#### **Heathrow Airport (LHR)**

#### **Summer 2017 (S17)**



#### **Start of Season Report**

#### **Headlines**

Total Air Transport Movements (Passenger & Freight)
Total Passenger Air Transport Movements
Total Passenger Air Transport Movement Seats
Average Seats per Passenger Air Transport Movement
Percentage of allocated slots cleared as requested (OK)

S17 Start
294094
292183
62598693
214.24
99.7%

vs. S	16 Start
_	0.0%
$\overline{}$	-0.1%
<b>—</b>	-0.3%
$\overline{}$	-0.2%

vs. S16 End
1.2%
1.0%
1.8%
0.8%

Report Date: Fri 17-Mar-2017

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- 9 Peak Week Histogram Arrival Passengers (T120/30) 2I All Operators
- 10 Peak Week Histogram Arrival Passengers (T60/30) 2D All Operators
- Peak Week Histogram Departure Passengers (T60/30) 2D 2I All Operators
- 12 Peak Week Histogram Departure Passengers (T3H/30) 2D 2I All Operators
- Peak Week Histogram Arrival Passengers (T60/30) 3I All Operators
- 14 Peak Week Histogram Arrival Passengers (T2H/30) 3I All Operators
- 15 Peak Week Histogram Departure Passengers (T60/30) 3I All Operators
- Peak Week Histogram Departure Passengers (T3H/30) 3I All Operators
- 17 Peak Week Histogram Arrival Passengers (T60/30) 4I All Operators
- 18 Peak Week Histogram Arrival Passengers (T2H/30) 4I All Operators
- 19 Peak Week Histogram Departure Passengers (T60/30) 4I All Operators
- 20 Peak Week Histogram Departure Passengers (T3H/30) 4I All Operators
- 21 Peak Week Histogram Arrival Passengers (T60/30) 5D All Operators
- Peak Week Histogram Arrival Passengers (T60/30) 5I All Operators
- 23 Peak Week Histogram Departure Passengers (T60/30) 5D  $\,$  5I All Operators
- 24 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

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# **Runway Scheduling Limits**



#### **Declared Hourly Movement Capacity**

			<b>S16</b>	Arri	vals					Ch	ange	e: S16 to S17							<b>S17</b>	Arri	vals		
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	9	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		Ţ			Ţ			21	22	22	22	22	22	22	22

		9	16 D	epar	ture	S				Ch	ange	: <b>S</b> 16	to S	17				9	517 D	epar	ture	S	
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



