

LONDON CITY AIRPORT

LCY

Winter 2011

START OF SEASON REPORT

KEY STATISTICS	Winter 2011	Change From Winter 2010 (Start)
Air Transport Movements	26,087	3.8%
Total Seats	1,987,921	4.8%
Seats per Passenger ATM	76	1.0%

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Data in this report is current as of: 20 October 2011

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LONDON CITY WINTER 2011 CAPACITIES

RUNWAY SCHEDULING LIMITS

Movements per Hour - All times UTC

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

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

PARKING SCHEDULING LIMITS
 Main Apron 2hour Roll 15mins

Arrivals	Departures	Total
18	18	36

TERMINAL SCHEDULING LIMITS

Passengers per Hour

Terminal	Arrivals	Departures
Total Terminal (Int'l & Domestic)	2000	2000

* During Opening Hours

Opening Hours, local time

Monday to Friday 0630 - 2200 UTC
 Saturday 0630 - 1230UTC
 Sunday 1230 - 2200 UTC
 Public Holidays 0900 - 2200 UTC
 25 December Closed

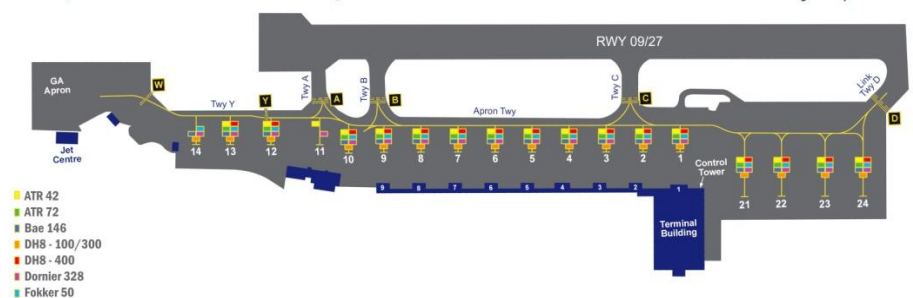
06.30-06.45 limit of 2 movements. 06.30-06.59 limit of 6 movements.

Summer 2011 UK Bank & Public Holidays Operating Hours

Sun 25-Dec-2011 Closed
 Mon 26-Dec-2011 0900 - 2200 UTC
 Tue 27-Dec-2011 0900 - 2200 UTC
 Mon 02-Jan-2012 0900 - 2200 UTC

STAND SCHEDULING LIMITS

Ramp Control Unit - Stand Usage Guide



Stand 10 & 14 not declared for planning.

Stand Group	Number	Stand Numbers	Max Aircraft Sizes
1-S	1	11	Dornier 328
2-S	1	13**	Bae 146, Avro RJ, Fokker 50, ATR, Embraer 135, E170,
2-M	4	4-6, 12	Dash 8-400
2-L	6	1-3 & 7-9*	Embraer E190
3-L	4	21-24	Airbus A318
Total	16		

* note stand 10 not in use when E190s parked on stands7-9: Assume lower capacity in planning.

