Heathrow Airport (LHR)

Summer 2016 (S16)

Start of Season Report

Headlines

	S16 Start	vs. S15 Start		vs. S15 End	
Total Air Transport Movements (Passenger & Freight)	294,022	▼	0.0%	▲	1.0%
Total Passenger Air Transport Movements	292,506	▼	0.0%	▲	1.0%
Total Passenger Air Transport Movement Seats	62,775,696	▲	0.3%	▲	2.8%
Average Seats per Passenger Air Transport Movement	214.61	▲	0.3%	▲	1.8%
Percentage of allocated slots cleared as requested (OK)	95%				

Contents

S15 scheduling season runs from Sun 29-Mar-2015 to Sat 24-Oct-2015 (210 days).
S16 scheduling season runs from Sun 27-Mar-2016 to Sat 29-Oct-2016 (217 days).
S15 full season data is adjusted by a factor of 1.03333 in order to directly compare against S16 full season data.

Runway Scheduling Limits

Declared Hourly Movement Capacity

S15 Arrivals

Hour UTC	Mon 1	Tue 2	Wed 3	Thu 4	Fri 5	Sat 6	Sun 7
00	8	8	8	8	8	8	8
01	8	8	8	8	8	8	8
02	8	8	8	8	8	8	8
03	8	8	8	8	8	8	8
04	16	16	16	16	16	16	16
05	39	39	39	39	39	39	39
06	39	39	39	39	39	39	39
07	37	37	37	37	37	37	37
08	40	40	40	40	40	40	40
09	40	40	40	40	40	40	40
10	42	42	42	42	42	42	42
11	42	42	42	42	42	42	42
12	42	42	42	42	42	42	42
13	41	41	41	41	41	41	41
14	42	42	42	42	42	42	42
15	41	41	41	41	41	41	41
16	45	45	45	45	45	45	45
17	44	44	44	44	44	44	44
18	43	43	43	43	43	43	43
19	38	38	38	38	38	38	38
20	44	44	44	44	44	44	44
21	22	22	22	22	22	22	22
22	4	4	4	4	4	4	4

Change: S15 to S16

Hour UTC	Mon 1	Tue 2	Wed 3	Thu 4	Fri 5	Sat 6	Sun 7
00							
01							
02							
03							
04							
05							
06							
07							
08	4	4	4	4	4	4	4
09	-1	-1	-1	-1	-1	-1	-1
10	-3	-3	-3	-3	-3	-3	-3
11							
12							
13							
14							
15	3	3	3	3	3	3	3
16	-3	-3	-3	-3	-3	-3	-3
17	1	1	1	1	1	1	1
18							
19	2	2	2	2	2	2	2
20	-2	-2	-2	-2	-2	-2	-2
21							
22	-1	-1	-1	-1	-1	-1	-1

S16 Arrivals

Hour UTC	Mon 1	Tue 2	Wed 3	Thu 4	Fri 5	Sat 6	Sun 7
00	8	8	8	8	8	8	8
01	8	8	8	8	8	8	8
02	8	8	8	8	8	8	8
03	8	8	8	8	8	8	8
04	16	16	16	16	16	16	16
05	39	39	39	39	39	39	39
06	39	39	39	39	39	39	39
07	37	37	37	37	37	37	37
08	44	44	44	44	44	44	44
09	39	39	39	39	39	39	39
10	39	39	39	39	39	39	39
11	42	42	42	42	42	42	42
12	42	42	42	42	42	42	42
13	41	41	41	41	41	41	41
14	42	42	42	42	42	42	42
15	44	44	44	44	44	44	44
16	42	42	42	42	42	42	42
17	45	45	45	45	45	45	45
18	43	43	43	43	43	43	43
19	40	40	40	40	40	40	40
20	42	42	42	42	42	42	42
21	22	22	22	22	22	22	22
22	3	3	3	3	3	3	3

S15 Departures

Hour UTC	Mon 1	Tue 2	Wed 3	Thu 4	Fri 5	Sat 6	Sun 7
00	8	8	8	8	8	8	8
01	8	8	8	8	8	8	8
02	8	8	8	8	8	8	8
03	8	8	8	8	8	8	8
04	16	16	16	16	16	16	16
05	24	24	24	24	24	24	24
06	47	47	47	47	47	47	47
07	43	43	43	43	43	43	43
08	44	44	44	44	44	44	44
09	42	42	42	42	42	42	42
10	42	42	42	42	42	42	42
11	41	41	41	41	41	41	41
12	44	44	44	44	44	44	44
13	45	45	45	45	45	45	45
14	44	44	44	44	44	44	44
15	43	43	43	43	43	43	43
16	44	44	44	44	44	44	44
17	43	43	43	43	43	43	43
18	43	43	43	43	43	43	43
19	43	43	43	43	43	43	43
20	35	35	35	35	35	35	35
21	30	30	30	30	30	30	30
22	4	4	4	4	4	4	4

Change: S15 to S16

Hour UTC	Mon 1	Tue 2	Wed 3	Thu 4	Fri 5	Sat 6	Sun 7
00							
01							
02							
03							
04							
05	1	1	1	1	1	1	1
06	-2	-2	-2	-2	-2	-2	-2
07	-1	-1	-1	-1	-1	-1	-1
08	1	1	1	1	1	1	1
09	1	1	1	1	1	1	1
10							
11	1	1	1	1	1	1	1
12							
13	-1	-1	-1	-1	-1	-1	-1
14	1	1	1	1	1	1	1
15	1	1	1	1	1	1	1
16	-1	-1	-1	-1	-1	-1	-1
17	-1	-1	-1	-1	-1	-1	-1
18	3	3	3	3	3	3	3
19	1	1	1	1	1	1	1
20	-2	-2	-2	-2	-2	-2	-2
21							
22	-2	-2	-2	-2	-2	-2	-2

S16 Departures

Hour UTC	Mon 1	Tue 2	Wed 3	Thu 4	Fri 5	Sat 6	Sun 7
00	8	8	8	8	8	8	8
01	8	8	8	8	8	8	8
02	8	8	8	8	8	8	8
03	8	8	8	8	8	8	8
04	16	16	16	16	16	16	16
05	25	25	25	25	25	25	25
06	45	45	45	45	45	45	45
07	42	42	42	42	42	42	42
08	45	45	45	45	45	45	45
09	43	43	43	43	43	43	43
10	42	42	42	42	42	42	42
11	42	42	42	42	42	42	42
12	44	44	44	44	44	44	44
13	44	44	44	44	44	44	44
14	45	45	45	45	45	45	45
15	44	44	44	44	44	44	44
16	43	43	43	43	43	43	43
17	42	42	42	42	42	42	42
18	46	46	46	46	46	46	46
19	44	44	44	44	44	44	44
20	33	33	33	33	33	33	33
21	30	30	30	30	30	30	30
22	2	2	2	2	2	2	2

Peak Week - Allocation and Slot Adjustment Distribution by Operator

Schedule: S16 Start

Operator	S16 allocated ATMs	\multicolumn{14}{c}{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	
Aegean Airlines	56	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%	-
Aer Lingus	318	95.9%	1.9%	2.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
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	12	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%	16.7%	2
Air Algerie	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
Air Astana	6	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
Air Canada	154	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 China	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%	-
Air France	98	85.7%	14.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Air India	56	92.9%	1.8%	0.0%	0.0%	1.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.6%	-
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	8	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 New Zealand	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%	-
Air Serbia	18	77.8%	11.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.6%	0.0%	5.6%	0.0%	10
Alitalia	68	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%	30
All Nippon Airways	14	50.0%	0.0%	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
American Airlines	266	91.0%	0.0%	3.0%	0.0%	0.0%	0.0%	2.6%	0.0%	2.6%	0.0%	0.0%	0.0%	0.0%	0.8%	-
Arik Air	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
Asiana Airlines	14	0.0%	0.0%	0.0%	50.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Austrian Airlines	56	75.0%	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	14
Avianca	14	50.0%	0.0%	0.0%	0.0%	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	14
Azerbaijan Airlines	6	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%	4
Biman Bangladesh	8	37.5%	12.5%	0.0%	0.0%	0.0%	25.0%	0.0%	0.0%	0.0%	12.5%	12.5%	0.0%	0.0%	0.0%	-
British Airways	5,063	93.9%	4.5%	1.0%	0.2%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	1
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%	4
Cathay Pacific	74	79.7%	10.8%	9.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
China Eastern	14	85.7%	0.0%	0.0%	0.0%	7.1%	0.0%	7.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	20
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	18	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%	-
Delta Airlines	152	90.8%	0.0%	0.0%	0.0%	4.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.6%	16
Egypt Air	30	93.3%	0.0%	3.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.3%	0.0%	0.0%	0.0%	-
El Al Israel Airlines	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%	2
Emirates	84	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%	-
Ethiopian Airlines	14	78.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	21.4%	-
Etihad Airways	42	83.3%	16.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
European Air Transport (DHL)	25	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%	-
EVA Air	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%	-
Finnair	70	80.0%	0.0%	10.0%	0.0%	0.0%	0.0%	10.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Garuda Indonesia	10	50.0%	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4
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	140	95.0%	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%	-
Icelandair	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%	-
Iran Air	6	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%	-
Japan 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%	14
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%	28
Kenya Airways	-															
KLM Royal Dutch Airlines	154	98.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.6%	0.6%	0.0%	0.0%	14
Korean Air	18	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%	-
Kuwait Airways	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%	12
Libyan Airways	-															4
LOT Polish Airlines	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%	2
Lufthansa	524	92.4%	3.2%	1.5%	1.3%	0.8%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Malaysia Airlines	28	75.0%	0.0%	25.0%	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	28	92.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	7.1%	-
Oman 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%	-
Philippine 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%	14
PIA Pakistan International	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%	-
Qantas	28	75.0%	0.0%	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Qatar Airways	84	92.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	7.1%	-
Royal Air Maroc	18	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%	-
Royal Brunei Airlines	14	92.9%	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%	-
Royal Jordanian	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%	-
SAS Scandinavian	244	90.2%	0.0%	2.5%	0.0%	2.9%	0.0%	2.0%	2.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Saudia	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%	-
Singapore Airlines	60	88.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	11.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
South African Airways	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%	-
SriLankan Airlines	14	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	14
Swiss International	166	82.5%	6.0%	11.4%	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	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%	-
TAP Portugal	88	97.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.1%	1.1%	0.0%	0.0%	0.0%	0.0%	0.0%	10
Tarom	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%	-
Thai Airways	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%	-
Transaero Airlines	-															-
Tunisair	8	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%	-
Turkish Airlines	76	81.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	9.2%	9.2%	-
Turkmenistan Airlines	4	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%	-
Ukraine International	-															6
United Airlines	238	85.3%	2.9%	2.9%	5.9%	0.0%	2.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
US Airways	-															-
Uzbekistan Airways	4	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%	-
Vietnam 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%	-
Virgin Atlantic	322	99.7%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2
Vueling	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%	-
TOTAL	9,620	93.0%	3.2%	1.6%	0.6%	0.2%	0.3%	0.2%	0.2%	0.1%	0.0%	0.0%	0.0%	0.1%	0.4%	311

Operators with 0 'allocated ATMs' and 0 'Requests with NO slot allocated' in S16, are included in this list due to having slots allocated in either S15 Start or S15 End schedules.

