

London City Airport (LCY)

Summer 2017 (S17)



Start of Season Report

Report Date: Fri 24-Mar-2017

Headlines

	S17 Start	vs. S16 Start	vs. S16 End
Total Air Transport Movements (Passenger & Freight)	46,486	▼ -10.6%	▼ -5.6%
Total Passenger Air Transport Movements	46,486	▼ -10.6%	▼ -5.6%
Total Passenger Air Transport Movement Seats	3,993,599	▼ -7.6%	▼ -2.8%
Average Seats per Passenger Air Transport Movement	85.91	▲ 3.5%	▲ 3.0%
Percentage of allocated slots cleared as requested (OK)	94.47%		

Contents

Page	Content
2	Runway Scheduling Limits
3	Coordinator's Report
4	ATM Allocation by Operator (Full season and Peak Week Comparison)
5	Peak Week - Allocation and Slot Adjustment Distribution by Operator
6	Significant Route Changes
7	Full Season - Aircraft Size Analysis
8	Full Season - Seasonality
9	Peak Week - Hourly Runway Allocation
10	Peak Week - Hourly Runway Allocation Comparison (S17 Start vs. S16 Start)
11	Peak Week - Hourly Runway Allocation Comparison (S17 Start vs. S16 End)
12	Peak Week Histogram - Arrival Movements (R60/5) - All Terminals - AM Peak - All Operators
13	Peak Week Histogram - Arrival Movements (R15/5) - All Terminals - AM Peak - All Operators
14	Peak Week Histogram - Departure Movements (R60/5) - All Terminals - AM Peak - All Operators
15	Peak Week Histogram - Departure Movements (R15/5) - All Terminals - AM Peak - All Operators
16	Peak Week Histogram - Arrival Movements (R60/5) - All Terminals - PM Peak - All Operators
17	Peak Week Histogram - Arrival Movements (R15/5) - All Terminals - PM Peak - All Operators
18	Peak Week Histogram - Departure Movements (R60/5) - All Terminals - PM Peak - All Operators
19	Peak Week Histogram - Departure Movements (R15/5) - All Terminals - PM Peak - All Operators
20	Glossary

S16 scheduling season runs from Sun 27-Mar-2016 to Sat 29-Oct-2016 (217 days).

S17 scheduling season runs from Sun 26-Mar-2017 to Sat 28-Oct-2017 (217 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

S16 Arrivals								Change: S16 to S17								S17 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
04	0	0	0	0	0	0	0	04								04	0	0	0	0	0	0	0
05	6	6	6	6	6	6	0	05								05	6	6	6	6	6	6	0
06	19	19	19	19	19	19	0	06	1	1	1	1	1	1		06	20	20	20	20	20	20	0
07	19	19	19	19	19	19	0	07	1	1	1	1	1	1		07	20	20	20	20	20	20	0
08	19	19	19	19	19	19	0	08	1	1	1	1	1	1		08	20	20	20	20	20	20	0
09	19	19	19	19	19	19	0	09	1	1	1	1	1	1		09	20	20	20	20	20	20	0
10	19	19	19	19	19	19	0	10	1	1	1	1	1	1		10	20	20	20	20	20	20	0
11	19	19	19	19	19	19	19	11	1	1	1	1	1	1	1	11	20	20	20	20	20	20	20
12	19	19	19	19	19	0	19	12	1	1	1	1	1		1	12	20	20	20	20	20	0	20
13	19	19	19	19	19	0	19	13	1	1	1	1	1		1	13	20	20	20	20	20	0	20
14	19	19	19	19	19	0	19	14	1	1	1	1	1		1	14	20	20	20	20	20	0	20
15	19	19	19	19	19	0	19	15	1	1	1	1	1		1	15	20	20	20	20	20	0	20
16	19	19	19	19	19	0	19	16	1	1	1	1	1		1	16	20	20	20	20	20	0	20
17	19	19	19	19	19	0	19	17	1	1	1	1	1		1	17	20	20	20	20	20	0	20
18	19	19	19	19	19	0	19	18	1	1	1	1	1		1	18	20	20	20	20	20	0	20
19	19	19	19	19	19	0	19	19	1	1	1	1	1		1	19	20	20	20	20	20	0	20
20	19	19	19	19	19	0	19	20	1	1	1	1	1		1	20	20	20	20	20	20	0	20
21	0	0	0	0	0	0	0	21								21	0	0	0	0	0	0	0

S16 Departures								Change: S16 to S17								S17 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
04	0	0	0	0	0	0	0	04								04	0	0	0	0	0	0	0
05	6	6	6	6	6	6	0	05								05	6	6	6	6	6	6	0
06	19	19	19	19	19	19	0	06	1	1	1	1	1	1		06	20	20	20	20	20	20	0
07	19	19	19	19	19	19	0	07	1	1	1	1	1	1		07	20	20	20	20	20	20	0
08	19	19	19	19	19	19	0	08	1	1	1	1	1	1		08	20	20	20	20	20	20	0
09	19	19	19	19	19	19	0	09	1	1	1	1	1	1		09	20	20	20	20	20	20	0
10	19	19	19	19	19	19	0	10	1	1	1	1	1	1		10	20	20	20	20	20	20	0
11	19	19	19	19	19	19	19	11	1	1	1	1	1	1	1	11	20	20	20	20	20	20	20
12	19	19	19	19	19	0	19	12	1	1	1	1	1		1	12	20	20	20	20	20	0	20
13	19	19	19	19	19	0	19	13	1	1	1	1	1		1	13	20	20	20	20	20	0	20
14	19	19	19	19	19	0	19	14	1	1	1	1	1		1	14	20	20	20	20	20	0	20
15	19	19	19	19	19	0	19	15	1	1	1	1	1		1	15	20	20	20	20	20	0	20
16	19	19	19	19	19	0	19	16	1	1	1	1	1		1	16	20	20	20	20	20	0	20
17	19	19	19	19	19	0	19	17	1	1	1	1	1		1	17	20	20	20	20	20	0	20
18	19	19	19	19	19	0	19	18	1	1	1	1	1		1	18	20	20	20	20	20	0	20
19	19	19	19	19	19	0	19	19	1	1	1	1	1		1	19	20	20	20	20	20	0	20
20	19	19	19	19	19	0	19	20	1	1	1	1	1		1	20	20	20	20	20	20	0	20
21	0	0	0	0	0	0	0	21								21	0	0	0	0	0	0	0

S16 Totals								Change: S16 to S17								S17 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
04	0	0	0	0	0	0	0	04								04	0	0	0	0	0	0	0
05	6	6	6	6	6	6	0	05								05	6	6	6	6	6	6	0
06	38	38	38	38	38	38	0	06	1	1	1	1	1	1		06	39	39	39	39	39	39	0
07	38	38	38	38	38	38	0	07	1	1	1	1	1	1		07	39	39	39	39	39	39	0
08	38	38	38	38	38	38	0	08	1	1	1	1	1	1		08	39	39	39	39	39	39	0
09	38	38	38	38	38	38	0	09	1	1	1	1	1	1		09	39	39	39	39	39	39	0
10	38	38	38	38	38	38	0	10	1	1	1	1	1	1		10	39	39	39	39	39	39	0
11	38	38	38	38	38	38	38	11	1	1	1	1	1	1	1	11	39	39	39	39	39	39	39
12	38	38	38	38	38	0	38	12	1	1	1	1	1		1	12	39	39	39	39	39	0	39
13	38	38	38	38	38	0	38	13	1	1	1	1	1		1	13	39	39	39	39	39	0	39
14	38	38	38	38	38	0	38	14	1	1	1	1	1		1	14	39	39	39	39	39	0	39
15	38	38	38	38	38	0	38	15	1	1	1	1	1		1	15	39	39	39	39	39	0	39
16	38	38	38	38	38	0	38	16	1	1	1	1	1		1	16	39	39	39	39	39	0	39
17	38	38	38	38	38	0	38	17	1	1	1	1	1		1	17	39	39	39	39	39	0	39
18	38	38	38	38	38	0	38	18	1	1	1	1	1		1	18	39	39	39	39	39	0	39
19	38	38	38	38	38	0	38	19	1	1	1	1	1		1	19	39	39	39	39	39	0	39
20	38	38	38	38	38	0	38	20	1	1	1	1	1		1	20	39	39	39	39	39	0	39
21	0	0	0	0	0	0	0	21								21	0	0	0	0	0	0	0

Coordinator's Report



Total demand	46,486	slots		
Total slots allocated	46,486	slots	100.00%	of total demand
Number of slots cleared OK	43,914	slots	94.47%	of total slots cleared

Slots adjusted (not OK) due to:

RUNWAY constraints	1,512	slots	58.8%	of total slots adjusted
TERMINAL constraints	-	slots	0.0%	of total slots adjusted
STAND constraints	28	slots	1.1%	of total slots adjusted
NIGHT constraints	-	slots	0.0%	of total slots adjusted
OTHER constraints	1	slots	0.0%	of total slots adjusted
ARR/DEP TURNAROUND feasibility	1,031	slots	40.1%	of total slots adjusted

Executive Summary

Summer 2017 has seen a 4.2% reduction in flying from Cityjet. This has meant that Cityjet drop to third in the airport ranking behind Flybe. The release of peak hour slots by Cityjet has generated some movement in both the morning and evening peak schedules.

LCY Airport declared an increased hourly runway capacity for Summer 2017 which has worked to relieve some of the restrictiveness of the 60min runway constraint. As a result, the 15min runway constraint has now become more restrictive than in previous years as the limit remained the same as in previous years.

A reduction in outbound departures at the latter end of the morning peak has driven an increase in extended ground time requests which has put more pressure on stand availability during the middle part of the day. The introduction of the C-Series has been delayed again and at time of writing is not due to appear at LCY during Summer 2017.

Runway Constraints

- 60min Arr and Dep constraints are less restrictive than in previous years.
- 60min Total (Arr + Dep) constraint is more restrictive than in previous years (increase of half of one rotation).
- 15min Arr/Dep/Total constraints have become more restrictive (no change vs. previous years).

Terminal Constraints

No Terminal Constraint issues.

Stand Constraints

- There have been a small number of schedule adjustments due to stands being fully allocated.

Night Constraints

No Night Constraint issues.

Other Constraints

- A single slot has been adjusted due to airport opening times.

Arr/Dep Turnaround Feasibility

- The number of 35min ground time requests during the peak periods has increased in S17.

Air Transport Movement Allocation by Operator

Comparison between S16 End vs. S17 Start



Operator	FULL SEASON ALLOCATION								PEAK WEEK ALLOCATION							
	S16 ATMs	S17 ATMs	+/- change	S17 Rank	S16 Seats	S17 Seats	+/- change	S17 Rank	S16 ATMs	S17 ATMs	+/- change	S17 Rank	S16 Seats	S17 Seats	+/- change	S17 Rank
Alitalia	2,016	2,200	184	6	201,600	220,000	18,400	5	68	72	4	6	6,800	7,200	400	5
Aurigny Air Services	658	672	14	10	36,288	32,256	-4,032	11	22	22	0	10	1,584	1,056	-528	11
BA Cityflyer	21,802	20,758	-1,044	1	1,831,156	1,852,074	20,918	1	727	676	-51	1	62,892	60,626	-2,266	1
Blue Islands	758	670	-88	11	36,044	38,160	2,116	10	22	22	0	10	1,012	1,256	244	10
British Airways	604	362	-242	13	19,328	11,584	-7,744	13	22	12	-10	13	704	384	-320	13
Cello Aviation	1	1	0	14	46	46	0	14	-	-	0	14	-	-	0	14
Cityjet	10,137	5,919	-4,218	3	914,657	506,253	-408,404	3	318	186	-132	3	28,446	15,808	-12,638	3
Flybe	5,390	6,500	1,110	2	420,420	507,000	86,580	2	209	212	3	2	16,302	16,536	234	2
KLM Royal Dutch Airlines	-	1,384	1,384	7	-	138,400	138,400	7	-	56	56	7	-	5,600	5,600	7
Lufthansa	1,108	1,126	18	8	104,152	111,474	7,322	8	40	40	0	8	3,760	3,960	200	8
Luxair	2,379	2,280	-99	5	180,804	173,280	-7,524	6	80	80	0	5	6,080	6,080	0	6
SkyWork Airlines	674	892	218	9	26,932	41,468	14,536	9	22	30	8	9	1,100	1,392	292	9
Sun-Air	608	624	16	12	19,456	19,968	512	12	22	22	0	10	704	704	0	12
Swiss International	3,130	3,098	-32	4	317,215	341,636	24,421	4	106	106	0	4	10,552	11,872	1,320	4
TOTAL	49,265	46,486	-2,779		4,108,098	3,993,599	-114,499		1,658	1,536	-122		139,936	132,474	-7,462	

Operators with 0 'ATMs' in both S16 End & S17 Start schedules are included in the table due to appearing in the S16 Start schedule (either with/without allocated slots).

