

# Bristol Airport (BRS)

Summer 2018 (S18)



## Start of Season Report

Report Date: Wed 21-Mar-2018

### Headlines

	S18 Start	vs. S17 Start	vs. S17 End
Total Air Transport Movements (Passenger & Freight)	<b>44524</b>	▲ <b>2.8%</b>	▲ <b>4.9%</b>
Total Passenger Air Transport Movements	<b>44524</b>	▲ <b>2.8%</b>	▲ <b>4.9%</b>
Total Passenger Air Transport Movement Seats	<b>6887325</b>	▲ <b>5.7%</b>	▲ <b>7.7%</b>
Average Seats per Passenger Air Transport Movement	<b>155</b>	▲ <b>3.1%</b>	▲ <b>2.9%</b>
Percentage of allocated slots cleared as requested (OK)	<b>99%</b>		

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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).**

### Disclaimer

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# Air Transport Movement Allocation by Operator

Comparison between S17 End vs. S18 Start



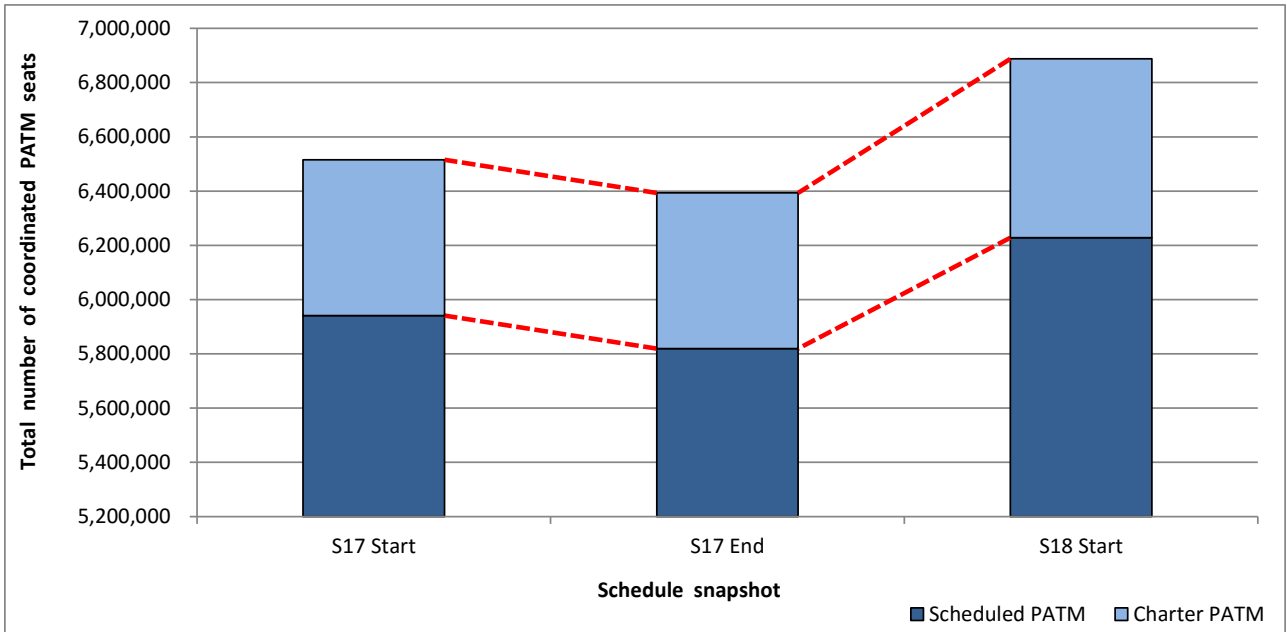
Operator	FULL SEASON ALLOCATION							PEAK WEEK ALLOCATION								
	S17 ATMs	S18 ATMs	+/- change	S18 Rank	S17 Seats	S18 Seats	+/- change	S18 Rank	S17 ATMs	S18 ATMs	+/- change	S18 Rank	S17 Seats	S18 Seats	+/- change	S18 Rank
ADHOC	78	21	-57	18	10,953	3,776	-7,177	18	-	-	0	18	-	-	0	18
Aer Lingus	1,863	1,744	-119	6	133,574	125,568	-8,006	7	60	60	0	6	4,320	4,320	0	7
Air Europa	41	-	-41	21	7,939	-	-7,939	21	2	-	-2	18	372	-	-372	18
Air Malta	50	50	0	14	8,976	9,000	24	14	2	2	0	14	360	360	0	15
Aurigny Air Services	402	434	32	10	28,512	31,248	2,736	10	14	14	0	11	1,008	1,008	0	12
Austrian Airlines	6	7	1	19	828	1,098	270	19	-	-	0	18	-	-	0	18
BH Air	38	38	0	16	6,840	6,840	0	16	2	2	0	14	360	360	0	15
bmi regional	4,116	4,738	622	3	195,782	224,674	28,892	5	138	134	-4	3	6,558	6,302	-256	5
British Airways	176	238	62	12	16,042	22,268	6,226	12	8	10	2	12	740	936	196	13
Brussels Airlines	1,003	273	-730	11	49,147	13,377	-35,770	13	34	34	0	8	1,666	1,666	0	8
Cityjet	37	-	-37	21	3,515	-	-3,515	21	2	-	-2	18	190	-	-190	18
Eastern Airways	872	868	-4	8	43,516	43,400	-116	8	28	28	0	9	1,400	1,400	0	9
EasyJet	19,651	21,067	1,416	1	3,323,562	3,661,182	337,620	1	654	702	48	1	110,844	121,824	10,980	1
Flybe	441	482	41	9	28,812	33,456	4,644	9	14	16	2	10	832	1,128	296	10
Freebird Airlines	107	38	-69	16	19,260	6,840	-12,420	16	5	2	-3	14	900	360	-540	15
KLM Royal Dutch Airlines	1,721	1,692	-29	7	171,704	166,776	-4,928	6	56	56	0	7	5,600	5,576	-24	6
Neos	44	42	-2	15	8,184	7,812	-372	15	2	2	0	14	372	372	0	14
Ryanair	7,364	7,534	170	2	1,391,468	1,423,926	32,458	2	246	246	0	2	46,494	46,494	0	2
Thomas Cook (UK)	1,482	2,058	576	5	325,920	427,440	101,520	4	56	78	22	5	12,320	16,120	3,800	4
Titan Airways	14	4	-10	20	2,540	520	-2,020	20	2	-	-2	18	260	-	-260	18
Tui Airways	2,354	3,042	688	4	505,352	648,804	143,452	3	94	124	30	4	20,155	26,180	6,025	3
Wizz Air	488	154	-334	13	88,740	29,320	-59,420	11	16	6	-10	13	2,880	1,080	-1,800	11
WOW Air	110	-	-110	21	22,000	-	-22,000	21	6	-	-6	18	1,200	-	-1,200	18
<b>TOTAL</b>	<b>42,458</b>	<b>44,524</b>	<b>2,066</b>		<b>6,393,166</b>	<b>6,887,325</b>	<b>494,159</b>		<b>1,441</b>	<b>1,516</b>	<b>75</b>		<b>218,831</b>	<b>235,486</b>	<b>16,655</b>	

Operators with 0 'ATMs' in both S17 End & S18 Start schedules are included in the table due to appearing in the S17 Start schedule (either with/without allocated slots).

