

Initial Coordination Report

Report Date: Mon 08-Jun-2020

Headlines

	W20 Init Coord	vs. W19 Init Coord	vs. W20 Hist (SHL)
Total Air Transport Movements (Passenger & Freight)	35,802	▼ -2.5%	▲ 5.7%
Total Passenger Air Transport Movements	35,802	▼ -2.5%	▲ 5.7%
Total Passenger Air Transport Movement Seats	3,307,736	▲ 0.1%	▲ 7.5%
Average Seats per Passenger Air Transport Movement	92.4	▲ 2.7%	▲ 1.7%
Percentage of allocated slots cleared as requested (OK)	76.1%		

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

W20 scheduling season runs from Sun 25-Oct-2020 to Sat 27-Mar-2021 (154 days).

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Runway Scheduling Limits



Declared Hourly Movement Capacity

W19 Arrivals								Change: W19 to W20								W20 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
06	6	6	6	6	6	6	0	06								06	6	6	6	6	6	6	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	20	0	12								12	20	20	20	20	20	20	0
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	20	20	20	20	20	0	20	21								21	20	20	20	20	20	0	20

W19 Departures								Change: W19 to W20								W20 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
06	6	6	6	6	6	6	0	06								06	6	6	6	6	6	6	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	20	0	12								12	20	20	20	20	20	20	0
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	20	20	20	20	20	0	20	21								21	20	20	20	20	20	0	20

W19 Totals								Change: W19 to W20								W20 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
06	6	6	6	6	6	6	0	06								06	6	6	6	6	6	6	0
07	40	40	40	40	40	40	0	07	-6	-6	-6	-6	-6	-6		07	34	34	34	34	34	34	0
08	40	40	40	40	40	40	0	08	-6	-6	-6	-6	-6	-6		08	34	34	34	34	34	34	0
09	40	40	40	40	40	40	0	09	-6	-6	-6	-6	-6	-6		09	34	34	34	34	34	34	0
10	40	40	40	40	40	40	0	10	-6	-6	-6	-6	-6	-6		10	34	34	34	34	34	34	0
11	40	40	40	40	40	40	0	11	-6	-6	-6	-6	-6	-6		11	34	34	34	34	34	34	0
12	40	40	40	40	40	40	40	12	-6	-6	-6	-6	-6	-6	-6	12	34	34	34	34	34	34	34
13	40	40	40	40	40	0	40	13	-6	-6	-6	-6	-6	-6	-6	13	34	34	34	34	34	0	34
14	40	40	40	40	40	0	40	14	-6	-6	-6	-6	-6	-6	-6	14	34	34	34	34	34	0	34
15	40	40	40	40	40	0	40	15	-6	-6	-6	-6	-6	-6	-6	15	34	34	34	34	34	0	34
16	40	40	40	40	40	0	40	16	-6	-6	-6	-6	-6	-6	-6	16	34	34	34	34	34	0	34
17	40	40	40	40	40	0	40	17	-6	-6	-6	-6	-6	-6	-6	17	34	34	34	34	34	0	34
18	40	40	40	40	40	0	40	18	-6	-6	-6	-6	-6	-6	-6	18	34	34	34	34	34	0	34
19	40	40	40	40	40	0	40	19	-6	-6	-6	-6	-6	-6	-6	19	34	34	34	34	34	0	34
20	40	40	40	40	40	0	40	20	-6	-6	-6	-6	-6	-6	-6	20	34	34	34	34	34	0	34
21	40	40	40	40	40	0	40	21	-6	-6	-6	-6	-6	-6	-6	21	34	34	34	34	34	0	34

Coordinator's Report



Total demand	37,674 slots		
Total slots allocated	35,802 slots	95.03%	of total demand
Number of slots cleared OK	27,249 slots	76.11%	of total slots cleared

Slots adjusted (not OK) due to:

RUNWAY constraints	540 slots	6.3%	of total slots adjusted
TERMINAL constraints	- slots	0.0%	of total slots adjusted
STAND constraints	301 slots	3.5%	of total slots adjusted
NIGHT constraints	- slots	0.0%	of total slots adjusted
OTHER constraints	44 slots	0.5%	of total slots adjusted
ARR/DEP TURNAROUND feasibility	7,668 slots	89.7%	of total slots adjusted

Executive Summary

Initial coordination for the W20 season saw further change in the LCY schedule. Loganair and Eastern Airways are both new year round continuations from the Summer 2020 schedule. Wideroe are a new entrant in the Winter 2020/2021 schedule. Flybe reclaimed their historic slots from the Winter 2019/2020 season, causing slight runway overages for the time being. As Flybe still hold their operating licence and with the outcome of the administration process being uncertain, the Flybe slots remain in the Winter 2020/2021 schedule.

A number of incumbent carriers including BA Cityflyer, Swiss international and Lufthansa have requested for more than 30 minute ground times in the morning and evening peak periods. As ground times of more than 30 minutes cannot be approved on a historic basis currently, ACL has coordinated to the maximum ground time constraint of 30 minutes during initial coordination. This has subsequently resulted in a significant increase in schedule adjustments due to ground time feasibility. The cleared OK statistic at the end of initial coordination is up by 2.1% versus W19 initial coordination due to ACL coordinating more off peak extended ground time requests during initial coordination compared to previous seasons.

The reduced runway declaration against the historic schedule has resulted in a number of available stand slots during the morning and evening peaks not having any corresponding runway capacity in order to be allocated.

Runway Constraints

- With the reduced runway capacity, the 60 minute constraint on totals becomes the most restrictive runway constraint in the morning and evening peak periods.

Terminal Constraints

No Terminal Constraint issues.

Stand Constraints

- The increased number of stands compared to the Winter 2019/2020 season has helped decrease the "slots adjusted due to STAND constraints" by 13% against the previous Winter season.
- There have been rotations around the lunchtime period which have been adjusted due to the lack of stand availability in the 1200Z hour.

Night Constraints

No Night Constraint issues.

Other Constraints

- A small number of slots have been adjusted to fit within the airports opening times on the weekends.

Arr/Dep Turnaround Feasibility

- There has been a significant increase in requested ground times longer than 30 minutes which have been adjusted to 30 minutes during initial coordination.

Peak Week - Initial Coordination Analysis



Operator	W20 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 (NBO & MU)	Undeclared 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	72	-	-	72	2.8%	0.0%	0.0%	0.0%	-	-	-	-	-	-	72	72	100.0%
Air Antwerp	34	4	-	30	0.0%	0.0%	0.0%	0.0%	4	4	-	-	-	-	34	34	100.0%
Alitalia	72	-	-	72	65.3%	0.0%	1.4%	0.0%	-	-	-	-	-	-	72	72	100.0%
BA Cityflyer	796	3	1	794	51.5%	23.8%	0.3%	0.0%	32	-	-	20	-	2	826	814	98.5%
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%
Eastern Airways	-	-	-	-	0.0%	0.0%	0.0%	0.0%	20	-	20	-	-	-	20	20	100.0%
Flybe	178	36	-	142	35.2%	0.0%	0.0%	0.0%	-	-	-	-	-	-	142	142	100.0%
KLM Royal Dutch Airlines	112	10	-	102	0.0%	0.0%	0.0%	0.0%	12	-	-	12	-	-	114	114	100.0%
Loganair	-	-	-	-	0.0%	0.0%	0.0%	0.0%	22	-	22	-	-	-	22	22	100.0%
LOT Polish Airlines	72	-	-	72	33.3%	0.0%	0.0%	0.0%	-	-	-	-	-	-	72	72	100.0%
Lufthansa	42	-	-	42	50.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	42	42	100.0%
Luxair	70	-	-	70	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	70	70	100.0%
Regional Jet OU	-	-	-	-	0.0%	0.0%	0.0%	0.0%	22	-	-	-	-	-	22	-	0.0%
Sun-Air	24	4	-	20	50.0%	0.0%	0.0%	0.0%	2	-	-	2	-	-	22	22	100.0%
Swiss International	106	-	-	106	32.1%	3.8%	0.0%	0.0%	-	-	-	-	-	-	106	106	100.0%
Tap Air Portugal	-	-	-	-	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	-	-	-
Wideroe	-	-	-	-	0.0%	0.0%	0.0%	0.0%	56	-	-	26	-	-	56	26	46.4%
TOTAL	1,612	57	1	1,556	38.4%	12.4%	0.2%	0.0%	170	4	42	60	-	2	1,726	1,662	96.3%

Air Transport Movement Allocation by Operator

Comparison between W20 Hist (SHL) vs. W20 Init Coord



Operator	FULL SEASON ALLOCATION								PEAK WEEK ALLOCATION							
	W19 ATMs	W20 ATMs	+/- change	W20 Rank	W19 Seats	W20 Seats	+/- change	W20 Rank	W19 ATMs	W20 ATMs	+/- change	W20 Rank	W19 Seats	W20 Seats	+/- change	W20 Rank
Aer Lingus	1,584	1,566	-18	5	150,480	148,770	-1,710	7	72	72	0	5	6,840	6,840	0	7
Air Antwerp	746	736	-10	10	37,300	36,800	-500	11	34	34	0	10	1,700	1,700	0	11
Alitalia	1,584	1,564	-20	7	158,400	156,400	-2,000	6	72	72	0	5	7,200	7,200	0	6
BA Cityflyer	16,204	17,466	1,262	1	1,471,436	1,672,668	201,232	1	796	814	18	1	72,100	77,972	5,872	1
Blue Islands	484	476	-8	12	32,912	32,368	-544	12	22	22	0	12	1,496	1,496	0	12
British Airways	262	260	-2	16	8,384	8,320	-64	16	12	12	0	16	384	384	0	16
Eastern Airways	-	400	400	15	-	20,000	20,000	14	-	20	20	15	-	1,000	1,000	14
Flybe	3,872	3,086	-786	2	323,136	240,708	-82,428	4	178	142	-36	2	14,844	11,076	-3,768	4
KLM Royal Dutch Airlines	2,304	2,478	174	3	230,400	247,800	17,400	3	112	114	2	3	11,200	11,400	200	3
Loganair	-	476	476	12	-	22,848	22,848	13	-	22	22	12	-	1,056	1,056	13
LOT Polish Airlines	1,574	1,566	-8	5	166,844	165,996	-848	5	72	72	0	5	7,632	7,632	0	5
Lufthansa	924	908	-16	9	91,476	89,892	-1,584	9	42	42	0	9	4,158	4,158	0	9
Luxair	1,540	1,518	-22	8	117,040	115,368	-1,672	8	70	70	0	8	5,320	5,320	0	8
Regional Jet OU	-	-	0	17	-	-	0	17	-	-	0	17	-	-	0	17
Sun-Air	504	476	-28	12	16,128	15,232	-896	15	24	22	-2	12	768	704	-64	15
Swiss International	2,286	2,262	-24	4	273,166	270,270	-2,896	2	106	106	0	4	12,678	12,678	0	2
Tap Air Portugal	-	-	0	17	-	-	0	17	-	-	0	17	-	-	0	17
Wideroe	-	564	564	11	-	64,296	64,296	10	-	26	26	11	-	2,964	2,964	10
TOTAL	33,868	35,802	1,934		3,077,102	3,307,736	230,634		1,612	1,662	50		146,320	153,580	7,260	

Operators with 0 'ATMs' in both W20 Hist (SHL) & W20 Init Coord schedules are included in the table due to appearing in the W19 Init Coord schedule (either with/without allocated slots).

Peak Week - Allocation and Slot Adjustment Distribution by Operator

Schedule: W20 Init Coord



Operator	W20 allocated ATMs	SLOT ADJUSTMENTS (MINUTES OFF REQUESTED TIME)													Requests with NO slot allocated	
		0	5	10	15	20	25	30	35	40	45	50	55	60		>60
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%	-
Air Antwerp	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%	-
Alitalia	72	91.7%	8.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
BA Cityflyer	814	64.3%	25.4%	3.7%	0.9%	0.1%	0.0%	1.2%	0.6%	0.0%	0.5%	0.1%	0.1%	0.0%	3.1%	12
Blue Islands	22	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
British Airways	12	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Eastern Airways	20	50.0%	0.0%	10.0%	0.0%	0.0%	0.0%	40.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Flybe	142	98.6%	1.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
KLM Royal Dutch Airlines	114	89.5%	0.0%	0.0%	0.0%	0.0%	10.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Loganair	22	45.5%	54.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
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%	-
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%	-
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%	-
Regional Jet OU	-															22
Sun-Air	22	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Swiss International	106	67.9%	28.3%	3.8%	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	-															-
Wideroe	26	65.4%	3.8%	0.0%	19.2%	3.8%	0.0%	0.0%	3.8%	0.0%	0.0%	3.8%	0.0%	0.0%	0.0%	30
TOTAL	1,662	76.1%	16.8%	2.2%	0.7%	0.1%	0.7%	1.1%	0.4%	0.0%	0.2%	0.1%	0.1%	0.0%	1.5%	64

Operators with 0 'allocated ATMs' and 0 'Requests with NO slot allocated' in W20, are included in this list due to having slots allocated in either W19 Init Coord or W20 Hist (SHL) schedules.

