

Birmingham Airport (BHX)

Summer 2018 (S18)



Start of Season Report

Report Date: Fri 23-Mar-2018

Headlines

	S18 Start	vs. S17 Start	vs. S17 End
Total Air Transport Movements (Passenger & Freight)	69,211	▼ -9.7%	▼ -8.3%
Total Passenger Air Transport Movements	67,582	▼ -10.2%	▼ -7.8%
Total Passenger Air Transport Movement Seats	10,432,533	▼ -8.6%	▼ -5.7%
Average Seats per Passenger Air Transport Movement	154.37	▲ 1.8%	▲ 2.2%
Percentage of allocated slots cleared as requested (OK)	99.39%		

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

S18 scheduling season runs from Sun 25-Mar-2018 to Sat 27-Oct-2018 (217 days).

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Coordinator's Report



Total demand	69,211	slots		
Total slots allocated	69,211	slots	100.00%	of total demand
Number of slots cleared OK	68,790	slots	99.39%	of total slots cleared

Slots adjusted (not OK) due to:

RUNWAY constraints	84	slots	20.0%	of total slots adjusted
TERMINAL constraints	211	slots	50.1%	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	126	slots	29.9%	of total slots adjusted

Executive Summary

The coordination of Summer 2018 at Birmingham has been dominated by the collapse of Monarch Airlines in October 2017. The entire S18 historic slot portfolio for Monarch was returned to the pool in November 2017 and some of the released capacity has since been reallocated.

The overall decline in coordinated movements and seats versus Summer 2017, shown in this report is reflective that the volume of new services planning to start during Summer 2018 will not offset the loss of Monarch Airlines who were the second largest carrier at Birmingham at the time of their collapse.

The morning departure and lunchtime arrival peaks remain as in previous Summer seasons, although they are not as restrictive as in Summer 2017. The large volume of night movement quota returned to the pool by Monarch's collapse has meant that potential night quota issues predicted for Summer 2018 have eased.

Runway Constraints

- R15 constraint continues to be the main runway constraint. 0500-0515 is fully allocated during most of Mondays, Thursdays, Saturdays and Sundays.
- 0500-0515 departures are fully allocated during most Mondays, Thursdays, Saturdays and Sundays.
- There are no hourly runway capacity issues to report (R60 constraint).

Terminal Constraints

- The T120/15 constraint has been the main reason for adjustment for in the 0500-0715z period. There is full season availability in Mondays and Saturdays of the departure morning peak.
- There is enough T60/15 departure availability to accommodate current historic demand. Only ad hoc adjustments have been made.
- International arrival constraints in T30/15 has lead to some minor re-adjustments for Air France and Pia Pakistan around the lunchtime period.

Stand Constraints

No Stand Constraint issues.

Night Constraints

Nothing to report.

Other Constraints

Nothing to report.

Arr/Dep Turnaround Feasibility

- There is a significant number of schedule adjustments due to feasible ground time where either the Arr or Dep cannot be cleared in the peak periods.

Air Transport Movement Allocation by Operator

Comparison between S17 End vs. S18 Start



Operator	FULL SEASON ALLOCATION							PEAK WEEK ALLOCATION								
	S17 ATMs	S18 ATMs	+/- change	S18 Rank	S17 Seats	S18 Seats	+/- change	S18 Rank	S17 ATMs	S18 ATMs	+/- change	S18 Rank	S17 Seats	S18 Seats	+/- change	S18 Rank
Adria Airways	2	2	0	44	140	140	0	43	-	-	0	39	-	-	0	34
Aegean Airlines	56	-	-56	52	9,852	-	-9,852	47	4	-	-4	39	696	-	-696	34
Aer Lingus	2,996	3,164	168	6	335,556	352,232	16,676	8	98	100	2	6	10,920	11,280	360	8
Aero4M / Regourd Aviation	1	-	-1	52	49	-	-49	47	-	-	0	39	-	-	0	34
Aigle Azur	-	-	0	52	-	-	0	47	-	-	0	39	-	-	0	34
Air France	1,195	1,170	-25	11	184,321	192,978	8,657	12	40	40	0	12	6,154	6,588	434	13
Air India	434	434	0	21	111,104	111,104	0	18	14	14	0	22	3,584	3,584	0	18
Air Malta	50	50	0	35	8,832	9,000	168	31	2	2	0	36	360	360	0	32
Air Nostrum	-	1	1	47	-	50	50	46	-	-	0	39	-	-	0	34
Air Taxi Europe (Germany)	45	-	-45	52	-	-	0	47	-	-	0	39	-	-	0	34
Air Transat	47	-	-47	52	15,516	-	-15,516	47	2	-	-2	39	684	-	-684	34
Air X	1	-	-1	52	126	-	-126	47	-	-	0	39	-	-	0	34
Airest	258	310	52	26	-	-	0	47	10	10	0	27	-	-	0	34
AirTanker	46	2	-44	44	13,386	582	-12,804	37	2	-	-2	39	582	-	-582	34
AlbaStar	4	4	0	40	510	718	208	35	4	-	-4	39	680	-	-680	34
Alitalia	3	3	0	42	412	412	0	39	-	-	0	39	-	-	0	34
Arcus Air	16	-	-16	52	-	-	0	47	-	-	0	39	-	-	0	34
ASL Airlines Belgium	2	-	-2	52	-	-	0	47	-	-	0	39	-	-	0	34
ASL Airlines France	2	-	-2	52	294	-	-294	47	-	-	0	39	-	-	0	34
ASL Airlines Ireland	-	2	2	44	-	296	296	40	-	-	0	39	-	-	0	34
Austrian Airlines	4	4	0	40	552	696	144	36	-	-	0	39	-	-	0	34
Avanti Air	2	-	-2	52	200	-	-200	47	-	-	0	39	-	-	0	34
Azerbaijan Airlines	-	1	1	47	-	122	122	44	-	-	0	39	-	-	0	34
BA Cityflyer	-	-	0	52	-	-	0	47	8	8	0	31	740	784	44	28
BH Air	54	60	6	34	9,720	10,440	720	30	4	4	0	35	720	720	0	30
Bin Air	56	-	-56	52	-	-	0	47	-	-	0	39	-	-	0	34
Blue Air	620	648	28	19	112,468	119,094	6,626	17	20	22	2	20	3,628	4,026	398	16
Blue City Aviation	170	-	-170	52	-	-	0	47	-	-	0	39	-	-	0	34
bmi regional	778	20	-758	38	36,839	784	-36,055	34	34	16	-18	21	1,617	784	-833	28
Bright Flight	2	-	-2	52	-	-	0	47	-	-	0	39	-	-	0	34
British Airways	267	190	-77	32	29,942	18,620	-11,322	28	-	-	0	39	-	-	0	34
Brussels Airlines	1,401	1,050	-351	13	124,117	148,050	23,933	13	46	34	-12	14	3,754	4,794	1,040	15
Carpatair	2	-	-2	52	200	-	-200	47	-	-	0	39	-	-	0	34
Cavok Air	21	-	-21	52	-	-	0	47	-	-	0	39	-	-	0	34
Cello Aviation	12	-	-12	52	628	-	-628	47	-	-	0	39	-	-	0	34
Cityjet	36	-	-36	52	3,426	-	-3,426	47	4	-	-4	39	380	-	-380	34
Cobalt Air	105	-	-105	52	15,120	-	-15,120	47	4	-	-4	39	576	-	-576	34
Cobrex Trans	-	-	0	52	-	-	0	47	-	-	0	39	-	-	0	34
CSA Czech Airlines	390	390	0	23	50,574	54,794	4,220	25	14	14	0	22	1,820	1,960	140	25
Eastern Airways	3	-	-3	52	228	-	-228	47	-	-	0	39	-	-	0	34
EasyJet	987	1,296	309	10	155,640	212,592	56,952	11	22	42	20	10	3,432	6,876	3,444	11
Emirates	1,091	1,086	-5	12	543,307	611,864	68,557	6	42	42	0	10	20,594	22,232	1,638	6
Enter Air	-	1	1	47	-	189	189	41	-	-	0	39	-	-	0	34
European Air Transport (DHL)	1	-	-1	52	-	-	0	47	-	-	0	39	-	-	0	34
Eurowings	1,036	1,384	348	9	179,700	236,224	56,524	10	36	40	4	12	6,240	6,784	544	12
Evelop Airlines	12	-	-12	52	2,160	-	-2,160	47	2	-	-2	39	360	-	-360	34
Federal Express	715	735	20	17	-	-	0	47	24	24	0	17	-	-	0	34
Fleetair	62	-	-62	52	-	-	0	47	-	-	0	39	-	-	0	34
Fly One	16	44	28	36	2,688	6,336	3,648	32	6	2	-4	36	924	288	-636	33
Flybe	23,013	20,703	-2,310	1	1,879,321	1,655,820	-223,501	1	782	688	-94	1	63,332	55,010	-8,322	1
Freebird Airlines	81	144	63	33	14,580	25,920	11,340	27	4	8	4	31	720	1,440	720	26
Genex	2	-	-2	52	-	-	0	47	-	-	0	39	-	-	0	34
Germania	3	3	0	42	444	448	4	38	-	-	0	39	-	-	0	34
Germanwings	323	-	-323	52	48,450	-	-48,450	47	12	-	-12	39	1,800	-	-1,800	34
Hi Fly Malta	3	-	-3	52	801	-	-801	47	-	-	0	39	-	-	0	34
Iberia Express	248	242	-6	31	42,408	41,382	-1,026	26	8	8	0	31	1,368	1,368	0	27
Icelandair	170	-	-170	52	31,110	-	-31,110	47	6	-	-6	39	1,098	-	-1,098	34
Jet2.com	3,176	6,462	3,286	3	599,473	1,239,288	639,815	4	119	252	133	3	22,485	48,410	25,925	3
Jota Aviation	9	1	-8	47	-	95	95	45	-	-	0	39	-	-	0	34
KLM Royal Dutch Airlines	2,444	2,320	-124	8	323,932	317,392	-6,540	9	80	66	-14	8	10,616	9,312	-1,304	9
Lipican Aer	-	-	0	52	-	-	0	47	6	-	-6	39	198	-	-198	34
Lufthansa	2,844	2,852	8	7	428,435	433,482	5,047	7	94	94	0	7	14,540	14,274	-266	7
Maleth-Aero	6	-	-6	52	854	-	-854	47	-	-	0	39	-	-	0	34
Marshall	3	-	-3	52	-	-	0	47	-	-	0	39	-	-	0	34
Monarch Airlines	6,676	-	-6,676	52	1,355,128	-	-1,355,128	47	279	-	-279	39	56,668	-	-56,668	34
Nighthexpress	50	-	-50	52	-	-	0	47	10	-	-10	39	-	-	0	34
Norwegian	435	-	-435	52	80,598	-	-80,598	47	14	-	-14	39	2,604	-	-2,604	34
Nouvelair Tunisie	-	-	0	52	-	-	0	47	-	-	0	39	-	-	0	34
Omni Air International	-	-	0	52	-	-	0	47	-	-	0	39	-	-	0	34
OrangeFly	-	1	1	47	-	180	180	42	-	-	0	39	-	-	0	34
Primerair	-	630	630	20	-	120,600	120,600	15	-	48	48	9	-	9,198	9,198	10
PIA Pakistan International	182	248	66	30	64,828	85,560	20,732	21	8	8	0	31	2,760	2,760	0	22
Privilege Style	4	-	-4	52	1,200	-	-1,200	47	-	-	0	39	-	-	0	34
Qatar Airways	434	434	0	21	110,236	110,236	0	19	14	14	0	22	3,556	3,556	0	19
RAF-Avia	39	260	221	29	-	-	0	47	-	-	10	27	-	-	0	34
Rose Air	16	-	-16	52	-	-	0	47	-	-	0	39	-	-	0	34
Ryanair	8,681	8,724	43	2	1,637,757	1,648,836	11,079	2	295	290	-5	2	55,755	54,810	-945	2
SAS Scandinavian	666	724	58	18	76,204	87,768	11,564	20	22	26	4	15	2,736	3,258	522	20
Siavia	4	-	-4	52	192	-	-192	47	-	-	0	39	-	-	0	34
Signature	8	-	-8	52	22	-	-22	47	-	-	0	39	-	-	0	34
Sky Taxi	11	-	-11	52	-	-	0	47	-	-	0	39	-	-	0	34
Small Planet Airlines Germany	2	-	-2	52	360	-	-360	47	-	-	0	39	-	-	0	34
SprintAir	25	-	-25	52	-	-	0	47	-	-	0	39	-	-	0	34
Swiss International	741	742	1	16	81,297	84,140	2,843	22	24	24	0	17	2,400	3,240	840	21
Thomas Cook (UK)	3,080	3,435	355	5	649,903	753,020	103,117</									

