

Toronto Airport (YTZ)

Winter 2017/18 (W17)



Comparison Report W16 vs W17

Report Date: Wed 20-Sep-2017

Comparison: W17 Live vs. W16 End of season

Headlines

	W17 Live	vs. W16 End of season
Total Air Transport Movements (Passenger & Freight)	24,641	3.4%
Total Passenger Air Transport Movements	24,641	3.4%
Total Passenger Air Transport Movement Seats	1,823,434	3.4%
Average Seats per Passenger Air Transport Movement	74	0.0%
Percentage of allocated slots cleared as requested (OK)	100%	

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W16 scheduling season runs from Sun 30-Oct-2016 to Sat 25-Mar-2017 (147 days).

W17 scheduling season runs from Sun 29-Oct-2017 to Sat 24-Mar-2018 (147 days).

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Runway Scheduling Limits



Declared Hourly Movement Capacity

W16 Arrivals								Change: W16 to W17								W17 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 00	8	8	8	8	8	8	8	UTC 00								UTC 00	8	8	8	8	8	8	8
01	8	8	8	8	8	8	8	01								01	8	8	8	8	8	8	8
02	8	8	8	8	8	8	8	02								02	8	8	8	8	8	8	8
03	8	8	8	8	8	8	8	03								03	8	8	8	8	8	8	8
04	8	8	8	8	8	8	8	04								04	8	8	8	8	8	8	8
05	8	8	8	8	8	8	8	05								05	8	8	8	8	8	8	8
06	8	8	8	8	8	8	8	06								06	8	8	8	8	8	8	8
07	8	8	8	8	8	8	8	07								07	8	8	8	8	8	8	8
08	8	8	8	8	8	8	8	08								08	8	8	8	8	8	8	8
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10	8	8	8	8	8	8	8	10								10	8	8	8	8	8	8	8
11	8	8	8	8	8	8	8	11								11	8	8	8	8	8	8	8
12	8	8	8	8	8	8	8	12								12	8	8	8	8	8	8	8
13	8	8	8	8	8	8	8	13								13	8	8	8	8	8	8	8
14	8	8	8	8	8	8	8	14								14	8	8	8	8	8	8	8
15	8	8	8	8	8	8	8	15								15	8	8	8	8	8	8	8
16	8	8	8	8	8	8	8	16								16	8	8	8	8	8	8	8
17	8	8	8	8	8	8	8	17								17	8	8	8	8	8	8	8
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23	8	8	8	8	8	8	8	23								23	8	8	8	8	8	8	8

W16 Departures								Change: W16 to W17								W17 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 00	8	8	8	8	8	8	8	UTC 00								UTC 00	8	8	8	8	8	8	8
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23	8	8	8	8	8	8	8	23								23	8	8	8	8	8	8	8

W16 Totals								Change: W16 to W17								W17 Totals							
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 00	16	16	16	16	16	16	16	UTC 00								UTC 00	16	16	16	16	16	16	16
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14	16	16	16	16	16	16	16	14								14	16	16	16	16	16	16	16
15	16	16	16	16	16	16	16	15								15	16	16	16	16	16	16	16
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19	16	16	16	16	16	16	16	19								19	16	16	16	16	16	16	16
20	16	16	16	16	16	16	16	20								20	16	16	16	16	16	16	16
21	16	16	16	16	16	16	16	21								21	16	16	16	16	16	16	16
22	16	16	16	16	16	16	16	22								22	16	16	16	16	16	16	16
23	16	16	16	16	16	16	16	23								23	16	16	16	16	16	16	16

Air Transport Movement Allocation by Operator

Comparison between W16 End of season vs. W17 Live



Operator	FULL SEASON ALLOCATION							PEAK WEEK ALLOCATION								
	W16 ATMs	W17 ATMs	+/- change	W17 Rank	W16 Seats	W17 Seats	+/- change	W17 Rank	W16 ATMs	W17 ATMs	+/- change	W17 Rank	W16 Seats	W17 Seats	+/- change	W17 Rank
AIR CANADA JAZZ	1,397	3,906	2,509	2	103,378	289,044	185,666	2	-	186	186	2	-	13,764	13,764	2
Porter Airlines	20,068	20,735	667	1	1,485,032	1,534,390	49,358	1	1,056	1,080	24	1	78,144	79,920	1,776	1
Sky Regional Airlines	2,357	-	-2,357	3	174,418	-	-174,418	3	186	-	-186	3	13,764	-	-13,764	3
TOTAL	23,822	24,641	819		1,762,828	1,823,434	60,606		1,242	1,266	24		91,908	93,684	1,776	

Operators with 0 'ATMs' in both W16 End of season & W17 Live schedules are included in the table due to appearing in the W16 End of season schedule (either with/without allocated slots).

