

# Dublin Airport (DUB)

## Winter 2018/19 (W18)



### Start of Season Report

Report Date: Thu 04-Oct-2018

#### Headlines

	W18 Start	vs. W17 Start	vs. W17 End
Total Air Transport Movements (Passenger & Freight)	<b>86,853</b>	<b>6.0%</b>	<b>9.4%</b>
Total Passenger Air Transport Movements	<b>84,899</b>	<b>6.0%</b>	<b>9.6%</b>
Total Passenger Air Transport Movement Seats	<b>14,668,389</b>	<b>8.3%</b>	<b>11.9%</b>
Average Seats per Passenger Air Transport Movement	<b>173</b>	<b>2.1%</b>	<b>2.1%</b>
Percentage of allocated slots cleared as requested (OK)	<b>97.72%</b>		

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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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# Peak Week - Allocation and Slot Adjustment Distribution by Operator



Schedule: W18 Start

Operator	W18 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		
Aegean 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%	0.0%	-
Aer Lingus	1,565	96.0%	2.8%	0.5%	0.1%	0.4%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.1%	-	
Aeroflot	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 Arabia Maroc	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%	-	
Air Canada	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%	-	
Air France	58	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 Moldova	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%	-	
Airster	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%	-	
American 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%	-	
ASL Airlines Belgium	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%	-	
BA Cityflyer	53	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	14	85.7%	0.0%	0.0%	14.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-	
Bluebird Cargo	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%	-	
British Airways	104	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%	-	
Cathay Pacific	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%	-	
Delta 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%	-	
Emirates	28	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%	-	
Enter Air	3	66.7%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-	
Ethiopian Airlines	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%	-	
Etihad Airways	28	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%	-	
European Air Transport (DHL)	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%	-	
Eurowings	8	87.5%	12.5%	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	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%	-	
Finnair	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%	-	
Fly One	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%	-	
Flybe	134	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%	-	
Hainan Airlines	10	80.0%	10.0%	10.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-	
Iberia Express	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%	-	
Icelandair	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%	-	
KLM Royal Dutch Airlines	56	96.4%	3.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-	
Lauda Motion	16	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%	-	
Loganair	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%	-	
Lufthansa	94	91.5%	1.1%	1.1%	6.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-	
Luxair	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%	-	
Norwegian	62	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%	-	
RVL Aviation	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%	-	
Ryanair	1,473	99.0%	0.5%	0.3%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-	
SAS Scandinavian	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%	-	
Swiss International	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%	-	
Thomas Cook (UK)	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%	-	
Transavia France	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%	-	
TUI Airways	8	87.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	12.5%	-	
Turkish Airlines	28	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%	-	
UPS Airlines	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%	-	
Vueling	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%	-	
WOW Air	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%	-	
Zimex Aviation	5	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>4,113</b>	<b>97.7%</b>	<b>1.4%</b>	<b>0.4%</b>	<b>0.3%</b>	<b>0.1%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	

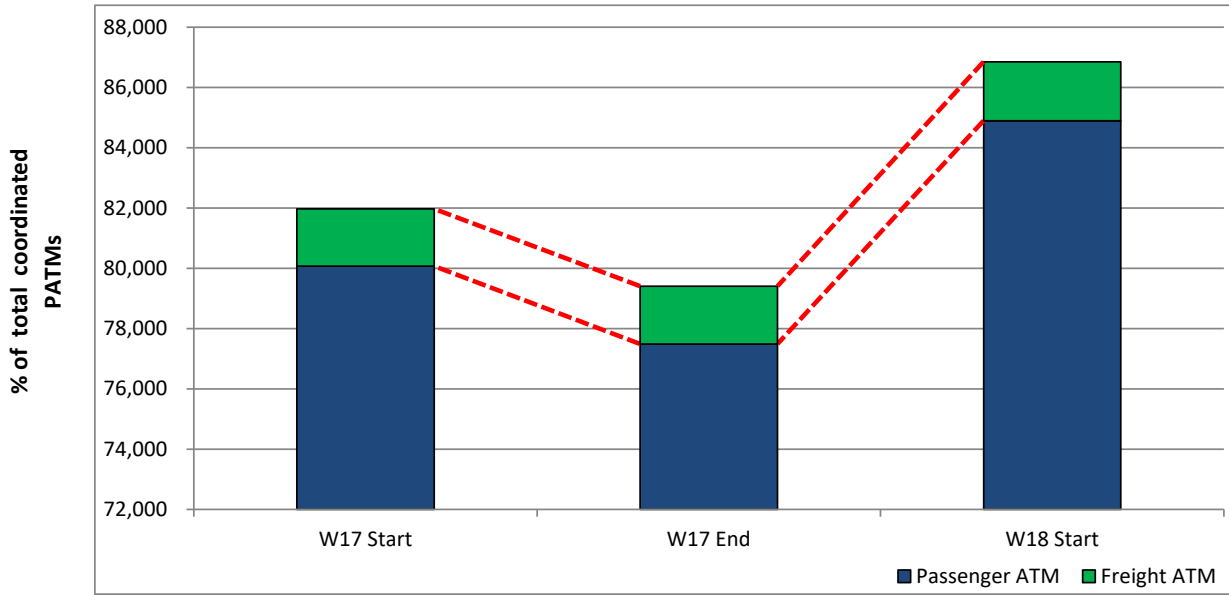
Operators with 0 'allocated ATMs' and 0 'Requests with NO slot allocated' in W18, are included in this list due to having slots allocated in either W17 Start or W17 End schedules.

## Significant Route Changes



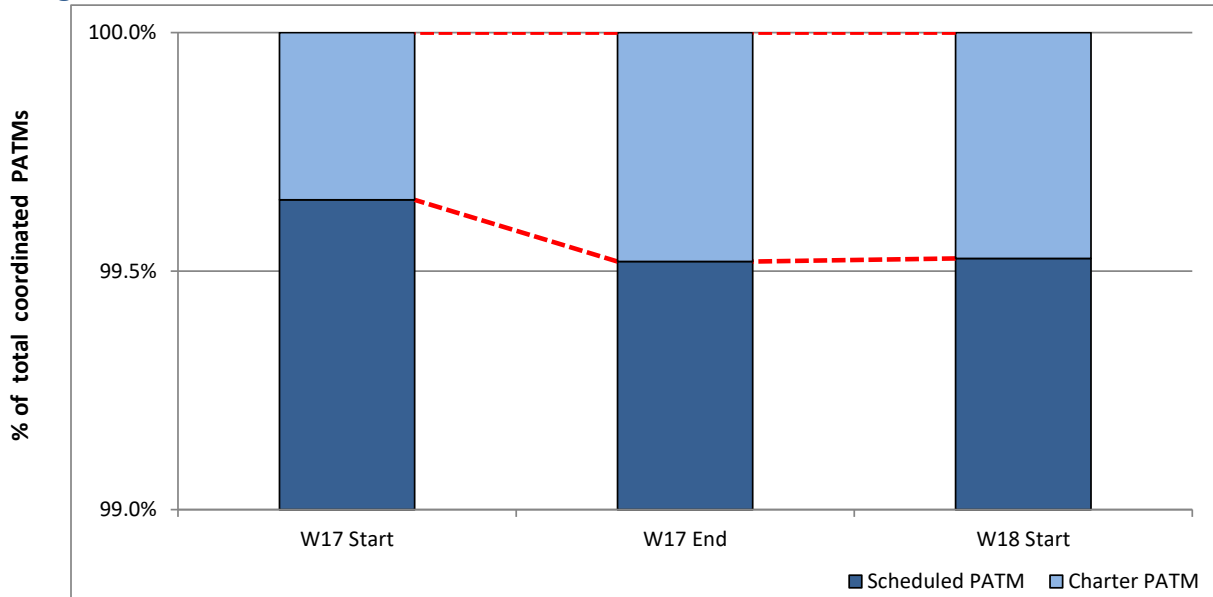
Operator	Category	Description of change from W17 schedule to W18 schedule
Aer Lingus	<b>NEW</b>	London City, Philadelphia, Seattle services
Aer Lingus	CHANGE	Increase Lanzarote, Malaga, Amsterdam, Barcelona, Birmingham (Stobart), Bilbao, Brussels, Paris Ch. De Gaulle, Dusseldorf, Edinburgh (Stobart), Rome Fiumicino, Frankfurt, Glasgow (Stobart), New York JFK, Los Angeles, London Heathrow, Lisbon, Lyon, Manchester, Milan Malpensa, Chicago O'Hare Int, Prague, Santiago De Compostela, San Francisco, Toulouse, Vienna & Zurich services
Aeroflot	<b>NEW</b>	Moscow service
Air Canada	CHANGE	Increase Toronto service
Air France	CHANGE	Increase Paris Ch. De Gaulle service
British Airways	CHANGE	Increase London Heathrow service
Cathay Pacific	<b>NEW</b>	Hong Kong service
Cobalt Air	<b>CANCELLED</b>	Larnaca service
Ethiopian Airlines	<b>NEW</b>	Chicago O'Hare International service
Ethiopian Airlines	CHANGE	Increase Addis Ababa service
Etihad Airways	CHANGE	Decrease Abu Dhabi service
Flybe	CHANGE	Increase Southend & Southampton services
Hainan Airlines	<b>NEW</b>	Beijing & Shenzhen services
Icelandair	CHANGE	Increase Keflavik service
KLM Royal Dutch Airlines	CHANGE	Decrease Amsterdam service
Lauda Motion	<b>NEW</b>	Innsbruck & Vienna services
Lufthansa	CHANGE	Increase Frankfurt & Munich services
Norwegian	CHANGE	Increase Providence & Newburgh Stewart services
Ryanair	<b>NEW</b>	Luxembourg & Marrakech Menara services
Ryanair	CHANGE	Decrease Paris Beauvais, Eindhoven, Nottingham East Midlands, Liverpool & Newcastle services
Ryanair	CHANGE	Increase Lanzarote, Athens, Barcelona, Malaga, Alicante, Amsterdam, Birmingham, Bari Palese, Budapest, Edinburgh, Faro, Krakow, London Gatwick, Madrid, Manchester, Munich, Bucharest, Santander, London Stansted, Stuttgart & Berlin services
SAS Scandinavian	CHANGE	Decrease Oslo service
Swiss International	CHANGE	Increase Zurich service
Turkish Airlines	CHANGE	Increase Istanbul service
UPS Airlines	<b>NEW</b>	Cologne service
Vueling	CHANGE	Increase Barcelona service

