

Gatwick Airport (LGW)

Winter 2015/16 (W15)



Start of Season Report

Report Date: Thu 08-Oct-2015

Headlines

	W15 Start	vs. W14 Start	vs. W14 End
Total Air Transport Movements (Passenger & Freight)	100,280	▲ 4.2%	▲ 10.3%
Total Passenger Air Transport Movements	100,280	▲ 4.2%	▲ 10.3%
Total Passenger Air Transport Movement Seats	18,429,041	▲ 3.7%	▲ 10.3%
Average Seats per Passenger Air Transport Movement	183.8	▼ -0.5%	▲ 0.0%
Percentage of allocated slots cleared as requested (OK)	95.5%		

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W14 scheduling season runs from Sun 26-Oct-2014 to Sat 28-Mar-2015 (154 days).

W15 scheduling season runs from Sun 25-Oct-2015 to Sat 26-Mar-2016 (154 days).

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Peak Week - Allocation and Slot Adjustment Distribution by Operator



Schedule: W15 Start

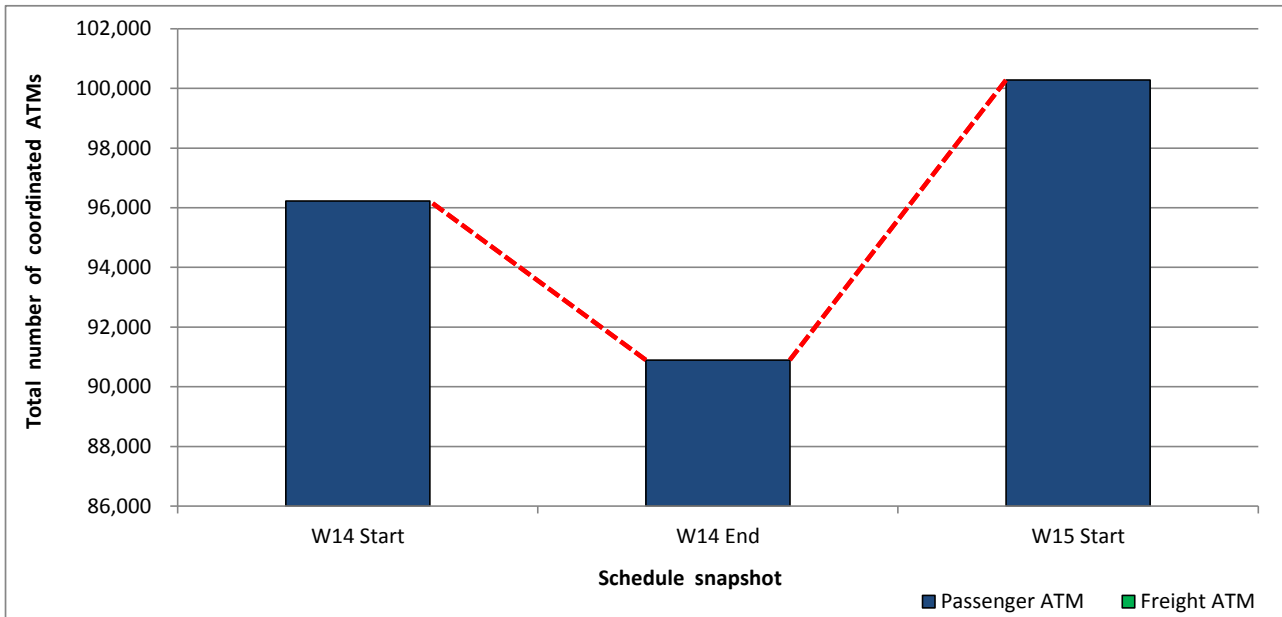
Operator	W15 allocated ATMs	SLOT ADJUSTMENTS (MINUTES OFF REQUESTED TIME)														Requests with NO slot allocated	
		0	5	10	15	20	25	30	35	40	45	50	55	60	>60		
Aegean Airlines	8	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Aer Lingus	138	87.0%	2.9%	5.8%	0.0%	0.0%	0.7%	0.0%	0.0%	2.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.7%	1
Afriqiyah Airways	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Air Arabia	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%	0.0%	-
Air Berlin	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%	0.0%	-
Air China	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Air Dolomiti	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Air Europa	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%	-
Air Malta	14	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%	-
Air Transat	14	71.4%	0.0%	14.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	14.3%	0.0%	-
AirBaltic	10	60.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	40.0%	0.0%	-
Astra Airlines	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Aurigny Air Services	80	97.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.5%	0.0%	2
Austrian Airlines	2	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50.0%	0.0%	-
Belavia Belarusian Airlines	6	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%	-
British Airways	760	99.7%	0.3%	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%	-
Bulgaria Air	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%	0.0%	-
Caribbean 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%	0.0%	-
CSA Czech Airlines	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%	0.0%	-
EasyJet	2,127	95.7%	1.7%	0.7%	0.3%	0.0%	0.1%	0.1%	0.0%	0.1%	0.2%	0.1%	0.1%	0.0%	0.7%	0.0%	1
Emirates	42	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%	-
Enter Air	3	0.0%	0.0%	0.0%	66.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	33.3%	0.0%	-
Flybe	42	90.5%	4.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.4%	2.4%	0.0%	0.0%	0.0%	0.0%	-
Freebird Airlines	6	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%	-
GAMBIA BIRD	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Garuda Indonesia	14	71.4%	14.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	14.3%	0.0%	-
Germania	28	57.1%	7.1%	7.1%	0.0%	0.0%	3.6%	0.0%	0.0%	10.7%	0.0%	0.0%	0.0%	0.0%	14.3%	0.0%	-
Go 2 Sky	1	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%	-
Hi Fly Airline	1	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Iberia Express	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%	-
Icelandair	16	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%	-
Iraqi Airways	10	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%	-
Lufthansa	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%	0.0%	-
Mahan Air	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Med-View airlines	8	62.5%	0.0%	12.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	25.0%	0.0%	-
Meridiana	6	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%	-
Mistral Air	2	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50.0%	0.0%	2
Monarch Airlines	151	91.4%	2.0%	1.3%	2.0%	0.7%	1.3%	0.7%	0.0%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
National Aviation Services	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Neos	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Niki Luftfahrt	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%	0.0%	-
Norwegian	446	98.9%	0.2%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.7%	0.0%	-
Pegasus Airlines	14	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%	-
Royal Air Maroc	16	75.0%	6.3%	0.0%	0.0%	0.0%	0.0%	6.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	12.5%	0.0%	-
Ryanair	122	94.3%	2.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	36
SAS Scandinavian	10	70.0%	10.0%	0.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Signature	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Small Planet Airlines	16	25.0%	0.0%	12.5%	0.0%	6.3%	0.0%	0.0%	6.3%	0.0%	0.0%	0.0%	0.0%	12.5%	37.5%	0.0%	-
Smart Wings	14	85.7%	0.0%	0.0%	0.0%	0.0%	14.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
SNOWBIRD AIRLINES OY	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Swiss International	8	50.0%	37.5%	12.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
TAP Portugal	50	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%	-
Thomas Cook (UK)	104	95.2%	0.0%	0.0%	0.0%	0.0%	1.0%	1.0%	0.0%	1.0%	0.0%	0.0%	0.0%	0.0%	1.9%	0.0%	3
Thomson Airways	176	93.8%	1.7%	1.1%	0.6%	0.0%	0.0%	0.6%	0.6%	0.6%	0.0%	0.6%	0.0%	0.6%	0.6%	0.0%	-
Titan Airways	20	60.0%	5.0%	5.0%	5.0%	0.0%	0.0%	0.0%	5.0%	5.0%	0.0%	0.0%	0.0%	0.0%	15.0%	0.0%	2
Tunisair	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%	0.0%	-
Turkish Airlines	60	98.3%	0.0%	1.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2
Ukraine International	20	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%	-
Vietnam Airlines	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Virgin Atlantic	76	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%	-
Vueling	88	87.5%	0.0%	1.1%	0.0%	0.0%	0.0%	0.0%	0.0%	2.3%	0.0%	0.0%	0.0%	0.0%	9.1%	0.0%	16
WOW Air	26	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%	-
TOTAL	4,841	95.1%	1.3%	0.8%	0.3%	0.1%	0.2%	0.1%	0.1%	0.2%	0.3%	0.1%	0.1%	0.1%	1.2%	0.0%	65

Operators with 0 'allocated ATMs' and 0 'Requests with NO slot allocated' in W15, are included in this list due to having slots allocated in either W14 Start or W14 End schedules.