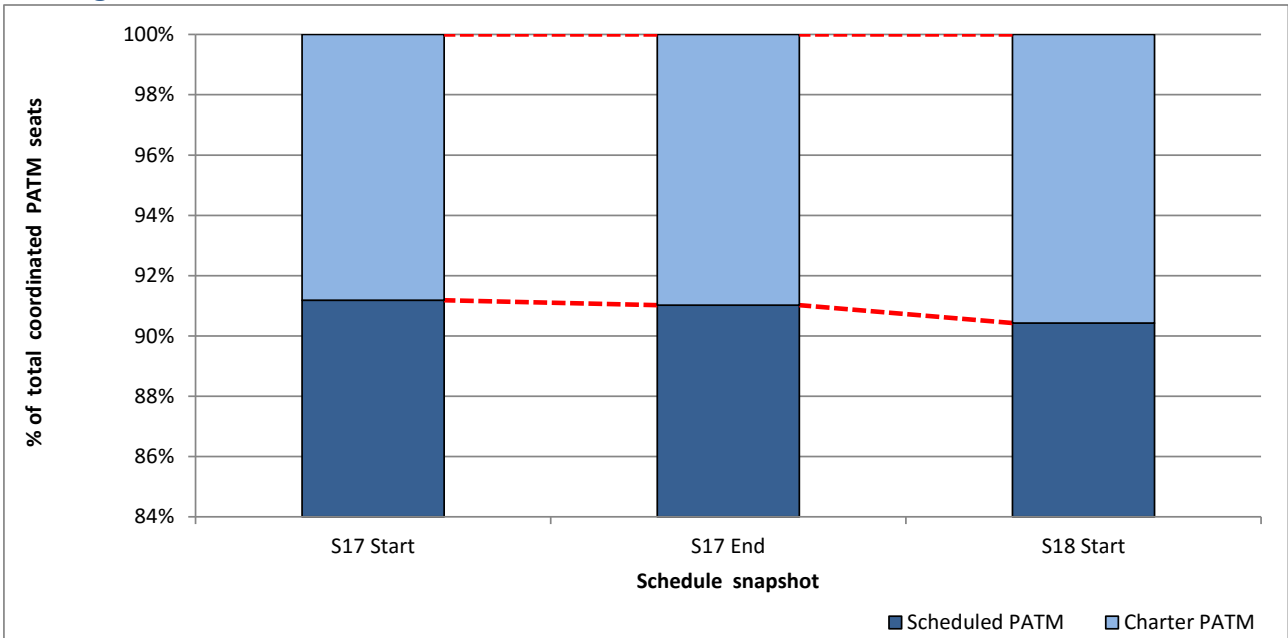
# Full Season - PATM Seats Analysis



## Total Passenger ATM seats: Scheduled vs. Charter



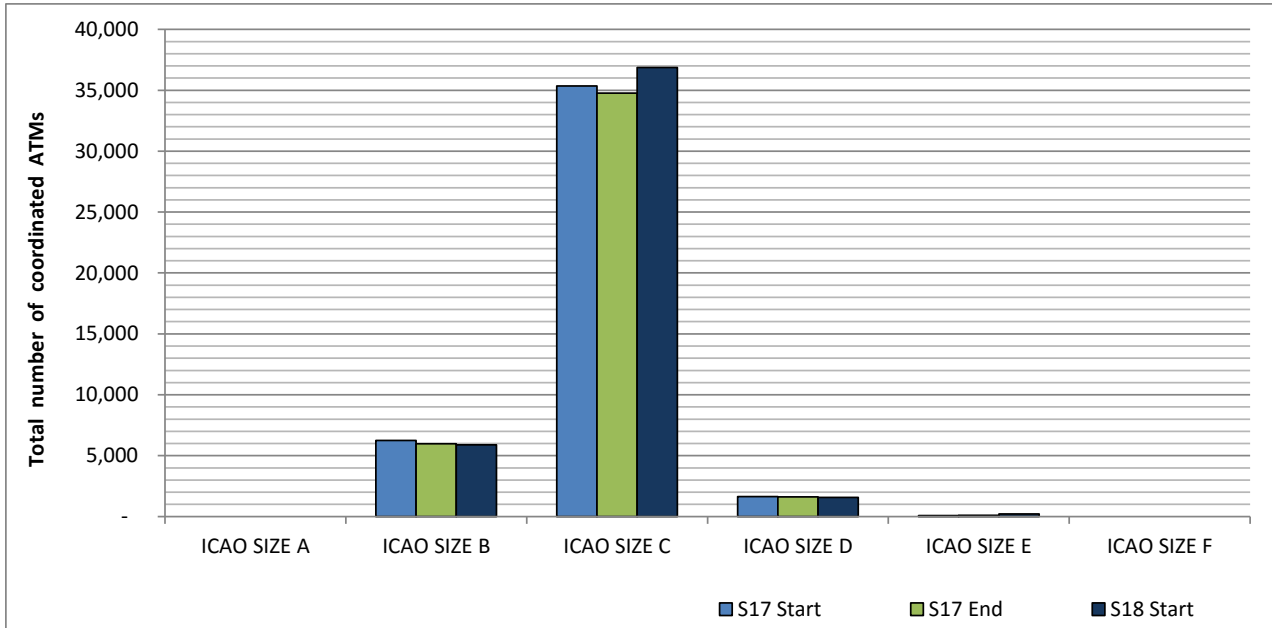
## Passenger ATM seats: Scheduled vs. Charter



