

Dubai International Airport (DXB)

Winter 2018/19 (W18)



Start of Season Report

Report Date: Thu 25-Oct-2018

Headlines

	W18 Start	vs. W17 Start	vs. W17 End
Total Air Transport Movements (Passenger & Freight)	195,220	▼ -1.2%	▲ 13.0%
Total Passenger Air Transport Movements	191,482	▼ -1.5%	▲ 12.9%
Total Passenger Air Transport Movement Seats	57,323,188	▼ -1.3%	▲ 14.1%
Average Seats per Passenger Air Transport Movement	299	▲ 0.2%	▲ 1.1%
Percentage of allocated slots cleared as requested (OK)	95%		

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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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Runway Scheduling Limits



Declared Hourly Movement Capacity

W17 Arrivals								Change: W17 to W18								W18 Arrivals							
Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun
UTC	1	2	3	4	5	6	7	UTC	1	2	3	4	5	6	7	UTC	1	2	3	4	5	6	7
00	34	34	34	34	34	34	34	00								00	34	34	34	34	34	34	34
01	37	37	37	37	37	37	37	01								01	37	37	37	37	37	37	37
02	37	37	37	37	37	37	37	02								02	37	37	37	37	37	37	37
03	28	28	28	28	28	28	28	03								03	28	28	28	28	28	28	28
04	25	25	25	25	25	25	25	04								04	25	25	25	25	25	25	25
05	25	25	25	25	25	25	25	05								05	25	25	25	25	25	25	25
06	25	25	25	25	25	25	25	06								06	25	25	25	25	25	25	25
07	34	34	34	34	34	34	34	07	1	1	1	1	1	1	1	07	35	35	35	35	35	35	35
08	36	36	36	36	36	36	36	08								08	36	36	36	36	36	36	36
09	34	34	34	34	34	34	34	09	1	1	1	1	1	1	1	09	35	35	35	35	35	35	35
10	26	26	26	26	26	26	26	10								10	26	26	26	26	26	26	26
11	20	20	20	20	20	20	20	11								11	20	20	20	20	20	20	20
12	20	20	20	20	20	20	20	12								12	20	20	20	20	20	20	20
13	22	22	22	22	22	22	22	13								13	22	22	22	22	22	22	22
14	29	29	29	29	29	29	29	14								14	29	29	29	29	29	29	29
15	35	35	35	35	35	35	35	15								15	35	35	35	35	35	35	35
16	33	33	33	33	33	33	33	16	2	2	2	2	2	2	2	16	35	35	35	35	35	35	35
17	36	36	36	36	36	36	36	17								17	36	36	36	36	36	36	36
18	34	34	34	34	34	34	34	18								18	34	34	34	34	34	34	34
19	35	35	35	35	35	35	35	19								19	35	35	35	35	35	35	35
20	35	35	35	35	35	35	35	20								20	35	35	35	35	35	35	35
21	26	26	26	26	26	26	26	21								21	26	26	26	26	26	26	26
22	24	24	24	24	24	24	24	22								22	24	24	24	24	24	24	24
23	22	22	22	22	22	22	22	23	1	1	1	1	1	1	1	23	23	23	23	23	23	23	23

W17 Departures								Change: W17 to W18								W18 Departures							
Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun
UTC	1	2	3	4	5	6	7	UTC	1	2	3	4	5	6	7	UTC	1	2	3	4	5	6	7
00	26	26	26	26	26	26	26	00								00	26	26	26	26	26	26	26
01	22	22	22	22	22	22	22	01								01	22	22	22	22	22	22	22
02	22	22	22	22	22	22	22	02								02	22	22	22	22	22	22	22
03	40	40	40	40	40	40	40	03								03	40	40	40	40	40	40	40
04	41	41	41	41	41	41	41	04								04	41	41	41	41	41	41	41
05	41	41	41	41	41	41	41	05								05	41	41	41	41	41	41	41
06	40	40	40	40	40	40	40	06								06	40	40	40	40	40	40	40
07	24	24	24	24	24	24	24	07								07	24	24	24	24	24	24	24
08	30	30	30	30	30	30	30	08								08	30	30	30	30	30	30	30
09	33	33	33	33	33	33	33	09								09	33	33	33	33	33	33	33
10	35	35	35	35	35	35	35	10	1	1	1	1	1	1	1	10	36	36	36	36	36	36	36
11	25	25	25	25	25	25	25	11								11	25	25	25	25	25	25	25
12	25	25	25	25	25	25	25	12								12	25	25	25	25	25	25	25
13	25	25	25	25	25	25	25	13								13	25	25	25	25	25	25	25
14	31	31	31	31	31	31	31	14								14	31	31	31	31	31	31	31
15	29	29	29	29	29	29	29	15								15	29	29	29	29	29	29	29
16	24	24	24	24	24	24	24	16	1	1	1	1	1	1	1	16	25	25	25	25	25	25	25
17	27	27	27	27	27	27	27	17								17	27	27	27	27	27	27	27
18	27	27	27	27	27	27	27	18								18	27	27	27	27	27	27	27
19	23	23	23	23	23	23	23	19								19	23	23	23	23	23	23	23
20	22	22	22	22	22	22	22	20								20	22	22	22	22	22	22	22
21	26	26	26	26	26	26	26	21								21	26	26	26	26	26	26	26
22	39	39	39	39	39	39	39	22								22	39	39	39	39	39	39	39
23	37	37	37	37	37	37	37	23								23	37	37	37	37	37	37	37

W17 Totals								Change: W17 to W18								W18 Totals							
Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun	Hour	Mon	Tue	Wed	Thu	Fri	Sat	Sun
UTC	1	2	3	4	5	6	7	UTC	1	2	3	4	5	6	7	UTC	1	2	3	4	5	6	7
00	60	60	60	60	60	60	60	00								00	60	60	60	60	60	60	60
01	59	59	59	59	59	59	59	01								01	59	59	59	59	59	59	59
02	59	59	59	59	59	59	59	02								02	59	59	59	59	59	59	59
03	65	65	65	65	65	65	65	03								03	65	65	65	65	65	65	65
04	66	66	66	66	66	66	66	04								04	66	66	66	66	66	66	66
05	66	66	66	66	66	66	66	05								05	66	66	66	66	66	66	66
06	65	65	65	65	65	65	65	06								06	65	65	65	65	65	65	65
07	58	58	58	58	58	58	58	07	1	1	1	1	1	1	1	07	59	59	59	59	59	59	59
08	66	66	66	66	66	66	66	08								08	66	66	66	66	66	66	66
09	65	65	65	65	65	65	65	09	1	1	1	1	1	1	1	09	66	66	66	66	66	66	66
10	56	56	56	56	56	56	56	10	1	1	1	1	1	1	1	10	57	57	57	57	57	57	57
11	40	40	40	40	40	40	40	11								11	40	40	40	40	40	40	40
12	40	40	40	40	40	40	40	12								12	40	40	40	40	40	40	40
13	40	40	40	40	40	40	40	13								13	40	40	40	40	40	40	40
14	55	55	55	55	55	55	55	14								14	55	55	55	55	55	55	55
15	64	64	64	64	64	64	64	15								15	64	64	64	64	64	64	64
16	57	57	57	57	57	57	57	16	3	3	3	3	3	3	3	16	60	60	60	60	60	60	60
17	63	63	63	63	63	63	63	17								17	63	63	63	63	63	63	63
18	61	61	61	61	61	61	61	18								18	61	61	61	61	61	61	61
19	58	58	58	58	58	58	58	19								19	58	58	58	58	58	58	58
20	57	57	57	57	57	57	57	20								20	57	57	57	57	57	57	57
21	46	46	46	46	46	46	46	21	1	1	1	1	1	1	1	21	47	47	47	47	47	47	47
22	63	63	63	63	63	63	63	22								22	63	63	63	63	63	63	63
23	59	59	59	59	59	59	59	23	1</														

Air Transport Movement Allocation by Operator

Comparison between W17 End vs. W18 Start



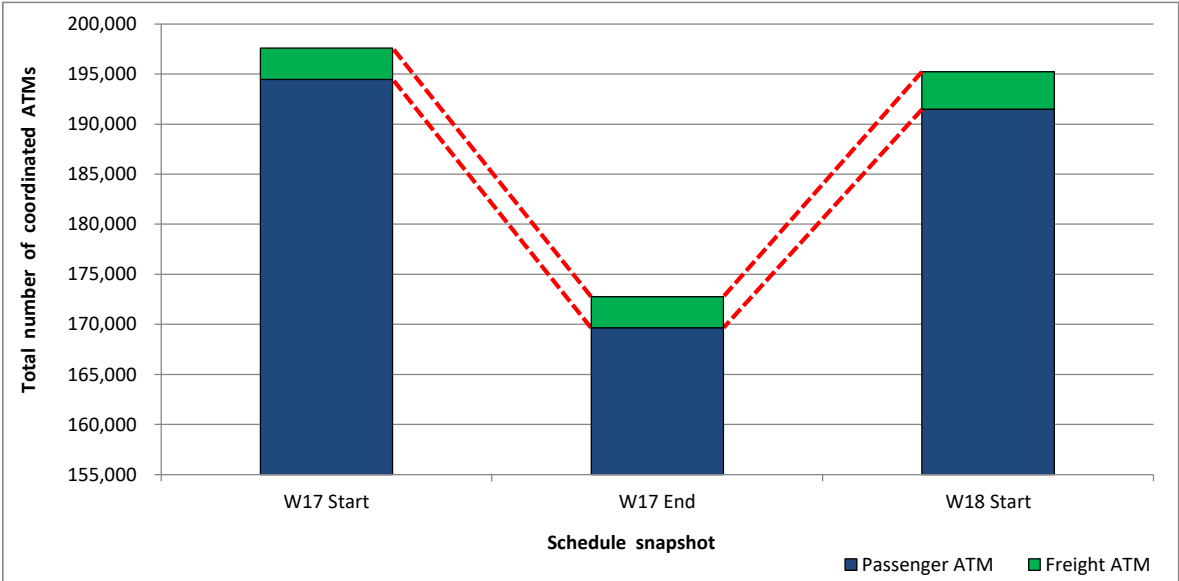
Operator	FULL SEASON ALLOCATION								PEAK WEEK ALLOCATION							
	W17 Live ATMs	W18 SOS Report ATMs	+/- change	W18 Rank	W17 Live Seats	W18 SOS Report Seats	+/- change	W18 Rank	W17 Live ATMs	W18 SOS Report ATMs	+/- change	W18 Rank	W17 Live Seats	W18 SOS Report Seats	+/- change	W18 Rank
Aeroflot	928	924	-4	20	146,654	221,144	74,490	22	42	42	0	20	6,636	10,052	3,416	22
Aerologic	438	484	46	43	-	-	0	84	20	22	2	43	-	-	0	84
Air Algerie	174	176	2	75	46,780	44,176	-2,604	67	8	8	0	75	2,152	2,008	-144	69
Air Astana	531	528	-3	41	87,189	87,692	503	47	24	24	0	41	3,862	3,986	124	48
Air Canada	132	158	26	78	39,336	62,996	23,660	55	6	6	0	78	1,788	2,400	612	60
Air China	367	440	73	46	102,053	123,992	21,939	34	16	20	4	46	4,432	5,636	1,204	35
Air France	306	360	54	47	90,380	114,208	23,828	37	14	20	6	46	4,112	5,392	1,280	37
Air India	2,024	2,024	0	12	403,388	403,304	-84	10	92	92	0	12	18,336	18,332	-4	10
Air India Express	3,520	3,520	0	6	651,121	651,200	79	7	160	160	0	7	29,600	29,600	0	7
Air Moldova	54	76	22	88	6,478	8,664	2,186	83	4	4	0	82	436	456	20	82
Air Peace	-	-	0	89	-	-	0	84	-	-	0	89	-	-	0	84
Airblue	660	788	128	31	124,111	169,840	45,729	24	30	36	6	32	5,580	7,760	2,180	24
Ariana Afghan Airlines	116	306	190	63	16,500	43,452	26,952	69	-	14	14	49	-	1,988	1,988	70
ASL Airlines Belgium	485	528	43	41	-	-	0	84	24	24	0	41	-	-	0	84
Azerbaijan Airlines	586	586	0	39	115,741	105,192	-10,549	42	32	42	10	20	6,284	7,476	1,192	26
Azur Air Russia	195	264	69	68	38,573	49,896	11,323	62	6	12	6	67	1,232	2,268	1,036	63
Badr Airlines	131	131	0	81	17,024	17,030	6	77	6	6	0	78	780	780	0	77
Biman Bangladesh	258	308	50	51	56,016	49,896	-6,120	62	14	14	0	49	2,268	2,268	0	63
British Airways	876	924	48	20	223,262	223,916	654	20	42	42	0	20	10,316	10,178	-138	20
Cathay Pacific	914	924	10	20	289,587	292,908	3,321	14	42	42	0	20	13,314	13,314	0	14
Cebu Pacific	308	314	6	49	134,288	136,904	2,616	31	14	14	0	49	6,104	6,104	0	34
Cham Wings Airlines	-	304	304	66	-	54,720	54,720	59	-	14	14	49	-	2,520	2,520	57
China Eastern	132	308	176	51	33,352	91,784	58,432	45	6	14	8	49	1,392	4,172	2,780	45
China Southern	572	660	88	35	146,614	166,672	20,058	25	26	30	4	36	6,672	7,576	904	25
Daallo Airlines	79	88	9	82	11,823	13,200	1,377	79	4	4	0	82	600	600	0	79
DHL Aviation	485	748	263	33	-	-	0	84	24	34	10	34	-	-	0	84
Egypt Air	873	924	51	20	221,640	232,848	11,208	18	42	42	0	20	10,483	10,584	101	18
Emirates	75,038	84,863	9,825	1	31,707,959	35,625,790	3,917,831	1	3,497	3,866	369	1	1,478,497	1,623,594	145,097	1
Eritrean Airlines	92	88	-4	82	13,058	12,232	-826	80	4	4	0	82	576	556	-20	80
Ethiopian Airlines	886	924	38	20	252,805	265,408	12,603	17	42	42	0	20	11,440	12,064	624	17
Federal Express	963	1,054	91	18	-	-	0	84	45	48	3	17	-	-	0	84
Finnair	257	305	48	65	53,643	74,667	21,024	51	12	14	2	49	2,508	3,434	926	51
Fly Baghdad Airlines	-	88	88	82	-	12,056	12,056	81	-	4	4	82	-	548	548	81
Flyadeal	-	572	572	40	-	106,392	106,392	41	-	26	26	40	-	4,836	4,836	41
Flydubai	36,546	39,928	3,382	2	6,609,594	7,196,612	587,018	2	1,709	1,851	142	2	301,688	333,448	31,760	2
Flynas	1,954	2,236	282	11	321,175	366,704	45,529	11	100	98	-2	11	16,312	16,072	-240	11
Gulf Air	2,201	2,244	43	10	314,055	315,348	1,293	12	100	102	2	10	14,366	14,334	-32	12
Hainan Airlines	-	-	0	89	-	-	0	84	-	-	0	89	-	-	0	84
Himalaya Airlines	197	307	110	61	31,118	48,506	17,388	64	14	14	0	49	2,212	2,212	0	66
Indigo	4,471	4,004	-467	5	804,823	720,720	-84,103	5	184	182	-2	6	33,120	32,760	-360	6
Iran Aseman Airlines	601	352	-249	48	88,396	66,220	-22,176	53	26	16	-10	48	3,822	3,010	-812	53
Iraqi Airways	15	-	-15	89	1,745	-	-1,745	84	-	-	0	89	-	-	0	84
Jazeera Airways	572	766	194	32	83,076	114,990	31,914	35	24	36	12	32	3,720	5,410	1,690	36
Jet Airways	1,012	1,022	10	19	160,908	162,528	1,620	26	46	46	0	19	7,314	7,314	0	28
Jet Airways	3,254	3,388	134	8	547,259	569,184	21,925	8	150	154	4	8	25,200	25,872	672	8
Jubba Airways	132	132	0	79	19,800	19,800	0	76	6	6	0	78	900	900	0	76
Kam Air	-	-	0	89	-	-	0	84	-	-	0	89	-	-	0	84
Kenya Airways	577	616	39	36	107,664	89,320	-18,344	46	26	28	2	37	5,016	4,060	-956	47
Kish Air	698	716	18	34	104,839	106,684	1,845	40	32	32	0	35	4,768	4,768	0	42
KLM Royal Dutch Airlines	308	484	176	43	97,504	150,304	52,800	27	14	22	8	43	4,388	6,832	2,444	29
Korean Air	308	308	0	51	75,550	78,736	3,186	50	14	14	0	49	3,472	3,472	0	50
Kuwait Airways	1,092	1,100	8	16	187,455	267,916	80,461	16	50	50	0	16	8,488	12,178	3,690	16
Libyan Airways	-	-	0	89	-	-	0	84	-	-	0	89	-	-	0	84
Lufthansa	298	308	10	51	110,381	114,268	3,887	36	14	14	0	49	5,194	5,194	0	38
Mahan Air	635	1,232	597	15	160,910	283,360	122,450	15	28	28	15	28	7,168	12,880	5,712	15
Med-View Airline	29	86	57	87	8,926	28,036	19,110	73	4	4	0	82	1,304	1,304	0	73
Middle East Airlines	926	924	-2	20	148,087	139,316	-8,771	30	42	42	0	20	6,236	6,236	0	33
Naft Air	92	88	-4	82	10,049	9,592	-457	82	4	4	0	82	436	436	0	83
Nepal Airlines	179	307	128	61	28,307	48,506	20,199	64	6	14	8	49	948	2,212	1,264	66
NordStar Airlines	-	-	0	89	-	-	0	84	-	-	0	89	-	-	0	84
Norwegian	617	923	306	28	116,007	174,309	58,302	23	28	42	14	20	5,244	7,932	2,688	23
Oman Air	2,492	2,418	-74	9	383,917	424,056	40,139	9	110	110	0	9	15,660	19,290	3,630	9
Pegasus Airlines	345	309	-36	50	65,142	58,401	-6,741	56	14	14	0	49	2,646	2,646	0	55
Philippine Airlines	298	308	10	51	108,001	111,804	3,803	38	14	14	0	49	5,082	5,082	0	39
PIA Pakistan International	1,488	1,406	-82	13	237,376	222,148	-15,228	21	72	64	-8	13	11,376	10,112	-1,264	21
Pobeda Airlines LLC	-	-	0	89	-	-	0	84	-	-	0	89	-	-	0	84
Qantas	1,198	-	-1,198	89	580,062	-	-580,062	84	56	-	-56	89	27,104	-	-27,104	84
Qatar Airways	63	5,100	5,037	8	24,774	2,054,032	2,029,258	38	-	232	232	8	93,440	93,440	0	3
Qeshm Airlines	386	880	494	29	42,274	101,200	58,926	43	14	40	26	30	1,400	4,600	3,200	43
Rossiya Airlines	124	184	60	74	23,236	34,776	11,540	72	6	6	0	74	2,268	2,268	0	63
Royal Brunei Airlines	617	176	-441	75	156,730	44,704	-112,026	66	28	8	-20	75	7,112	2,032	-5,080	68
Royal Jordanian	876	850	-26	30	123,975	135,850	11,875	32	42	40	-2	30	6,701	7,400	699	27
Rwandair	308	306	-2	63	64,005	74,664	10,659	52	14	14	0	49	2,936	3,416	480	52
S7 Airlines	96	132	36	79	15,228	20,856	5,628	75	4	6	2	78	632	948	316	75
Safli Airways	-	-	0	89	-	-	0	84	-	-	0	89	-	-	0	84
Salam Air	562	616	54	36	97,705	107,184	9,479	39	26							

