

Al Maktoum International Airport (DWC)

Summer 2019 (S19)



Start of Season Report

Report Date: Tue 12-Mar-2019

Headlines

	S19 Start	vs. S18 Start	vs. S18 End
Total Air Transport Movements (Passenger & Freight)	17,857	▲ 77.2%	▲ 64.5%
Total Passenger Air Transport Movements	10,330	▲ 160.0%	▲ 195.0%
Total Passenger Air Transport Movement Seats	1,919,504	▲ 166.8%	▲ 193.0%
Average Seats per Passenger Air Transport Movement	185.82	▲ 2.6%	▼ -0.7%
Percentage of allocated slots cleared as requested (OK)	97%		

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S18 scheduling season runs from Sun 25-Mar-2018 to Sat 27-Oct-2018 (217 days).

S19 scheduling season runs from Sun 31-Mar-2019 to Sat 26-Oct-2019 (210 days).

S18 full season data is adjusted by a factor of 0.96774 in order to directly compare against S19 full season data.

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Air Transport Movement Allocation by Operator

Comparison between S18 End vs. S19 Start



Operator	FULL SEASON ALLOCATION								PEAK WEEK ALLOCATION							
	S18 ATMs	S19 ATMs	+/- change	S19 Rank	S18 Seats	S19 Seats	+/- change	S19 Rank	S18 ATMs	S19 ATMs	+/- change	S19 Rank	S18 Seats	S19 Seats	+/- change	S19 Rank
Aeroflot	-	264	264	12	-	47,352	47,352	9	-	28	28	10	-	5,806	5,806	7
Aerologic	-	144	144	23	-	-	0	26	-	22	22	14	-	-	0	21
Air Atlanta Icelandic	2	-	-2	38	-	-	0	26	-	-	0	34	-	-	0	21
Air Cargo Global	10	-	-10	38	-	-	0	26	-	-	0	34	-	-	0	21
Air India	-	202	202	18	-	35,324	35,324	11	-	32	32	8	-	5,584	5,584	8
Air India Express	-	178	178	21	-	33,642	33,642	12	-	28	28	10	-	5,292	5,292	9
Air Stork	7	-	-7	38	-	-	0	26	1	-	-1	34	-	-	0	21
AirBridgeCargo	124	-	-124	38	-	-	0	26	4	-	-4	34	-	-	0	21
AlMasria Universal Airlines	1	-	-1	38	182	-	-182	26	-	-	0	34	-	-	0	21
AMS Airlines LLC	65	-	-65	38	-	-	0	26	5	-	-5	34	-	-	0	21
Antonov Airlines	3	-	-3	38	-	-	0	26	-	-	0	34	-	-	0	21
ASL Airlines Belgium	1	-	-1	38	-	-	0	26	-	-	0	34	-	-	0	21
Astral Aviation	3	-	-3	38	-	-	0	26	-	-	0	34	-	-	0	21
Atlas Air Inc	15	-	-15	38	-	-	0	26	-	-	0	34	-	-	0	21
Azerbaijan Airlines	2	-	-2	38	459	-	-459	26	-	-	0	34	-	-	0	21
Azur Air Russia	309	323	14	10	59,057	81,340	22,283	5	51	41	-10	7	9,737	10,536	799	4
Belavia Belarusian Airlines	-	11	11	34	-	2,079	2,079	21	-	2	2	30	-	378	378	20
CargoLogicAir	220	240	20	15	-	-	0	26	6	8	2	24	-	-	0	21
Cargolux	167	240	73	15	-	-	0	26	2	16	14	16	-	-	0	21
Cargolux Italia S.p.A	54	60	6	29	-	-	0	26	6	2	-4	30	-	-	0	21
Cathay Pacific	121	244	123	13	-	-	0	26	4	2	-2	30	-	-	0	21
Cham Wings Airlines	-	90	90	26	-	16,200	16,200	16	-	14	14	17	-	2,520	2,520	15
China Airlines	454	417	-37	8	-	-	0	26	16	14	-2	17	-	-	0	21
Condor	420	84	-336	28	115,500	23,068	-92,432	15	14	14	0	17	3,850	3,850	0	12
Cosmic Air PVT Ltd	2	-	-2	38	-	-	0	26	-	-	0	34	-	-	0	21
DHL Aviation	99	138	39	24	-	-	0	26	6	14	8	17	-	-	0	21
Easy Fly Express	2	-	-2	38	-	-	0	26	-	-	0	34	-	-	0	21
Edelweiss Air	2	-	-2	38	608	-	-608	26	-	-	0	34	-	-	0	21
Egypt Air	43	-	-43	38	-	-	0	26	-	-	0	34	-	-	0	21
Emirates	4,280	4,650	370	2	-	-	0	26	133	155	22	2	-	-	0	21
Ethiopian Airlines	209	239	30	17	-	-	0	26	6	8	2	24	-	-	0	21
Etihad Airways	27	-	-27	38	-	-	0	26	6	-	-6	34	-	-	0	21
Europe Air	134	-	-134	38	-	-	0	26	-	-	0	34	-	-	0	21
Eurowings	-	2	2	37	-	620	620	24	-	-	0	34	-	-	0	21
Federal Express	58	435	377	6	-	-	0	26	2	60	58	4	-	-	0	21
Fly Pro	37	-	-37	38	-	-	0	26	2	-	-2	34	-	-	0	21
Flydubai	748	5,227	4,479	1	140,978	926,598	785,620	1	28	732	704	1	5,277	128,643	123,366	1
Flynas	-	176	176	22	-	28,864	28,864	13	-	28	28	10	-	4,592	4,592	11
GA	14	-	-14	38	-	-	0	26	2	-	-2	34	-	-	0	21
Geo Sky LLC	256	-	-256	38	-	-	0	26	5	-	-5	34	-	-	0	21
Global Africa Cargo	296	-	-296	38	-	-	0	26	13	-	-13	34	-	-	0	21
Green Flag Aviation	8	-	-8	38	-	-	0	26	-	-	0	34	-	-	0	21
Gulf Air	-	288	288	11	-	40,356	40,356	10	-	46	46	6	-	6,454	6,454	6
Ikar Airlines LLC	5	-	-5	38	1,087	-	-1,087	26	-	-	0	34	-	-	0	21
Indigo	-	552	552	4	-	99,360	99,360	4	-	88	88	3	-	15,840	15,840	2
Iran Air	14	-	-14	38	-	-	0	26	-	-	0	34	-	-	0	21
Kalitta Air	2	-	-2	38	-	-	0	26	-	-	0	34	-	-	0	21
Kuwait Airways	-	38	38	32	-	5,054	5,054	19	-	6	6	28	-	798	798	18
Mahan Air	-	192	192	19	-	59,136	59,136	7	-	30	30	9	-	9,240	9,240	5
Maximus Airlines	1	-	-1	38	-	-	0	26	-	-	0	34	-	-	0	21
MNG Airlines	4	-	-4	38	-	-	0	26	-	-	0	34	-	-	0	21
MyCargo Airlines	54	-	-54	38	-	-	0	26	-	-	0	34	-	-	0	21
National Air Cargo	8	-	-8	38	-	-	0	26	-	-	0	34	-	-	0	21
Nepal Airlines	-	182	182	20	-	49,868	49,868	8	-	14	14	17	-	3,836	3,836	13
NordStar Airlines	2	-	-2	38	348	-	-348	26	-	-	0	34	-	-	0	21
Nordwind Airlines	-	16	16	33	-	3,024	3,024	20	-	4	4	29	-	756	756	19
Oscar Jet	2	-	-2	38	-	-	0	26	-	-	0	34	-	-	0	21
Qatar Airways	914	1,320	406	3	131,551	242,220	110,669	2	-	-	0	34	-	-	0	21
Qeshm Air	6	-	-6	38	-	-	0	26	-	-	0	34	-	-	0	21
Red Wings Airlines	75	-	-75	38	14,439	-	-14,439	26	14	-	-14	34	2,680	-	-2,680	21
Royal Flight	74	-	-74	38	13,968	-	-13,968	26	11	-	-11	34	2,079	-	-2,079	21
Royal Jordanian	205	-	-205	38	31,185	-	-31,185	26	8	-	-8	34	1,216	-	-1,216	21
Royal Wings	4	-	-4	38	588	-	-588	26	-	-	0	34	-	-	0	21
Ruby Star	33	-	-33	38	-	-	0	26	2	-	-2	34	-	-	0	21
Rwandair	3	-	-3	38	447	-	-447	26	-	-	0	34	-	-	0	21
Salam Air	-	88	88	27	-	15,312	15,312	17	-	14	14	17	-	2,436	2,436	16
Silk Way Airlines	17	-	-17	38	-	-	0	26	-	-	0	34	-	-	0	21
Silk Way West Airlines	72	-	-72	38	-	-	0	26	2	-	-2	34	-	-	0	21
SKA Air Uganda	4	-	-4	38	-	-	0	26	-	-	0	34	-	-	0	21
Small Planet Airlines	3	-	-3	38	523	-	-523	26	1	-	-1	34	180	-	-180	21
Small Planet Airlines (DE)	4	-	-4	38	697	-	-697	26	2	-	-2	34	360	-	-360	21
SpiceJet	-	368	368	9	-	69,552	69,552	6	-	56	56	8	-	10,584	10,584	8
SunExpress	2	-	-2	38	366	-	-366	26	-	-	0	34	-	-	0	21
The Cargo Airlines	130	-	-130	38	-	-	0	26	9	-	-9	34	-	-	0	21
TUI Airways	-	6	6	38	-	1,800	1,800	23	-	-	0	34	-	-	0	21
TUIfly	2	10	8	35	366	1,890	1,524	22	-	-	0	34	-	-	0	21
Turkish Airlines	238	241	3	14	-	165	165	25	6	8	2	24	-	-	0	21
Turkmenistan Airlines	1	-	-1	31	-	-	0	26	-	8	0	34	-	-	0	21
Ukraine International	-	52	52	31	-	9,360	9,360	18	-	8	8	24	-	1,440	1,440	17
Uni-Top Airlines	-	420	420	7	-	-	0	26	-	14	14	17	-	-	0	21
UPS Airlines	1	-	-1	38	-	-	0	26	-	-	0	34	-	-	0	21
Ural Airlines	143	120	-23	25	31,510	24,120	-7,390	14	16	24	8	13	3,520	4,800	1,280	10
Uzbekistan Airways	14	60	46	29	-	-	0	26	2	2	0	30	-	-	0	21
Vistajet Canada	6	-	-6	38	14	-	-14	26	2	-	-2	34	14	-	-14	21
Volga-Dnepr Airlines	24	-	-24	38	-	-	0	26	-	-	0	34	-	-	0	21
Wizz Air	583	540	-43	3	110,865	103,200	-7,665	3	20	18	-2	15	3,800	3,440	-360	14
Yamal Airlines	2	-	-2	38	317	-	-317	26	-	-	0	34	-	-	0	21
Zetavia	16	-	-16	38	-	-	0	26	3	-	-3	34	-	-	0	21
TOTAL	10,855	17,857	7,002		655,053	1,919,504	1,264,451		410	1,552	1,142		32,713	226,825	194,112	

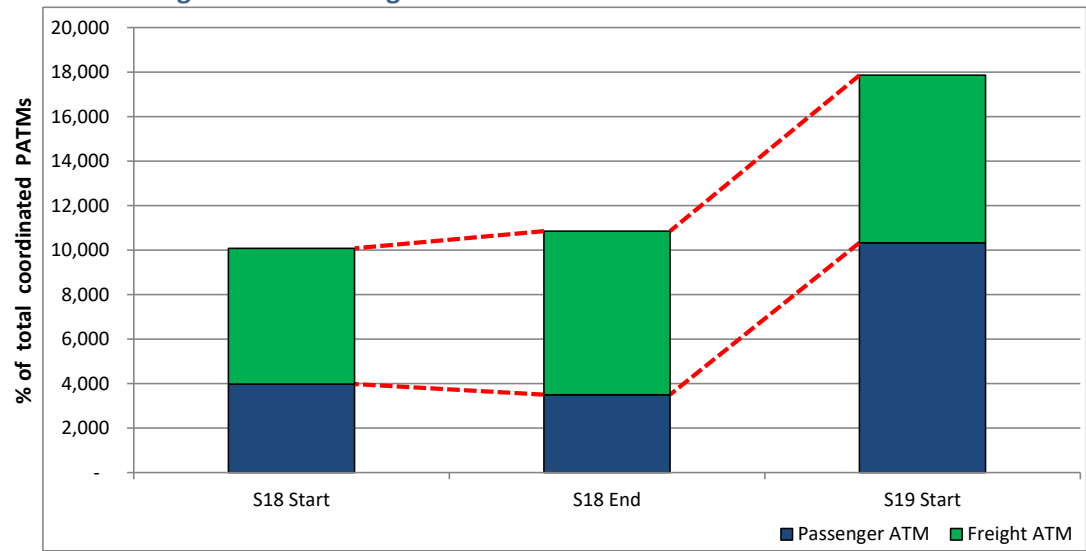
Operators with 0 'ATMs' in both S18 End & S19 Start schedules are included in the table due to appearing in the S18 Start schedule (either with/without allocated slots).