Peak Week - Allocation and Slot Adjustment Distribution by Operator

Schedule: S17 Start



Operator	S17 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		
Alitalia	72	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%	-
Aurigny Air Services	22	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%	-
BA Cityflyer	676	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%	-
Blue Islands	22	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	12	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%	-
Cityjet	186	92.5%	0.5%	5.4%	1.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Flybe	212	80.2%	12.7%	2.4%	4.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
KLM Royal Dutch Airlines	56	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	40	87.5%	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%	0.0%	-
Luxair	80	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%	-
SkyWork Airlines	30	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%	-
Sun-Air	22	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%	-
Swiss International	106	79.2%	20.8%	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	1,536	94.6%	3.6%	1.0%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-

Operators with 0 'allocated ATMs' and 0 'Requests with NO slot allocated' in S17, are included in this list due to having slots allocated in either S16 Start or S16 End schedules.

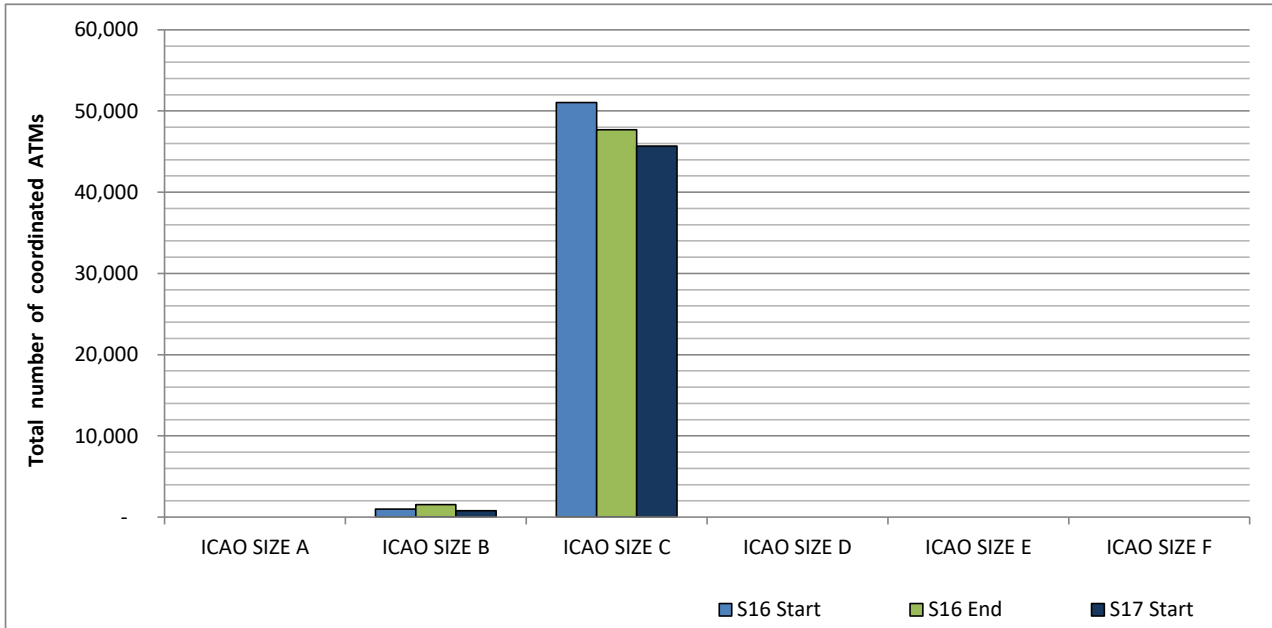
Significant Route Changes

Operator	Category	Description of change from S16 schedule to S17 schedule
Alitalia	CHANGE	Increase frequency on Milan (LIN) from 28x to 30x per week (+2 weekend freq).
BA Cityflyer	NEW	Introduce a 12x per week Milan (LIN) service from late April 2017.
BA Cityflyer	NEW	Introduce a 3x per week service to Skiathos (JSI) during Jun-Aug period.
BA Cityflyer	CHANGE	Increase frequency on Malaga (AGP) from 10x to 12x per week (Jul-Aug).
BA Cityflyer	CHANGE	Increase frequency on Mikonos (JMK) from 4x to 5x per week.
BA Cityflyer	CHANGE	Increase frequency on Palma (PMI) from 11x to 13x per week (Jul-Aug).
BA Cityflyer	CHANGE	Increase frequency on Rotterdam (RTM) from 25x to 26x per week.
BA Cityflyer	CANCELLED	Do not intend to repeat 4x per week Alicante (ALC) service which flew in S16.
BA Cityflyer	CANCELLED	Do not intend to repeat 4x per week Angers (ANE) service which flew in S16.
BA Cityflyer	CANCELLED	Terminate Geneva (GVA) route from LCY from late April 2017.
BA Cityflyer	CANCELLED	Terminate Hamburg (HAM) route from LCY at the start of S17.
BA Cityflyer	CANCELLED	Terminate Madrid (MAD) route from LCY - continued from W16.
British Airways	CHANGE	Reduce frequency on New York (JFK) from 11x to 6x per week (cont'd from W16).
Cityjet	CHANGE	Extend the operating period of Toulon (TLN) from peak (Jun-Aug) to full season.
Cityjet	CHANGE	Increase frequency on Antwerp (ANR) from 18x to 19x per week.
Cityjet	CHANGE	Reduce frequency on Amsterdam (AMS) from 47x to 25x per week.
Cityjet	CANCELLED	Terminate Nantes (NTE) route from LCY.
Cityjet	CANCELLED	Terminate Paris (ORY) route from LCY.
Cityjet	CANCELLED	Terminate Rotterdam (RTM) route from LCY from start of May 2017.
Flybe	NEW	Introduce a 17x per week service to Dusseldorf (DUS) - continued from W16.
Flybe	CHANGE	Increase frequency on Amsterdam (AMS) from 2x to 7x per week.
Flybe	CHANGE	Reduce frequency on Cardiff (CWL) from 19x to 11x per week (same as W16).
Flybe	CANCELLED	Terminate Paris (CDG) route from LCY.
KLM Royal Dutch Airlines	NEW	Introduce Amsterdam (AMS) services - cont'd from W16. Frequency will steadily increase up to 28x per week by September 2017.
SkyWork Airlines	NEW	Introduce a 4x per week Berne (BRN) service operating days 1...45.7
SkyWork Airlines	CHANGE	Drop the Berne (BRN) leg on the 11x per week Basel (BSL) service.

Full Season - Aircraft Size Analysis

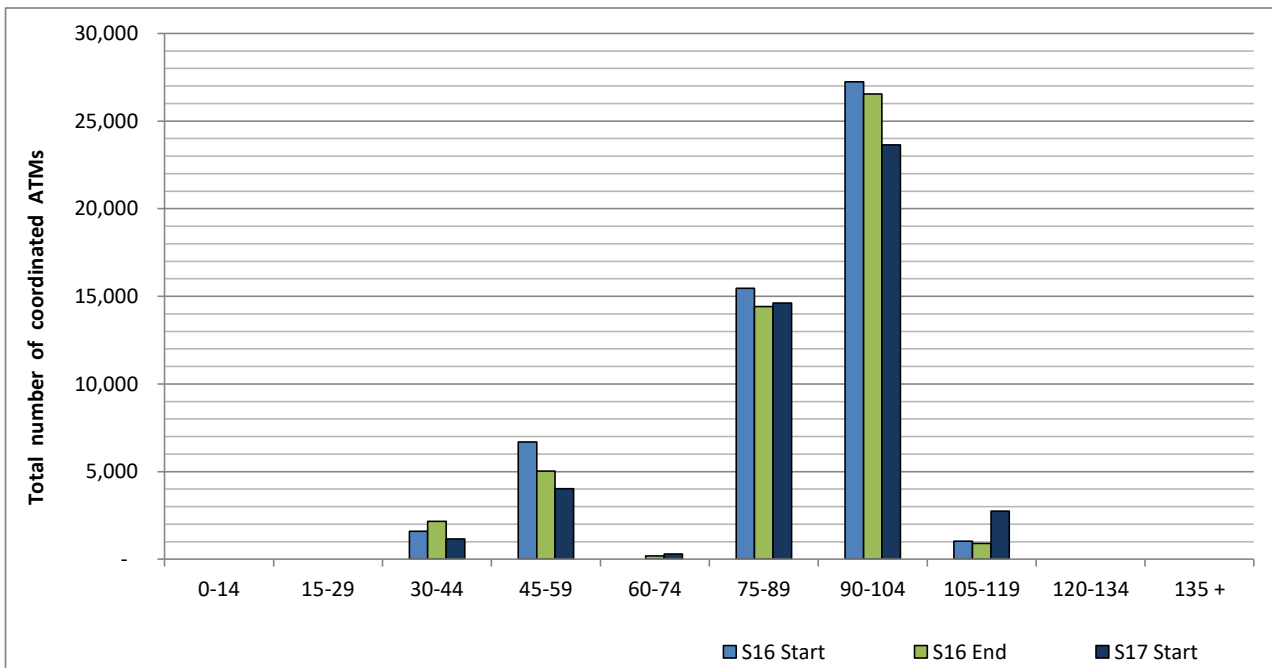


ICAO size designation



Note: See Glossary for definitions of ICAO SIZE groupings

Air Transport Movement seat distribution

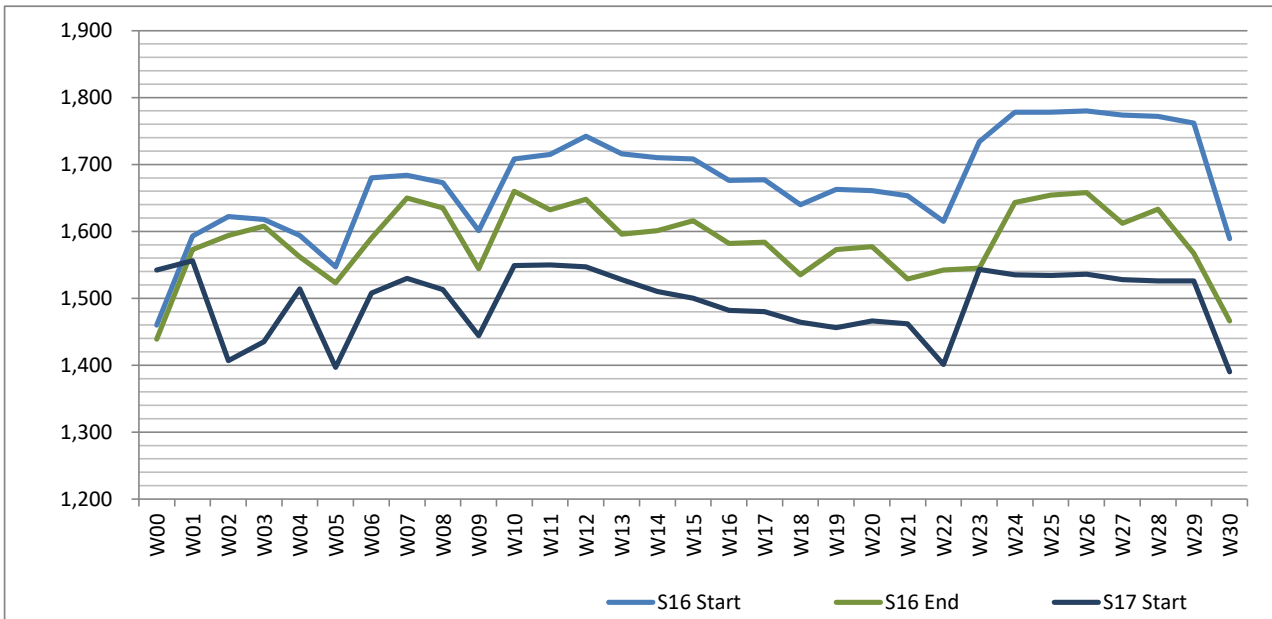


Note: FREIGHT-ONLY services with 0 seats are included in the first seat band '0-14'

