

# London City Airport (LCY)

Summer 2018 (S18)



## Start of Season Report

Report Date: Fri 23-Mar-2018

### Headlines

	S18 Start	vs. S17 Start	vs. S17 End
Total Air Transport Movements (Passenger & Freight)	48,195	▲ 3.7%	▲ 5.3%
Total Passenger Air Transport Movements	48,195	▲ 3.7%	▲ 5.3%
Total Passenger Air Transport Movement Seats	4,267,468	▲ 6.9%	▲ 8.0%
Average Seats per Passenger Air Transport Movement	88.5	▲ 3.1%	▲ 2.6%
Percentage of allocated slots cleared as requested (OK)	97.7%		

### 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 (S18 Start vs. S17 Start)
11	Peak Week - Hourly Runway Allocation Comparison (S18 Start vs. S17 End)
12	Peak Week Histogram - Arrival Movements (R60/5) - All Terminals - All Operators - AM Peak
13	Peak Week Histogram - Arrival Movements (R15/5) - All Terminals - All Operators - AM Peak
14	Peak Week Histogram - Arrival Movements (R5) - All Terminals - All Operators - AM Peak
15	Peak Week Histogram - Departure Movements (R60/5) - All Terminals - All Operators - AM Peak
16	Peak Week Histogram - Departure Movements (R15/5) - All Terminals - All Operators - AM Peak
17	Peak Week Histogram - Departure Movements (R5) - All Terminals - All Operators - AM Peak
18	Peak Week Histogram - Arrival Movements (R60/5) - All Terminals - All Operators - PM Peak
19	Peak Week Histogram - Arrival Movements (R15/5) - All Terminals - All Operators - PM Peak
20	Peak Week Histogram - Arrival Movements (R5) - All Terminals - All Operators - PM Peak
21	Peak Week Histogram - Departure Movements (R60/5) - All Terminals - All Operators - PM Peak
22	Peak Week Histogram - Departure Movements (R15/5) - All Terminals - All Operators - PM Peak
23	Peak Week Histogram - Departure Movements (R5) - All Terminals - All Operators - PM Peak
24	Glossary

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

S18 scheduling season runs from Sun 25-Mar-2018 to Sat 27-Oct-2018 (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

S17 Arrivals								Change: S17 to S18								S18 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	20	20	20	20	20	20	0	06								06	20	20	20	20	20	20	0
07	20	20	20	20	20	20	0	07								07	20	20	20	20	20	20	0
08	20	20	20	20	20	20	0	08								08	20	20	20	20	20	20	0
09	20	20	20	20	20	20	0	09								09	20	20	20	20	20	20	0
10	20	20	20	20	20	20	0	10								10	20	20	20	20	20	20	0
11	20	20	20	20	20	20	0	11								11	20	20	20	20	20	20	0
12	20	20	20	20	20	0	20	12								12	20	20	20	20	20	0	20
13	20	20	20	20	20	0	20	13								13	20	20	20	20	20	0	20
14	20	20	20	20	20	0	20	14								14	20	20	20	20	20	0	20
15	20	20	20	20	20	0	20	15								15	20	20	20	20	20	0	20
16	20	20	20	20	20	0	20	16								16	20	20	20	20	20	0	20
17	20	20	20	20	20	0	20	17								17	20	20	20	20	20	0	20
18	20	20	20	20	20	0	20	18								18	20	20	20	20	20	0	20
19	20	20	20	20	20	0	20	19								19	20	20	20	20	20	0	20
20	20	20	20	20	20	0	20	20								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

S17 Departures								Change: S17 to S18								S18 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	20	20	20	20	20	20	0	06								06	20	20	20	20	20	20	0
07	20	20	20	20	20	20	0	07								07	20	20	20	20	20	20	0
08	20	20	20	20	20	20	0	08								08	20	20	20	20	20	20	0
09	20	20	20	20	20	20	0	09								09	20	20	20	20	20	20	0
10	20	20	20	20	20	20	0	10								10	20	20	20	20	20	20	0
11	20	20	20	20	20	20	0	11								11	20	20	20	20	20	20	0
12	20	20	20	20	20	0	20	12								12	20	20	20	20	20	0	20
13	20	20	20	20	20	0	20	13								13	20	20	20	20	20	0	20
14	20	20	20	20	20	0	20	14								14	20	20	20	20	20	0	20
15	20	20	20	20	20	0	20	15								15	20	20	20	20	20	0	20
16	20	20	20	20	20	0	20	16								16	20	20	20	20	20	0	20
17	20	20	20	20	20	0	20	17								17	20	20	20	20	20	0	20
18	20	20	20	20	20	0	20	18								18	20	20	20	20	20	0	20
19	20	20	20	20	20	0	20	19								19	20	20	20	20	20	0	20
20	20	20	20	20	20	0	20	20								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

S17 Totals								Change: S17 to S18								S18 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	39	39	39	39	39	39	0	06								06	39	39	39	39	39	39	0
07	39	39	39	39	39	39	0	07								07	39	39	39	39	39	39	0
08	39	39	39	39	39	39	0	08								08	39	39	39	39	39	39	0
09	39	39	39	39	39	39	0	09								09	39	39	39	39	39	39	0
10	39	39	39	39	39	39	0	10								10	39	39	39	39	39	39	0
11	39	39	39	39	39	39	39	11								11	39	39	39	39	39	39	39
12	39	39	39	39	39	0	39	12								12	39	39	39	39	39	0	39
13	39	39	39	39	39	0	39	13								13	39	39	39	39	39	0	39
14	39	39	39	39	39	0	39	14								14	39	39	39	39	39	0	39
15	39	39	39	39	39	0	39	15								15	39	39	39	39	39	0	39
16	39	39	39	39	39	0	39	16								16	39	39	39	39	39	0	39
17	39	39	39	39	39	0	39	17								17	39	39	39	39	39	0	39
18	39	39	39	39	39	0	39	18								18	39	39	39	39	39	0	39
19	39	39	39	39	39	0	39	19								19	39	39	39	39	39	0	39
20	39	39	39	39	39	0	39	20								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	48,195	slots		
Total slots allocated	48,195	slots	100.00%	of total demand
Number of slots cleared OK	47,073	slots	97.67%	of total slots cleared

## Slots adjusted (not OK) due to:

RUNWAY constraints	1,022	slots	91.1%	of total slots adjusted
TERMINAL constraints	-	slots	0.0%	of total slots adjusted
STAND constraints	3	slots	0.3%	of total slots adjusted
NIGHT constraints	-	slots	0.0%	of total slots adjusted
OTHER constraints	-	slots	0.0%	of total slots adjusted
ARR/DEP TURNAROUND feasibility	97	slots	8.6%	of total slots adjusted

## Executive Summary

The Summer 2018 schedule has seen some recovery following the significant schedule reduction from Cityjet (WX) during the last eighteen months. New operators TAP Portugal (TP) and VLM (VO) and continued growth from BA Cityflyer (CJ) have all contributed to the recovery.

Schedule growth in Summer 2018 appears to have been concentrated more in the off peak hours and as a result we have seen fewer scheduling issues around lunchtime stand availability on weekdays (Mon-Fri). Additional flights on Sunday afternoons has put more pressure on stand availability in the 13z Hour on Day 7 and there have been a number of scheduling adjustments required.

Embraer 190 aircraft utilisation continues to increase and as a result we are encountering Embraer 190 stand issues during the morning peak period. There is available runway capacity in the 07z Hour which is currently aircraft size restricted. In addition to increasing Embraer 190 operations, Swiss International (LX) have increased their C-Series (CS1) operations which adds further complexity to the morning peak period stand plan where British Airways' Airbus A318 is also on the ground.

## Runway Constraints

- 15 minute runway constraint (R15A/D/T) are the most restrictive runway constraints during the peak periods.
- 5 minute runway constraint (R05) is restrictive at certain times in both the peak and off peak periods.
- 60 minute runway constraint (R60/5) is less restrictive than in previous years as the peaks have thinned out slightly.

## Terminal Constraints

No Terminal Constraint issues.

## Stand Constraints

- Restrictions in 13z Hour on Day 7 have forced a small number of ad-hoc schedule adjustments.

## Night Constraints

No Night Constraint issues.

## Other Constraints

No Other Constraint issues.

## Arr/Dep Turnaround Feasibility

- Small number of slots adjusted to maintain 30 min ground times where runway/stand constraints otherwise have availability.

# Air Transport Movement Allocation by Operator

Comparison between S17 End vs. S18 Start



Operator	FULL SEASON ALLOCATION								PEAK WEEK ALLOCATION							
	S17 ATMs	S18 ATMs	+/- change	S18 Rank	S17 Seats	S18 Seats	+/- change	S18 Rank	S17 ATMs	S18 ATMs	+/- change	S18 Rank	S17 Seats	S18 Seats	+/- change	S18 Rank
Alitalia	2,181	2,104	-77	7	218,000	210,400	-7,600	6	72	72	0	7	7,200	7,200	0	6
Aurigny Air Services	658	-	-658	15	33,888	-	-33,888	15	22	-	-22	15	1,104	-	-1,104	15
BA Cityflyer	21,035	24,079	3,044	1	1,873,621	2,154,064	280,443	1	700	802	102	1	63,118	72,490	9,372	1
Blue Islands	671	670	-1	11	38,088	38,160	72	11	22	22	0	11	1,256	1,256	0	11
British Airways	337	322	-15	13	10,784	10,304	-480	14	12	12	0	13	384	384	0	14
Cello Aviation	-	-	0	15	-	-	0	15	-	-	0	15	-	-	0	15
Cityjet	4,635	2,884	-1,751	4	384,530	274,910	-109,620	4	132	96	-36	4	10,678	9,150	-1,528	5
Flybe	6,135	6,118	-17	2	478,530	476,312	-2,218	2	202	204	2	2	15,756	15,912	156	2
KLM Royal Dutch Airlines	2,559	2,700	141	5	249,720	270,000	20,280	5	114	94	-20	5	11,110	9,400	-1,710	4
Lufthansa	1,073	1,176	103	8	106,227	116,424	10,197	8	40	42	2	8	3,960	4,158	198	8
Luxair	2,252	2,280	28	6	171,152	173,280	2,128	7	80	80	0	6	6,080	6,080	0	7
SkyWork Airlines	699	244	-455	14	32,116	12,200	-19,916	13	20	8	-12	14	892	400	-492	13
Sun-Air	518	612	94	12	16,576	19,584	3,008	12	22	22	0	11	704	704	0	12
Swiss International	3,029	2,966	-63	3	336,801	349,014	12,213	3	104	102	-2	3	11,908	11,970	62	3
TAP Portugal	-	1,086	1,086	9	-	115,116	115,116	9	-	36	36	9	-	3,816	3,816	9
VLM Airlines	-	954	954	10	-	47,700	47,700	10	-	32	32	10	-	1,600	1,600	10
<b>TOTAL</b>	<b>45,782</b>	<b>48,195</b>	<b>2,413</b>		<b>3,950,033</b>	<b>4,267,468</b>	<b>317,435</b>		<b>1,542</b>	<b>1,624</b>	<b>82</b>		<b>134,150</b>	<b>144,520</b>	<b>10,370</b>	

Operators with 0 'ATMs' in both S17 End & S18 Start schedules are included in the table due to appearing in the S17 Start schedule (either with/without allocated slots).

# Peak Week - Allocation and Slot Adjustment Distribution by Operator

Schedule: S18 Start



Operator	S18 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	80.6%	0.0%	19.4%	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	-															-
BA Cityflyer	802	99.5%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
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%	-
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%	-
Cityjet	96	97.9%	1.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Flybe	204	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	94	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	42	88.1%	11.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
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%	-
SkyWork Airlines	8	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
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%	-
Swiss International	102	84.3%	15.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
TAP Portugal	36	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
VLM Airlines	32	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%	-
<b>TOTAL</b>	<b>1,624</b>	<b>97.5%</b>	<b>1.6%</b>	<b>0.9%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.1%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>-</b>

Operators with 0 'allocated ATMs' and 0 'Requests with NO slot allocated' in S18, are included in this list due to having slots allocated in either S17 Start or S17 End schedules.

