



LONDON CITY SUMMER 2011

Start of Season Report

KEY STATISTICS	
Air Transport Movements	+23.9%
Total Seats	+32.9%
Seats per Passenger ATM	+7.2%

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COORDINATION SUMMARY

Total Peak Week ATM Slots

Summer 2010 Baseline	1,355	
Use-it-or-lose it failures	0	
Summer 2011 Historics	1,355	
Unclaimed historic slots	0	
Extended histoic period slots	0	
Summer 2011 Claimed Historics	1,355	
Summer 2011 Demand	1,608	
New Slots Requested (exc Fill In)	253	
% increase on claimed historics	18.7%	
New Slots Allocated - exc Fill In	242	
% increase on claimed historics	17.9%	
New Entrant	74	31%
Incumbent	168	69%
Summer 2011 Initial Allocation	1,597	
Summer 2011 Initial Allocation - Peak	963	
Weekly Capacity (0600-2155 UTC, 15 hrs)	3240	
Capacity utilisation	49.3%	
Peak Capacity		
(Mon-Fri 0600-0855 & 1600-1855, 6hrs)	1080	
Peak Capacity utilisation	89.2%	

TIMING ANALYSIS

Total Peak Week Slots

Of Historic Slots, retimes requested 33.9%

Distribution Off Required Times

	HISTORIC RETIMES		NEW SLOTS ALLOCATED
	Before Coordination	After Coordination	
OK	0%	84%	56%
± 5 min	28%	5%	10%
± 10 min	15%	6%	4%
± 15 min	8%	0%	6%
± 30 min	26%	4%	9%
± 60 min	7%	0%	13%
± 120 min	8%	0%	0%
>120 min	7%	1%	2%
Average minutes off required time	50.1	3.2	7.8
% improvement	94%		

REASONS FOR SCHEDULE ADJUSTMENT

Total Slots

OK - no adjustment	1,413	87.9%
Runway 15 min limit	39	2.4%
Runway 60 min limit	115	7.2%
Stand limits	26	1.6%
Opening Times	2	0.1%
Ground time	1	0.1%
No Slot allocated	12	0.7%
Total	1,608	

LONDON CITY SUMMER 2011 ALLOCATION OF AIR TRANSPORT MOVEMENTS

Peak Week Totals

Code	Airline	S10 Claimed Historics	New Slot Requests	S11 Demand	YEAR ROUND		NEW SERVICES		S10 ATM Alloc. 28Oct08	S10 ATM Alloc. 28Oct09
					New Entrant	Incumb.	New Entrant	Incumb.		
AF	Air France	412	33	445				33	445	7%
AP	Air One	10	2	12					10	
BA	British Airways -Mainline	22		22					22	
CJ	British Airways -Cityflyer	338	118	456		12		107	457	26%
EZ	Sunair	16	6	22	6				22	27%
F7	Fly Baboo	22		22					22	
LG	Luxair	48		48					48	
LH	Lufthansa	60		60					60	
LX	Swiss Airlines	158		158					158	
QI	Cimber Air	22		22					22	
RE	Aer Arran	36		36					36	
VG	VLM	211	10	221				10	221	5%
Incumbants		1,355	169	1,524	6	12		150	1,523	12.4%
New Carriers										
2N	NextJet		12	12	2				2	
AB	Air Berlin		34	34			28	6	34	
AZI	Astra Airlines		6	6	6				6	
TF	Malmo Avation		20	20	20				20	
VE	Alitalia (Volare)		12	12			12		12	
Grand Total		1,355	253	1,608	34	12	40	156	1,597	17.9%

RUNWAY SCHEDULING LIMITS

Movements per Hour - All times UTC

- Runway 5 mins
- Runway 15 minutes / Rolling 5mins
- Runway 2hour / Rolling 15mins
- Runway 1hour
- Runway 1hour / Rolling 5mins

Arrivals	Departures	Total
3	3	
6	6	10
38	38	74
19	19	38
19	19	38

PARKING SCHEDULING LIMITS

Main Apron 1hour Roll 5mins

Arrivals	Departures	Total
18	18	36

TERMINAL SCHEDULING LIMITS

Passengers per Hour

Terminal

Total Terminal (Int'l & Domestic)

Arrivals

2000

Departures

2000

Opening Hours, local time

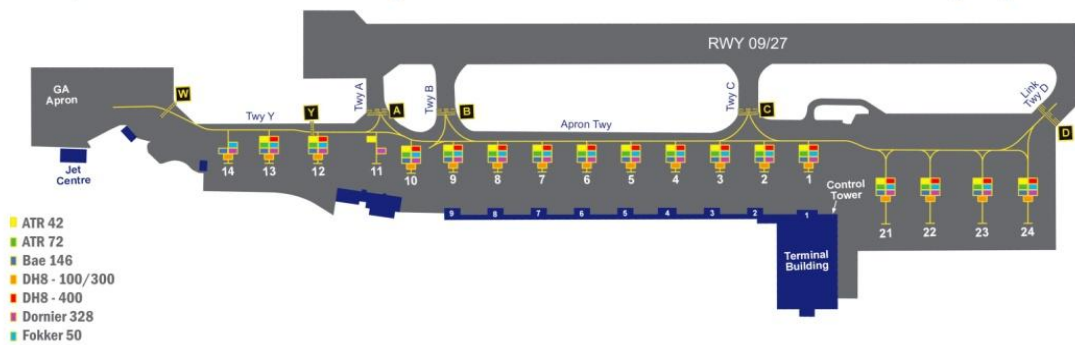
- Monday to Friday
- Saturday
- Sunday
- Public Holidays
- 25 December

