

Start of Season Report

Report Date: Wed 24-Oct-2018

Headlines

	W18 Start	vs. W17 Start	vs. W17 End
Total Air Transport Movements (Passenger & Freight)	37,798	▼ -4.9%	▲ 2.9%
Total Passenger Air Transport Movements	36,566	▼ -5.7%	▲ 3.9%
Total Passenger Air Transport Movement Seats	5,412,518	▼ -6.8%	▲ 6.5%
Average Seats per Passenger Air Transport Movement	148.02	▼ -1.1%	▲ 2.5%
Percentage of allocated slots cleared as requested (OK)	100%		

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W17 scheduling season runs from Sun 29-Oct-2017 to Sat 24-Mar-2018 (147 days).

W18 scheduling season runs from Sun 28-Oct-2018 to Sat 30-Mar-2019 (154 days).

W17 full season data is adjusted by a factor of 1.04762 in order to directly compare against W18 full season data.

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Coordinator's Report



Total demand	37,798 slots		
Total slots allocated	37,798 slots	100.00%	of total demand
Number of slots cleared OK	37,706 slots	99.76%	of total slots cleared

Slots adjusted (not OK) due to:

RUNWAY constraints	-	slots	0.0%	of total slots adjusted
TERMINAL constraints	-	slots	0.0%	of total slots adjusted
STAND constraints	-	slots	0.0%	of total slots adjusted
NIGHT constraints	-	slots	0.0%	of total slots adjusted
OTHER constraints	92	slots	100.0%	of total slots adjusted
ARR/DEP TURNAROUND feasibility	-	slots	0.0%	of total slots adjusted

Executive Summary

Winter 2018 will be the second winter season where BHX Airport will be designated as Level 3 (Coordinated).

As in recent Winter season's the runway and terminal constraints are generally sufficient to accommodate the demand with only minor schedule adjustments required. Runway closures planned for November/December 2018 are the main driver of the more significant schedule adjustments made.

The introduction of a revised Night Flying Policy effective from Winter 2018/19 has seen the introduction of additional scheduling constraints within the Night Period. Whilst these additional constraints haven't impacted the allocation process in any significant way during W18 Initial Coordination, the introduction of the QC 0.125 noise category has driven a 25% increase in allocated Night Movements in W18 versus W17 but remains within limits. Increase in QC allocation remains sufficiently within limits. Departure Limit 2330-0500L is almost fully allocated historically on a year round basis.

Runway Constraints

The runway closure periods have generated all the remaining schedule adjustments. Airlines have been advised to update their waiting list requirements as improvements will not be possible.

Terminal Constraints

After hand-backs (15 August 2018) all demand have been accommodate within the runway and terminal limits.

Stand Constraints

No Stand Constraint issues.

Night Constraints

No Night Constraint issues.

Other Constraints

- 92 adjustments have been made due to the declared runway closures.

Arr/Dep Turnaround Feasibility

No Turnaround Feasibility issues.

Air Transport Movement Allocation by Operator

Comparison between W17 End vs. W18 Start



Operator	FULL SEASON ALLOCATION							PEAK WEEK ALLOCATION								
	W17 ATMs	W18 ATMs	+/- change	W18 Rank	W17 Seats	W18 Seats	+/- change	W18 Rank	W17 ATMs	W18 ATMs	+/- change	W18 Rank	W17 Seats	W18 Seats	+/- change	W18 Rank
Adria Airways	2	-	-2	42	151	-	-151	36	-	-	0	34	-	-	0	30
Aer Lingus	2,275	2,334	59	4	268,966	274,740	5,774	7	117	112	-5	4	14,136	13,572	-564	7
Aerovis Airlines	-	-	0	42	-	-	0	36	-	-	0	34	-	-	0	30
Air Arabia Maroc	-	88	88	30	-	15,312	15,312	26	-	4	4	30	-	696	696	26
Air France	821	842	21	11	128,916	126,514	-2,402	12	40	40	0	11	6,278	5,986	-292	12
Air India	308	264	-44	20	78,848	67,584	-11,264	18	14	12	-2	20	3,584	3,072	-512	17
Air Taxi Europe (Germany)	27	-	-27	42	-	-	0	36	4	-	-4	34	-	-	0	30
Airest	210	220	10	22	-	-	0	36	10	10	0	22	-	-	0	30
Airtanker	39	-	-39	42	11,273	-	-11,273	36	2	-	-2	34	582	-	-582	30
Arcus Air	21	-	-21	42	-	-	0	36	6	-	-6	34	-	-	0	30
Austrian Airlines	35	30	-5	32	5,890	5,220	-670	28	2	2	0	32	348	348	0	29
Avanti Air	-	1	1	41	-	100	100	34	-	-	0	34	-	-	0	30
Bin Air	47	-	-47	42	-	-	0	36	6	-	-6	34	-	-	0	30
Blue Air	359	264	-95	20	67,031	47,168	-19,863	20	16	12	-4	20	2,986	2,144	-842	20
Blue City Aviation	45	-	-45	42	63	-	-63	36	1	-	-1	34	-	-	0	30
Blue Islands	5	2	-3	39	291	96	-195	35	-	-	0	34	-	-	0	30
Bmi Regional	376	-	-376	42	18,422	-	-18,422	36	7	-	-7	34	343	-	-343	30
British Airways	8	9	1	35	637	882	245	31	-	-	0	34	-	-	0	30
Brussels Airlines	709	730	21	12	99,552	71,540	-28,012	16	34	34	0	12	4,794	3,332	-1,462	15
Business Wings	28	-	-28	42	-	-	0	36	4	-	-4	34	-	-	0	30
Cavok Air	4	-	-4	42	-	-	0	36	-	-	0	34	-	-	0	30
Cello Aviation	6	-	-6	42	426	-	-426	36	-	-	0	34	-	-	0	30
Cityjet	2	-	-2	42	210	-	-210	36	-	-	0	34	-	-	0	30
Corendon Airlines Europe	-	8	8	36	-	1,512	1,512	30	-	2	2	32	-	378	378	28
Csa Czech Airlines	168	170	2	26	23,926	24,428	502	24	8	8	0	26	1,152	1,136	-16	24
Easyjet	1,291	1,236	-55	7	218,931	207,672	-11,259	8	68	64	-4	7	11,724	10,824	-900	8
Emirates	623	616	-7	13	351,911	373,220	21,309	5	28	28	0	13	15,876	17,220	1,344	5
Enter Air	23	16	-7	34	4,356	3,024	-1,332	29	-	-	0	34	-	-	0	30
DHL	1	-	-1	42	-	-	0	36	-	-	0	34	-	-	0	30
Eurowings	986	1,128	142	9	119,418	177,040	57,622	11	48	54	6	9	5,488	8,472	2,984	11
Federal Express	453	528	75	15	-	-	0	36	22	24	2	14	-	-	0	30
Fleetair	41	-	-41	42	-	-	0	36	3	-	-3	34	-	-	0	30
Flybe	12,907	13,005	98	1	1,074,589	1,082,376	7,787	1	616	616	0	1	51,170	51,376	206	1
Freebird Airlines	17	-	-17	42	3,017	-	-3,017	36	-	-	0	34	-	-	0	30
Genex	4	-	-4	42	-	-	0	36	1	-	-1	34	-	-	0	30
Germania	37	-	-37	42	5,475	-	-5,475	36	-	-	0	34	-	-	0	30
Iberia Express	132	134	2	28	22,572	22,932	360	25	6	6	0	28	1,026	1,026	0	25
Icelandair	67	-	-67	42	12,270	-	-12,270	36	-	-	0	34	-	-	0	30
Jet2.Com	1,599	2,352	753	3	301,973	444,807	142,834	3	96	129	33	3	18,144	24,381	6,237	3
Klm Royal Dutch Airlines	1,225	1,230	5	8	191,907	199,078	7,171	9	64	56	-8	8	9,624	9,068	-556	10
Lufthansa	1,904	1,972	68	5	290,373	297,246	6,873	6	92	94	2	5	13,947	14,134	187	6
XLR	112	-	-112	42	1,659	-	-1,659	36	-	-	0	34	-	-	0	30
Monarch Airlines	3	-	-3	42	673	-	-673	36	-	-	0	34	-	-	0	30
Pia Pakistan International	134	132	-2	29	46,586	43,428	-3,158	21	6	6	0	28	2,230	1,974	-256	21
Primeria Air	-	2	2	39	-	378	378	33	-	-	0	34	-	-	0	30
Qatar Airways	308	308	0	19	78,232	78,232	0	14	14	14	0	19	3,556	3,556	0	14
Raf-Avia	198	220	22	22	69	-	-69	36	12	10	-2	22	-	-	0	30
Rose Air	12	-	-12	42	-	-	0	36	-	-	0	34	-	-	0	30
Ruby Star	8	-	-8	42	-	-	0	36	-	-	0	34	-	-	0	30
Ryanair	4,272	4,672	400	2	807,309	883,008	75,699	2	230	238	8	2	43,470	44,982	1,512	2
Sas Scandinavian	459	482	23	17	48,216	62,530	14,314	19	24	24	0	14	2,780	3,060	280	18
Siavia	2	-	-2	42	101	-	-101	36	-	-	0	34	-	-	0	30
Signature	2	-	-2	42	17	-	-17	36	-	-	0	34	-	-	0	30
Sky Taxi	14	-	-14	42	35	-	-35	36	1	-	-1	34	33	-	-33	30
Small Planet (Germany)	2	-	-2	42	461	-	-461	36	-	-	0	34	-	-	0	30
Small Planet Airlines	10	-	-10	42	1,990	-	-1,990	36	-	-	0	34	-	-	0	30
Smartlynx Airlines Estonia	2	-	-2	42	377	-	-377	36	-	-	0	34	-	-	0	30
Sprintair	27	-	-27	42	-	-	0	36	1	-	-1	34	-	-	0	30
Star Air	10	6	-4	37	-	-	0	36	2	-	-2	34	-	-	0	30
Sun-Air	2	-	-2	42	67	-	-67	36	-	-	0	34	-	-	0	30
Sundair	-	4	4	38	-	720	720	32	-	-	0	34	-	-	0	30
Swiss International	540	552	12	14	71,293	70,572	-721	17	24	24	0	14	2,596	3,044	448	19
Thomas Cook (UK)	683	914	231	10	149,935	189,840	39,905	10	32	50	18	10	7,040	10,320	3,280	9
Titan Airways	48	29	-19	33	8,008	5,314	-2,694	27	2	3	1	31	360	562	202	27
Transavia France	1	-	-1	42	189	-	-189	36	-	-	0	34	-	-	0	30
Travel Service	1	-	-1	42	198	-	-198	36	1	-	-1	34	189	-	-189	30
Tui Airways	1,461	1,710	249	6	336,720	390,025	53,305	4	75	80	5	6	17,342	18,328	986	4
Tuifly	9	-	-9	42	1,688	-	-1,688	36	3	-	-3	34	567	-	-567	30
Turkish Airlines	434	440	6	18	71,737	72,600	863	15	20	20	0	18	3,300	3,300	0	16
Turkmenistan Airlines	220	220	0	22	46,252	41,580	-4,672	22	10	10	0	22	2,298	1,890	-408	22
Ukraine Air Alliance	16	-	-16	42	-	-	0	36	2	-	-2	34	-	-	0	30
Via Tauro	62	-	-62	42	-	-	0	36	4	-	-4	34	-	-	0	30
Volga-Dnepr Airlines	1	-	-1	42	-	-	0	36	-	-	0	34	-	-	0	30
Vueling	81	166	85	27	14,771	29,880	15,109	23	4	8	4	26	720	1,440	720	23
Vulkan Air	19	-	-19	42	-	-	0	36	1	-	-1	34	-	-	0	30
West Atlantic Cargo	48	38	-10	31	-	-	0	36	1	-	-1	34	-	-	0	30
Wizz Air	463	504	41	16	94,663	101,920	7,257	13	20	22	2	17	4,200	4,460	260	13
Zimex Aviation	240	220	-20	22	-	-	0	36	9	10	1	22	-	-	0	30
Zorex Air Transport	6	-	-6	42	-	-	0	36	1	-	-1	34	-	-	0	30
TOTAL	36,716	37,798	1,082		5,082,638	5,412,518	329,880		1,814	1,826	12		251,883	264,081	12,198	

