

Start of Season Report

Report Date: Thu 18-Oct-2018

Headlines

	W18 Start	vs. W17 Start	vs. W17 End
Total Air Transport Movements (Passenger & Freight)	70203	▲ 1.4%	▲ 4.2%
Total Passenger Air Transport Movements	69851	▲ 1.5%	▲ 4.3%
Total Passenger Air Transport Movement Seats	12133190	▲ 7.6%	▲ 9.0%
Average Seats per Passenger Air Transport Movement	174	▲ 6.0%	▲ 4.6%
Percentage of allocated slots cleared as requested (OK)	100%		

Contents

Page	Content
2	Runway Scheduling Limits
3	ATM Allocation by Operator (Full season and Peak Week Comparison)
4	Significant Route Changes
5	Full Season - ATM Analysis
6	Full Season - PATM Seats Analysis
7	Full Season - Aircraft Size Analysis
8	Full Season - Seasonality
9	Peak Week - Hourly Runway Allocation
10	Peak Week - Hourly Runway Allocation Comparison (W18 Start vs. W17 End)
11	Peak Week Histogram - Departure Passengers (T120/15) - T1 - All Operators
12	Peak Week Histogram - Departure Passengers (T60/15) - T1 - All Operators
13	Peak Week Histogram - Arrival Passengers (T60/15) - T1 - All Operators
14	Peak Week Histogram - Departure Passengers (T120/15) - T2 - All Operators
15	Peak Week Histogram - Departure Passengers (T60/15) - T2 - All Operators
16	Peak Week Histogram - Arrival Passengers (T60/15) - T2 - All Operators
17	Peak Week Histogram - Departure Passengers (T120/15) - T3 - All Operators
18	Peak Week Histogram - Departure Passengers (T60/15) - T3 - All Operators
19	Peak Week Histogram - Arrival Passengers (T60/15) - T3 - All Operators
20	Glossary

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.

Disclaimer

No warranty whether expressed or implied as to the completeness, accuracy, fitness for purpose, or satisfactory quality is given by ACL regarding the information in this report, which is provided by third parties. Accordingly, ACL excludes all liability with regard to such data.

The contents of this report may not be reproduced without the written consent of ACL.

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	15	15	15	15	15	15	15	00								00	15	15	15	15	15	15	15
01	15	15	15	15	15	15	15	01								01	15	15	15	15	15	15	15
02	15	15	15	15	15	15	15	02								02	15	15	15	15	15	15	15
03	15	15	15	15	15	15	15	03								03	15	15	15	15	15	15	15
04	15	15	15	15	15	15	15	04								04	15	15	15	15	15	15	15
05	15	15	15	15	15	15	15	05								05	15	15	15	15	15	15	15
06	30	30	30	30	30	30	28	06								06	30	30	30	30	30	30	28
07	30	30	30	30	30	30	28	07								07	30	30	30	30	30	30	28
08	30	30	30	30	30	30	28	08								08	30	30	30	30	30	30	28
09	30	30	30	30	30	30	28	09								09	30	30	30	30	30	30	28
10	30	30	30	30	30	30	28	10								10	30	30	30	30	30	30	28
11	28	28	28	28	28	28	28	11								11	28	28	28	28	28	28	28
12	28	28	28	28	28	28	28	12								12	28	28	28	28	28	28	28
13	28	28	28	28	28	28	28	13								13	28	28	28	28	28	28	28
14	28	28	28	28	28	28	28	14								14	28	28	28	28	28	28	28
15	28	28	28	28	28	28	28	15								15	28	28	28	28	28	28	28
16	30	30	30	30	30	28	30	16								16	30	30	30	30	30	28	30
17	30	30	30	30	30	28	30	17								17	30	30	30	30	30	28	30
18	30	30	30	30	30	28	30	18								18	30	30	30	30	30	28	30
19	30	30	30	30	30	28	30	19								19	30	30	30	30	30	28	30
20	28	28	28	28	28	28	28	20								20	28	28	28	28	28	28	28
21	28	28	28	28	28	28	28	21								21	28	28	28	28	28	28	28
22	22	22	22	22	22	22	22	22								22	22	22	22	22	22	22	22
23	20	20	20	20	20	20	20	23								23	20	20	20	20	20	20	20

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	15	15	15	15	15	15	15	00								00	15	15	15	15	15	15	15
01	15	15	15	15	15	15	15	01								01	15	15	15	15	15	15	15
02	15	15	15	15	15	15	15	02								02	15	15	15	15	15	15	15
03	15	15	15	15	15	15	15	03								03	15	15	15	15	15	15	15
04	15	15	15	15	15	15	15	04								04	15	15	15	15	15	15	15
05	15	15	15	15	15	15	15	05								05	15	15	15	15	15	15	15
06	32	32	32	32	32	32	28	06								06	32	32	32	32	32	32	28
07	36	36	36	36	36	36	28	07								07	36	36	36	36	36	36	28
08	33	33	33	33	33	33	28	08								08	33	33	33	33	33	33	28
09	32	32	32	32	32	32	28	09								09	32	32	32	32	32	32	28
10	30	30	30	30	30	30	28	10								10	30	30	30	30	30	30	28
11	28	28	28	28	28	28	28	11								11	28	28	28	28	28	28	28
12	28	28	28	28	28	28	28	12								12	28	28	28	28	28	28	28
13	28	28	28	28	28	28	28	13								13	28	28	28	28	28	28	28
14	28	28	28	28	28	28	28	14								14	28	28	28	28	28	28	28
15	28	28	28	28	28	28	28	15								15	28	28	28	28	28	28	28
16	30	30	30	30	30	28	30	16								16	30	30	30	30	30	28	30
17	30	30	30	30	30	28	30	17								17	30	30	30	30	30	28	30
18	30	30	30	30	30	28	30	18								18	30	30	30	30	30	28	30
19	30	30	30	30	30	28	30	19								19	30	30	30	30	30	28	30
20	28	28	28	28	28	28	28	20								20	28	28	28	28	28	28	28
21	28	28	28	28	28	28	28	21								21	28	28	28	28	28	28	28
22	20	20	20	20	20	20	20	22								22	20	20	20	20	20	20	20
23	15	15	15	15	15	15	15	23								23	15	15	15	15	15	15	15

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	15	15	15	15	15	15	15	00								00	15	15	15	15	15	15	15
01	15	15	15	15	15	15	15	01								01	15	15	15	15	15	15	15
02	15	15	15	15	15	15	15	02								02	15	15	15	15	15	15	15
03	15	15	15	15	15	15	15	03								03	15	15	15	15	15	15	15
04	15	15	15	15	15	15	15	04								04	15	15	15	15	15	15	15
05	21	21	21	21	21	21	21	05								05	21	21	21	21	21	21	21
06	51	51	51	51	51	51	44	06								06	51	51	51	51	51	51	44
07	56	56	56	56	56	56	44	07								07	56	56	56	56	56	56	44
08	56	56	56	56	56	56	44	08								08	56	56	56	56	56	56	44
09	53	53	53	53	53	53	44	09								09	53	53	53	53	53	53	44
10	51	51	51	51	51	51	44	10								10	51	51	51	51	51	51	44
11	44	44	44	44	44	44	44	11								11	44	44	44	44	44	44	44
12	44	44	44	44	44	44	44	12								12	44	44	44	44	44	44	44
13	44	44	44	44	44	44	44	13								13	44	44	44	44	44	44	44
14	44	44	44	44	44	44	44	14								14	44	44	44	44	44	44	44
15	44	44	44	44	44	44	44	15								15	44	44	44	44	44	44	44
16	54	54	54	54	54	44	54	16								16	54	54	54	54	54	44	54
17	54	54	54	54	54	44	54	17								17	54	54	54	54	54	44	54
18	54	54	54	54	54	44	54	18								18	54	54	54	54	54	44	54
19	54	54	54	54	54	44	54	19								19	54	54	54	54	54	44	54
20	44	44	44	44	44	44	44	20								20	44	44	44	44	44	44	44
21	44	44	44	44	44	44	44	21								21	44	44	44	44	44	44	44
22	31	31	31	31	31	31	31	22								22	31	31	31	31	31	31	31
23	24	24	24	24	24	24	24	23								23	24	24	24	24	24	24	24

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
Aegean Airlines	73	97	24	42	12,986	13,647	661	44	4	4	0	42	696	522	-174	45
Aer Lingus	2,383	2,418	35	7	285,709	292,620	6,911	11	112	112	0	7	13,368	13,572	204	10
Air Arabia Maroc	88	88	0	44	15,312	15,312	0	42	4	4	0	42	696	696	0	43
Air Europa	4	7	3	51	779	1,302	523	50	-	-	0	50	-	-	0	49
Air France	903	914	11	15	139,233	137,128	-2,105	18	42	42	0	14	6,440	6,268	-172	18
Air Transat	90	90	-0	43	24,187	22,664	-1,523	38	4	4	0	42	1,182	1,000	-182	39
American Airlines	419	290	-129	33	97,030	71,554	-25,476	28	12	12	0	34	3,096	2,964	-132	29
Aurigny Air Services	544	590	46	23	38,343	42,480	4,137	35	29	28	-1	19	2,040	2,016	-24	35
Austrian Airlines	242	246	4	36	31,594	32,176	582	37	10	12	2	34	1,360	1,600	240	37
British Airways	2,506	2,274	-232	9	420,944	401,854	-19,090	8	114	112	-2	7	18,840	19,824	984	8
Brussels Airlines	820	828	8	16	124,622	131,646	7,024	19	38	38	0	16	5,654	6,060	406	19
Cathay Pacific	274	284	10	34	76,853	88,376	11,523	23	10	12	2	34	2,800	3,360	560	26
Cobalt Air	90	4	-86	52	13,502	600	-12,902	51	4	-	-4	50	600	-	-600	49
Corendon Airlines Europe	-	14	14	50	-	1,330	1,330	49	-	2	2	47	-	190	190	47
Corendon Dutch Airlines	12	-	-12	54	1,587	-	-1,587	53	-	-	0	50	-	-	0	49
EasyJet	8,849	10,406	1,557	3	1,549,705	1,838,184	288,479	2	427	500	73	2	75,090	88,932	13,842	2
Emirates	928	924	-4	14	511,705	531,216	19,511	7	42	42	0	14	23,086	24,458	1,372	7
Enter Air	23	24	1	48	4,258	4,536	278	47	1	1	0	49	95	189	94	48
Ethiopian Airlines	-	126	126	41	-	17,010	17,010	40	-	8	8	39	-	1,080	1,080	38
Ethiad Airways	618	616	-2	20	254,276	213,454	-40,822	15	28	28	0	19	11,536	9,954	-1,582	15
European Air Transport (DHL)	51	-	-51	54	-	-	0	53	-	-	0	50	-	-	0	49
Eurowings	1,310	1,038	-272	13	201,662	159,384	-42,278	16	64	48	-16	13	9,348	7,392	-1,956	16
Federal Express	339	352	13	28	-	-	0	53	16	16	0	28	-	-	0	49
Finnair	608	616	8	20	78,951	86,950	7,999	24	28	28	0	19	3,556	3,916	360	24
Flybe	14,551	13,275	-1,276	1	1,146,548	1,074,398	-72,150	3	690	602	-88	1	54,892	49,292	-5,600	3
Freebird Airlines	37	22	-15	49	3,300	2,520	-780	48	2	-	-2	50	180	-	-180	49
Germania	22	2	-20	53	3,721	300	-3,421	52	3	-	-3	50	645	-	-645	49
Hainan Airlines	132	132	0	40	38,029	38,544	515	36	6	6	0	40	1,752	1,752	0	36
Iberia Express	88	88	0	44	15,048	15,444	396	41	4	4	0	42	684	702	18	42
Icelandair	304	304	0	32	56,831	56,102	-729	30	14	14	0	30	2,562	2,562	0	30
Iraqi Airways	42	44	2	47	6,286	6,600	314	46	2	2	0	47	300	300	0	46
Jet Airways	-	208	208	38	-	52,832	52,832	31	-	10	10	37	-	2,540	2,540	31
Jet2.com	3,237	3,739	502	4	644,057	746,501	102,444	6	183	205	22	4	36,749	41,137	4,388	4
KLM Royal Dutch Airlines	1,439	1,494	55	10	255,667	267,412	11,745	12	68	68	0	11	11,948	12,172	224	13
Loganair	1,737	1,158	-579	12	68,868	49,218	-19,650	34	66	56	-10	12	2,658	2,384	-274	33
Lufthansa	2,324	2,316	-8	8	390,554	384,464	-6,090	9	110	108	-2	9	18,406	17,942	-464	9
Norwegian	305	348	43	29	56,703	64,860	8,157	29	14	16	2	28	2,604	2,982	378	27
Oman Air	308	308	0	30	70,840	82,236	11,396	26	14	14	0	30	3,220	3,738	518	25
PIA Pakistan International	396	396	0	27	145,560	155,462	9,902	17	18	18	0	27	6,818	7,074	256	17
Qatar Airways	705	792	87	17	179,026	249,992	70,966	13	32	36	4	17	8,128	11,762	3,634	14
Royal Air Maroc	120	134	14	39	15,505	15,006	-499	43	7	6	-1	40	688	684	-4	44
Ryanair	8,800	10,722	1,922	2	1,663,200	2,026,458	363,258	1	398	488	90	3	75,222	92,232	17,010	1
SAS Scandinavian	1,487	1,368	-119	11	236,237	243,852	7,615	14	76	70	-6	10	12,064	12,324	260	12
Saudia	212	232	20	37	62,857	73,736	10,879	27	10	10	0	37	2,980	2,980	0	28
Singapore Airlines	442	440	-2	26	111,739	111,320	-419	21	20	20	0	26	5,060	5,060	0	21
Sun-Air	652	578	-74	24	20,876	18,496	-2,380	39	30	28	-2	19	960	896	-64	40
Swiss International	621	628	7	19	96,727	89,740	-6,987	22	28	28	0	19	4,650	3,980	-670	23
TAP Portugal	524	528	4	25	69,545	86,532	16,987	25	24	24	0	25	3,168	3,996	828	22
Thomas Cook (UK)	2,518	3,249	731	6	658,188	788,939	130,751	5	124	156	32	6	31,180	36,642	5,462	6
Titan Airways	56	50	-6	46	10,574	9,548	-1,026	45	3	4	1	42	606	740	134	41
TUI Airways	3,351	3,537	186	5	761,093	802,032	40,939	4	154	171	17	5	35,133	38,463	3,330	5
Turkish Airlines	617	616	-1	20	115,087	117,040	1,953	20	28	28	0	19	4,988	5,320	332	20
United Airlines	306	308	2	30	51,730	52,052	322	32	14	14	0	30	2,366	2,366	0	34
Virgin Atlantic	692	661	-31	18	257,828	297,731	39,903	10	29	29	0	18	10,990	12,439	1,449	11
Vueling	175	280	105	35	32,690	50,400	17,710	33	10	14	4	30	1,824	2,520	696	32
TOTAL	67,376	70,203	2,827		11,128,154	12,133,190	1,005,036		3,170	3,302	132		522,908	570,974	48,066	

