

### Initial Coordination Report

Report Date: Mon 08-Jun-2020

#### Headlines

	W20 Init Coord	vs. W19 Init Coord	vs. W20 Hist (SHL)
Total Air Transport Movements (Passenger & Freight)	118,545	▼ -0.2%	▲ 6.4%
Total Passenger Air Transport Movements	118,545	▼ -0.2%	▲ 6.5%
Total Passenger Air Transport Movement Seats	23,340,449	▲ 0.1%	▲ 7.9%
Average Seats per Passenger Air Transport Movement	196.9	▲ 0.3%	▲ 1.4%
Percentage of allocated slots cleared as requested (OK)	89.5%		

#### Contents

Page	Content
2	Runway Scheduling Limits
3	Coordinator's Report
4	Peak Week - Initial Coordination Analysis
5	ATM Allocation by Operator (Full season and Peak Week Comparison)
6	Peak Week - Allocation and Slot Adjustment Distribution by Operator
7	Significant Route Changes
8	Full Season - ATM Analysis
9	Full Season - PATM Seats Analysis
10	Full Season - Terminal Analysis
11	Full Season - Aircraft Size Analysis
12	Full Season - Seasonality
13	Peak Week - Initial Hourly Runway Demand
14	Peak Week - Hourly Runway Allocation
15	Peak Week - Hourly Runway Allocation Comparison (W20 Init Coord vs. W19 Init Coord)
16	Peak Week - Hourly Runway Allocation Comparison (W20 Init Coord vs. W20 Hist (SHL))
17	Peak Week Histogram - Departure Passengers (T60/30) - North Terminal - All Operators
18	Peak Week Histogram - Departure Passengers (T120/30) - North Terminal - All Operators
19	Peak Week Histogram - Arrival Passengers (T60/30) - North International - All Operators
20	Peak Week Histogram - Arrival Passengers (T60/15) - North Domestic - All Operators
21	Peak Week Histogram - Departure Passengers (T60/30) - South Terminal - All Operators
22	Peak Week Histogram - Departure Passengers (T120/30) - South Terminal - All Operators
23	Peak Week Histogram - Arrival Passengers (T60/30) - South International - All Operators
24	Peak Week Histogram - Arrival Passengers (T60/15) - South Domestic - All Operators
25	Glossary

W19 scheduling season runs from Sun 27-Oct-2019 to Sat 28-Mar-2020 (154 days).

W20 scheduling season runs from Sun 25-Oct-2020 to Sat 27-Mar-2021 (154 days).

#### Disclaimer

No warranty whether expressed or implied as to the completeness, accuracy, fitness for purpose, or satisfactory quality is given by ACL regarding the information in this report, which is provided by third parties. Accordingly, ACL excludes all liability with regard to such data.

The contents of this report may not be reproduced without the written consent of ACL.

# Runway Scheduling Limits



## Declared Hourly Movement Capacity

W19 Arrivals								Change: W19 to W20							W20 Arrivals								
Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun
UTC	1	2	3	4	5	6	7	UTC	1	2	3	4	5	6	7	UTC	1	2	3	4	5	6	7
00	12	12	12	12	12	12	12	00								00	12	12	12	12	12	12	12
01	12	12	12	12	12	12	12	01								01	12	12	12	12	12	12	12
02	12	12	12	12	12	12	12	02								02	12	12	12	12	12	12	12
03	12	12	12	12	12	12	12	03								03	12	12	12	12	12	12	12
04	12	12	12	12	12	12	12	04								04	12	12	12	12	12	12	12
05	12	12	12	12	12	12	12	05								05	12	12	12	12	12	12	12
06	15	15	15	15	15	15	17	06								06	15	15	15	15	15	15	17
07	25	25	25	25	25	24	24	07								07	25	25	25	25	25	24	24
08	27	27	27	27	27	27	24	08								08	27	27	27	27	27	27	24
09	21	21	21	21	21	23	22	09	-1	-1	-1	-1	-1			09	20	20	20	20	20	23	22
10	23	23	23	23	23	27	24	10	-1	-1	-1	-1	-1			10	22	22	22	22	22	27	24
11	26	26	26	26	26	27	27	11								11	26	26	26	26	26	27	27
12	26	26	26	26	26	27	26	12								12	26	26	26	26	26	27	26
13	24	24	24	24	24	25	25	13								13	24	24	24	24	24	25	25
14	25	25	25	25	25	23	24	14								14	25	25	25	25	25	23	24
15	25	25	25	25	25	26	26	15								15	25	25	25	25	25	26	26
16	22	22	22	22	22	23	23	16								16	22	22	22	22	22	23	23
17	25	25	25	25	25	25	27	17								17	25	25	25	25	25	25	27
18	27	27	27	27	27	27	27	18								18	27	27	27	27	27	27	27
19	28	28	28	28	28	28	27	19								19	28	28	28	28	28	28	27
20	25	25	25	25	25	24	27	20								20	25	25	25	25	25	24	27
21	29	29	29	29	29	22	27	21								21	29	29	29	29	29	22	27
22	27	27	27	27	27	23	36	22								22	27	27	27	27	27	23	36
23	24	24	24	24	24	24	24	23								23	24	24	24	24	24	24	24

W19 Departures								Change: W19 to W20							W20 Departures								
Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun
UTC	1	2	3	4	5	6	7	UTC	1	2	3	4	5	6	7	UTC	1	2	3	4	5	6	7
00	12	12	12	12	12	12	12	00								00	12	12	12	12	12	12	12
01	12	12	12	12	12	12	12	01								01	12	12	12	12	12	12	12
02	12	12	12	12	12	12	12	02								02	12	12	12	12	12	12	12
03	12	12	12	12	12	12	12	03								03	12	12	12	12	12	12	12
04	12	12	12	12	12	12	12	04								04	12	12	12	12	12	12	12
05	12	12	12	12	12	12	12	05								05	12	12	12	12	12	12	12
06	28	28	28	28	28	36	28	06								06	28	28	28	28	28	36	28
07	33	33	33	33	33	35	38	07							-1	07	33	33	33	33	33	35	37
08	32	32	32	32	32	29	31	08								08	32	32	32	32	32	29	31
09	31	31	31	31	31	28	29	09	1	1	1	1	1			09	32	32	32	32	32	28	29
10	25	25	25	25	25	28	28	10	1	1	1	1	1			10	26	26	26	26	26	28	28
11	29	29	29	29	29	28	25	11								11	29	29	29	29	29	28	25
12	27	27	27	27	27	28	27	12								12	27	27	27	27	27	28	27
13	28	28	28	28	28	28	31	13								13	28	28	28	28	28	28	31
14	26	26	26	26	26	28	29	14								14	26	26	26	26	26	28	29
15	24	24	24	24	24	25	22	15								15	24	24	24	24	24	25	22
16	28	28	28	28	28	26	29	16								16	28	28	28	28	28	26	29
17	27	27	27	27	27	20	25	17								17	27	27	27	27	27	20	25
18	26	26	26	26	26	20	30	18								18	26	26	26	26	26	20	30
19	26	26	26	26	26	20	28	19								19	26	26	26	26	26	20	28
20	22	22	22	22	22	20	22	20								20	22	22	22	22	22	20	22
21	18	18	18	18	18	20	20	21								21	18	18	18	18	18	20	20
22	15	15	15	15	15	17	15	22								22	15	15	15	15	15	17	15
23	17	17	17	17	17	17	17	23								23	17	17	17	17	17	17	17

W19 Totals								Change: W19 to W20							W20 Totals								
Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun
UTC	1	2	3	4	5	6	7	UTC	1	2	3	4	5	6	7	UTC	1	2	3	4	5	6	7
00	22	22	22	22	22	22	22	00								00	22	22	22	22	22	22	22
01	22	22	22	22	22	22	22	01								01	22	22	22	22	22	22	22
02	22	22	22	22	22	22	22	02								02	22	22	22	22	22	22	22
03	22	22	22	22	22	22	22	03								03	22	22	22	22	22	22	22
04	22	22	22	22	22	22	22	04								04	22	22	22	22	22	22	22
05	22	22	22	22	22	22	22	05								05	22	22	22	22	22	22	22
06	38	38	38	38	38	44	38	06								06	38	38	38	38	38	44	38
07	49	49	49	49	49	47	48	07								07	49	49	49	49	49	47	48
08	55	55	55	55	55	55	50	08								08	55	55	55	55	55	55	50
09	48	48	48	48	48	48	46	09								09	48	48	48	48	48	48	46
10	46	46	46	46	46	50	46	10								10	46	46	46	46	46	50	46
11	50	50	50	50	50	53	50	11								11	50	50	50	50	50	53	50
12	47	47	47	47	47	51	51	12								12	47	47	47	47	47	51	51
13	47	47	47	47	47	49	52	13								13	47	47	47	47	47	49	52
14	45	45	45	45	45	48	48	14								14	45	45	45	45	45	48	48
15	41	41	41	41	41	44	45	15								15	41	41	41	41	41	44	45
16	45	45	45	45	45	42	44	16								16	45	45	45	45	45	42	44
17	46	46	46	46	46	40	50	17								17	46	46	46	46	46	40	50
18	48	48	48	48	48	40	52	18								18	48	48	48	48	48	40	52
19	48	48	48	48	48	40	46	19								19	48	48	48	48	48	40	46
20	44	44	44	44	44	38	46	20								20	44	44	44	44	44	38	46
21	39	39	39	39	39	34	40	21								21	39	39	39	39	39	34	40
22	30	30	30	30	30	25	39	22								22	30	30	30	30	30	25	39
23	25	25	25	25	25	25	25	23								23	25	25	25	25	25	25	25

# Significant Route Changes



Operator	Category	Description of change from W19 schedule to W20 schedule
Aegean Airlines	CHANGE	Increased service to HER
Air Arabia Maroc	CANCELLED	Service to FEZ
Air Baltic	NEW	Service to VNO
Air China	CHANGE	Increased service to PVG
Air Nostrum	NEW	New carrier with services to VGO
Air Transat	NEW	Service to YUL
Alitalia CityLiner	NEW	New carrier with services to FCO and LIN
British Airways	NEW	Service to UVF
British Airways	CHANGE	Increased services to CGN, CPT, CUN, DBV
China Airlines	CHANGE	Increased service to TPE
China Southern	NEW	New carrier with services to CAN and WUH
Corendon Airlines	NEW	New carrier with service to AYT
EasyJet	NEW	Services to AAR, ADB, BER, BJV, CFU, CHQ, DBV, SSH, TIV
EasyJet	CHANGE	Increased services to DLM, GNB, HER, HRG, IBZ, INN, JTR, KGS, KLU, KLX, KRK, PVK, RHO, SPU, SZG, TFS, VCE, VIE, VLC, VRN
EasyJet	CANCELLED	Services to SPC, SXF, TXL
Egypt Air	NEW	New carrier with service to SSH
Enter Air	NEW	Service to BJJ
Enter Air	CANCELLED	Services to SSH, HRG
Georgian Airways	CHANGE	Increased service to TBS
Iraqi Airways	CANCELLED	Services to BGW and ISU
Norwegian	NEW	Services to ORD and SEA
Norwegian	CHANGE	Increased service to MCO, MIA, SVG
Nouvelair Tunisie	NEW	New carrier with service to NBE
Regional Jet OU	NEW	New carrier with service to TLL
Ryanair	NEW	Services to AGP and SOF
SAS Scandinavian	NEW	New carrier with service to CPH
SpiceJet	NEW	New carrier with services to BOM and DEL
Stobart Air	NEW	New carrier with service to BHD
Swiss International	NEW	Service to SIR
Titan Airways	NEW	Service to LYS
Titan Airways	CANCELLED	Service to TLS
Transavia France	NEW	Service to ORY
TUI Airways	NEW	Service to BJJ
TUI Airways	CANCELLED	Services to GVA, MRU and UTP
Turkish Airlines	CHANGE	Increased service to IST
Turkish Airlines	CANCELLED	Service to SAW
Virgin Atlantic	CHANGE	Services to ANU, BGI, GND, HAV, MBJ, MCO, TAB, UVF replaced with ZZF
Vistara	NEW	New carrier with service to DEL
Vueling	NEW	Service to VLC
Wideroe	NEW	Service to BGO
Wizz Air	NEW	Services to AHO, BOJ, BTS, CDT, CND, EVN, INI, KRK, KSC, KUN, KUT, LIS, LWO, MLA, ODS, PLQ, SCV, SOF, SUJ, SZY, SZZ, TAT, TGM, TLV, VAR, VIE, WAW
Wizz Air UK	NEW	New carrier with services to LCA and SCV

# Coordinator's Report



Total demand	<b>134,750</b>	slots		
Total slots allocated	<b>118,545</b>	slots	<b>87.97%</b>	of total demand
Number of slots cleared OK	<b>106,097</b>	slots	<b>89.50%</b>	of total slots cleared

**Slots adjusted (not OK) due to:**

RUNWAY constraints	<b>11,299</b>	slots	<b>90.8%</b>	of total slots adjusted
TERMINAL constraints	<b>345</b>	slots	<b>2.8%</b>	of total slots adjusted
STAND constraints	-	slots	<b>0.0%</b>	of total slots adjusted
NIGHT constraints	<b>88</b>	slots	<b>0.7%</b>	of total slots adjusted
OTHER constraints	-	slots	<b>0.0%</b>	of total slots adjusted
ARR/DEP TURNAROUND feasibility	<b>716</b>	slots	<b>5.8%</b>	of total slots adjusted

## Executive Summary

W20 saw 7.6% higher demand versus W19 (135K in W20 vs 125K in W19)

W20 allocated slots are up to 88% of total demand and of those 89.5% are cleared OK (W19 slots allocated 94% of total demand and 87% cleared OK). Capacity demand was strong across most hours and days of the week with demand peaking at 67 movements in the 1200 hour. This is 20 movements above declared limit. Total demand in 0800 went up to 72 movements that is 17 slot requests above 55 runway total limit.

The most commonly hit constraint was runway capacity, with most of the day's totals R60 being filled. Challenge to allocate full season new turnaround requests due to seasonality demand and short historic slots of 5 weeks in DECJAN & FEBMAR. Backfills allocated were possible.

The new entrant requests were received from 18 carriers. Average seats has increased year on year to 196.9 per movement, up respectively from 194.69 in W18 and 196.3 in W19 at initial coordination.

## Runway Constraints

- GAL approved ACL request to flex arrival and departure capacity in order to allocate new departures in the following hours:
- weekday 0900 hour from 21A/31D/48T to 20A/32D/48T and 1000 hour from 23A/25D/46T to 22A/26D/46T

## Terminal Constraints

- Slot adjusted mostly due to North Terminal constraint.
- This is largely due to easyjet acquired Thomas Cook slots that were moved from South to North Terminal.

## Stand Constraints

No Stand Constraint issues.

## Night Constraints

- Airlines without historic allocation of night jet movements were allocated closest slots available.
- Carriers who were allocated new slots in the night period have received conditional approval (T code) subject to review of night quota available for historic allocation.

## Other Constraints

No Other Constraint issues.

## Arr/Dep Turnaround Feasibility

- Slots in turnaround format were adjusted mostly due to runway restrictions.

