

# Birmingham Airport (BHX)

Summer 2017 (S17)



## Start of Season Report

Report Date: Thu 23-Mar-2017

### Headlines

	S17 Start	vs. S16 Start	vs. S16 End
Total Air Transport Movements (Passenger & Freight)	<b>76,634</b>	▲ <b>9.4%</b>	▲ <b>11.8%</b>
Total Passenger Air Transport Movements	<b>75,262</b>	▲ <b>8.6%</b>	▲ <b>11.3%</b>
Total Passenger Air Transport Movement Seats	<b>11,414,655</b>	▲ <b>11.8%</b>	▲ <b>14.1%</b>
Average Seats per Passenger Air Transport Movement	<b>151.7</b>	▲ <b>3.0%</b>	▲ <b>2.5%</b>
Percentage of allocated slots cleared as requested (OK)	<b>97.5%</b>		

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**S16 scheduling season runs from Sun 27-Mar-2016 to Sat 29-Oct-2016 (217 days).**

**S17 scheduling season runs from Sun 26-Mar-2017 to Sat 28-Oct-2017 (217 days).**

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# Coordinator's Report



Total demand	76,634	slots		
Total slots allocated	76,634	slots	100.00%	of total demand
Number of slots cleared OK	74,722	slots	97.51%	of total slots cleared

## Slots adjusted (not OK) due to:

RUNWAY constraints	39	slots	2.0%	of total slots adjusted
TERMINAL constraints	1,525	slots	79.8%	of total slots adjusted
STAND constraints	-	slots	0.0%	of total slots adjusted
NIGHT constraints	-	slots	0.0%	of total slots adjusted
OTHER constraints	-	slots	0.0%	of total slots adjusted
ARR/DEP TURNAROUND feasibility	348	slots	18.2%	of total slots adjusted

## Executive Summary

Summer 2017 will be the first season where BHX Airport will be redesignated from Level 2 to Level 3 coordination. As a result of this, a number of schedules which had previously operated in the peak periods as refused moves have been adjusted and there has been significant changes to terminal passenger throughput profiles.

BHX Airport allowed ACL to coordinate on a non-historic basis upto 5,000pax against the 2 Hour departure constraint. The runway and departure histograms contained within this report show how the "historic" schedule has been coordinated against the declared constraint of 4,800 pax per 2 hours.

Growth in both BHX based aircraft and in away based airlines operating "slot 2" flights through BHX, has seen increased pressure put on the lunchtime and early afternoon scheduling limits compared to previous years.

## Runway Constraints

- There are no hourly runway capacity issues to report (R60 constraint)
- Adjustments due to runway constraints are created by the 15min constraint (R15) and appear throughout the day.

## Terminal Constraints

- The newly introduced T60/15 DEP constraint has been the main reason for adjustment in the 0500-0625z period.
- The T120/15 constraint has been the main reason for adjustment for in the 0430-0655z period.
- The ammended international arrival constraints in T11 (changed to rolling constraints) appear to be smoothing arrivals around the lunchtime period.

## Stand Constraints

No Stand Constraint issues.

## Night Constraints

No Night Constraint issues.

## Other Constraints

No Other Constraint issues.

## Arr/Dep Turnaround Feasibility

- A small number of Arrivals and Departures have been adjusted to maintain requested ground times.

# Air Transport Movement Allocation by Operator

Comparison between S16 End vs. S17 Start



Operator	FULL SEASON ALLOCATION								PEAK WEEK ALLOCATION							
	S16 ATMs	S17 ATMs	+/- change	S17 Rank	S16 Seats	S17 Seats	+/- change	S17 Rank	S16 ATMs	S17 ATMs	+/- change	S17 Rank	S16 Seats	S17 Seats	+/- change	S17 Rank
Ad-hoc Operator	187	39	-148	46	9,828	2,760	-7,068	44	-	1	1	48	-	-	0	44
Aegean Airlines	58	56	-2	43	10,092	9,744	-348	40	4	4	0	38	696	696	0	36
Aer Lingus	2,917	3,008	91	7	327,314	336,628	9,314	9	96	98	2	7	10,788	10,920	132	9
Air France	1,170	1,202	32	12	186,718	185,020	-1,698	13	40	40	0	13	6,154	6,154	0	13
Air India	434	434	0	24	111,104	111,104	0	19	14	14	0	23	-	3,584	3,584	18
Air Malta	56	50	-6	44	10,032	9,000	-1,032	41	2	2	0	44	360	360	0	42
Air Transat	44	46	2	45	13,746	15,174	1,428	37	2	2	0	44	684	684	0	37
Air X	34	-	-34	50	3,952	-	-3,952	47	2	-	-2	49	240	-	-240	44
AirTanker	34	62	28	40	9,894	18,042	8,148	33	2	2	0	44	582	582	0	39
AlbaStar	123	100	-23	39	20,888	17,019	-3,869	35	6	4	-2	38	1,020	680	-340	38
American Airlines	406	-	-406	50	71,456	-	-71,456	47	14	-	-14	49	2,464	-	-2,464	44
BA Cityflyer	-	179	179	34	-	16,464	16,464	36	-	8	8	31	-	740	740	33
Beijing Capital Airlines	-	-	0	50	-	-	0	47	-	-	0	49	-	-	0	44
BH Air	50	60	10	41	9,112	10,800	1,688	38	4	4	0	38	720	720	0	34
Blue Air	124	620	496	22	21,080	112,468	91,388	18	4	20	16	22	680	3,628	2,948	17
bmi regional	-	837	837	17	-	39,690	39,690	29	-	34	34	14	-	1,617	1,617	28
Brussels Airlines	1,183	1,404	221	10	110,373	124,312	13,939	16	46	46	0	11	4,234	3,754	-480	16
Cityjet	42	36	-6	47	3,996	3,420	-576	43	2	4	2	38	190	380	190	41
Cobalt Air	4	124	120	38	576	17,856	17,280	34	-	4	4	38	-	576	576	40
CSA Czech Airlines	260	396	136	28	34,250	51,564	17,314	27	10	14	4	23	1,300	1,820	520	26
Eastern Airways	290	-	-290	50	8,452	-	-8,452	47	16	-	-16	49	464	-	-464	44
EasyJet	958	988	30	15	149,760	155,700	5,940	15	24	22	-2	20	3,744	3,432	-312	20
Emirates	1,272	1,254	-18	11	625,387	617,870	-7,517	6	42	42	0	12	20,594	20,594	0	7
Eurowings	1,432	1,054	-378	14	151,200	183,900	32,700	14	48	34	-14	14	4,500	6,000	1,500	14
Evelop Airlines	106	15	-91	48	19,080	2,700	-16,380	45	6	2	-4	44	1,080	360	-720	42
Federal Express	723	741	18	20	-	-	0	47	24	24	0	17	-	-	0	44
Fly One	-	126	126	37	-	18,144	18,144	32	-	6	6	34	-	924	924	32
Flybe	23,146	23,417	271	1	1,913,553	1,900,492	-13,061	1	751	779	28	1	62,174	63,158	984	1
Freebird Airlines	8	59	51	42	1,440	10,620	9,180	39	-	4	4	38	-	720	720	34
Germanwings	6	454	448	23	780	68,100	67,320	26	-	12	12	28	-	1,800	1,800	27
Iberia Express	248	248	0	31	42,408	42,408	0	28	8	8	0	31	1,368	1,368	0	29
Icelandair	-	170	170	35	36,600	31,110	-5,490	31	6	6	0	34	1,098	1,098	0	31
Jet2.com	2	3,108	3,106	5	334	587,216	586,882	7	-	117	117	6	-	22,107	22,107	6
KLM Royal Dutch Airlines	2,455	2,480	25	9	309,380	329,536	20,156	10	80	80	0	9	10,328	10,764	436	10
Lipican Aer	-	150	150	36	-	4,950	4,950	42	-	6	6	34	-	-	0	44
Lufthansa	2,839	2,856	17	8	412,977	441,556	28,579	8	94	94	0	8	13,722	14,540	818	8
Monarch Airlines	6,957	7,520	563	3	1,399,118	1,525,896	126,778	3	261	279	18	3	52,414	56,698	4,284	2
Nightexpress	73	310	237	29	-	-	0	47	-	10	10	29	-	-	0	44
Norwegian	794	434	-360	24	149,190	80,724	-68,466	22	26	14	-12	23	4,836	2,604	-2,232	23
PIA Pakistan International	240	248	8	31	84,960	93,496	8,536	21	8	8	0	31	2,632	3,016	384	21
Qatar Airways	470	434	-36	24	119,380	110,236	-9,144	20	16	14	-2	23	4,064	3,556	-508	19
Ryanair	7,307	8,704	1,397	2	1,379,043	1,643,252	264,209	2	244	295	51	2	46,116	55,755	9,639	3
SAS Scandinavian	854	684	-170	21	108,254	79,448	-28,806	23	32	22	-10	20	4,042	2,736	-1,306	22
Small Planet Airlines	58	-	-58	50	10,440	-	-10,440	47	-	-	0	49	-	-	0	44
Swiss International	747	750	3	18	74,894	76,008	1,114	24	24	24	0	17	2,364	2,400	36	24
Thomas Cook (UK)	2,887	3,018	131	6	612,440	637,842	25,402	5	114	119	5	5	24,040	25,020	980	5
Thomson Airways	4,511	4,953	442	4	957,952	1,045,420	87,468	4	182	194	12	4	38,228	40,622	2,394	4
Titan Airways	34	14	-20	49	5,408	2,536	-2,872	46	-	-	0	49	-	-	0	44
Turkish Airlines	792	742	-50	19	129,491	122,726	-6,765	17	28	24	-4	17	4,592	3,960	-632	15
Turkmenistan Airlines	170	186	16	33	32,130	35,154	3,024	30	6	6	0	34	1,134	1,134	0	30
United Airlines	404	430	26	27	68,276	72,670	4,394	25	14	14	0	23	2,366	2,366	0	25
VLM Airlines	40	-	-40	50	2,000	-	-2,000	47	-	-	0	49	-	-	0	44
Vueling	542	1,170	628	13	97,312	223,080	125,768	11	24	48	24	10	4,320	9,120	4,800	11
Wizz Air	812	960	148	16	147,260	190,800	43,540	12	28	32	4	16	5,040	6,360	1,320	12
Zimex Aviation	71	304	233	30	-	-	0	47	-	10	10	29	-	-	0	44
<b>TOTAL</b>	<b>68,374</b>	<b>76,634</b>	<b>8,260</b>		<b>10,003,310</b>	<b>11,414,655</b>	<b>1,411,345</b>		<b>2,354</b>	<b>2,650</b>	<b>296</b>		<b>345,372</b>	<b>399,107</b>	<b>53,735</b>	

Operators with 0 'ATMs' in both S16 End & S17 Start schedules are included in the table due to appearing in the S16 Start schedule (either with/without allocated slots).

# Peak Week - Allocation and Slot Adjustment Distribution by Operator

Schedule: S17 Start



Operator	S17 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	
Ad-hoc Operator	1	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%	-
Aegean 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%	-
Aer Lingus	98	98.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Air France	40	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%	-
Air India	14	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%	-
Air Malta	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%	-
Air Transat	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%	-
Air X	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
AirTanker	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%	-
AlbaStar	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%	-
American Airlines	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
BA Cityflyer	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%	-
Beijing Capital Airlines	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
BH Air	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%	-
Blue Air	20	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%	-
bmi regional	34	94.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.9%	0.0%	2.9%	0.0%	0.0%	-
Brussels Airlines	46	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	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%	-
Cobalt Air	4	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
CSA Czech Airlines	14	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%	-
Eastern Airways	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
EasyJet	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%	-
Emirates	42	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%	-
Eurowings	34	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%	-
Evelop 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%	-
Federal Express	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%	-
Fly One	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%	-
Flybe	779	95.8%	0.3%	0.9%	0.3%	0.0%	0.0%	0.3%	0.3%	0.1%	0.0%	0.0%	0.5%	0.5%	1.2%	-
Freebird 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%	-
Germanwings	12	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Iberia Express	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%	-
Icelandair	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Jet2.com	117	85.5%	0.0%	0.0%	5.1%	1.7%	1.7%	1.7%	1.7%	0.9%	1.7%	0.0%	0.0%	0.0%	0.0%	-
KLM Royal Dutch Airlines	80	91.3%	0.0%	8.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Lipican Aer	6	66.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	33.3%	-
Lufthansa	94	77.7%	7.4%	14.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Monarch Airlines	279	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%	-
Nightexpress	10	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%	-
Norwegian	14	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%	-
PIA Pakistan International	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%	-
Qatar Airways	14	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%	-
Ryanair	295	98.6%	0.3%	0.3%	0.3%	0.0%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
SAS Scandinavian	22	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Swiss International	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%	-
Thomas Cook (UK)	119	96.6%	0.0%	0.8%	0.0%	2.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Thomson Airways	194	96.9%	0.5%	0.5%	0.0%	0.0%	0.5%	0.0%	1.0%	0.0%	0.0%	0.5%	0.0%	0.0%	0.0%	-
Titan Airways	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Turkish Airlines	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%	-
Turkmenistan 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%	-
United Airlines	14	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%	-
VLM Airlines	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Vueling	48	81.3%	0.0%	10.4%	2.1%	0.0%	6.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Wizz Air	32	87.5%	0.0%	12.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Zimex Aviation	10	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%	-
<b>TOTAL</b>	<b>2,644</b>	<b>95.9%</b>	<b>0.4%</b>	<b>1.5%</b>	<b>0.5%</b>	<b>0.2%</b>	<b>0.2%</b>	<b>0.3%</b>	<b>0.2%</b>	<b>0.1%</b>	<b>0.1%</b>	<b>0.0%</b>	<b>0.2%</b>	<b>0.2%</b>	<b>0.4%</b>	<b>-</b>

Operators with 0 'allocated ATMs' and 0 'Requests with NO slot allocated' in S17, are included in this list due to having slots allocated in either S16 Start or S16 End schedules.

