

### Initial Coordination Report

Report Date: Thu 27-Jun-2019

#### Headlines

	W19 Init Coord	vs. W18 Init Coord	vs. W19 Hist (SHL)
Total Air Transport Movements (Passenger & Freight)	<b>36733</b>	<span style="color: red;">▼</span> <b>-5.5%</b>	<span style="color: green;">▲</span> <b>7.8%</b>
Total Passenger Air Transport Movements	<b>36733</b>	<span style="color: red;">▼</span> <b>-5.5%</b>	<span style="color: green;">▲</span> <b>7.8%</b>
Total Passenger Air Transport Movement Seats	<b>3305168</b>	<span style="color: red;">▼</span> <b>-3.7%</b>	<span style="color: green;">▲</span> <b>7.7%</b>
Average Seats per Passenger Air Transport Movement	<b>89.98</b>	<span style="color: green;">▲</span> <b>1.9%</b>	<span style="color: red;">▼</span> <b>-0.1%</b>
Percentage of allocated slots cleared as requested (OK)	<b>74%</b>		

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**W18 scheduling season runs from Sun 28-Oct-2018 to Sat 30-Mar-2019 (154 days).**

**W19 scheduling season runs from Sun 27-Oct-2019 to Sat 28-Mar-2020 (154 days).**

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# Runway Scheduling Limits



## Declared Hourly Movement Capacity

W18 Arrivals								Change: W18 to W19								W19 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
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

W18 Departures								Change: W18 to W19								W19 Departures							
Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun
UTC	1	2	3	4	5	6	7	UTC	1	2	3	4	5	6	7	UTC	1	2	3	4	5	6	7
05	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

W18 Totals								Change: W18 to W19								W19 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
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	1	1	1	1	1	1	1	06	40	40	40	40	40	40	0
07	39	39	39	39	39	39	0	07	1	1	1	1	1	1	1	07	40	40	40	40	40	40	0
08	39	39	39	39	39	39	0	08	1	1	1	1	1	1	1	08	40	40	40	40	40	40	0
09	39	39	39	39	39	39	0	09	1	1	1	1	1	1	1	09	40	40	40	40	40	40	0
10	39	39	39	39	39	39	0	10	1	1	1	1	1	1	1	10	40	40	40	40	40	40	0
11	39	39	39	39	39	39	39	11	1	1	1	1	1	1	1	11	40	40	40	40	40	40	40
12	39	39	39	39	39	0	39	12	1	1	1	1	1	1	1	12	40	40	40	40	40	0	40
13	39	39	39	39	39	0	39	13	1	1	1	1	1	1	1	13	40	40	40	40	40	0	40
14	39	39	39	39	39	0	39	14	1	1	1	1	1	1	1	14	40	40	40	40	40	0	40
15	39	39	39	39	39	0	39	15	1	1	1	1	1	1	1	15	40	40	40	40	40	0	40
16	39	39	39	39	39	0	39	16	1	1	1	1	1	1	1	16	40	40	40	40	40	0	40
17	39	39	39	39	39	0	39	17	1	1	1	1	1	1	1	17	40	40	40	40	40	0	40
18	39	39	39	39	39	0	39	18	1	1	1	1	1	1	1	18	40	40	40	40	40	0	40
19	39	39	39	39	39	0	39	19	1	1	1	1	1	1	1	19	40	40	40	40	40	0	40
20	39	39	39	39	39	0	39	20	1	1	1	1	1	1	1	20	40	40	40	40	40	0	40
21	0	0	0	0	0	0	0	21								21	0	0	0	0	0	0	0

# Coordinator's Report



Total demand	37,412	slots		
Total slots allocated	36,733	slots	98.19%	of total demand
Number of slots cleared OK	27,151	slots	73.91%	of total slots cleared

## Slots adjusted (not OK) due to:

RUNWAY constraints	923	slots	9.6%	of total slots adjusted
TERMINAL constraints	-	slots	0.0%	of total slots adjusted
STAND constraints	149	slots	1.6%	of total slots adjusted
NIGHT constraints	-	slots	0.0%	of total slots adjusted
OTHER constraints	20	slots	0.2%	of total slots adjusted
ARR/DEP TURNAROUND feasibility	8,490	slots	88.6%	of total slots adjusted

## Executive Summary

The LCY W19 Initial Coordination continues to show changes to the airlines operating through LCY. Eastern Airways have not reclaimed their historic slots and Air Antwerp are a new entrant for W19. Schedule growth from the incumbant carriers is modest and as a result the total demand and allocated slots at initial coordination is down versus the same point for W18.

Due to CADP LCY have declared two different stand capacity limits during the W19 season. The reduced stand capacity for the October to January period has impacted the remaining availability in the morning and evening peak periods, resulting in some runway slots being available but not utilised as there is no associated stand capacity.

Similar to S19, a number of carriers have submitted for 35 min ground times during the morning and evening peak periods which has resulted in a significant decrease in the number of slots cleared at their requested times during Initial Coordination.

## Runway Constraints

- The most restrictive runway constraint is the 15 minute constraint (R15).
- The majority of adjustments for runway constraints occur in the morning and evening peak periods.

## Terminal Constraints

No Terminal Constraint issues.

## Stand Constraints

- Stands are fully allocated between 0845-0854z Mon-Thu. E90 stands are effectively fully allocated 0830-0854z.

## Night Constraints

No Night Constraint issues.

## Other Constraints

- A couple flights have been adjusted due to their requested times being outside the airport opening times
- On the Boxing Day bank holiday slots are fully allocated on a historic basis

## Arr/Dep Turnaround Feasibility

# Peak Week - Initial Coordination Analysis



Operator	W19 HISTORIC SLOTS				HISTORIC RECLAIM STATISTICS				NEW SLOT REQUESTS						Total Demand at Initial Submissions	Total Allocation (SAL)	% of demand with a slot allocated
	Historic slots	Lost Histories (N80 & MU)	Unclaimed Histories	Reclaimed Histories	Incl. Time Change	Incl. Seat Increase	Incl. Day change	Incl. A>D or D>A swap	Demand - New Requests	Allocated - Year Round Incumbent	Allocated - Year Round New Entrant	Allocated - New Incumbent	Allocated - New Entrant	Allocated - "Fill-in"			
Aer Lingus	74	2	-	72	33.3%	0.0%	0.0%	0.0%	-	-	-	-	-	-	72	72	100.0%
Antwerp **PAPER AIRLINE**	-	-	-	-	0.0%	0.0%	0.0%	0.0%	34	-	-	10	24	-	34	34	100.0%
Alitalia	72	-	-	72	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	72	72	100.0%
BA Cityflyer	856	4	2	850	45.6%	0.6%	0.1%	0.0%	-	-	-	-	-	-	850	850	100.0%
Blue Islands	22	-	-	22	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	22	22	100.0%
British Airways	12	-	-	12	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	12	12	100.0%
Cityjet	-	-	-	-	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	-	-	-
Eastern Airways	24	2	22	-	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	-	-	-
Flybe	180	2	-	178	29.2%	0.0%	0.0%	0.0%	12	-	-	12	-	-	190	190	100.0%
KLM Royal Dutch Airlines	102	-	-	102	0.0%	0.0%	0.0%	0.0%	10	-	-	10	-	-	112	112	100.0%
LOT Polish Airlines	48	-	-	48	20.8%	0.0%	0.0%	0.0%	24	-	24	-	-	-	72	72	100.0%
Lufthansa	42	-	-	42	50.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	42	42	100.0%
Luxair	70	-	-	70	2.9%	0.0%	0.0%	0.0%	-	-	-	-	-	-	70	70	100.0%
Cityliner **PAPER AIRLINE**	-	-	-	-	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	-	-	-
SkyWork Airlines	8	8	-	-	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	-	-	-
SUN-AIR	22	-	-	22	0.0%	0.0%	0.0%	0.0%	20	-	-	20	-	-	42	42	100.0%
Swiss International	112	4	-	108	38.9%	11.1%	0.0%	0.0%	2	2	-	-	-	-	110	110	100.0%
TAP Air Portugal	36	-	-	36	66.7%	0.0%	0.0%	0.0%	-	-	-	-	-	-	36	36	100.0%
VLM Airlines	-	-	-	-	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	-	-	-
<b>TOTAL</b>	1,680	22	24	1,634	34.5%	1.0%	0.1%	0.0%	102	2	24	52	24	-	1,736	1,736	100.0%

# Air Transport Movement Allocation by Operator

Comparison between W19 Hist (SHL) vs. W19 Init Coord



Operator	FULL SEASON ALLOCATION								PEAK WEEK ALLOCATION							
	W19 ATMs	W19 ATMs	+/- change	W19 Rank	W19 Seats	W19 Seats	+/- change	W19 Rank	W19 ATMs	W19 ATMs	+/- change	W19 Rank	W19 Seats	W19 Seats	+/- change	W19 Rank
Aer Lingus	1,628	1,566	-62	5	154,660	148,770	-5,890	7	74	72	-2	5	7,030	6,840	-190	7
Air Antwerp **PAPER AIRLINE**	-	730	730	12	-	36,500	36,500	11	-	34	34	12	-	1,700	1,700	11
Alitalia	1,584	1,550	-34	6	158,400	155,000	-3,400	6	72	72	0	5	7,200	7,200	0	6
BA Cityflyer	16,640	17,661	1,021	1	1,500,612	1,601,914	101,302	1	856	850	-6	1	77,584	76,380	-1,204	1
Blue Islands	484	472	-12	13	32,912	32,096	-816	12	22	22	0	13	1,496	1,496	0	12
British Airways	264	258	-6	14	8,448	8,256	-192	14	12	12	0	14	384	384	0	14
Cityjet	-	-	0	15	-	-	0	15	-	-	0	15	-	-	0	15
Eastern Airways	528	-	-528	15	26,400	-	-26,400	15	24	-	-24	15	1,200	-	-1,200	15
Flybe	3,946	4,108	162	2	307,788	320,424	12,636	2	180	190	10	2	14,040	14,820	780	2
KLM Royal Dutch Airlines	2,244	2,400	156	3	224,400	240,000	15,600	4	102	112	10	3	10,200	11,200	1,000	4
LOT Polish Airlines	428	1,548	1,120	7	45,368	164,088	118,720	5	48	72	24	5	5,088	7,632	2,544	5
Lufthansa	924	900	-24	9	91,476	89,100	-2,376	9	42	42	0	9	4,158	4,158	0	9
Luxair	1,540	1,516	-24	8	117,040	115,216	-1,824	8	70	70	0	8	5,320	5,320	0	8
Maastricht Cityliner **PAPER AIRLINE**	-	-	0	15	-	-	0	15	-	-	0	15	-	-	0	15
SkyWork Airlines	176	-	-176	15	8,800	-	-8,800	15	8	-	-8	15	400	-	-400	15
SUN-AIR	484	900	416	9	15,488	28,800	13,312	13	22	42	20	9	704	1,344	640	13
Swiss International	2,398	2,350	-48	4	292,314	282,960	-9,354	3	112	110	-2	4	13,662	13,256	-406	3
TAP Air Portugal	792	774	-18	11	83,952	82,044	-1,908	10	36	36	0	11	3,816	3,816	0	10
VLM Airlines	-	-	0	15	-	-	0	15	-	-	0	15	-	-	0	15
<b>TOTAL</b>	<b>34,060</b>	<b>36,733</b>	<b>2,673</b>		<b>3,068,058</b>	<b>3,305,168</b>	<b>237,110</b>		<b>1,680</b>	<b>1,736</b>	<b>56</b>		<b>152,282</b>	<b>155,546</b>	<b>3,264</b>	

Operators with 0 'ATMs' in both W19 Hist (SHL) & W19 Init Coord schedules are included in the table due to appearing in the W18 Init Coord schedule (either with/without allocated slots).

# Peak Week - Allocation and Slot Adjustment Distribution by Operator

Schedule: W19 Init Coord



Operator	W19 allocated ATMs	SLOT ADJUSTMENTS (MINUTES OFF REQUESTED TIME)														Requests with <b>NO</b> slot allocated	
		0	5	10	15	20	25	30	35	40	45	50	55	60	>60		
Aer Lingus	72	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%	-
Antwerp **PAPER AIRLINE**	34	64.7%	0.0%	35.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Alitalia	72	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%	-
BA Cityflyer	850	60.8%	25.8%	4.4%	2.1%	1.1%	0.1%	0.8%	0.6%	0.0%	0.2%	0.5%	0.6%	0.0%	3.1%	-	
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%	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%	0.0%	-
Cityjet	-																-
Eastern Airways	-																-
Flybe	190	93.7%	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%	-
KLM Royal Dutch Airlines	112	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%	-
LOT Polish Airlines	72	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%	-
Lufthansa	42	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%	0.0%	-
Luxair	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%	0.0%	-
nt Cityliner **PAPER AIRLINE**	-																-
SkyWork Airlines	-																-
SUN-AIR	42	76.2%	0.0%	0.0%	0.0%	0.0%	23.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Swiss International	110	62.7%	23.6%	4.5%	4.5%	4.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
TAP Air Portugal	36	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%	0.0%	-
VLM Airlines	-																-
<b>TOTAL</b>	1,736	74.3%	17.1%	3.1%	1.3%	0.8%	0.6%	0.4%	0.3%	0.0%	0.1%	0.2%	0.3%	0.0%	1.5%	-	

Operators with 0 'allocated ATMs' and 0 'Requests with NO slot allocated' in W19, are included in this list due to having slots allocated in either W18 Init Coord or W19 Hist (SHL) schedules.

## Significant Route Changes

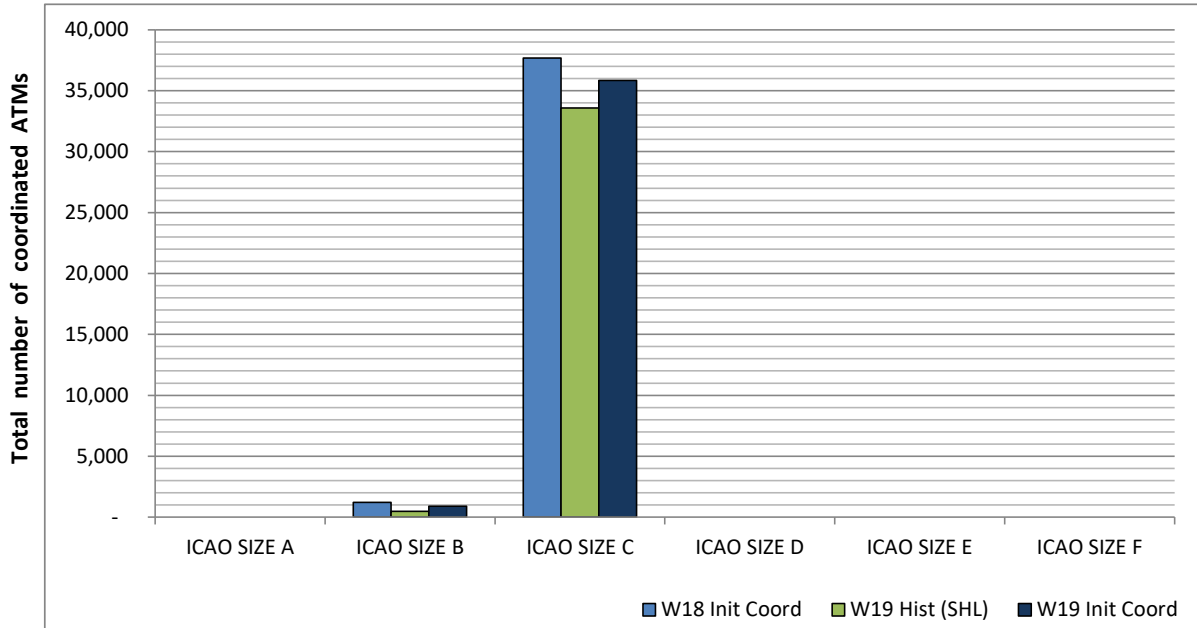


Operator	Category	Description of change from W18 schedule to W19 schedule
Air Antwerp <b>**PAPER AIRLINE**</b>	<b>NEW</b>	Have been allocated slots for 17x per week to Antwerp (ANR).
BA Cityflyer	CHANGE	Continue their 18x pw Munich (MUC) rotation from S19
BA Cityflyer	<b>CANCELLED</b>	Have reclaimed part of their Paris (ORY) historic. We anticipate BACF to cancel their ORY rotation.
Eastern Airways	<b>CANCELLED</b>	Cancelled their entire schedule at LCY.
Flybe	CHANGE	Increased their Belfast (BHD) operation from 34x to 39x operations pw.
KLM Royal Dutch Airlines	CHANGE	Increased their Amsterdam (AMS) rotation from 51x pw to 58x pw.
LOT Polish Airlines	CHANGE	Continue their Vilnius (VNO), Budapest (BUD), Warsaw (WAW) rotations at 12x pw from W18/S19
SUN-AIR	<b>NEW</b>	Introduced a new 10x pw rotation to/from Antwerp (ANR).