Peak Week - Allocation and Slot Adjustment Distribution by Operator

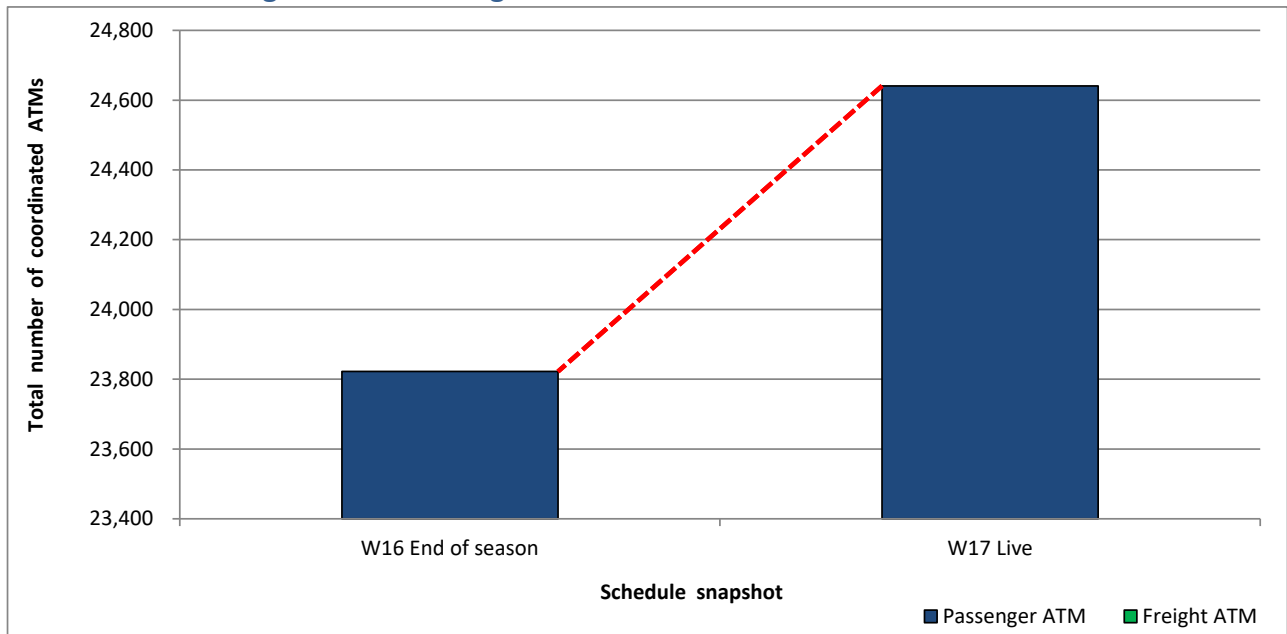


Schedule: W17 Live

Operator	W17 allocated ATMs	SLOT ADJUSTMENTS (MINUTES OFF REQUESTED TIME)														Requests with NO slot allocated	
		0	5	10	15	20	25	30	35	40	45	50	55	60	>60		
AIR CANADA JAZZ	186	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%	-
Porter Airlines	1,080	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%	-
Sky Regional Airlines	-																-
TOTAL	1,266	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%	-

Operators with 0 'allocated ATMs' and 0 'Requests with NO slot allocated' in W17, are included in this list due to having slots allocated in either W16 End of season or 0 0 schedules.

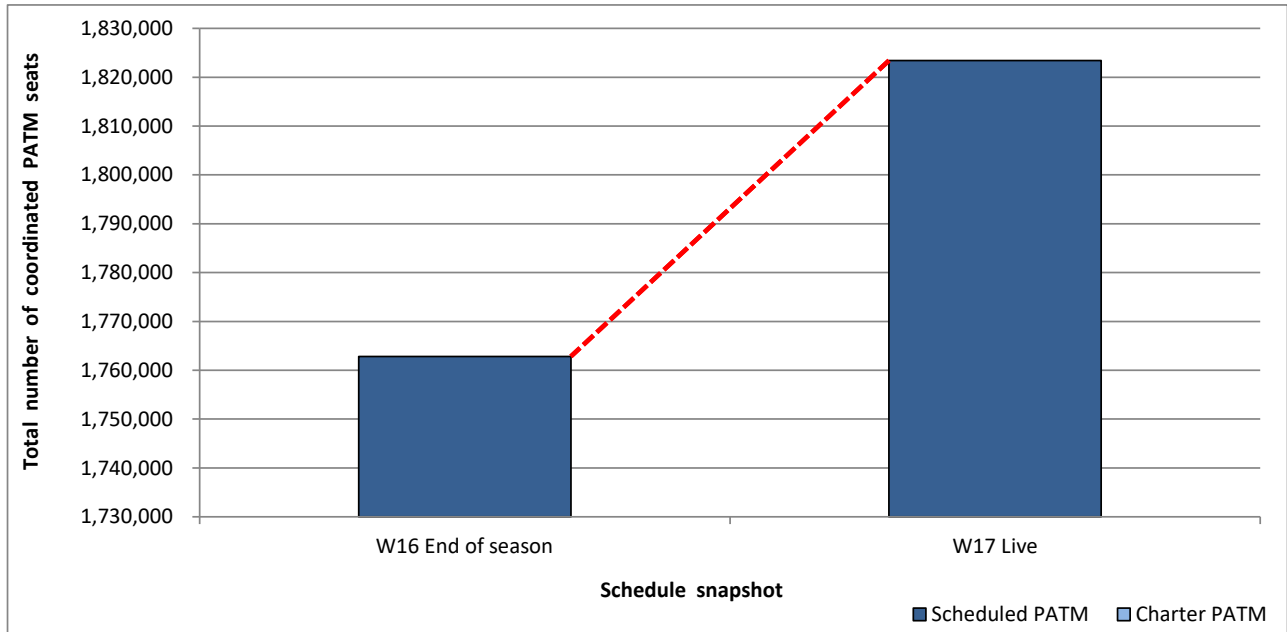
Total ATMs: Passenger ATMs vs. Freight ATMs



Full Season - PATM Seats Analysis



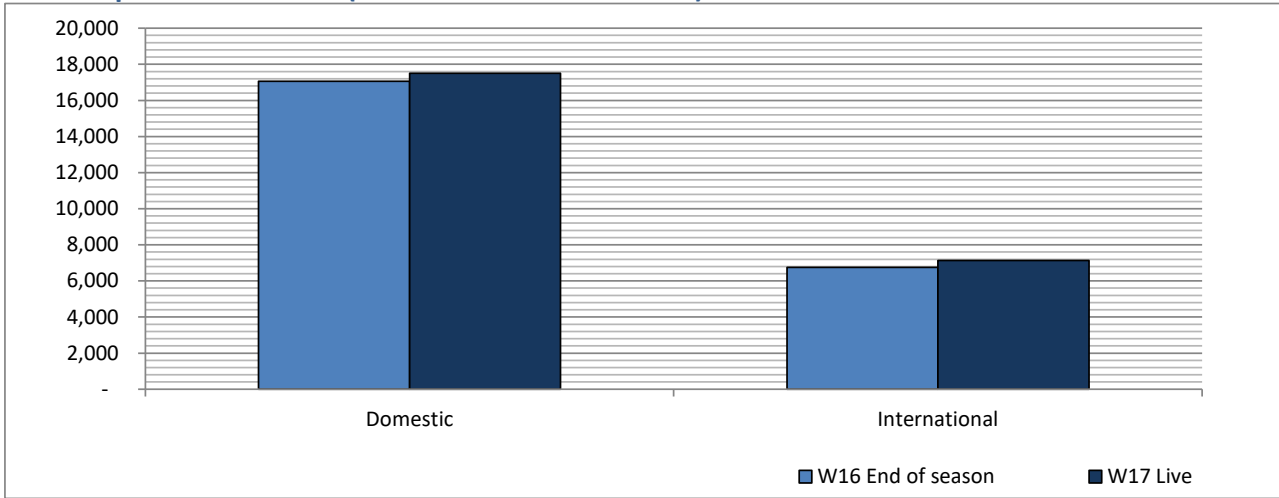
Total Passenger ATM seats: Scheduled vs. Charter



