

# Dubai International Airport (DXB)

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)	178,021	▲ 1.1%	▲ 8.6%
Total Passenger Air Transport Movements	175,055	▲ 1.1%	▲ 8.6%
Total Passenger Air Transport Movement Seats	52,187,948	▲ 7.4%	▲ 14.5%
Average Seats per Passenger Air Transport Movement	298	▲ 6.2%	▲ 5.5%
Percentage of allocated slots cleared as requested (OK)	95.8%		

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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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# Runway Scheduling Limits



## Declared Hourly Movement Capacity

W15 Arrivals								Change: W15 to W16								W16 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
00	29	29	29	29	29	29	29	00	4	4	4	4	4	4	4	00	33	33	33	33	33	33	33
01	35	35	35	35	35	35	35	01	1	1	1	1	1	1	1	01	36	36	36	36	36	36	36
02	35	35	35	35	35	35	35	02	1	1	1	1	1	1	1	02	36	36	36	36	36	36	36
03	28	28	28	28	28	28	28	03								03	28	28	28	28	28	28	28
04	24	24	24	24	24	24	24	04	1	1	1	1	1	1	1	04	25	25	25	25	25	25	25
05	24	24	24	24	24	24	24	05	1	1	1	1	1	1	1	05	25	25	25	25	25	25	25
06	25	25	25	25	25	25	25	06								06	25	25	25	25	25	25	25
07	31	31	31	31	31	31	31	07	3	3	3	3	3	3	3	07	34	34	34	34	34	34	34
08	31	31	31	31	31	31	31	08	3	3	3	3	3	3	3	08	34	34	34	34	34	34	34
09	35	35	35	35	35	35	35	09								09	35	35	35	35	35	35	35
10	26	26	26	26	26	26	26	10								10	26	26	26	26	26	26	26
11	20	20	20	20	20	20	20	11								11	20	20	20	20	20	20	20
12	20	20	20	20	20	20	20	12								12	20	20	20	20	20	20	20
13	22	22	22	22	22	22	22	13								13	22	22	22	22	22	22	22
14	28	28	28	28	28	28	28	14	1	1	1	1	1	1	1	14	29	29	29	29	29	29	29
15	31	31	31	31	31	31	31	15	2	2	2	2	2	2	2	15	33	33	33	33	33	33	33
16	29	29	29	29	29	29	29	16	2	2	2	2	2	2	2	16	31	31	31	31	31	31	31
17	35	35	35	35	35	35	35	17								17	35	35	35	35	35	35	35
18	34	34	34	34	34	34	34	18								18	34	34	34	34	34	34	34
19	35	35	35	35	35	35	35	19								19	35	35	35	35	35	35	35
20	35	35	35	35	35	35	35	20								20	35	35	35	35	35	35	35
21	25	25	25	25	25	25	25	21								21	25	25	25	25	25	25	25
22	21	21	21	21	21	21	21	22	3	3	3	3	3	3	3	22	24	24	24	24	24	24	24
23	18	18	18	18	18	18	18	23	4	4	4	4	4	4	4	23	22	22	22	22	22	22	22

W15 Departures								Change: W15 to W16								W16 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
00	25	25	25	25	25	25	25	00	1	1	1	1	1	1	1	00	26	26	26	26	26	26	26
01	22	22	22	22	22	22	22	01								01	22	22	22	22	22	22	22
02	22	22	22	22	22	22	22	02								02	22	22	22	22	22	22	22
03	40	40	40	40	40	40	40	03								03	40	40	40	40	40	40	40
04	40	40	40	40	40	40	40	04	1	1	1	1	1	1	1	04	41	41	41	41	41	41	41
05	40	40	40	40	40	40	40	05								05	40	40	40	40	40	40	40
06	40	40	40	40	40	40	40	06								06	40	40	40	40	40	40	40
07	24	24	24	24	24	24	24	07								07	24	24	24	24	24	24	24
08	26	26	26	26	26	26	26	08	3	3	3	3	3	3	3	08	29	29	29	29	29	29	29
09	28	28	28	28	28	28	28	09	3	3	3	3	3	3	3	09	31	31	31	31	31	31	31
10	30	30	30	30	30	30	30	10	4	4	4	4	4	4	4	10	34	34	34	34	34	34	34
11	25	25	25	25	25	25	25	11								11	25	25	25	25	25	25	25
12	25	25	25	25	25	25	25	12								12	25	25	25	25	25	25	25
13	25	25	25	25	25	25	25	13								13	25	25	25	25	25	25	25
14	31	31	31	31	31	31	31	14								14	31	31	31	31	31	31	31
15	28	28	28	28	28	28	28	15	1	1	1	1	1	1	1	15	29	29	29	29	29	29	29
16	22	22	22	22	22	22	22	16	2	2	2	2	2	2	2	16	24	24	24	24	24	24	24
17	25	25	25	25	25	25	25	17								17	25	25	25	25	25	25	25
18	25	25	25	25	25	25	25	18								18	25	25	25	25	25	25	25
19	22	22	22	22	22	22	22	19								19	22	22	22	22	22	22	22
20	22	22	22	22	22	22	22	20								20	22	22	22	22	22	22	22
21	25	25	25	25	25	25	25	21								21	25	25	25	25	25	25	25
22	35	35	35	35	35	35	35	22	3	3	3	3	3	3	3	22	38	38	38	38	38	38	38
23	36	36	36	36	36	36	36	23	1	1	1	1	1	1	1	23	37	37	37	37	37	37	37

W15 Totals								Change: W15 to W16								W16 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
00	54	54	54	54	54	54	54	00	5	5	5	5	5	5	5	00	59	59	59	59	59	59	59
01	57	57	57	57	57	57	57	01	1	1	1	1	1	1	1	01	58	58	58	58	58	58	58
02	57	57	57	57	57	57	57	02	1	1	1	1	1	1	1	02	58	58	58	58	58	58	58
03	65	65	65	65	65	65	65	03								03	65	65	65	65	65	65	65
04	64	64	64	64	64	64	64	04	2	2	2	2	2	2	2	04	66	66	66	66	66	66	66
05	64	64	64	64	64	64	64	05	1	1	1	1	1	1	1	05	65	65	65	65	65	65	65
06	65	65	65	65	65	65	65	06								06	65	65	65	65	65	65	65
07	55	55	55	55	55	55	55	07	3	3	3	3	3	3	3	07	58	58	58	58	58	58	58
08	57	57	57	57	57	57	57	08	6	6	6	6	6	6	6	08	63	63	63	63	63	63	63
09	63	63	63	63	63	63	63	09	2	2	2	2	2	2	2	09	65	65	65	65	65	65	65
10	54	54	54	54	54	54	54	10	1	1	1	1	1	1	1	10	55	55	55	55	55	55	55
11	40	40	40	40	40	40	40	11								11	40	40	40	40	40	40	40
12	40	40	40	40	40	40	40	12								12	40	40	40	40	40	40	40
13	40	40	40	40	40	40	40	13								13	40	40	40	40	40	40	40
14	54	54	54	54	54	54	54	14	1	1	1	1	1	1	1	14	55	55	55	55	55	55	55
15	59	59	59	59	59	59	59	15	3	3	3	3	3	3	3	15	62	62	62	62	62	62	62
16	51	51	51	51	51	51	51	16	4	4	4	4	4	4	4	16	55	55	55	55	55	55	55
17	60	60	60	60	60	60	60	17								17	60	60	60	60	60	60	60
18	59	59	59	59	59	59	59	18								18	59	59	59	59	59	59	59
19	57	57	57	57	57	57	57	19								19	57	57	57	57	57	57	57
20	57	57	57	57	57	57	57	20								20	57	57	57	57	57	57	57
21	44	44	44	44	44	44	44	21								21	44	44	44	44	44	44	44
22	56	56	56	56	56	56	56	22	6	6	6	6	6	6	6	22	62	62	62	62	62	62	62
23	54	54	54	54	54	54	54	23	5	5	5	5	5	5	5	23	59	59	59	59	59	59	59

# 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
Aeroflot	590	586	-4	39	128,278	134,924	6,646	33	28	28	0	33	6,440	6,440	0	34
Aerologic	347	420	73	51	-	-	0	80	18	20	2	51	-	-	0	80
Air Algerie	162	168	6	70	43,651	43,680	29	63	8	8	0	71	2,152	2,080	-72	65
Air Astana	464	462	-2	47	79,726	77,490	-2,236	54	22	22	0	48	4,042	3,690	-352	54
Air Canada	118	126	8	75	34,196	48,972	14,776	61	6	6	0	75	1,694	2,400	706	64
Air China	225	336	111	55	67,685	93,072	25,387	43	10	16	6	55	3,010	4,432	1,422	43
Air France	290	288	-2	62	84,899	85,248	349	47	14	14	0	56	4,080	4,144	64	47
Air India	1,898	1,932	34	11	356,668	363,300	6,632	11	92	92	0	11	17,244	17,300	56	11
Air India Express	2,546	3,466	920	6	470,968	641,210	170,242	6	122	166	44	6	22,570	30,710	8,140	6
Air Moldova	-	-	0	85	-	-	0	80	-	-	0	85	-	-	0	80
Airblue	809	672	-137	30	137,684	147,840	10,156	30	38	32	-6	31	6,270	7,040	770	30
Ariana Afghan Airlines	342	210	-132	67	68,597	43,680	-24,917	63	18	10	-8	68	3,414	2,080	-1,334	65
Azerbaijan Airlines	313	603	290	33	57,838	108,444	50,606	38	18	36	18	30	3,664	6,432	2,768	35
Biman Bangladesh	294	294	0	56	96,107	97,986	1,879	42	14	14	0	56	4,666	4,666	0	42
British Airways	846	880	34	24	211,249	209,380	-1,869	22	42	42	0	21	10,514	9,958	-556	22
Caspian Airlines	15	-	-15	85	2,520	-	-2,520	80	-	-	0	85	-	-	0	80
Delta Pacific	882	870	-12	26	279,594	275,790	-3,804	15	42	42	0	21	13,314	13,314	0	15
Cebu Pacific	279	495	216	45	121,525	215,820	94,295	21	14	28	14	33	6,104	12,208	6,104	18
China Eastern	130	126	-4	75	29,828	29,232	-596	70	6	6	0	75	1,392	1,392	0	70
China Southern	567	546	-21	42	124,730	136,374	11,644	32	24	26	2	44	5,132	6,494	1,362	33
Daallo Airlines	76	84	8	83	16,800	14,616	-2,184	77	4	4	0	83	880	696	-184	77
Delta Airlines	126	-	-126	85	33,894	-	-33,894	80	8	-	-8	85	2,152	-	-2,152	80
DHL Aviation	398	462	64	47	-	-	0	80	16	22	6	48	-	-	0	80
ECair	105	210	105	67	18,113	41,370	23,258	65	6	10	4	68	986	1,970	984	67
Egypt Air	865	881	16	23	226,846	226,902	56	20	44	42	-2	21	11,704	10,894	-810	21
Emirates	72,391	76,105	3,714	1	27,801,996	31,332,965	3,530,969	1	3,493	3,658	165	1	1,350,884	1,506,270	155,386	1
Eritrean Airlines	113	126	13	75	15,319	17,136	1,817	76	6	6	0	75	816	816	0	76
Ethiopian Airlines	820	877	57	25	218,411	256,526	38,116	17	40	42	2	21	10,172	12,278	2,106	17
Ethihad Airways	2	-	-2	85	500	-	-500	80	-	-	0	85	-	-	0	80
Eurowings	84	-	-84	85	25,127	-	-25,127	80	6	-	-6	85	1,736	-	-1,736	80
Federal Express	913	924	11	20	-	-	0	80	44	44	0	20	-	-	0	80
Finnair	246	244	-2	65	51,471	50,996	-475	60	12	12	0	65	2,508	2,508	0	62
Flydubai	32,679	35,394	2,715	2	6,175,561	6,688,915	513,354	2	1,626	1,708	82	2	307,299	322,797	15,498	2
Flynas	1,489	1,788	299	12	244,211	293,232	49,021	12	72	84	12	12	11,808	13,776	1,968	14
Gulf Air	2,132	2,142	10	10	290,163	291,312	1,149	13	102	102	0	10	13,872	13,872	0	12
Indigo	3,041	3,821	780	5	547,355	687,780	140,425	5	140	182	42	5	25,200	32,760	7,560	5
Iran Air	630	546	-84	42	92,774	80,262	-12,512	52	30	26	-4	44	4,414	3,822	-592	52
Iran Aseman Airlines	149	840	691	28	13,898	86,772	72,874	46	4	40	36	28	346	4,132	3,786	48
Iraqi Airways	716	588	-128	34	95,519	84,000	-11,519	48	36	28	-8	33	4,808	4,000	-808	49
Jazeera Airways	995	966	-29	18	158,147	153,594	-4,553	28	52	46	-6	18	8,268	7,314	-954	28
Jet Airways	2,696	3,330	634	7	463,871	611,772	147,901	7	126	162	36	7	21,420	29,708	8,288	7
Jubba Airways	118	126	8	75	24,856	26,460	1,604	71	6	6	0	75	1,260	1,260	0	72
Kam Air	21	-	-21	85	3,150	-	-3,150	80	-	-	0	85	-	-	0	80
Kenya Airways	540	616	76	32	129,872	117,978	-11,894	35	26	28	2	33	6,248	5,306	-942	38
Kish Air	928	1,134	206	16	148,107	181,440	33,333	25	48	54	6	16	7,560	8,640	1,080	25
KLM Royal Dutch Airlines	334	340	6	54	103,179	104,404	1,225	39	14	18	4	52	4,248	5,512	1,264	37
Korean Air	294	294	0	56	65,195	64,664	-531	57	14	14	0	56	3,168	3,052	-116	58
Kuwait Airways	626	840	214	28	144,799	178,080	33,281	26	30	40	10	28	6,960	8,480	1,520	26
Libyan Airways	2	210	208	67	506	55,650	55,144	58	-	10	10	68	2,650	2,650	0	59
Lufthansa	548	580	32	41	167,347	188,720	21,373	23	28	28	0	33	8,554	9,128	574	23
Mahan Air	1,302	966	-336	18	298,708	187,950	-110,758	24	62	46	-16	18	13,880	8,950	-4,930	24
Malaysia Airlines	201	-	-201	85	56,729	-	-56,729	80	14	-	-14	85	3,962	-	-3,962	80
Middle East Airlines	597	882	285	21	111,157	158,018	46,861	27	30	42	12	21	5,374	7,398	2,024	27
Naft Air	97	124	27	80	10,097	13,020	2,923	78	4	6	2	75	436	630	194	78
Nepal Airlines	-	166	166	72	-	26,228	26,228	72	-	8	8	71	-	1,264	1,264	71
Norwegian	540	587	47	38	100,491	109,182	8,691	37	28	28	0	33	5,208	5,208	0	39
Oman Air	2,351	2,348	-3	9	338,404	382,172	43,768	10	112	112	0	9	16,118	18,228	2,110	10
Pegasus Airlines	278	293	15	61	52,499	54,999	2,500	59	12	14	2	56	2,268	2,628	360	61
Philippine Airlines	415	586	171	39	171,904	242,604	70,700	18	14	28	14	33	5,796	11,592	5,796	19
PIA Pakistan International	1,444	1,712	268	13	231,911	274,612	42,701	16	70	82	12	13	11,256	13,152	1,896	16
Qantas	1,166	1,148	-18	15	564,375	555,632	-8,743	8	56	56	0	15	27,104	27,104	0	8
Qatar Airways	4,360	4,826	466	3	890,234	1,074,756	1,074,752	3	206	230	24	3	42,104	93,688	51,584	3
Qeshm Airlines	573	882	309	21	71,209	102,900	31,691	40	28	42	14	21	3,500	4,900	1,400	41
Rossiya Airlines	-	100	100	82	-	19,566	19,566	75	-	6	6	75	-	1,134	1,134	74
Royal Brunei Airlines	577	588	11	34	146,443	149,352	2,909	29	28	28	0	33	7,112	7,112	0	29
Royal Jordanian	853	854	1	27	121,215	122,342	1,127	34	44	42	-2	21	5,869	5,964	95	36
Rwandair	294	462	168	47	45,276	112,728	67,452	36	14	28	14	33	2,156	6,832	4,676	31
S7 Airlines	61	42	-19	84	9,652	6,636	-3,016	79	4	2	-2	84	632	316	-316	79
Safi Airways	449	588	139	34	54,004	70,560	16,556	55	26	28	2	33	3,120	3,360	240	55
Saudia	3,787	3,883	96	4	826,410	935,020	108,610	4	188	188	0	4	41,602	45,316	3,714	4
Shaheen Air	976	1,425	449	14	166,358	239,400	73,042	19	42	68	26	14	6,912	11,424	4,512	20
Sichuan Airlines	84	156	72	73	25,284	46,956	21,672	62	4	8	4	71	1,204	2,408	1,204	63
Singapore Airlines	596	294	-302	56	166,175	77,616	-88,559	53	30	14	-16	56	8,368	3,696	-4,672	53
Somon Air	124	112	-12	81	22,833	20,608	-2,225	74	6	6	0	75	1,104	1,104	0	75
Spicejet																

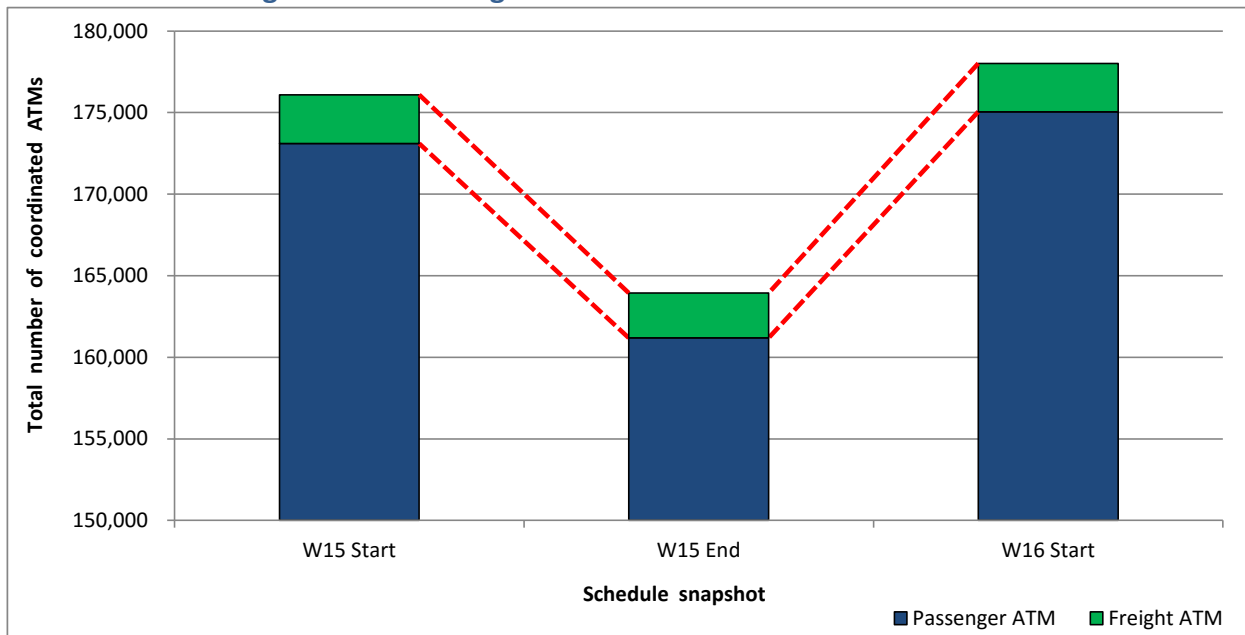


## Significant Route Changes



Operator	Category	Description of change from W15 schedule to W16 schedule
Air China	<b>NEW</b>	to CKG
Air India Express	<b>NEW</b>	to BOM, DEL
Air India Express	CHANGE	Increase on CCI
Airblue	<b>CANCELLED</b>	to KHI
Ariana Afghan Airlines	<b>CANCELLED</b>	to JED,KHD
Azerbaijan Airlines	CHANGE	Increase on GYD
China Southern	<b>NEW</b>	to SZX
China Southern	CHANGE	Decrease on ZGC
Delta Airlines	<b>CANCELLED</b>	to ATL
Emirates	<b>NEW</b>	to CEB, CGO, CRK, FLL, HAN,
Emirates	CHANGE	Decrease on COK, FCO, KHI, LOS,LIS,MLA,SAW,TRV
Emirates	CHANGE	Increase on AKL,ATH,BKK,CMB,CPT,DOH,GVA,JED,LAX,LHR,MED,MLE,MNL
Emirates	CHANGE	Increase on MUC,PEW,RUH,
Eurowings	<b>CANCELLED</b>	to CGN
Flydubai	<b>NEW</b>	to BKK,EBB
Flydubai	CHANGE	Decrease on AHB, AJF,CMB,ELQ,GIZ,HOF,JED,KTM,KUF,KWI,TUU,YNB
Flydubai	CHANGE	Increase on AMM,BAH,EBLEVN,FRU,GYD,IEV,KZN,VKO,MCT,OTP
Flydubai	CHANGE	Increase on PRG, SVX, SOF, TIF
Flydubai	<b>CANCELLED</b>	to BJM,CIT,KGL,GOJ,UFA, NJF, RUH, SAW, SKP, SKT, SLL, SYZ, TRV, UET
Flynas	CHANGE	Increase on RUH
Indigo	CHANGE	Increase on COK,DEL,IXC
Iran Aseman Airlines	<b>NEW</b>	to BND,BUZ,SYZ,ZBR
Iran Aseman Airlines	CHANGE	Increase LRR
Iraqi Airways	<b>CANCELLED</b>	to EBL
Jet Airways	<b>NEW</b>	to HYD, TRV
Jet Airways	CHANGE	Increase on DEL
Kuwait Airways	CHANGE	Increase on KWI
Mahan Air	<b>NEW</b>	to SYZ
Mahan Air	CHANGE	Decrease on IKA, GSM
Malaysia Airlines	<b>CANCELLED</b>	to KUL
Middle East Airlines	CHANGE	Increase on BEY
PIA Pakistan International	<b>NEW</b>	to DEA
Qeshm Airlines	<b>NEW</b>	to LRR
Rossiya Airlines	<b>NEW</b>	to VKO
Rwandair	CHANGE	Increase on KGL
Saudia	CHANGE	Increase on JED
Saudia	<b>CANCELLED</b>	to ELQ
Shaheen Air	CHANGE	Increase on ISB, LHE, MUX