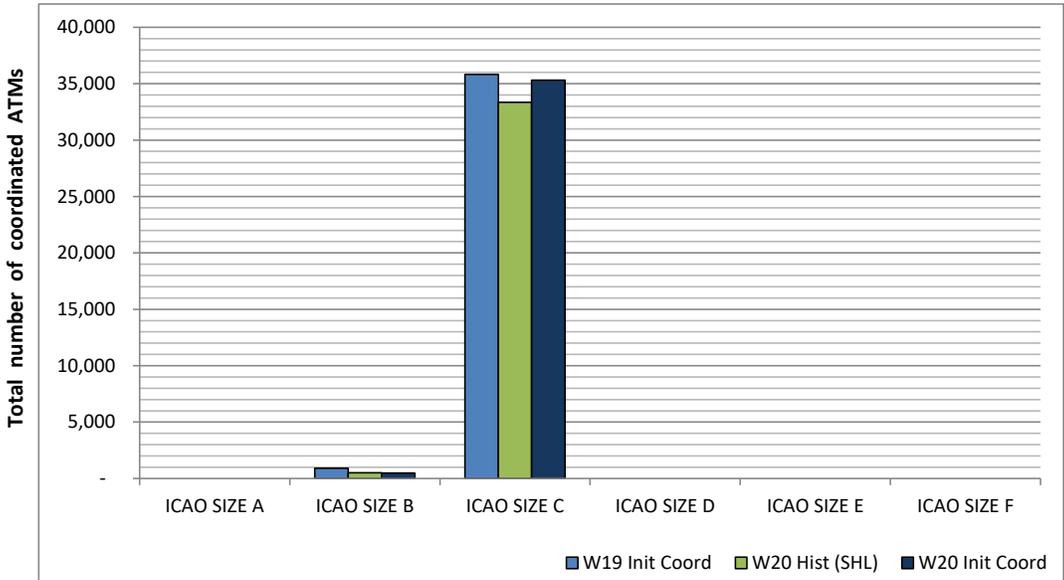
Significant Route Changes

Operator	Category	Description of change from W19 schedule to W20 schedule
BA Cityflyer	CHANGE	Increased frequency from 54x p.w. to 70x p.w. scheduled service to/from Edinburgh (EDI) for full season.
BA Cityflyer	CHANGE	Increased frequency from 9x p.w. to 17x p.w. scheduled service to/from Florence (FLR) for full season.
BA Cityflyer	CHANGE	Increased frequency from 34x p.w. to 37x p.w. scheduled service to/from Glasgow (GLA) for full season.
BA Cityflyer	CHANGE	Decreased frequency from 16x p.w. to 6x p.w. scheduled service to/from Geneva (GVA) for full season.
BA Cityflyer	CANCELLED	BA Cityflyer (CJ) has terminated all Keflavik (KEF) scheduled services.
BA Cityflyer	CHANGE	Plan to backfill 1x p.w. scheduled service to/from Nice (NCE) for the first 7 weeks of the season.
BA Cityflyer	CANCELLED	BA Cityflyer (CJ) has terminated all Orly (ORY) scheduled services.
BA Cityflyer	CHANGE	Decreased frequency from 37x p.w. to 26x p.w. scheduled service to/from Rotterdam (RTM) for full season.
BA Cityflyer	CHANGE	Increased frequency from 19x p.w. to 22x p.w. scheduled service to/from Tegel (TXL) for full season.
BA Cityflyer	CHANGE	Decreased frequency from 27x p.w. to 22x p.w. scheduled service to/from Zurich (ZRH) for full season.
Eastern Airways	NEW	Eastern Airways are a new airline for the Winter season and are planning to operate 10x p.w. to/from Teesside (MME).
Loganair	NEW	Loganair are a new airline for the Winter season and are planning to operate 11x p.w. to/from Dundee (DND).
Sun-Air	CANCELLED	Sun-Air (EZ) has terminated all Antwerp (ANR) scheduled services.
Tap Air Portugal	CANCELLED	TAP Air Portugal terminated all services as of end of October 2019.
Wideroe	NEW	Wideroe (WF) are a new airline and are planning to operate 13x p.w. to/from Bergen (BGO).

Full Season - Aircraft Size Analysis

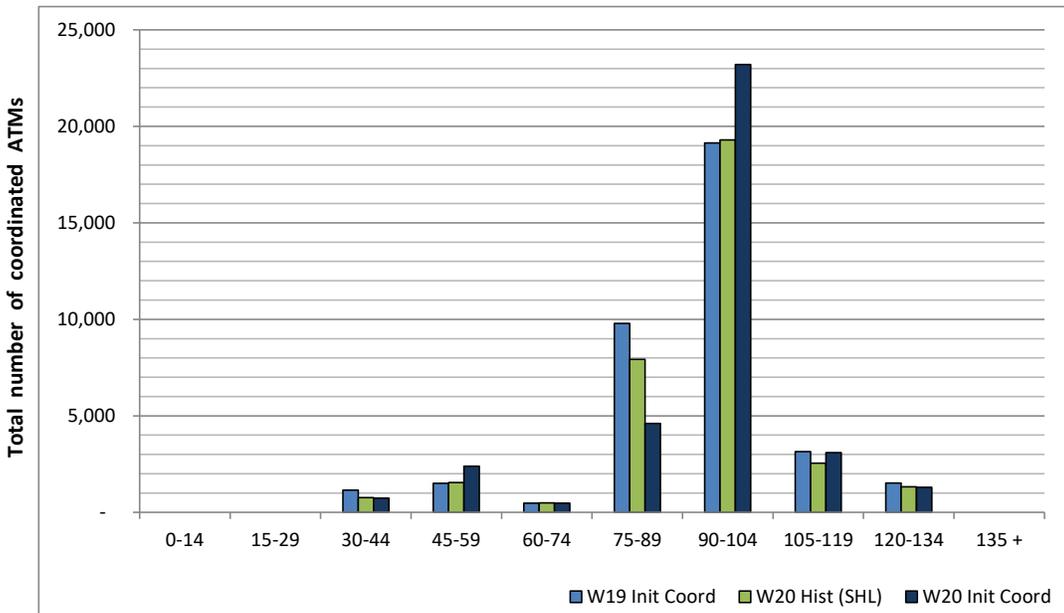


ICAO size designation



Note: See Glossary for definitions of ICAO SIZE groupings

Air Transport Movement seat distribution

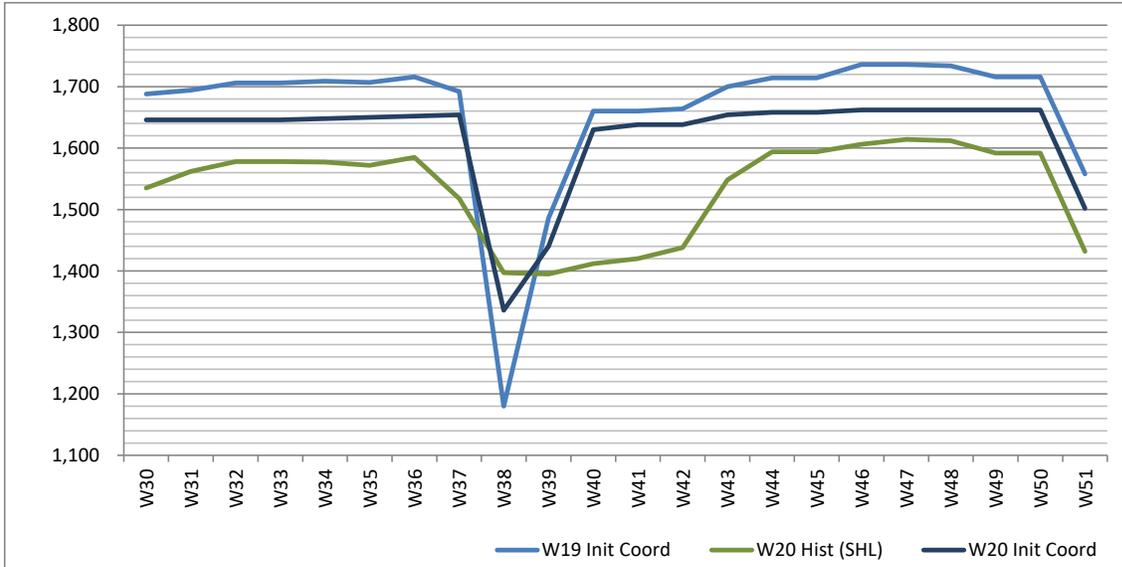


Note: FREIGHT-ONLY services with 0 seats are included in the first seat band '0-14'

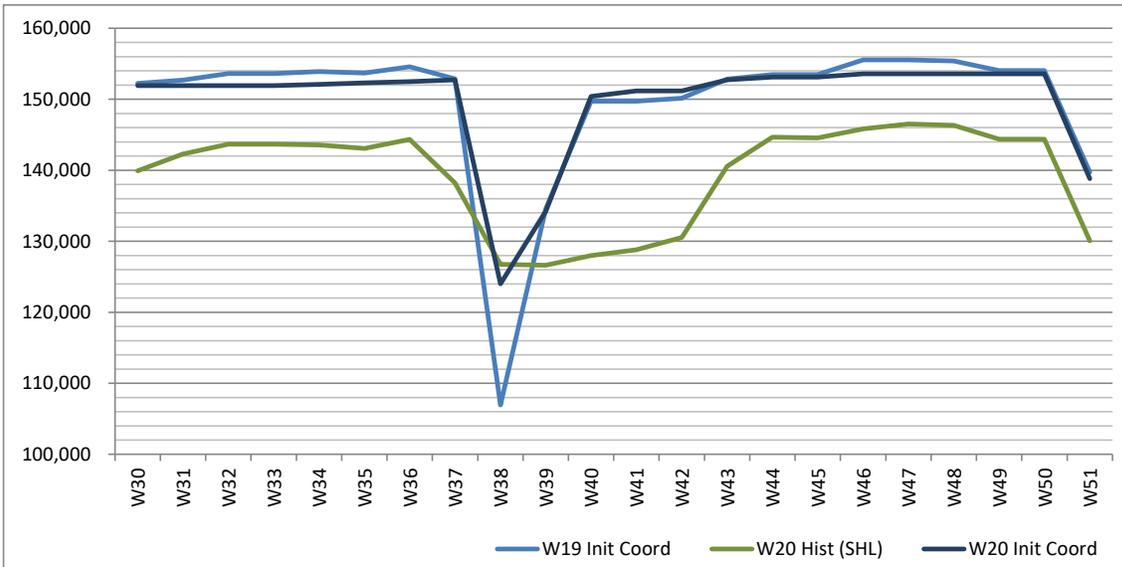
Full Season - Seasonality



Air Transport Movements by week of season



Air Transport Movement Seats by week of season



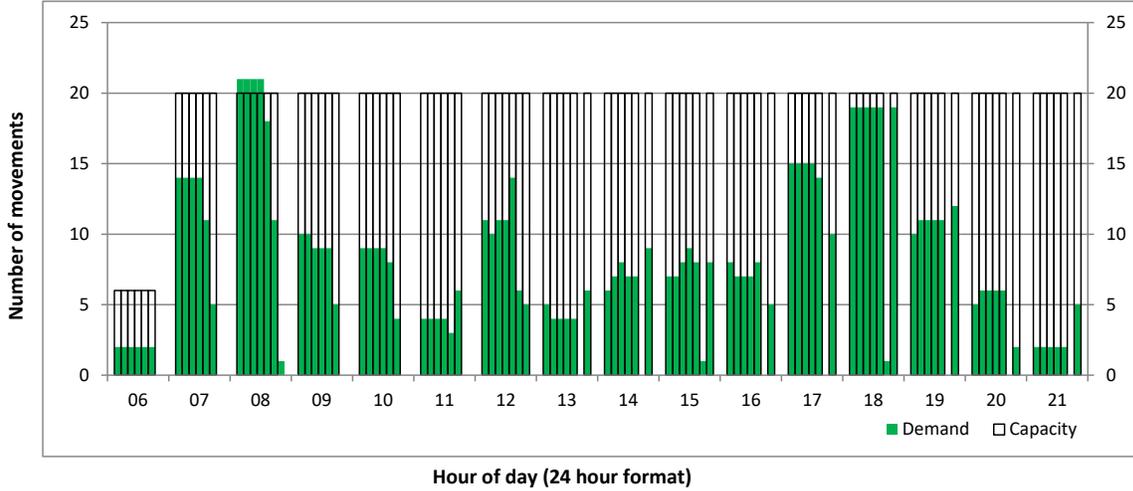
Peak Week - Initial Hourly Runway Demand