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).

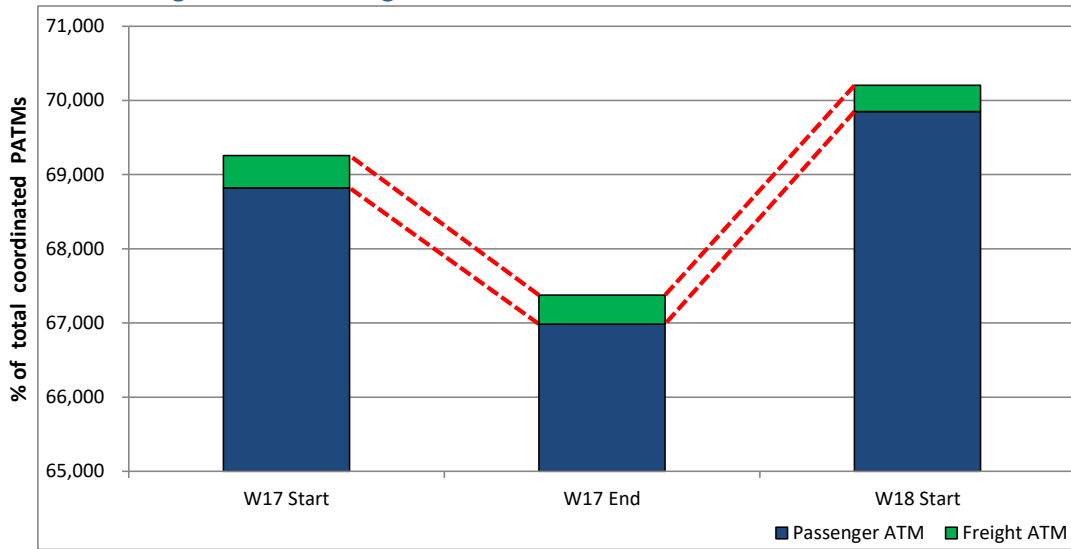
Significant Route Changes

Operator	Category	Description of change from W17 schedule to W18 schedule
American Airlines	CANCELLED	ORD service will not operate in W18. Service ended Sep18.
Cathay Pacific	CHANGE	Upgrade from A350-900 (280seats) to A350-1000 (334seats) during Dec/Jan/Feb.
Cobalt Air	CANCELLED	No LCA service for W18, was twice per week in S17. Airline ceased operations as of 16Oct.
Corendon Airlines Europe	NEW	New weekly RAK shared with BHX B737-800 on Thursdays Feb-Mar.(Terminal 2)
EasyJet	NEW	Increase from twelve to fourteen based aircraft. New routes are ACE, BCN, BOD, BUD, FAO, INN, LIS plus some increase on existing services.
Emirates	CHANGE	Upgrade morning DXB service from A380 3-class 517seats to 2-class 615seats from 01Dec.
Ethiopian Airlines	NEW	New four per week ADD (Addis Ababa) via BRU with B787-8 from 11Dec, Tue, Wed, Fri & Sun 0725/1805z (Terminal 2).
Etihad Airways	CHANGE	Morning AUH service reduces from B777-300 (412seats) to B787-9 (299seats), afternoon remains mainly B777-300.
European Air Transport (DHL)	CANCELLED	No LEJ freighter planned for W18, previously operated Nov/Dec dates with B757F.
Eurowings	CANCELLED	CGN, HAM and SZG routes are cancelled. DUS will increase from three to four per day.
Flybe	CANCELLED	SEN (Southend) service ends 06Jan, operated three per day by Stobart Air with ATR72. SOU reduces from seven to five per day for W18. TLS reduces five to three per week.
Iraqi Airways	CHANGE	Changes from Saturday to Thursday operation, still 1930/2100z with A320.
Jet Airways	NEW	New five per week BOM (Mumbai) with A330-200 (254seats) Mon, Thu, Fri, Sat & Sun 0755/0935z (Terminal 2).
Jet2.com	NEW	New routes AYT cont. from S18 plus some short series VIE & NAP. Split terminal operation with ACE, AGP, PMI and TFS operating from T2 as they did in S18.
Loganair	CHANGE	New route BGO cont. from S18. GLA, KOI and SYY operated in W17 but will not in W18.
Norwegian	CHANGE	Increase SVG (Stavanger) from two to three per week.
Qatar Airways	CHANGE	Increase DOH from sixteen to eighteen flights per week. Also upgrade lunchtime service to B777-300 from 01Dec, morning upgrades from B787-8 to A350-900. Evening remains B787-8.
Ryanair	NEW	Increase six to eight based aircraft for Winter. New routes cont. from S18 are AGA, BFS, BLQ, OPO and TSF.
SAS Scandinavian	CHANGE	Reduce CPH from three to two per day, cancel late evening service.
Thomas Cook (UK)	NEW	New routes vs W17 are PMI and RAK, plus some short series ANU, IVL and MRU.
TUI Airways	NEW	New routes LGK (Langkawi) and UTP (Utapao, Thailand) and new NBE (Enfida). No POP in W18. B737-MAX8 will be based from December, initially one aircraft with more to come subject to delivery dates.
Virgin Atlantic	NEW	Six adhoc DXB cruise charters Jan-Mar with B747-400.
Vueling	CHANGE	Increase BCN from five to seven per week with A320.