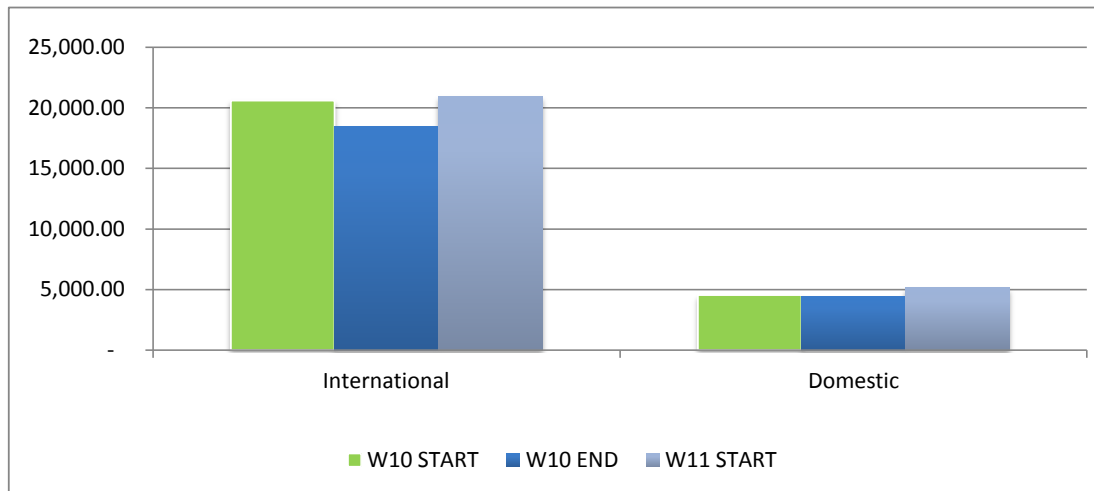
** stand 13 cannot handle DH8-400

WINTER 2011 VS WINTER 2010
ROUTE SUMMARY AS AT 20 October 2011



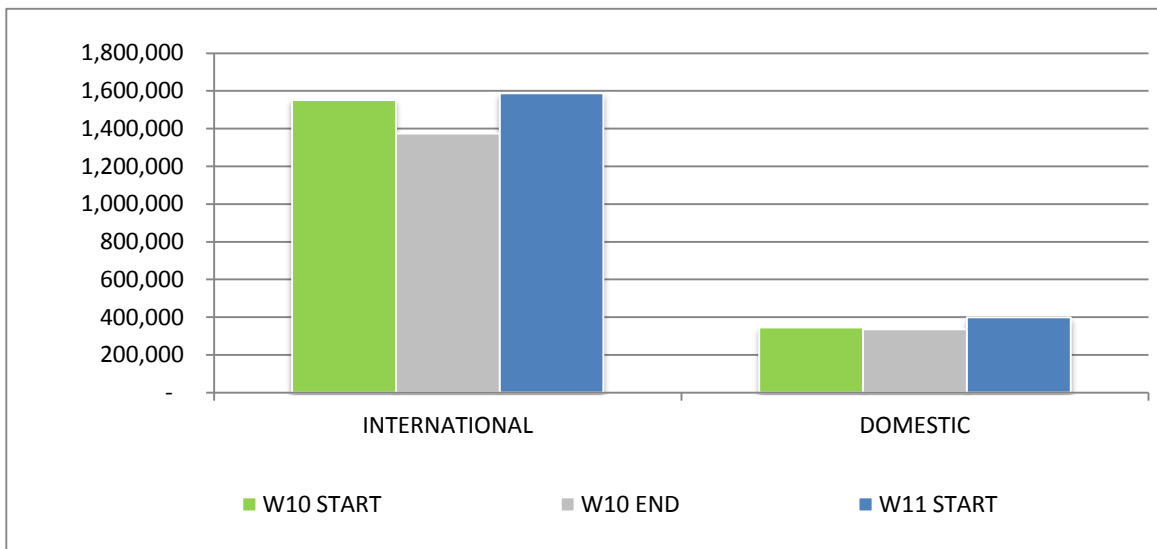
OPERATOR	ORIG/DEST	MVTS W10	SEATS W10	MVTS W11	SEATS W11	MVTS W11 VS W10 +/-	SEATS W11 VS W10 +/-	COMMENT	SEATS % +/-
AIR FRANCE	AMS			1740	165300	1740	165300	NEW ROUTE	100%
AIR FRANCE	DUB	1042	98980	1056	100320	14	1340	SEAT INCREASE	1%
AIR FRANCE	RTM	21	1050	1696	84800	1675	83750	SEAT INCREASE	7976%
AIR FRANCE	ORY	1217	60985	1330	66500	113	5515	SEAT INCREASE	9%
AIR FRANCE	ANR	1074	53700	1076	53800	2	100	SEAT INCREASE	0%
AIR FRANCE	EDI	775	55605	539	45125	-236	-10480	SEAT DECREASE	-19%
AIR FRANCE	LUX	701	35275	746	37300	45	2025	SEAT INCREASE	6%
AIR FRANCE	NTE	465	23250	484	24200	19	950	SEAT INCREASE	4%
AIR FRANCE	FLR	141	13395	248	23560	107	10165	SEAT INCREASE	76%
AIR FRANCE	EIN			392	19600	392	19600	NEW ROUTE	100%
AIR FRANCE	DND	570	23788	575	17825	5	-5963	SEAT DECREASE	-25%
AIR FRANCE	PUF			126	11970	126	11970	NEW ROUTE	100%
AIR FRANCE	BVE	26	2470	6	570	-20	-1900	SEAT DECREASE	-77%
AIR FRANCE	DOL	76	3800			-76	-3800	ROUTE DROPPED	-100%
BRITISH AIRWAYS	EDI	1492	133324	1803	166552	311	33228	SEAT INCREASE	25%
BRITISH AIRWAYS	AMS	846	72608	1231	102400	385	29792	SEAT INCREASE	41%
BRITISH AIRWAYS	GLA	811	74052	1042	100764	231	26712	SEAT INCREASE	36%
BRITISH AIRWAYS	ZRH	813	70446	894	77690	81	7244	SEAT INCREASE	10%
BRITISH AIRWAYS	FRA	568	43442	598	45822	30	2380	SEAT INCREASE	5%
BRITISH AIRWAYS	MAD	431	42154	446	43708	15	1554	SEAT INCREASE	4%
BRITISH AIRWAYS	CPH	426	32496	447	34941	21	2445	SEAT INCREASE	8%
BRITISH AIRWAYS	ARN	241	18320	446	33896	205	15576	SEAT INCREASE	85%
BRITISH AIRWAYS	GVA	196	18916	188	18160	-8	-756	SEAT DECREASE	-4%
BRITISH AIRWAYS	AG			164	16072	164	16072	NEW ROUTE	100%
BRITISH AIRWAYS	NCE	168	13828	166	15344	-2	1516	SEAT INCREASE	11%
BRITISH AIRWAYS	JFK	430	13760	430	13760	0	0	NO CHANGE	0%
BRITISH AIRWAYS	BCN	130	11508	138	13524	8	2016	SEAT INCREASE	18%
BRITISH AIRWAYS	FAO			122	11956	122	11956	NEW ROUTE	100%
BRITISH AIRWAYS	CMF	110	10670	110	10648	0	-22	SEAT DECREASE	0%
BRITISH AIRWAYS	BLL	236	7553			-236	-7553	ROUTE DROPPED	-100%
SWISS INTERNATIONAL	ZRH	1635	154841	1784	167904	149	13063	SEAT INCREASE	8%
SWISS INTERNATIONAL	GVA	1040	96720	1464	136152	424	39432	SEAT INCREASE	41%
SWISS INTERNATIONAL	BSL	452	42036			-452	-42036	ROUTE DROPPED	-100%
LUFTHANSA	FRA	675	62100	790	79000	115	16900	SEAT INCREASE	27%
LUFTHANSA	MUC	313	25666	380	31160	67	5494	SEAT INCREASE	21%
LUXAIR	LUX	906	63482	984	70848	78	7366	SEAT INCREASE	12%
AER ARANN	IOM	745	49002	746	49236	1	234	SEAT INCREASE	0%
SKYWORK	BRN			494	35568	494	35568	NEW ROUTE	100%
BLUE ISLANDS	JER			442	20332	442	20332	NEW ROUTE	100%
VOLARE SPA	LIN			428	30862	428	30862	NEW ROUTE	100%
SUN AIR	BLL			336	10752	336	10752	NEW ROUTE	100%

AIR TRANSPORT MOVEMENTS BY TERMINAL



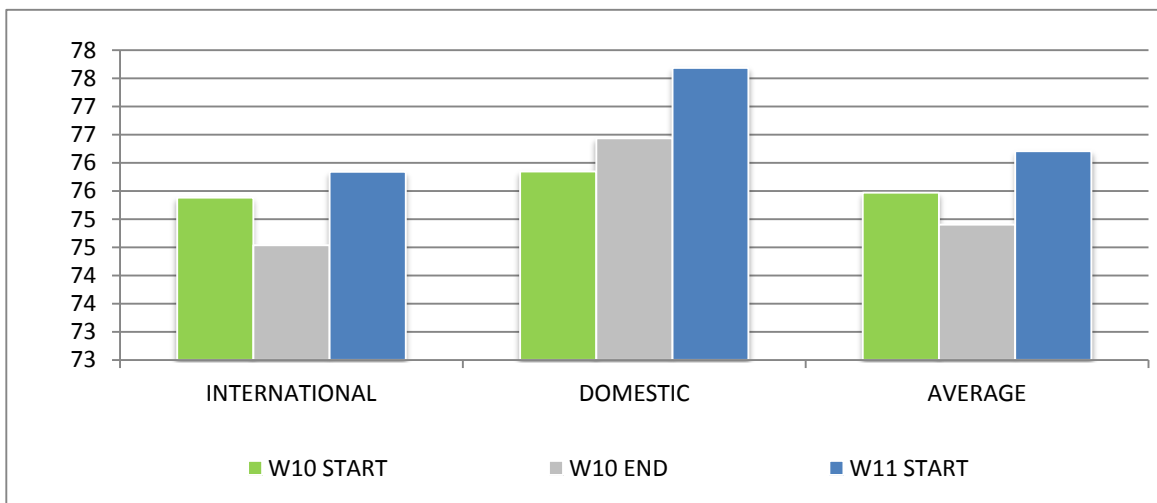
	W10 START	W10 END	W11 START	% CHANGE START- START	% CHANGE END - START
International	20,588.00	18,433.00	20,940.00	1.7%	13.6%
Domestic	4,554.00	4,398.00	5,147.00	13.0%	17.0%
TOTAL	25,142	22,831	26,087	3.8%	14.3%

