

London City Airport (LCY)

Summer 2015 (S15)



Start of Season Report

Report Date: Thu 26-Mar-2015

Headlines

| | S15 Start | vs. S14 Start | vs. S14 End |
|---|-----------|---------------|-------------|
| Total Air Transport Movements (Passenger & Freight) | 46,645 | ▲ 9.7% | ▲ 16.3% |
| Total Passenger Air Transport Movements | 46,645 | ▲ 9.7% | ▲ 16.3% |
| Total Passenger Air Transport Movement Seats | 3,815,700 | ▲ 13.1% | ▲ 18.4% |
| Average Seats per Passenger Air Transport Movement | 81.8 | ▲ 3.1% | ▲ 1.9% |
| Percentage of allocated slots cleared as requested (OK) | 92.3% | | |

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S14 scheduling season runs from Sun 30-Mar-2014 to Sat 25-Oct-2014 (210 days).

S15 scheduling season runs from Sun 29-Mar-2015 to Sat 24-Oct-2015 (210 days).

Disclaimer

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Air Transport Movement Allocation by Operator

Comparison between S14 End vs. S15 Start



| Operator | FULL SEASON ALLOCATION | | | | | | | | PEAK WEEK ALLOCATION | | | | | | | |
|----------------------|------------------------|---------------|--------------|----------|------------------|------------------|----------------|----------|----------------------|--------------|------------|----------|----------------|----------------|---------------|----------|
| | S14 ATMs | S15 ATMs | +/- change | S15 Rank | S14 Seats | S15 Seats | +/- change | S15 Rank | S14 ATMs | S15 ATMs | +/- change | S15 Rank | S14 Seats | S15 Seats | +/- change | S15 Rank |
| Alitalia | 1,868 | 1,680 | -188 | 6 | 186,800 | 168,000 | -18,800 | 6 | 66 | 56 | -10 | 6 | 6,600 | 5,600 | -1,000 | 6 |
| Aurigny Air Services | 140 | 582 | 442 | 11 | 2,660 | 41,860 | 39,200 | 9 | 20 | 20 | 0 | 12 | 380 | 1,440 | 1,060 | 10 |
| BA Cityflyer | 17,123 | 18,659 | 1,536 | 1 | 1,431,102 | 1,587,404 | 156,302 | 1 | 606 | 664 | 58 | 1 | 51,652 | 57,624 | 5,972 | 1 |
| Blue Islands | 651 | 958 | 307 | 9 | 31,234 | 45,984 | 14,750 | 8 | 22 | 32 | 10 | 9 | 1,056 | 1,536 | 480 | 9 |
| British Airways | 591 | 594 | 3 | 10 | 18,880 | 19,008 | 128 | 11 | 22 | 22 | 0 | 10 | 704 | 704 | 0 | 12 |
| Cello Aviation | 1 | - | -1 | 13 | 46 | - | -46 | 13 | - | - | 0 | 13 | - | - | 0 | 13 |
| Cityjet | 11,305 | 10,262 | -1,043 | 2 | 885,565 | 864,190 | -21,375 | 2 | 387 | 360 | -27 | 2 | 30,150 | 30,330 | 180 | 2 |
| Flybe | 156 | 6,100 | 5,944 | 3 | 12,168 | 459,000 | 446,832 | 3 | - | 216 | 216 | 3 | - | 16,848 | 16,848 | 3 |
| Lufthansa | 1,045 | 1,096 | 51 | 7 | 98,230 | 103,024 | 4,794 | 7 | 34 | 40 | 6 | 8 | 3,196 | 3,760 | 564 | 7 |
| Luxair | 1,904 | 2,212 | 308 | 5 | 137,088 | 168,112 | 31,024 | 5 | 70 | 80 | 10 | 5 | 5,040 | 6,080 | 1,040 | 5 |
| Malmo Aviation | - | 174 | 174 | 12 | - | 16,530 | 16,530 | 12 | - | 22 | 22 | 10 | - | 2,090 | 2,090 | 8 |
| SkyWork Airlines | 740 | - | -740 | 13 | 22,980 | - | -22,980 | 13 | - | - | 0 | 13 | - | - | 0 | 13 |
| Sun-Air | 522 | 984 | 462 | 8 | 16,704 | 31,488 | 14,784 | 10 | 22 | 42 | 20 | 7 | 704 | 1,344 | 640 | 11 |
| Swiss International | 4,062 | 3,344 | -718 | 4 | 377,778 | 311,100 | -66,678 | 4 | 142 | 108 | -34 | 4 | 13,206 | 10,044 | -3,162 | 4 |
| VLM Airlines | 6 | - | -6 | 13 | 300 | - | -300 | 13 | - | - | 0 | 13 | - | - | 0 | 13 |
| TOTAL | 40,114 | 46,645 | 6,531 | | 3,221,535 | 3,815,700 | 594,165 | | 1,391 | 1,662 | 271 | | 112,688 | 137,400 | 24,712 | |

Operators with 0 'ATMs' in both S14 End & S15 Start schedules are included in the table due to appearing in the S14 Start schedule (either with/without allocated slots).

Peak Week - Allocation and Slot Adjustment Distribution by Operator

Schedule: S15 Start



| Operator | S15 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 | |
| Alitalia | 56 | 82.1% | 17.9% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | - |
| Aurigny Air Services | 20 | 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% | - |
| BA Cityflyer | 664 | 98.2% | 0.0% | 1.8% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | - |
| Blue Islands | 32 | 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 | 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% | - |
| Cityjet | 360 | 94.4% | 5.0% | 0.0% | 0.3% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | - |
| Flybe | 216 | 75.9% | 10.2% | 4.6% | 0.0% | 4.6% | 4.6% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | - |
| Lufthansa | 40 | 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% | - |
| Luxair | 80 | 75.0% | 12.5% | 12.5% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | - |
| Malmo Aviation | 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% | - |
| Sky Work Airlines | - | | | | | | | | | | | | | | | - |
| Sun-Air | 42 | 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 | 108 | 81.5% | 9.3% | 9.3% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | - |
| TOTAL | 1,662 | 91.9% | 4.2% | 2.5% | 0.1% | 0.6% | 0.6% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 0.1% | - |

Operators with 0 'allocated ATMs' and 0 'Requests with NO slot allocated' in S15, are included in this list due to having slots allocated in either S14 Start or S14 End schedules.

