

Dubai International Airport (DXB)

Summer 2017 (S17)



Start of Season Report

Report Date: Thu 02-Mar-2017

Headlines

	S17 Start	vs. S16 Start	vs. S16 End
Total Air Transport Movements (Passenger & Freight)	266,891	▲ 3.7%	▲ 10.3%
Total Passenger Air Transport Movements	262,545	▲ 3.8%	▲ 10.4%
Total Passenger Air Transport Movement Seats	77,928,143	▲ 6.1%	▲ 12.8%
Average Seats per Passenger Air Transport Movement	297	▲ 2.2%	▲ 2.2%
Percentage of allocated slots cleared as requested (OK)	95.2%		

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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).

Disclaimer

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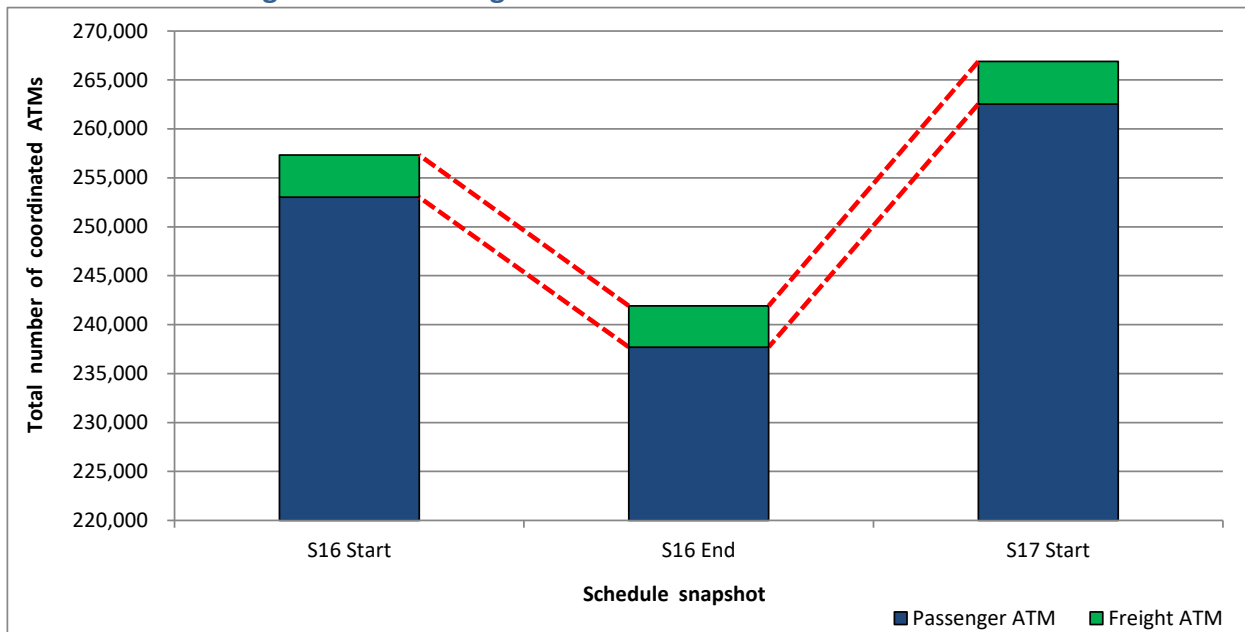
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Significant Route Changes



Operator	Category	Description of change from S16 schedule to S17 schedule
Air Astana	CHANGE	Increased service to ALA
Air China	CHANGE	Increased service to PEK
Air India	CHANGE	Increased service to COK
Airblue	NEW	Service to MUX
Azerbaijan Airlines	CHANGE	Increased service to GYD
Badr Airlines	NEW	Service to KRT
China Eastern	CHANGE	Increased service to PVG
Daallo Airlines	NEW	Service to HGA,MGA,MGQ
Egypt Air	CHANGE	Decreased service to CAI
Emirates	NEW	Service to PNH,RGN,ZAG,HAN,FLL,EWR,CKY,CGO,
Emirates	CHANGE	Increased service to ACC,AKL,BAH,BKK,CMB,DOH,DPS,KWI,KUL,MCT,NBO,RGN
Emirates	CANCELLED	Stopped service to ABV,CCJ,EBL,NJF,RTF,SAW,
Equatorial Congo Airlines (ECAir)	CHANGE	Increased service to BZV
Flydubai	NEW	Service to BKK,JUB,KUF,KZN,TBZ,
Flydubai	CHANGE	Increased service to AMM,ASM,BAH,BSR,GYD,KTM,SJJ,UET,
Flydubai	CANCELLED	Stopped service to OAI,ROV,
Flynas	CHANGE	Decreased service to JED
Indigo	NEW	Service to IXC
Indigo	CHANGE	Increased service to BLR,BOM,COK,HYD,TRV
Iran Aseman Airlines	NEW	Service to SYZ,LRR,ZAH
Jet Airways	NEW	Service to TRV
Jet Airways	CHANGE	Increased service to BOM
Kish Air	NEW	Service to BND,BUZ,LRR,ZBR,IKA
Kish Air	CHANGE	Increased service to KIH
Kuwait Airways	CHANGE	Increased service to KWI
Libyan Airways	CANCELLED	Stopped service to BEN
Mahan Air	CHANGE	Increased service to IKA
Mahan Air	CANCELLED	Stopped Service to GSM,KER,SYZ
Middle East Airlines	CHANGE	Increased service to BEY
Naft Air	CHANGE	Increased service to AWZ
Nepal Airlines	NEW	Service to KTM
Oman Air	CHANGE	Decreased service to MCT
Oman Air	CHANGE	Increased service to SLL
Philippine Airlines	CANCELLED	Stopped service to JED,KWI
PIA Pakistan International	CHANGE	Increased service to KHI
Qatar Airways	CHANGE	Increased service to DOH
Qeshm Airlines	NEW	Service to MCF,MCT,SLL,SYZ
Rwandair	CHANGE	Increased service to KGL
Turkish Airlines	CHANGE	Increased service to IST
Ural Airlines	NEW	Service to SVX
Zagrosjet	NEW	Service to EBL

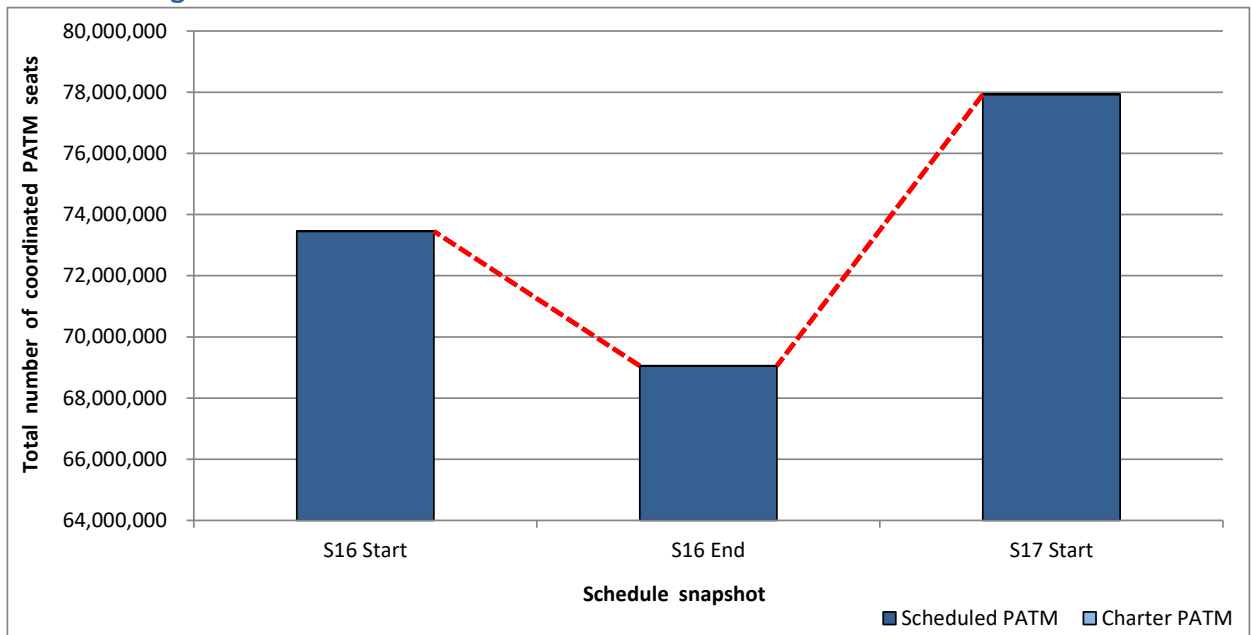
Total ATMs: Passenger ATMs vs. Freight ATMs



Full Season - PATM Seats Analysis



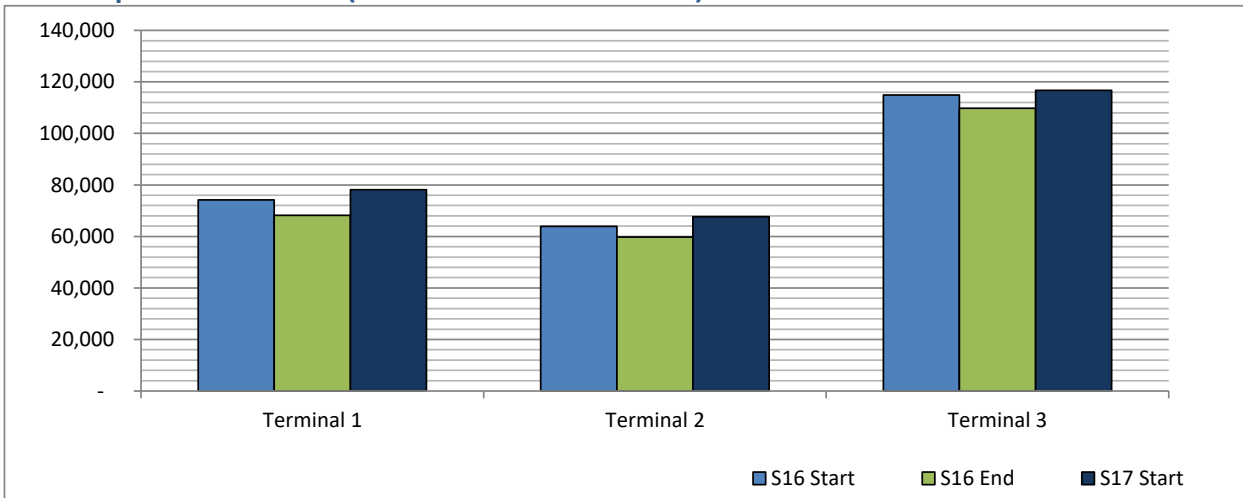
Total Passenger ATM seats: Scheduled vs. Charter



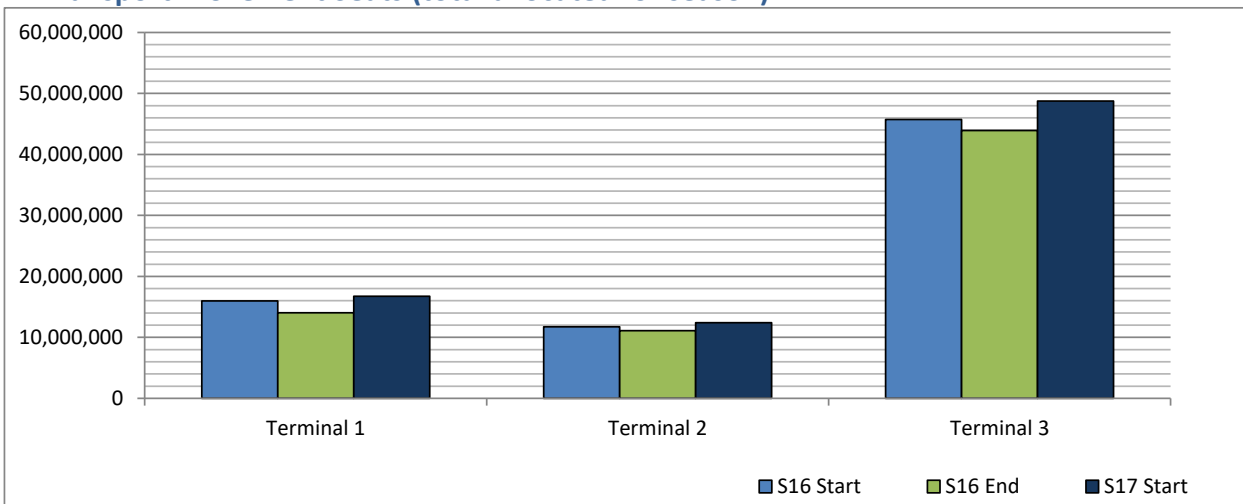
Full Season - Terminal Analysis



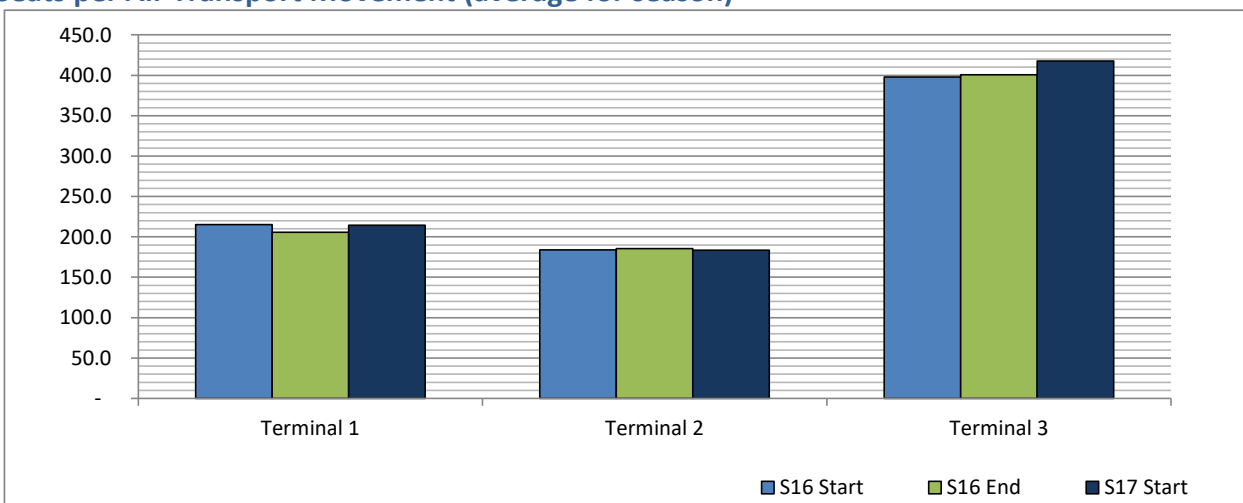
Air Transport Movements (total allocated for season)



Air Transport Movement Seats (total allocated for season)



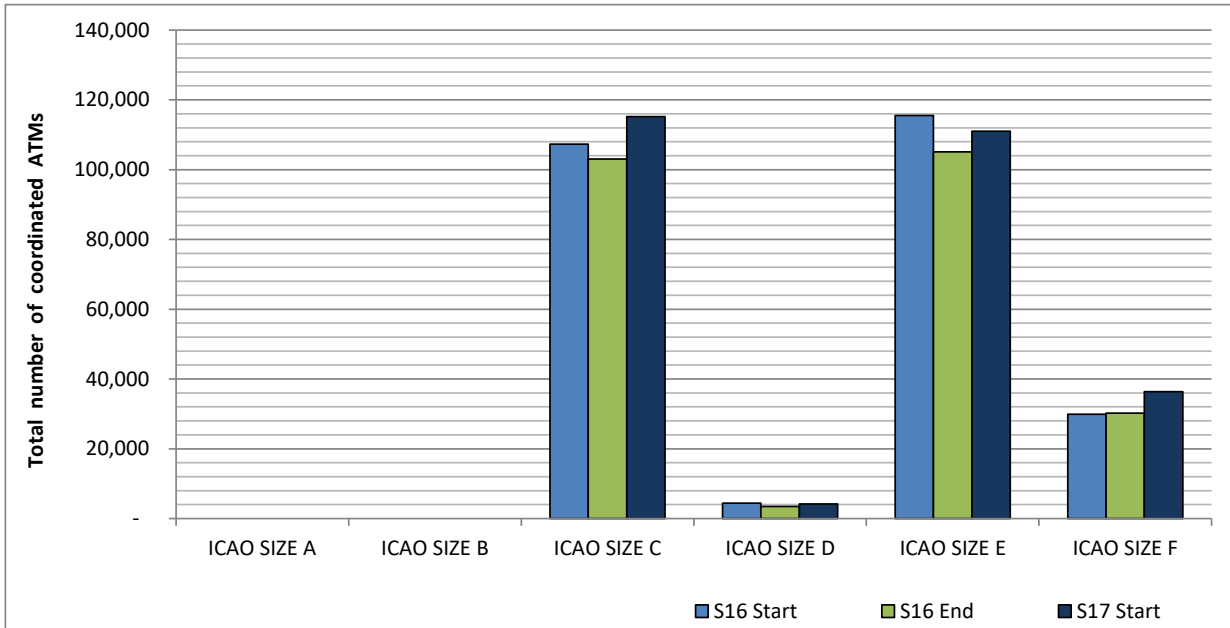
Seats per Air Transport Movement (average for season)