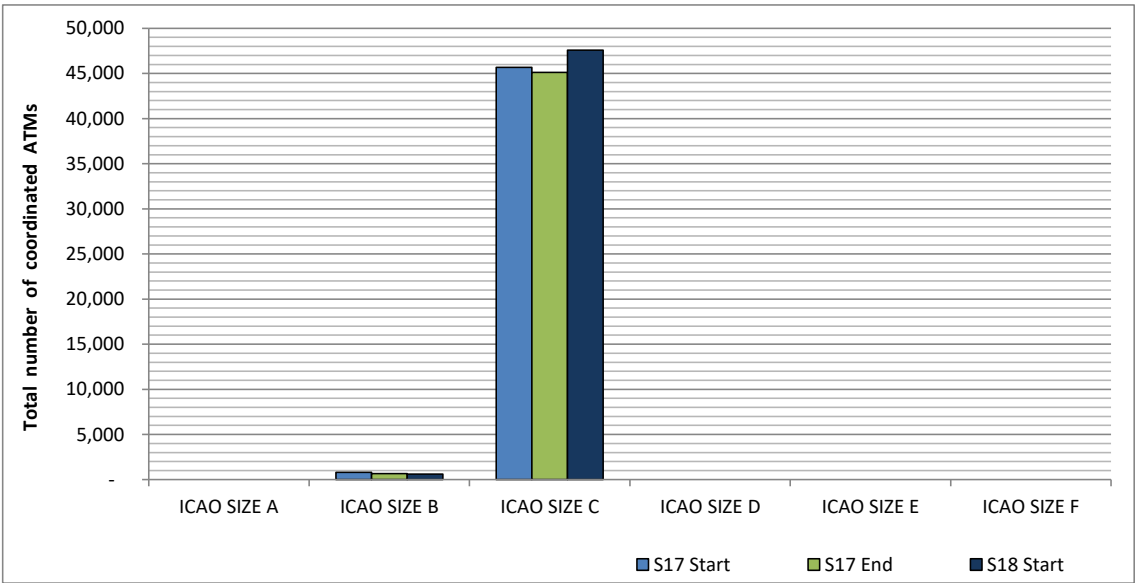
## Significant Route Changes

Operator	Category	Description of change from S17 schedule to S18 schedule
Alitalia	CHANGE	Increase frequency from 30x to 36x p.w. on scheduled services to Milan-LIN.
Alitalia	<b>CANCELLED</b>	Terminate 6x p.w. scheduled Rome-FCO service (eff. March 2018).
Aurigny Air Services	<b>CANCELLED</b>	Terminate 11x p.w. scheduled Guernsey-GCI service (eff. Oct 2017).
BA Cityflyer	<b>NEW</b>	Continue 17x p.w. scheduled services to Paris-ORY from W17.
BA Cityflyer	<b>NEW</b>	Continue 6x p.w. scheduled services to Prague-PRG from W17.
BA Cityflyer	CHANGE	Increase frequency from 12x to 23x p.w. on scheduled services to Milan-LIN.
BA Cityflyer	CHANGE	Increase frequency from 17x to 22x p.w. on scheduled services to Dusseldorf-DUS.
BA Cityflyer	CHANGE	Increase frequency from 22x to 26x p.w. on scheduled services to Frankfurt-FRA.
BA Cityflyer	CHANGE	Increase frequency from 26x to 37x p.w. on scheduled services to Rotterdam-RTM.
BA Cityflyer	CHANGE	Increase frequency from 31x to 37x p.w. on scheduled services to Dublin-DUB.
BA Cityflyer	CHANGE	Scheduled services to Geneva operate 12x p.w. full season (seasonal only in S17).
Cityjet	CHANGE	Increase frequency from 5x to 7x p.w. on scheduled services to Florence-FLR.
Cityjet	<b>CANCELLED</b>	Terminate 19x p.w. scheduled Antwerp-ANR service (eff. Oct 2017).
Flybe	CHANGE	Increase frequency from 23x to 33x p.w. on scheduled services to Belfast-BHD.
Flybe	CHANGE	Increase frequency from 7x to 8x p.w. on scheduled services to Amsterdam-AMS.
Flybe	<b>CANCELLED</b>	Terminate their 11x p.w. scheduled Cardiff-CWL service (eff. Oct 2017).
KLM Royal Dutch Airlines	CHANGE	During S17, KLM's Amsterdam schedule was operated by a mix of Cityjet Avro RJ85s and KLM Embraer 190s with varying weekly frequencies reaching a peak of 57x p.w. in Sep/Oct 2017. During S18, KLM's Amsterdam schedule will be operated solely by KLM aircraft and the weekly frequency is 47x p.w. reducing to 36x p.w. during the summer peak period.
Lufthansa	CHANGE	Increase frequency from 20x to 21x p.w. on scheduled services to Frankfurt-FRA.
SkyWork Airlines	<b>CANCELLED</b>	Terminate 11x p.w. scheduled Basle-BSL service (eff. Oct 2017).
Swiss International	CHANGE	Increase the number of Bombardier C-Series (CS1) operations into LCY.
Swiss International	CHANGE	Reduce frequency from 17x to 15x p.w. on scheduled services to Geneva-GVA.
TAP Portugal	<b>NEW</b>	Continue 12x p.w. scheduled services to Lisbon-LIS from W17.
TAP Portugal	<b>NEW</b>	Introduce a new 6x p.w. scheduled service to Oporto-OPO (eff. Mar 2018).
VLM Airlines	<b>NEW</b>	Continue 16x p.w. scheduled services to Antwerp-ANR from W17.

# Full Season - Aircraft Size Analysis

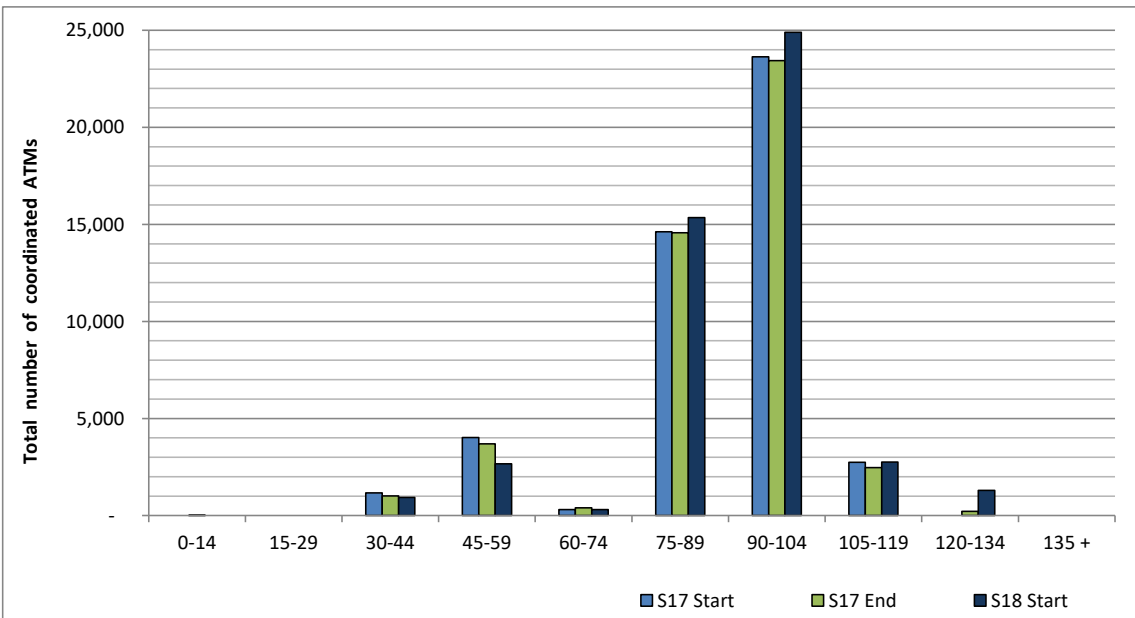


## ICAO size designation



Note: See Glossary for definitions of ICAO SIZE groupings

## Air Transport Movement seat distribution

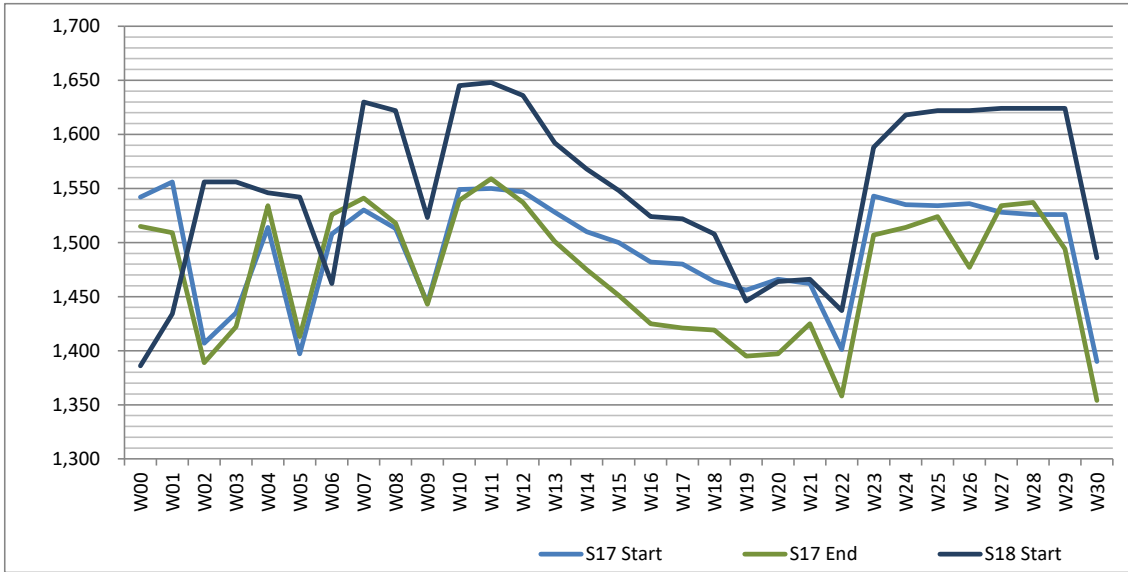


Note: FREIGHT-ONLY services with 0 seats are included in the first seat band '0-14'

