

### Initial Coordination Report

Report Date: Fri 01-Nov-2019

#### 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)

S20 Init Coord	vs. S19 Init Coord	vs. S20 Hist (SHL)
289,892	▲ 0.1%	▲ 0.2%
288,783	▲ 0.1%	▲ 0.2%
64,412,486	▲ 3.3%	▲ 4.0%
223	▲ 3.2%	▲ 3.8%
90.9%		

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S19 scheduling season runs from Sun 31-Mar-2019 to Sat 26-Oct-2019 (210 days).

S20 scheduling season runs from Sun 29-Mar-2020 to Sat 24-Oct-2020 (210 days).

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# Runway Scheduling Limits



## Declared Hourly Movement Capacity

S19 Arrivals							Change: S19 to S20							S20 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	39	39	39	39	39	39	39	05								05	39	39	39	39	39	39	39
06	39	39	39	39	39	39	39	06								06	39	39	39	39	39	39	39
07	39	39	39	39	39	39	39	07								07	39	39	39	39	39	39	39
08	44	44	44	44	44	44	44	08	2	2	2	2	2	2	2	08	46	46	46	46	46	46	46
09	43	43	43	43	43	43	43	09	-2	-2	-2	-2	-2	-2	-2	09	41	41	41	41	41	41	41
10	40	40	40	40	40	40	40	10	1	1	1	1	1	1	1	10	41	41	41	41	41	41	41
11	41	41	41	41	41	41	41	11	-1	-1	-1	-1	-1	-1	-1	11	40	40	40	40	40	40	40
12	41	41	41	41	41	41	41	12	2	2	2	2	2	2	2	12	43	43	43	43	43	43	43
13	40	40	40	40	40	40	40	13								13	40	40	40	40	40	40	40
14	40	40	40	40	40	40	40	14	-1	-1	-1	-1	-1	-1	-1	14	39	39	39	39	39	39	39
15	44	44	44	44	44	44	44	15								15	44	44	44	44	44	44	44
16	42	42	42	42	42	42	42	16	-3	-3	-3	-3	-3	-3	-3	16	39	39	39	39	39	39	39
17	45	45	45	45	45	45	45	17	1	1	1	1	1	1	1	17	46	46	46	46	46	46	46
18	43	43	43	43	43	43	43	18	-1	-1	-1	-1	-1	-1	-1	18	42	42	42	42	42	42	42
19	39	39	39	39	39	39	39	19	1	1	1	1	1	1	1	19	40	40	40	40	40	40	40
20	42	42	42	42	42	42	42	20								20	42	42	42	42	42	42	42
21	25	25	25	25	25	25	25	21	1	1	1	1	1	1	1	21	26	26	26	26	26	26	26

S19 Departures							Change: S19 to S20							S20 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	25	25	25	25	25	25	25	05	-1	-1	-1	-1	-1	-1	-1	05	24	24	24	24	24	24	24
06	45	45	45	45	45	45	45	06								06	45	45	45	45	45	45	45
07	41	41	41	41	41	41	41	07	1	1	1	1	1	1	1	07	42	42	42	42	42	42	42
08	46	46	46	46	46	46	46	08								08	46	46	46	46	46	46	46
09	43	43	43	43	43	43	43	09								09	43	43	43	43	43	43	43
10	43	43	43	43	43	43	43	10								10	43	43	43	43	43	43	43
11	42	42	42	42	42	42	42	11								11	42	42	42	42	42	42	42
12	43	43	43	43	43	43	43	12								12	43	43	43	43	43	43	43
13	45	45	45	45	45	45	45	13	1	1	1	1	1	1	1	13	46	46	46	46	46	46	46
14	45	45	45	45	45	45	45	14	-1	-1	-1	-1	-1	-1	-1	14	44	44	44	44	44	44	44
15	44	44	44	44	44	44	44	15	2	2	2	2	2	2	2	15	46	46	46	46	46	46	46
16	44	44	44	44	44	44	44	16	-3	-3	-3	-3	-3	-3	-3	16	41	41	41	41	41	41	41
17	44	44	44	44	44	44	44	17	1	1	1	1	1	1	1	17	45	45	45	45	45	45	45
18	45	45	45	45	45	45	45	18								18	45	45	45	45	45	45	45
19	45	45	45	45	45	45	45	19	-2	-2	-2	-2	-2	-2	-2	19	43	43	43	43	43	43	43
20	30	30	30	30	30	30	30	20	2	2	2	2	2	2	2	20	32	32	32	32	32	32	32
21	32	32	32	32	32	32	32	21								21	32	32	32	32	32	32	32

# Coordinator's Report



Total demand	<b>315,597</b>	slots
Total slots allocated	<b>289,892</b>	slots
Number of slots cleared OK	<b>263,613</b>	slots

**91.86%** of total demand  
**90.93%** of total slots cleared

## Slots adjusted (not OK) due to:

RUNWAY constraints	<b>24,329</b>	slots	<b>92.6%</b> of total slots adjusted
TERMINAL constraints	<b>390</b>	slots	<b>1.5%</b> of total slots adjusted
STAND constraints	<b>-</b>	slots	<b>0.0%</b> of total slots adjusted
NIGHT constraints	<b>-</b>	slots	<b>0.0%</b> of total slots adjusted
OTHER constraints	<b>-</b>	slots	<b>0.0%</b> of total slots adjusted
RR/DEP TURNAROUND feasibility	<b>1,560</b>	slots	<b>5.9%</b> of total slots adjusted

## Peak Week - Initial Coordination Analysis



Operator	S20 HISTORIC SLOTS				HISTORIC RECLAIM STATISTICS					NEW SLOT REQUESTS								
	Historic slots	Lost Historics (N80 & MU)	Unclaimed Historics	Reclaimed Historics	Incl. Time Change	Incl. Seat Increase	Incl. Day change	Incl. A+D or D+X swap	Demand - New Requests	Allocated - Year Round Incumbent	Allocated - Year Round New Entrant	Allocated - New Incumbent	Allocated - New Entrant	Allocated - "Fill-in"	Total Demand at Initial Submissions	Total Allocation (SAI)	% of demand with a slot allocated	
Aegean Airlines	42	-	-	42	0.0%	0.0%	0.0%	0.0%	14	-	-	-	-	-	56	42	75.0%	
Aer Lingus	326	-	-	326	0.6%	4.3%	0.3%	0.0%	4	-	-	-	-	-	330	326	98.8%	
Aeroflot	70	-	-	70	1.4%	14.3%	0.0%	0.0%	-	-	-	-	-	-	70	70	100.0%	
Aeromexico	14	-	-	14	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	14	14	100.0%	
Air Algerie	10	-	-	10	0.0%	20.0%	0.0%	0.0%	4	-	-	-	-	-	14	10	71.4%	
Air Astana	8	-	-	8	0.0%	0.0%	0.0%	0.0%	6	-	-	-	-	-	14	8	57.1%	
Air Canada	154	-	-	154	0.0%	36.4%	0.0%	0.0%	-	-	-	-	-	-	154	154	100.0%	
Air China	48	-	-	48	0.0%	0.0%	0.0%	0.0%	14	-	-	-	-	-	62	48	77.4%	
Air France	84	-	-	84	16.7%	33.3%	0.0%	0.0%	14	-	-	-	-	-	98	84	85.7%	
Air India	56	-	-	56	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	56	56	100.0%	
Air Malta	30	-	-	30	0.0%	0.0%	0.0%	0.0%	4	-	-	-	-	-	34	30	88.2%	
Air Mauritius	6	-	-	6	0.0%	0.0%	0.0%	0.0%	2	-	-	-	-	-	8	6	75.0%	
Air New Zealand	14	-	-	14	100.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	14	14	100.0%	
Air Serbia	32	-	-	32	0.0%	43.8%	0.0%	0.0%	2	-	-	-	-	-	34	32	94.1%	
AirBridgeCargo	-	-	-	-	0.0%	0.0%	0.0%	0.0%	6	-	-	-	-	-	6	-	0.0%	
Alitalia	68	-	-	68	0.0%	0.0%	0.0%	0.0%	16	-	-	-	-	-	84	68	81.0%	
All Nippon Airways	14	-	-	14	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	14	14	100.0%	
American Airlines	294	-	-	294	0.7%	7.1%	0.0%	0.0%	14	-	-	-	-	-	308	294	95.5%	
Arkaia	-	-	-	-	0.0%	0.0%	0.0%	0.0%	6	-	-	-	-	-	6	-	0.0%	
Asiana Airlines	14	-	-	14	50.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	14	14	100.0%	
Aurigny Air Services	-	-	-	-	0.0%	0.0%	0.0%	0.0%	56	-	-	-	-	-	56	-	0.0%	
Austrian Airlines	56	-	-	56	12.5%	0.0%	0.0%	0.0%	-	-	-	-	-	-	56	56	100.0%	
Avianca	14	-	-	14	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	14	14	100.0%	
Azerbaijan Airlines	6	-	-	6	0.0%	0.0%	0.0%	0.0%	2	-	-	-	-	-	8	6	75.0%	
Beijing Capital Airlines	4	-	-	4	50.0%	0.0%	0.0%	0.0%	2	-	-	-	-	-	6	4	66.7%	
Bindar Bangladesh	8	-	-	8	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	8	8	100.0%	
British Airways	4,887	-	-	4,887	42.5%	39.6%	0.0%	0.0%	1	-	-	-	-	-	4,888	4,887	100.0%	
Bulgaria Air	10	-	-	10	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	10	10	100.0%	
Cathay Pacific	74	-	-	74	47.3%	56.8%	0.0%	0.0%	-	-	-	-	-	-	74	74	100.0%	
China Eastern	14	-	-	14	0.0%	0.0%	0.0%	0.0%	14	-	-	-	-	-	28	14	50.0%	
China Southern	24	-	-	24	0.0%	0.0%	0.0%	0.0%	18	-	-	-	-	-	42	28	66.7%	
Croatia Airlines	8	-	-	8	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	8	8	100.0%	
Delta Air Lines	138	-	-	138	60.1%	65.9%	0.0%	0.0%	30	-	-	-	-	-	168	138	82.1%	
Egypt Air	30	-	-	30	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	30	30	100.0%	
EI Al Israel Airlines	22	-	-	22	22.7%	0.0%	0.0%	0.0%	2	-	-	-	-	-	24	22	91.7%	
Emirates	84	-	-	84	8.3%	0.0%	0.0%	0.0%	4	-	-	-	-	-	88	84	95.5%	
Ethiopian Airlines	14	-	-	14	21.4%	0.0%	0.0%	0.0%	-	-	-	-	-	-	14	14	100.0%	
Etihad Airways	70	-	-	70	40.0%	20.0%	0.0%	0.0%	-	-	-	-	-	-	70	70	100.0%	
European Air Transport (DHL)	25	-	-	25	44.0%	0.0%	0.0%	0.0%	17	-	-	-	-	-	42	25	59.5%	
EVA Air	14	-	-	14	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	14	14	100.0%	
Finnair	84	-	-	84	8.3%	33.3%	0.0%	0.0%	-	-	-	-	-	-	84	84	100.0%	
Flybe	204	-	-	204	6.9%	0.0%	0.0%	0.0%	62	-	-	-	-	-	266	204	76.7%	
Garuda Indonesia	6	-	-	6	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	6	6	100.0%	
Georgian Airways	-	-	-	-	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	-	-	-	
Gulf Air	28	-	-	28	25.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	28	28	100.0%	
Hainan Airlines	6	-	-	6	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	6	6	100.0%	
Hong Kong Airlines	-	-	-	-	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	-	-	-	
Iberia	112	-	-	112	56.3%	12.5%	0.0%	0.0%	-	-	-	-	-	-	112	112	100.0%	
Iberia Express	-	-	-	-	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	-	-	-	
Icelandair	28	-	-	28	100.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	28	28	100.0%	
Indigo	-	-	-	-	0.0%	0.0%	0.0%	0.0%	42	-	-	-	-	-	42	-	0.0%	
Iran Air	6	-	-	6	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	6	6	100.0%	
Japan Airlines	28	-	-	28	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	28	28	100.0%	
Jet Airways	-	-	-	-	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	-	-	-	
Kenya Airways	14	-	-	14	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	14	14	100.0%	
KLM Royal Dutch Airlines	140	-	-	140	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	140	140	100.0%	
Korean Air	18	-	-	18	0.0%	0.0%	0.0%	0.0%	2	-	-	-	-	-	20	18	90.0%	
Kuwait Airways	24	-	-	24	0.0%	0.0%	0.0%	0.0%	18	-	-	-	-	-	42	24	57.1%	
LAN Airlines	-	-	-	-	0.0%	0.0%	0.0%	0.0%	28	-	-	-	-	-	28	-	0.0%	
Loganair	-	-	-	-	0.0%	0.0%	0.0%	0.0%	42	-	-	-	-	-	42	-	0.0%	
LOT Polish Airlines	42	-	-	42	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	42	42	100.0%	
Lufthansa	512	-	-	512	2.0%	18.4%	0.0%	0.0%	-	-	-	-	-	-	512	512	100.0%	
Luxair	-	-	-	-	0.0%	0.0%	0.0%	0.0%	26	-	-	-	-	-	26	-	0.0%	
Malaysia Airlines	28	-	-	28	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	28	28	100.0%	
Middle East Airlines	28	-	-	28	0.0%	100.0%	0.0%	0.0%	-	-	-	-	-	-	28	28	100.0%	
Norwegian Air UK Ltd.	-	-	-	-	0.0%	0.0%	0.0%	0.0%	14	-	-	-	-	-	14	6	42.9%	
Oceanair Linhas Aereas	-	-	-	-	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	-	-	-	
Oman Air	28	-	-	28	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	28	28	100.0%	
Pegasus Airlines	-	-	-	-	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	-	-	-	
Philippine Airlines	10	-	-	10	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	10	10	100.0%	
PIA Pakistan International	20	-	-	20	95.0%	20.0%	0.0%	0.0%	2	-	-	-	-	-	22	20	90.9%	
Qantas	28	-	-	28	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	28	28	100.0%	
Qatar Airways	84	-	-	84	23.8%	33.3%	0.0%	0.0%	6	-	-	-	-	-	90	84	93.3%	
Royal Air Maroc	18	-	-	18	11.1%	100.0%	0.0%	0.0%	-	-	-	-	-	-	18	18	100.0%	
Royal Brunei Airlines	14	-	-	14	100.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	14	14	100.0%	
Royal Jordanian	14	-	-	14	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	14	14	100.0%	
SAS Scandinavian	216	-	-	216	13.9%	0.0%	0.0%	0.0%	16	-	-	-	-	-	232	216	93.1%	
Saudia	28	-	-	28	0.0%	50.0%	0.0%	0.0%	-	-	-	-	-	-	28	28	100.0%	
Shenzhen Airlines	4	-	-	4	0.0%	0.0%	0.0%	0.0%	10	-	-	2	-	-	14	6	42.9%	
Singapore Airlines	60	-	-	60	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	60	60	100.0%	
South African Airways	14	-	-	14	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	14	14	100.0%	
Spicejet	-	-	-	-	0.0%	0.0%	0.0%	0.0%	14	-	-	-	-	-	14	-	0.0%	
SriLankan Airlines	14	-	-	14	0.0%	0.0%	0.0%	0.0%	8	-	-	-	-	-	22	14	63.6%	
Swiss International	166	-	-	166	0.0%	9.6%	0.0%	0.0%	28	-	-	-	-	-	194	166	85.6%	
TAM Airlines	14	-	-	14	100.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	14	14	100.0%	
TAP Air Portugal	88	-	-	88	1.1%	0.0%	0.0%	0.0%	8	-	-	-	-	-	88	88	100.0%	

