



# GATWICK AIRPORT

## LGW

### WINTER 2013/14 (W13)

#### Start of season

KEY STATISTICS	Winter 2013/14	vs Winter 2012/13 Start	vs Winter 2012/13 End
Air Transport Movements	91,068	5.3%	8.8%
Total Seats (m)	15.7	5.3%	8.4%
Seats per Passenger ATM	173.0	-0.0%	-0.3%

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Data in this report is current as of:

Tue 15-Oct-2013

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## DECLARED SCHEDULING LIMITS

### RUNWAY SCHEDULING LIMITS

Movements per Hour (R60) - All times UTC

#### Arrivals

Arrival Hour	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	Ave	Total
Winter 2012/13	15	25	26	21	22	25	26	24	23	23	21	26	30	28	24	26	26	24.2	411
Capacity change	0	0	1	0	0	5	0	0	0	0	0	0	0	0	0	0	3	0.5	9
Winter 2013/14	15	25	27	21	22	30	26	24	23	23	21	26	30	28	24	26	29	24.7	420

#### Departures

Departure Hour	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	Ave	Total
Winter 2012/13	29	29	31	31	28	27	27	28	28	24	28	24	29	30	22	18	15	26.4	448
Capacity change	0	1	0	0	-3	0	0	0	0	0	0	0	-3	-4	0	0	0	-0.5	-9
Winter 2013/14	29	30	31	31	25	27	27	28	28	24	28	24	26	26	22	18	15	25.8	439

#### Totals

Total Hour	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	Ave	Total
Winter 2012/13	40	50	52	48	45	48	47	45	45	41	45	48	50	51	38	36	28	44.5	757
Capacity change	0	0	3	-2	0	6	0	2	0	0	0	0	0	0	0	0	2	0.6	11
Winter 2013/14	40	50	55	46	45	54	47	47	45	41	45	48	50	51	38	36	30	45.2	768

### 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

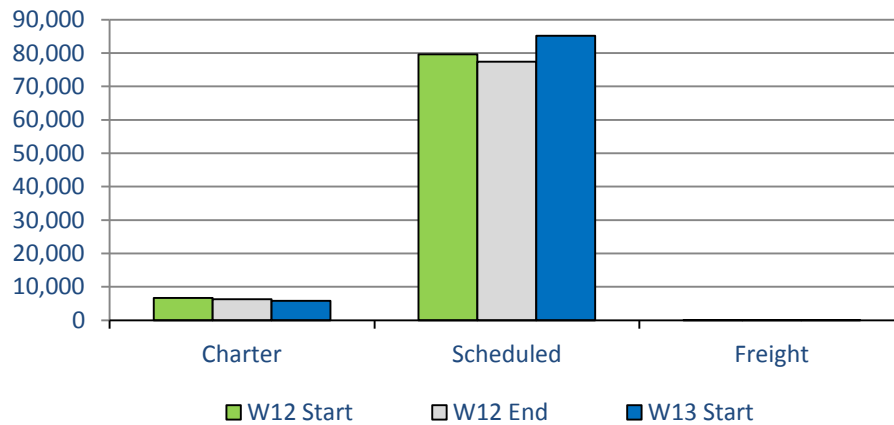
- **South Terminal Domestic/CTA departures**  
8 depts per 45 minutes rolled every 5 minutes
- **North Terminal Domestic/CTA departures**  
6 depts per 45 minutes rolled every 5 minutes

## Summary - Notable Schedule Changes

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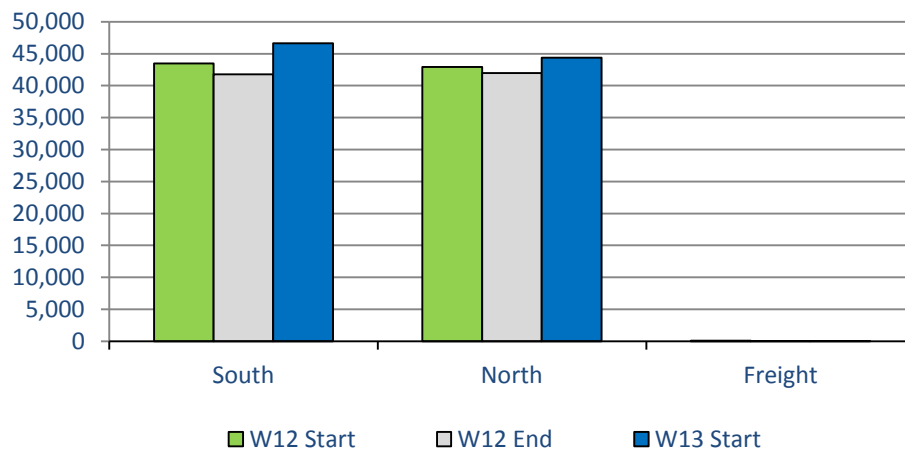
- Gambia Bird (3G) – continuation of Banjul services from Summer, once a week. New Freetown Lungi service 3 weekly
- Royal Air Maroc (AT) – continuation of Marrakech service from the Summer season (daily).
- Aegean Airlines (A3) – 4 times Athens service compared with daily service last Winter
- British Airways (BA) – continuation of new services to Lanzarote, Alicante, Colombo, Barcelona, Tenerife, Larnaca. Routes dropped Tunis, Manchester.
- Air China (CA) – cancelled Winter season PEK service
- Iraqi Air (IA) – Continuation of Baghdad (Twice Weekly), Sulaymaniyah (Once Weekly) service from Summer season.
- Norwegian (DY) – became a based operator in summer 2013, continuation from summer, new routes Lanzarote, Malaga, Alicante, Barcelona, Nice, Palma, Tromso, Rome, Gran Canaria, Tenerife. Increased services on Stockholm, Oslo and Helsinki, and new destination Fuerteventura.
- easyJet (EZY) – Continuation from Summer, new routes include Moscow, Santiago de Compostella, Nantes, Bucharest, and Bergen. Route Increases on Amsterdam, Belfast, Copenhagen, Sofia. Route reductions on Milan Linate.
- Icelandair (FI) – continuation from the Summer season 6 weekly flights to Keflavik.
- Ryanair (FR) – New Cagliari service, 3 times a week.
- Freebird (FHY) – New 2 times weekly to Izmir
- Swiss Interantional (LX)– New service to Geneva 3 times a week.
- Germania (ST)– Continuation from Summer season, destinations include: Chambéry, Erfurt, Pristina.
- TAP Air Portugal (TP)– increased 3 Lisbon service, total 11 times per week.
- Turkish Airlines (TK) – Continuation from Summer season, new service to Sabiha Gokcen Airport, Istanbul.
- Virgin Atlantic (VS) – Reduction on Orlando.
- US Airways (US) – cancelled all services to Charlotte, as per Summer.
- Vueling (VY) – Continuation from Summer season, double daily services to Barcelona.
- Monarch (ZB/MON) – New five times a week services to Lyon.

## AIR TRANSPORT MOVEMENTS BY SERVICE TYPE



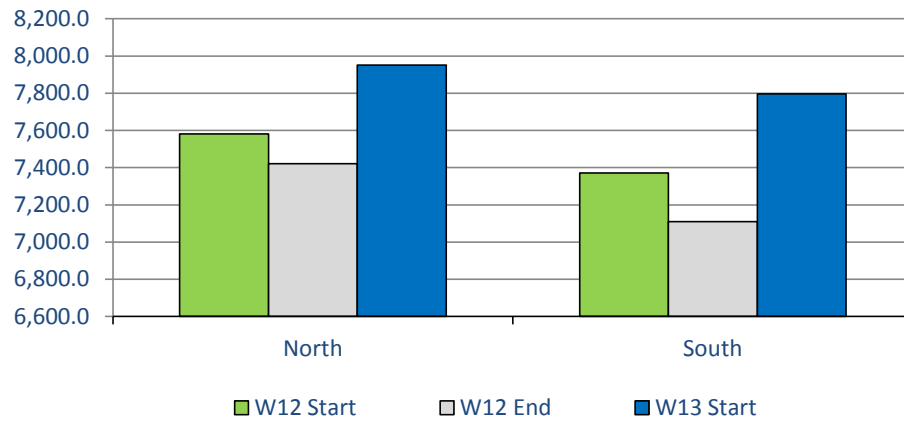
	W12 Start	W12 End	W13 Start	% CHANGE Start - Start	% CHANGE Start - End
<b>Charter</b>	6,723	6,333	5,833	-13.2%	-7.9%
<b>Scheduled</b>	79,677	77,388	85,191	6.9%	10.1%
<b>Freight</b>	88	8	44	-50.0%	450.0%
<b>Total</b>	86,488	83,729	91,068	5.3%	8.8%