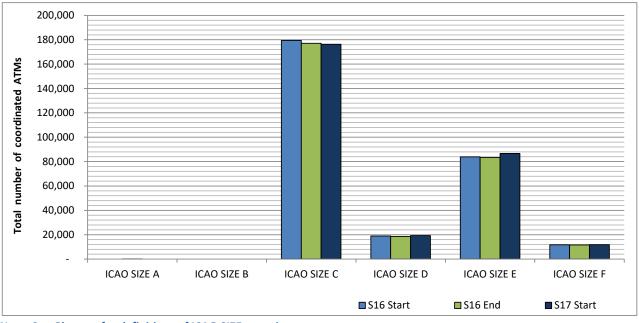
						SLOT AD	JUSTMEN	TS (MINU	ITES OFF I	REQUESTI	ED TIME)					
Operator	S17 allocated ATMs	0	5	10	15	20	25	30	35	40	45	50	55	60	>60	Requests with NO slot allocated
Aegean Airlines	56	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Aer Lingus	332	94.0%	0.0%	6.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Aeroflot Aeromexico	56 14	94.6% 78.6%	5.4% 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% 14.3%	-
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 98	50.0%	0.0% 7.1%	0.0% 7.1%	0.0%	0.0% 7.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50.0% 0.0%	-
Air France Air India	56	78.6% 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%	-
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 Air Serbia	14 18	100.0% 88.9%	0.0% 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%	0.4%	0.0%	-
Arik Air Asiana Airlines	14 14	100.0% 0.0%	0.0%	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%	-
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 Beijing Capital Airlines	6 4	100.0% 0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0% 100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Beijing Capital Alriines Biman Bangladesh	8	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%	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 China Eastern	74	90.5% 100.0%	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%	0.0%	-
China Southern	14 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 El Al Israel Airlines	30 22	93.3% 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 European Air Transport (DHL)	42 25	100.0% 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 Garuda Indonesia	86 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 Iberia	6 126	0.0% 77.8%	0.0% 16.7%	0.0% 0.0%	0.0% 5.6%	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% 0.0%	0.0% 0.0%	0.0% 0.0%	0.0%	-
Icelandair Iran Air	28 6	100.0% 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%	-
Japan Airlines Jet Airways	14 42	100.0% 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%	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 Kuwait Airways	18 20	100.0% 90.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0% 5.0%	0.0% 5.0%	0.0%	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 Middle East Airlines	28 28	75.0% 92.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0% 3.6%	0.0%	0.0%	0.0% 0.0%	0.0%	0.0%	0.0%	0.0% 3.6%	-
Oman Air Philippine Airlines	28 14	50.0% 0.0%	25.0% 0.0%	25.0% 0.0%	0.0% 0.0%	0.0% 0.0%	0.0% 0.0%	0.0% 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%	-
PIA Pakistan International Qantas	20 28	100.0% 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%	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 Royal Brunei Airlines	18 14	100.0% 92.9%	0.0% 0.0%	0.0% 0.0%	0.0% 0.0%	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%	0.0% 0.0%	0.0% 0.0%	0.0% 0.0%	-
Royal Jordanian SAS Scandinavian	14 244	50.0% 98.0%	0.0%	0.0% 0.0%	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%	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%	0.0%	0.0%	3.6% 0.0%	0.0% 0.0%	0.0% 0.0%	14.3%	-
Singapore Airlines South African Airways	60 28	100.0%	0.0%	0.0%	0.0%	0.0% 0.0%	0.0%	0.0%	0.0%	0.0% 0.0%	0.0% 0.0%	0.0%	0.0%	0.0%	0.0% 0.0%	-
SriLankan Airlines Swiss International	14 166	100.0% 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%	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 TAP Portugal	14 88	100.0% 96.6%	0.0% 1.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Tarom	14	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.1% 0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Thai Airways Tunisair	22 8	95.5% 100.0%	0.0% 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%	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 Turkmenistan Airlines	76 4	78.9% 50.0%	0.0% 0.0%	0.0% 0.0%	18.4% 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%	0.0% 0.0%	0.0% 0.0%	0.0% 0.0%	2.6% 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 Virgin Atlantic	14 322	50.0% 87.0%	0.0% 4.7%	50.0% 6.2%	0.0% 2.2%	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% 0.0%	0.0% 0.0%	0.0% 0.0%	0.0% 0.0%	-
Vueling TOTAL	9,636	100.0% 91.6%	0.0% 4.3%	0.0% 1.7%	0.0% 1.2%	0.0%	0.0%	0.0% 0.2%	0.0% 0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0% 0.4%	-
IOTAL	5,050	31.0/0	4.3/0	1.770	1.2/0	0.2/0	0.2/0	0.2/0	0.1/0	0.0%	0.0/0	0.070	0.070	0.070	0.4/0	-

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% 0.0% 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**

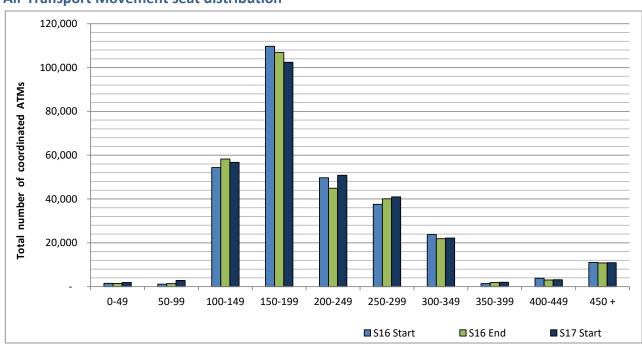


#### **ICAO** size designation



Note: See Glossary for definitions of ICAO SIZE groupings

#### **Air Transport Movement seat distribution**

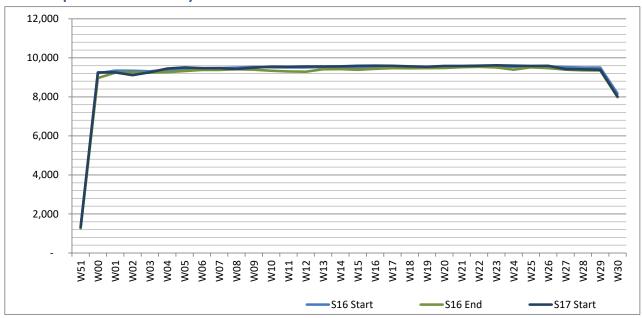


Note: FREIGHT-ONLY services with 0 seats are included in the first seat band '0-49'