Significant Route Changes

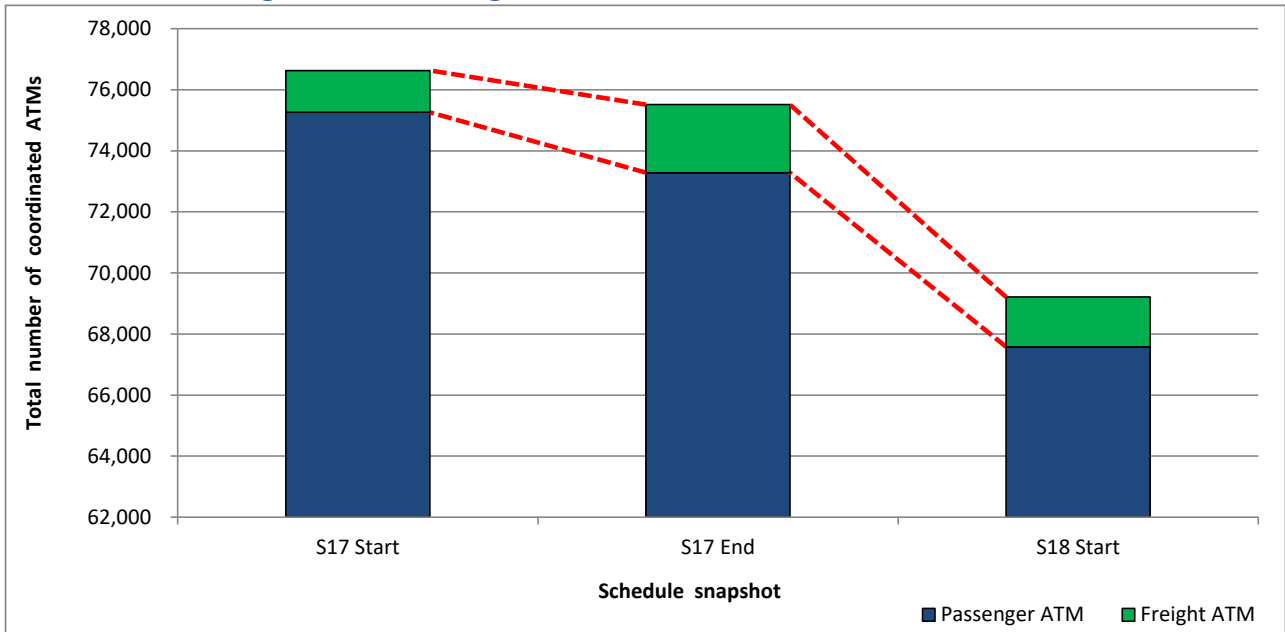


Operator	Category	Description of change from S17 schedule to S18 schedule
Aer Lingus	CHANGE	Plan to increase frequency from 28x to 29x p.w. on Dublin (DUB).
Air France	CHANGE	Plan to decrease frequency from 20x to 18x p.w. on Paris Charles de Gaulle (CDG). This change is not seen across all season.
AlbaStar	CANCELLED	Do not plan to operate Palma de Mallorca (PMI) during S18.
BA Cityflyer	CHANGE	Plan to increase frequency from 1x to 2x p.w. on Palma (PMI). They will also terminate all scheduled service to Ibiza (IBZ), which was one per week.
bmi regional	CANCELLED	Has cancelled all their scheduled flights (GOT,GRZ,NUE).
Cityjet	CANCELLED	Has cancelled all their schedule flights (INN).
Cobalt Air	CANCELLED	Will terminate all 2x p.w.scheduled service to Larnaca (LCA).
EasyJet	NEW	Plan to introduce a 3x p.w. scheduled service to Geneva (GVA) operating full season.
Emirates	CHANGE	Plan to reinstate the morning EK41/42 service using a 77W aircraft and upgrade the lunchtime EK39/40 service to 388 aircraft.
Eurowings	CHANGE	Plan to decrease frequency from 6x to 5x p.w. on Vienna (VIE).
Eurowings	CHANGE	Plan to increase frequency up to 18x p.w. on Dusseldorf (DUS) taking over the frequencies previously operated by Germanwings (4U).
Flybe	NEW	Plan to commence 1x per week scheduled service to Innsbruck (INN) on 26th May to September.
Flybe	CHANGE	Plan to decrease frequency from 25x p.w. to 18x p.w. on Aberdeen (ABZ) and 38x p.w. to 33x p.w. to Amsterdam (AMS).
Flybe	CANCELLED	Will terminate all scheduled service to Limoges (LIG) and Rennes (RNS).
Germanwings	CANCELLED	Terminate all services at BHX transferring all remaining Dusseldorf (DUS) frequencies across to Eurowings (EW).
Icelandair	CANCELLED	Has cancelled all their scheduled flights (KEF).
Jet2.com	CHANGE	Have submitted to increase the number of BHX based aircraft from 4x to 7x 73H plus 1x 321 for the S18 season.
Monarch Airlines	CANCELLED	Monarch Airlines has ceased operations and all their historic slots came back to the slot pool. Monarch slots were re-allocating to the waiting list the 8/9th November 2017.
Norwegian	CANCELLED	Has cancelled all their scheduled flights (AGP-BCN-TFS).
Primera Air	NEW	Have submitted to base 1x 73H aircraft at BHX for S18 operating to European Leisure destinations including AGP, CHQ, & PMI.
Primera Air	NEW	Plan to base 1x 32B aircraft at BHX to operate transatlantic services to New York (4x p.w. EWR), and Toronto (3x p.w. YYZ).
SAS Scandinavian	NEW	Plan to introduce a 2x p.w. scheduled service to Stockholm (ARN).
Thomas Cook (UK)	CHANGE	Have submitted to increase the number of BHX based aircraft from 4x to 5x 32B for the S18 season.
TUI Airways	CHANGE	Have submitted to increase the number of BHX based 73H aircraft by 1x unit for S18 season.
Turkmenistan Airlines	CHANGE	Plan to increase frequency from 3x to 7x p.w. on Ashgabat (ASB) from the 09th July onwards.
United Airlines	CANCELLED	Do not plan to operate New York (EWR) during S18 - eff. Nov 2017.
VLM Airlines	NEW	Plan to commence 5x p.w. scheduled service to Antwerp (ANR).
Vueling	CANCELLED	Vueling has cancelled their routes AGP, ALC,ORY and TFS. Barcelona (BCN) has decreased from 7x p.w. to 6x p.w.

