GATWICK AIRPORT
LGW
WINTER 2014/15 (W14)
Start of season

KEY STATISTICS	Winter 2014/15	vs Winter 2013/14 Start	vs Winter 2013/14 End
Air Transport Movements	96,297	5.7%	7.8%
Total Seats (m)	17.8	13.0%	14.9%
Seats per Passenger ATM	184.7	6.8%	6.6%

Data in this report is current as of: Mon 06-Oct-2014

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 2013/14	15	25	27	21	22	30	26	24	23	23	21	26	30	28	24	26	29	24.7	420
Capacity change	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2	0	0.2	4
Winter 2014/15	15	25	27	21	22	30	26	24	23	25	21	26	30	28	24	28	29	24.9	424

Departures

Departure Hour	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	Ave	Total
Winter 2013/14	29	30	31	31	25	27	27	28	28	24	28	24	26	26	22	18	15	25.8	439
Capacity change	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.1	2
Winter 2014/15	29	32	31	31	25	27	27	28	28	24	28	24	26	26	22	18	15	25.9	441

Totals

Total Hour	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	22	Ave	Total
Winter 2013/14	40	50	55	46	45	54	47	47	45	41	45	48	50	51	38	36	30	45.2	768
Capacity change	-2	-1	0	2	0	-4	0	0	0	0	0	-2	-3	-2	0	2	0	-0.6	-10
Winter 2014/15	38	49	55	48	45	50	47	47	45	41	45	46	47	49	38	38	30	44.6	758

Runway Scheduling Limits - Additional Runway Constraints

Movements per 15 Minutes (R15) - All times UTC

- ✈ Within each consectuve 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 withing the hour provided that they, are not consecutive. Note the exception in 05 hour wher 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	Arrs	Deps
Domestic	650	
International	3350	
Combined		3800

| North Terminal	Arrs	Deps
Domestic	800	
International	3000	
Combined		3800

Domestic Stands

R45/5 Constraint

- ✈ **South Terminal Domestic/CTA departures**
  5 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

✈ **British Airways (BA)** - new routes for W14 include Fridrichshafen **(FDH)**, Fuertaventura **(FUE)** and Malta **(MLA)**.

✈ **Flybe (BE)** entire slot portfolio is purchased by Easyjet leaving just a 3x daily Newquay **(NQY)** service - slots acquired from slot pool - continuation from Summer 2014.

✈ **Norwegian (DY) Longhaul** - 1x B787 aircraft based at LGW (continuation from S14) operating Fort Lauderdale **(FLL)**, Los Angeles **(LAX)** and New York **(JFK).**

✈ **Norwegian (DY) Shorthaul** - new routes include Budapest **(BUD)**, Funchal **(FNC)**, Grenoble **(GNB)**, Larnaca **(LCA)**, Madrid **(MAD)**, Berlin **(SXF)**, Salzburg **(SZG)** and Warsaw **(WAW)**.

✈ **Emirates (EK) -** continue to operate 1x A380 per day (continuation from Summer 2014) on their Dubai **(DXB)** route.

✈ **Easyjet (EZY) -** terminate the following routes: Amman **(AMM)**, Bergen **(BGO)** and Zagreb **(ZAG)**.

✈ **Easyjet (EZY) -** new routes for W14 include Brussels **(BRU)**, Paris **(CDG)**, Jersey **(JER)**, Newcastle **(NCL)**, Strasbourg **(SXB)** and Tel Aviv **(TLV)**.

✈ **Garuda (GA)** - continue their daily Jakarta **(CGK)** service via Amsterdam (AMS) - started in Summer 2014.

✈ **Aurigny (GR) -** upgrade a large proportion of their Guernsey **(GCI)** flights from an ATR-72 to an Embraer E195 aircraft - continuation from Summer 2014.

✈ **Meridiana (IG) - plan to** operate a daily Naples **(NAP)** service.

✈ **Snowbird (SBW) -** plan to operate a 2x weekly Helsinki **(HEL)** and 2x weekly Ennontekio **(ENF)** service.

✈ **Thomson (TOM) -** upgrade all longhaul services to Boeing 787 aircraft.

✈ **Tunisair (TU)** - plan to operate twice weekly Tunis **(TUN)** scheduled service.

✈ **Mahan Air (W5)** - plan to commence 3x weekly scheduled service between Gatwick and Tehran **(IKA)** using an Airbus A310 aircraft.

✈ **Titan (ZT) -** plan to operate 1x weekly Turin **(TRN)** and 2x weekly Chambery **(CMF)** charter services at weekends.

AIR TRANSPORT MOVEMENTS BY SERVICE TYPE
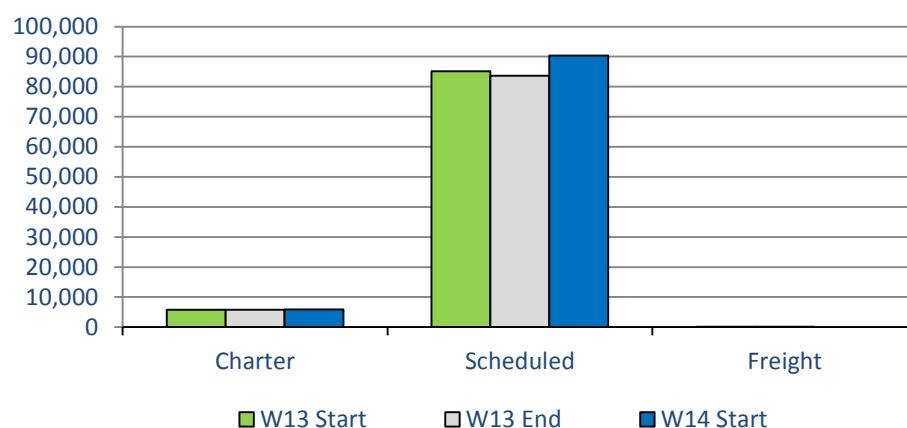
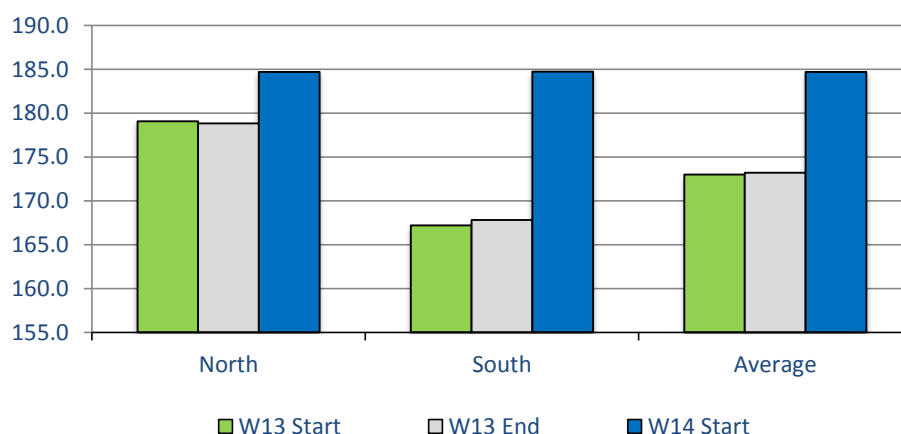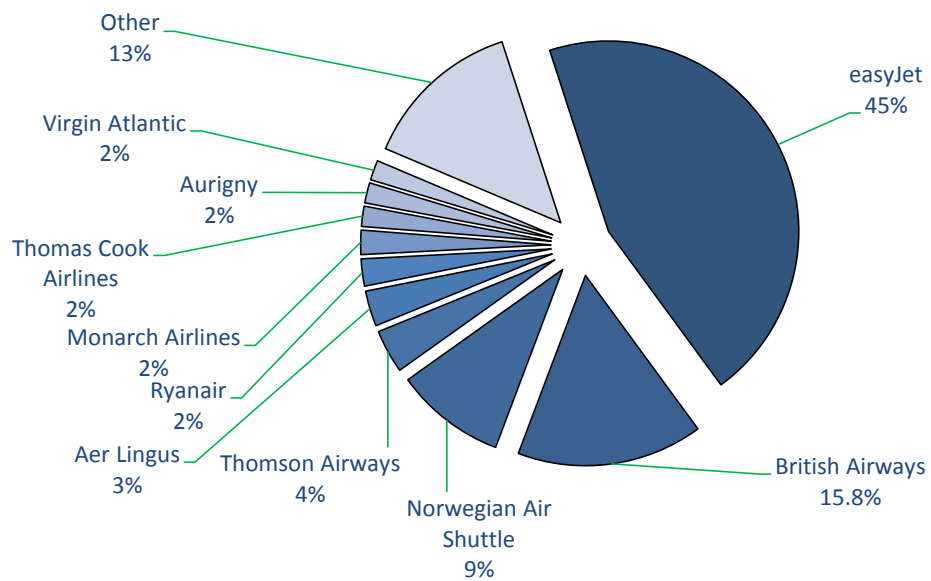|	W13 Start	W13 End	W14 Start	% CHANGE Start - Start	% CHANGE Start - End
Charter	5,833	5,758	5,921	1.5%	2.8%
Scheduled	85,191	83,600	90,376	6.1%	8.1%
Freight	44	10	0	-100.0%	-100.0%
Total	91,068	89,368	96,297	5.7%	7.8%