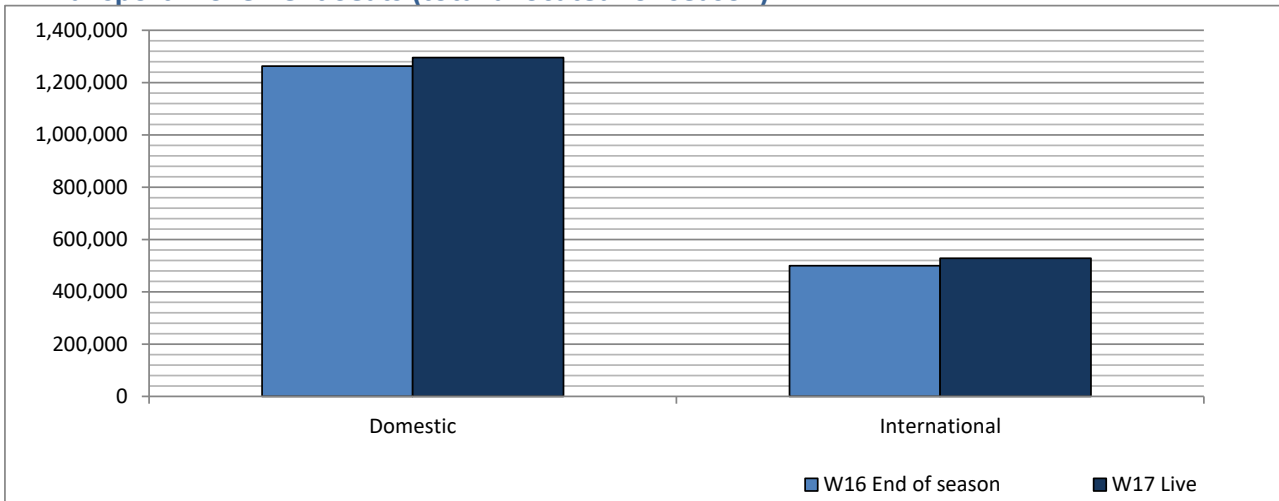
Full Season - Terminal Analysis



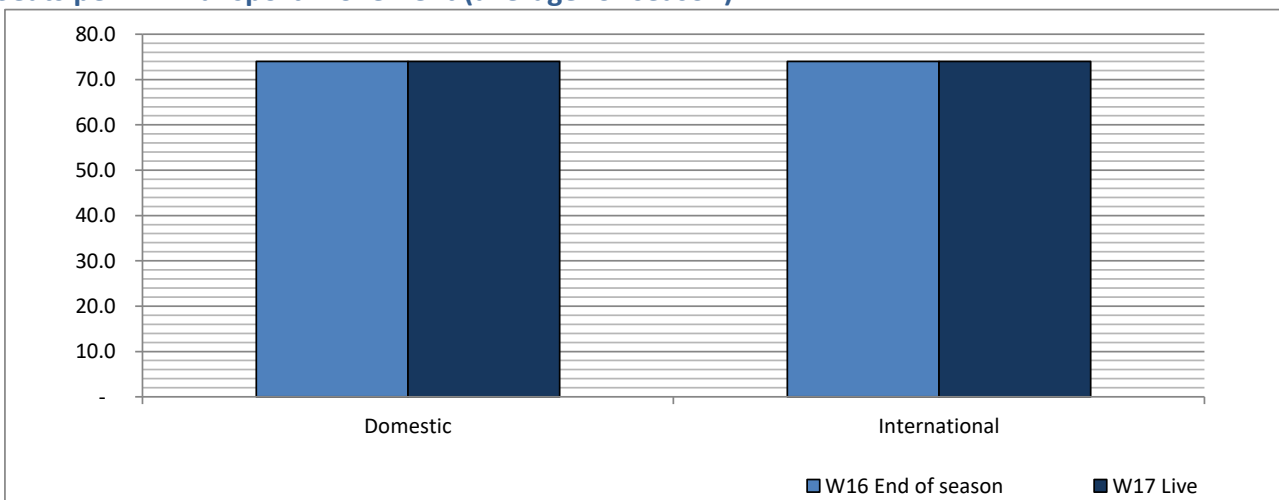
Air Transport Movements (total allocated for season)



Air Transport Movement Seats (total allocated for season)