Full Season - ATM Analysis

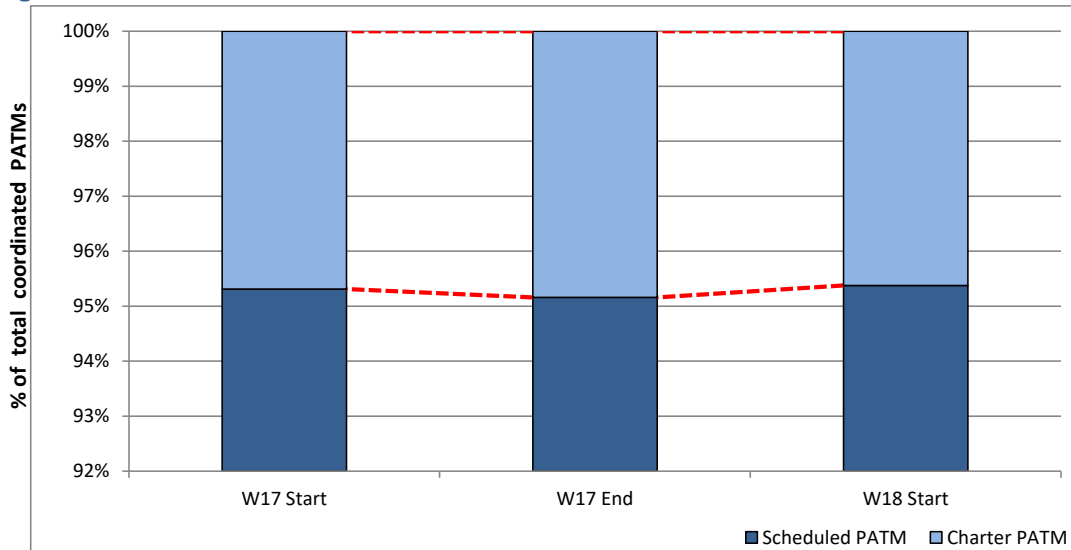


Total ATMs: Passenger ATMs vs. Freight ATMs



Schedule Snapshot

Passenger ATMs: Scheduled vs. Charter

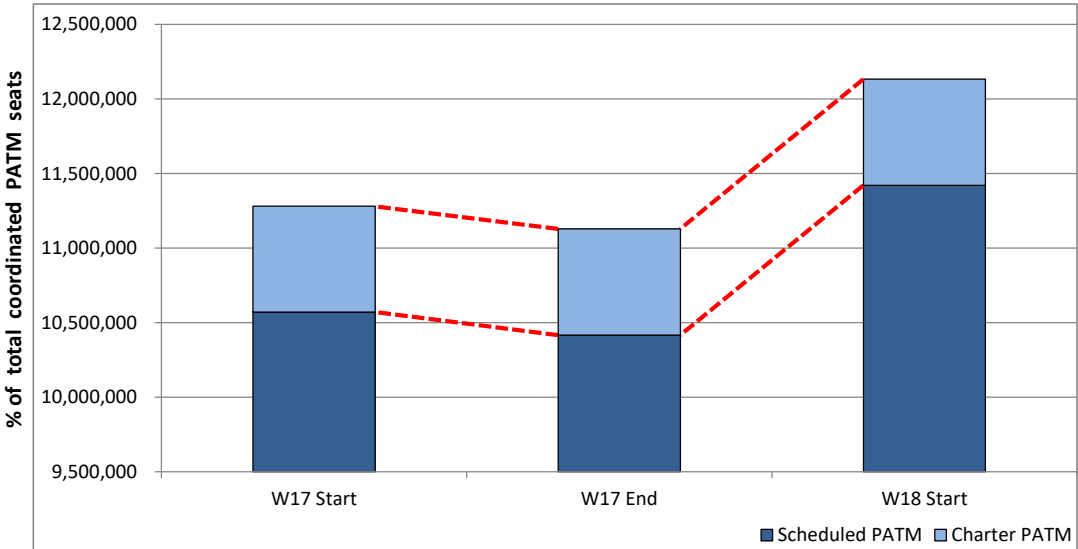


Schedule Snapshot

Full Season - PATM Seats Analysis

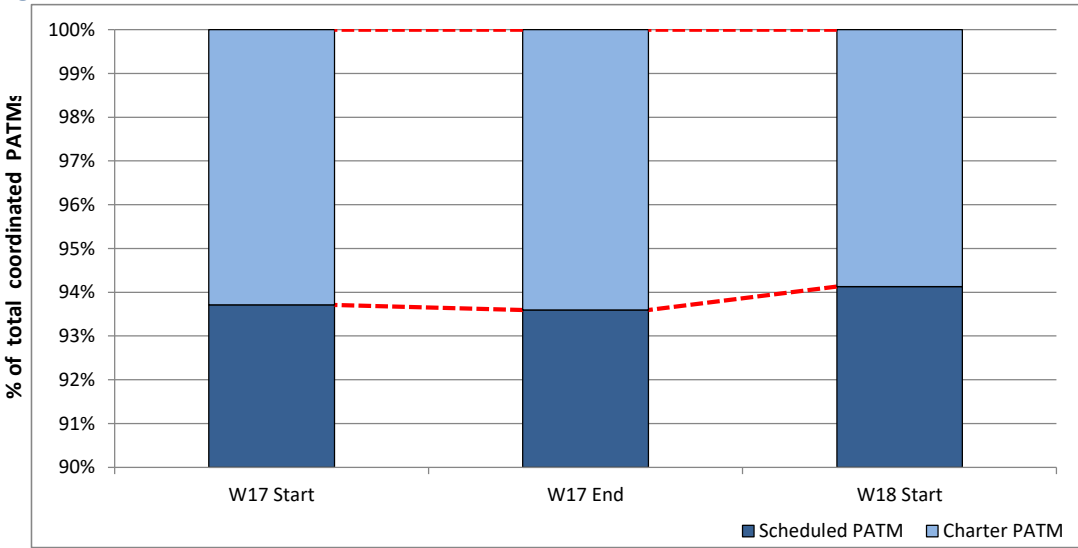


Total Passenger ATM seats: Scheduled vs. Charter



Schedule Snapshot

Passenger ATM seats: Scheduled vs. Charter

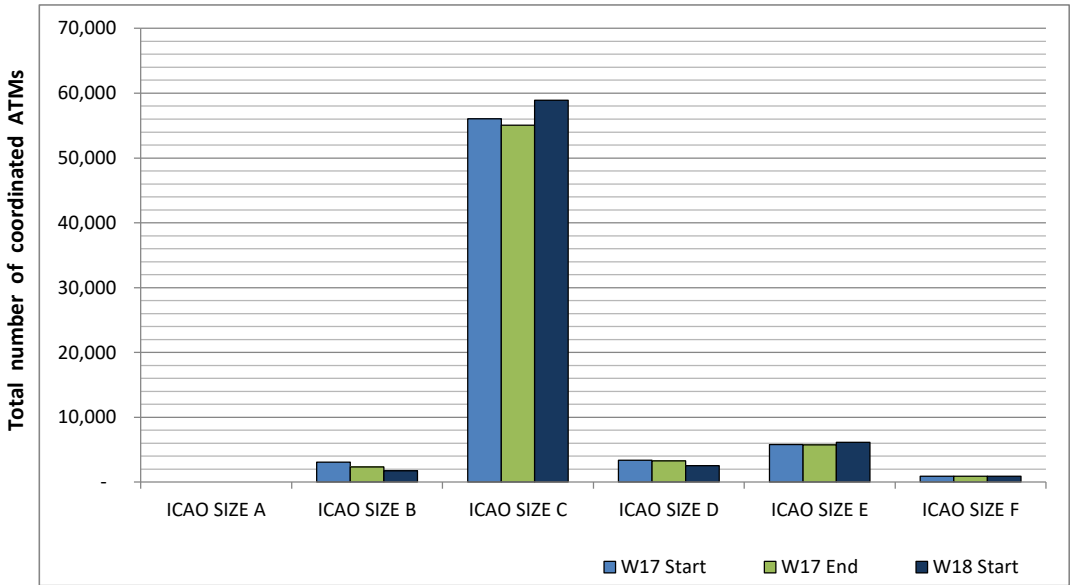


Schedule Snapshot

Full Season - Aircraft Size Analysis

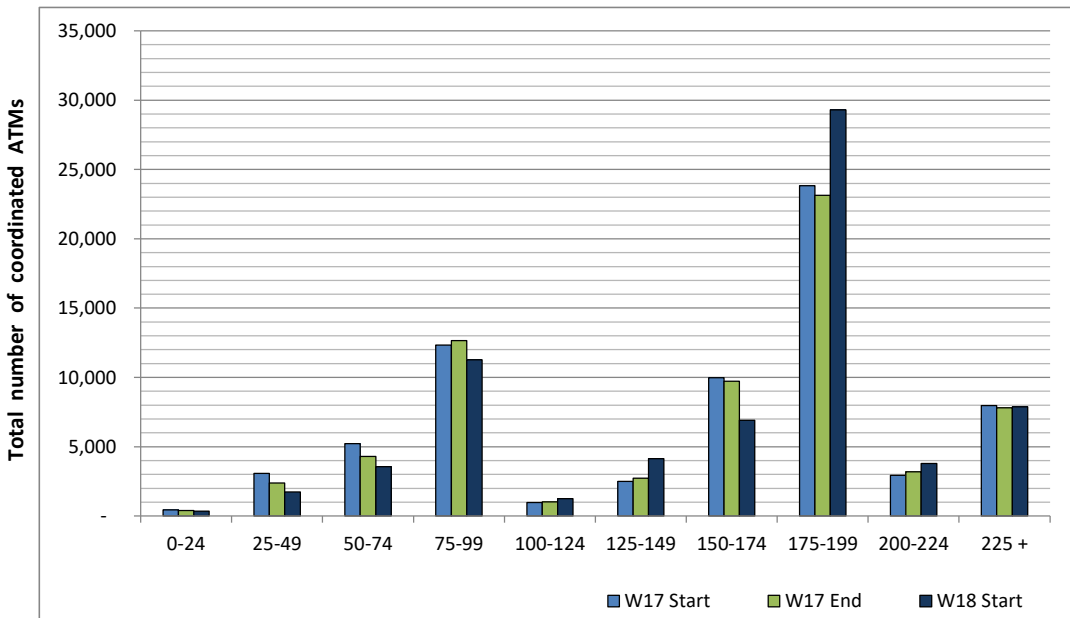


ICAO size designation



Note: See Glossary for definitions of ICAO SIZE groupings

Air Transport Movement seat distribution

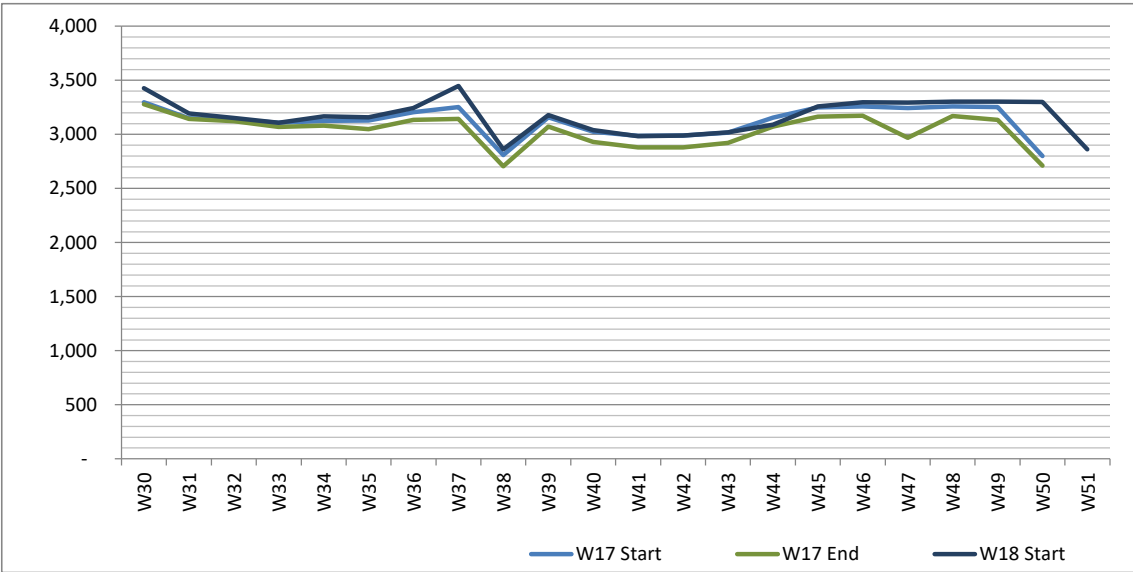


Note: FREIGHT-ONLY services with 0 seats are included in the first seat band '0-24'