Full Season - Aircraft Size Analysis

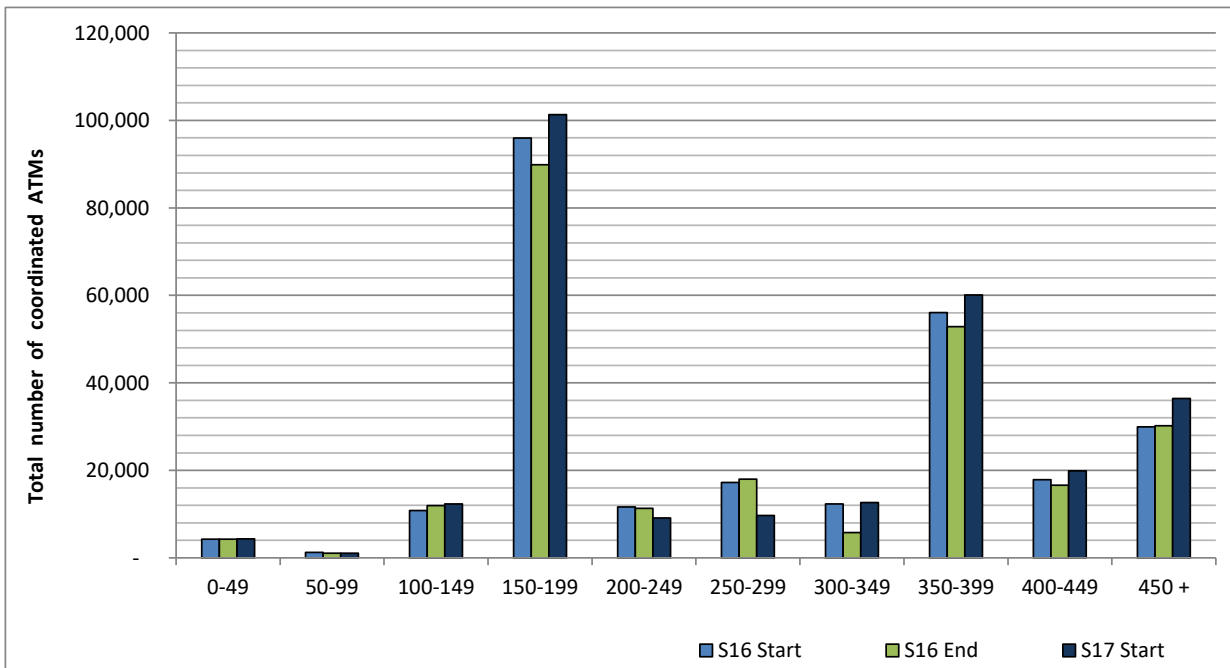


ICAO size designation



Note: See Glossary for definitions of ICAO SIZE groupings

Air Transport Movement seat distribution

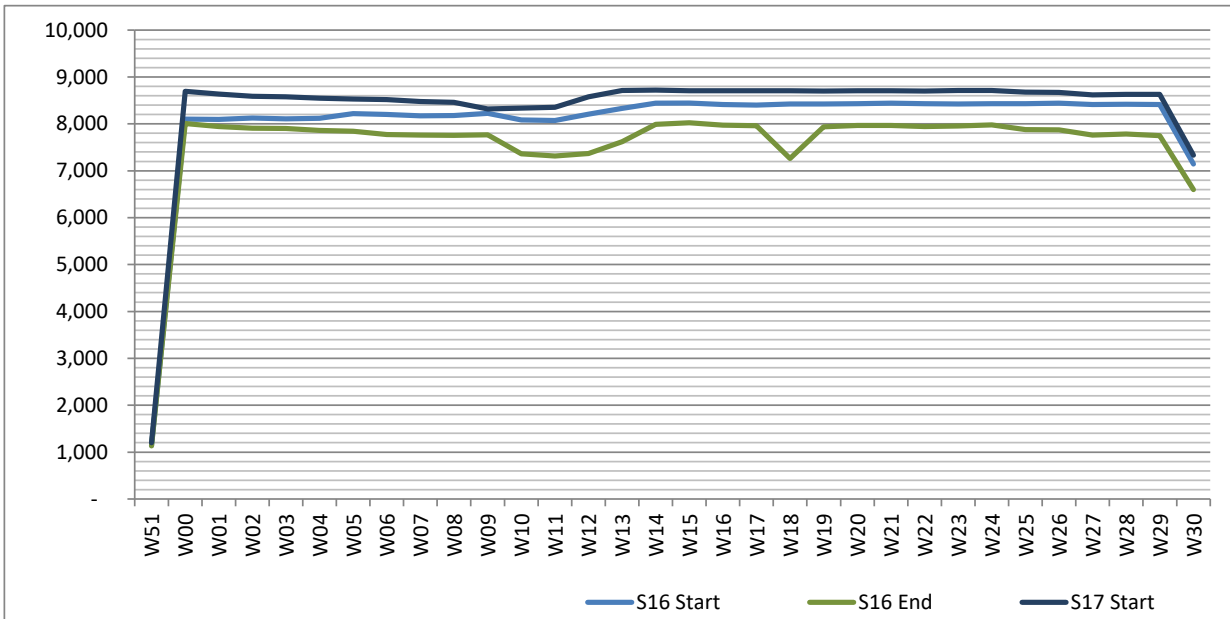


Note: FREIGHT-ONLY services with 0 seats are included in the first seat band '0-49'