AIR TRANSPORT MOVEMENTS BY TERMINAL
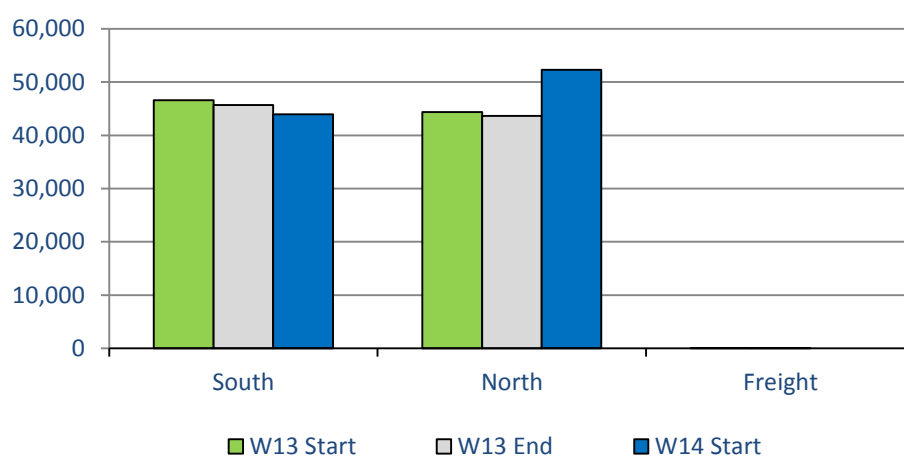
	W13 Start	W13 End	W14 Start	% CHANGE Start - Start	% CHANGE Start - End
South	46,626	45,686	43,982	-5.7%	-3.7%
North	44,398	43,668	52,315	17.8%	19.8%
Freight	44	10	0	-100.0%	-100.0%
Total	91,068	89,364	96,297	5.7%	7.8%

TOTAL SEATS (000s) BY TERMINAL
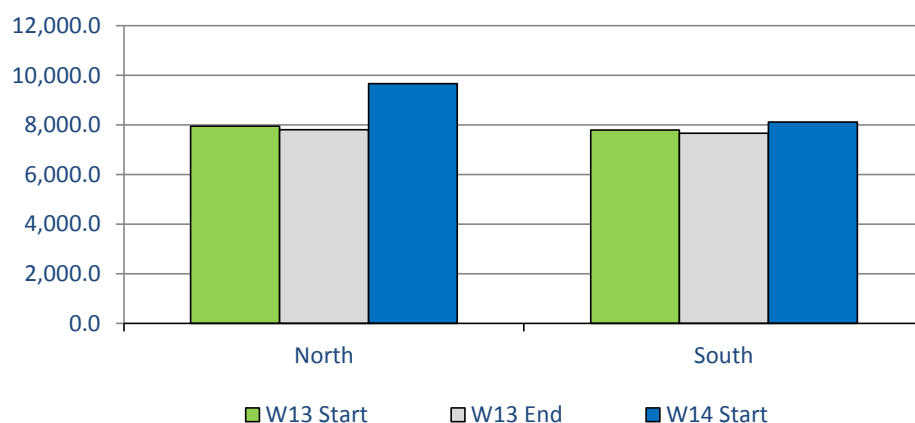
	W13 Start	W13 End	W14 Start	% CHANGE Start - Start	% CHANGE Start - End
North	7,950.9	7,808.3	9,662.3	21.5%	23.7%
South	7,795.6	7,667.0	8,124.5	4.2%	6.0%
Total	15,746.5	15,475.4	17,786.8	13.0%	14.9%

SEATS PER PASSENGER ATM BY TERMINAL

	W13 Start	W13 End	W14 Start	% CHANGE Start - Start	% CHANGE Start - End
North	179.1	178.8	184.7	3.1%	3.3%
South	167.2	167.8	184.7	10.5%	10.1%
Average	173.0	173.2	184.7	6.8%	6.6%

TOP 10 AIRLINES BY AIR TRANSPORT MOVEMENTS

Other
13%

Virgin Atlantic
2%

Aurigny
2%

Thomas Cook
Airlines
2%

Monarch Airlines
2%

Ryanair
2%

Aer Lingus
3%

Thomson Airways
4%

Norwegian Air
Shuttle
9%

British Airways
15.8%

easyJet
45%

TOP 10 AIRLINES BY SEATS

Other
13%

Emirates
2%

Monarch Airlines
2%

Ryanair
2%

Thomas Cook
Airlines
2%

Aer Lingus
3%

Virgin Atlantic
4%

Thomson Airways
5%

Norwegian Air
Shuttle
10%

British Airways
16.4%

easyJet
41%
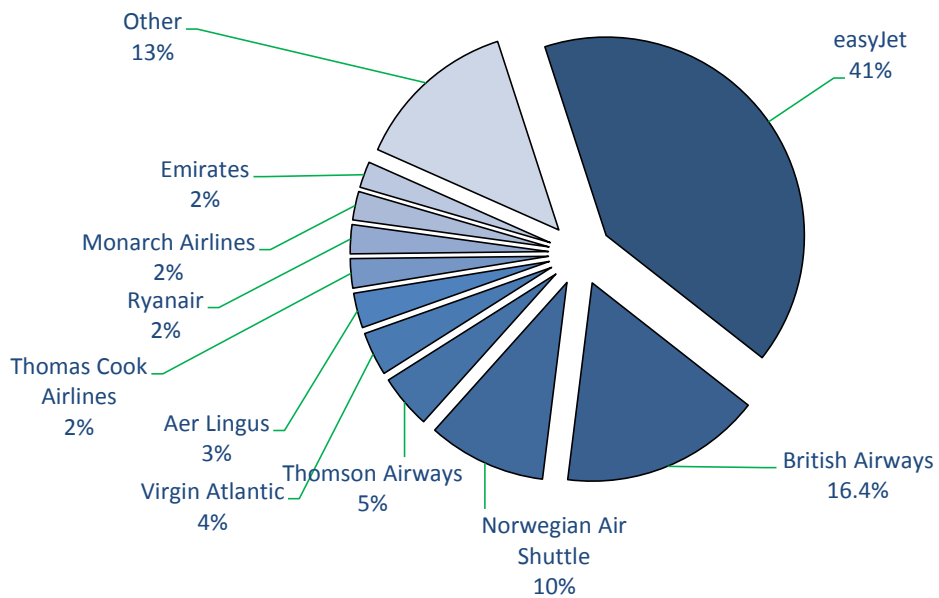
AIR TRANSPORT MOVEMENTS BY DESTINATION - FULL SEASON

Allocated ATMs for full season Winter 2014/15
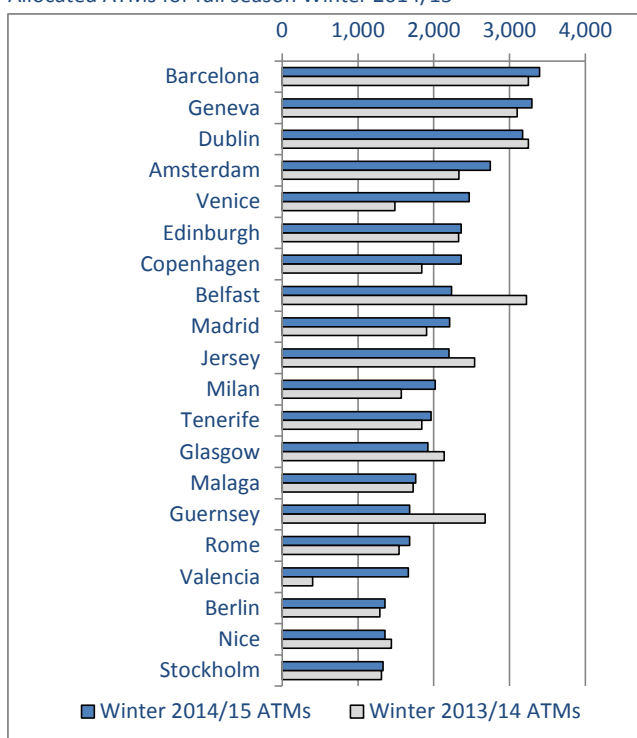
	Winter 2014/15 ATMs	Winter 2013/14 ATMs
Barcelona	3,396	3,248
Geneva	3,294	3,100
Dublin	3,171	3,248
Amsterdam	2,746	2,331
Venice	2,469	1,486
Edinburgh	2,361	2,326
Copenhagen	2,361	1,844
Belfast	2,236	3,223
Madrid	2,209	1,907
Jersey	2,201	2,540
Milan	2,018	1,570
Tenerife	1,963	1,842
Glasgow	1,924	2,136
Malaga	1,761	1,728
Guernsey	1,683	2,680
Rome	1,681	1,544
Valencia	1,663	402
Berlin	1,357	1,291
Nice	1,355	1,443
Stockholm	1,330	1,310