TOTAL SEATS BY TERMINAL - PASSENGER ATMS



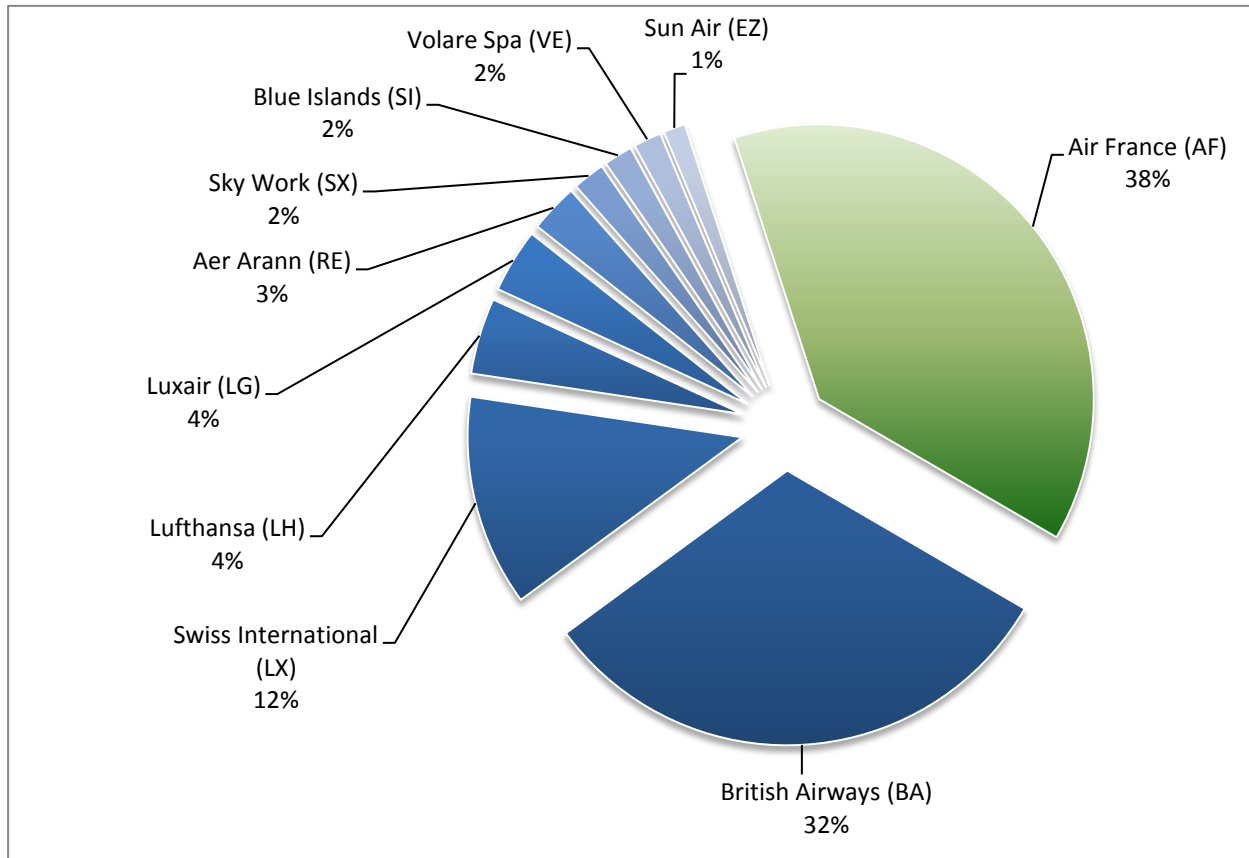
	W10 START	W10 END	W11 START	% CHANGE START-START	% CHANGE END-START
INTERNATIONAL	1,551,992	1,373,912	1,588,087	2.3%	15.6%
DOMESTIC	345,412	336,160	399,834	15.8%	18.9%
TOTAL	1,897,404	1,710,072	1,987,921	4.8%	16.2%

SEATS PER PASSENGER ATM BY TERMINAL



	W10 START	W10 END	W11 START	% CHANGE START-START	% CHANGE END-START
INTERNATIONAL	75	75	76	0.6%	1.8%
DOMESTIC	76	76	78	2.4%	1.6%
AVERAGE	75	75	76	1.0%	1.7%

AIRLINES BY MOVEMENTS

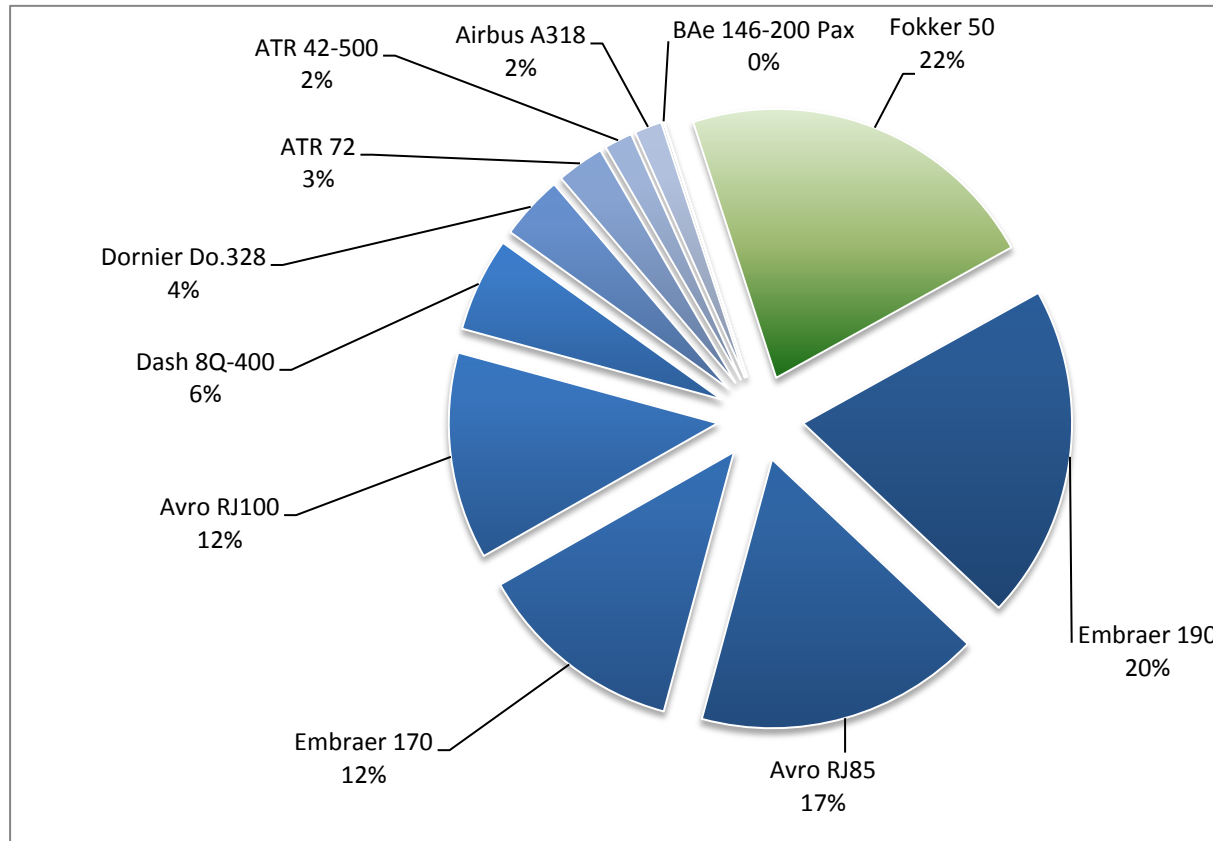


Aircraft	Movements
Air France (AF)	10,014
British Airways (BA)	8,225
Swiss International (LX)	3,248
Lufthansa (LH)	1,170
Luxair (LG)	984
Aer Arann (RE)	746
Sky Work (SX)	494
Blue Islands (SI)	442
Volare Spa (VE)	428
Sun Air (EZ)	336
TOTAL	26,087

NOTES:

British Airways is the combined total for CityFlyer (CJ) and British Airways (BA) programmes.

