

Initial Coordination Report

Report Date: Fri 08-Nov-2019

Headlines

	S20 Init Coord	vs. S19 Init Coord	vs. S20 Hist (SHL)
Total Air Transport Movements (Passenger & Freight)	52,542	▼ -1.7%	▲ 8.3%
Total Passenger Air Transport Movements	52,542	▼ -1.7%	▲ 8.3%
Total Passenger Air Transport Movement Seats	4,732,732	▼ -3.2%	▲ 7.4%
Average Seats per Passenger Air Transport Movement	90.1	▼ -1.6%	▼ -0.8%
Percentage of allocated slots cleared as requested (OK)	80%		

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S19 scheduling season runs from Sun 31-Mar-2019 to Sat 26-Oct-2019 (210 days).

S20 scheduling season runs from Sun 29-Mar-2020 to Sat 24-Oct-2020 (210 days).

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Runway Scheduling Limits



Declared Hourly Movement Capacity

S19 Arrivals								Change: S19 to S20							S20 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
04	0	0	0	0	0	0	0	04								04	0	0	0	0	0	0	0
05	6	6	6	6	6	6	0	05								05	6	6	6	6	6	6	0
06	20	20	20	20	20	20	0	06								06	20	20	20	20	20	20	0
07	20	20	20	20	20	20	0	07								07	20	20	20	20	20	20	0
08	20	20	20	20	20	20	0	08								08	20	20	20	20	20	20	0
09	20	20	20	20	20	20	0	09								09	20	20	20	20	20	20	0
10	20	20	20	20	20	20	0	10								10	20	20	20	20	20	20	0
11	20	20	20	20	20	20	0	11								11	20	20	20	20	20	20	0
12	20	20	20	20	20	20	0	12								12	20	20	20	20	20	20	0
13	20	20	20	20	20	20	0	13								13	20	20	20	20	20	0	20
14	20	20	20	20	20	20	0	14								14	20	20	20	20	20	0	20
15	20	20	20	20	20	20	0	15								15	20	20	20	20	20	0	20
16	20	20	20	20	20	20	0	16								16	20	20	20	20	20	0	20
17	20	20	20	20	20	20	0	17								17	20	20	20	20	20	0	20
18	20	20	20	20	20	20	0	18								18	20	20	20	20	20	0	20
19	20	20	20	20	20	20	0	19								19	20	20	20	20	20	0	20
20	20	20	20	20	20	20	0	20								20	20	20	20	20	20	0	20
21	0	0	0	0	0	0	0	21								21	0	0	0	0	0	0	0

S19 Departures								Change: S19 to S20							S20 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
04	0	0	0	0	0	0	0	04								04	0	0	0	0	0	0	0
05	6	6	6	6	6	6	0	05								05	6	6	6	6	6	6	0
06	20	20	20	20	20	20	0	06								06	20	20	20	20	20	20	0
07	20	20	20	20	20	20	0	07								07	20	20	20	20	20	20	0
08	20	20	20	20	20	20	0	08								08	20	20	20	20	20	20	0
09	20	20	20	20	20	20	0	09								09	20	20	20	20	20	20	0
10	20	20	20	20	20	20	0	10								10	20	20	20	20	20	20	0
11	20	20	20	20	20	20	0	11								11	20	20	20	20	20	20	0
12	20	20	20	20	20	20	0	12								12	20	20	20	20	20	0	20
13	20	20	20	20	20	20	0	13								13	20	20	20	20	20	0	20
14	20	20	20	20	20	20	0	14								14	20	20	20	20	20	0	20
15	20	20	20	20	20	20	0	15								15	20	20	20	20	20	0	20
16	20	20	20	20	20	20	0	16								16	20	20	20	20	20	0	20
17	20	20	20	20	20	20	0	17								17	20	20	20	20	20	0	20
18	20	20	20	20	20	20	0	18								18	20	20	20	20	20	0	20
19	20	20	20	20	20	20	0	19								19	20	20	20	20	20	0	20
20	20	20	20	20	20	20	0	20								20	20	20	20	20	20	0	20
21	0	0	0	0	0	0	0	21								21	0	0	0	0	0	0	0

S19 Totals								Change: S19 to S20							S20 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	1	2	3	4	5	6	7	UTC	1	2	3	4	5	6	7	UTC	1	2	3	4	5	6	7
04	0	0	0	0	0	0	0	04								04	0	0	0	0	0	0	0
05	6	6	6	6	6	6	0	05								05	6	6	6	6	6	6	0
06	40	40	40	40	40	40	0	06								06	40	40	40	40	40	40	0
07	40	40	40	40	40	40	0	07								07	40	40	40	40	40	40	0
08	40	40	40	40	40	40	0	08								08	40	40	40	40	40	40	0
09	40	40	40	40	40	40	0	09								09	40	40	40	40	40	40	0
10	40	40	40	40	40	40	0	10								10	40	40	40	40	40	40	0
11	40	40	40	40	40	40	0	11								11	40	40	40	40	40	40	0
12	40	40	40	40	40	40	0	12								12	40	40	40	40	40	0	40
13	40	40	40	40	40	40	0	13								13	40	40	40	40	40	0	40
14	40	40	40	40	40	40	0	14								14	40	40	40	40	40	0	40
15	40	40	40	40	40	40	0	15								15	40	40	40	40	40	0	40
16	40	40	40	40	40	40	0	16								16	40	40	40	40	40	0	40
17	40	40	40	40	40	40	0	17								17	40	40	40	40	40	0	40
18	40	40	40	40	40	40	0	18								18	40	40	40	40	40	0	40
19	40	40	40	40	40	40	0	19								19	40	40	40	40	40	0	40
20	40	40	40	40	40	40	0	20								20	40	40	40	40	40	0	40
21	0	0	0	0	0	0	0	21								21	0	0	0	0	0	0	0

Total demand	55,090 slots		
Total slots allocated	52,542 slots	95.37%	of total demand
Number of slots cleared OK	41,907 slots	79.76%	of total slots cleared

Slots adjusted (not OK) due to:

RUNWAY constraints	2,033 slots	19.1%	of total slots adjusted
TERMINAL constraints	- slots	0.0%	of total slots adjusted
STAND constraints	1,757 slots	16.5%	of total slots adjusted
NIGHT constraints	- slots	0.0%	of total slots adjusted
OTHER constraints	- slots	0.0%	of total slots adjusted
ARR/DEP TURNAROUND feasibility	6,845 slots	64.4%	of total slots adjusted

Executive Summary

LCY S20 Initial Coordination has seen further significant change to the LCY schedule. Eastern Airways are the only operator to lose historic from S19 as they terminated all services from 09 April 2019. Jet Netherlands, Loganair, Investajet and Nordica are all new entrants for the summer schedule.

A number of incumbent carriers including BA Cityflyer, Aer Lingus and KLM have requested for more than 30 minute ground times in the morning and evening peak periods. As ground times of more than 30 minutes cannot be approved on a historic basis currently, ACL has coordinated to the maximum ground time constraint of 30 minutes during initial coordination. This has subsequently resulted in a significant increase in schedule adjustments due to ground time feasibility. The cleared OK statistic at the end of initial coordination is up by 5.6% versus S19 initial coordination due to ACL coordinating more off peak extended ground time requests during initial coordination compared to previous seasons.

The reduced stand declaration against the historic schedule has resulted in a number of available runway slots during the morning and evening peaks not having any corresponding stand capacity in order to be allocated.

Runway Constraints

- The 15 minute runway constraint remains the most restrictive runway constraint in the morning and evening peak periods.

Terminal Constraints

No Terminal Constraint issues.

Stand Constraints

- The reduction in stand capacity in the morning peak has resulted in a historical overage between 0745Z-0749Z.
- There have been rotations around the lunchtime period which have been adjusted due to the lack of stand availability in the 1200Z hour.

Night Constraints

No Night Constraint issues.

Other Constraints

No Other Constraint issues.

Arr/Dep Turnaround Feasibility

- There has been a significant increase in requested ground times longer than 30 minutes which have been adjusted to 30 minutes during initial coordination.

Peak Week - Initial Coordination Analysis



Operator	S20 HISTORIC SLOTS				HISTORIC RECLAIM STATISTICS				NEW SLOT REQUESTS						Total Demand at Initial Submissions	Total Allocation (SAI)	% of demand with a slot allocated
	Historic slots	Lost Histories (NBO & MU)	Unclaimed Histories	Reclaimed Histories	Incl. Time Change	Incl. Seat Increase	Incl. Day change	Incl. A-D or D>A swap	Demand - New Requests	Allocated - Year Round Incumbent	Allocated - Year Round New Entrant	Allocated - New Incumbent	Allocated - New Entrant	Allocated - "Fill-in"			
Aer Lingus	72	-	-	72	80.6%	0.0%	0.0%	0.0%	-	-	-	-	-	-	72	72	100.0%
Air Antwerp	32	-	-	32	68.8%	0.0%	0.0%	0.0%	12	-	-	10	2	-	44	44	100.0%
Alitalia	72	-	-	72	0.0%	0.0%	0.0%	0.0%	12	-	-	-	-	-	84	72	85.7%
BA Cityflyer	838	14	-	824	51.7%	12.1%	0.1%	0.0%	26	-	-	24	-	33	850	848	99.8%
Blue Islands	22	-	-	22	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	22	22	100.0%
British Airways	12	-	-	12	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	12	12	100.0%
Cityjet	-	-	-	-	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	-	-	-
Eastern Airways	22	22	-	-	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	-	-	-
Flybe	180	4	-	176	42.0%	42.0%	0.0%	0.0%	14	-	-	14	-	-	190	190	100.0%
Investajet **PAPER AIRLINE**	-	-	-	-	0.0%	0.0%	0.0%	0.0%	12	-	-	-	12	-	12	12	100.0%
JetNetherlands	-	-	-	-	0.0%	0.0%	0.0%	0.0%	38	14	24	-	-	-	38	38	100.0%
KLM Royal Dutch Airlines	106	-	-	106	4.7%	0.0%	0.0%	0.0%	14	-	-	12	-	-	120	118	98.3%
Loganair	-	-	-	-	0.0%	0.0%	0.0%	0.0%	46	-	22	-	-	-	46	22	47.8%
LOT Polish Airlines	72	-	-	72	2.8%	0.0%	0.0%	0.0%	-	-	-	-	-	-	72	72	100.0%
Lufthansa	42	-	-	42	50.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	42	42	100.0%
Luxair	80	-	-	80	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	80	80	100.0%
Regional Jet OU	-	-	-	-	0.0%	0.0%	0.0%	0.0%	22	-	-	-	-	-	22	-	0.0%
SUN-AIR	42	20	-	22	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	22	22	100.0%
Swiss International	102	2	-	100	33.0%	2.0%	0.0%	0.0%	2	-	-	2	-	-	102	102	100.0%
TAP Air Portugal	36	-	-	36	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	36	36	100.0%
TUI fly Belgium	-	-	-	-	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	-	-	-
TOTAL	1,730	62	-	1,668	38.4%	10.6%	0.1%	0.0%	198	14	46	62	14	33	1,866	1,804	96.7%

Air Transport Movement Allocation by Operator

Comparison between S20 Hist (SHL) vs. S20 Init Coord



Operator	FULL SEASON ALLOCATION								PEAK WEEK ALLOCATION							
	S20 ATMs	S20 ATMs	+/- change	S20 Rank	S20 Seats	S20 Seats	+/- change	S20 Rank	S20 ATMs	S20 ATMs	+/- change	S20 Rank	S20 Seats	S20 Seats	+/- change	S20 Rank
Aer Lingus	2,160	2,150	-10	6	205,200	204,250	-950	7	72	72	0	6	6,840	6,840	0	7
Air Antwerp	214	1,272	1,058	9	10,700	63,600	52,900	11	32	44	12	9	1,600	2,200	600	11
Alitalia	2,160	2,150	-10	6	216,000	215,000	-1,000	6	72	72	0	6	7,200	7,200	0	6
BA Cityflyer	23,811	24,769	958	1	2,172,870	2,295,312	122,442	1	804	848	44	1	73,720	79,864	6,144	1
Blue Islands	660	650	-10	13	44,880	44,200	-680	12	22	22	0	13	1,496	1,496	0	12
British Airways	358	353	-5	16	11,456	11,296	-160	17	12	12	0	16	384	384	0	17
Cityjet	-	-	0	18	-	-	0	18	-	-	0	18	-	-	0	18
Eastern Airways	660	-	-660	18	33,000	-	-33,000	18	22	-	-22	18	1,100	-	-1,100	18
Flybe	5,414	5,674	260	2	422,292	487,584	65,292	2	180	190	10	2	14,040	16,360	2,320	2
Investjet **PAPER AIRLINE**	-	298	298	17	-	11,324	11,324	16	-	12	12	16	-	456	456	16
JetNetherlands	-	1,104	1,104	11	-	40,848	40,848	13	-	38	38	11	-	1,406	1,406	13
KLM Royal Dutch Airlines	3,002	3,308	306	3	300,200	330,800	30,600	4	106	118	12	3	10,600	11,800	1,200	4
Loganair	-	640	640	15	-	30,720	30,720	14	-	22	22	13	-	1,056	1,056	14
LOT Polish Airlines	2,050	2,100	50	8	217,300	222,600	5,300	5	72	72	0	6	7,632	7,632	0	5
Lufthansa	1,260	1,220	-40	10	124,740	120,780	-3,960	9	42	42	0	10	4,158	4,158	0	9
Luxair	2,214	2,274	60	5	168,264	172,824	4,560	8	80	80	0	5	6,080	6,080	0	8
Regional Jet OU	-	-	0	18	-	-	0	18	-	-	0	18	-	-	0	18
SUN-AIR	644	648	4	14	20,608	20,736	128	15	42	22	-20	13	1,344	704	-640	15
Swiss International	2,878	2,894	16	4	349,610	350,830	1,220	3	102	102	0	4	12,412	12,386	-26	3
TAP Air Portugal	1,038	1,038	0	12	110,028	110,028	0	10	36	36	0	12	3,816	3,816	0	10
TUI fly Belgium	-	-	0	18	-	-	0	18	-	-	0	18	-	-	0	18
TOTAL	48,523	52,542	4,019		4,407,148	4,732,732	325,584		1,696	1,804	108		152,422	163,838	11,416	

Operators with 0 'ATMs' in both S20 Hist (SHL) & S20 Init Coord schedules are included in the table due to appearing in the S19 Init Coord schedule (either with/without allocated slots).

