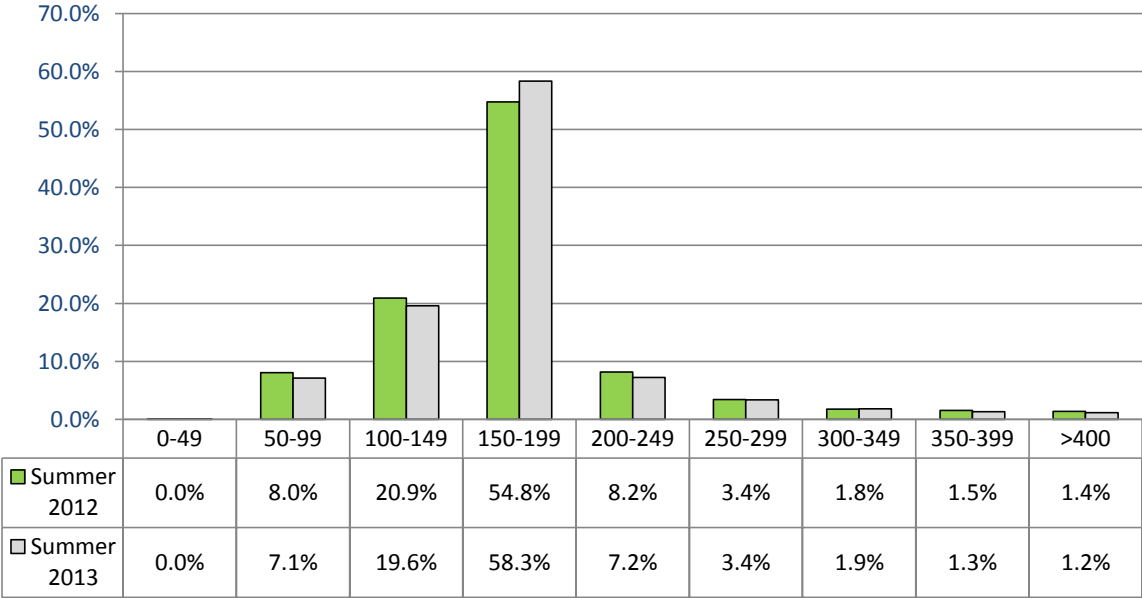


	Summer 2013 Seats	Summer 2012 Seats
Spain	205,691	174,522
United Kingdom	102,052	103,903
Italy	84,088	96,350
Greece	78,155	74,805
Turkey	57,806	52,293
France	53,876	61,423
Portugal	39,067	39,050
United States	33,844	36,446
Republic of Ireland	31,122	34,802
Germany	23,884	24,032
Switzerland	21,516	18,936
Norway	21,204	17,898
Cyprus	20,236	19,910
Netherlands	18,052	17,636
Denmark	15,360	12,164
Croatia	15,196	16,518
United Arab Emirates	15,092	13,867
Canada	14,118	18,204
Sweden	13,392	11,946
Egypt	12,492	12,004