AIR TRANSPORT SEATS BY DESTINATION - FULL SEASON

Allocated seats for full season Winter 2014/15
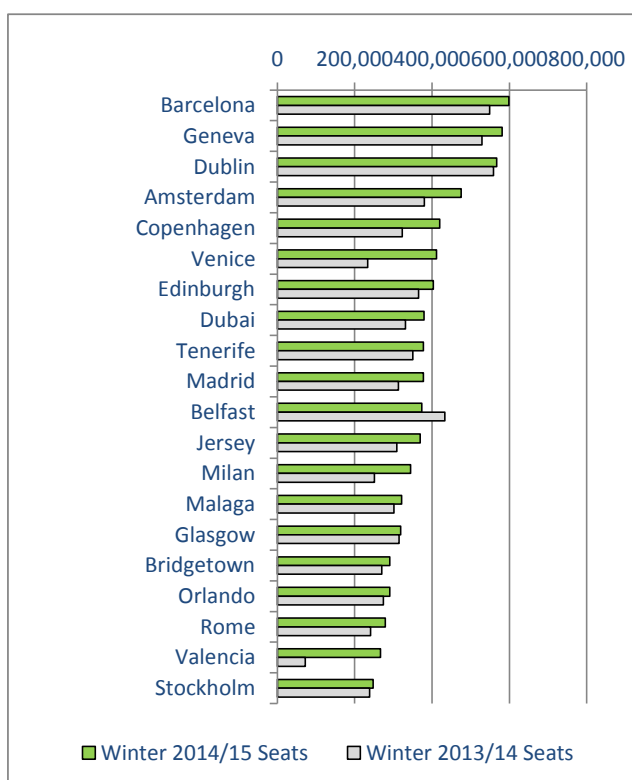
	Winter 2014/15 Seats	Winter 2013/14 Seats
Barcelona	599,030	549,327
Geneva	581,220	529,051
Dublin	567,050	559,250
Amsterdam	475,644	380,287
Copenhagen	420,126	323,034
Venice	411,596	233,535
Edinburgh	403,197	364,884
Dubai	379,148	331,512
Tenerife	377,675	350,334
Madrid	377,554	313,356
Belfast	373,440	432,968
Jersey	369,312	308,927
Milan	344,664	251,127
Malaga	321,753	301,322
Glasgow	319,008	314,833
Bridgetown	290,844	270,354
Orlando	290,763	273,823
Rome	279,408	241,228
Valencia	266,868	72,144
Stockholm	247,380	238,652

## AIR TRANSPORT MOVEMENTS BY DESTINATION - PEAK WEEK

Allocated ATMs per peak week Winter 2014/15
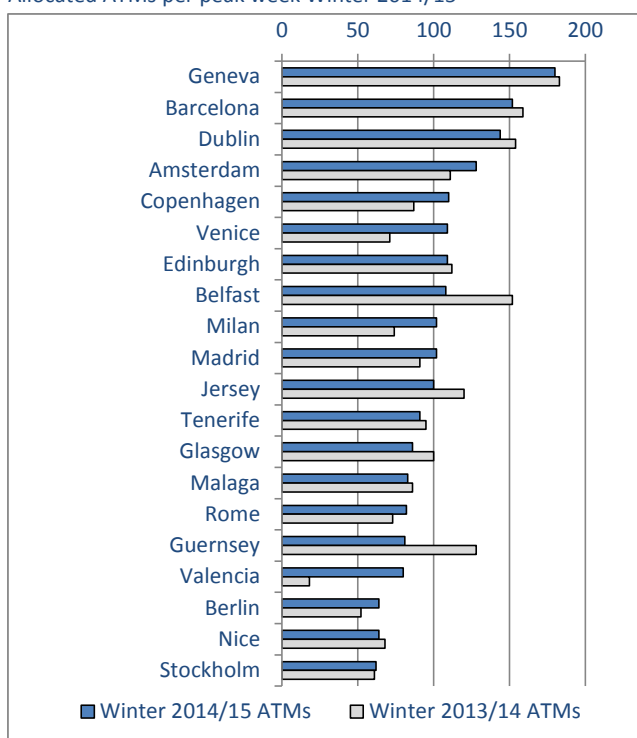
	Winter 2014/15 ATMs	Winter 2013/14 ATMs
Geneva	180	183
Barcelona	152	159
Dublin	144	154
Amsterdam	128	111
Copenhagen	110	87
Venice	109	71
Edinburgh	109	112
Belfast	108	152
Milan	102	74
Madrid	102	91
Jersey	100	120
Tenerife	91	95
Glasgow	86	100
Malaga	83	86
Rome	82	73
Guernsey	81	128
Valencia	80	18
Berlin	64	52
Nice	64	68
Stockholm	62	61

AIR TRANSPORT SEATS BY DESTINATION - PEAK WEEK

Allocated seats per peak week Winter 2014/15
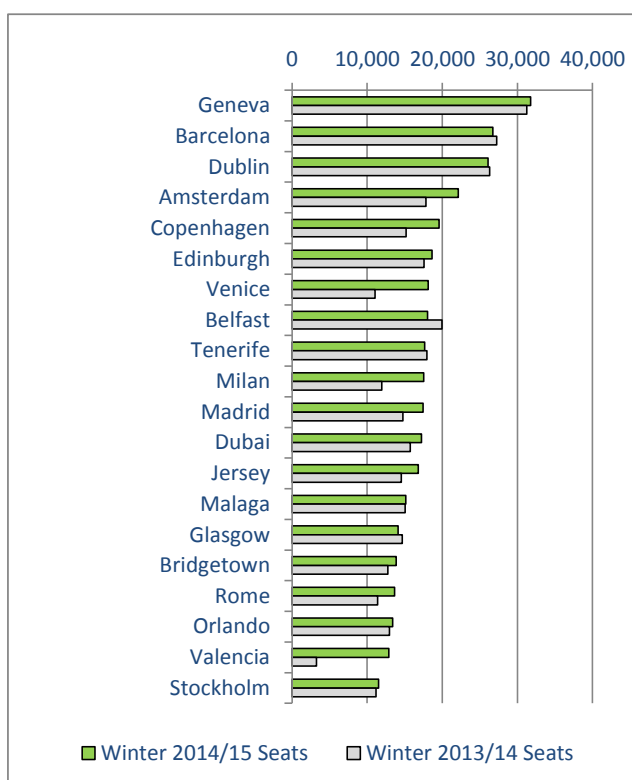
	Winter 2014/15 Seats	Winter 2013/14 Seats
Geneva	31,748	31,234
Barcelona	26,720	27,245
Dublin	26,106	26,298
Amsterdam	22,140	17,812
Copenhagen	19,572	15,204
Edinburgh	18,630	17,564
Venice	18,144	11,066
Belfast	18,036	19,936
Tenerife	17,639	17,966
Milan	17,544	11,960
Madrid	17,436	14,768
Dubai	17,234	15,756
Jersey	16,788	14,566
Malaga	15,158	15,058
Glasgow	14,112	14,660
Bridgetown	13,846	12,759
Rome	13,644	11,374
Orlando	13,405	12,950
Valencia	12,864	3,240
Stockholm	11,532	11,160

## AIR TRANSPORT MOVEMENTS BY DESTINATION

Allocated ATMs per peak week Winter 2014/15
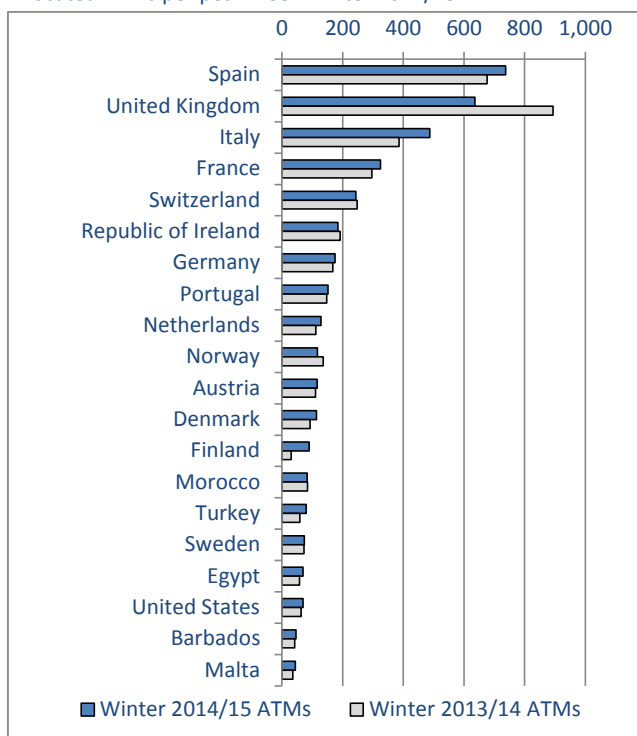
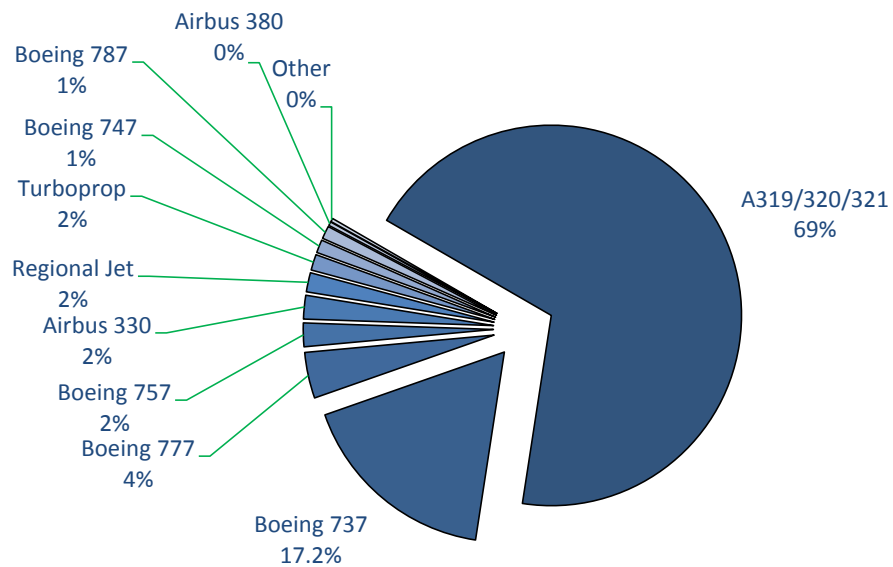|	Winter 2014/15 ATMs	Winter 2013/14 ATMs
Spain	738	676
United Kingdom	636	894
Italy	487	386
France	325	296
Switzerland	243	248
Republic of Ireland	184	192
Germany	175	167
Portugal	152	147
Netherlands	128	112
Norway	117	136
Austria	116	111
Denmark	114	93
Finland	89	30
Morocco	83	84
Turkey	80	59
Sweden	74	73
Egypt	69	58
United States	69	63
Barbados	46	42
Malta	44	36