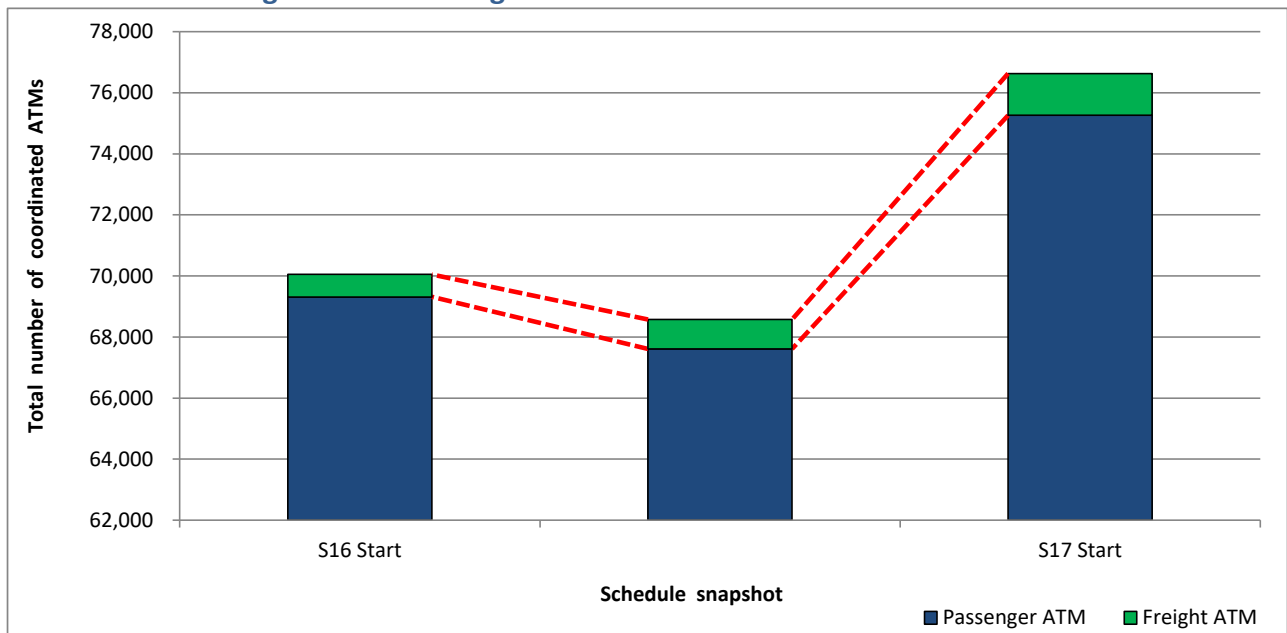
# Significant Route Changes

Operator	Category	Description of change from S16 schedule to S17 schedule
Air X	<b>CANCELLED</b>	Will terminate their Summer charter service to Paderborn (PAD)
AlbaStar	CHANGE	Reduce frequency from 3x to 2x per week on Palma (PMI).
American Airlines	<b>CANCELLED</b>	Will terminate all scheduled service to New York (JFK) - effective JAN 17.
BA Cityflyer	<b>NEW</b>	Plan to commence 1x per week scheduled service to Florence (FLR) - May 17.
BA Cityflyer	<b>NEW</b>	Plan to commence 1x per week scheduled service to Ibiza (IBZ)- May 17.
BA Cityflyer	<b>NEW</b>	Plan to commence 1x per week scheduled service to Malaga (AGP) - May 17.
BA Cityflyer	<b>NEW</b>	Plan to commence 1x per week scheduled service to Palma (PMI) - May 17.
Blue Air	<b>NEW</b>	Plan to commence 3x per week scheduled service to Cluj-Napoca (CLJ).
Blue Air	<b>NEW</b>	Plan to commence 3x per week scheduled service to Larnaca (LCA).
Blue Air	CHANGE	Plan to increase frequency from 2x to 4x per week on Bucharest (OTP).
bmi regional	<b>NEW</b>	Plan to commence 4x per week scheduled service to Graz (GRZ) - May 17.
bmi regional	<b>NEW</b>	Plan to commence 6x per week scheduled service to Gothenburg (GOT) - May 17.
bmi regional	<b>NEW</b>	Plan to commence 6x per week scheduled service to Nuremberg (NUE) - May 17.
Cobalt Air	<b>NEW</b>	Plan to commence 2x per week scheduled service to Larnaca (LCA).
Eastern Airways	<b>CANCELLED</b>	Will terminate all scheduled service to New Castle (NCL).
Eurowings	<b>NEW</b>	Plan to commence 6x per week scheduled service to Viena (VIE).
Eurowings	CHANGE	All Hamburg and some Dusseldorf weekly frequencies are transferred from Eurowings to Germanwings.
Fly One	<b>NEW</b>	Plan to commence 3x per week scheduled service to Chisinau (KIV) - Jun 17.
Flybe	<b>NEW</b>	Plan to commence 1x per week scheduled service to Preveza (PVK) - May 17.
Flybe	<b>NEW</b>	Plan to commence 7x per week scheduled service to Toulouse (TLS).
Flybe	CHANGE	Plan to increase frequency from 6x to 7x per week on Bordeaux (BOD).
Flybe	CHANGE	Reduce frequency from 5x to 4x per week on Bergerac (EGC).
Freebird Airlines	<b>NEW</b>	Plan to commence 1x per week scheduled service to Antalya (AYT).
Germanwings	CHANGE	Reduce frequency from 6x to 3x per week on Hamburg (HAM) and it will be operated by Germanwings and not Eurowings.
Jet2.com	<b>NEW</b>	Open a new four aircraft base at BHX, operating to Southern European destinations.
Lipican Aer	<b>NEW</b>	Plan to commence 3x per week scheduled service to Waterford (WAT) - May 17.
Monarch Airlines	<b>NEW</b>	Plan to commence 3x per week scheduled service to Stockholm (ARN).
Nightexpress	<b>NEW</b>	Plan to commence 5x per week scheduled service to Frankfurt (FRA) - Started on SEP 16.
Norwegian	CHANGE	Reduce frequency from 3x to 2x per week on Barcelona (BCN).
Norwegian	CHANGE	Reduce frequency from 4x to 3x per week on Malaga (AGP).
Norwegian	<b>CANCELLED</b>	Will terminate all scheduled service to Las Palmas (LPA)
Norwegian	<b>CANCELLED</b>	Will terminate all scheduled service to Madrid (MAD).
Qatar Airways	CHANGE	Reduce frequency from 8x to 7x per week on Doha (DOH).
Ryanair	<b>NEW</b>	Plan to commence 2x per week scheduled service to Crete (CHQ), Oporto (OPO) and Reus (REU).
Ryanair	<b>NEW</b>	Plan to commence 3x per week scheduled service to Gerona (GRO).
Ryanair	<b>NEW</b>	Plan to commence 3x per week scheduled service to Sofia (SOF), started on Sep 16.
Ryanair	<b>NEW</b>	Plan to commence 3x per week scheduled service to Warsaw (WMI).
Ryanair	CHANGE	It grows +16% ATMs from S16 to S17. No additional based aircraft.
Thomas Cook (UK)	<b>NEW</b>	Plan to commence 1x per week scheduled service to Malta (MLA), Mytilene (MJT), Sicily (CIY) and Naples (NAP).
Thomas Cook (UK)	<b>CANCELLED</b>	Will terminate all scheduled service to Bodrum (BJV)
Thomson Airways	<b>NEW</b>	Plan to commence 1x per week scheduled service to Malta (MLA).
Turkish Airlines	CHANGE	Reduce frequency from 14x to 12x per week on Istanbul (IST).
Vueling	<b>NEW</b>	Plan to commence 3x per week scheduled service to Malaga (AGP).
Vueling	<b>NEW</b>	Plan to commence 6x per week scheduled service to Paris (ORY).
Wizz Air	CHANGE	Plan to increase frequency from 2x to 3x per week on Bucharest (OTP) and Sofia (SOF).

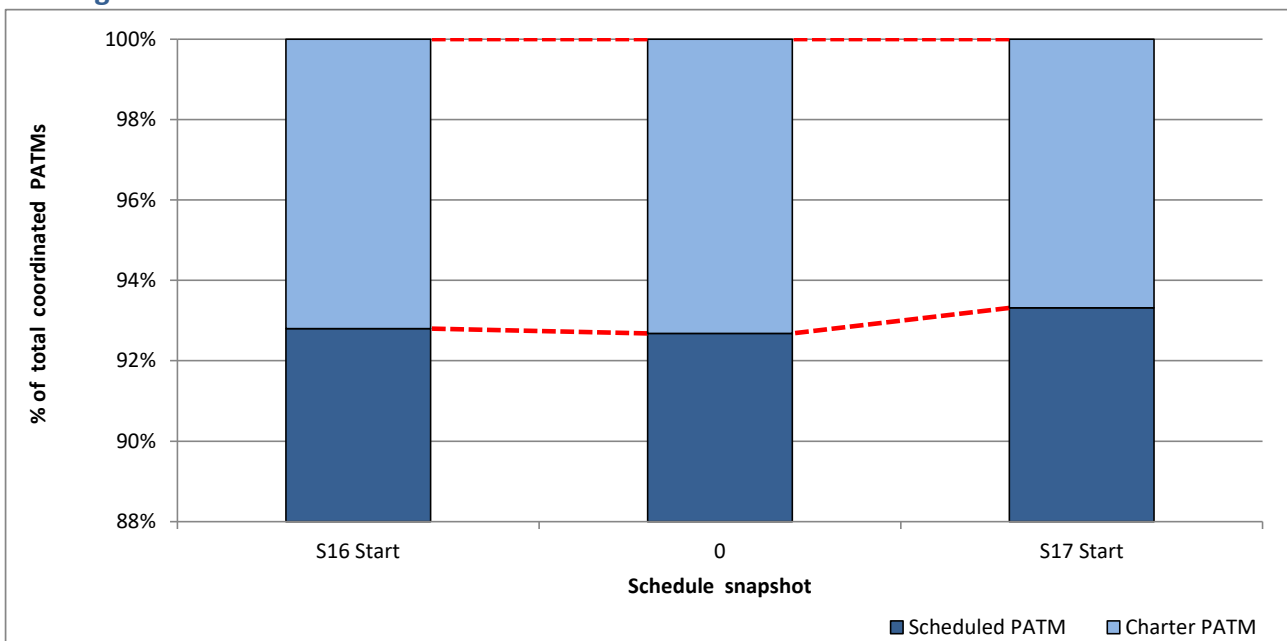
# Full Season - ATM Analysis



## Total ATMs: Passenger ATMs vs. Freight ATMs



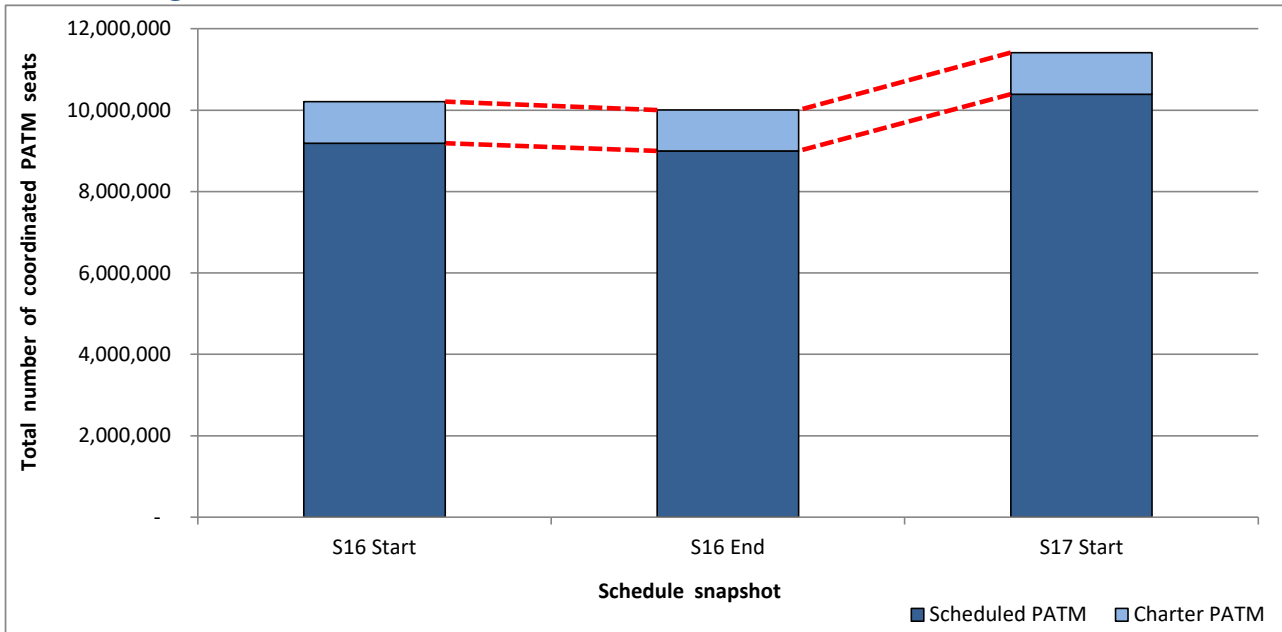
## Passenger ATMs: Scheduled vs. Charter



