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

#### Winter 2019/20 (W19)



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

#### **Headlines**

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

W19	Start
	196394
	195478
	43127272
	220.62
	98%
	36/0

vs. W18 Start
0.2%
0.6%
1.7%
1.1%

vs. W18 End
1.5%
1.7%
2.8%
1.1%

Report Date: Tue 01-Oct-2019

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- Peak Week Histogram Departure Passengers (T60/30) 4I All Operators
- 18 Peak Week Histogram Departure Passengers (T3H/30) 4I All Operators
- 19 Peak Week Histogram Arrival Passengers (T60/30) 4I All Operators 20 Peak Week Histogram - Arrival Passengers (T2H/30) - 4I - All Operators
- 21 Peak Week Histogram Departure Passengers (T60/30) 5D 5I All Operators
- 22 Peak Week Histogram Arrival Passengers (T60/30) 5I All Operators
- 23 Peak Week Histogram - Arrival Passengers (T60/30) - 5D - All Operators

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								Cha	nge:	W18	to V	V19			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
06	37	37	37	37	37	37	37	06	1	1	1	1	1	1	1	06	38	38	38	38	38	38	38
07	39	39	39	39	39	39	39	07	-1	-1	-1	-1	-1	-1	-1	07	38	38	38	38	38	38	38
08	35	35	35	35	35	35	35	08	2	2	2	2	2	2	2	08	37	37	37	37	37	37	37
09	44	44	44	44	44	44	44	09								09	44	44	44	44	44	44	44
10	42	42	42	42	42	42	42	10	1	1	1	1	1	1	1	10	43	43	43	43	43	43	43
11	37	37	37	37	37	37	37	11	-2	-2	-2	-2	-2	-2	-2	11	35	35	35	35	35	35	35
12	37	37	37	37	37	37	37	12	4	4	4	4	4	4	4	12	41	41	41	41	41	41	41
13	44	44	44	44	44	44	44	13	-3	-3	-3	-3	-3	-3	-3	13	41	41	41	41	41	41	41
14	42	42	42	42	42	42	42	14	1	1	1	1	1	1	1	14	43	43	43	43	43	43	43
15	40	40	40	40	40	40	40	15	-1	-1	-1	-1	-1	-1	-1	15	39	39	39	39	39	39	39
16	41	41	41	41	41	41	41	16								16	41	41	41	41	41	41	41
17	42	42	42	42	42	42	42	17	-1	-1	-1	-1	-1	-1	-1	17	41	41	41	41	41	41	41
18	42	42	42	42	42	42	42	18								18	42	42	42	42	42	42	42
19	43	43	43	43	43	43	43	19								19	43	43	43	43	43	43	43
20	38	38	38	38	38	38	38	20								20	38	38	38	38	38	38	38
21	38	38	38	38	38	38	38	21								21	38	38	38	38	38	38	38
22	18	18	18	18	18	18	18	22	-1	-1	-1	-1	-1	-1	-1	22	17	17	17	17	17	17	17

		٧	V18 [	Эера	rture	es				Cha	nge:	W18	to V	V19				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
06	27	27	27	27	27	27	27	06								06	27	27	27	27	27	27	27
07	43	43	43	43	43	43	43	07								07	43	43	43	43	43	43	43
08	44	44	44	44	44	44	44	08								08	44	44	44	44	44	44	44
09	43	43	43	43	43	43	43	09								09	43	43	43	43	43	43	43
10	44	44	44	44	44	44	44	10								10	44	44	44	44	44	44	44
11	45	45	45	45	45	45	45	11								11	45	45	45	45	45	45	45
12	42	42	42	42	42	42	42	12								12	42	42	42	42	42	42	42
13	45	45	45	45	45	45	45	13								13	45	45	45	45	45	45	45
14	42	42	42	42	42	42	42	14								14	42	42	42	42	42	42	42
15	43	43	43	43	43	43	43	15	1	1	1	1	1	1	1	15	44	44	44	44	44	44	44
16	44	44	44	44	44	44	44	16	-1	-1	-1	-1	-1	-1	-1	16	43	43	43	43	43	43	43
17	44	44	44	44	44	44	44	17								17	44	44	44	44	44	44	44
18	44	44	44	44	44	44	44	18								18	44	44	44	44	44	44	44
19	46	46	46	46	46	46	46	19	-1	-1	-1	-1	-1	-1	-1	19	45	45	45	45	45	45	45
20	39	39	39	39	39	39	39	20	1	1	1	1	1	1	1	20	40	40	40	40	40	40	40
21	28	28	28	28	28	28	28	21								21	28	28	28	28	28	28	28
22	23	23	23	23	23	23	23	22								22	23	23	23	23	23	23	23

