

### 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)	<b>71,290</b>	▲ <b>0.8%</b>	▲ <b>3.4%</b>
Total Passenger Air Transport Movements	<b>70,006</b>	▲ <b>0.9%</b>	▲ <b>3.3%</b>
Total Passenger Air Transport Movement Seats	<b>12,730,470</b>	▲ <b>2.4%</b>	▲ <b>4.6%</b>
Average Seats per Passenger Air Transport Movement	<b>182</b>	▲ <b>1.5%</b>	▲ <b>1.2%</b>
Percentage of allocated slots cleared as requested (OK)	<b>96.52%</b>		

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**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).**

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# Coordinator's Report



Total demand	71,375	slots		
Total slots allocated	71,290	slots	99.88%	of total demand
Number of slots cleared OK	68,812	slots	96.52%	of total slots cleared

## Slots adjusted (not OK) due to:

RUNWAY constraints	757	slots	30.5%	of total slots adjusted
TERMINAL constraints	1,175	slots	47.4%	of total slots adjusted
STAND constraints	16	slots	0.6%	of total slots adjusted
NIGHT constraints	134	slots	5.4%	of total slots adjusted
OTHER constraints	5	slots	0.2%	of total slots adjusted
ARR/DEP TURNAROUND feasibility	391	slots	15.8%	of total slots adjusted

## Executive Summary

The coordination of Summer 2018 at Luton has been dominated by the collapse of Monarch Airlines in October 2017. The entire S18 historic slot portfolio was purchased by WizzAir who intend to begin based operations from Luton with a UK based subsidiary.

Growth in the Luton based schedules of Easyjet and WizzAir has meant that overnight parking remains fully allocated and that Night Period and Shoulder Period quota allocation has increased significantly. Luton Airport have introduced additional Noise restrictions for Summer 2018 to help control potential Noise contour issues.

## Runway Constraints

- 15 min and 5 min constraints are the most restrictive runway constraint.

## Terminal Constraints

- Departure capacity between 0500 - 0755 UTC is generally fully allocated.
- There are periods across the day where arrivals or departure constraints are fully allocated.

## Stand Constraints

- Overnight parking remains the significant stand constraint.

## Night Constraints

- There are outstanding requests for the night period and shoulder period which cannot be accommodated.

## Other Constraints

- Additional noise restrictions on Q.C. 1+ aircrat has caused a small number of ad-hoc adjustments.

## Arr/Dep Turnaround Feasibility

- There are a number of slot that have been adjusted to maintain requested ground times where either the arrival or the departure has been adjusted due to other constraints.

# 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
Adria Airways	2	2	0	23	288	288	0	24	-	-	0	20	-	-	0	18
Aeroflot	-	2	2	23	-	280	280	25	-	-	0	20	-	-	0	18
Aeronex	2	-	-2	34	192	-	-192	32	-	-	0	20	-	-	0	18
Air Europa	1	26	25	18	186	4,836	4,650	16	-	2	2	15	-	372	372	15
Air Nostrum	78	99	21	14	6,110	8,730	2,620	12	4	4	0	14	380	380	0	12
Air X	2	-	-2	34	252	-	-252	32	-	-	0	20	-	-	0	18
AlbaStar	-	38	38	16	-	7,182	7,182	14	-	2	2	15	-	378	378	13
Alitalia	2	1	-1	28	324	180	-144	28	-	-	0	20	-	-	0	18
Arkefly	1	1	0	28	291	305	14	23	-	-	0	20	-	-	0	18
Arkia	10	4	-6	21	1,950	756	-1,194	19	-	-	0	20	-	-	0	18
Austrian Airlines	1	-	-1	34	168	-	-168	32	-	-	0	20	-	-	0	18
Azerbaijan Airlines	8	8	0	20	1,608	1,608	0	18	-	-	0	20	-	-	0	18
Blue Air	2,146	2,284	138	4	382,408	401,982	19,574	4	70	80	10	4	12,498	14,028	1,530	4
bmi regional	3	-	-3	34	147	-	-147	32	-	-	0	20	-	-	0	18
British Airways	6	-	-6	34	894	-	-894	32	-	-	0	20	-	-	0	18
CARGO AIR	2	-	-2	34	-	-	0	32	-	-	0	20	-	-	0	18
Carpatair	3	1	-2	28	300	100	-200	30	-	1	1	19	-	100	100	17
Cityjet	8	-	-8	34	933	-	-933	32	-	-	0	20	-	-	0	18
Cobrex Trans	1	-	-1	34	148	-	-148	32	-	-	0	20	-	-	0	18
Corsair International	-	1	1	28	-	352	352	22	-	-	0	20	-	-	0	18
Danish Air Transport	2	-	-2	34	136	-	-136	32	-	-	0	20	-	-	0	18
DHL Air	2	-	-2	34	-	-	0	32	-	-	0	20	-	-	0	18
EasyJet	30,916	32,773	1,857	1	5,181,030	5,506,794	325,764	1	1,006	1,058	52	1	168,546	177,684	9,138	1
El Al Israel Airlines	693	722	29	8	125,328	139,172	13,844	7	32	32	0	8	5,910	6,616	706	7
European Air Transport (DHL)	926	1,036	110	7	-	-	0	32	27	34	7	7	-	-	0	18
Freebird Airlines	5	38	33	16	900	6,840	5,940	15	-	2	2	15	-	360	360	16
Gazpromavia	2	-	-2	34	240	-	-240	32	-	-	0	20	-	-	0	18
Germania	2	-	-2	34	299	-	-299	32	-	-	0	20	-	-	0	18
Israir	6	-	-6	34	1,086	-	-1,086	32	-	-	0	20	-	-	0	18
Jet2.com	3	-	-3	34	526	-	-526	32	-	-	0	20	-	-	0	18
Jetairfly	1	-	-1	34	279	-	-279	32	-	-	0	20	-	-	0	18
Lipican Aer	-	-	0	34	-	-	0	32	-	-	0	20	-	-	0	18
Luxair	-	4	4	21	-	744	744	20	-	-	0	20	-	-	0	18
Maleth-Aero	7	343	336	9	942	34,986	34,044	10	-	14	14	10	-	1,428	1,428	10
Malmo Aviation	1	-	-1	34	112	-	-112	32	-	-	0	20	-	-	0	18
Metro Business Aviation	1	-	-1	34	10	-	-10	32	-	-	0	20	-	-	0	18
Miami Air International	-	-	0	34	-	-	0	32	-	-	0	20	-	-	0	18
Mistral Air	3	-	-3	34	525	-	-525	32	-	-	0	20	-	-	0	18
MNG Airlines	238	248	10	11	-	-	0	32	8	8	0	11	-	-	0	18
Monarch Airlines	3,243	-	-3,243	34	630,628	-	-630,628	32	120	-	-120	20	23,360	-	-23,360	18
Montenegro Airlines	4	-	-4	34	464	-	-464	32	-	-	0	20	-	-	0	18
Neos	2	-	-2	34	372	-	-372	32	-	-	0	20	-	-	0	18
Pelita Air	2	-	-2	34	378	-	-378	32	-	-	0	20	-	-	0	18
Ryanair	6,274	6,448	174	3	1,185,786	1,218,672	32,886	3	206	208	2	3	38,934	39,312	378	3
Siavia	104	-	-104	34	5,092	-	-5,092	32	-	-	0	20	-	-	0	18
Sky Taxi	-	2	2	23	-	66	66	31	-	-	0	20	-	-	0	18
SprintAir	1	2	1	23	-	132	132	29	-	-	0	20	-	-	0	18
SunExpress	80	276	196	10	15,120	52,164	37,044	8	6	18	12	9	1,134	3,402	2,268	8
Tarom	178	180	2	13	23,852	24,120	268	11	6	6	0	13	804	804	0	11
Thomas Cook (Scandinavia)	-	1	1	28	-	212	212	26	-	-	0	20	-	-	0	18
Thomas Cook (UK)	50	208	158	12	11,000	45,760	34,760	9	2	8	6	11	440	1,760	1,320	9
Titan Airways	45	17	-28	19	8,240	3,504	-4,736	17	-	-	0	20	-	-	0	18
Trade Air	3	-	-3	34	327	-	-327	32	-	-	0	20	-	-	0	18
Transavia	2	1	-1	28	378	189	-189	27	-	-	0	20	-	-	0	18
Transavia France	110	2	-108	23	20,790	378	-20,412	21	-	-	0	20	-	-	0	18
Travel Service	1	46	45	15	189	8,694	8,505	13	-	2	2	15	-	378	378	13
TUI Airways	1,881	1,464	-417	6	373,941	298,584	-75,357	5	76	58	-18	5	15,132	11,858	-3,274	5
Ukraine Air Alliance	-	-	0	34	-	-	0	32	-	-	0	20	-	-	0	18
Ukraine International	-	-	0	34	-	-	0	32	-	-	0	20	-	-	0	18
UTAir	-	-	0	34	-	-	0	32	-	-	0	20	-	-	0	18
Vueling	1,901	1,486	-415	5	349,182	261,980	-87,202	6	64	48	-16	6	11,820	8,460	-3,360	6
West Atlantic Cargo	4	-	-4	34	-	-	0	32	-	-	0	20	-	-	0	18
Wizz Air	19,978	23,526	3,548	2	3,841,540	4,700,880	859,340	2	678	792	114	2	130,540	158,460	27,920	2
<b>TOTAL</b>	<b>68,947</b>	<b>71,290</b>	<b>2,343</b>		<b>12,174,891</b>	<b>12,730,470</b>	<b>555,579</b>		<b>2,305</b>	<b>2,377</b>	<b>72</b>		<b>409,498</b>	<b>425,780</b>	<b>16,282</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		
Air Europa	2	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%	-
Air Nostrum	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%	0.0%	-
AlbaStar	2	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Blue Air	80	97.5%	1.3%	0.0%	1.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Carpatair	1	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%	-
EasyJet	1,058	98.6%	0.0%	0.2%	0.4%	0.1%	0.0%	0.1%	0.4%	0.0%	0.1%	0.0%	0.0%	0.0%	0.2%	-	
El Al Israel 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%	0.0%	-
European Air Transport (DHL)	34	97.1%	0.0%	0.0%	2.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2
Freebird Airlines	2	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%	-
Israir	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Lipican Aer	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Maleth-Aero	14	50.0%	0.0%	0.0%	0.0%	7.1%	0.0%	0.0%	0.0%	0.0%	35.7%	0.0%	0.0%	0.0%	7.1%	-	
MNG Airlines	8	87.5%	0.0%	0.0%	12.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Monarch Airlines	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ryanair	208	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%	0.0%	1
Siavia	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
SunExpress	18	83.3%	5.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	11.1%	-	
Tarom	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%	0.0%	-
Thomas Cook (UK)	8	87.5%	0.0%	0.0%	12.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Transavia France	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Travel Service	2	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%	-
TUI Airways	58	96.6%	0.0%	0.0%	1.7%	0.0%	1.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Vueling	48	93.8%	6.3%	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%	-
Wizz Air	792	91.5%	2.3%	0.8%	0.8%	0.5%	0.4%	0.3%	0.3%	0.6%	0.1%	0.6%	0.4%	0.4%	1.1%	-	
<b>TOTAL</b>	<b>2,377</b>	<b>95.7%</b>	<b>1.0%</b>	<b>0.3%</b>	<b>0.6%</b>	<b>0.3%</b>	<b>0.2%</b>	<b>0.1%</b>	<b>0.3%</b>	<b>0.2%</b>	<b>0.3%</b>	<b>0.2%</b>	<b>0.1%</b>	<b>0.1%</b>	<b>0.6%</b>	<b>3</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.

