



Heathrow Airport

LHR

Summer 2011

START OF SEASON REPORT

KEY STATISTICS	Summer 2011	vs Summer 2010
Air Transport Movements	292,121	0.8%
Total Seats (m)	58.7	2.5%
Seats per Passenger ATM	201.9	1.6%

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Data in this report is current as of: 30 March 2011

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HEATHROW SUMMER 2011 ALLOCATION OF AIR TRANSPORT MOVEMENTS

Code	Airline	Summer 2011 Allocation		Code	Airline	Summer 2011 Allocation	
9W	Jet Airways	42	0.4%	LH	Lufthansa	528	5.5%
A3	Aegean	70	0.7%	LN	Libyan Arab	4	0.0%
AA	American Airlines	236	2.5%	LO	LOT Polish Airlines	40	0.4%
AC	Air Canada	168	1.8%	LX	Swiss Airlines	168	1.8%
AF	Air France	154	1.6%	LY	El Al	22	0.2%
AH	Air Algerie	10	0.1%	ME	MEA	14	0.1%
AI	Air India	42	0.4%	MH	Malaysian Airlines	28	0.3%
AT	Royal Air Maroc	18	0.2%	MK	Air Mauritius	10	0.1%
AY	Finnair	56	0.6%	MS	Egyptair	28	0.3%
AZ	Alitalia	136	1.4%	MU	China Eastern	8	0.1%
BA	British Airways	4040	42.4%	NH	All Nippon Airways	14	0.1%
BCS	Euro Air Transport	27	0.3%	NZ	Air New Zealand	28	0.3%
BD	BMI British Midland	800	8.4%	OS	Austrian Airlines	42	0.4%
BG	Biman Bangladesh	10	0.1%	OU	Croatia Airlines	18	0.2%
BI	Royal Brunei	14	0.1%	OZ	Asiana	10	0.1%
BR	EVA Air	16	0.2%	PK	PIA	24	0.3%
CA	Air China	14	0.1%	QF	Qantas	56	0.6%
CI	China Airlines	6	0.1%	QR	Qatar Airways	56	0.6%
CO	Continental Airlines	98	1.0%	RB	Syrian Arab	5	0.1%
CX	Cathay Pacific	64	0.7%	RJ	Royal Jordanian	16	0.2%
CY	Cyprus Airways	36	0.4%	RO	Tarom	14	0.1%
DL	Delta Airlines	56	0.6%	SA	South African	42	0.4%
EI	Aer Lingus	332	3.5%	SK	SAS	286	3.0%
EK	Emirates	70	0.7%	SN	Brussels Airlines	50	0.5%
ET	Ethiopian Airlines	12	0.1%	SQ	Singapore Airlines	46	0.5%
EY	Etihad Airways	42	0.4%	SU	Aeroflot	42	0.4%
FB	Bulgaria Air	10	0.1%	SV	Saudia	24	0.3%
FI	Icelandair	28	0.3%	T5	Turkmenistan Airlines	4	0.0%
GF	Gulf Air	28	0.3%	TG	Thai International	28	0.3%
HM	Air Seychelles	4	0.0%	TK	Turkish Airlines	62	0.7%
HY	Uzbekistan Airways	4	0.0%	TP	TAP Air Portugal	88	0.9%
IB	Iberia	154	1.6%	TS	Air Transat	4	0.0%
IR	Iran Air	8	0.1%	TU	Tunis Air	8	0.1%
IT	Kingfisher	28	0.3%	UA	United Airlines	140	1.5%
J2	Azerbaijan Airlines	6	0.1%	UL	Sri Lankan Airlines	26	0.3%
JJ	TAM Brazilia	28	0.3%	US	US Airways	14	0.1%
JL	Japan Airlines	14	0.1%	VS	Virgin Atlantic	288	3.0%
JU	Yugoslav Airlines	18	0.2%	W3	Arik Air	24	0.3%
KC	Air Astana	4	0.0%	WY	Omanair	14	0.1%
KE	Korean Air	18	0.2%				
KF	Blue1	26	0.3%				
KL	KLM	182	1.9%				
KM	Air Malta	30	0.3%				
KQ	Kenya Airways	20	0.2%				
KU	Kuwait Airways	22	0.2%				
					Total	9,524	
					Contingency	0	
					ATM Limit	9,524	

HEATHROW SUMMER 2011 CAPACITIES

RUNWAY SCHEDULING LIMITS

Movements per Hour (R60) - All times UTC

Arrivals	Hour																	Change	
	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	Ave	Total
Summer 2010	38	39	37	40	40	41	39	43	43	41	42	43	44	43	38	44	21	39.8	676
Capacity change																			
Summer 2011	38	39	37	40	40	41	39	43	43	41	42	43	44	43	38	44	21	39.8	676

Departures	Hour																	Change	
	05	06	07	08	09	10	11	12	13	14	15	16	17	18	19	20	21	Ave	Total
Summer 2010	25	46	43	43	41	42	41	43	42	44	43	43	44	44	38	38	31	40.6	691
Capacity change		-1	2								-1				-1		1		
Summer 2011	25	45	45	43	41	42	41	43	42	44	42	43	44	44	37	38	32	40.6	691

Sub-constraint 10 minute limit (xx05-xx10, xx15-xx20, xx25-xx30, xx35-xx40, xx45-xx50, xx55-xx00) 7 arrivals per 10 minutes 0705-0930 UTC; 8 arrivals per 10 minutes at other times
Rolling hour limit 45 Departures/42 Arrivals (where hourly rate is less than rolling rate)

AIR TRANSPORT MOVEMENT CAP

9,524 air transport movements per week

TERMINAL SCHEDULING LIMITS

Passengers per Hour

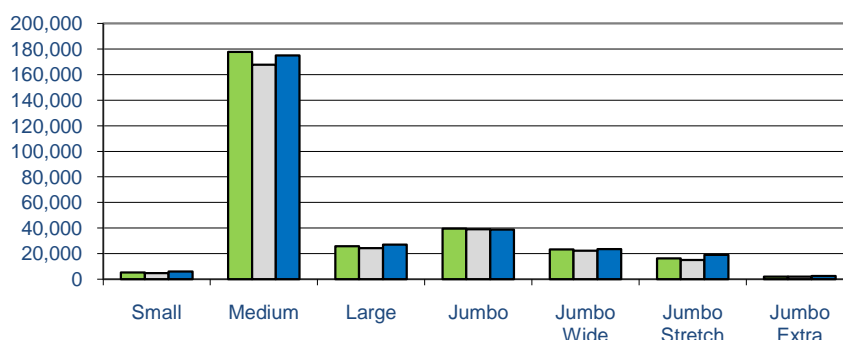
Terminal	Arrivals	Departures
Terminal 1		
Domestic	1500	
CTA	930	-
International	1600	-
Total	-	2200
Terminal 2	CLOSED	CLOSED
Terminal 3	3500	3200
Terminal 4	1800	1650
Terminal 5		
Domestic	1150	1900
International	3750	-
Total	-	4500

STAND SCHEDULING LIMITS

Stands available for scheduling purposes after deductions for outages and short term peaking

Apron	B(ER4)	C(319)	C(321)	D(752)	D(764)	E(772)	E(744)	E(346)	F(380)	Total
T1	1	5	6	7	0	1	0	5	1	26
T3	0	0	2	4	0	5	5	15	8	39
T1 + T3	1	5	8	11	0	6	5	20	9	65
T4 + Cargo	0	0	4	1	4	0	22	3	2	36
T5	0	1	14	0	3	0	15	11	8	52
Total Airport	1	6	26	12	7	6	42	34	19	153

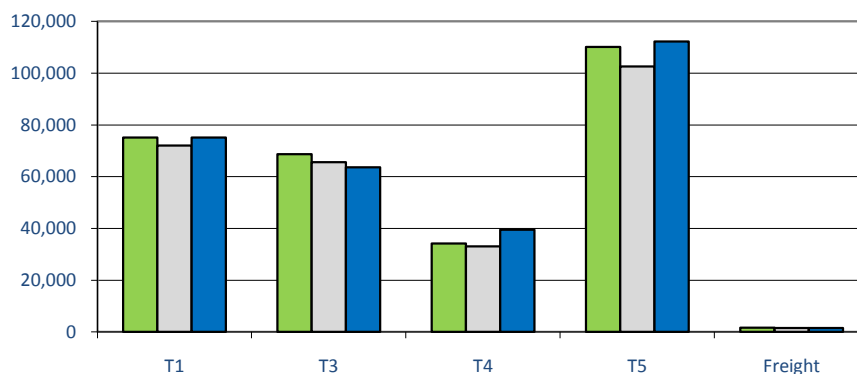
AIR TRANSPORT MOVEMENTS BY STAND SIZE



■ SUMMER 2010 Start of Season
■ SUMMER 2010 End of Season
■ SUMMER 2011 Start of Season