#### Peak Week - Allocation and Slot Adjustment Distribution by Operator





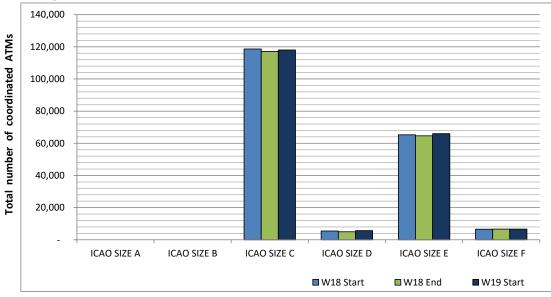
						SLOT AD	JUSTMEN	ITS (MINU	TES OFF	REQUEST	ED TIME)					
Operator	W19 allocated ATMs	0	5	10	15	20	25	30	35	40	45	50	55	60	>60	Requests with NO slot allocated
Aegean Airlines	34	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Aer Lingus Aeroflot	298 64	100.0% 100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Aeromexico	14	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Air Algerie	8	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Air Astana	8	75.0%	25.0%	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 Canada Air China	120 40	88.3% 95.0%	5.8% 0.0%	0.0%	5.8% 0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0% 5.0%	=
Air France	84	90.5%	0.0%	0.0%	8.3%	1.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Air India	56	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Air Malta	28	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Air Mauritius Air New Zealand	6 14	83.3% 50.0%	0.0%	16.7% 0.0%	0.0%	0.0% 50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Air New Zealanu Air Serbia	14	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Alitalia	65	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	=
All Nippon Airways	14	50.0%	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
American Airlines	270	99.6%	0.0%	0.0%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Asiana Airlines Austrian Airlines	10 56	50.0% 98.2%	0.0%	0.0%	0.0%	50.0% 0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Austrian Airlines	14	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Azerbaijan Airlines	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%	-
Beijing Capital Airlines	4	25.0%	25.0%	25.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Biman Bangladesh	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%	-
British Airways Bulgaria Air	4,672 8	93.1% 50.0%	4.8% 0.0%	1.0% 0.0%	0.5% 0.0%	0.2% 0.0%	0.1% 0.0%	0.0% 0.0%	0.0%	0.0% 0.0%	0.0% 0.0%	0.1%	0.0% 50.0%	0.0%	0.0%	-
Cathay Pacific	74	89.2%	9.5%	1.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
China Eastern	14	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
China Southern	24	95.8%	0.0%	0.0%	0.0%	4.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Cobalt Air	- 8	100.0%	0.00/	0.007	0.0%	0.00/	0.00/	0.0%	0.0%	0.00/	0.007	0.0%	0.0%	0.007	0.0%	-
Croatia Airlines Delta Air Lines	154	94.8%	0.0%	0.0% 4.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Egypt Air	30	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	_
El Al Israel Airlines	22	77.3%	22.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Emirates	84	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	=
Ethiopian Airlines	18	61.1% 75.0%	0.0% 12.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	27.8% 0.0%	11.1% 0.0%	=
Etihad Airways European Air Transport (DHL)	56 19	63.2%	36.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
EVA Air	14	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%	-
Finnair	84	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Flybe Garuda Indonesia	162	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Gulf Air	28	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Hainan Airlines Iberia	4 112	100.0% 87.5%	0.0% 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% 0.0%	0.0% 0.0%	0.0% 0.0%	0.0%	0.0% 0.0%	-
Icelandair Iran Air	26	73.1%	26.9% 0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Japan Airlines	28	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Jet Airways Kenya Airways	14	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
KLM Royal Dutch Airlines Korean Air	144 16	100.0% 100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Kuwait Airways	24	87.5%	0.0%	4.2%	4.2%	0.0%	0.0%	4.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
LOT Polish Airlines Lufthansa	40 494	100.0% 99.0%	0.0% 0.4%	0.0% 0.6%	0.0% 0.0%	0.0% 0.0%	0.0% 0.0%	0.0% 0.0%	0.0% 0.0%	0.0% 0.0%	0.0% 0.0%	0.0% 0.0%	0.0%	0.0%	0.0% 0.0%	-
Malaysia Airlines Middle East Airlines	28 28	75.0% 100.0%	25.0% 0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Oman Air	28	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0% 0.0%	-
Philippine Airlines PIA Pakistan International	10 20	100.0% 100.0%	0.0% 0.0%	0.0% 0.0%	0.0% 0.0%	0.0% 0.0%	0.0% 0.0%	0.0% 0.0%	0.0% 0.0%	0.0% 0.0%	0.0% 0.0%	0.0% 0.0%	0.0% 0.0%	0.0% 0.0%	0.0% 0.0%	-
Qantas Qatar Airways	28 84	75.0% 100.0%	25.0% 0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Royal Air Maroc	18	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Royal Brunei Airlines Royal Jordanian	14 14	21.4% 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%	14.3% 0.0%	0.0% 0.0%	0.0% 0.0%	0.0% 0.0%	0.0%	64.3% 0.0%	-
SAS Scandinavian	216	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%	-
Saudia Shenzhen Airlines	28 6	96.4% 66.7%	0.0% 0.0%	0.0% 0.0%	0.0% 0.0%	0.0% 33.3%	0.0% 0.0%	3.6% 0.0%	0.0% 0.0%	0.0% 0.0%	0.0% 0.0%	0.0% 0.0%	0.0% 0.0%	0.0% 0.0%	0.0% 0.0%	-
Singapore Airlines South African Airways	58 14	100.0% 100.0%	0.0% 0.0%	0.0% 0.0%	0.0%	0.0% 0.0%	0.0%	0.0% 0.0%	0.0%	0.0% 0.0%	0.0% 0.0%	0.0%	0.0%	0.0% 0.0%	0.0%	-
SriLankan Airlines	18 168	100.0% 97.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Swiss International TAM Airlines	14	100.0%	2.4% 0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
TAP Air Portugal Tarom	76 14	100.0% 100.0%	0.0% 0.0%	0.0% 0.0%	0.0%	0.0%	0.0%	0.0% 0.0%	0.0%	0.0% 0.0%	0.0% 0.0%	0.0%	0.0%	0.0%	0.0%	-
Thai Airways	28 10	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Tianjin Airlines Tunisair	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%	-
Turkish Airlines Turkmenistan Airlines	74	90.5%	9.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
United Airlines	236	92.4% 100.0%	3.0% 0.0%	2.5% 0.0%	0.0%	2.1% 0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Uzbekistan Airways Vietnam Airlines	4 14	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Virgin Atlantic Vueling	348 14	98.0% 100.0%	0.0% 0.0%	1.7% 0.0%	0.0%	0.0%	0.0%	0.0% 0.0%	0.0%	0.3% 0.0%	0.0% 0.0%	0.0%	0.0%	0.0%	0.0%	-
TOTAL	9,234	94.4%	3.2%	1.1%	0.4%	0.3%	0.1%	0.0%	0.0%	0.1%	0.0%	0.1%	0.0%	0.1%	0.2%	_
IUIAL	3,234	34.4/0	3.270	1.1/0	0.4%	0.5%	0.1%	0.0%	0.0%	0.1%	0.0%	0.176	0.0%	0.170	0.270	-