Significant Route Changes



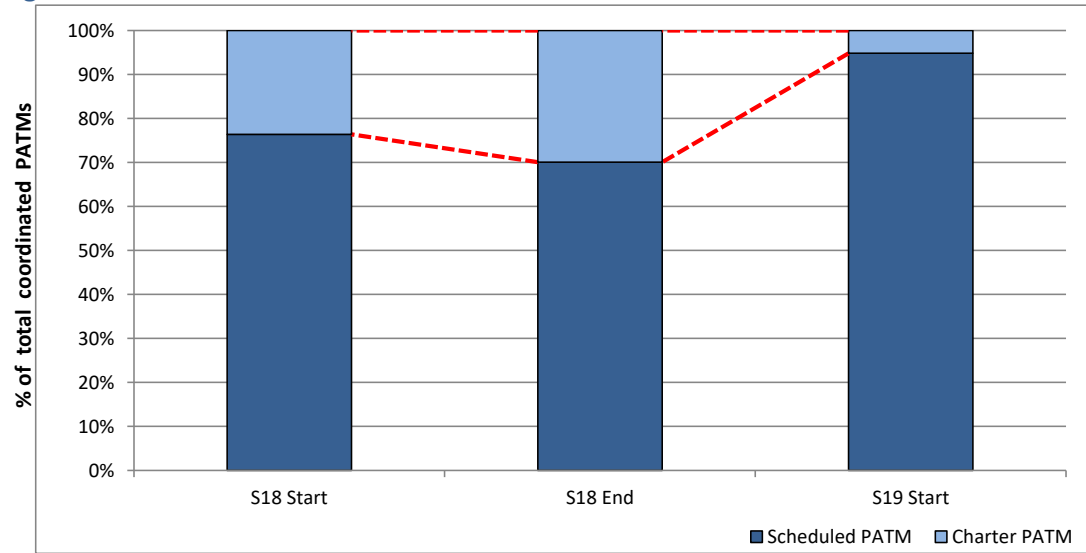
Operator	Category	Description of change from S18 schedule to S19 schedule
Aeroflot	NEW	Services to SVO
Air India	NEW	Services to BLR, MAA, CTS
Air India Express	NEW	Services to IXE
Azur Air Russia	NEW	Services to NBC, PEE, REN, VKO, VOG, VOZ
Azur Air Russia	CANCELLED	Services to DME, EGO, OVB
Belavia Belarusian Airlines	NEW	Services to MSQ
Cham Wings Airlines	NEW	Services to DAM
Condor	NEW	Services to BSL, DUS, FRA
Condor	CANCELLED	Services to CGN, DRS, SXF
flydubai	NEW	Services to ADD, AHB, AMD, BAH, BOM, CCJ, CGP, CMB, COK, DEL, DMM, ELQ
flydubai	NEW	Services to FRU, GIZ, HAS, HBE, HOF, HYD, IFN, JED, KBL, KHI, KRT, KTM, KWI
flydubai	NEW	Services to LKO, LRR, LYP, MAA, MCT, MED, MHD, MUX, NJF, RUH, SAW, SKT, SYZ
flydubai	NEW	Services to TIF, TUU
Flynas	NEW	Services to RUH
Gulf Air	NEW	Services to BAH
Indigo	NEW	Services to AMD, BOM, CCJ, COK, DEL, HYD, IXC, MAA
Mahan Air	NEW	Services to IKA
Nepal Airlines	NEW	Services to KTM
Red Wings Airlines	CANCELLED	Services to DME
ROYAL FLIGHT	CANCELLED	Services to GOJ, LED, ROV, TJM
Royal Jordanian	CANCELLED	Services to AMM
Salam Air	NEW	Services to MCT
Spicejet	NEW	Services to BOM, COK, DEL, IXM
TRANS AIR BENIN	NEW	Services to OMS, SVO
TUIfly	NEW	Services to TXL
Ukraine International	NEW	Services to KBP
Ural Airlines	NEW	Services to SVX
Ural Airlines	CANCELLED	Services to CEK, KUF, KZN, UFA

Total ATMs: Passenger ATMs vs. Freight ATMs



Schedule Snapshot

Passenger ATMs: Scheduled vs. Charter

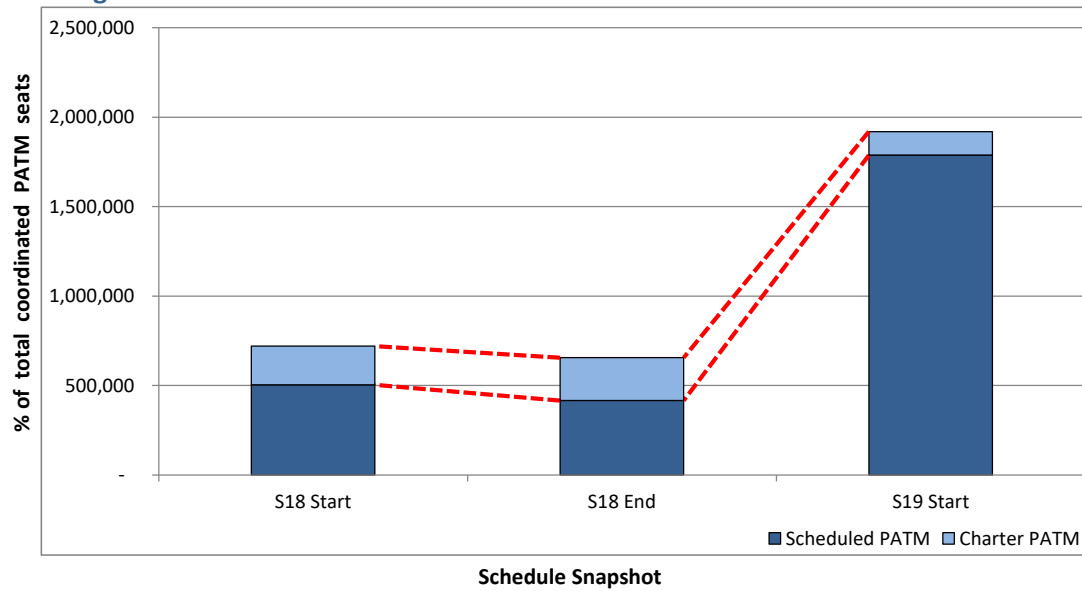


Schedule Snapshot

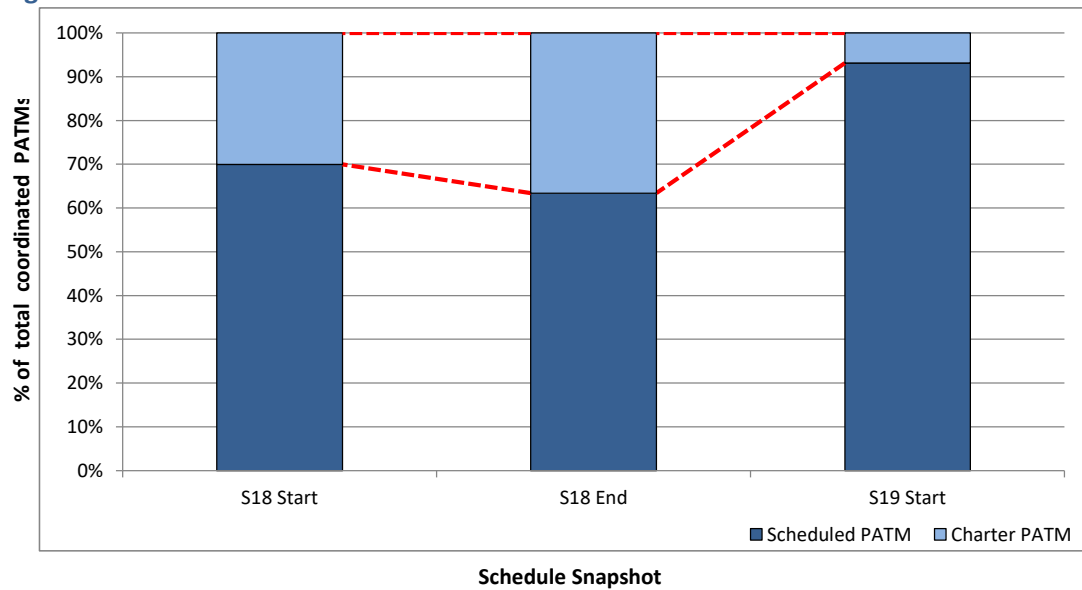
Full Season - PATM Seats Analysis



Total Passenger ATM seats: Scheduled vs. Charter



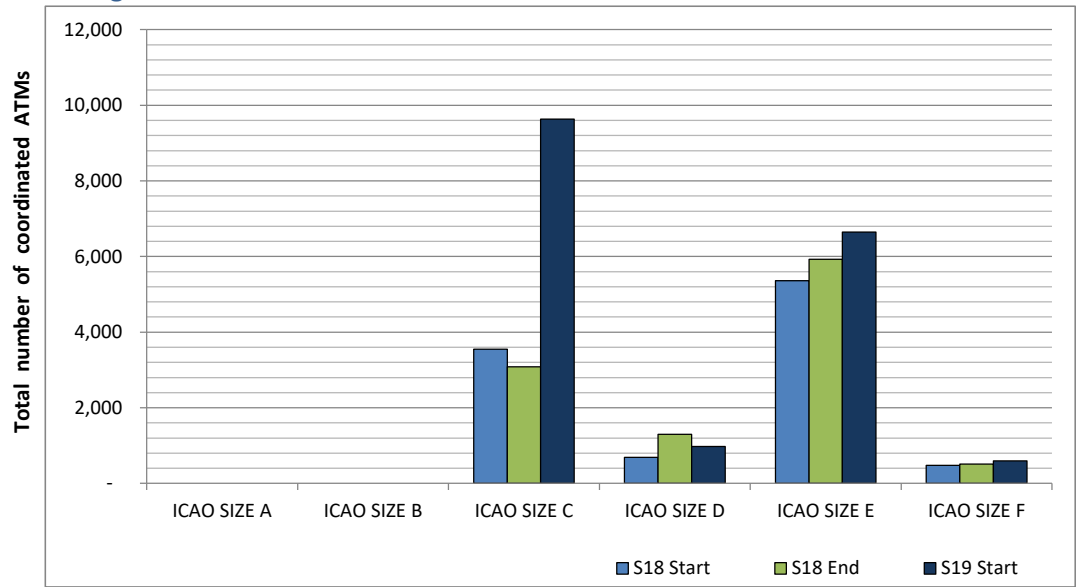
Passenger ATM seats: Scheduled vs. Charter