	SUMMER 2010 Start of Season	SUMMER 2010 End of Season	SUMMER 2011 Start of Season	% CHANGE Start-Start	% CHANGE End-Start
Small	5,199	4,710	6,024	15.9%	27.9%
Medium	177,749	167,625	175,051	-1.5%	4.4%
Large	25,767	24,239	27,149	5.4%	12.0%
Jumbo	39,520	38,986	38,708	-2.1%	-0.7%
Jumbo Wide	23,168	22,169	23,526	1.5%	6.1%
Jumbo Stretch	16,279	15,061	19,121	17.5%	27.0%
Jumbo Extra	2,108	2,100	2,542	20.6%	21.0%
Total	289,790	274,890	292,121	0.8%	6.3%

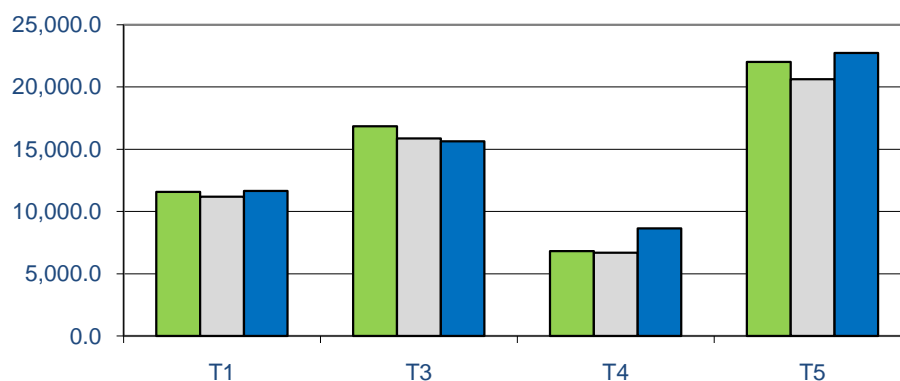
AIR TRANSPORT MOVEMENTS BY TERMINAL



■ SUMMER 2010 Start of Season
■ SUMMER 2010 End of Season
■ SUMMER 2011 Start of Season

	SUMMER 2010 Start of Season	SUMMER 2010 End of Season	SUMMER 2011 Start of Season	% CHANGE Start-Start	% CHANGE End-Start
T1	75,143	72,009	75,141	-0.0%	4.3%
T3	68,738	65,653	63,596	-7.5%	-3.1%
T4	34,130	33,114	39,508	15.8%	19.3%
T5	110,121	102,553	112,325	2.0%	9.5%
Freight	1,658	1,561	1,551	-6.5%	-0.6%
Total	289,790	274,890	292,121	0.8%	6.3%

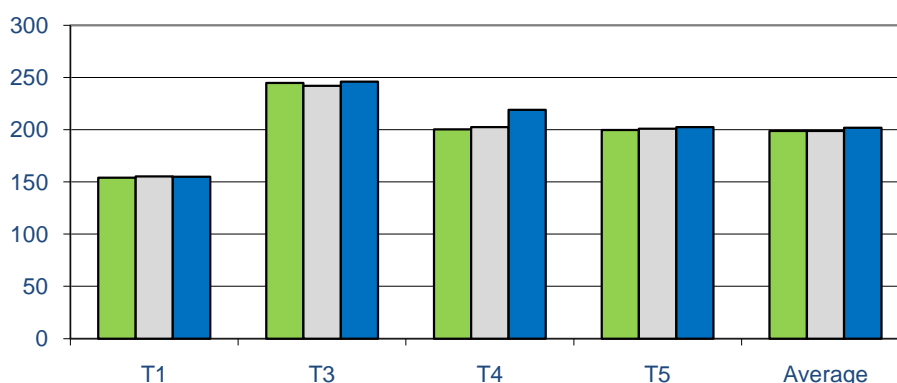
TOTAL SEATS (000s) BY TERMINAL



■ SUMMER 2010 Start of Season
■ SUMMER 2010 End of Season
■ SUMMER 2011 Start of Season

	SUMMER 2010 Start of Season	SUMMER 2010 End of Season	SUMMER 2011 Start of Season	% CHANGE Start-Start	% CHANGE End-Start
T1	11,582.5	11,179.7	11,648.0	0.6%	4.2%
T3	16,833.1	15,877.9	15,639.3	-7.1%	-1.5%
T4	6,833.3	6,700.2	8,646.6	26.5%	29.1%
T5	22,006.4	20,612.1	22,734.3	3.3%	10.3%
Total	57,255.3	54,369.9	58,668.2	2.5%	7.9%

SEATS PER PASSENGER ATM BY TERMINAL



■ SUMMER 2010 Start of Season
■ SUMMER 2010 End of Season
■ SUMMER 2011 Start of Season

	SUMMER 2010 Start of Season	SUMMER 2010 End of Season	SUMMER 2011 Start of Season	% CHANGE Start-Start	% CHANGE End-Start
T1	154	155	155	0.6%	-0.2%
T3	245	242	246	0.4%	1.7%
T4	200	202	219	9.3%	8.2%
T5	200	201	202	1.3%	0.7%
Average	199	199	202	1.6%	1.5%

AIR TRANSPORT MOVEMENTS BY OPERATOR

ATMs per week - Typical week

	SUMMER 2010	% SHARE	SUMMER 2011	% SHARE	% CHANGE
British Airways	4028	42.4%	4040	42.4%	0.3%
bmi	817	8.6%	800	8.4%	-2.1%
Lufthansa	528	5.6%	528	5.5%	0.0%
Aer Lingus	332	3.5%	332	3.5%	0.0%
Virgin Atlantic	286	3.0%	288	3.0%	0.7%
SAS	286	3.0%	286	3.0%	0.0%
American Airlines	250	2.6%	236	2.5%	-5.6%
KLM/Delta*	182	1.9%	182	1.9%	0.0%
Air Canada	168	1.8%	168	1.8%	0.0%
Swiss	168	1.8%	168	1.8%	0.0%
Air France/Delta*	154	1.6%	154	1.6%	0.0%
Iberia	154	1.6%	154	1.6%	0.0%
United Airlines	140	1.5%	140	1.5%	0.0%
Alitalia	136	1.4%	136	1.4%	0.0%
Continental Airlines	84	0.9%	98	1.0%	16.7%
Others	1793	18.9%	1814	19.0%	1.2%
Total	9506	100.0%	9524	100.0%	0.2%

* Delta Operate services as a joint operation with KLM/Air France, and in their own right. These figures are for Air France and KLM slot holding

SEATS BY OPERATOR

Seats per week - Typical week (top 20 operators by movements ranked by seat volume)

	SUMMER 2010	% SHARE	SUMMER 2011	% SHARE	% CHANGE
British Airways	792,597	42.2%	807,637	41.4%	1.9%
bmi	102,501	5.5%	95,332	6.6%	-7.0%
Virgin Atlantic	85,902	4.6%	87,782	4.6%	2.2%
Lufthansa	65,406	3.5%	71,938	3.8%	10.0%
Aer Lingus	60,656	3.2%	59,364	3.8%	-2.1%
American Airlines	59,590	3.2%	54,270	2.8%	-8.9%
SAS	44,658	2.4%	50,972	2.7%	14.1%
Air Canada	45,024	2.4%	44,758	2.3%	-0.6%
United Airlines	31,220	1.7%	33,586	1.8%	7.6%
KLM/Delta*	31,444	1.7%	31,380	1.6%	-0.2%
Air France/Delta*	26,195	1.4%	31,264	1.6%	19.4%
Iberia	29,148	1.6%	29,554	1.5%	1.4%
Swiss	25,848	1.4%	24,936	1.3%	-3.5%
Alitalia	23,822	1.3%	24,008	1.3%	0.8%
Continental Airlines	19,320	1.0%	21,392	1.1%	10.7%
Others	433,066	23.1%	449,205	23.4%	3.7%
Total	1,876,397	100.0%	1,917,378	100.0%	2.2%

