Heathrow Airport (LHR)

Summer 2017 (S17)

Start of Season Report

Report Date: Fri 17-Mar-2017

Headlines

	S17 Start	vs. S16 Start	vs. S16 End
Total Air Transport Movements (Passenger & Freight)	294094	0.0%	1.2%
Total Passenger Air Transport Movements	292183	-0.1%	1.0%
Total Passenger Air Transport Movement Seats	62598693	-0.3%	1.8%
Average Seats per Passenger Air Transport Movement	214.24	-0.2%	0.8%
Percentage of allocated slots cleared as requested (OK)	99.7%		

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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).

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Runway Scheduling Limits

Declared Hourly Movement Capacity

	S16 Arrivals								Change: S16 to S17								S17 Arrivals							
05	39	39	39	39	39	39	39	05								05	39	39	39	39	39	39	39
06	39	39	39	39	39	39	39	06								06	39	39	39	39	39	39	39
07	37	37	37	37	37	37	37	07								07	37	37	37	37	37	37	37
08	44	44	44	44	44	44	44	08	1	1	1	1	1	1	1	08	45	45	45	45	45	45	45
09	39	39	39	39	39	39	39	09	2	2	2	2	2	2	2	09	41	41	41	41	41	41	41
10	39	39	39	39	39	39	39	10	1	1	1	1	1	1	1	10	40	40	40	40	40	40	40
11	42	42	42	42	42	42	42	11	-2	-2	-2	-2	-2	-2	-2	11	40	40	40	40	40	40	40
12	42	42	42	42	42	42	42	12	1	1	1	1	1	1	1	12	43	43	43	43	43	43	43
13	41	41	41	41	41	41	41	13								13	41	41	41	41	41	41	41
14	42	42	42	42	42	42	42	14	-1	-1	-1	-1	-1	-1	-1	14	41	41	41	41	41	41	41
15	44	44	44	44	44	44	44	15								15	44	44	44	44	44	44	44
16	42	42	42	42	42	42	42	16	-1	-1	-1	-1	-1	-1	-1	16	41	41	41	41	41	41	41
17	45	45	45	45	45	45	45	17								17	45	45	45	45	45	45	45
18	43	43	43	43	43	43	43	18								18	43	43	43	43	43	43	43
19	40	40	40	40	40	40	40	19	1	1	1	1	1	1	1	19	41	41	41	41	41	41	41
20	42	42	42	42	42	42	42	20	-1	-1	-1	-1	-1	-1	-1	20	41	41	41	41	41	41	41
21	22	22	22	22	22	22	22	21								21	22	22	22	22	22	22	22

	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
05	25	25	25	25	25	25	25	05								05	25	25	25	25	25	25	25
06	45	45	45	45	45	45	45	06								06	45	45	45	45	45	45	45
07	42	42	42	42	42	42	42	07								07	42	42	42	42	42	42	42
08	45	45	45	45	45	45	45	08								08	45	45	45	45	45	45	45
09	43	43	43	43	43	43	43	09								09	43	43	43	43	43	43	43
10	42	42	42	42	42	42	42	10	2	2	2	2	2	2	2	10	44	44	44	44	44	44	44
11	42	42	42	42	42	42	42	11	-2	-2	-2	-2	-2	-2	-2	11	40	40	40	40	40	40	40
12	44	44	44	44	44	44	44	12								12	44	44	44	44	44	44	44
13	44	44	44	44	44	44	44	13	1	1	1	1	1	1	1	13	45	45	45	45	45	45	45
14	45	45	45	45	45	45	45	14	-1	-1	-1	-1	-1	-1	-1	14	44	44	44	44	44	44	44
15	44	44	44	44	44	44	44	15								15	44	44	44	44	44	44	44
16	43	43	43	43	43	43	43	16								16	43	43	43	43	43	43	43
17	42	42	42	42	42	42	42	17	2	2	2	2	2	2	2	17	44	44	44	44	44	44	44
18	46	46	46	46	46	46	46	18	-2	-2	-2	-2	-2	-2	-2	18	44	44	44	44	44	44	44
19	44	44	44	44	44	44	44	19								19	44	44	44	44	44	44	44
20	33	33	33	33	33	33	33	20	1	1	1	1	1	1	1	20	34	34	34	34	34	34	34
21	30	30	30	30	30	30	30	21	-1	-1	-1	-1	-1	-1	-1	21	29	29	29	29	29	29	29

Peak Week - Allocation and Slot Adjustment Distribution by Operator

Schedule: S17 Start

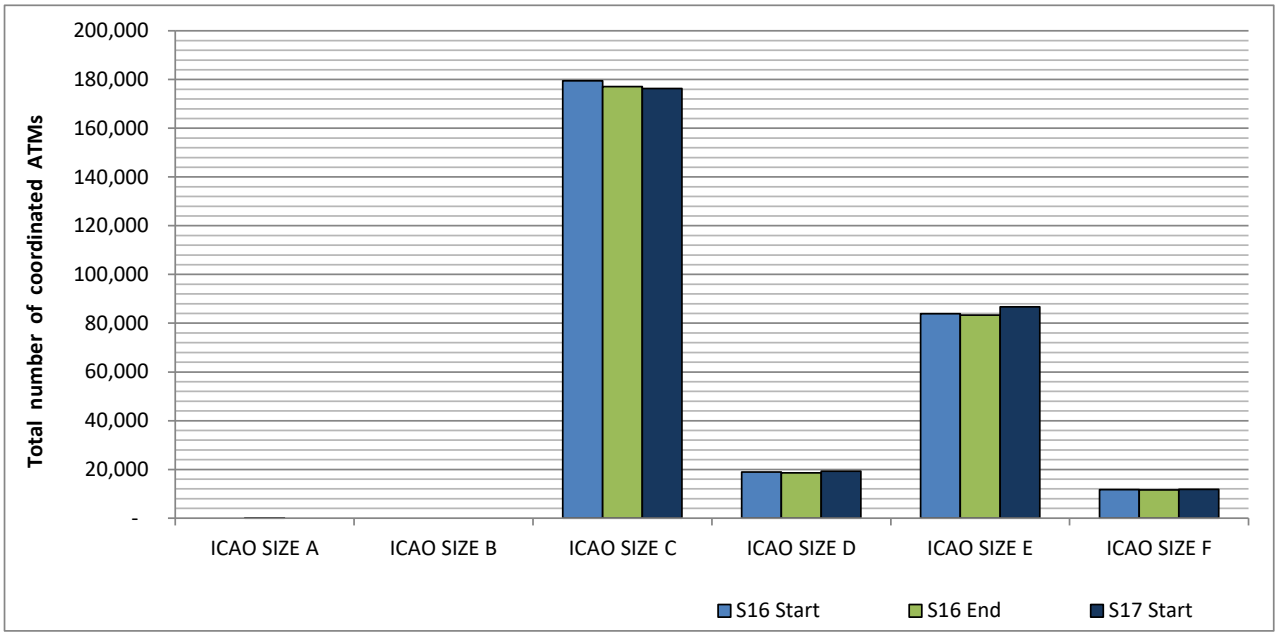
Airport Coordination Limited

		SLOT ADJUSTMENTS (MINUTES OFF REQUESTED TIME)														
Operator	S17 allocated ATMs	0	5	10	15	20	25	30	35	40	45	50	55	60	>60	Requests with NO slot allocated
Aegean 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%	-
Aer Lingus	332	94.0%	0.0%	6.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Aeroflot	56	94.6%	5.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Aeromexico	14	78.6%	7.1%	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 Algerie	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%	-
Air Astana	6	0.0%	50.0%	0.0%	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Air Canada	140	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%	-
Air China	28	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%	-
Air France	98	78.6%	7.1%	7.1%	0.0%	7.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Air India	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%	-
Air Malta	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%	-
Air Mauritius	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%	-
Air New Zealand	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%	-
Air Serbia	18	88.9%	11.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Alitalia	68	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%	-
All Nippon Airways	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%	-
American Airlines	280	99.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.4%	-
Arik Air	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%	-
Asiana Airlines	14	0.0%	0.0%	50.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Austrian 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%	-
Avianca	14	50.0%	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Azerbaijan 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%	-
Beijing Capital Airlines	4	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%	0.0%	-
Biman Bangladesh	8	50.0%	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%	-
British Airways	4,963	90.6%	6.0%	1.6%	1.3%	0.2%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Bulgaria Air	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%	-
Cathay Pacific	74	90.5%	0.0%	9.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
China Eastern	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%	-
China Southern	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%	-
Croatia Airlines	18	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%	-
Delta Airlines	152	86.2%	9.2%	0.0%	4.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Egypt Air	30	93.3%	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%	-
El Al Israel Airlines	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%	-
Emirates	84	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%	-
Ethiopian Airlines	14	71.4%	0.0%	7.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	21.4%	-
Etihad Airways	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%	-
European Air Transport (DHL)	25	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%	-
EVA Air	14	50.0%	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%	-
Finnair	70	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%	-
Flybe	86	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%	-
Garuda Indonesia	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%	-
Gulf Air	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%	-
Hainan Airlines	6	0.0%	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%	-
Iberia	126	77.8%	16.7%	0.0%	5.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Icelandair	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%	-
Iran Air	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%	-
Japan 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%	-
Jet Airways	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%	-
KLM Royal Dutch Airlines	154	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%	-
Korean Air	18	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%	-
Kuwait Airways	20	90.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.0%	5.0%	0.0%	0.0%	0.0%	0.0%	-
Libyan Airways	-															-
LOT Polish Airlines	40	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%	-
Lufthansa	524	99.0%	0.6%	0.0%	0.0%	0.0%	0.2%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Malaysia Airlines	28	75.0%	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%	-
Middle East Airlines	28	92.9%	0.0%	0.0%	0.0%	0.0%	0.0%	3.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.6%	-
Oman Air	28	50.0%	25.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Philippine Airlines	14	0.0%	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%	-
PIA Pakistan 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%	-
Qantas	28	75.0%	0.0%	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Qatar Airways	84	92.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	7.1%	-
Royal Air Maroc	18	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%	-
Royal Brunei Airlines	14	92.9%	0.0%	0.0%	0.0%	0.0%	0.0%	7.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Royal Jordanian	14	50.0%	0.0%	0.0%	0.0%	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
SAS Scandinavian	244	98.0%	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%	-
Saudia	28	82.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.6%	0.0%	0.0%	14.3%	-
Singapore Airlines	60	88.3%	11.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
South African Airways	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%	-
SriLankan 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%	-
Swiss International	166	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%	-
TAM 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%	-
TAP Portugal	88	96.6%	1.1%	0.0%	0.0%	0.0%	0.0%	0.0%	1.1%	1.1%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Tarom	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%	-
Thai Airways	22	95.5%	0.0%	4.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Tunisair	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%	-
Turkish Airlines	76	78.9%	0.0%	0.0%	18.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.6%	-
Turkmenistan Airlines	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%	-
Ukraine International	-															-
United Airlines	238	94.1%	2.9%	0.0%	2.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Uzbekistan Airways	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%	-
Vietnam Airlines	14	50.0%	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Virgin Atlantic	322	87.0%	4.7%	6.2%	2.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Vueling	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%	-
TOTAL	9,636	91.6%	4.3%	1.7%	1.2%	0.2%	0.2%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.4%	-

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.

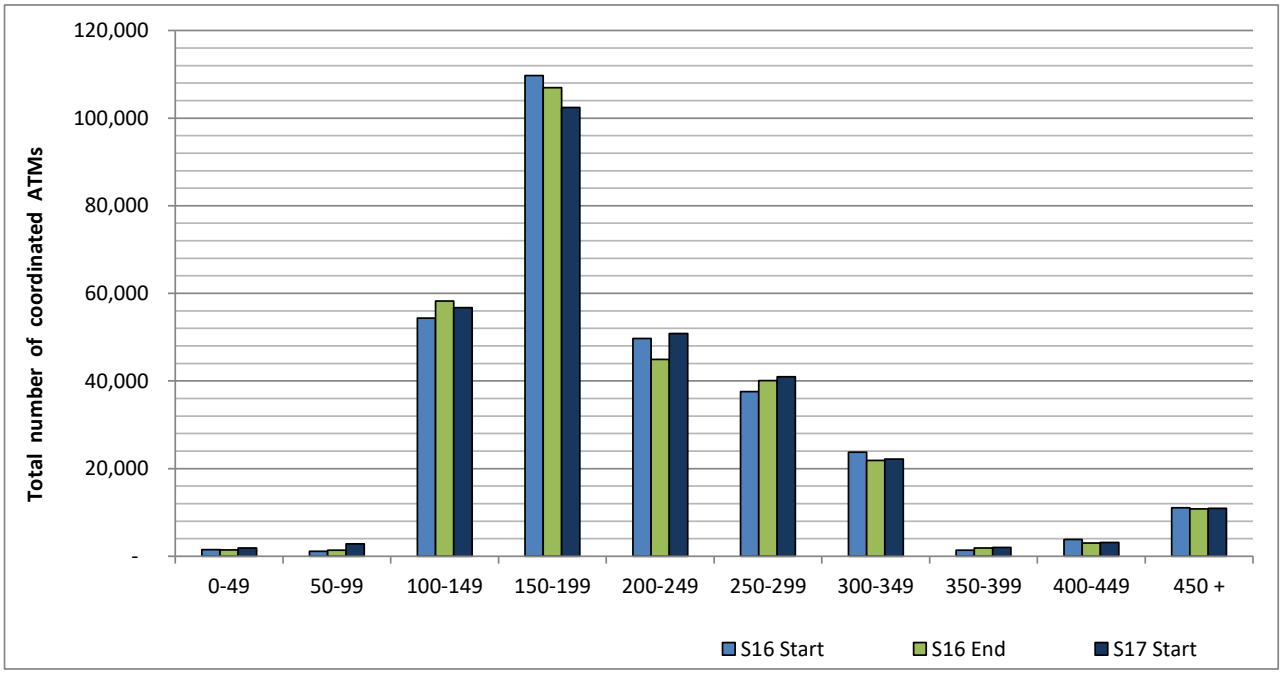
Full Season - Aircraft Size Analysis

ICAO size designation



Note: See Glossary for definitions of ICAO SIZE groupings

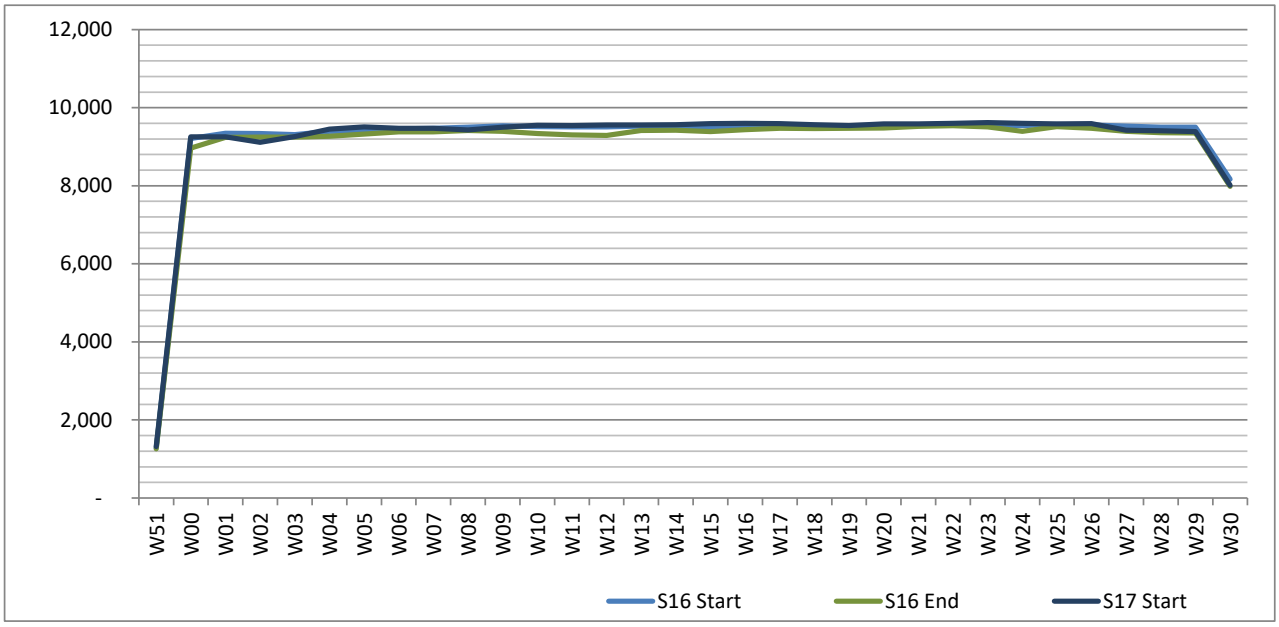
Air Transport Movement seat distribution