AIR TRANSPORT SEATS BY DESTINATION

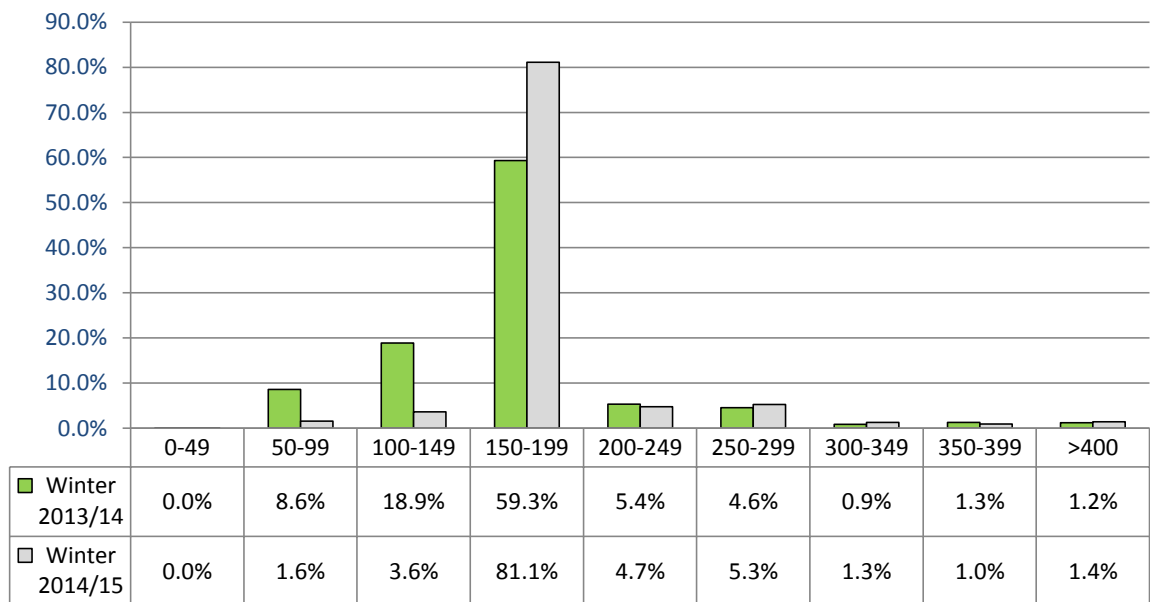Allocated seats per peak week Winter 2014/15
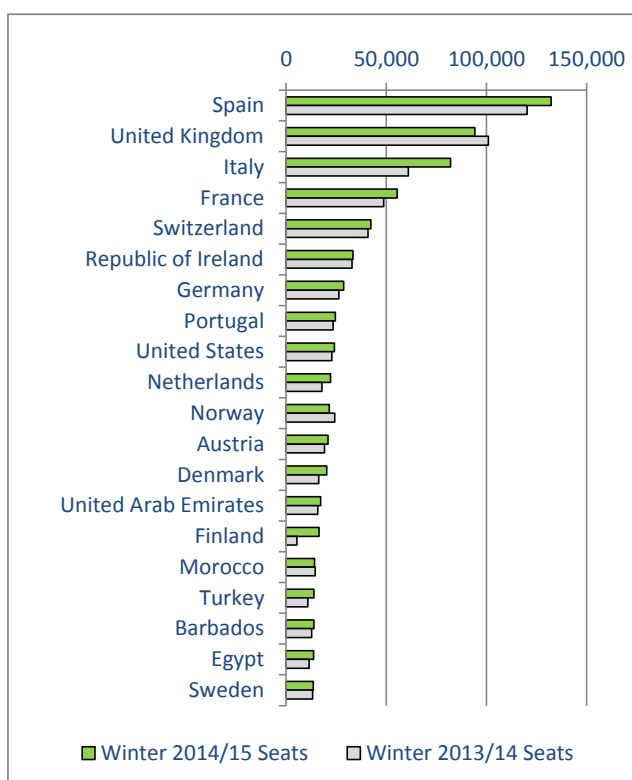
	Winter 2014/15 Seats	Winter 2013/14 Seats
Spain	132,373	120,371
United Kingdom	94,188	100,986
Italy	82,108	61,049
France	55,390	48,690
Switzerland	42,320	40,900
Republic of Ireland	33,456	32,850
Germany	28,744	26,430
Portugal	24,584	23,478
United States	24,059	22,905
Netherlands	22,140	17,820
Norway	21,544	24,326
Austria	20,946	19,251
Denmark	20,316	16,320
United Arab Emirates	17,234	15,756
Finland	16,378	5,485
Morocco	14,172	14,470
Turkey	13,875	10,787
Barbados	13,846	12,759
Egypt	13,709	11,500
Sweden	13,524	13,320

## TOP AIRCRAFT TYPES BY AIR TRANSPORT MOVEMENTS

Airbus 380 0%
Boeing 787 1%
Other 0%
Boeing 747 1%
Turboprop 2%
Regional Jet 2%
Airbus 330 2%
Boeing 757 2%
Boeing 777 4%
Boeing 737 17.2%
A319/320/321 69%

AIRCRAFT SEAT SIZE DISTRIBUTION

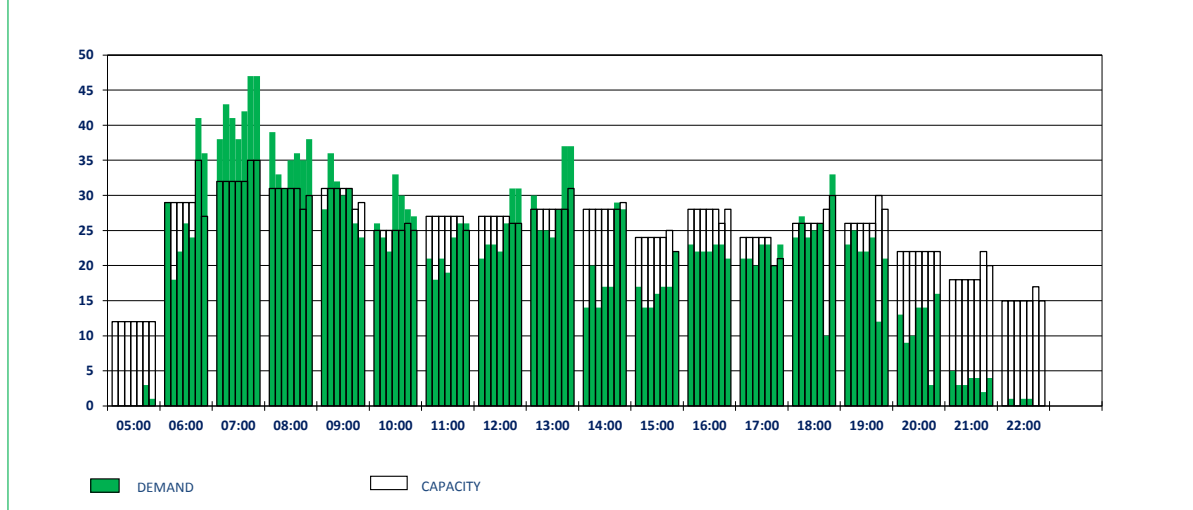|	0-49	50-99	100-149	150-199	200-249	250-299	300-349	350-399	>400
■ Winter 2013/14	0.0%	8.6%	18.9%	59.3%	5.4%	4.6%	0.9%	1.3%	1.2%
□ Winter 2014/15	0.0%	1.6%	3.6%	81.1%	4.7%	5.3%	1.3%	1.0%	1.4%