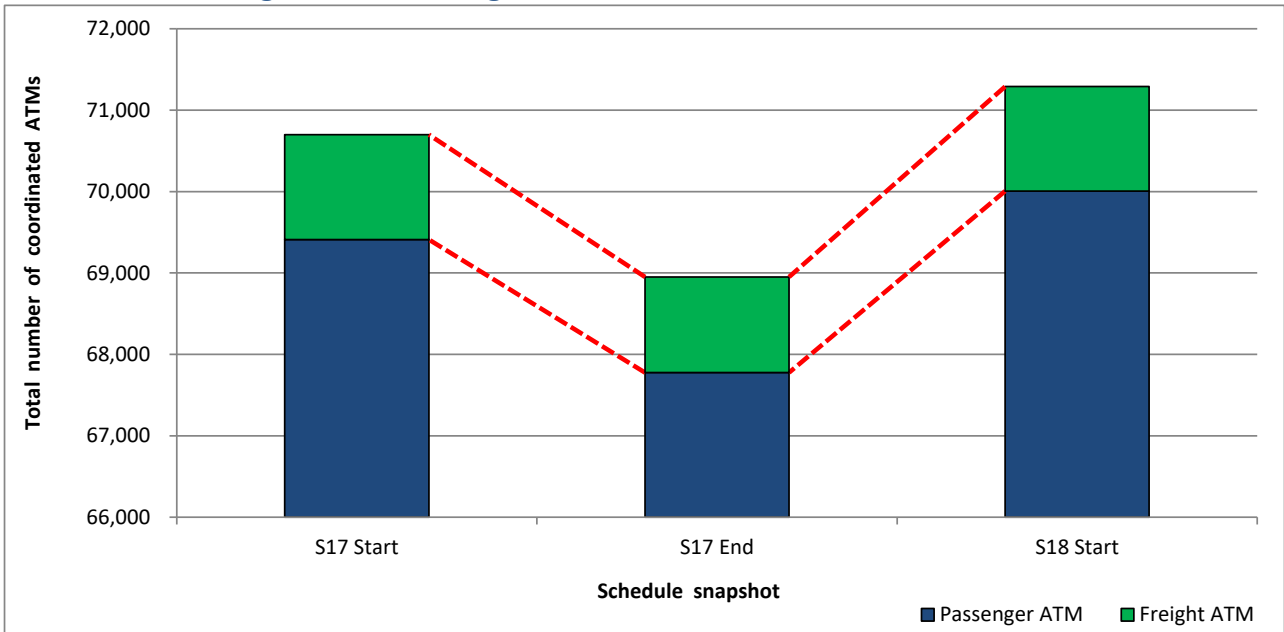
## Significant Route Changes

Operator	Category	Description of change from S17 schedule to S18 schedule
Aer Lingus	<b>CANCELLED</b>	Has cancelled their initial submission to DUB.
Air Europa	<b>NEW</b>	New route to PMI.
Air Nostrum	CHANGE	Increased services to VGO.
AlbaStar	<b>NEW</b>	New route to PMI.
Blue Air	<b>NEW</b>	New route to CND.
EasyJet	<b>NEW</b>	Continuation of Winter 2017 services to AHO and SVQ.
EasyJet	<b>NEW</b>	New route to DLM, GOA, PMO and REU.
EasyJet	CHANGE	Increased frequency to PSA, BJV, IBZ, SPU, AYT and TLV.
EasyJet	CHANGE	Increased more than 20% frequency to TRN, SZG, PMI, INN, RHO, FCO, JER, ZAD, IOM, NAP, GMB and CFU.
EasyJet	CHANGE	Reduced frequency to ESU, MPL, DBV, TLS, ABZ and MUC.
EasyJet	<b>CANCELLED</b>	Cancelled services to HAM.
European Air Transport (DHL)	<b>NEW</b>	New route to DUB and OPO.
European Air Transport (DHL)	<b>CANCELLED</b>	Cancelled services to BRU.
Freebird Airlines	<b>NEW</b>	New route to AYT.
Monarch Airlines	<b>CANCELLED</b>	Monarch Airlines has ceased operations.
Ryanair	<b>NEW</b>	Continuation of Winter 2017 services to BZG.
SiAvia	<b>CANCELLED</b>	Cancelled services to BES, CFE and SXB.
SunExpress	<b>NEW</b>	New services to AYT, ESB, BJV and GZT.
Thomas Cook (UK)	<b>NEW</b>	New services to AYT and DLM.
Thomas Cook (UK)	<b>CANCELLED</b>	Cancelled services to CFU.
Travel Service	<b>NEW</b>	New route to TFS.
TUI Airways	<b>NEW</b>	New route to DLM.
TUI Airways	<b>CANCELLED</b>	Cancelled services to AYT, BOJ and HER.
Vueling	CHANGE	Reduced frequency to BCN.
Wizz Air	<b>NEW</b>	New route to ATH, BRI, BTS, KEF, LCA, LWO and TIA.
Wizz Air	CHANGE	Increased frequency to CND, KIV, VNO, SPU, OTP, SBZ and BOJ.
Wizz Air	CHANGE	Increased more than 30% frequency to TLV, PRN, KUT, CRA, SCV, IEW and WRO.
Wizz Air	CHANGE	Reduced frequency to KSC, OHD, KUN and VAR.
Wizz Air	<b>CANCELLED</b>	Cancelled services to BRQ, SZZ and TZL.

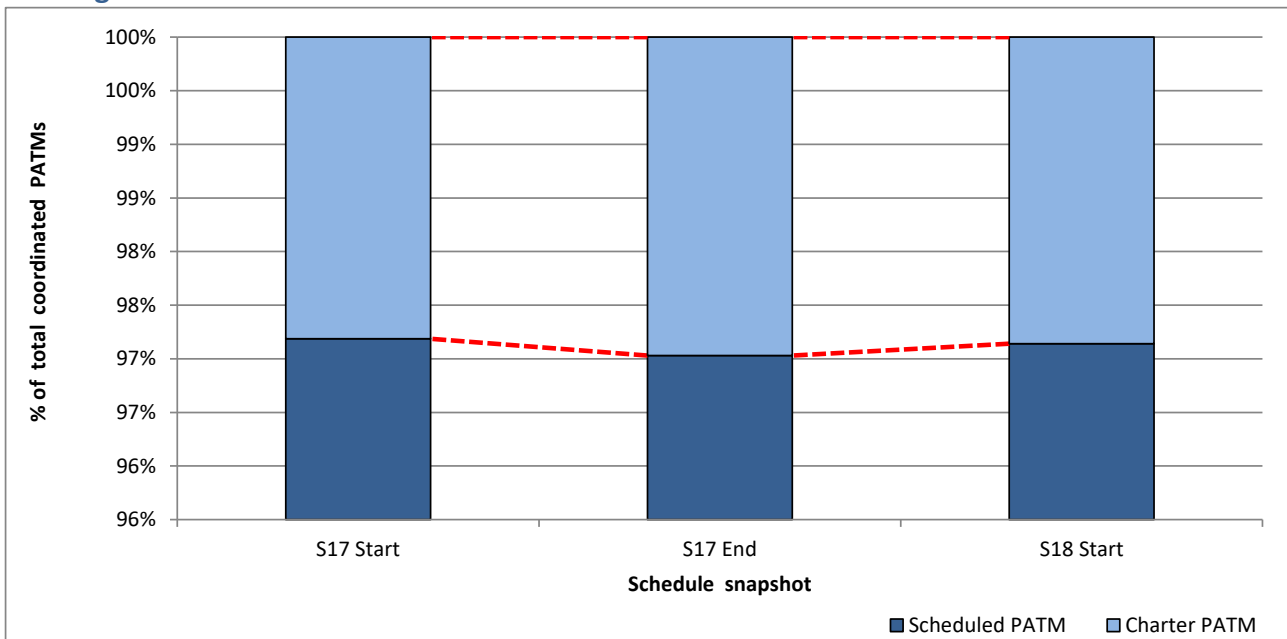
# Full Season - ATM Analysis



## Total ATMs: Passenger ATMs vs. Freight ATMs



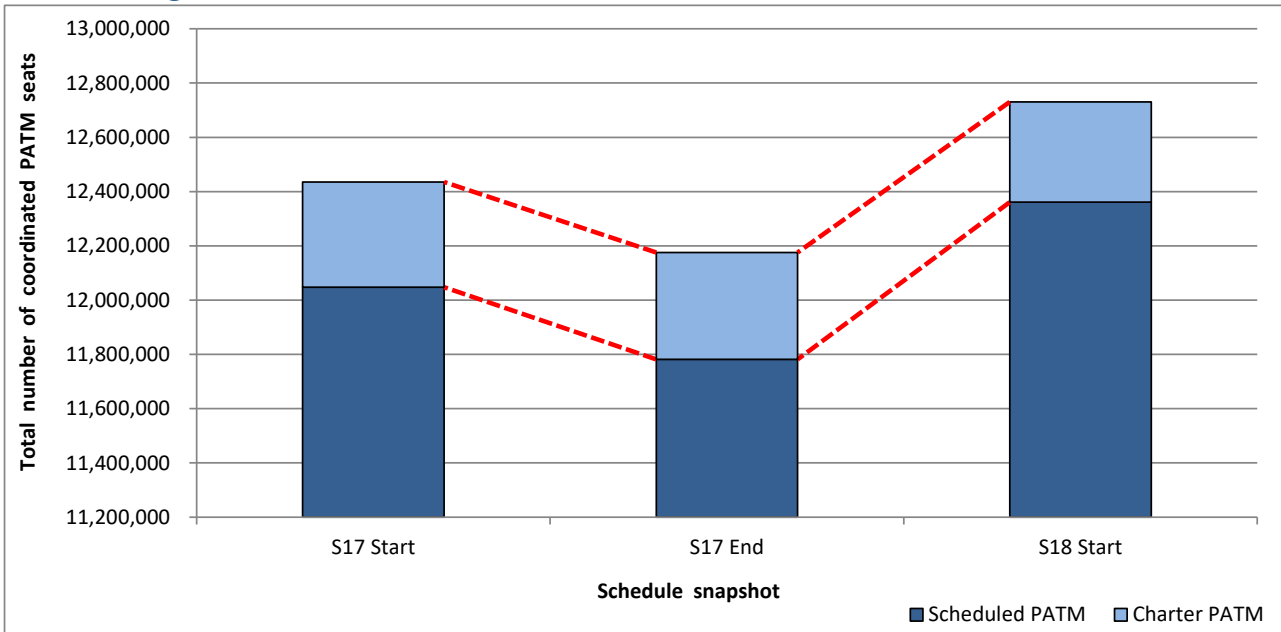
## Passenger ATMs: Scheduled vs. Charter