Peak Week - Allocation and Slot Adjustment Distribution by Operator

Schedule: S20 Init Coord



Operator	S20 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	
Aer Lingus	72	83.3%	0.0%	0.0%	0.0%	16.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Air Antwerp	44	50.0%	45.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.5%	0.0%	-
Alitalia	72	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
BA Cityflyer	848	74.1%	21.8%	1.3%	0.1%	1.2%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.3%	2
Blue Islands	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%	-
British Airways	12	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%	-
Cityjet	-															-
Eastern Airways	-															-
Flybe	190	95.8%	1.1%	0.0%	3.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Investajet **PAPER AIRLINE**	12	58.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	41.7%	0.0%	-
JetNetherlands	38	42.1%	0.0%	0.0%	26.3%	0.0%	0.0%	5.3%	0.0%	0.0%	0.0%	26.3%	0.0%	0.0%	0.0%	-
KLM Royal Dutch Airlines	118	85.6%	4.2%	0.0%	8.5%	0.0%	0.0%	1.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2
Loganair	22	0.0%	0.0%	9.1%	0.0%	45.5%	0.0%	45.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	24
LOT Polish Airlines	72	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%	-
Lufthansa	42	50.0%	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%	-
Luxair	80	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%	-
Regional Jet OU	-															22
SUN-AIR	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%	-
Swiss International	102	80.4%	15.7%	0.0%	1.0%	2.0%	1.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
TAP Air Portugal	36	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%	-
TUI fly Belgium	-															-
TOTAL	1,804	79.5%	13.8%	0.7%	1.6%	1.9%	0.1%	0.9%	0.0%	0.0%	0.0%	0.6%	0.0%	0.1%	0.9%	62

Operators with 0 'allocated ATMs' and 0 'Requests with NO slot allocated' in S20, are included in this list due to having slots allocated in either S19 Init Coord or S20 Hist (SHL) schedules.

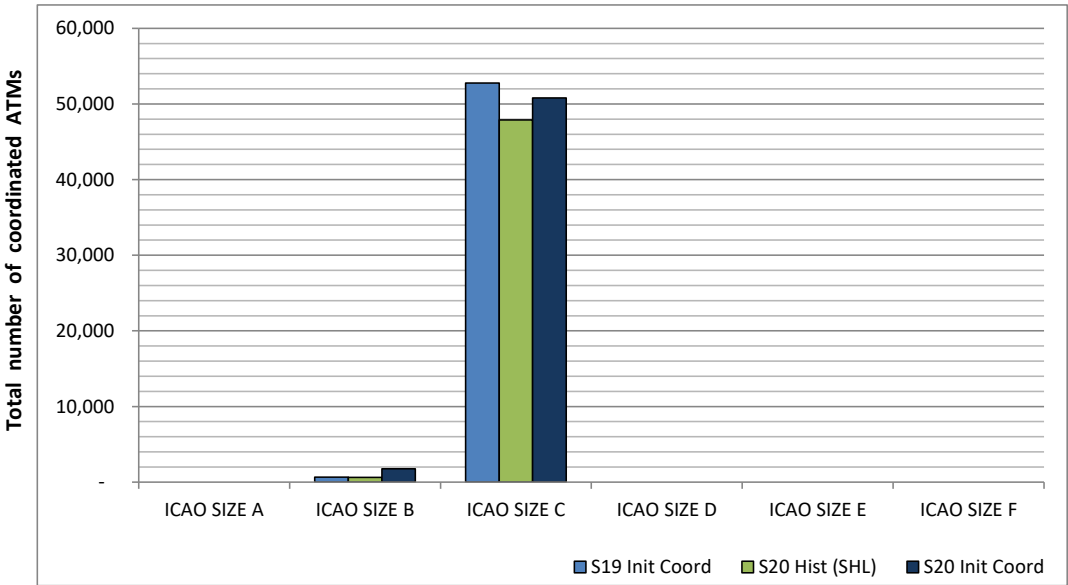
Significant Route Changes

Operator	Category	Description of change from S19 schedule to S20 schedule
Air Antwerp	CHANGE	Plan to backfill 16x p.w. scheduled service to/from Antwerp (ANR) and will increase frequency to 22x p.w.
BA Cityflyer	CHANGE	Decrease frequency from 12x p.w to 6x p.w. scheduled service to/from Geneva (GVA) for full season.
BA Cityflyer	CHANGE	Increase frequency from 16x p.w to 21x p.w. scheduled service to/from Berlin Tegel (TXL).
BA Cityflyer	CHANGE	Increase frequency from 18x p.w. to 23x p.w. scheduled service to/from Isle Of Man (IOM) for full season.
BA Cityflyer	CHANGE	Increase frequency by 7x p.w. scheduled service to/from Dublin (DUB) effective from start of season to June and from September to end of season.
BA Cityflyer	CHANGE	Increase frequency by 7x p.w. scheduled service to/from Florence (FLR) for full season.
BA Cityflyer	CANCELLED	BA Cityflyer (CJ) has terminated all Orly (ORY) scheduled services.
Eastern Airways	CANCELLED	Eastern Airways terminated all services as of 09 April 2019.
Flybe	CHANGE	Decrease frequency from 16x p.w. to 5x p.w. scheduled service to/from Dusseldorf (DUS).
Investajet **PAPER AIRLINE**	NEW	Investajet (IVJ) are a new "paper airline" and are planning to operate 6x p.w. to Westchester (HPN) effective from end of April.
JetNetherlands	NEW	Jet Netherlands (JNL) are a new airline for the summer season and are planning to operate 19x p.w. to Maastricht (MST) due to commence February 2020 in W19.
KLM Royal Dutch Airlines	CHANGE	Increase frequency from 53x p.w. to 59x p.w. scheduled service to/from Amsterdam (AMS).
Loganair	NEW	Logan Air (LM) are a new airline for the summer season and are planning to operate 11x p.w. to Dundee (DND) due to commence Feb 2020 in W19.
LOT Polish Airlines	CHANGE	Plan to backfill 12x p.w. scheduled service to/from Vilnius (VNO) through April up until the end of the season.
SUN-AIR	CHANGE	Increase frequency by 4x p.w. scheduled service to/from Billund (BLL) effective from the start of season to the end of August. .
TAP Air Portugal	CHANGE	Tap Portugal (TAP) have handed back all slots for the Winter 2019 season, but have reclaimed all historic slots for the Summer 2020 season.

Full Season - Aircraft Size Analysis

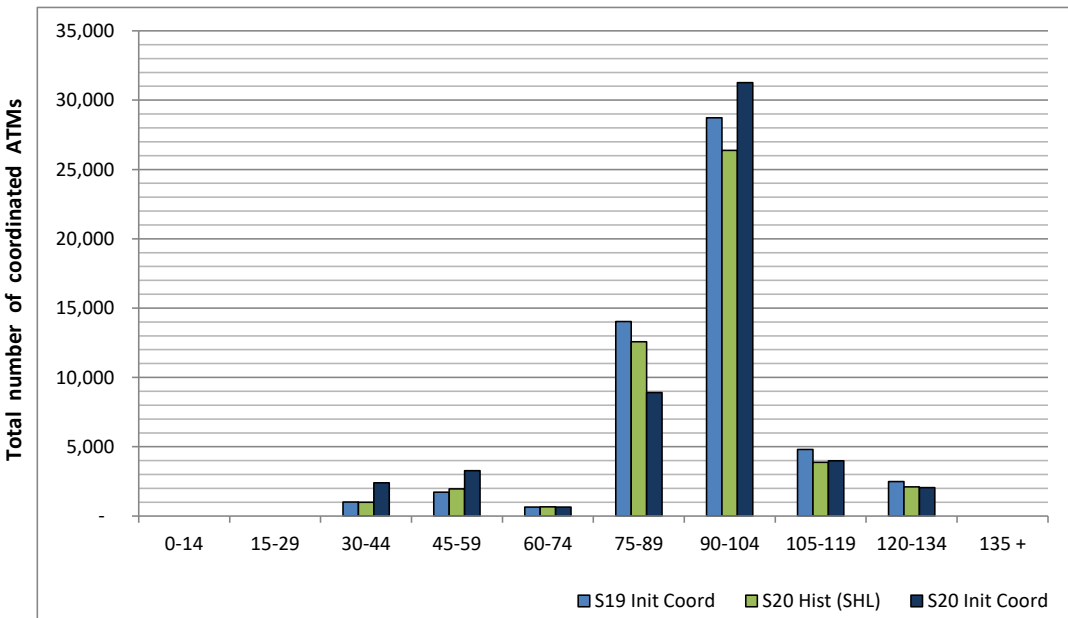


ICAO size designation



Note: See Glossary for definitions of ICAO SIZE groupings

Air Transport Movement seat distribution

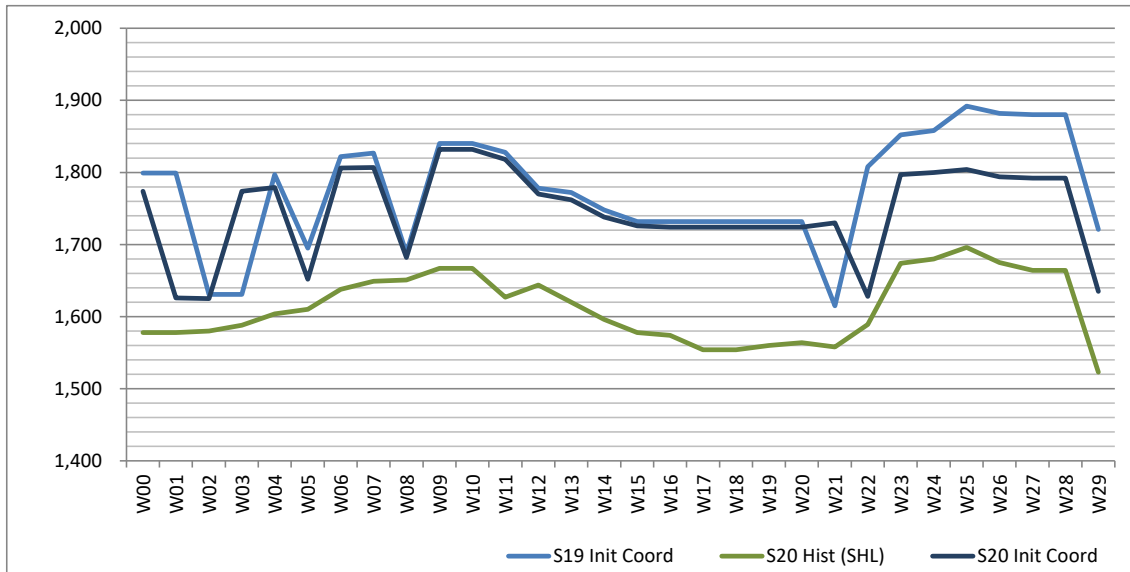


Note: FREIGHT-ONLY services with 0 seats are included in the first seat band '0-14'