Operators with 0 'ATMs' in both W17 End & W18 Start schedules are included in the table due to appearing in the W17 Start schedule (either with/without allocated slots).

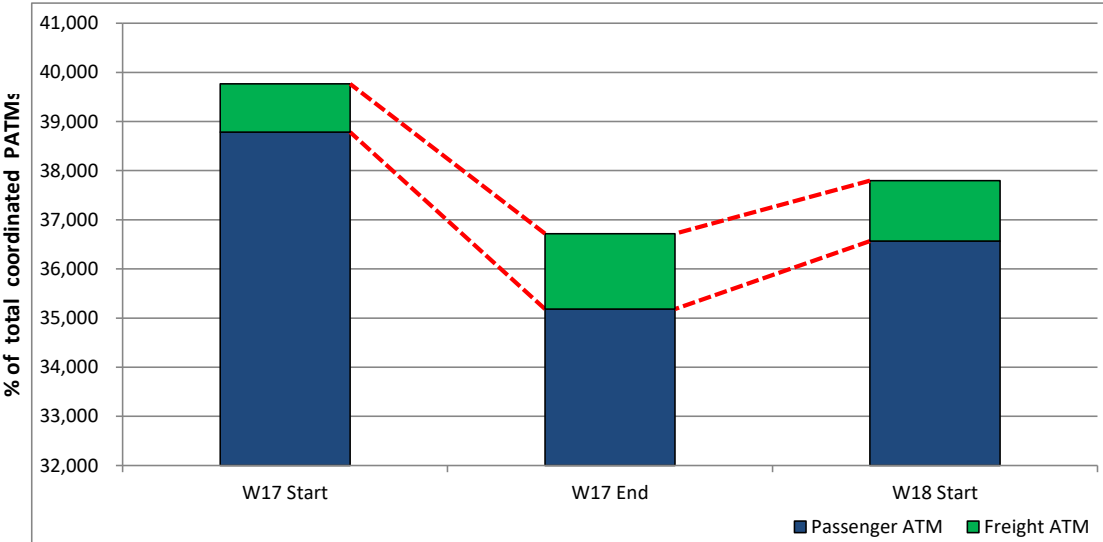
Significant Route Changes

Operator	Category	Description of change from W17 schedule to W18 schedule
Air Arabia Maroc	NEW	Plan to commence 2x per week charter service to Agadir (AGA)
Air India	CHANGE	Reduced frequency from 7x to 3x per week.
AirTanker	CANCELLED	Do not currently have any plans to operate any services at BHX during W18 - have cancelled their 1 p.w. Paderborn (PAD) scheduled flight
Blue Air	CANCELLED	Cancel their 2x p.w. Cluj-Napoca Romania CLJ scheduled service
bmi regional	CANCELLED	No plans to operate any services at BHX during W18
easyJet	CHANGE	Reduce frequency from 6x to 4x per week on Geneva (GVA)
Flybe	NEW	Plan to start 1x p.w. Lleida - ILD scheduled service - start date Dec 2018
Icelandair	CANCELLED	Has not reclaimed it's 3x p.w. Keflavik (KEF) historic slots
Jet2.com	NEW	Plan to commence 1x per week scheduled service to Antalya (AYT), 2x p.w. after February 2019
RAF-Avia	CANCELLED	Has not reclaimed it's 5x p.w. Frankfurt (FRA) historic slots
Ryanair	CANCELLED	Has cancelled their plans to commence 2x per week scheduled service to Perpignan (PGF)
Thomas Cook (UK)	CANCELLED	Cancelled their 1x per week scheduled service to Sal/Amilcar Cabral (SID)
TUI Airways	CHANGE	Increase frequency from 1x p.w. to 2 p.w. schedule flight to Boa Vista- Cape Verde Islands (BVC)
Vueling	CHANGE	Increase frequency from 2x to 4x per week on Barcelona (BCN)
Wizz Air	NEW	Plan to start 3x p.w. Cluj-Napoca Romania CLJ scheduled service - start date 16 Dec 2018
Wizz Air	CHANGE	Increase frequency from 2x to 3x per week on Bucharest (OTP)