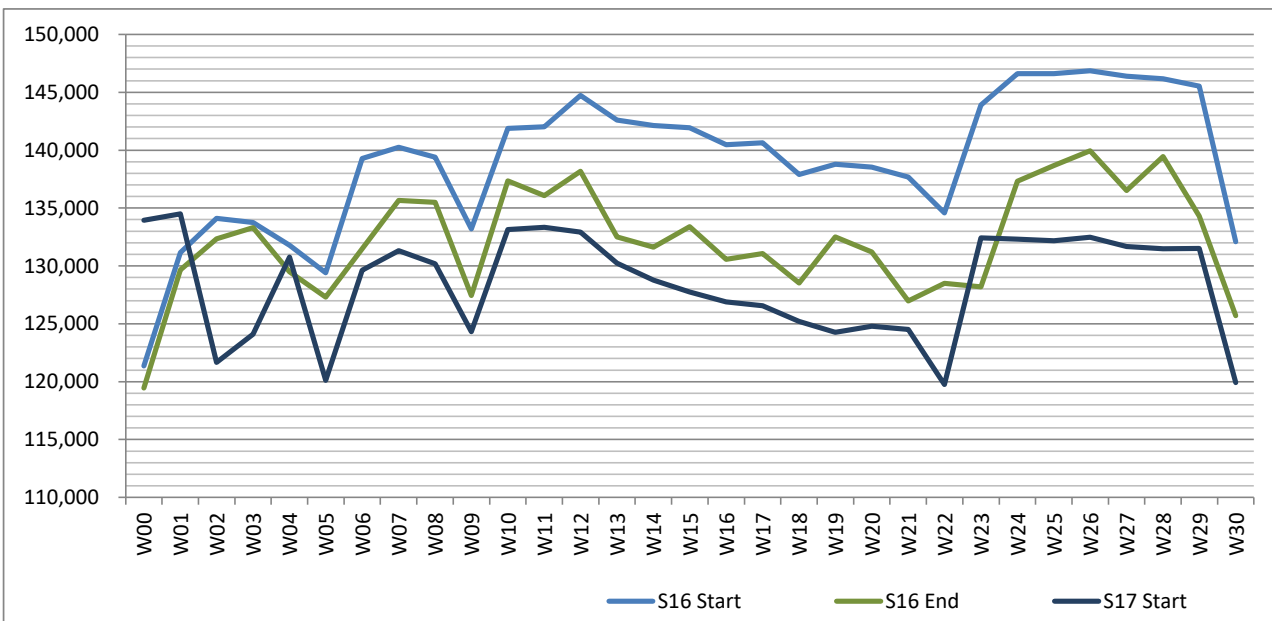
Full Season - Seasonality



Air Transport Movements by week of season



Air Transport Movement Seats by week of season



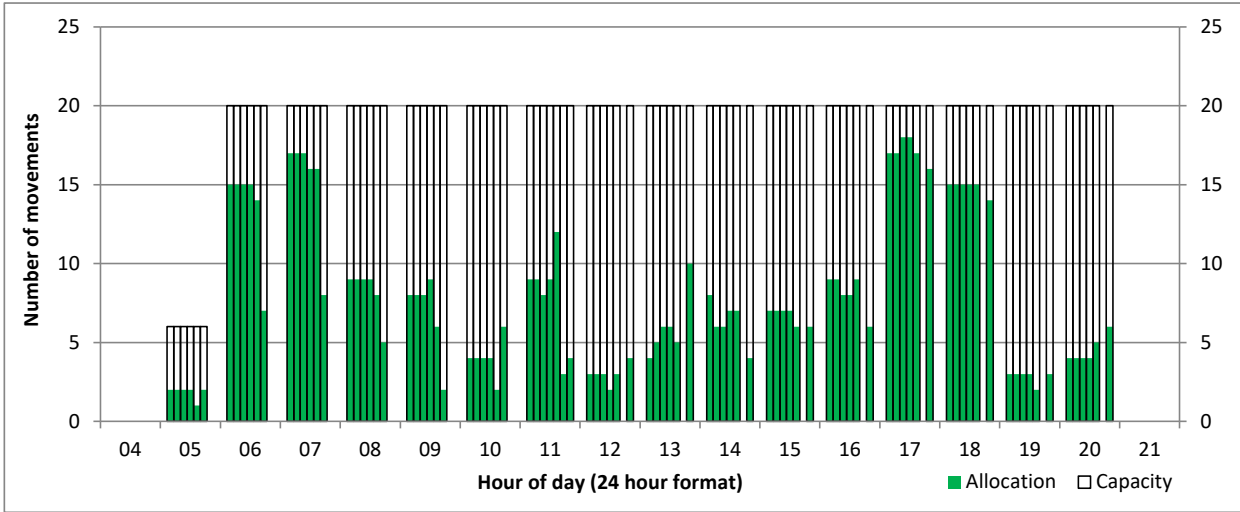
Peak Week - Hourly Runway Allocation

Schedule: S17 Start



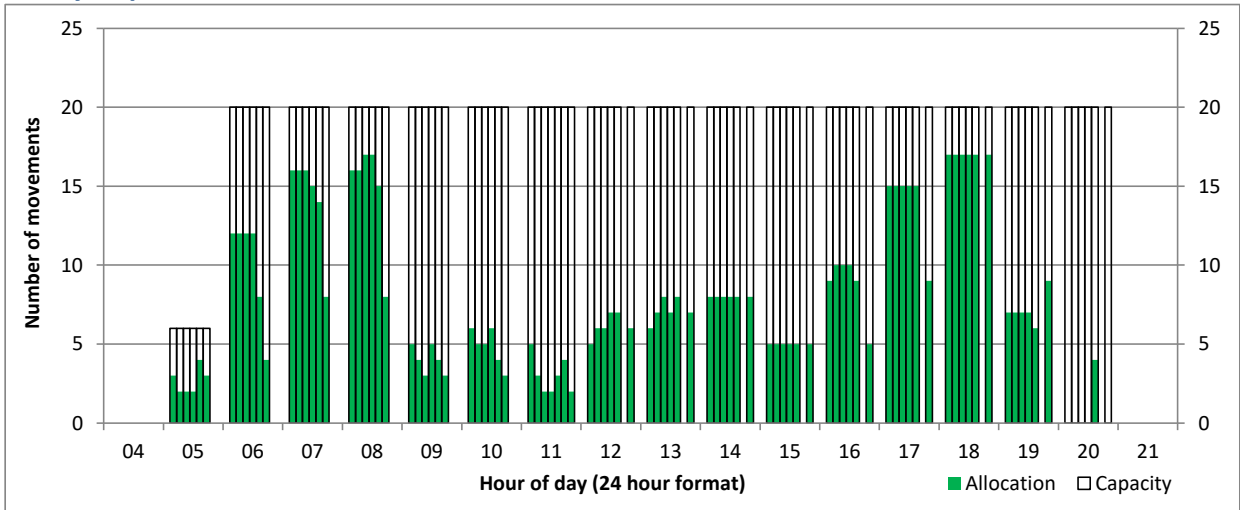
Hourly Arrival Allocation

Time: UTC



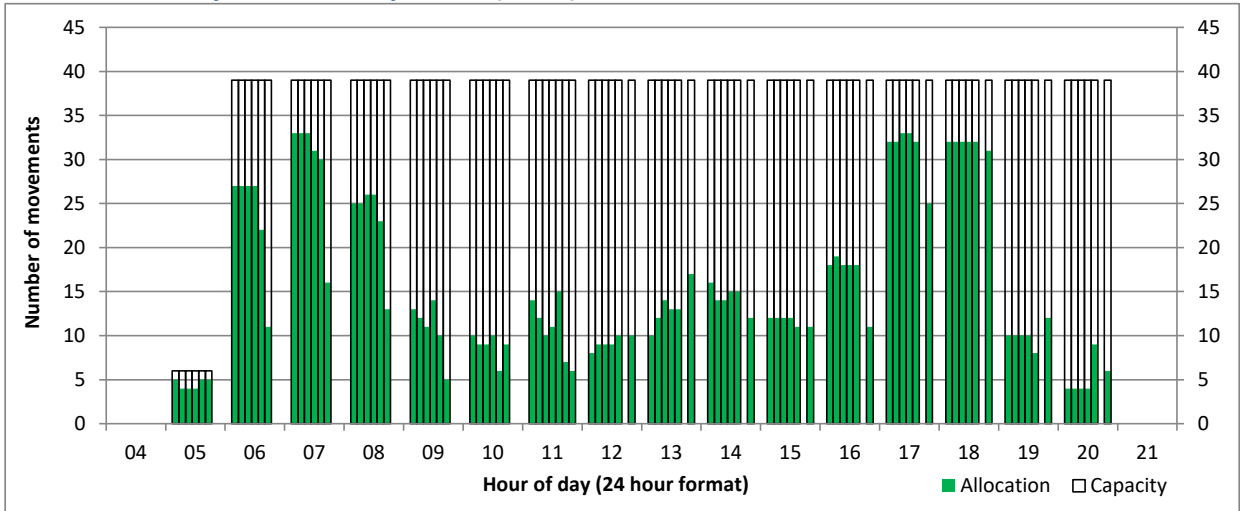
Hourly Departure Allocation

Time: UTC



Combined Hourly Arrival & Departure (Total) Allocation

Time: UTC



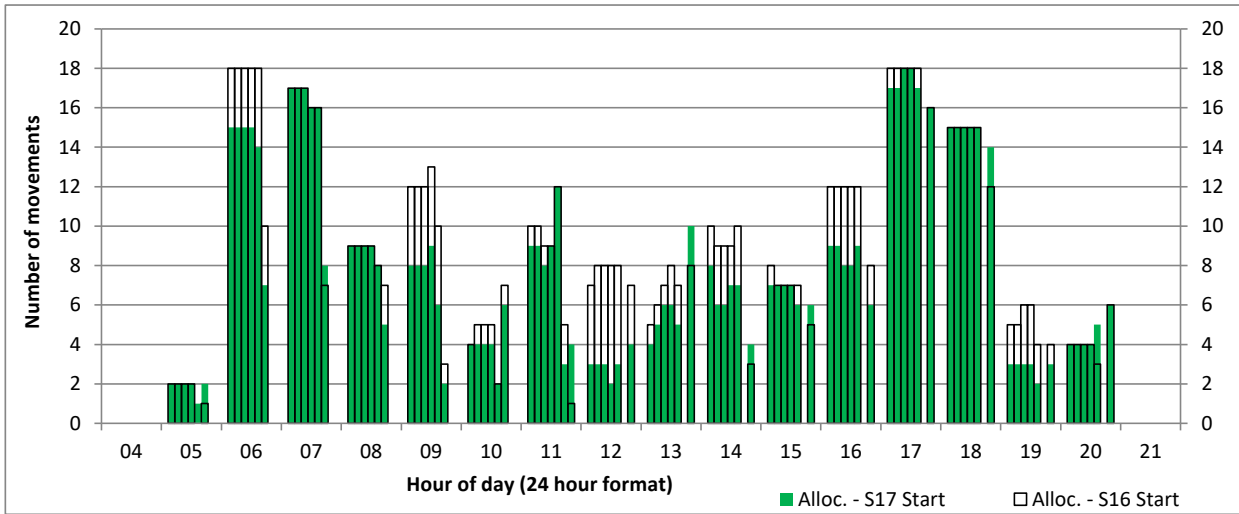
Peak Week - Runway Allocation Comparison

