

Manchester Airport (MAN)

Winter 2016/17 (W16)



Start of Season Report

Report Date: Fri 28-Oct-2016

Headlines

	W16 Start	vs. W15 Start	vs. W15 End
Total Air Transport Movements (Passenger & Freight)	67503	▲ 13.1%	▲ 15.9%
Total Passenger Air Transport Movements	66968	▲ 13.5%	▲ 16.1%
Total Passenger Air Transport Movement Seats	11006081	▲ 14.3%	▲ 16.9%
Average Seats per Passenger Air Transport Movement	164	▲ 0.4%	▲ 0.5%
Percentage of allocated slots cleared as requested (OK)	99.2%		

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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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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
UTC 00	15	15	15	15	15	15	15	UTC 00								UTC 00	15	15	15	15	15	15	15
01	15	15	15	15	15	15	15	01								01	15	15	15	15	15	15	15
02	15	15	15	15	15	15	15	02								02	15	15	15	15	15	15	15
03	15	15	15	15	15	15	15	03								03	15	15	15	15	15	15	15
04	15	15	15	15	15	15	15	04								04	15	15	15	15	15	15	15
05	15	15	15	15	15	15	15	05								05	15	15	15	15	15	15	15
06	30	30	30	30	30	30	28	06								06	30	30	30	30	30	30	28
07	30	30	30	30	30	30	28	07								07	30	30	30	30	30	30	28
08	30	30	30	30	30	30	28	08								08	30	30	30	30	30	30	28
09	30	30	30	30	30	30	28	09								09	30	30	30	30	30	30	28
10	30	30	30	30	30	30	28	10								10	30	30	30	30	30	30	28
11	28	28	28	28	28	28	28	11								11	28	28	28	28	28	28	28
12	28	28	28	28	28	28	28	12								12	28	28	28	28	28	28	28
13	28	28	28	28	28	28	28	13								13	28	28	28	28	28	28	28
14	28	28	28	28	28	28	28	14								14	28	28	28	28	28	28	28
15	28	28	28	28	28	28	28	15								15	28	28	28	28	28	28	28
16	30	30	30	30	30	28	30	16								16	30	30	30	30	30	28	30
17	30	30	30	30	30	28	30	17								17	30	30	30	30	30	28	30
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22	22	22	22	22	22	22	22	22								22	22	22	22	22	22	22	22
23	17	17	17	17	17	17	17	23								23	17	17	17	17	17	17	17

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
UTC 00	15	15	15	15	15	15	15	UTC 00								UTC 00	15	15	15	15	15	15	15
01	15	15	15	15	15	15	15	01								01	15	15	15	15	15	15	15
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14	28	28	28	28	28	28	28	14								14	28	28	28	28	28	28	28
15	28	28	28	28	28	28	28	15								15	28	28	28	28	28	28	28
16	30	30	30	30	30	28	30	16								16	30	30	30	30	30	28	30
17	30	30	30	30	30	28	30	17								17	30	30	30	30	30	28	30
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20	28	28	28	28	28	28	28	20								20	28	28	28	28	28	28	28
21	28	28	28	28	28	28	28	21								21	28	28	28	28	28	28	28
22	20	20	20	20	20	20	20	22								22	20	20	20	20	20	20	20
23	15	15	15	15	15	15	15	23								23	15	15	15	15	15	15	15

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
UTC 00	15	15	15	15	15	15	15	UTC 00								UTC 00	15	15	15	15	15	15	15
01	15	15	15	15	15	15	15	01								01	15	15	15	15	15	15	15
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06	51	51	51	51	51	51	44	06								06	51	51	51	51	51	44	44
07	56	56	56	56	56	56	44	07								07	56	56	56	56	56	44	44
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11	44	44	44	44	44	44	44	11								11	44	44	44	44	44	44	44
12	44	44	44	44	44	44	44	12								12	44	44	44	44	44	44	44
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14	44	44	44	44	44	44	44	14								14	44	44	44	44	44	44	44
15	44	44	44	44	44	44	44	15								15	44	44	44	44	44	44	44
16	54	54	54	54	54	54	54	16								16	54	54	54	54	54	44	44
17	54	54	54	54	54	54	54	17								17	54	54	54	54	54	44	44
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19	51	51	51	51	51	44	51	19								19	51	51	51	51	51	44	44
20	44	44	44	44	44	44	44	20								20	44	44	44	44	44	44	44
21	44	44	44	44	44	44	44	21								21	44	44	44	44	44	44	44
22	31	31	31	31	31	31	31	22								22	31	31	31	31	31	31	31
23	21	21	21	21	21	21	21	23								23	21	21	21	21	21	21	21

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
Aegean Airlines	55	100	45	43	9,679	17,400	7,721	42	4	4	0	43	672	696	24	43
Aer Lingus	2,047	2,120	73	8	243,818	257,592	13,774	11	102	108	6	7	12,036	13,048	1,012	11
Air France	882	882	0	14	156,671	161,356	4,685	18	42	42	0	15	7,490	7,056	-434	18
Air Malta	166	126	-40	41	28,201	20,538	-7,663	41	8	6	-2	41	1,362	978	-384	41
Air Transat	50	46	-4	47	12,892	12,012	-880	45	2	2	0	47	498	498	0	46
American Airlines	672	512	-160	26	143,382	112,088	-31,294	22	26	12	-14	34	6,120	3,096	-3,024	26
Aurigny Air Services	529	542	13	25	36,425	38,976	2,551	36	26	28	2	21	1,728	2,016	288	35
Austrian Airlines	243	238	-5	35	29,232	30,680	1,448	38	12	12	0	34	1,400	1,600	200	37
British Airways	2,318	2,251	-67	7	376,380	388,238	11,858	9	116	108	-8	7	18,866	18,852	-14	9
Brussels Airlines	751	788	37	17	105,547	120,936	15,389	21	38	38	0	17	5,094	5,826	732	21
Cathay Pacific	168	166	-2	39	57,120	56,440	-680	29	8	8	0	37	2,720	2,720	0	29
Cobalt Air	-	84	84	45	-	13,608	13,608	44	-	4	4	43	-	648	648	45
Condor	120	103	-17	42	33,560	28,325	-5,235	39	6	6	0	41	1,650	1,650	0	36
Corendon Dutch Airlines	-	20	20	50	-	1,900	1,900	50	-	2	2	47	-	190	190	48
Delta Airlines	283	210	-73	36	48,168	39,498	-8,670	35	12	8	-4	37	2,130	1,344	-786	40
EasyJet	5,824	7,494	1,670	3	991,494	1,279,752	288,258	2	294	384	90	3	50,040	65,808	15,768	2
Emirates	884	882	-2	14	423,518	465,024	41,506	8	42	42	0	15	20,888	23,086	2,198	8
Enter Air	23	15	-8	51	3,869	2,835	-1,034	48	-	-	0	50	-	-	0	49
Ethiad Airways	588	588	0	22	212,757	188,748	-24,009	15	28	28	0	21	11,280	8,988	-2,292	16
European Air Transport (DHL)	71	80	9	46	-	-	0	53	-	-	0	50	-	-	0	49
Eurowings	1,109	1,062	-47	13	114,568	168,300	53,732	17	54	52	-2	13	5,866	9,360	3,492	15
Finnair	576	580	4	24	57,756	59,856	2,100	28	28	28	0	21	2,800	2,876	76	28
Flybe	13,557	16,405	2,848	1	1,049,574	1,277,010	227,436	3	696	800	104	1	53,942	62,182	8,240	3
Freebird Airlines	76	44	-32	48	10,395	7,920	-2,475	46	4	4	0	43	540	720	180	42
Germania	15	14	-1	52	2,272	2,340	68	49	1	2	1	47	150	363	213	47
Germanwings	240	308	68	31	36,947	48,060	11,113	34	12	14	2	30	1,848	2,160	312	34
Hainan Airlines	-	168	168	38	-	49,056	49,056	33	-	8	8	37	-	2,336	2,336	33
Iberia Express	84	88	4	44	14,364	15,048	684	43	4	4	0	43	684	684	0	44
Icelandair	218	292	74	34	39,827	53,436	13,609	30	12	14	2	30	2,196	2,562	366	31
Iraqi Airways	11	-	-11	55	1,993	-	-1,993	53	-	-	0	50	-	-	0	49
Jet2.com	1,960	2,546	586	6	361,043	469,235	108,192	7	108	154	46	6	20,040	28,856	8,816	6
KLM Royal Dutch Airlines	1,453	1,428	-25	12	249,591	241,552	-8,039	13	70	68	-2	12	11,848	11,572	-276	14
Lufthansa	2,030	2,088	58	9	324,787	323,920	-867	10	104	102	-2	9	16,560	15,808	-752	10
Monarch Airlines	2,708	2,917	209	5	545,011	593,198	48,187	5	142	156	14	5	28,788	32,104	3,316	5
Norwegian	291	709	418	18	54,157	131,874	77,717	20	14	34	20	18	2,616	6,324	3,708	20
PIA Pakistan International	378	452	74	28	116,264	143,320	27,056	19	18	22	4	27	5,446	7,018	1,572	19
Qatar Airways	589	672	83	19	177,566	170,688	-6,878	16	28	32	4	19	7,826	8,128	302	17
Ryanair	6,670	8,860	2,190	2	1,260,699	1,674,540	413,841	1	304	416	112	2	57,456	78,624	21,168	1
SAS Scandinavian	1,317	1,442	125	11	191,790	230,128	38,338	14	72	76	4	11	10,248	11,852	1,604	12
Saudia	170	210	40	36	40,704	62,580	21,876	27	8	10	2	36	1,856	2,980	1,124	27
Shaheen Air	11	160	150	40	3,131	52,480	49,349	31	1	8	7	37	-	2,624	2,624	30
Singapore Airlines	294	418	124	29	77,616	110,352	32,736	23	14	20	6	28	3,696	5,280	1,584	22
Small Planet Airlines	3	21	18	49	515	3,780	3,265	47	2	-	-2	50	360	-	-360	49
Sun-Air	632	864	232	16	20,219	27,648	7,429	40	34	44	10	14	1,088	1,408	320	39
Swiss International	608	610	2	21	91,967	95,856	3,889	25	28	28	0	21	4,066	4,400	334	24
TAP Portugal	412	294	-118	32	56,862	31,316	-25,546	37	20	14	-6	30	2,610	1,484	-1,126	38
Thomas Cook (UK)	1,925	2,019	94	10	511,612	523,786	12,174	6	96	98	2	10	25,332	25,020	-312	7
Thomson Airways	2,778	3,188	410	4	605,832	706,464	100,632	4	138	165	27	4	29,913	36,689	6,776	4
Titan Airways	29	8	-21	53	5,261	1,616	-3,645	51	1	-	-1	50	265	-	-265	49
Turkish Airlines	785	588	-197	22	139,037	104,672	-34,365	24	38	28	-10	21	6,562	4,984	-1,578	23
United Airlines	394	294	-100	32	66,804	49,686	-17,118	32	14	14	0	30	2,366	2,366	0	32
Virgin Atlantic	636	654	18	20	239,135	248,808	9,673	12	30	31	1	20	11,382	11,648	266	13
Vueling	110	492	382	27	19,923	88,500	68,577	26	4	24	20	26	720	4,320	3,600	25
TOTAL	58,072	67,481	9,409		9,399,935	11,003,343	1,603,408		2,881	3,328	447		463,046	544,832	81,786	

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).