## AIR TRANSPORT MOVEMENTS BY TERMINAL



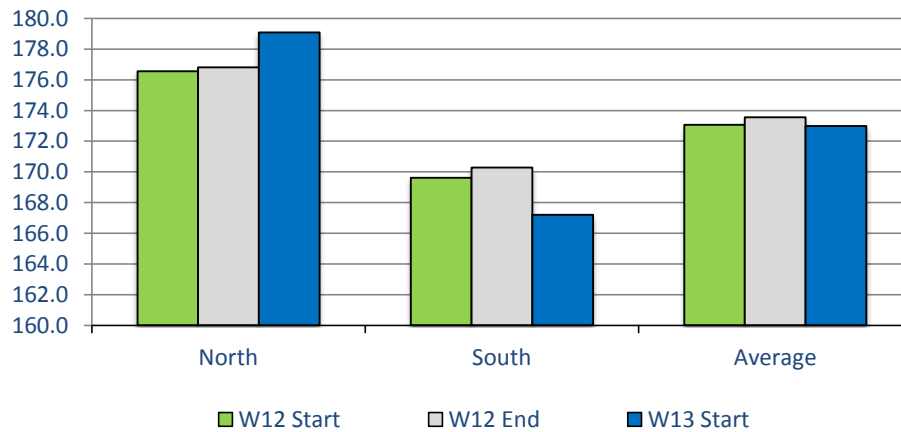
	W12 Start	W12 End	W13 Start	% CHANGE Start - Start	% CHANGE Start - End
<b>South</b>	43,460	41,752	46,626	7.3%	11.7%
<b>North</b>	42,940	41,969	44,398	3.4%	5.8%
<b>Freight</b>	88	8	44	-50.0%	450.0%
<b>Total</b>	86,488	83,729	91,068	5.3%	8.8%

## TOTAL SEATS (000s) BY TERMINAL



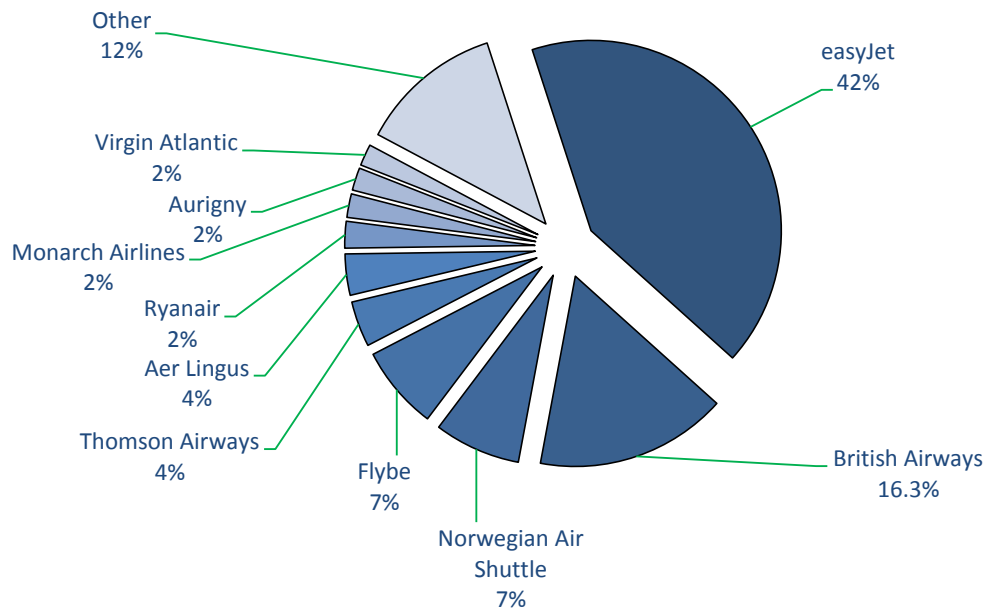
	W12 Start	W12 End	W13 Start	% CHANGE Start - Start	% CHANGE Start - End
<b>North</b>	7,581.1	7,420.6	7,950.9	4.9%	7.1%
<b>South</b>	7,371.7	7,110.0	7,795.6	5.8%	9.6%
<b>Total</b>	14,952.8	14,530.6	15,746.5	5.3%	8.4%

## SEATS PER PASSENGER ATM BY TERMINAL

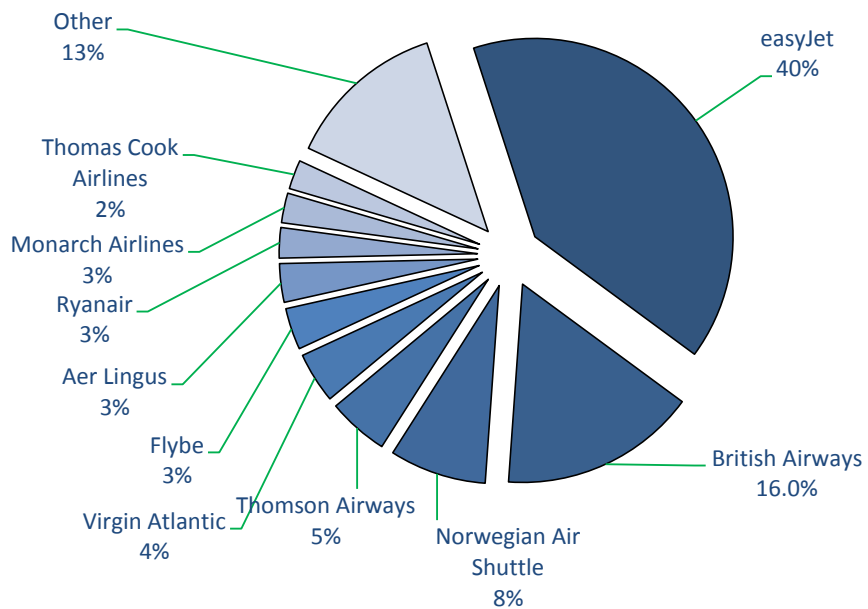


	W12 Start	W12 End	W13 Start	% CHANGE Start - Start	% CHANGE Start - End
<b>North</b>	176.6	176.8	179.1	1.4%	1.3%
<b>South</b>	169.6	170.3	167.2	-1.4%	-1.8%
<b>Average</b>	173.1	173.6	173.0	-0.0%	-0.3%

## TOP 10 AIRLINES BY AIR TRANSPORT MOVEMENTS

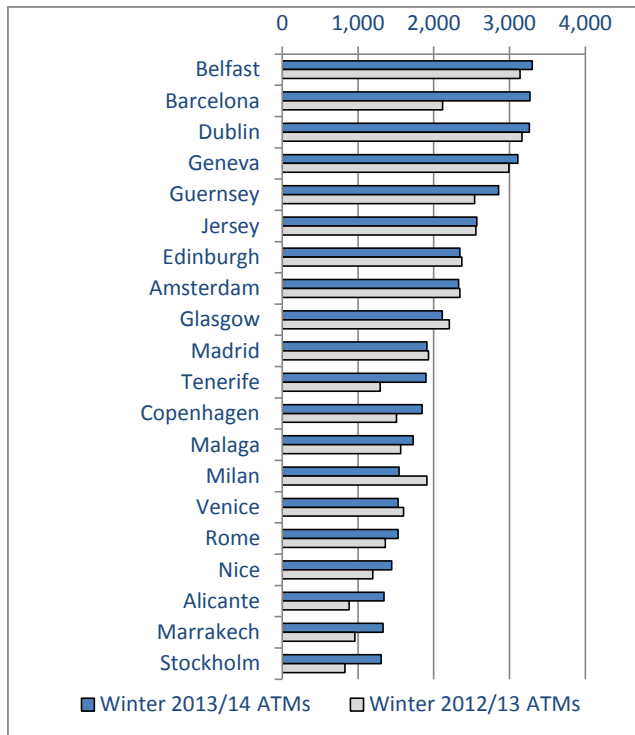


## TOP 10 AIRLINES BY SEATS



## AIR TRANSPORT MOVEMENTS BY DESTINATION - FULL SEASON

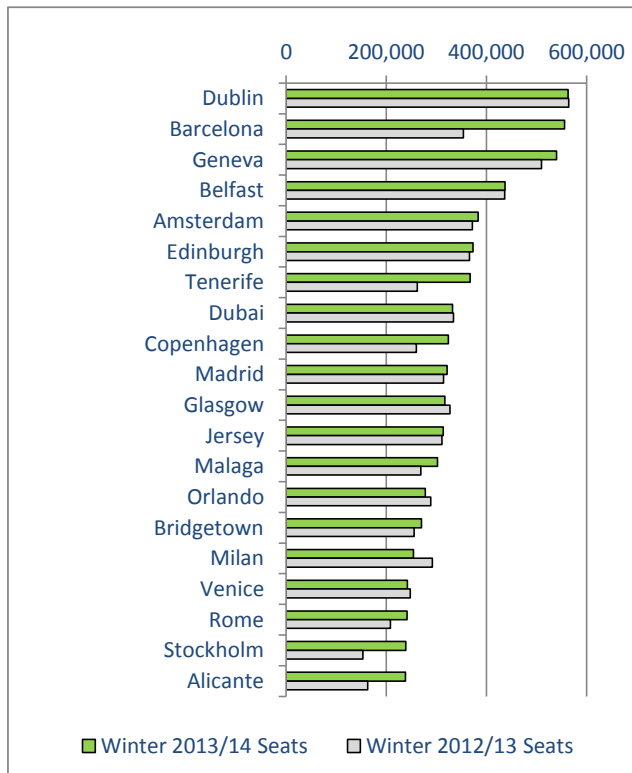
Allocated ATMs for full season Winter 2013/14



	Winter 2013/14 ATMs	Winter 2012/13 ATMs
Belfast	3,301	3,139
Barcelona	3,269	2,118
Dublin	3,260	3,163
Geneva	3,109	2,993
Guernsey	2,858	2,541
Jersey	2,568	2,554
Edinburgh	2,347	2,371
Amsterdam	2,326	2,346
Glasgow	2,114	2,205
Madrid	1,912	1,933
Tenerife	1,896	1,293
Copenhagen	1,847	1,508
Malaga	1,730	1,564
Milan	1,544	1,911
Venice	1,530	1,603
Rome	1,528	1,360
Nice	1,445	1,195
Alicante	1,344	882
Marrakech	1,330	959
Stockholm	1,304	830