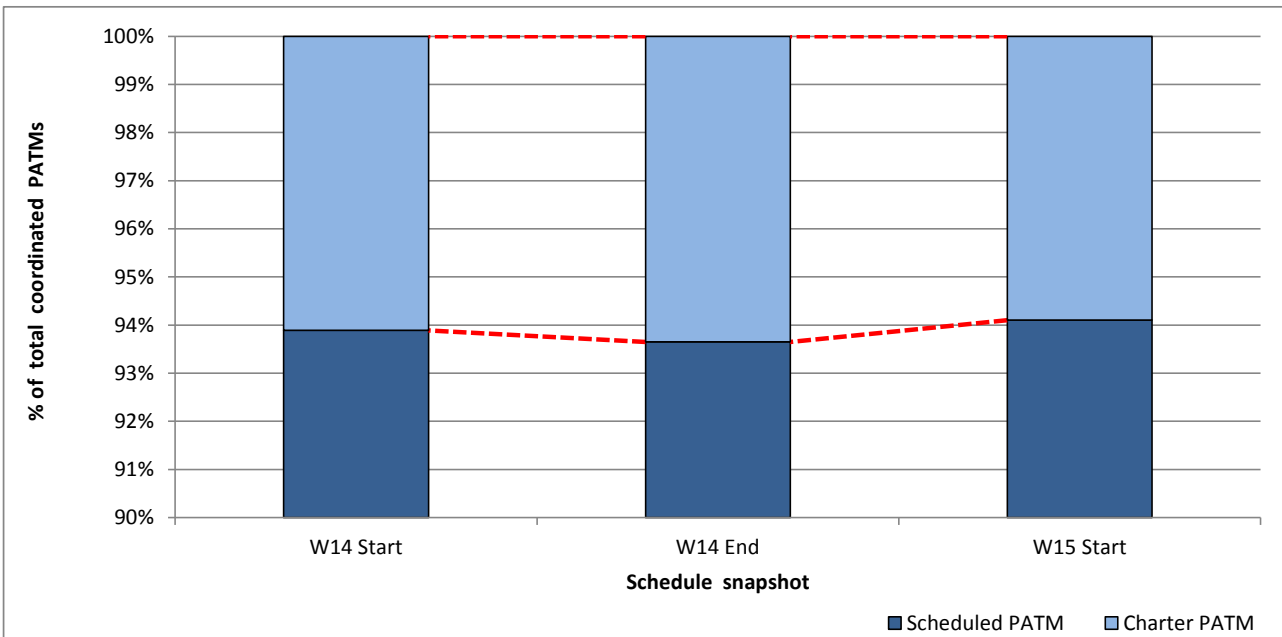
Full Season - ATM Analysis



Total ATMs: Passenger ATMs vs. Freight ATMs



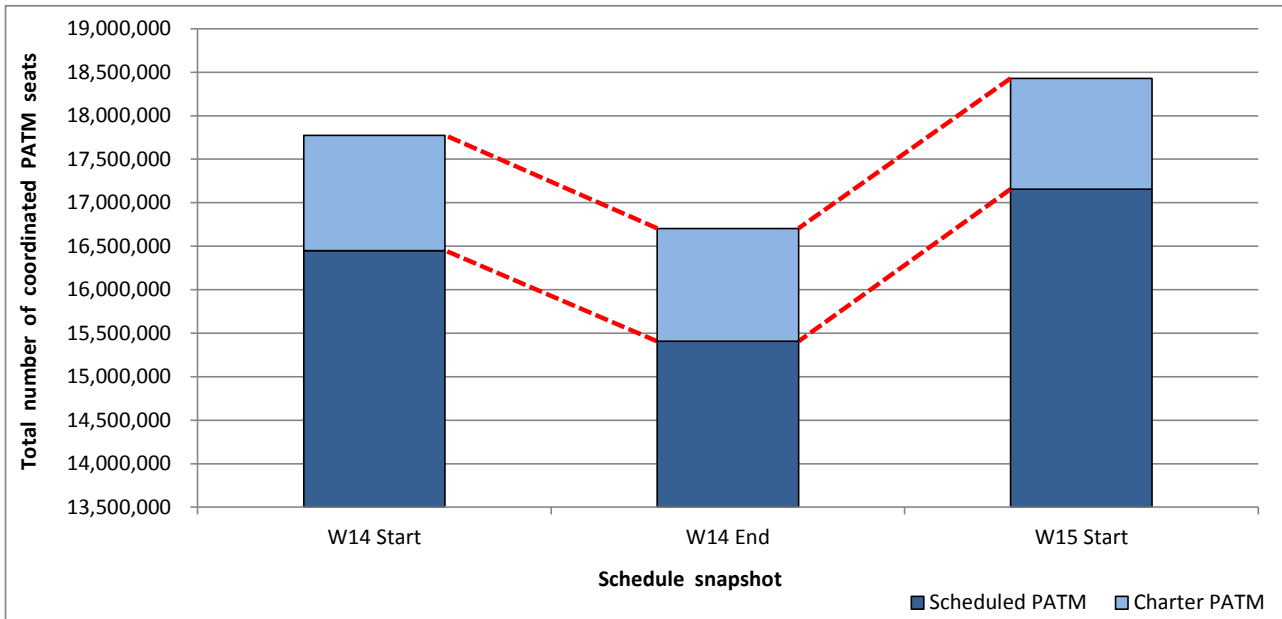
Passenger ATMs: Scheduled vs. Charter



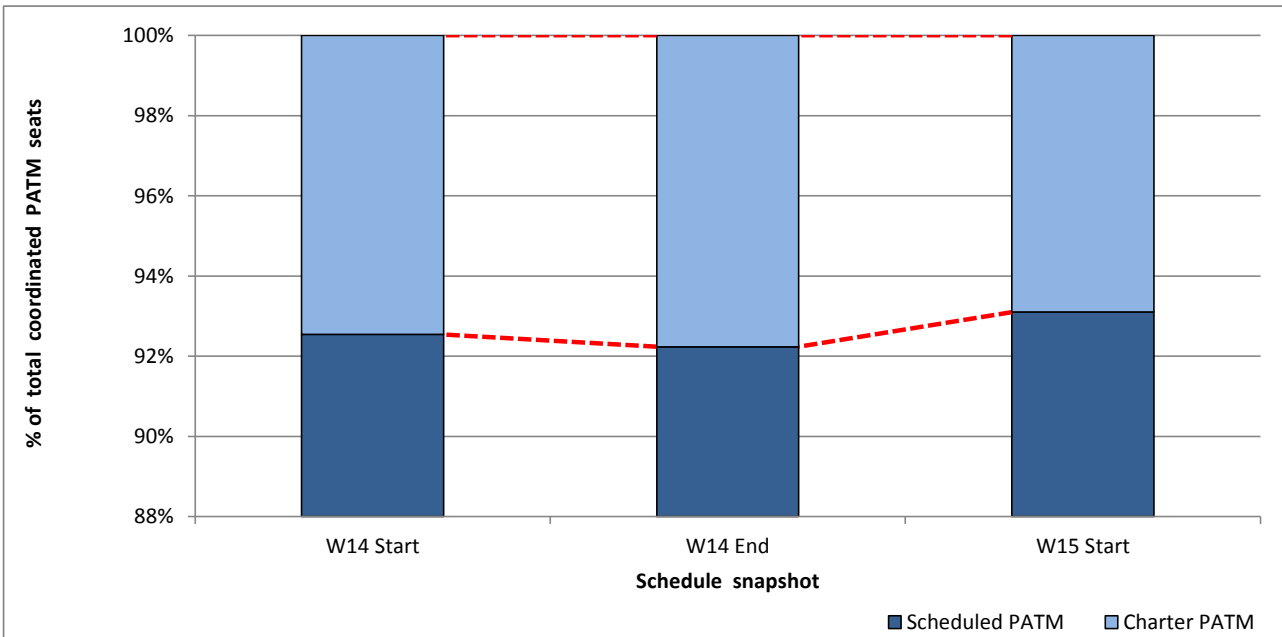
Full Season - PATM Seats Analysis



Total Passenger ATM seats: Scheduled vs. Charter



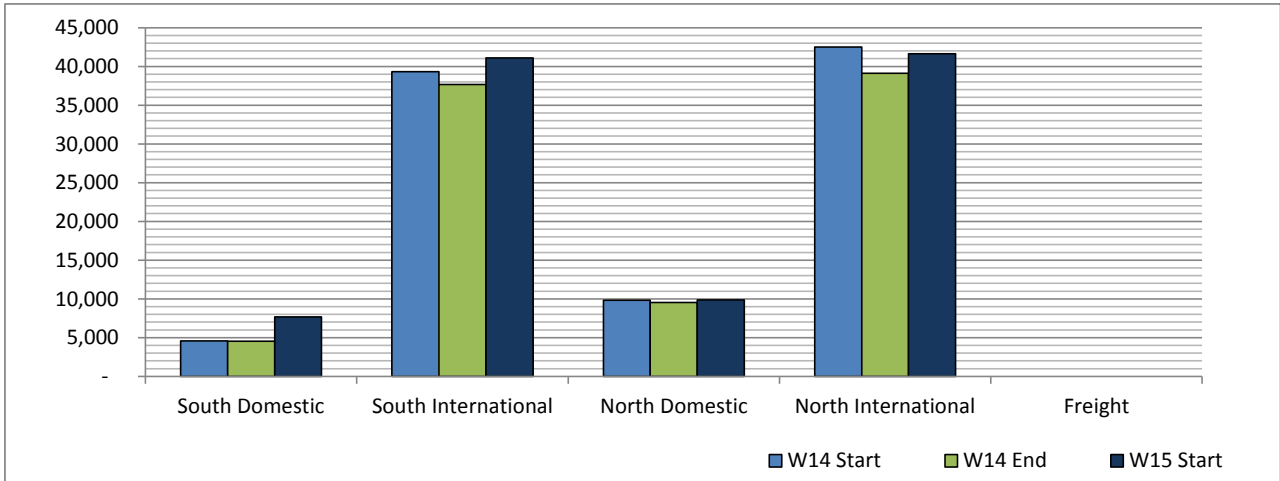
Passenger ATM seats: Scheduled vs. Charter



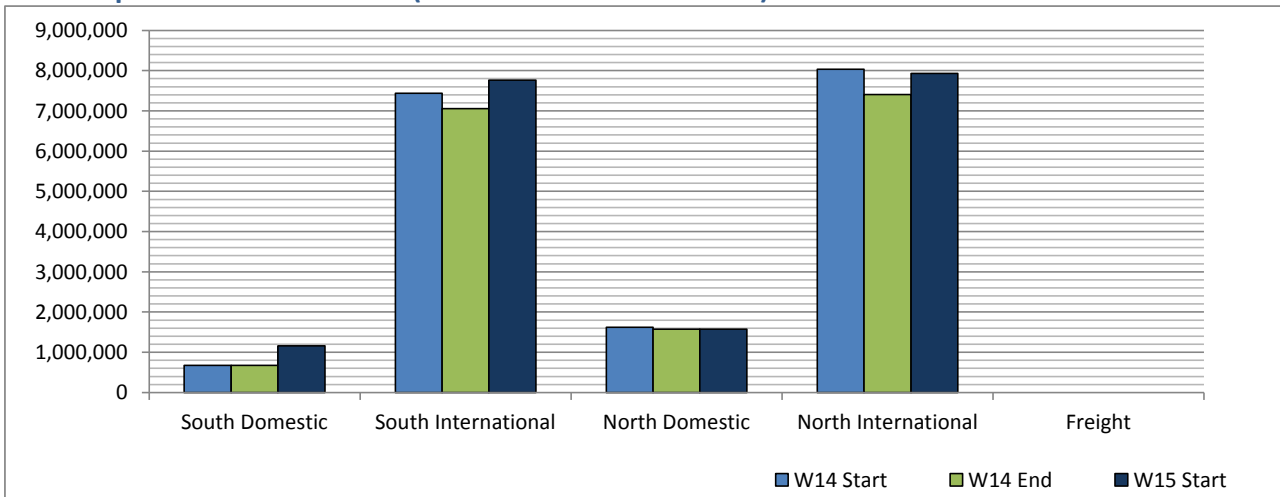
Full Season - Terminal Analysis



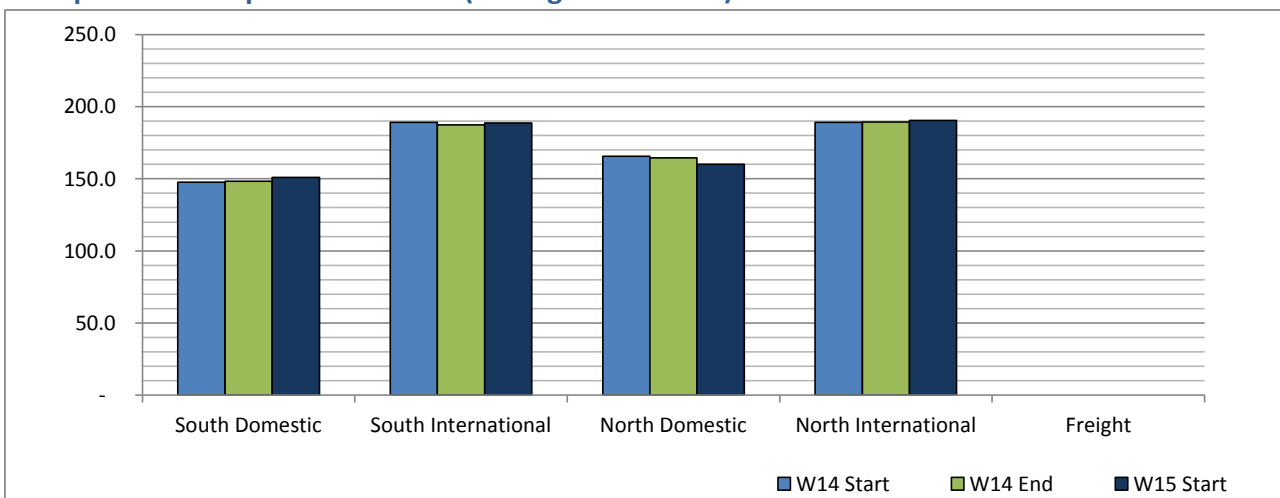
Air Transport Movements (total allocated for season)



Air Transport Movement Seats (total allocated for season)



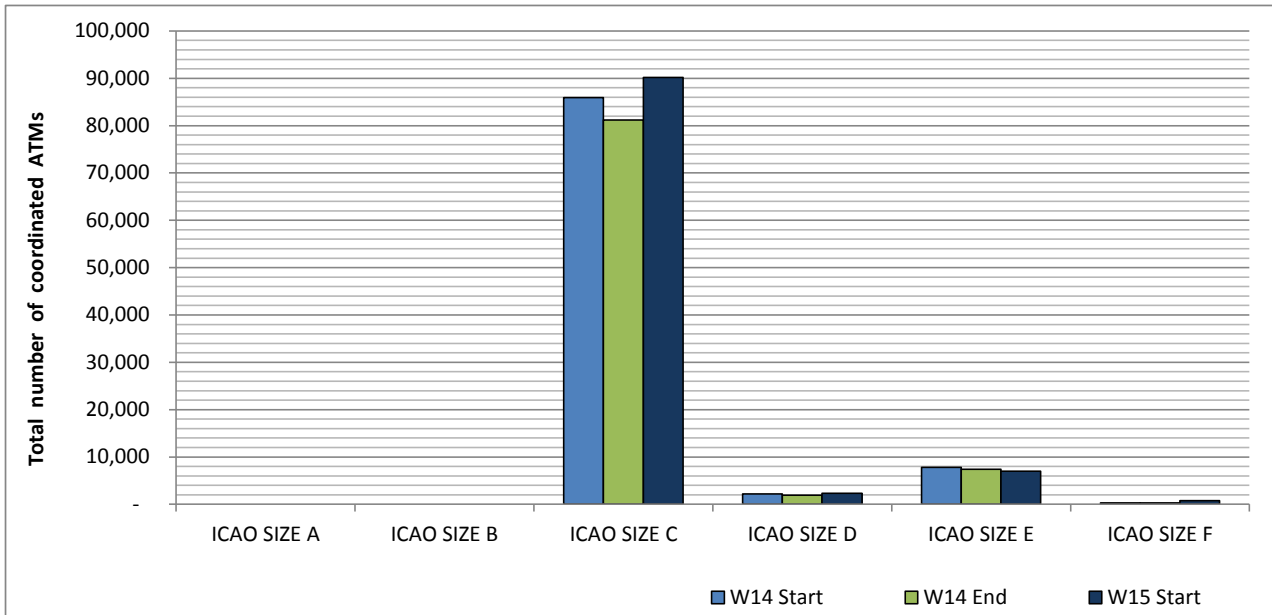
Seats per Air Transport Movement (average for season)