AIRCRAFT TYPES BY MOVEMENTS



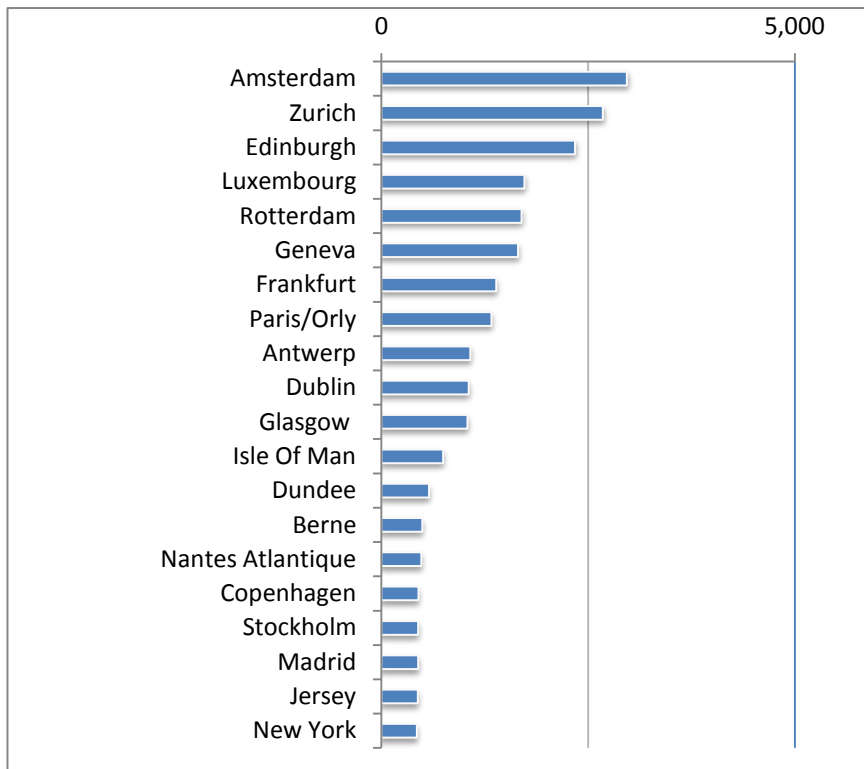
Aircraft	Movements
Fokker 50	5,724
Embraer 190	5,243
Avro RJ85	4,479
Embraer 170	3,280
Avro RJ100	3,248
Dash 8Q-400	1,478
Dornier Do.328	1,006
ATR 72	746
ATR 42-500	442
Airbus A318	430
BAe 146-200 Pax	11
TOTAL	26,087

NOTES:

Positioning flights are not included

TOP 20 ROUTES - BY AIR TRANSPORT MOVEMENTS

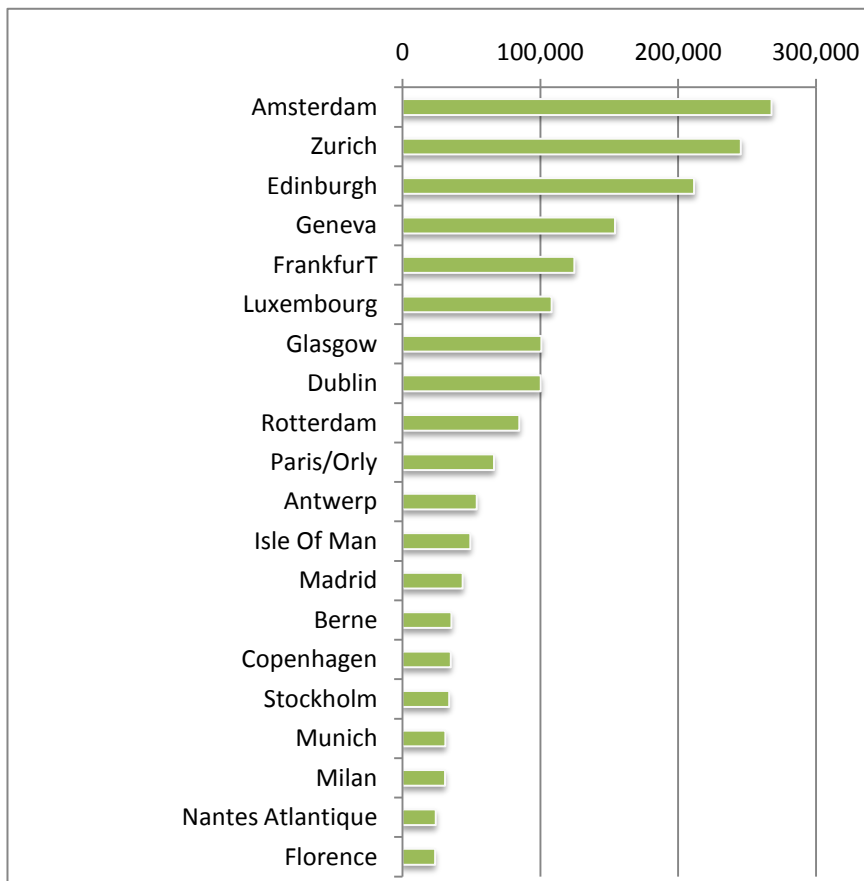
Total Allocated Movements For Season W11



Winter 2011	ATM'S
Amsterdam	2,971
Zurich	2,678
Edinburgh	2,342
Luxembourg	1,730
Rotterdam	1,696
Geneva	1,652
Frankfurt	1,388
Paris/Orly	1,330
Antwerp	1,076
Dublin	1,056
Glasgow	1,042
Isle Of Man	746
Dundee	575
Berne	494
Nantes Atlantique	484
Copenhagen	447
Stockholm	446
Madrid	446
Jersey	442
New York	430

TOP 20 Routes - BY AIR TRANSPORT SEATS

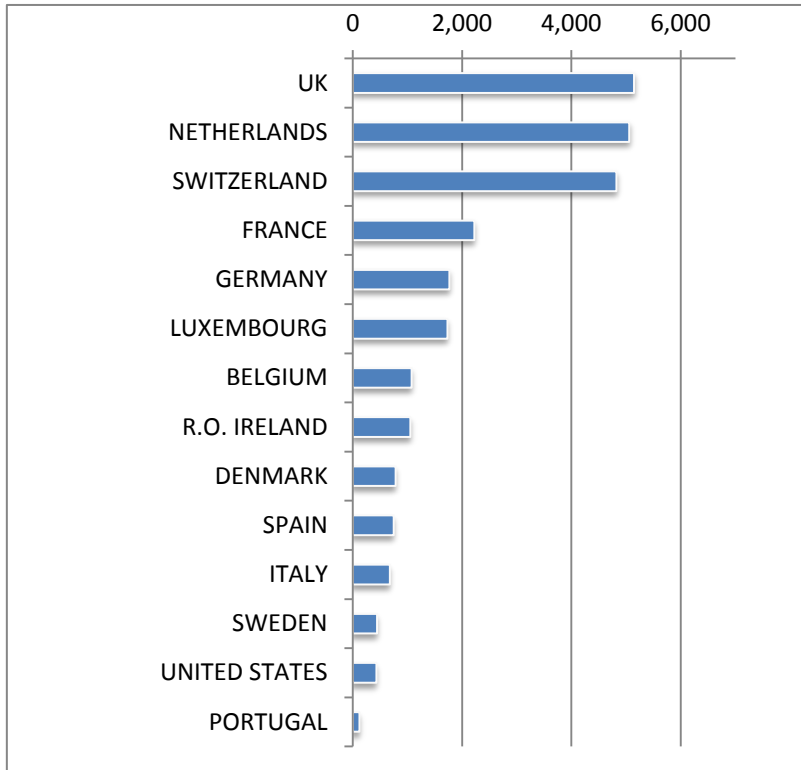
Total Allocated Movements For Season W11



Winter 2011	SEATS
Amsterdam	267,700
Zurich	245,594
Edinburgh	211,677
Geneva	154,312
Frankfurt	124,822
Luxembourg	108,148
Glasgow	100,764
Dublin	100,320
Rotterdam	84,800
Paris/Orly	66,500
Antwerp	53,800
Isle Of Man	49,236
Madrid	43,708
Berne	35,568
Copenhagen	34,941
Stockholm	33,896
Munich	31,160
Milan	30,862
Nantes Atlantique	24,200
Florence	23,560