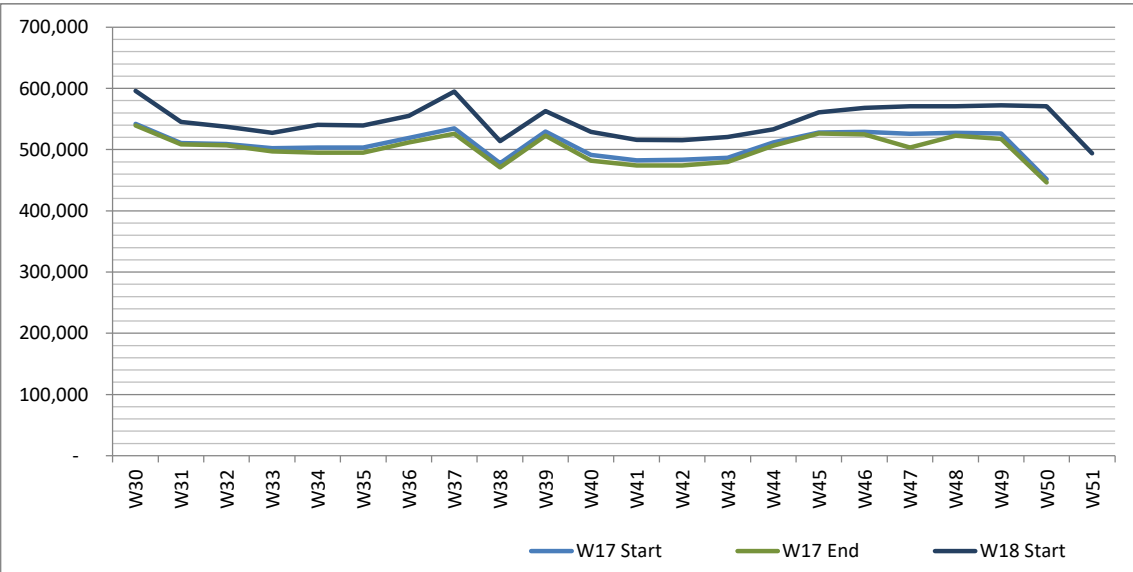
Full Season - Seasonality



Air Transport Movements by week of season



Air Transport Movement Seats by week of season



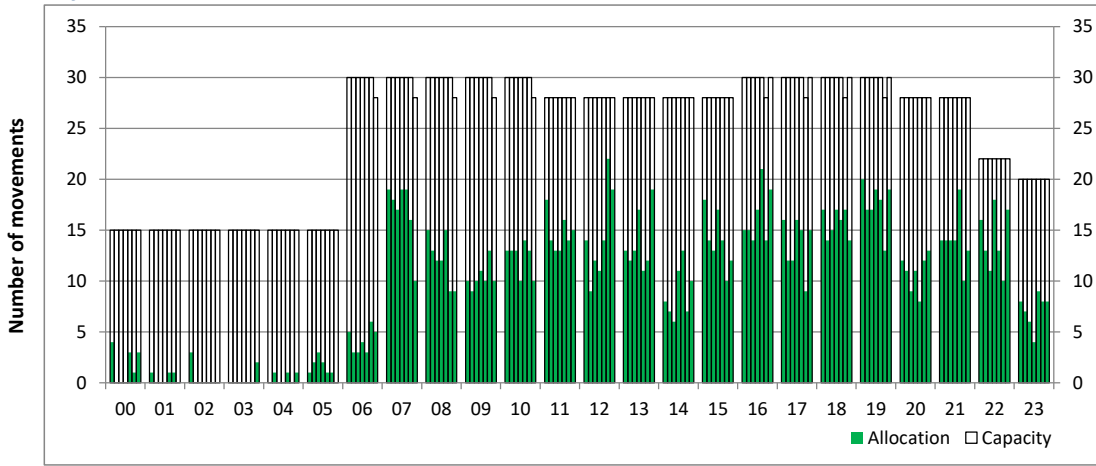
Peak Week - Hourly Runway Allocation

Schedule: W18 Start



Hourly Arrival Allocation

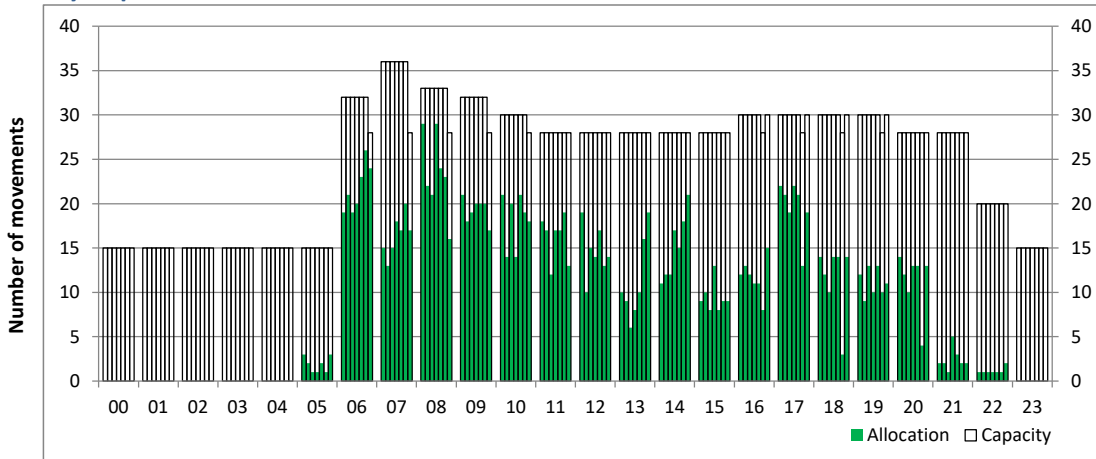
Time: UTC



Hour of day (24 hour format)

Hourly Departure Allocation

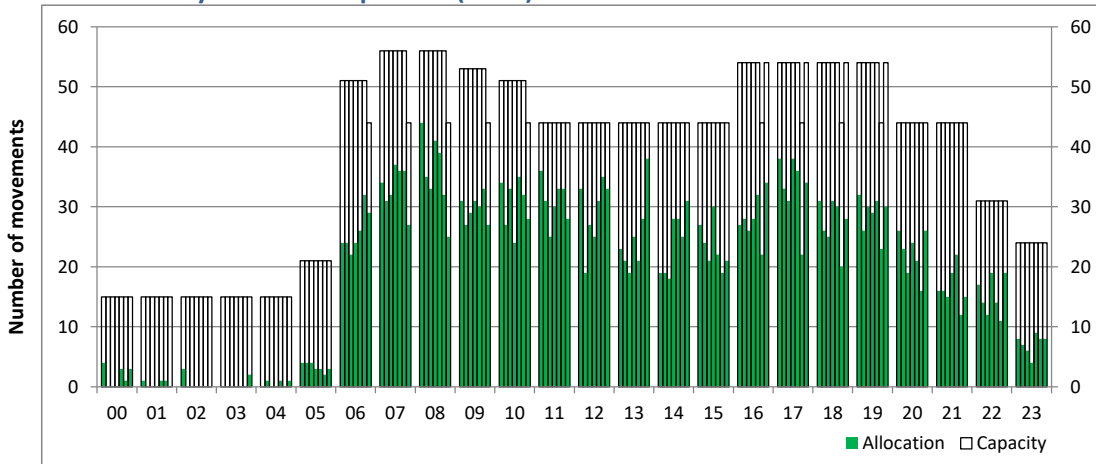
Time: UTC



Hour of day (24 hour format)

Combined Hourly Arrival & Departure (Total) Allocation

Time: UTC



Hour of day (24 hour format)

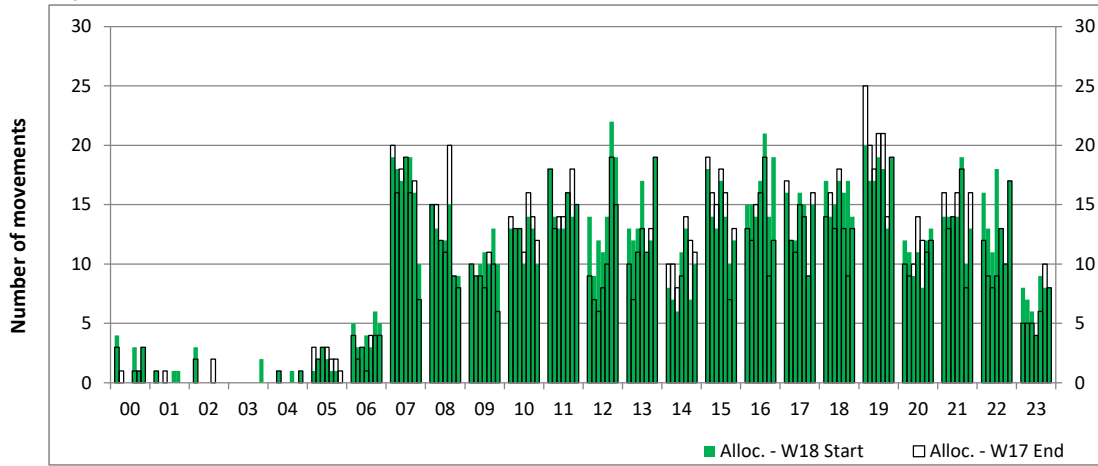
Peak Week - Runway Allocation Comparison

Comparison of W18 Start vs. W17 End



Hourly Arrival Allocation

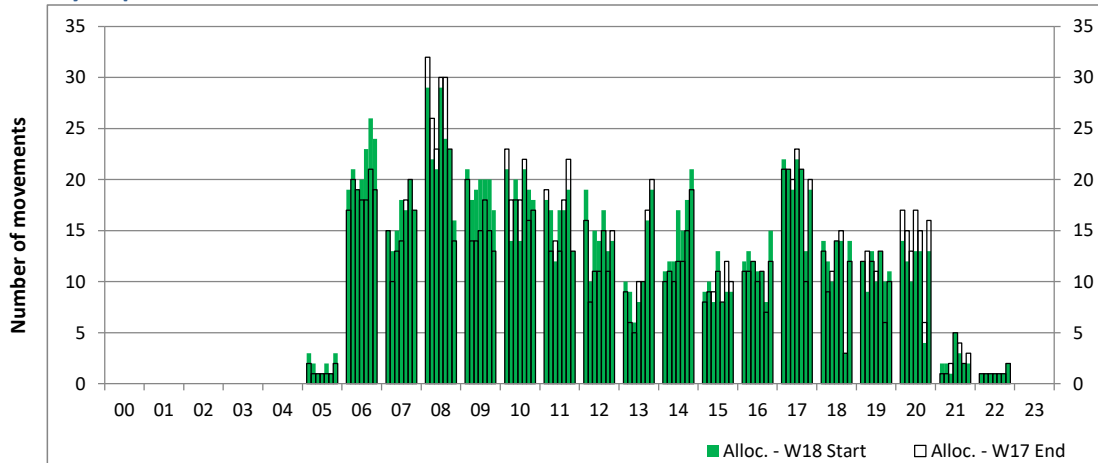
Time: UTC



Hour of day (24 hour format)

Hourly Departure Allocation

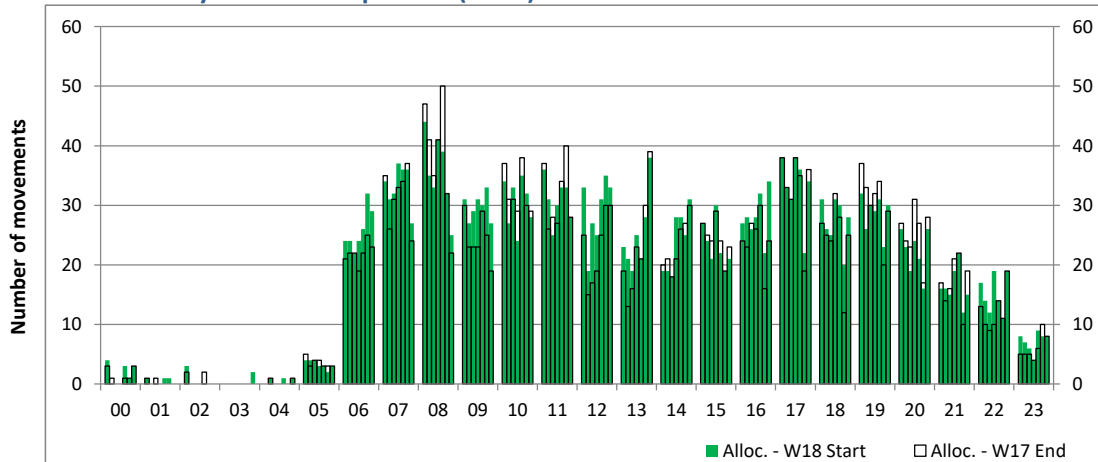
Time: UTC



Hour of day (24 hour format)

Combined Hourly Arrival & Departure (Total) Allocation

Time: UTC



Hour of day (24 hour format)