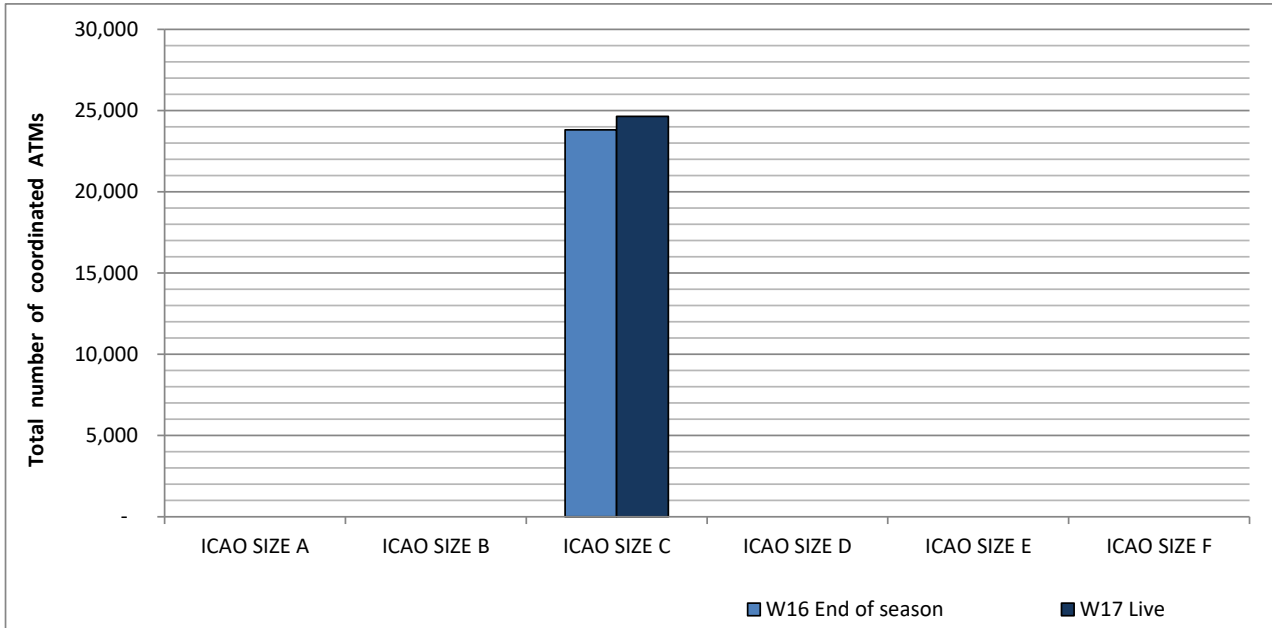
Seats per Air Transport Movement (average for season)



Full Season - Aircraft Size Analysis

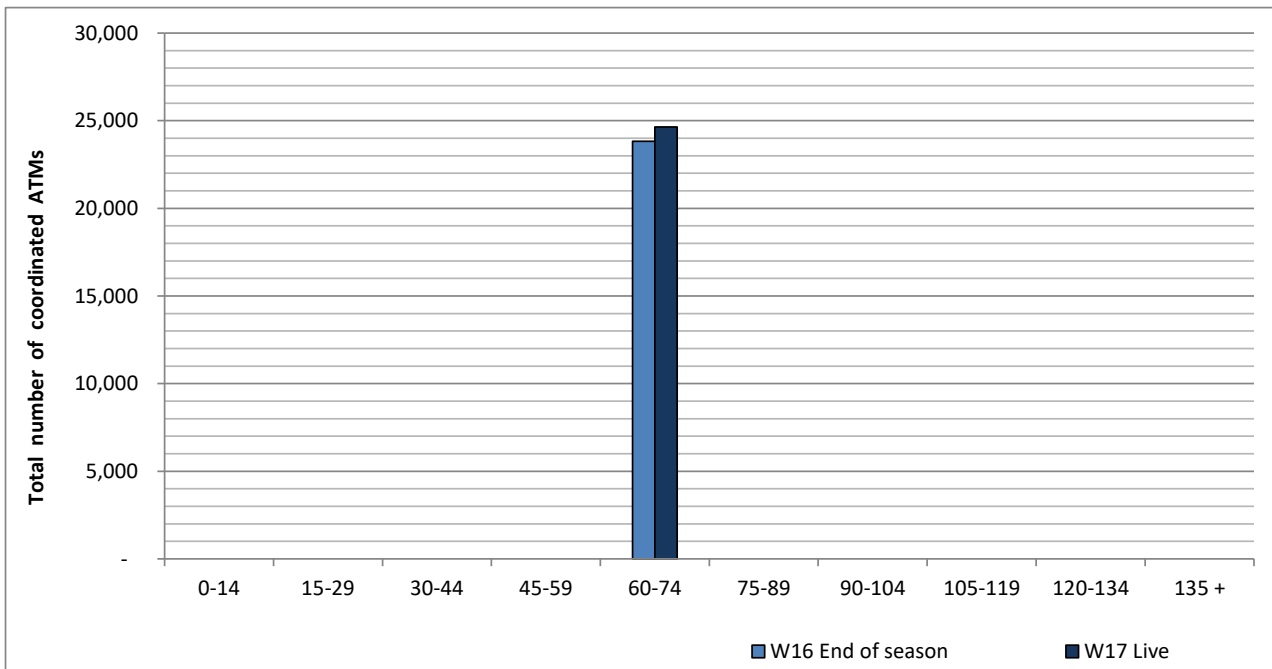


ICAO size designation



Note: See Glossary for definitions of ICAO SIZE groupings

Air Transport Movement seat distribution

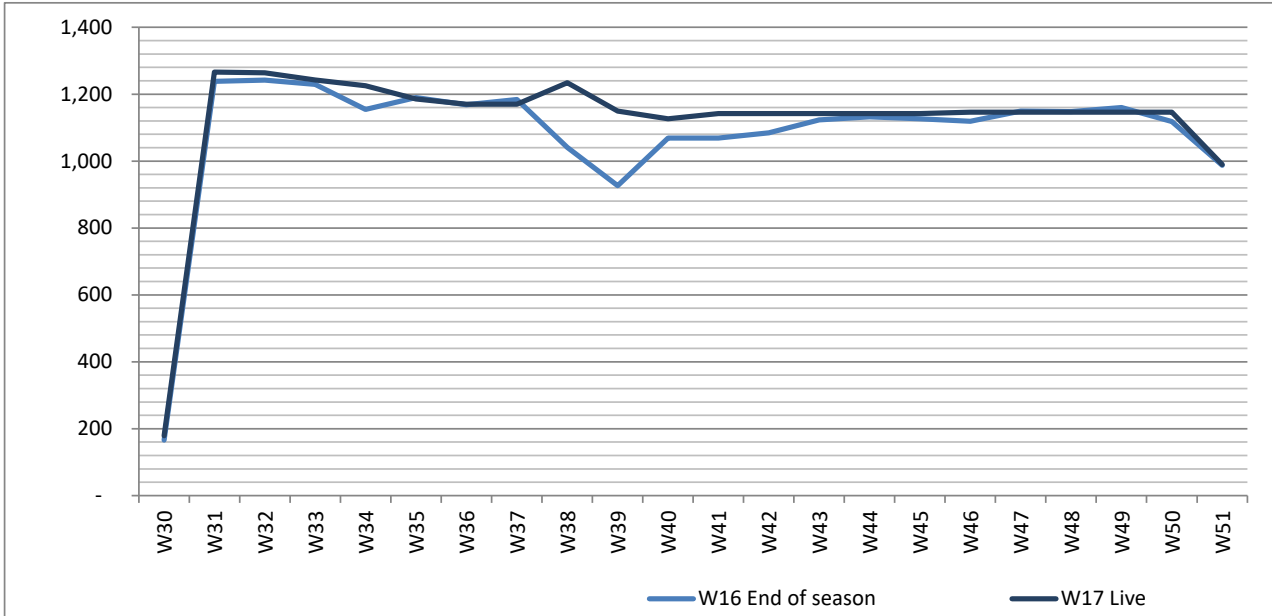


Note: FREIGHT-ONLY services with 0 seats are included in the first seat band '0-14'