# Full Season - Aircraft Size Analysis

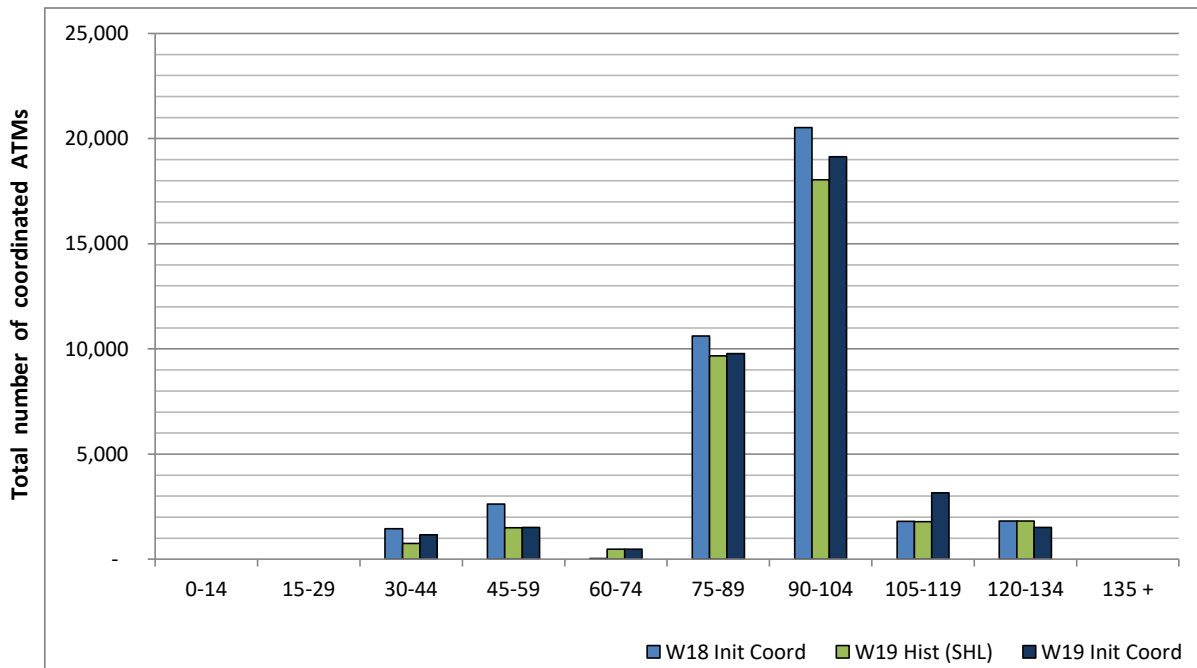


## ICAO size designation



Note: See Glossary for definitions of ICAO SIZE groupings

## Air Transport Movement seat distribution



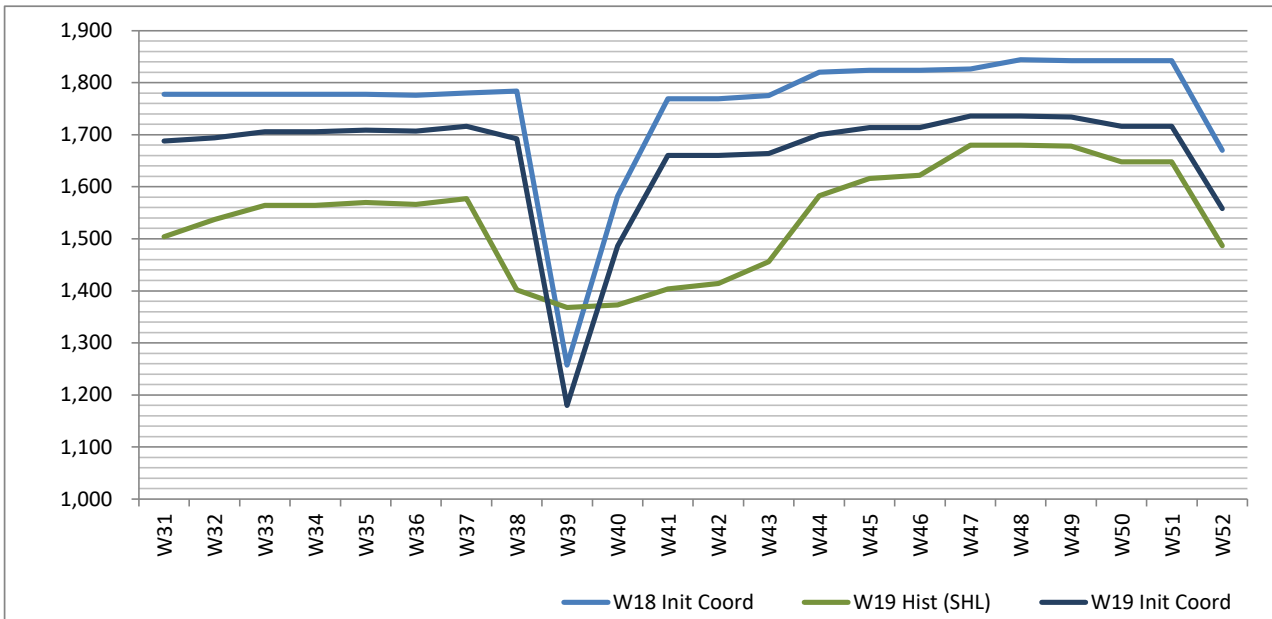
Note: FREIGHT-ONLY services with 0 seats are included in the first seat band '0-14'



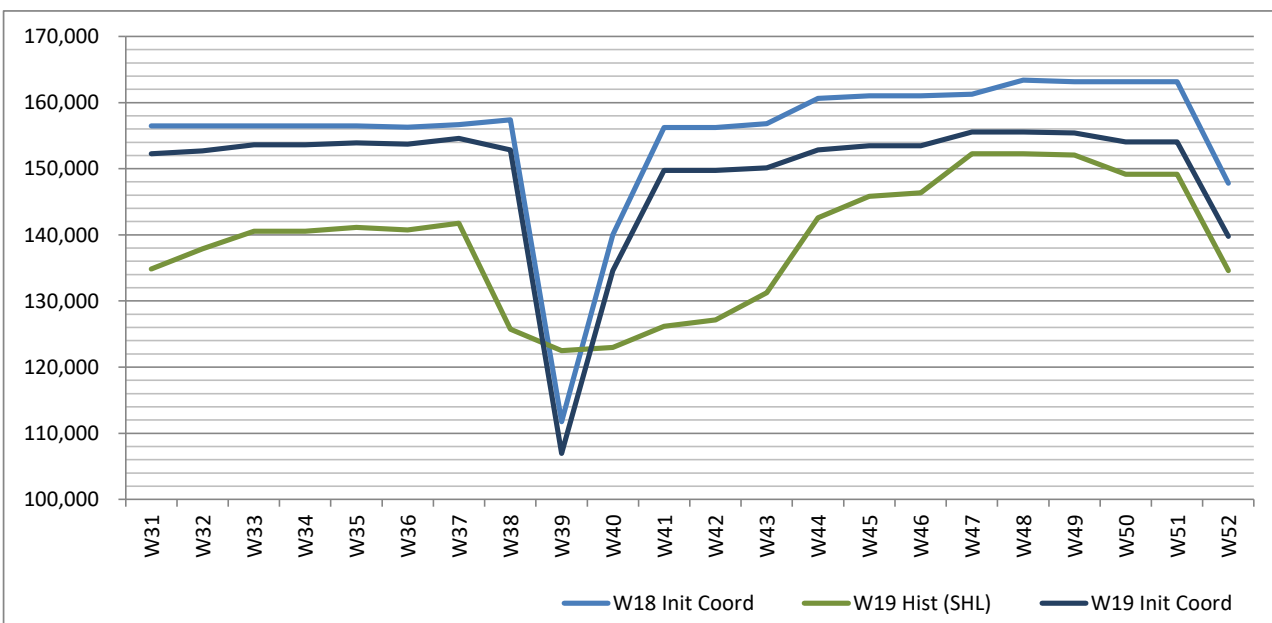
# Full Season - Seasonality



## Air Transport Movements by week of season



## Air Transport Movement Seats by week of season



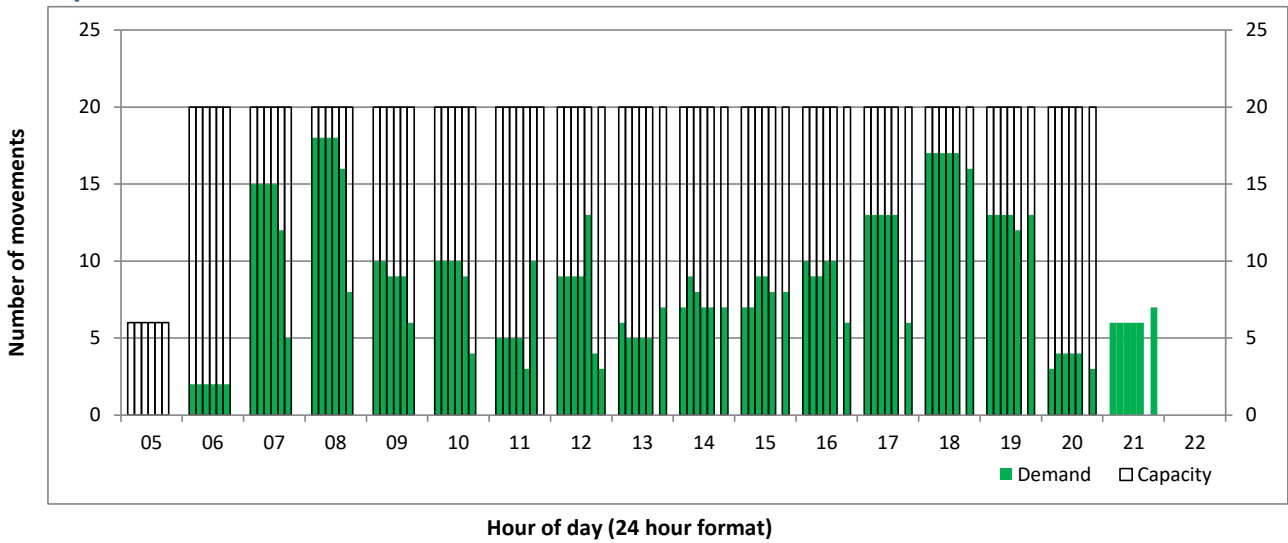
# Peak Week - Initial Hourly Runway Demand