Peak Week - Passengers Histogram

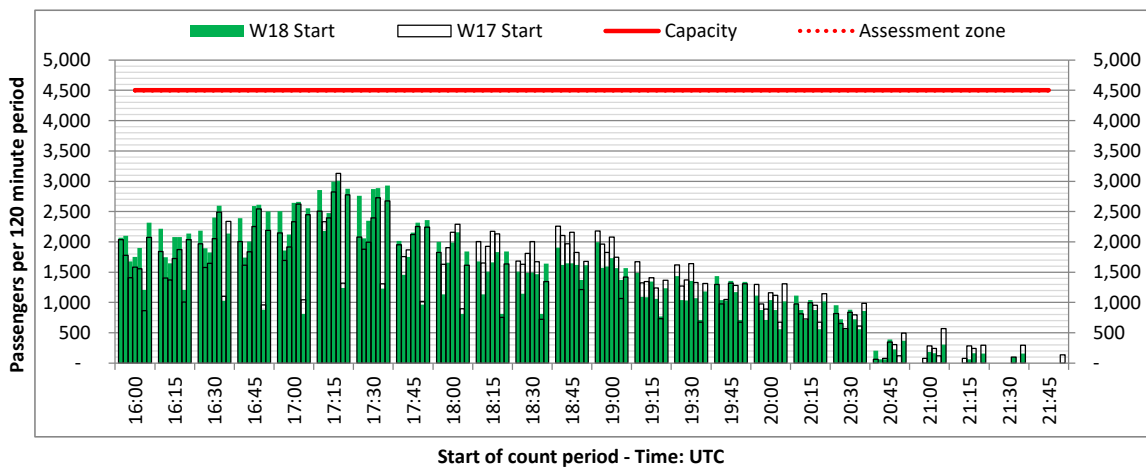
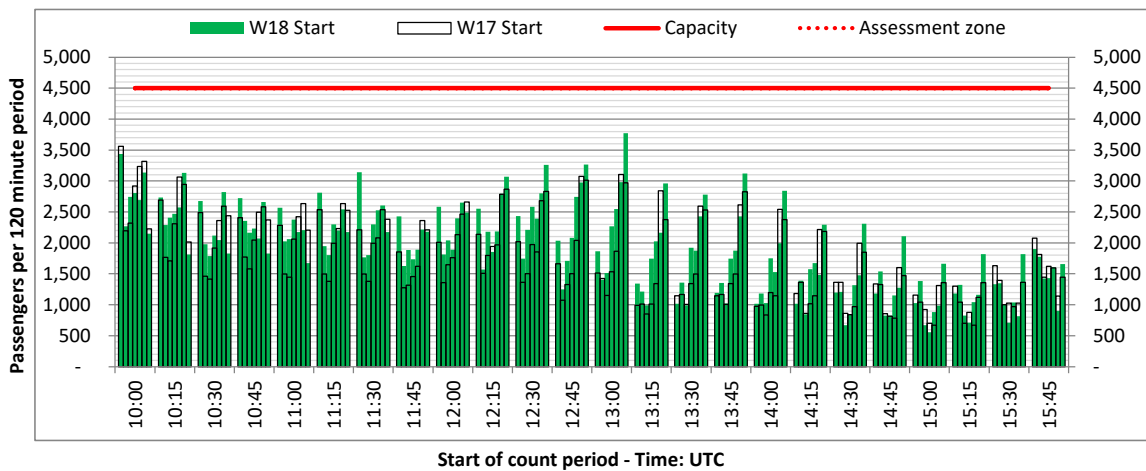
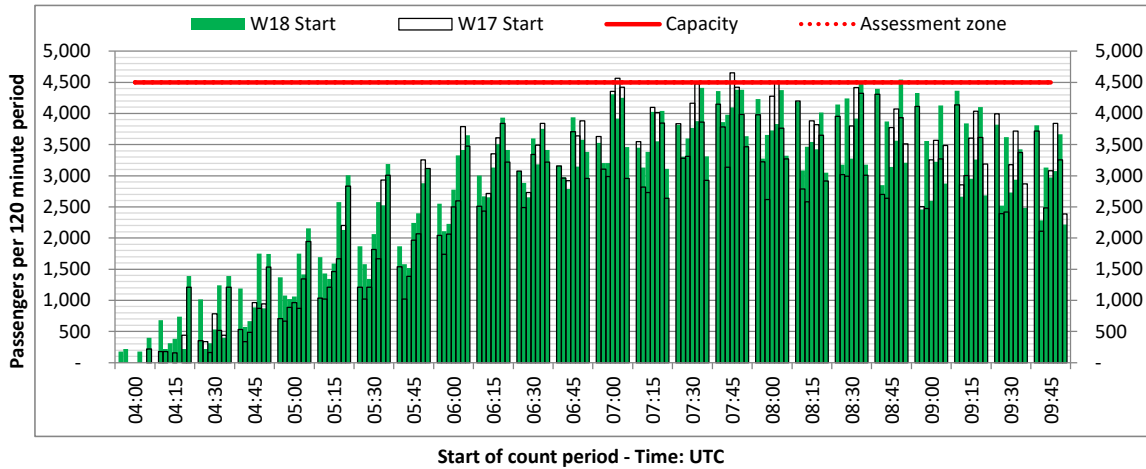
DEPARTURE - 120 minute count rolling every 15 mins (T120/15)



Terminals: T1

Operators: All Operators

Days: 1234567



Peak Week - Passengers Histogram

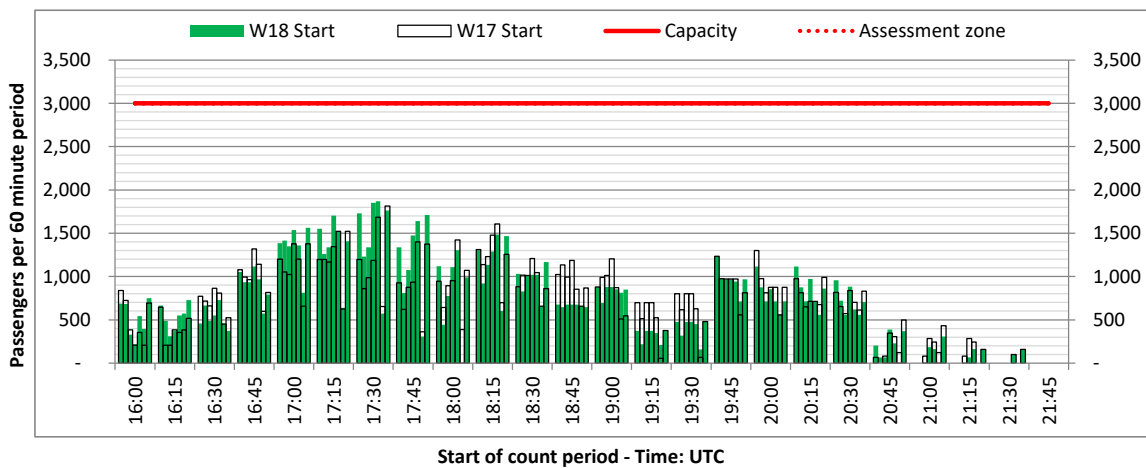
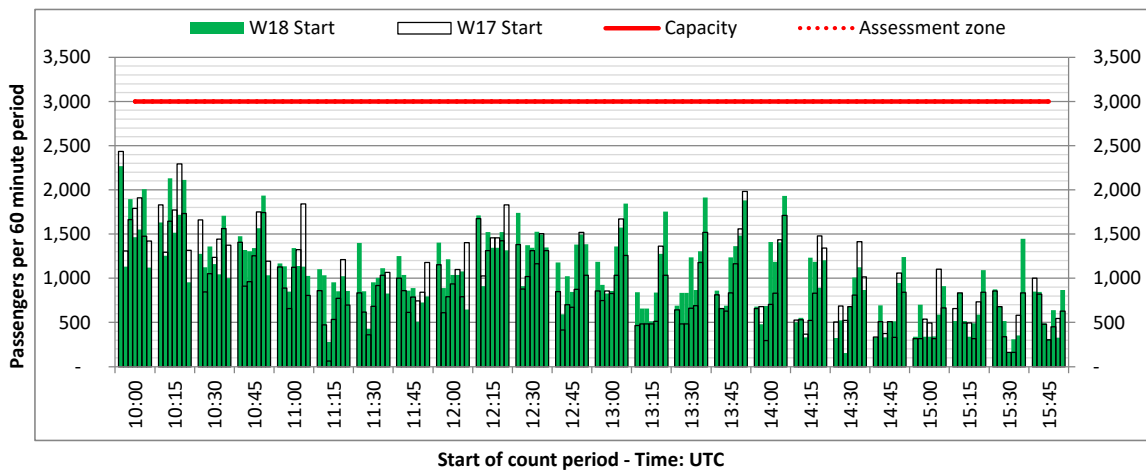
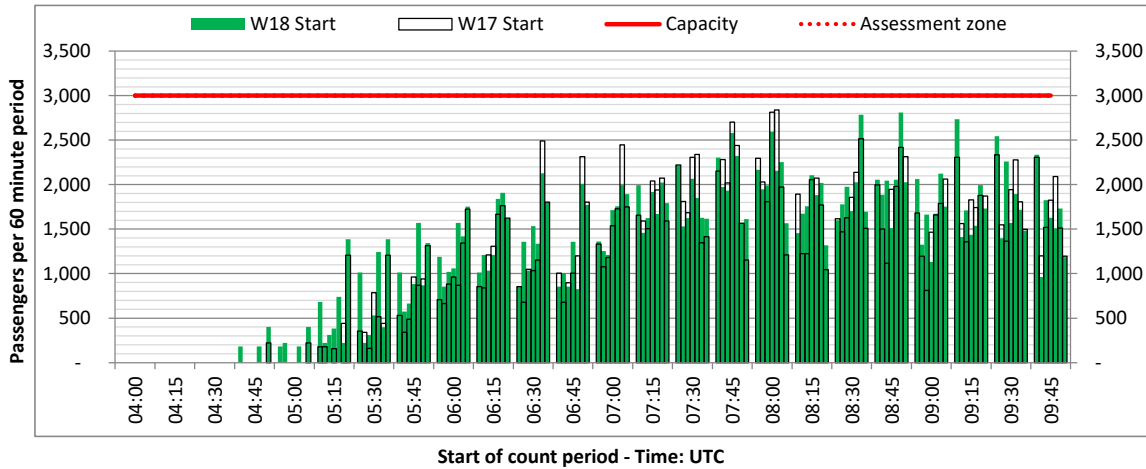
DEPARTURE - 60 minute count rolling every 15 mins (T60/15)



Terminals: T1

Operators: All Operators

Days: 1234567



Peak Week - Passengers Histogram

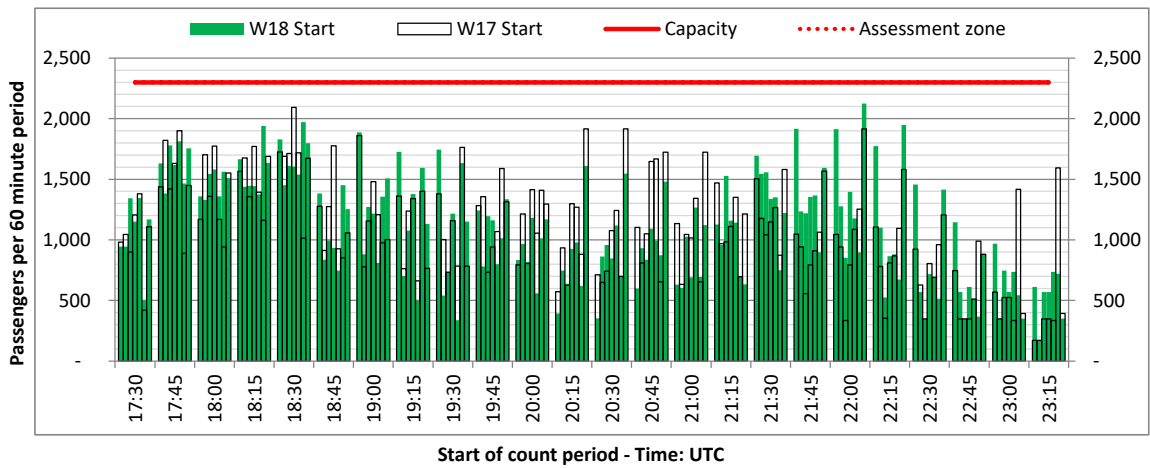
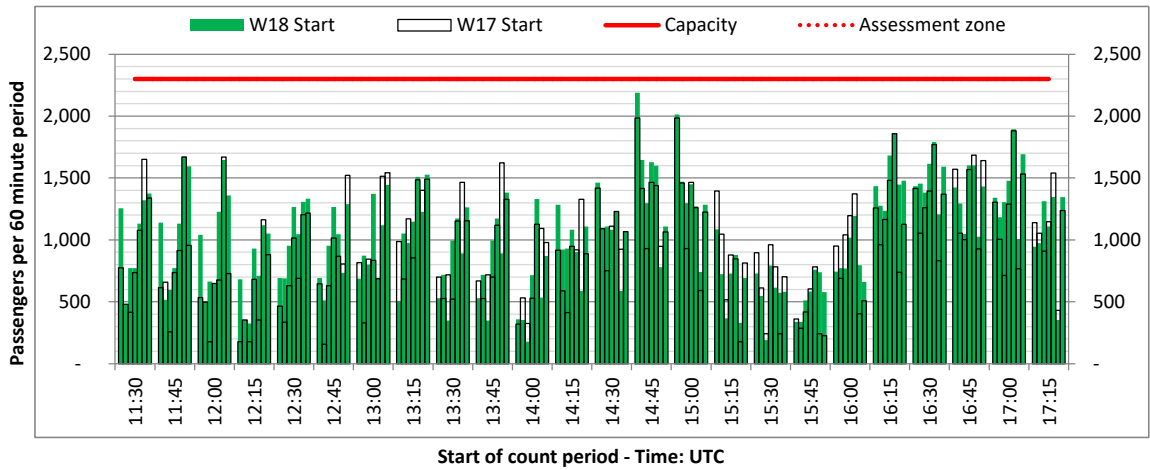
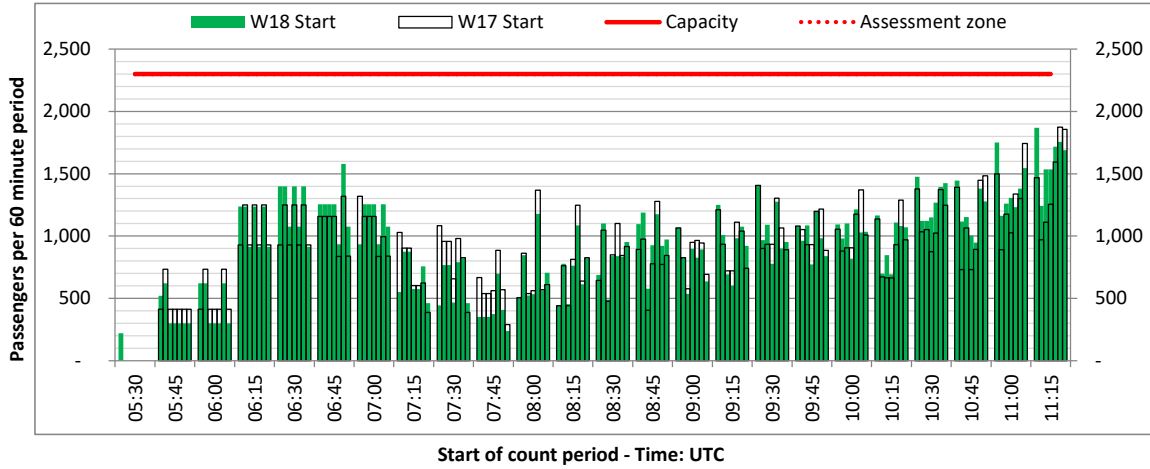
ARRIVAL - 60 minute count rolling every 15 mins (T60/15)