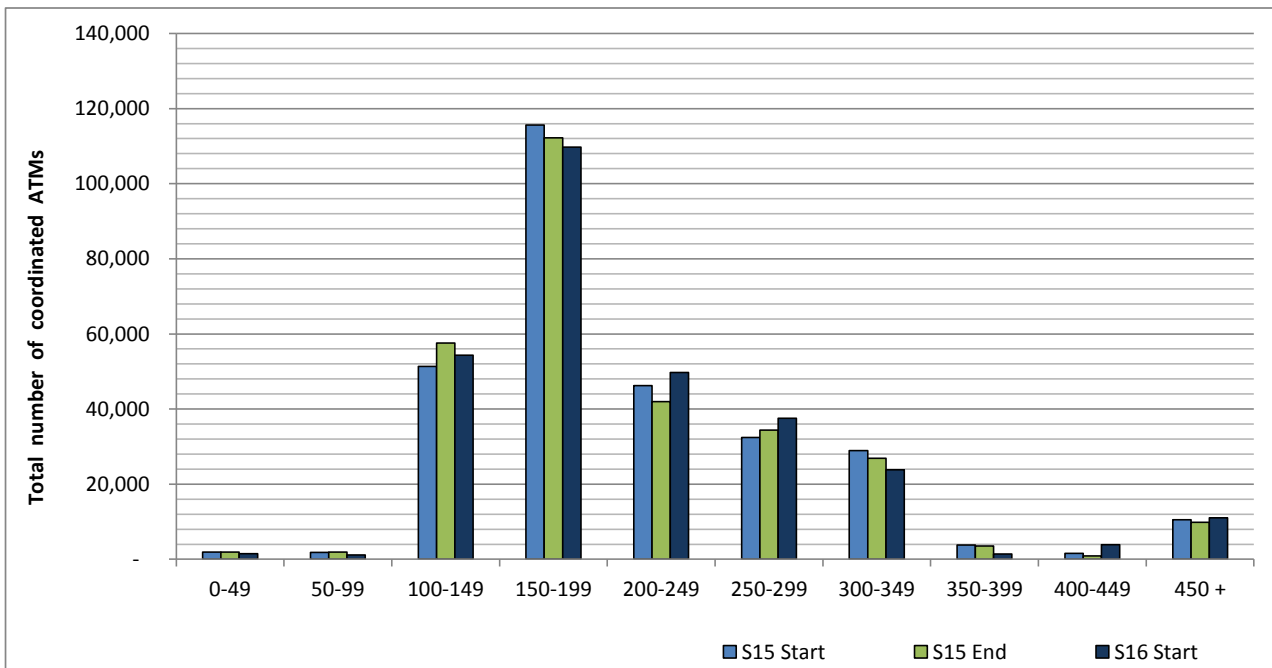# Full Season - Aircraft Size Analysis

ICAO size designation
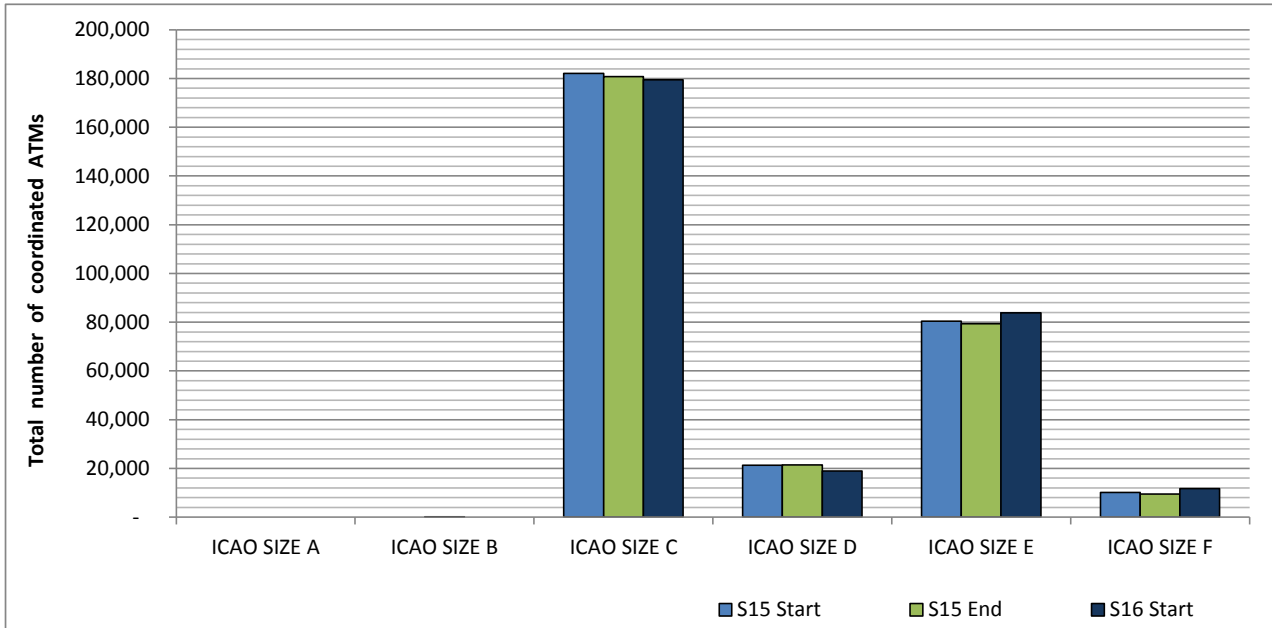
Note: See Glossary for definitions of ICAO SIZE groupings
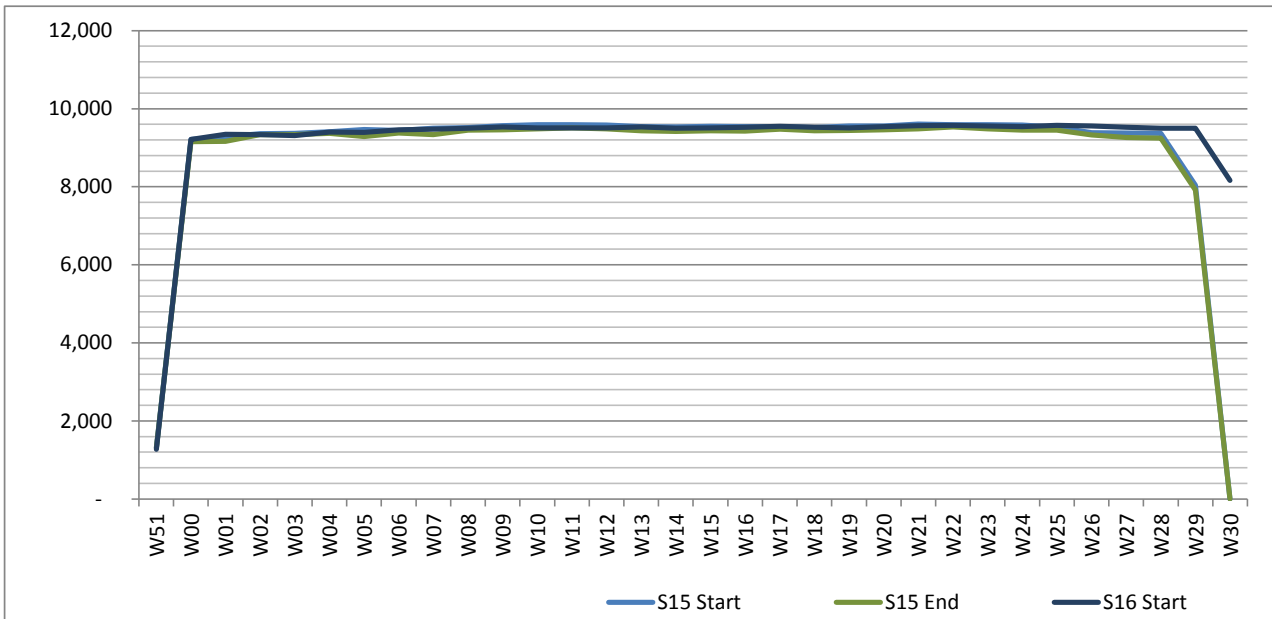
Air Transport Movement seat distribution

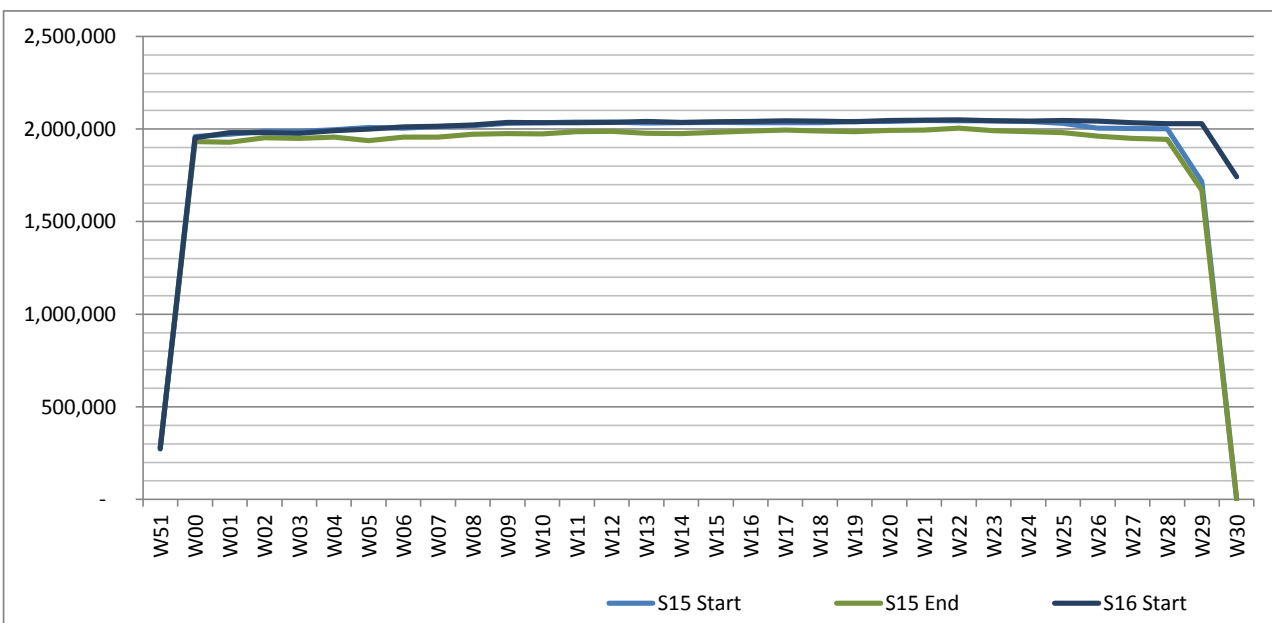**Note: FREIGHT-ONLY services with 0 seats are included in the first seat band '0-49'**

Full Season - Seasonality

Air Transport Movements by week of season
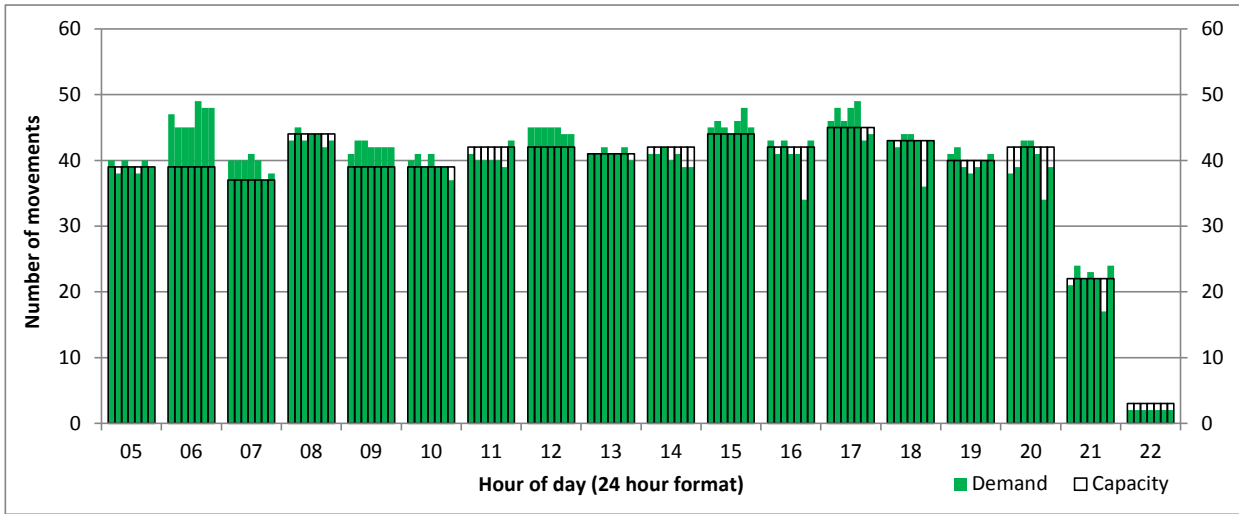

Air Transport Movement Seats by week of season
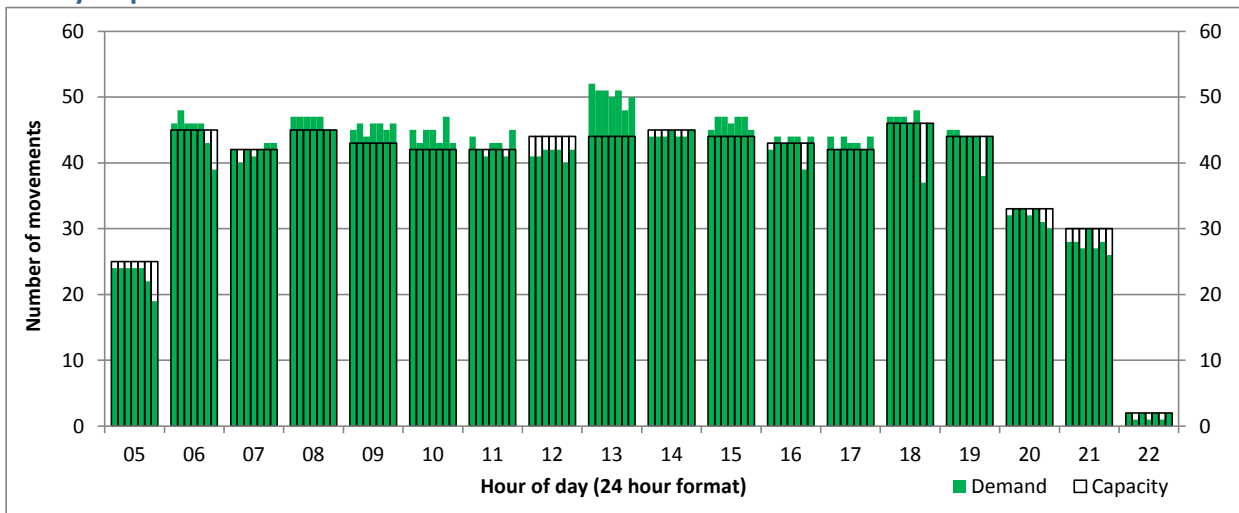
Peak Week - Hourly Runway Demand

Schedule: S16 Start

Hourly Arrival Demand

Time: UTC

Hourly Departure Demand

Time: UTC

Peak Week - Hourly Runway Allocation

Schedule: S16 Start

Hourly Arrival Allocation

Time: UTC

Number of movements vs Hour of day (24 hour format)

■ Allocation □ Capacity
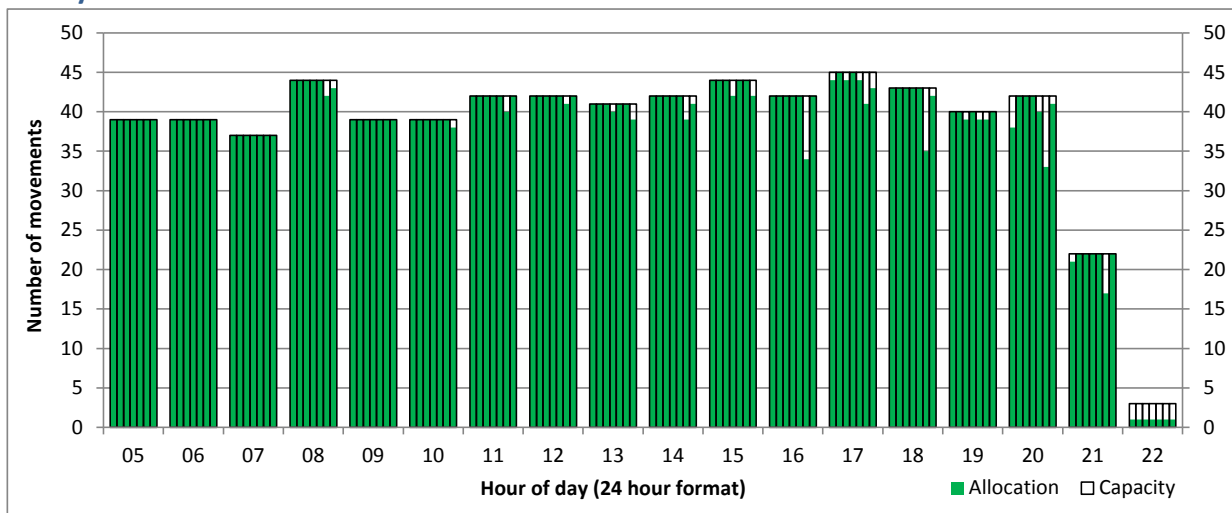
Hourly Departure Allocation

Time: UTC
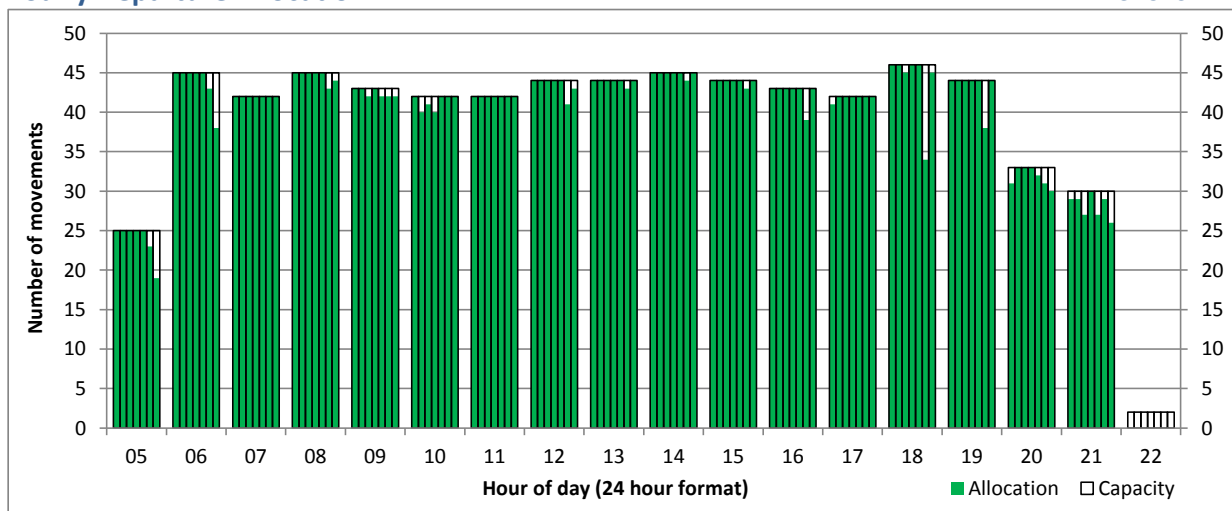
Number of movements vs Hour of day (24 hour format)