Full Season - Aircraft Size Analysis

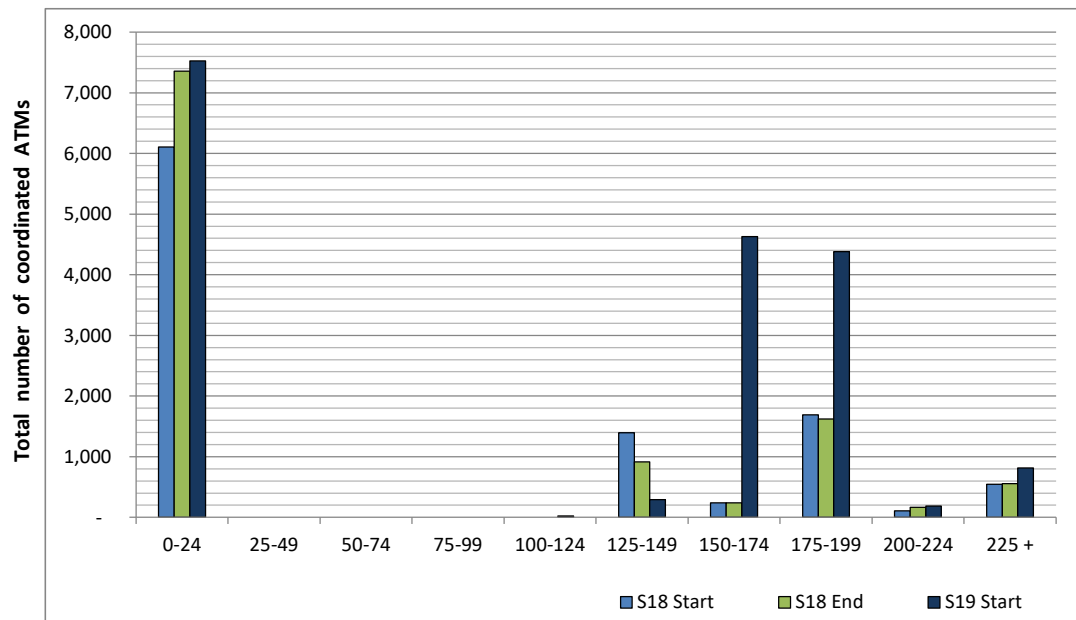


ICAO size designation



Note: See Glossary for definitions of ICAO SIZE groupings

Air Transport Movement seat distribution

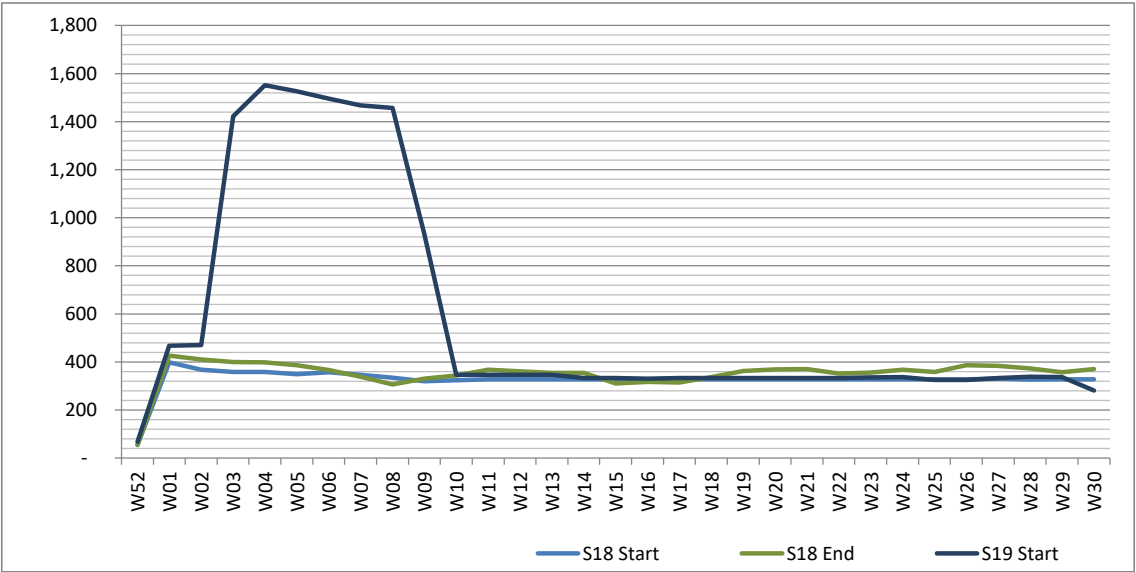


Note: FREIGHT-ONLY services with 0 seats are included in the first seat band '0-24'

