

Dubai World Central Airport (DWC)

Winter 2016/17 (W16)



Start of Season Report

Report Date: Mon 24-Oct-2016

Headlines

	W16 Start	vs. W15 Start	vs. W15 End
Total Air Transport Movements (Passenger & Freight)	9,036	▼ -7.6%	▼ -1.4%
Total Passenger Air Transport Movements	4,629	▼ -1.0%	▲ 7.9%
Total Passenger Air Transport Movement Seats	822,654	▲ 4.0%	▲ 11.3%
Average Seats per Passenger Air Transport Movement	178	▲ 5.1%	▲ 3.2%
Percentage of allocated slots cleared as requested (OK)	97.2%		

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

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

W15 full season data is adjusted by a factor of 0.95455 in order to directly compare against W16 full season data.

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Air Transport Movement Allocation by Operator

Comparison between W15 End vs. W16 Start



Operator	FULL SEASON ALLOCATION						PEAK WEEK ALLOCATION									
	W15 ATMs	W16 ATMs	+/- change	W16 Rank	W15 Seats	W16 Seats	+/- change	W16 Rank	W15 ATMs	W16 ATMs	+/- change	W16 Rank	W15 Seats	W16 Seats	+/- change	W16 Rank
Abakan Air	11	-	-11	23	-	-	0	15	-	-	0	22	-	-	0	14
AHS Air International	69	-	-69	23	-	-	0	15	-	-	0	22	-	-	0	14
Air Berlin	50	-	-50	23	9,232	-	-9,232	15	4	-	-4	22	744	-	-744	14
Antonov Airlines	4	-	-4	23	-	-	0	15	-	-	0	22	-	-	0	14
Arkfly	90	58	-32	15	16,420	10,614	-5,806	9	4	4	0	11	732	732	0	9
Atlas Air	67	-	-67	23	-	-	0	15	3	-	-3	22	-	-	0	14
Austrian Airlines	4	-	-4	23	527	-	-527	15	-	-	0	22	-	-	0	14
Azerbaijan Airlines	17	-	-17	23	1,821	-	-1,821	15	-	-	0	22	-	-	0	14
Azur Air	32	-	-32	23	7,497	-	-7,497	15	4	-	-4	22	952	-	-952	14
Cargolux	88	84	-4	11	-	-	0	15	4	4	0	11	-	-	0	14
Cargolux Italia	27	42	15	17	-	-	0	15	-	2	2	18	-	-	0	14
Cathay Pacific	143	126	-17	6	-	-	0	15	6	6	0	7	-	-	0	14
China Airlines	342	378	36	5	-	-	0	15	16	18	2	5	-	-	0	14
Condor	67	96	29	10	18,375	26,400	8,025	5	4	6	2	7	1,100	1,650	550	5
Corendon Dutch Airlines	-	30	30	20	-	5,670	5,670	12	-	2	2	18	-	378	378	11
Dart Limited (Ukraine)	2	-	-2	23	344	-	-344	15	-	-	0	22	-	-	0	14
Eleron Aviation	12	-	-12	23	-	-	0	15	3	-	-3	22	-	-	0	14
Emirates	2,589	3,273	684	1	36	-	-36	15	133	156	23	1	-	-	0	14
Ethiopian Airlines	157	-	-157	23	-	-	0	15	6	-	-6	22	-	-	0	14
Ethiad Airways	68	-	-68	23	-	-	0	15	5	-	-5	22	-	-	0	14
Europe Airpost	-	2	2	22	-	298	298	14	-	-	0	22	-	-	0	14
Finnair	95	52	-43	16	19,950	10,868	-9,082	8	6	4	-2	11	1,254	836	-418	7
Flydubai	1,950	2,352	402	2	339,324	409,248	69,924	1	98	112	14	2	17,052	19,488	2,436	1
Global Africa Cargo	165	-	-165	23	-	-	0	15	8	-	-8	22	-	-	0	14
Gulf Air	44	-	-44	23	4,830	-	-4,830	15	4	-	-4	22	440	-	-440	14
Iran Air	69	126	57	6	-	-	0	15	2	6	4	7	-	-	0	14
Jazeera Airways	-	-	0	23	-	-	0	15	-	-	0	22	-	-	0	14
Kalitta Air	3	-	-3	23	-	-	0	15	-	-	0	22	-	-	0	14
Malaysia Airlines	260	-	-260	23	-	-	0	15	19	-	-19	22	-	-	0	14
Martinair	69	-	-69	23	-	-	0	15	-	-	0	22	-	-	0	14
National Air Cargo	95	-	-95	23	-	-	0	15	-	-	0	22	-	-	0	14
Neos	116	60	-56	14	23,915	11,160	-12,755	7	10	4	-6	11	1,870	744	-1,126	8
Orenair	15	-	-15	23	2,887	-	-2,887	15	4	-	-4	22	756	-	-756	14
Pouya Air	33	-	-33	23	-	-	0	15	-	-	0	22	-	-	0	14
Qatar Airways	1,315	1,386	71	3	182,797	194,040	11,243	2	62	66	4	3	8,580	9,240	660	2
Rotana Jet	122	-	-122	23	6,052	-	-6,052	15	2	-	-2	22	100	-	-100	14
Royal Flight Russia	12	-	-12	23	2,767	-	-2,767	15	-	-	0	22	-	-	0	14
Ruby Star	40	-	-40	23	-	-	0	15	2	-	-2	22	-	-	0	14
Sahara Aero Services	11	-	-11	23	-	-	0	15	2	-	-2	22	-	-	0	14
Silk Road Cargo	23	-	-23	23	-	-	0	15	1	-	-1	22	-	-	0	14
Silk Way Airlines	24	-	-24	23	-	-	0	15	-	-	0	22	-	-	0	14
Silk Way West Airlines	11	-	-11	23	-	-	0	15	5	-	-5	22	-	-	0	14
Small Planet Airlines	47	40	-7	18	8,419	7,200	-1,219	10	4	4	0	11	720	720	0	10
Small Planet Airlines Germany	-	11	11	21	-	1,980	1,980	13	-	-	0	22	-	-	0	14
SmartLynx Airlines Estonia	23	-	-23	23	4,124	-	-4,124	15	2	2	0	18	360	360	0	13
The Cargo Airlines	109	-	-109	23	-	-	0	15	2	-	-2	22	-	-	0	14
Thomson Airways	-	104	104	9	-	30,264	30,264	4	-	8	8	6	-	2,328	2,328	4
TUifly	32	32	0	19	4,641	6,048	1,407	11	2	2	0	18	286	378	92	11
Turkish Airlines	84	84	0	11	-	-	0	15	4	4	0	11	-	-	0	14
Unique Air	11	-	-11	23	-	-	0	15	6	-	-6	22	-	-	0	14
Ural Airlines	63	-	-63	23	13,860	-	-13,860	15	8	-	-8	22	1,760	-	-1,760	14
Uzbekistan Airways	71	84	13	11	-	-	0	15	4	4	0	11	-	-	0	14
Volga-Dnepr Airlines	2	-	-2	23	-	-	0	15	-	-	0	22	-	-	0	14
Wizz Air	374	490	116	4	67,353	88,200	20,847	3	20	24	4	4	3,600	4,320	720	3
Yamal Airlines	10	126	116	6	1,565	20,664	19,099	6	-	6	6	7	-	984	984	6
Yemenia	15	-	-15	23	2,291	-	-2,291	15	-	-	0	22	-	-	0	14
Zetavia	11	-	-11	23	-	-	0	15	-	-	0	22	-	-	0	14
TOTAL	9,161	9,036	-125		739,027	822,654	83,627		469	444	-25		40,306	42,158	1,852	

Operators with 0 'ATMs' in both W15 End & W16 Start schedules are included in the table due to appearing in the W15 Start schedule (either with/without allocated slots).