TOP AIRCRAFT TYPES BY AIR TRANSPORT MOVEMENTS

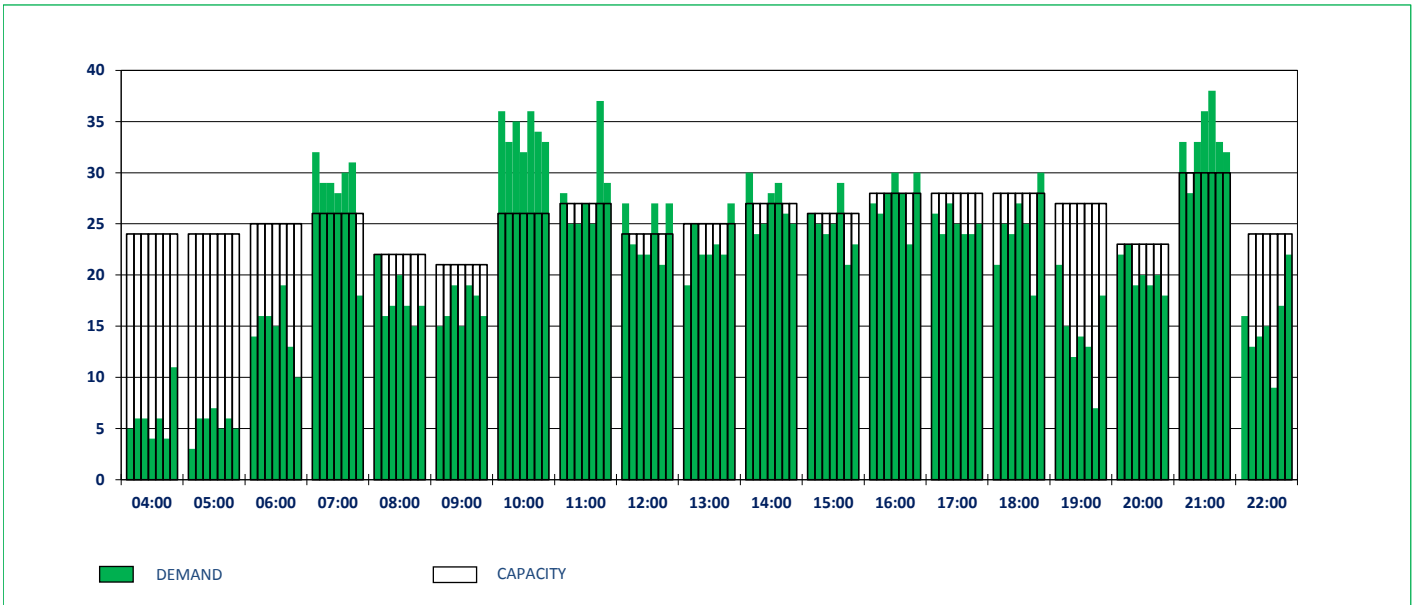


AIRCRAFT SEAT SIZE DISTRIBUTION



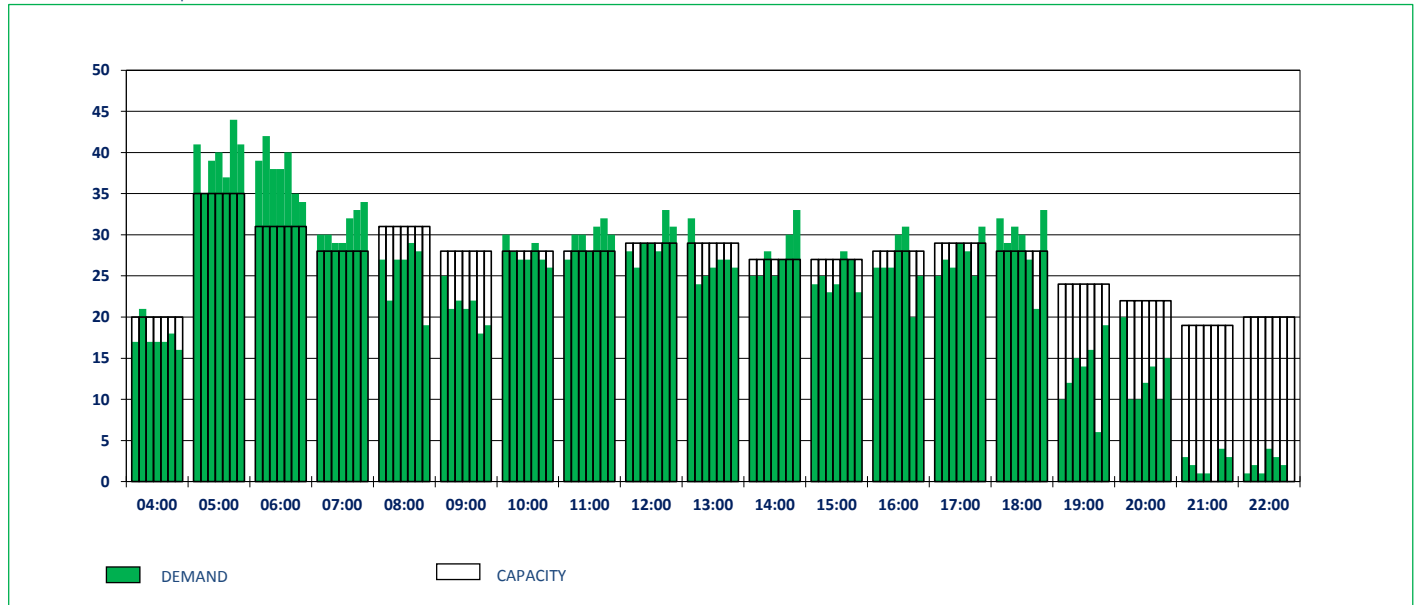
LGW S13 - RUNWAY MOVEMENT DEMAND - ARRIVALS

Peak Week Movements per Hour - All times UTC



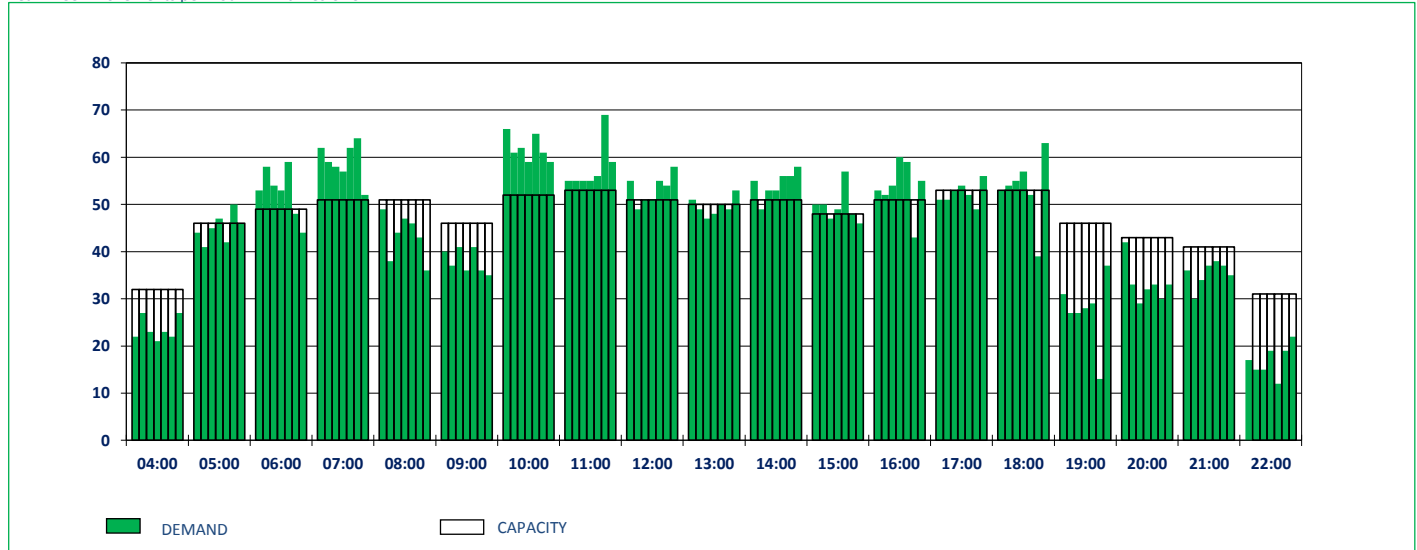
LGW S13 - RUNWAY MOVEMENT DEMAND - DEPARTURES

Peak Week Movements per Hour - All times UTC



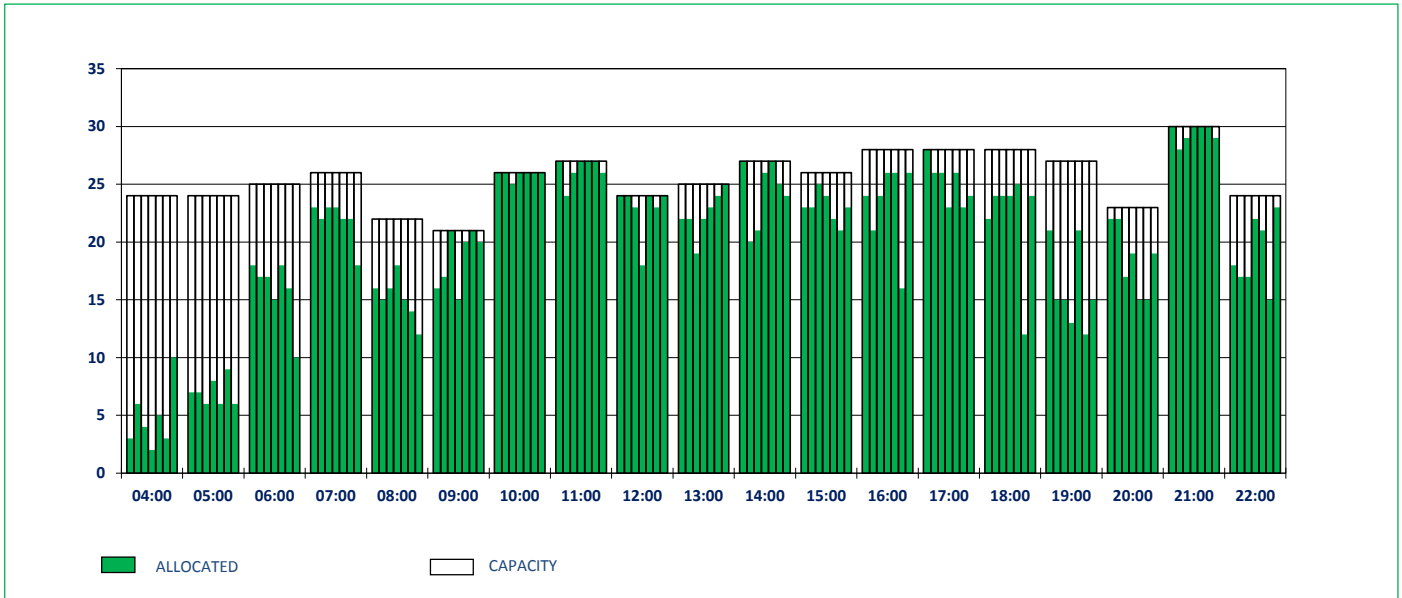
LGW S13 - RUNWAY MOVEMENT DEMAND - TOTALS