Significant Route Changes

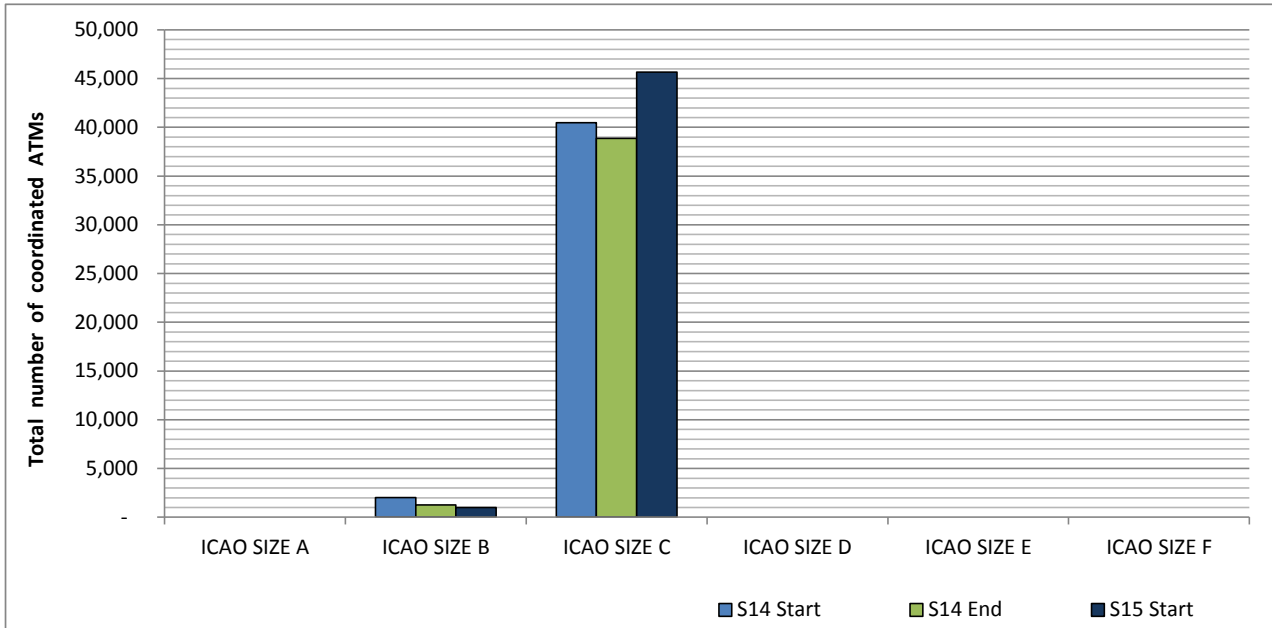


| Operator | Category | Description of change from S14 schedule to S15 schedule |
|---------------------|-----------|--|
| Alitalia | CHANGE | Increase frequency on Milan (LIN) from 21x p.w. to 22x p.w. |
| Alitalia | CHANGE | Reduce frequency on Rome (FCO) from 12x p.w. to 6x p.w. |
| BA Cityflyer | NEW | Continue scheduled services to Dublin (DUB) - start Oct 2014. |
| BA Cityflyer | NEW | Start scheduled services to Mikonos (JMK) during Jul-Sep 2015. |
| BA Cityflyer | NEW | Start scheduled services to Thira (JTR) during Jul-Sep 2015. |
| BA Cityflyer | CANCELLED | Terminate all scheduled services to Stockholm (ARN) - effective Oct 2014. |
| Blue Islands | CHANGE | Increase frequency on Guernsey (GCI) from 11x p.w. to 16x p.w. |
| Cityjet | CANCELLED | Terminate all scheduled services to Brest (BES). |
| Flybe | NEW | Continue scheduled services to Aberdeen (ABZ) - start Oct 2014. |
| Flybe | NEW | Continue scheduled services to Amsterdam (AMS) - start Oct 2014. |
| Flybe | NEW | Continue scheduled services to Belfast (BHD) - start Oct 2014. |
| Flybe | NEW | Continue scheduled services to Edinburgh (EDI) - start Oct 2014. |
| Flybe | NEW | Continue scheduled services to Exeter (EXT) - start Oct 2014. |
| Flybe | CANCELLED | Will terminate all scheduled services to Dublin (DUB) - effective Jun 2015. |
| Malmö Aviation | NEW | Plan to begin operations from September 2015 (11x p.w. destination TBC). |
| Sky Work Airlines | CANCELLED | Terminate all scheduled services to Berne (BRN) - effective October 2014. |
| Sun-Air | NEW | Continue their 10x p.w. scheduled service to Hamburg (HAM) - start Oct 2014. |
| Swiss International | CANCELLED | Terminate all scheduled services to Basle (BSL) - effective May 2015. |

Full Season - Aircraft Size Analysis

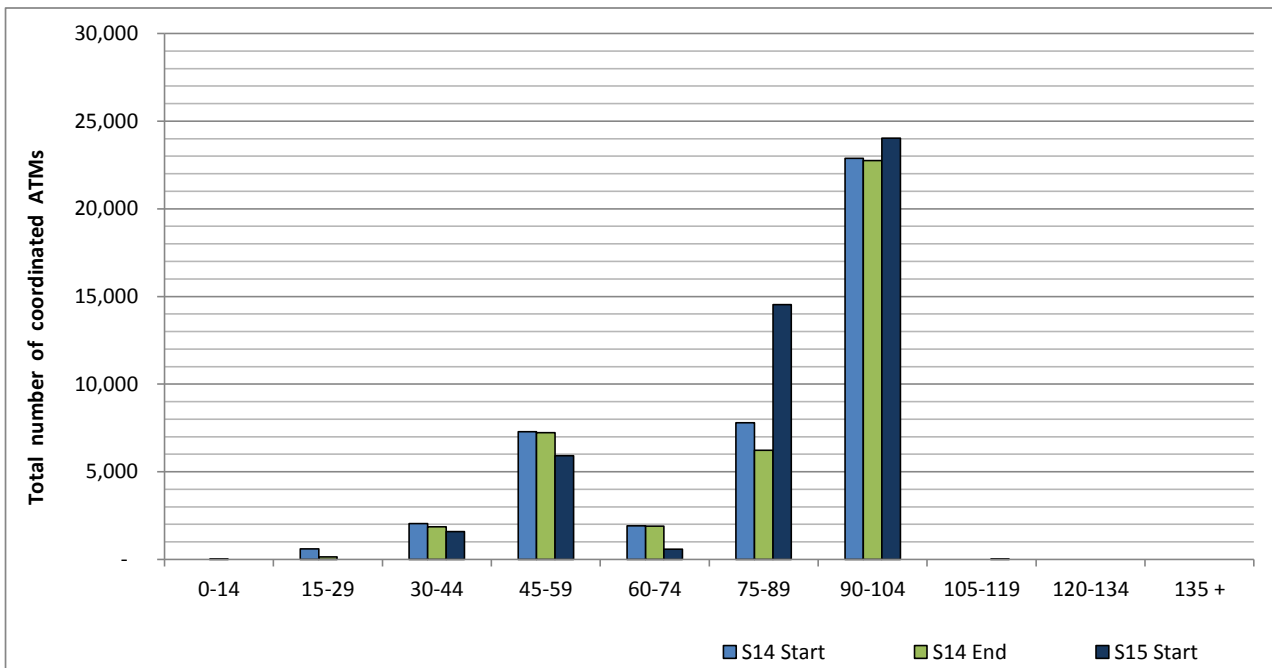


ICAO size designation



Note: See Glossary for definitions of ICAO SIZE groupings

Air Transport Movement seat distribution

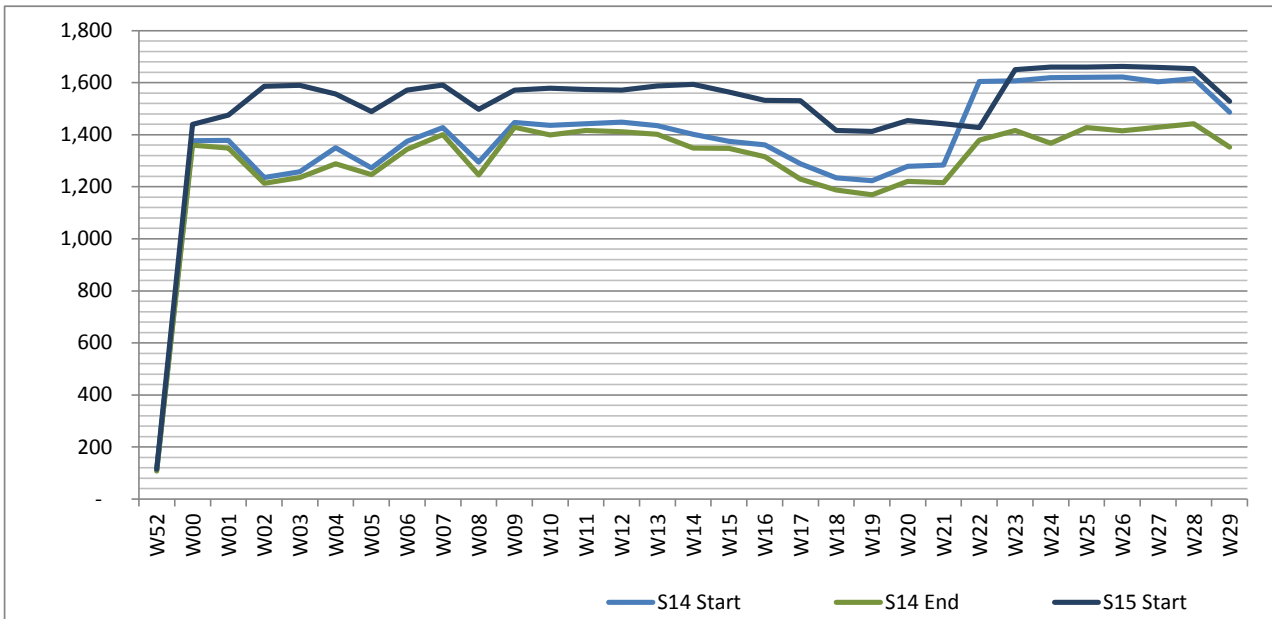


Note: FREIGHT-ONLY services with 0 seats are included in the first seat band '0-14'

