

GATWICK AIRPORT

LGW

SUMMER 2014 (S14)

Start of season

KEY STATISTICS	Summer 2014	vs Summer 2013 Start	vs Summer 2013 End
Air Transport Movements	166,865	3.8%	5.0%
Total Seats (m)	30.3	8.2%	9.4%
Seats per Passenger ATM	181.5	4.3%	4.2%

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Data in this report is current as of: Thu 20-Mar-2014

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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 2013	24	25	26	22	21	26	27	24	25	27	26	28	28	28	27	23	30	25.7	437
Capacity change	0	0	0	0	0	2	2	0	0	-1	1	1	0	0	0	0	5	0.6	10
Summer 2014	24	25	26	22	21	28	29	24	25	26	27	29	28	28	27	23	35	26.3	447

Departures

Departure Hour	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	Ave	Total
Summer 2013	35	31	28	31	28	28	28	29	29	27	27	28	29	28	24	22	19	27.7	471
Capacity change	3	4	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0.5	9
Summer 2014	38	35	29	31	28	28	28	29	29	27	27	28	30	28	24	22	19	28.2	480

Totals

Total Hour	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	Ave	Total
Summer 2013	46	49	51	51	46	52	53	51	50	51	48	51	53	53	46	43	41	49.1	835
Capacity change	0	5	1	0	0	3	0	2	2	0	1	4	2	1	0	0	0	1.2	21
Summer 2014	46	54	52	51	46	55	53	53	52	51	49	55	55	54	46	43	41	50.4	856

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 each 15 minute period within the hour distributed evenly across the hour.
- In hours where the arr / dep limit is 30 or more, the 15 minute capacity may be increased to 9 or 10 as required to accommodate the hourly demand. Demand should be distributed evenly across the hour to avoid consecutive 15 minute periods of 10 departures.

Terminal Scheduling Limits

Passengers per Hour (T60)

South Terminal	Arns	Deps
Domestic	650	
International	3350	
Combined		3800

North Terminal	Arns	Deps
Domestic	800	
International	3000	
Combined		3800

Domestic Stands

R45/5 Constraint

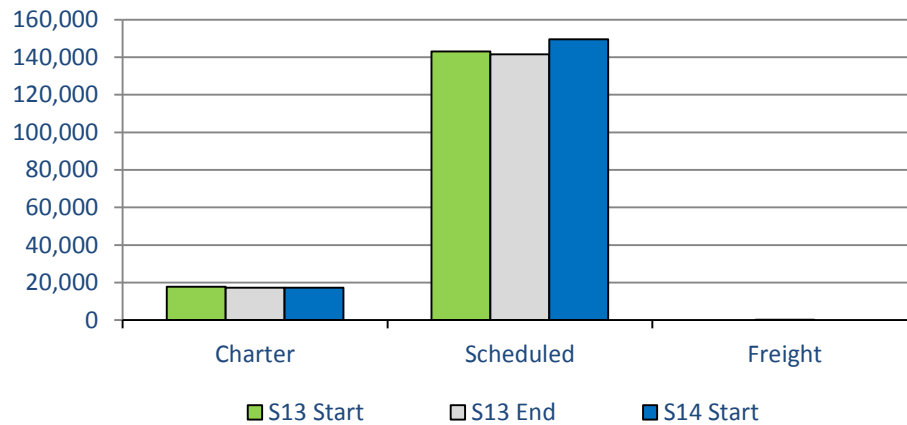
- **South Terminal Domestic/CTA departures**
8 deps per 45 minutes rolled every 5 minutes
- **North Terminal Domestic/CTA departures**
6 deps per 45 minutes rolled every 5 minutes

Summary - Notable Schedule Changes

- Adria Airways (JP) - Increase to two services a week on Ljubljana
- Aer Lingus (EI) - Reduction on Dublin from 46 a week to 37 a week
- Air One (AP) - New services to Catania and Palermo, both three times a week.
- Atlantic Airways (RC) - Cancelled their twice a week service to Faroe Islands.
- Aurigny (GR) - Increase to 40 service a week from 38 and increased from ATR72 to Embraer 195 for 28 service per week.

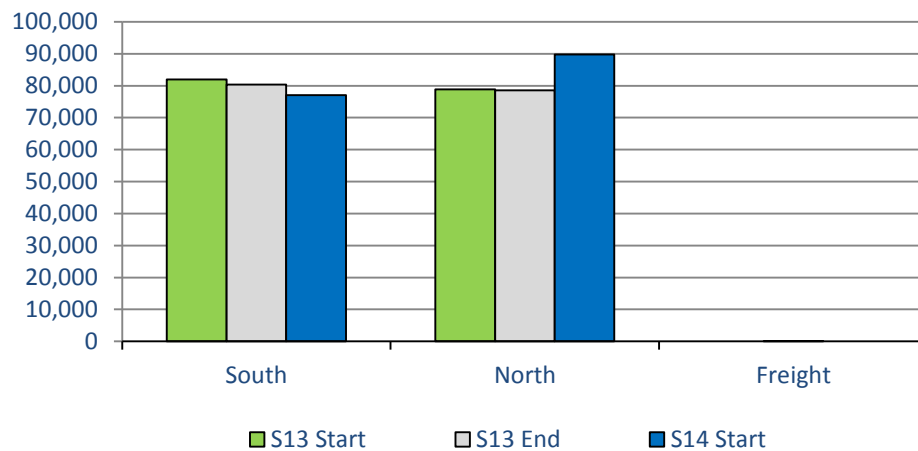
- British Airways (BA) – new service to Malta, dropped Tunis Route. Overall increase of 24 services per week, included seven services per week on long haul on extra frequency on Orlando, Punta Cana, Kingston and Grenada.
- easyJet (EZY) – 173 rotations a week acquired from Flybe. New services to Brest, Brussels, Bucharest, Jersey, Newcastle, Paris, Strasbourg, and Tel Aviv. Routes ceased Amman and Bergen.
- Emirates (EK) – Upgraded one of three daily service to A380.
- Flybe (BE) – All historic slots pairs traded to easyJet, and applied for a new double daily Newquay service.
- Gambia Bird (3G) – Increase to four services a week.
- Germania (ST) – Increase to 14 services a week from 11 with extra flight to Banjul and twice a week to Erfurt
- Icelandair (ST) – Increase to four services a week to Keflavik from three.
- Lufthansa (LH) – Cancelled their only daily service to Lufthansa
- Meridiana (LH) – Increase to 10 service a week, from a single service. Cagliari twice a week, Naples five times a week and Olbia increases from one to three times a week.
- Monarch (ZB/MON) – Increase by 12 services a week, new services to Patras and Nice.
- NAS Air (XY) – New operator serving Jeddah three times a week using an A330.
- Norwegian (DY) – increase by 62 services per week. Includes introduction of 787 on New York (three times a week), Los Angeles (twice a week), and Fort Lauderdale (twice a week). New short haul services to Budapest, Catania, and Madrid.
- Royal Air Maroc (AT) – increase from four a week to seven a week, serving Marrakech six times a week and Casablanca once a week.
- Small Planet (P7) - Increases to 30 services per week from 18 on various Mediterranean destinations.
- TAP (TP) - Increases to 31 services per week from 26, increasing Lisbon from five to ten services per week.
- Thomas Cook (TCX) - Decrease from 114 service per week to 103. Routes ceased Faro, Orlando, Punta Cana, and Varadero.
- Turkish (TK) - Increase to four from three services a day increasing Istanbul Ataturk to three times a day.
- Vueling (TK) - Increase to four from two services a day increasing Barcelona to three times a day and introducing a daily Florence service.
- WOW Air (WW) - Previously operating as a virtual airline using Avion Express, WOW air is now operating ten services a week to Keflavik under its own AOC.

AIR TRANSPORT MOVEMENTS BY SERVICE TYPE



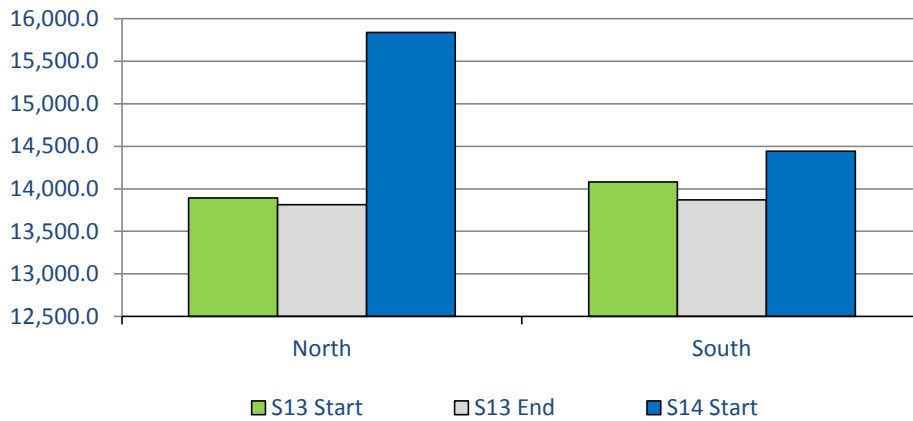
	S13 Start	S13 End	S14 Start	% CHANGE Start - Start	% CHANGE Start - End
Charter	17,844	17,352	17,324	-2.9%	-0.2%
Scheduled	142,971	141,547	149,541	4.6%	5.6%
Freight	0	13	0	na	-100.0%
Total	160,815	158,912	166,865	3.8%	5.0%

AIR TRANSPORT MOVEMENTS BY TERMINAL



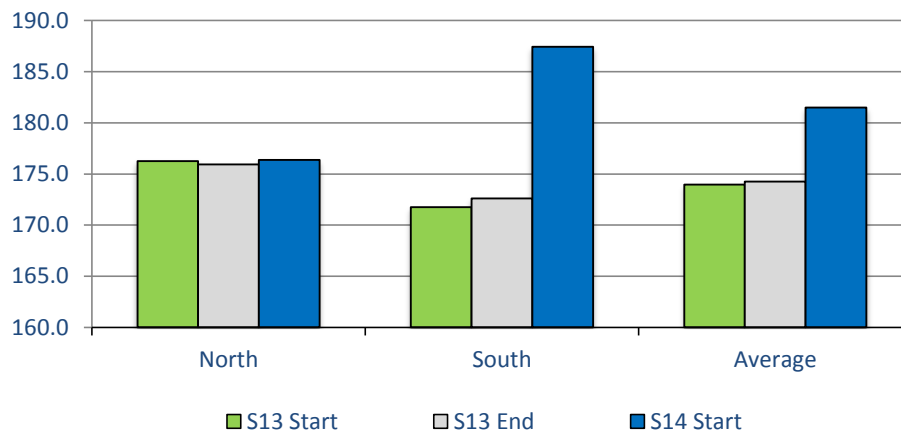
	S13 Start	S13 End	S14 Start	% CHANGE Start - Start	% CHANGE Start - End
South	81,994	80,363	77,054	-6.0%	-4.1%
North	78,821	78,536	89,811	13.9%	14.4%
Freight	0	13	0	na	-100.0%
Total	160,815	158,912	166,865	3.8%	5.0%