Peak Week Movements per Hour - All times UTC



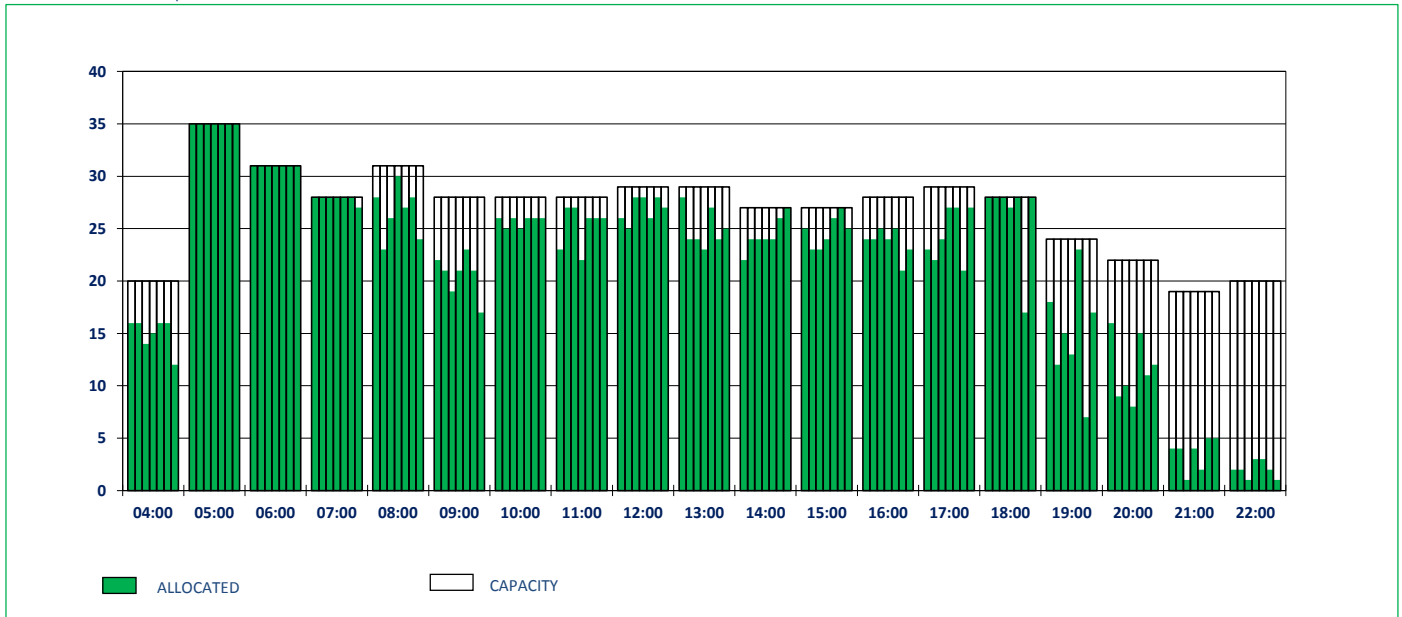
LGW S13 - RUNWAY MOVEMENT ALLOCATED - ARRIVALS

Peak Week Movements per Hour - All times UTC



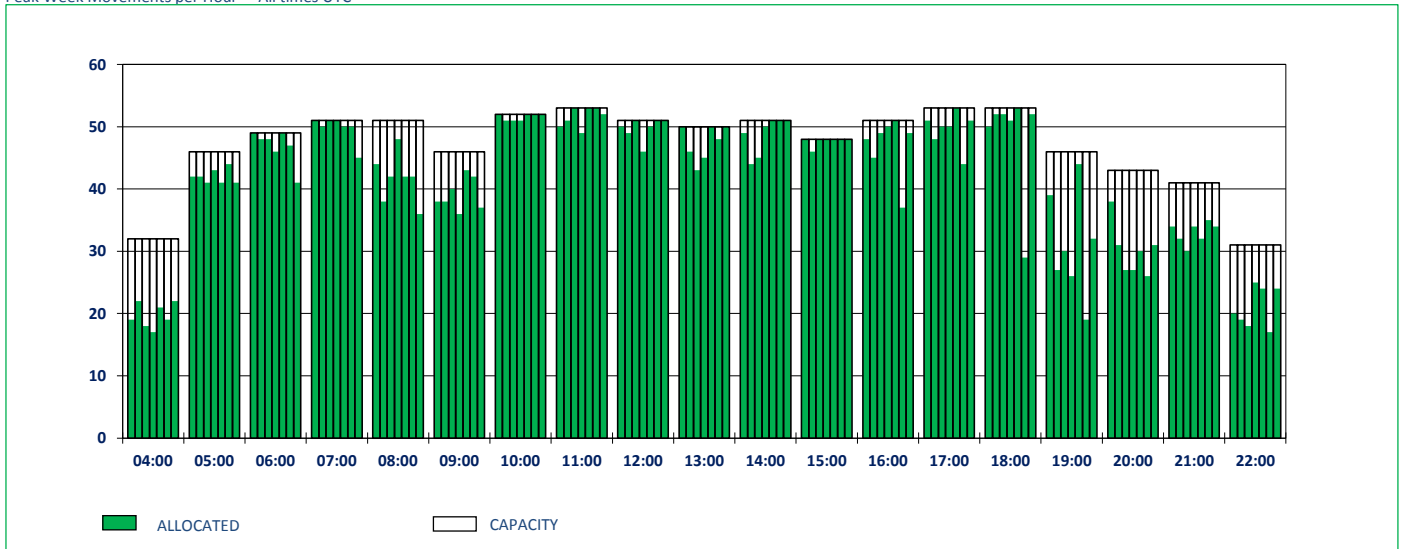
LGW S13 - RUNWAY MOVEMENT ALLOCATED - DEPARTURES