Terminals: T1

Operators: All Operators

Days: 1234567



Peak Week - Passengers Histogram

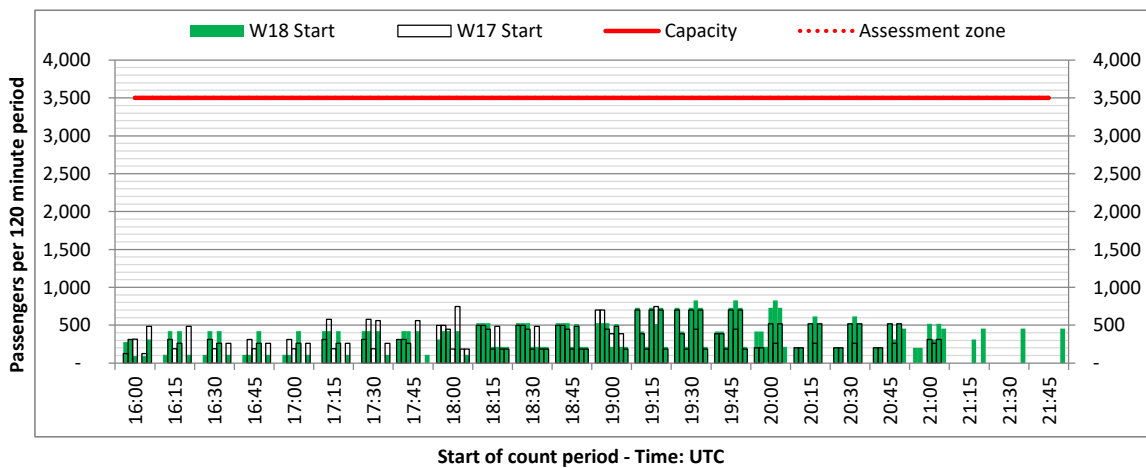
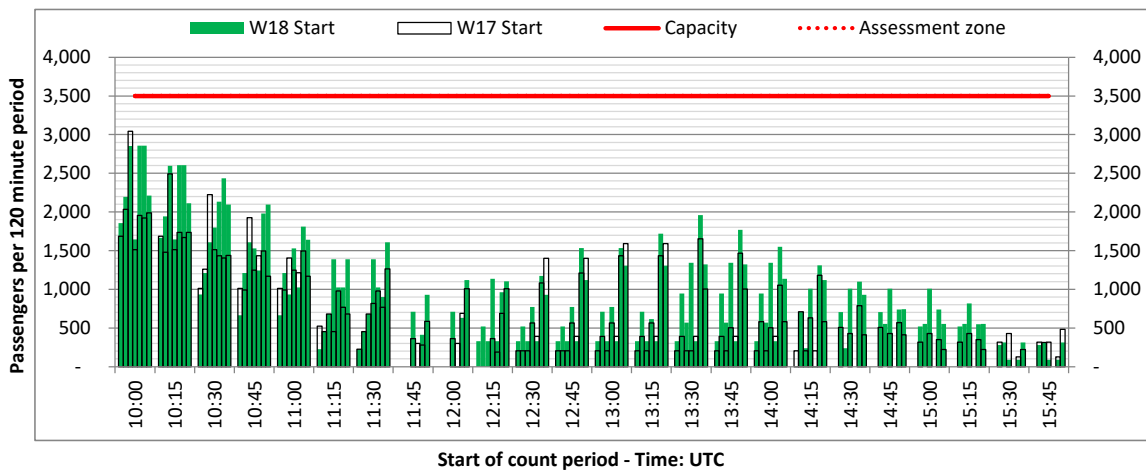
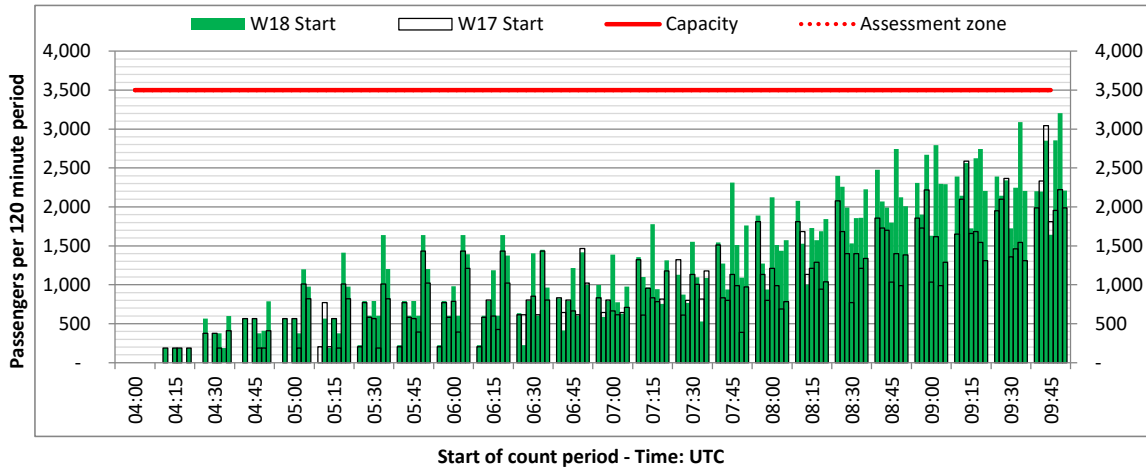
DEPARTURE - 120 minute count rolling every 15 mins (T120/15)



Terminals: T2

Operators: All Operators

Days: 1234567



Peak Week - Passengers Histogram

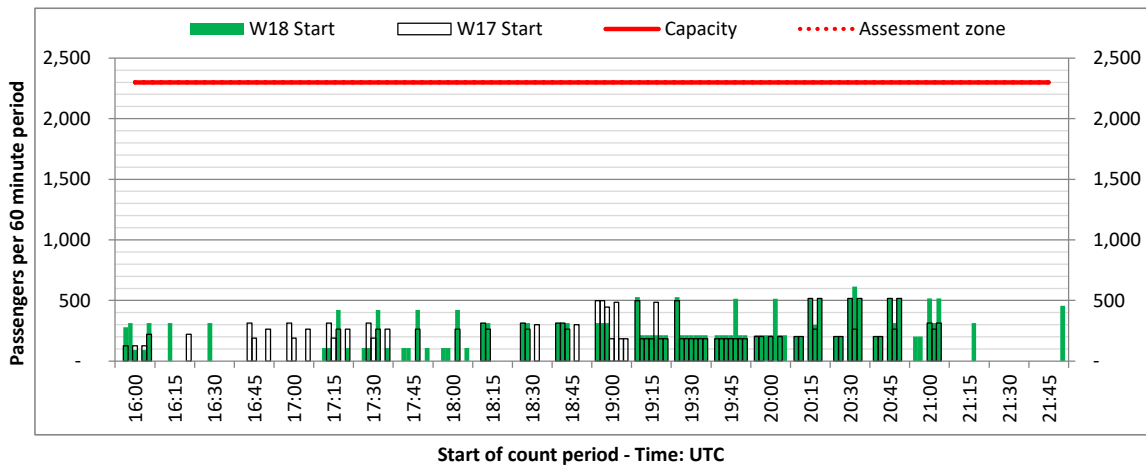
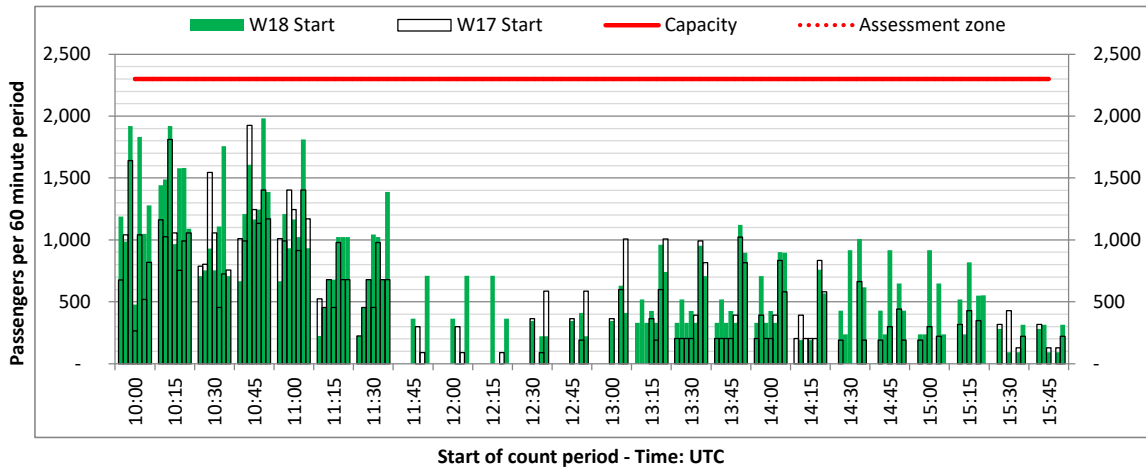
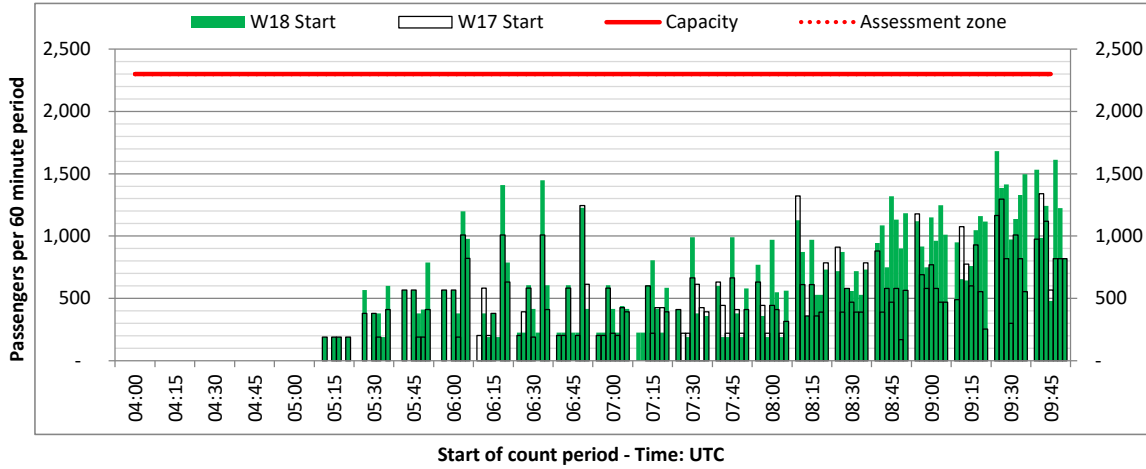
DEPARTURE - 60 minute count rolling every 15 mins (T60/15)