# Full Season - Aircraft Size Analysis

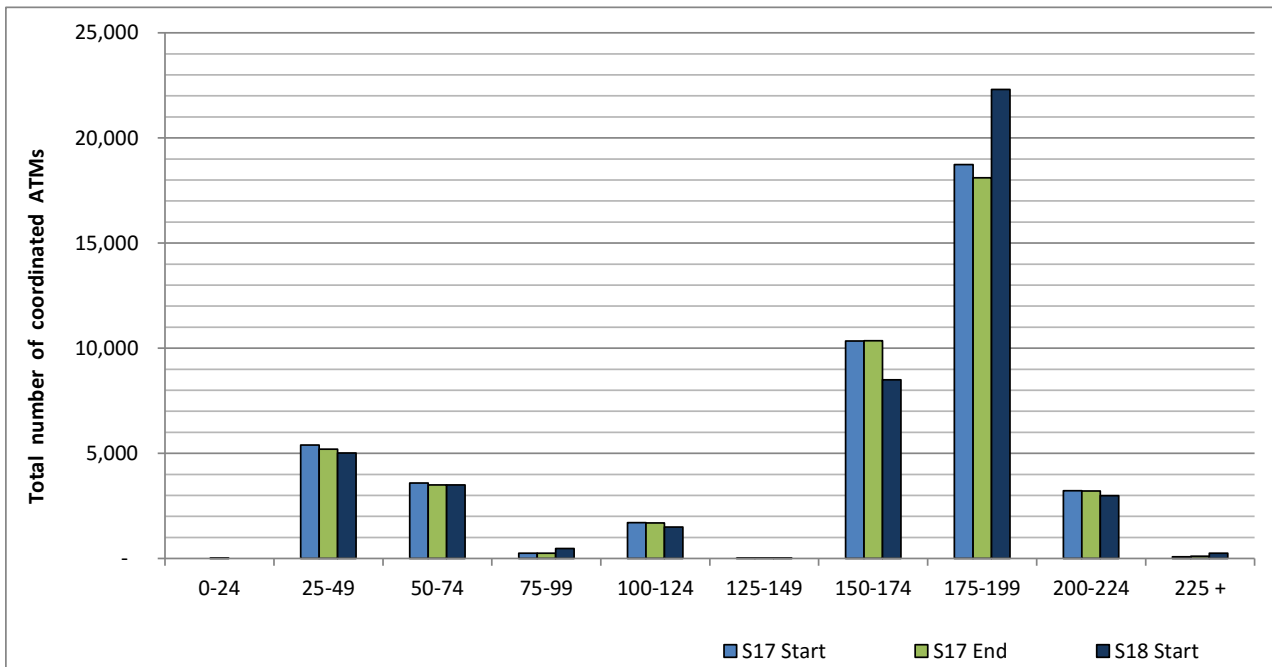


## ICAO size designation



Note: See Glossary for definitions of ICAO SIZE groupings

## Air Transport Movement seat distribution

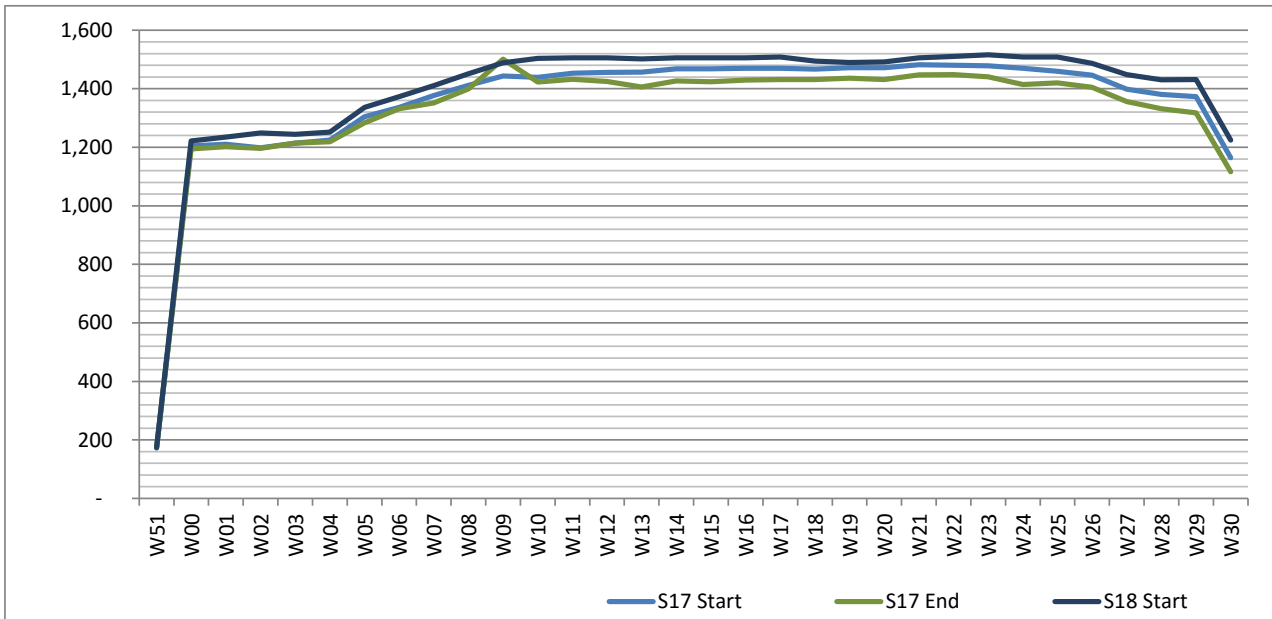


Note: FREIGHT-ONLY services with 0 seats are included in the first seat band '0-24'