Full Season - Aircraft Size Analysis

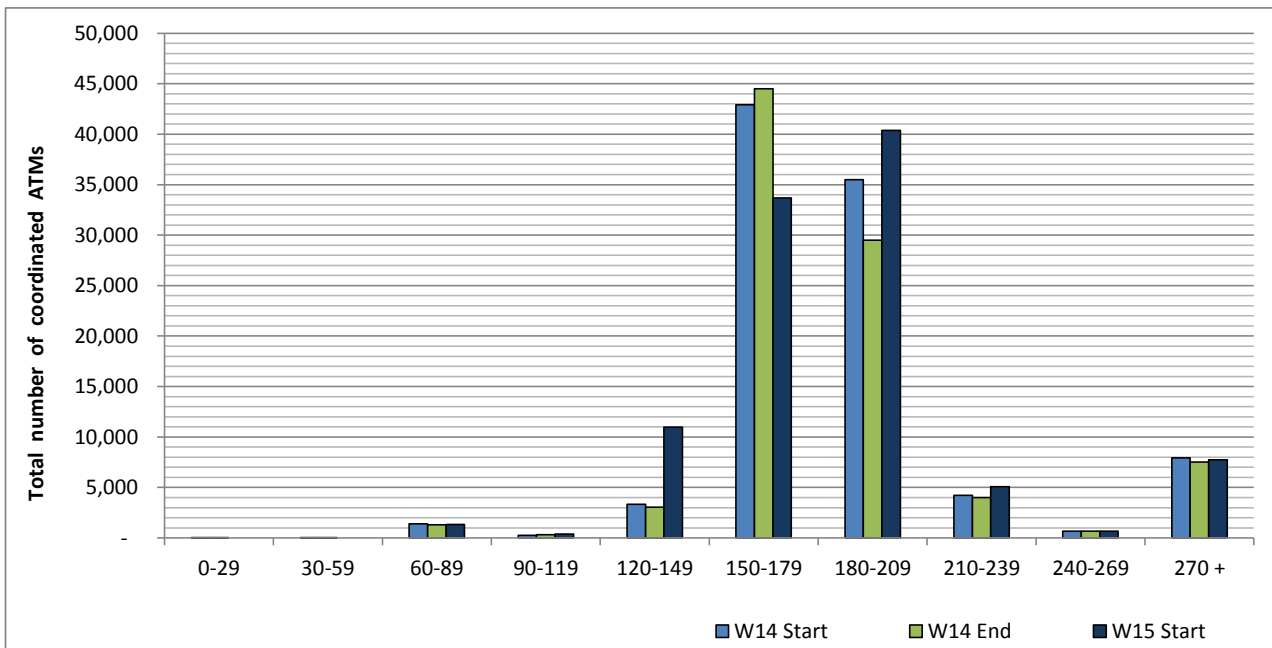


ICAO size designation



Note: See Glossary for definitions of ICAO SIZE groupings

Air Transport Movement seat distribution

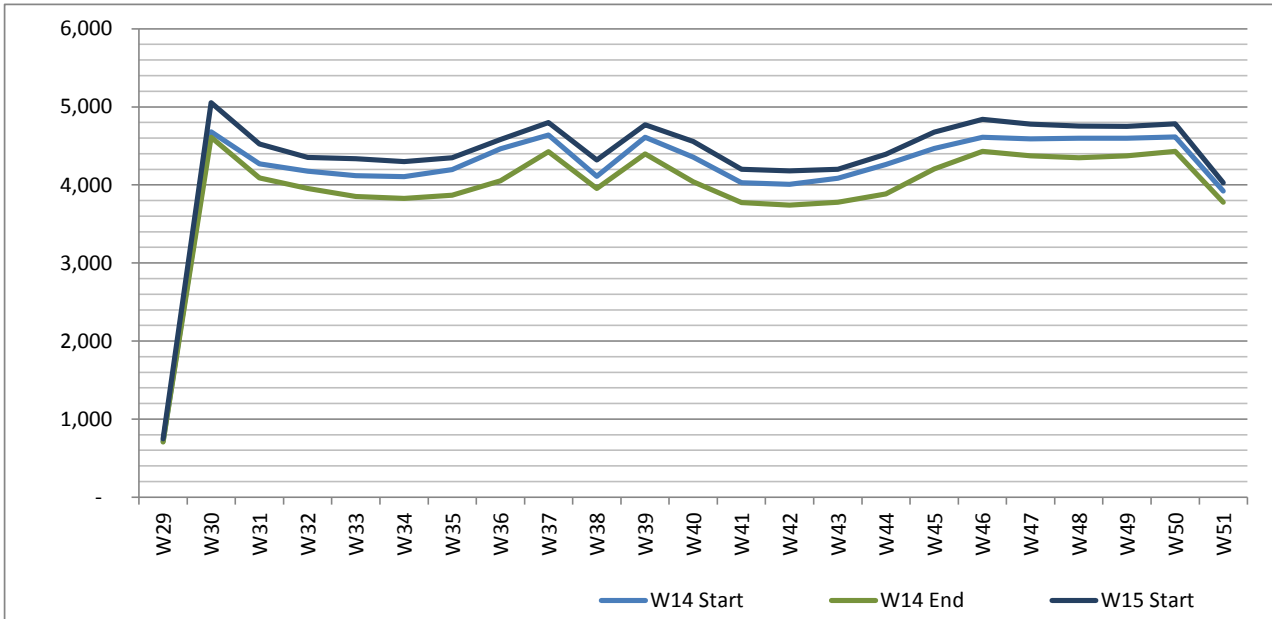


Note: FREIGHT-ONLY services with 0 seats are included in the first seat band '0-29'