Terminals: T2

Operators: All Operators

Days: 1234567



Peak Week - Passengers Histogram

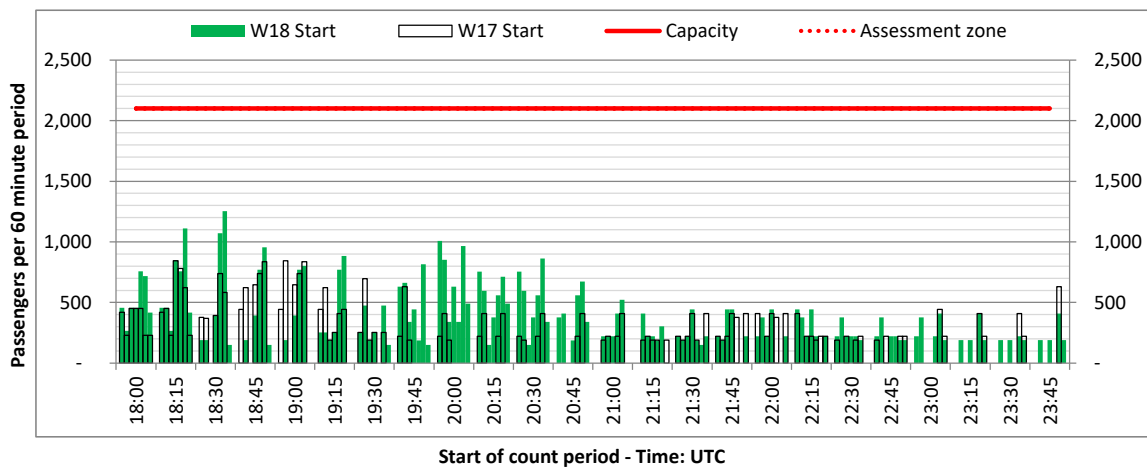
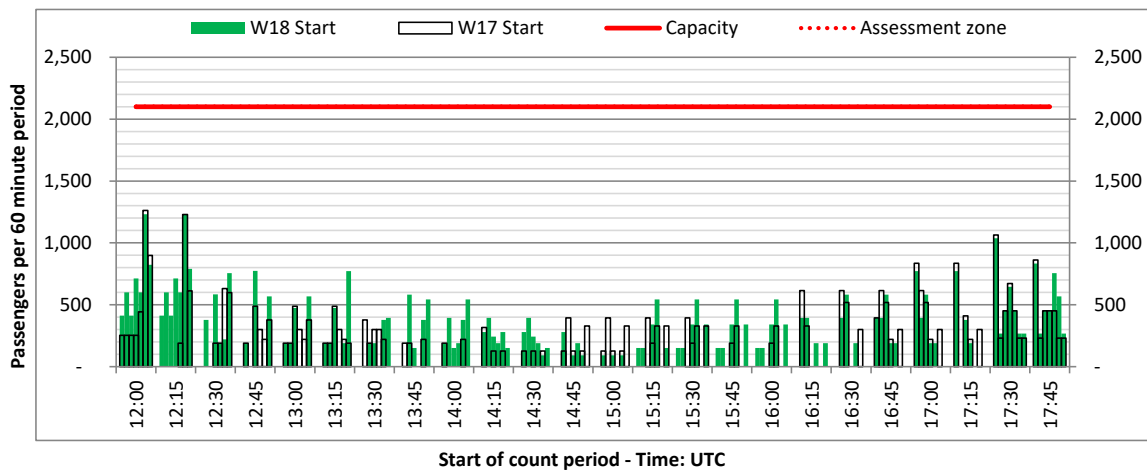
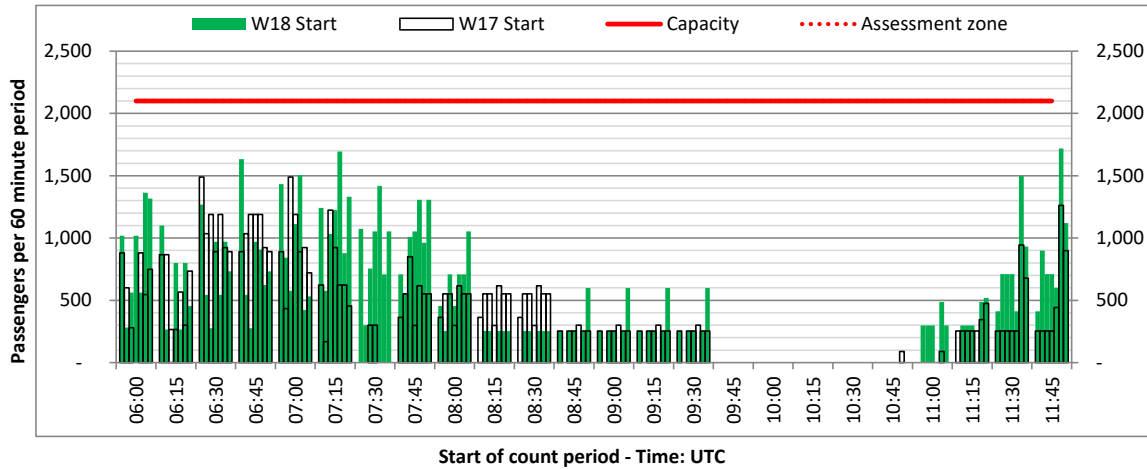
ARRIVAL - 60 minute count rolling every 15 mins (T60/15)



Terminals: T2

Operators: All Operators

Days: 1234567



Peak Week - Passengers Histogram

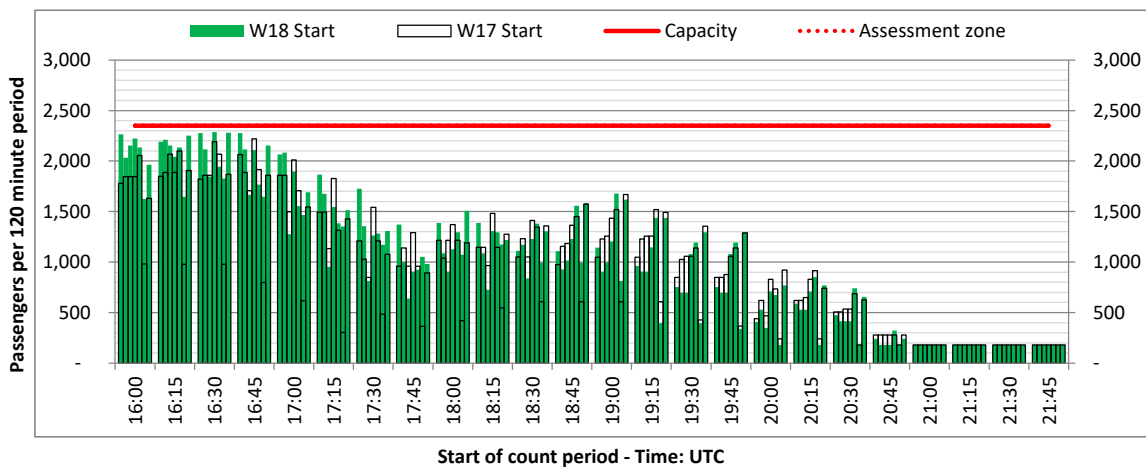
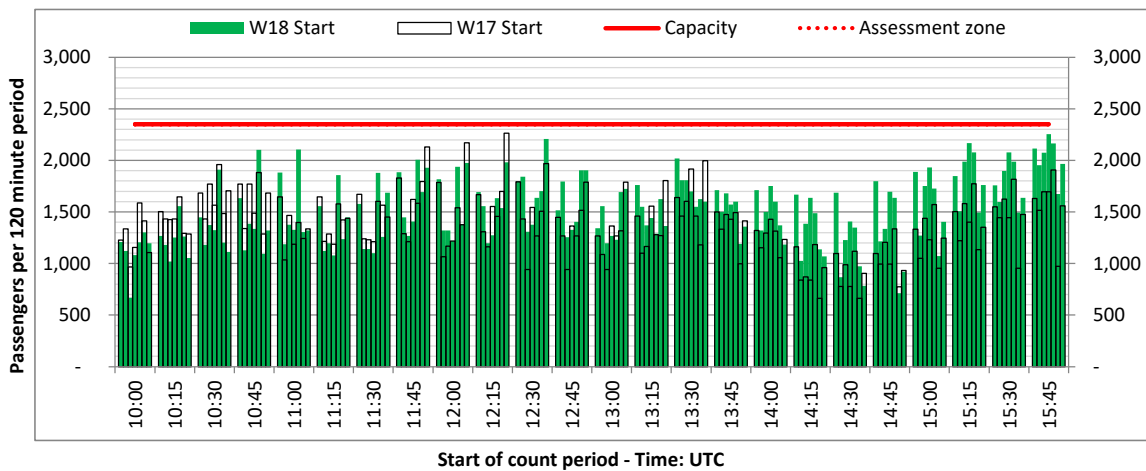
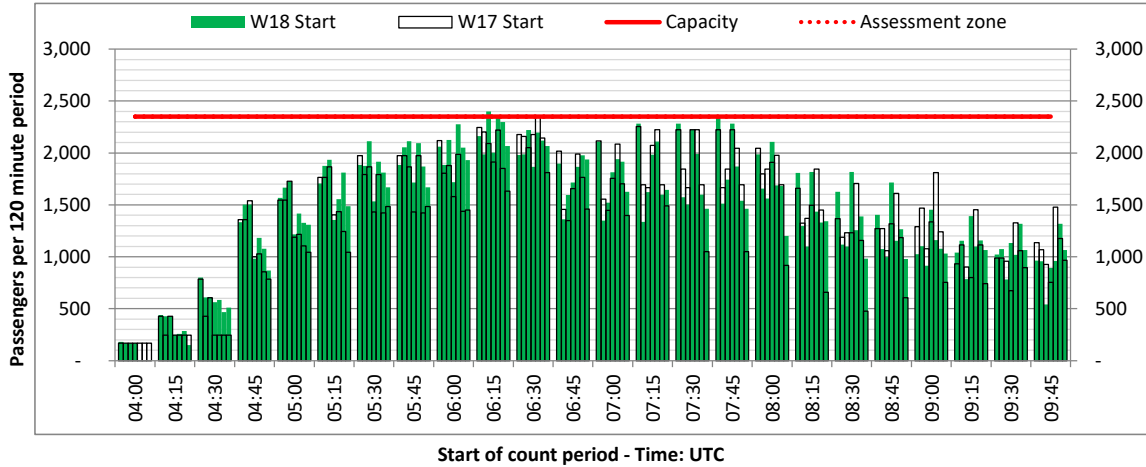
DEPARTURE - 120 minute count rolling every 15 mins (T120/15)



