

# London City Airport (LCY)

## WINTER 2015/16 (W15)



### Start of Season Report

Report Date: Fri 16-Oct-2015

#### Headlines

	W15 Start	vs. W14 Start	vs. W14 End
Total Air Transport Movements (Passenger & Freight)	34,283	▼ -1.8%	▲ 1.1%
Total Passenger Air Transport Movements	34,283	▼ -1.8%	▲ 1.1%
Total Passenger Air Transport Movement Seats	2,844,341	▲ 0.6%	▲ 4.2%
Average Seats per Passenger Air Transport Movement	83.0	▲ 2.4%	▲ 3.0%
Percentage of allocated slots cleared as requested (OK)	96.2%		

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W14 scheduling season runs from Sun 26-Oct-2014 to Sat 28-Mar-2015 (154 days).

W15 scheduling season runs from Sun 25-Oct-2015 to Sat 26-Mar-2016 (154 days).

#### Disclaimer

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# Runway Scheduling Limits



## Declared Hourly Movement Capacity

W14 Arrivals								Change: W14 to W15							W15 Arrivals								
06	6	6	6	6	6	6	0	06								06	6	6	6	6	6	6	0
07	19	19	19	19	19	19	0	07								07	19	19	19	19	19	19	0
08	19	19	19	19	19	19	0	08								08	19	19	19	19	19	19	0
09	19	19	19	19	19	19	0	09								09	19	19	19	19	19	19	0
10	19	19	19	19	19	19	0	10								10	19	19	19	19	19	19	0
11	19	19	19	19	19	19	0	11								11	19	19	19	19	19	19	0
12	19	19	19	19	19	19	0	12								12	19	19	19	19	19	19	0
13	19	19	19	19	19	0	19	13								13	19	19	19	19	19	0	19
14	19	19	19	19	19	0	19	14								14	19	19	19	19	19	0	19
15	19	19	19	19	19	0	19	15								15	19	19	19	19	19	0	19
16	19	19	19	19	19	0	19	16								16	19	19	19	19	19	0	19
17	19	19	19	19	19	0	19	17								17	19	19	19	19	19	0	19
18	19	19	19	19	19	0	19	18								18	19	19	19	19	19	0	19
19	19	19	19	19	19	0	19	19								19	19	19	19	19	19	0	19
20	19	19	19	19	19	0	19	20								20	19	19	19	19	19	0	19
21	19	19	19	19	19	0	19	21								21	19	19	19	19	19	0	19

W14 Departures								Change: W14 to W15							W15 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
06	6	6	6	6	6	6	0	06								06	6	6	6	6	6	6	0
07	19	19	19	19	19	19	0	07								07	19	19	19	19	19	19	0
08	19	19	19	19	19	19	0	08								08	19	19	19	19	19	19	0
09	19	19	19	19	19	19	0	09								09	19	19	19	19	19	19	0
10	19	19	19	19	19	19	0	10								10	19	19	19	19	19	19	0
11	19	19	19	19	19	19	0	11								11	19	19	19	19	19	19	0
12	19	19	19	19	19	19	0	12								12	19	19	19	19	19	19	0
13	19	19	19	19	19	0	19	13								13	19	19	19	19	19	0	19
14	19	19	19	19	19	0	19	14								14	19	19	19	19	19	0	19
15	19	19	19	19	19	0	19	15								15	19	19	19	19	19	0	19
16	19	19	19	19	19	0	19	16								16	19	19	19	19	19	0	19
17	19	19	19	19	19	0	19	17								17	19	19	19	19	19	0	19
18	19	19	19	19	19	0	19	18								18	19	19	19	19	19	0	19
19	19	19	19	19	19	0	19	19								19	19	19	19	19	19	0	19
20	19	19	19	19	19	0	19	20								20	19	19	19	19	19	0	19
21	19	19	19	19	19	0	19	21								21	19	19	19	19	19	0	19

W14 Totals								Change: W14 to W15							W15 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
06	6	6	6	6	6	6	0	06								06	6	6	6	6	6	6	0
07	38	38	38	38	38	38	0	07								07	38	38	38	38	38	38	0
08	38	38	38	38	38	38	0	08								08	38	38	38	38	38	38	0
09	38	38	38	38	38	38	0	09								09	38	38	38	38	38	38	0
10	38	38	38	38	38	38	0	10								10	38	38	38	38	38	38	0
11	38	38	38	38	38	38	0	11								11	38	38	38	38	38	38	0
12	38	38	38	38	38	38	0	12								12	38	38	38	38	38	38	0
13	38	38	38	38	38	0	38	13								13	38	38	38	38	38	0	38
14	38	38	38	38	38	0	38	14								14	38	38	38	38	38	0	38
15	38	38	38	38	38	0	38	15								15	38	38	38	38	38	0	38
16	38	38	38	38	38	0	38	16								16	38	38	38	38	38	0	38
17	38	38	38	38	38	0	38	17								17	38	38	38	38	38	0	38
18	38	38	38	38	38	0	38	18								18	38	38	38	38	38	0	38
19	38	38	38	38	38	0	38	19								19	38	38	38	38	38	0	38
20	38	38	38	38	38	0	38	20								20	38	38	38	38	38	0	38
21	38	38	38	38	38	0	38	21								21	38	38	38	38	38	0	38

# Air Transport Movement Allocation by Operator

Comparison between W14 End vs. W15 Start



Operator	FULL SEASON ALLOCATION								PEAK WEEK ALLOCATION							
	W14 ATMs	W15 ATMs	+/- change	W15 Rank	W14 Seats	W15 Seats	+/- change	W15 Rank	W14 ATMs	W15 ATMs	+/- change	W15 Rank	W14 Seats	W15 Seats	+/- change	W15 Rank
Alitalia	1,166	1,222	56	6	116,400	122,200	5,800	5	68	56	-12	6	6,800	5,600	-1,200	5
Aurigny Air Services	408	460	52	10	28,738	22,080	-6,658	11	20	22	2	10	1,440	1,056	-384	11
BA Cityflyer	12,858	13,973	1,115	1	1,118,686	1,192,279	73,593	1	682	700	18	1	58,792	59,848	1,056	1
Blue Islands	566	690	124	9	27,166	33,120	5,954	8	32	32	0	9	1,536	1,536	0	9
British Airways	392	410	18	12	12,512	13,120	608	12	22	22	0	10	704	704	0	12
Cello Aviation	1	-	-1	13	46	-	-46	13	-	-	0	13	-	-	0	13
Cityjet	7,847	7,592	-255	2	595,065	669,220	74,155	2	400	366	-34	2	30,440	32,250	1,810	2
Flybe	4,635	3,950	-685	3	342,210	308,100	-34,110	3	234	188	-46	3	17,300	14,664	-2,636	3
Lufthansa	786	816	30	7	73,884	76,704	2,820	7	40	40	0	8	3,760	3,760	0	7
Luxair	1,446	1,478	32	5	109,896	112,328	2,432	6	70	70	0	5	5,320	5,320	0	6
SkyWork Airlines	-	458	458	11	-	22,900	22,900	10	-	22	22	10	-	1,100	1,100	10
Sun-Air	772	816	44	7	24,704	26,112	1,408	9	52	52	0	7	1,664	1,664	0	8
Swiss International	3,022	2,418	-604	4	281,114	246,178	-34,936	4	146	112	-34	4	13,578	11,404	-2,174	4
VLM Airlines	4	-	-4	13	200	-	-200	13	-	-	0	13	-	-	0	13
<b>TOTAL</b>	<b>33,903</b>	<b>34,283</b>	<b>380</b>		<b>2,730,621</b>	<b>2,844,341</b>	<b>113,720</b>		<b>1,766</b>	<b>1,682</b>	<b>-84</b>		<b>141,334</b>	<b>138,906</b>	<b>-2,428</b>	

Operators with 0 'ATMs' in both W14 End & W15 Start schedules are included in the table due to appearing in the W14 Start schedule (either with/without allocated slots).