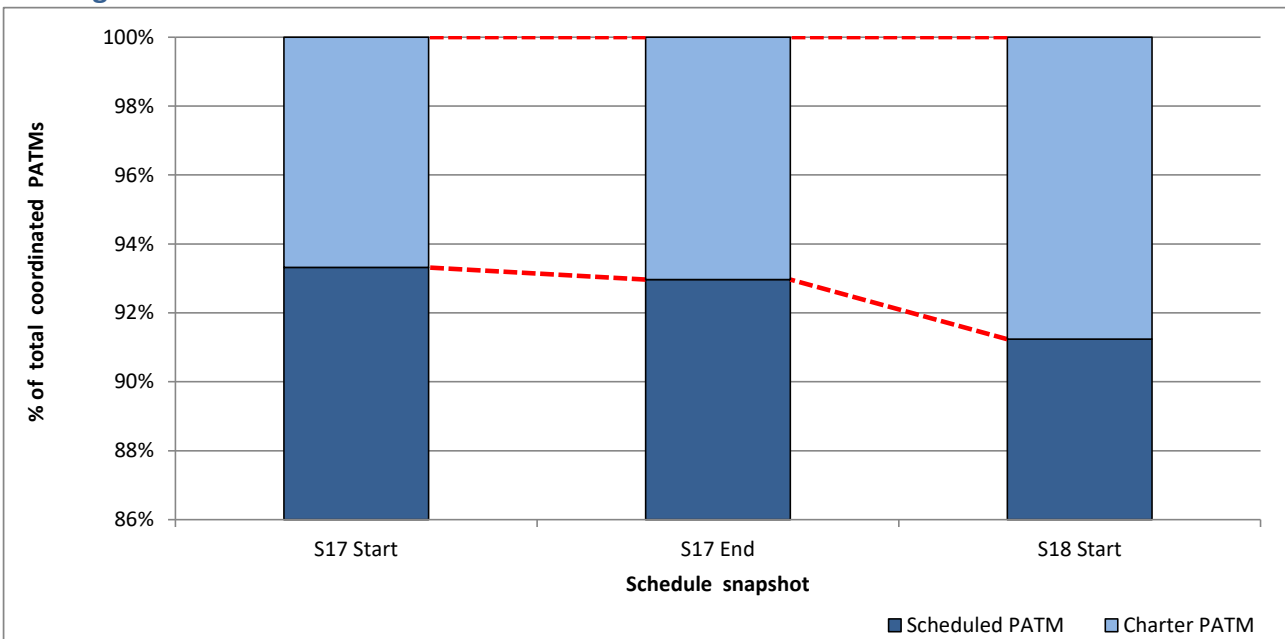
Full Season - ATM Analysis



Total ATMs: Passenger ATMs vs. Freight ATMs



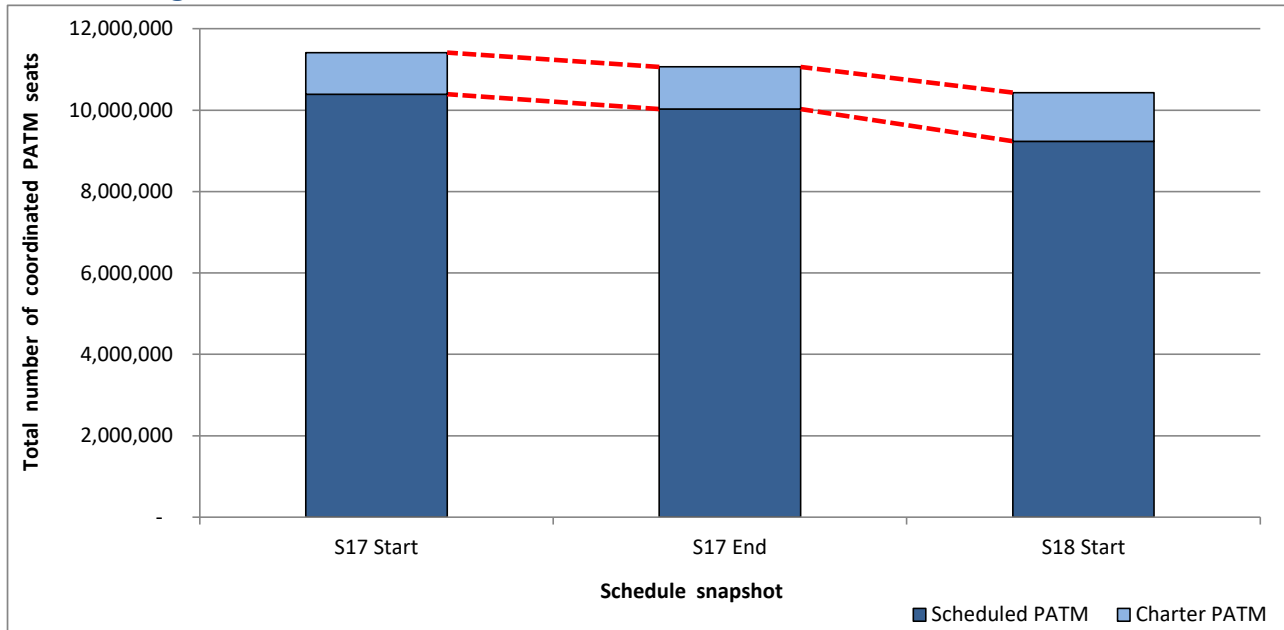
Passenger ATMs: Scheduled vs. Charter



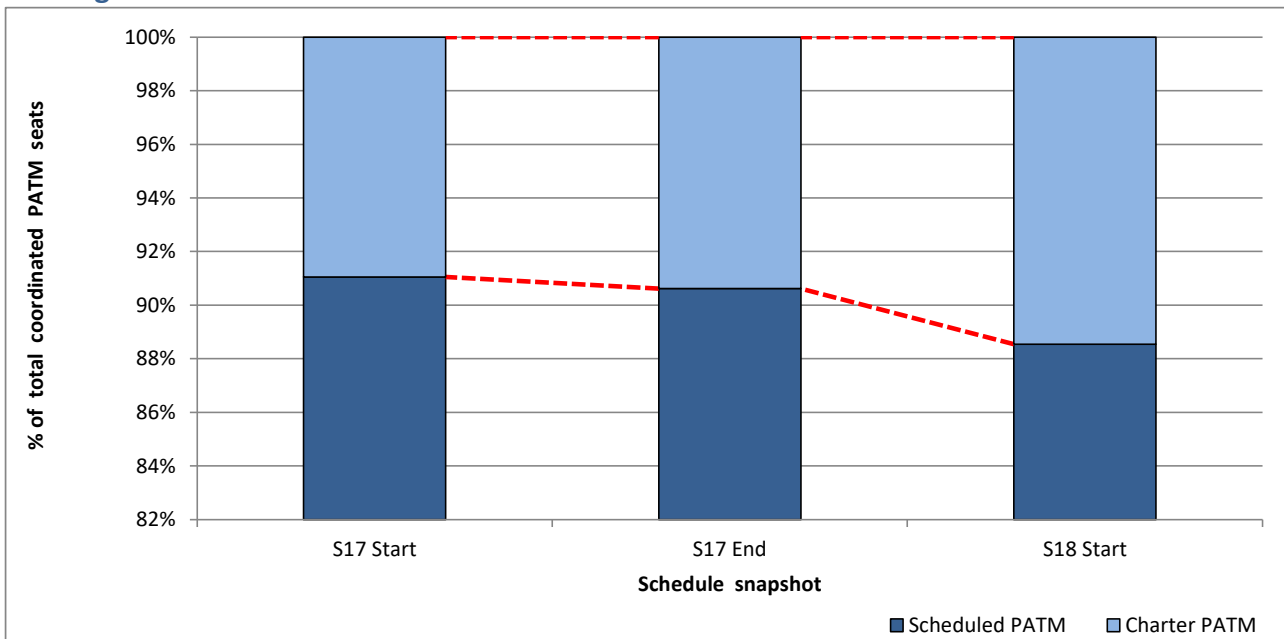
Full Season - PATM Seats Analysis



Total Passenger ATM seats: Scheduled vs. Charter



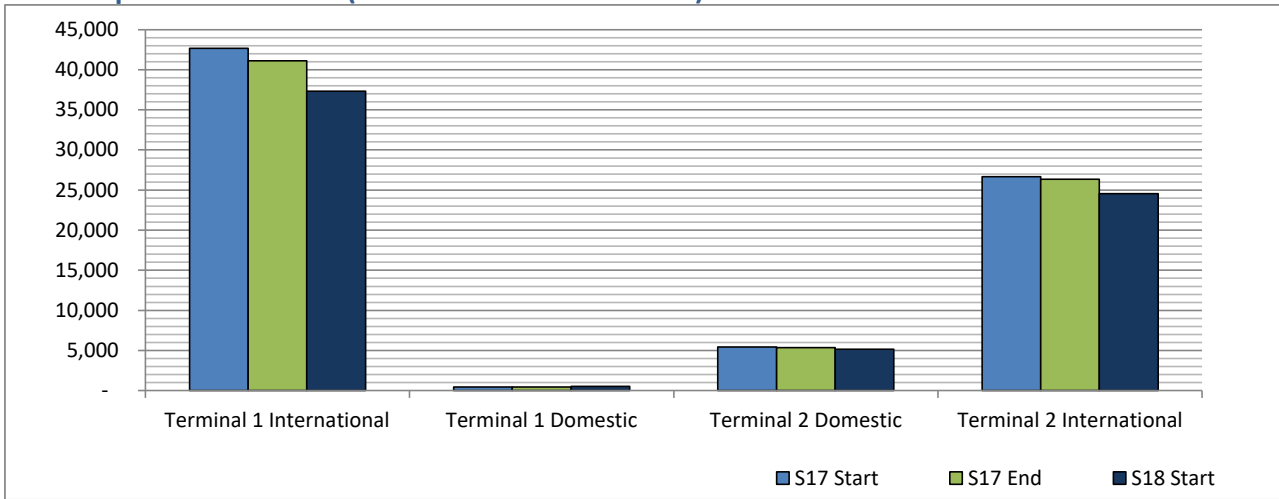
Passenger ATM seats: Scheduled vs. Charter



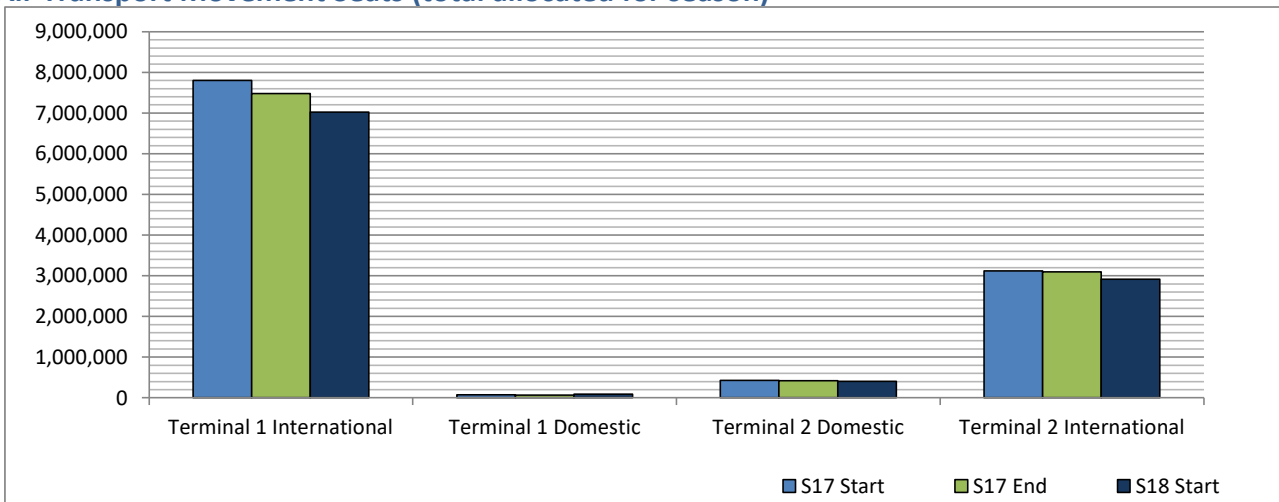
Full Season - Terminal Analysis



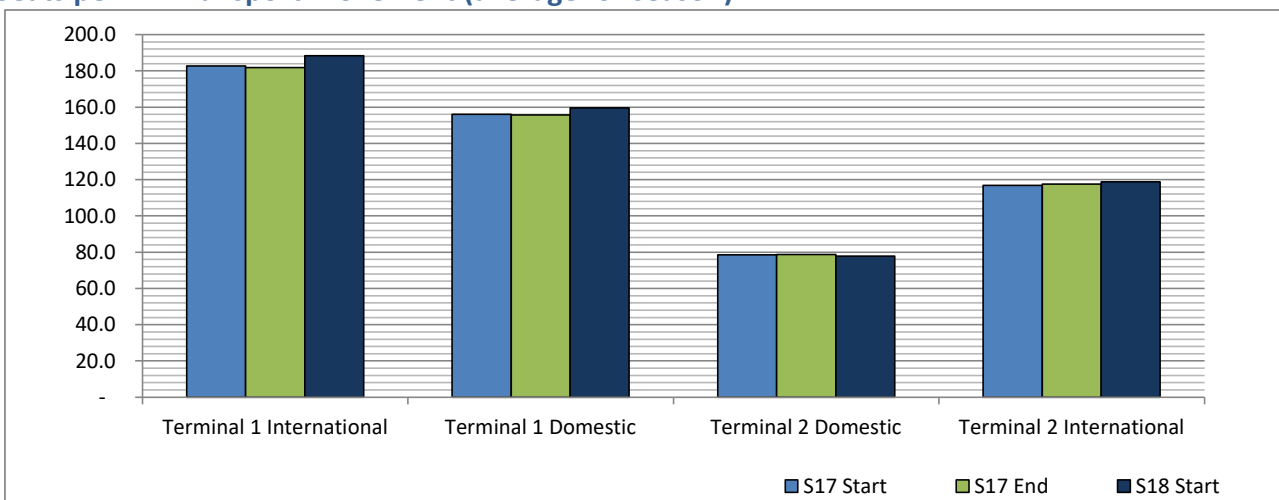
Air Transport Movements (total allocated for season)



Air Transport Movement Seats (total allocated for season)

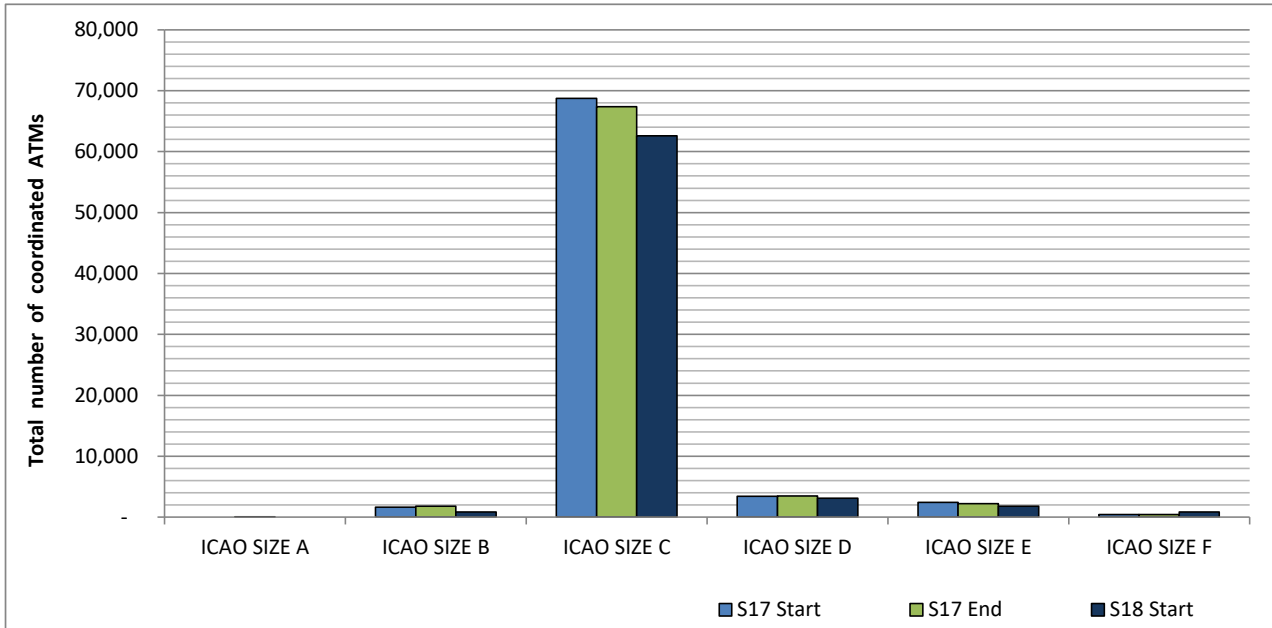


Seats per Air Transport Movement (average for season)