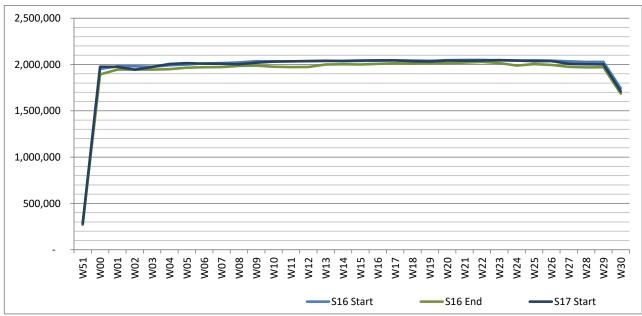
# **Full Season - Seasonality**



#### Air Transport Movements by week of season



#### Air Transport Movement Seats by week of season



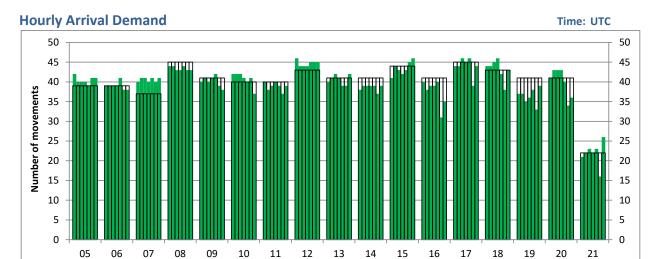
# **Peak Week - Hourly Runway Demand**



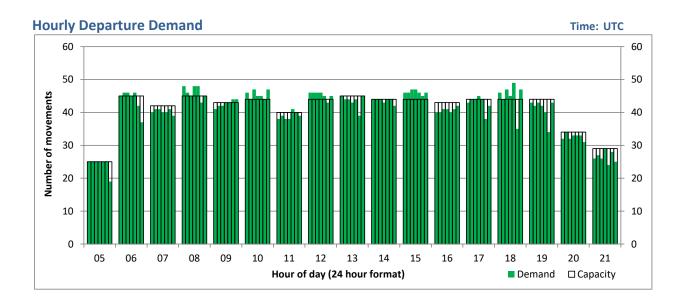


□ Capacity

Demand



Hour of day (24 hour format)



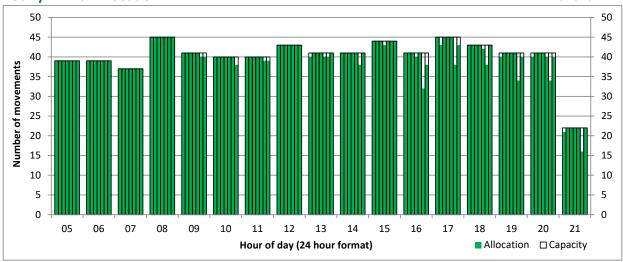
# **Peak Week - Hourly Runway Allocation**