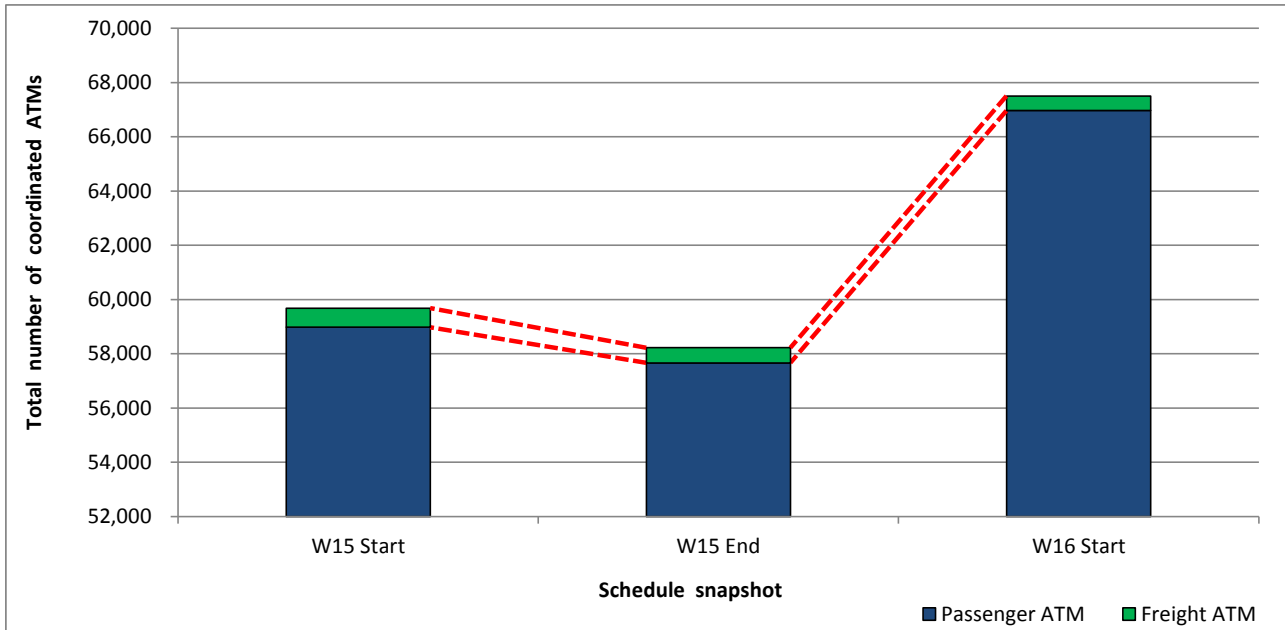
Significant Route Changes

Operator	Category	Description of change from W15 schedule to W16 schedule
Aegean Airlines	CHANGE	Increased frequency on ORK from x14 to x18 pw. DUB remains same.
Air Malta	CHANGE	Reduce from four to three per week to MLA.
American Airlines	CHANGE	JFK historically runs throughout Winter but ends 09Jan in W16, same date that the ORD ends. Both expected to return S17. Also PHL reduces seven to six per week Jan-Mar meaning no AA aircraft one day per week.
Cobalt Air	NEW	Twice weekly LCA service cont from S16 Thu and Sun with A319/320.
Corendon Dutch Airlines	NEW	Weekly RAK charter series on Fridays shared with LGW using B737-800.
Delta Airlines	CHANGE	Reduction on JFK, frequency varies from four to six per week and mix of B757-200 and B767-300. Capacity across the season -18% reduction.
EasyJet	NEW	Additional two based aircraft from S16 continue through W16. New routes KRK, LPA and TRN plus CDG, GIB, MXP cont from S16. Also some growth on existing services, overall +29% vs W15.
Emirates	CHANGE	Morning DXB service upgraded from B777-300 to A380 from 01Jan, all three services will be A380 from this date.
Etihad Airways	CHANGE	Afternoon AUH service reduces from B777-300 to A330-200 as S16.
European Air Transport (DHL)	CHANGE	Five per week LEJ freight service returns Nov/Dec only with day stopping B757F.
Eurowings	CHANGE	More use of A320 rather than CRJ900 on HAM and DUS services.
Flybe	CHANGE	New routes for Winter are LUX, LYS and TLS along with CMF, EGC, INN, RNS which operate part season. Increased frequency on ABZ, BHD, MXP and SOU.
Hainan Airlines	NEW	New four per week PEK cont from S16 with A330-300.
Icelandair	CHANGE	Increase KEF from six per week to daily full season with B757-200.
Jet2.com	CHANGE	New route KRK twice per week. No CMF or VIE. Overall +30% vs W15.
Monarch Airlines	CHANGE	New routes KTT and TRN, year round for TLV, LIS and FNC. Gone are AGA, HRG, LYS, VRN. Overall +9% seat growth.
Norwegian	NEW	New routes LPA and TFS plus AGP and ALC cont from S16.
PIA Pakistan International	CHANGE	Increase ISB from five to six per week and JFK from two to three per week.
Qatar Airways	CHANGE	Cont from S16 increase DOH from x14 to x16 per week all with B787-8.
Ryanair	CHANGE	New routes HAM, NUE, TRF, WRO plus cont BTS. CCF, LIG, SXF from S16. Increased frequency on some existing routes. BRE and RYG are gone. +33% growth vs W15.
SAS Scandinavian	CHANGE	OSL increase from five to seven per week.
Saudia	CHANGE	Increase JED from four to five per week as per increase in Sep16. New on Wednesdays, all with B787-9.
Shaheen Air	NEW	Four per week ISB cont from S16 with A330.
Singapore Airlines	CHANGE	SIN service will operate direct rather than via MUC. Reduces from daily to five per week but continues onward to new destination IAH meaning two SQ services per day Wed, Sat and Sun. Westbound Tue, Wed, Fri, Sat & Sun, eastbound is Mon, Wed, Thu, Sat and Sun. all B777-300.
Sun-Air	NEW	New twice per day BRE service starts 30Oct with Do328.
TAP Portugal	CHANGE	Reduce from ten to seven per week to LIS as per S16.
Thomas Cook (UK)	CHANGE	New route TAB (Tabago), new for Winter is ALC. Gone are DLM, SOF, SSH and TRN. Some growth on existing services. +3% seat growth vs W15.
Thomson Airways	CHANGE	New routes DWC (Dubai), GOI (Goa), HKT (Phuket) and MRU (Mauritius). Gone is AYT and GNB. Overall +16% seat growth vs W15. Additional based B787-8 and part based B767-300.
Turkish Airlines	CHANGE	Reduce IST from x19 to x14pw, evening service is cancelled. Remains A321 on remaining services.
Virgin Atlantic	NEW	LAS is normally a Summer only route but extends into W16 operating Nov and Mar.
Vueling	NEW	New routes ALC, FCO and TFS cont from S16, plus existing BCN.

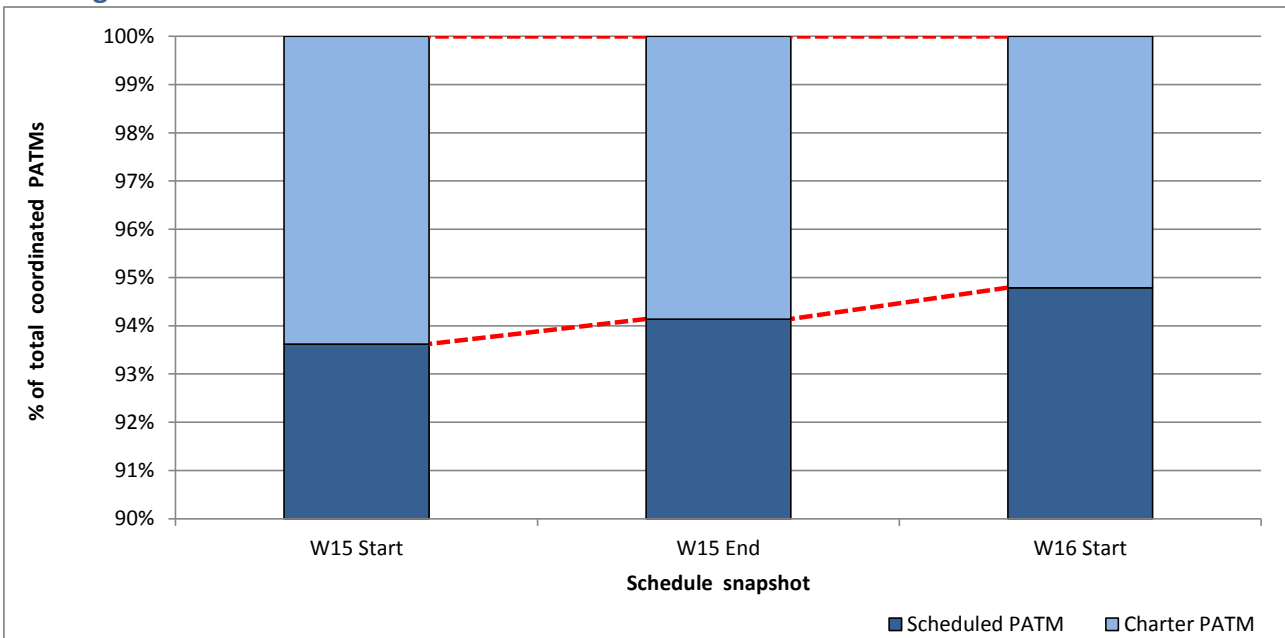
Full Season - ATM Analysis



Total ATMs: Passenger ATMs vs. Freight ATMs



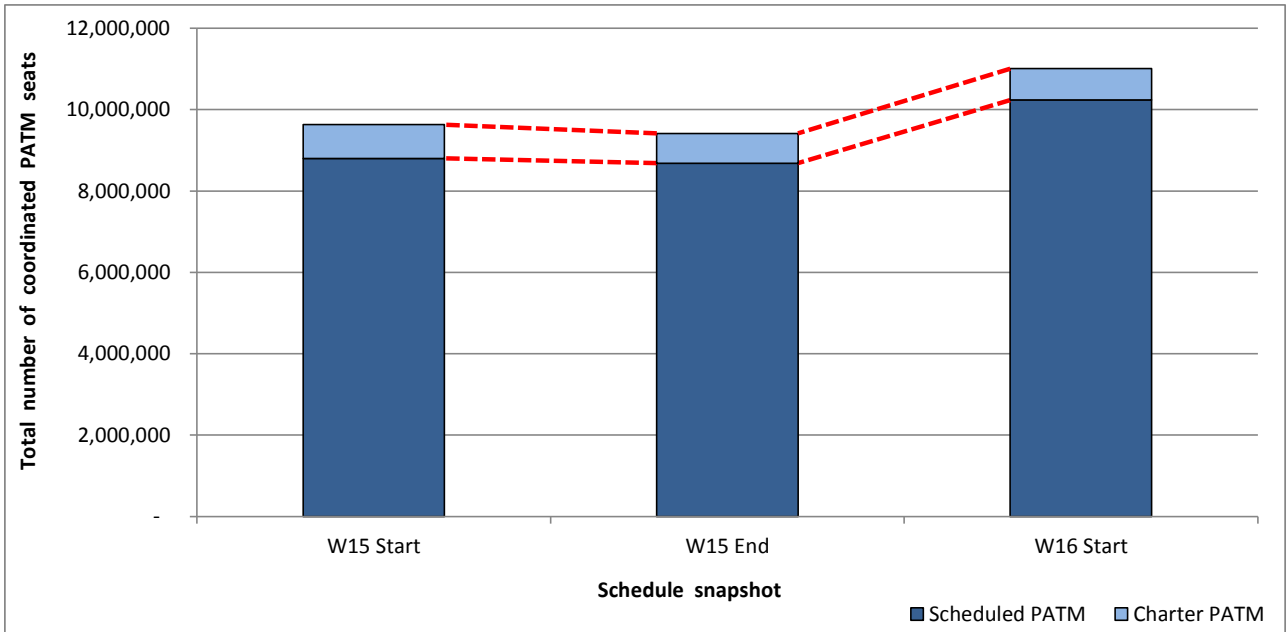
Passenger ATMs: Scheduled vs. Charter



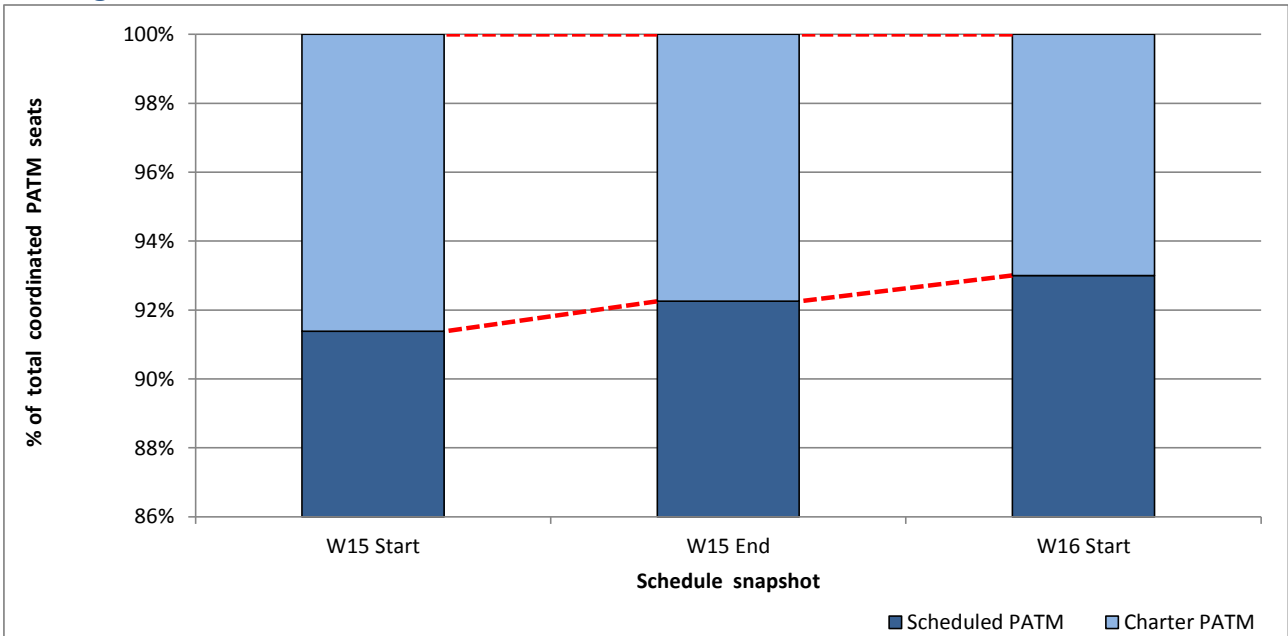
Full Season - PATM Seats Analysis



Total Passenger ATM seats: Scheduled vs. Charter



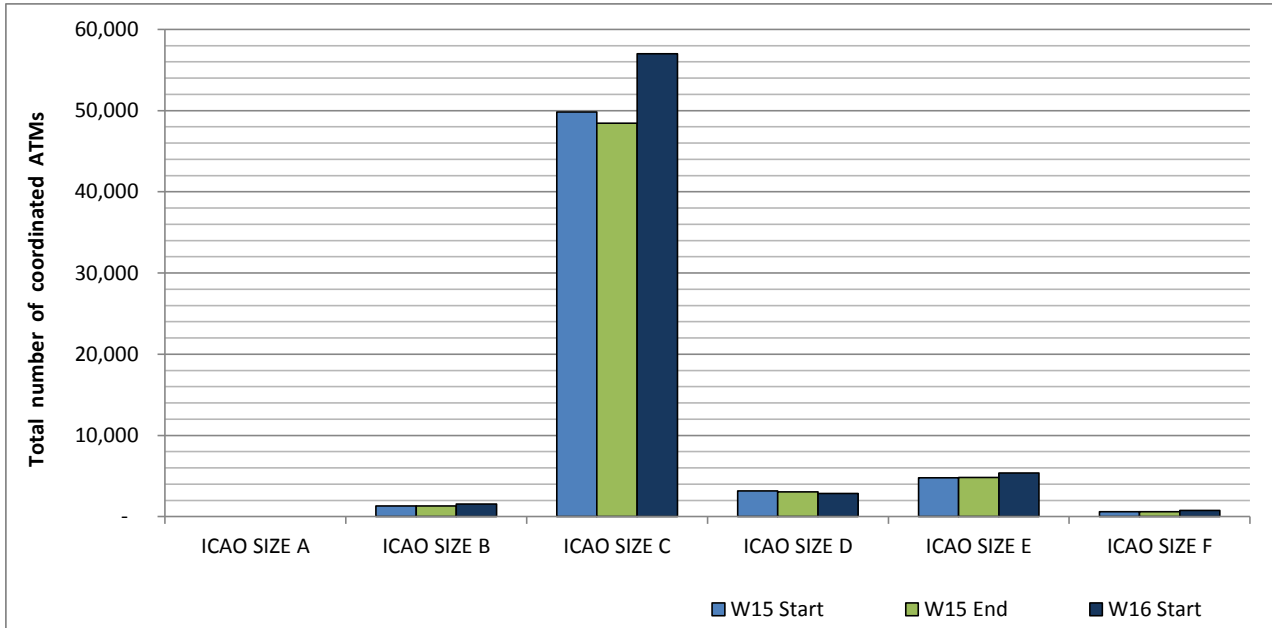
Passenger ATM seats: Scheduled vs. Charter