Schedule: W20 Init Coord



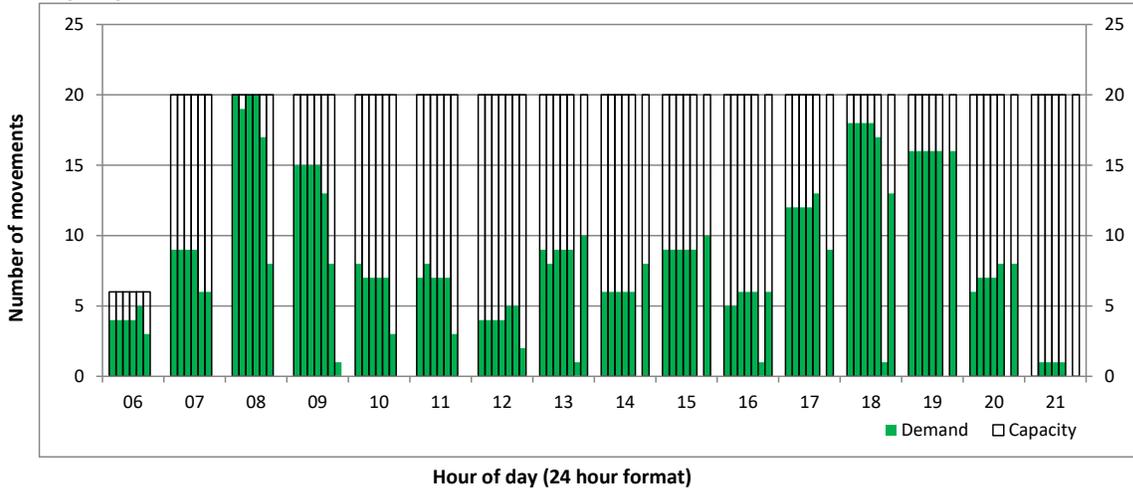
Hourly Arrival Demand

Time: UTC



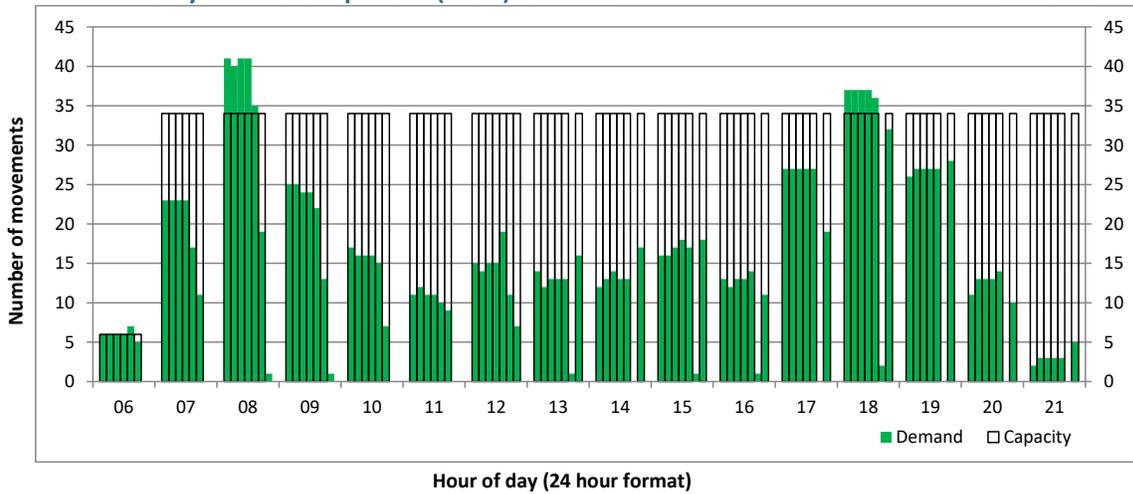
Hourly Departure Demand

Time: UTC



Combined Hourly Arrival & Departure (Total) Demand

Time: UTC



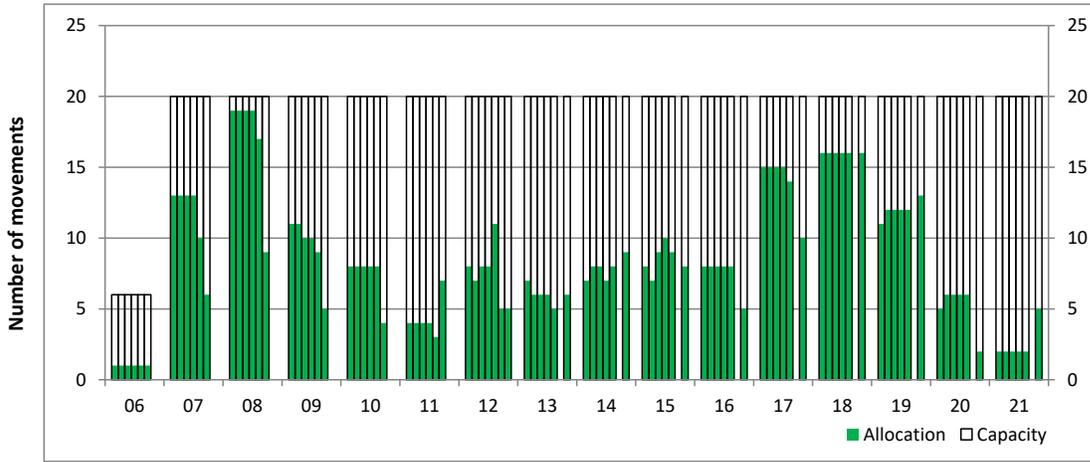
Peak Week - Hourly Runway Allocation

Schedule: W20 Init Coord



Hourly Arrival Allocation

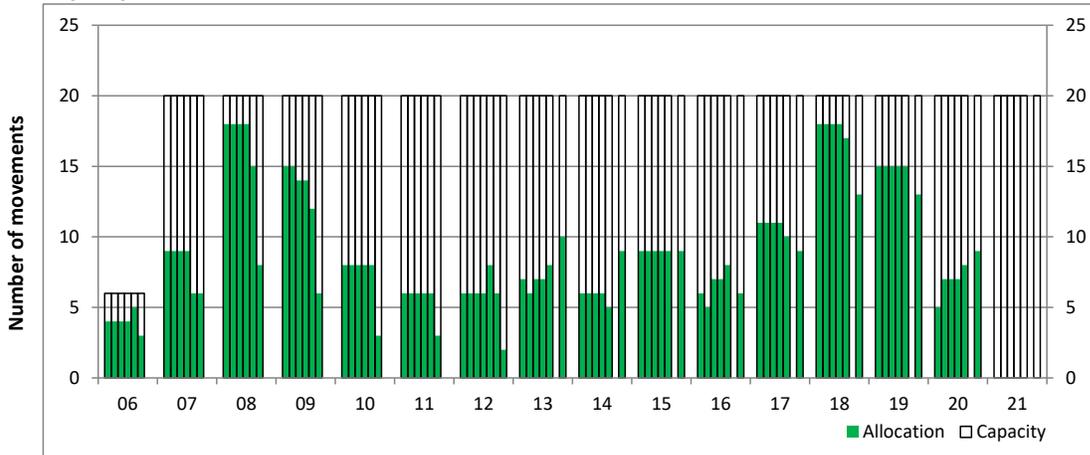
Time: UTC



Hour of day (24 hour format)

Hourly Departure Allocation

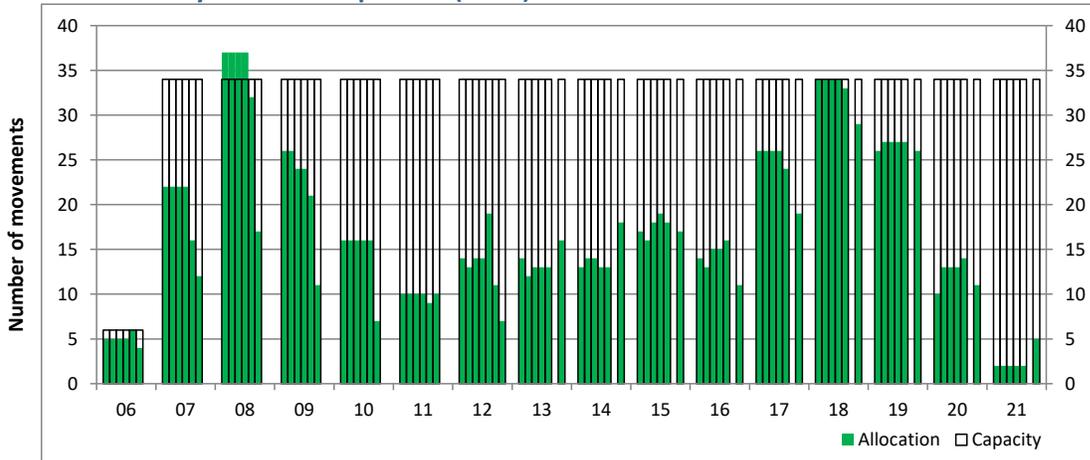
Time: UTC



Hour of day (24 hour format)

Combined Hourly Arrival & Departure (Total) Allocation

Time: UTC



Hour of day (24 hour format)

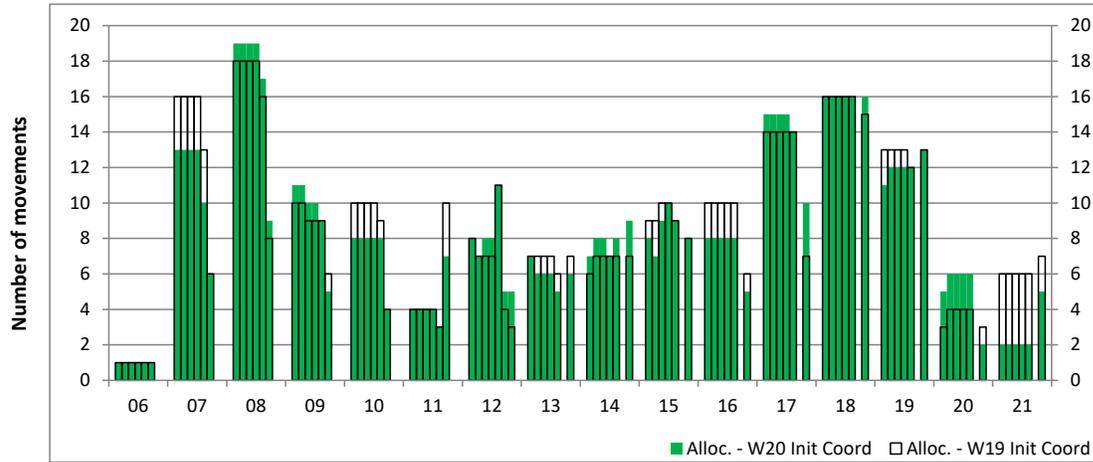
Peak Week - Runway Allocation Comparison

Comparison of W20 Init Coord vs. W19 Init Coord



Hourly Arrival Allocation

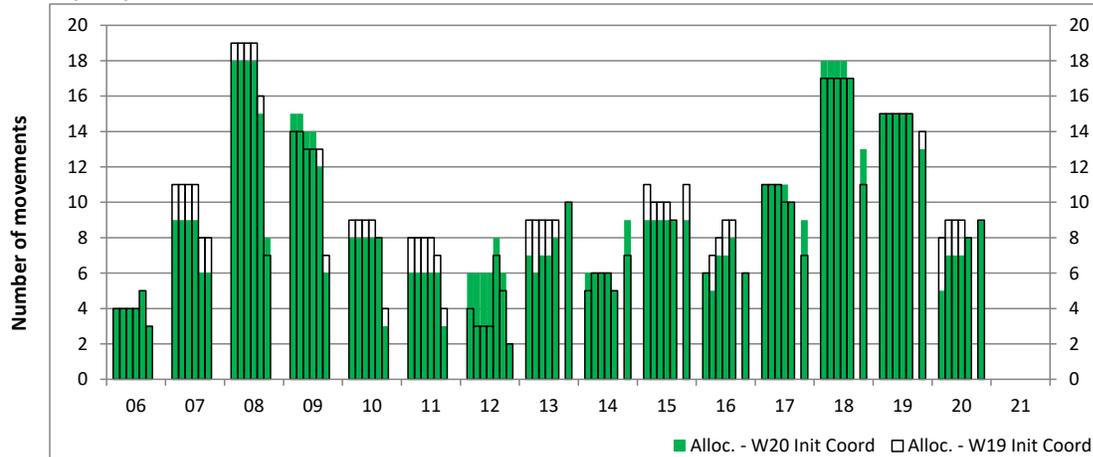
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Hour of day (24 hour format)

Hourly Departure Allocation

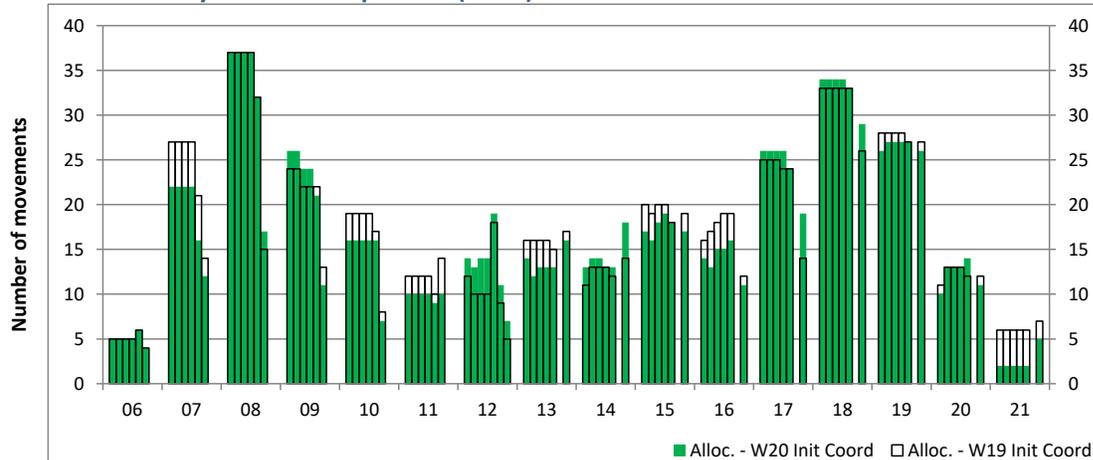
Time: UTC



Hour of day (24 hour format)

Combined Hourly Arrival & Departure (Total) Allocation

Time: UTC



Hour of day (24 hour format)

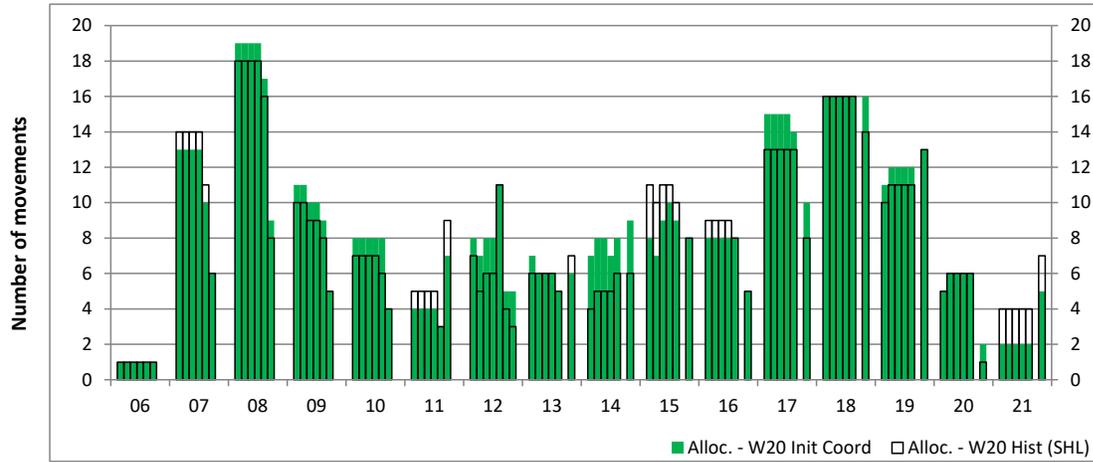
Peak Week - Runway Allocation Comparison