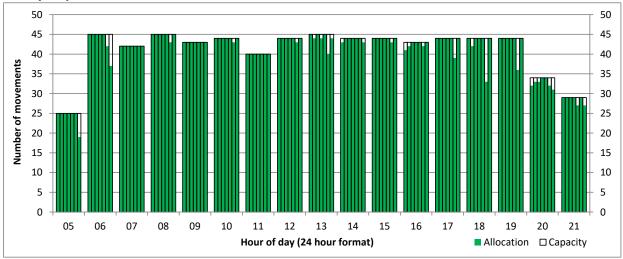






#### **Hourly Departure Allocation**

#### Time: UTC

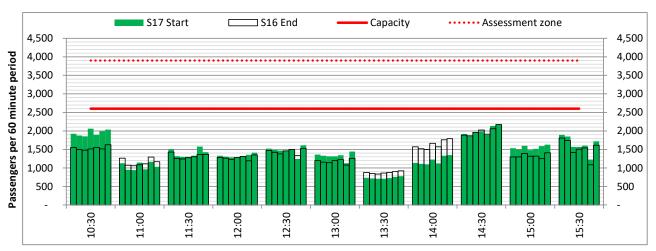




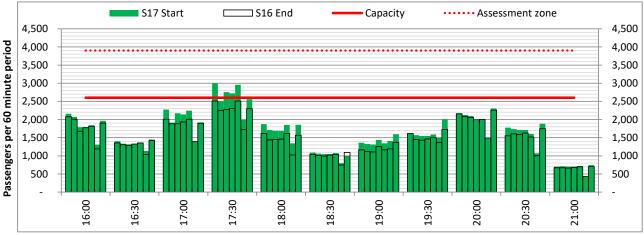




Start of count period - Time: UTC



Start of count period - Time: UTC



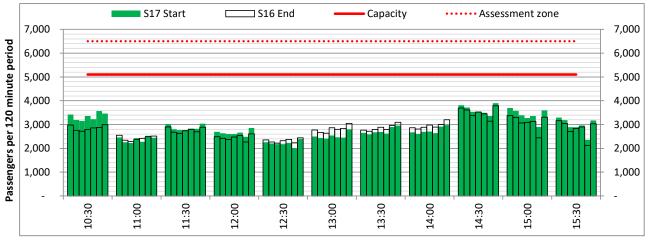
Start of count period - Time: UTC



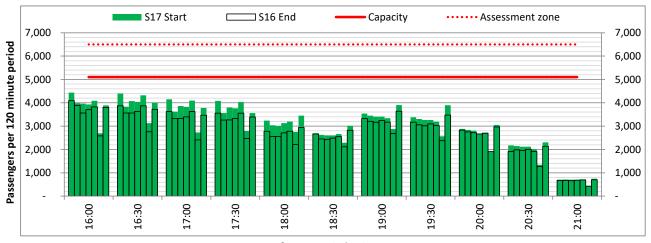




Start of count period - Time: UTC



Start of count period - Time: UTC

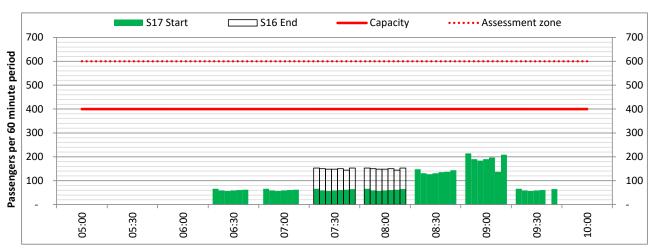


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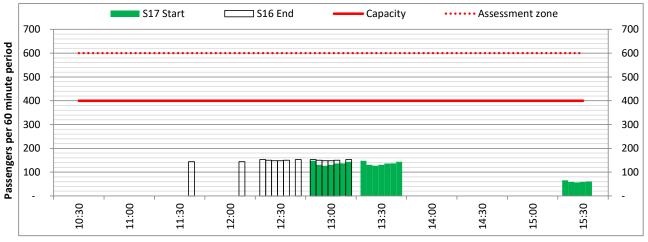




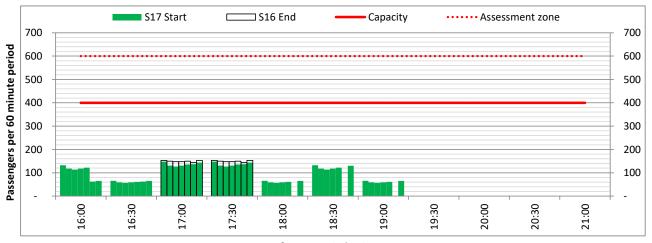
Terminals: 2D Operators: All Operators Days: 1234567



Start of count period - Time: UTC



Start of count period - Time: UTC



Start of count period - Time: UTC

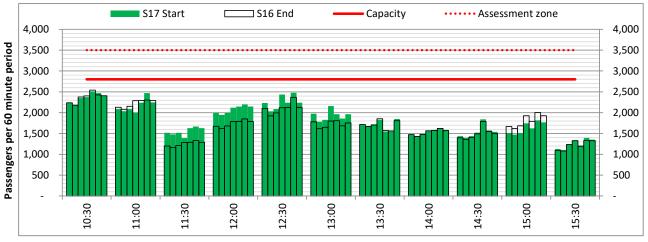




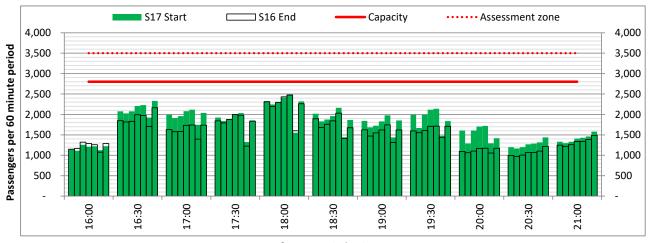
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Start of count period - Time: UTC