Significant Route Changes



Operator	Category	Description of change from W17 schedule to W18 schedule
Spicejet	NEW	ATQ
Cham Wings Airlines	NEW	DAM
Saudi Gulf Airlines	NEW	RUH
Air France	CHANGE	Increase CDG
Royal Brunei Airlines	CANCELLED	LHR, BWN
Air China	CHANGE	Increase PEK
Emirates	NEW	EDI, SAW, SCL,STN
Emirates	CHANGE	Increase AMS, ARN,BKK,BN,CMB,DME,EWR,HAN,MEL,PEL,PRG,RUH,SGN,SYD
Emirates	CHANGE	Decrease DPS,JED,JFK
Emirates	CANCELLED	ZAG
Rossiya Airlines	CHANGE	Increase VKO
Flydubai	NEW	EBL,FIH,HEL,KRK,ZAG
Flydubai	CHANGE	Increase BGW,HBE,KWI,LYP,MCT,MED,MHD,NJF,SLL,UET
Flydubai	CHANGE	Decrease AHB, ASB, BAH, ELQ, ZYL
Flydubai	CANCELLED	AJF, BKK,BND,CGP,DAC,HOF,IKA,JRO,YNB
Azerbaijan Airlines	CHANGE	Increase GYD
KLM Royal Dutch Airlines	CHANGE	Increase AMS
Kuwait Airways	CHANGE	Increase KWI
China Eastern	CHANGE	Increase PVG
Qantas	CANCELLED	LHR, MEL, SYD
Nepal Airlines	CHANGE	Increase KTM
Spicejet	NEW	CNN, HYD, TRV, VNS
Aeroflot	CHANGE	Increase SVO
Mahan Air	CHANGE	Increase IKA
Oman Air	CHANGE	Increase MCT
Azur Air Russia	NEW	VKO

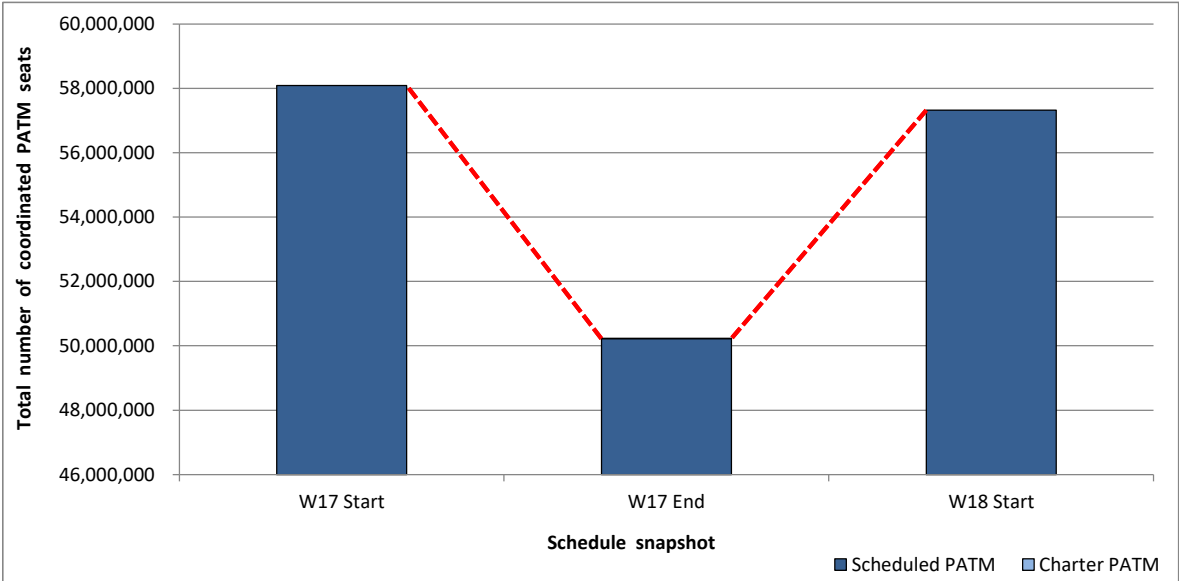
Total ATMs: Passenger ATMs vs. Freight ATMs



Full Season - PATM Seats Analysis



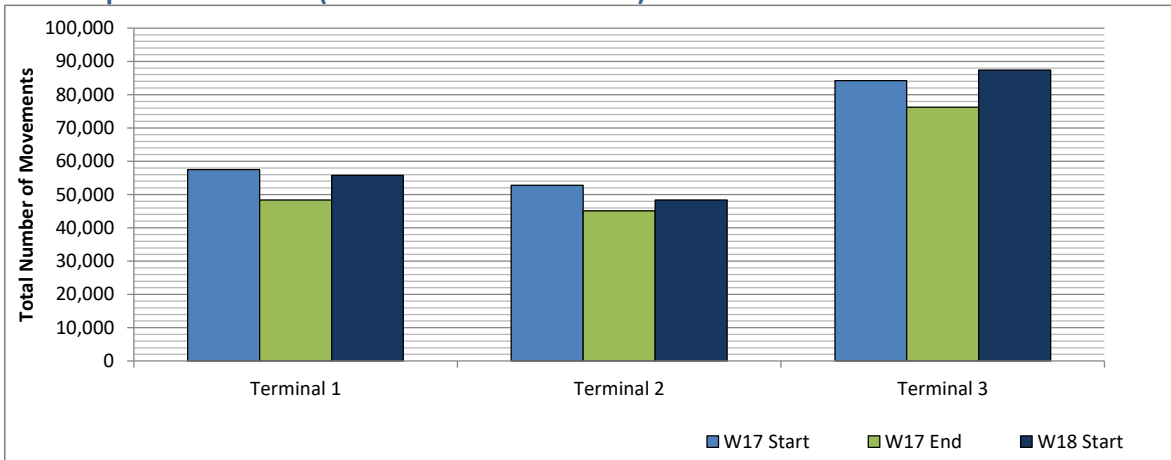
Total Passenger ATM seats: Scheduled vs. Charter



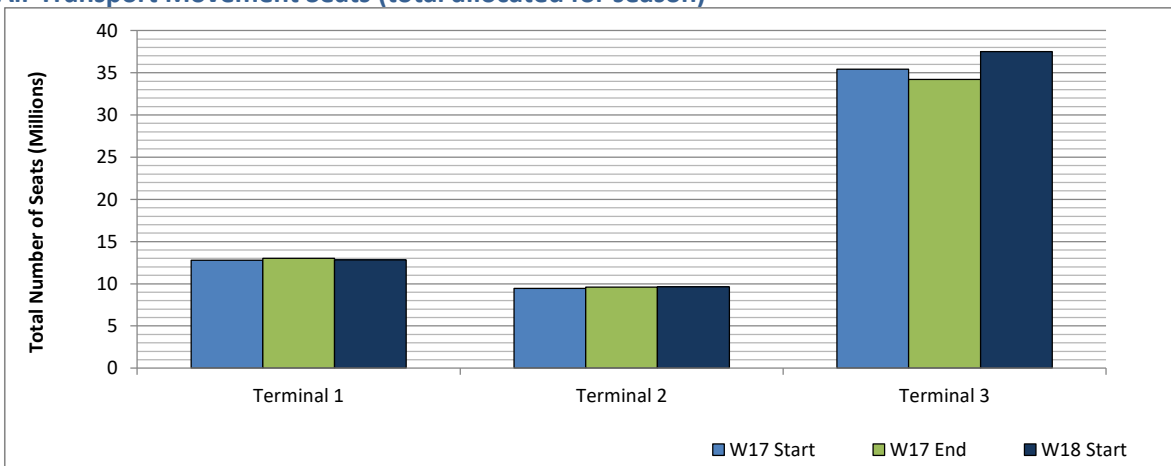
Full Season - Terminal Analysis



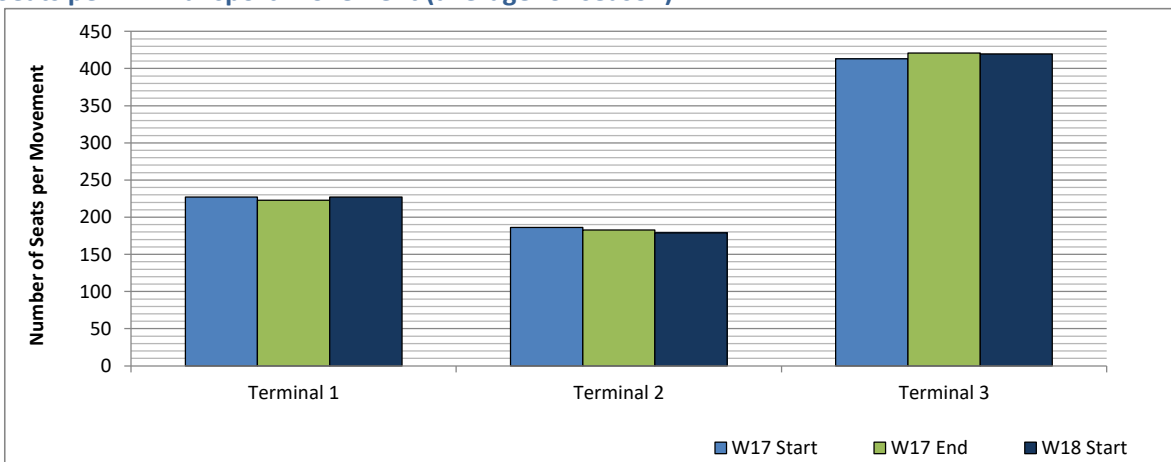
Air Transport Movements (total allocated for season)



Air Transport Movement Seats (total allocated for season)