Full Season - ATM Analysis

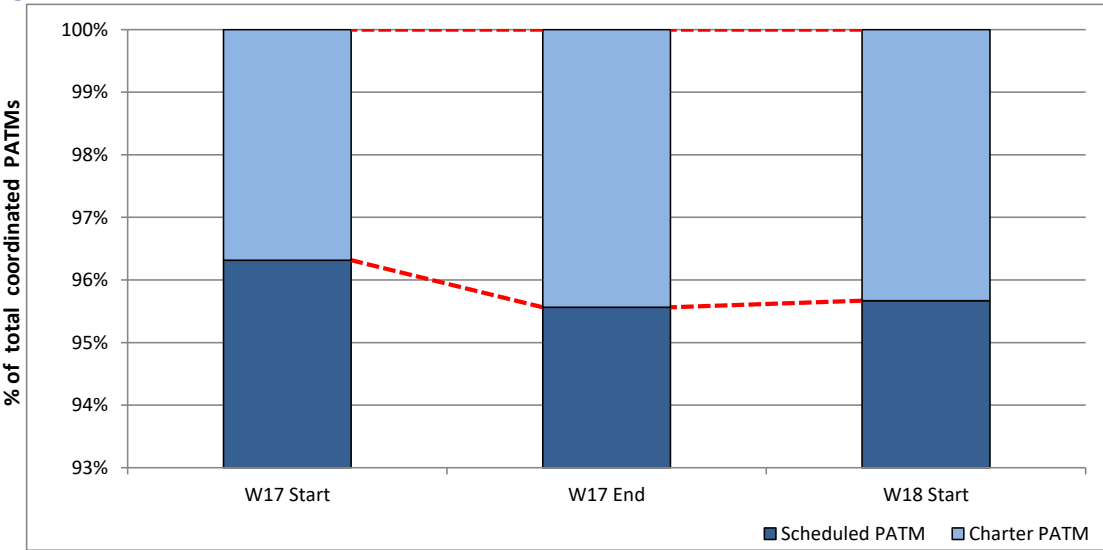


Total ATMs: Passenger ATMs vs. Freight ATMs



Schedule Snapshot

Passenger ATMs: Scheduled vs. Charter

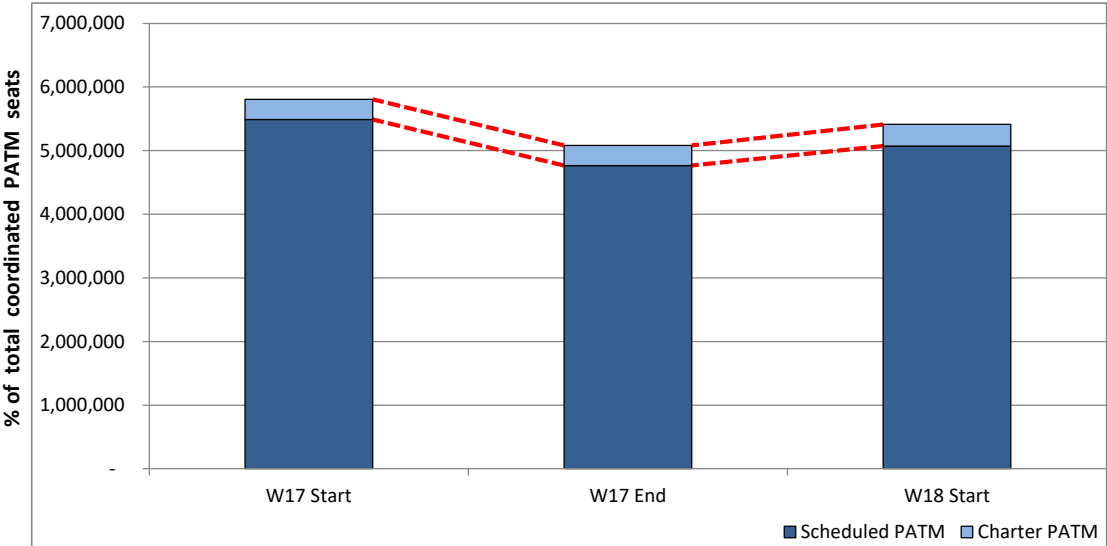


Schedule Snapshot

Full Season - PATM Seats Analysis

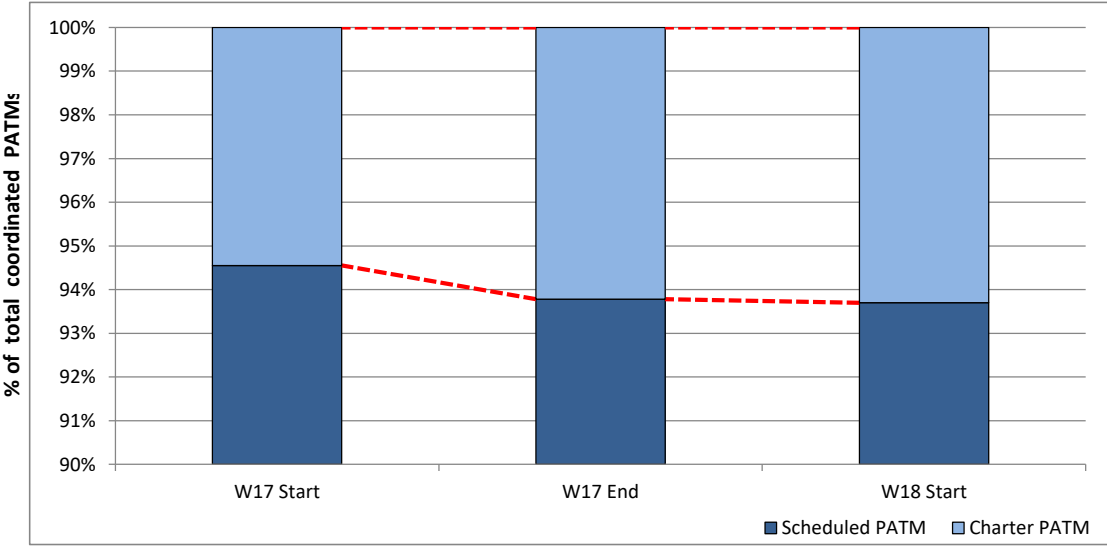


Total Passenger ATM seats: Scheduled vs. Charter



Schedule Snapshot

Passenger ATM seats: Scheduled vs. Charter

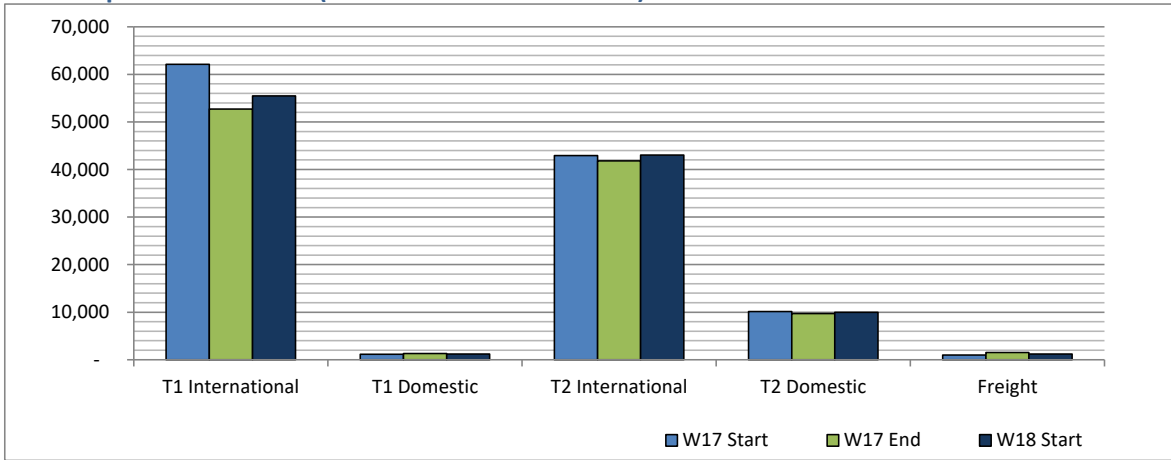


Schedule Snapshot

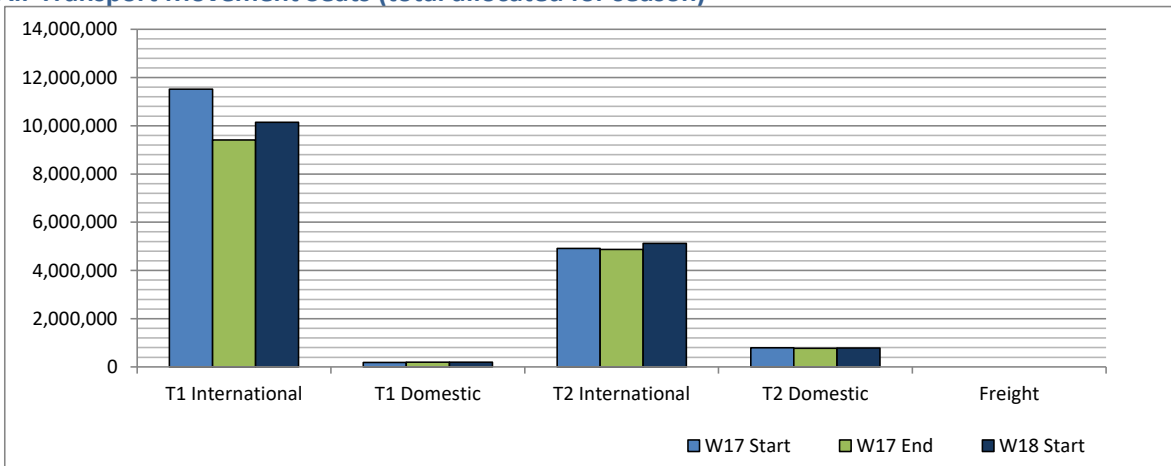
Full Season - Terminal Analysis



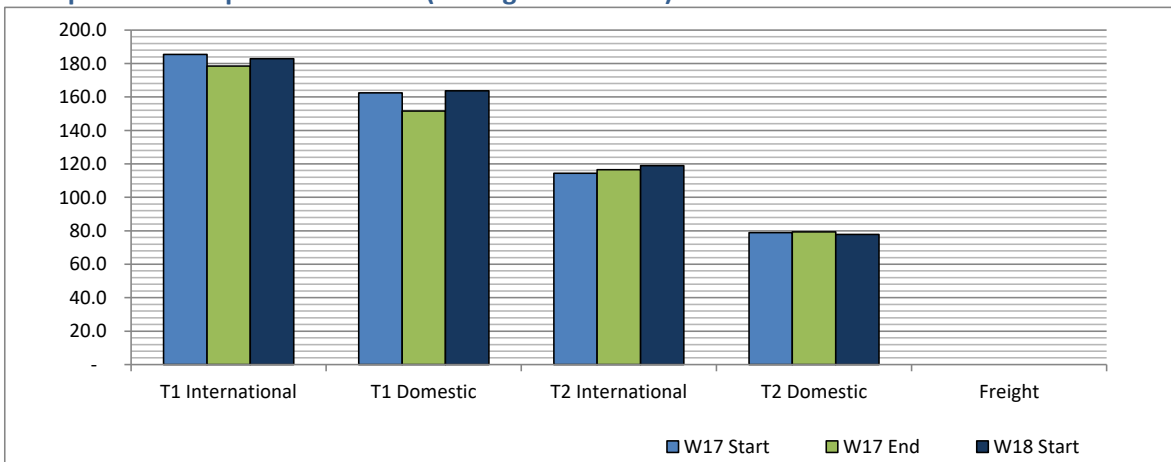
Air Transport Movements (total allocated for season)



Air Transport Movement Seats (total allocated for season)