Peak Week Movements per Hour - All times UTC



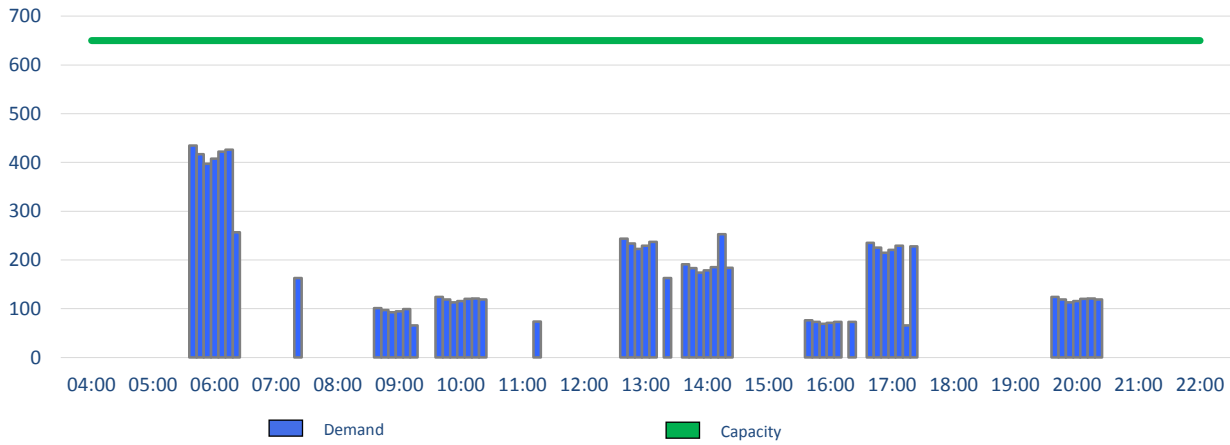
LGW S13 - RUNWAY MOVEMENT ALLOCATED - TOTALS

Peak Week Movements per Hour - All times UTC



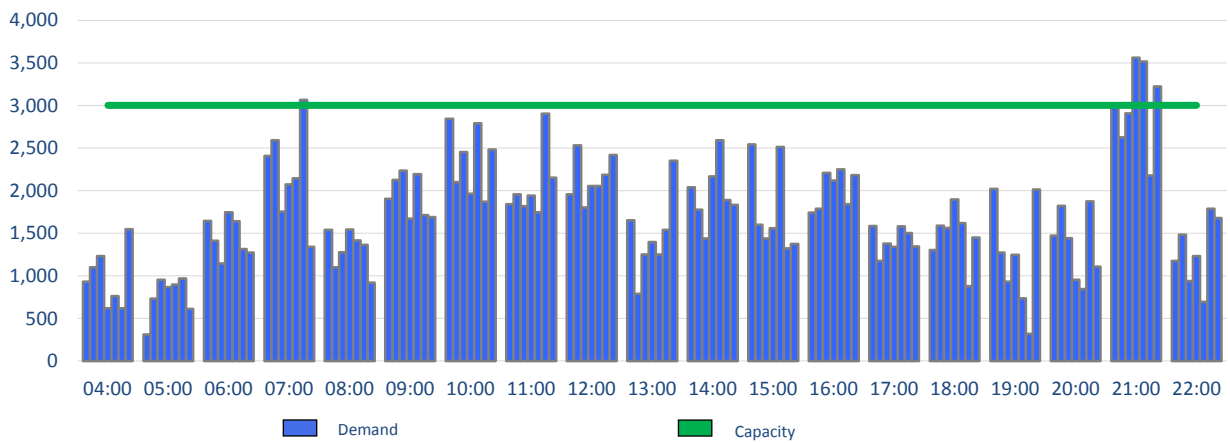
LGW S13 - South Terminal Domestic - Arrivals Demand

Peak Week Passengers per Hour - All times UTC



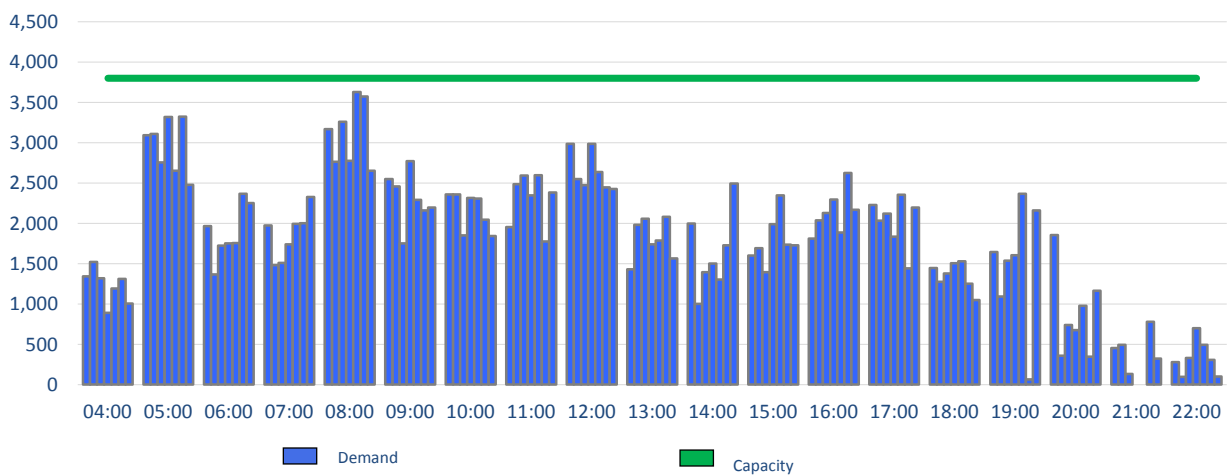
LGW S13 - South Terminal International - Arrivals Demand

Peak Week Passengers per Hour - All times UTC



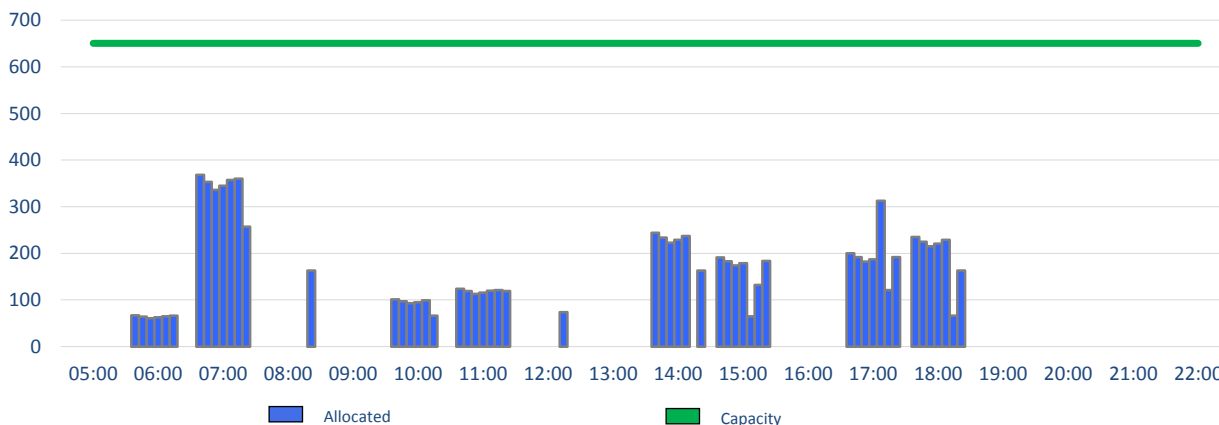
LGW S13 - South Terminal - Departures Demand