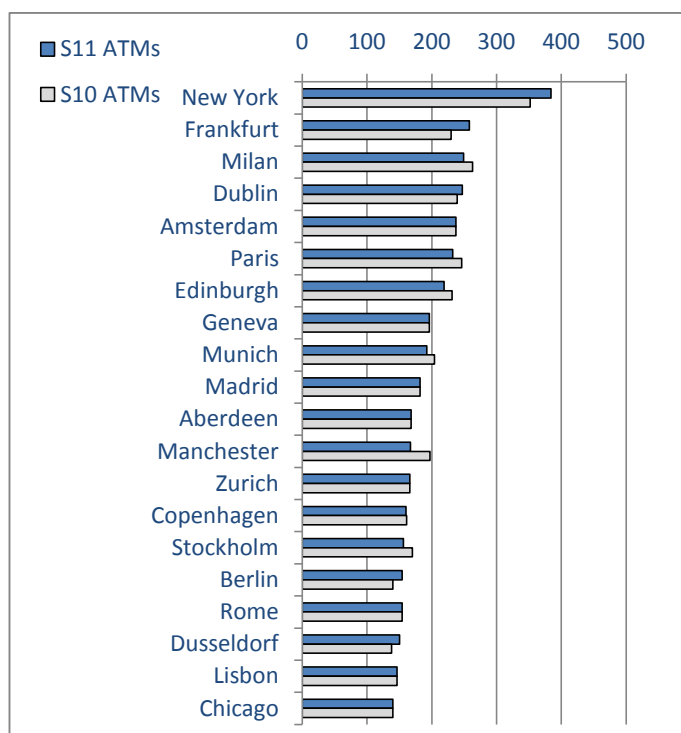
SEATS PER ATM BY OPERATOR

(top 20 operators by movements ranked by seats per ATM)

	SUMMER 2010	% SHARE	SUMMER 2011	% SHARE	% CHANGE
Virgin Atlantic	300.4	17	304.8	17	1.5%
Air Canada	268.0	25	266.4	28	-0.6%
United Airlines	223.0	42	239.9	39	7.6%
American Airlines	238.4	36	230.0	43	-3.5%
Continental Airlines	230.0	39	218.3	46	-5.1%
Air France/Delta*	170.1	61	203.0	50	19.4%
British Airways	196.8	49	199.9	51	1.6%
Iberia	189.3	52	191.9	54	1.4%
Aer Lingus	182.7	56	178.8	59	-2.1%
SAS	156.1	72	178.2	60	14.1%
Alitalia	175.2	58	176.5	61	0.8%
KLM/Delta*	172.8	60	172.4	64	-0.2%
Swiss	153.9	73	148.4	73	-3.5%
Lufthansa	123.9	81	136.2	76	10.0%
bmi	125.5	79	119.2	81	-5.0%
Others	241.5		247.6		2.5%
Overall Average	197.4		201.3		2.0%

AIR TRANSPORT MOVEMENTS BY DESTINATION

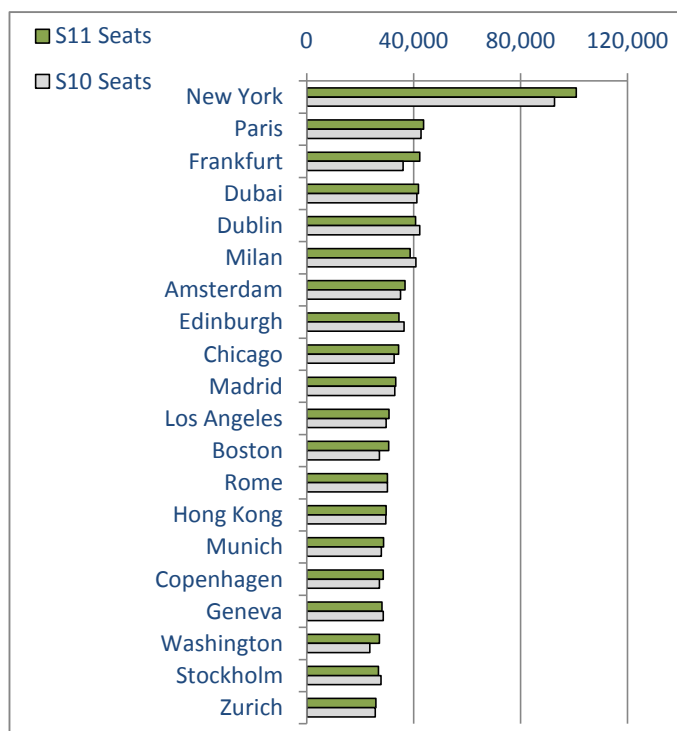
Allocated ATMs per typical week Summer 2011



Summer 2011	S11 ATMs	S10 ATMs
New York	384	352
Frankfurt	258	230
Milan	249	263
Dublin	247	239
Amsterdam	237	237
Paris	232	246
Edinburgh	219	231
Geneva	196	196
Munich	192	204
Madrid	182	182
Aberdeen	168	168
Manchester	167	197
Zurich	166	166
Copenhagen	160	161
Stockholm	156	170
Berlin	154	140
Rome	154	154
Dusseldorf	150	138
Lisbon	146	146
Chicago	140	140

AIR TRANSPORT SEATS BY DESTINATION

Allocated seats per typical week Summer 2011

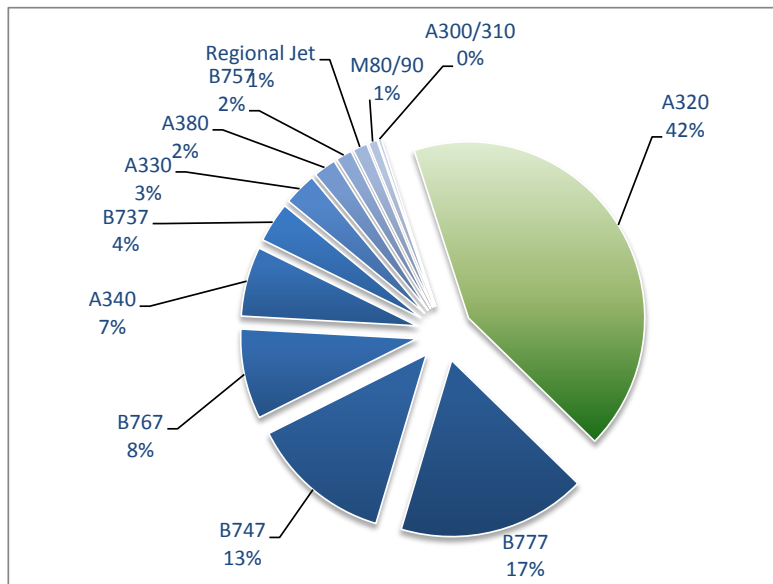


Summer 2011	S11 Seats	S10 Seats
New York	100,836	92,720
Paris	43,688	42,746
Frankfurt	42,302	36,098
Dubai	41,772	41,213
Dublin	40,732	42,282
Milan	38,658	40,844
Amsterdam	36,766	35,068
Edinburgh	34,553	36,428
Chicago	34,342	32,768
Madrid	33,334	32,928
Los Angeles	30,800	29,750
Boston	30,660	27,188
Rome	30,182	30,142
Hong Kong	29,660	29,554
Munich	28,724	27,928
Copenhagen	28,618	27,179
Geneva	28,202	28,616
Washington	27,195	23,610
Stockholm	26,818	27,816
Zurich	25,906	25,652

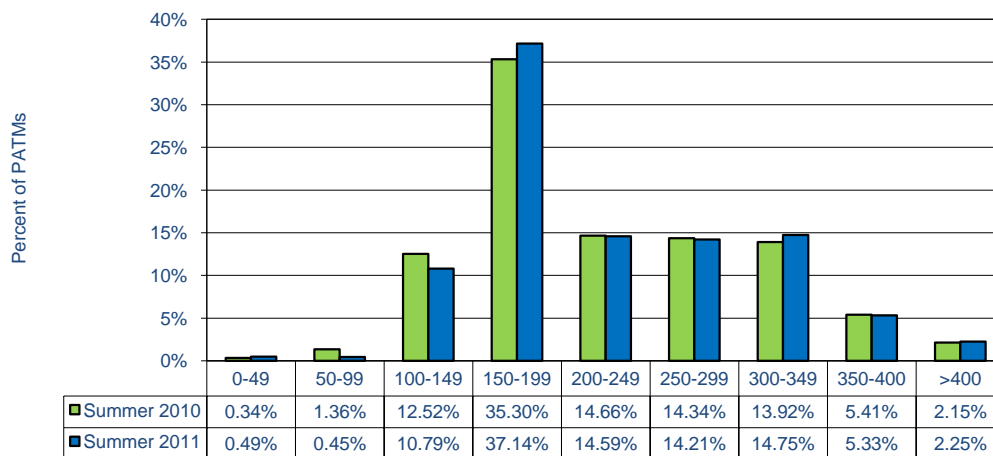
TOP AIRCRAFT TYPES BY AIR TRANSPORT MOVEMENTS