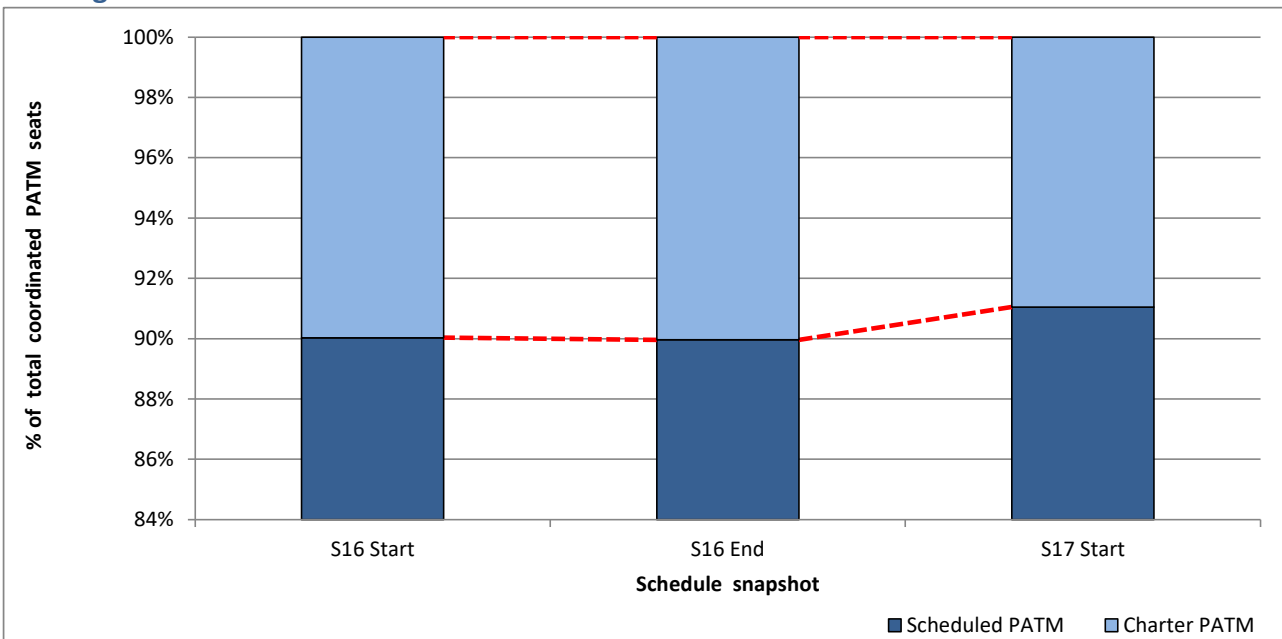
# Full Season - PATM Seats Analysis



## Total Passenger ATM seats: Scheduled vs. Charter



## Passenger ATM seats: Scheduled vs. Charter

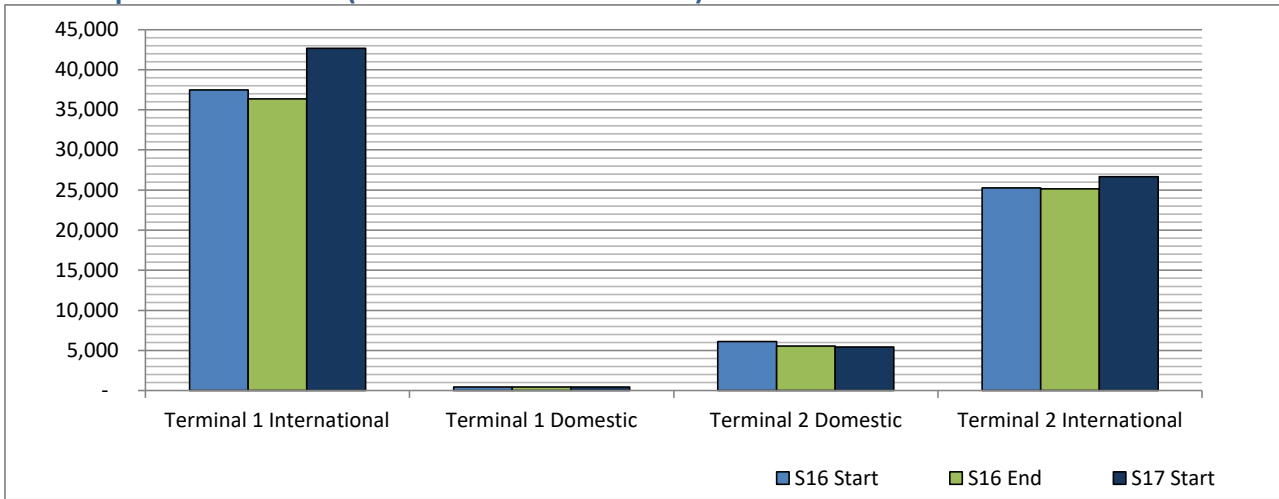




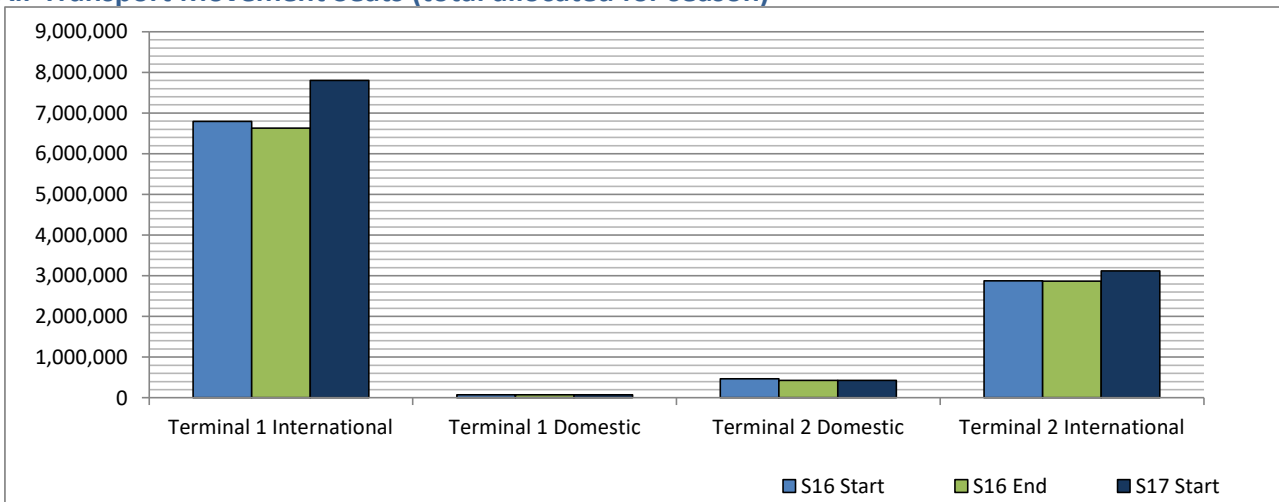
# Full Season - Terminal Analysis



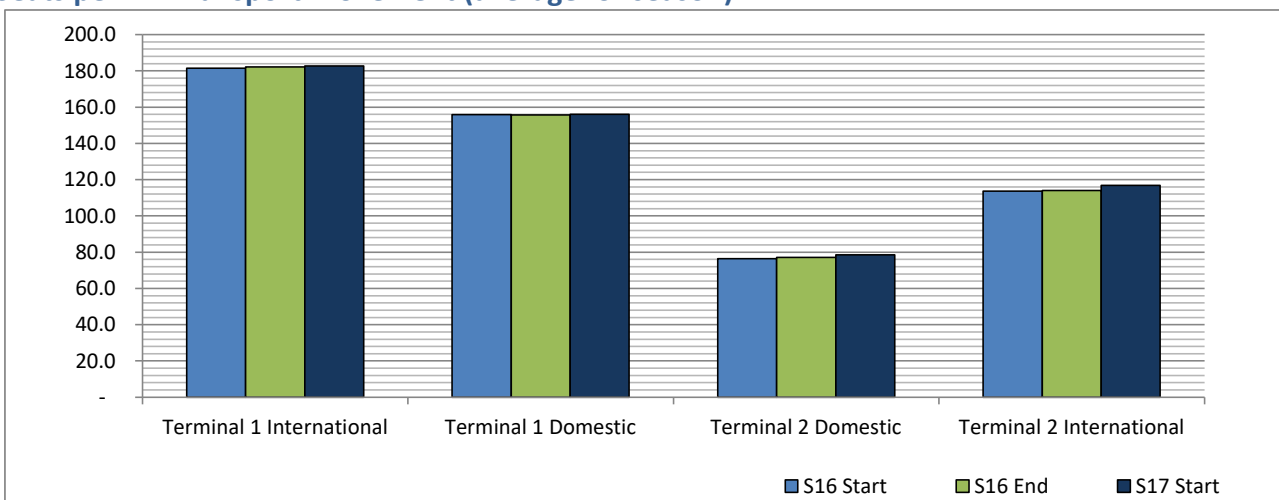
## Air Transport Movements (total allocated for season)



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



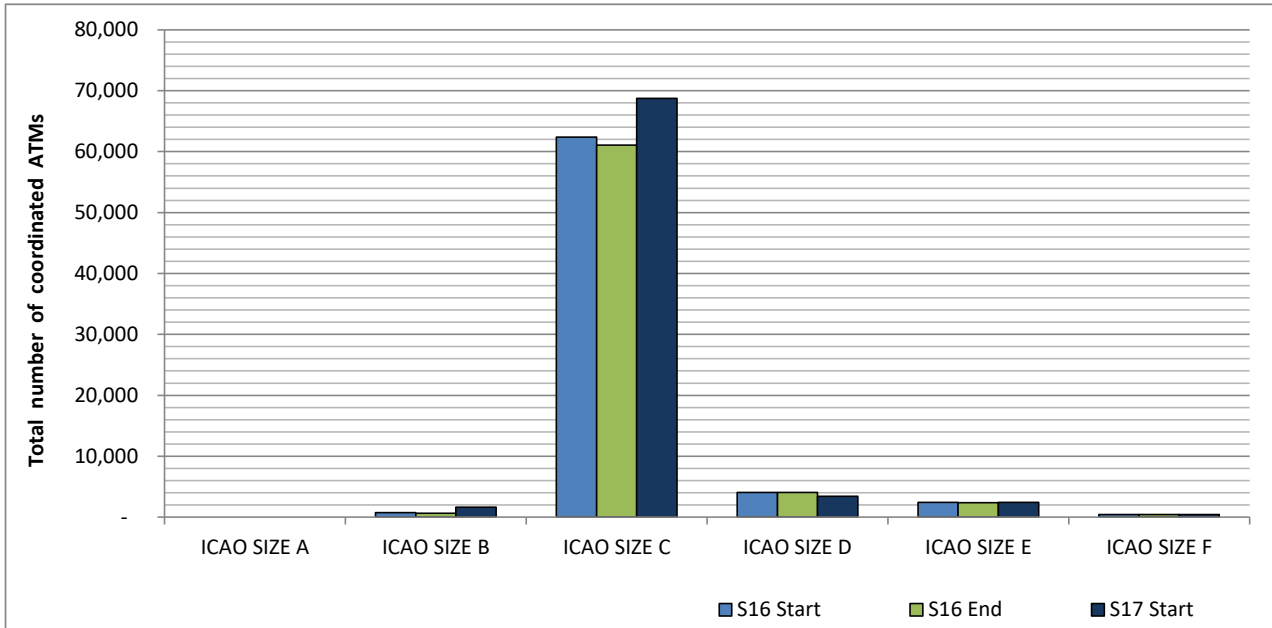
## Seats per Air Transport Movement (average for season)