Start of count period - Time: UTC



Start of count period - Time: UTC

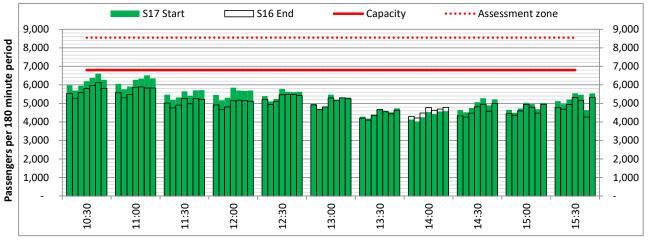




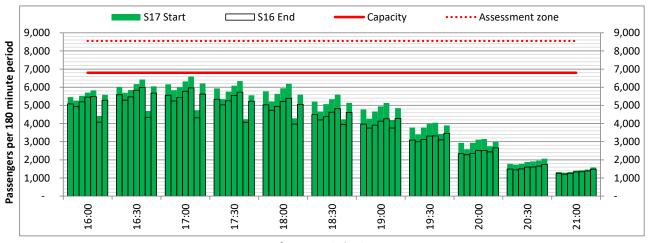
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Start of count period - Time: UTC



Start of count period - Time: UTC



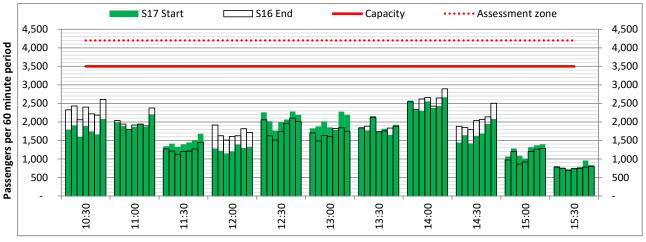
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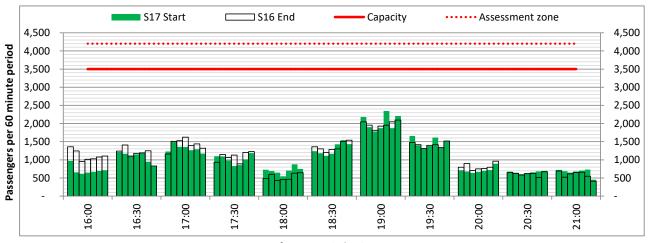




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Start of count period - Time: UTC



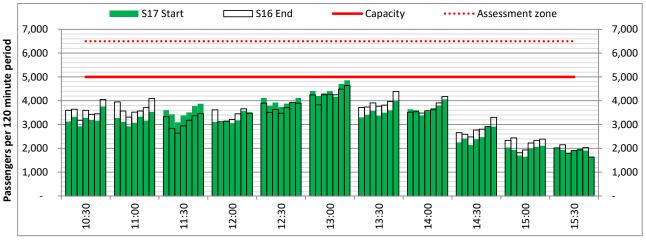
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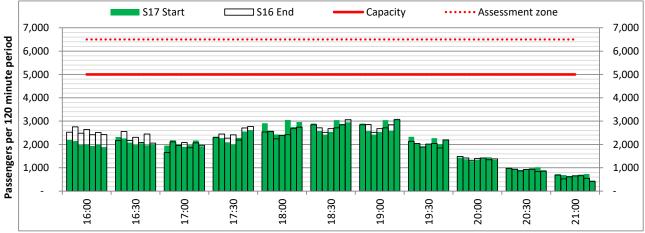