TOTAL SEATS (000s) BY TERMINAL



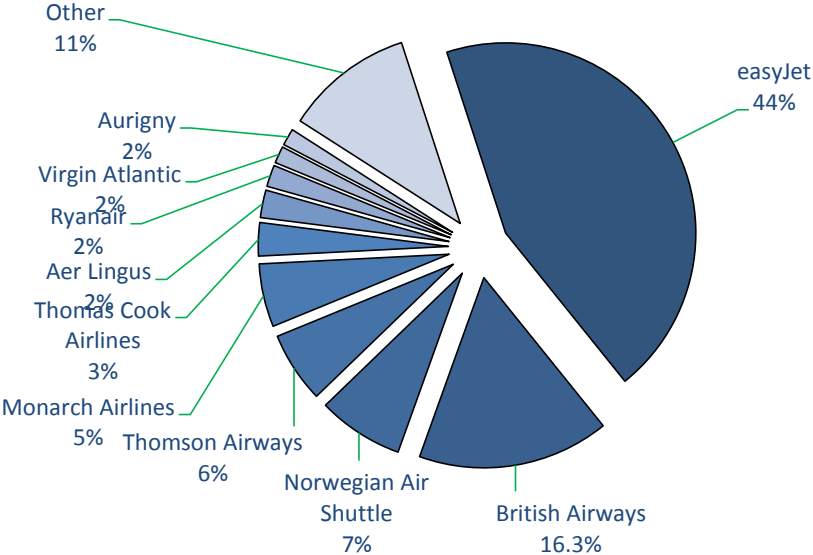
	S13 Start	S13 End	S14 Start	% CHANGE Start - Start	% CHANGE Start - End
North	13,892.8	13,815.7	15,840.7	14.0%	14.7%
South	14,083.3	13,870.3	14,442.7	2.6%	4.1%
Total	27,976.0	27,686.0	30,283.5	8.2%	9.4%

SEATS PER PASSENGER ATM BY TERMINAL

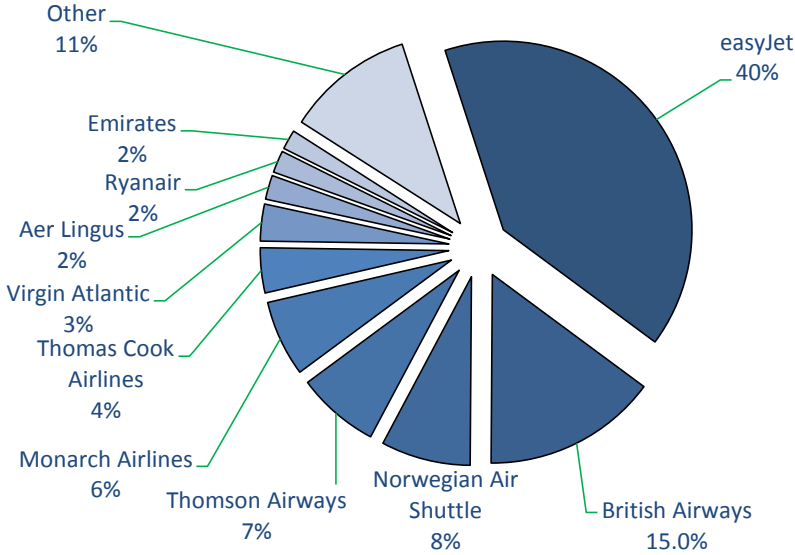


	S13 Start	S13 End	S14 Start	% CHANGE Start - Start	% CHANGE Start - End
North	176.3	175.9	176.4	0.1%	0.3%
South	171.8	172.6	187.4	9.1%	8.6%
Average	174.0	174.2	181.5	4.3%	4.2%

TOP 10 AIRLINES BY AIR TRANSPORT MOVEMENT:

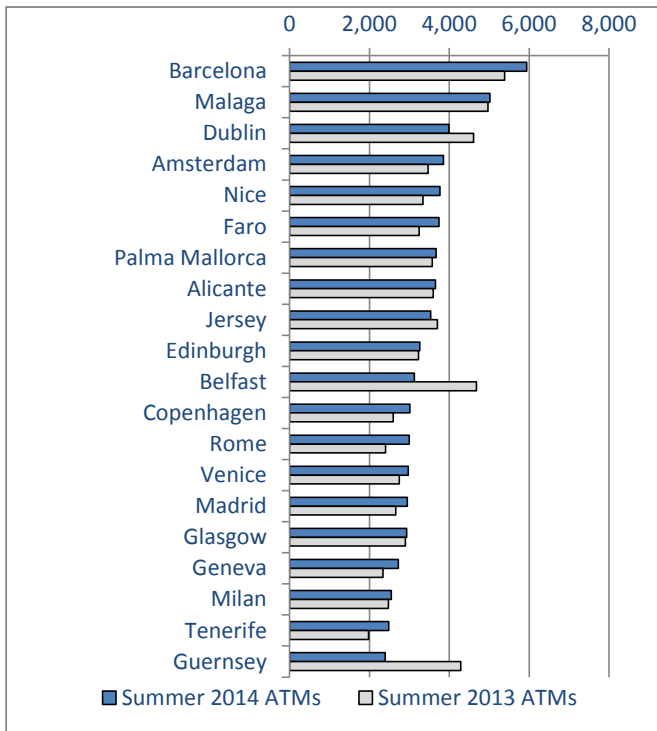


TOP 10 AIRLINES BY SEATS



AIR TRANSPORT MOVEMENTS BY DESTINATION - FULL SEASON

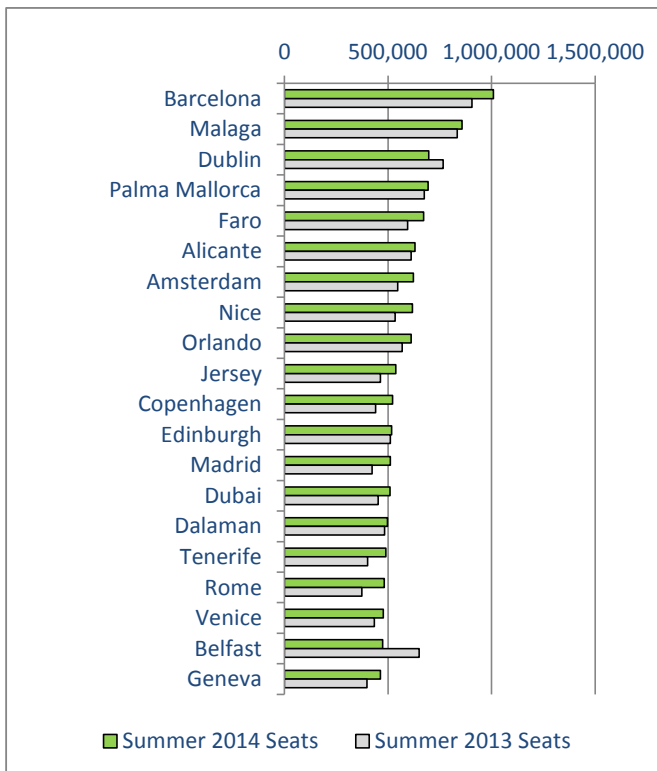
Allocated ATMs for full season Summer 2014



	Summer 2014 ATMs	Summer 2013 ATMs
Barcelona	5,936	5,385
Malaga	5,020	4,972
Dublin	3,992	4,608
Amsterdam	3,854	3,474
Nice	3,768	3,344
Faro	3,741	3,249
Palma Mallorca	3,670	3,575
Alicante	3,656	3,600
Jersey	3,537	3,702
Edinburgh	3,261	3,233
Belfast	3,128	4,680
Copenhagen	3,011	2,596
Rome	2,998	2,403
Venice	2,973	2,747
Madrid	2,946	2,657
Glasgow	2,936	2,905
Geneva	2,725	2,342
Milan	2,549	2,476
Tenerife	2,487	1,977
Guernsey	2,398	4,286

AIR TRANSPORT SEATS BY DESTINATION - FULL SEASON

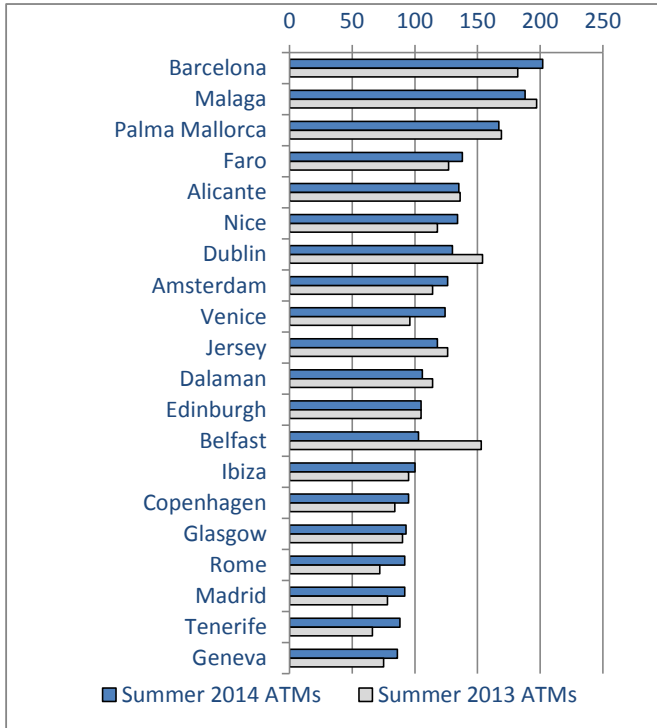
Allocated seats for full season Summer 2014