LGW W14 - RUNWAY MOVEMENT DEMAND - ARRIVALS
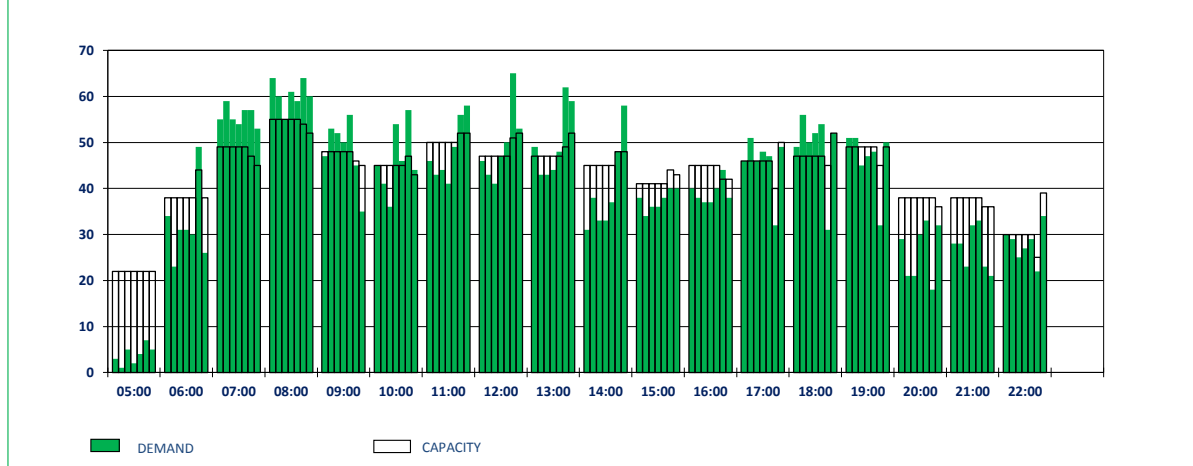Peak Week Movements per Hour - All times UTC
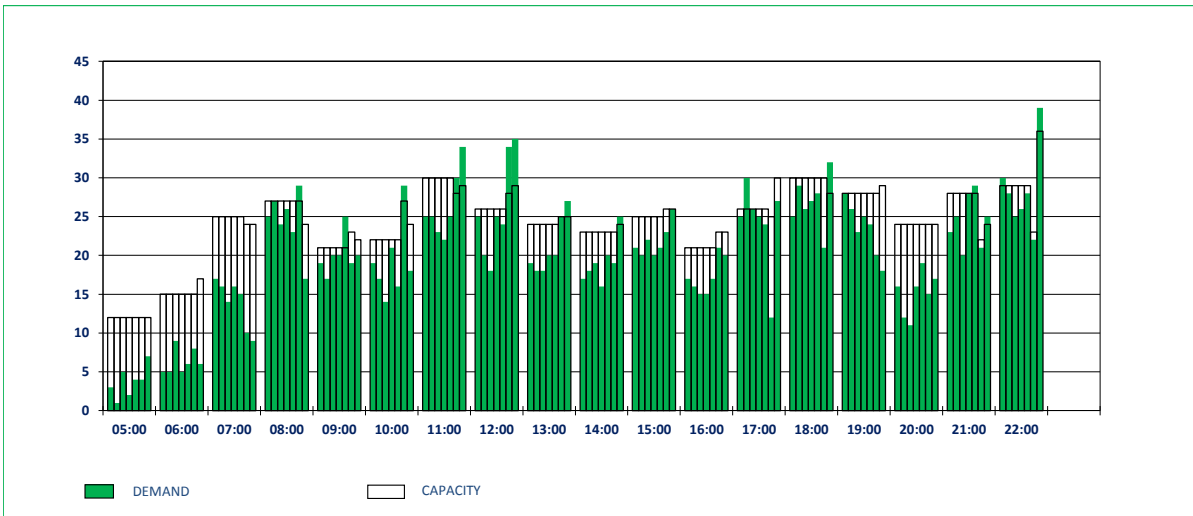
LGW W14 - RUNWAY MOVEMENT DEMAND - DEPARTURES
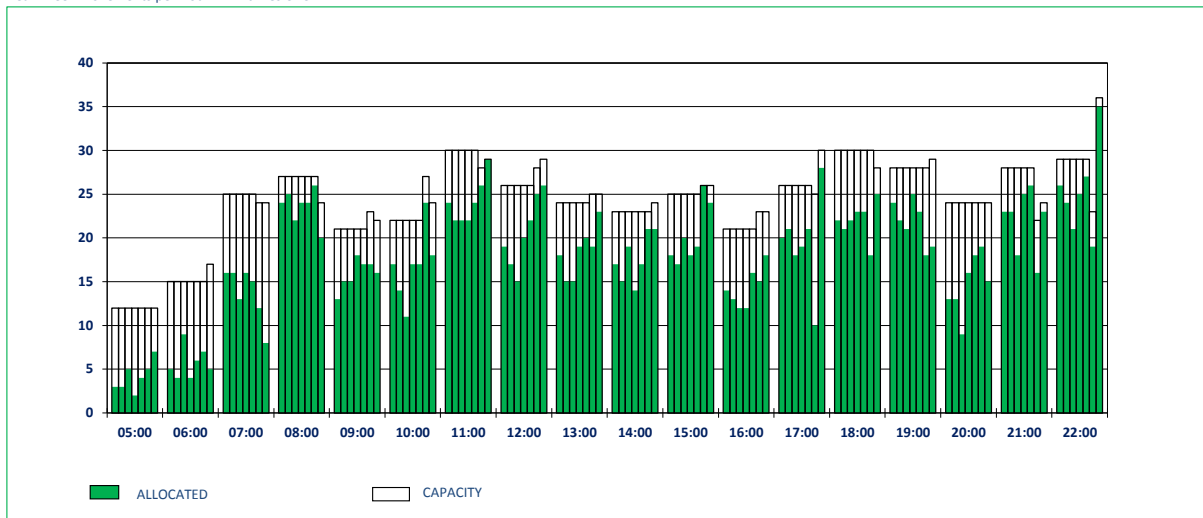Peak Week Movements per Hour - All times UTC

LGW W14 - RUNWAY MOVEMENT DEMAND - TOTALS
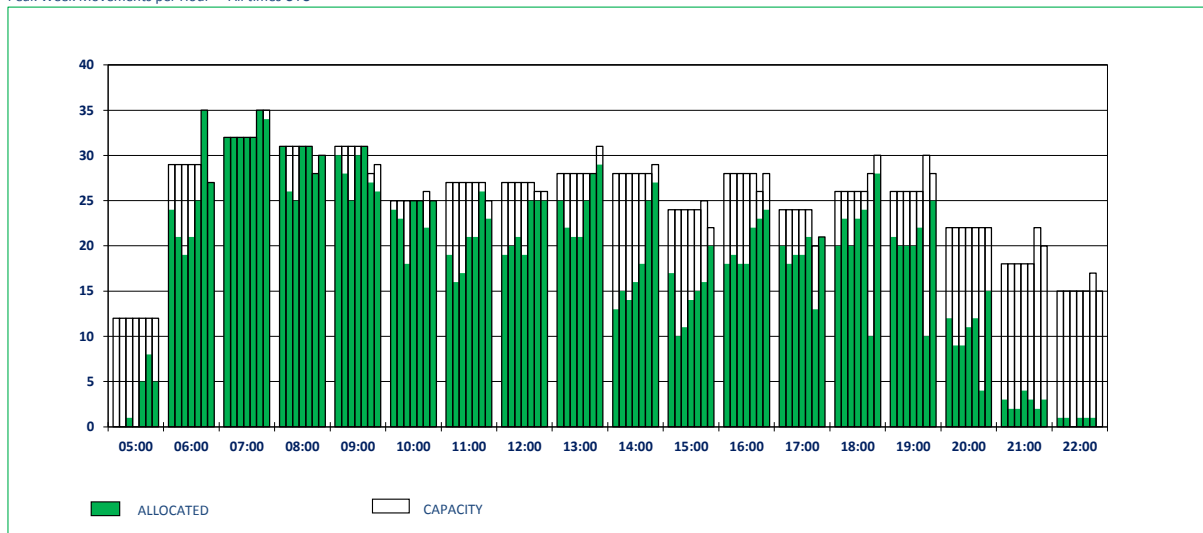Peak Week Movements per Hour - All times UTC

LGW W14 - RUNWAY MOVEMENT ALLOCATED - ARRIVALS
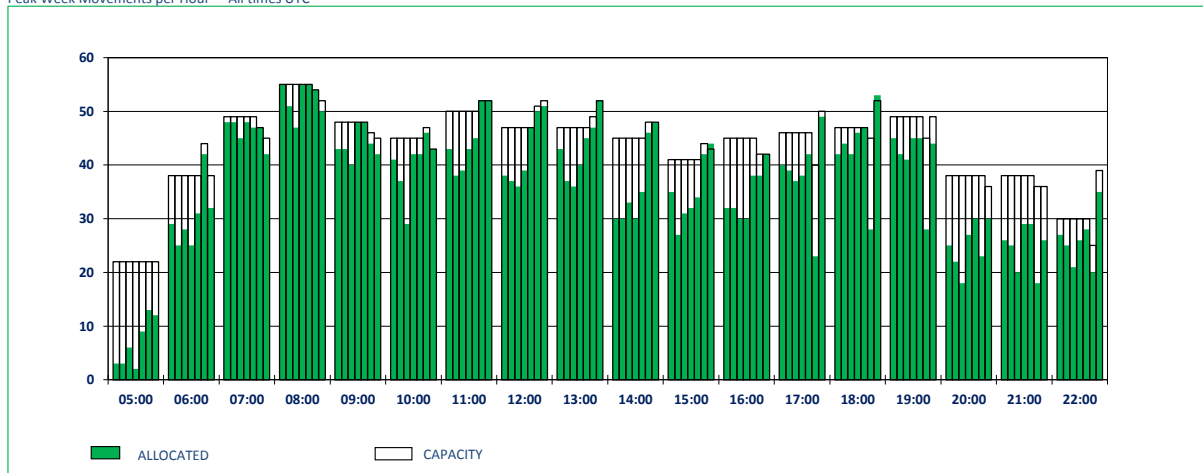Peak Week Movements per Hour - All times UTC