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 Start or W18 End schedules.

# **Full Season - Aircraft Size Analysis**

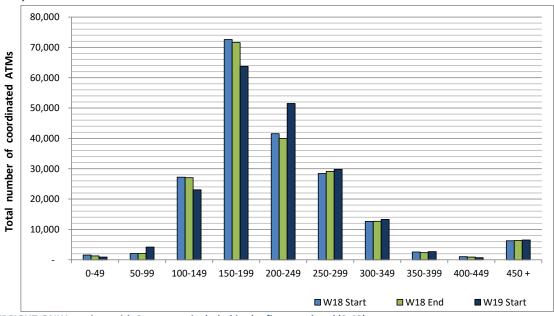


#### **ICAO** size designation



Note: See Glossary for definitions of ICAO SIZE groupings

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

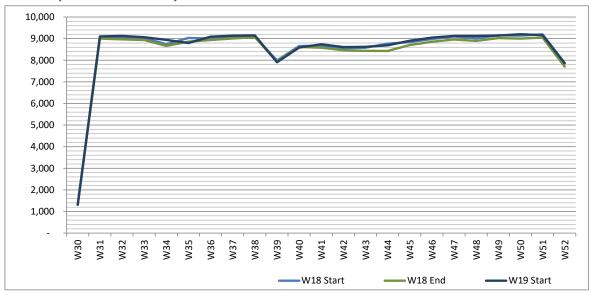


Note: FREIGHT-ONLY services with 0 seats are included in the first seat band '0-49'

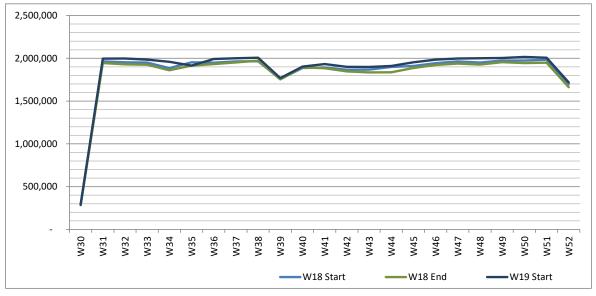
# **Full Season - Seasonality**



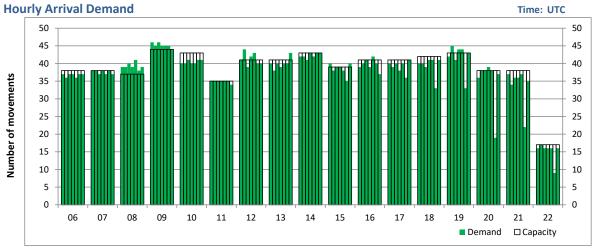
#### Air Transport Movements by week of season



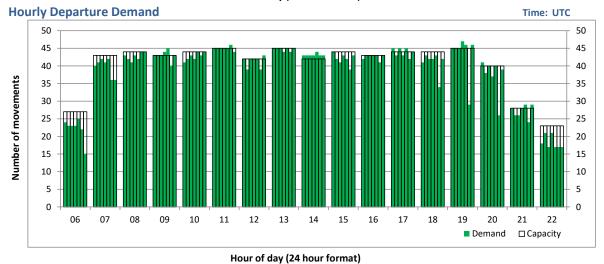
#### Air Transport Movement Seats by week of season







#### Hour of day (24 hour format)

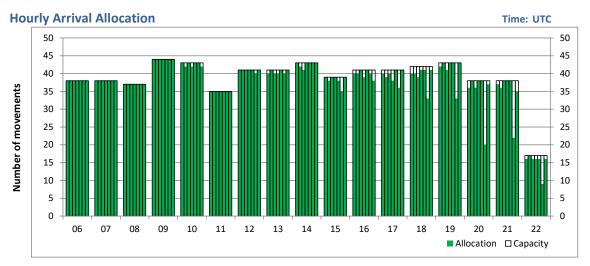


nour or day (24 nour ronnat)

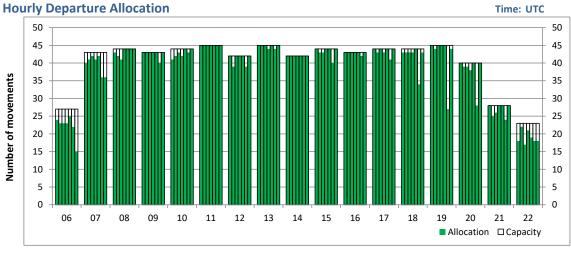
# **Peak Week - Hourly Runway Allocation**