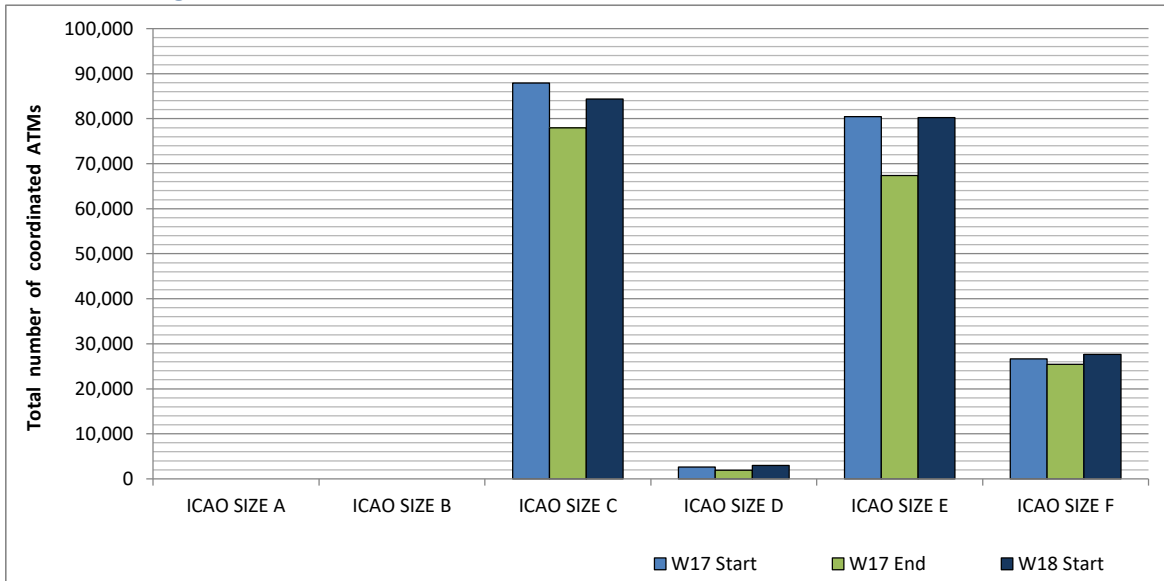
Seats per Air Transport Movement (average for season)



Full Season - Aircraft Size Analysis

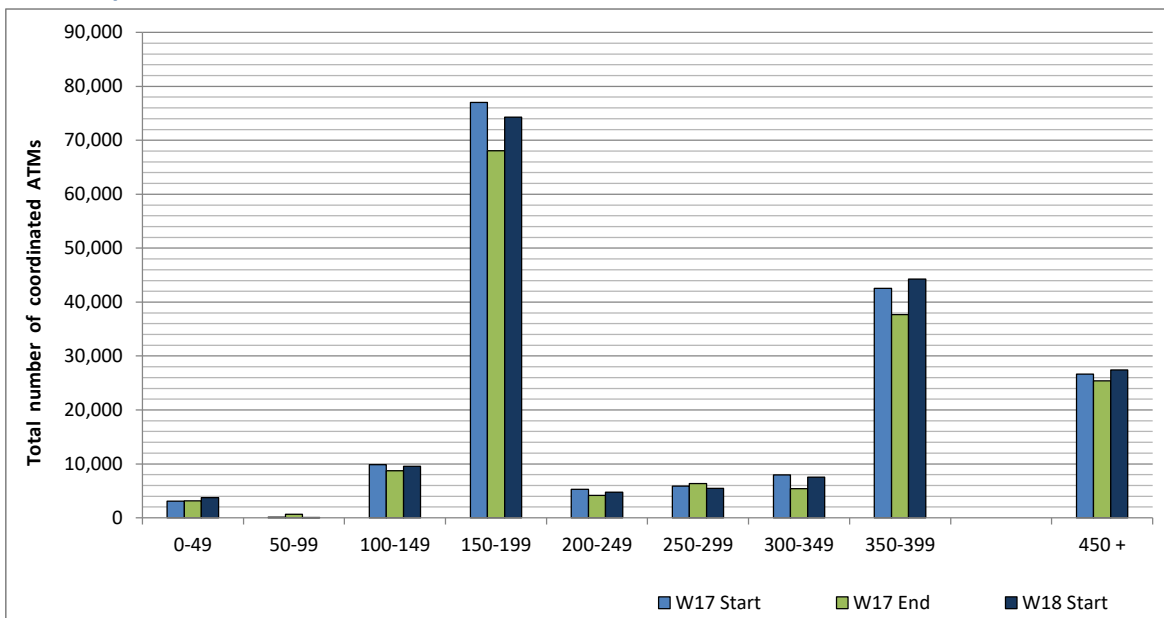


ICAO size designation



Note: See Glossary for definitions of ICAO SIZE groupings

Air Transport Movement seat distribution

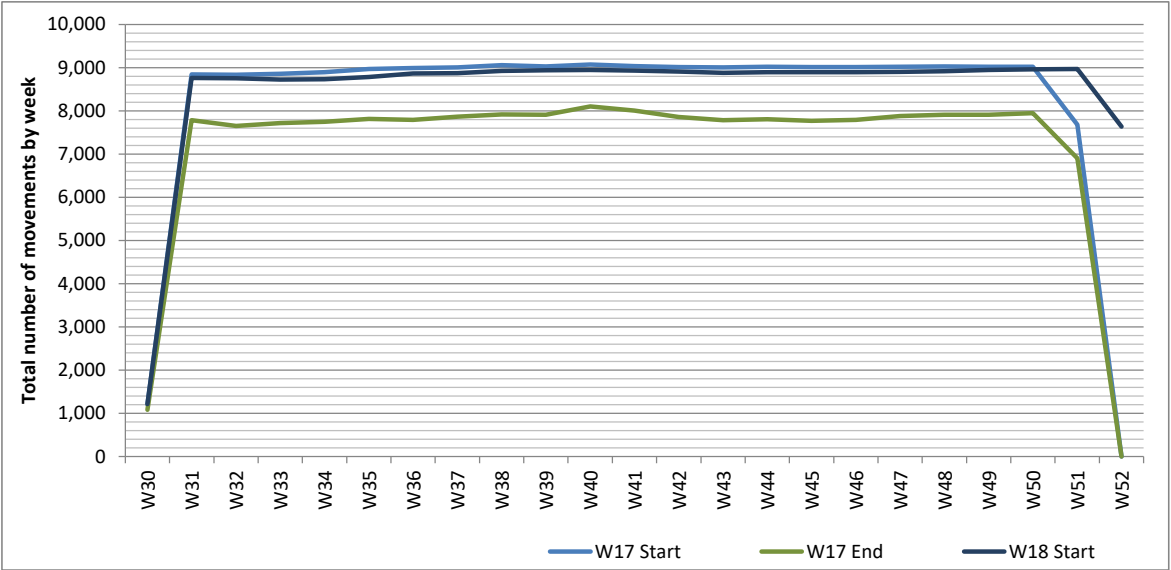


Note: FREIGHT-ONLY services with 0 seats are included in the first seat band '0-49'