■ Allocation □ Capacity

Peak Week - Passengers Histogram

DEPARTURE - 60 minute count rolling every 30 mins (T60/30)

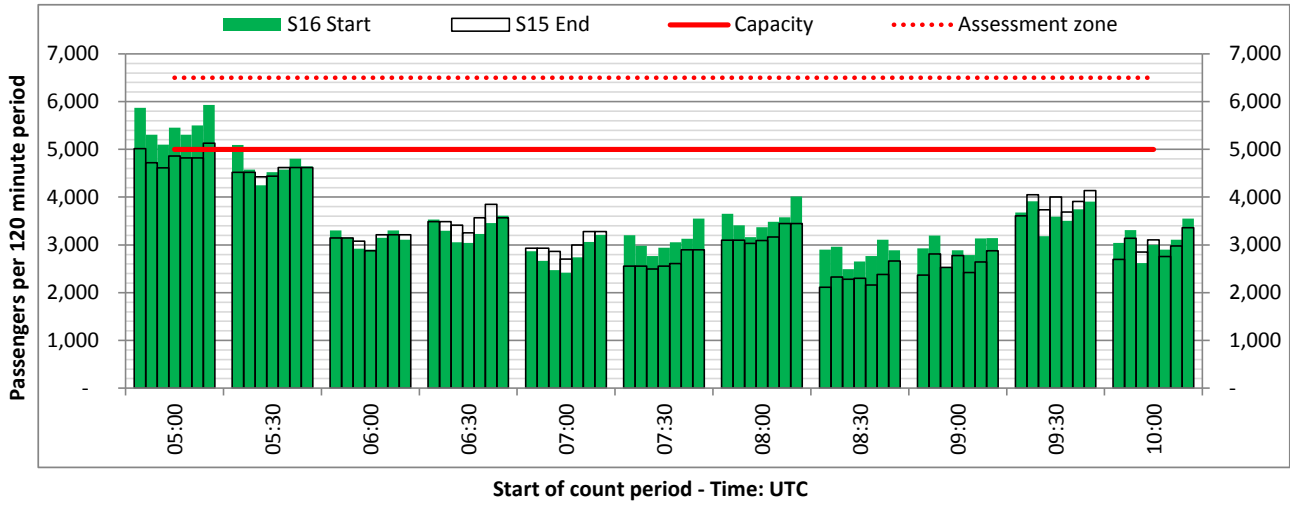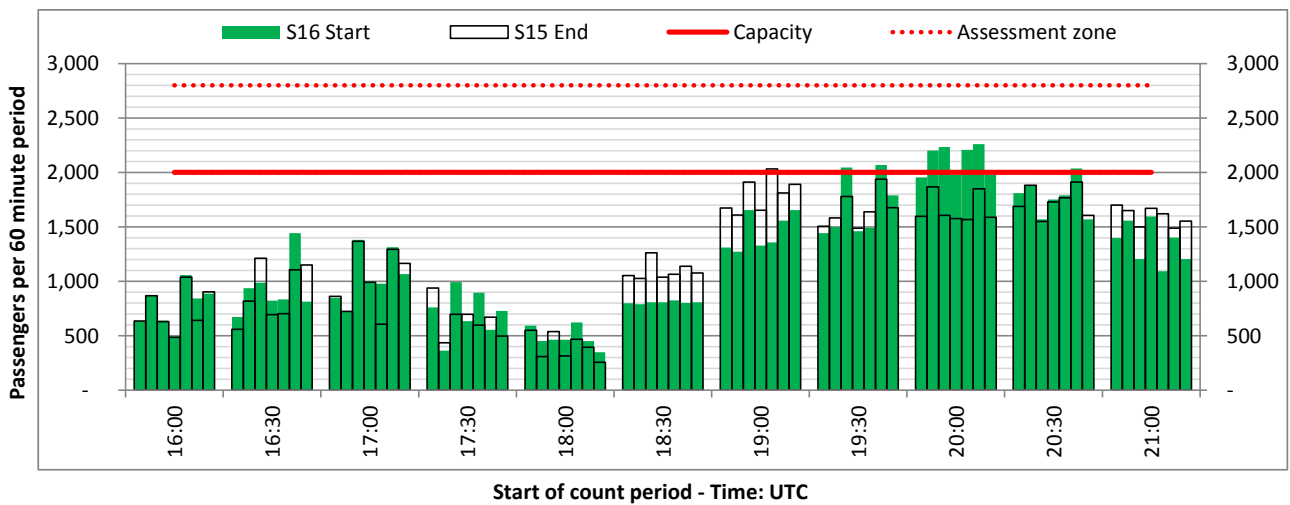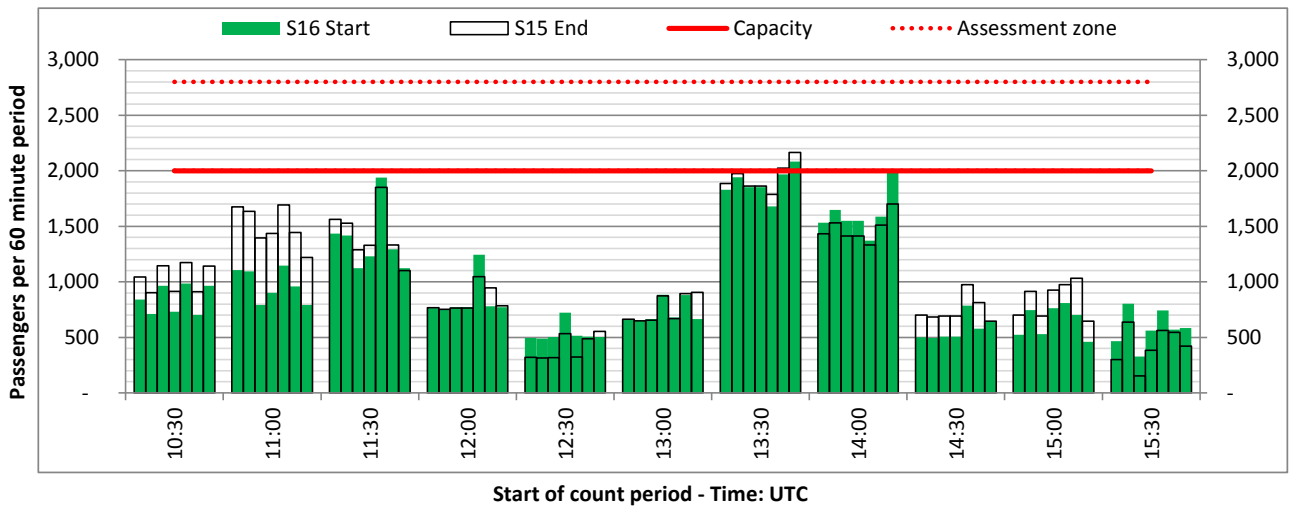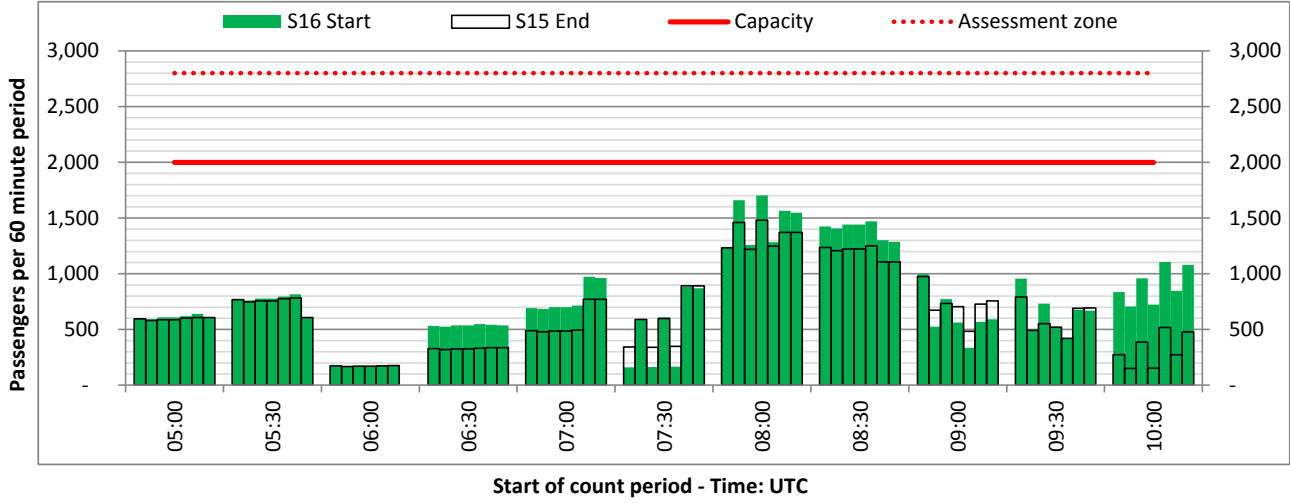Terminals: 2D 2I   Operators: All Operators   Days: 1234567

Peak Week - Passengers Histogram

DEPARTURE - 180 minute count rolling every 30 mins (T180/30)
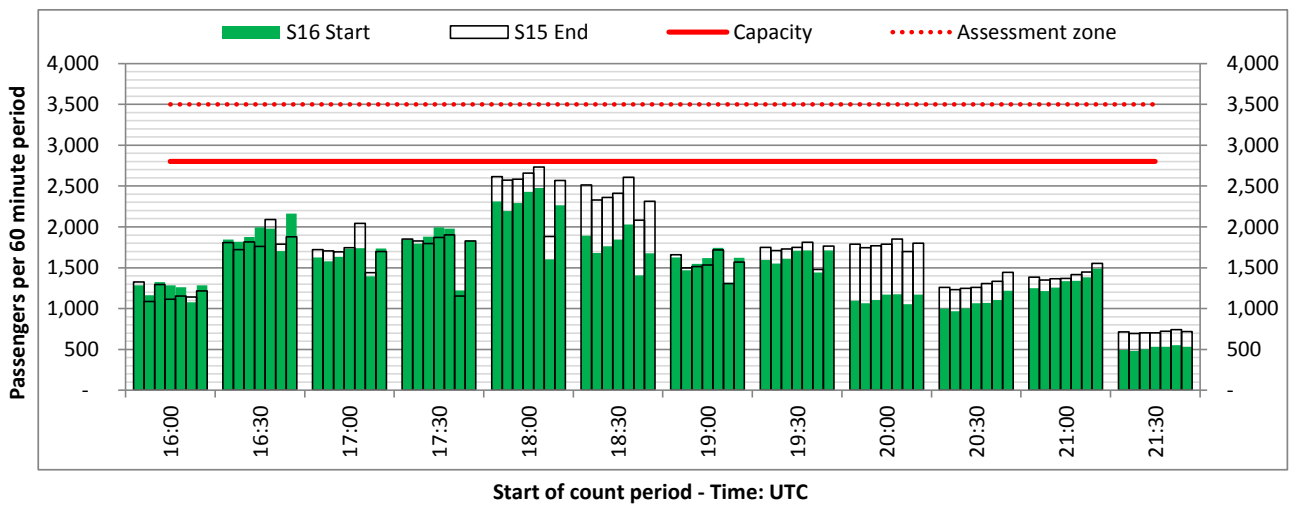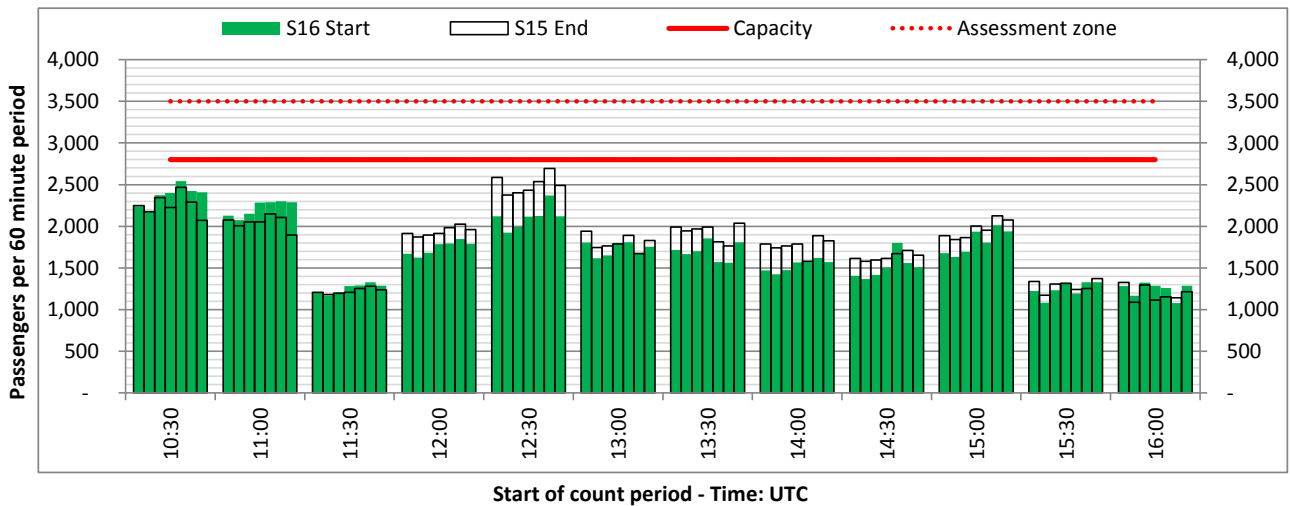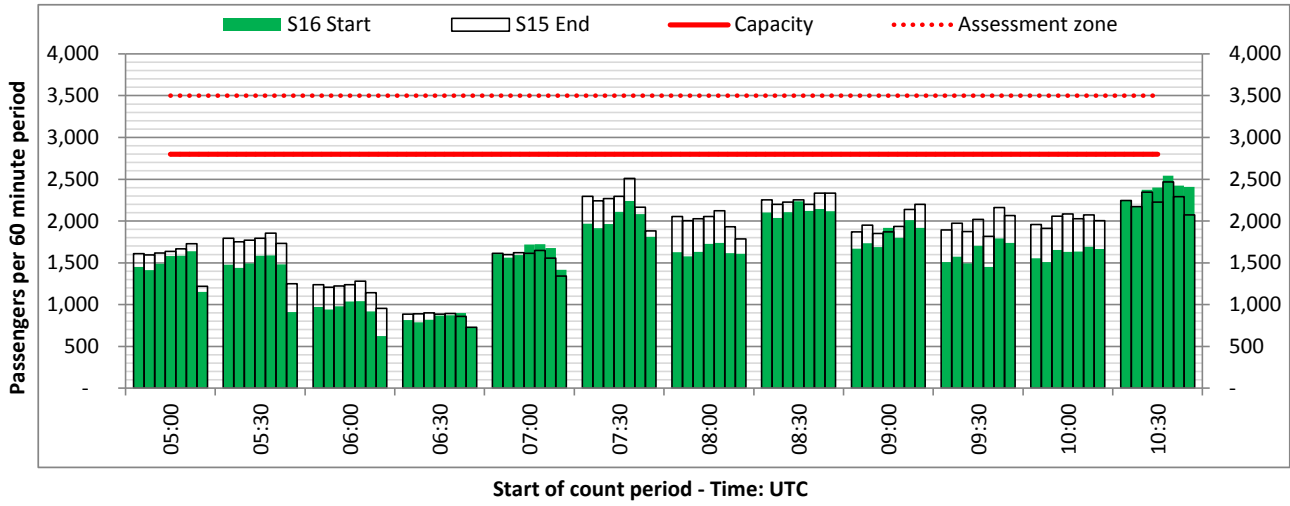
Terminals: 2D 2I   **Operators: All Operators**   **Days: 1234567**