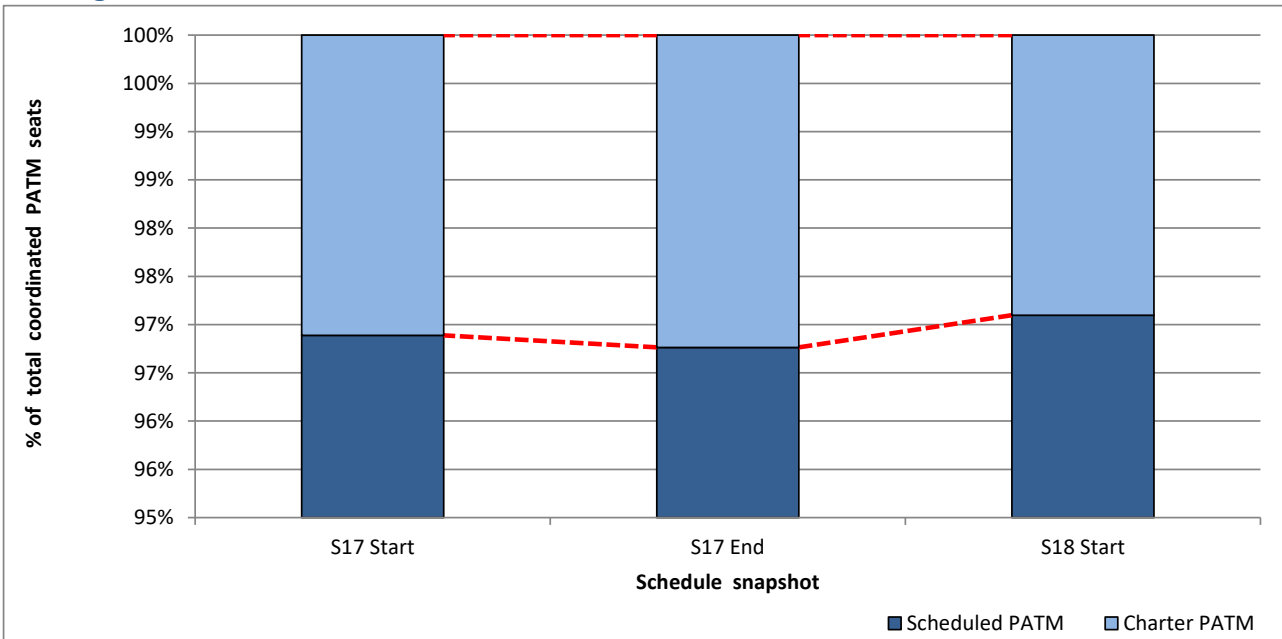
# Full Season - PATM Seats Analysis



**Total Passenger ATM seats: Scheduled vs. Charter**



**Passenger ATM seats: Scheduled vs. Charter**

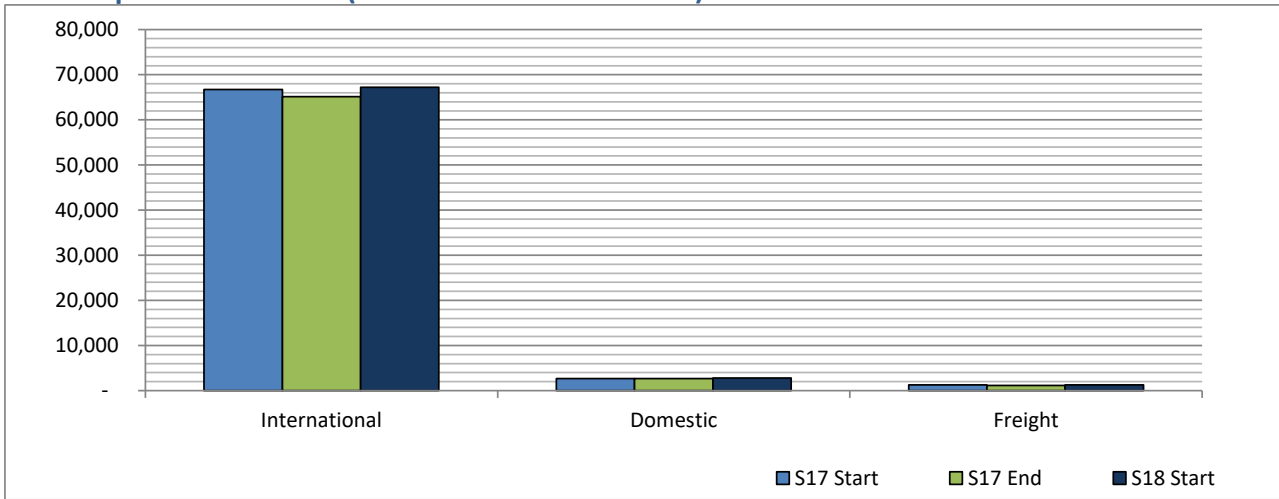




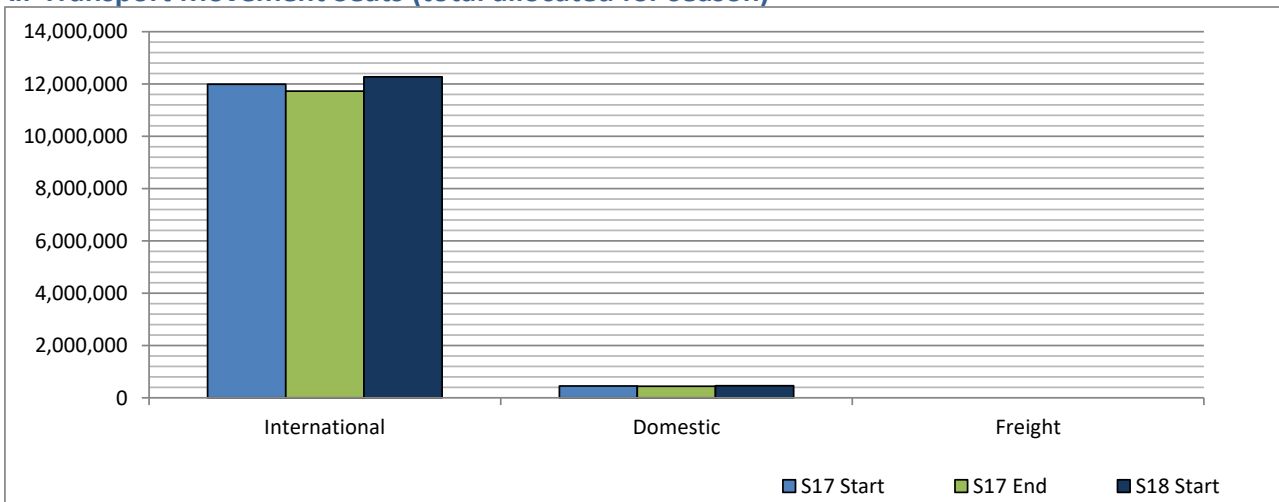
# Full Season - Terminal Analysis



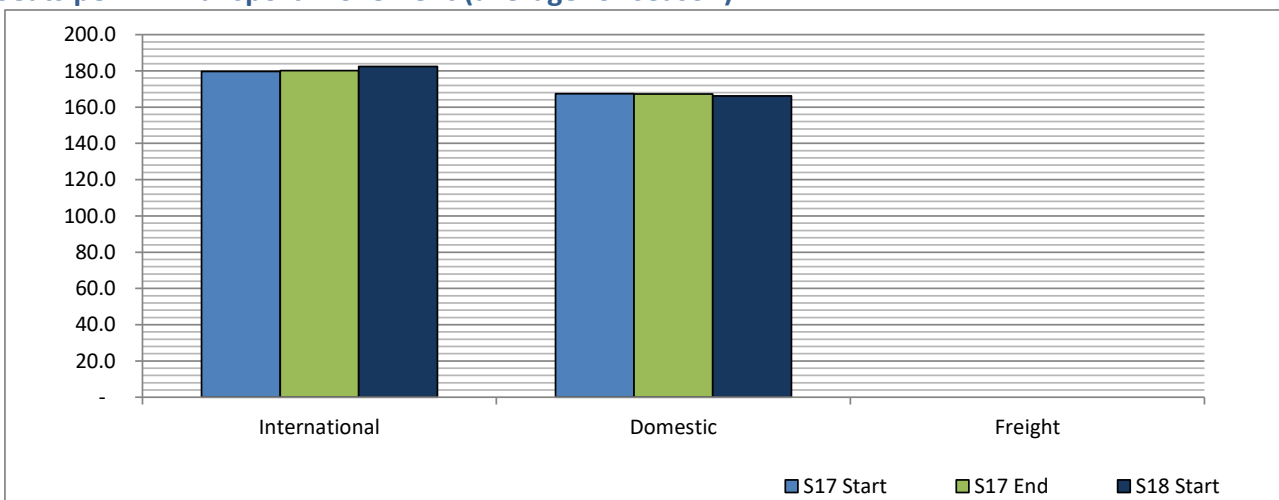
## Air Transport Movements (total allocated for season)



## Air Transport Movement Seats (total allocated for season)



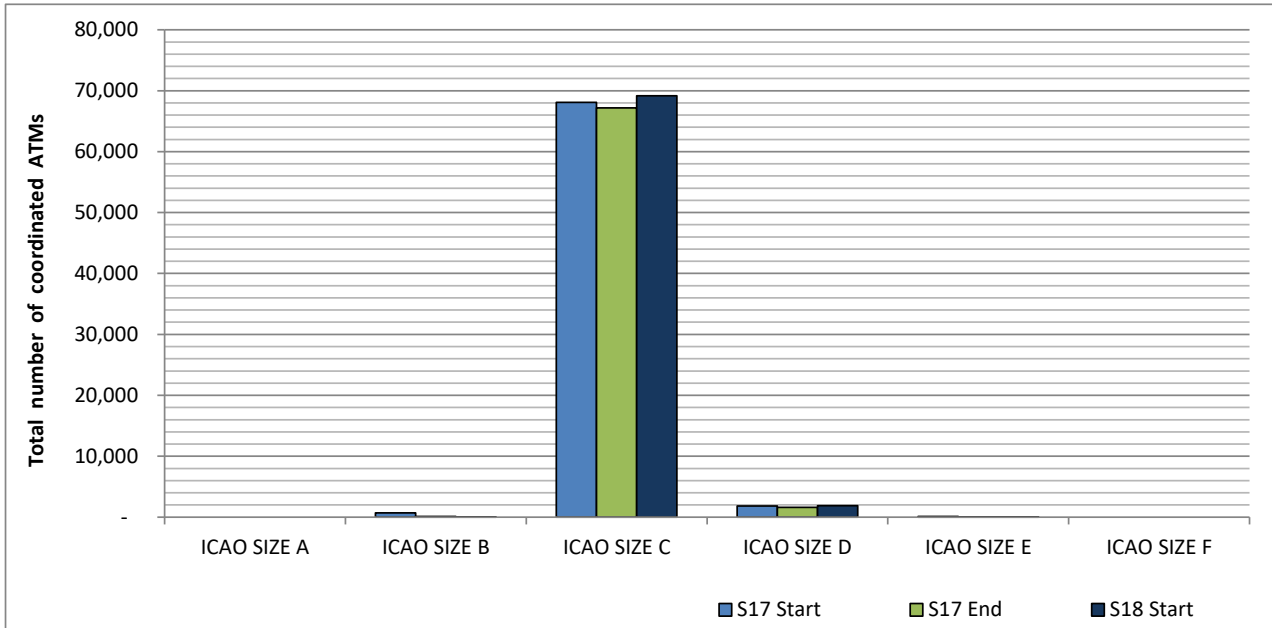
## Seats per Air Transport Movement (average for season)



# Full Season - Aircraft Size Analysis

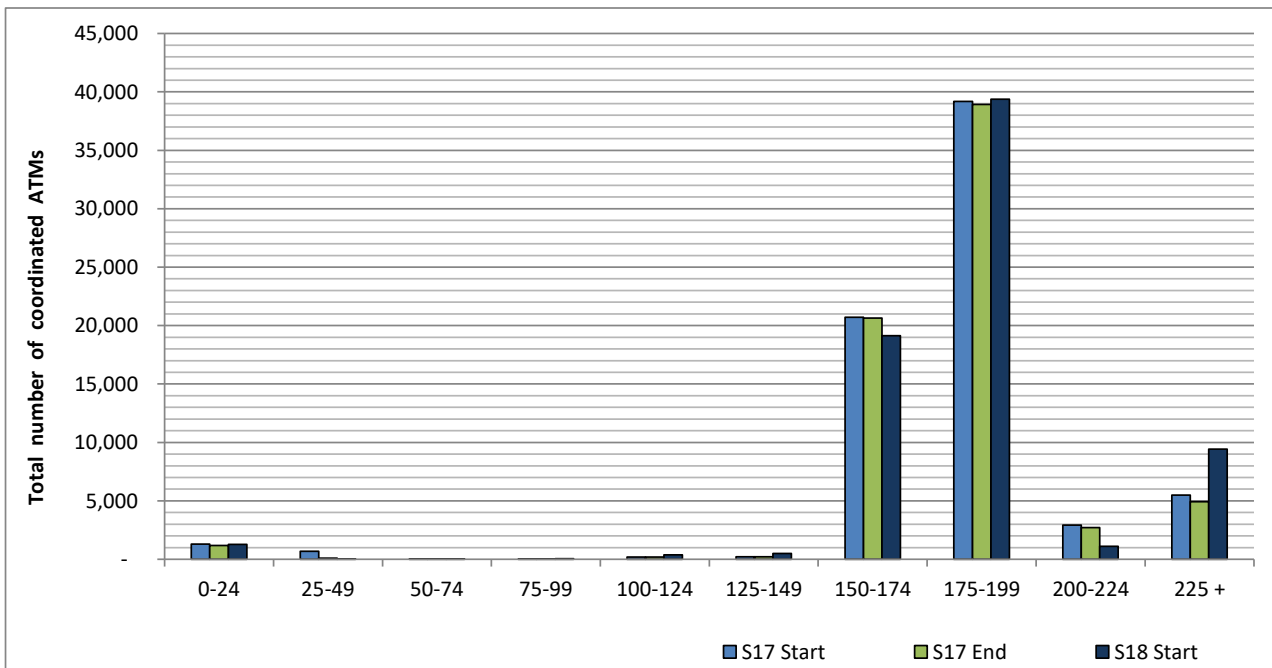


## ICAO size designation



Note: See Glossary for definitions of ICAO SIZE groupings

## Air Transport Movement seat distribution

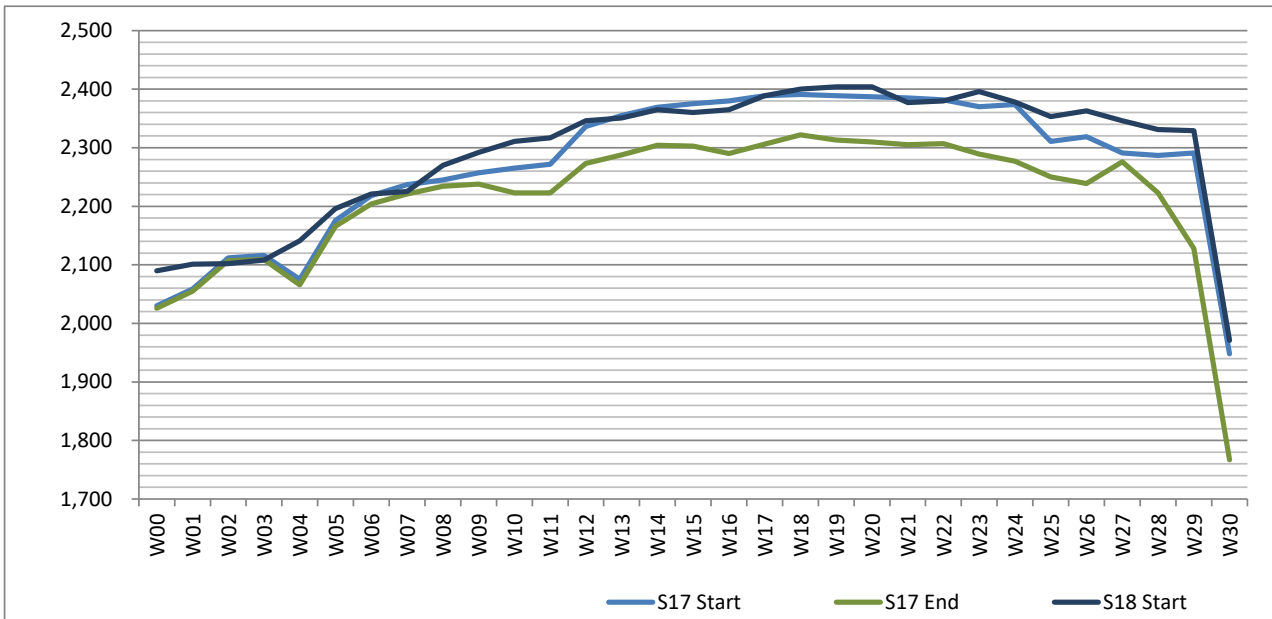


Note: FREIGHT-ONLY services with 0 seats are included in the first seat band '0-24'

