

Dubai International Airport (DXB)

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)	236,288	▼ -9.9%	▲ 1.8%
Total Passenger Air Transport Movements	231,888	▼ -9.9%	▲ 2.0%
Total Passenger Air Transport Movement Seats	70,040,912	▼ -6.9%	▲ 3.9%
Average Seats per Passenger Air Transport Movement	302	▲ 3.3%	▲ 1.9%
Percentage of allocated slots cleared as requested (OK)	97.3%		

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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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Runway Scheduling Limits



Declared Hourly Movement Capacity

S18 Arrivals								Change: S18 to S19								S19 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	35	35	35	35	35	35	35	07								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	35	35	35	35	35	35	35	09								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	35	35	35	35	35	35	35	16								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	23	23	23	23	23	23	23	23								23	23	23	23	23	23	23	23

S18 Departures								Change: S18 to S19								S19 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
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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	36	36	36	36	36	36	36	10								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
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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

	S18 Totals								Change: S18 to S19								S19 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	59	59	59	59	59	59	59	07								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	66	66	66	66	66	66	66	09								09	66	66	66	66	66	66	66
10	57	57	57	57	57	57	57	10								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	60	60	60	60	60	60	60	16								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	47	47	47	47	47	47	47	21								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	60	60	60	60	60	60	60	23								23	60	60	60	60	60	60	60

Air Transport Movement Allocation by Operator

Comparison between S18 End vs. S19 Start



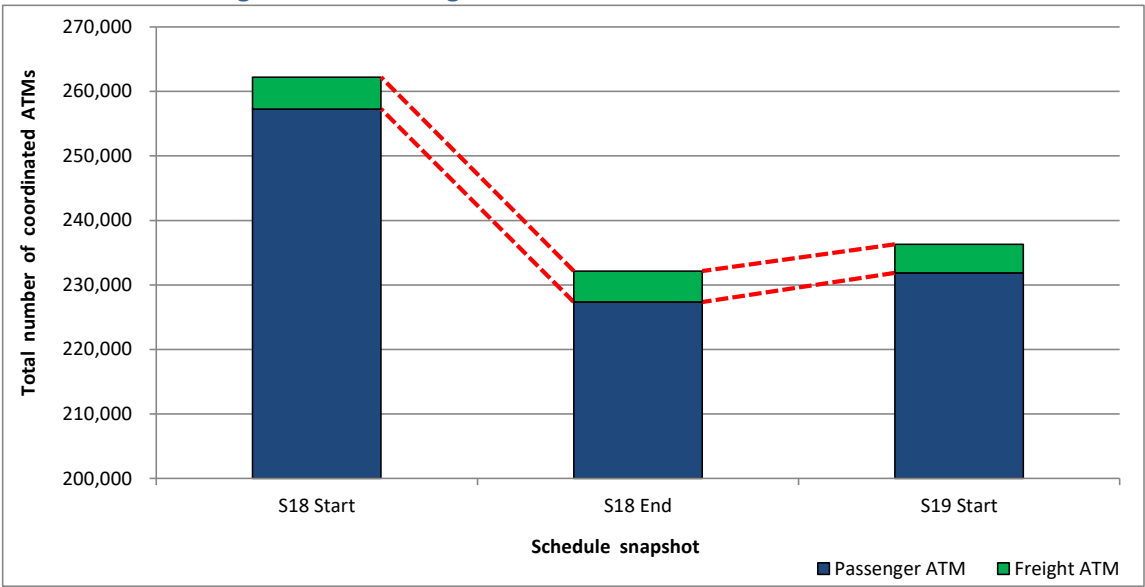
Operator	FULL SEASON ALLOCATION								PEAK WEEK ALLOCATION								
	S18 ATMs	S19 ATMs	+/- change	S19 Rank	S18 Seats	S19 Seats	+/- change	S19 Rank	S18 ATMs	S19 ATMs	+/- change	S19 Rank	S18 Seats	S19 Seats	+/- change	S19 Rank	
Aeroflot	840	750	-90	37	132,720	121,522	-11,198	41	28	28	0	32	4,424	4,424	0	40	
Aerologic	592	536	-56	42	-	-	-	76	20	20	0	41	-	-	0	69	
Air Algeria	226	240	14	62	56,839	60,240	3,401	57	8	8	0	62	2,008	2,008	0	59	
Air Arabia	-	-	0	80	-	-	-	76	-	-	0	73	-	-	0	69	
Air Astana	699	696	-3	39	110,549	131,976	21,427	38	24	24	0	39	3,614	4,560	946	37	
Air Canada	181	180	-1	65	53,957	53,844	-113	59	6	6	0	65	1,788	1,788	0	61	
Air China	585	594	9	41	166,134	167,750	1,616	32	20	20	0	41	5,636	5,636	0	33	
Air France	407	414	7	54	129,995	123,376	-6,619	39	14	14	0	45	4,488	4,144	-344	42	
Air India	2,762	2,584	-178	11	549,815	519,488	-30,327	9	92	92	0	11	18,336	18,336	0	9	
Air India Express	4,792	4,600	-192	6	886,571	869,400	-17,171	6	160	160	0	6	29,600	30,240	640	6	
Air Moldova	46	-	-46	80	6,132	-	-6,132	76	-	-	0	73	-	-	0	69	
Air Peace	-	42	42	76	-	11,508	11,508	70	-	2	2	72	-	548	548	67	
Airblue	964	1,104	140	24	182,772	236,240	53,468	23	32	40	8	26	5,760	8,560	2,800	23	
AMS Airlines LLC	12	-	-12	80	-	-	-	76	-	-	0	73	-	-	0	69	
Ariana Afghan Airlines	341	419	78	51	48,375	59,498	11,123	58	10	14	4	45	1,420	1,988	568	60	
ASL Airlines Belgium	601	-	-601	80	-	-	0	76	24	-	-24	73	-	-	0	69	
Azerbaijan Airlines	796	750	-46	37	156,277	153,810	-2,467	34	28	28	0	32	5,986	5,838	-148	32	
Azur Air Russia	51	-	-51	80	12,065	-	-12,065	76	-	-	0	73	-	-	0	69	
Badr Airlines	185	180	-5	65	19,778	19,283	-495	65	6	6	0	65	642	642	0	66	
Biman Bangladesh	421	420	-1	45	71,074	175,980	104,906	31	15	14	-1	45	2,687	5,866	3,179	31	
British Airways	1,100	1,048	-52	26	249,043	253,428	4,385	22	38	38	0	27	8,588	8,668	80	22	
Cathay Pacific	1,255	1,160	-95	22	397,886	333,036	-64,850	17	42	42	0	19	13,314	11,004	-2,310	19	
Cebu Air Inc.	437	504	67	43	190,715	219,744	29,029	25	14	18	4	44	6,104	7,848	1,744	22	
Cham Wings Airlines	-	298	298	59	-	53,640	53,640	60	-	14	14	45	-	2,520	2,520	53	
China Eastern	215	498	283	44	49,843	134,406	84,563	37	6	20	14	41	1,392	5,354	3,962	35	
China Southern	780	974	194	27	203,588	287,512	83,924	20	26	36	10	28	6,788	10,438	3,650	20	
Daallo Airlines	6	150	144	69	875	18,900	18,025	68	-	6	6	65	-	756	756	64	
DHL Aviation	1,014	892	-122	29	-	-	0	76	34	34	0	29	-	-	0	69	
Egypt Air	1,242	1,316	74	17	307,102	316,580	9,478	18	42	50	8	16	9,960	11,944	1,984	17	
Emirates	104,471	108,014	3,543	1	43,964,559	45,307,377	1,342,818	1	3,600	3,903	303	1	1,515,676	1,630,988	115,312	1	
Eritrean Airlines	15	-	-15	80	2,075	-	-2,075	76	-	-	0	73	-	-	0	69	
Ethiopian Airlines	1,186	1,166	-20	21	351,730	358,846	7,116	16	42	42	0	19	11,702	12,460	758	16	
Federal Express	1,397	2,008	611	14	-	-	0	76	46	84	38	13	-	-	0	69	
Finnair	41	33	-8	78	8,495	6,897	-1,598	73	-	-	0	73	-	-	0	69	
Fly Baghdad	-	-	0	80	-	-	-	76	-	-	0	73	-	-	0	69	
Flyadeal	-	-	0	80	-	-	0	76	-	-	0	73	-	-	0	69	
Flydubai	50,608	47,729	-2,879	2	9,150,943	8,306,040	-844,903	2	1,838	1,954	116	2	331,812	339,685	7,873	2	
Flynas	2,449	2,472	23	12	405,552	405,408	-144	12	88	88	0	12	15,166	14,432	-734	12	
GA	-	-	0	80	-	-	-	76	-	-	0	73	-	-	0	69	
Gulf Air	2,969	2,772	-197	10	429,039	391,644	-37,395	13	102	102	0	10	14,836	14,400	-436	13	
Himalaya Airlines	228	264	36	61	36,070	41,712	5,642	61	6	14	8	45	948	2,212	1,264	57	
Indigo	5,447	4,909	-538	5	980,458	883,620	-96,838	5	180	182	2	5	32,400	32,760	360	5	
Iran Air	590	766	176	36	92,054	112,602	20,548	43	10	26	16	38	1,564	3,822	2,258	44	
Iran Aseman Airlines	-	-	0	80	-	-	0	76	-	-	0	73	-	-	0	69	
Iraqi Airways	852	780	-72	35	133,200	120,900	-12,300	42	28	28	0	32	4,340	4,340	0	41	
Jazeera Airways	1,303	1,332	29	16	207,122	211,788	4,666	26	52	52	0	15	8,274	8,268	-6	24	
Jet Airways	4,448	4,265	-183	7	750,435	719,340	-31,095	7	154	154	0	7	25,984	25,984	0	7	
Jubba Airways	149	160	11	68	23,237	33,280	10,043	62	1	6	5	65	150	1,248	1,098	62	
Kam Air	-	-	0	80	-	-	-	76	-	-	0	73	-	-	0	69	
Karun Airlines	118	120	2	70	12,695	13,080	385	69	4	4	0	70	436	436	0	68	
Kenya Airways	839	790	-49	34	157,301	181,122	23,821	30	28	28	0	32	5,128	6,374	1,246	30	
Kish Air	737	820	83	32	109,875	122,180	12,305	40	22	30	8	30	3,278	4,470	1,192	39	
KLM Royal Dutch Airlines	420	420	0	45	133,862	155,520	21,658	33	14	14	0	45	4,428	5,376	948	34	
Korean Air	406	404	-2	55	96,201	88,072	-8,129	50	14	14	0	45	3,558	3,052	-506	50	
Kuwait Airways	1,457	1,408	-49	15	239,375	224,724	-14,651	24	50	50	0	16	8,330	8,014	-316	25	
Lufthansa	419	420	1	45	106,391	107,100	709	46	14	14	0	45	3,304	3,570	266	48	
Mahan Air	860	1,170	310	20	218,675	360,360	141,685	15	28	42	14	19	7,042	12,936	5,894	15	
Med-View Airline	-	-	0	80	-	-	-	76	-	-	0	73	-	-	0	69	
Middle East Airlines	1,260	1,206	-54	19	191,191	286,476	95,285	21	42	42	0	19	6,236	10,248	4,012	21	
Nepal Airlines	302	358	56	57	47,706	83,940	36,234	51	12	14	2	45	1,896	3,836	1,940	43	
Norwegian	123	-	-123	80	22,860	-	-22,860	76	-	-	0	73	-	-	0	69	
Oman Air	3,516	3,072	-444	9	506,706	475,334	-31,372	10	124	112	-12	9	15,358	17,444	2,086	10	
Pegasus Airlines	432	419	-13	51	81,575	79,191	-2,384	52	14	14	0	45	2,646	2,646	0	52	
Philippine Airlines	410	418	8	53	148,947	151,734	2,787	35	14	14	0	45	5,082	5,082	0	36	
PIA Pakistan International	1,988	2,254	266	13	318,662	428,874	110,212	11	69	82	13	14	11,586	16,246	4,660	11	
Qantas	2	-	-2	80	937	-	-937	76	-	-	0	73	-	-	0	69	
Qatar Airways	2	5,632	5,630	4	648	1,774,888	1,774,240	648	3	238	238	8	-	75,004	75,004	0	3
Qeshm Air	449	836	387	30	46,258	101,800	55,542	48	14	30	16	30	1,400	3,700	2,300	46	
Red Wings Airlines	-	-	0	80	-	-	-	76	-	-	0	73	-	-	0	69	
Rossiya Airlines	146	50	-96	75	27,618	9,450	-18,168	71	-	-	0	73	-	-	0	69	
Royal Brunei Airlines	839	240	-599	62	213,114	60,960	-152,154	56	28	8	-20	62	7,112	2,032	-5,080	58	
Royal Jordanian	1,202	1,152	-50	23	163,695	301,340	137,645	19	36	42	6	19	4,942	11,340	6,398	18	
Rwandair	423	420	-3	45	84,367	102,480	18,113	47	14	14	0	45	2,936	3,416	480	49	
S7 Airlines	68	54	-14	74	10,703	8,856	-1,847	72	-	-	0	73	-	-	0	69	
Salim Air	841	1,090	249	25	146,328	189,660	43,332	28	28	42	14	19	4,872	7,308	2,436	27	
Saudia	5,625	5,670	45	3	1,325,855	1,290,392	-35,463	4	194	210	16	4	44,944				