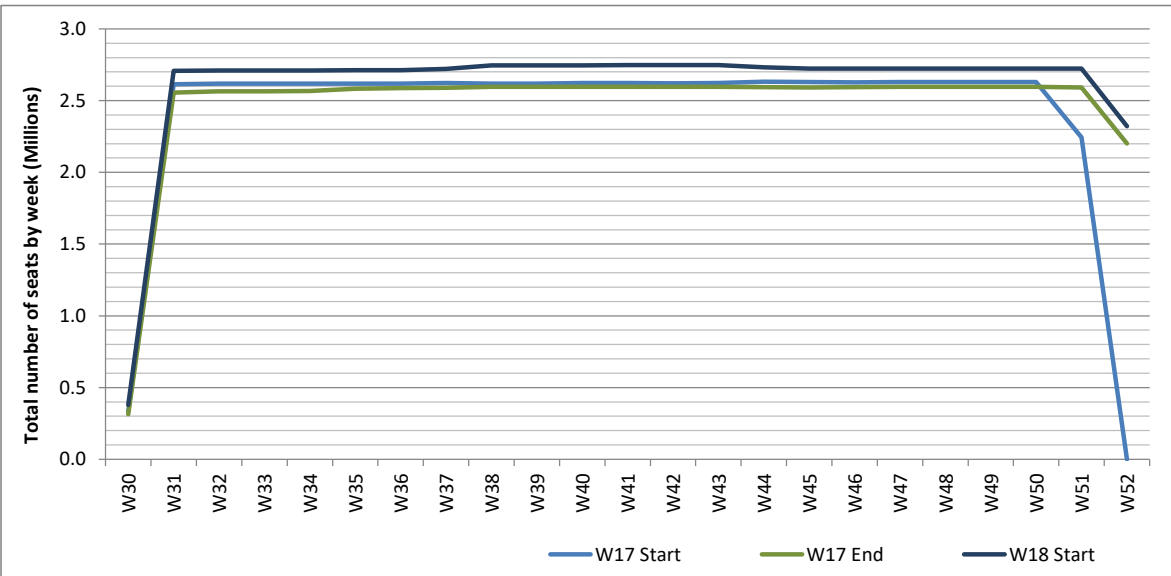
Full Season - Seasonality



Air Transport Movements by week of season



Air Transport Movement Seats by week of season



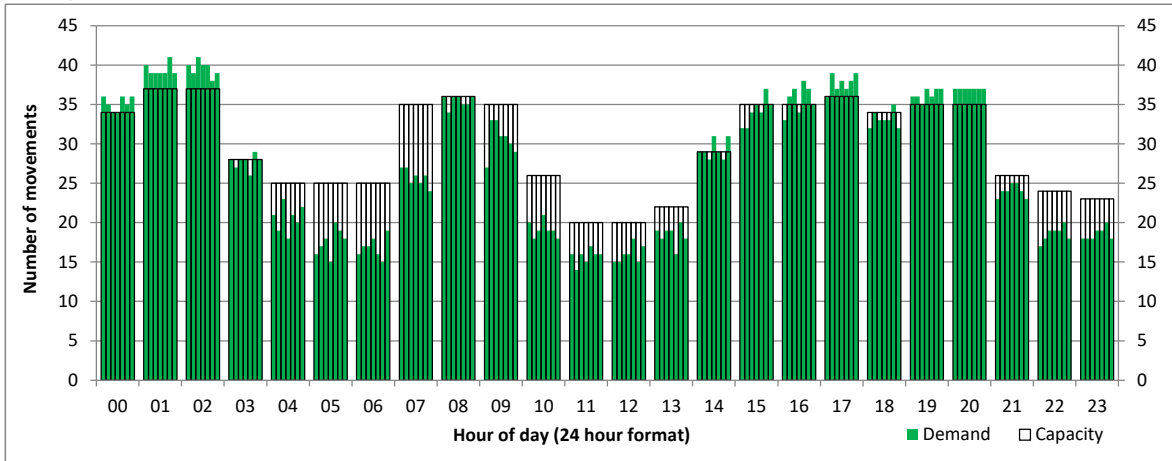
Peak Week - Hourly Runway Demand

Schedule: W18 Start



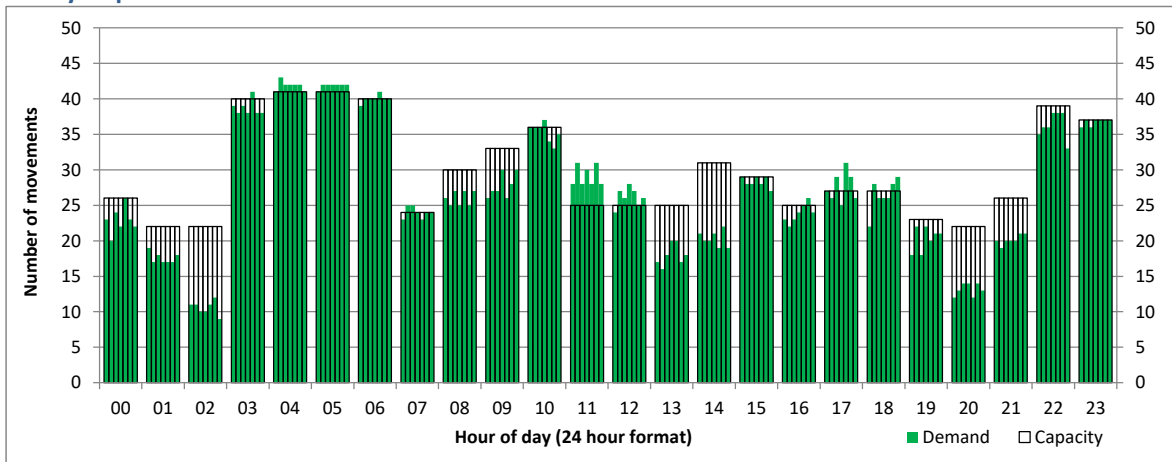
Hourly Arrival Demand

Time: UTC



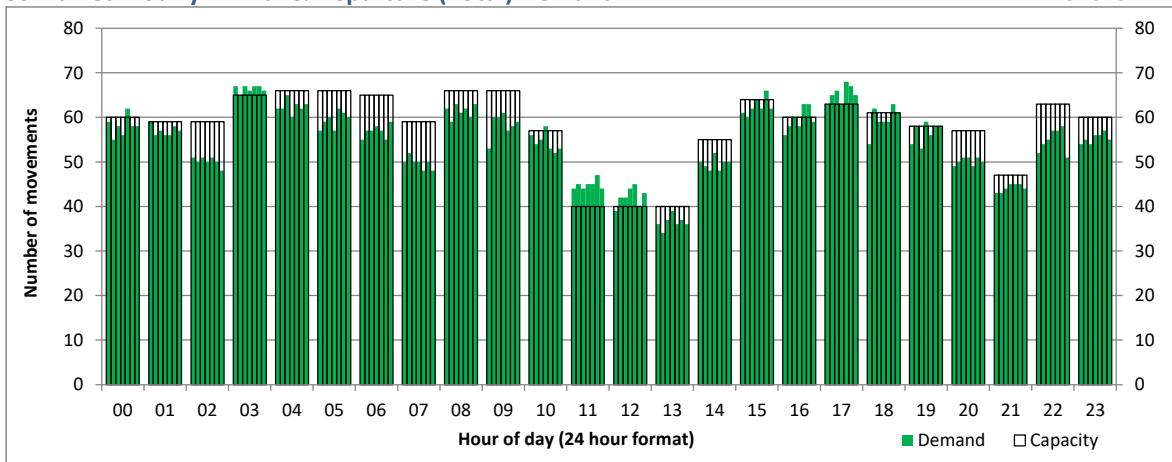
Hourly Departure Demand

Time: UTC



Combined Hourly Arrival & Departure (Total) Demand

Time: UTC



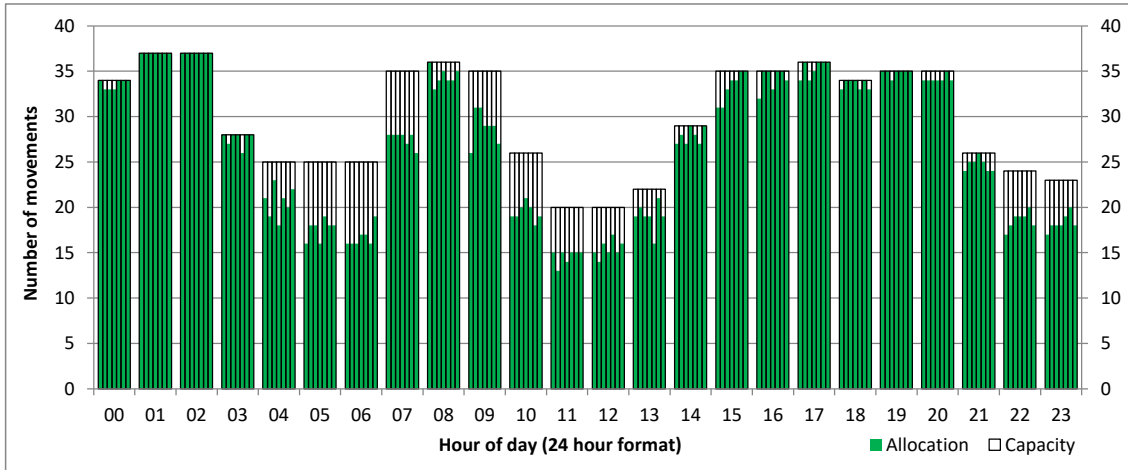
Peak Week - Hourly Runway Allocation

Schedule: W18 Start



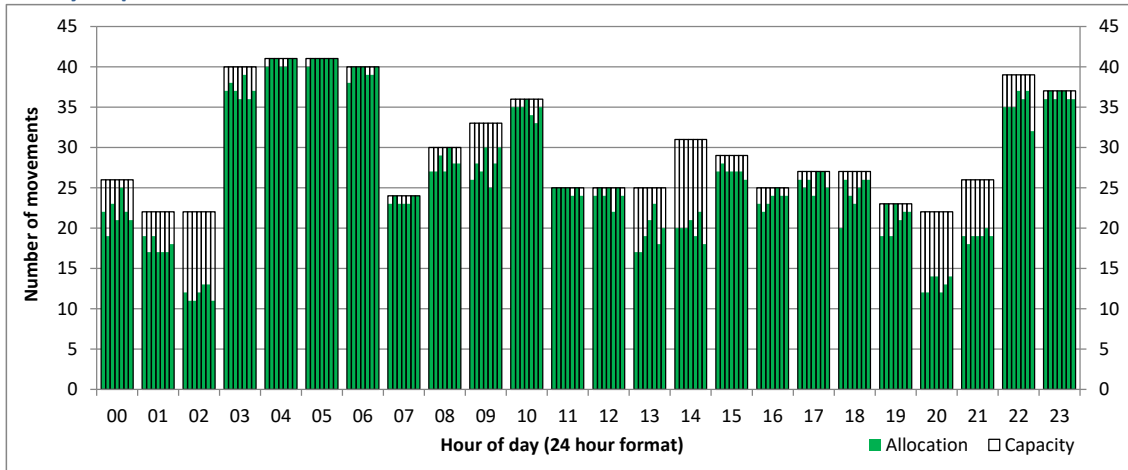
Hourly Arrival Allocation

Time: UTC



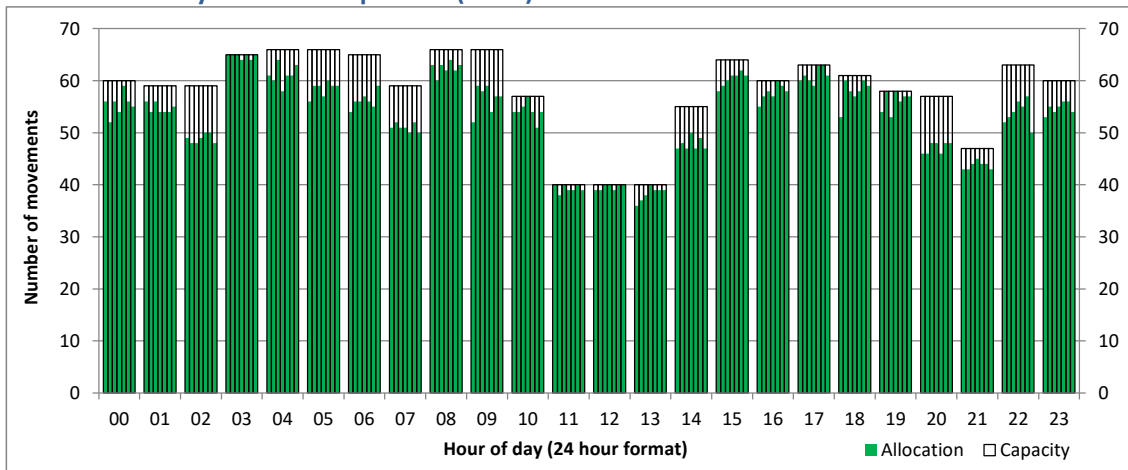
Hourly Departure Allocation

Time: UTC



Combined Hourly Arrival & Departure (Total) Allocation

Time: UTC



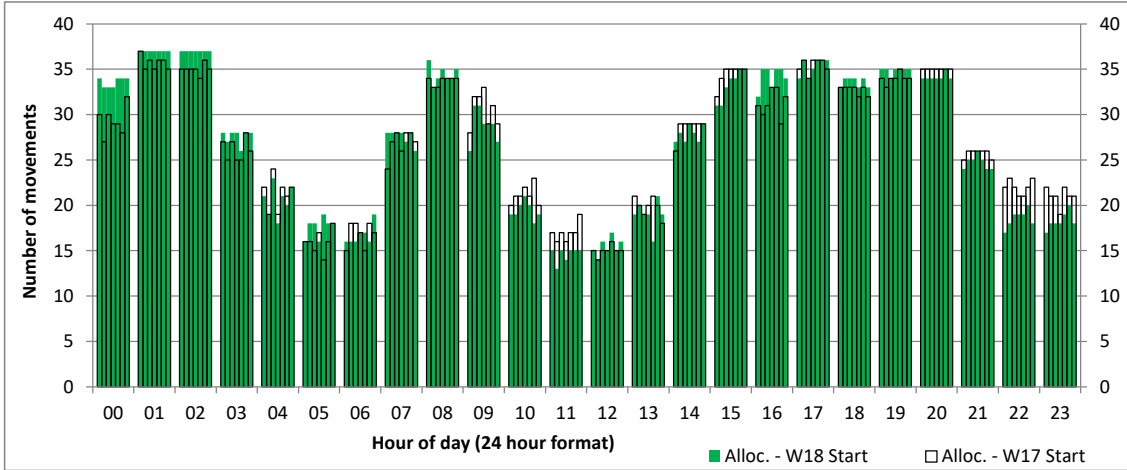
Peak Week - Runway Allocation Comparison

Comparison of W18 Start vs. W17 Start



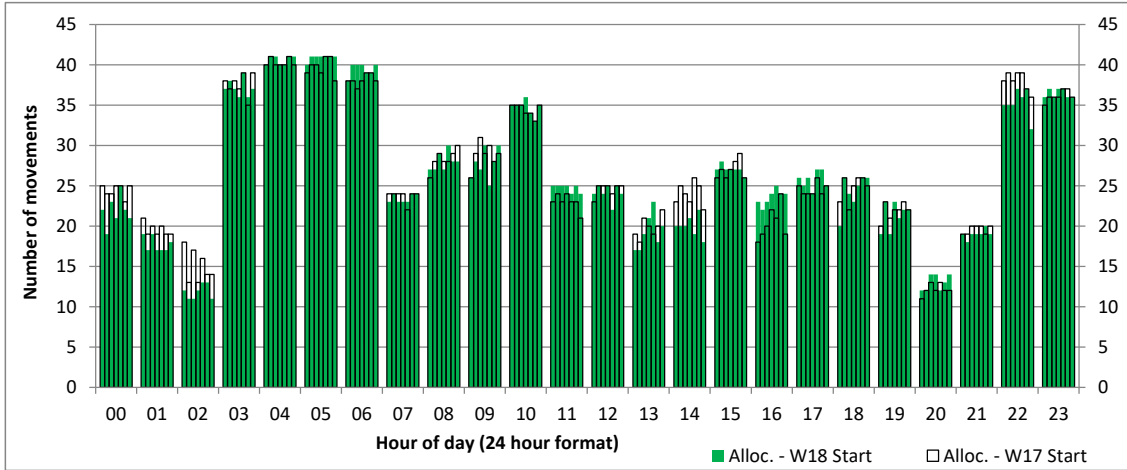
Hourly Arrival Allocation

Time: UTC



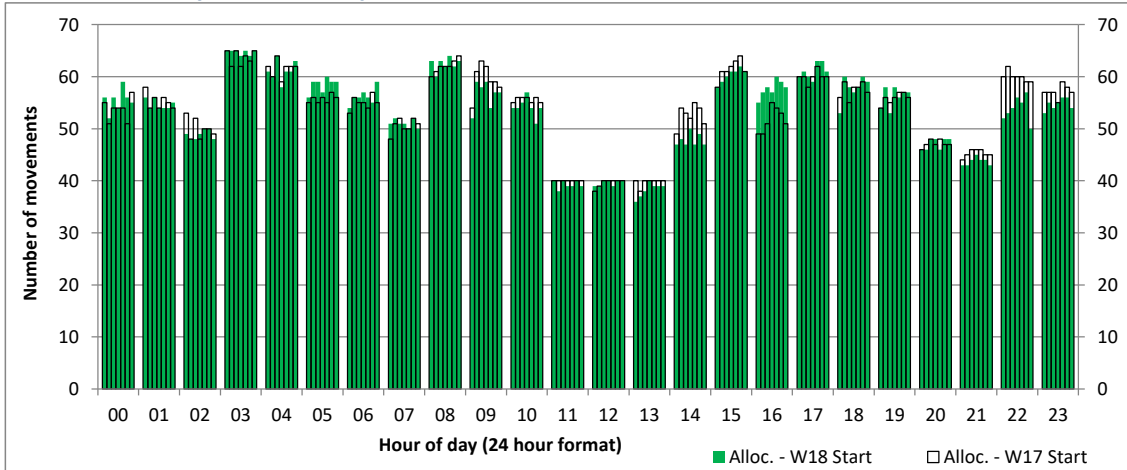
Hourly Departure Allocation

Time: UTC



Combined Hourly Arrival & Departure (Total) Allocation

Time: UTC



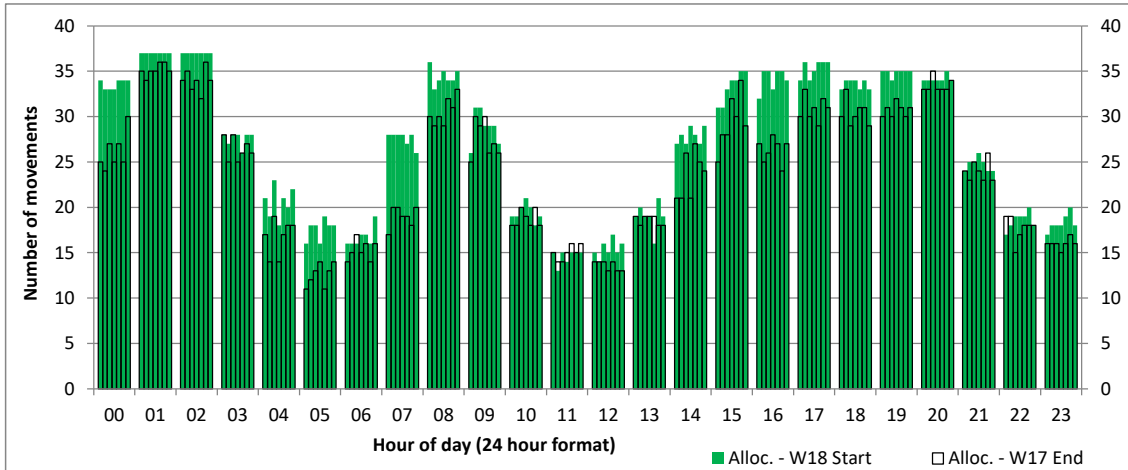
Peak Week - Runway Allocation Comparison

Comparison of W18 Start vs. W17 End



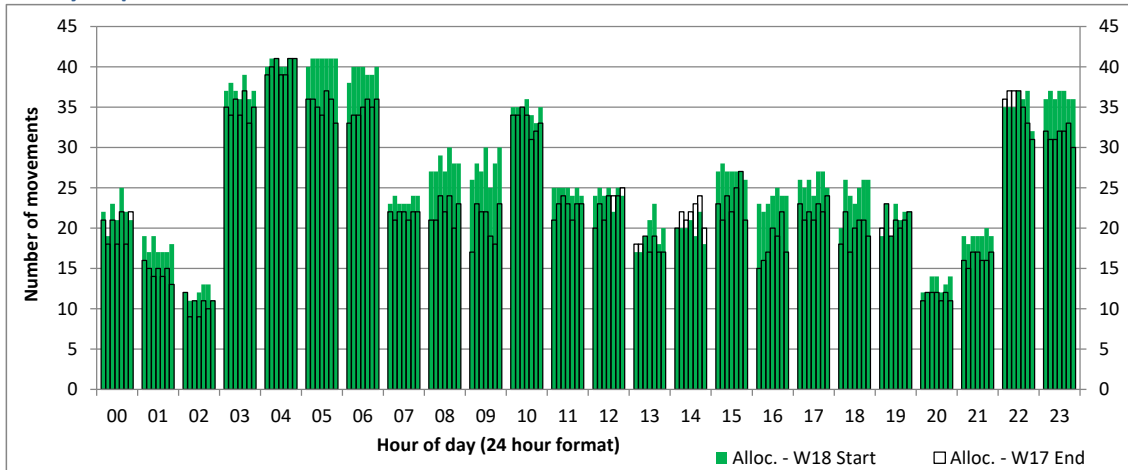
Hourly Arrival Allocation

Time: UTC



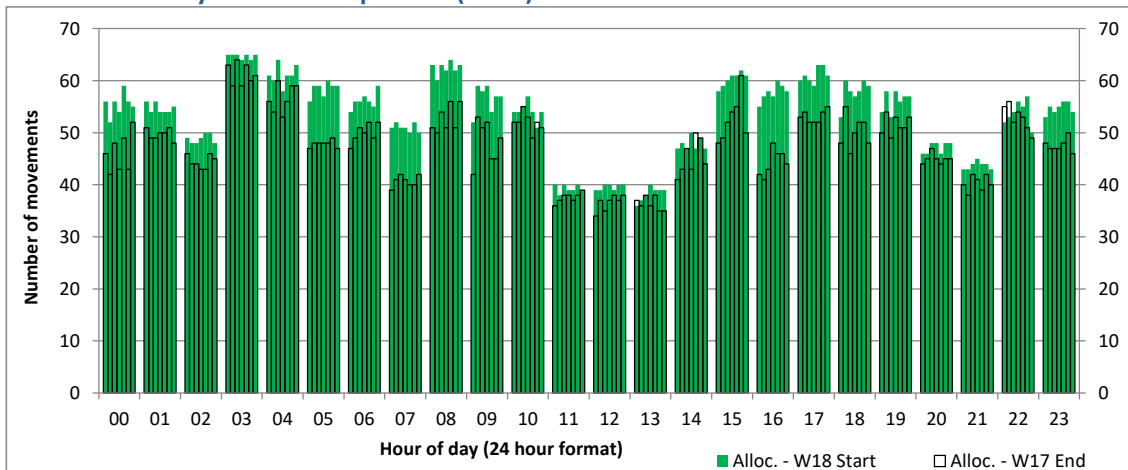
Hourly Departure Allocation

Time: UTC



Combined Hourly Arrival & Departure (Total) Allocation

Time: UTC



Peak Week - Movements Histogram

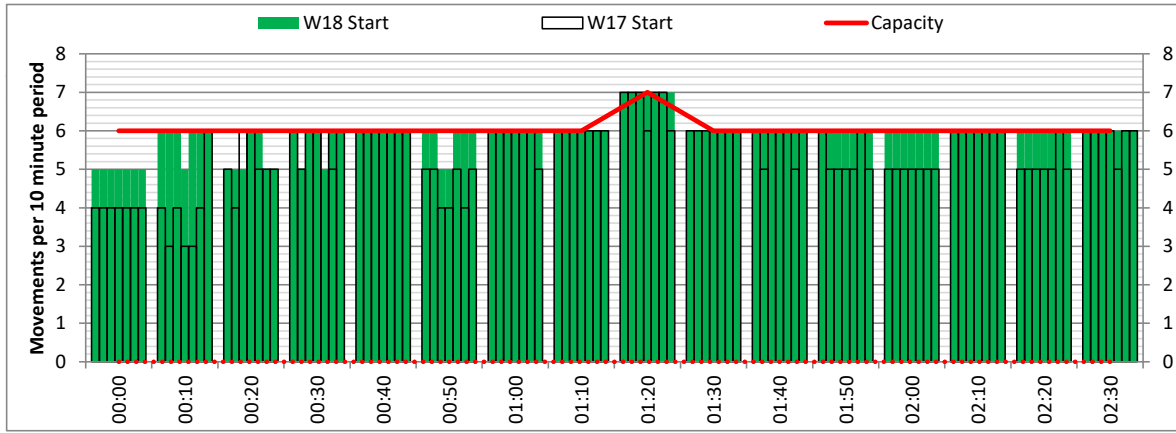


ARRIVAL - 10 minute count rolling every 10 mins (R10)