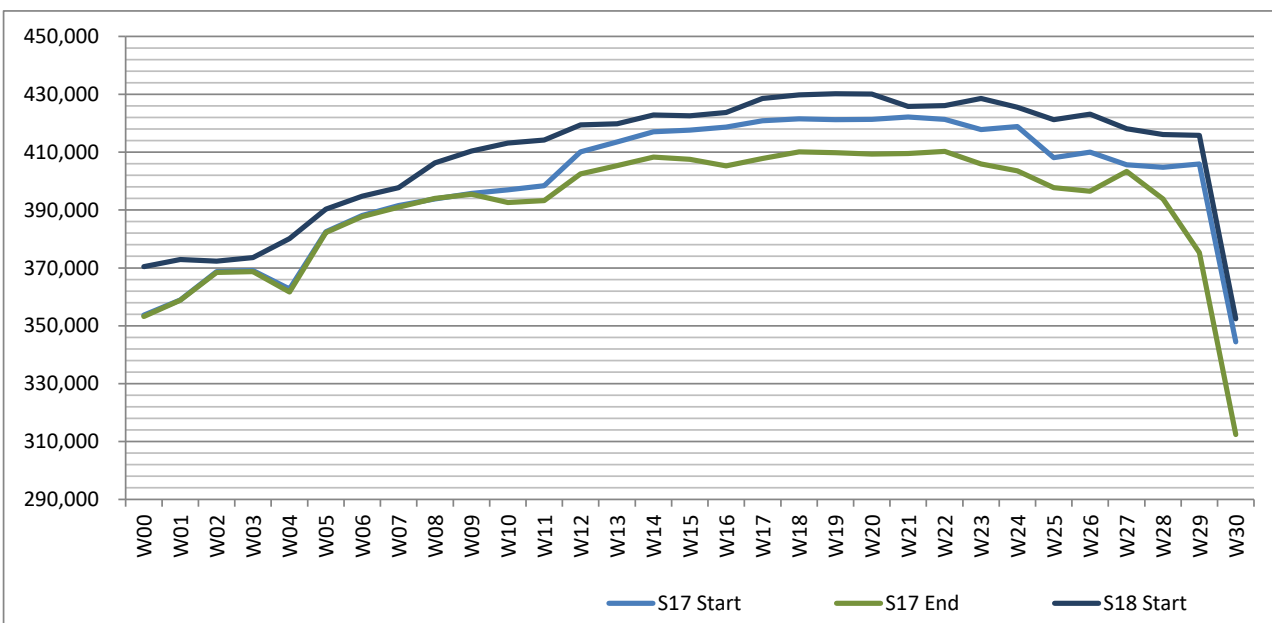
# Full Season - Seasonality



**Air Transport Movements by week of season**



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



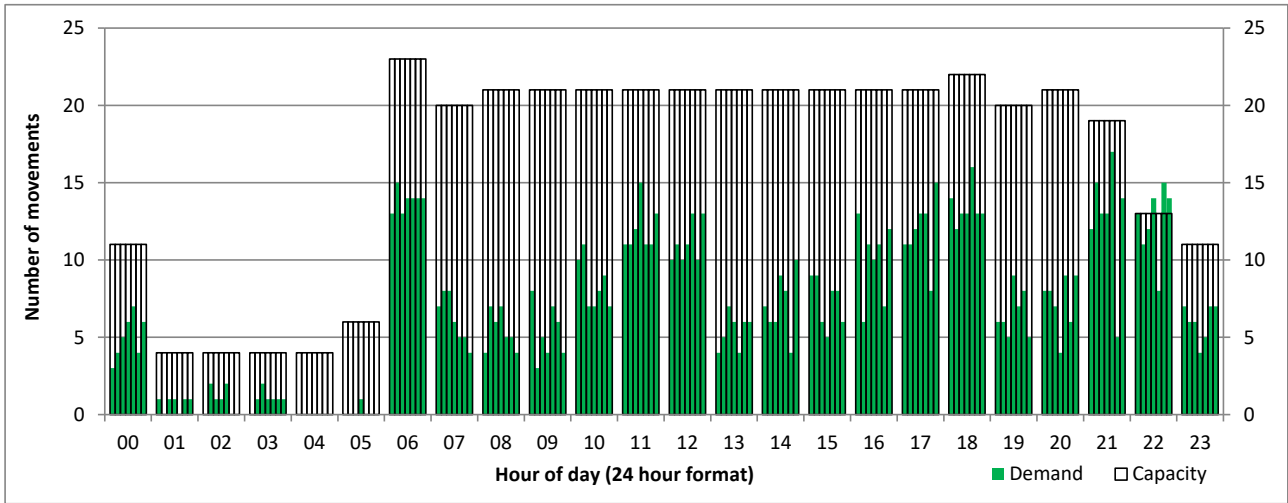
# Peak Week - Hourly Runway Demand

Schedule: S18 Start



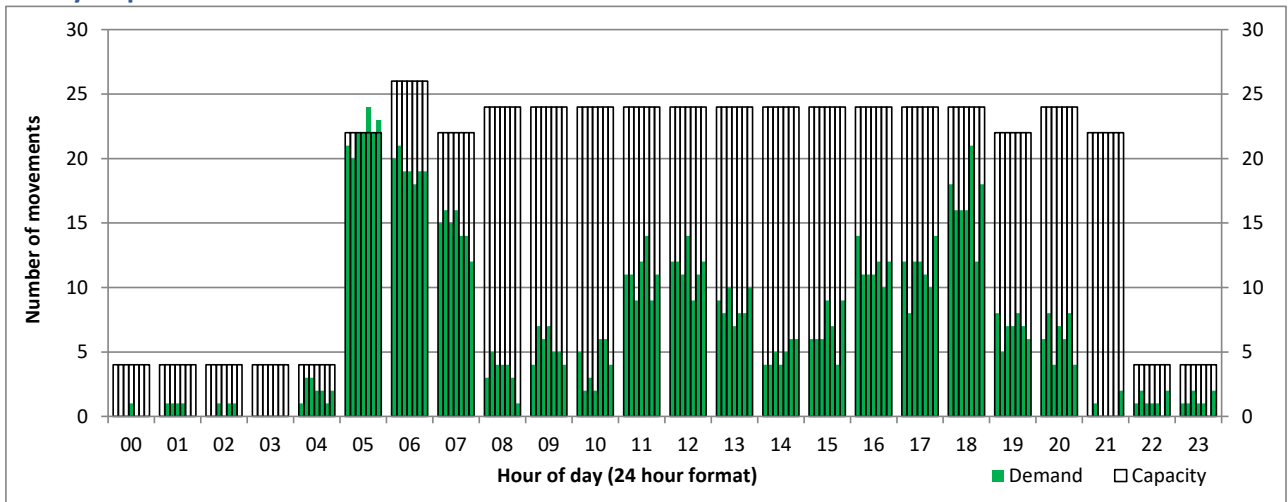
## Hourly Arrival Demand

Time: UTC



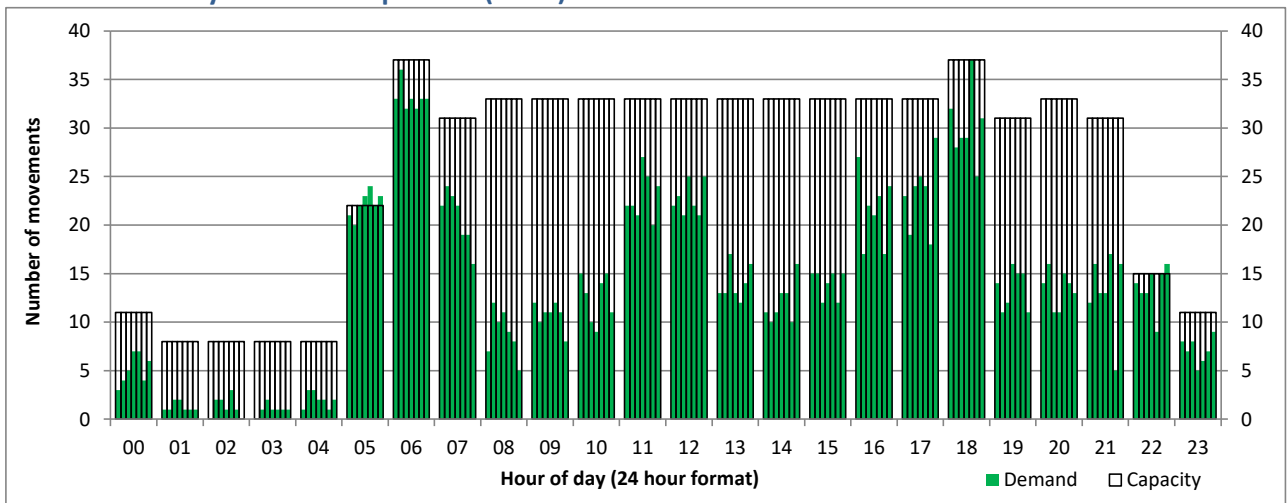
## Hourly Departure Demand

Time: UTC



## Combined Hourly Arrival & Departure (Total) Demand

Time: UTC



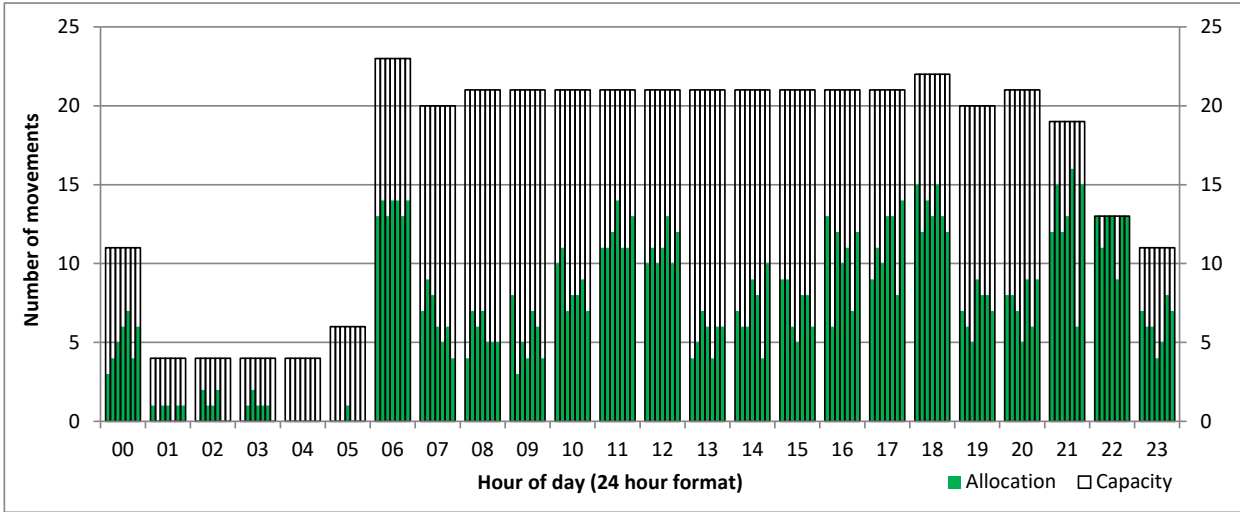
# Peak Week - Hourly Runway Allocation

Schedule: S18 Start



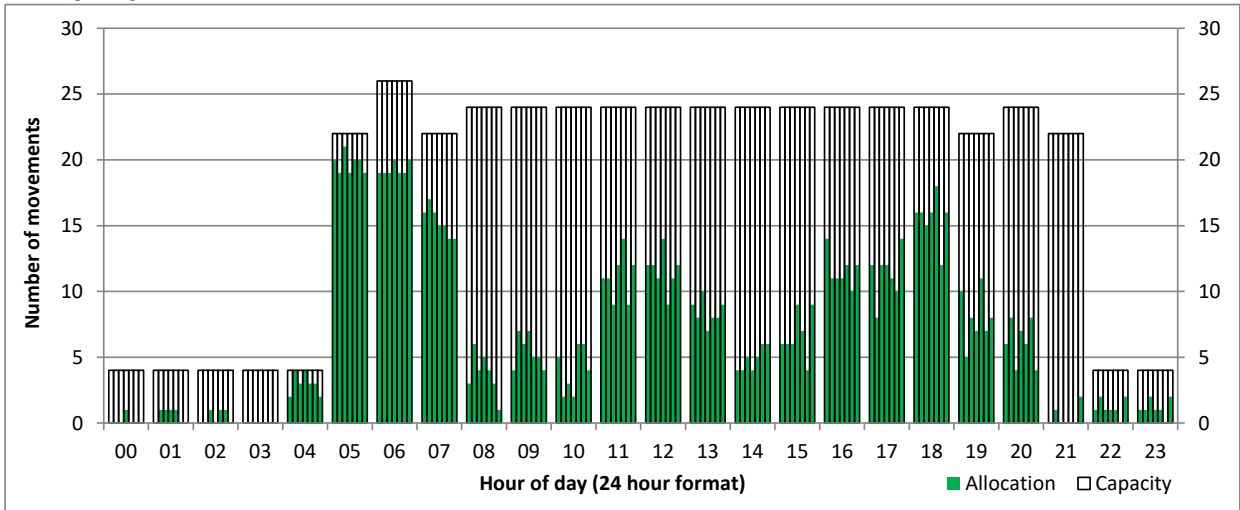