Includes aircraft sub-types (eg, A320 includes A319/320/321)

Regional Jets include Fokker 100 / 70s, Avro RJs, Canadair RJs and Embrair RJs

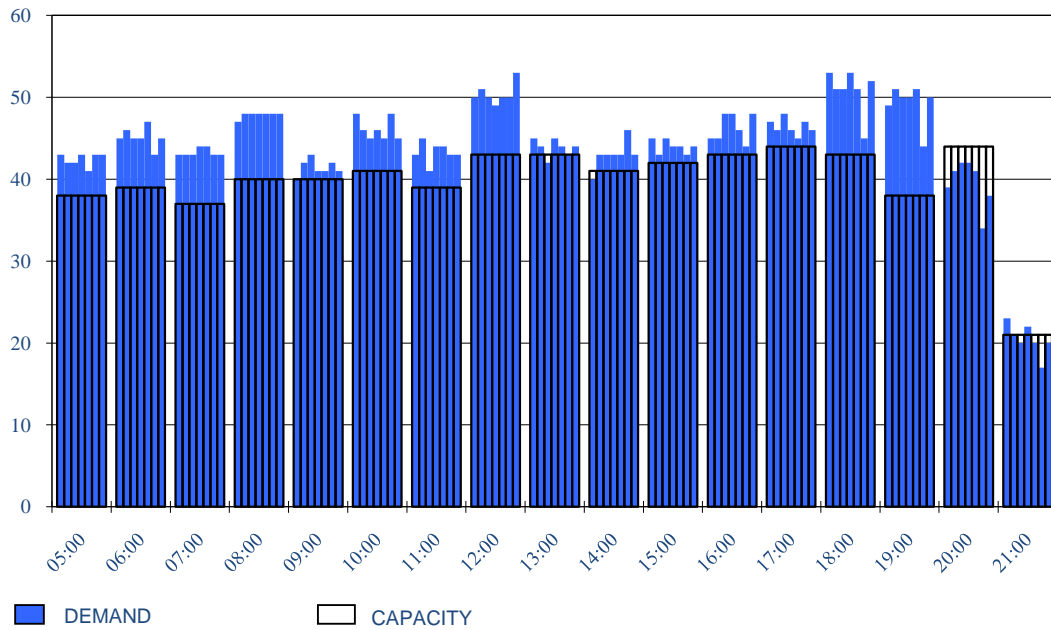


AIRCRAFT SEAT SIZE DISTRIBUTION



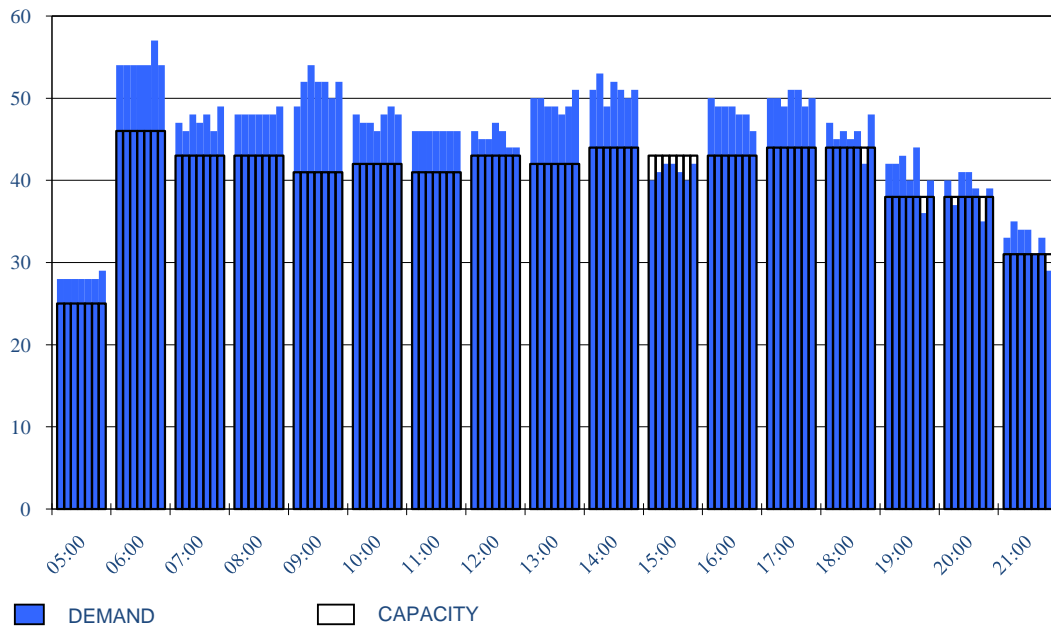
RUNWAY MOVEMENT DEMAND - ARRIVALS

Peak Week Movements per Hour - All times UTC



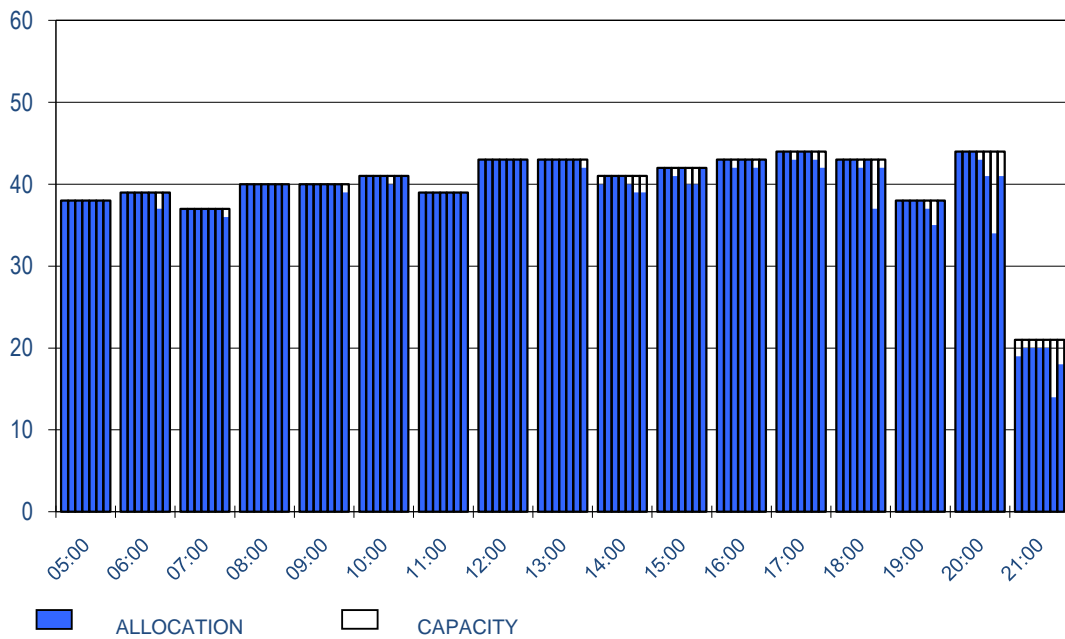
RUNWAY MOVEMENT DEMAND - DEPARTURES

Peak Week Movements per Hour - All times UTC



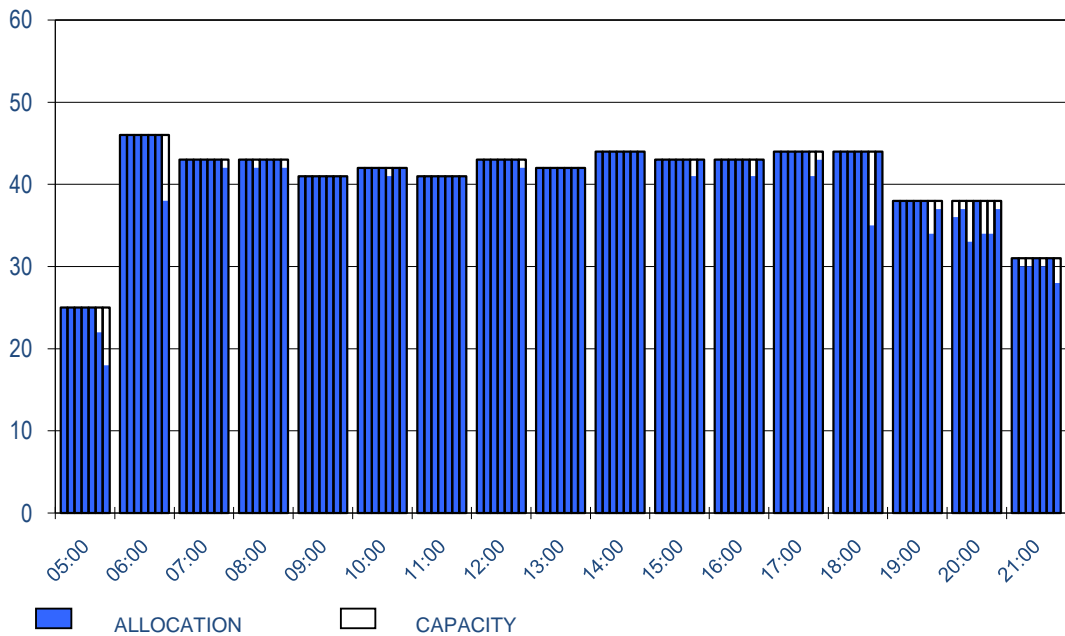
