Heathrow Airport (LHR)

Summer 2015 (S15)



Start of Season Report

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)

S15 Start
284,741
283,183
60,587,126
214.0
96.9%

vs. S	14 Start
	0.9%
	0.9%
	3.7%
	2.8%

vs. S14 End
2.2%
2.1%
6.3%
4.1%

Report Date: Thu 26-Mar-2015

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- 8 Peak Week Histogram Departure Passengers (T60/30) 2D 2I All Operators
- 9 Peak Week Histogram Departure Passengers (T180/30) 2D 2I All Operators
- 10 Peak Week Histogram Arrival Passengers (T60/30) 21 All Operators
- 11 Peak Week Histogram Arrival Passengers (T120/30) 2I All Operators
- 12 Peak Week Histogram Arrival Passengers (T60/30) 2D All Operators
- Peak Week Histogram Departure Passengers (T3 Live T60/30) 3I All Operators
- 14 Peak Week Histogram Departure Passengers (T3 Live T180/30) 31 All Operators
- 15 Peak Week Histogram Arrival Passengers (T3 Live T60/30) 31 All Operators
- 16 Peak Week Histogram Departure Passengers (T3 End Game T60/30) 31 All Operators
- Peak Week Histogram Departure Passengers (T3 End Game T180/30) 31 All Operators
 Peak Week Histogram Arrival Passengers (T3 End Game T60/30) 31 All Operators
- 19 Peak Week Histogram Departure Passengers (T60/30) 41 All Operators
- 20 Peak Week Histogram Departure Passengers (T180/30) 41 All Operators
- 21 Peak Week Histogram Arrival Passengers (T60/30) 41 All Operators
- 22 Peak Week Histogram Arrival Passengers (T120/30) 4I All Operators
- 23 Peak Week Histogram Departure Passengers (T60/30) 5D 5I All Operators
- Peak Week Histogram Arrival Passengers (T60/30) 51 All Operators
- 25 Peak Week Histogram Arrival Passengers (T60/30) 5D All Operators
- 26 Glossarv

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).

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Runway Scheduling Limits



Declared Hourly Movement Capacity

			S14	Arri	vals					Ch	ange	: S1 4	l to S	15			S15 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	38	38	38	38	38	38	38	05	1	1	1	1	1	1	1	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	37	37	37	37	37	37	37	07								07	37	37	37	37	37	37	37
08	40	40	40	40	40	40	40	08								08	40	40	40	40	40	40	40
09	40	40	40	40	40	40	40	09								09	40	40	40	40	40	40	40
10	41	41	41	41	41	41	41	10	1	1	1	1	1	1	1	10	42	42	42	42	42	42	42
11	40	40	40	40	40	40	40	11	2	2	2	2	2	2	2	11	42	42	42	42	42	42	42
12	43	43	43	43	43	43	43	12	-1	-1	-1	-1	-1	-1	-1	12	42	42	42	42	42	42	42
13	43	43	43	43	43	43	43	13	-2	-2	-2	-2	-2	-2	-2	13	41	41	41	41	41	41	41
14	41	41	41	41	41	41	41	14	1	1	1	1	1	1	1	14	42	42	42	42	42	42	42
15	41	41	41	41	41	41	41	15								15	41	41	41	41	41	41	41
16	44	44	44	44	44	44	44	16	1	1	1	1	1	1	1	16	45	45	45	45	45	45	45
17	44	44	44	44	44	44	44	17								17	44	44	44	44	44	44	44
18	43	43	43	43	43	43	43	18								18	43	43	43	43	43	43	43
19	38	38	38	38	38	38	38	19								19	38	38	38	38	38	38	38
20	44	44	44	44	44	44	44	20								20	44	44	44	44	44	44	44
21	20	20	20	20	20	20	20	21	2	2	2	2	2	2	2	21	22	22	22	22	22	22	22

																11							
		9	514 D	epai	ture	S				Ch	ange	e: S1 4	l to S	15			S15 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	46	46	46	46	46	46	46	06	1	1	1	1	1	1	1	06	47	47	47	47	47	47	47
07	43	43	43	43	43	43	43	07								07	43	43	43	43	43	43	43
08	43	43	43	43	43	43	43	08	1	1	1	1	1	1	1	08	44	44	44	44	44	44	44
09	41	41	41	41	41	41	41	09	1	1	1	1	1	1	1	09	42	42	42	42	42	42	42
10	42	42	42	42	42	42	42	10								10	42	42	42	42	42	42	42
11	41	41	41	41	41	41	41	11								11	41	41	41	41	41	41	41
12	44	44	44	44	44	44	44	12								12	44	44	44	44	44	44	44
13	44	44	44	44	44	44	44	13	1	1	1	1	1	1	1	13	45	45	45	45	45	45	45
14	44	44	44	44	44	44	44	14								14	44	44	44	44	44	44	44
15	42	42	42	42	42	42	42	15	1	1	1	1	1	1	1	15	43	43	43	43	43	43	43
16	43	43	43	43	43	43	43	16	1	1	1	1	1	1	1	16	44	44	44	44	44	44	44
17	44	44	44	44	44	44	44	17	-1	-1	-1	-1	-1	-1	-1	17	43	43	43	43	43	43	43
18	44	44	44	44	44	44	44	18	-1	-1	-1	-1	-1	-1	-1	18	43	43	43	43	43	43	43
19	38	38	38	38	38	38	38	19	5	5	5	5	5	5	5	19	43	43	43	43	43	43	43
20	38	38	38	38	38	38	38	20	-3	-3	-3	-3	-3	-3	-3	20	35	35	35	35	35	35	35
21	30	30	30	30	30	30	30	21	I	l	I	I		I	1	21	30	30	30	30	30	30	30