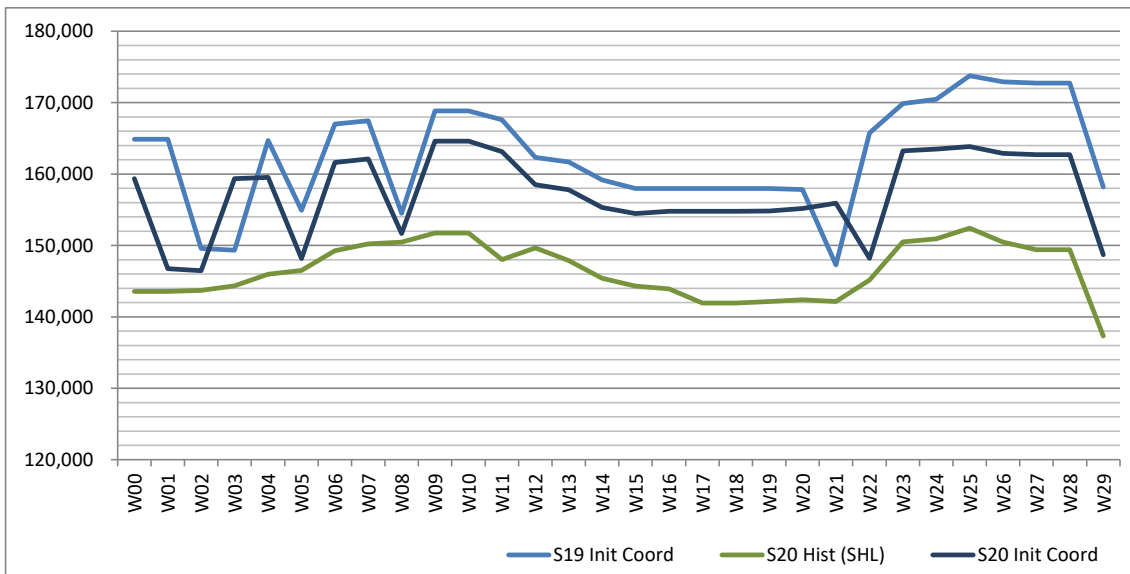
Full Season - Seasonality



Air Transport Movements by week of season



Air Transport Movement Seats by week of season



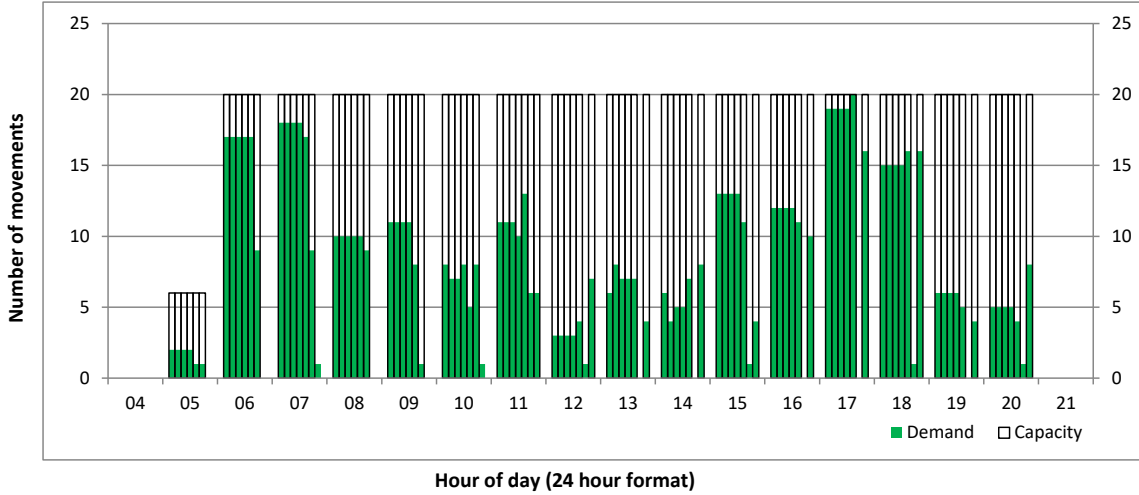
Peak Week - Initial Hourly Runway Demand

Schedule: S20 Init Coord



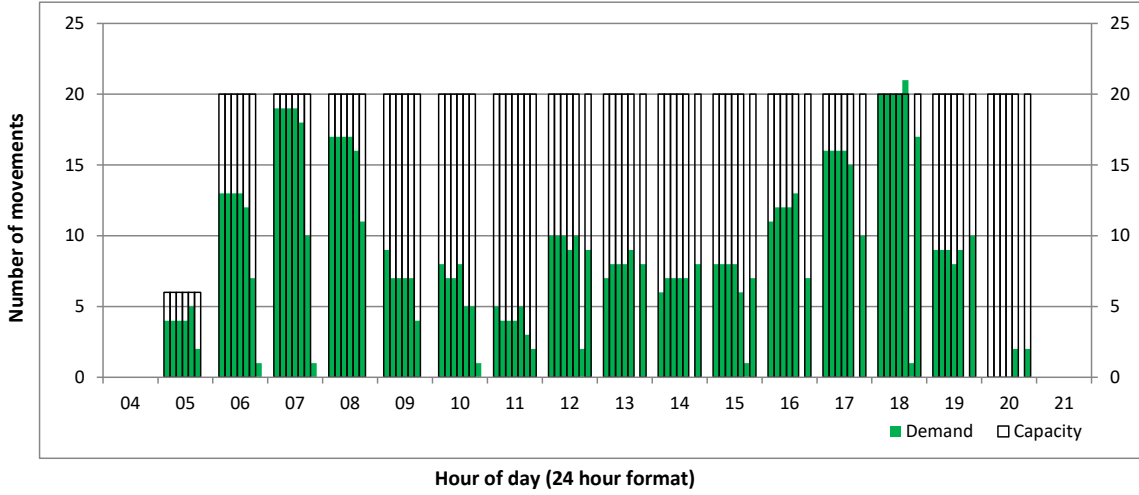
Hourly Arrival Demand

Time: UTC



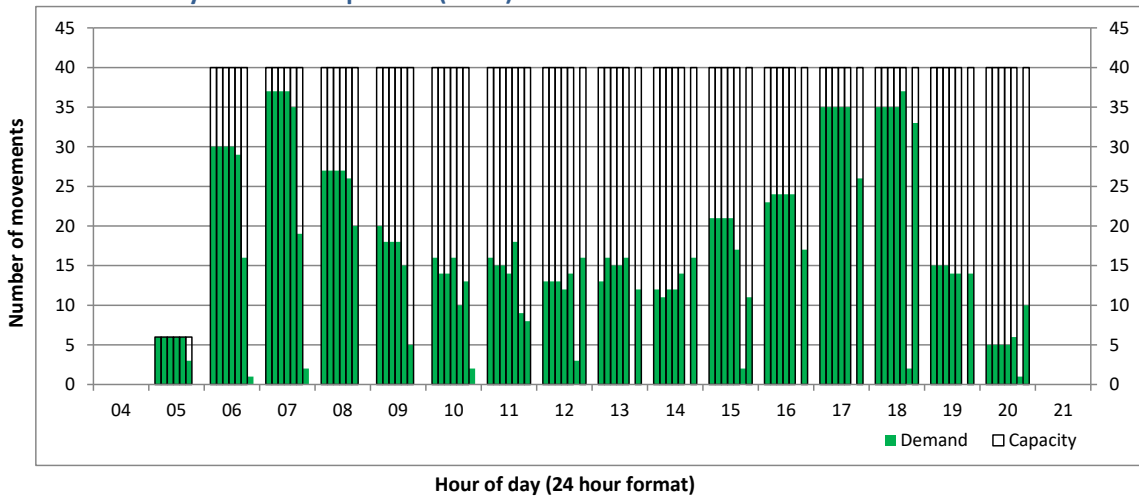
Hourly Departure Demand

Time: UTC



Combined Hourly Arrival & Departure (Total) Demand

Time: UTC



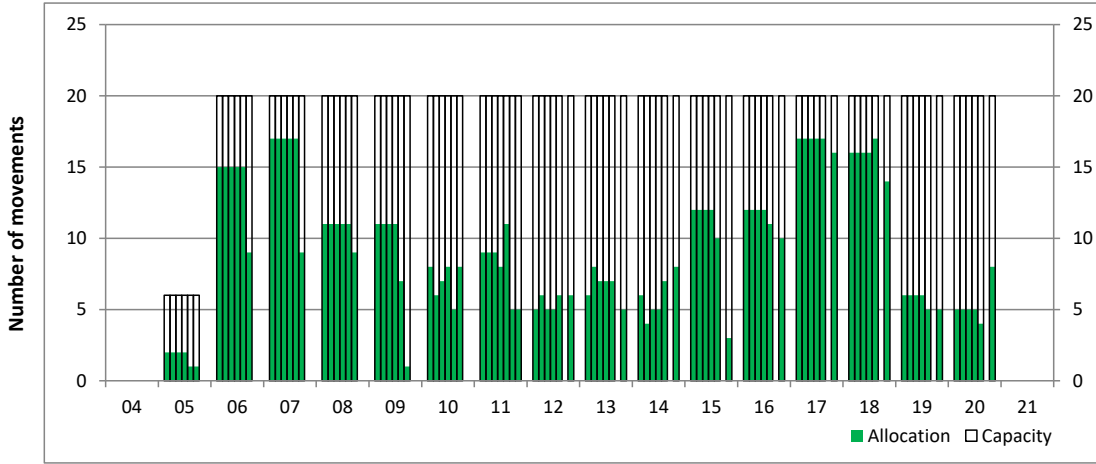
Peak Week - Hourly Runway Allocation

Schedule: S20 Init Coord



Hourly Arrival Allocation

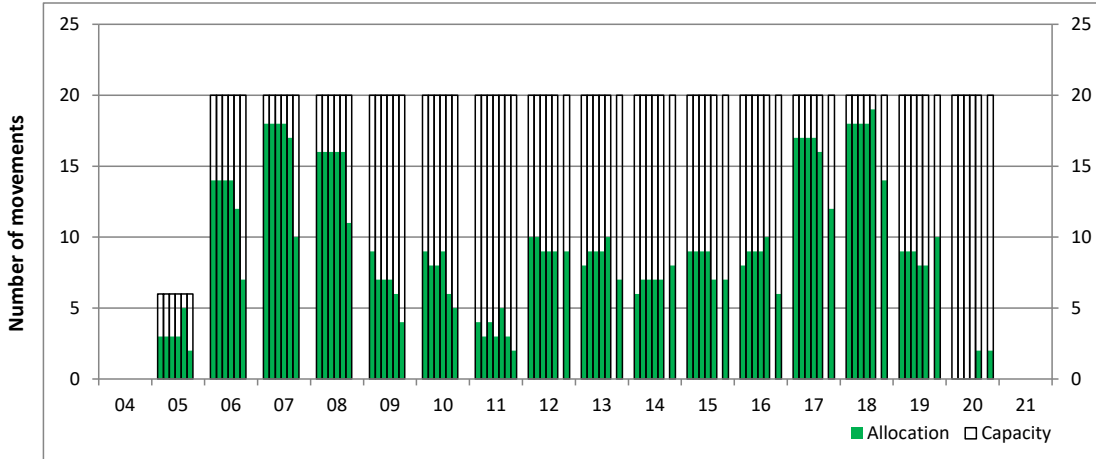
Time: UTC



Hour of day (24 hour format)

Hourly Departure Allocation

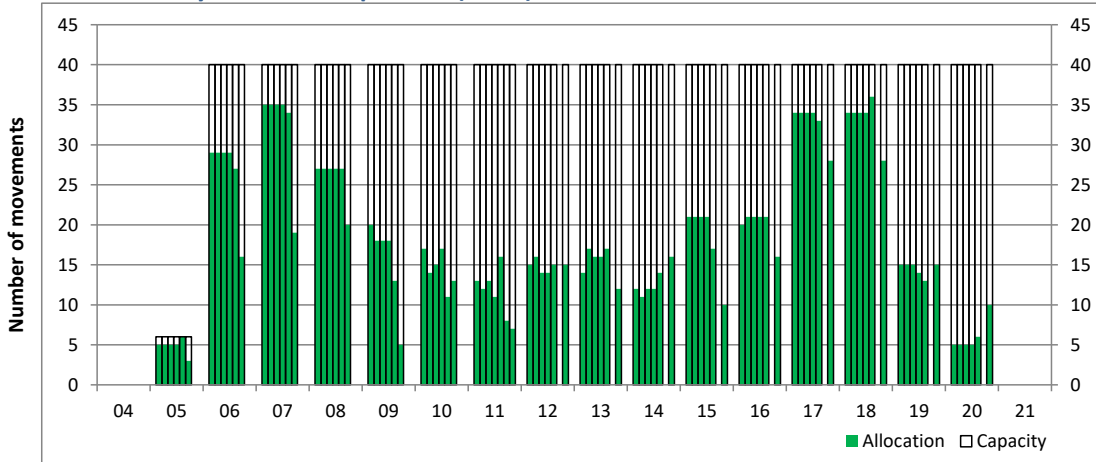
Time: UTC



Hour of day (24 hour format)

Combined Hourly Arrival & Departure (Total) Allocation

Time: UTC



Hour of day (24 hour format)

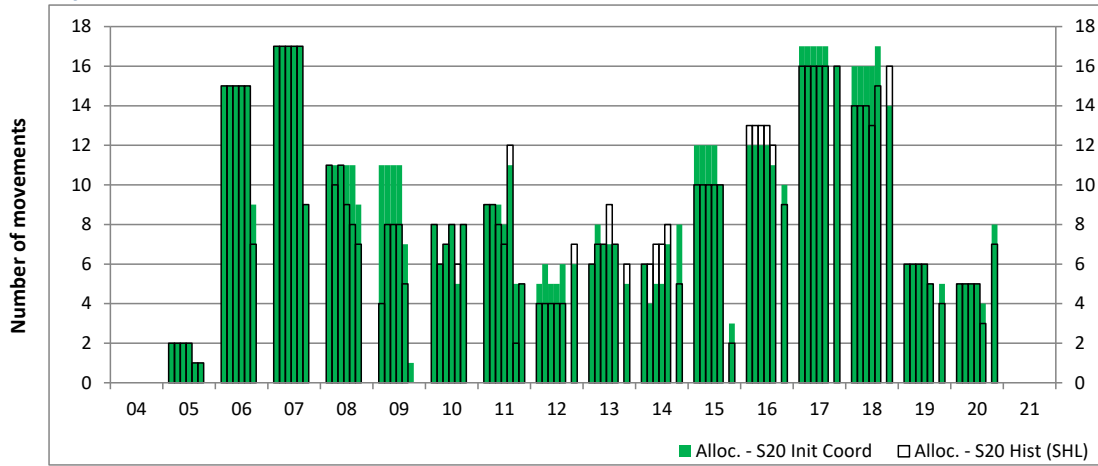
Peak Week - Runway Allocation Comparison

Comparison of S20 Init Coord vs. S20 Hist (SHL)