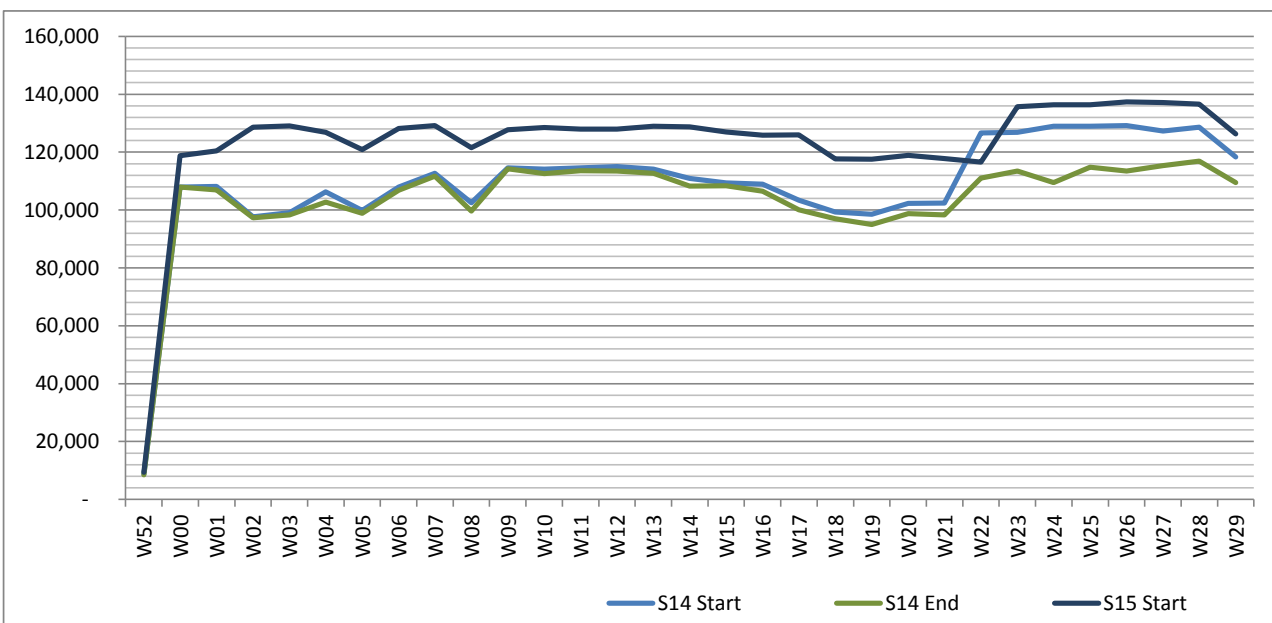
Full Season - Seasonality



Air Transport Movements by week of season



Air Transport Movement Seats by week of season



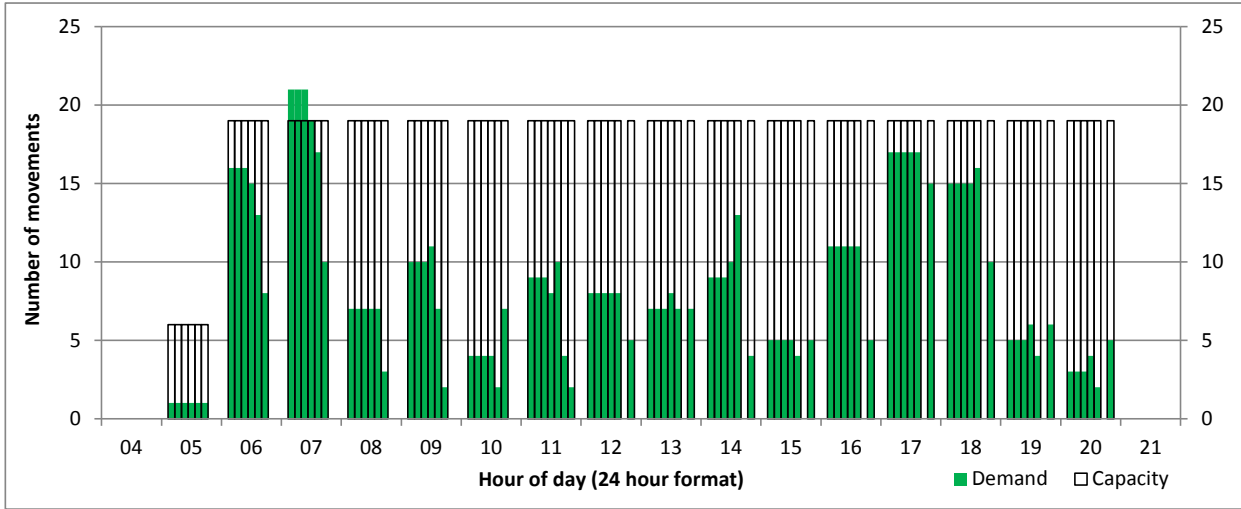
Peak Week - Hourly Runway Demand

Schedule: S15 Start



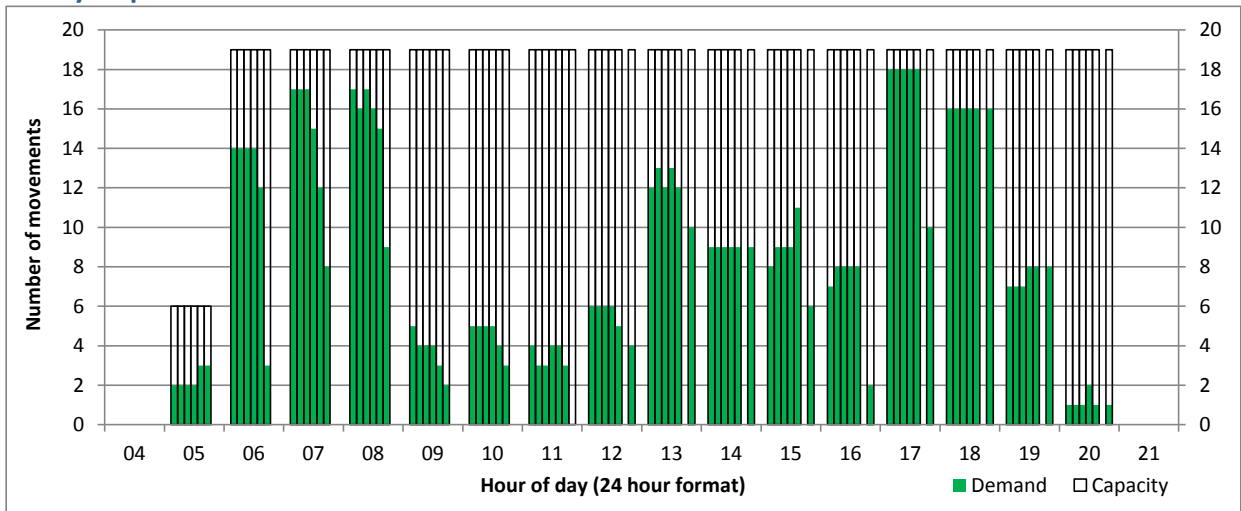
Hourly Arrival Demand

Time: UTC



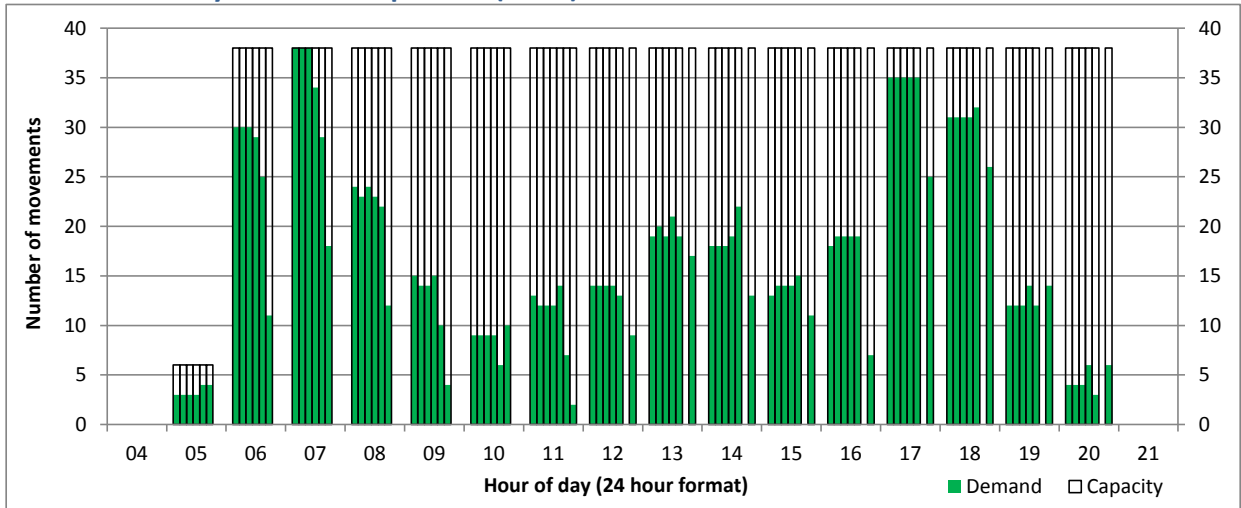
Hourly Departure Demand

Time: UTC



Combined Hourly Arrival & Departure (Total) Demand