## Hourly Arrival Allocation

Time: UTC



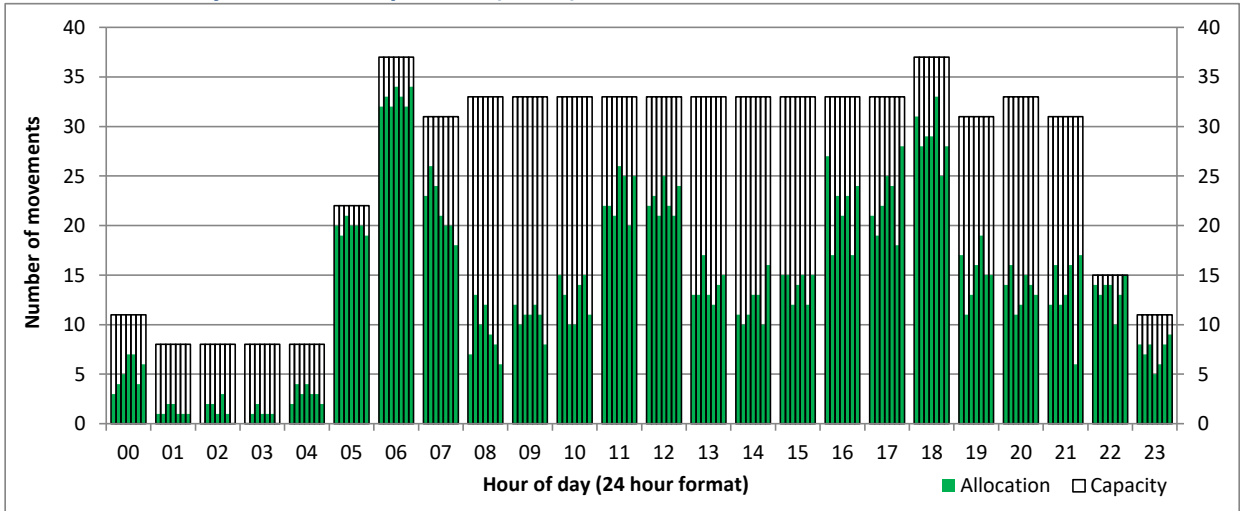
## Hourly Departure Allocation

Time: UTC



## Combined Hourly Arrival & Departure (Total) Allocation

Time: UTC



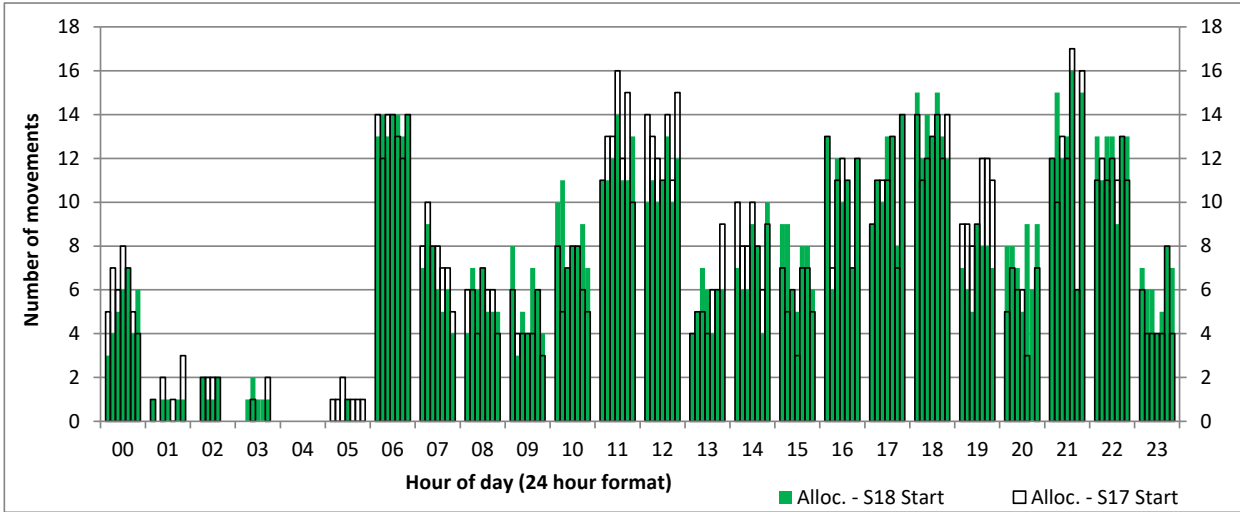
# Peak Week - Runway Allocation Comparison

Comparison of S18 Start vs. S17 Start



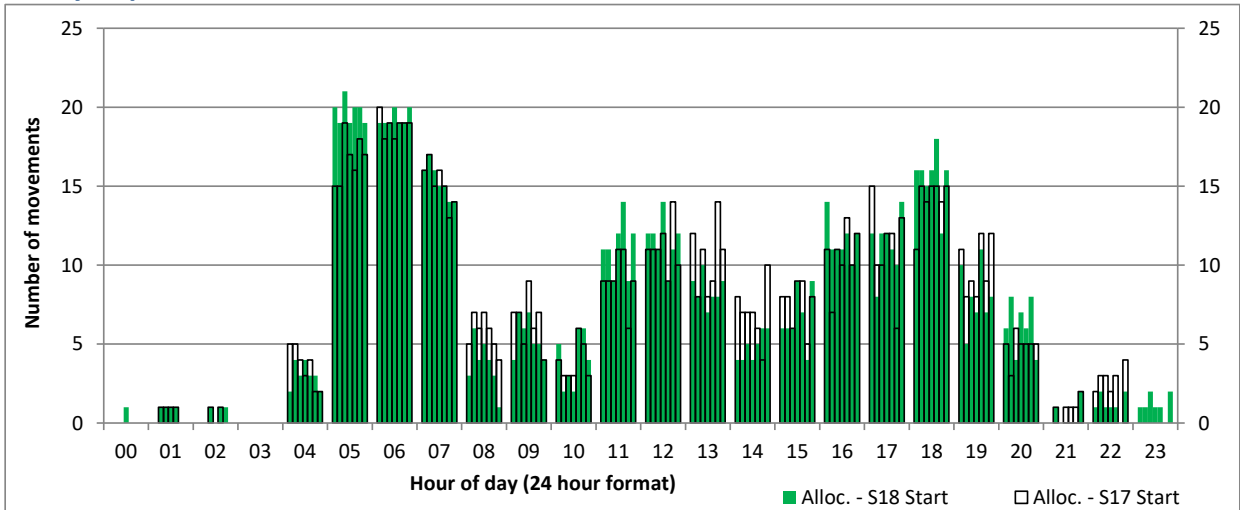
## Hourly Arrival Allocation

Time: UTC



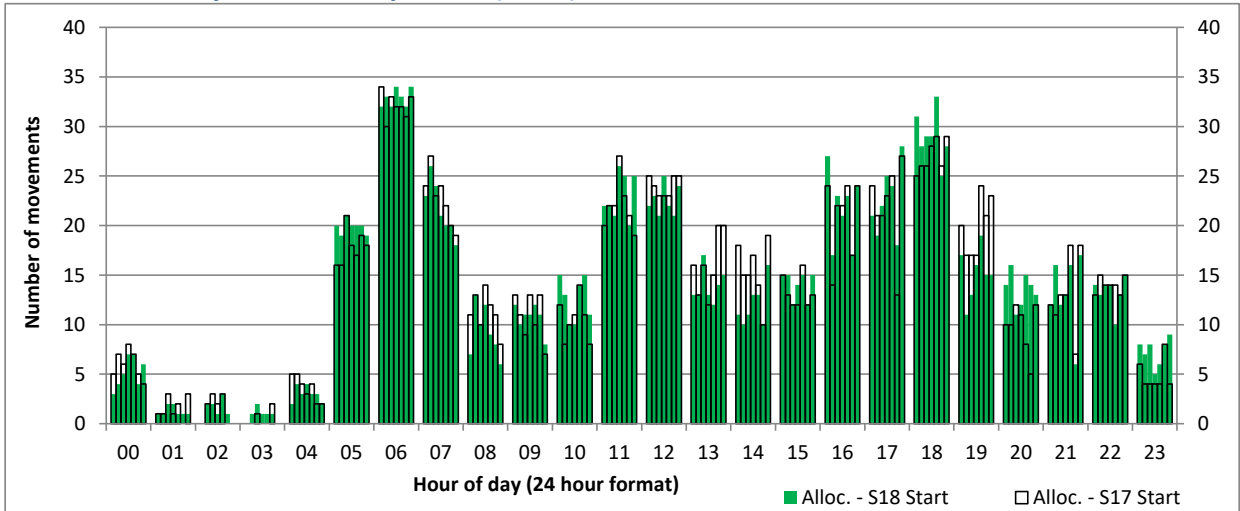
## Hourly Departure Allocation

Time: UTC



## Combined Hourly Arrival & Departure (Total) Allocation

Time: UTC



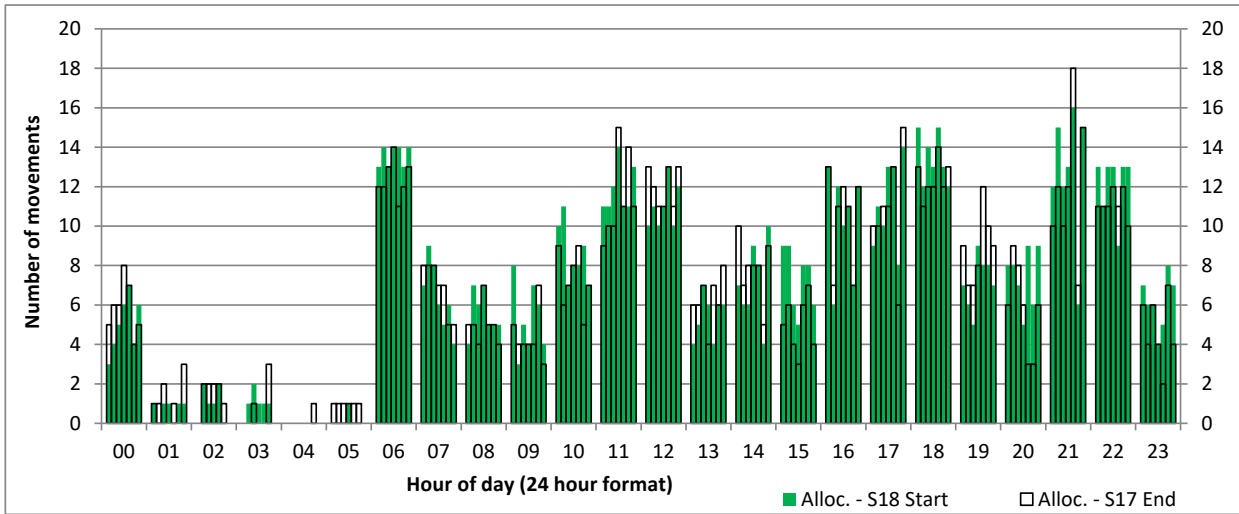
# Peak Week - Runway Allocation Comparison