	Summer 2014 Seats	Summer 2013 Seats
Barcelona	1,008,689	905,055
Malaga	856,872	833,824
Dublin	696,340	766,756
Palma Mallorca	694,221	674,330
Faro	671,587	594,260
Alicante	630,961	612,382
Amsterdam	623,209	547,143
Nice	617,598	534,615
Orlando	611,651	568,454
Jersey	538,106	463,152
Copenhagen	521,766	440,009
Edinburgh	517,037	510,913
Madrid	510,482	422,802
Dubai	509,180	452,760
Dalaman	496,740	483,851
Tenerife	489,421	401,739
Rome	482,244	372,850
Venice	476,925	433,506
Belfast	473,376	650,047
Geneva	463,028	398,218

AIR TRANSPORT MOVEMENTS BY DESTINATION - PEAK WEEK

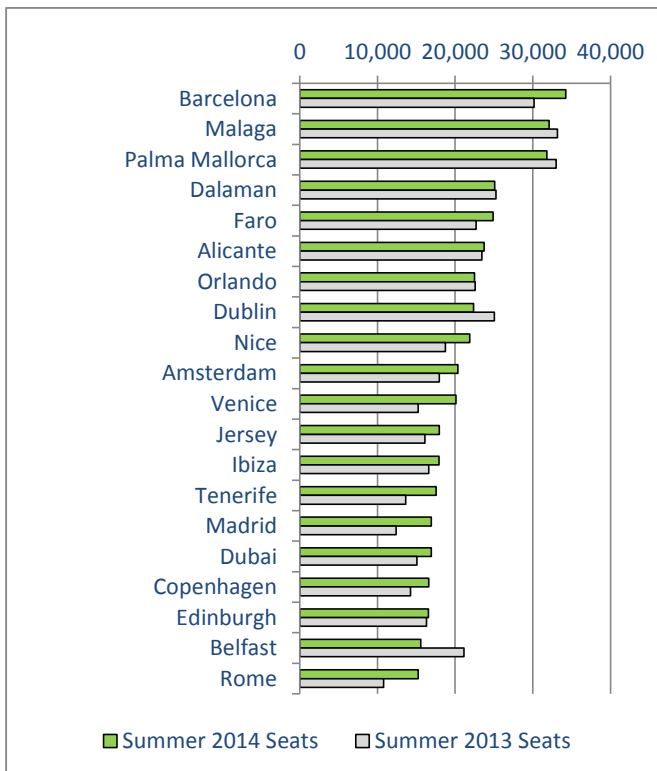
Allocated ATMs per peak week Summer 2014



	Summer 2014 ATMs	Summer 2013 ATMs
Barcelona	202	182
Malaga	188	197
Palma Mallorca	167	169
Faro	138	127
Alicante	135	136
Nice	134	118
Dublin	130	154
Amsterdam	126	114
Venice	124	96
Jersey	118	126
Dalaman	106	114
Edinburgh	105	105
Belfast	103	153
Ibiza	100	95
Copenhagen	95	84
Glasgow	93	90
Rome	92	72
Madrid	92	78
Tenerife	88	66
Geneva	86	75

AIR TRANSPORT SEATS BY DESTINATION - PEAK WEEK

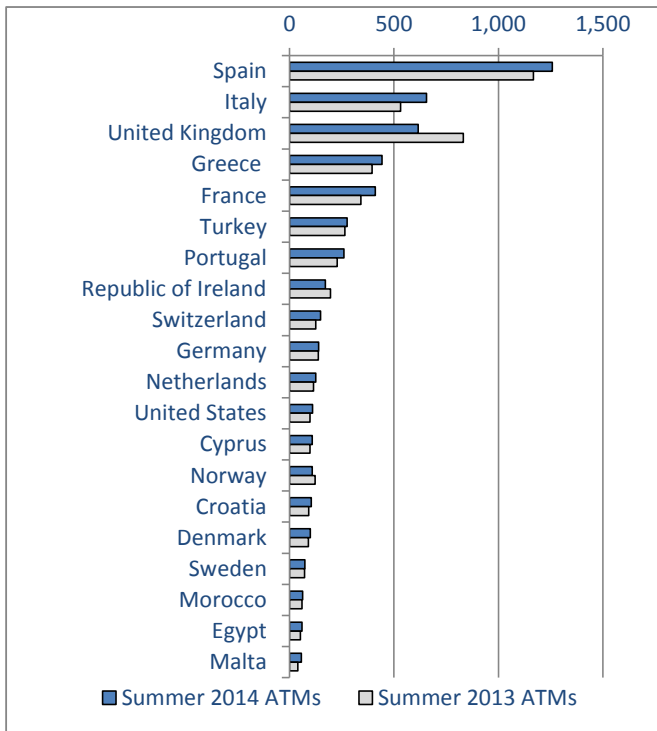
Allocated seats per peak week Summer 2014



	Summer 2014 Seats	Summer 2013 Seats
Barcelona	34,253	30,162
Malaga	32,087	33,184
Palma Mallorca	31,822	33,002
Dalaman	25,089	25,263
Faro	24,874	22,717
Alicante	23,732	23,430
Orlando	22,486	22,580
Dublin	22,382	25,034
Nice	21,865	18,730
Amsterdam	20,356	17,956
Venice	20,101	15,248
Jersey	17,952	16,094
Ibiza	17,916	16,584
Tenerife	17,528	13,612
Madrid	16,934	12,396
Dubai	16,926	15,092
Copenhagen	16,602	14,244
Edinburgh	16,539	16,328
Belfast	15,588	21,120
Rome	15,236	10,788

AIR TRANSPORT MOVEMENTS BY COUNTRY - PEAK WEEK

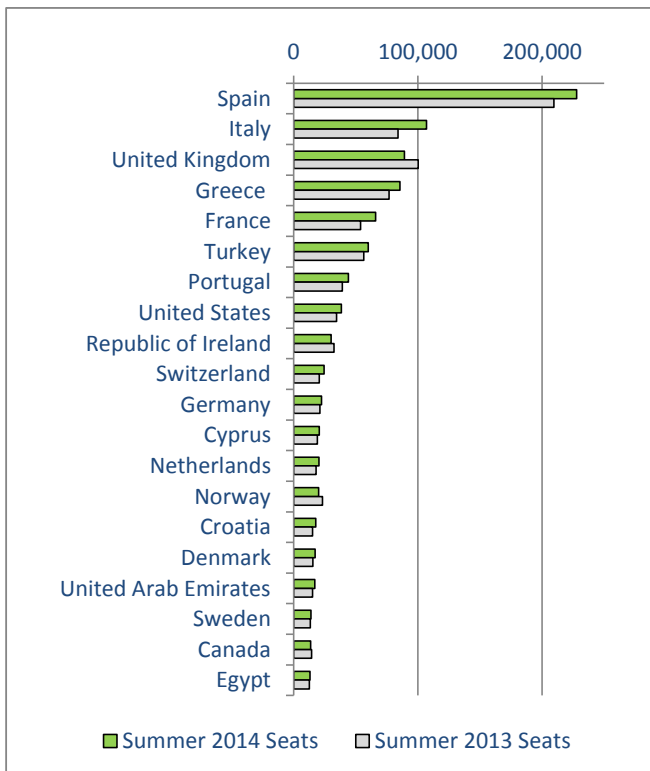
Allocated ATMs per peak week Summer 2014



	Summer 2014 ATMs	Summer 2013 ATMs
Spain	1,258	1,167
Italy	656	532
United Kingdom	616	832
Greece	443	395
France	411	342
Turkey	276	265
Portugal	260	228
Republic of Ireland	172	196
Switzerland	148	126
Germany	139	138
Netherlands	126	114
United States	110	98
Cyprus	109	98
Norway	108	122
Croatia	104	92
Denmark	99	90
Sweden	74	72
Morocco	62	60
Egypt	60	52
Malta	57	40

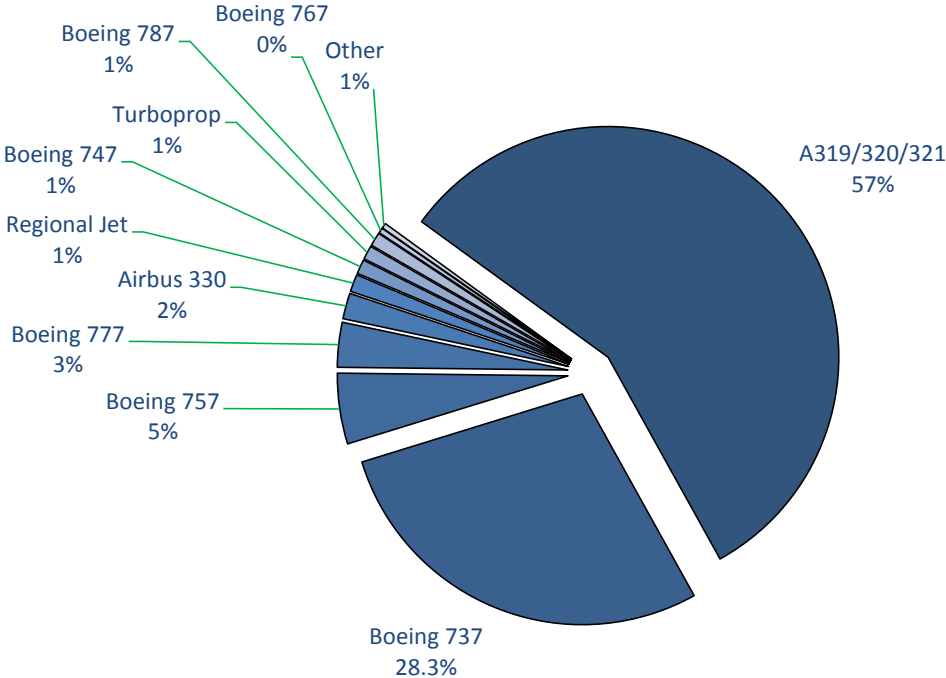
AIR TRANSPORT SEATS BY COUNTRY - PEAK WEEK