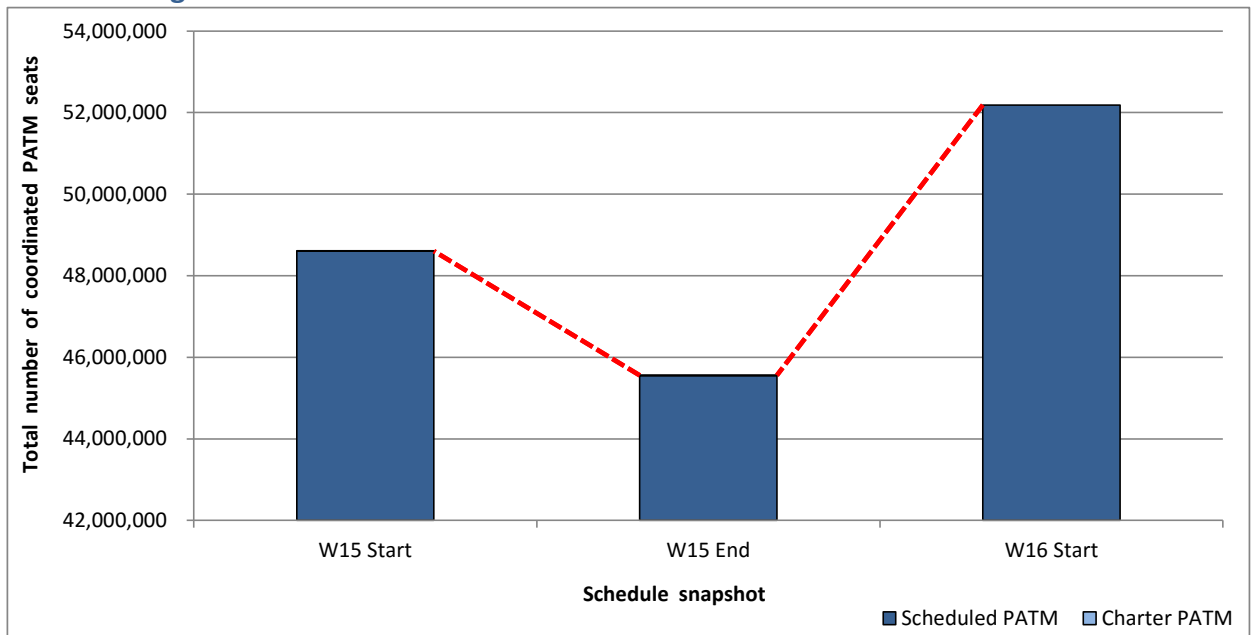
## Total ATMs: Passenger ATMs vs. Freight ATMs



# Full Season - PATM Seats Analysis



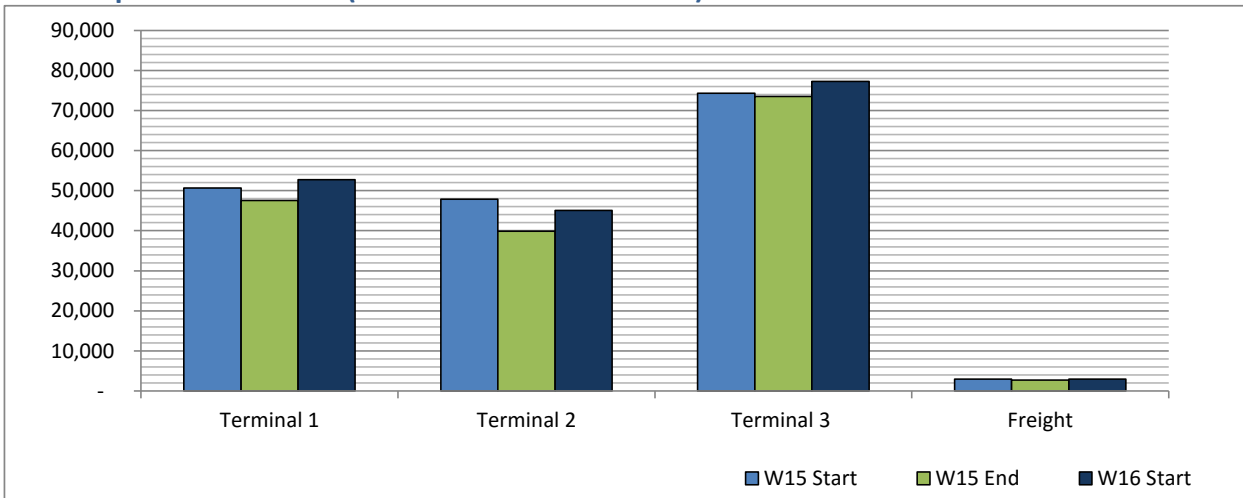
Total Passenger ATM seats: Scheduled vs. Charter



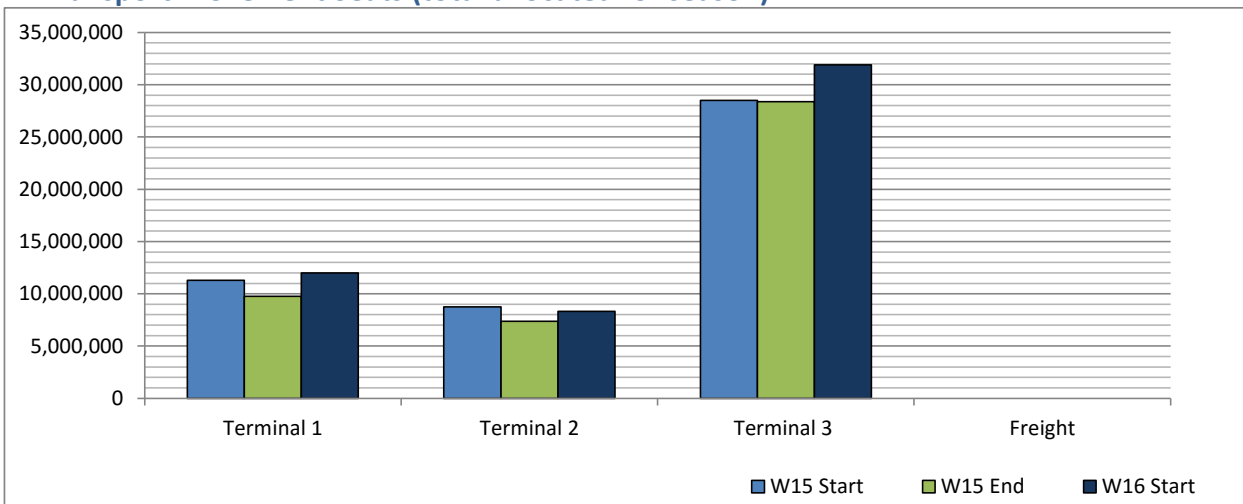
# Full Season - Terminal Analysis



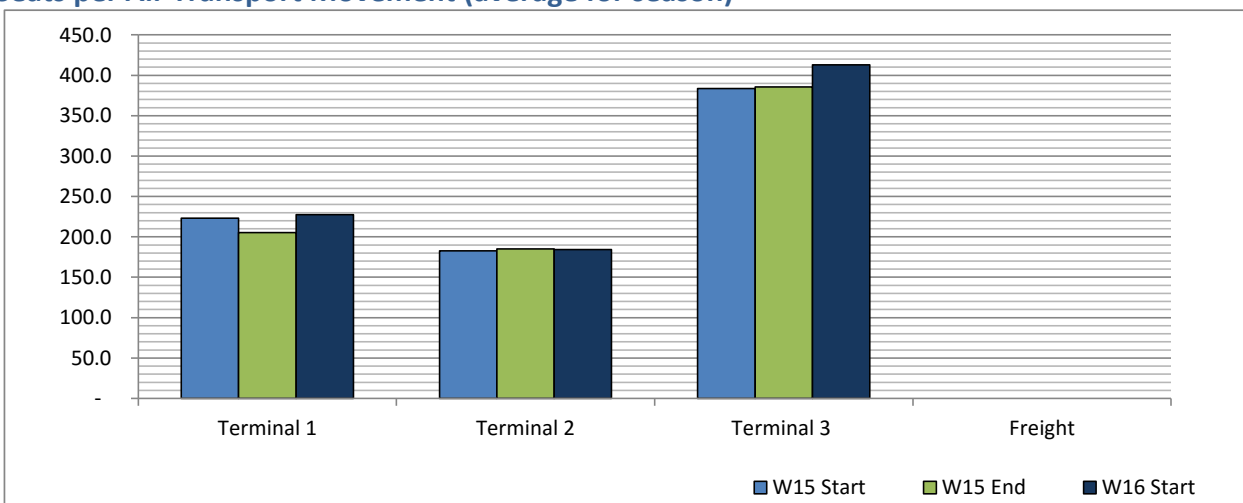
**Air Transport Movements (total allocated for season)**



**Air Transport Movement Seats (total allocated for season)**



**Seats per Air Transport Movement (average for season)**

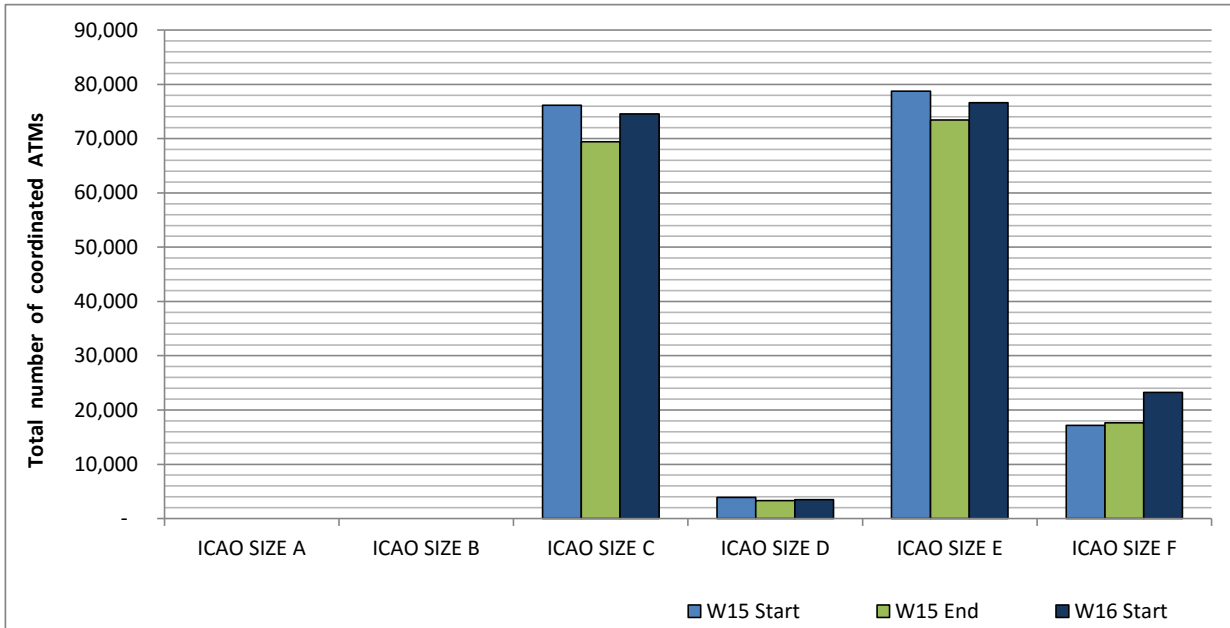




# Full Season - Aircraft Size Analysis

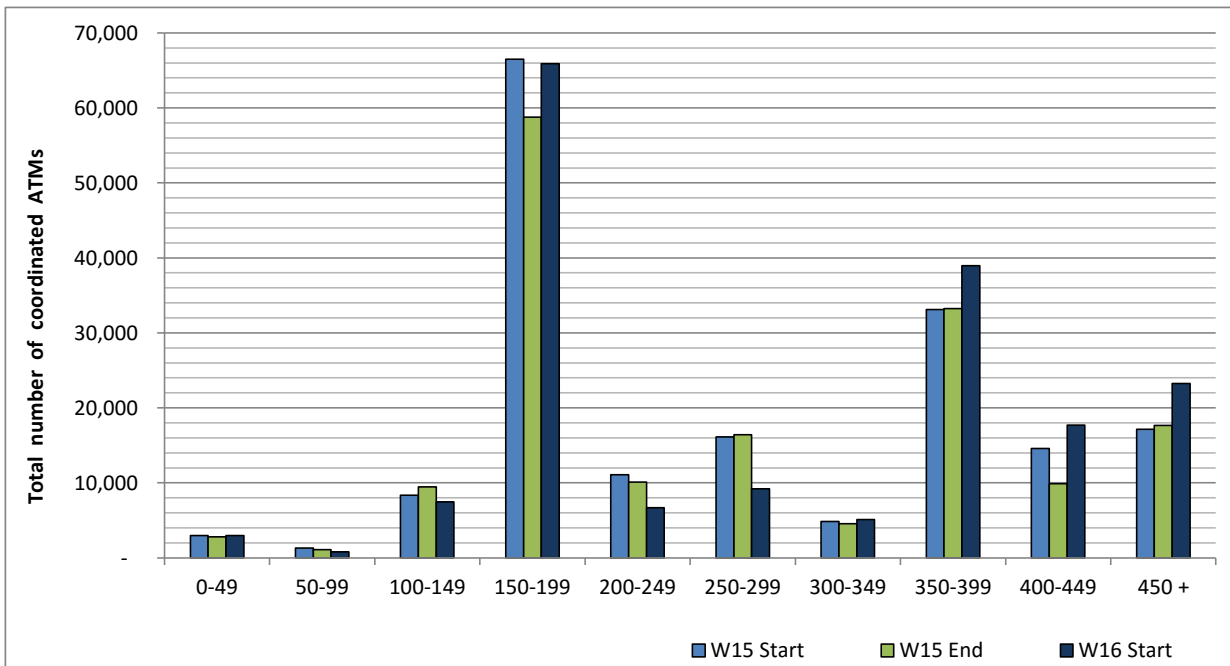


## ICAO size designation



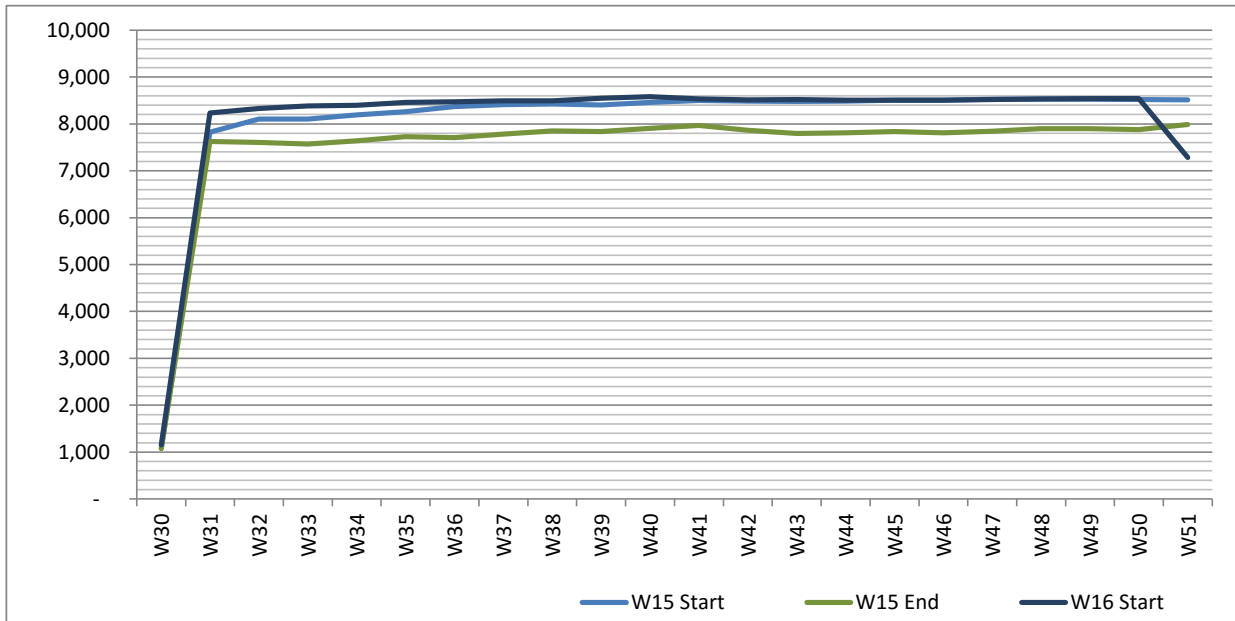
Note: See Glossary for definitions of ICAO SIZE groupings

## Air Transport Movement seat distribution

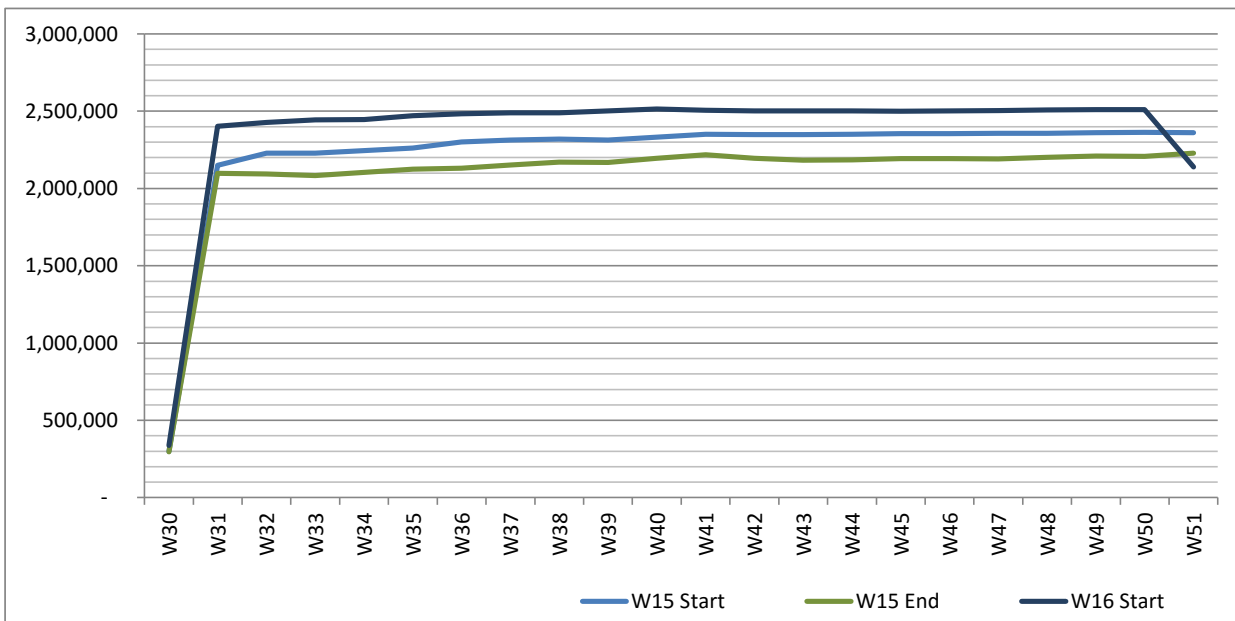


Note: FREIGHT-ONLY services with 0 seats are included in the first seat band '0-49'