Peak Week - Allocation and Slot Adjustment Distribution by Operator

Schedule: S15 Start



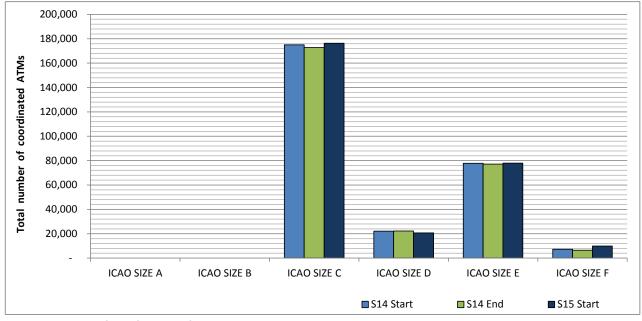
						SLOT AD	JUSTMEN	ITS (MINU	ITES OFF I	REQUEST	ED TIME)					
Operator	S15 allocated ATMs	0	5	10	15	20	25	30	35	40	45	50	55	60	>60	Requests with NO slot allocated
Aegean Airlines	56 318	100.0% 100.0%	0.0% 0.0%	0.0% 0.0%	0.0% 0.0%	0.0% 0.0%	0.0% 0.0%	0.0% 0.0%	0.0% 0.0%	0.0%	0.0% 0.0%	0.0% 0.0%	0.0% 0.0%	0.0% 0.0%	0.0% 0.0%	- 3
Aer Lingus Aeroflot	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%	6
Aeromexico Air Algerie	10 10	100.0% 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% 0.0%	-
Air Astana	6	83.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Air Canada Air China	154 28	86.4% 100.0%	4.5% 0.0%	0.0%	0.0% 0.0%	0.0%	0.0%	0.0% 0.0%	0.0% 0.0%	0.0% 0.0%	4.5% 0.0%	0.0%	0.0%	4.5% 0.0%	0.0% 0.0%	-
Air France Air India	112 42	93.8% 90.5%	0.0%	6.3% 0.0%	0.0% 0.0%	0.0%	0.0%	0.0% 0.0%	0.0%	0.0%	0.0% 0.0%	0.0%	0.0%	0.0%	0.0% 0.0%	-
Air Malta	30	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 Mauritius Air New Zealand	8 14	100.0% 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%	0.0%	0.0%	0.0%	0.0%	0.0% 0.0%	-
Air Serbia	18 68	88.9%	5.6%	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%	0.0%	5.6%	0.0% 0.0%	0.0%	10 2
Alitalia All Nippon Airways	14	79.4% 50.0%	0.0%	0.0%	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	- 2
American Airlines Arik Air	196 14	100.0% 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%	- 14
Asiana Airlines	14	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%	-
Austrian Airlines Avianca	56 14	100.0% 0.0%	0.0% 50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0% 50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Azerbaijan Airlines Biman Bangladesh	6 8	100.0% 87.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0% 0.0%	- 2
British Airways	4,921	90.5%	6.4%	1.9%	0.6%	0.1%	0.1%	0.1%	0.1%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%	1
Brussels Airlines Bulgaria Air	10	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%	- 2
Cathay Pacific China Eastern	74 14	79.7% 78.6%	20.3% 0.0%	0.0% 0.0%	0.0% 0.0%	0.0% 7.1%	0.0%	0.0% 0.0%	0.0%	0.0%	0.0% 0.0%	0.0%	0.0%	0.0% 7.1%	0.0% 0.0%	-
China Southern	14	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%	-
Croatia Airlines Cyprus Airways	18	94.4%	0.0%	5.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Delta Airlines	166	95.8%	4.2%	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%	-
Egypt Air El Al Israel Airlines	30 22	93.3% 100.0%	0.0% 0.0%	3.3% 0.0%	0.0% 0.0%	0.0% 0.0%	0.0% 0.0%	0.0% 0.0%	0.0% 0.0%	0.0% 0.0%	0.0% 0.0%	0.0% 0.0%	0.0%	0.0% 0.0%	0.0%	2
Emirates Ethiopian Airlines	70 14	100.0% 71.4%	0.0%	0.0%	0.0% 7.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Etihad Airways	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%	14
European Air Transport (DHL) EVA Air	25 14	100.0% 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% 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%	-
Finnair Garuda Indonesia	70	90.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	10.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	- 14
Gulf Air	28	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%	-
Iberia Icelandair	140 28	87.9% 100.0%	12.1% 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%	0.0%	0.0%	0.0%	0.0% 0.0%	-
Iran Air Japan Airlines	6 14	100.0% 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%	-
Jet Airways	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%	-
Kenya Airways KLM Royal Dutch Airlines	14 154	100.0% 87.7%	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%	0.0% 0.0%	- 4
Korean Air Kuwait Airways	18 20	100.0% 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%	-
Libyan Airways	-															-
LOT Polish Airlines Lufthansa	40 524	100.0% 84.2%	0.0% 8.4%	0.0% 1.5%	0.0% 1.3%	0.0%	0.0% 1.0%	0.0% 1.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0% 0.0%	-
Malaysia Airlines	28	100.0% 85.7%	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%	-
Middle East Airlines Oman Air	28 14	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%	14
Philippine Airlines PIA Pakistan International	8 20	100.0% 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%	-
Qantas	28	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%	-
Qatar Airways Royal Air Maroc	84 18	88.1% 100.0%	4.8% 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%	0.0% 0.0%	0.0% 0.0%	0.0% 0.0%	0.0% 0.0%	0.0% 0.0%	0.0% 0.0%	28
Royal Brunei Airlines Royal Jordanian	14 14	100.0% 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%	0.0%	0.0% 0.0%	0.0% 0.0%	- 2
SAS Scandinavian	272	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%	14
Saudia Singapore Airlines	28 60	100.0% 88.3%	0.0% 0.0%	0.0% 0.0%	0.0% 0.0%	0.0% 0.0%	0.0% 0.0%	0.0% 0.0%	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% 0.0%	-
South African Airways SriLankan Airlines	28 18	100.0% 88.9%	0.0%	0.0% 0.0%	0.0% 5.6%	0.0%	0.0%	0.0% 0.0%	0.0%	0.0%	0.0% 5.6%	0.0%	0.0%	0.0% 0.0%	0.0% 0.0%	-
Swiss International	168	96.4%	3.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	42
TAM Airlines TAP Portugal	14 88	100.0% 96.6%	0.0% 3.4%	0.0% 0.0%	0.0% 0.0%	0.0% 0.0%	0.0% 0.0%	0.0% 0.0%	0.0% 0.0%	0.0% 0.0%	0.0% 0.0%	0.0% 0.0%	0.0% 0.0%	0.0% 0.0%	0.0% 0.0%	-
Tarom Thai Airways	14 28	100.0% 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% 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%	-
Transaero Airlines	28	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%	-
Tunisair Turkish Airlines	8 62	100.0% 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%	0.0%	0.0%	0.0%	0.0%	0.0% 0.0%	-
Turkmenistan Airlines United Airlines	4	100.0% 97.1%	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%	-
US Airways	238 56	100.0%	0.0%	0.0%	0.0%	2.9% 0.0%	0.0%	0.0%	0.0%	0.0%	0.0% 0.0%	0.0%	0.0%	0.0%	0.0%	-
Uzbekistan Airways Vietnam Airlines	4 14	100.0% 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%	0.0%	0.0%	0.0%	
Virgin Atlantic	446	93.3%	3.1%	1.6%	0.2%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4
Vueling	14	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%	-
Operators with 0 'allocated	9,618	92.0%	4.6%	1.2%	0.4%	0.2%	0.1%	0.1%	0.2%	0.1%	0.2%	0.0%	0.0%	0.1%	0.9%	178