# Peak Week - Allocation and Slot Adjustment Distribution by Operator

Schedule: W15 Start



Operator	W15 allocated ATMs	SLOT ADJUSTMENTS (MINUTES OFF REQUESTED TIME)														Requests with <b>NO</b> slot allocated	
		0	5	10	15	20	25	30	35	40	45	50	55	60	>60		
Alitalia	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%	0.0%	-
Aurigny Air Services	22	63.6%	0.0%	36.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
BA Cityflyer	700	91.6%	1.7%	3.1%	0.1%	0.0%	0.0%	0.1%	0.7%	0.0%	0.0%	0.0%	0.0%	0.3%	2.3%	-	
Blue Islands	32	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	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%	-	
Cityjet	366	97.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.5%	0.0%	0.0%	2.2%	-	
Flybe	188	93.6%	0.0%	6.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-	
Lufthansa	40	50.0%	25.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-	
Luxair	70	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%	-	
SkyWork 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%	-	
Sun-Air	52	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	112	75.9%	21.4%	2.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-	
<b>TOTAL</b>	<b>1,682</b>	<b>91.9%</b>	<b>2.7%</b>	<b>3.3%</b>	<b>0.1%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.1%</b>	<b>0.3%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.1%</b>	<b>0.0%</b>	<b>0.1%</b>	<b>1.4%</b>	<b>-</b>	

Operators with 0 'allocated ATMs' and 0 'Requests with NO slot allocated' in W15, are included in this list due to having slots allocated in either W14 Start or W14 End schedules.

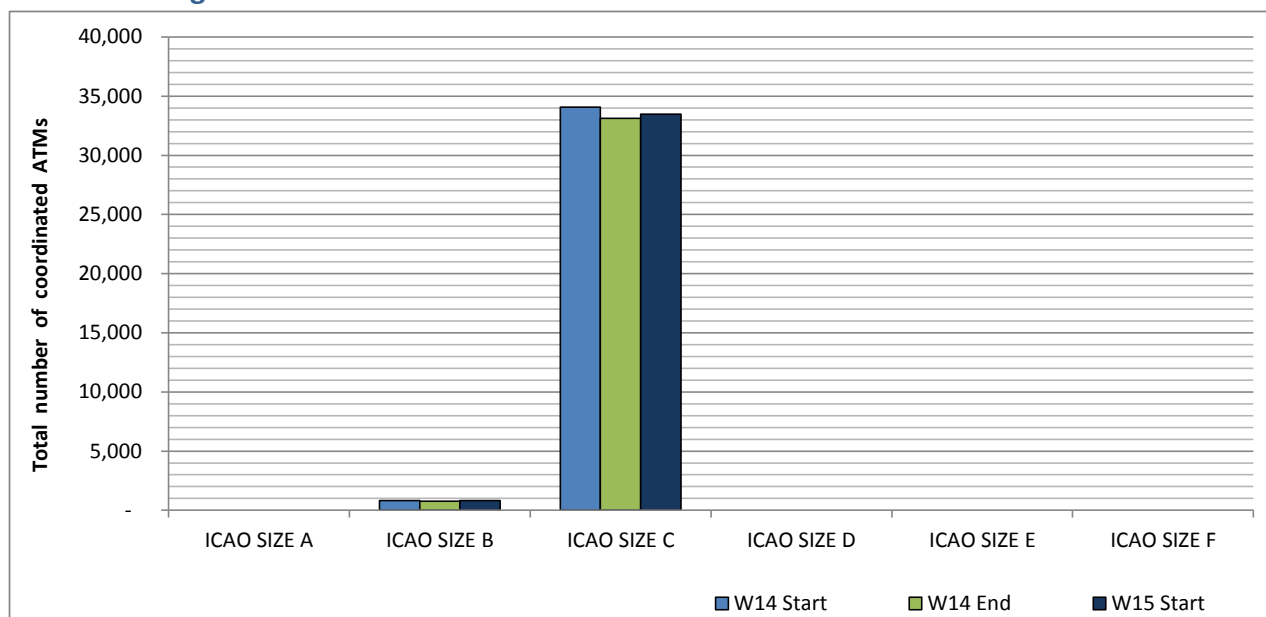
## Significant Route Changes

Operator	Category	Description of change from W14 schedule to W15 schedule
Aurigny Air Services	CHANGE	Increase frequency on Guernsey from 10x to 11x per week (Sun evening added).
BA Cityflyer	<b>NEW</b>	Continue their 21x per week Geneva service - started September 2015.
BA Cityflyer	<b>NEW</b>	Plan to start a 12x per week service to an unspecified destination in Feb 2016.
BA Cityflyer	CHANGE	Increase frequency on Dublin from 26x per week to 31x per week.
BA Cityflyer	CHANGE	Increase frequency on Ibiza from 4x per week to 7x per week (daily).
BA Cityflyer	CHANGE	Reduce frequency on Zurich from 5x per day to 4x per day (Mon-Fri).
Cityjet	<b>NEW</b>	Continue their 18x per week Cork service - started October 2015.
Cityjet	CHANGE	Increase frequency on Amsterdam from 46x to 52x per week.
Cityjet	CHANGE	Reduce frequency on Paris-Orly from 7x per day to 4x per day (Mon-Fri).
Cityjet	CHANGE	Reduce frequency on Rotterdam from 27x to 20x per week.
Cityjet	<b>CANCELLED</b>	Terminate all services to/from Dresden.
Flybe	<b>NEW</b>	By increasing frequency on Edinburgh, Flybe add a new overnight stop at LCY.
Flybe	CHANGE	Increase frequency on Edinburgh from 23x to 39x per week.
Flybe	CHANGE	Reduce frequency on Exeter from 17x to 12x per week.
Flybe	<b>CANCELLED</b>	Terminate all services to/from Dublin - effective April 2015.
Flybe	<b>CANCELLED</b>	Terminate all services to/from Inverness - effective February 2015.
SkyWork Airlines	<b>NEW</b>	Continue their 11x per week Basle/Berne service - started August 2015.
Swiss International	CHANGE	Reduce Geneva frequency from 4x to 3x per day (Mon-Fri).
Swiss International	<b>CANCELLED</b>	Terminate all services to/from Basle - effective S15 - May 2015.