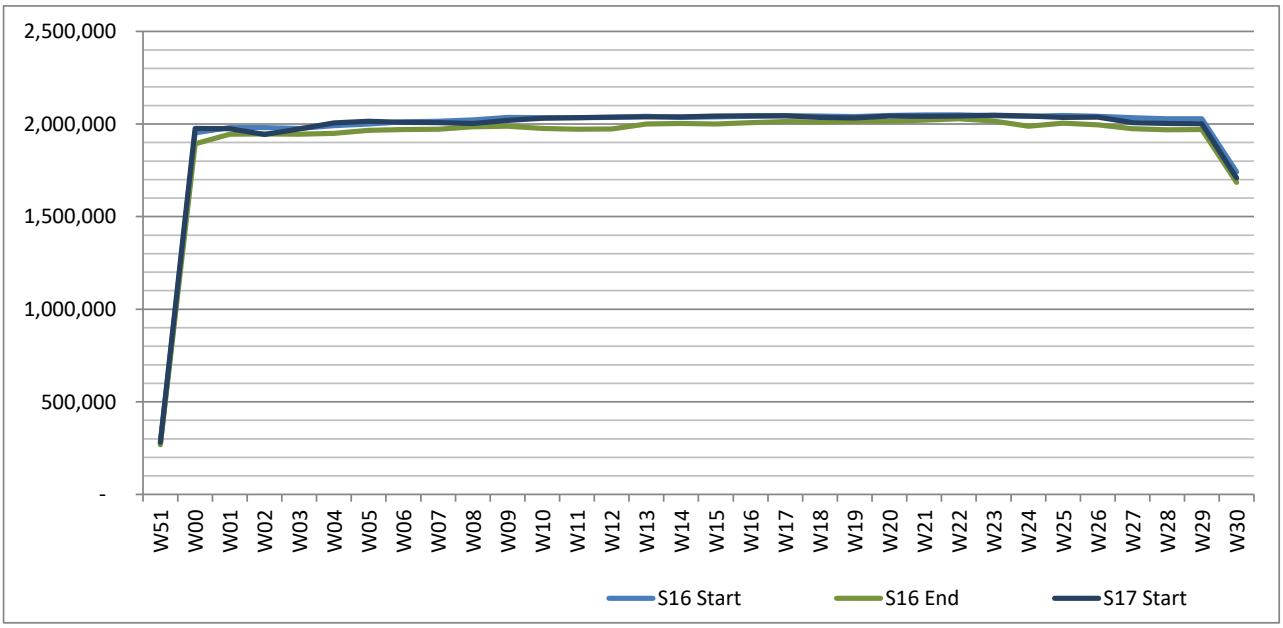
Note: FREIGHT-ONLY services with 0 seats are included in the first seat band '0-49'

Full Season - Seasonality

Air Transport Movements by week of season



Air Transport Movement Seats by week of season

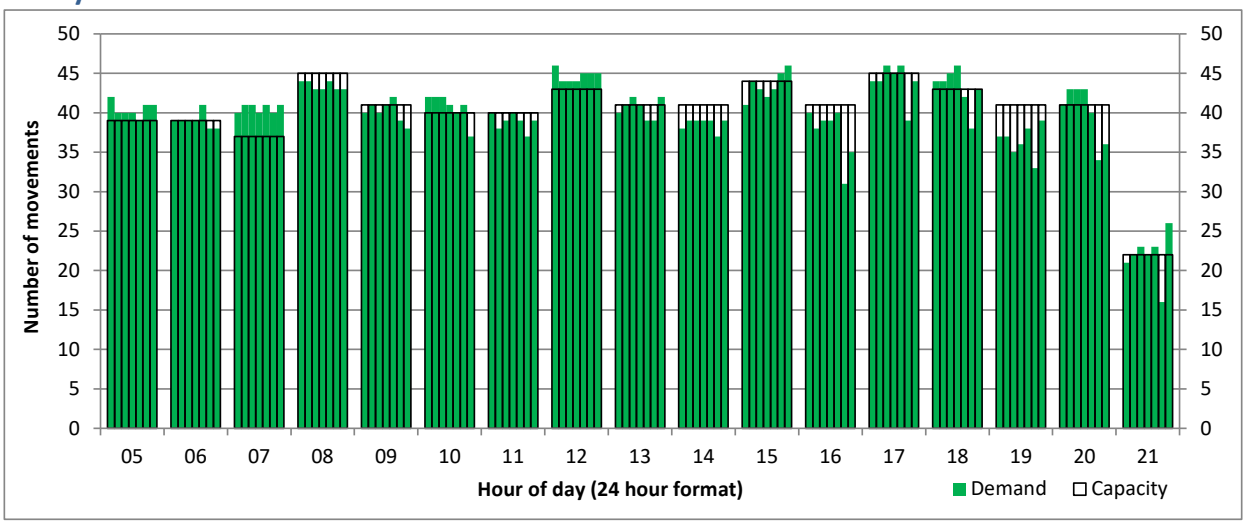


Peak Week - Hourly Runway Demand

Schedule: S17 Start

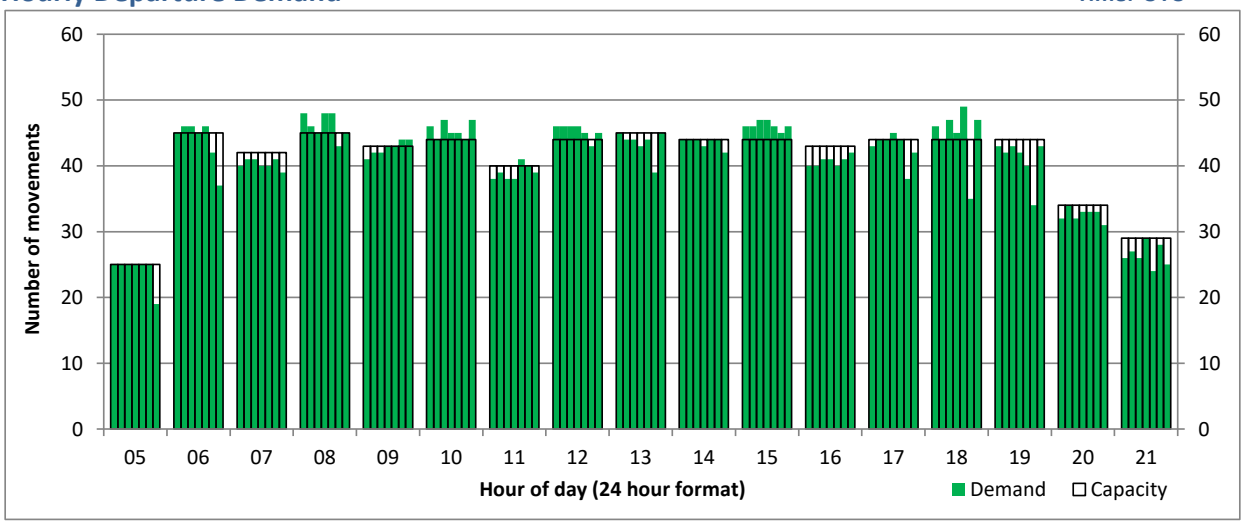
Hourly Arrival Demand

Time: UTC



Hourly Departure Demand

Time: UTC



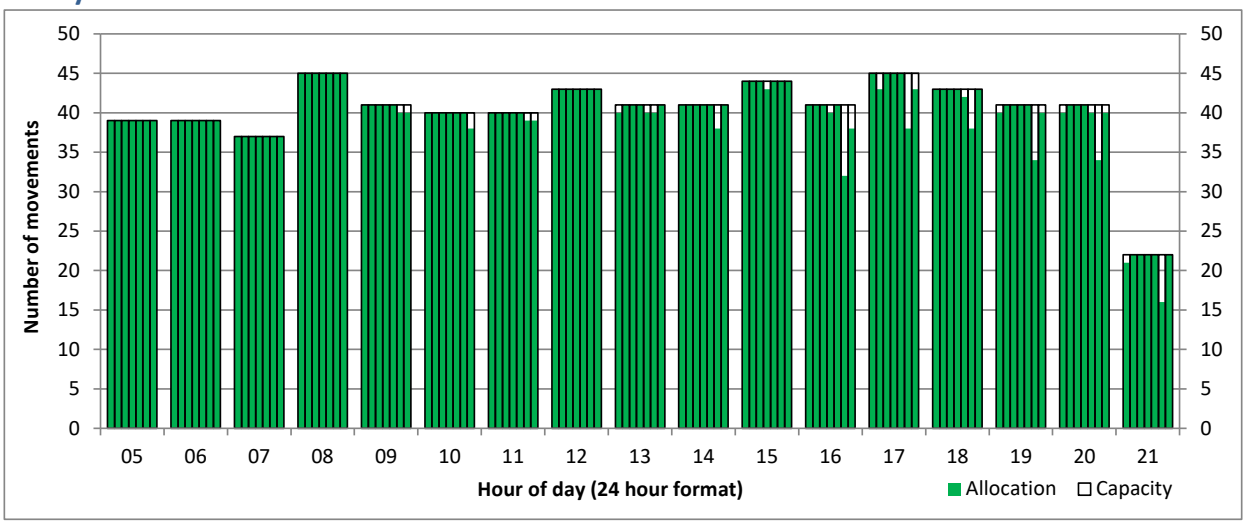
Peak Week - Hourly Runway Allocation

Schedule: S17 Start

Airport Coordination Limited

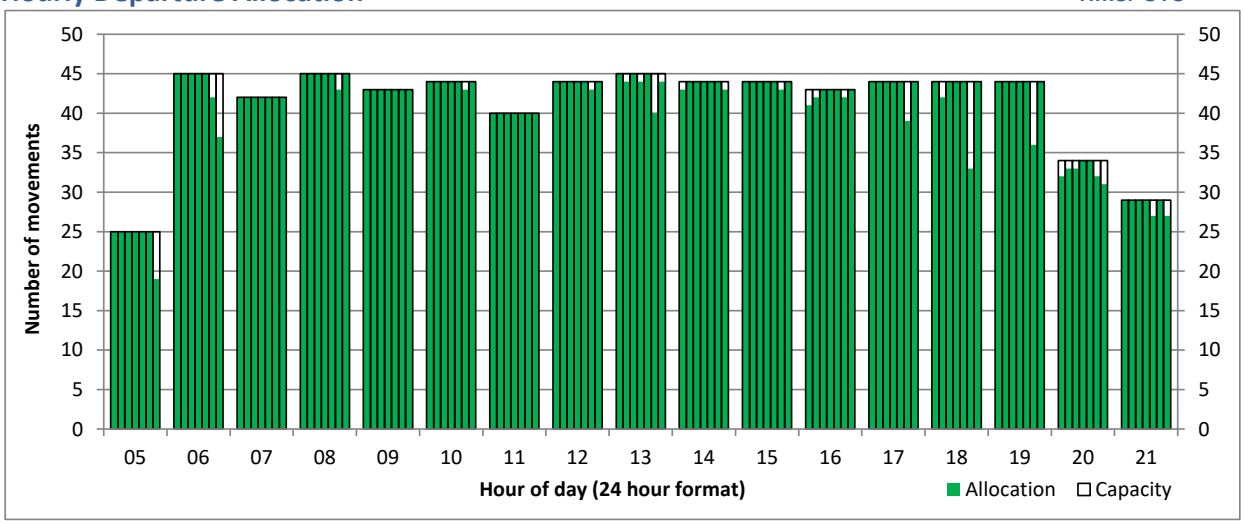
Hourly Arrival Allocation

Time: UTC



Hourly Departure Allocation

Time: UTC

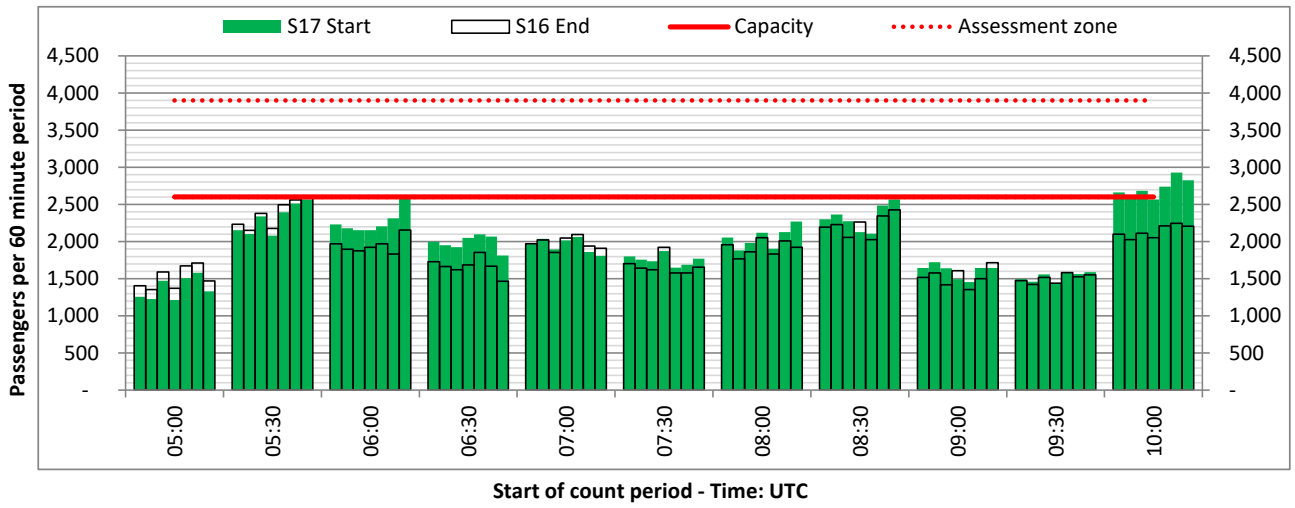


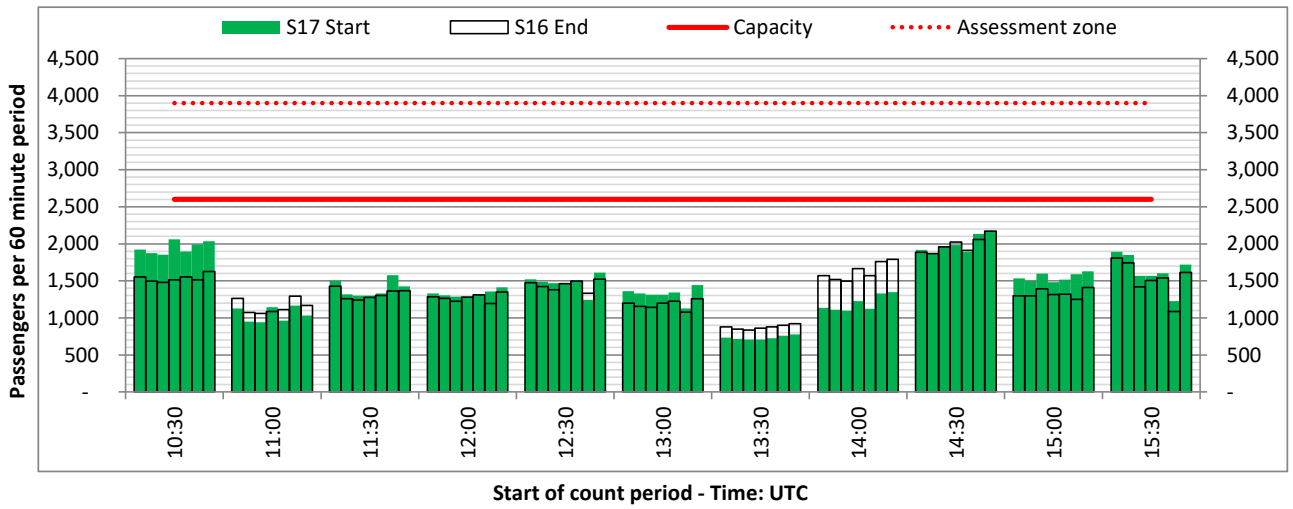
Peak Week - Passengers Histogram

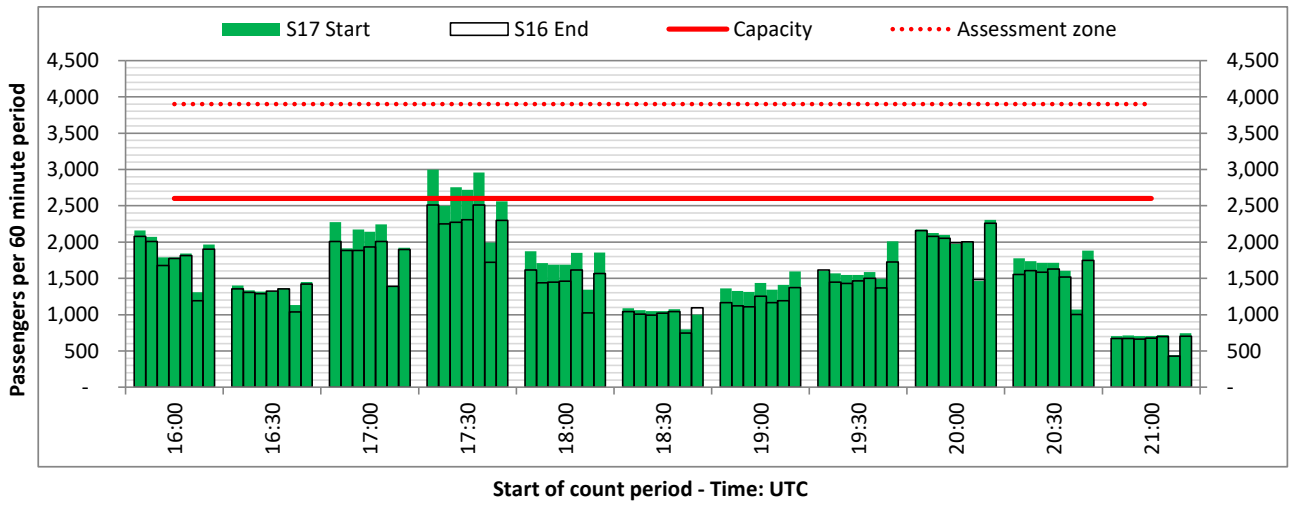
ARRIVAL - 60 minute count rolling every 30 mins (T60/30)