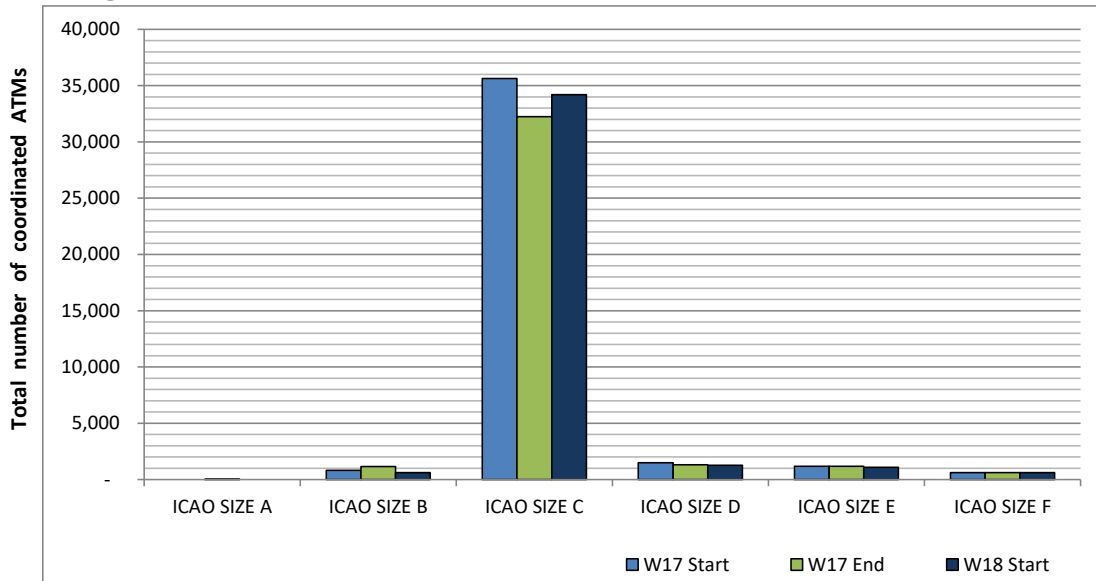
Seats per Air Transport Movement (average for season)



Full Season - Aircraft Size Analysis

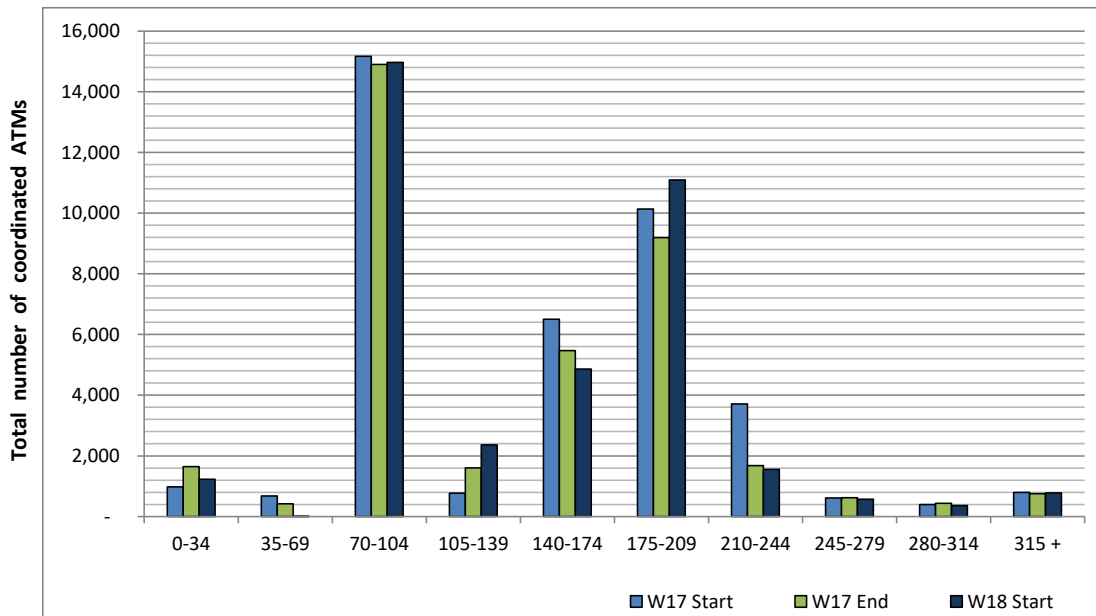


ICAO size designation



Note: See Glossary for definitions of ICAO SIZE groupings

Air Transport Movement seat distribution

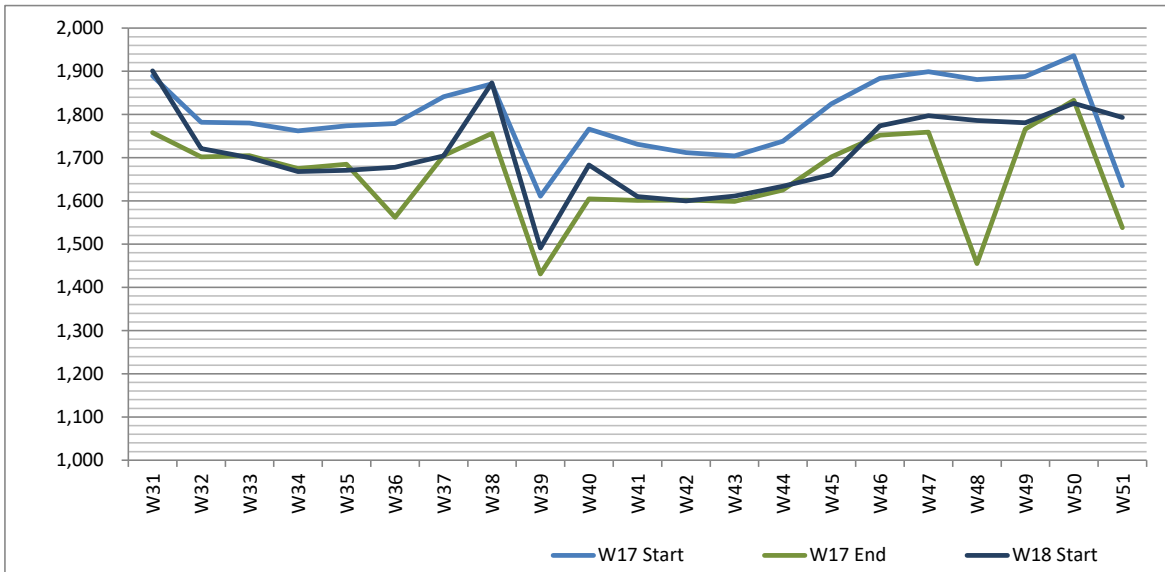


Note: FREIGHT-ONLY services with 0 seats are included in the first seat band '0-34'