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.

Full Season - Aircraft Size Analysis

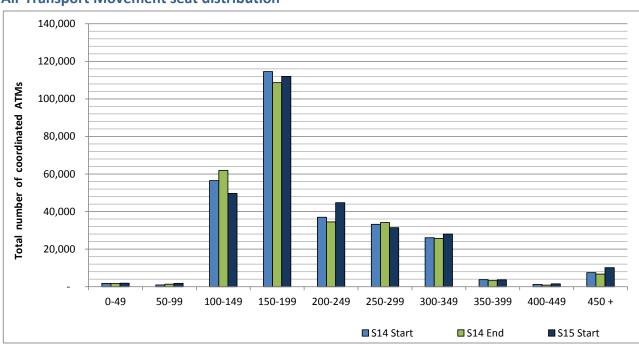


ICAO size designation



Note: See Glossary for definitions of ICAO SIZE groupings

Air Transport Movement seat distribution

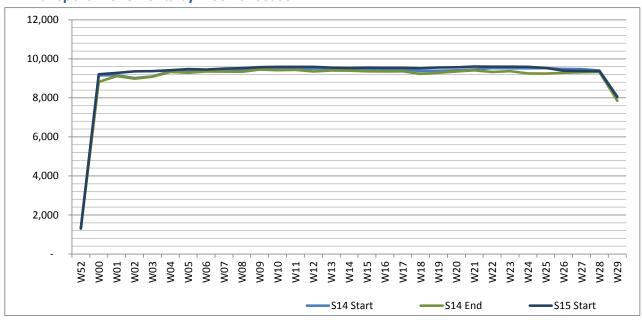


Note: FREIGHT-ONLY services with 0 seats are included in the first seat band '0-49'

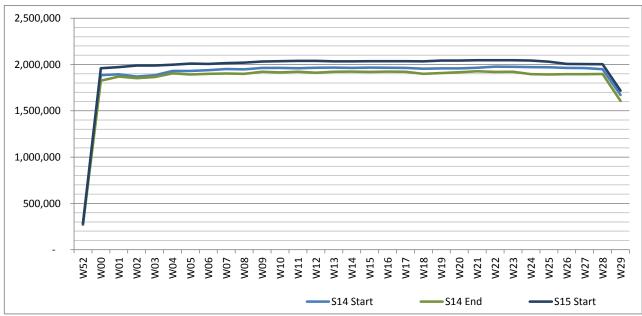
Full Season - Seasonality



Air Transport Movements by week of season



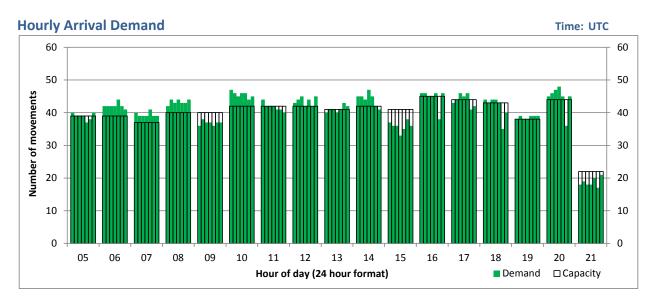
Air Transport Movement Seats by week of season