## Total ATMs: Passenger ATMs vs. Freight ATMs



Schedule Snapshot

## Passenger ATMs: Scheduled vs. Charter

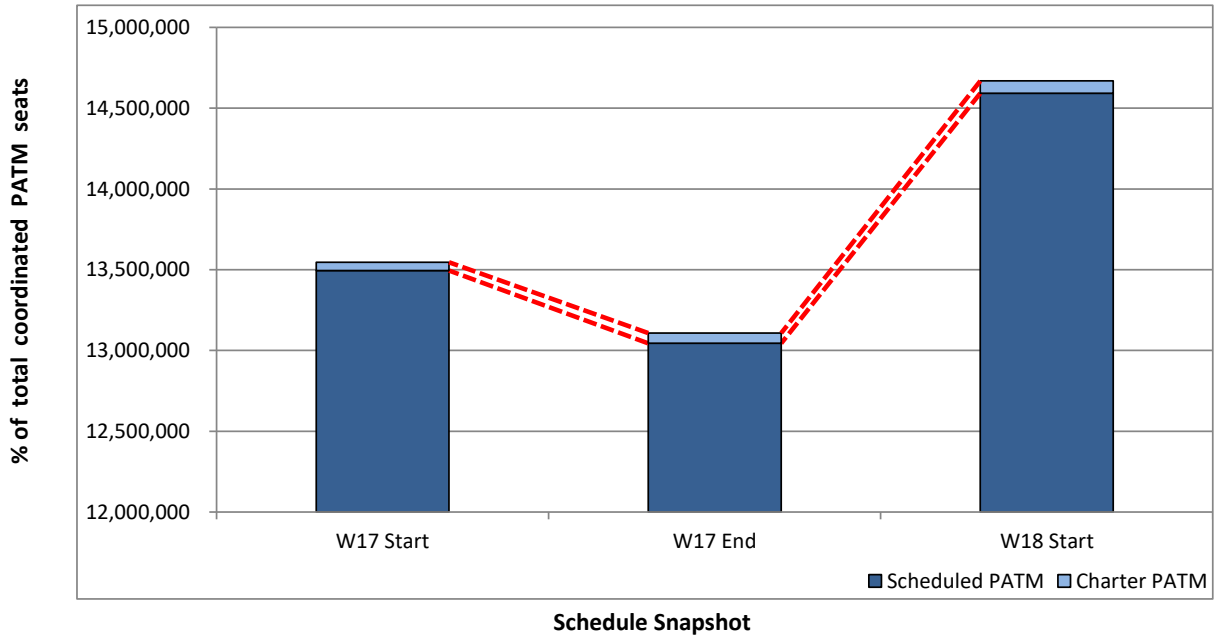


Schedule Snapshot

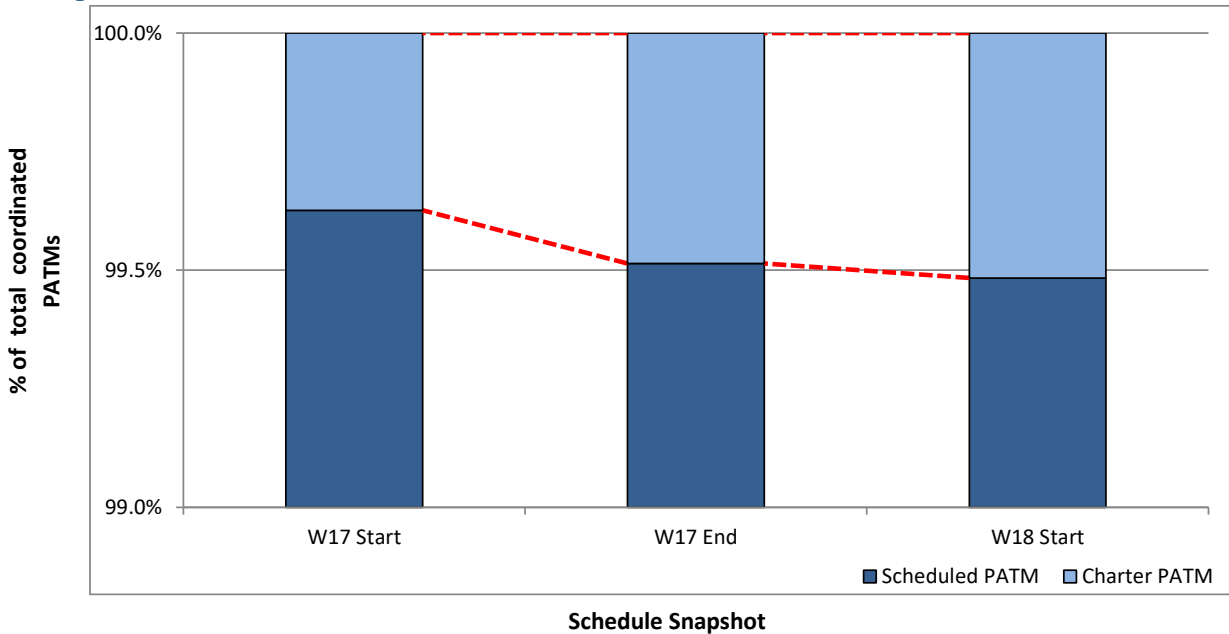
# Full Season - PATM Seats Analysis



## Total Passenger ATM seats: Scheduled vs. Charter



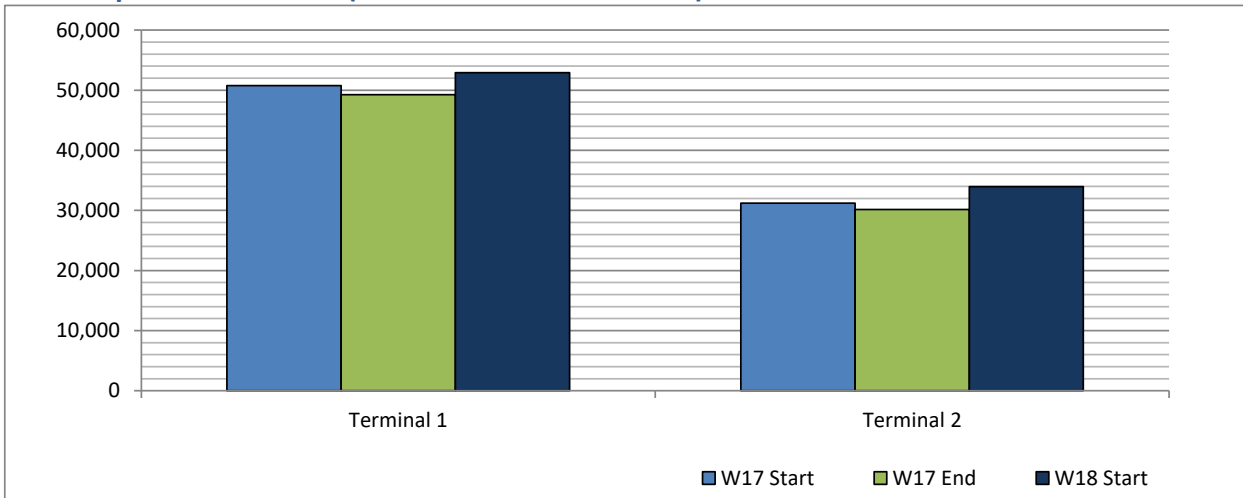
## Passenger ATM seats: Scheduled vs. Charter



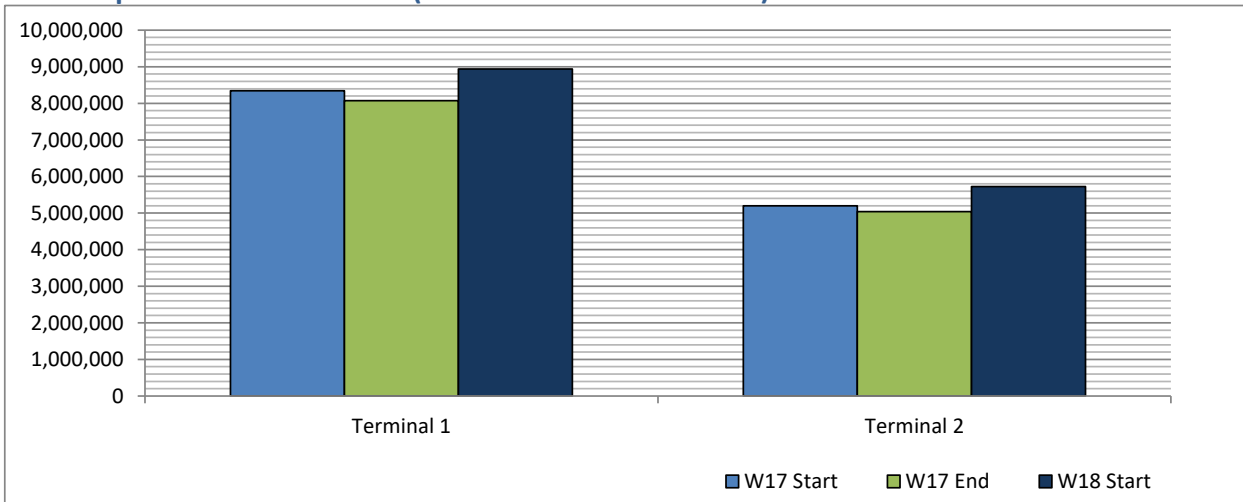
# Full Season - Terminal Analysis



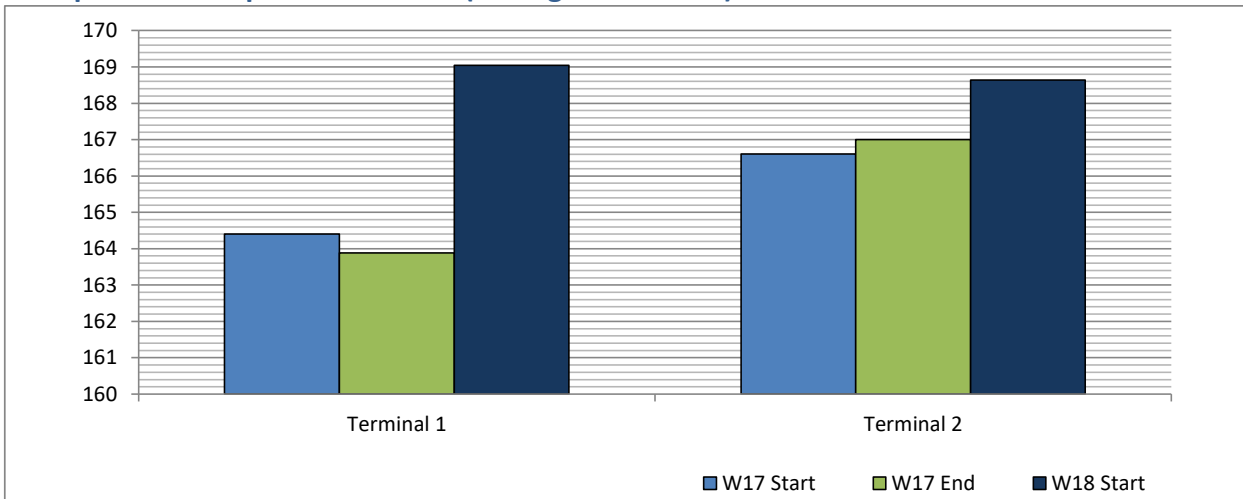
**Air Transport Movements (total allocated for season)**