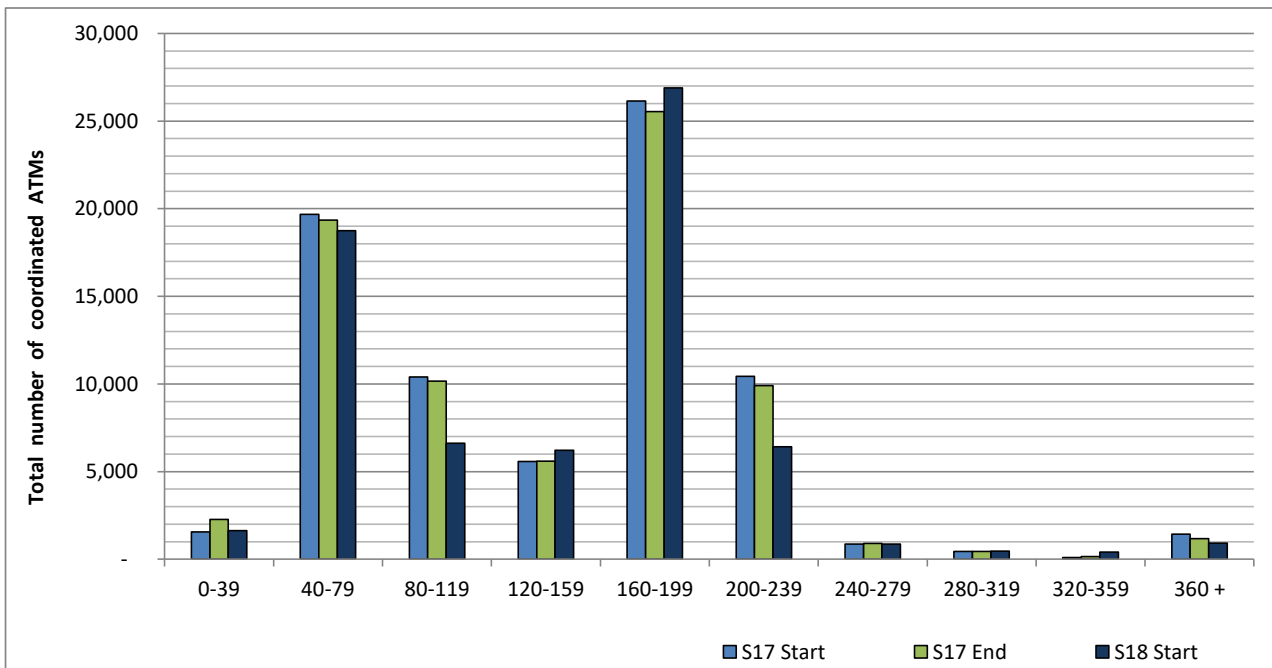
Full Season - Aircraft Size Analysis

ICAO size designation



Note: See Glossary for definitions of ICAO SIZE groupings

Air Transport Movement seat distribution

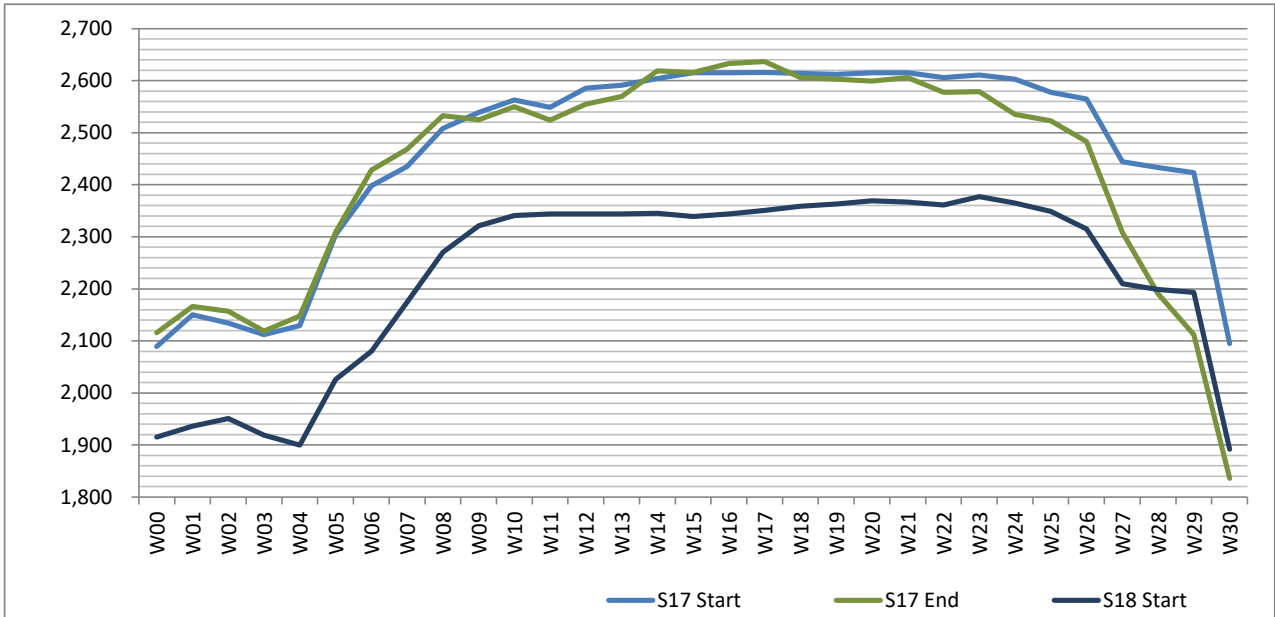


Note: FREIGHT-ONLY services with 0 seats are included in the first seat band '0-39'