Allocated seats per peak week Summer 2014

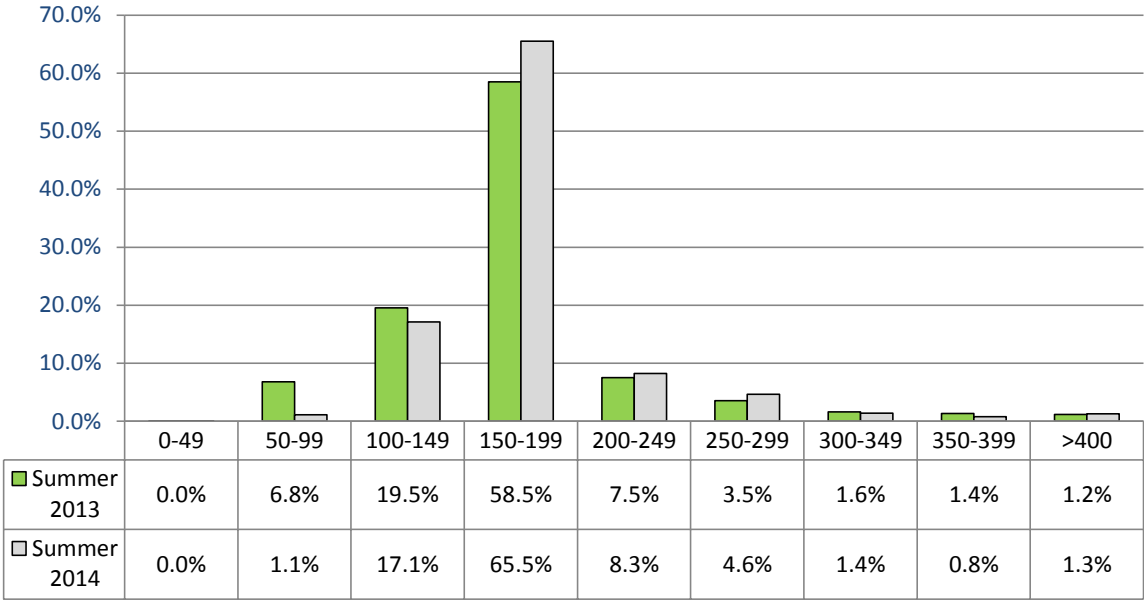


	Summer 2014 Seats	Summer 2013 Seats
Spain	227,633	209,509
Italy	106,781	84,080
United Kingdom	89,086	100,081
Greece	85,534	76,679
France	65,854	53,880
Turkey	59,923	56,447
Portugal	44,004	39,095
United States	38,430	34,494
Republic of Ireland	30,110	32,342
Switzerland	24,360	20,647
Germany	22,500	21,214
Cyprus	20,544	19,014
Netherlands	20,356	17,956
Norway	20,088	23,112
Croatia	17,827	15,220
Denmark	17,346	15,360
United Arab Emirates	16,926	15,092
Sweden	13,764	13,392
Canada	13,620	14,304
Egypt	13,164	12,566

TOP AIRCRAFT TYPES BY AIR TRANSPORT MOVEMENTS

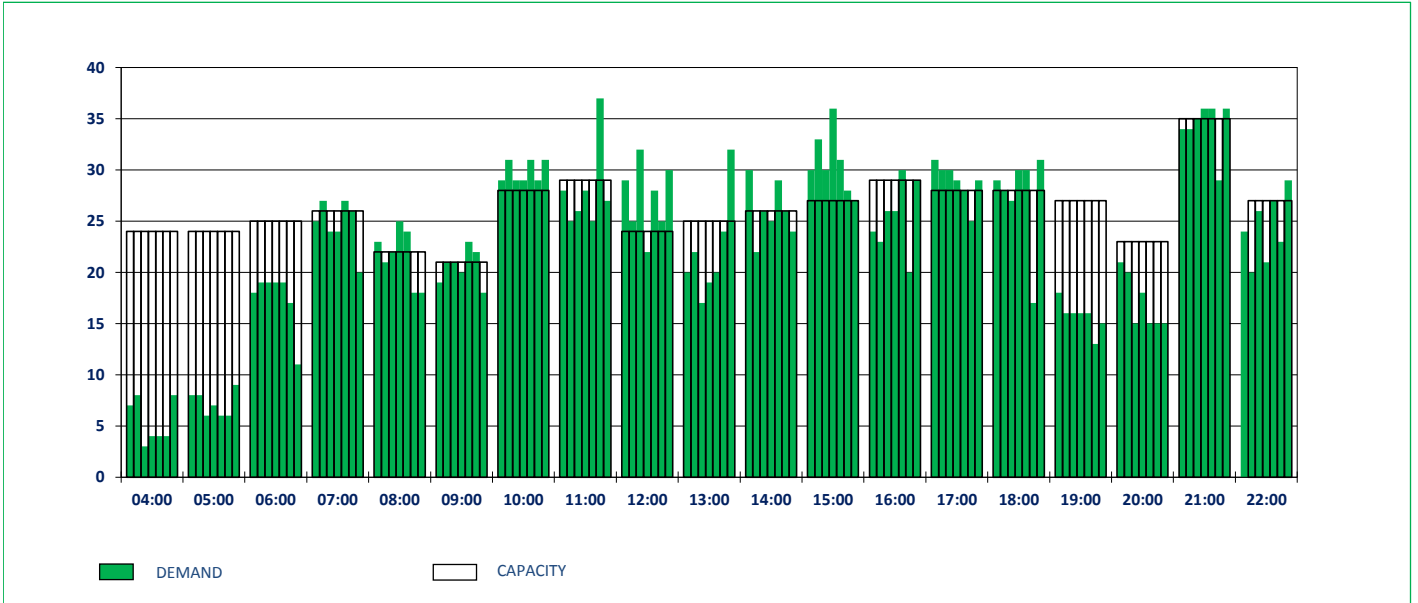


AIRCRAFT SEAT SIZE DISTRIBUTION



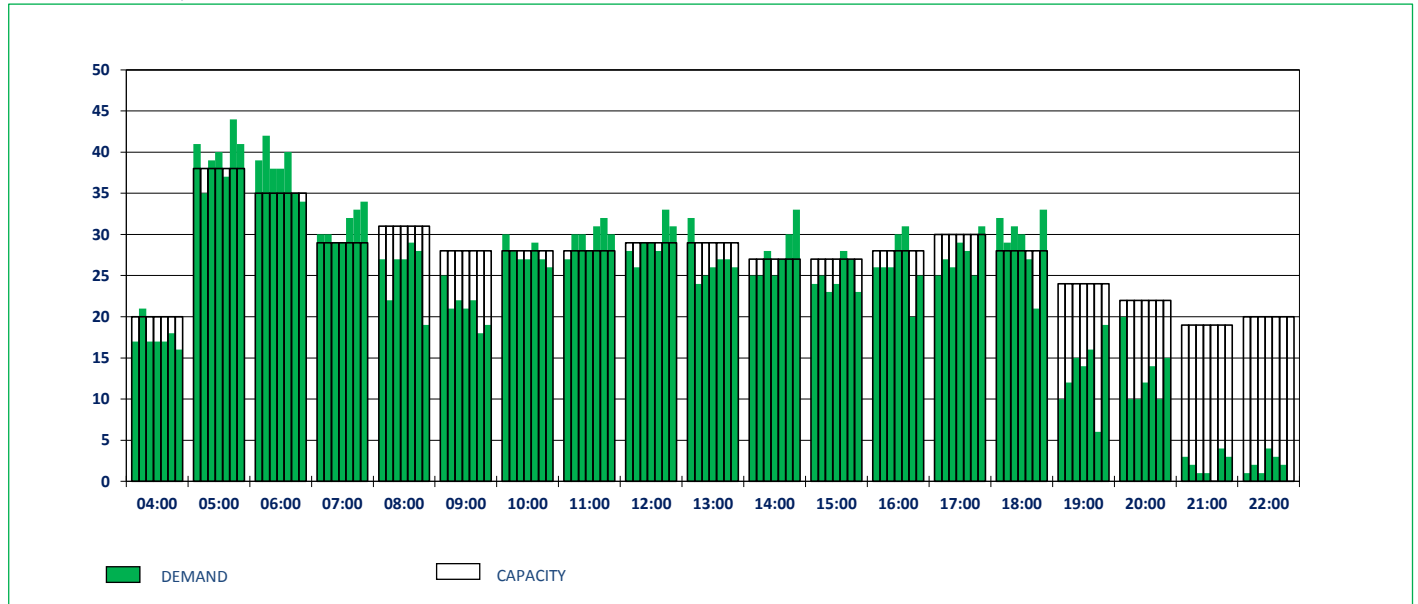
LGW S14 - RUNWAY MOVEMENT DEMAND - ARRIVALS

Peak Week Movements per Hour - All times UTC



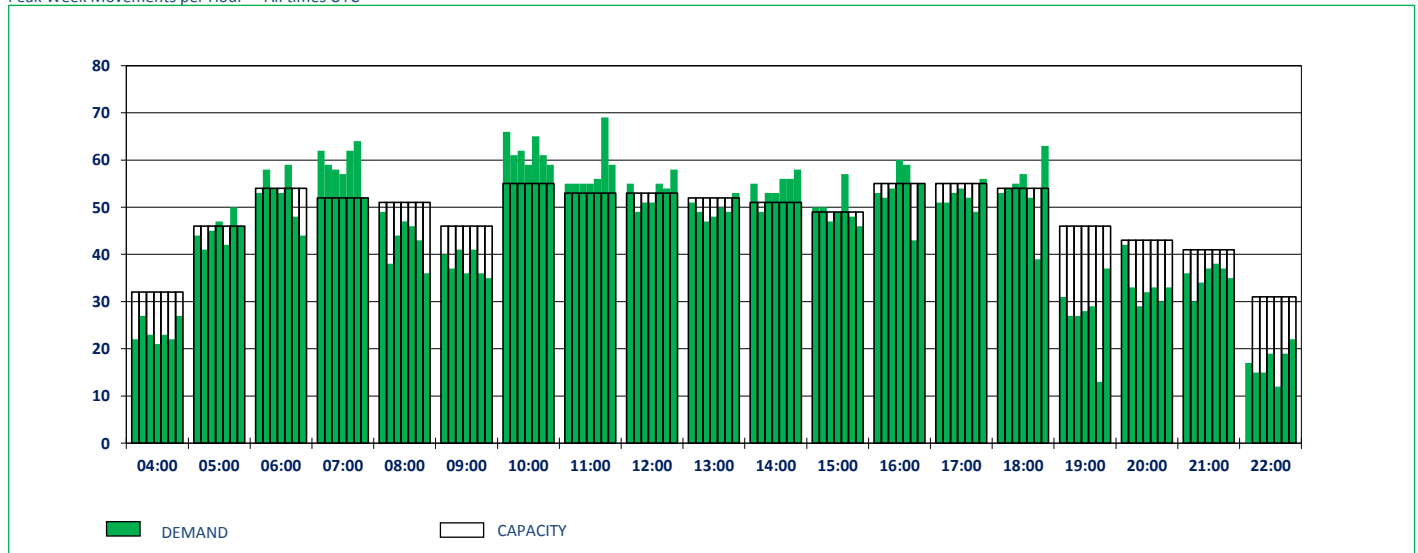
LGW S14 - RUNWAY MOVEMENT DEMAND - DEPARTURES