# Full Season - Aircraft Size Analysis

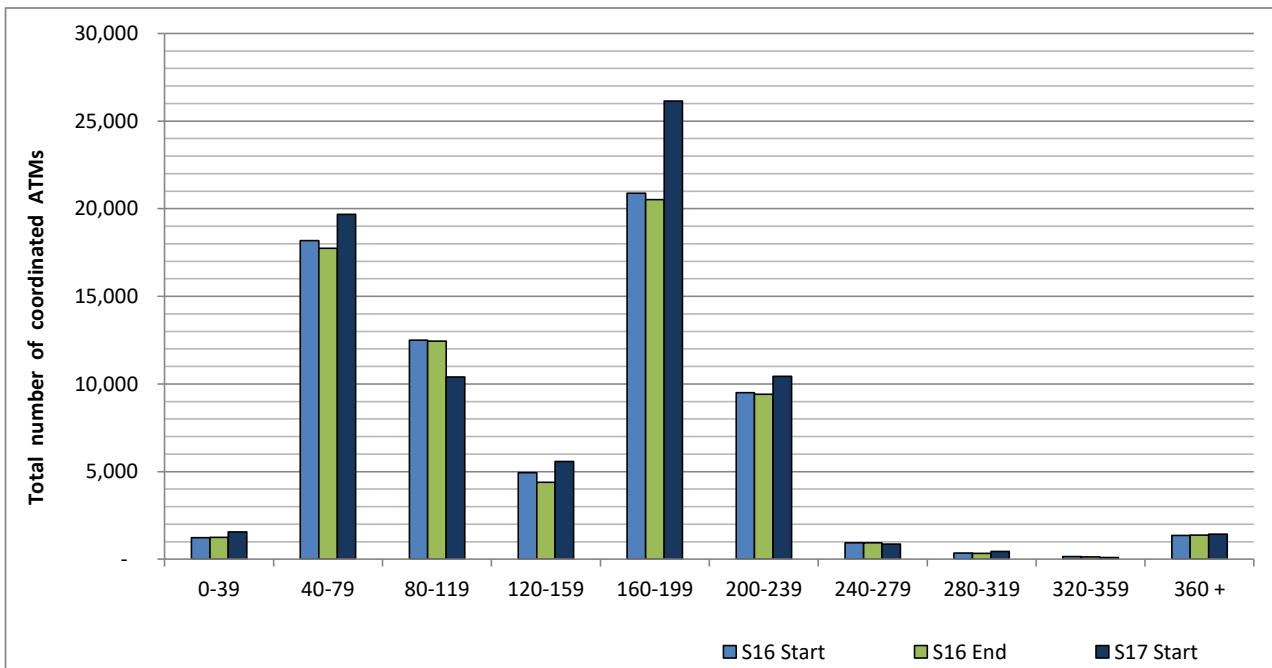


## ICAO size designation



Note: See Glossary for definitions of ICAO SIZE groupings

## Air Transport Movement seat distribution

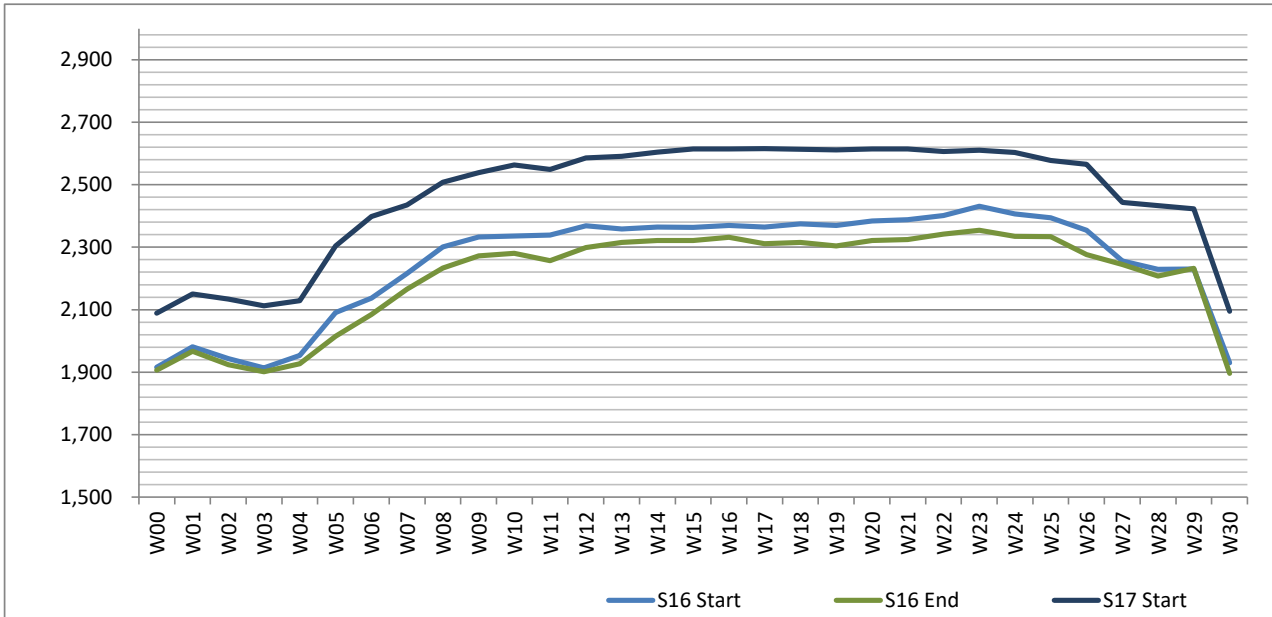


Note: FREIGHT-ONLY services with 0 seats are included in the first seat band '0-39'