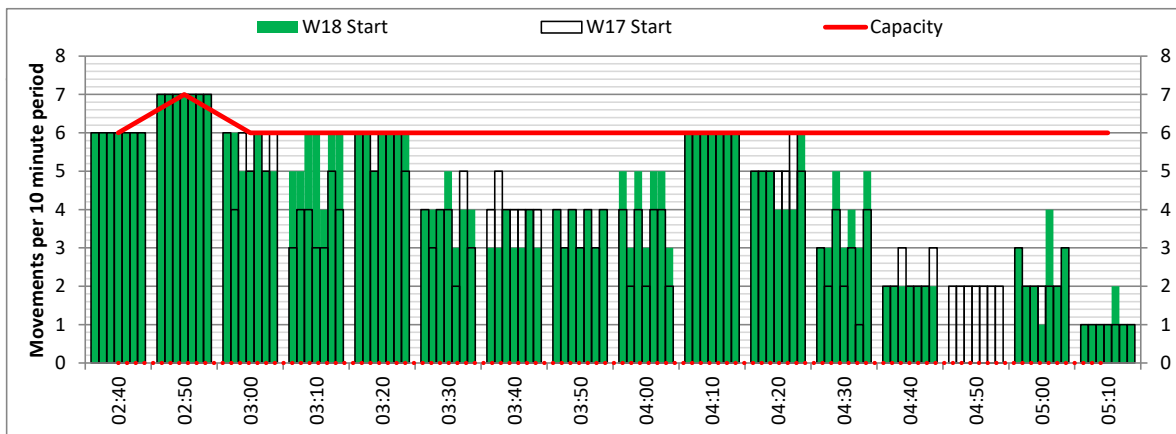
Terminals: All Terminals

Operators: All Operators

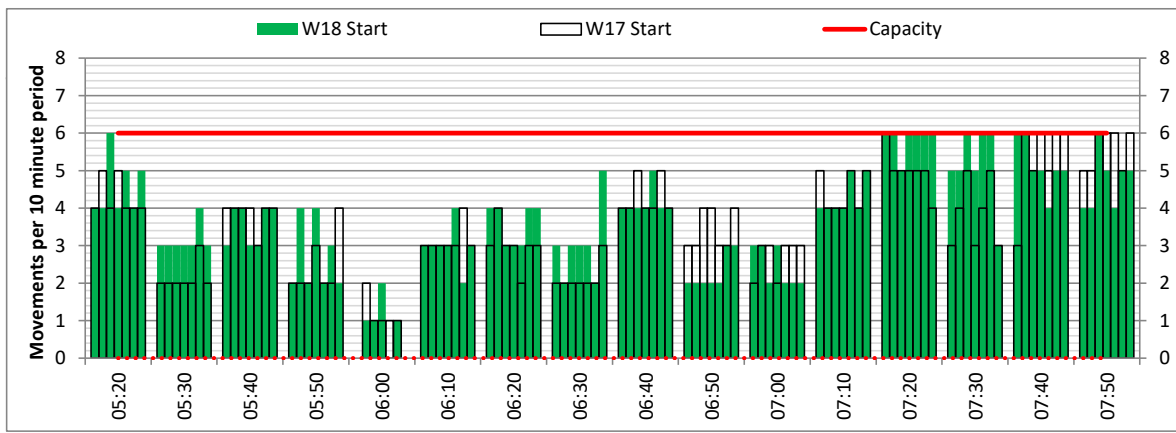
Days: 1234567



Start of count period - Time: UTC



Start of count period - Time: UTC



Start of count period - Time: UTC

Peak Week - Movements Histogram

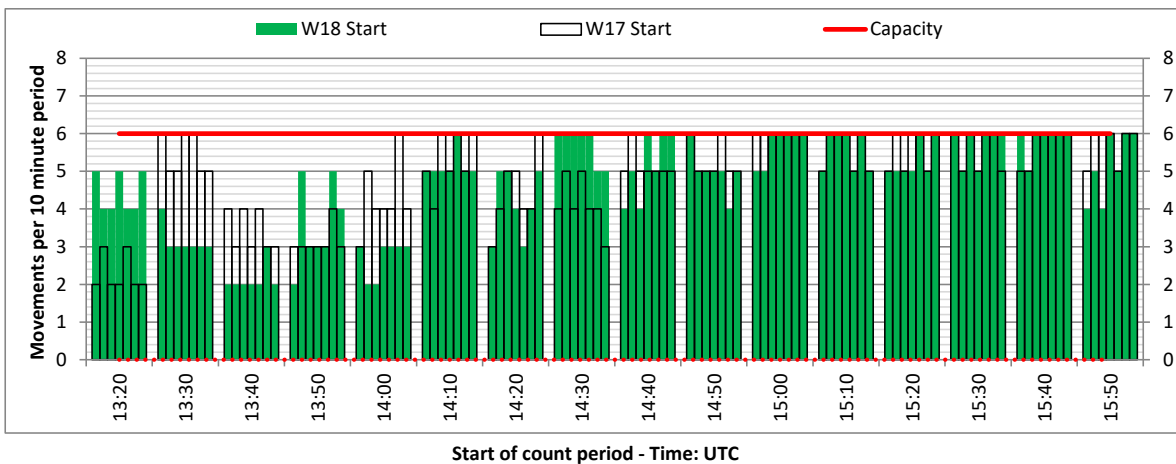
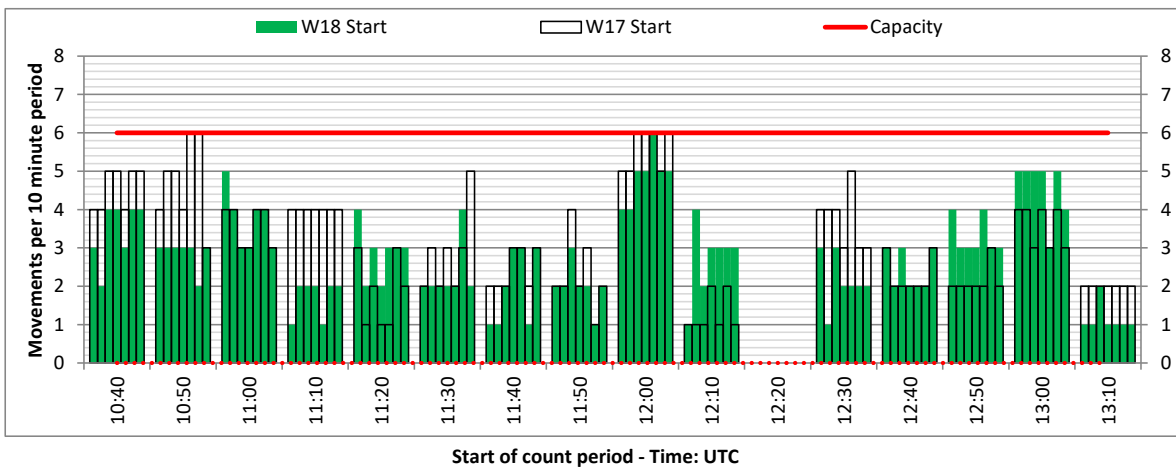
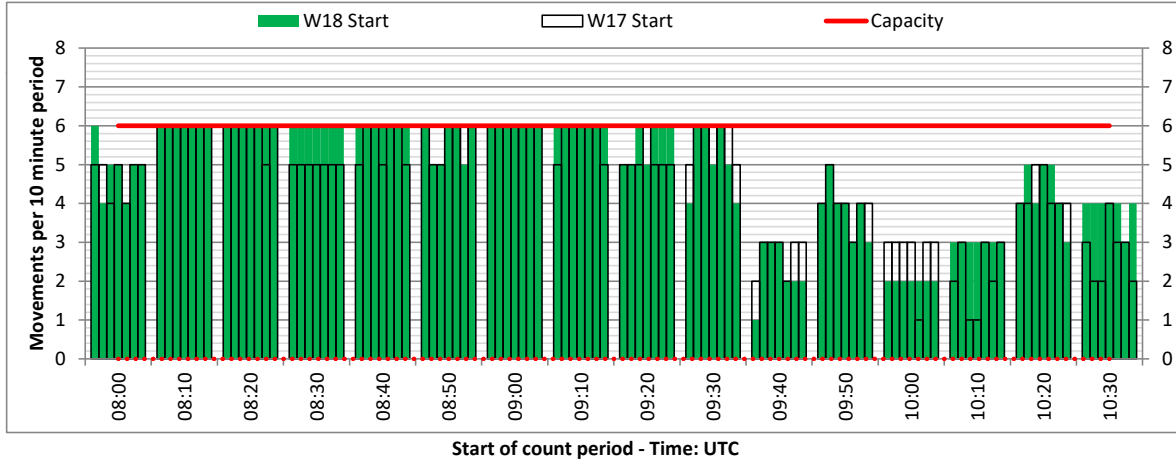


ARRIVAL - 10 minute count rolling every 10 mins (R10)

Terminals: All Terminals

Operators: All Operators

Days: 1234567



Peak Week - Movements Histogram

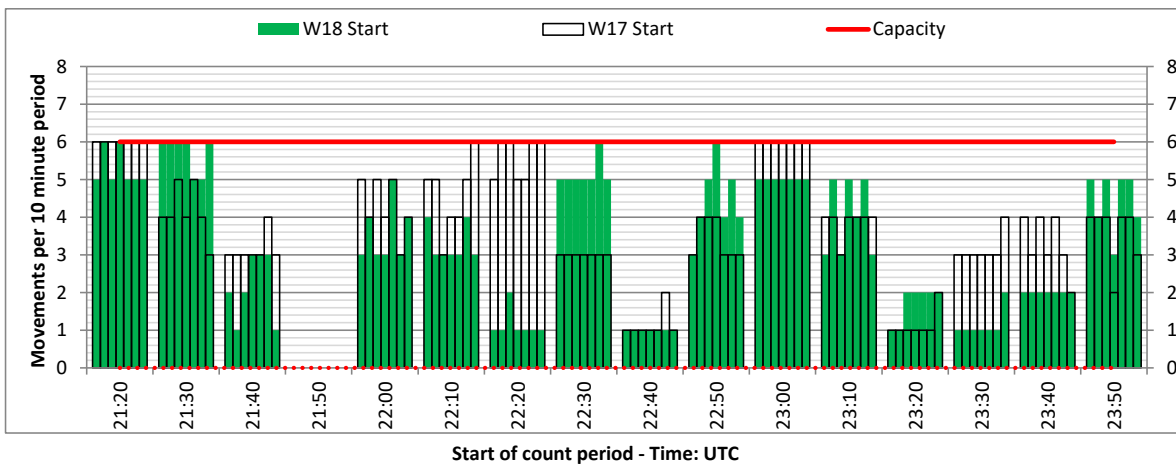
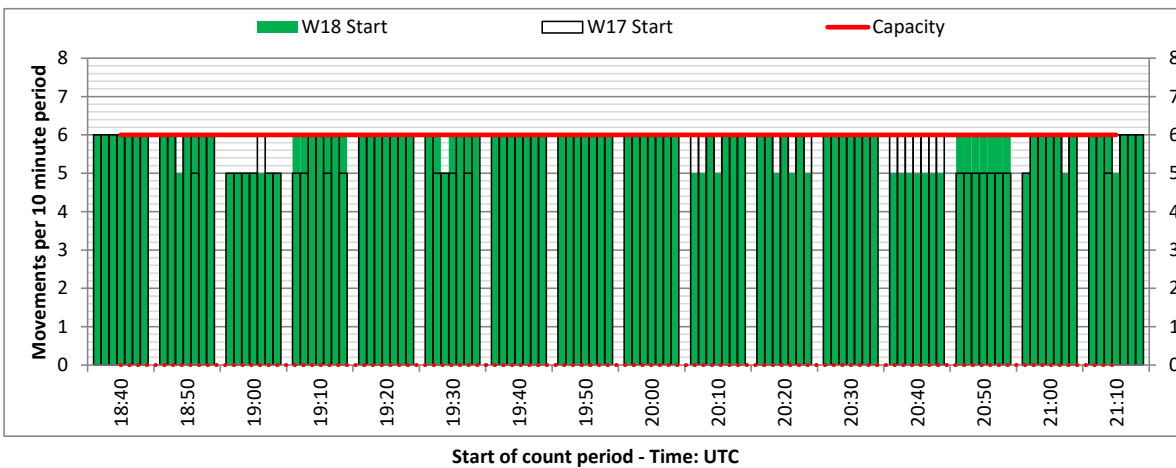
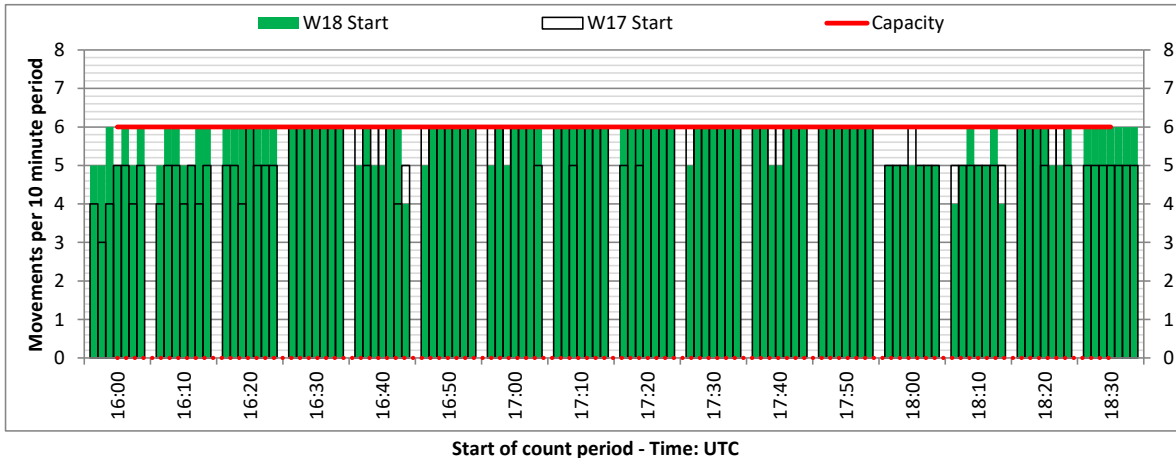