Peak Week - Passengers Histogram

ARRIVAL - 60 minute count rolling every 30 mins (T60/30)
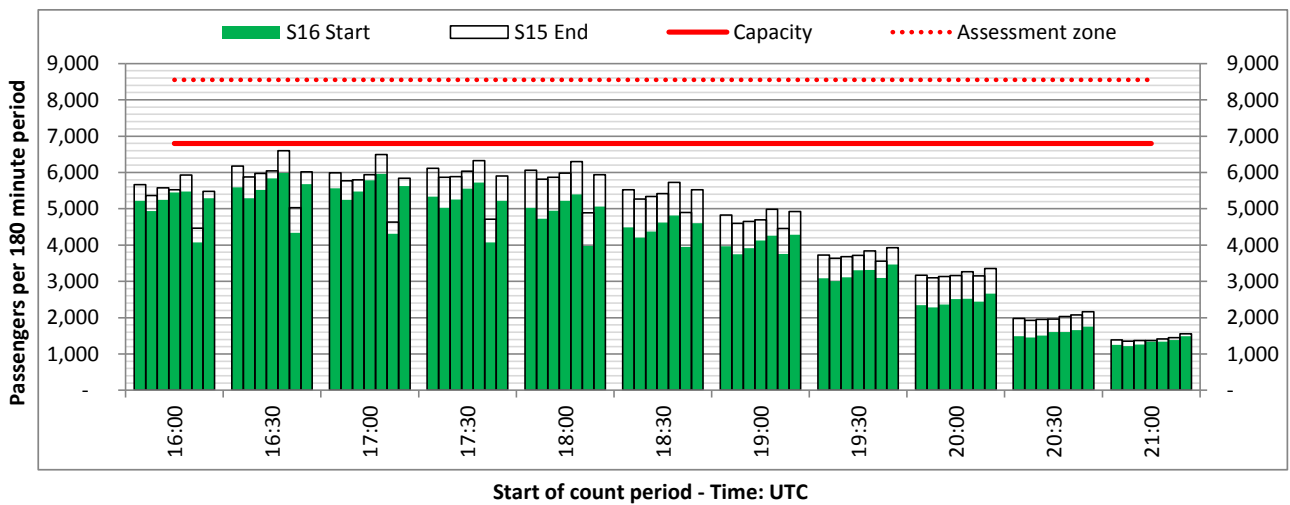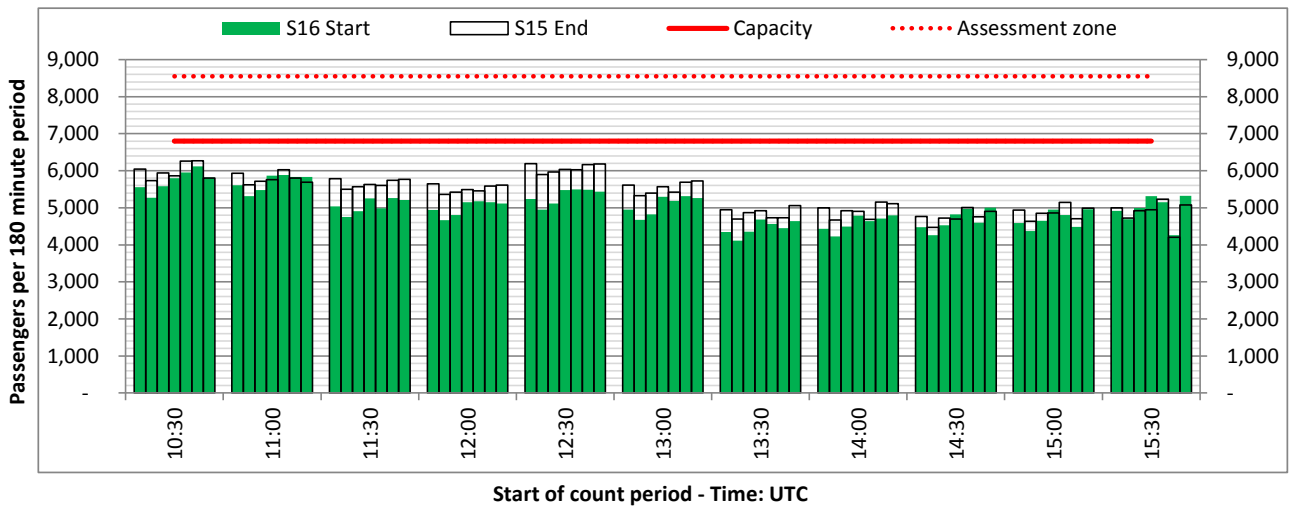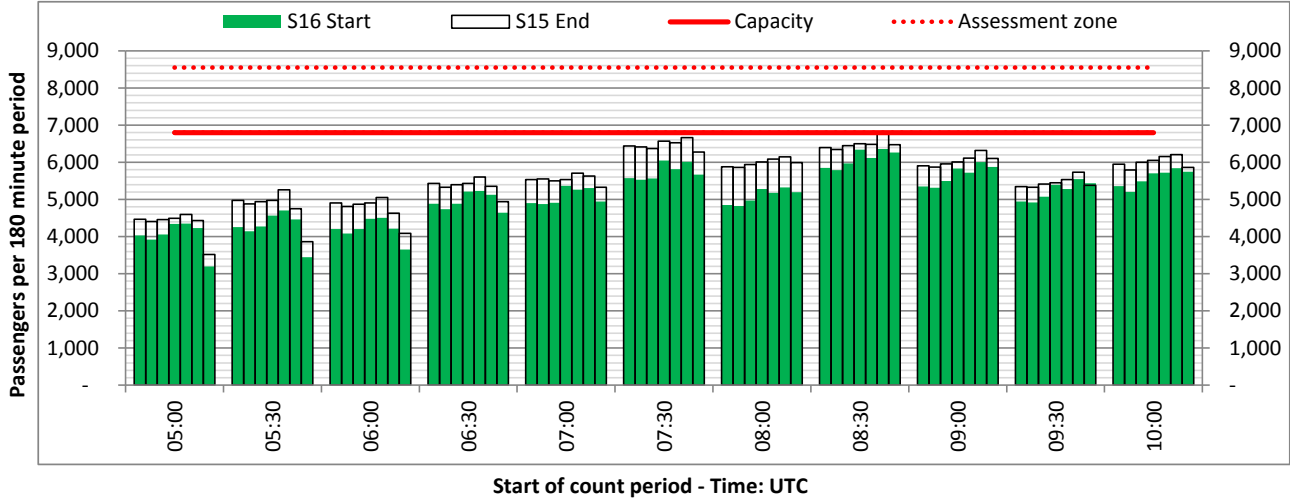
Peak Week - Passengers Histogram

ARRIVAL - 120 minute count rolling every 30 mins (T120/30)

Terminals: 2I   **Operators: All Operators**   **Days: 1234567**
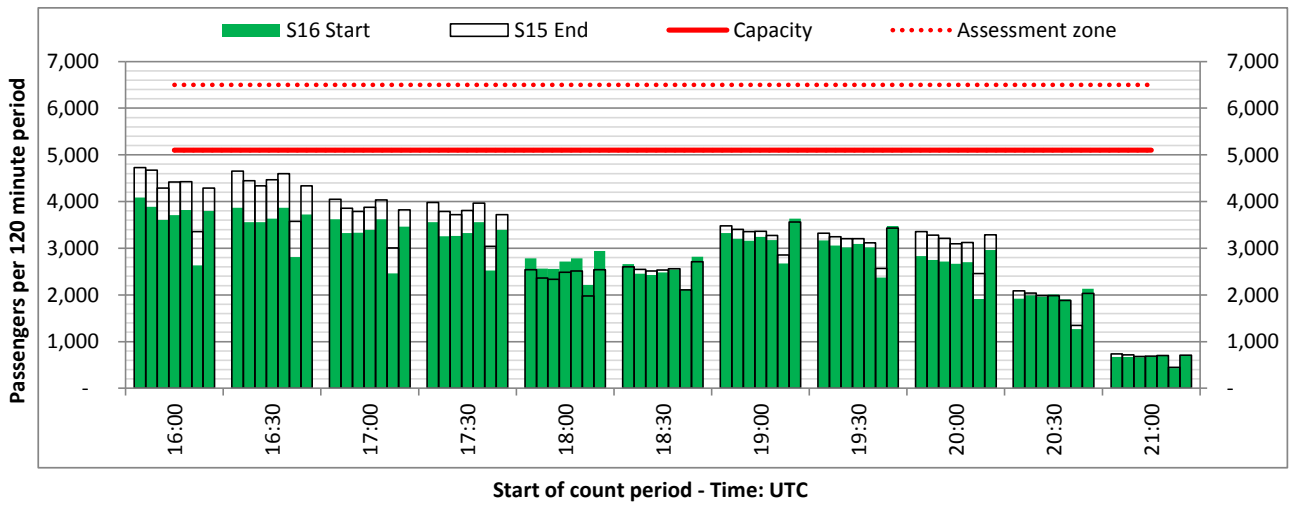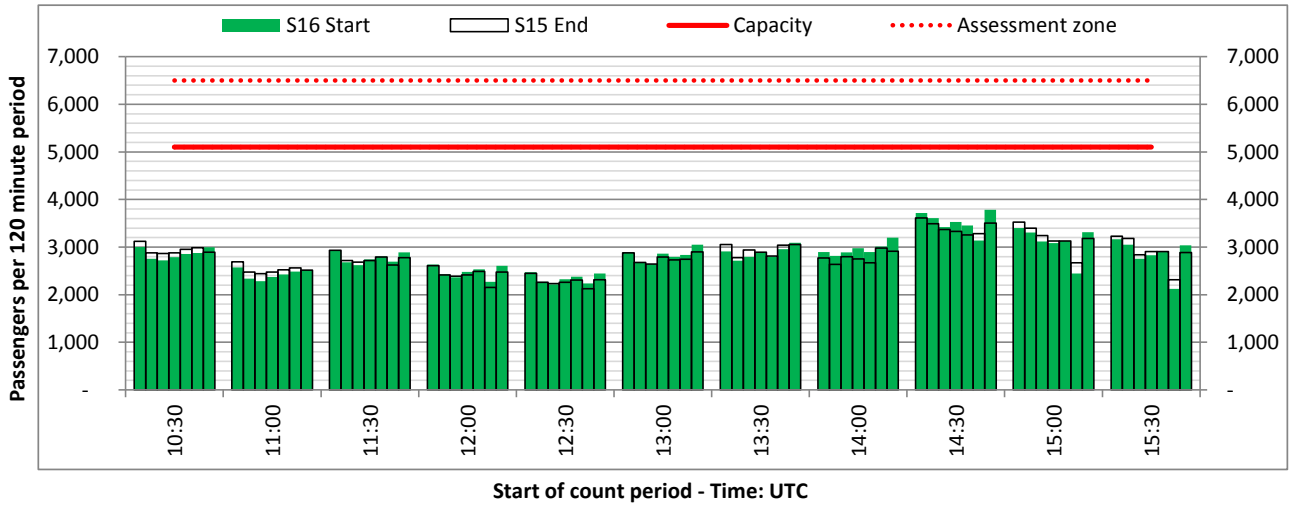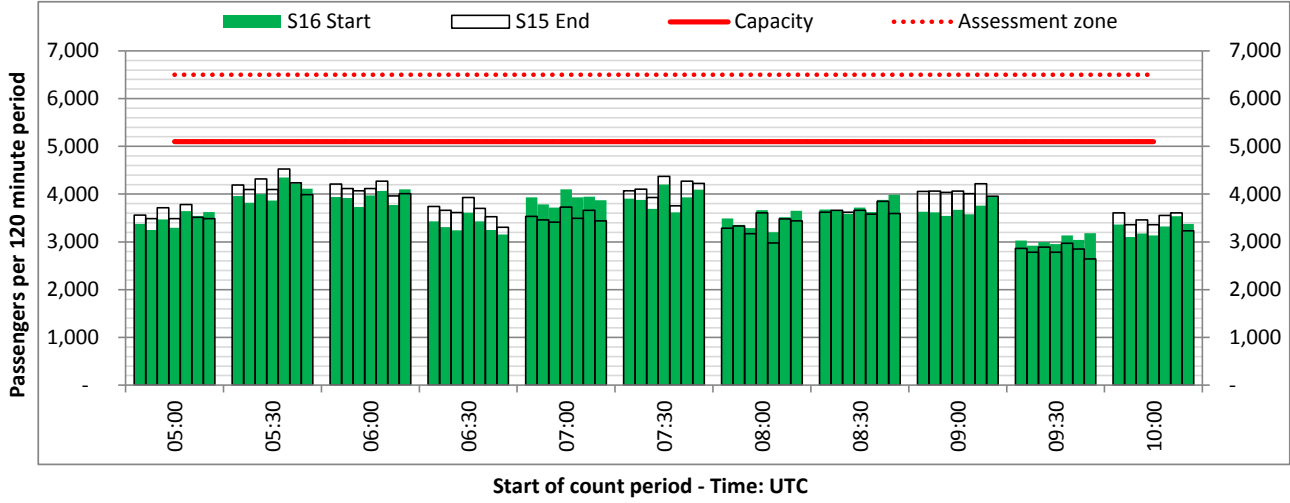
Peak Week - Passengers Histogram

ARRIVAL - 60 minute count rolling every 30 mins (T60/30)

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

Peak Week - Passengers Histogram

DEPARTURE - 60 minute count rolling every 30 mins (T60/30)