Significant Route Changes

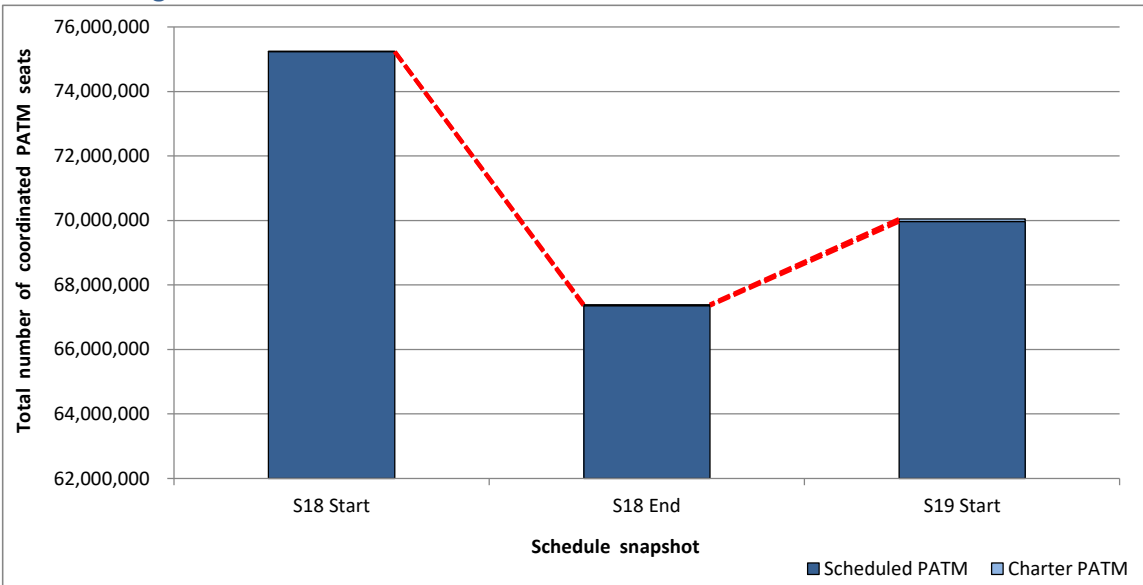


Operator	Category	Description of change from S18 schedule to S19 schedule
Air India	CANCELLED	Services to TRV
Air Moldova	CANCELLED	Services to KIV
Air Peace	NEW	Services to LOS
Azur Air Russia	CANCELLED	Services to DME, VKO
Cham Wings Airlines	NEW	Services to DAM
China Eastern	NEW	Services to TAO
China Southern	NEW	Services to URC, WUH
China Southern	CANCELLED	Services to ZGC
Emirates	NEW	Services to OPO
Eritrean Airlines	CANCELLED	Services to ASM
Flydubai	NEW	Services to BUD, CCJ, CIT, KBP, KRF, NAP, TAS
Flydubai	CANCELLED	Services to AWZ, GBB, HOF, HRI, IEV, SVO, UFA, VOG, VOZ, YNB
Indigo	CANCELLED	Services to AMD, ATQ, TSA
Jet Airways	CANCELLED	Services to COK, IXE, TRV
Norwegian	CANCELLED	Services to CPH, ARN
Royal Brunei Airlines	CANCELLED	Services to LHR
Shaheen Air	CANCELLED	Services to ISB, KHI, LHE, MUX, PEW
Travel Service	CANCELLED	Services to OSR
Virgin Atlantic	CANCELLED	Services to LHR

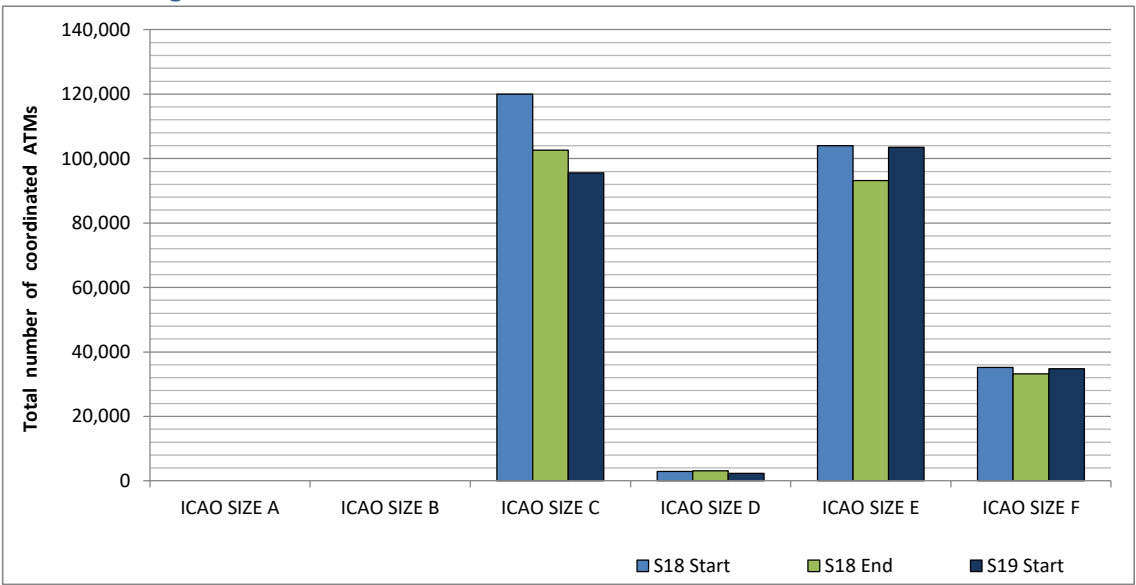
Total ATMs: Passenger ATMs vs. Freight ATMs



Total Passenger ATM seats: Scheduled vs. Charter

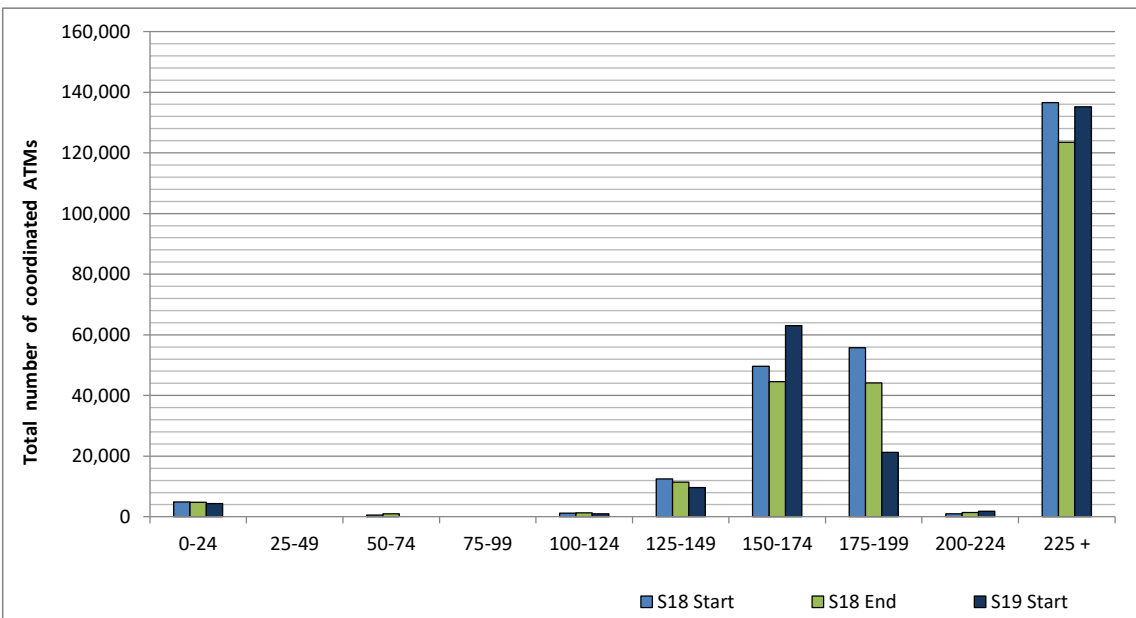


ICAO size designation



Note: See Glossary for definitions of ICAO SIZE groupings

Air Transport Movement seat distribution

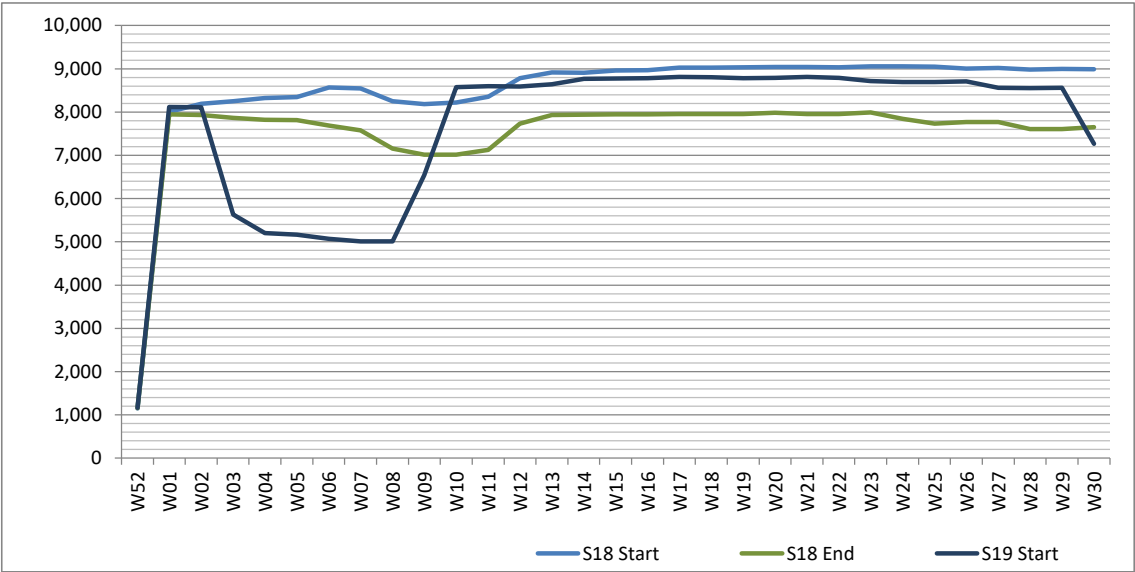


Note: FREIGHT-ONLY services with 0 seats are included in the first seat band '0-24'