ARRIVAL - 10 minute count rolling every 10 mins (R10)

Terminals: All Terminals

Operators: All Operators

Days: 1234567



Peak Week - Movements Histogram

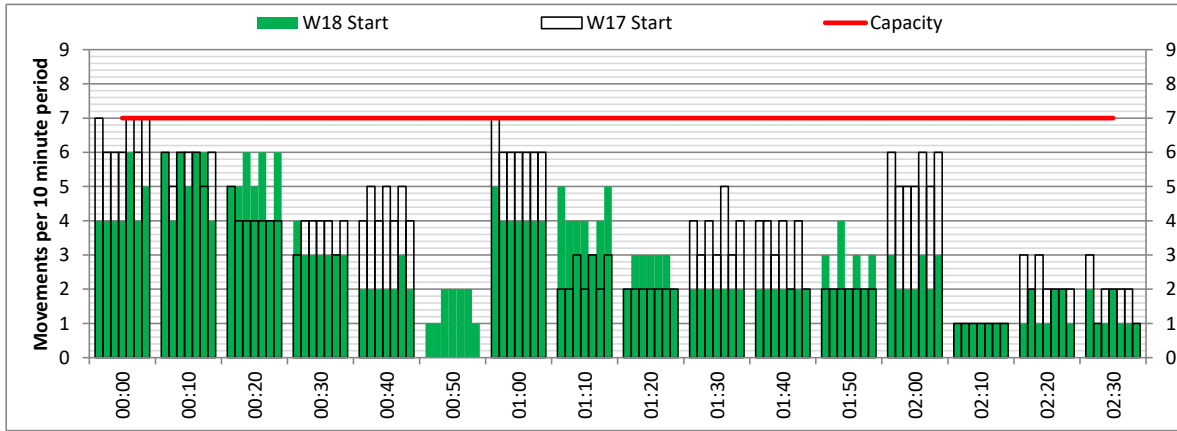


DEPARTURE - 10 minute count rolling every 10 mins (R10)

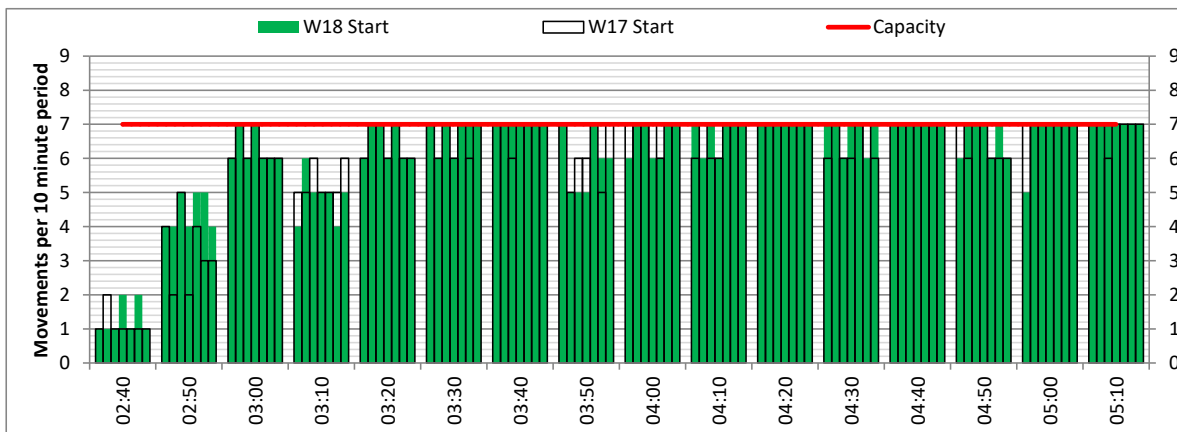
Terminals: All Terminals

Operators: All Operators

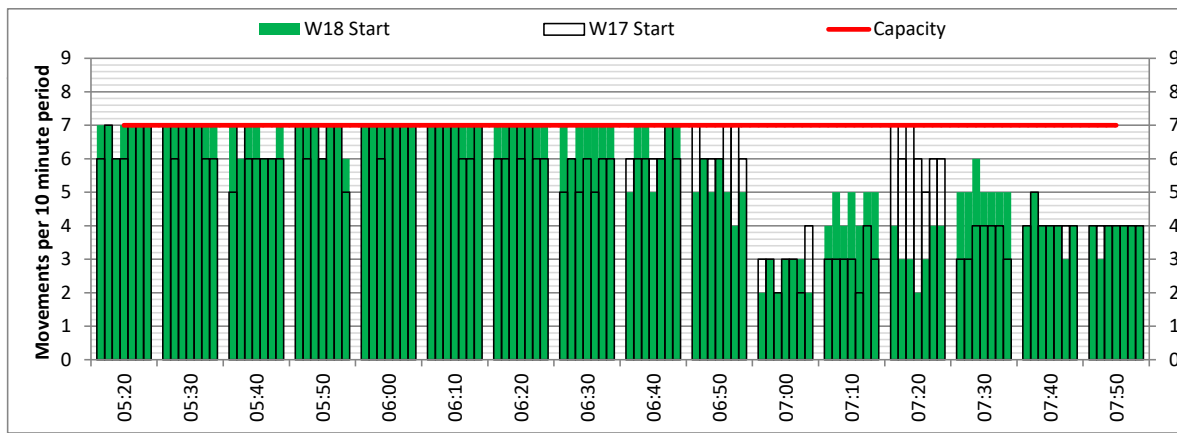
Days: 1234567



Start of count period - Time: UTC



Start of count period - Time: UTC



Start of count period - Time: UTC

Peak Week - Movements Histogram

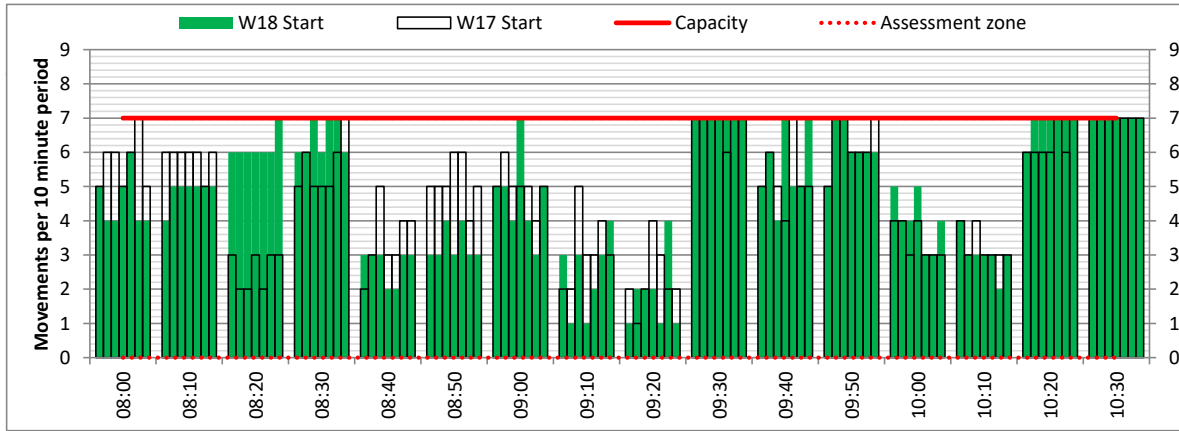
DEPARTURE - 10 minute count rolling every 10 mins (R10)



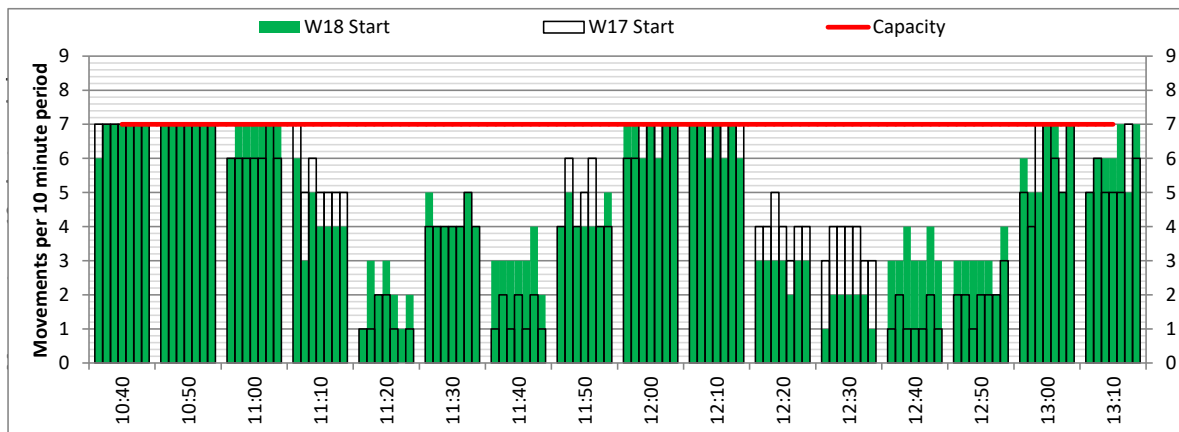
Terminals: All Terminals

Operators: All Operators

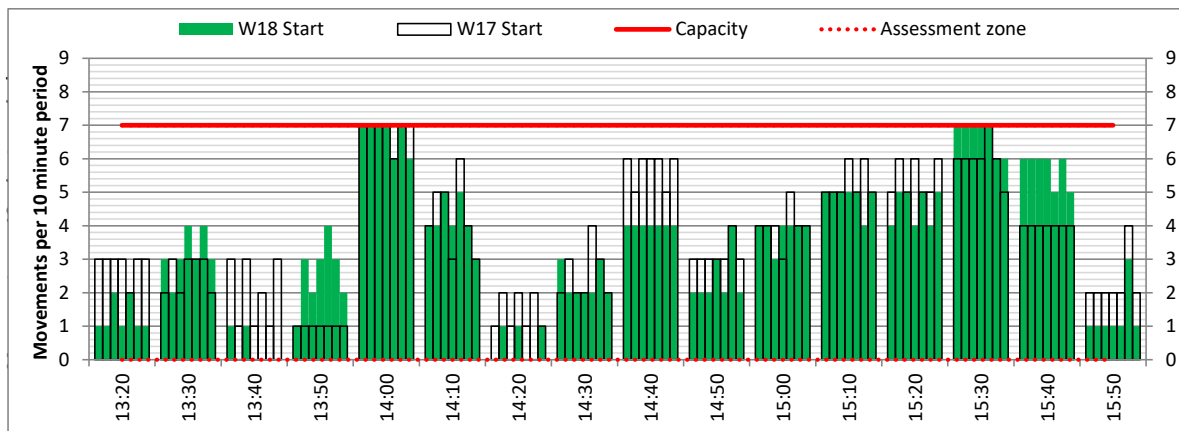
Days: 1234567



Start of count period - Time: UTC



Start of count period - Time: UTC



Start of count period - Time: UTC

Peak Week - Movements Histogram

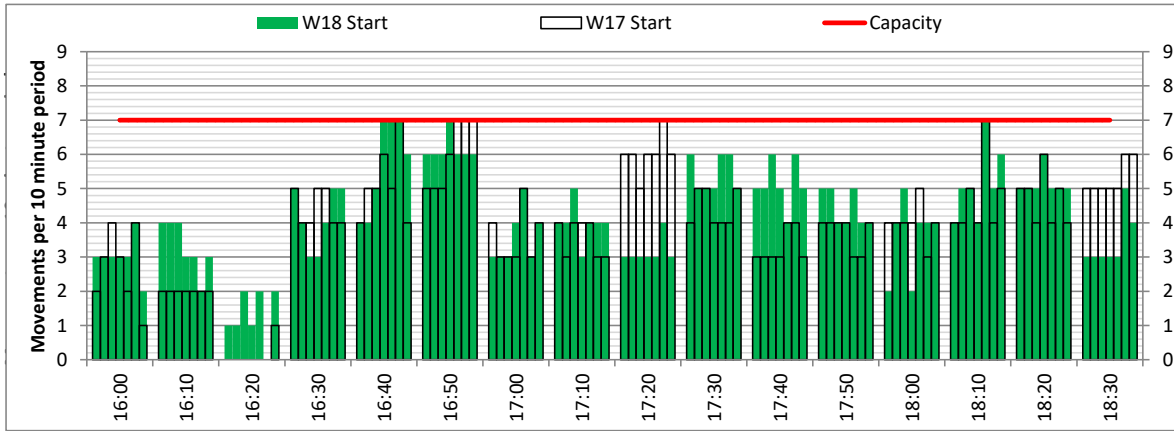


DEPARTURE - 10 minute count rolling every 10 mins (R10)