Time: UTC



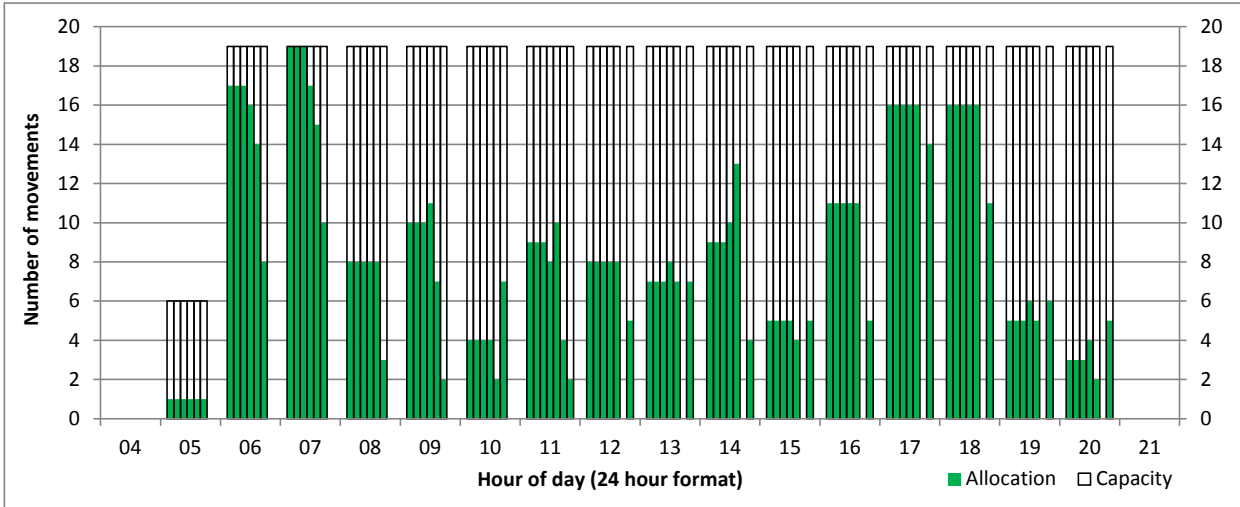
Peak Week - Hourly Runway Allocation

Schedule: S15 Start



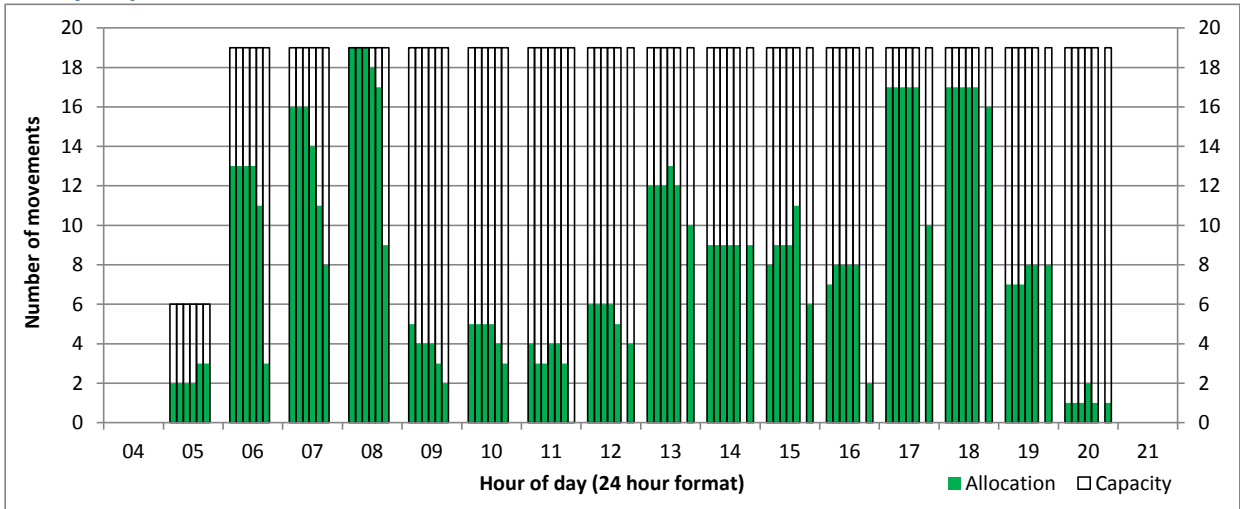
Hourly Arrival Allocation

Time: UTC



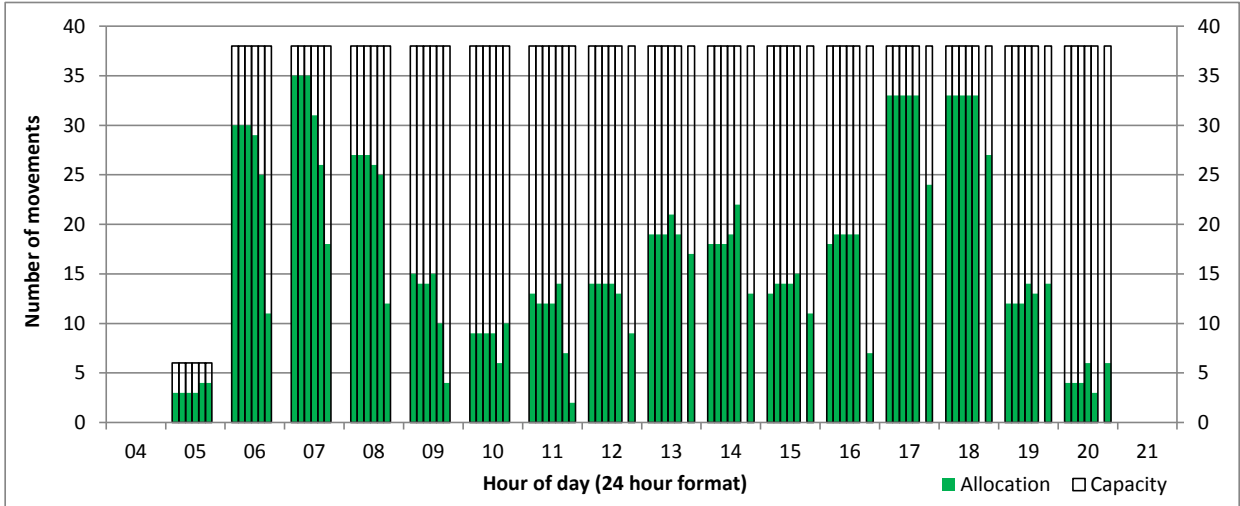
Hourly Departure Allocation

Time: UTC



Combined Hourly Arrival & Departure (Total) Allocation

Time: UTC



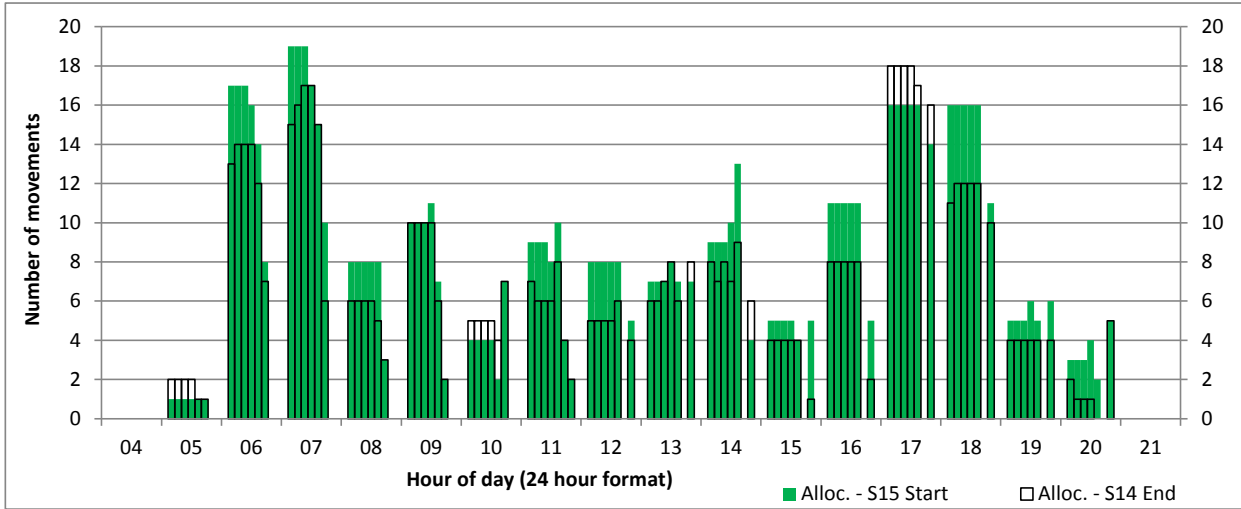
Peak Week - Runway Allocation Comparison