Comparison of W20 Init Coord vs. W20 Hist (SHL)



Hourly Arrival Allocation

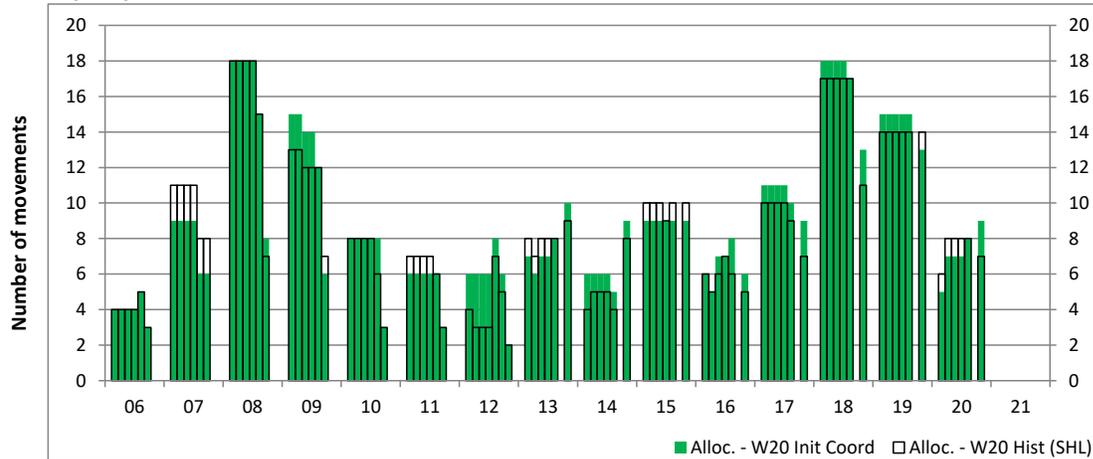
Time: UTC



Hour of day (24 hour format)

Hourly Departure Allocation

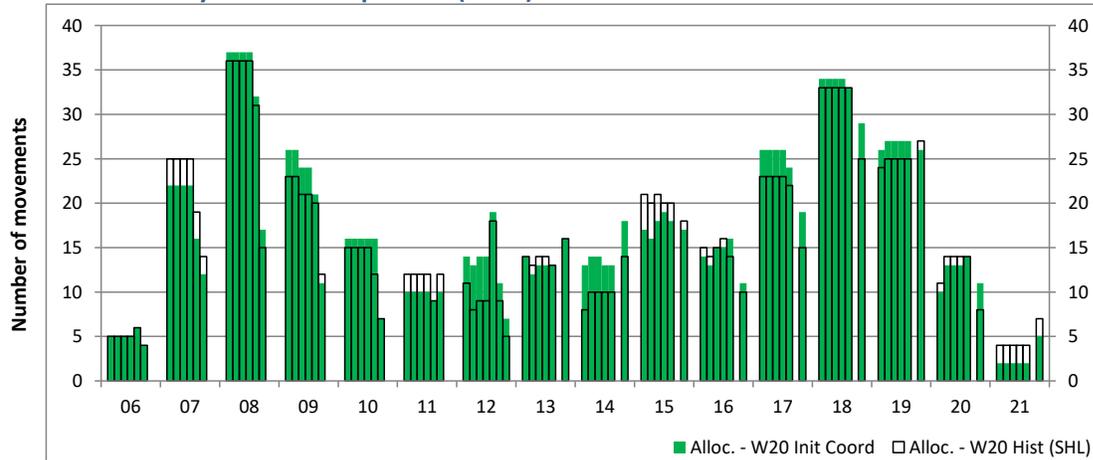
Time: UTC



Hour of day (24 hour format)

Combined Hourly Arrival & Departure (Total) Allocation

Time: UTC



Hour of day (24 hour format)

Peak Week - Movements Histogram

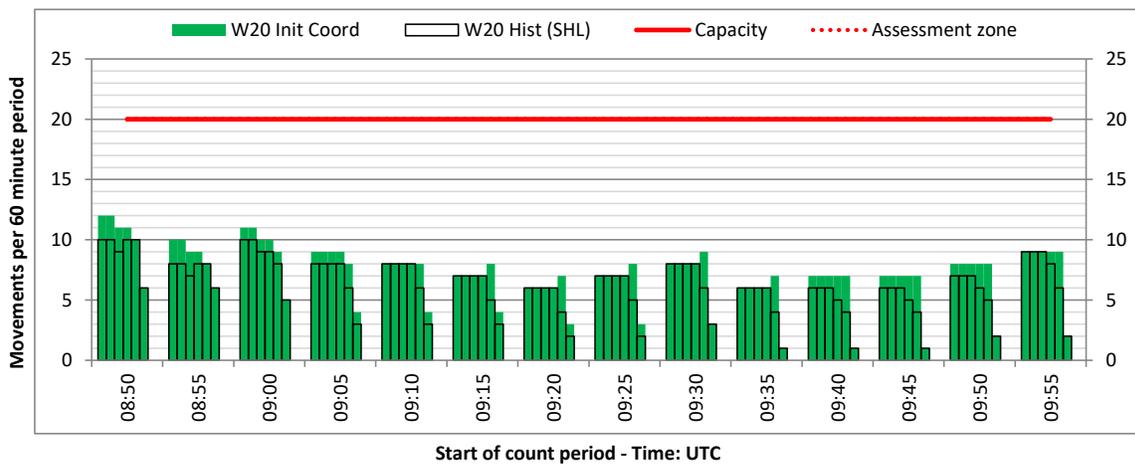
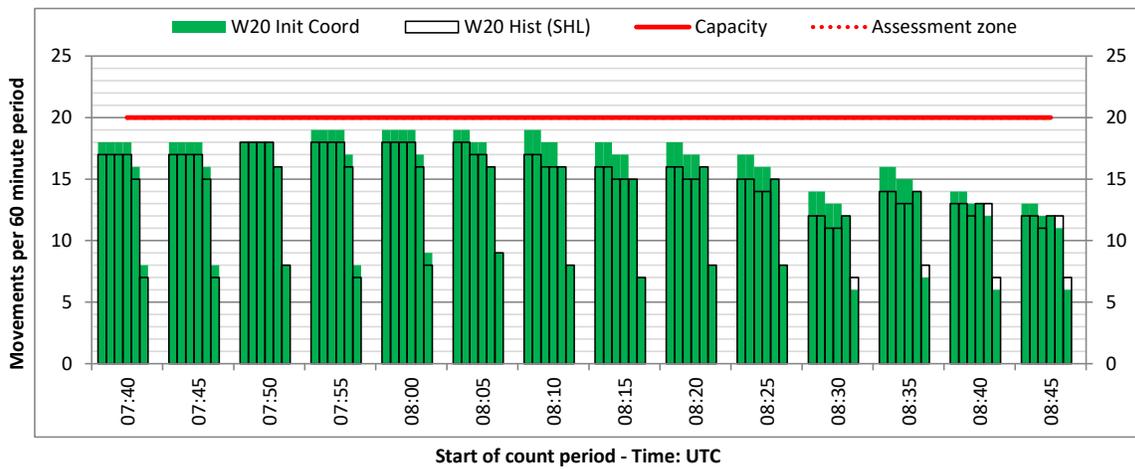
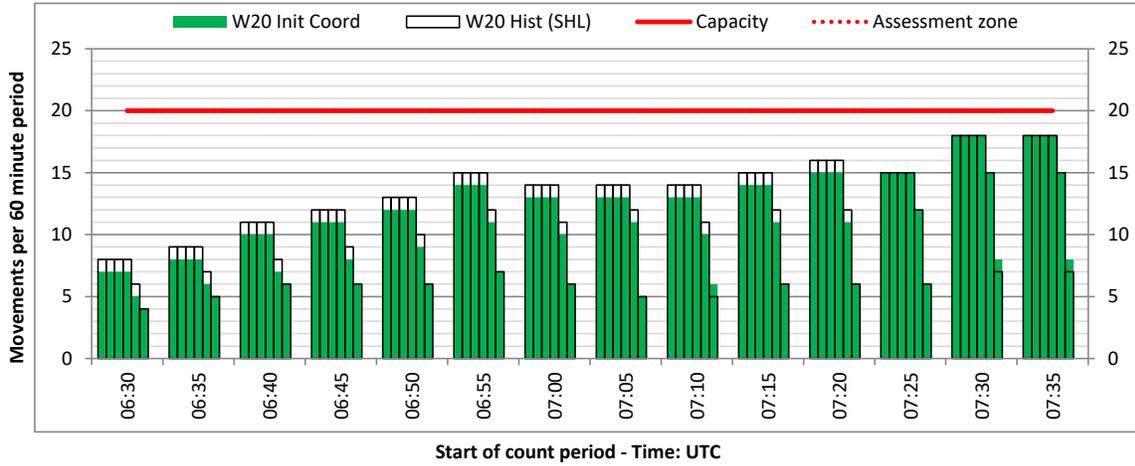
ARRIVAL - 60 minute count rolling every 5 mins (R60/5)



Terminals: All Terminals

Operators: All Operators

Days: 1234567



Peak Week - Movements Histogram

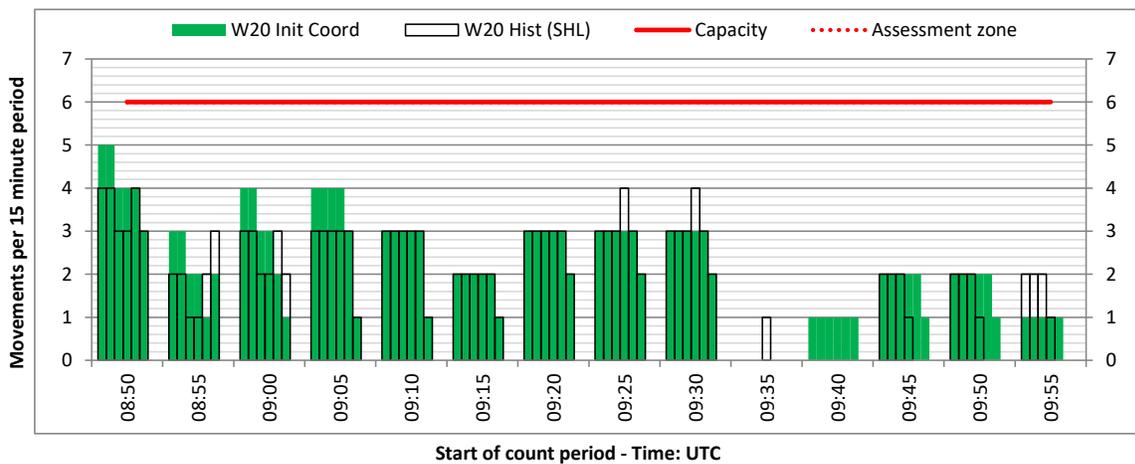
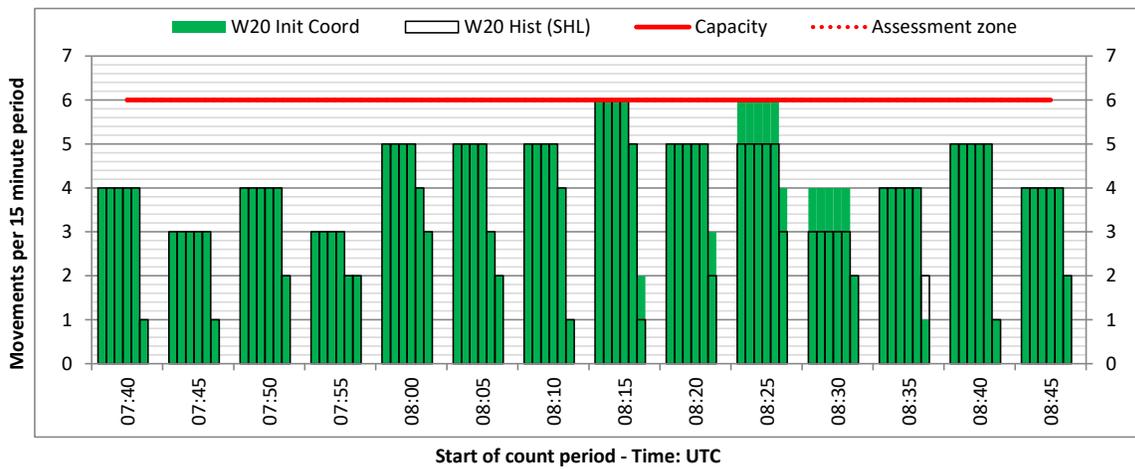
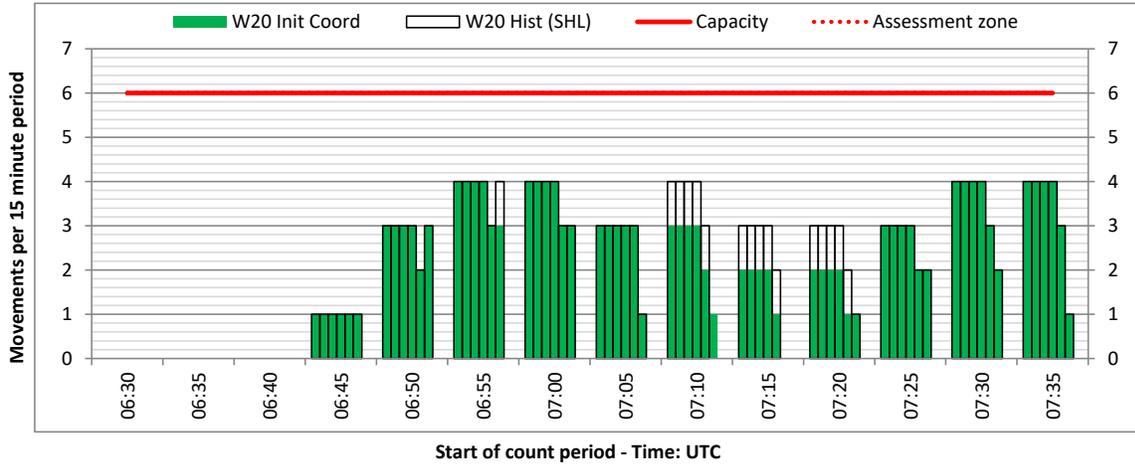
ARRIVAL - 15 minute count rolling every 5 mins (R15/5)