Peak Week - Allocation and Slot Adjustment Distribution by Operator



Schedule: W16 Start

Operator	W16 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 Berlin	-																	-
Arkefly	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%	0.0%	0.0%	-
Atlas Air	-																	-
Azerbaijan Airlines	-																	-
Azur Air	-																	-
Cargolux	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%	0.0%	0.0%	-
Cargolux Italia	2	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%	0.0%	-
Cathay Pacific	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%	0.0%	0.0%	-
China 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%	0.0%	0.0%	-
Condor	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%	0.0%	0.0%	-
Corendon Dutch Airlines	2	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%	0.0%	-
Eleron Aviation	-																	-
Emirates	156	98.1%	0.0%	0.6%	0.0%	0.6%	0.0%	0.0%	0.0%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Ethiopian Airlines	-																	-
Etiihad Airways	-																	-
Finnair	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%	0.0%	0.0%	-
Flydubai	112	99.1%	0.0%	0.0%	0.0%	0.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Global Africa Cargo	-																	-
Gulf Air	-																	-
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%	0.0%	0.0%	-
Jazeera Airways	-																	-
Malaysia Airlines	-																	-
Martinair	-																	-
Neos	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%	0.0%	0.0%	-
Orenair	-																	-
Qatar Airways	66	97.0%	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%	3.0%	0.0%	-
Rotana Jet	-																	-
Royal Flight Russia	-																	-
Ruby Star	-																	-
Sahara Aero Services	-																	-
Silk Road Cargo	-																	-
Silk Way West Airlines	-																	-
Small Planet 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%	0.0%	0.0%	-
SmartLynx Airlines Estonia	2	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%	0.0%	-
The Cargo Airlines	-																	-
Thomson Airways	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%	0.0%	0.0%	-
TUfly	2	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%	0.0%	-
Turkish 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%	0.0%	0.0%	-
Unique Air	-																	-
Ural Airlines	-																	-
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%	0.0%	0.0%	-
Wizz Air	24	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%	0.0%	-
Yamal 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%	0.0%	0.0%	-
TOTAL	444	98.6%	0.0%	0.2%	0.0%	0.5%	0.0%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.5%	0.0%	-

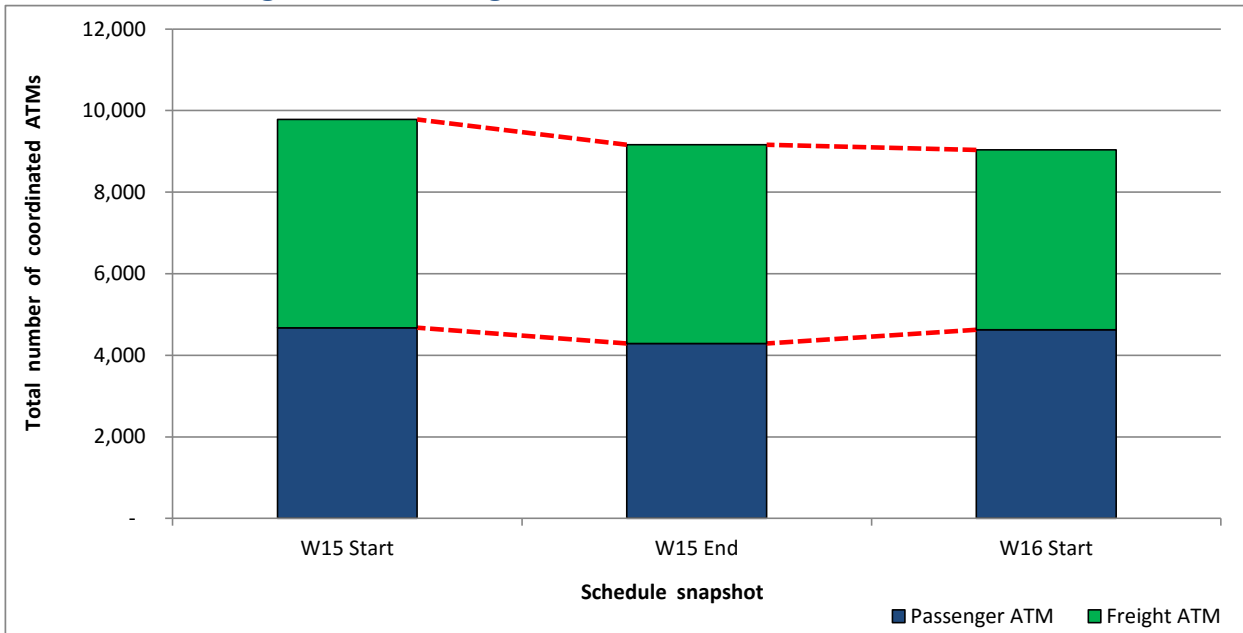
Operators with 0 'allocated ATMs' and 0 'Requests with NO slot allocated' in W16, are included in this list due to having slots allocated in either W15 Start or W15 End schedules.

Significant Route Changes

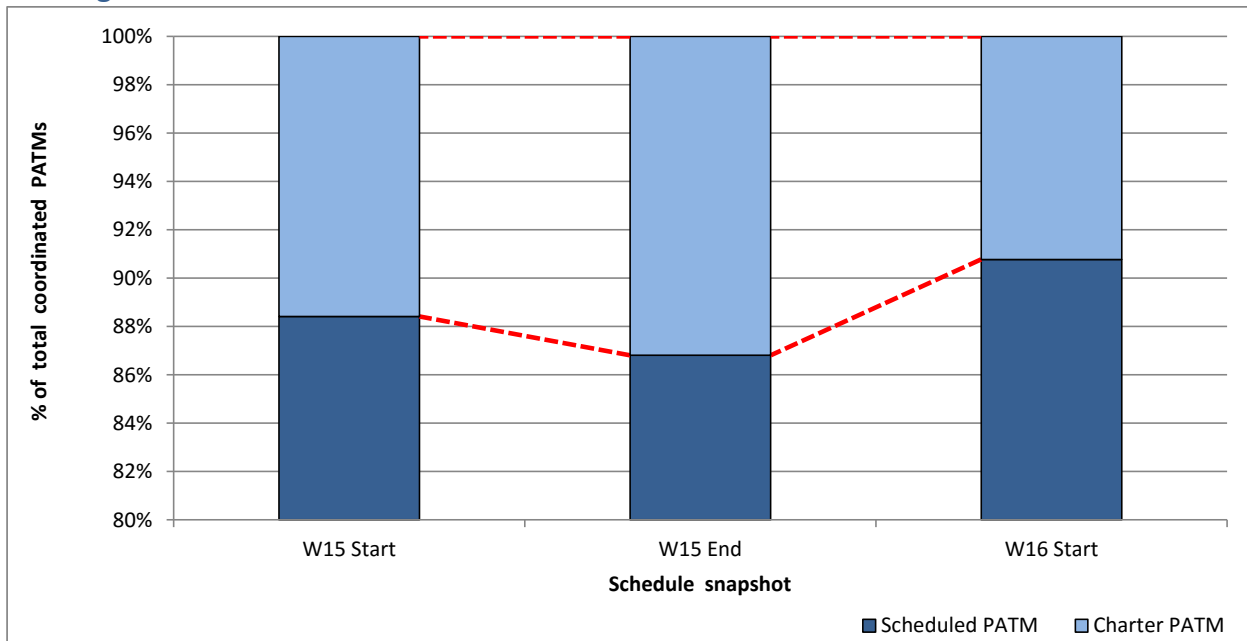


Operator	Category	Description of change from W15 schedule to W16 schedule
AHS Air International	CANCELLED	Service to GYD,OAI
Air Berlin	CANCELLED	Service to TXL
Condor	CHANGE	Increased Service from FRA
Corendon Dutch Airlines	NEW	Service From AMS
Emirates	NEW	Service to MAD,PNH
Emirates	CHANGE	Increased Service to AMS,ATL,BCN,EBL,HAN,HKG,MEX,ORD,SGN,VCP
Emirates	CANCELLED	Service to BAH,BRU,CPH,DKR,NBO,SYD
Ethiopian Airlines	CANCELLED	Service to ADD
Etihad Airways	CANCELLED	All Services
Gulf Air	CANCELLED	Service to BAH
Iran Air	CANCELLED	Service from IKA
Malaysia Airlines	CANCELLED	Service from AMS,KUL
Martinair	CANCELLED	Service from AMS
Rotana Jet	CANCELLED	Service from XSB
Thomson Airways	NEW	Service to BHX,LGW,MAN
Wizz Air	NEW	Service to KTW
Zetavia	CANCELLED	Service from DME