Peak Week Movements per Hour - All times UTC



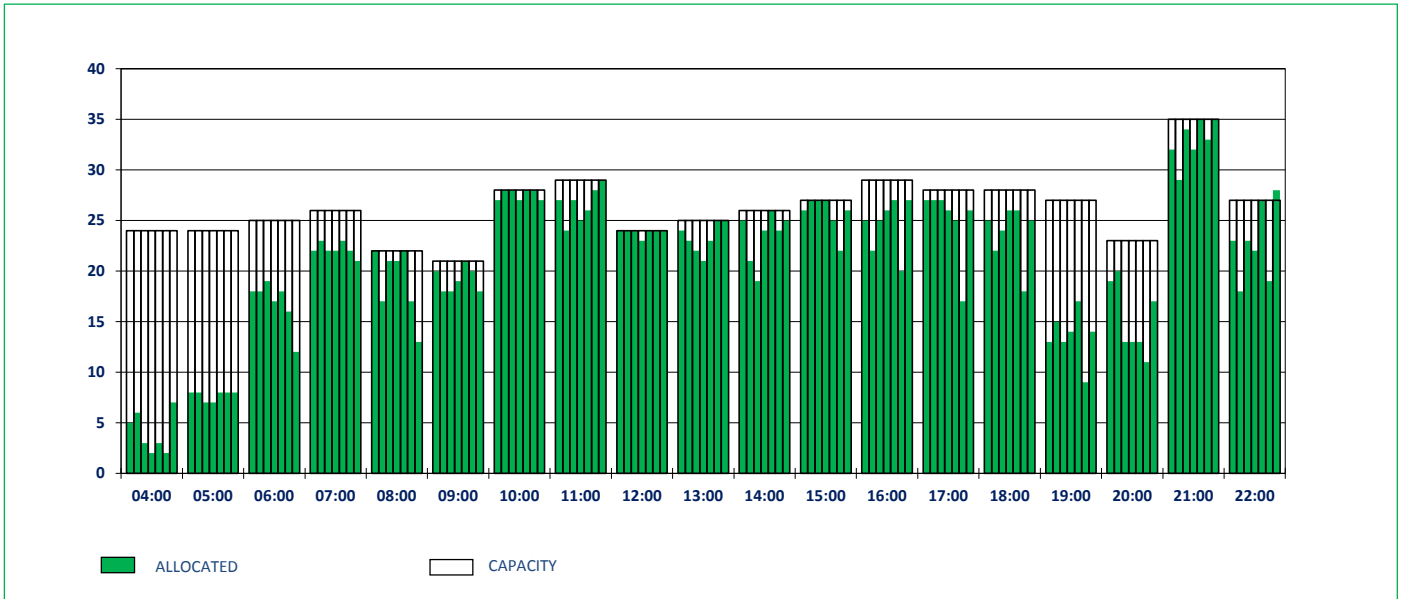
LGW S14 - RUNWAY MOVEMENT DEMAND - TOTALS

Peak Week Movements per Hour - All times UTC



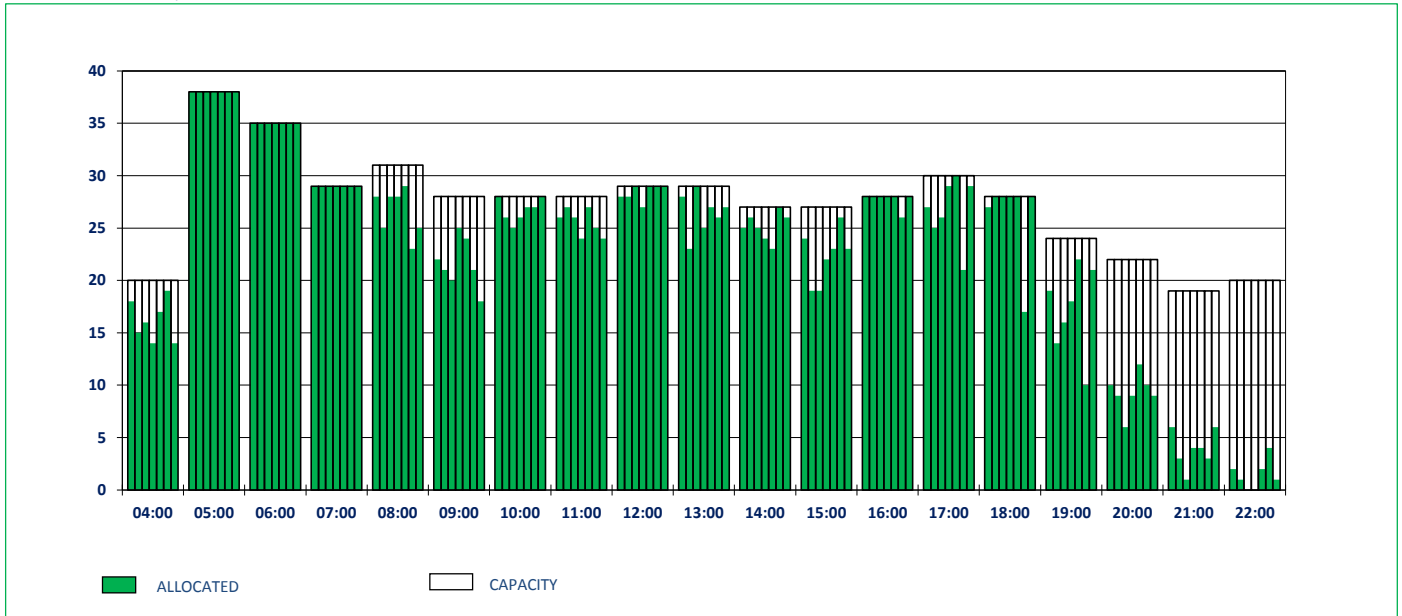
LGW S14 - RUNWAY MOVEMENT ALLOCATED - ARRIVALS

Peak Week Movements per Hour - All times UTC



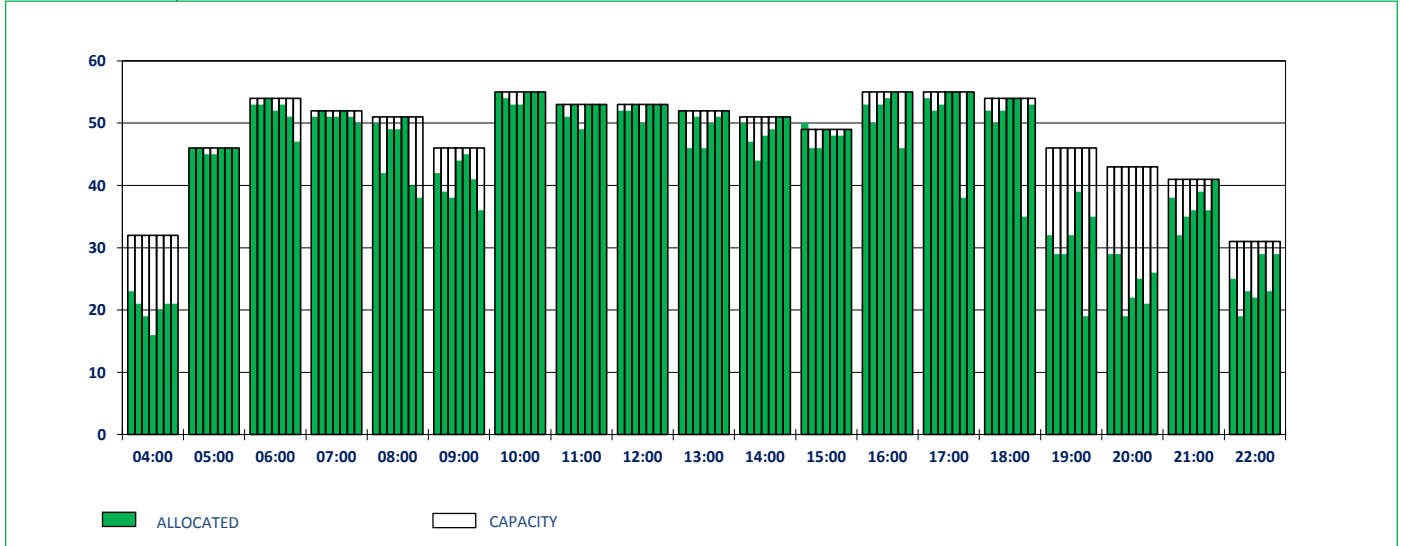
LGW S14 - RUNWAY MOVEMENT ALLOCATED - DEPARTURES

Peak Week Movements per Hour - All times UTC



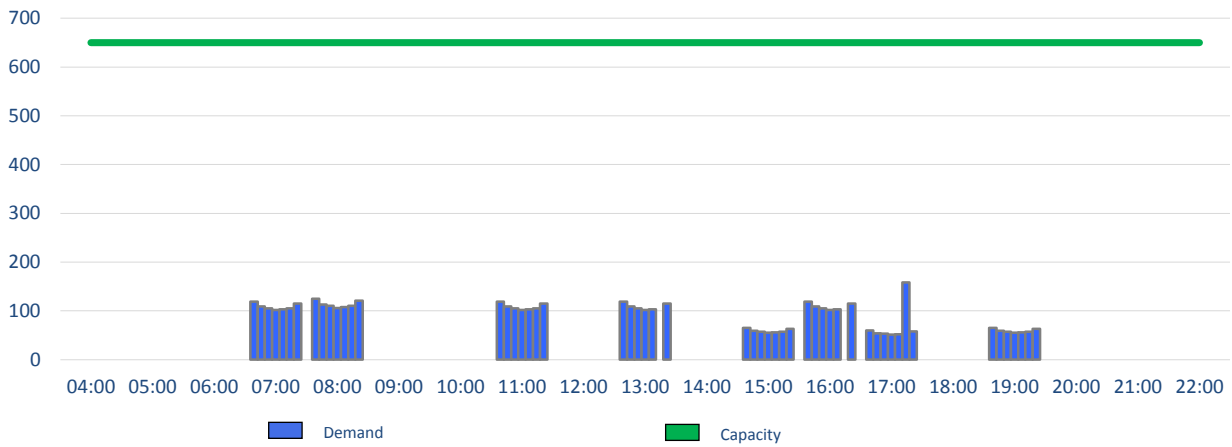
LGW S14 - RUNWAY MOVEMENT ALLOCATED - TOTALS