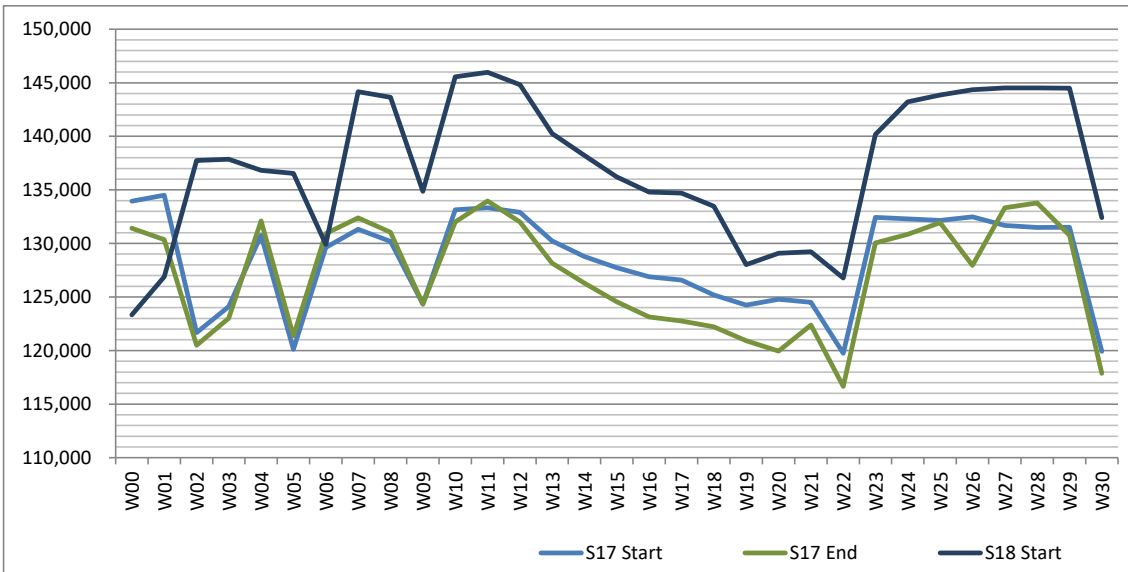
# Full Season - Seasonality



Air Transport Movements by week of season



Air Transport Movement Seats by week of season





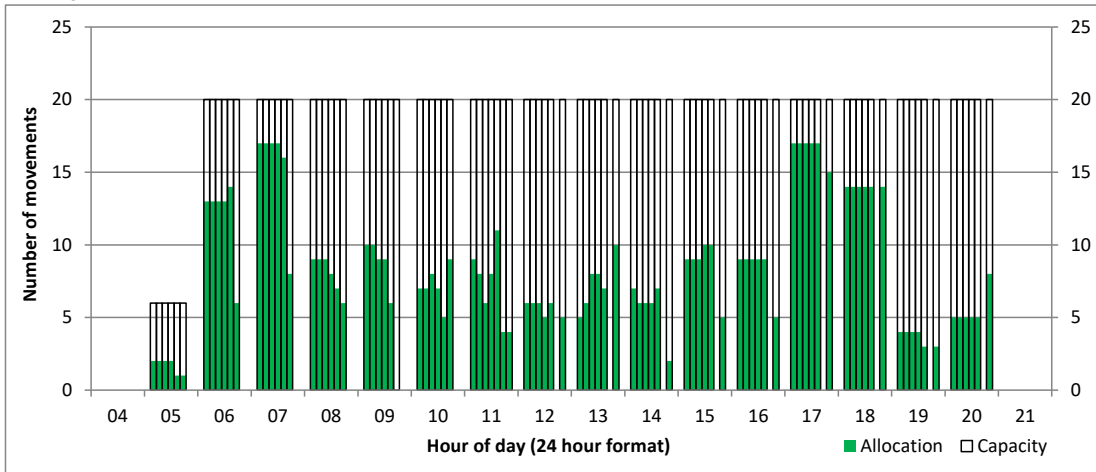
# Peak Week - Hourly Runway Allocation

Schedule: S18 Start



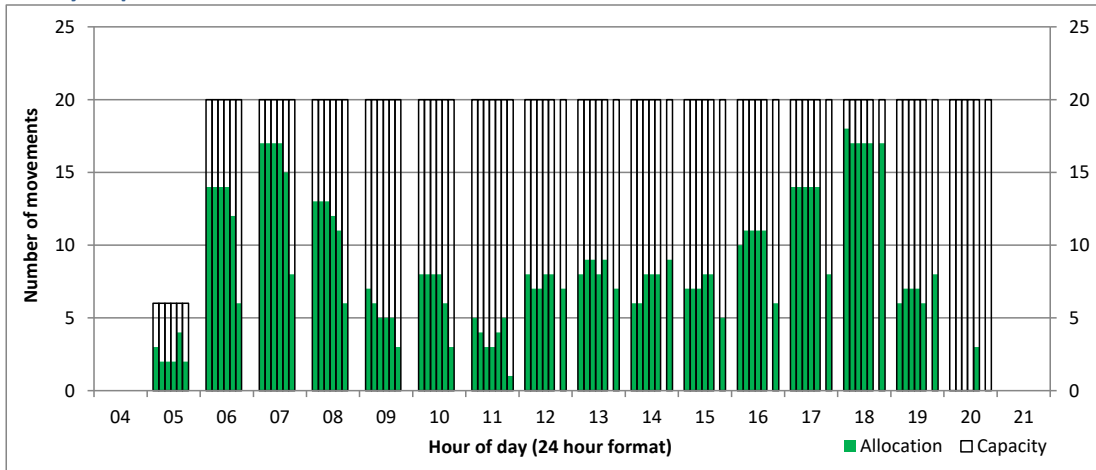
## Hourly Arrival Allocation

Time: UTC



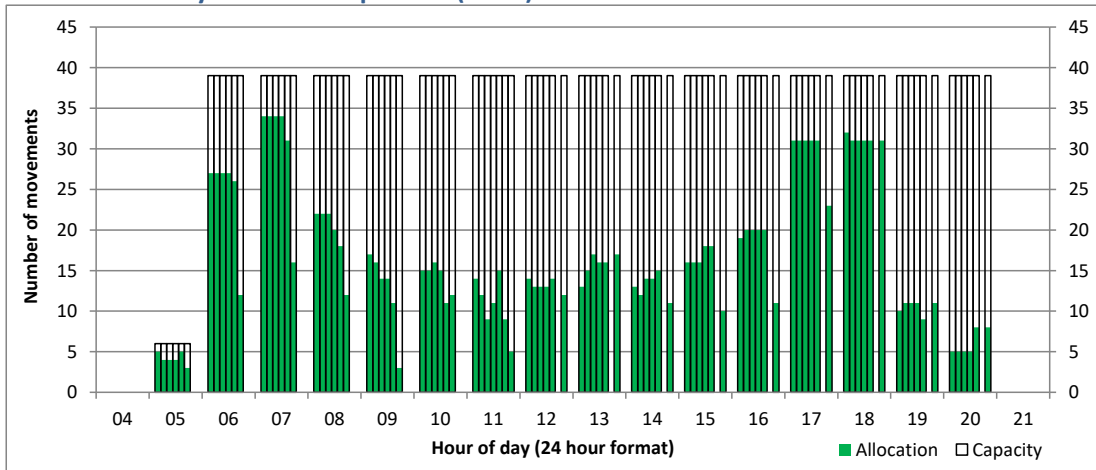
## Hourly Departure Allocation

Time: UTC



## Combined Hourly Arrival & Departure (Total) Allocation

Time: UTC



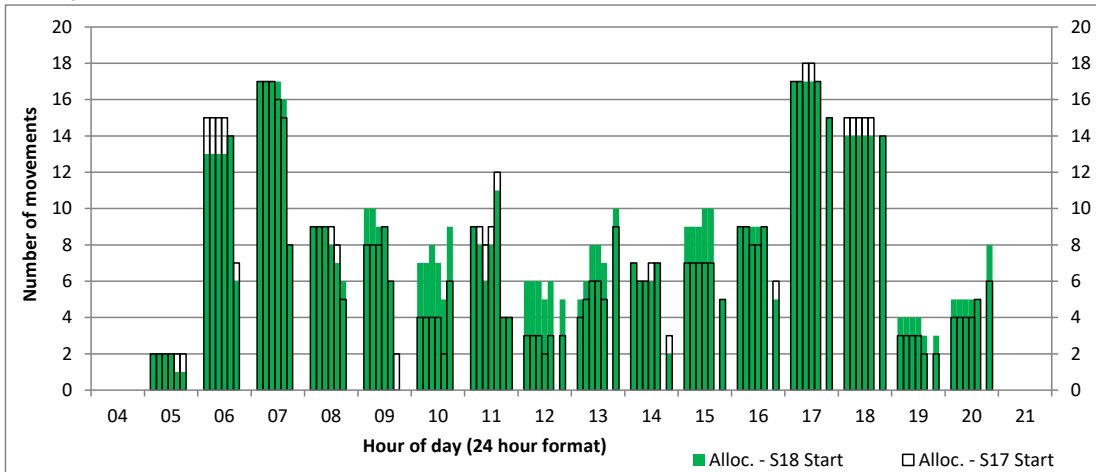
# Peak Week - Runway Allocation Comparison

Comparison of S18 Start vs. S17 Start



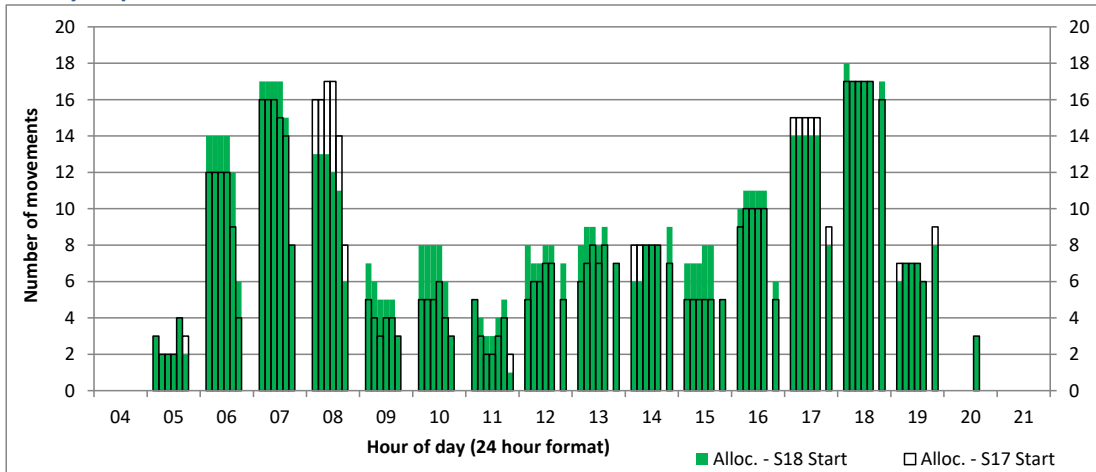
## Hourly Arrival Allocation

Time: UTC



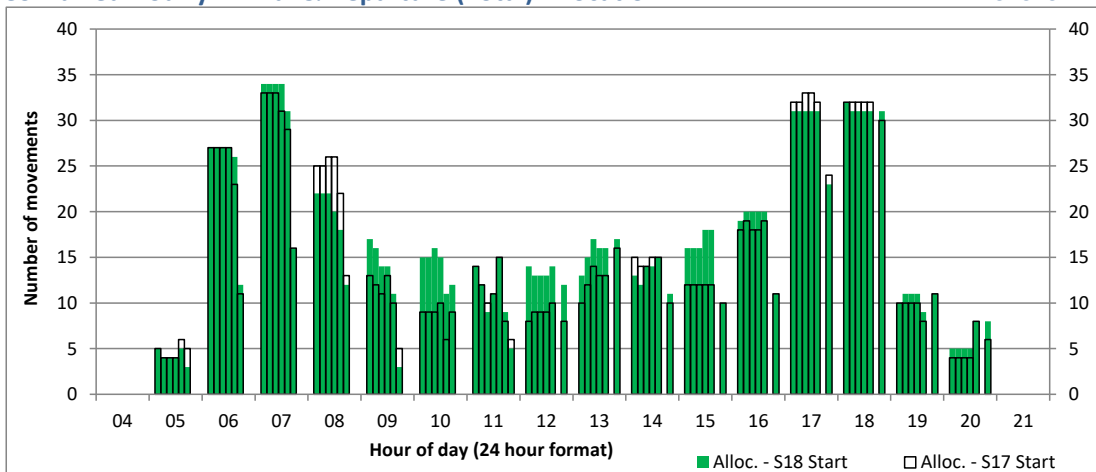
## Hourly Departure Allocation

Time: UTC



## Combined Hourly Arrival & Departure (Total) Allocation

Time: UTC



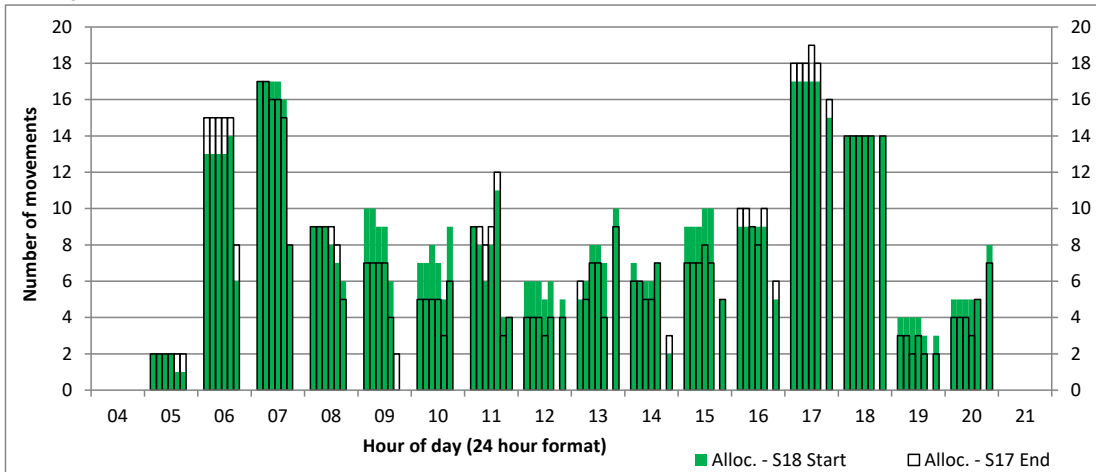
# Peak Week - Runway Allocation Comparison