Airport Coordination Limited

Terminals: 2I **Operators: All Operators** **Days: 1234567**



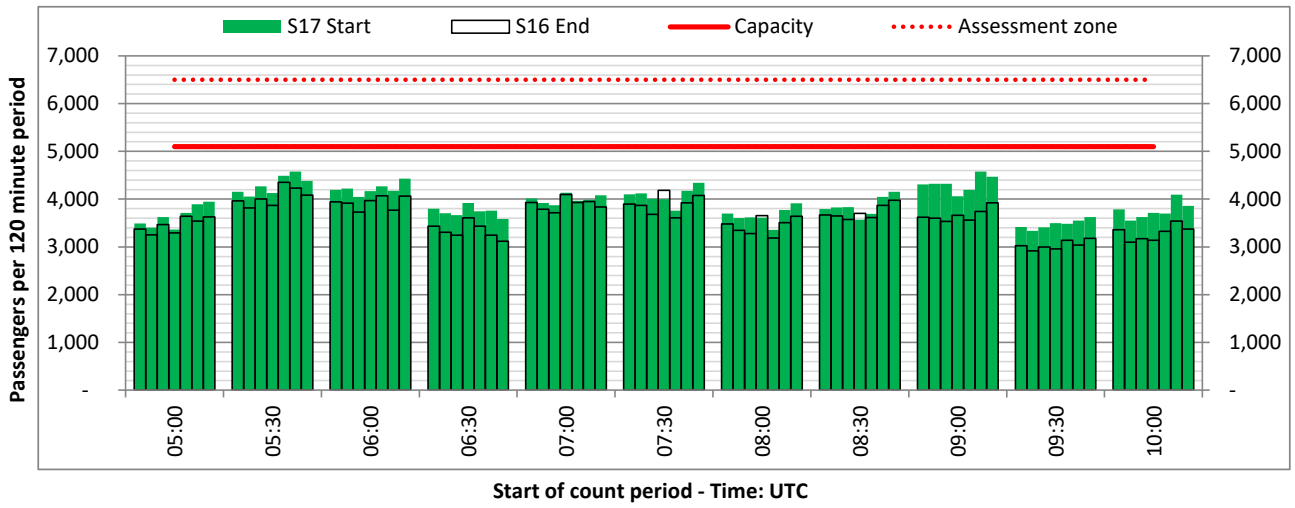




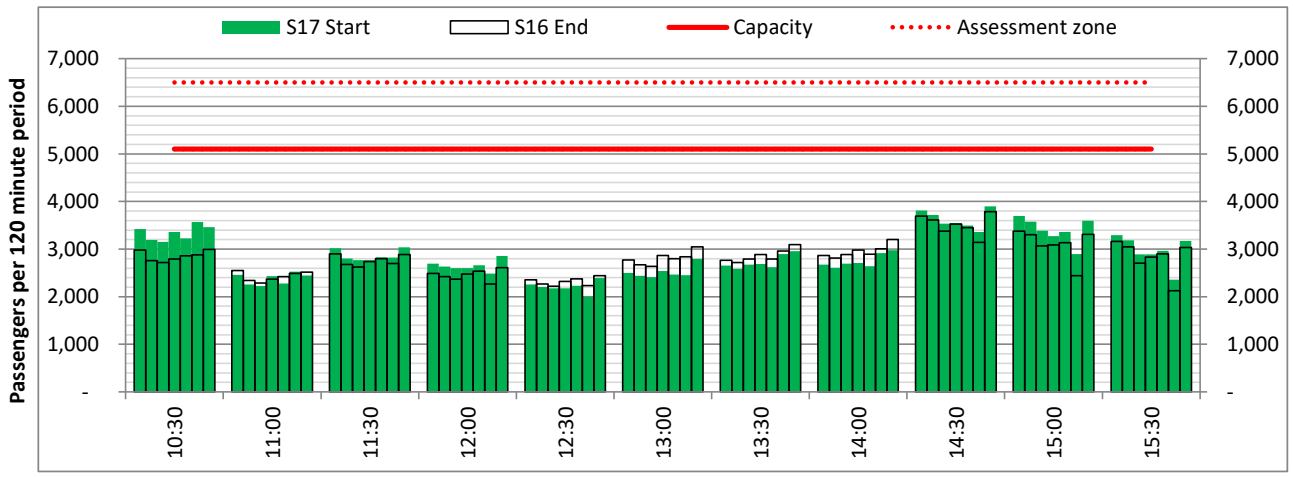
Peak Week - Passengers Histogram

ARRIVAL - 120 minute count rolling every 30 mins (T2H/30)

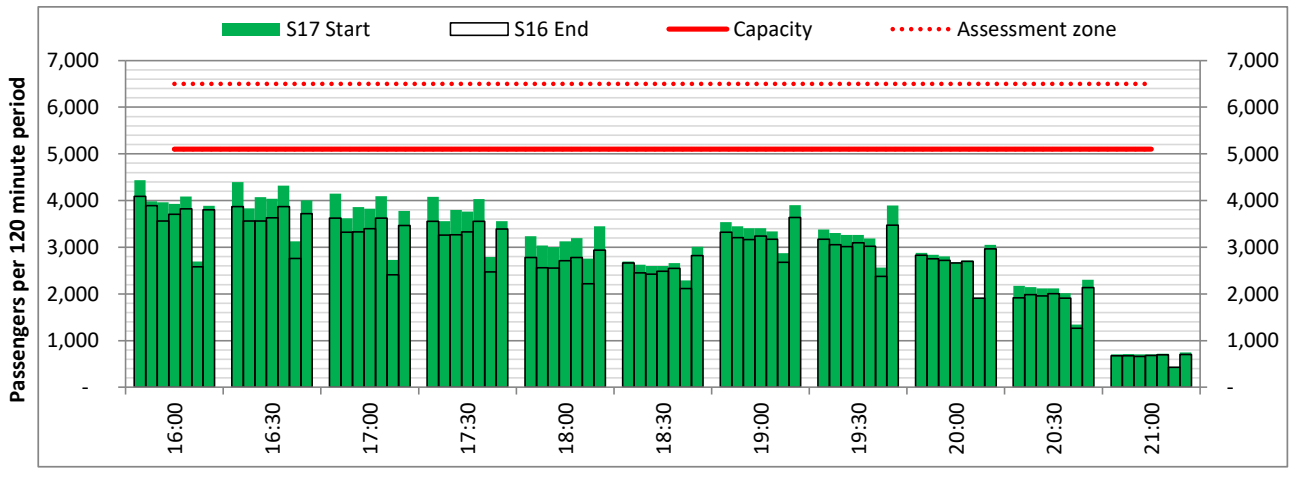
Terminals: 2I **Operators: All Operators** **Days: 1234567**



Start of count period - Time: UTC



Start of count period - Time: UTC

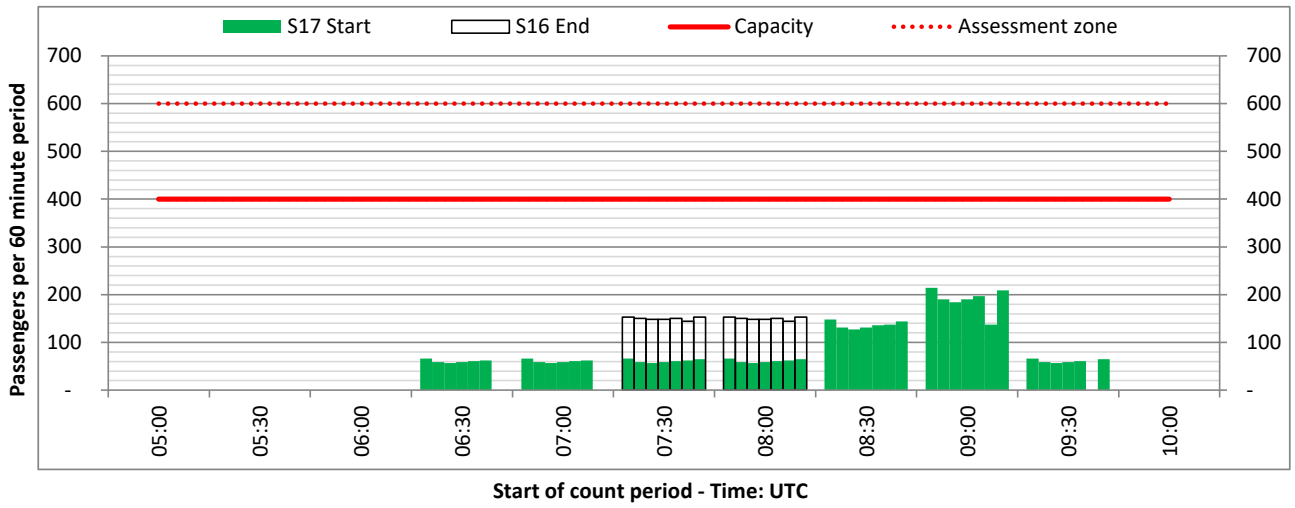


Start of count period - Time: UTC

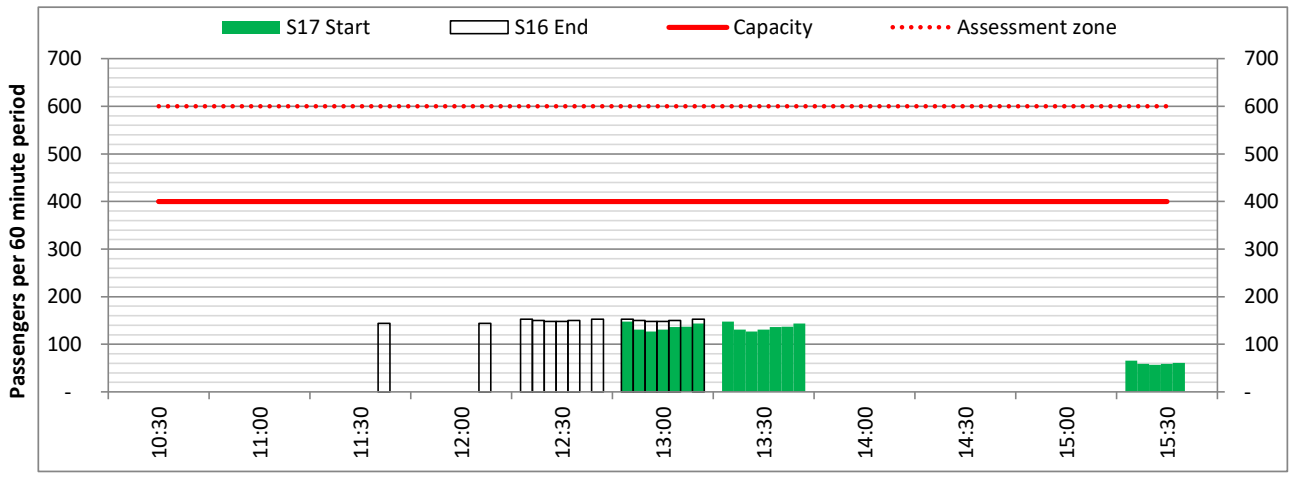
Peak Week - Passengers Histogram

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

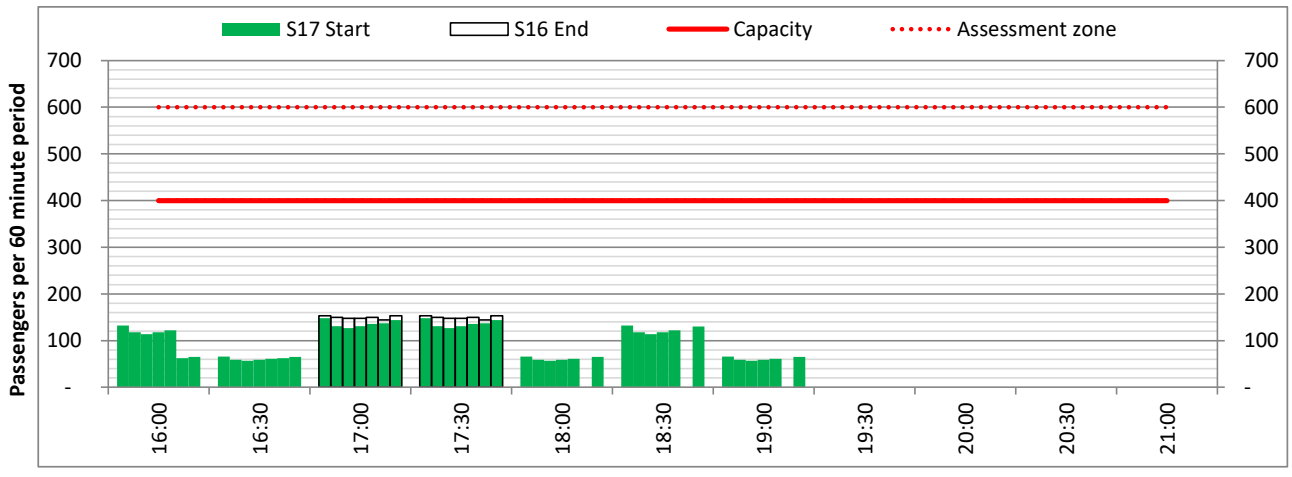
Terminals: 2D **Operators: All Operators** **Days: 1234567**