# Peak Week - Initial Coordination Analysis



Operator	W20 HISTORIC SLOTS				HISTORIC RECLAIM STATISTICS				NEW SLOT REQUESTS						Total Demand at Initial Submissions	Total Allocation (SAL)	% of demand with a slot allocated
	Historic slots	Lost Histories (N80 & MU)	Unclaimed Histories	Reclaimed Histories	Incl. Time Change	Incl. Seat Increase	Incl. Day change	Incl. A>D or D>A swap	Demand - New Requests	Allocated - Year Round Incumbent	Allocated - Year Round New Entrant	Allocated - New Incumbent	Allocated - New Entrant	Allocated - "Fill-in"			
Aegean Airlines	6	-	-	6	0.0%	0.0%	0.0%	0.0%	2	-	-	2	-	-	8	8	100.0%
Aer Lingus	92	-	-	92	25.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	92	92	100.0%
Air Arabia Maroc	12	-	-	12	41.7%	0.0%	0.0%	0.0%	2	-	-	-	2	-	14	14	100.0%
Air Baltic	28	-	-	28	60.7%	0.0%	0.0%	0.0%	10	-	2	-	8	-	38	38	100.0%
Air China	8	-	-	8	75.0%	0.0%	0.0%	0.0%	6	-	-	4	-	-	14	12	85.7%
Air Europa	28	-	-	28	53.6%	0.0%	0.0%	0.0%	-	-	-	-	-	-	28	28	100.0%
Air Malta	28	14	-	14	0.0%	14.3%	0.0%	0.0%	-	-	-	-	-	-	14	14	100.0%
Air Nostrum	-	-	-	-	0.0%	0.0%	0.0%	0.0%	14	-	-	4	-	-	14	4	28.6%
Air Tanzania	6	6	-	-	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	-	-	-
Air Transat	14	-	-	14	7.1%	0.0%	0.0%	0.0%	6	-	6	-	-	-	20	20	100.0%
Alitalia CityLiner	-	-	-	-	0.0%	0.0%	0.0%	0.0%	98	-	-	-	10	-	98	10	10.2%
Anisec	14	14	-	-	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	-	-	-
Aurigny Air Services	82	-	-	82	0.0%	0.0%	0.0%	0.0%	2	-	-	-	-	-	84	82	97.6%
Austrian Airlines	-	-	2	2	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	2	2	2	100.0%
Azal Azerbaijan Airlines	-	-	-	-	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	-	-	-
Belavia Belarusian Airlines	8	-	-	8	25.0%	25.0%	0.0%	0.0%	-	-	-	-	-	-	8	8	100.0%
British Airways	861	10	27	878	5.9%	23.8%	0.0%	0.0%	70	-	-	26	3	22	948	902	95.1%
Cathay Pacific	14	-	-	14	50.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	14	14	100.0%
China Airlines	8	-	-	8	0.0%	0.0%	0.0%	0.0%	2	2	-	-	-	-	10	10	100.0%
China Eastern	14	-	-	14	35.7%	0.0%	0.0%	0.0%	6	-	-	2	-	-	20	16	80.0%
China Southern	-	-	-	-	0.0%	0.0%	0.0%	0.0%	10	-	6	-	4	-	10	10	100.0%
Corendon Airlines	-	-	-	-	0.0%	0.0%	0.0%	0.0%	4	-	-	-	4	-	4	4	100.0%
EasyJet	2,076	98	85	2,063	21.1%	8.9%	0.0%	0.1%	102	1	-	39	-	66	2,165	2,082	96.2%
EasyJet Europe	272	-	2	274	35.0%	10.6%	0.0%	0.0%	2	-	-	-	-	-	276	274	99.3%
EasyJet Switzerland	60	-	-	60	1.7%	1.7%	0.0%	0.0%	-	-	-	-	-	-	60	60	100.0%
Egypt Air	-	-	-	-	0.0%	0.0%	0.0%	0.0%	2	-	-	2	-	-	2	2	100.0%
Emirates	42	-	-	42	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	42	42	100.0%
Enter Air	-	-	-	-	0.0%	0.0%	0.0%	0.0%	10	-	-	3	-	-	10	3	30.0%
Finnair	6	-	-	6	50.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	6	6	100.0%
Flybe	-	-	-	-	0.0%	0.0%	0.0%	0.0%	56	-	-	-	-	-	56	-	0.0%
Freebird Airlines	2	2	-	-	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	-	-	-
Garuda Indonesia	12	12	-	-	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	-	-	-
Georgian Airways	4	4	-	-	0.0%	0.0%	0.0%	0.0%	6	-	-	4	2	-	6	6	100.0%
Iberia Express	28	-	-	28	50.0%	35.7%	0.0%	0.0%	14	-	-	-	-	-	42	28	66.7%
Icelandair	28	12	-	16	62.5%	0.0%	0.0%	0.0%	-	-	-	-	-	-	16	16	100.0%
Iraqi Airways	4	4	-	-	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	-	-	-
Jazeera Airways	14	6	-	8	75.0%	0.0%	0.0%	0.0%	6	-	-	4	-	-	14	12	85.7%
Norwegian	-	-	-	-	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	-	-	-
Norwegian Air Norway	531	34	1	498	18.7%	0.2%	0.0%	0.0%	26	-	-	10	-	1	524	508	96.9%
Norwegian Air UK Ltd.	-	-	-	-	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	-	-	-
Nouvelair Tunisie	-	-	-	-	0.0%	0.0%	0.0%	0.0%	4	-	-	-	4	-	4	4	100.0%
Peoples Viennaline	-	-	-	-	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	-	-	-
Philippine Airlines	-	-	-	-	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	-	-	-
Qatar Airways	38	2	-	36	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	36	36	100.0%
Regional Jet OU	-	-	-	-	0.0%	0.0%	0.0%	0.0%	22	-	-	-	10	-	22	10	45.5%
Rossiya Airlines	14	-	-	14	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	14	14	100.0%
Royal Air Maroc	20	6	-	14	71.4%	14.3%	0.0%	0.0%	-	-	-	-	-	-	14	14	100.0%
Rwandair	6	-	-	6	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	6	6	100.0%
Ryanair	150	28	-	122	0.8%	0.0%	0.0%	0.0%	48	-	-	32	-	-	170	154	90.6%
SAS Scandinavian	-	-	-	-	0.0%	0.0%	0.0%	0.0%	14	-	-	-	6	-	14	6	42.9%
Smartwings	8	8	-	-	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	-	-	-
SpiceJet	-	-	-	-	0.0%	0.0%	0.0%	0.0%	28	-	-	18	-	-	28	18	64.3%
Stobart Air	-	-	-	-	0.0%	0.0%	0.0%	0.0%	40	-	-	-	2	-	40	2	5.0%
Swiss International	2	-	-	2	100.0%	0.0%	0.0%	0.0%	5	-	-	-	2	-	7	4	57.1%
Tap Air Portugal	52	2	-	50	32.0%	4.0%	0.0%	0.0%	2	-	-	-	-	-	52	50	96.2%
Thomas Cook (UK)	7	7	-	-	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	-	-	-
Titan Airways	19	-	1	20	20.0%	35.0%	0.0%	0.0%	9	-	-	-	-	-	29	18	62.1%
Transavia France	-	-	-	-	0.0%	0.0%	0.0%	0.0%	8	-	-	-	2	-	8	2	25.0%
TUI Airways	176	13	8	171	14.0%	8.2%	0.0%	0.0%	54	-	-	29	-	7	225	199	88.4%
Tunisair	6	2	-	4	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	4	4	100.0%
Turkish Airlines	42	-	-	42	73.8%	0.0%	0.0%	0.0%	4	-	-	2	-	-	46	44	95.7%
Turkmenistan Airlines	6	6	-	-	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	-	-	-
Ukraine International	28	4	-	24	4.2%	58.3%	4.2%	0.0%	-	-	-	-	-	-	24	24	100.0%
Virgin Atlantic	67	2	-	65	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	65	65	100.0%
Vistara	-	-	-	-	0.0%	0.0%	0.0%	0.0%	14	-	14	-	-	-	14	14	100.0%
Vueling	218	2	2	218	24.3%	0.0%	0.0%	0.0%	38	-	-	2	-	2	256	220	85.9%
Westjet	22	-	-	22	9.1%	0.0%	0.0%	0.0%	14	12	-	-	-	-	36	34	94.4%
Wideroe	-	-	-	-	0.0%	0.0%	0.0%	0.0%	56	-	-	12	-	-	56	12	21.4%
Wizz Air	56	8	42	90	38.9%	0.0%	0.0%	0.0%	336	8	-	74	-	40	426	170	39.9%
Wizz Air UK	-	-	-	-	0.0%	0.0%	0.0%	0.0%	28	-	-	-	26	-	28	26	92.9%
WOW Air	-	-	-	-	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	-	-	-
<b>TOTAL</b>	<b>5,239</b>	<b>306</b>	<b>170</b>	<b>5,103</b>	<b>19.0%</b>	<b>9.3%</b>	<b>0.0%</b>	<b>0.1%</b>	<b>1,180</b>	<b>23</b>	<b>28</b>	<b>269</b>	<b>85</b>	<b>140</b>	<b>6,283</b>	<b>5,477</b>	<b>87.2%</b>

# Air Transport Movement Allocation by Operator

Comparison between W20 Hist (SHL) vs. W20 Init Coord



Operator	FULL SEASON ALLOCATION								PEAK WEEK ALLOCATION							
	W19 ATMs	W20 ATMs	+/- change	W20 Rank	W19 Seats	W20 Seats	+/- change	W20 Rank	W19 ATMs	W20 ATMs	+/- change	W20 Rank	W19 Seats	W20 Seats	+/- change	W20 Rank
Aegean Airlines	180	206	26	41	35,544	41,476	5,932	38	6	8	2	41	1,236	1,648	412	38
Aer Lingus	2,024	2,024	0	9	352,176	352,176	0	11	92	92	0	9	16,008	16,008	0	11
Air Arabia Maroc	264	308	44	28	45,936	53,592	7,656	34	12	14	2	28	2,088	2,436	348	34
Air Baltic	616	836	220	16	89,320	121,220	31,900	20	28	38	10	16	4,060	5,510	1,450	20
Air China	176	264	88	34	54,912	82,368	27,456	27	8	12	4	34	2,496	3,744	1,248	27
Air Europa	616	616	0	19	114,576	114,576	0	21	28	28	0	19	5,208	5,208	0	21
Air Malta	614	308	-306	28	106,320	55,440	-50,880	33	28	14	-14	28	4,848	2,520	-2,328	33
Air Mauritius	48	-	-48	58	14,304	-	-14,304	58	-	-	0	57	-	-	0	57
Air Nostrum	-	88	88	48	-	8,800	8,800	51	-	4	4	47	-	400	400	52
Air Tanzania	102	-	-102	58	26,724	-	-26,724	58	6	-	-6	57	1,572	-	-1,572	57
Air Transat	308	440	132	23	105,336	131,604	26,268	19	14	20	6	23	4,788	5,982	1,194	19
Alitalia CityLiner	-	220	220	37	-	31,680	31,680	40	-	10	10	37	-	1,440	1,440	40
Anisec	308	-	-308	58	57,200	-	-57,200	58	14	-	-14	57	2,600	-	-2,600	57
Aurigny Air Services	1,734	1,804	70	10	186,448	191,488	5,040	15	82	82	0	10	8,704	8,704	0	15
Austrian Airlines	22	32	10	57	3,168	5,568	2,400	56	-	2	2	53	-	348	348	54
Azal Azerbaijan Airlines	-	-	0	58	-	-	0	58	-	-	0	57	-	-	0	57
Belavia Belarusian Airlines	174	176	2	42	17,316	18,832	1,516	45	8	8	0	41	794	856	62	45
British Airways	18,339	19,427	1,088	2	3,627,863	4,072,656	444,793	2	861	902	41	2	170,270	188,412	18,142	2
Cathay Pacific	308	308	0	28	86,240	86,240	0	26	14	14	0	28	3,920	3,920	0	26
China Airlines	176	220	44	37	53,856	67,320	13,464	29	8	10	2	37	2,448	3,060	612	30
China Eastern	308	352	44	25	80,696	92,224	11,528	24	14	16	2	26	3,668	4,192	524	24
China Southern	-	220	220	37	-	57,992	57,992	32	-	10	10	37	-	2,636	2,636	32
Corendon Airlines	-	88	88	48	-	16,632	16,632	46	-	4	4	47	-	756	756	46
EasyJet	43,216	45,002	1,786	1	7,573,417	7,943,515	370,098	1	2,076	2,082	6	1	368,598	367,468	-1,130	1
EasyJet Europe	5,927	6,028	101	4	1,029,308	1,049,598	20,290	4	272	274	2	4	47,270	47,709	439	5
EasyJet Switzerland	1,318	1,325	7	12	233,328	234,570	1,242	13	60	60	0	12	10,620	10,620	0	13
Egypt Air	-	44	44	53	-	6,776	6,776	55	-	2	2	53	-	308	308	55
Emirates	924	924	0	15	508,508	508,508	0	9	42	42	0	15	23,114	23,114	0	9
Enter Air	-	45	45	52	-	8,505	8,505	52	-	3	3	52	-	567	567	52
Finnair	94	94	0	47	19,646	19,646	0	44	6	6	0	43	1,254	1,254	0	44
Flybe	-	-	0	58	-	-	0	58	-	-	0	57	-	-	0	57
Freebird Airlines	76	38	-38	56	13,680	6,840	-6,840	54	2	-	-2	57	360	-	-360	57
Garuda Indonesia	260	-	-260	58	102,180	-	-102,180	58	12	-	-12	57	4,716	-	-4,716	57
Georgian Airways	88	132	44	43	8,536	14,344	5,808	49	4	6	2	43	388	652	264	48
Iberia Express	616	616	0	19	106,128	108,108	1,980	22	28	28	0	19	4,824	4,914	90	22
Icelandair	552	352	-200	25	95,404	62,392	-33,012	30	28	16	-12	26	4,802	2,836	-1,966	31
Iraqi Airways	88	-	-88	58	16,280	-	-16,280	58	4	-	-4	57	740	-	-740	57
Jazeera Airways	308	264	-44	34	53,592	45,936	-7,656	36	14	12	-2	34	2,436	2,088	-348	37
Norwegian	-	-	0	58	-	-	0	58	-	-	0	57	-	-	0	57
Norwegian Air Norway	11,288	11,098	-190	3	2,516,904	2,537,252	20,348	3	531	508	-23	3	120,400	116,528	-3,872	3
Norwegian Air UK Ltd.	-	-	0	58	-	-	0	58	-	-	0	57	-	-	0	57
Nouvelair Tunisie	-	84	84	51	-	14,868	14,868	48	-	4	4	47	-	708	708	47
Pegasus Airlines	-	-	0	58	-	-	0	58	-	-	0	57	-	-	0	57
Peoples Viennaline	-	-	0	58	-	-	0	58	-	-	0	57	-	-	0	57
Philippine Airlines	-	-	0	58	-	-	0	58	-	-	0	57	-	-	0	57
Qatar Airways	834	792	-42	17	211,836	201,168	-10,668	14	38	36	-2	17	9,652	9,144	-508	14
Regional Jet OU	-	218	218	40	-	24,416	24,416	42	-	10	10	37	-	1,120	1,120	43
Rossiya Airlines	308	308	0	28	51,744	51,744	0	35	14	14	0	28	2,352	2,352	0	35
Royal Air Maroc	390	278	-112	33	51,294	44,202	-7,092	37	20	14	-6	28	2,652	2,226	-426	36
Rwandair	132	132	0	43	36,168	36,168	0	39	6	6	0	43	1,644	1,644	0	39
Ryanair	3,300	3,388	88	8	623,700	640,332	16,632	8	150	154	4	8	28,350	29,106	756	8
SAS Scandinavian	-	132	132	43	-	23,760	23,760	43	-	6	6	43	-	1,080	1,080	44
Smartwings	176	-	-176	58	33,264	-	-33,264	58	8	-	-8	57	1,512	-	-1,512	57
SpiceJet	-	396	396	24	-	105,732	105,732	23	-	18	18	24	-	4,806	4,806	23
Stobart Air	-	44	44	53	-	4,312	4,312	57	-	2	2	53	-	196	196	56
Swiss International	58	114	56	46	8,410	16,530	8,120	47	2	4	2	47	290	580	290	50
Tap Air Portugal	1,144	1,100	-44	13	146,168	142,648	-3,520	17	52	50	-2	13	6,644	6,484	-160	17
Thomas Cook (UK)	320	-	-320	58	74,474	-	-74,474	58	7	-	-7	57	1,744	-	-1,744	57
Titan Airways	336	326	-10	27	56,208	59,306	3,098	31	19	18	-1	24	3,186	3,302	116	29
Transavia France	-	44	44	53	-	8,316	8,316	53	-	2	2	53	-	378	378	53
TUI Airways	3,492	3,857	365	6	847,802	942,035	94,233	5	176	199	23	6	42,228	47,820	5,592	4
Tunisair	132	88	-44	48	20,856	13,904	-6,952	50	6	4	-2	47	948	632	-316	49
Turkish Airlines	924	968	44	14	154,924	162,184	7,260	16	42	44	2	14	7,042	7,372	330	16
Turkmenistan Airlines	130	-	-130	58	23,816	-	-23,816	58	6	-	-6	57	1,134	-	-1,134	57
Ukraine International	614	528	-86	22	97,272	80,080	-17,192	28	28	24	-4	22	4,508	3,640	-868	28
Virgin Atlantic	1,395	1,368	-27	11	514,763	363,983	-150,780	10	67	65	-2	11	24,645	17,309	-7,336	10
Vistara	-	308	308	28	-	92,092	92,092	25	-	14	14	28	-	4,186	4,186	25
Vueling	4,878	4,840	-38	5	898,720	891,880	-6,840	6	218	220	2	5	40,180	40,540	360	6
Westjet	484	748	264	18	154,880	239,360	84,480	12	22	34	12	18	7,040	10,880	3,840	12
Wideroe	-	264	264	34	-	30,096	30,096	41	-	12	12	34	-	1,368	1,368	41
Wizz Air	1,272	3,750	2,478	7	283,026	866,990	583,964	7	56	170	114	7	12,306	39,300	26,994	7
Wizz Air UK	-	571	571	21	-	136,469	136,469	18	-	26	26	21	-	6,214	6,214	18
WOW Air	-	-	0	58	-	-	0	58	-	-	0	57	-	-	0	57
<b>TOTAL</b>	<b>111,391</b>	<b>118,545</b>	<b>7,154</b>		<b>21,624,171</b>	<b>23,340,449</b>	<b>1,716,278</b>		<b>5,239</b>	<b>5,477</b>	<b>238</b>		<b>1,022,287</b>	<b>1,078,225</b>	<b>55,938</b>	

Operators with 0 'ATMs' in both W20 Hist (SHL) & W20 Init Coord schedules are included in the table due to appearing in the W19 Init Coord schedule (either with/without allocated slots).