Terminals: 3I   Operators: All Operators   Days: 1234567
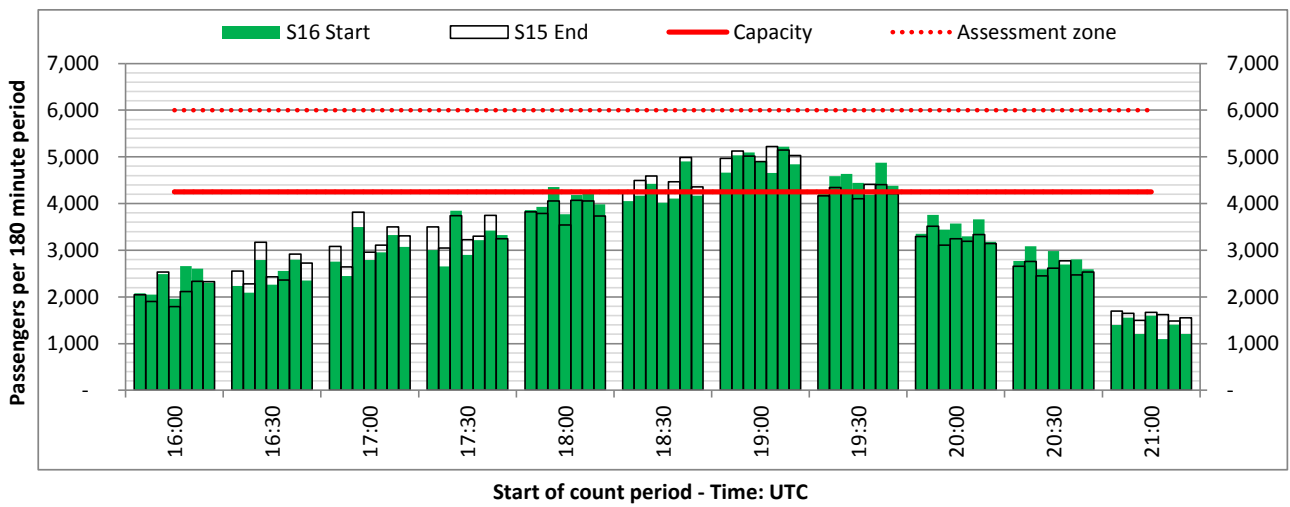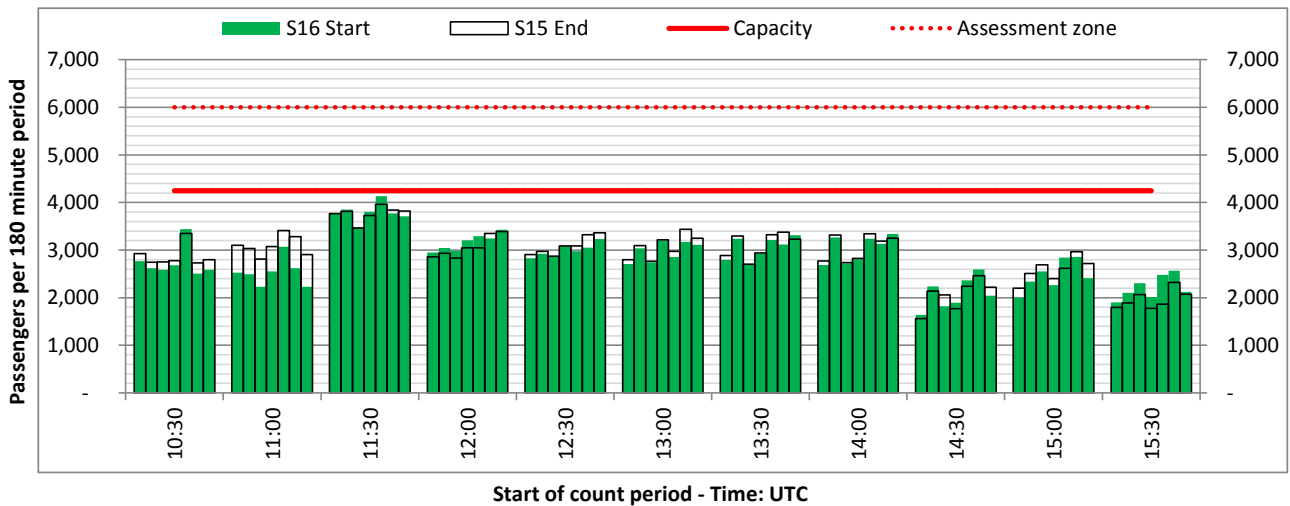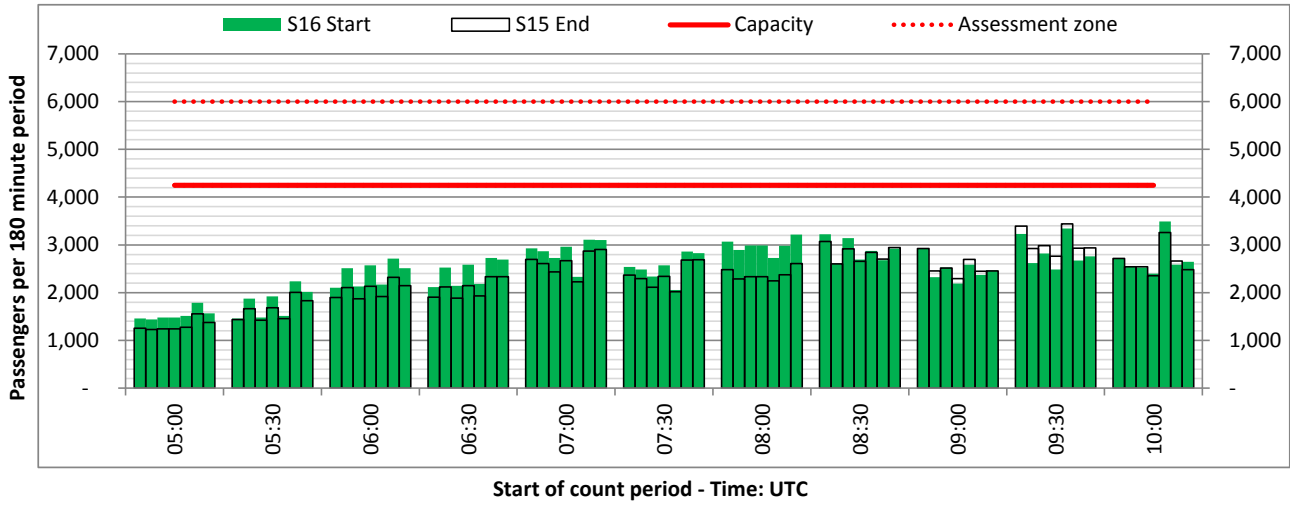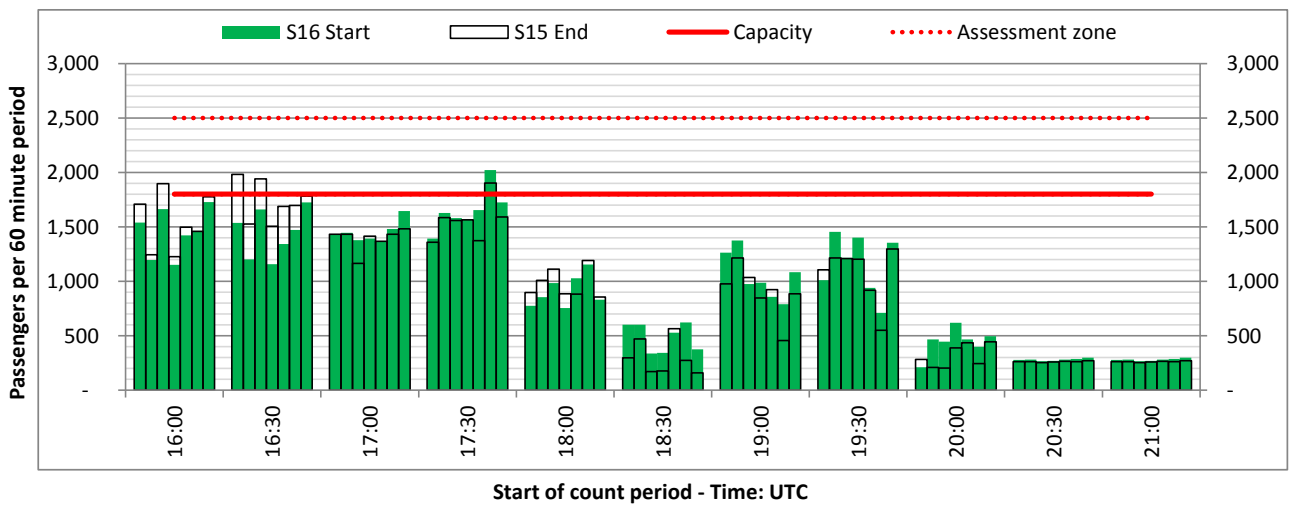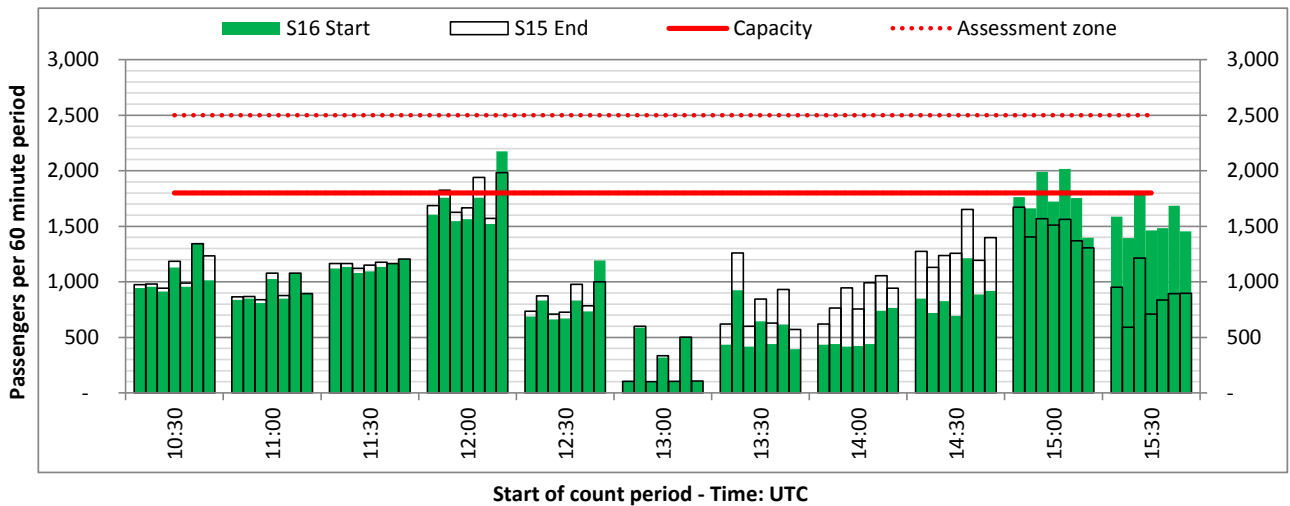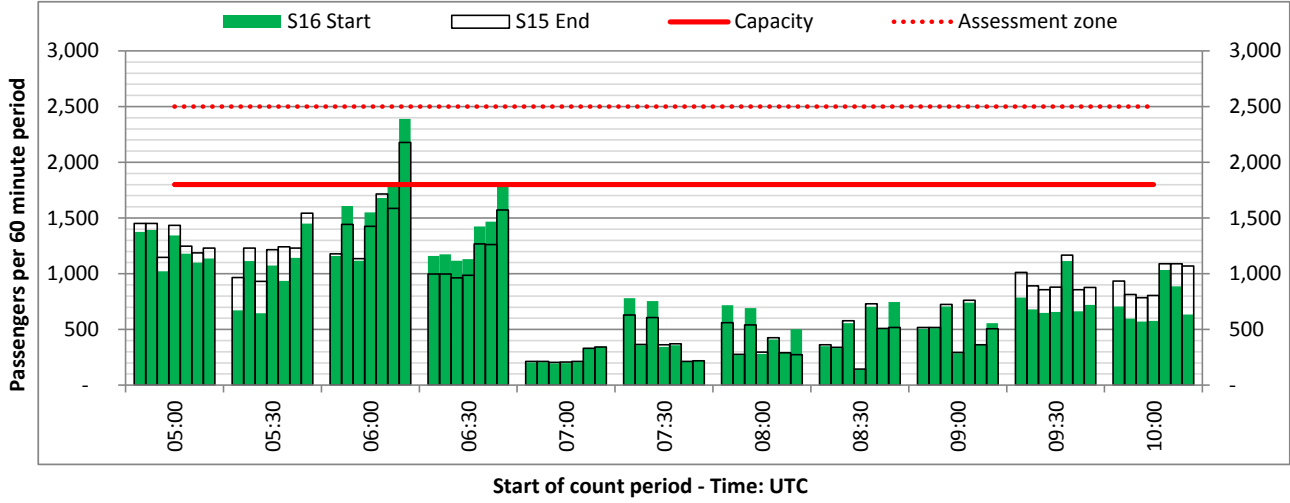
Peak Week - Passengers Histogram

DEPARTURE - 180 minute count rolling every 30 mins (T180/30)