Comparison of S18 Start vs. S17 End



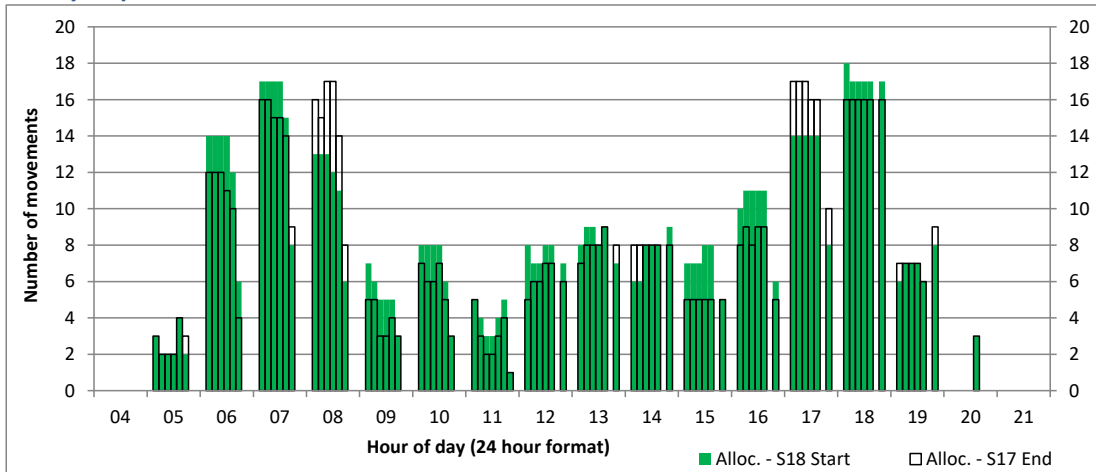
## Hourly Arrival Allocation

Time: UTC



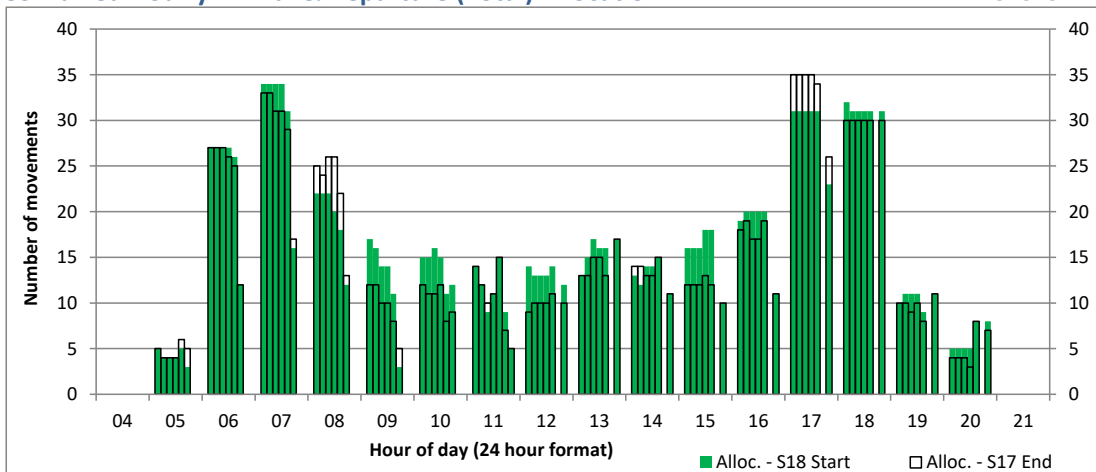
## Hourly Departure Allocation

Time: UTC



## Combined Hourly Arrival & Departure (Total) Allocation

Time: UTC



# Peak Week - Movements Histogram

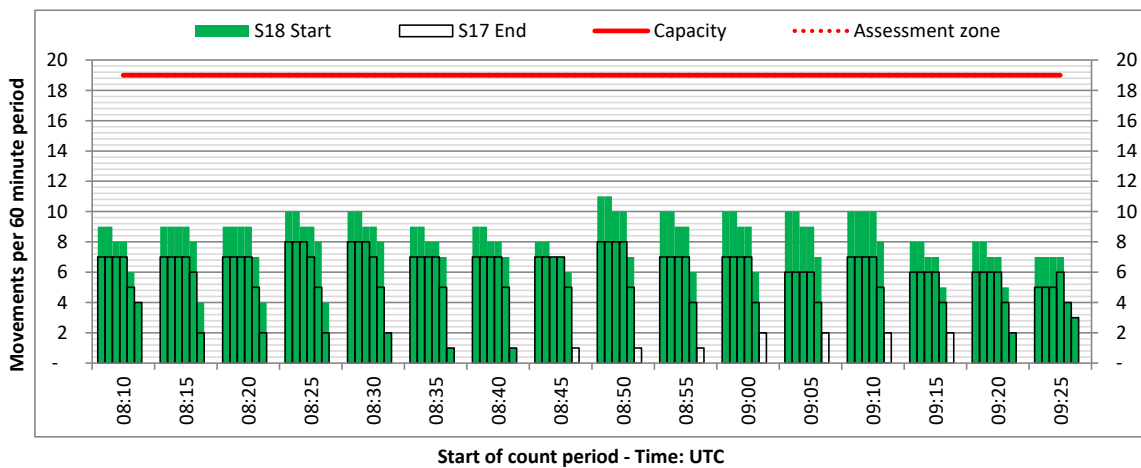
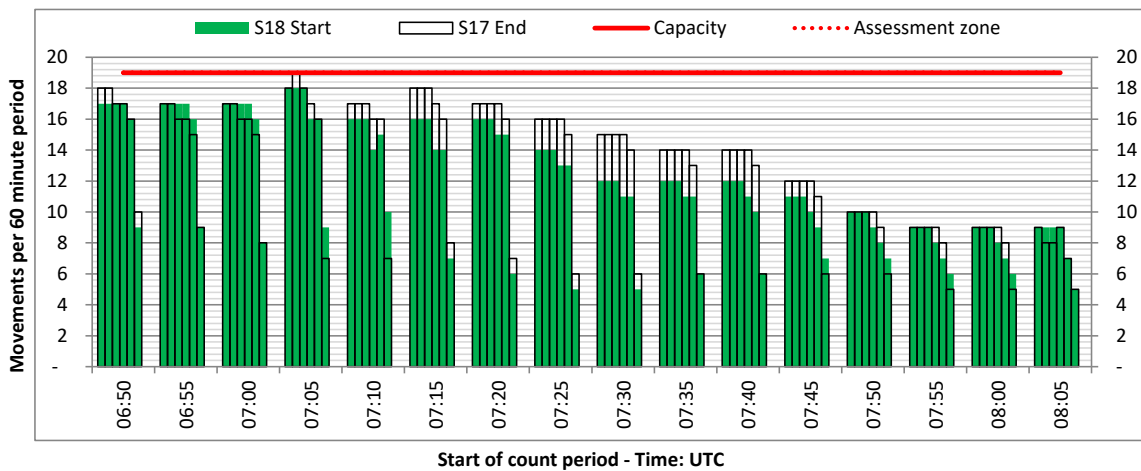
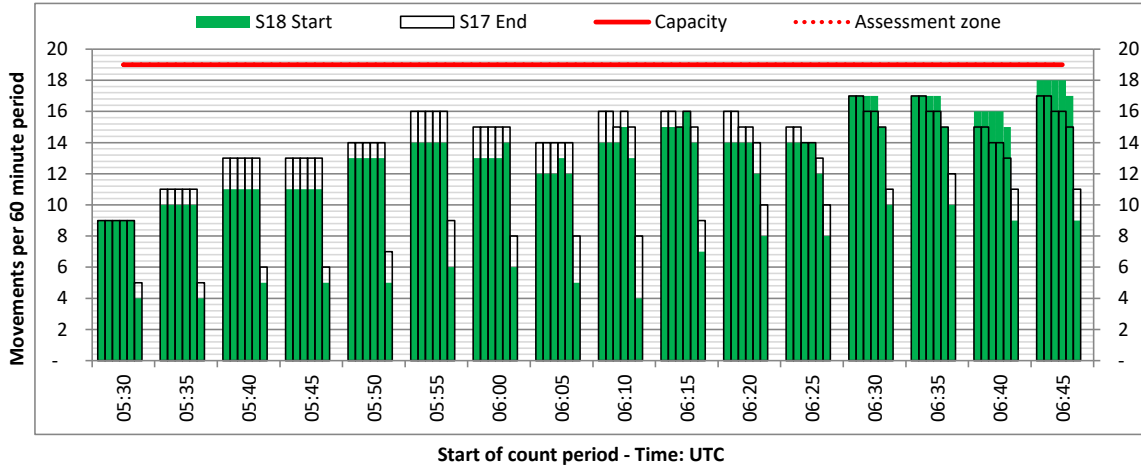
ARRIVAL - 60 minute count rolling every 5 mins (R60/5)



Terminals: All Terminals

Operators: All Operators

Days: 1234567



# Peak Week - Movements Histogram

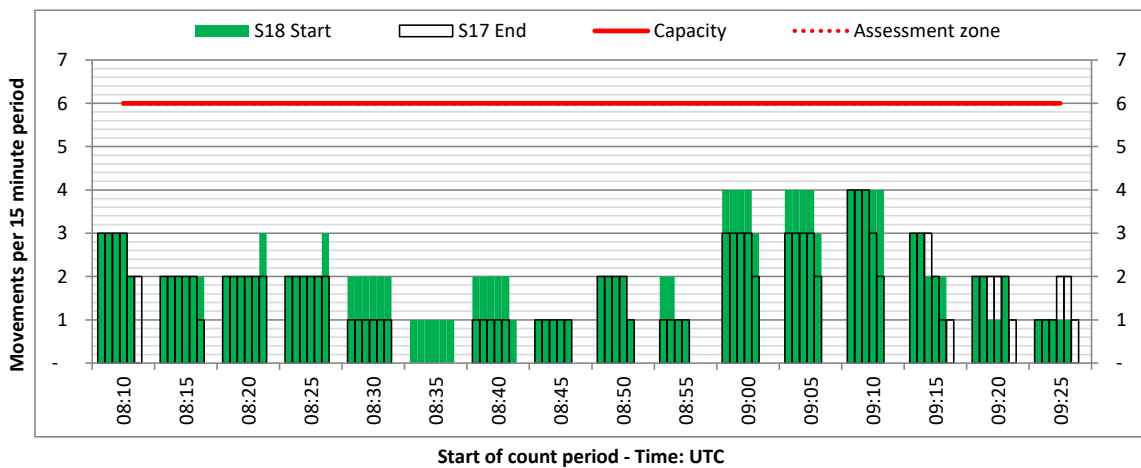
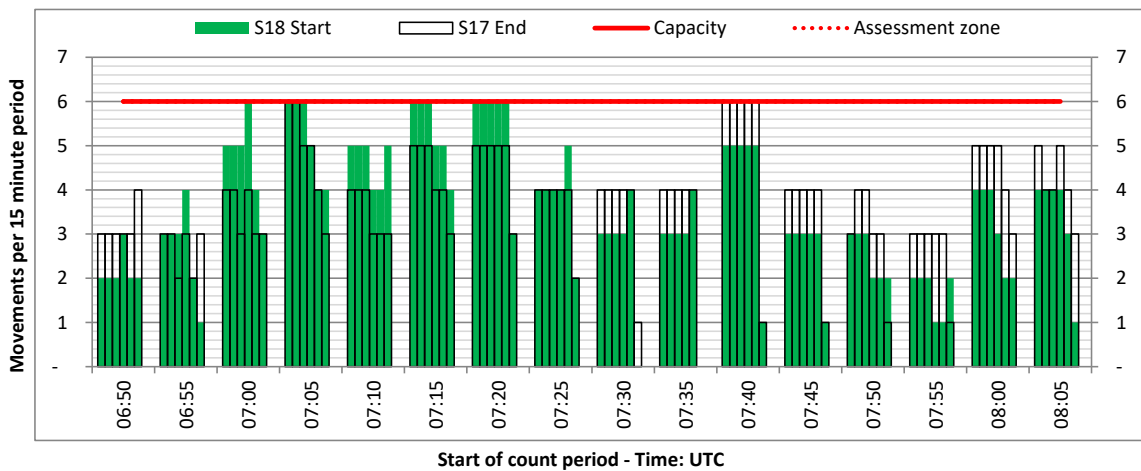
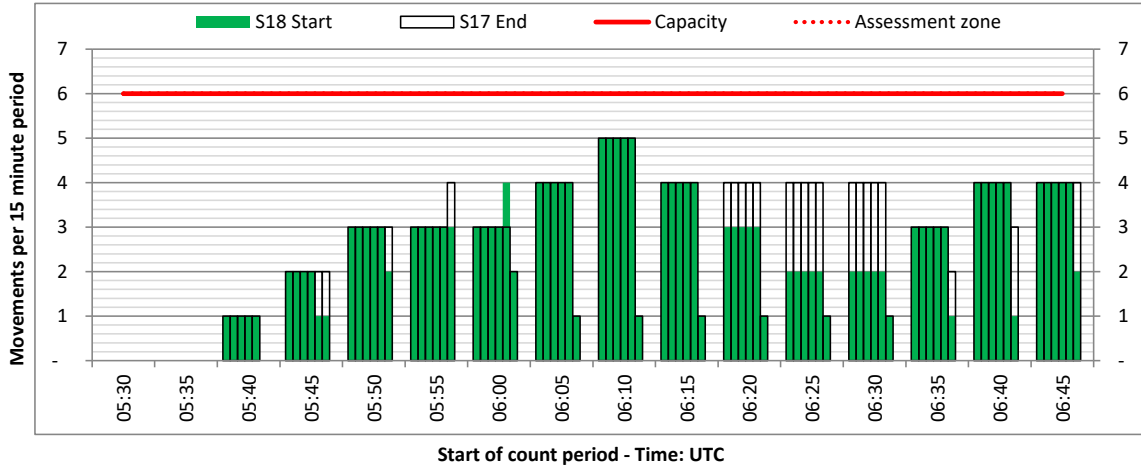
ARRIVAL - 15 minute count rolling every 5 mins (R15/5)