Start of count period - Time: UTC



Start of count period - Time: UTC

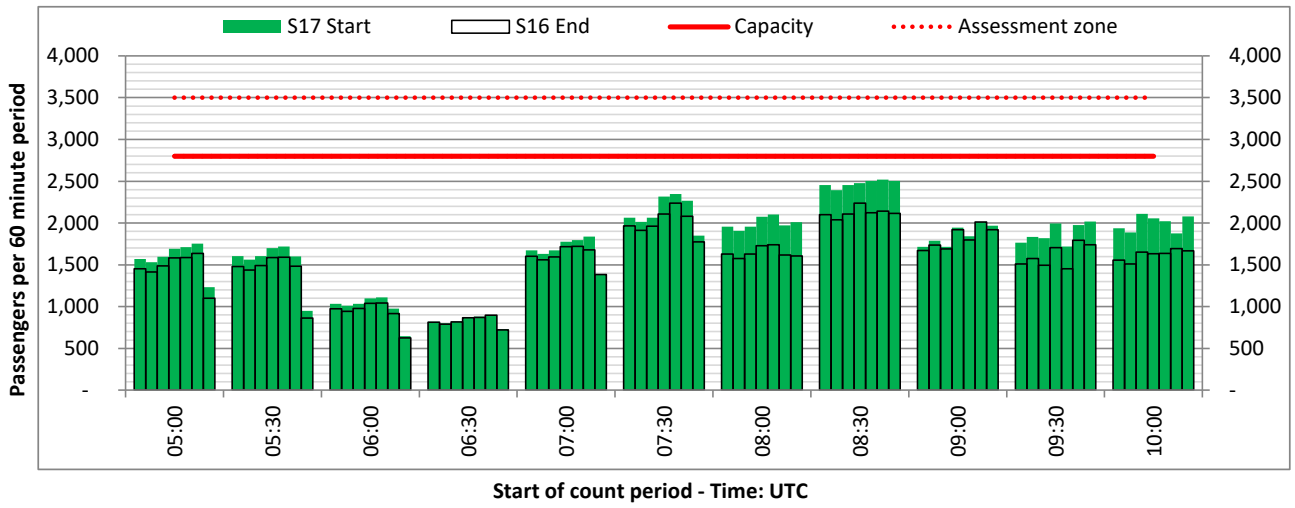


Start of count period - Time: UTC

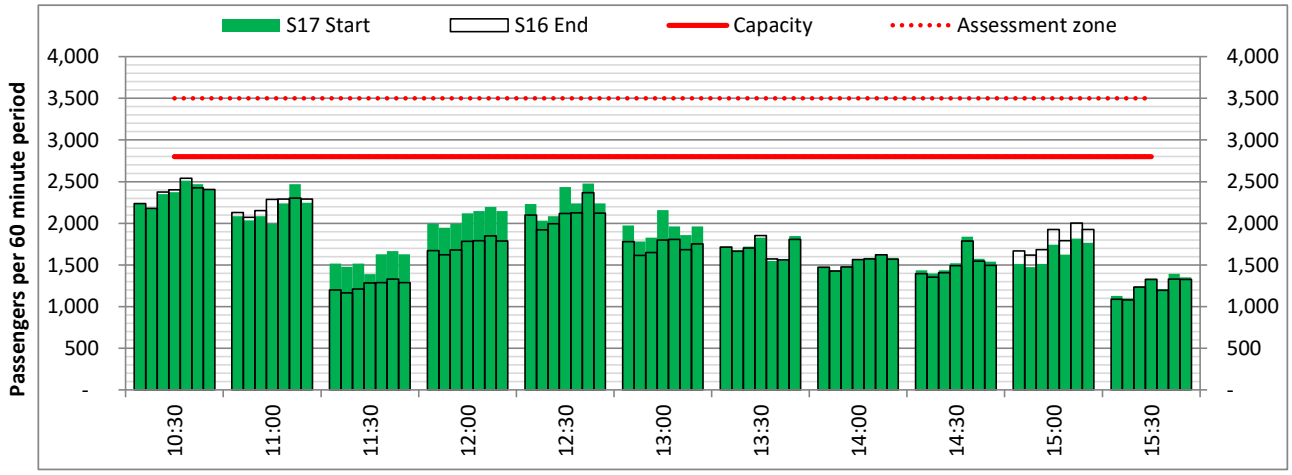
Peak Week - Passengers Histogram

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

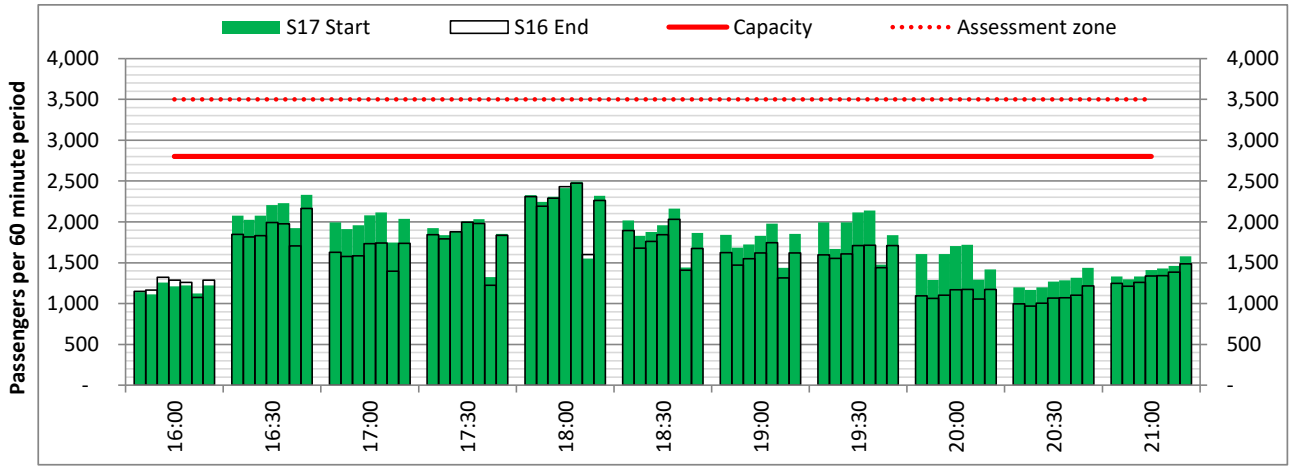
Terminals: 2D 2I **Operators: All Operators** **Days: 1234567**



Start of count period - Time: UTC



Start of count period - Time: UTC

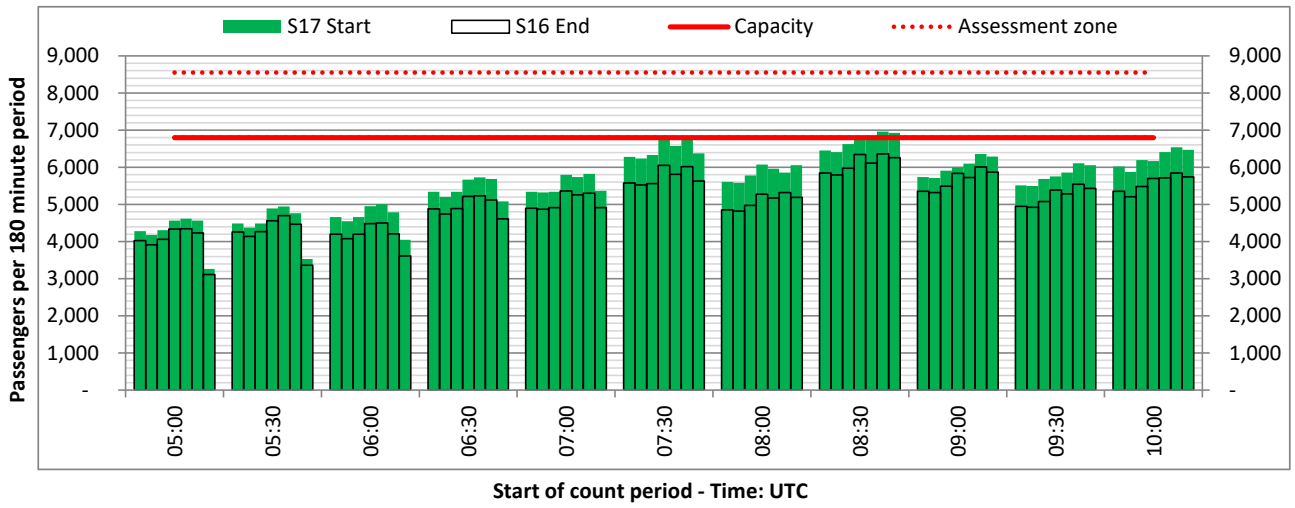


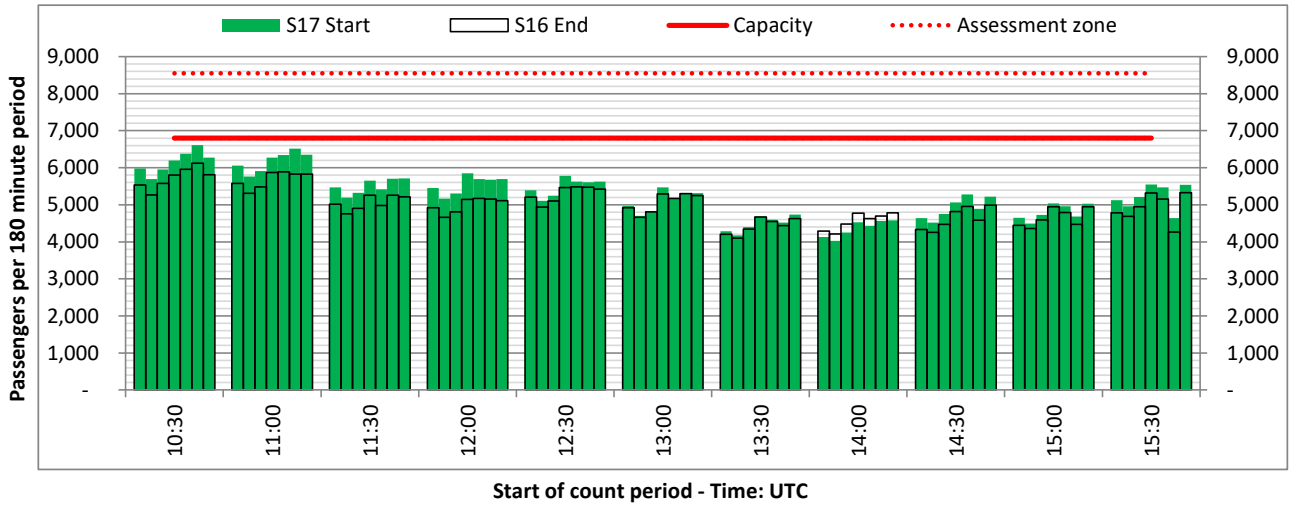
Start of count period - Time: UTC

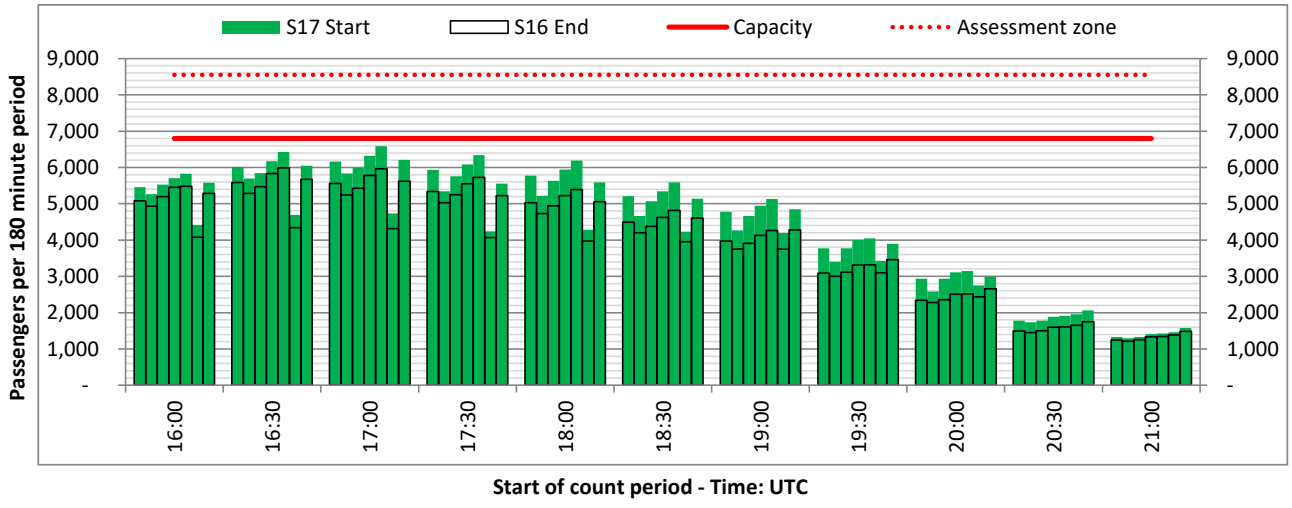
Peak Week - Passengers Histogram

DEPARTURE - 180 minute count rolling every 30 mins (T3H/30)

Terminals: 2D 2I **Operators: All Operators** **Days: 1234567**



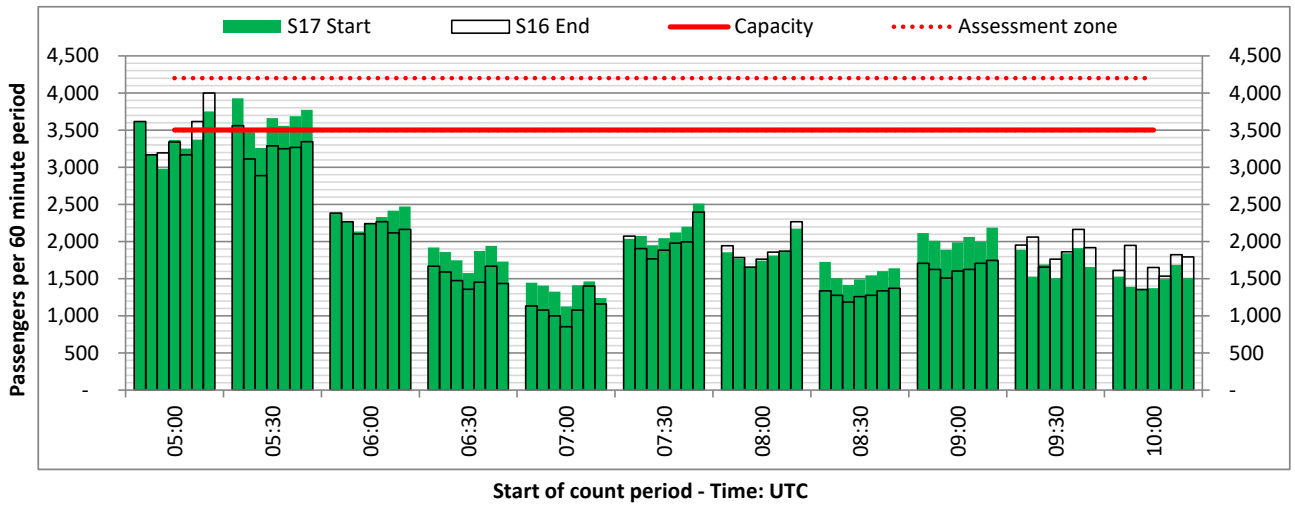




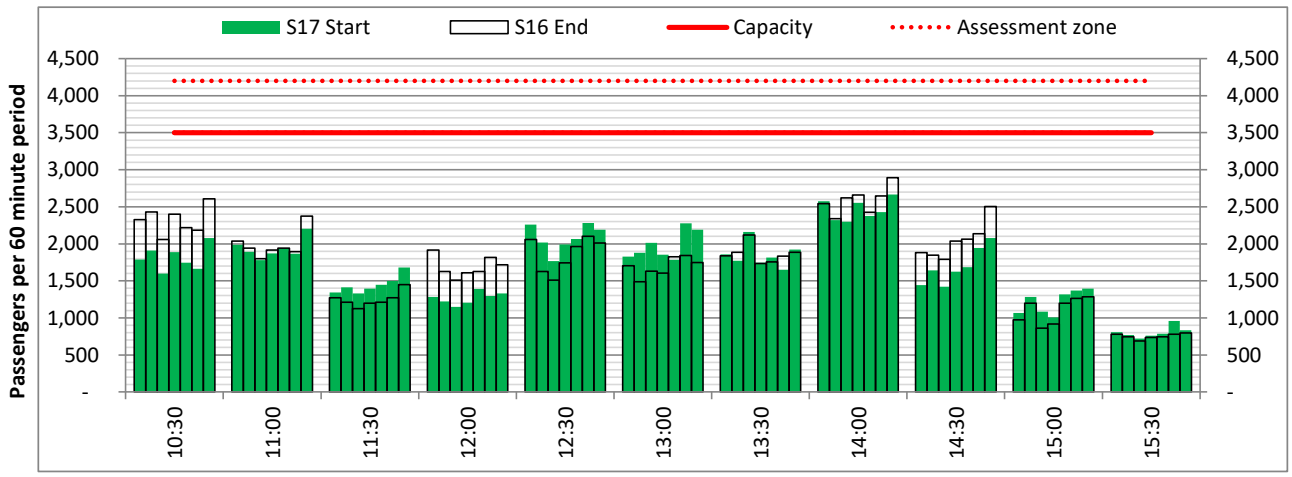
Peak Week - Passengers Histogram

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

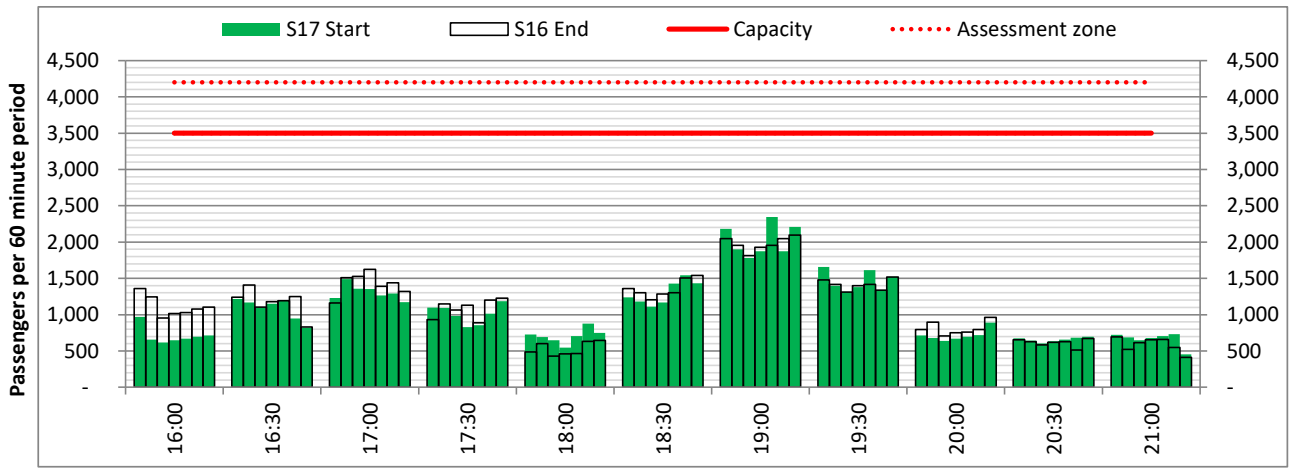
Terminals: 3I **Operators: All Operators** **Days: 1234567**