Hourly Arrival Allocation

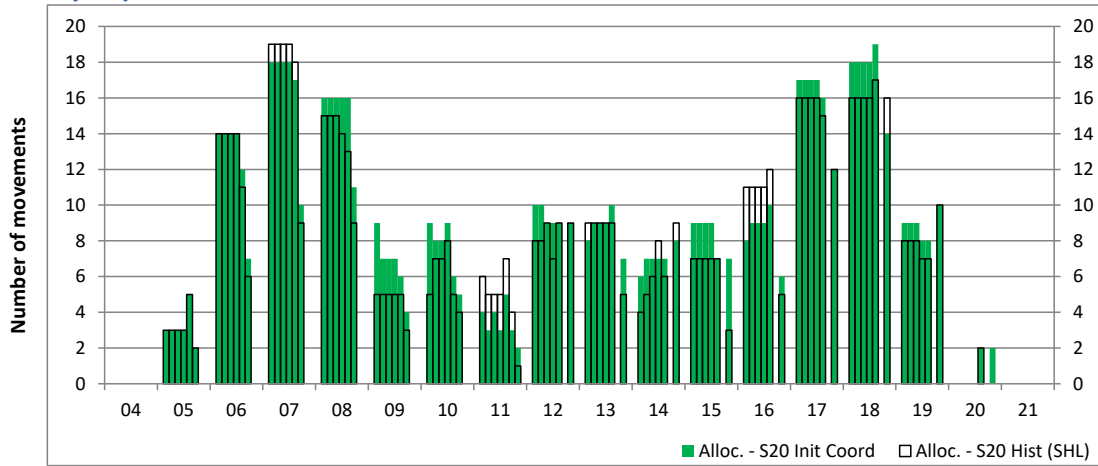
Time: UTC



Hour of day (24 hour format)

Hourly Departure Allocation

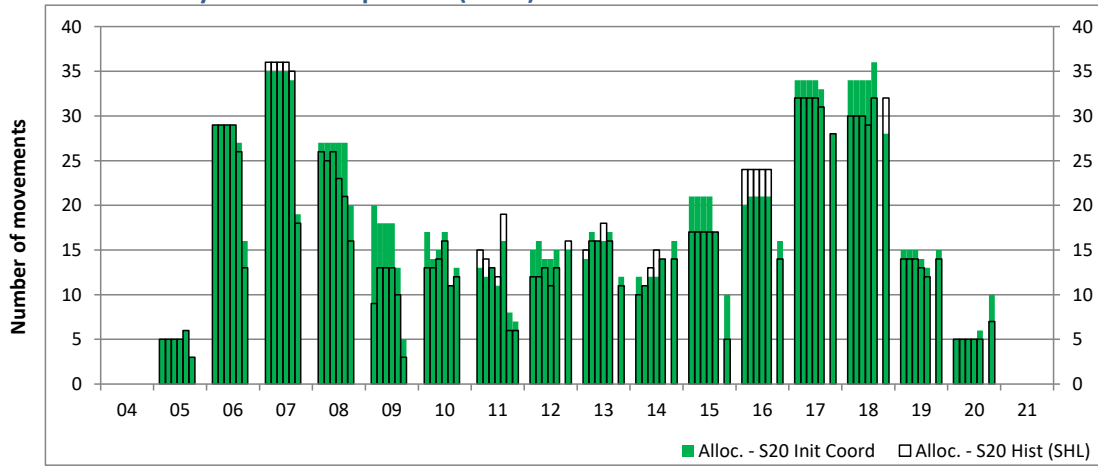
Time: UTC



Hour of day (24 hour format)

Combined Hourly Arrival & Departure (Total) Allocation

Time: UTC



Hour of day (24 hour format)

Peak Week - Movements Histogram

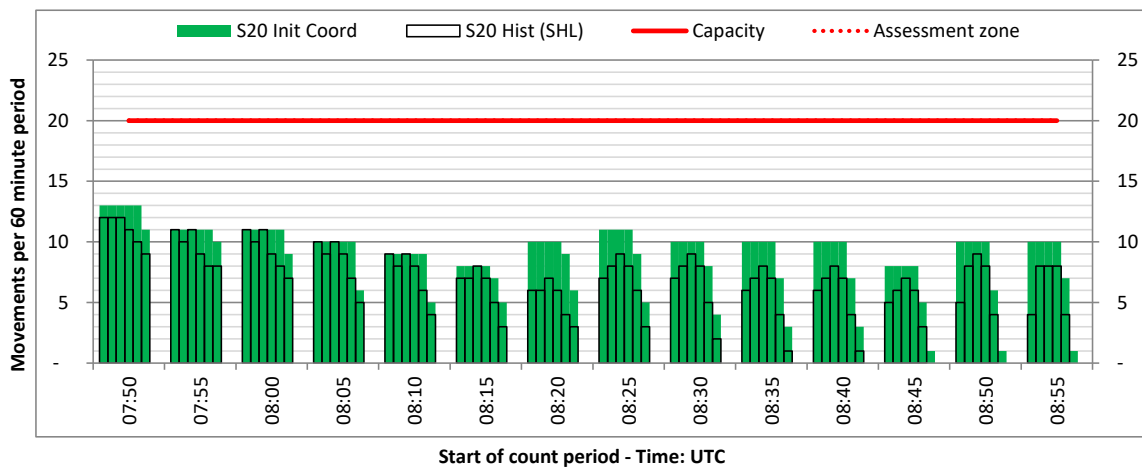
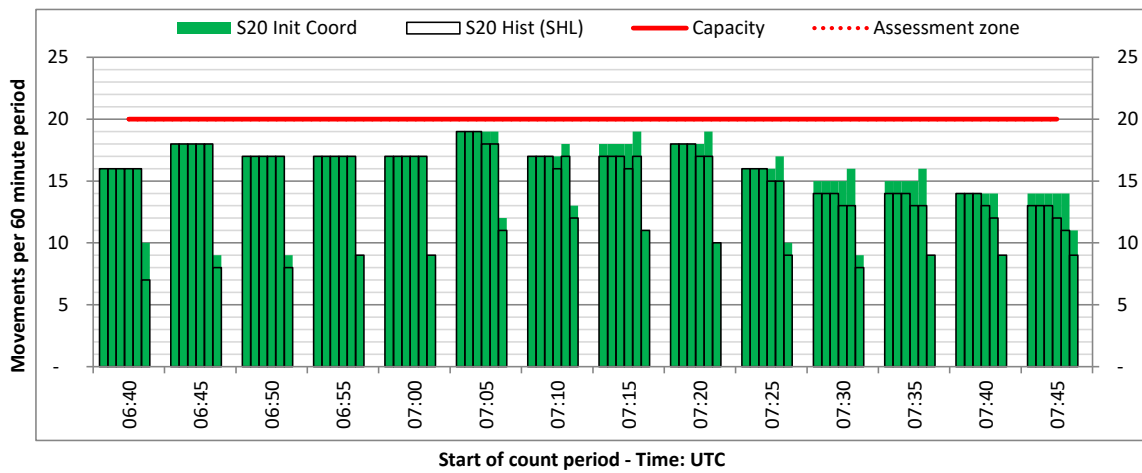
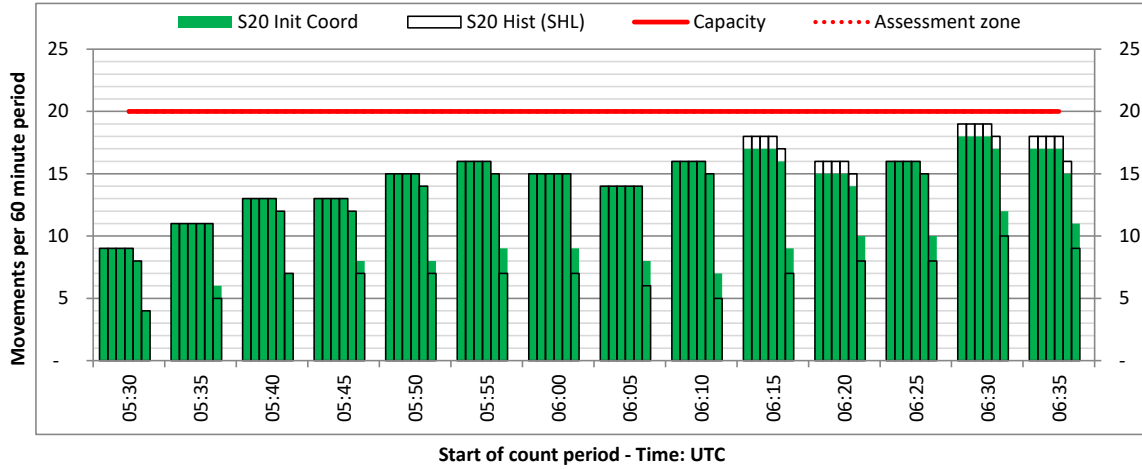
ARRIVAL - 60 minute count rolling every 5 mins (R60/5)



Terminals: All Terminals

Operators: All Operators

Days: 1234567



Peak Week - Movements Histogram

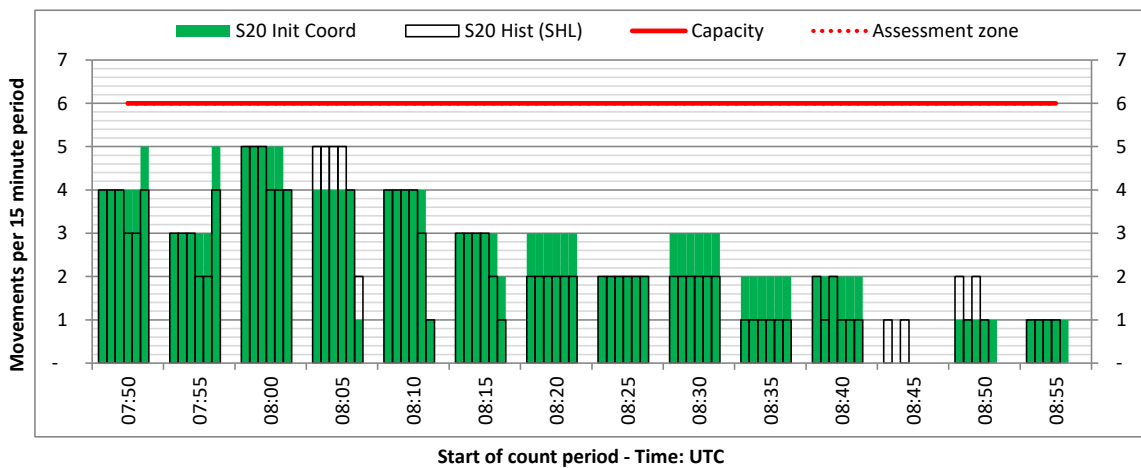
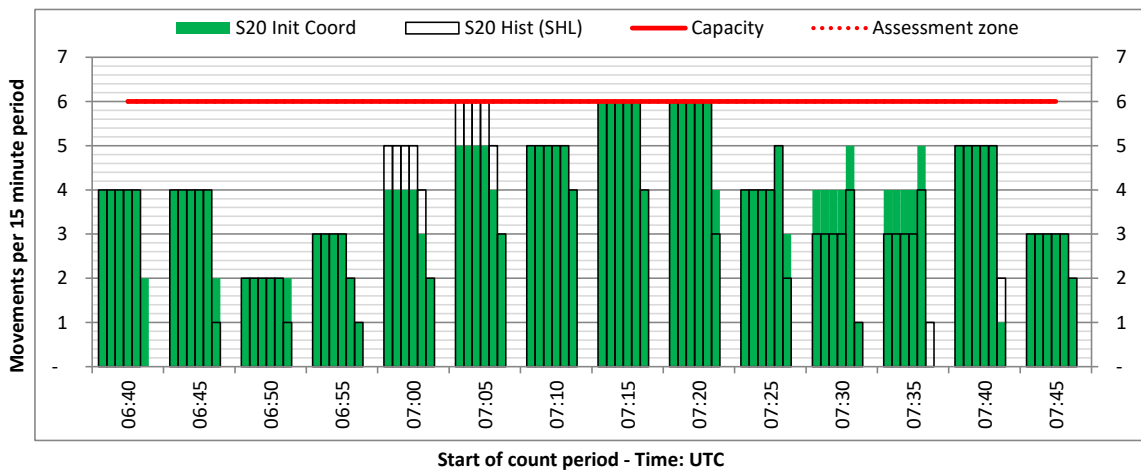
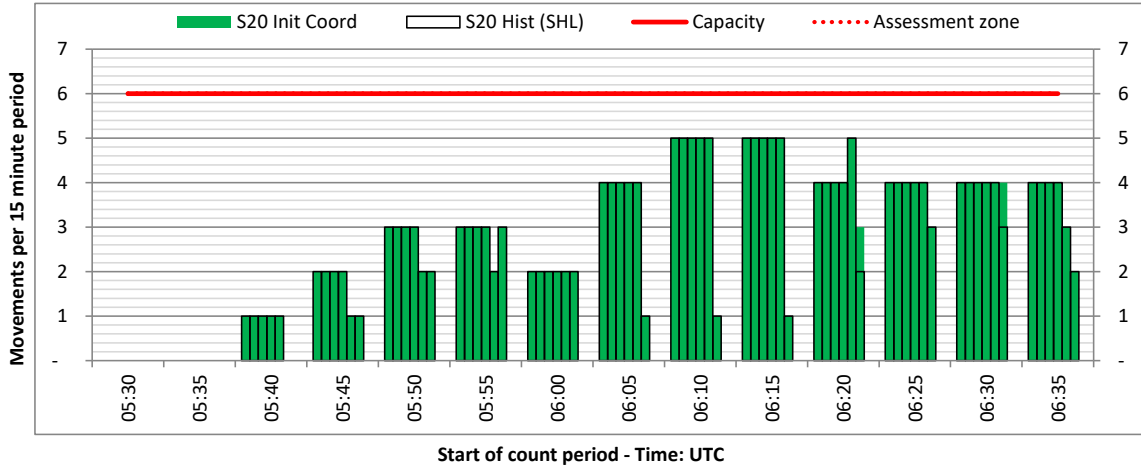
ARRIVAL - 15 minute count rolling every 5 mins (R15/5)