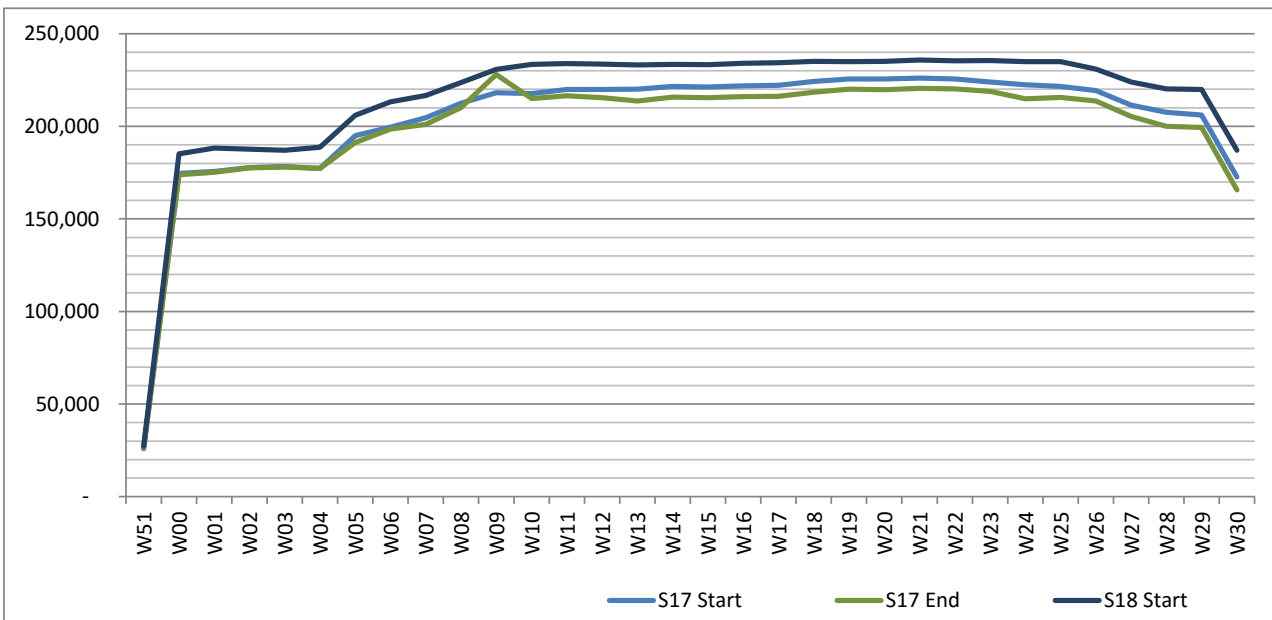
# Full Season - Seasonality



**Air Transport Movements by week of season**



**Air Transport Movement Seats by week of season**



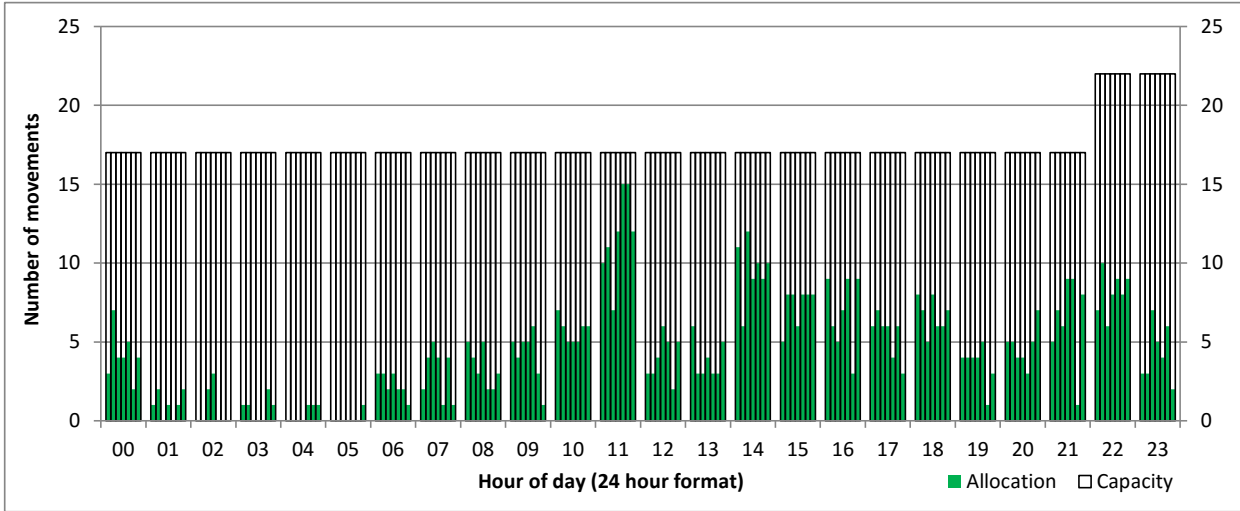
# Peak Week - Hourly Runway Allocation

Schedule: S18 Start



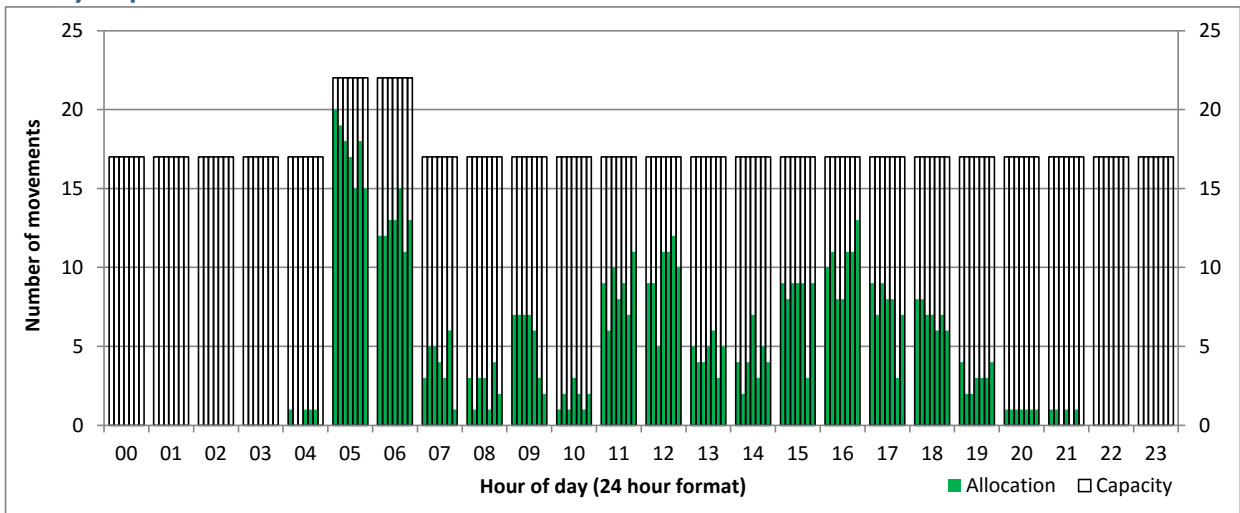