Start of count period - Time: UTC



Start of count period - Time: UTC



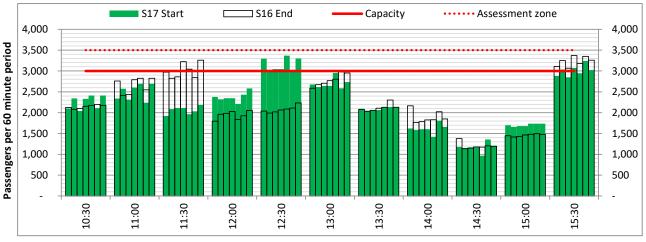
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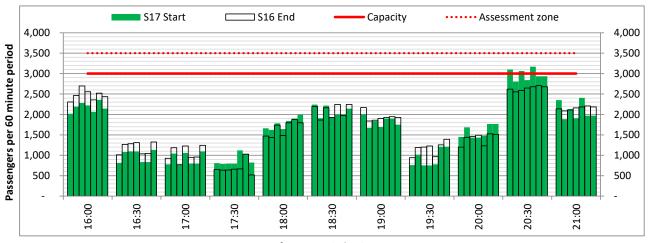




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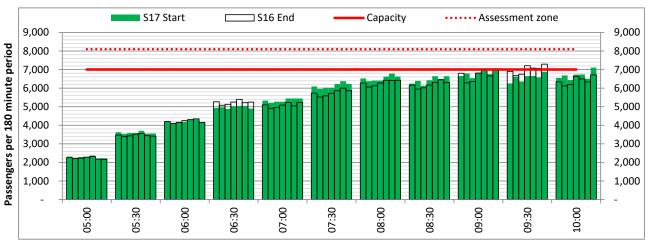
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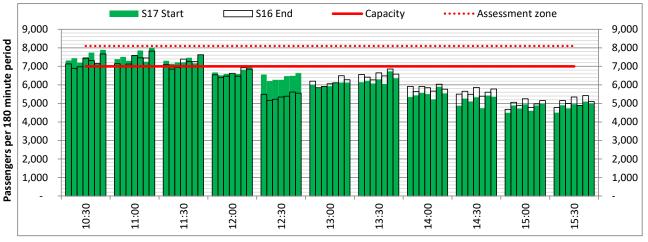
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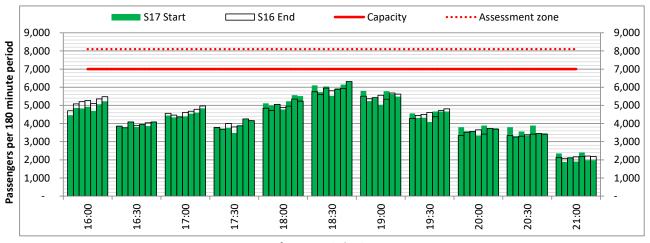




Start of count period - Time: UTC



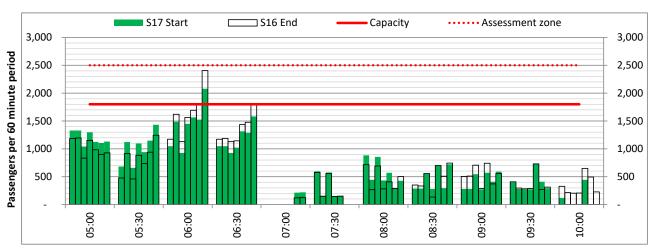
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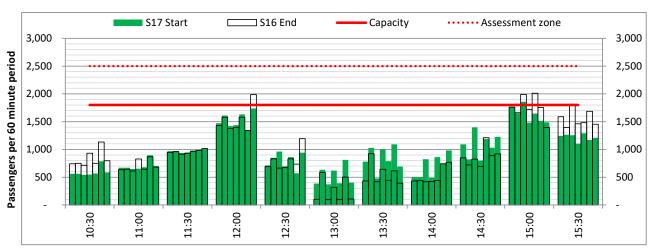
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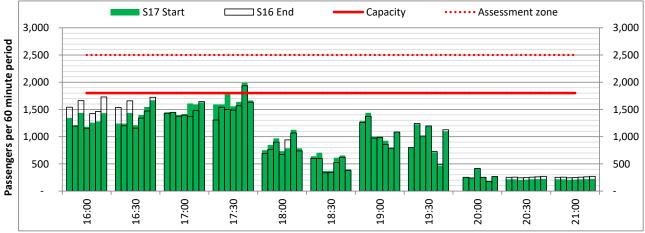




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Start of count period - Time: UTC