Comparison of S17 Start vs. S16 Start



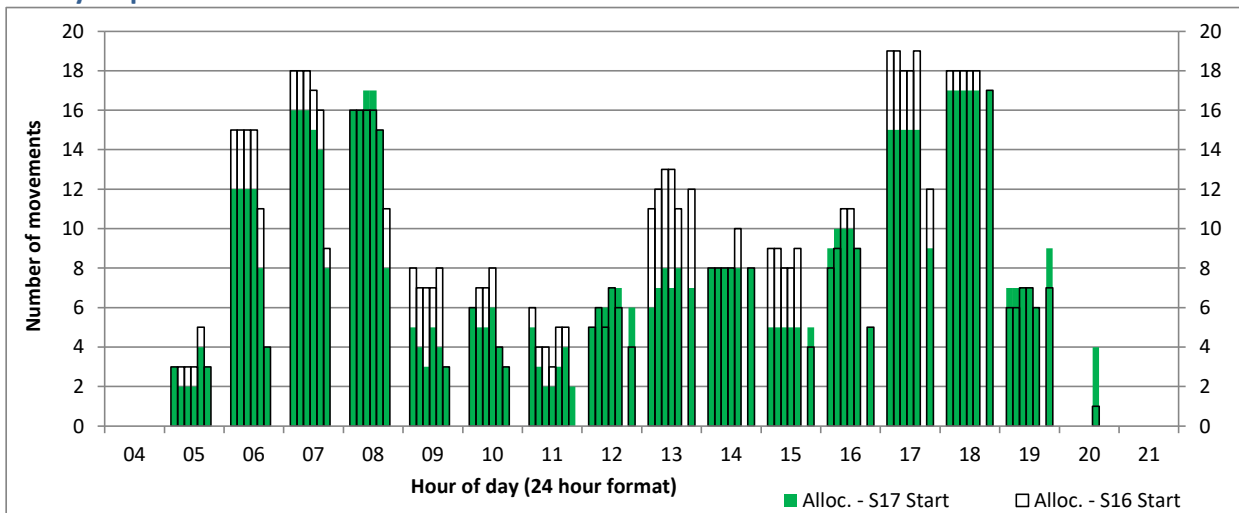
Hourly Arrival Allocation

Time: UTC



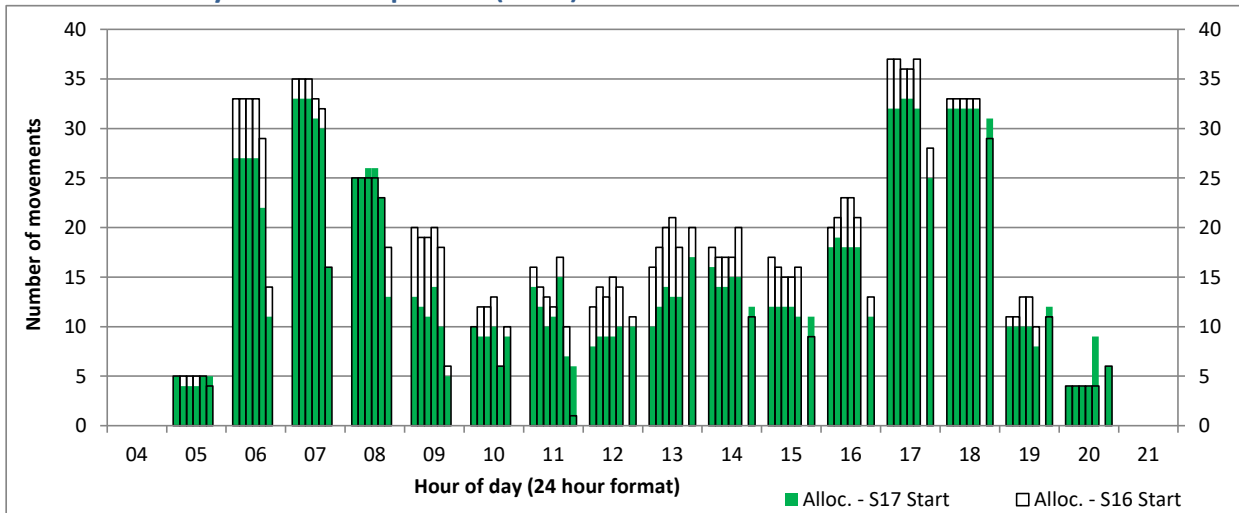
Hourly Departure Allocation

Time: UTC



Combined Hourly Arrival & Departure (Total) Allocation

Time: UTC



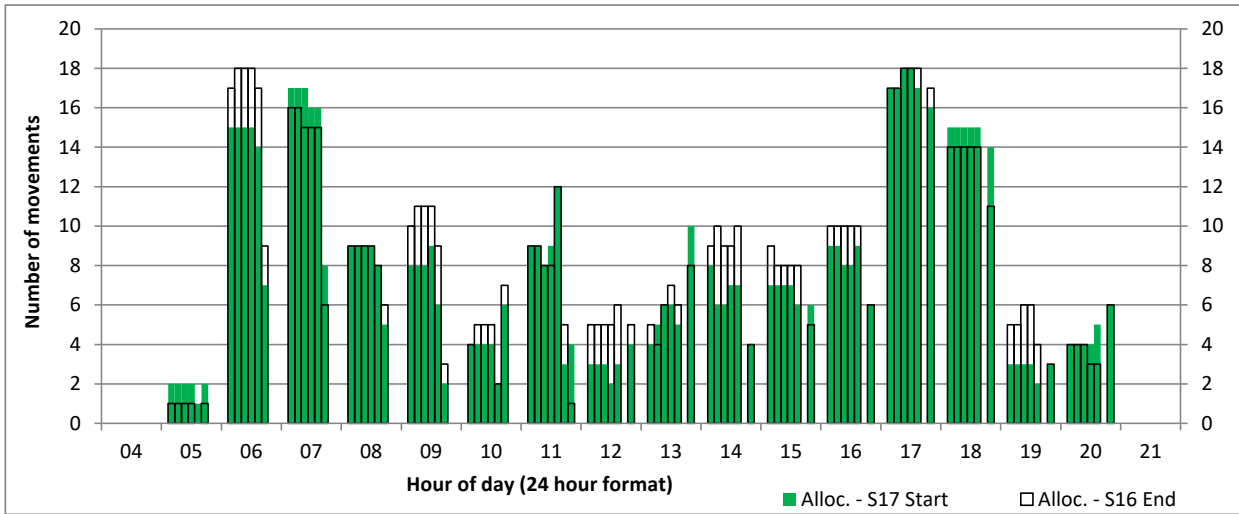
Peak Week - Runway Allocation Comparison

Comparison of S17 Start vs. S16 End



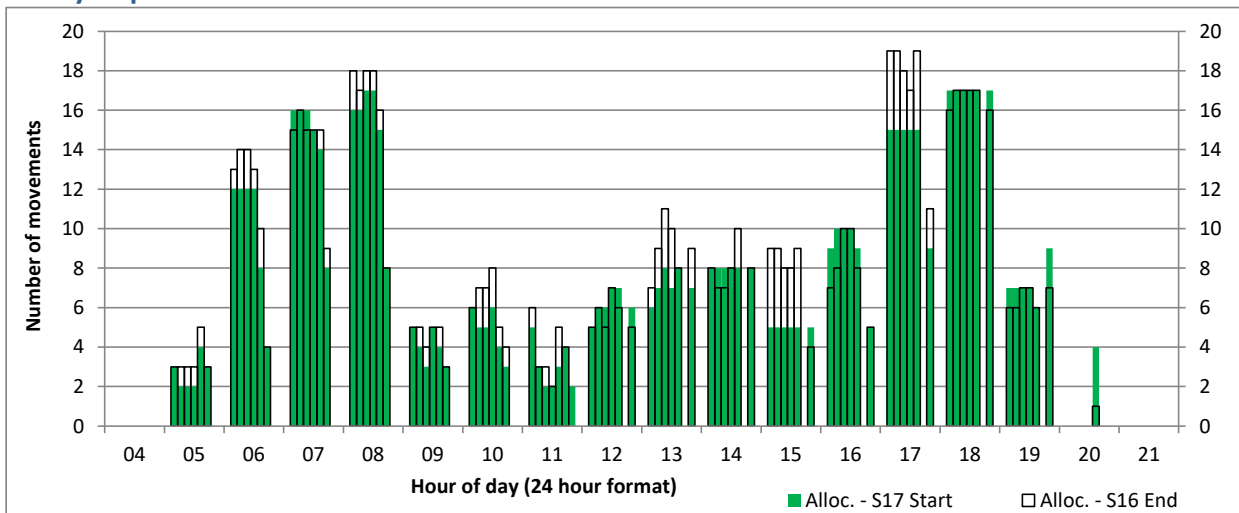
Hourly Arrival Allocation

Time: UTC



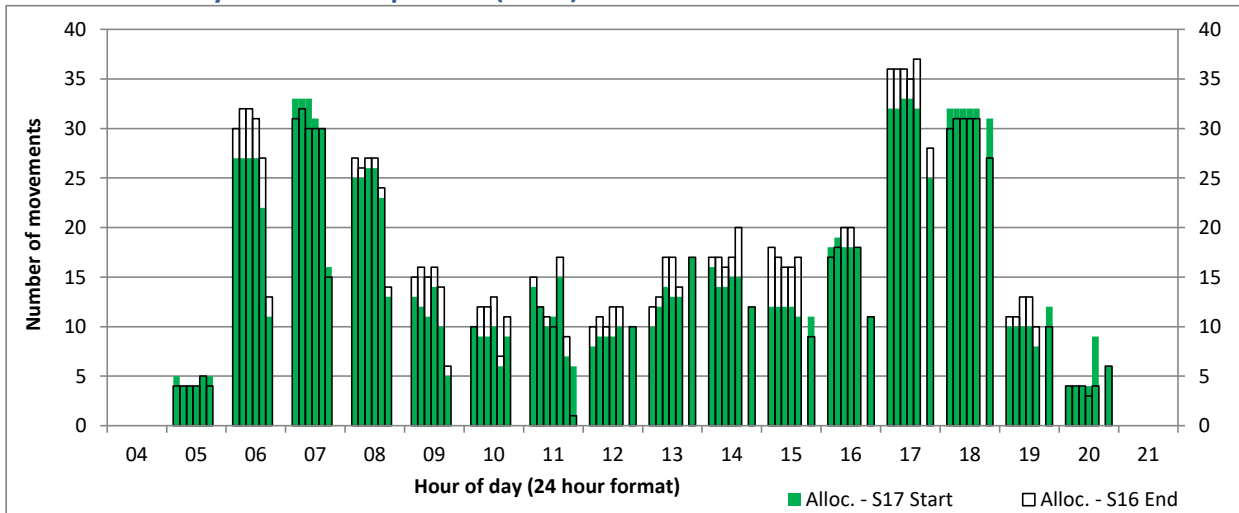
Hourly Departure Allocation

Time: UTC



Combined Hourly Arrival & Departure (Total) Allocation

Time: UTC



Peak Week - Movements Histogram

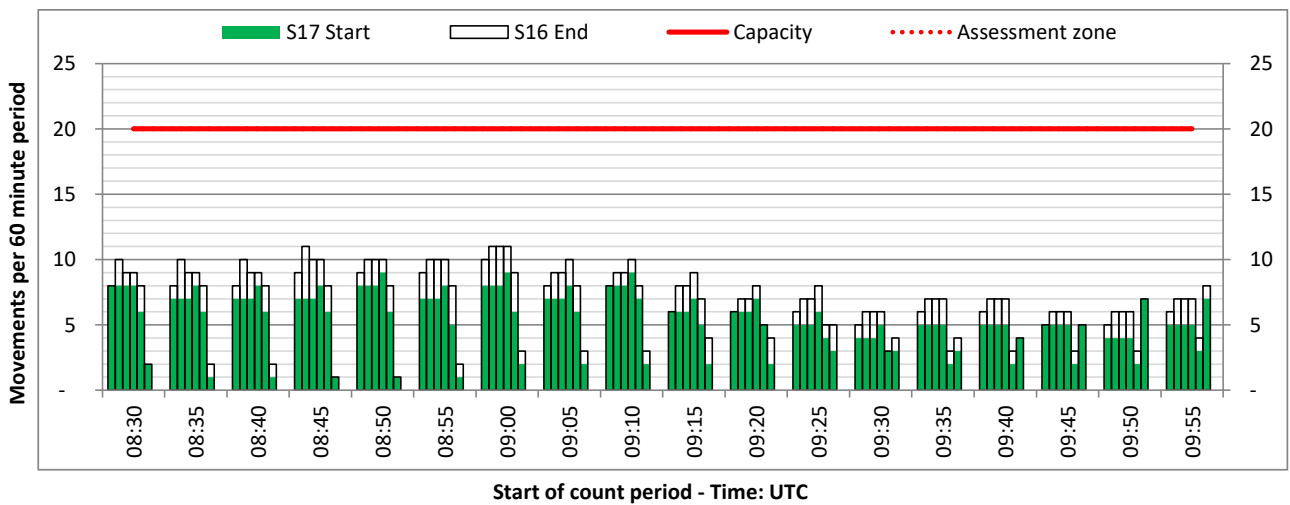
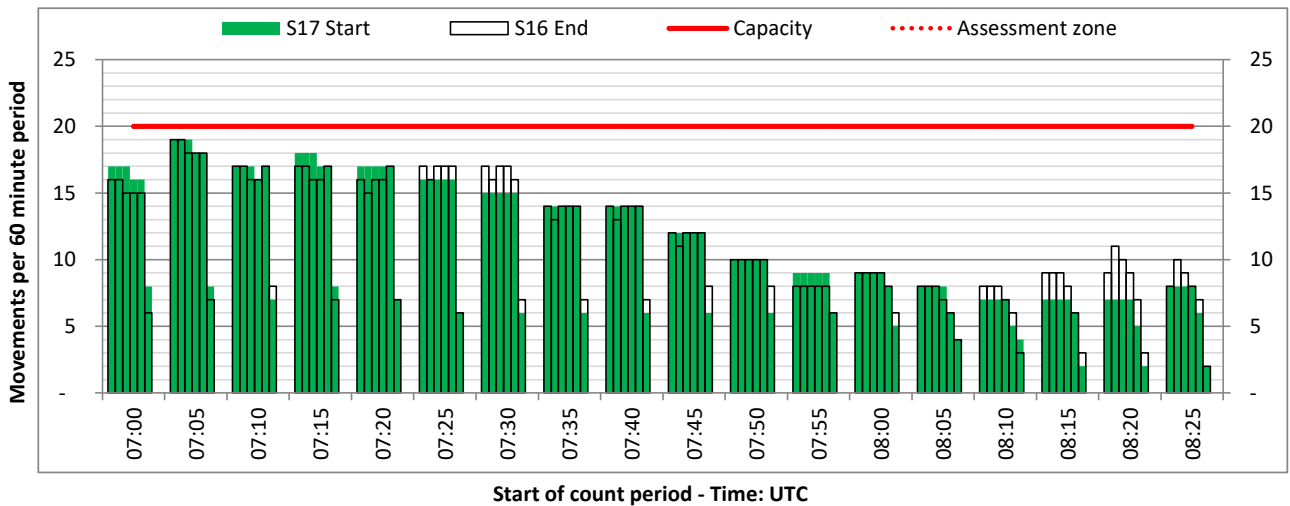
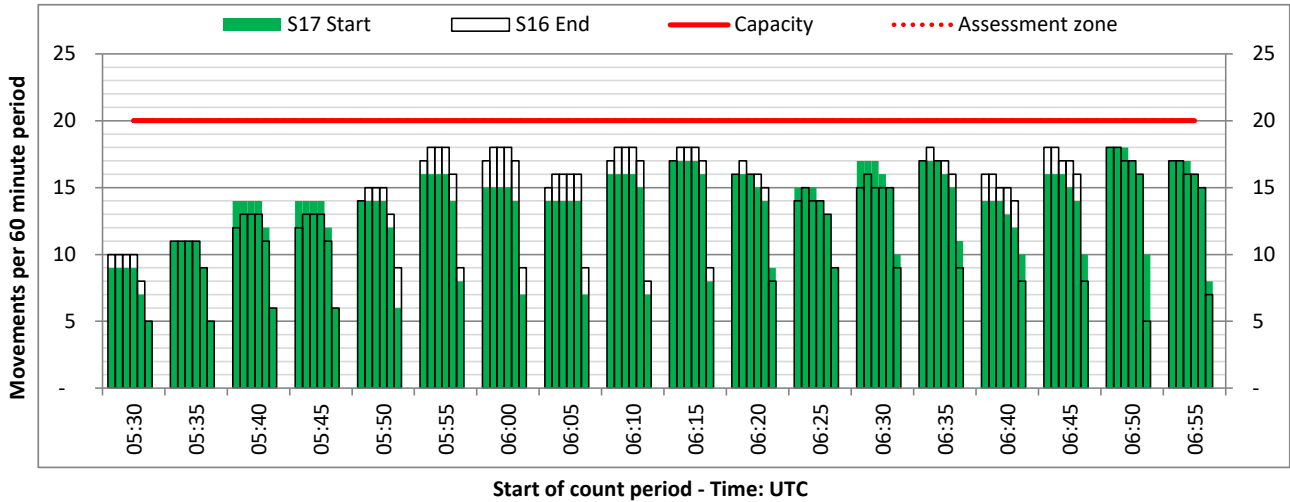
ARRIVAL - 60 minute count rolling every 5 mins (R60/5)