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

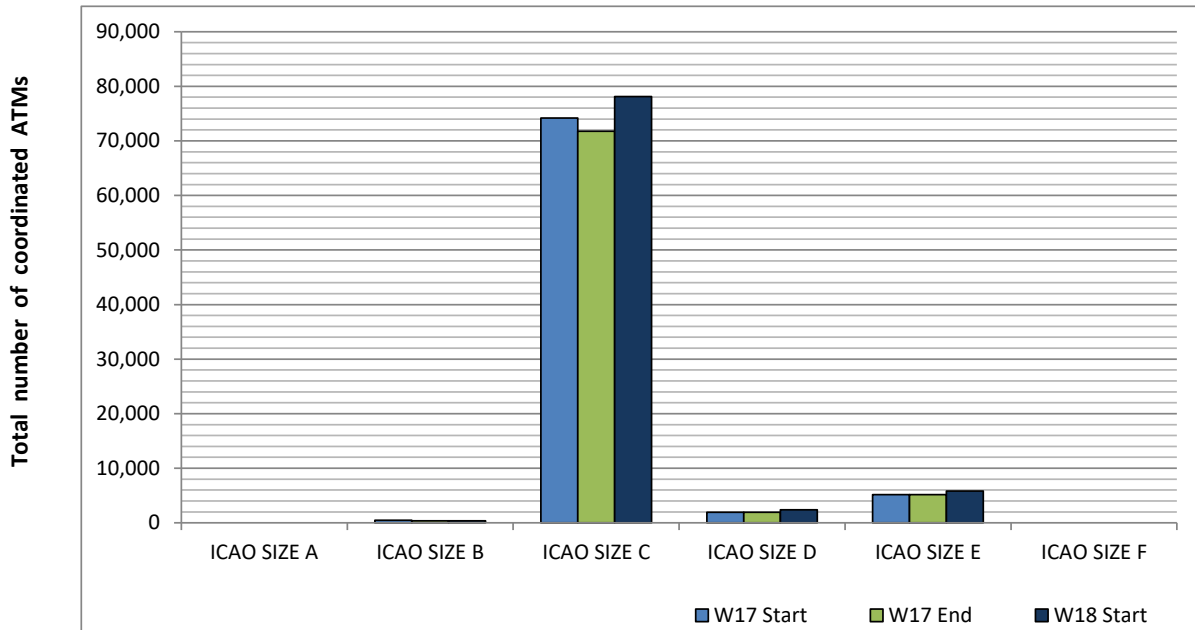


**Seats per Air Transport Movement (average for season)**



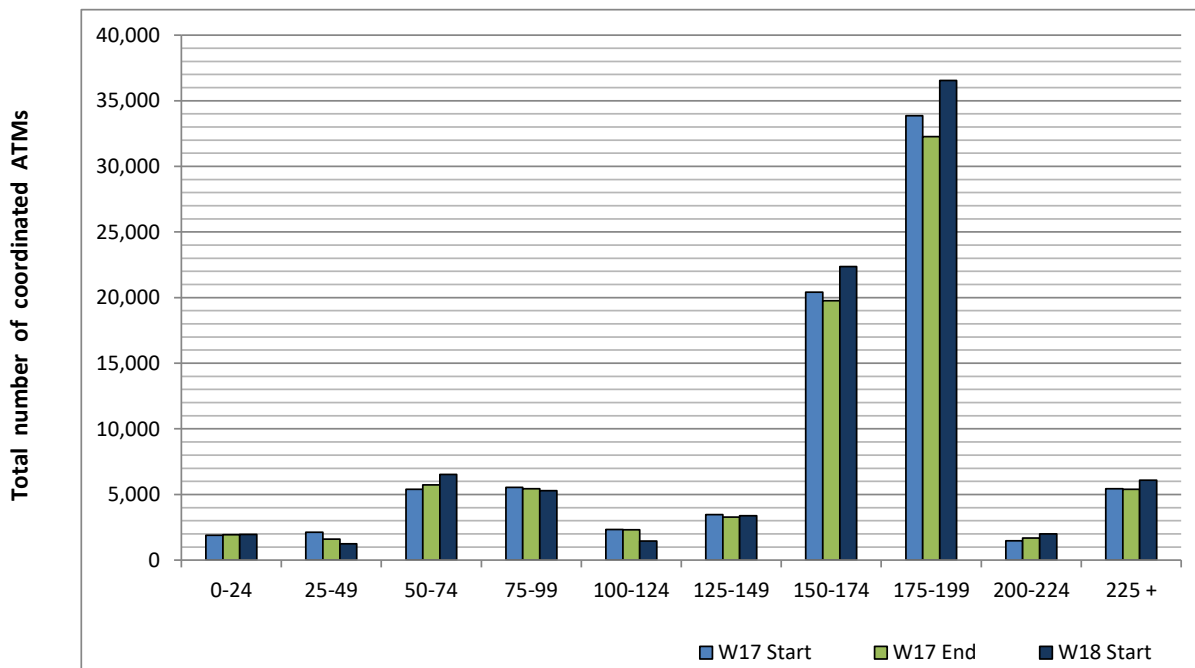


## ICAO size designation



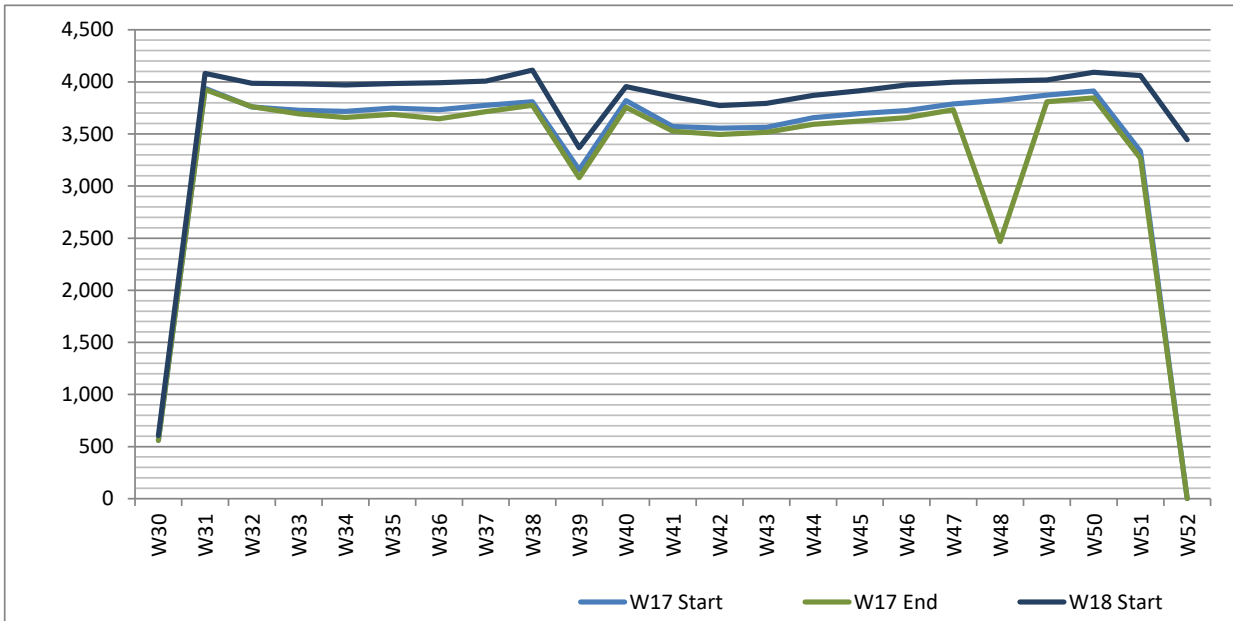
Note: See Glossary for definitions of ICAO SIZE groupings

## Air Transport Movement seat distribution

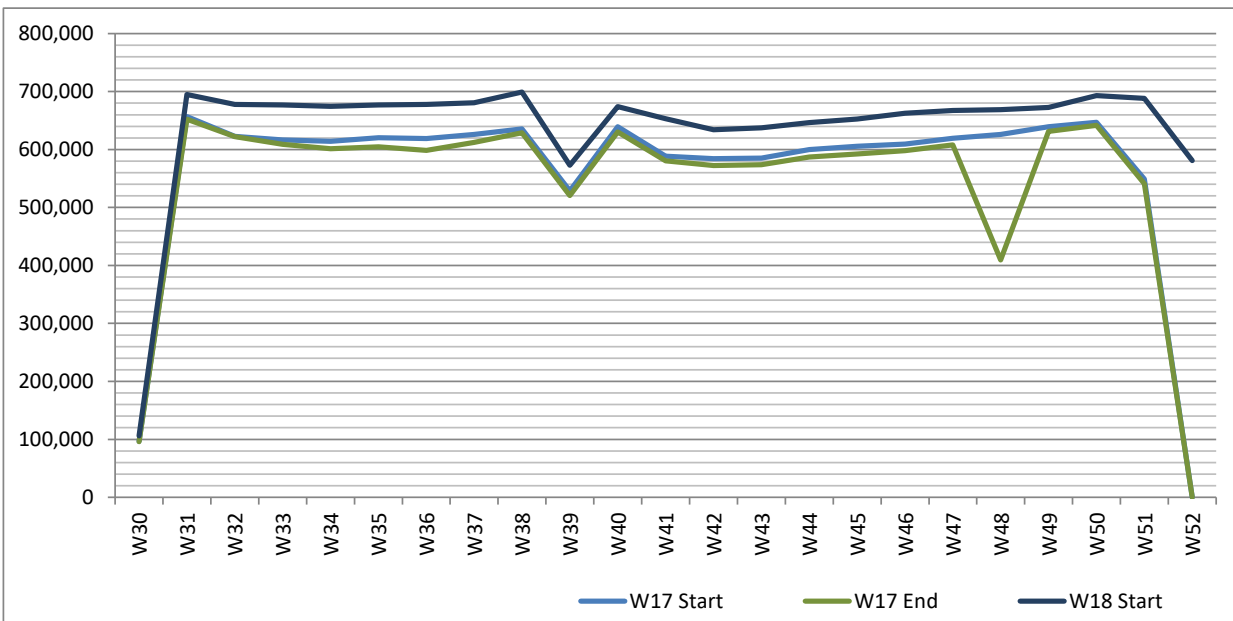


Note: FREIGHT-ONLY services with 0 seats are included in the first seat band '0-24'