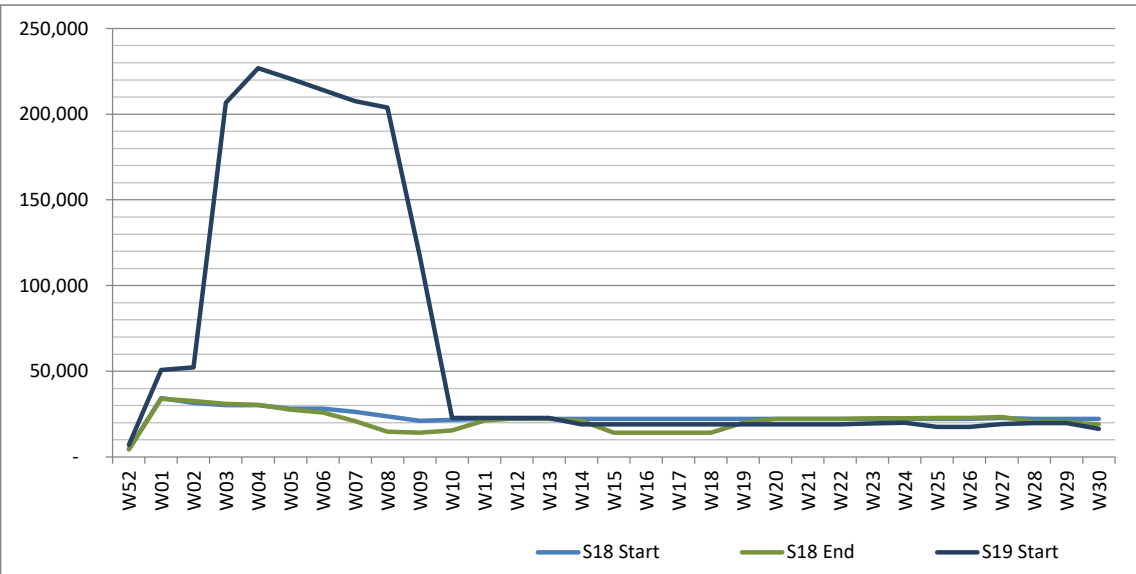
Full Season - Seasonality



Air Transport Movements by week of season



Air Transport Movement Seats by week of season



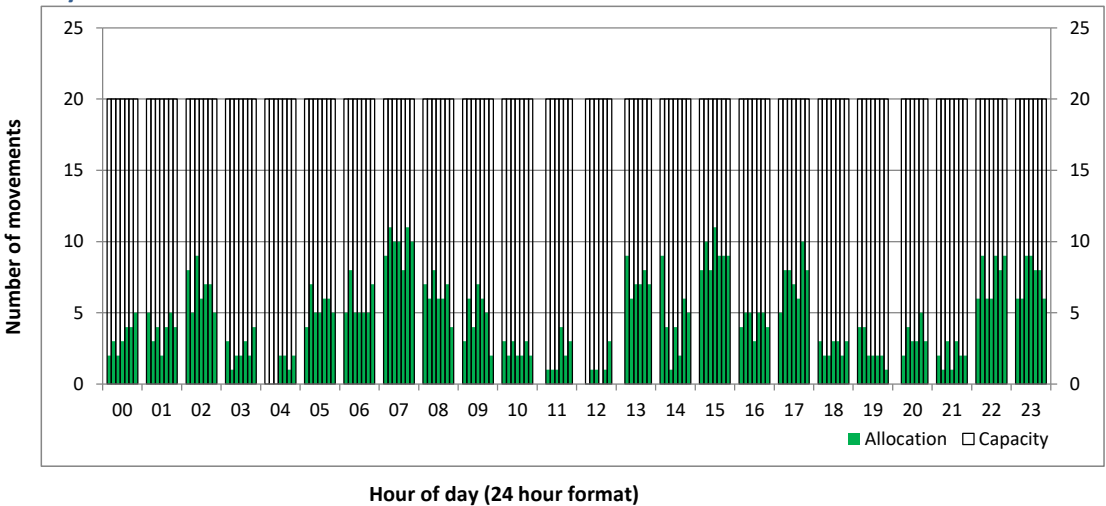
Peak Week - Hourly Runway Allocation

Schedule: S19 Start



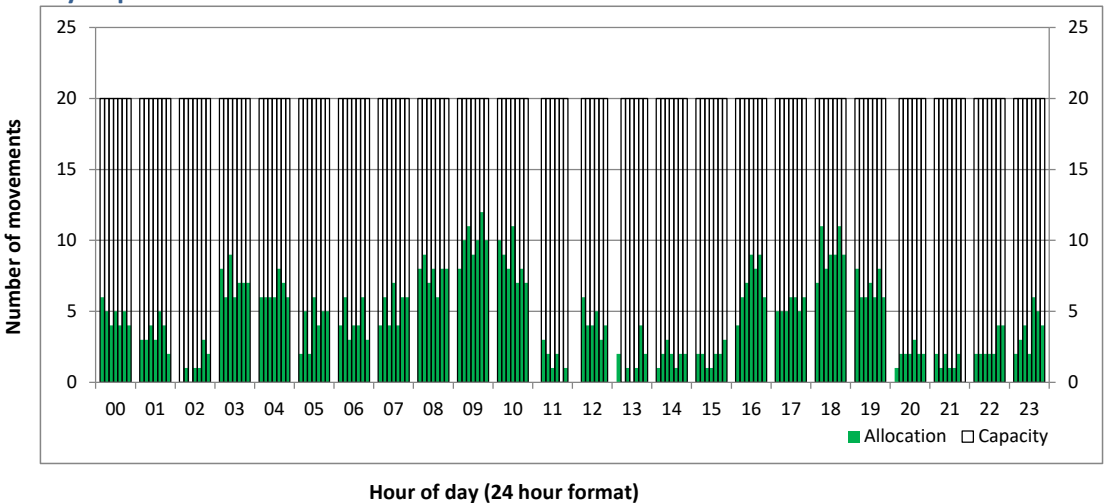
Hourly Arrival Allocation

Time: UTC



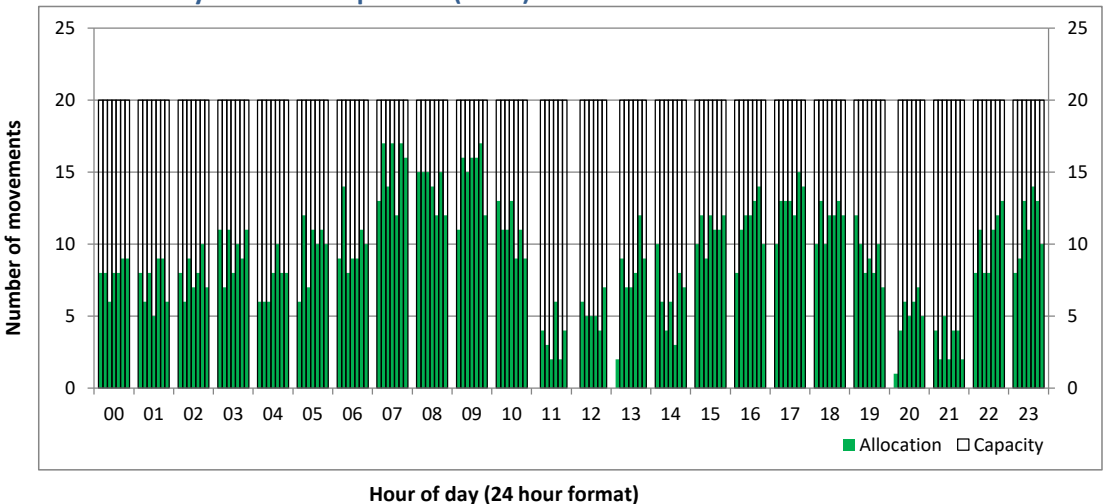
Hourly Departure Allocation

Time: UTC



Combined Hourly Arrival & Departure (Total) Allocation

Time: UTC



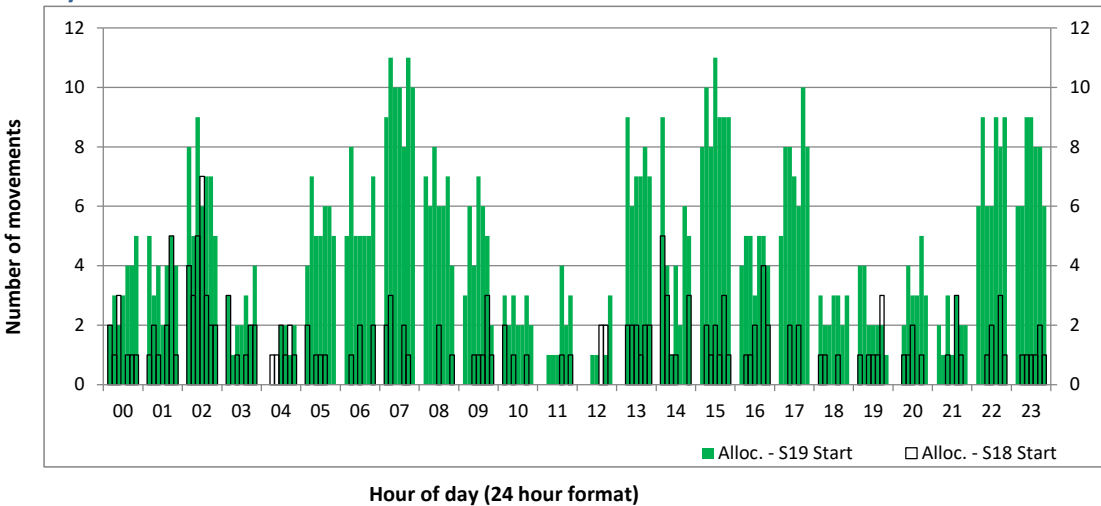
Peak Week - Runway Allocation Comparison

Comparison of S19 Start vs. S18 Start



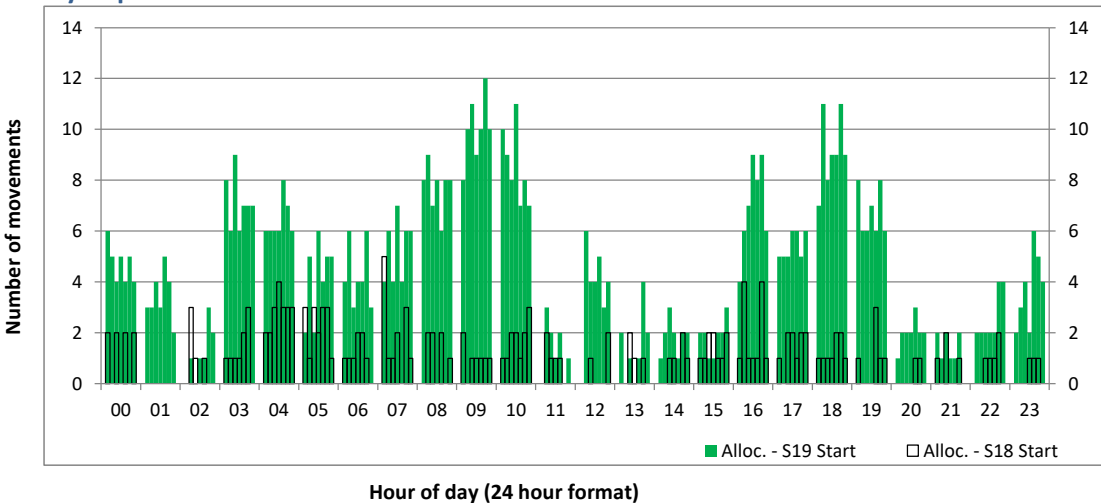
Hourly Arrival Allocation

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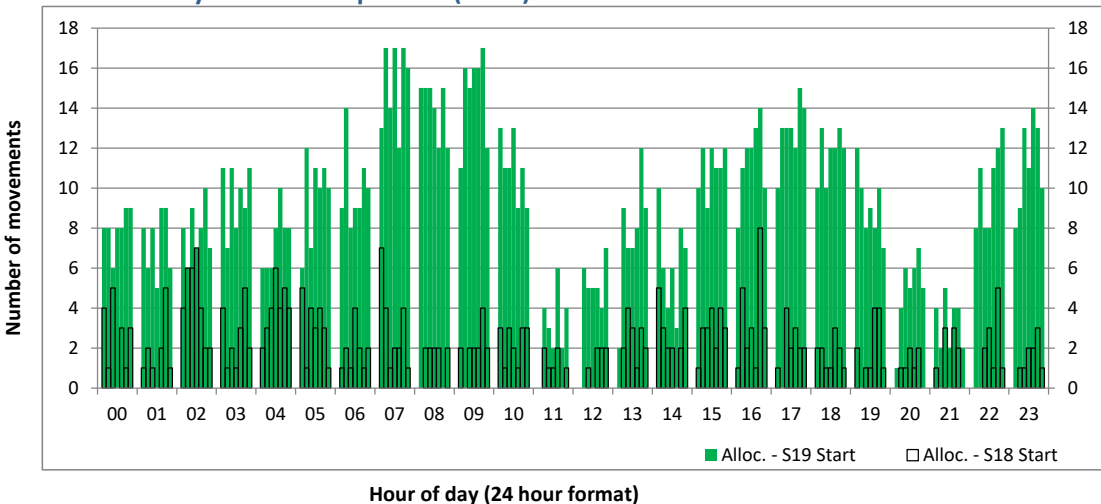
Hourly Departure Allocation

Time: UTC



Combined Hourly Arrival & Departure (Total) Allocation

Time: UTC



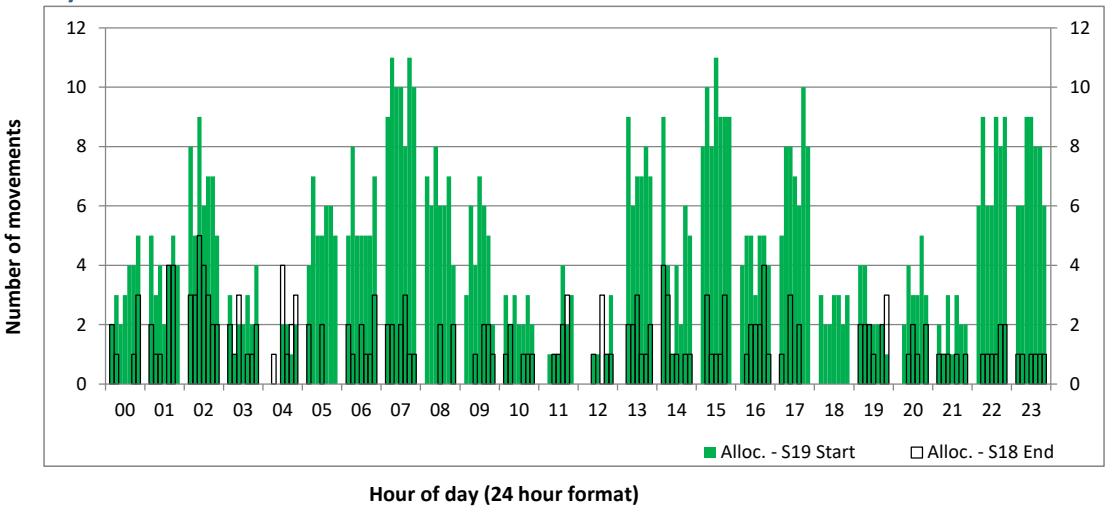
Peak Week - Runway Allocation Comparison