Terminals: 3I　　　　**Operators: All Operators**　　　　**Days: 1234567**
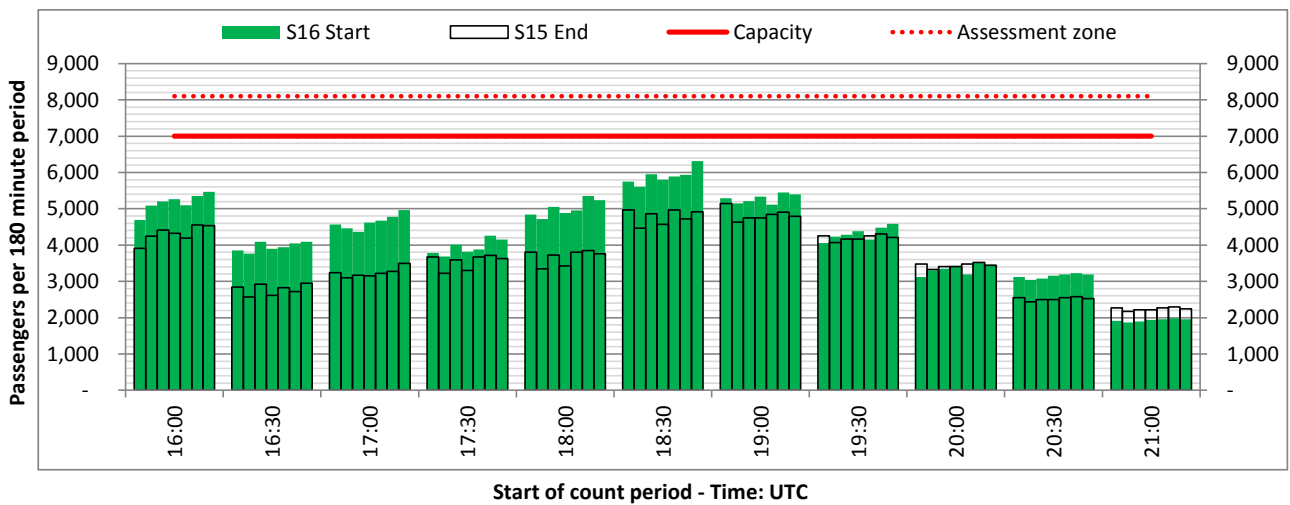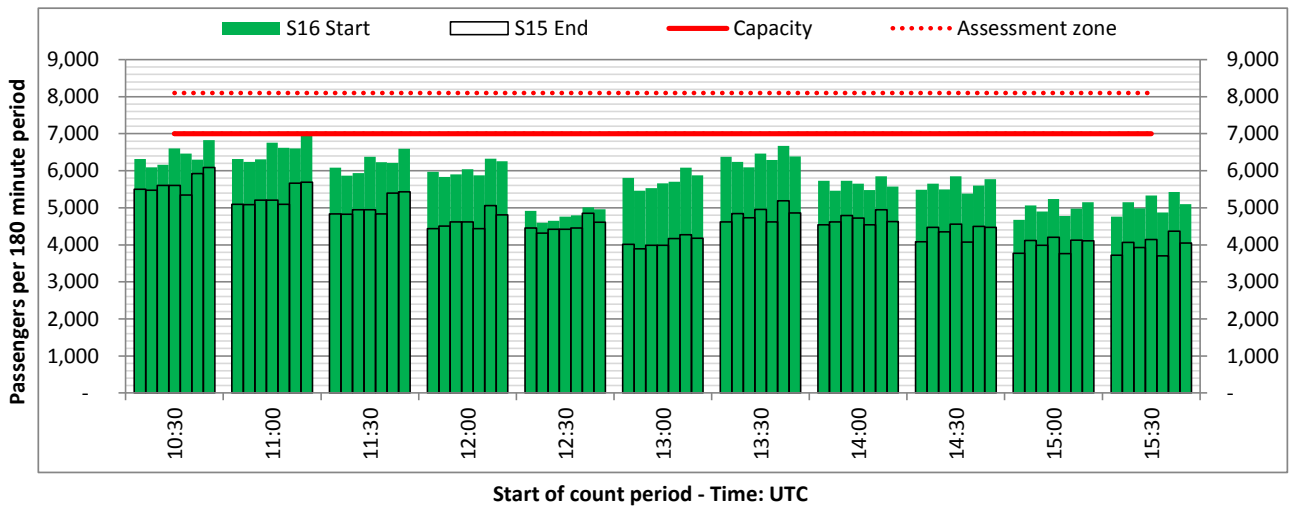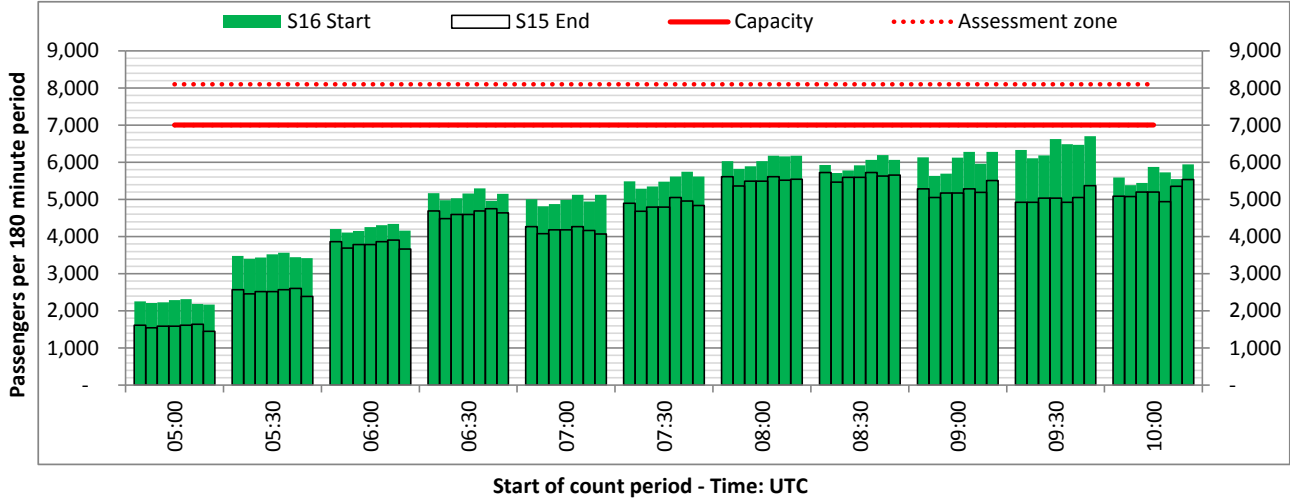
Peak Week - Passengers Histogram

ARRIVAL - 60 minute count rolling every 30 mins (T60/30)

Terminals: 3I **Operators: All Operators** **Days: 1234567**

Legend: S16 Start | S15 End | Capacity | Assessment zone

Chart 1 — X-axis: Start of count period - Time: UTC (05:00 – 10:00); Y-axis: Passengers per 60 minute period

Chart 2 — X-axis: Start of count period - Time: UTC (10:30 – 15:30); Y-axis: Passengers per 60 minute period

Chart 3 — X-axis: Start of count period - Time: UTC (16:00 – 21:00); Y-axis: Passengers per 60 minute period

Peak Week - Passengers Histogram

ARRIVAL - 120 minute count rolling every 30 mins (T120/30)

Terminals: 3I   **Operators: All Operators**   **Days: 1234567**

Chart 1 (05:00 – 10:00): Passengers per 120 minute period vs Start of count period - Time: UTC. Legend: S16 Start, S15 End, Capacity, Assessment zone.

Chart 2 (10:30 – 15:30): Passengers per 120 minute period vs Start of count period - Time: UTC. Legend: S16 Start, S15 End, Capacity, Assessment zone.