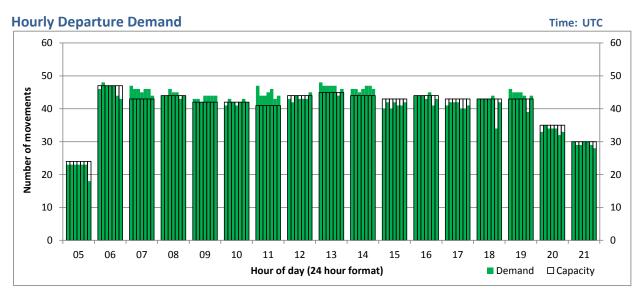


Peak Week - Hourly Runway Demand





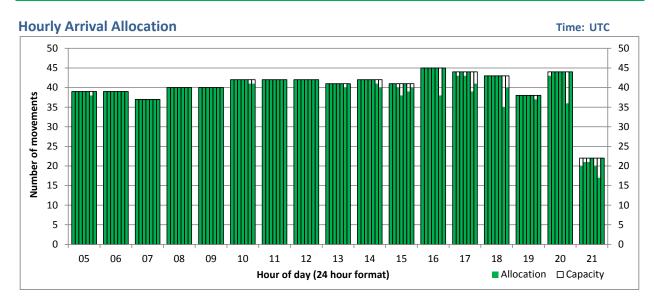


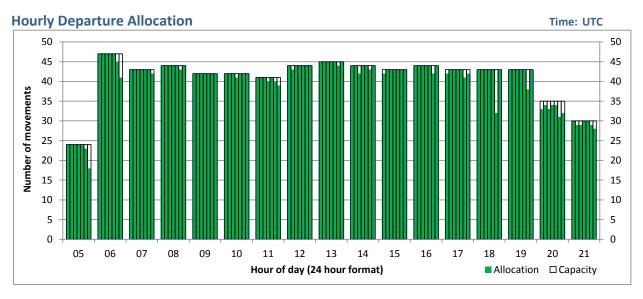


Peak Week - Hourly Runway Allocation









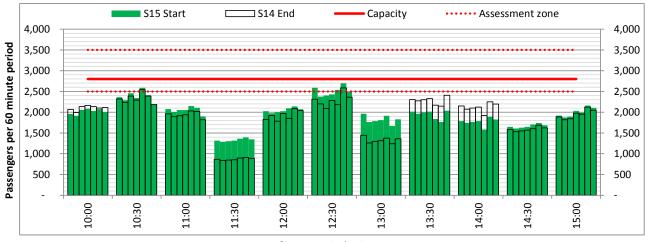




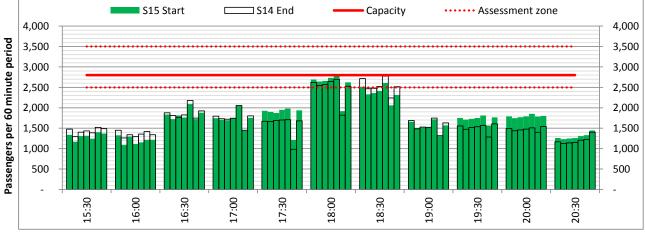
Terminals: 2D 2I Operators: All Operators Days: 1234567



Start of count period - Time: UTC



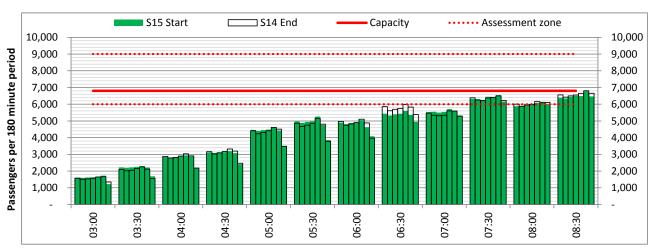
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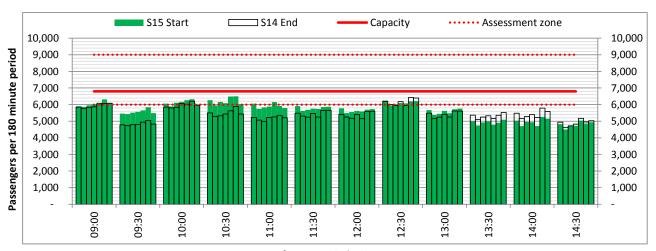
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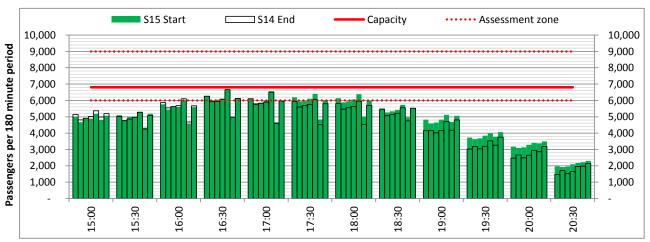




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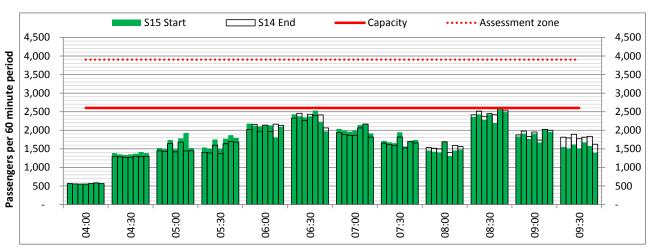
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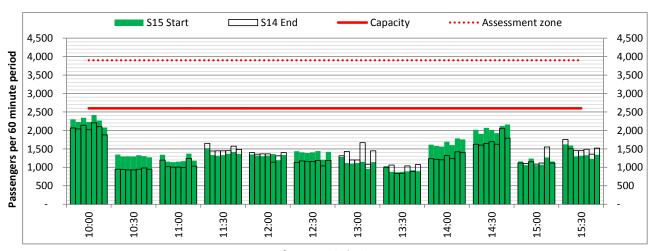
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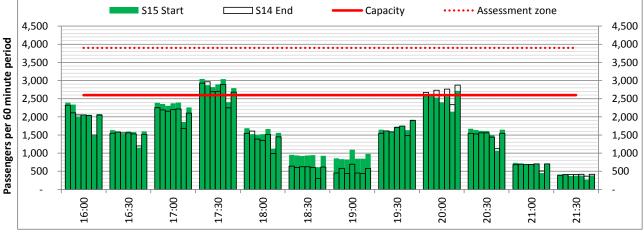