# Air Transport Movement Allocation by Operator



Comparison between S20 Hist (SHL) vs. S20 Init Coord

Operator	FULL SEASON ALLOCATION							PEAK WEEK ALLOCATION								
	S20 ATMs	S20 ATMs	+/- change	S20 Rank	S20 Seats	S20 Seats	+/- change	S20 Rank	S20 ATMs	S20 ATMs	+/- change	S20 Rank	S20 Seats	S20 Seats	+/- change	S20 Rank
Aegean Airlines	1,260	1,260	0	28	245,700	245,700	0	31	42	42	0	28	8,190	8,190	0	31
Aer Lingus	9,780	9,781	1	4	1,706,760	1,710,294	3,534	5	326	326	0	4	56,892	57,004	112	5
Aeroflot	2,100	2,100	0	21	399,480	404,880	5,400	25	70	70	0	21	13,316	13,496	180	25
Aeromexico	420	420	0	49	102,060	102,060	0	60	14	14	0	49	3,402	3,402	0	60
Air Algerie	300	300	0	66	46,560	55,886	9,326	68	10	10	0	66	1,552	1,758	206	69
Air Astana	240	240	0	70	39,840	39,840	0	75	8	8	0	70	1,328	1,328	0	75
Air Canada	4,419	4,620	201	10	1,299,101	1,479,060	179,959	7	154	154	0	10	44,814	49,302	4,488	7
Air China	1,440	1,440	0	27	408,900	377,400	-31,500	26	48	48	0	27	13,630	12,580	-1,050	26
Air France	2,520	2,520	0	15	436,080	473,340	37,260	22	84	84	0	15	14,536	15,778	1,242	22
Air India	1,680	1,680	0	25	466,200	466,200	0	23	56	56	0	25	15,540	15,540	0	23
Air Malta	900	900	0	31	162,000	162,000	0	45	30	30	0	31	5,400	5,400	0	45
Air Mauritius	180	180	0	73	51,840	51,840	0	71	6	6	0	73	1,728	1,728	0	71
Air New Zealand	420	420	0	49	143,640	143,640	0	49	14	14	0	49	4,788	4,788	0	49
Air Serbia	904	960	56	30	126,904	212,280	85,376	39	32	32	0	30	4,484	7,076	2,592	40
AirBridgeCargo	-	-	0	83	-	-	0	81	-	-	0	83	-	-	0	81
Alitalia	2,040	2,040	0	23	408,000	408,000	0	24	68	68	0	23	13,600	13,600	0	24
All Nippon Airways	420	420	0	49	89,040	89,040	0	63	14	14	0	49	2,968	2,968	0	63
American Airlines	8,820	8,820	0	5	2,546,010	2,517,900	-28,110	4	294	294	0	5	84,867	83,930	-937	4
Arkaia	-	-	0	83	-	-	0	81	-	-	0	83	-	-	0	81
Asiana Airlines	420	420	0	49	130,620	130,620	0	52	14	14	0	49	4,354	4,354	0	52
Aurigny Air Services	-	-	0	83	-	-	0	81	-	-	0	83	-	-	0	81
Austrian Airlines	1,678	1,680	2	25	291,972	292,320	348	29	56	56	0	25	9,744	9,744	0	29
Avianca	420	420	0	49	105,000	105,000	0	57	14	14	0	49	3,500	3,500	0	57
Azerbaijan Airlines	180	180	0	73	37,800	37,800	0	76	6	6	0	73	1,260	1,260	0	76
Beijing Capital Airlines	120	120	0	80	26,640	26,640	0	79	4	4	0	80	888	888	0	79
Biman Bangladesh	240	240	0	70	100,560	100,560	0	61	8	8	0	70	3,352	3,352	0	61
British Airways	146,610	146,610	0	1	28,925,970	30,453,930	1,527,960	1	4,887	4,887	0	1	964,199	1,015,131	50,932	1
Bulgaria Air	300	300	0	66	42,000	42,000	0	73	10	10	0	66	1,400	1,400	0	73
Cathay Pacific	2,220	2,220	0	20	73,520	77,280	35,280	14	74	74	0	20	24,584	25,760	1,176	14
China Airlines	-	-	0	83	-	-	0	81	-	-	0	83	-	-	0	81
China Eastern	420	420	0	49	131,880	131,880	0	50	14	14	0	49	4,396	4,396	0	50
China Southern	720	840	120	33	204,540	236,460	31,920	36	24	28	4	33	6,818	7,882	1,064	36
Croatia Airlines	240	240	0	70	36,360	36,360	0	77	8	8	0	70	1,212	1,212	0	77
Delta Air Lines	4,140	4,140	0	12	1,028,430	1,063,530	35,100	11	138	138	0	12	34,281	35,451	1,170	11
Egypt Air	876	874	-2	32	215,184	210,456	-4,728	40	30	30	0	31	7,288	7,140	-148	39
El Al Israel Airlines	660	660	0	45	229,680	182,940	-46,740	43	22	22	0	45	7,656	6,098	-1,558	43
Emirates	2,520	2,520	0	15	1,303,680	1,303,680	0	8	84	84	0	15	43,456	43,456	0	8
Ethiopian Airlines	420	420	0	49	144,060	144,060	0	48	14	14	0	49	4,802	4,802	0	48
Etihad Airways	1,988	2,100	112	21	842,632	852,600	9,968	12	70	70	0	21	29,204	28,420	-784	12
European Air Transport (DHL)	748	749	1	43	-	-	0	81	25	25	0	43	-	-	0	81
EVA Air	420	420	0	49	131,460	131,460	0	51	14	14	0	49	4,382	4,382	0	51
Finnair	2,520	2,520	0	15	571,860	583,800	11,940	19	84	84	0	15	19,062	19,460	398	19
Flybe	6,120	6,120	0	8	47,736,000	69,780	220,500	16	204	204	0	8	15,912	23,262	7,350	16
Garuda Indonesia	180	180	0	73	39,960	39,960	0	74	6	6	0	73	1,332	1,332	0	74
Georgian Airways	-	-	0	83	-	-	0	81	-	-	0	83	-	-	0	81
Gulf Air	840	840	0	33	236,880	236,880	0	35	28	28	0	33	7,896	7,896	0	35
Hainan Airlines	180	180	0	73	52,020	52,020	0	70	6	6	0	73	1,734	1,734	0	70
Hong Kong Airlines	-	-	0	83	-	-	0	81	-	-	0	83	-	-	0	81
Iberia	3,360	3,360	0	13	733,320	738,780	5,460	15	112	112	0	13	24,444	24,626	182	15
Iberia Express	-	-	0	83	-	-	0	81	-	-	0	83	-	-	0	81
Icelandair	840	840	0	33	186,900	186,900	0	42	28	28	0	33	6,230	6,230	0	42
Indigo	-	-	0	83	-	-	0	81	-	-	0	83	-	-	0	81
Iran Air	180	180	0	73	42,840	42,840	0	72	6	6	0	73	1,428	1,428	0	72
Japan Airlines	840	840	0	33	181,020	181,020	0	44	28	28	0	33	6,034	6,034	0	44
Jet Airways	-	-	0	83	-	-	0	81	-	-	0	83	-	-	0	81
JetBlue Airways	-	-	0	83	-	-	0	81	-	-	0	83	-	-	0	81
Kenya Airways	420	420	0	49	98,280	98,280	0	62	14	14	0	49	3,276	3,276	0	62
KLM Royal Dutch Airlines	4,198	4,200	2	11	650,628	651,000	372	17	140	140	0	11	21,700	21,700	0	17
Korean Air	540	540	0	47	170,940	161,580	-9,360	46	18	18	0	47	5,698	5,386	-312	46
Kuwait Airways	720	720	0	44	240,480	0	33	24	24	24	0	44	8,016	8,016	0	33
LAN Airlines	-	-	0	83	-	-	0	81	-	-	0	83	-	-	0	81
Loganair	-	-	0	83	-	-	0	81	-	-	0	83	-	-	0	81
LOT Polish Airlines	1,258	1,260	2	28	233,988	234,360	372	38	42	42	0	28	7,812	7,812	0	38
Lufthansa	15,352	15,360	8	2	2,615,808	2,678,040	62,232	3	512	512	0	2	87,240	89,268	2,028	3
Malaysia Airlines	840	840	0	33	240,240	240,240	0	34	28	28	0	33	8,008	8,008	0	34
Middle East Airlines	840	840	0	33	127,080	204,960	77,880	41	28	28	0	33	4,236	6,832	2,596	41
Norwegian Air UK Ltd.	-	178	178	79	-	-	0	81	-	6	6	73	-	-	0	81
Oceanair Linhas Aereas	-	-	0	83	-	-	0	81	-	0	83	-	-	0	81	
Oman Air	840	840	0	33	241,920	241,920	0	32	28	28	0	33	8,064	8,064	0	32
Pegasus Airlines	-	-	0	83	-	-	0	81	-	-	0	83	-	-	0	81
Philippine Airlines	300	300	0	66	88,500	88,500	0	64	10	10	0	66	2,950	2,950	0	64
PIA Pakistan International	600	600	0	46	228,120	235,800	7,680	37	20	20	0	46	7,604	7,860	256	37
Qantas	840	840	0	33	302,400	302,400	0	28	28	28	0	33	10,080	10,080	0	28
Qatar Airways	2,518	2,520	2	15	1,035,736	1,106,280	70,544	10	84	84	0	15	34,552	36,876	2,324	10
Royal Air Maroc	540	540	0	47	77,040	85,860	8,820	65	18	18	0	47	2,568	2,862	294	65
Royal Brunei Airlines	420	420	0	49	106,680	106,680	0	56	14	14	0	49	3,556	3,556	0	56
Royal Jordanian	420	420	0	49	113,400	113,400	0	55	14	14	0	49	3,780	3,780	0	55
SAS Scandinavian	6,450	6,480	30	7	1,203,210	1,208,640	5,430	9	216	216	0	7	40,288	40,288	0	9
Saudia																

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



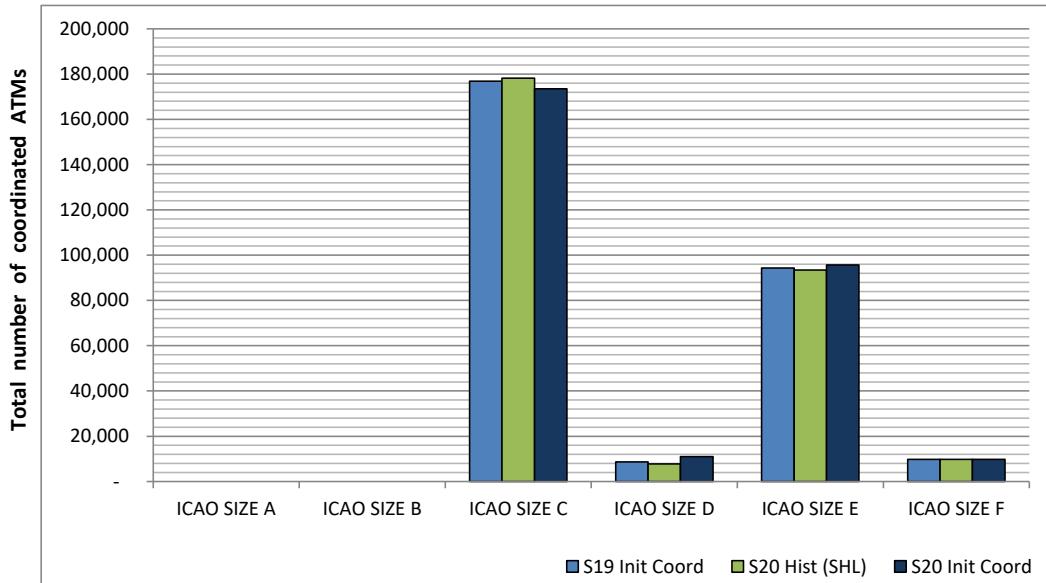
## Schedule: S20 Init Coord

**Operators with 0 'allocated ATMs' and 0 'Requests with NO slot allocated' in S20, are included in this list due to having slots allocated in either S19 Init Coord or S20 Hist (SHL) schedules.**

# Full Season - Aircraft Size Analysis

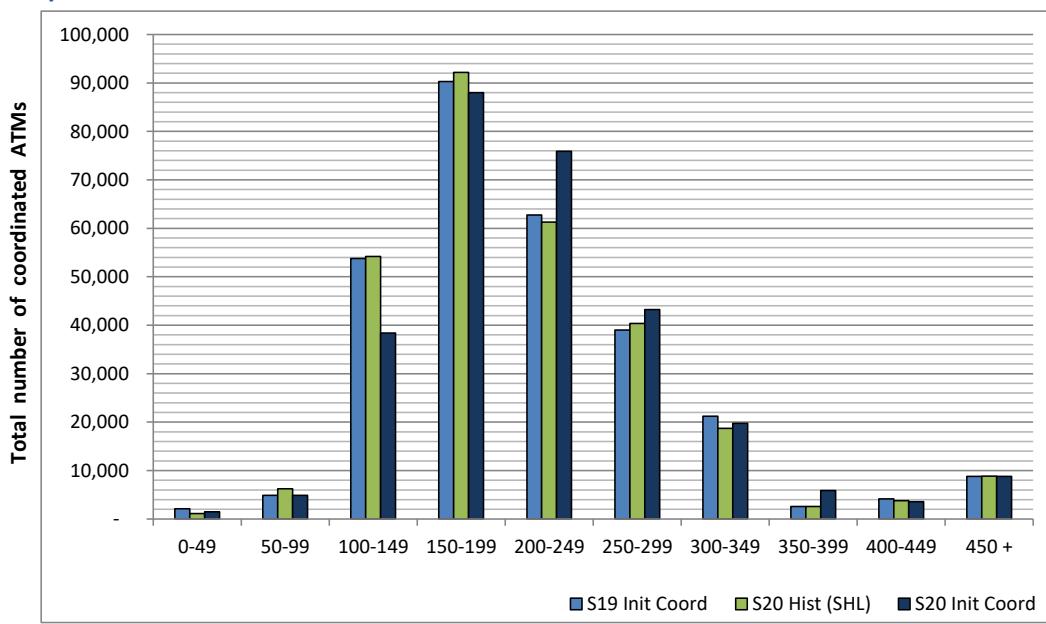


## ICAO size designation



Note: See Glossary for definitions of ICAO SIZE groupings

## Air Transport Movement seat distribution

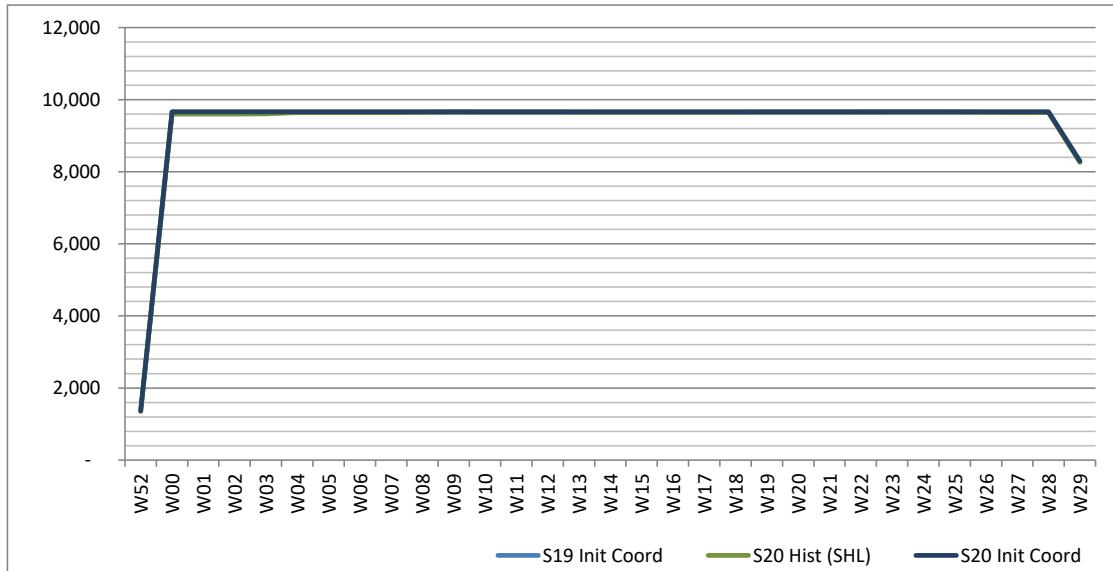


Note: FREIGHT-ONLY services with 0 seats are included in the first seat band '0-49'