# Peak Week - Allocation and Slot Adjustment Distribution by Operator

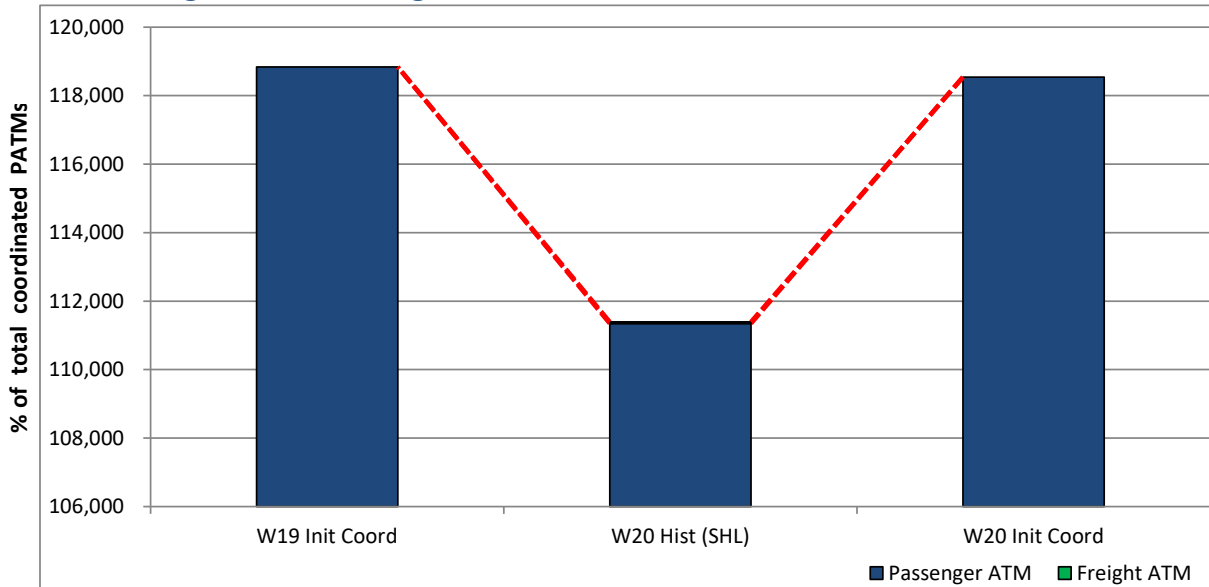
Schedule: W20 Init Coord



Operator	W20 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	92	90.2%	6.5%	1.1%	0.0%	0.0%	2.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Air Arabia Maroc	14	71.4%	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%	14.3%	-
Air Baltic	38	57.9%	10.5%	13.2%	0.0%	0.0%	0.0%	0.0%	0.0%	2.6%	2.6%	0.0%	0.0%	0.0%	13.2%	-	
Air China	12	75.0%	8.3%	0.0%	8.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	8.3%	0.0%	0.0%	0.0%	2
Air Europa	28	50.0%	10.7%	0.0%	21.4%	17.9%	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 Nostrum	4	75.0%	0.0%	0.0%	0.0%	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	10
Air Tanzania	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Air Transat	20	65.0%	0.0%	0.0%	10.0%	5.0%	0.0%	10.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.0%	5.0%	0.0%	-
Alitalia CityLiner	10	10.0%	30.0%	0.0%	0.0%	20.0%	0.0%	10.0%	10.0%	0.0%	0.0%	0.0%	0.0%	0.0%	20.0%	0.0%	88
Anisec	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Aurigny Air Services	82	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%	2
Austrian Airlines	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%	-
Azal Azerbaijan Airlines	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Belavia Belarusian Airlines	8	75.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	25.0%	0.0%	-
British Airways	902	96.1%	1.8%	0.6%	0.2%	0.1%	0.0%	0.0%	0.0%	0.1%	0.4%	0.0%	0.2%	0.2%	0.2%	0.2%	46
Cathay Pacific	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%	-
China Airlines	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%	-
China Eastern	16	87.5%	0.0%	0.0%	6.3%	0.0%	6.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4
China Southern	10	60.0%	0.0%	20.0%	0.0%	0.0%	0.0%	10.0%	0.0%	0.0%	10.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Corendon Airlines	4	25.0%	25.0%	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%	-
EasyJet	2,082	92.2%	3.4%	0.7%	0.7%	0.4%	0.2%	0.2%	0.1%	0.1%	0.1%	0.2%	0.1%	0.3%	1.2%	0.0%	84
EasyJet Europe	274	91.6%	5.1%	2.6%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.4%	0.0%	2
EasyJet Switzerland	60	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%	-
Egypt 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%	-
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%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	66.7%	0.0%	7
Finnair	6	66.7%	16.7%	16.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Flybe	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	56
Freebird Airlines	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Garuda Indonesia	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Georgian Airways	6	50.0%	0.0%	16.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	16.7%	16.7%	0.0%	-
Iberia Express	28	92.9%	0.0%	7.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	14
Icelandair	16	93.8%	6.3%	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%	-
Iraqi Airways	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Jazeera Airways	12	75.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	8.3%	0.0%	0.0%	0.0%	16.7%	0.0%	0.0%	2
Norwegian	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Norwegian Air Norway	508	92.9%	2.2%	1.6%	1.4%	0.6%	0.4%	0.2%	0.0%	0.4%	0.0%	0.2%	0.0%	0.0%	0.2%	0.0%	16
Norwegian Air UK Ltd.	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Nouvelair Tunisie	4	75.0%	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Peoples Viennaline	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Philippine Airlines	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Qatar Airways	36	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%	-
Regional Jet OU	10	20.0%	10.0%	40.0%	0.0%	10.0%	0.0%	0.0%	0.0%	10.0%	0.0%	10.0%	0.0%	0.0%	0.0%	0.0%	12
Rossiya 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	14	85.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	14.3%	0.0%	-
Rwandair	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%	-
Ryanair	154	87.7%	4.5%	2.6%	0.6%	1.3%	0.6%	0.6%	0.6%	0.0%	0.0%	0.0%	0.6%	0.6%	0.0%	0.0%	16
SAS Scandinavian	6	66.7%	0.0%	0.0%	16.7%	16.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	8
Smartwings	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SpiceJet	18	5.6%	0.0%	5.6%	0.0%	5.6%	0.0%	11.1%	0.0%	5.6%	0.0%	0.0%	22.2%	0.0%	44.4%	0.0%	10
Stobart Air	2	0.0%	0.0%	0.0%	0.0%	0.0%	50.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	38
Swiss International	4	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%	3
Tap Air Portugal	50	80.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2
Thomas Cook (UK)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Titan Airways	18	88.9%	0.0%	5.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.6%	0.0%	0.0%	0.0%	0.0%	0.0%	11
Transavia France	2	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%	100.0%	0.0%	6
TUI Airways	199	84.9%	1.5%	1.5%	2.0%	0.5%	2.0%	0.5%	2.0%	0.5%	1.0%	0.5%	0.5%	0.5%	4.0%	0.0%	26
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	44	90.9%	9.1%	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%	2
Turkmenistan Airlines	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ukraine International	24	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%	-
Virgin Atlantic	65	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%	-
Vistara	14	35.7%	7.1%	7.1%	7.1%	7.1%	0.0%	0.0%	0.0%	7.1%	21.4%	0.0%	0.0%	0.0%	7.1%	0.0%	-
Vueling	220	92.7%	3.6%	0.5%	1.4%	0.0%	0.0%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	1.4%	0.0%	0.0%	36
Westjet	34	76.5%	11.8%	0.0%	2.9%	0.0%	2.9%	5.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2
Wideroe	12	66.7%	0.0%	16.7%	0.0%	8.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	8.3%	0.0%	44
Wizz Air	170	50.6%	10.6%	9.4%	3.5%	2.9%	3.5%	3.5%	2.4%	1.8%	1.8%	3.5%	1.8%	0.6%	4.1%	0.0%	256
Wizz Air UK	26	69.2%	3.8%	3.8%	7.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	15.4%	0.0%	2
WOW Air	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>TOTAL</b>	<b>5,477</b>	<b>89.5%</b>	<b>3.5%</b>	<b>1.6%</b>	<b>1.0%</b>	<b>0.6%</b>	<b>0.4%</b>	<b>0.5%</b>	<b>0.2%</b>	<b>0.3%</b>	<b>0.4%</b>	<b>0.2%</b>	<b>0.3%</b>	<b>0.3%</b>	<b>1.5%</b>	<b>0.0%</b>	<b>807</b>

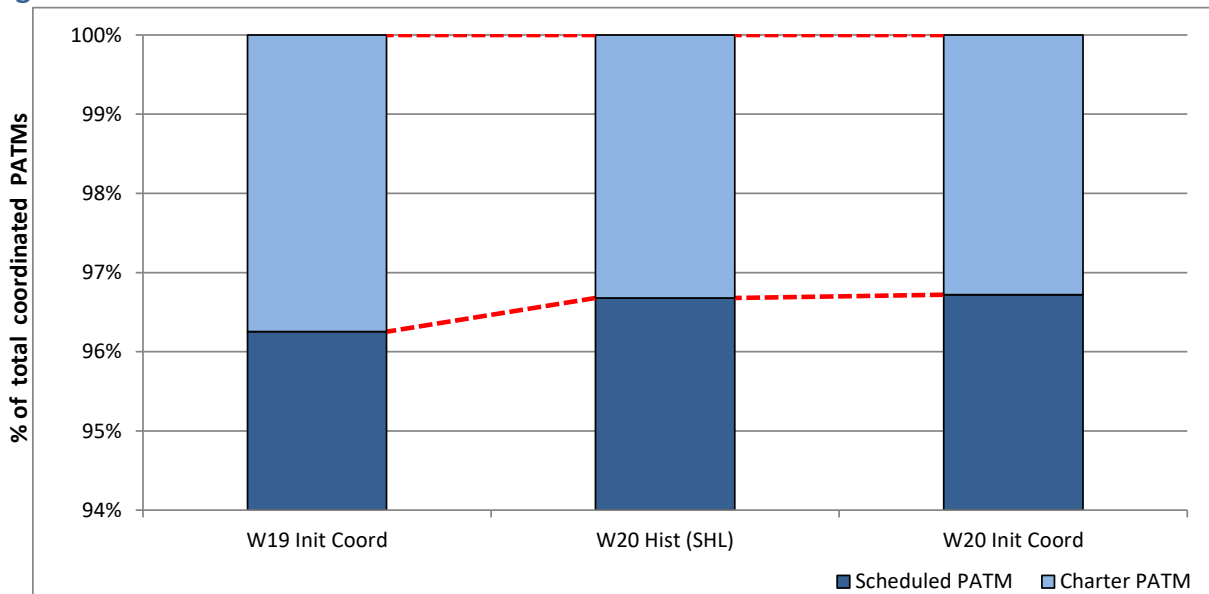
Operators with 0 'allocated ATMs' and 0 'Requests with NO slot allocated' in W20, are included in this list due to having slots allocated in either W19 Init Coord or W20 Hist (SHL) schedules.

## Total ATMs: Passenger ATMs vs. Freight ATMs



Schedule Snapshot

## Passenger ATMs: Scheduled vs. Charter



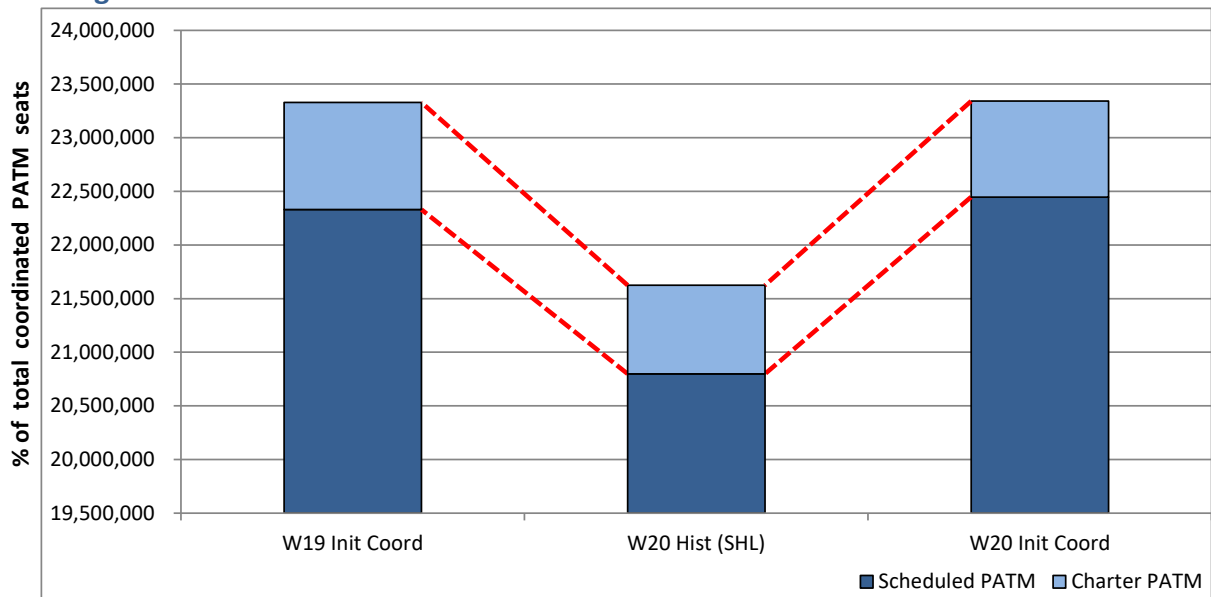
Schedule Snapshot



# Full Season - PATM Seats Analysis

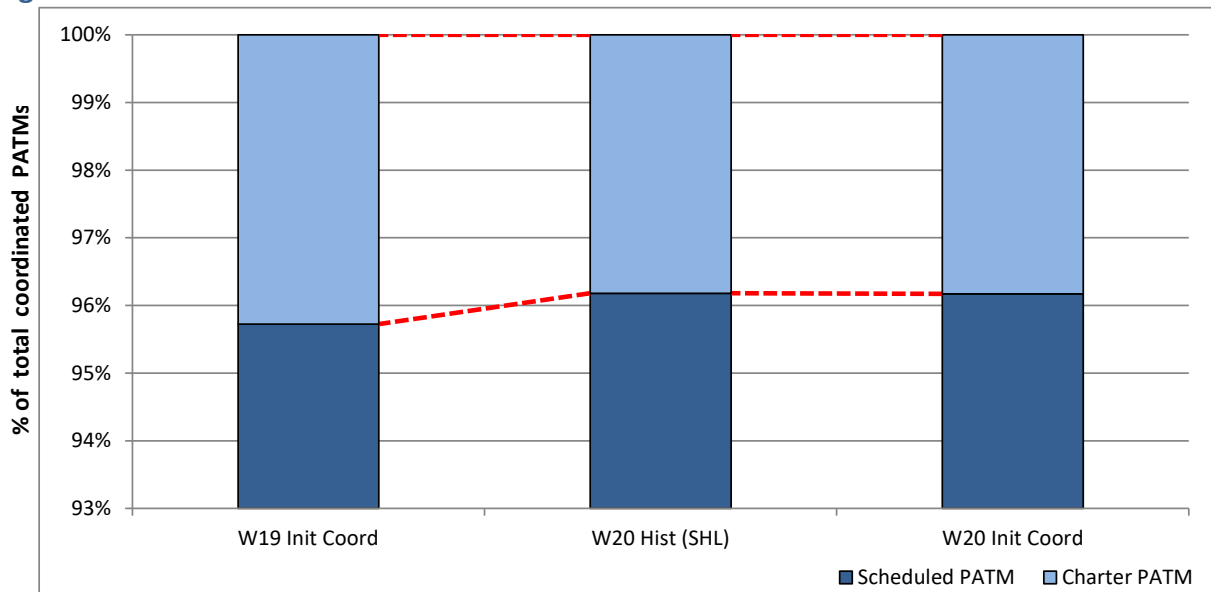


## Total Passenger ATM seats: Scheduled vs. Charter



Schedule Snapshot

## Passenger ATM seats: Scheduled vs. Charter

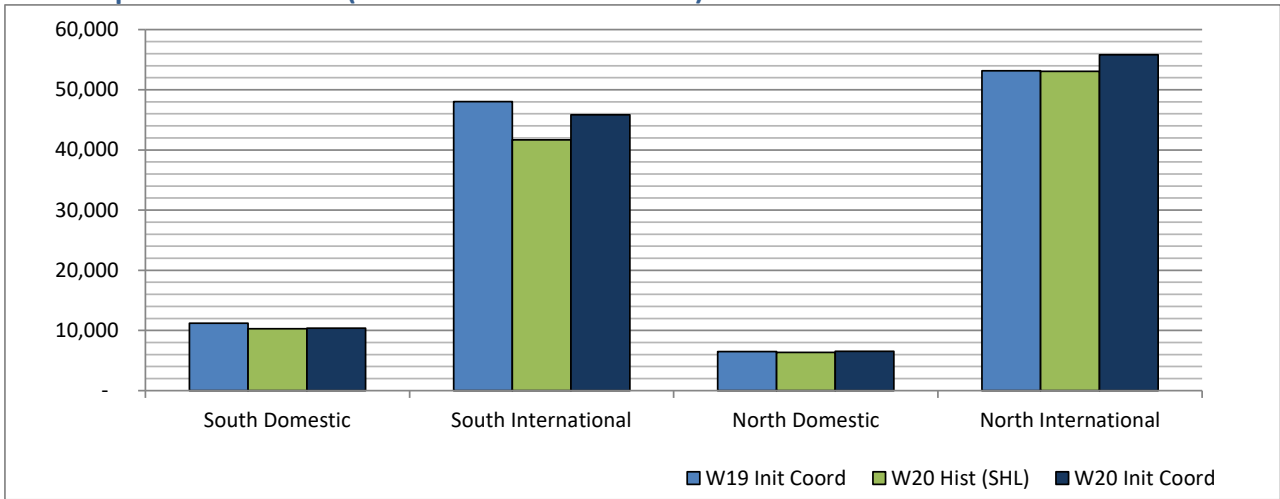


Schedule Snapshot

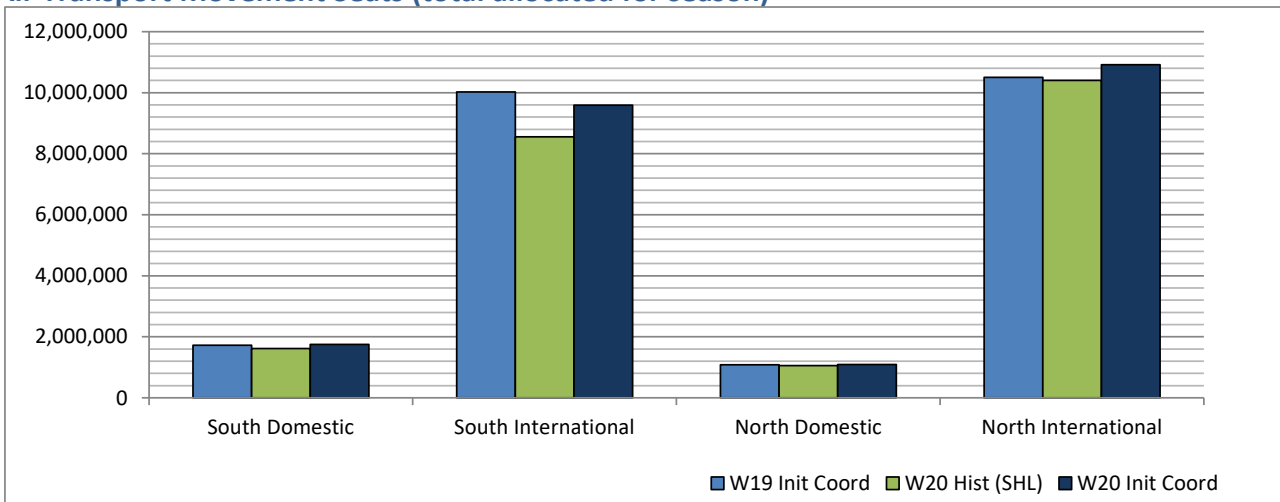
# Full Season - Terminal Analysis



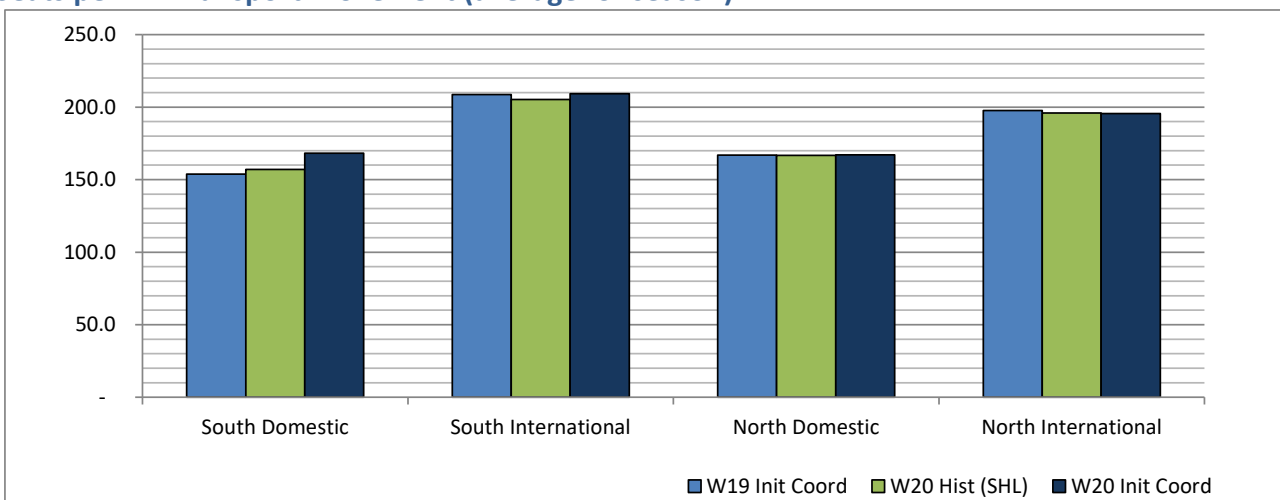
## Air Transport Movements (total allocated for season)