Chart 3 (16:00 – 21:00): Passengers per 120 minute period vs Start of count period - Time: UTC. Legend: S16 Start, S15 End, Capacity, Assessment zone.
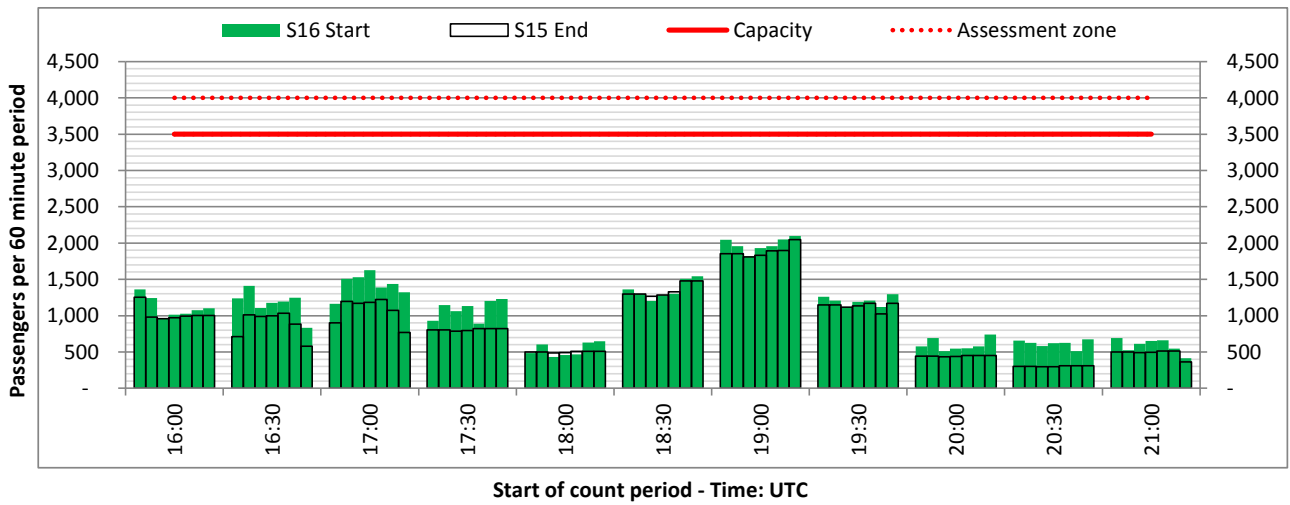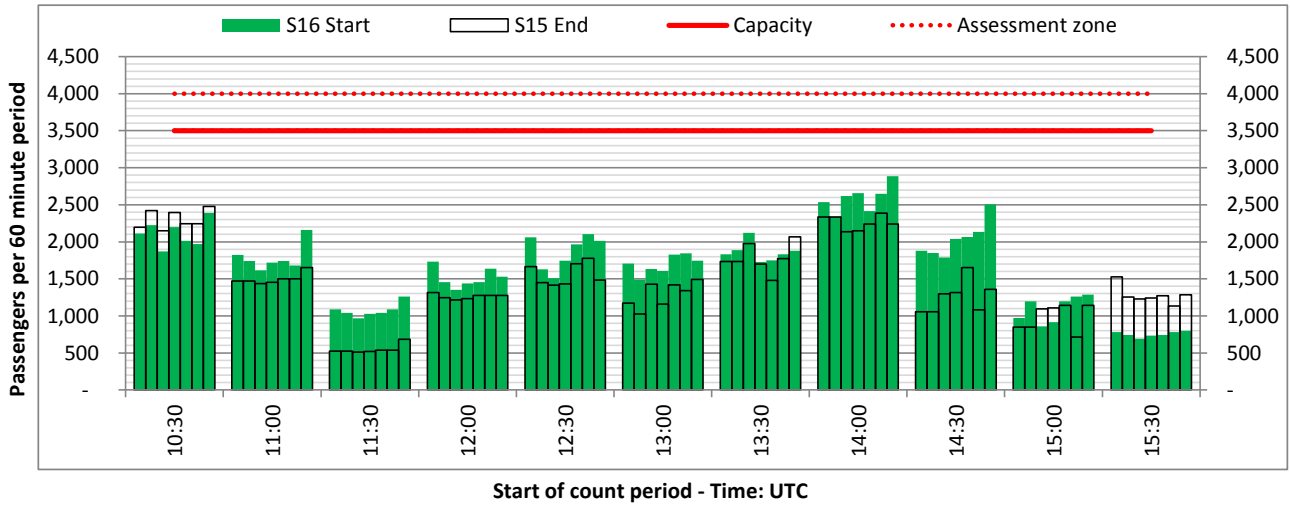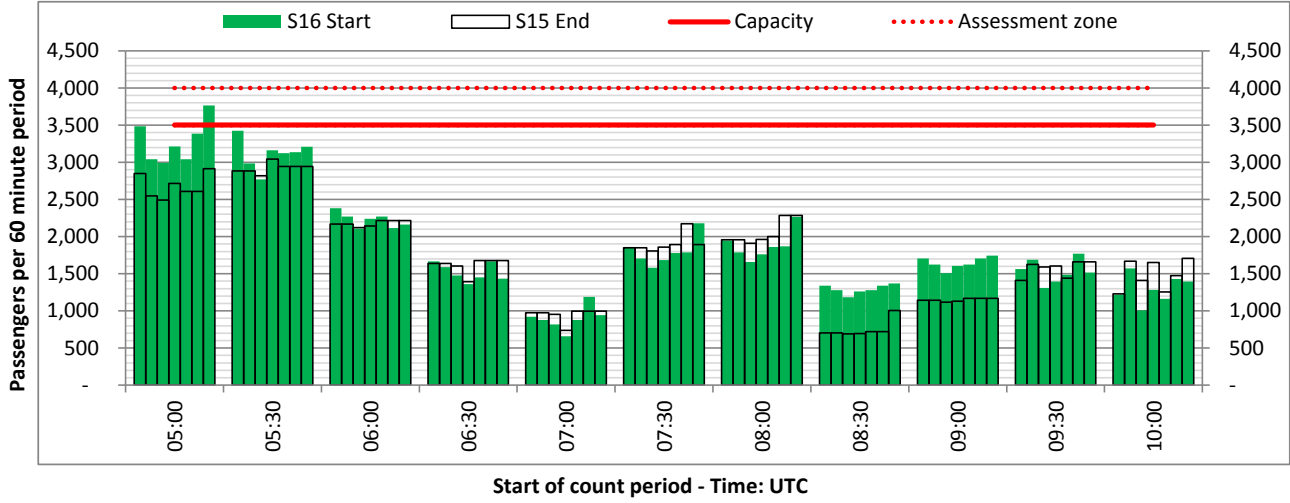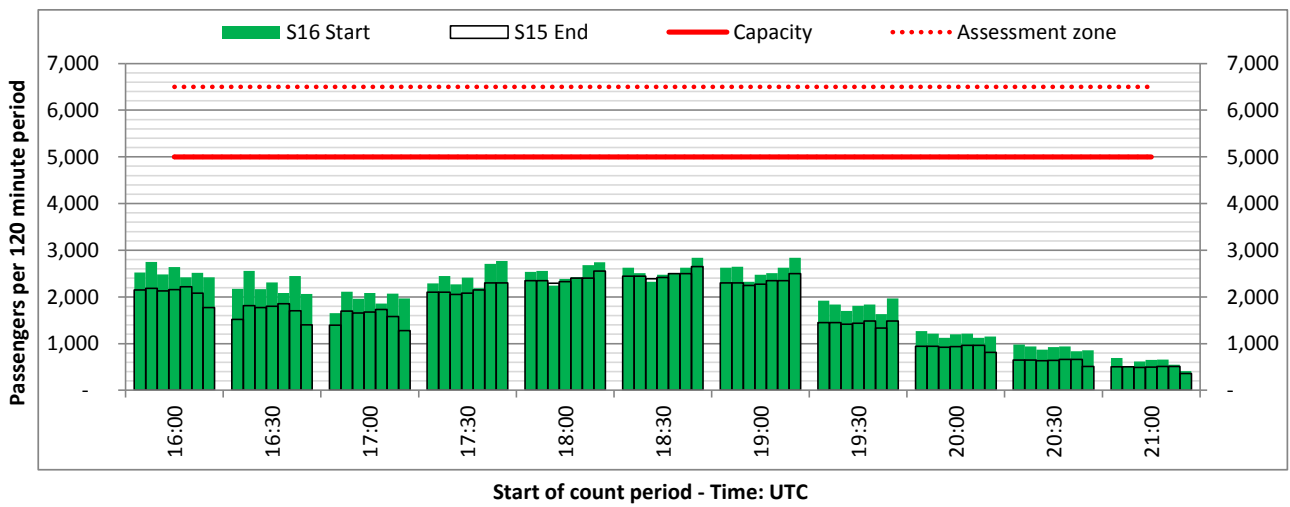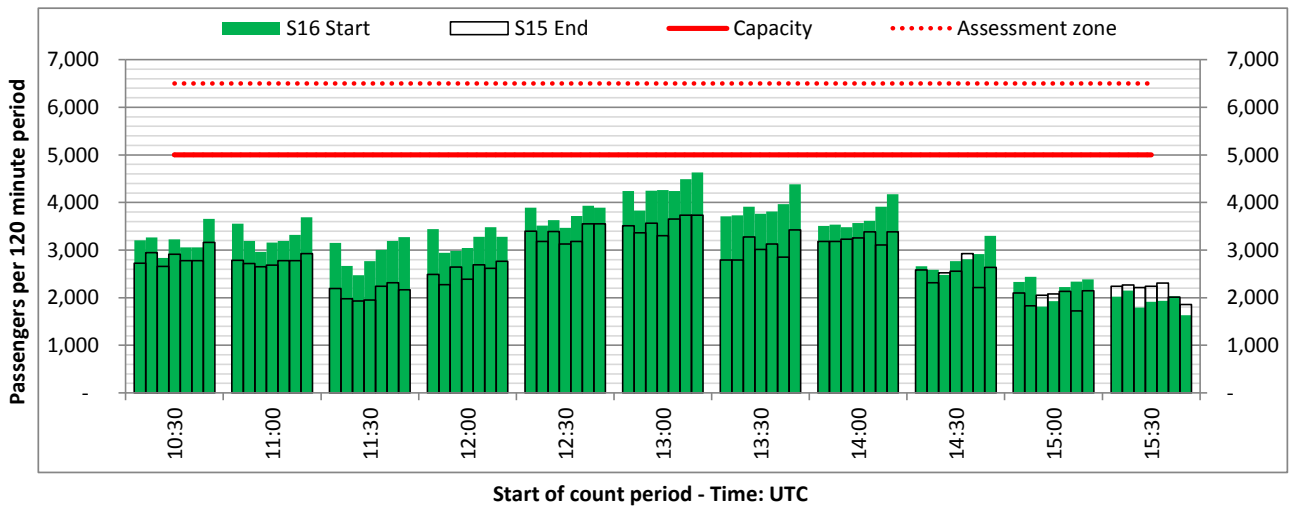
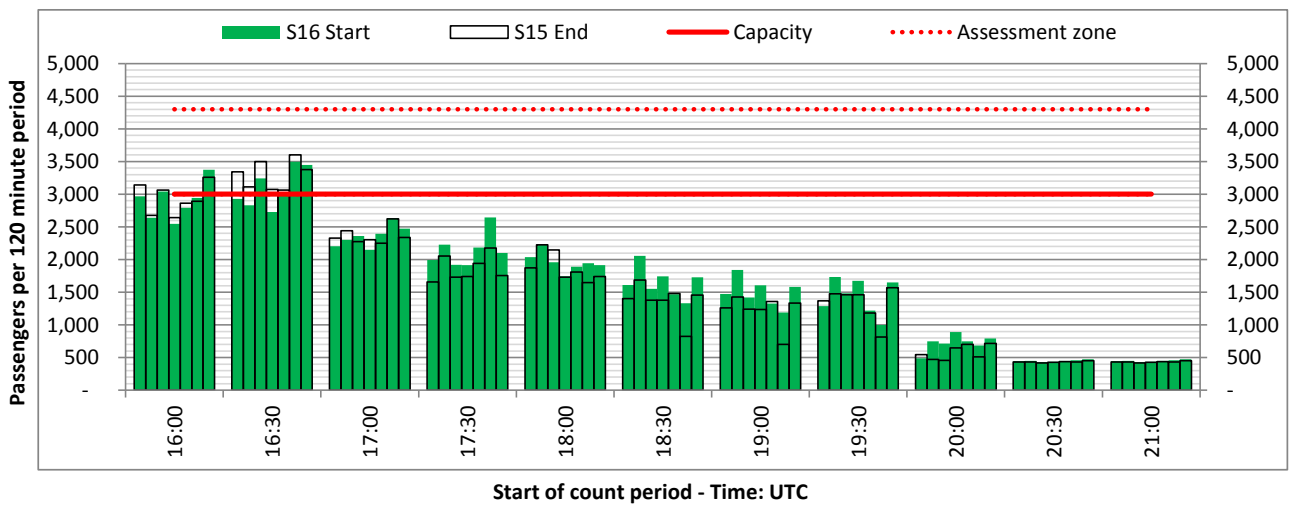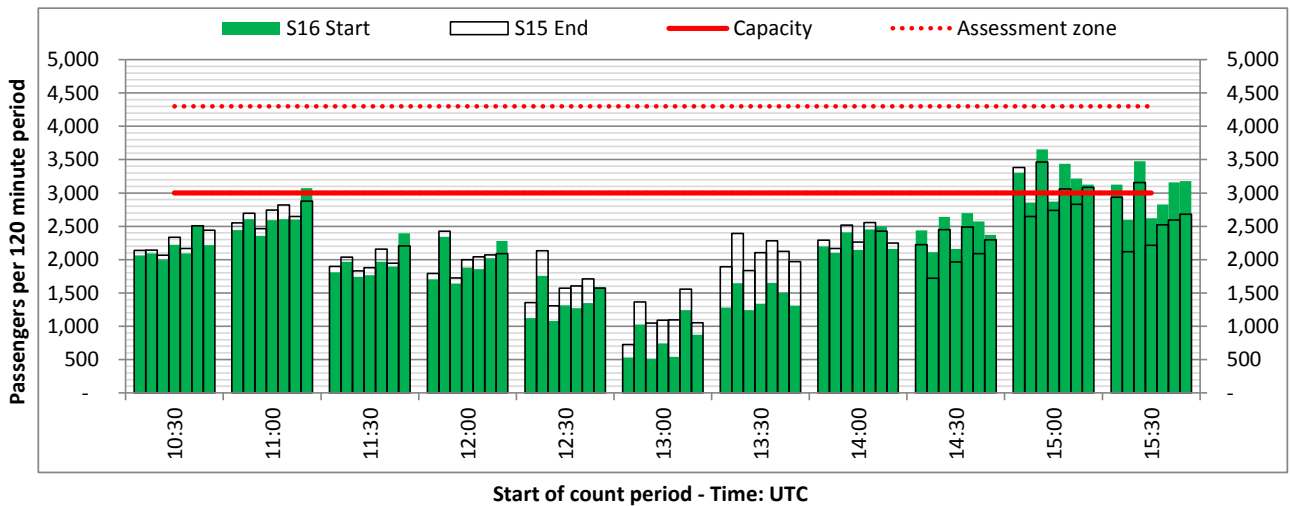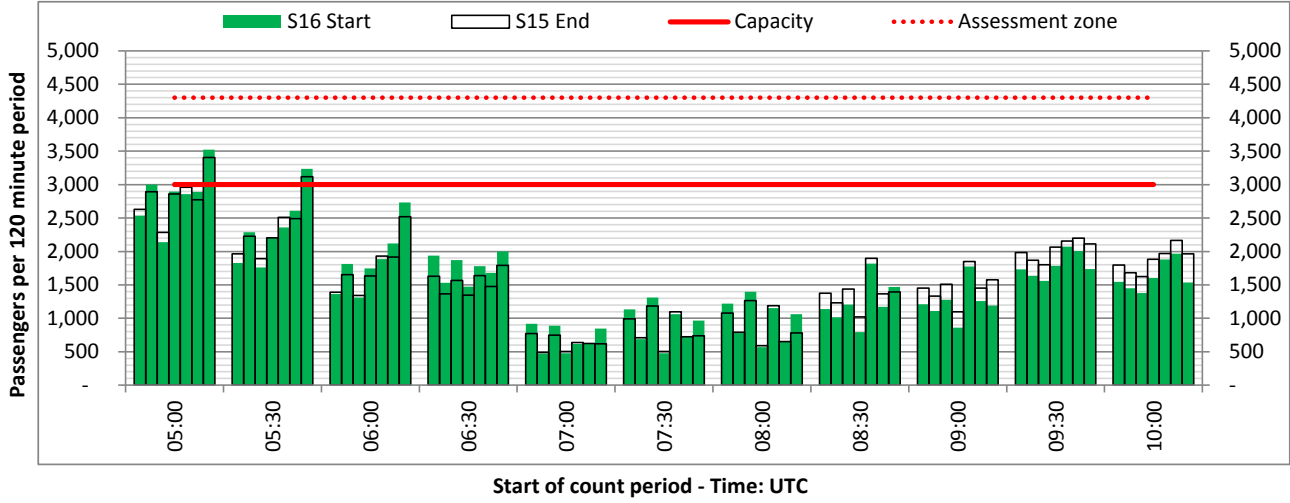# Peak Week - Passengers Histogram
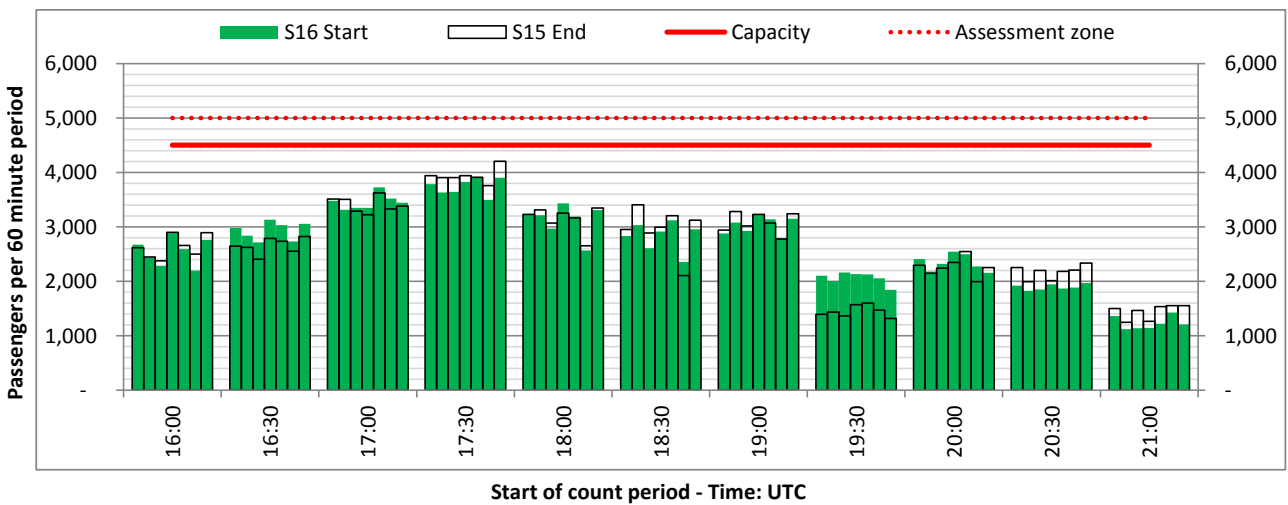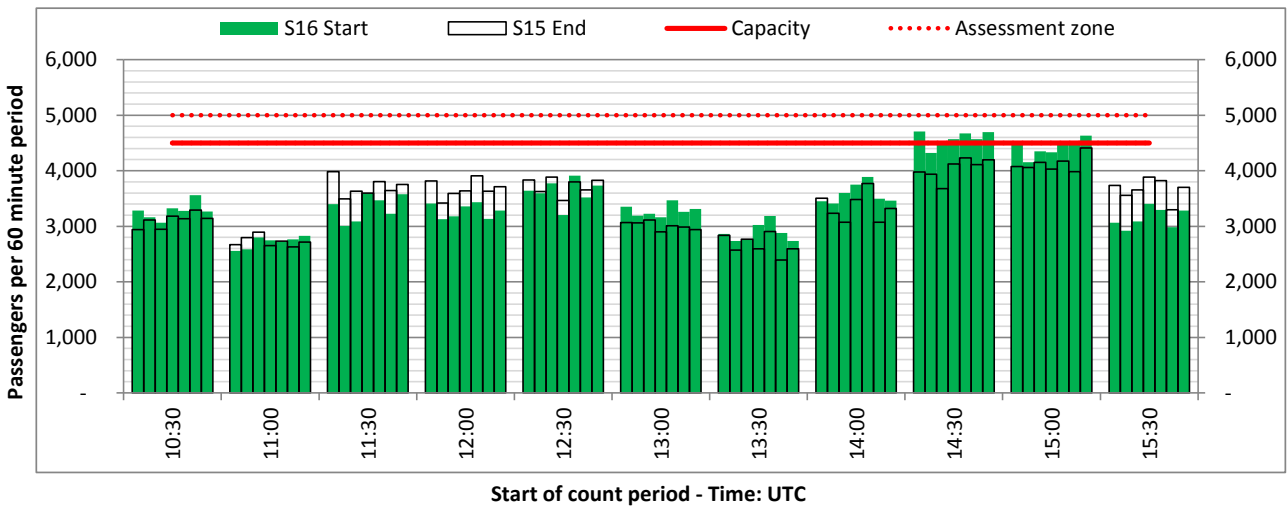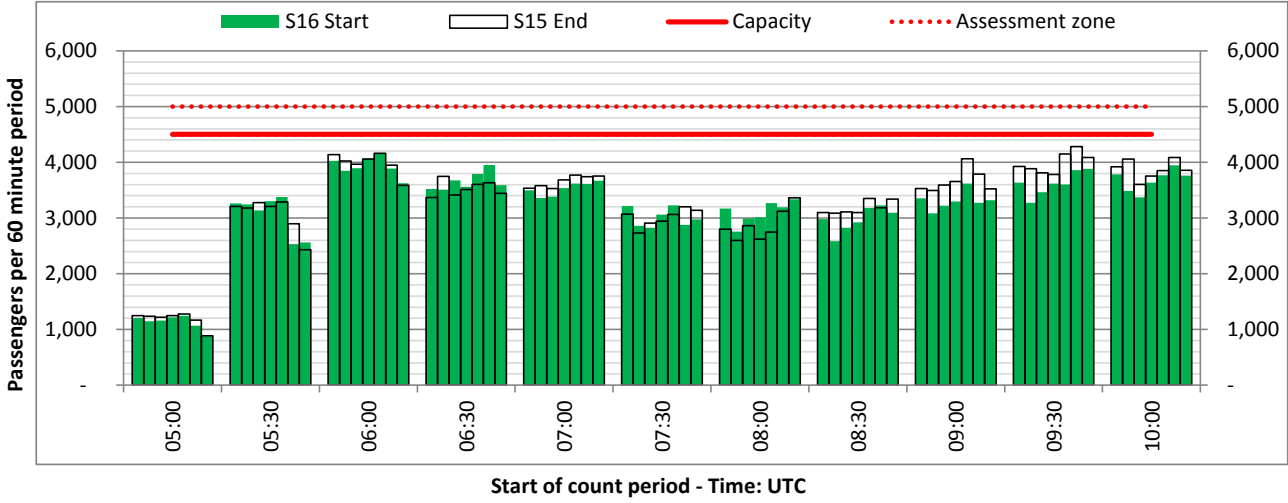
DEPARTURE - 60 minute count rolling every 30 mins (T60/30)

Terminals: 4I   Operators: All Operators   Days: 1234567

Peak Week - Passengers Histogram

DEPARTURE - 180 minute count rolling every 30 mins (T180/30)

Terminals: 4I   **Operators: All Operators**   **Days: 1234567**

Peak Week - Passengers Histogram

ARRIVAL - 60 minute count rolling every 30 mins (T60/30)