Full Season - Aircraft Size Analysis

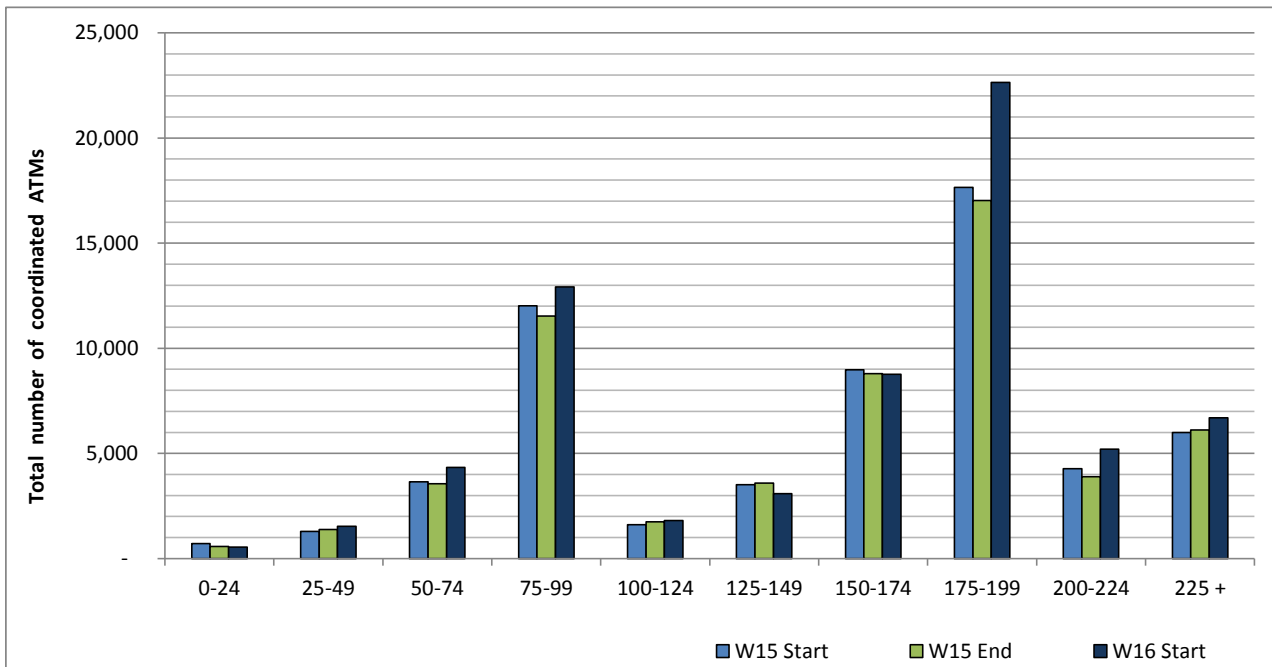


ICAO size designation



Note: See Glossary for definitions of ICAO SIZE groupings

Air Transport Movement seat distribution

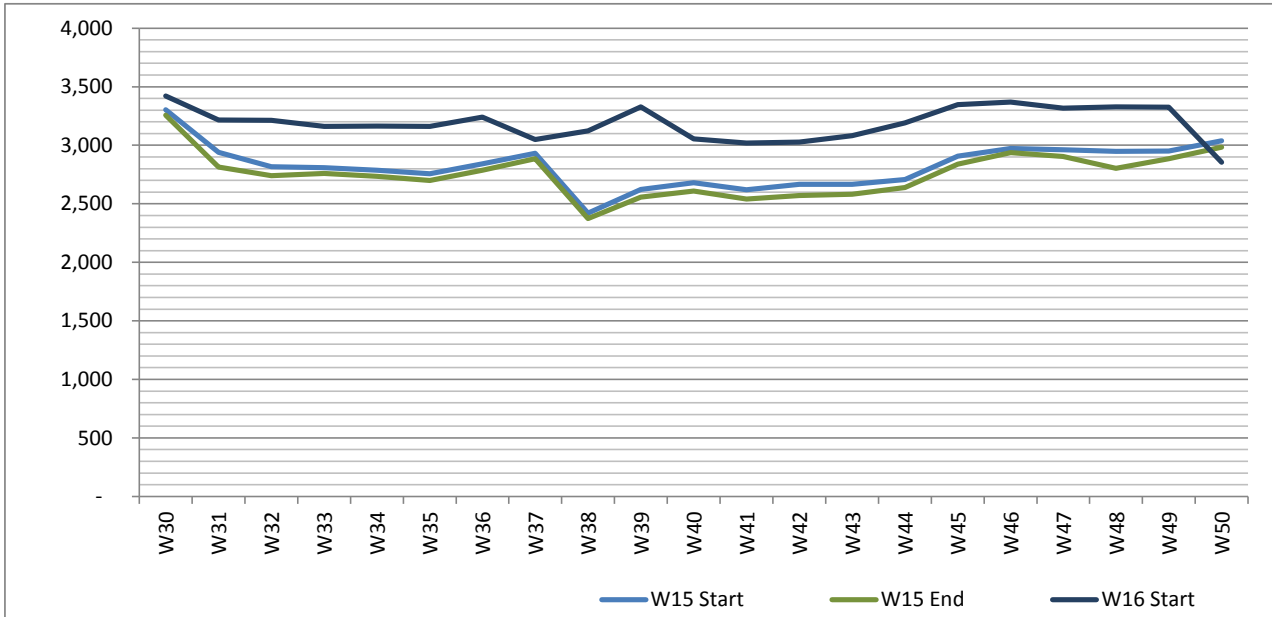


Note: FREIGHT-ONLY services with 0 seats are included in the first seat band '0-24'