Start of count period - Time: UTC



Start of count period - Time: UTC

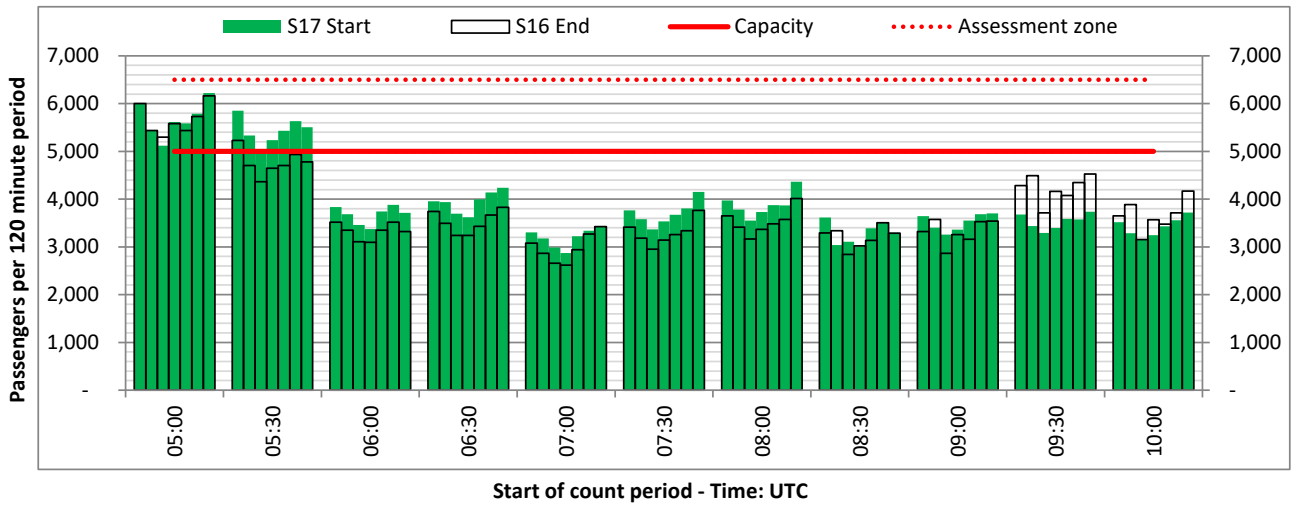


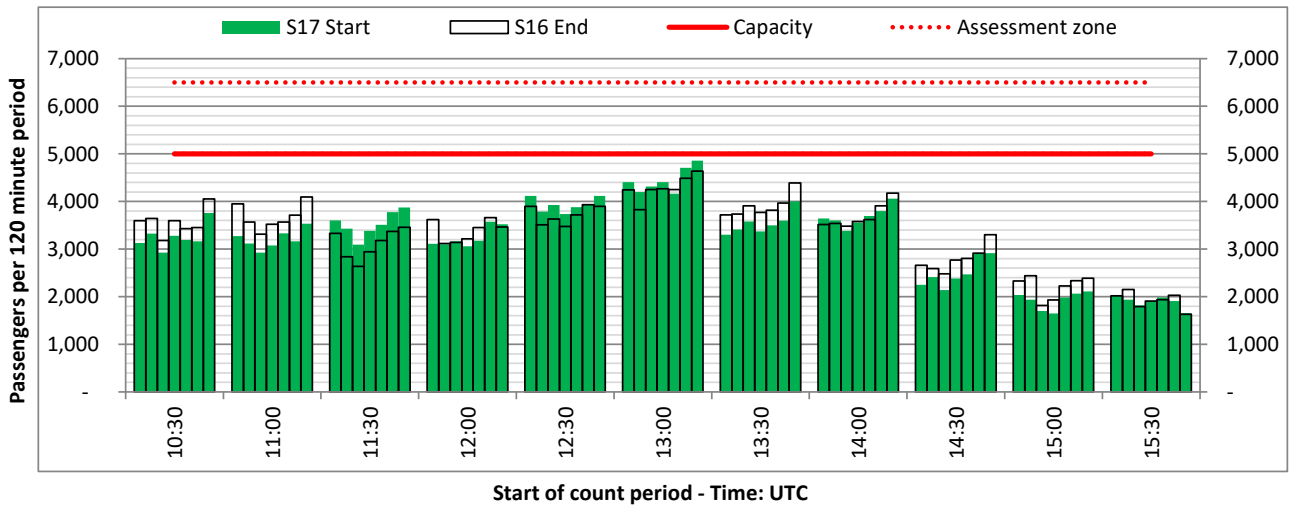
Start of count period - Time: UTC

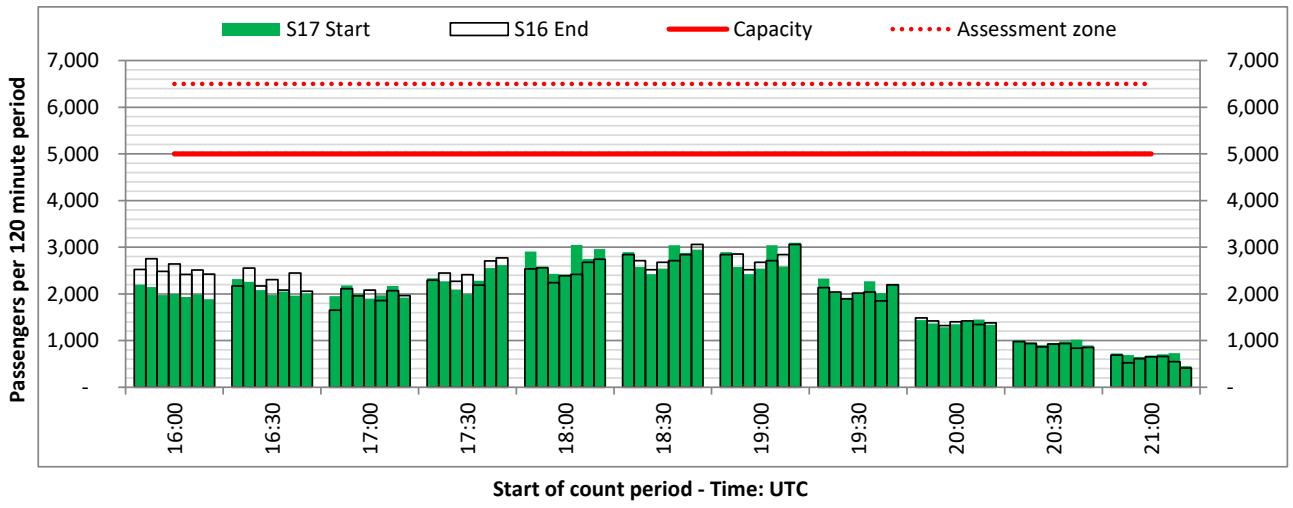
Peak Week - Passengers Histogram

ARRIVAL - 120 minute count rolling every 30 mins (T2H/30)

Terminals: 3I **Operators: All Operators** **Days: 1234567**



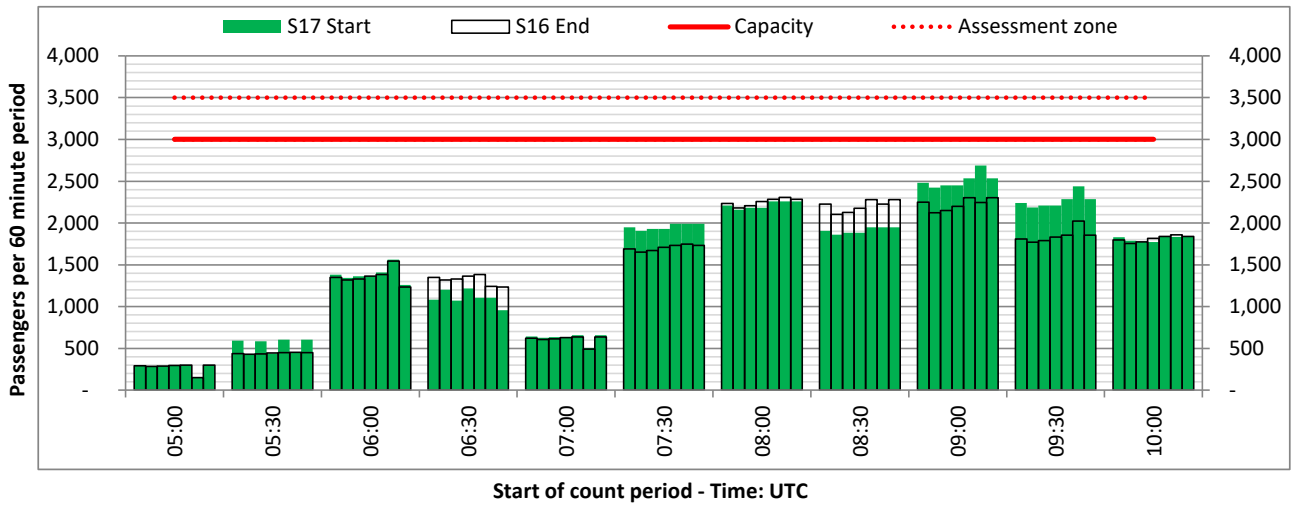




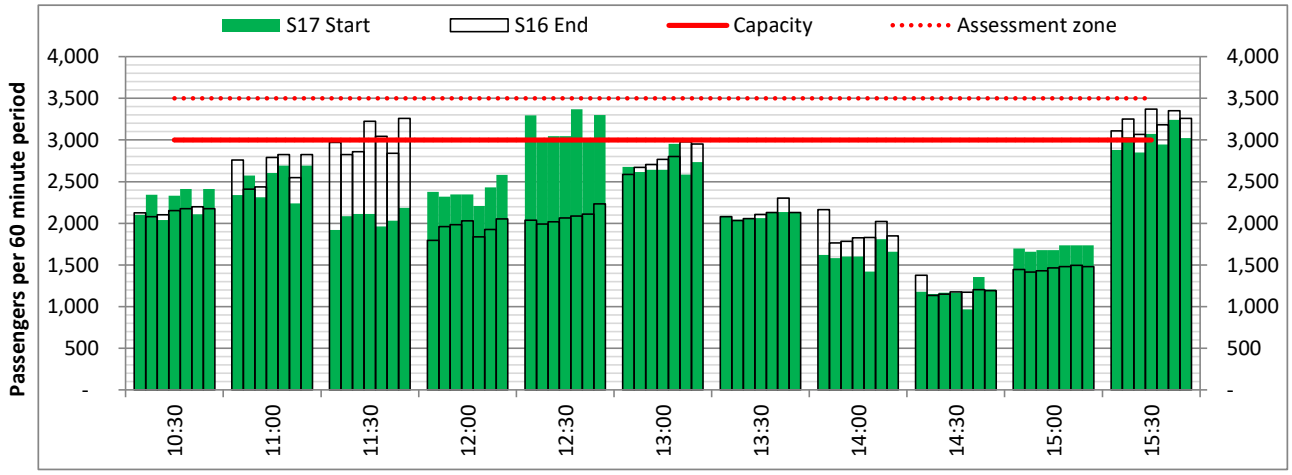
Peak Week - Passengers Histogram

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

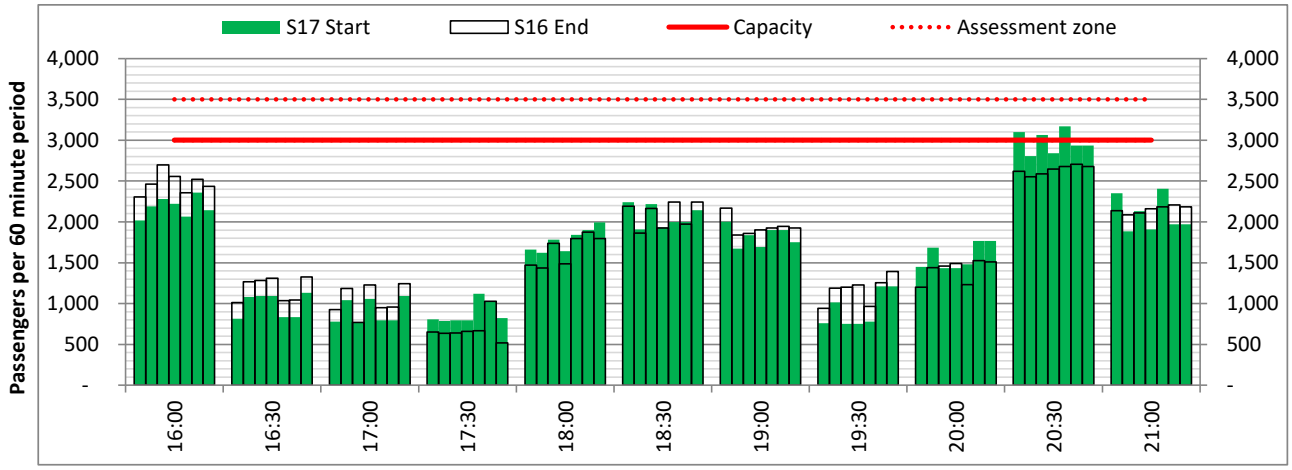
Terminals: 3I **Operators: All Operators** **Days: 1234567**