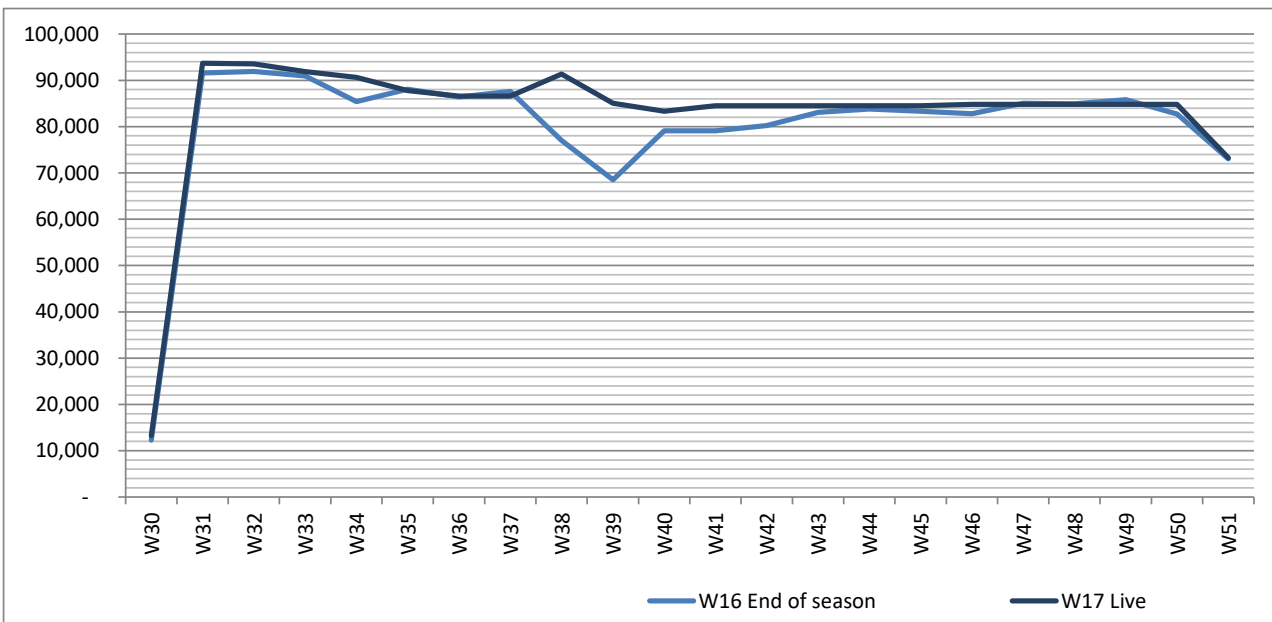
Full Season - Seasonality



Air Transport Movements by week of season



Air Transport Movement Seats by week of season



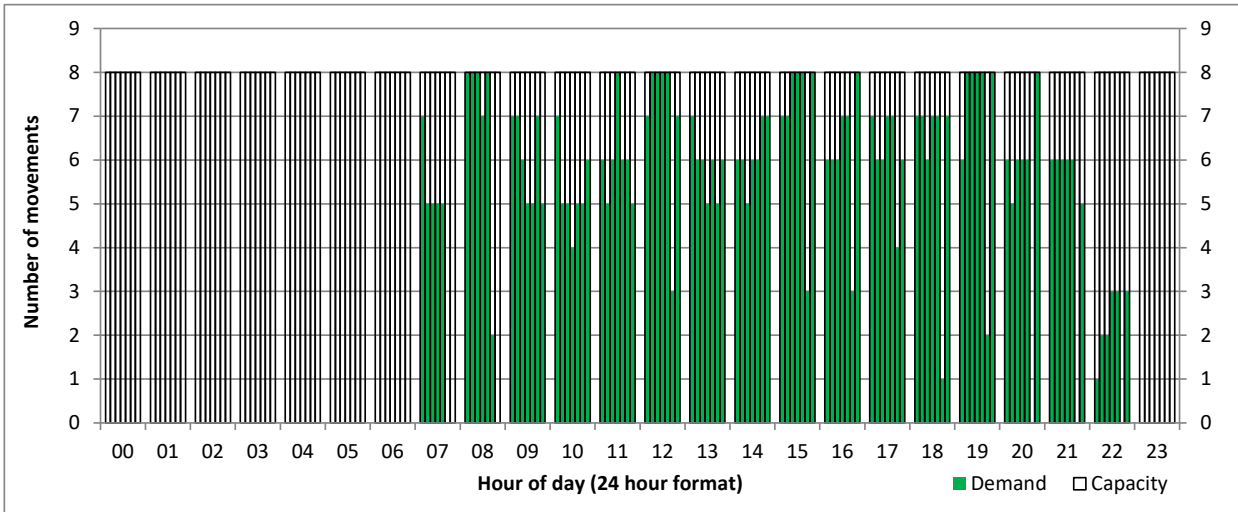
Peak Week - Hourly Runway Demand

Schedule: W17 Live



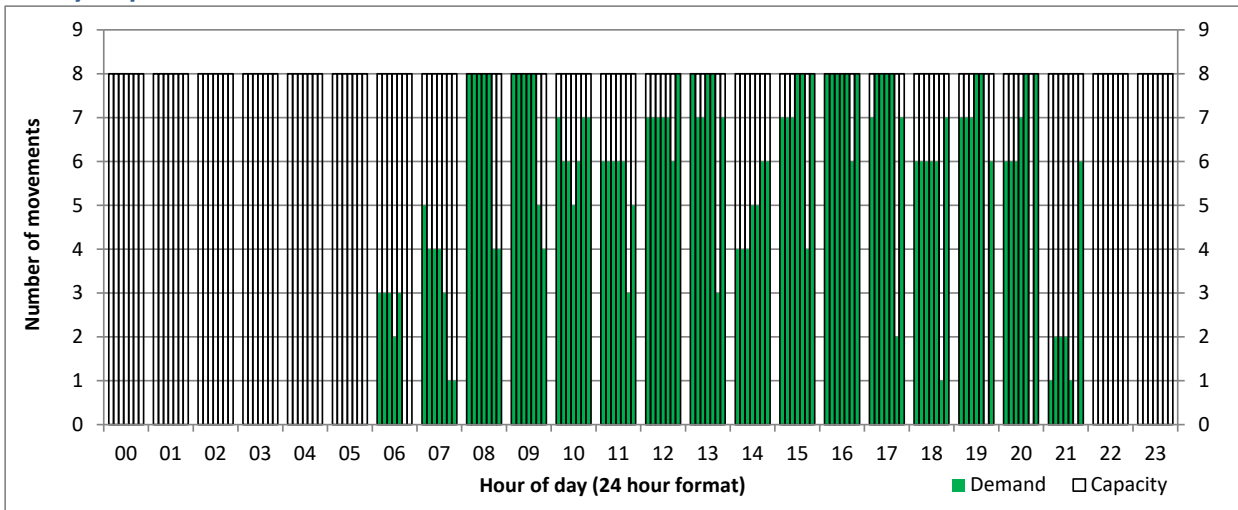