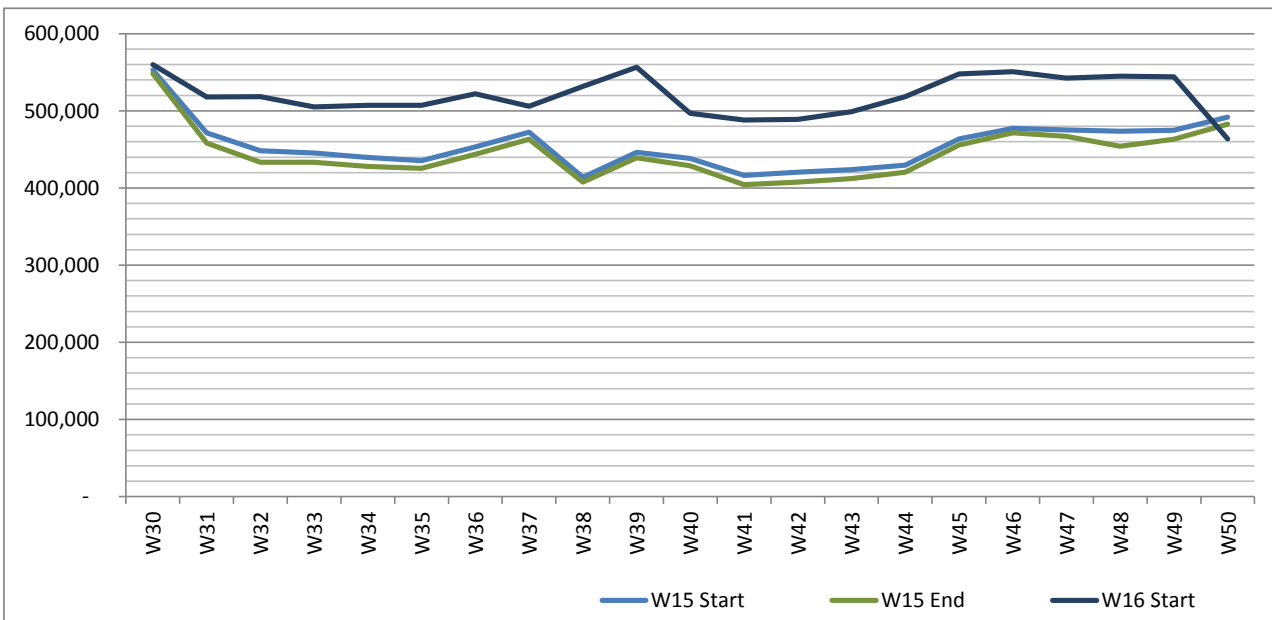
Full Season - Seasonality



Air Transport Movements by week of season



Air Transport Movement Seats by week of season



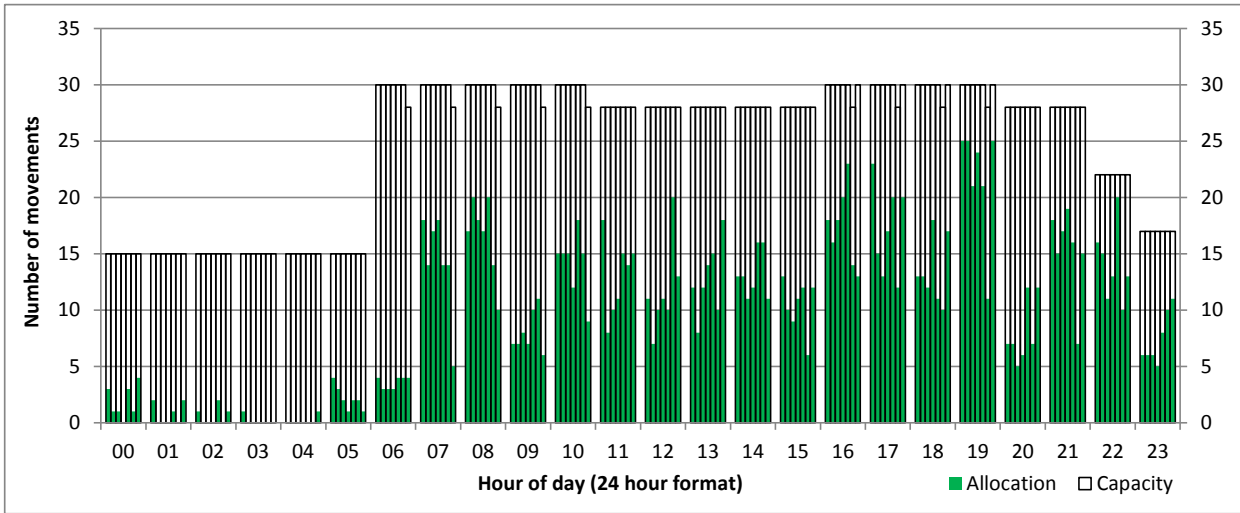
Peak Week - Hourly Runway Allocation

Schedule: W16 Start



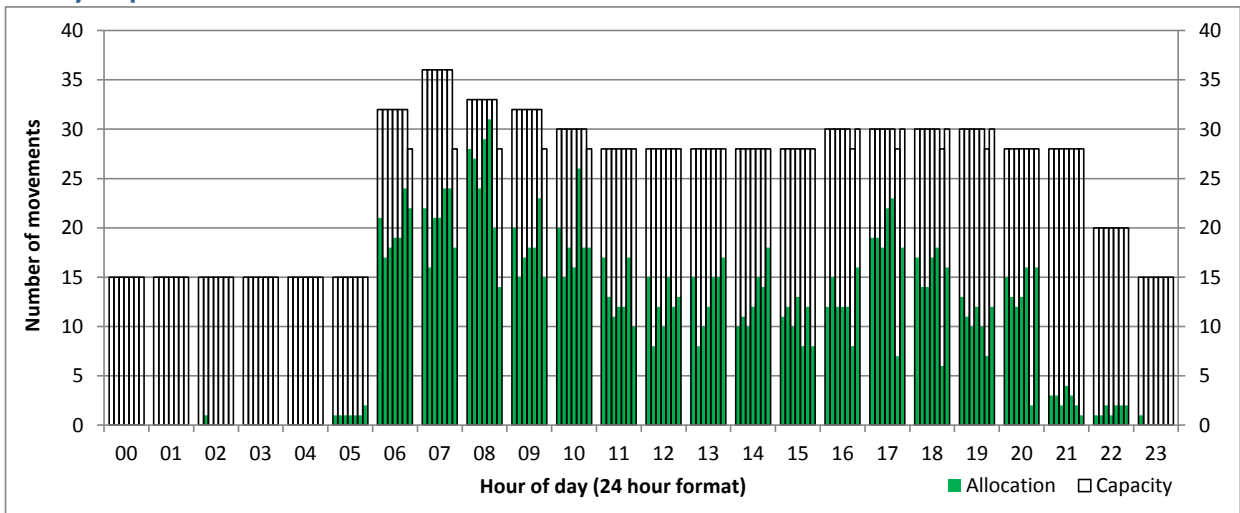
Hourly Arrival Allocation

Time: UTC



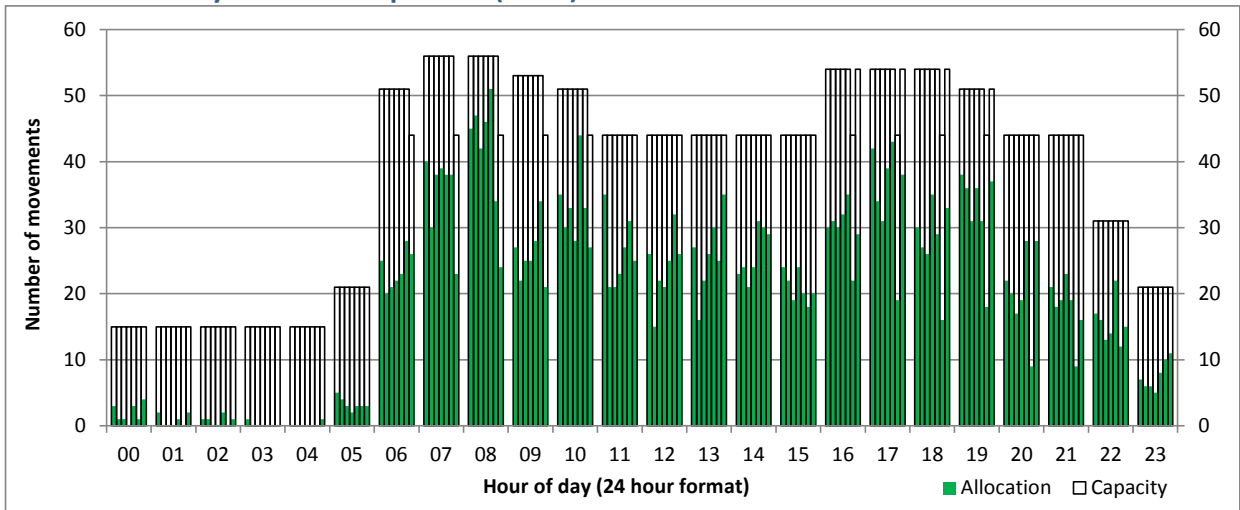
Hourly Departure Allocation

Time: UTC



Combined Hourly Arrival & Departure (Total) Allocation

Time: UTC



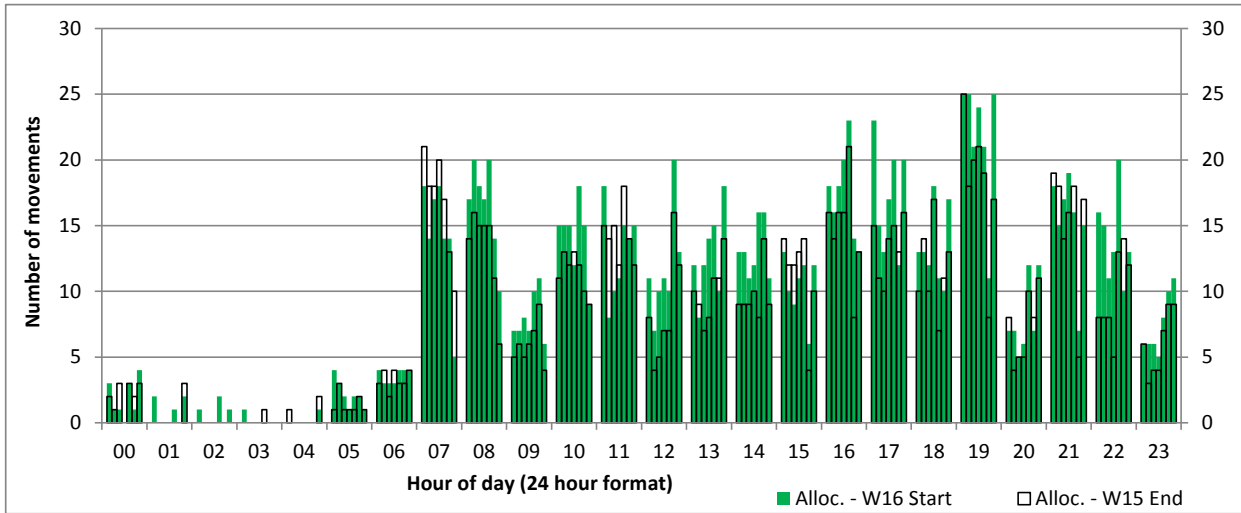
Peak Week - Runway Allocation Comparison

Comparison of W16 Start vs. W15 End



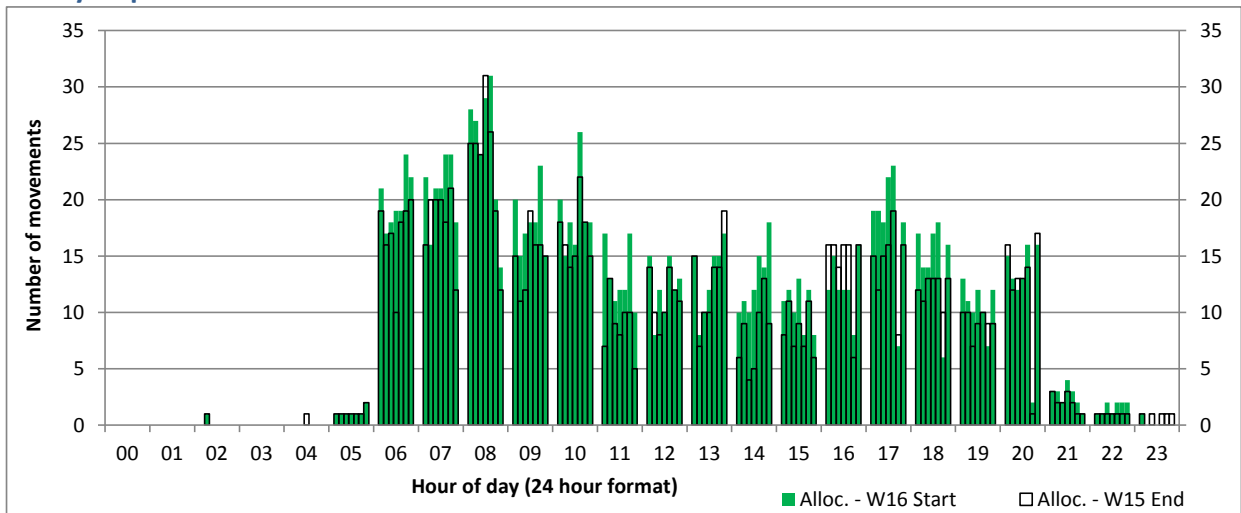
Hourly Arrival Allocation

Time: UTC



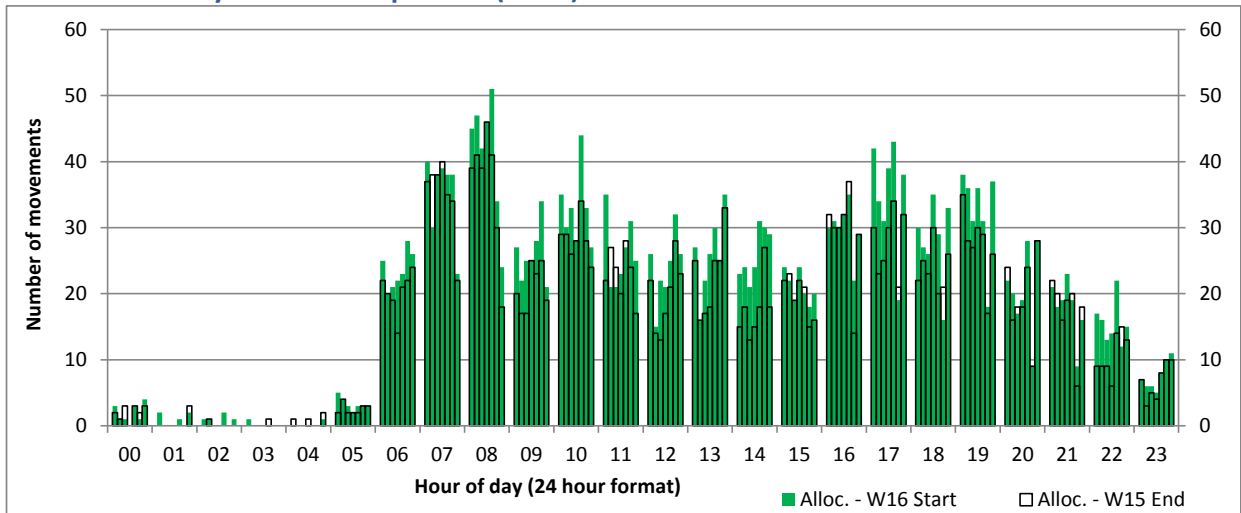
Hourly Departure Allocation

Time: UTC



Combined Hourly Arrival & Departure (Total) Allocation

Time: UTC



Peak Week - Passengers Histogram

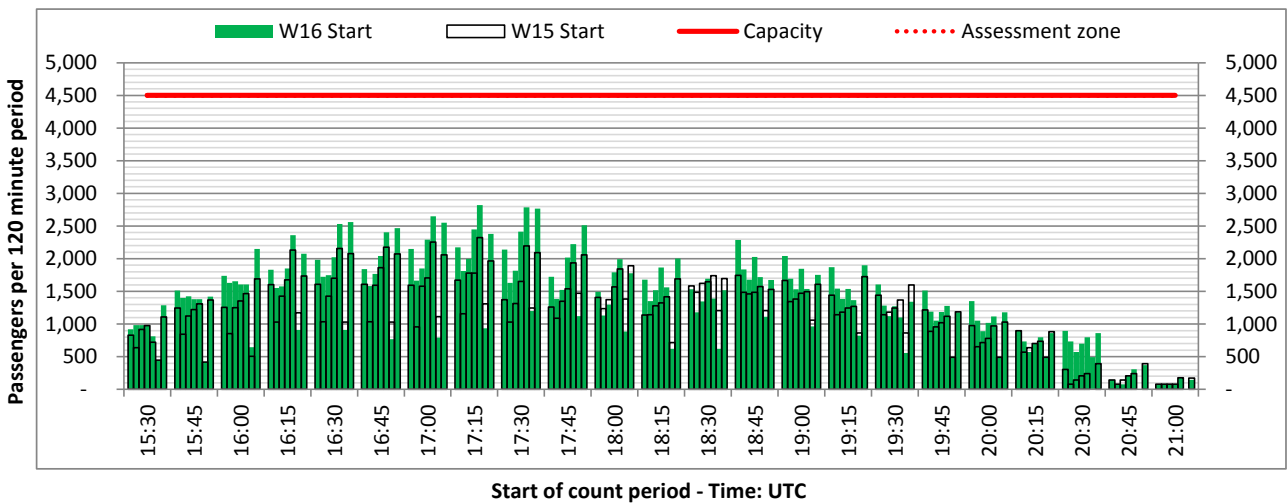
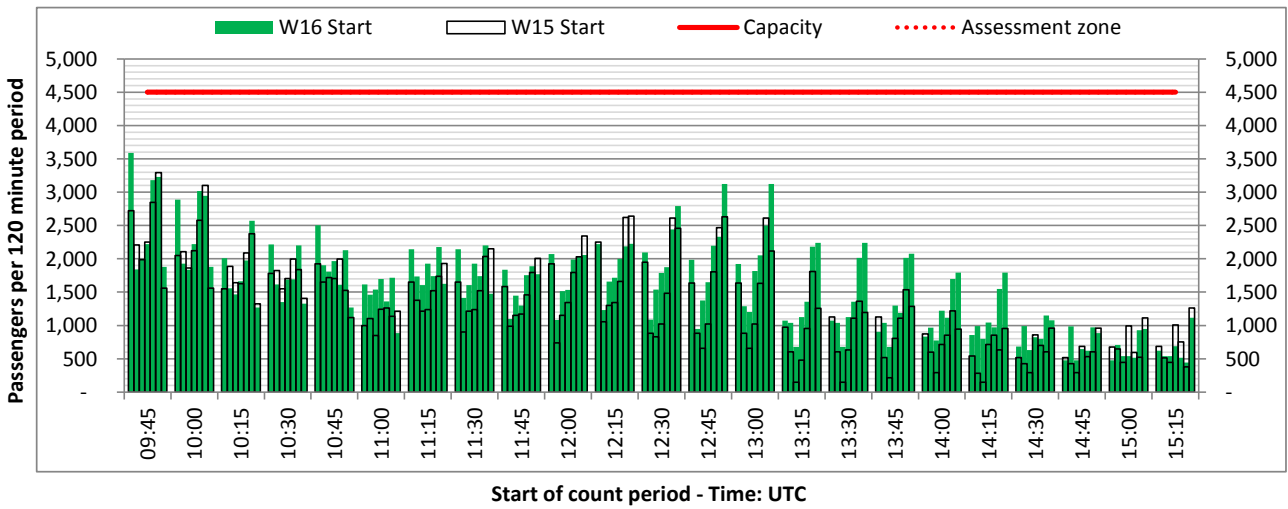
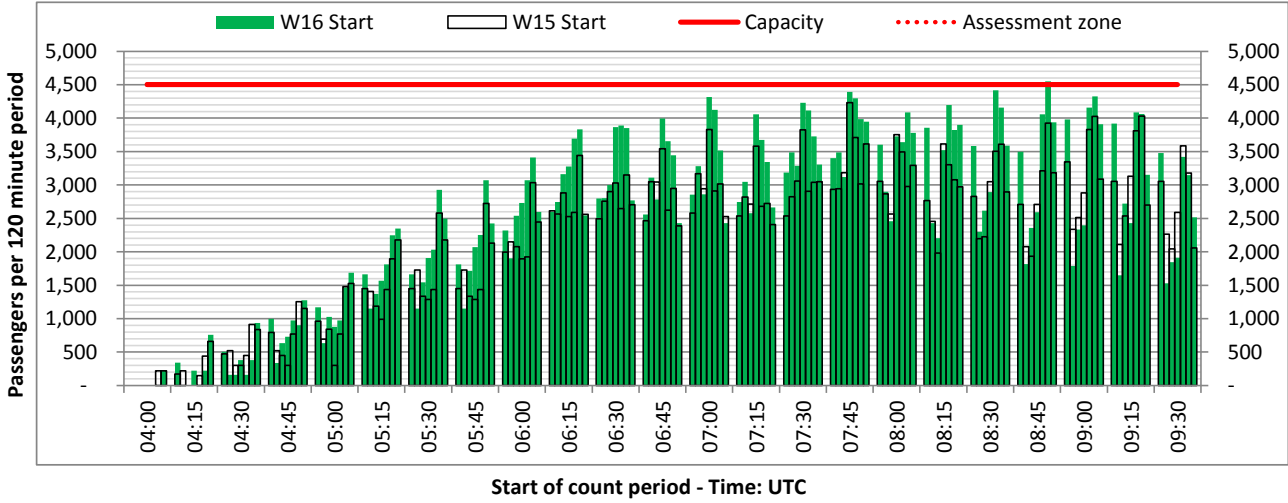
DEPARTURE - 120 minute count rolling every 15 mins (T120/15)