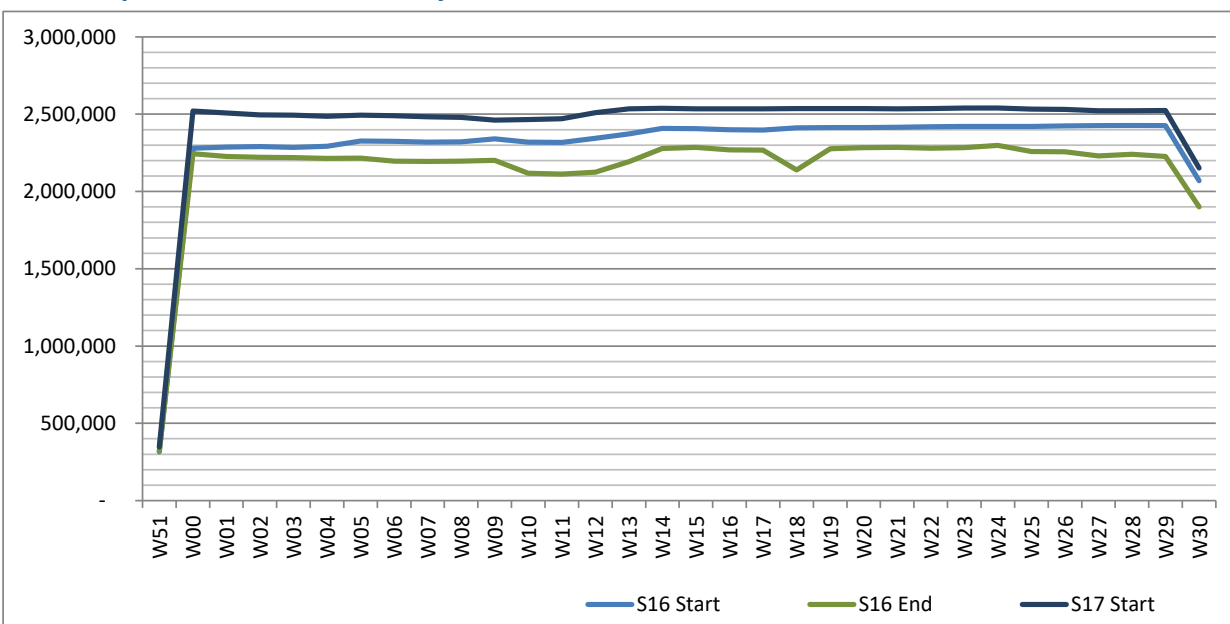
Full Season - Seasonality



Air Transport Movements by week of season



Air Transport Movement Seats by week of season



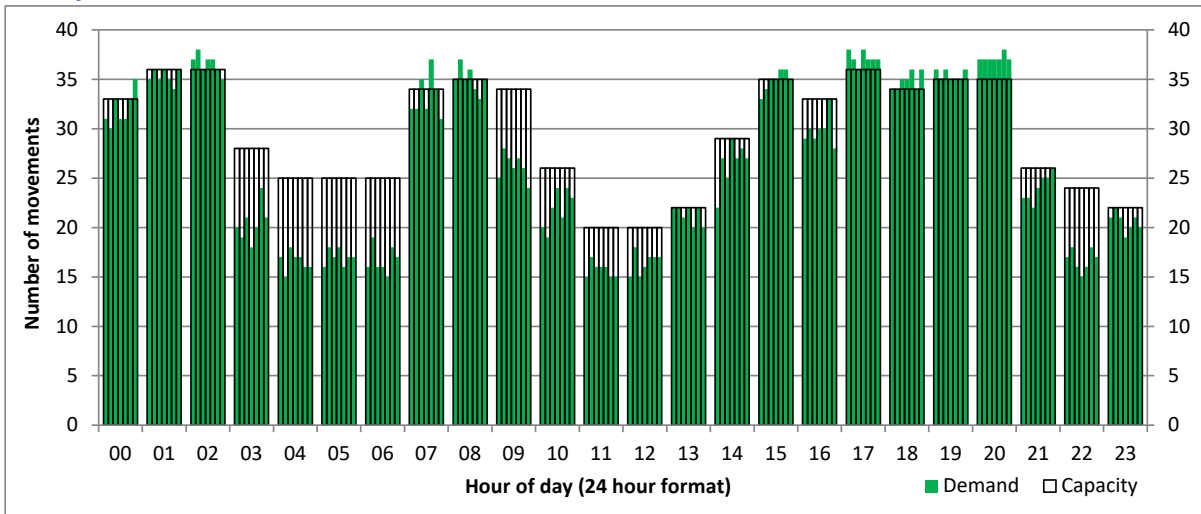
Peak Week - Hourly Runway Demand

Schedule: S17 Start



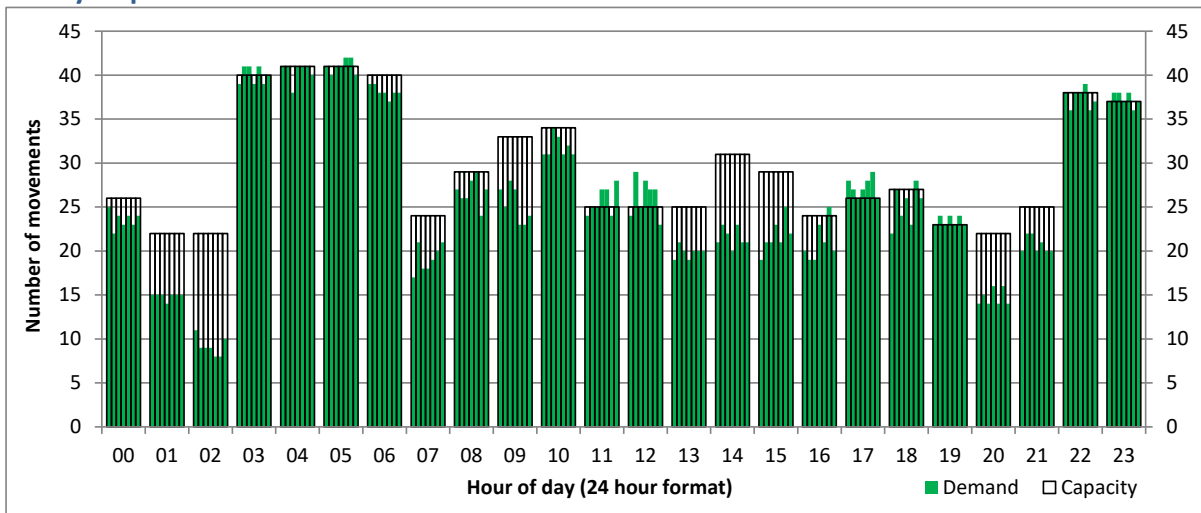
Hourly Arrival Demand

Time: UTC



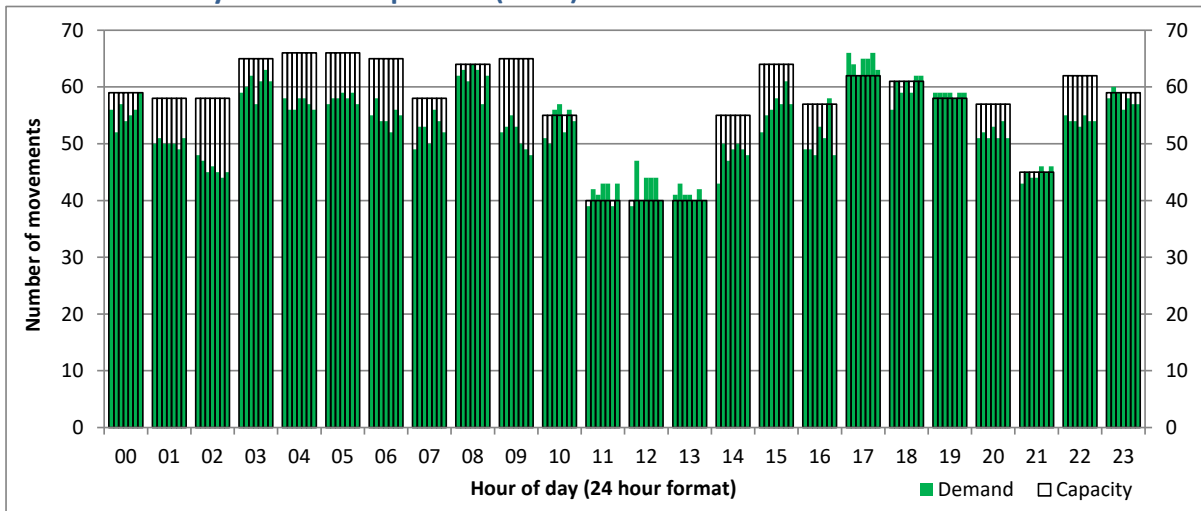
Hourly Departure Demand

Time: UTC



Combined Hourly Arrival & Departure (Total) Demand

Time: UTC



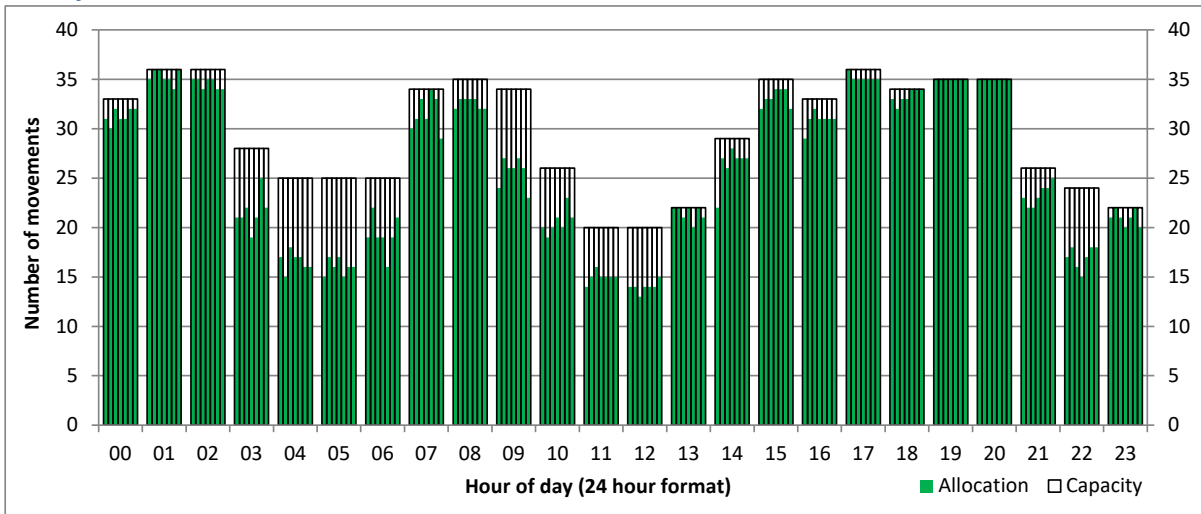
Peak Week - Hourly Runway Allocation

Schedule: S17 Start



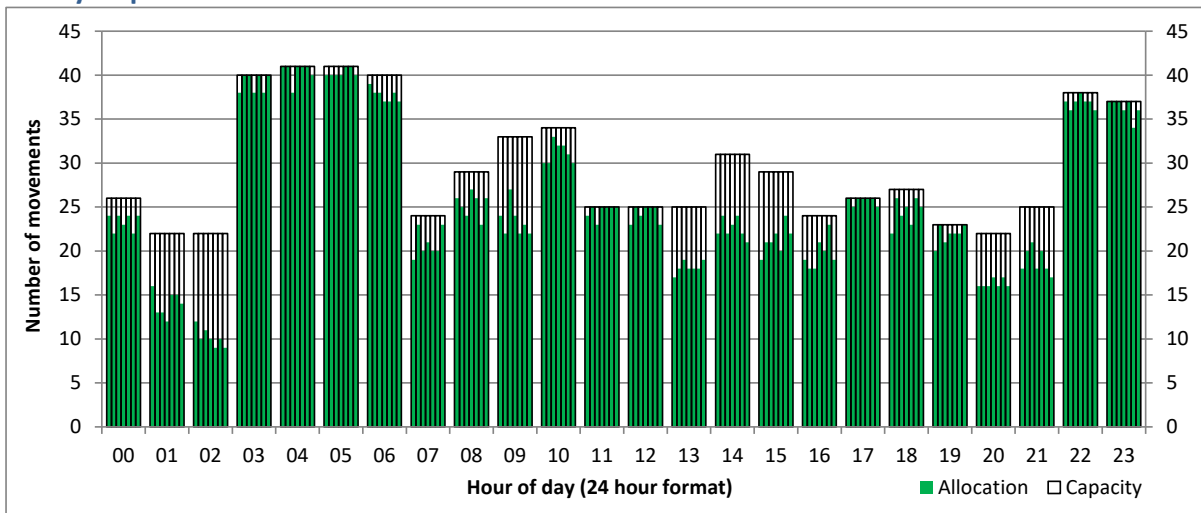
Hourly Arrival Allocation

Time: UTC



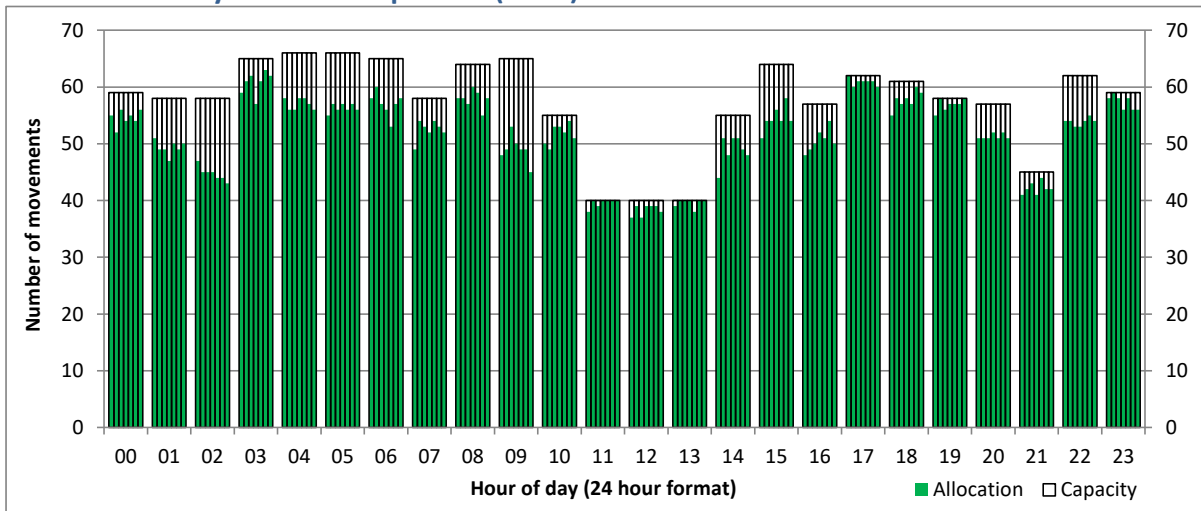
Hourly Departure Allocation

Time: UTC



Combined Hourly Arrival & Departure (Total) Allocation

Time: UTC



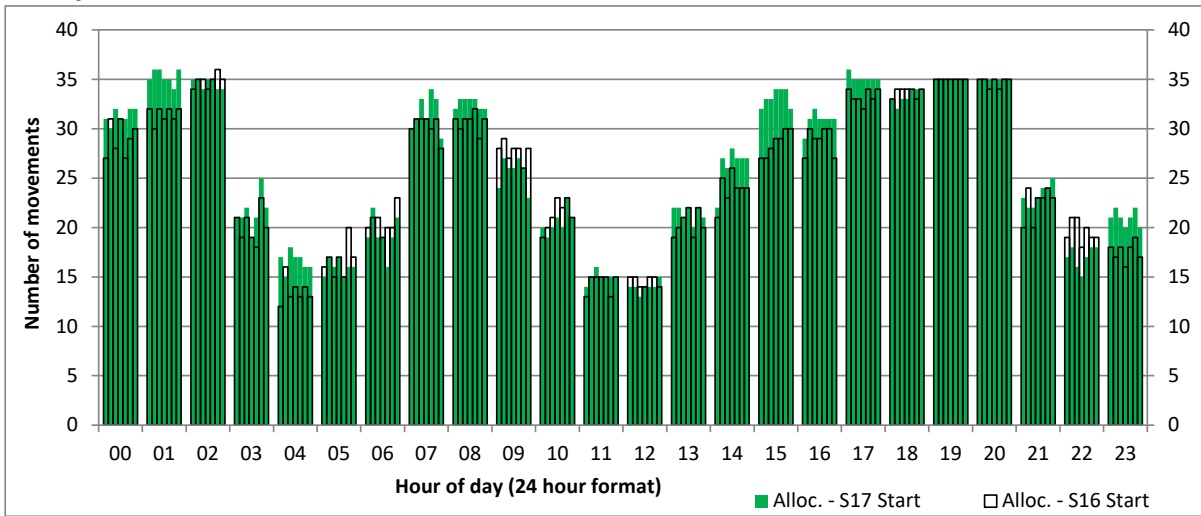
Peak Week - Runway Allocation Comparison



Comparison of S17 Start vs. S16 Start

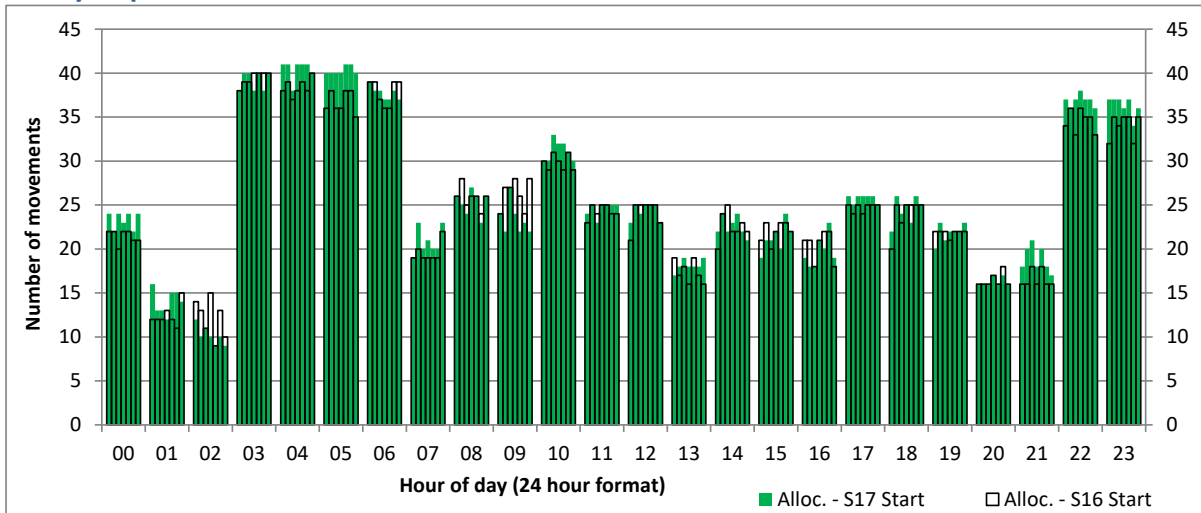
Hourly Arrival Allocation

Time: UTC



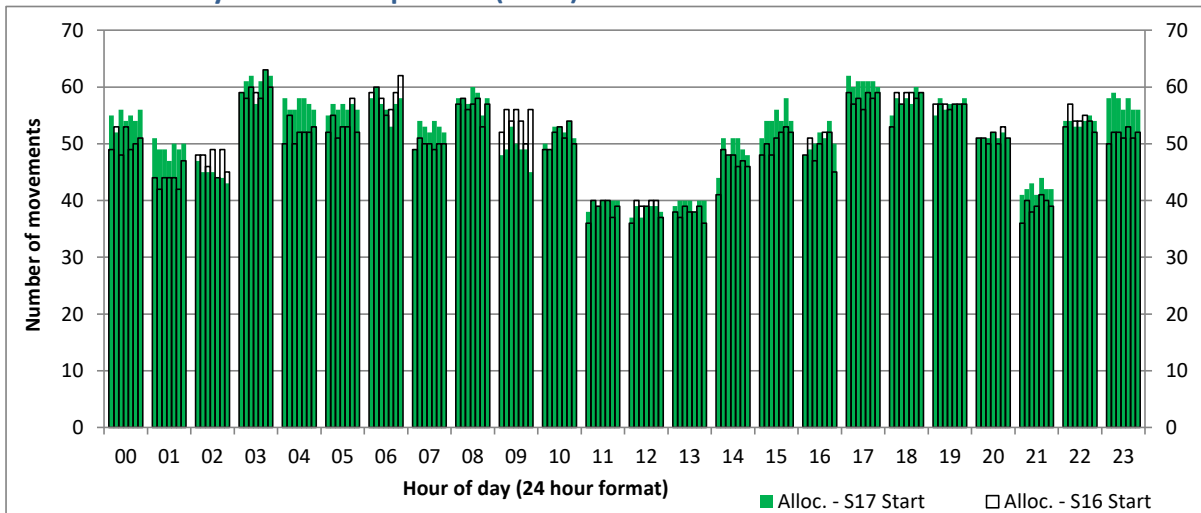
Hourly Departure Allocation

Time: UTC



Combined Hourly Arrival & Departure (Total) Allocation

Time: UTC



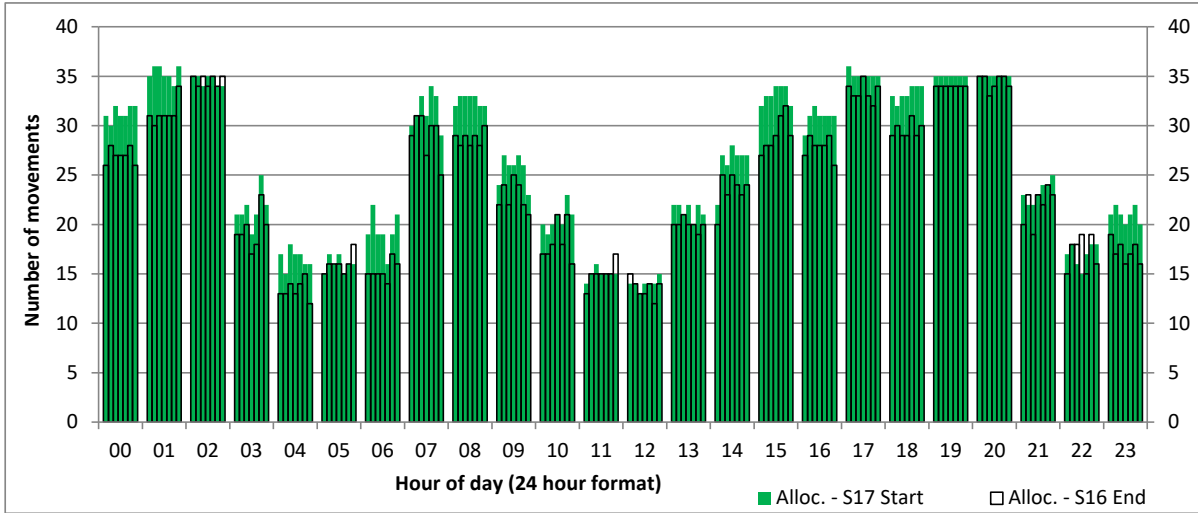
Peak Week - Runway Allocation Comparison



Comparison of S17 Start vs. S16 End

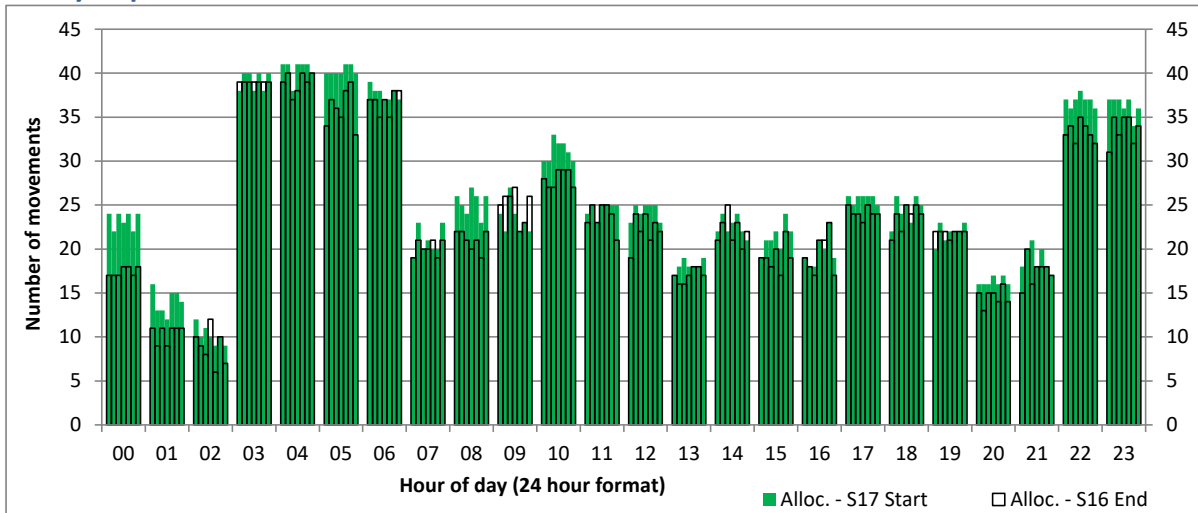
Hourly Arrival Allocation

Time: UTC



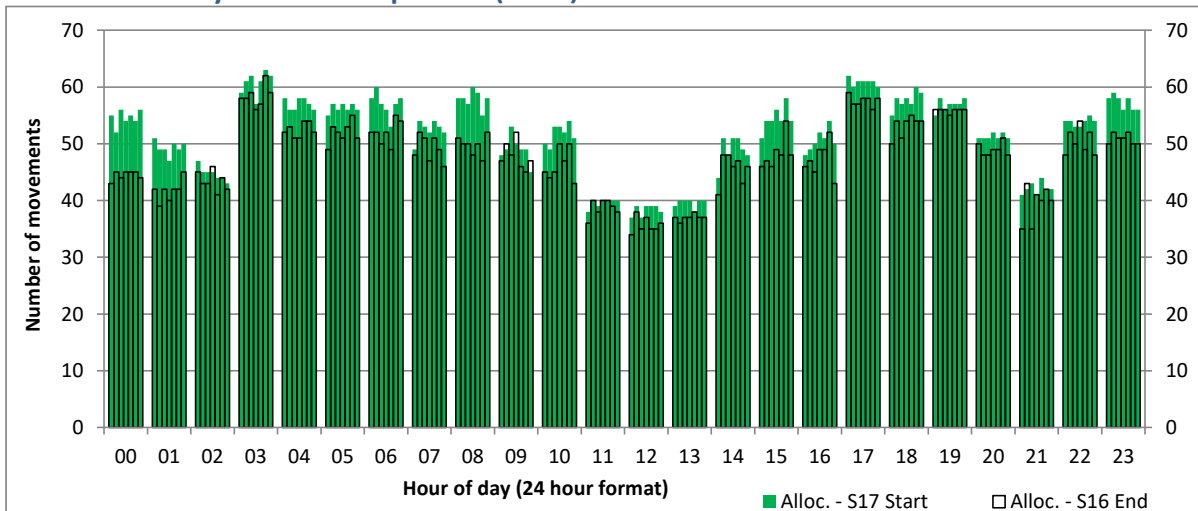
Hourly Departure Allocation

Time: UTC



Combined Hourly Arrival & Departure (Total) Allocation

Time: UTC



Peak Week - Movements Histogram

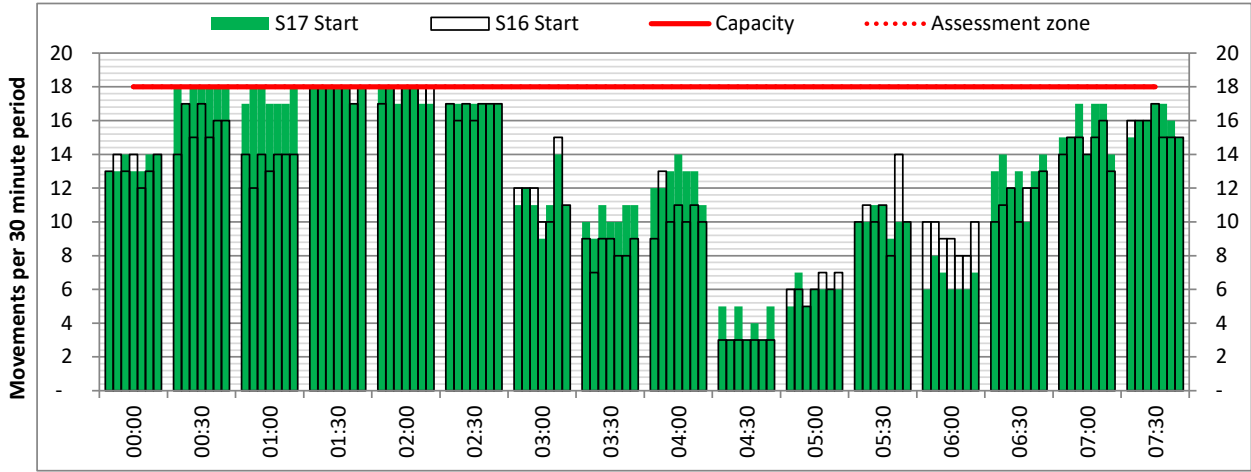
ARRIVAL - 30 minute count rolling every 30 mins (R30)