Schedule: W19 Init Coord



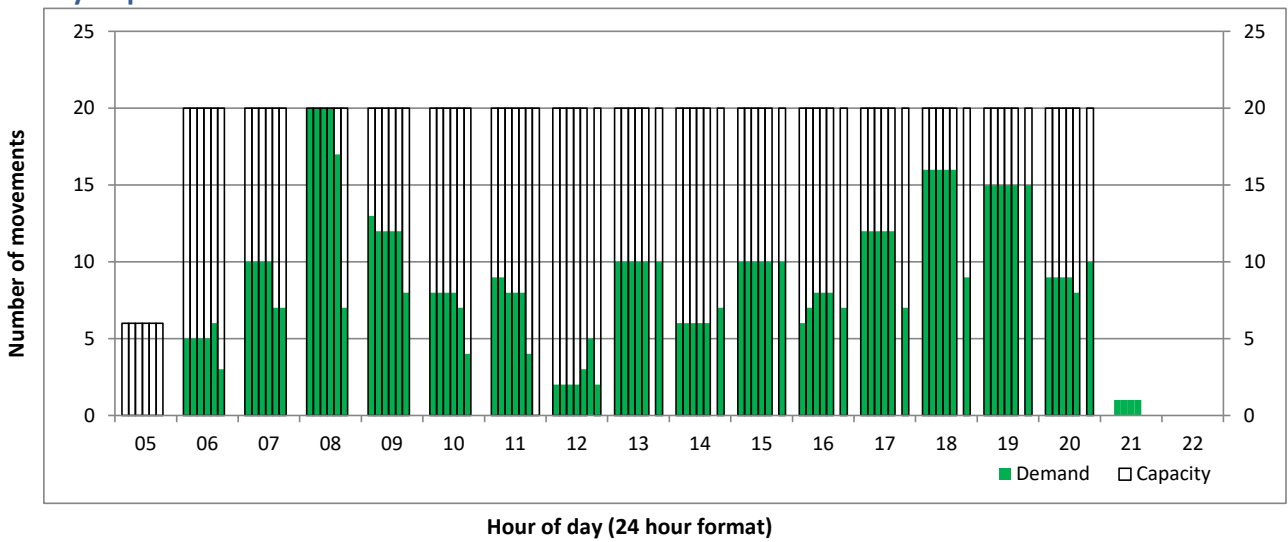
## Hourly Arrival Demand

Time: UTC



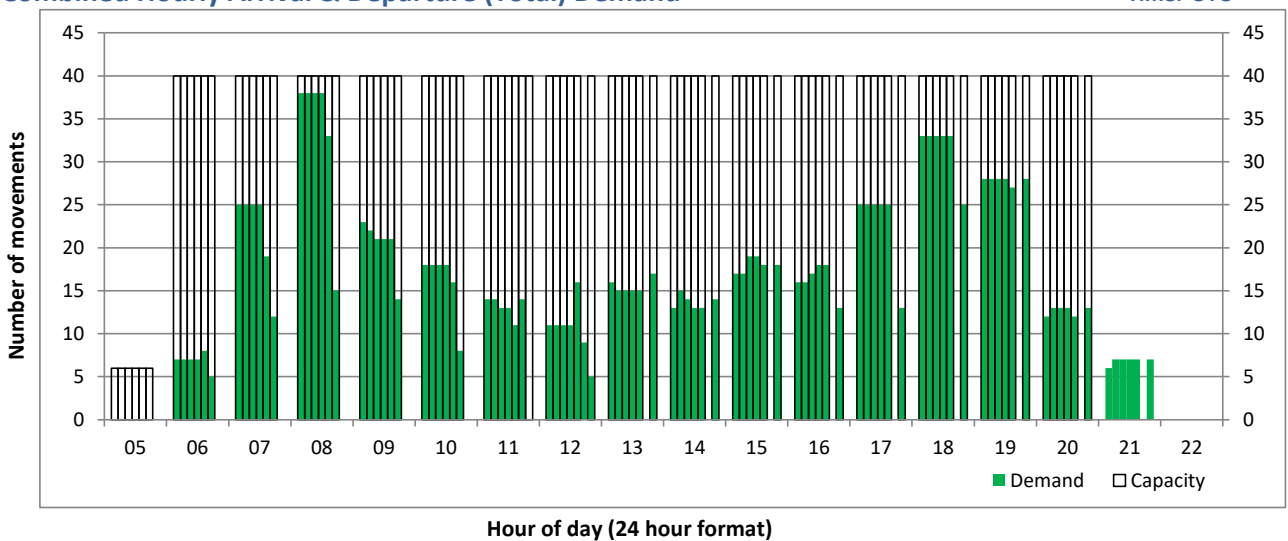
## Hourly Departure Demand

Time: UTC



## Combined Hourly Arrival & Departure (Total) Demand

Time: UTC



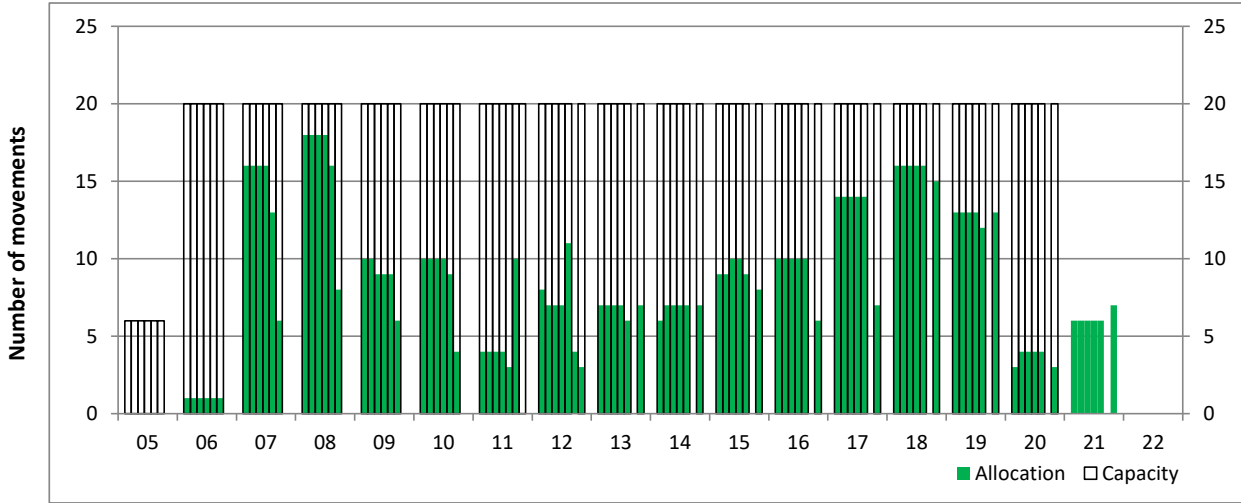
# Peak Week - Hourly Runway Allocation

Schedule: W19 Init Coord



## Hourly Arrival Allocation

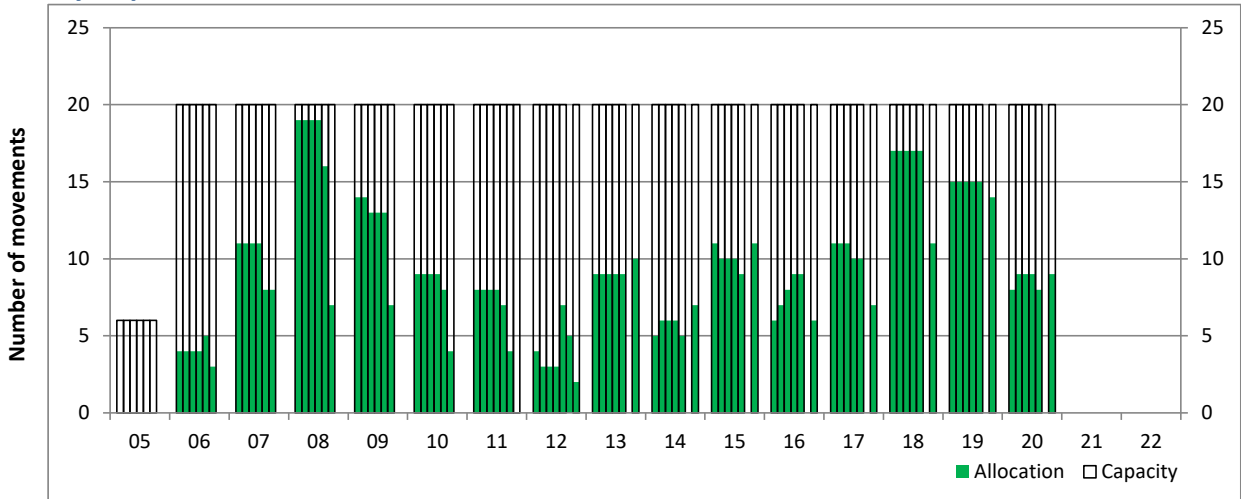
Time: UTC



Hour of day (24 hour format)

## Hourly Departure Allocation

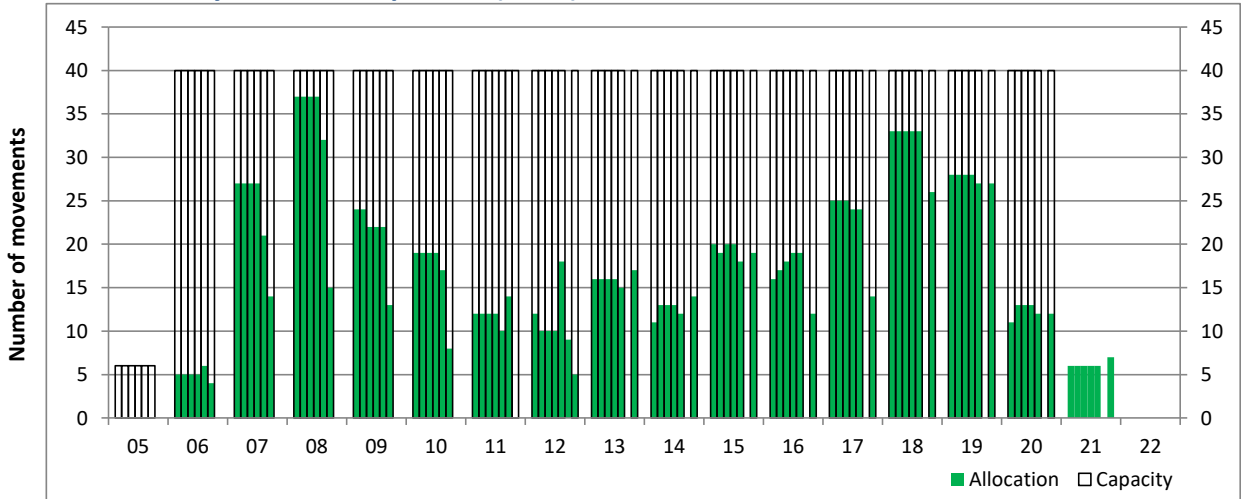
Time: UTC



Hour of day (24 hour format)

## Combined Hourly Arrival & Departure (Total) Allocation

Time: UTC



Hour of day (24 hour format)

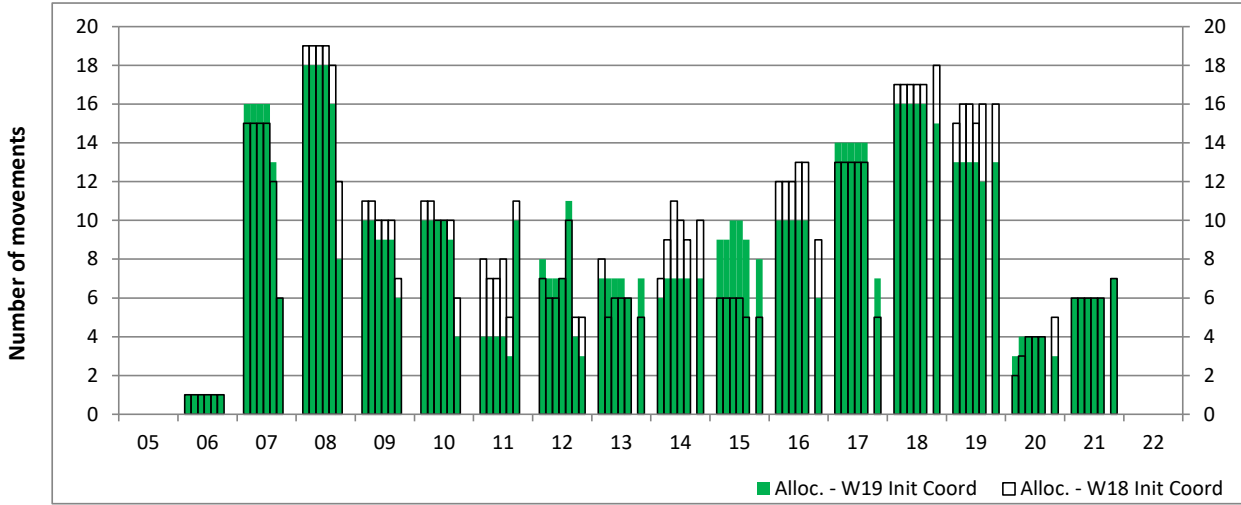
# Peak Week - Runway Allocation Comparison

Comparison of W19 Init Coord vs. W18 Init Coord



## Hourly Arrival Allocation

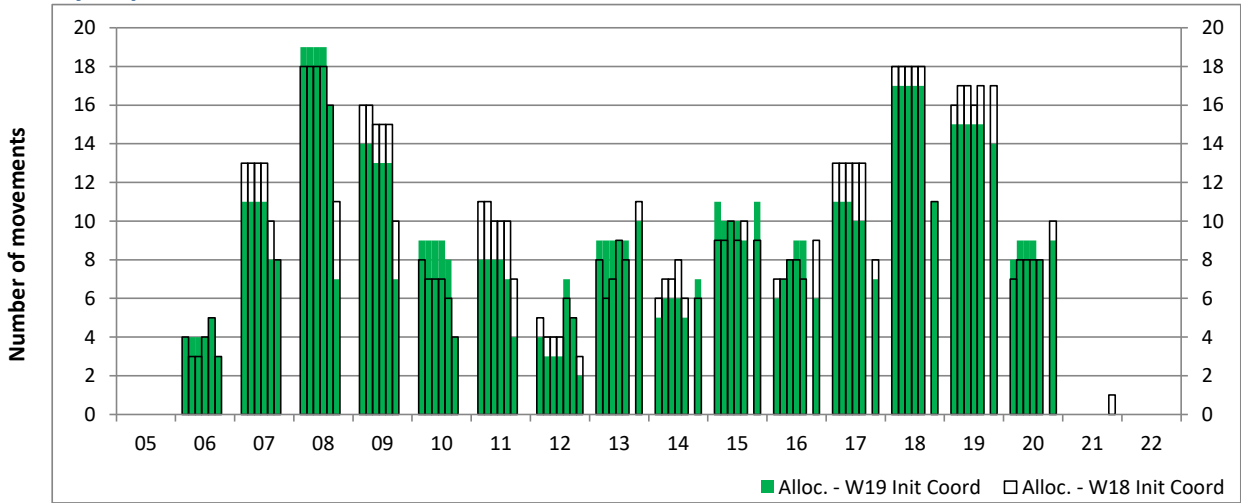
Time: UTC



Hour of day (24 hour format)

## Hourly Departure Allocation

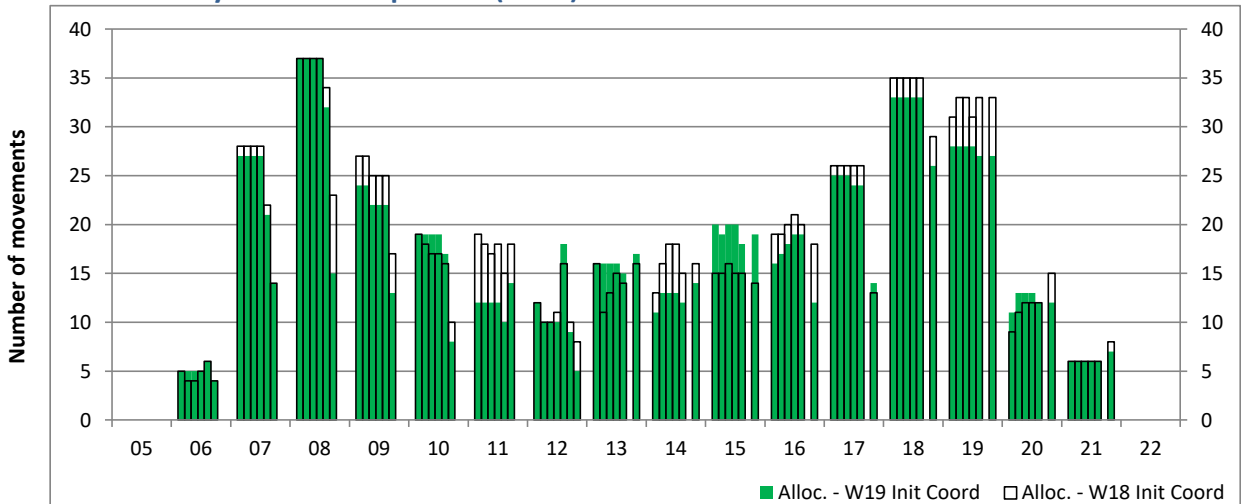
Time: UTC



Hour of day (24 hour format)

## Combined Hourly Arrival & Departure (Total) Allocation

Time: UTC



Hour of day (24 hour format)

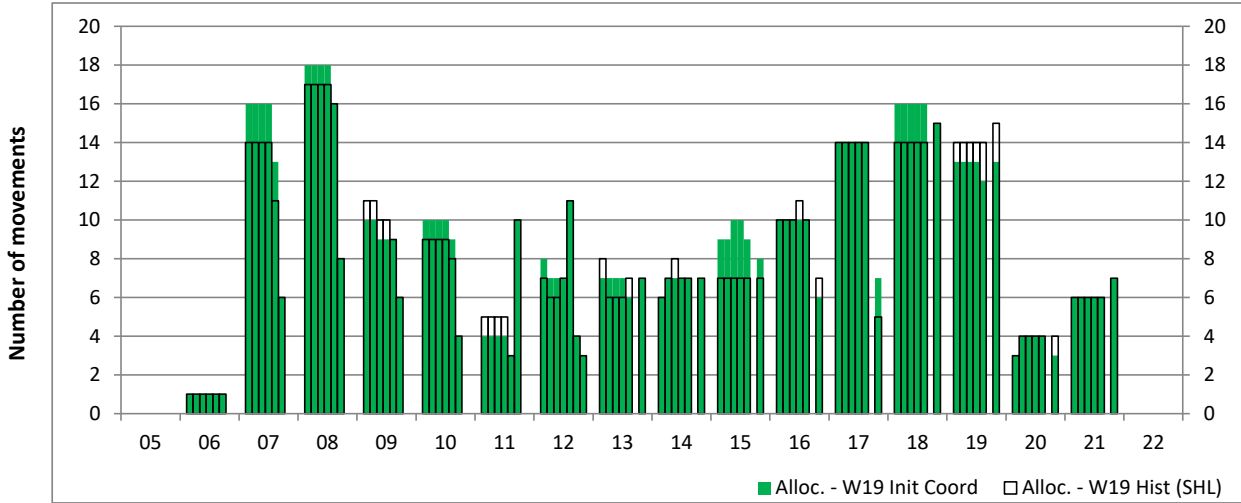
# Peak Week - Runway Allocation Comparison

Comparison of W19 Init Coord vs. W19 Hist (SHL)



## Hourly Arrival Allocation

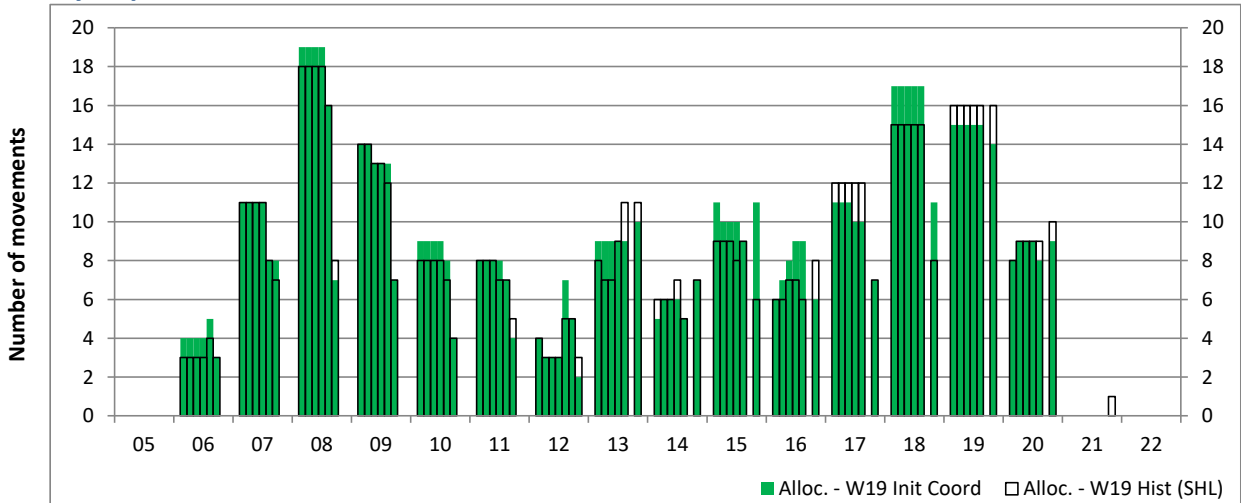
Time: UTC



Hour of day (24 hour format)