Comparison of S19 Start vs. S18 End



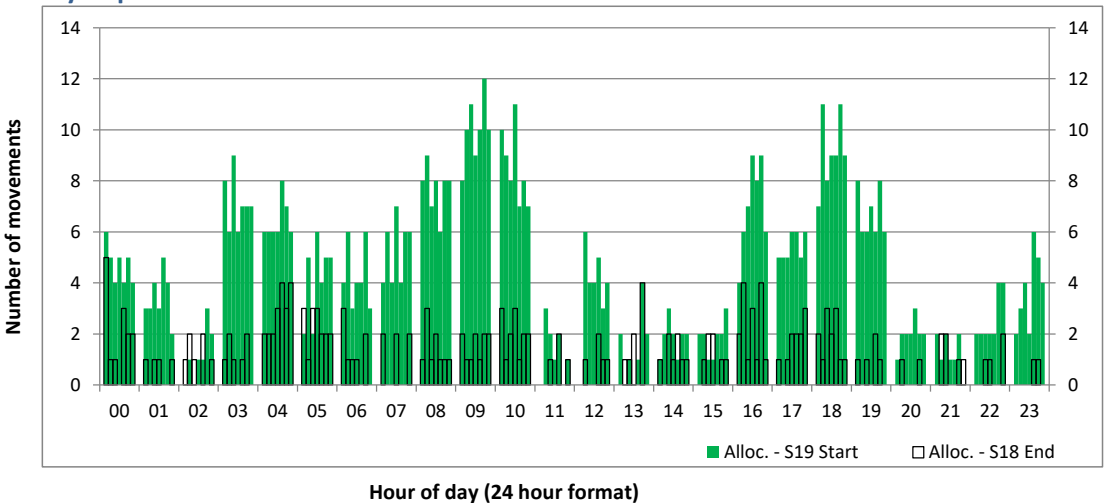
Hourly Arrival Allocation

Time: UTC



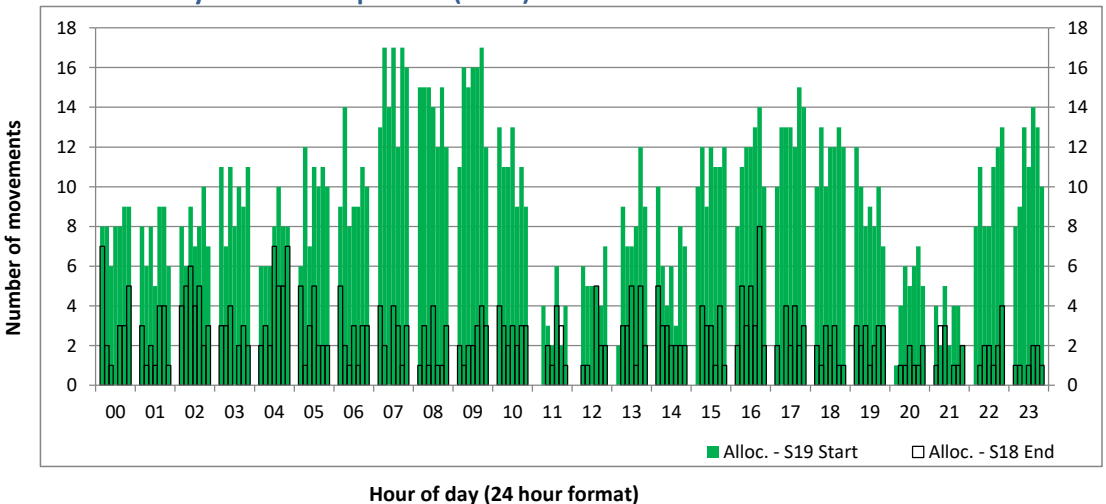
Hourly Departure Allocation

Time: UTC



Combined Hourly Arrival & Departure (Total) Allocation

Time: UTC



Peak Week - Movements Histogram

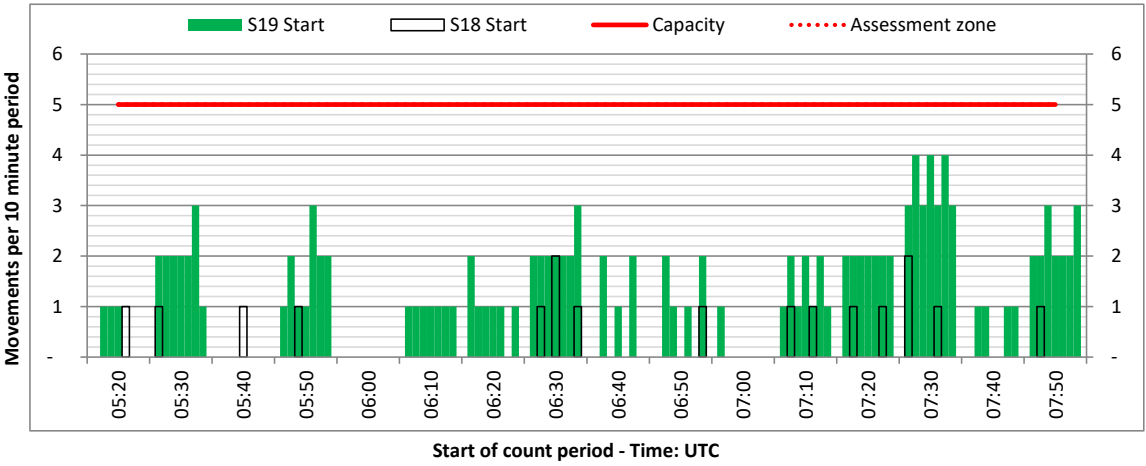
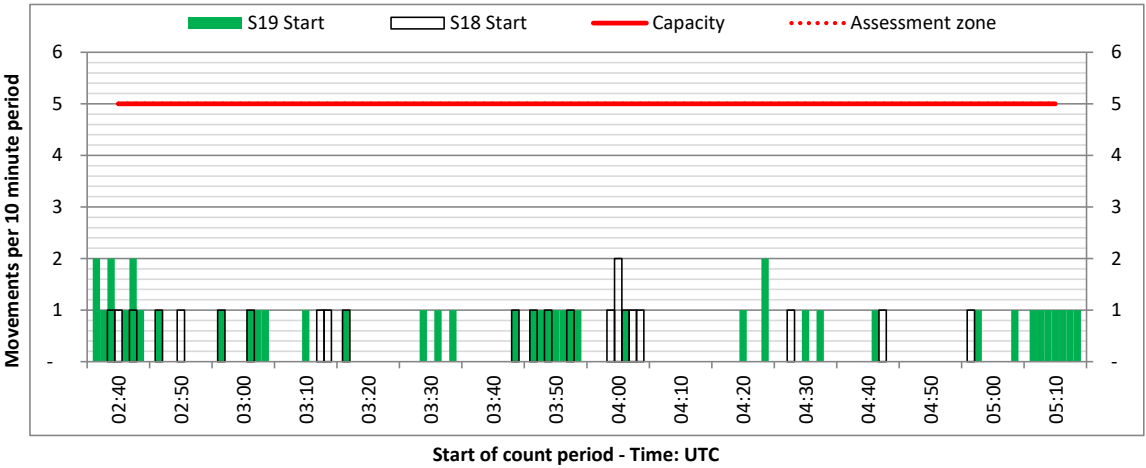
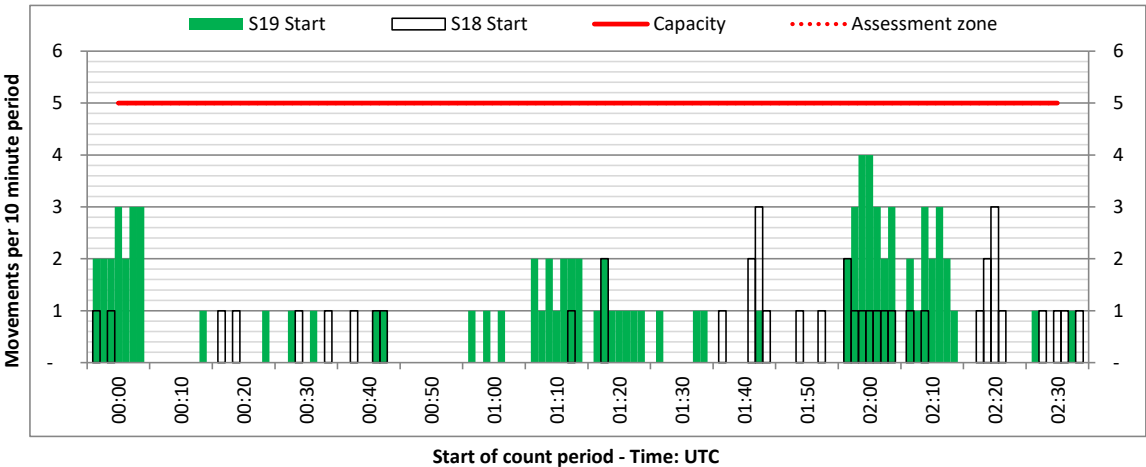
ARRIVAL - 10 minute count rolling every 10 mins (R10)



Terminals: All Terminals

Operators: All Operators

Days: 1234567



Peak Week - Movements Histogram

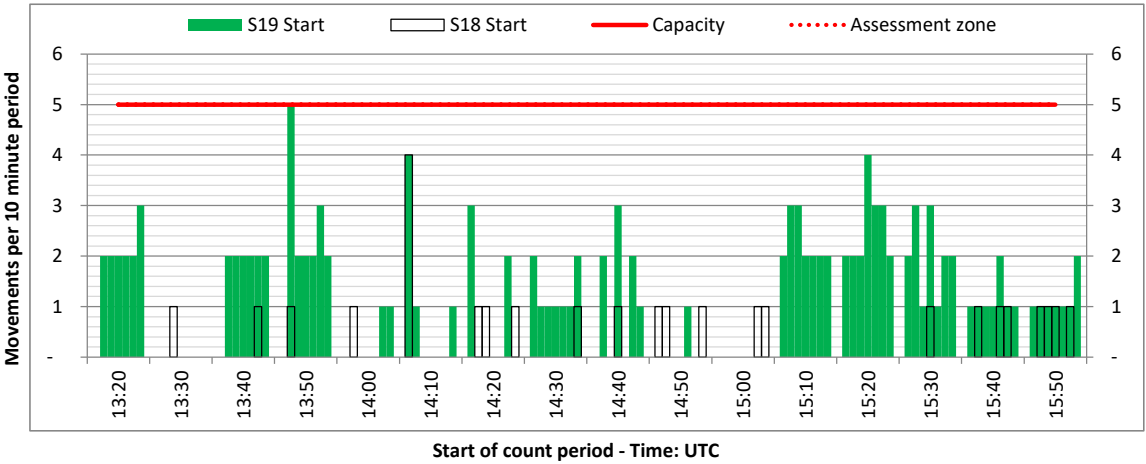
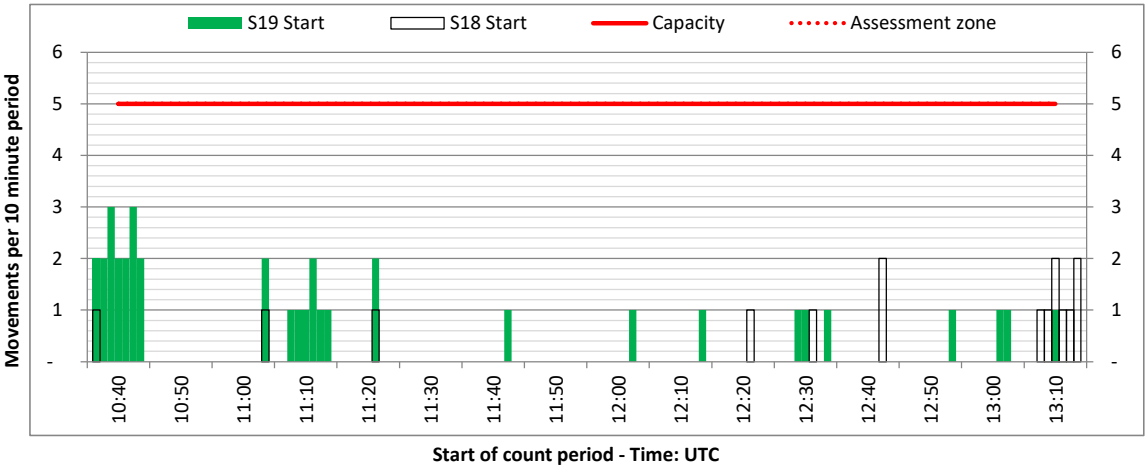
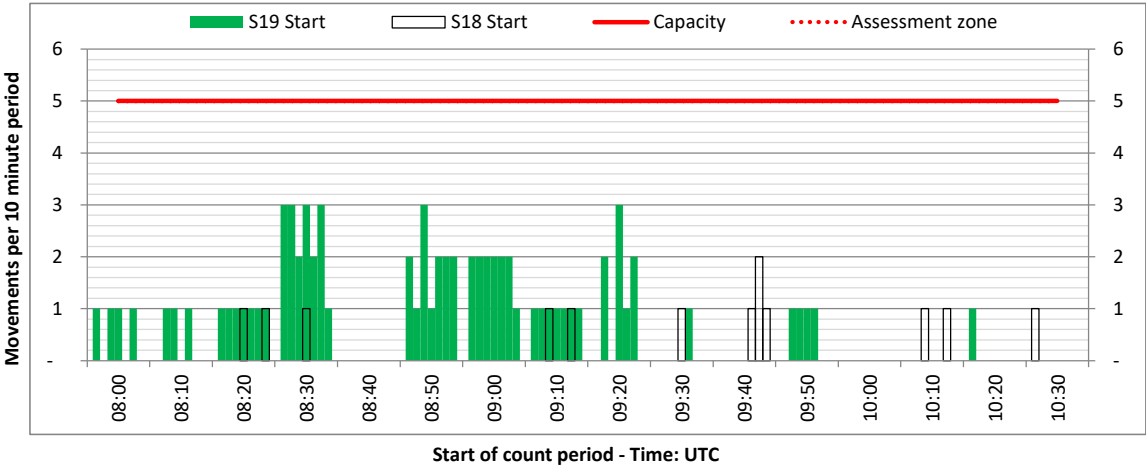
ARRIVAL - 10 minute count rolling every 10 mins (R10)