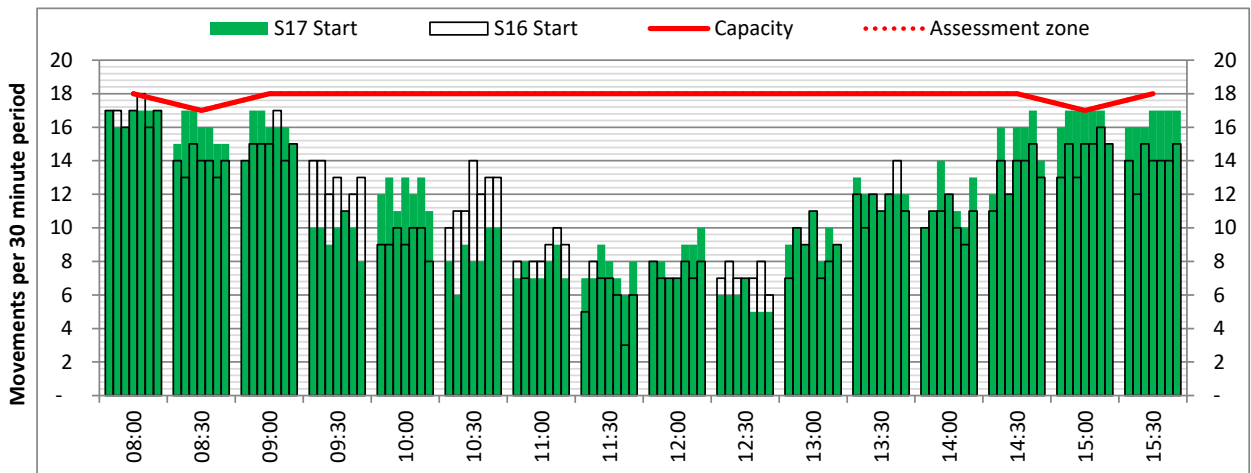
Terminals: All Terminals

Operators: All Operators

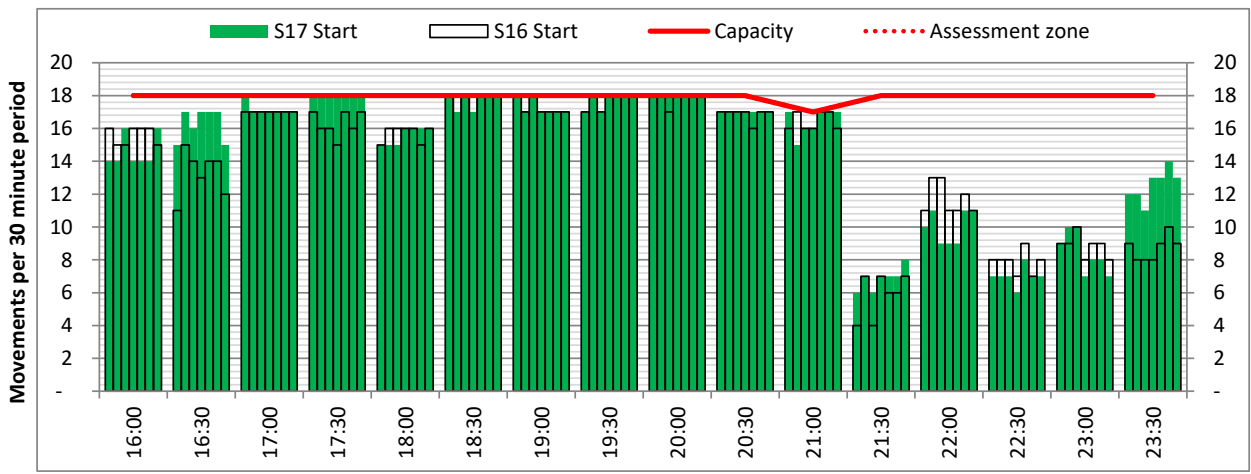
Days: 1234567



Start of count period - Time: UTC



Start of count period - Time: UTC



Start of count period - Time: UTC

Peak Week - Movements Histogram

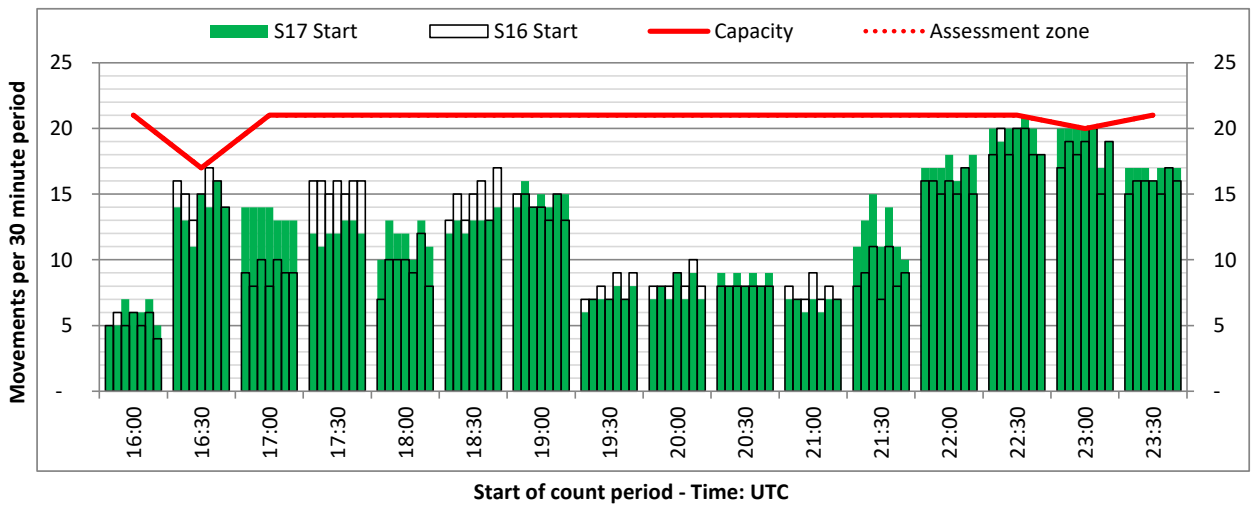
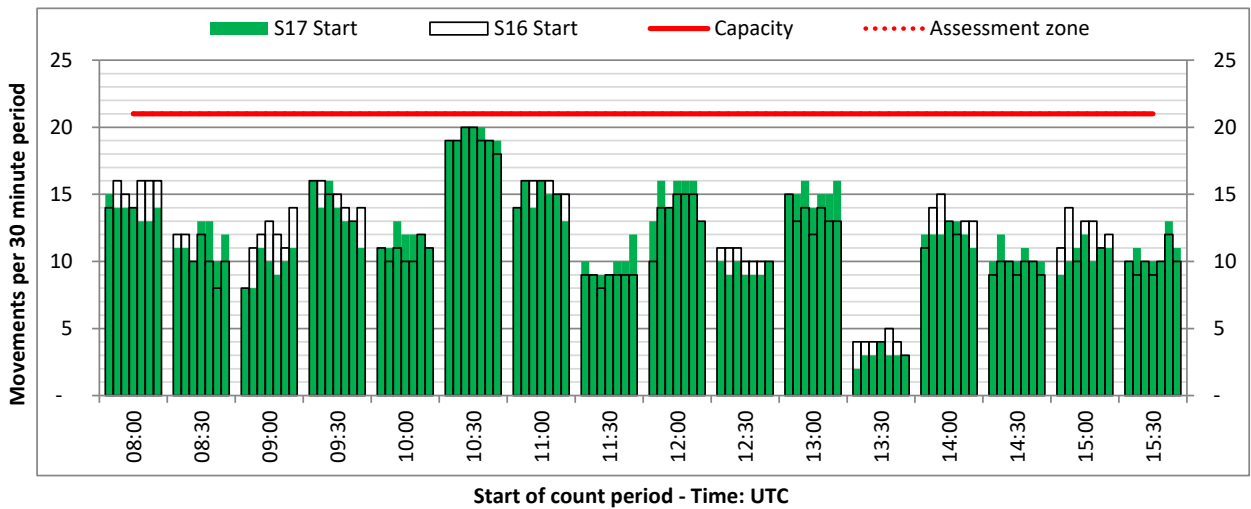
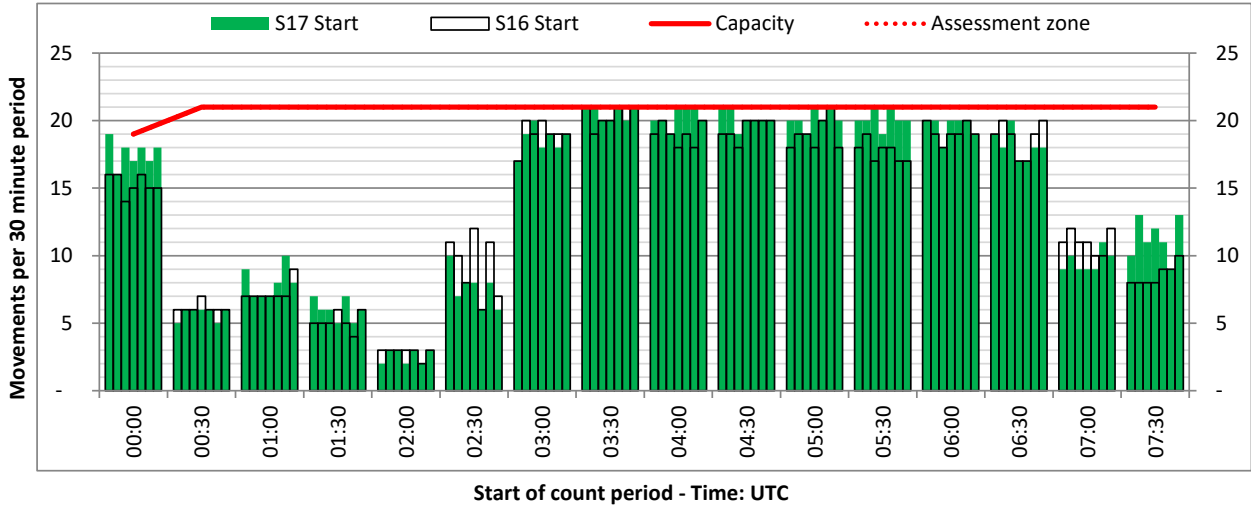
DEPARTURE - 30 minute count rolling every 30 mins (R30)



Terminals: All Terminals

Operators: All Operators

Days: 1234567



Peak Week - Movements Histogram

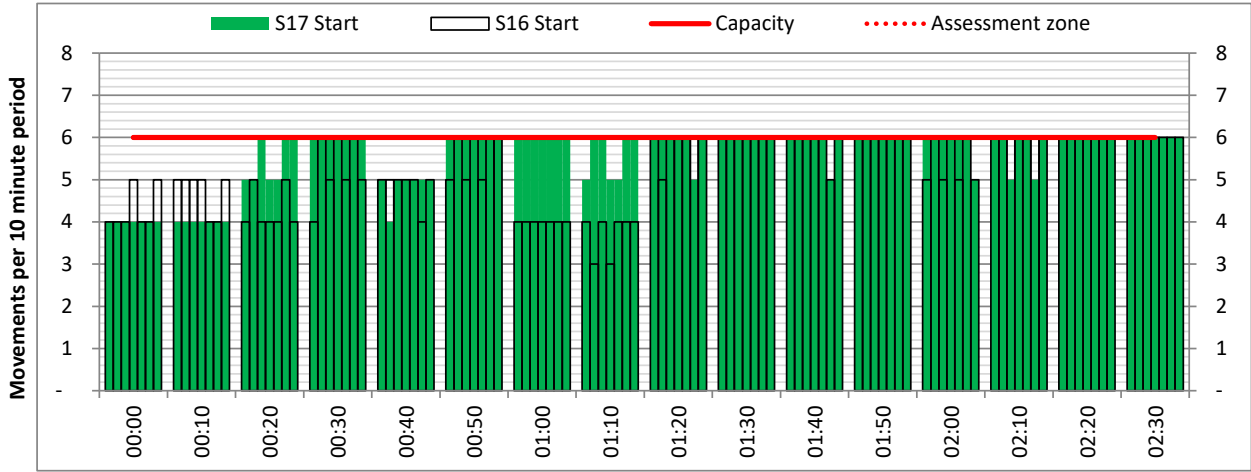
ARRIVAL - 10 minute count rolling every 10 mins (R10)



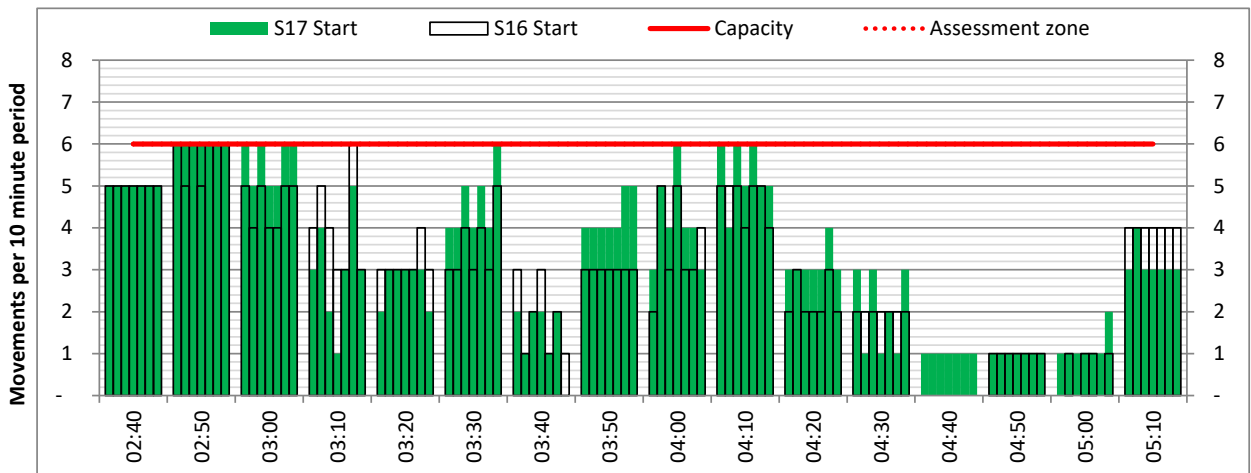
Terminals: All Terminals

Operators: All Operators

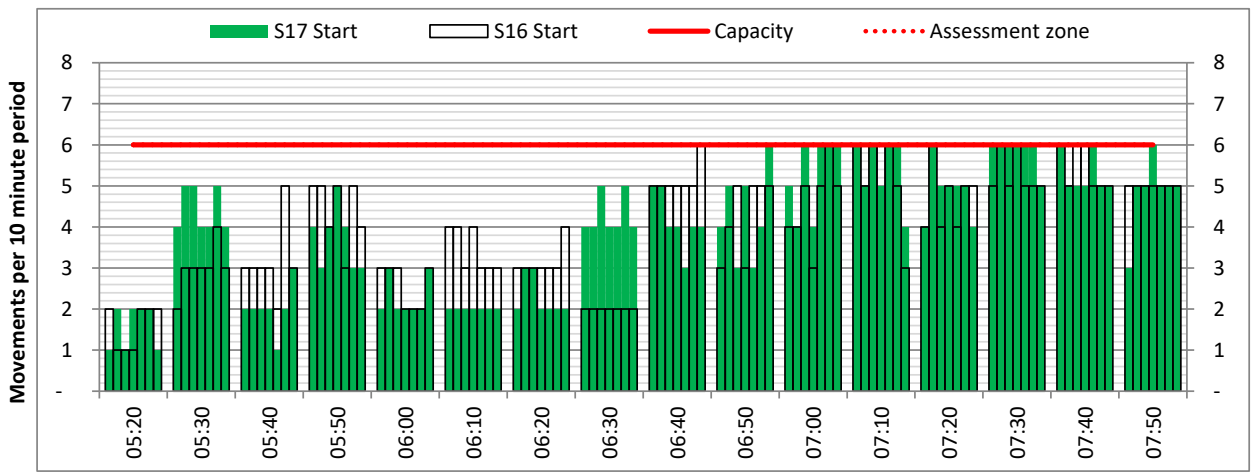
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Start of count period - Time: UTC



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Start of count period - Time: UTC

Peak Week - Movements Histogram

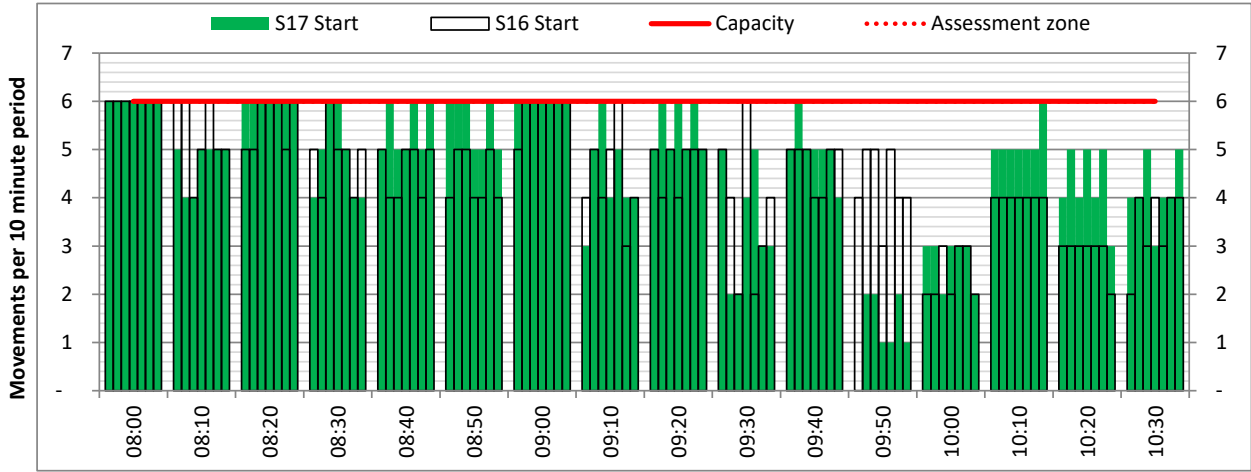
ARRIVAL - 10 minute count rolling every 10 mins (R10)