Terminals: All Terminals

Operators: All Operators

Days: 1234567



Peak Week - Movements Histogram

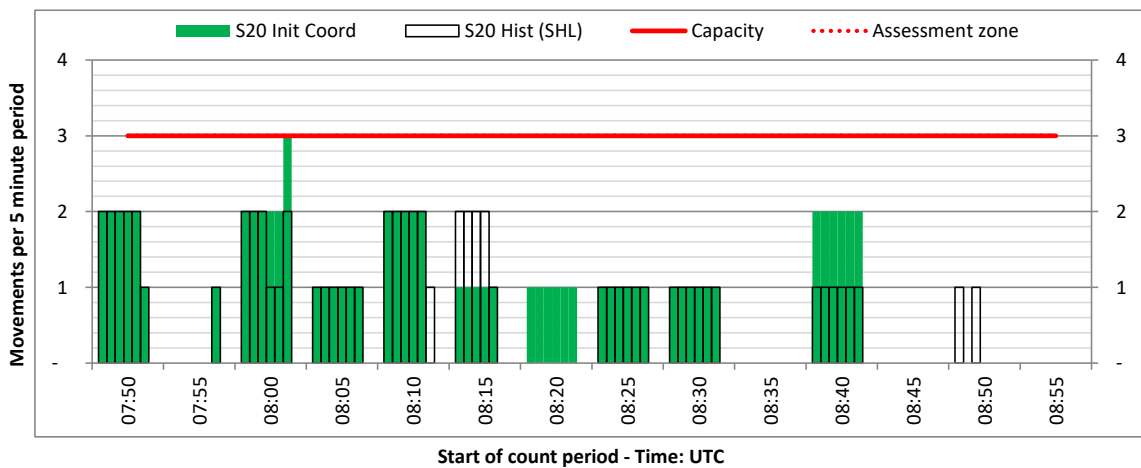
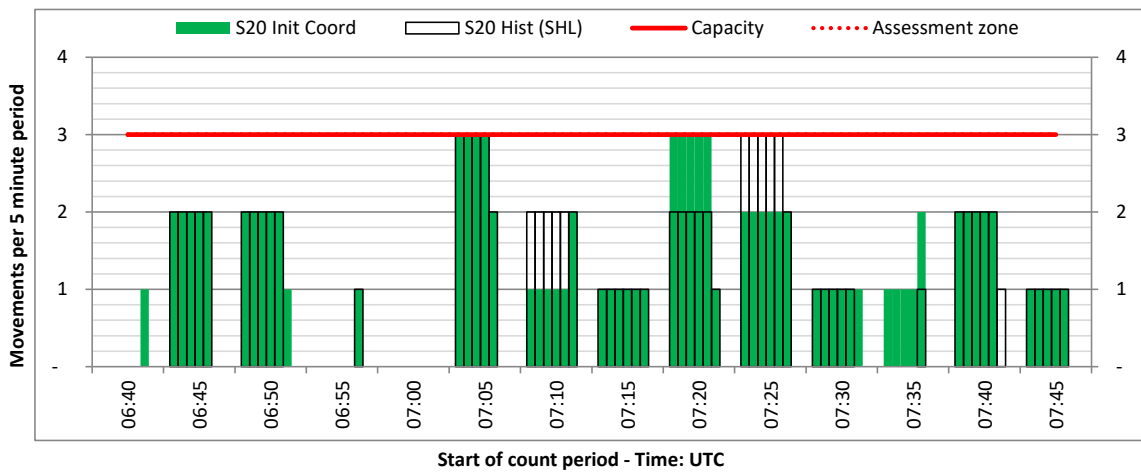
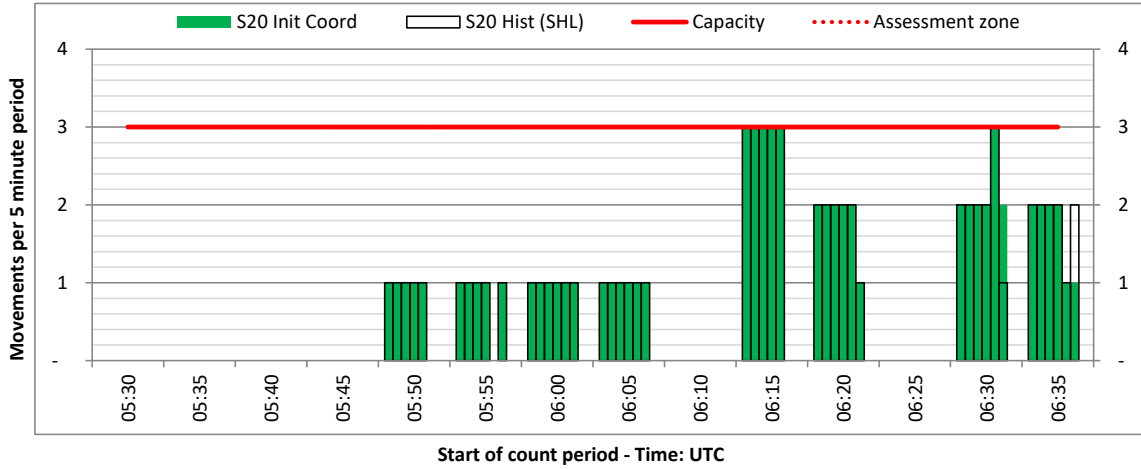
ARRIVAL - 5 minute count rolling every 5 mins (R5)



Terminals: All Terminals

Operators: All Operators

Days: 1234567



Peak Week - Movements Histogram

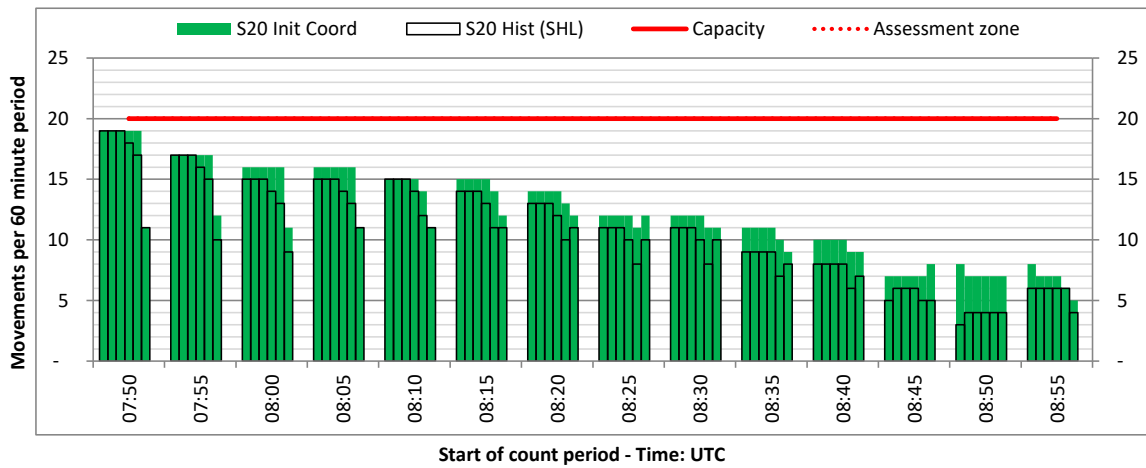
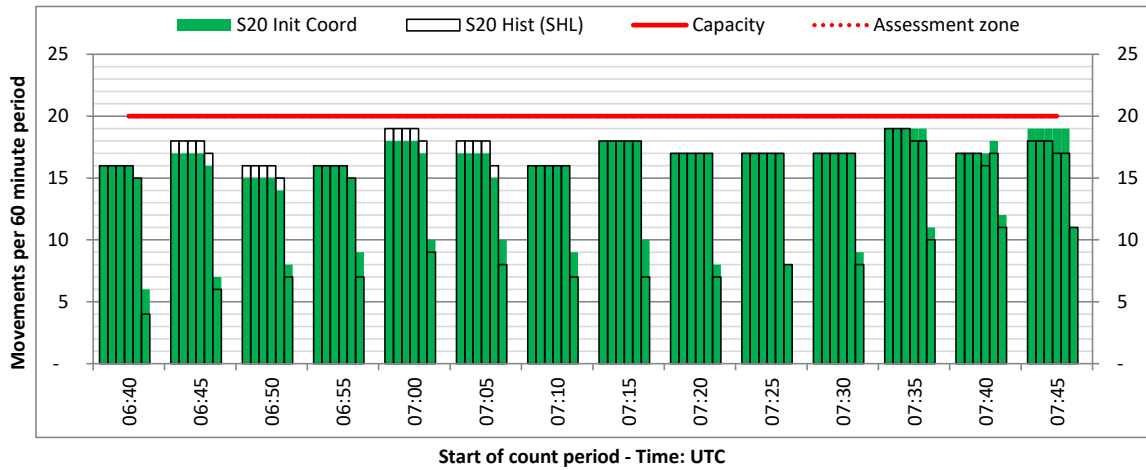
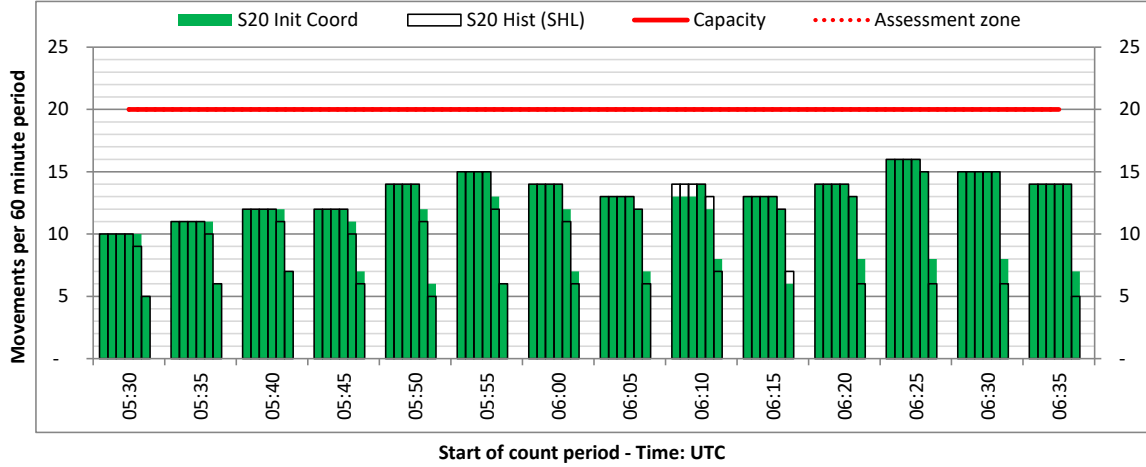
DEPARTURE - 60 minute count rolling every 5 mins (R60/5)



Terminals: All Terminals

Operators: All Operators

Days: 1234567



Peak Week - Movements Histogram

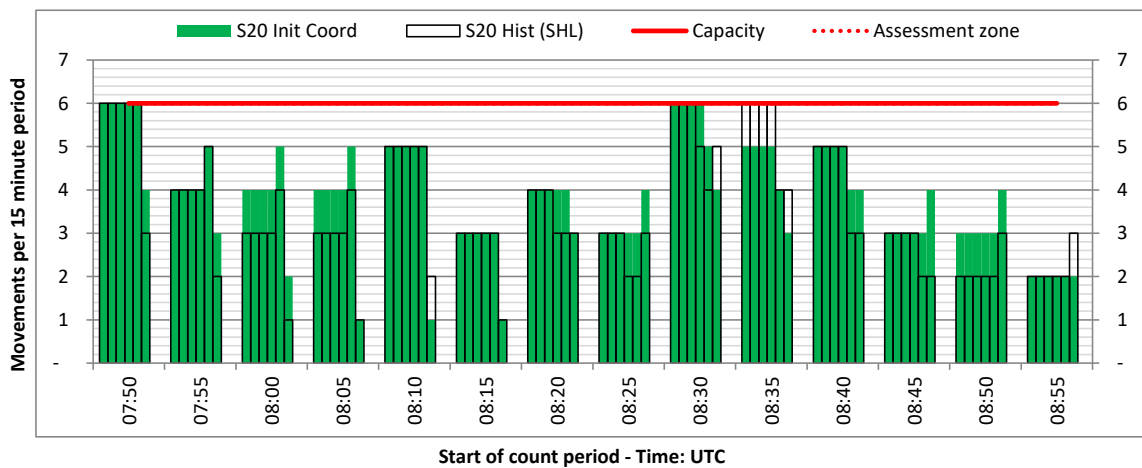
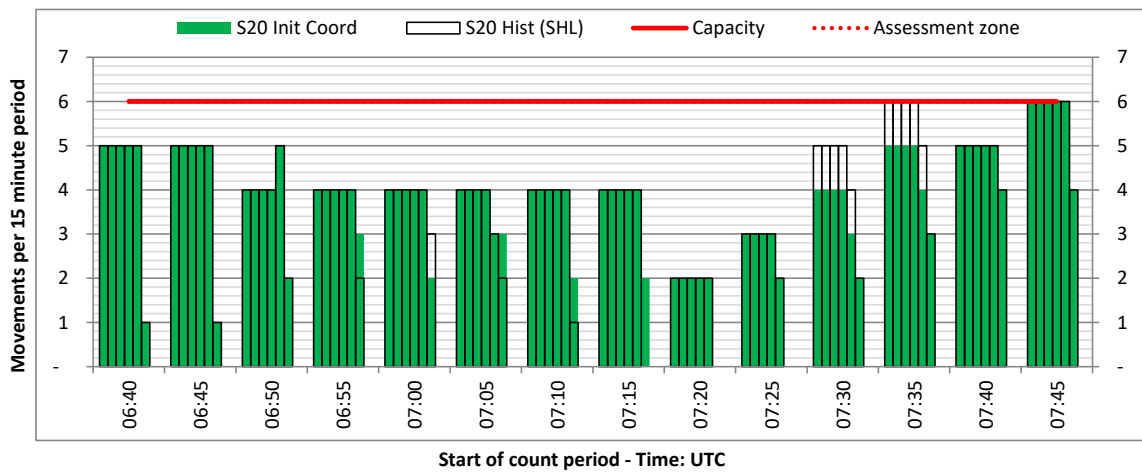
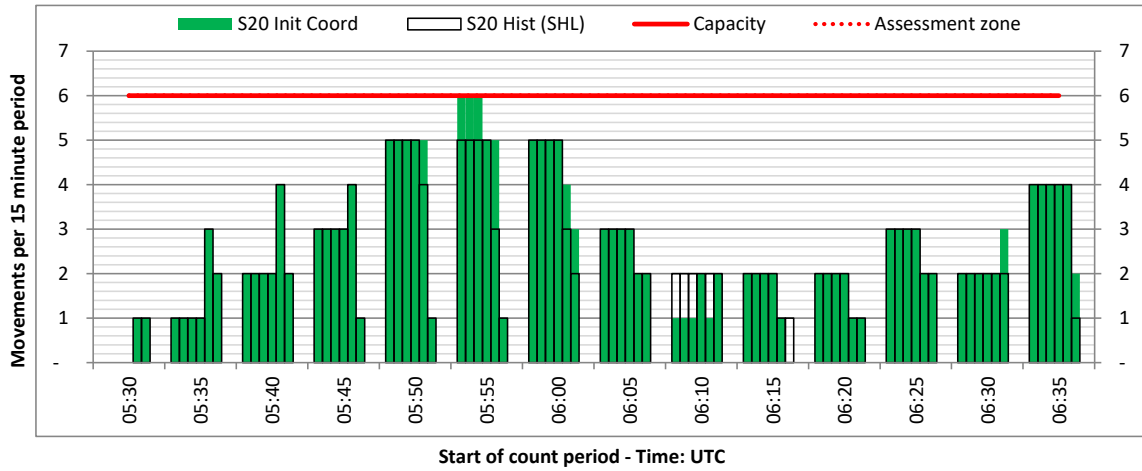
DEPARTURE - 15 minute count rolling every 5 mins (R15/5)