- 0630 - 2200 (0530 to 2100 UTC in a summer season)
- 0630 - 1230 (0530 to 1130 UTC in a summer season)
- 1230 - 2200 (1130 to 2100 UTC in a summer season)
- 0900 - 2200
- CLOSED

Summer 2010 UK Bank & Public Holidays:

- Good Friday Fri 22-Apr-11
- Easter Monday Mon 25-Apr-11
- Early May Bank Holiday Mon 02-May-11
- Spring Bank Holiday Mon 30-May-11
- Summer Bank Holiday Mon 29-Aug-11

Ramp Control Unit - Stand Usage Guide



Stand 14 not declared for planning.

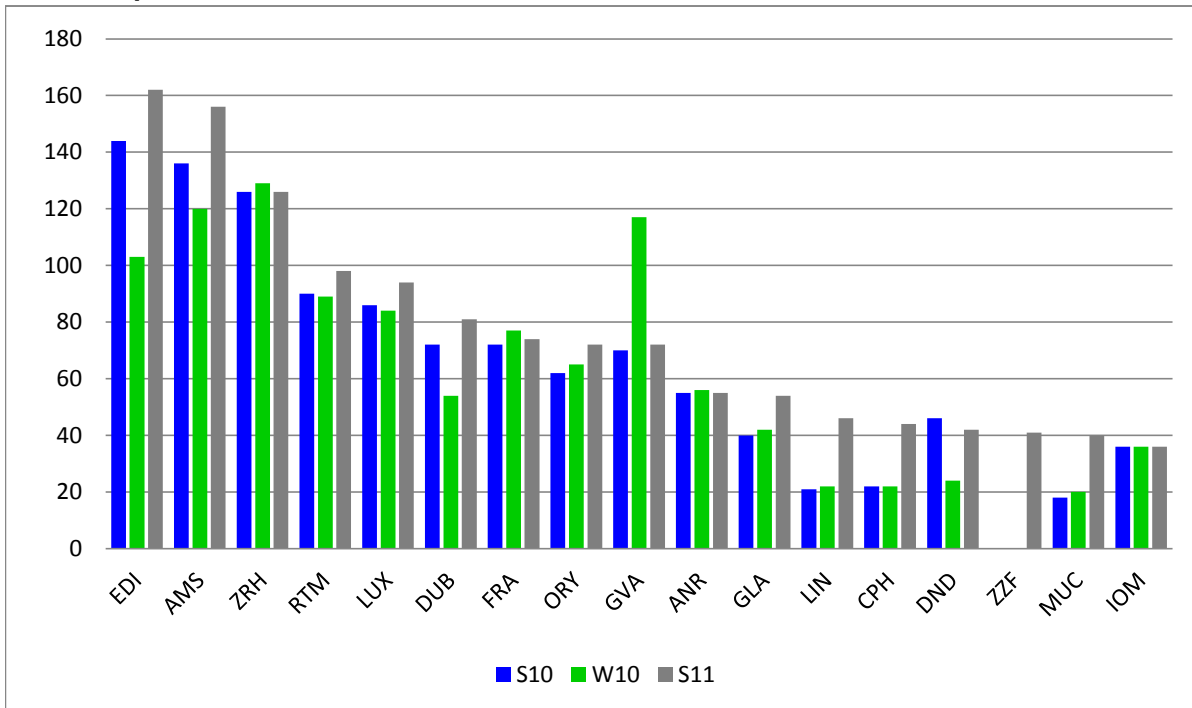
Stand Group	Number	Stand Numbers	Aircraft Sizes
1-S	1	11	Dornier 328
2-M	8	1-6, 13-14	Bae 146, Avro RJ, Dash 8-400, Fokker 50, ATR, Embraer 135, E170, E190
2-L	3	7-9*	E190
3-L	4	21-24	A318
Total	16		

* note stand 10 not in use when E190s parked on stands 7-9: Assume lower capacity in planning.