## Hourly Arrival Allocation

Time: UTC



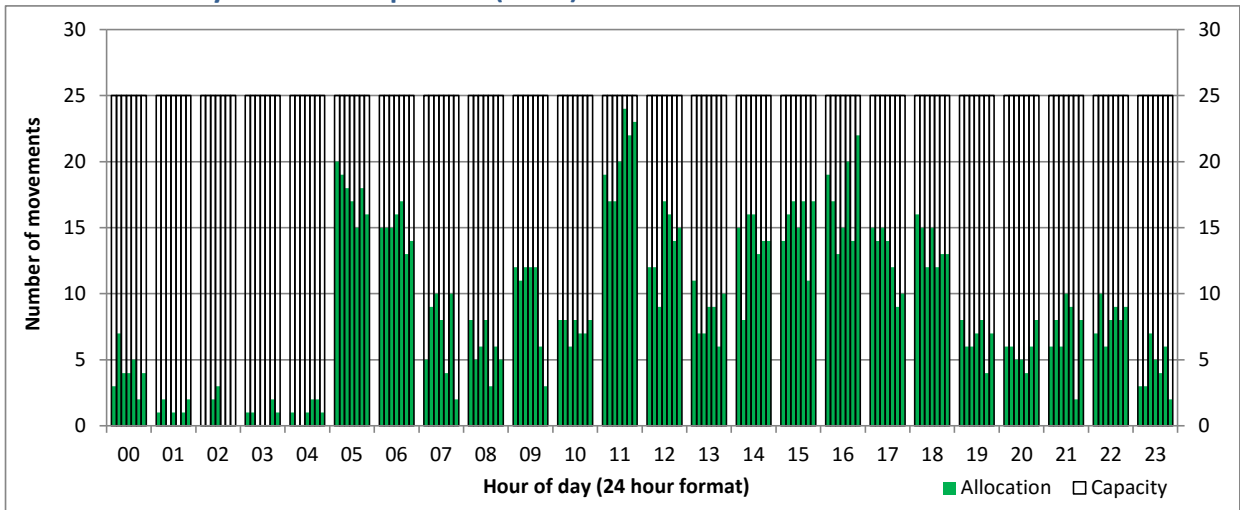
## Hourly Departure Allocation

Time: UTC



## Combined Hourly Arrival & Departure (Total) Allocation

Time: UTC



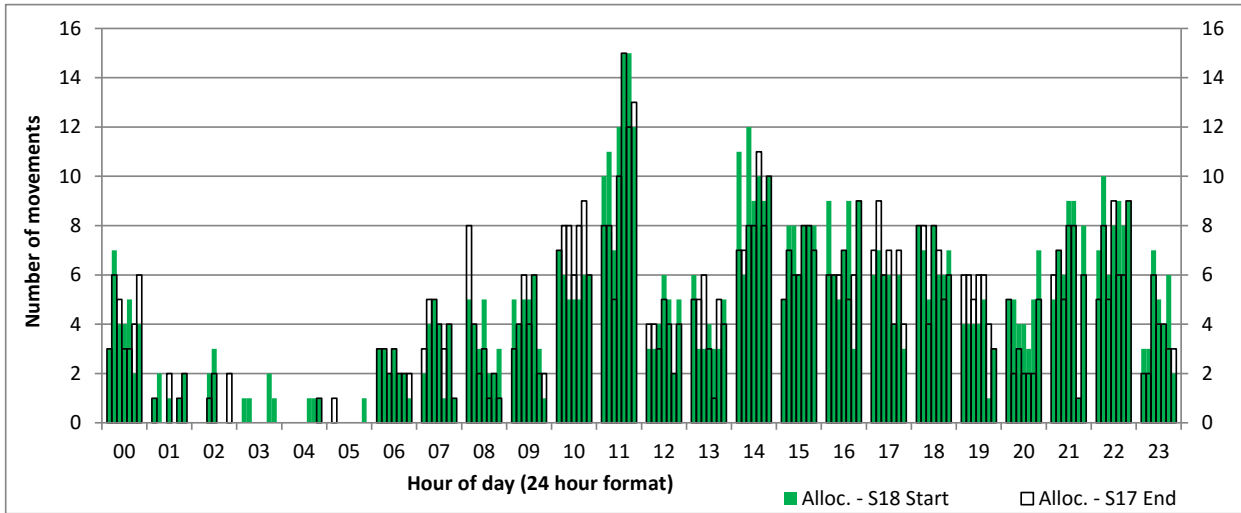
# Peak Week - Runway Allocation Comparison