Terminals: All Terminals

Operators: All Operators

Days: 1234567



Peak Week - Movements Histogram

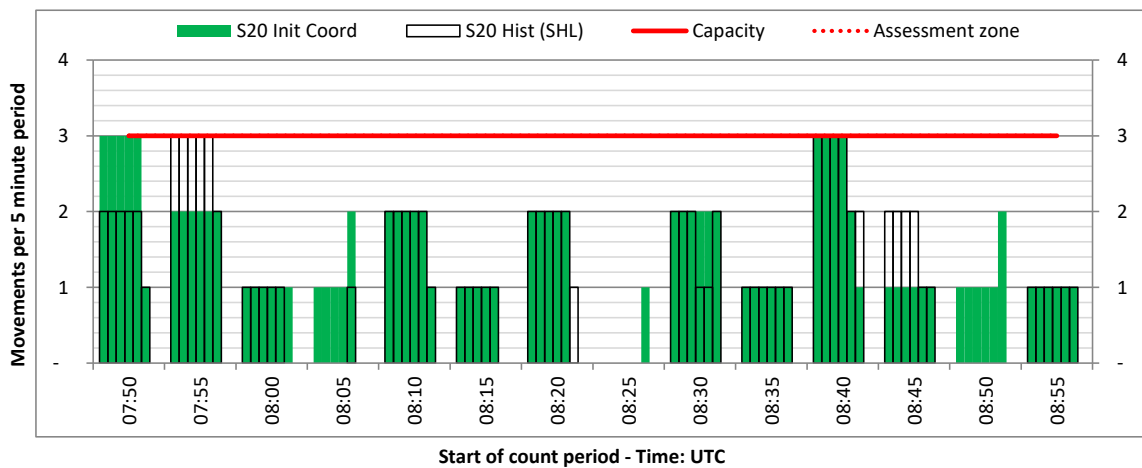
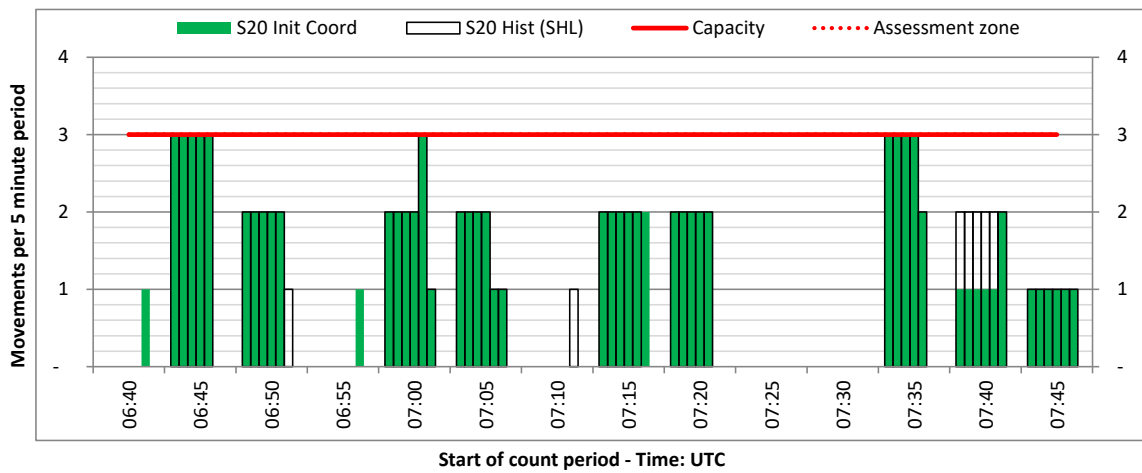
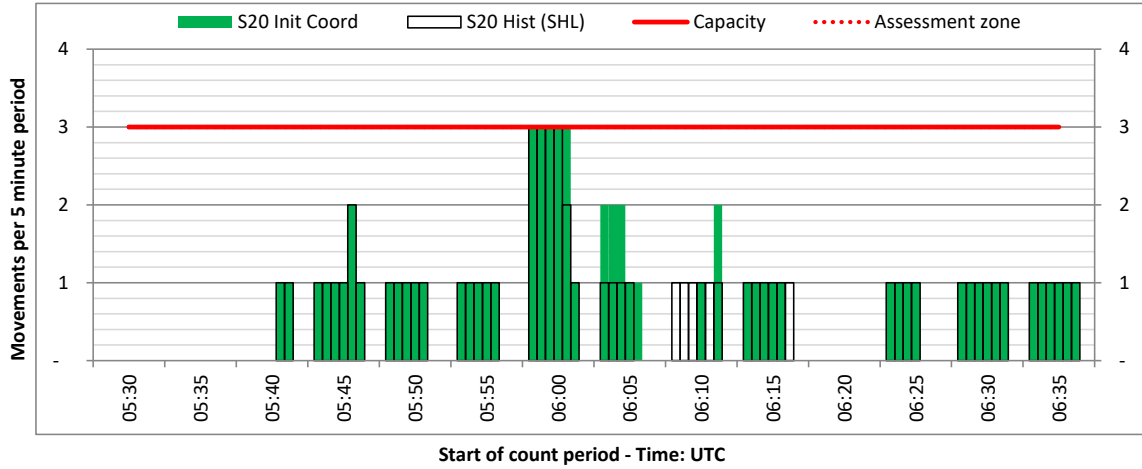
DEPARTURE - 5 minute count rolling every 5 mins (R5)



Terminals: All Terminals

Operators: All Operators

Days: 1234567



Peak Week - Movements Histogram

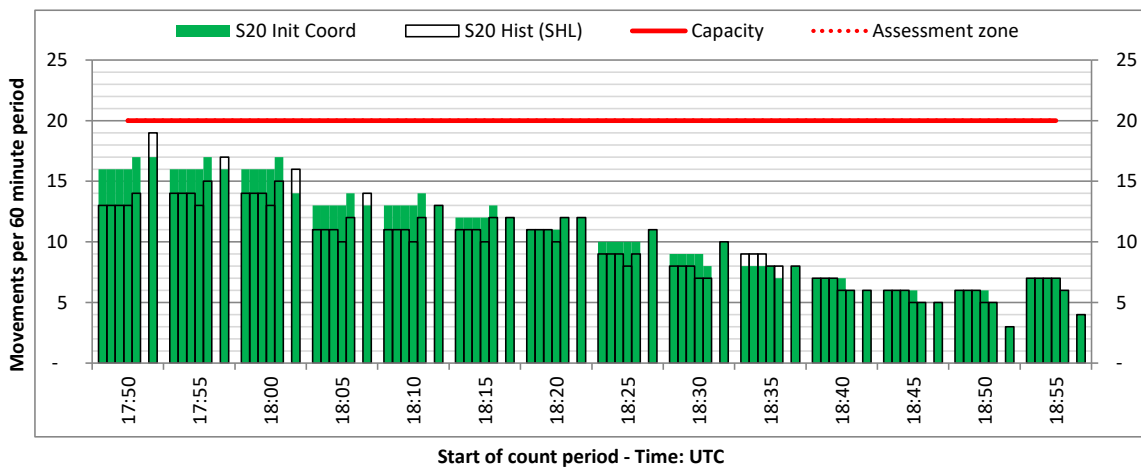
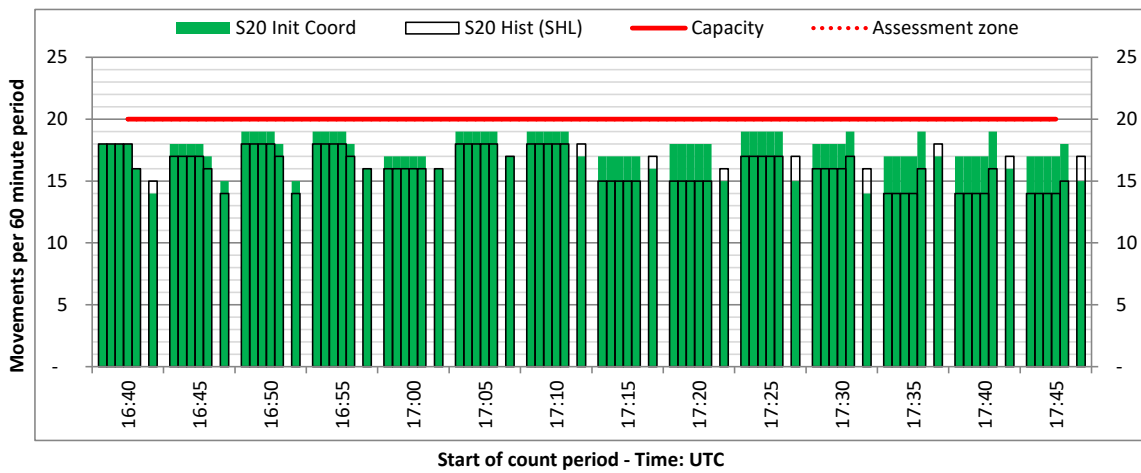
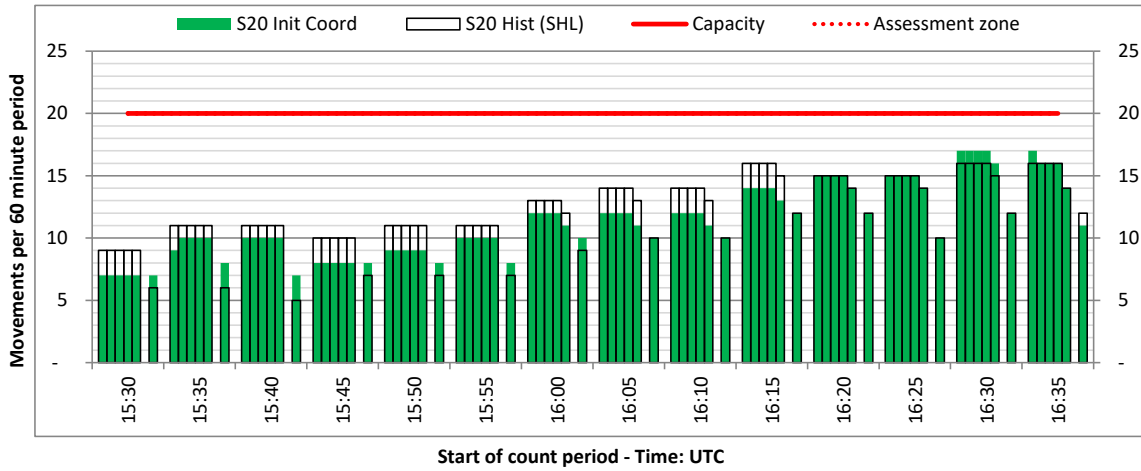
ARRIVAL - 60 minute count rolling every 5 mins (R60/5)