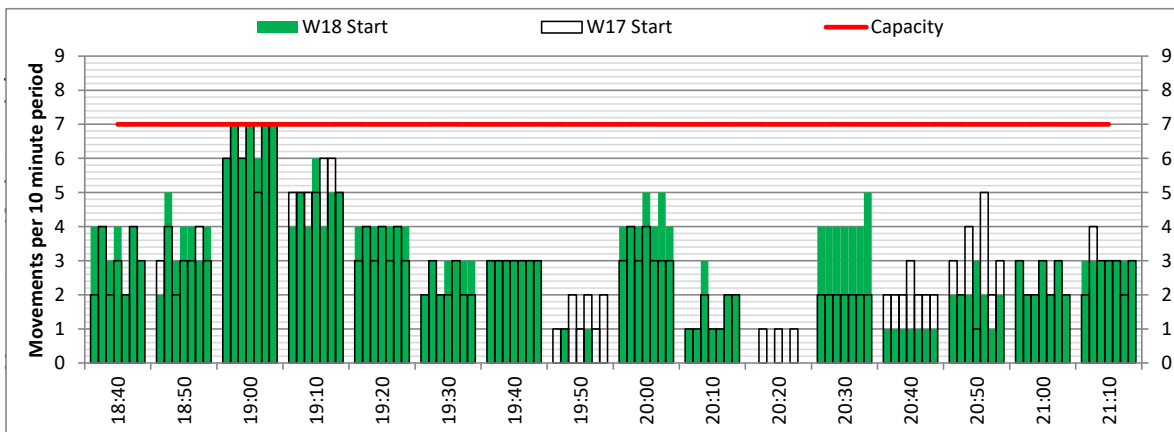
Terminals: All Terminals

Operators: All Operators

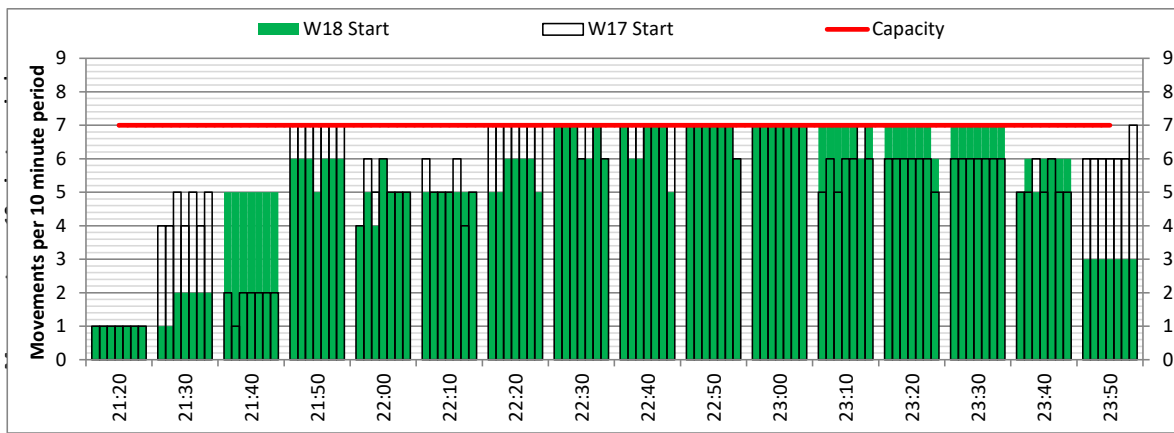
Days: 1234567



Start of count period - Time: UTC



Start of count period - Time: UTC



Start of count period - Time: UTC

Peak Week - Passengers Histogram

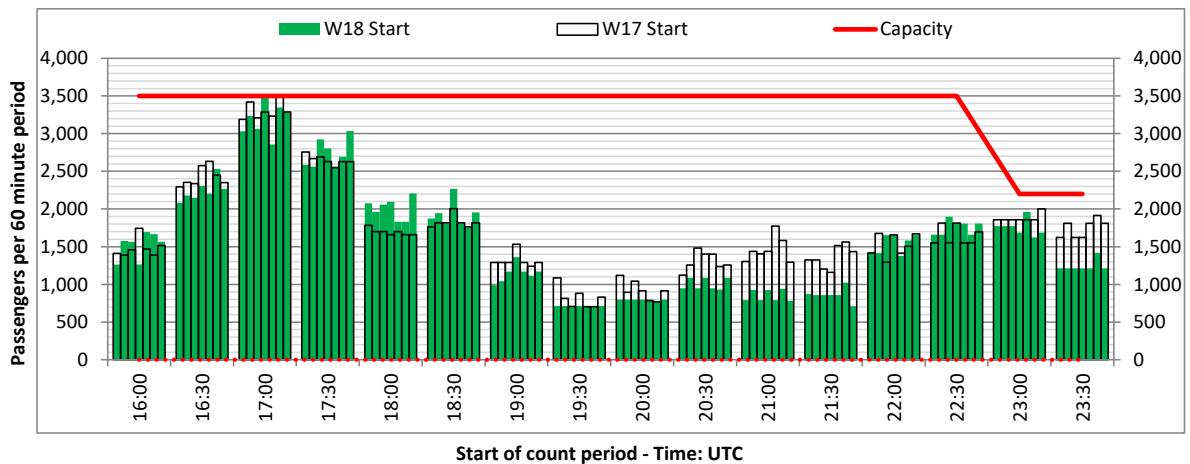
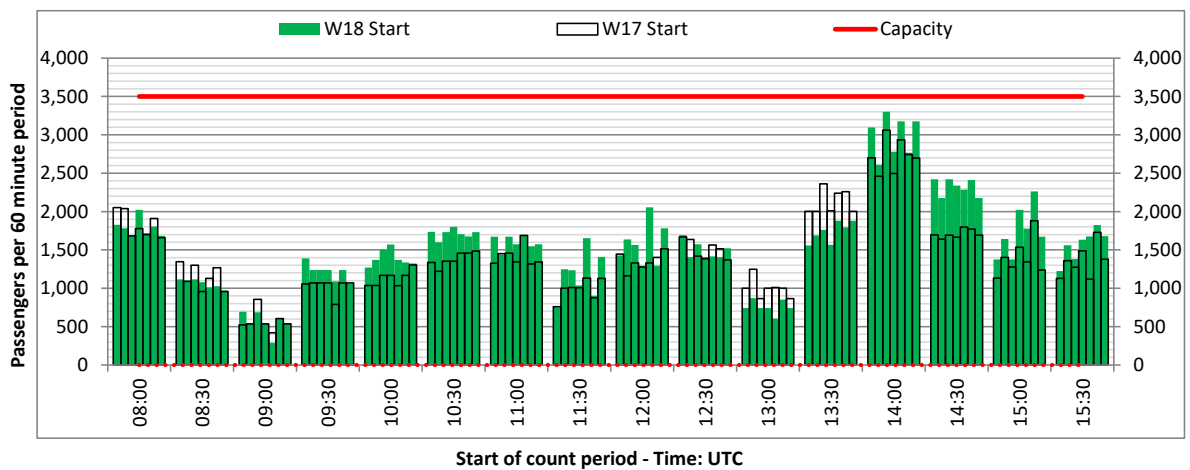
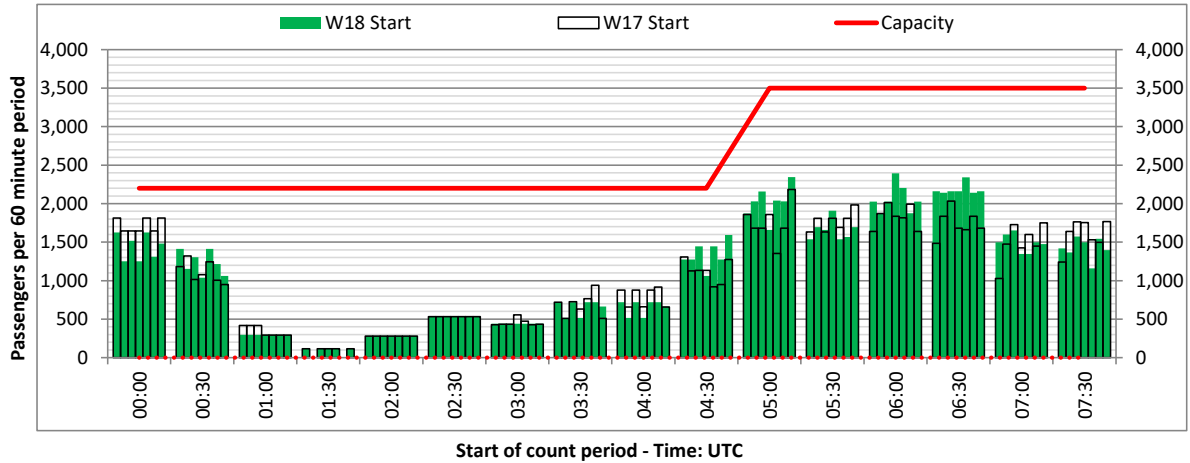


ARRIVAL - 60 minute count rolling every 30 mins (T60/30)

Terminals: 11

Operators: All Operators

Days: 1234567



Peak Week - Passengers Histogram

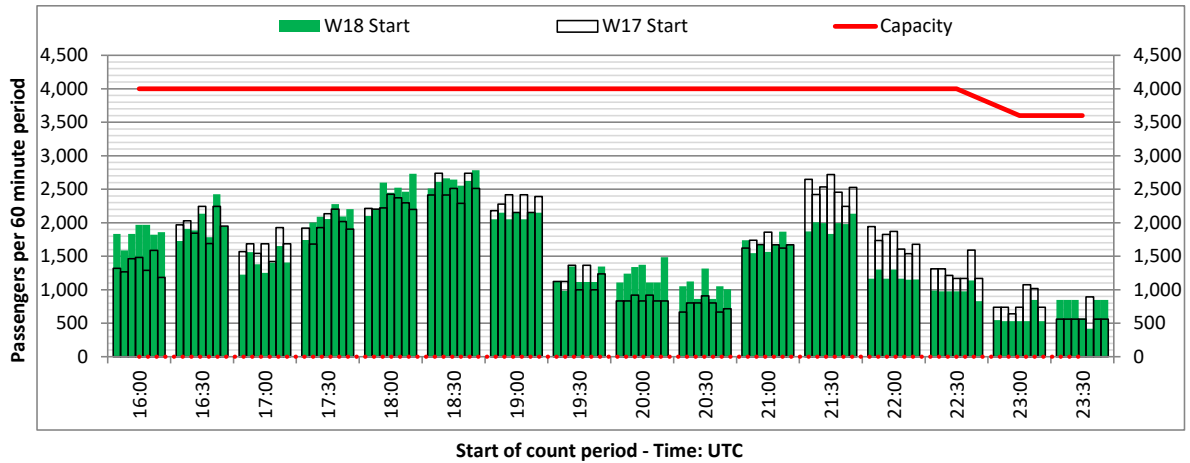
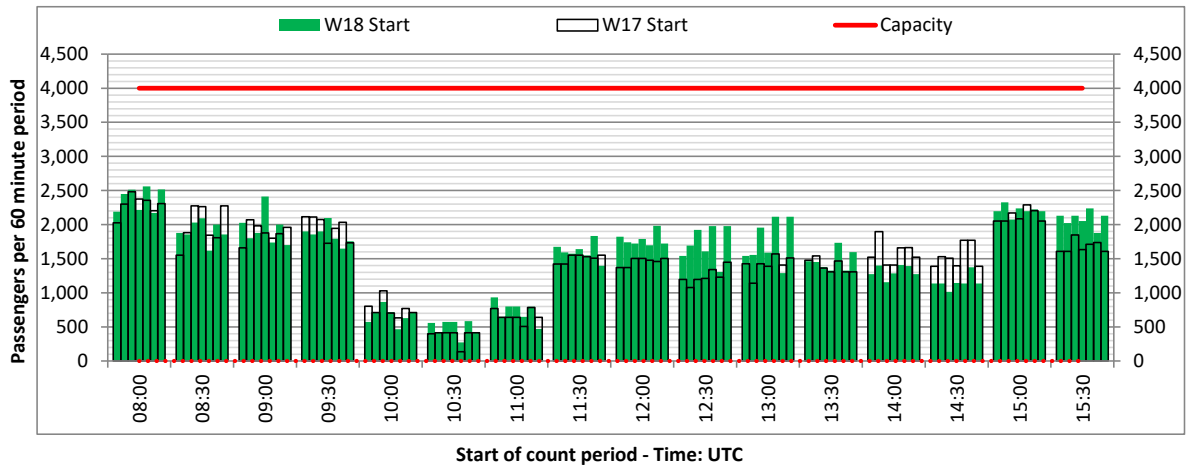
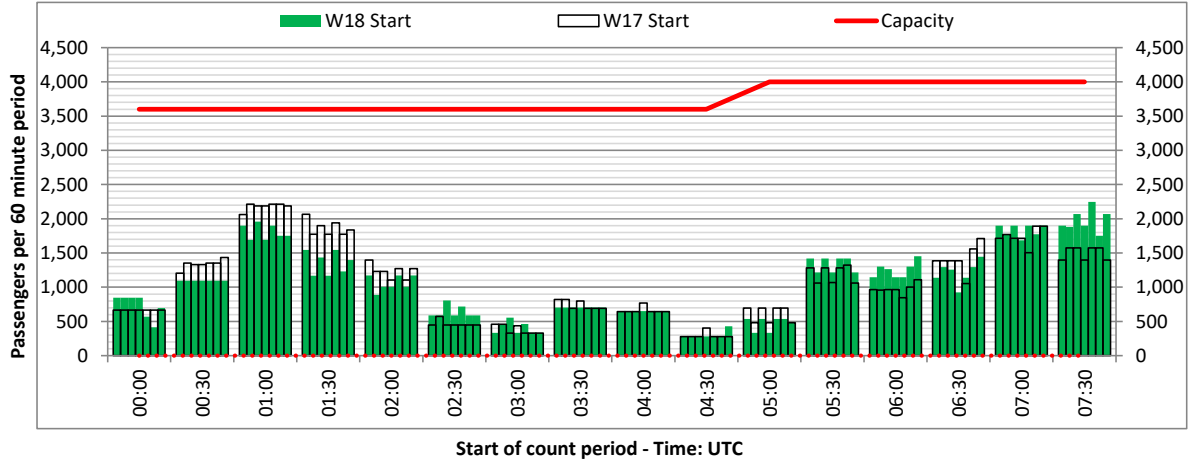
DEPARTURE - 60 minute count rolling every 30 mins (T60/30)