## Hourly Departure Allocation

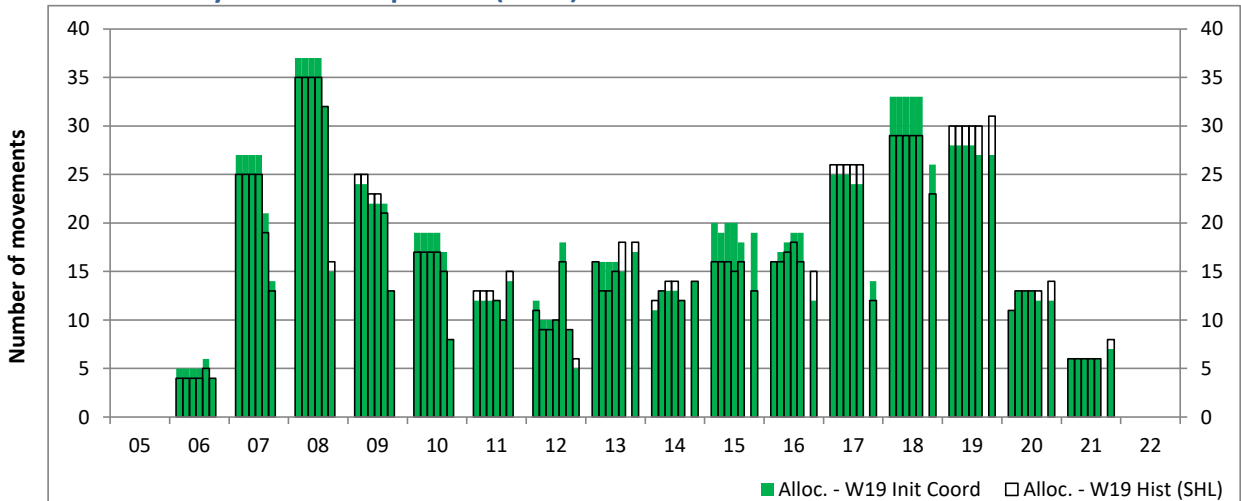
Time: UTC



Hour of day (24 hour format)

## Combined Hourly Arrival & Departure (Total) Allocation

Time: UTC



Hour of day (24 hour format)

# Peak Week - Movements Histogram

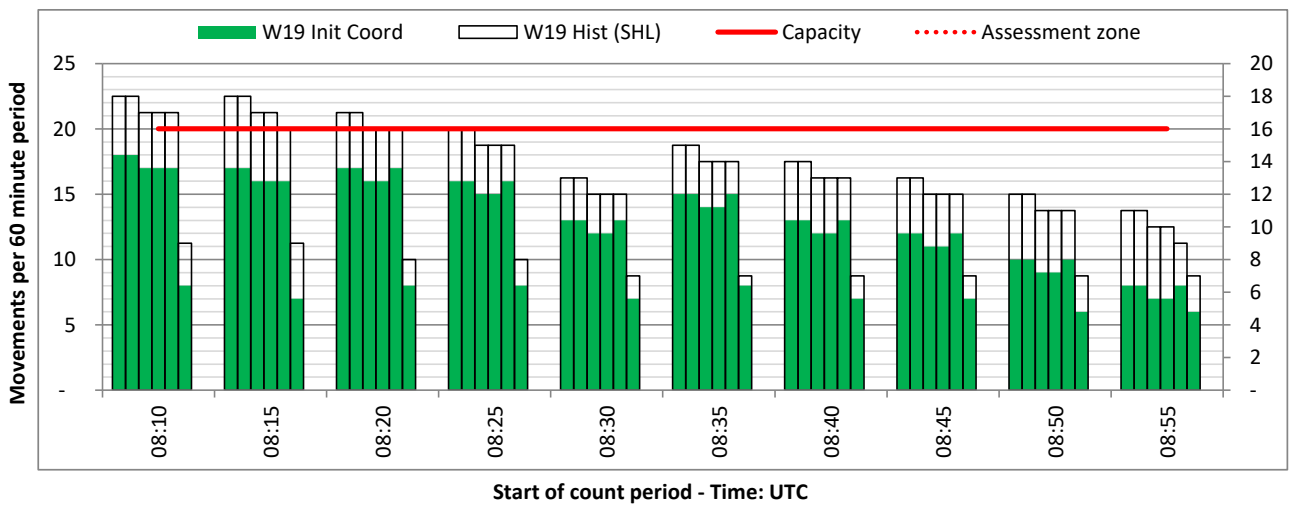
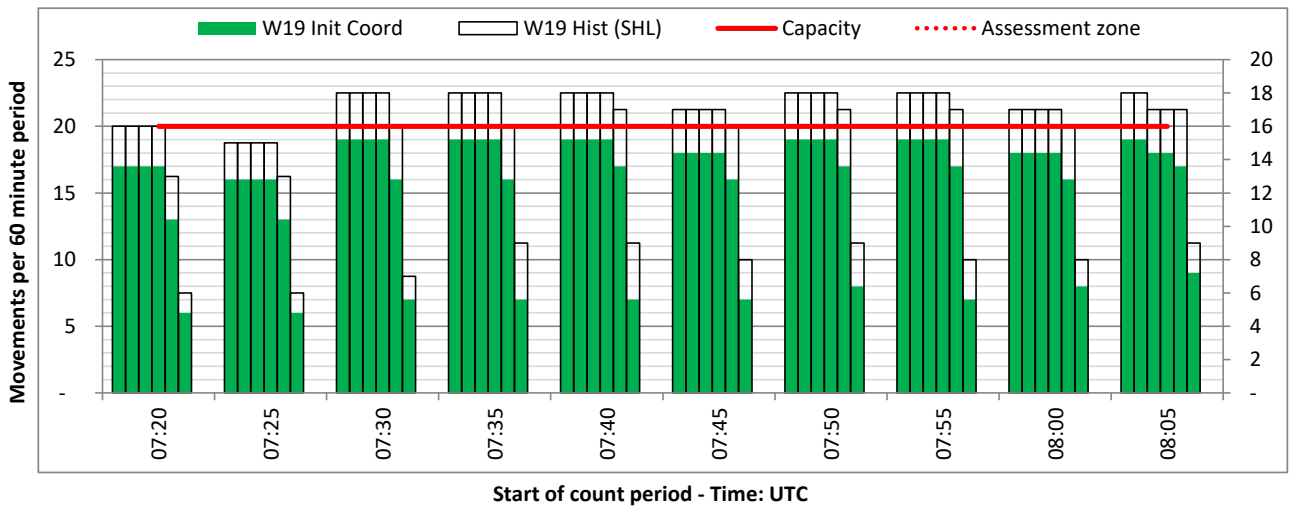
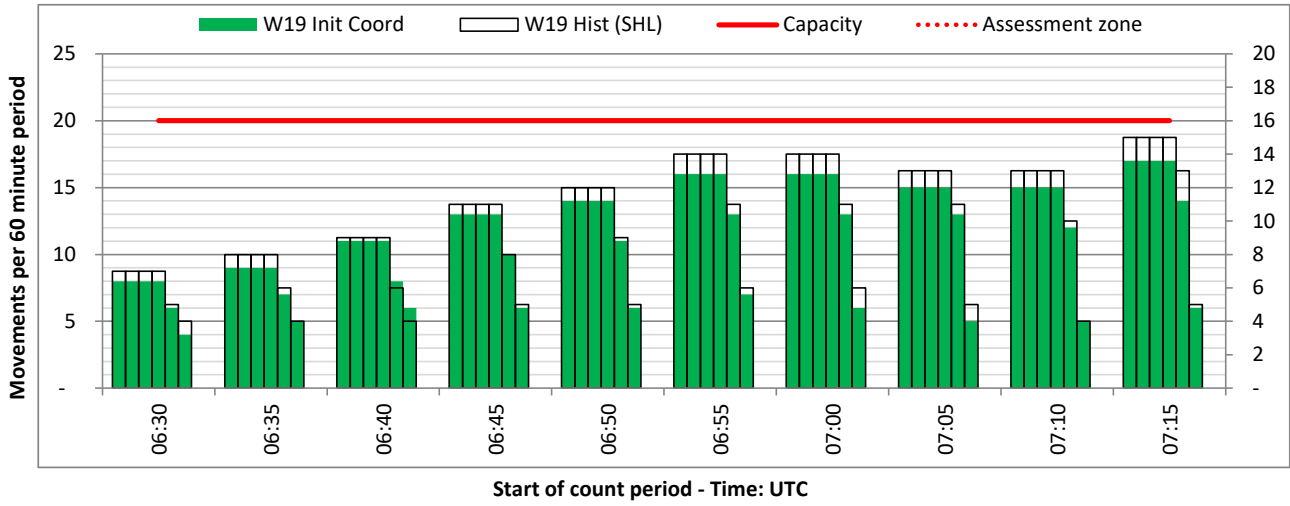
ARRIVAL - 60 minute count rolling every 5 mins (R60/5)



Terminals: All Terminals

Operators: All Operators

Days: 1234567



# Peak Week - Movements Histogram

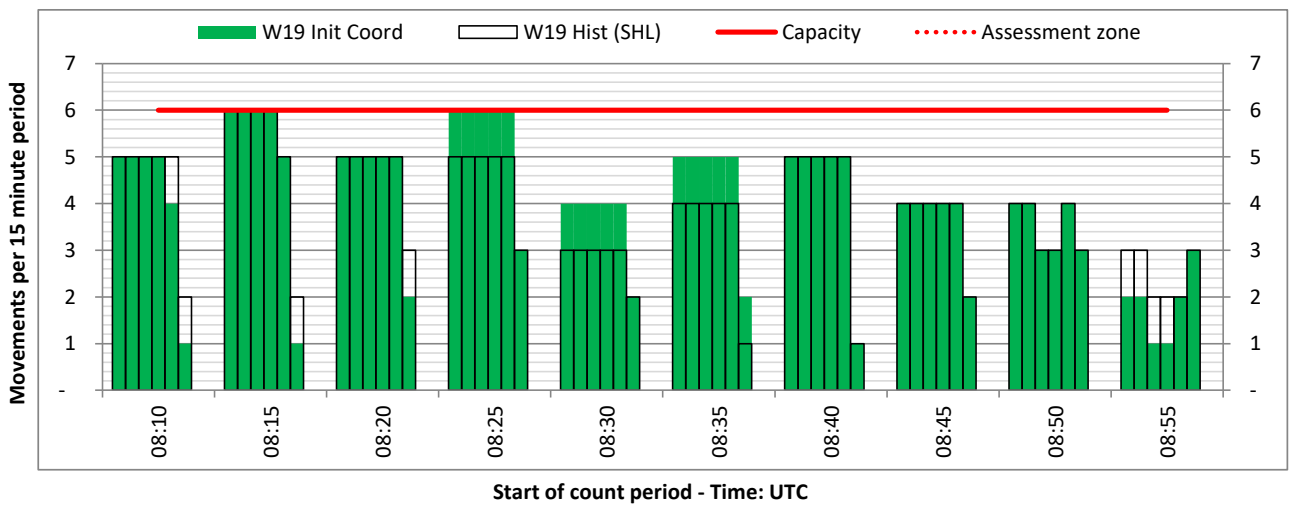
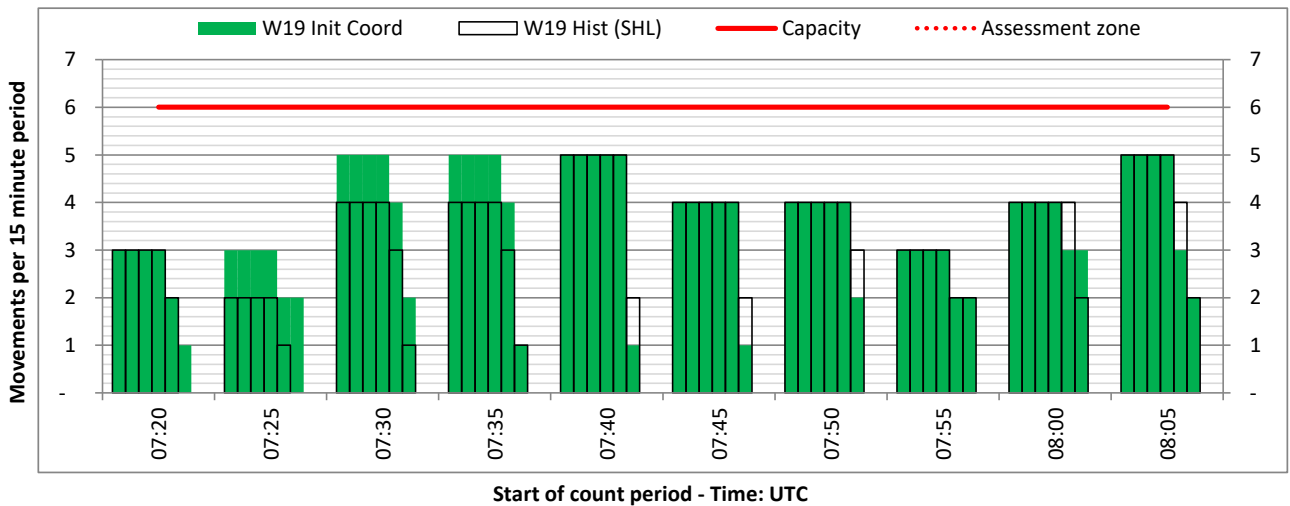
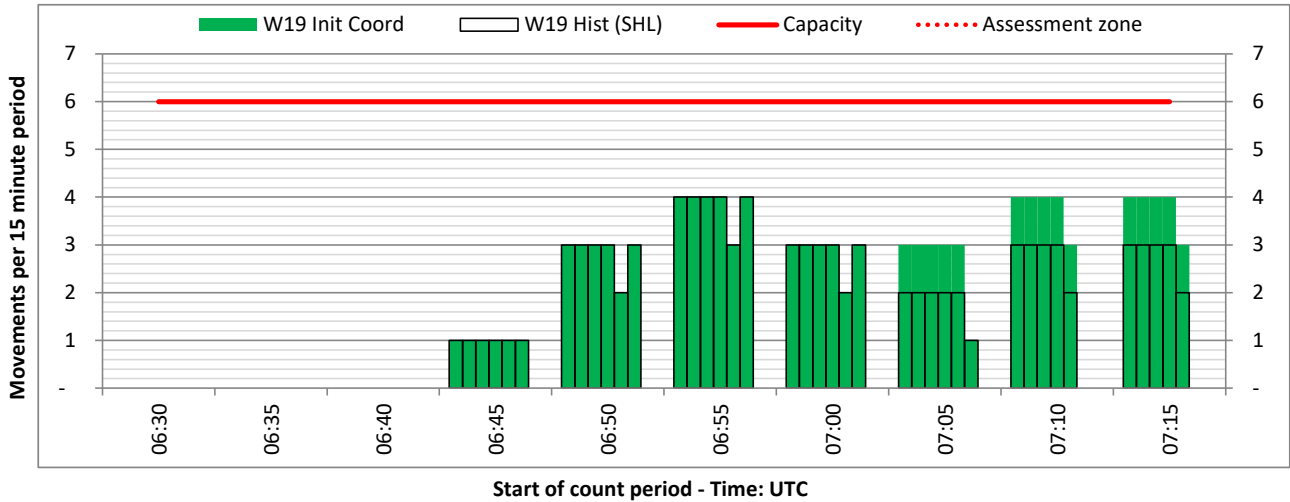
ARRIVAL - 15 minute count rolling every 5 mins (R15/5)