Total ATMs: Passenger ATMs vs. Freight ATMs



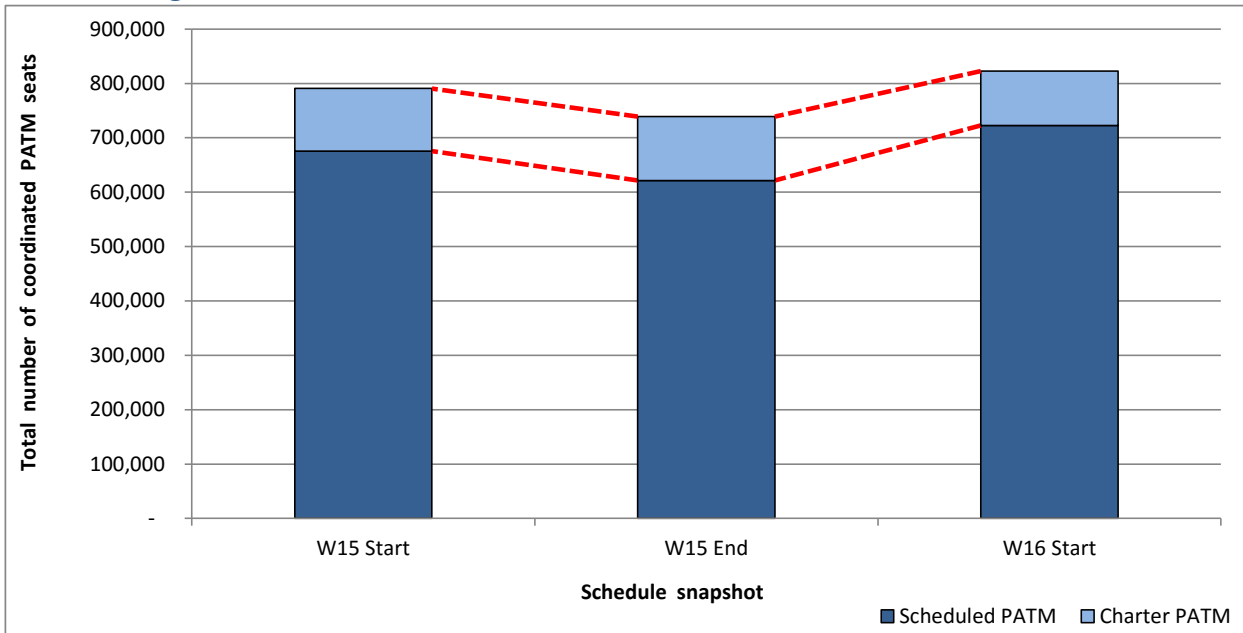
Passenger ATMs: Scheduled vs. Charter



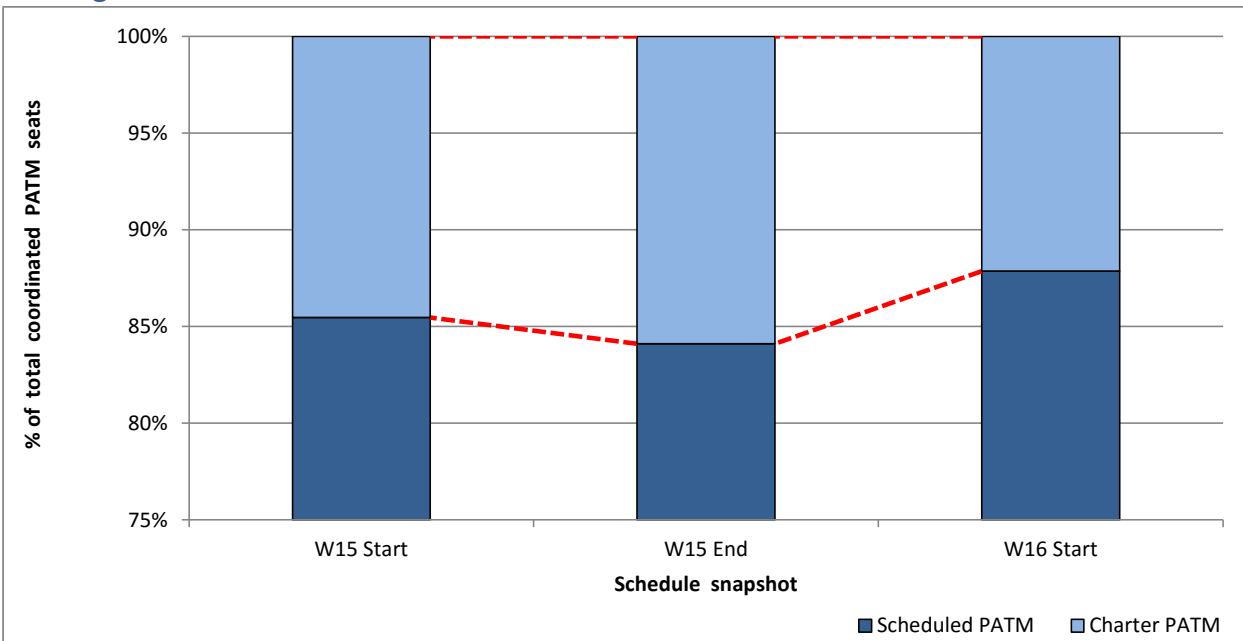
Full Season - PATM Seats Analysis



Total Passenger ATM seats: Scheduled vs. Charter



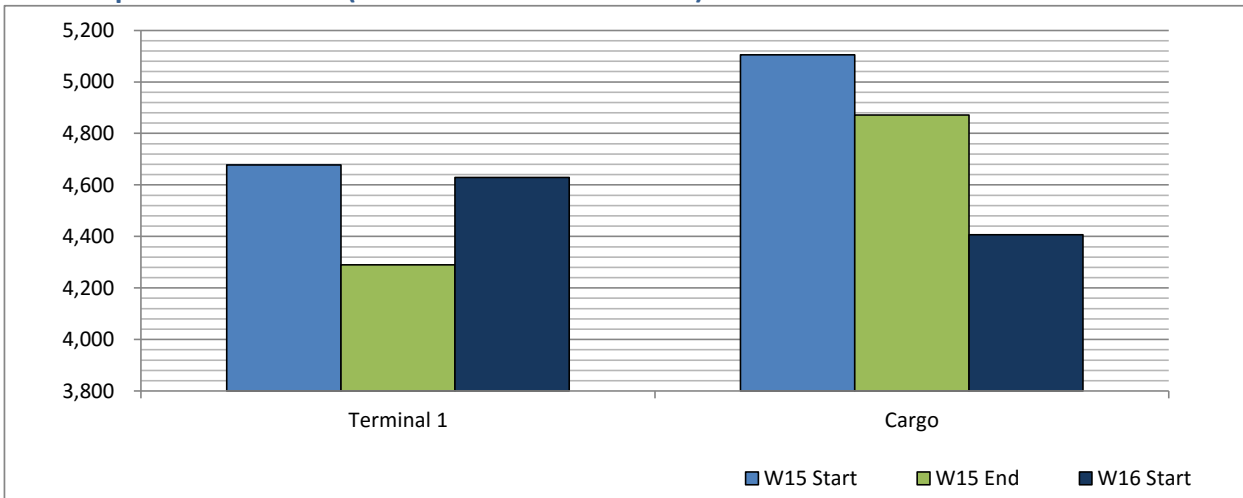
Passenger ATM seats: Scheduled vs. Charter



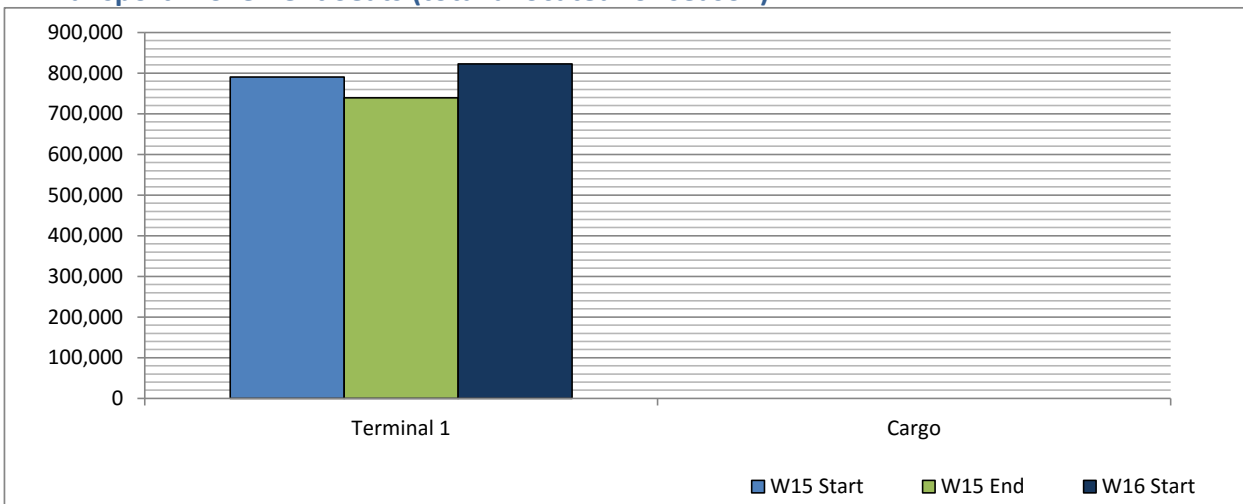
Full Season - Terminal Analysis



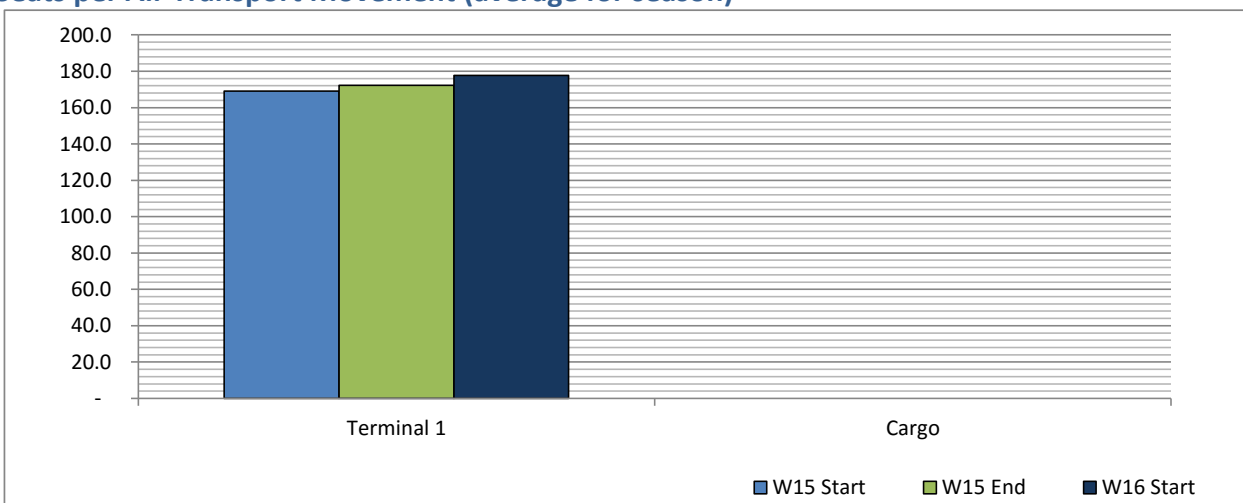
Air Transport Movements (total allocated for season)