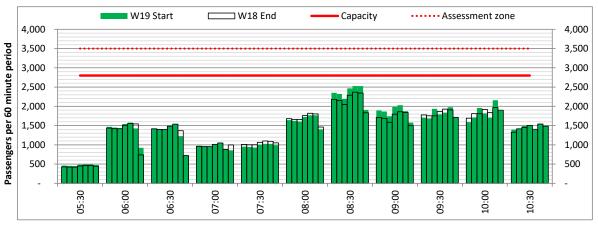
Hour of day (24 hour format)



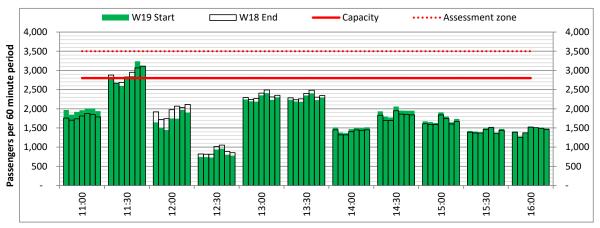
Hour of day (24 hour format)



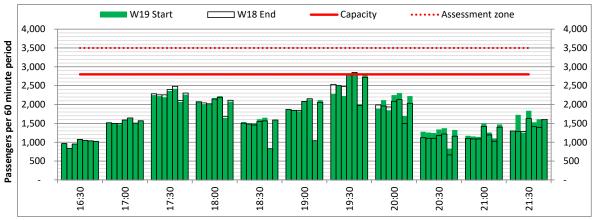




Start of count period - Time: UTC



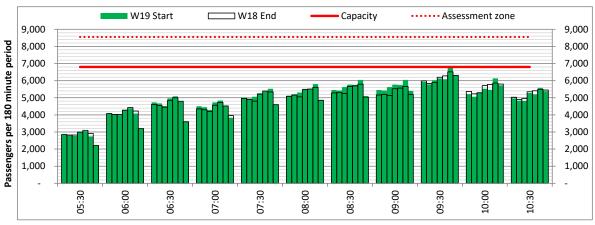
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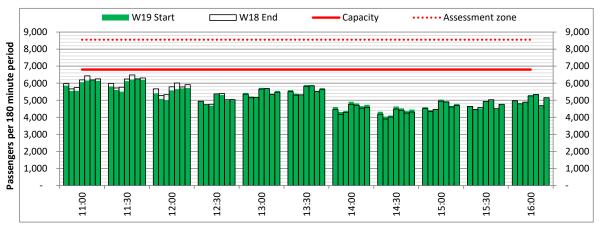
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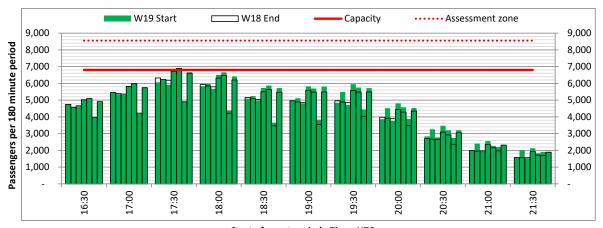




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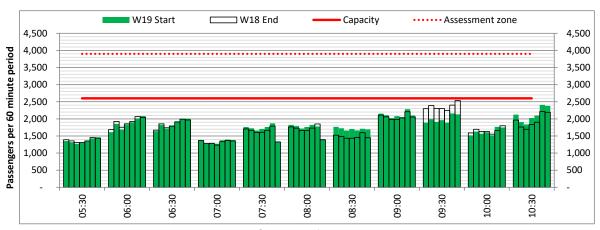
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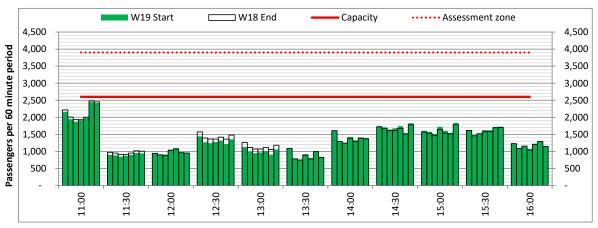
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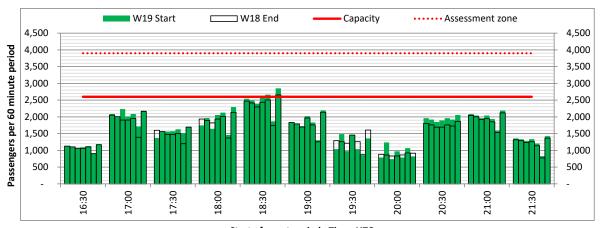