## Air Transport Movement Seats (total allocated for season)



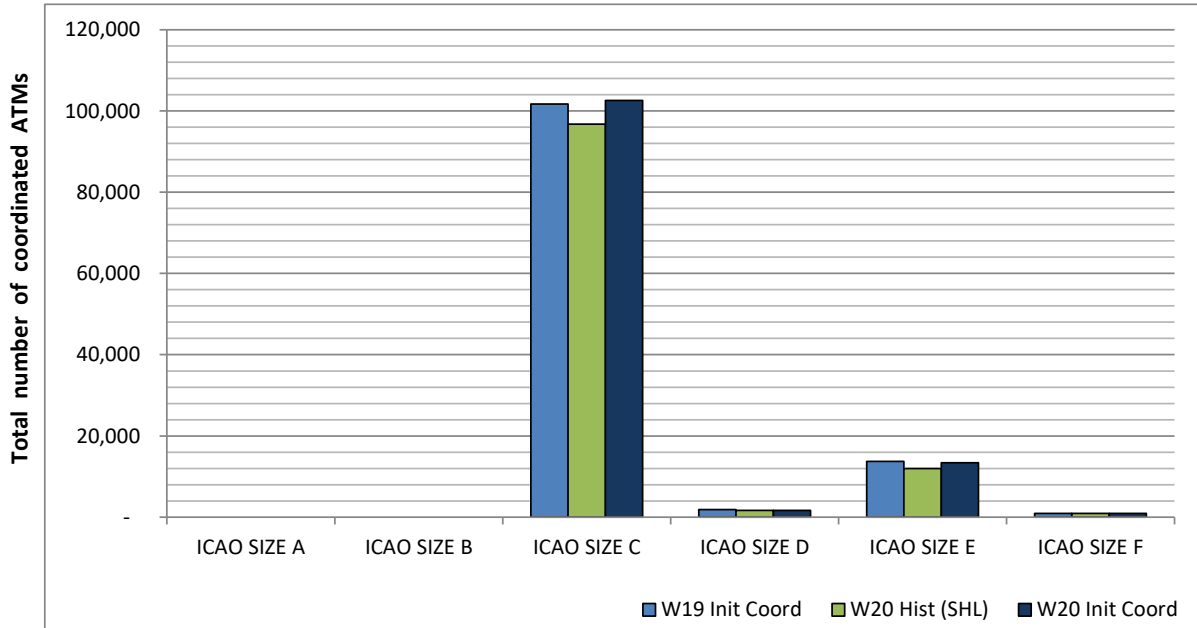
## Seats per Air Transport Movement (average for season)



# Full Season - Aircraft Size Analysis

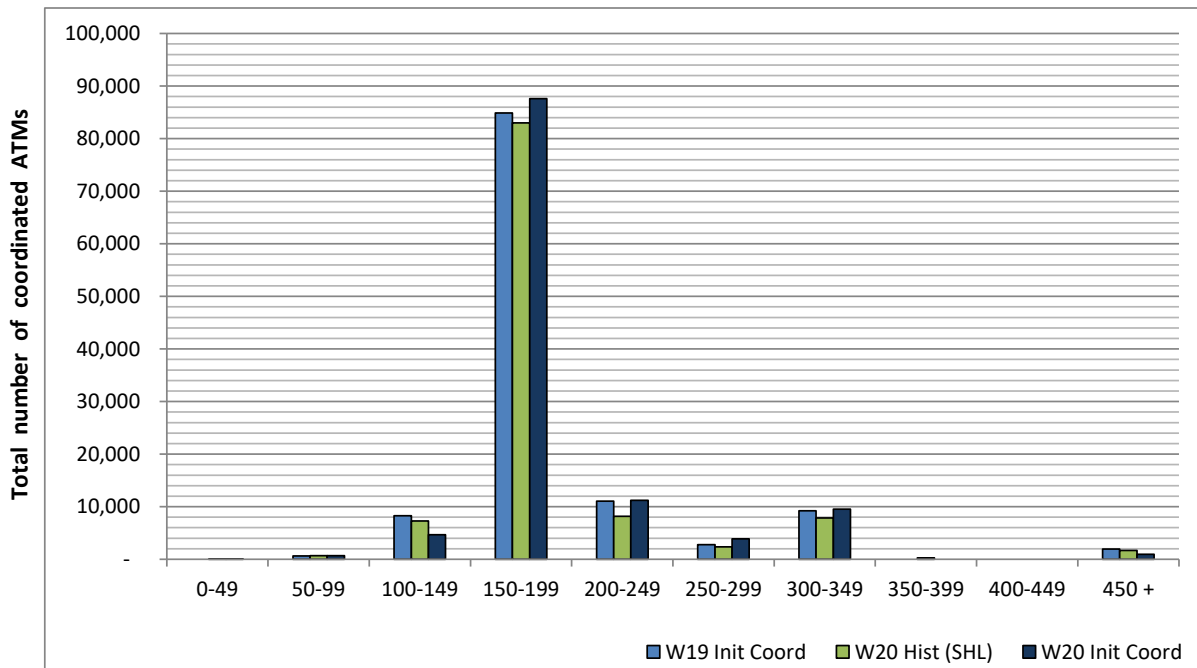


## ICAO size designation



Note: See Glossary for definitions of ICAO SIZE groupings

## Air Transport Movement seat distribution

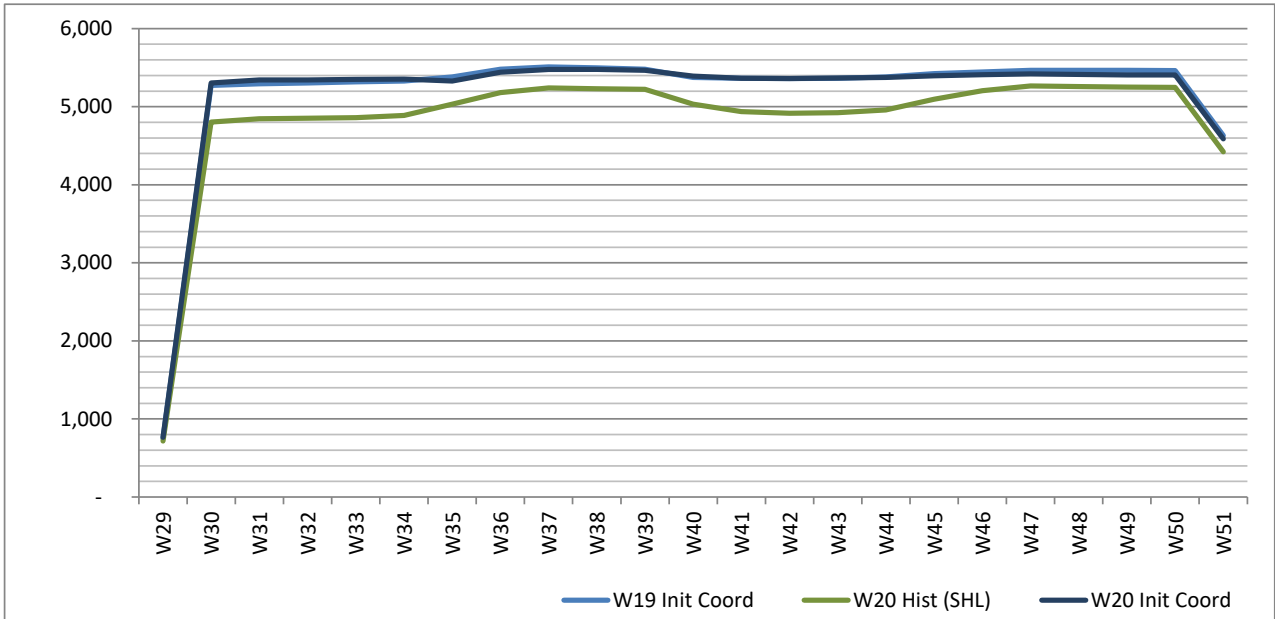


Note: FREIGHT-ONLY services with 0 seats are included in the first seat band '0-49'

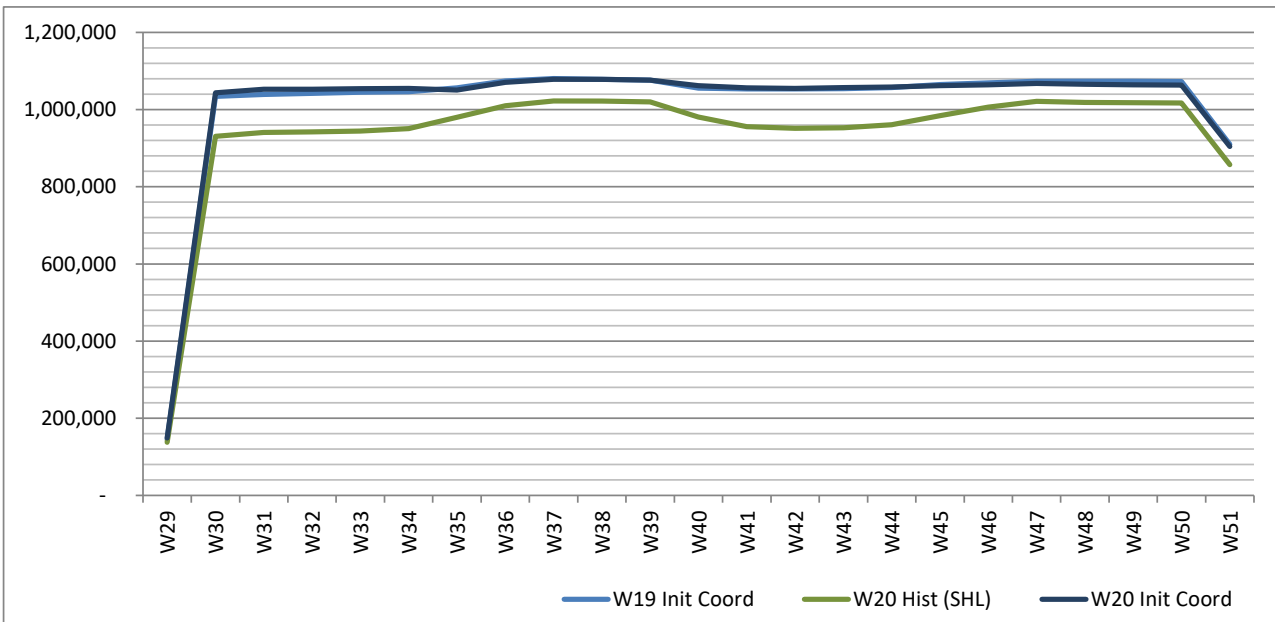
# Full Season - Seasonality



## Air Transport Movements by week of season



## Air Transport Movement Seats by week of season



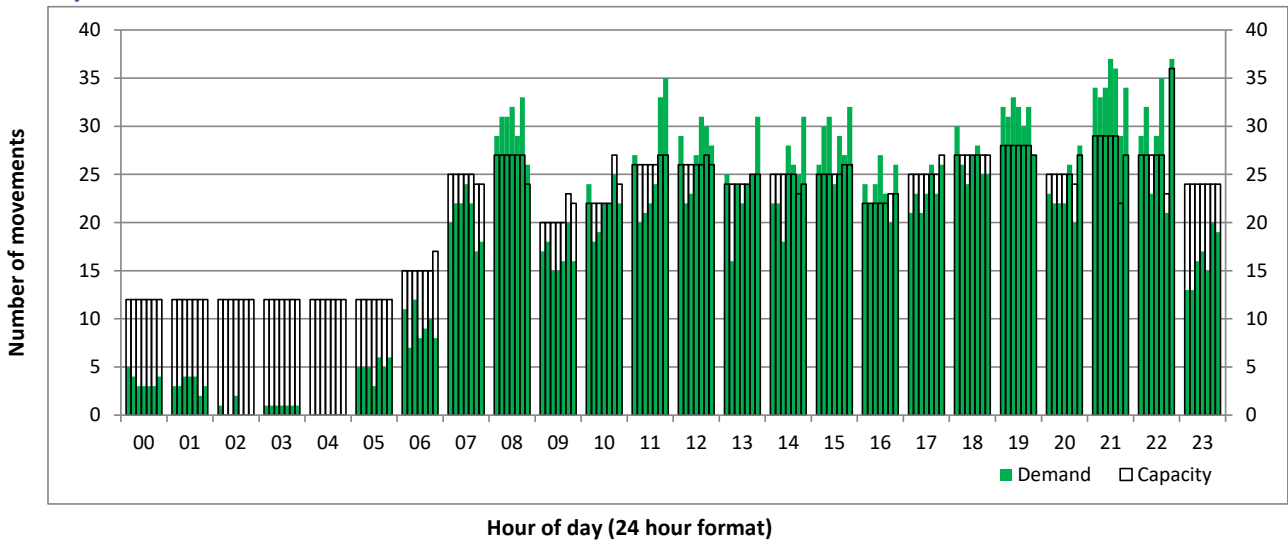
# Peak Week - Initial Hourly Runway Demand

