Toronto Airport (YTZ)

Summer 2017 (S17)



Report Date: Mon 20-Feb-2017

Comparison Report S16 vs S17

Comparison: S17 Live vs. S16 End of season

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 Live
38,671
38,671
2,861,654
74
100%

vs. S16 E	nd of season
	3.9%
	3.9%
	3.9%
—	0.0%

Contents

Page Content

- 2 Runway Scheduling Limits
- 3 ATM Allocation by Operator (Full season and Peak Week Comparison)
- 4 Peak Week Allocation and Slot Adjustment Distribution by Operator
- 5 Full Season ATM Analysis
- 6 Full Season PATM Seats Analysis
- 7 Full Season Terminal Analysis
- 8 Full Season Aircraft Size Analysis
- 9 Full Season Seasonality
- 10 Peak Week Hourly Runway Demand
- 11 Peak Week Hourly Runway Allocation
- 12 Peak Week Hourly Runway Allocation Comparison (S17 Live vs. S16 End of season)
- 13 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).

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Runway Scheduling Limits



Declared Hourly Movement Capacity

			S16	Arri	vals					Ch	ange	: S1 6	to S	17					S17	Arri	vals		
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
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01	8	8	8	8	8	8	8	01								01	8	8	8	8	8	8	8
02	8	8	8	8	8	8	8	02								02	8	8	8	8	8	8	8
03	8	8	8	8	8	8	8	03								03	8	8	8	8	8	8	8
04	8	8	8	8	8	8	8	04								04	8	8	8	8	8	8	8
05	8	8	8	8	8	8	8	05								05	8	8	8	8	8	8	8
06	8	8	8	8	8	8	8	06								06	8	8	8	8	8	8	8
07	8	8	8	8	8	8	8	07								07	8	8	8	8	8	8	8
08	8	8	8	8	8	8	8	08								08	8	8	8	8	8	8	8
09	8	8	8	8	8	8	8	09								09	8	8	8	8	8	8	8
10	8	8	8	8	8	8	8	10								10	8	8	8	8	8	8	8
11	8	8	8	8	8	8	8	11								11	8	8	8	8	8	8	8
12	8	8	8	8	8	8	8	12								12	8	8	8	8	8	8	8
13	8	8	8	8	8	8	8	13								13	8	8	8	8	8	8	8
14	8	8	8	8	8	8	8	14								14	8	8	8	8	8	8	8
15	8	8	8	8	8	8	8	15								15	8	8	8	8	8	8	8
16	8	8	8	8	8	8	8	16								16	8	8	8	8	8	8	8
17	8	8	8	8	8	8	8	17								17	8	8	8	8	8	8	8
18	8	8	8	8	8	8	8	18								18	8	8	8	8	8	8	8
19	8	8	8	8	8	8	8	19								19	8	8	8	8	8	8	8
20	8	8	8	8	8	8	8	20								20	8	8	8	8	8	8	8
21	8	8	8	8	8	8	8	21								21	8	8	8	8	8	8	8
22	8	8	8	8	8	8	8	22								22	8	8	8	8	8	8	8
23	8	8	8	8	8	8	8	23								23	8	8	8	8	8	8	8

		9	16 D	epar	ture	S				Ch	ange	: S1 6	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
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10	8	8	8	8	8	8	8	10								10	8	8	8	8	8	8	8
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17	8	8	8	8	8	8	8	17								17	8	8	8	8	8	8	8
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19	8	8	8	8	8	8	8	19								19	8	8	8	8	8	8	8
20	8	8	8	8	8	8	8	20								20	8	8	8	8	8	8	8
21	8	8	8	8	8	8	8	21								21	8	8	8	8	8	8	8
22	8	8	8	8	8	8	8	22								22	8	8	8	8	8	8	8
23	8	8	8	8	8	8	8	23								23	8	8	8	8	8	8	8