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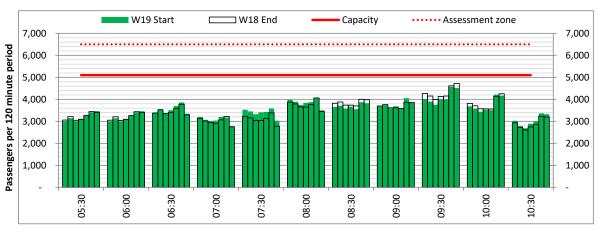
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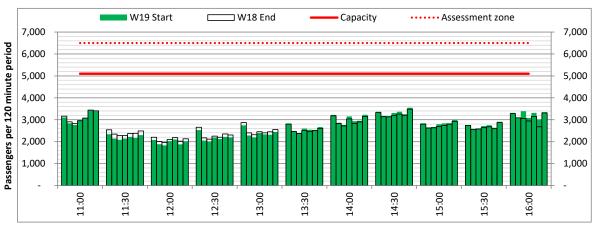
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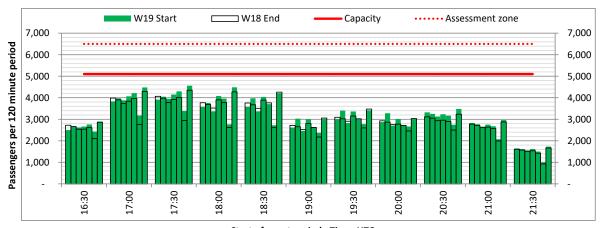




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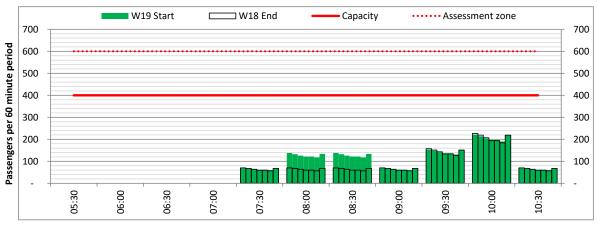
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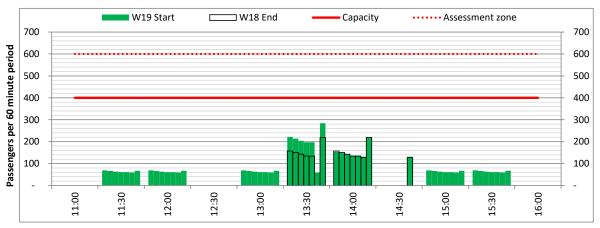
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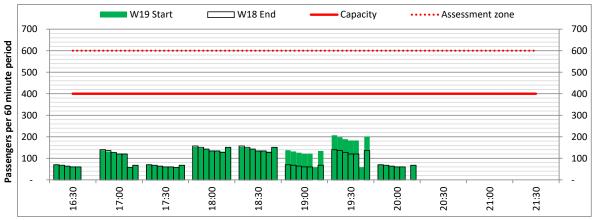




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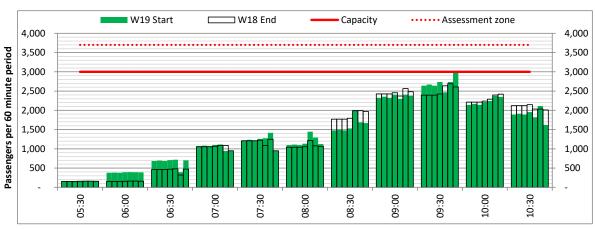
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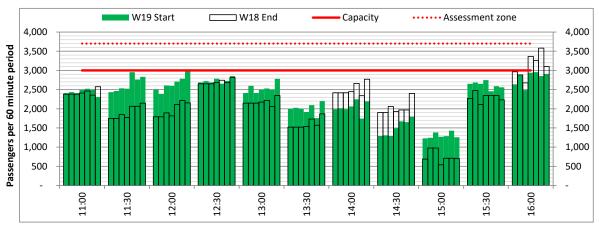
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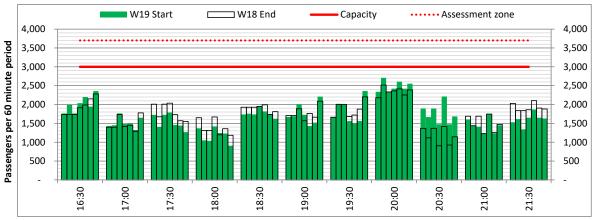




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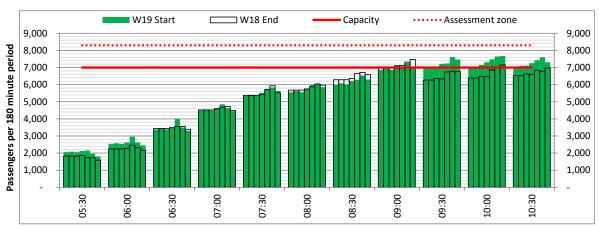
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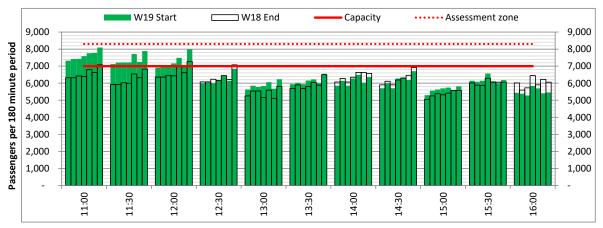
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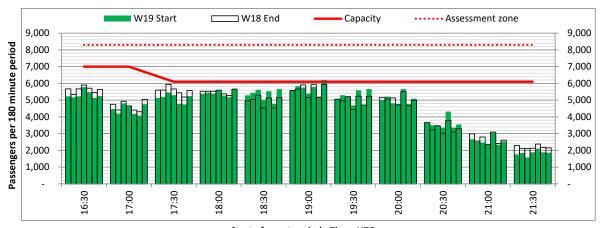