Comparison of S15 Start vs. S14 End



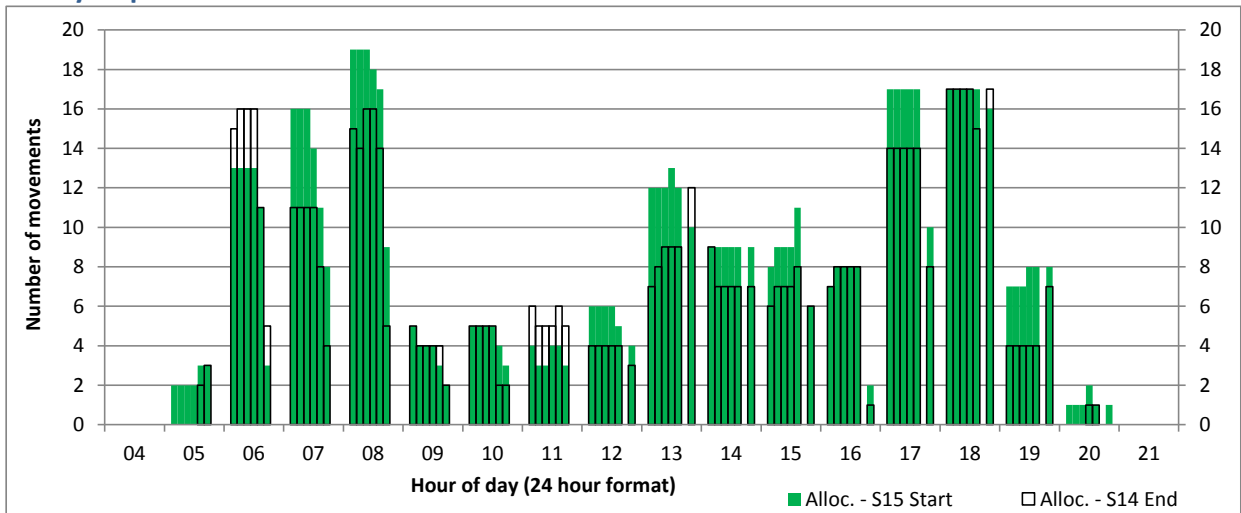
Hourly Arrival Allocation

Time: UTC



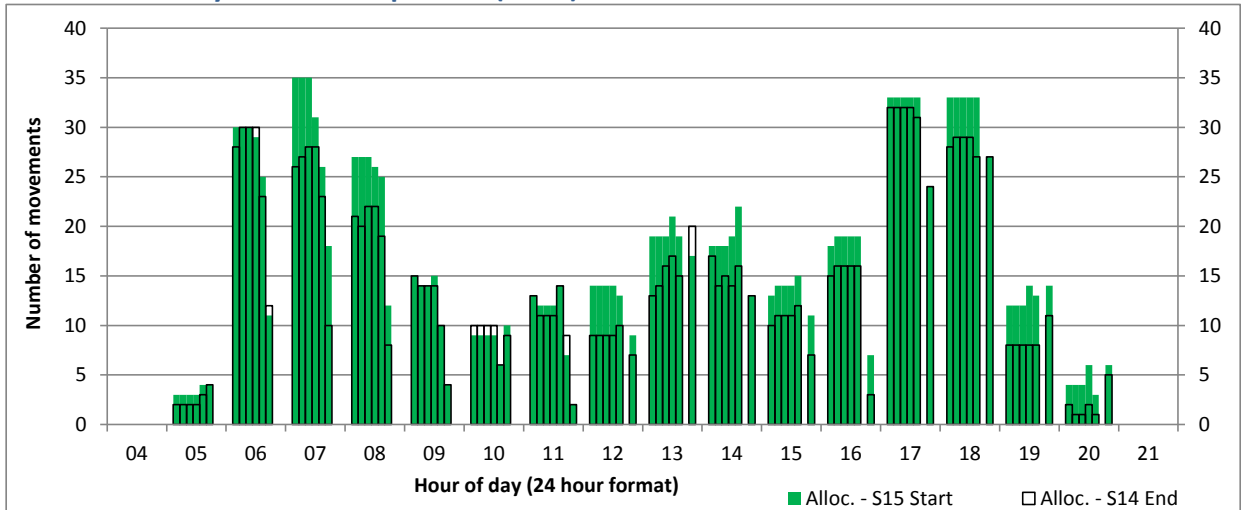
Hourly Departure Allocation

Time: UTC



Combined Hourly Arrival & Departure (Total) Allocation

Time: UTC



Peak Week - Movements Histogram

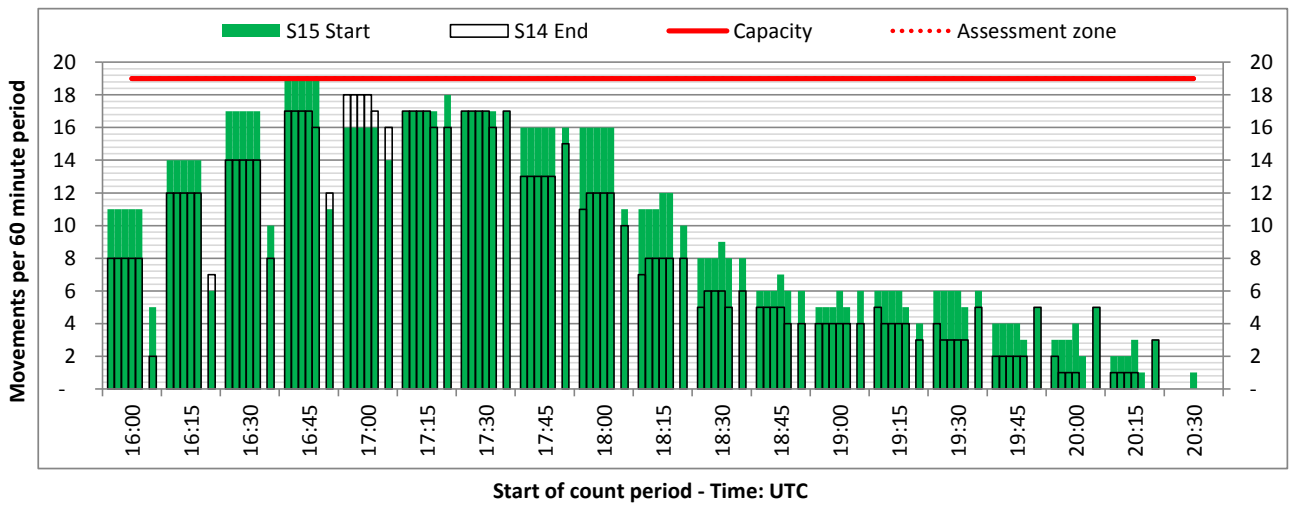
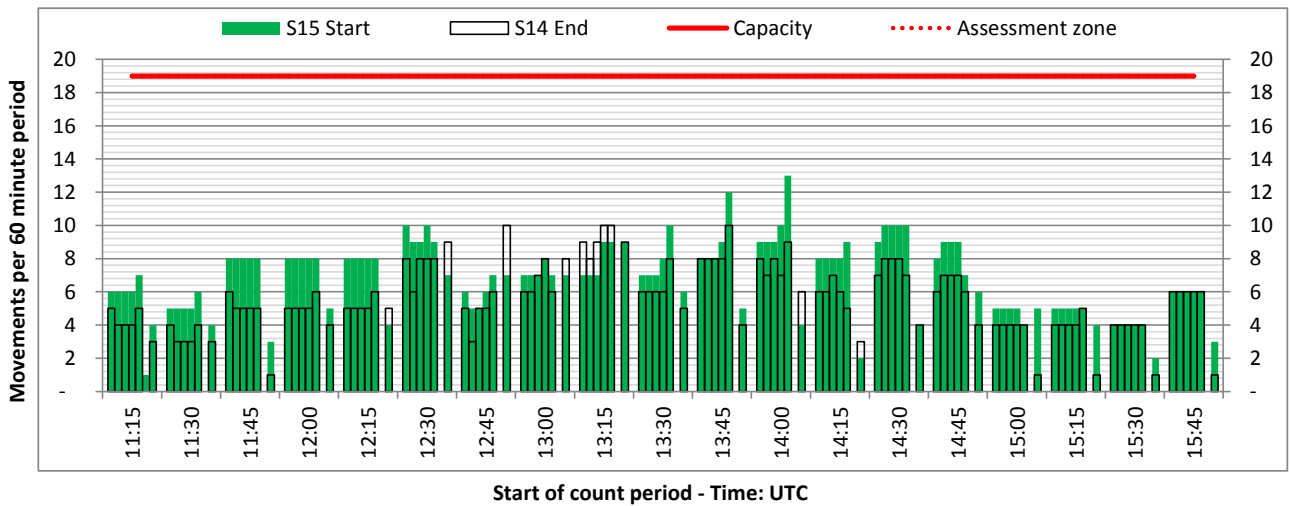