Start of count period - Time: UTC



Start of count period - Time: UTC

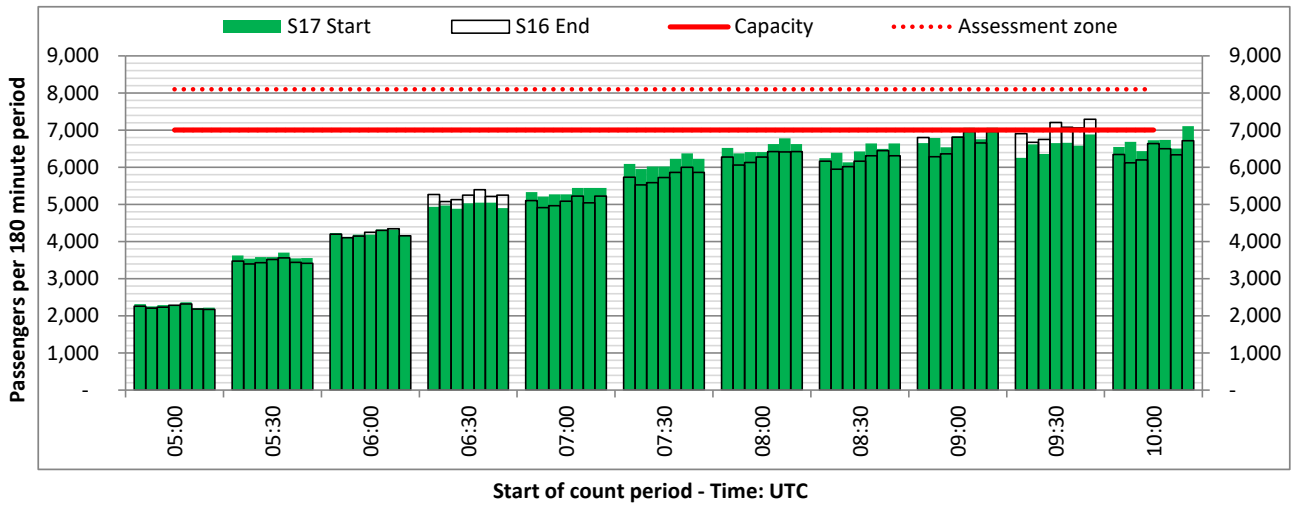


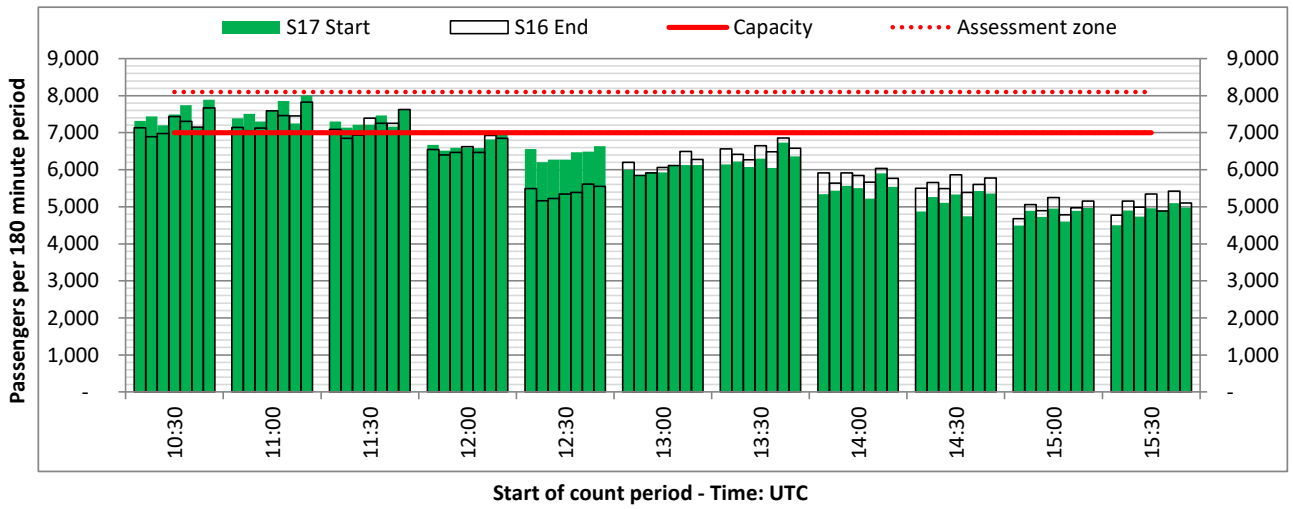
Start of count period - Time: UTC

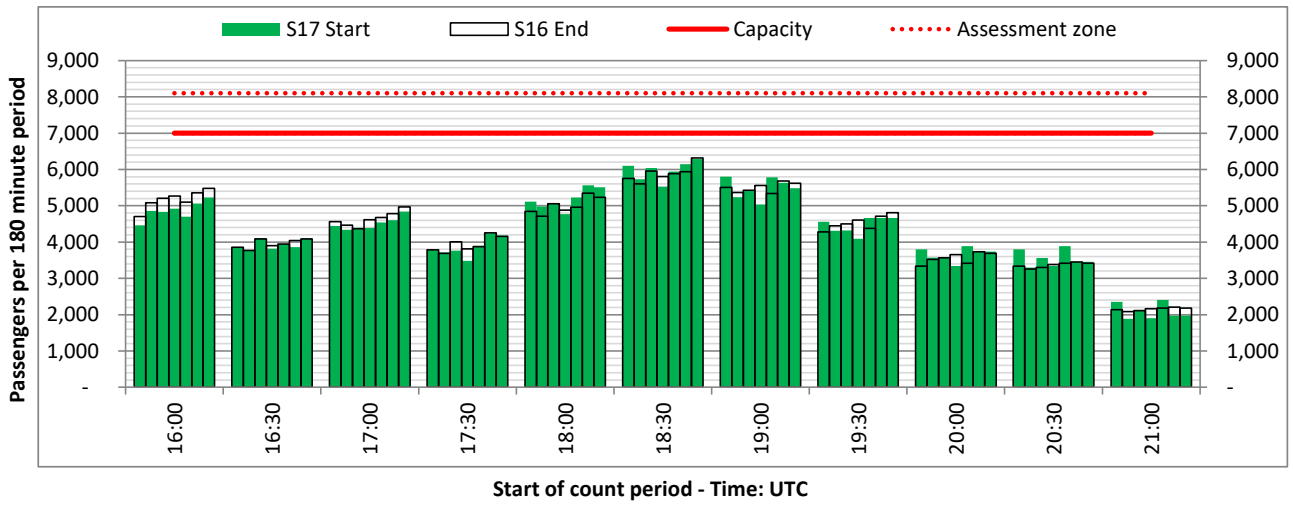
Peak Week - Passengers Histogram

DEPARTURE - 180 minute count rolling every 30 mins (T3H/30)

Terminals: 3I **Operators: All Operators** **Days: 1234567**



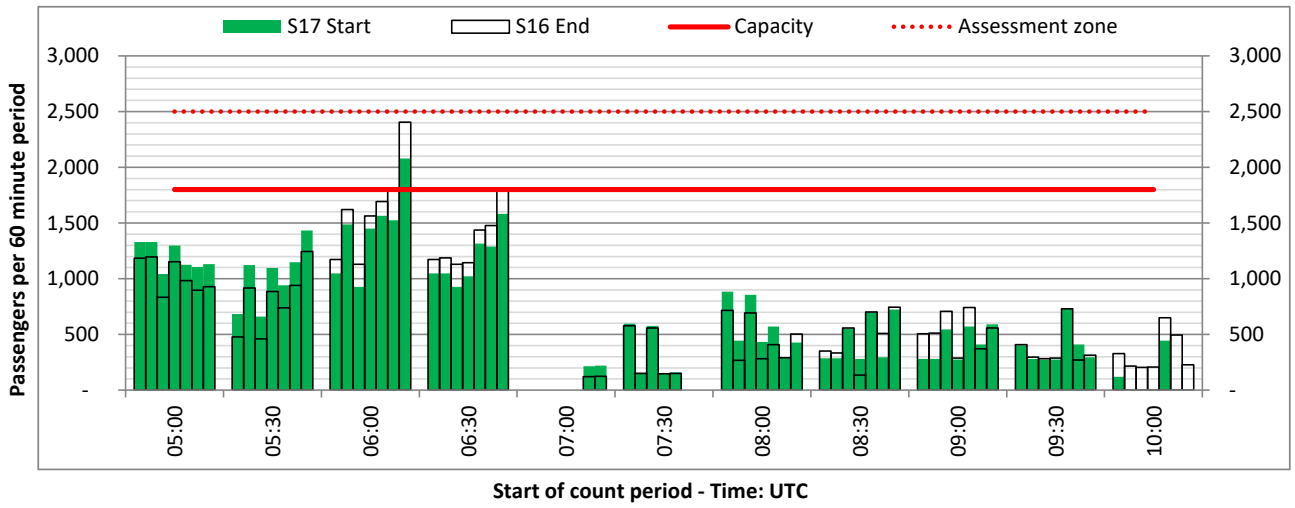


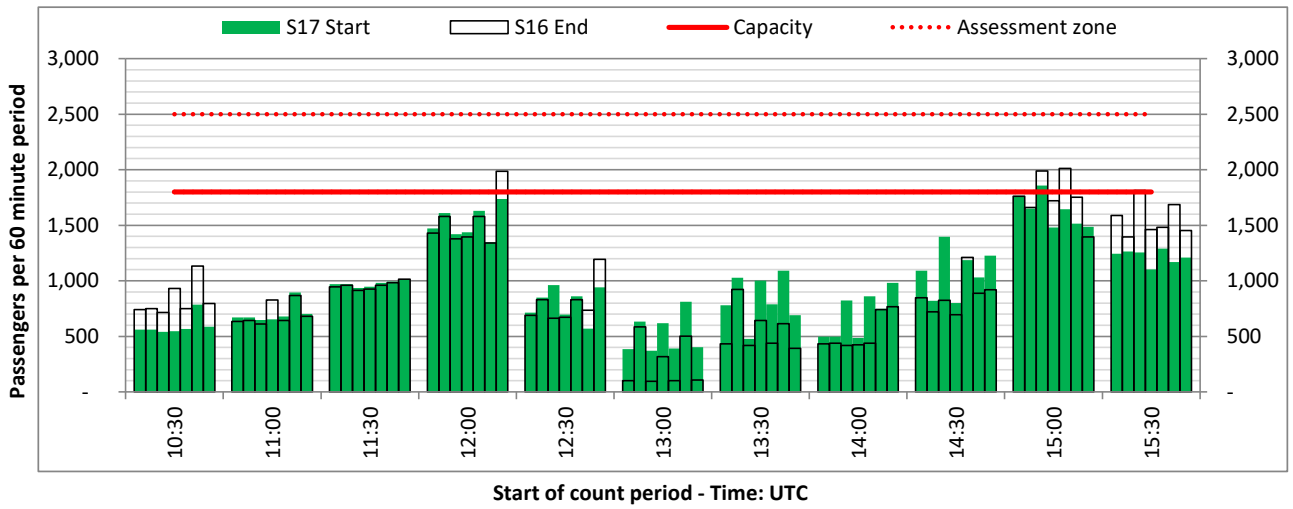


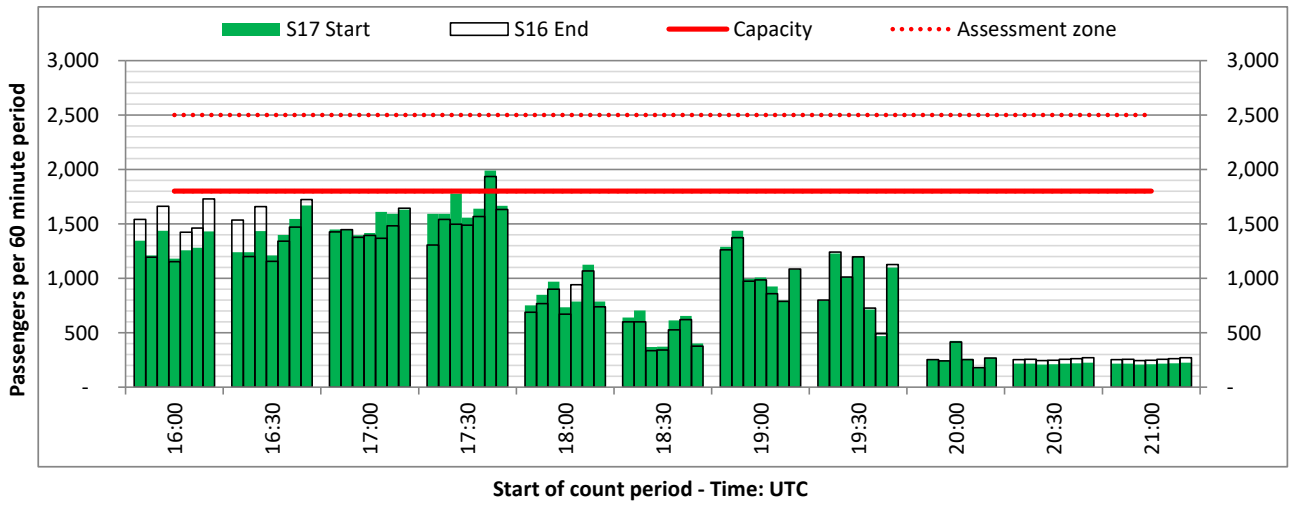
Peak Week - Passengers Histogram

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

Terminals: 4I **Operators: All Operators** **Days: 1234567**



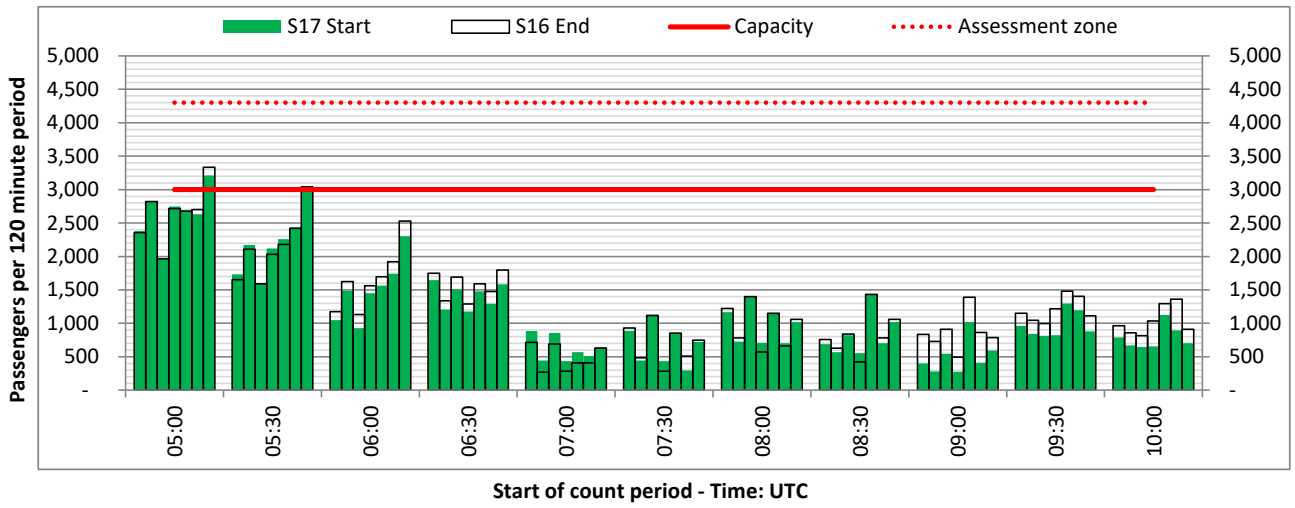


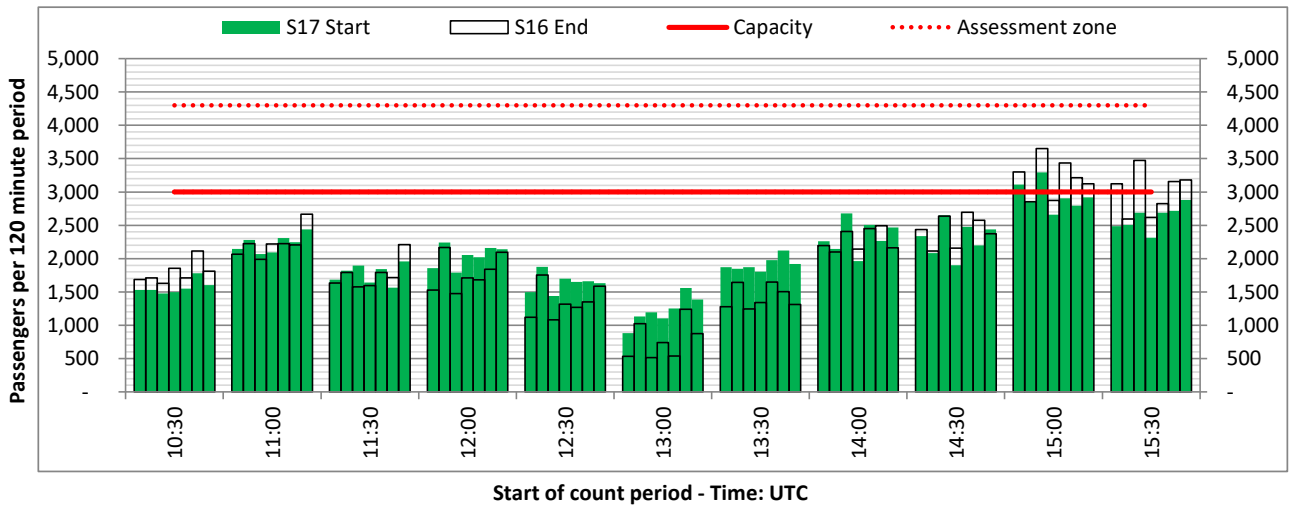


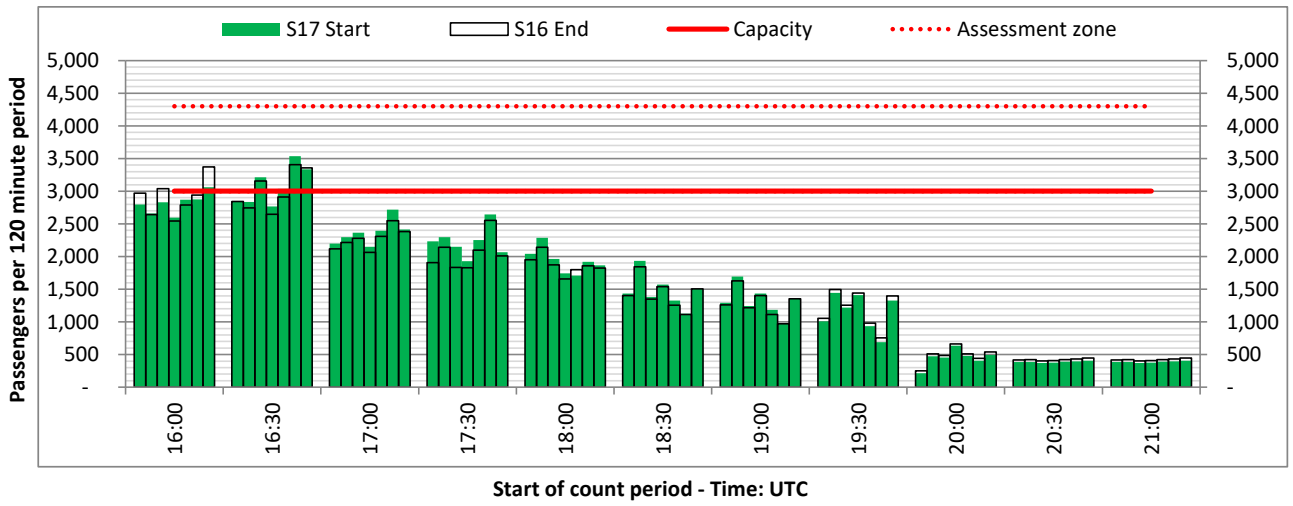
Peak Week - Passengers Histogram

ARRIVAL - 120 minute count rolling every 30 mins (T2H/30)