			S16	5 Tot	als					Ch	ange	: S16 to S17					\$17 To				tals			
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	
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02	16	16	16	16	16	16	16	02								02	16	16	16	16	16	16	16	
03	16	16	16	16	16	16	16	03								03	16	16	16	16	16	16	16	
04	16	16	16	16	16	16	16	04								04	16	16	16	16	16	16	16	
05	16	16	16	16	16	16	16	05								05	16	16	16	16	16	16	16	
06	16	16	16	16	16	16	16	06								06	16	16	16	16	16	16	16	
07	16	16	16	16	16	16	16	07								07	16	16	16	16	16	16	16	
08	16	16	16	16	16	16	16	08								08	16	16	16	16	16	16	16	
09	16	16	16	16	16	16	16	09								09	16	16	16	16	16	16	16	
10	16	16	16	16	16	16	16	10								10	16	16	16	16	16	16	16	
11	16	16	16	16	16	16	16	11								11	16	16	16	16	16	16	16	
12	16	16	16	16	16	16	16	12								12	16	16	16	16	16	16	16	
13	16	16	16	16	16	16	16	13								13	16	16	16	16	16	16	16	
14	16	16	16	16	16	16	16	14								14	16	16	16	16	16	16	16	
15	16	16	16	16	16	16	16	15								15	16	16	16	16	16	16	16	
16	16	16	16	16	16	16	16	16								16	16	16	16	16	16	16	16	
17	16	16	16	16	16	16	16	17								17	16	16	16	16	16	16	16	
18	16	16	16	16	16	16	16	18								18	16	16	16	16	16	16	16	
19	16	16	16	16	16	16	16	19								19	16	16	16	16	16	16	16	
20	16	16	16	16	16	16	16	20								20	16	16	16	16	16	16	16	
21	16	16	16	16	16	16	16	21								21	16	16	16	16	16	16	16	
22	16	16	16	16	16	16	16	22								22	16	16	16	16	16	16	16	
23	16	16	16	16	16	16	16	23								23	16	16	16	16	16	16	16	

Air Transport Movement Allocation by Operator Comparison between 0 0 vs. S17 Live



			FU	ILL SEA	SON ALLOCAT	ION		PEAK WEEK ALLOCATION								
Operator	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
AIR CANADA JAZZ	-	5,818	5,818	2	-	430,532	430,532	2	-	188	188	2	-	13,912	13,912	2
Porter Airlines	31,497	32,853	1,356	1	2,330,778	2,431,122	100,344	1	1,082	1,084	2	1	80,068	80,216	148	1
Sky Regional Airlines	5,713	-	-5,713	3	422,762	-	-422,762	3	188	-	-188	3	13,912	-	-13,912	3
TOTAL	37,210	38,671	1,461		2,753,540	2,861,654	108,114		1,270	1,272	2		93,980	94,128	148	

Operators with 0 'ATMs' in both 0 0 & \$17 Live schedules are included in the table due to appearing in the \$16 End of season schedule (either with/without allocated slots).

Peak Week - Allocation and Slot Adjustment Distribution by Operator



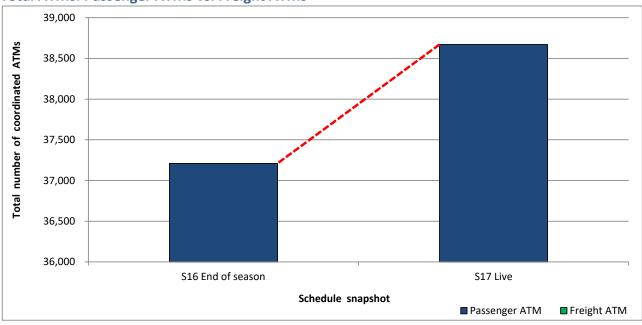
-			SLOT ADJUSTMENTS (MINUTES OFF REQUESTED TIME)													
Operator	S17 allocated	0	_	10	15	20	25	30	35	40	45	50	55	60	>60	Requests with NO
Operator	ATMs	U	,	10	13	20	23	30	33	40	43	30	33	00	700	slot allocated
AIR CANADA JAZZ	188	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Porter Airlines	1,084	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%	-
Sky Regional Airlines	-															-
TOTAL	1,272	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%	

Operators with 0 'allocated ATMs' and 0 'Requests with NO slot allocated in 'in S17, are included in this list due to having slots allocated in either 516 End of season or 0 o Schedules.