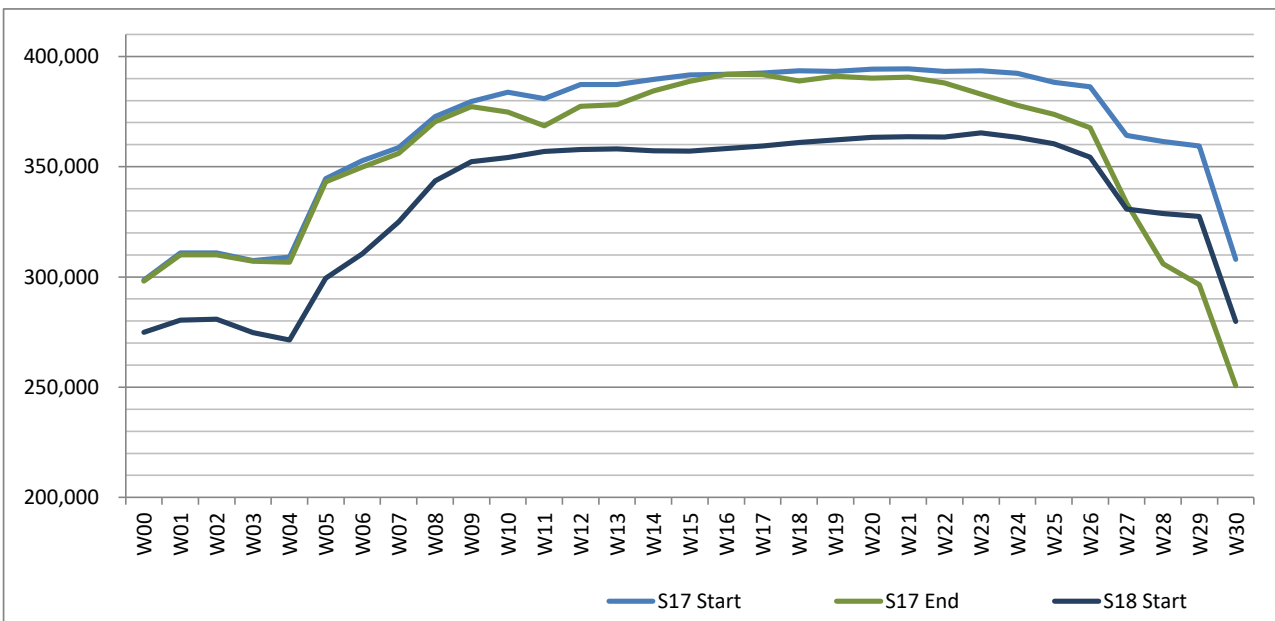
Full Season - Seasonality



Air Transport Movements by week of season



Air Transport Movement Seats by week of season



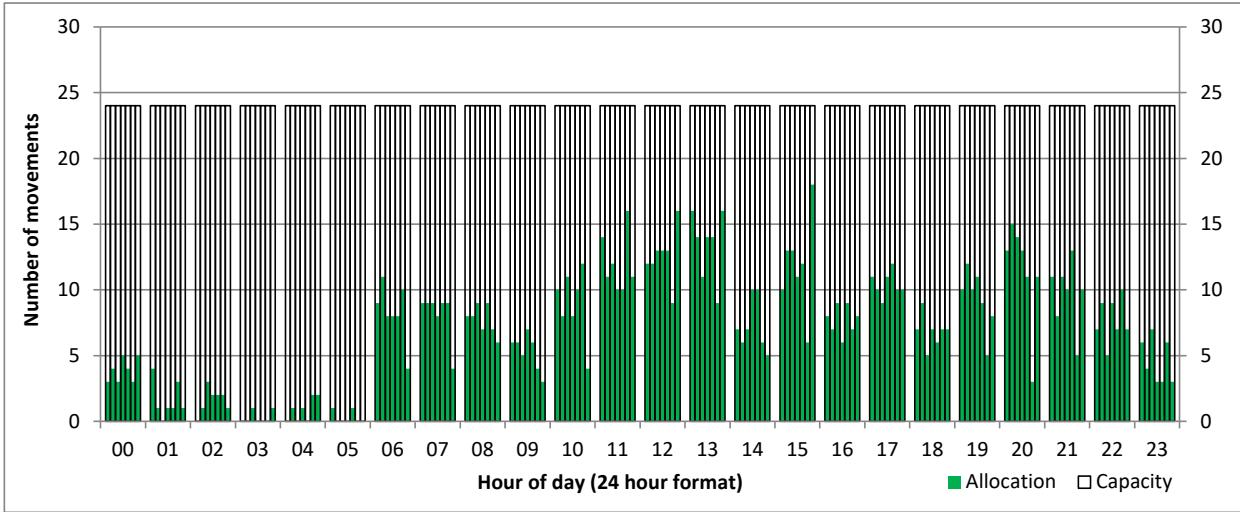
Peak Week - Hourly Runway Allocation

Schedule: S18 Start



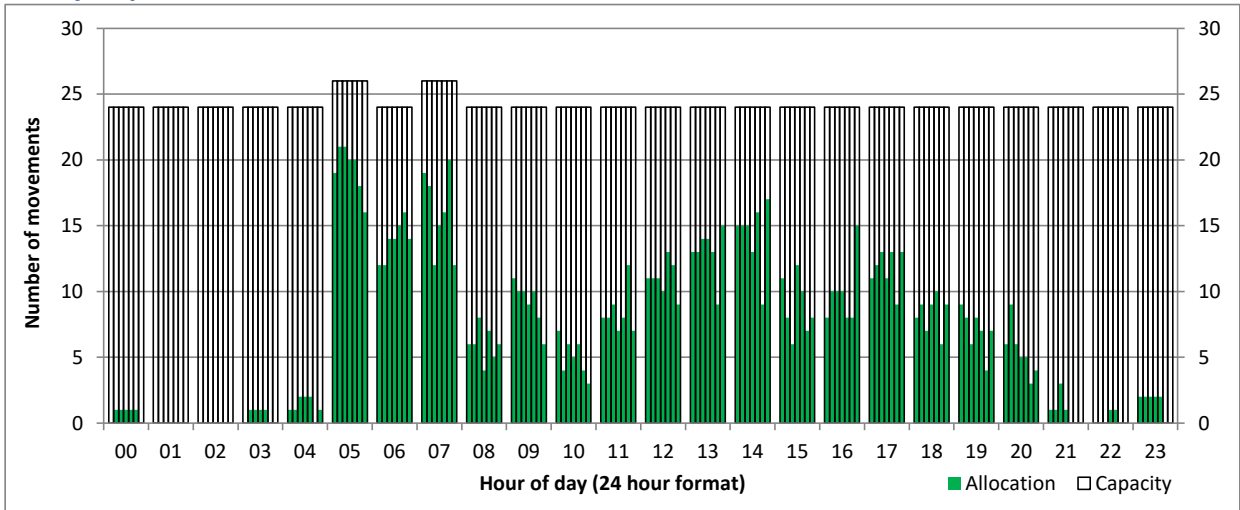
Hourly Arrival Allocation

Time: UTC



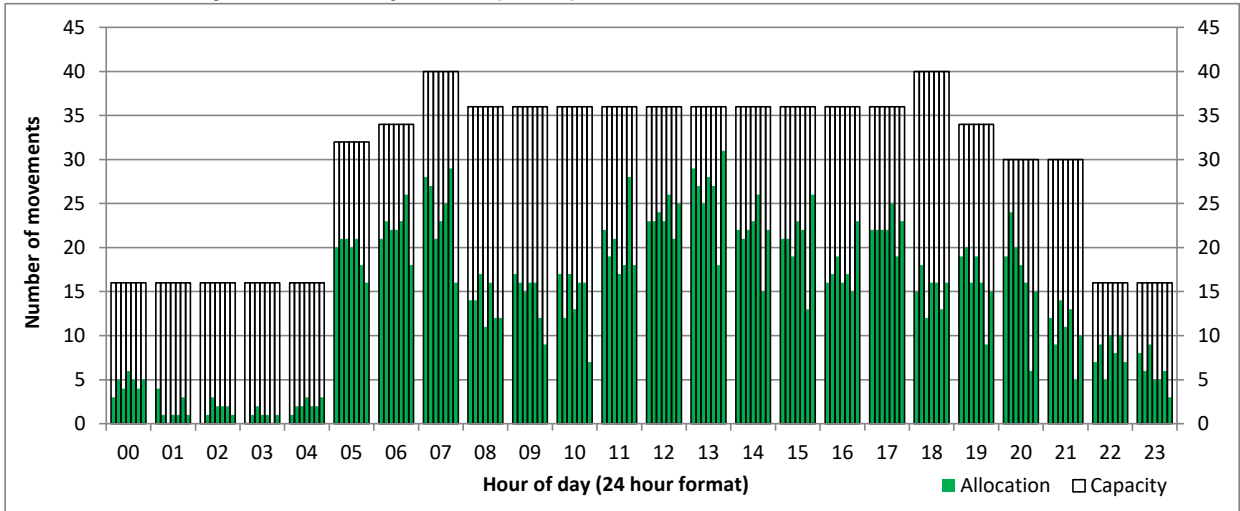
Hourly Departure Allocation

Time: UTC



Combined Hourly Arrival & Departure (Total) Allocation

Time: UTC



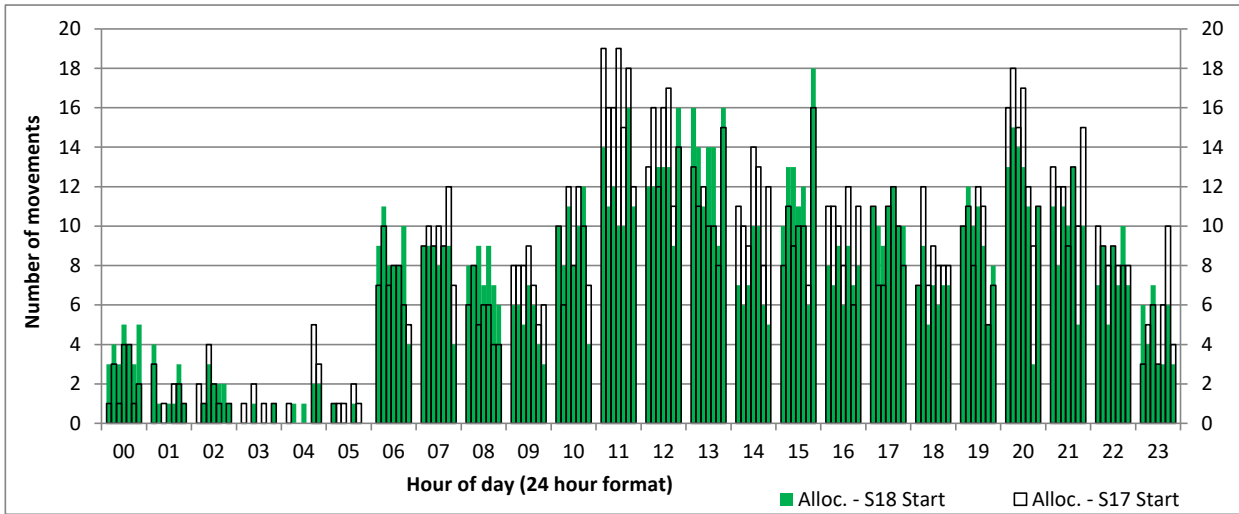
Peak Week - Runway Allocation Comparison

Comparison of S18 Start vs. S17 Start



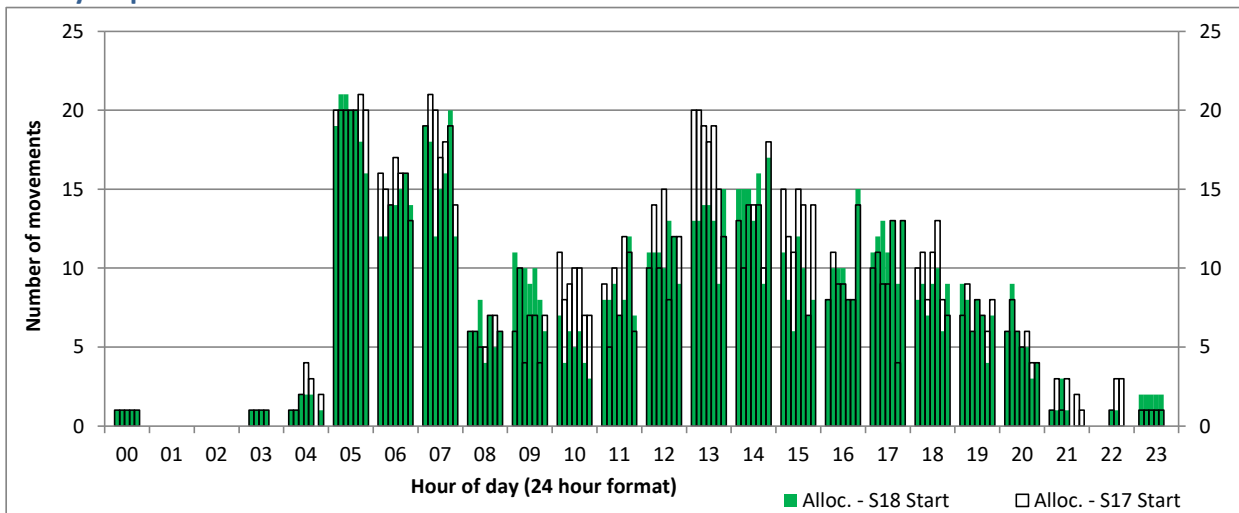
Hourly Arrival Allocation

Time: UTC



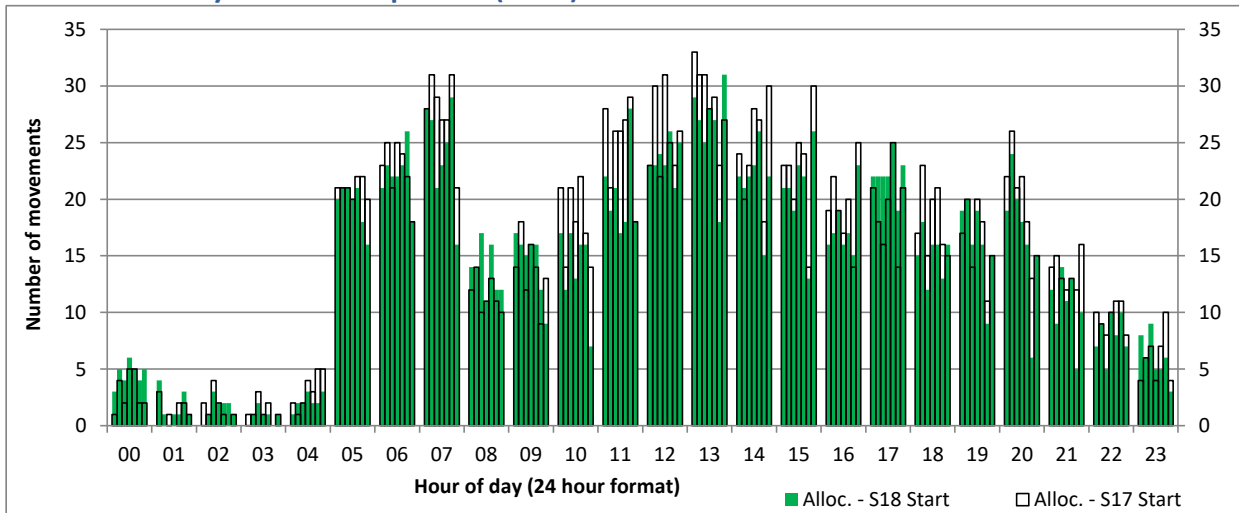
Hourly Departure Allocation

Time: UTC



Combined Hourly Arrival & Departure (Total) Allocation

Time: UTC



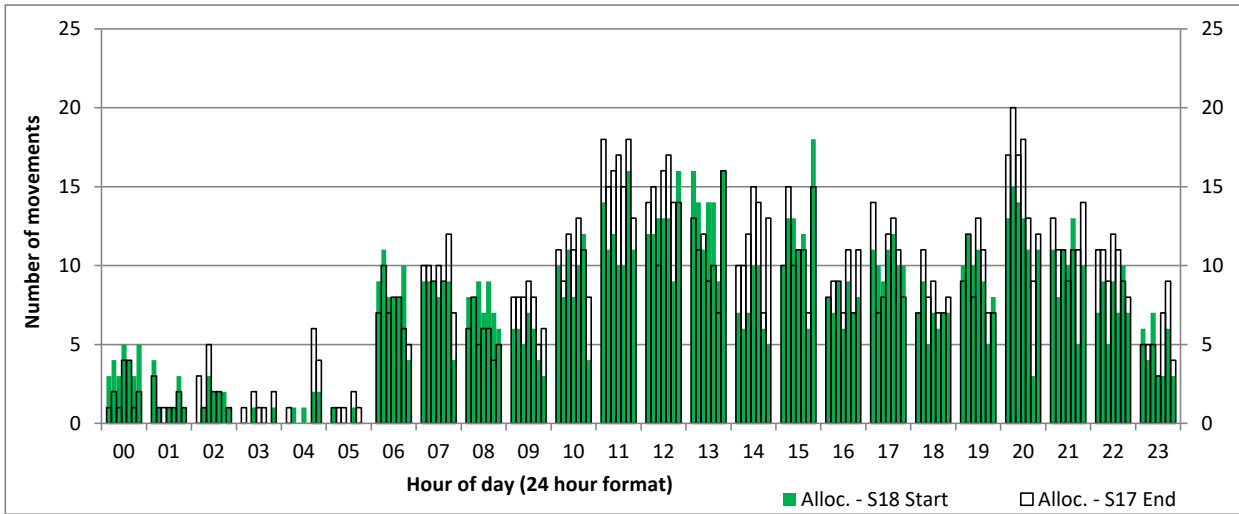
Peak Week - Runway Allocation Comparison