## AIR TRANSPORT SEATS BY DESTINATION - FULL SEASON

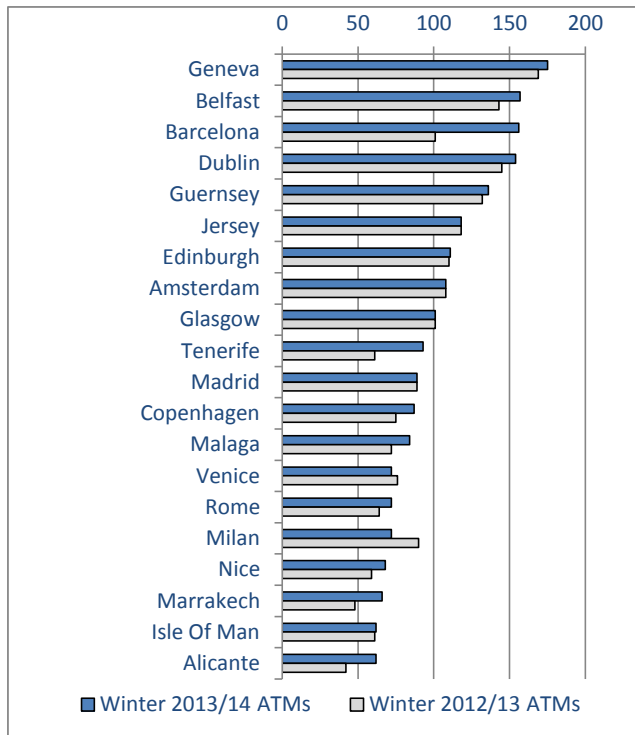
Allocated seats for full season Winter 2013/14



	Winter 2013/14 Seats	Winter 2012/13 Seats
Dublin	562,654	563,788
Barcelona	555,494	353,559
Geneva	539,964	509,410
Belfast	436,958	436,511
Amsterdam	382,978	371,612
Edinburgh	372,650	365,715
Tenerife	367,395	261,601
Dubai	332,024	333,794
Copenhagen	323,976	259,636
Madrid	320,988	314,459
Glasgow	316,400	327,136
Jersey	313,458	311,180
Malaga	302,307	268,527
Orlando	277,996	288,687
Bridgetown	270,314	255,349
Milan	254,223	291,642
Venice	242,034	247,670
Rome	241,062	207,777
Stockholm	238,452	152,783
Alicante	238,350	162,584

## AIR TRANSPORT MOVEMENTS BY DESTINATION - PEAK WEEK

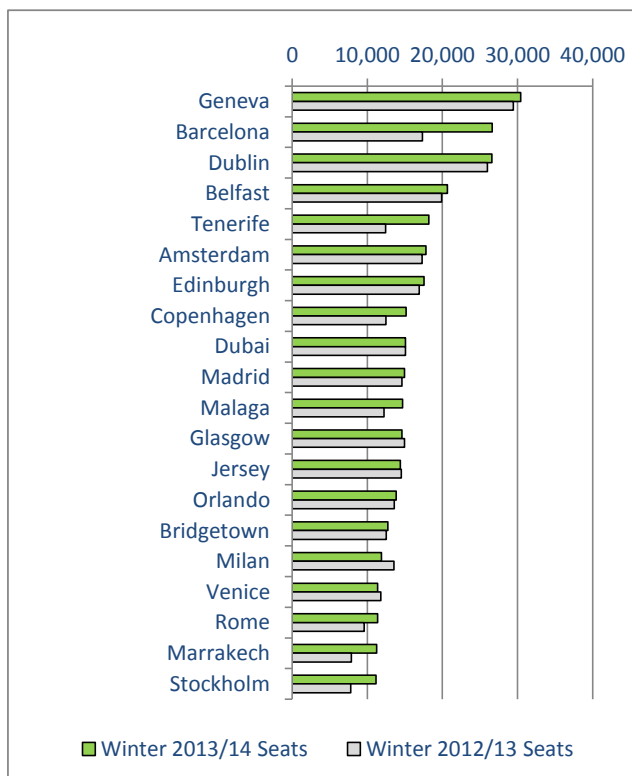
Allocated ATMs per peak week Winter 2013/14



	Winter 2013/14 ATMs	Winter 2012/13 ATMs
Geneva	175	169
Belfast	157	143
Barcelona	156	101
Dublin	154	145
Guernsey	136	132
Jersey	118	118
Edinburgh	111	110
Amsterdam	108	108
Glasgow	101	101
Tenerife	93	61
Madrid	89	89
Copenhagen	87	75
Malaga	84	72
Venice	72	76
Rome	72	64
Milan	72	90
Nice	68	59
Marrakech	66	48
Isle Of Man	62	61
Alicante	62	42

## AIR TRANSPORT SEATS BY DESTINATION - PEAK WEEK

Allocated seats per peak week Winter 2013/14

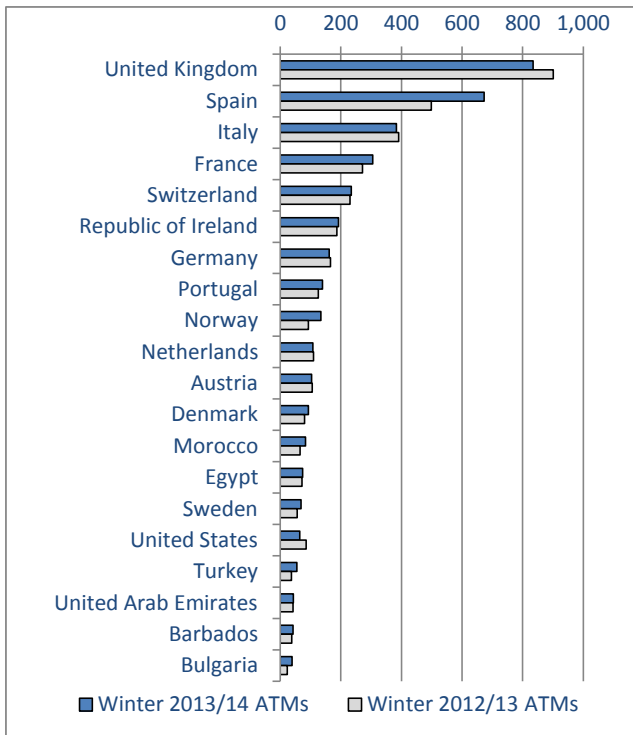


	Winter 2013/14 Seats	Winter 2012/13 Seats
Geneva	30,406	29,460
Barcelona	26,642	17,327
Dublin	26,586	25,994
Belfast	20,684	19,880
Tenerife	18,193	12,449
Amsterdam	17,812	17,314
Edinburgh	17,564	16,911
Copenhagen	15,156	12,468
Dubai	15,092	15,092
Madrid	14,964	14,628
Malaga	14,686	12,208
Glasgow	14,612	14,958
Jersey	14,410	14,532
Orlando	13,860	13,591
Bridgetown	12,759	12,506
Milan	11,880	13,543
Venice	11,394	11,804
Rome	11,374	9,574
Marrakech	11,242	7,898
Stockholm	11,160	7,788



## AIR TRANSPORT MOVEMENTS BY DESTINATION

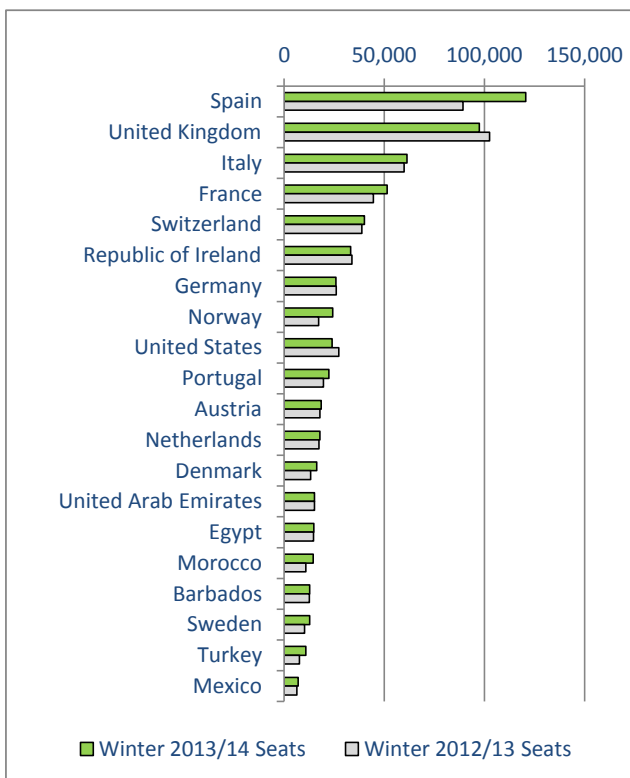
Allocated ATMs per peak week Winter 2013/14



	Winter 2013/14 ATMs	Winter 2012/13 ATMs
United Kingdom	834	901
Spain	673	499
Italy	383	391
France	305	272
Switzerland	235	230
Republic of Ireland	192	187
Germany	162	166
Portugal	140	126
Norway	134	93
Netherlands	108	110
Austria	104	106
Denmark	93	80
Morocco	84	66
Egypt	74	72
Sweden	69	56
United States	65	86
Turkey	55	37
United Arab Emirates	44	42
Barbados	42	38
Bulgaria	39	24