Full Season - ATM Analysis



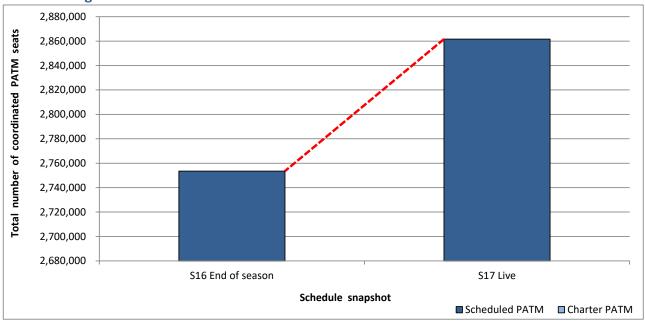
Total ATMs: Passenger ATMs vs. Freight ATMs



Full Season - PATM Seats Analysis



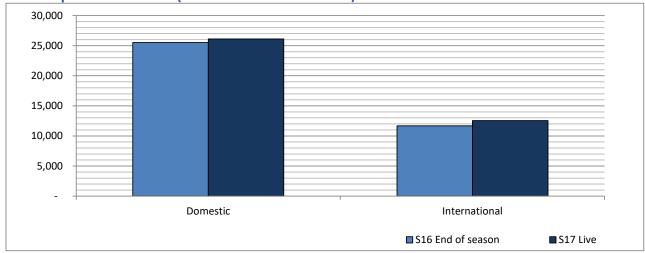
Total Passenger ATM seats: Scheduled vs. Charter



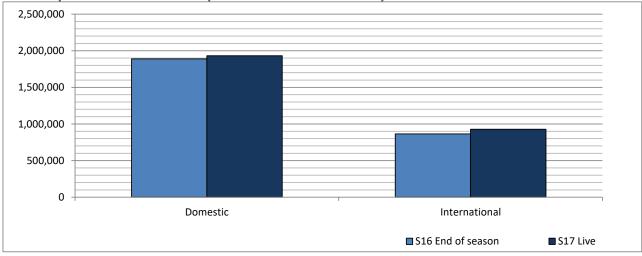
Full Season - Terminal Analysis



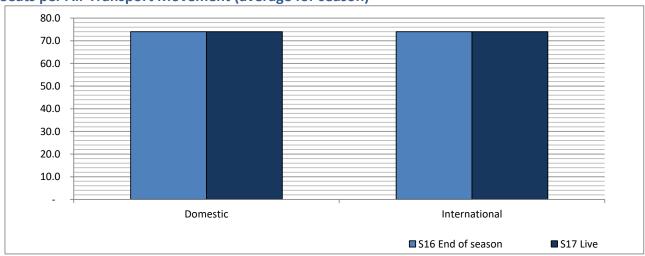
Air Transport Movements (total allocated for season)



Air Transport Movement Seats (total allocated for season)



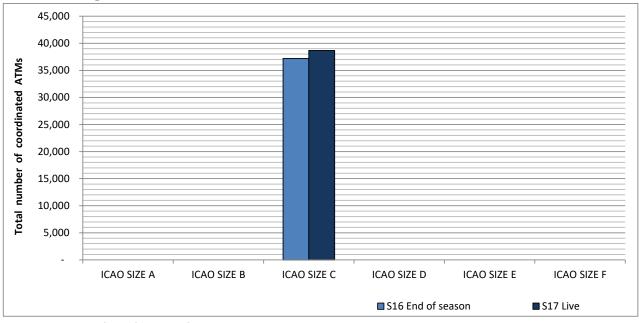
Seats per Air Transport Movement (average for season)