## Air Transport Movements by week of season



## Air Transport Movement Seats by week of season



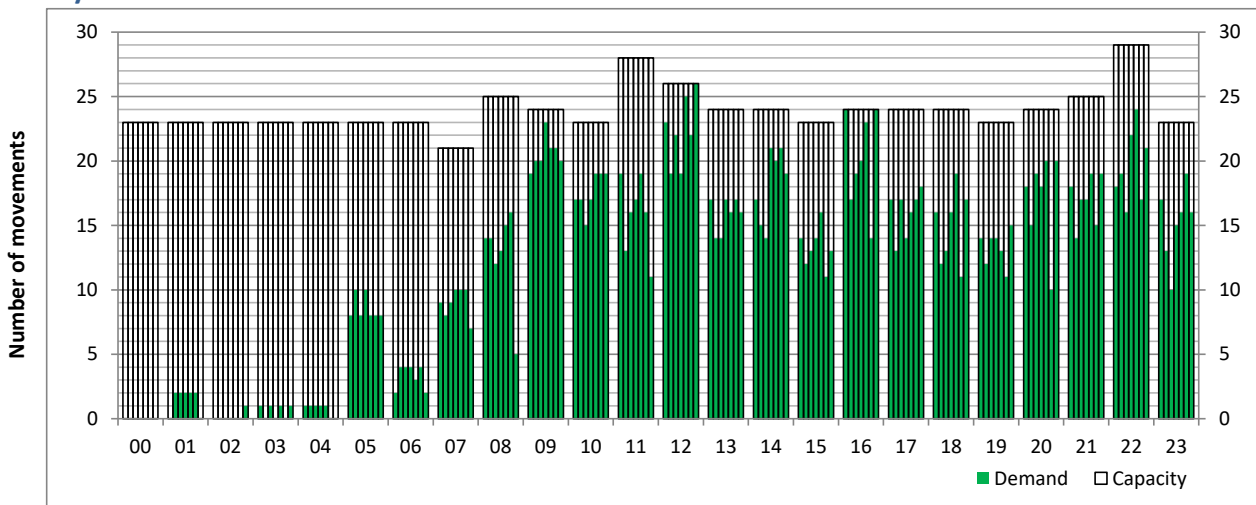
# Peak Week - Hourly Runway Demand

Schedule: W18 Start



## Hourly Arrival Demand

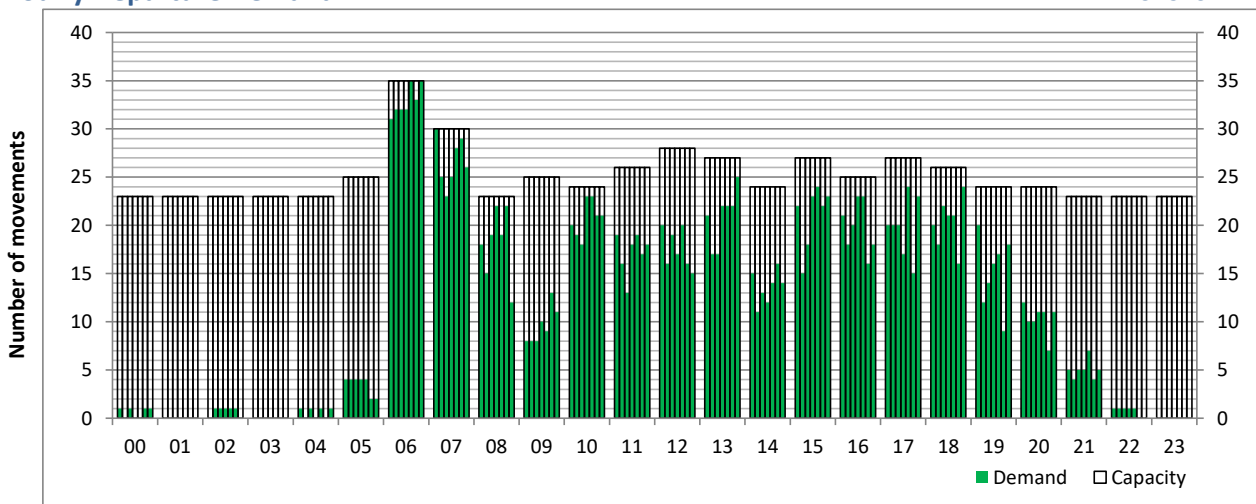
Time: UTC



Hour of day (24 hour format)

## Hourly Departure Demand

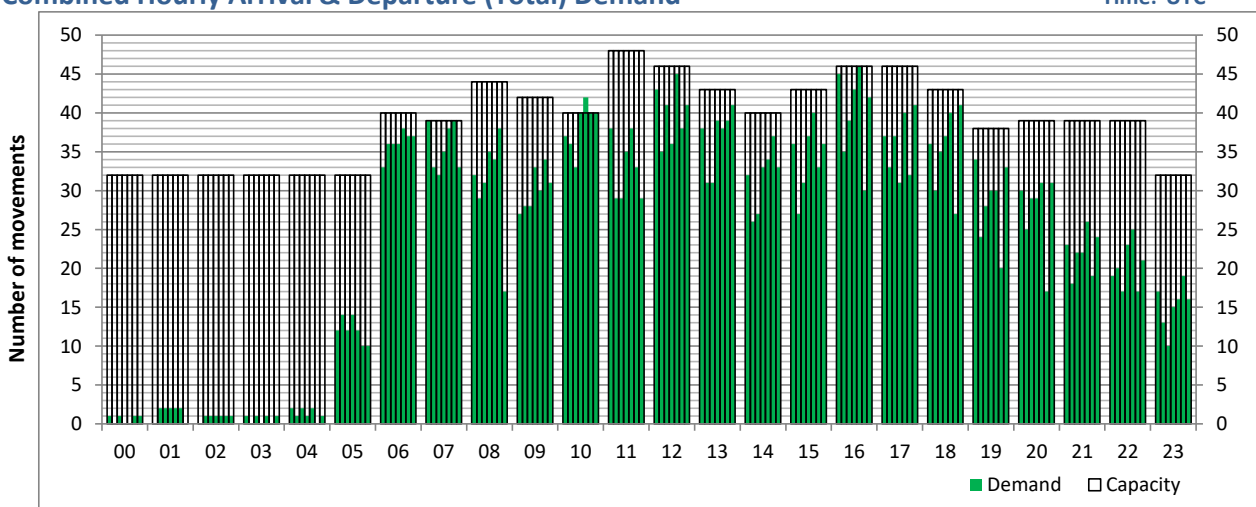
Time: UTC



Hour of day (24 hour format)

## Combined Hourly Arrival & Departure (Total) Demand

Time: UTC



Hour of day (24 hour format)

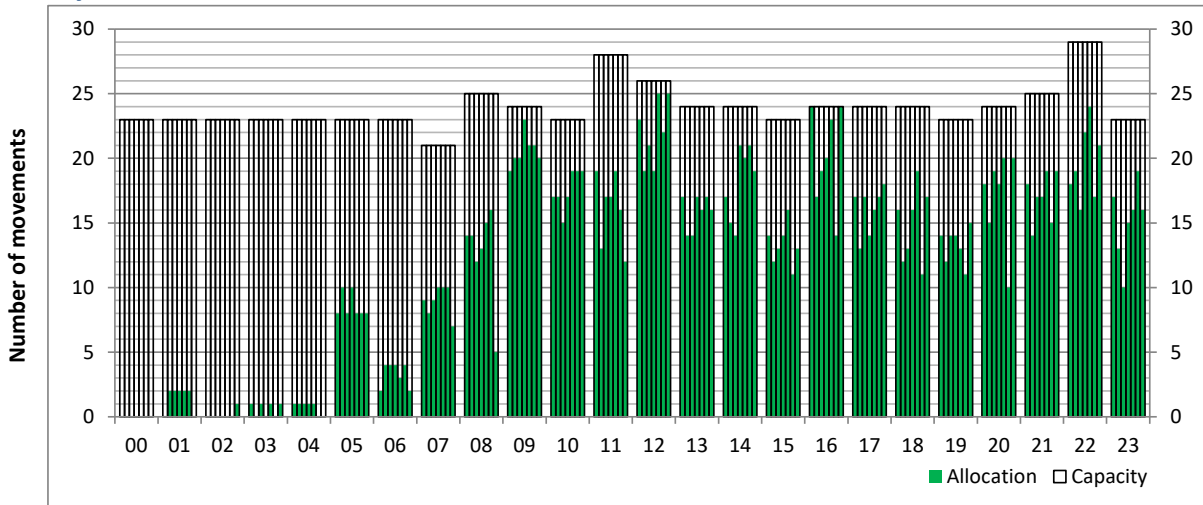
# Peak Week - Hourly Runway Allocation

Schedule: W18 Start



## Hourly Arrival Allocation

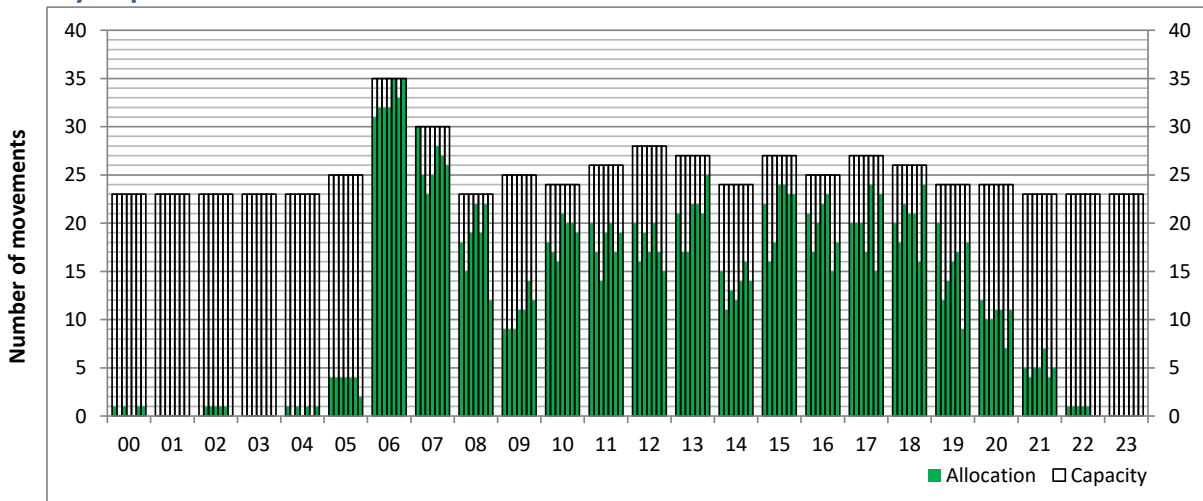
Time: UTC



Hour of day (24 hour format)