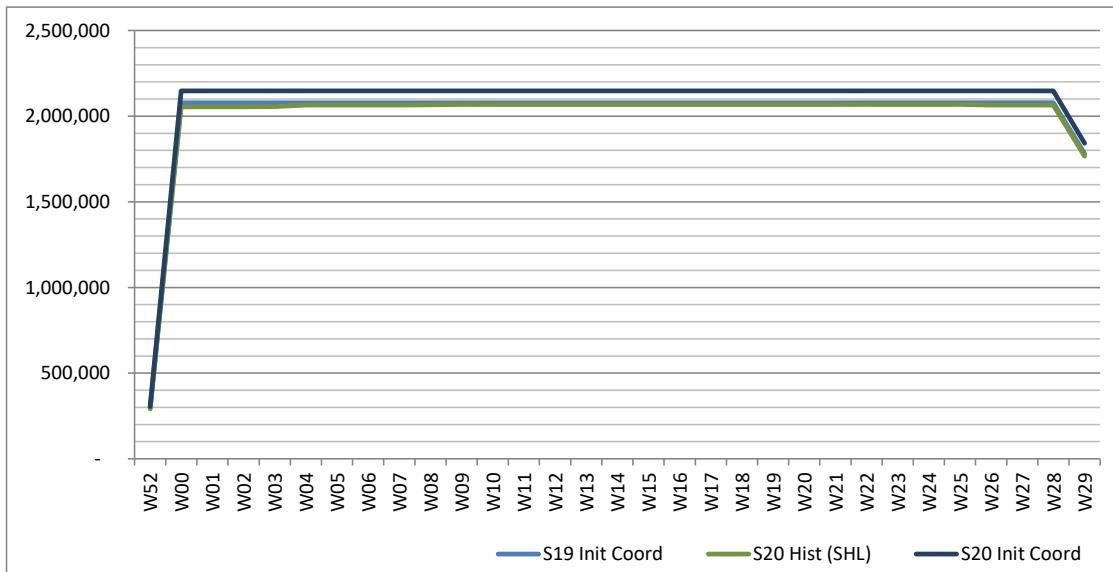
# Full Season - Seasonality



Air Transport Movements by week of season



Air Transport Movement Seats by week of season

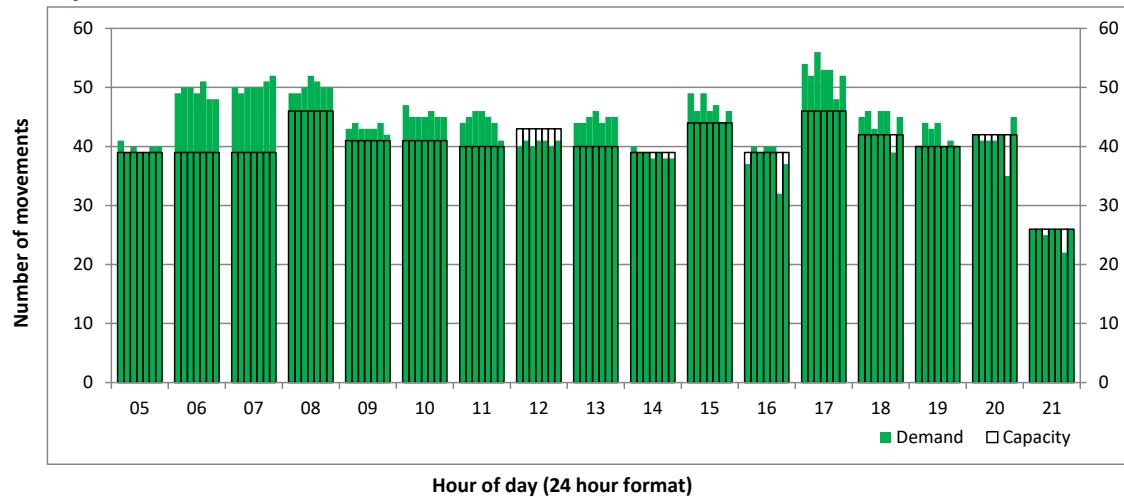


# Peak Week - Initial Hourly Runway Demand

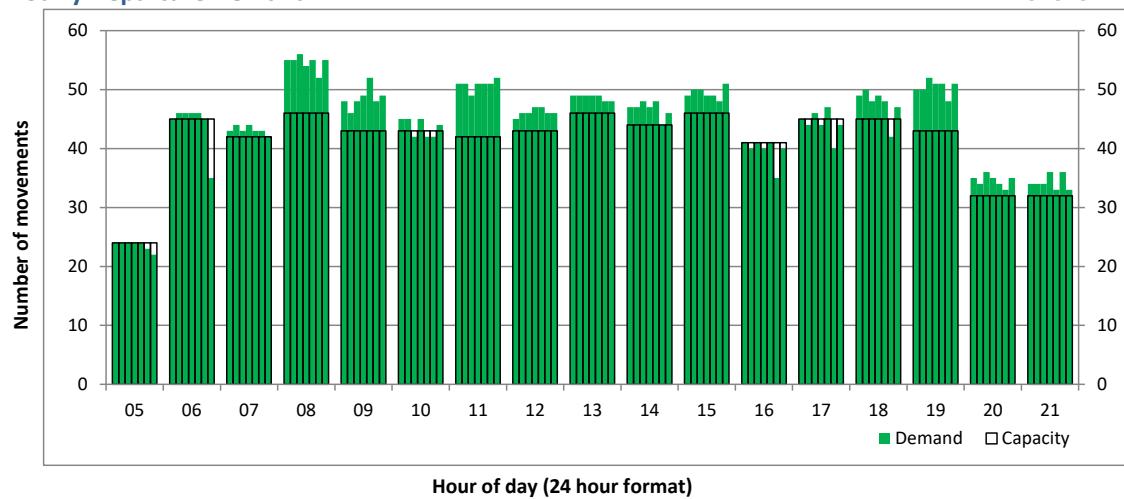
Schedule: S20 Init Coord



## Hourly Arrival Demand



## Hourly Departure Demand

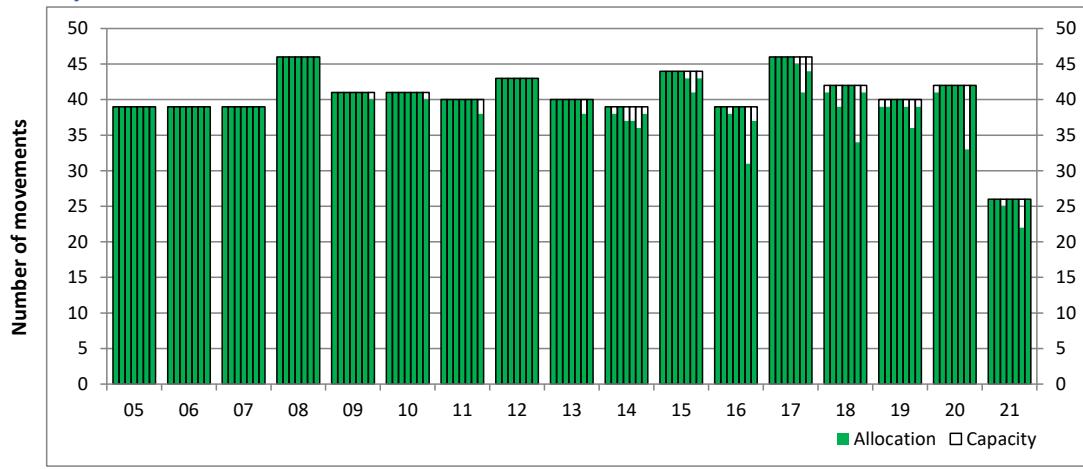


# Peak Week - Hourly Runway Allocation

Schedule: S20 Init Coord

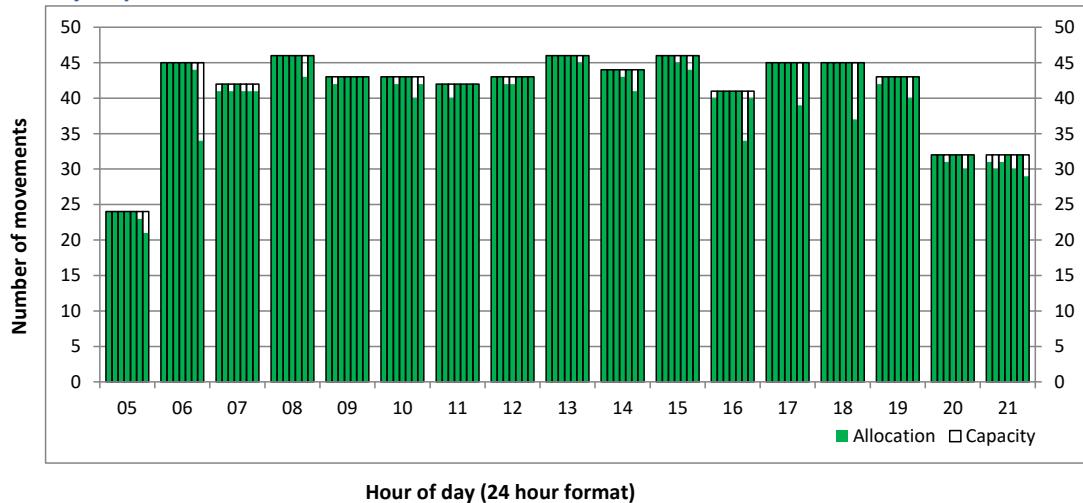


## Hourly Arrival Allocation



Hour of day (24 hour format)

## Hourly Departure Allocation



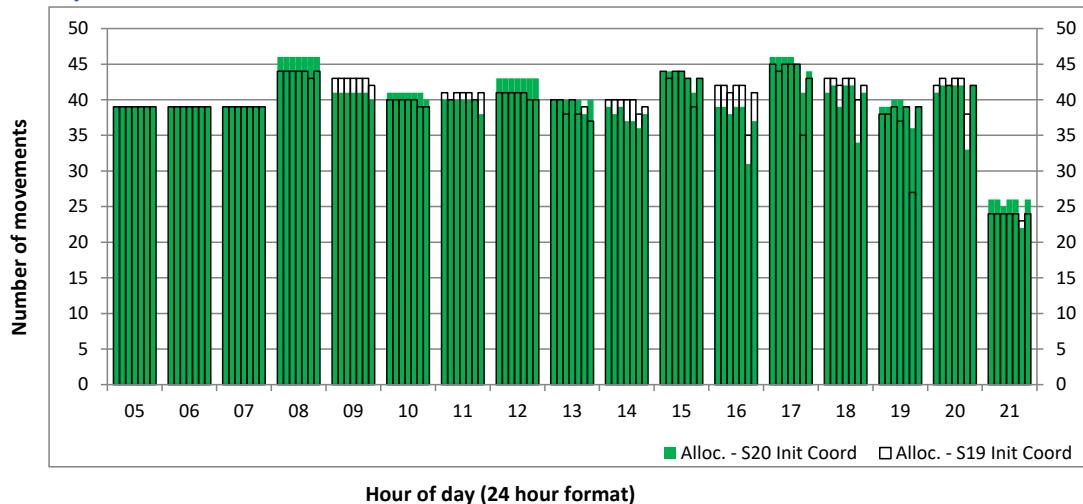
Hour of day (24 hour format)

# Peak Week - Runway Allocation Comparison

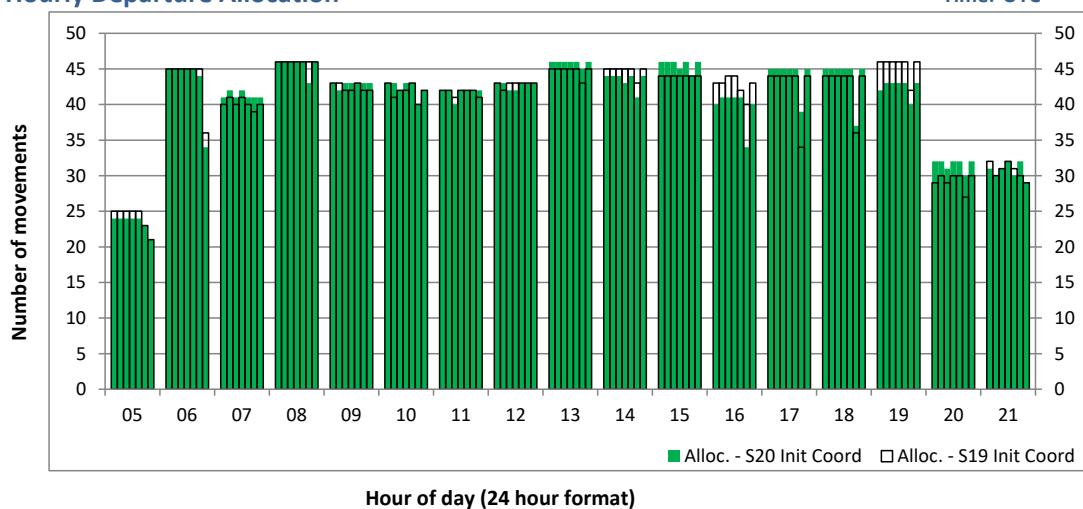
Comparison of S20 Init Coord vs. S19 Init Coord



## Hourly Arrival Allocation



## Hourly Departure Allocation

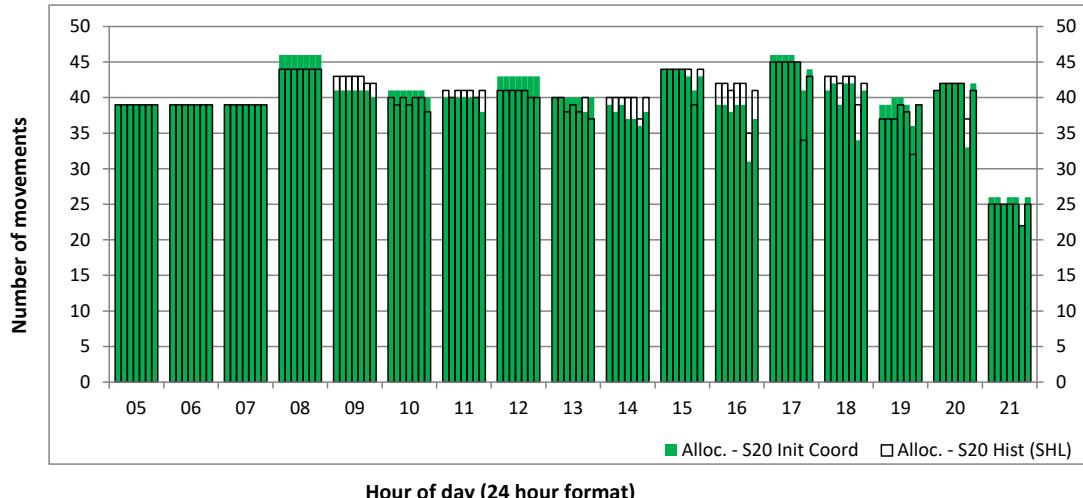


# Peak Week - Runway Allocation Comparison

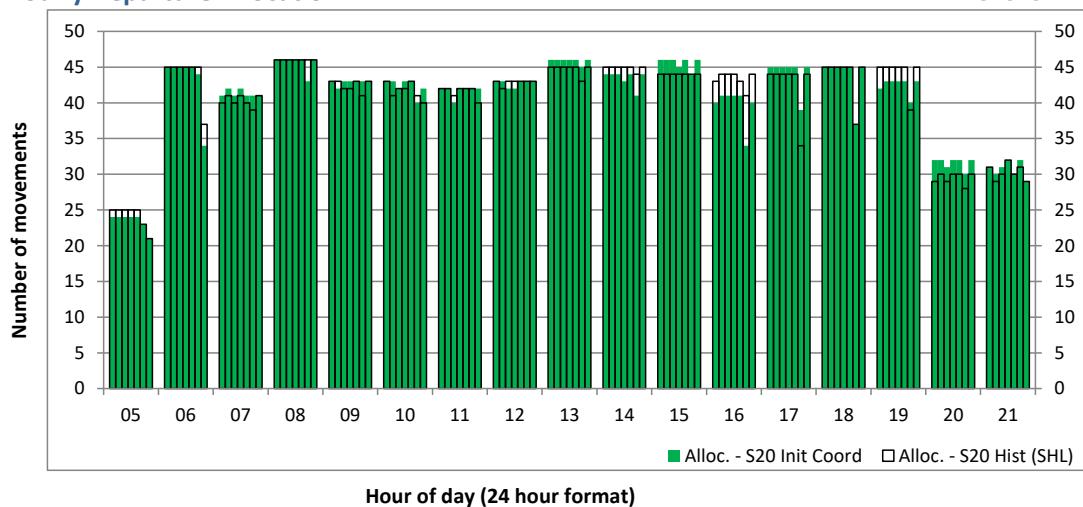
Comparison of S20 Init Coord vs. S20 Hist (SHL)