Start of count period - Time: UTC



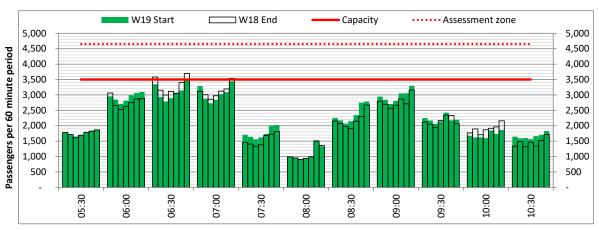
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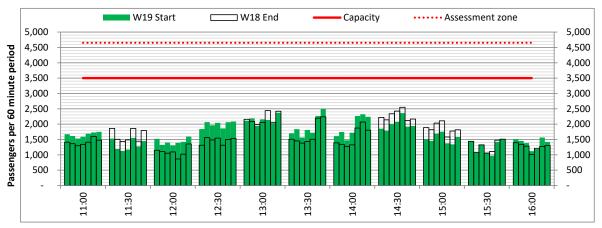
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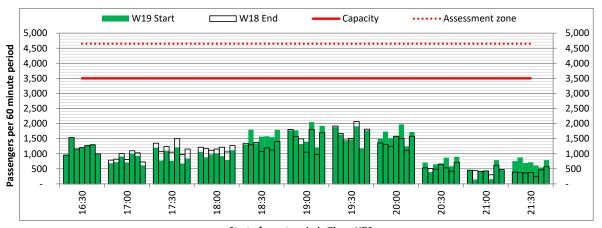




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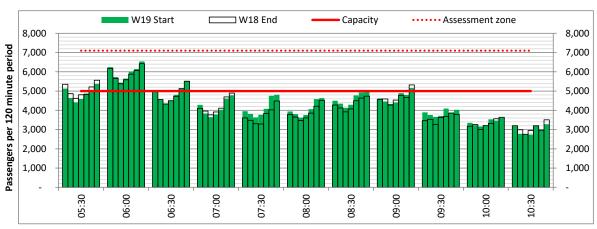
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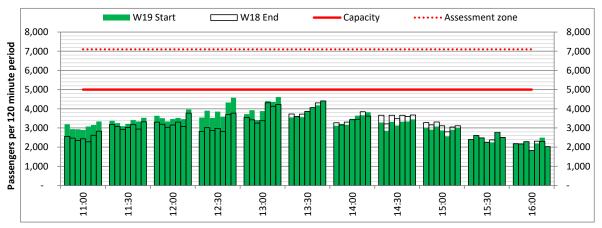
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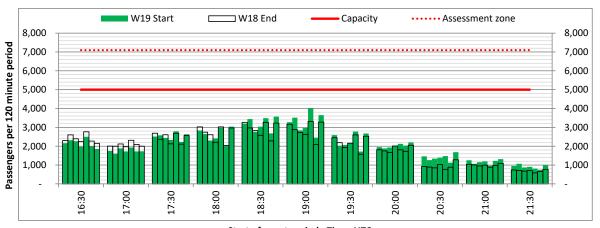




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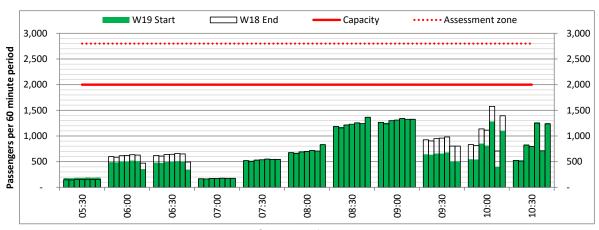
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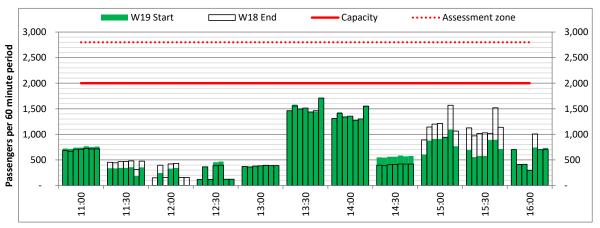
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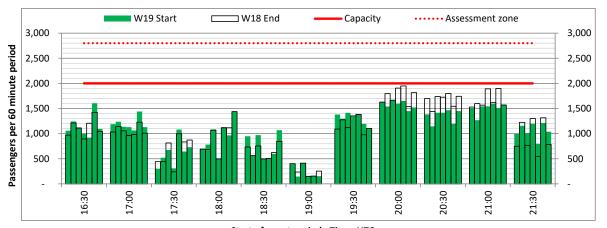




Start of count period - Time: UTC



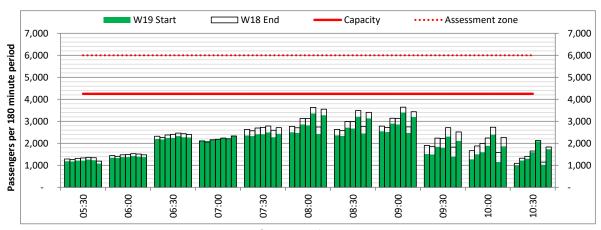
Start of count period - Time: UTC



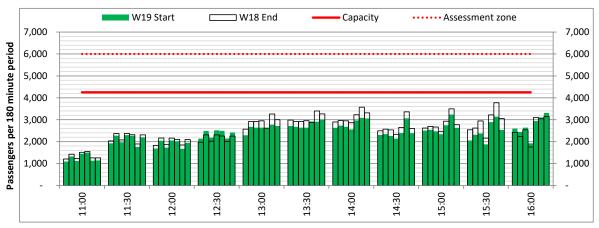
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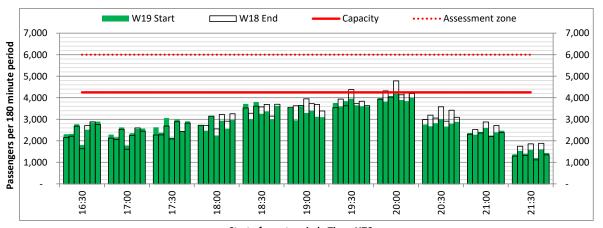