# Full Season - Aircraft Size Analysis

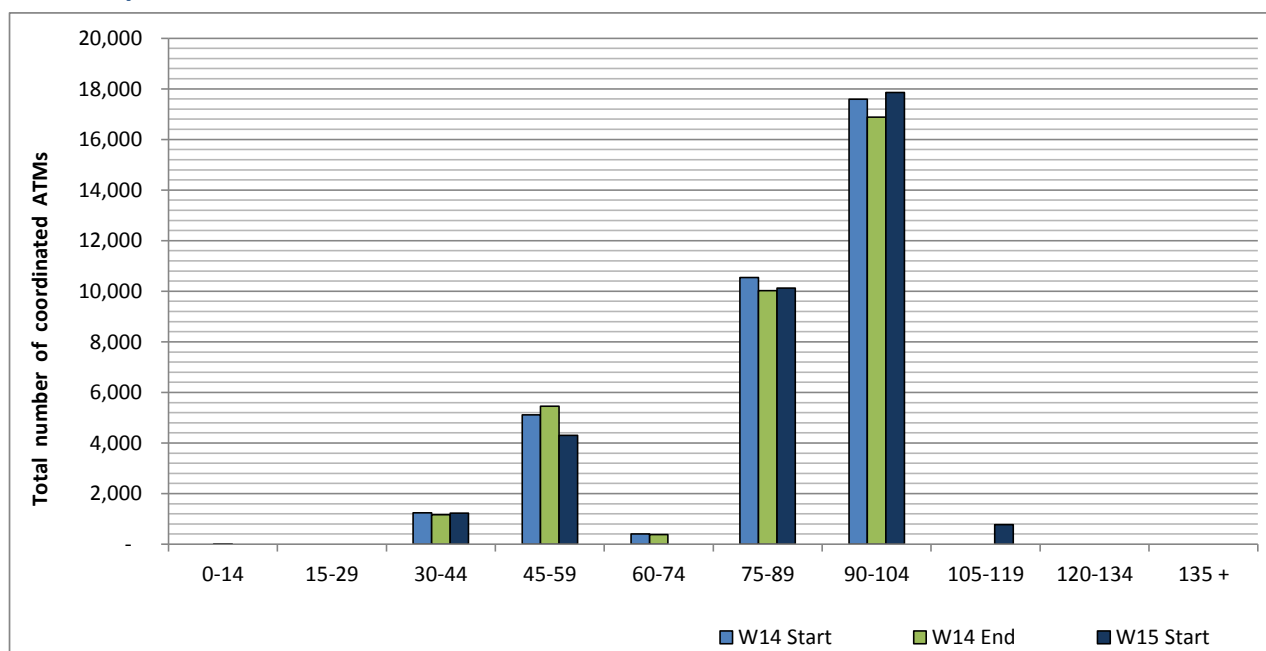


## ICAO size designation



Note: See Glossary for definitions of ICAO SIZE groupings

## Air Transport Movement seat distribution

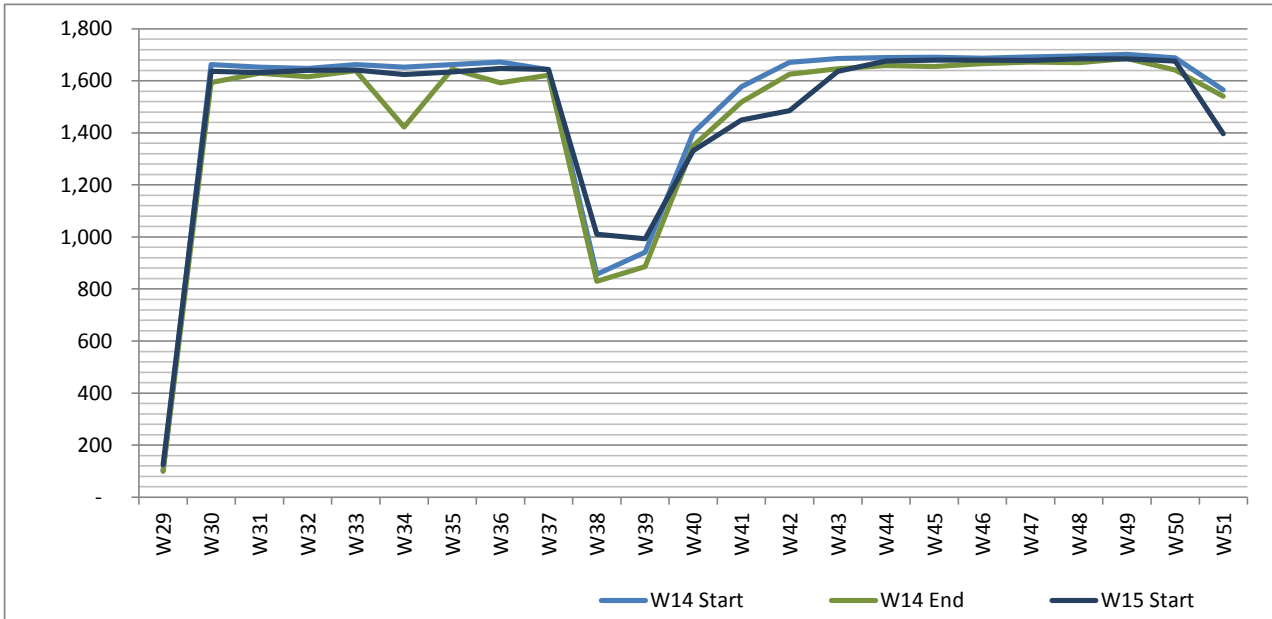


Note: FREIGHT-ONLY services with 0 seats are included in the first seat band '0-14'