Peak Week Passengers per Hour - All times UTC



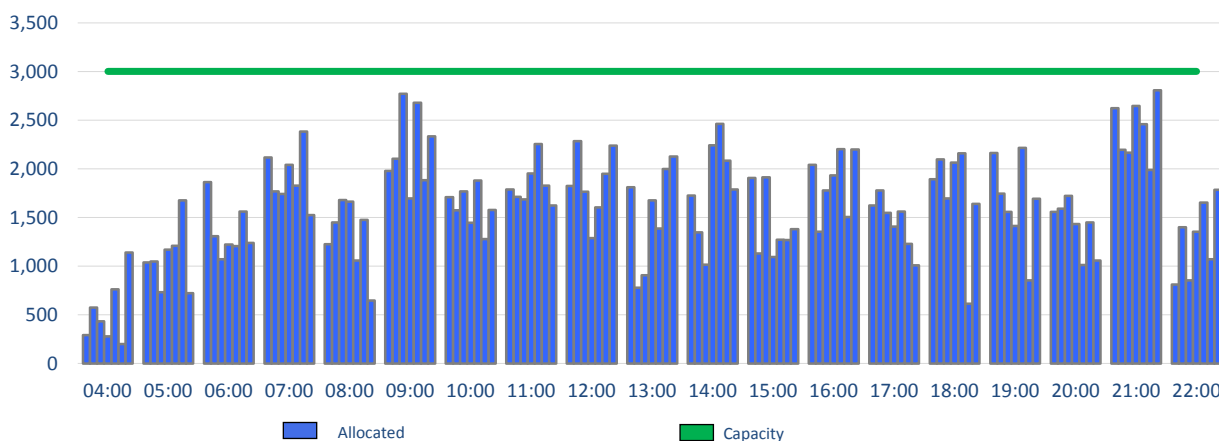
LGW S13 - South Terminal Domestic - Arrivals Allocated

Peak Week Passengers per Hour - All times UTC



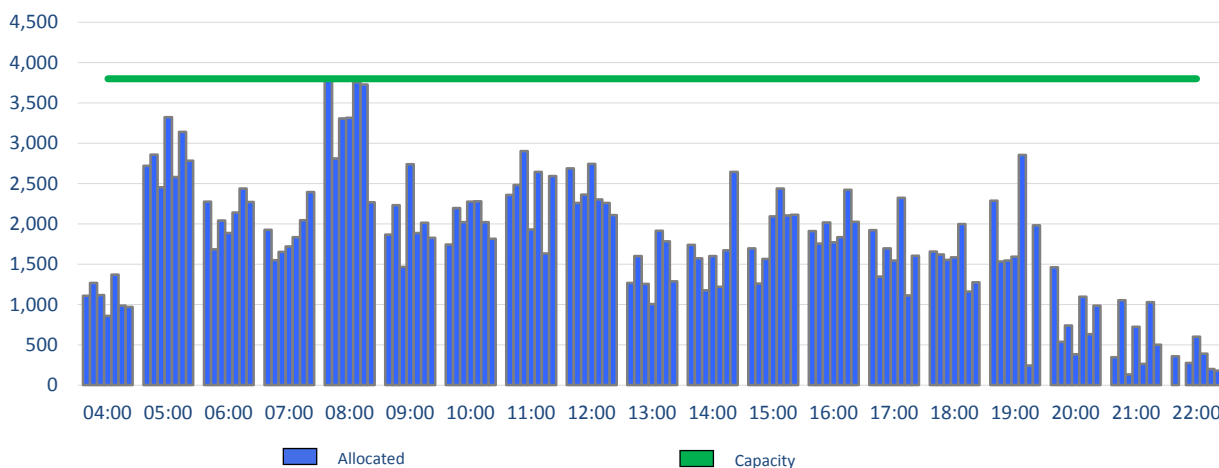
LGW S13 - South Terminal International - Arrivals Allocated

Peak Week Passengers per Hour - All times UTC



LGW S13 - South Terminal - Departures Allocated

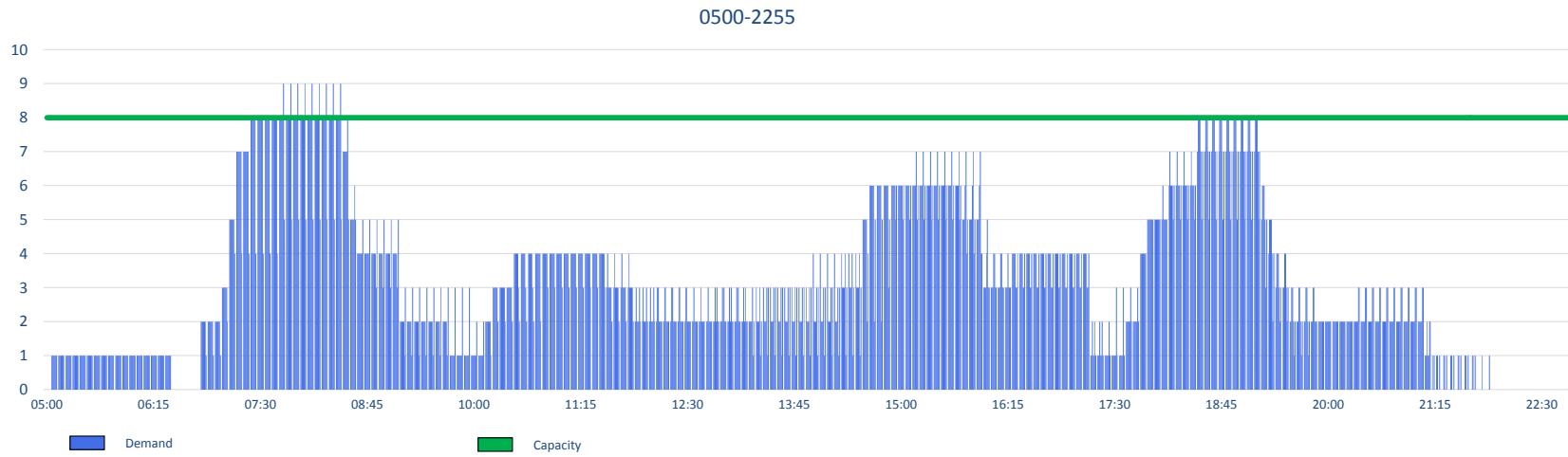
Peak Week Passengers per Hour - All times UTC