Start of count period - Time: UTC



Start of count period - Time: UTC

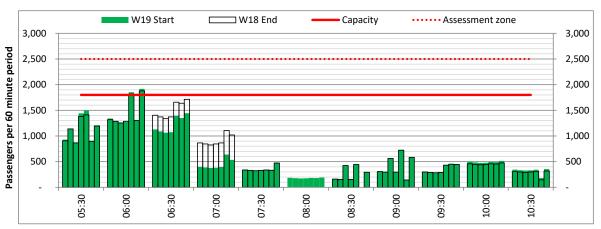


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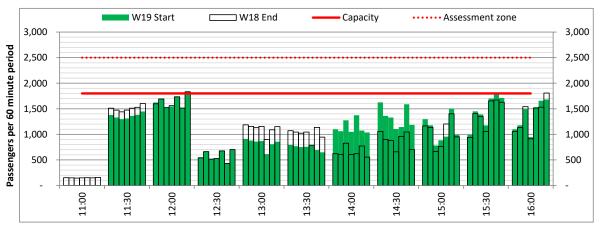




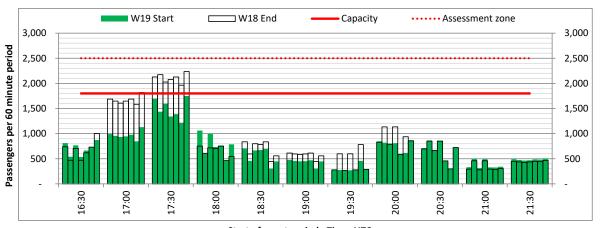
Terminals: 4I Operators: All Operators Days: 1234567



Start of count period - Time: UTC



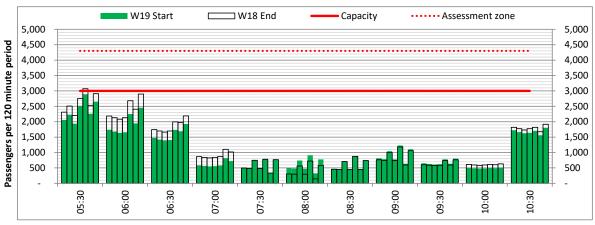
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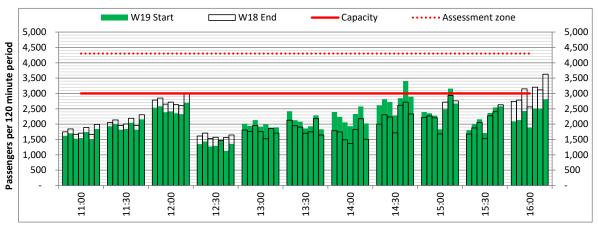
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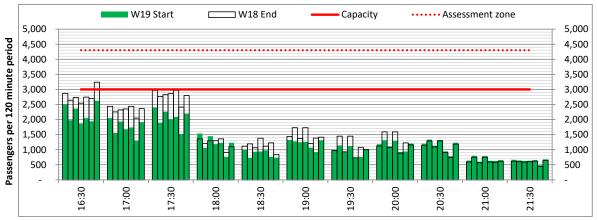




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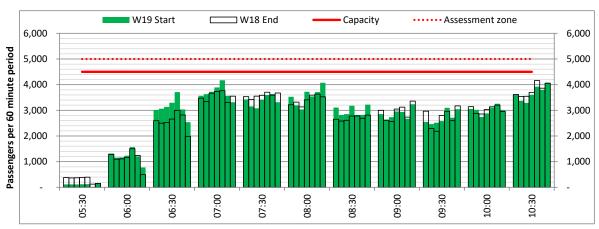
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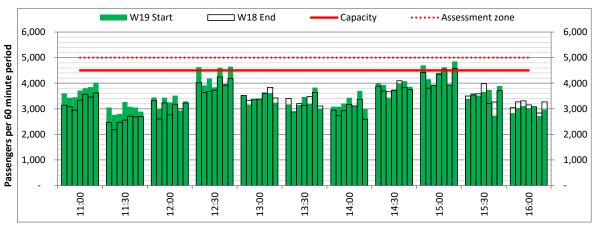
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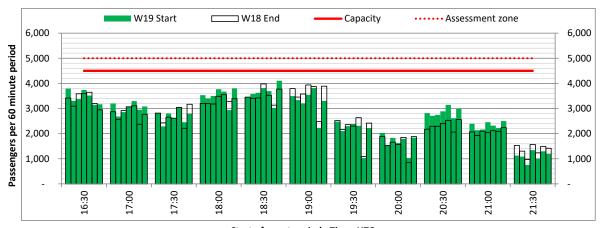