Terminals: All Terminals

Operators: All Operators

Days: 1234567



Peak Week - Movements Histogram

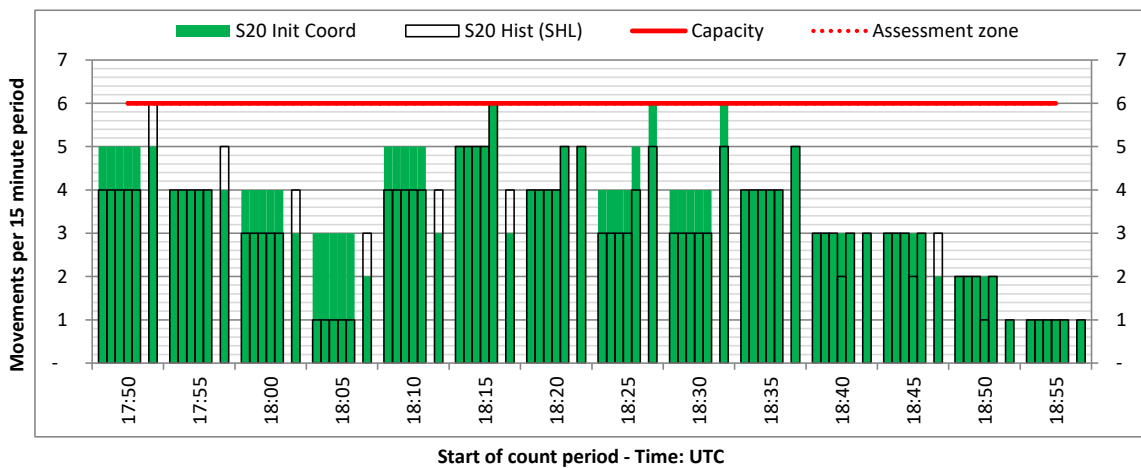
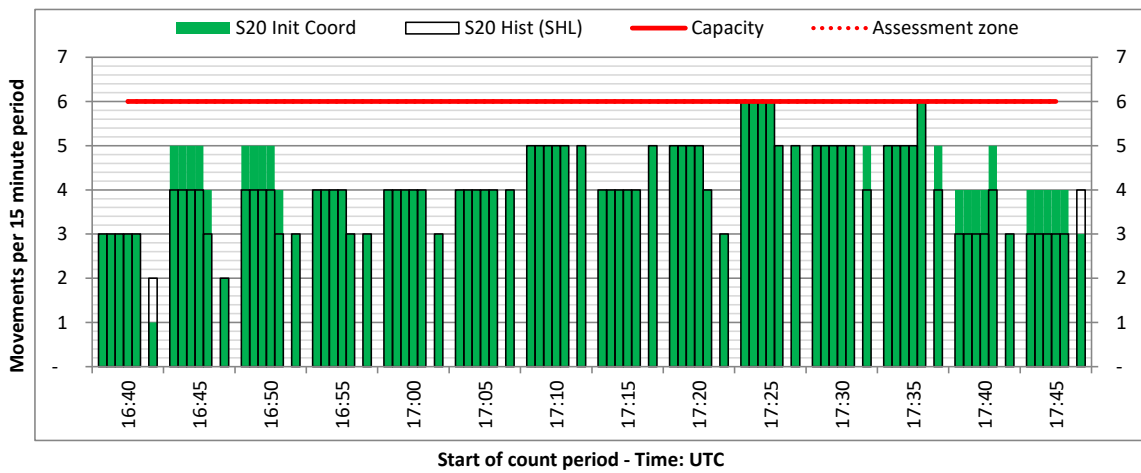
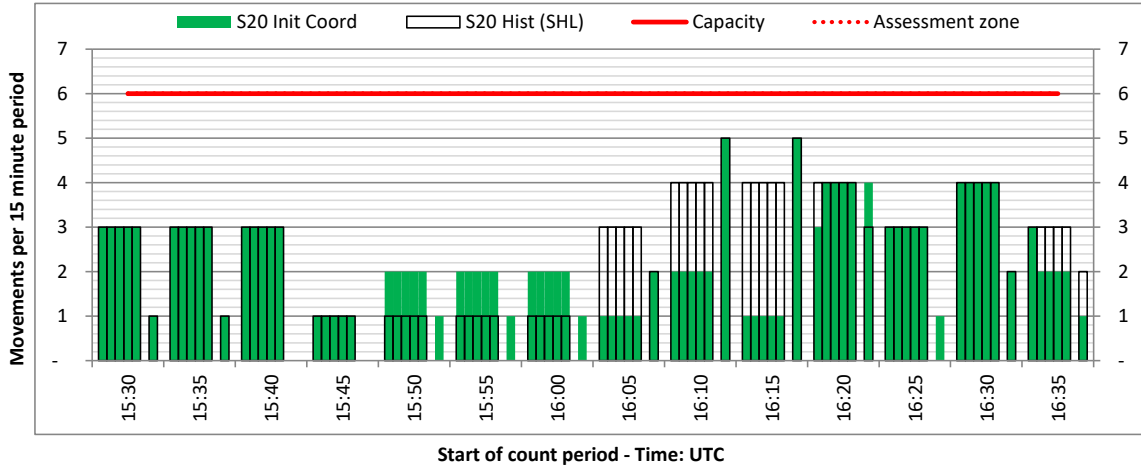
ARRIVAL - 15 minute count rolling every 5 mins (R15/5)



Terminals: All Terminals

Operators: All Operators

Days: 1234567



Peak Week - Movements Histogram

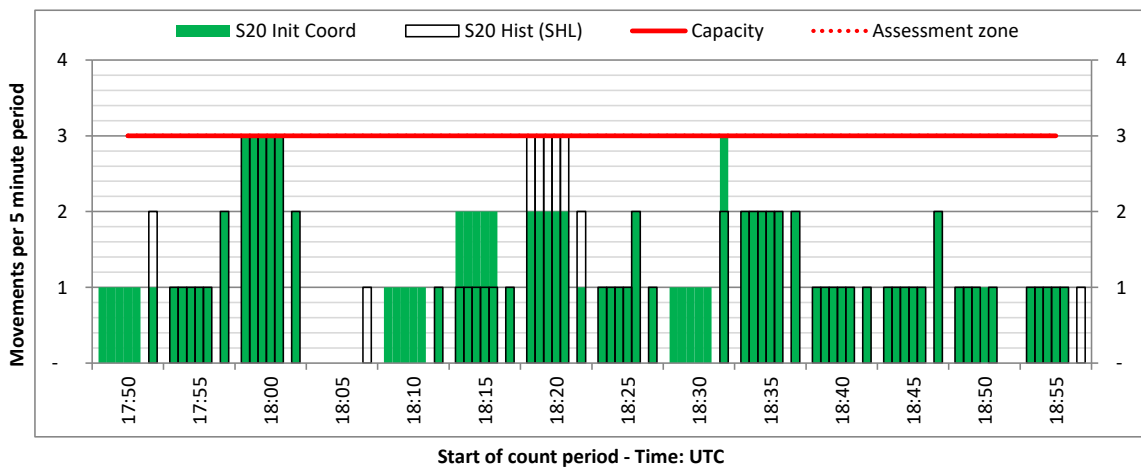
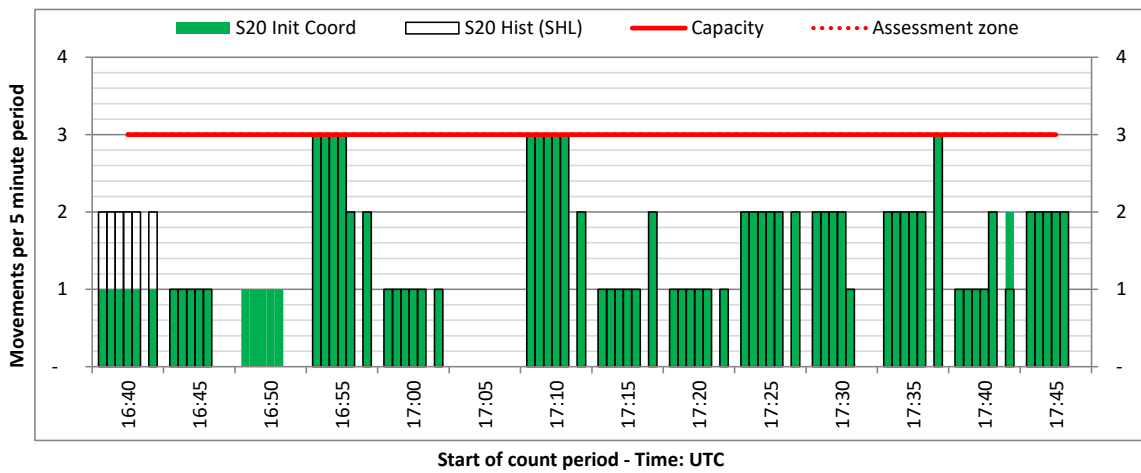
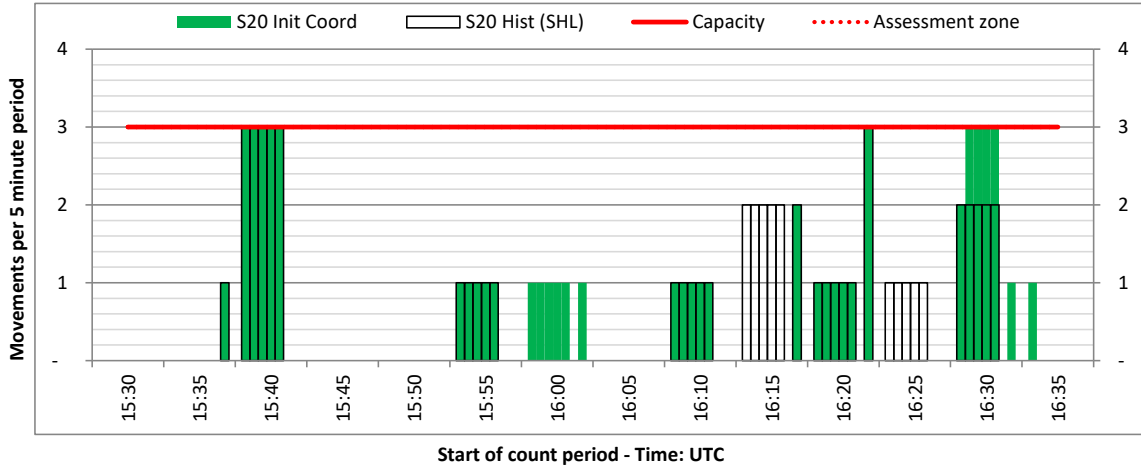
ARRIVAL - 5 minute count rolling every 5 mins (R5)



Terminals: All Terminals

Operators: All Operators

Days: 1234567



Peak Week - Movements Histogram

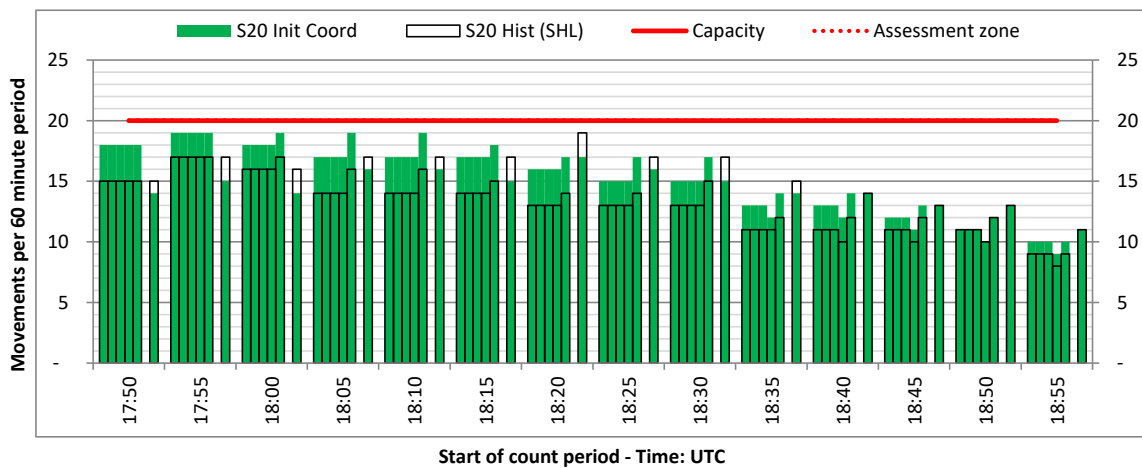
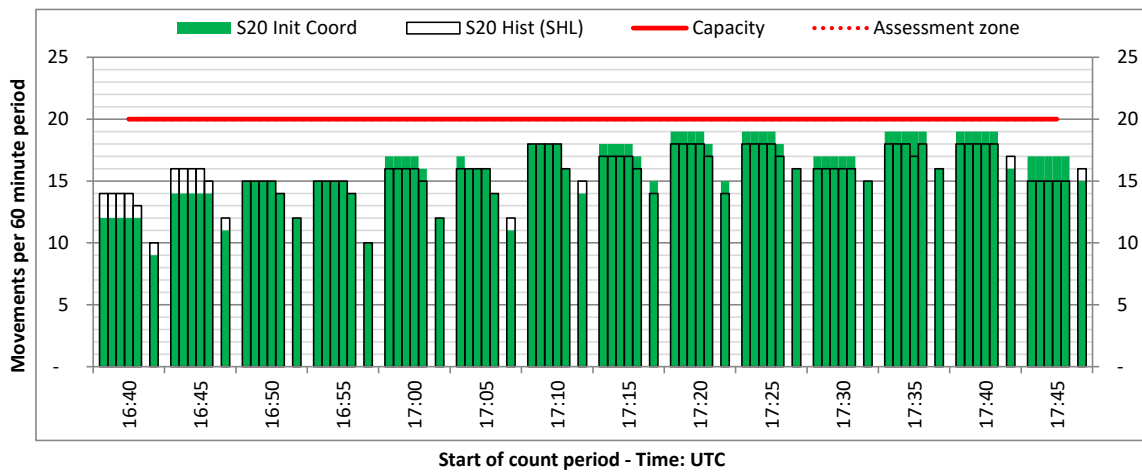
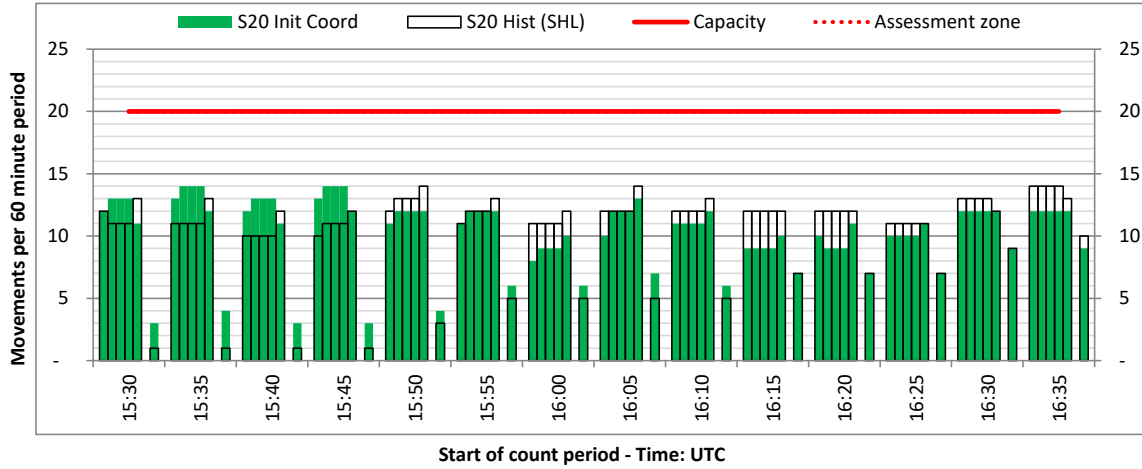
DEPARTURE - 60 minute count rolling every 5 mins (R60/5)