Terminals: All Terminals

Operators: All Operators

Days: 1234567



# Peak Week - Movements Histogram

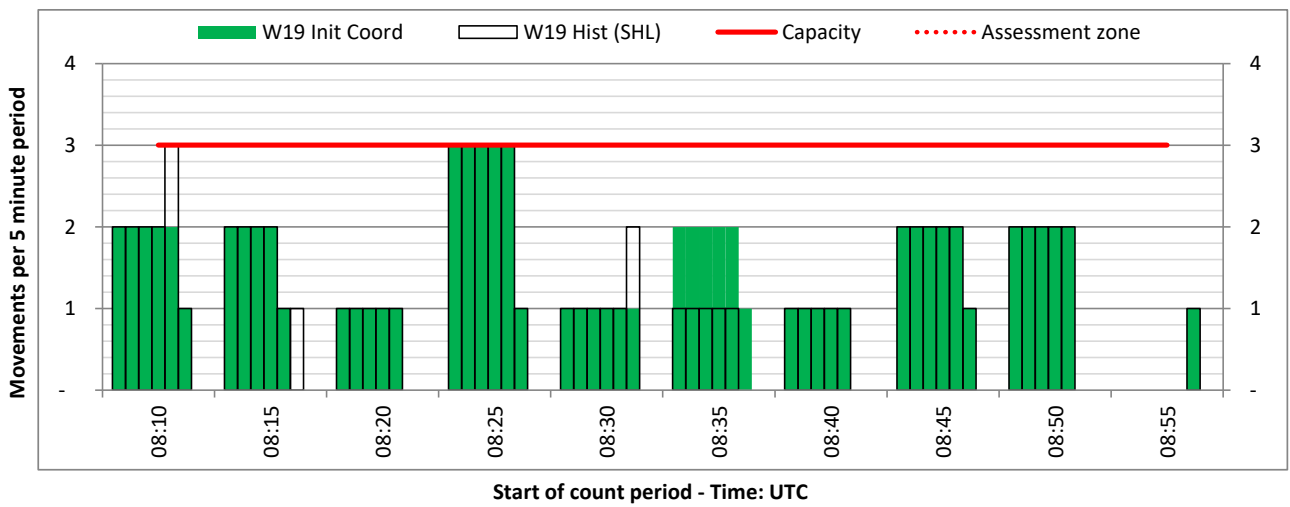
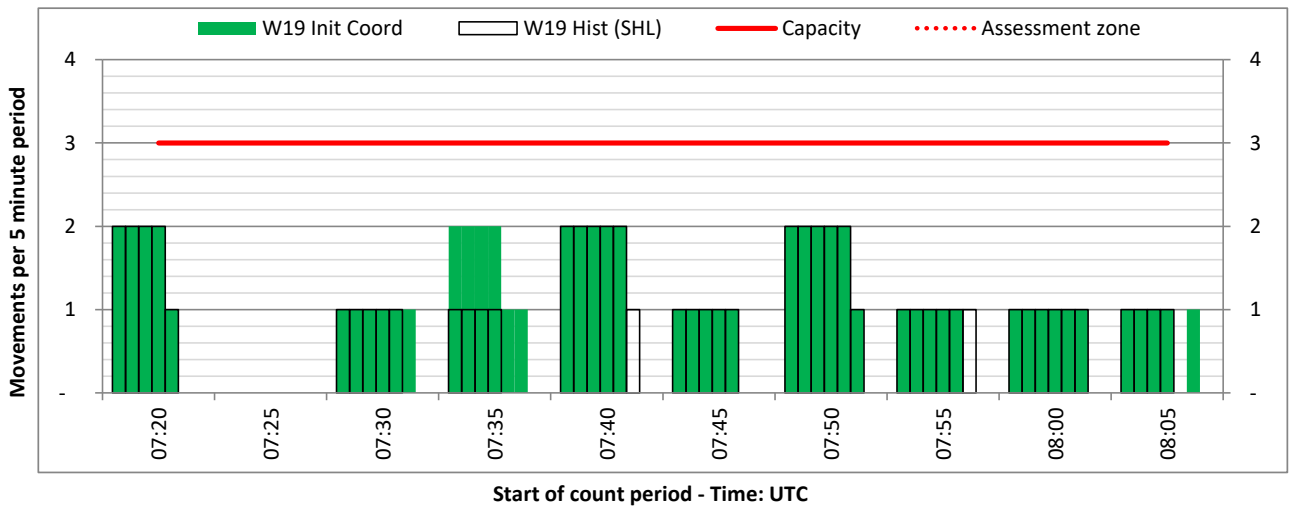
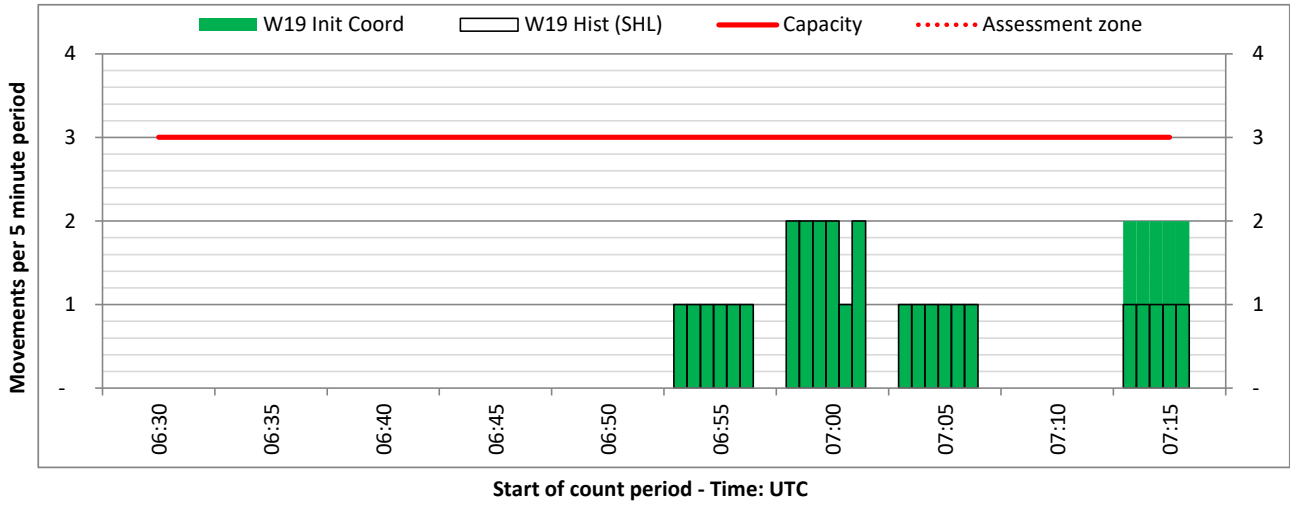
ARRIVAL - 5 minute count rolling every 5 mins (R5)



Terminals: All Terminals

Operators: All Operators

Days: 1234567





# Peak Week - Movements Histogram

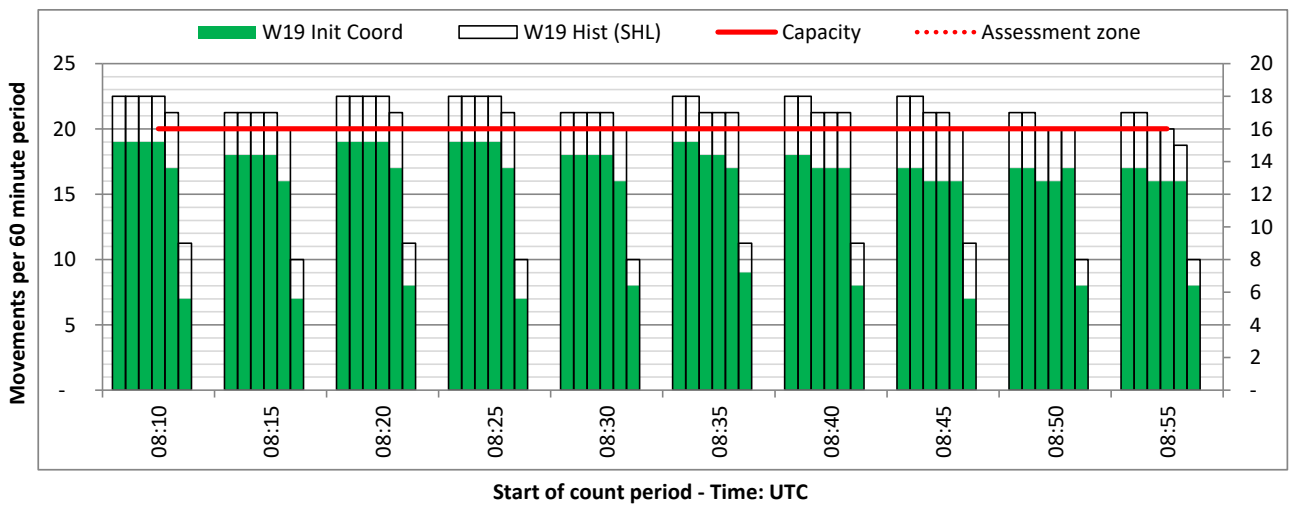
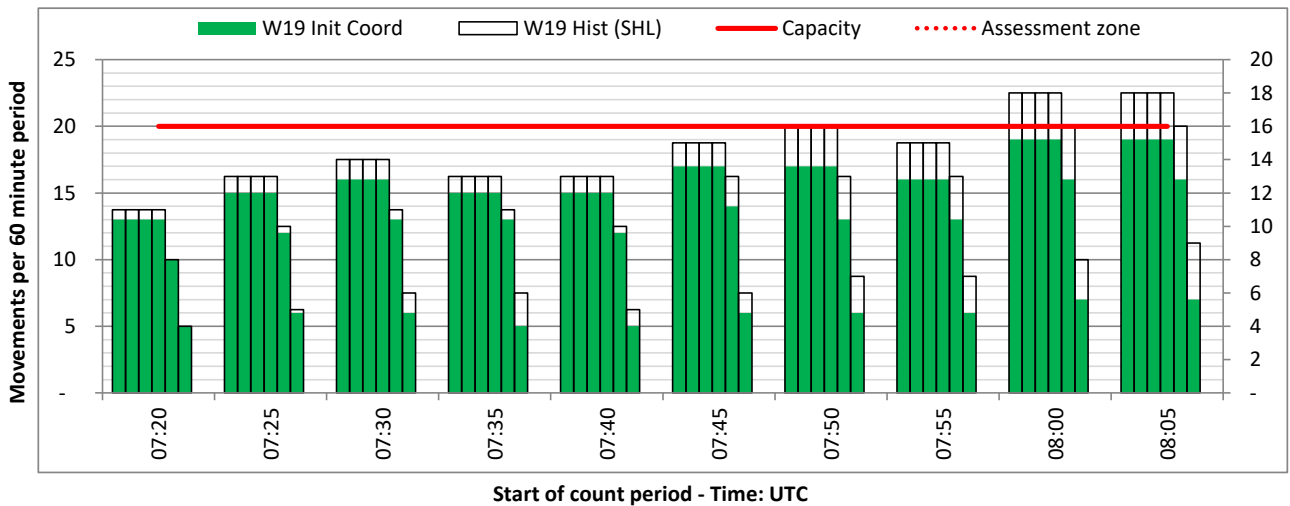
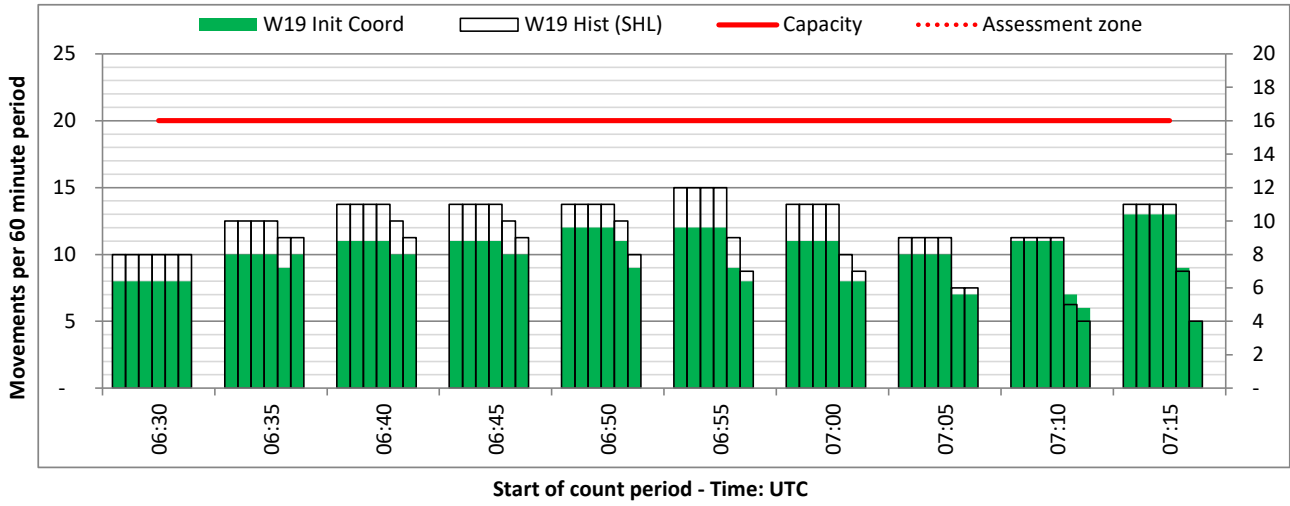
DEPARTURE - 60 minute count rolling every 5 mins (R60/5)



Terminals: All Terminals

Operators: All Operators

Days: 1234567



# Peak Week - Movements Histogram

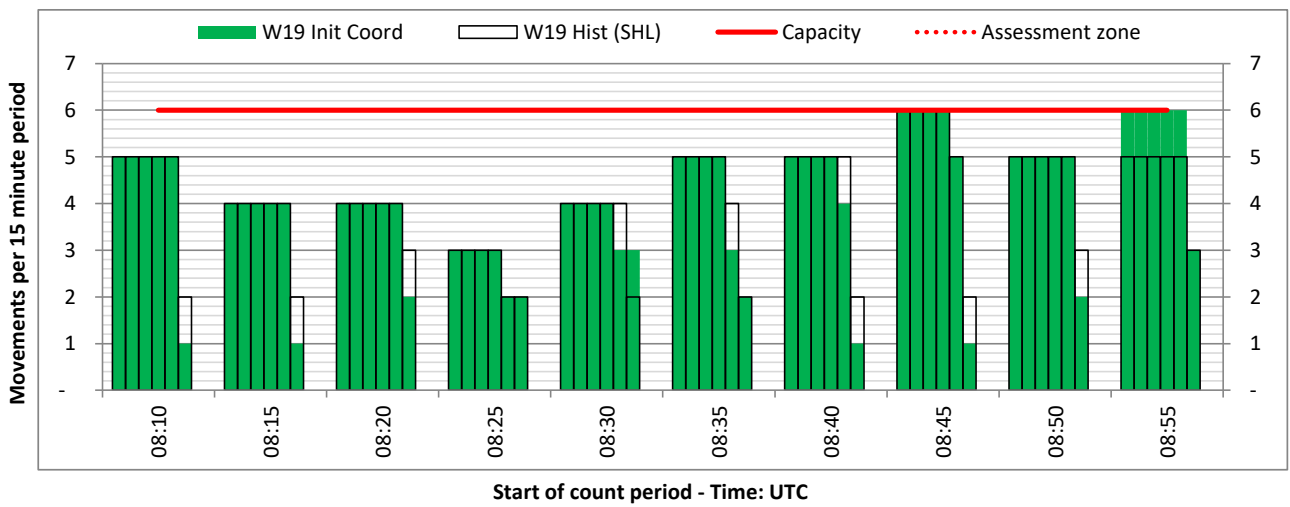
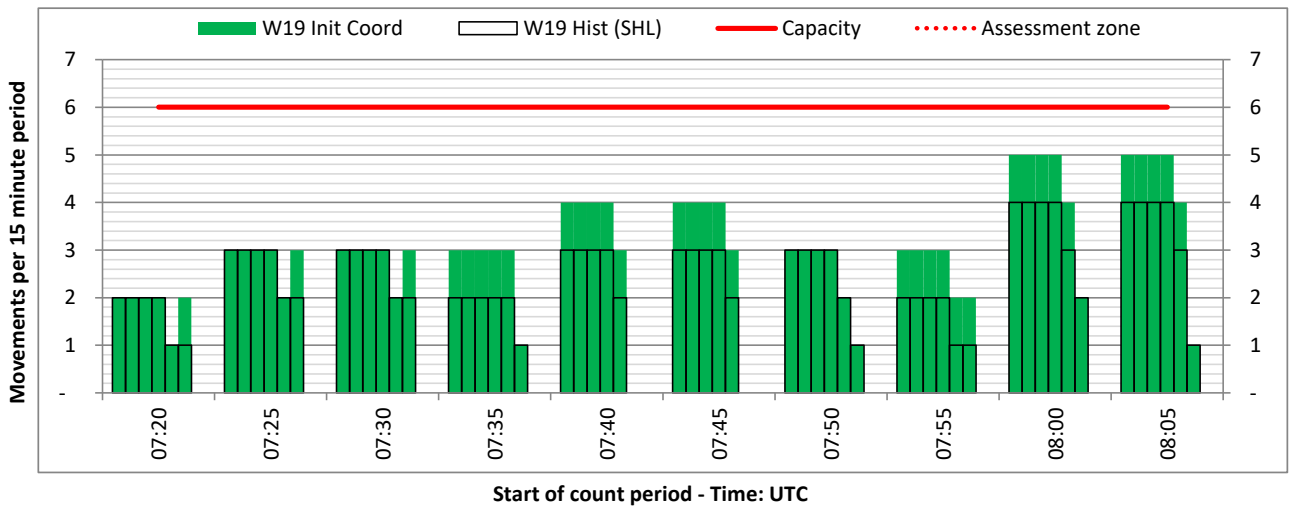
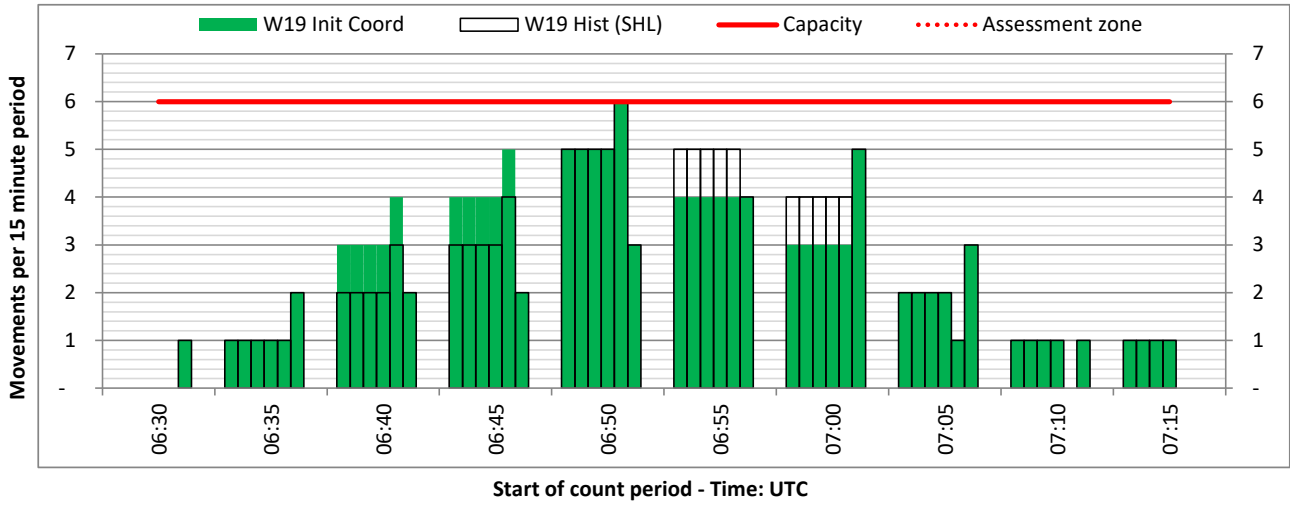
DEPARTURE - 15 minute count rolling every 5 mins (R15/5)