## Air Transport Movements by week of season



## Air Transport Movement Seats by week of season



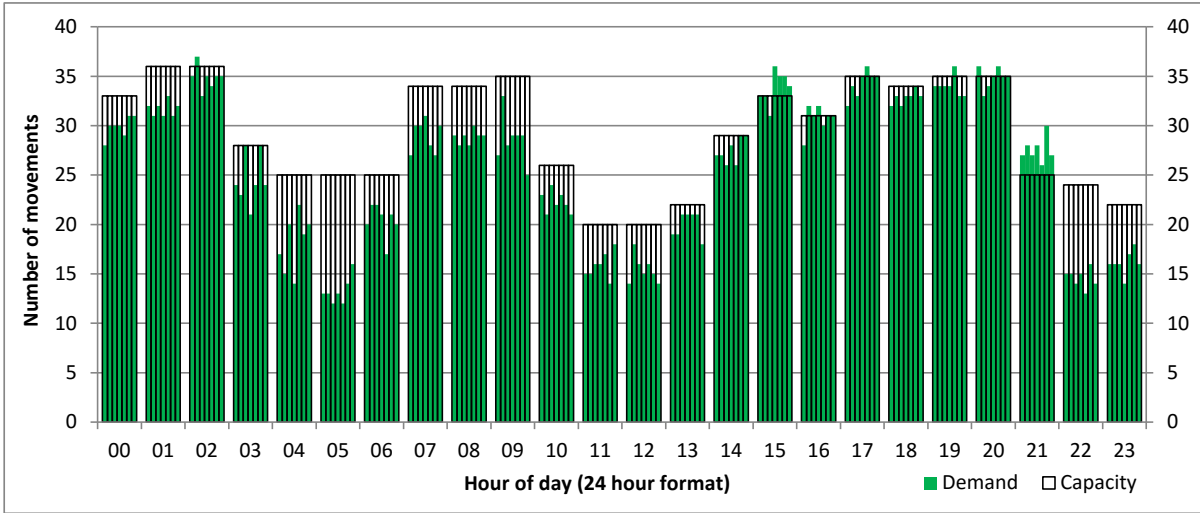
# Peak Week - Hourly Runway Demand

Schedule: W16 Start



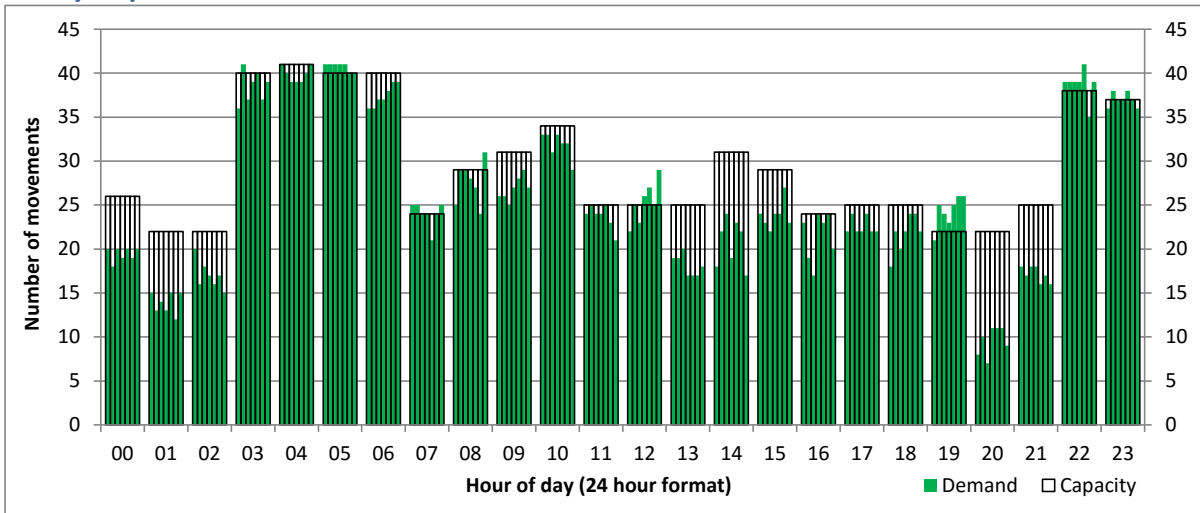
## Hourly Arrival Demand

Time: UTC



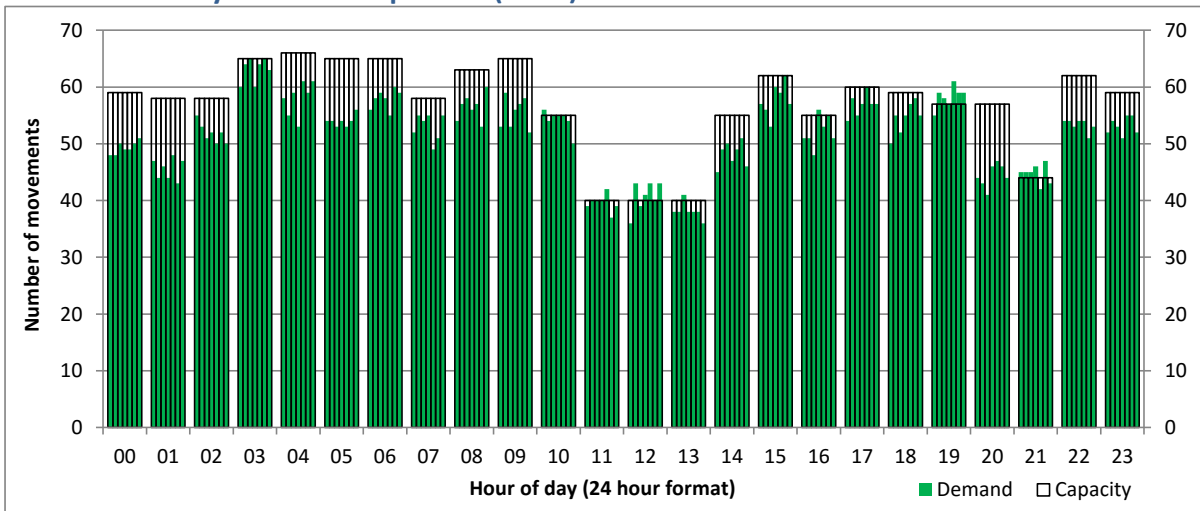
## Hourly Departure Demand

Time: UTC



## Combined Hourly Arrival & Departure (Total) Demand

Time: UTC



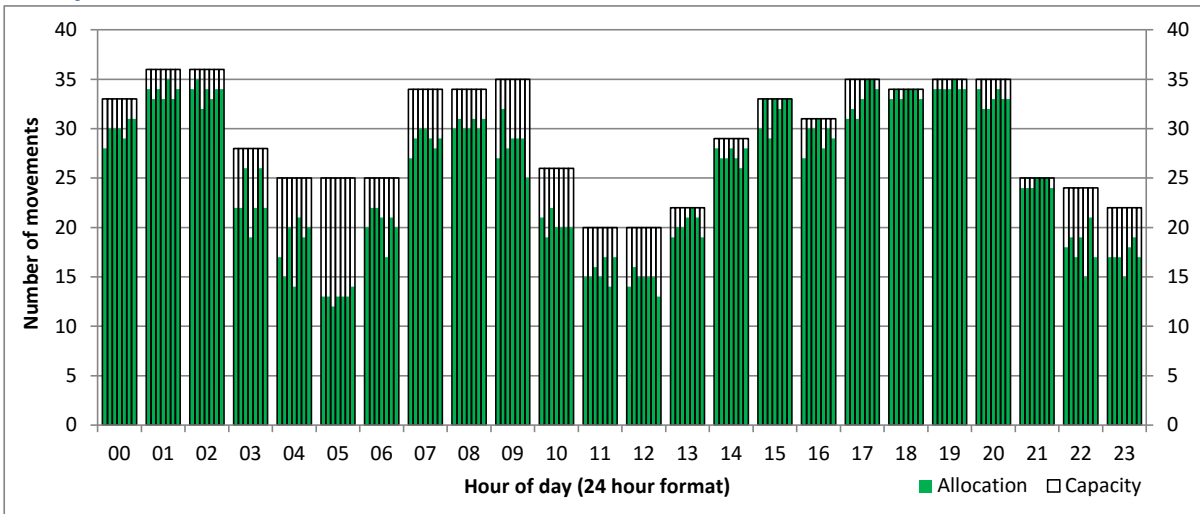
# Peak Week - Hourly Runway Allocation

Schedule: W16 Start



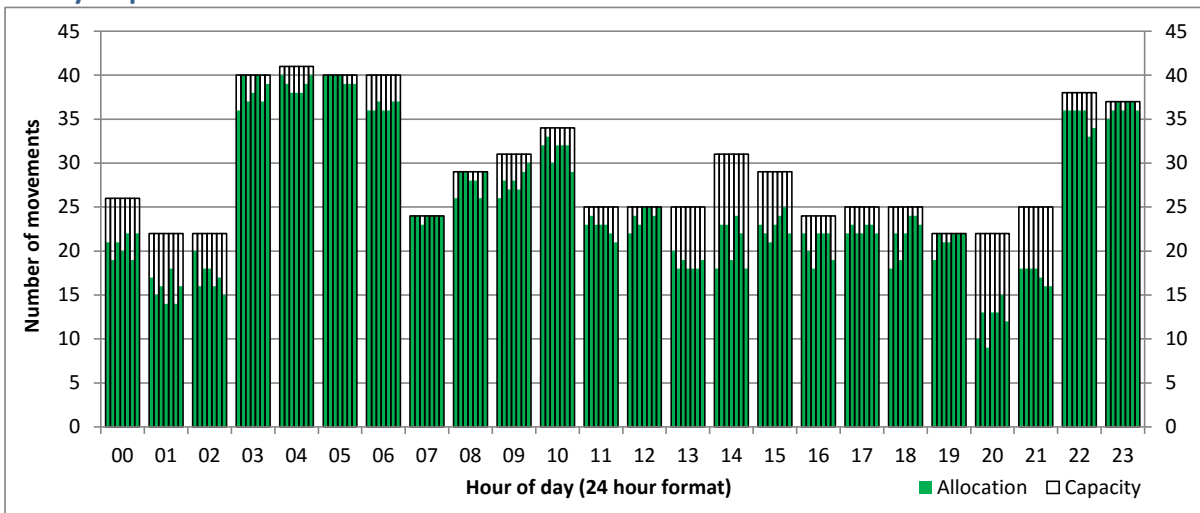
## Hourly Arrival Allocation

Time: UTC



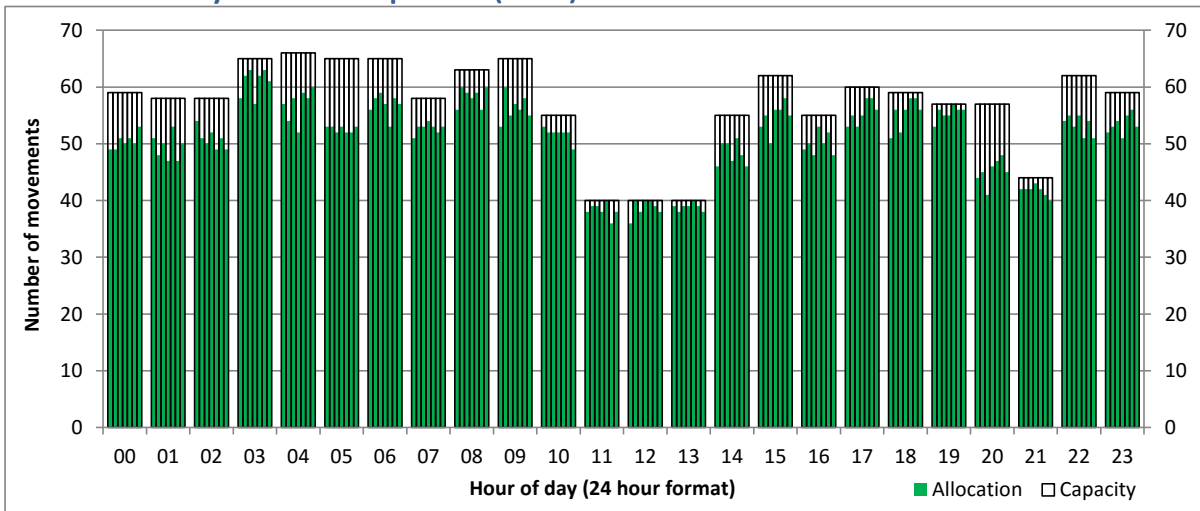
## Hourly Departure Allocation

Time: UTC



## Combined Hourly Arrival & Departure (Total) Allocation

Time: UTC



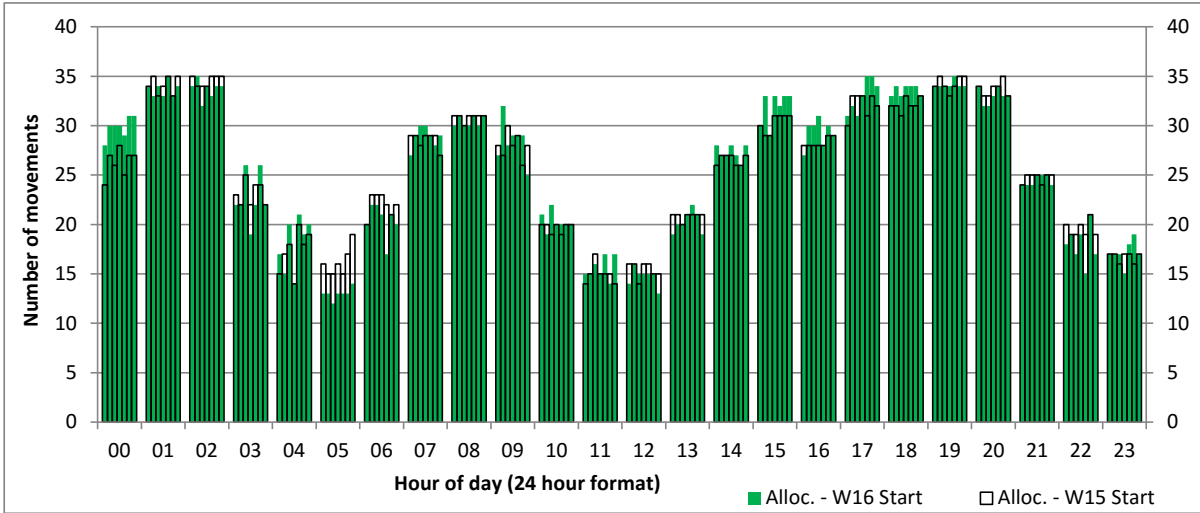
# Peak Week - Runway Allocation Comparison



Comparison of W16 Start vs. W15 Start

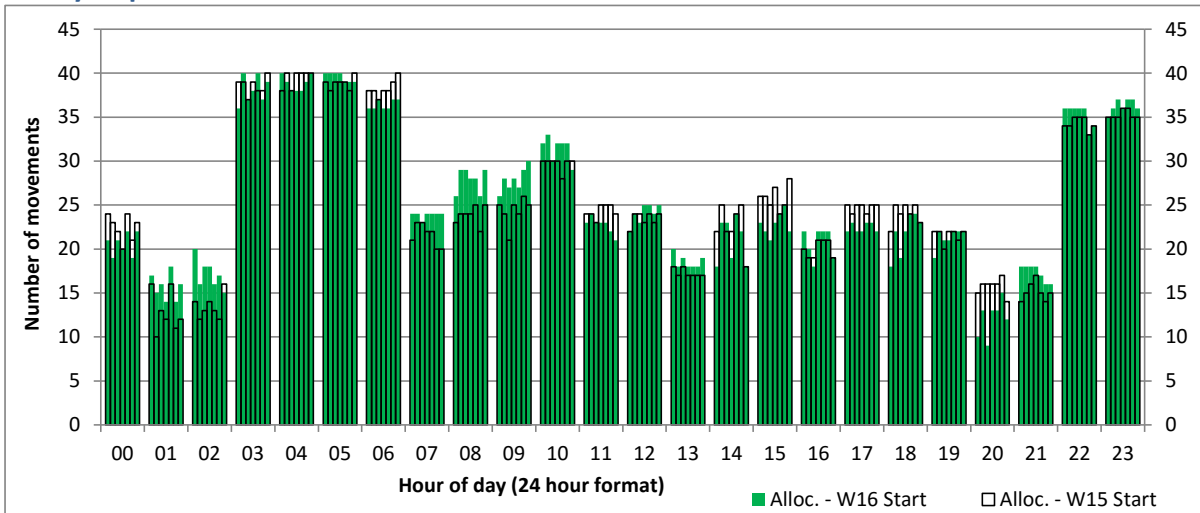
## Hourly Arrival Allocation

Time: UTC



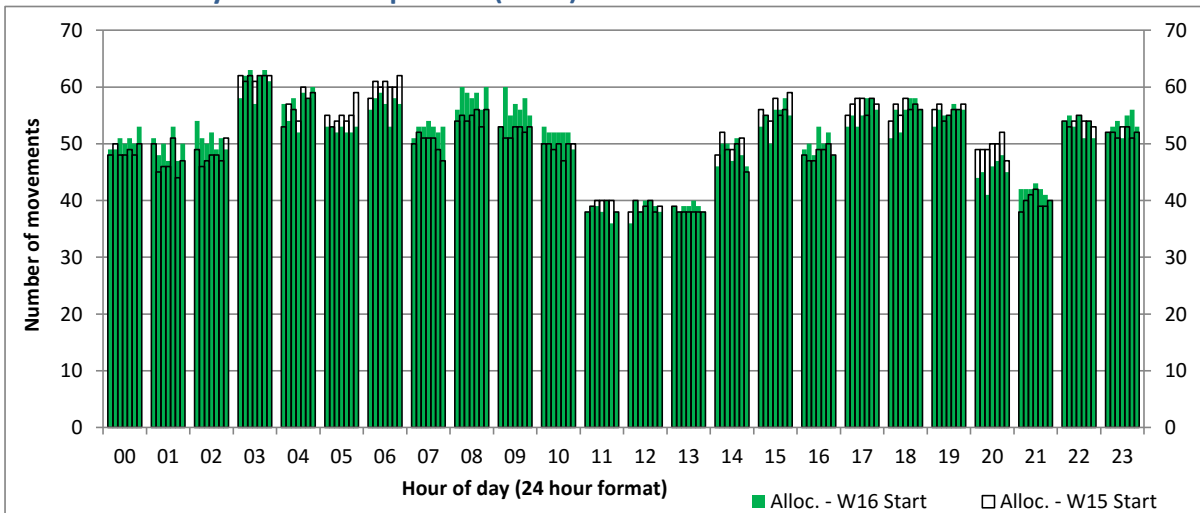
## Hourly Departure Allocation

Time: UTC



## Combined Hourly Arrival & Departure (Total) Allocation

Time: UTC



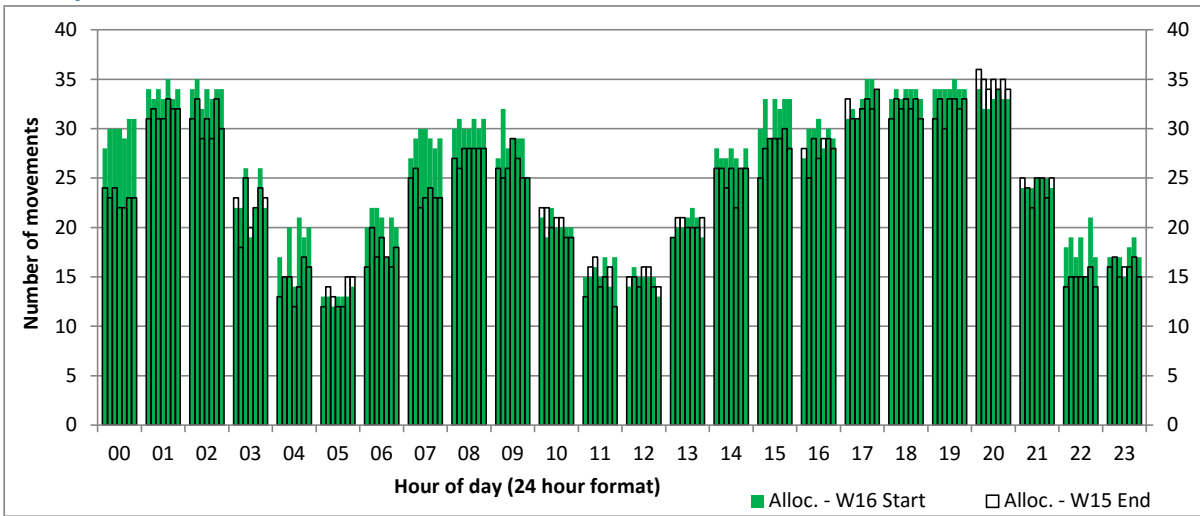
# Peak Week - Runway Allocation Comparison