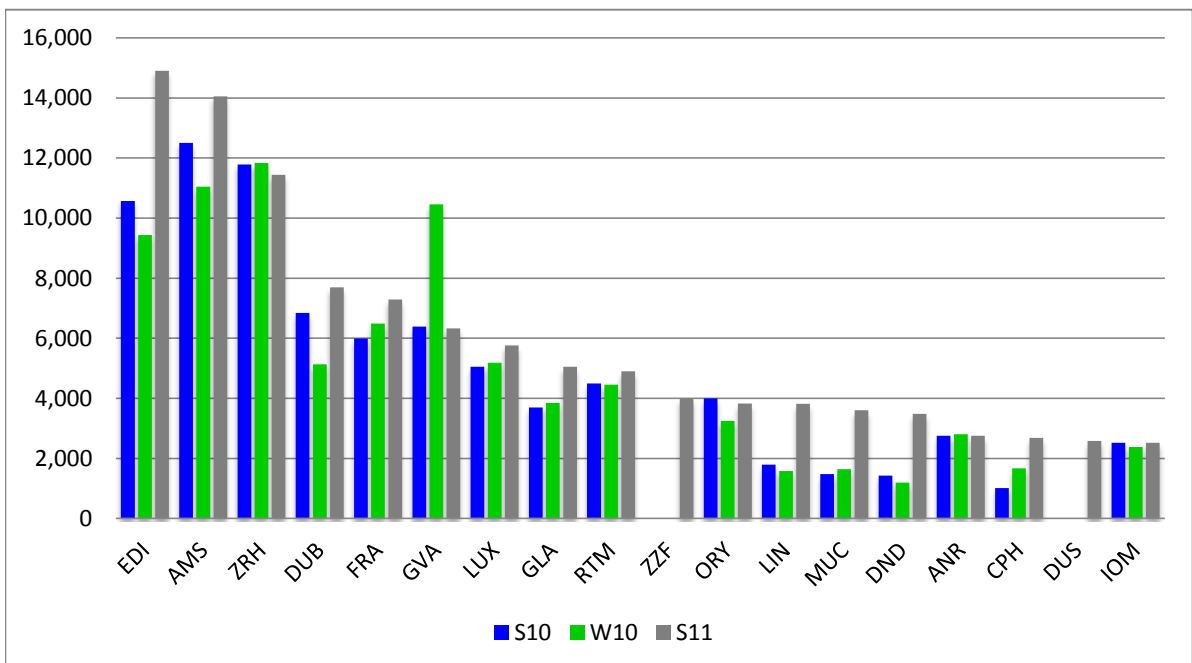
Operator / Route Analysis

Slots per week OrigDest	Ope	Season				
		S10	W10	S11	S11 vs S10	S11 vs W10
AMS	CJ	38	42	58	20	16
	VG	98	78	98	0	20
ANR	AF	55	56	55	0	-1
ARN	CJ		22	22	22	0
BCN	CJ	14	8	14	0	6
BLL	EZ	16	14	22	6	8
BMA	2N		12	2	2	-10
	TF			20	20	20
BSL	LX	24	24	24	0	0
BVE	AF	4	4	3	-1	-1
CPH	CJ		22	22	22	0
	QI	22		22	0	22
DND	AF	46	24	42	-4	18
DOL	AF	8		5	-3	5
DUB	AF	72	54	81	9	27
DUS	AB			34	34	34
EDI	AF	64	30	75	11	45
	CJ	80	73	87	7	14
EIN	VG	22	20	26	4	6
FLR	AF		13	12	12	-1
FRA	CJ	32	37	34	2	-3
	LH	40	40	40	0	0
GLA	CJ	40	42	54	14	12
GVA	CJ		36		0	-36
	F7	22	24	22	0	-2
	LX	48	57	50	2	-7
IBZ	CJ	6		6	0	6
IOM	RE	36	36	36	0	0
JER	AF	10			-10	0
JFK	BA	22	22	22	0	0
KEF	CJ			8	8	8
LIN	AF			22	22	22
	AP	21		12	-9	12
	VE		22	12	12	-10
LUX	AF	36	36	46	10	10
	LG	50	48	48	-2	0
MAD	CJ	22	22	22	0	0
MUC	CJ			20	20	20
	LH	18	20	20	2	0
NCE	CJ	14	6	14	0	8
NTE	AF	24	24	25	1	1
	VG			4	4	4
ORY	AF	62	65	72	10	7
PMI	CJ	6		6	0	6
RTM	AF		1	5	5	4
	VG	90	88	93	3	5
SOF	CJ			6	6	6
VBS	AZI		6	6	6	0
ZRH	CJ	42	44	42	0	-2
	LX	84	85	84	0	-1
ZZF	CJ			41	41	41
CMF	CJ		8		0	-8
Grand Total		1288	1265	1596	308	331