Terminals: All Terminals

Operators: All Operators

Days: 1234567



Peak Week - Movements Histogram

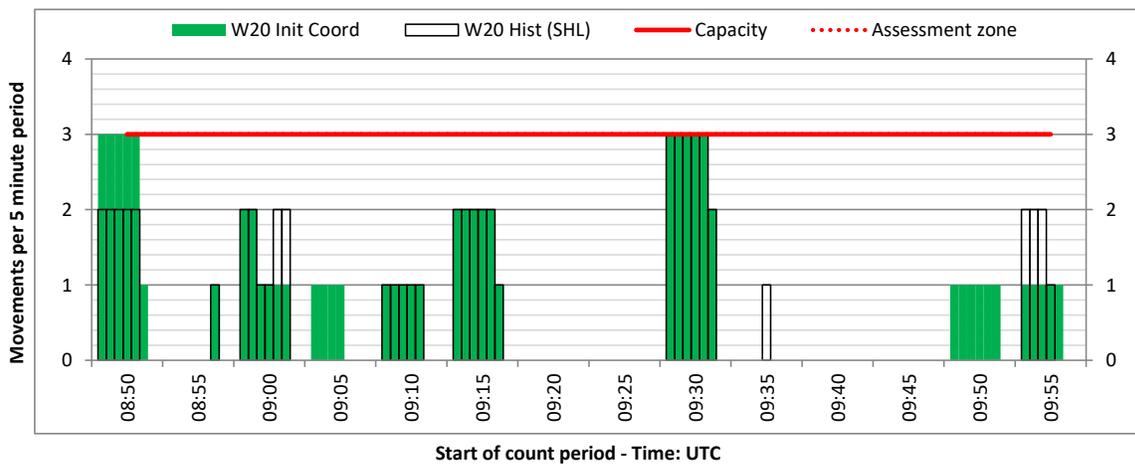
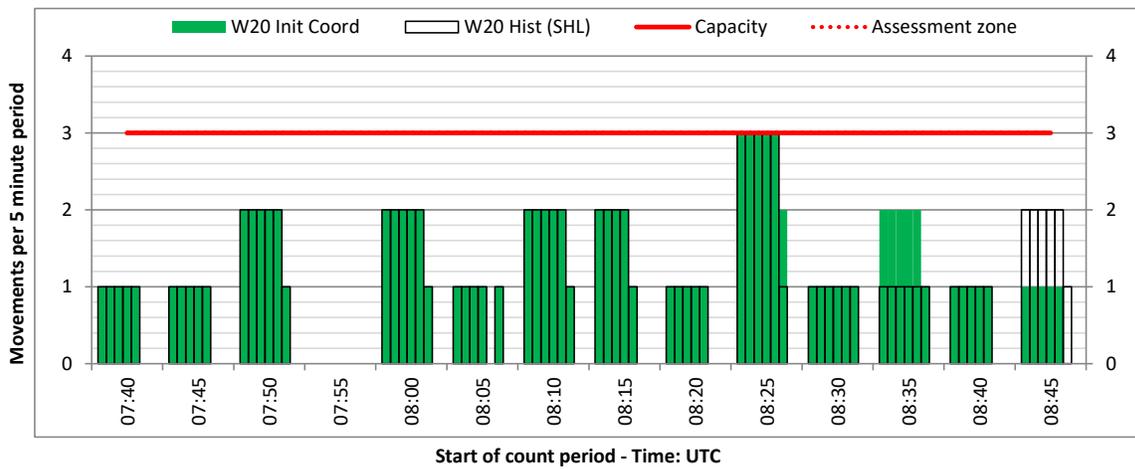
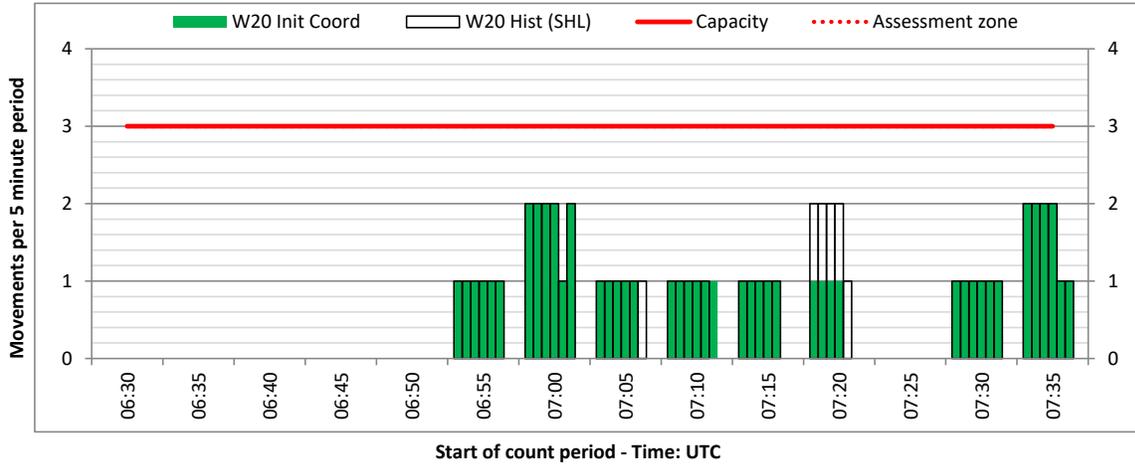
ARRIVAL - 5 minute count rolling every 5 mins (R5)



Terminals: All Terminals

Operators: All Operators

Days: 1234567



Peak Week - Movements Histogram

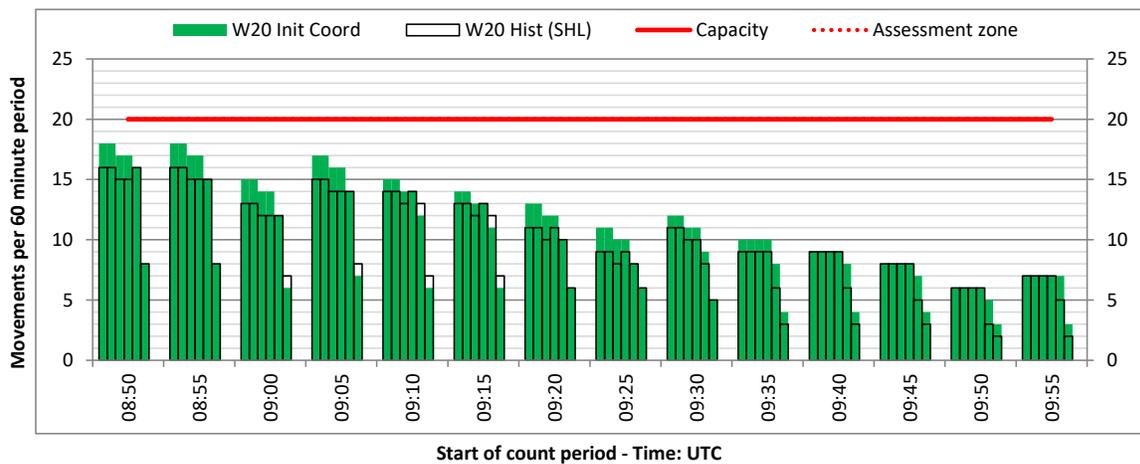
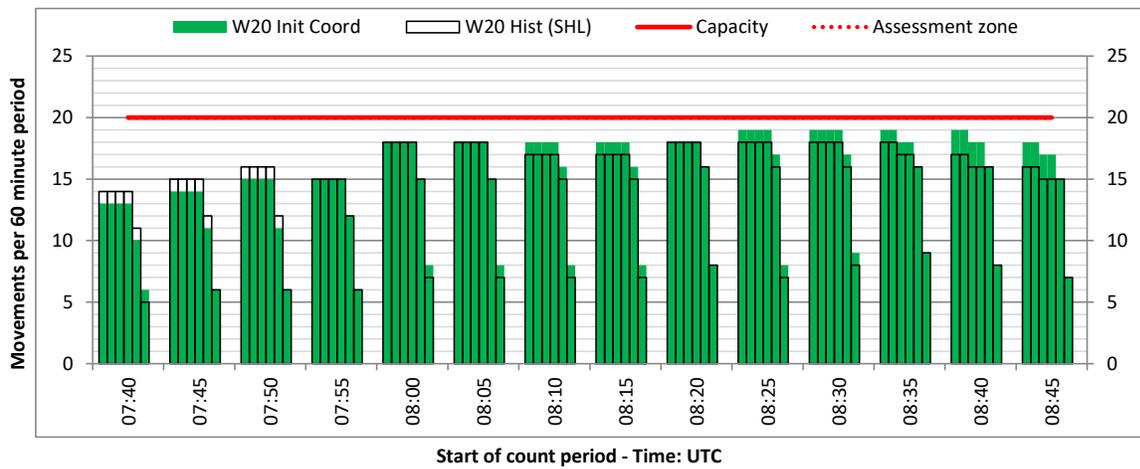
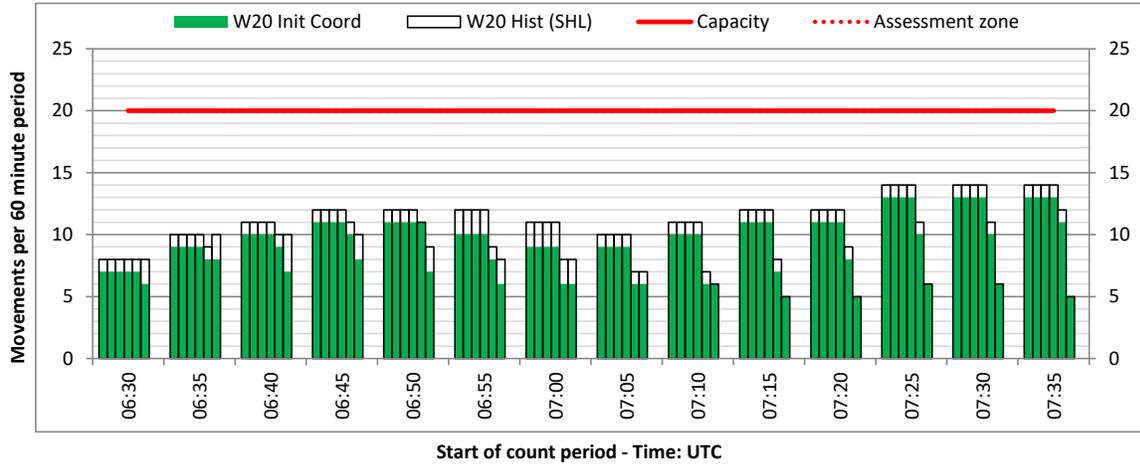
DEPARTURE - 60 minute count rolling every 5 mins (R60/5)