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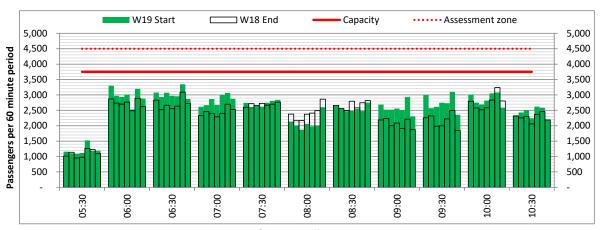
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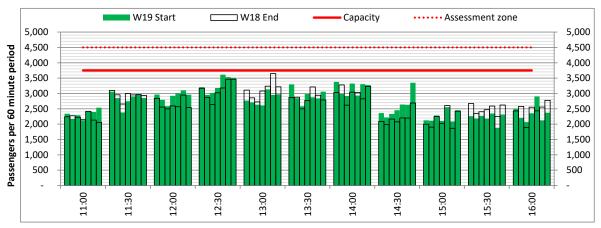
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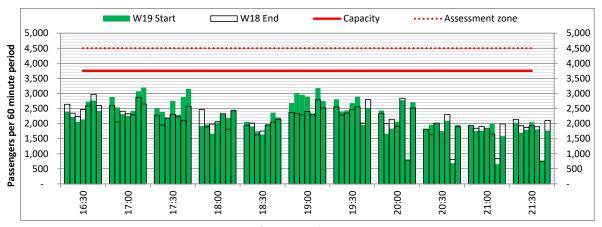




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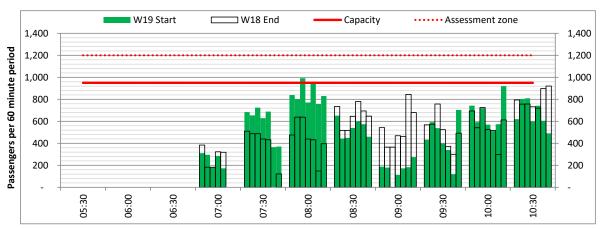
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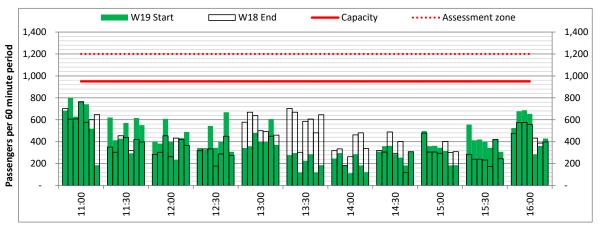
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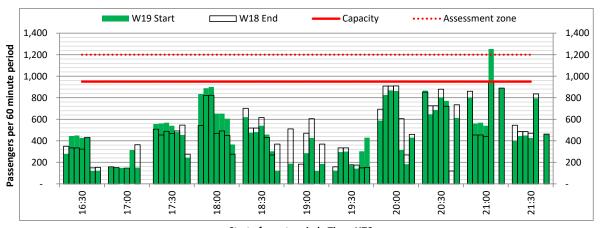




Start of count period - Time: UTC



Start of count period - Time: UTC



Start of count period - Time: UTC

#### **Glossary**



Air Transport Movement (ATM) Any aircraft movement which is either a scheduled or chartered passenger or

cargo flight.

Common Travel Area (CTA) Origin or Destination is in Republic of Ireland or the Channel Islands.

**Demand** Unconstrained demand before any schedule adjustments have been made.

"Fill-in" These are gaps in a historic series of slots which the carrier requests to "Fill-in"

at Initial Submissions - Fill-ins will be recognisably part of the historic series and

will have the same flight details to qualify as a "Fill-in".

Hist (SHL) Snapshot of historic schedule rolled over from end of the previous equivalent

season - as advised to airlines in the SHLs.

ICAO Size A

Aircraft with wingspan between 0.00m - 14.99m.

ICAO Size B

Aircraft with wingspan between 15.00m - 23.99m.

ICAO Size C

Aircraft with wingspan between 24.00m - 35.99m.

ICAO Size D

Aircraft with wingspan between 36.00m - 51.99m.

ICAO Size E

Aircraft with wingspan between 52.00m - 64.99m.

ICAO Size F

Aircraft with wingspan between 65.00m - 80.00m.

Init Coord Snapshot of schedule immediately after Initial Coordination is completed - as

advised to airlines in the SALs.

Passenger Air Transport Movement (PATM) Any aircraft movement which is either a scheduled or chartered passenger

light.

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** 

W18 Start W18 schedule as cleared on Tue 18-Sep-18.
W18 End W18 schedule as cleared on Mon 05-Mar-18.
W19 Start W19 schedule as cleared on Wed 25-Sep-19.

Peak Week Peak week for W18 is Mon 11-Feb-19 to Sun 17-Feb-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	LHR-W18-SOS Report-Standard	Sun 28-Oct-2018	Sat 30-Mar-2019	UTC
Full Season Rep 2	LHR-W18-Live-Standard	Sun 28-Oct-2018	Sat 30-Mar-2019	UTC
Full Season Rep 3	LHR-W19-SOS Report-Standard	Sun 27-Oct-2019	Sat 28-Mar-2020	UTC
	Airport-Season-Branch-Resource	From date	To date	Time
Peak Week Rep 1	LHR-W18-SOS REPORT BASELINE-Baseline	Mon 11-Feb-2019	Sun 17-Feb-2019	UTC
Peak Week Rep 2	LHR-W18-Baseline-Baseline	Mon 11-Feb-2019	Sun 17-Feb-2019	UTC
Peak Week Rep 3	LHR-W19-SOS Baseline-Baseline	Mon 24-Feb-2020	Sun 01-Mar-2020	UTC