## Hourly Arrival Allocation



## Hourly Departure Allocation



# Peak Week - Passengers Histogram



ARRIVAL - 60 minute count rolling every 30 mins (T60/30)

Terminals: 21

Operators: All Operators

Days: 1234567



# Peak Week - Passengers Histogram

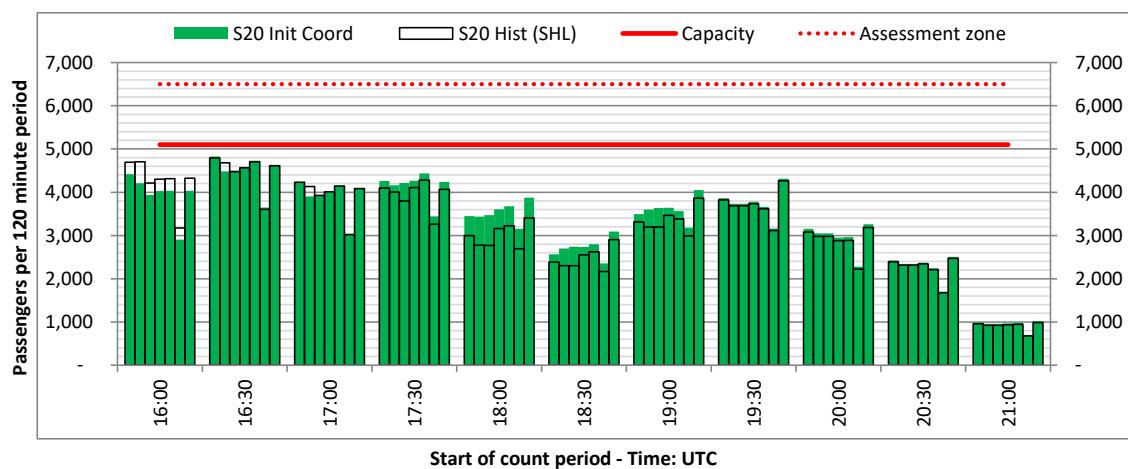
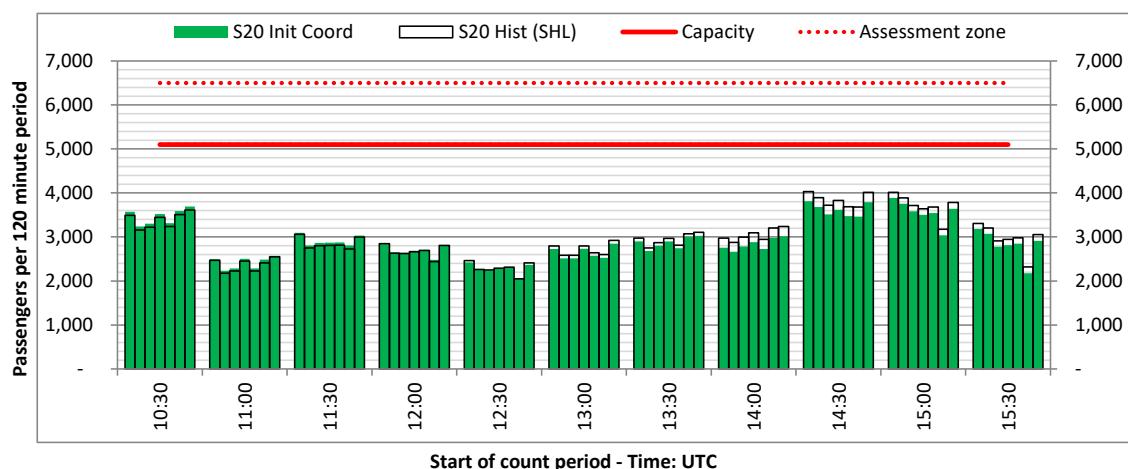
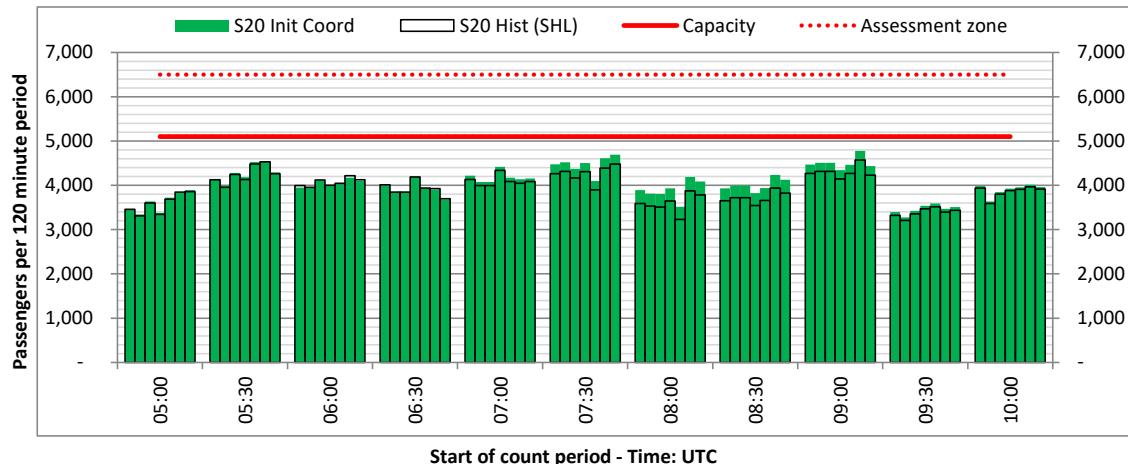


ARRIVAL - 120 minute count rolling every 30 mins (T2H/30)

Terminals: 21

Operators: All Operators

Days: 1234567



# Peak Week - Passengers Histogram

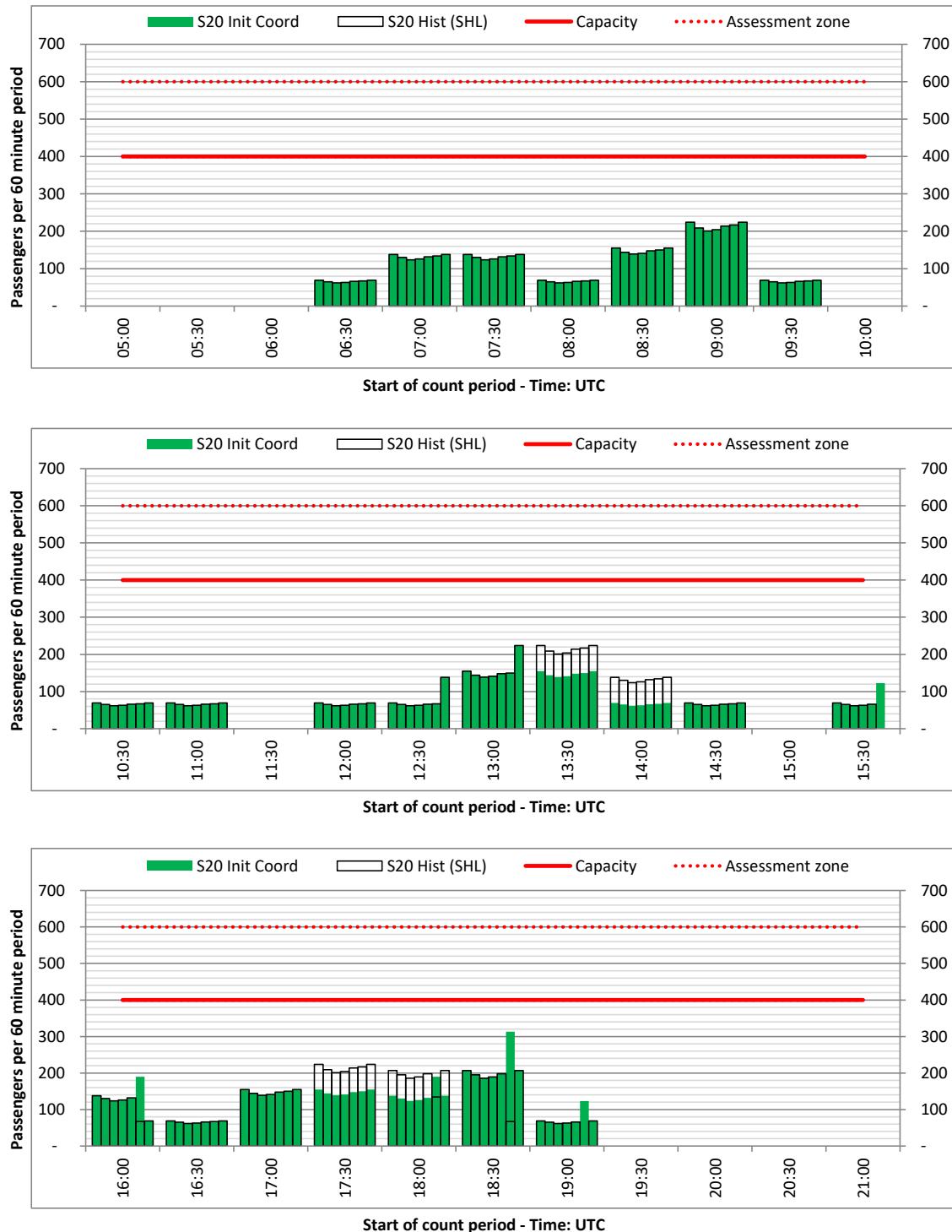


ARRIVAL - 60 minute count rolling every 30 mins (T60/30)

Terminals: 2D

Operators: All Operators

Days: 1234567



# Peak Week - Passengers Histogram

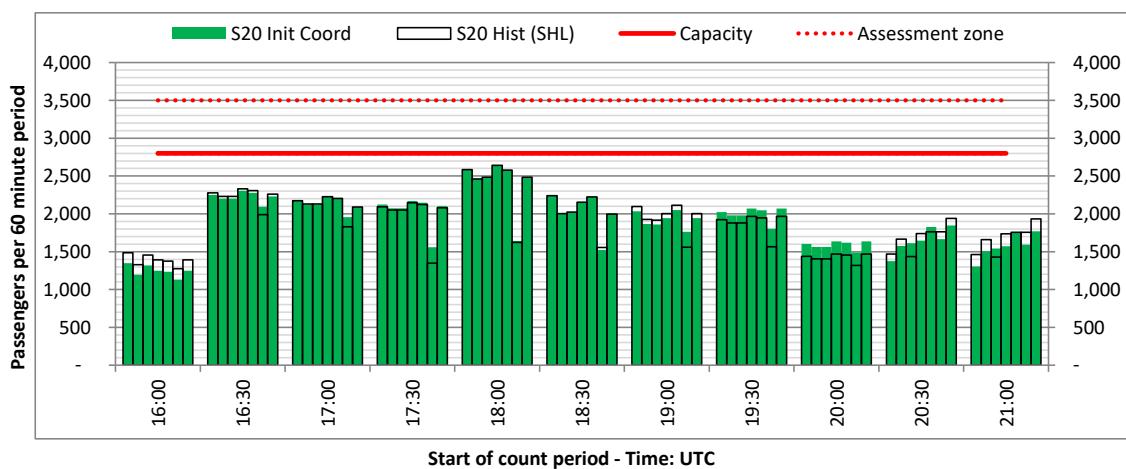
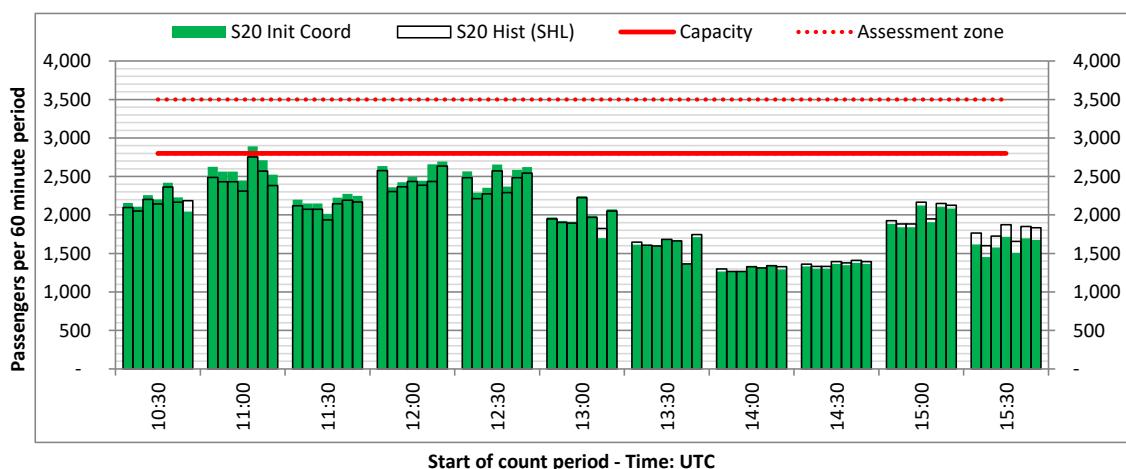
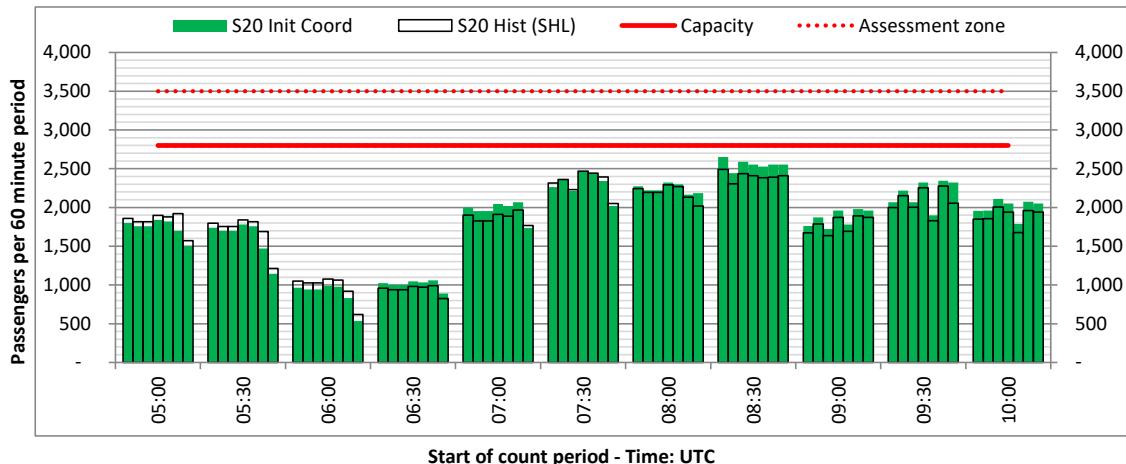