Terminals: All Terminals

Operators: All Operators

Days: 1234567



Peak Week - Movements Histogram

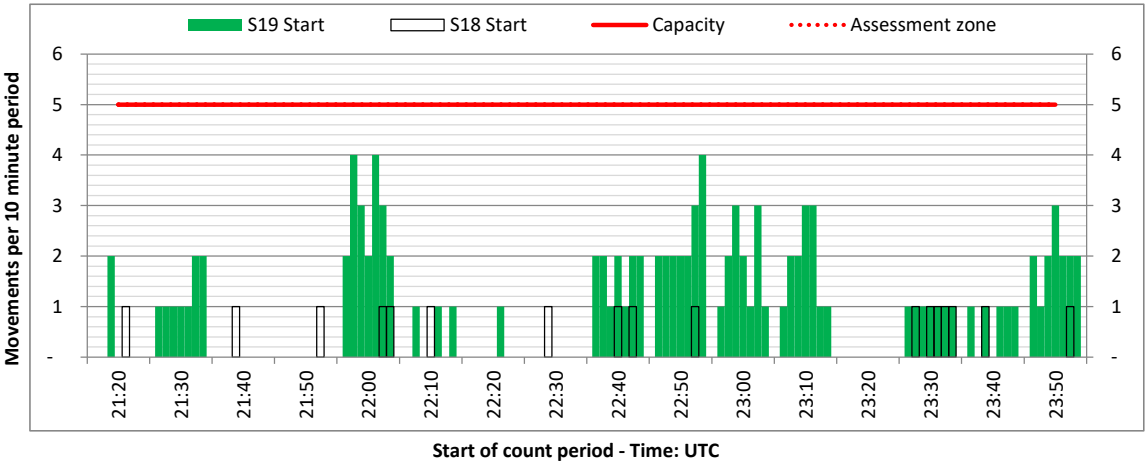
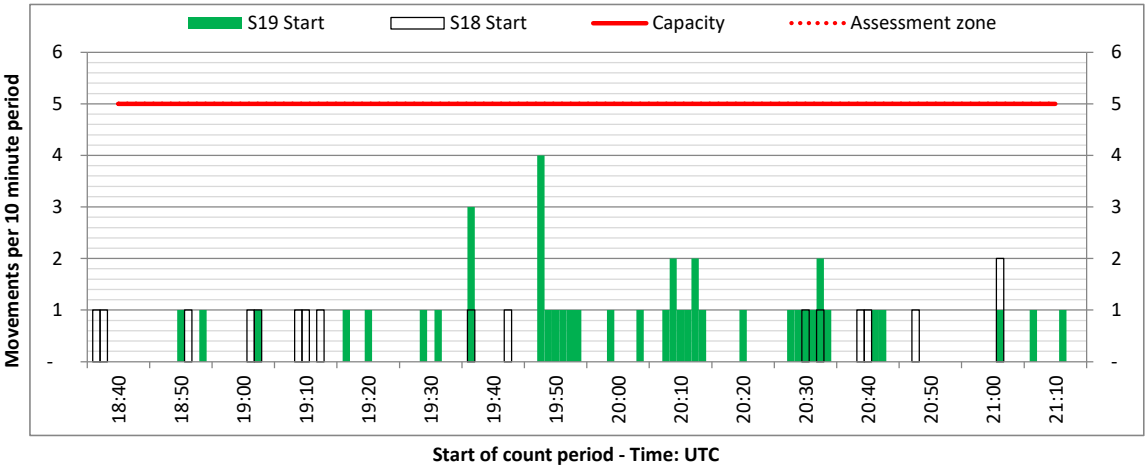
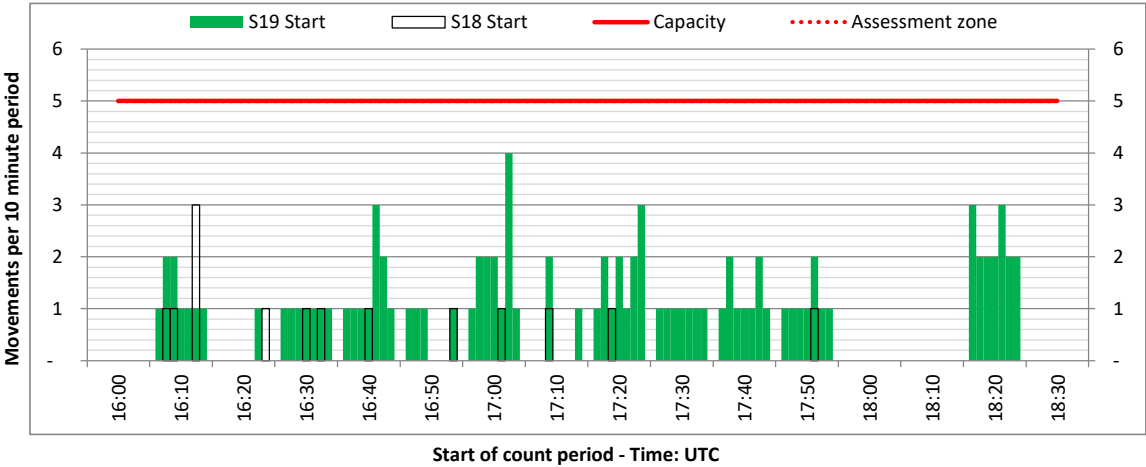
ARRIVAL - 10 minute count rolling every 10 mins (R10)



Terminals: All Terminals

Operators: All Operators

Days: 1234567



Peak Week - Movements Histogram

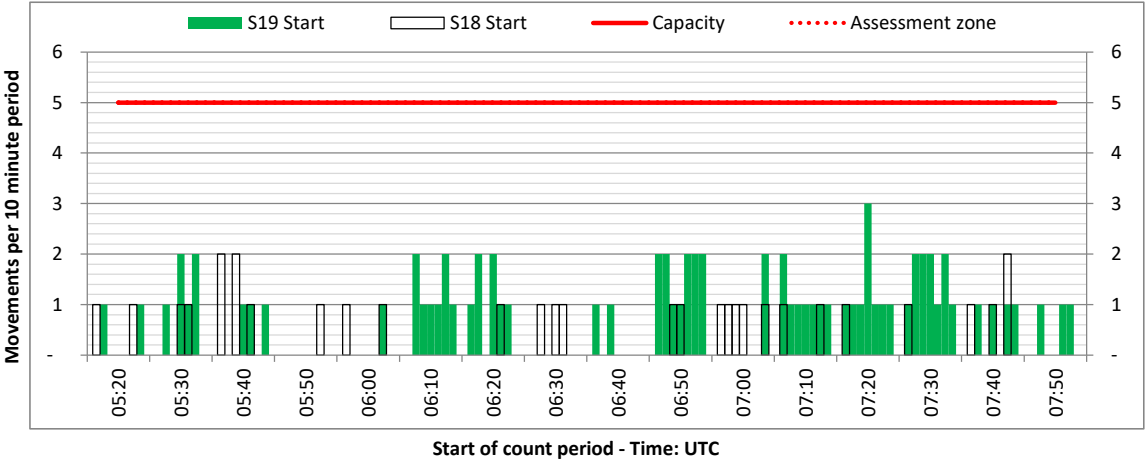
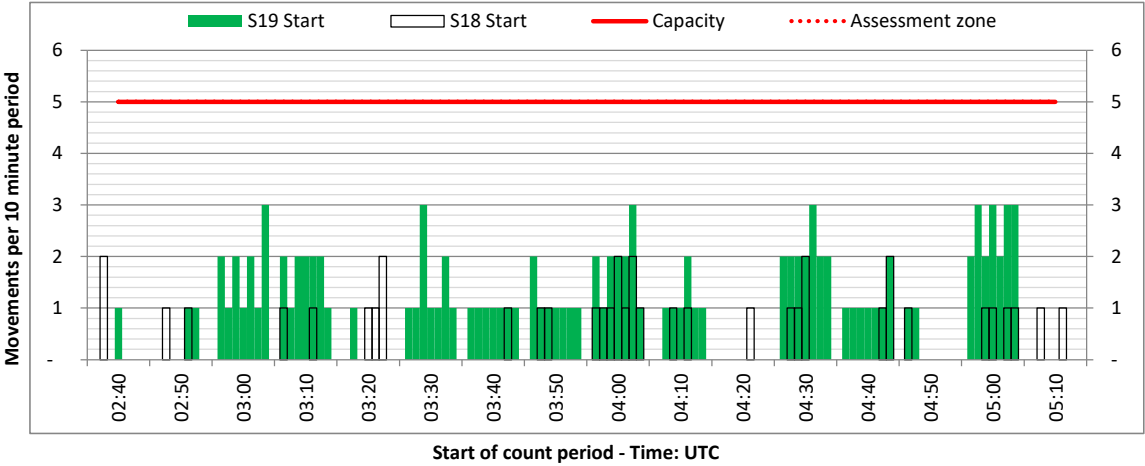
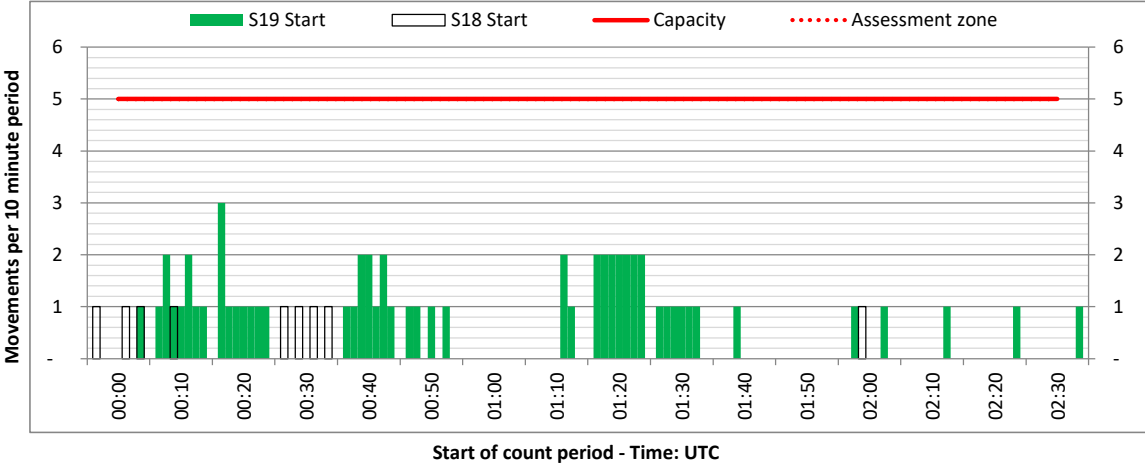
DEPARTURE - 10 minute count rolling every 10 mins (R10)