Terminals: T1

Operators: All Operators

Days: 1234567



Peak Week - Passengers Histogram

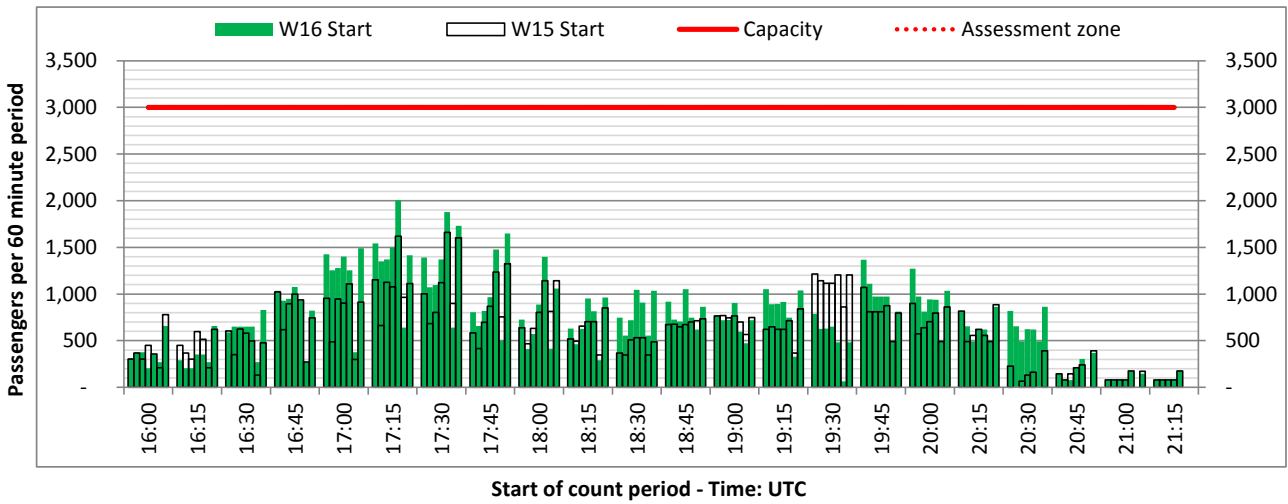
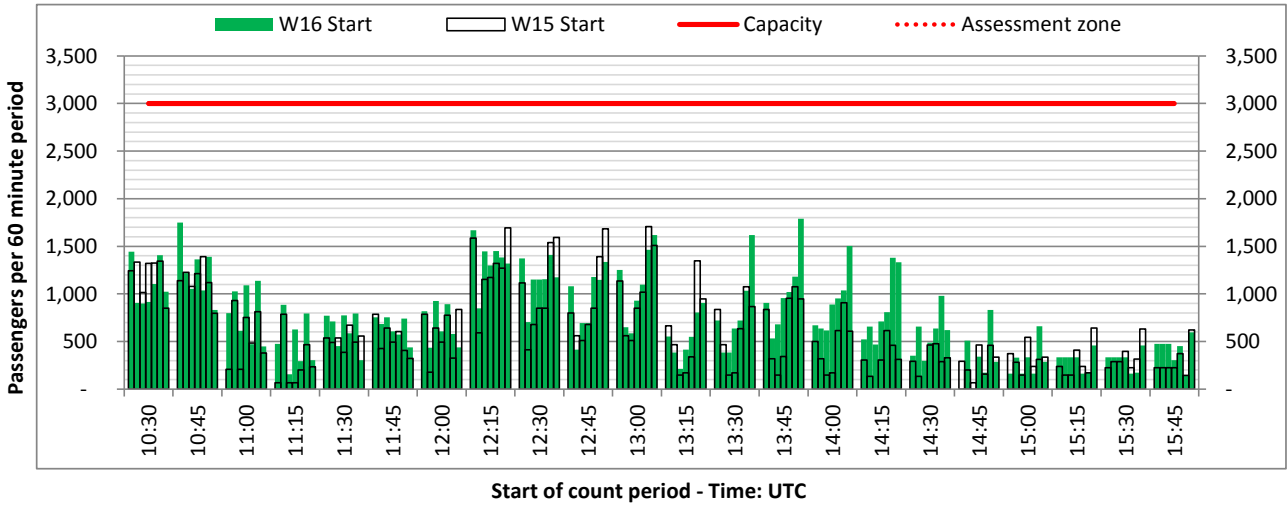
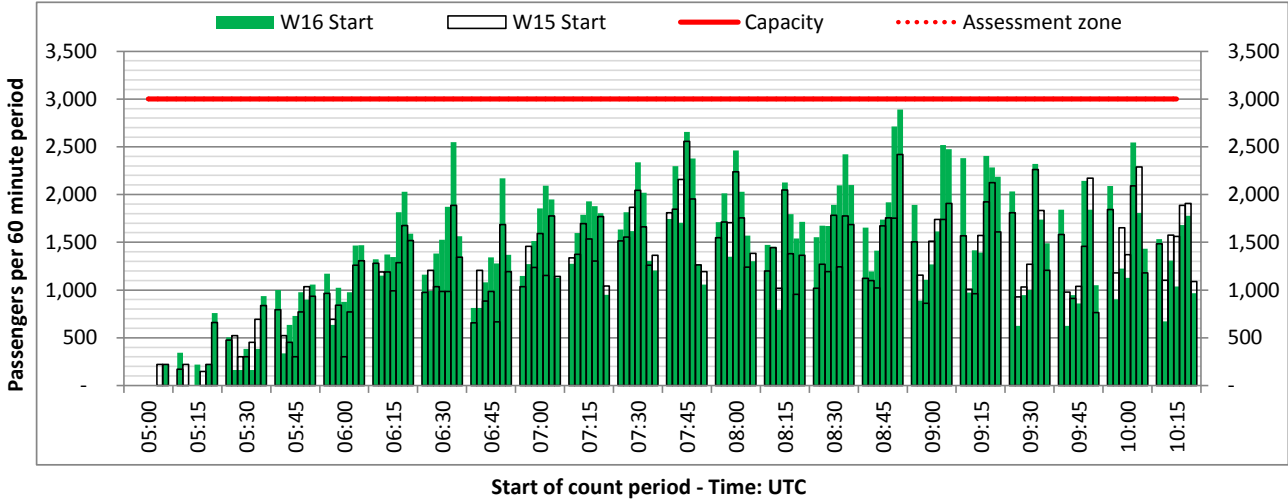
DEPARTURE - 60 minute count rolling every 15 mins (T60/15)



Terminals: T1

Operators: All Operators

Days: 1234567



Peak Week - Passengers Histogram

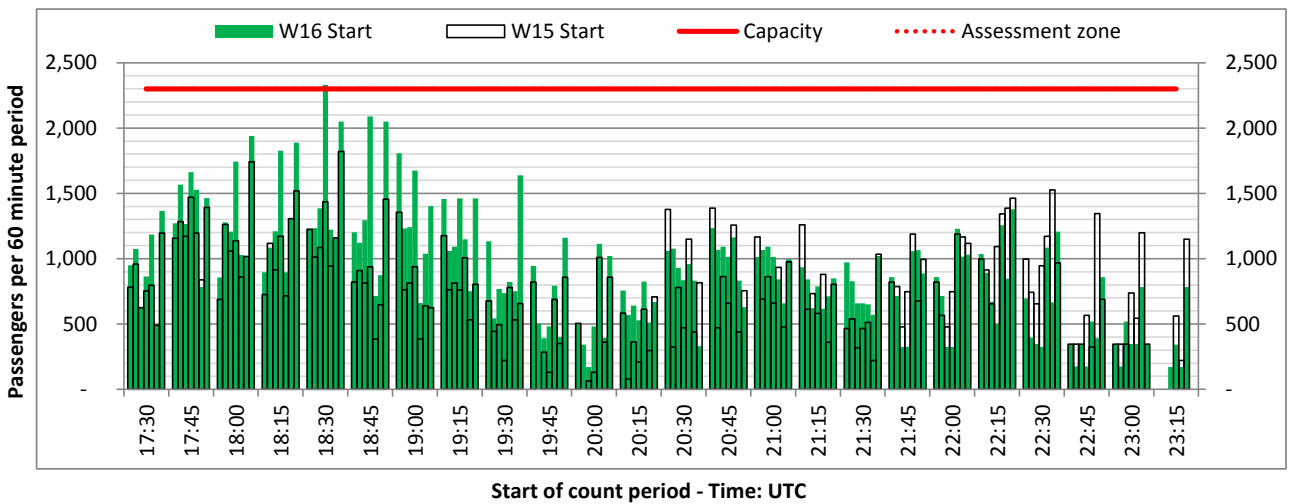
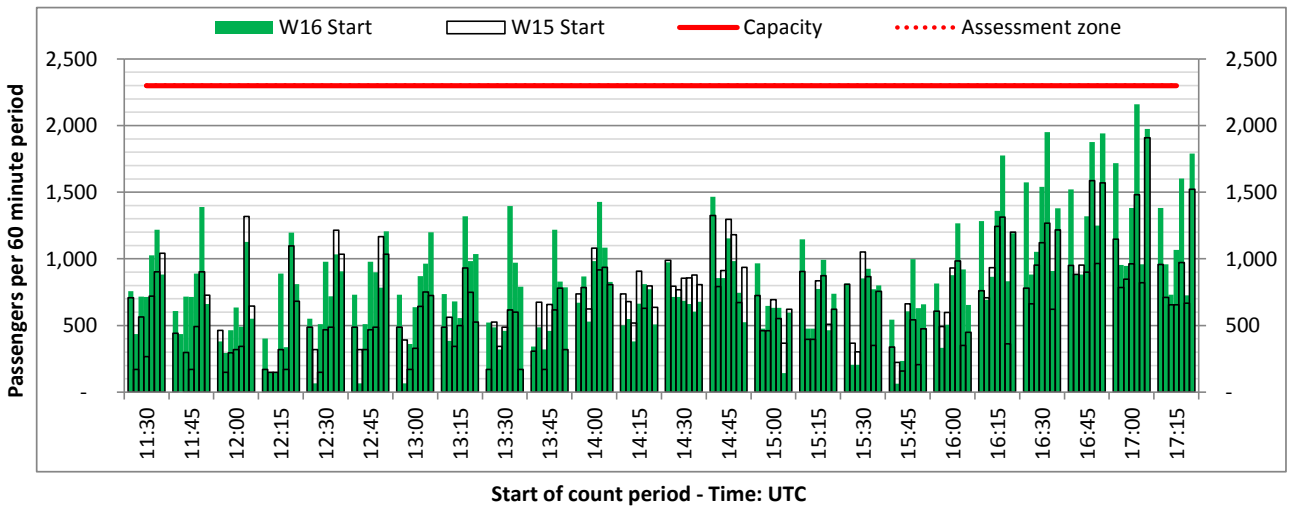
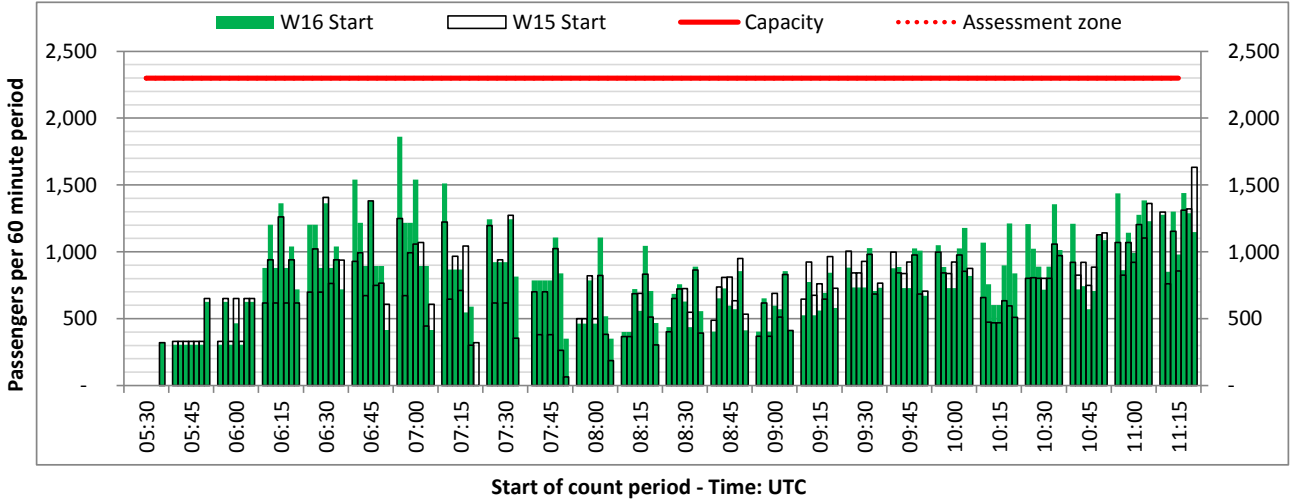
ARRIVAL - 60 minute count rolling every 15 mins (T60/15)