Schedule: W20 Init Coord



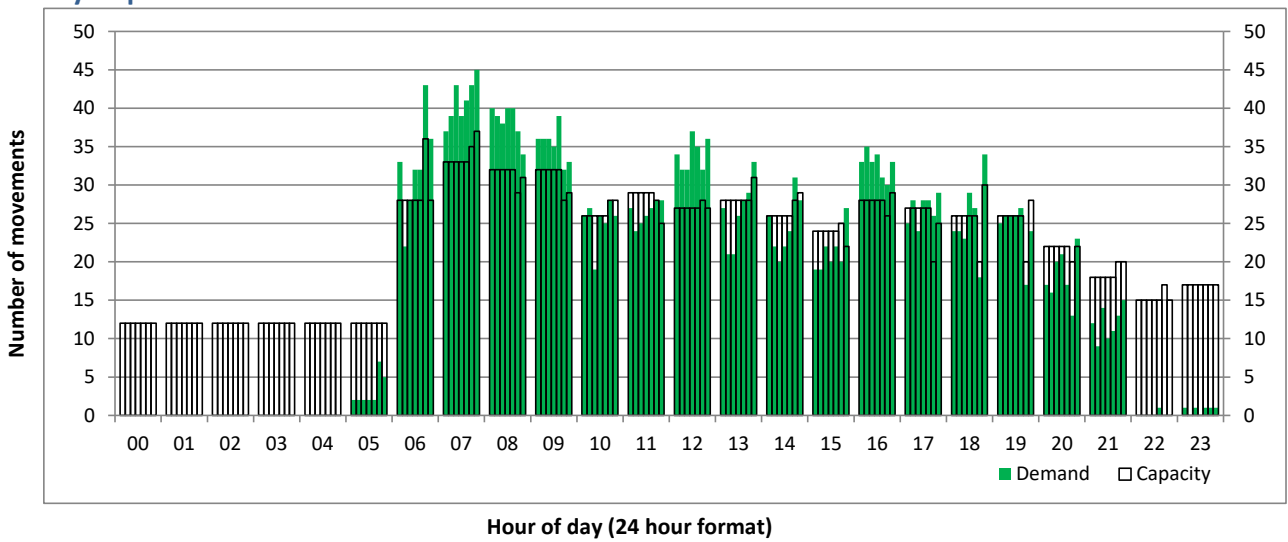
## Hourly Arrival Demand

Time: UTC



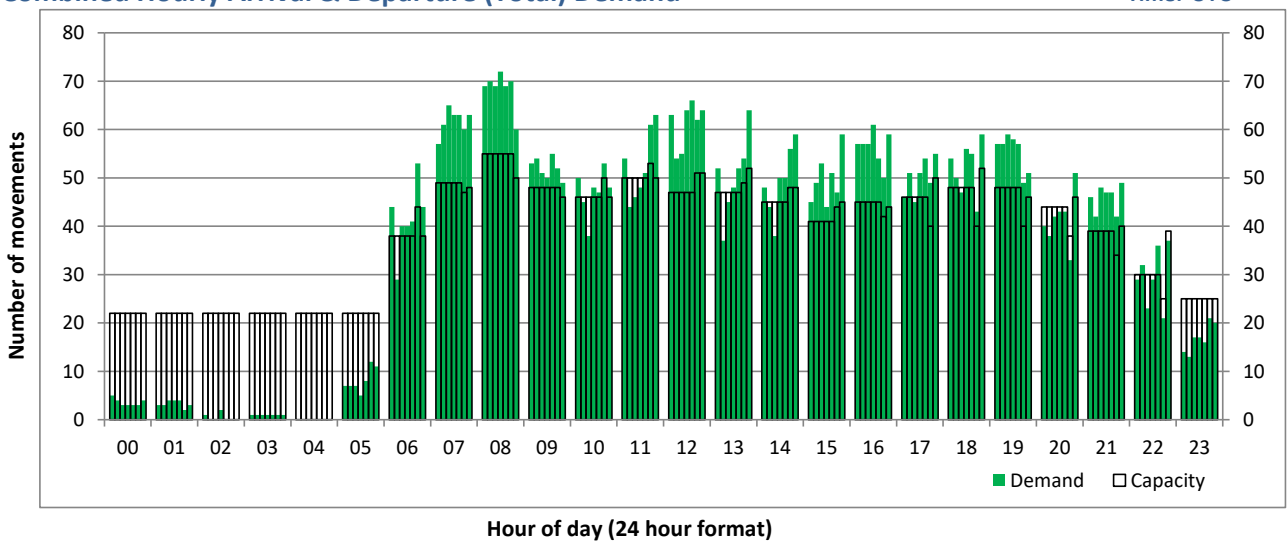
## Hourly Departure Demand

Time: UTC



## Combined Hourly Arrival & Departure (Total) Demand

Time: UTC



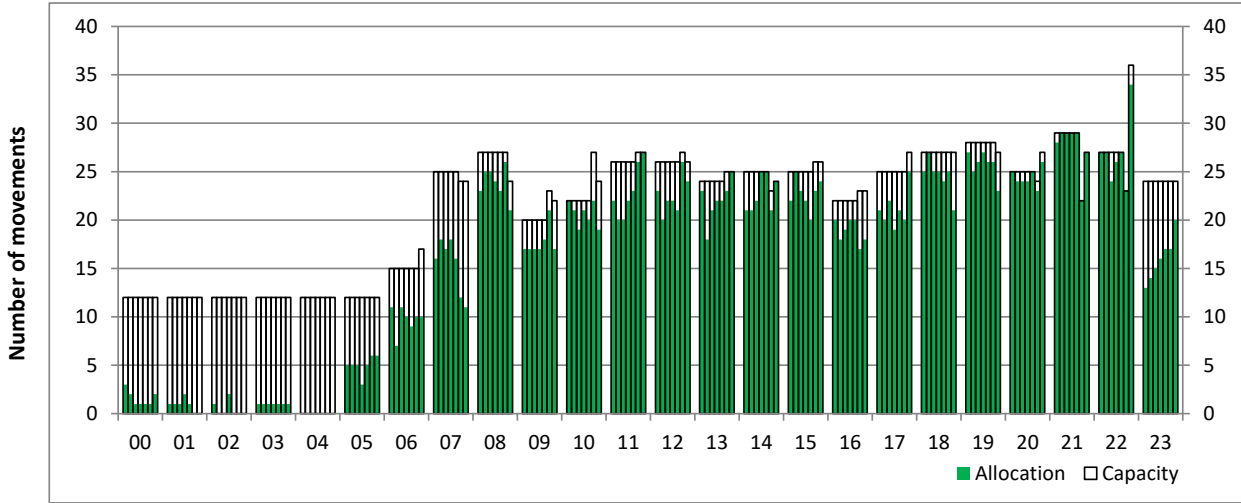
# Peak Week - Hourly Runway Allocation

Schedule: W20 Init Coord



## Hourly Arrival Allocation

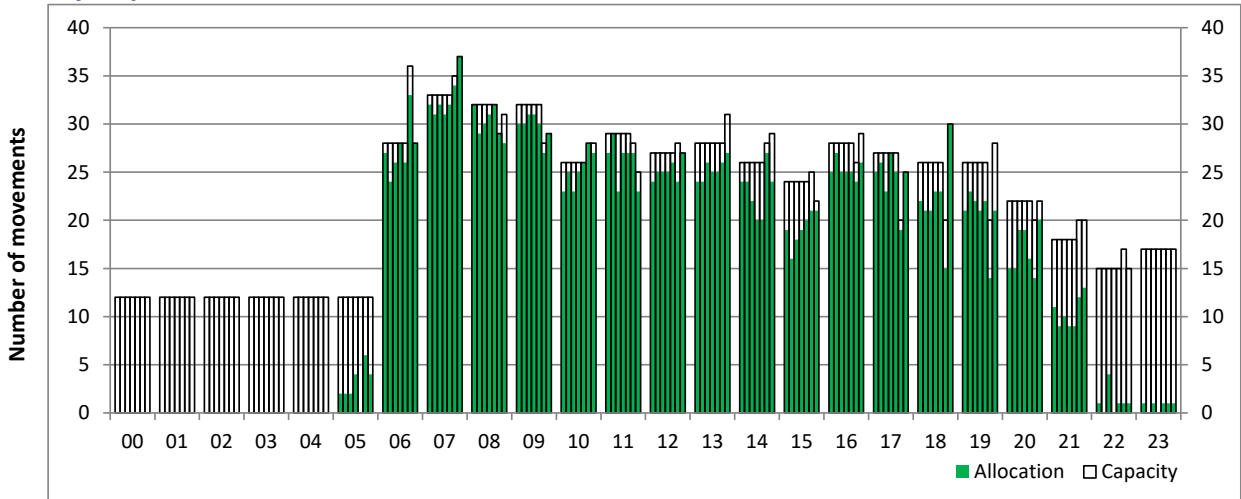
Time: UTC



Hour of day (24 hour format)

## Hourly Departure Allocation

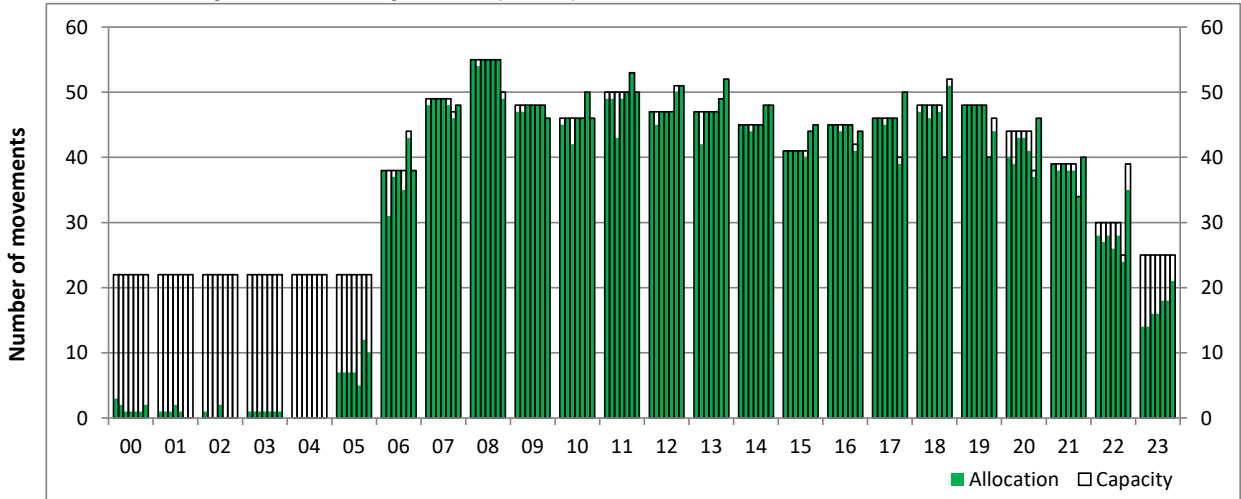
Time: UTC



Hour of day (24 hour format)

## Combined Hourly Arrival & Departure (Total) Allocation

Time: UTC



Hour of day (24 hour format)

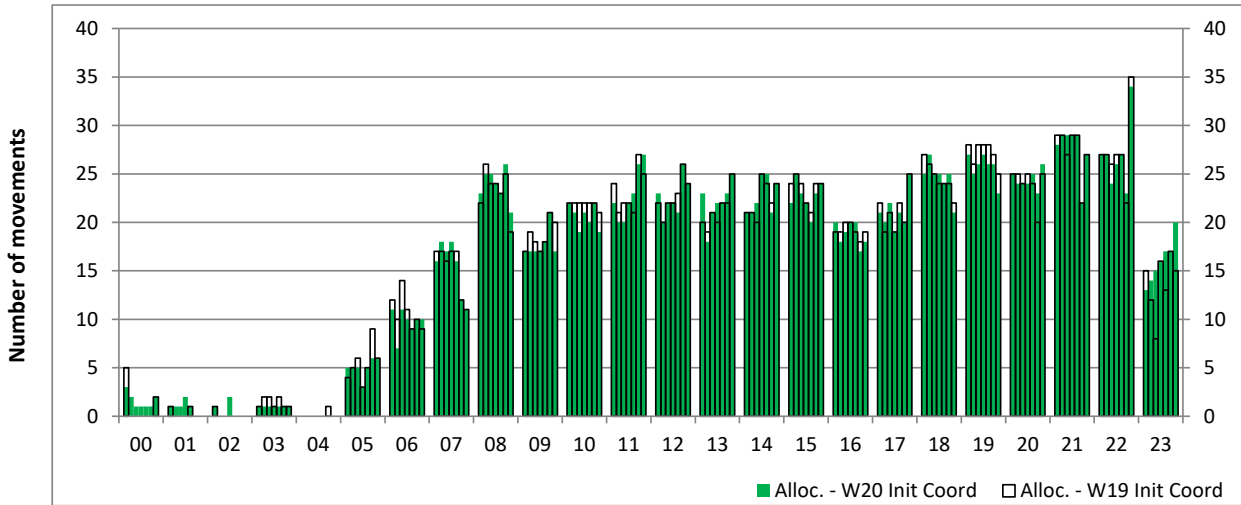
# Peak Week - Runway Allocation Comparison

Comparison of W20 Init Coord vs. W19 Init Coord



## Hourly Arrival Allocation

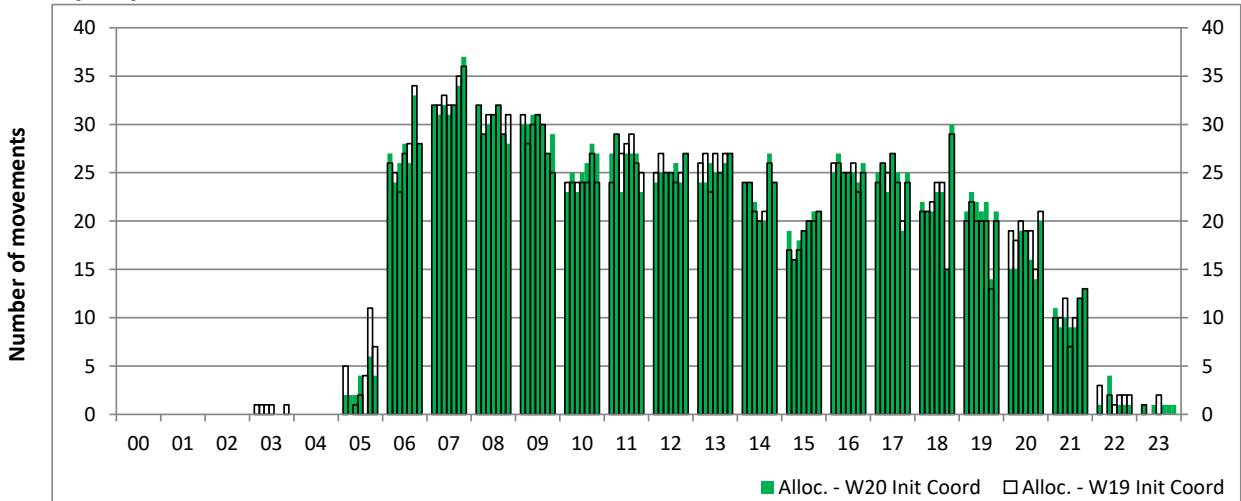
Time: UTC



Hour of day (24 hour format)

## Hourly Departure Allocation

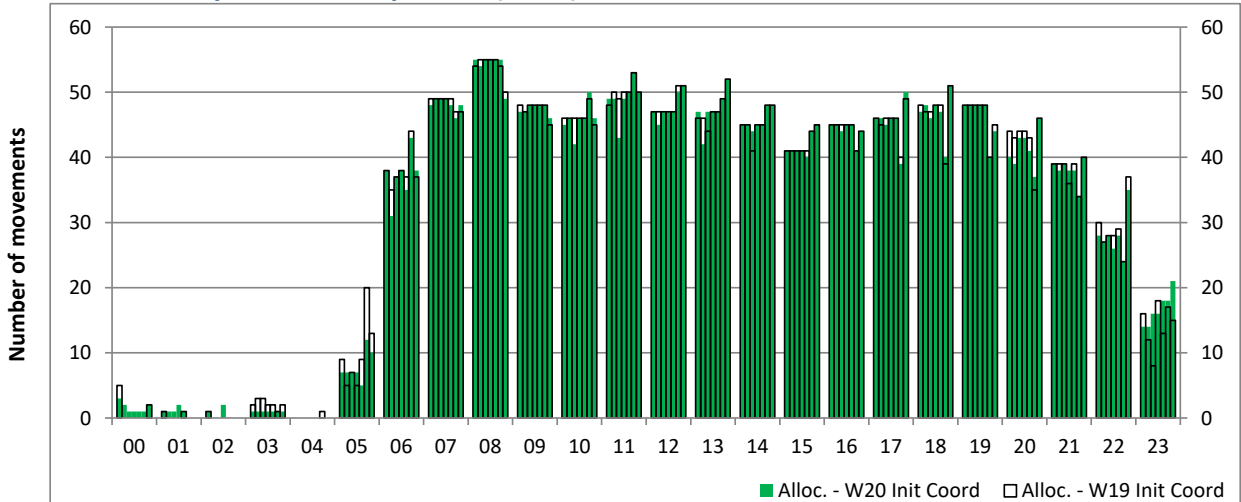
Time: UTC



Hour of day (24 hour format)

## Combined Hourly Arrival & Departure (Total) Allocation

Time: UTC



Hour of day (24 hour format)

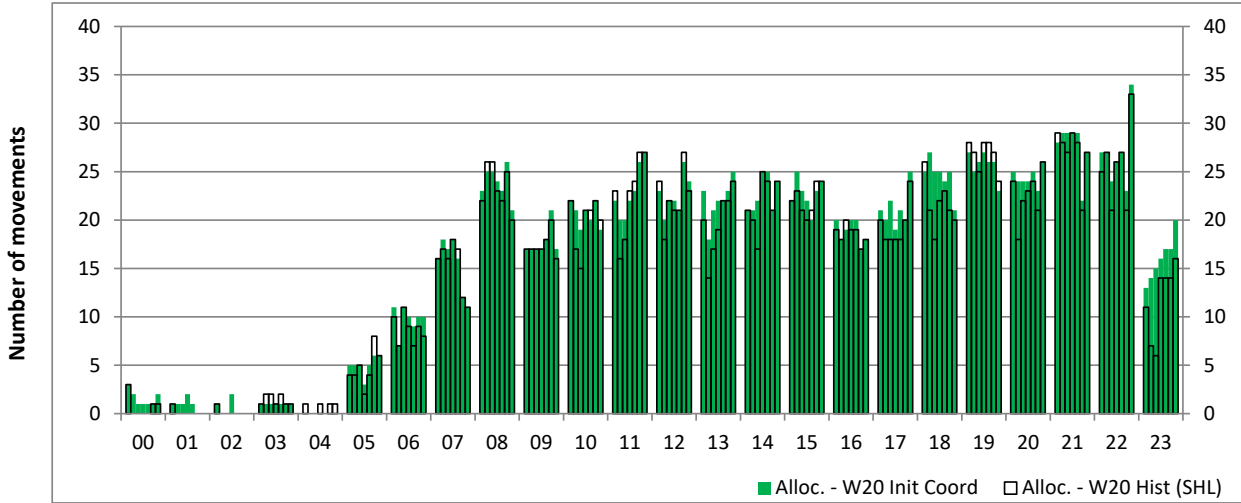
# Peak Week - Runway Allocation Comparison

Comparison of W20 Init Coord vs. W20 Hist (SHL)



## Hourly Arrival Allocation

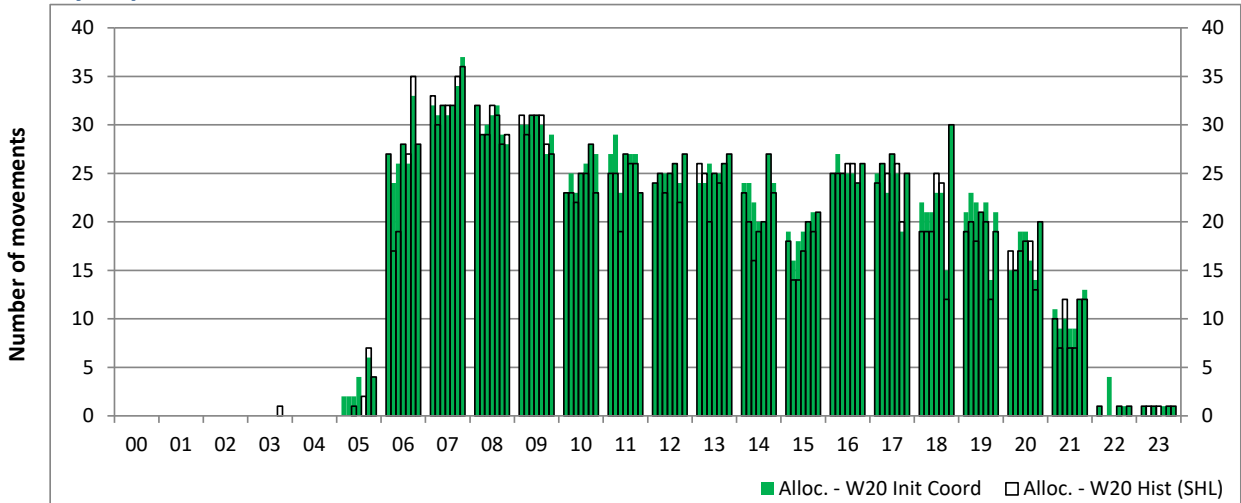
Time: UTC



Hour of day (24 hour format)

## Hourly Departure Allocation

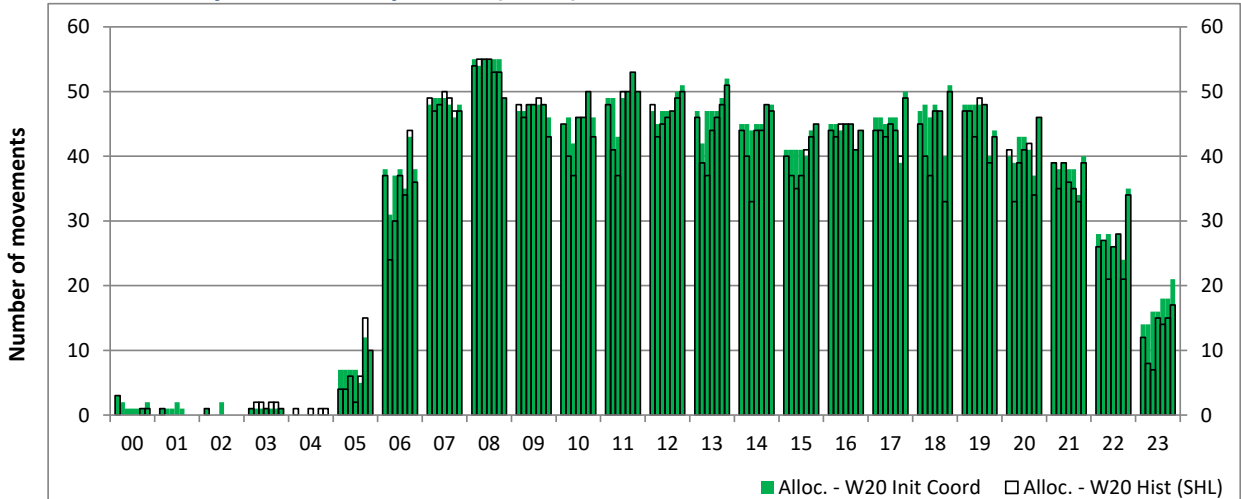
Time: UTC



Hour of day (24 hour format)

## Combined Hourly Arrival & Departure (Total) Allocation

Time: UTC



Hour of day (24 hour format)