Terminals: All Terminals

Operators: All Operators

Days: 1234567



Peak Week - Movements Histogram

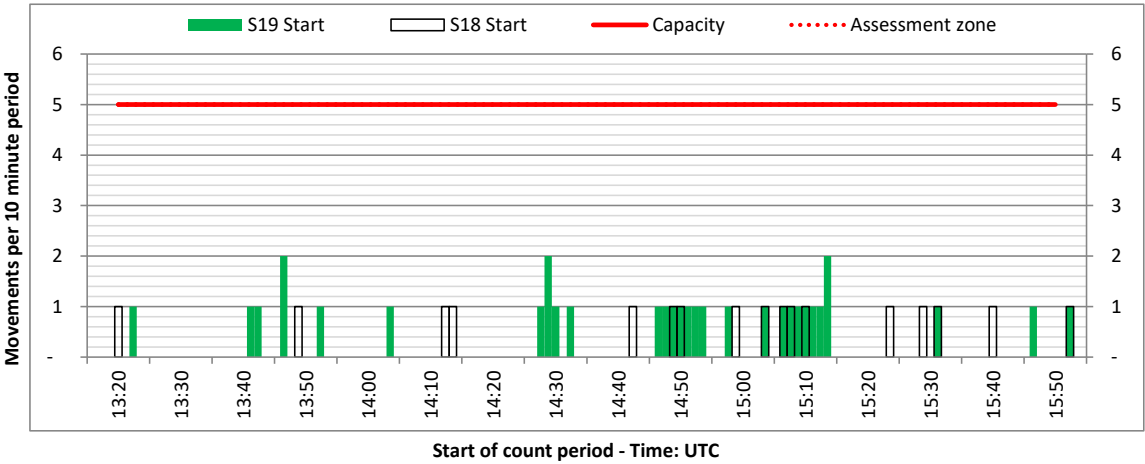
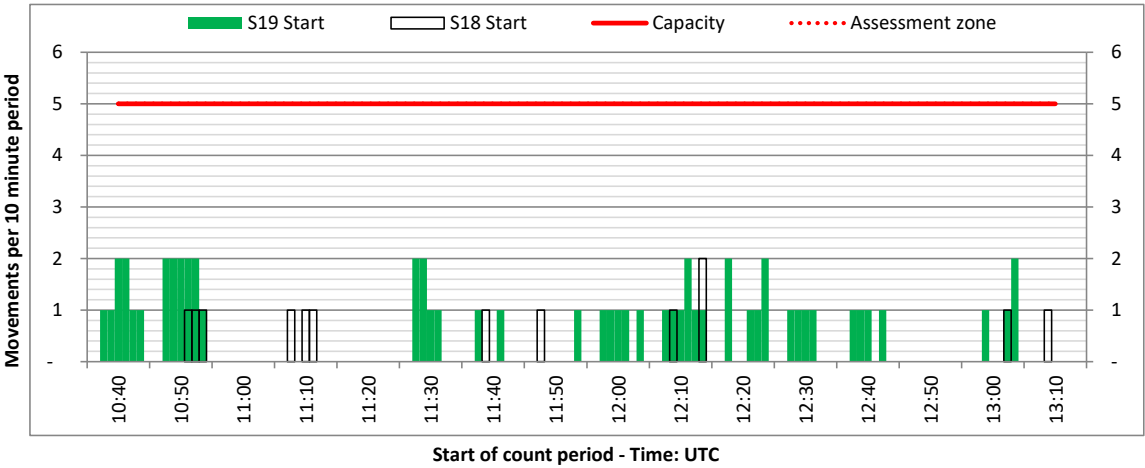
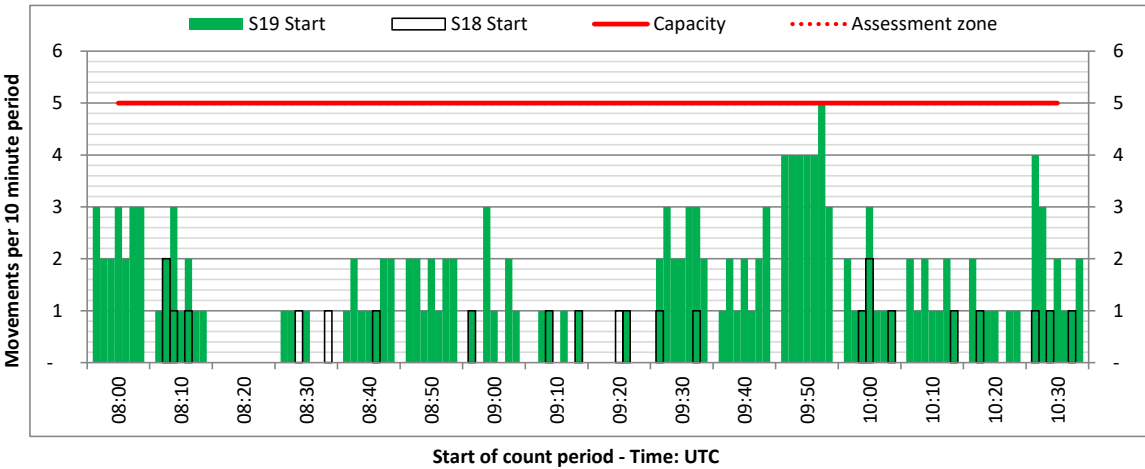
DEPARTURE - 10 minute count rolling every 10 mins (R10)



Terminals: All Terminals

Operators: All Operators

Days: 1234567



Peak Week - Movements Histogram

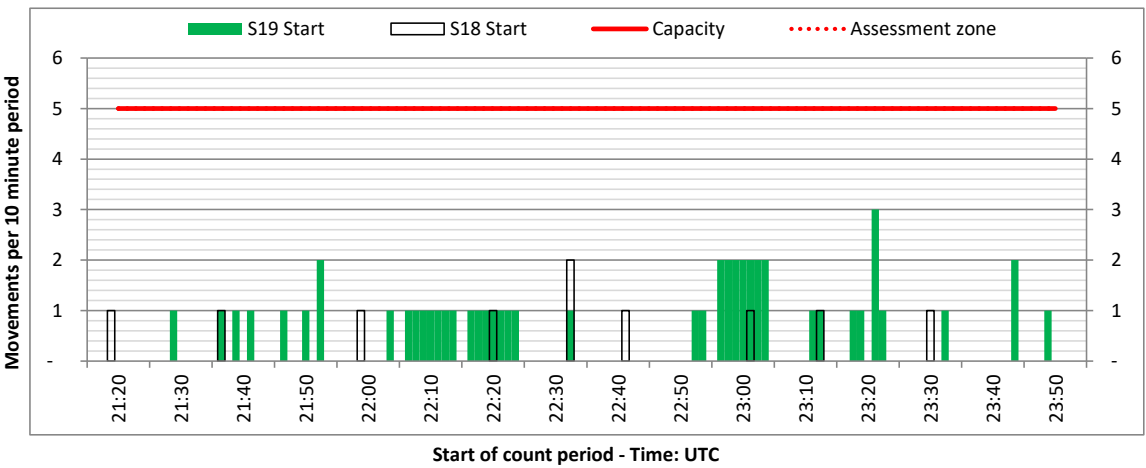
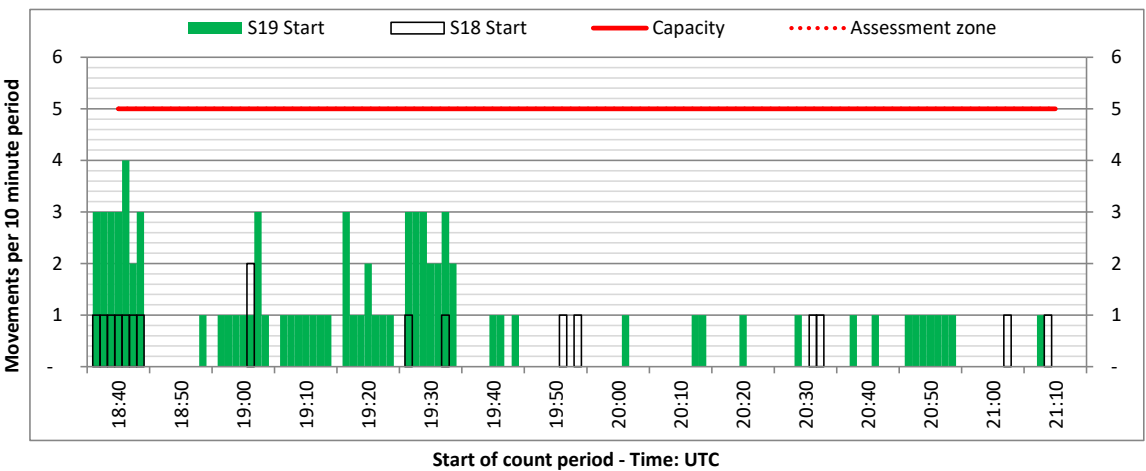
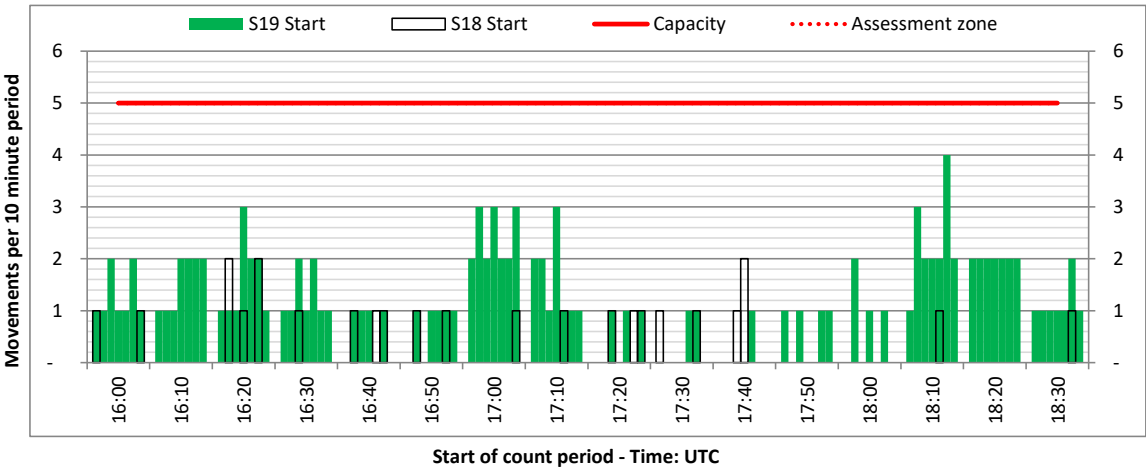
DEPARTURE - 10 minute count rolling every 10 mins (R10)



Terminals: All Terminals

Operators: All Operators

Days: 1234567



Peak Week - Passengers Histogram

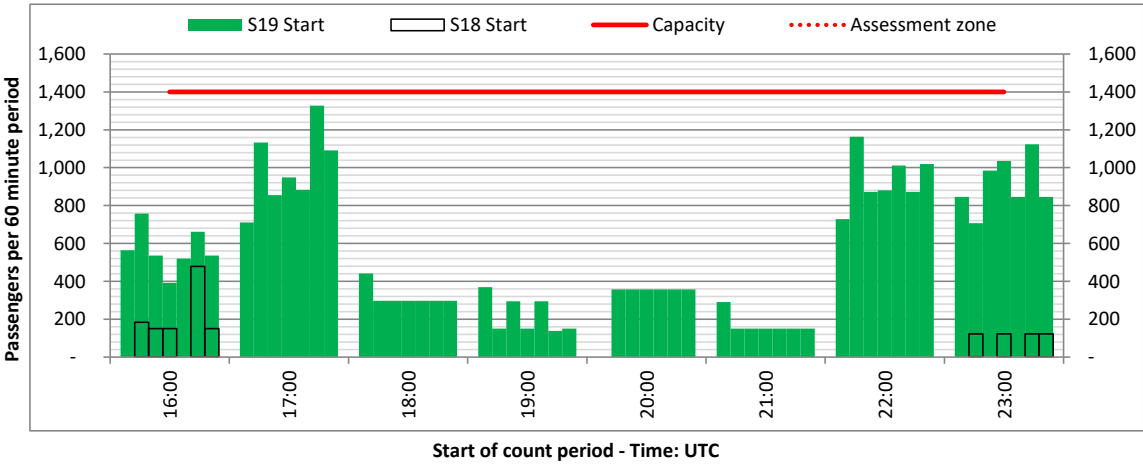
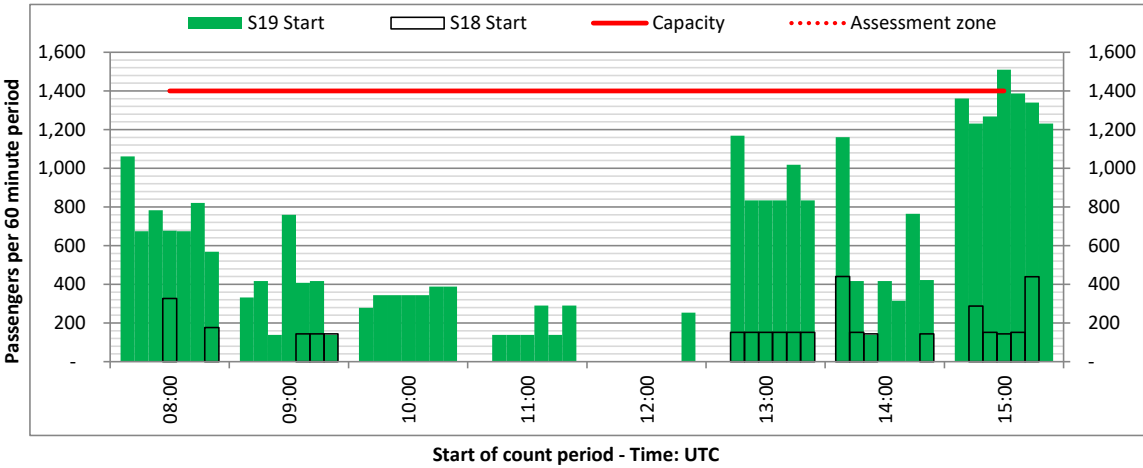
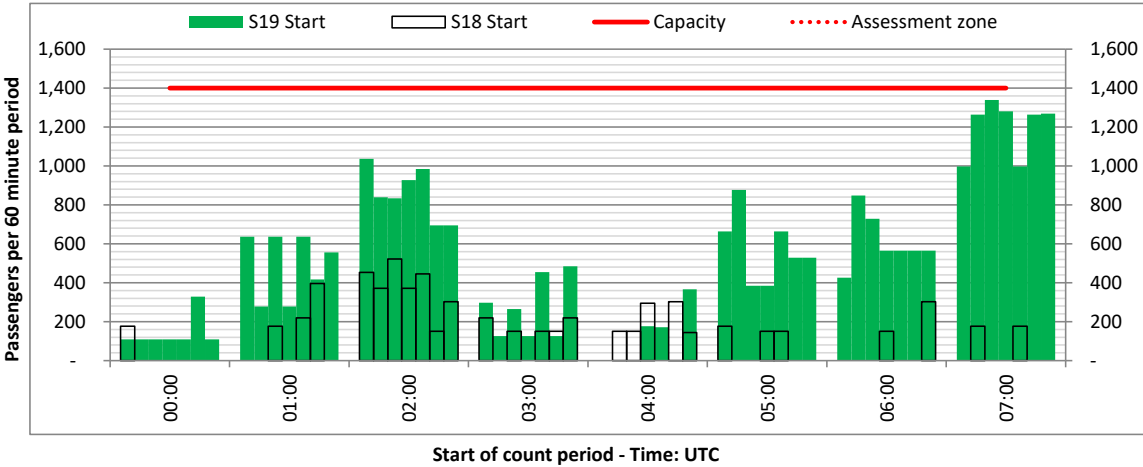
ARRIVAL - 60 minute count rolling every 60 mins (T60)