Terminals: All Terminals

Operators: All Operators

Days: 1234567



# Peak Week - Movements Histogram

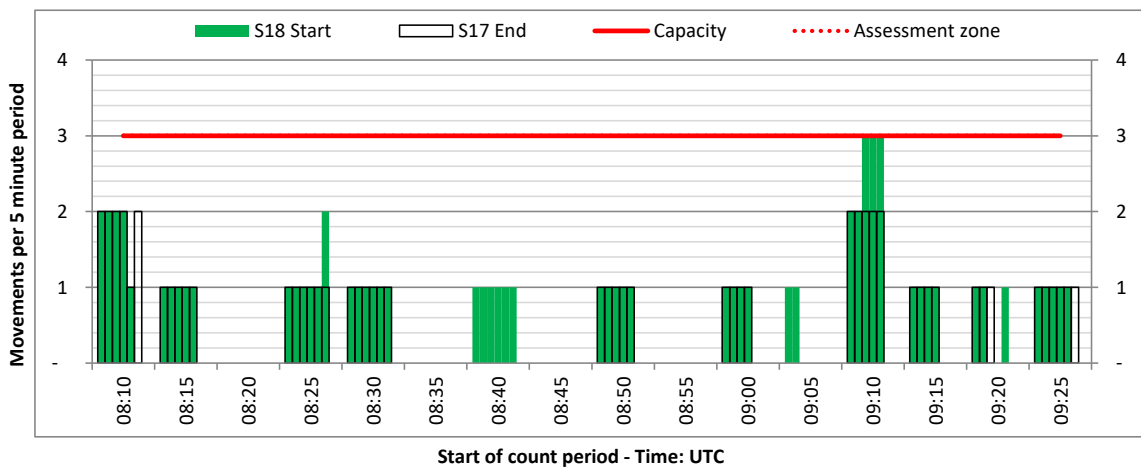
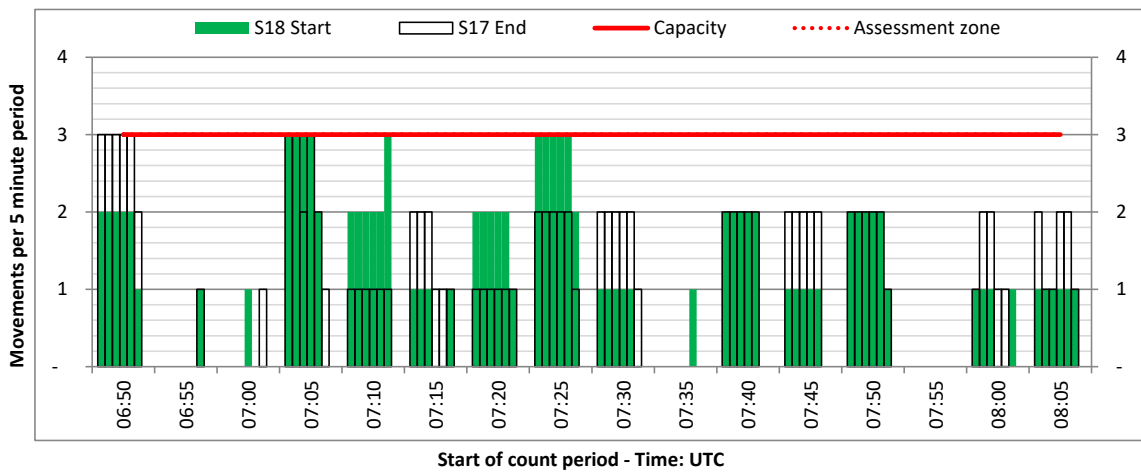
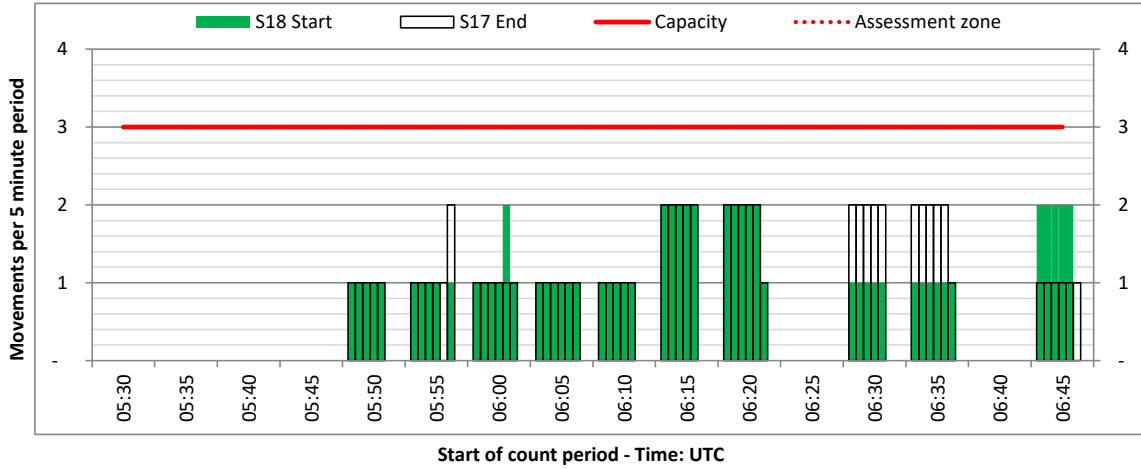
ARRIVAL - 5 minute count rolling every 5 mins (R5)



Terminals: All Terminals

Operators: All Operators

Days: 1234567



# Peak Week - Movements Histogram

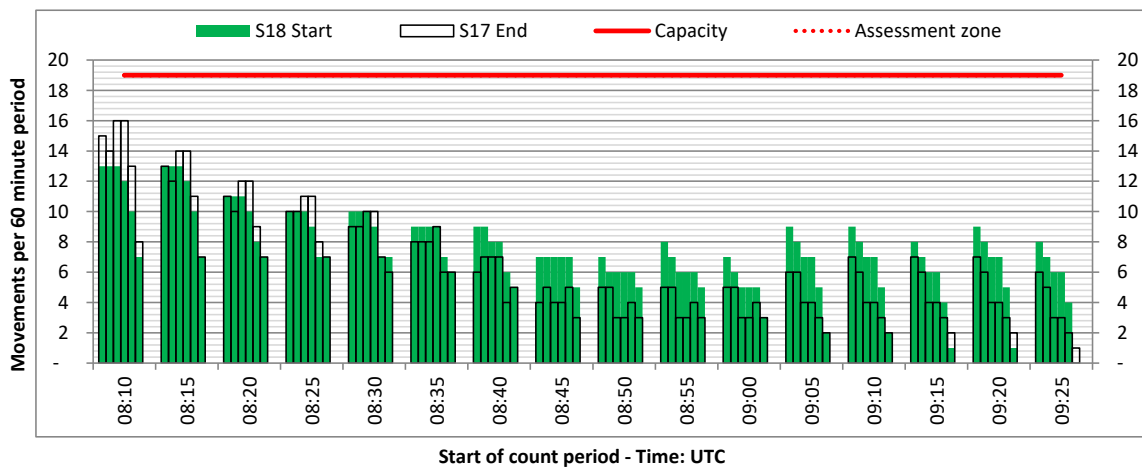
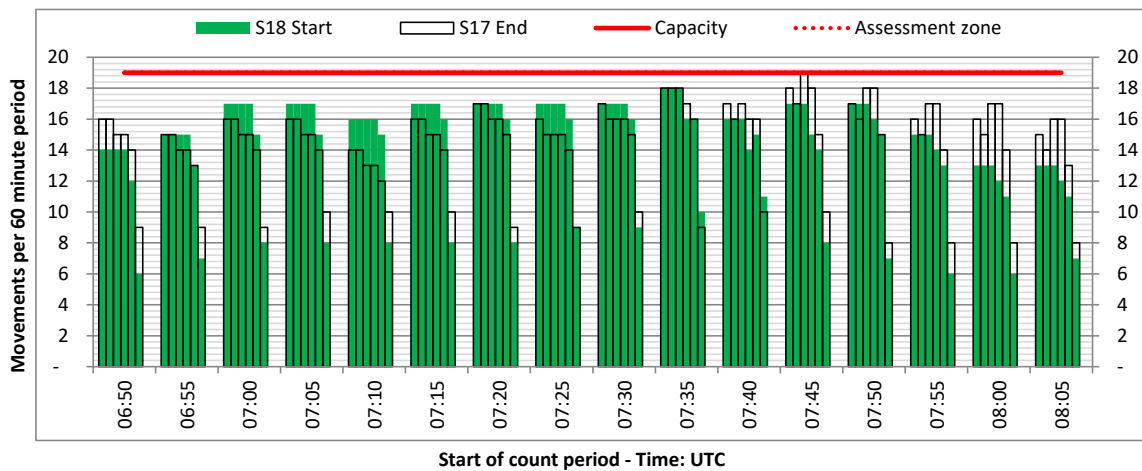
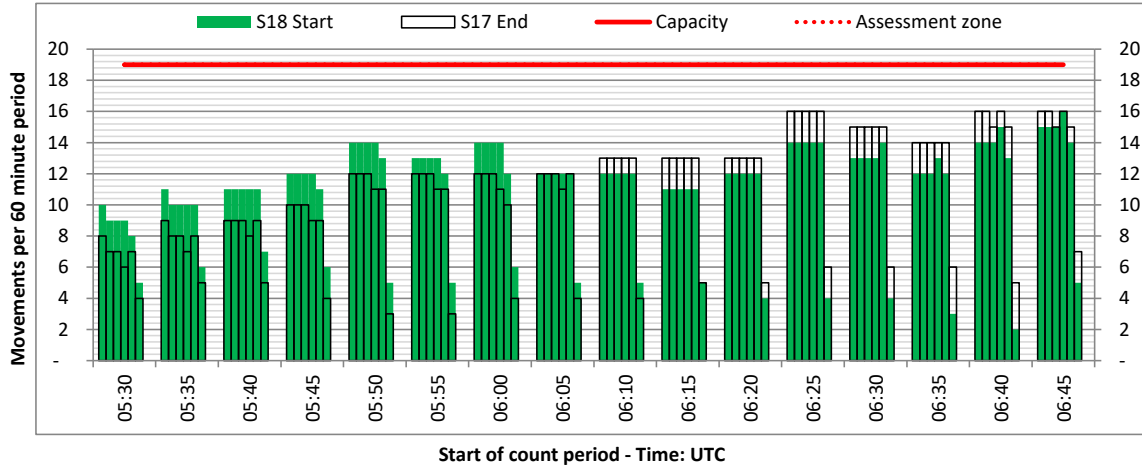
DEPARTURE - 60 minute count rolling every 5 mins (R60/5)



Terminals: All Terminals

Operators: All Operators

Days: 1234567



# Peak Week - Movements Histogram

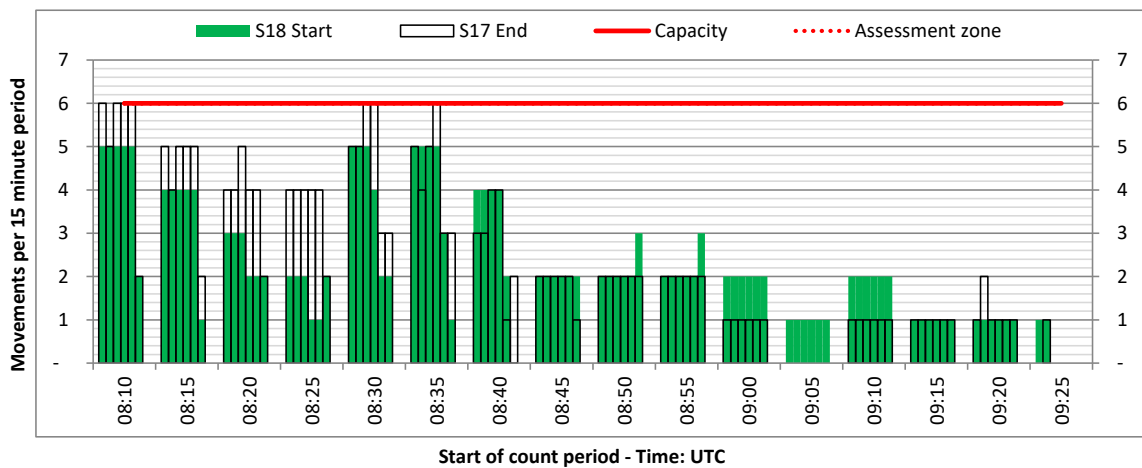
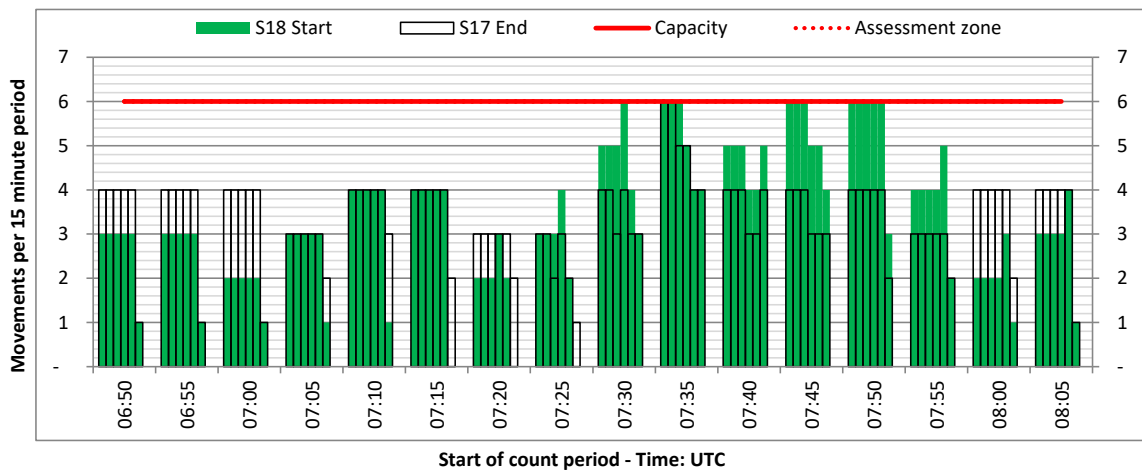
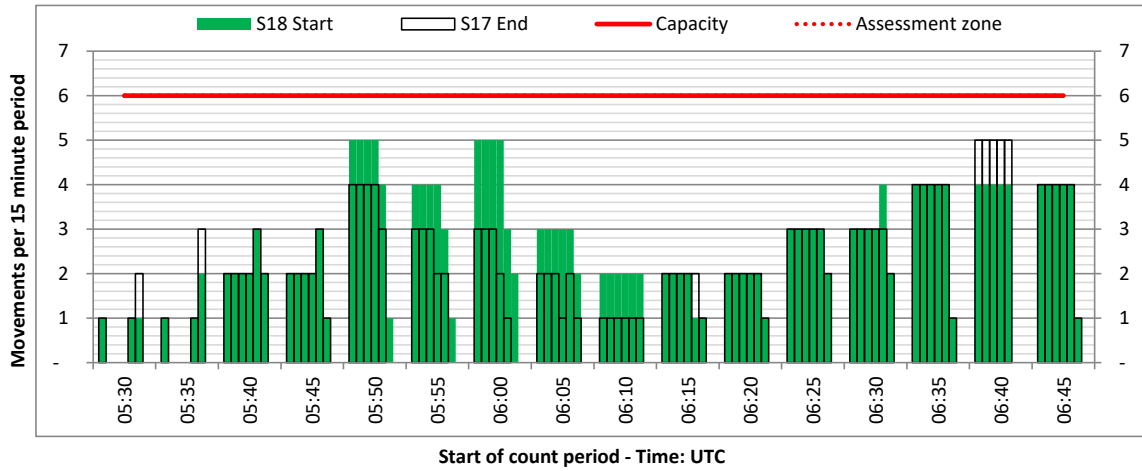
DEPARTURE - 15 minute count rolling every 5 mins (R15/5)