DEPARTURE - 60 minute count rolling every 30 mins (T60/30)

Terminals: 2D 2I

Operators: All Operators

Days: 1234567



# Peak Week - Passengers Histogram

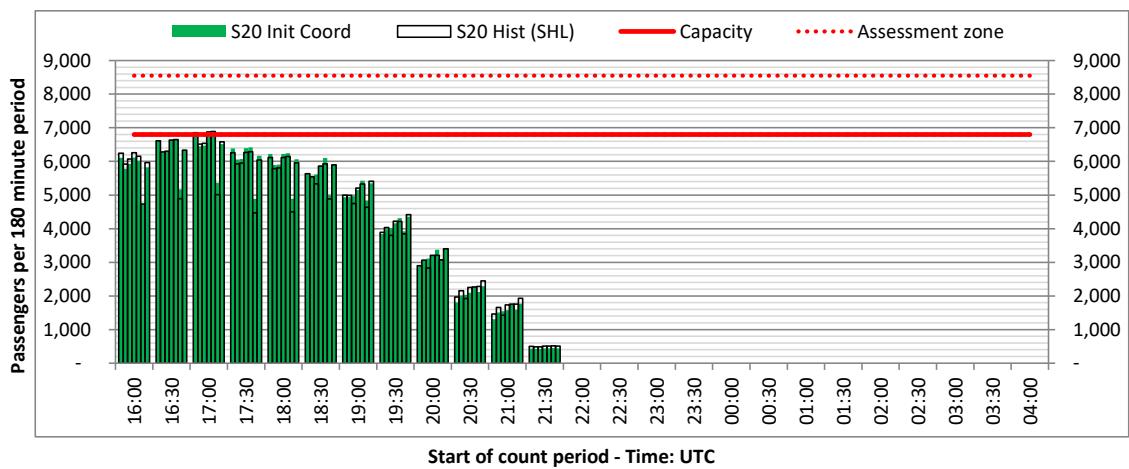
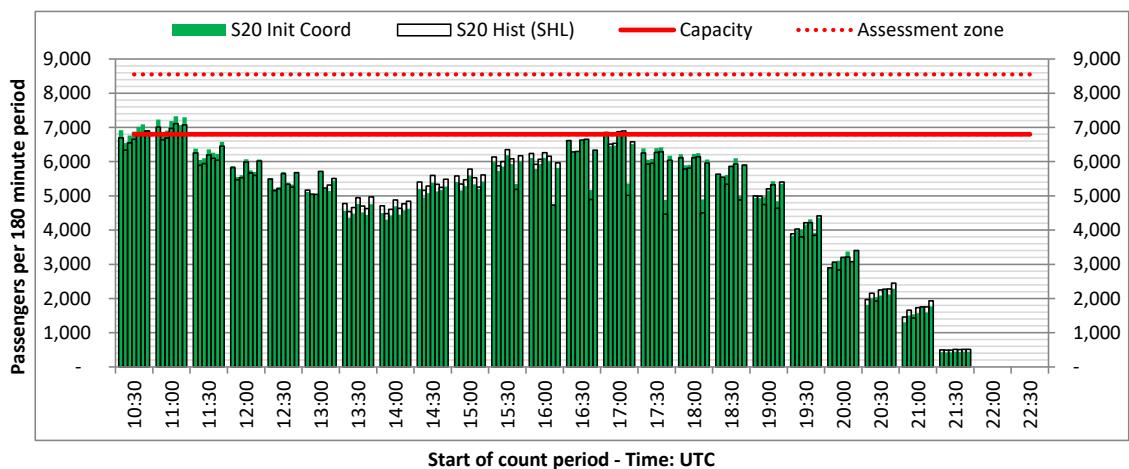
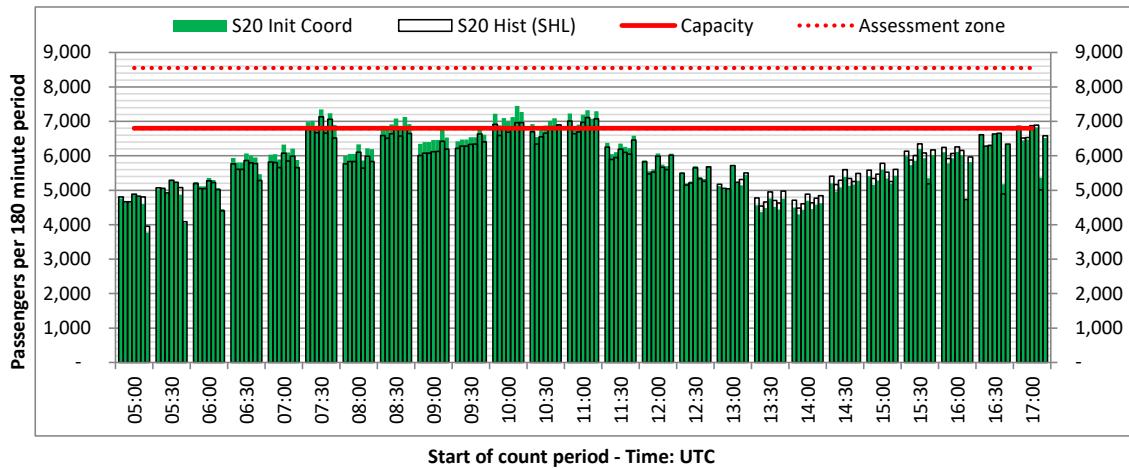
DEPARTURE - 180 minute count rolling every 30 mins (T3H/30)



Terminals: 2D 2I

Operators: All Operators

Days: 1234567



# Peak Week - Passengers Histogram

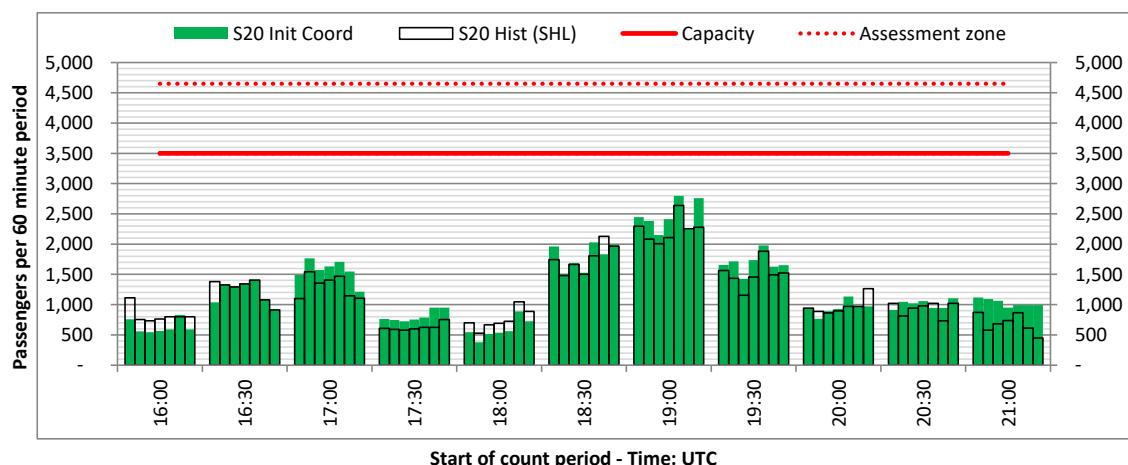
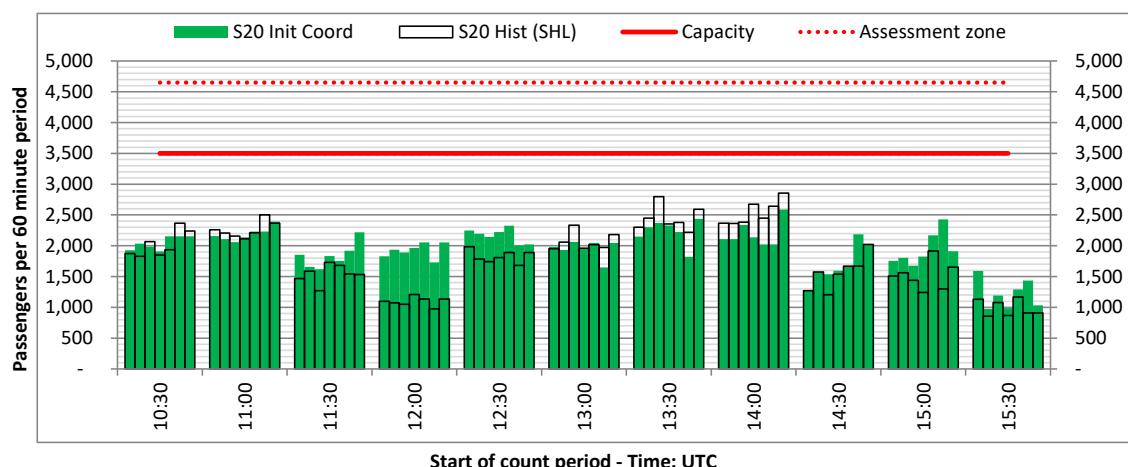
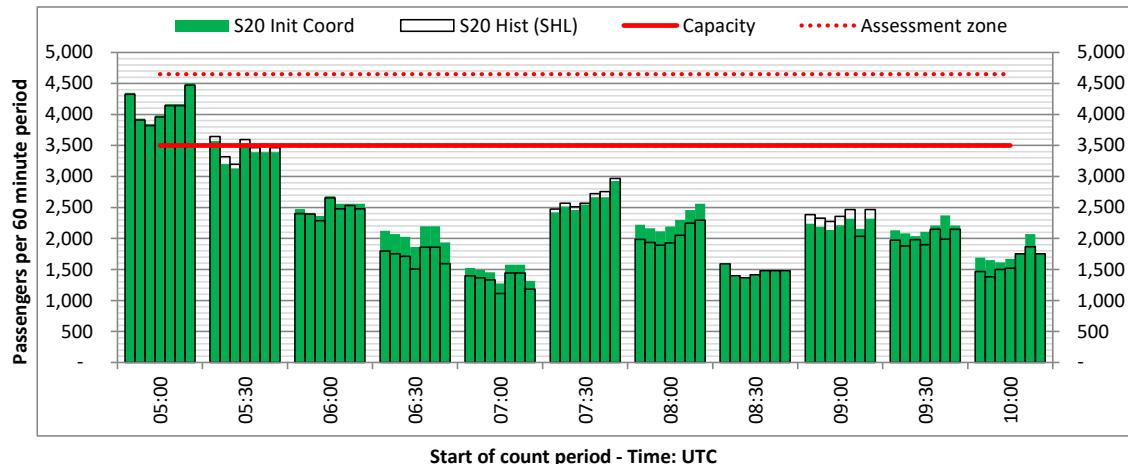


ARRIVAL - 60 minute count rolling every 30 mins (T60/30)

Terminals: 31

Operators: All Operators

Days: 1234567



# Peak Week - Passengers Histogram

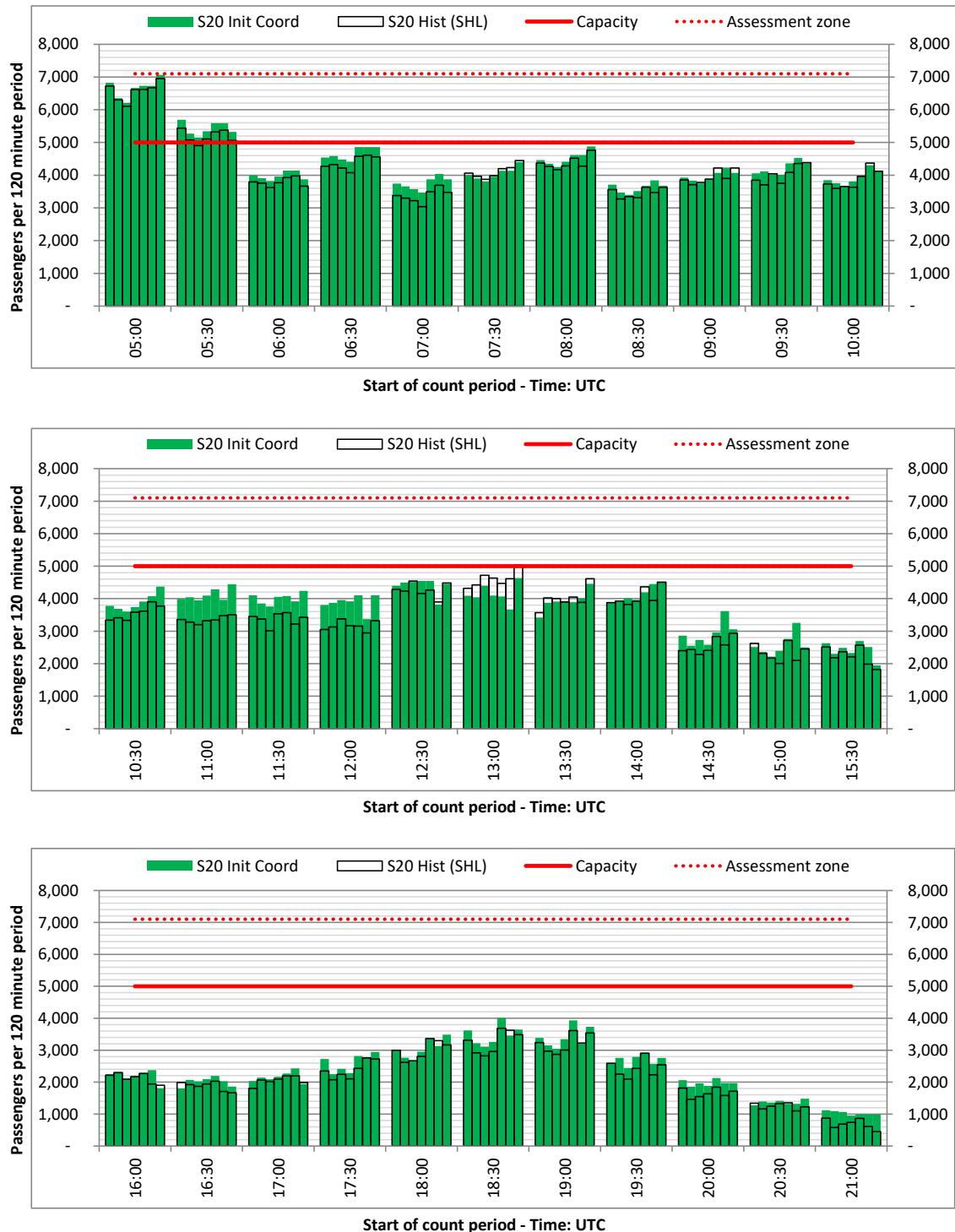


ARRIVAL - 120 minute count rolling every 30 mins (T2H/30)