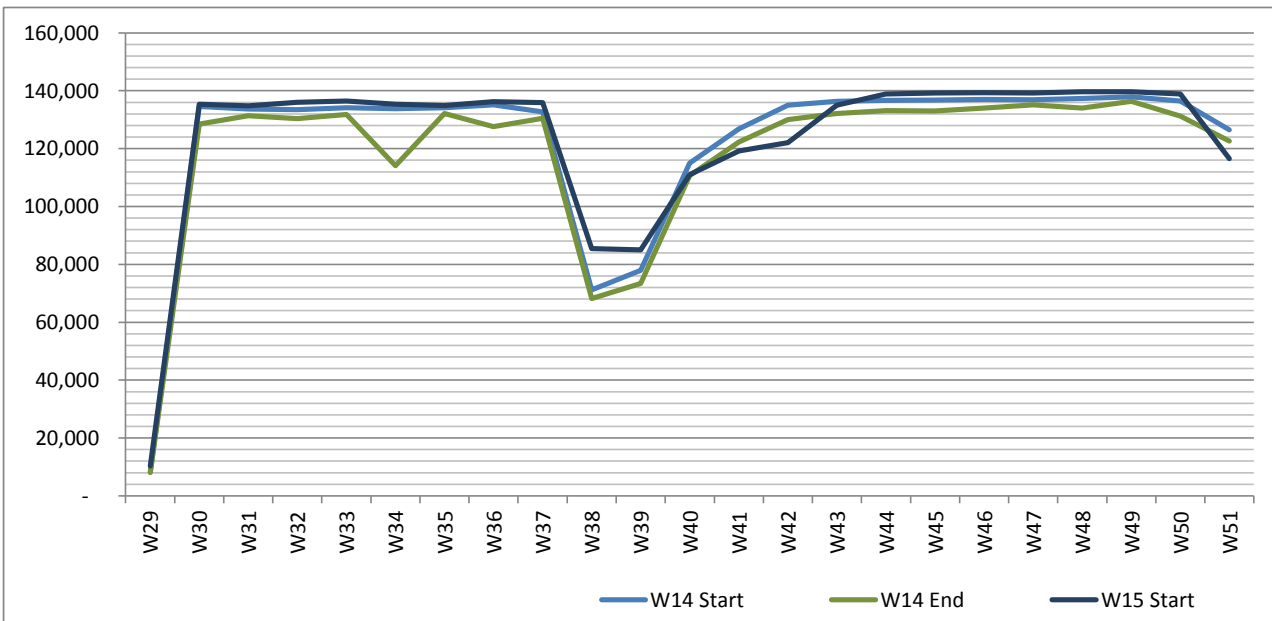
# Full Season - Seasonality



**Air Transport Movements by week of season**



**Air Transport Movement Seats by week of season**



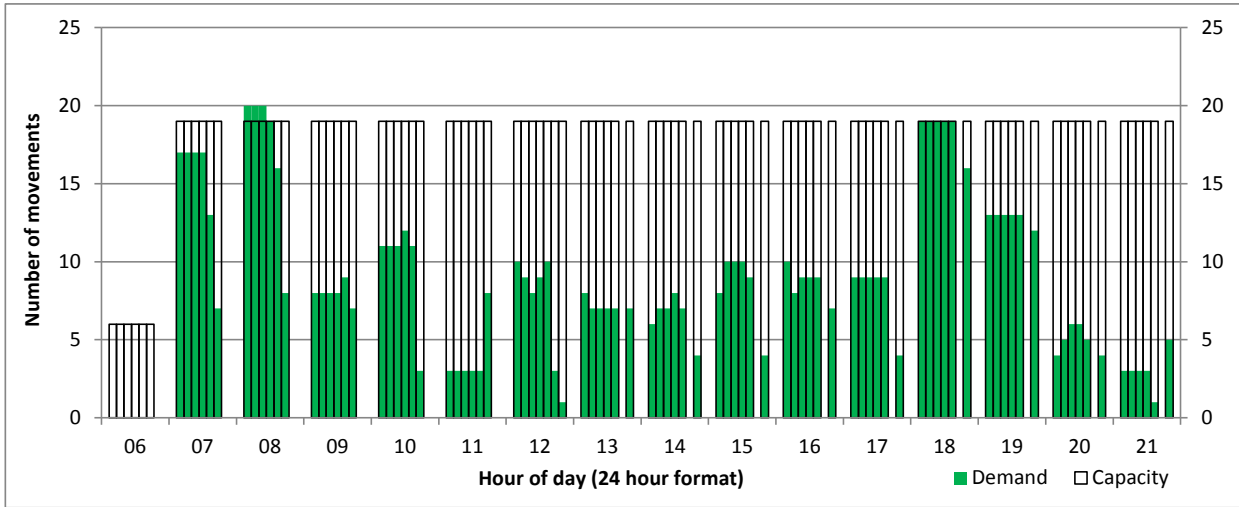
# Peak Week - Hourly Runway Demand

Schedule: W15 Start



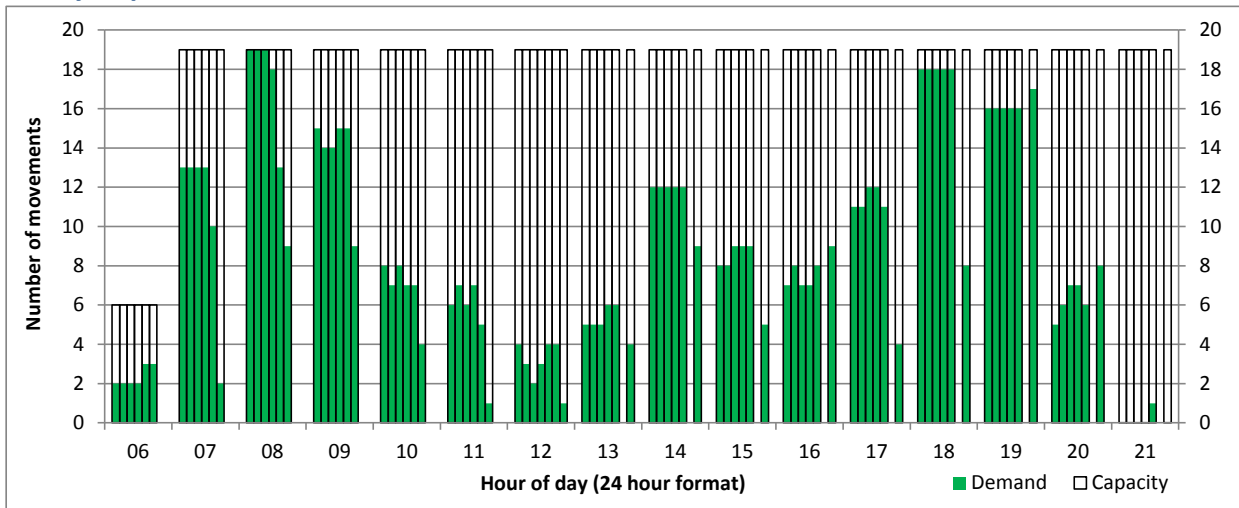
## Hourly Arrival Demand

Time: UTC



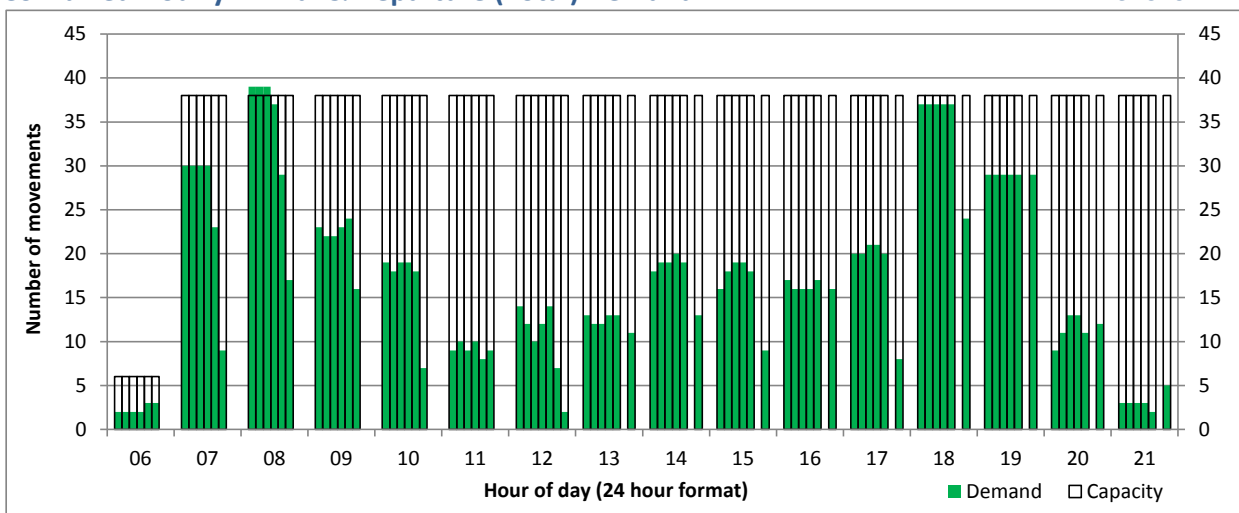
## Hourly Departure Demand

Time: UTC