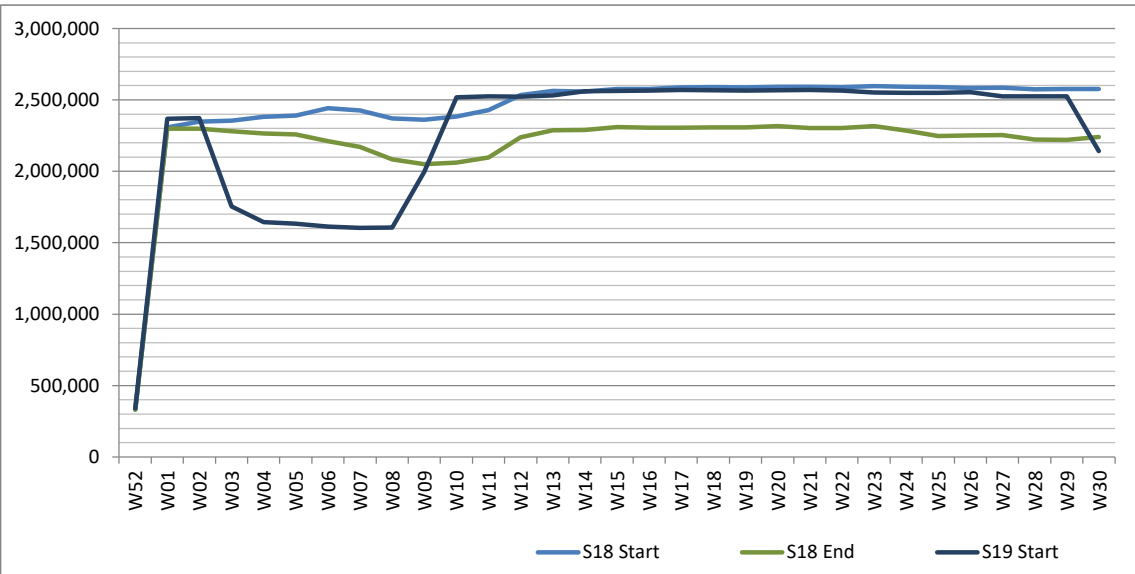
Full Season - Seasonality



Air Transport Movements by week of season



Air Transport Movement Seats by week of season



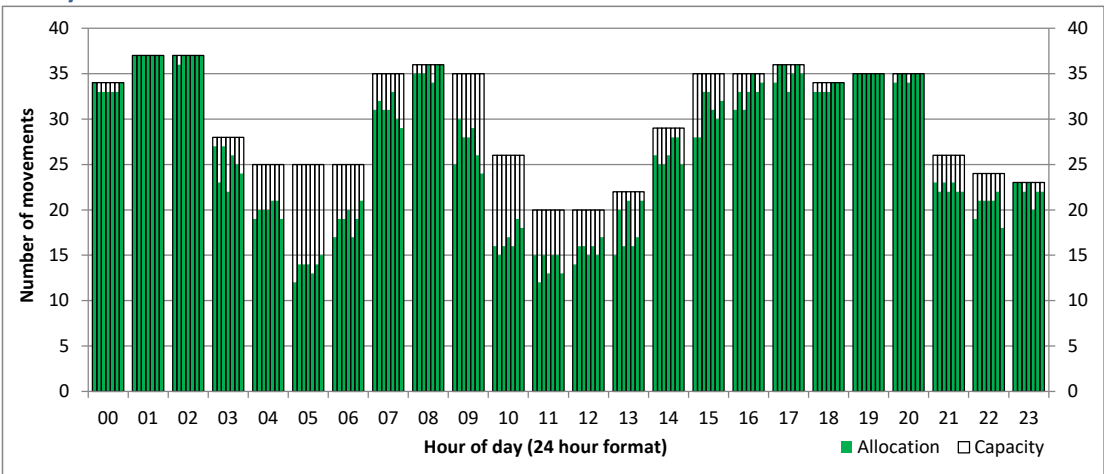
Peak Week - Hourly Runway Allocation

Schedule: S19 Start



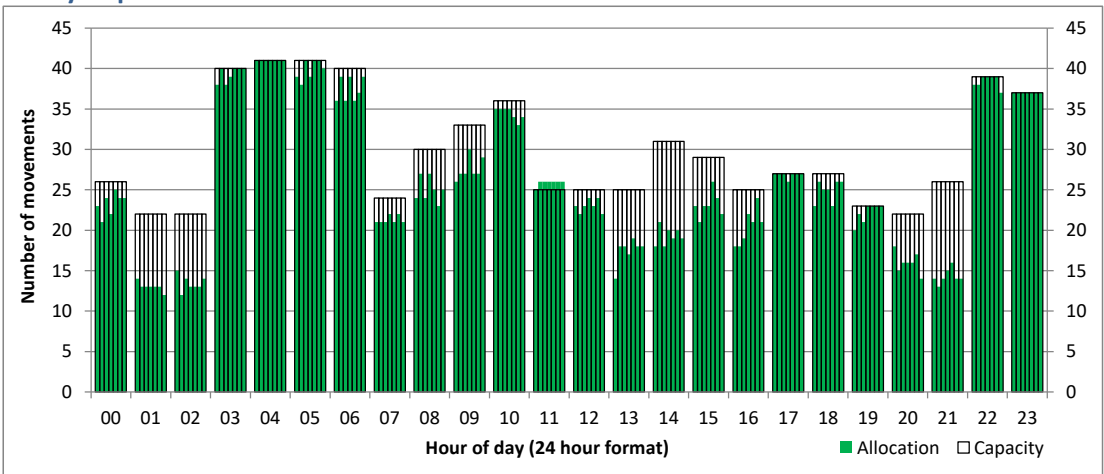
Hourly Arrival Allocation

Time: UTC



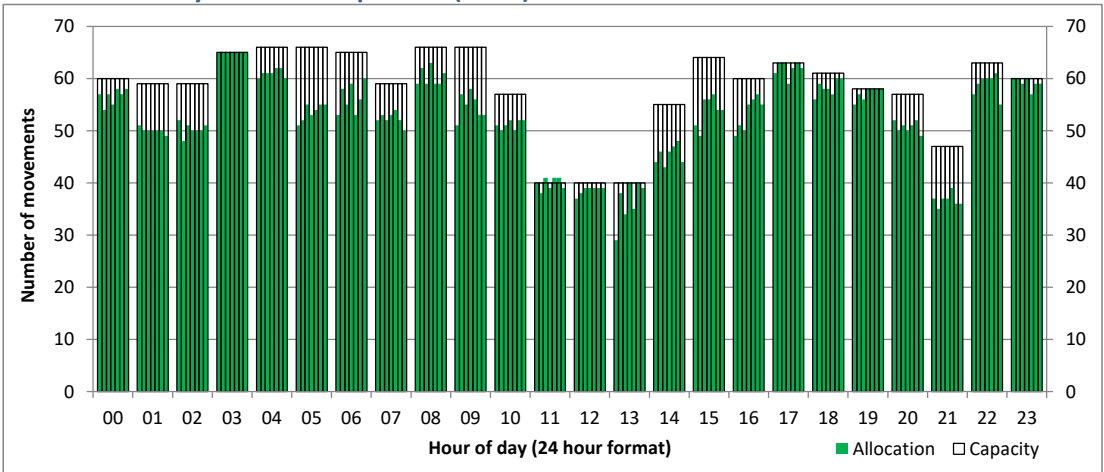
Hourly Departure Allocation

Time: UTC



Combined Hourly Arrival & Departure (Total) Allocation

Time: UTC



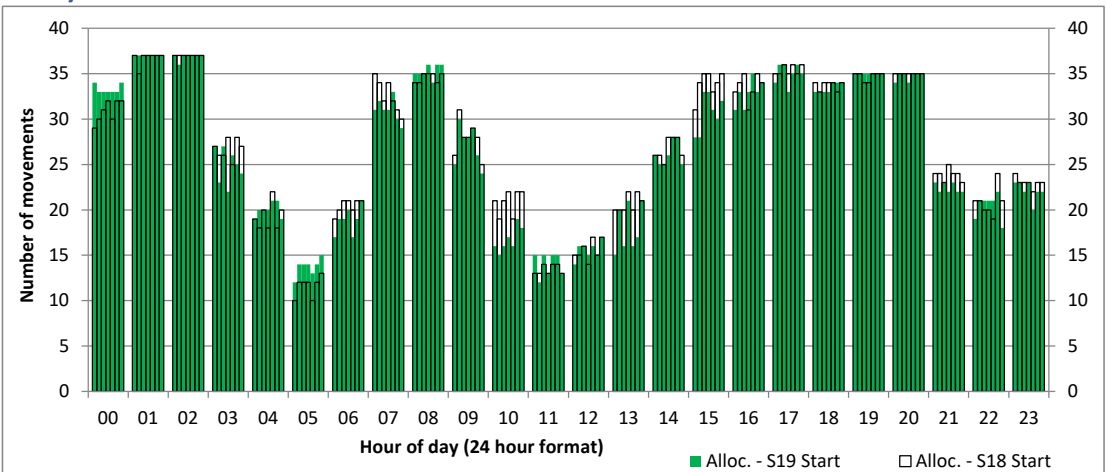
Peak Week - Runway Allocation Comparison

Comparison of S19 Start vs. S18 Start



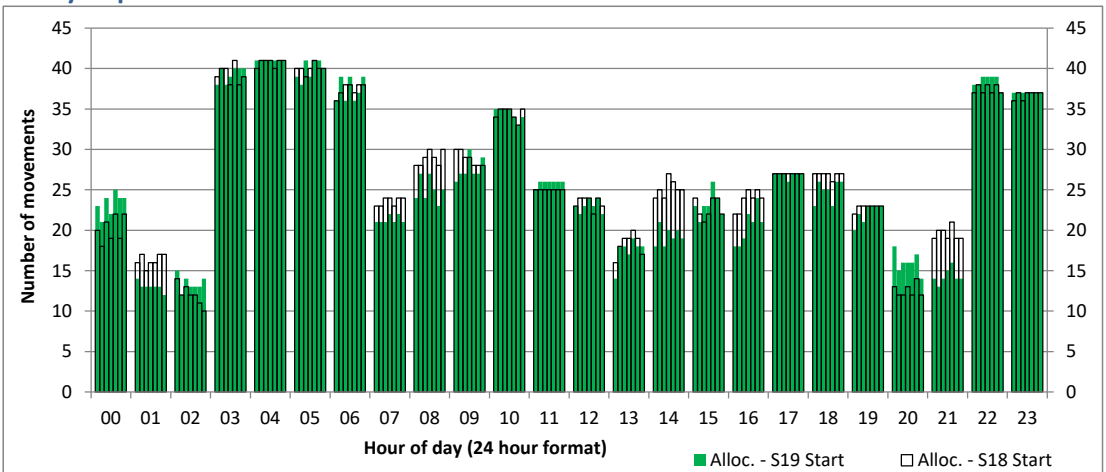
Hourly Arrival Allocation

Time: UTC



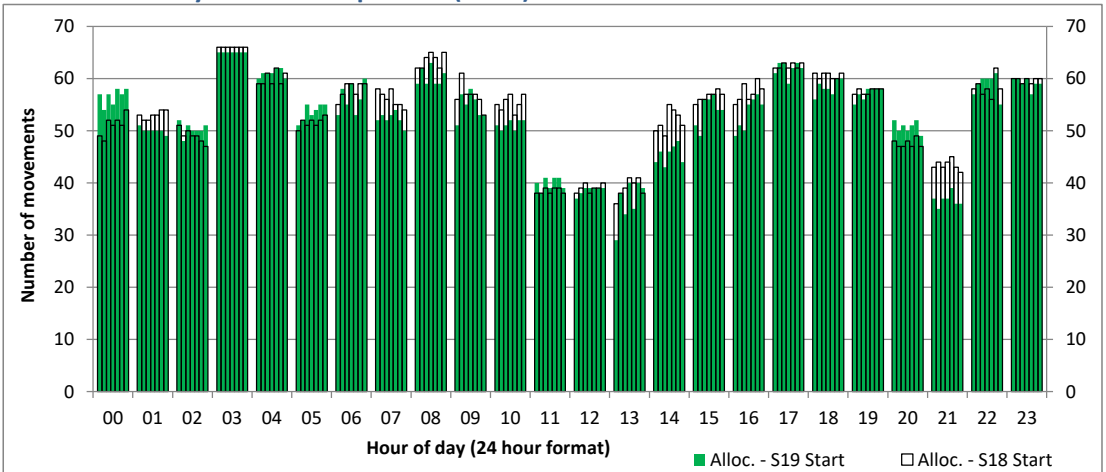
Hourly Departure Allocation

Time: UTC



Combined Hourly Arrival & Departure (Total) Allocation

Time: UTC



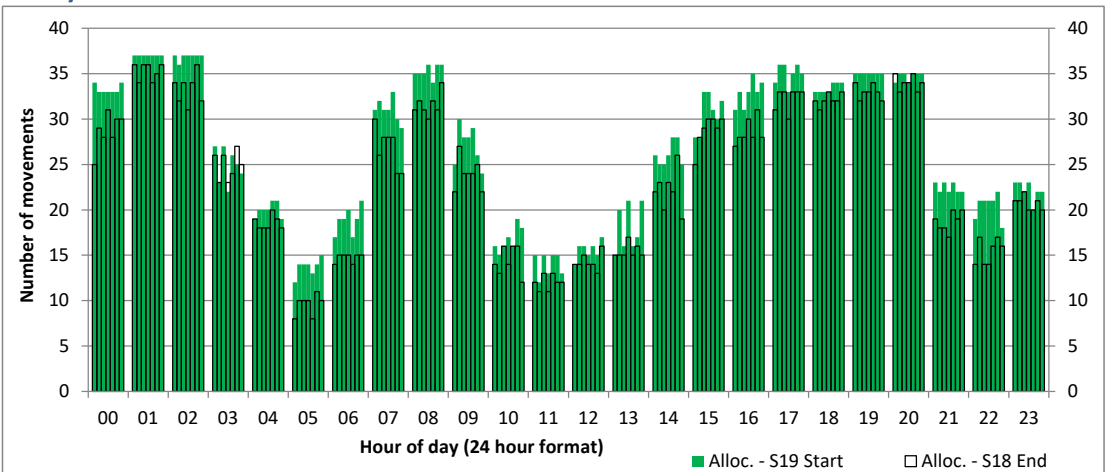
Peak Week - Runway Allocation Comparison