Air Transport Movement Seats (total allocated for season)



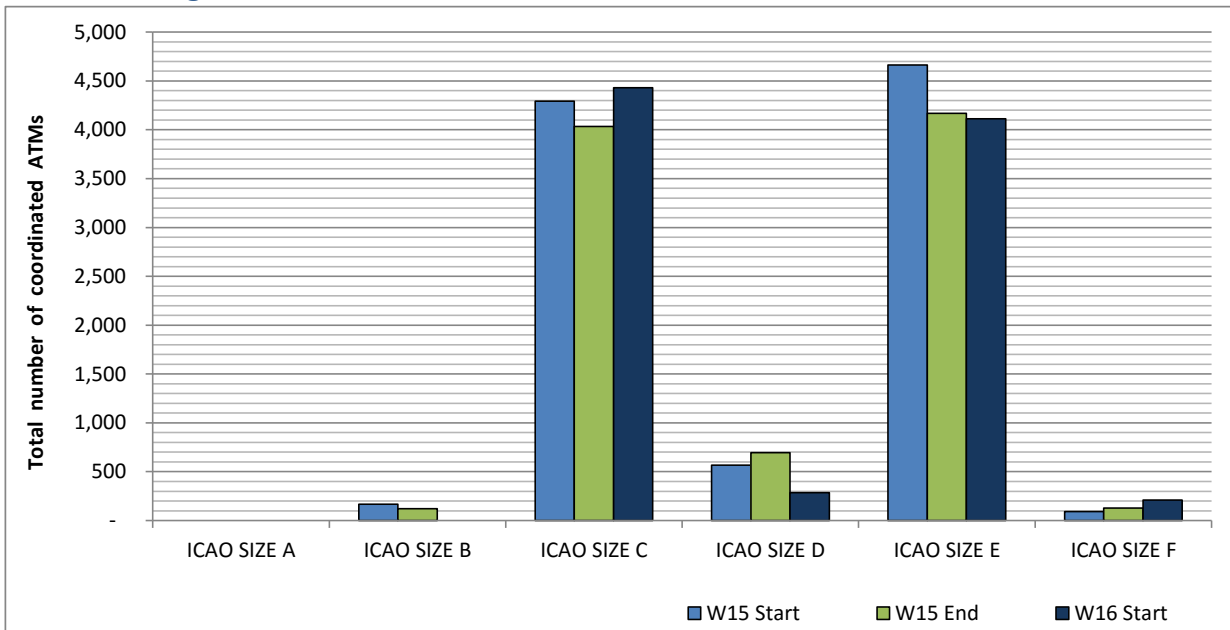
Seats per Air Transport Movement (average for season)



Full Season - Aircraft Size Analysis

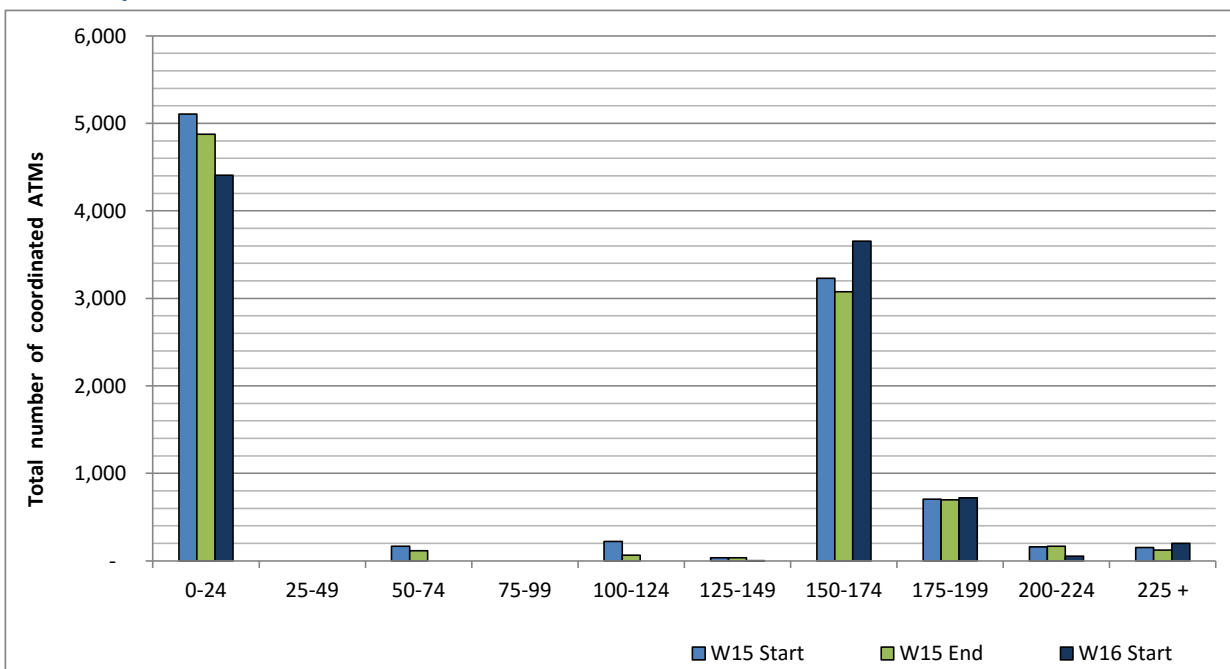


ICAO size designation



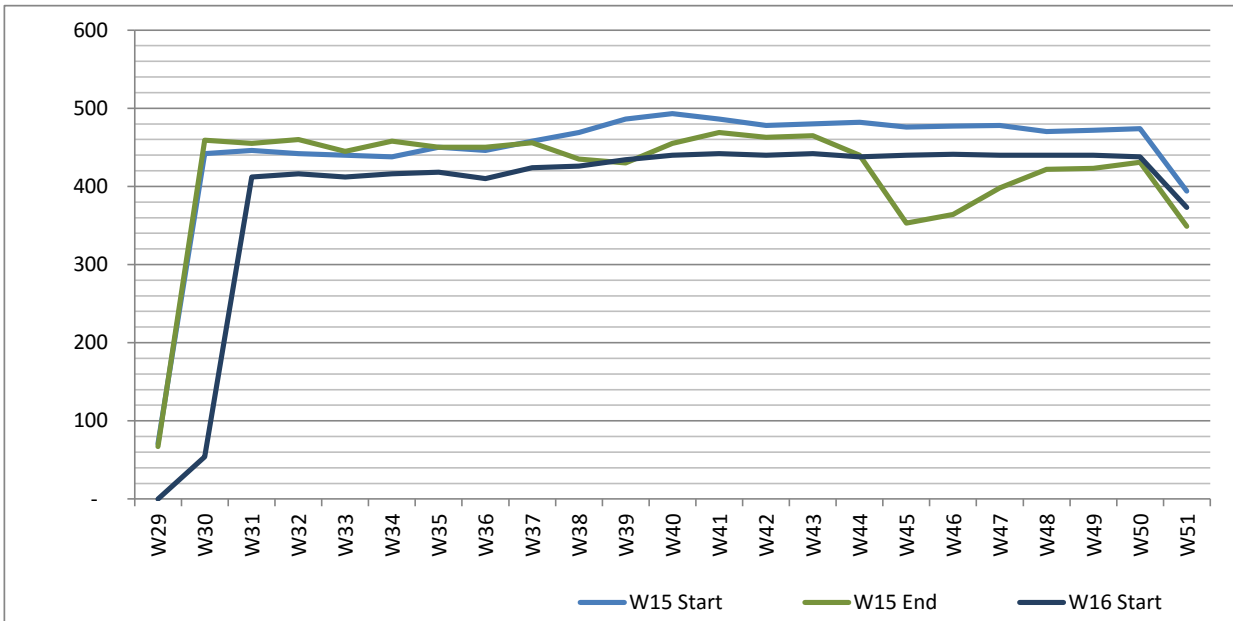
Note: See Glossary for definitions of ICAO SIZE groupings