Comparison of W16 Start vs. W15 End

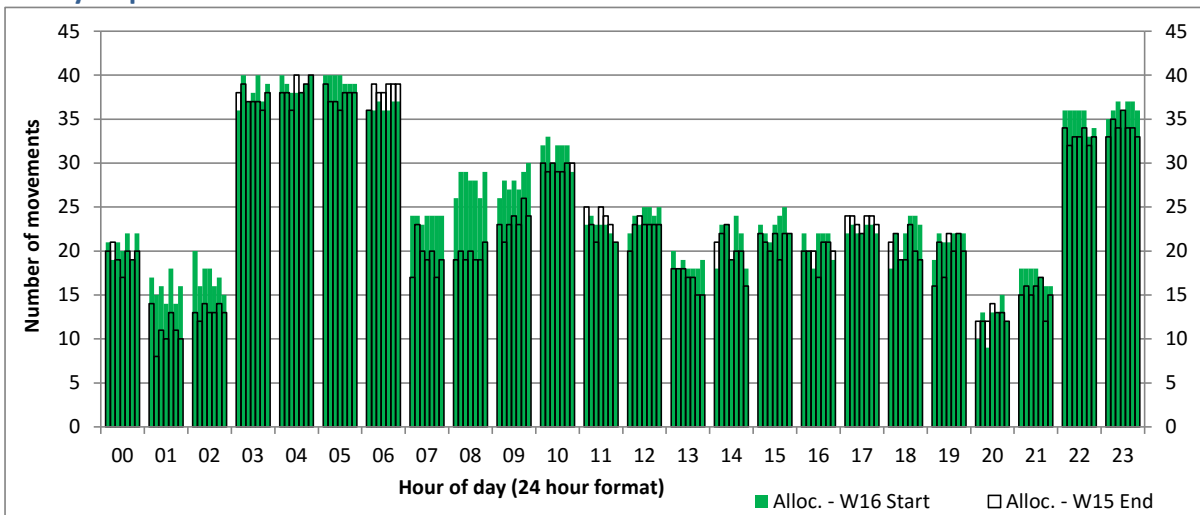
## Hourly Arrival Allocation

Time: UTC



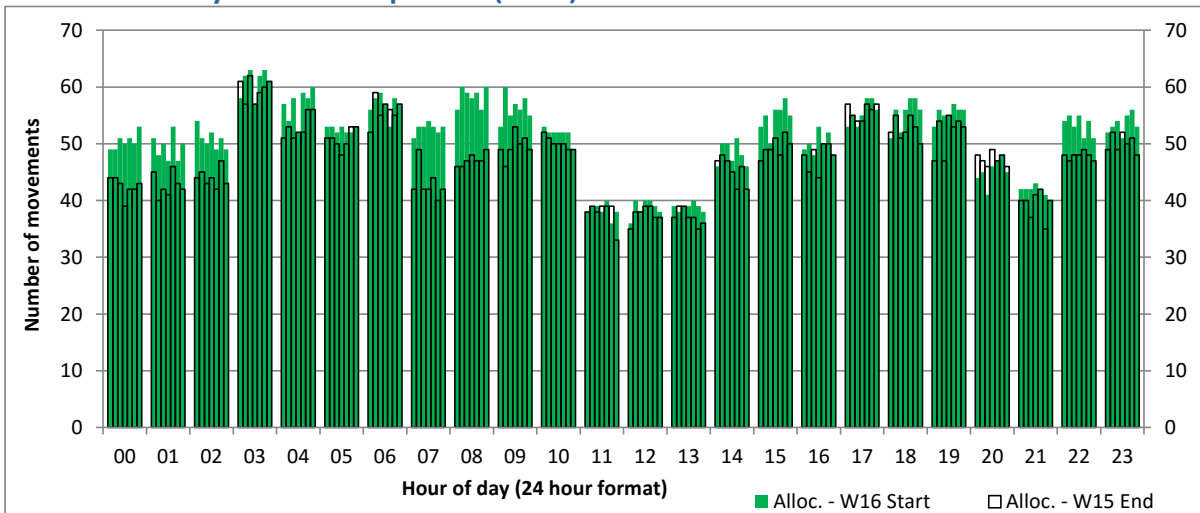
## Hourly Departure Allocation

Time: UTC



## Combined Hourly Arrival & Departure (Total) Allocation

Time: UTC



# Peak Week - Movements Histogram

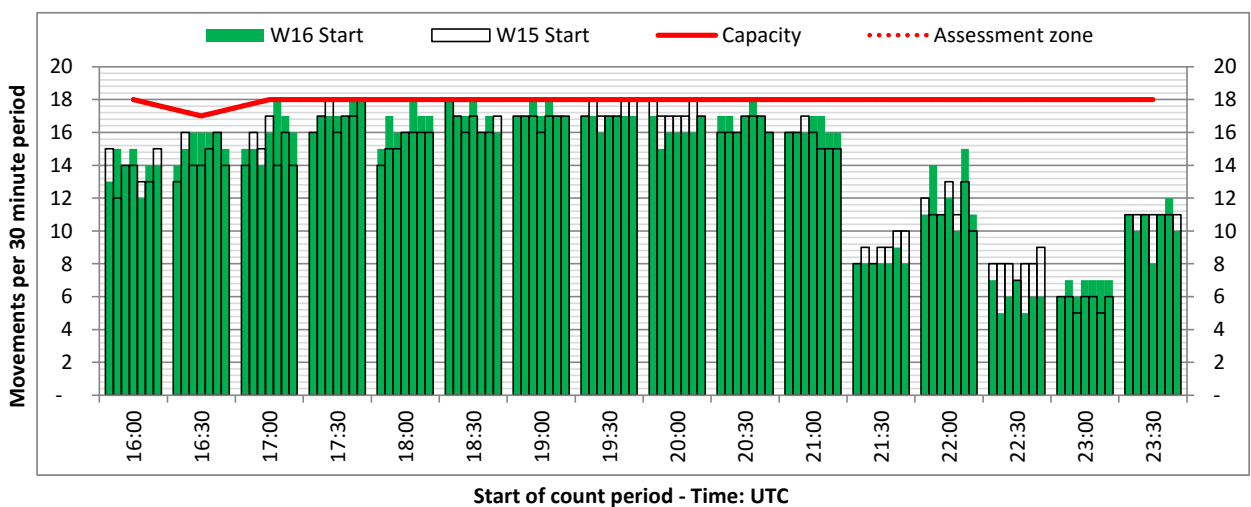
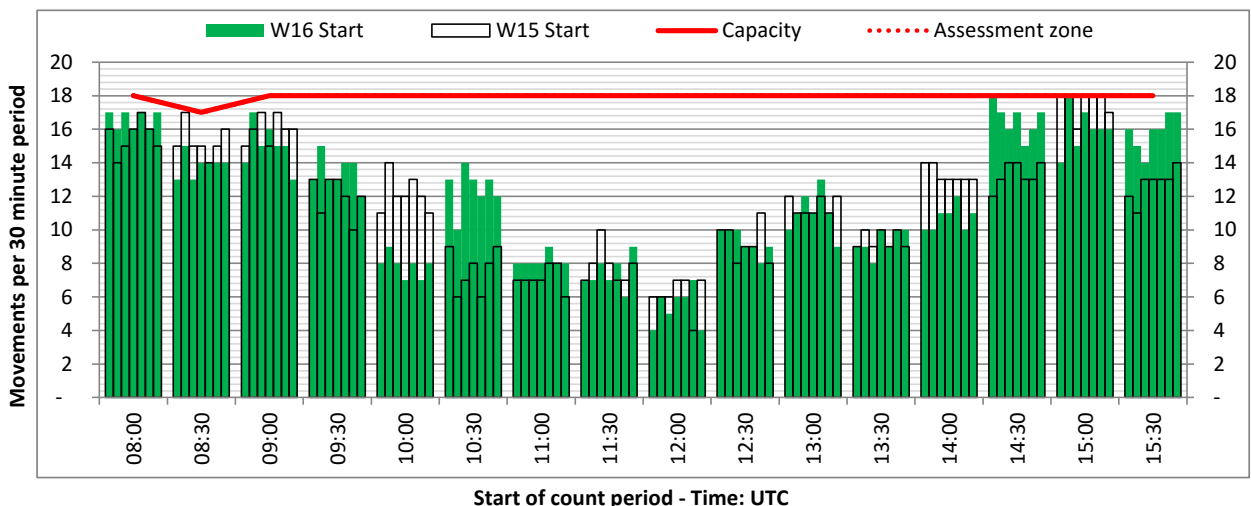
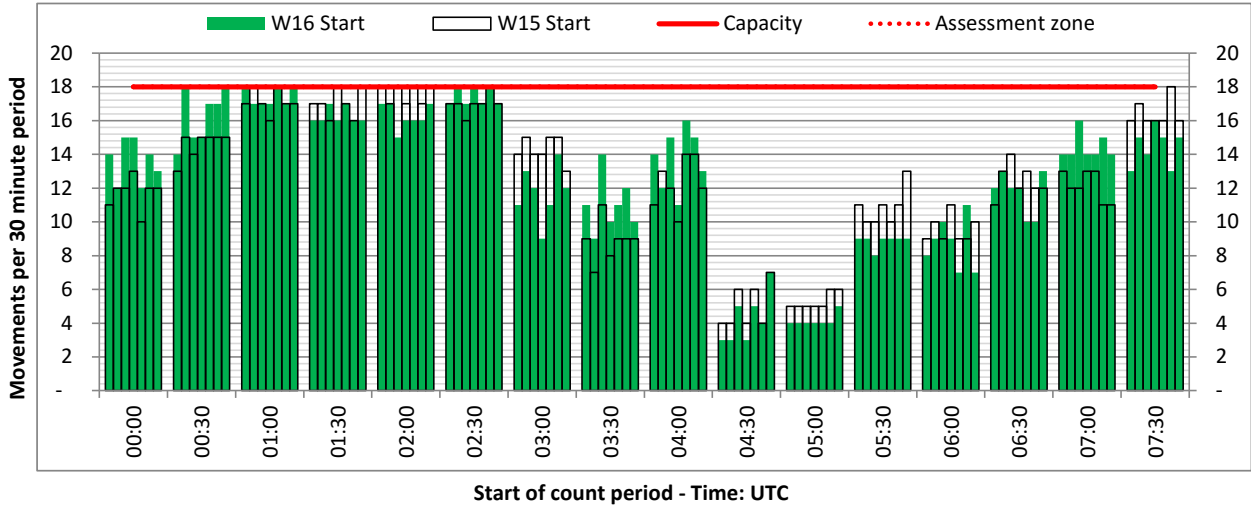
ARRIVAL - 30 minute count rolling every 30 mins (R30)



Terminals: All Terminals

Operators: All Operators

Days: 1234567



# Peak Week - Movements Histogram

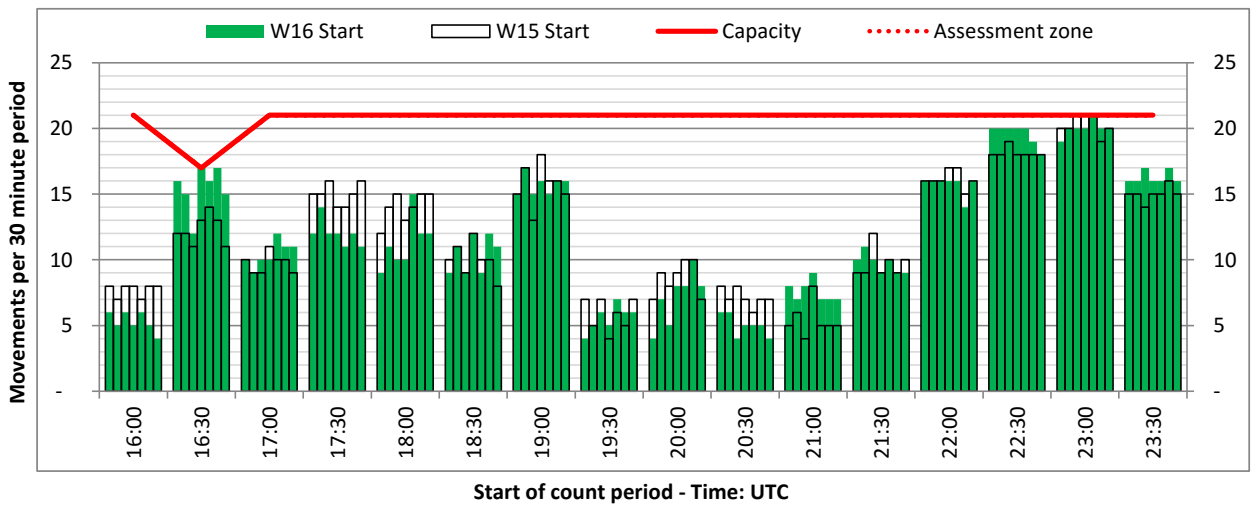
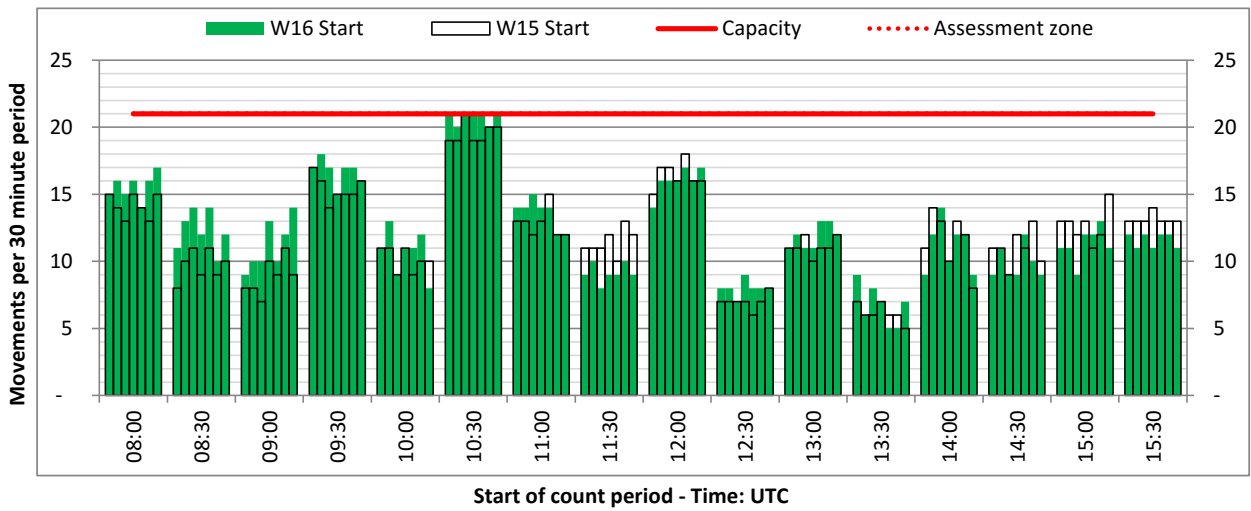
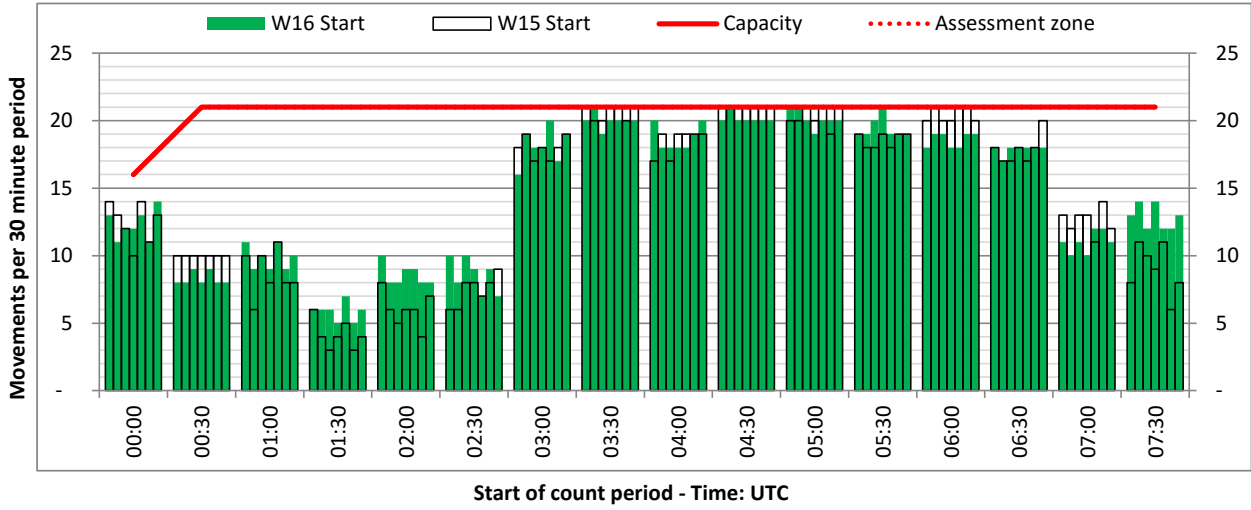
DEPARTURE - 30 minute count rolling every 30 mins (R30)



Terminals: All Terminals

Operators: All Operators

Days: 1234567





# Peak Week - Movements Histogram

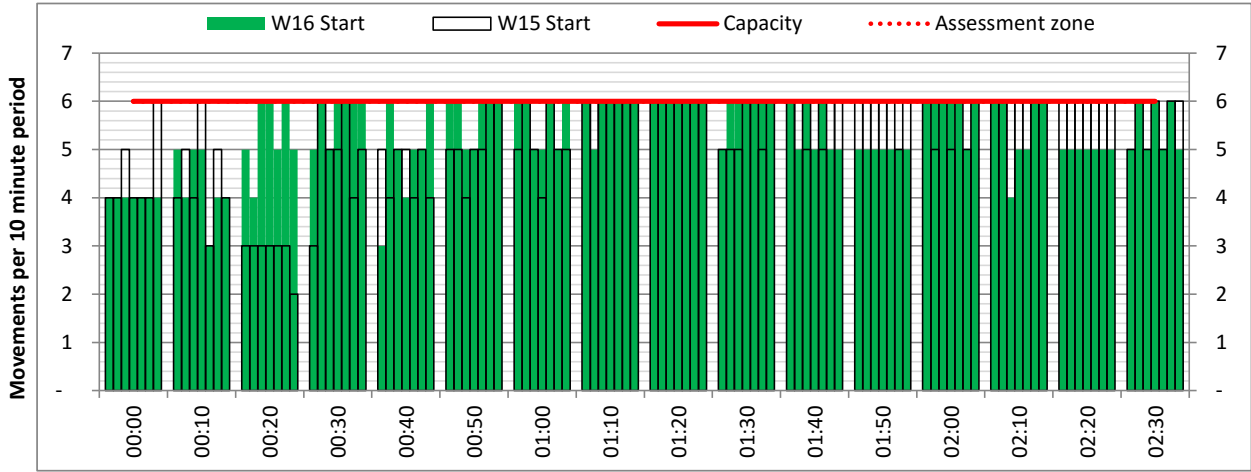
ARRIVAL - 10 minute count rolling every 10 mins (R10)



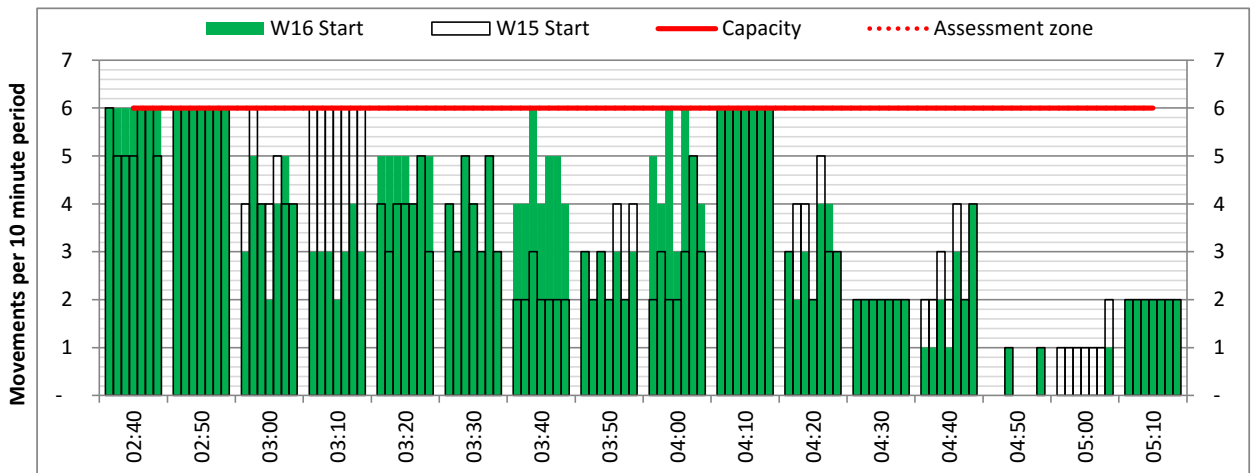
Terminals: All Terminals

Operators: All Operators

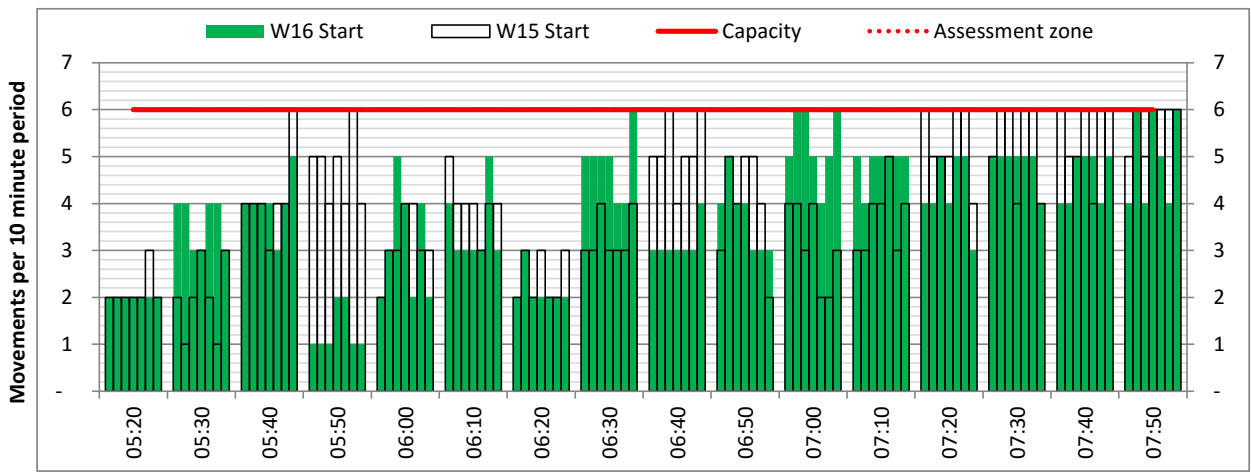
Days: 1234567



Start of count period - Time: UTC



Start of count period - Time: UTC



Start of count period - Time: UTC

# Peak Week - Movements Histogram

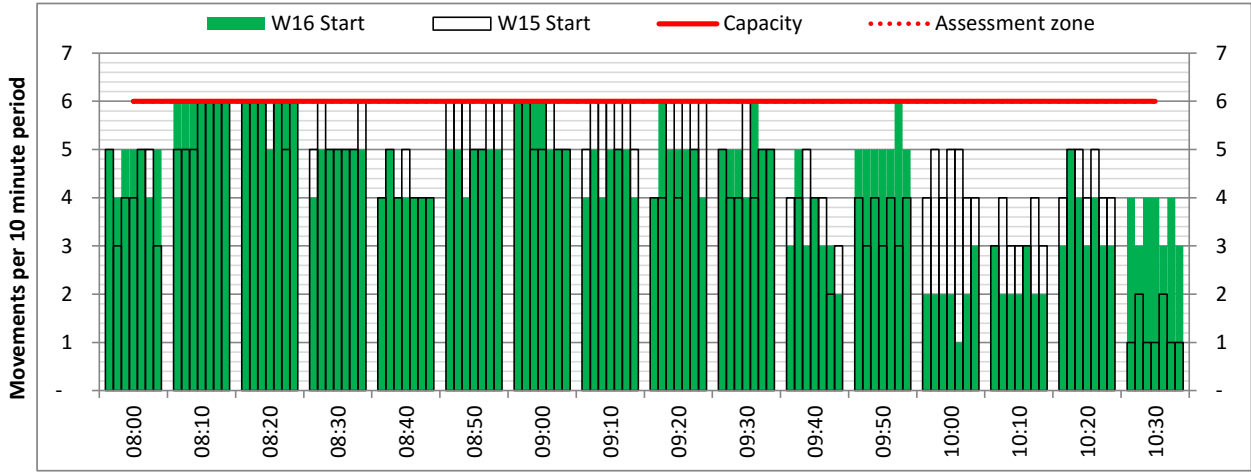
ARRIVAL - 10 minute count rolling every 10 mins (R10)