Terminals: All Terminals

Operators: All Operators

Days: 1234567



Peak Week - Movements Histogram

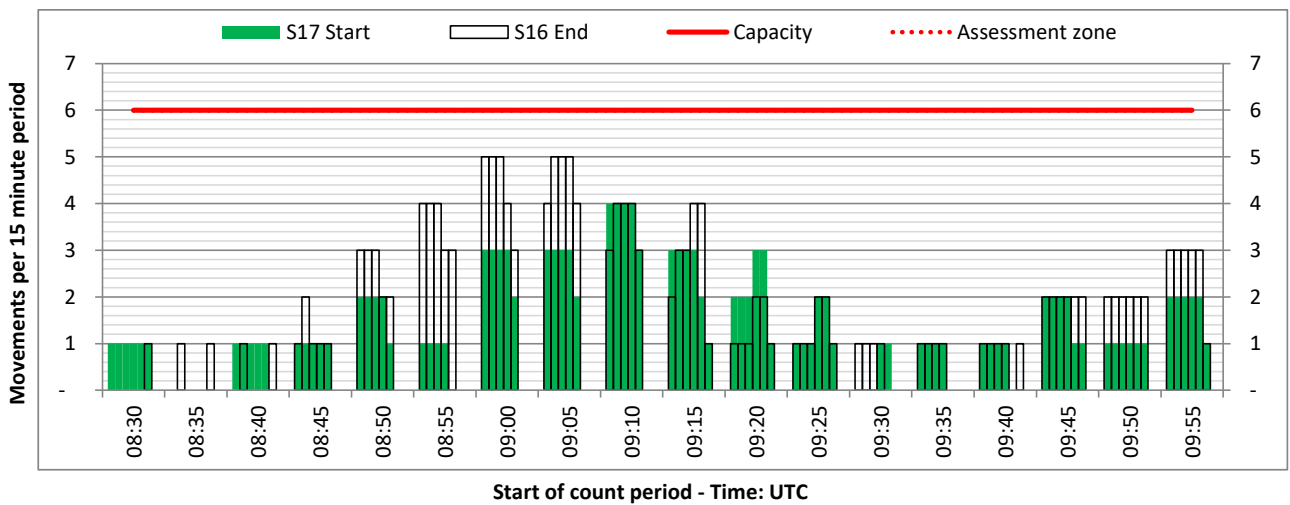
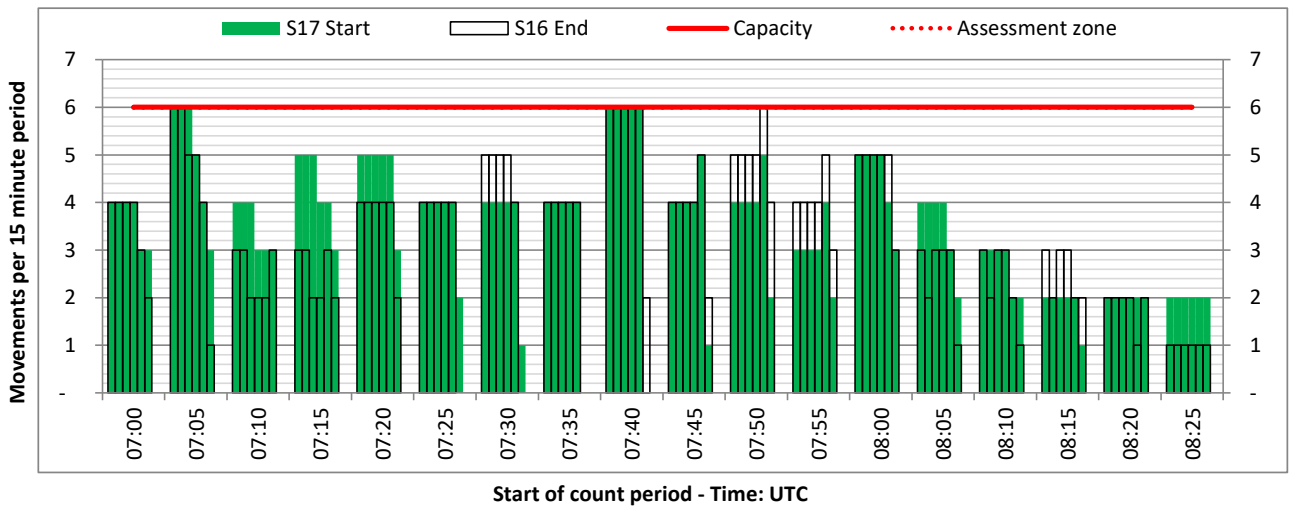
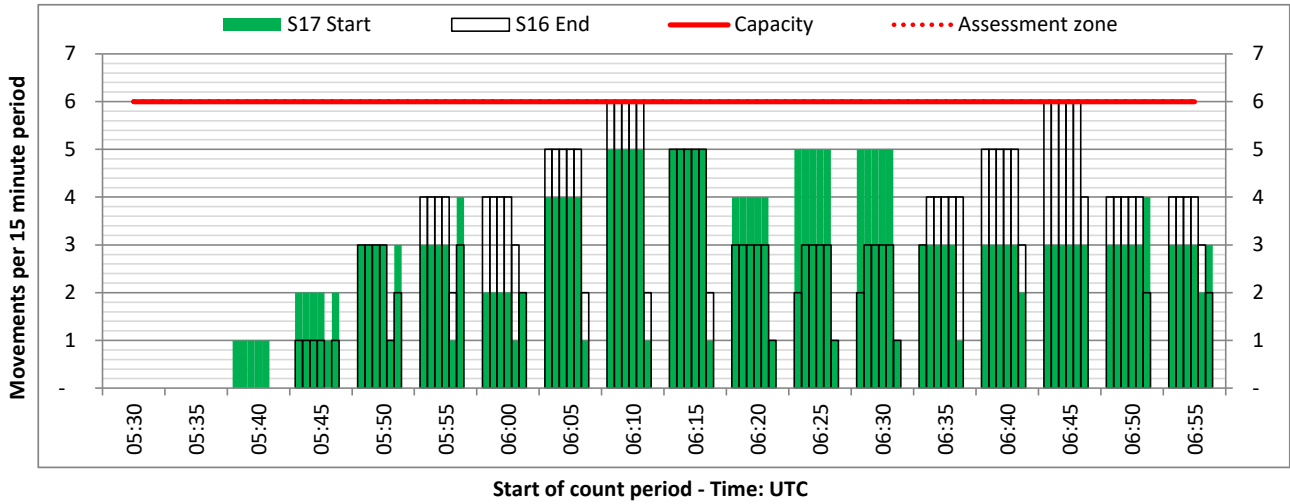
ARRIVAL - 15 minute count rolling every 5 mins (R15/5)