Peak Week Movements per Hour - All times UTC



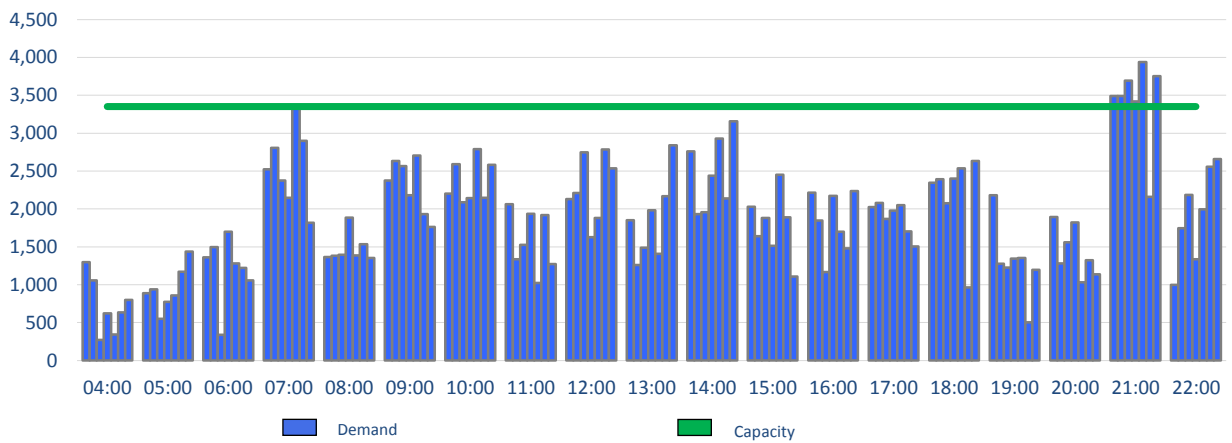
LGW S14 - South Terminal Domestic - Arrivals Demand

Peak Week Passengers per Hour - All times UTC



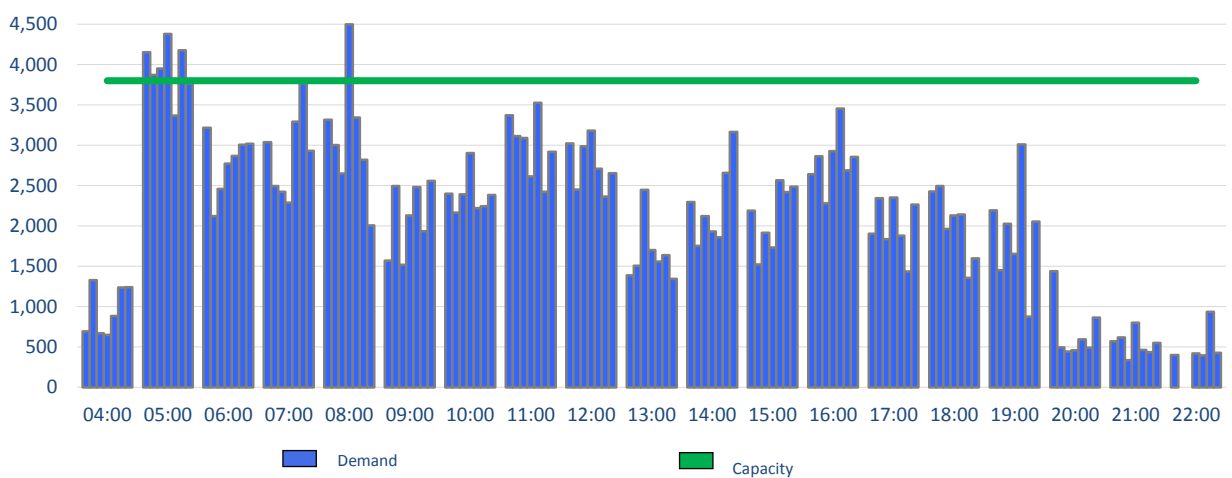
LGW S14 - South Terminal International - Arrivals Demand

Peak Week Passengers per Hour - All times UTC



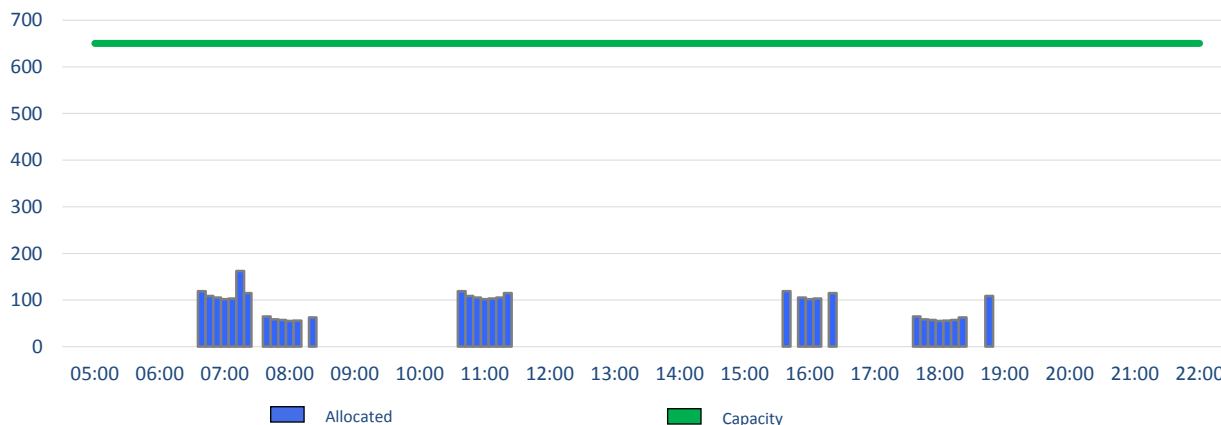
LGW S14 - South Terminal - Departures Demand

Peak Week Passengers per Hour - All times UTC



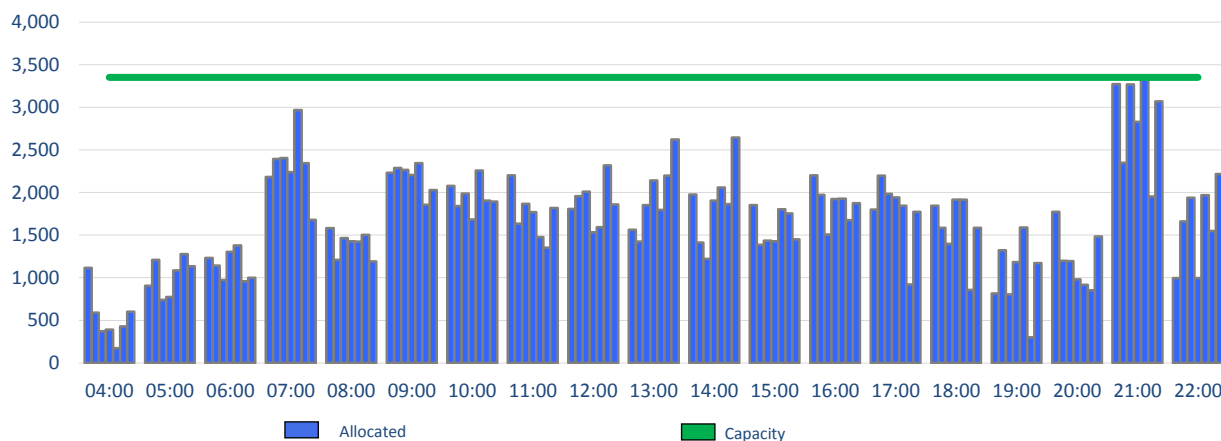
LGW S14 - South Terminal Domestic - Arrivals Allocated

Peak Week Passengers per Hour - All times UTC



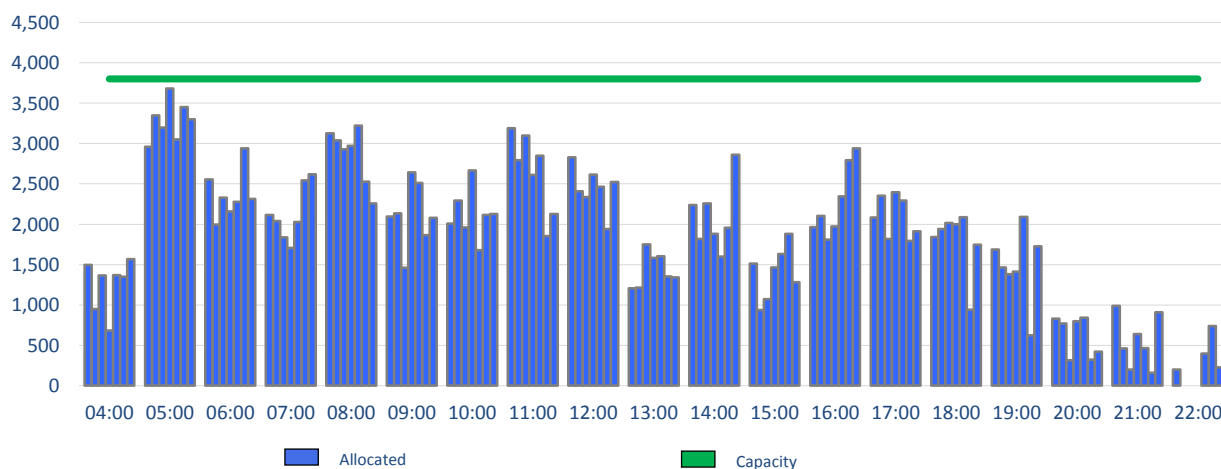
LGW S14 - South Terminal International - Arrivals Allocated