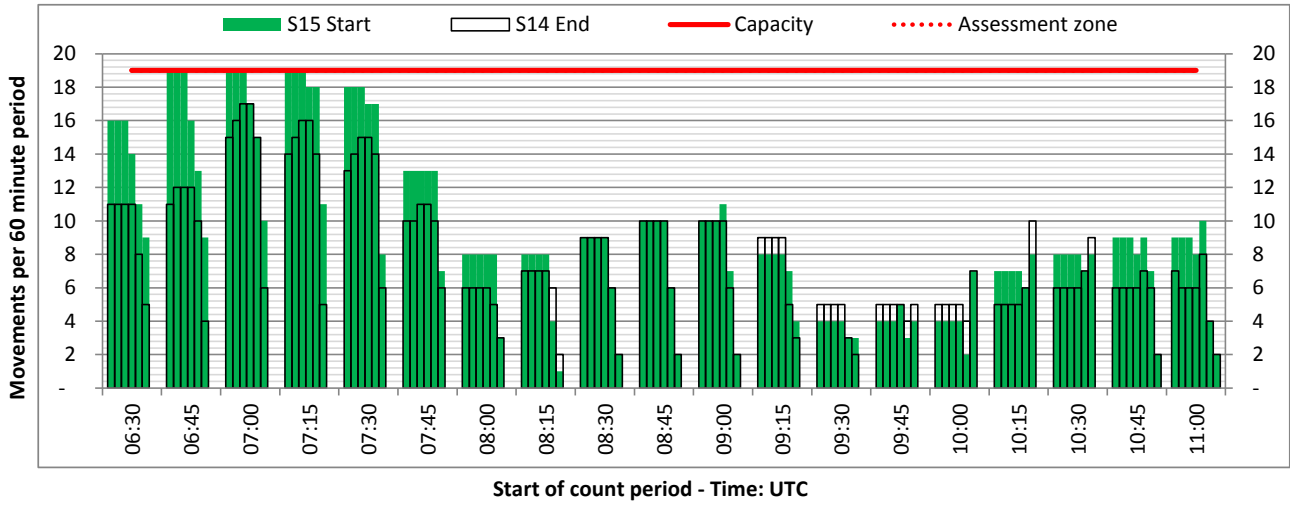
ARRIVAL - 60 minute count rolling every 15 mins (R60/15)



Terminals: All Terminals

Operators: All Operators

Days: 1234567



Peak Week - Movements Histogram

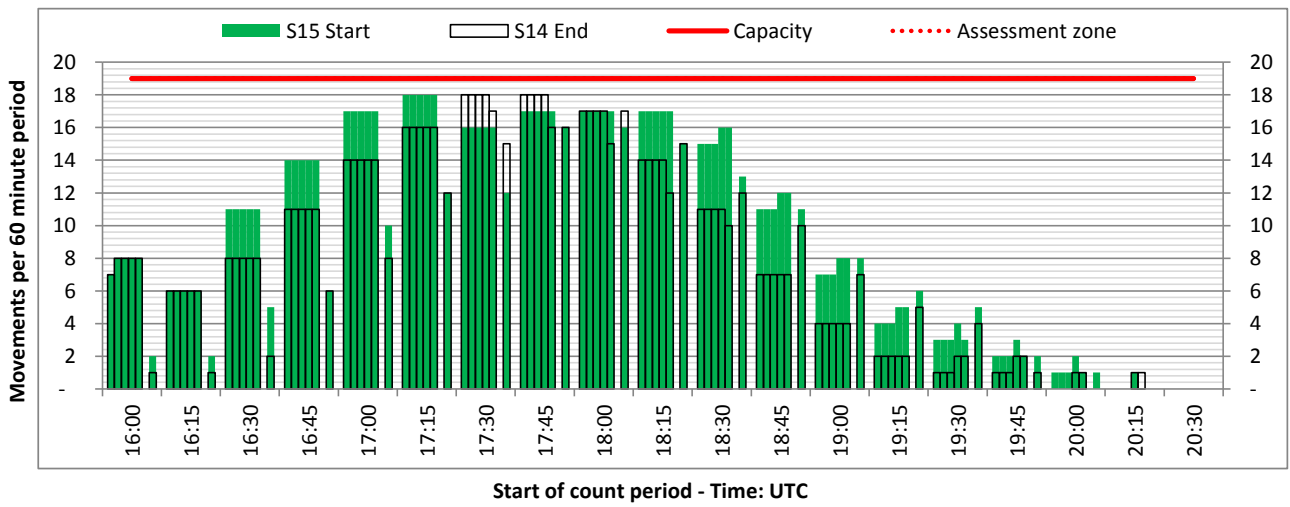
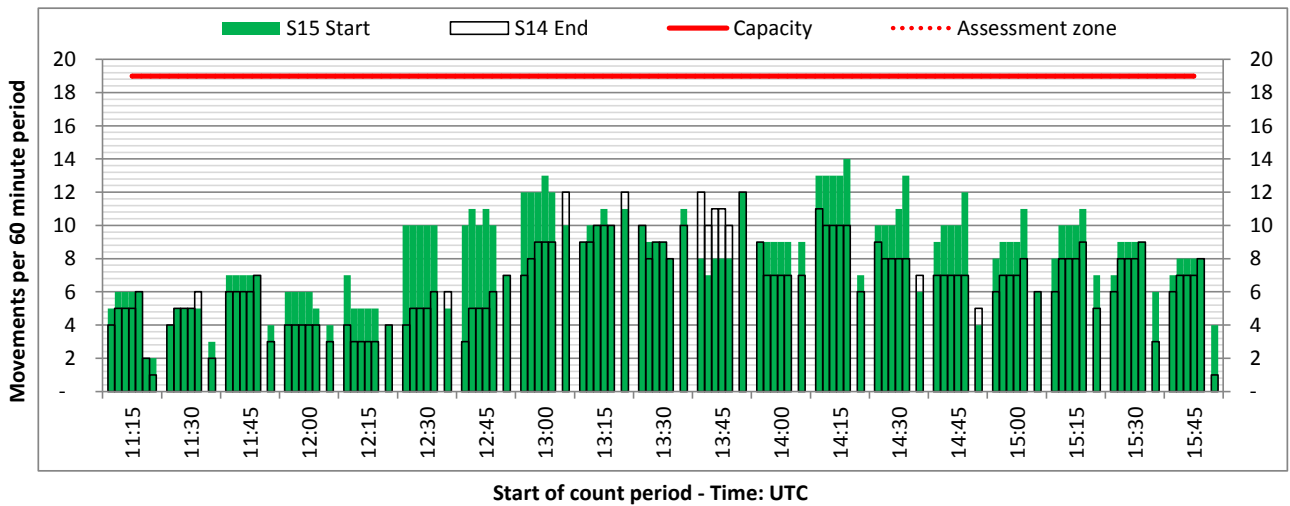
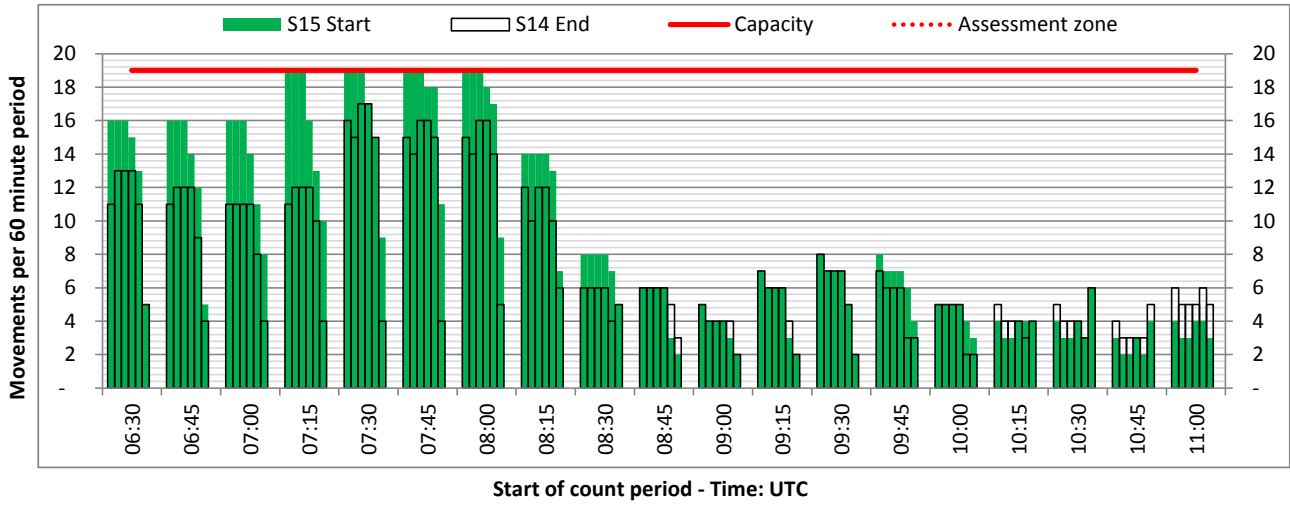
DEPARTURE - 60 minute count rolling every 15 mins (R60/15)