Terminals: All Terminals

Operators: All Operators

Days: 1234567



Peak Week - Movements Histogram

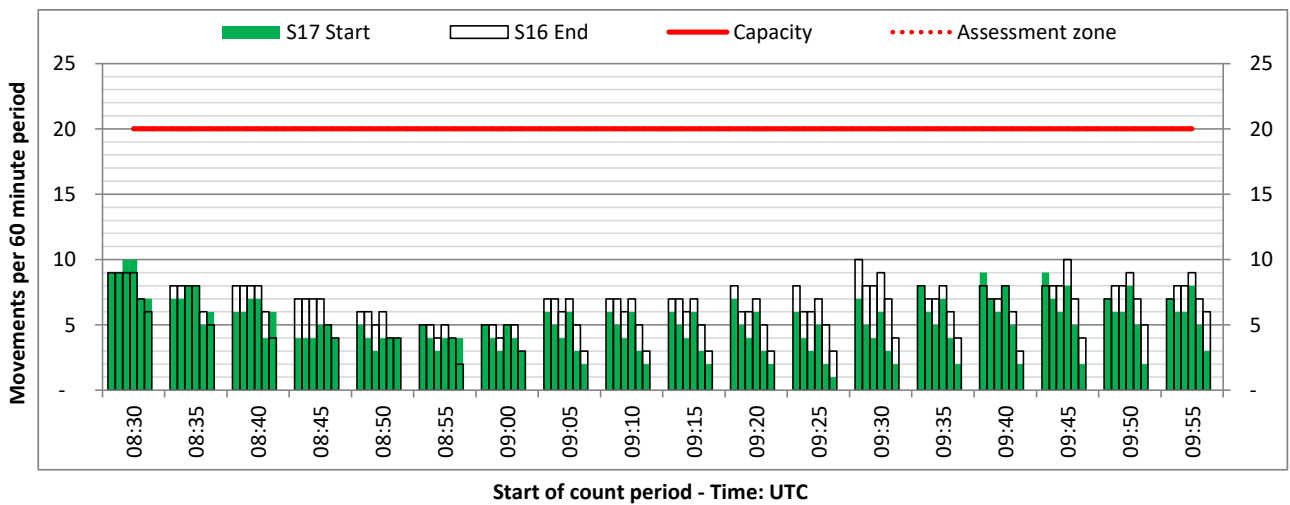
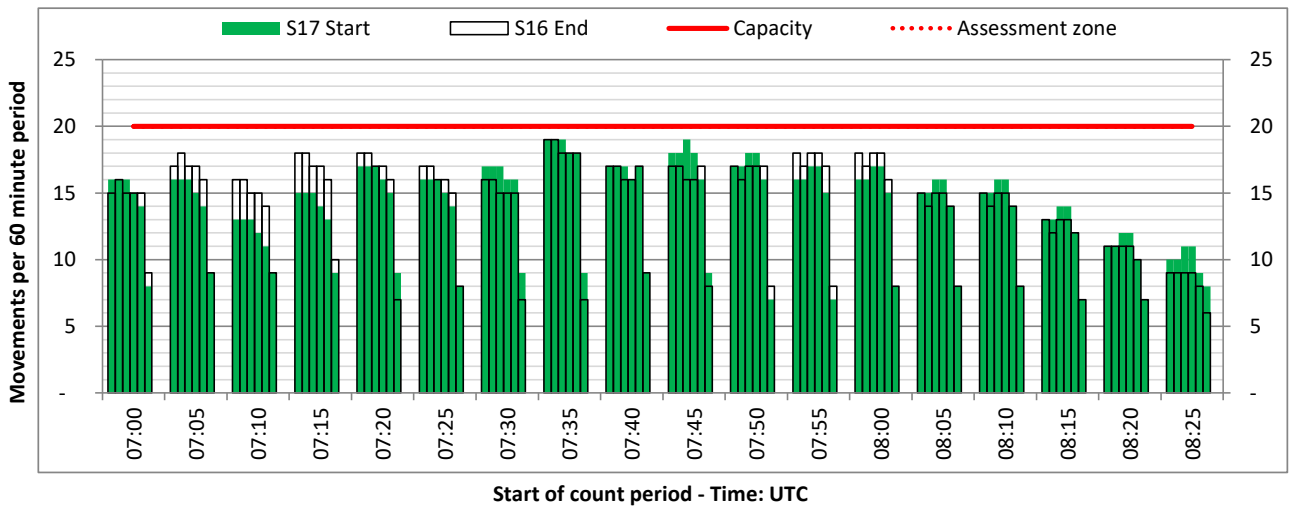
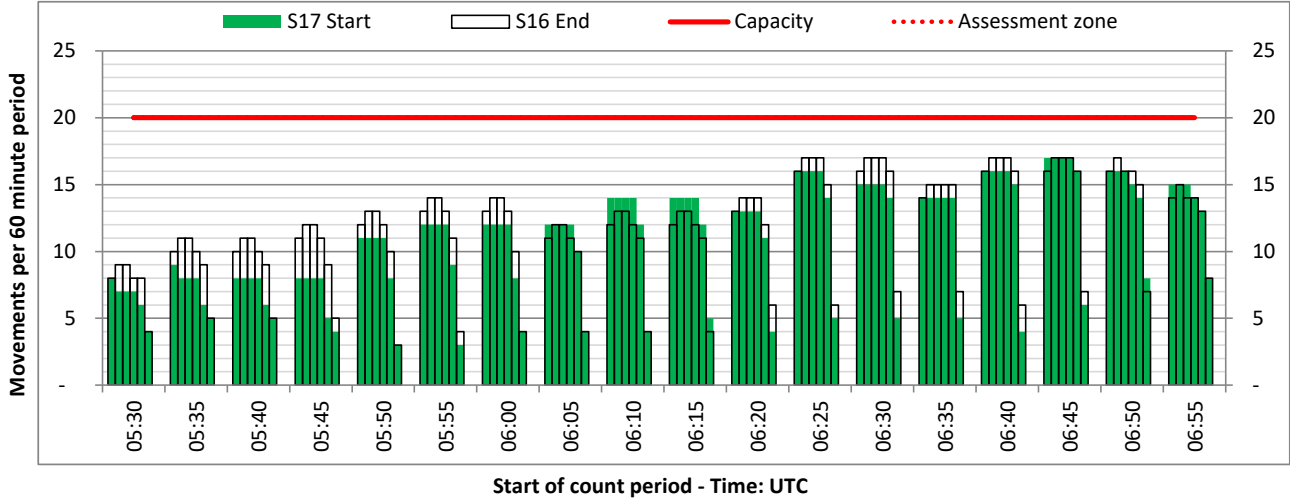
DEPARTURE - 60 minute count rolling every 5 mins (R60/5)



Terminals: All Terminals

Operators: All Operators

Days: 1234567



Peak Week - Movements Histogram

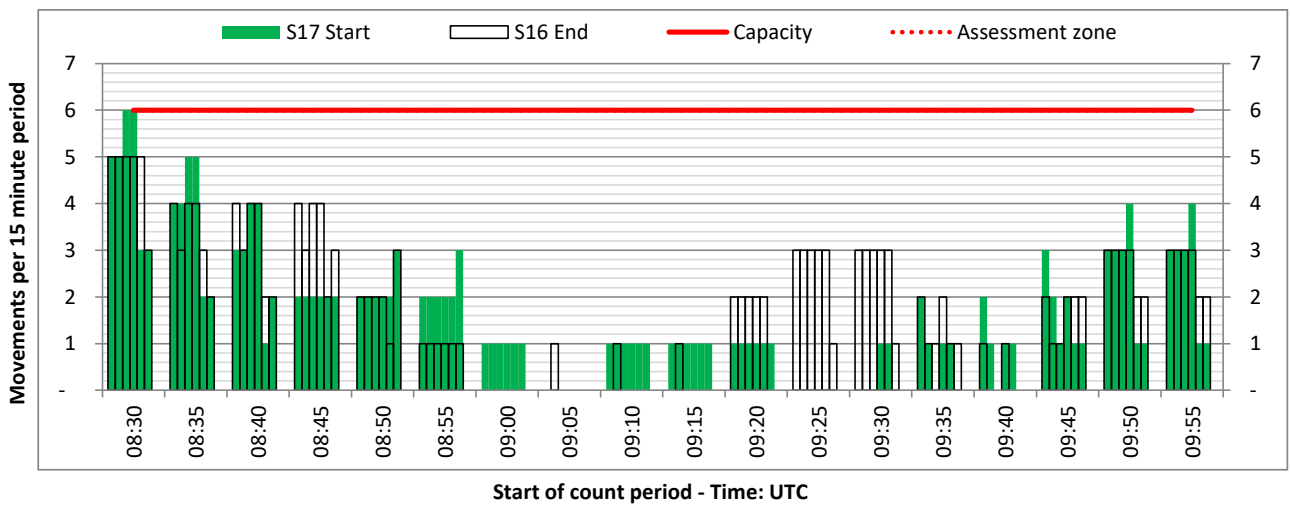
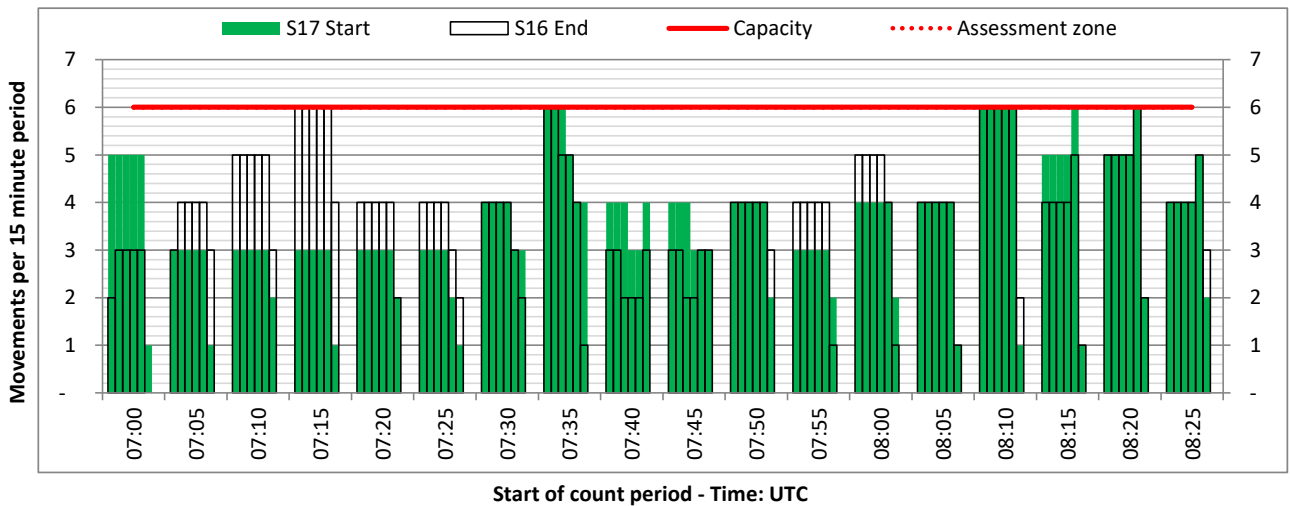
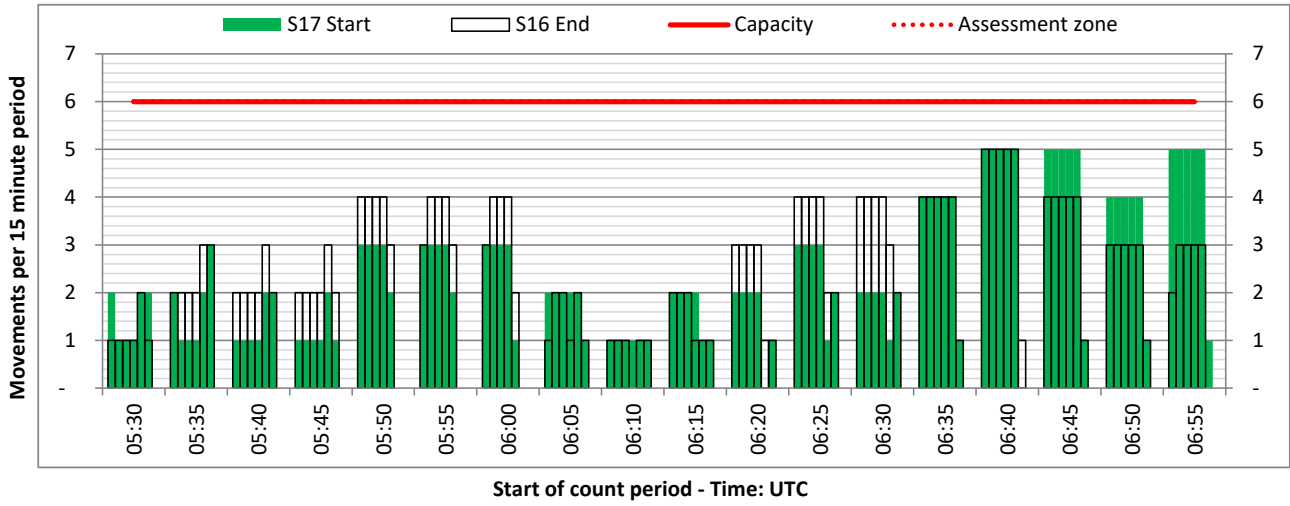
DEPARTURE - 15 minute count rolling every 5 mins (R15/5)