## Hourly Departure Allocation

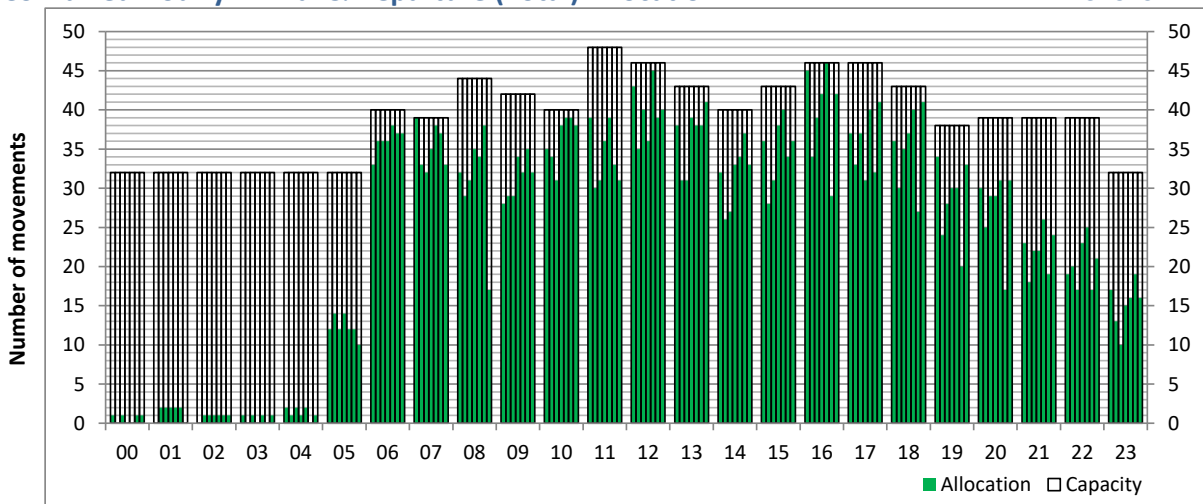
Time: UTC



Hour of day (24 hour format)

## Combined Hourly Arrival & Departure (Total) Allocation

Time: UTC



Hour of day (24 hour format)

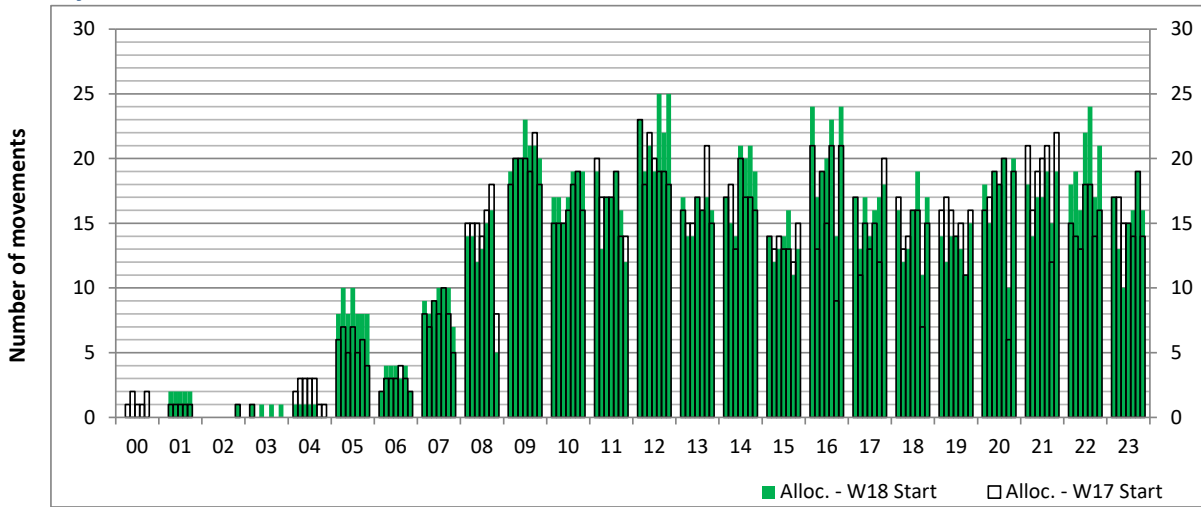
# Peak Week - Runway Allocation Comparison



Comparison of W18 Start vs. W17 Start

## Hourly Arrival Allocation

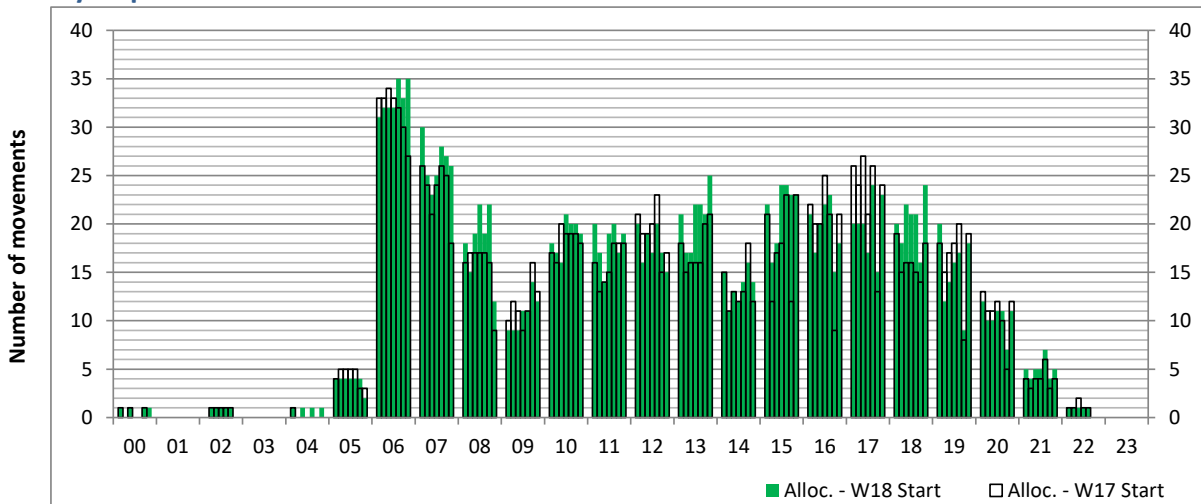
Time: UTC



Hour of day (24 hour format)

## Hourly Departure Allocation

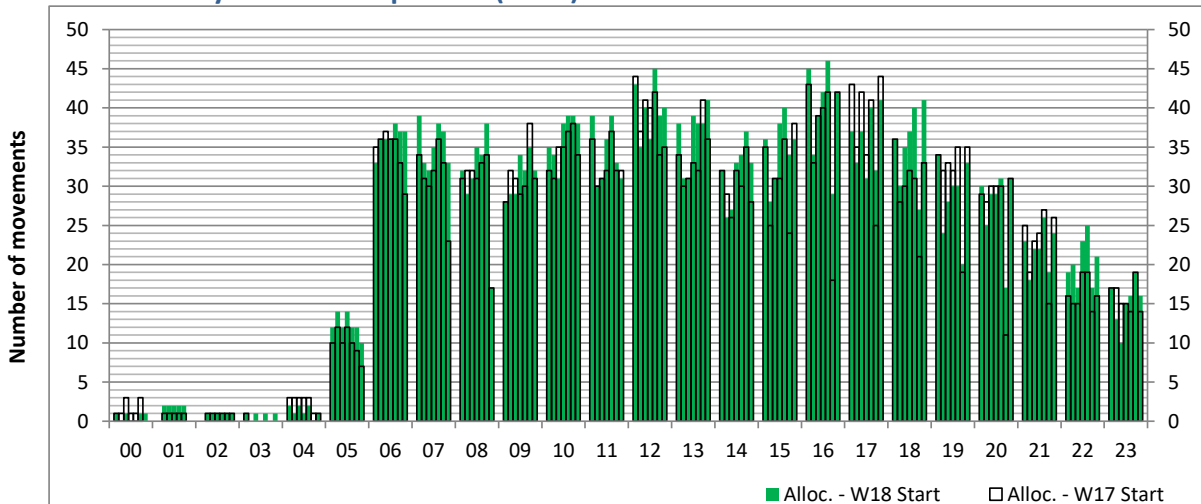
Time: UTC



Hour of day (24 hour format)

## Combined Hourly Arrival & Departure (Total) Allocation

Time: UTC



Hour of day (24 hour format)

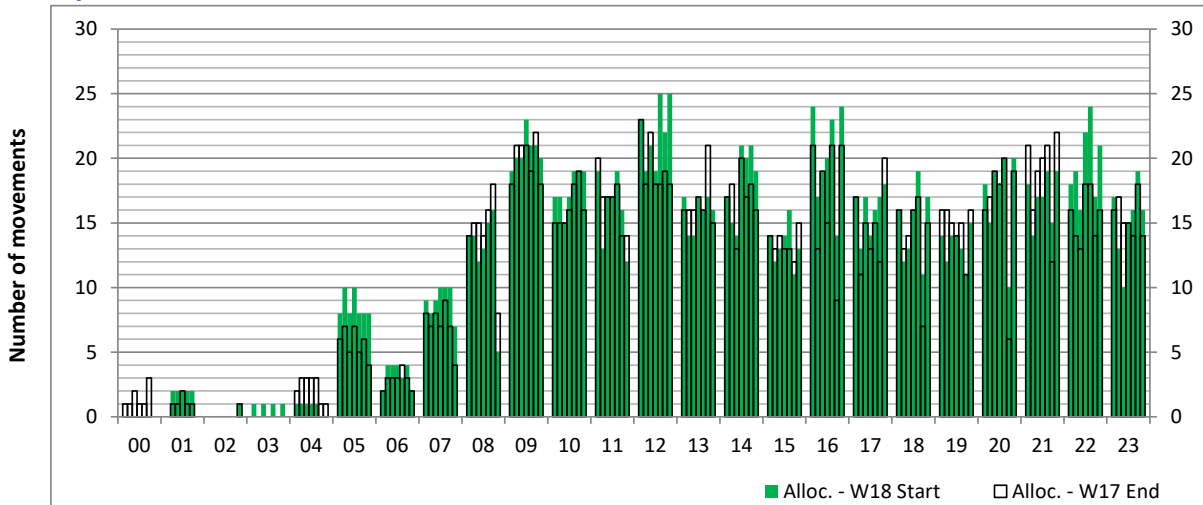
# Peak Week - Runway Allocation Comparison