Terminals: All Terminals

Operators: All Operators

Days: 1234567



# Peak Week - Movements Histogram

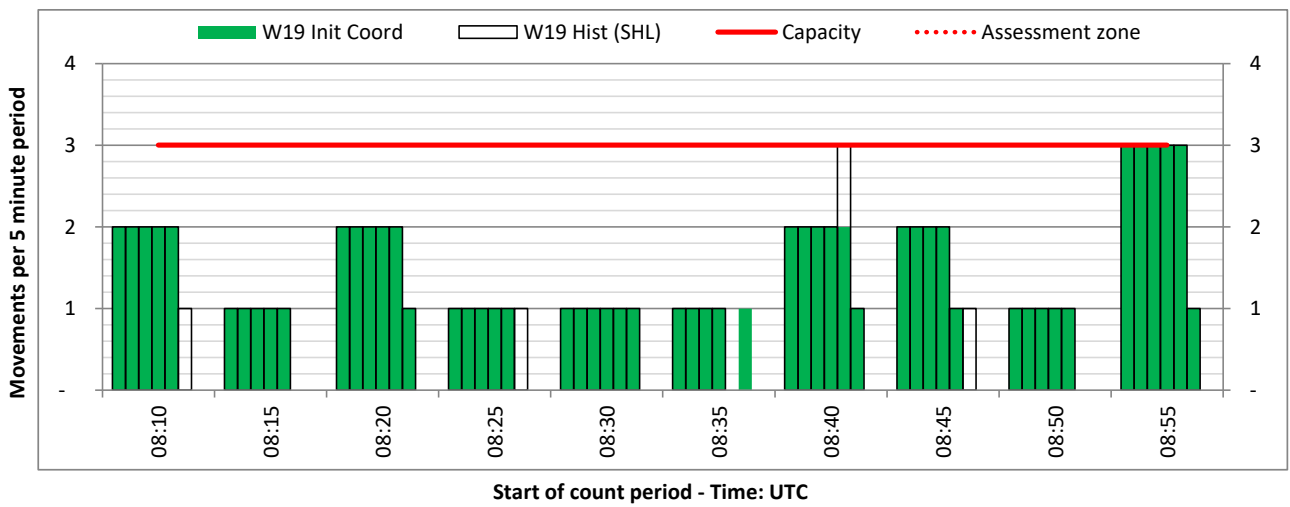
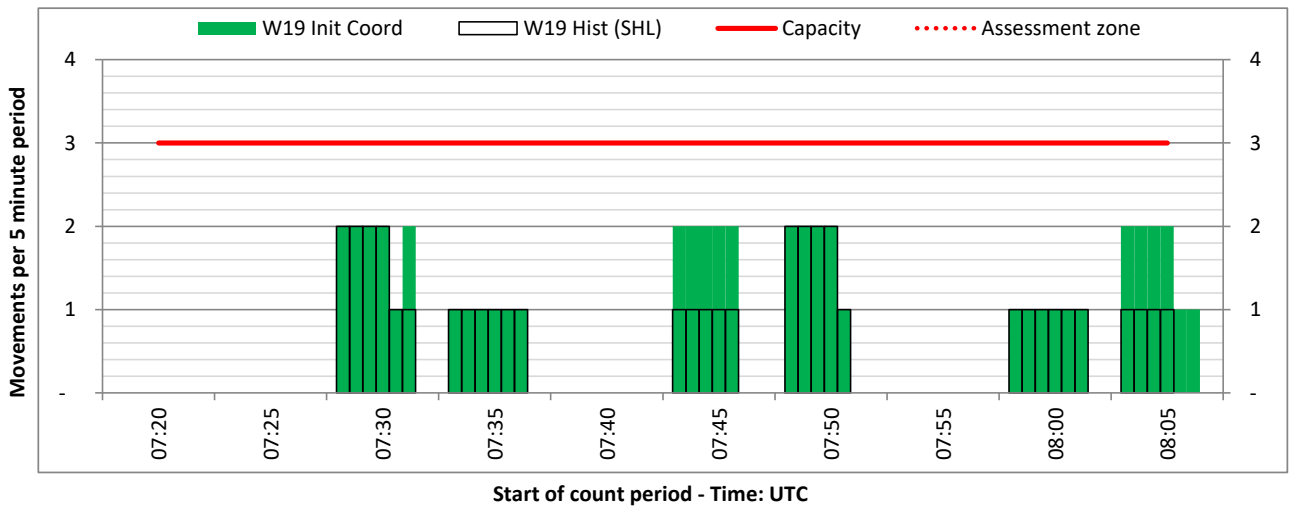
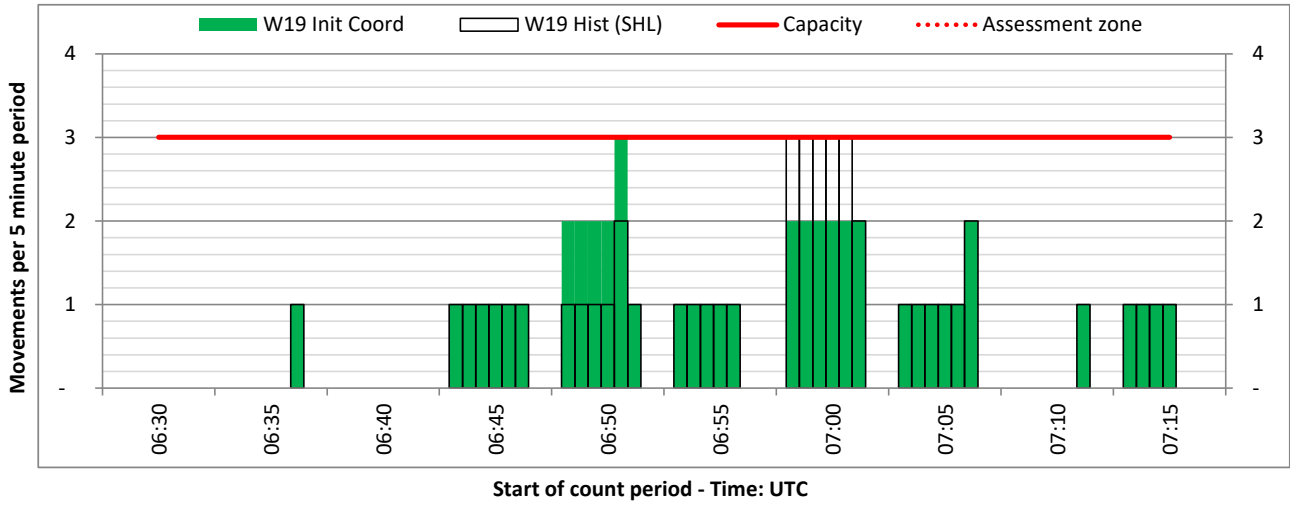
DEPARTURE - 5 minute count rolling every 5 mins (R5)



Terminals: All Terminals

Operators: All Operators

Days: 1234567



# Peak Week - Movements Histogram

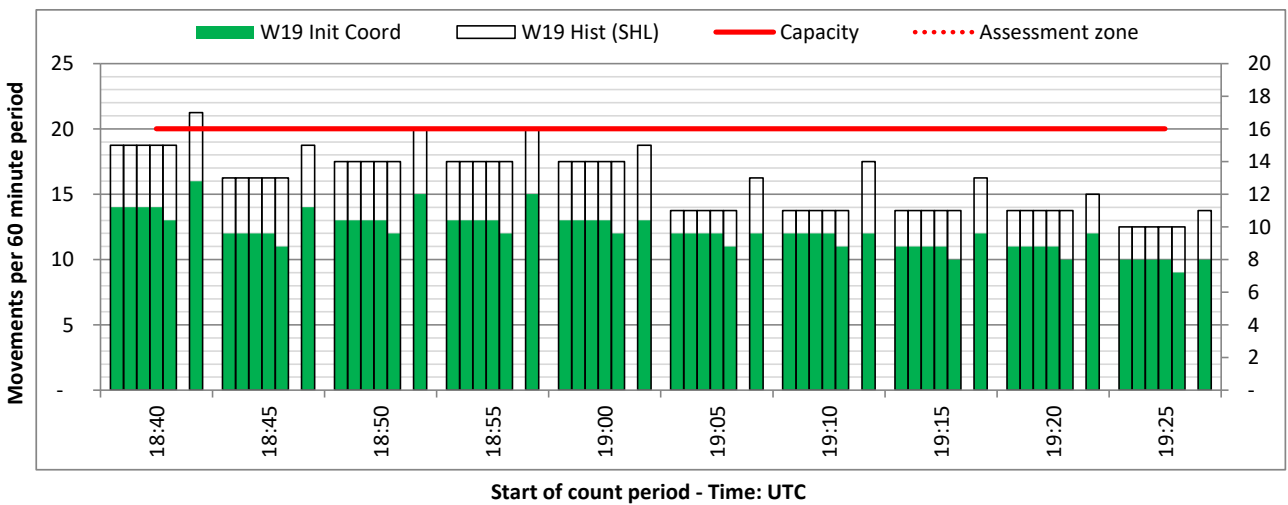
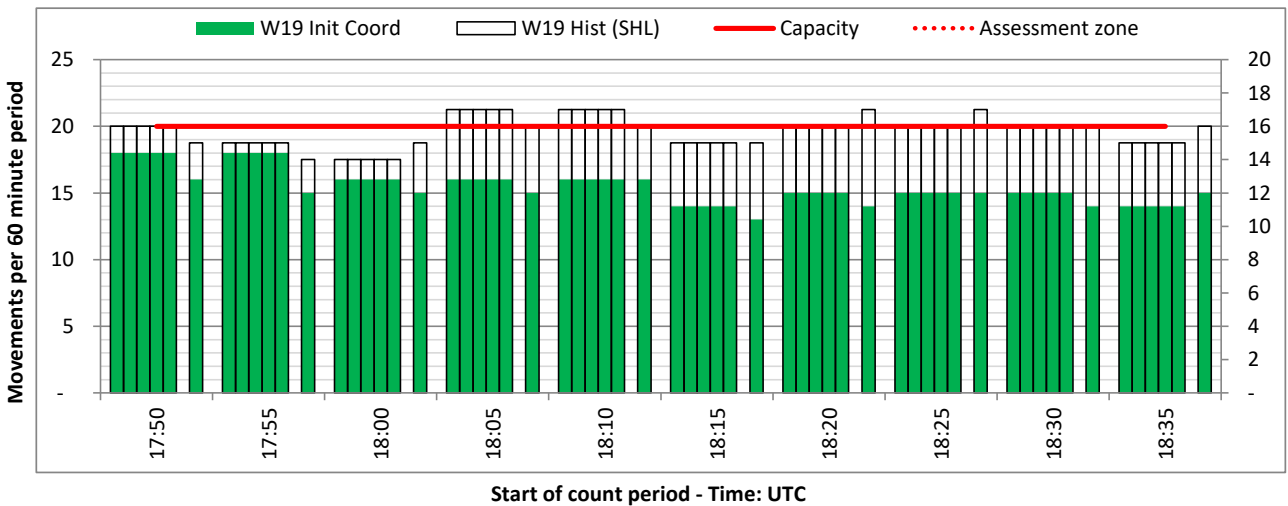
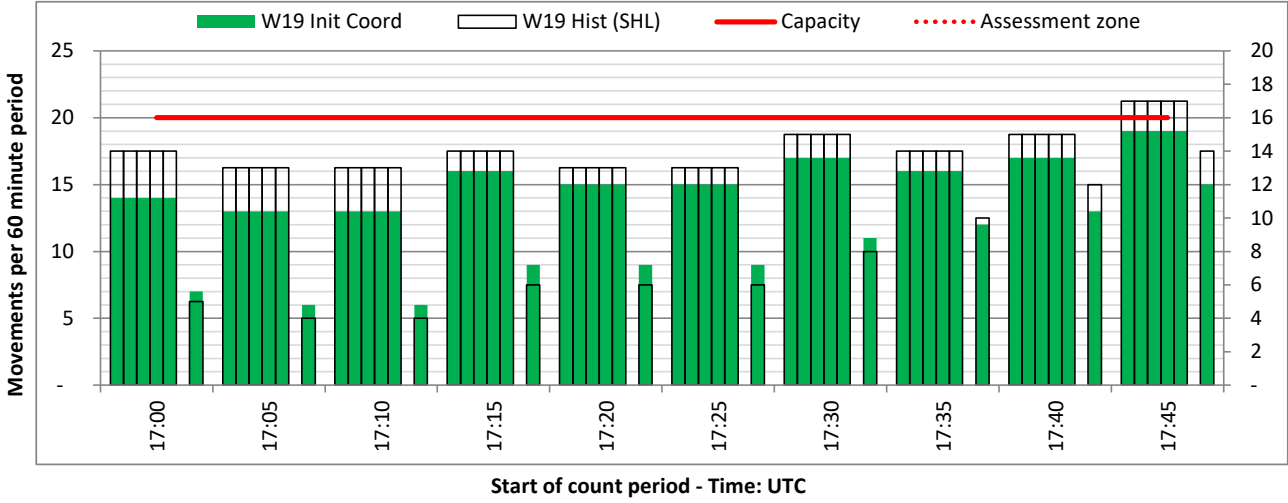
ARRIVAL - 60 minute count rolling every 5 mins (R60/5)