Air Transport Movement seat distribution

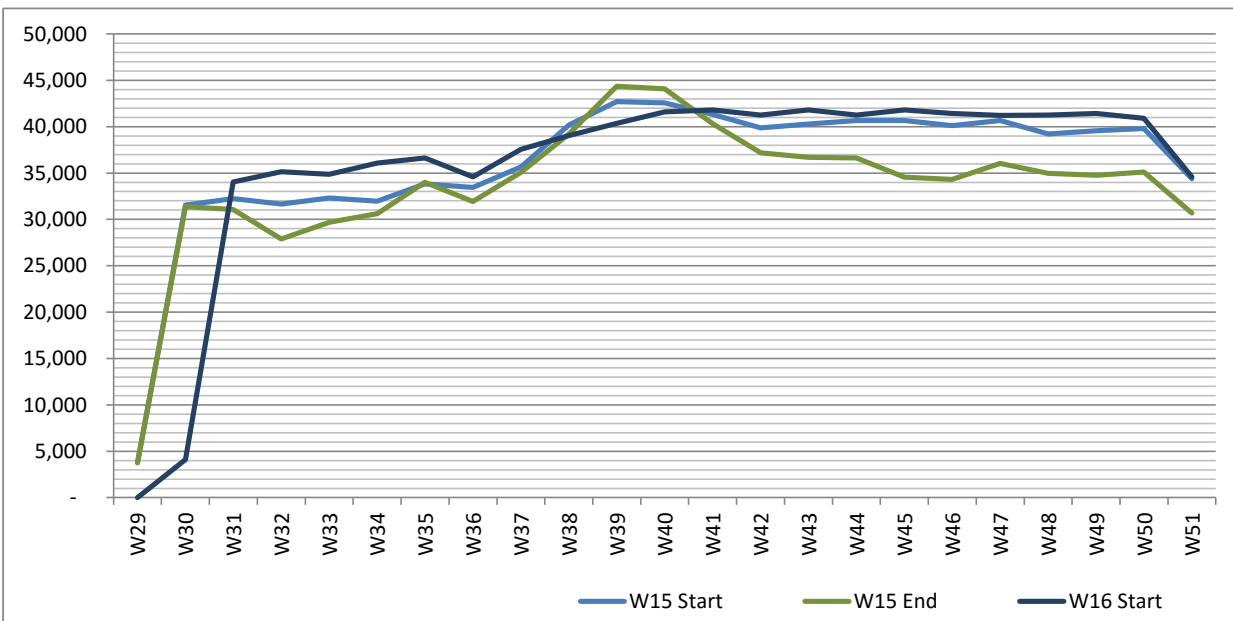


Note: FREIGHT-ONLY services with 0 seats are included in the first seat band '0-24'