Terminals: All Terminals

Operators: All Operators

Days: 1234567





# Peak Week - Movements Histogram

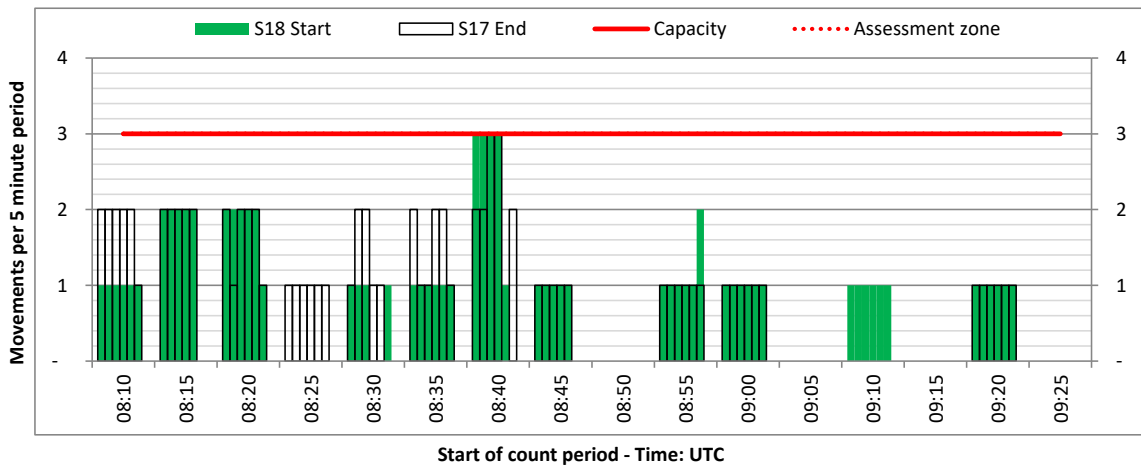
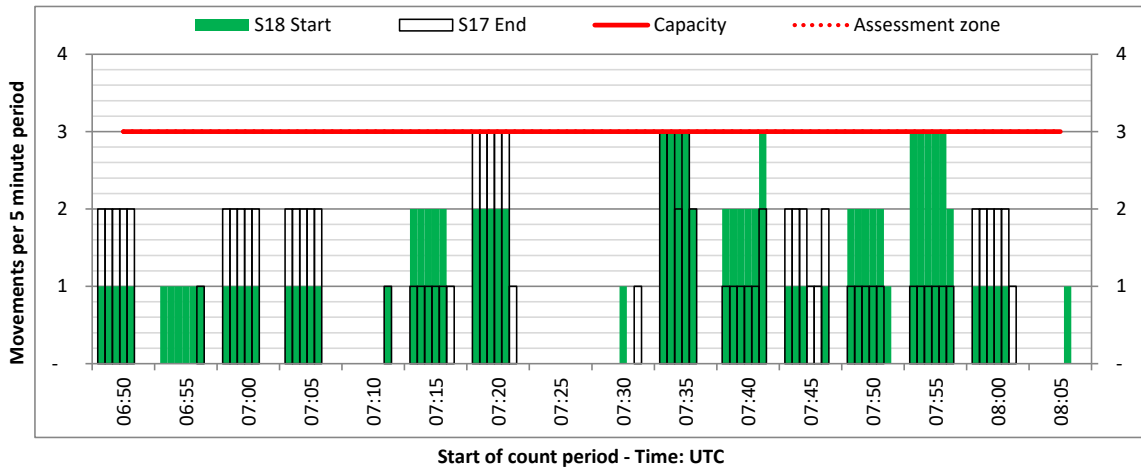
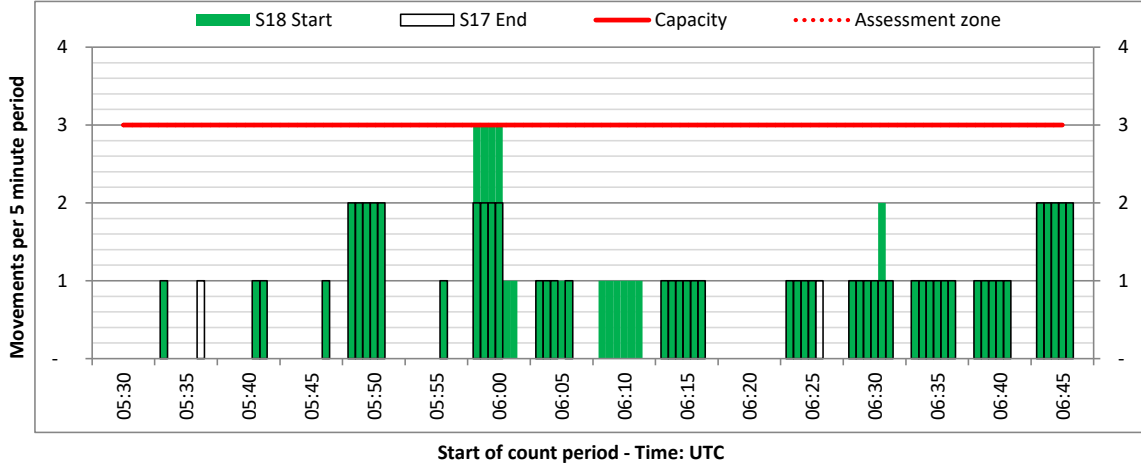
DEPARTURE - 5 minute count rolling every 5 mins (R5)



Terminals: All Terminals

Operators: All Operators

Days: 1234567



# Peak Week - Movements Histogram

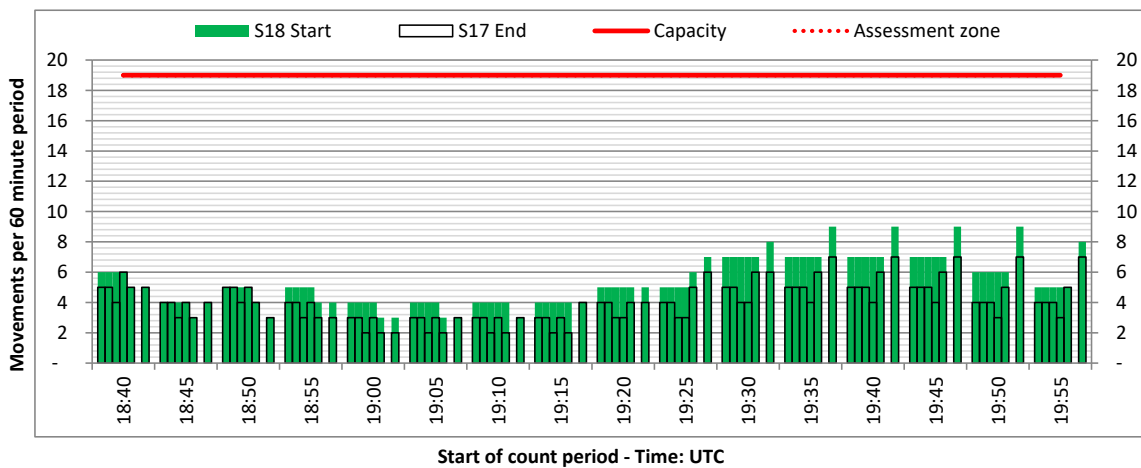
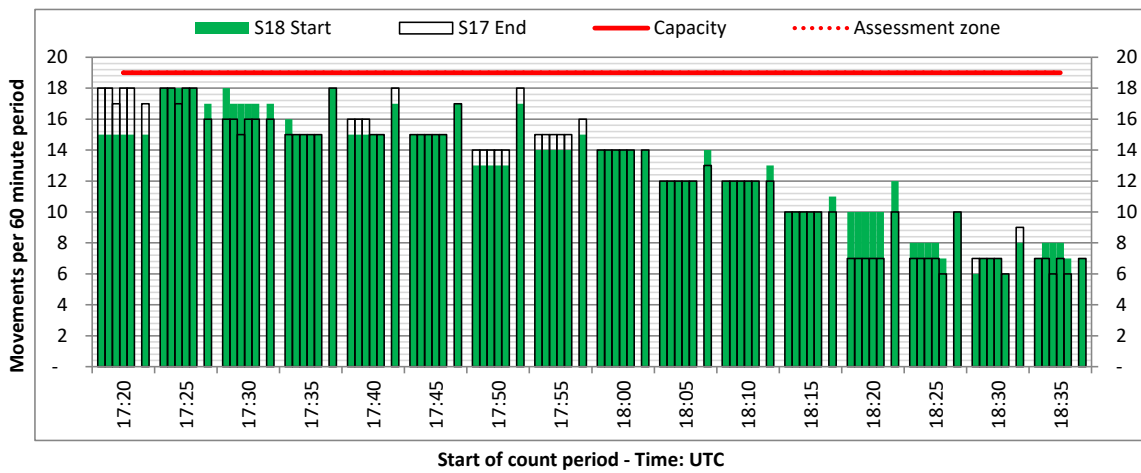
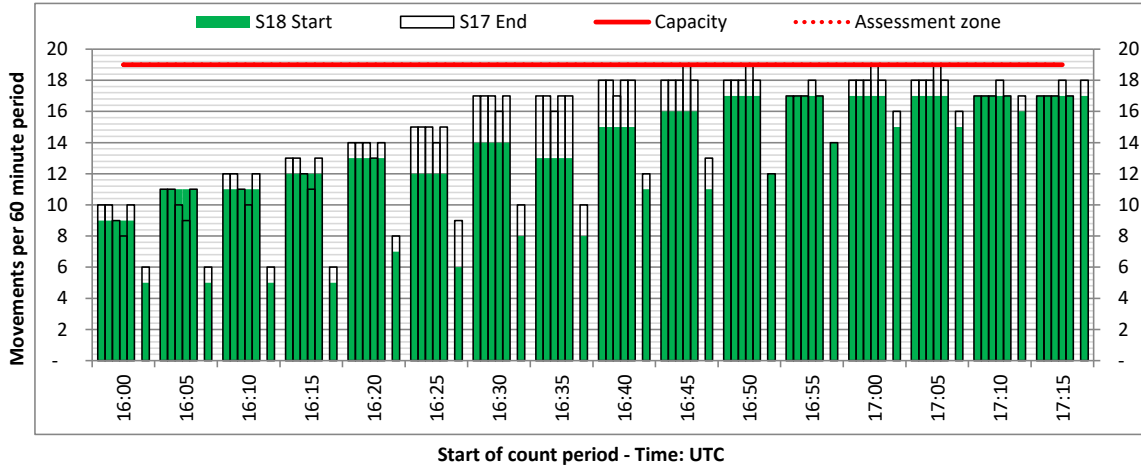
ARRIVAL - 60 minute count rolling every 5 mins (R60/5)