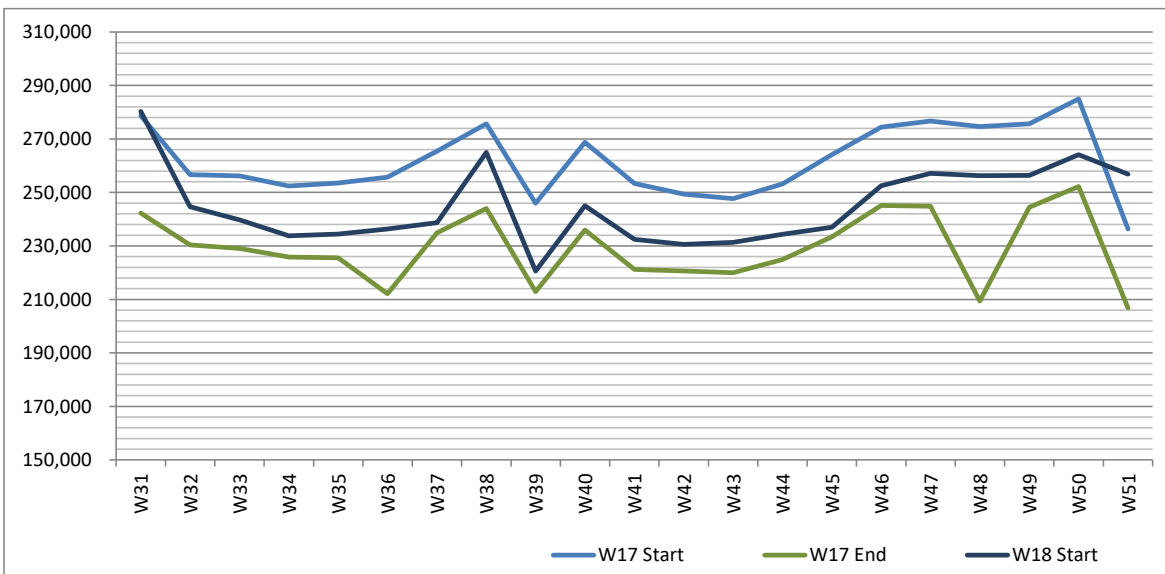
Full Season - Seasonality



Air Transport Movements by week of season



Air Transport Movement Seats by week of season



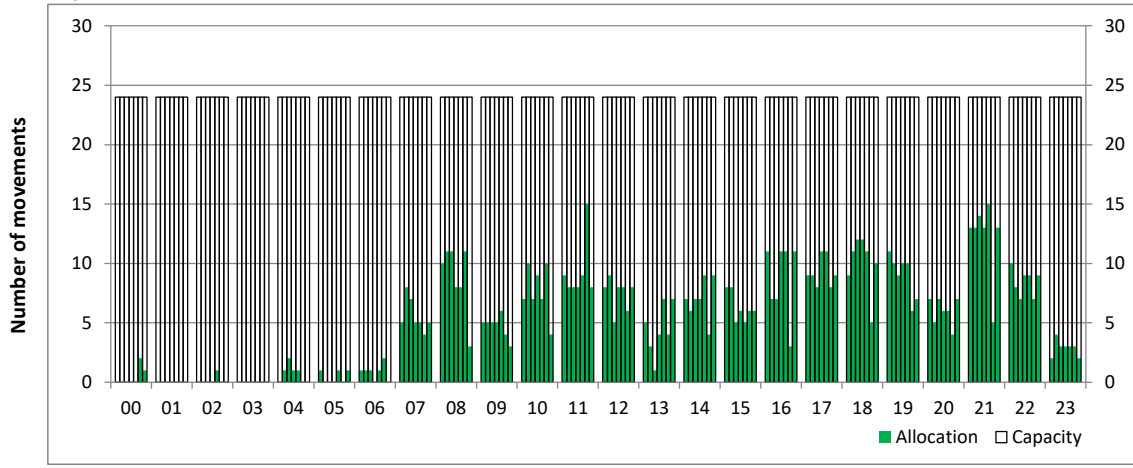
Peak Week - Hourly Runway Allocation

Schedule: W18 Start



Hourly Arrival Allocation

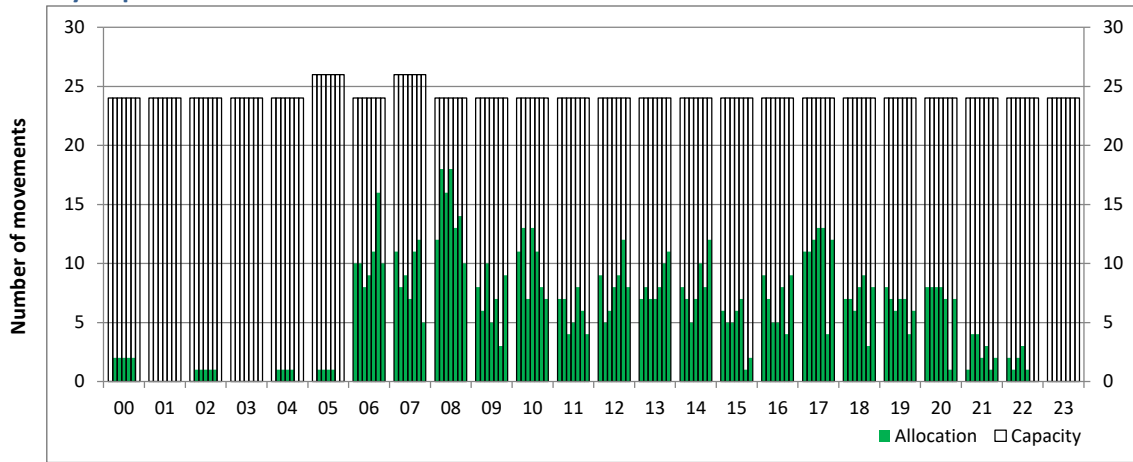
Time: UTC



Hour of day (24 hour format)

Hourly Departure Allocation

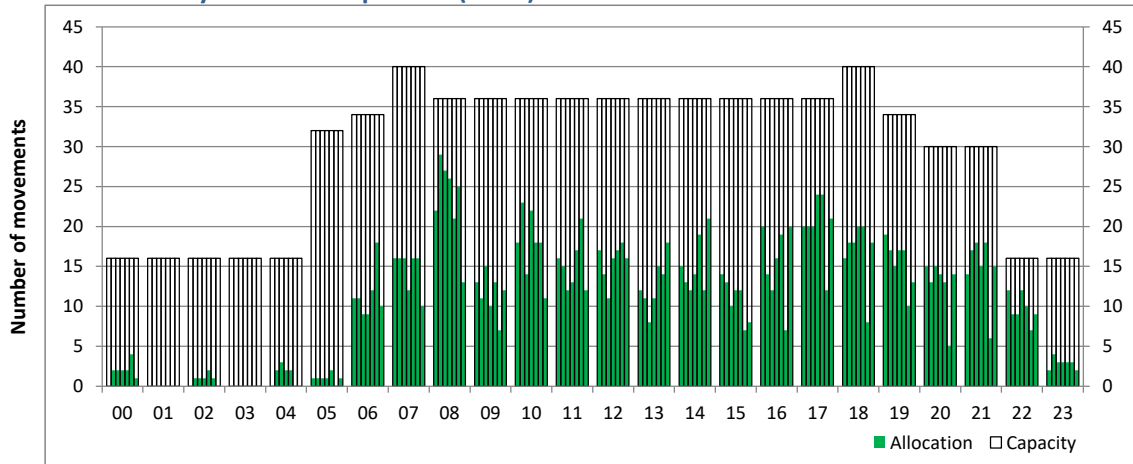
Time: UTC



Hour of day (24 hour format)

Combined Hourly Arrival & Departure (Total) Allocation

Time: UTC



Hour of day (24 hour format)

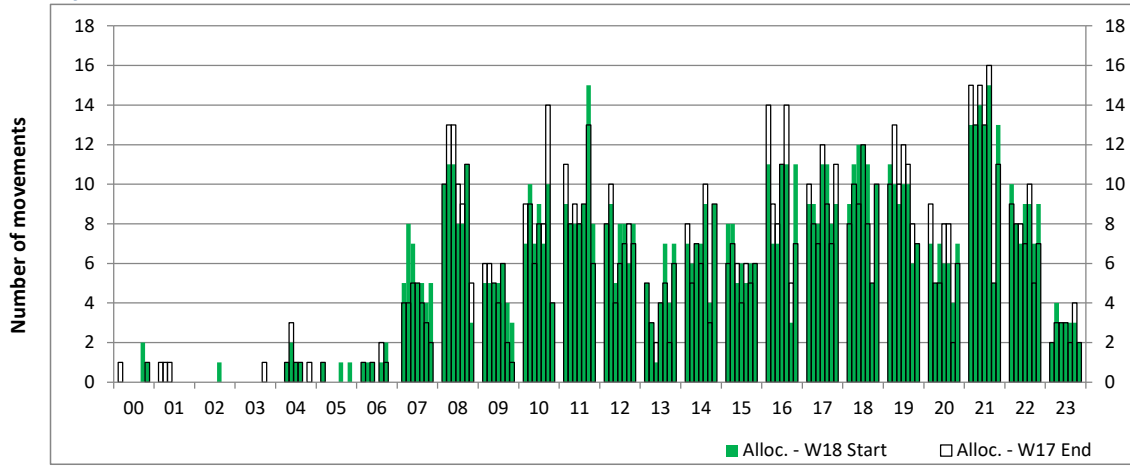
Peak Week - Runway Allocation Comparison

Comparison of W18 Start vs. W17 End



Hourly Arrival Allocation

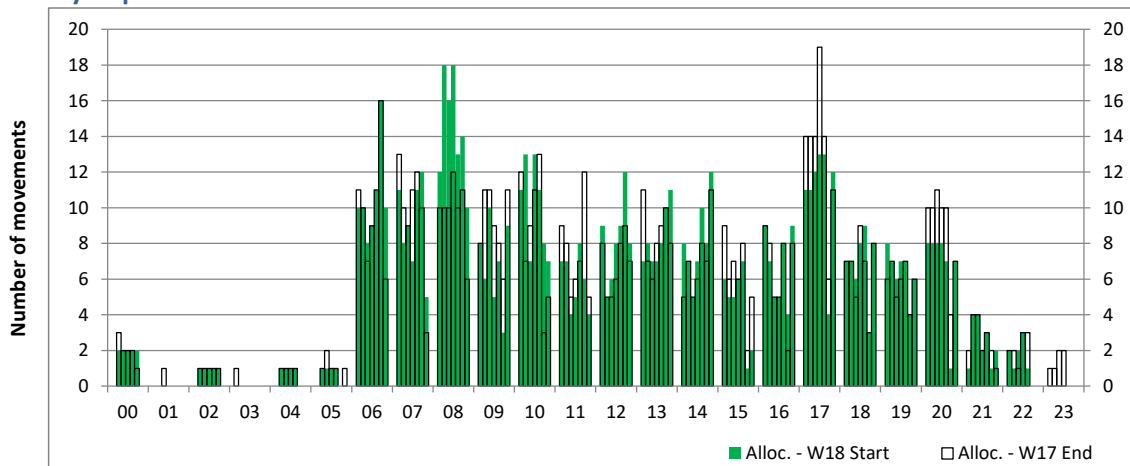
Time: UTC



Hour of day (24 hour format)

Hourly Departure Allocation

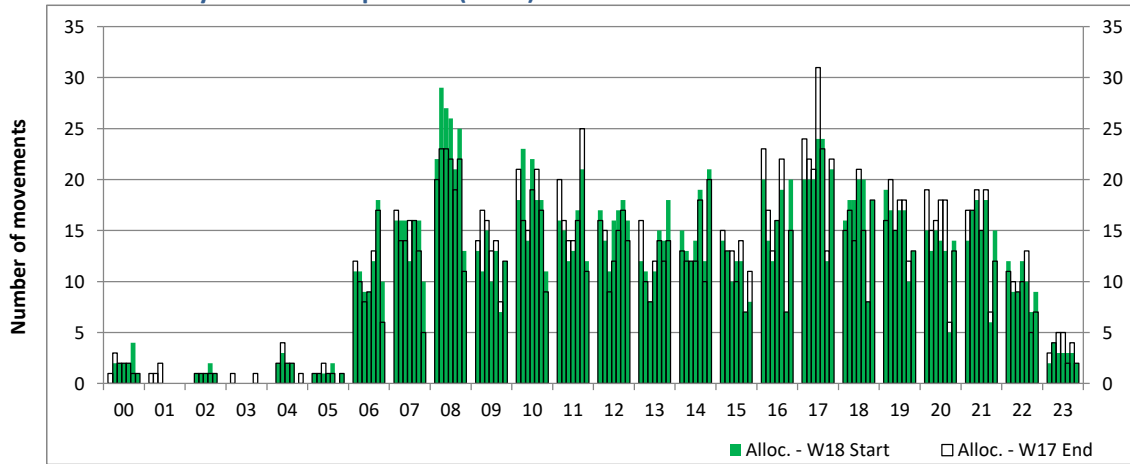
Time: UTC



Hour of day (24 hour format)

Combined Hourly Arrival & Departure (Total) Allocation

Time: UTC



Hour of day (24 hour format)