Terminals: All Terminals

Operators: All Operators

Days: 1234567



Peak Week - Movements Histogram

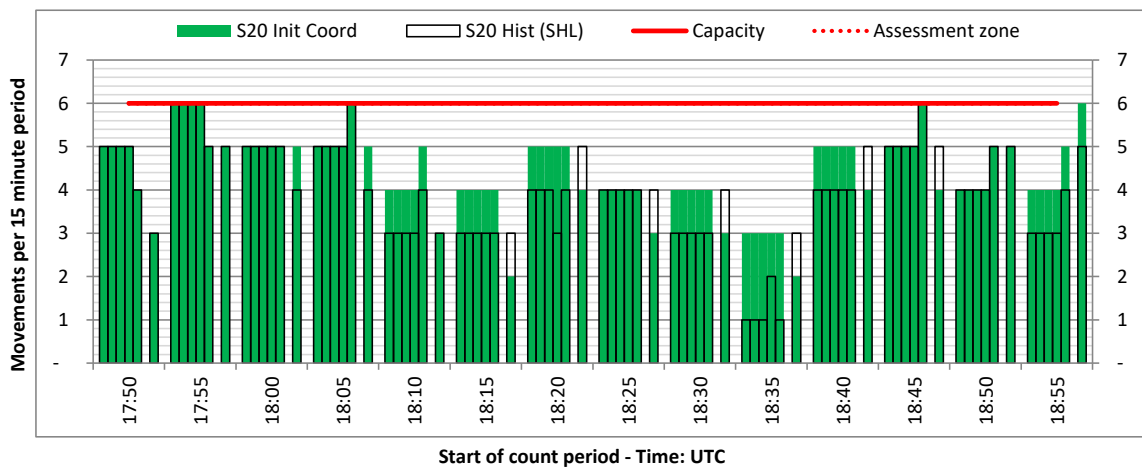
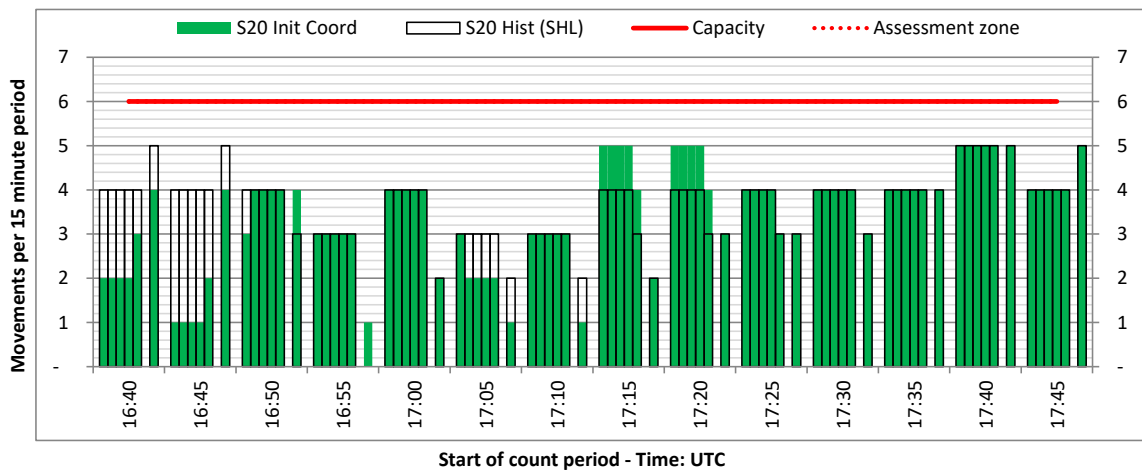
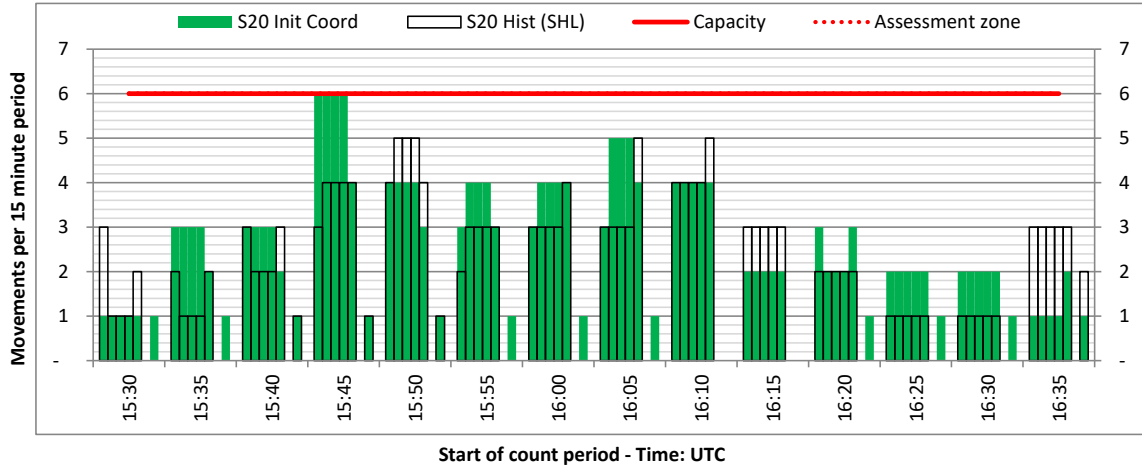
DEPARTURE - 15 minute count rolling every 5 mins (R15/5)



Terminals: All Terminals

Operators: All Operators

Days: 1234567



Peak Week - Movements Histogram

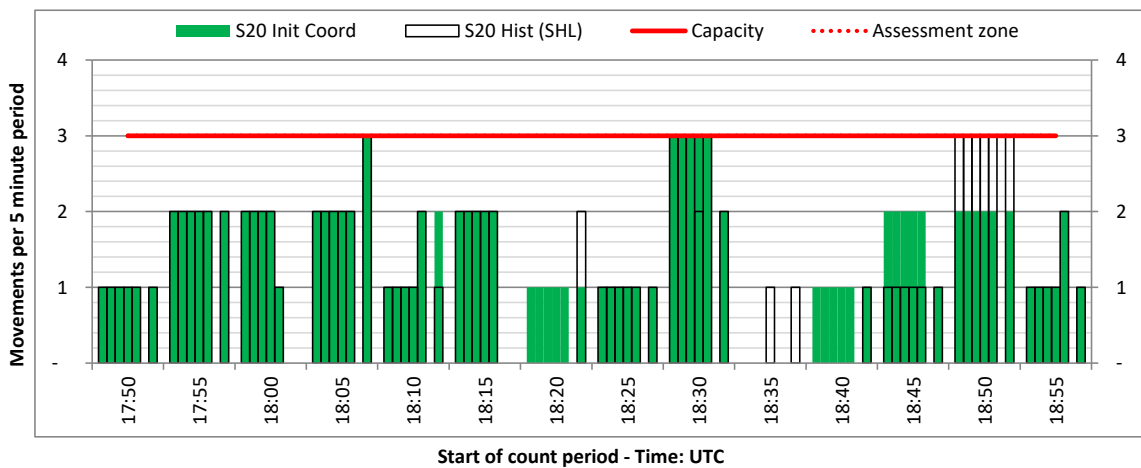
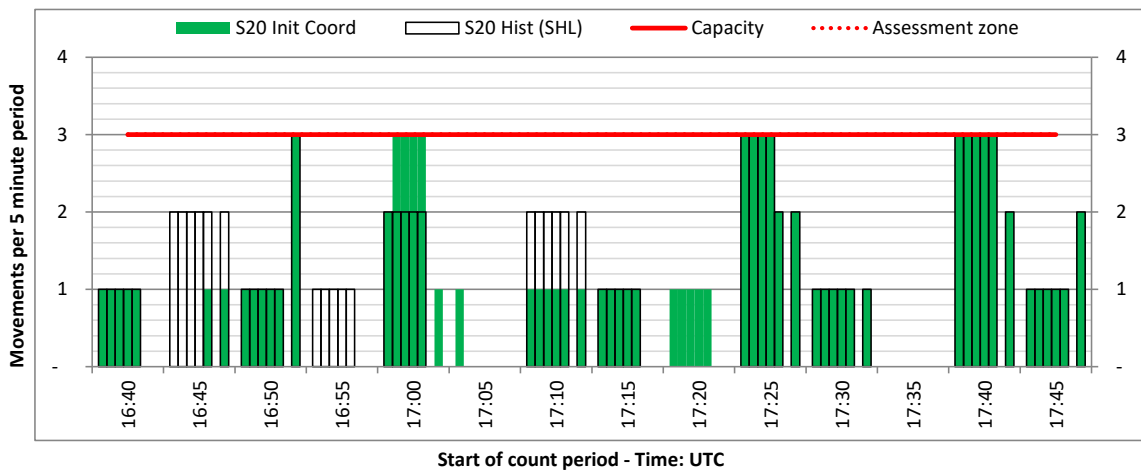
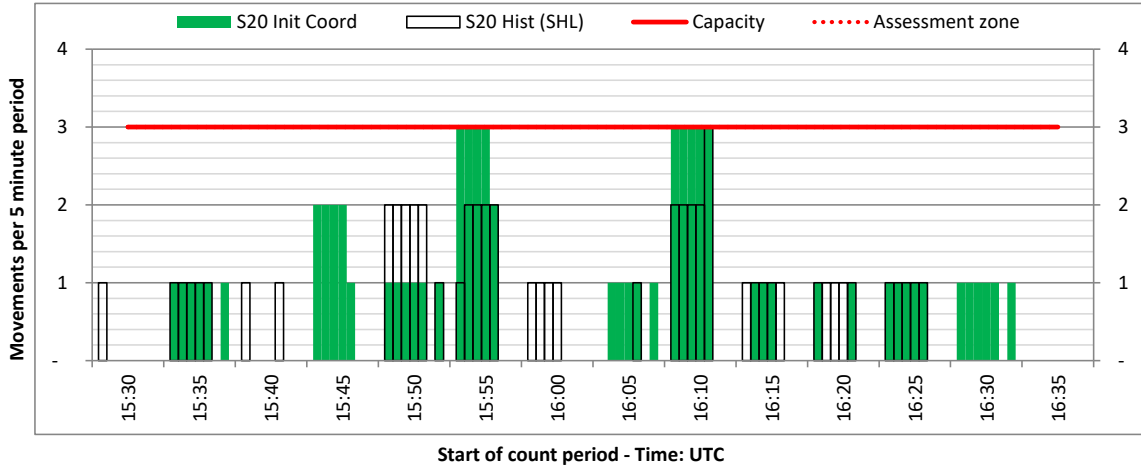
DEPARTURE - 5 minute count rolling every 5 mins (R5)



Terminals: All Terminals

Operators: All Operators

Days: 1234567



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

S19 Init Coord	S19 schedule as cleared on Thu 01-Nov-18.
S20 Hist (SHL)	S20 schedule as cleared on Mon 09-Sep-19.
S20 Init Coord	S20 schedule as cleared on Mon 28-Oct-19.

Peak Week	Peak week for S19 is Mon 23-Sep-19 to Sun 29-Sep-19. Peak week for S20 is Mon 21-Sep-20 to Sun 27-Sep-20.
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For ACL use

	Airport-Season-Branch-Resource	From date	To date	Time
Full Season Rep 1	LCY-S19-SAL Premerge-Standard	Sun 31-Mar-2019	Sat 26-Oct-2019	UTC
Full Season Rep 2	LCY-S20-SHL-Standard	Sun 29-Mar-2020	Sat 24-Oct-2020	UTC
Full Season Rep 3	LCY-S20-SAL Premerge-Standard	Sun 29-Mar-2020	Sat 24-Oct-2020	UTC
	Airport-Season-Branch-Resource	From date	To date	Time
Peak Week Rep 1	LCY-S19-SAL Premerge-Standard	Mon 23-Sep-2019	Sun 29-Sep-2019	UTC
Peak Week Rep 2	LCY-S20-SHL-Standard	Mon 21-Sep-2020	Sun 27-Sep-2020	UTC
Peak Week Rep 3	LCY-S20-SAL Premerge-Standard	Mon 21-Sep-2020	Sun 27-Sep-2020	UTC