Air Transport Movements by week of season



Air Transport Movement Seats by week of season



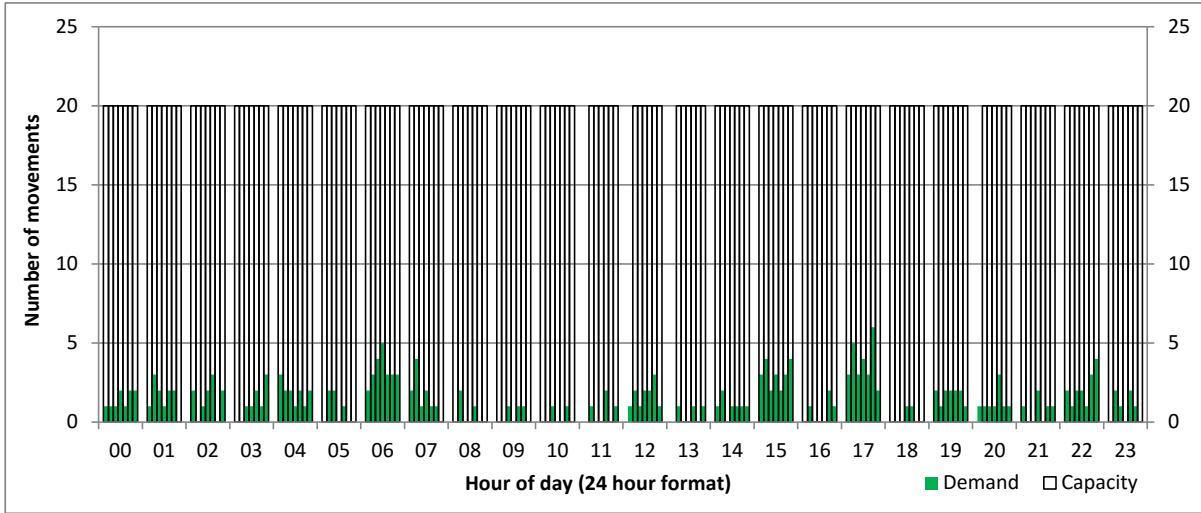
Peak Week - Hourly Runway Demand

Schedule: W16 Start



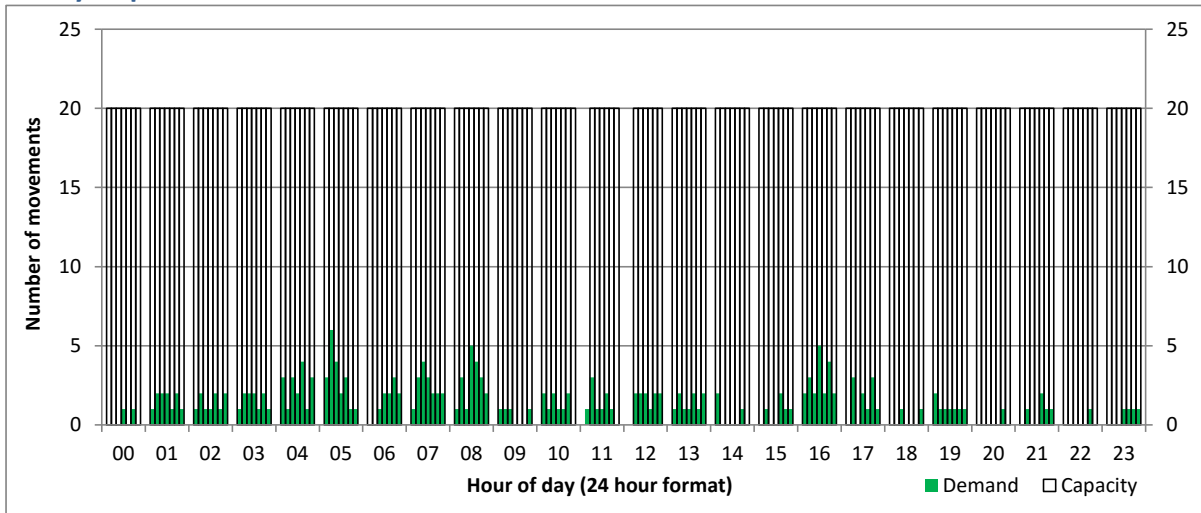
Hourly Arrival Demand

Time: UTC



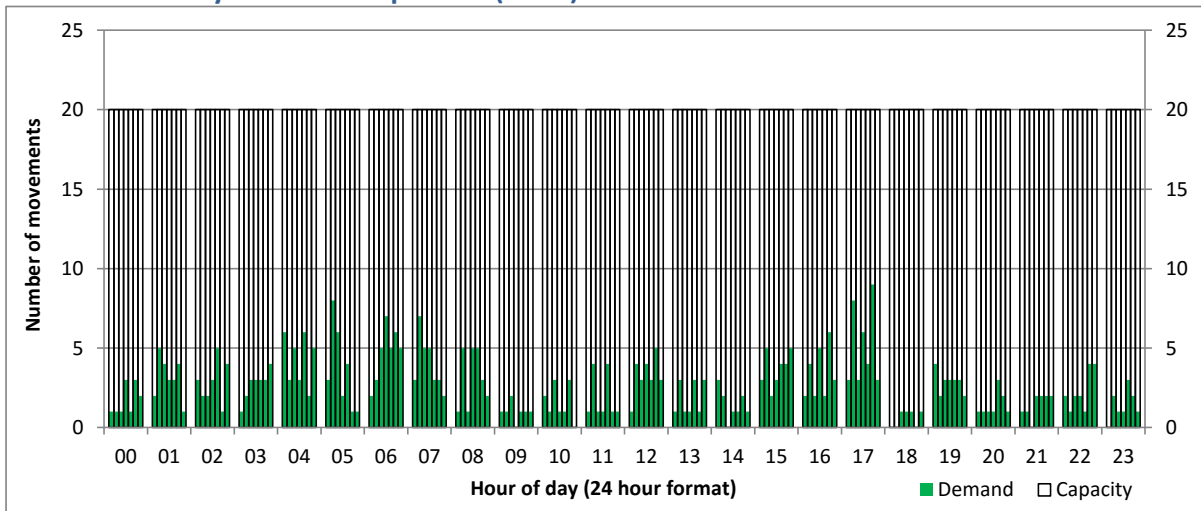
Hourly Departure Demand

Time: UTC



Combined Hourly Arrival & Departure (Total) Demand

Time: UTC



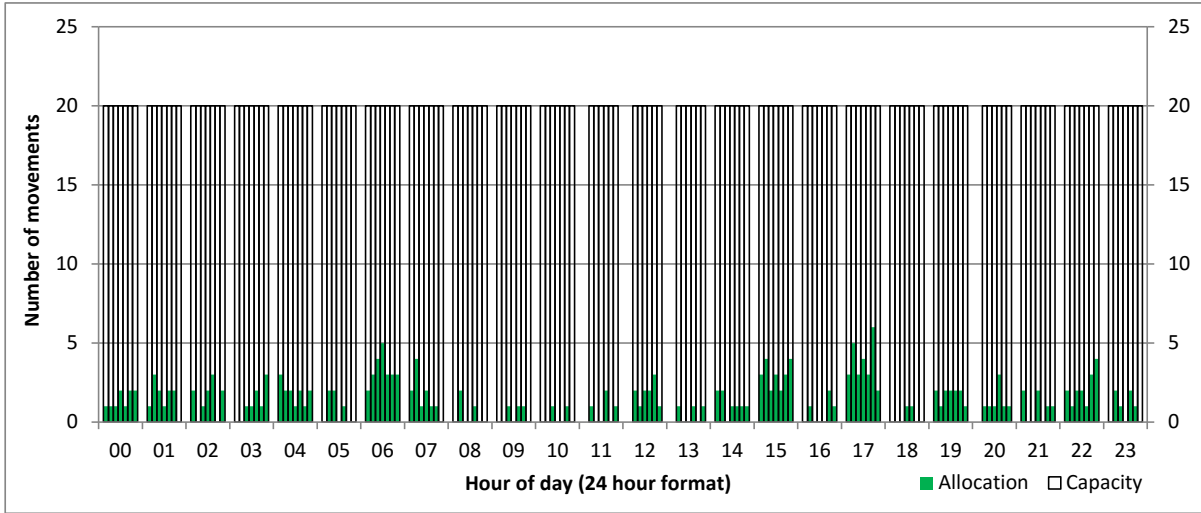
Peak Week - Hourly Runway Allocation

Schedule: W16 Start



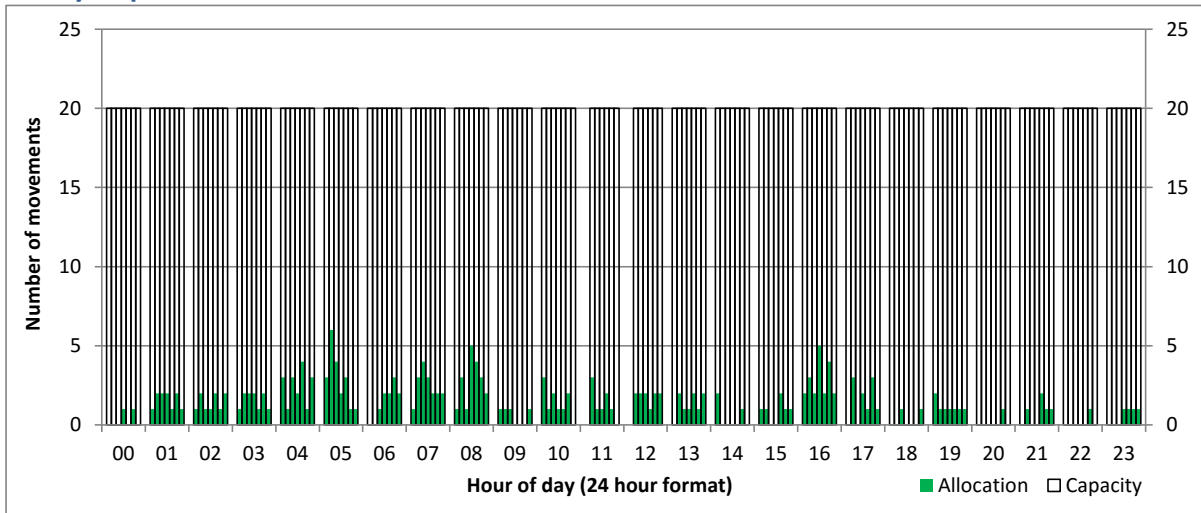
Hourly Arrival Allocation

Time: UTC



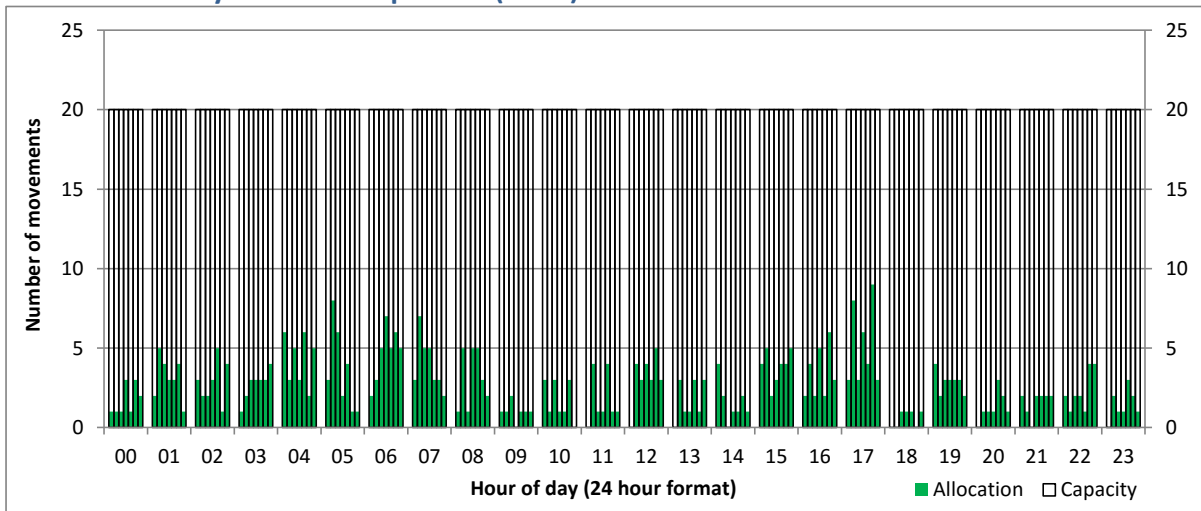
Hourly Departure Allocation

Time: UTC



Combined Hourly Arrival & Departure (Total) Allocation

Time: UTC



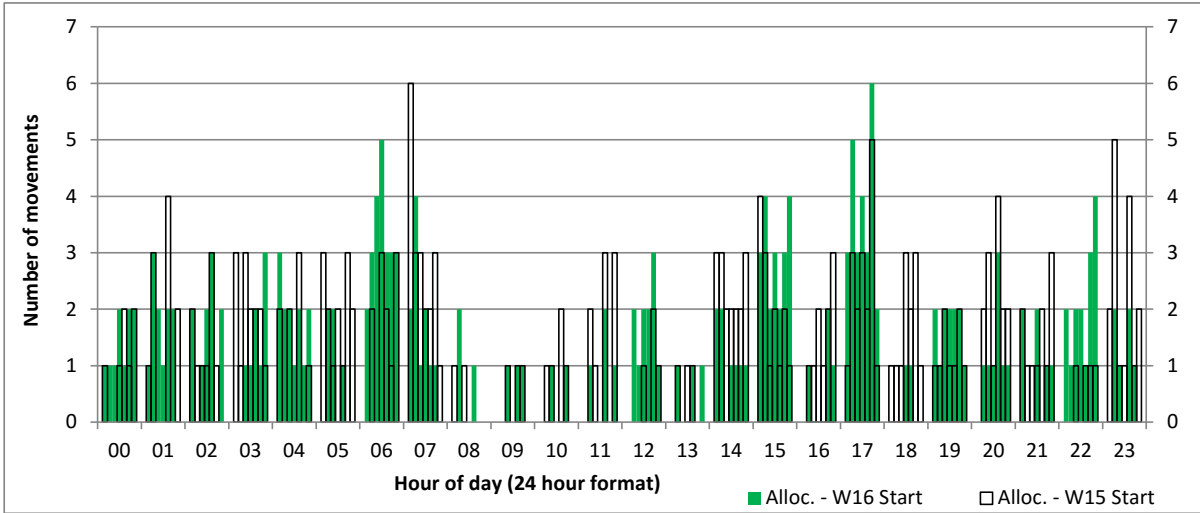
Peak Week - Runway Allocation Comparison