Start of count period - Time: UTC



Start of count period - Time: UTC

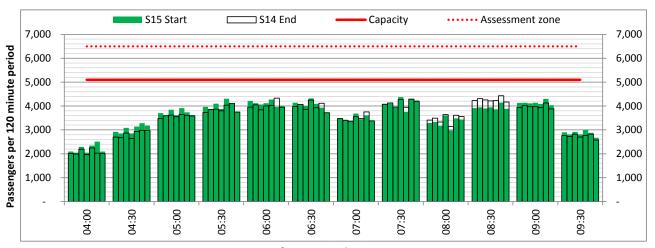


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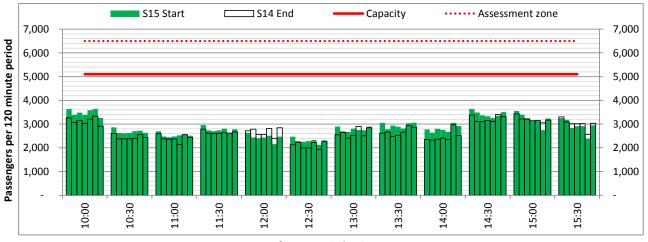




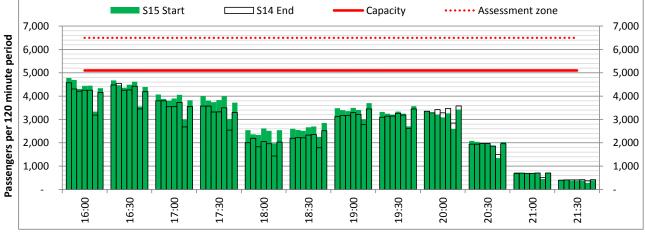
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Start of count period - Time: UTC



Start of count period - Time: UTC



Start of count period - Time: UTC

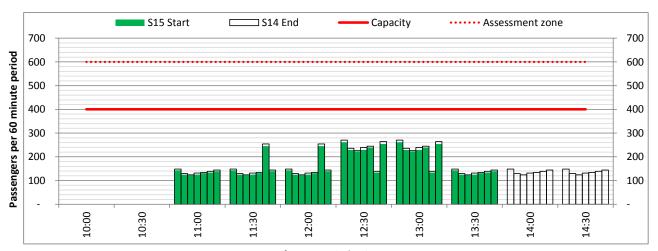




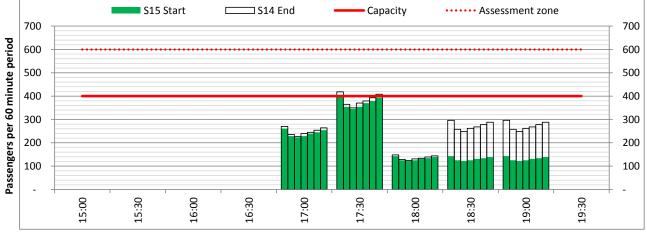
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Start of count period - Time: UTC



Start of count period - Time: UTC



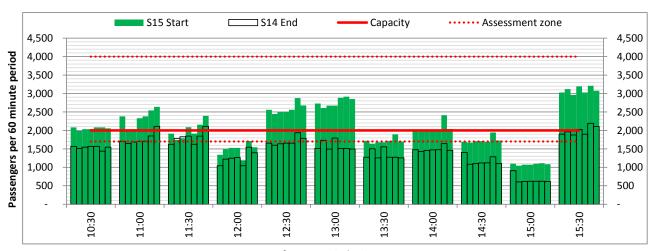
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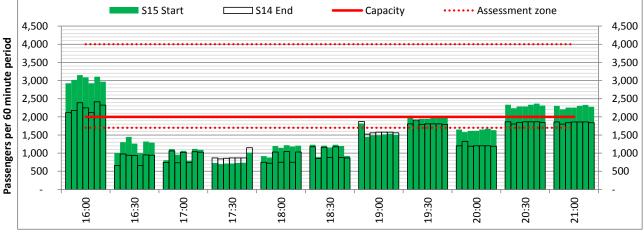




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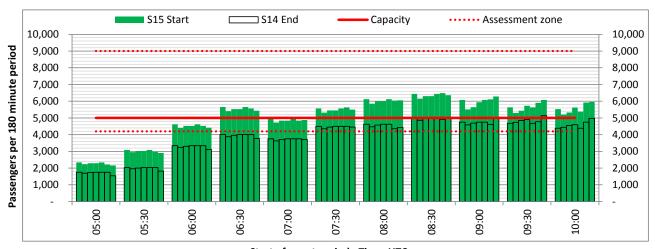
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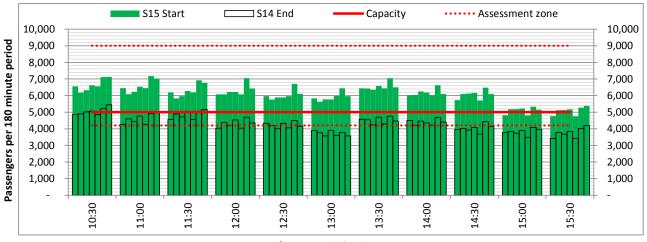
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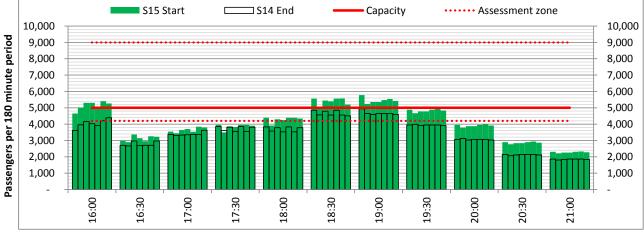