Comparison of S18 Start vs. S17 End



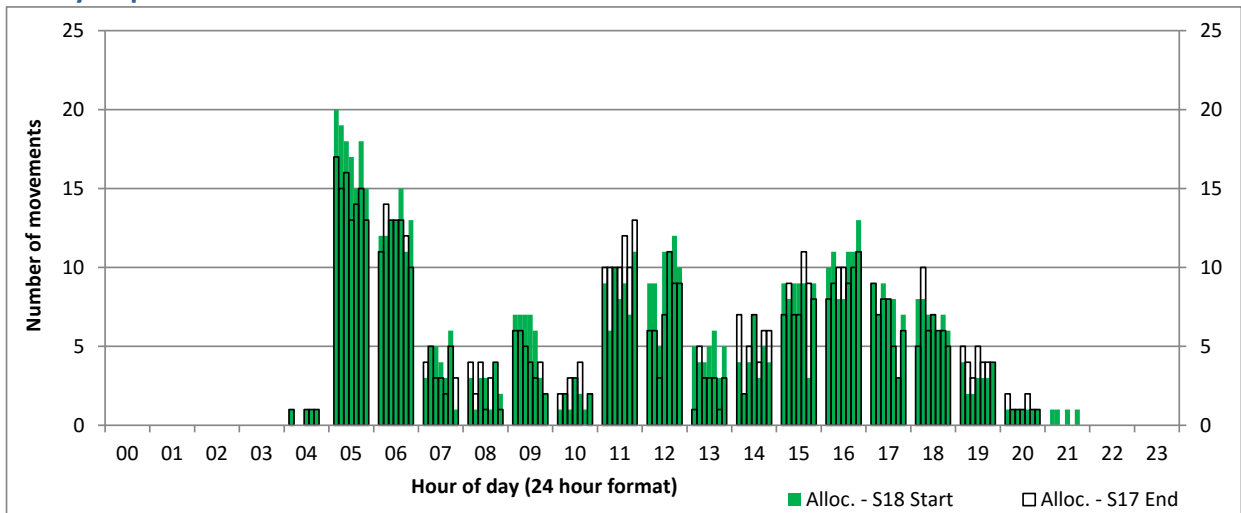
## Hourly Arrival Allocation

Time: UTC



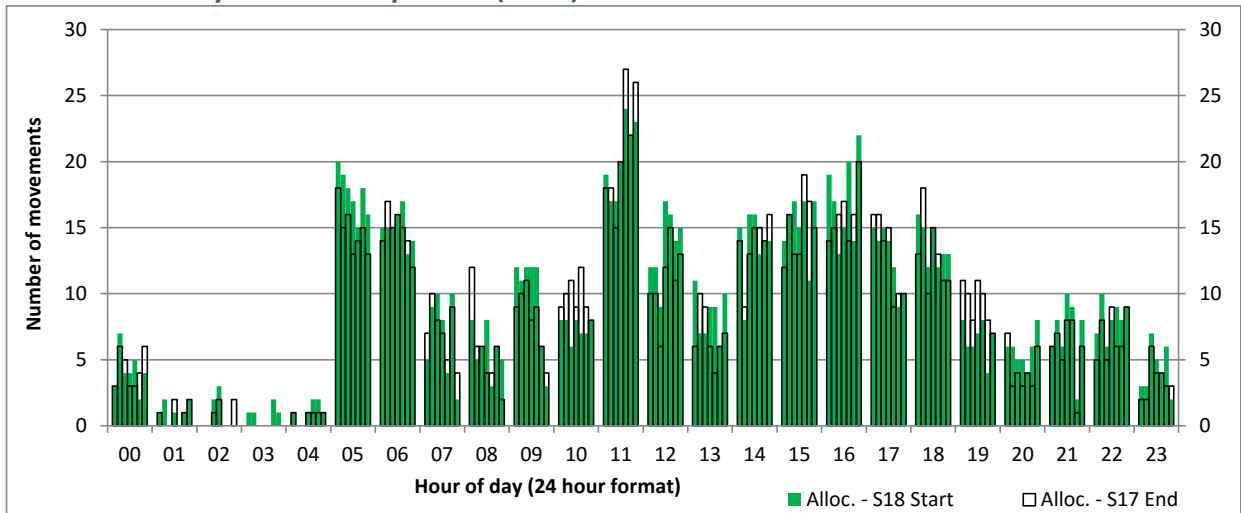
## Hourly Departure Allocation

Time: UTC



## Combined Hourly Arrival & Departure (Total) Allocation

Time: UTC





# Peak Week - Passengers Histogram

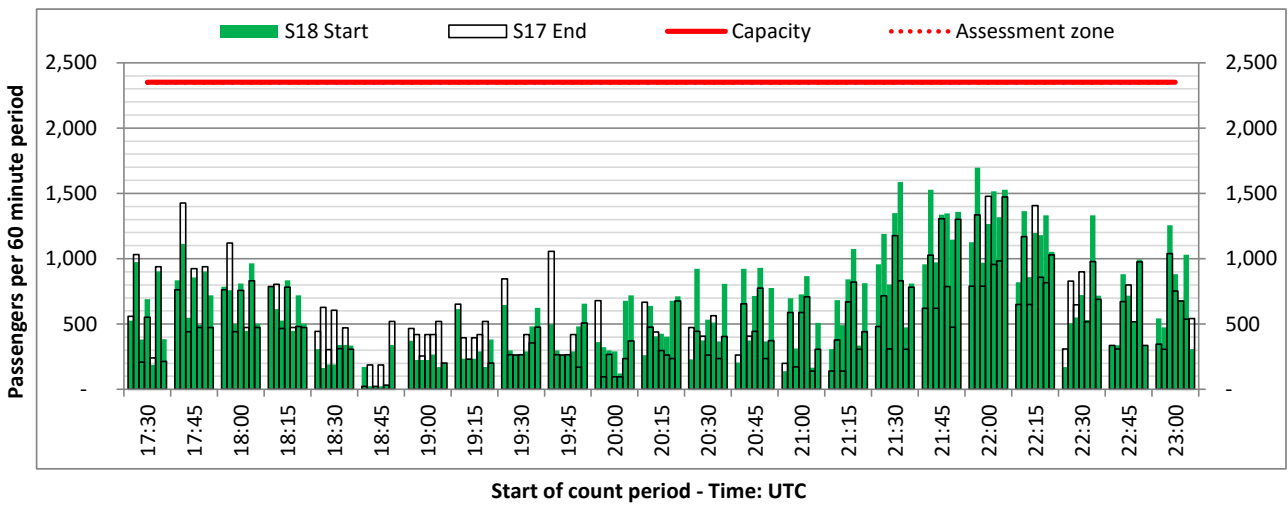
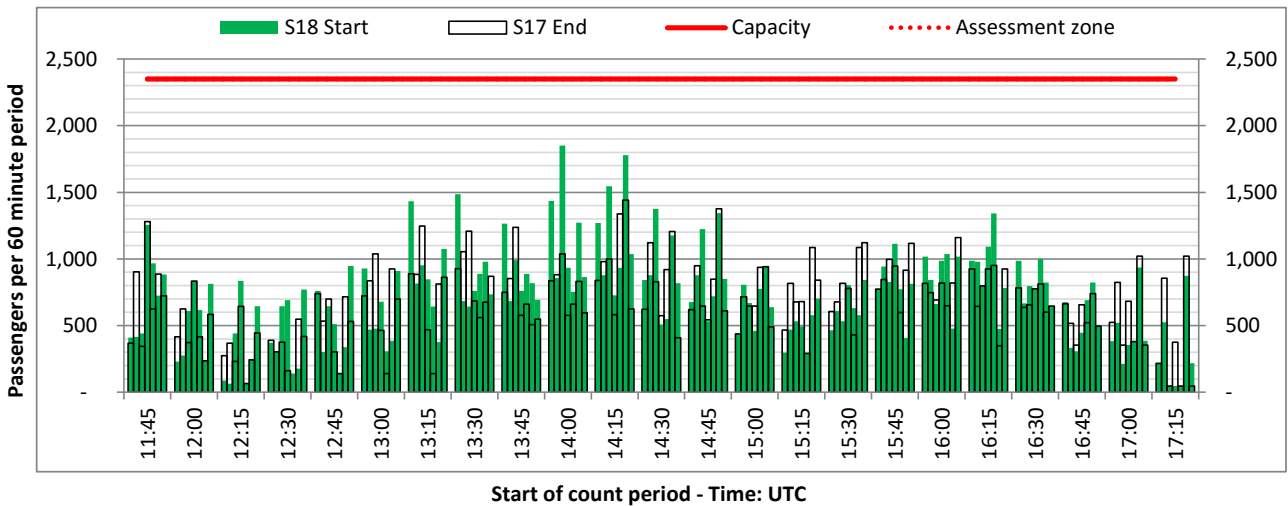
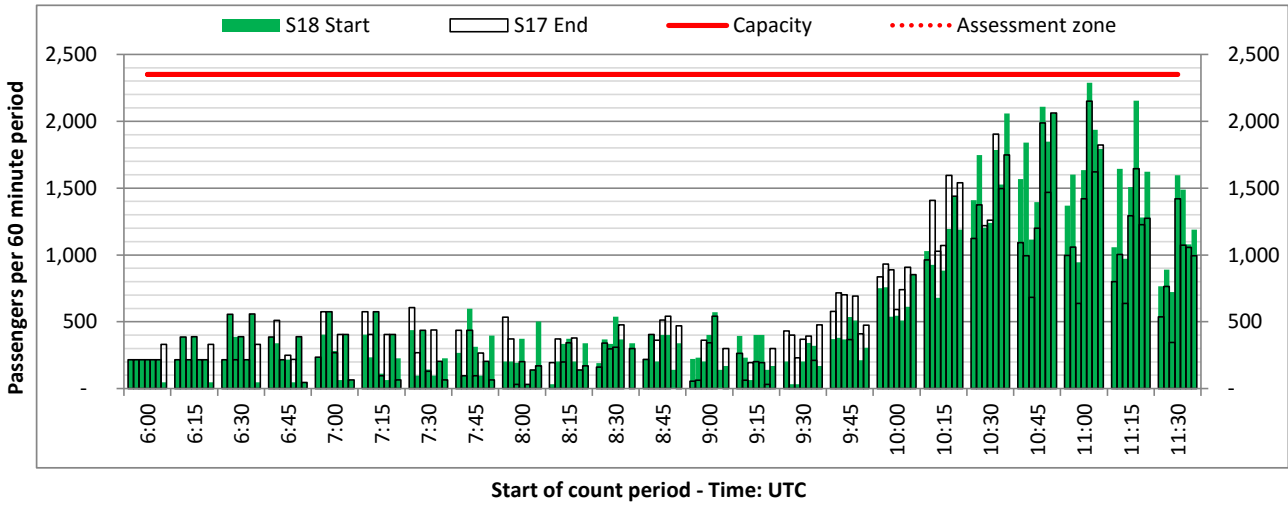
ARRIVAL - 60 minute count rolling every 15 mins (T60/15)