# Peak Week - Passengers Histogram

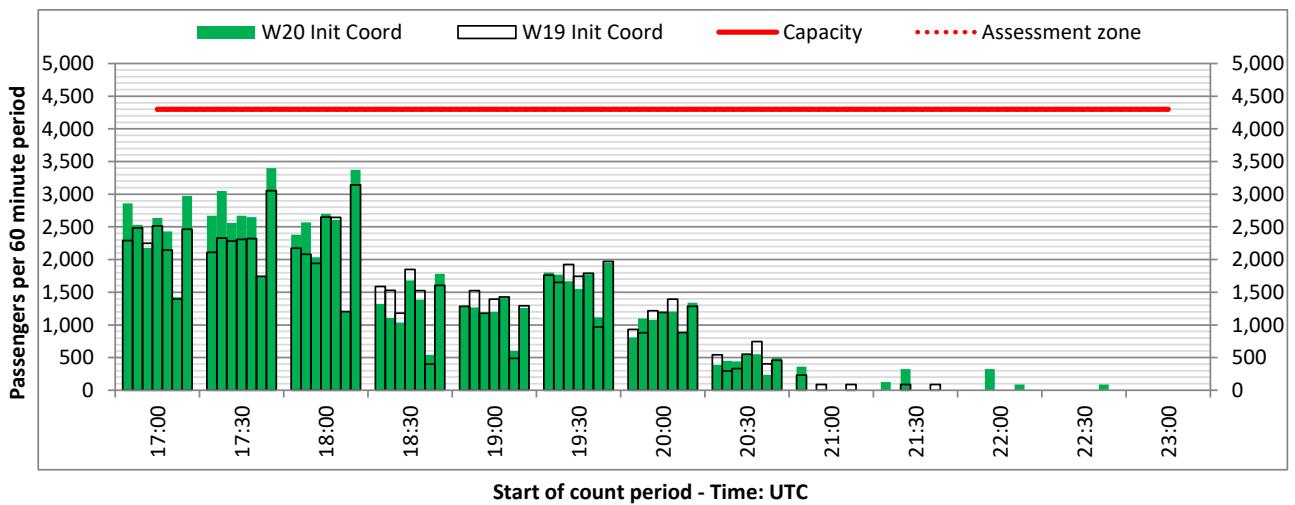
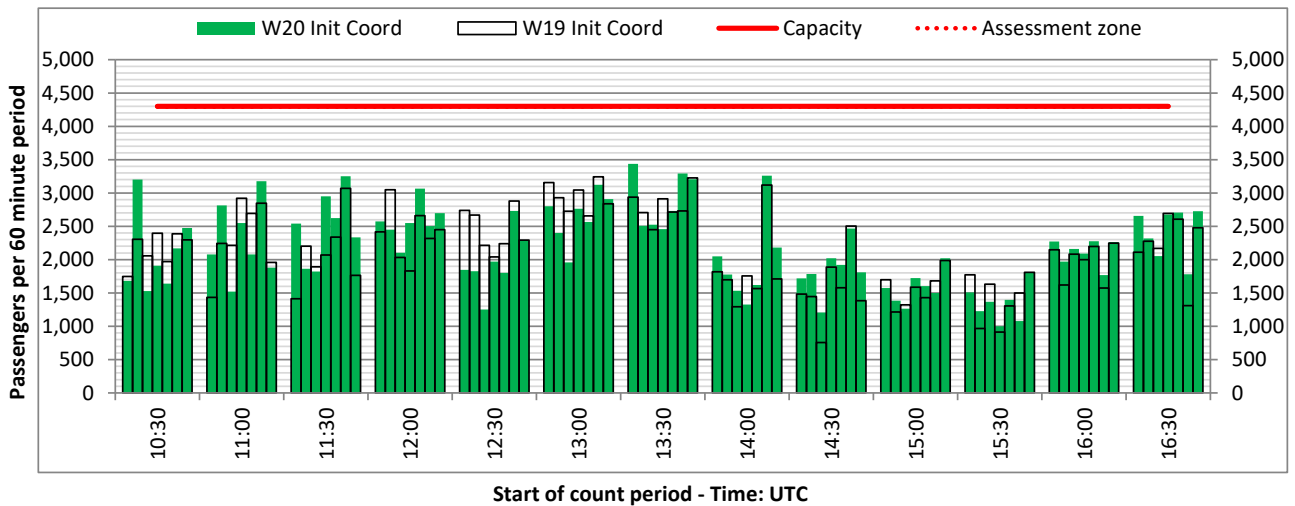
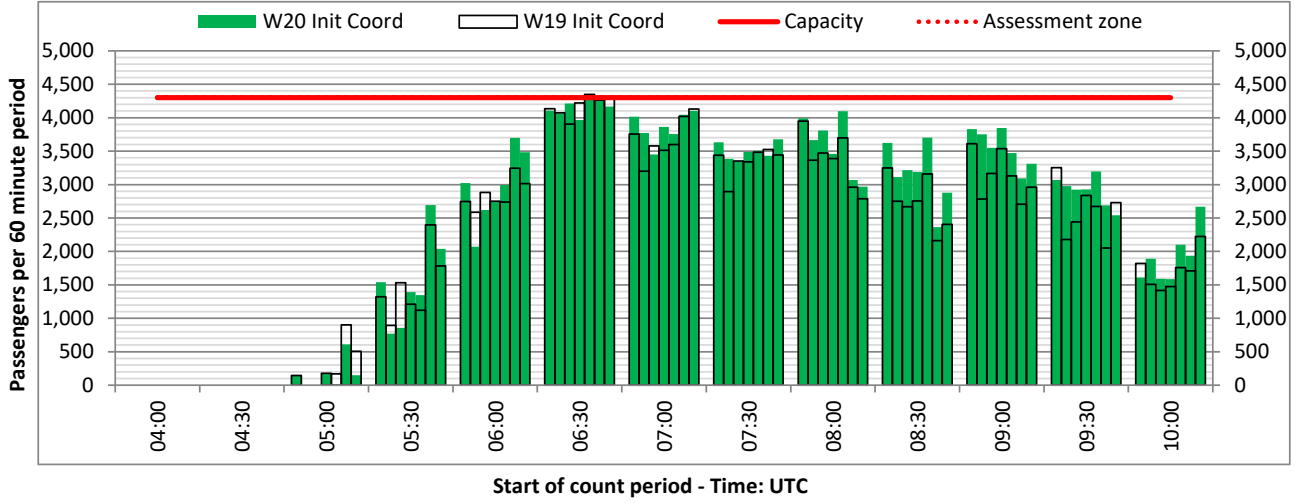
DEPARTURE - 60 minute count rolling every 30 mins (T60/30)



North Terminal

Operators: All Operators

Days: 1234567



# Peak Week - Passengers Histogram

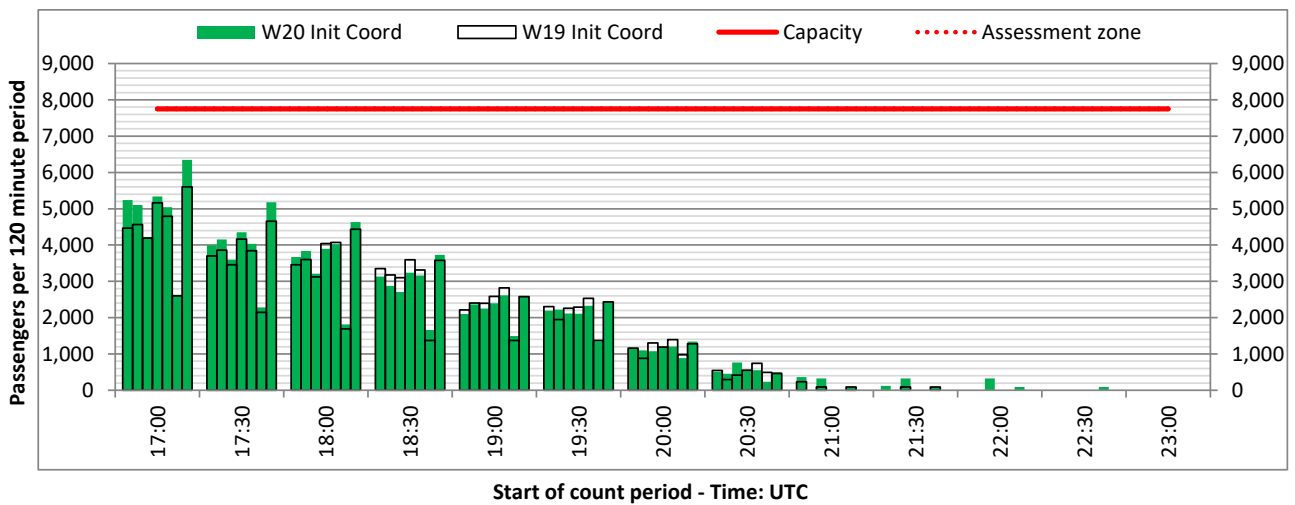
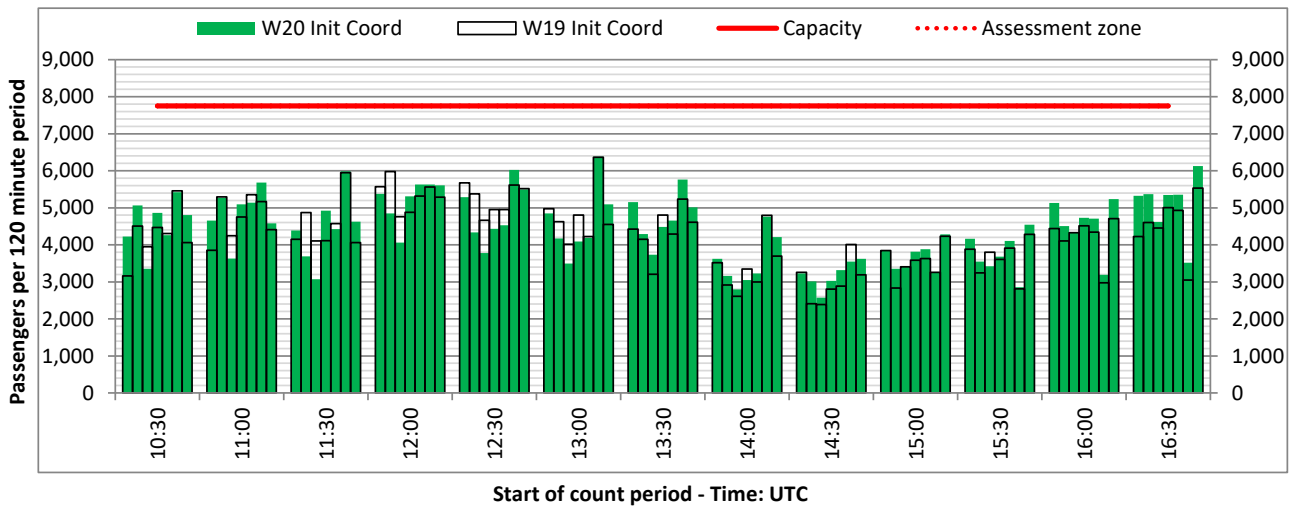
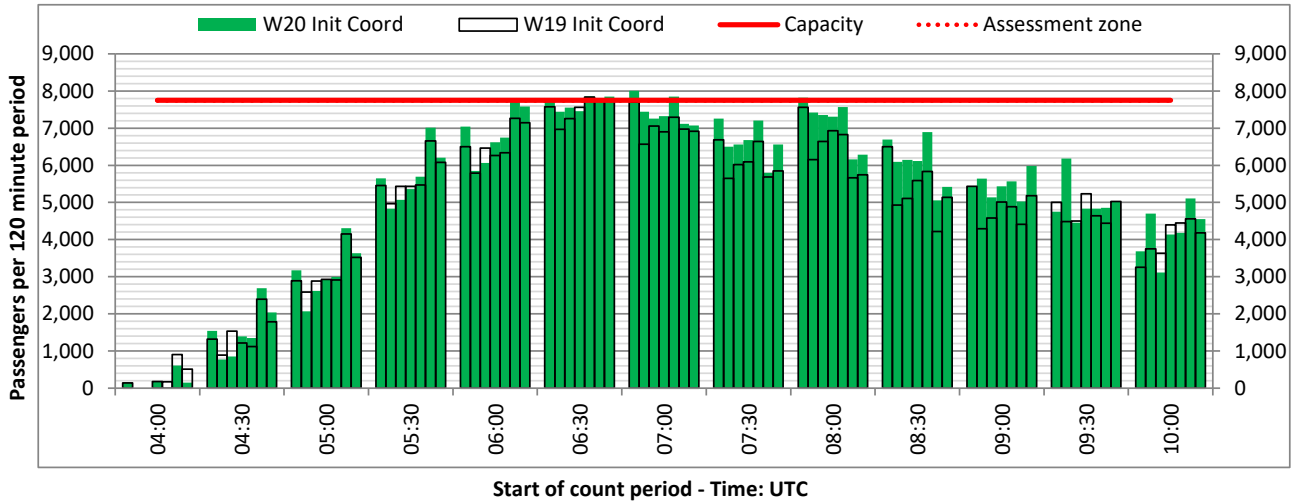
DEPARTURE - 120 minute count rolling every 30 mins (T120/30)



North Terminal

Operators: All Operators

Days: 1234567



# Peak Week - Passengers Histogram

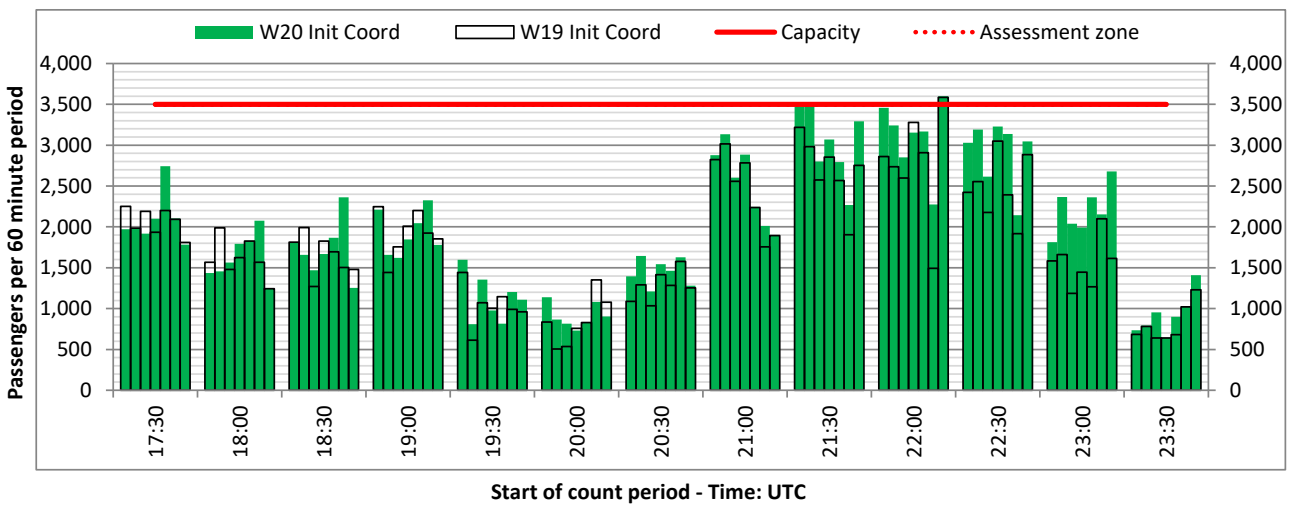
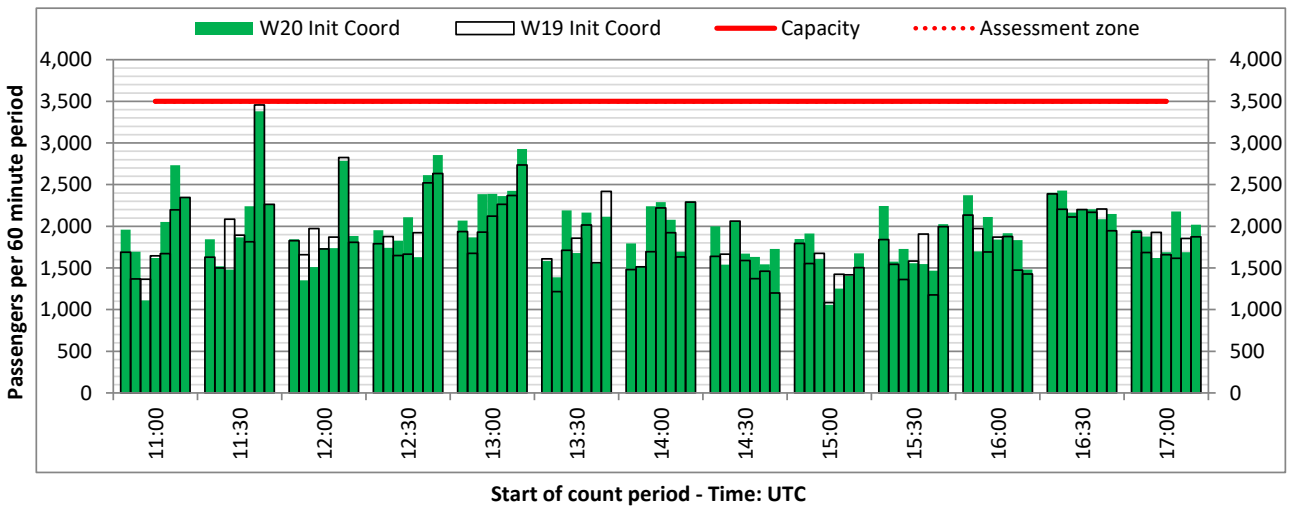
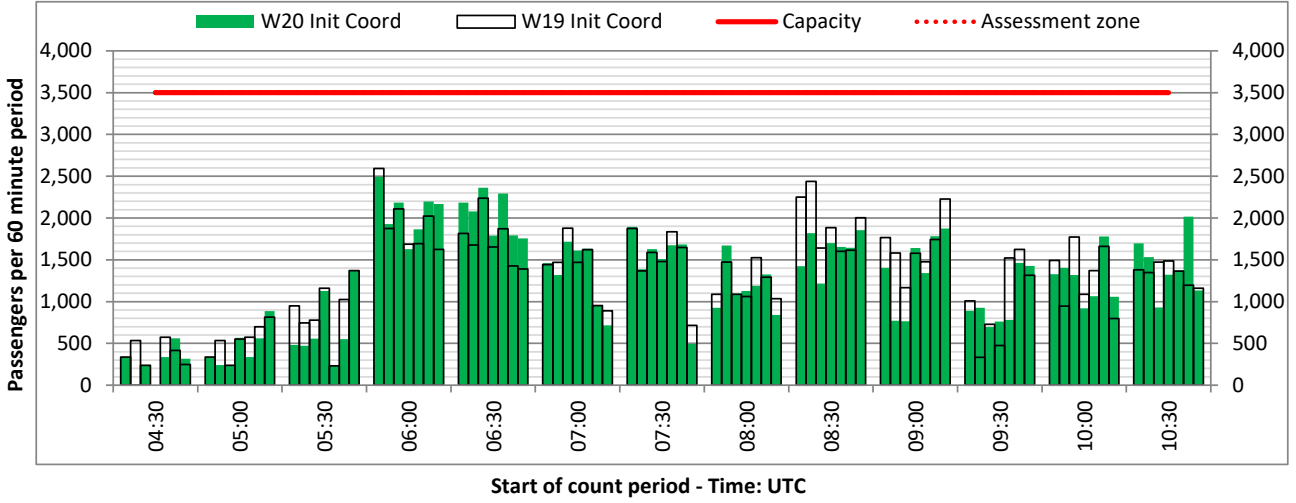
ARRIVAL - 60 minute count rolling every 30 mins (T60/30)