Terminals: All Terminals

Operators: All Operators

Days: 1234567



# Peak Week - Movements Histogram

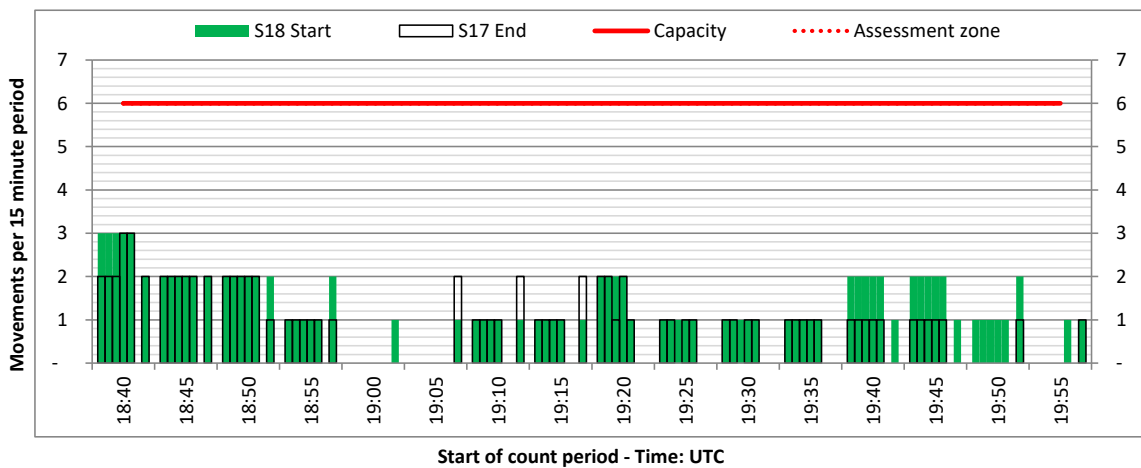
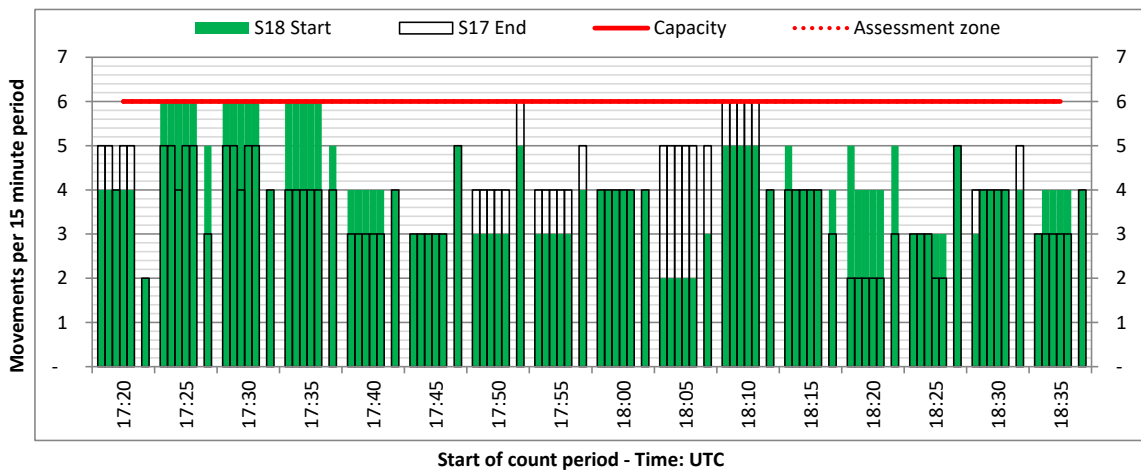
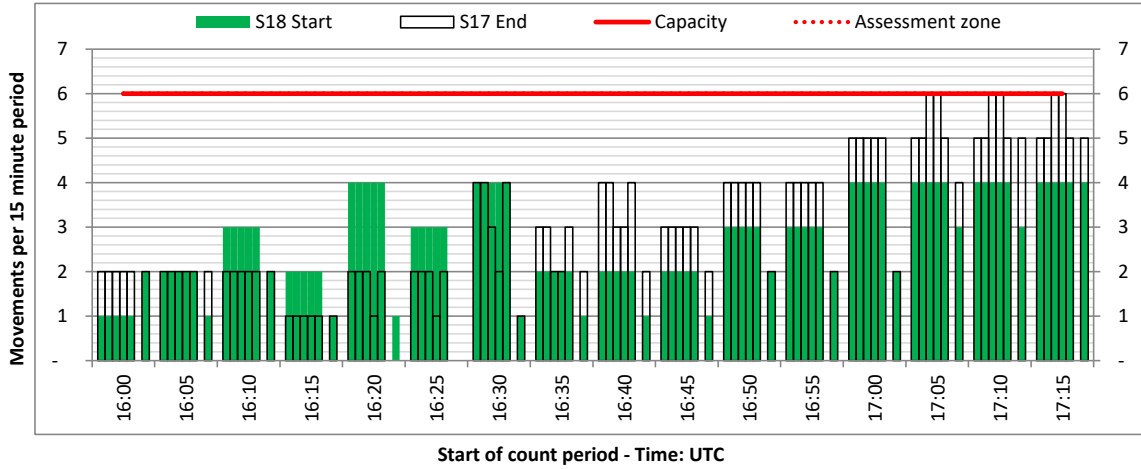
ARRIVAL - 15 minute count rolling every 5 mins (R15/5)



Terminals: All Terminals

Operators: All Operators

Days: 1234567



# Peak Week - Movements Histogram

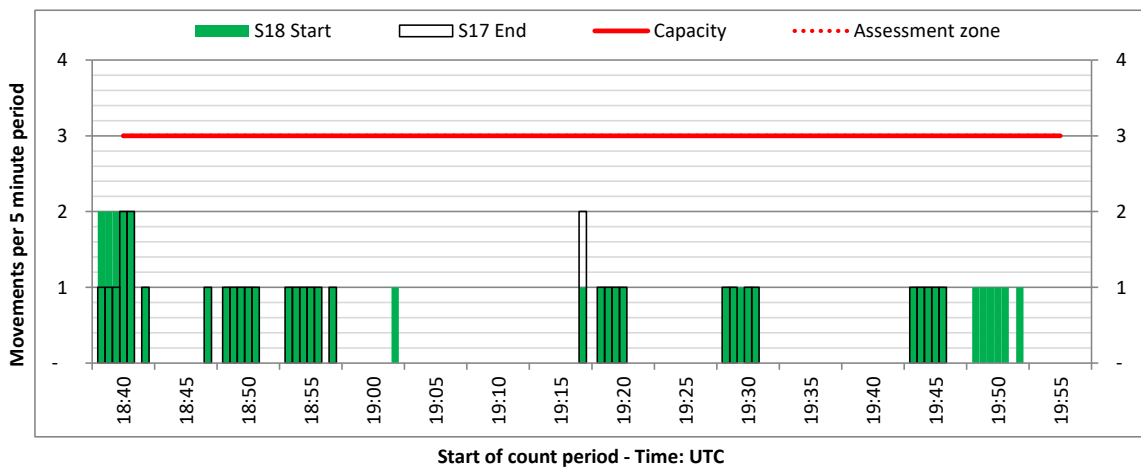
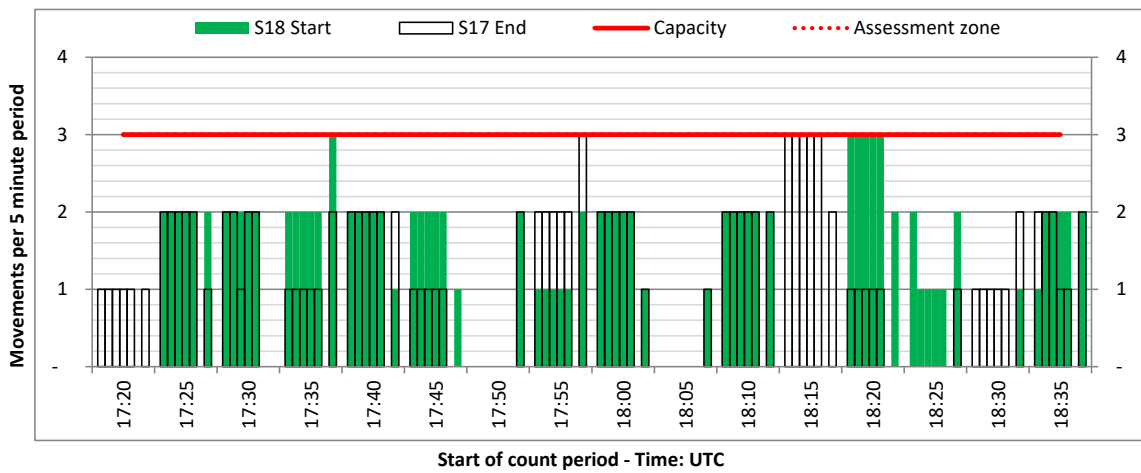
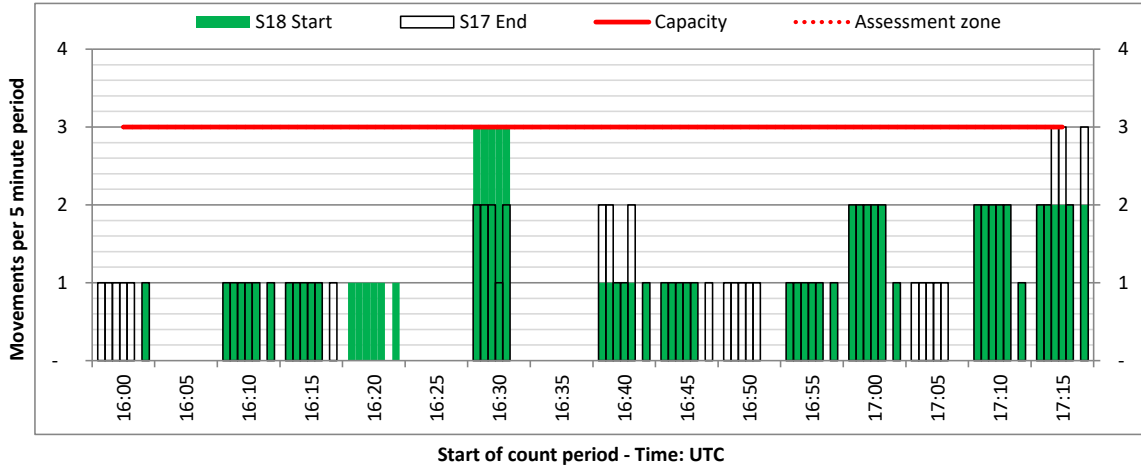
ARRIVAL - 5 minute count rolling every 5 mins (R5)



Terminals: All Terminals

Operators: All Operators

Days: 1234567



# Peak Week - Movements Histogram

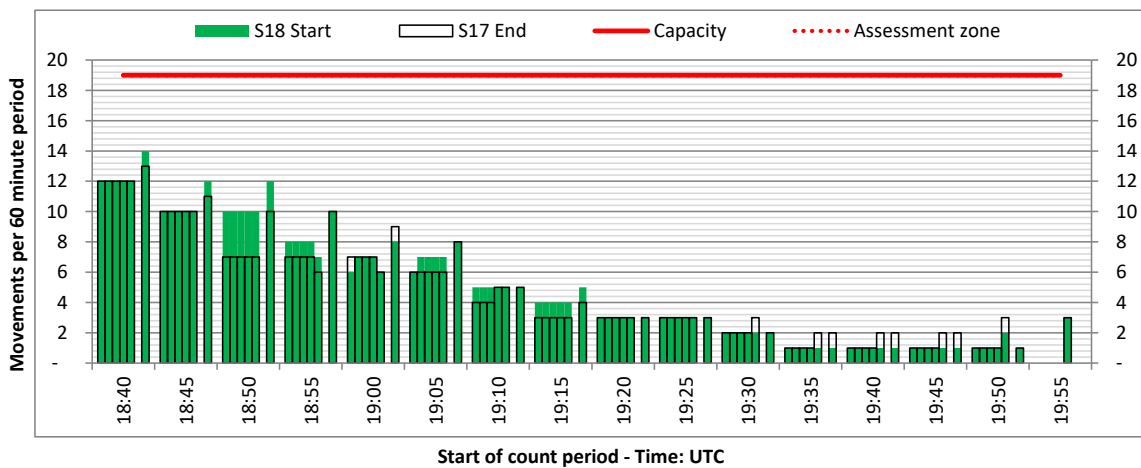
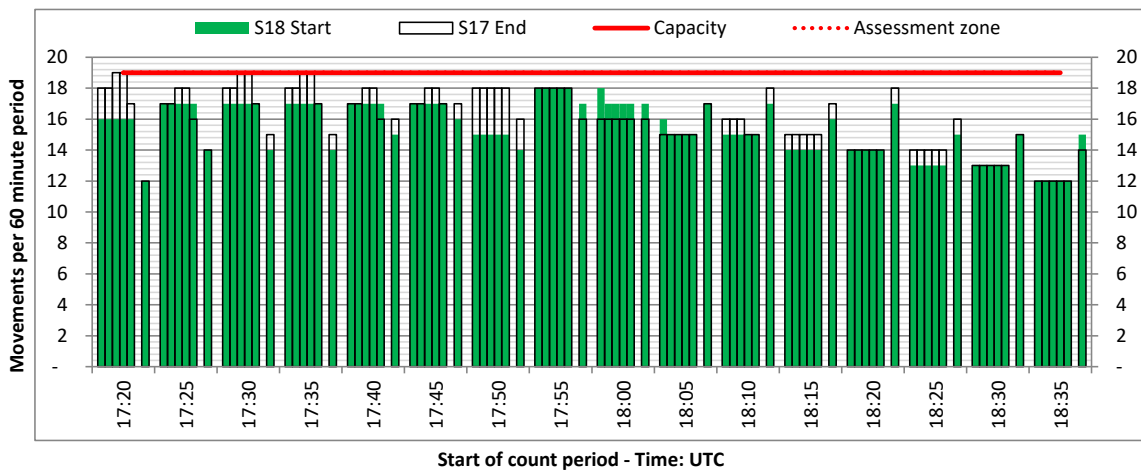
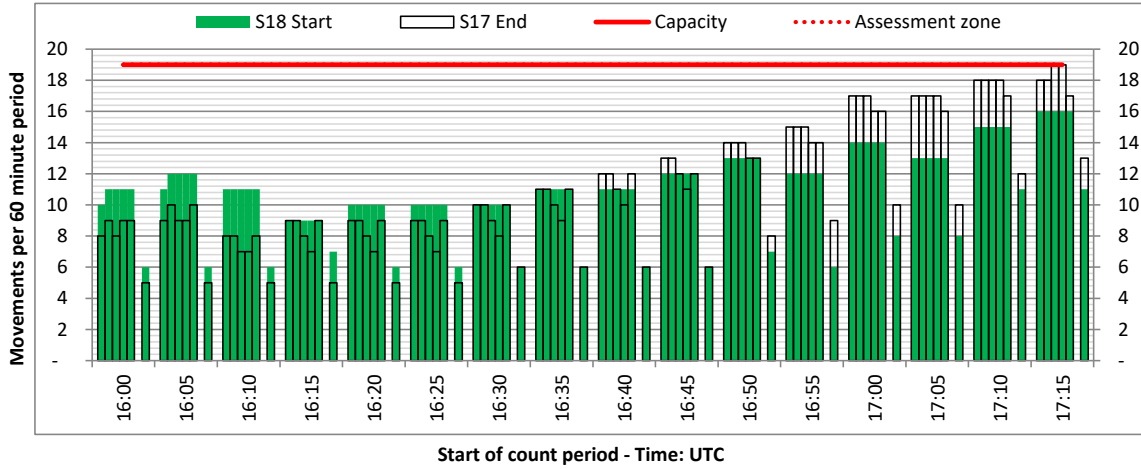
DEPARTURE - 60 minute count rolling every 5 mins (R60/5)