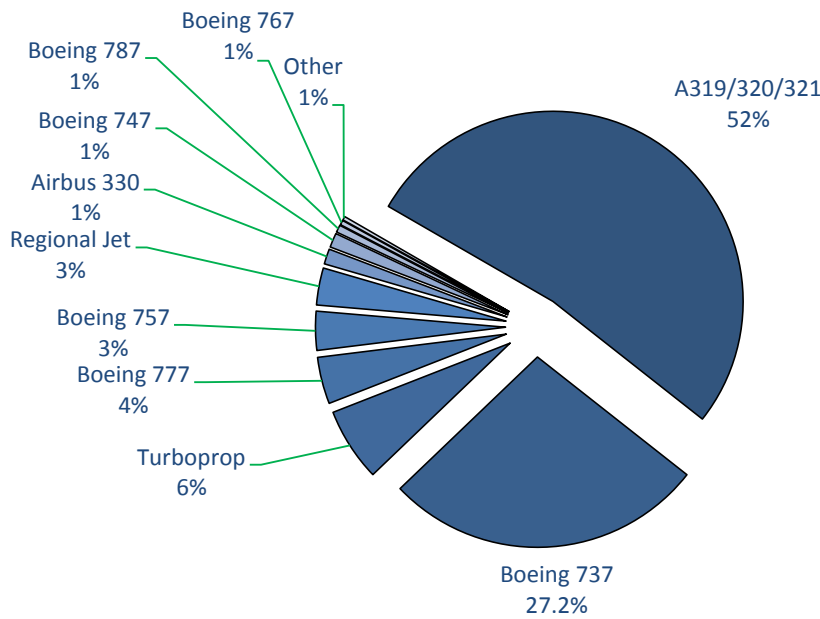
## AIR TRANSPORT SEATS BY DESTINATION

Allocated seats per peak week Winter 2013/14

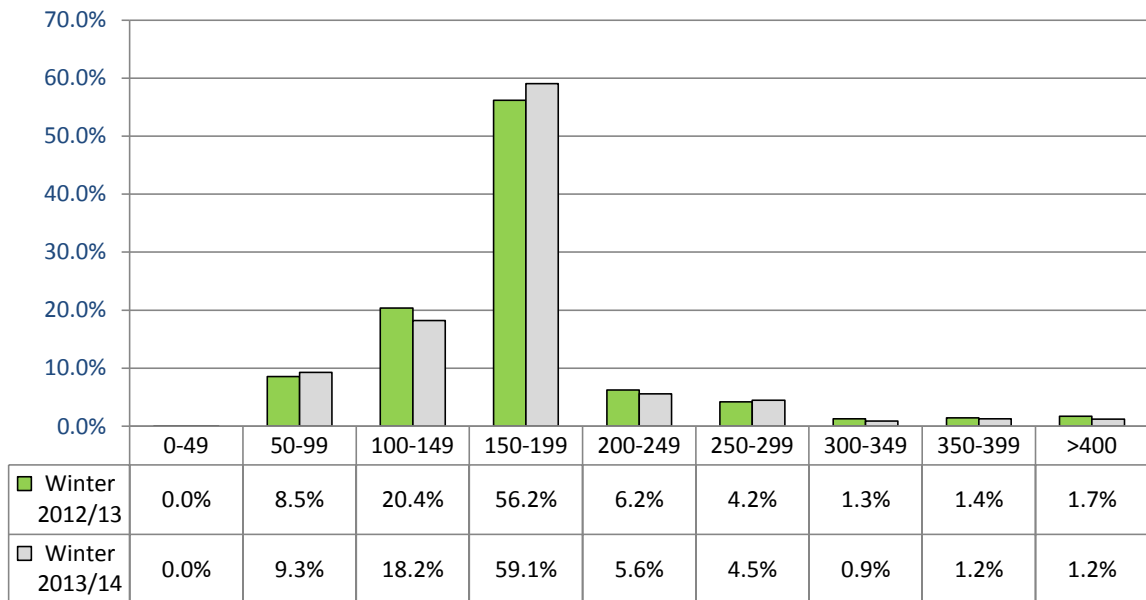


	Winter 2013/14 Seats	Winter 2012/13 Seats
Spain	120,557	89,217
United Kingdom	97,331	102,525
Italy	61,244	59,850
France	51,344	44,519
Switzerland	40,054	38,820
Republic of Ireland	33,138	33,722
Germany	25,814	25,995
Norway	24,184	17,240
United States	23,815	27,183
Portugal	22,320	19,588
Austria	18,492	17,840
Netherlands	17,812	17,334
Denmark	16,272	13,220
United Arab Emirates	15,092	15,092
Egypt	14,734	14,579
Morocco	14,470	10,726
Barbados	12,759	12,506
Sweden	12,648	10,084
Turkey	10,823	7,647
Mexico	6,966	6,332

## TOP AIRCRAFT TYPES BY AIR TRANSPORT MOVEMENTS

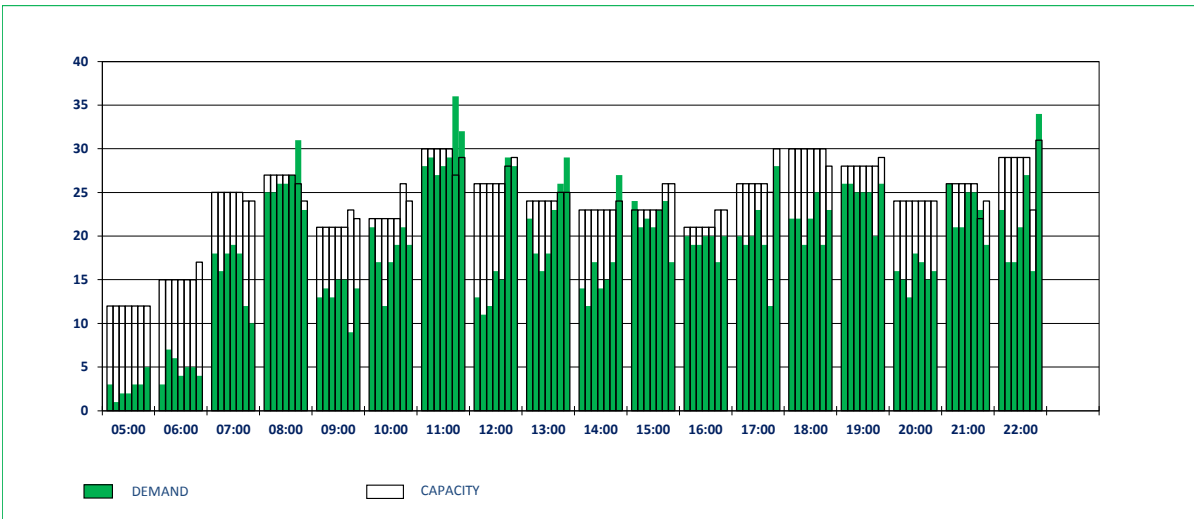


## AIRCRAFT SEAT SIZE DISTRIBUTION



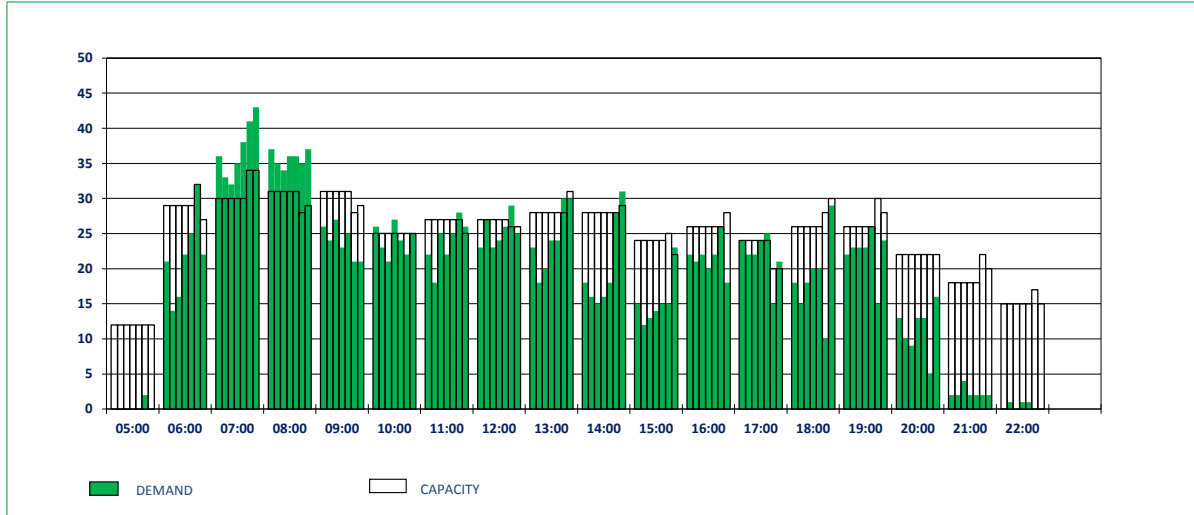
LGW W13 - RUNWAY MOVEMENT DEMAND - ARRIVALS