Terminals: T3

Operators: All Operators

Days: 1234567



Peak Week - Passengers Histogram

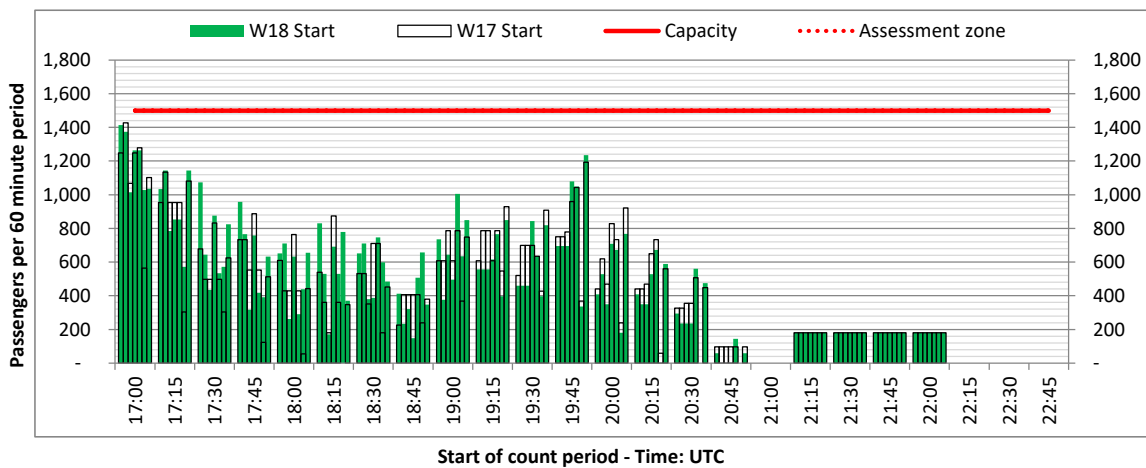
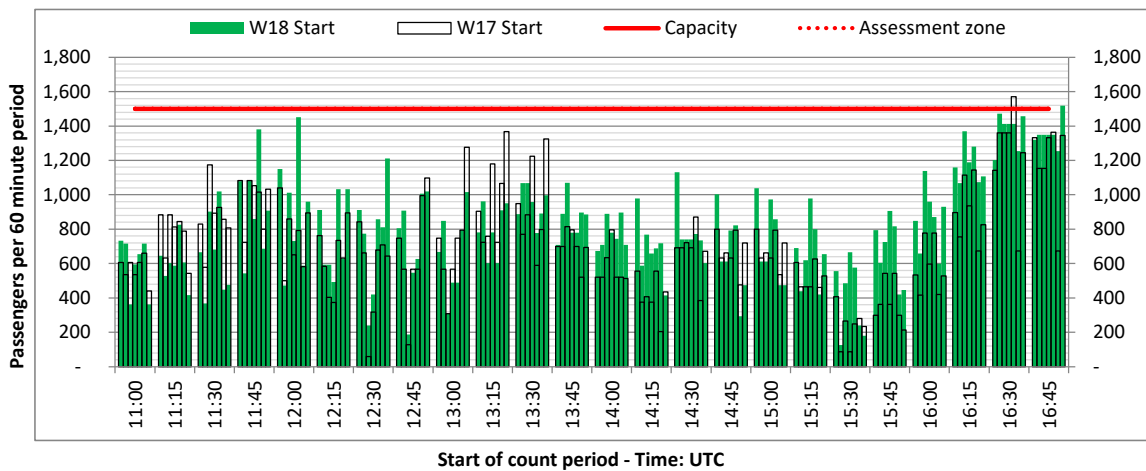
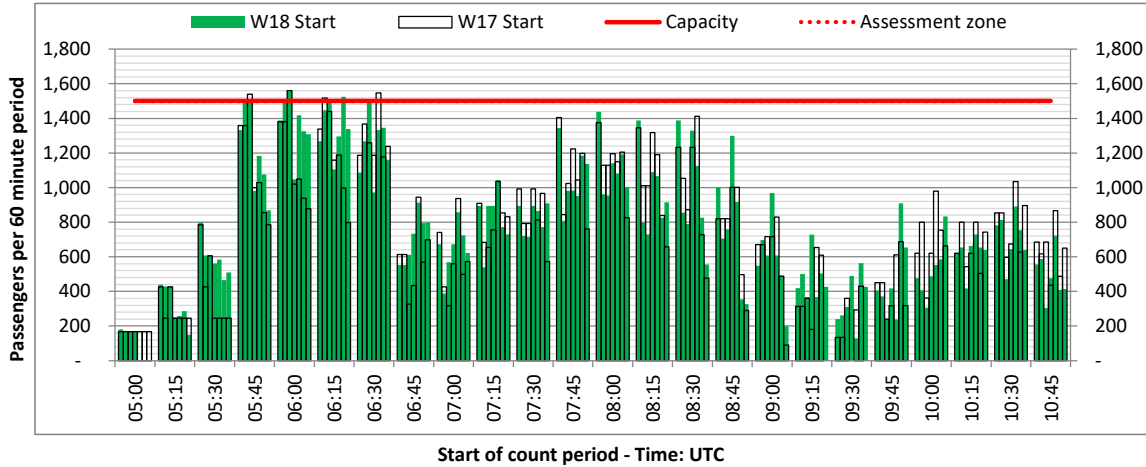
DEPARTURE - 60 minute count rolling every 15 mins (T60/15)



Terminals: T3

Operators: All Operators

Days: 1234567



Peak Week - Passengers Histogram

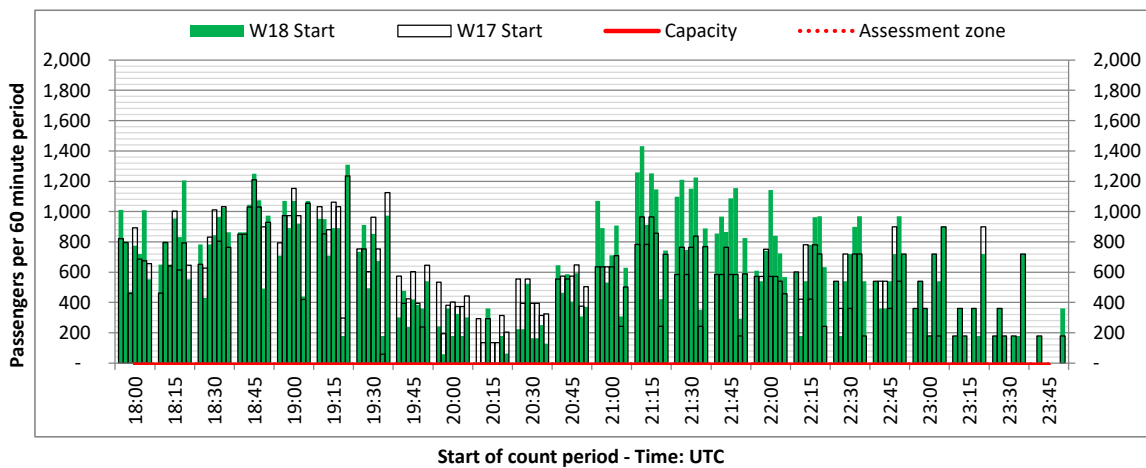
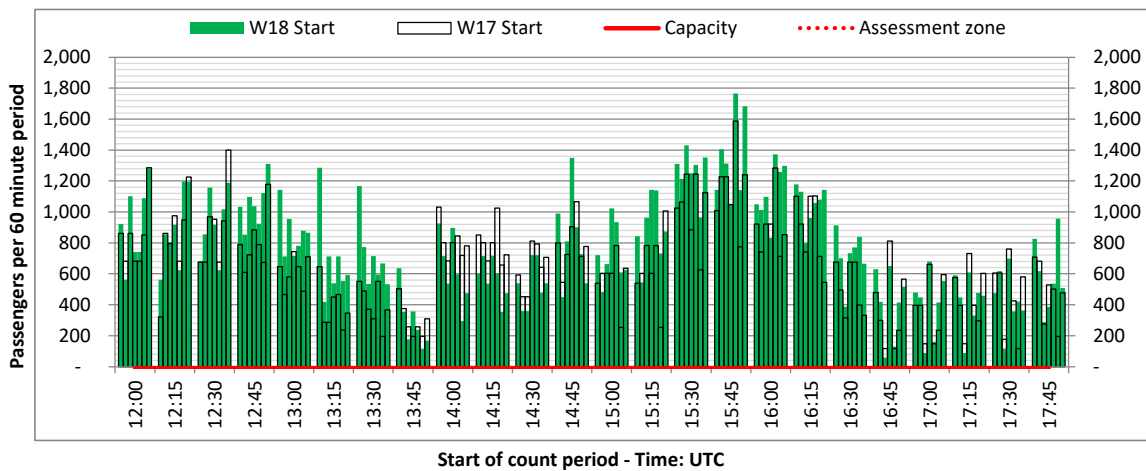
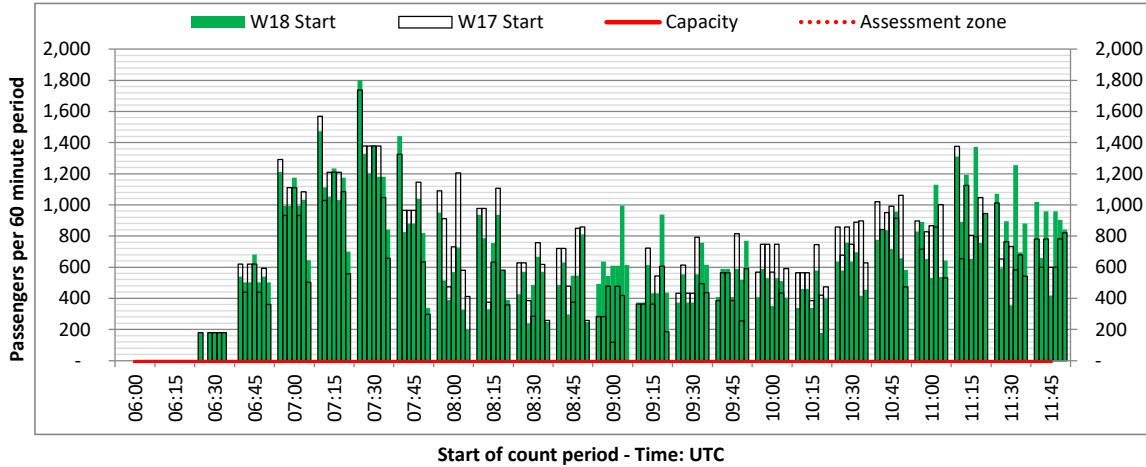
ARRIVAL - 60 minute count rolling every 15 mins (T60/15)



Terminals: T3

Operators: All Operators

Days: 1234567



Glossary



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 Mon 30-Oct-17.
W17 End	W17 schedule as cleared on Tue 16-Oct-18.
W18 Start	W18 schedule as cleared on Tue 16-Oct-18.
Peak Week	Peak week for W17 is Mon 05-Mar-18 to Sun 11-Mar-18. Peak week for W18 is Mon 04-Mar-19 to Sun 10-Mar-19.

For ACL use

	Airport-Season-Branch-Resource	From date	To date	Time
Full Season Rep 1	MAN-W17-START-Standard	Sun 29-Oct-2017	Sat 24-Mar-2018	UTC
Full Season Rep 2	MAN-W17-END-Standard	Sun 29-Oct-2017	Sat 24-Mar-2018	UTC
Full Season Rep 3	MAN-W18-START-Standard	Sun 28-Oct-2018	Sat 30-Mar-2019	UTC
	Airport-Season-Branch-Resource	From date	To date	Time
Peak Week Rep 1	MAN-W17-START-Standard	Mon 05-Mar-2018	Sun 11-Mar-2018	UTC
Peak Week Rep 2	MAN-W17-END-Standard	Mon 05-Mar-2018	Sun 11-Mar-2018	UTC
Peak Week Rep 3	MAN-W18-START-Standard	Mon 04-Mar-2019	Sun 10-Mar-2019	UTC