Terminals: 31

Operators: All Operators

Days: 1234567



# Peak Week - Passengers Histogram

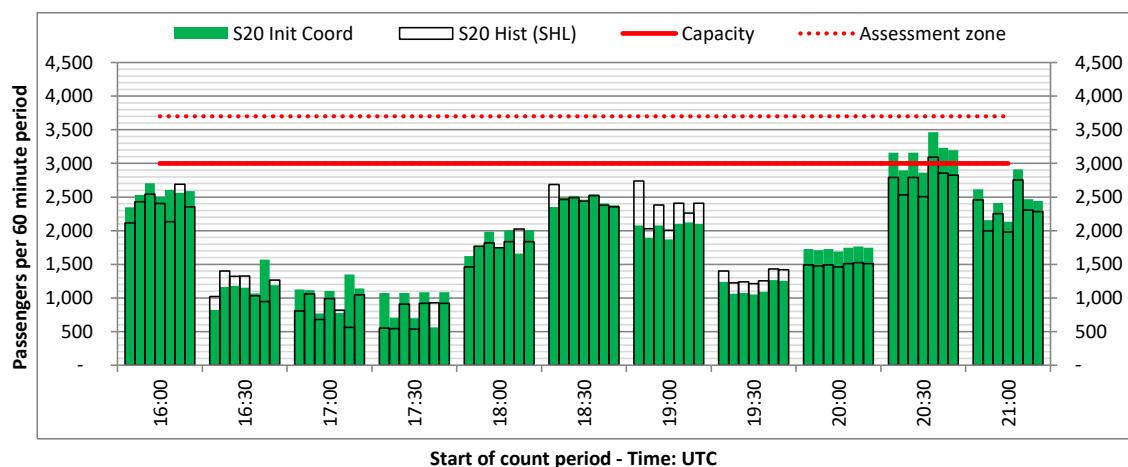
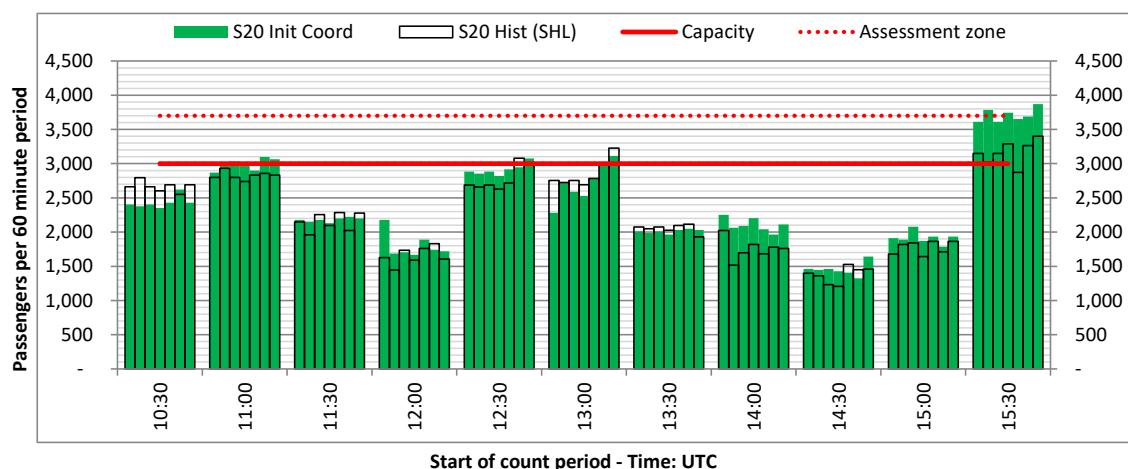
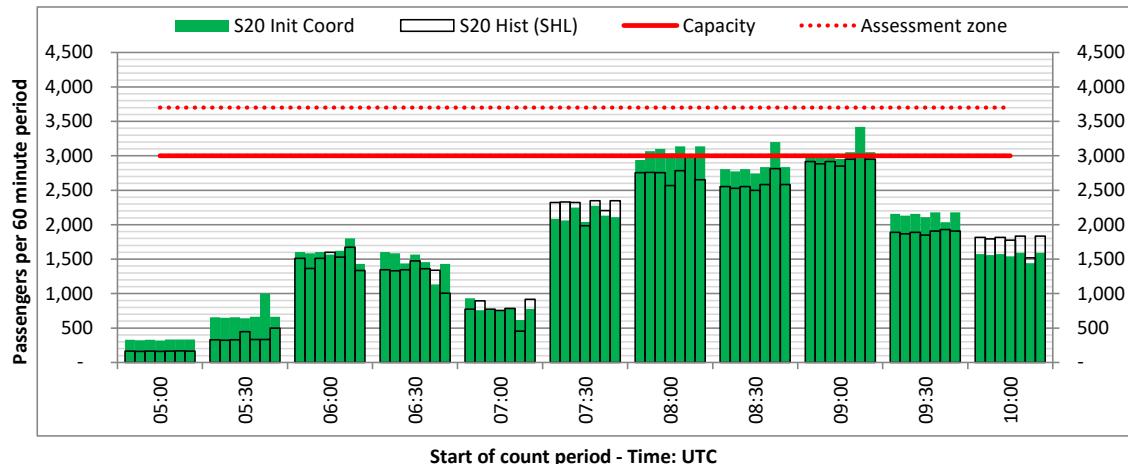
DEPARTURE - 60 minute count rolling every 30 mins (T60/30)



Terminals: 31

Operators: All Operators

Days: 1234567



# Peak Week - Passengers Histogram

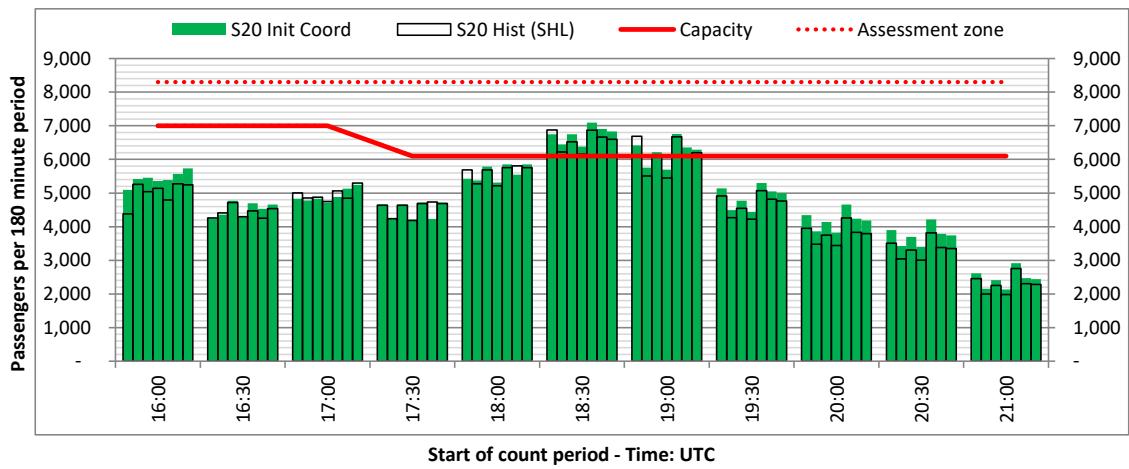
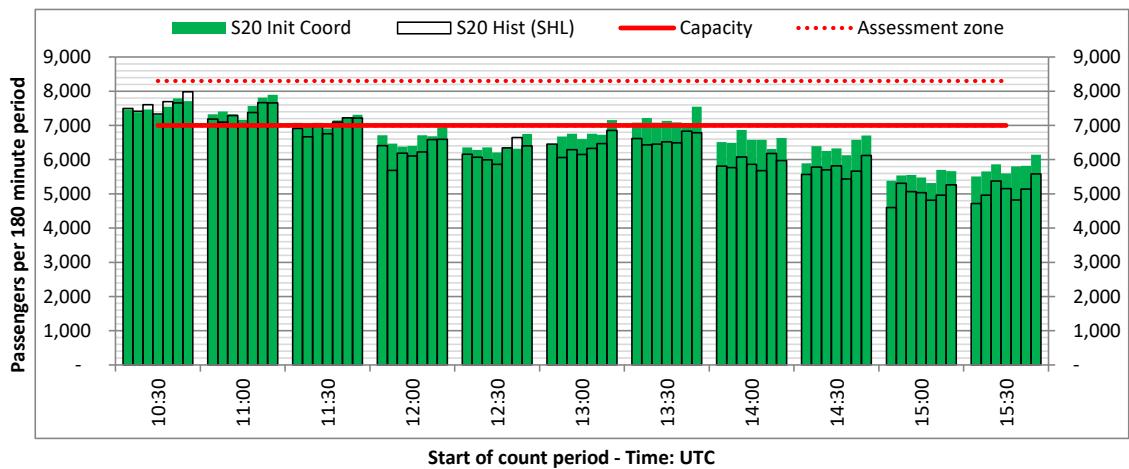
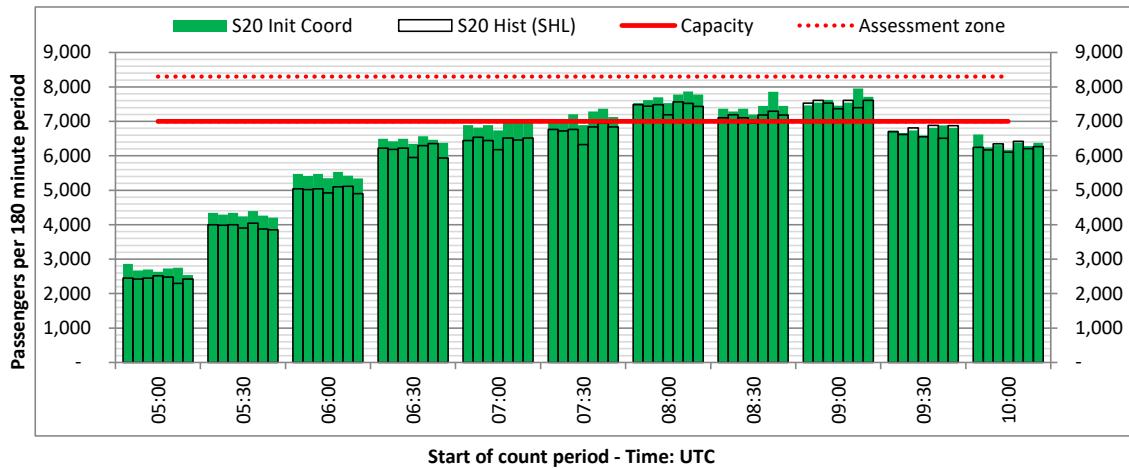
DEPARTURE - 180 minute count rolling every 30 mins (T3H/30)



Terminals: 31

Operators: All Operators

Days: 1234567



# Peak Week - Passengers Histogram

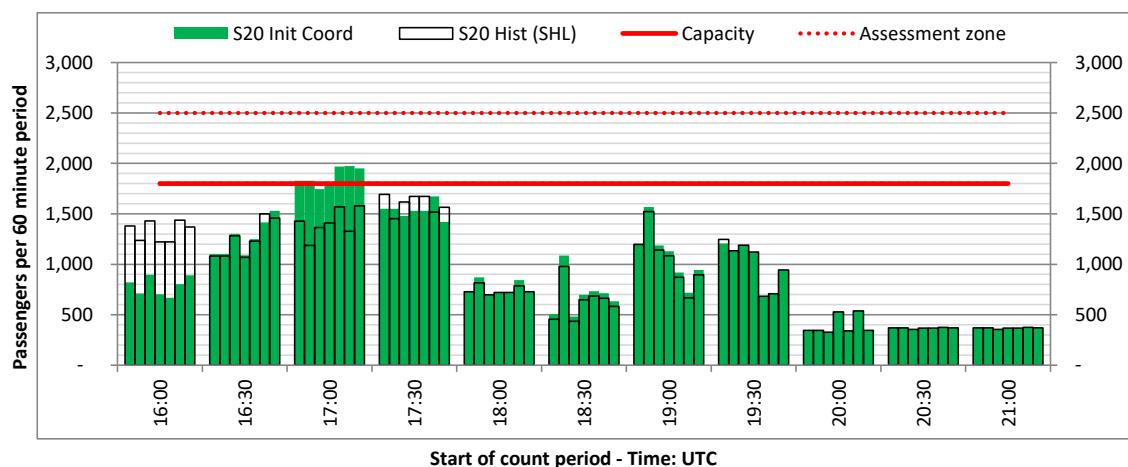
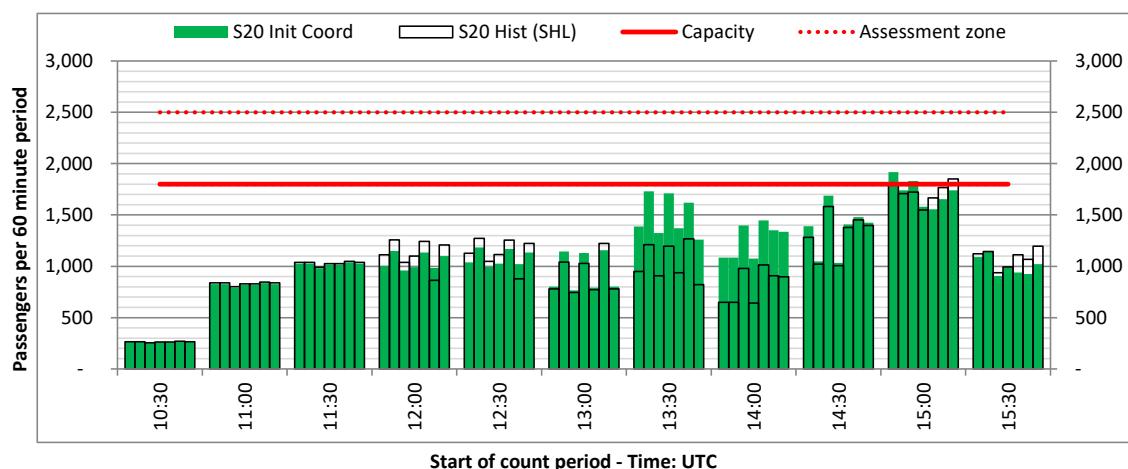
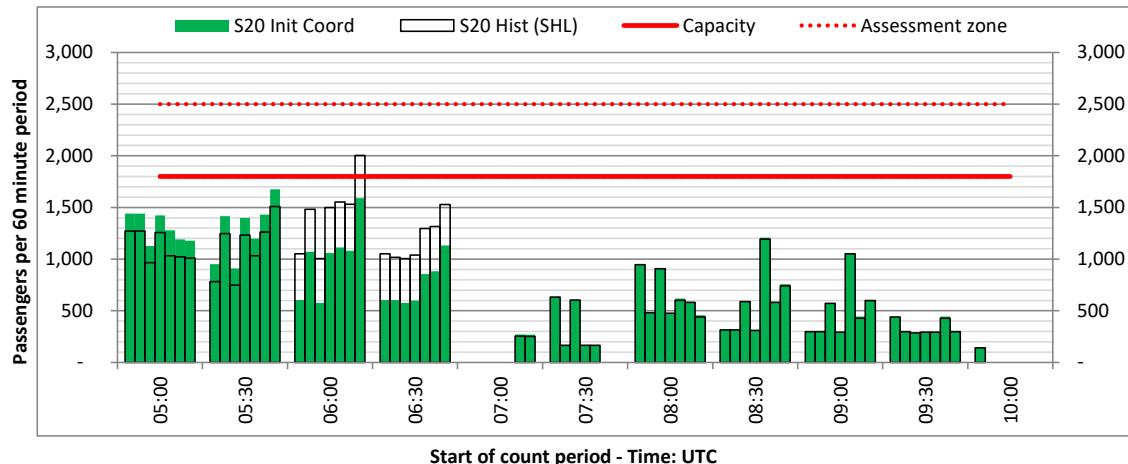


ARRIVAL - 60 minute count rolling every 30 mins (T60/30)