Comparison of S18 Start vs. S17 End



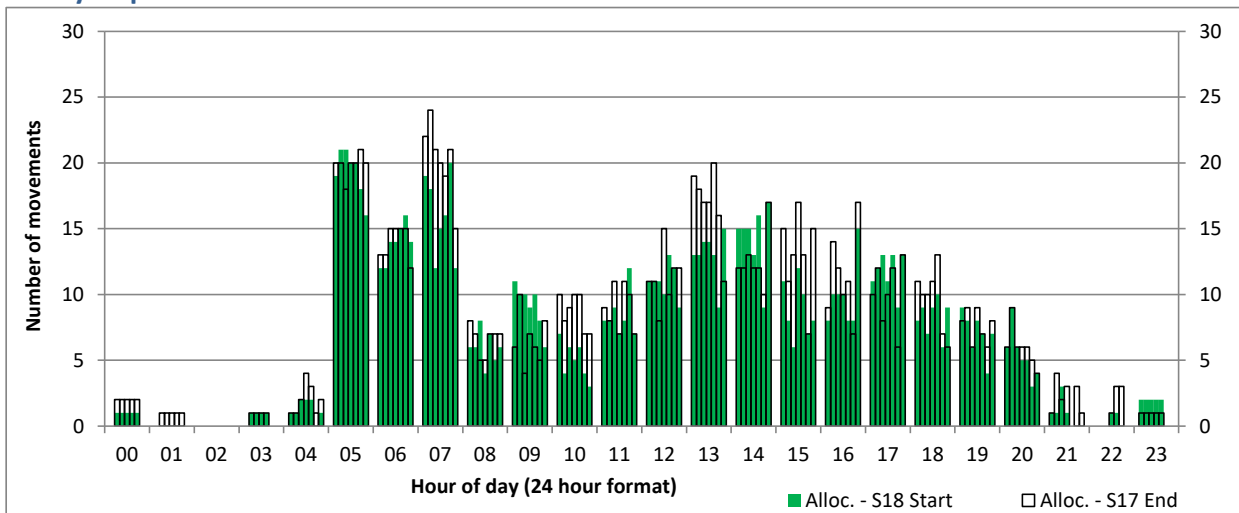
Hourly Arrival Allocation

Time: UTC



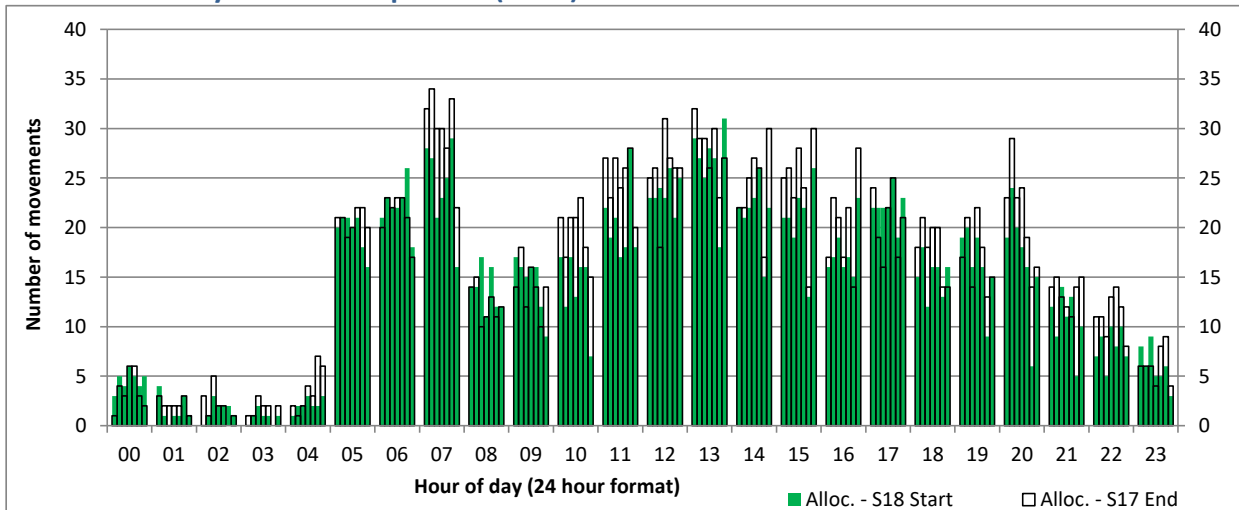
Hourly Departure Allocation

Time: UTC



Combined Hourly Arrival & Departure (Total) Allocation

Time: UTC



Peak Week - Passengers Histogram

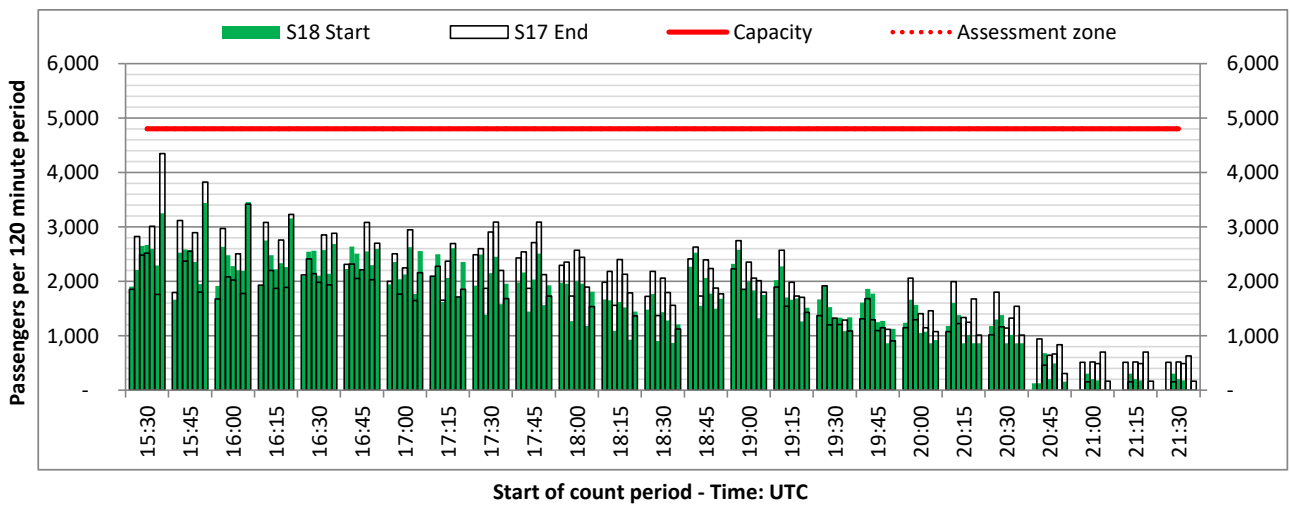
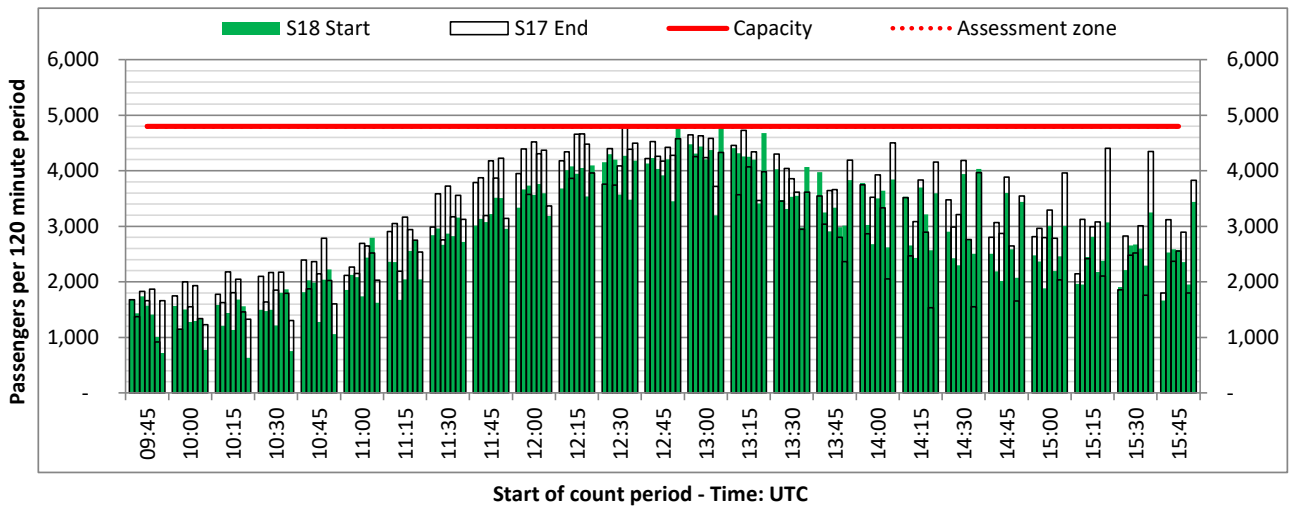
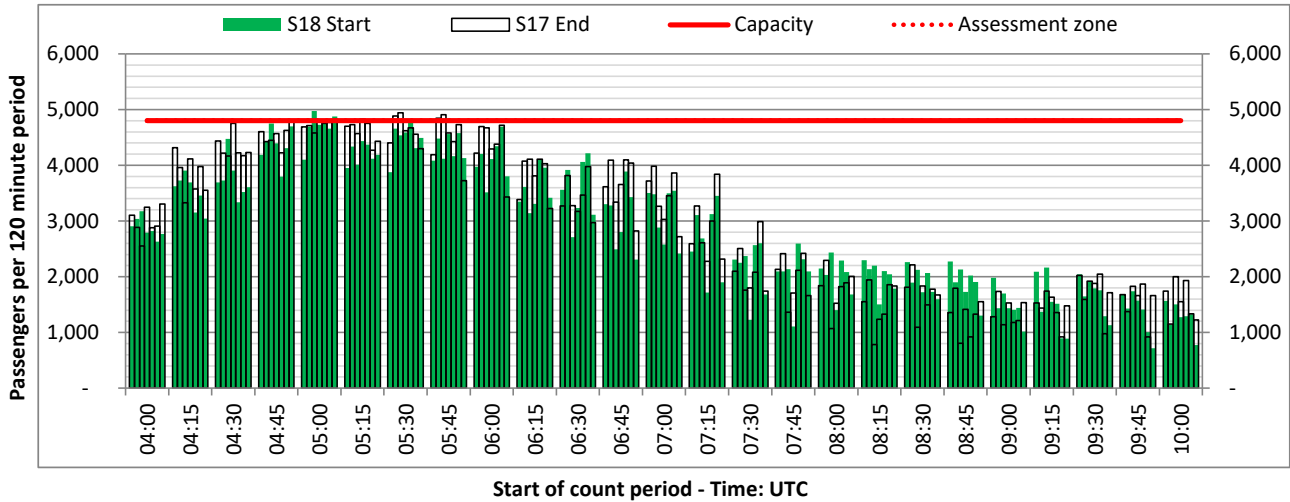
DEPARTURE - 120 minute count rolling every 15 mins (T2H/15)



Terminals: All Terminals

Operators: All Operators

Days: 1234567



Peak Week - Passengers Histogram

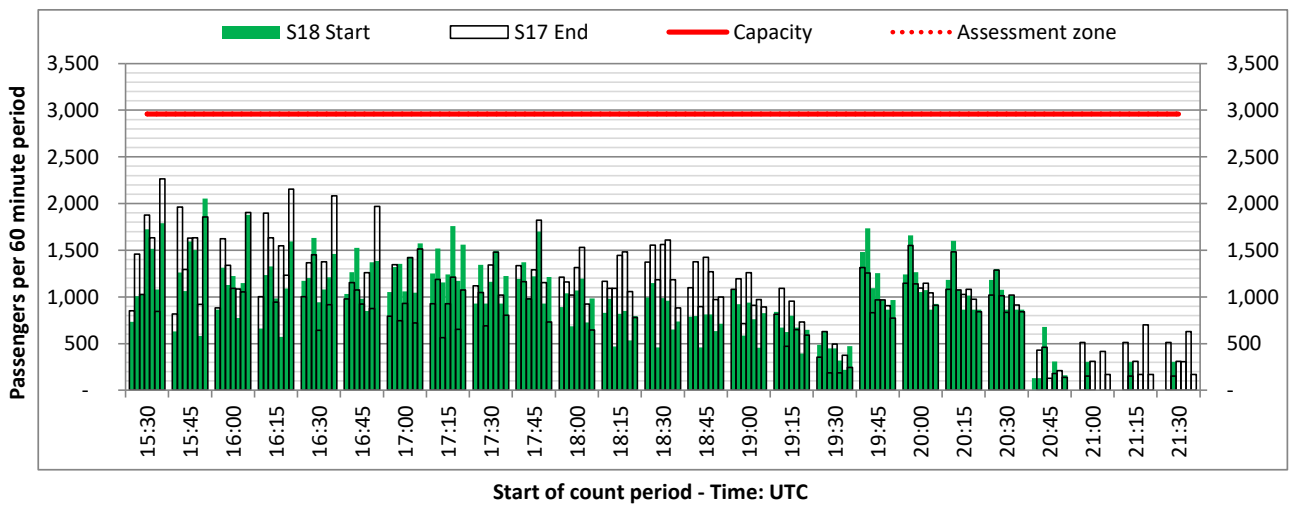
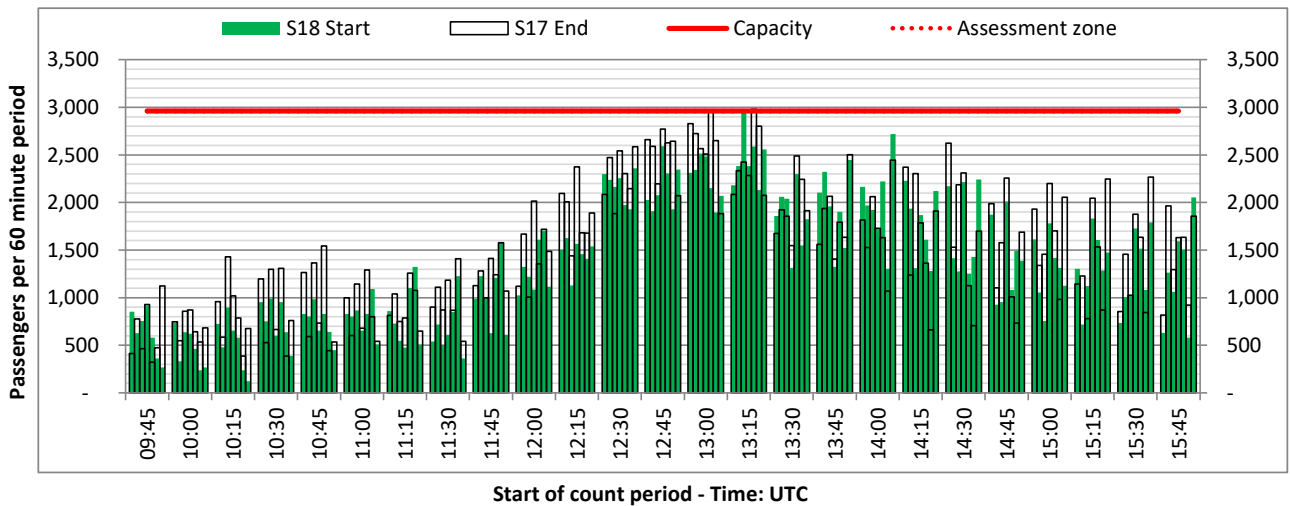
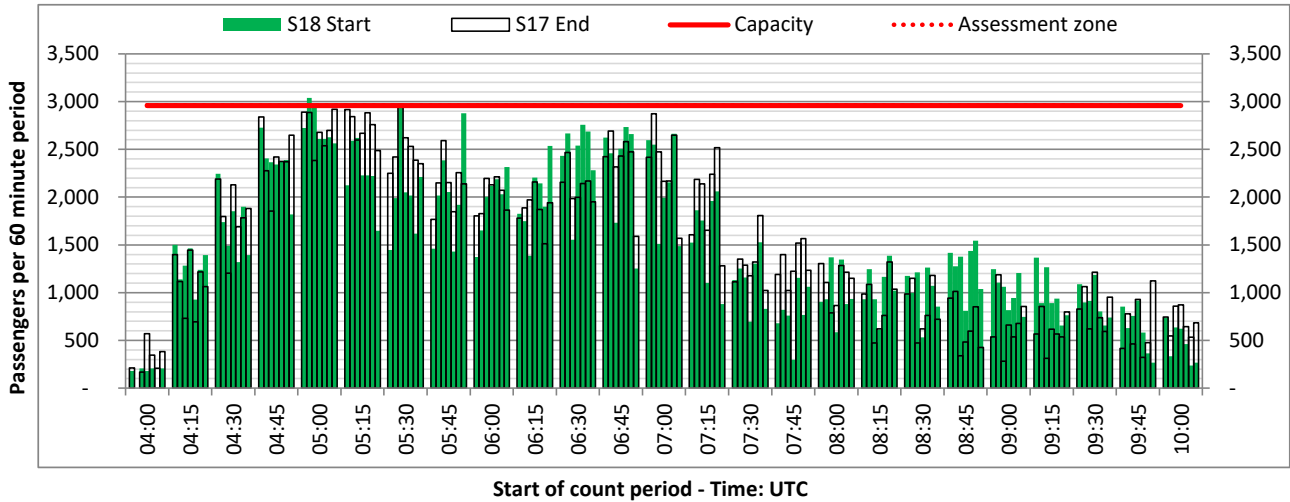
DEPARTURE - 60 minute count rolling every 15 mins (T60/15)