Full Season - Aircraft Size Analysis

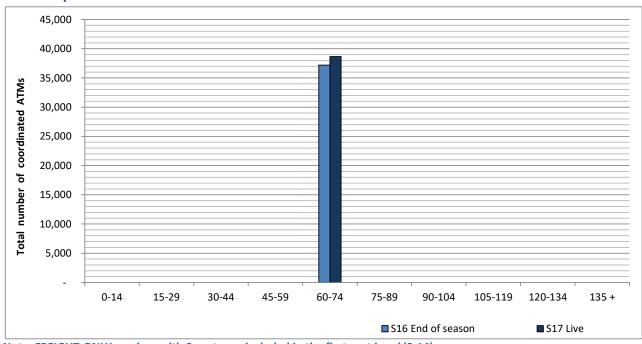


ICAO size designation



Note: See Glossary for definitions of ICAO SIZE groupings

Air Transport Movement seat distribution

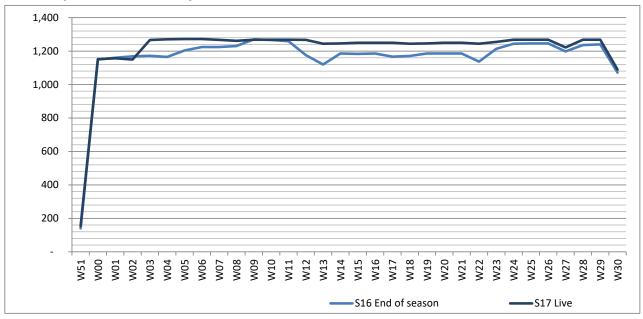


Note: FREIGHT-ONLY services with 0 seats are included in the first seat band '0-14'

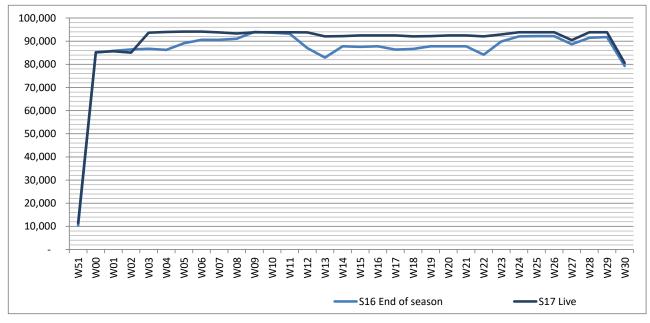
Full Season - Seasonality



Air Transport Movements by week of season



Air Transport Movement Seats by week of season

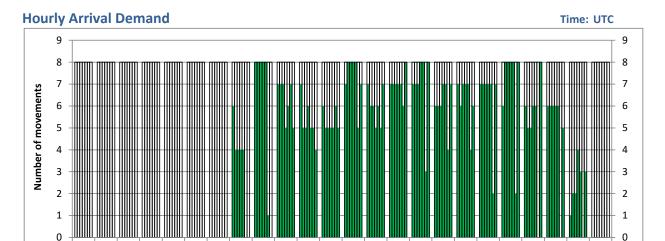


Peak Week - Hourly Runway Demand

03 04 05 06 07 08 09 10 11 12







Hour of day (24 hour format)