Peak Week - Passengers Histogram

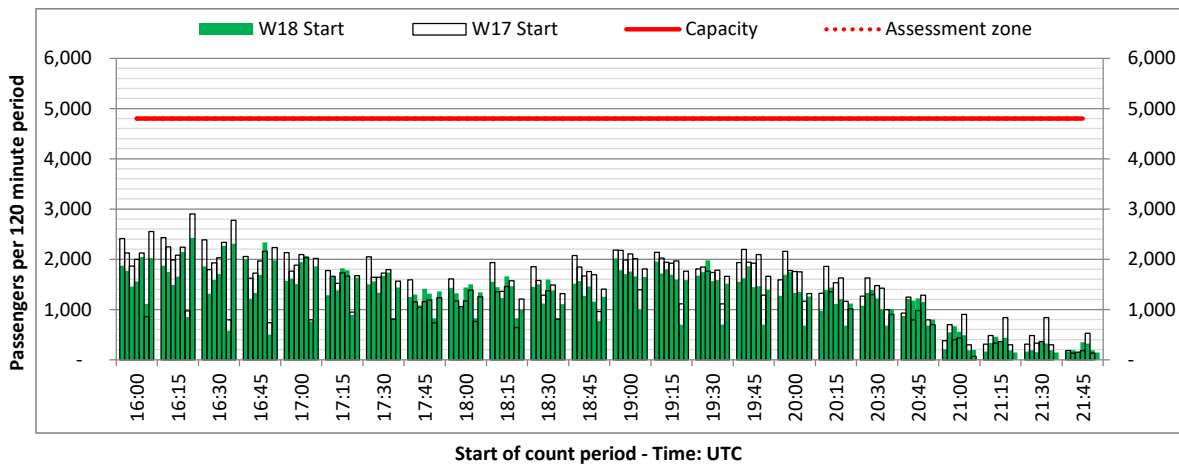
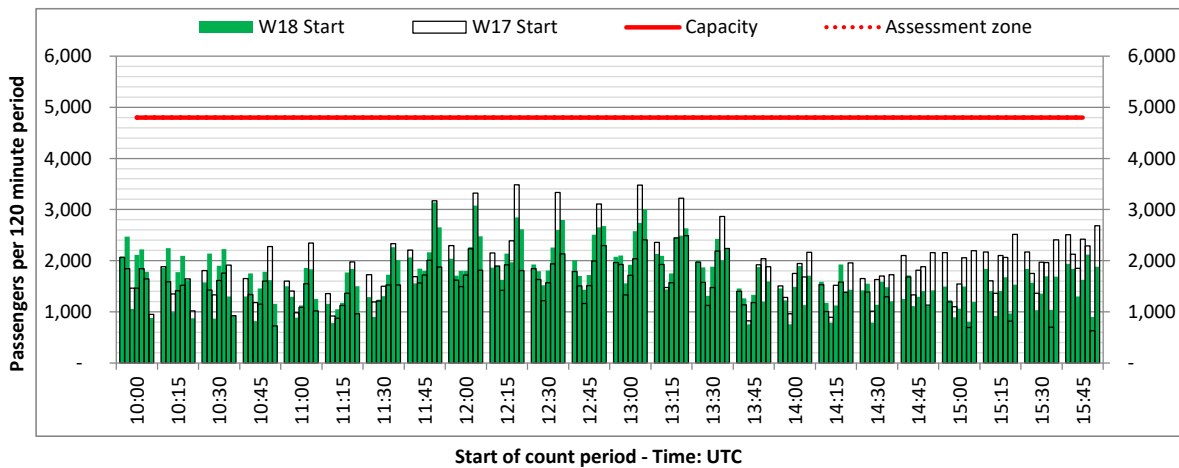
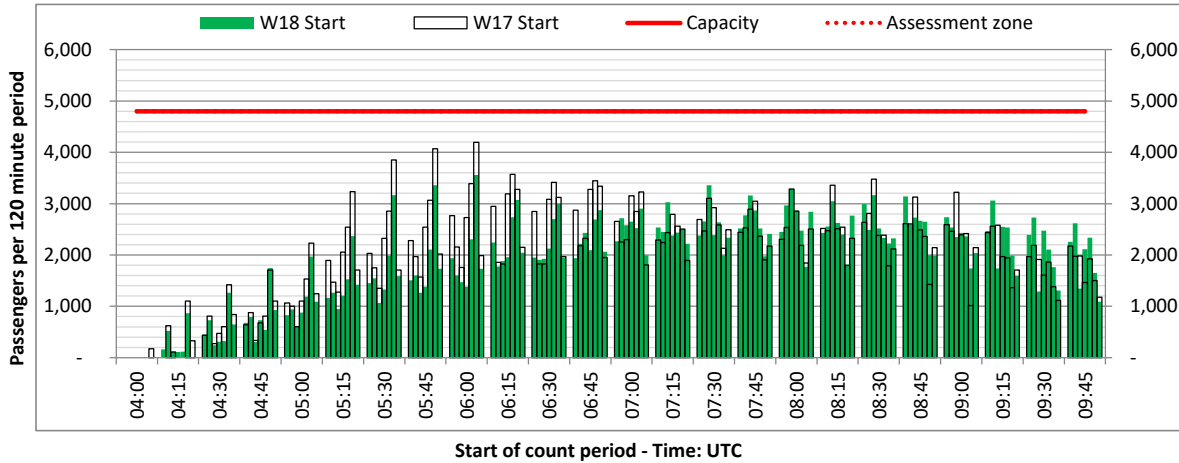
DEPARTURE - 120 minute count rolling every 15 mins (T120/15)



Terminals: All Terminals

Operators: All Operators

Days: 1234567



Peak Week - Passengers Histogram

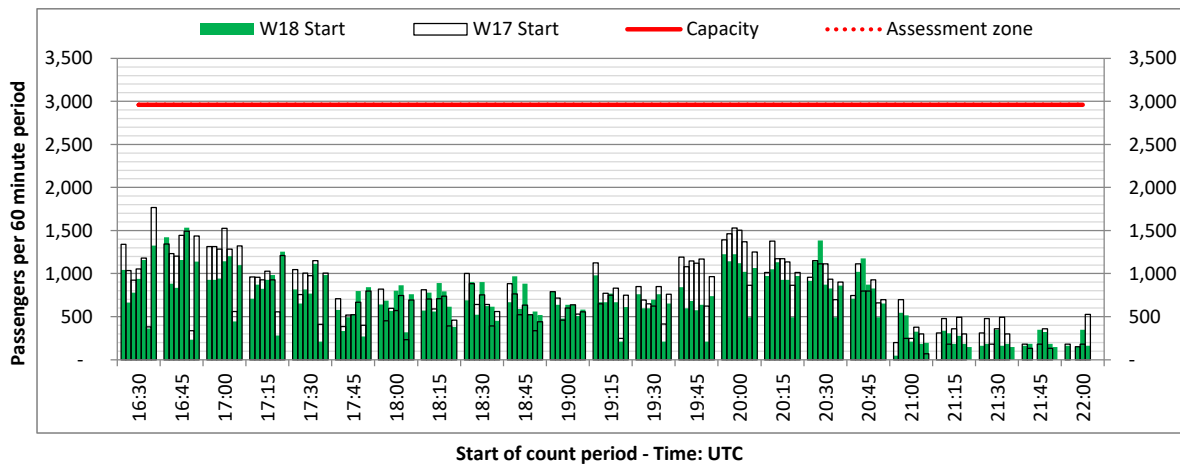
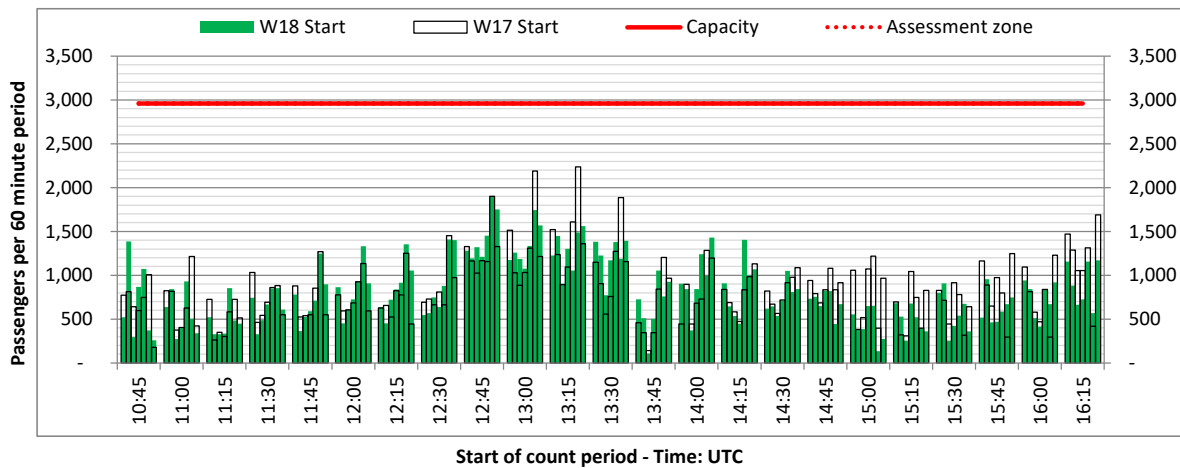
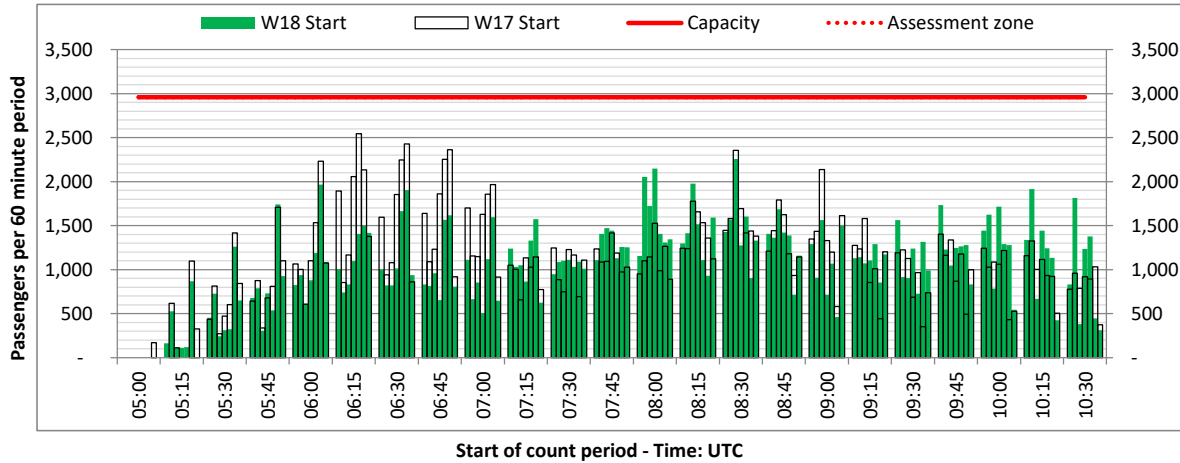
DEPARTURE - 60 minute count rolling every 15 mins (T60/15)