Terminals: All Terminals

Operators: All Operators

Days: 1234567



Peak Week - Movements Histogram

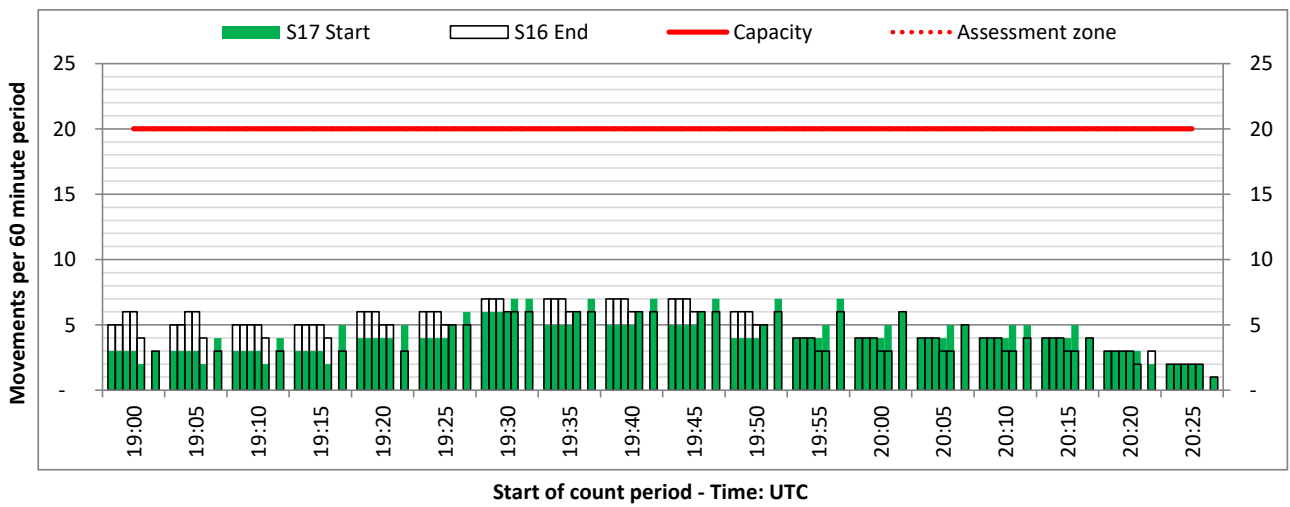
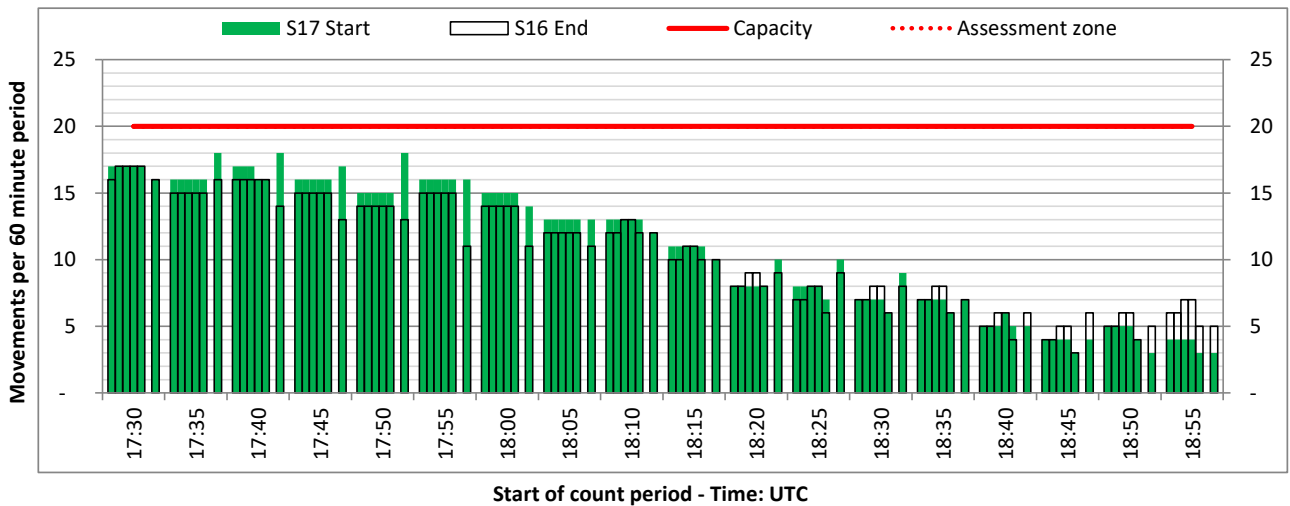
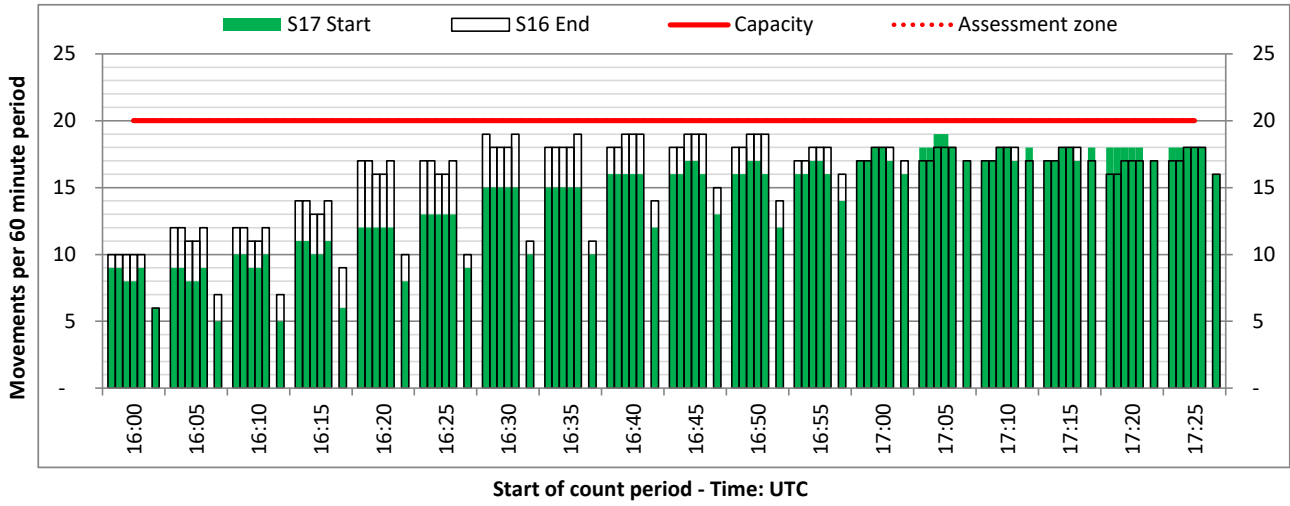
ARRIVAL - 60 minute count rolling every 5 mins (R60/5)



Terminals: All Terminals

Operators: All Operators

Days: 1234567



Peak Week - Movements Histogram

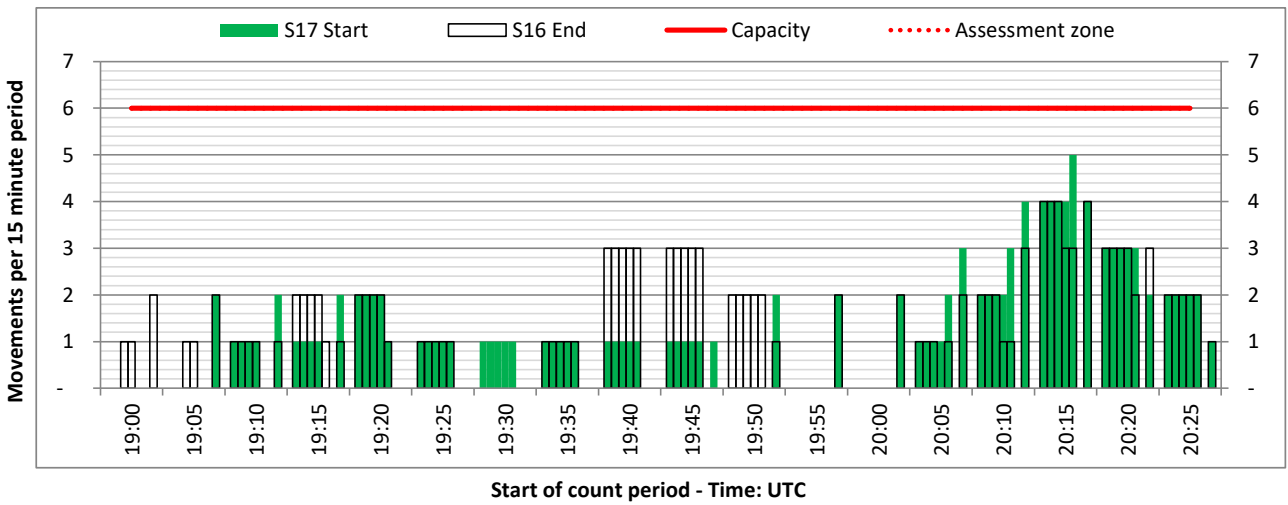
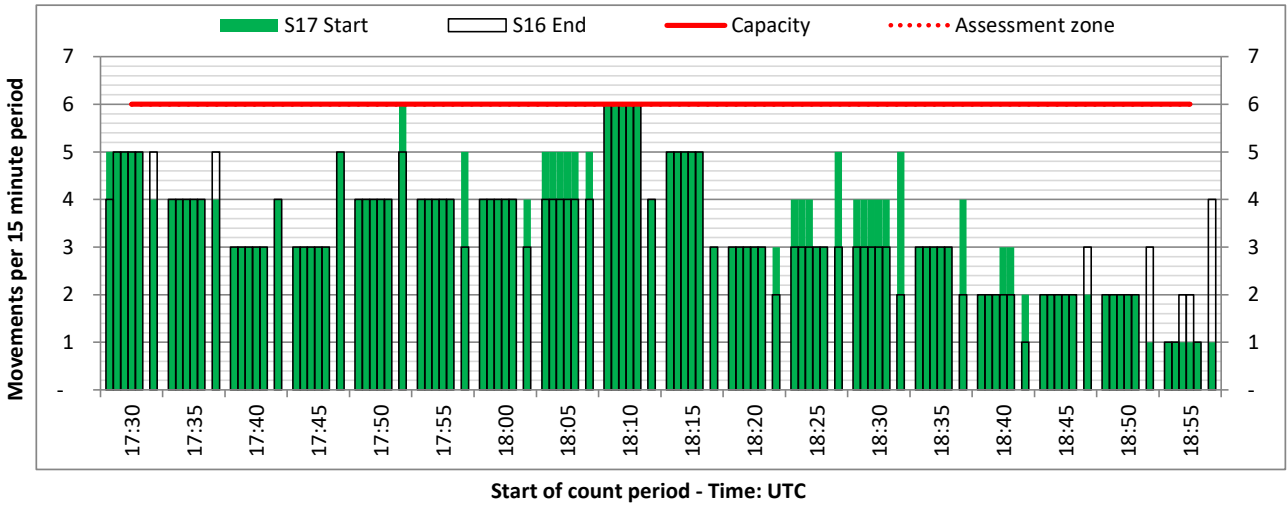
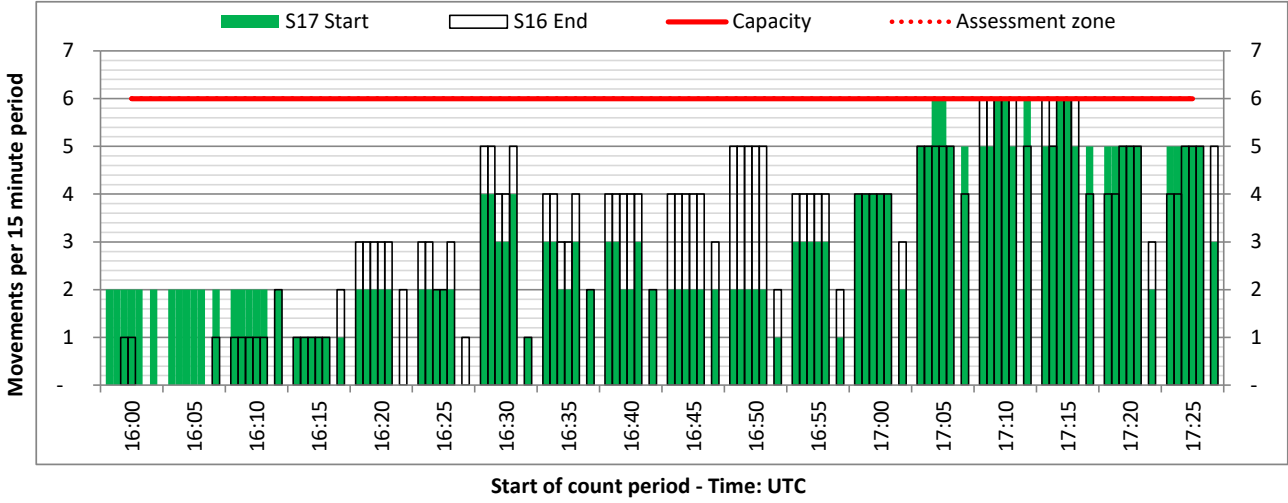
ARRIVAL - 15 minute count rolling every 5 mins (R15/5)