Comparison of S18 Start vs. S17 End



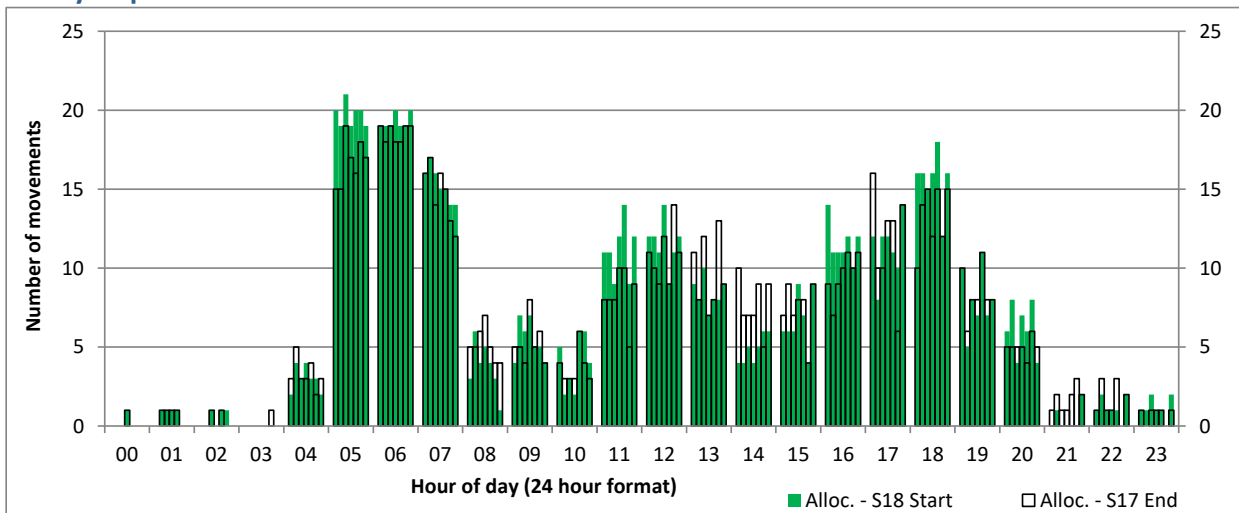
## Hourly Arrival Allocation

Time: UTC



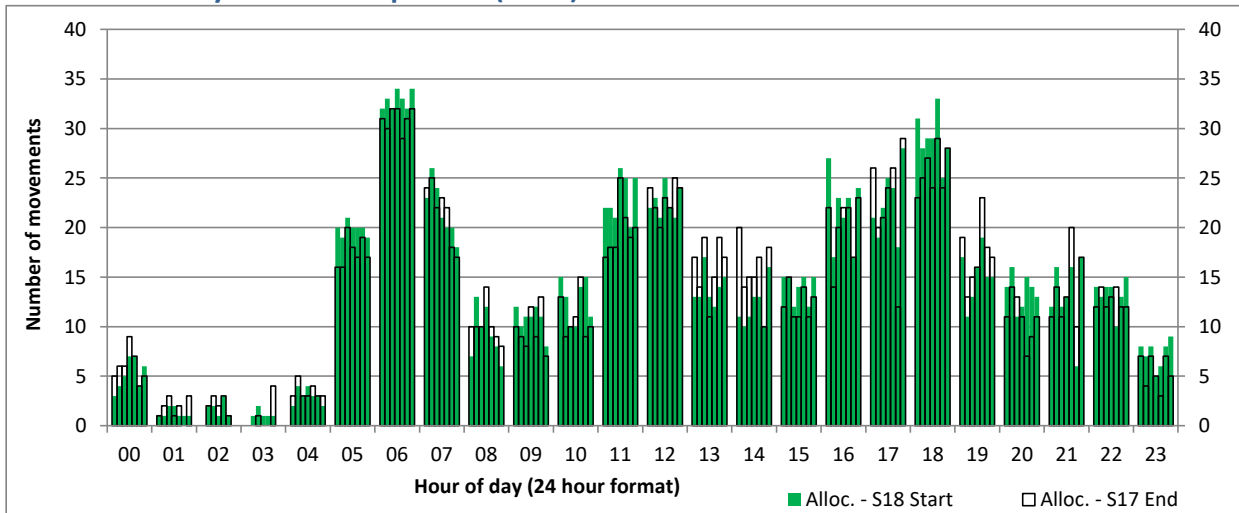
## Hourly Departure Allocation

Time: UTC



## Combined Hourly Arrival & Departure (Total) Allocation

Time: UTC



# Peak Week - Passengers Histogram

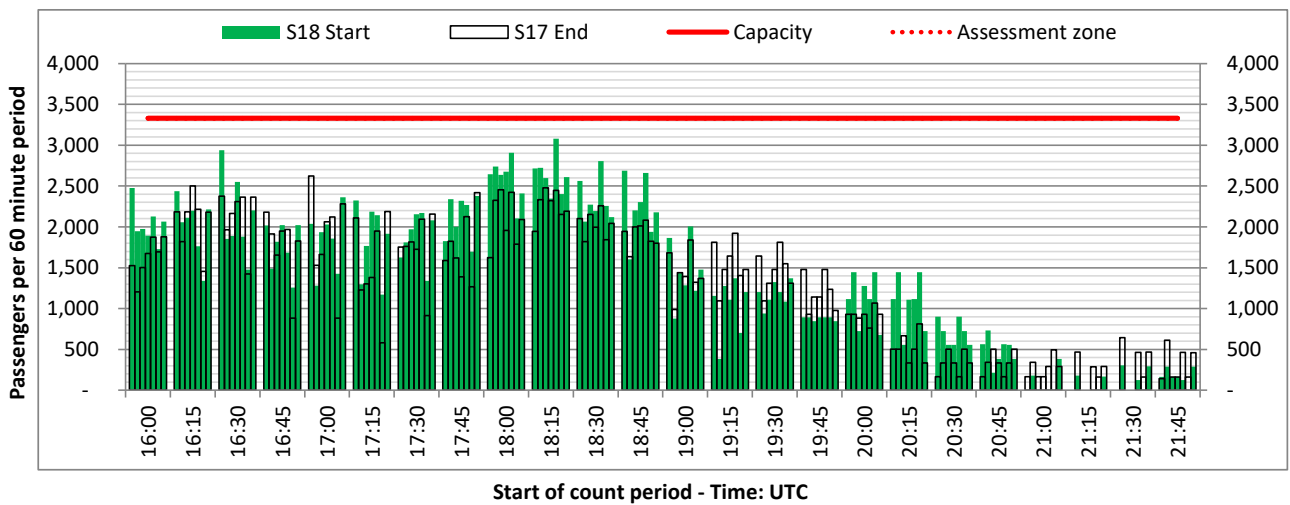
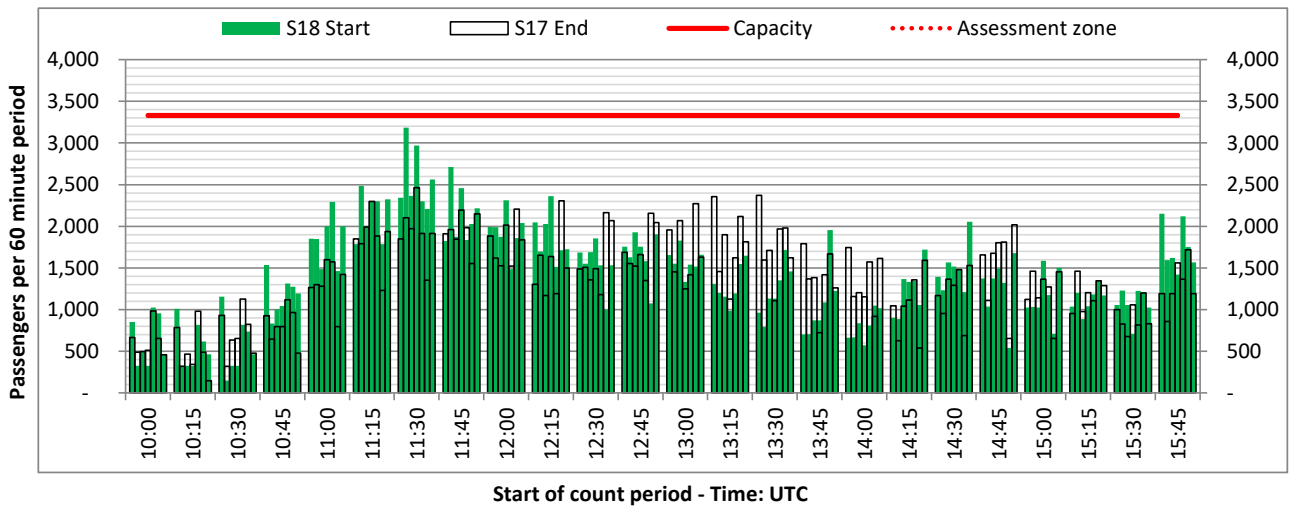
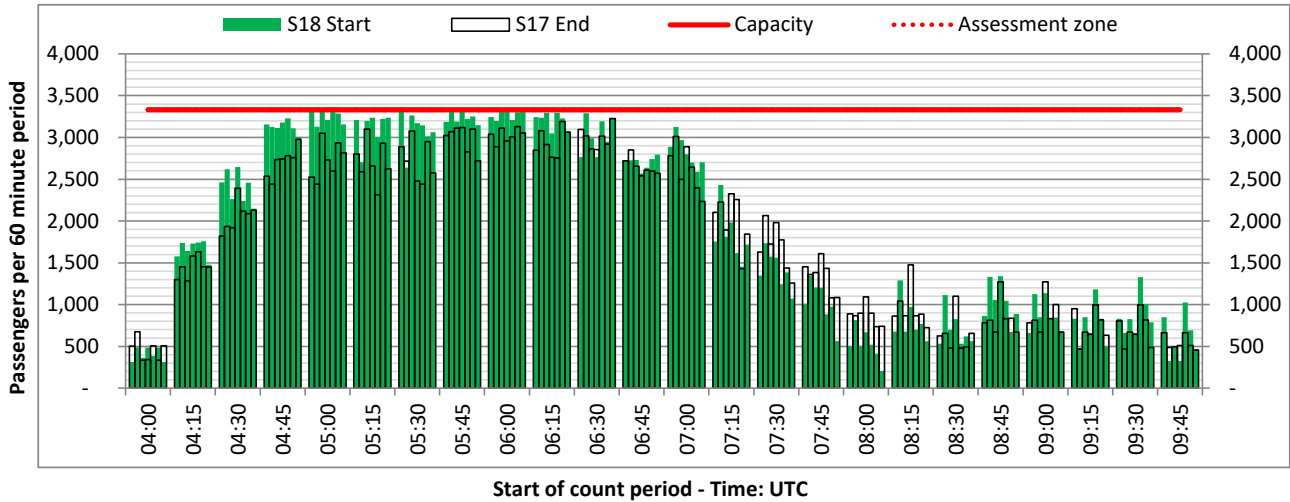
DEPARTURE - 60 minute count rolling every 15 mins (T60/15)