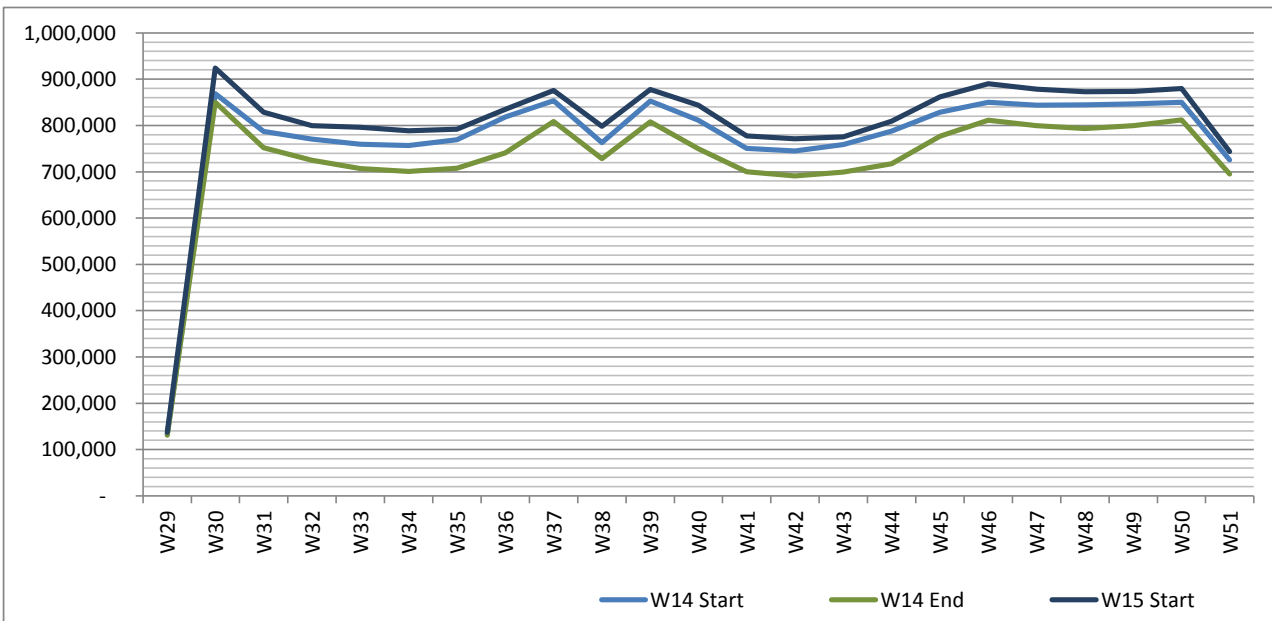
Full Season - Seasonality



Air Transport Movements by week of season



Air Transport Movement Seats by week of season



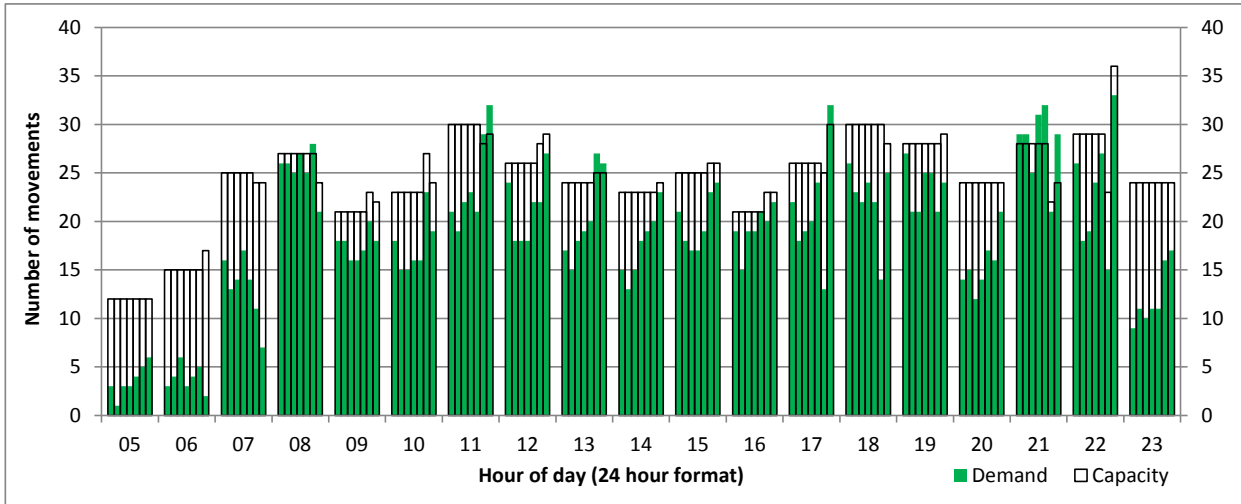
Peak Week - Hourly Runway Demand

Schedule: W15 Start



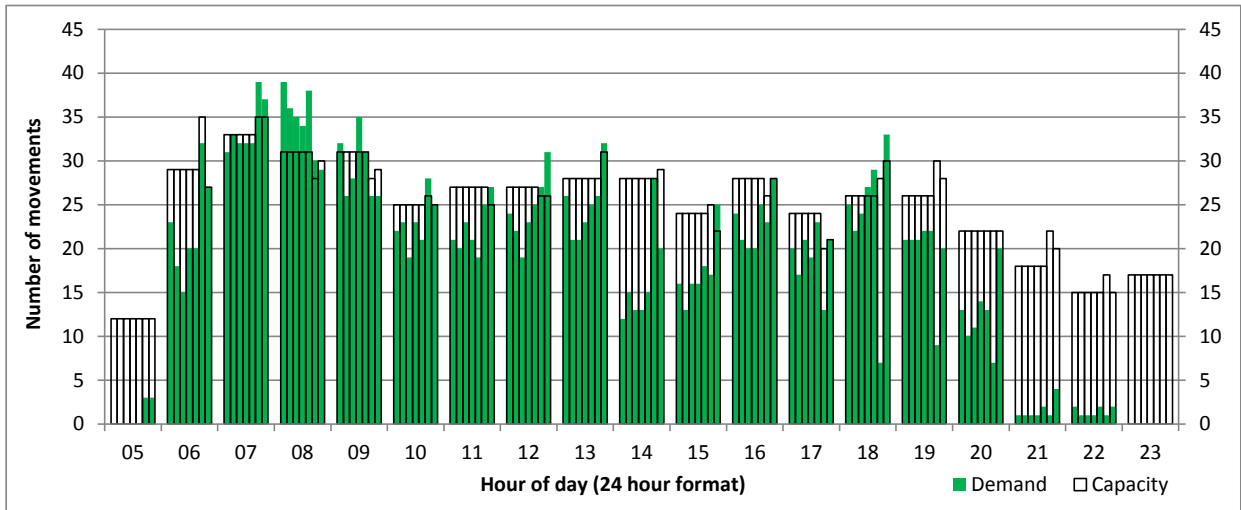
Hourly Arrival Demand

Time: UTC



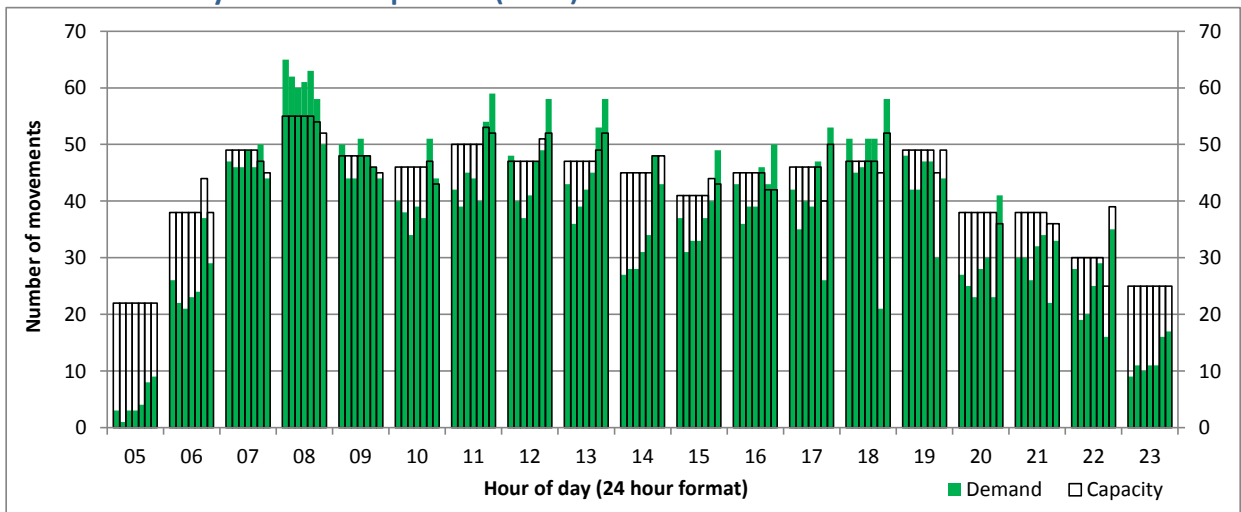
Hourly Departure Demand

Time: UTC



Combined Hourly Arrival & Departure (Total) Demand

Time: UTC



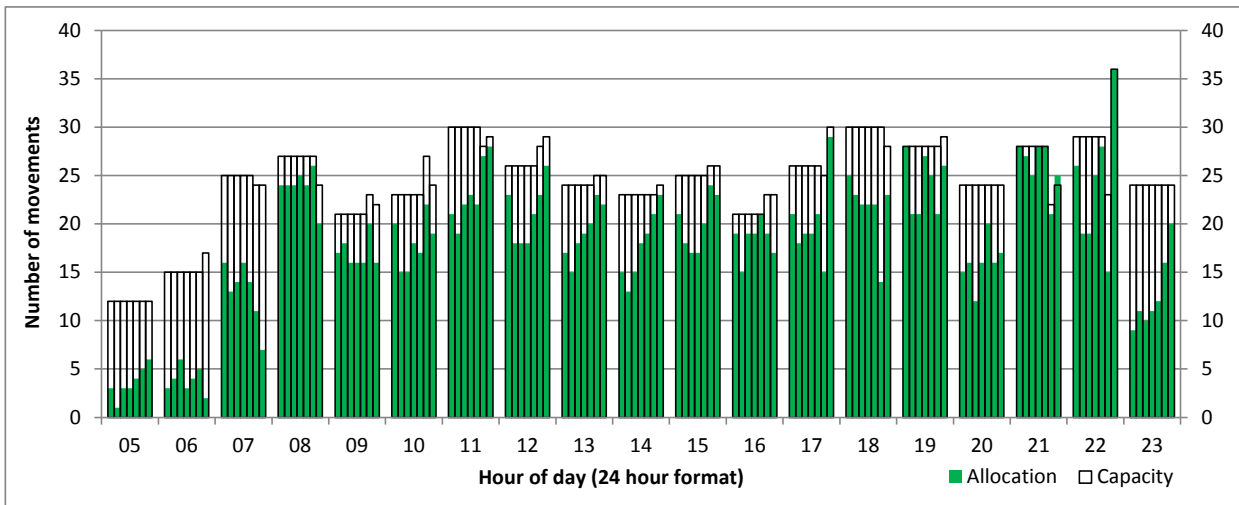
Peak Week - Hourly Runway Allocation

Schedule: W15 Start



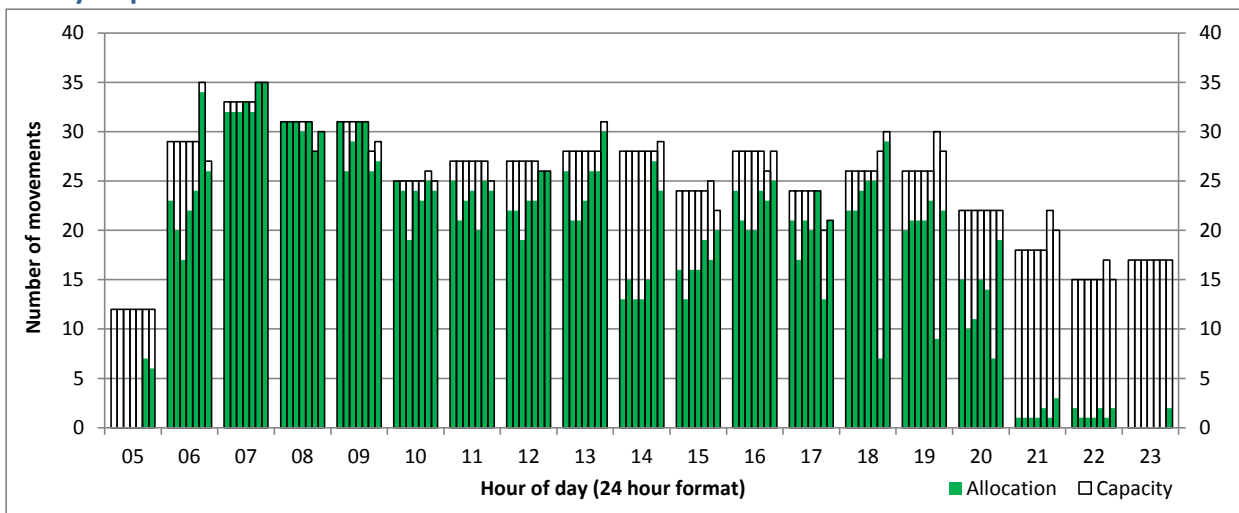
Hourly Arrival Allocation

Time: UTC



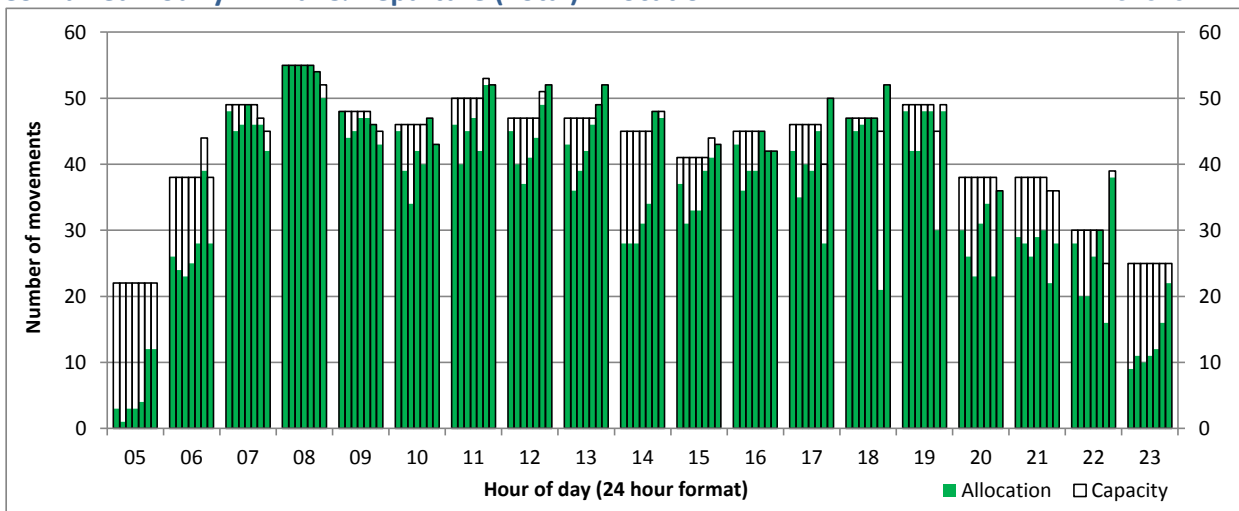
Hourly Departure Allocation

Time: UTC



Combined Hourly Arrival & Departure (Total) Allocation

Time: UTC



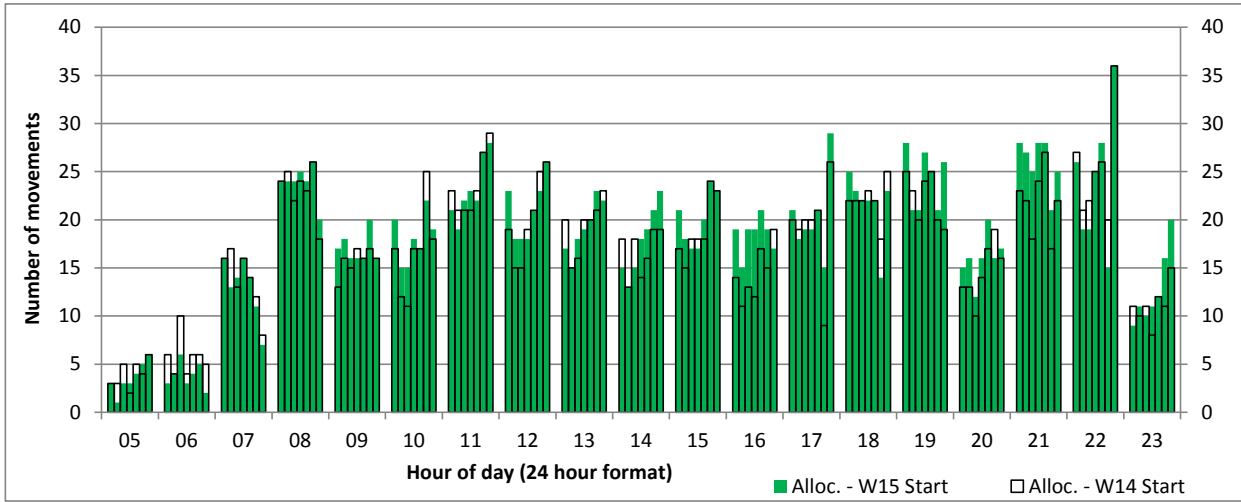
Peak Week - Runway Allocation Comparison



Comparison of W15 Start vs. W14 Start

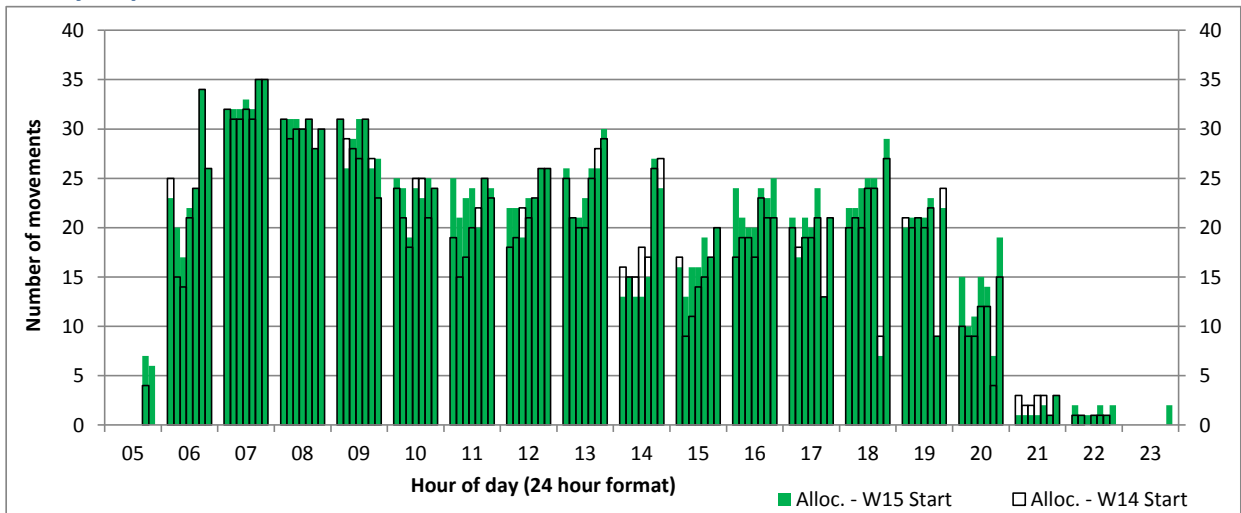
Hourly Arrival Allocation

Time: UTC



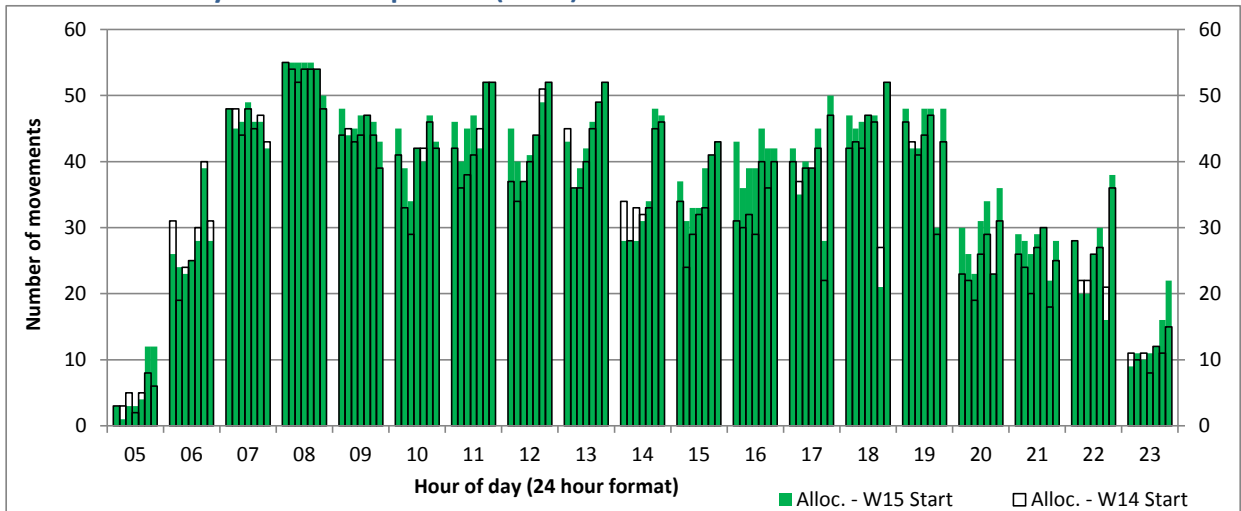
Hourly Departure Allocation

Time: UTC



Combined Hourly Arrival & Departure (Total) Allocation

Time: UTC



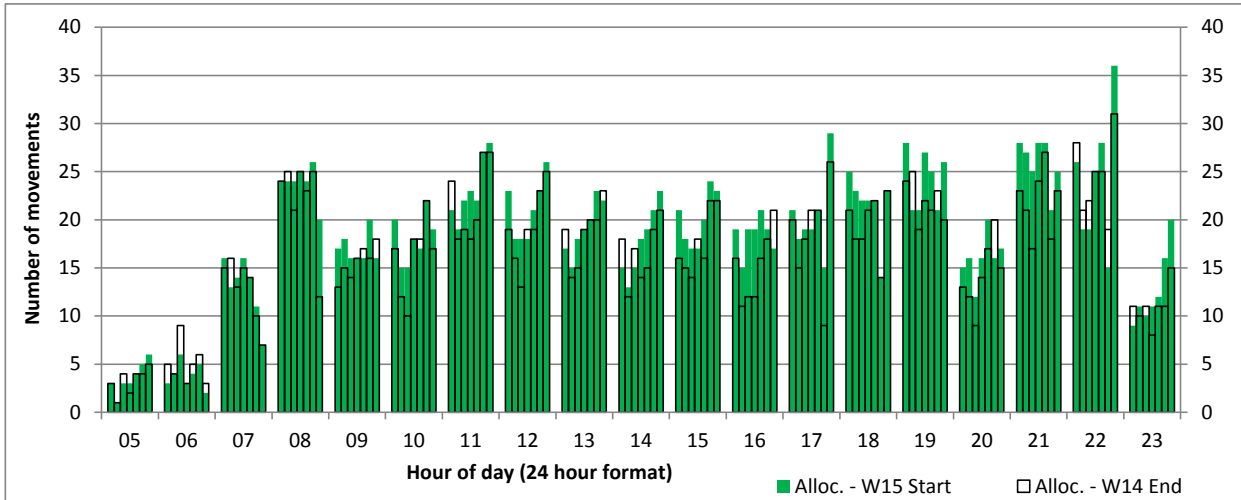
Peak Week - Runway Allocation Comparison