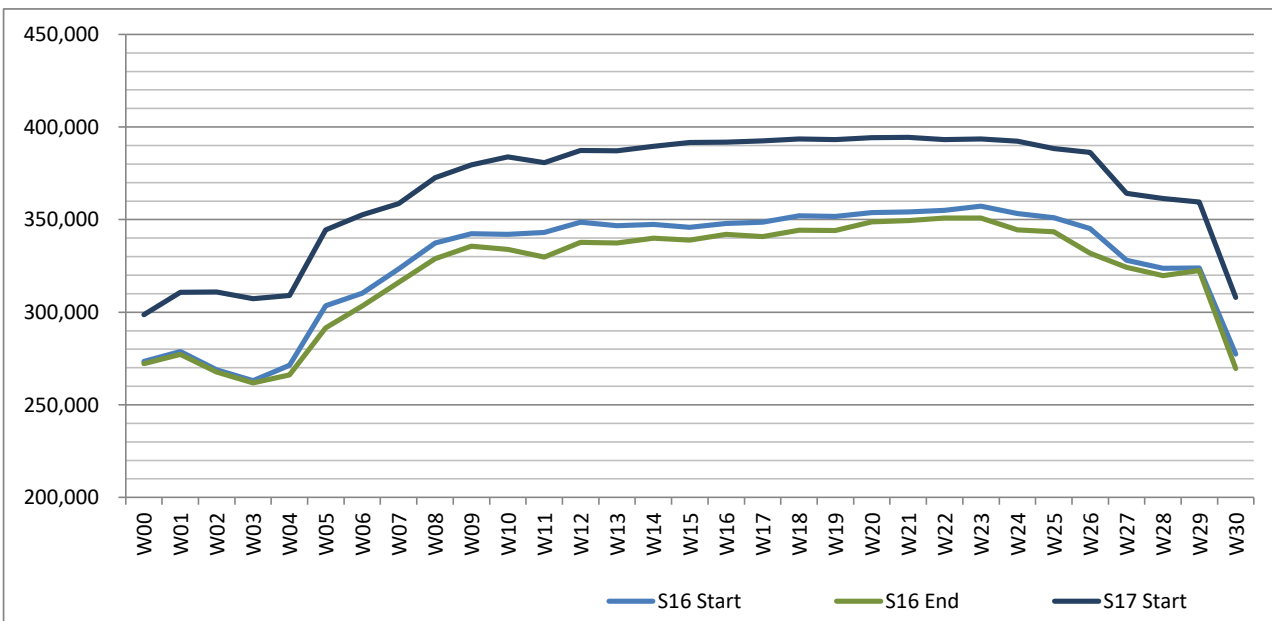
# Full Season - Seasonality



## Air Transport Movements by week of season



## Air Transport Movement Seats by week of season



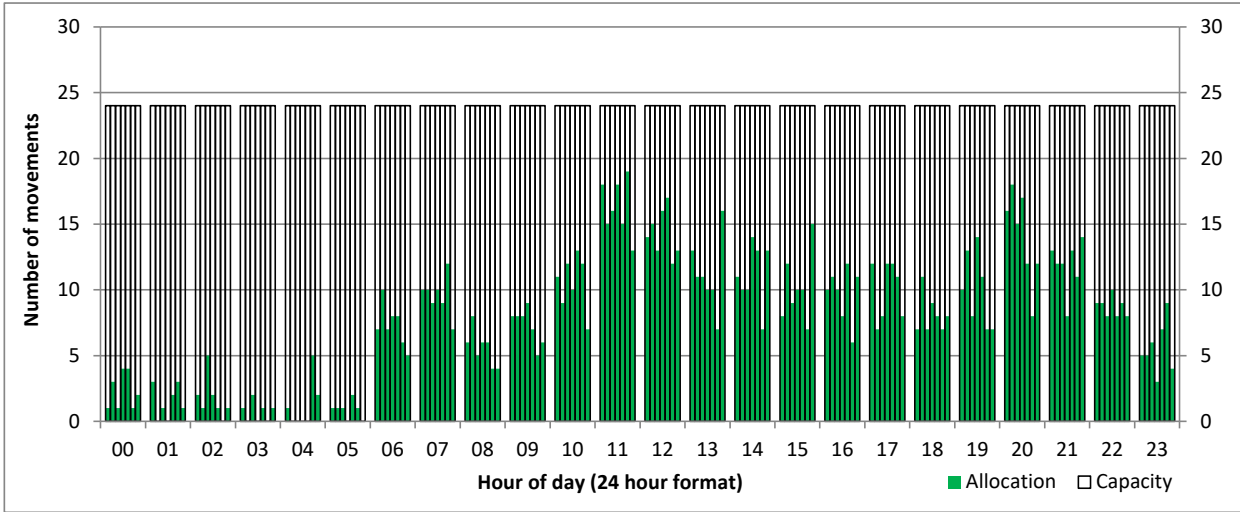
# Peak Week - Hourly Runway Allocation

Schedule: S17 Start



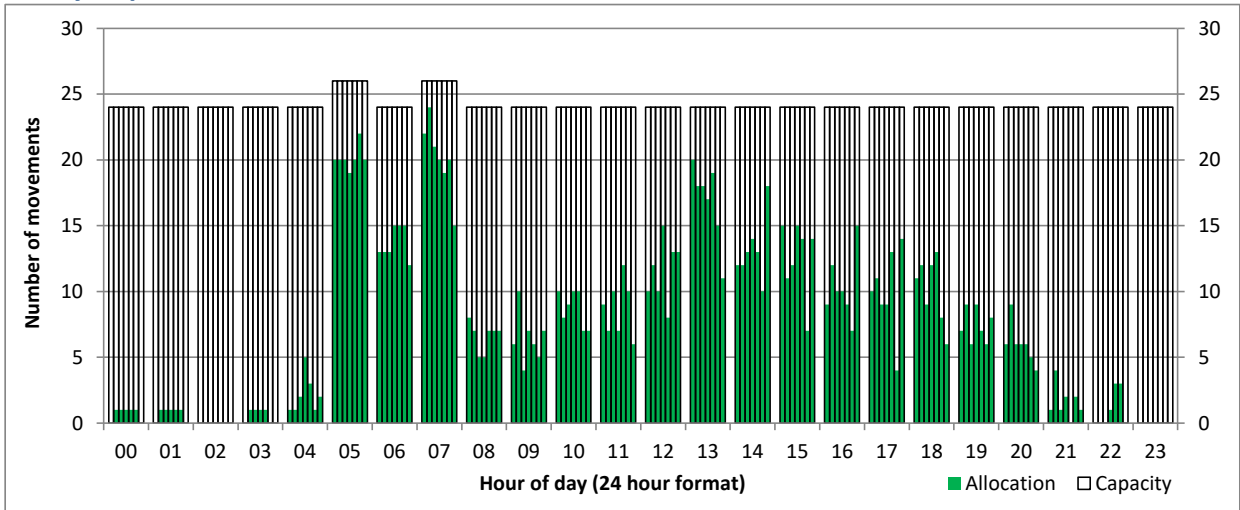
## Hourly Arrival Allocation

Time: UTC



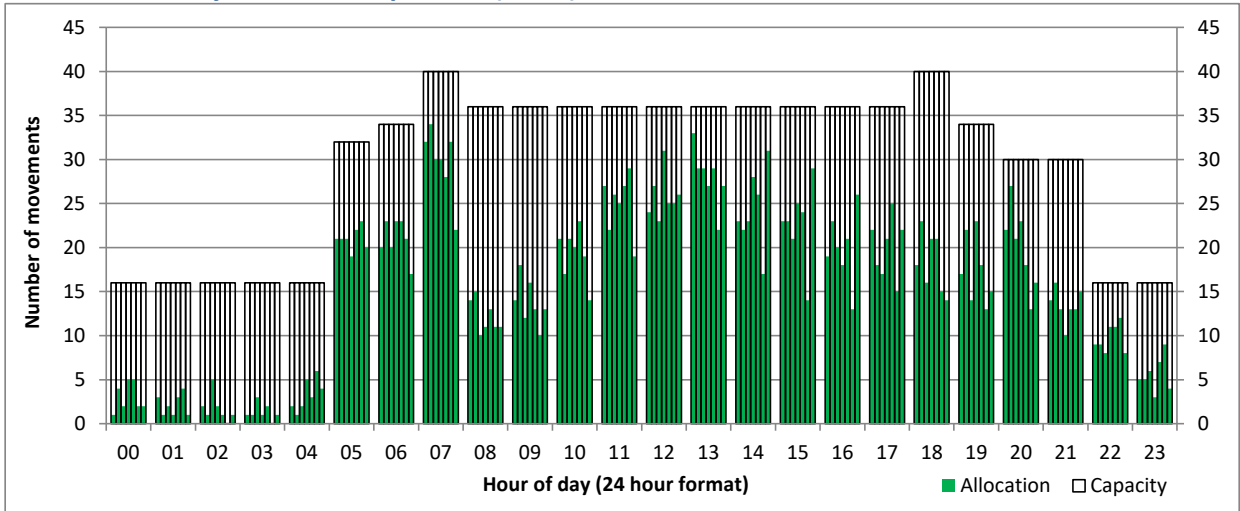
## Hourly Departure Allocation

Time: UTC



## Combined Hourly Arrival & Departure (Total) Allocation

Time: UTC



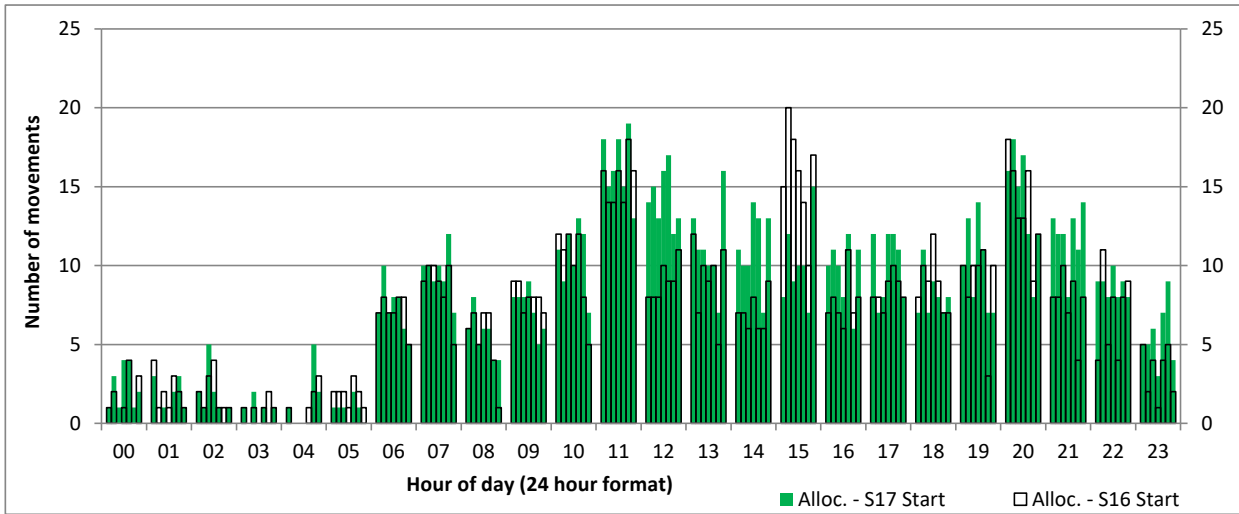
# Peak Week - Runway Allocation Comparison

Comparison of S17 Start vs. S16 Start



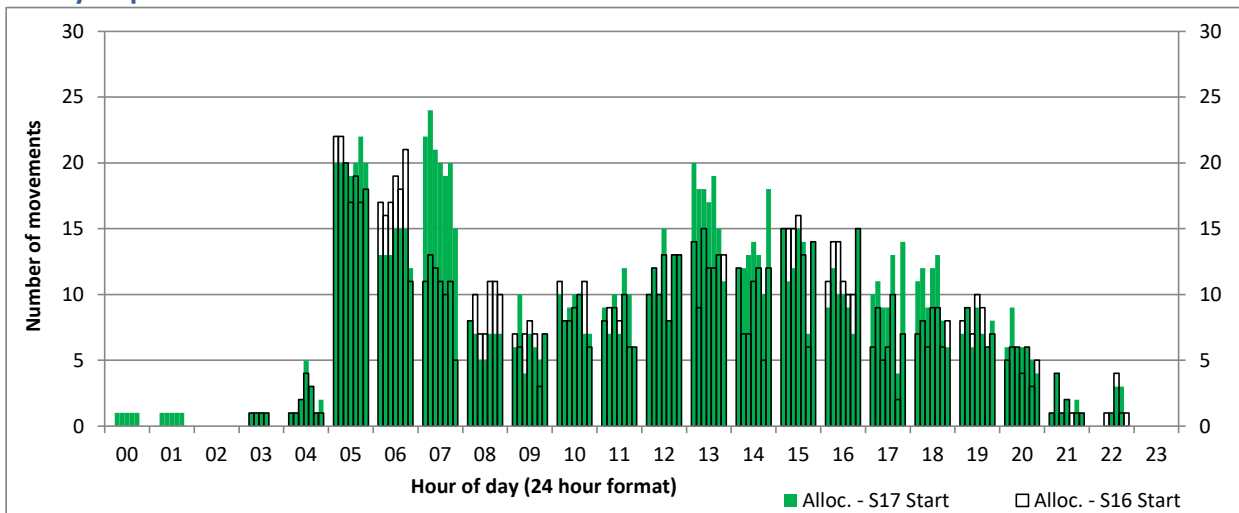
## Hourly Arrival Allocation

Time: UTC



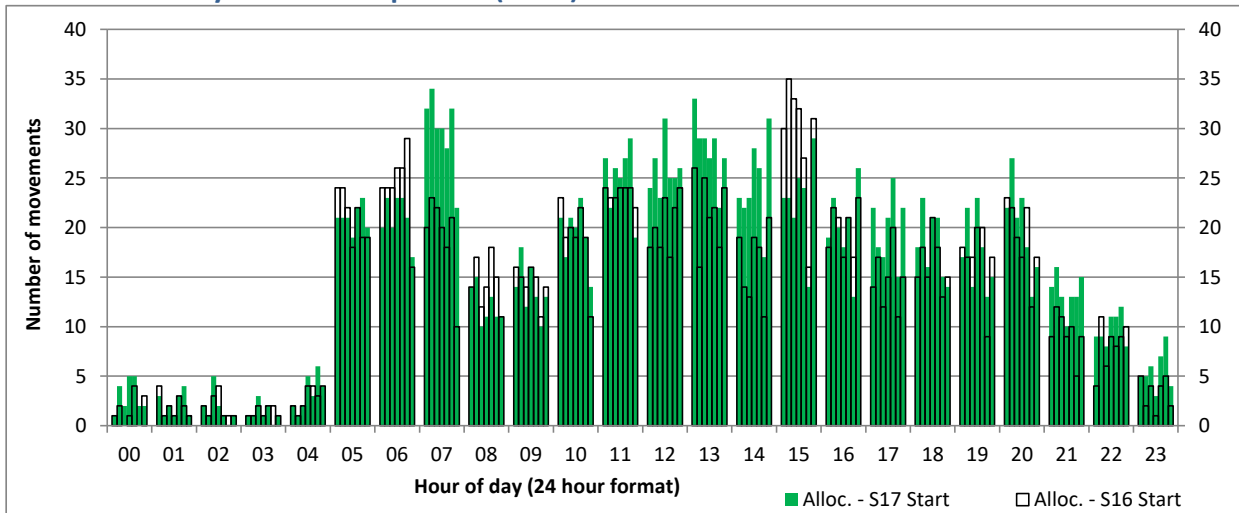
## Hourly Departure Allocation

Time: UTC



## Combined Hourly Arrival & Departure (Total) Allocation

Time: UTC



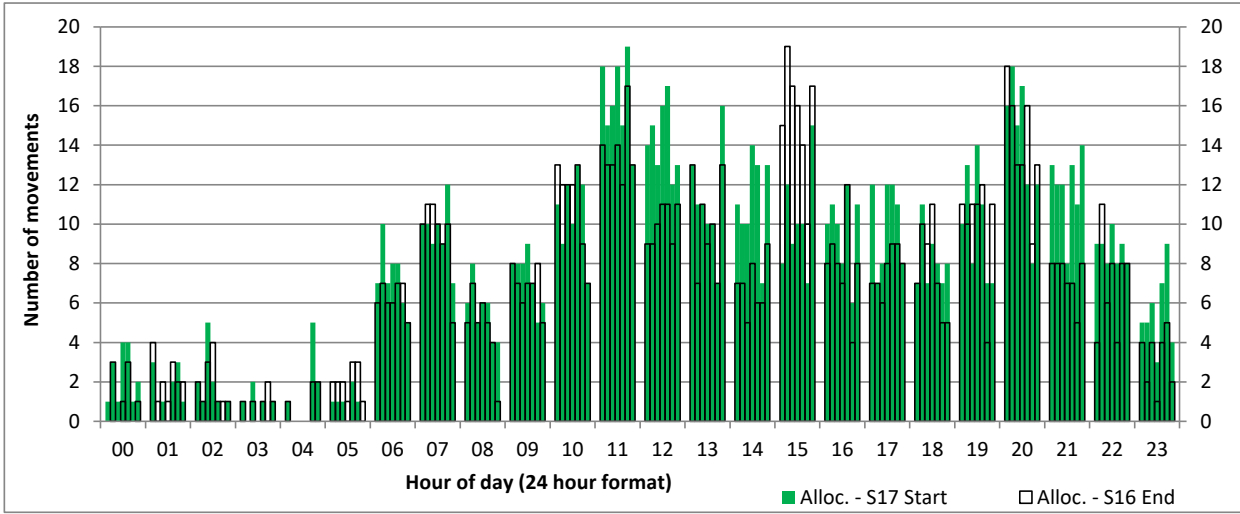
# Peak Week - Runway Allocation Comparison