Peak Week Passengers per Hour - All times UTC



LGW S14 - South Terminal - Departures Allocated

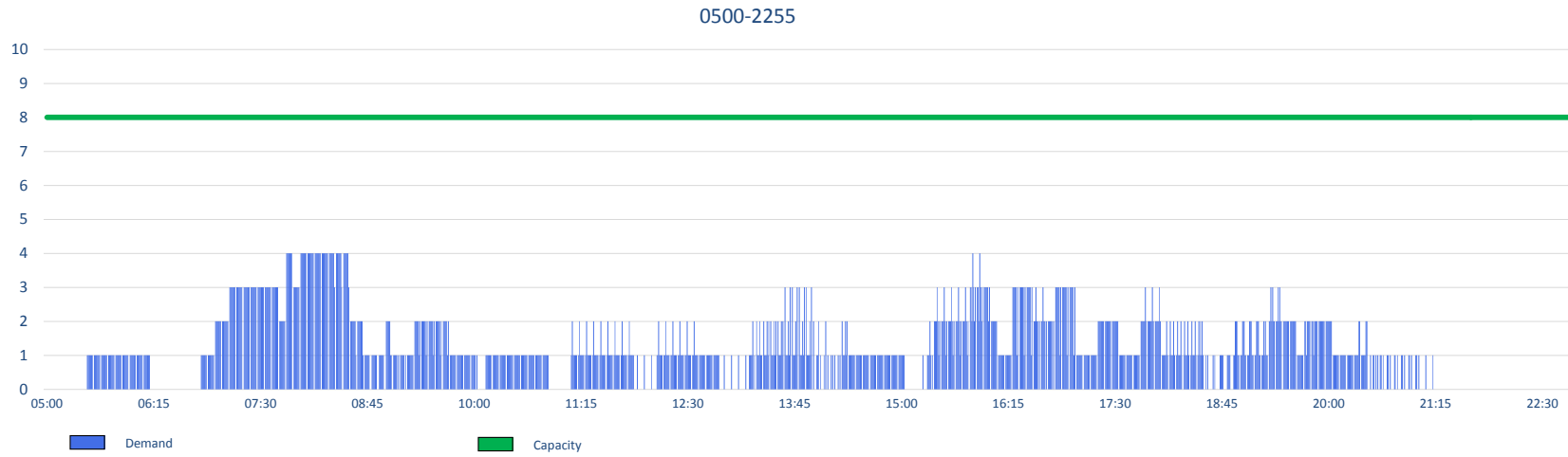
Peak Week Passengers per Hour - All times UTC



LGW S14 - South Terminal Domestic - Departures R45/5 Demand

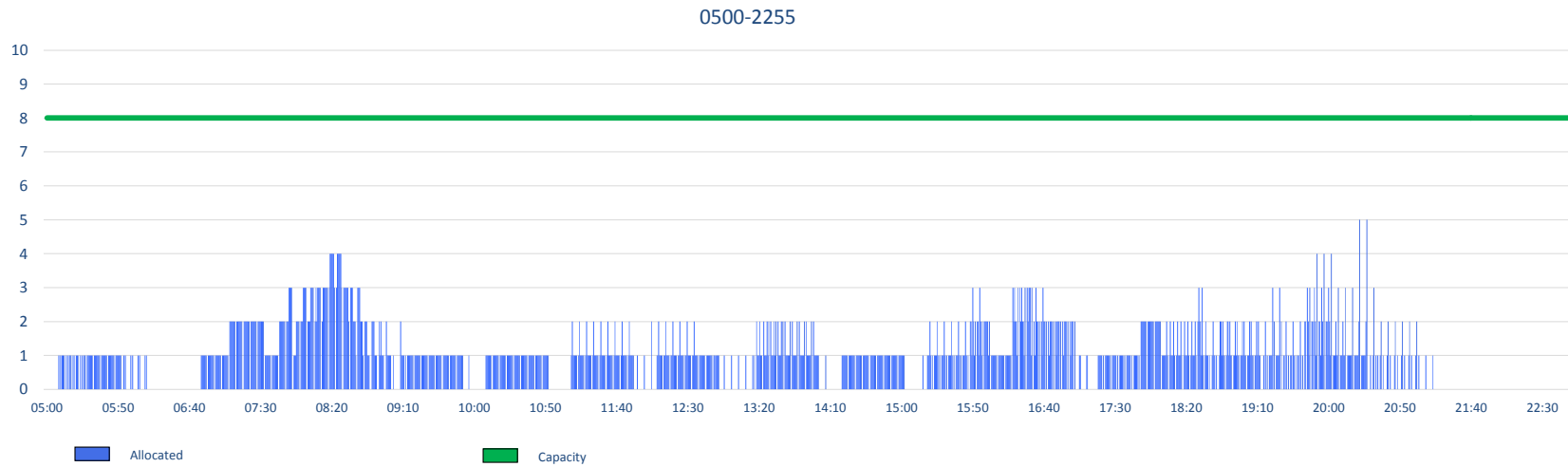
Peak Week Departures per Hour - All times UTC

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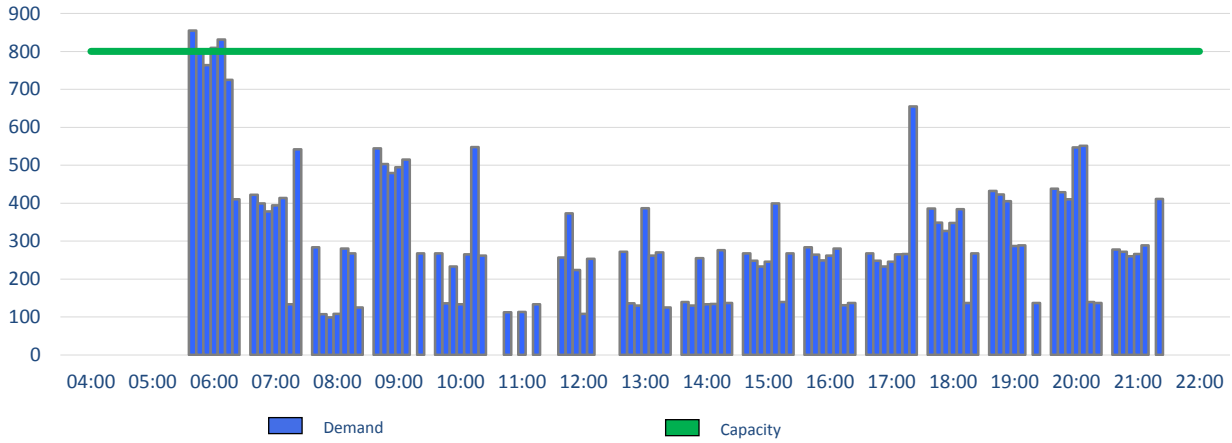
LGW S14 - South Terminal Domestic - Departures R45/5 Allocated

Peak Week Departures per Hour - All times UTC



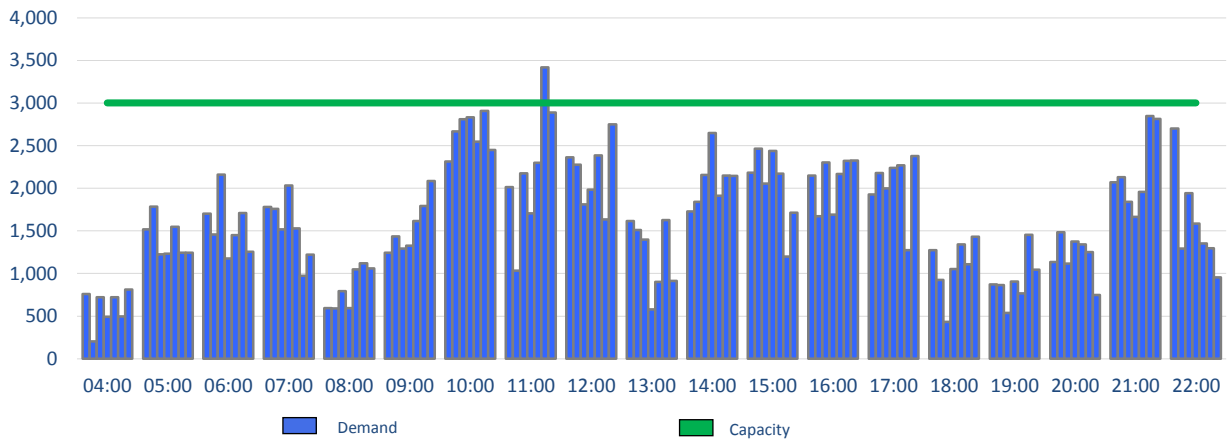
LGW S14 - North Terminal Domestic - Arrivals Demand

Peak Week Passengers per Hour - All times UTC



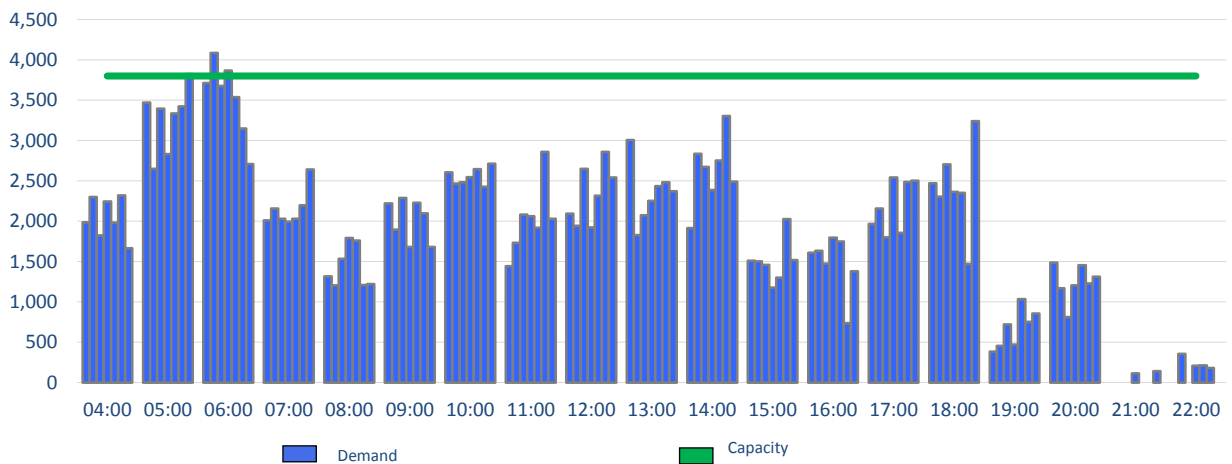
LGW S14 - North Terminal International - Arrivals Demand