Comparison of W15 Start vs. W14 End

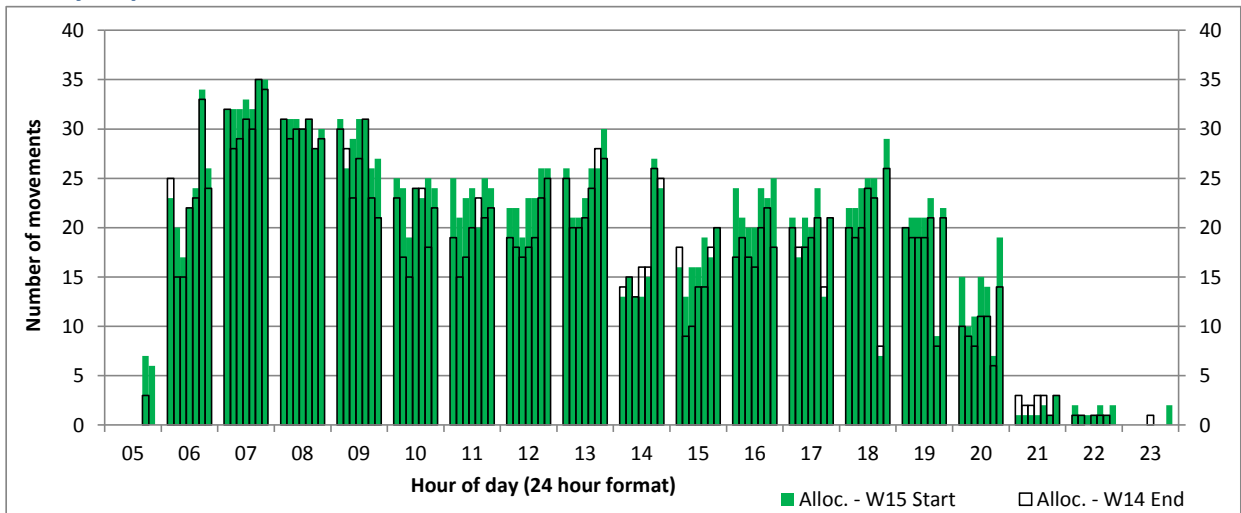
Hourly Arrival Allocation

Time: UTC



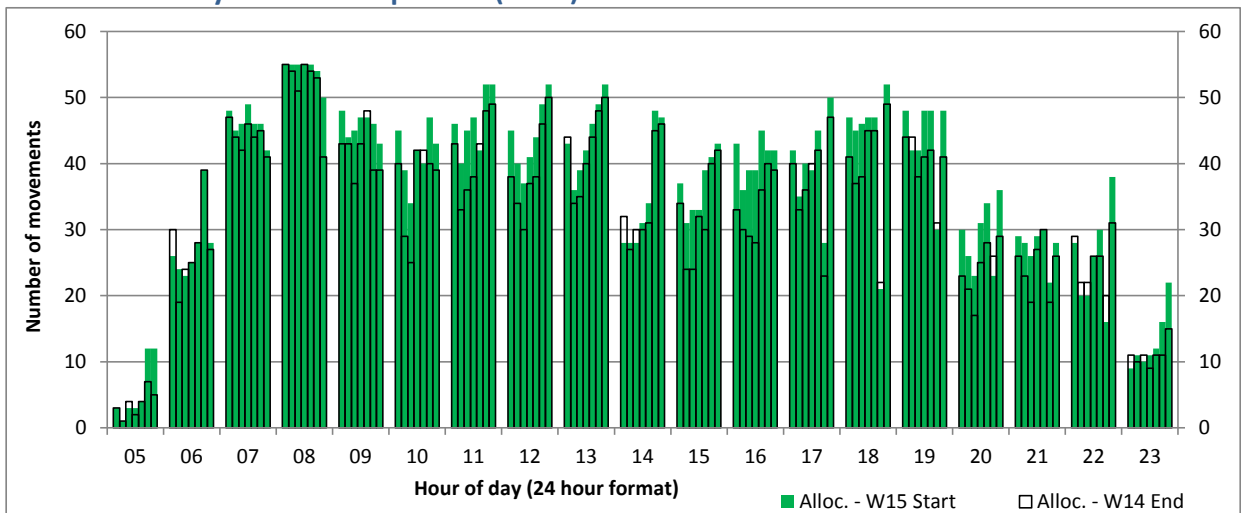
Hourly Departure Allocation

Time: UTC



Combined Hourly Arrival & Departure (Total) Allocation

Time: UTC



Peak Week - Passengers Histogram

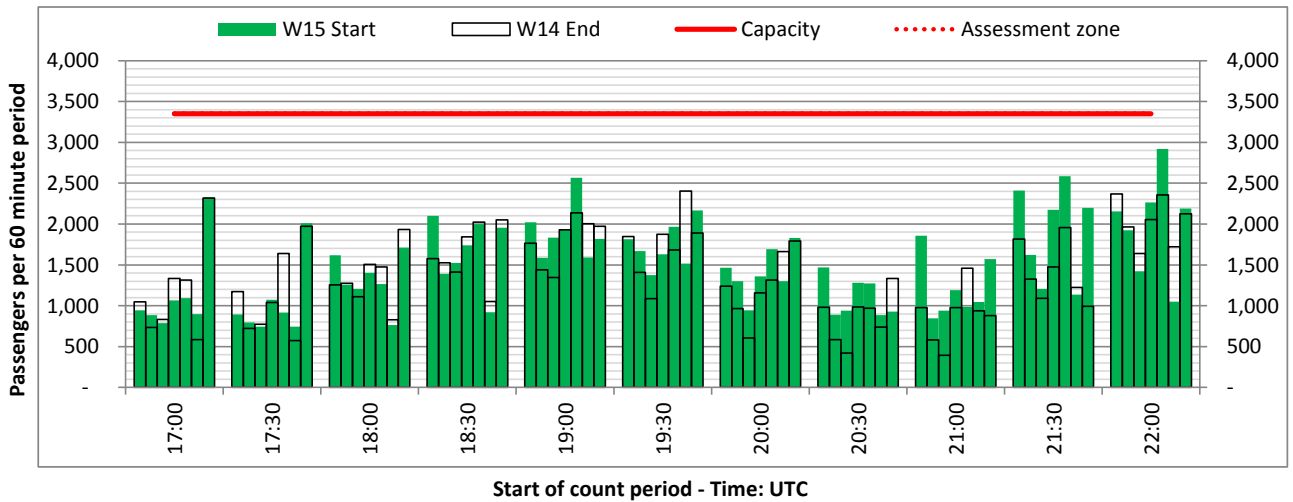
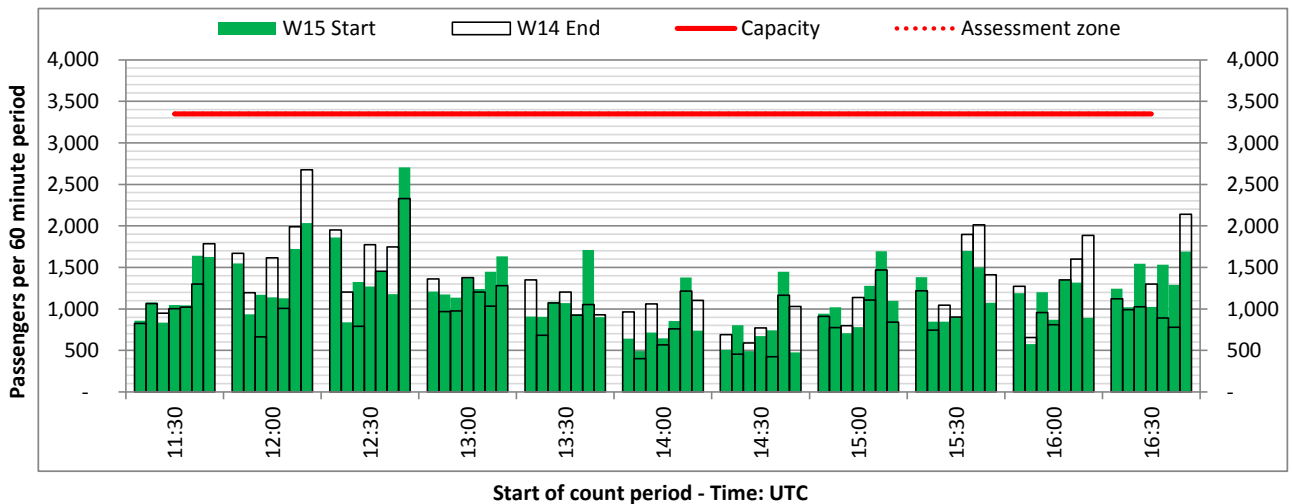
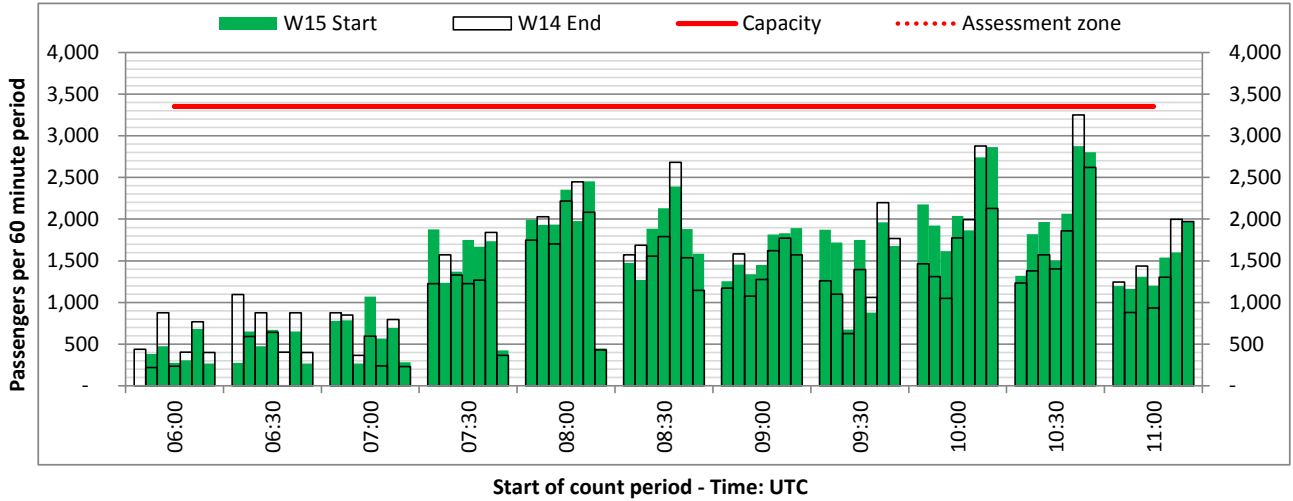
ARRIVAL - 60 minute count rolling every 30 mins (T60/30)



Terminals: 1I

Operators: All Operators

Days: 1234567



Peak Week - Passengers Histogram

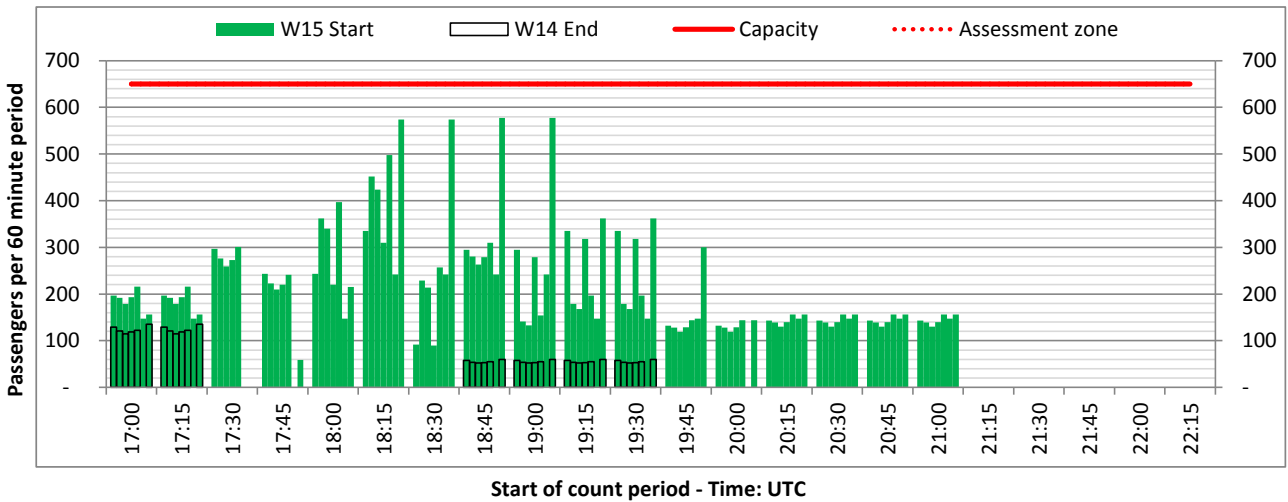
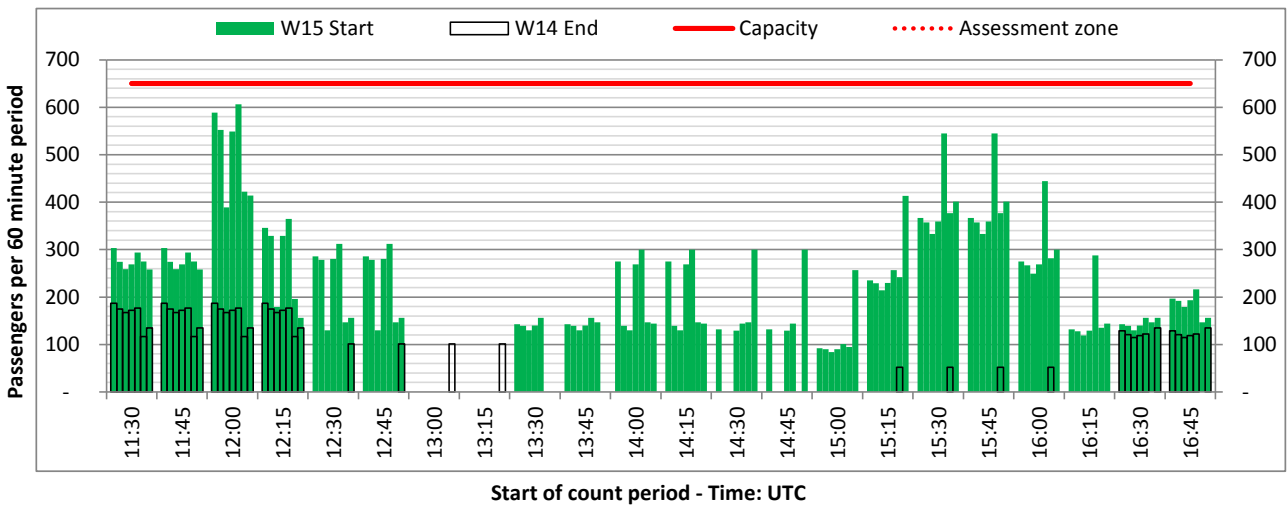
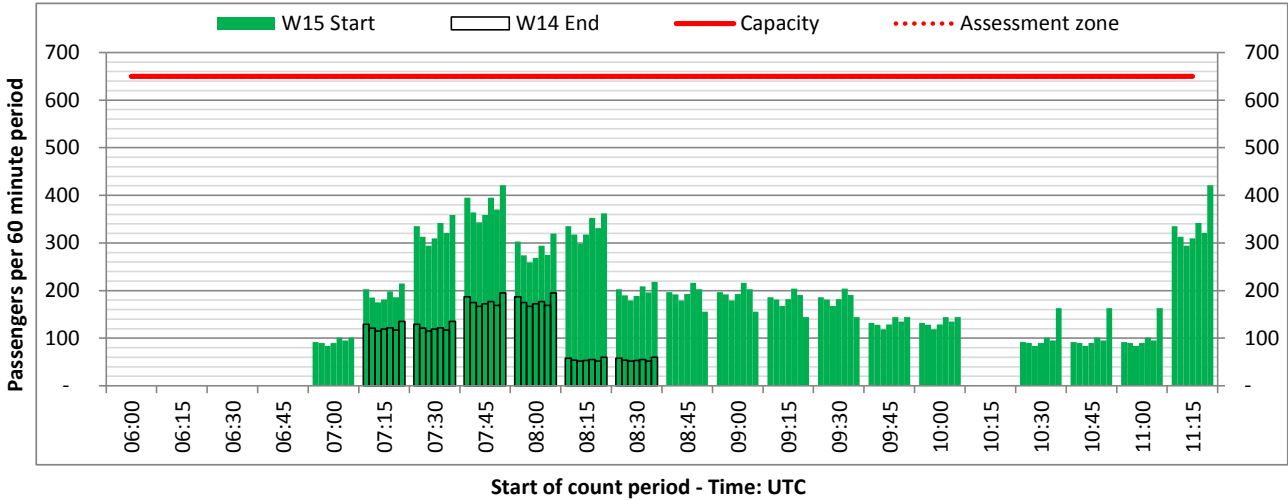
ARRIVAL - 60 minute count rolling every 15 mins (T60/15)