Terminals: T1

Operators: All Operators

Days: 1234567



Peak Week - Passengers Histogram

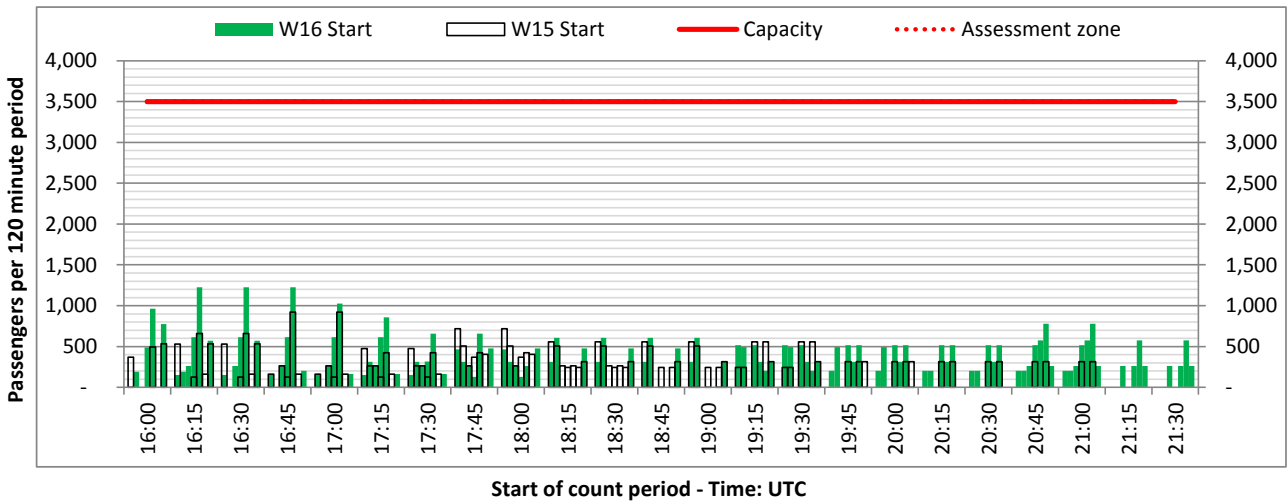
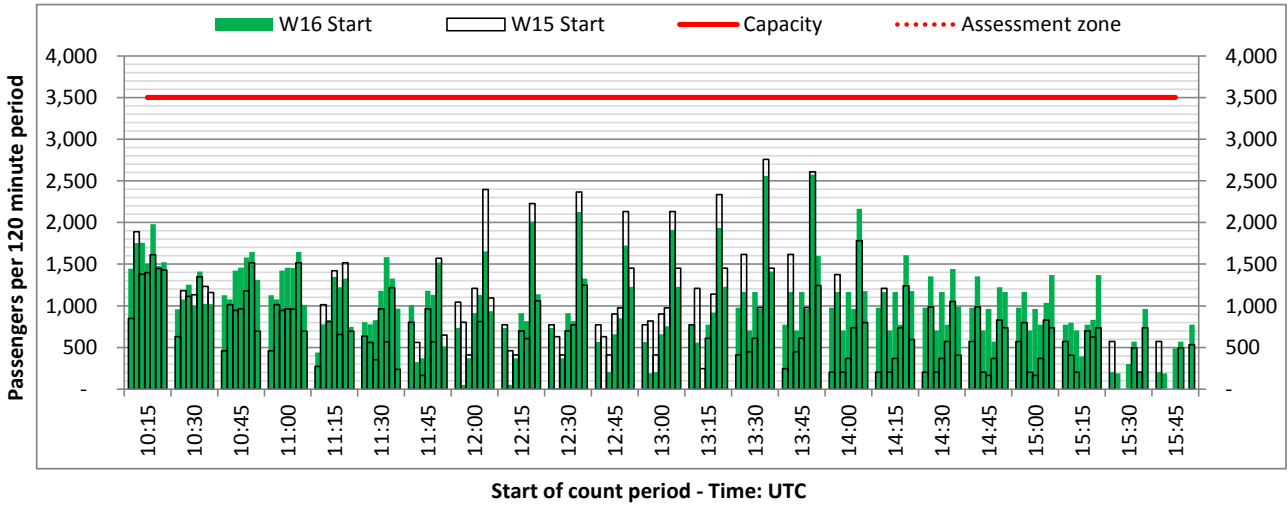
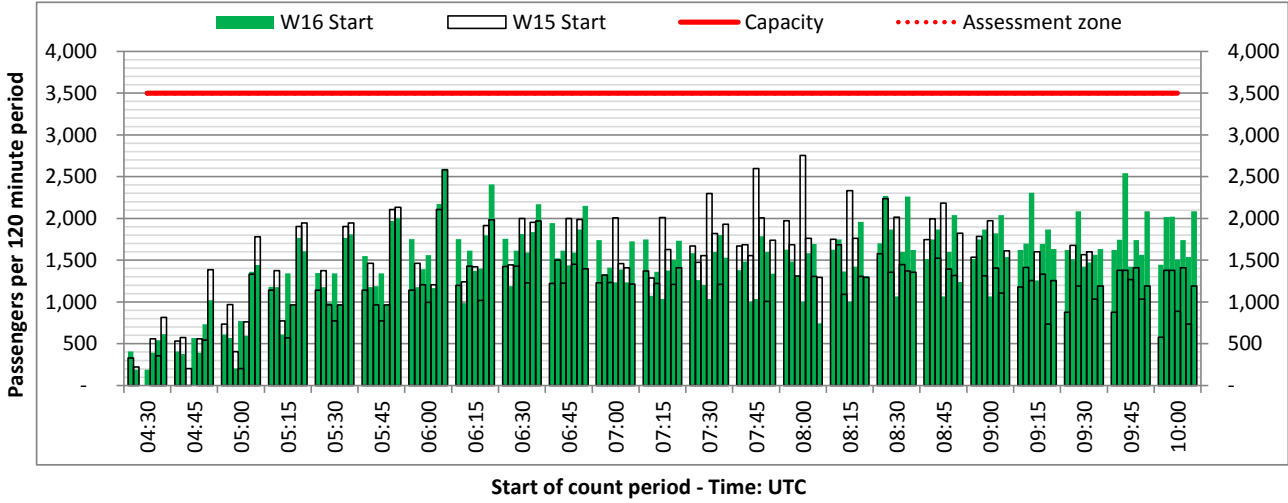
DEPARTURE - 120 minute count rolling every 15 mins (T120/15)



Terminals: T2

Operators: All Operators

Days: 1234567



Peak Week - Passengers Histogram

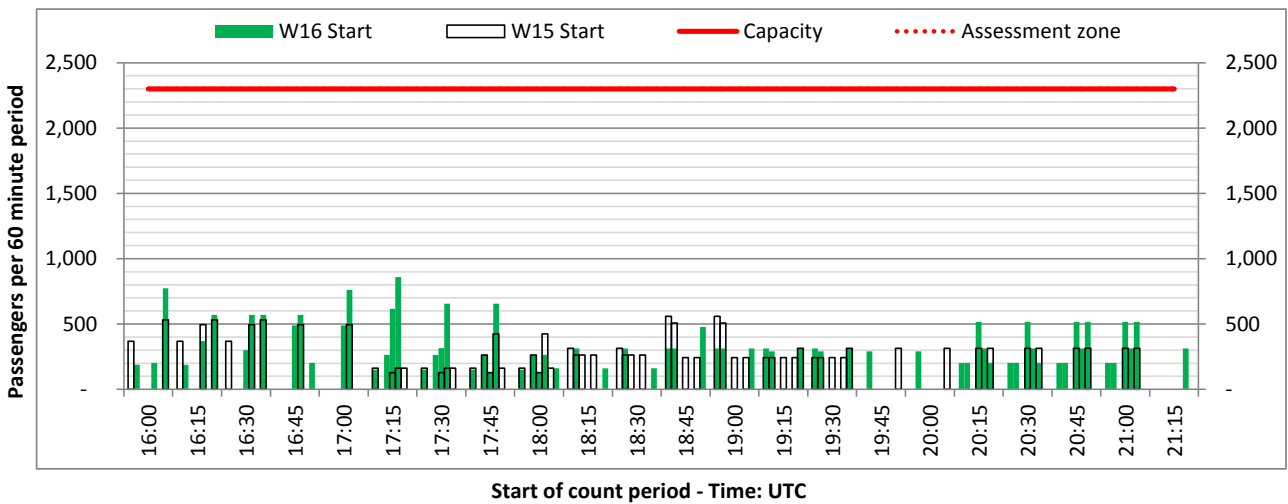
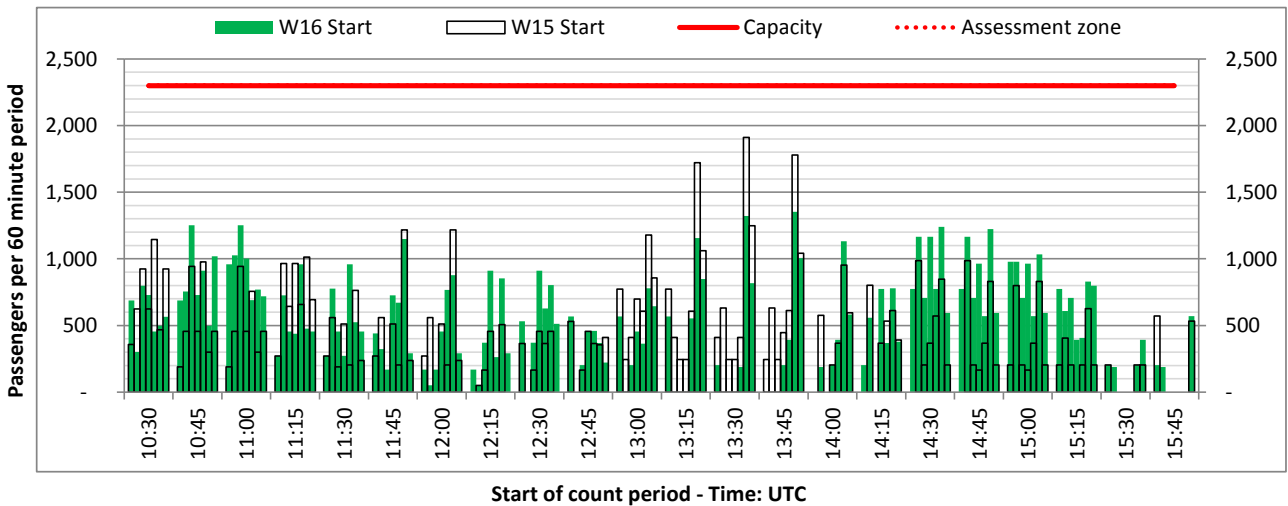
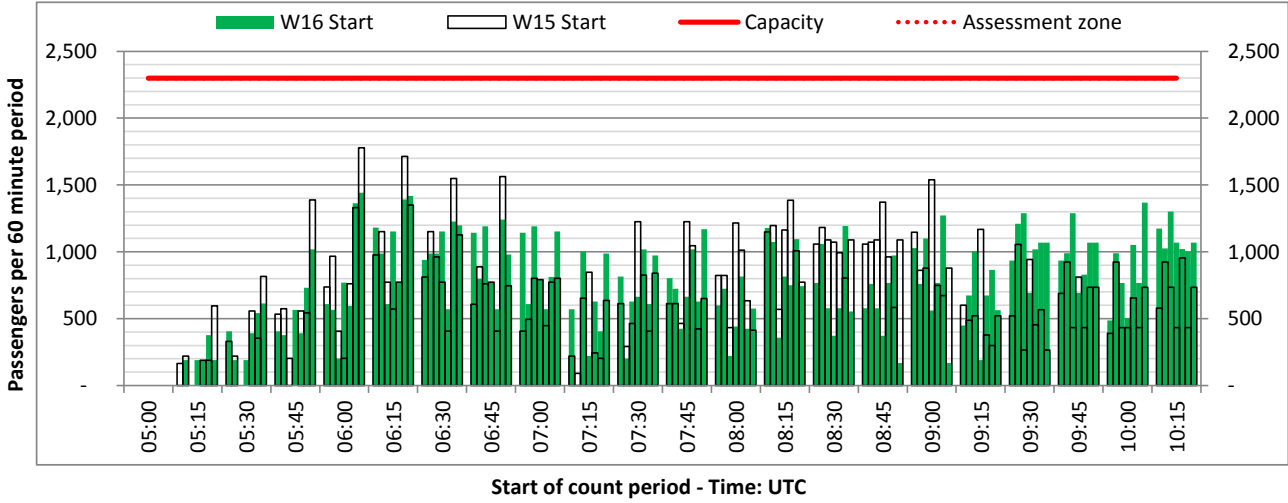
DEPARTURE - 60 minute count rolling every 15 mins (T60/15)