## Combined Hourly Arrival & Departure (Total) Demand

Time: UTC





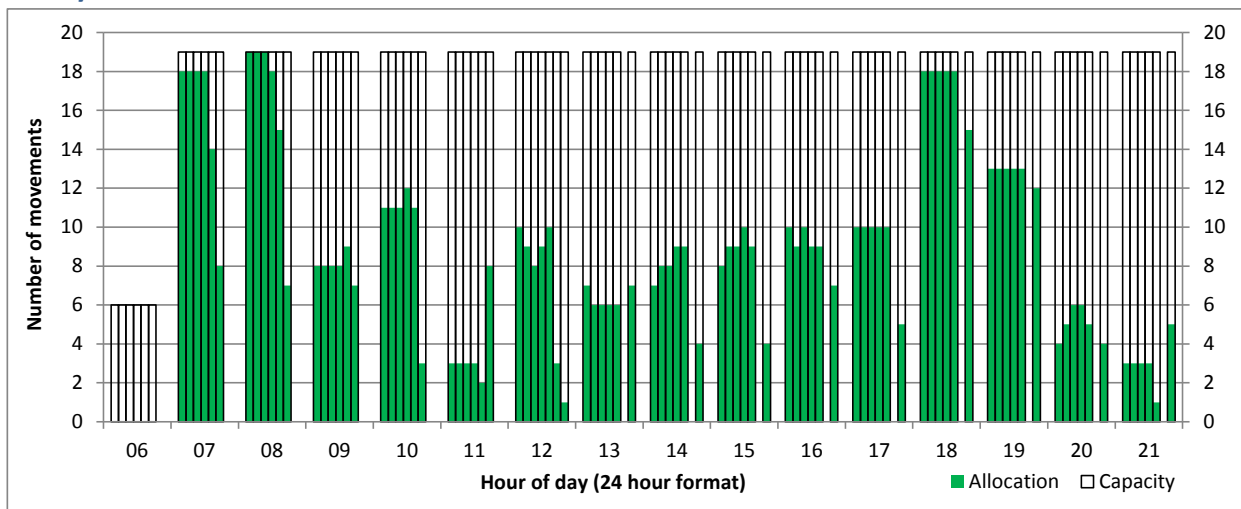
# Peak Week - Hourly Runway Allocation

Schedule: W15 Start



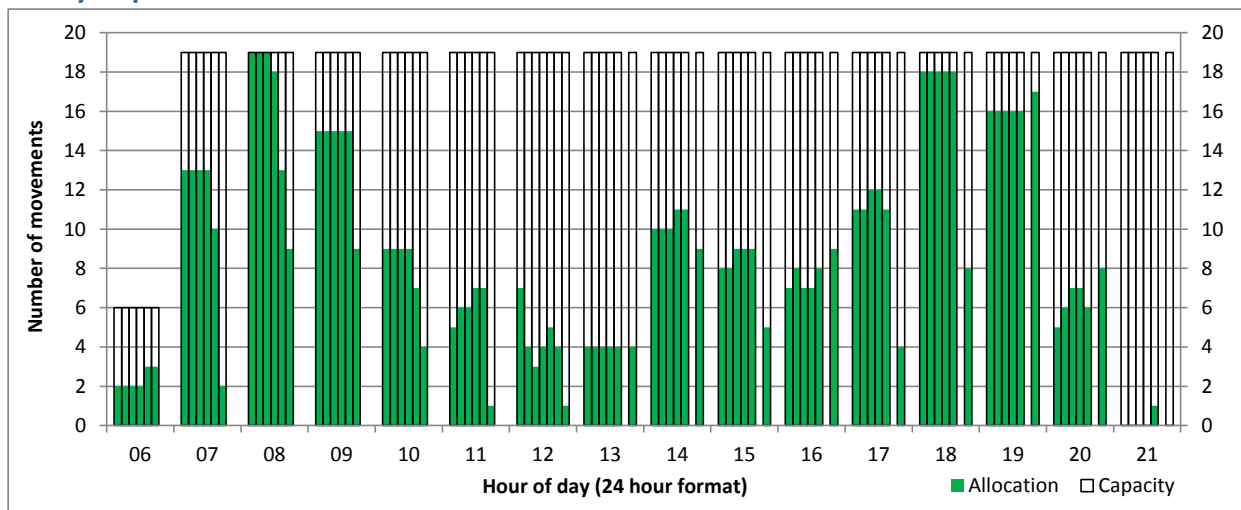
## Hourly Arrival Allocation

Time: UTC



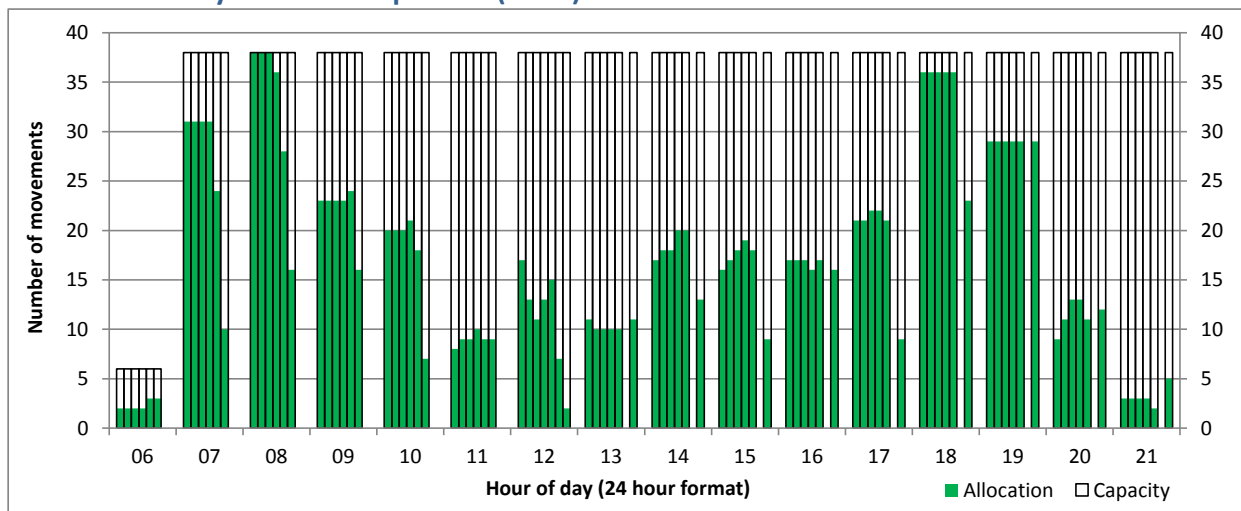
## Hourly Departure Allocation

Time: UTC



## Combined Hourly Arrival & Departure (Total) Allocation

Time: UTC



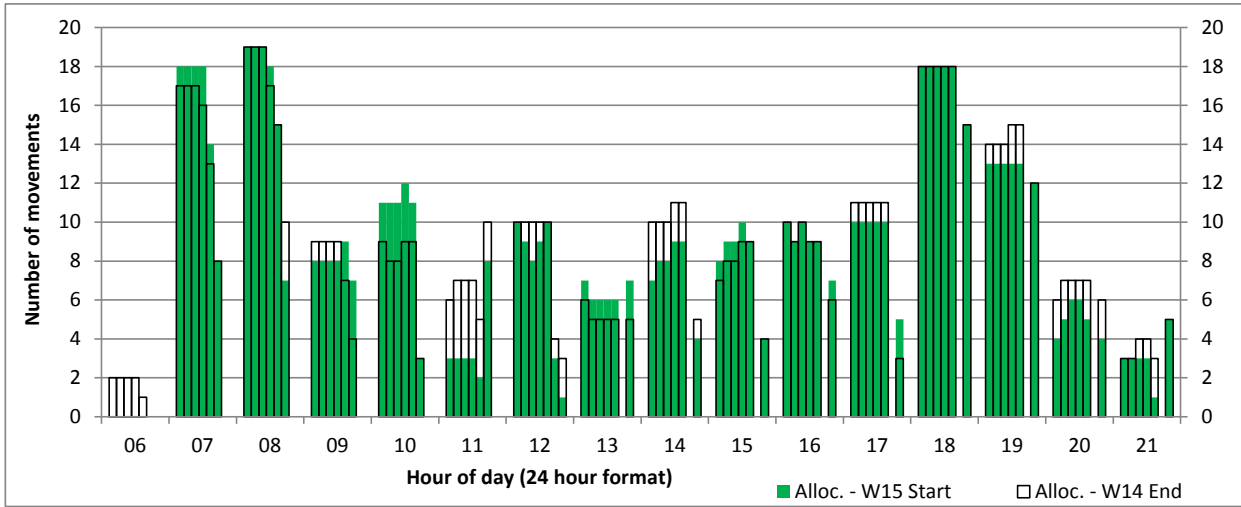
# Peak Week - Runway Allocation Comparison