Terminals: All Terminals

Operators: All Operators

Days: 1234567



Peak Week - Passengers Histogram

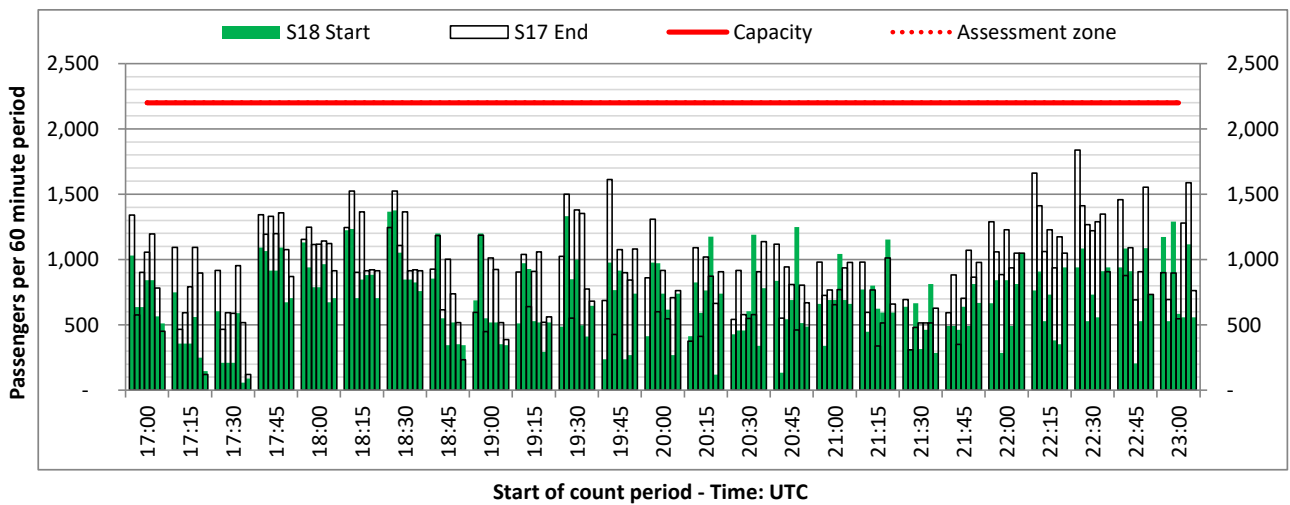
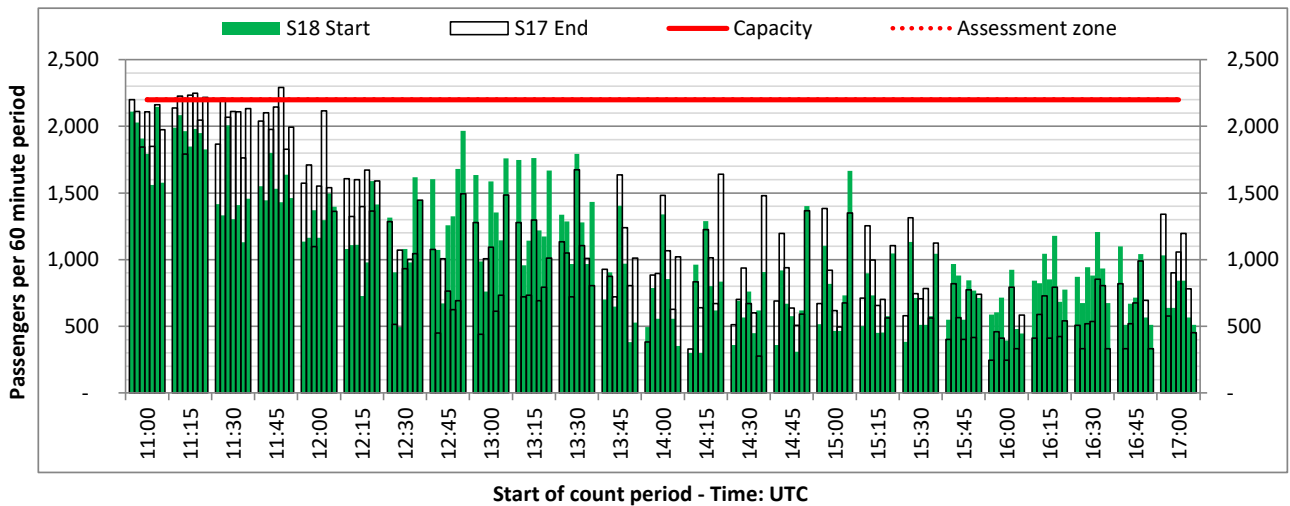
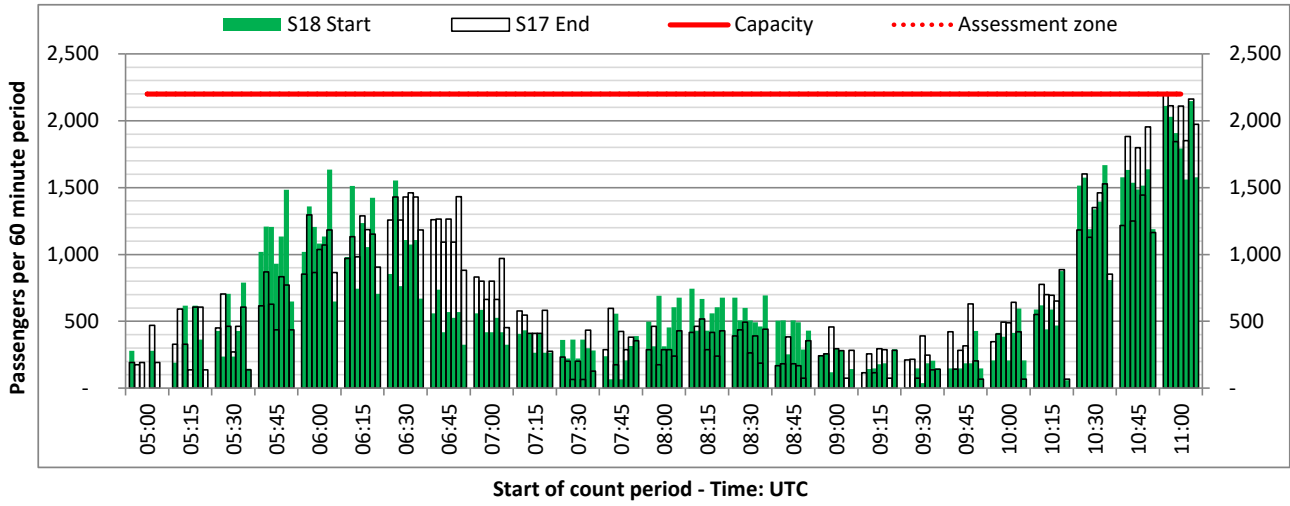
ARRIVAL - 60 minute count rolling every 15 mins (T60/15)