Comparison of S19 Start vs. S18 End



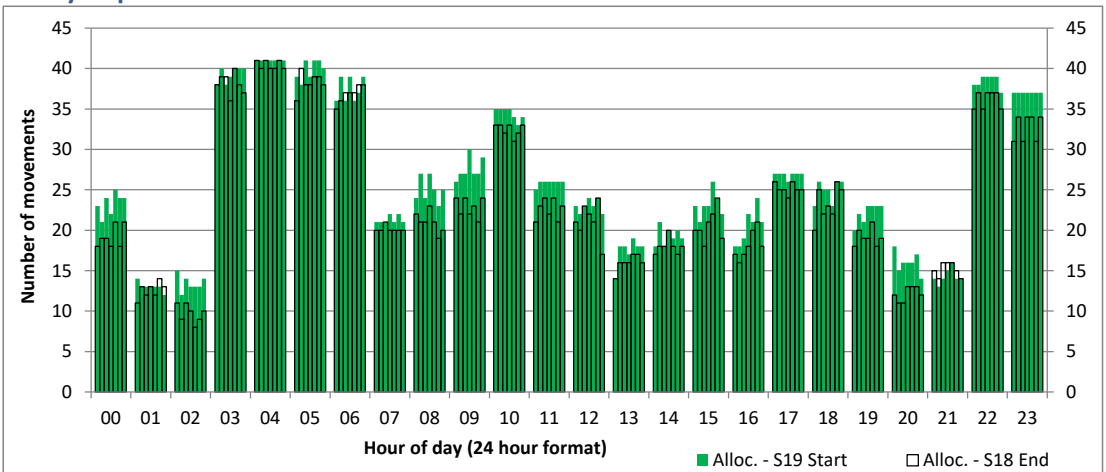
Hourly Arrival Allocation

Time: UTC



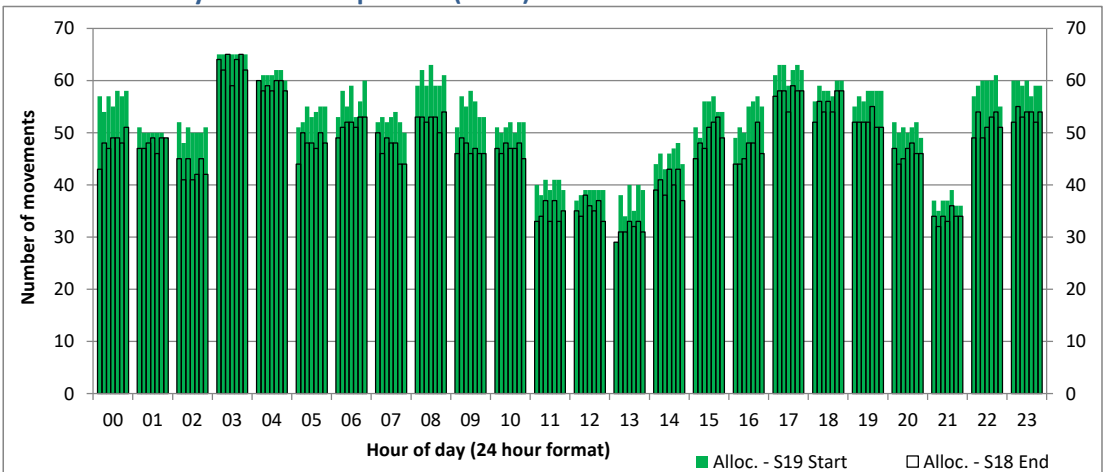
Hourly Departure Allocation

Time: UTC



Combined Hourly Arrival & Departure (Total) Allocation

Time: UTC



Peak Week - Movements Histogram

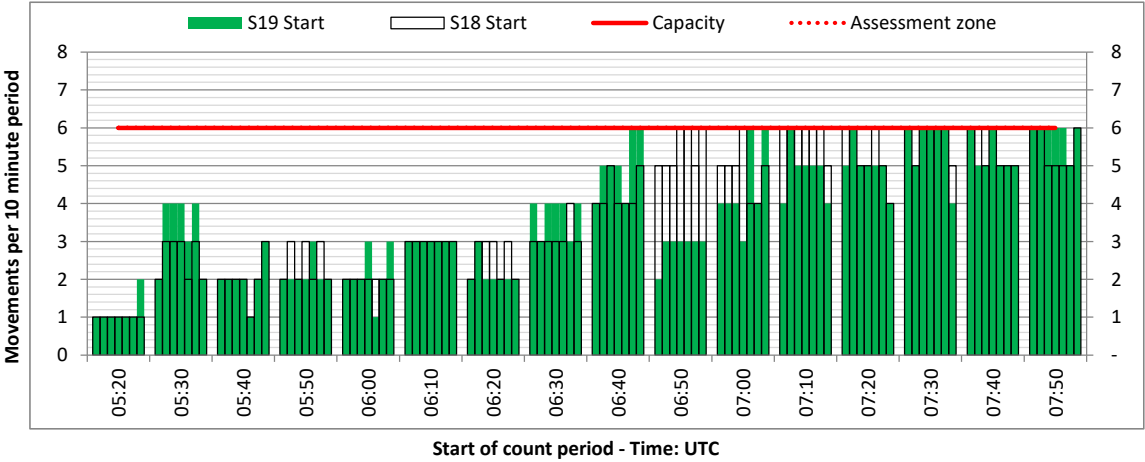
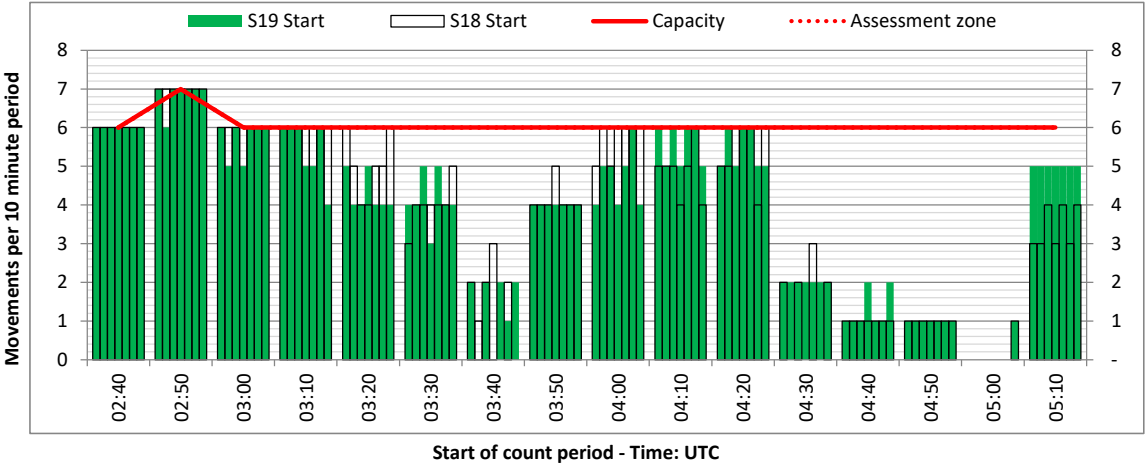
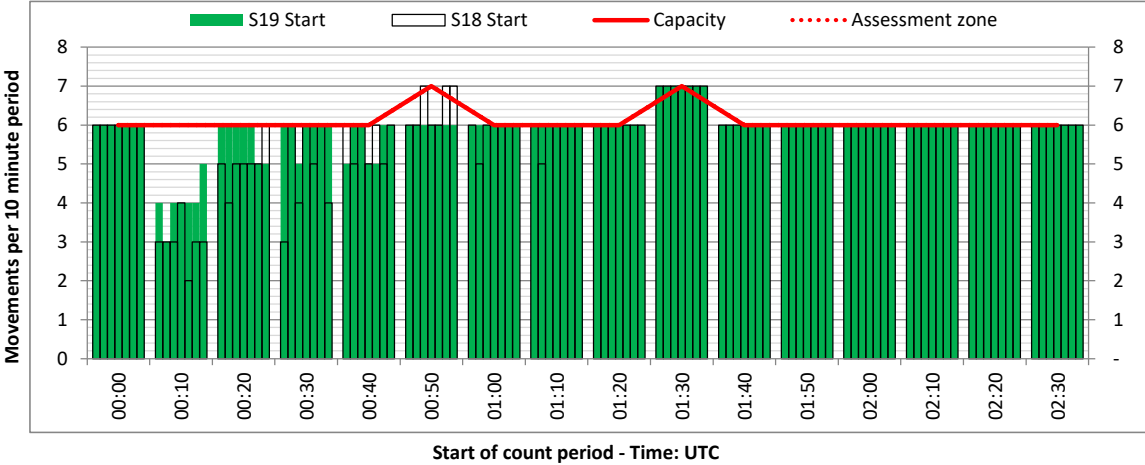
ARRIVAL - 10 minute count rolling every 10 mins (R10)



Terminals: All Terminals

Operators: All Operators

Days: 1234567



Peak Week - Movements Histogram

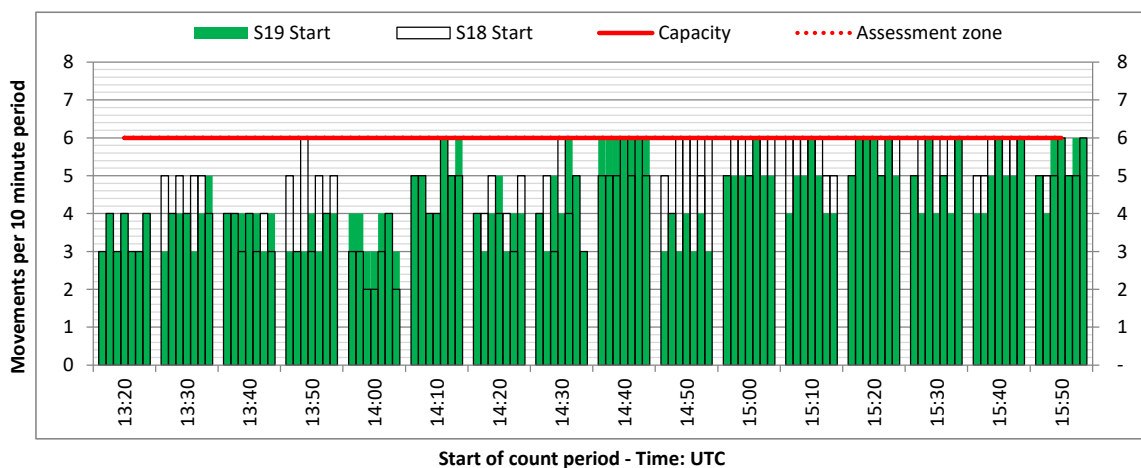
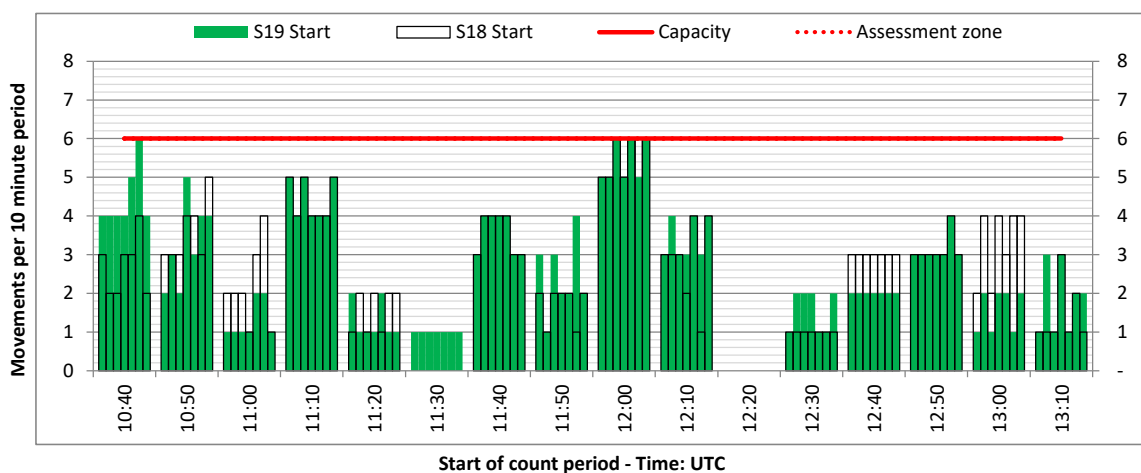
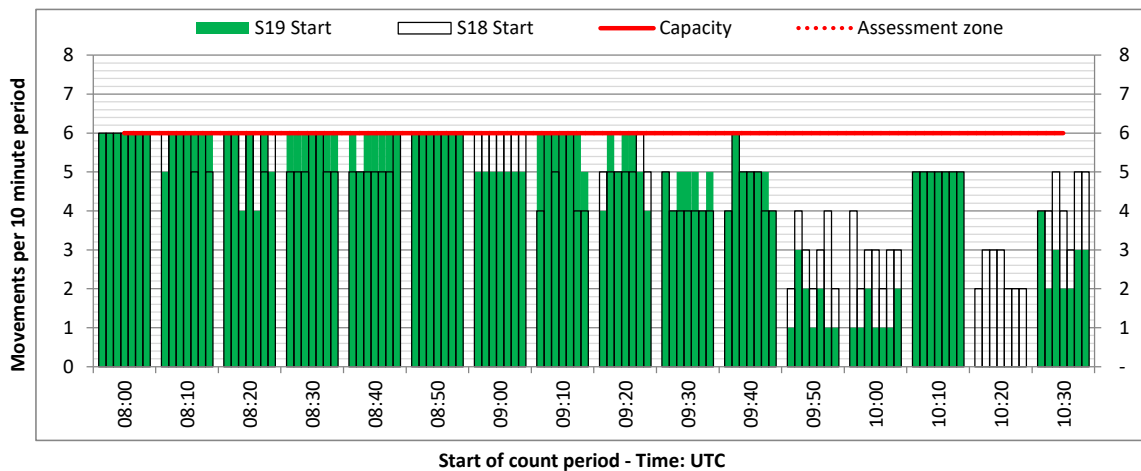
ARRIVAL - 10 minute count rolling every 10 mins (R10)



Terminals: All Terminals

Operators: All Operators

Days: 1234567



Peak Week - Movements Histogram

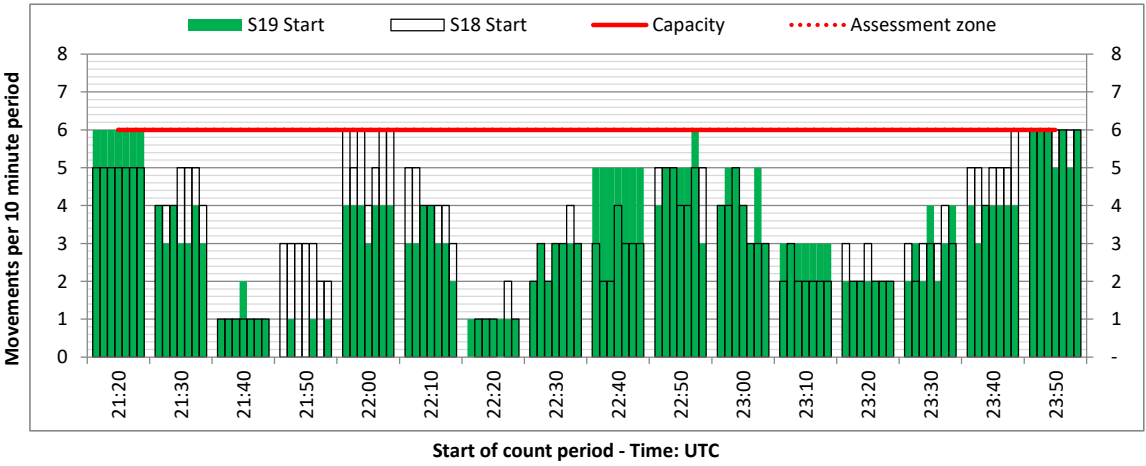
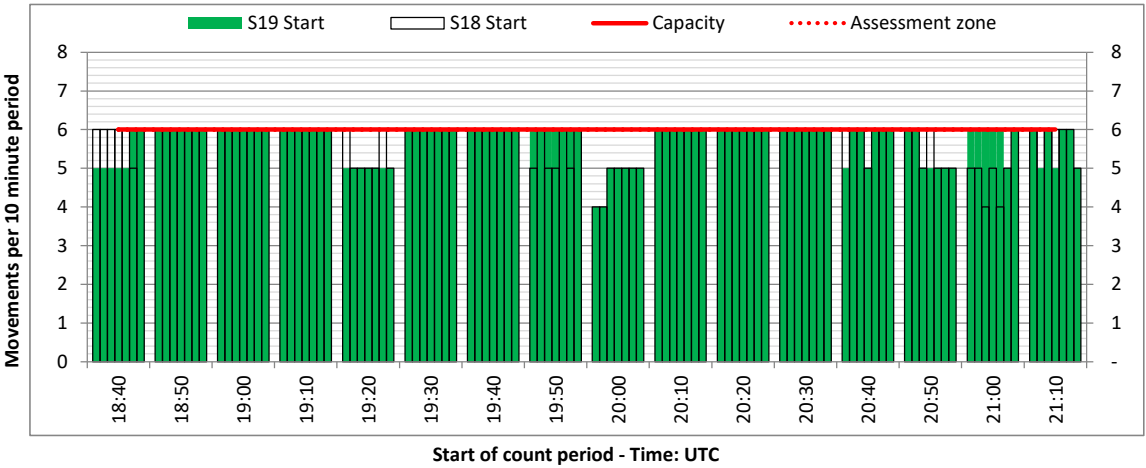
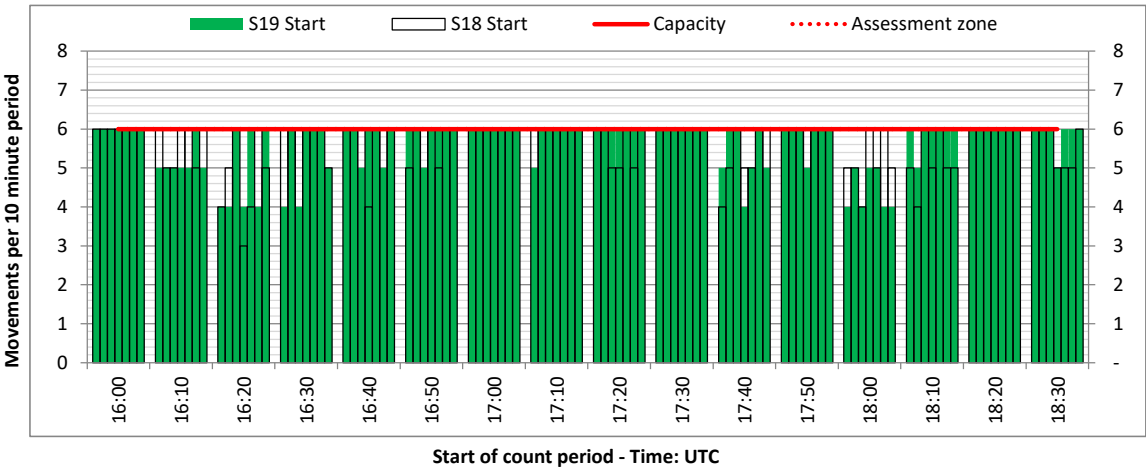
ARRIVAL - 10 minute count rolling every 10 mins (R10)