COUNTRY DESTINATIONS - BY AIR TRANSPORT MOVEMENTS

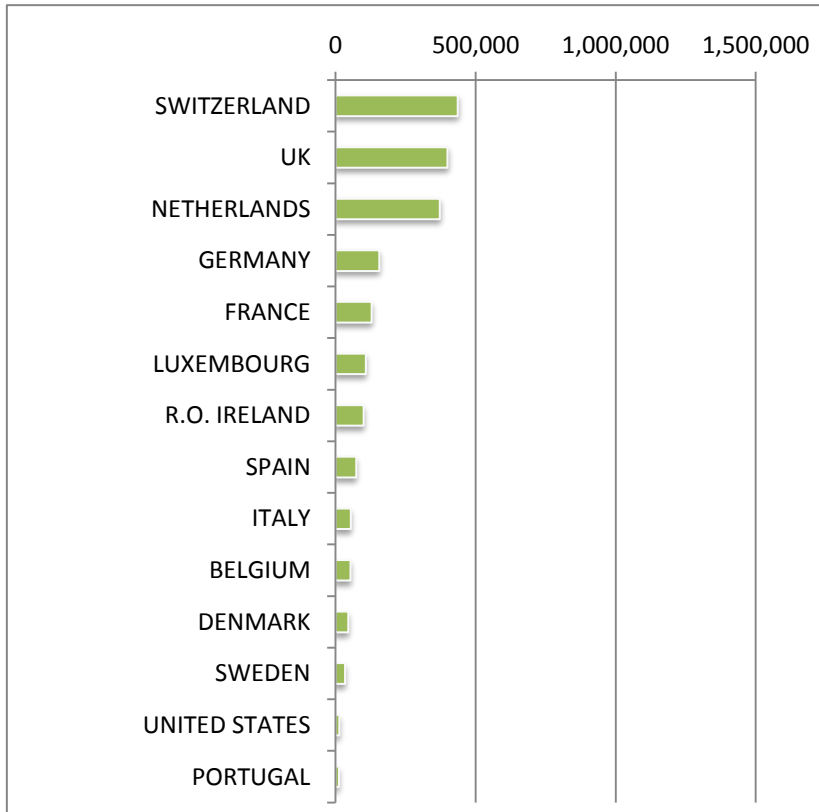
Total Allocated Movements For Season W11



Winter 2011	ATM'S
UK	5,147
NETHERLANDS	5,059
SWITZERLAND	4,824
FRANCE	2,222
GERMANY	1,768
LUXEMBOURG	1,730
BELGIUM	1,076
R.O. IRELAND	1,056
DENMARK	783
SPAIN	748
ITALY	676
SWEDEN	446
UNITED STATES	430
PORTUGAL	122

COUNTRY DESTINATIONS - BY AIR TRANSPORT SEATS

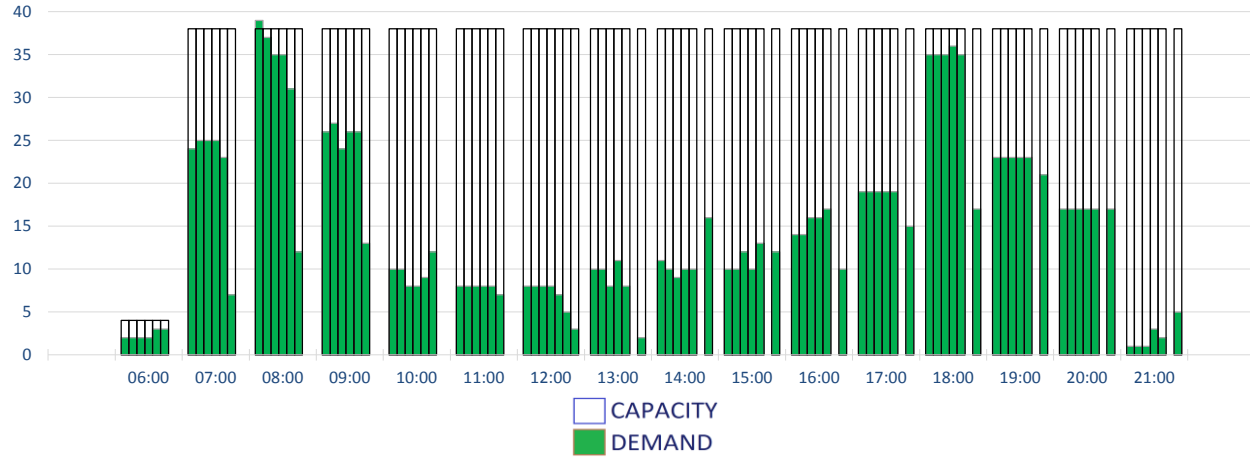
Total Allocated Movements For Season W11



Winter 2011	SEATS
SWITZERLAND	435,474
UK	399,834
NETHERLANDS	372,100
GERMANY	155,982
FRANCE	129,232
LUXEMBOURG	108,148
R.O. IRELAND	100,320
SPAIN	73,304
ITALY	54,422
BELGIUM	53,800
DENMARK	45,693
SWEDEN	33,896
UNITED STATES	13,760
PORTUGAL	11,956

RUNWAY MOVEMENT DEMAND - TOTALS

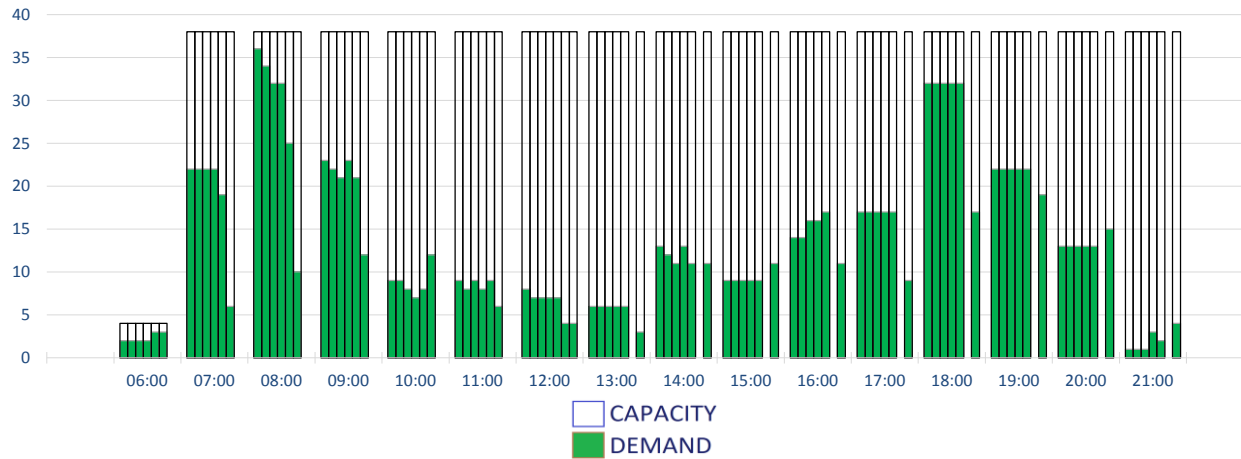
Peak Week Movements per Hour - All times UTC
Demand At Initial Submission