RUNWAY MOVEMENT ALLOCATION - ARRIVALS

Peak Week Movements per Hour - All times UTC



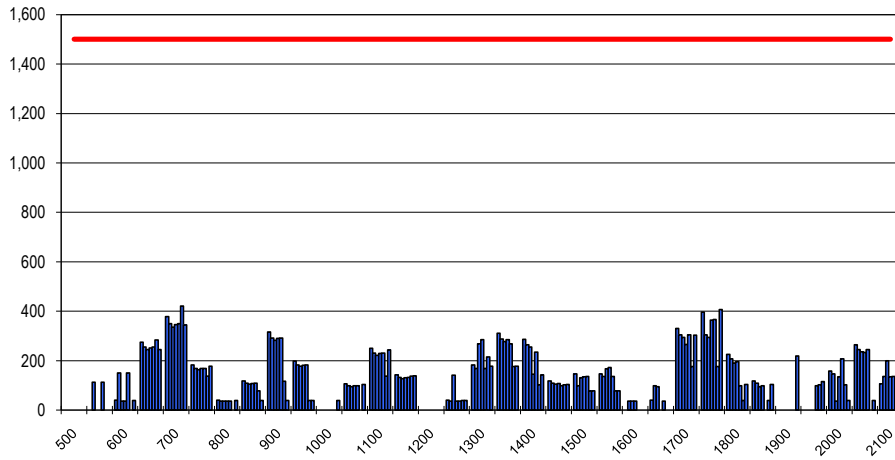
RUNWAY MOVEMENT ALLOCATION - DEPARTURES

Peak Week Movements per Hour - All times UTC



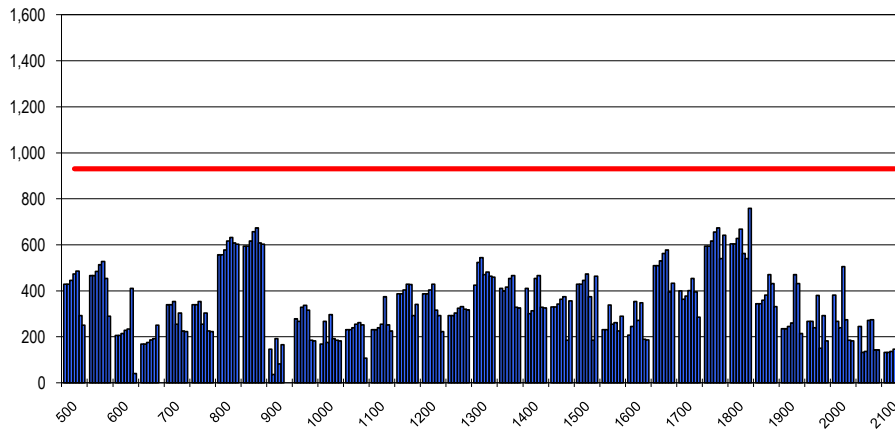
TERMINAL 1 DOMESTIC - ARRIVALS

Passengers per Hour - All times UTC



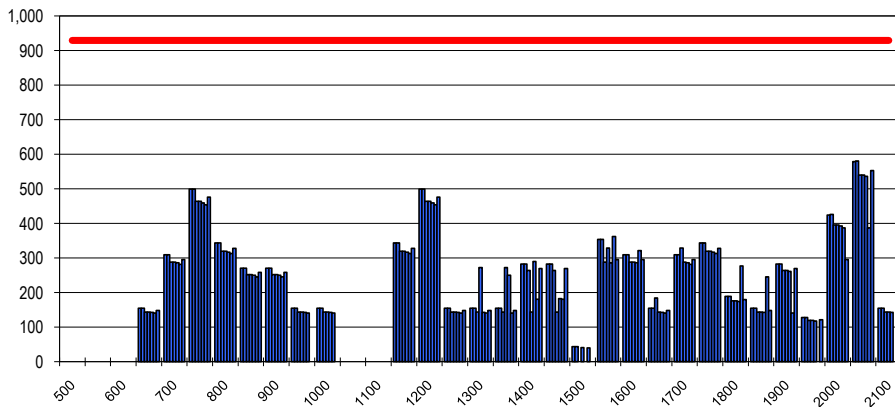
TERMINAL 1 DOMESTIC - DEPARTURES

Passengers per Hour - All times UTC



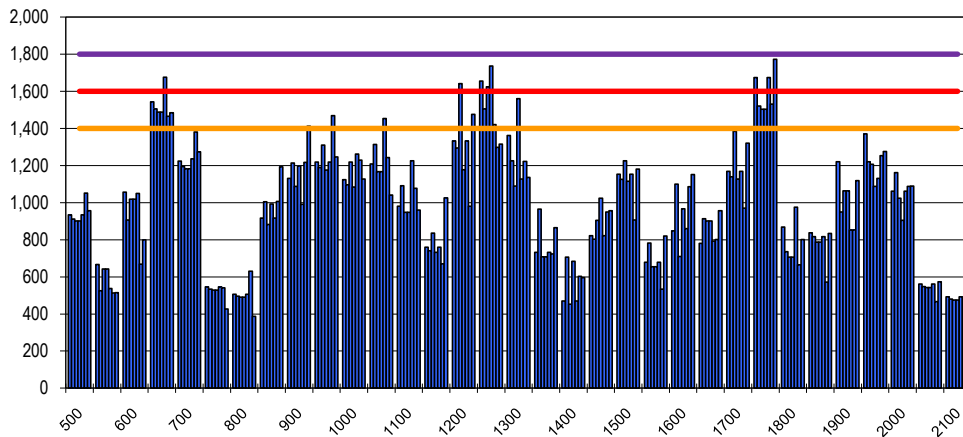
TERMINAL 1 COMMON TRAVEL AREA - ARRIVALS