Terminals: All Terminals

Operators: All Operators

Days: 1234567





# Peak Week - Passengers Histogram

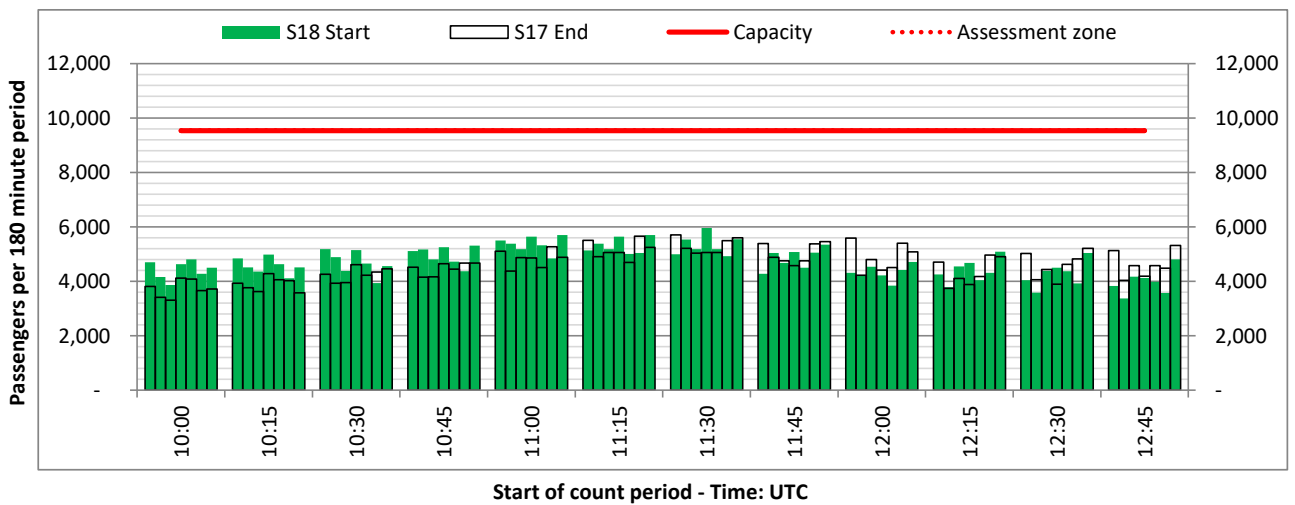
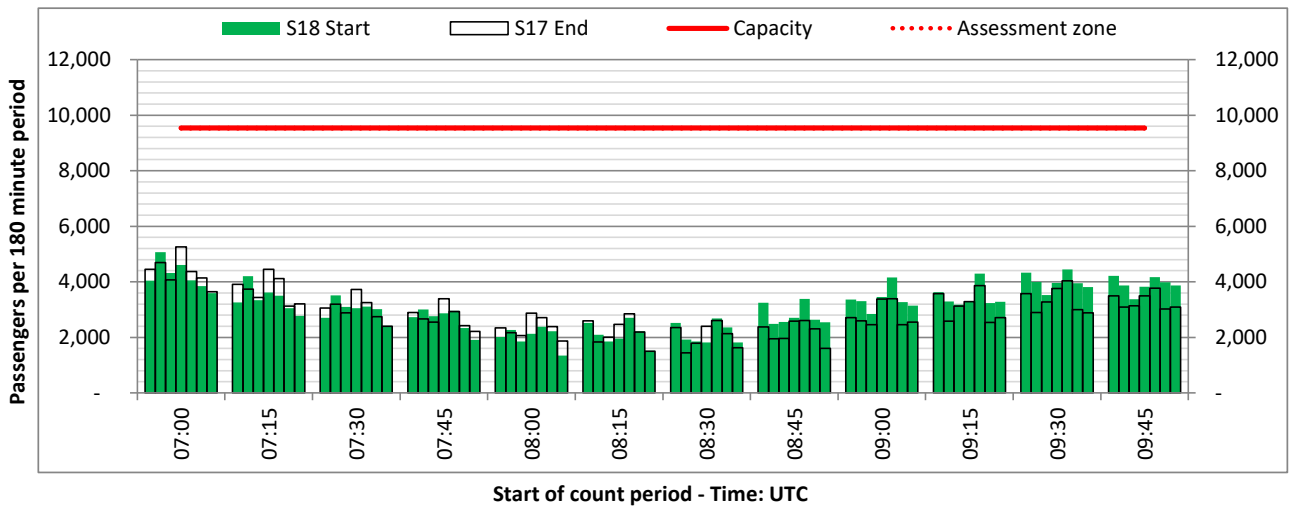
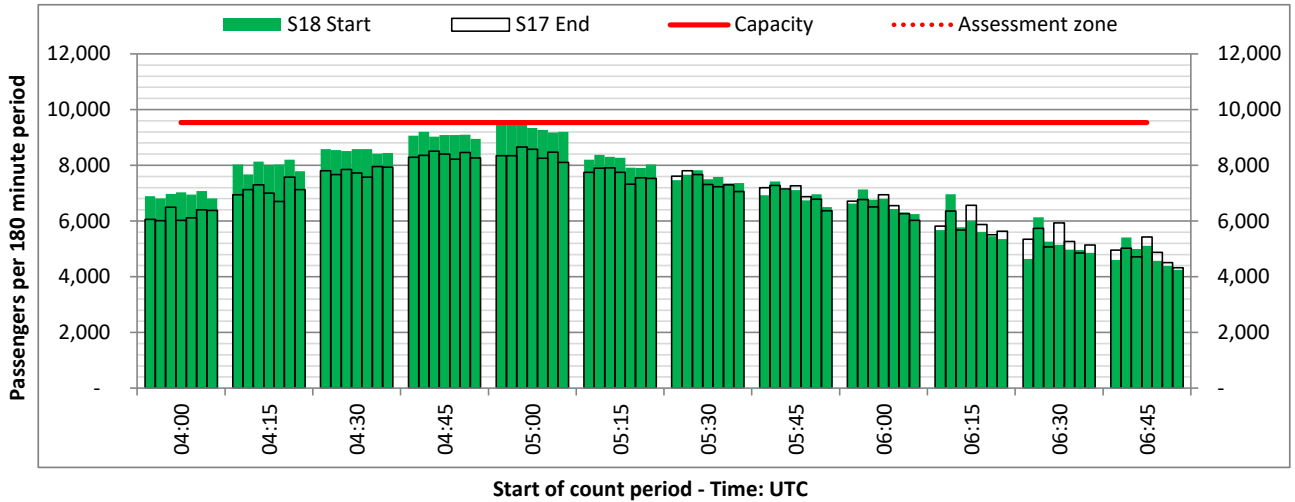
DEPARTURE - 180 minute count rolling every 15 mins (T180/15)



Terminals: All Terminals

Operators: All Operators

Days: 1234567



# Peak Week - Passengers Histogram

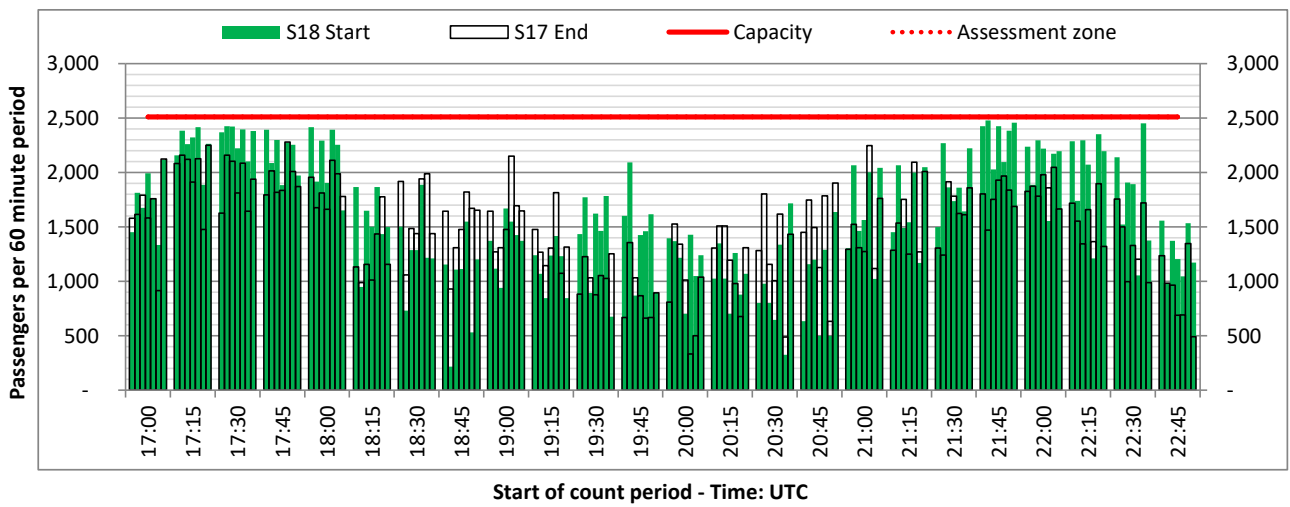
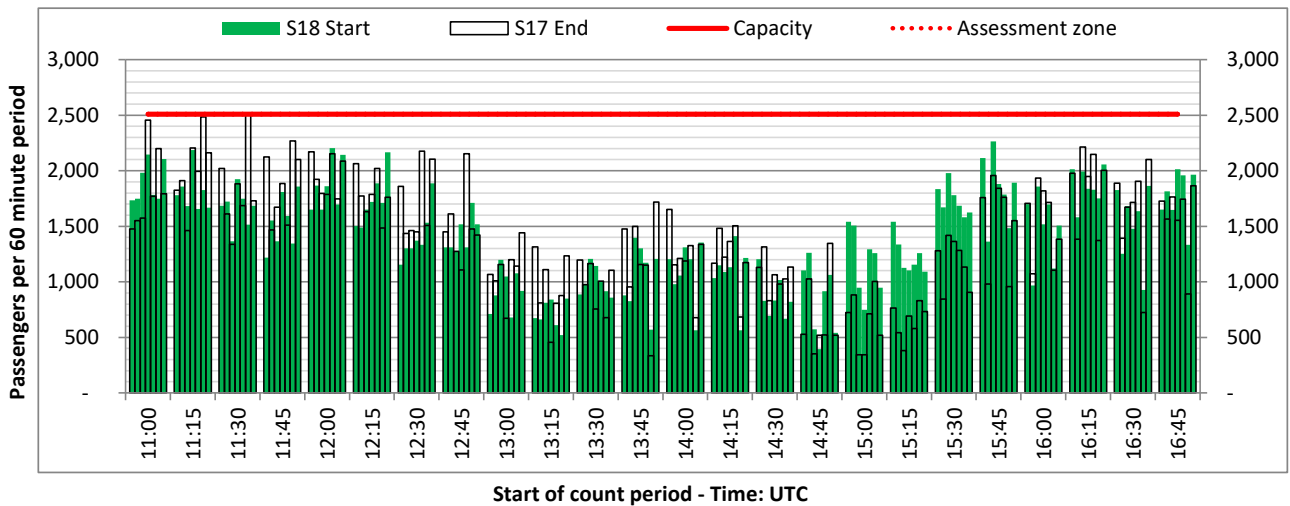
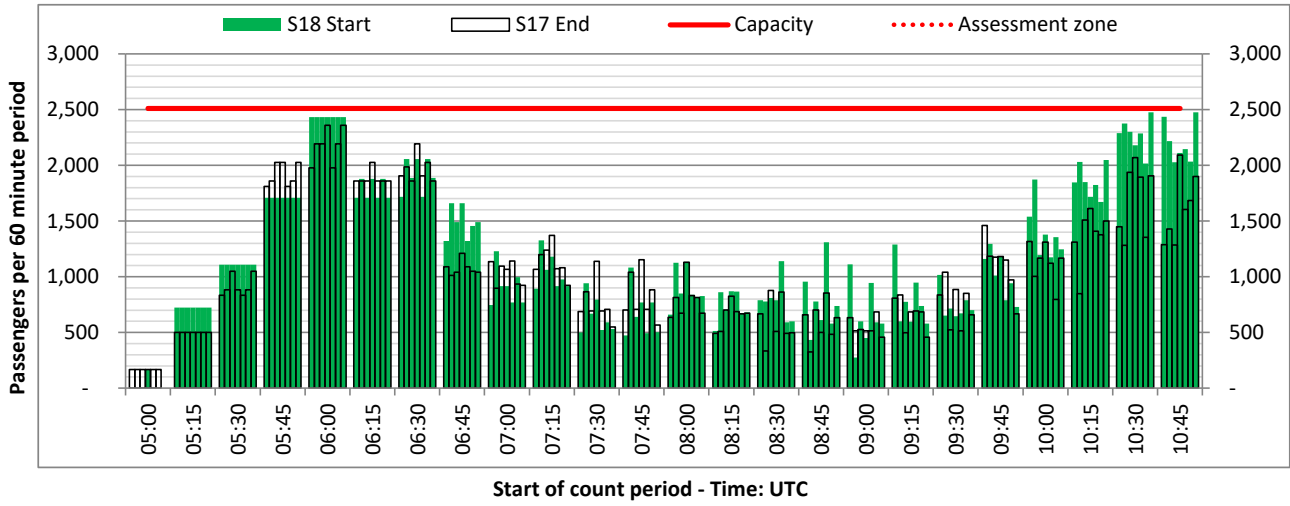
ARRIVAL - 60 minute count rolling every 15 mins (T60/15)