Comparison of W18 Start vs. W17 End



## Hourly Arrival Allocation

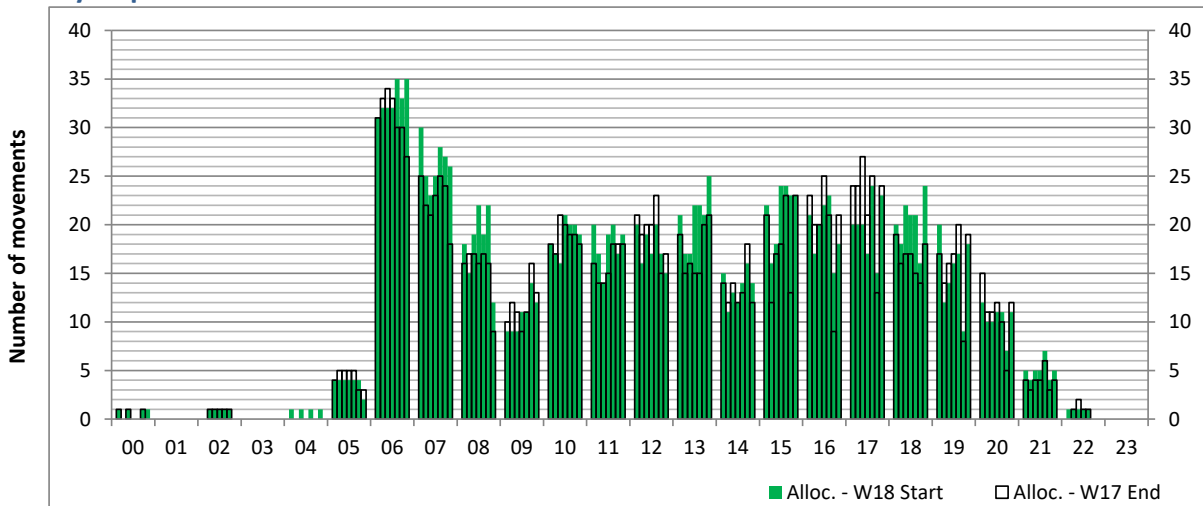
Time: UTC



Hour of day (24 hour format)

## Hourly Departure Allocation

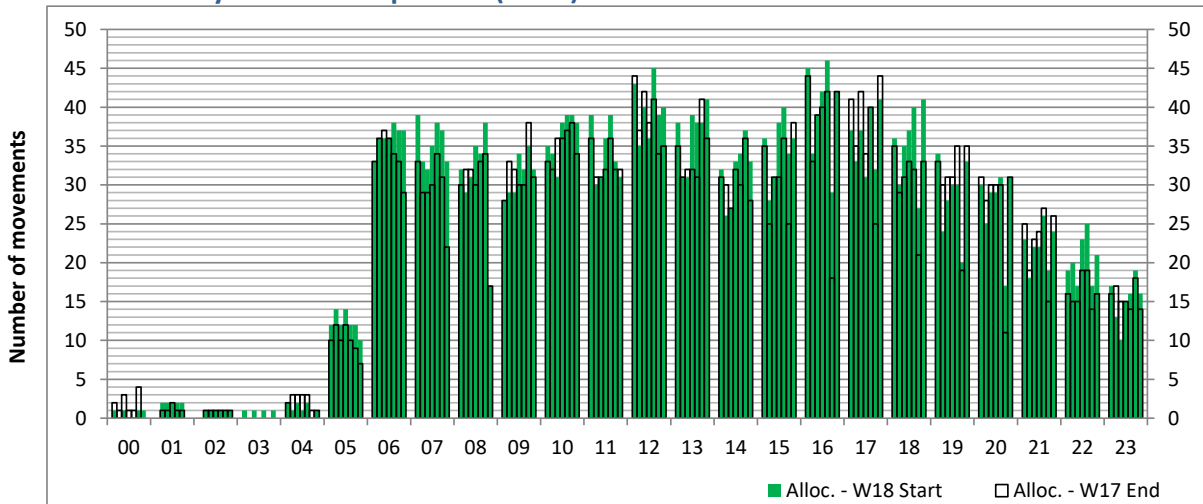
Time: UTC



Hour of day (24 hour format)

## Combined Hourly Arrival & Departure (Total) Allocation

Time: UTC



Hour of day (24 hour format)

# Peak Week - Passengers Histogram

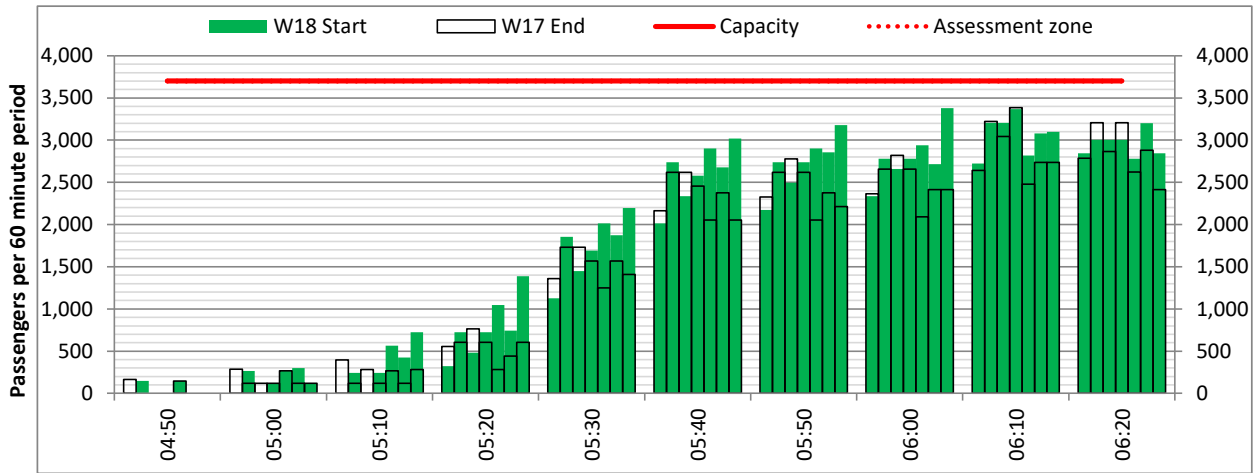
DEPARTURE - 60 minute count rolling every 10 mins (T60/10)