Peak Week Passengers per Hour - All times UTC



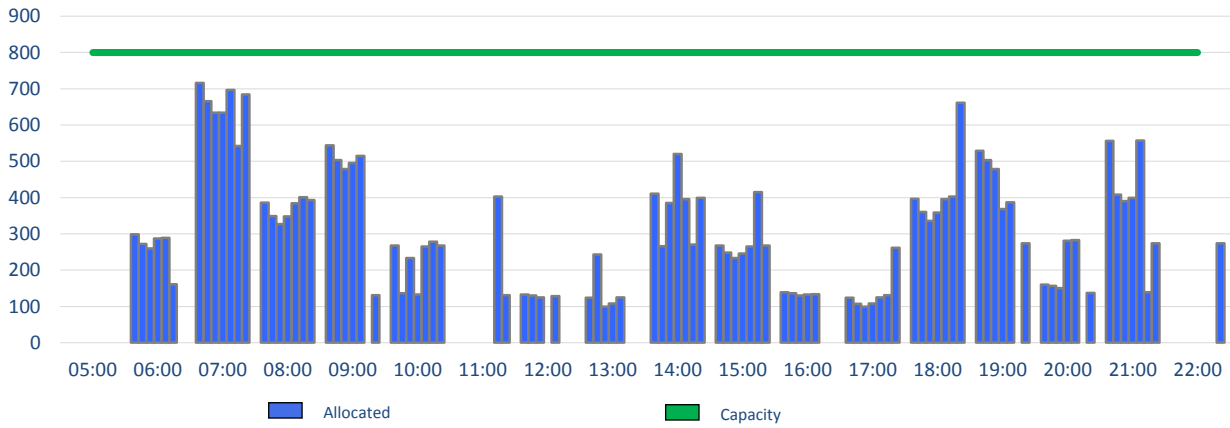
LGW S14 - North Terminal - Departures Demand

Peak Week Passengers per Hour - All times UTC



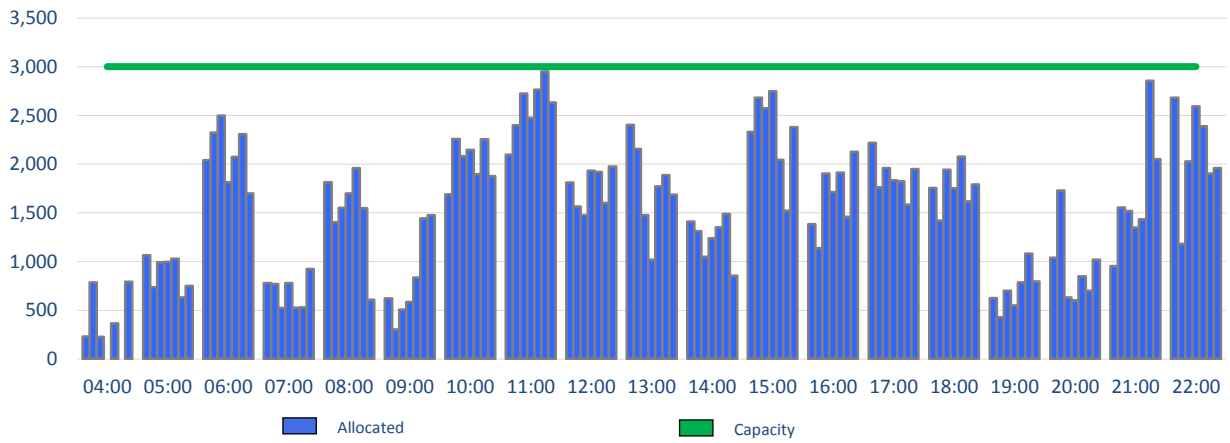
LGW S14 - North Terminal Domestic - Arrivals Allocated

Peak Week Passengers per Hour - All times UTC



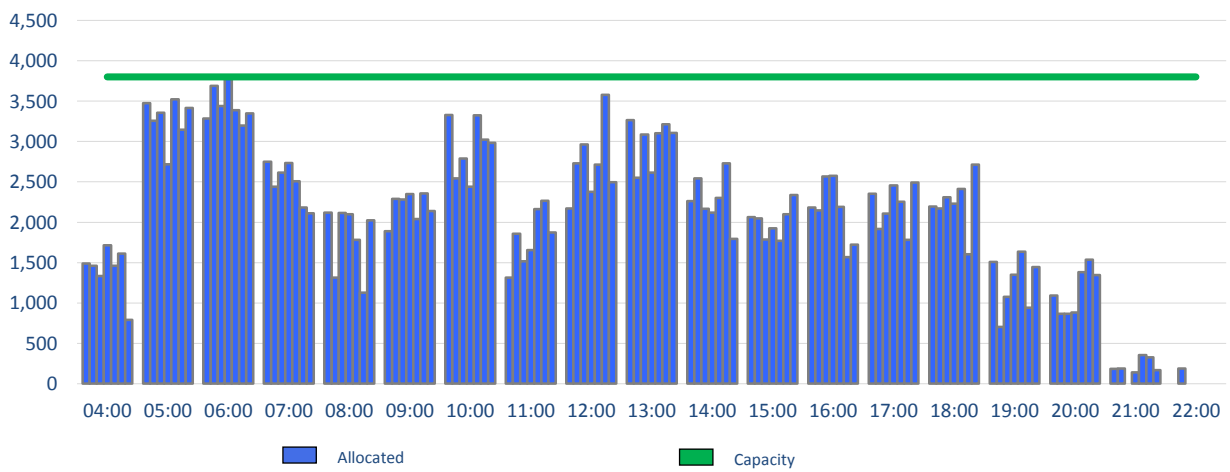
LGW S14 - North Terminal International - Arrivals Allocated

Peak Week Passengers per Hour - All times UTC



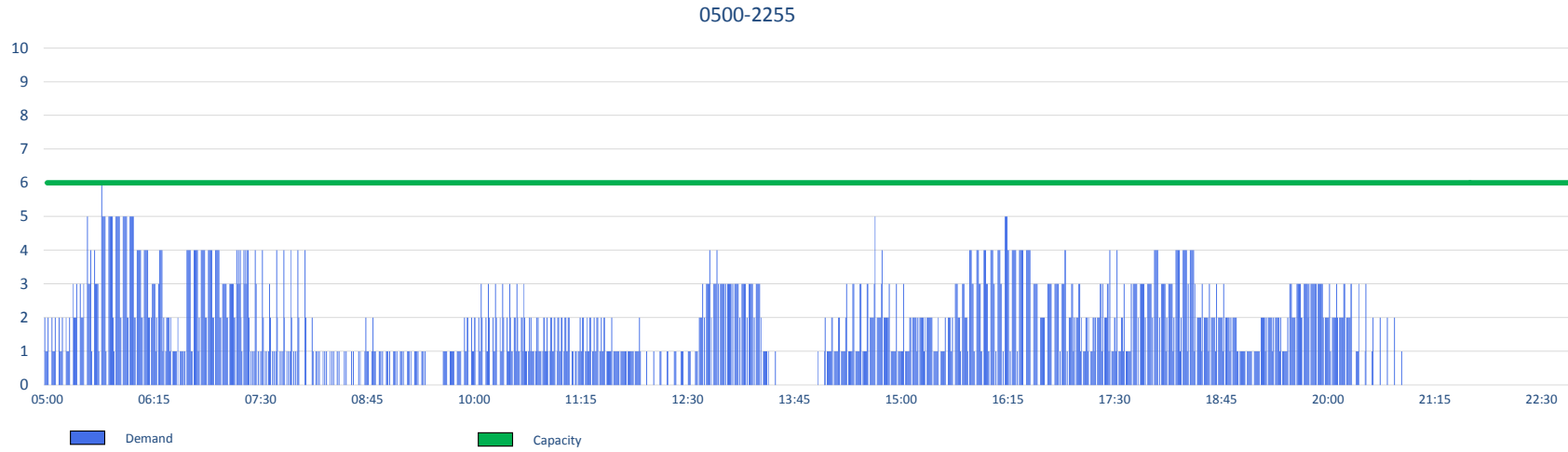
LGW S14 - North Terminal - Departures Allocated

Peak Week Passengers per Hour - All times UTC



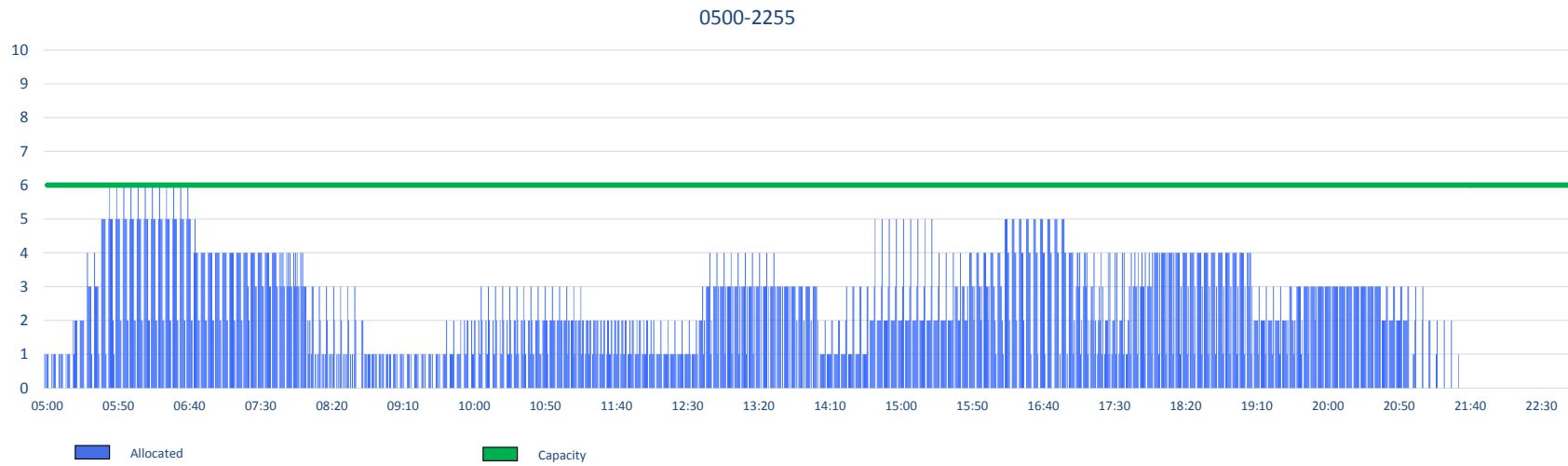
LGW S14 - North Terminal Domestic - Departures R45/5 Demand

Peak Week Departures per Hour - All times UTC



LGW S14 - 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 2014 is Mon 18-Aug-2014 to Sun 24-Aug-2014
Data Snapshot	All data used for this report was as held at Thu 20 Mar 2014

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.