Terminals: All Terminals

Operators: All Operators

Days: 1234567



# Peak Week - Movements Histogram

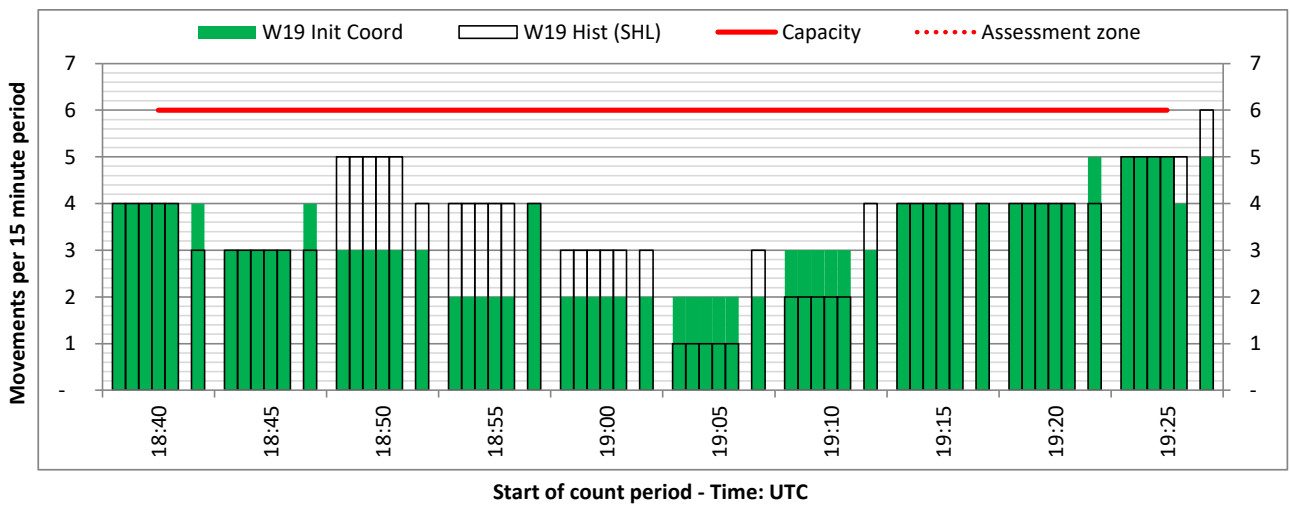
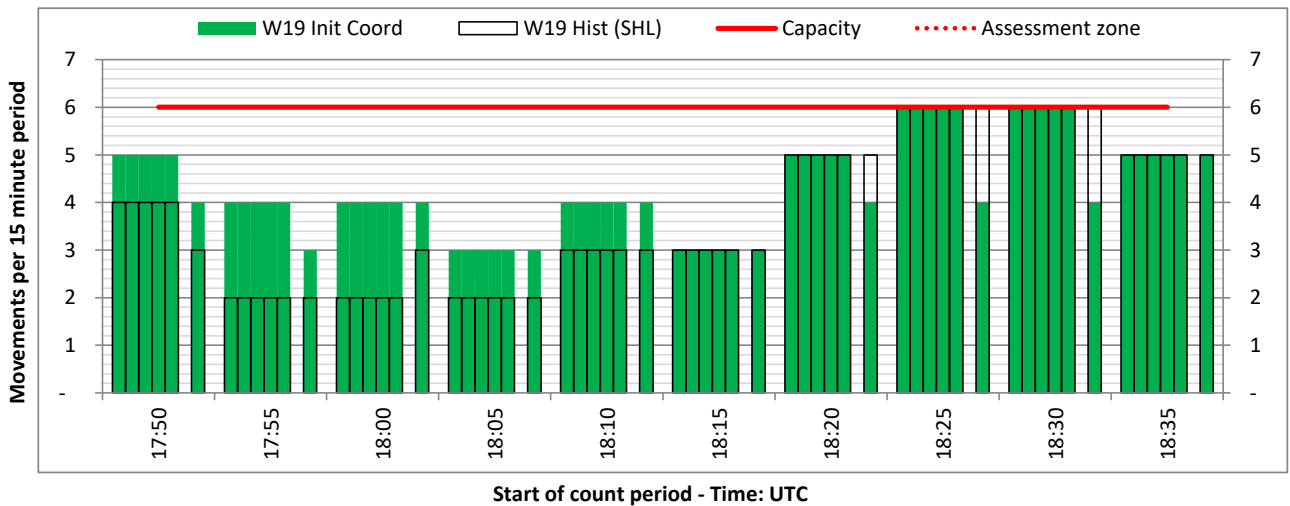
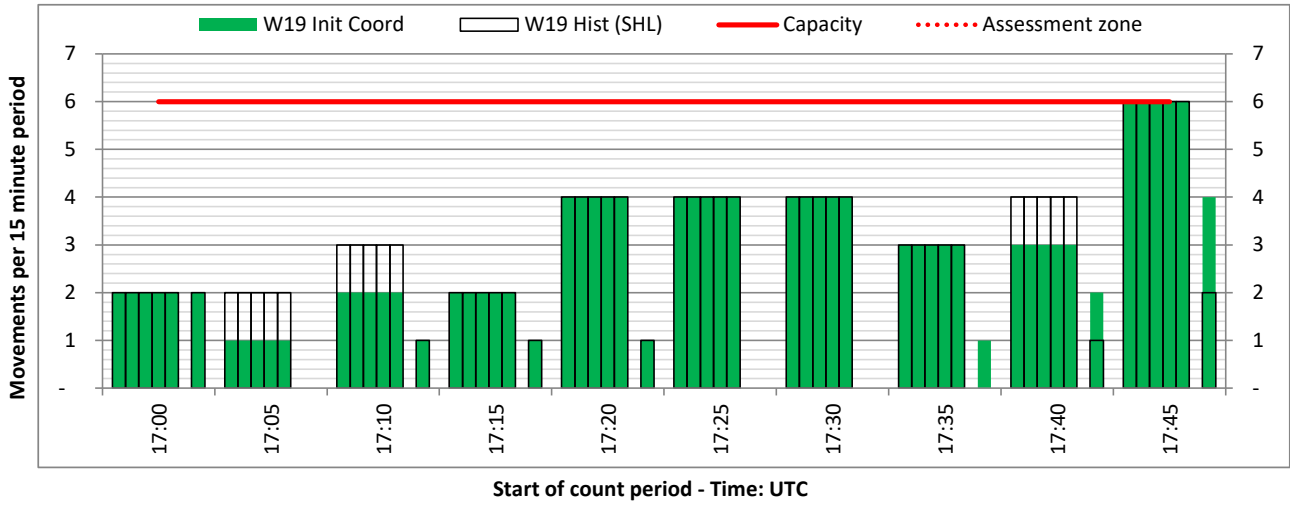
ARRIVAL - 15 minute count rolling every 5 mins (R15/5)



Terminals: All Terminals

Operators: All Operators

Days: 1234567



# Peak Week - Movements Histogram

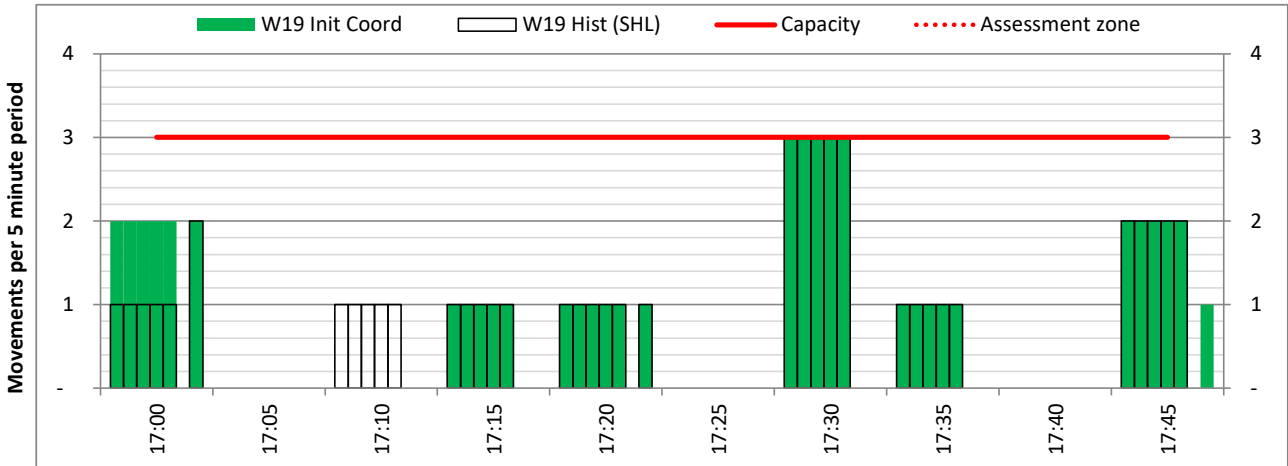
ARRIVAL - 5 minute count rolling every 5 mins (R5)



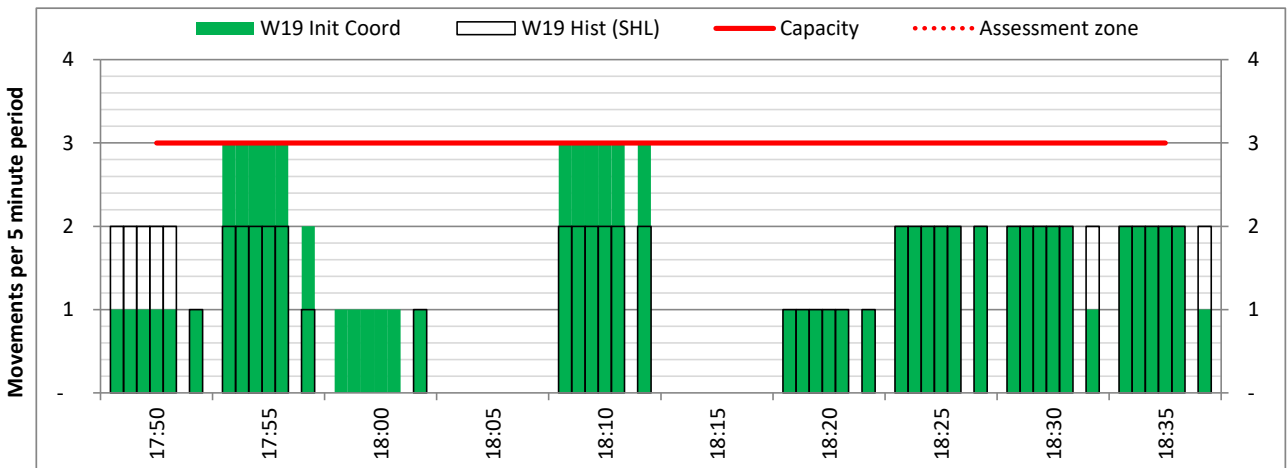
Terminals: All Terminals

Operators: All Operators

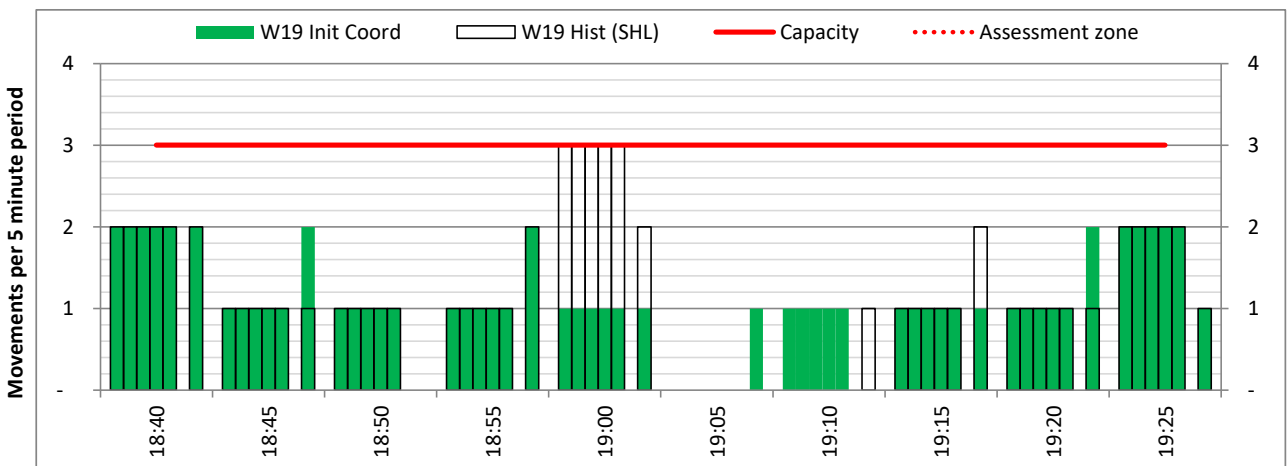
Days: 1234567



Start of count period - Time: UTC



Start of count period - Time: UTC



Start of count period - Time: UTC

# Peak Week - Movements Histogram

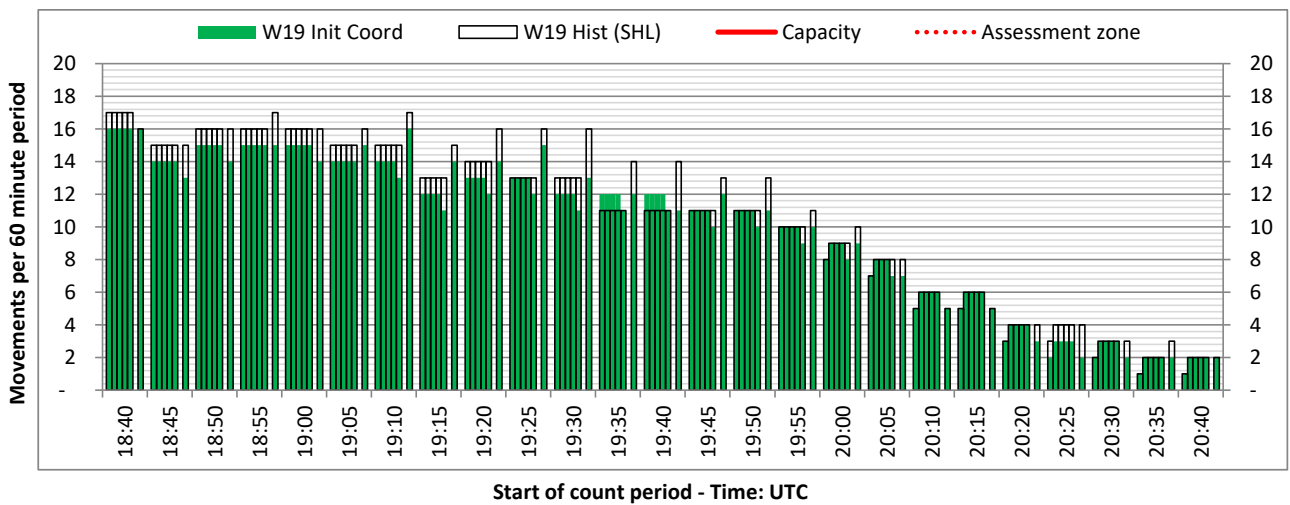
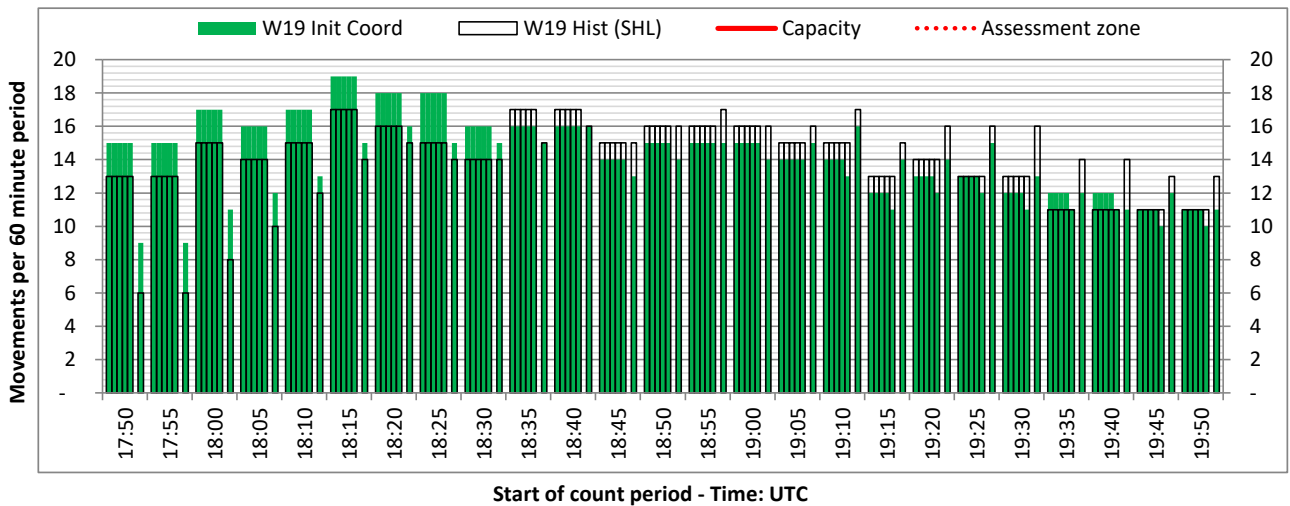
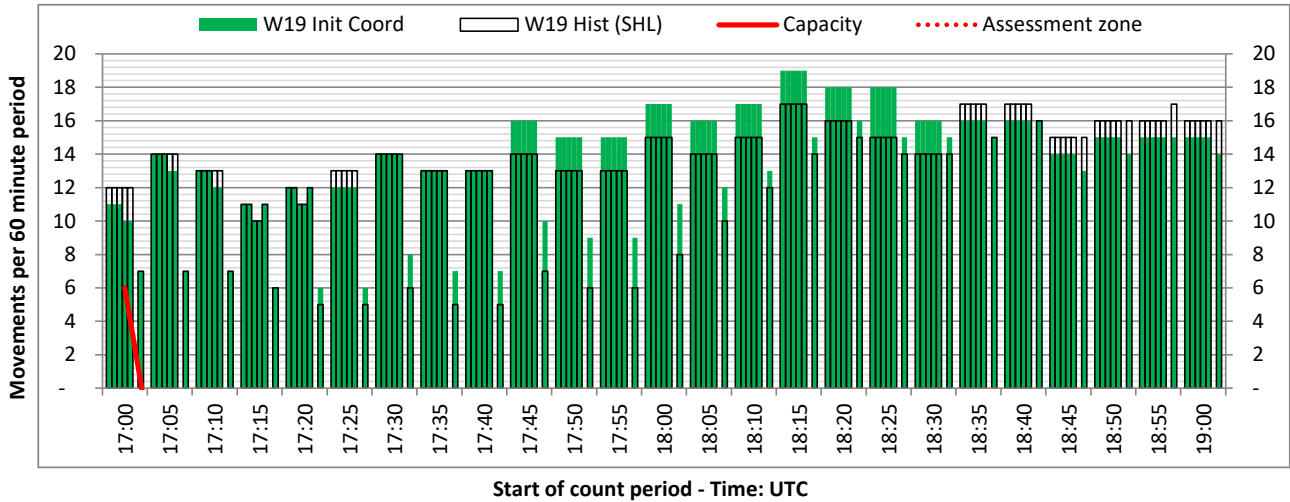
DEPARTURE - 60 minute count rolling every 5 mins (R60/5)