LGW W14 - RUNWAY MOVEMENT ALLOCATED - DEPARTURES
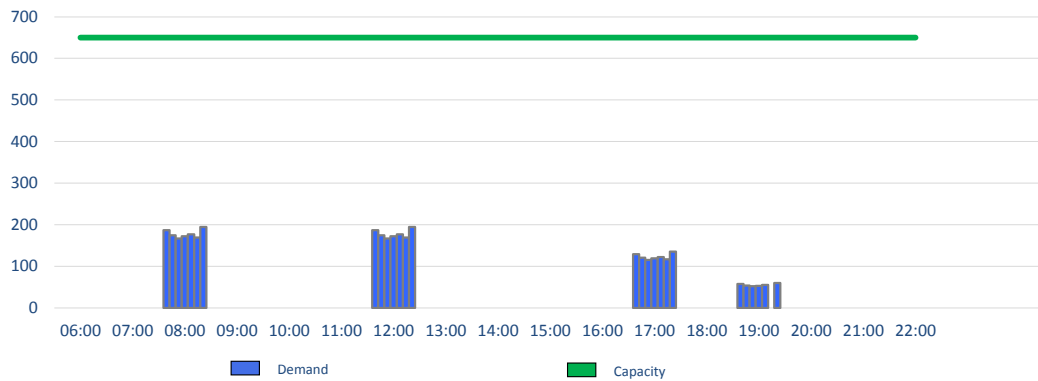Peak Week Movements per Hour - All times UTC

LGW W14 - RUNWAY MOVEMENT ALLOCATED - TOTALS
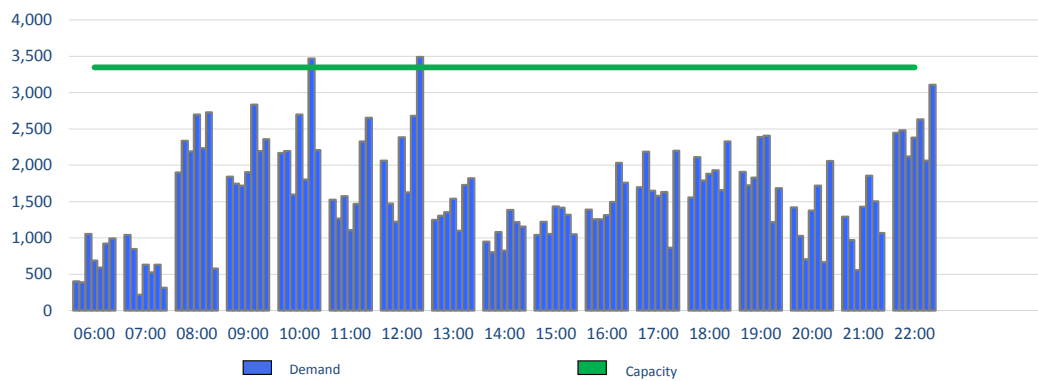Peak Week Movements per Hour - All times UTC

LGW W14 - South Terminal Domestic - Arrivals Demand
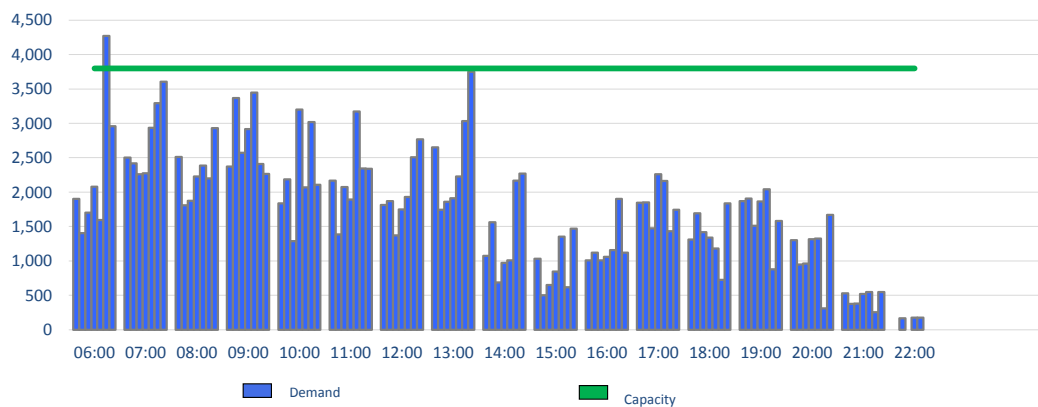Peak Week Passengers per Hour - All times UTC

LGW W14 - South Terminal International - Arrivals Demand
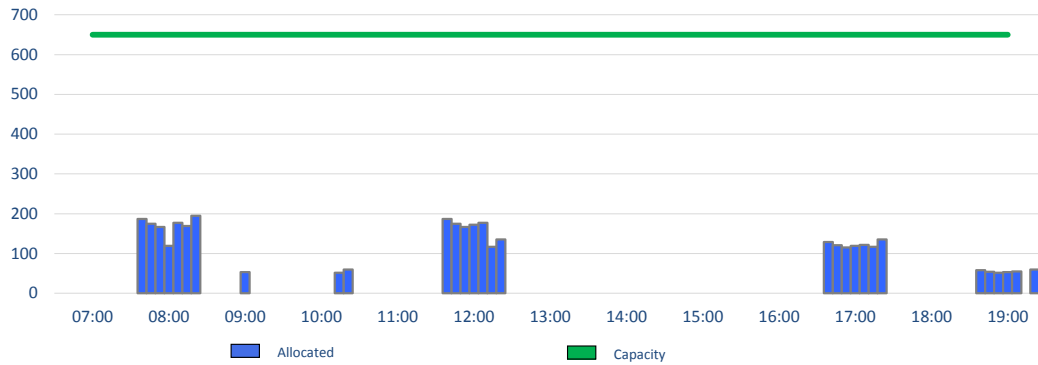Peak Week Passengers per Hour - All times UTC

LGW W14 - South Terminal - Departures Demand
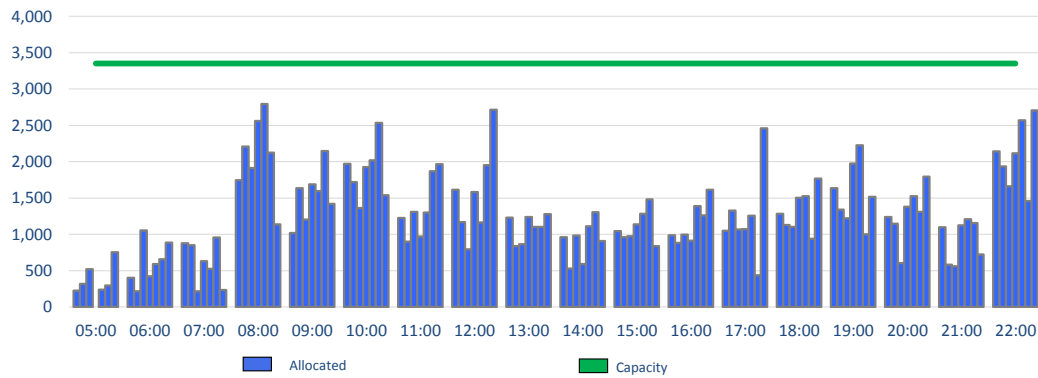Peak Week Passengers per Hour - All times UTC

LGW W14 - South Terminal Domestic - Arrivals Allocated

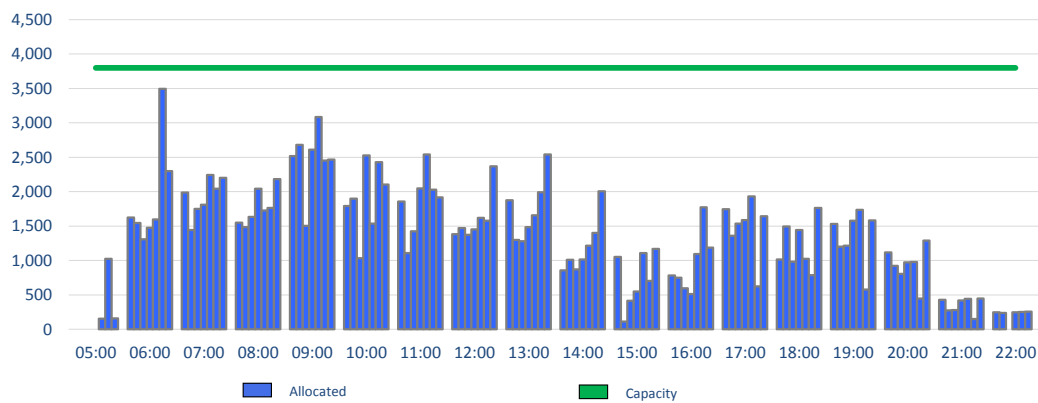Peak Week Passengers per Hour - All times UTC

LGW W14 - South Terminal International - Arrivals Allocated

Peak Week Passengers per Hour - All times UTC

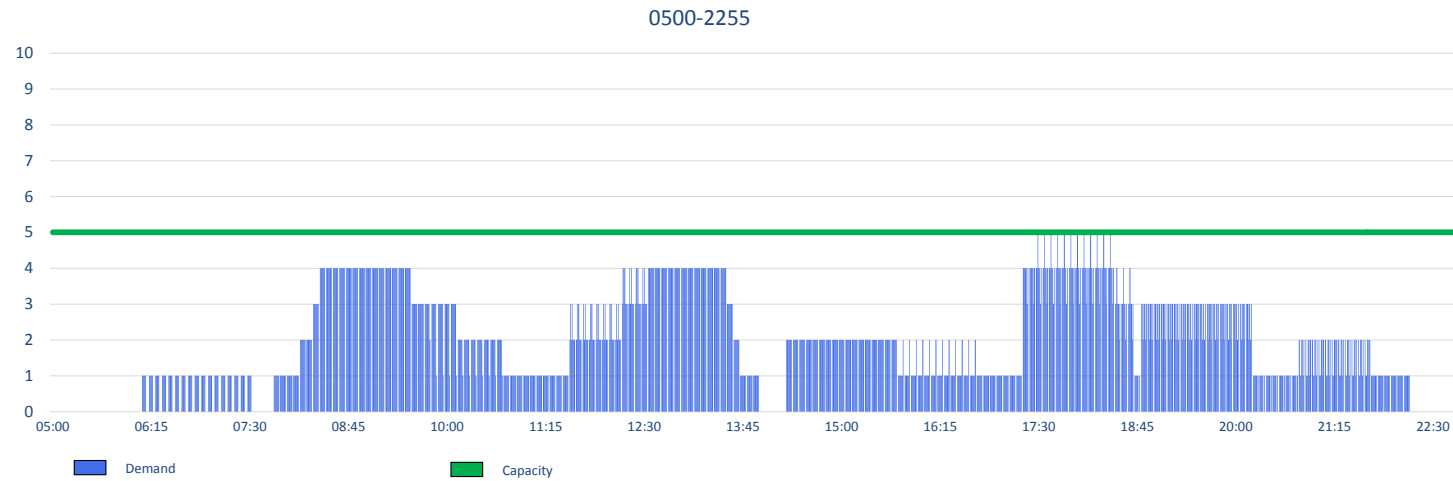### LGW W14 - South Terminal - Departures Allocated