TOP ROUTES BY AIR TRANSPORT MOVEMENTS
Services per week

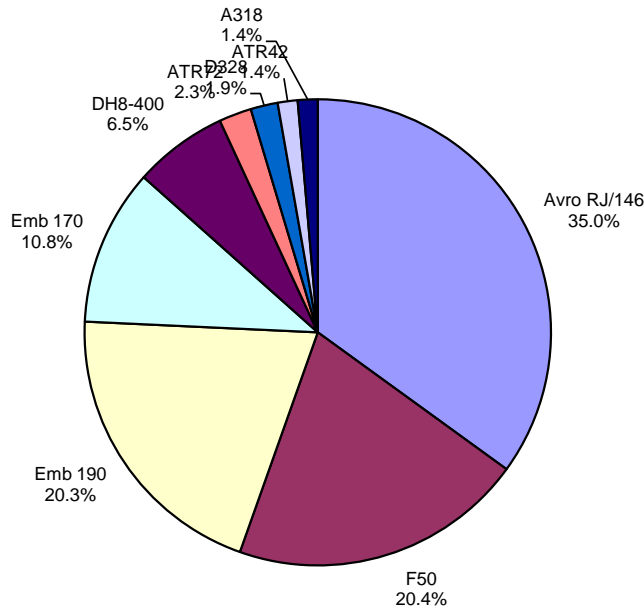


TOP ROUTES BY SEATS
Seats per week

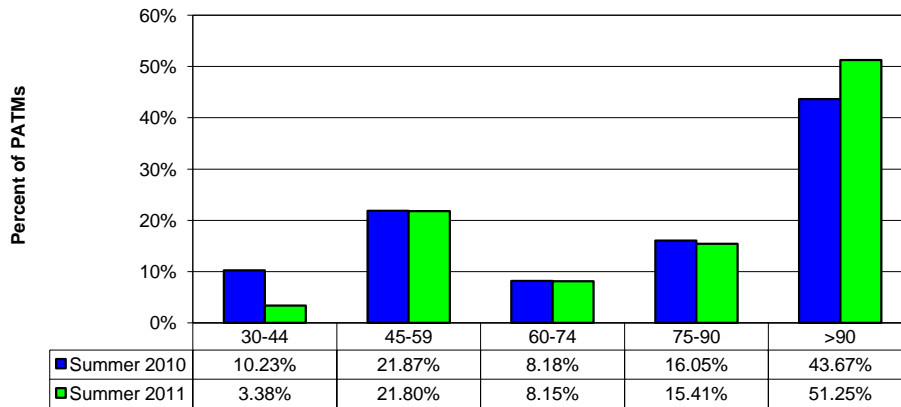


TOP AIRCRAFT TYPES BY AIR TRANSPORT MOVEMENTS

Includes aircraft sub-types (eg, Avro RJ 146s and RJ70, RJ85 and RJ100)



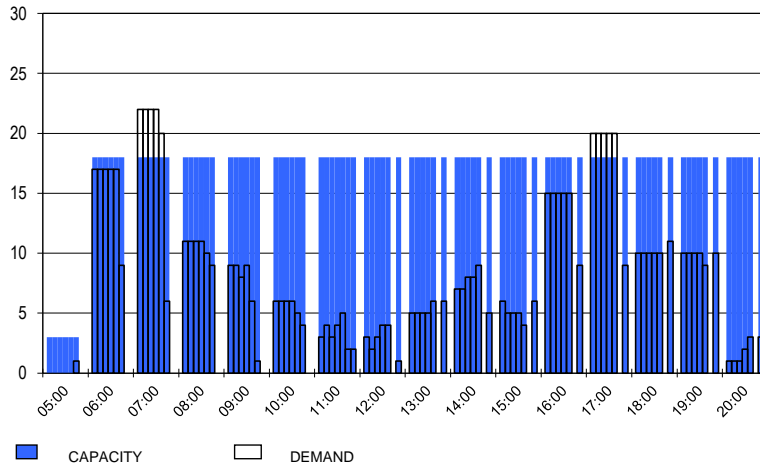
AIRCRAFT SEAT SIZE DISTRIBUTION



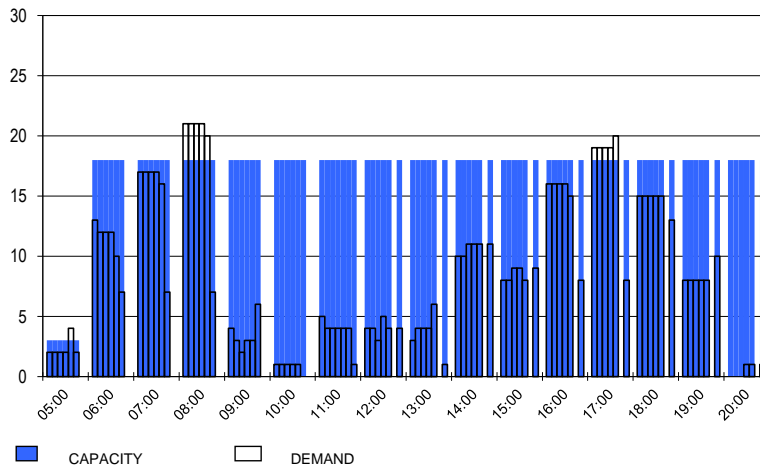
Average Aircraft Size - by seats fitted

Summer 2010 73.6
Summer 2011 76.7

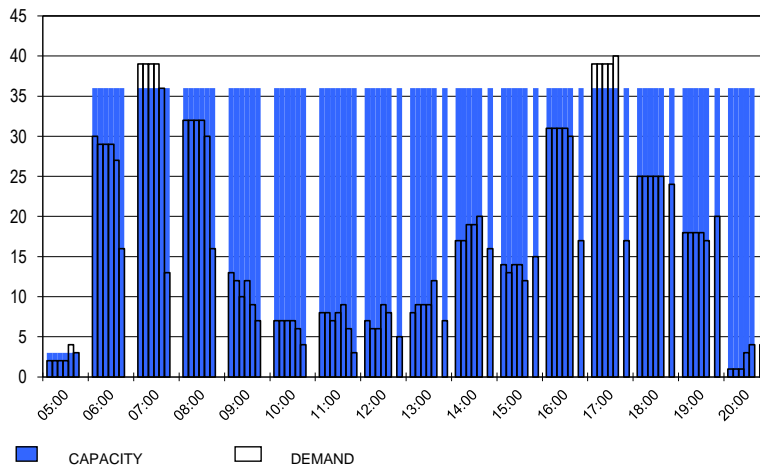
RUNWAY MOVEMENT DEMAND - ARRIVALS
Peak Week Movements per Hour - All times UTC