Peak Week Movements per Hour - All times UTC



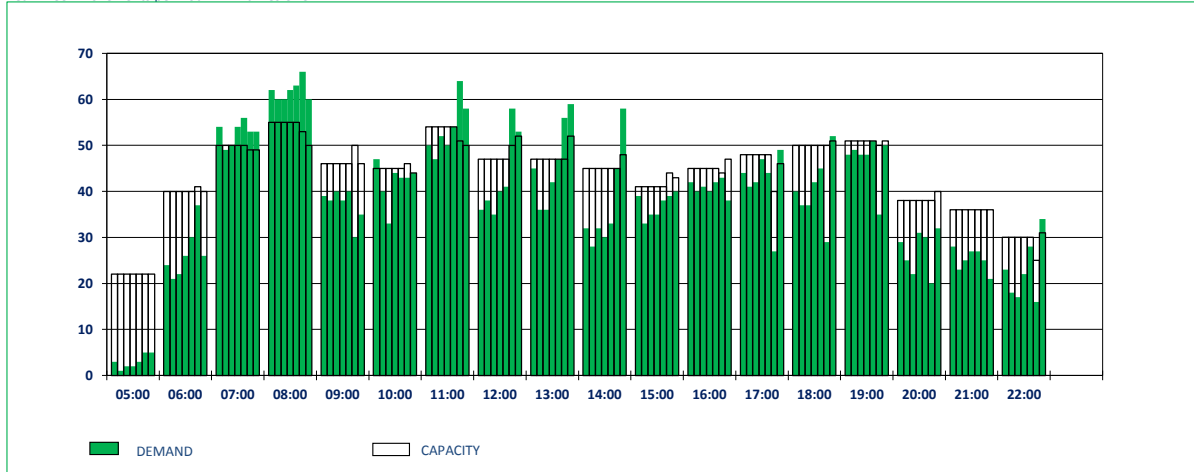
LGW W13 - RUNWAY MOVEMENT DEMAND - DEPARTURES

Peak Week Movements per Hour - All times UTC



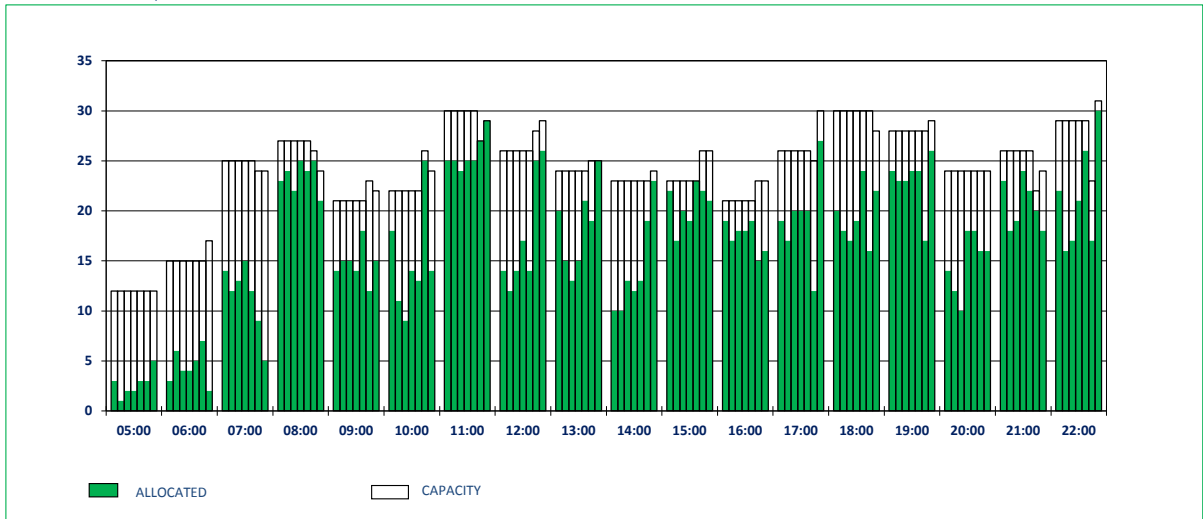
LGW W13 - RUNWAY MOVEMENT DEMAND - TOTALS

Peak Week Movements per Hour - All times UTC



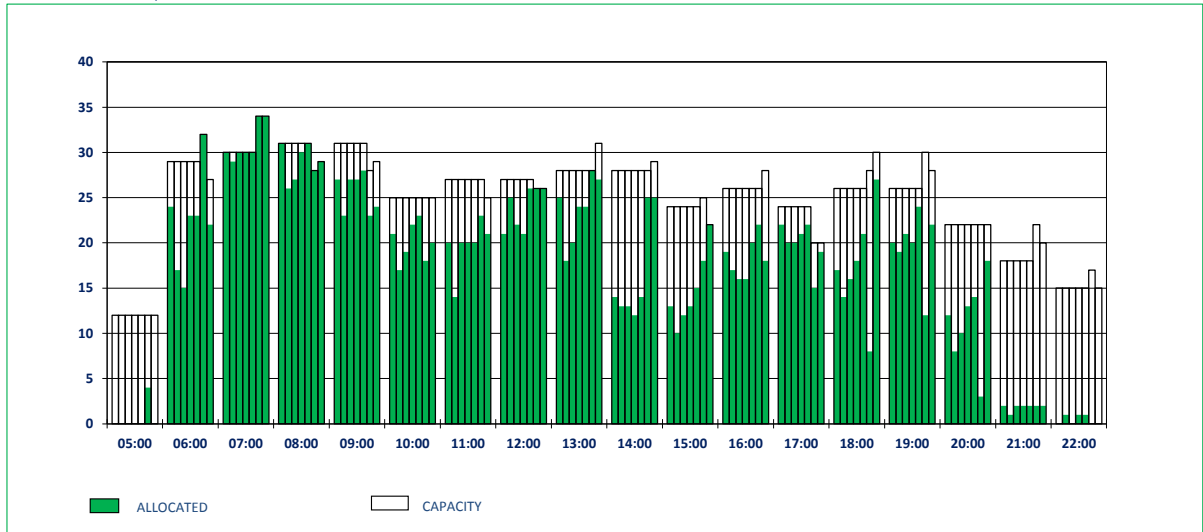
LGW W13 - RUNWAY MOVEMENT ALLOCATED - ARRIVALS

Peak Week Movements per Hour - All times UTC



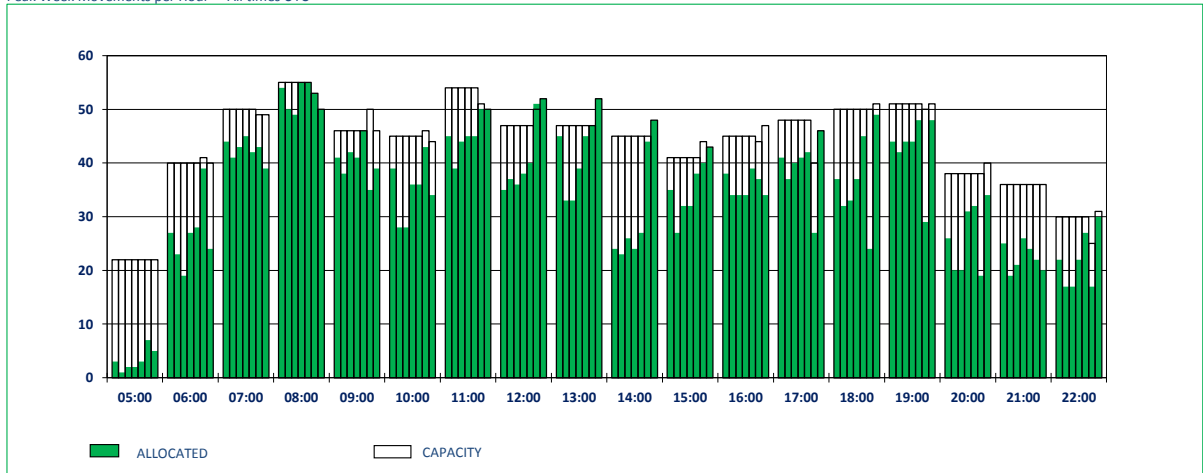
LGW W13 - RUNWAY MOVEMENT ALLOCATED - DEPARTURES

Peak Week Movements per Hour - All times UTC



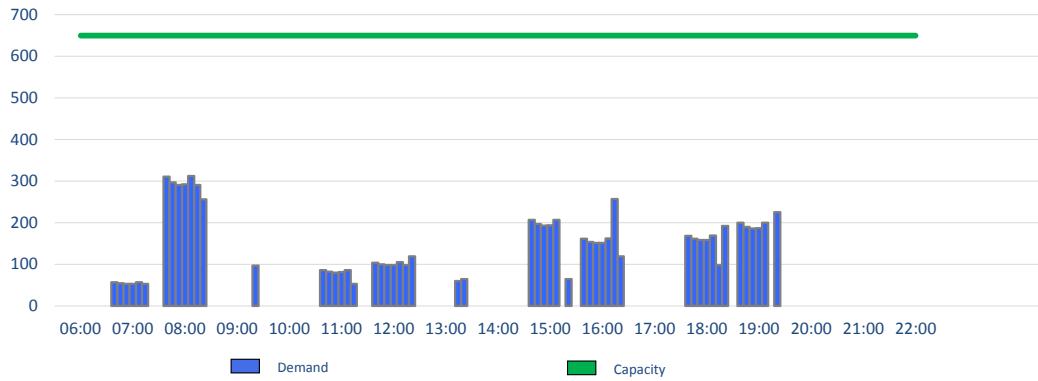
LGW W13 - RUNWAY MOVEMENT ALLOCATED - TOTALS