Peak Week Passengers per Hour - All times UTC

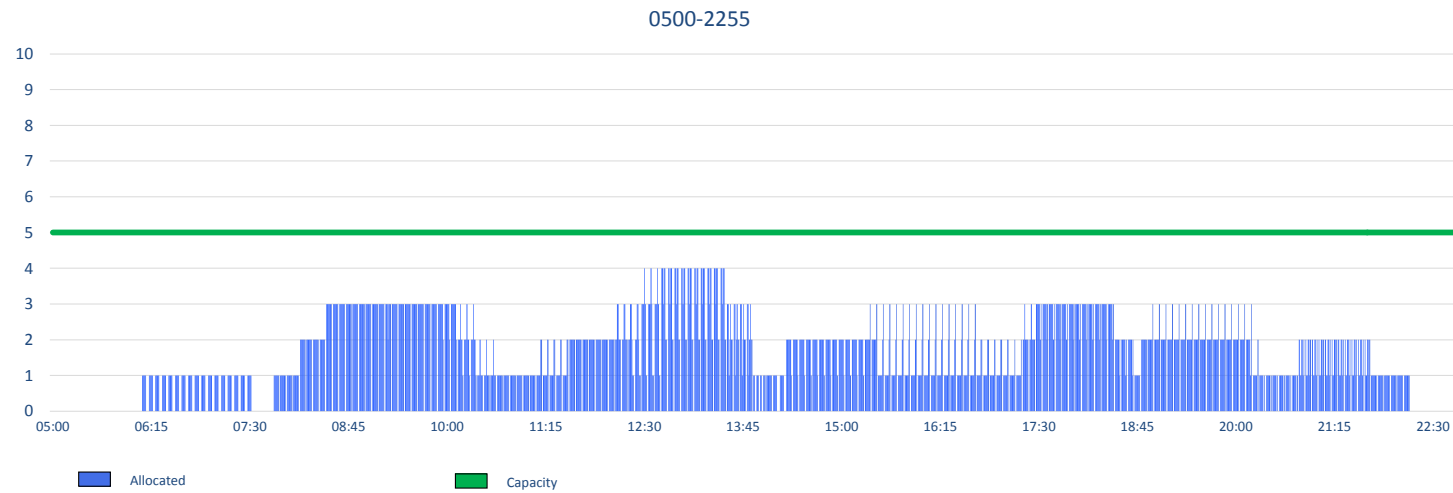## LGW W14 - South Terminal Domestic - Departures R45/5 Demand

Peak Week Departures per Hour - All times UTC
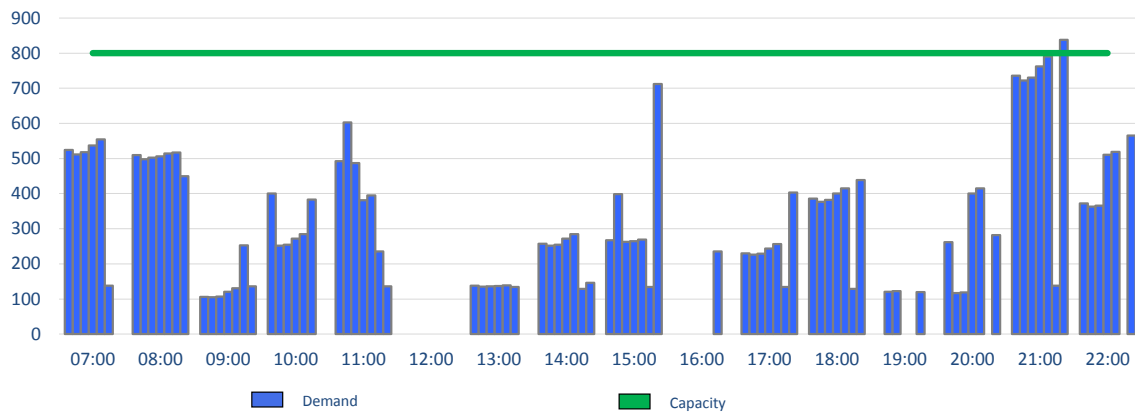
0500-2255

- Demand
- Capacity

LGW W14 - South Terminal Domestic - Departures R45/5 Allocated

Peak Week Departures per Hour - All times UTC

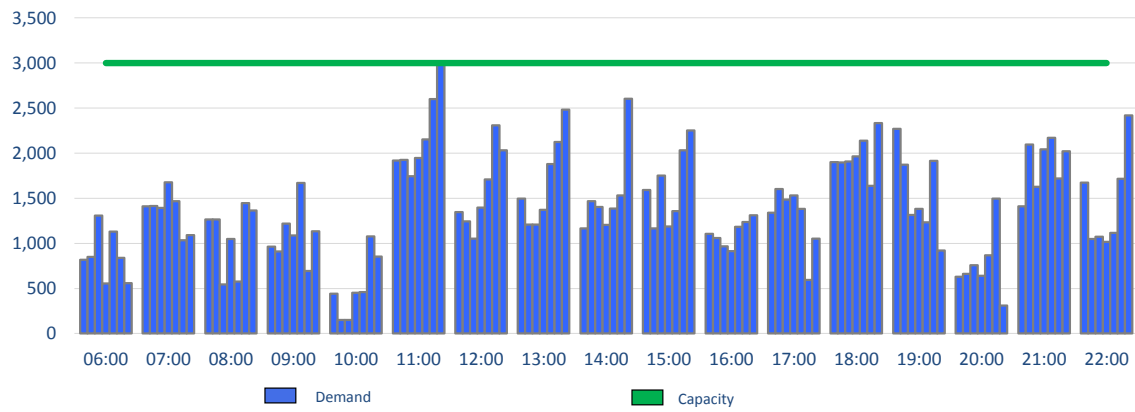### 0500-2255

- Allocated
- Capacity

LGW W14 - North Terminal Domestic - Arrivals Demand
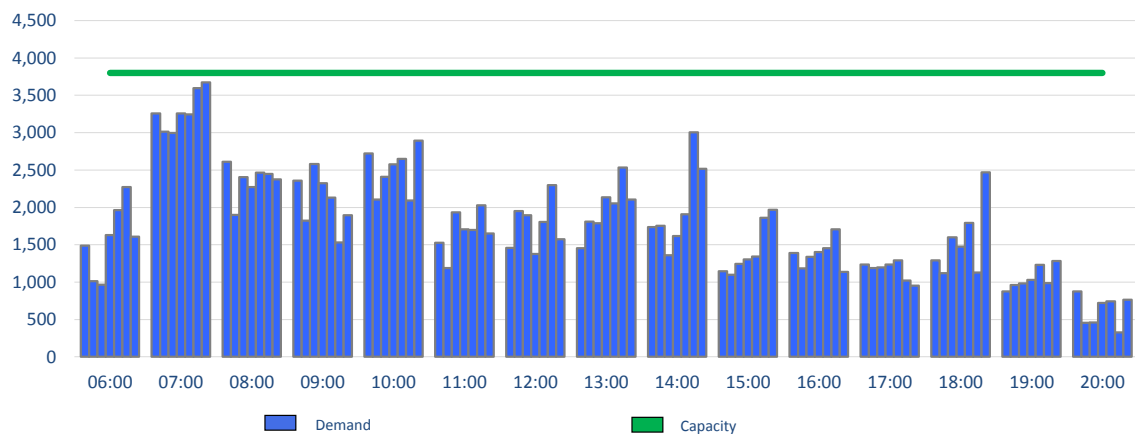
Peak Week Passengers per Hour - All times UTC

LGW W14 - North Terminal International - Arrivals Demand

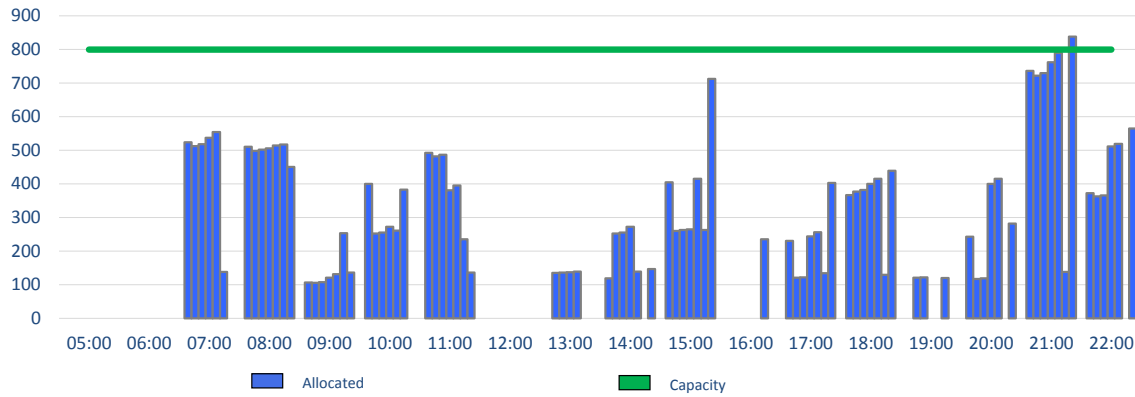Peak Week Passengers per Hour - All times UTC