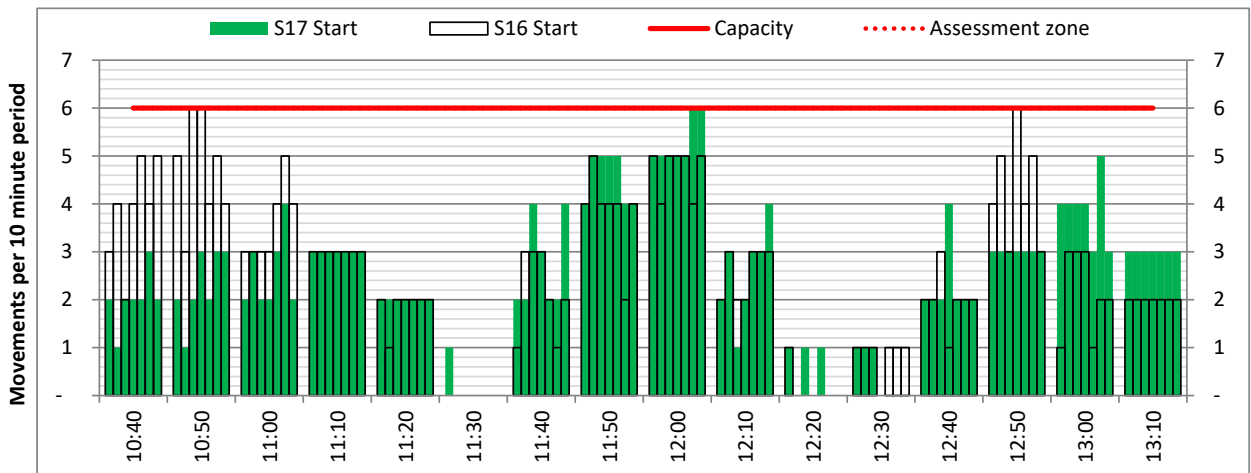
Terminals: All Terminals

Operators: All Operators

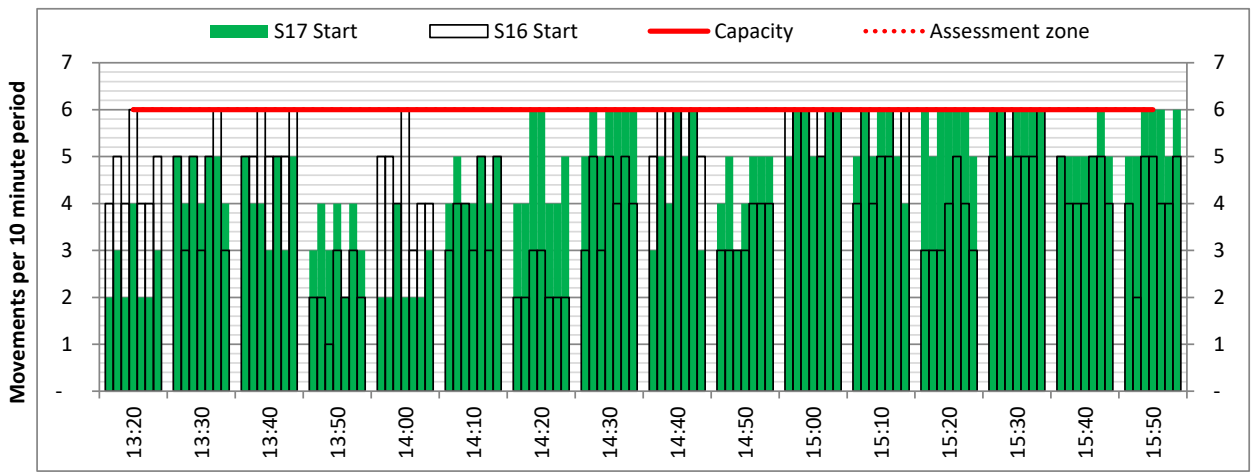
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Peak Week - Movements Histogram

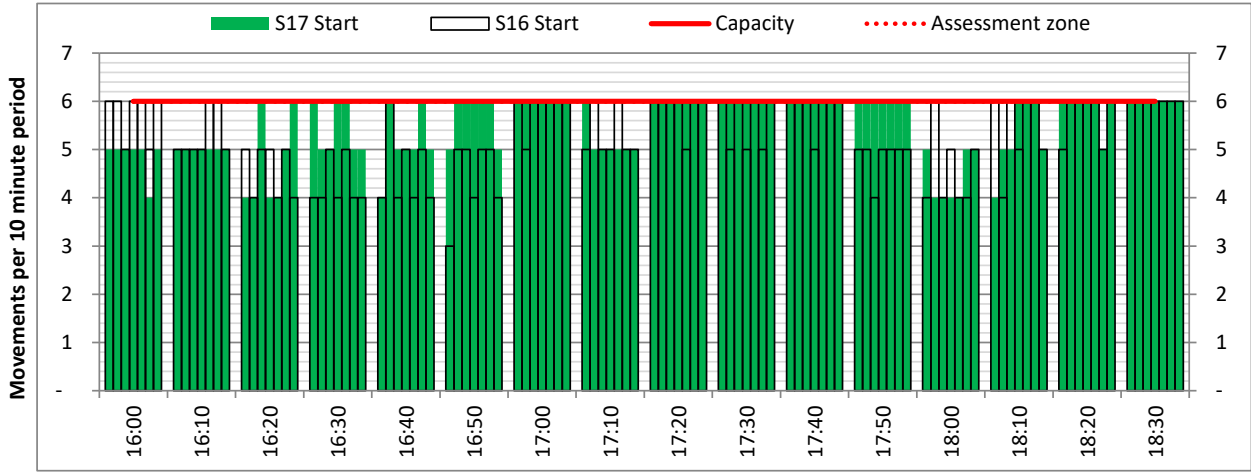
ARRIVAL - 10 minute count rolling every 10 mins (R10)



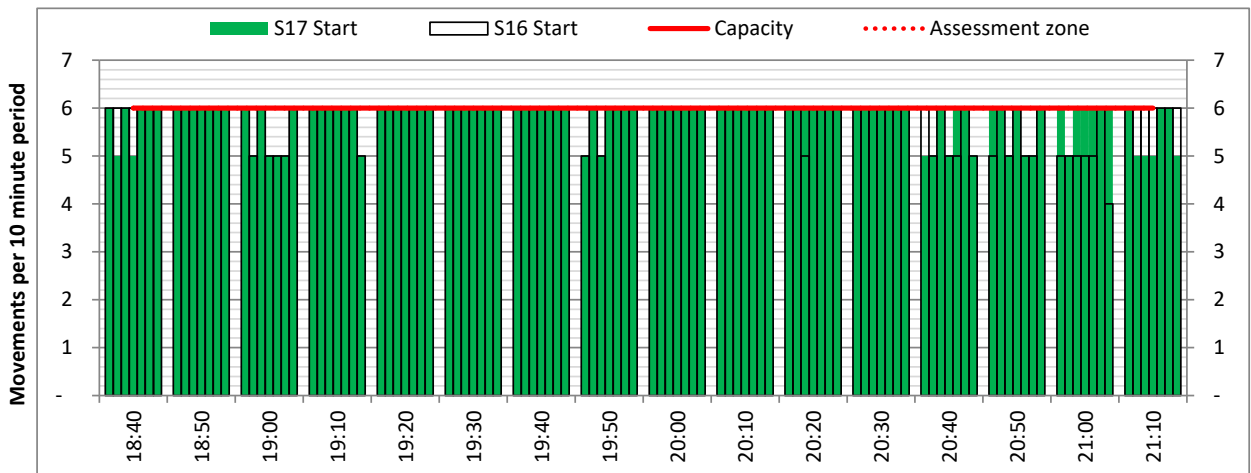
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Operators: All Operators

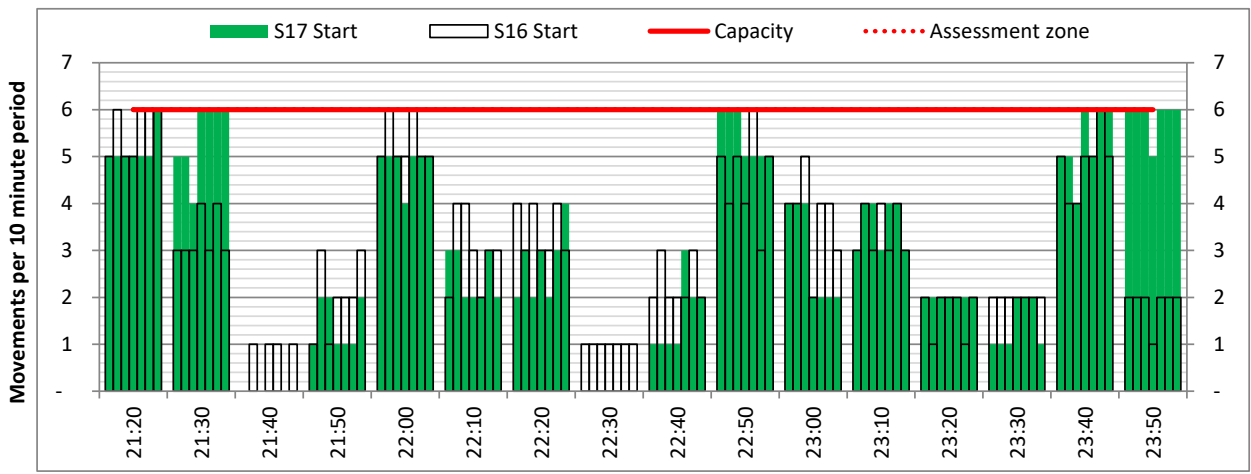
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Start of count period - Time: UTC

Peak Week - Movements Histogram

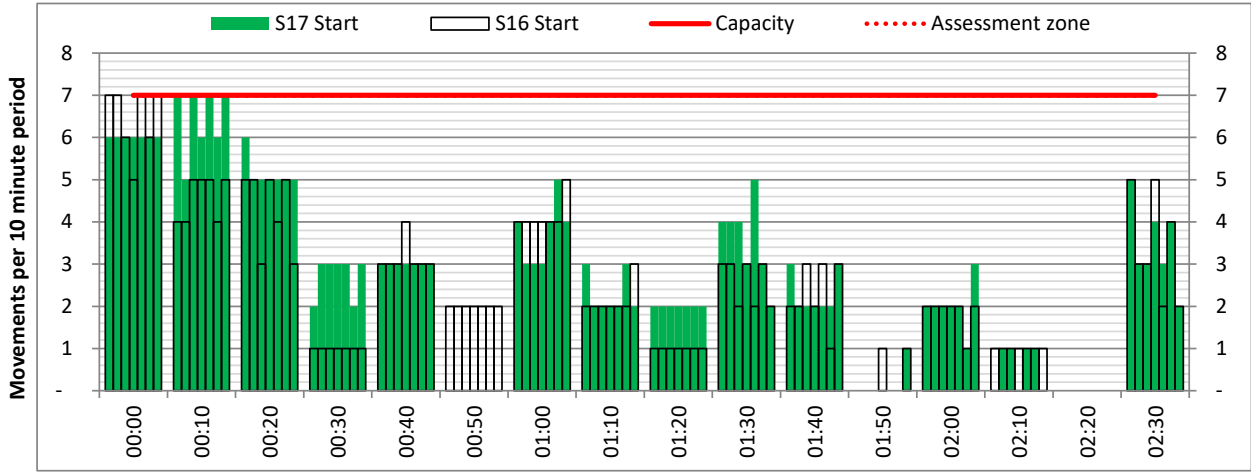
DEPARTURE - 10 minute count rolling every 10 mins (R10)



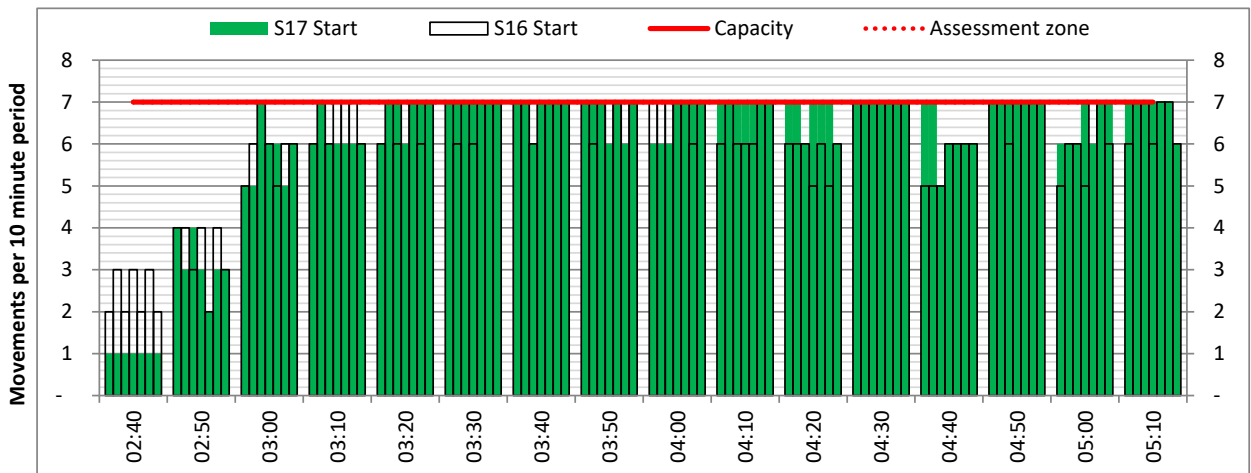
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Operators: All Operators

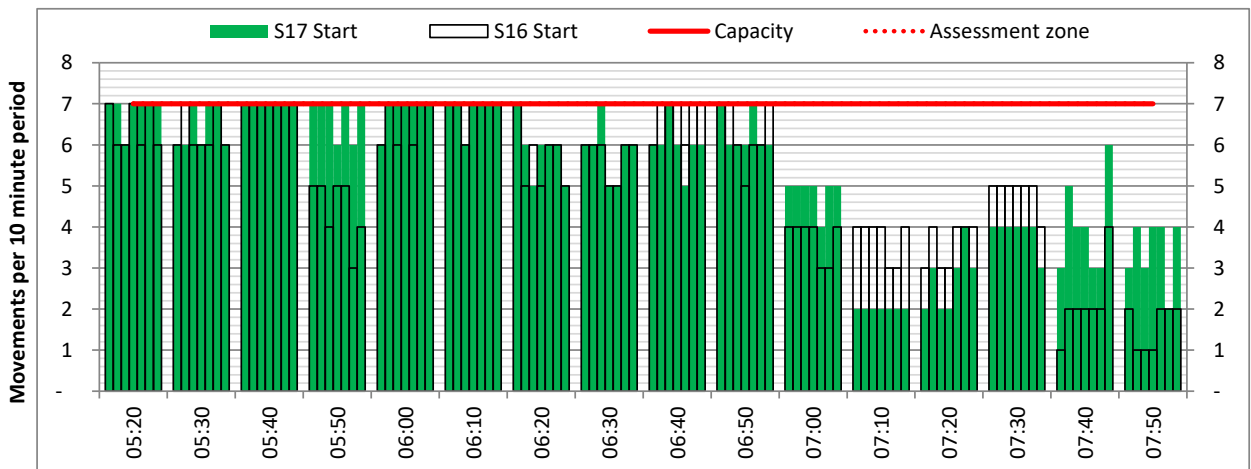
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Start of count period - Time: UTC

Peak Week - Movements Histogram

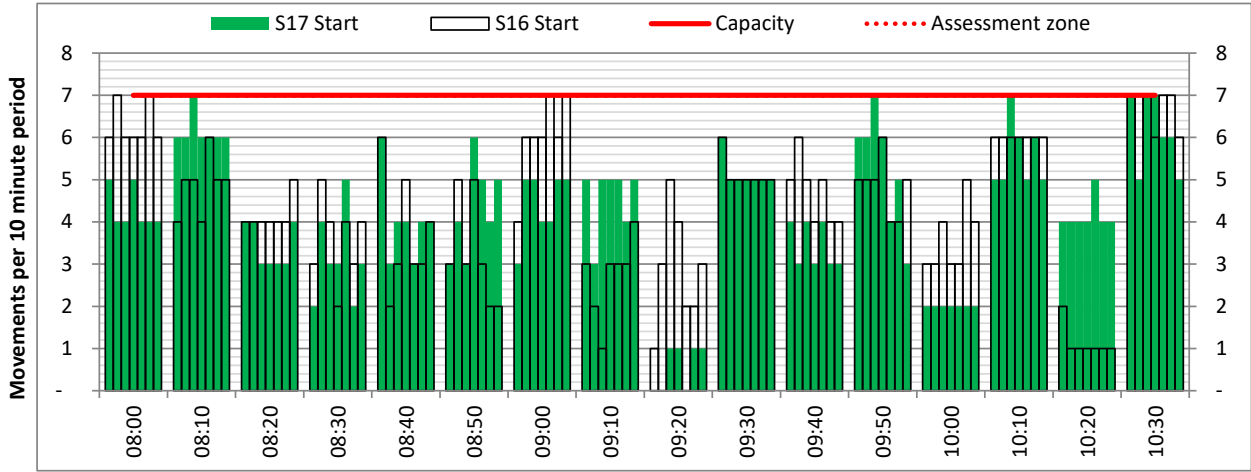
DEPARTURE - 10 minute count rolling every 10 mins (R10)