Terminals: All Terminals

Operators: All Operators

Days: 1234567



Peak Week - Movements Histogram

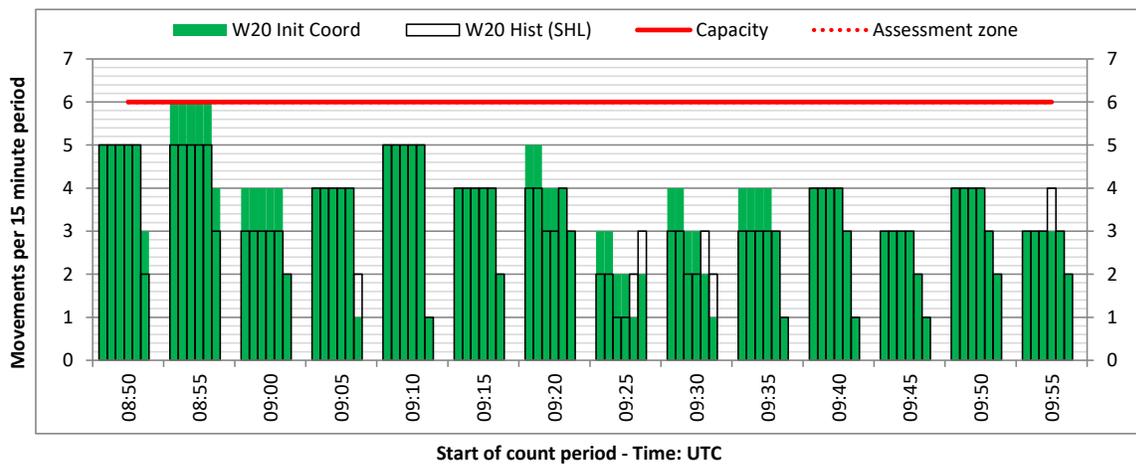
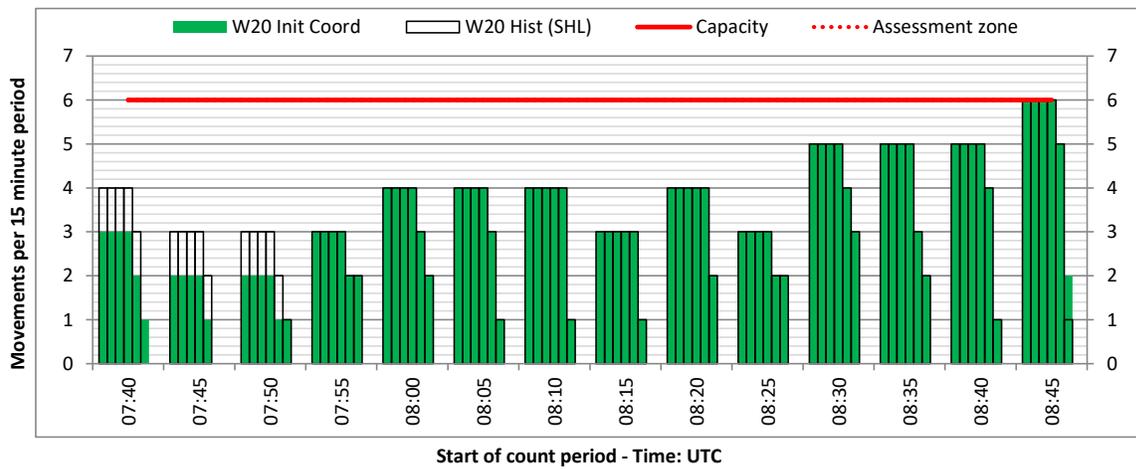
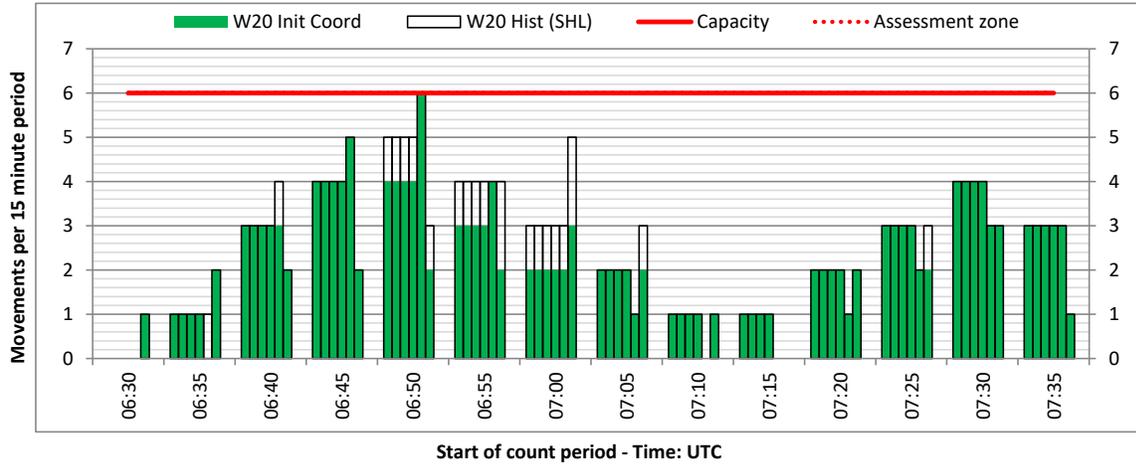
DEPARTURE - 15 minute count rolling every 5 mins (R15/5)



Terminals: All Terminals

Operators: All Operators

Days: 1234567



Peak Week - Movements Histogram

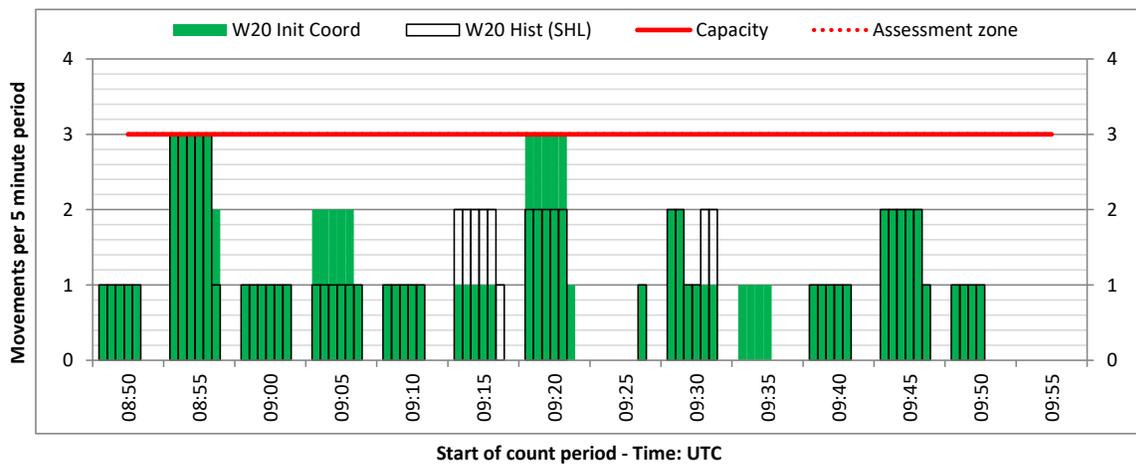
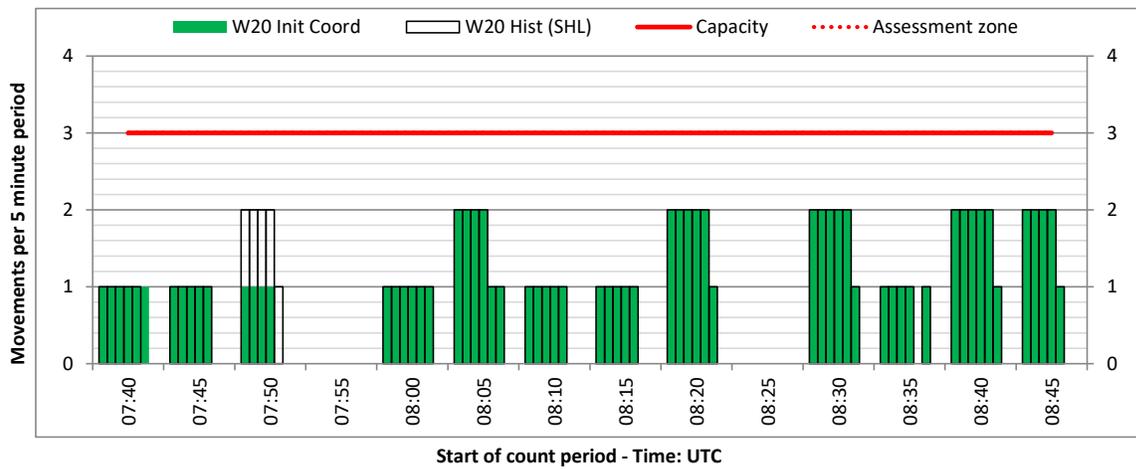
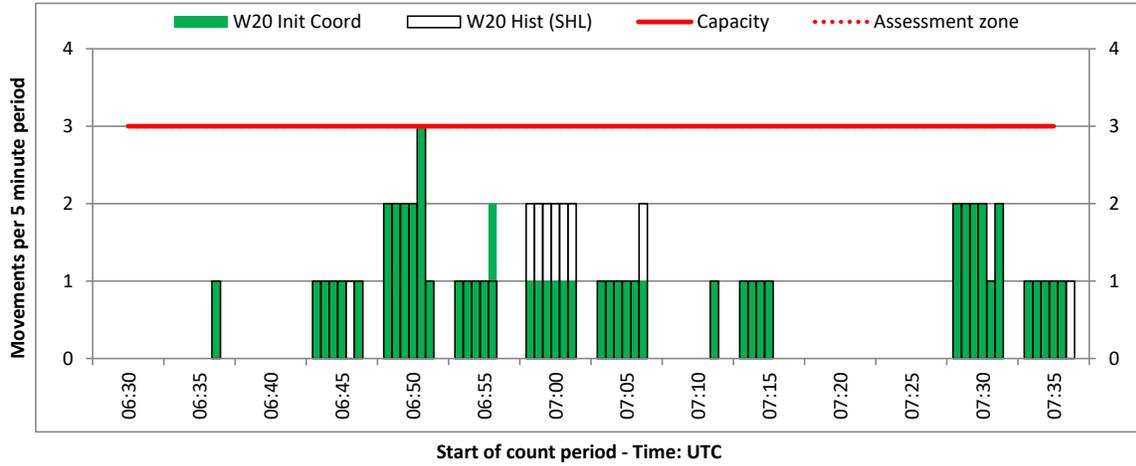
DEPARTURE - 5 minute count rolling every 5 mins (R5)



Terminals: All Terminals

Operators: All Operators

Days: 1234567



Peak Week - Movements Histogram

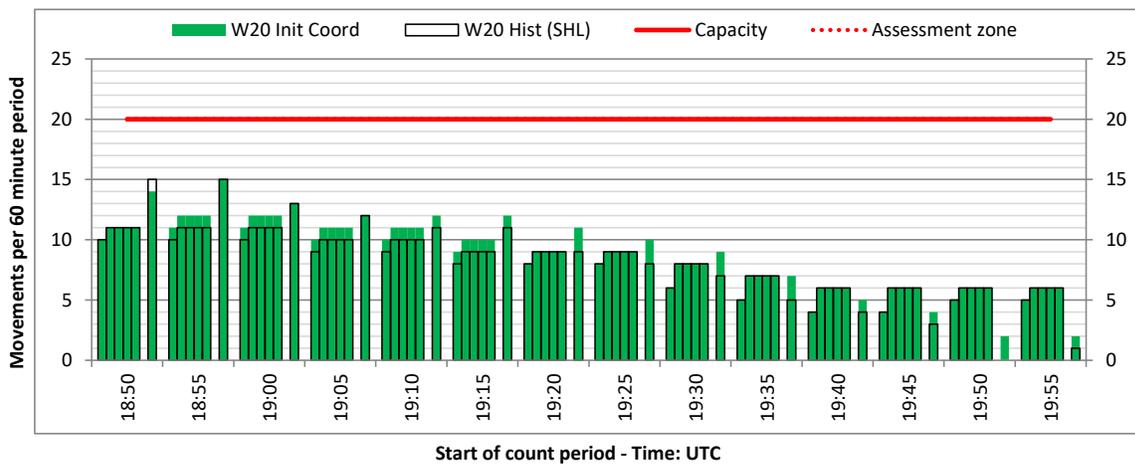
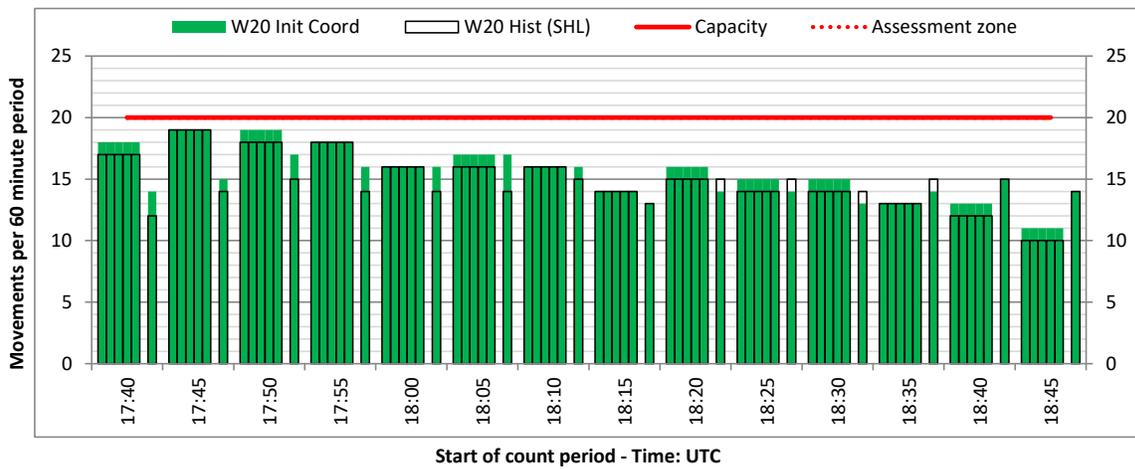
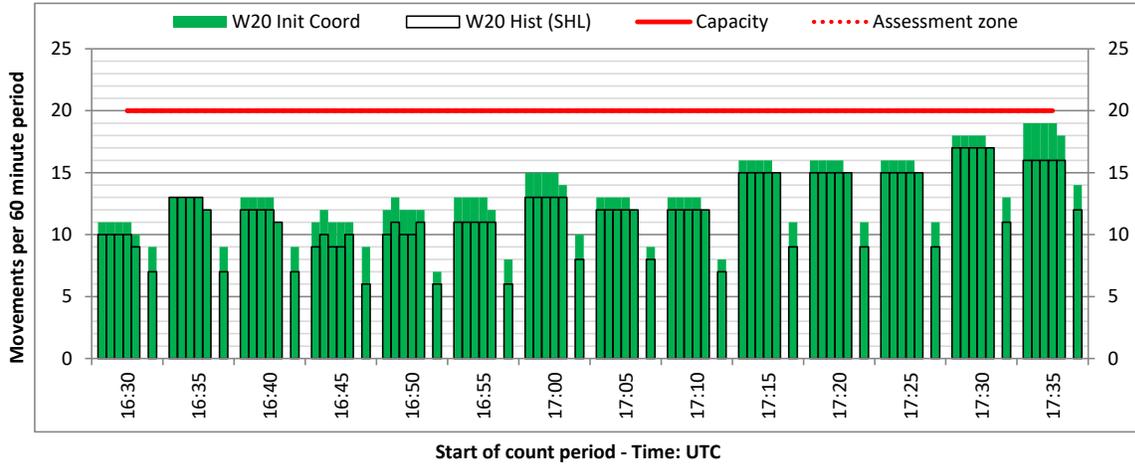
ARRIVAL - 60 minute count rolling every 5 mins (R60/5)