Terminals: All Terminals

Operators: All Operators

Days: 1234567



Peak Week - Passengers Histogram

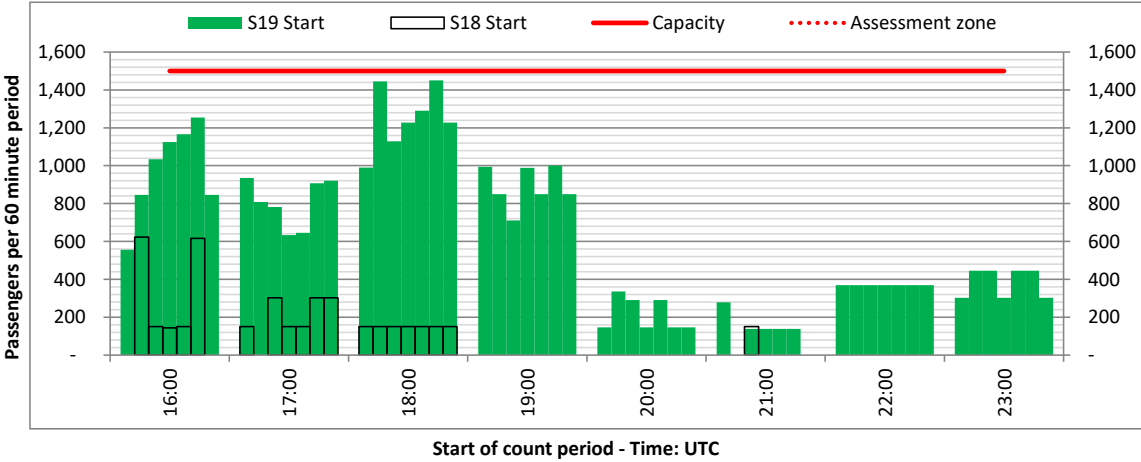
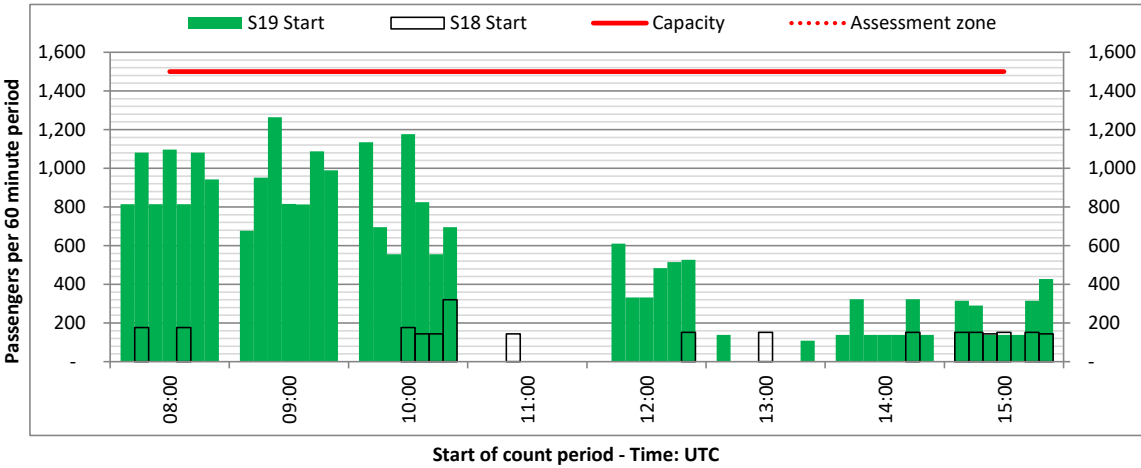
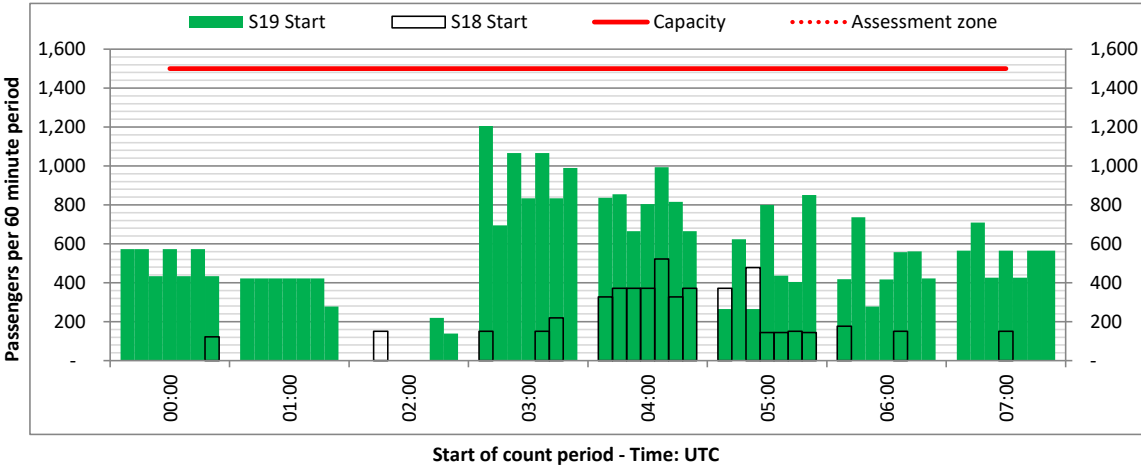
DEPARTURE - 60 minute count rolling every 60 mins (T60)



Terminals: All Terminals

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	25%	25%	45%	20%	10%	35%	40%	55%	40%	35%	15%	0%	0%	0%	45%	55%	25%	50%	15%	20%	0%	15%	45%	45%
Departures																								
Max. Departure	30%	25%	15%	45%	40%	30%	30%	35%	45%	60%	55%	0%	0%	0%	15%	15%	45%	30%	55%	40%	0%	10%	20%	30%
Totals																								
Max. Total	45%	45%	50%	55%	50%	60%	70%	85%	75%	85%	65%	0%	0%	0%	50%	60%	70%	75%	65%	60%	0%	25%	65%	70%

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	16%	19%	34%	12%	5%	27%	29%	49%	31%	24%	12%	0%	0%	0%	22%	46%	22%	37%	13%	12%	0%	10%	38%	37%
Departures																								
Average Departure	24%	17%	6%	36%	32%	21%	21%	26%	39%	50%	43%	0%	0%	0%	9%	9%	35%	27%	46%	34%	0%	6%	13%	19%
Totals																								
Average Total	40%	36%	39%	48%	37%	48%	50%	76%	70%	74%	55%	0%	0%	0%	31%	55%	57%	64%	59%	46%	0%	16%	51%	56%

Primary Constraints by Terminal - Peak Week



Arrival/Departure	OK	R60	R10	GA	GRD	T60	Grand Total
A	750	1	17		3	5	776
D	730	1	23	5	15	2	776
Grand Total	1480	2	40	5	18	7	1552

Percentage	OK	R60	R10	GA	GRD	T60	Grand Total
A	96.6%	0.1%	2.2%	0.0%	0.4%	0.6%	100.0%
D	94.1%	0.1%	3.0%	0.6%	1.9%	0.3%	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
1	34	43	43	59	45	47	54	86	80	63	51	8	19	41	34	72	76	83	77	54	22	14	59	63	1227
OK	34	43	43	59	45	47	51	77	73	57	51	8	19	41	30	70	75	74	69	42	15	14	59	63	1159
R10								9		6								7	7	1	7				37
GRD									7						2			2		7					18
T60							3								1	2	1								7
GA																			1	4					5
R60															1										1

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	22	8	12	8	7	20	16	20	18	40	26	13	13	13	10	5	4	7	5	10	12	9	12	15	325
OK	22	8	12	8	7	20	16	20	18	40	23	13	13	12	10	5	4	7	5	10	12	9	12	15	321
R10											3														3
R60														1											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

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



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

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

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

S18 Start	S18 schedule as cleared on Sun 25-Mar-18.
S18 End	S18 schedule as cleared on Mon 29-Oct-18.
S19 Start	S19 schedule as cleared on Tue 05-Mar-19.

Peak Week	Peak week for S18 is Mon 02-Apr-18 to Sun 08-Apr-18. Peak week for S19 is Mon 22-Apr-19 to Sun 28-Apr-19.
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For ACL use

	Airport-Season-Branch-Resource	From date	To date	Time
Full Season Rep 1	DWC-S18-Start v1-Standard	Sun 25-Mar-2018	Sat 27-Oct-2018	UTC
Full Season Rep 2	DWC-S18-End-Standard	Sun 25-Mar-2018	Sat 27-Oct-2018	UTC
Full Season Rep 3	DWC-S19-SOS Report-Standard	Sun 31-Mar-2019	Sat 26-Oct-2019	UTC
	Airport-Season-Branch-Resource	From date	To date	Time
Peak Week Rep 1	DWC-S18-Start v1-Standard	Mon 02-Apr-2018	Sun 08-Apr-2018	UTC
Peak Week Rep 2	DWC-S18-End-Standard	Mon 02-Apr-2018	Sun 08-Apr-2018	UTC
Peak Week Rep 3	DWC-S19-SOS Report-Standard	Mon 22-Apr-2019	Sun 28-Apr-2019	UTC