Terminals: All Terminals

Operators: All Operators

Days: 1234567



Peak Week - Movements Histogram

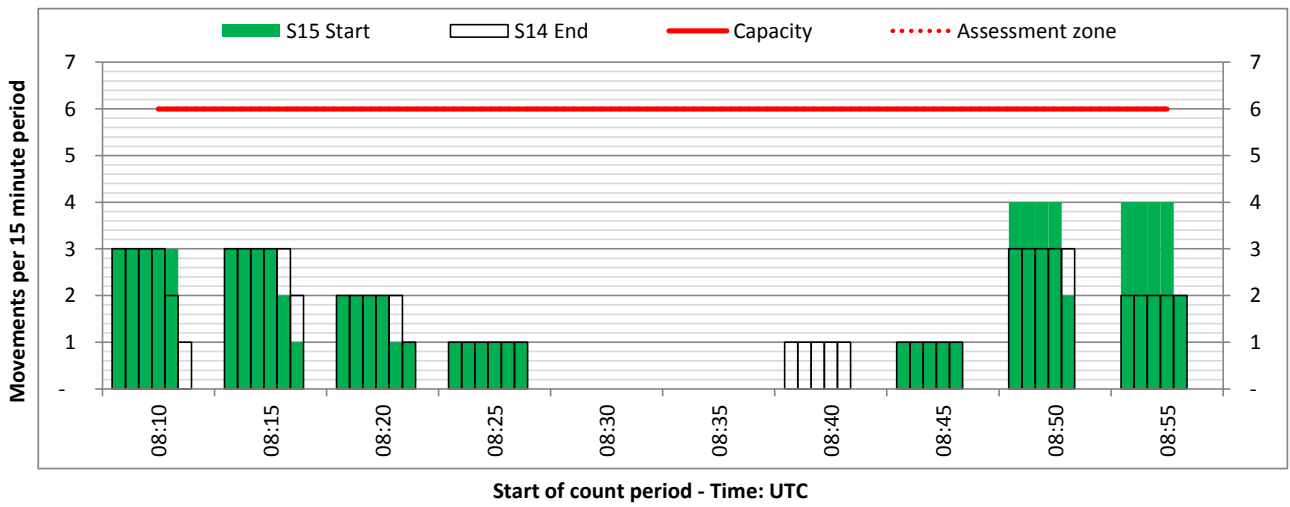
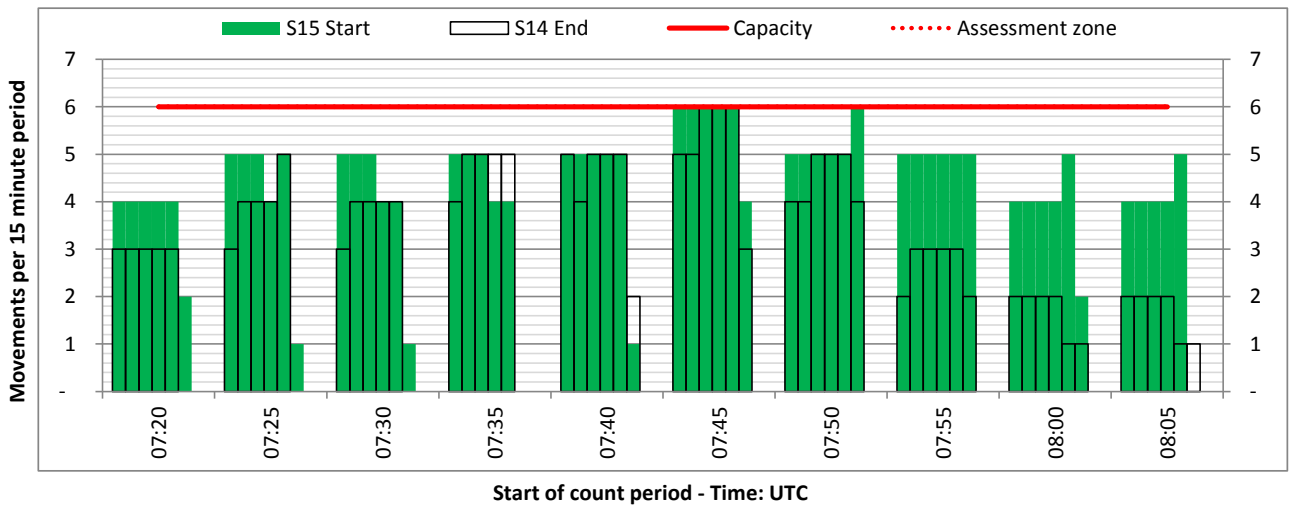
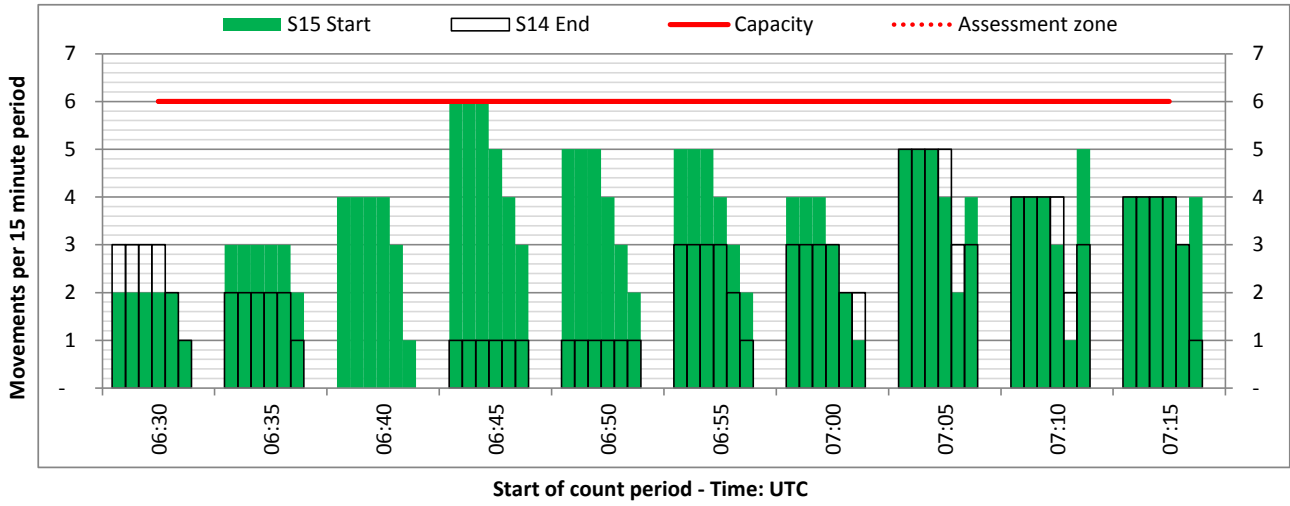
ARRIVAL - 15 minute count rolling every 5 mins (R15/5)