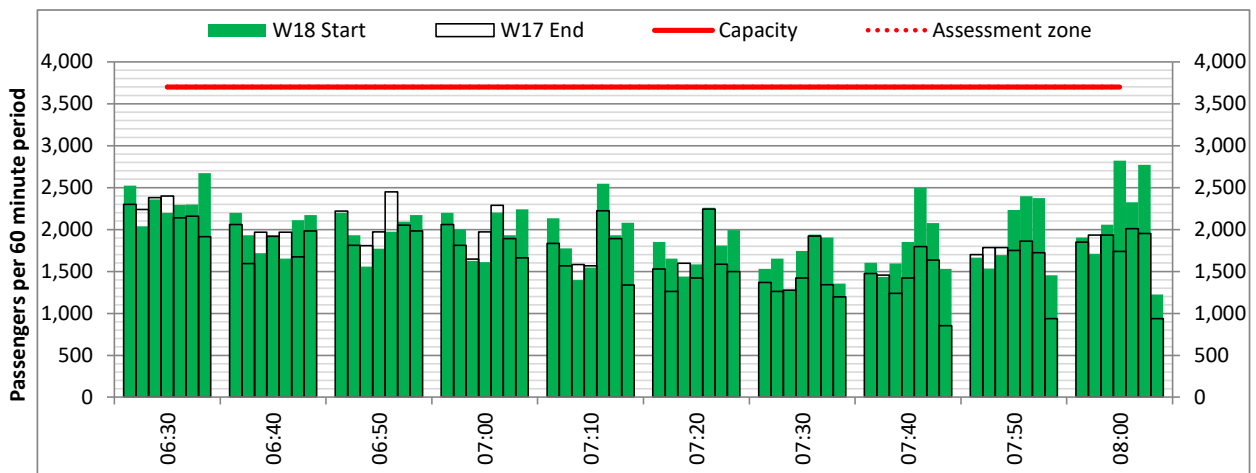
Terminals: 1

Operators: All Operators

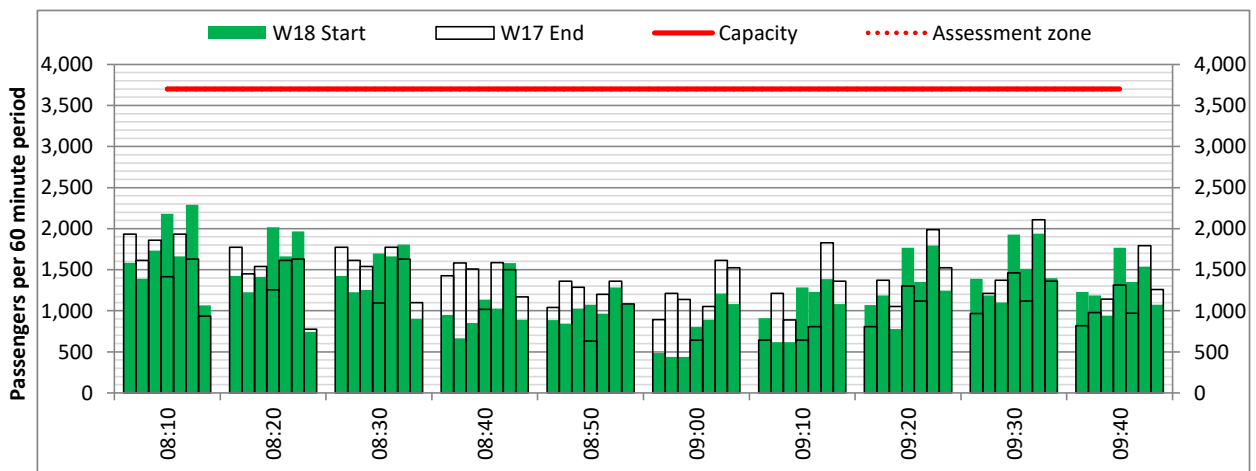
Days: 1234567



Start of count period - Time: UTC



Start of count period - Time: UTC



Start of count period - Time: UTC

# Peak Week - Passengers Histogram

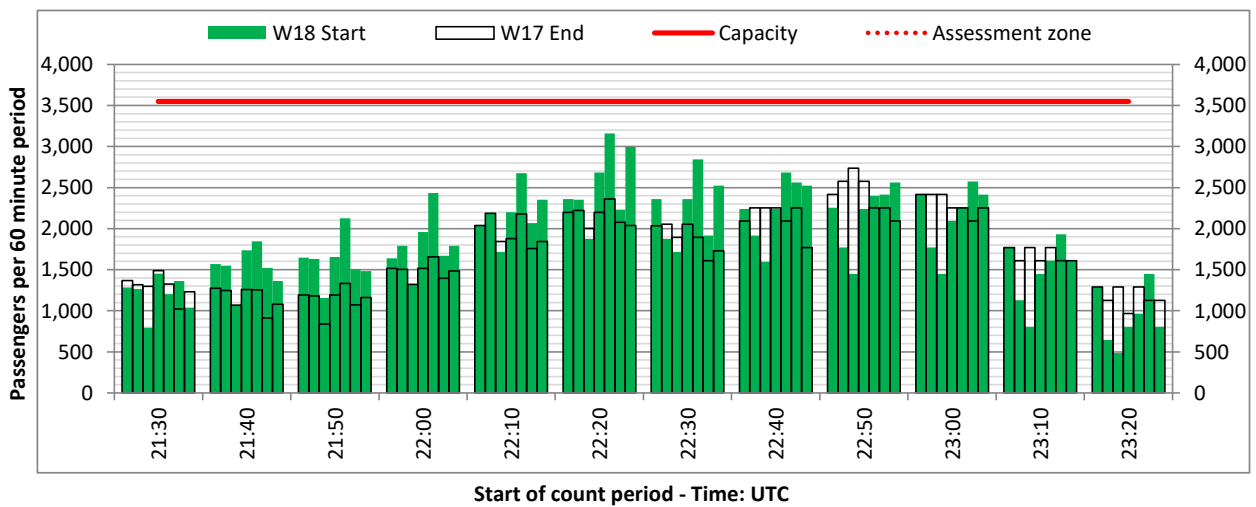
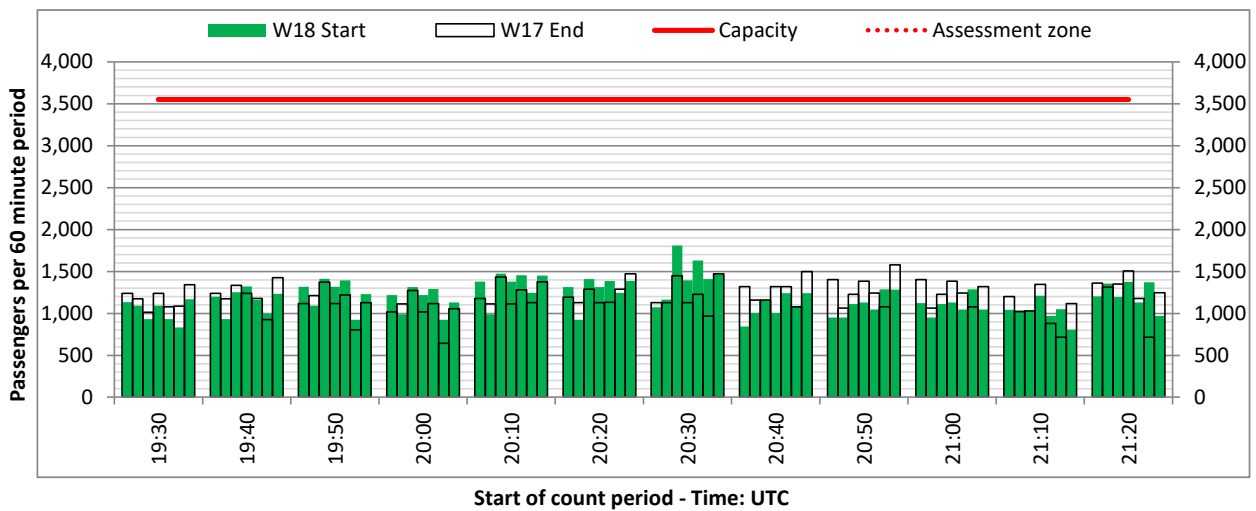
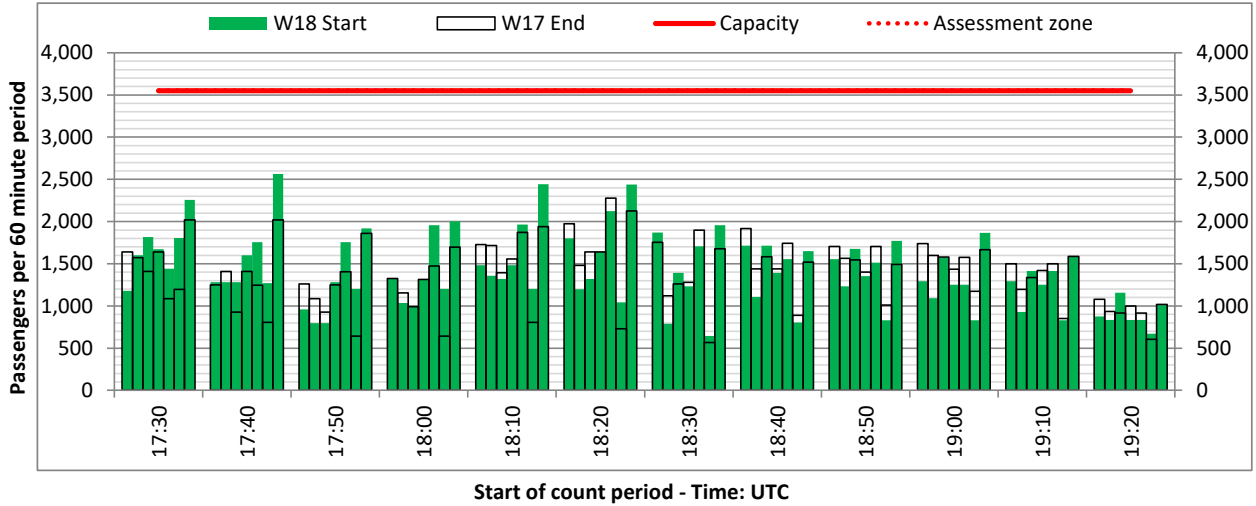
ARRIVAL - 60 minute count rolling every 10 mins (T60/10)