Comparison of W15 Start vs. W14 End



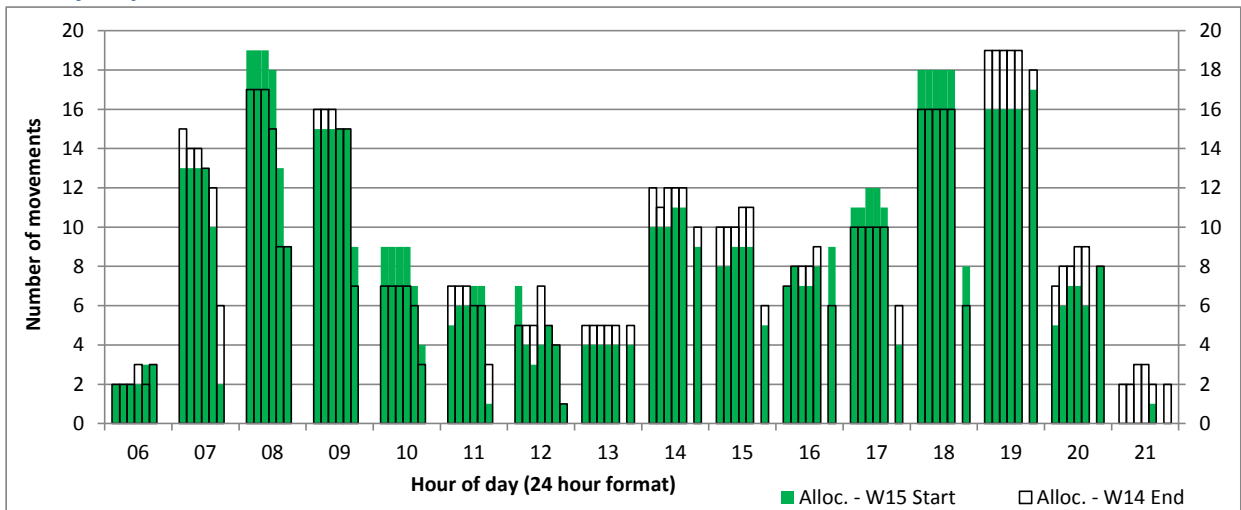
## Hourly Arrival Allocation

Time: UTC



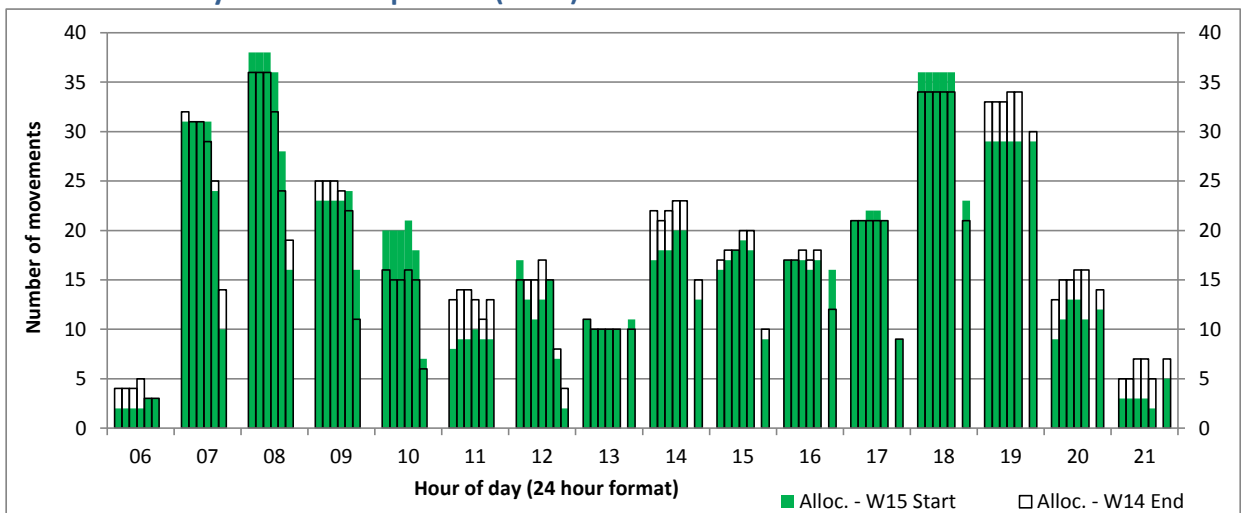
## Hourly Departure Allocation

Time: UTC



## Combined Hourly Arrival & Departure (Total) Allocation

Time: UTC



# Peak Week - Movements Histogram

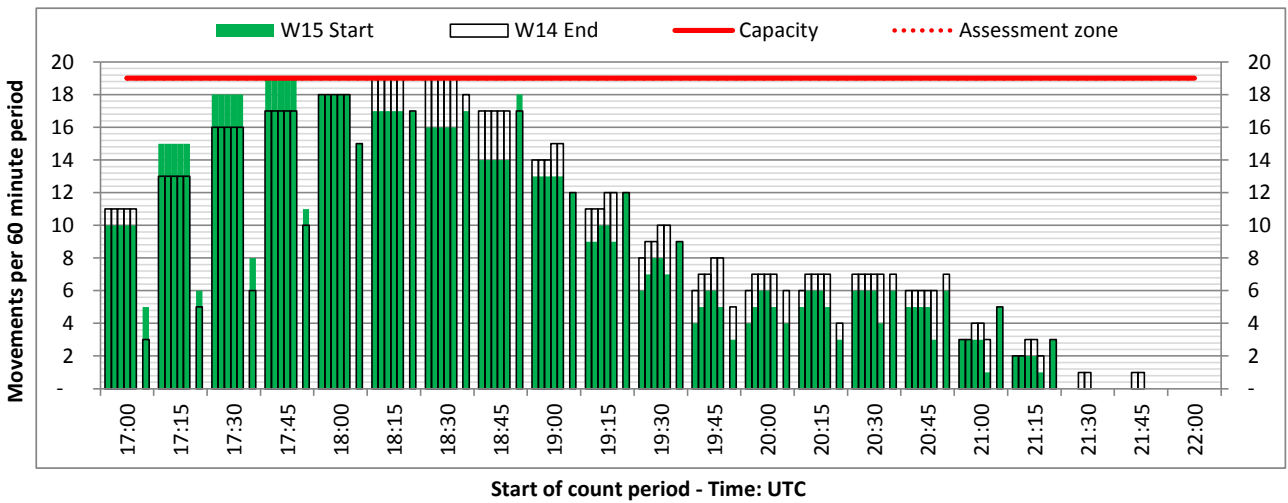
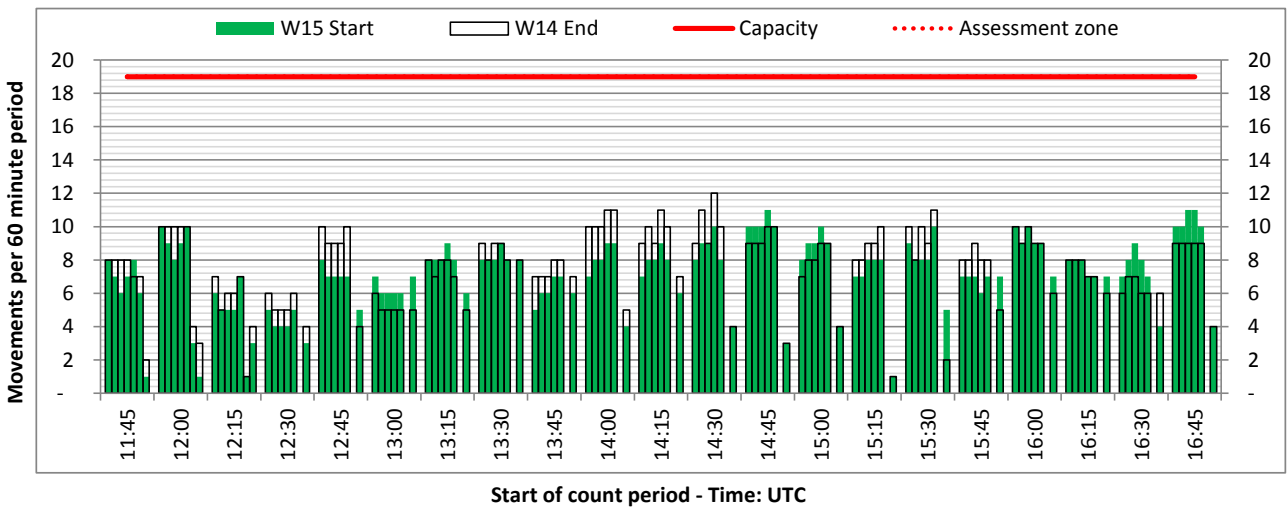
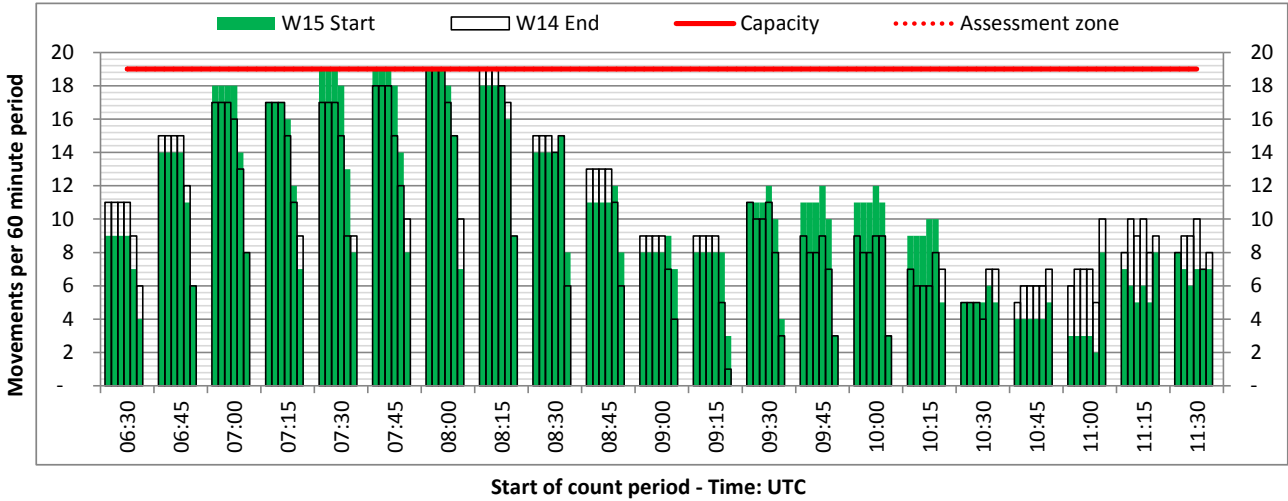
ARRIVAL - 60 minute count rolling every 15 mins (R60/15)