North International

Operators: All Operators

Days: 1234567



# Peak Week - Passengers Histogram

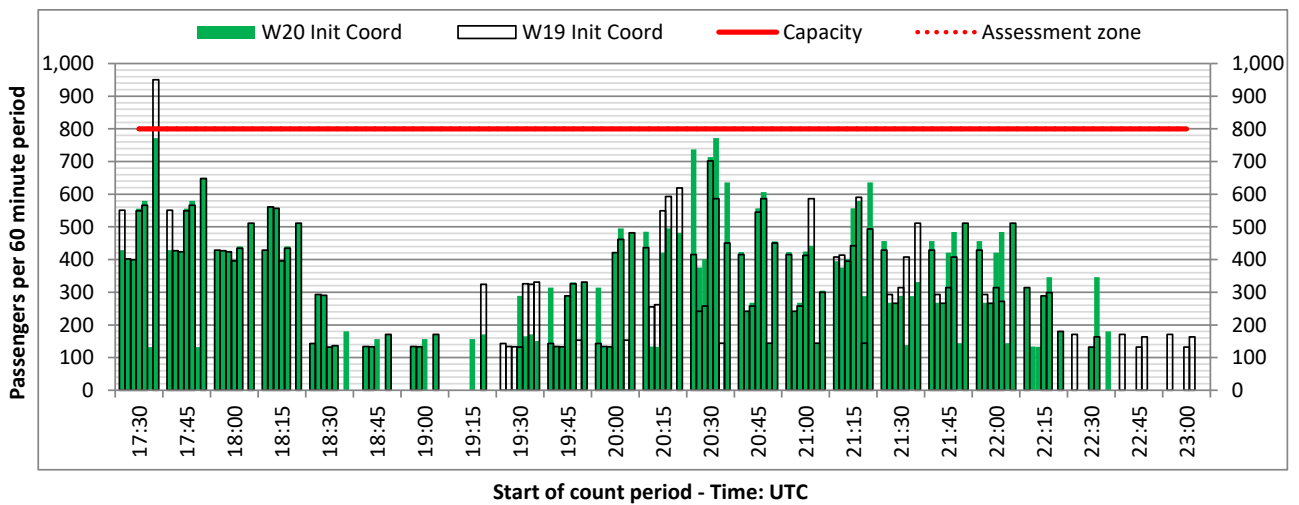
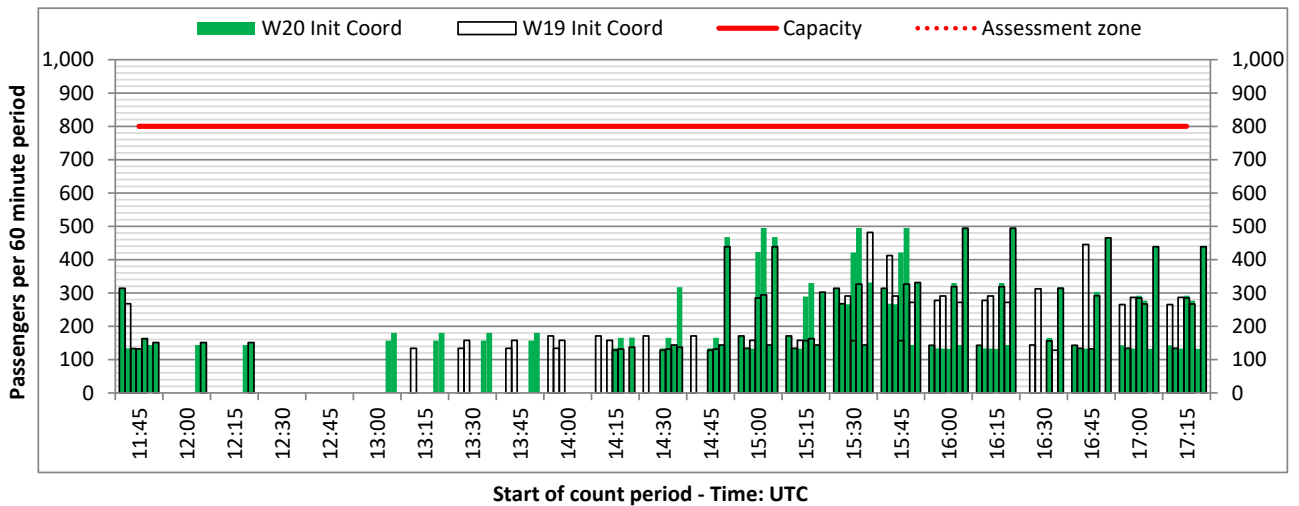
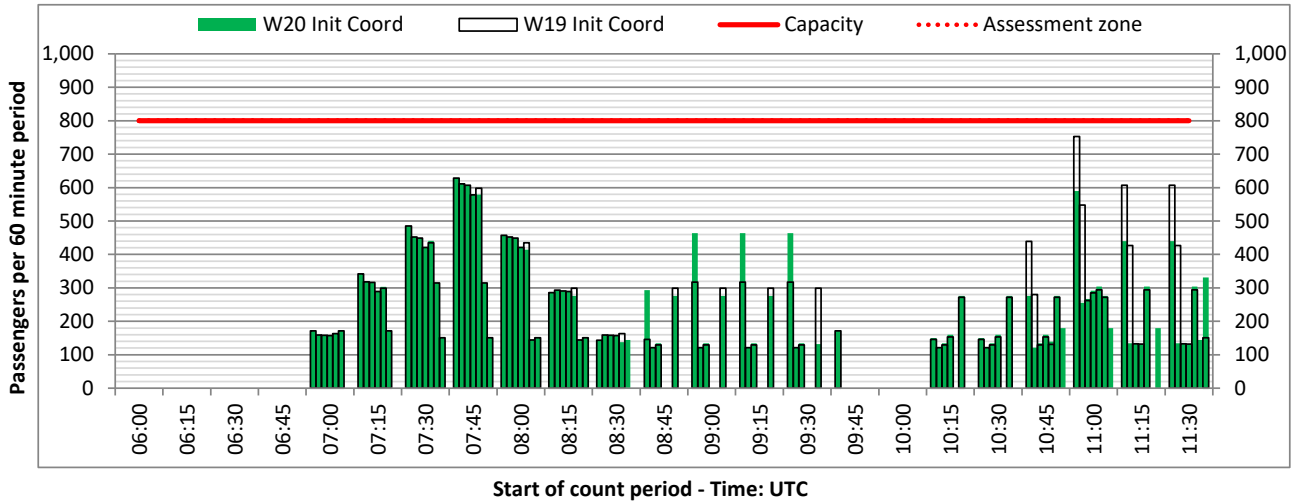
ARRIVAL - 60 minute count rolling every 15 mins (T60/15)



North Domestic

Operators: All Operators

Days: 1234567



# Peak Week - Passengers Histogram

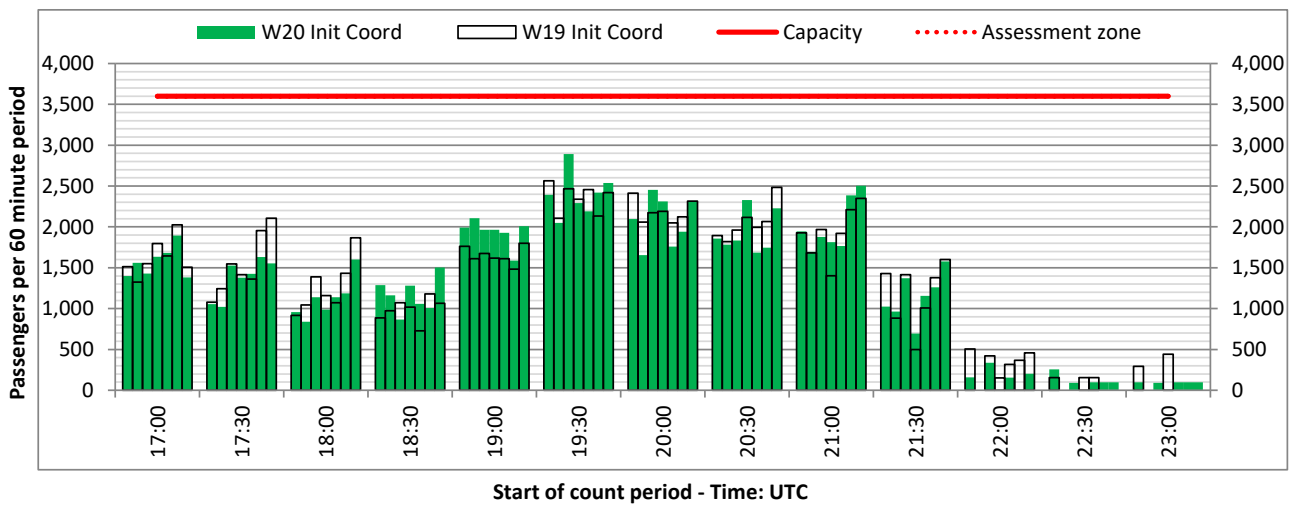
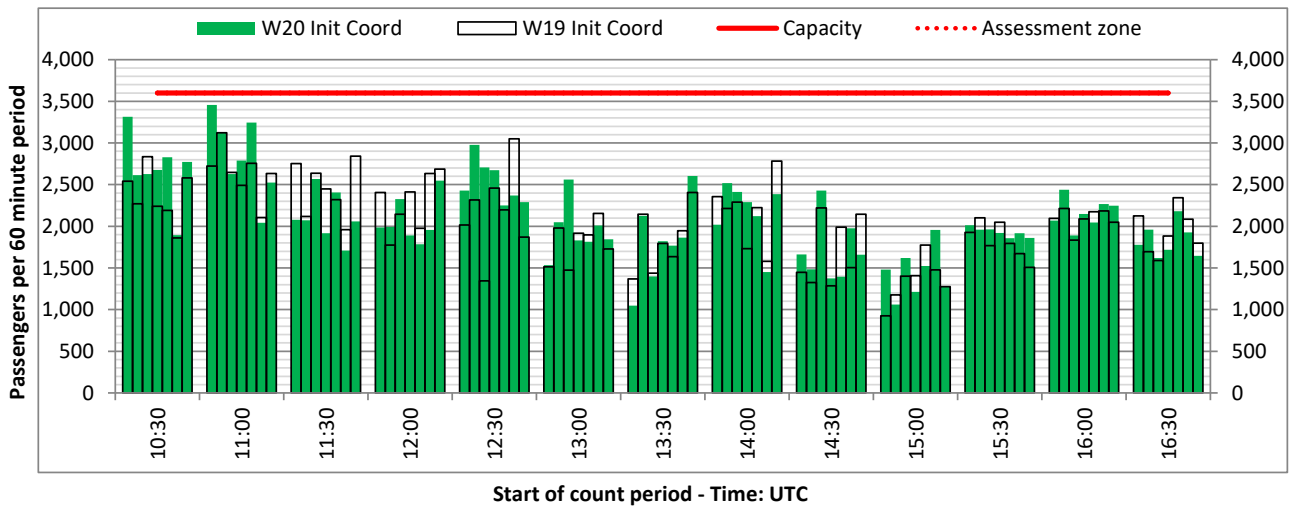
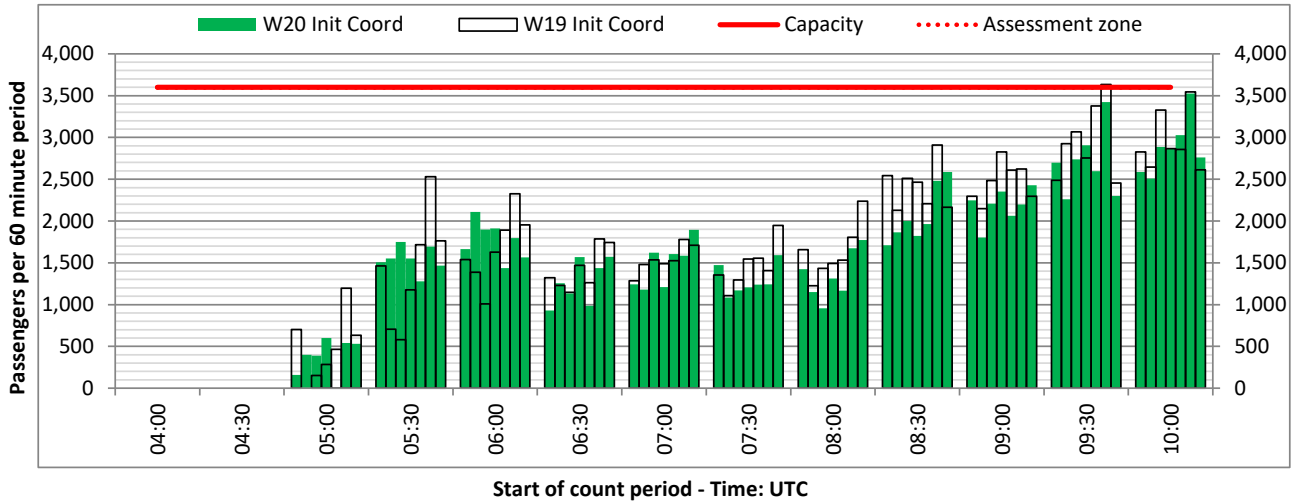
DEPARTURE - 60 minute count rolling every 30 mins (T60/30)



South Terminal

Operators: All Operators

Days: 1234567



# Peak Week - Passengers Histogram

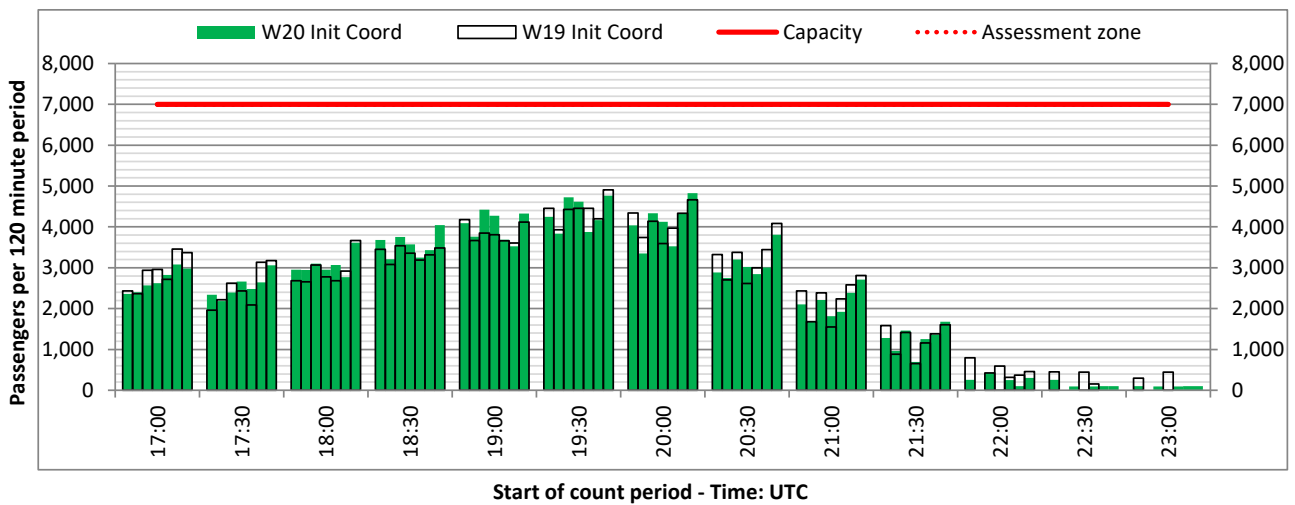
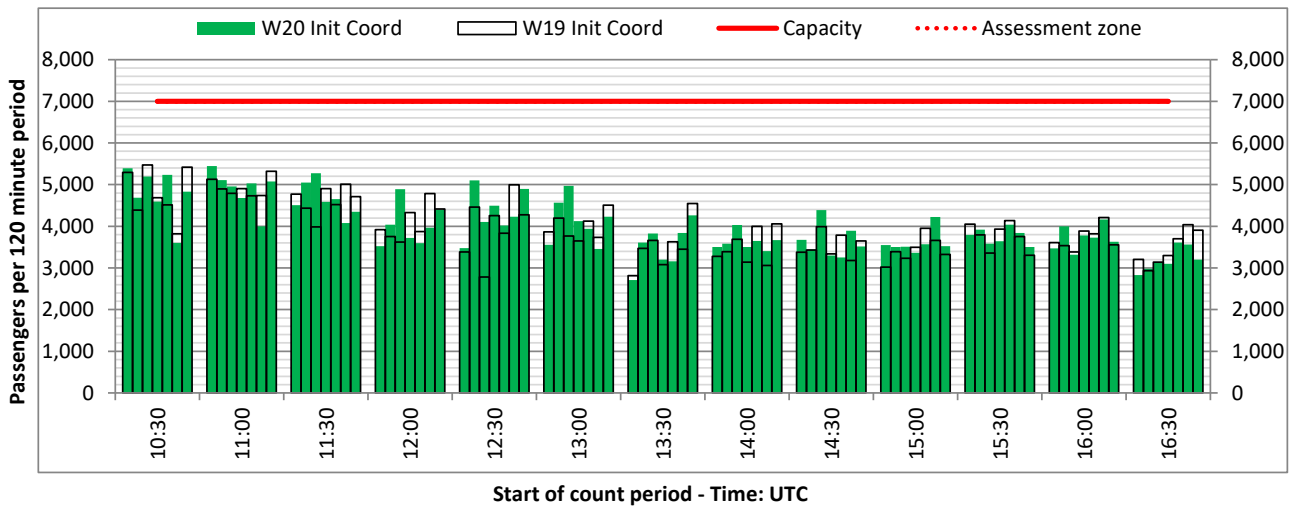
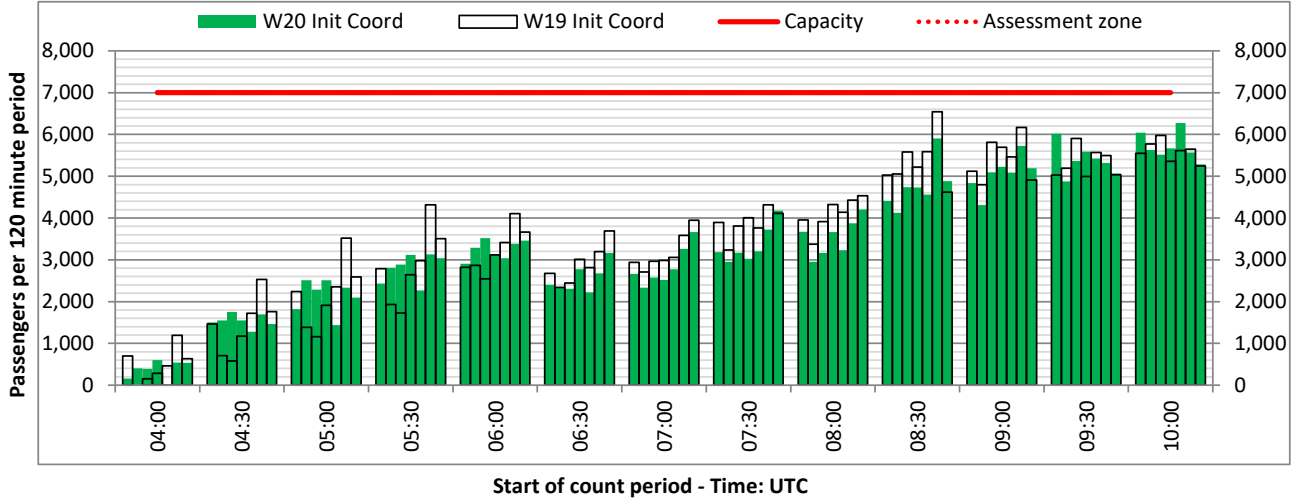
DEPARTURE - 120 minute count rolling every 30 mins (T120/30)