Comparison of S17 Start vs. S16 End



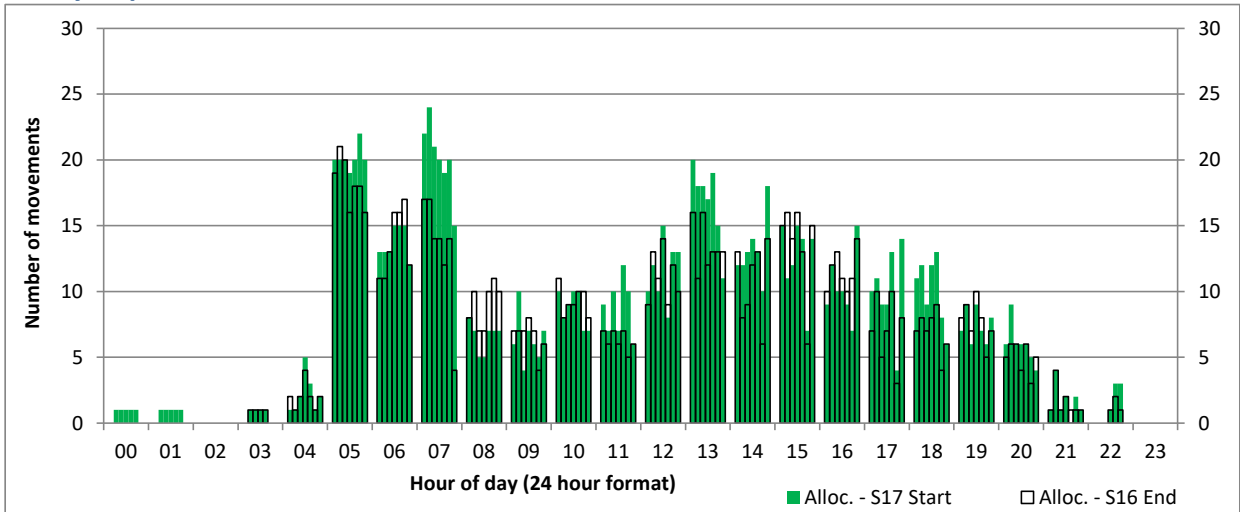
## Hourly Arrival Allocation

Time: UTC



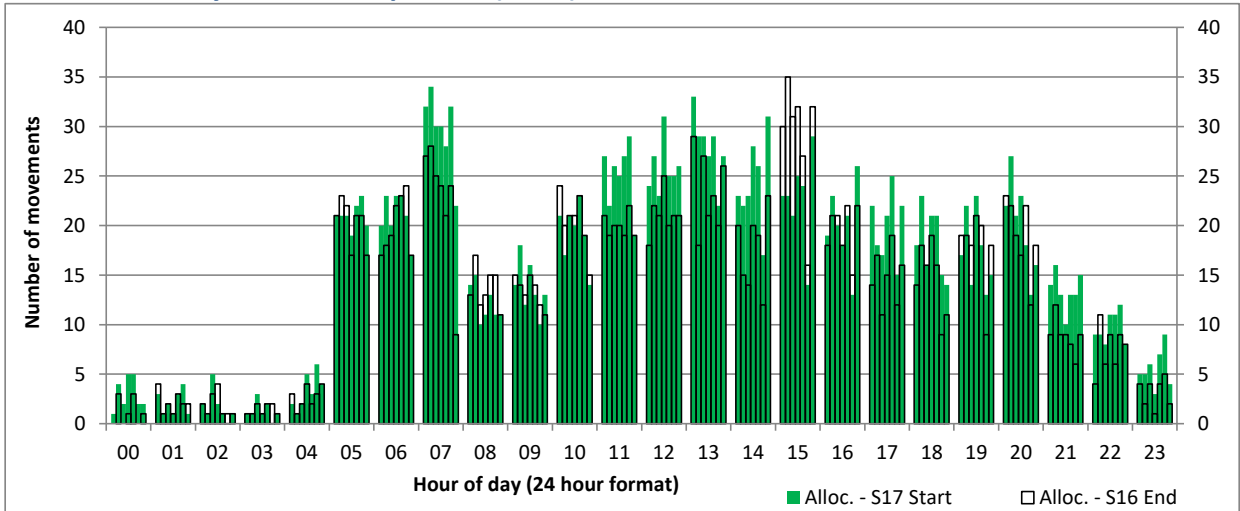
## Hourly Departure Allocation

Time: UTC



## Combined Hourly Arrival & Departure (Total) Allocation

Time: UTC



# Peak Week - Passengers Histogram

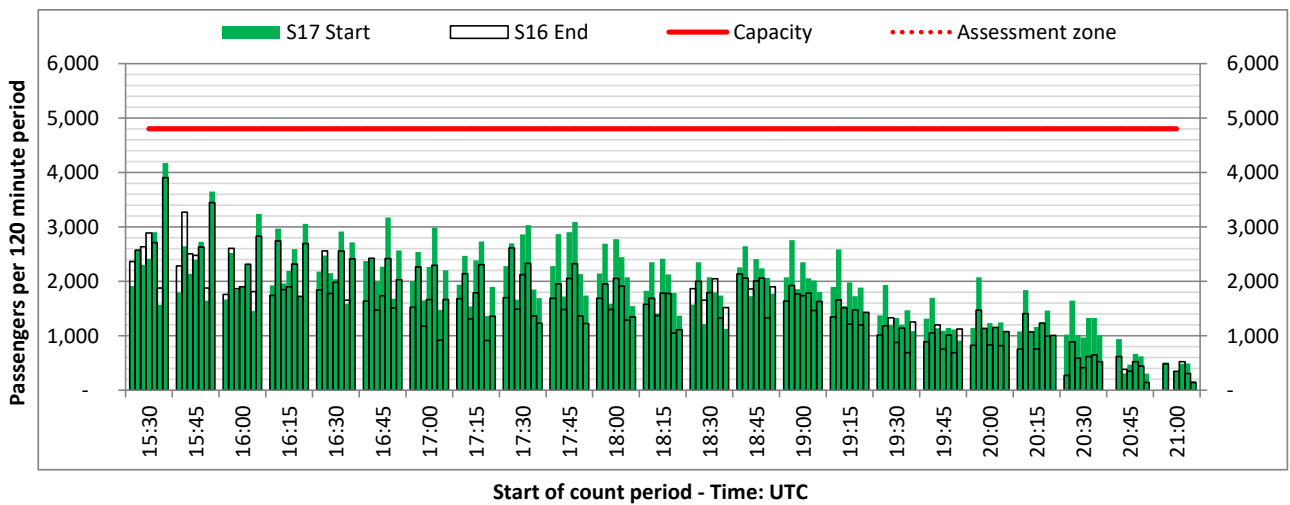
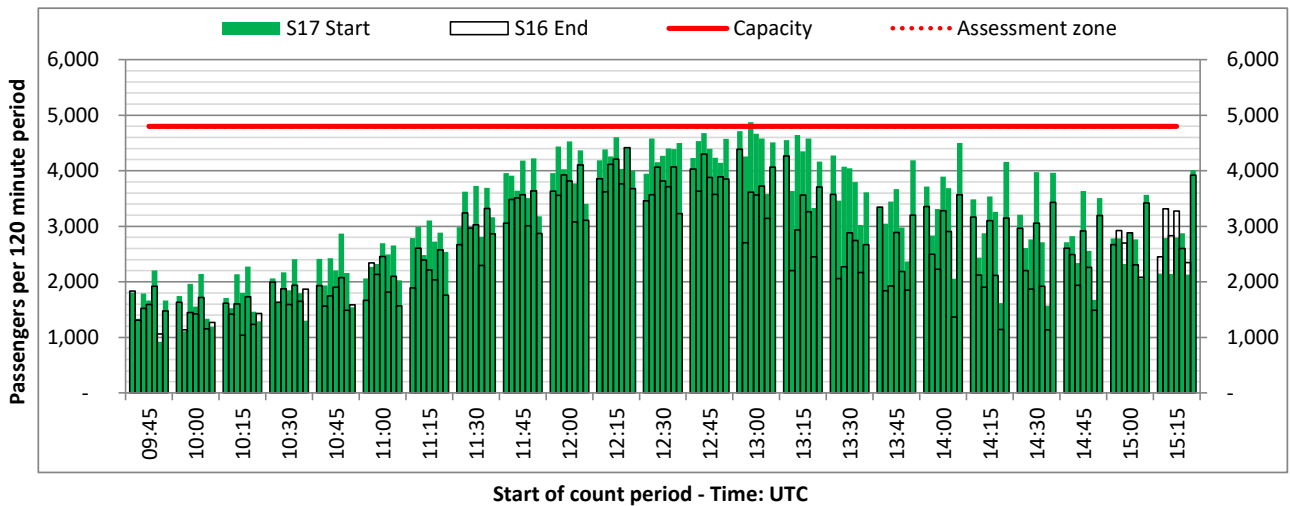
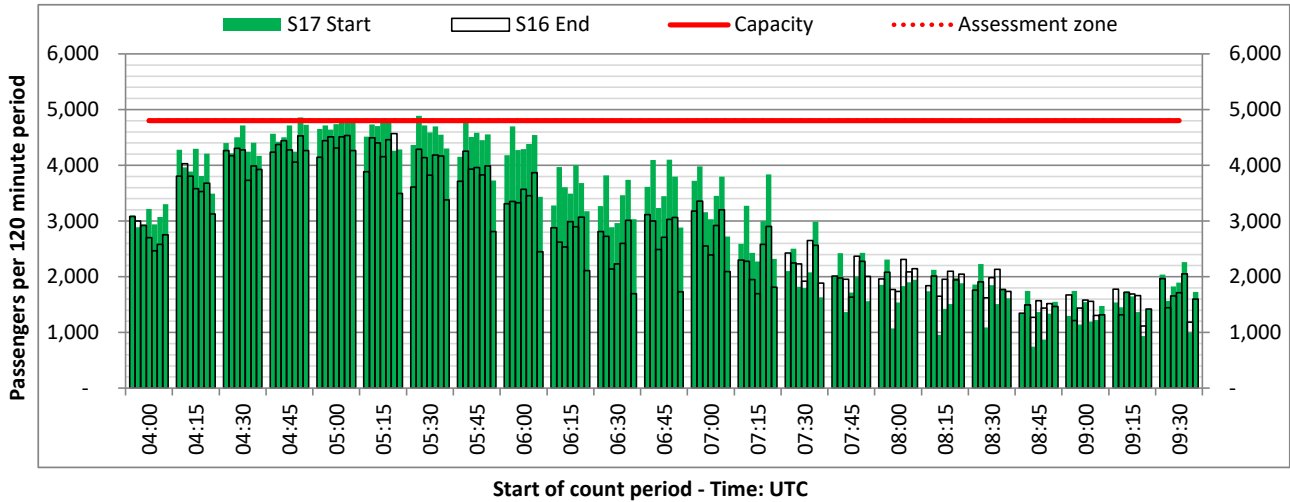
DEPARTURE - 120 minute count rolling every 15 mins (T2H/15)