Peak Week Movements per Hour - All times UTC



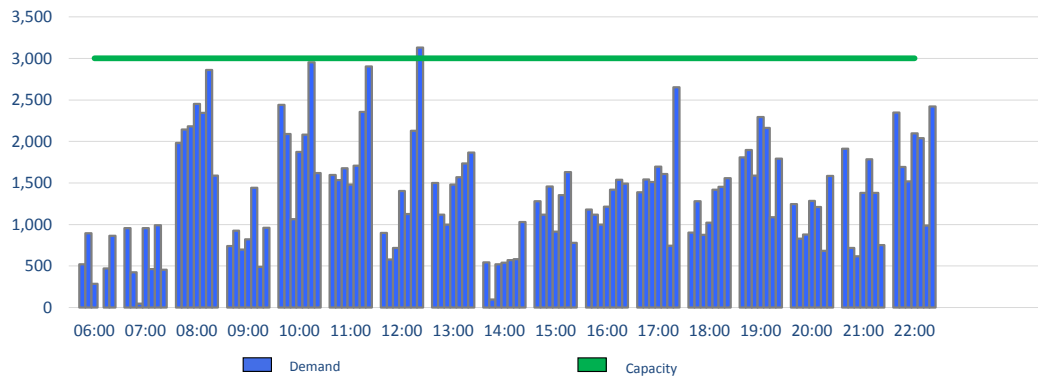
### LGW W13 - South Terminal Domestic - Arrivals Demand

Peak Week Passengers per Hour - All times UTC



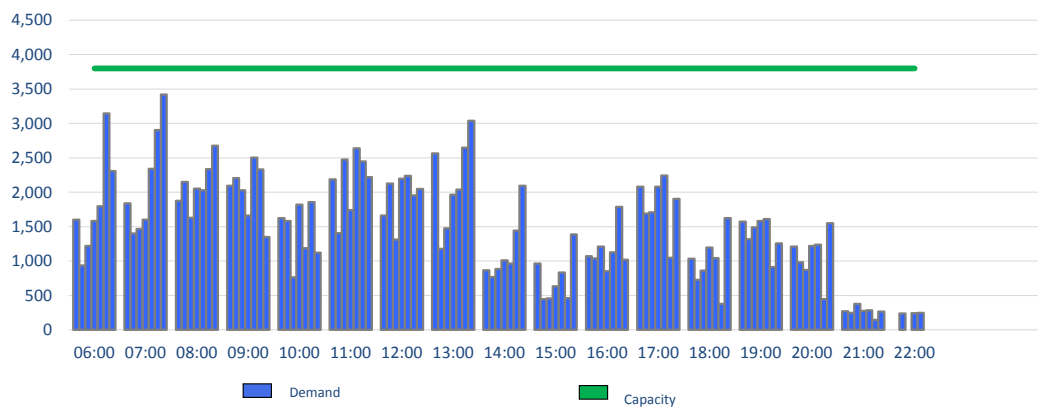
### LGW W13 - South Terminal International - Arrivals Demand

Peak Week Passengers per Hour - All times UTC



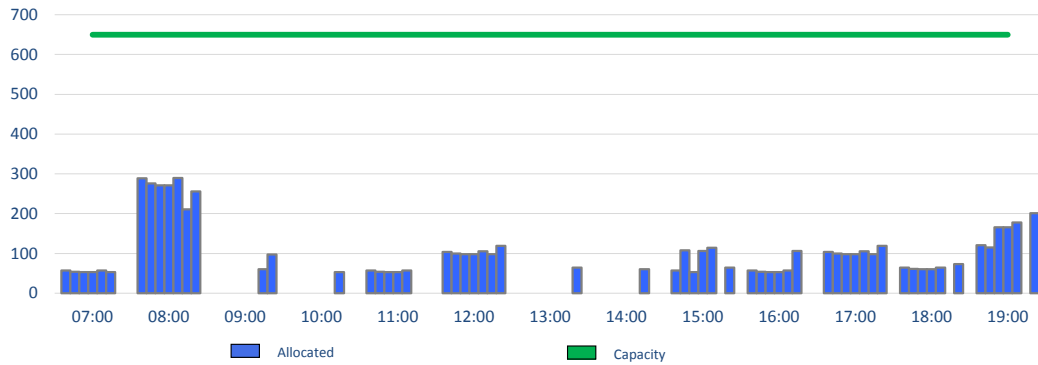
### LGW W13 - South Terminal - Departures Demand

Peak Week Passengers per Hour - All times UTC



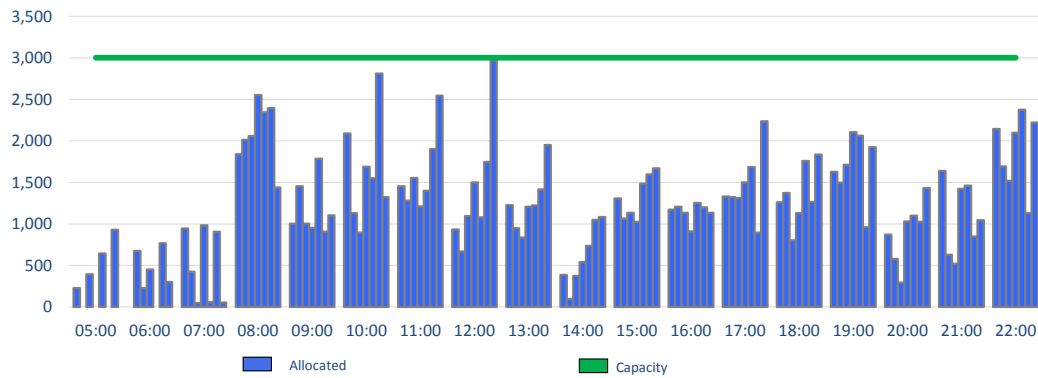
**LGW W13 - South Terminal Domestic - Arrivals Allocated**

Peak Week Passengers per Hour - All times UTC



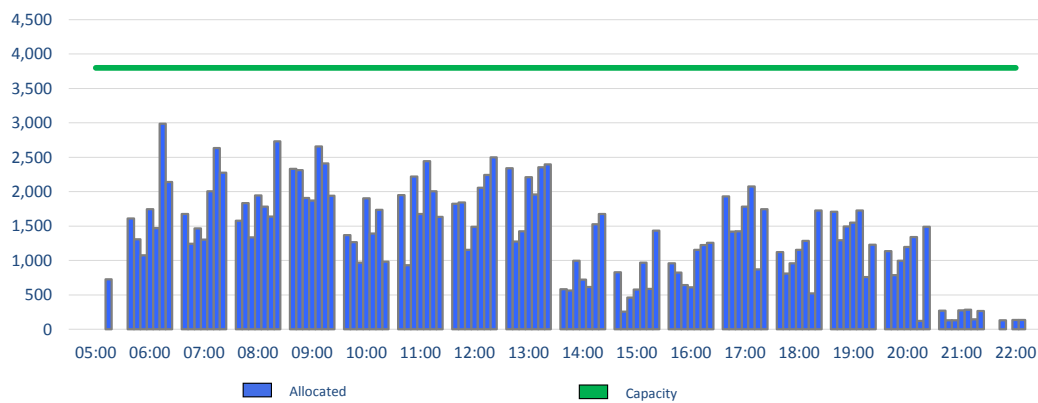
**LGW W13 - South Terminal International - Arrivals Allocated**

Peak Week Passengers per Hour - All times UTC



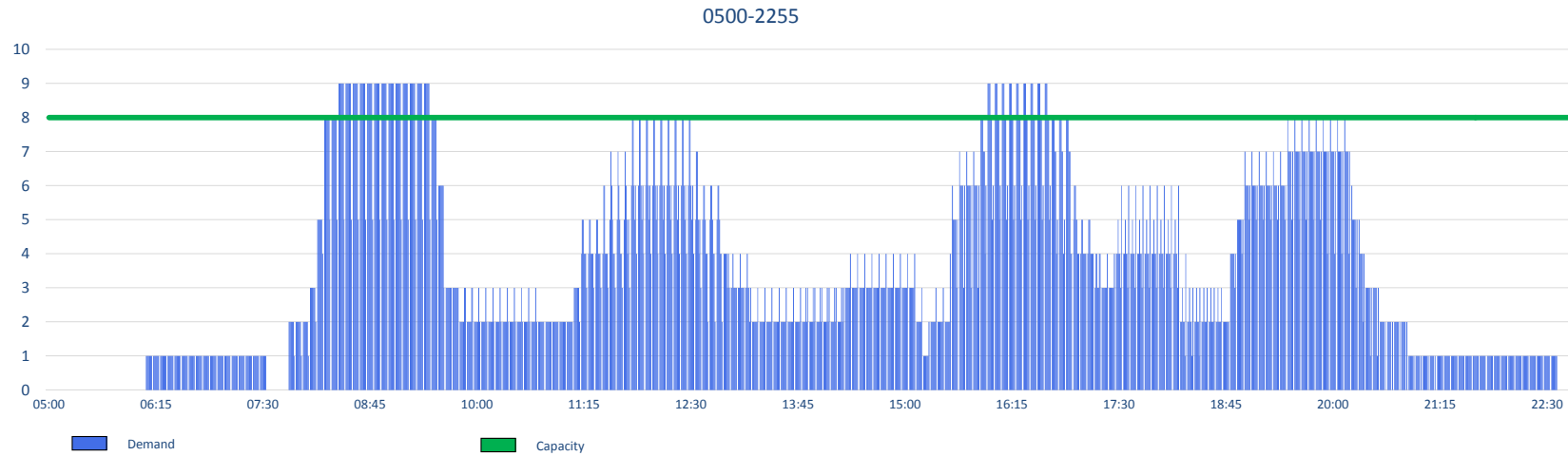
**LGW W13 - South Terminal - Departures Allocated**