LGW S13 - South Terminal Domestic - Departures R45/5 Demand

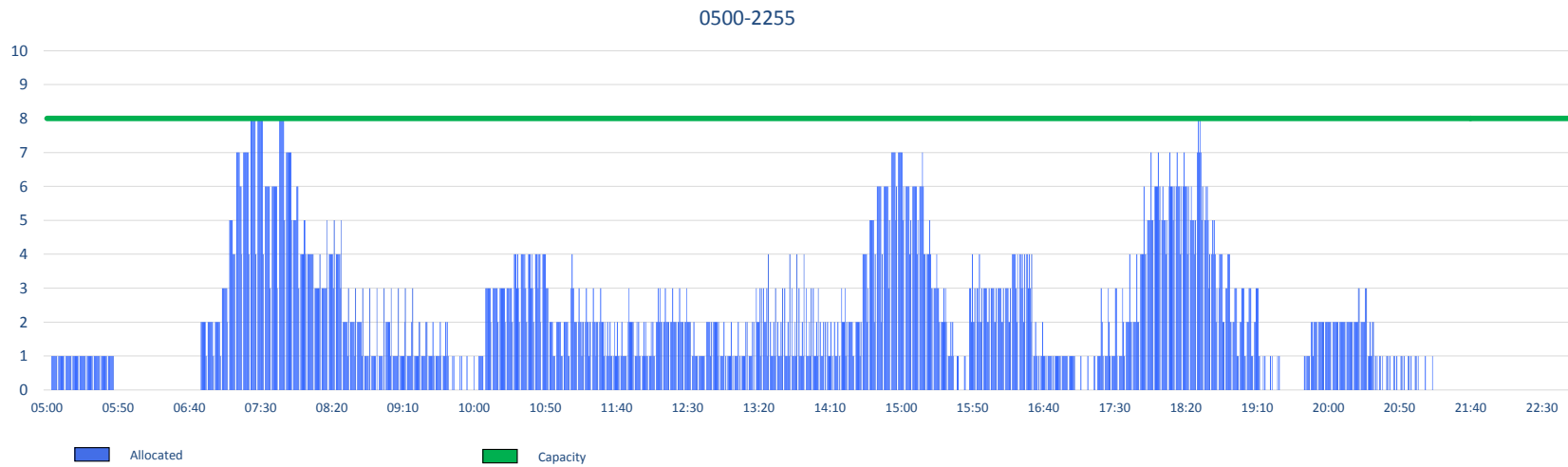
Peak Week Departures per Hour - All times UTC

1



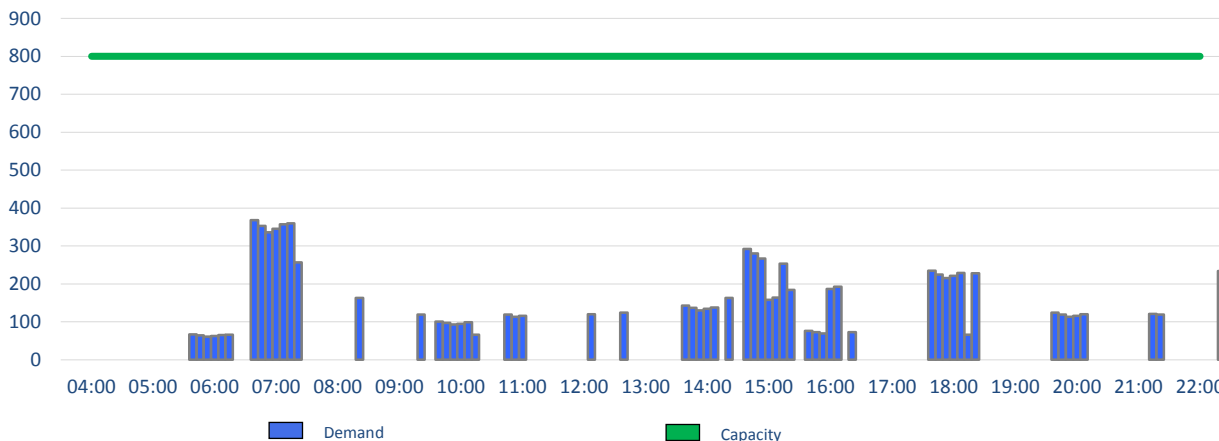
LGW S13 - South Terminal Domestic - Departures R45/5 Allocated

Peak Week Departures per Hour - All times UTC



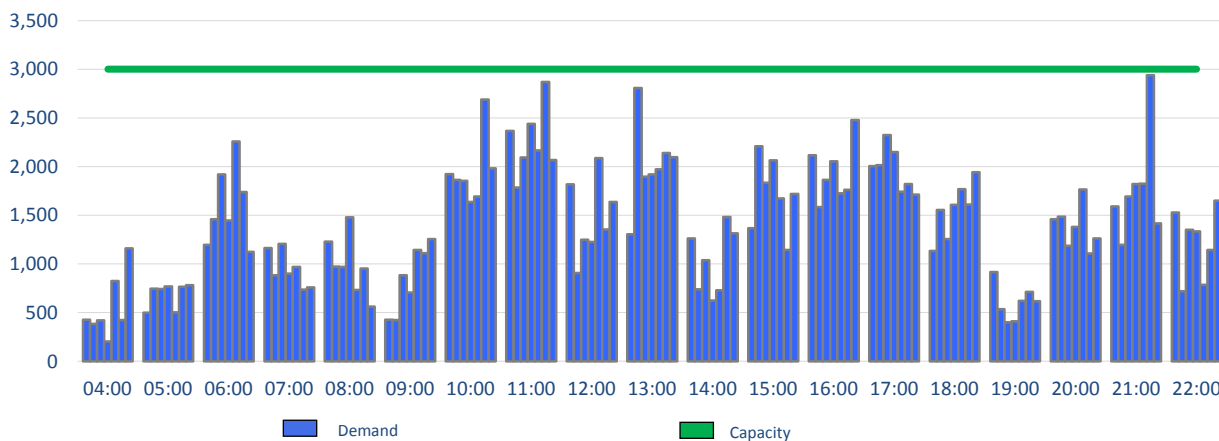
LGW S13 - North Terminal Domestic - Arrivals Demand