Terminals: All Terminals

Operators: All Operators

Days: 1234567



Peak Week - Movements Histogram

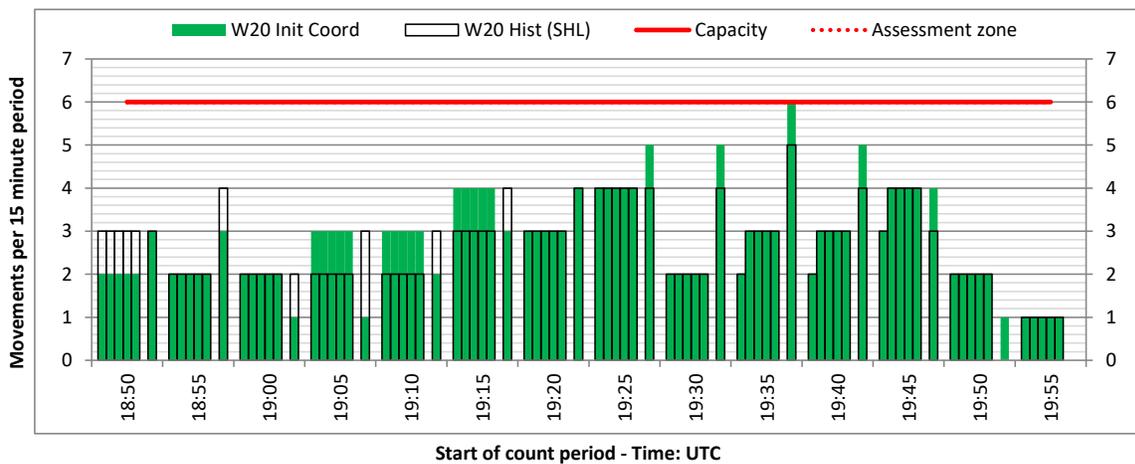
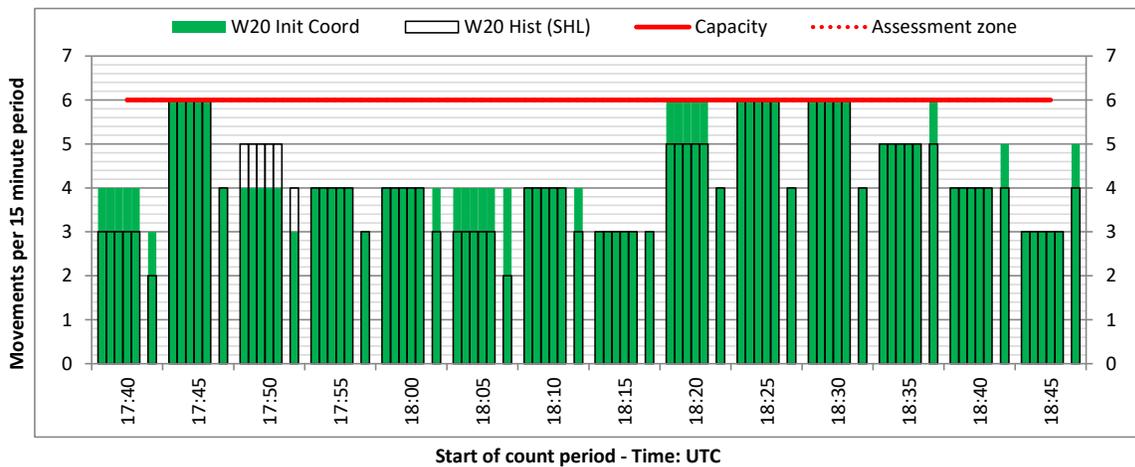
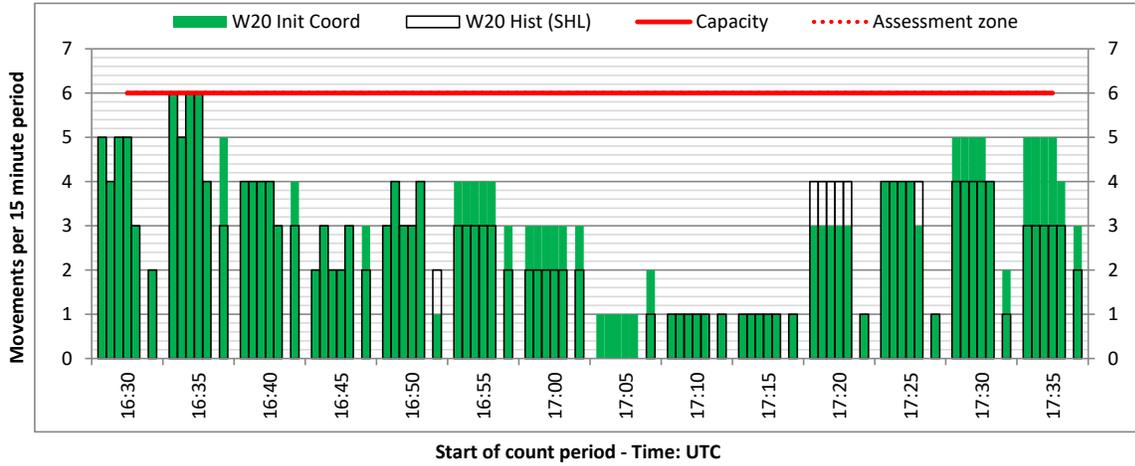
ARRIVAL - 15 minute count rolling every 5 mins (R15/5)



Terminals: All Terminals

Operators: All Operators

Days: 1234567



Peak Week - Movements Histogram

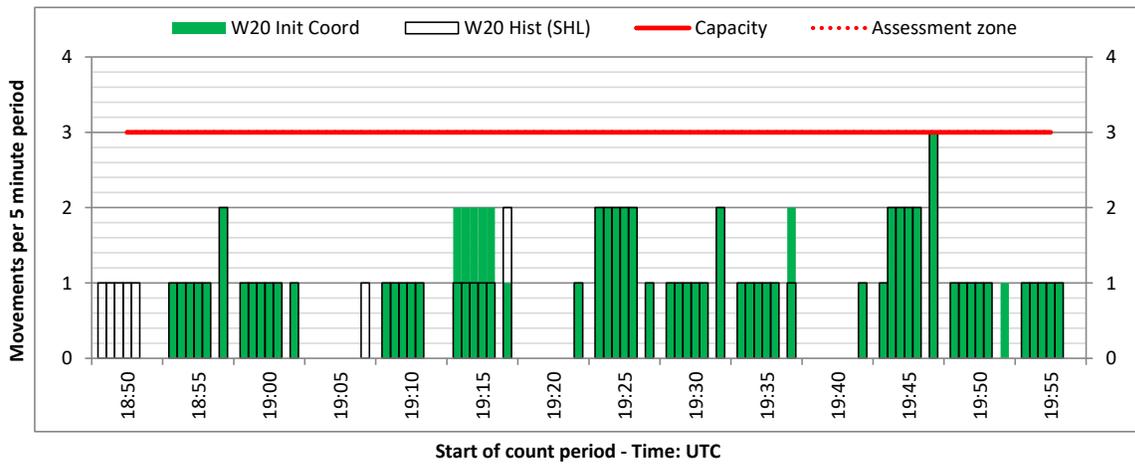
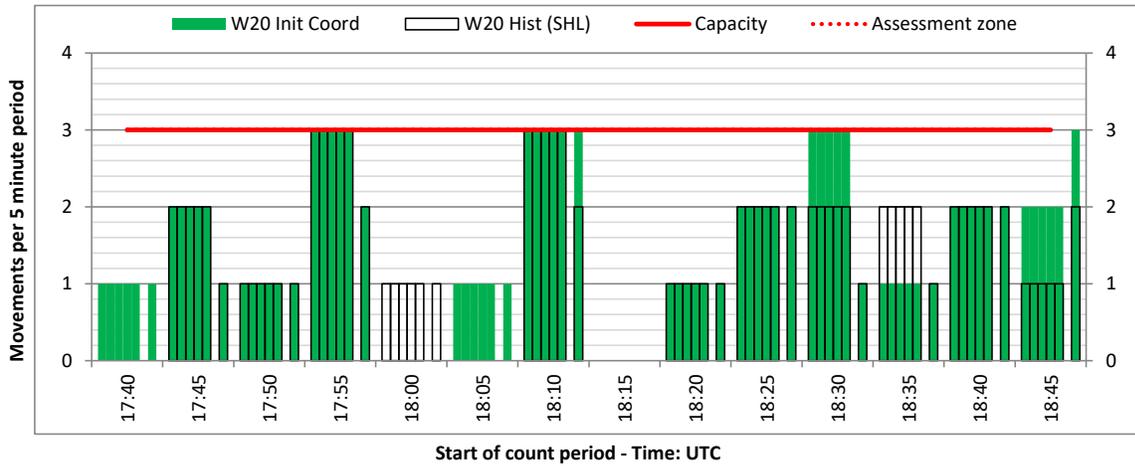
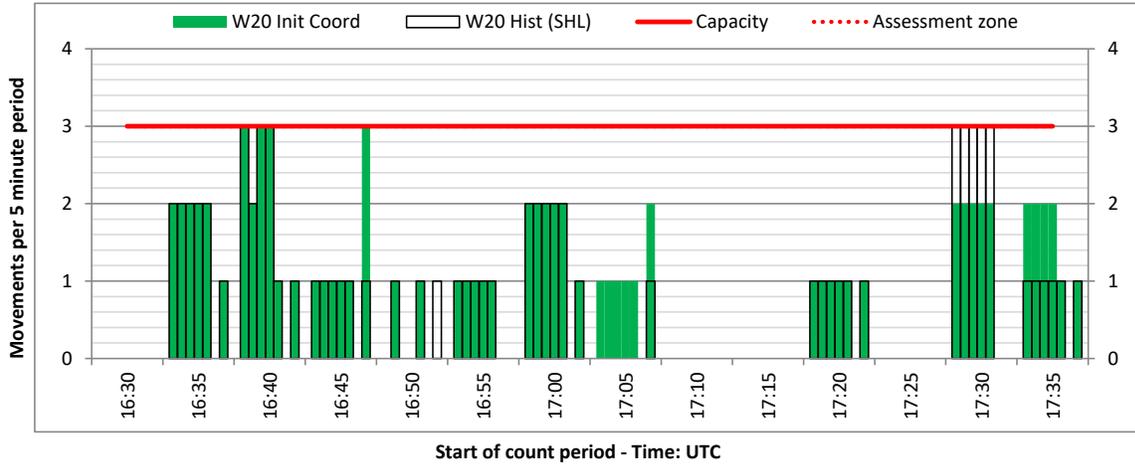
ARRIVAL - 5 minute count rolling every 5 mins (R5)



Terminals: All Terminals

Operators: All Operators

Days: 1234567



Peak Week - Movements Histogram

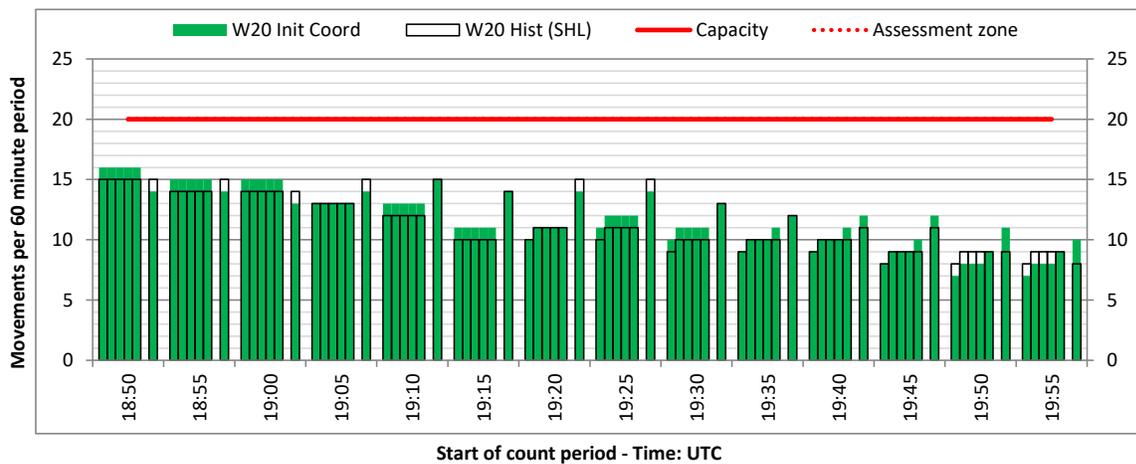
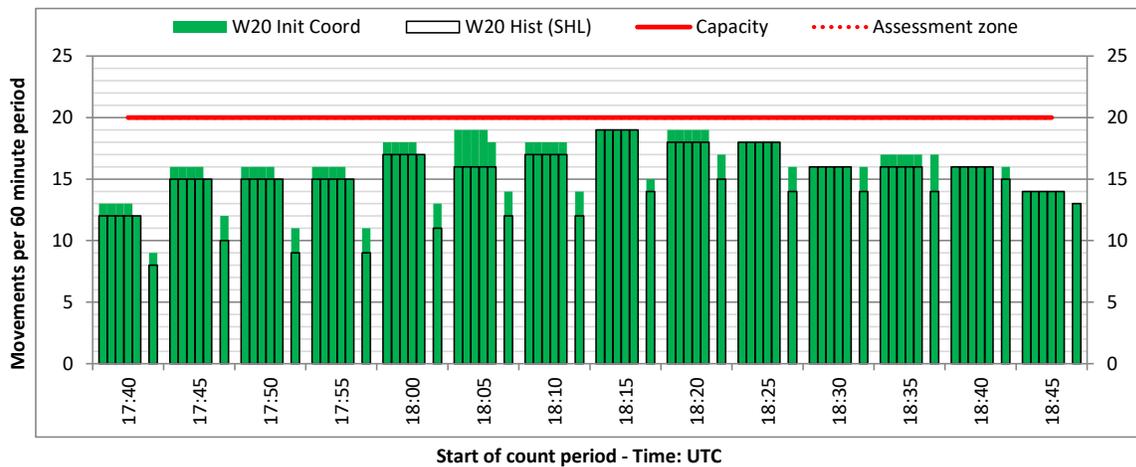
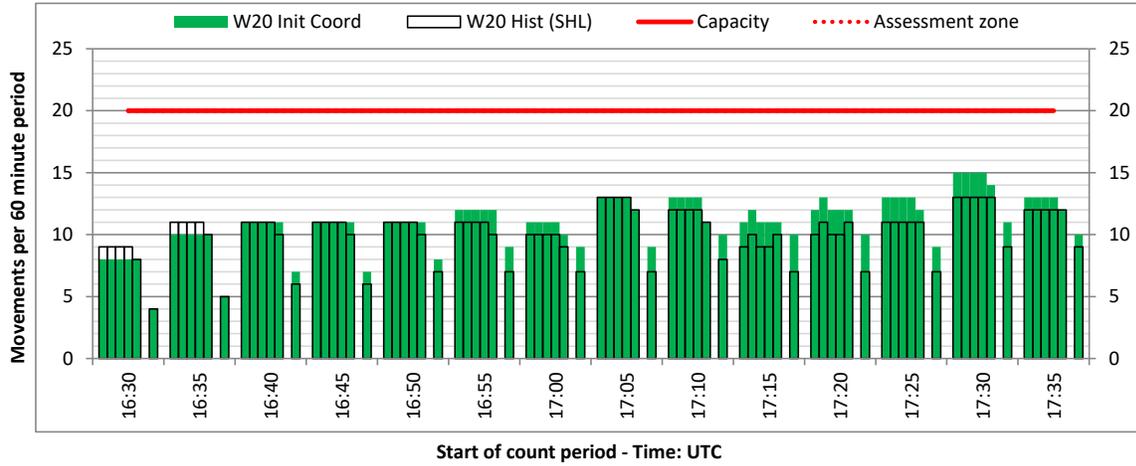
DEPARTURE - 60 minute count rolling every 5 mins (R60/5)