Terminals: 1D

Operators: All Operators

Days: 1234567



Peak Week - Passengers Histogram

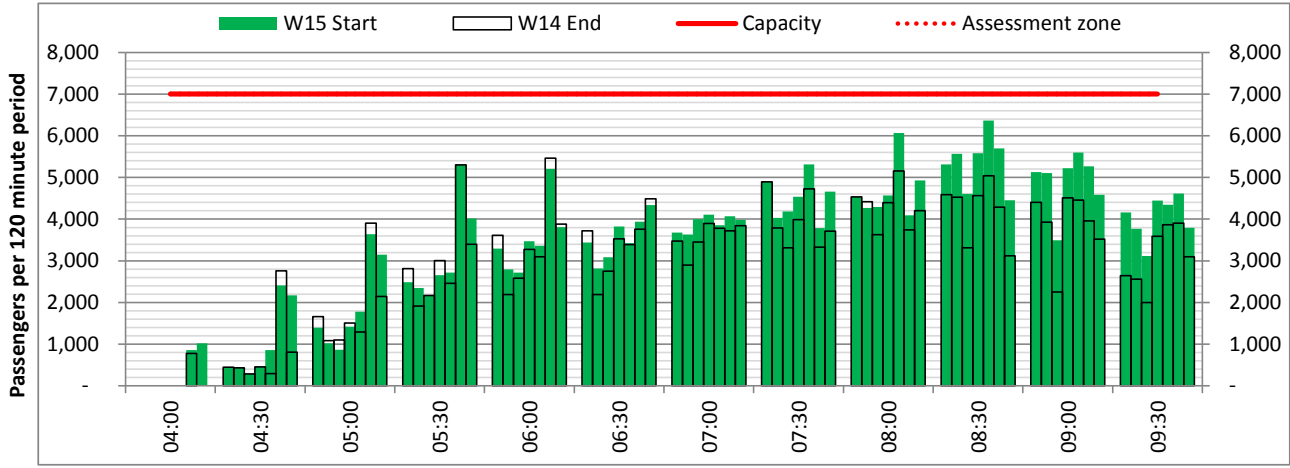
DEPARTURE - 120 minute count rolling every 30 mins (T120/30)



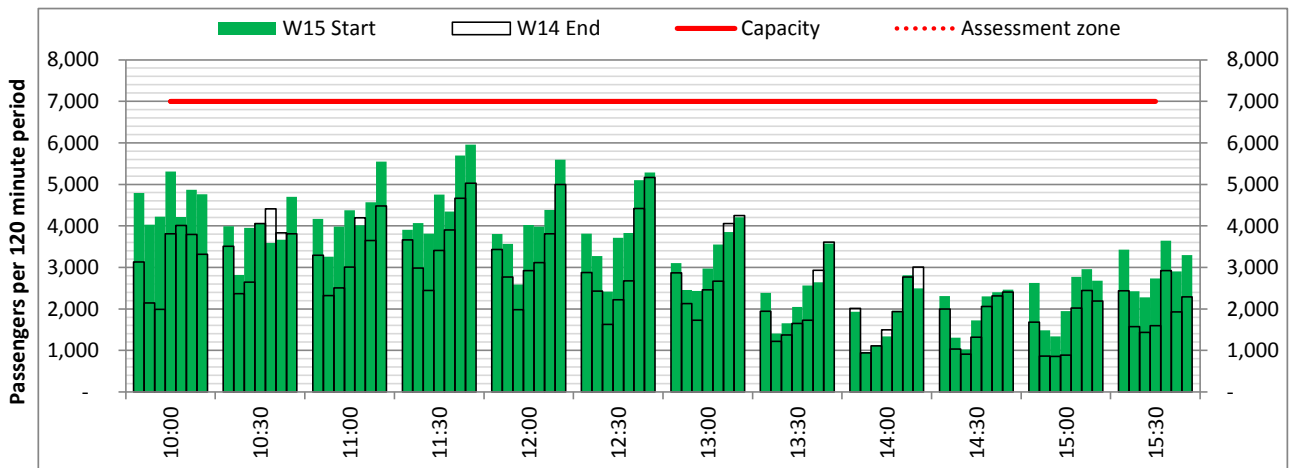
Terminals: 1D 1I

Operators: All Operators

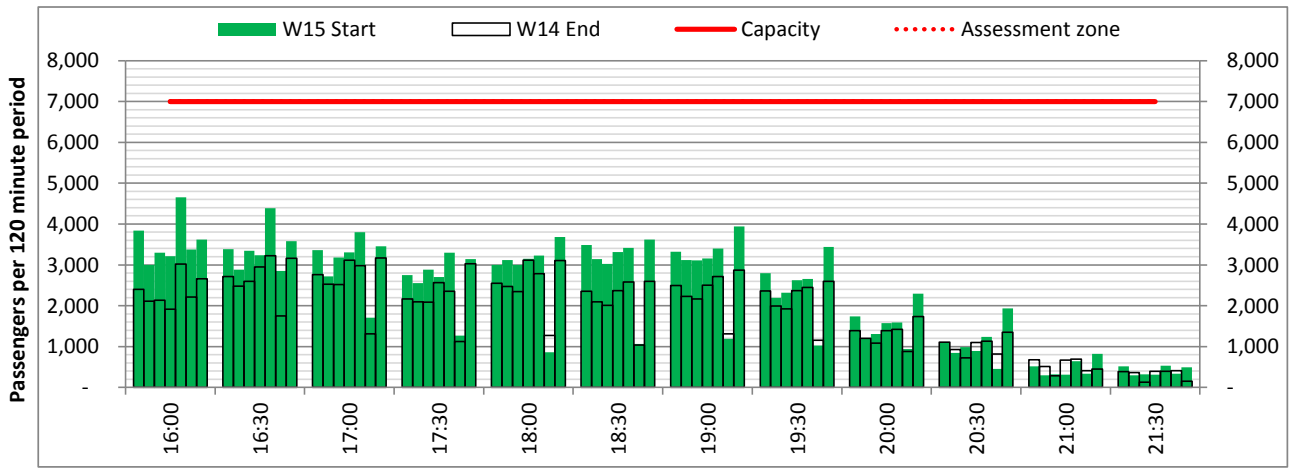
Days: 1234567



Start of count period - Time: UTC



Start of count period - Time: UTC



Start of count period - Time: UTC

Peak Week - Passengers Histogram

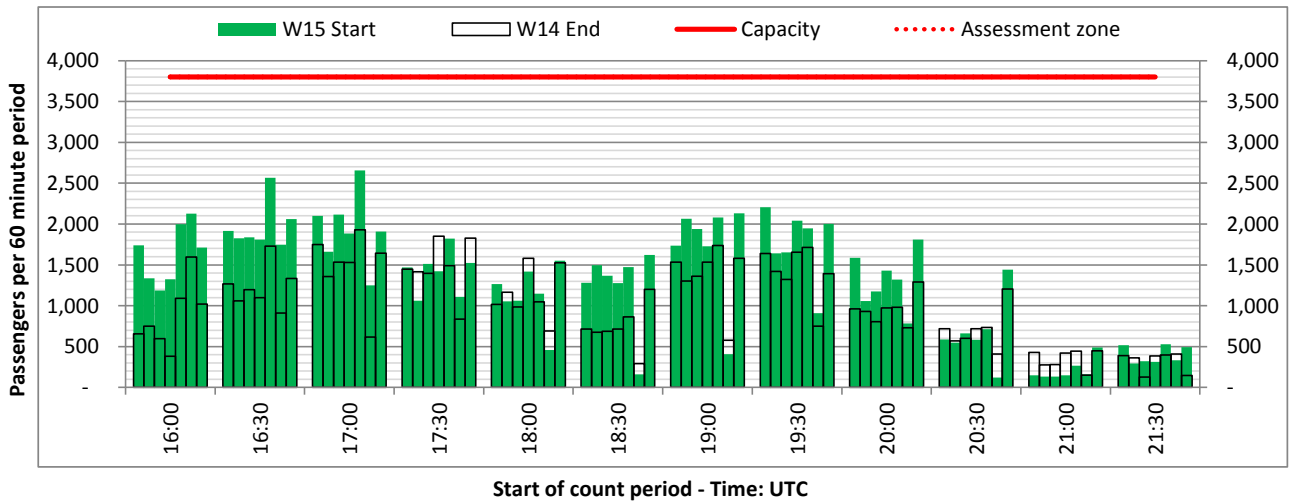
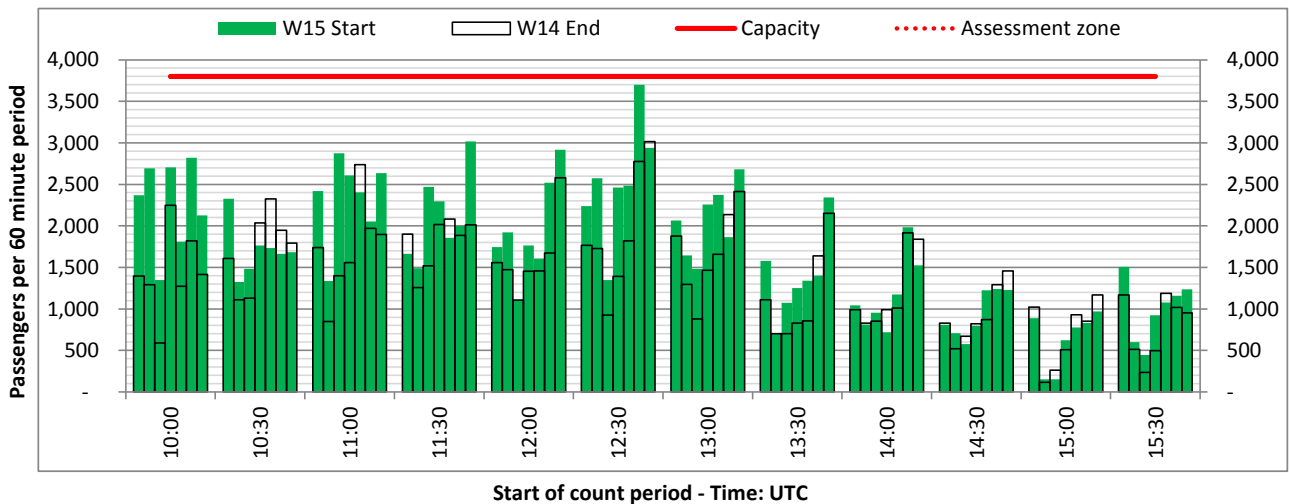
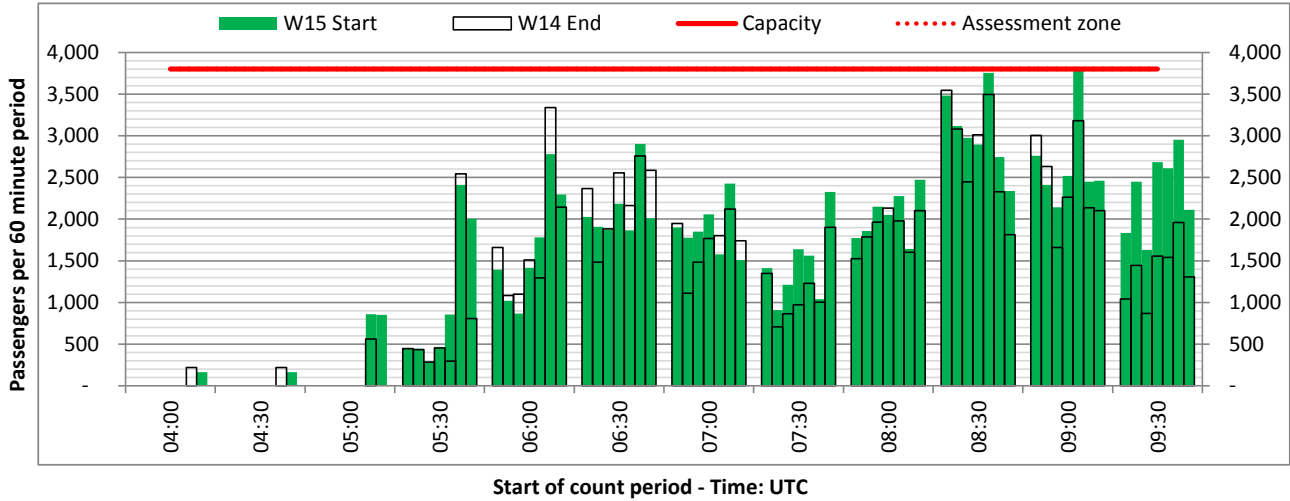
DEPARTURE - 60 minute count rolling every 30 mins (T60/30)