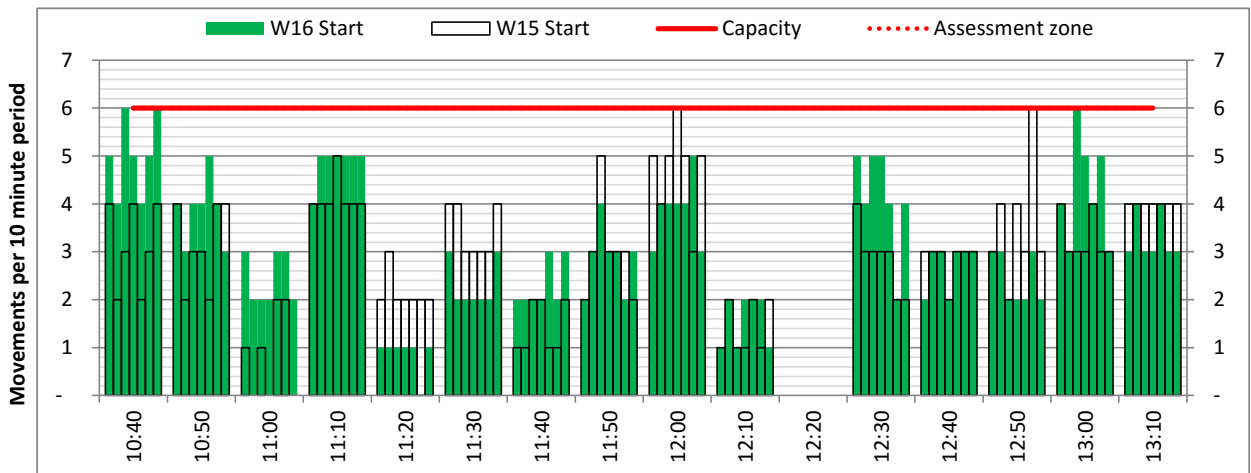
Terminals: All Terminals

Operators: All Operators

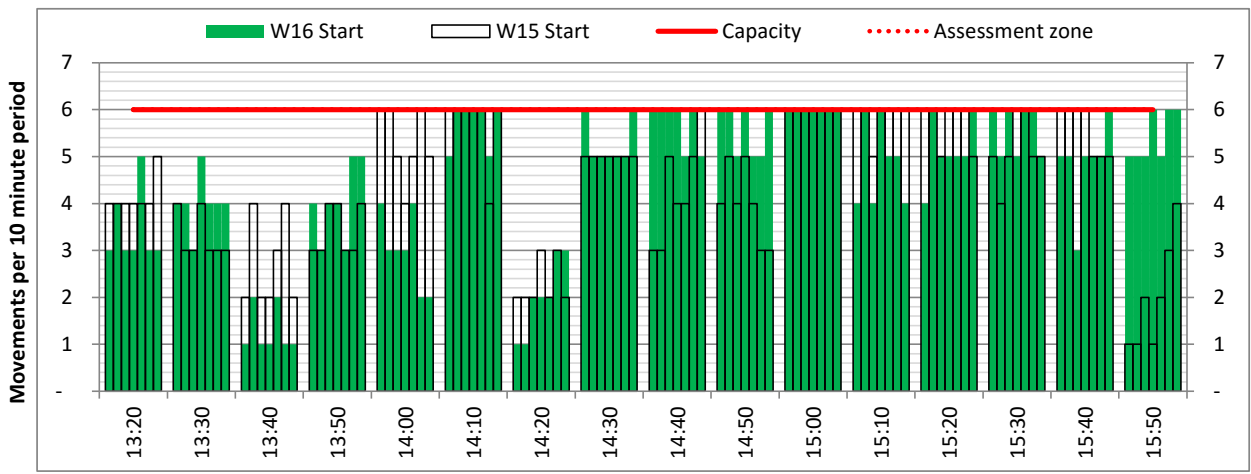
Days: 1234567



Start of count period - Time: UTC



Start of count period - Time: UTC



Start of count period - Time: UTC

# Peak Week - Movements Histogram

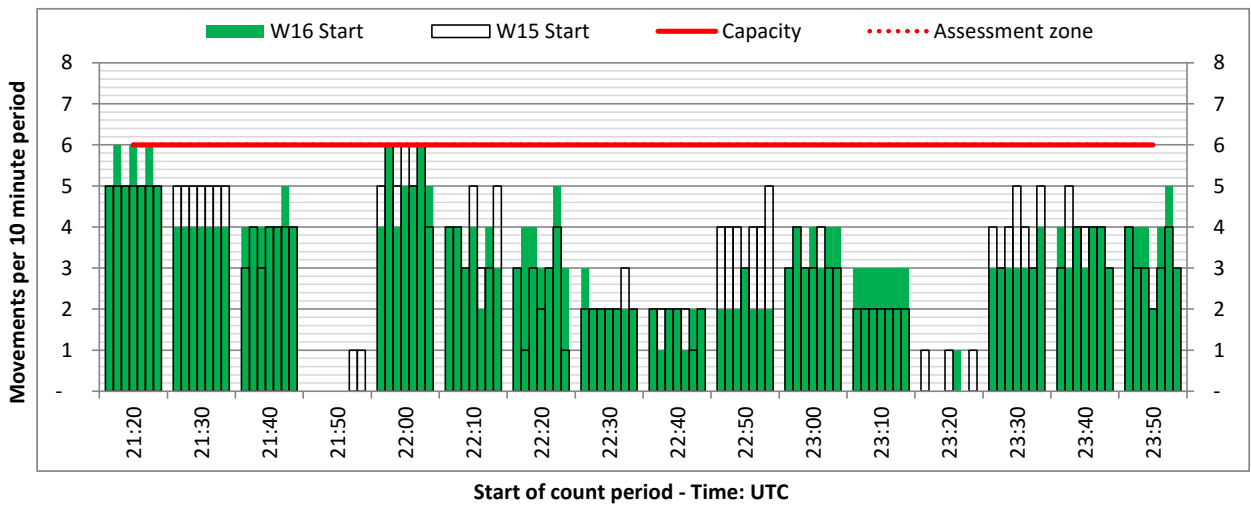
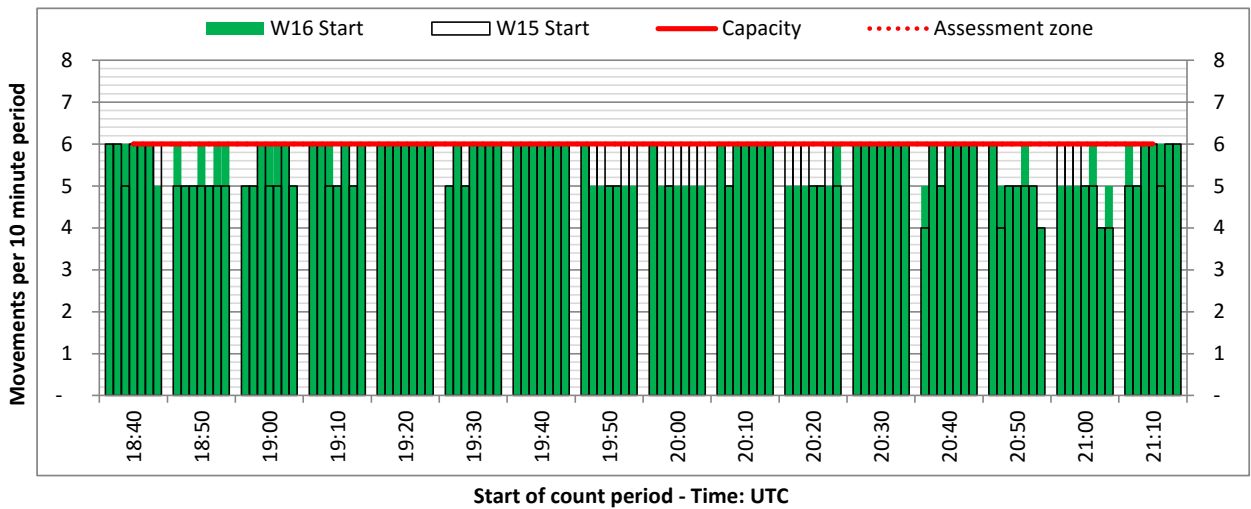
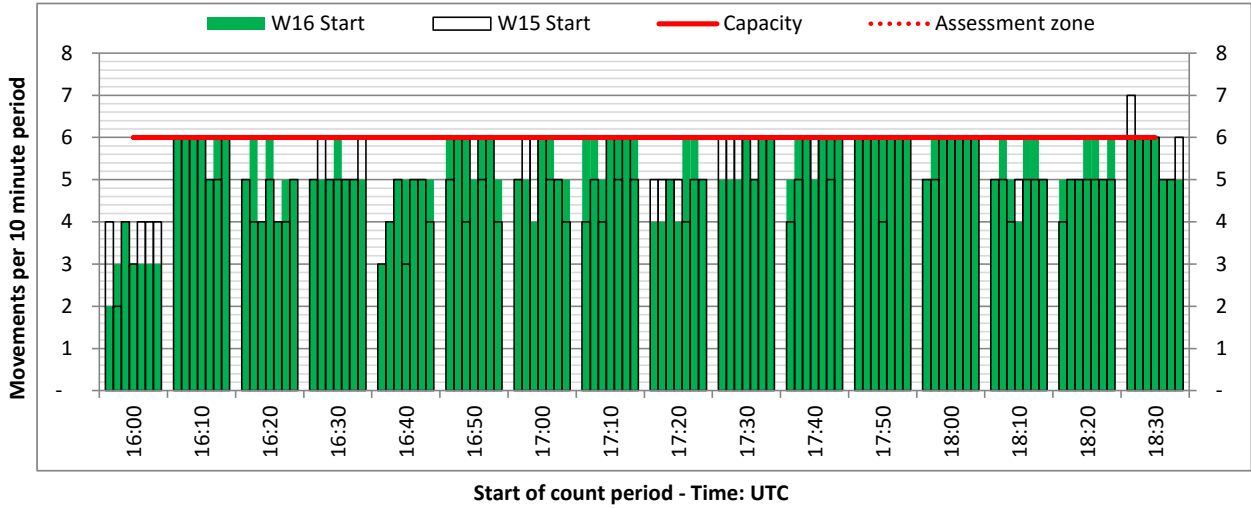
ARRIVAL - 10 minute count rolling every 10 mins (R10)



Terminals: All Terminals

Operators: All Operators

Days: 1234567



# Peak Week - Movements Histogram

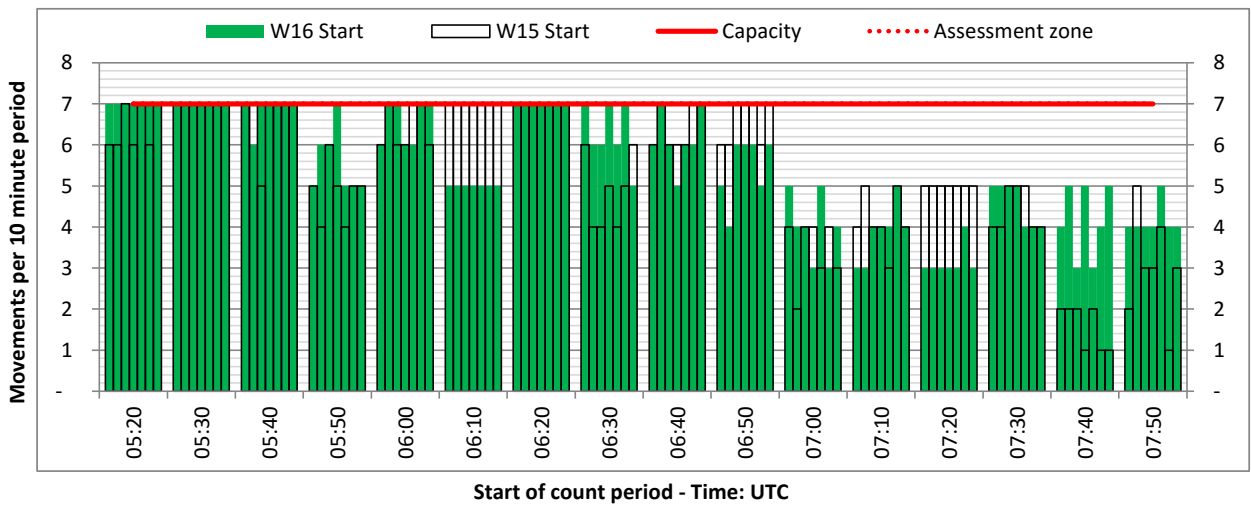
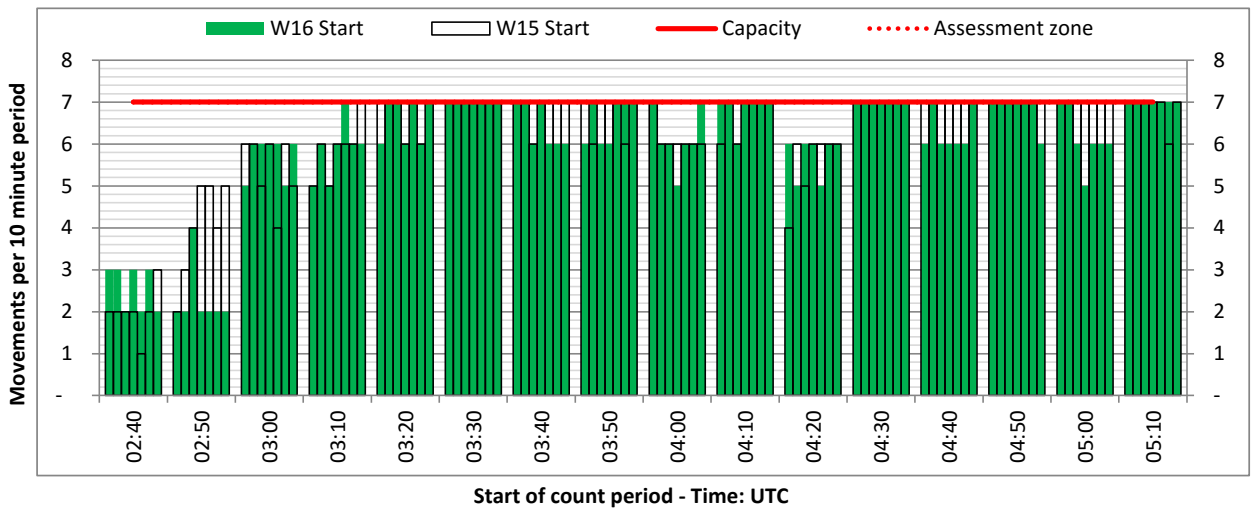
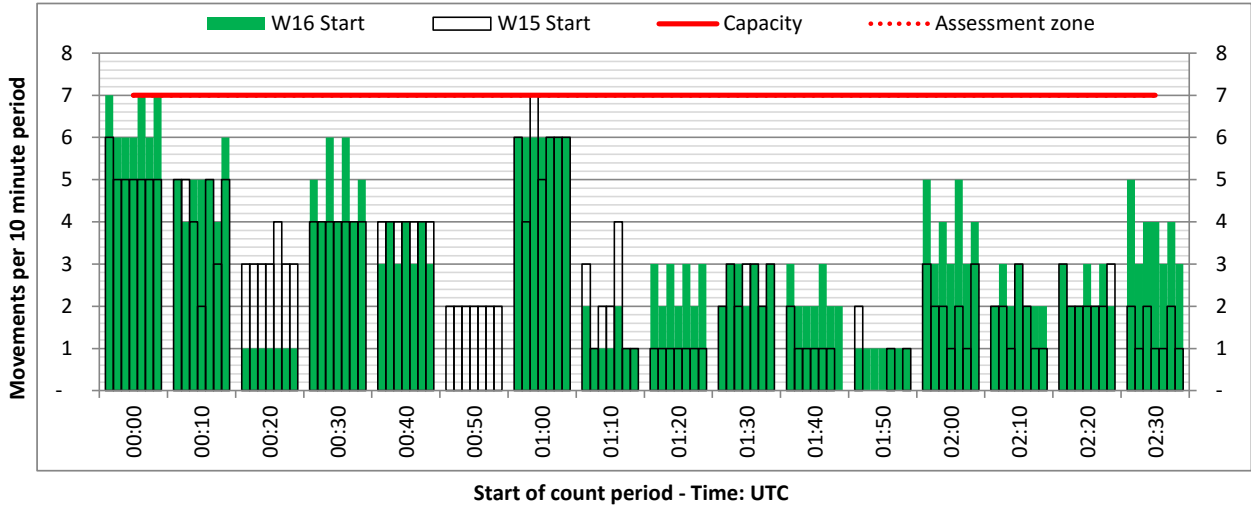
DEPARTURE - 10 minute count rolling every 10 mins (R10)



Terminals: All Terminals

Operators: All Operators

Days: 1234567



# Peak Week - Movements Histogram

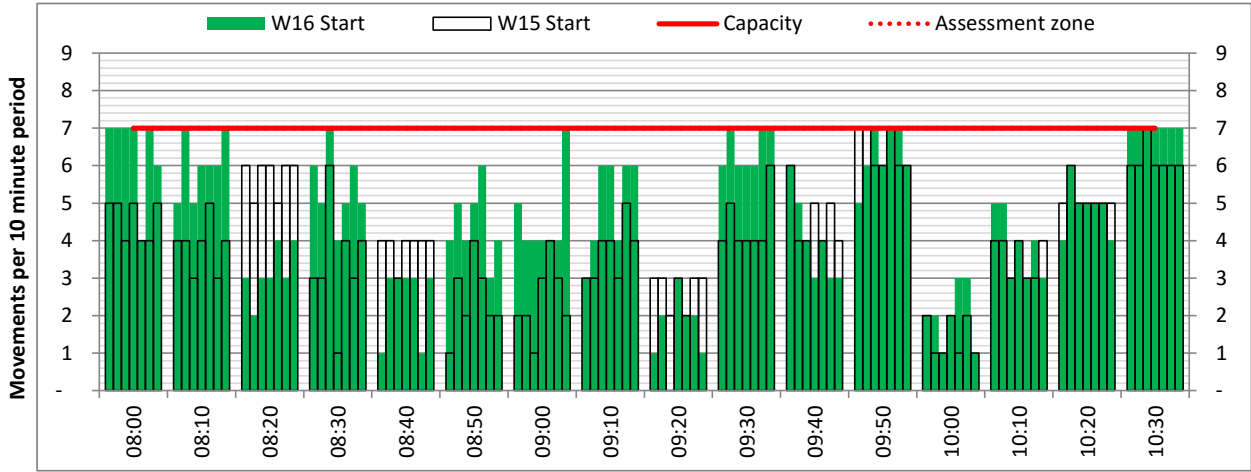
DEPARTURE - 10 minute count rolling every 10 mins (R10)