Terminals: T2

Operators: All Operators

Days: 1234567



Peak Week - Passengers Histogram

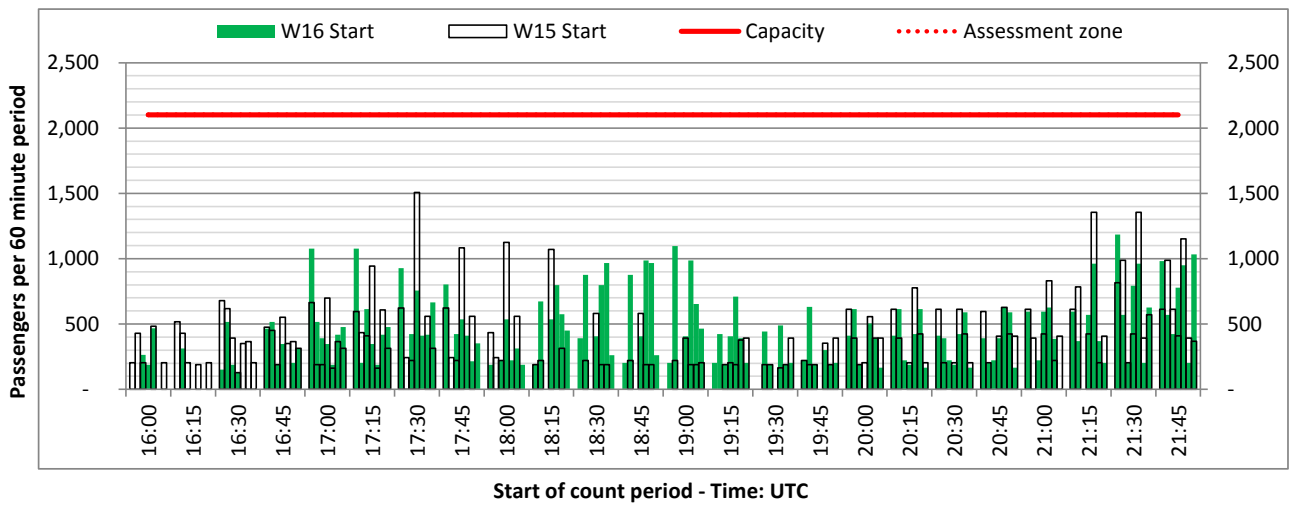
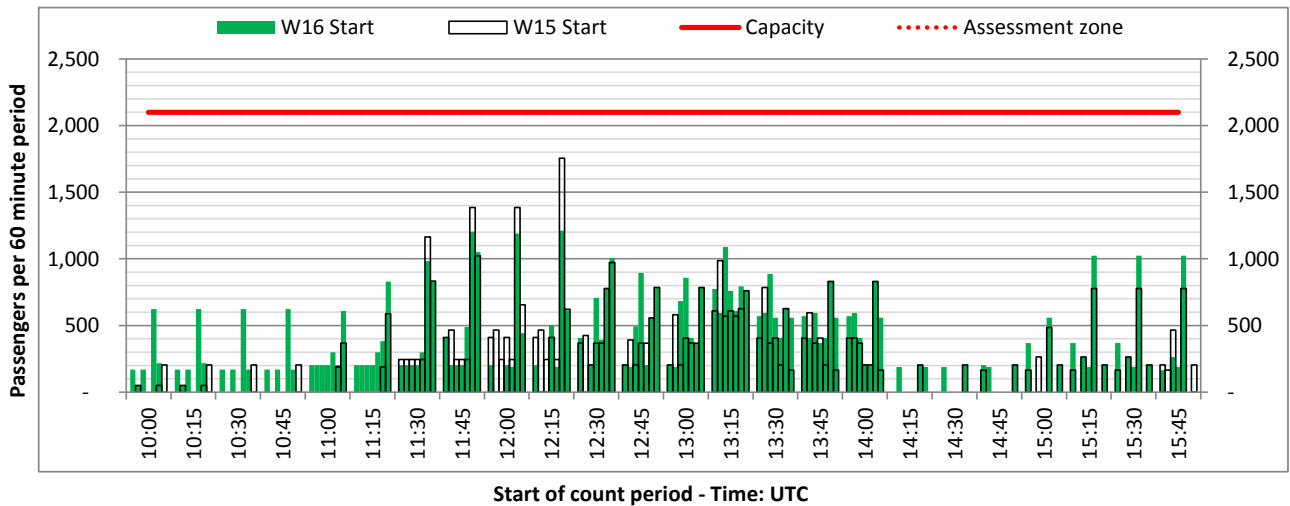
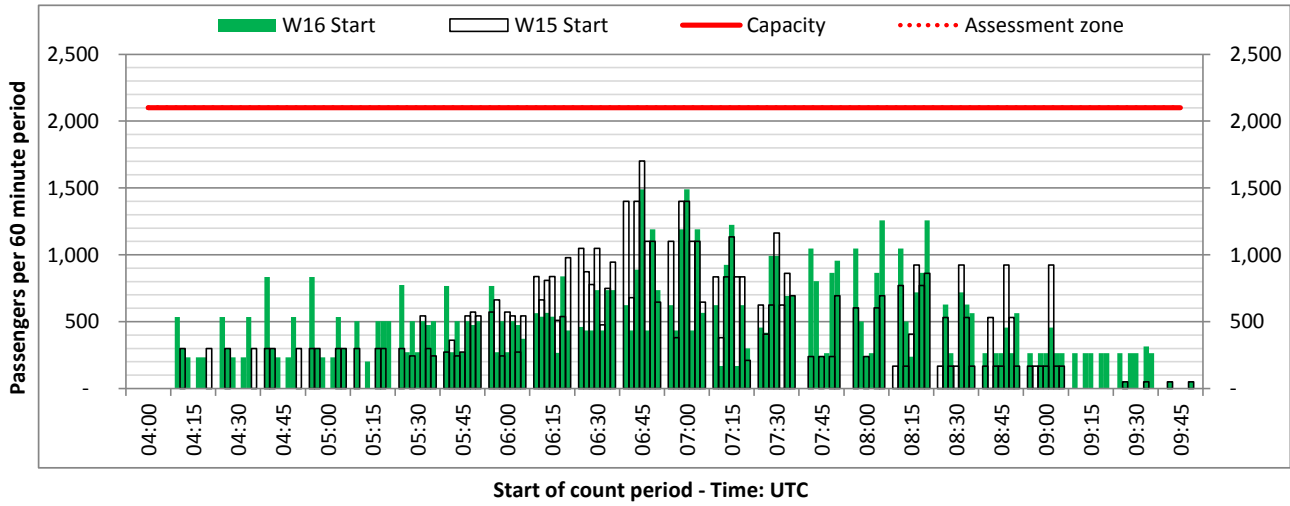
ARRIVAL - 60 minute count rolling every 15 mins (T60/15)



Terminals: T2

Operators: All Operators

Days: 1234567



Peak Week - Passengers Histogram

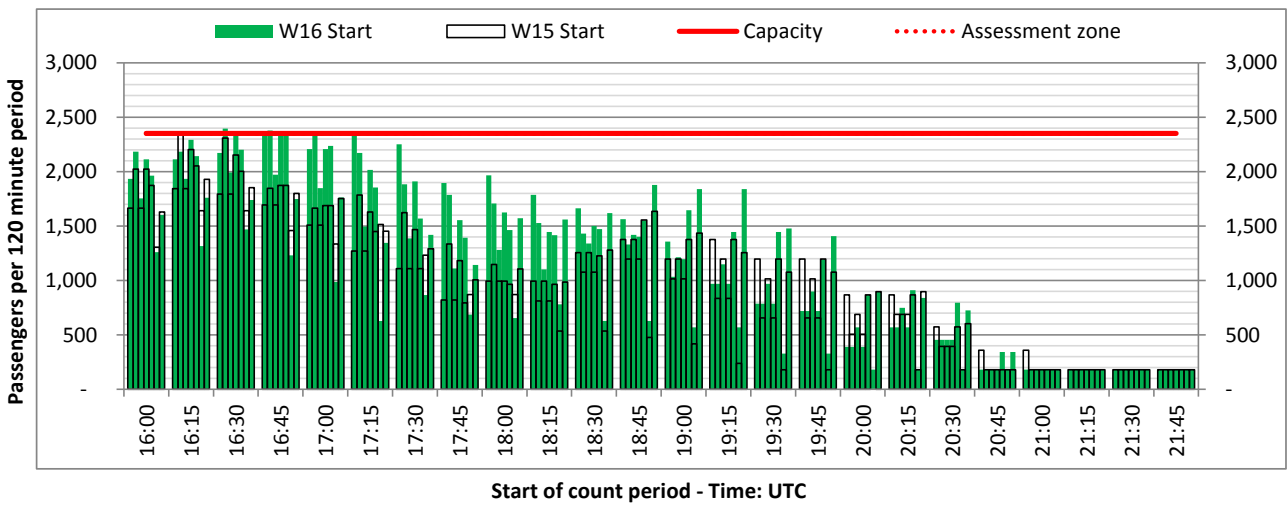
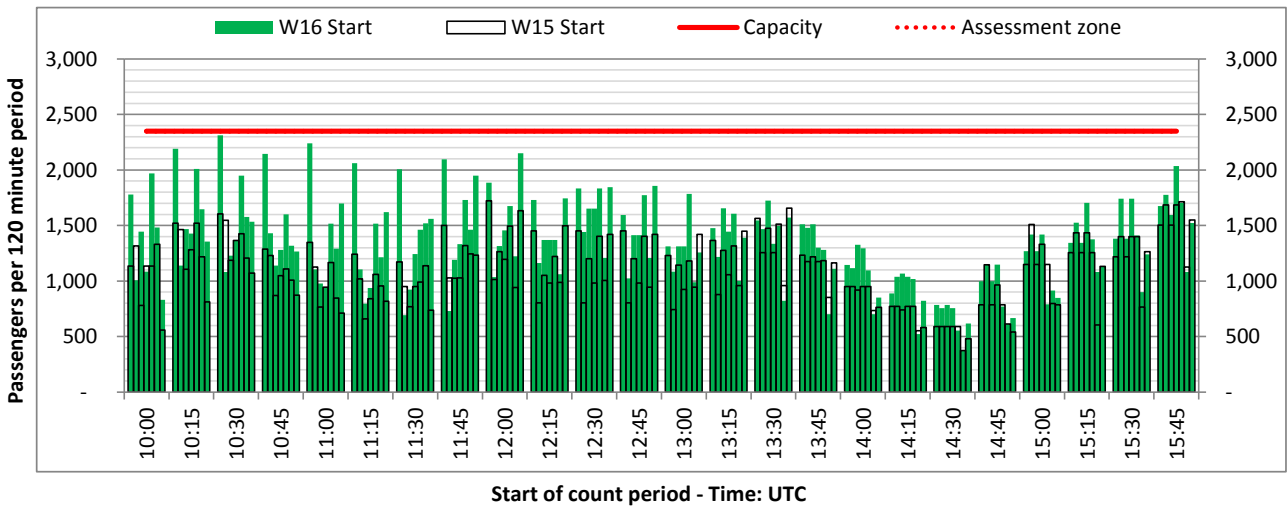
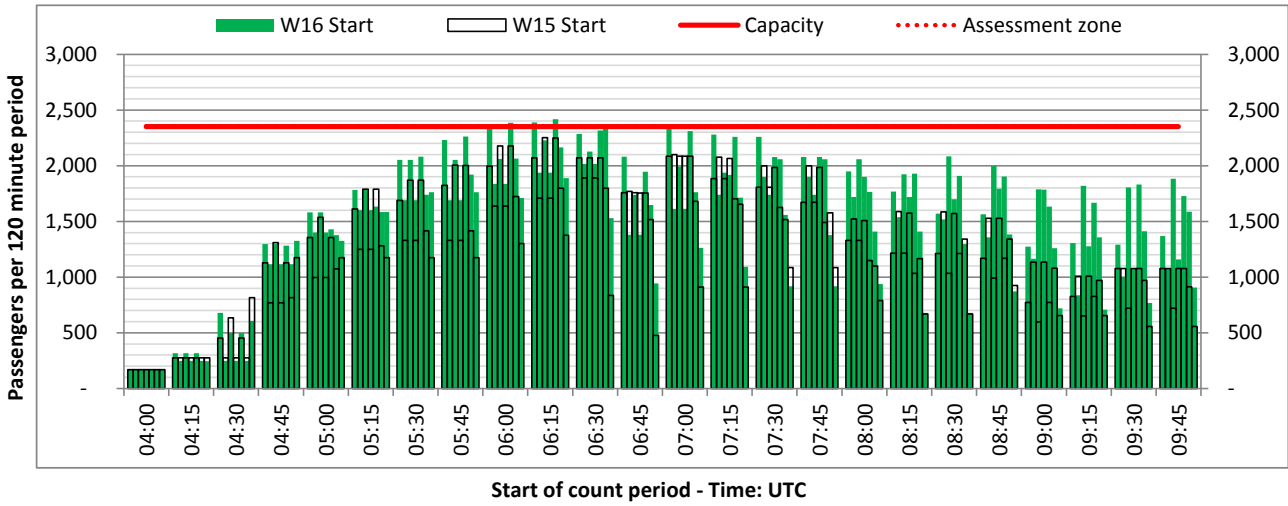
DEPARTURE - 120 minute count rolling every 15 mins (T120/15)