Terminals: 1D 1I

Operators: All Operators

Days: 1234567



Peak Week - Passengers Histogram

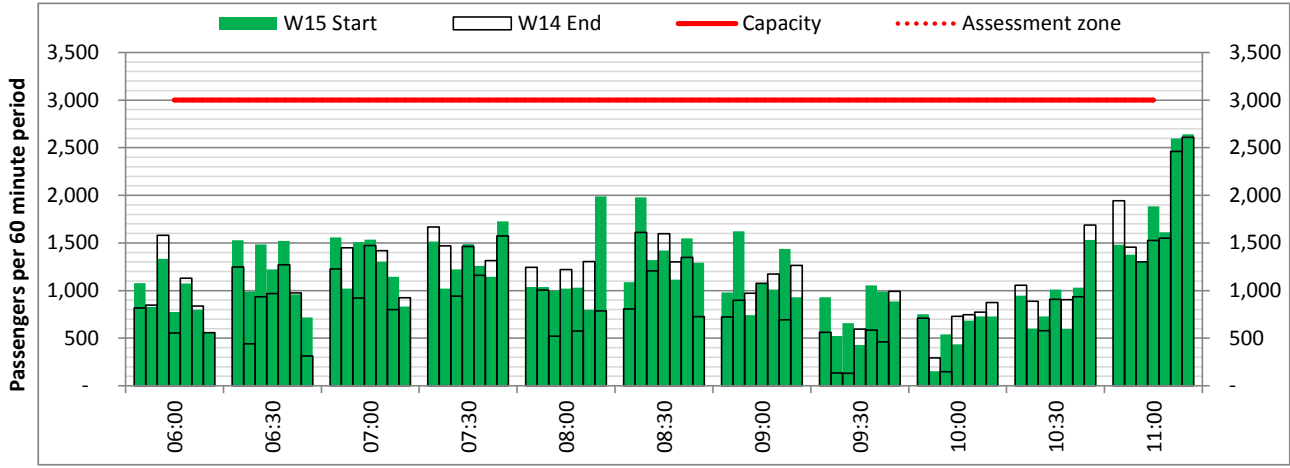
ARRIVAL - 60 minute count rolling every 30 mins (T60/30)



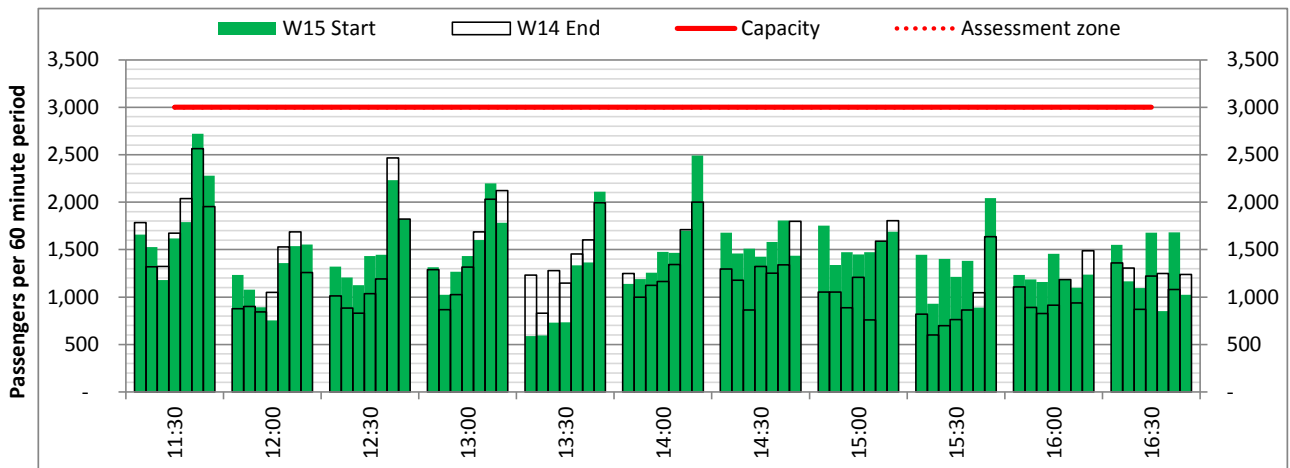
Terminals: 2I

Operators: All Operators

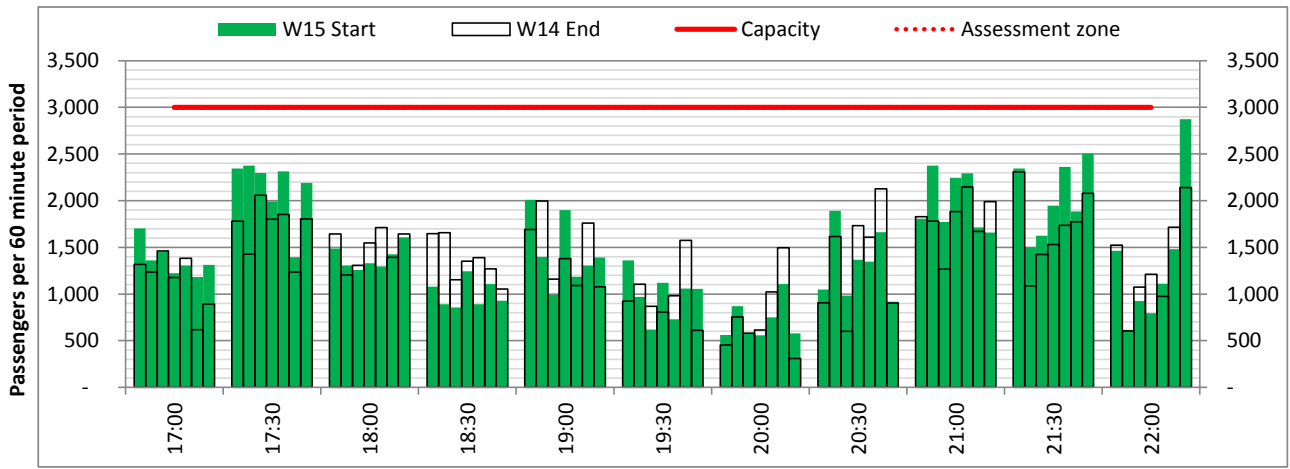
Days: 1234567



Start of count period - Time: UTC



Start of count period - Time: UTC



Start of count period - Time: UTC

Peak Week - Passengers Histogram

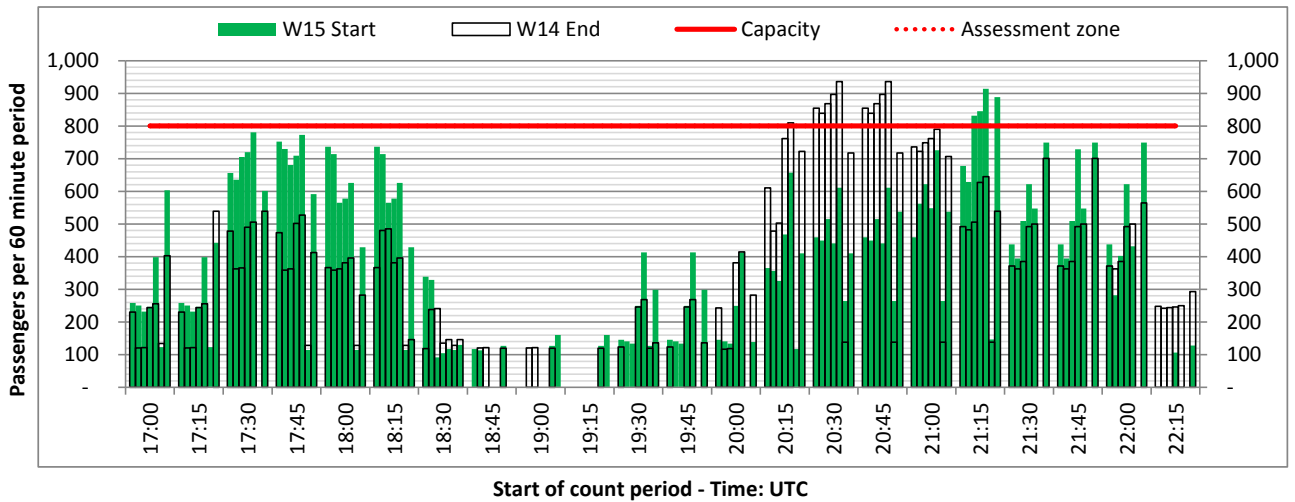
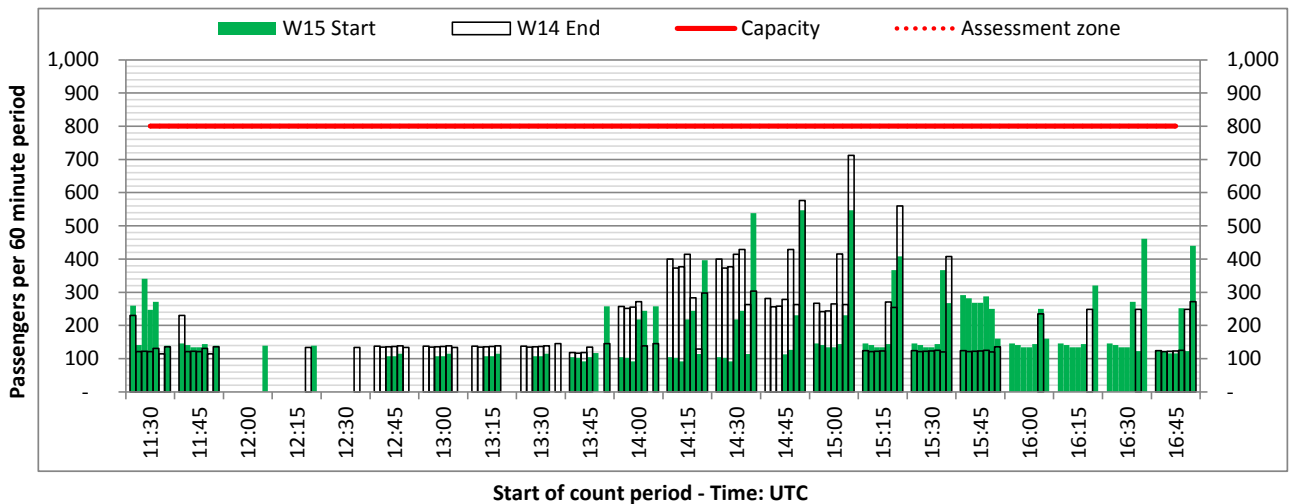
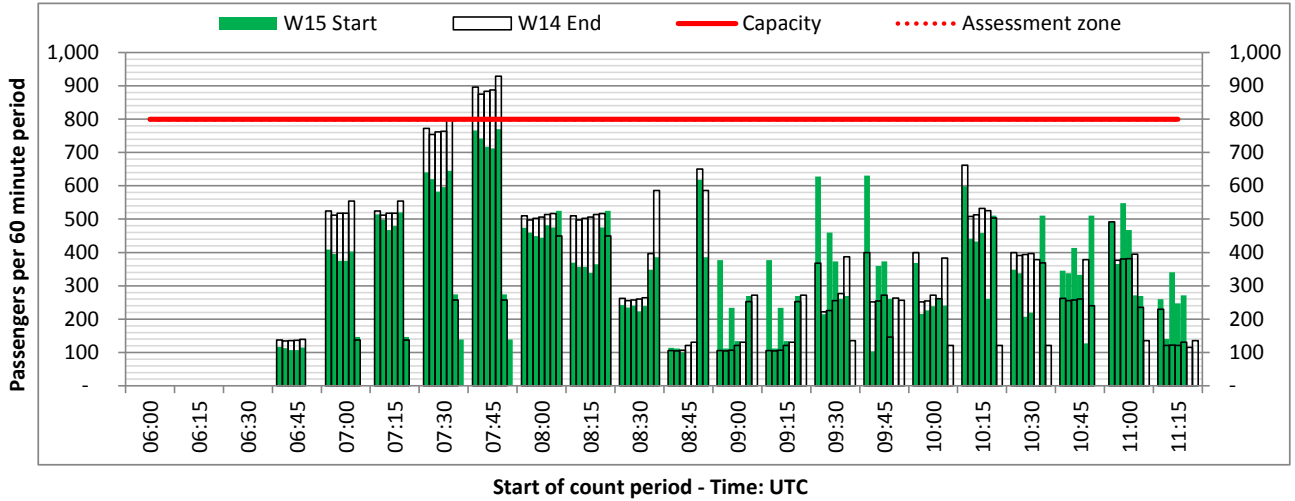
ARRIVAL - 60 minute count rolling every 15 mins (T60/15)