Terminals: All Terminals

Operators: All Operators

Days: 1234567



# Peak Week - Movements Histogram

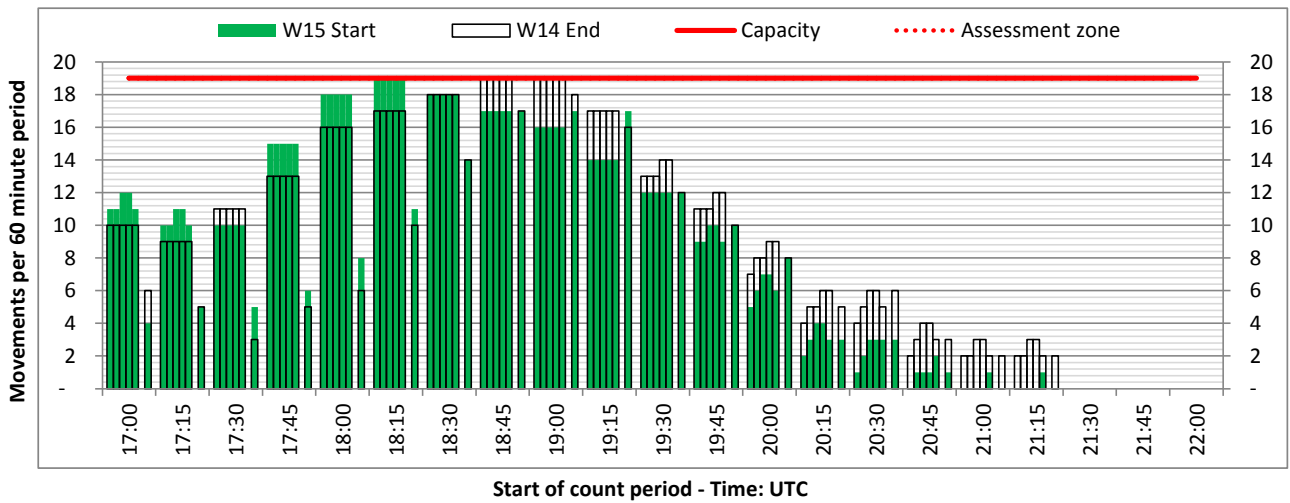
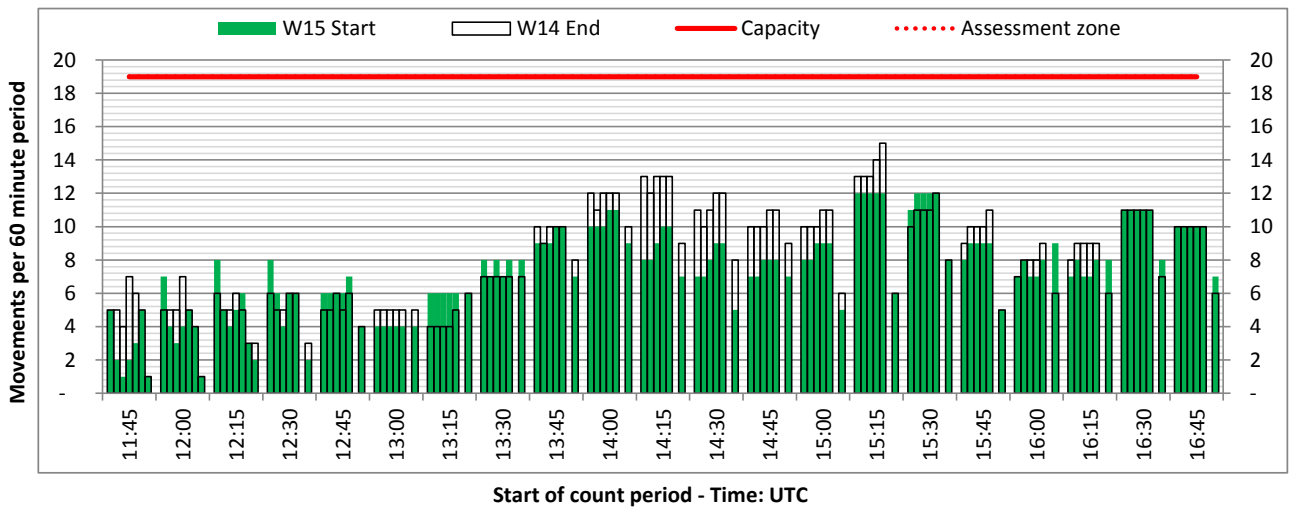
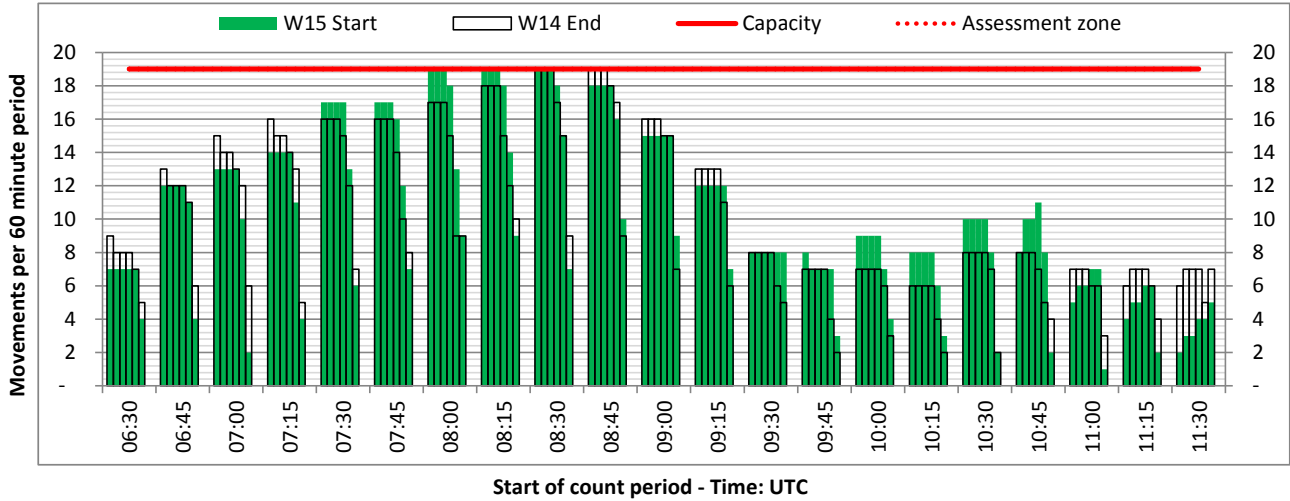
DEPARTURE - 60 minute count rolling every 15 mins (R60/15)



Terminals: All Terminals

Operators: All Operators

Days: 1234567



# Peak Week - Movements Histogram

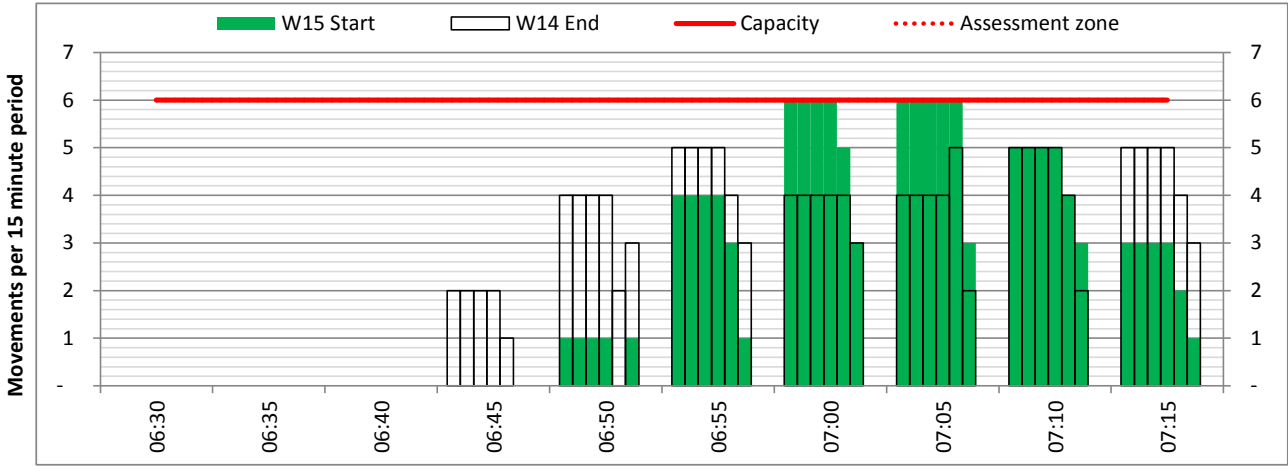
ARRIVAL - 15 minute count rolling every 5 mins (R15/5)