Terminals: All Terminals

Operators: All Operators

Days: 1234567



Peak Week - Movements Histogram

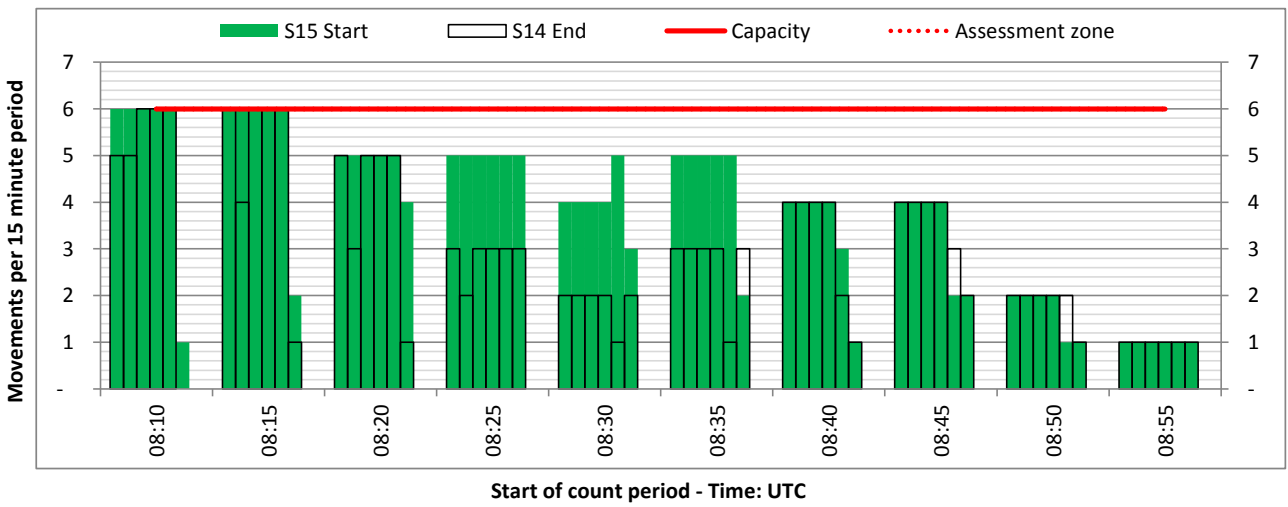
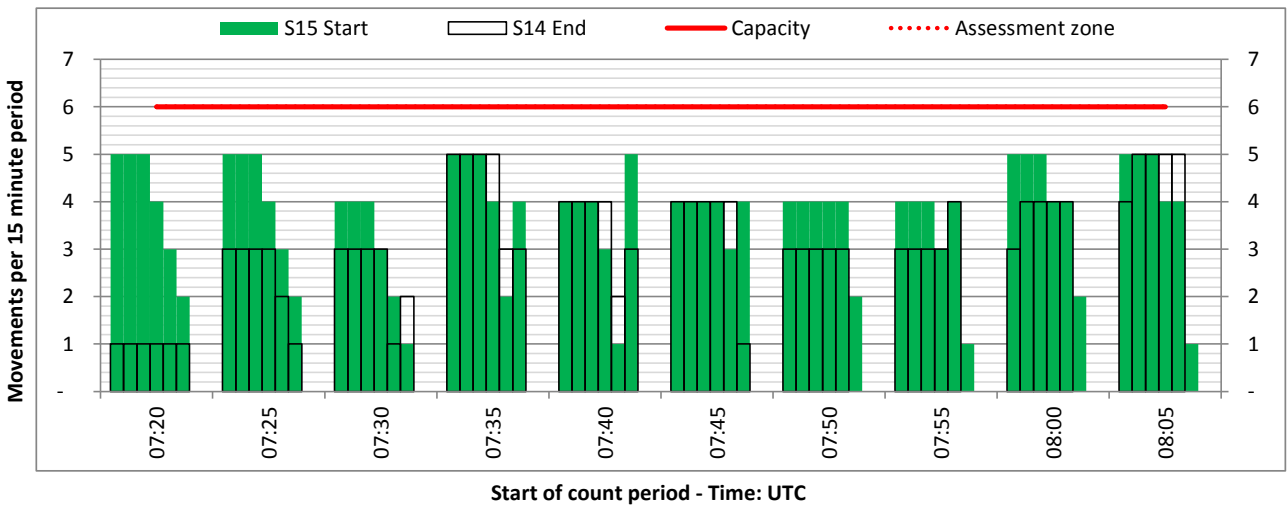
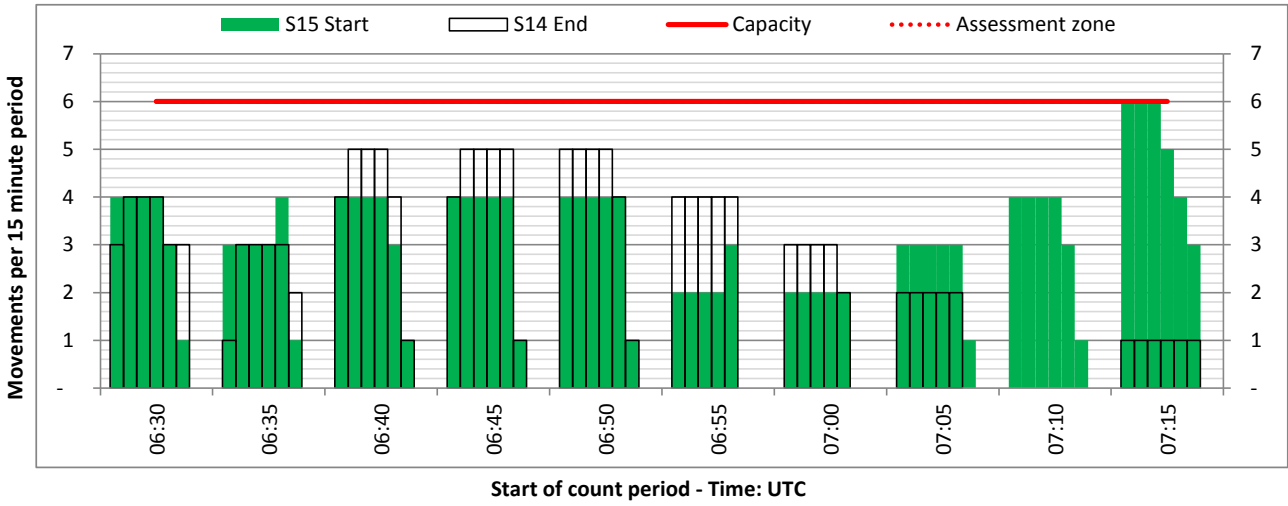
DEPARTURE - 15 minute count rolling every 5 mins (R15/5)



Terminals: All Terminals

Operators: All Operators

Days: 1234567



| | |
|--|--|
| 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

| | |
|------------------|--|
| S14 Start | S14 schedule as cleared on Sun 30-Mar-14. |
| S14 End | S14 schedule as cleared on Thu 30-Oct-14. |
| S15 Start | S15 schedule as cleared on Tue 24-Mar-15. |
| Peak Week | Peak week for S14 is Mon 29-Sep-14 to Sun 05-Oct-14. Peak week for S15 is Mon 28-Sep-15 to Sun 04-Oct-15. |

For ACL use

| | Airport-Season-Branch-Resource | From date | To date | Time |
|-------------------|-------------------------------------|-----------------|-----------------|------|
| Full Season Rep 1 | LCY-S14-Start - incl CJ EZ-Standard | Sun 30-Mar-2014 | Sat 25-Oct-2014 | UTC |
| Full Season Rep 2 | LCY-S14-End - incl CJ EZ-Standard | Sun 30-Mar-2014 | Sat 25-Oct-2014 | UTC |
| Full Season Rep 3 | LCY-S15-SOS Report - Live-Standard | Sun 29-Mar-2015 | Sat 24-Oct-2015 | UTC |
| | Airport-Season-Branch-Resource | From date | To date | Time |
| Peak Week Rep 1 | LCY-S14-Start - incl CJ EZ-Standard | Mon 29-Sep-2014 | Sun 05-Oct-2014 | UTC |
| Peak Week Rep 2 | LCY-S14-End - incl CJ EZ-Standard | Mon 29-Sep-2014 | Sun 05-Oct-2014 | UTC |
| Peak Week Rep 3 | LCY-S15-SOS Report - Live-Standard | Mon 28-Sep-2015 | Sun 04-Oct-2015 | UTC |