Terminals: 4I **Operators: All Operators** **Days: 1234567**



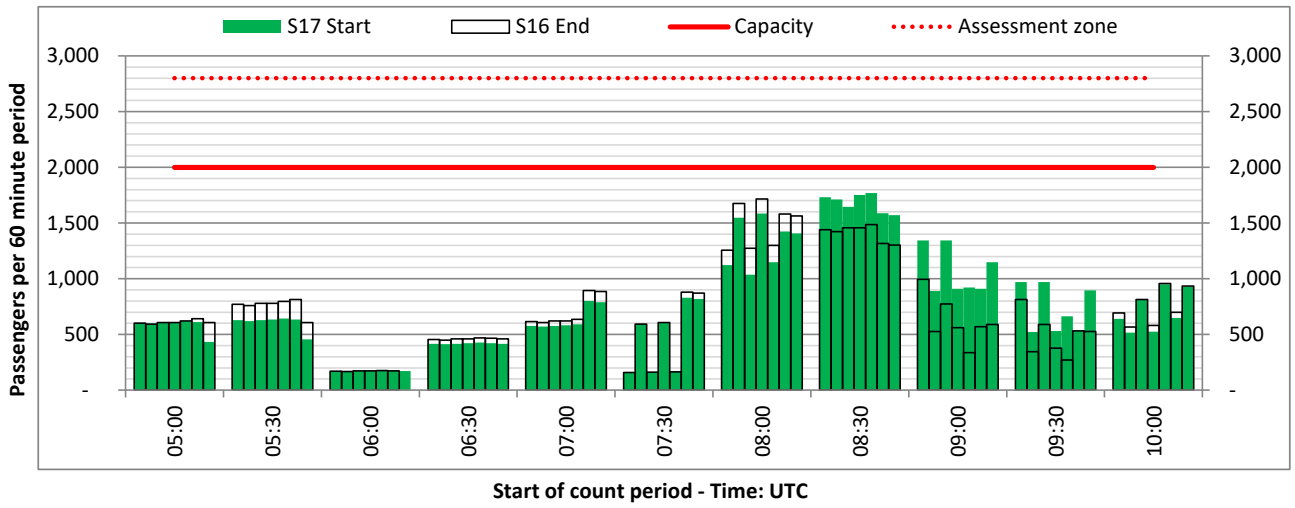


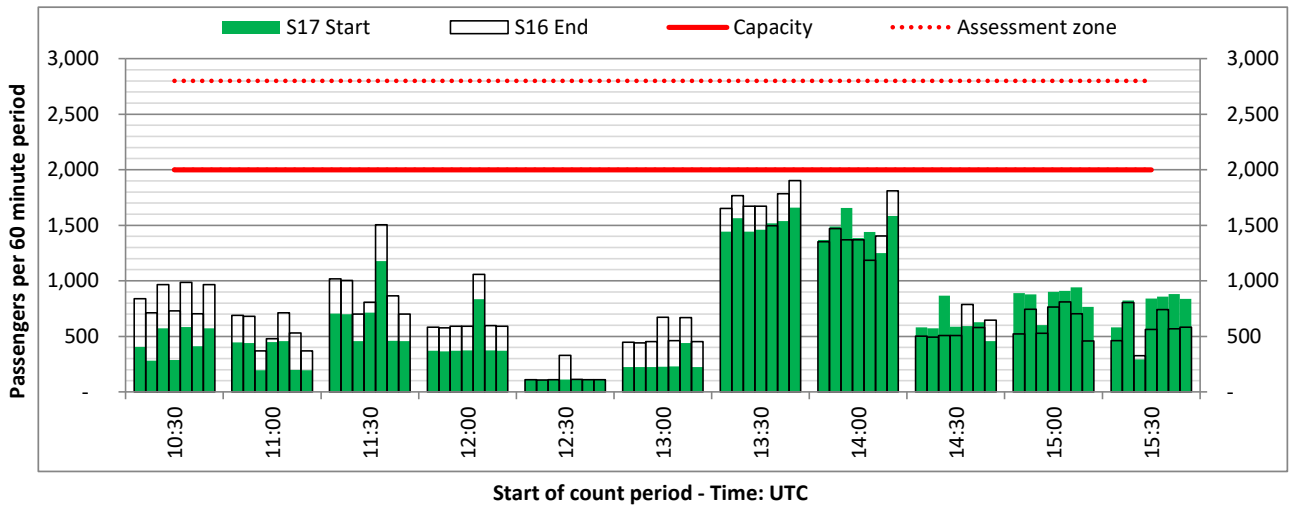


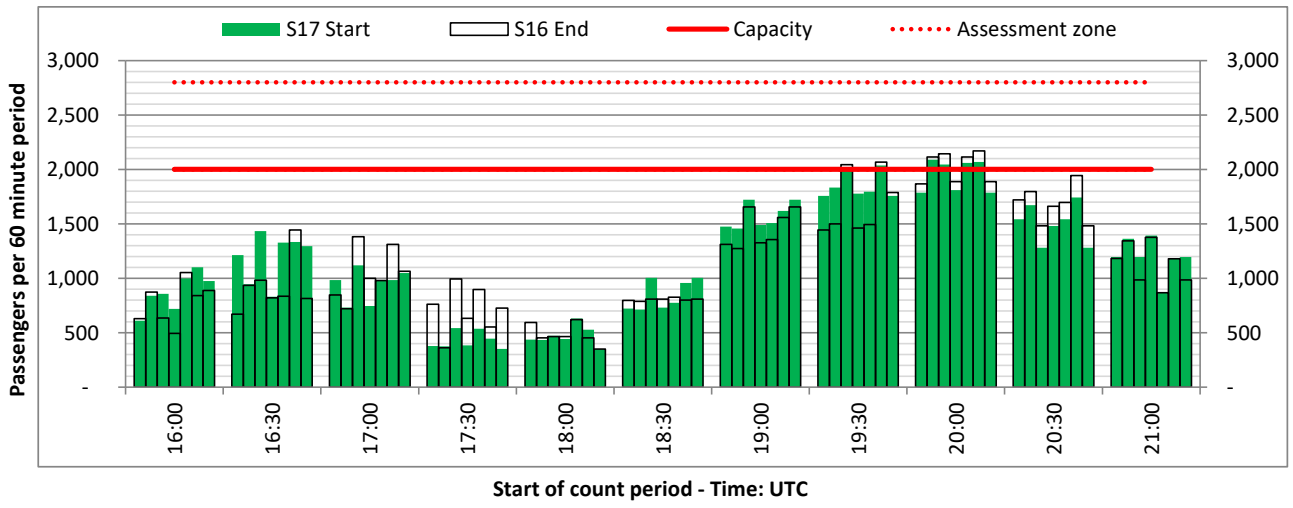
Peak Week - Passengers Histogram

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

Terminals: 4I **Operators: All Operators** **Days: 1234567**



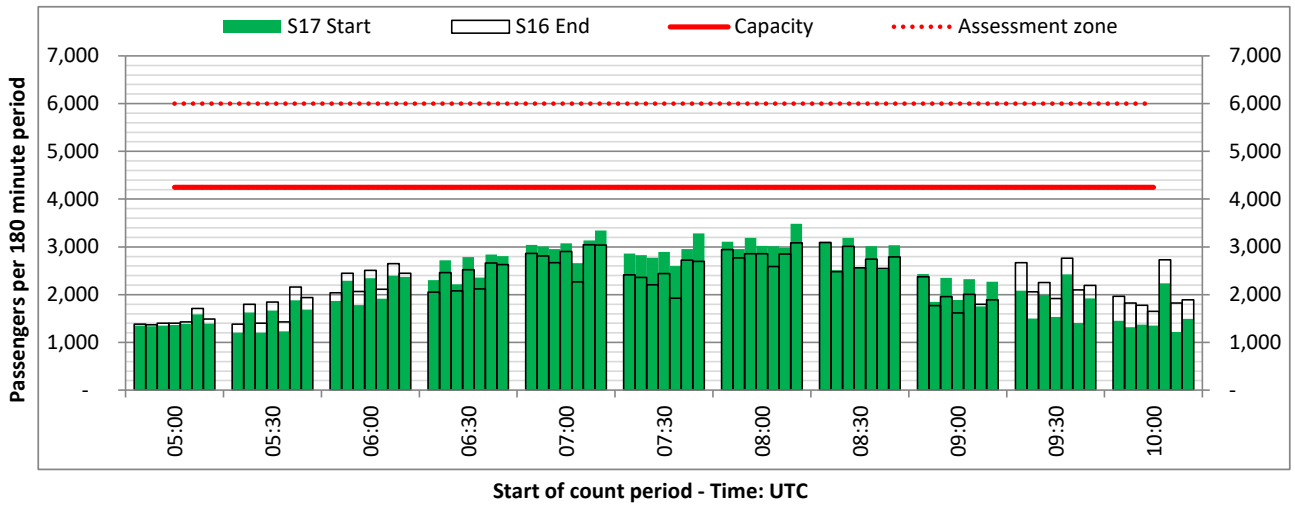


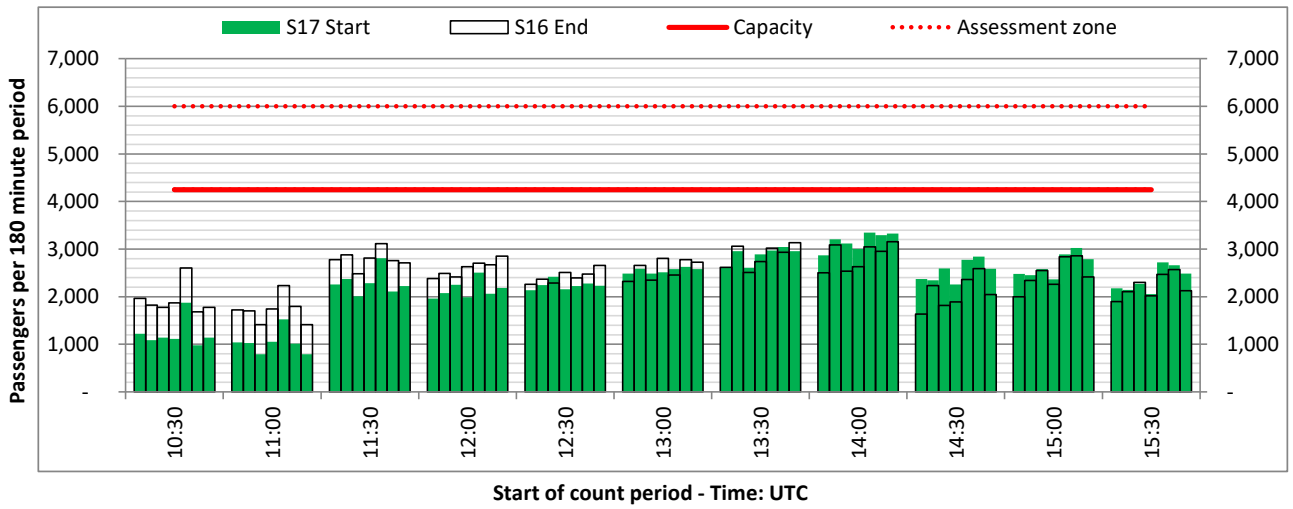


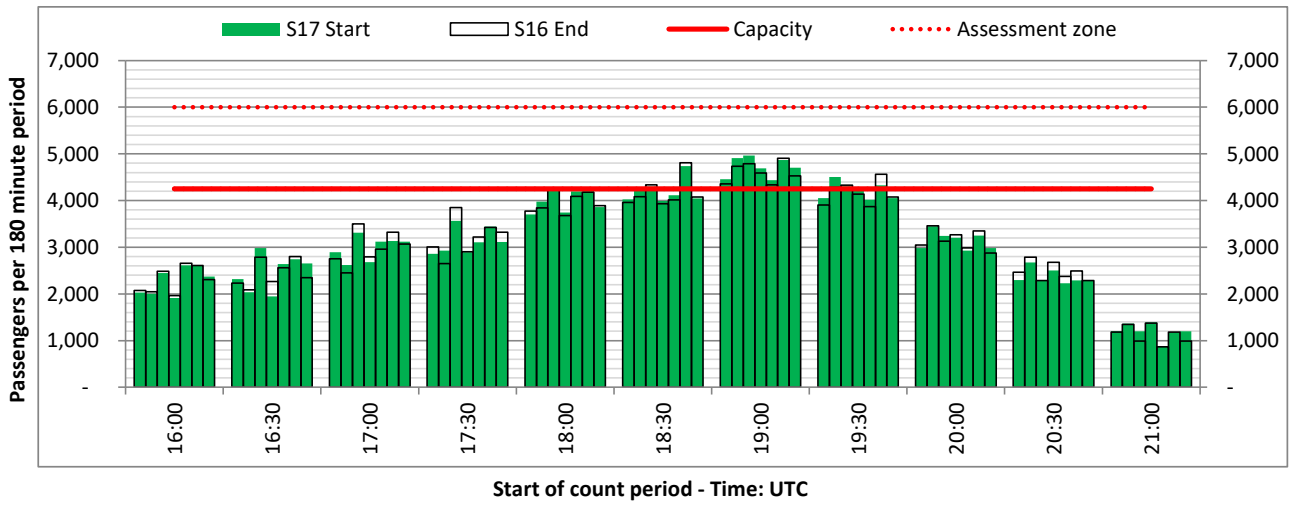
Peak Week - Passengers Histogram

DEPARTURE - 180 minute count rolling every 30 mins (T3H/30)