RUNWAY MOVEMENT DEMAND - Departures
Peak Week Movements per Hour - All times UTC

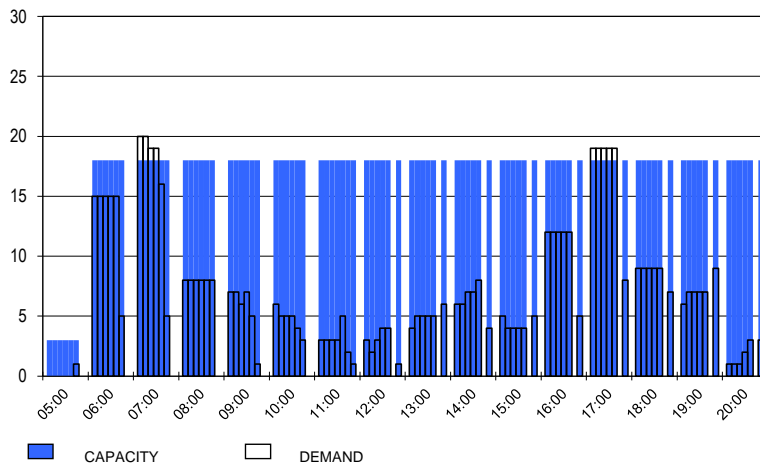


RUNWAY MOVEMENT DEMAND - TOTAL
Peak Week Movements per Hour - All times UTC



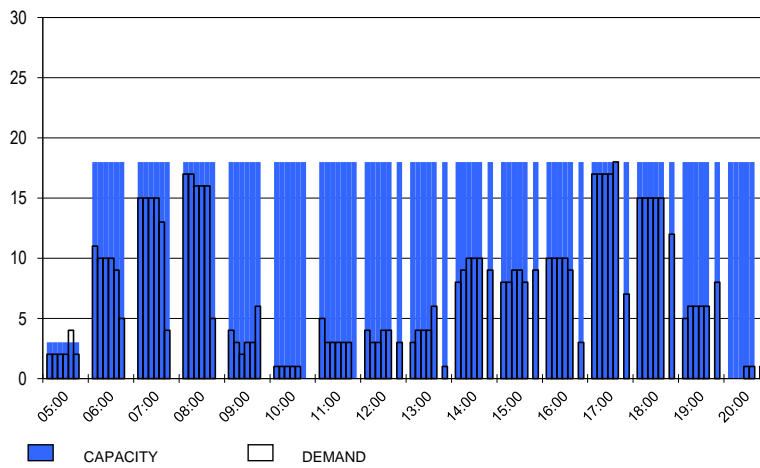
HISTORIC RETIME RUNWAY MOVEMENT DEMAND - ARRIVALS

Peak Week Movements per Hour - All times UTC



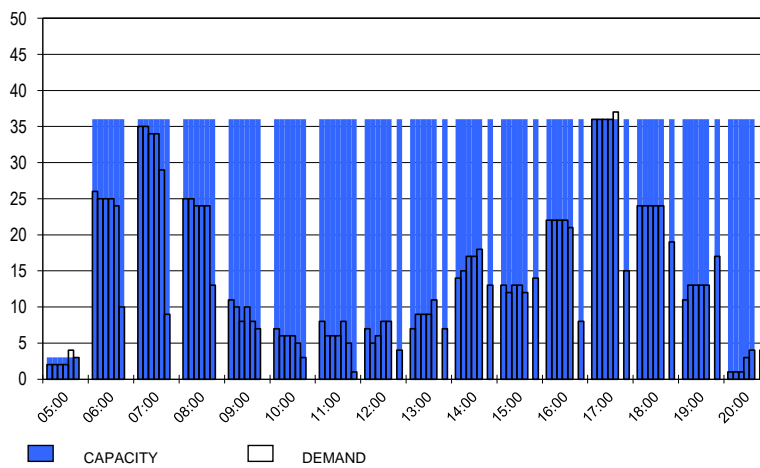
HISTORIC RETIME RUNWAY MOVEMENT DEMAND - DEPARTURES

Peak Week Movements per Hour - All times UTC



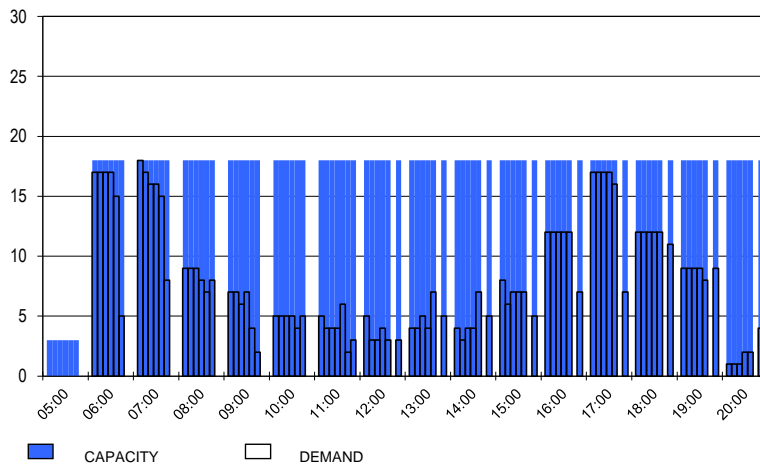
HISTORIC RETIME RUNWAY MOVEMENT DEMAND - TOTAL