Passengers per Hour - All times UTC



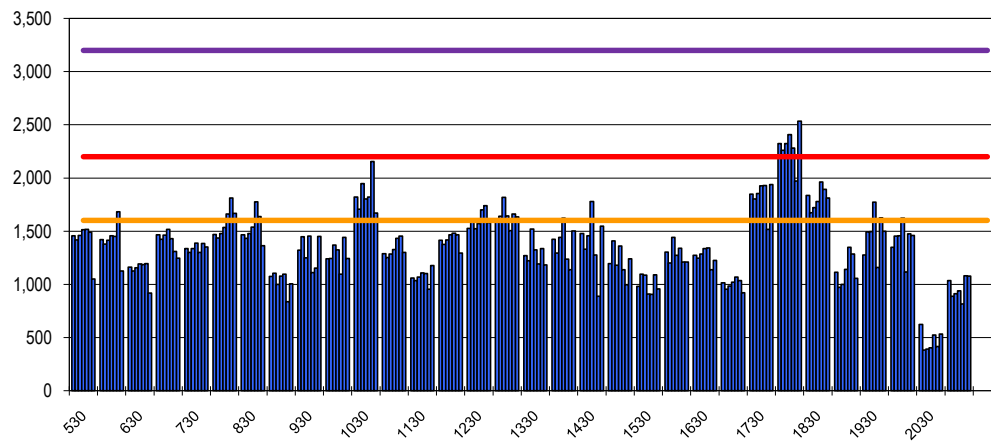
TERMINAL 1 INTERNATIONAL - ARRIVALS

Passengers per Hour - All times UTC



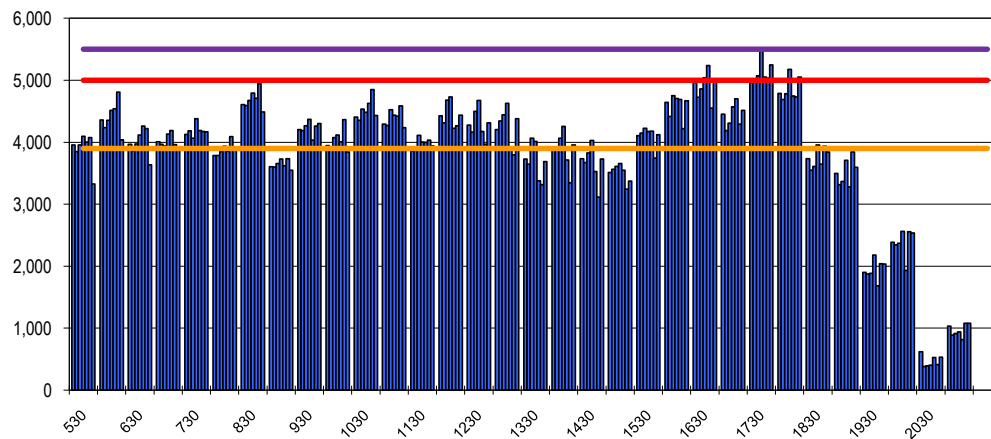
TERMINAL 1 TOTAL - DEPARTURES

Passengers per Hour - All times UTC



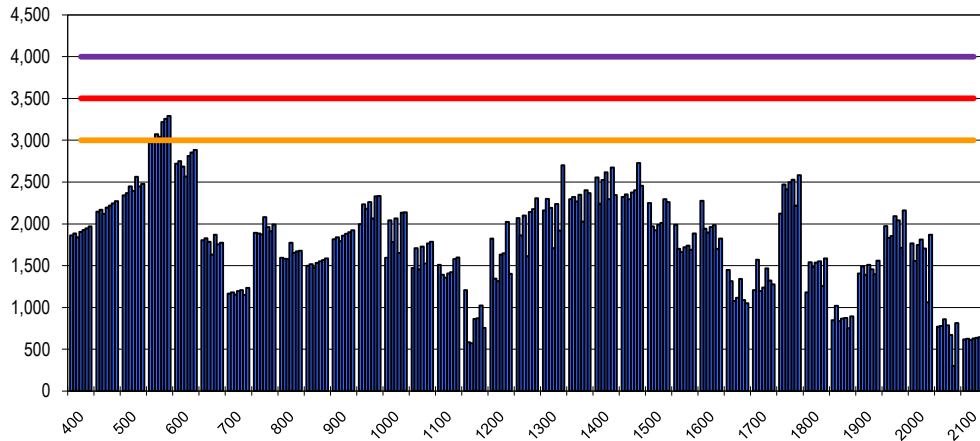
TERMINAL 1 - DEPARTURES

Passengers per Three Hours - All times UTC



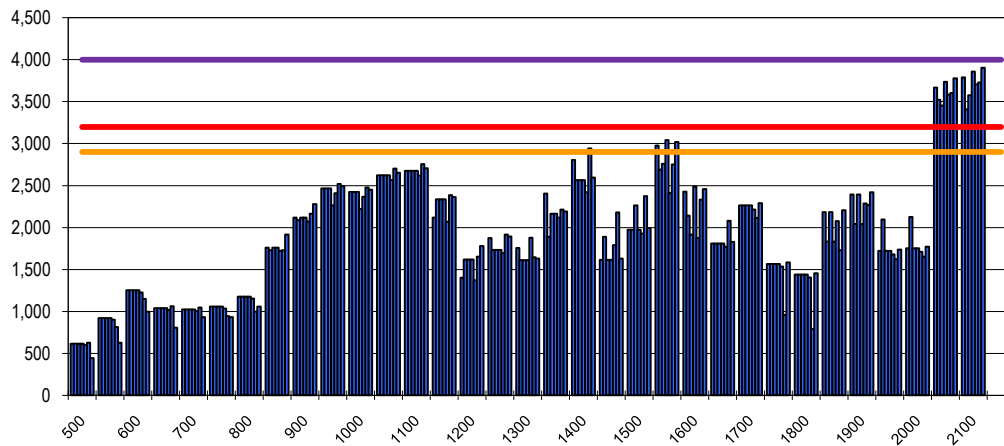
TERMINAL 3 - ARRIVALS

Passengers per Hour - All times UTC



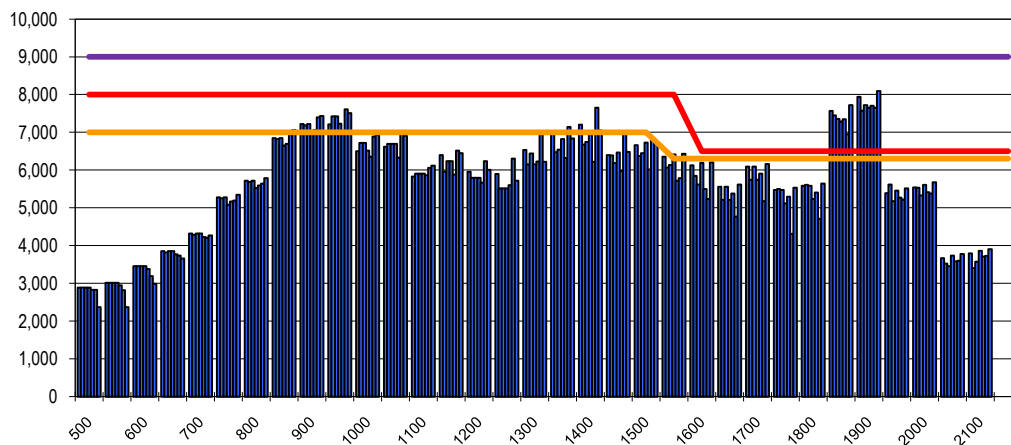
TERMINAL 3 - DEPARTURES

Passengers per Hour - All times UTC



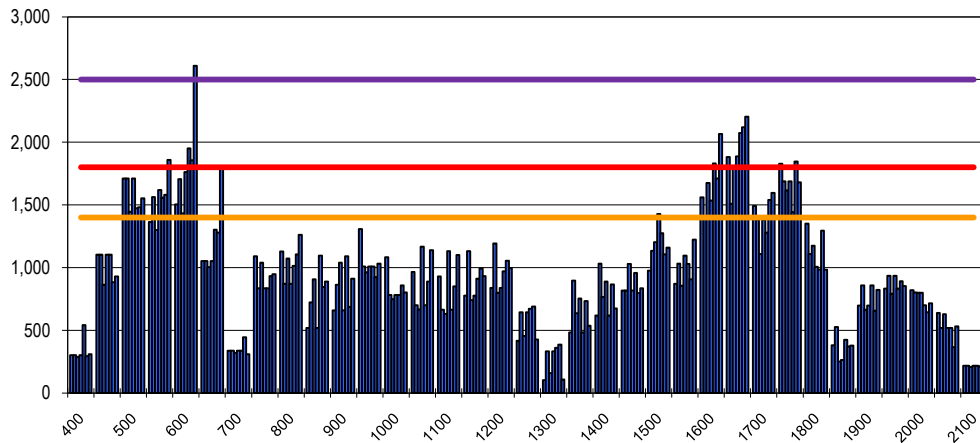
TERMINAL 3 - DEPARTURES

Passengers per Three Hours - All times UTC



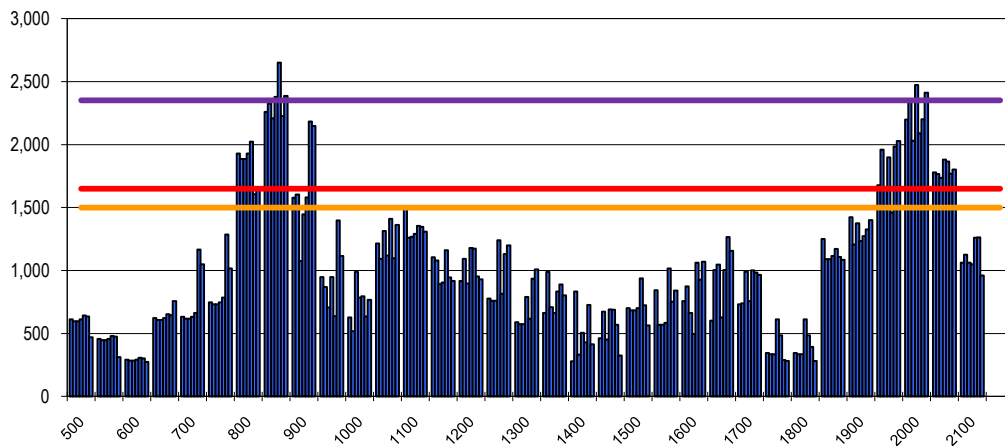
TERMINAL 4 - ARRIVALS

Passengers per Hour - All times UTC



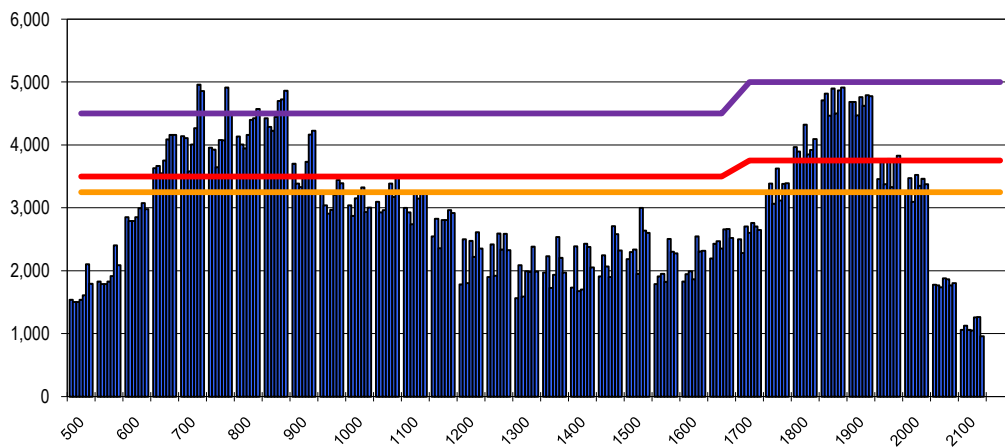
TERMINAL 4 - DEPARTURES

Passengers per Hour - All times UTC



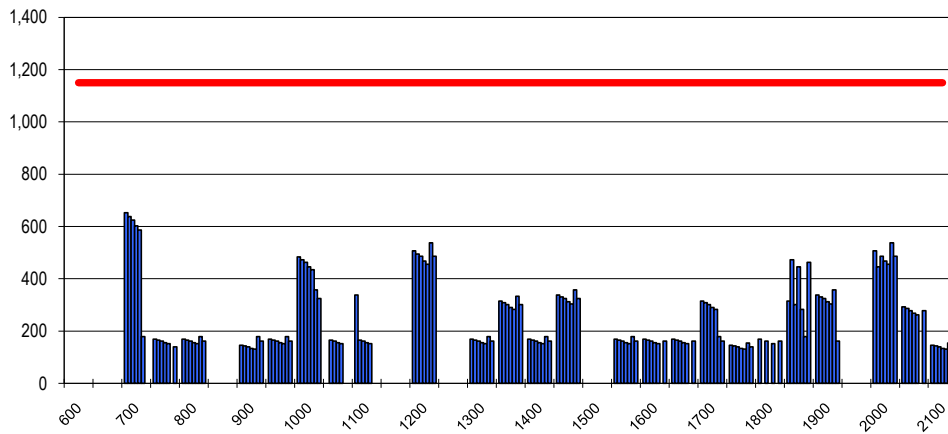
TERMINAL 4 - DEPARTURES

Passengers per Three Hours - All times UTC



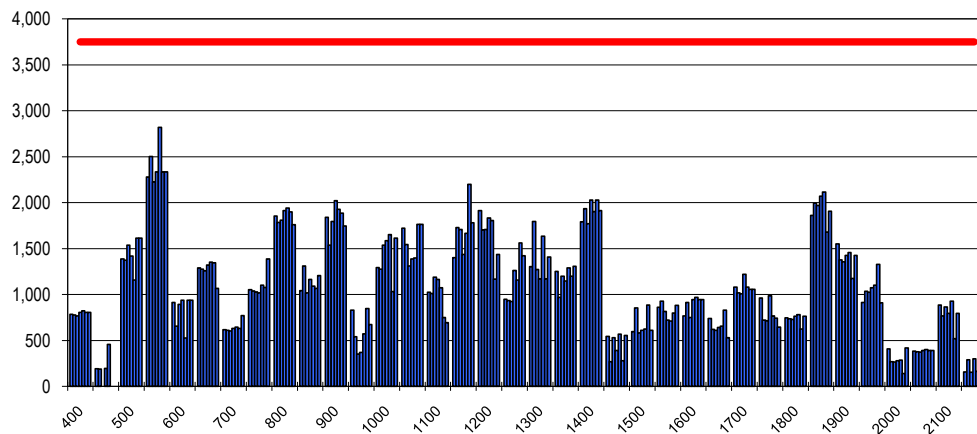