	CAPACITY							DEMAND						
	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun
06:00	4	4	4	4	4	4	0	2	2	2	2	3	3	
07:00	38	38	38	38	38	38	0	24	25	25	25	23	7	
08:00	38	38	38	38	38	38	0	39	37	35	35	31	12	
09:00	38	38	38	38	38	38	0	26	27	24	26	26	13	
10:00	38	38	38	38	38	38	0	10	10	8	8	9	12	
11:00	38	38	38	38	38	38	0	8	8	8	8	8	7	
12:00	38	38	38	38	38	38	38	8	8	8	8	7	5	3
13:00	38	38	38	38	38	0	38	10	10	8	11	8		2
14:00	38	38	38	38	38	0	38	11	10	9	10	10		16
15:00	38	38	38	38	38	0	38	10	10	12	10	13		12
16:00	38	38	38	38	38	0	38	14	14	16	16	17		10
17:00	38	38	38	38	38	0	38	19	19	19	19	19		15
18:00	38	38	38	38	38	0	38	35	35	35	36	35		17
19:00	38	38	38	38	38	0	38	23	23	23	23	23		21
20:00	38	38	38	38	38	0	38	17	17	17	17	17		17
21:00	38	38	38	38	38	0	38	1	1	1	3	2		5

RUNWAY MOVEMENT ALLOCATION - TOTALS

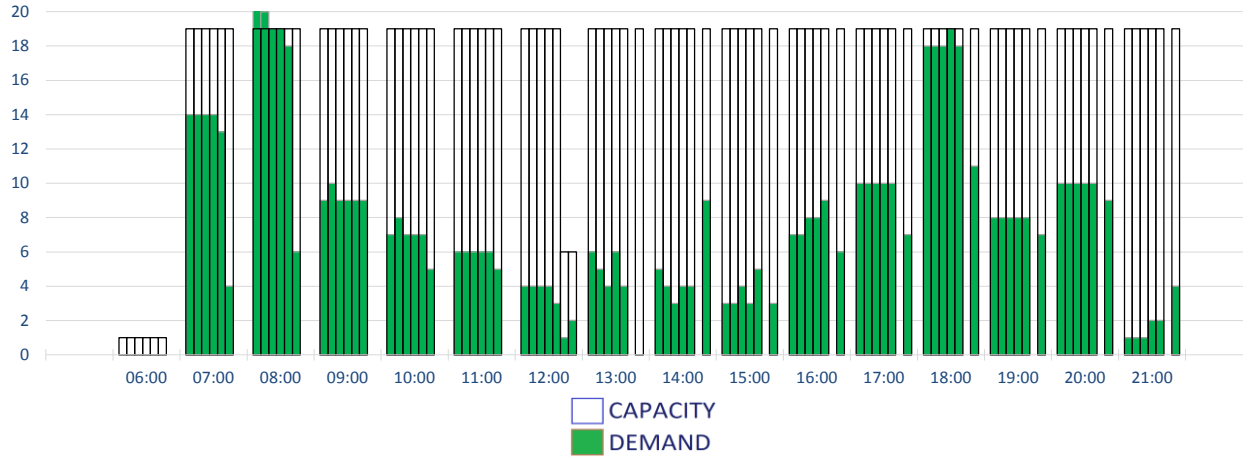
Peak Week Movements per Hour - All times UTC



	CAPACITY							ALLOCATION						
	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun
06:00	4	4	4	4	4	4	0	2	2	2	2	3	3	
07:00	38	38	38	38	38	38	0	22	22	22	22	19	6	
08:00	38	38	38	38	38	38	0	36	34	32	32	25	10	
09:00	38	38	38	38	38	38	0	23	22	21	23	21	12	
10:00	38	38	38	38	38	38	0	9	9	8	7	8	12	
11:00	38	38	38	38	38	38	0	9	8	9	8	9	6	
12:00	38	38	38	38	38	38	38	8	7	7	7	7	4	4
13:00	38	38	38	38	38	0	38	6	6	6	6	6		3
14:00	38	38	38	38	38	0	38	13	12	11	13	11		11
15:00	38	38	38	38	38	0	38	9	9	9	9	9		11
16:00	38	38	38	38	38	0	38	14	14	16	16	17		11
17:00	38	38	38	38	38	0	38	17	17	17	17	17		9
18:00	38	38	38	38	38	0	38	32	32	32	32	32		17
19:00	38	38	38	38	38	0	38	22	22	22	22	22		19
20:00	38	38	38	38	38	0	38	13	13	13	13	13		15
21:00	38	38	38	38	38	0	38	1	1	1	3	2		4

RUNWAY MOVEMENT DEMAND - ARRIVALS

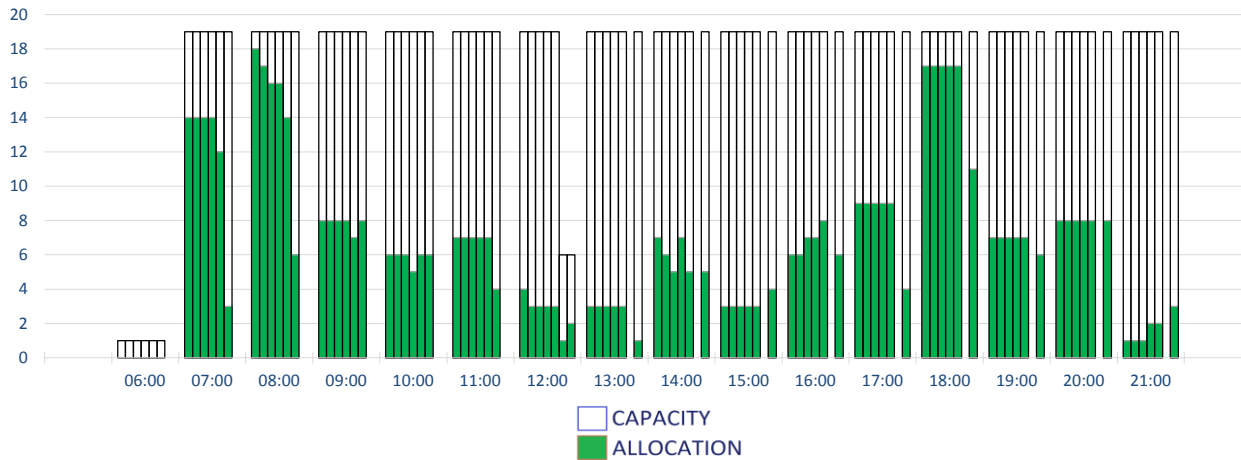
Peak Week Movements per Hour - All times UTC
Demand At Initial Submission



	CAPACITY							DEMAND						
	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun
06:00	1	1	1	1	1	1	0							
07:00	19	19	19	19	19	19	0	14	14	14	14	13	4	
08:00	19	19	19	19	19	19	0	21	20	19	19	18	6	
09:00	19	19	19	19	19	19	0	9	10	9	9	9	9	
10:00	19	19	19	19	19	19	0	7	8	7	7	7	5	
11:00	19	19	19	19	19	19	0	6	6	6	6	6	5	
12:00	19	19	19	19	19	6	6	4	4	4	4	3	1	2
13:00	19	19	19	19	19	0	19	6	5	4	6	4		
14:00	19	19	19	19	19	0	19	5	4	3	4	4		9
15:00	19	19	19	19	19	0	19	3	3	4	3	5	3	
16:00	19	19	19	19	19	0	19	7	7	8	8	9		6
17:00	19	19	19	19	19	0	19	10	10	10	10	10		7
18:00	19	19	19	19	19	0	19	18	18	18	19	18		11
19:00	19	19	19	19	19	0	19	8	8	8	8	8		7
20:00	19	19	19	19	19	0	19	10	10	10	10	10		9
21:00	19	19	19	19	19	0	19	1	1	1	2	2		4