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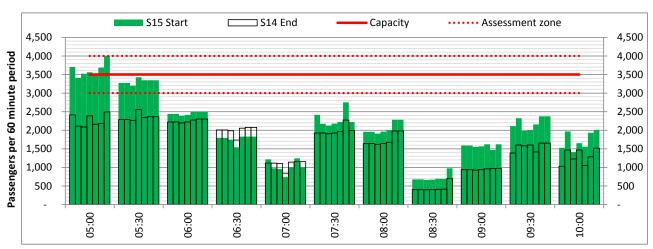
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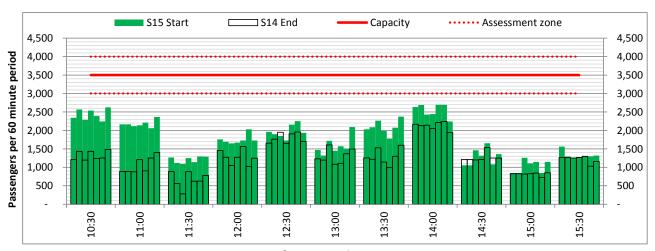
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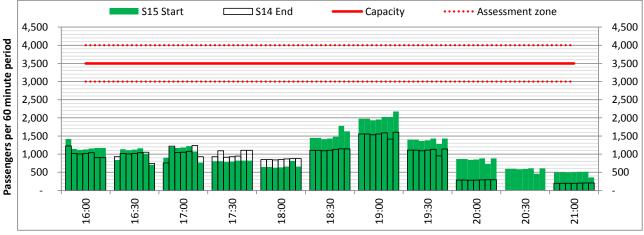




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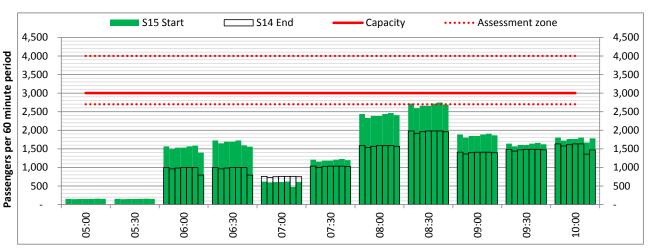
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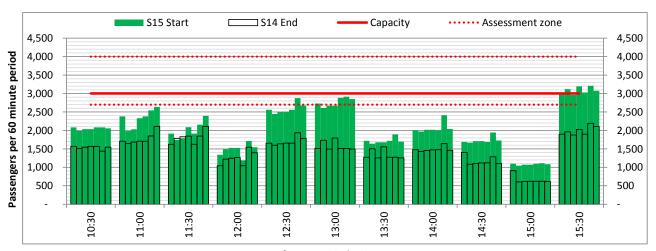
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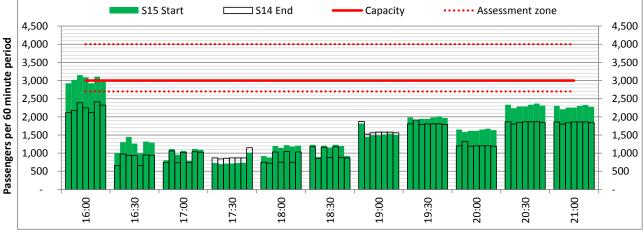




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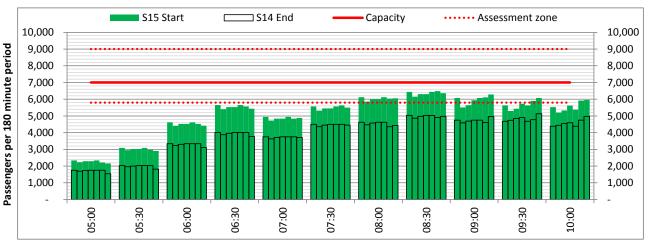
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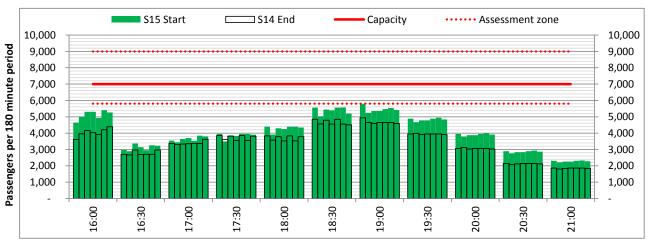




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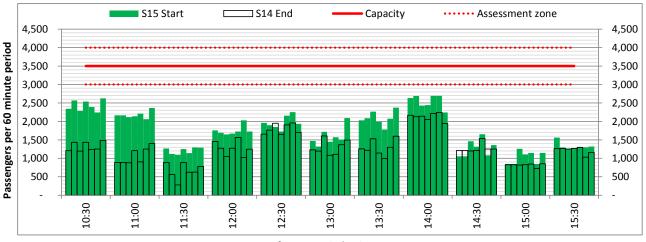
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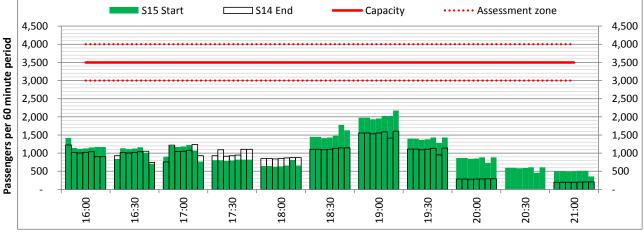




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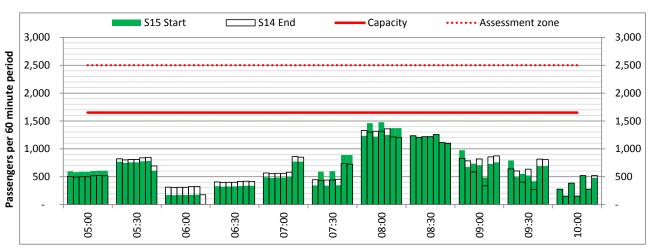
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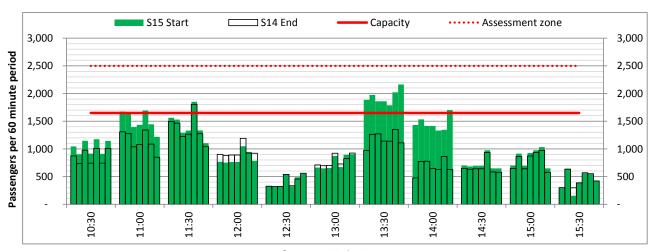
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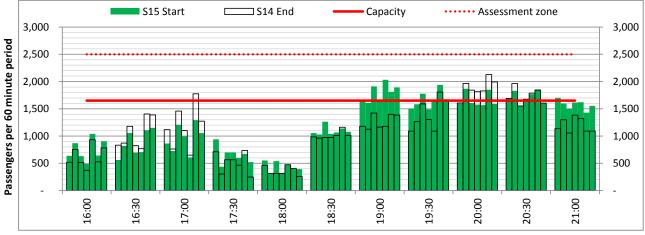