TERMINAL 5 DOMESTIC - ARRIVALS

Passengers per Hour - All times UTC



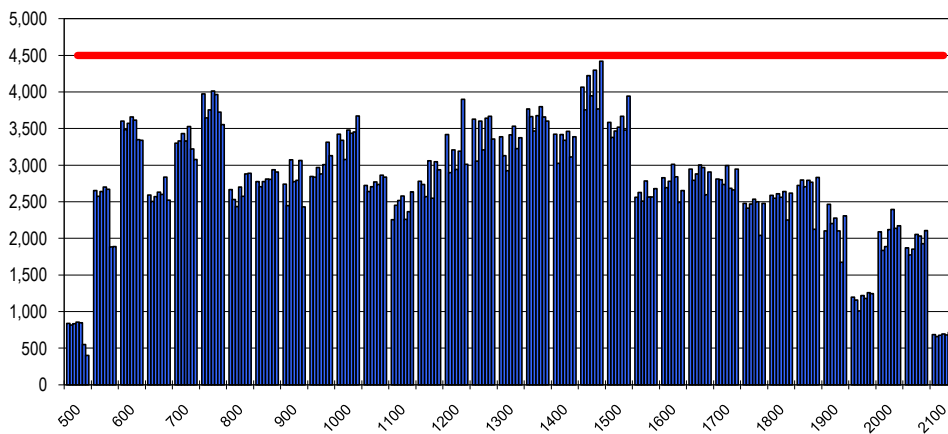
TERMINAL 5 INTERNATIONAL - ARRIVALS

Passengers per Hour - All times UTC



TERMINAL 5 TOTAL - DEPARTURES

Passengers per Hour - All times UTC



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.
Peak Week	The Peak Week for W10/11 is Week 47 (21-27FEB)
Data Snapshot	All data used for this report was as held 05 October 2010
Stand Sizes	
Jumbo Extra	ICAO type F; eg, A380
Jumbo Stretch	Long ICAO type E; eg, A340-600, B777-300
Jumbo Wide	Wide ICAO type E; eg, EB747-400, A340-500
Jumbo	Small ICAO type E; eg, B747-200, B777-200, A330/340, MD-11
Large	ICAO type D; eg, B757, B767, A300
Medium	ICAO type C; eg, A320, B737
Small	ICAO type B; eg, Embraer 145

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.

At Heathrow termnal capacity is shown with upper and lower referral capacity zones. Additional flights or increases in aircraft capacity that impinge the referral zone require a more detailed analysis of the schedule to assure the operation can be accomodated.