Terminals: All Terminals

Operators: All Operators

Days: 1234567



Peak Week - Movements Histogram

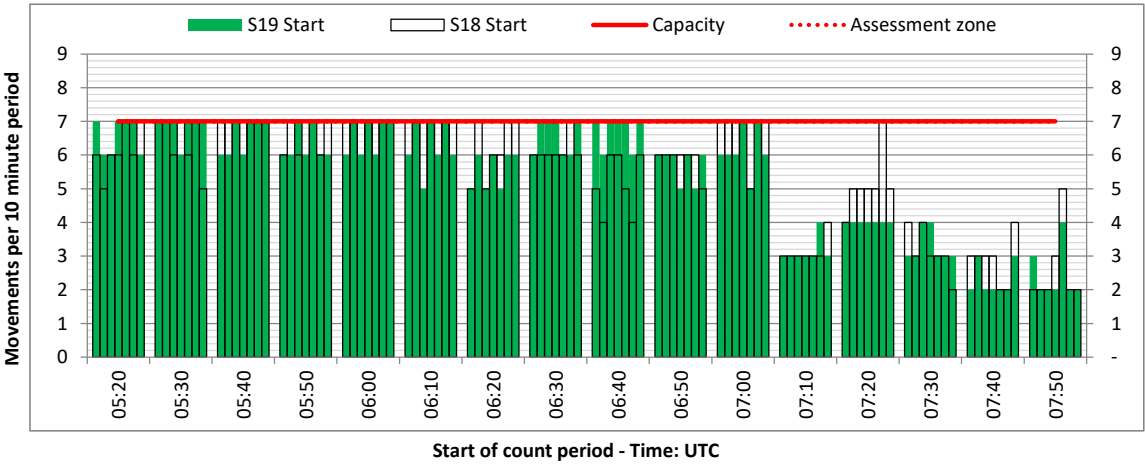
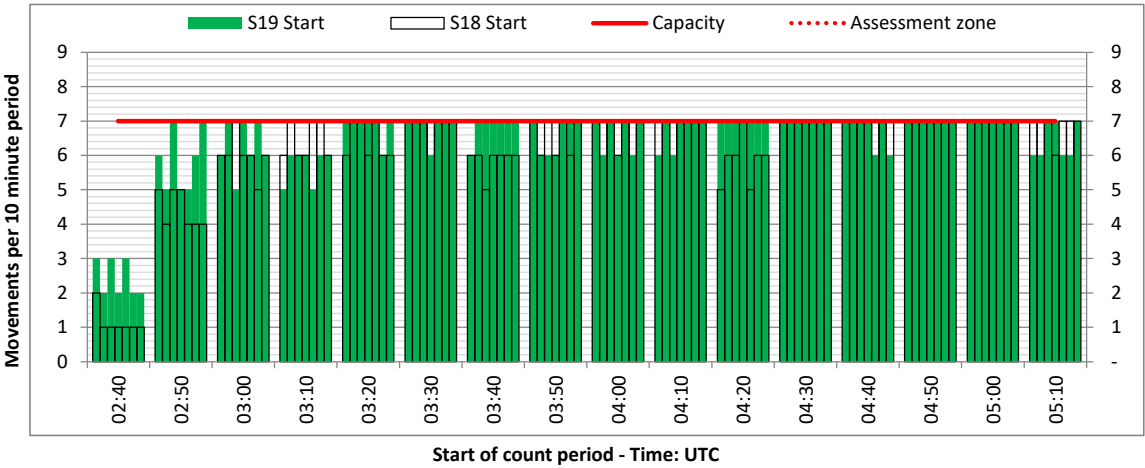
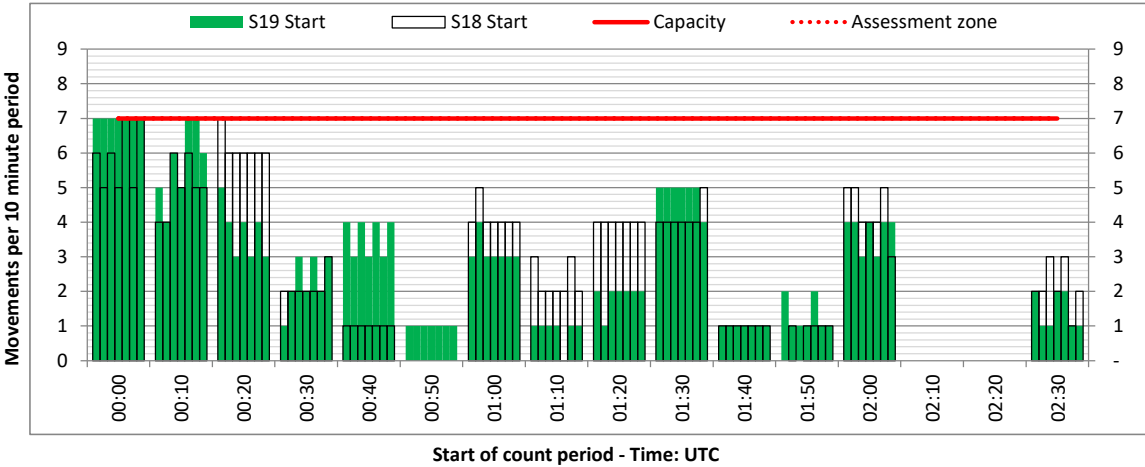
DEPARTURE - 10 minute count rolling every 10 mins (R10)



Terminals: All Terminals

Operators: All Operators

Days: 1234567



Peak Week - Movements Histogram

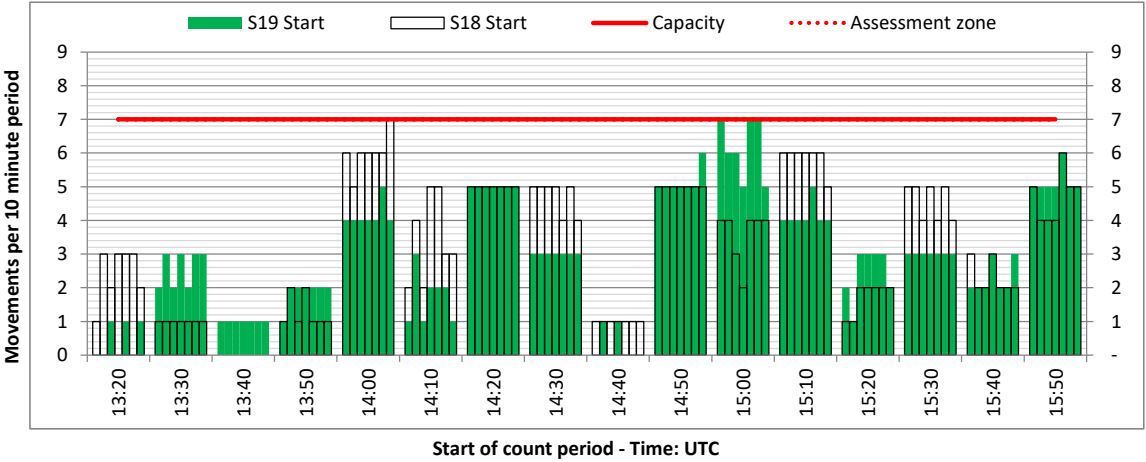
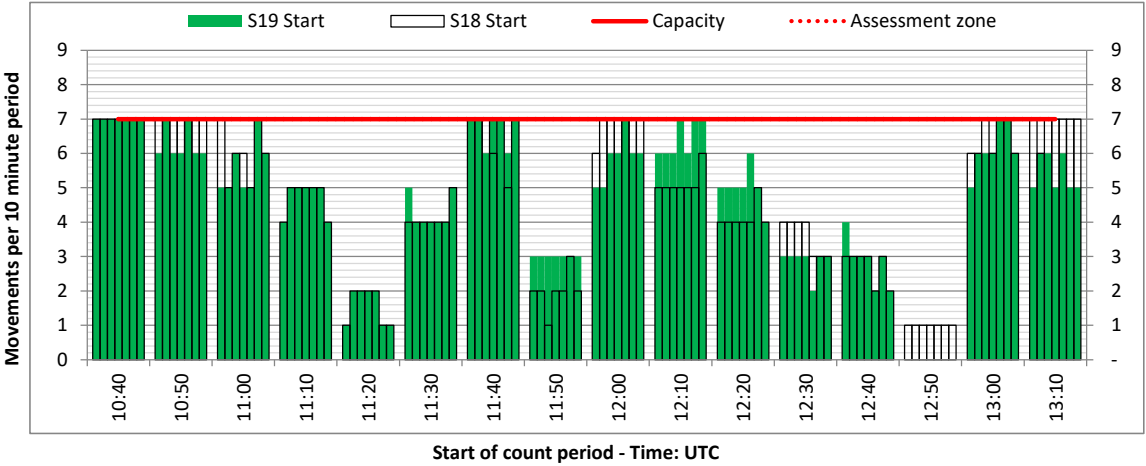
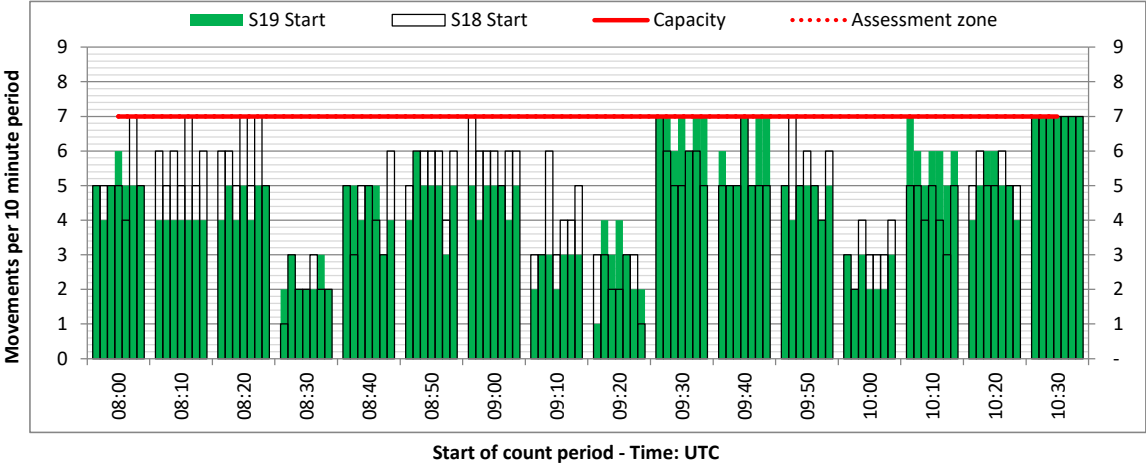
DEPARTURE - 10 minute count rolling every 10 mins (R10)



Terminals: All Terminals

Operators: All Operators

Days: 1234567



Peak Week - Movements Histogram

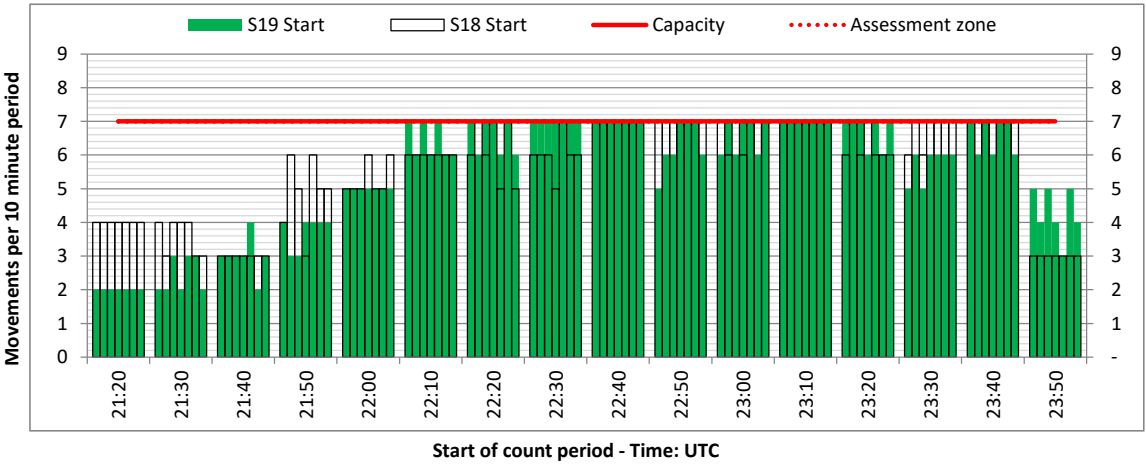
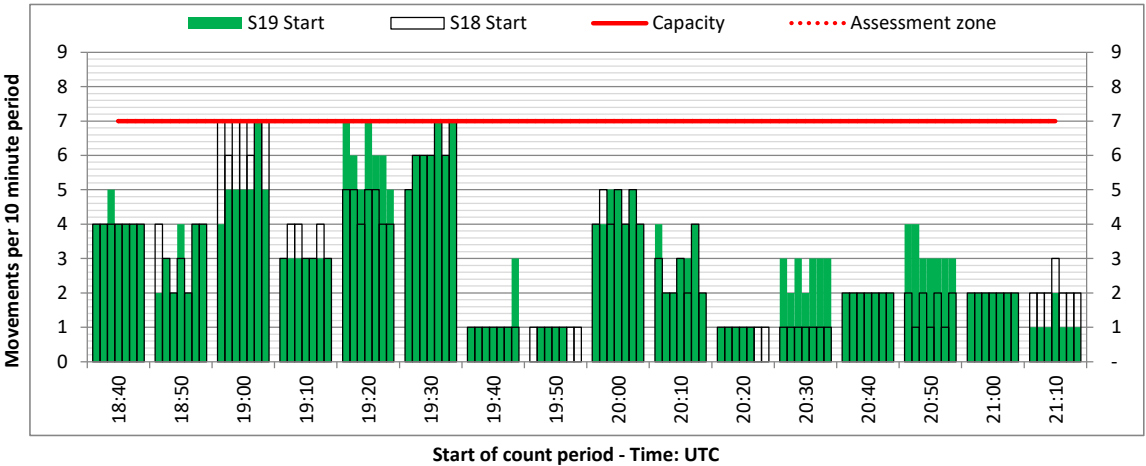
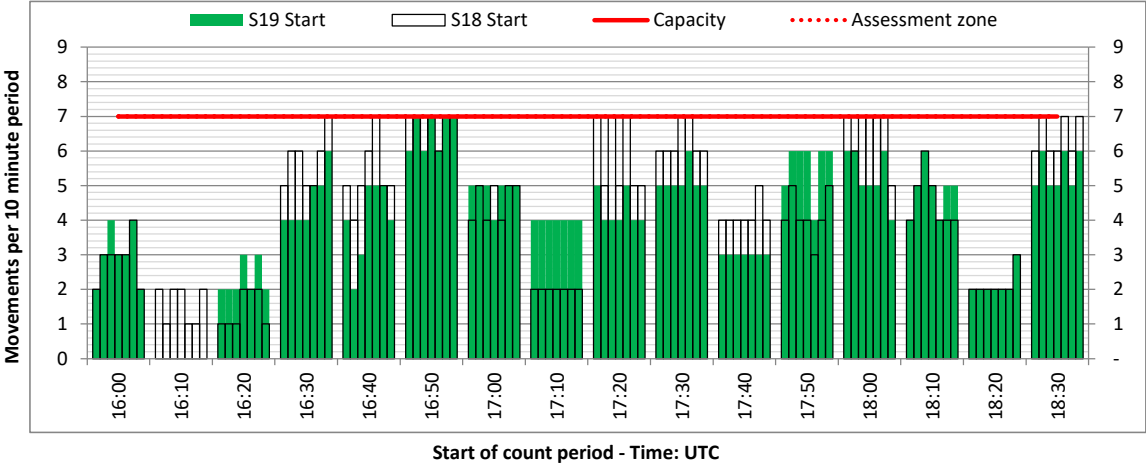
DEPARTURE - 10 minute count rolling every 10 mins (R10)