Hourly Arrival Demand

Time: UTC



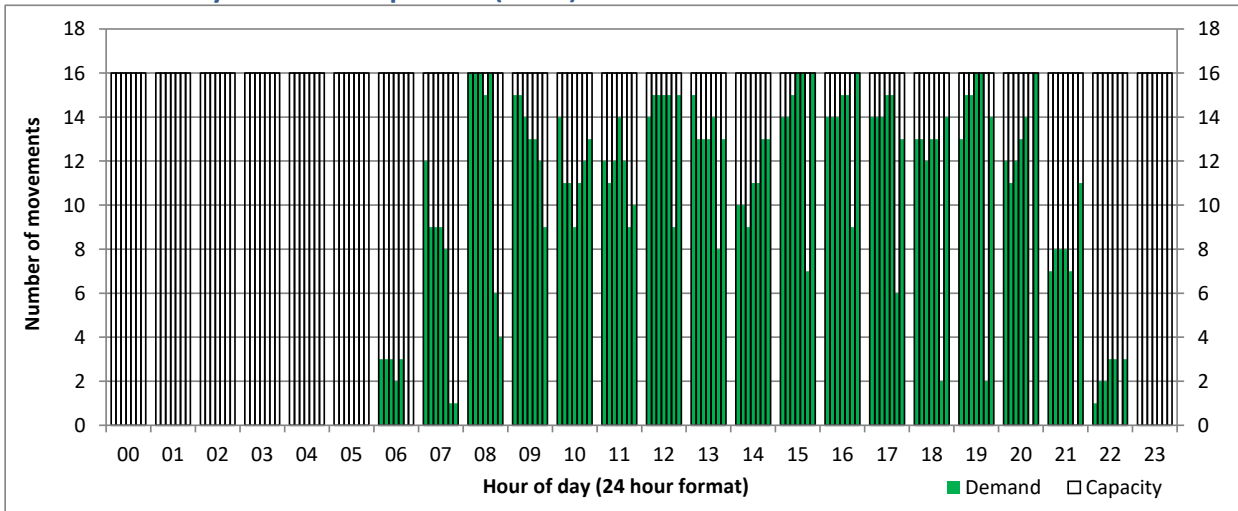
Hourly Departure Demand

Time: UTC



Combined Hourly Arrival & Departure (Total) Demand

Time: UTC



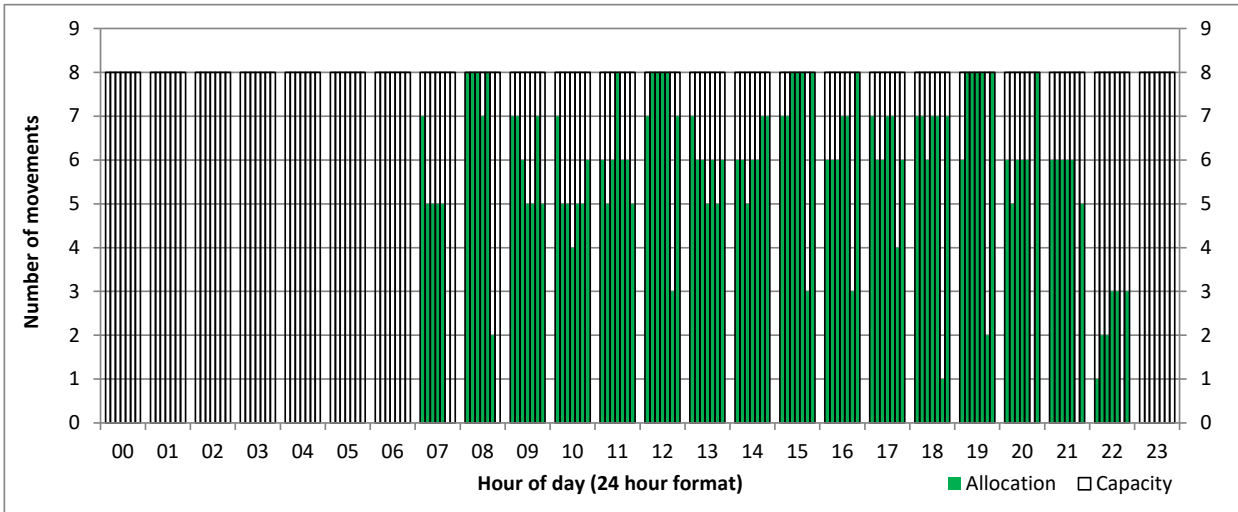
Peak Week - Hourly Runway Allocation

Schedule: W17 Live