LGW W14 - North Terminal - Departures Demand

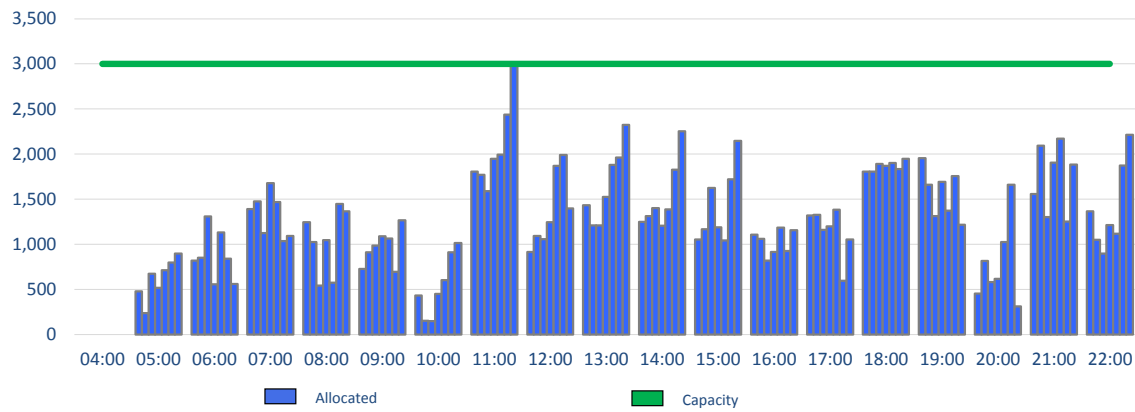Peak Week Passengers per Hour - All times UTC

LGW W14 - North Terminal Domestic - Arrivals Allocated

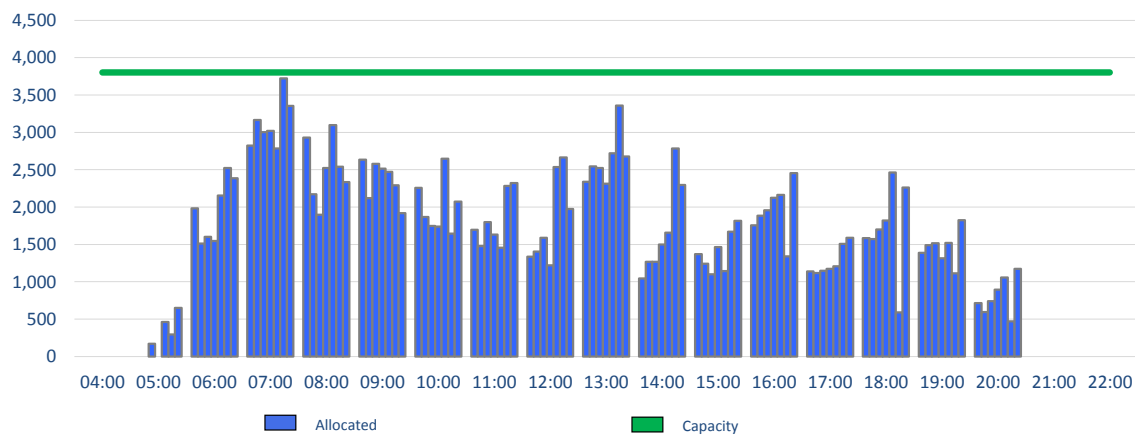Peak Week Passengers per Hour - All times UTC

LGW W14 - North Terminal International - Arrivals Allocated
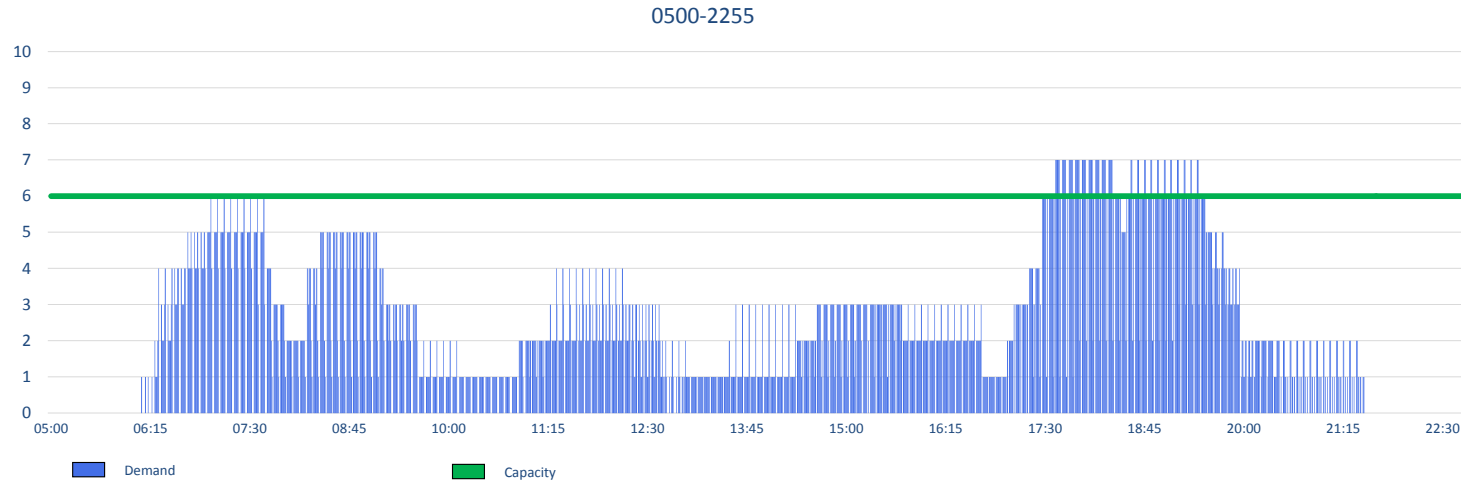
Peak Week Passengers per Hour - All times UTC

LGW W14 - North Terminal - Departures Allocated

Peak Week Passengers per Hour - All times UTC

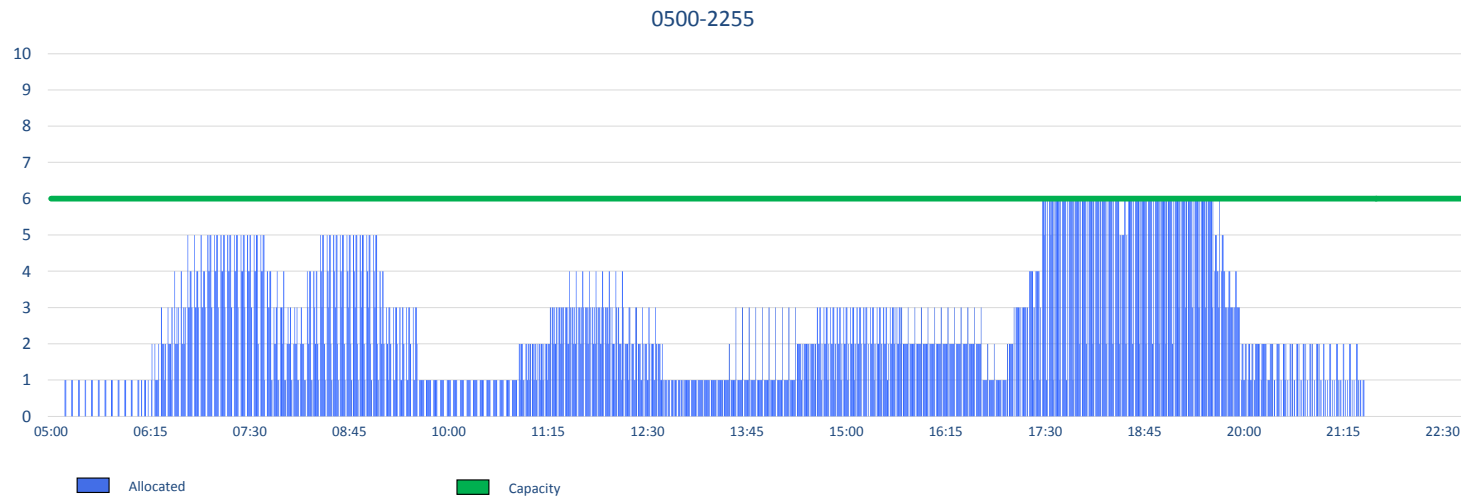**LGW W14 - North Terminal Domestic - Departures R45/5 Demand**

Peak Week Departures per Hour - All times UTC

0500-2255

LGW W14 - North Terminal Domestic - Departures R45/5 Allocated

Peak Week Departures per Hour - All times UTC

0500-2255

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 Winter 2014/15 is Mon 15-Dec-2014 to Sun 21-Dec-2014
Data Snapshot	All data used for this report was as held at Mon 06 Oct 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.