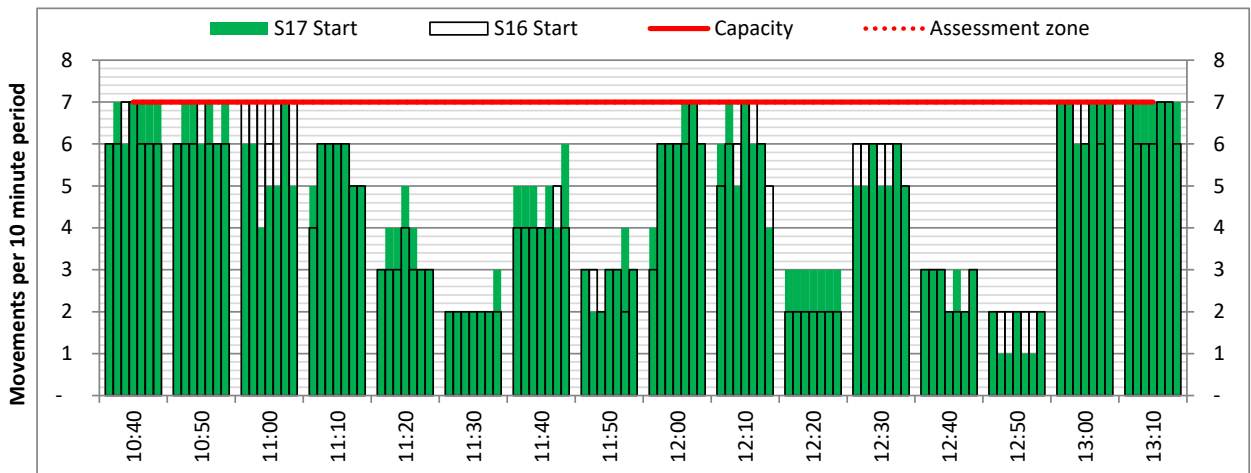
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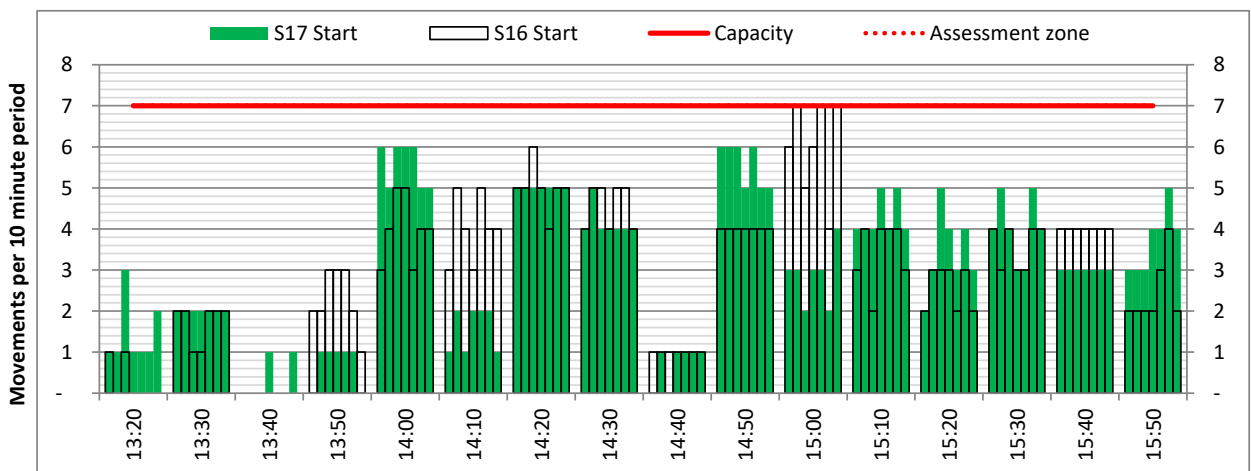
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Start of count period - Time: UTC



Start of count period - Time: UTC

Peak Week - Movements Histogram

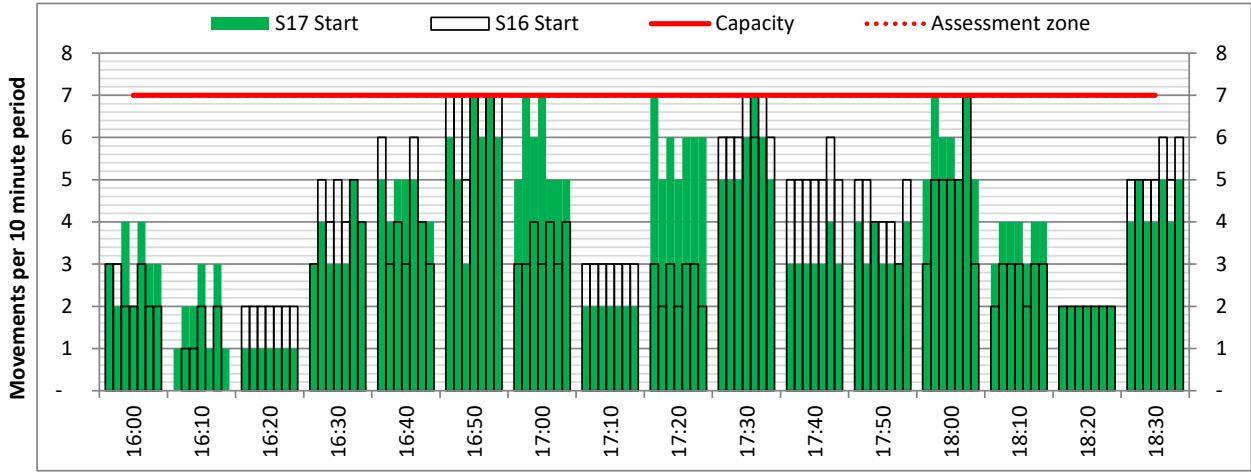
DEPARTURE - 10 minute count rolling every 10 mins (R10)



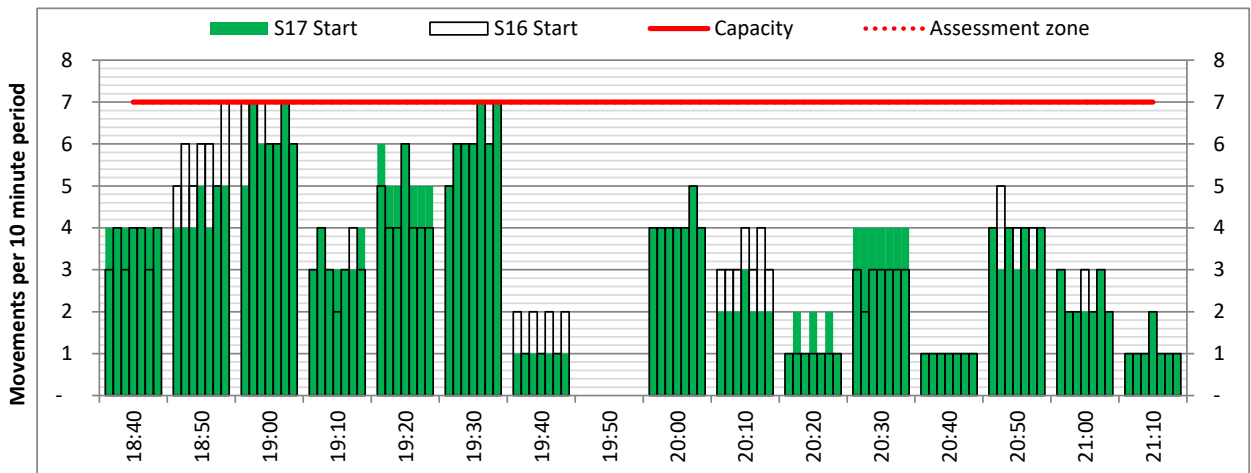
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Operators: All Operators

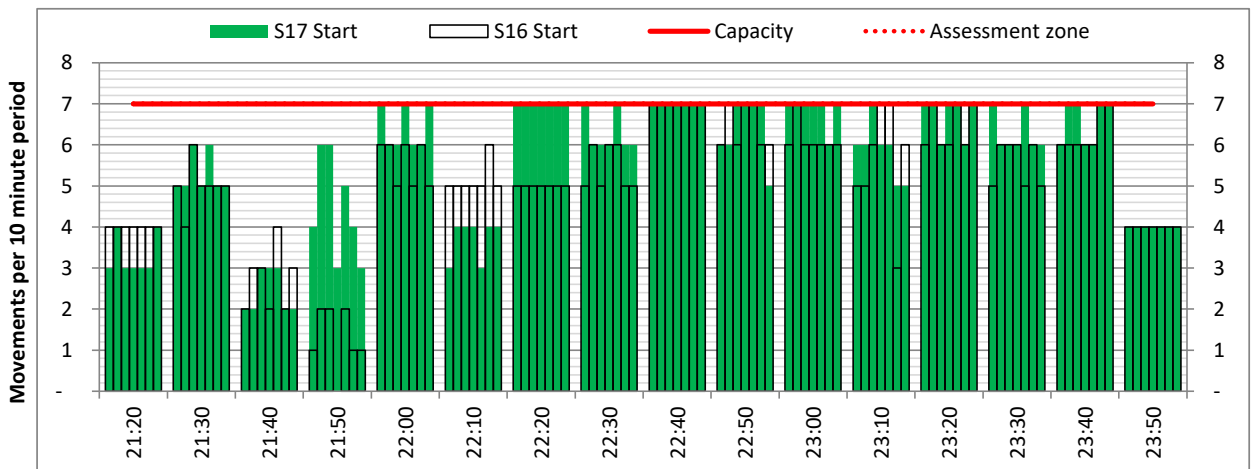
Days: 1234567



Start of count period - Time: UTC



Start of count period - Time: UTC



Start of count period - Time: UTC

Peak Week - Passengers Histogram

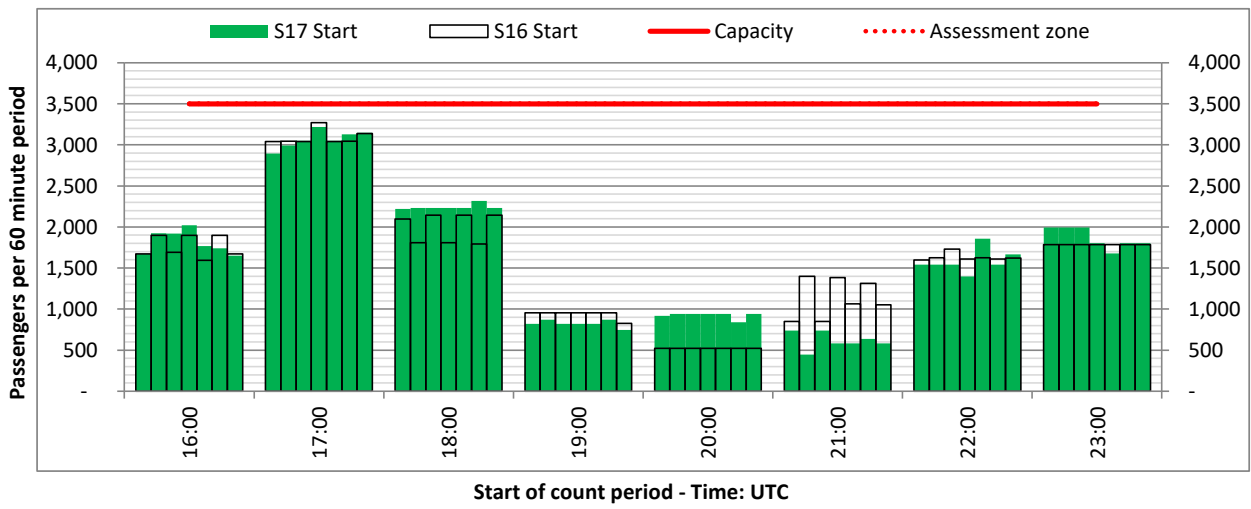
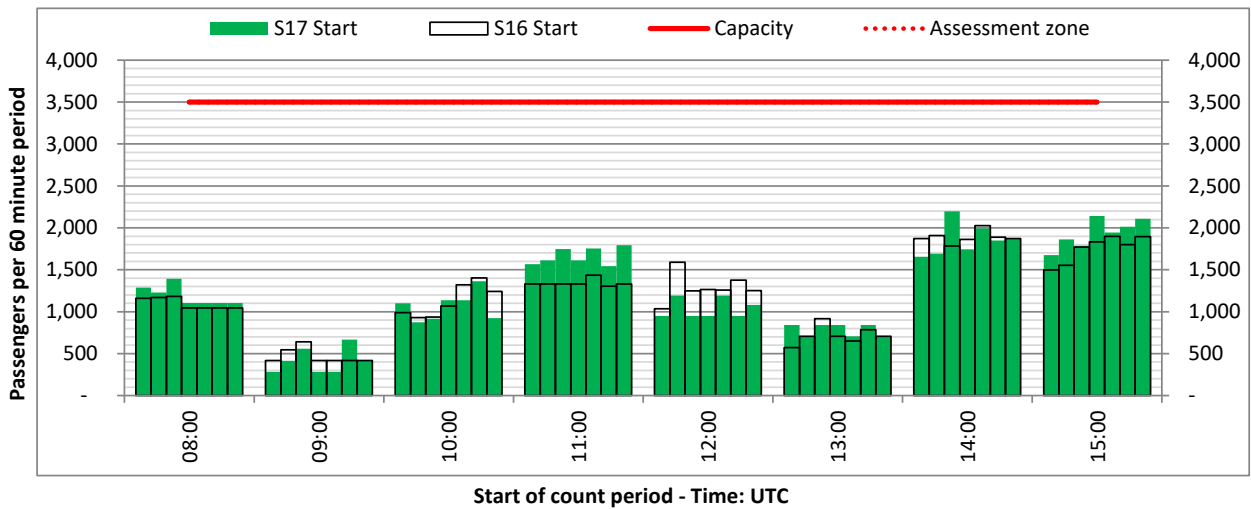
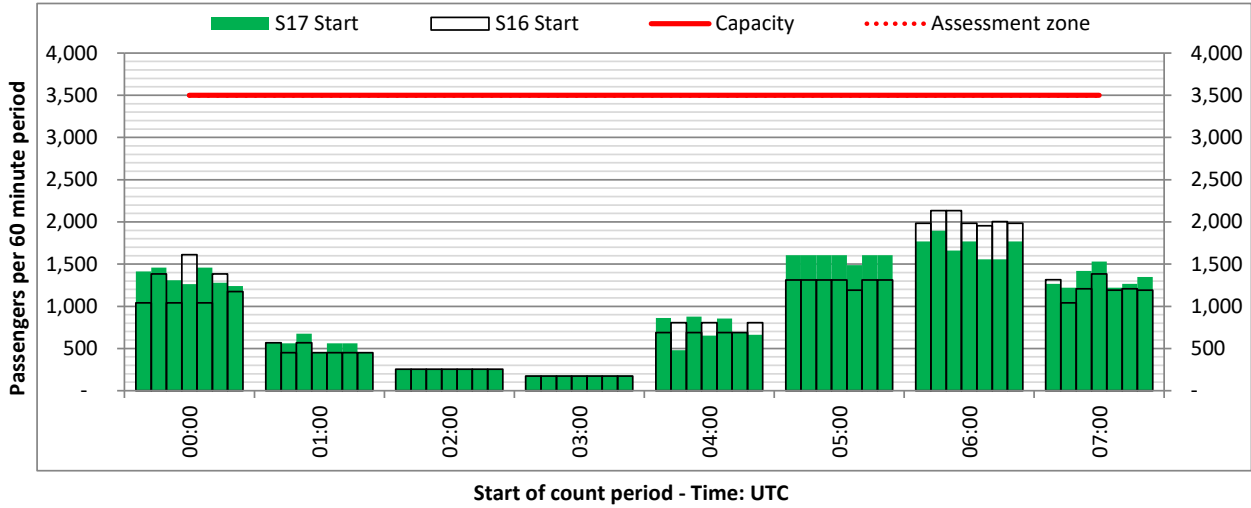
ARRIVAL - 60 minute count rolling every 60 mins (T60)



Terminal: 1

Operators: All Operators

Days: 1234567



Peak Week - Passengers Histogram

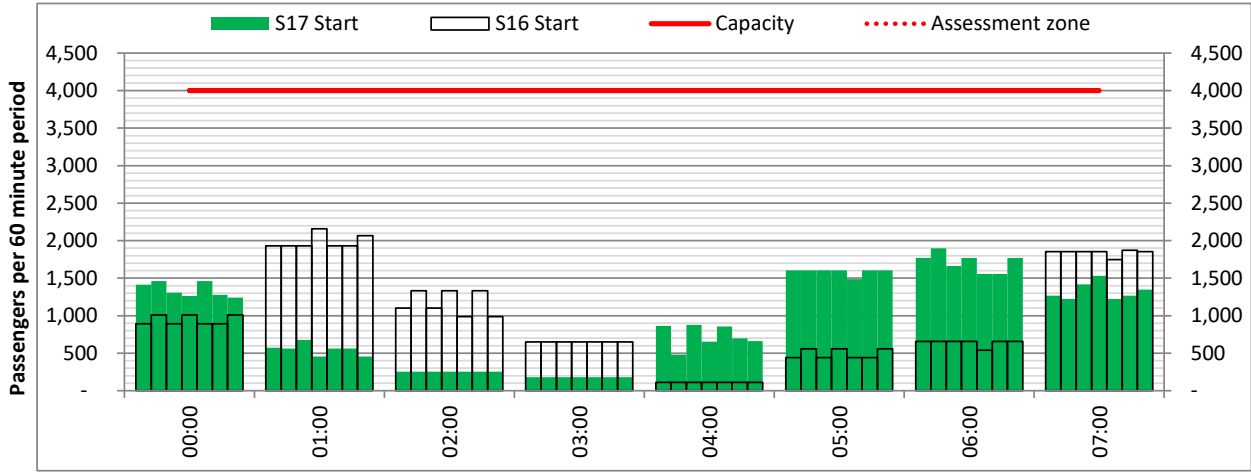
DEPARTURE - 60 minute count rolling every 60 mins (T60)