Terminals: 4I

Operators: All Operators

Days: 1234567



# Peak Week - Passengers Histogram

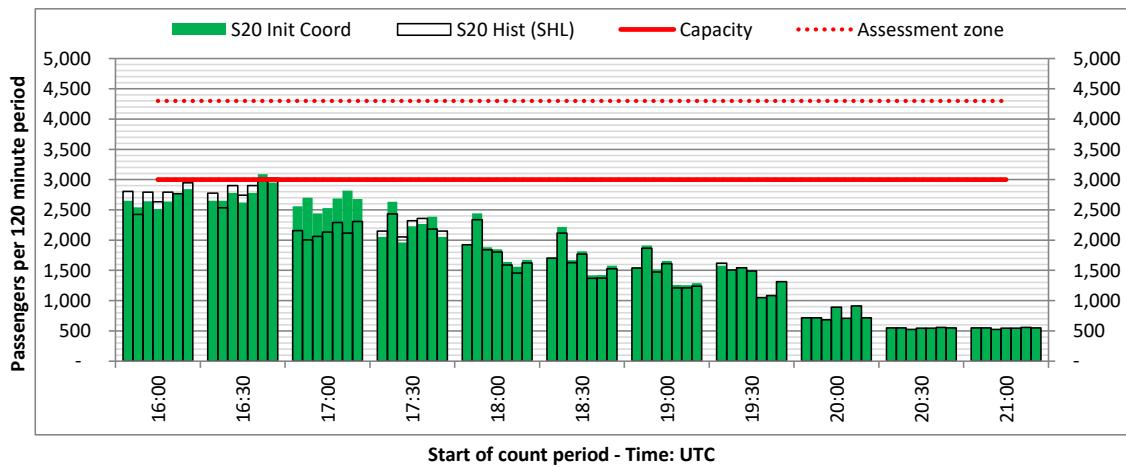
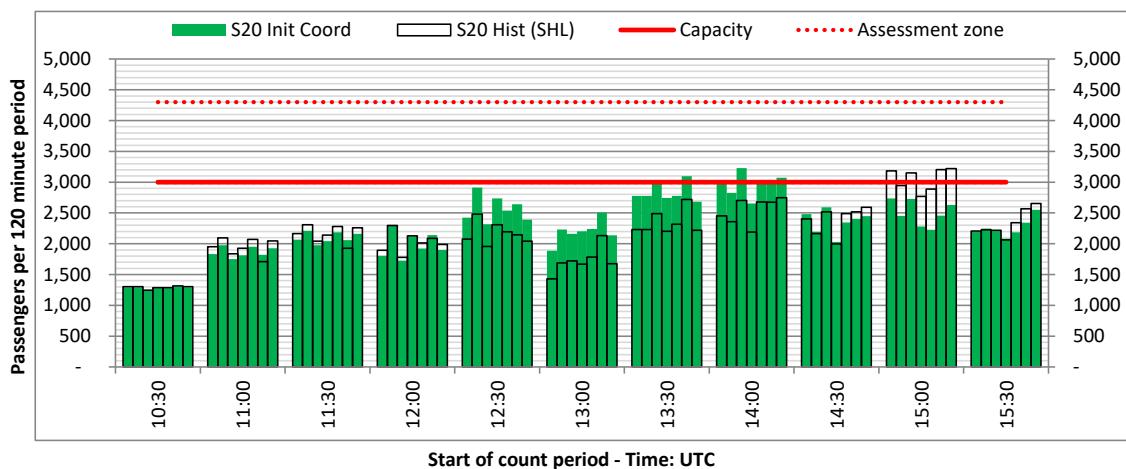
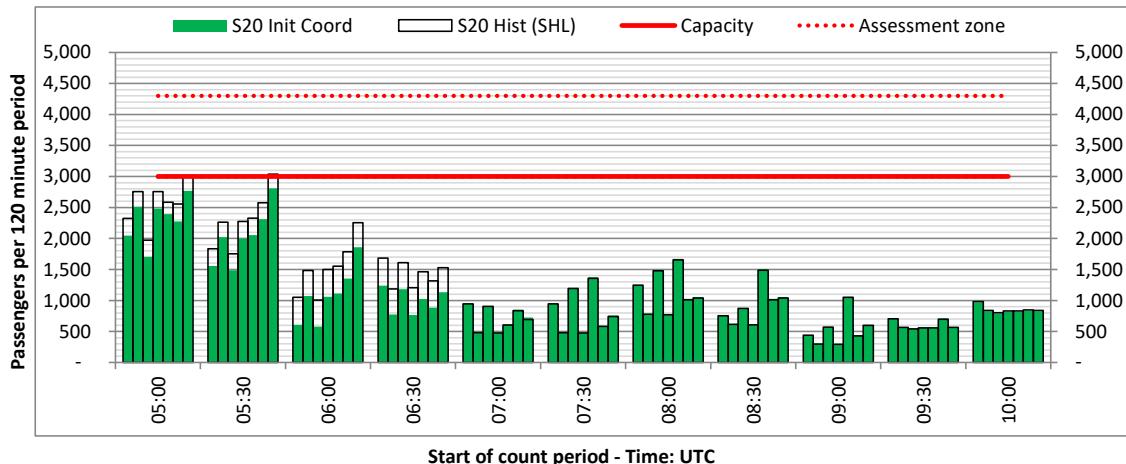


ARRIVAL - 120 minute count rolling every 30 mins (T2H/30)

Terminals: 4I

Operators: All Operators

Days: 1234567



# Peak Week - Passengers Histogram

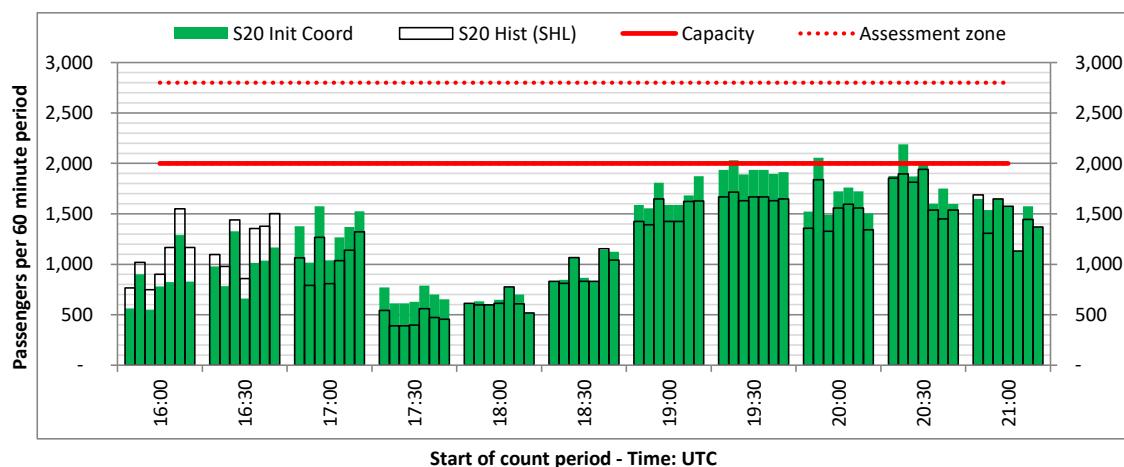
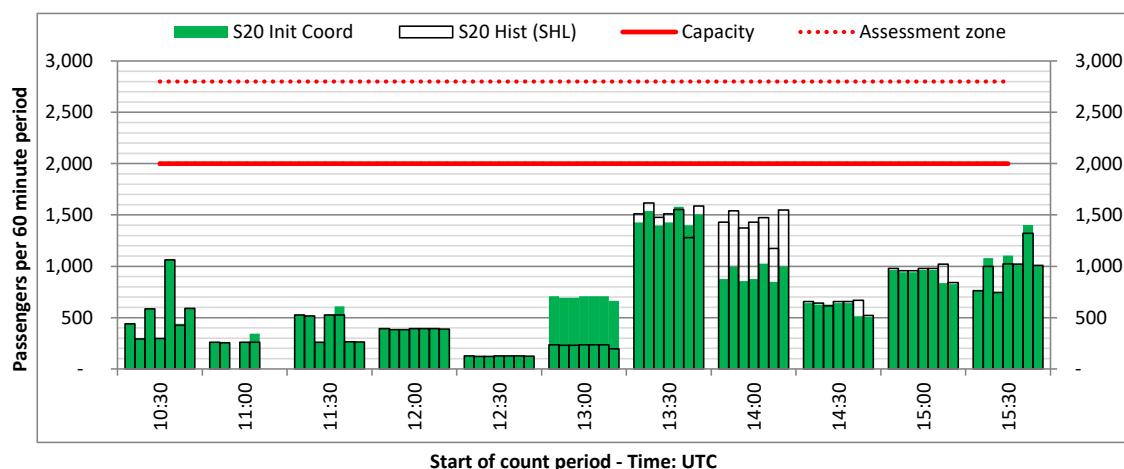
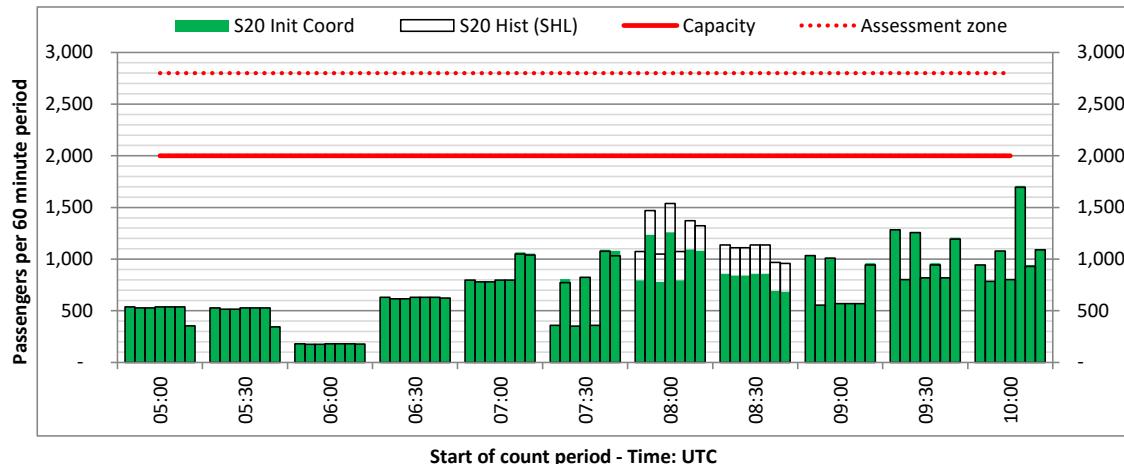


DEPARTURE - 60 minute count rolling every 30 mins (T60/30)

Terminals: 4I

Operators: All Operators

Days: 1234567



# Peak Week - Passengers Histogram

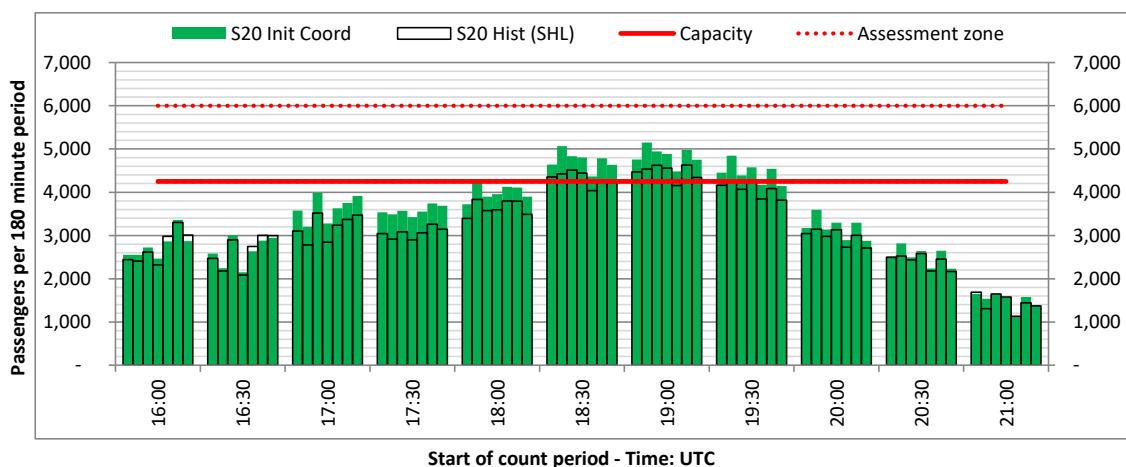
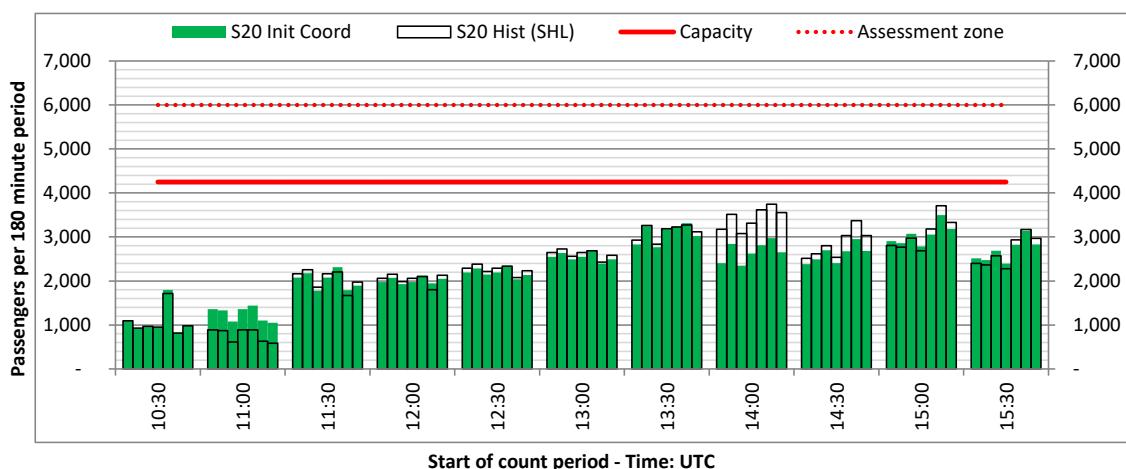
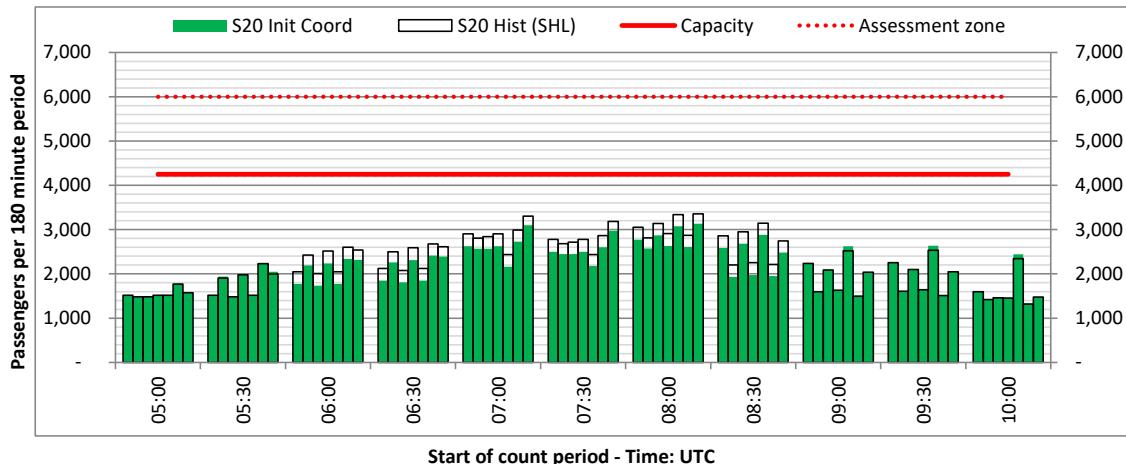


DEPARTURE - 180 minute count rolling every 30 mins (T180/30)