Terminals: 1I

Operators: All Operators

Days: 1234567



# Peak Week - Passengers Histogram

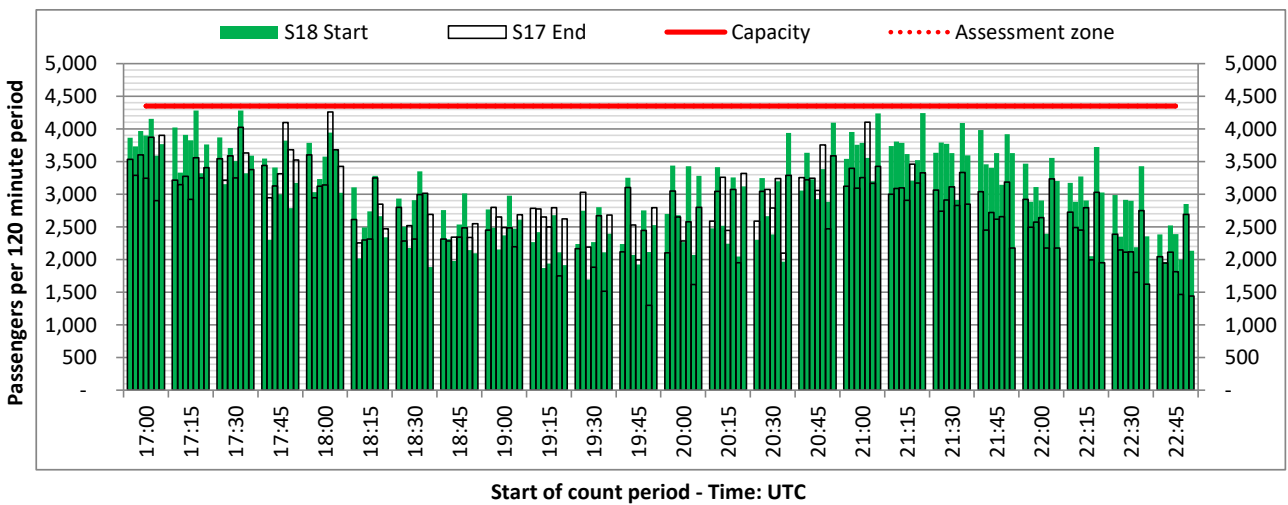
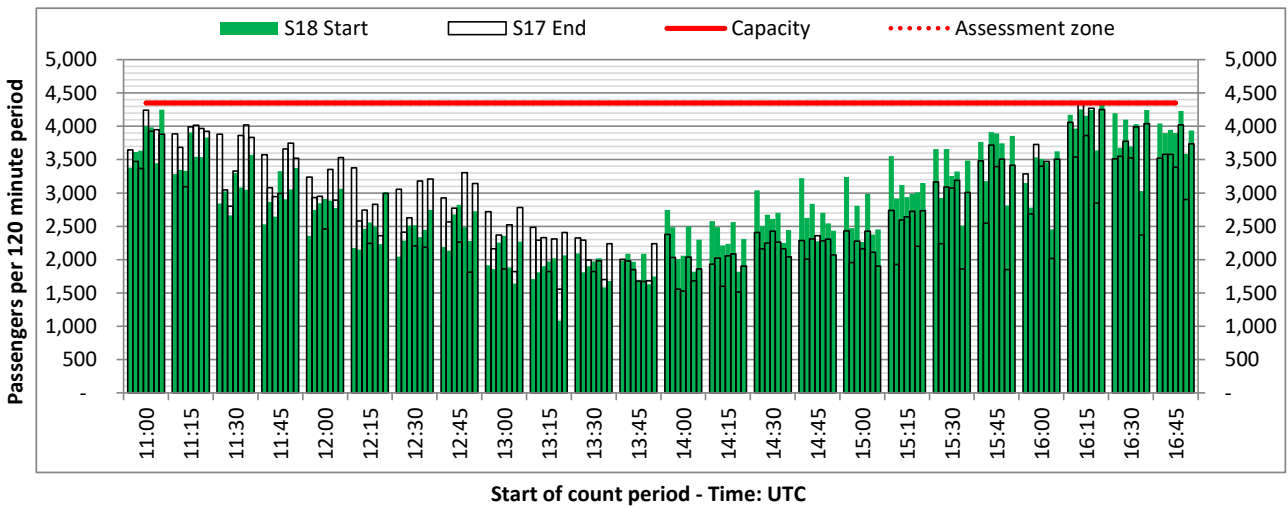
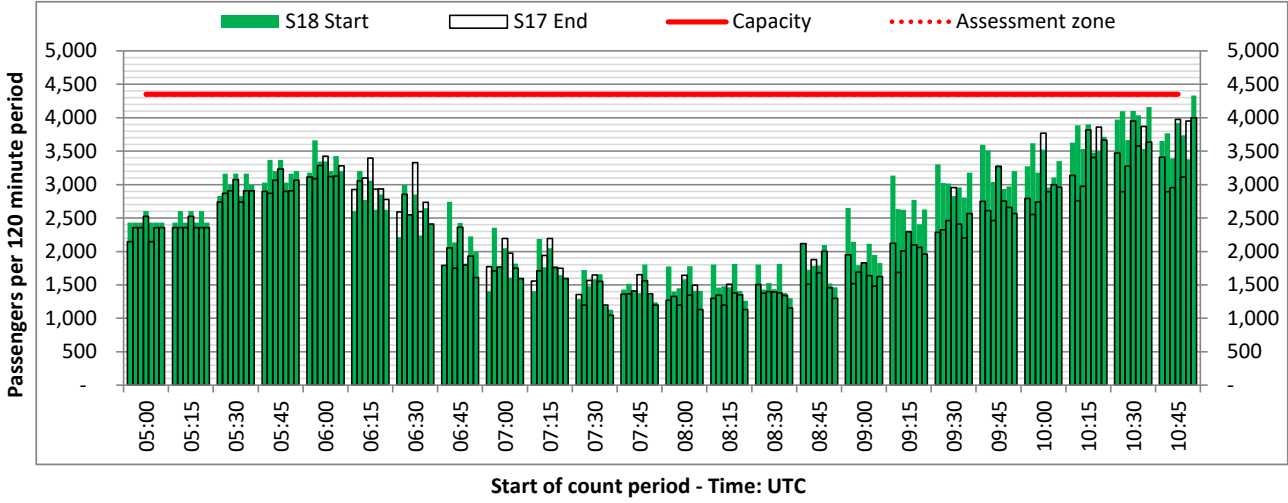
ARRIVAL - 120 minute count rolling every 15 mins (T120/15)



Terminals: 1I

Operators: All Operators

Days: 1234567



# Peak Week - Passengers Histogram

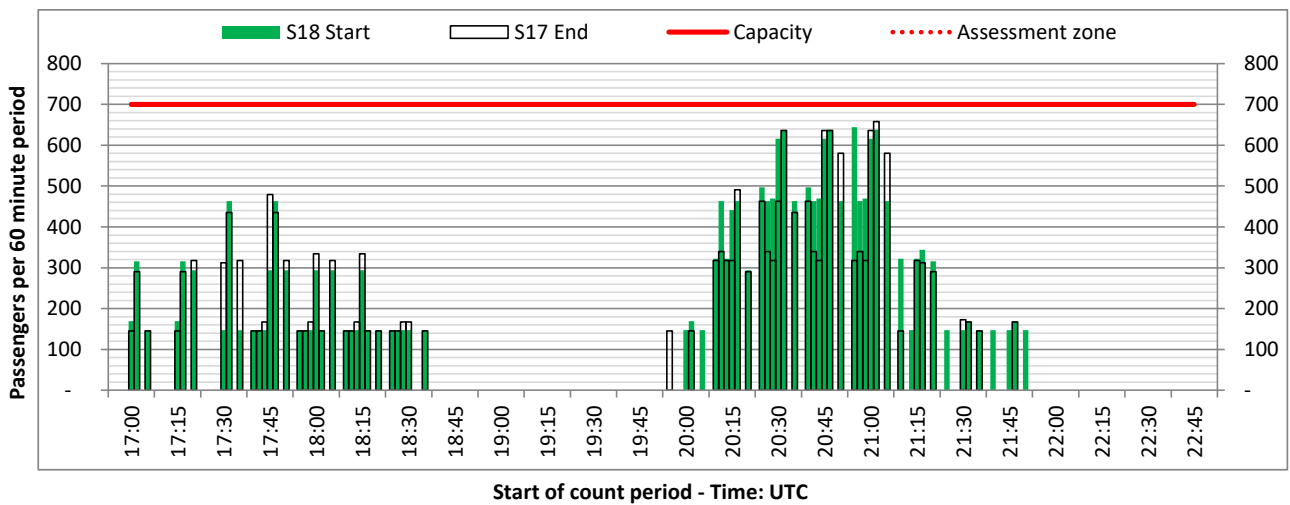
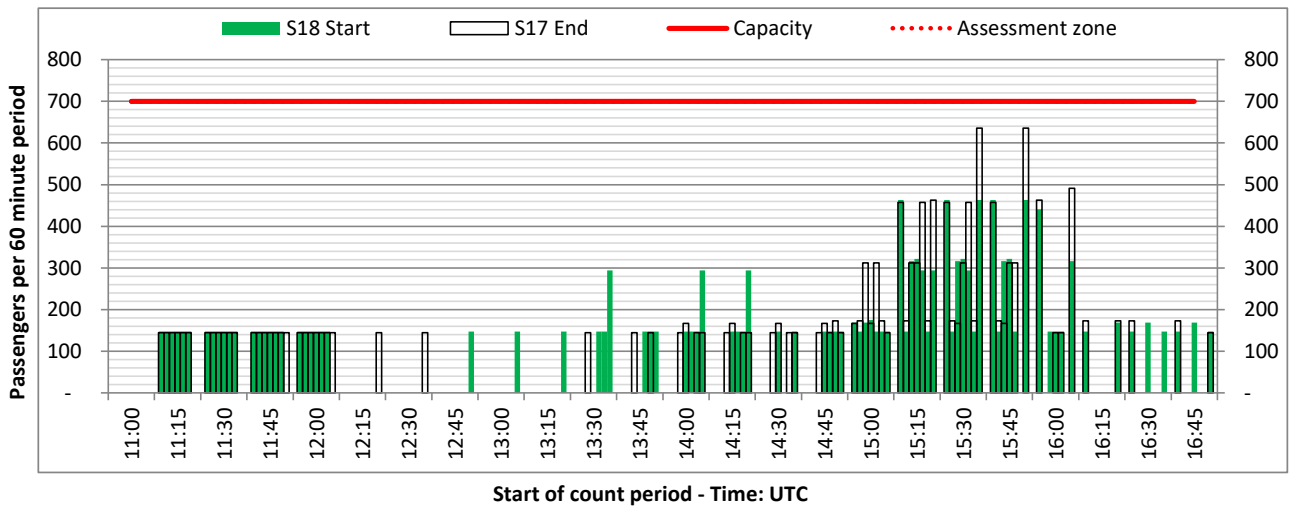
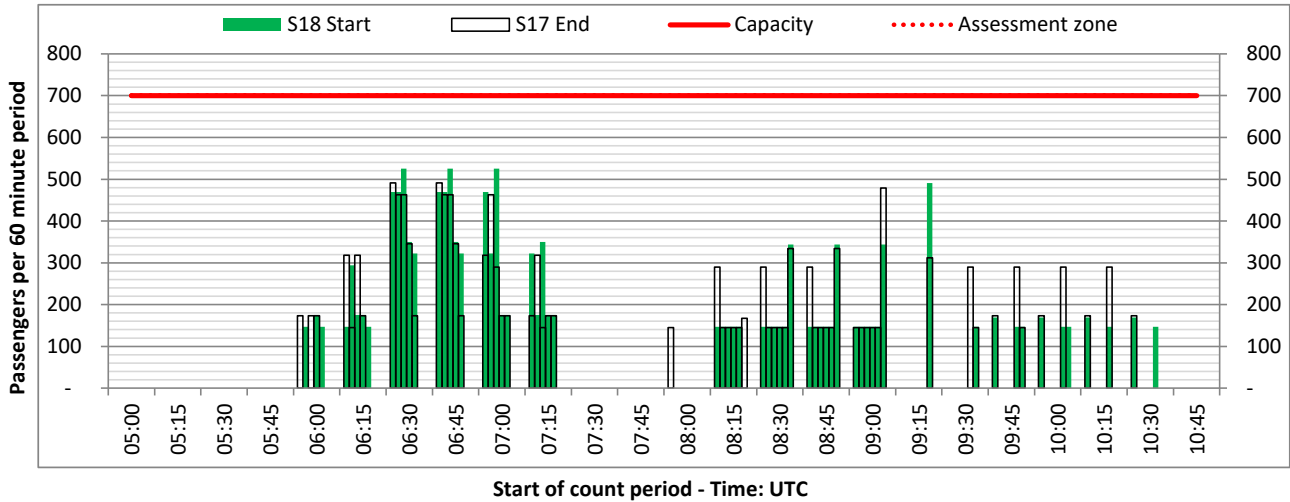
ARRIVAL - 60 minute count rolling every 15 mins (T60/15)



Terminals: 1D 1D

Operators: All Operators

Days: 1234567



<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 Mon 26-Mar-18.
<b>S17 End</b>	S17 schedule as cleared on Sat 25-Aug-18.
<b>S18 Start</b>	S18 schedule as cleared on Thu 22-Mar-18.
<b>Peak Week</b>	Peak week for S17 is Mon 21-Aug-17 to Sun 27-Aug-17. Peak week for S18 is Mon 20-Aug-18 to Sun 26-Aug-18.

## **For ACL use**

	Airport-Season-Branch-Resource	From date	To date	Time
Full Season Rep 1	LTN-S17-START-Standard	Sun 26-Mar-2017	Sat 28-Oct-2017	UTC
Full Season Rep 2	LTN-S17-Live-Standard	Sun 26-Mar-2017	Sat 28-Oct-2017	UTC
Full Season Rep 3	LTN-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	LTN-S17-START-Standard	Mon 21-Aug-2017	Sun 27-Aug-2017	UTC
Peak Week Rep 2	LTN-S17-Live-Standard	Mon 21-Aug-2017	Sun 27-Aug-2017	UTC
Peak Week Rep 3	LTN-S18-SOS report-Standard	Mon 20-Aug-2018	Sun 26-Aug-2018	UTC