Terminals: All Terminals

Operators: All Operators

Days: 1234567



# Peak Week - Passengers Histogram

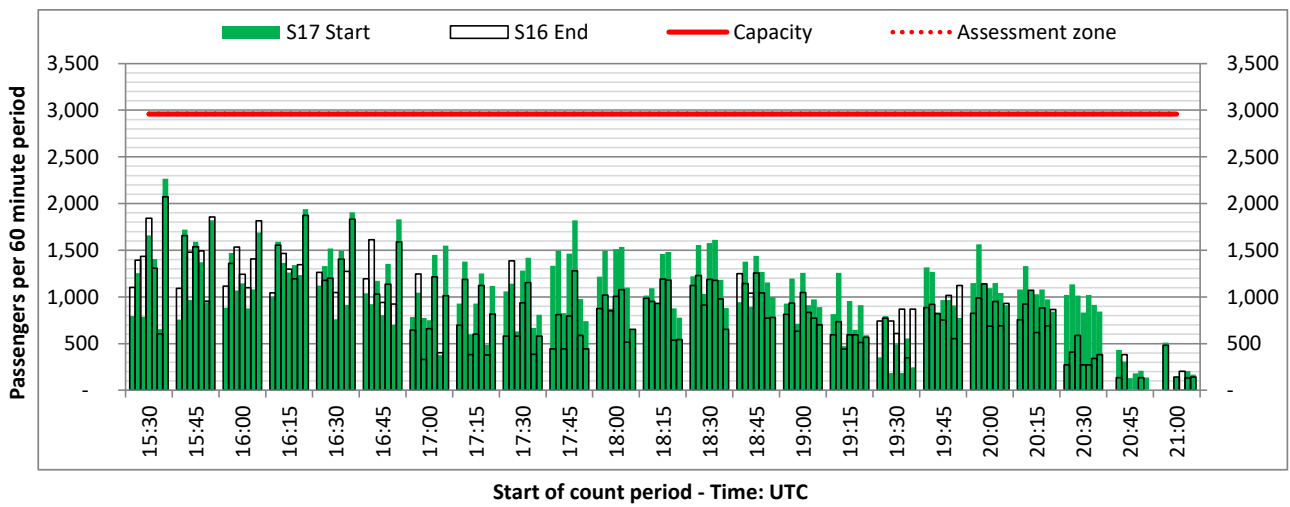
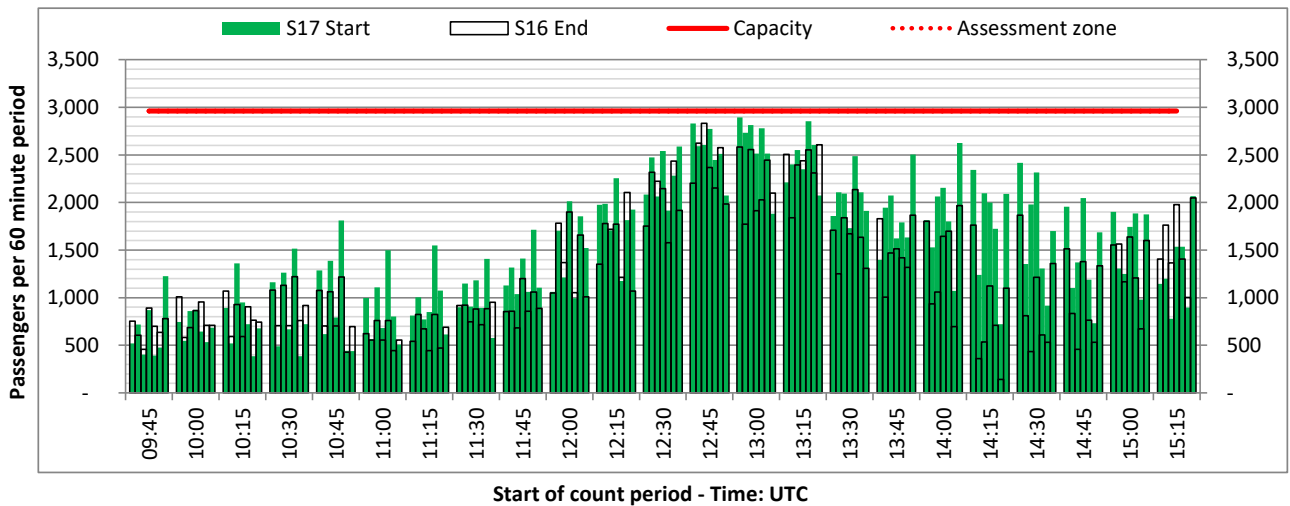
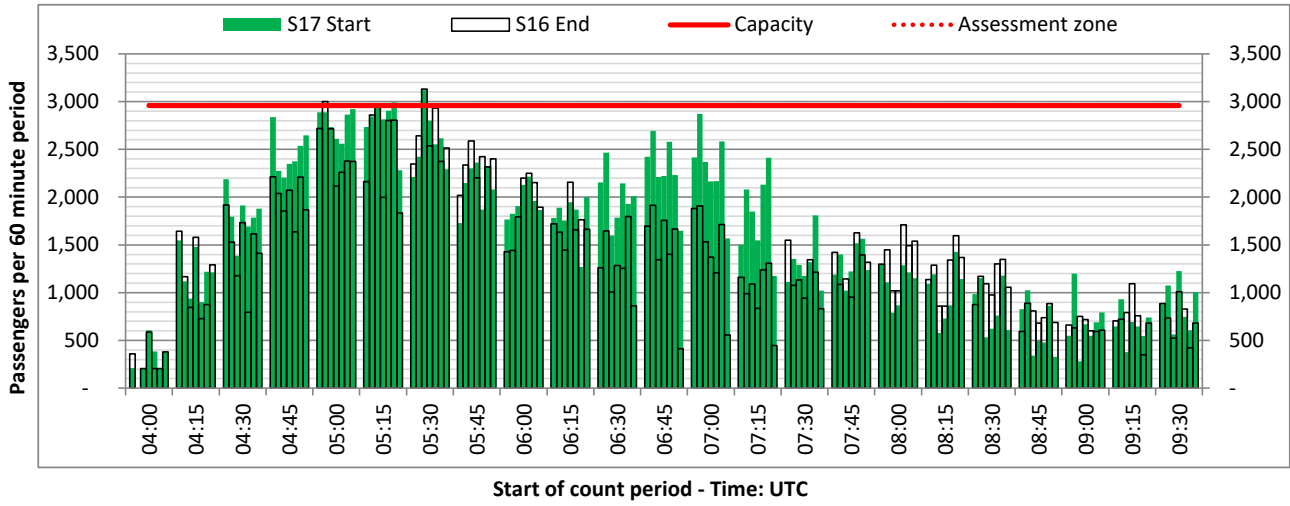
DEPARTURE - 60 minute count rolling every 15 mins (T60/15)



Terminals: All Terminals

Operators: All Operators

Days: 1234567





# Peak Week - Passengers Histogram

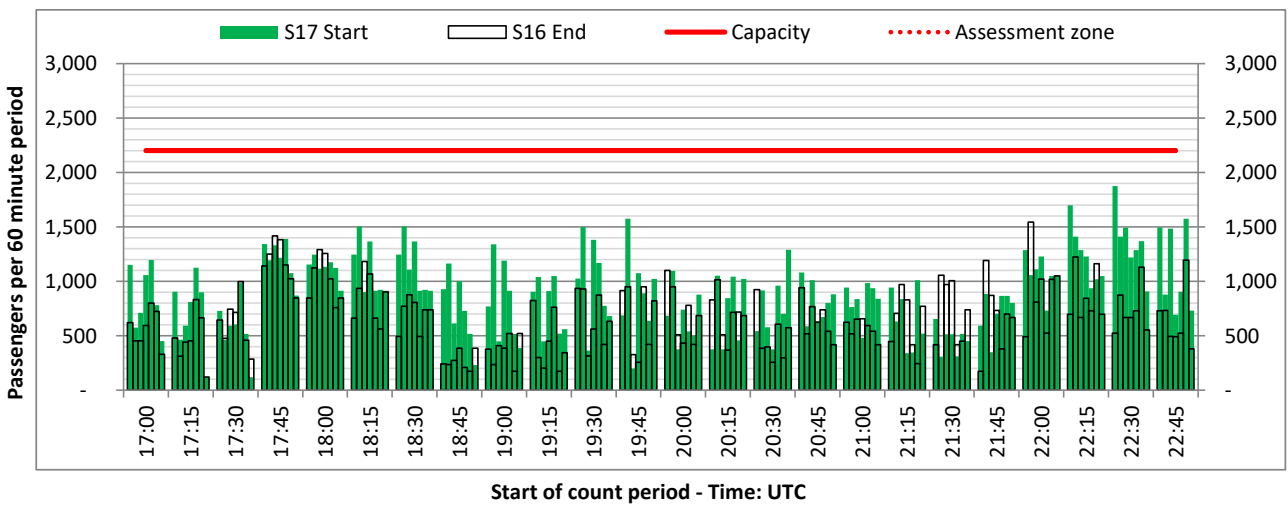
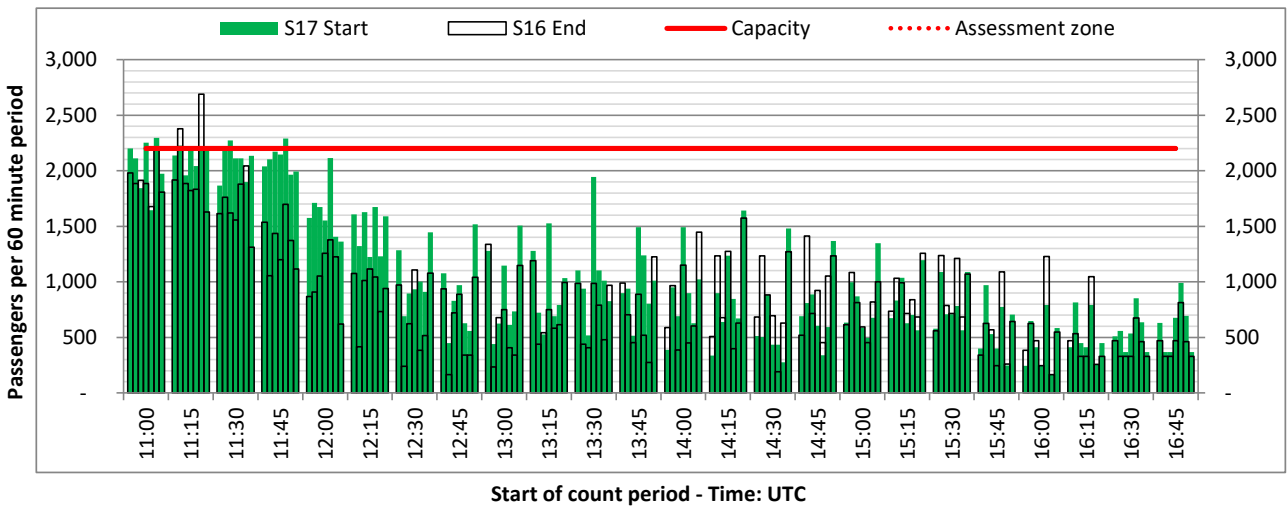
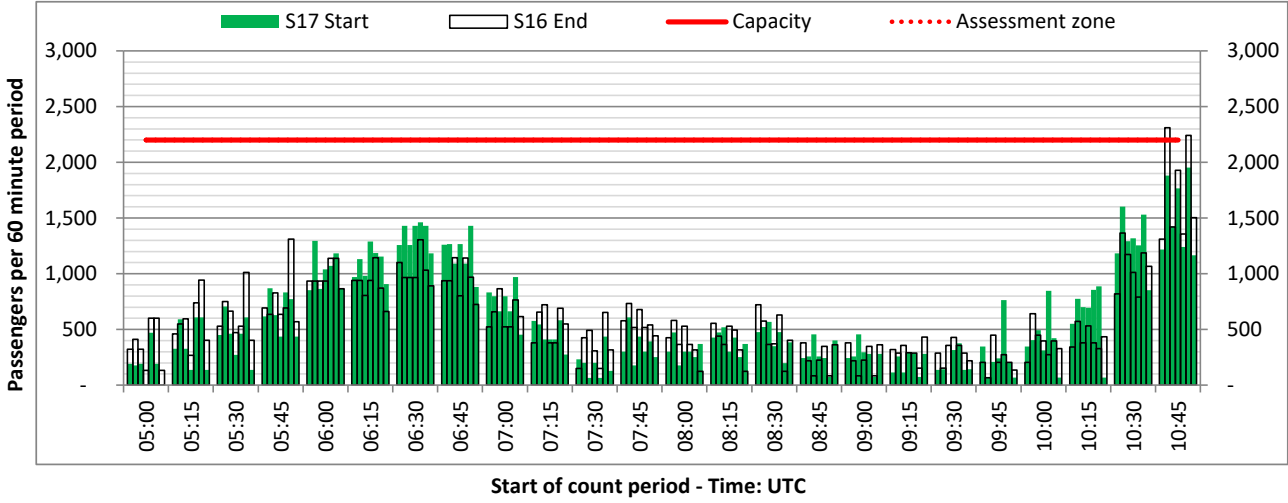
ARRIVAL - 60 minute count rolling every 15 mins (T60/15)