Terminals: All Terminals

Operators: All Operators

Days: 1234567



Peak Week - Passengers Histogram

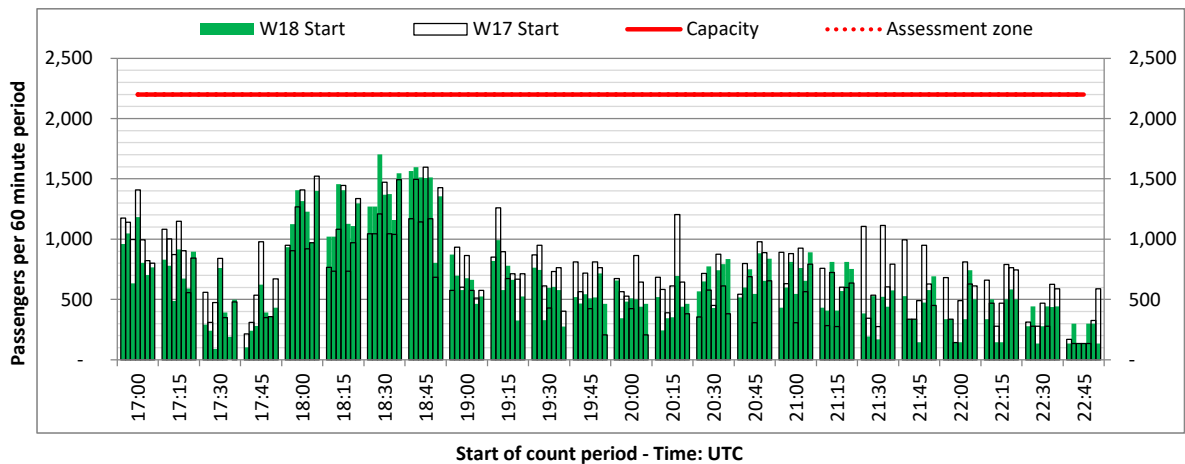
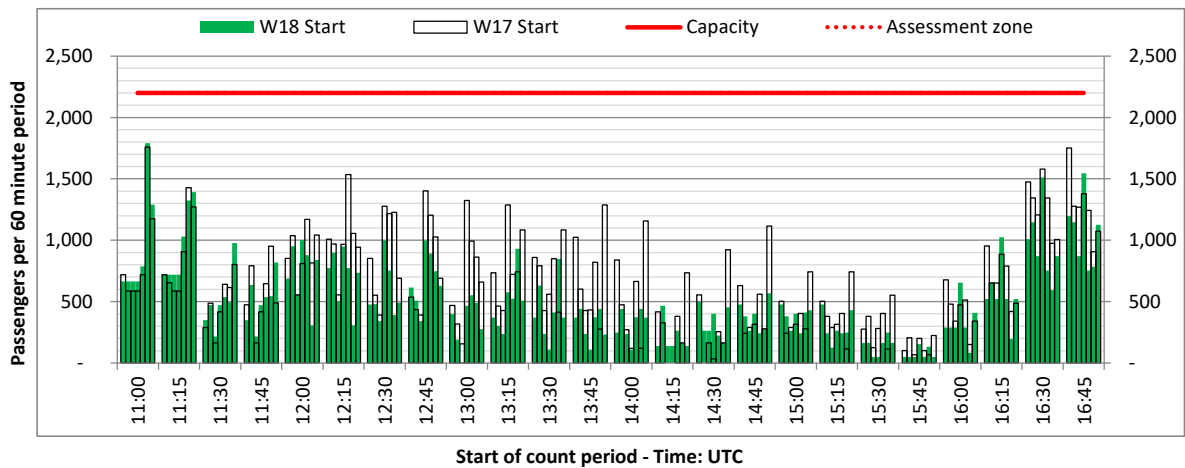
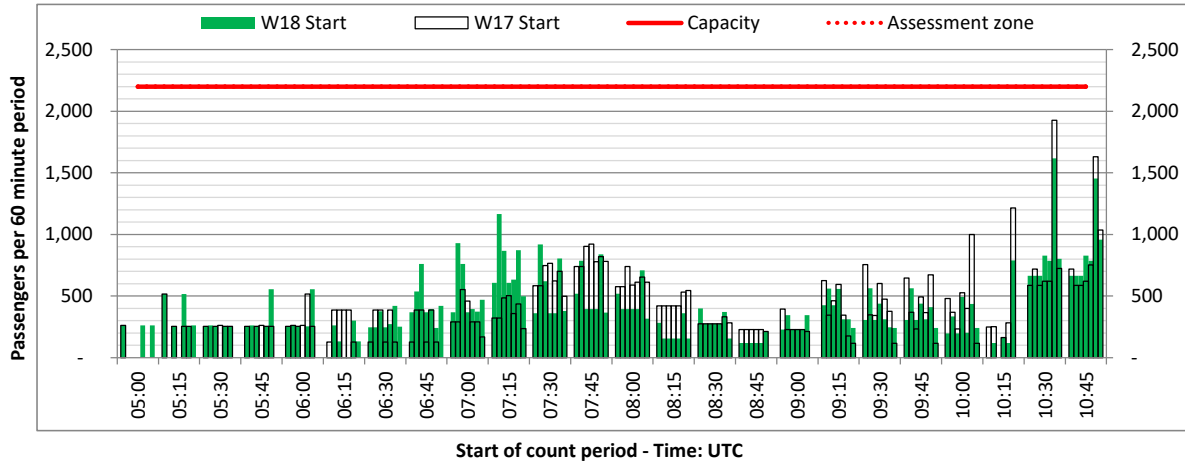
ARRIVAL - 60 minute count rolling every 15 mins (T60/15)



Terminals: 1I

Operators: All Operators

Days: 1234567



Peak Week - Passengers Histogram

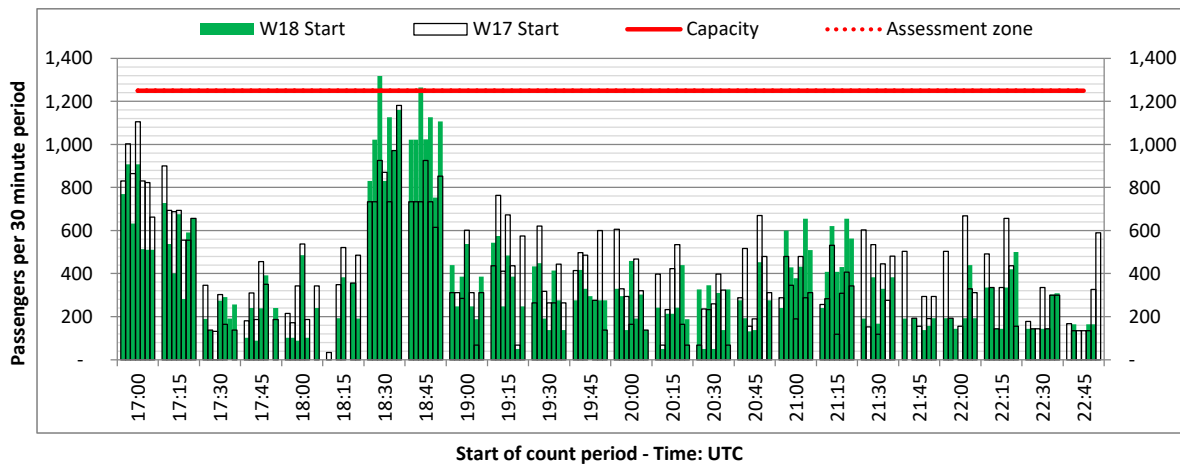
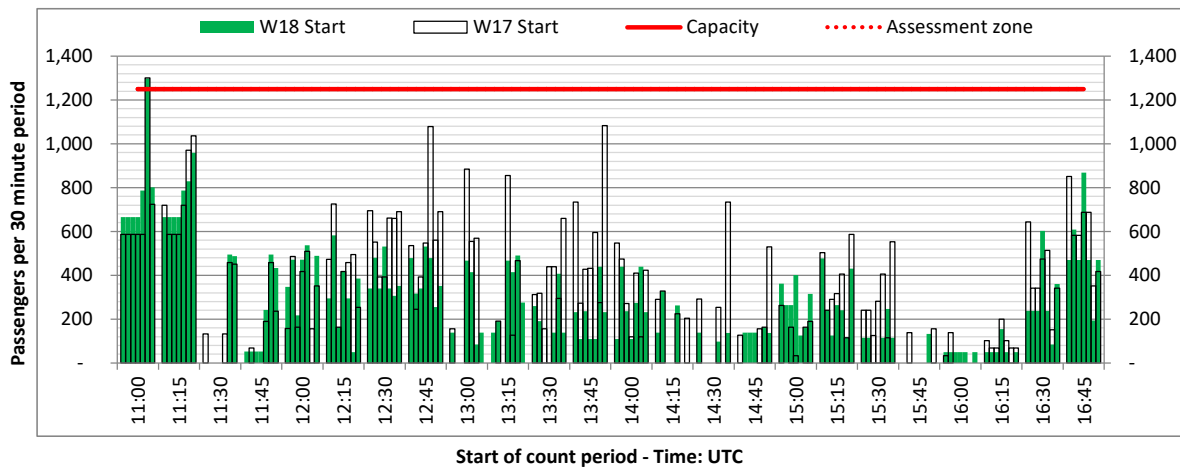
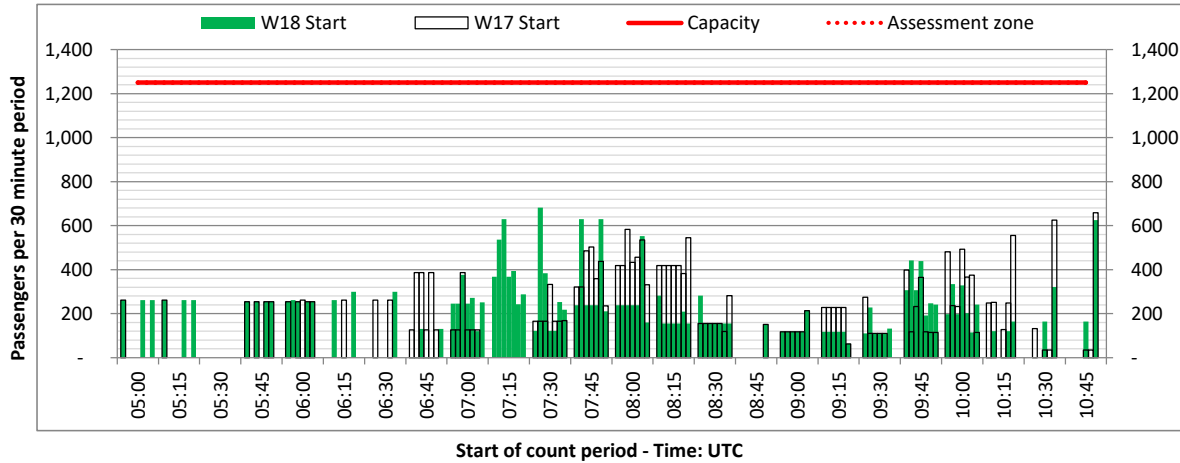
ARRIVAL - 30 minute count rolling every 15 mins (T30/15)