RUNWAY MOVEMENT ALLOCATION - ARRIVALS

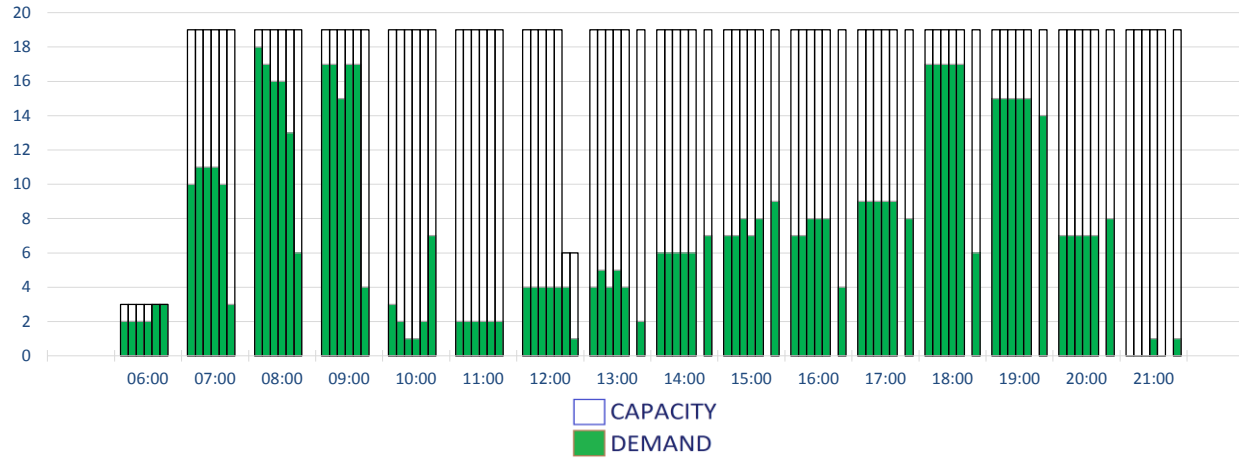
Peak Week Movements per Hour - All times UTC



	CAPACITY							ALLOCATION						
	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun
06:00	1	1	1	1	1	1	0							
07:00	19	19	19	19	19	19	0	14	14	14	14	12	3	
08:00	19	19	19	19	19	19	0	18	17	16	16	14	6	
09:00	19	19	19	19	19	19	0	8	8	8	8	7	8	
10:00	19	19	19	19	19	19	0	6	6	6	5	6	6	
11:00	19	19	19	19	19	19	0	7	7	7	7	7	4	
12:00	19	19	19	19	19	6	6	4	3	3	3	3	1	2
13:00	19	19	19	19	19	0	19	3	3	3	3	3		1
14:00	19	19	19	19	19	0	19	7	6	5	7	5		5
15:00	19	19	19	19	19	0	19	3	3	3	3	3		4
16:00	19	19	19	19	19	0	19	6	6	7	7	8		6
17:00	19	19	19	19	19	0	19	9	9	9	9	9		4
18:00	19	19	19	19	19	0	19	17	17	17	17	17		11
19:00	19	19	19	19	19	0	19	7	7	7	7	7		6
20:00	19	19	19	19	19	0	19	8	8	8	8	8		8
21:00	19	19	19	19	19	0	19	1	1	1	2	2		3

RUNWAY MOVEMENT DEMAND - DEPARTURES

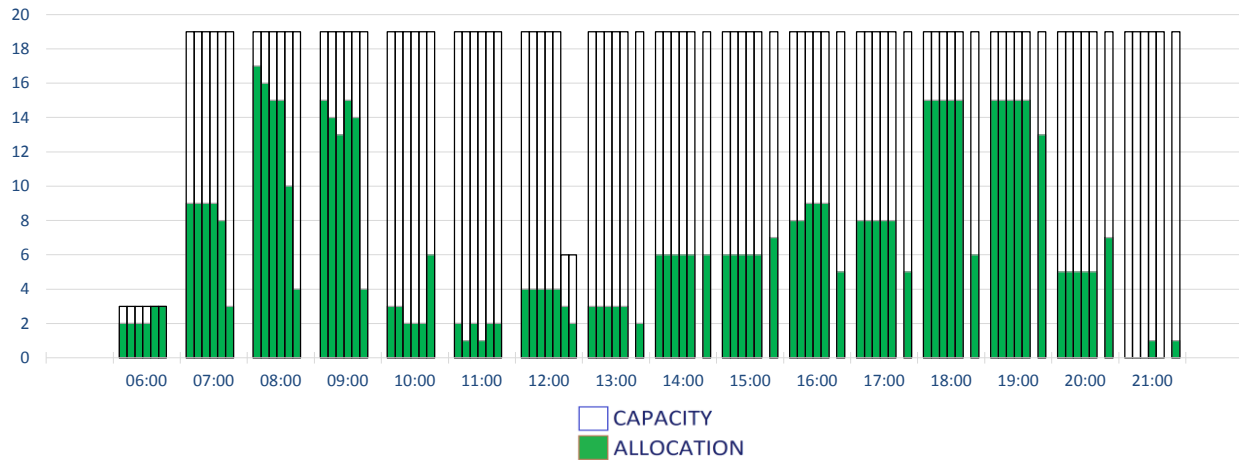
Peak Week Movements per Hour - All times UTC
Demand At Initial Submission



	CAPACITY							DEMAND						
	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun
06:00	3	3	3	3	3	3	0	2	2	2	2	3	3	
07:00	19	19	19	19	19	19	0	10	11	11	11	10	3	
08:00	19	19	19	19	19	19	0	18	17	16	16	13	6	
09:00	19	19	19	19	19	19	0	17	17	15	17	17	4	
10:00	19	19	19	19	19	19	0	3	2	1	1	2	7	
11:00	19	19	19	19	19	19	0	2	2	2	2	2	2	
12:00	19	19	19	19	19	6	6	4	4	4	4	4	4	1
13:00	19	19	19	19	19	0	19	4	5	4	5	4	2	
14:00	19	19	19	19	19	0	19	6	6	6	6	6	7	
15:00	19	19	19	19	19	0	19	7	7	8	7	8	9	
16:00	19	19	19	19	19	0	19	7	7	8	8	8	4	
17:00	19	19	19	19	19	0	19	9	9	9	9	9	8	
18:00	19	19	19	19	19	0	19	17	17	17	17	17	6	
19:00	19	19	19	19	19	0	19	15	15	15	15	15	14	
20:00	19	19	19	19	19	0	19	7	7	7	7	7	8	
21:00	19	19	19	19	19	0	19				1		1	