Terminals: 11

Operators: All Operators

Days: 1234567



# Peak Week - Passengers Histogram

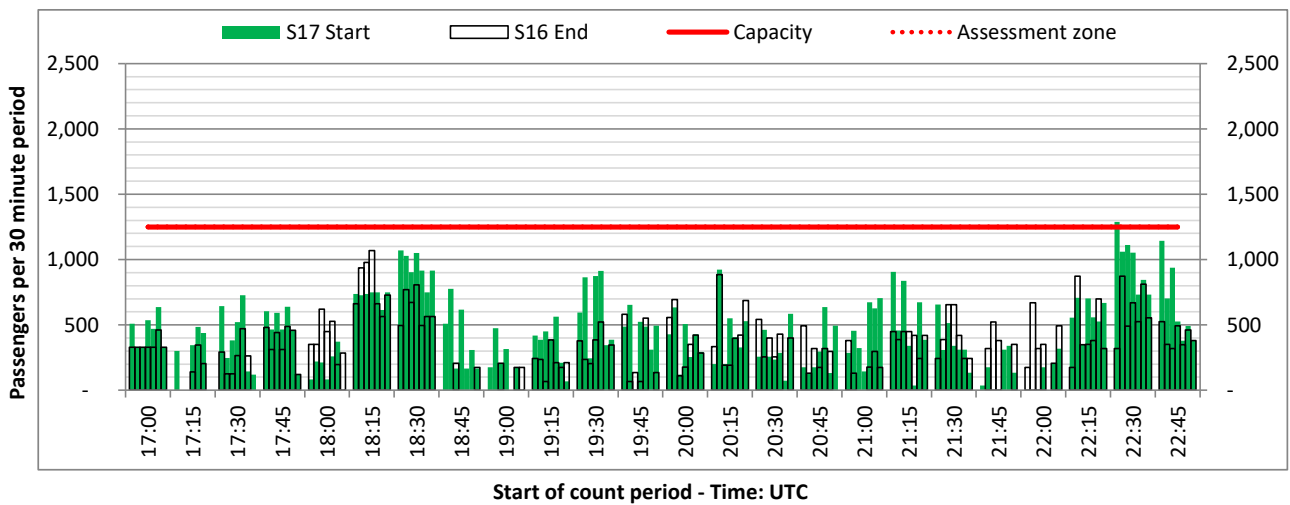
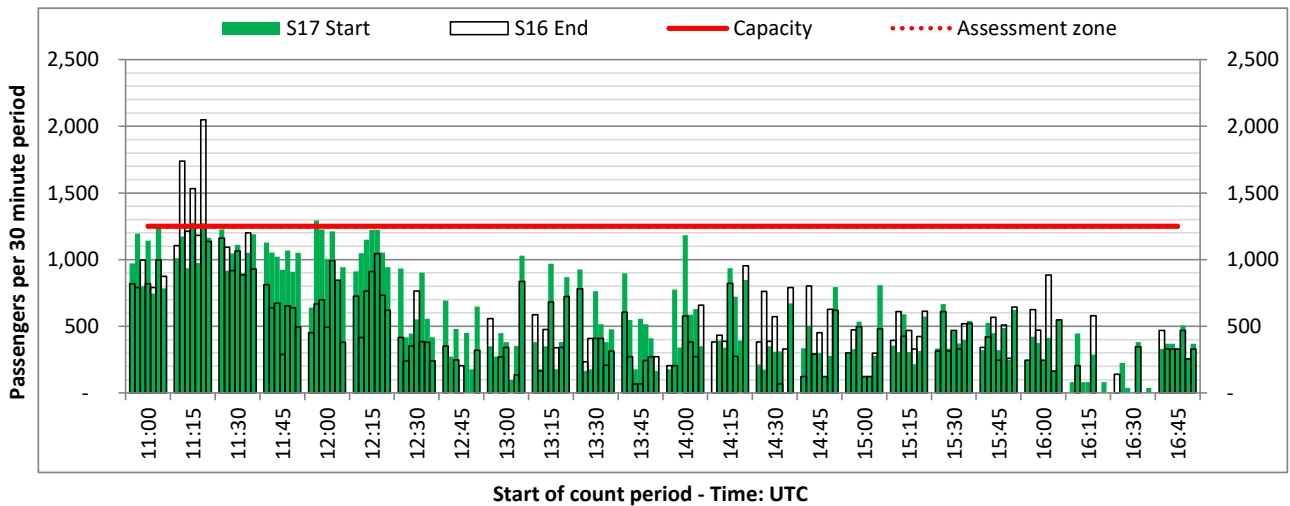
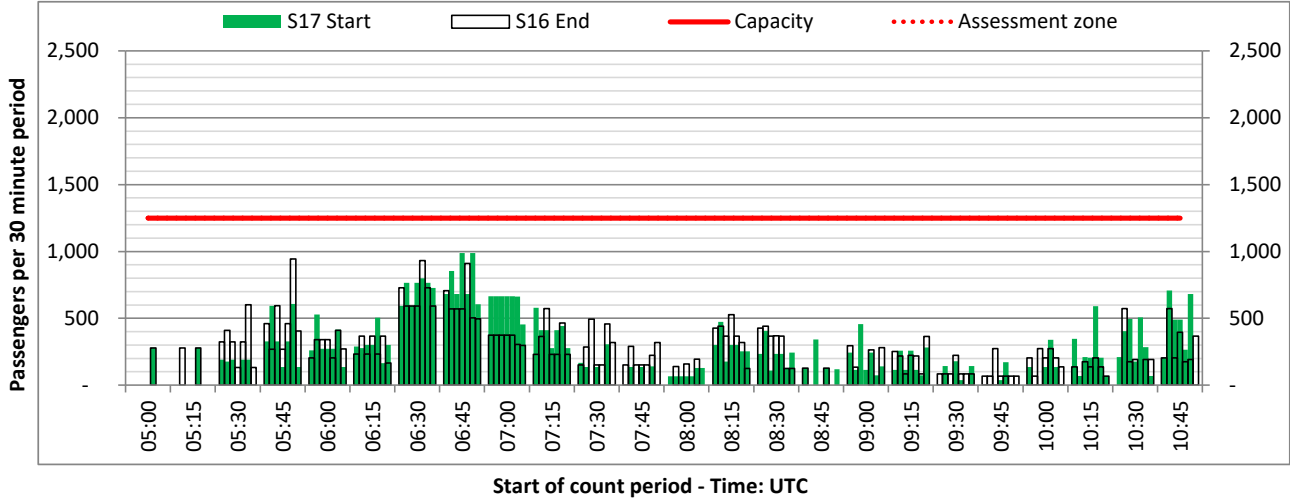
ARRIVAL - 30 minute count rolling every 15 mins (T30/15)



Terminals: 1I

Operators: All Operators

Days: 1234567



# Peak Week - Passengers Histogram

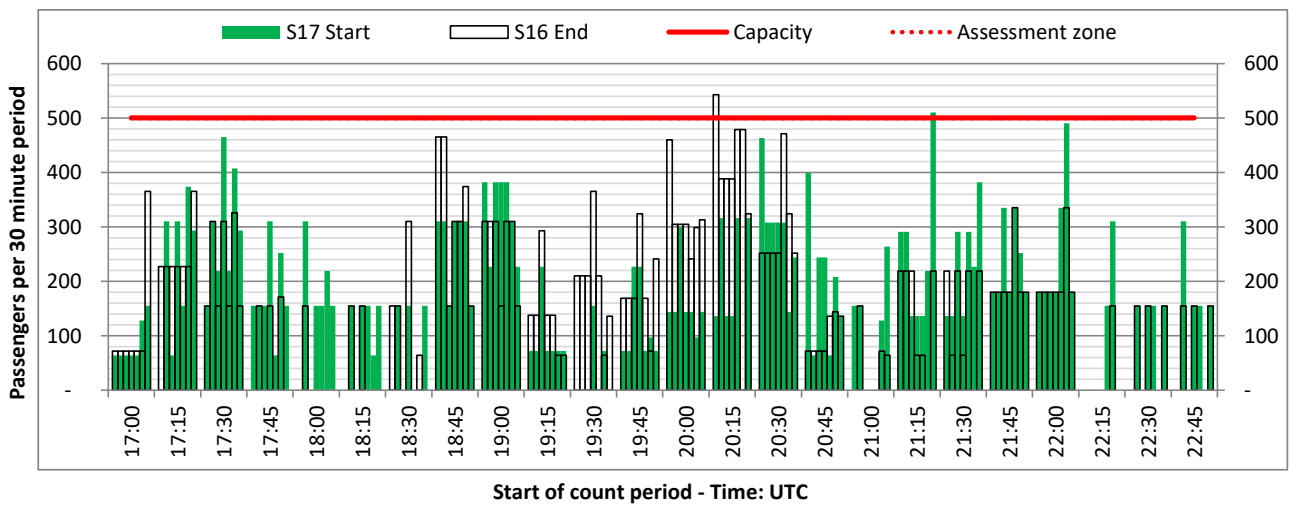
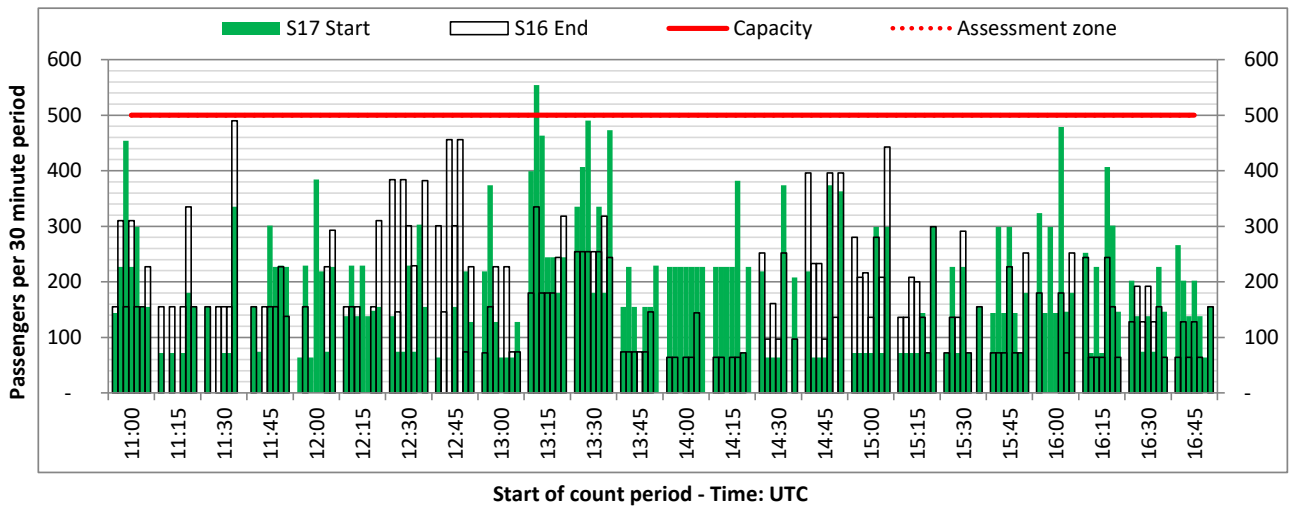
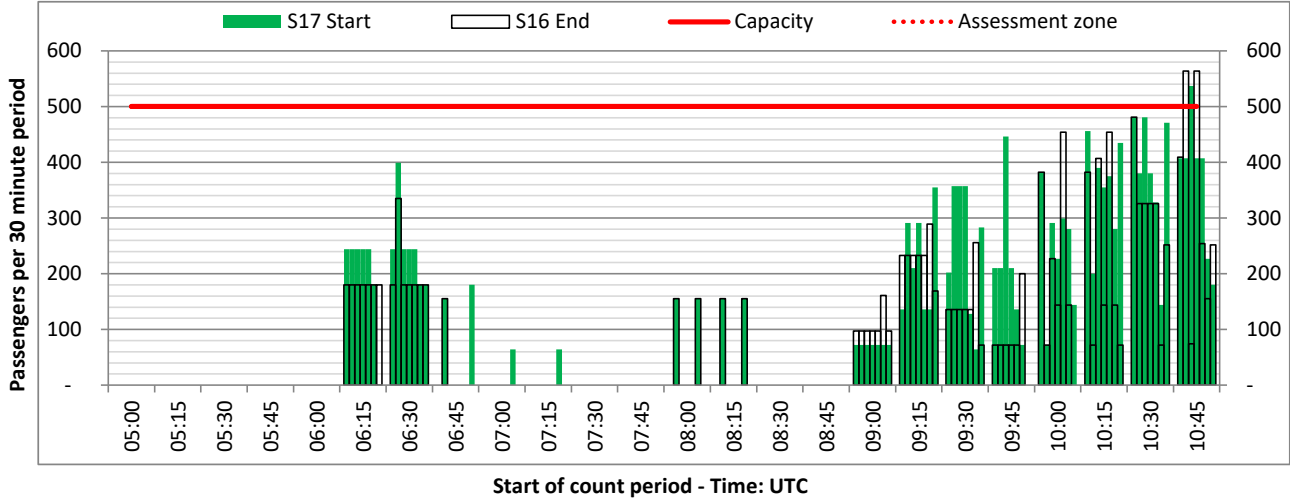
ARRIVAL - 30 minute count rolling every 15 mins (T30/15)



Terminals: 2I

Operators: All Operators

Days: 1234567



# Glossary



<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).

## Data snapshot descriptions

<b>S16 Start</b>	S16 schedule as cleared on Wed 30-Mar-16.
<b>S16 End</b>	S16 schedule as cleared on Mon 02-May-16.
<b>S17 Start</b>	S17 schedule as cleared on Tue 21-Mar-17.
<b>Peak Week</b>	Peak week for S16 is Mon 15-Aug-16 to Sun 21-Aug-16. Peak week for S17 is Mon 14-Aug-17 to Sun 20-Aug-17.

## **For ACL use**

	Airport-Season-Branch-Resource	From date	To date	Time
Full Season Rep 1	BHX-S16-SOS Report-Standard	Sun 27-Mar-2016	Sat 29-Oct-2016	UTC
Full Season Rep 2	BHX-S16-Live-Standard	Sun 27-Mar-2016	Sat 29-Oct-2016	UTC
Full Season Rep 3	BHX-S17-SOS Report-Standard	Sun 26-Mar-2017	Sat 28-Oct-2017	UTC
	Airport-Season-Branch-Resource	From date	To date	Time
Peak Week Rep 1	BHX-S16-SOS Report-Standard	Mon 15-Aug-2016	Sun 21-Aug-2016	UTC
Peak Week Rep 2	BHX-S16-Baseline-Standard	Mon 15-Aug-2016	Sun 21-Aug-2016	UTC
Peak Week Rep 3	BHX-S17-Baseline-Standard	Mon 14-Aug-2017	Sun 20-Aug-2017	UTC