Peak Week - Passengers Histogram

ARRIVAL - 120 minute count rolling every 30 mins (T120/30)

Terminals: 4I   **Operators: All Operators**   **Days: 1234567**

Peak Week - Passengers Histogram

DEPARTURE - 60 minute count rolling every 30 mins (T60/30)

Terminals: 5D 5I   **Operators: All Operators**   **Days: 1234567**

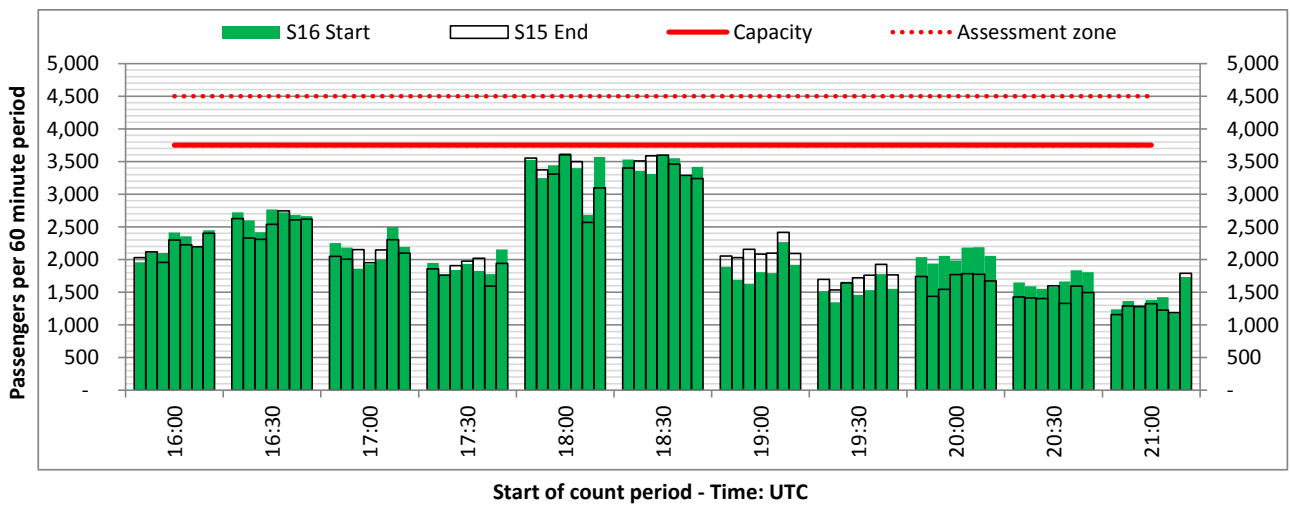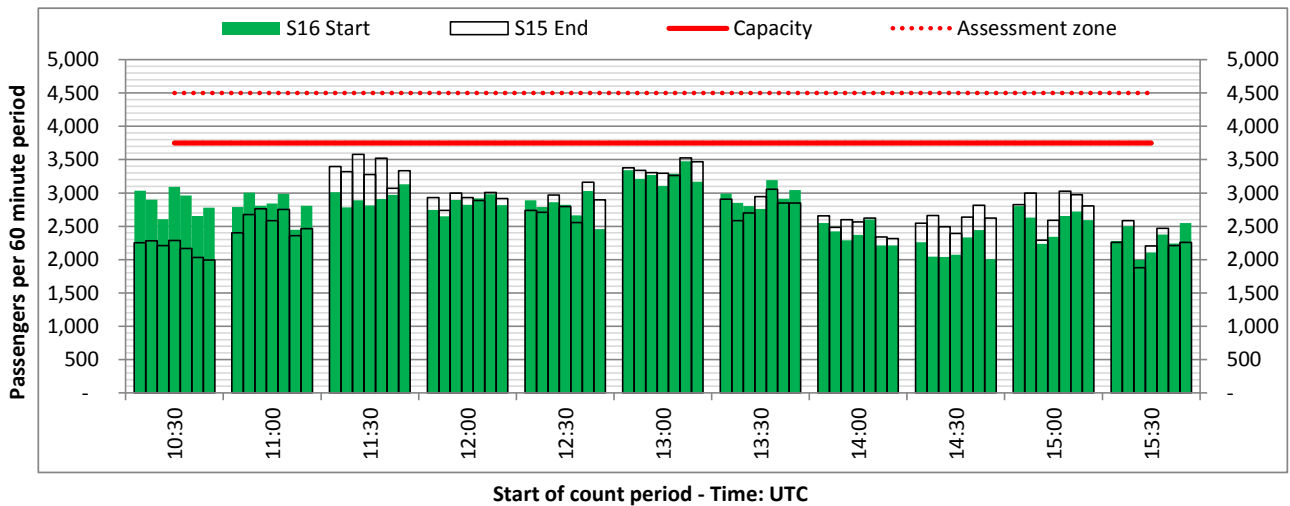# Peak Week - Passengers Histogram
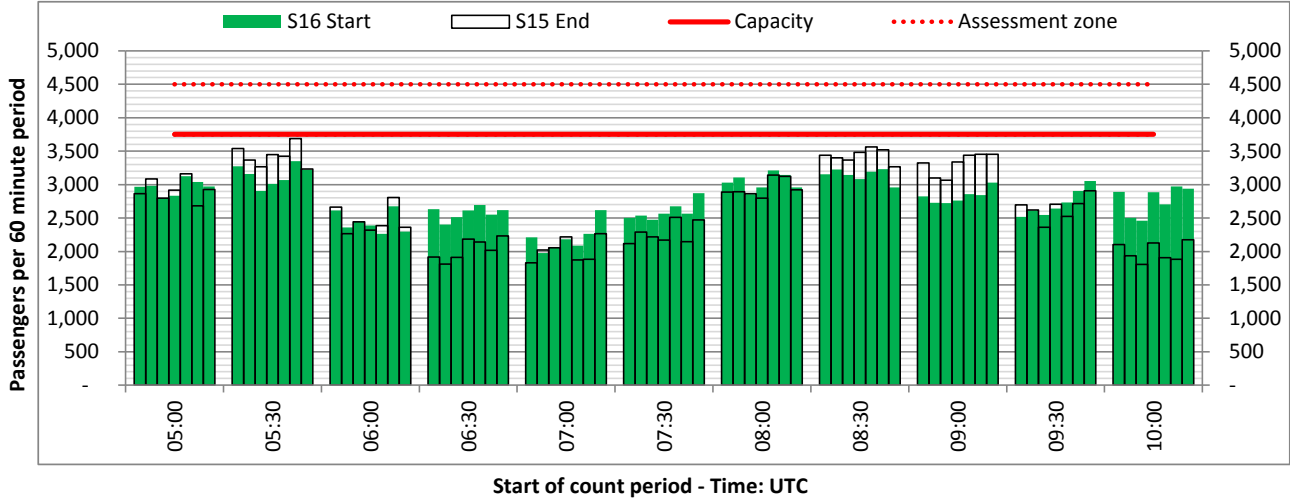
ARRIVAL - 60 minute count rolling every 30 mins (T60/30)

Terminals: 5I   Operators: All Operators   Days: 1234567
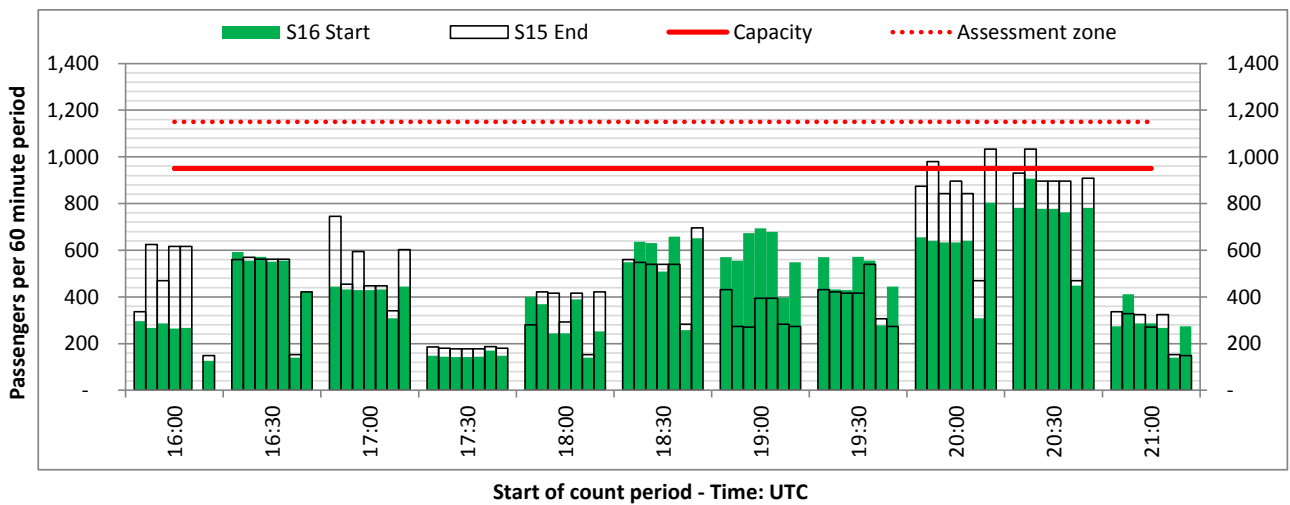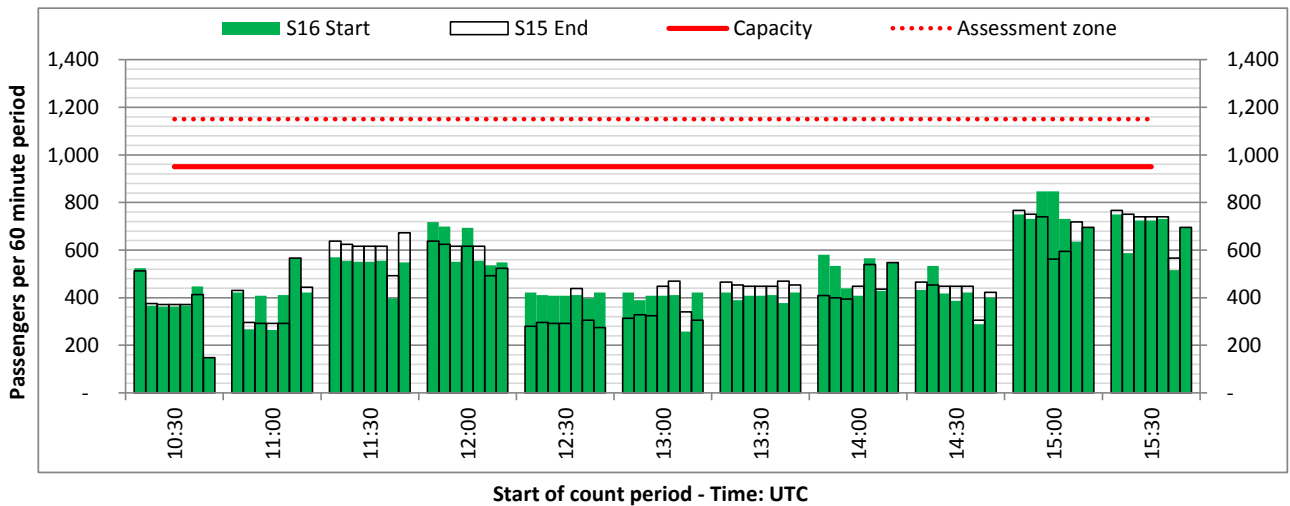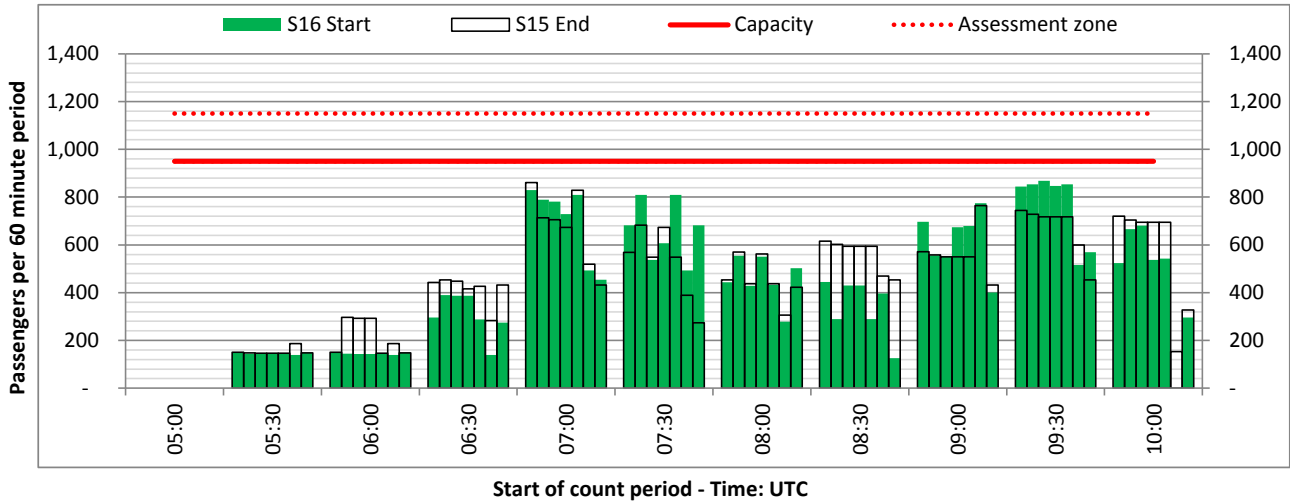
Peak Week - Passengers Histogram

ARRIVAL - 60 minute count rolling every 30 mins (T60/30)

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

S15 Start — S15 schedule as cleared on Mon 09-Mar-15.
S15 End — S15 schedule as cleared on Wed 09-Mar-16.
S16 Start — S16 schedule as cleared on Wed 09-Mar-16.

Peak Week — Peak week for S15 is Mon 21-Sep-15 to Sun 27-Sep-15.
Peak week for S16 is Mon 05-Sep-16 to Sun 11-Sep-16.

For ACL use

	Airport-Season-Branch-Resource	From date	To date	Time
Full Season Rep 1	LHR-S15-SOS-Standard	Sun 29-Mar-2015	Sat 24-Oct-2015	UTC
Full Season Rep 2	LHR-S15-Live-Standard	Sun 29-Mar-2015	Sat 24-Oct-2015	UTC
Full Season Rep 3	LHR-S16-SOS-Standard	Sun 27-Mar-2016	Sat 29-Oct-2016	UTC
	Airport-Season-Branch-Resource	From date	To date	Time
Peak Week Rep 1	LHR-S15- SoS Baseline-Standard	Mon 21-Sep-2015	Sun 27-Sep-2015	UTC
Peak Week Rep 2	LHR-S15-End Baseline-Standard	Mon 21-Sep-2015	Sun 27-Sep-2015	UTC
Peak Week Rep 3	LHR-S16-SOS Baseline-Standard	Mon 05-Sep-2016	Sun 11-Sep-2016	UTC