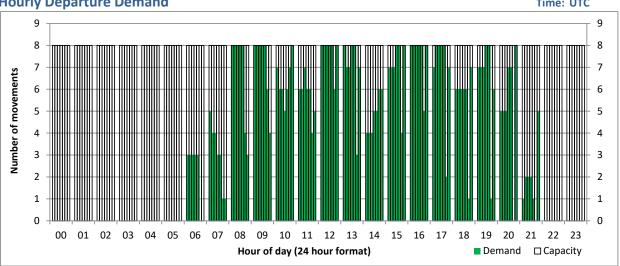
13 14 15 16 17 18 19

Hourly Departure Demand



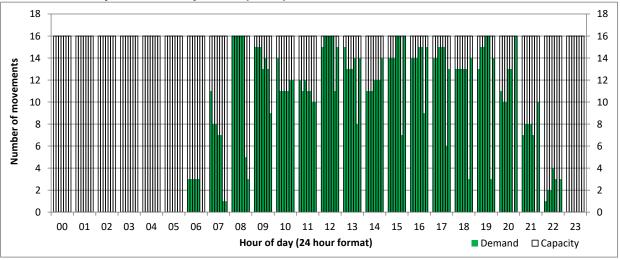
20

■ Demand □ Capacity



Combined Hourly Arrival & Departure (Total) Demand

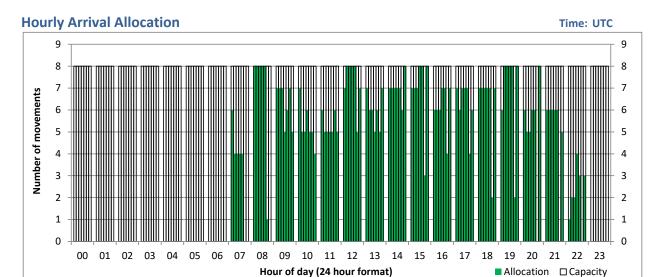
Time: UTC



Peak Week - Hourly Runway Allocation

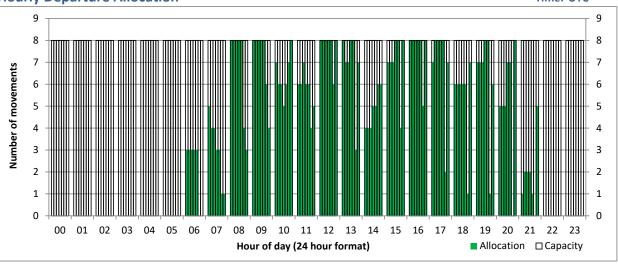
Schedule: S17 Live





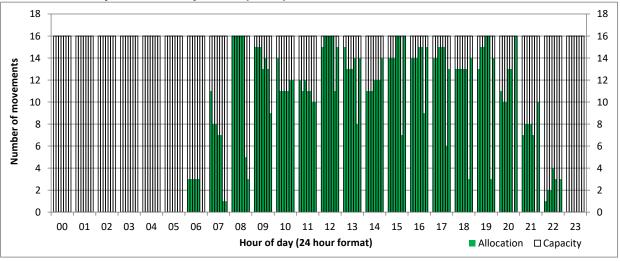
Hourly Departure Allocation

Time: UTC





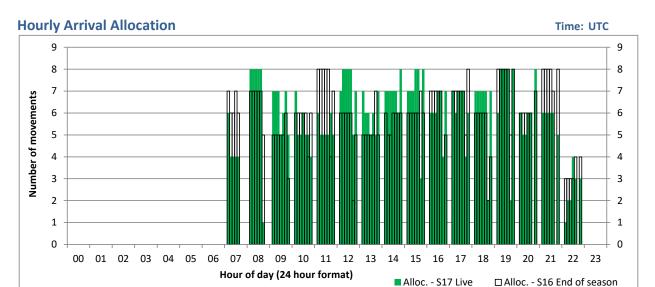
Time: UTC



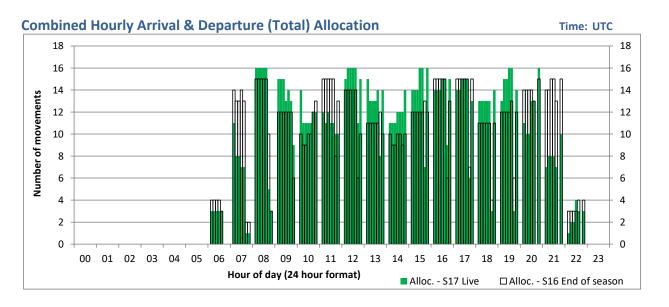
Peak Week - Runway Allocation Comparison







Hourly Departure Allocation Time: UTC Number of movements 01 02 04 05 08 09 10 11 12 13 14 Hour of day (24 hour format) ☐ Alloc. - S16 End of season Alloc. - S17 Live



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 End of season\$16 schedule as cleared on Thu 20-Aug-15.\$17 Live\$17 schedule as cleared on Wed 25-Aug-06.

Peak Week Peak week for S16 is Mon 30-May-16 to Sun 05-Jun-16.

Peak week for S17 is Mon 01-May-17 to Sun 07-May-17.

For ACL use

	Airport-Season-Branch-Resource	From date	To date	Time
Full Season Rep 1	YTZ-S16-Live-Standard	Sun 27-Mar-2016	Sat 29-Oct-2016	UTC
Full Season Rep 3	YTZ-S17-Live-Standard	Sun 26-Mar-2017	Sat 28-Oct-2017	UTC
	Airport-Season-Branch-Resource	From date	To date	Time
Peak Week Rep 1	YTZ-S16-Live-Standard	Mon 30-May-2016	Sun 05-Jun-2016	UTC