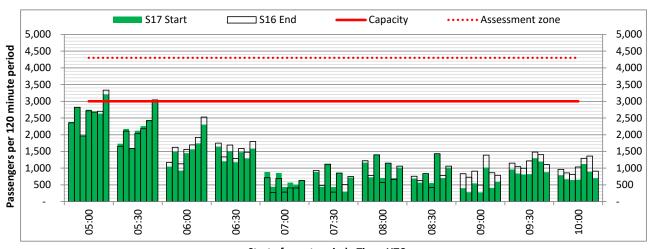


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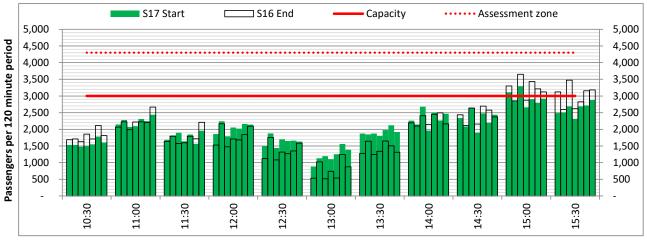




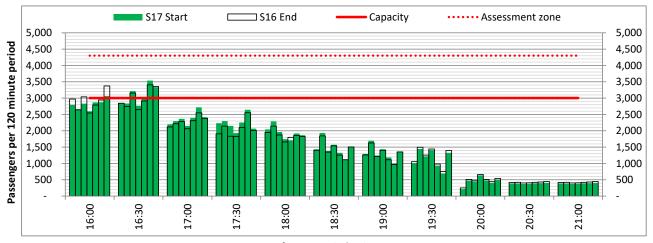
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Start of count period - Time: UTC



Start of count period - Time: UTC

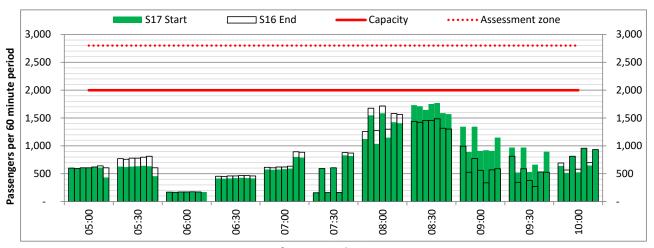


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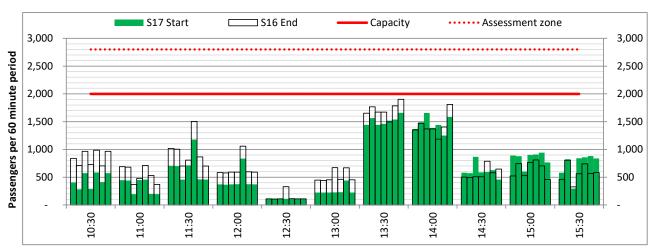




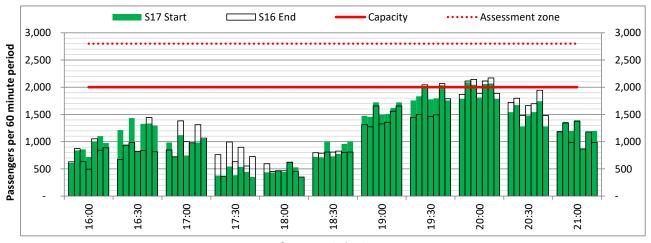
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Start of count period - Time: UTC



Start of count period - Time: UTC



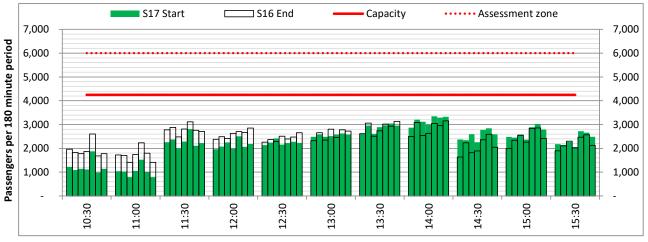
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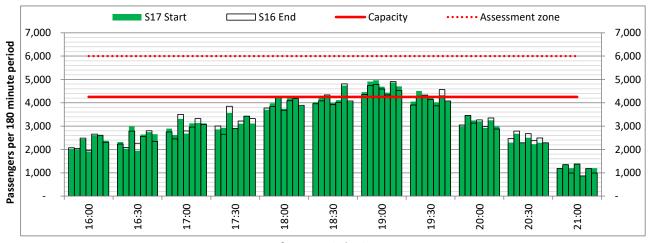