Terminals: 2D

Operators: All Operators

Days: 1234567



Peak Week - Passengers Histogram

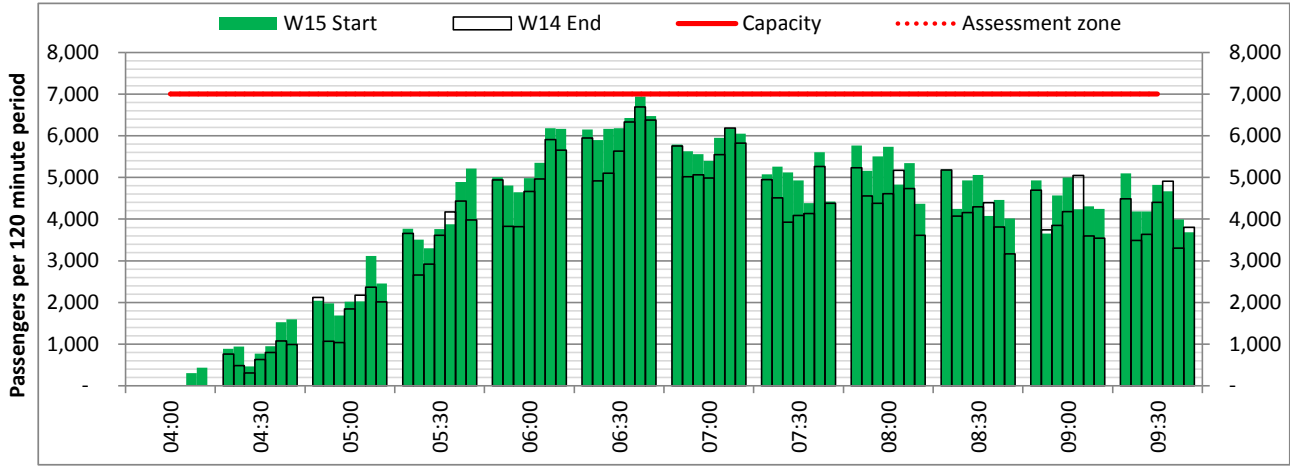
DEPARTURE - 120 minute count rolling every 30 mins (T120/30)



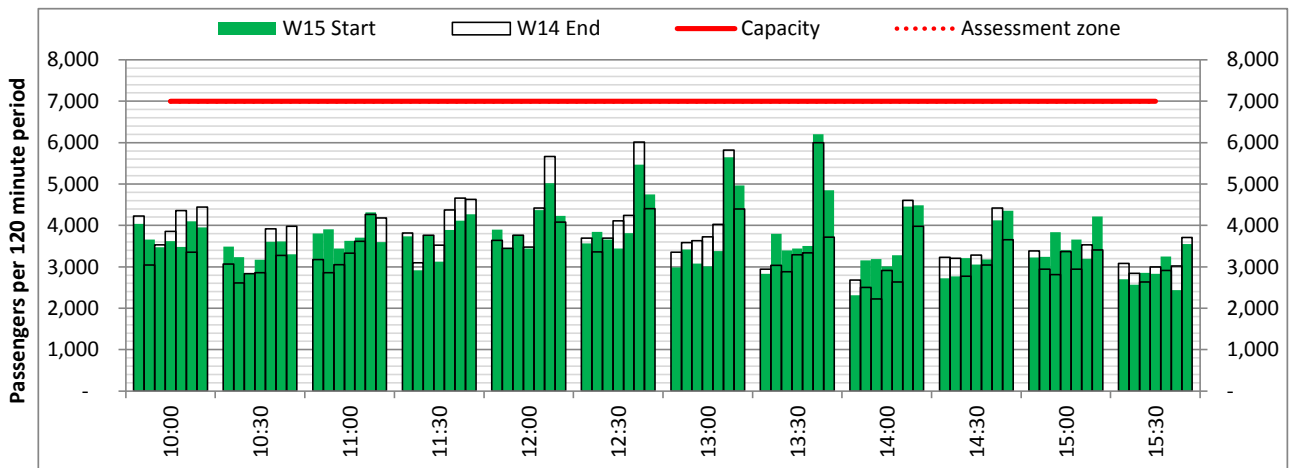
Terminals: 2D 2I

Operators: All Operators

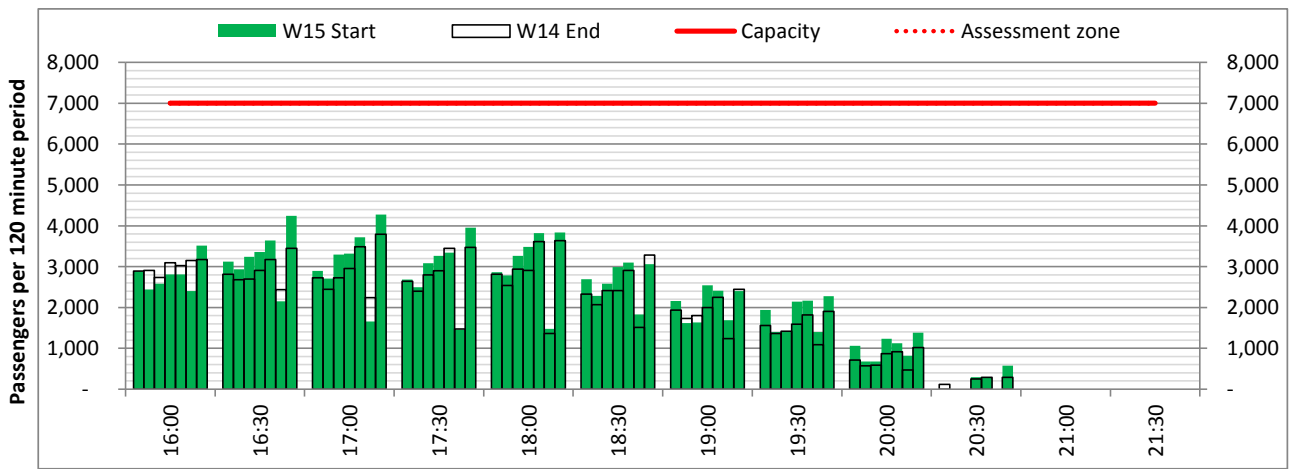
Days: 1234567



Start of count period - Time: UTC



Start of count period - Time: UTC



Start of count period - Time: UTC

Peak Week - Passengers Histogram

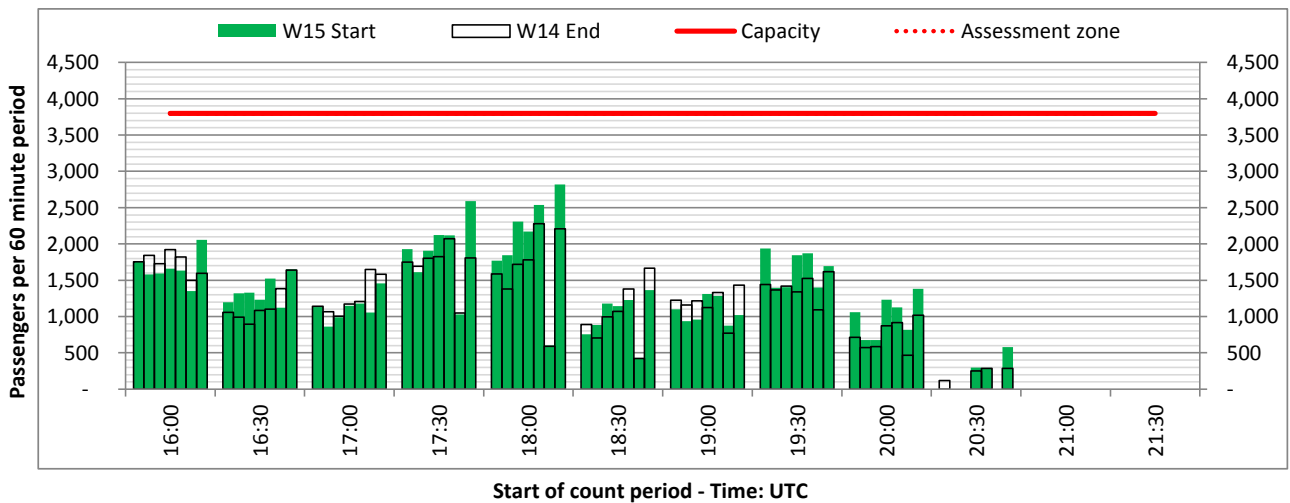
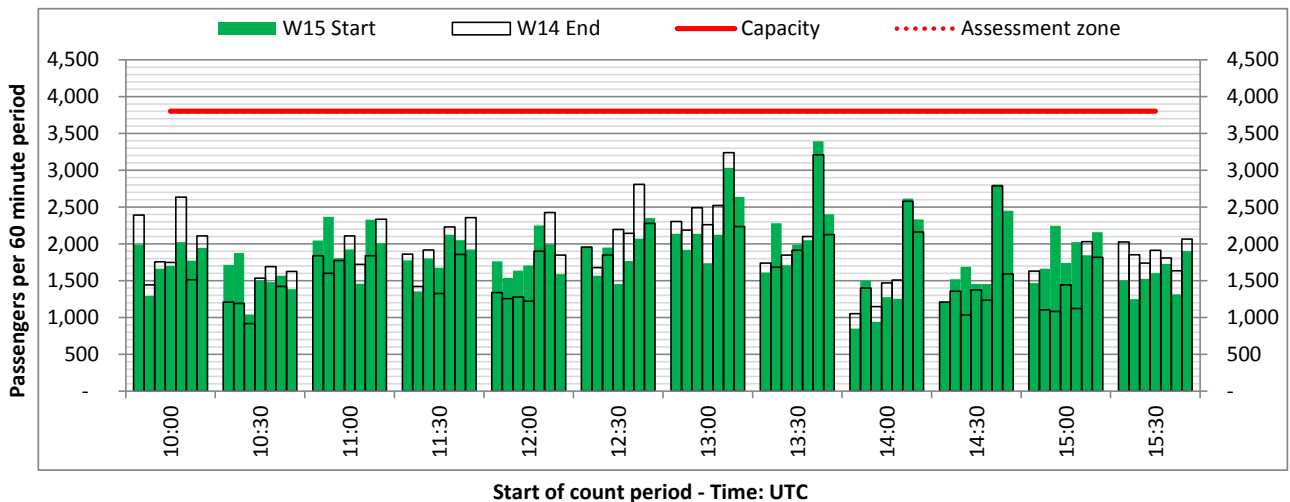
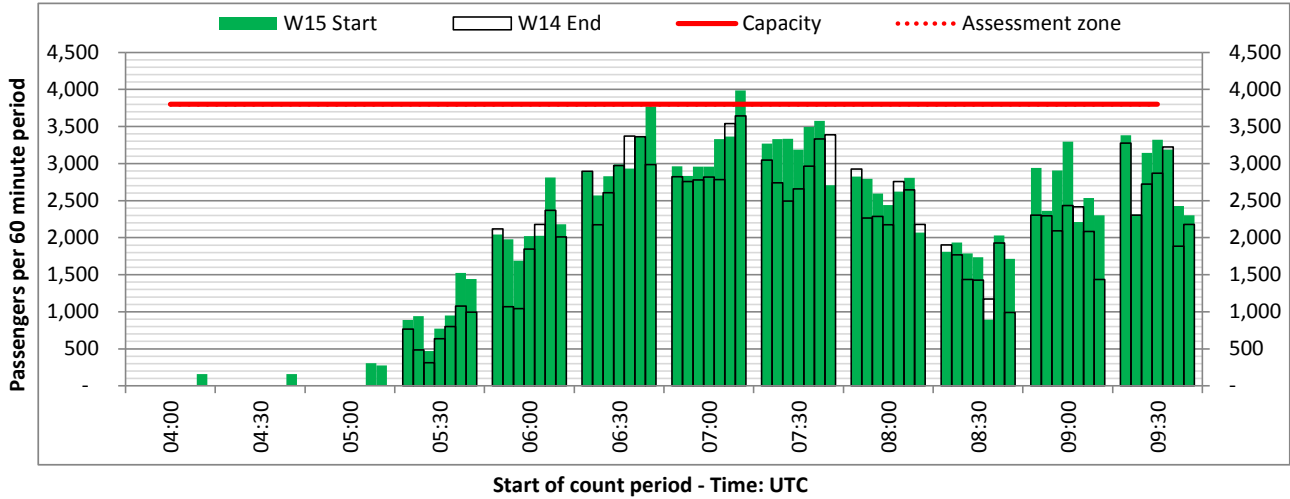
DEPARTURE - 60 minute count rolling every 30 mins (T60/30)



Terminals: 2D 2I

Operators: All Operators

Days: 1234567



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

W14 Start	W14 schedule as cleared on Mon 06-Oct-14.
W14 End	W14 schedule as cleared on Mon 07-Apr-14.
W15 Start	W15 schedule as cleared on Mon 05-Oct-15.
Peak Week	Peak week for W14 is Mon 16-Feb-15 to Sun 22-Feb-15. Peak week for W15 is Mon 15-Feb-16 to Sun 21-Feb-16.

For ACL use

	Airport-Season-Branch-Resource	From date	To date	Time
Full Season Rep 1	LGW-W14-SoS Report-Standard	Sun 26-Oct-2014	Sat 28-Mar-2015	UTC
Full Season Rep 2	LGW-W14-Live-Standard	Sun 26-Oct-2014	Sat 28-Mar-2015	UTC
Full Season Rep 3	LGW-W15-SoS Report-Standard	Sun 25-Oct-2015	Sat 26-Mar-2016	UTC
	Airport-Season-Branch-Resource	From date	To date	Time
Peak Week Rep 1	LGW-W14-SoS Report-Standard	Mon 16-Feb-2015	Sun 22-Feb-2015	UTC
Peak Week Rep 2	LGW-W14-Live-Standard	Mon 16-Feb-2015	Sun 22-Feb-2015	UTC
Peak Week Rep 3	LGW-W15-SoS Report-Standard	Mon 15-Feb-2016	Sun 21-Feb-2016	UTC