Terminals: All Terminals

Operators: All Operators

Days: 1234567



Peak Week - Movements Histogram

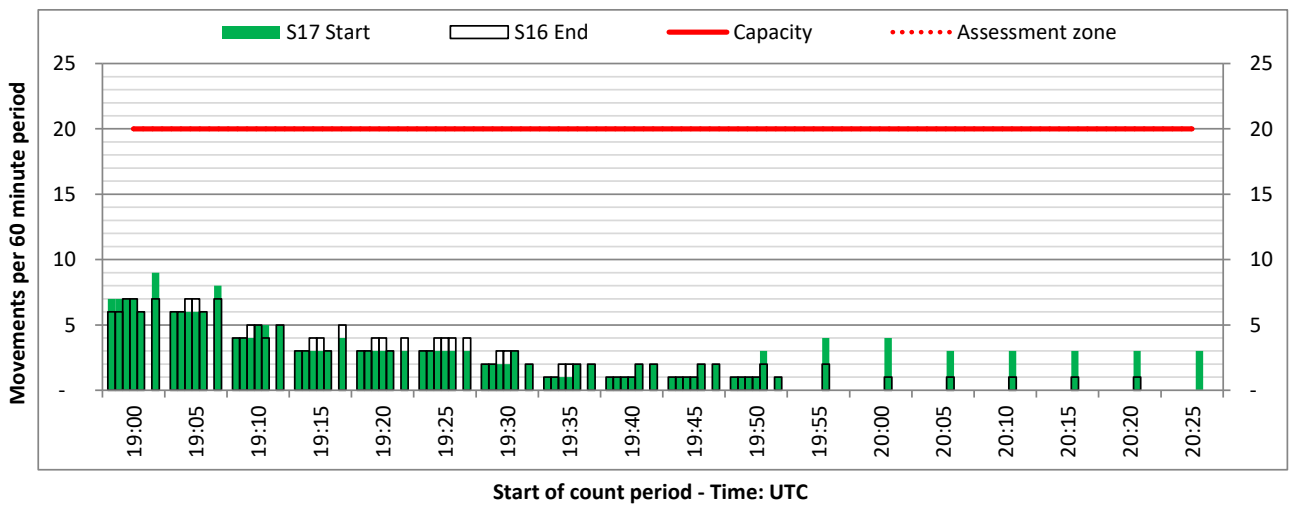
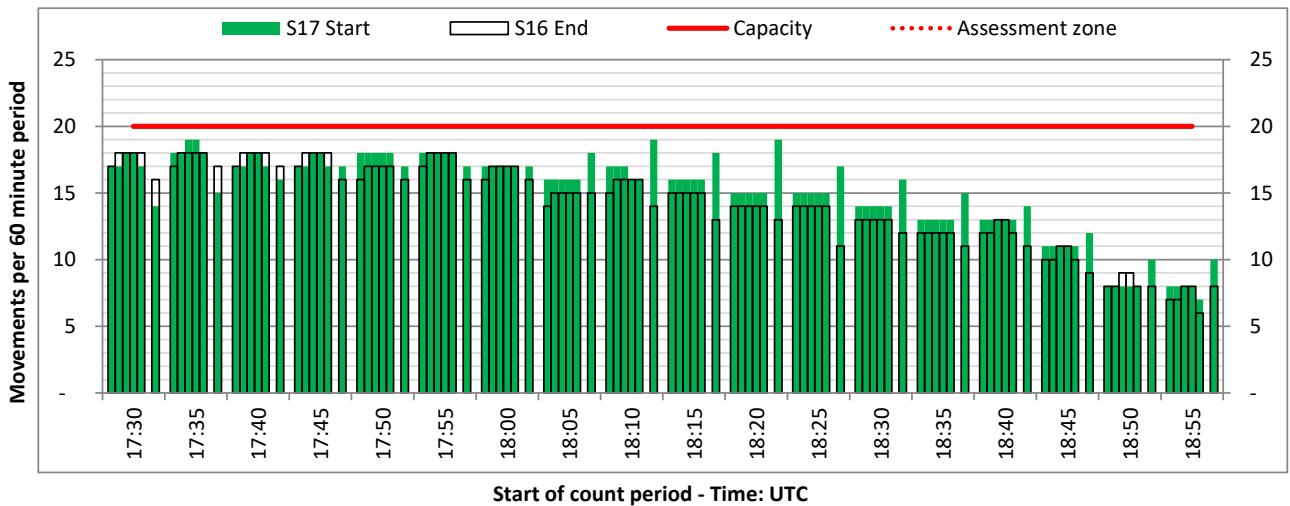
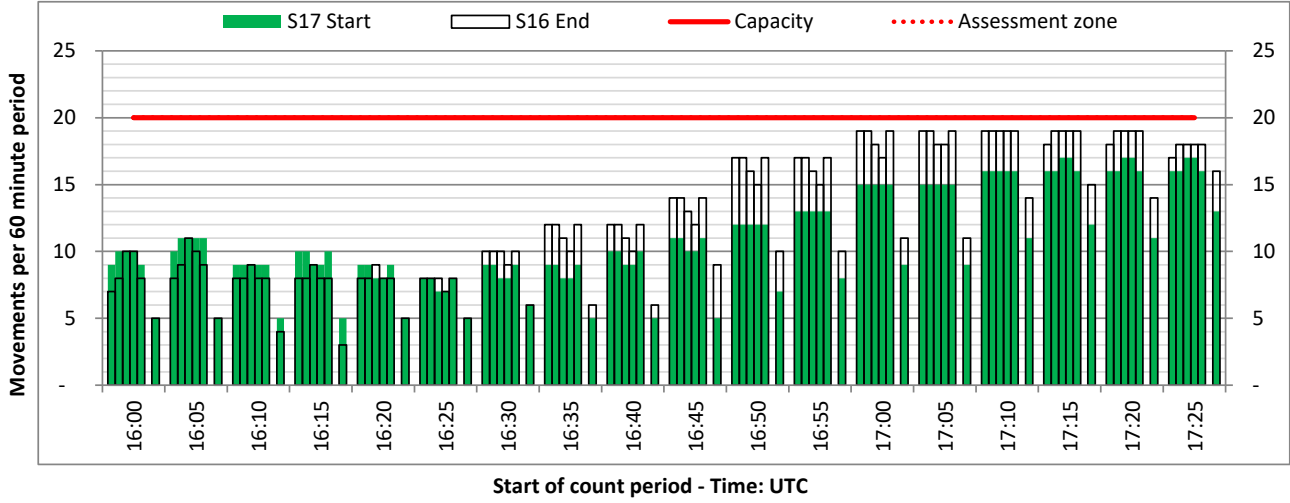
DEPARTURE - 60 minute count rolling every 5 mins (R60/5)



Terminals: All Terminals

Operators: All Operators

Days: 1234567



Peak Week - Movements Histogram

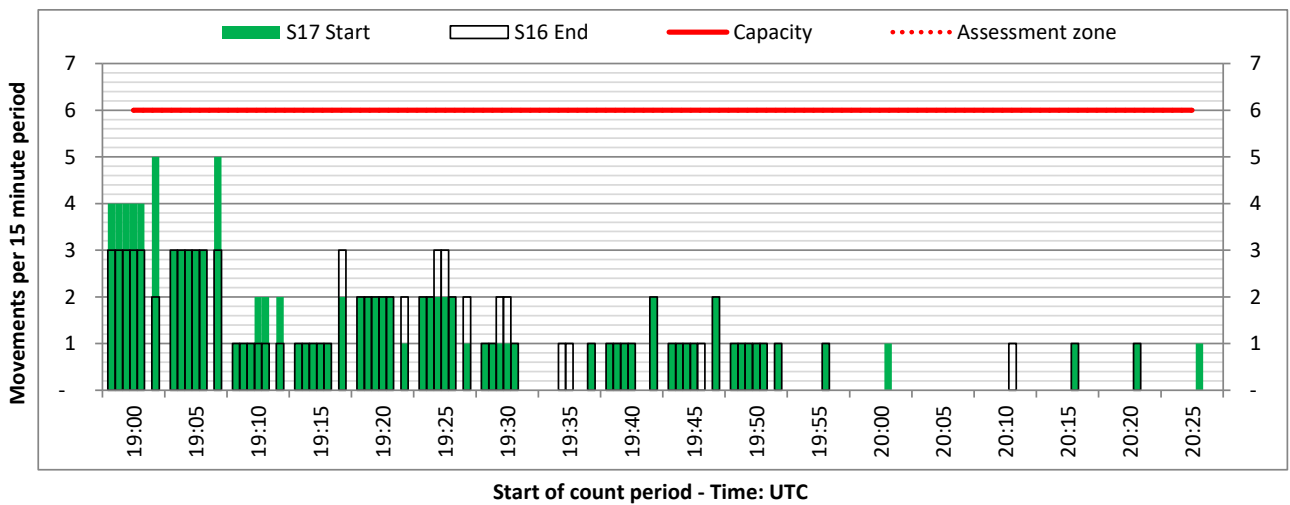
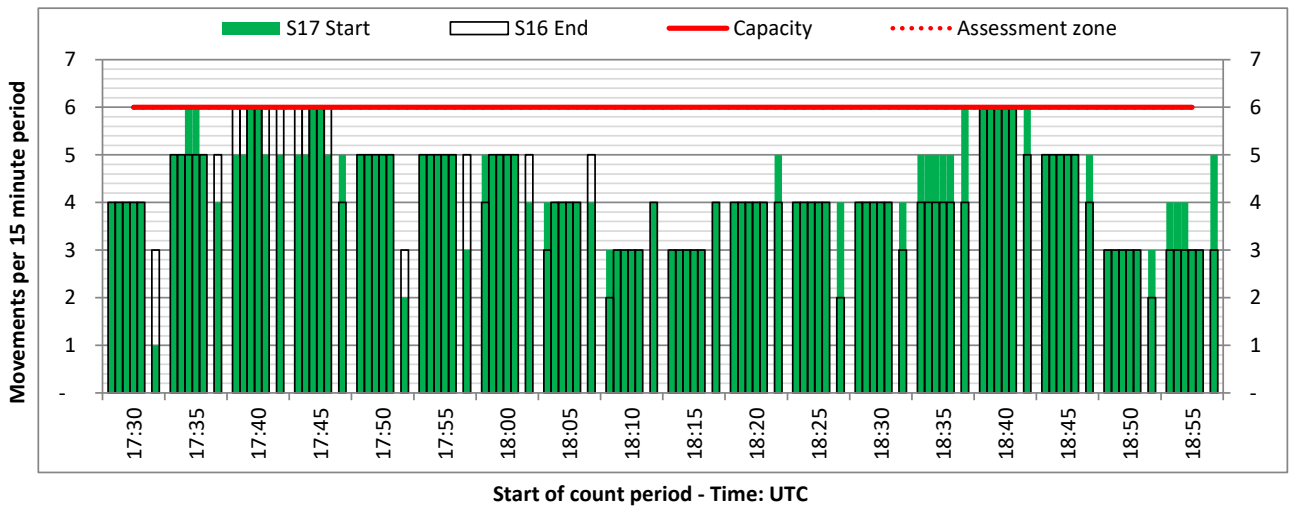
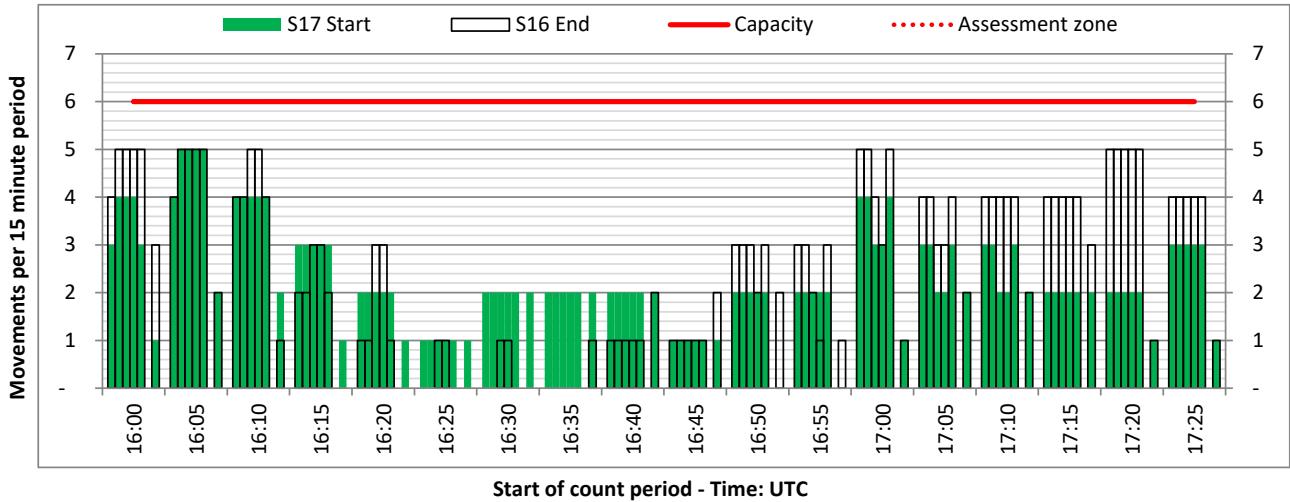
DEPARTURE - 15 minute count rolling every 5 mins (R15/5)



Terminals: All Terminals

Operators: All Operators

Days: 1234567



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

S16 Start	S16 schedule as cleared on Tue 22-Mar-16.
S16 End	S16 schedule as cleared on Tue 01-Nov-16.
S17 Start	S17 schedule as cleared on Wed 22-Mar-17.
Peak Week	Peak week for S16 is Mon 26-Sep-16 to Sun 02-Oct-16. Peak week for S17 is Mon 25-Sep-17 to Sun 01-Oct-17.

For ACL use

	Airport-Season-Branch-Resource	From date	To date	Time
Full Season Rep 1	LCY-S16-SOS Report - Live-Standard	Sun 27-Mar-2016	Sat 29-Oct-2016	UTC
Full Season Rep 2	LCY-S16-End - with CJ EZ SI-Standard	Sun 27-Mar-2016	Sat 29-Oct-2016	UTC
Full Season Rep 3	LCY-S17-SOS Report - Live-Standard	Sun 26-Mar-2017	Sat 28-Oct-2017	UTC
	Airport-Season-Branch-Resource	From date	To date	Time
Peak Week Rep 1	LCY-S16-SOS Report - Live-Standard	Mon 26-Sep-2016	Sun 02-Oct-2016	UTC
Peak Week Rep 2	LCY-S16-End - with CJ EZ SI-Standard	Mon 26-Sep-2016	Sun 02-Oct-2016	UTC
Peak Week Rep 3	LCY-S17-SOS Report - Live-Standard	Mon 25-Sep-2017	Sun 01-Oct-2017	UTC