Terminals: 1

Operators: All Operators

Days: 1234567





# Peak Week - Passengers Histogram

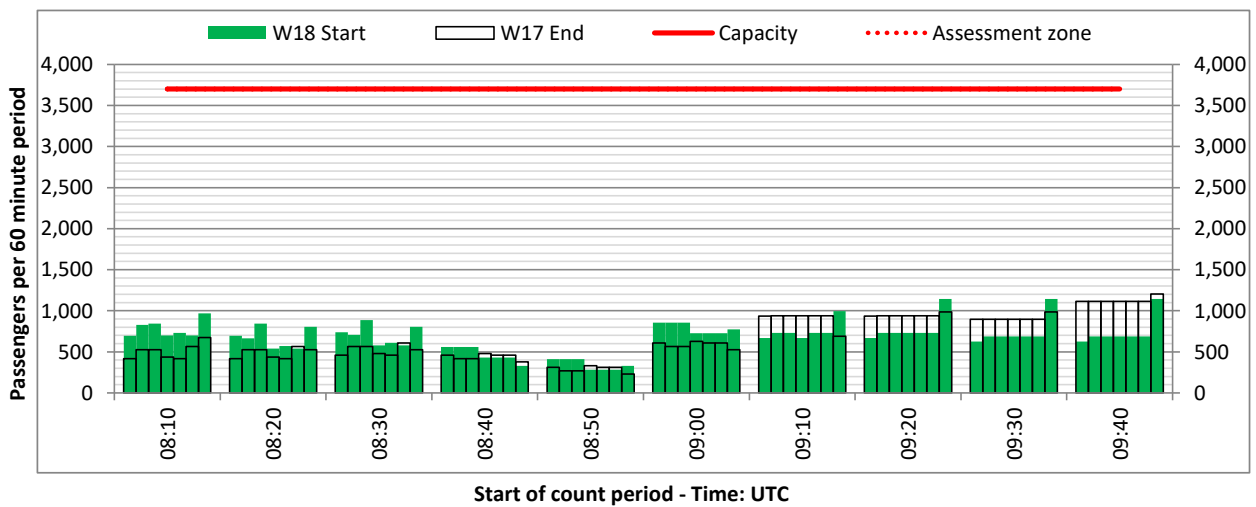
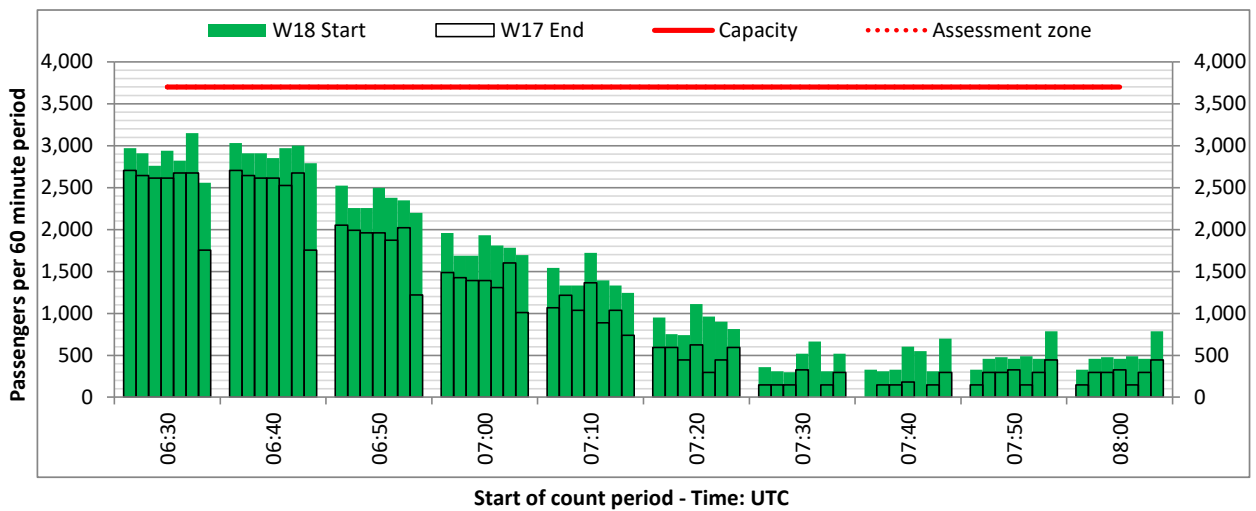
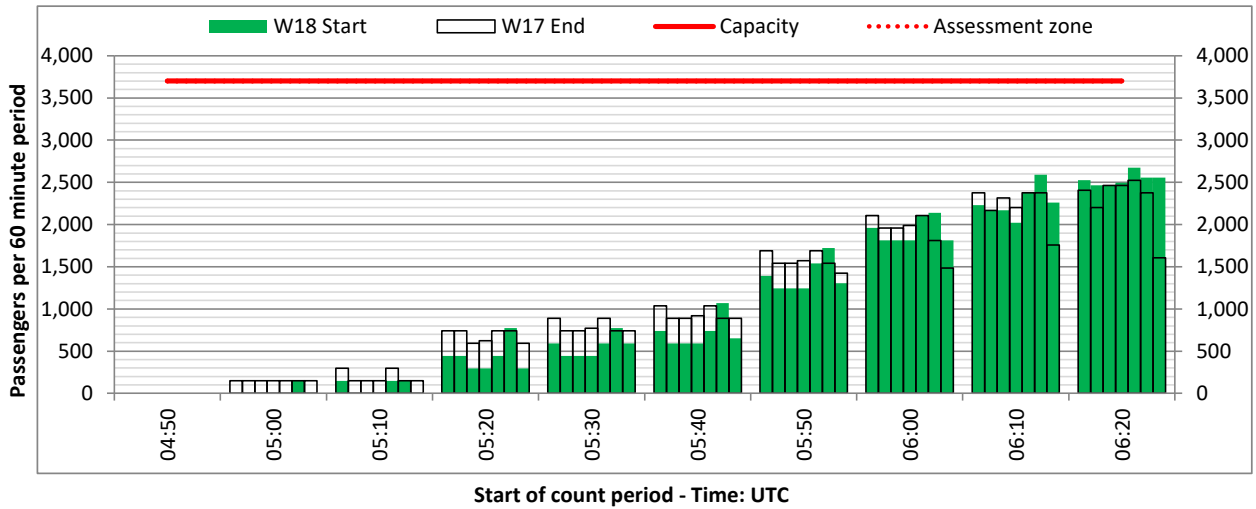
DEPARTURE - 60 minute count rolling every 10 mins (T60/10)



Terminals: 2

Operators: All Operators

Days: 1234567



# Peak Week - Passengers Histogram

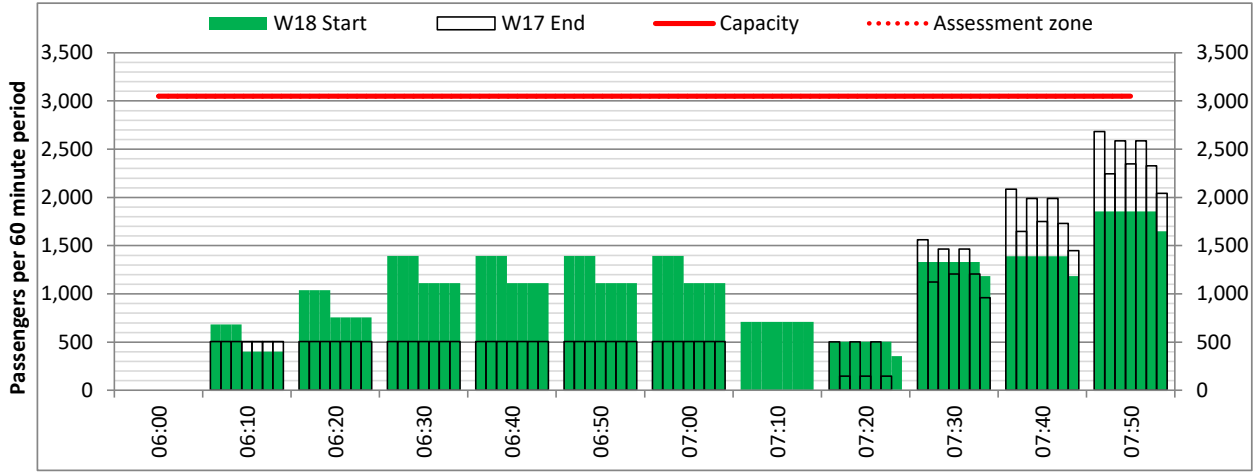


ARRIVAL - 60 minute count rolling every 10 mins (T60/10)

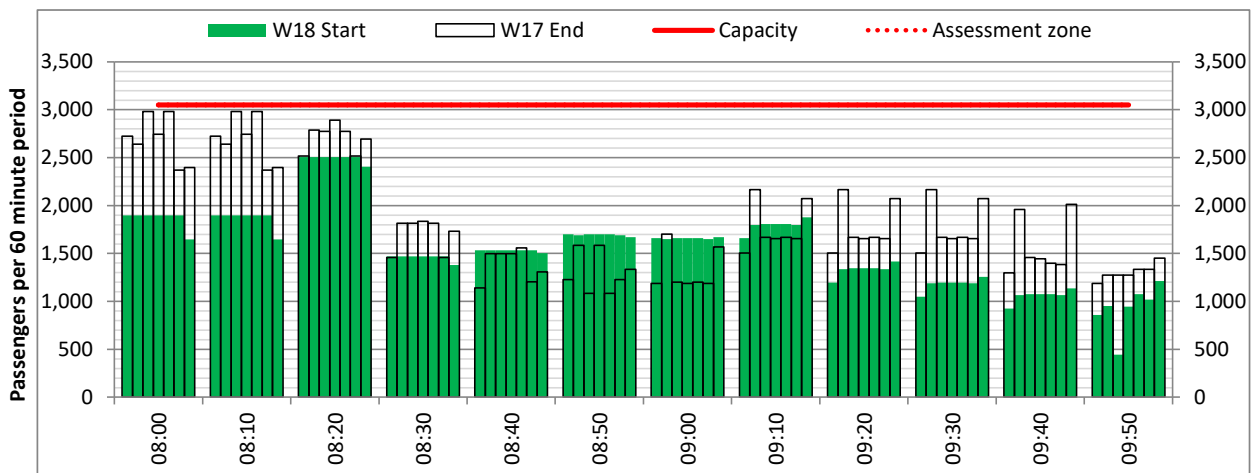
Terminals: 2

Operators: All Operators

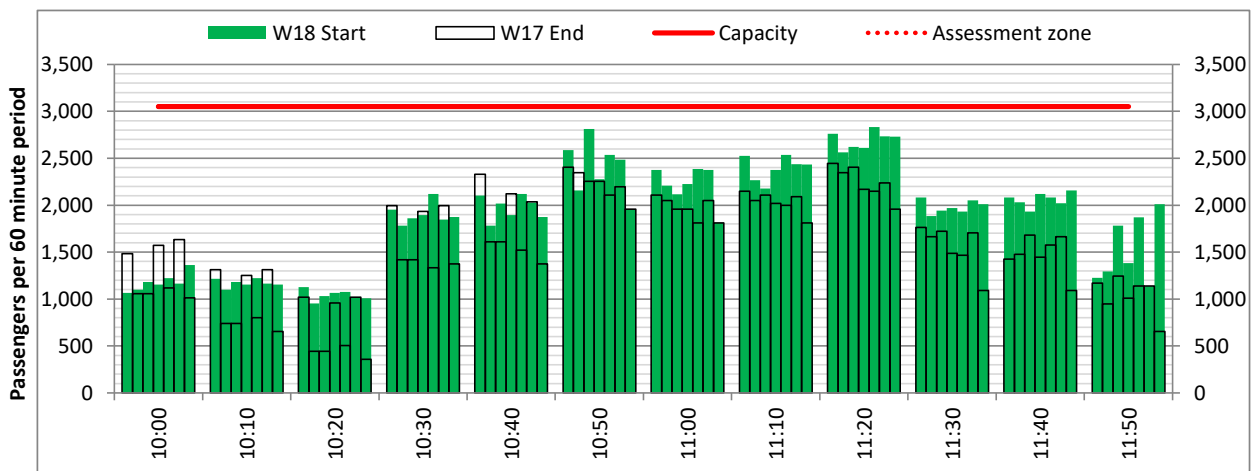
Days: 1234567



Start of count period - Time: UTC



Start of count period - Time: UTC



Start of count period - Time: UTC

<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>W17 Start</b>	W17 schedule as cleared on Wed 11-Oct-17.
<b>W17 End</b>	W17 schedule as cleared on Tue 14-Mar-17.
<b>W18 Start</b>	W18 schedule as cleared on Thu 20-Sep-18.
<b>Peak Week</b>	Peak week for W17 is Mon 30-Oct-17 to Sun 05-Nov-17. Peak week for W18 is Sun 17-Dec-17 to Sat 23-Dec-17.

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## **For ACL use**

	Airport-Season-Branch-Resource	From date	To date	Time
Full Season Rep 1	DUB-W17-SOS Report-Standard	Sun 29-Oct-2017	Sat 24-Mar-2018	UTC
Full Season Rep 2	DUB-W17-Live-Standard	Sun 29-Oct-2017	Sat 24-Mar-2018	UTC
Full Season Rep 3	DUB-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	DUB-W17-SOS Report-Standard	Mon 30-Oct-2017	Sun 05-Nov-2017	UTC
Peak Week Rep 2	DUB-W17-Live-Standard	Mon 30-Oct-2017	Sun 05-Nov-2017	UTC
Peak Week Rep 3	DUB-W18-SOS Report-Standard	Sun 17-Dec-2017	Sat 23-Dec-2017	UTC