Peak Week Passengers per Hour - All times UTC



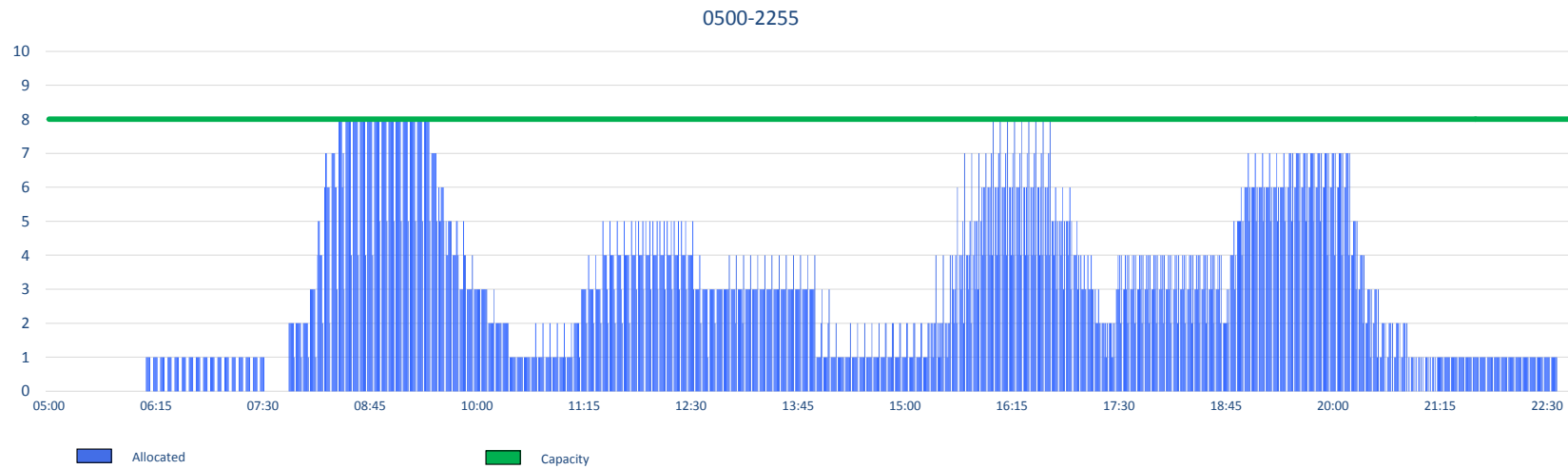
**LGW W13 - South Terminal Domestic - Departures R45/5 Demand**

Peak Week Departures per Hour - All times UTC



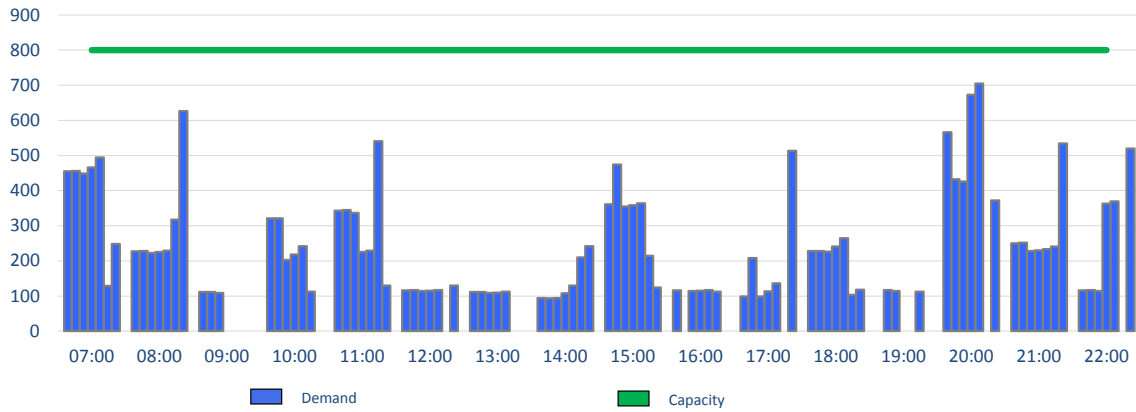
**LGW W13 - South Terminal Domestic - Departures R45/5 Allocated**

Peak Week Departures per Hour - All times UTC



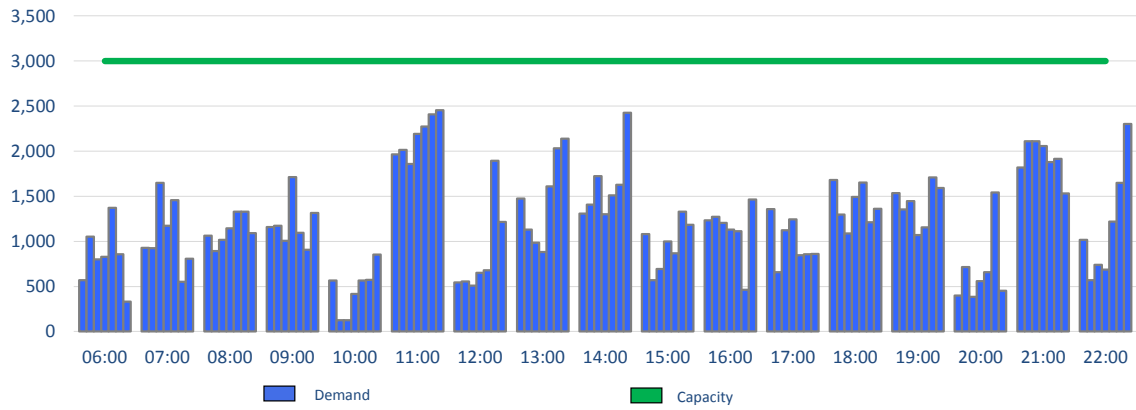
### LGW W13 - North Terminal Domestic - Arrivals Demand

Peak Week Passengers per Hour - All times UTC



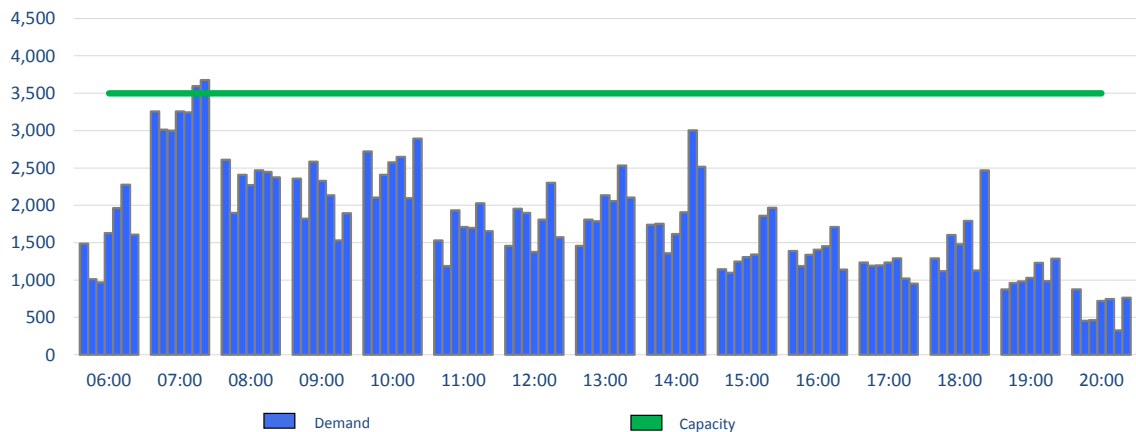
### LGW W13 - North Terminal International - Arrivals Demand

Peak Week Passengers per Hour - All times UTC



### LGW W13 - North Terminal - Departures Demand

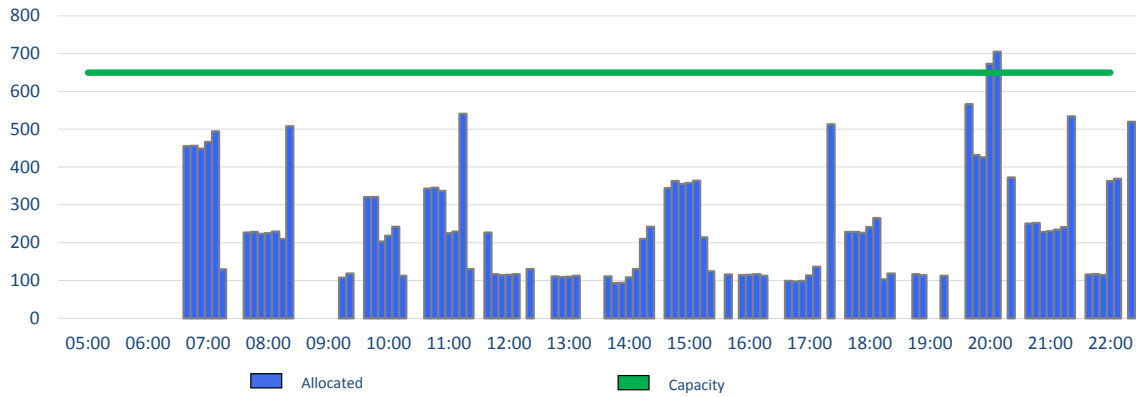
Peak Week Passengers per Hour - All times UTC