Terminals: All Terminals

Operators: All Operators

Days: 1234567



# Peak Week - Movements Histogram

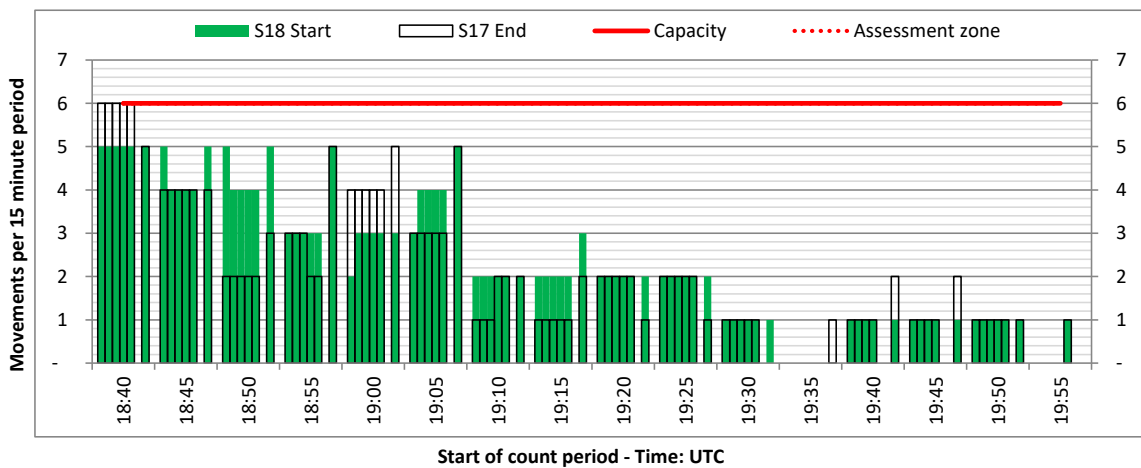
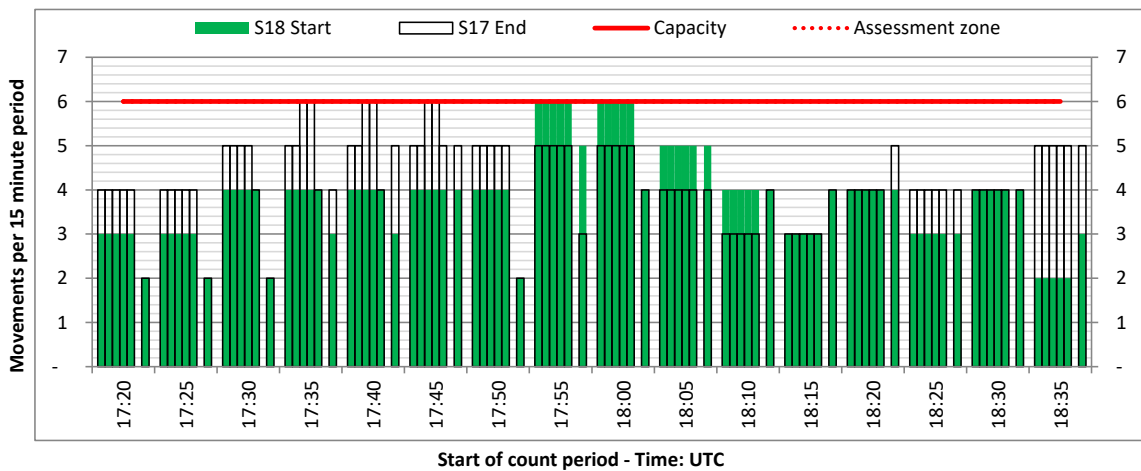
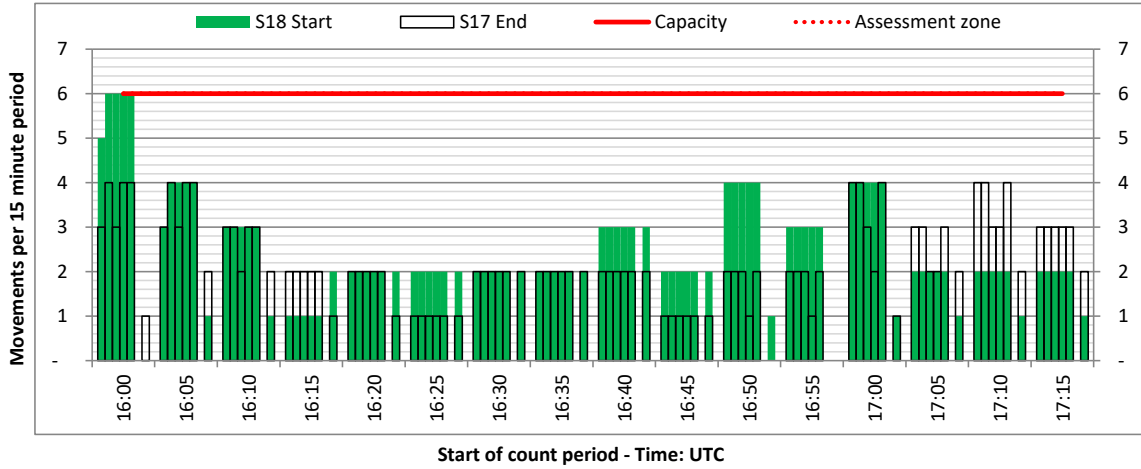
DEPARTURE - 15 minute count rolling every 5 mins (R15/5)



Terminals: All Terminals

Operators: All Operators

Days: 1234567



# Peak Week - Movements Histogram

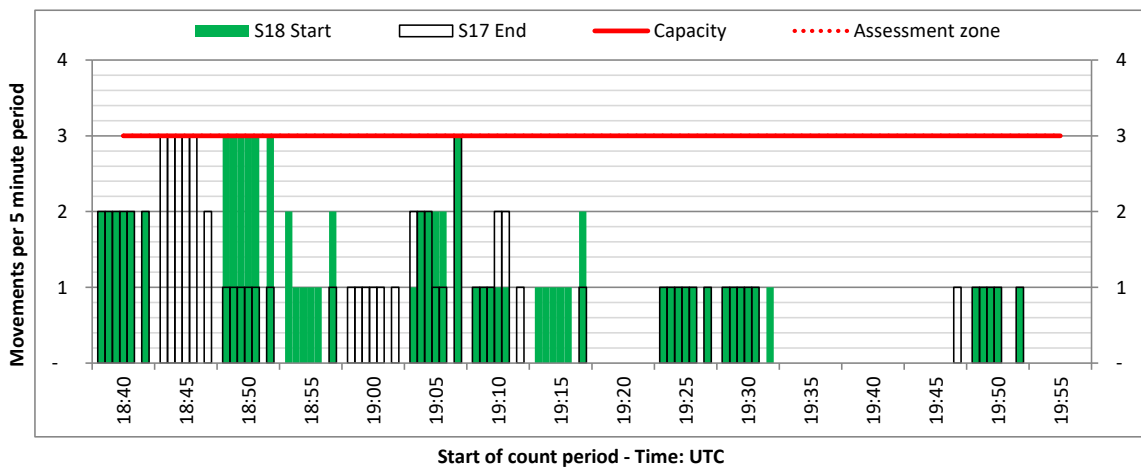
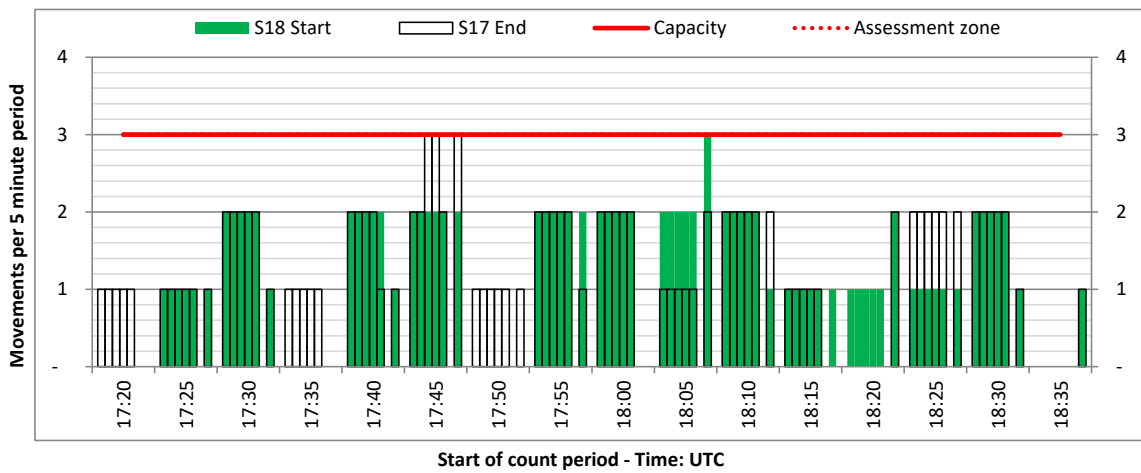
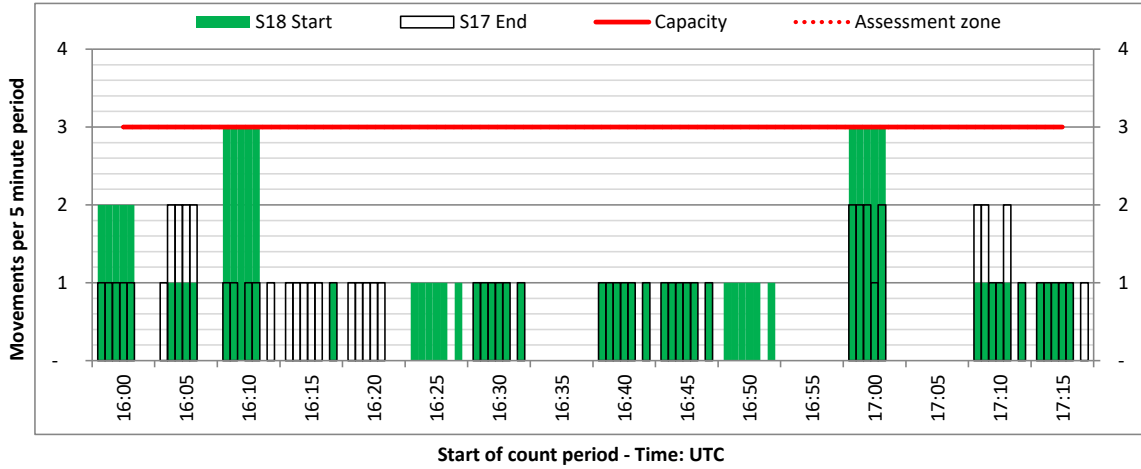
DEPARTURE - 5 minute count rolling every 5 mins (R5)



Terminals: All Terminals

Operators: All Operators

Days: 1234567



# Glossary



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

---

## Data snapshot descriptions

<b>S17 Start</b>	S17 schedule as cleared on Wed 22-Mar-17.
<b>S17 End</b>	S17 schedule as cleared on Tue 31-Oct-17.
<b>S18 Start</b>	S18 schedule as cleared on Wed 21-Mar-18.
<b>Peak Week</b>	Peak week for S17 is Mon 09-Oct-17 to Sun 15-Oct-17. Peak week for S18 is Mon 08-Oct-18 to Sun 14-Oct-18.

---

## For ACL use

	Airport-Season-Branch-Resource	From date	To date	Time
Full Season Rep 1	LCY-S17-SOS Report - Live-Standard	Sun 26-Mar-2017	Sat 28-Oct-2017	UTC
Full Season Rep 2	LCY-S17-End with CJ EZ SI-Standard	Sun 26-Mar-2017	Sat 28-Oct-2017	UTC
Full Season Rep 3	LCY-S18-SOS Report-Standard	Sun 25-Mar-2018	Sat 27-Oct-2018	UTC
	Airport-Season-Branch-Resource	From date	To date	Time
Peak Week Rep 1	LCY-S17-SOS Report - Live-Standard	Mon 09-Oct-2017	Sun 15-Oct-2017	UTC
Peak Week Rep 2	LCY-S17-End with CJ EZ SI-Standard	Mon 09-Oct-2017	Sun 15-Oct-2017	UTC
Peak Week Rep 3	LCY-S18-SOS Report-Standard	Mon 08-Oct-2018	Sun 14-Oct-2018	UTC