Terminals: 11

Operators: All Operators

Days: 1234567



Peak Week - Passengers Histogram

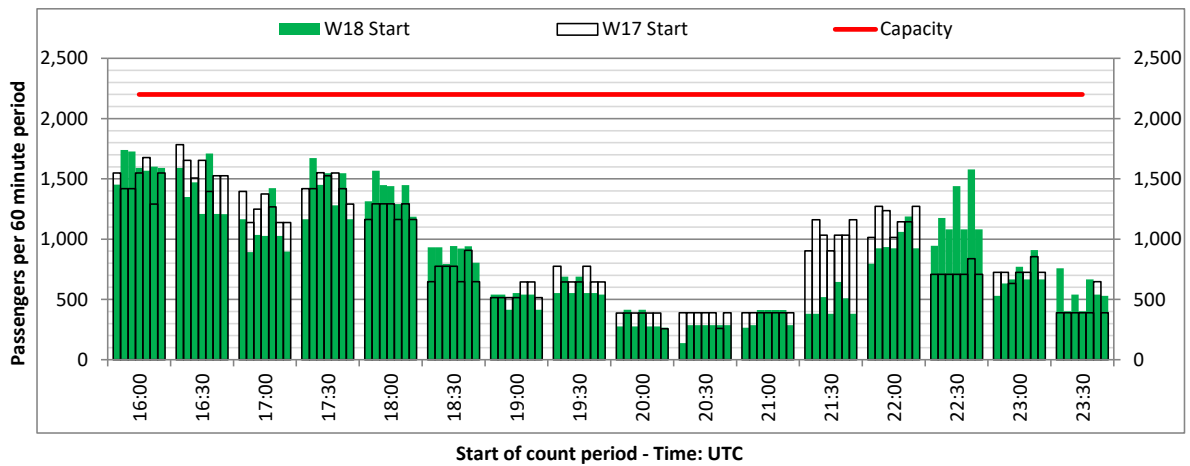
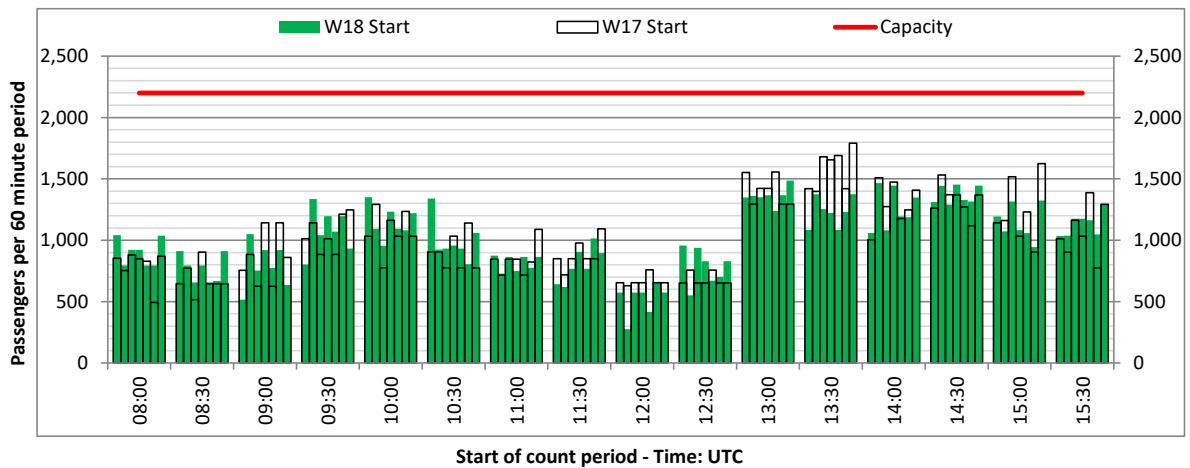
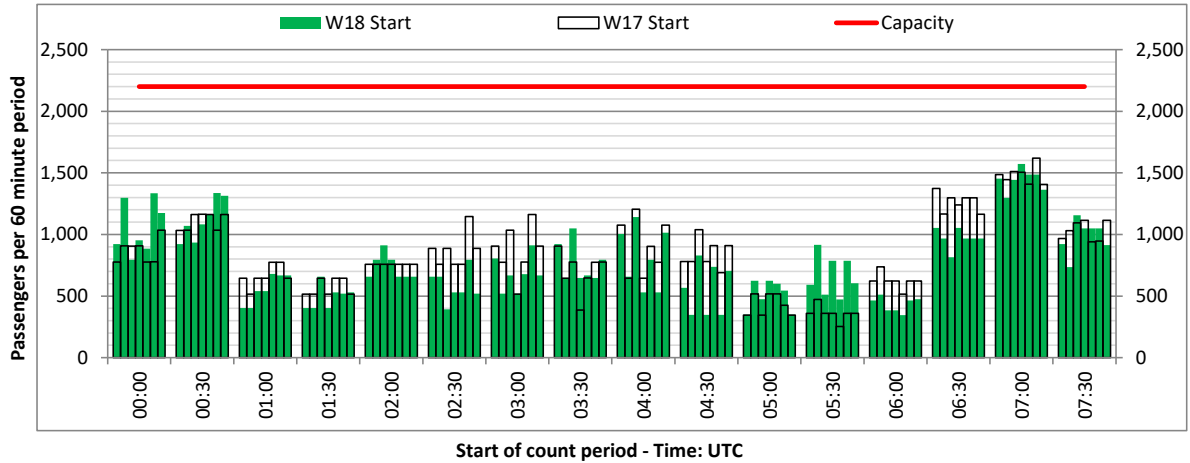
ARRIVAL - 60 minute count rolling every 30 mins (T60/30)



Terminals: 2I

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	100%	100%	100%	100%	92%	76%	76%	80%	100%	89%	81%	75%	85%	95%	100%	100%	100%	100%	100%	100%	100%	100%	83%	87%
Departures																								
Max. Departure	96%	86%	59%	98%	100%	100%	100%	100%	100%	91%	100%	100%	100%	92%	71%	97%	100%	100%	96%	100%	64%	77%	95%	100%
Totals																								
Max. Total	98%	95%	85%	100%	97%	91%	91%	88%	97%	89%	100%	100%	100%	100%	91%	97%	100%	100%	98%	100%	84%	96%	90%	93%

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	99%	100%	100%	98%	82%	70%	67%	79%	96%	82%	75%	73%	77%	86%	96%	95%	98%	98%	99%	100%	98%	95%	77%	80%
Departures																								
Average Departure	84%	81%	54%	93%	99%	100%	99%	98%	93%	84%	96%	99%	97%	77%	65%	93%	94%	95%	90%	93%	59%	73%	90%	98%
Totals																								
Average Total	92%	93%	83%	100%	93%	89%	86%	86%	95%	86%	95%	98%	99%	96%	87%	94%	96%	97%	95%	97%	83%	93%	85%	91%

Primary Constraints by Terminal - Peak Week



Arrival/Departure	OK	R60	R10	GA	GRD	AA	T60	T180	Grand Total
A	4268	36	175	0	17	7	7	0	4510
D	4291	57	71	2	25	0	6	5	4457
Grand Total	8551	93	244	2	40	7	13	5	8967

Percentage	OK	R60	R10	GA	GRD	T60	T180	Grand Total
A	86.9%	4.0%	8.1%	0.0%	0.8%	0.2%	0.0%	100.0%
D	89.1%	3.9%	4.7%	0.1%	1.6%	0.3%	0.4%	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
1I	97	91	51	29	40	95	144	137	165	105	82	74	115	93	164	151	124	167	176	115	74	87	104	100	2580
OK	89	85	40	21	28	94	141	123	142	89	76	74	112	84	163	150	122	160	162	108	64	87	104	100	2418
R10	8	2	0	1	11	1	1	7	13	2	0	0	0	1	0	0	5	2	0	7	0	0	0	0	61
R60	0	4	11	7	0	0	2	0	3	7	1	1	1	2	2	1	0	0	0	0	0	0	0	0	53
GRD	0	0	0	0	1	0	0	7	0	7	5	0	0	0	0	0	0	4	7	3	0	0	0	0	34
T60	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	0	0	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
ZI	106	62	71	104	79	95	80	135	126	109	101	68	59	115	125	129	152	93	111	67	53	32	68	65	2205
OK	105	57	67	102	79	88	75	129	119	94	101	68	59	110	115	117	143	81	110	66	53	32	61	56	2087
R10	1	4	3	2	0	1	2	2	3	14	0	0	0	1	7	10	9	5	0	1	0	0	0	0	74
R60	0	0	1	0	0	0	3	4	0	0	0	0	0	3	1	0	0	1	1	0	0	0	0	0	14
AA	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	7
T60	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	6
GRD	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
T180	0	1	0	0	0	3	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	5

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
3I	181	216	220	320	303	217	161	74	135	161	180	117	93	51	35	141	122	167	118	205	203	187	201	204	4012
OK	174	208	217	320	289	206	160	69	128	147	177	110	93	51	35	138	110	163	118	202	202	173	201	202	3898
R10	7	7	2	0	14	11	1	5	7	11	2	7	0	0	0	12	4	0	3	1	8	0	2	0	104
R60	0	1	1	0	0	0	0	0	0	3	1	0	0	0	0	3	0	0	0	0	0	6	0	0	15

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
FRT	4	14	0	0	6	2	8	11	11	21	16	16	10	9	11	1	6	0	0	6	0	0	4	14	170
OK	4	14	0	0	6	2	8	11	7	17	15	16	10	5	7	1	6	0	0	6	0	0	4	14	153
R60	0	0	0	0	0	0	0	0	2	1	0	0	0	4	0	0	0	0	0	0	0	0	0	0	11
R10	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
GRD	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1

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
T60	60 Min Terminal Constraint
T180	180 Min Terminal Constraint

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																										
Emirates	35	121	42	71	21			14	7	21	7					35	28	7	21	84	91	22	0	7	634	
1	5	18	6	10	3			2	1	3	1					5	4	1	3	12	13	4	0	1	92	
2	5	18	6	10	3			2	1	3	1					5	4	1	3	12	13	4	0	1	92	
3	5	17	6	10	3			2	1	3	1					5	4	1	3	12	13	2	0	1	89	
4	5	17	6	11	3			2	1	3	1					5	4	1	3	12	13	3	0	1	91	
5	5	17	6	10	3			2	1	3	1					5	4	1	3	12	13	3	0	1	90	
6	5	17	6	10	3			2	1	3	1					5	4	1	3	12	13	3	0	1	90	
7	5	17	6	10	3			2	1	3	1					5	4	1	3	12	13	3	0	1	90	
UPS																							4	1	5	
2																							1		1	
3																							1		1	
4																							1		1	
5																							1		1	
6																								1	1	
Code F Departures																										
Emirates	28			63	98	60	58	7	7		64	47	26						7	7			21	56	68	617
1	4			9	14	9	8	1	1		9	7	4						1	1			3	8	9	88
2	4			9	14	9	8	1	1		9	7	4						1	1			3	8	10	89
3	4			9	14	8	9	1	1		9	7	4						1	1			3	8	9	88
4	4			9	14	9	8	1	1		9	7	4						1	1			3	8	10	89
5	4			9	14	9	8	1	1		10	6	3						1	1			3	8	10	88
6	4			9	14	8	8	1	1		9	6	4						1	1			3	8	10	87
7	4			9	14	8	9	1	1		9	7	3						1	1			3	8	10	88
UPS	4	1																								5
1	1																									1
2	1																									1
3	1																									1
4	1																									1
5		1																								1

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



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

UTC	1	2	3	4	5	6	7
800	0	0	0	1	2	1	1
810	0	0	0	0	0	0	0
820	0	0	0	0	0	0	0
830	0	0	0	0	0	0	0
840	0	0	0	0	0	0	0
850	0	0	1	0	0	1	0
900	0	0	0	0	0	0	0
910	0	0	0	0	0	0	0
920	1	1	1	1	1	0	0
930	2	0	0	1	0	1	2
940	5	3	3	3	4	4	4
950	3	1	2	2	3	2	3
1000	2	2	2	4	4	2	2
1010	4	4	4	3	4	4	4
1020	2	1	2	1	1	2	3
1030	3	3	3	3	3	4	3
1040	2	4	2	2	3	2	2
1050	4	3	3	3	2	4	3
1100	1	0	3	2	2	2	3
1110	4	4	4	4	5	4	4
1120	1	4	3	4	3	3	3
1130	4	4	4	4	4	2	4
1140	4	5	4	3	3	5	3
1150	4	4	3	4	4	5	4
1200	2	2	1	1	0	1	1
1210	5	3	4	3	3	3	4
1220	5	6	5	5	3	5	5
1230	3	5	4	4	3	4	4
1240	3	4	3	4	3	4	3
1250	2	3	3	3	2	3	3
1300	1	1	1	1	2	0	1
1310	3	3	3	3	5	0	2
1320	1	2	2	1	2	0	1
1330	2	3	3	3	3	0	2
1340	3	3	3	3	4	0	2
1350	3	2	3	3	3	0	2
1400	2	0	2	0	1	0	0
1410	1	0	1	0	0	0	0
1420	2	0	1	0	1	0	0
1430	0	0	0	0	0	0	0
1440	2	0	2	0	1	0	0
1450	0	0	0	0	0	0	0
1500	1	1	0	0	1	1	1
1510	1	0	0	0	1	0	1
1520	1	1	1	1	1	0	1
1530	0	1	0	1	0	0	0
1540	0	1	0	0	0	0	0
1550	1	0	2	0	1	0	0

UTC	1	2	3	4	5	6	7
1600	0	0	0	0	0	1	0
1610	2	0	0	1	0	0	1
1620	0	0	0	0	0	0	0
1630	0	0	0	0	0	0	0
1640	2	0	0	2	0	1	2
1650	1	0	0	0	0	0	0
1700	0	1	1	0	0	0	1
1710	1	1	1	1	1	0	1
1720	0	0	0	0	0	0	0
1730	0	0	0	0	0	0	0
1740	1	1	2	2	1	0	1
1750	0	0	0	0	0	0	0
1800	0	0	0	0	0	0	0
1810	1	0	0	0	1	0	0
1820	1	0	0	0	1	0	0
1830	0	0	0	0	0	0	0
1840	0	0	0	0	0	0	0
1850	0	0	0	0	0	0	0
1900	0	1	0	0	0	0	0
1910	0	0	0	0	0	0	0
1920	0	0	0	0	0	0	0
1930	0	0	0	0	0	0	0
1940	0	0	1	0	0	0	0
1950	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0
2010	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0
2030	0	0	0	0	0	0	0
2040	0	0	0	0	0	0	0
2050	0	0	0	0	0	0	0
2100	1	0	0	0	0	0	0
2110	0	1	1	1	0	0	0
2120	0	0	1	0	1	1	1
2130	0	0	0	0	1	1	0
2140	2	2	3	1	2	1	2
2150	2	2	3	1	2	1	2
2200	3	2	2	3	1	3	2
2210	0	3	1	3	1	2	2
2220	4	4	2	4	3	3	4
2230	1	1	1	1	1	0	1
2240	4	5	2	5	3	3	4
2250	3	2	1	1	2	1	2
2300	0	0	0	0	0	2	0
2310	2	2	2	1	1	0	2
2320	4	5	5	4	3	4	4
2330	4	5	5	5	3	4	4
2340	4	5	5	5	3	4	4
2350	1	1	1	3	1	1	2

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

DEPARTURES							
UTC	1	2	3	4	5	6	7
800	2	2	2	2	2	3	3
810	3	2	2	2	2	2	2
820	3	3	3	3	2	2	3
830	2	2	1	2	1	1	2
840	4	4	3	5	3	4	4
850	4	4	3	4	3	4	4
900	1	1	2	1	2	3	1
910	4	3	4	4	5	3	2
920	6	3	5	4	6	3	2
930	0	0	0	0	0	0	0
940	2	0	3	0	2	2	0
950	2	0	0	1	1	0	0
1000	0	1	1	0	0	2	0
1010	0	1	1	0	0	2	0
1020	0	0	0	0	0	0	0
1030	0	0	0	0	0	0	0
1040	0	0	0	0	0	0	0
1050	0	0	0	0	0	0	0
1100	1	0	0	0	0	1	1
1110	1	0					

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 Wed 20-Sep-17.
W17 End	W17 schedule as cleared on Tue 14-Mar-17.
W18 Start	W18 schedule as cleared on Tue 25-Sep-18.
Peak Week	Peak week for W17 is Sun 08-Jan-17 to Sat 14-Jan-17. Peak week for W18 is Mon 18-Mar-19 to Sun 24-Mar-19.

For ACL use

	Airport-Season-Branch-Resource	From date	To date	Time
Full Season Rep 1	DXB-W17-SOS Report-Standard	Sun 29-Oct-2017	Sat 24-Mar-2018	UTC
Full Season Rep 2	DXB-W17-Live-Standard	Sun 29-Oct-2017	Sat 24-Mar-2018	UTC
Full Season Rep 3	DXB-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	DXB-W17-SOS Report-Standard	Sun 08-Jan-2017	Sat 14-Jan-2017	UTC
Peak Week Rep 2	DXB-W17-Live-Standard	Sun 08-Jan-2017	Sat 14-Jan-2017	UTC
Peak Week Rep 3	DXB-W18-SOS Report-Standard	Mon 18-Mar-2019	Sun 24-Mar-2019	UTC