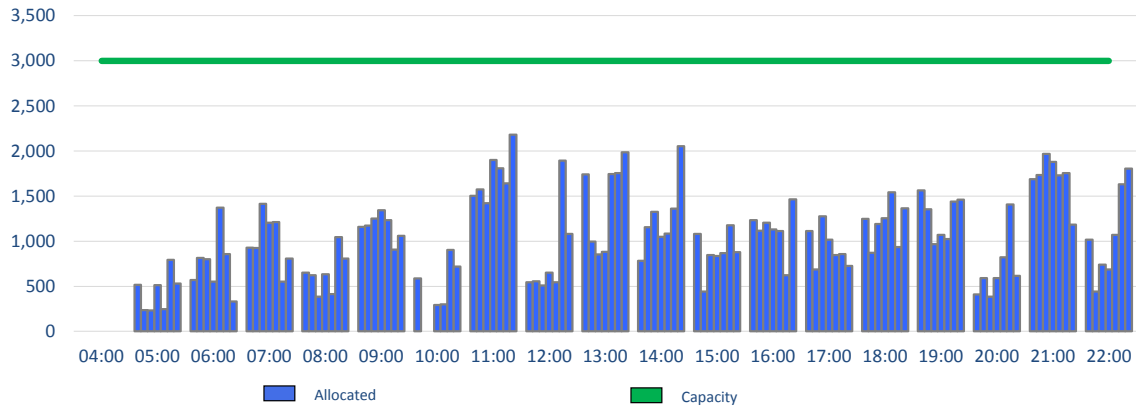
### LGW W13 - North Terminal Domestic - Arrivals Allocated

Peak Week Passengers per Hour - All times UTC



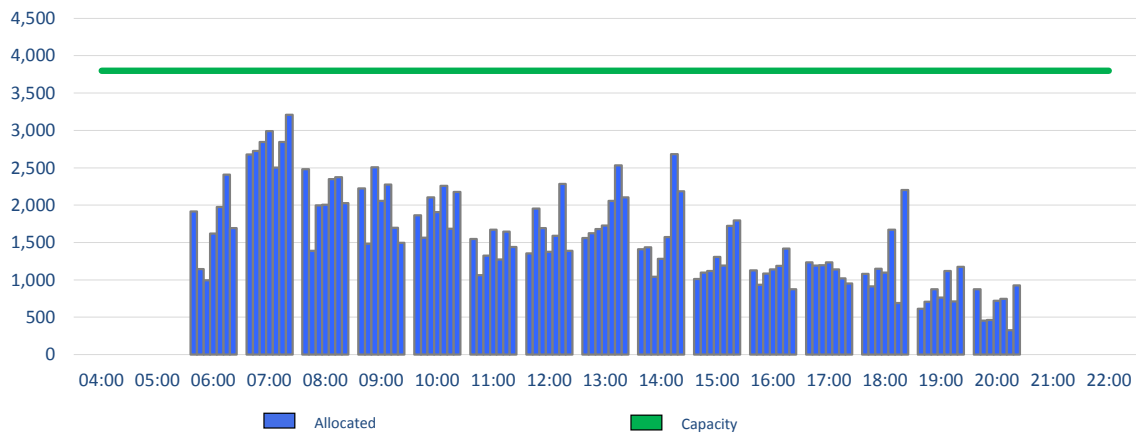
### LGW W13 - North Terminal International - Arrivals Allocated

Peak Week Passengers per Hour - All times UTC



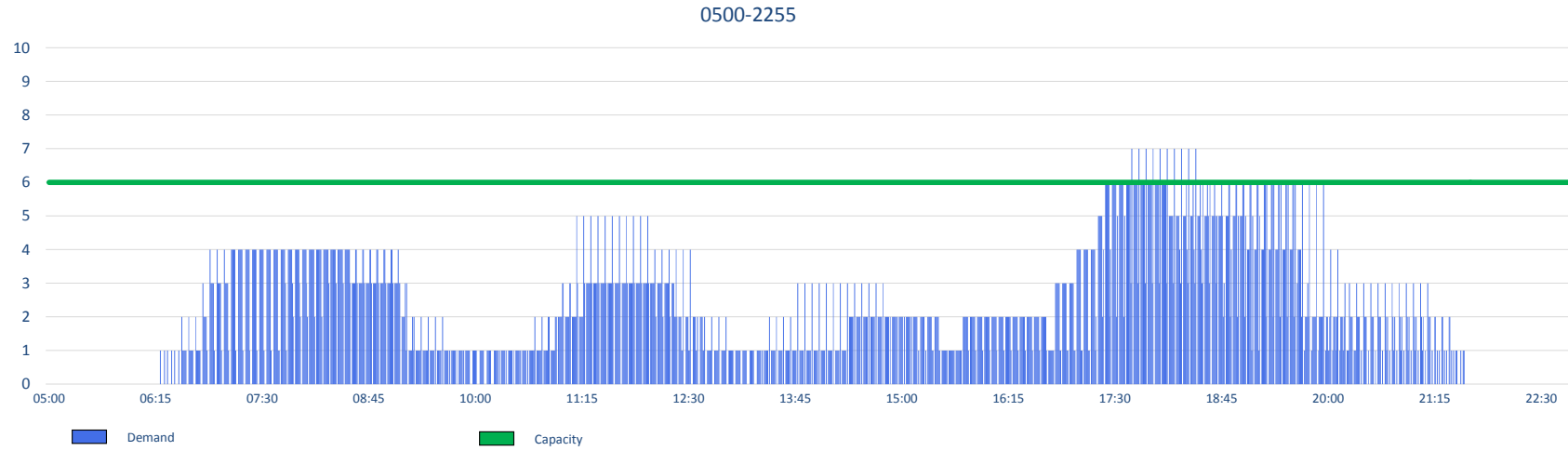
### LGW W13 - North Terminal - Departures Allocated

Peak Week Passengers per Hour - All times UTC



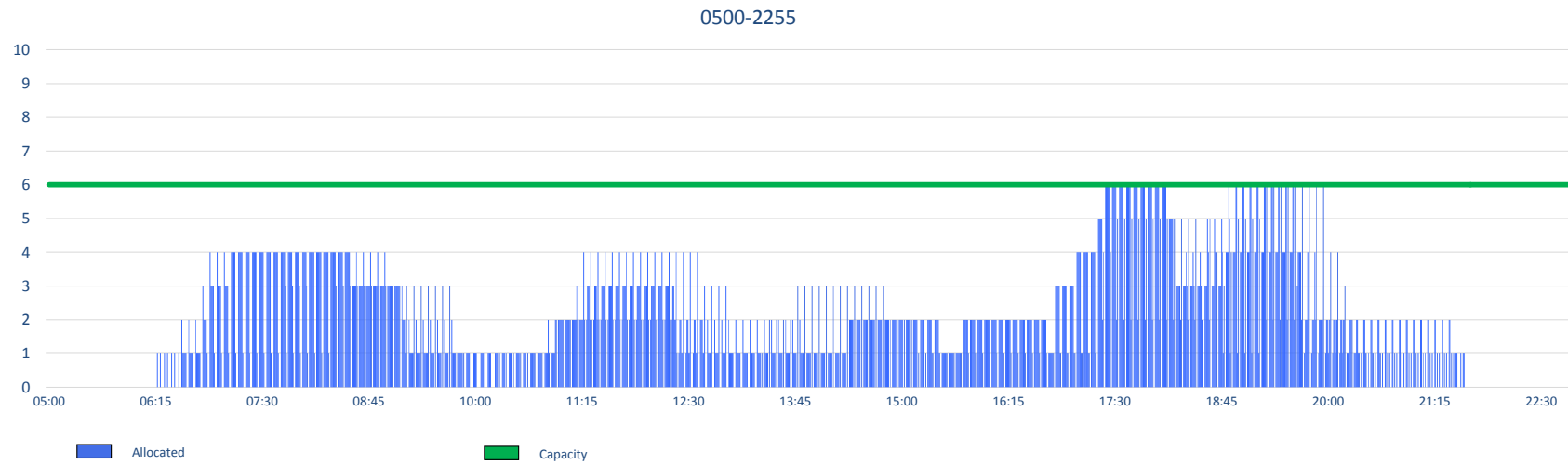
**LGW W13 - North Terminal Domestic - Departures R45/5 Demand**

Peak Week Departures per Hour - All times UTC



**LGW W13 - North Terminal Domestic - Departures R45/5 Allocated**

Peak Week Departures per Hour - All times UTC



## GLOSSARY OF TERMS

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<b>Air Transport Movement (ATM)</b>	A scheduled or charter passenger or freight aircraft movement.
<b>Allocation</b>	The allocation of slots such that demand is constrained to fit within declared scheduling limits.
<b>Common Travel Area (CTA)</b>	Services to or from the Republic of Ireland and the Channel Islands.
<b>Demand</b>	The unconstrained demand for slots, prior to any schedule adjustments.
<b>Passenger ATM</b>	A scheduled or charter passenger aircraft movement (i.e., excluding all-cargo aircraft movements).
<b>Scheduling Limits</b>	Limiting parameters declared by the Airport Operator used in the coordination process.
<b>Seats</b>	The number of seats based on the aircraft configuration advised by the airline.
<b>Peak Week</b>	The Peak Week for Winter 2013/14 is Mon 17-Feb-2014 to Sun 23-Feb-2014
<b>Data Snapshot</b>	All data used for this report was as held at Tue 15 Oct 2013

### GUIDE TO HISTOGRAMS

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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.