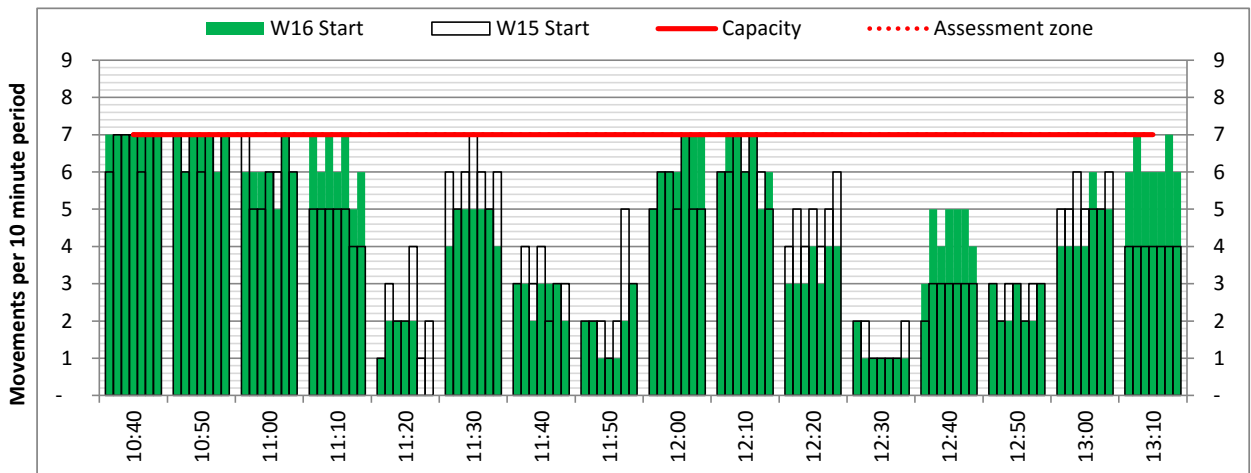
Terminals: All Terminals

Operators: All Operators

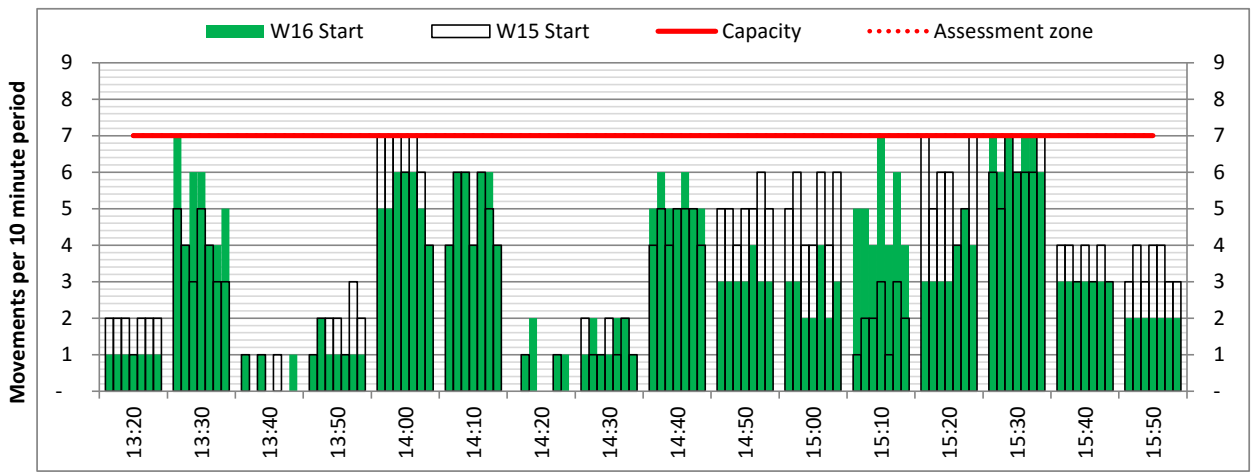
Days: 1234567



Start of count period - Time: UTC



Start of count period - Time: UTC



Start of count period - Time: UTC

# Peak Week - Movements Histogram

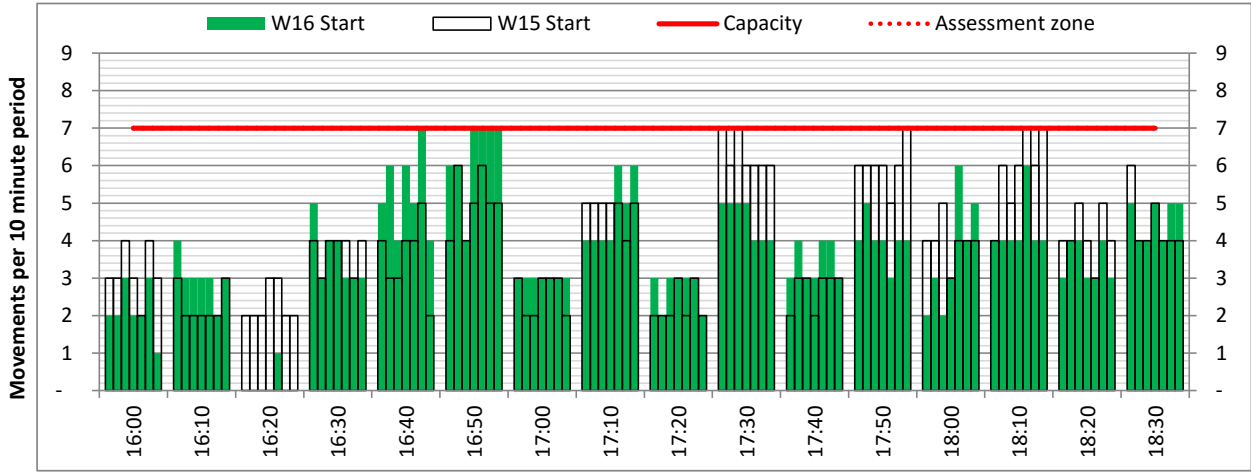
DEPARTURE - 10 minute count rolling every 10 mins (R10)



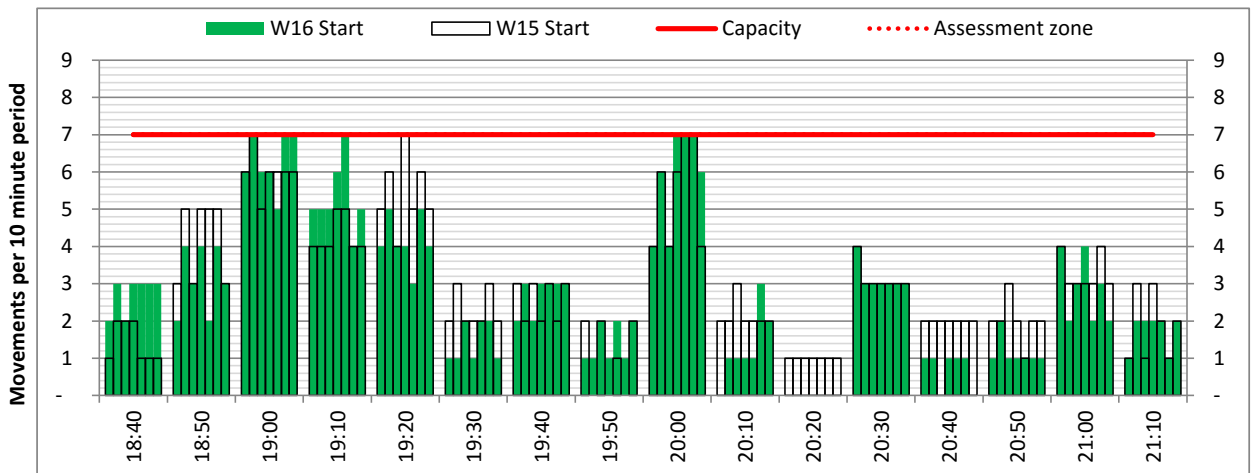
Terminals: All Terminals

Operators: All Operators

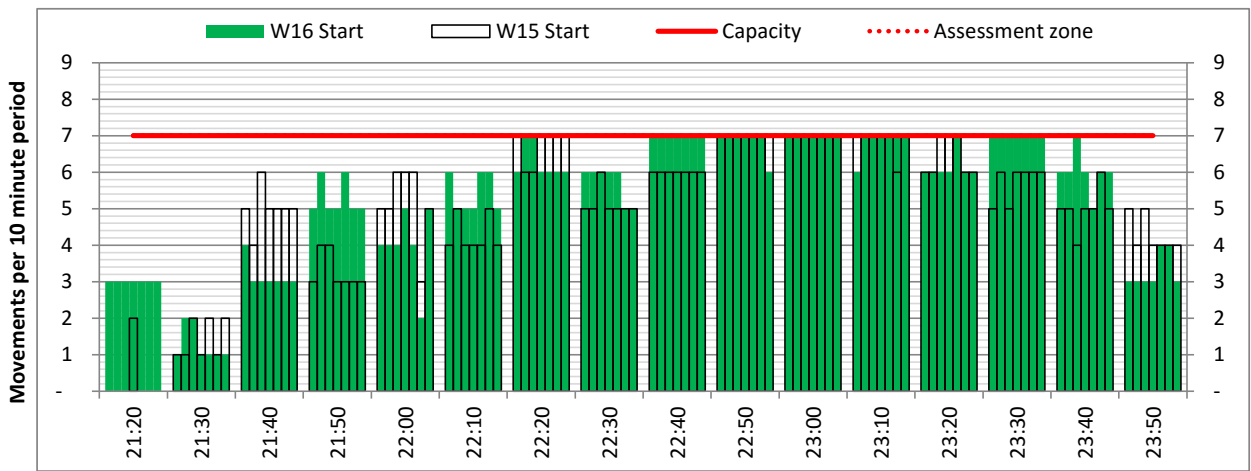
Days: 1234567



Start of count period - Time: UTC



Start of count period - Time: UTC



Start of count period - Time: UTC

# Peak Week - Passengers Histogram

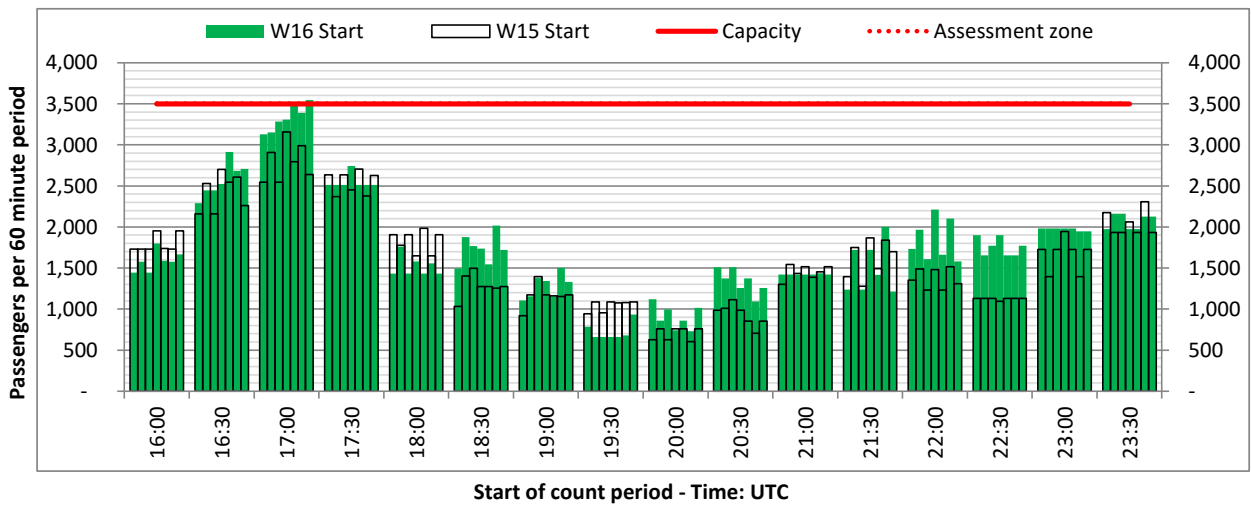
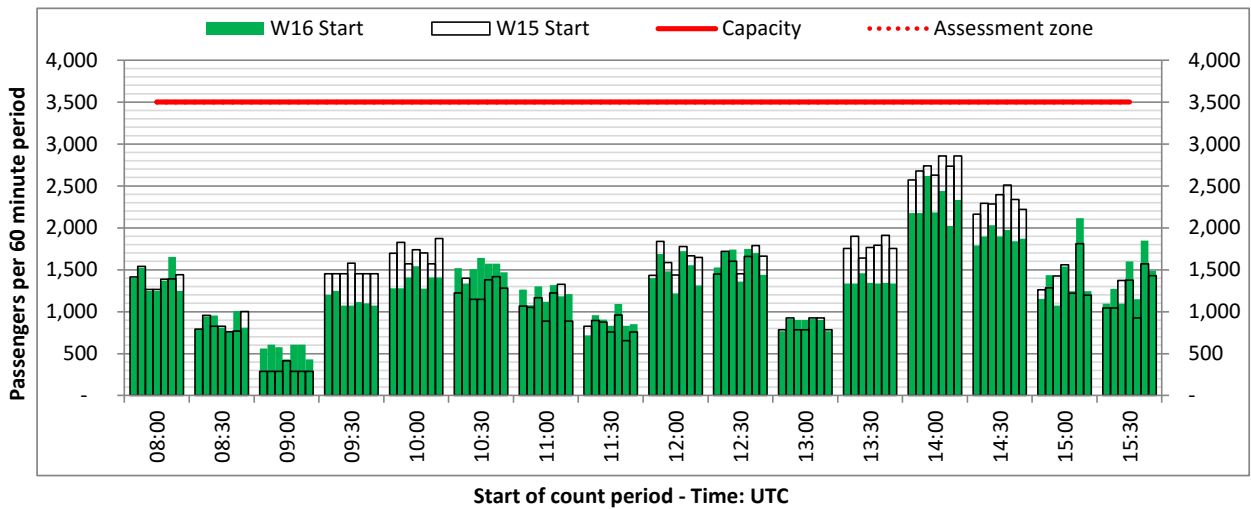
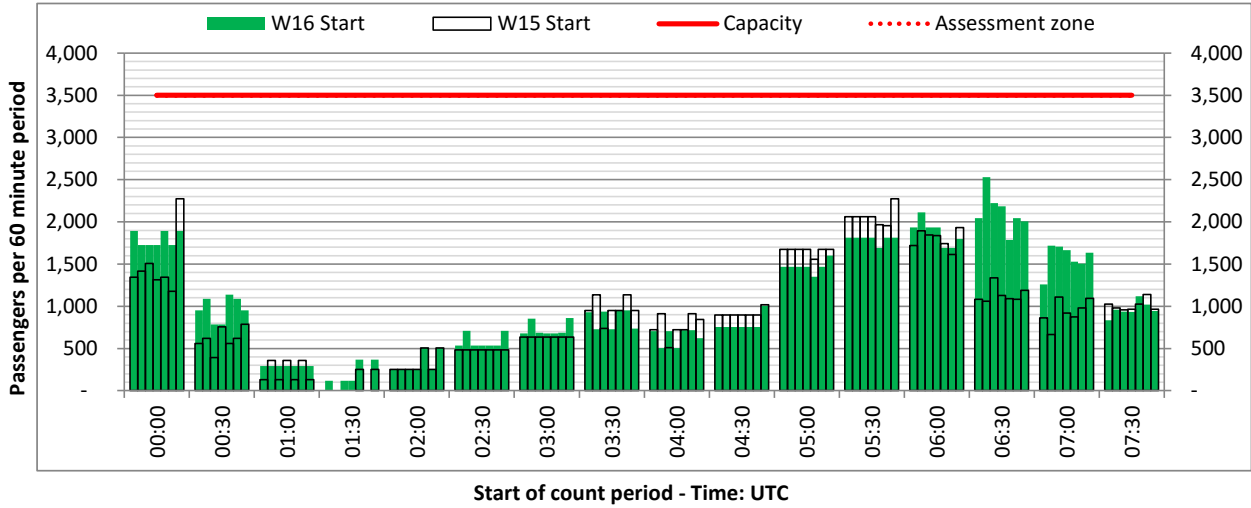
ARRIVAL - Terminal 1 (Start of 30 min period)



Terminals: 1I

Operators: All Operators

Days: 1234567



# Peak Week - Passengers Histogram

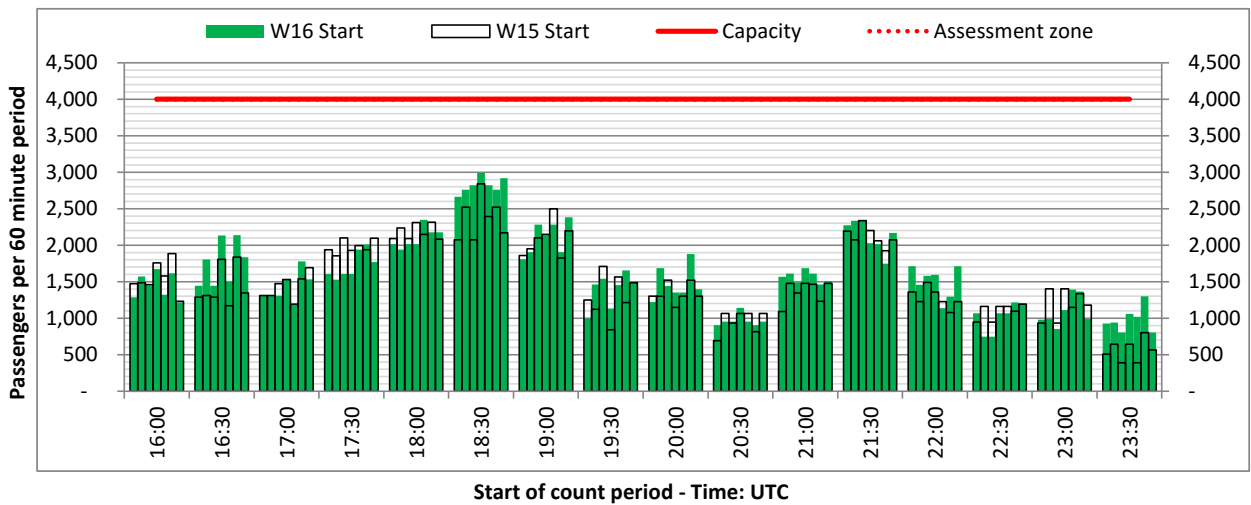
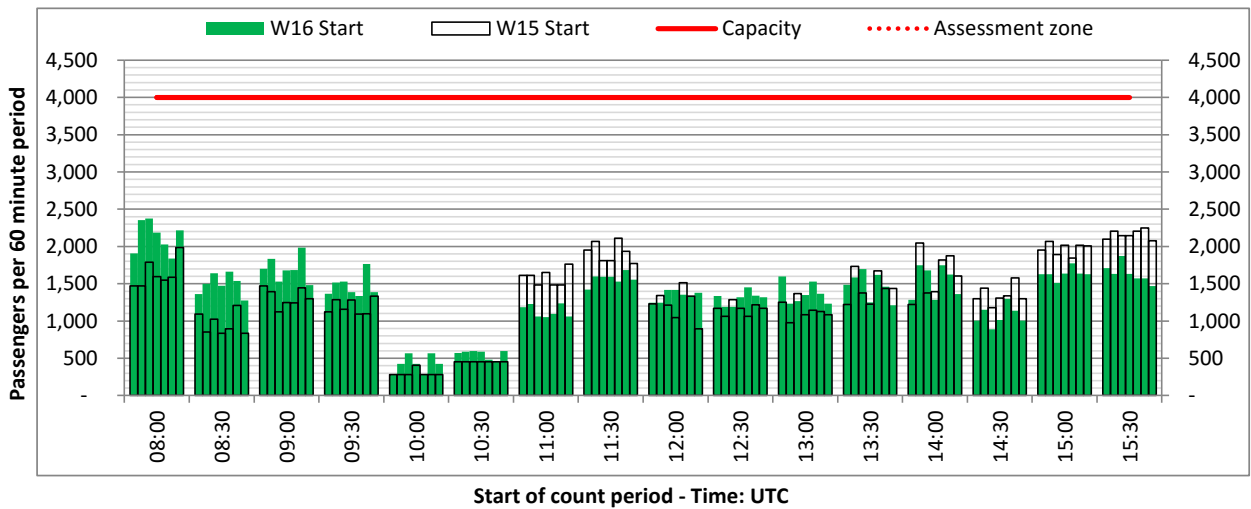
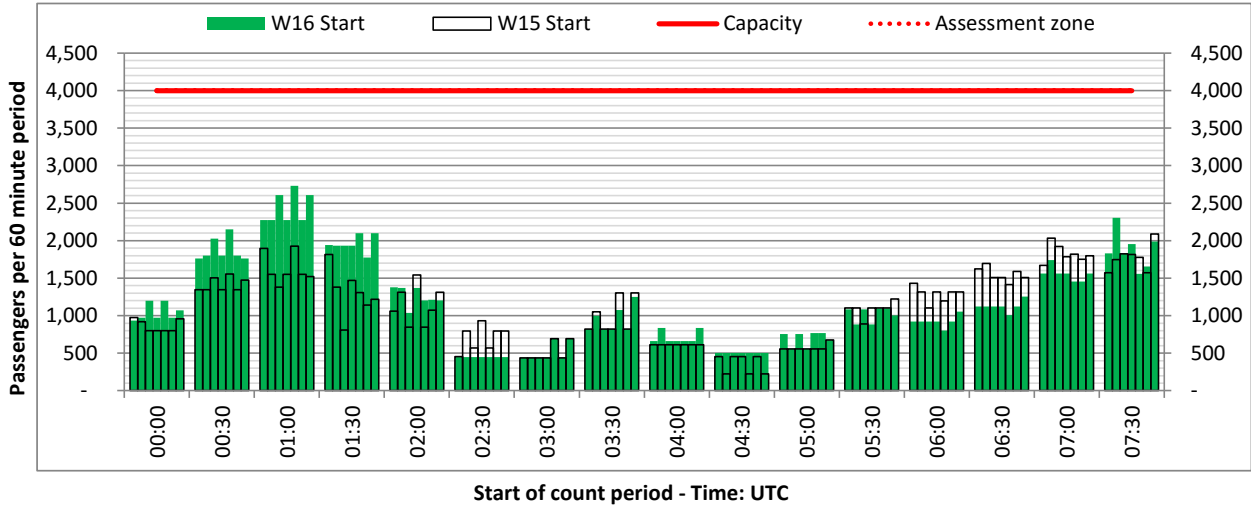
DEPARTURE - Terminal 1 (Start of 30 min period)