Comparison of W16 Start vs. W15 Start

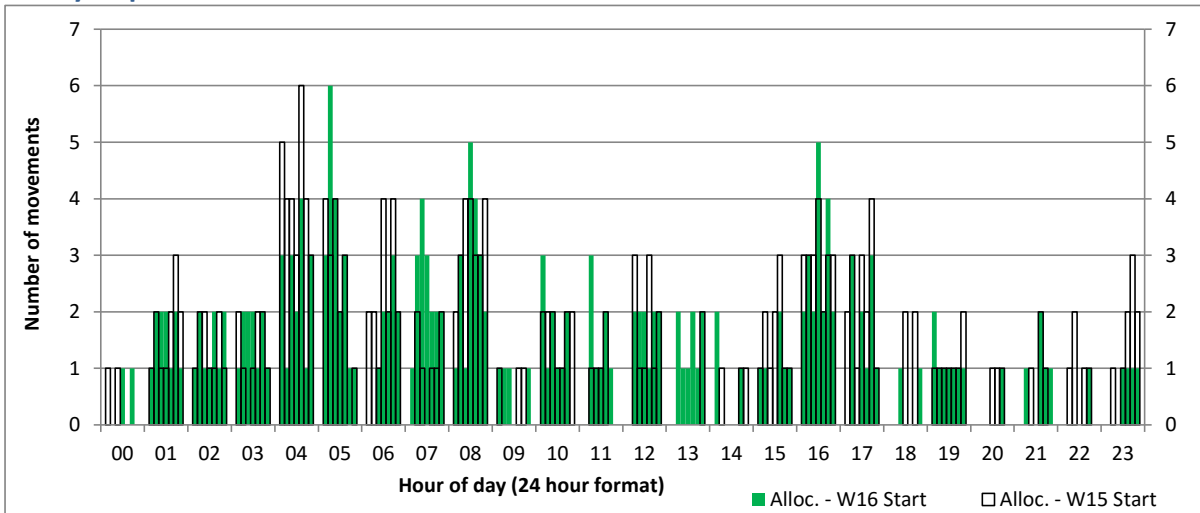
Hourly Arrival Allocation

Time: UTC



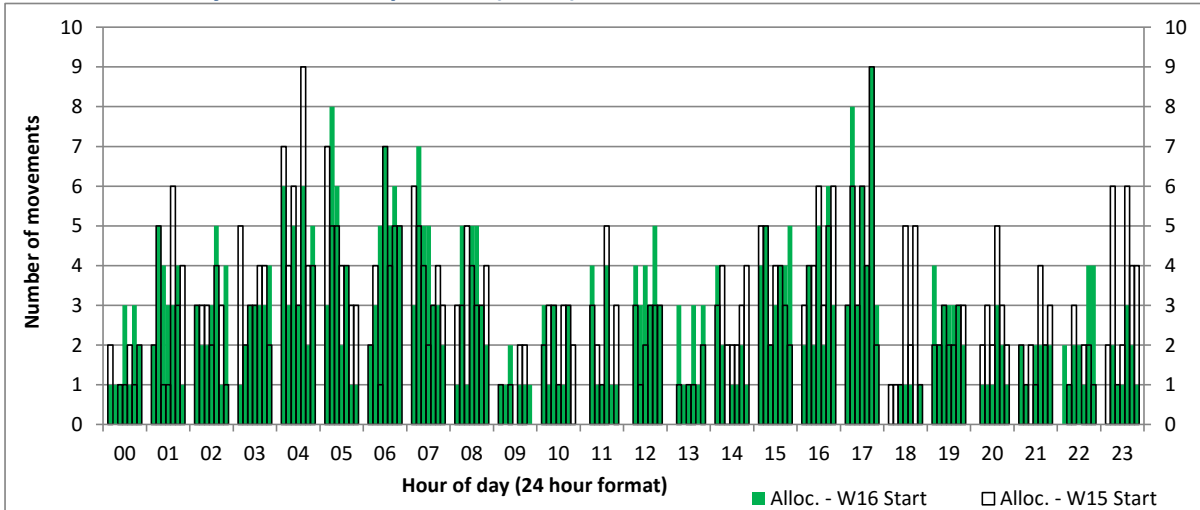
Hourly Departure Allocation

Time: UTC



Combined Hourly Arrival & Departure (Total) Allocation

Time: UTC



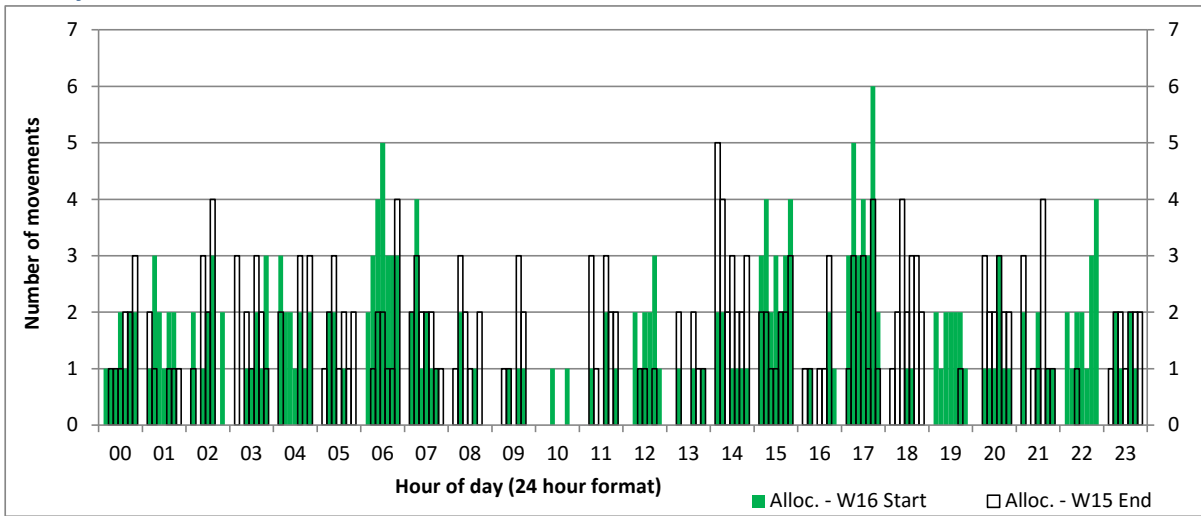
Peak Week - Runway Allocation Comparison



Comparison of W16 Start vs. W15 End

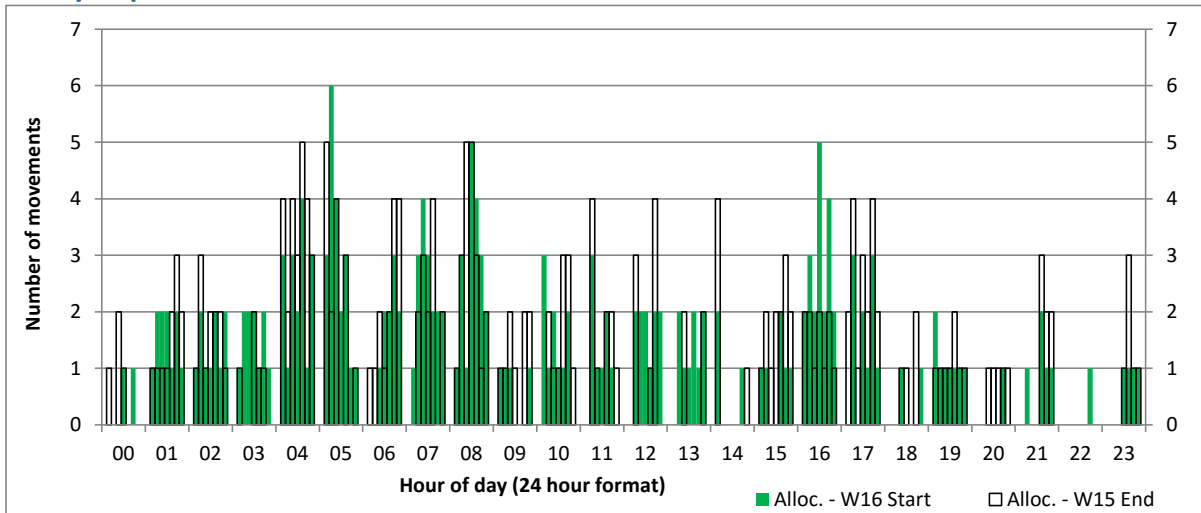
Hourly Arrival Allocation

Time: UTC



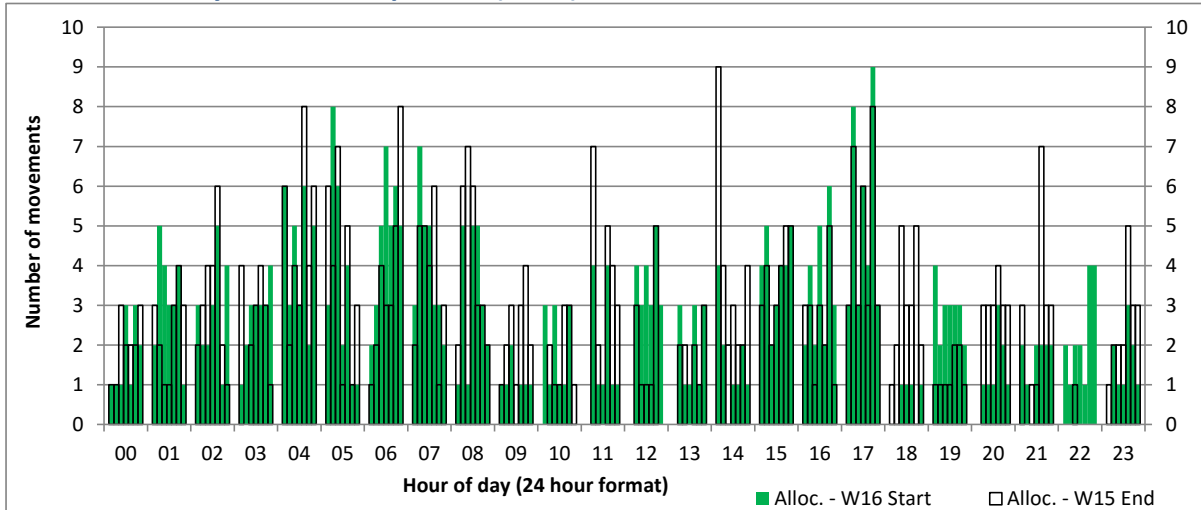
Hourly Departure Allocation

Time: UTC



Combined Hourly Arrival & Departure (Total) Allocation

Time: UTC



Maximum

Time UTC	0	100	200	300	400	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
Arrivals																								
Max. Arrival	10%	15%	15%	15%	15%	10%	25%	20%	10%	5%	5%	10%	15%	5%	10%	20%	10%	30%	5%	10%	15%	10%	20%	10%
Departures																								
Max. Departure	5%	10%	10%	10%	20%	30%	15%	20%	25%	5%	15%	15%	10%	10%	10%	10%	25%	15%	5%	10%	5%	10%	5%	5%
Totals																								
Max. Total	15%	25%	25%	20%	30%	40%	35%	35%	25%	10%	15%	20%	25%	15%	20%	25%	30%	45%	5%	20%	15%	10%	20%	15%