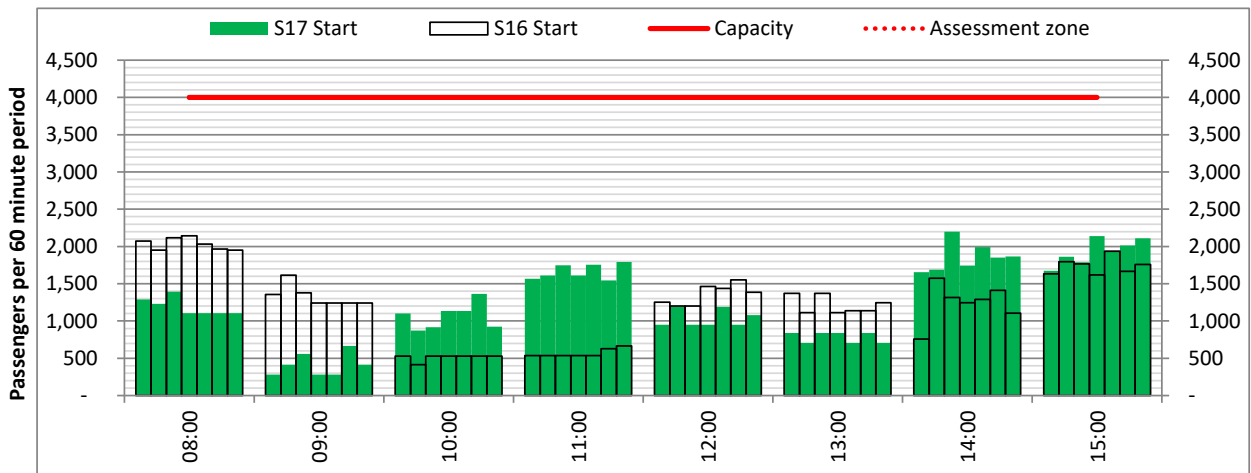
Terminal: 1

Operators: All Operators

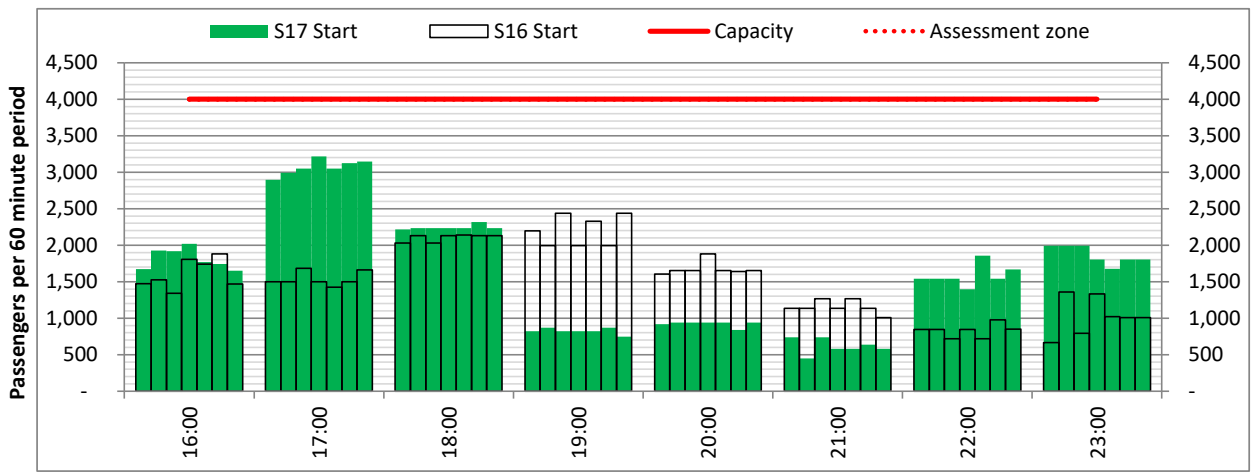
Days: 1234567



Start of count period - Time: UTC



Start of count period - Time: UTC



Start of count period - Time: UTC

Peak Week - Passengers Histogram

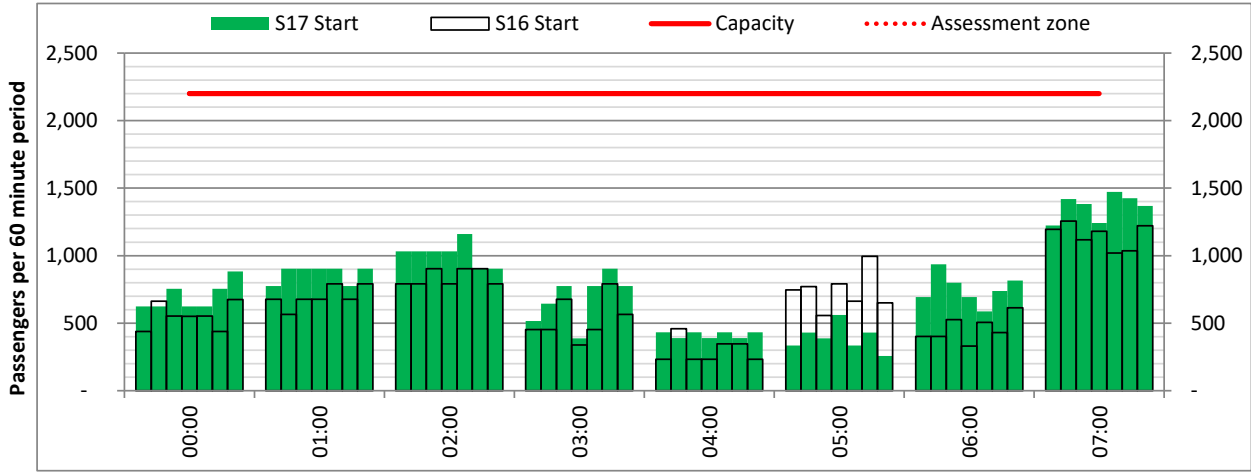
ARRIVAL - 60 minute count rolling every 60 mins (T60)



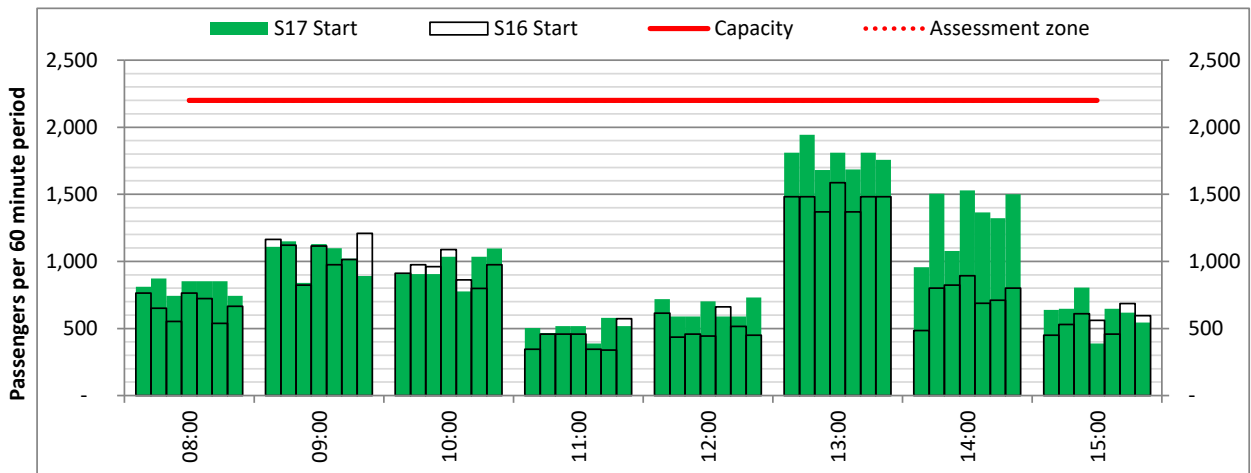
Terminal: 2

Operators: All Operators

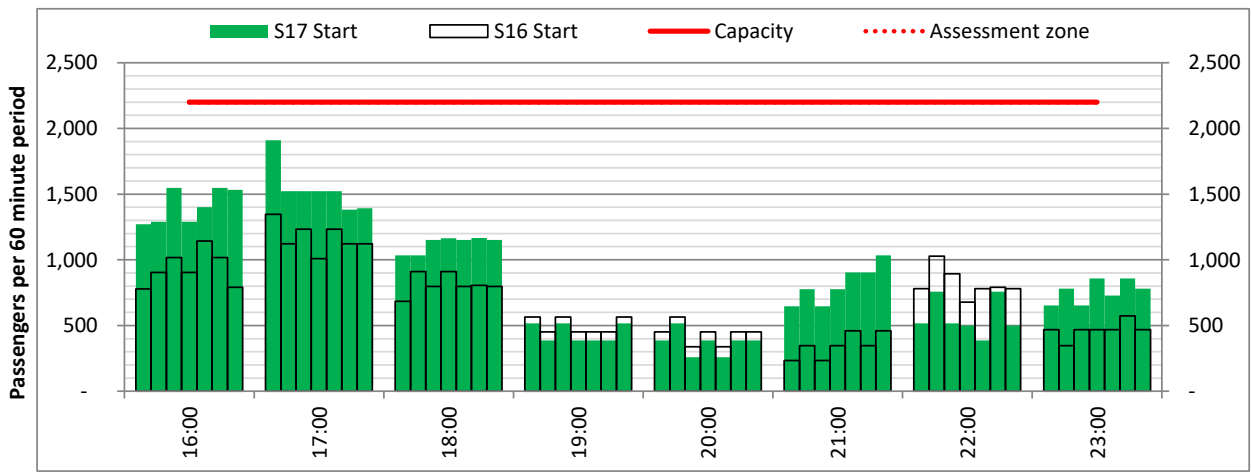
Days: 1234567



Start of count period - Time: UTC



Start of count period - Time: UTC



Start of count period - Time: UTC

Peak Week - Passengers Histogram

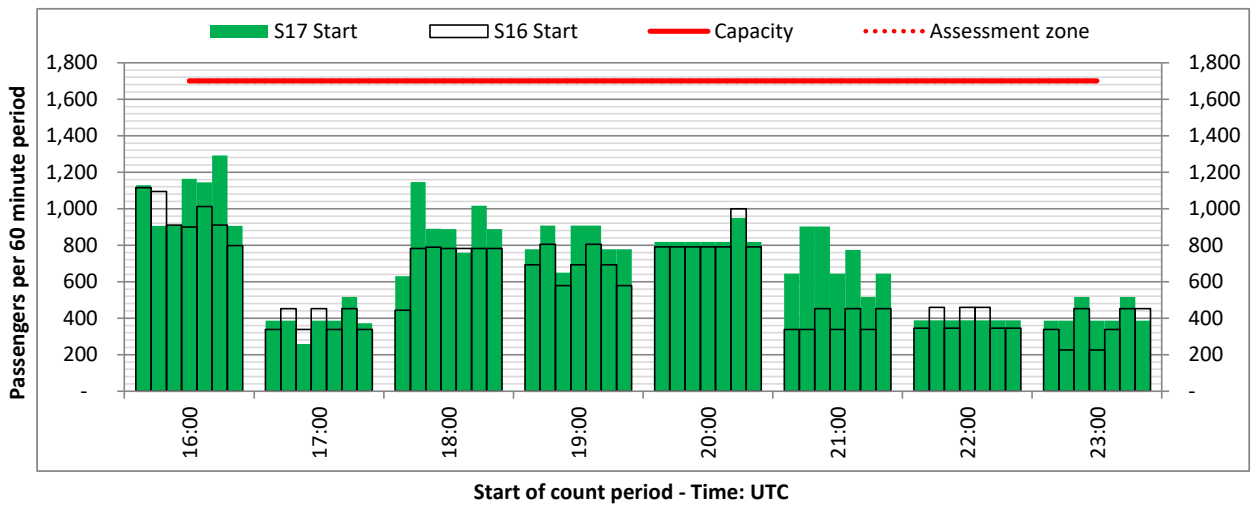
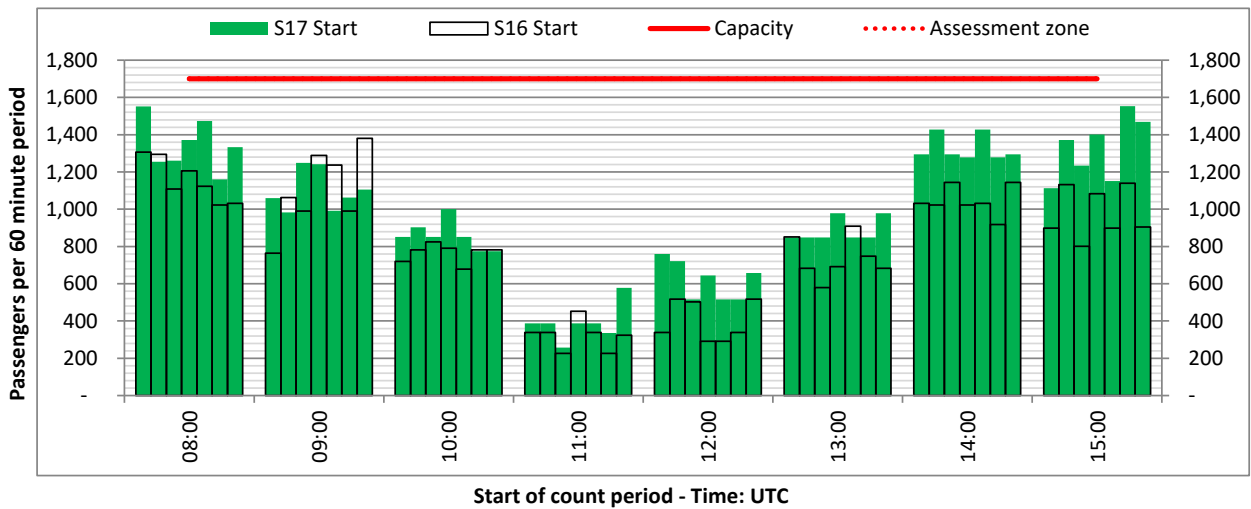
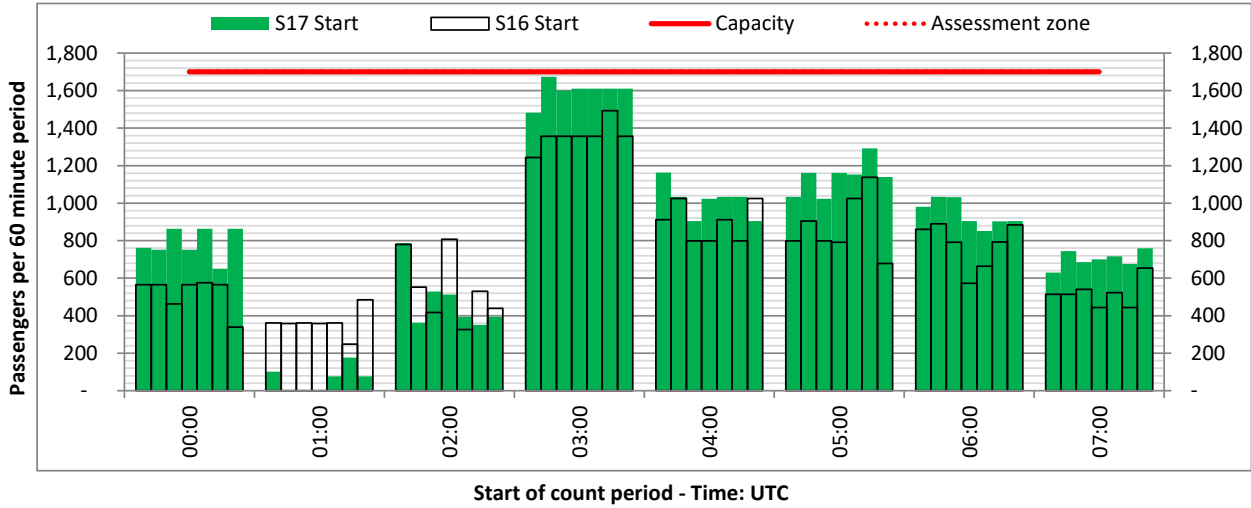


DEPARTURE - 60 minute count rolling every 60 mins (T60)

Terminal: 2

Operators: All Operators

Days: 1234567



Peak Week - Passengers Histogram

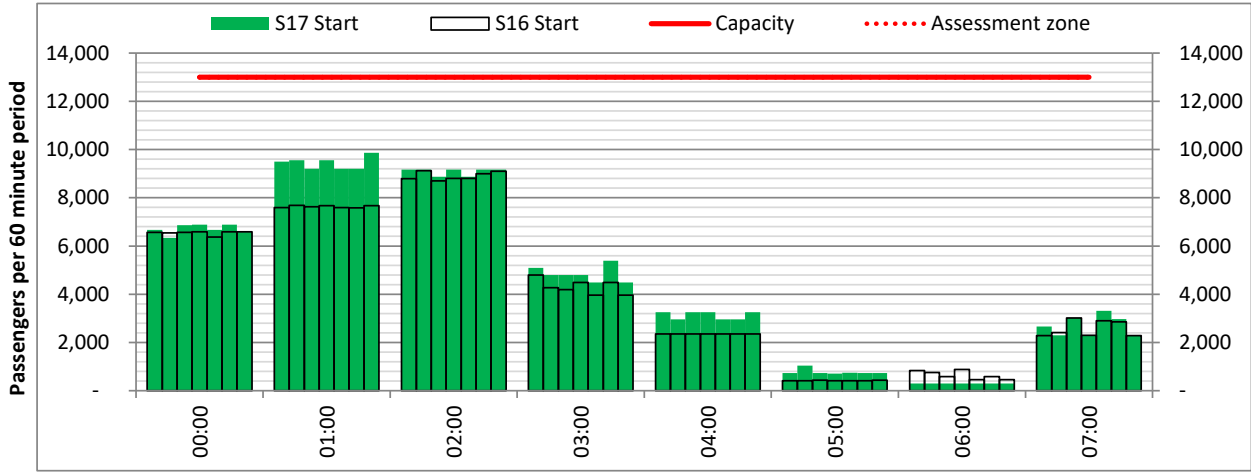
ARRIVAL - 60 minute count rolling every 60 mins (T60)