Terminals: 1I

Operators: All Operators

Days: 1234567





# Peak Week - Passengers Histogram

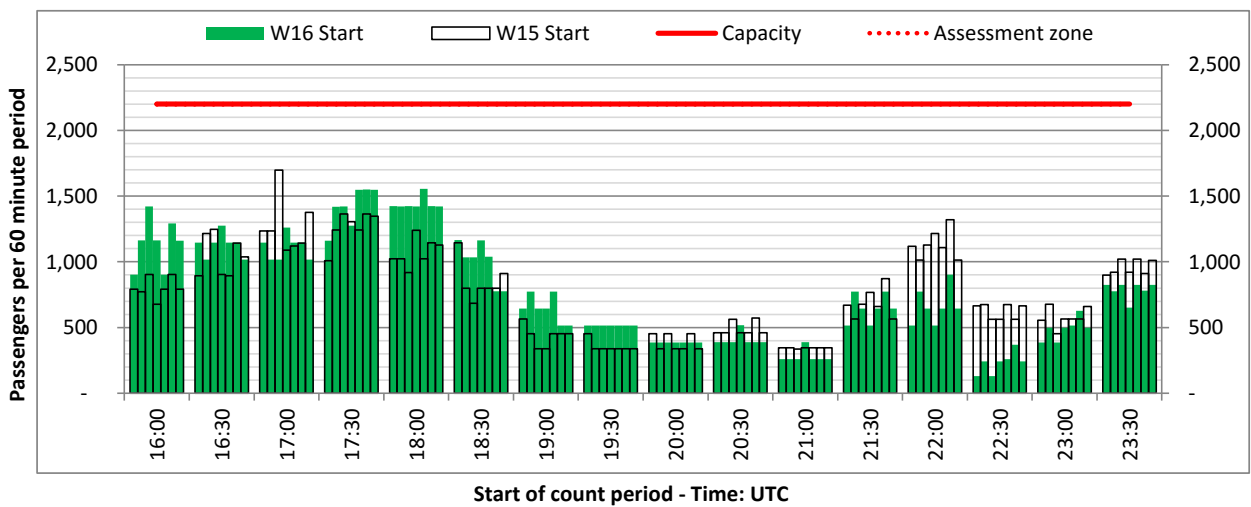
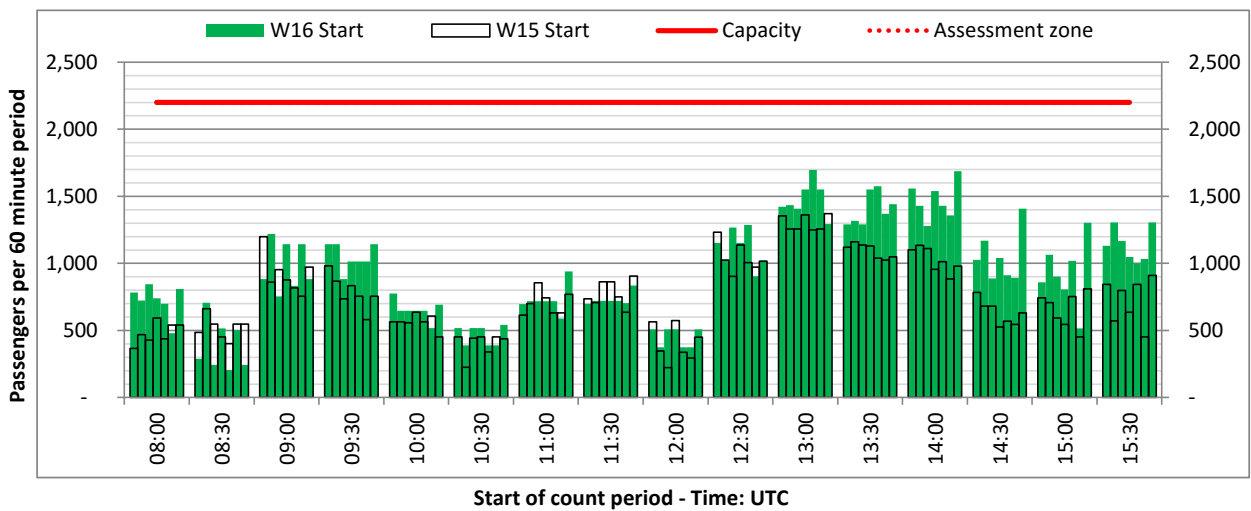
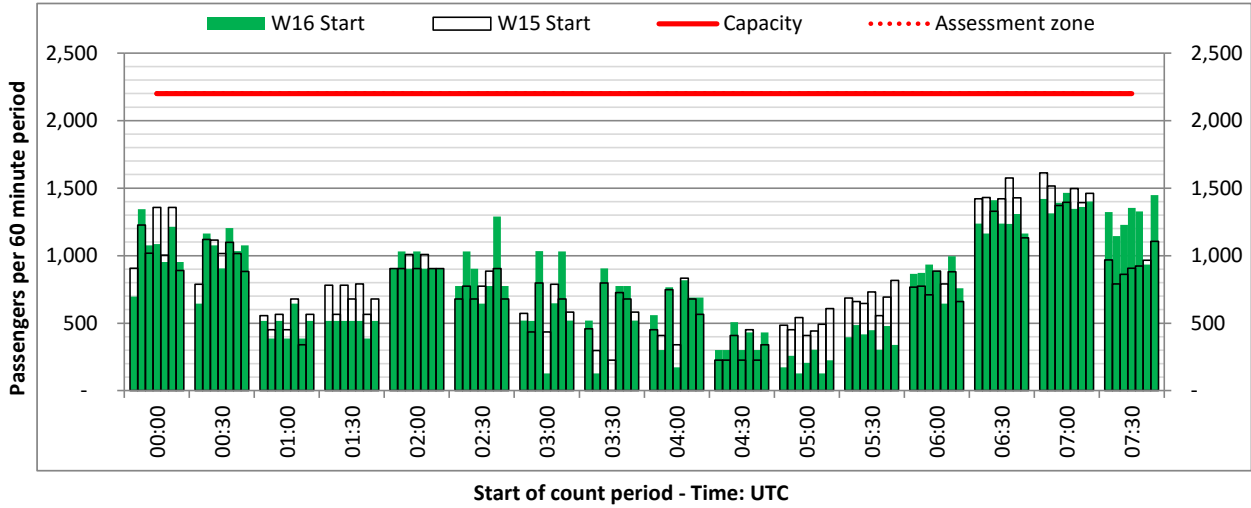
ARRIVAL - Terminal 2 (Start of 30 min period)



Terminals: 2I

Operators: All Operators

Days: 1234567



# Peak Week - Passengers Histogram

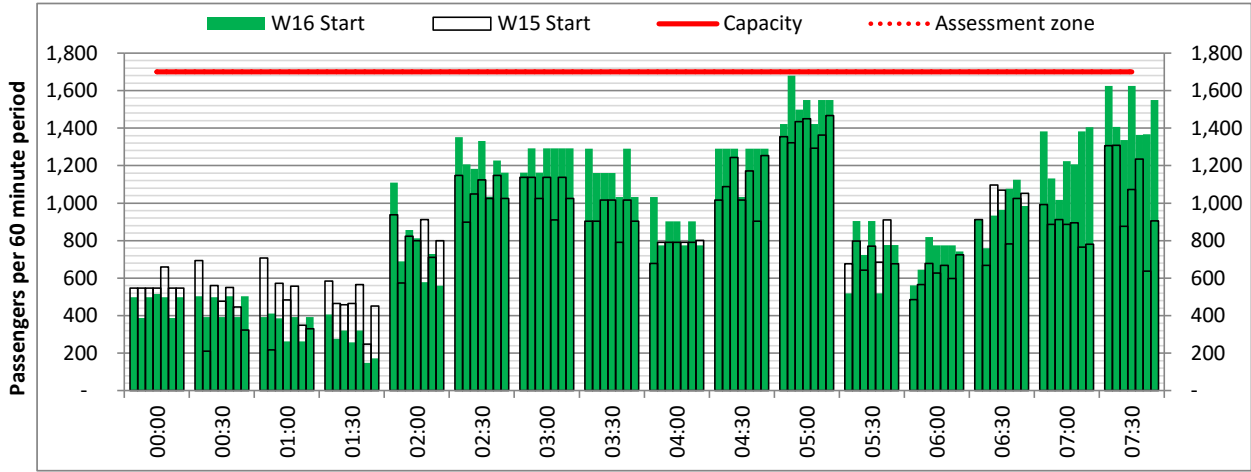
DEPARTURE - Terminal 2 (Start of 30 min period)



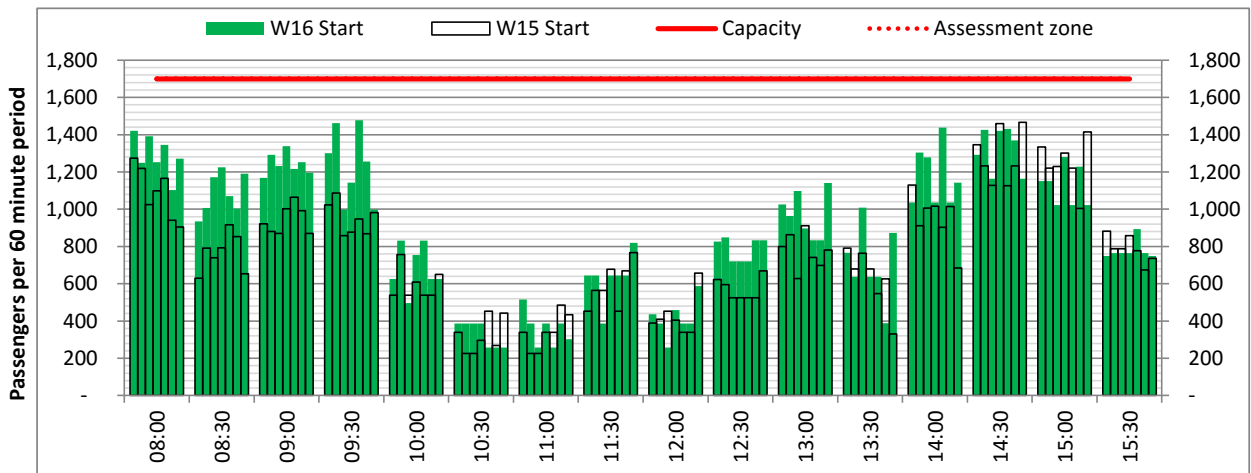
Terminals: 2I

Operators: All Operators

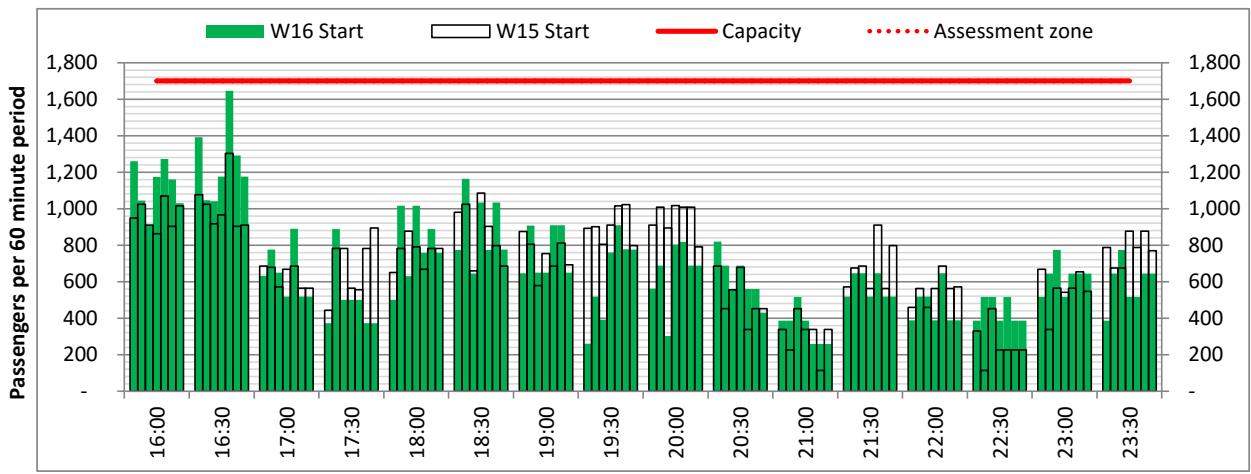
Days: 1234567



Start of count period - Time: UTC



Start of count period - Time: UTC



Start of count period - Time: UTC

# Peak Week - Passengers Histogram

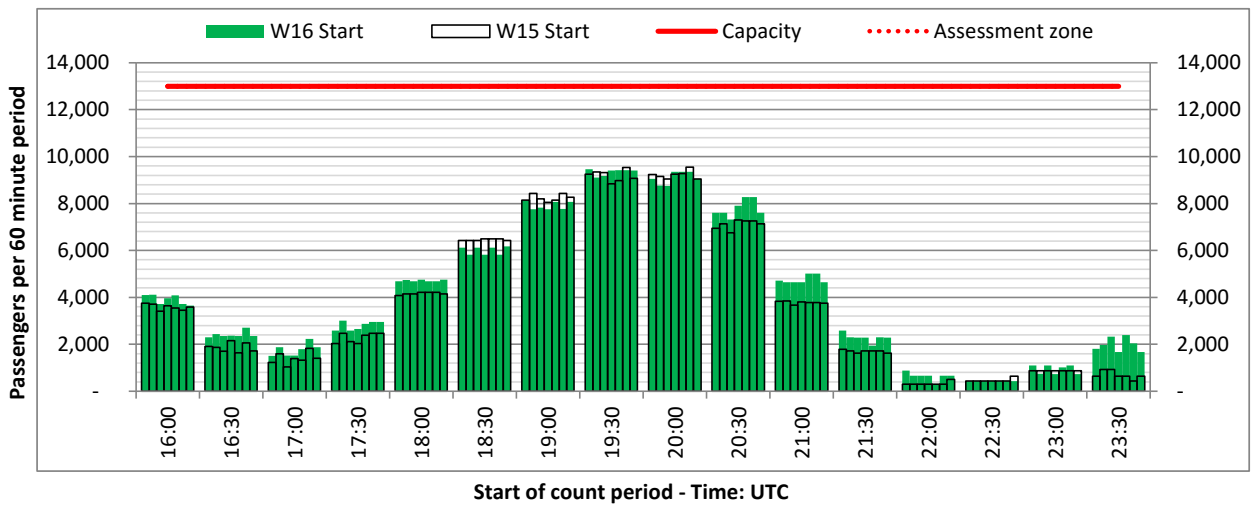
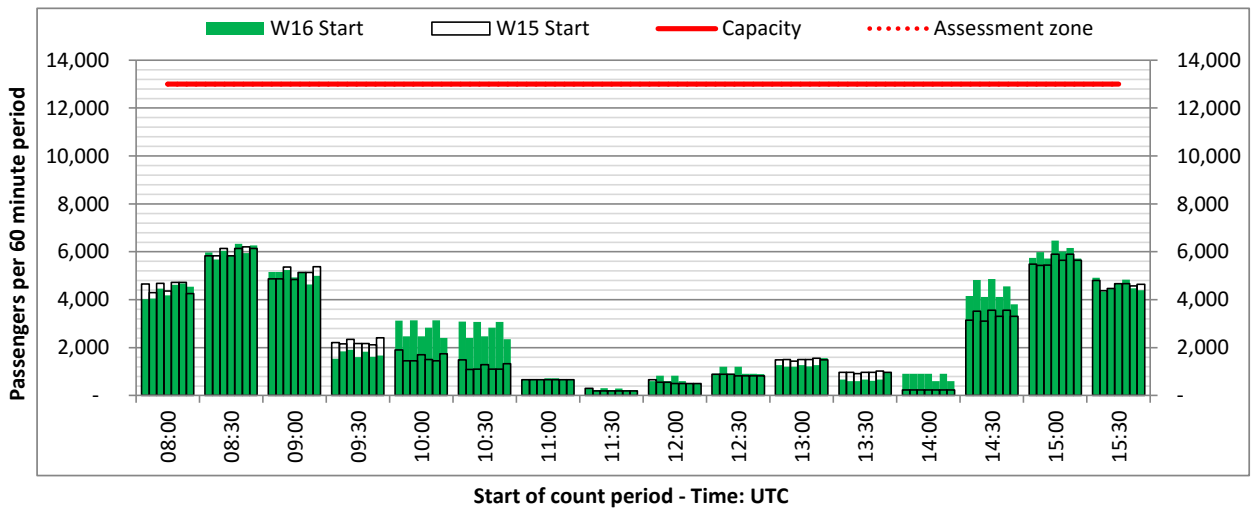
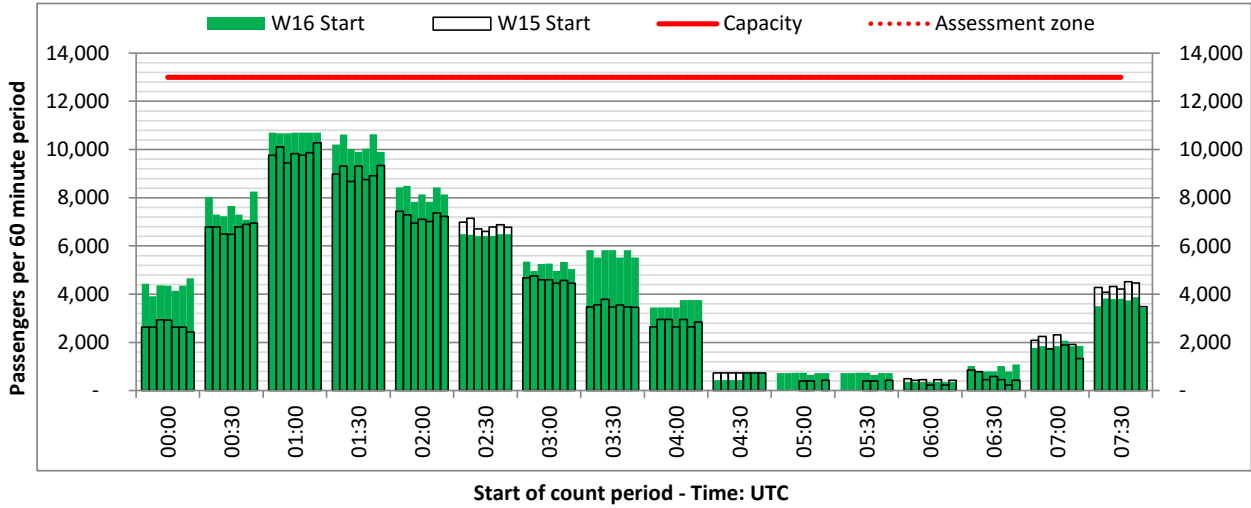


ARRIVAL - Terminal 3 (Start of 30 min period)

Terminals: 3I

Operators: All Operators

Days: 1234567



# Peak Week - Passengers Histogram

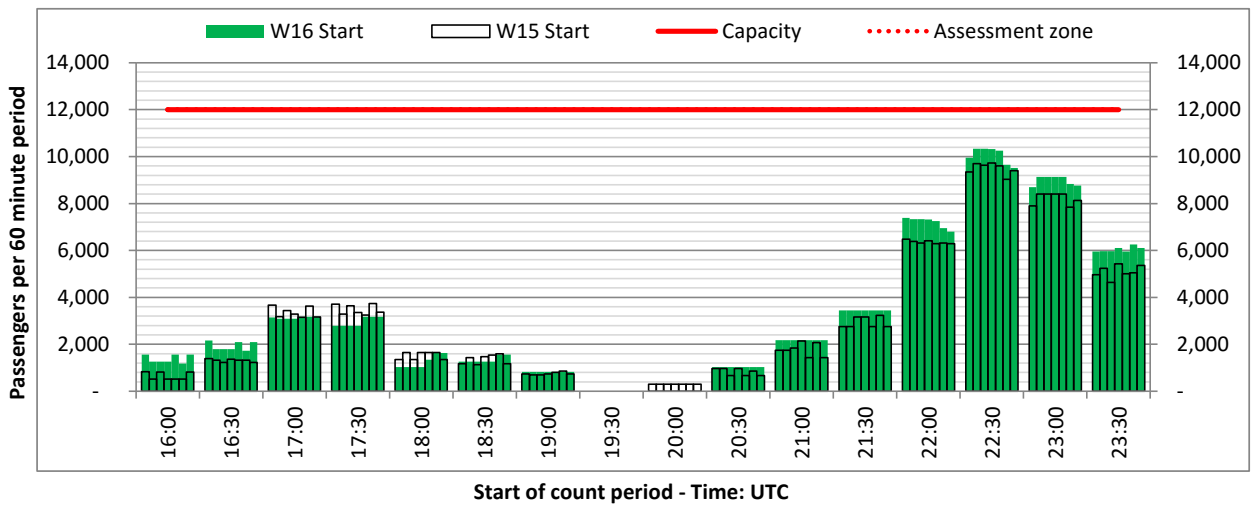
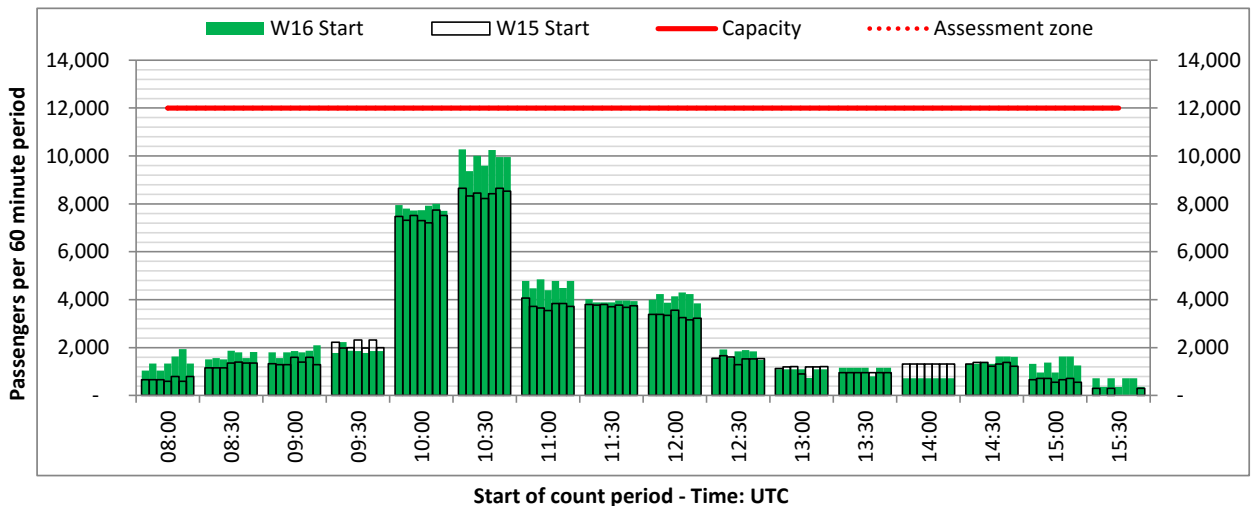
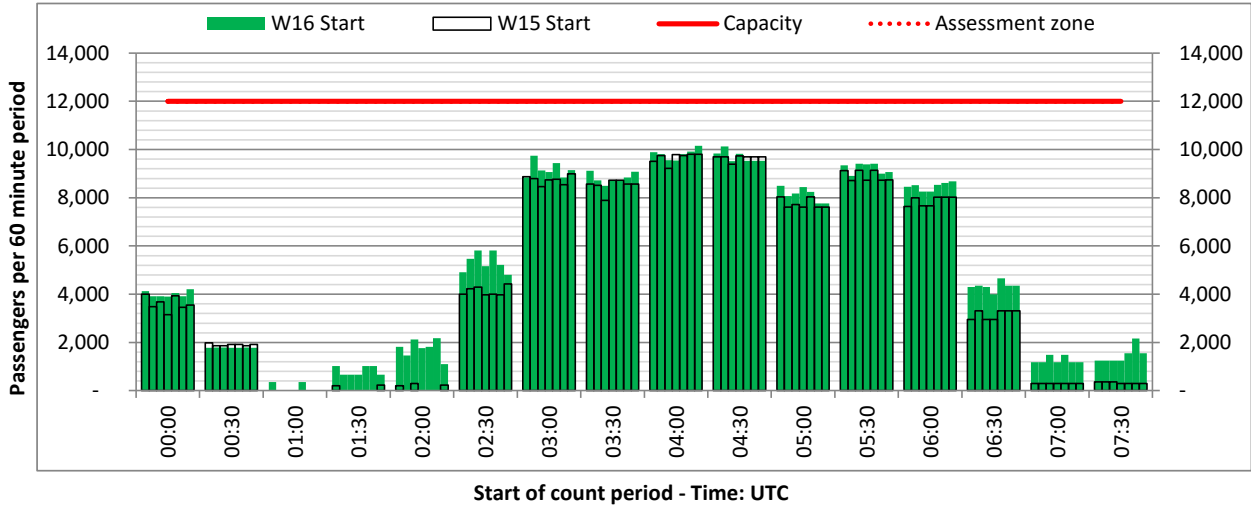
DEPARTURE - Terminal 3 (Start of 30 min period)