Terminals: International Arr

Operators: All Operators

Days: 1234567



# Peak Week - Passengers Histogram

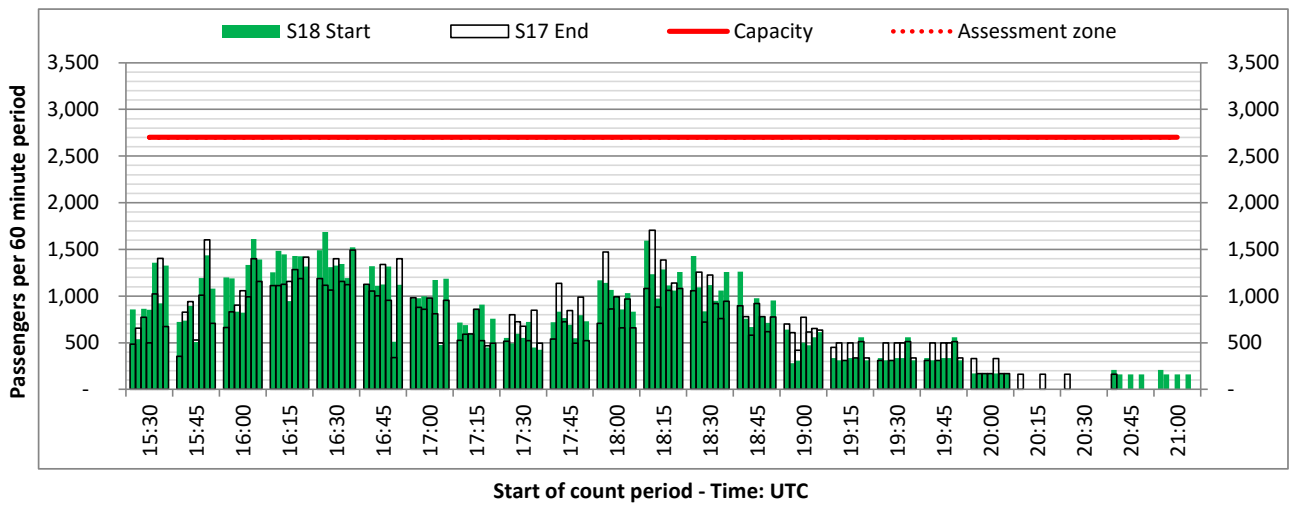
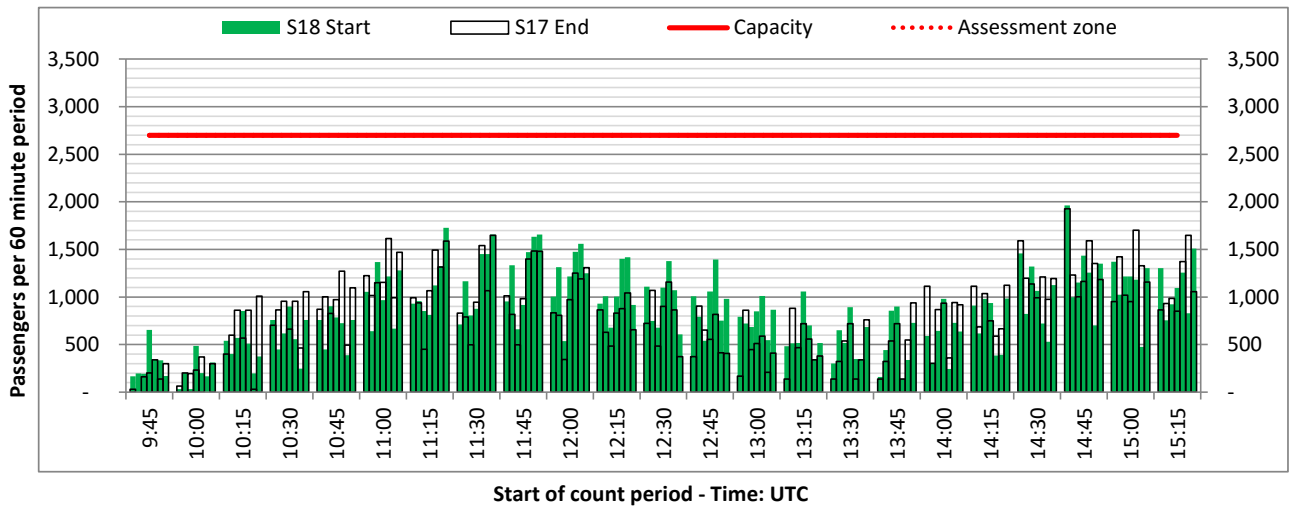
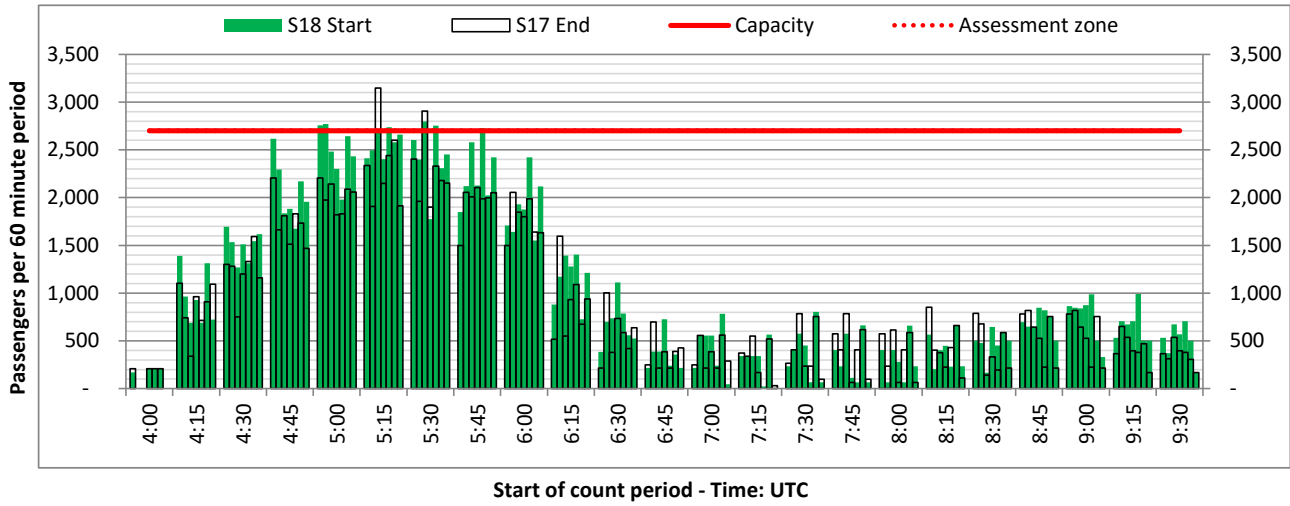
DEPARTURE - 60 minute count rolling every 15 mins (T60/15)