Peak Week Movements per Hour - All times UTC



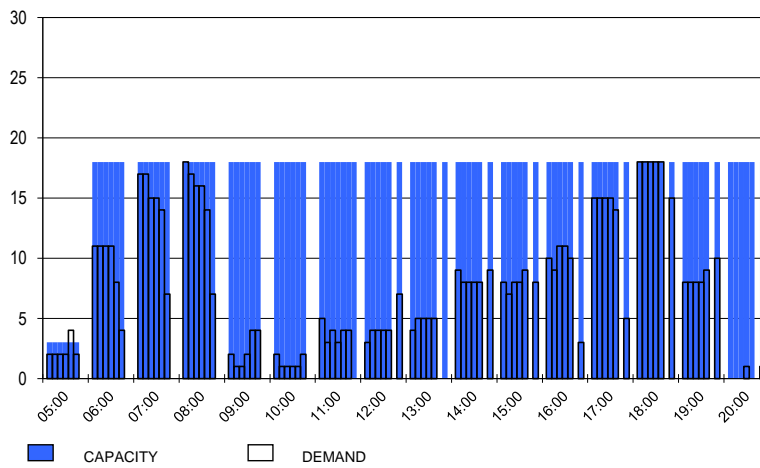
RUNWAY MOVEMENT ALLOCATED - ARRIVALS

Peak Week Movements per Hour - All times UTC



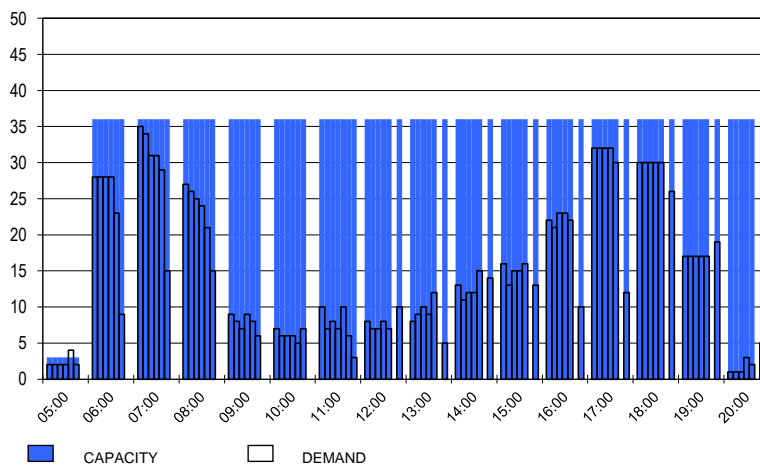
RUNWAY MOVEMENT ALLOCATED - DEPARTURES

Peak Week Movements per Hour - All times UTC



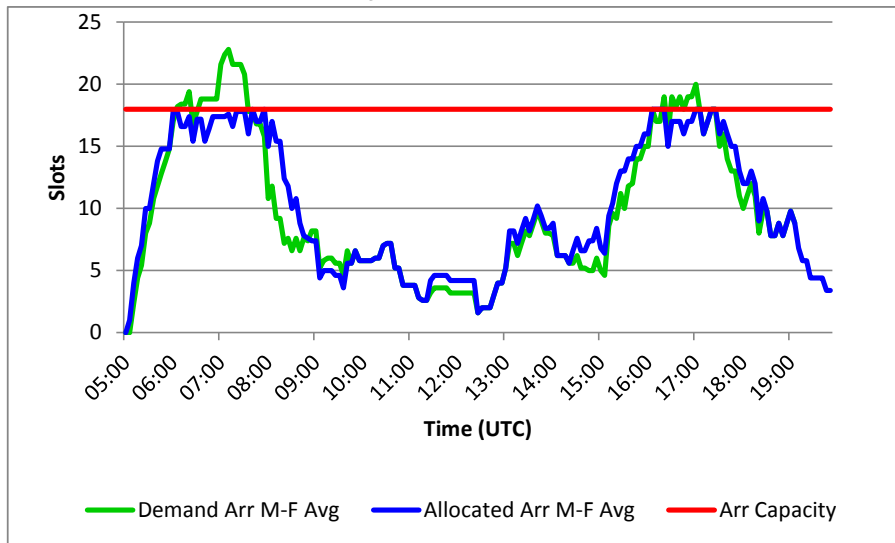
RUNWAY MOVEMENT ALLOCATED - TOTAL