Terminals: 1I

Operators: All Operators

Days: 1234567



Peak Week - Passengers Histogram

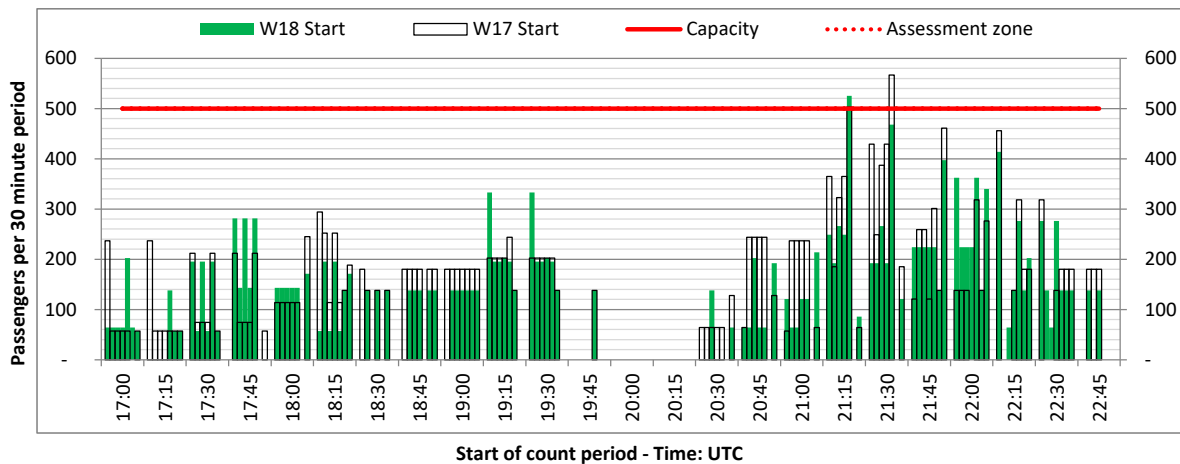
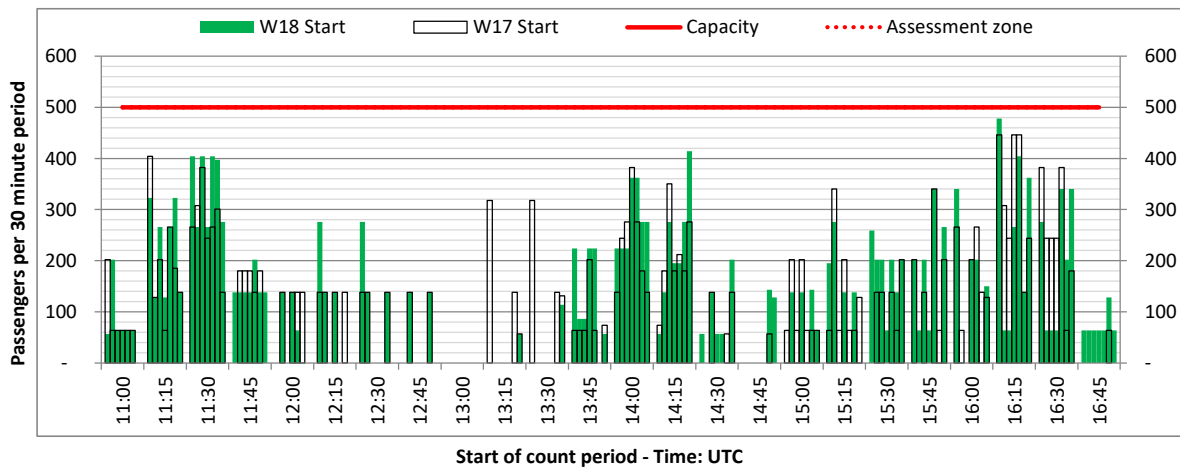
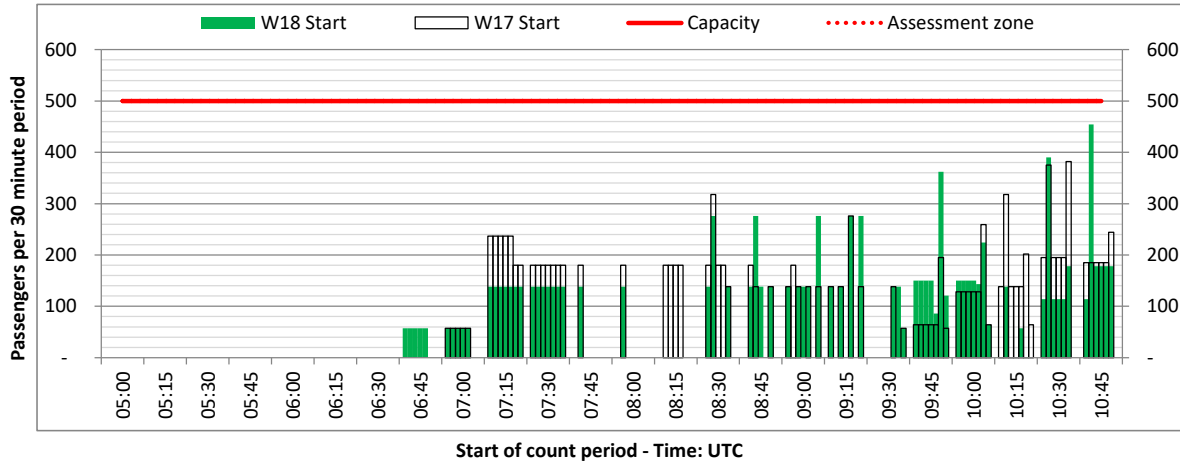
ARRIVAL - 30 minute count rolling every 15 mins (T30/15)



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

W17 Start	W17 schedule as cleared on Thu 12-Oct-17.
W17 End	W17 schedule as cleared on Sat 24-Mar-18.
W18 Start	W18 schedule as cleared on Thu 11-Oct-18.
Peak Week	Peak week for W17 is Mon 12-Mar-18 to Sun 18-Mar-18. Peak week for W18 is Mon 11-Mar-19 to Sun 17-Mar-19.

For ACL use

	Airport-Season-Branch-Resource	From date	To date	Time
Full Season Rep 1	BHX-W17-SOS REPORT-Standard	Sun 29-Oct-2017	Sat 24-Mar-2018	UTC
Full Season Rep 2	BHX-W17-Live-Standard	Sun 29-Oct-2017	Sat 24-Mar-2018	UTC
Full Season Rep 3	BHX-W18-SOS REPORT-Standard	Sun 28-Oct-2018	Sat 30-Mar-2019	UTC
	Airport-Season-Branch-Resource	From date	To date	Time
Peak Week Rep 1	BHX-W17-SOS REPORT-Standard	Mon 12-Mar-2018	Sun 18-Mar-2018	UTC
Peak Week Rep 2	BHX-W17-Live-Standard	Mon 12-Mar-2018	Sun 18-Mar-2018	UTC
Peak Week Rep 3	BHX-W18-SOS REPORT-Standard	Mon 11-Mar-2019	Sun 17-Mar-2019	UTC