Terminals: All Terminals

Operators: All Operators

Days: 1234567



Peak Week - Passengers Histogram

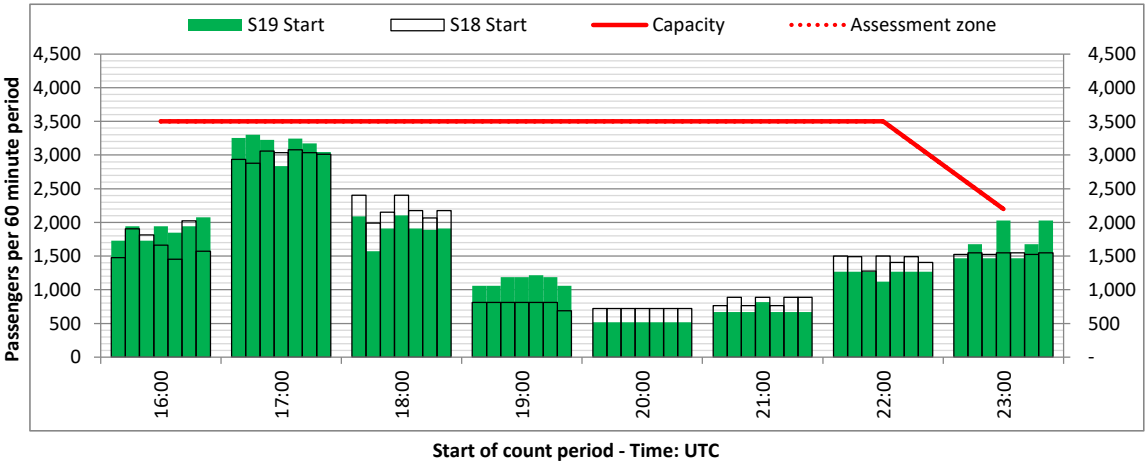
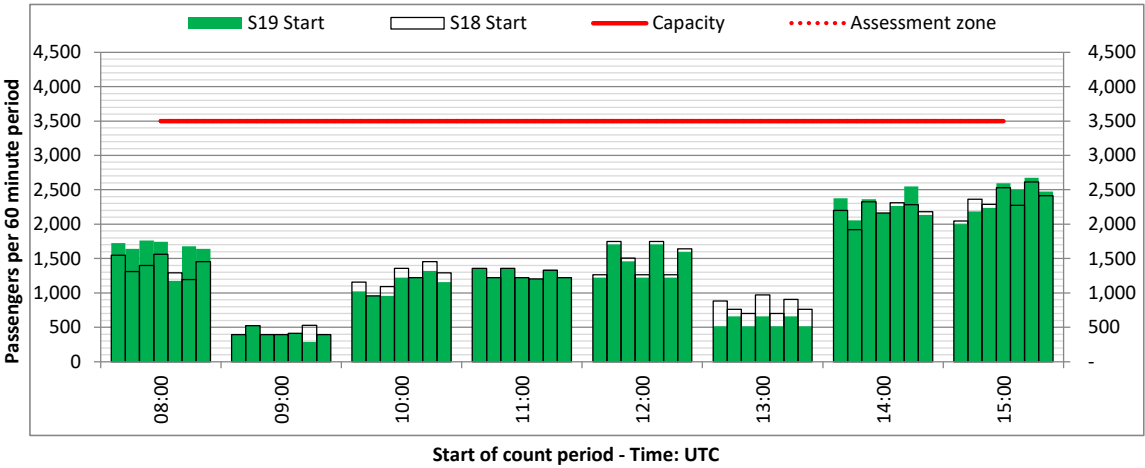
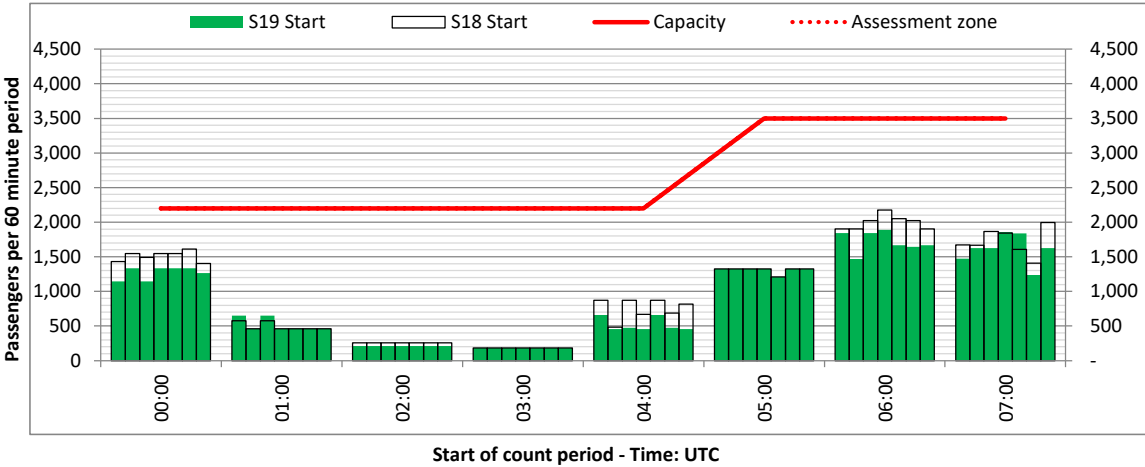
ARRIVAL - 60 minute count rolling every 60 mins (T60)



Terminals: 1I

Operators: All Operators

Days: 1234567



Peak Week - Passengers Histogram

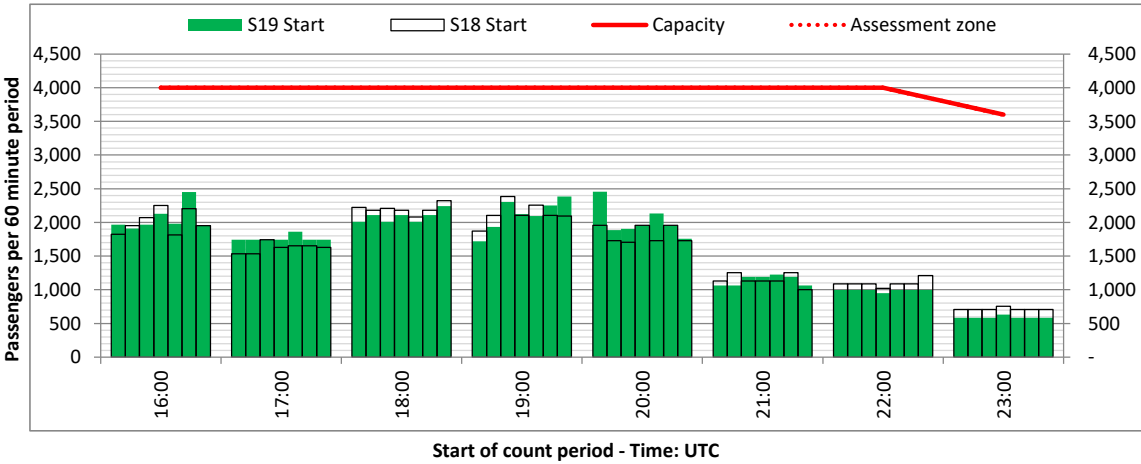
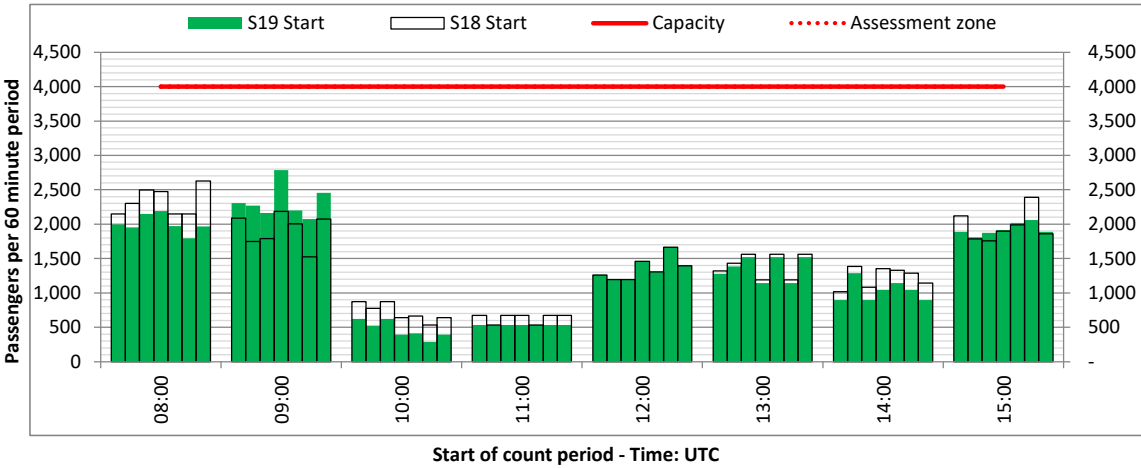
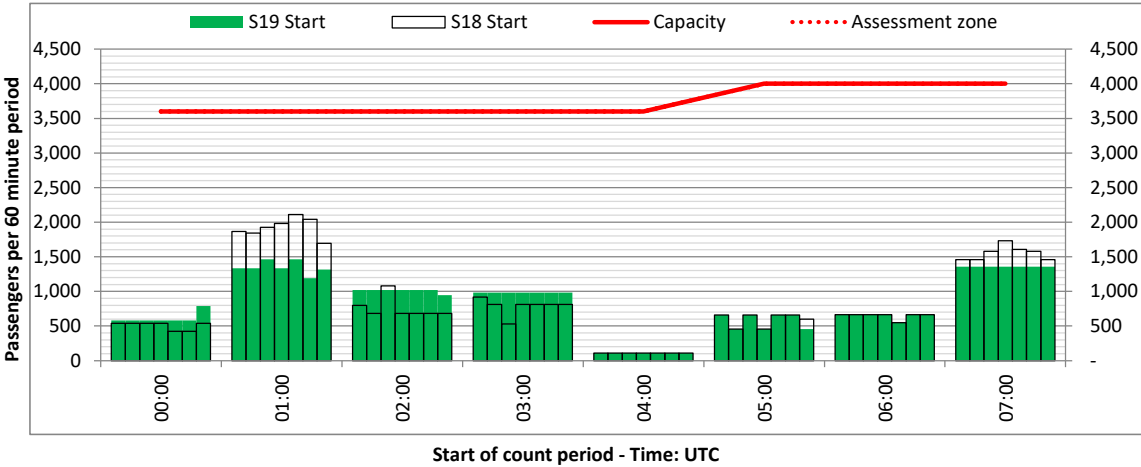
DEPARTURE - 60 minute count rolling every 60 mins (T60)



Terminals: 1I

Operators: All Operators

Days: 1234567



Peak Week - Passengers Histogram

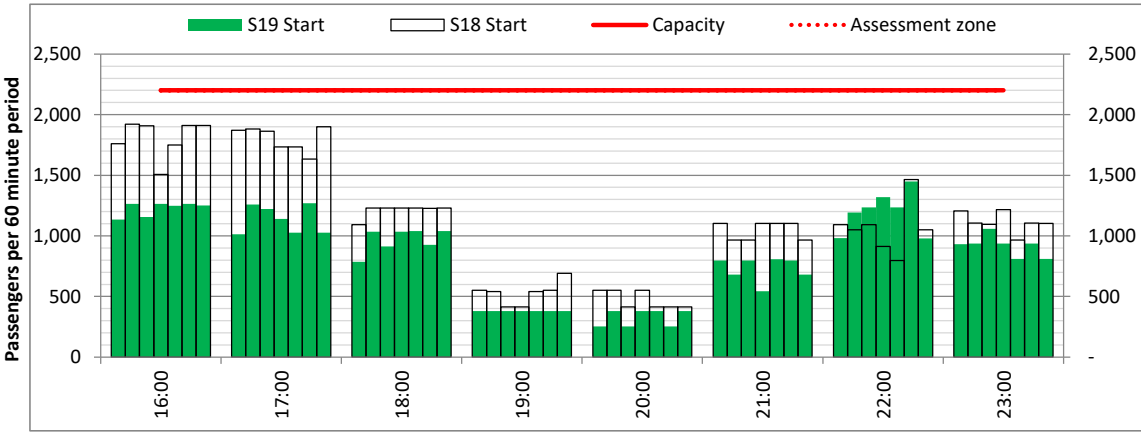
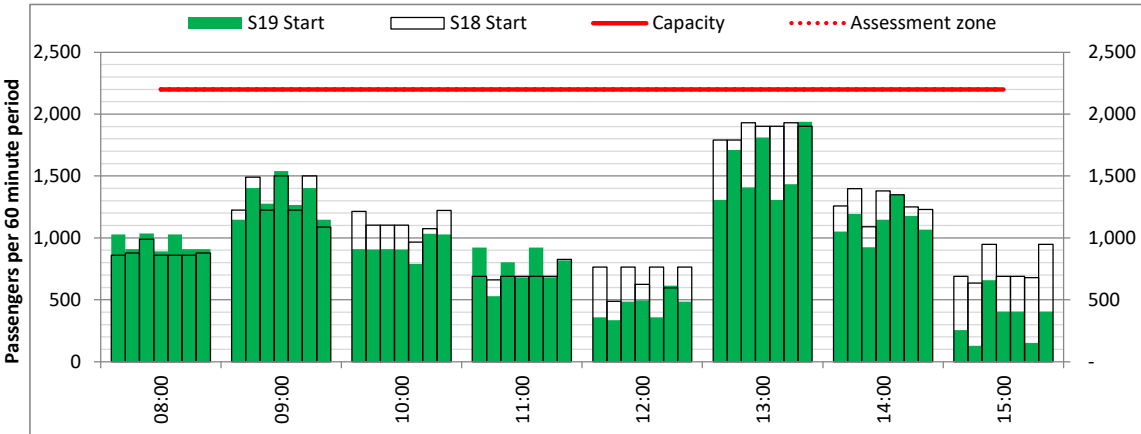
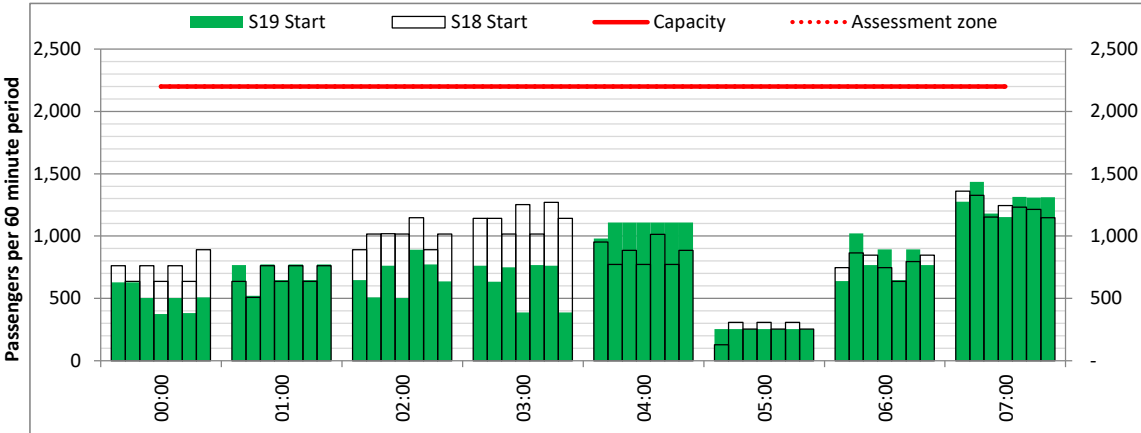
ARRIVAL - 60 minute count rolling every 60 mins (T60)