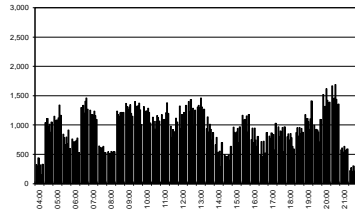
AIRLINE MOVE SEQUENCE version3.1

Step	Description	From / To	Move Date
1	BA T1 ops except B757 fleet + BA T4 short haul ops, BA T3 (Miami)	T1/4 → T5 T3 → T5	27-Mar-08
2	BA T4 longhaul except Australia JSA routes	T4 → T5	05-Jun-08
			17-Sep-08
			22-Oct-08
3	STAR Phase 1 (UA + NZ)	T3 → T1	04-Jul-08
4.1	oneworld T1 (AY)	T1 → T3	27-Jan-09
4.2	BA T1 B757 ops + oneworld T2 (IB)	T1/2 → T3	25-Feb-09
4a	STAR Phase 2 (LH, LX, OS, OU, TP)	T2 → T1	16-Jun-09
5.1	T3 Non-aligned (EY)	T3 → T4	21-Sep-09
5.2	Qantas + BA JSA routes T3 Non-aligned Phase 1 (9W, GF, MH)	T4 → T3 T3 → T4	w/c 26-Oct-2009
6/7	T2 Skyteam (AF, AZ, SU, OK) and T2 Unaligned T3 Skyteam (KE)	T2 → T4 T3 → T4	w/c 27-Oct-2009
9	T3 Non-aligned (BG, BI, KU, MK, QR, SV)	T3 → T4	w/c 21-Mar-10
9a	T3 Non-aligned (AI, EY)	T3 → T4	By Sep-10
10	Balance BA Ops (on opening T5C) between T3 & T5	T3 ↔ T5	Apr-11
11/12	STAR Phase 3	T1/3 → T2A	Nov-13
	Balance BA Ops (best use of T3) between T3 & T5	T3 ↔ T5	

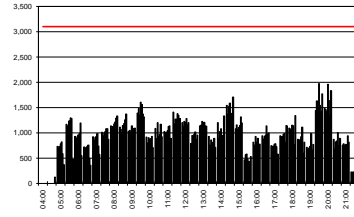
SUMMER 2009 STEP 4.2 - start of season

post step 4.2 all BA in T3/T5, IB & AY in T3

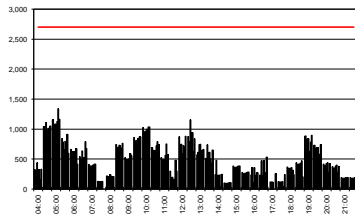
T1 TOTAL - ARRIVALS



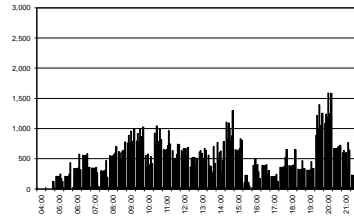
T1 TOTAL - DEPARTURES



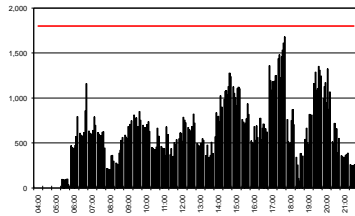
T1 INT - ARRIVALS



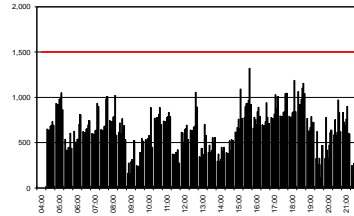
T1 INT - DEPARTURES



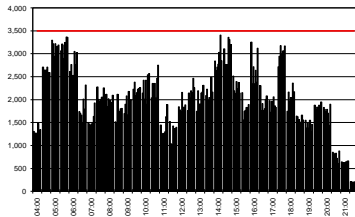
T2 - ARRIVALS



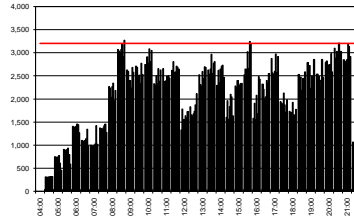
T2 - DEPARTURES



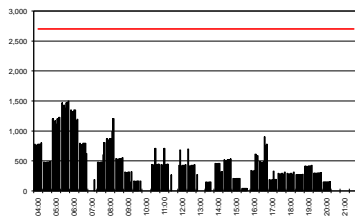
T3 - ARRIVALS



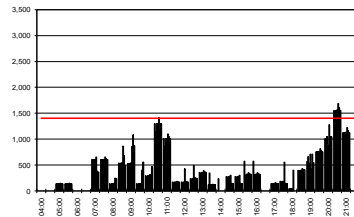
T3 - DEPARTURES



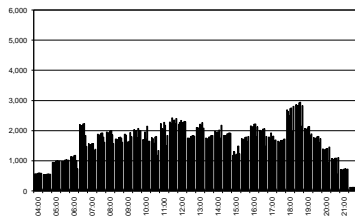
T4 - ARRIVALS



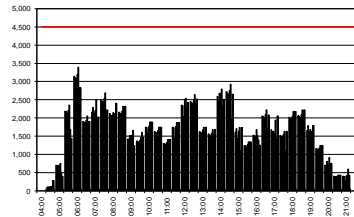
T4 - DEPARTURES



T5 - ARRIVALS



T5 - DEPARTURES

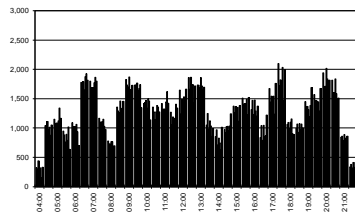


SUMMER 2009 STEP 4a (terminals 1 & 2), Step 5.1 (terminals 3 & 4)

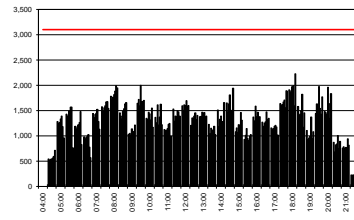
step 4a, LH, LX, OU, TP from T1 to T2

step 5.1 EY T3 to T4

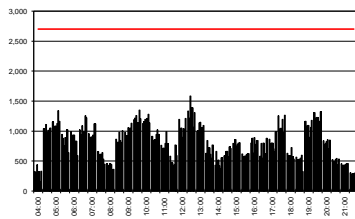
T1 TOTAL - ARRIVALS



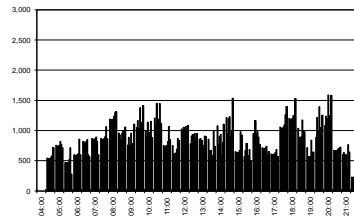
T1 TOTAL - DEPARTURES



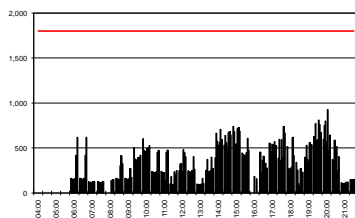
T1 INT - ARRIVALS



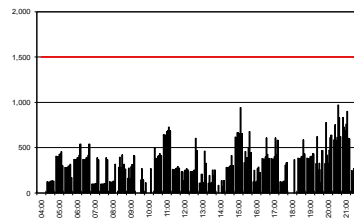
T1 INT - DEPARTURES



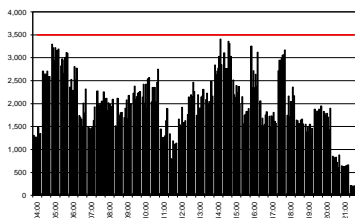
T2 - ARRIVALS



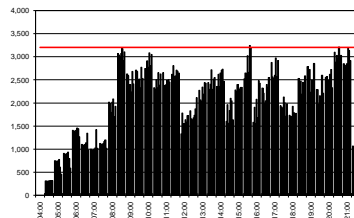
T2 - DEPARTURES



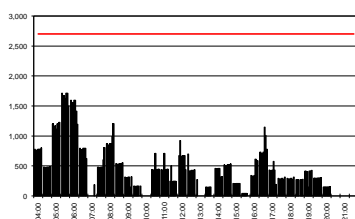
T3 - ARRIVALS



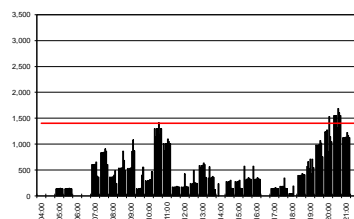
T3 - DEPARTURES



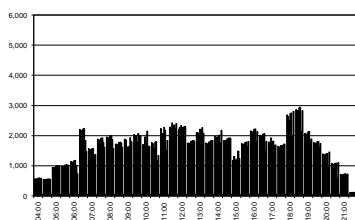
T4 - ARRIVALS



T4 - DEPARTURES



T5 - ARRIVALS



T5 - DEPARTURES