Terminals: All Terminals

Operators: All Operators

Days: 1234567



# Peak Week - Movements Histogram

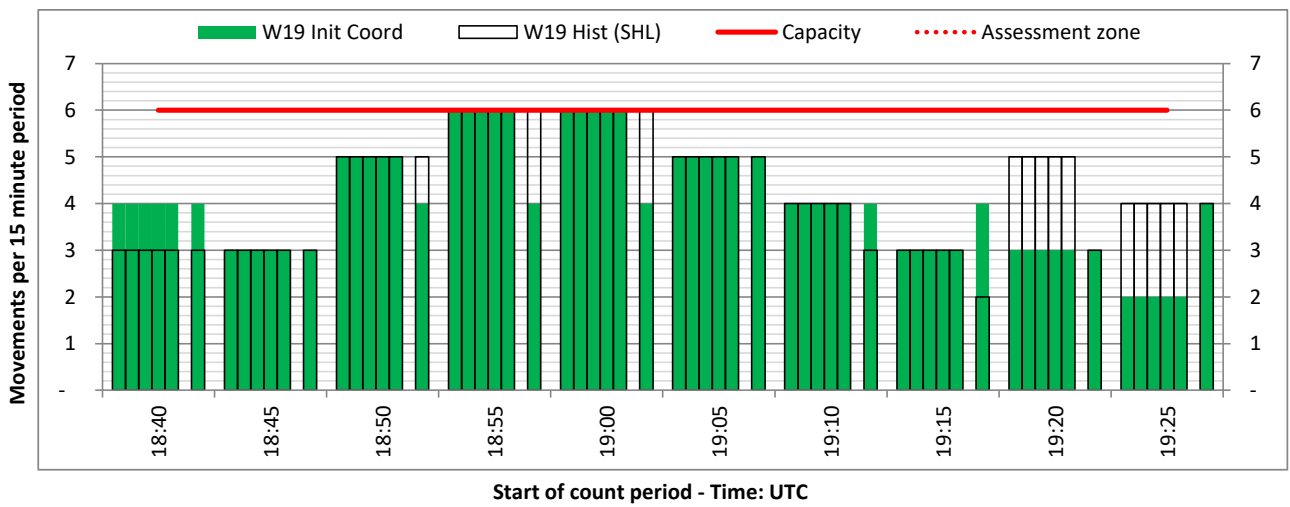
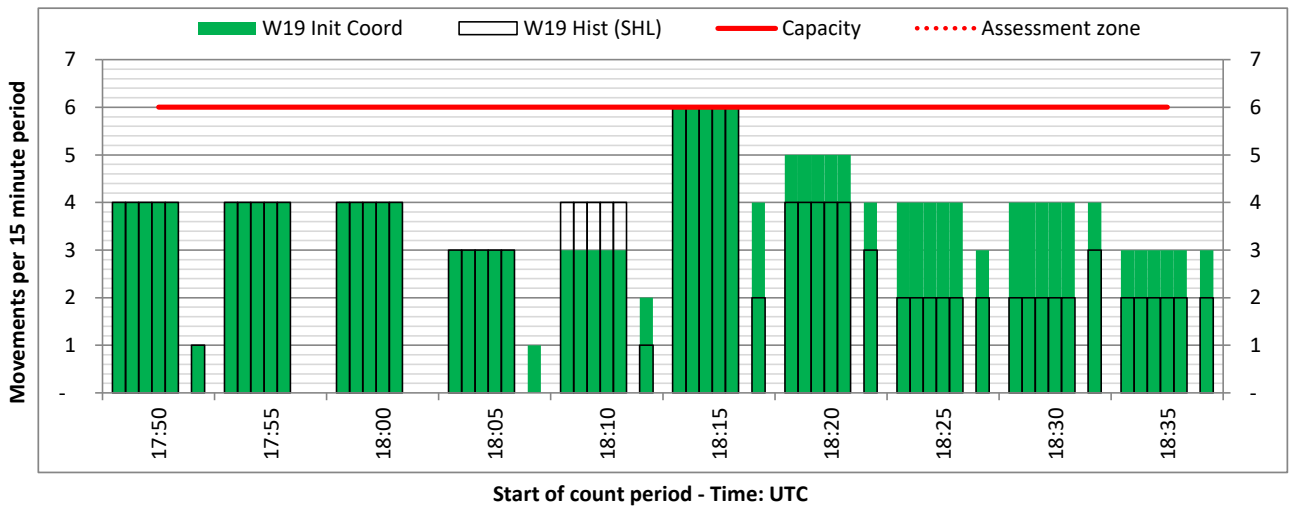
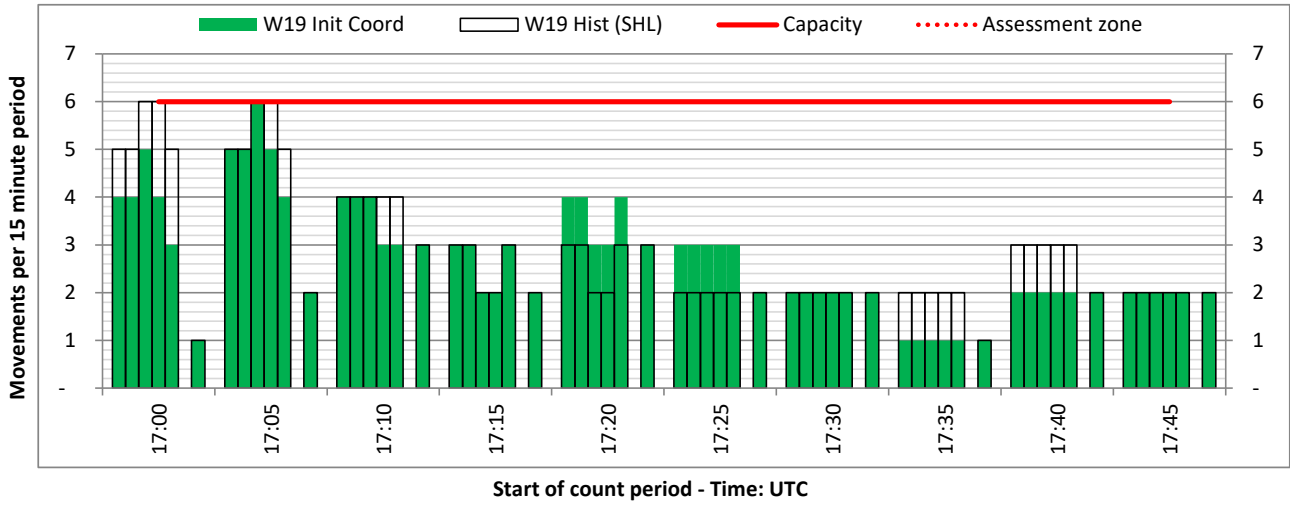
DEPARTURE - 15 minute count rolling every 5 mins (R15/5)



Terminals: All Terminals

Operators: All Operators

Days: 1234567





# Peak Week - Movements Histogram

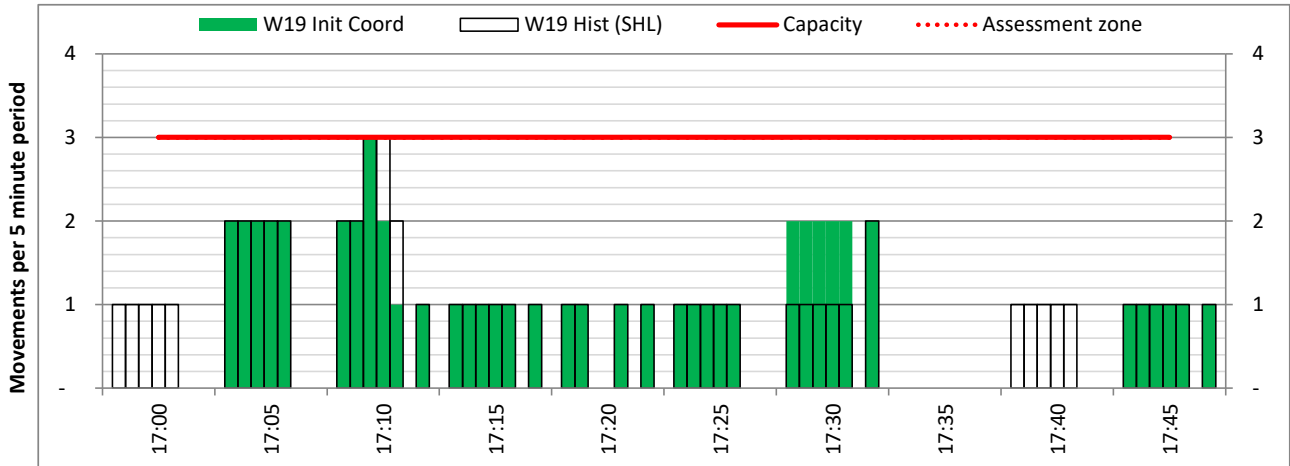
DEPARTURE - 5 minute count rolling every 5 mins (R5)



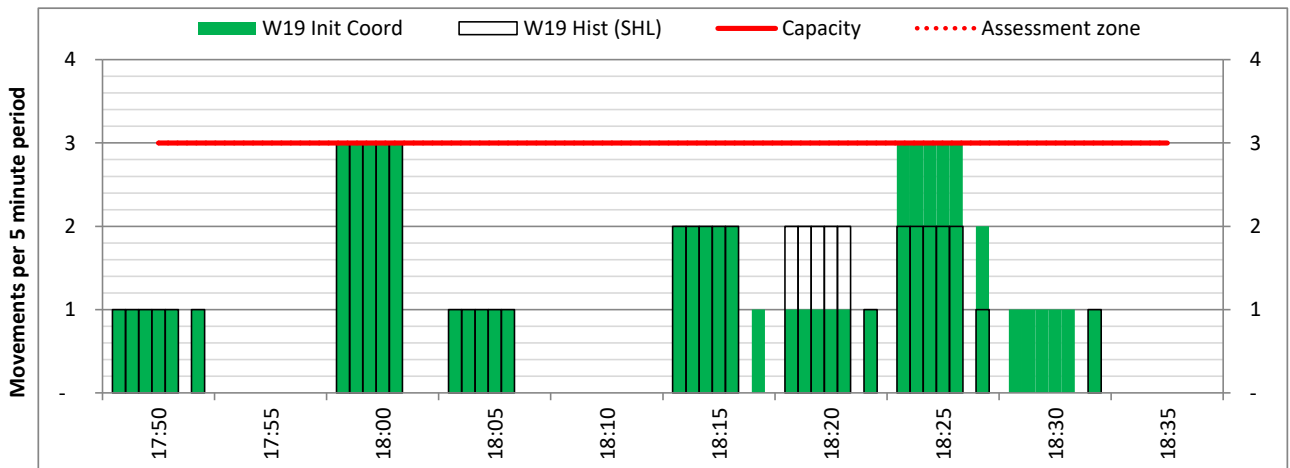
Terminals: All Terminals

Operators: All Operators

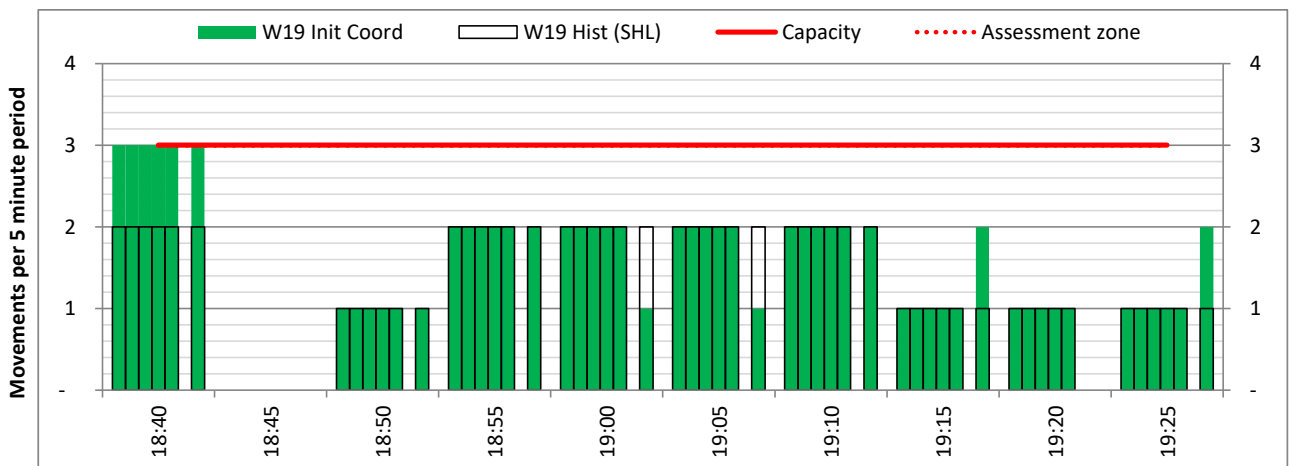
Days: 1234567



Start of count period - Time: UTC



Start of count period - Time: UTC



Start of count period - Time: UTC

# 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>W18 Init Coord</b>	W18 schedule as cleared on Wed 06-Jun-18.
<b>W19 Hist (SHL)</b>	W19 schedule as cleared on Wed 10-Apr-19.
<b>W19 Init Coord</b>	W19 schedule as cleared on Thu 06-Jun-19.
<b>Peak Week</b>	Peak week for W18 is Mon 25-Feb-19 to Sun 03-Mar-19. Peak week for W19 is Mon 24-Feb-20 to Sun 01-Mar-20.

## **For ACL use**

	Airport-Season-Branch-Resource	From date	To date	Time
Full Season Rep 1	LCY-W18-SAL Premerge-Standard	Sun 28-Oct-2018	Sat 30-Mar-2019	UTC
Full Season Rep 2	LCY-W19-SHL-Standard	Sun 27-Oct-2019	Sat 28-Mar-2020	UTC
Full Season Rep 3	LCY-W19-SAL Premerge-Standard	Sun 27-Oct-2019	Sat 28-Mar-2020	UTC
	Airport-Season-Branch-Resource	From date	To date	Time
Peak Week Rep 1	LCY-W18-SAL Premerge-Standard	Mon 25-Feb-2019	Sun 03-Mar-2019	UTC
Peak Week Rep 2	LCY-W19-SHL-Standard	Mon 24-Feb-2020	Sun 01-Mar-2020	UTC
Peak Week Rep 3	LCY-W19-SAL Premerge-Standard	Mon 24-Feb-2020	Sun 01-Mar-2020	UTC