Terminals: 2I

Operators: All Operators

Days: 1234567



Peak Week - Passengers Histogram

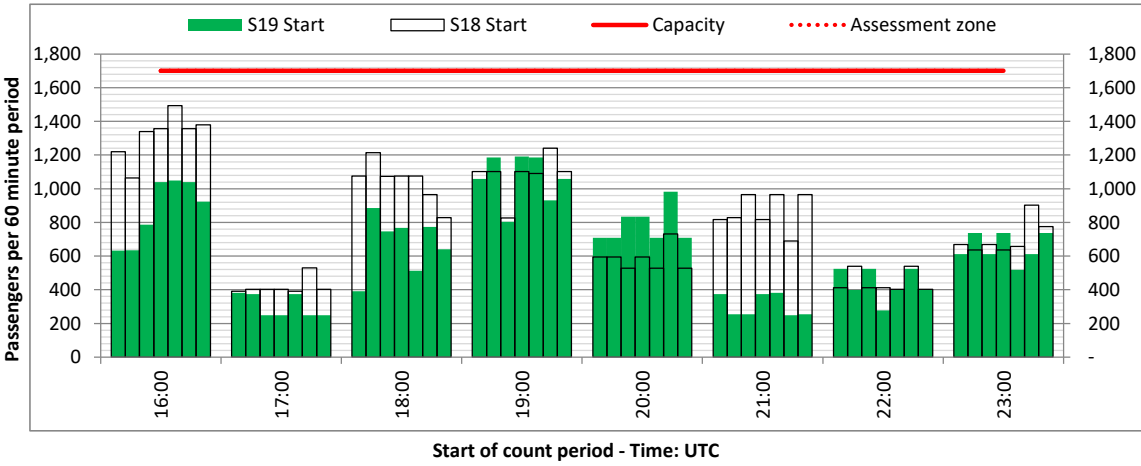
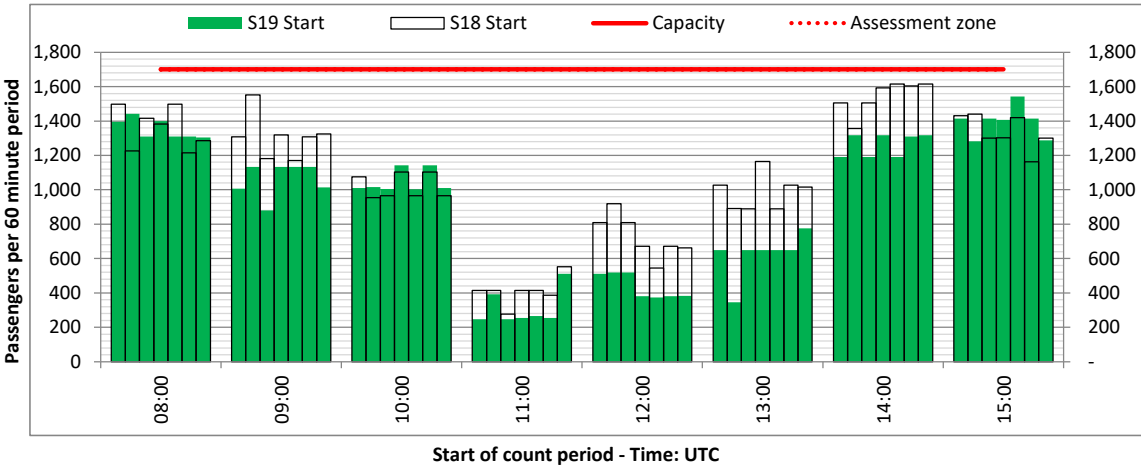
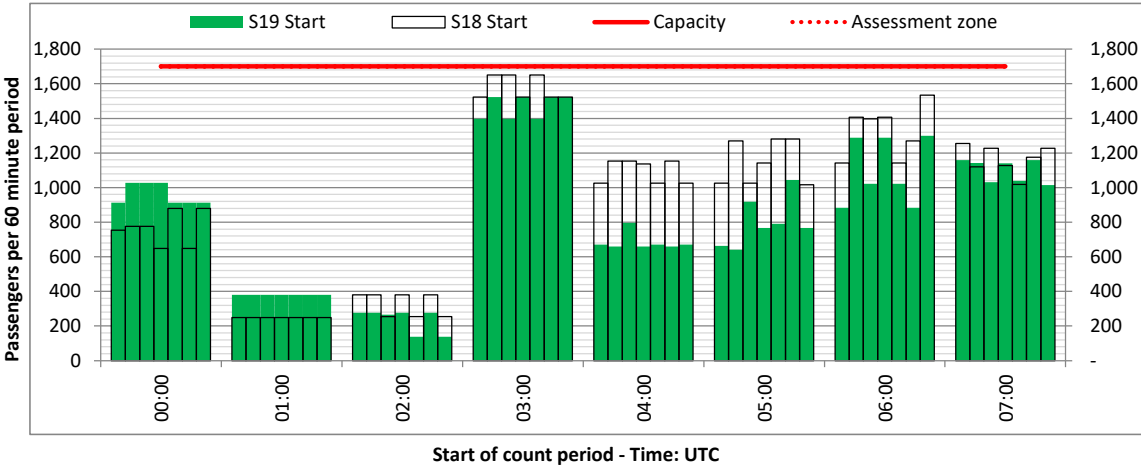
DEPARTURE - 60 minute count rolling every 60 mins (T60)



Terminals: 2I

Operators: All Operators

Days: 1234567



Peak Week - Passengers Histogram

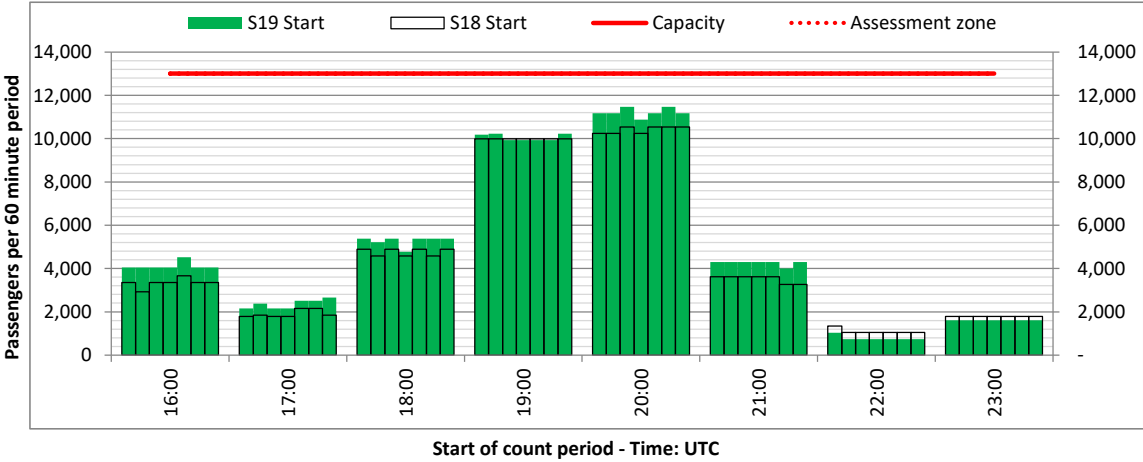
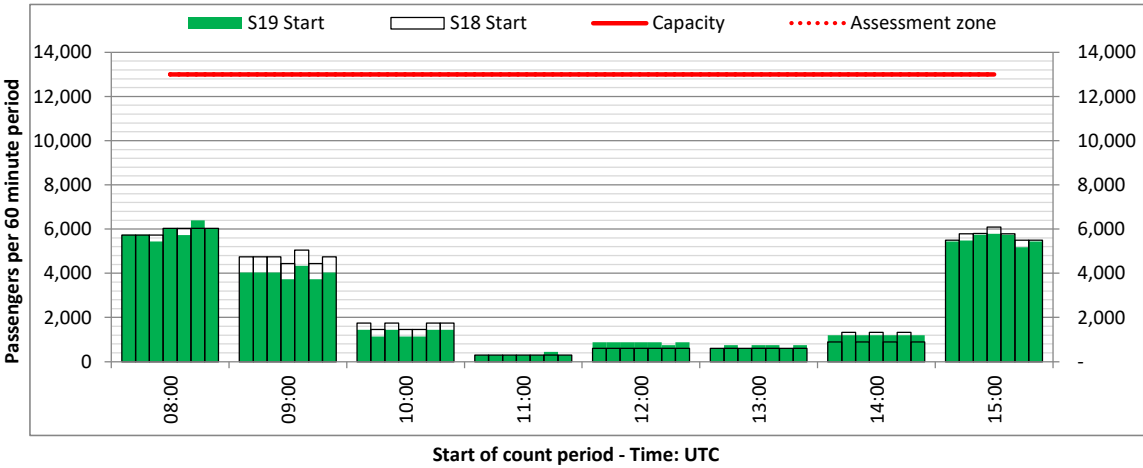
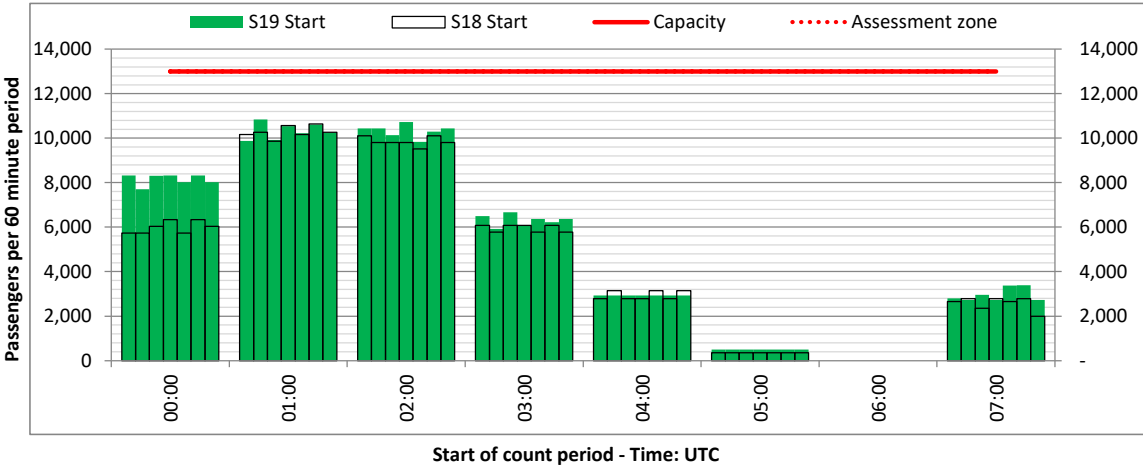
ARRIVAL - 60 minute count rolling every 60 mins (T60)



Terminals: 3I

Operators: All Operators

Days: 1234567



Peak Week - Passengers Histogram

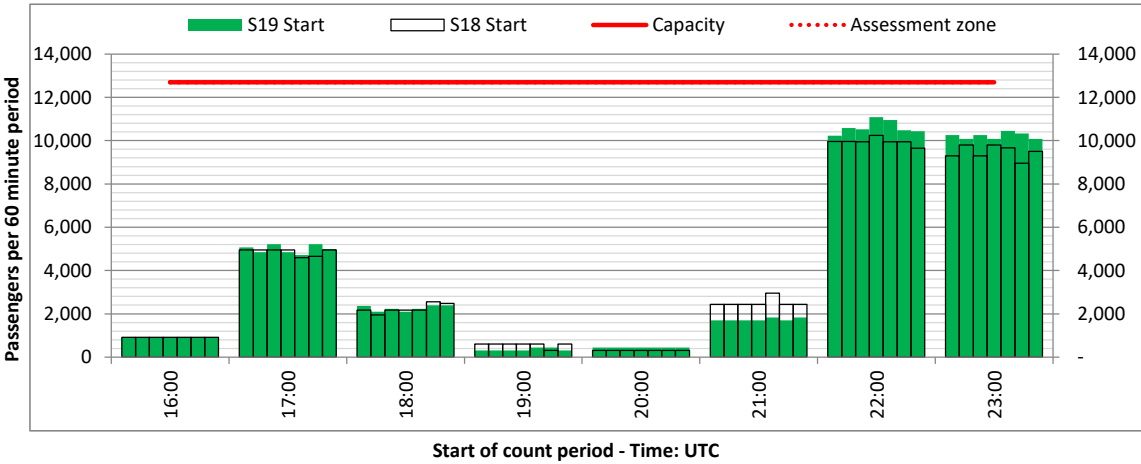
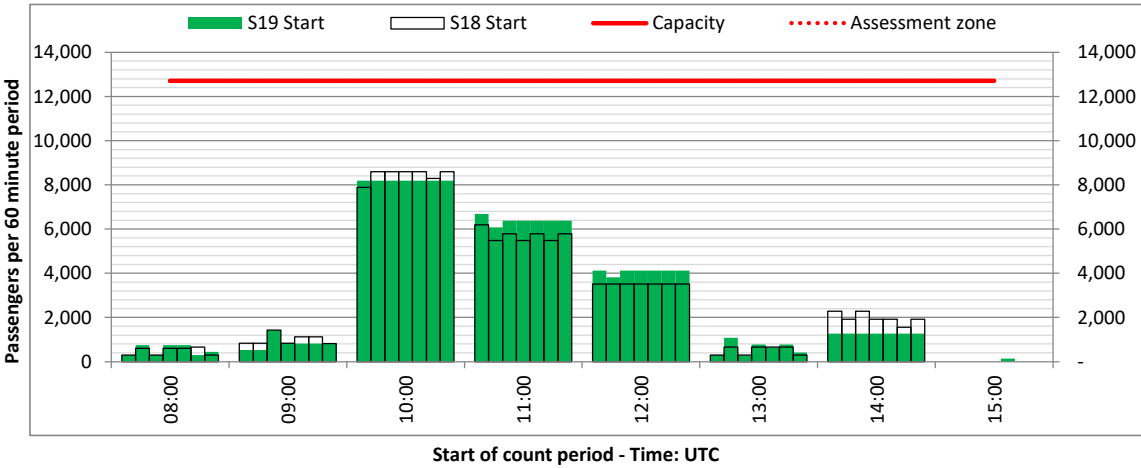
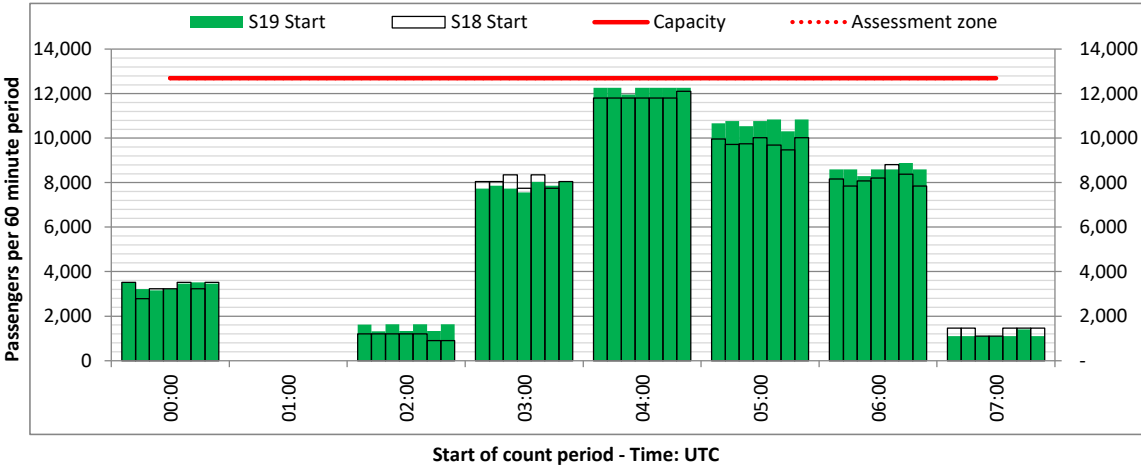
DEPARTURE - 60 minute count rolling every 60 mins (T60)