Terminals: 3I

Operators: All Operators

Days: 1234567



**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
<b>Arrivals</b>																								
Max. Arrival	94%	97%	97%	93%	84%	56%	88%	88%	91%	91%	85%	85%	80%	100%	97%	100%	100%	100%	100%	100%	97%	100%	88%	86%
<b>Departures</b>																								
Max. Departure	85%	82%	91%	100%	98%	100%	93%	100%	100%	97%	97%	96%	100%	80%	77%	86%	92%	92%	96%	100%	68%	72%	95%	100%
<b>Totals</b>																								
Max. Total	90%	91%	93%	97%	91%	82%	91%	93%	95%	92%	96%	100%	100%	100%	93%	94%	96%	97%	98%	100%	84%	98%	89%	95%

**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
<b>Arrivals</b>																								
Average Arrival	90%	94%	94%	81%	72%	52%	82%	85%	89%	81%	78%	78%	74%	92%	94%	97%	94%	94%	99%	98%	94%	98%	75%	78%
<b>Departures</b>																								
Average Departure	79%	71%	78%	95%	95%	99%	91%	99%	96%	90%	92%	91%	96%	74%	68%	79%	86%	90%	87%	97%	55%	69%	93%	98%
<b>Totals</b>																								
Average Total	85%	85%	88%	94%	86%	81%	87%	91%	93%	87%	94%	96%	97%	97%	88%	88%	91%	92%	94%	97%	79%	95%	86%	91%

## Primary Constraints by Terminal - Peak Week



Arrival/Departure	OK	R60	R30	R10	GA	GRD	AA	Grand Total
A	4,068	123	12	69		10		4,282
D	4,111	124	2	45	2	5	7	4,296
<b>Grand Total</b>	<b>8,179</b>	<b>247</b>	<b>14</b>	<b>114</b>	<b>2</b>	<b>15</b>	<b>7</b>	<b>8,578</b>

Percentage	OK	R60	R30	R10	AA	GA	GRA	Grand Total
A	95.0%	2.9%	0.3%	1.6%	0.0%	0.2%	0.0%	0.1%
D	96.0%	2.9%	0.0%	1.1%	0.0%	0.1%	0.2%	0.0%

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
<b>Terminal 1</b>	<b>104</b>	<b>102</b>	<b>58</b>	<b>39</b>	<b>42</b>	<b>81</b>	<b>124</b>	<b>140</b>	<b>149</b>	<b>96</b>	<b>68</b>	<b>79</b>	<b>105</b>	<b>88</b>	<b>148</b>	<b>118</b>	<b>116</b>	<b>182</b>	<b>141</b>	<b>121</b>	<b>88</b>	<b>109</b>	<b>134</b>	<b>110</b>	<b>2542</b>
OK	89	73	51	37	39	81	124	130	142	90	64	79	105	82	135	115	106	171	135	119	73	86	94	88	2308
R60	8	25	7	1	2			2	6	5	2			6	13	3	3	11	5	2	13	16	26	21	177
R30	7			1																	1				9
R10		4			1			8	1	1	2						7		1			7	14	1	48
GRD																									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
<b>Terminal 2</b>	<b>80</b>	<b>45</b>	<b>89</b>	<b>102</b>	<b>76</b>	<b>96</b>	<b>89</b>	<b>149</b>	<b>122</b>	<b>125</b>	<b>75</b>	<b>63</b>	<b>49</b>	<b>135</b>	<b>142</b>	<b>112</b>	<b>123</b>	<b>96</b>	<b>122</b>	<b>76</b>	<b>54</b>	<b>34</b>	<b>61</b>	<b>61</b>	<b>2176</b>
OK	75	43	86	102	66	93	88	144	109	118	72	62	49	133	136	102	119	94	121	76	46	34	60	58	2086
R60					7			3	8	4	1	1		2	5	6	4	1			7		1		50
R30							1	1			1														3
R10	5	2	3		3			1	1	3					1	4			1		1			3	28
GRD						2			3		1							1							7
GA						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	
<b>Terminal 3</b>	<b>169</b>	<b>198</b>	<b>210</b>	<b>285</b>	<b>275</b>	<b>189</b>	<b>173</b>	<b>66</b>	<b>128</b>	<b>148</b>	<b>204</b>	<b>102</b>	<b>275</b>	<b>104</b>	<b>49</b>	<b>34</b>	<b>152</b>	<b>112</b>	<b>110</b>	<b>124</b>	<b>185</b>	<b>176</b>	<b>149</b>	<b>180</b>	<b>190</b>	<b>3712</b>
OK	164	193	207	284	268	189	172	64	127	145	202	102	275	104	48	30	152	112	109	119	185	176	148	164	190	3654
R60			1						1		1			1	1			1	5			1	7			19
R30			2																							2
R10	5	3	2	1			1	2		3	1				3									9		30
AA					7																					7

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	
<b>Freight</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>5</b>	<b>2</b>	<b>8</b>	<b>12</b>	<b>9</b>	<b>21</b>	<b>13</b>	<b>24</b>	<b>14</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>140</b>	
OK			1		5	2	8	12	6	17	13	24	14		12					5					12	131
R60										1																1
R10		1						3	3																	8

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 Arriv	21	98	56	63	21	7		7	7	14	14					37	28		21	56	91	14		7	562	
Emirates	21	98	49	56	21	7		7	7	14	14					37	28		21	49	84	14		7	534	
1	3	14	7	8	3	1		1	1	2	2					5	4		3	7	12	2		1	76	
2	3	14	7	8	3	1		1	1	2	2					5	4		3	7	12	2		1	76	
3	3	14	7	8	3	1		1	1	2	2					5	4		3	7	12	2		1	76	
4	3	14	7	8	3	1		1	1	2	2					6	4		3	7	12	2		1	77	
5	3	14	7	8	3	1		1	1	2	2					5	4		3	7	12	2		1	76	
6	3	14	7	8	3	1		1	1	2	2					6	4		3	7	12	2		1	77	
7	3	14	7	8	3	1		1	1	2	2					5	4		3	7	12	2		1	76	
Qantas			7	7																7	7					28
1			1	1																1	1					4
2			1	1																1	1					4
3			1	1																1	1					4
4			1	1																1	1					4
5			1	1																1	1					4
6			1	1																1	1					4
7			1	1																1	1					4
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 Depa	21		7	56	84	52	56	7	7		56	49	21	7				7	7			21	28	83	569	
Emirates	21		7	56	77	45	56	7	7		56	49	21	7				7	7			14	21	83	541	
1	3		1	8	11	7	8	1	1		8	7	3	1				1	1			2	3	11	77	
2	3		1	8	11	6	8	1	1		8	7	3	1				1	1			2	3	12	77	
3	3		1	8	11	7	8	1	1		8	7	3	1				1	1			2	3	12	78	
4	3		1	8	11	6	8	1	1		8	7	3	1				1	1			2	3	12	77	
5	3		1	8	11	7	8	1	1		8	7	3	1				1	1			2	3	12	78	
6	3		1	8	11	6	8	1	1		8	7	3	1				1	1			2	3	12	77	
7	3		1	8	11	6	8	1	1		8	7	3	1				1	1			2	3	12	77	
Qantas				7	7																	7	7			28
1				1	1																	1	1			4
2				1	1																	1	1			4
3				1	1																	1	1			4
4				1	1																	1	1			4
5				1	1																	1	1			4
6				1	1																	1	1			4
7				1	1																	1	1			4
Grand Total	42	0	63	119	105	59	0	14	14	0	70	0	0	0	0	0	0	0	28	0	0	35	0	90	1131	

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



ARRIVALS								DEPARTURES																																
UTC	1	2	3	4	5	6	7	UTC	1	2	3	4	5	6	7	UTC	1	2	3	4	5	6	7	UTC	1	2	3	4	5	6	7									
0	2	2	2	2	2	2	2	800	1	2	1	1	1	2	1	1600	2	1	1	0	1	0	0	800	0	0	0	0	1	0	0	1600	2	4	4	2	2	2	5	
10	1	2	1	1	3	2	2	810	0	0	0	0	0	0	0	1610	0	0	0	0	1	0	0	810	2	0	0	1	1	1	0	1610	2	4	4	2	2	2	4	
20	1	2	0	0	1	0	1	820	0	0	0	1	0	0	0	1620	1	0	1	0	1	0	0	820	3	0	0	1	1	3	0	1620	2	4	6	2	2	2	5	
30	1	0	1	0	0	0	0	830	2	1	1	1	1	1	1	1630	1	1	1	0	1	0	0	830	1	0	0	1	1	1	0	1630	1	2	3	0	1	0	2	
40	3	0	1	2	1	1	0	840	2	1	2	2	2	2	2	1640	2	1	1	0	1	0	0	840	3	0	0	1	1	3	0	1640	1	1	3	0	1	0	2	
50	0	0	1	1	0	0	0	850	1	1	2	1	1	1	1	1650	0	0	0	0	0	0	0	850	3	0	0	1	1	3	0	1650	1	1	3	0	0	0	0	
100	0	0	1	1	0	1	0	900	0	0	0	0	0	1	0	1700	1	1	2	0	0	0	1	900	2	2	3	2	3	1	0	1700	2	2	3	2	1	2	3	
110	0	1	0	0	0	0	0	910	2	1	2	1	1	1	2	1710	0	0	1	0	0	0	0	910	3	2	0	0	2	0	0	1710	2	2	3	2	1	2	1	
120	0	0	0	0	0	0	0	920	2	0	1	1	1	1	2	1720	1	1	1	2	0	0	1	920	4	2	3	2	3	1	0	1720	2	2	3	2	1	2	3	
130	1	0	0	0	0	0	0	930	1	1	1	2	0	1	1	1730	1	1	0	0	0	0	0	930	1	0	1	1	1	0	0	1730	1	2	2	2	1	2	3	
140	0	1	0	1	0	1	1	940	3	1	3	2	3	3	4	1740	0	0	0	1	0	0	0	940	1	2	3	2	3	1	0	1740	2	2	3	2	1	2	3	
150	1	1	1	1	1	1	1	950	1	1	1	1	0	0	1	1750	0	0	0	0	0	0	0	950	2	1	0	1	0	0	0	1750	2	2	3	2	1	2	3	
200	0	0	0	0	0	1	0	1000	4	4	4	4	5	4	3	1800	1	0	0	0	0	0	0	1000	1	0	3	1	1	1	4	1800	4	3	5	3	1	1	2	
210	0	0	2	1	1	0	0	1010	3	4	4	4	3	4	4	1810	1	0	1	0	0	0	1	1010	1	4	4	4	5	4	5	1810	3	3	3	3	1	1	2	
220	1	1	1	1	1	1	1	1020	3	1	2	3	2	3	3	1820	1	0	1	0	0	0	0	1020	1	0	1	1	1	1	2	1820	4	3	3	3	1	1	2	
230	1	0	1	0	1	0	1	1030	2	2	2	1	2	1	1	1830	0	0	0	0	0	0	1	1030	0	0	0	0	0	0	0	1830	2	3	3	2	1	1	2	
240	0	0	0	0	0	0	0	1040	1	2	0	1	2	1	0	1840	0	0	0	0	0	0	1	1040	0	0	0	0	0	0	0	1840	5	3	5	3	1	1	2	
250	0	0	0	0	0	0	0	1050	2	3	2	2	1	2	3	1850	0	0	1	0	0	0	0	1050	0	0	0	0	0	1	0	1850	5	3	4	3	1	1	2	
300	2	0	1	3	1	0	1	1100	3	4	4	4	3	3	3	1900	1	1	0	0	0	0	1	1100	2	0	1	1	2	0	1	1900	1	0	1	1	0	0	0	
310	3	3	1	4	3	1	3	1110	2	1	1	1	1	1	1	1910	0	0	0	1	0	1	0	1110	0	1	0	1	0	1	1	1910	2	0	1	1	0	0	0	
320	1	1	1	1	2	1	1	1120	5	5	4	4	3	6	3	1920	0	0	0	0	0	0	0	1120	2	1	2	2	2	1	4	1920	2	0	1	1	0	0	0	
330	2	3	1	2	3	1	3	1130	3	4	4	4	3	4	3	1930	1	0	1	0	0	0	0	1130	2	1	2	2	2	1	3	1930	2	0	1	1	0	0	0	
340	2	2	0	2	1	1	2	1140	4	4	4	4	3	4	3	1940	0	0	0	0	0	0	0	1140	2	1	2	2	2	1	4	1940	2	0	1	1	0	0	0	
350	3	4	1	4	3	1	3	1150	4	3	2	2	3	4	3	1950	0	1	1	1	0	1	1	1150	2	1	2	2	2	1	4	1950	2	0	1	1	0	0	0	
400	1	2	0	3	0	1	2	1200	3	2	2	2	2	1	3	2000	0	1	1	1	0	0	0	1200	1	1	0	0	0	0	0	2000	2	1	2	0	0	0	0	
410	0	0	0	0	0	0	0	1210	5	4	5	4	4	4	4	2010	0	1	0	0	0	0	0	1210	1	0	0	0	0	1	0	2010	7	6	6	6	6	4	5	
420	3	4	3	4	2	2	3	1220	6	4	5	5	5	5	6	2020	0	0	0	0	0	0	0	1220	1	1	0	0	0	1	0	2020	7	7	7	7	7	7	7	
430	4	4	4	4	4	4	4	1230	1	2	1	1	2	4	2	2030	0	0	0	0	0	0	0	1230	1	1	0	0	0	1	0	2030	3	4	4	4	4	4	4	
440	5	5	4	5	3	4	2	1240	4	3	3	4	3	3	3	2040	0	0	1	0	0	0	0	1240	0	0	1	0	1	1	0	2040	6	6	7	6	6	6	7	
450	6	6	5	6	4	6	5	1250	3	3	4	4	4	3	4	2050	0	0	0	1	0	0	0	1250	1	1	0	0	0	1	0	2050	6	5	6	6	6	6	6	
500	6	6	6	6	6	6	5	1300	2	1	0	1	0	1	2	2100	1	1	1	0	0	0	1	1300	3	3	3	3	1	2	2	2100	3	5	4	3	5	4	5	
510	4	4	4	4	4	4	4	1310	3	1	2	1	0	1	2	2110	0	1	0	0	0	0	0	1310	1	0	1	1	1	0	1	2110	6	5	5	5	5	6	5	
520	4	4	4	4	4	4	4	1320	3	1	2	1	0	1	2	2120	1	0	1	0	0	0	1	1320	5	6	6	6	6	6	6	2120	4	4	4	4	4	4	4	
530	2	2	3	3	2	2	3	1330	2	1	2	1	0	1	2	2130	1	1	1	0	0	0	1	1330	0	3	1	1	3	3	2	2130	6	5	5	6	5	5	5	
540	2	2	2	2	3	2	1	1340	3	1	2	1	0	1	2	2140	1	1	1	0	0	0	1	1340	5	7	6	7	7	7	6	2140	3	4	4	4	4	4	4	
550	5	5	5	4	4	5	5	1350	2	1	2	1	0	1	1	2150	1	1	1	0	0	0	1	1350	5	5	6	6	6	6	6	2150	2	1	2	2	1	2	2	
600	4	3	1	2	4	2	4	1400	0	1	1	0	0	1	0	2200	2	0	2	1	1	0	1	1400	1	0	0	1	1	0	1	2200	1	1	1	2	1	3	2	
610	2	3	3	3	3	1	3	1410	0	0	0	0	0	1	0	2210	2	2	3	2	4	2	3	1410	3	1	1	3	1	1	2	2210	1	1	1	2	1	1	2	
620	4	3	3	4	4	4	4	1420	0	1	1	0	0	1	0	2220	3	2	2	3	2	1	1	1420	0	0	0	0	0	0	0	2220	1	0	0	1	1	0	1	
630	1	1	1	1	2	2	0	1430	0	1	1	0	0	1	0	2230	3	4	4	4	4	2	4	1430	0	1	0	0	1	0	0	2230	0	0	0	1	0	1	1	
640	3	3	3	3	3	3	2	1440	0	0	0	0	0	0	0	2240	3	4	3	3	4	2	3	1440	1	0	0	1	1	0	0	2240	0	0	0	0	0	0	0	
650	2	1	2	2	3	3	3	1450	0	0	1	0	0	0	0	2250	4	4	4	3	4	2	4	1450	2	1	0	0	0	0	0	2250	0	0	0	0	0	0	0	
700	1	0	0	1	2	1	0	1500	0	0	0	0	0	0	0	2300	3	2	3	2	3	2	2	1500	4	4	5	5	3	3	4	2300	0	0	0	0	0	0	0	
710	0	1	0	0	0	0	0	1510	2	0	2	0	0	0	0	2310	3	3	3	3	3	2	3	1510	2	2	3	3	0	3	1	3	2310	0	0	0	0	0	0	0
720	2	2	1	2	1	1	3	1520	2	0	0	0	0	0	0	2320	4	4	4	6	3	2	4	1520	3	2	3	3	3	2	1	2	2320	1	1	0	1	0	0	1
730	1	1	1	1	1	1	2	1530	0	0	0	0	0	0	0	2330	2	2	2	2	2	2	1	1530	0	1	0	1	0	0	1	2330	0	0	0	0	0	0	0	
740	2	2	1	1	1	2	1	1540	1	0	2	0	0	0	0	234																								



<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>W15 Start</b>	W15 schedule as cleared on Sun 27-Mar-16.
<b>W15 End</b>	W15 schedule as cleared on Thu 20-Aug-15.
<b>W16 Start</b>	W16 schedule as cleared on Tue 05-Apr-16.
<b>Peak Week</b>	Peak week for W15 is Mon 22-Feb-16 to Sun 28-Feb-16. Peak week for W16 is Mon 02-Jan-17 to Sun 08-Jan-17.

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### **For ACL use**

	Airport-Season-Branch-Resource	From date	To date	Time
Full Season Rep 1	DXB-W15-Start-Standard	Sun 25-Oct-2015	Sat 26-Mar-2016	UTC
Full Season Rep 2	DXB-W15-Live-Standard	Sun 25-Oct-2015	Sat 26-Mar-2016	UTC
Full Season Rep 3	DXB-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	DXB-W15-Start-Standard	Mon 22-Feb-2016	Sun 28-Feb-2016	UTC
Peak Week Rep 2	DXB-W15-Live-Standard	Mon 04-Jan-2016	Sun 10-Jan-2016	UTC
Peak Week Rep 3	DXB-W16-Live-Standard	Mon 02-Jan-2017	Sun 08-Jan-2017	UTC