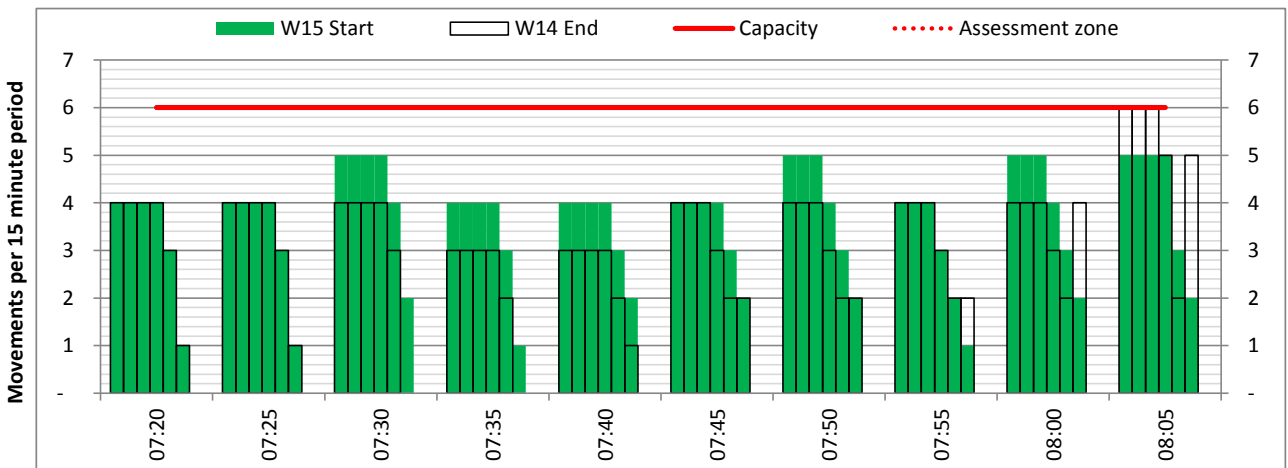
Terminals: All Terminals

Operators: All Operators

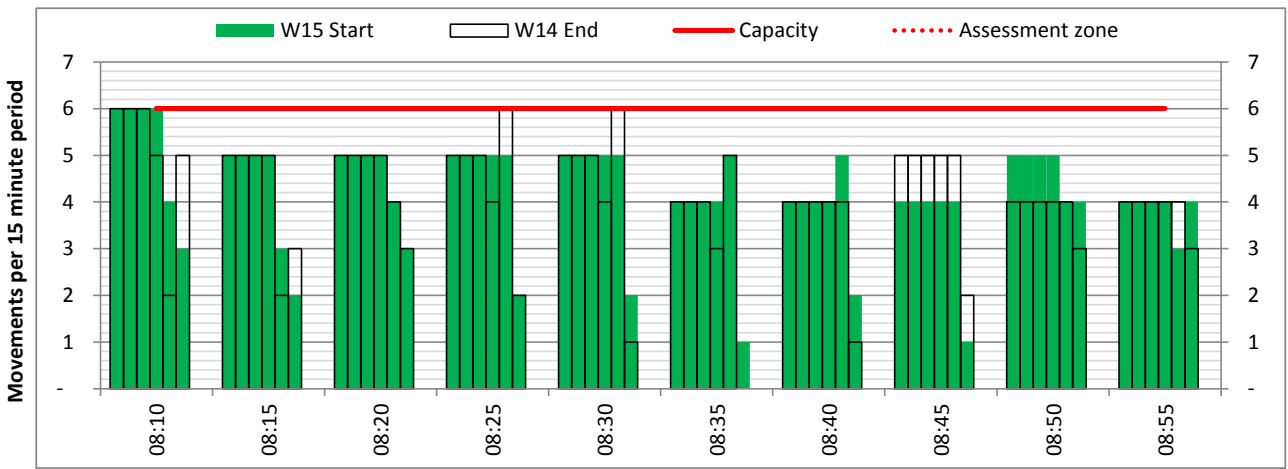
Days: 1234567



Start of count period - Time: UTC



Start of count period - Time: UTC



Start of count period - Time: UTC

# Peak Week - Movements Histogram

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



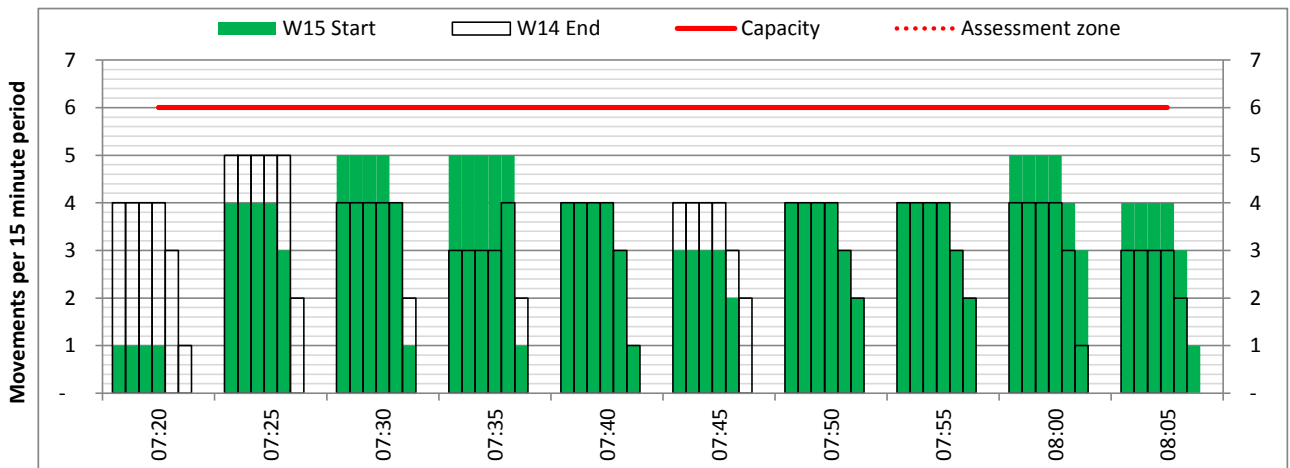
Terminals: All Terminals

Operators: All Operators

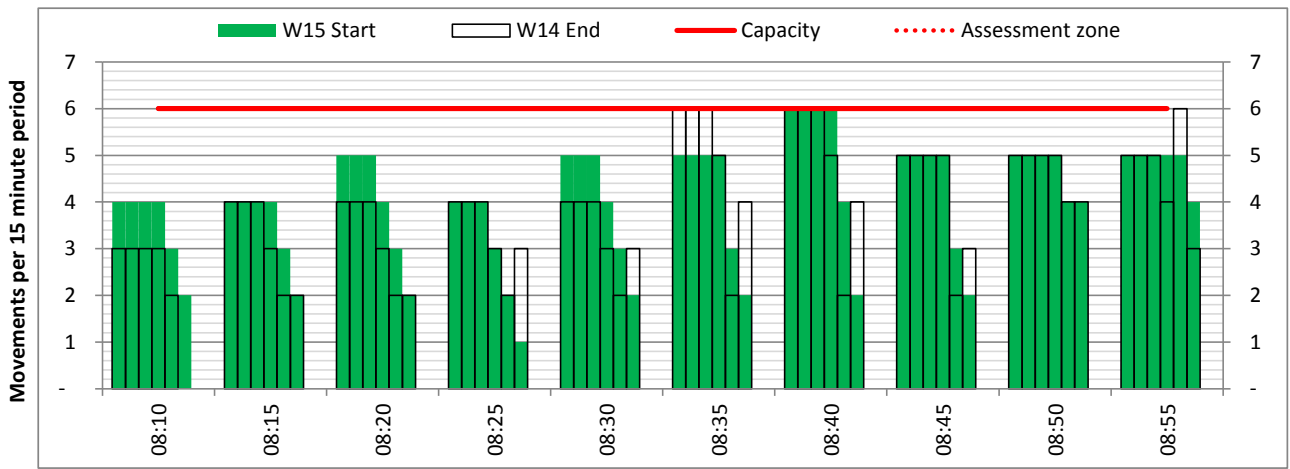
Days: 1234567



Start of count period - Time: UTC



Start of count period - Time: UTC



Start of count period - Time: UTC

<b>Air Transport Movement (ATM)</b>	Any aircraft movement which is either a scheduled or chartered passenger or cargo flight.
<b>Common Travel Area (CTA)</b>	Origin or Destination is in Republic of Ireland or the Channel Islands.
<b>Demand</b>	Unconstrained demand before any schedule adjustments have been made.
<b>"Fill-in"</b>	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".
<b>Hist (SHL)</b>	Snapshot of historic schedule rolled over from end of the previous equivalent season - as advised to airlines in the SHLs.
<b>ICAO Size A</b>	Aircraft with wingspan between 0.00m - 14.99m.
<b>ICAO Size B</b>	Aircraft with wingspan between 15.00m - 23.99m.
<b>ICAO Size C</b>	Aircraft with wingspan between 24.00m - 35.99m.
<b>ICAO Size D</b>	Aircraft with wingspan between 36.00m - 51.99m.
<b>ICAO Size E</b>	Aircraft with wingspan between 52.00m - 64.99m.
<b>ICAO Size F</b>	Aircraft with wingspan between 65.00m - 80.00m.
<b>Init Coord</b>	Snapshot of schedule immediately after Initial Coordination is completed - as advised to airlines in the SALs.
<b>Passenger Air Transport Movement (PATM)</b>	Any aircraft movement which is either a scheduled or chartered passenger flight.
<b>Start</b>	Snapshot of schedule shortly before the start of the scheduling season (exact date given below where used).
<b>Time: Local</b>	Times shown are in LOCAL time for the airport/scheduling season.
<b>Time: UTC</b>	Times shown are in Universal Time Constant (UTC).

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## Data snapshot descriptions

<b>W14 Start</b>	W14 schedule as cleared on Wed 08-Oct-14.
<b>W14 End</b>	W14 schedule as cleared on Mon 30-Mar-15.
<b>W15 Start</b>	W15 schedule as cleared on Wed 07-Oct-15.
<b>Peak Week</b>	Peak week for W14 is Mon 09-Mar-15 to Sun 15-Mar-15. Peak week for W15 is Mon 07-Mar-16 to Sun 13-Mar-16.

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## **For ACL use**

	Airport-Season-Branch-Resource	From date	To date	Time
Full Season Rep 1	LCY-W14-SoS Report-Standard	Sun 26-Oct-2014	Sat 28-Mar-2015	UTC
Full Season Rep 2	LCY-W14-End with CJ and EZ-Standard	Sun 26-Oct-2014	Sat 28-Mar-2015	UTC
Full Season Rep 3	LCY-W15-SOS Report - Live-Standard	Sun 25-Oct-2015	Sat 26-Mar-2016	UTC
	Airport-Season-Branch-Resource	From date	To date	Time
Peak Week Rep 1	LCY-W14-SoS Report BASELINE-BASELINE	Mon 09-Mar-2015	Sun 15-Mar-2015	UTC
Peak Week Rep 2	LCY-W14-UIOLI-BASELINE	Mon 09-Mar-2015	Sun 15-Mar-2015	UTC
Peak Week Rep 3	LCY-W15-SOS Report - BASE-Standard	Mon 07-Mar-2016	Sun 13-Mar-2016	UTC