Terminals: T3

Operators: All Operators

Days: 1234567



Peak Week - Passengers Histogram

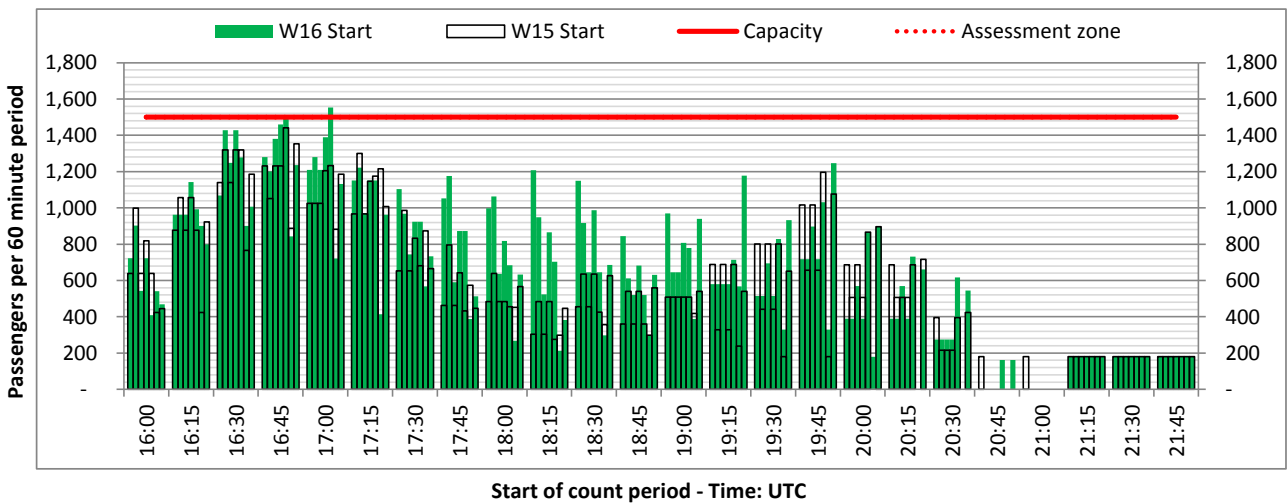
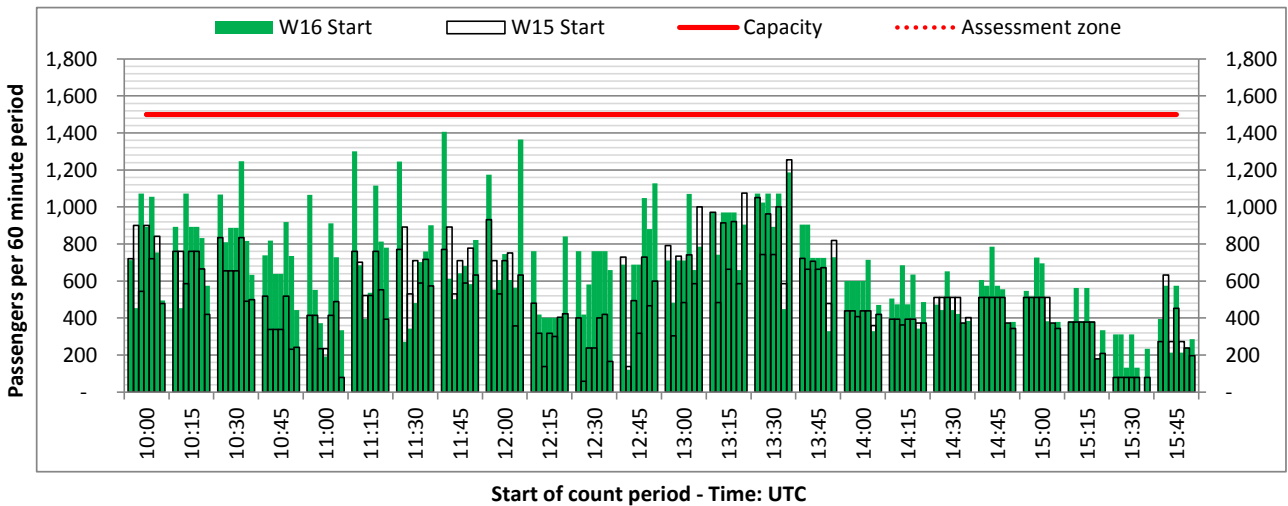
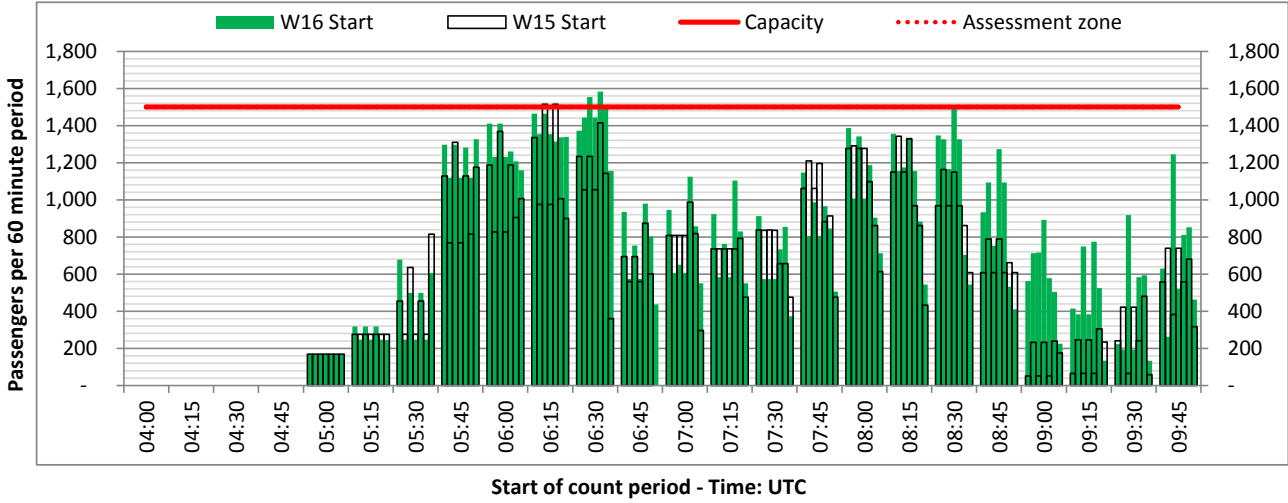
DEPARTURE - 60 minute count rolling every 15 mins (T60/15)



Terminals: T3

Operators: All Operators

Days: 1234567



Peak Week - Passengers Histogram

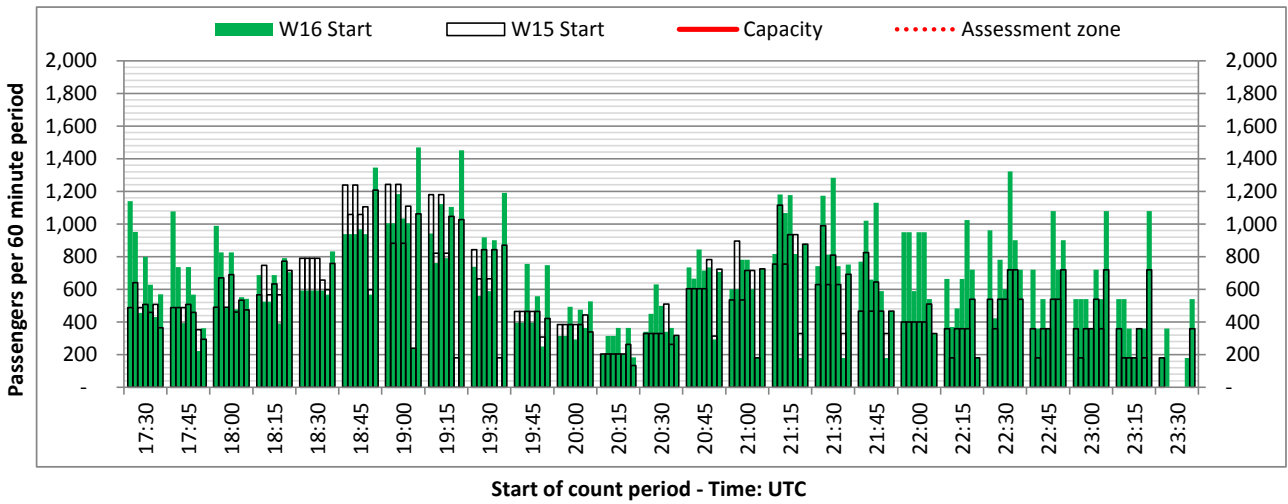
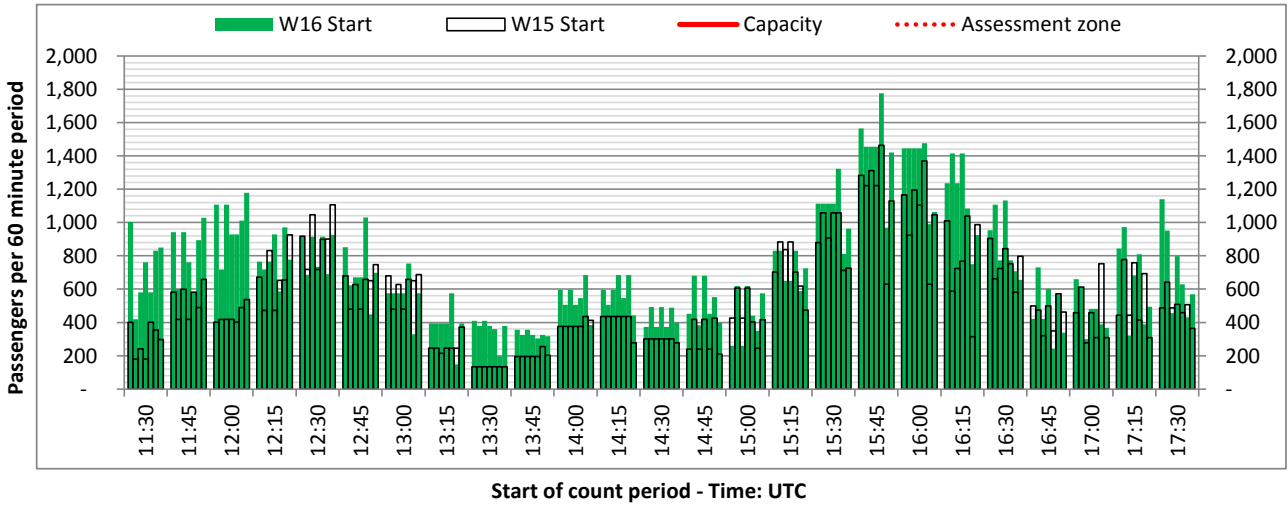
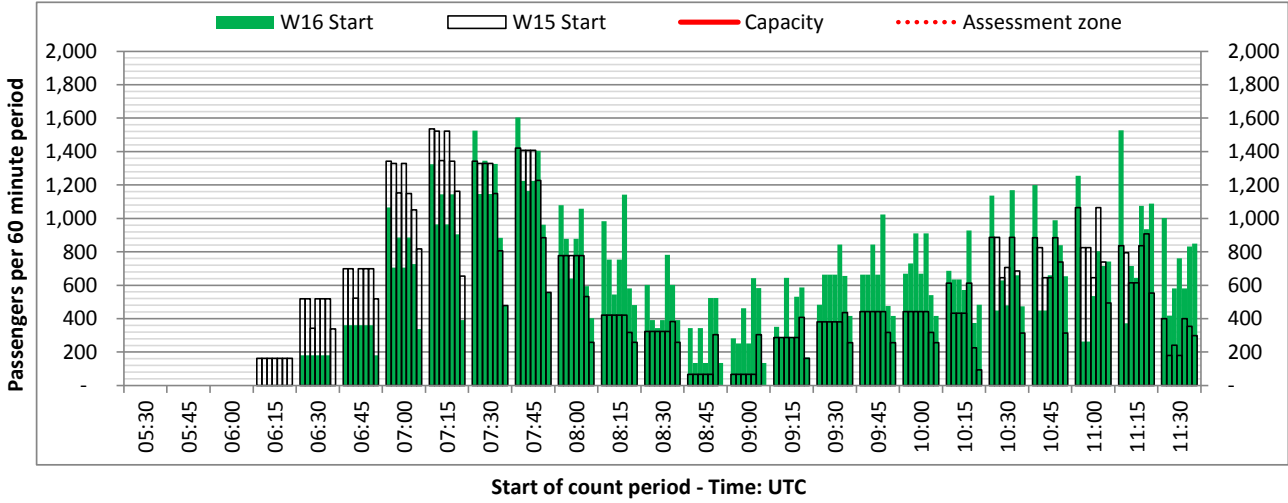
ARRIVAL - 60 minute count rolling every 15 mins (T60/15)



Terminals: T3 (Dom & Intl)

Operators: All Operators

Days: 1234567



Glossary



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 Mon 26-Oct-15.
W15 End	W15 schedule as cleared on Thu 09-Apr-15.
W16 Start	W16 schedule as cleared on Tue 25-Oct-16.
Peak Week	Peak week for W15 is Mon 07-Mar-16 to Sun 13-Mar-16. Peak week for W16 is Mon 06-Mar-17 to Sun 12-Mar-17.

For ACL use

	Airport-Season-Branch-Resource	From date	To date	Time
Full Season Rep 1	MAN-W15-START-Standard	Sun 25-Oct-2015	Sat 26-Mar-2016	UTC
Full Season Rep 2	MAN-W15-Live-Standard	Sun 25-Oct-2015	Sat 26-Mar-2016	UTC
Full Season Rep 3	MAN-W16-START-Standard	Sun 30-Oct-2016	Sat 25-Mar-2017	UTC
	Airport-Season-Branch-Resource	From date	To date	Time
Peak Week Rep 1	MAN-W15-START-Standard	Mon 07-Mar-2016	Sun 13-Mar-2016	UTC
Peak Week Rep 2	MAN-W15-Live-Standard	Mon 06-Mar-2017	Sun 12-Mar-2017	UTC
Peak Week Rep 3	MAN-W16-START-Standard	Mon 06-Mar-2017	Sun 12-Mar-2017	UTC