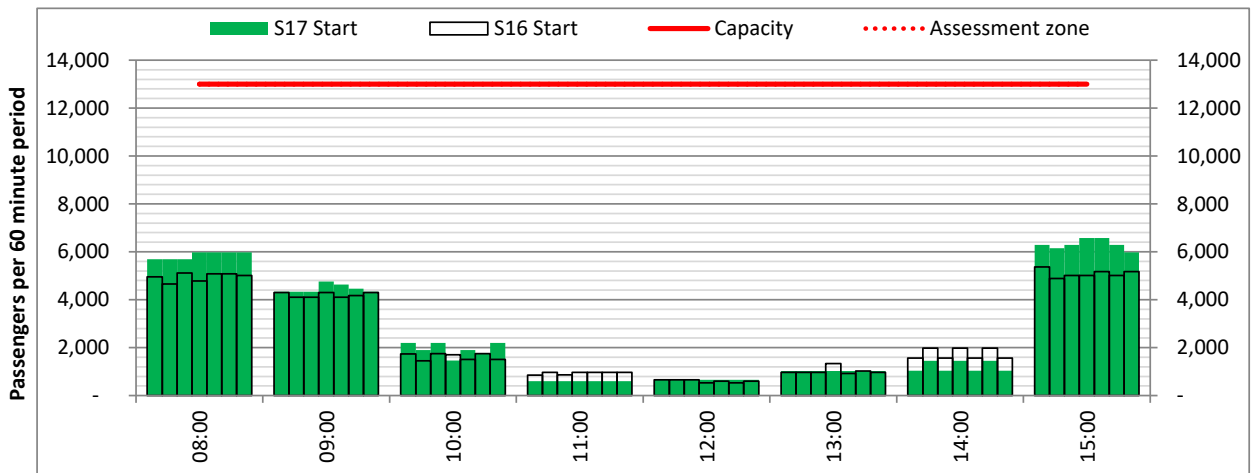
Terminal: 3

Operators: All Operators

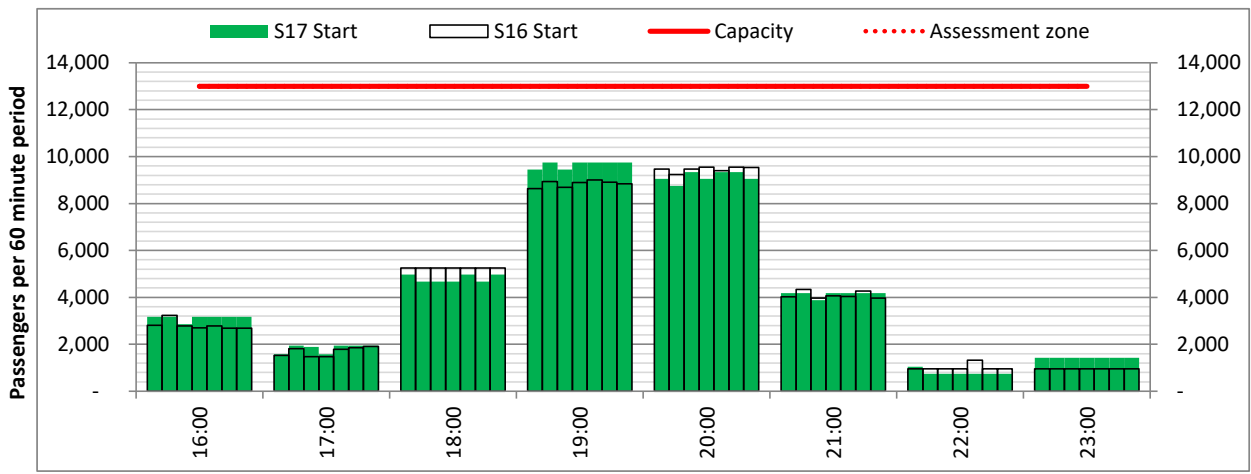
Days: 1234567



Start of count period - Time: UTC



Start of count period - Time: UTC



Start of count period - Time: UTC

Peak Week - Passengers Histogram

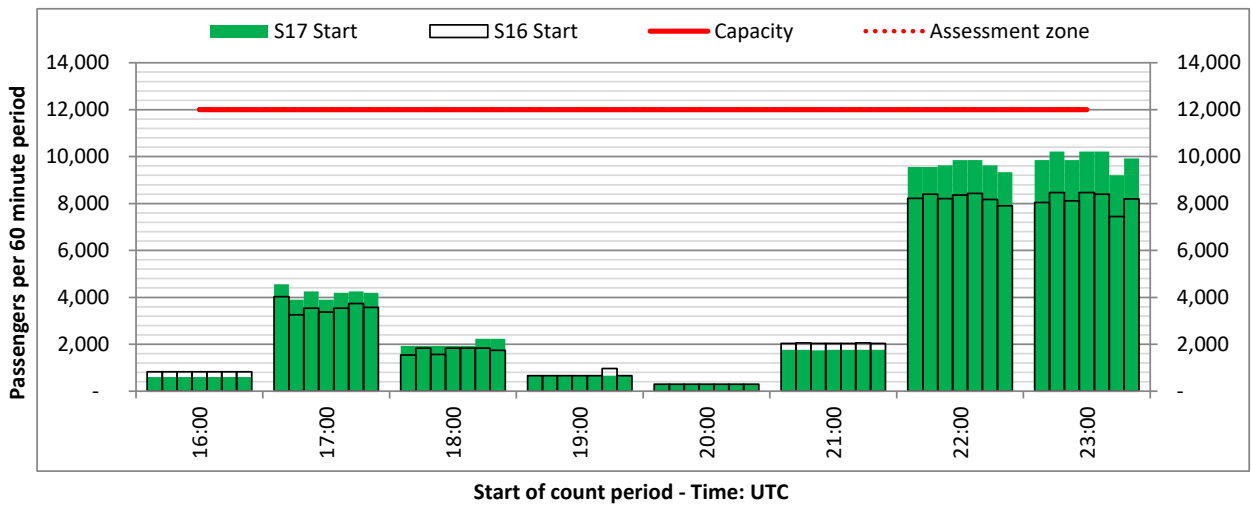
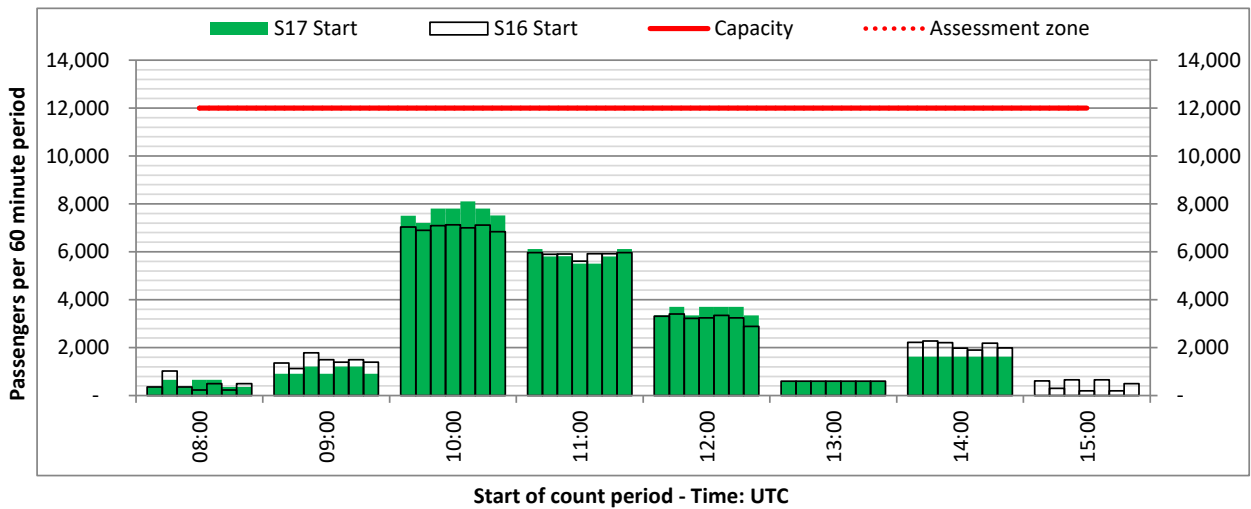
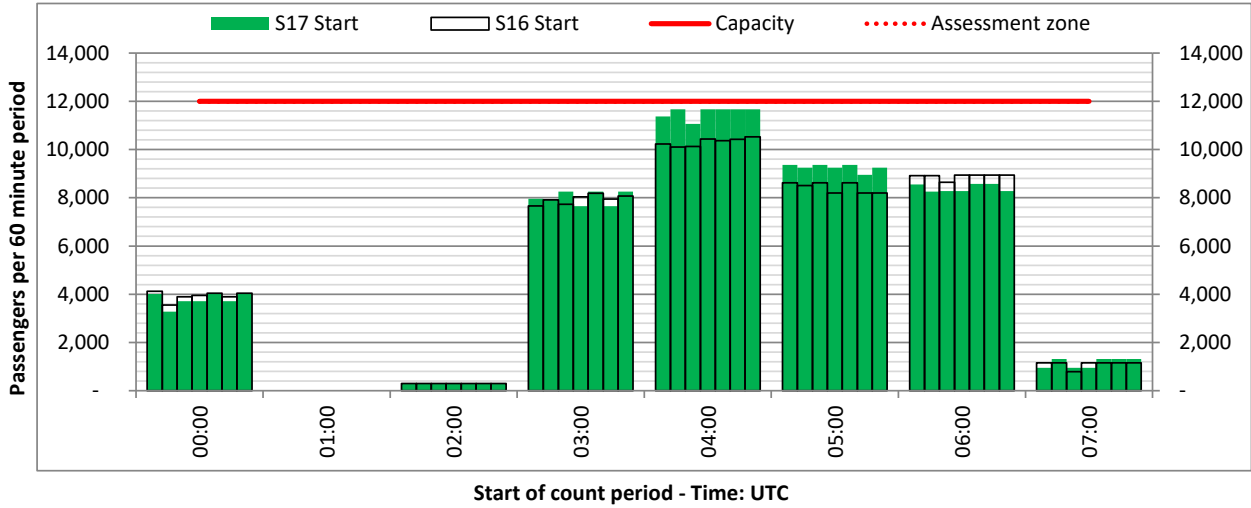
DEPARTURE - 60 minute count rolling every 60 mins (T60)



Terminal: 3

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
Arrivals																								
Max. Arrival	97%	100%	97%	89%	72%	68%	88%	100%	94%	79%	88%	80%	75%	100%	97%	97%	97%	100%	100%	100%	100%	96%	75%	100%
Departures																								
Max. Departure	92%	73%	55%	100%	100%	100%	98%	96%	93%	82%	97%	100%	100%	76%	77%	83%	96%	100%	96%	100%	77%	84%	100%	100%
Totals																								
Max. Total	95%	88%	81%	97%	88%	86%	92%	93%	94%	82%	98%	100%	98%	100%	93%	91%	95%	100%	98%	100%	91%	98%	89%	100%

Average

Time UTC	0	100	200	300	400	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
Arrivals																								
Average Arrival	95%	98%	96%	77%	66%	64%	77%	93%	93%	75%	79%	75%	70%	97%	91%	95%	94%	98%	98%	100%	100%	90%	71%	95%
Departures																								
Average Departure	90%	64%	46%	98%	99%	98%	94%	87%	87%	71%	92%	98%	97%	73%	73%	73%	82%	99%	90%	95%	74%	75%	97%	98%
Totals																								
Average Total	92%	85%	77%	93%	86%	85%	88%	90%	90%	75%	94%	99%	96%	99%	89%	85%	89%	98%	95%	98%	90%	94%	87%	97%

Primary Constraints by Terminal - Peak Week



Arrival/Departure	OK	R60	R30	R10	GA	GRD	Grand Total
A	4,021	218	10	268		30	4,547
D	4,185	189	17	96	9	52	4,548
Grand Total	8,206	407	27	364	9	82	9,095

Percentage	OK	R60	R30	R10	GA	GRD	Grand Total
A	88.4%	4.8%	0.2%	5.9%	0.0%	0.7%	100.0%
D	92.0%	4.2%	0.4%	2.1%	0.2%	1.1%	100.0%

Time UTC	0	100	200	300	400	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	Grand Total
Terminal 1	85	106	44	28	32	80	130	154	137	81	75	82	100	86	140	154	142	188	155	113	85	66	107	110	2480
OK	79	92	32	28	32	80	111	137	125	74	72	74	91	79	128	145	127	172	146	103	71	51	78	107	2234
R60	1	3					19	11	4	6	2	3	2	1	11	6	11	1	1	3		7	6		98
R30																1									1
R10	4	2	7					1	4	1			7	6	1			13	8	7	14	1	9	3	89
GRD	1	9	5					5	4		1	5				1	4	2				7	14		58

Time UTC	0	100	200	300	400	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	Grand Total
Terminal 2	64	63	88	120	103	94	81	120	108	134	105	49	70		149	122	144	99	106	82	69	73	77	66	2327
OK	59	55	67	105	75	81	72	104	96	116	98	47	65	123	133	101	124	90	96	73	61	71	63	59	2034
R60	3	4	5	4	10	1	9	3	3	16		1	2	7	11	10	3	3	1	8	8	1	14	7	134
R30					7											2									9
R10	2	4	16	11	11	12		13	1	2	7	1	2	3		8	17	5	9	1		1			126
GRD									8				1		5			1							15
GA														8		1									9

Time UTC	0	100	200	300	400	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	Grand Total
Terminal 3	262	185	199	290	283	211	212	99	163	150	181	131	96	37	84	132	93	137	160	204	208	169	234	215	4135
OK	246	158	197	274	274	196	190	85	138	135	165	131	88	35	83	110	83	123	148	190	193	159	227	199	3827
R60	7	18	2	8	8	1	13	4	11	4	7		8	2			6	1	9	6	15	8	7	7	152
R30	1					3					7						3	1				2			17
R10	8	9		8	1	4	9	10	14	11	2				1	22	1	12	3	8				9	132
GRD						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
Freight	0	2	0	1	5	8	3	20	7	29	12	15	11	14	7	1	0	0	0	6	0	0	1	11	153
OK		1		1	1	8	3	12	6	28	12	10	7	6						6					10
R60		1								1			3	8	7	1								1	1
R10					4			8	1			4													17
GRD												1	1												2

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

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

Peak Week Code F Arrivals and Departures



Time UTC	0	100	200	300	400	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	Grand Total	
Code F Arrivals	63	77	63	49	14	7		7	7	16	19				10	41	21		28	77	70	7	7	14	597	
Emirates	63	77	63	35	14	7		7	7	16	19				10	41	21		28	70	63	7	7	14	569	
1	9	11	9	5	2	1		1	1	2	3				1	6	3		4	10	9	1	1	2	81	
2	9	11	9	5	2	1		1	1	2	3				2	5	3		4	10	9	1	1	2	81	
3	9	11	9	5	2	1		1	1	2	3				1	6	3		4	10	9	1	1	2	81	
4	9	11	9	5	2	1		1	1	3	2				2	6	3		4	10	9	1	1	2	82	
5	9	11	9	5	2	1		1	1	2	3				1	6	3		4	10	9	1	1	2	81	
6	9	11	9	5	2	1		1	1	3	2				2	6	3		4	10	9	1	1	2	82	
7	9	11	9	5	2	1		1	1	2	3				1	6	3		4	10	9	1	1	2	81	
Qantas				14																7	7				28	
1				2																1	1				4	
2				2																1	1				4	
3				2																1	1				4	
4				2																1	1				4	
5				2																1	1				4	
6				2																1	1				4	
7				2																1	1				4	
Code F Departures	13			42	98	66	63	14			63	35	21						7	7			14	63	70	576
Emirates	13			42	98	52	63	14			63	35	21						7	7			7	56	70	548
1	2			6	14	8	9	2			9	5	3						1	1			1	8	10	79
2	1			6	14	7	9	2			9	5	3						1	1			1	8	10	77
3	2			6	14	8	9	2			9	5	3						1	1			1	8	10	79
4	2			6	14	7	9	2			9	5	3						1	1			1	8	10	78
5	2			6	14	8	9	2			9	5	3						1	1			1	8	10	79
6	2			6	14	7	9	2			9	5	3						1	1			1	8	10	78
7	2			6	14	7	9	2			9	5	3						1	1			1	8	10	78
Qantas						14																	7	7		28
1						2																	1	1		4
2						2																	1	1		4
3						2																	1	1		4
4						2																	1	1		4
5						2																	1	1		4
6						2																	1	1		4
7						2																	1	1		4
Grand Total	76	77	63	91	112	73	63	21	7	16	82	35	21		10	41	21		7	35	77	70	21	70	84	1173

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



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

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

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

S16 Start	S16 schedule as cleared on Sun 27-Mar-16.
S16 End	S16 schedule as cleared on Sat 29-Oct-16.
S17 Start	S17 schedule as cleared on Thu 25-Aug-16.
Peak Week	Peak week for S16 is Mon 11-Jul-16 to Sun 17-Jul-16. Peak week for S17 is Mon 03-Jul-17 to Sun 09-Jul-17.

For ACL use

	Airport-Season-Branch-Resource	From date	To date	Time
Full Season Rep 1	DXB-S16-START-STANDARD	Sun 27-Mar-2016	Sat 29-Oct-2016	UTC
Full Season Rep 2	DXB-S16-END-STANDARD	Sun 27-Mar-2016	Sat 29-Oct-2016	UTC
Full Season Rep 3	DXB-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	DXB-S16-START-STANDARD	Mon 11-Jul-2016	Sun 17-Jul-2016	UTC
Peak Week Rep 2	DXB-S16-END-STANDARD	Mon 11-Jul-2016	Sun 17-Jul-2016	UTC
Peak Week Rep 3	DXB-S17-SOS Report-STANDARD	Mon 03-Jul-2017	Sun 09-Jul-2017	UTC