Terminals: 4I **Operators: All Operators** **Days: 1234567**



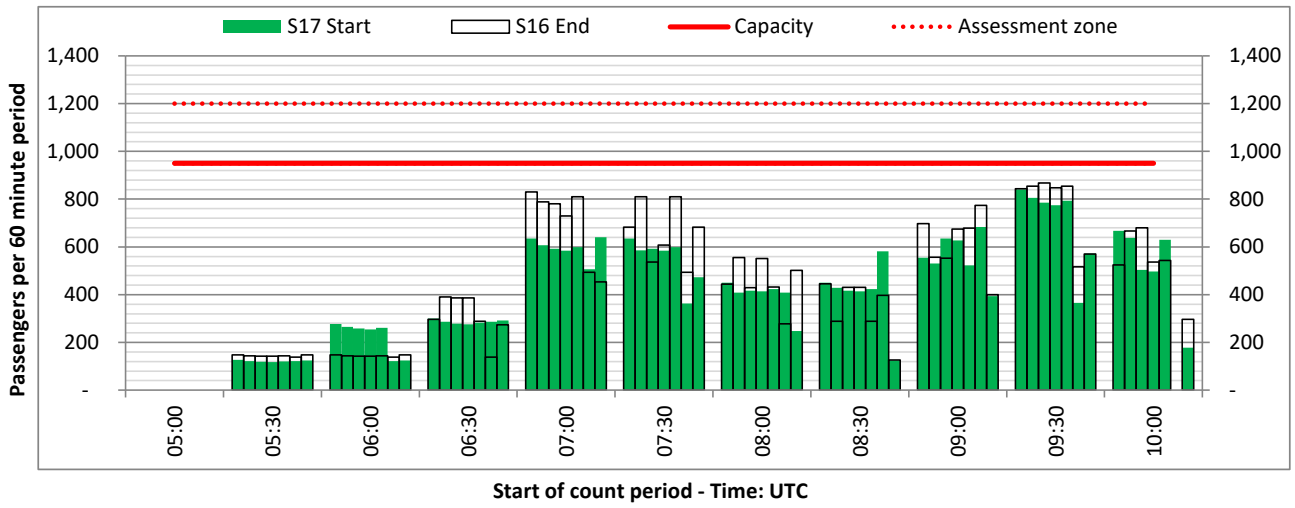




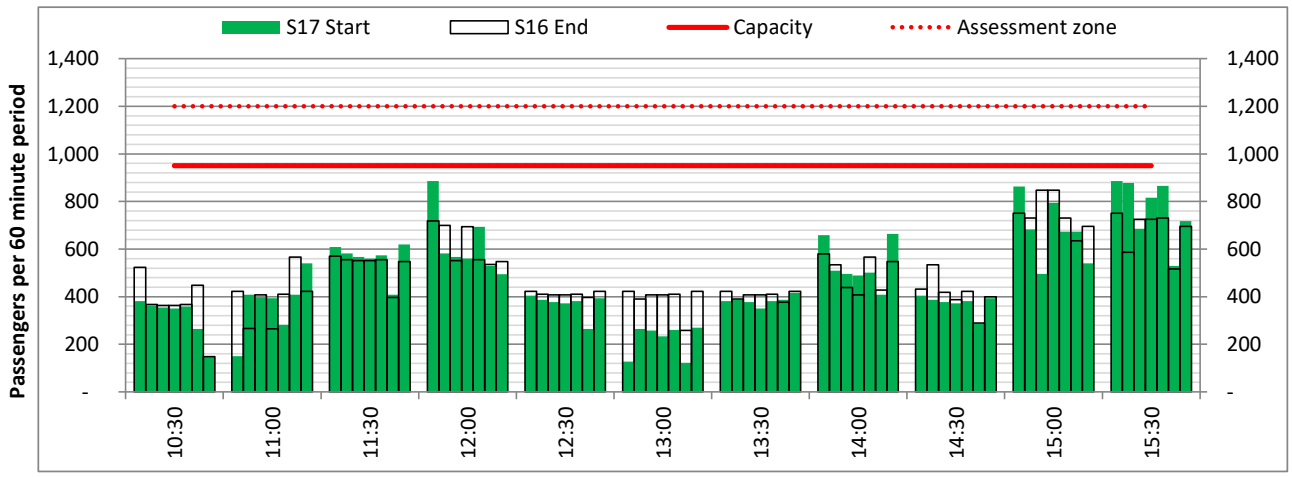
Peak Week - Passengers Histogram

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

Terminals: 5D **Operators: All Operators** **Days: 1234567**



Start of count period - Time: UTC



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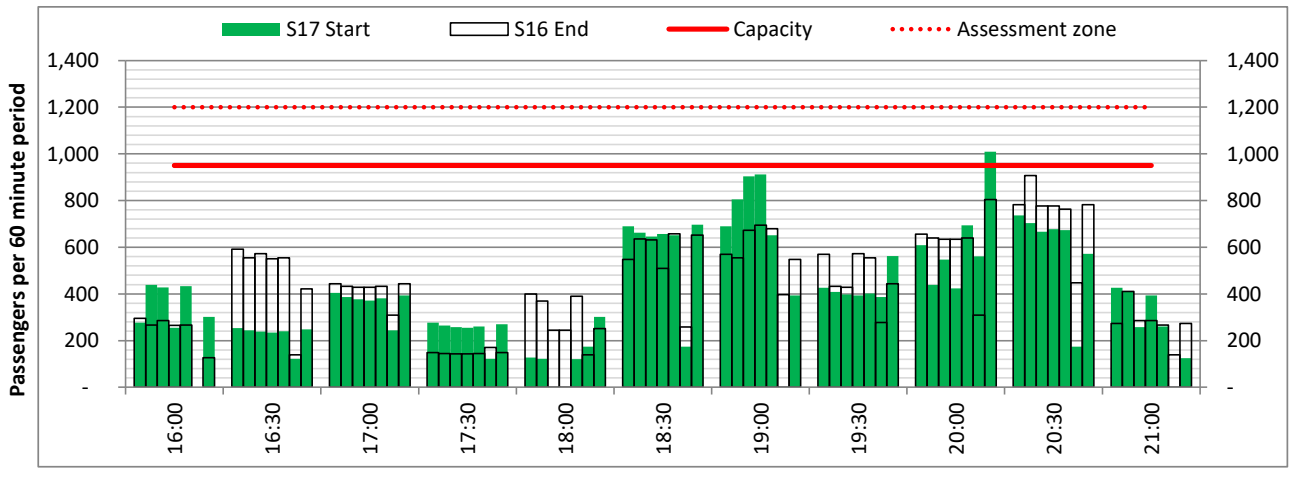
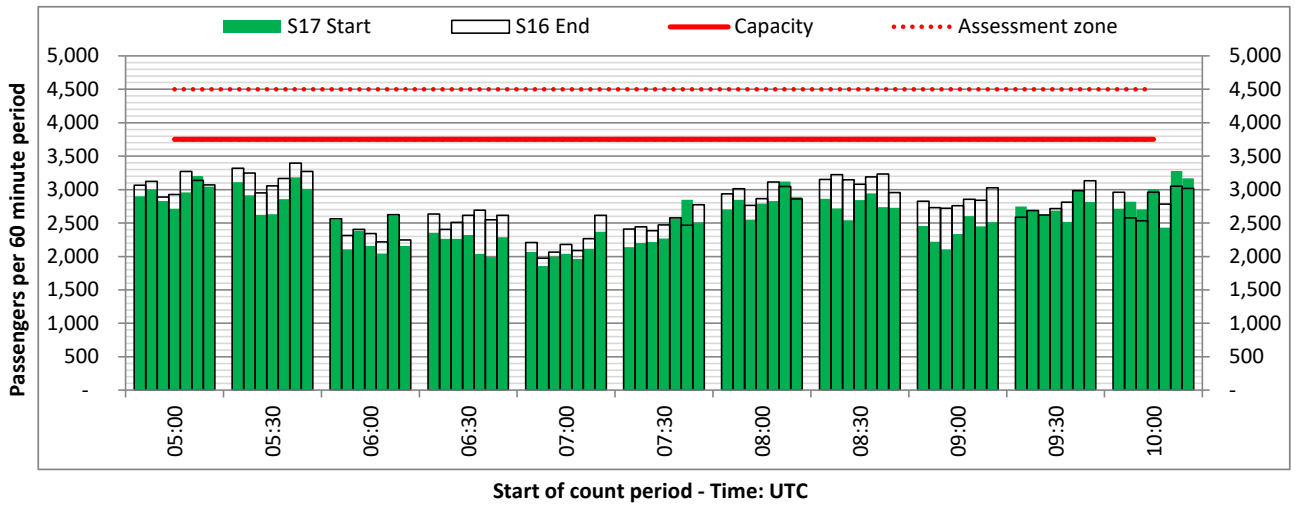


Start of count period - Time: UTC

Peak Week - Passengers Histogram

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

Terminals: 5I **Operators: All Operators** **Days: 1234567**



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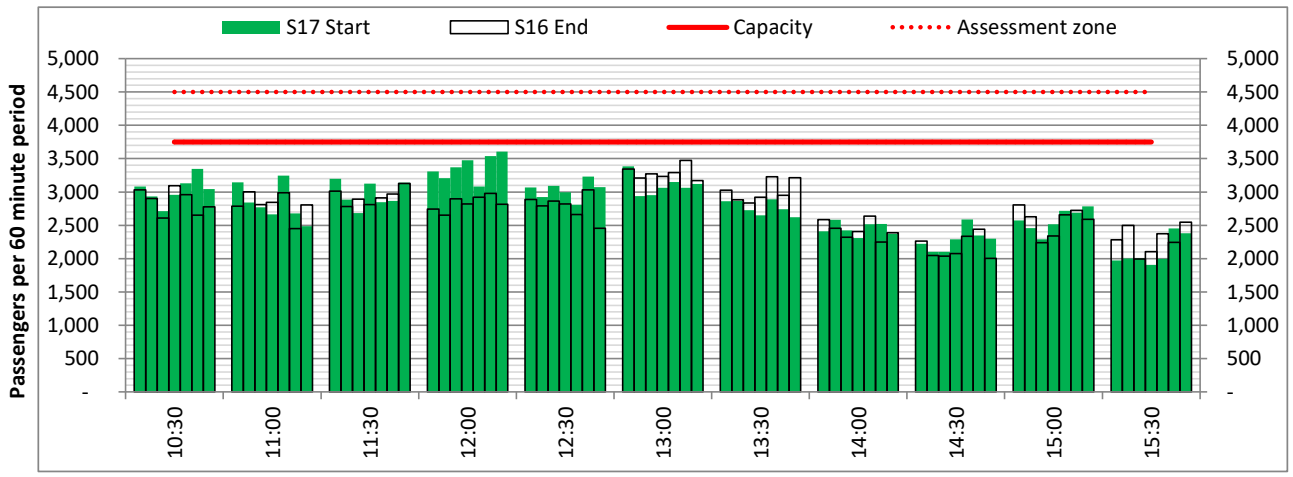

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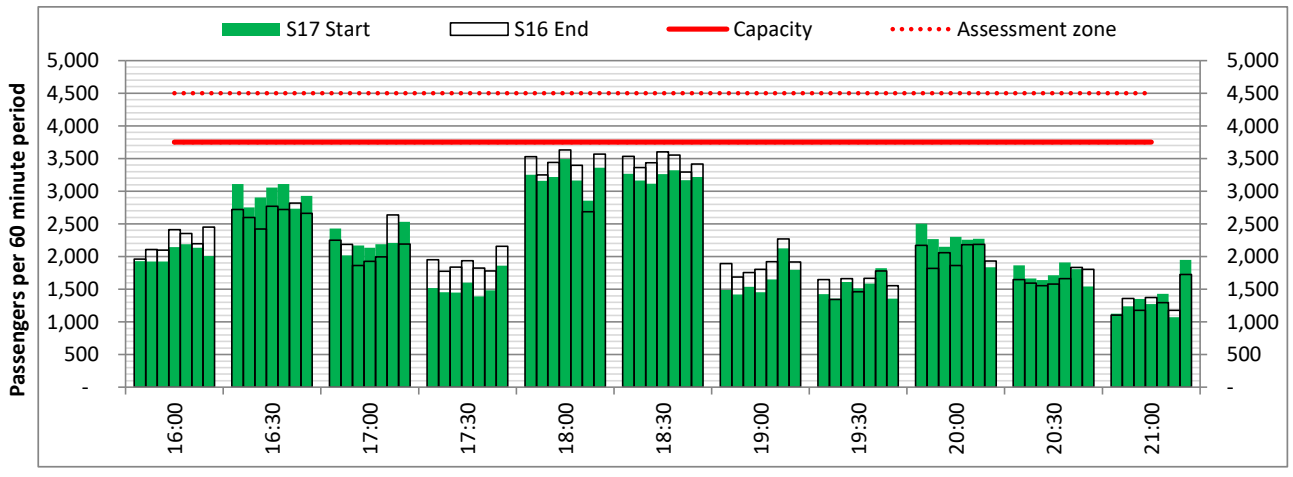
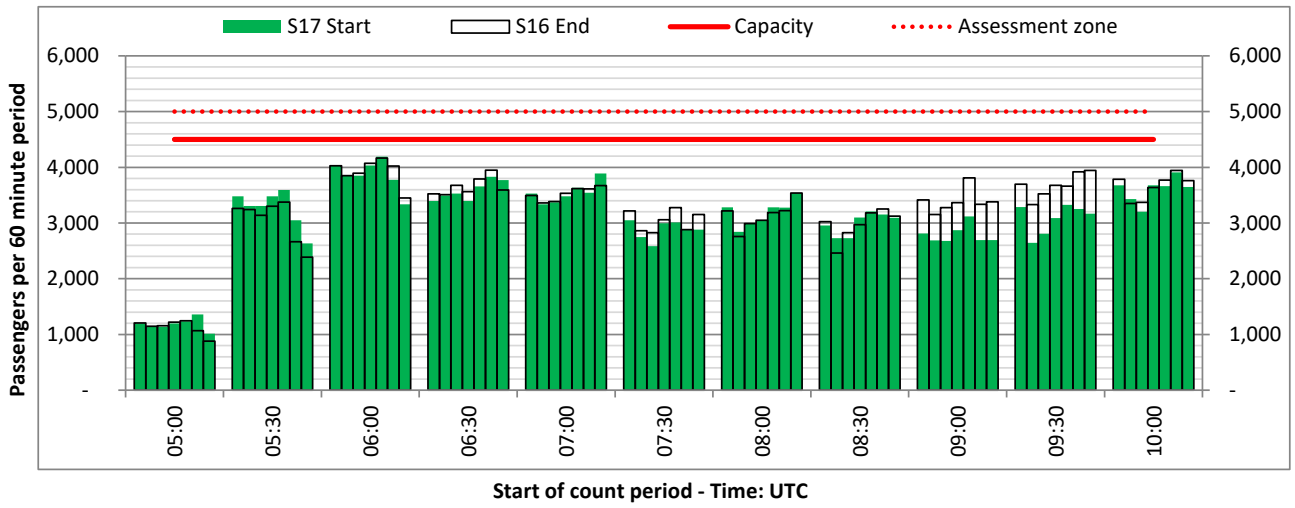


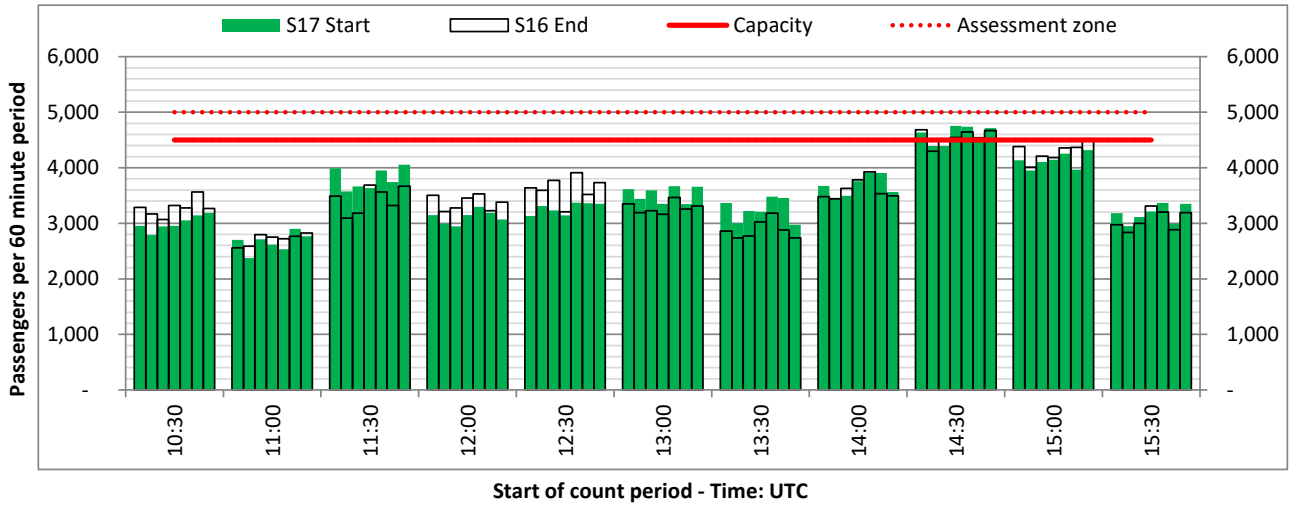
Start of count period - Time: UTC

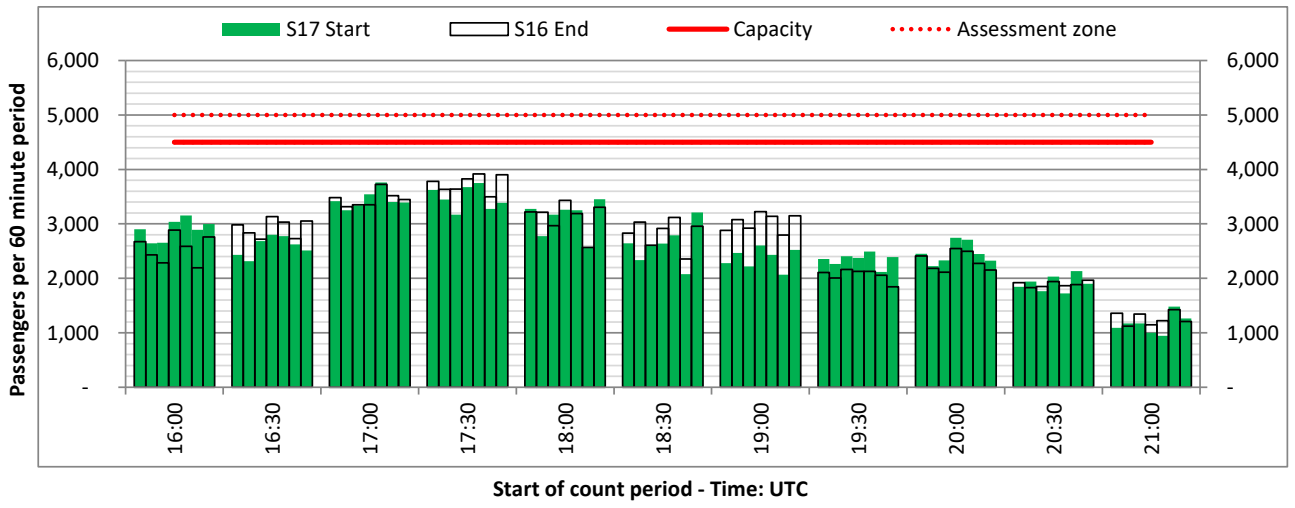
Peak Week - Passengers Histogram

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

Terminals: 5D 5I **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

S16 Start	S16 schedule as cleared on Wed 09-Mar-16.
S16 End	S16 schedule as cleared on Mon 13-Mar-17.
S17 Start	S17 schedule as cleared on Mon 13-Mar-17.
Peak Week	Peak week for S16 is Mon 05-Sep-16 to Sun 11-Sep-16. Peak week for S17 is Mon 11-Sep-17 to Sun 17-Sep-17.

For ACL use

	Airport-Season-Branch-Resource	From date	To date	Time
Full Season Rep 1	LHR-S16-SOS-Standard	Sun 27-Mar-2016	Sat 29-Oct-2016	UTC
Full Season Rep 2	LHR-S16-Live-Standard	Sun 27-Mar-2016	Sat 29-Oct-2016	UTC
Full Season Rep 3	LHR-S17-SOS Report-Standard	Sun 26-Mar-2017	Sat 28-Oct-2017	UTC
	Airport-Season-Branch-Resource	From date	To date	Time
Peak Week Rep 1	LHR-S16-SOS Baseline-Standard	Mon 05-Sep-2016	Sun 11-Sep-2016	UTC
Peak Week Rep 2	LHR-S16-Baseline-Baseline	Mon 05-Sep-2016	Sun 11-Sep-2016	UTC
Peak Week Rep 3	LHR-S17-SOS Baseline-Baseline	Mon 11-Sep-2017	Sun 17-Sep-2017	UTC