Peak Week Movements per Hour - All times UTC



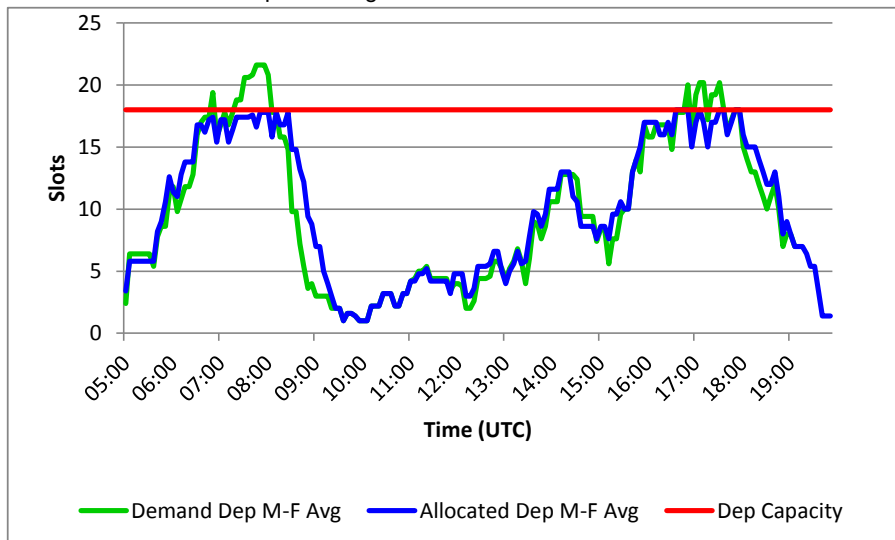
RUNWAY MOVEMENT ALLOCATED vs DEMAND - ARRIVALS

Peak Week Movements per Rolling Hour - All times UTC



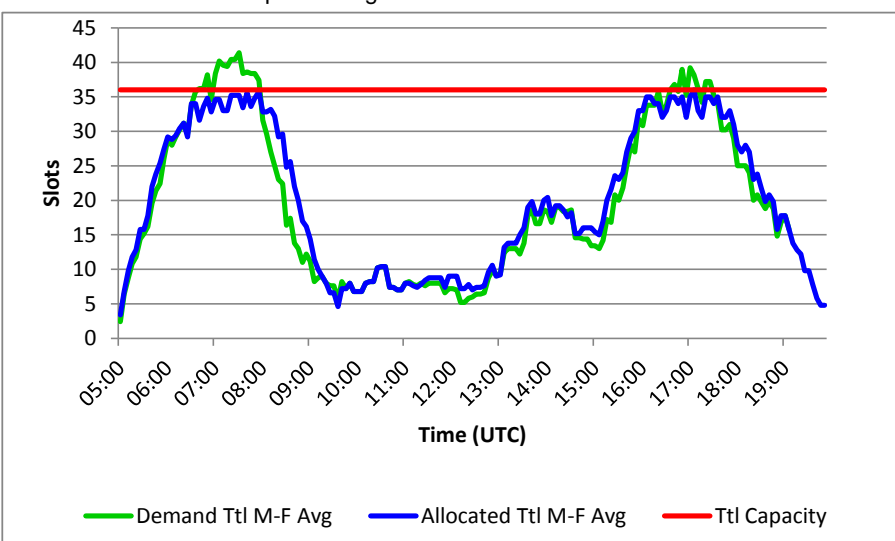
RUNWAY MOVEMENT ALLOCATED vs DEMAND - DEPARTURES

Peak Week Movements per Rolling Hour - All times UTC



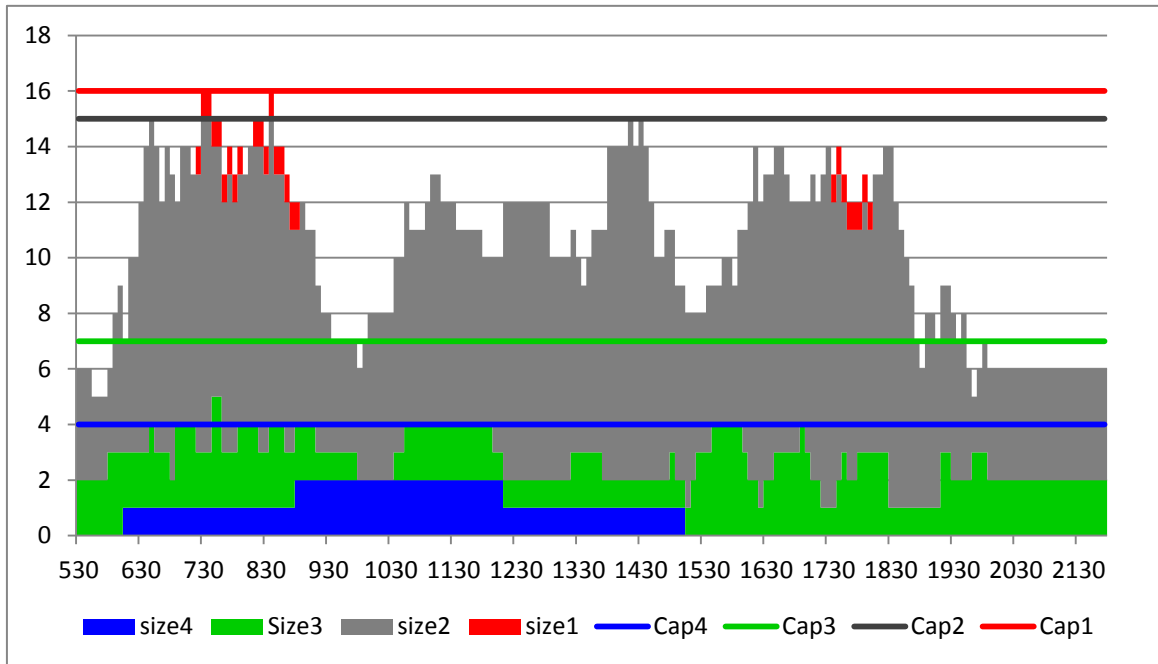
RUNWAY MOVEMENT ALLOCATED vs DEMAND - TOTAL