Terminals: All Departures

Operators: All Operators

Days: 1234567



# Peak Week - Passengers Histogram

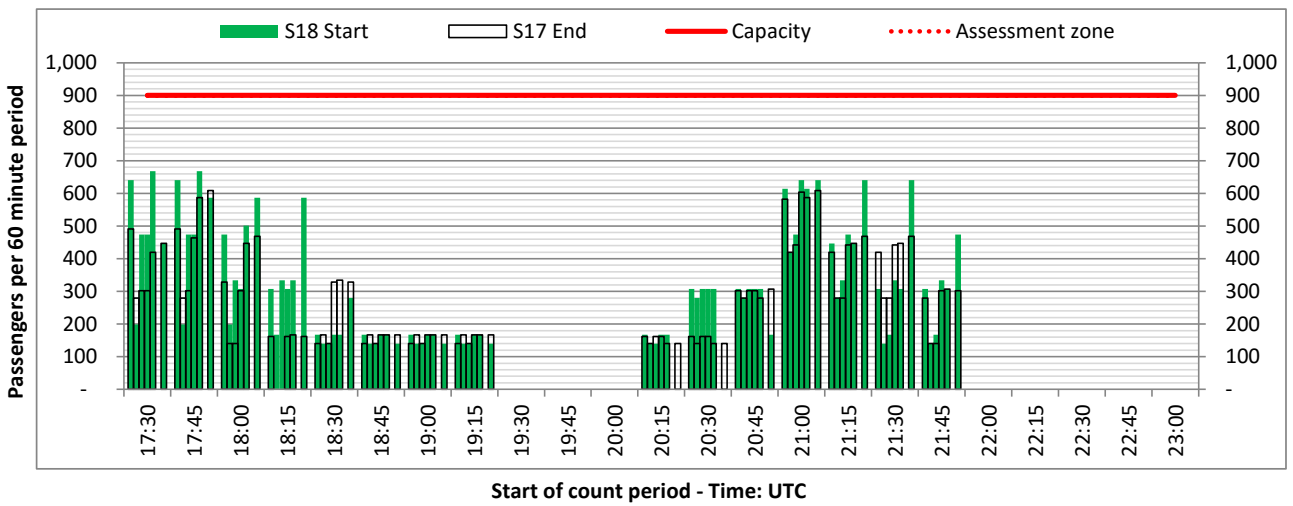
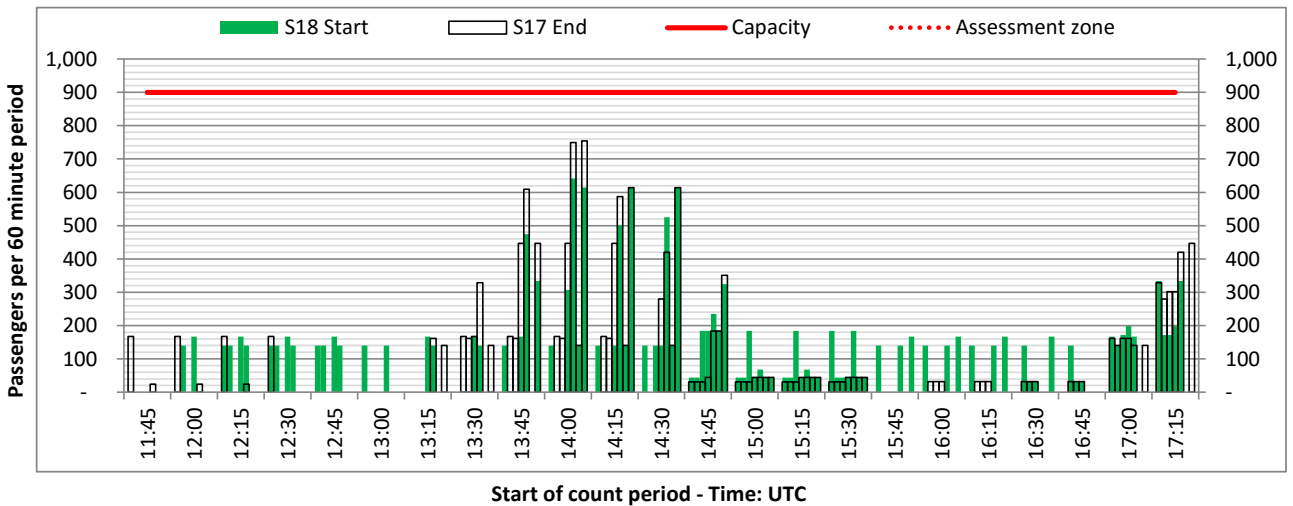
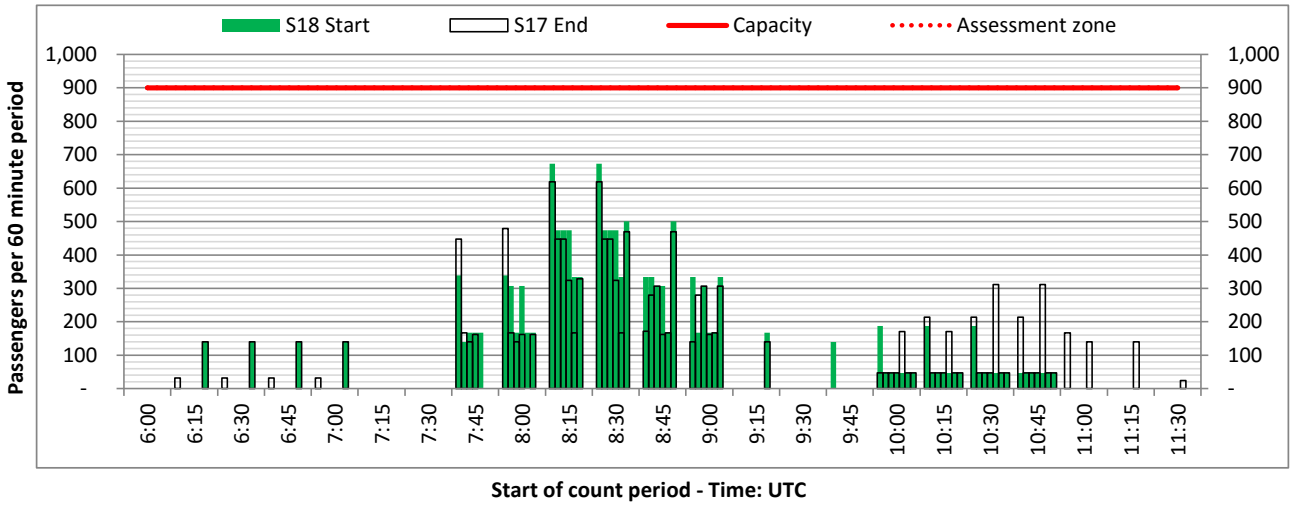
ARRIVAL - 60 minute count rolling every 15 mins (T60/15)



Terminals: Domestic Arrivals

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).

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## Data snapshot descriptions

<b>S17 Start</b>	S17 schedule as cleared on Wed 08-Mar-17.
<b>S17 End</b>	S17 schedule as cleared on Mon 19-Mar-18.
<b>S18 Start</b>	S18 schedule as cleared on Mon 19-Mar-18.

<b>Peak Week</b>	Peak week for S17 is Mon 04-Sep-17 to Sun 10-Sep-17. Peak week for S18 is Mon 03-Sep-18 to Sun 09-Sep-18.
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## For ACL use

	Airport-Season-Branch-Resource	From date	To date	Time
Full Season Rep 1	BRS-S17-SOS-Standard	Sun 26-Mar-2017	Sat 28-Oct-2017	UTC
Full Season Rep 2	BRS-S17-END-Standard	Sun 26-Mar-2017	Sat 28-Oct-2017	UTC
Full Season Rep 3	BRS-S18-SOS-Standard	Sun 25-Mar-2018	Sat 27-Oct-2018	UTC
	Airport-Season-Branch-Resource	From date	To date	Time
Peak Week Rep 1	BRS-S17-SOS-Standard	Mon 04-Sep-2017	Sun 10-Sep-2017	UTC
Peak Week Rep 2	BRS-S17-END-Standard	Mon 04-Sep-2017	Sun 10-Sep-2017	UTC
Peak Week Rep 3	BRS-S18-SOS-Standard	Mon 03-Sep-2018	Sun 09-Sep-2018	UTC