Terminals: 4I

Operators: All Operators

Days: 1234567



# Peak Week - Passengers Histogram

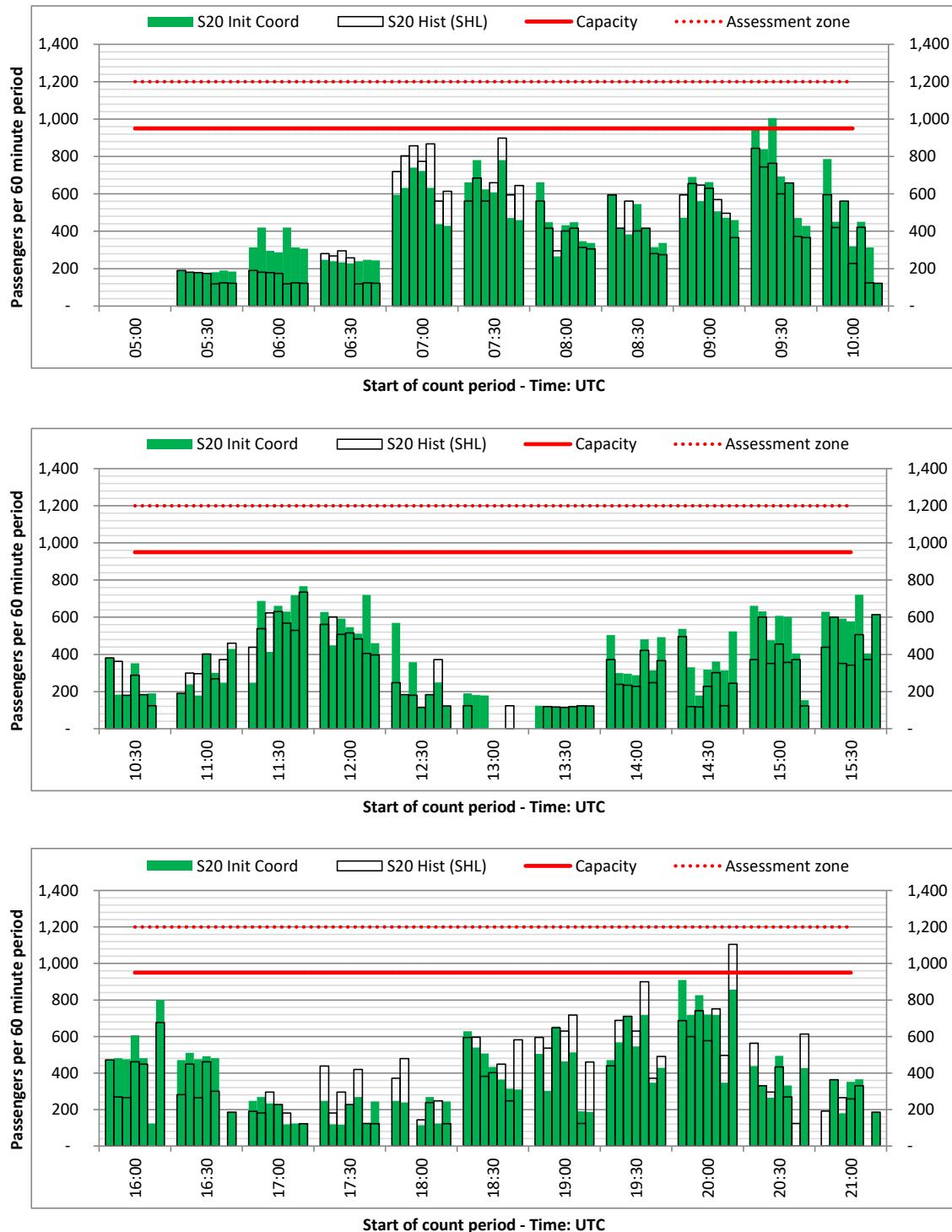


ARRIVAL - 60 minute count rolling every 30 mins (T60/30)

Terminals: 5D

Operators: All Operators

Days: 1234567



# Peak Week - Passengers Histogram

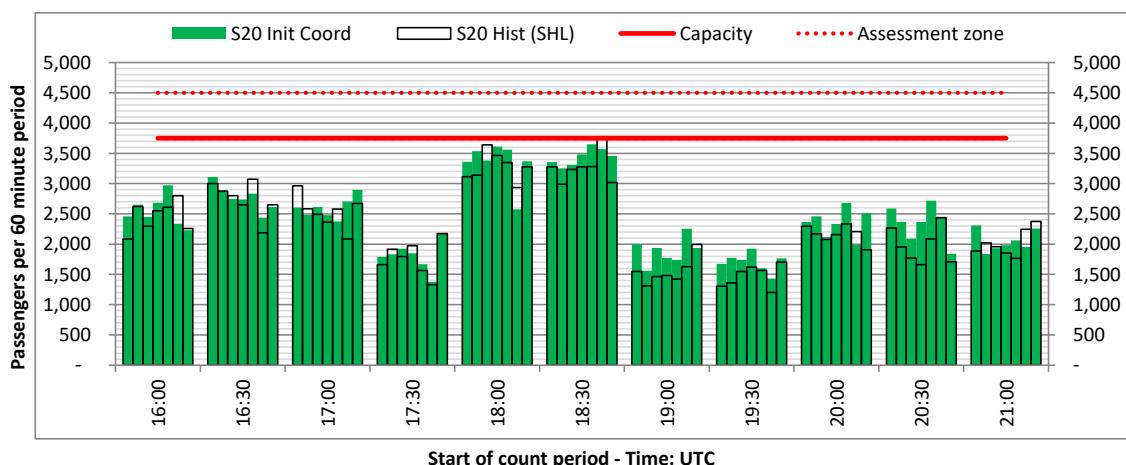
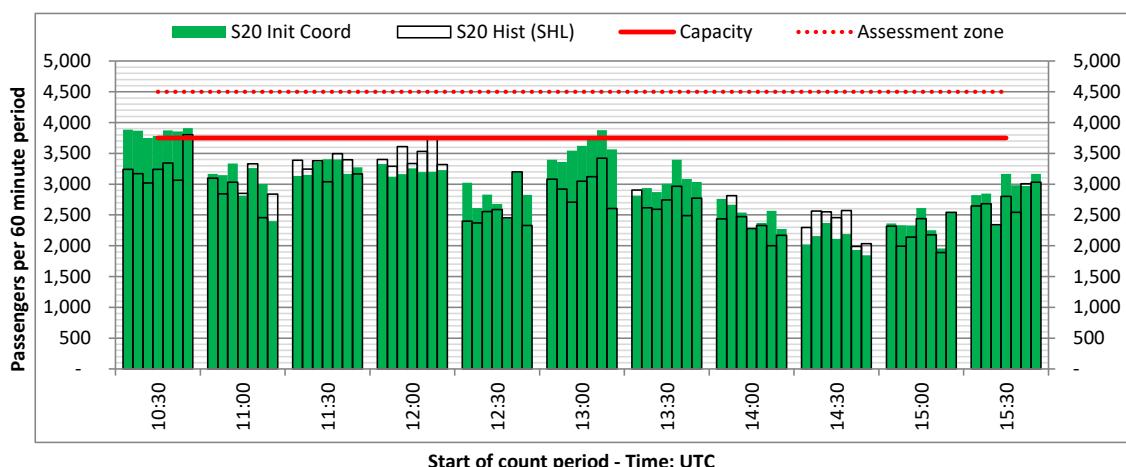
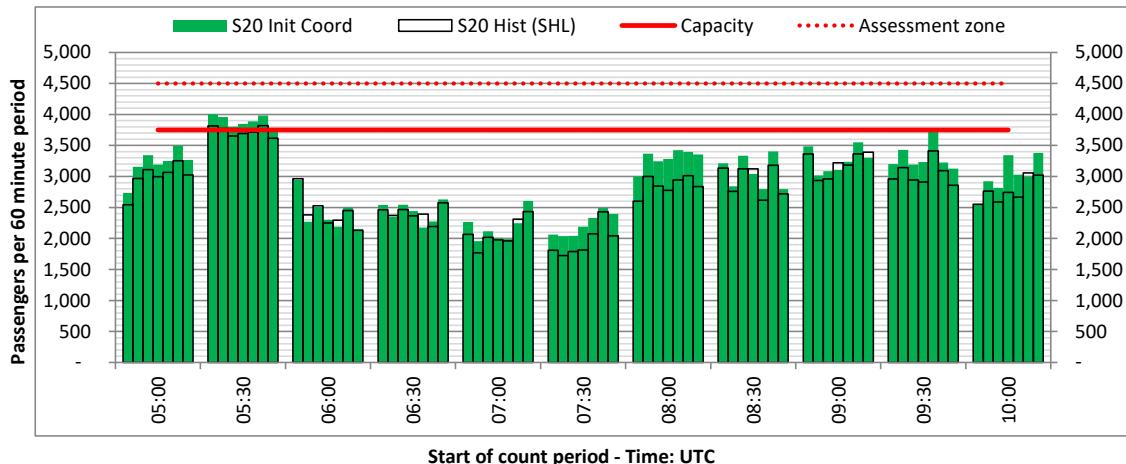


ARRIVAL - 60 minute count rolling every 30 mins (T60/30)

Terminals: 51

Operators: All Operators

Days: 1234567



# Peak Week - Passengers Histogram

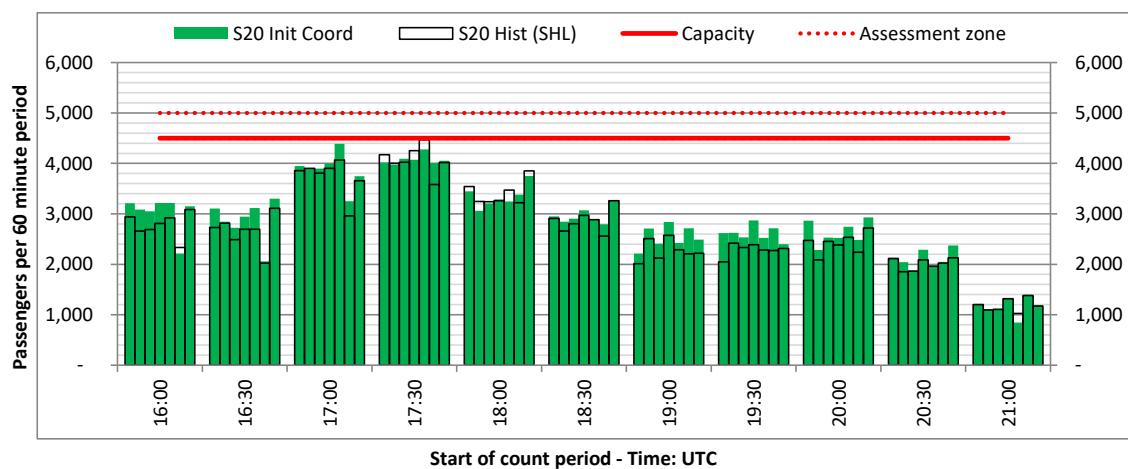
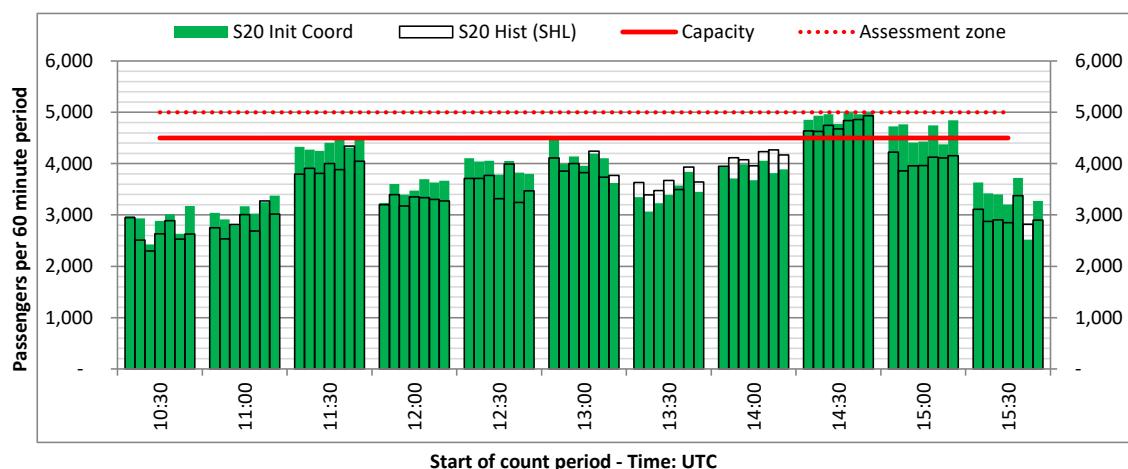
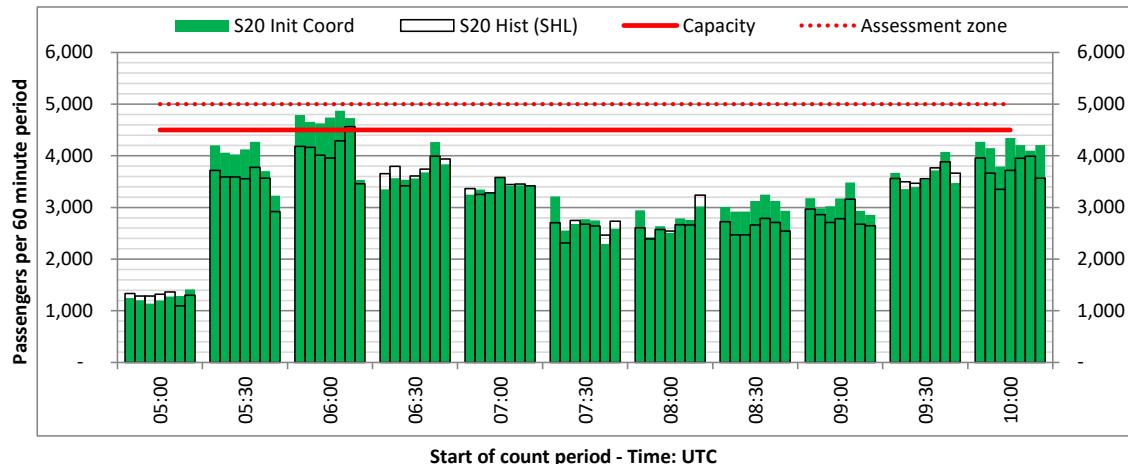


DEPARTURE - 60 minute count rolling every 30 mins (T60/30)

Terminals: 5I 5D

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).

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## Data snapshot descriptions

<b>S19 Init Coord</b>	S19 schedule as cleared on Mon 05-Nov-18.
<b>S20 Hist (SHL)</b>	S20 schedule as cleared on Fri 06-Sep-19.
<b>S20 Init Coord</b>	S20 schedule as cleared on Wed 30-Oct-19.

<b>Peak Week</b>	Peak week for S19 is Mon 09-Sep-19 to Sun 15-Sep-19. Peak week for S20 is Mon 07-Sep-20 to Sun 13-Sep-20.
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## **For ACL use**

Airport-Season-Branch-Resource		From date	To date	Time
Full Season Rep 1	LHR-S19-Initial Coord Report-Standard	Sun 31-Mar-2019	Sat 26-Oct-2019	UTC
Full Season Rep 2	LHR-S20-SHL-Standard	Sun 29-Mar-2020	Sat 24-Oct-2020	UTC
Full Season Rep 3	LHR-S20-Initial Coord Report-Standard	Sun 29-Mar-2020	Sat 24-Oct-2020	UTC
Airport-Season-Branch-Resource		From date	To date	Time
Peak Week Rep 1	LHR-S19-Initial Coord Report-Standard	Mon 09-Sep-2019	Sun 15-Sep-2019	UTC
Peak Week Rep 2	LHR-S20-SHL-Standard	Mon 07-Sep-2020	Sun 13-Sep-2020	UTC
Peak Week Rep 3	LHR-S20-Initial Coord Report-Standard	Mon 07-Sep-2020	Sun 13-Sep-2020	UTC