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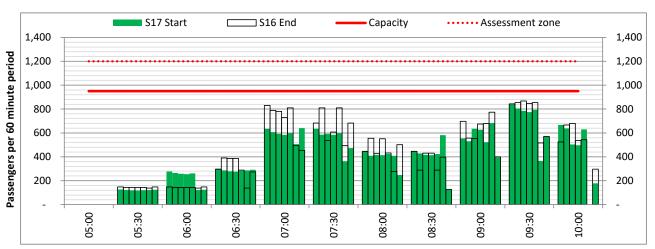
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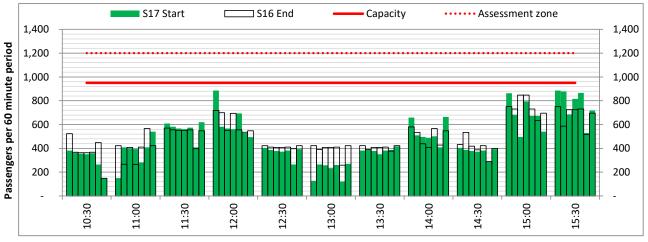
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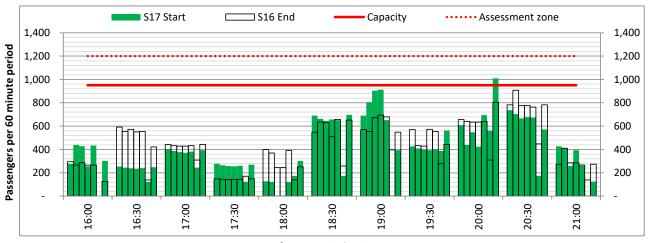




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Start of count period - Time: UTC



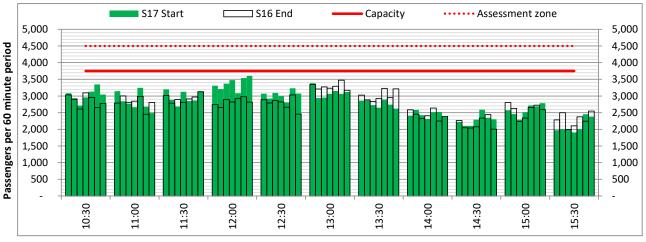
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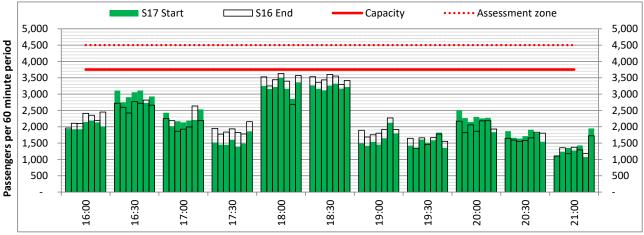




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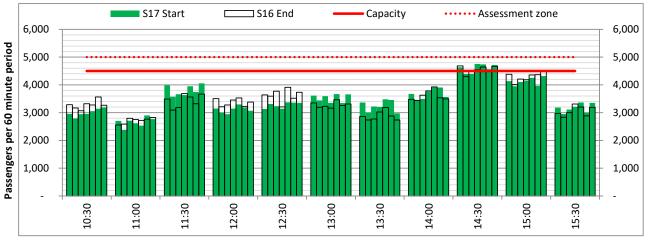




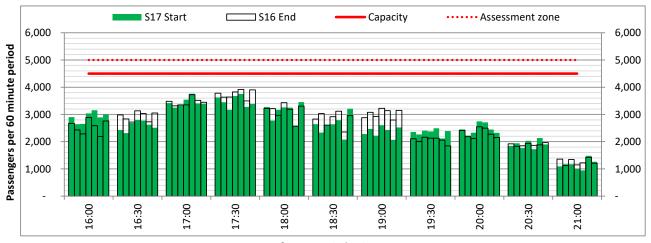
Terminals: 5D 5I Operators: All Operators Days: 1234567



Start of count period - Time: UTC



Start of count period - Time: UTC



Start of count period - Time: UTC

#### **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** 

\$16 Start\$16 schedule as cleared on Wed 09-Mar-16.\$16 End\$16 schedule as cleared on Mon 13-Mar-17.\$17 Start\$17 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 1 Peak Week Rep 2	LHR-S16-Baseline-Baseline	Mon 05-Sep-2016 Mon 05-Sep-2016	Sun 11-Sep-2016 Sun 11-Sep-2016	UTC UTC