RUNWAY MOVEMENT ALLOCATION - DEPARTURES

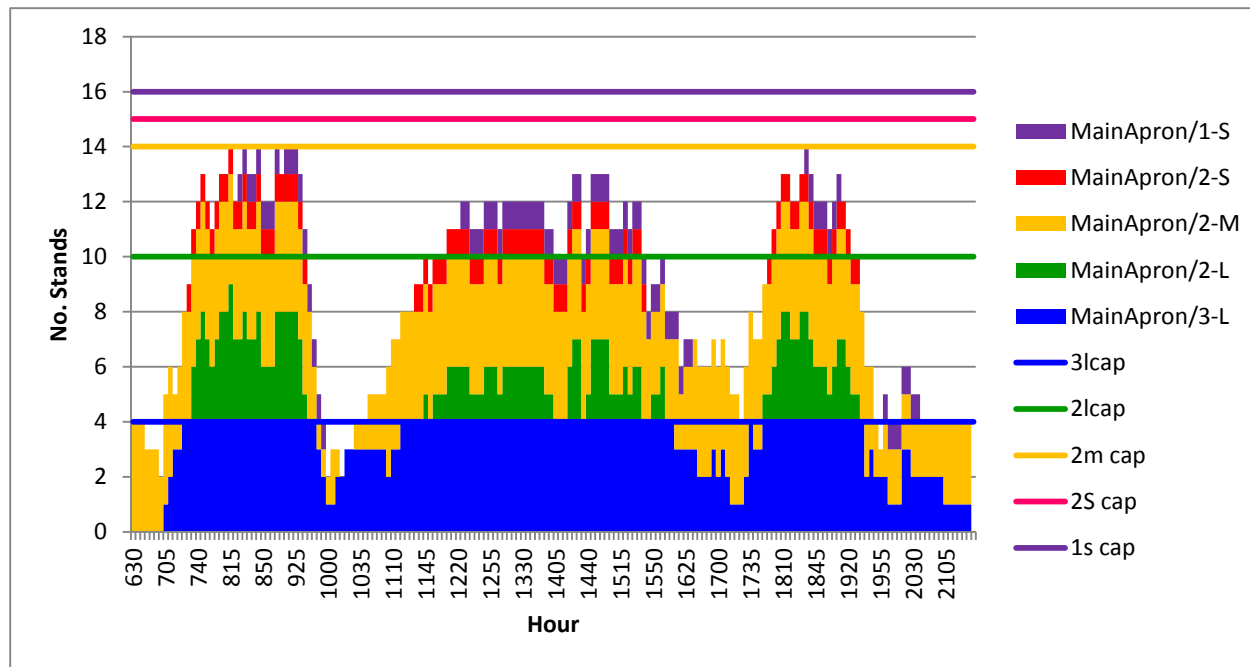
Peak Week Movements per Hour - All times UTC

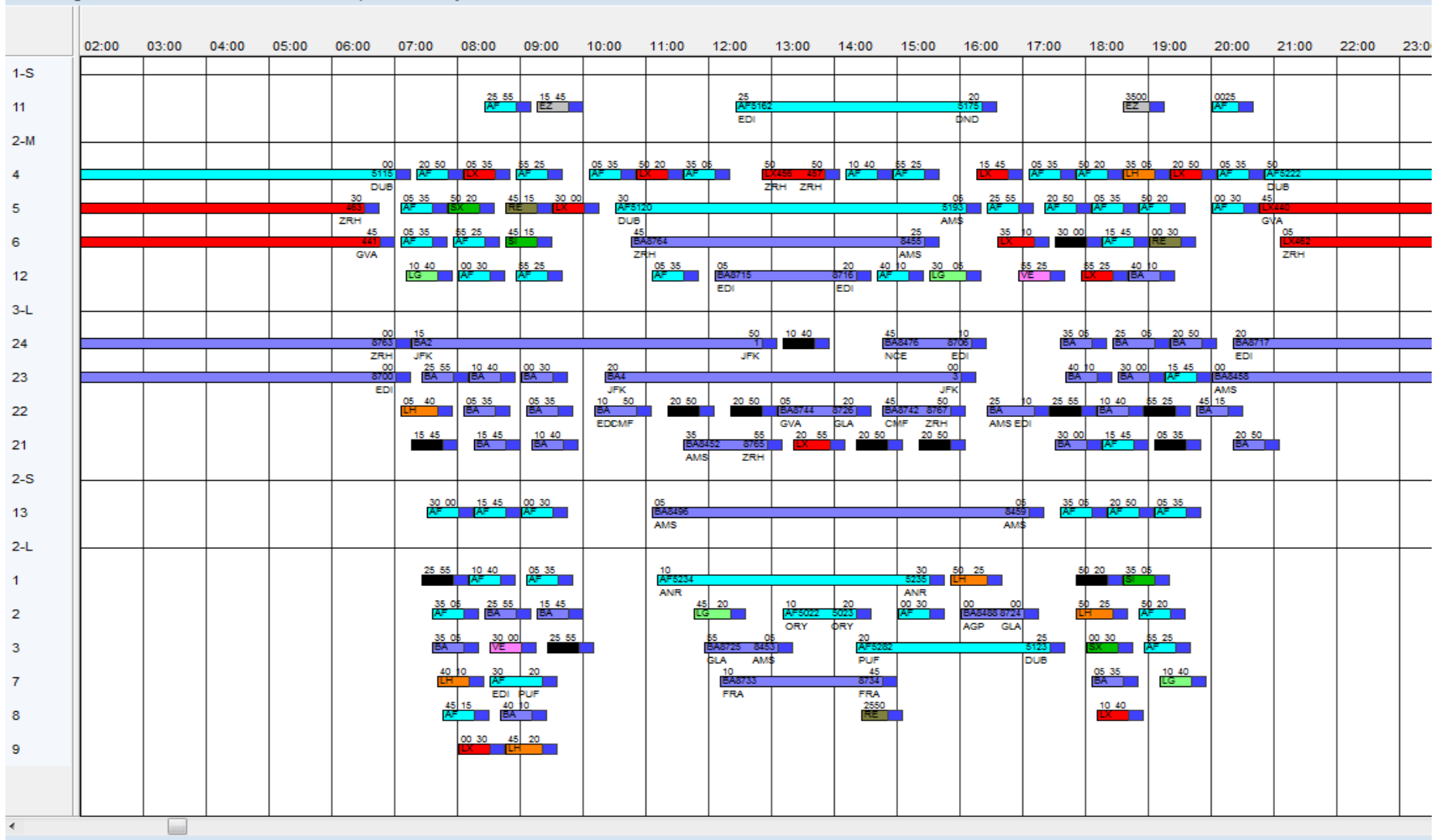


	CAPACITY							ALLOCATION						
	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Mon	Tue	Wed	Thu	Fri	Sat	Sun
06:00	3	3	3	3	3	3	0	2	2	2	2	3	3	
07:00	19	19	19	19	19	19	0	9	9	9	9	8	3	
08:00	19	19	19	19	19	19	0	17	16	15	15	10	4	
09:00	19	19	19	19	19	19	0	15	14	13	15	14	4	
10:00	19	19	19	19	19	19	0	3	3	2	2	2	6	
11:00	19	19	19	19	19	19	0	2	1	2	1	2	2	
12:00	19	19	19	19	19	6	6	4	4	4	4	4	3	2
13:00	19	19	19	19	19	0	19	3	3	3	3	3	2	
14:00	19	19	19	19	19	0	19	6	6	6	6	6	6	
15:00	19	19	19	19	19	0	19	6	6	6	6	6	7	
16:00	19	19	19	19	19	0	19	8	8	9	9	9	5	
17:00	19	19	19	19	19	0	19	8	8	8	8	8	5	
18:00	19	19	19	19	19	0	19	15	15	15	15	15	6	
19:00	19	19	19	19	19	0	19	15	15	15	15	15	13	
20:00	19	19	19	19	19	0	19	5	5	5	5	5	7	
21:00	19	19	19	19	19	0	19				1		1	

COORDINATED STAND USAGE

Typical Peak day





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 Winter 2011 is Week 45 (06-12 February 2012)
Winter 2011 Data Snapshot	All data used for this report was as held at 20th October 2011
Winter 2010 Data	W11 Start of Season was as held on 31 October 2011 W11 End of Season was as held on 24 March 2012

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.