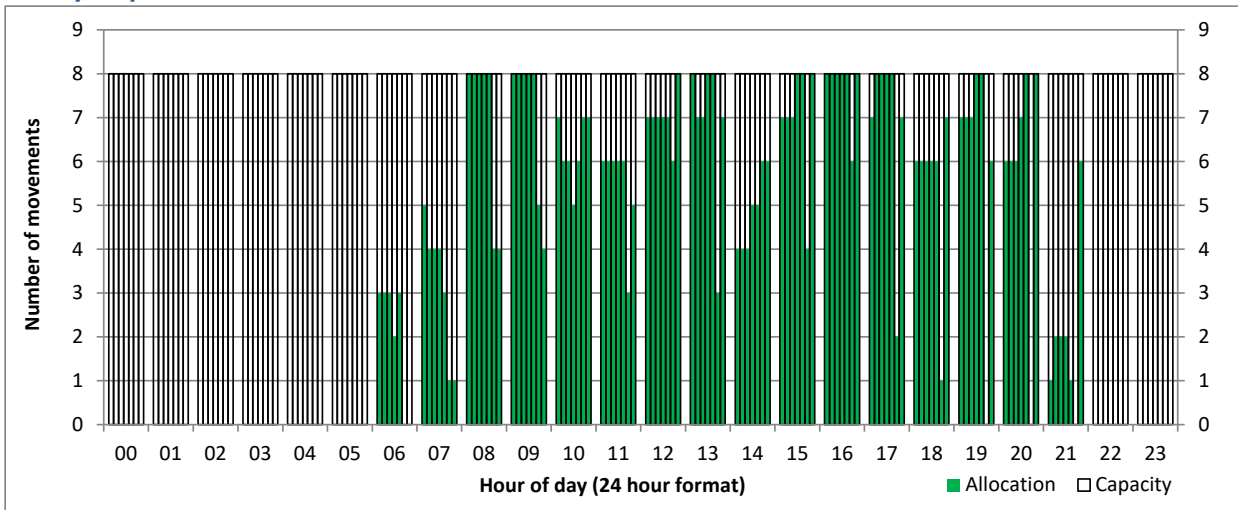
Hourly Arrival Allocation

Time: UTC



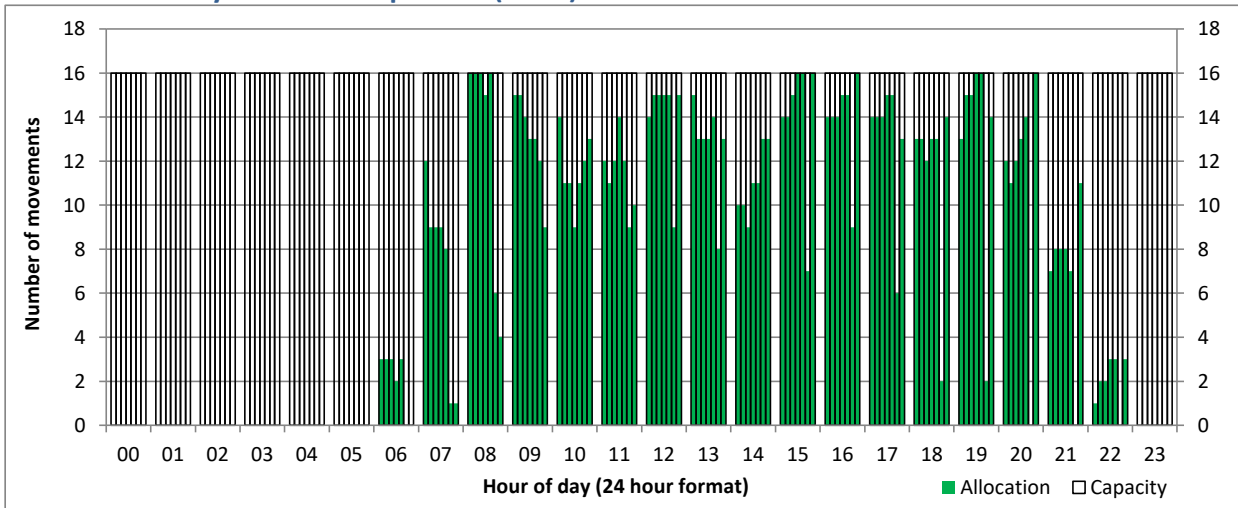
Hourly Departure Allocation

Time: UTC



Combined Hourly Arrival & Departure (Total) Allocation

Time: UTC



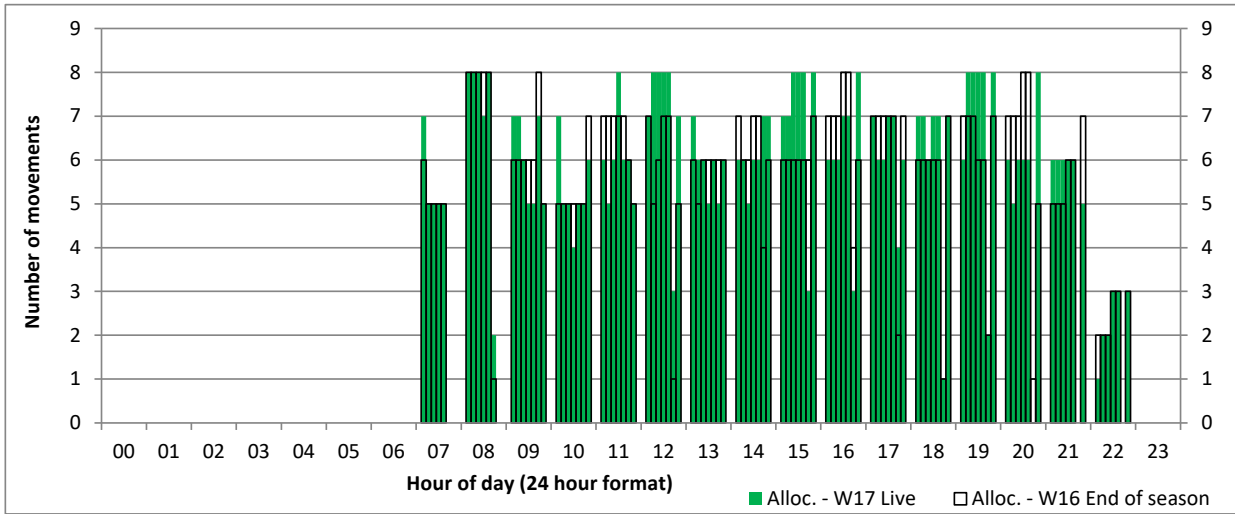
Peak Week - Runway Allocation Comparison