Terminals: All Terminals

Operators: All Operators

Days: 1234567



Peak Week - Movements Histogram

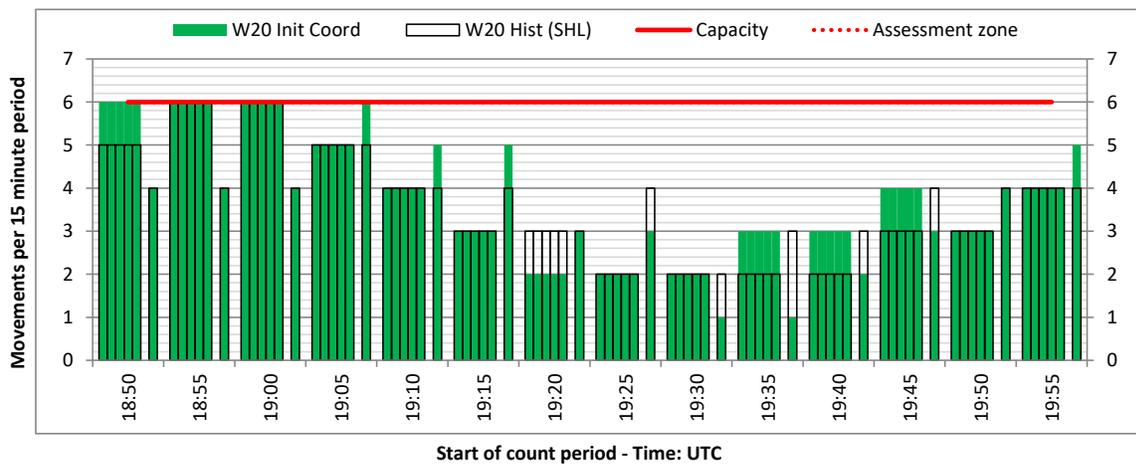
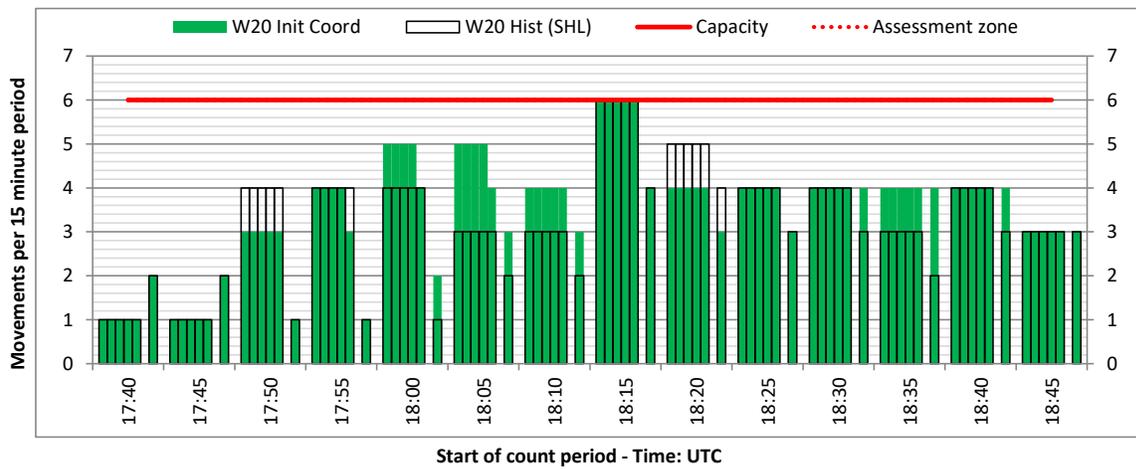
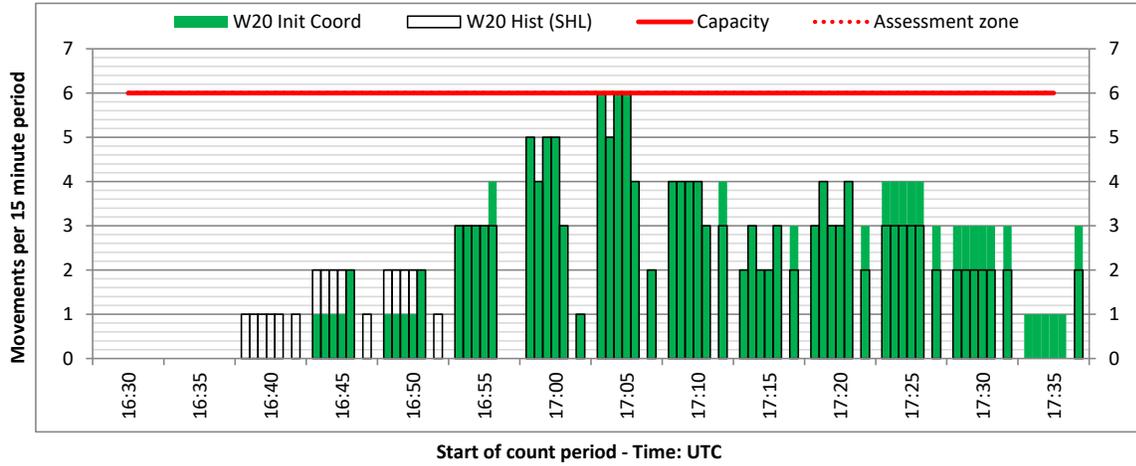
DEPARTURE - 15 minute count rolling every 5 mins (R15/5)



Terminals: All Terminals

Operators: All Operators

Days: 1234567



Peak Week - Movements Histogram

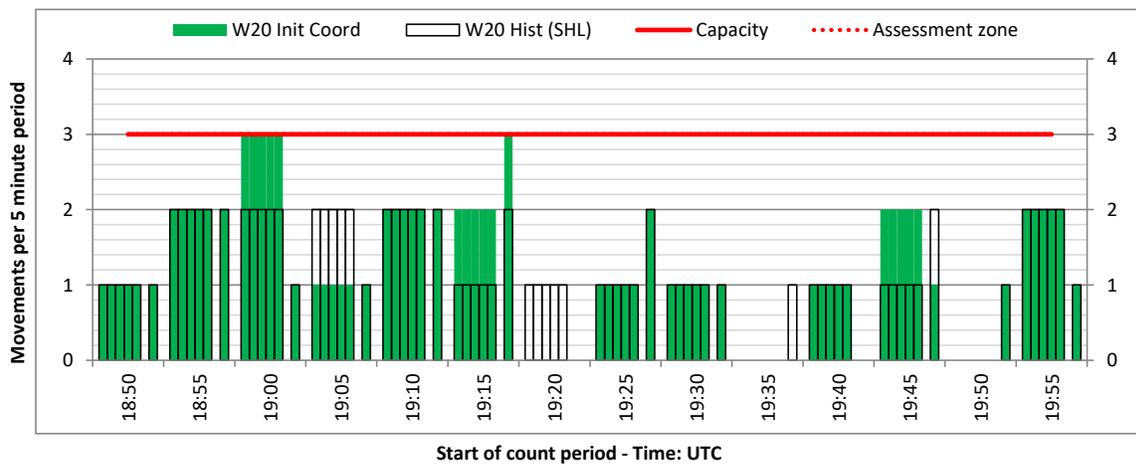
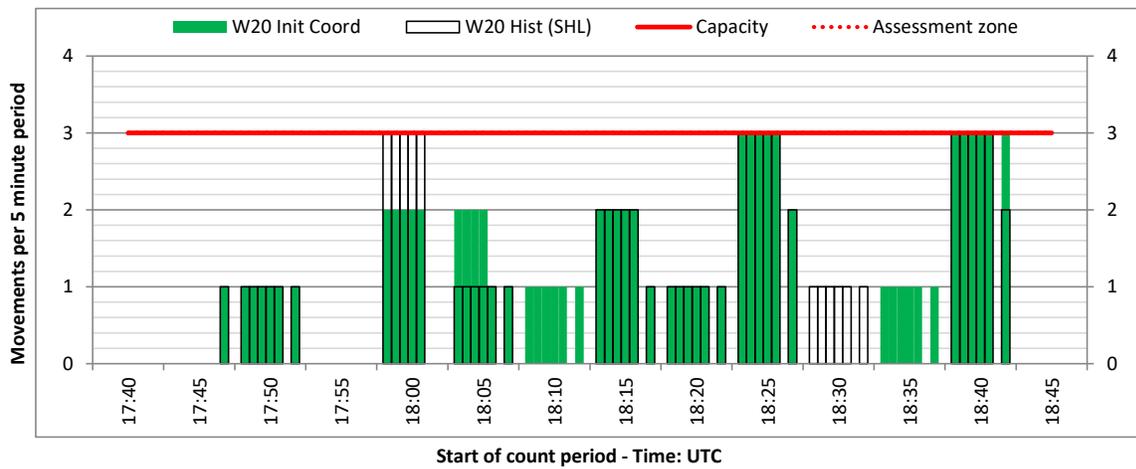
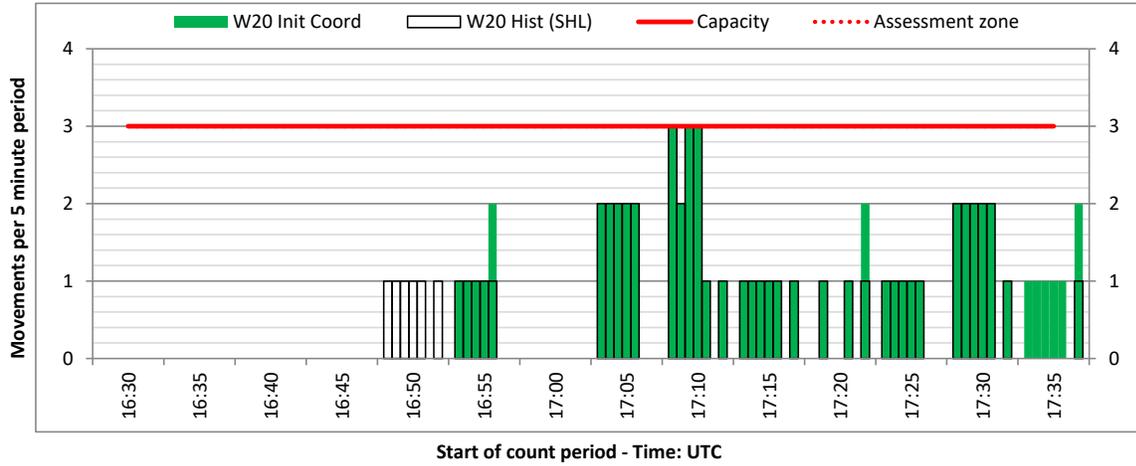
DEPARTURE - 5 minute count rolling every 5 mins (R5)



Terminals: All Terminals

Operators: All Operators

Days: 1234567



Glossary



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 flight.
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

W19 Init Coord	W19 schedule as cleared on Thu 06-Jun-19.
W20 Hist (SHL)	W20 schedule as cleared on Thu 02-Apr-20.
W20 Init Coord	W20 schedule as cleared on Tue 02-Jun-20.
Peak Week	Peak week for W19 is Mon 24-Feb-20 to Sun 01-Mar-20. Peak week for W20 is Mon 01-Mar-21 to Sun 07-Mar-21.

For ACL use

	Airport-Season-Branch-Resource	From date	To date	Time
Full Season Rep 1	LCY-W19-SAL Premerge-Standard	Sun 27-Oct-2019	Sat 28-Mar-2020	UTC
Full Season Rep 2	LCY-W20-SHL-Standard	Sun 25-Oct-2020	Sat 27-Mar-2021	UTC
Full Season Rep 3	LCY-W20-SAL Premerge-Standard	Sun 25-Oct-2020	Sat 27-Mar-2021	UTC
	Airport-Season-Branch-Resource	From date	To date	Time
Peak Week Rep 1	LCY-W19-SAL Premerge-Standard	Mon 24-Feb-2020	Sun 01-Mar-2020	UTC
Peak Week Rep 2	LCY-W20-SHL-Standard	Mon 01-Mar-2021	Sun 07-Mar-2021	UTC
Peak Week Rep 3	LCY-W20-SAL Premerge-Standard	Mon 01-Mar-2021	Sun 07-Mar-2021	UTC