Peak Week Passengers per Hour - All times UTC



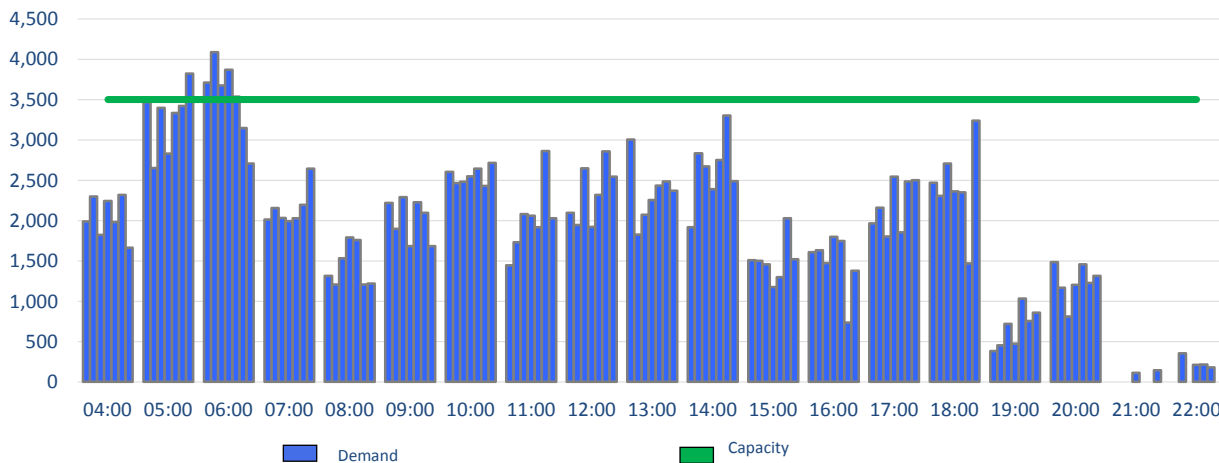
LGW S13 - North Terminal International - Arrivals Demand

Peak Week Passengers per Hour - All times UTC



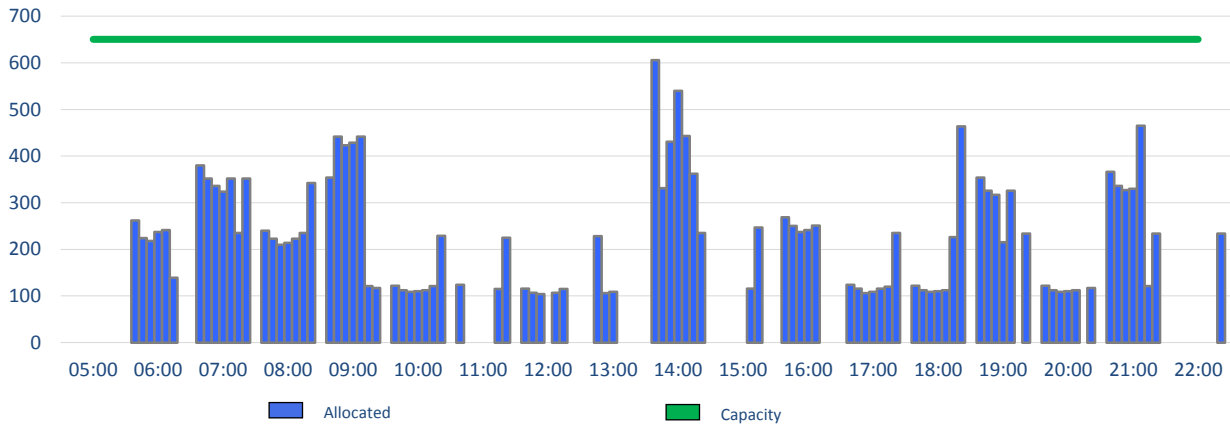
LGW S13 - North Terminal - Departures Demand

Peak Week Passengers per Hour - All times UTC



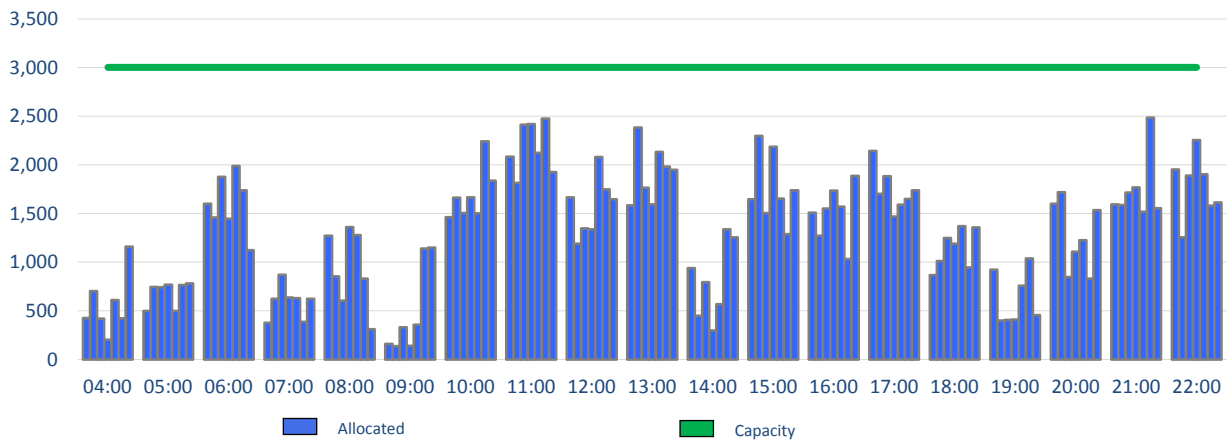
LGW S13 - North Terminal Domestic - Arrivals Allocated

Peak Week Passengers per Hour - All times UTC



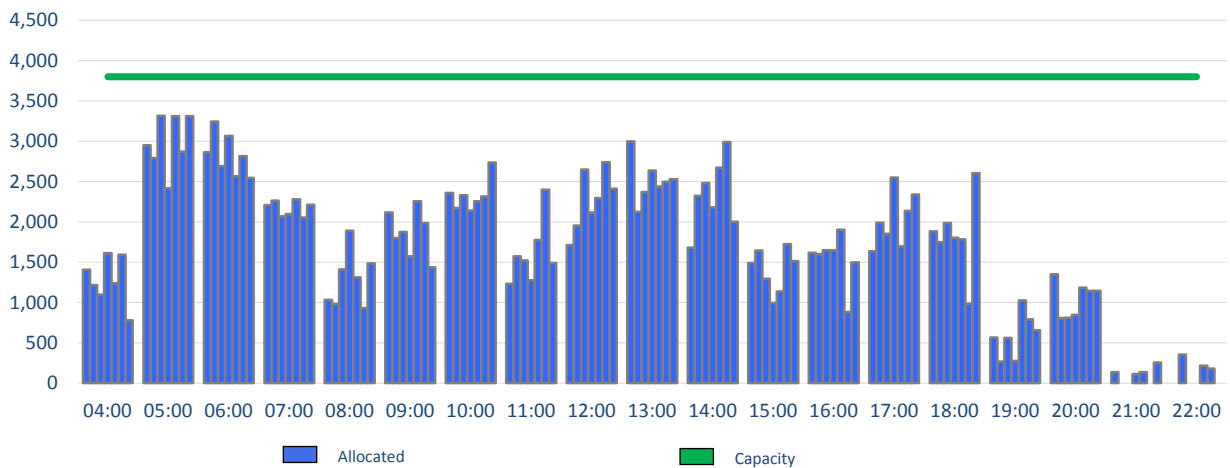
LGW S13 - North Terminal International - Arrivals Allocated