Comparison of W17 Live vs. W16 End of season



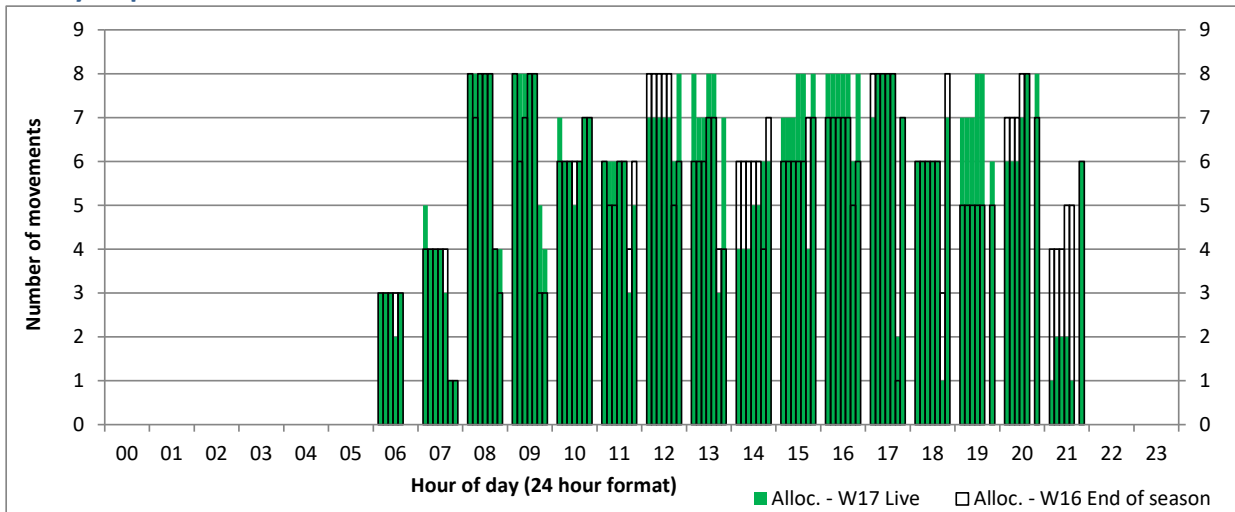
Hourly Arrival Allocation

Time: UTC



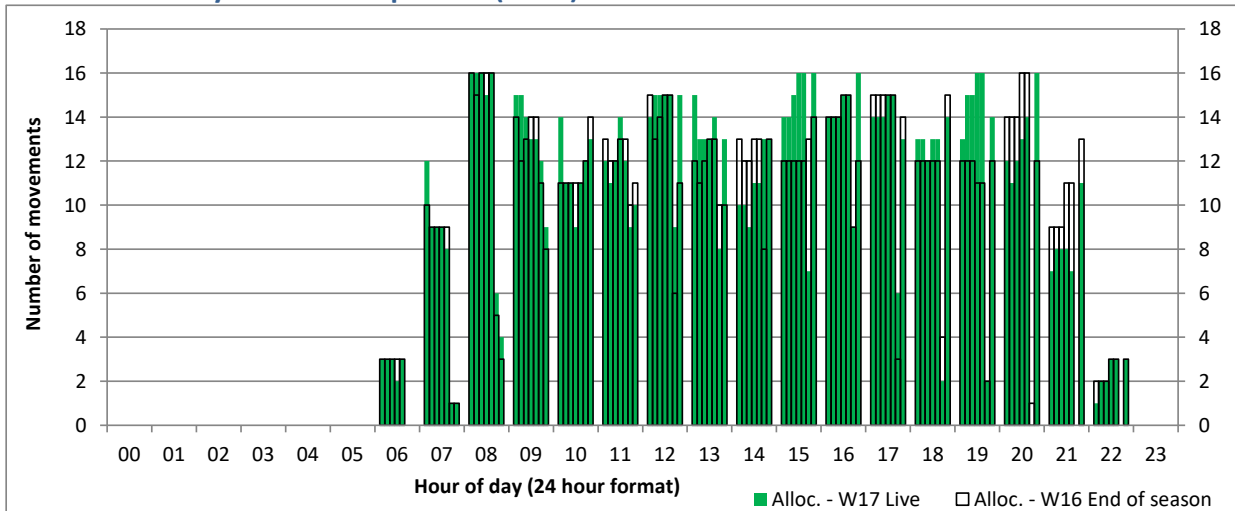
Hourly Departure Allocation

Time: UTC



Combined Hourly Arrival & Departure (Total) Allocation

Time: UTC



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

W16 End of season	W16 schedule as cleared on Tue 05-Apr-16.
W17 Live	W17 schedule as cleared on Tue 14-Mar-17.
Peak Week	Peak week for W16 is Mon 07-Nov-16 to Sun 13-Nov-16. Peak week for W17 is Mon 30-Oct-17 to Sun 05-Nov-17.

For ACL use

	Airport-Season-Branch-Resource	From date	To date	Time
Full Season Rep 1	YTZ-W16-Live-Standard	Sun 30-Oct-2016	Sat 25-Mar-2017	UTC
Full Season Rep 3	YTZ-W17-Live-Standard	Sun 29-Oct-2017	Sat 24-Mar-2018	UTC
	Airport-Season-Branch-Resource	From date	To date	Time
Peak Week Rep 1	YTZ-W16-Live-Standard	Mon 07-Nov-2016	Sun 13-Nov-2016	UTC
Peak Week Rep 3	YTZ-W17-Live-Standard	Mon 30-Oct-2017	Sun 05-Nov-2017	UTC