South Terminal

Operators: All Operators

Days: 1234567



# Peak Week - Passengers Histogram

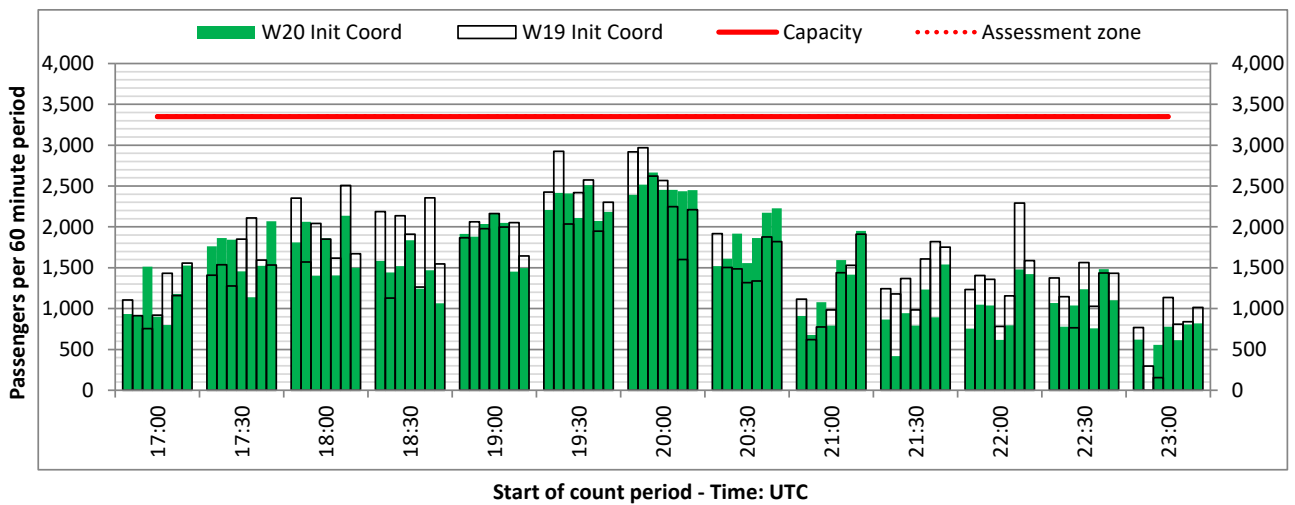
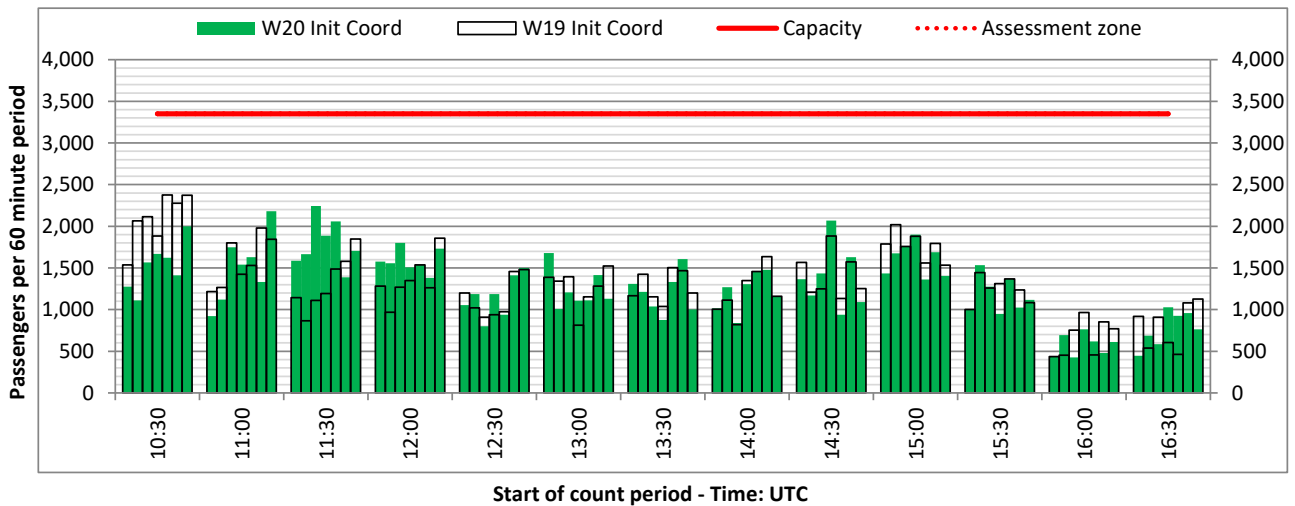
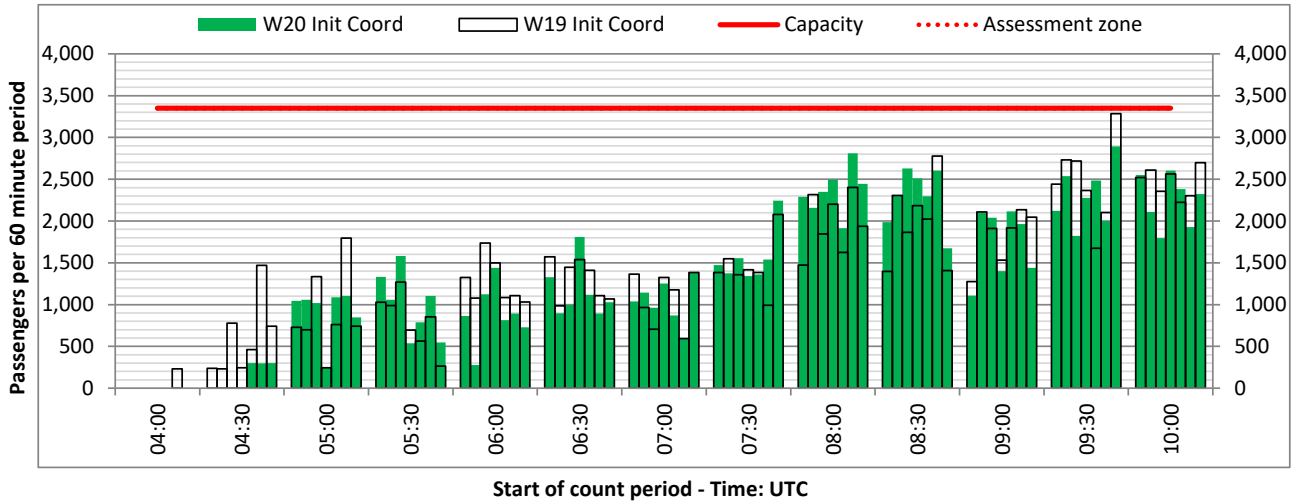
ARRIVAL - 60 minute count rolling every 30 mins (T60/30)



South International

Operators: All Operators

Days: 1234567



# Peak Week - Passengers Histogram

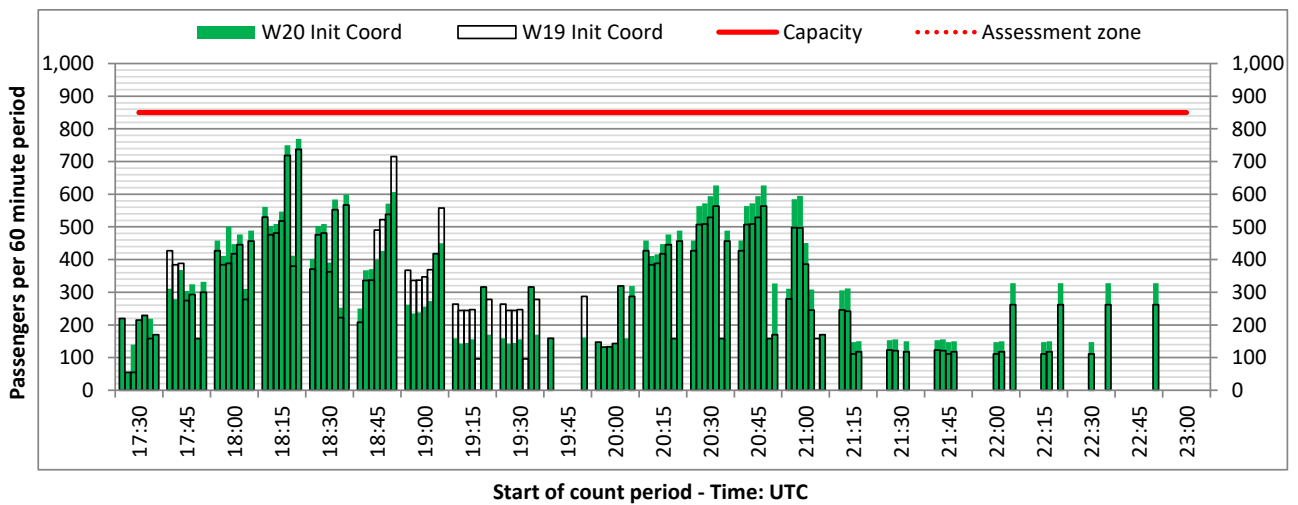
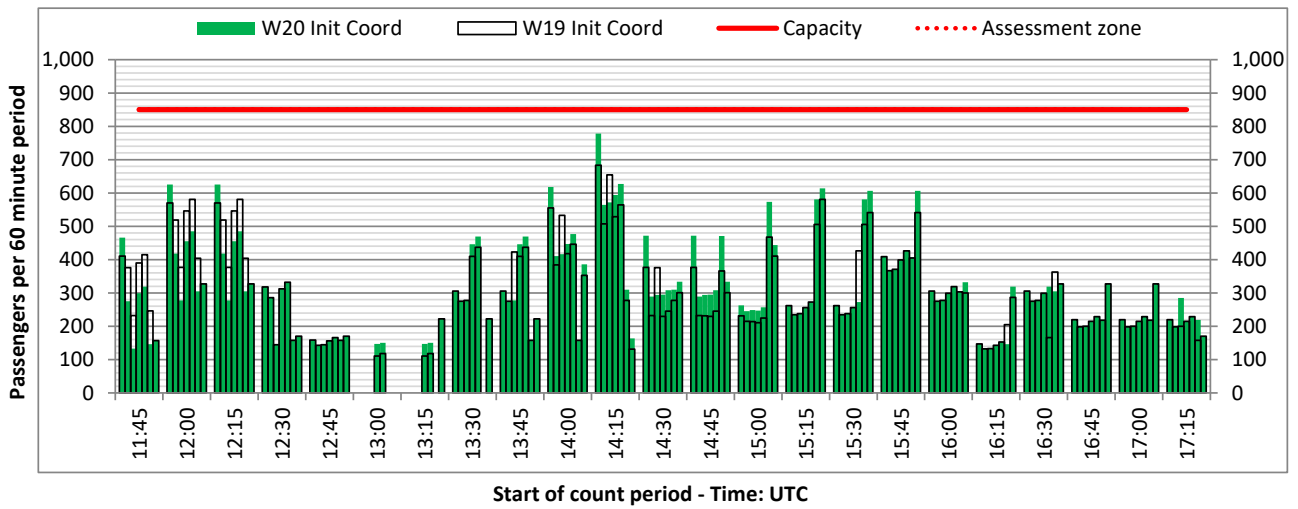
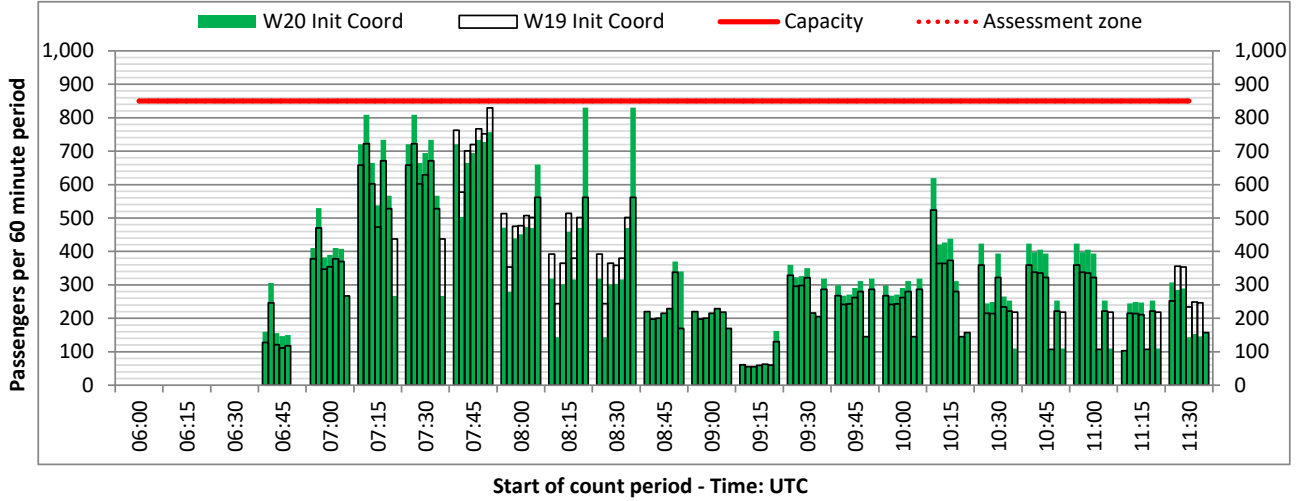
ARRIVAL - 60 minute count rolling every 15 mins (T60/15)



South Domestic

Operators: All Operators

Days: 1234567





# Glossary



<b>Air Transport Movement (ATM)</b>	Any aircraft movement which is either a scheduled or chartered passenger or cargo flight.
<b>Common Travel Area (CTA)</b>	Origin or Destination is in Republic of Ireland or the Channel Islands.
<b>Demand</b>	Unconstrained demand before any schedule adjustments have been made.
<b>"Fill-in"</b>	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".
<b>Hist (SHL)</b>	Snapshot of historic schedule rolled over from end of the previous equivalent season - as advised to airlines in the SHLs.
<b>ICAO Size A</b>	Aircraft with wingspan between 0.00m - 14.99m.
<b>ICAO Size B</b>	Aircraft with wingspan between 15.00m - 23.99m.
<b>ICAO Size C</b>	Aircraft with wingspan between 24.00m - 35.99m.
<b>ICAO Size D</b>	Aircraft with wingspan between 36.00m - 51.99m.
<b>ICAO Size E</b>	Aircraft with wingspan between 52.00m - 64.99m.
<b>ICAO Size F</b>	Aircraft with wingspan between 65.00m - 80.00m.
<b>Init Coord</b>	Snapshot of schedule immediately after Initial Coordination is completed - as advised to airlines in the SALs.
<b>Passenger Air Transport Movement (PATM)</b>	Any aircraft movement which is either a scheduled or chartered passenger flight.
<b>Start</b>	Snapshot of schedule shortly before the start of the scheduling season (exact date given below where used).
<b>Time: Local</b>	Times shown are in LOCAL time for the airport/scheduling season.
<b>Time: UTC</b>	Times shown are in Universal Time Constant (UTC).

## Data snapshot descriptions

<b>W19 Init Coord</b>	W19 schedule as cleared on Wed 05-Jun-19.
<b>W20 Hist (SHL)</b>	W20 schedule as cleared on Fri 03-Apr-20.
<b>W20 Init Coord</b>	W20 schedule as cleared on Wed 03-Jun-20.

<b>Peak Week</b>	Peak week for W19 is Mon 16-Dec-19 to Sun 22-Dec-19. Peak week for W20 is Mon 14-Dec-20 to Sun 20-Dec-20.
------------------	--

## **For ACL use**

	Airport-Season-Branch-Resource	From date	To date	Time
Full Season Rep 1	LGW-W19-SAL Premerge-Standard	Sun 27-Oct-2019	Sat 28-Mar-2020	UTC
Full Season Rep 2	LGW-W20-SHL-Standard	Sun 25-Oct-2020	Sat 27-Mar-2021	UTC
Full Season Rep 3	LGW-W20-SAL Premerge-Standard	Sun 25-Oct-2020	Sat 27-Mar-2021	UTC
	Airport-Season-Branch-Resource	From date	To date	Time
Peak Week Rep 1	LGW-W19-SAL Premerge-Standard	Mon 16-Dec-2019	Sun 22-Dec-2019	UTC
Peak Week Rep 2	LGW-W20-SHL-Standard	Mon 14-Dec-2020	Sun 20-Dec-2020	UTC
Peak Week Rep 3	LGW-W20-SAL Premerge-Standard	Mon 14-Dec-2020	Sun 20-Dec-2020	UTC