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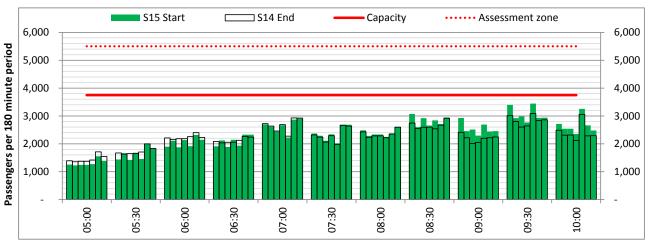
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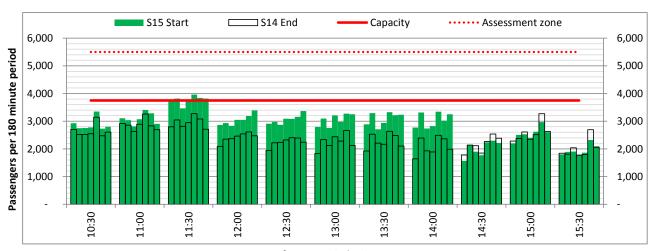
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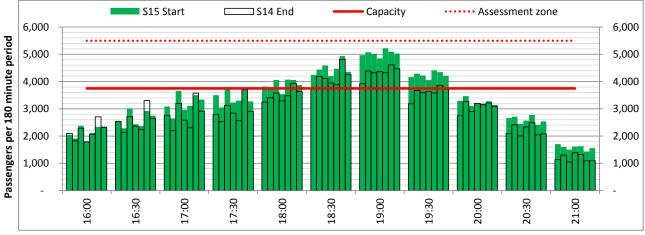




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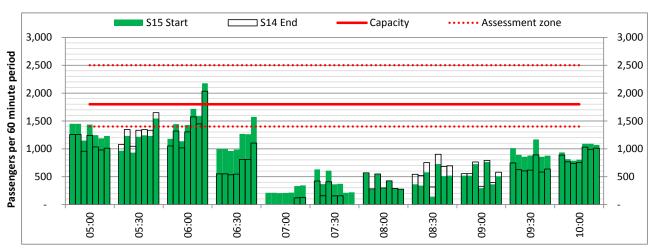
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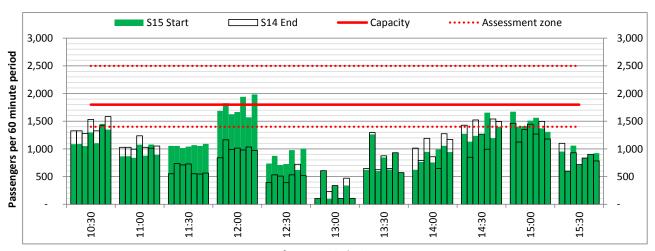
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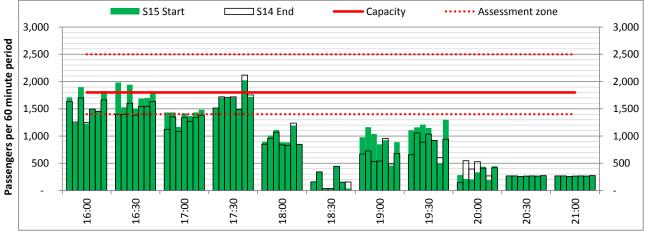




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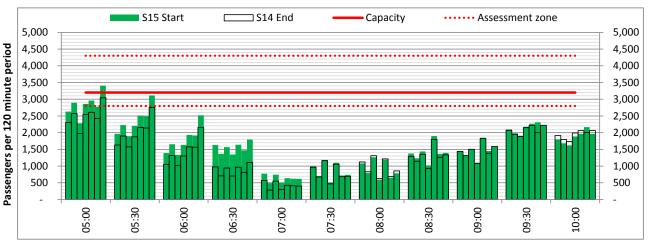
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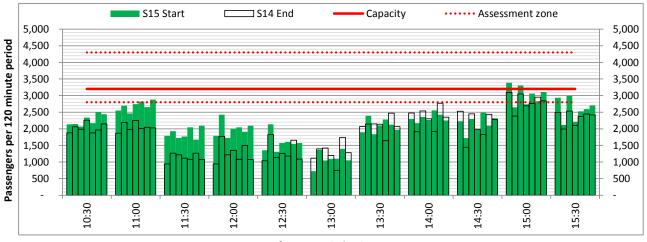
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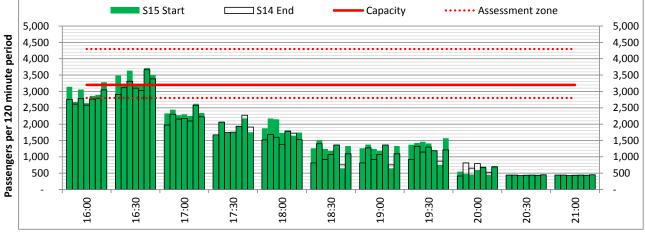




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Start of count period - Time: UTC