Terminals: 1I

Operators: All Operators

Days: 1234567



Peak Week - Passengers Histogram

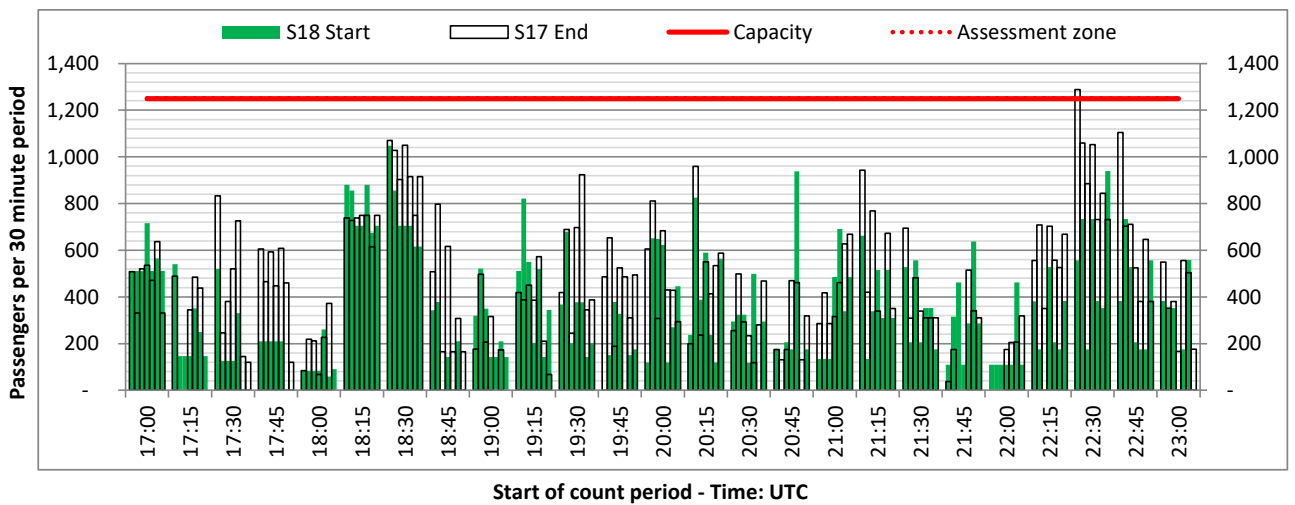
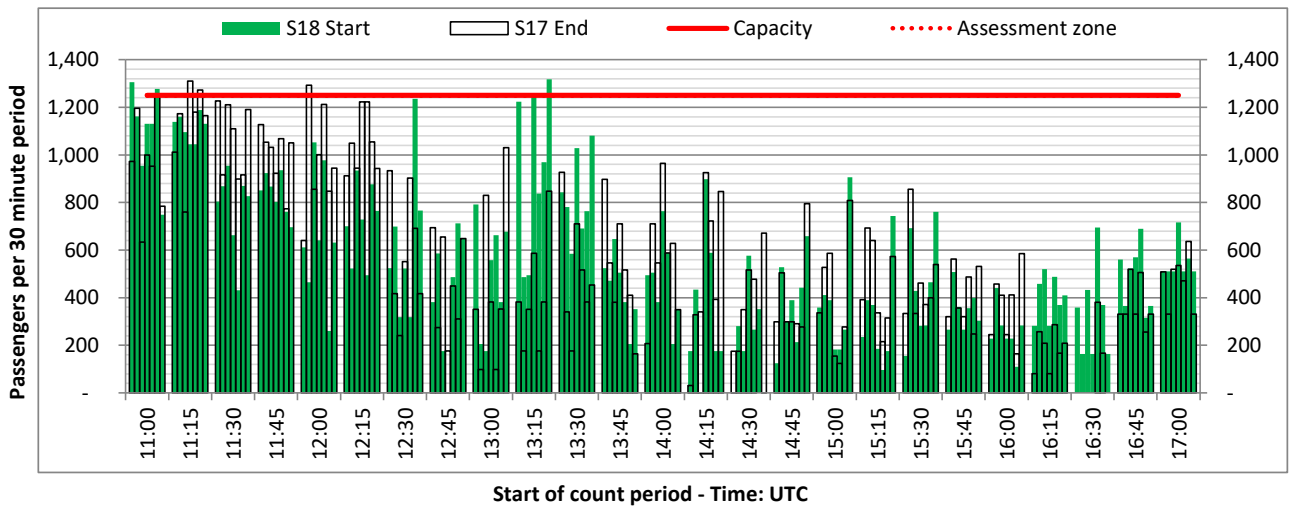
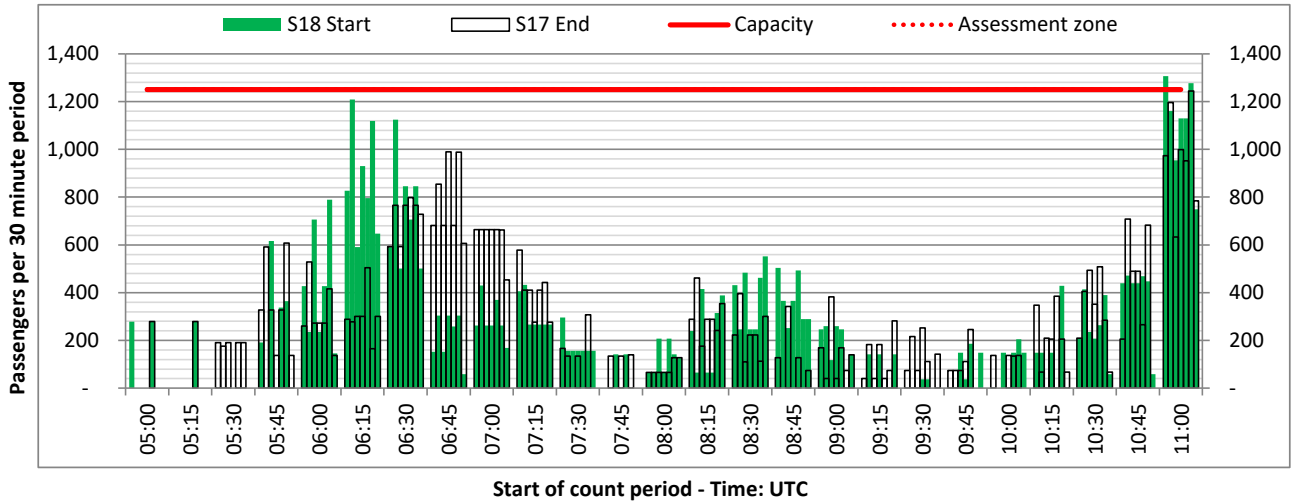
ARRIVAL - 30 minute count rolling every 15 mins (T30/15)



Terminals: 1I

Operators: All Operators

Days: 1234567



Peak Week - Passengers Histogram

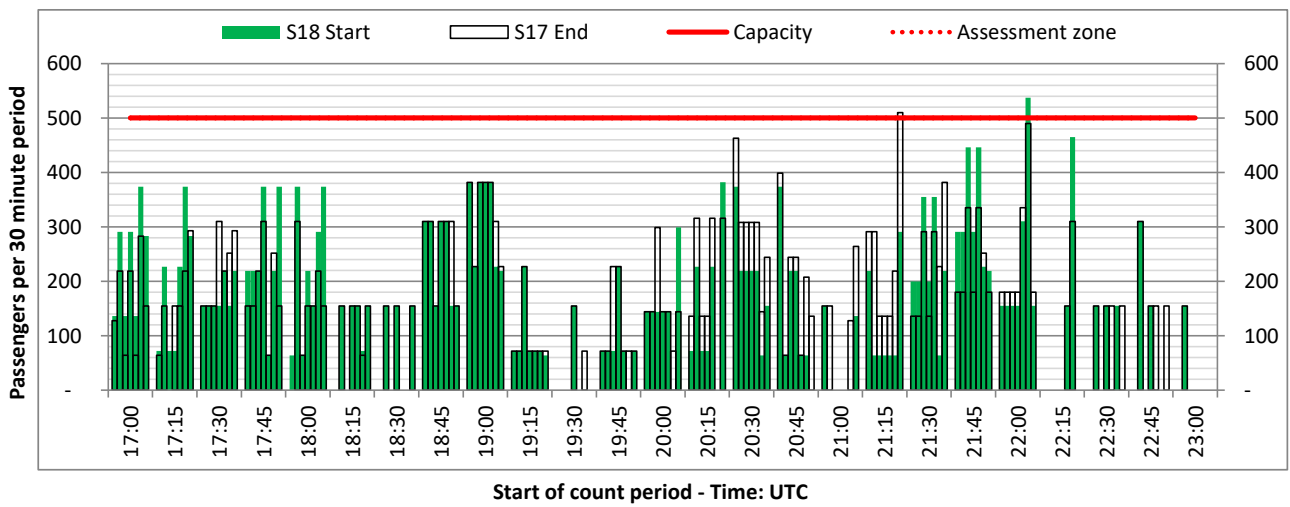
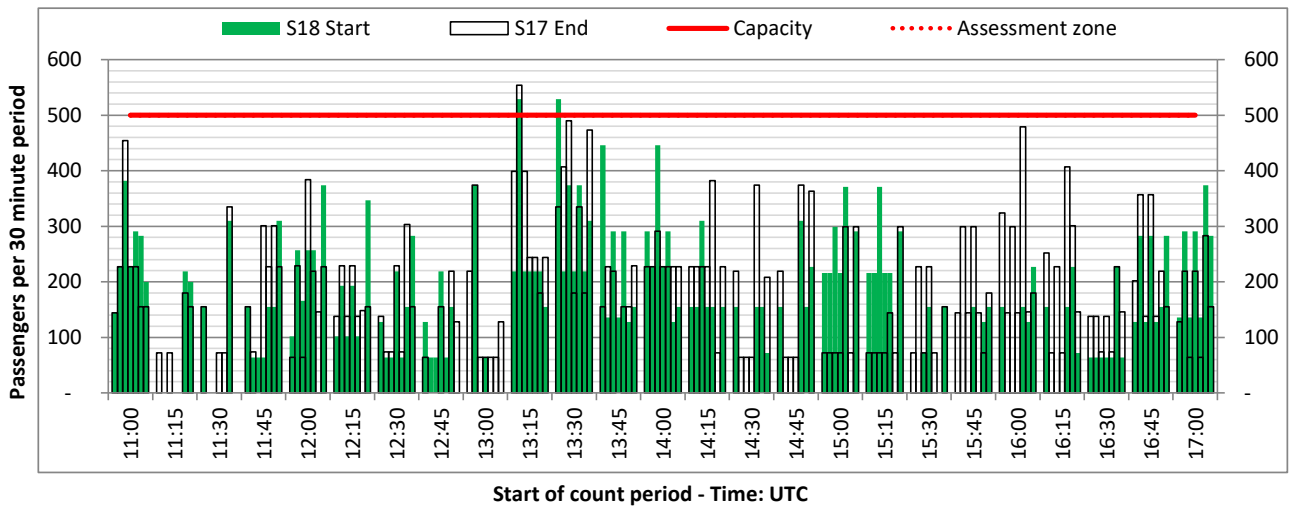
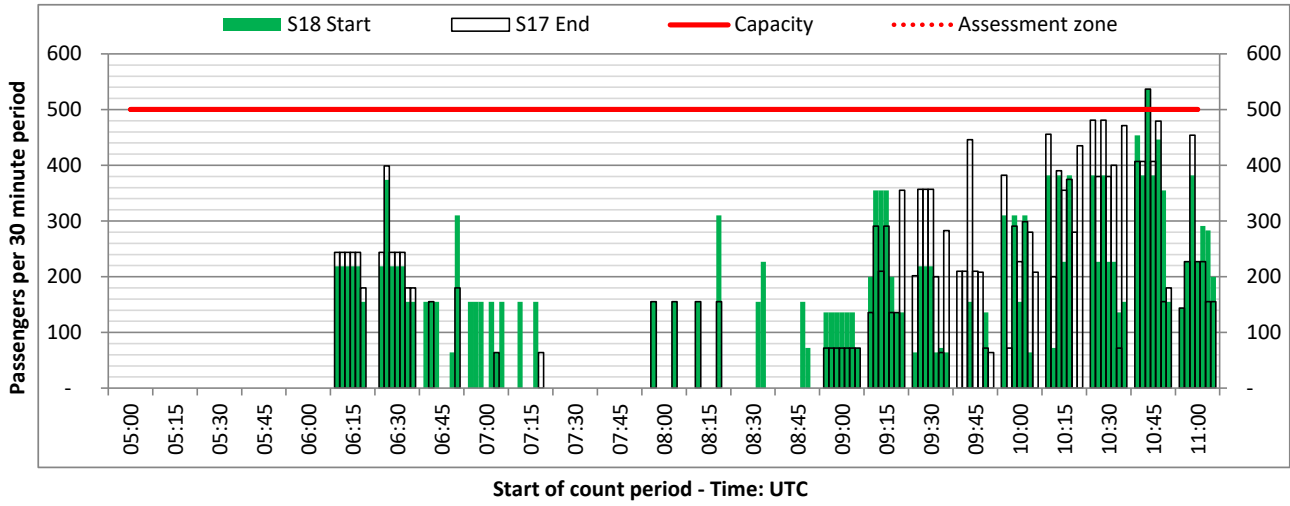
ARRIVAL - 30 minute count rolling every 15 mins (T30/15)



Terminals: 2I

Operators: All Operators

Days: 1234567



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

S17 Start	S17 schedule as cleared on Tue 21-Mar-17.
S17 End	S17 schedule as cleared on Sun 26-Mar-17.
S18 Start	S18 schedule as cleared on Thu 15-Mar-18.

Peak Week	Peak week for S17 is Mon 14-Aug-17 to Sun 20-Aug-17. Peak week for S18 is Mon 13-Aug-18 to Sun 19-Aug-18.
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For ACL use

	Airport-Season-Branch-Resource	From date	To date	Time
Full Season Rep 1	BHX-S17-SOS Rerport-Standard	Sun 26-Mar-2017	Sat 28-Oct-2017	UTC
Full Season Rep 2	BHX-S17-Live-Standard	Sun 26-Mar-2017	Sat 28-Oct-2017	UTC
Full Season Rep 3	BHX-S18-SOS Report-Standard	Sun 25-Mar-2018	Sat 27-Oct-2018	UTC
	Airport-Season-Branch-Resource	From date	To date	Time
Peak Week Rep 1	BHX-S17-SOS Rerport-Standard	Mon 14-Aug-2017	Sun 20-Aug-2017	UTC
Peak Week Rep 2	BHX-S17-SOS Baseline-Standard	Mon 14-Aug-2017	Sun 20-Aug-2017	UTC
Peak Week Rep 3	BHX-S18-SOS Baseline-Standard	Mon 13-Aug-2018	Sun 19-Aug-2018	UTC