Average

Time UTC	0	100	200	300	400	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
Arrivals																								
Average Arrival	7%	8%	7%	6%	9%	4%	16%	8%	2%	2%	1%	3%	8%	2%	6%	15%	3%	19%	1%	9%	6%	4%	11%	4%
Departures																								
Average Departure	1%	8%	7%	8%	12%	14%	7%	12%	14%	3%	7%	6%	8%	6%	2%	4%	14%	7%	1%	6%	1%	4%	1%	3%
Totals																								
Average Total	9%	16%	14%	14%	21%	18%	24%	20%	16%	5%	9%	9%	16%	9%	8%	19%	17%	26%	3%	14%	6%	8%	11%	7%

Primary Constraints by Terminal - Peak Week



Arrival/Departure	OK	R10	GRD	CF	Grand Total
A	223	0	0	2	225
D	215	2	1	1	219
Grand Total	438	2	1	3	444

Percentage	OK	R10	GRD	CF	Grand Total
A	99.1%	0.0%	0.0%	0.9%	100.0%
D	98.2%	0.9%	0.5%	0.5%	100.0%

Time UTC	0	100	200	300	400	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	Grand Total
Terminal 1	7	8	9	9	21	20	20	12	9	1	1	1	13	8	9	22	14	25	0	14	8	4	6	0	241
OK	7	8	9	9	21	20	20	12	9	1	1	1	13	8	8	21	14	25		14	8	3	6		238
GRD																1									1
CF															1								1		2

Time UTC	0	100	200	300	400	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	Grand Total
Freight	5	13	11	9	9	11	18	15	12	6	11	10	7	4	7	6	3	8	4	6	1	7	10	10	203
OK	5	13	11	9	9	11	18	15	12	6	9	10	7	4	7	6	3	8	4	5	1	7	10	10	200
R10											1									1					2
CF											1														1

Runway Reason Code	
R60	60 Min Runway Availability
R30	30 Min Runway Availability
R10	10 Min Runway Availability

Other Reason Code	
AA	Apron Capacity
GRA	Arr Affected by Dep
GRD	Arr Affected by Dep
GA	Gate capacity

Peak Week Code F Arrivals and Departures



Time UTC	0	100	200	300	400	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	Grand Total	
Code F Arrivals	1		1												1							2			5	
CX	1																					2			3	
1																										0
2																										0
3																										0
4																						1				1
5																										0
6																						1				1
7	1																									1
CV			1												1											2
1																										0
2																										0
3				1																						1
4															1											1
5																										0
6																										0
7																										0
Time UTC	0	100	200	300	400	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	Grand Total	
Code F Departures			1		1												1								2	5
CX			1																						2	3
1																										0
2																										0
3																										0
4																									1	1
5																										0
6																									1	1
7			1																							1
CV					1												1									2
1																										0
2																										0
3						1																				1
4																										1
5																	1									0
6																										0
7																										0
Grand Total	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10

NAC Utilisation View - Peak Week Arrivals and Departures Combined R60, R30 and R10 Availability



ARRIVALS

UTC	1	2	3	4	5	6	7
0	5	5	5	5	5	5	5
10	5	5	5	5	5	4	5
20	5	5	5	4	5	5	5
30	4	4	4	4	4	4	4
40	5	5	5	5	5	5	4
50	5	5	5	5	5	5	5
100	5	4	4	5	4	5	5
110	5	5	5	5	5	5	5
120	5	5	5	5	5	5	5
130	5	5	5	5	5	5	5
140	5	5	5	5	5	5	5
150	4	3	4	4	4	3	5
200	5	5	4	5	5	5	5
210	5	5	5	5	4	5	4
220	5	5	5	4	4	5	5
230	4	5	5	4	5	5	4
240	4	5	5	5	4	5	5
250	5	5	5	5	5	5	5
300	5	5	5	4	5	5	3
310	5	5	4	5	5	5	5
320	5	5	5	5	5	4	5
330	5	5	5	5	4	5	5
340	5	5	5	5	5	5	4
350	5	5	5	5	4	5	5
400	4	4	5	5	5	5	5
410	4	5	5	5	5	5	5
420	5	5	5	5	5	5	5
430	4	4	4	4	4	4	4
440	5	5	5	5	4	5	4
450	5	5	4	5	5	5	5
500	5	5	5	5	5	5	5
510	5	4	5	5	5	5	5
520	5	5	5	5	5	5	5
530	5	4	4	5	5	5	5
540	5	5	4	5	4	5	5
550	5	5	5	5	5	5	5
600	5	4	4	5	4	4	5
610	5	5	5	4	5	5	5
620	5	5	5	4	5	5	5
630	4	4	4	4	4	4	4
640	4	4	4	3	4	4	3
650	5	5	4	5	5	5	5
700	5	4	5	5	5	4	5
710	5	5	4	5	5	5	5
720	5	5	5	5	5	5	5
730	4	4	5	4	4	5	5
740	4	4	5	4	5	5	5
750	5	4	5	5	5	5	5

DEPARTURES

UTC	1	2	3	4	5	6	7
0	5	5	5	5	5	5	5
10	5	5	5	5	5	5	5
20	5	5	5	5	5	5	5
30	5	5	5	5	5	5	5
40	5	5	5	4	5	4	5
50	5	5	5	5	5	5	5
100	5	5	5	5	5	4	5
110	5	5	5	5	5	5	5
120	5	4	5	5	5	5	5
130	5	5	5	5	5	5	5
140	4	4	4	4	4	4	4
150	5	5	4	4	5	5	5
200	5	5	5	5	5	5	5
210	5	5	5	5	5	5	4
220	5	5	5	5	5	5	5
230	4	3	4	4	3	4	4
240	5	5	5	5	5	5	5
250	5	5	5	5	5	5	5
300	5	5	5	4	5	5	5
310	4	4	4	4	4	3	4
320	5	4	5	5	5	5	5
330	5	5	5	5	5	5	5
340	5	5	5	5	5	5	5
350	5	5	4	5	5	5	5
400	4	5	5	5	4	5	4
410	5	5	5	5	5	5	5
420	5	5	5	4	5	5	5
430	5	5	4	5	5	5	5
440	5	5	4	5	4	5	4
450	3	4	4	4	3	4	4
500	5	2	4	4	4	5	5
510	5	5	4	5	5	5	5
520	4	4	4	5	5	5	5
530	4	3	4	4	4	4	4
540	5	5	5	5	4	5	5
550	4	5	5	5	5	5	5
600	5	5	5	4	4	5	5
610	5	5	4	5	4	4	4
620	5	5	5	5	4	5	5
630	5	5	5	5	5	5	4
640	5	5	5	4	5	5	5
650	5	5	5	5	5	4	5
700	5	4	5	4	5	5	5
710	5	5	5	5	5	5	5
720	5	5	5	5	5	4	5
730	5	4	2	5	5	5	5
740	4	4	4	4	4	4	4
750	5	5	5	4	4	5	4

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

W15 Start	W15 schedule as cleared on Sun 25-Oct-15.
W15 End	W15 schedule as cleared on Sun 27-Mar-16.
W16 Start	W16 schedule as cleared on Tue 05-Apr-16.
Peak Week	Peak week for W15 is Mon 11-Jan-16 to Sun 17-Jan-16. Peak week for W16 is Mon 09-Jan-17 to Sun 15-Jan-17.

For ACL use

	Airport-Season-Branch-Resource	From date	To date	Time
Full Season Rep 1	DWC-W15-Start-Standard	Sun 25-Oct-2015	Sat 26-Mar-2016	UTC
Full Season Rep 2	DWC-W15-End-Standard	Sun 25-Oct-2015	Sat 26-Mar-2016	UTC
Full Season Rep 3	DWC-W16-Live-Standard	Sun 30-Oct-2016	Sat 25-Mar-2017	UTC
	Airport-Season-Branch-Resource	From date	To date	Time
Peak Week Rep 1	DWC-W15-Start-Standard	Mon 11-Jan-2016	Sun 17-Jan-2016	UTC
Peak Week Rep 2	DWC-W15-End-Standard	Mon 11-Jan-2016	Sun 17-Jan-2016	UTC
Peak Week Rep 3	DWC-W16-Live-Standard	Mon 09-Jan-2017	Sun 15-Jan-2017	UTC