Peak Week Movements per Rolling Hour - All times UTC



STAND CAPACITY ALLOCATED vs DEMAND

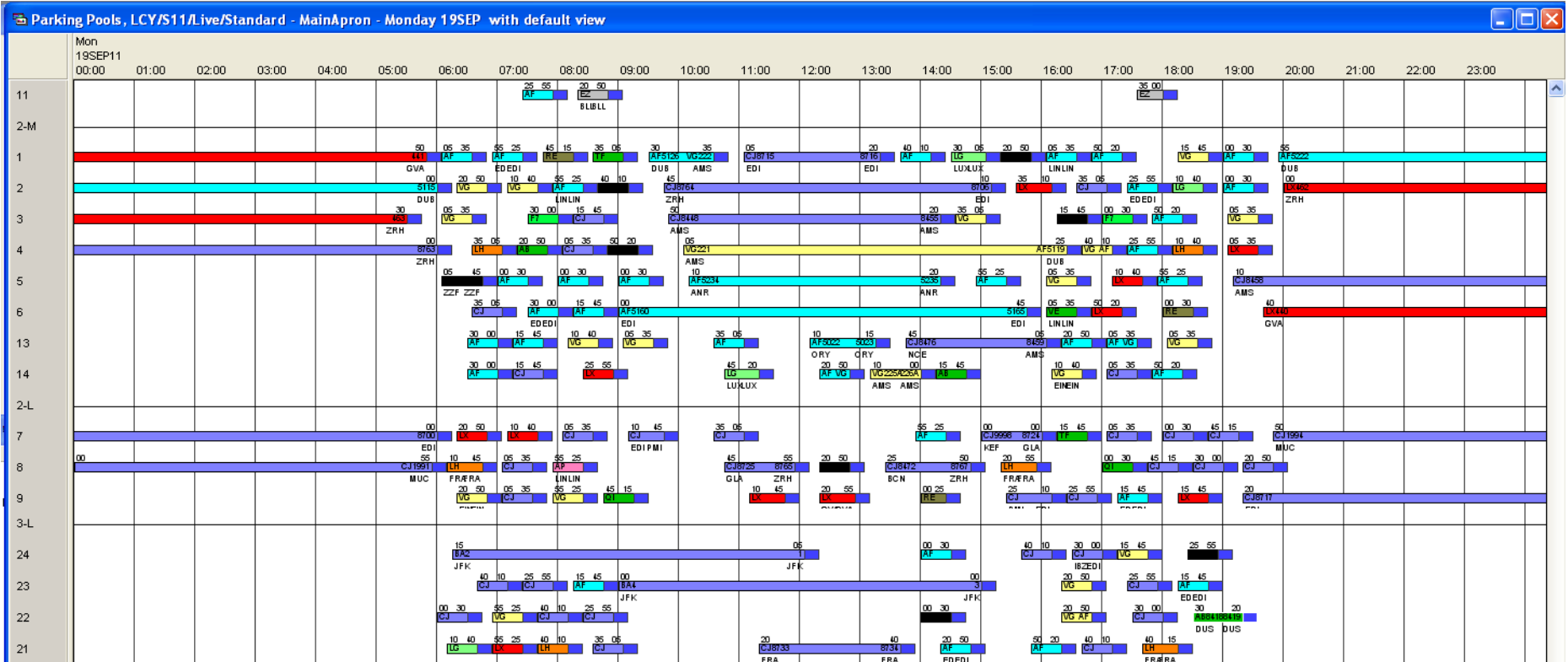
Peak Week Movements per Rolling Hour - All times UTC



Stand Sizes

- Size 1 Do 328
- Size 2 BAe 146, Avro RJ, Dash 8-400, F50, ATR, E135, E170
- Size 3 E190
- Size 4 A318

LONDON CITY STANDPLAN TYPICAL DAY - MON19SEP 2011



GLOSSARY OF TERMS

Air Transport Movement (ATM)	A scheduled or charter passenger or freight aircraft movement.
Allocation	The allocation of slots such that demand is constrained to fit within declared scheduling limits.
Common Travel Area (CTA)	Services to or from the Republic of Ireland and the Channel Islands.
Demand	The unconstrained demand for slots, prior to any schedule adjustments.
Passenger ATM	A scheduled or charter <u>passenger</u> aircraft movement (ie, excluding all-cargo aircraft movements).
Scheduling Limits	Limiting parameters declared by the Airport Operator used in the coordination process.
Seats	The number of seats based on the aircraft configuration advised by the airline.
Stand Sizes	
Size 1	Do 328
Size 2	BAe 146, Avro RJ, Dash 8-400, F50, ATR, E135, E170
Size 3	E190
Size 4	A318

GUIDE TO HISTOGRAMS

The histograms show the pattern of traffic by time of day against the appropriate scheduling limit. Each time period consist of seven columns representing the days-of-week, Monday through Sunday.

All histograms are based on a peak week. For summer 2010 the peak week is 19 to 25 September 2011.