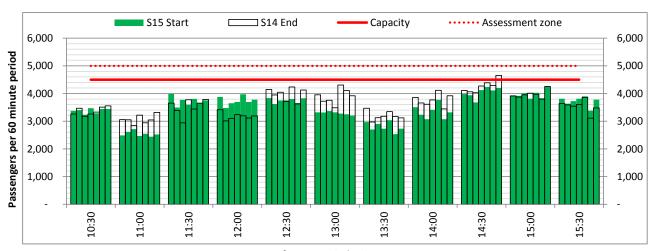
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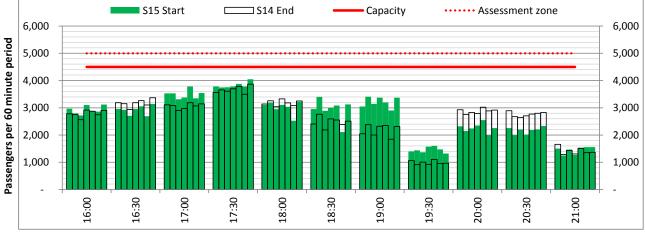




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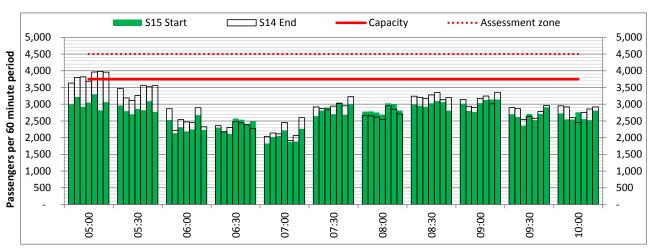
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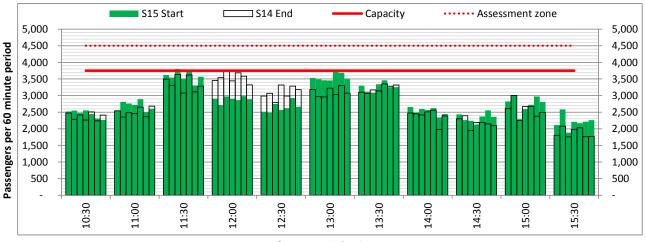
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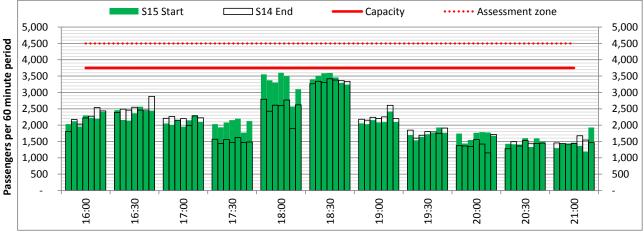




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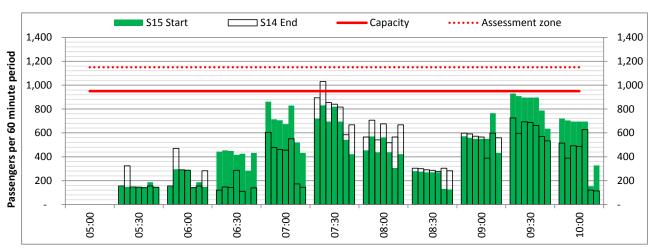
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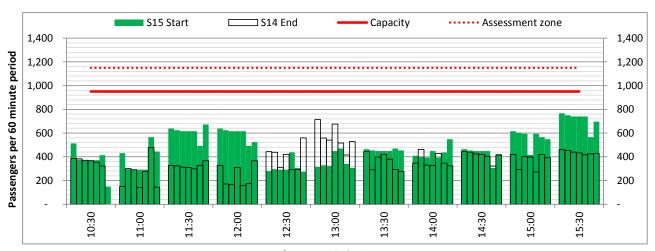
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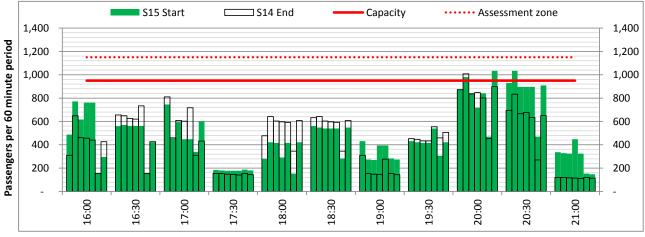




Start of count period - Time: UTC



Start of count period - Time: UTC



Start of count period - Time: UTC

Glossary



Any aircraft movement which is either a scheduled or chartered passenger or Air Transport Movement (ATM)

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 schedule as cleared on Tue 25-Mar-14. S14 Start S14 schedule as cleared on Sun 26-Oct-14. S14 End S15 Start S15 schedule as cleared on Mon 09-Mar-15.

Peak Week Peak week for S14 is Mon 01-Sep-14 to Sun 07-Sep-14.

Peak week for S15 is Mon 07-Sep-15 to Sun 13-Sep-15.

For ACL use

	Airport-Season-Branch-Resource	From date	To date	Time
Full Season Rep 1	LHR-S14-SoS Live-standard2	Sun 30-Mar-2014	Sat 25-Oct-2014	UTC
Full Season Rep 2	LHR-S14-END-standard2	Sun 30-Mar-2014	Sat 25-Oct-2014	UTC
Full Season Rep 3	LHR-S15-SOS-Standard	Sun 29-Mar-2015	Sat 24-Oct-2015	UTC
•	Airport-Season-Branch-Resource	From date	To date	Time
Peak Week Rep 1	LHR-S14-SoS Baseline-S14 Baseline	Mon 01-Sep-2014	Sun 07-Sep-2014	UTC
Peak Week Rep 2	LHR-S14-Baseline-S14 Baseline	Mon 01-Sep-2014	Sun 07-Sep-2014	UTC
Peak Week Rep 3	LHR-S15-SoS Baseline-S15 Baseline	Mon 07-Sep-2015	Sun 13-Sep-2015	UTC