Peak Week Passengers per Hour - All times UTC



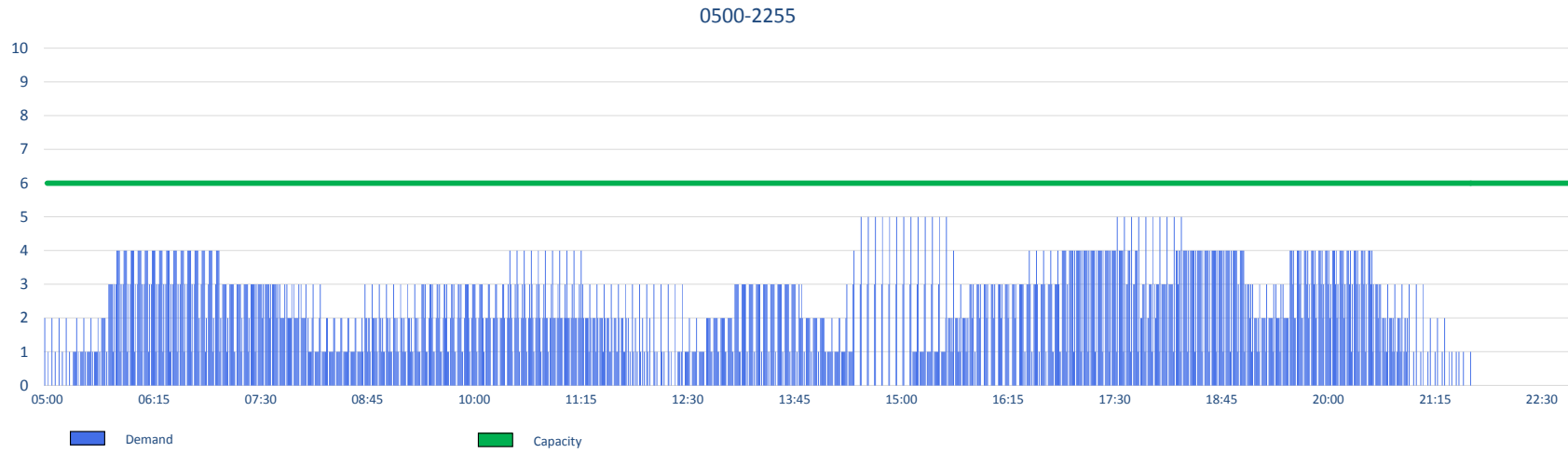
LGW S13 - North Terminal - Departures Allocated

Peak Week Passengers per Hour - All times UTC



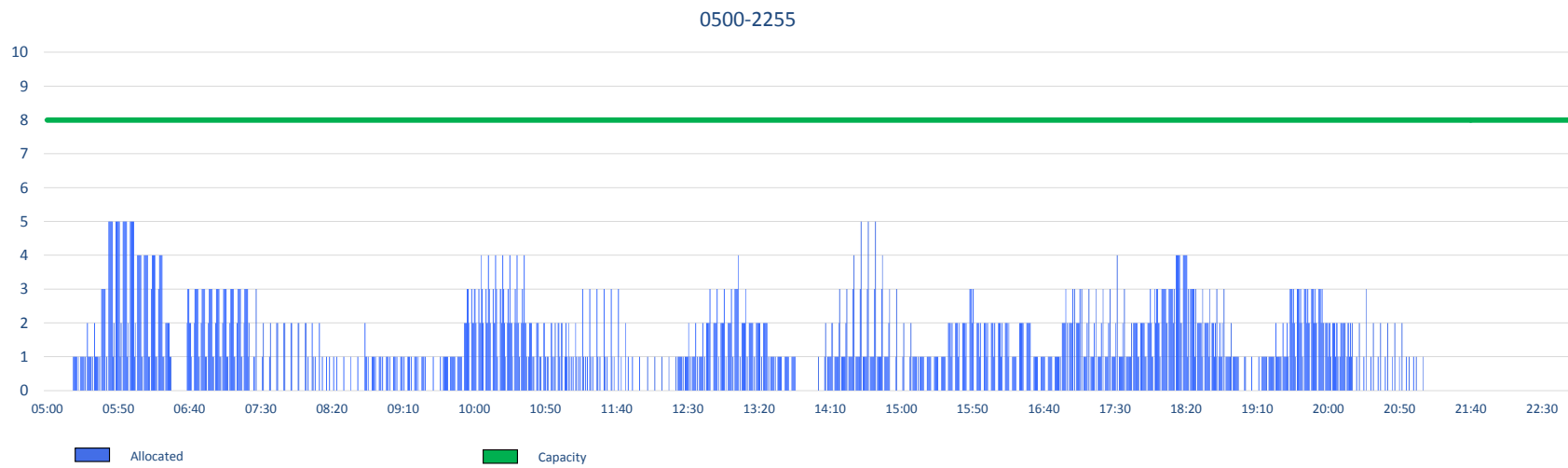
LGW S13 - North Terminal Domestic - Departures R45/5 Demand

Peak Week Departures per Hour - All times UTC



LGW S13 - North Terminal Domestic - Departures R45/5 Allocated

Peak Week Departures per Hour - All times UTC



GLOSSARY OF TERMS

Air Transport Movement (ATM)	A scheduled or charter passenger or freight aircraft movement.
Allocation	The allocation of slots such that demand is constrained to fit within declared scheduling limits.
Common Travel Area (CTA)	Services to or from the Republic of Ireland and the Channel Islands.
Demand	The unconstrained demand for slots, prior to any schedule adjustments.
Passenger ATM	A scheduled or charter passenger aircraft movement (i.e., excluding all-cargo aircraft movements).
Scheduling Limits	Limiting parameters declared by the Airport Operator used in the coordination process.
Seats	The number of seats based on the aircraft configuration advised by the airline.
Peak Week	The Peak Week for Summer 2013 is Mon 19-Aug-2013 to Sun 25-Aug-2013
Data Snapshot	All data used for this report was as held at Fri 29 Mar 2013

GUIDE TO HISTOGRAMS

The histograms show the pattern of traffic by time of day against the appropriate scheduling limit. Each time period consist of seven columns representing the days-of-week, Monday through Sunday.