Terminals: 3I

Operators: All Operators

Days: 1234567



Declaration Usage Analysis
Projected Declaration Usage Analysis for Peak Week



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%	96%	84%	60%	84%	94%	100%	86%	73%	75%	85%	95%	97%	94%	100%	100%	100%	100%	100%	88%	92%	96%
Departures																								
Max. Departure	96%	64%	68%	100%	100%	100%	98%	92%	90%	91%	97%	104%	96%	76%	68%	90%	96%	100%	96%	100%	82%	62%	100%	100%
Totals																								
Max. Total	97%	86%	88%	100%	94%	83%	92%	92%	95%	88%	91%	103%	98%	98%	87%	89%	95%	100%	98%	100%	91%	83%	97%	98%

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	98%	100%	100%	89%	80%	55%	75%	89%	98%	78%	64%	70%	78%	82%	90%	88%	94%	97%	98%	100%	99%	86%	85%	94%
Departures																								
Average Departure	90%	59%	61%	98%	100%	97%	94%	89%	83%	84%	96%	103%	92%	70%	62%	80%	82%	99%	92%	96%	73%	55%	99%	100%
Totals																								
Average Total	94%	85%	85%	98%	92%	81%	87%	89%	91%	83%	90%	100%	96%	89%	83%	84%	89%	98%	96%	99%	89%	78%	93%	98%

Primary Constraints by Terminal - Peak Week



Arrival/Departure	OK	R60	R10	GA	GRD	T60	Grand Total
A	4304	44	92		2		4442
D	4285	30	40	5		2	4362
Grand Total	8444	309	493	5	95	20	15

Percentage	OK	R60	R10	GA	GRD	T60	Grand Total
A	96.9%	1.0%	2.1%	0.0%	0.0%	0.0%	100.0%
D	98.2%	0.7%	0.9%	0.1%	0.0%	0.0%	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	79	80	50	35	23	73	113	137	146	111	65	66	105	74	135	169	151	179	154	116	73	68	90	90	2382
OK	80	83	38	21	28	94	130	116	137	78	74	71	104	93	161	126	100	161	153	112	61	95	106	107	2329
R10	13	2			4	1	1		14	3				1	4	7	7	8	2		10		2		79
R60				12	7		3	14		7	10				10		8	2	2			1		1	77

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
2I	88	59	55	116	91	57	101	129	125	131	108	57	50	118	125	92	115	80	89	77	57	55	85	79	2139
OK	81	52	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2032
R10	6	7	5		7			5	7	6	1	1			7		2	1		2				10	67
R60	1		2	1	2			1		8				14	1		1								31
GA										1						4									5
T60													1			1									2
GRD												1			1										2

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	217	205	246	296	307	232	168	83	143	104	179	141	110	41	56	108	107	174	165	201	225	134	226	235	4103
OK	208	205	239	294	307	228	167	83	143	104	179	140	110	41	56	108	106	172	164	201	225	127	226	235	4068
R10	9		7			4												2	1			7			30
R60				2			1					1					1								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
FRT	12	6	1	1	6	13	9	17	8	37	6	15	5	15		6				6			11	6	180
OK	12	6	1	1	5	13	9	15	8	30	1	14	5	11		6				6			11	6	160
R10					1			2		7	5														15
R60								2				1		4											5

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

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	63	71	70	42	14			13	7	14	14					56	21		21	77	105	14	7	7	616
Emirates	63	71	70	42	14			13	7	14	14					56	21		21	77	105	14	7	7	616
1	9	10	10	6	2			2	1	2	2					8	3		3	11	15	2	1	1	88
2	9	10	10	6	2			2	1	2	2					8	3		3	11	15	2	1	1	88
3	9	10	10	6	2			1	1	2	2					8	3		3	11	15	2	1	1	87
4	9	10	10	6	2			2	1	2	2					8	3		3	11	15	2	1	1	88
5	9	10	10	6	2			2	1	2	2					8	3		3	11	15	2	1	1	88
6	9	11	10	6	2			2	1	2	2					8	3		3	11	15	2	1	1	89
7	9	10	10	6	2			2	1	2	2					8	3		3	11	15	2	1	1	88
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 Departures	21		7	28	105	70	70	7			70	28	21					21	7				77	65	597
Emirates	21		7	28	105	70	70	7			70	28	21					21	7				77	65	597
1	3		1	4	15	10	10	1			10	4	3					3	1				11	9	85
2	3		1	4	15	10	10	1			10	4	3					3	1				11	9	85
3	3		1	4	15	10	10	1			10	4	3					3	1				11	9	85
4	3		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	85
5	3		1	4	15	10	10	1			10	4	3					3	1				11	10	86
6	3		1	4	15	10	10	1			10	4	3					3	1				11	10	86
7	3		1	4	15	10	10	1			10	4	3					3	1				11	9	85
Grand Total	84	71	77	70	119	70	70	20	7	14	84	28	21			56	21	21	28	77	105	14	84	72	1213

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



ARRIVALS																									
UTC	1	2	3	4	5	6	7		UTC	1	2	3	4	5	6	7		UTC	1	2	3	4	5	6	7
0	0	0	0	0	0	0	0		800	0	0	0	0	0	0	0		1600	0	0	0	0	0	0	0
10	0	0	1	1	1	1	1		810	1	0	0	0	0	0	0		1610	1	1	1	1	0	0	1
20	0	0	0	0	0	0	1		820	0	0	1	0	2	0	0		1620	2	2	0	2	0	2	0
30	0	0	0	1	0	0	0		830	0	0	0	0	0	0	0		1630	2	0	2	0	0	0	1
40	0	0	0	0	1	1	0		840	0	1	0	0	0	0	0		1640	0	0	1	0	0	1	0
50	0	0	0	0	0	0	0		850	0	0	0	0	0	0	0		1650	0	0	1	0	0	0	0
100	0	0	0	0	0	0	0		900	1	1	1	1	1	1	1		1700	0	0	0	0	0	0	0
110	0	0	0	0	0	0	0		910	0	0	0	0	0	0	1		1710	1	0	0	0	0	0	0
120	0	0	0	0	0	0	0		920	2	0	1	0	0	1	2		1720	0	0	0	0	0	0	0
130	0	0	0	0	0	0	0		930	1	2	1	1	1	2	1		1730	0	0	0	0	0	0	0
140	0	0	0	0	0	0	0		940	2	0	1	1	1	1	2		1740	1	0	0	2	1	0	0
150	0	0	0	0	0	0	0		950	5	3	4	5	4	5	5		1750	0	0	0	1	0	0	0
200	0	0	0	0	0	0	0		1000	5	5	4	5	5	5	4		1800	1	1	1	1	0	0	0
210	0	0	0	0	0	0	0		1010	1	1	1	1	1	1	1		1810	0	1	0	0	0	0	0
220	0	0	0	0	0	0	0		1020	6	6	6	6	6	6	6		1820	0	0	0	0	0	0	0
230	0	0	0	0	0	0	0		1030	2	4	3	4	4	3	3		1830	0	0	0	1	0	0	0
240	0	0	0	0	0	0	0		1040	2	2	2	2	1	0	2		1840	1	1	1	1	0	0	0
250	0	1	0	0	0	0	0		1050	4	3	4	1	3	2	2		1850	0	0	0	0	0	0	0
300	0	1	0	1	0	0	0		1100	5	5	5	5	4	4	5		1900	0	0	0	0	0	0	0
310	0	0	0	1	1	0	2		1110	1	2	1	2	2	2	1		1910	0	0	0	0	0	0	0
320	1	2	1	1	2	2	2		1120	4	5	5	5	4	5	5		1920	0	0	0	0	0	0	0
330	1	2	1	3	1	2	2		1130	5	5	5	5	5	5	5		1930	0	0	0	0	0	0	0
340	1	5	1	6	2	3	4		1140	3	2	2	2	2	3	3		1940	0	0	0	0	0	0	0
350	1	2	1	2	2	2	2		1150	3	5	3	4	4	2	4		1950	0	0	0	0	0	0	0
400	2	1	1	2	1	0	2		1200	1	1	0	1	0	1	0		2000	1	0	0	0	0	0	0
410	0	1	0	1	0	0	0		1210	3	2	3	3	2	3	2		2010	0	0	0	0	0	0	0
420	1	0	1	0	0	0	1		1220	5	3	3	4	3	4	2		2020	0	0	0	0	0	0	0
430	4	4	4	4	4	4	4		1230	5	3	3	4	3	4	2		2030	0	0	0	0	0	0	0
440	5	5	5	4	4	4	4		1240	4	3	3	4	3	4	2		2040	1	0	0	1	0	0	0
450	5	5	5	5	4	4	5		1250	2	2	2	2	2	1	2		2050	0	0	0	1	0	0	0
500	6	6	6	6	6	6	5		1300	5	2	5	1	4	4	1		2100	0	0	0	0	0	1	0
510	1	1	1	1	1	1	1		1310	5	2	5	1	5	4	1		2110	0	1	0	1	0	0	1
520	4	4	4	4	4	4	3		1320	3	2	3	1	3	3	1		2120	0	0	0	0	0	0	0
530	4	2	2	2	3	2	4		1330	3	2	2	1	3	2	1		2130	2	3	2	3	3	2	3
540	4	4	4	4	5	4	3		1340	2	2	2	1	2	3	1		2140	3	4	3	4	3	4	4
550	4	4	4	4	3	4	4		1350	3	2	3	1	3	1	1		2150	3	4	3	4	3	3	3
600	4	4	4	3	5	4	3		1400	2	2	3	3	1	1	3		2200	2	2	3	2	2	2	2
610	3	3	3	3	3	3	3		1410	1	1	2	2	0	1	0		2210	3	3	2	2	3	2	4
620	4	3	4	4	4	4	4		1420	2	3	2	1	1	1	2		2220	5	3	3	3	3	2	5
630	2	3	2	2	2	3	2		1430	2	3	1	2	0	1	3		2230	4	3	3	3	3	2	3
640	2	1	1	1	2	0	0		1440	0	0	0	0	0	0	0		2240	1	1	1	1	1	1	1
650	4	3	3	3	3	3	3		1450	3	2	3	2	1	1	3		2250	2	1	1	1	1	0	3
700	2	2	2	3	0	2	0		1500	1	1	1	1	0	1	1		2300	2	1	1	1	3	1	1
710	2	0	1	1	1	1	1		1510	2	1	1	0	1	2	2		2310	2	1	1	1	3	1	1
720	1	0	1	1	1	1	1		1520	1	0	0	0	1	0	0		2320	2	1	1	1	3	1	1
730	0	1	0	0	0	0	2		1530	1	2	0	1	0	2	0		2330	2	1	1	1	3	1	1
740	0	1	1	0	1	1	1		1540	1	1	0	0	1	0	0		2340	2	1	1	1	2	1	1
750	0	0	0	0	0	0	1		1550	1	2	0	0	1	0	0		2350	0	0	0	1	0	1	0

DEPARTURES																										
UTC	1	2	3	4	5	6	7		UTC	1	2	3	4	5	6	7		UTC	1	2	3	4	5	6	7	
0	0	0	0	0	0	0	0		800	2	2	2	1	2	2	2		1600	5	4	3	2	3	0	3	
10	2	3	1	2	0	0	1		810	3	2	3	2	3	3	3		1610	6	6	5	2	3	0	3	
20	2	3	2	3	1	2	2		820	3	2	3	2	3	2	2		1620	5	5	5	2	3	0	3	
30	3	5	2	4	1	2	2		830	4	2	4	2	4	3	4		1630	2	2	2	2	1	0	0	
40	3	4	2	4	1	2	2		840	2	2	3	2	2	4	3		1640	3	5	4	2	2	0	3	
50	3	5	2	4	1	2	2		850	3	1	2	2	2	4	2		1650	1	0	1	0	1	0	0	
100	4	3	4	4	4	4	4		900	2	3	2	2	2	3	2		1700	0	0	0	1	0	0	0	
110	6	6	6	6	7	6	6		910	5	4	4	3	4	4	4		1710	0	0	0	1	0	0	0	
120	5	6	5	5	5	5	5		920	6	3	4	4	3	4	5		1720	0	0	0	1	0	0	0	
130	2	2	2	2	2	2	3		930	0	0	1	0	1	0	0		1730	0	0	0	1	0	0	0	
140	6	6	6	6	6	6	6		940	1	2	2	0	2	0	0		1740	0	0	0	1	0	0	0	
150	5	6	6	6	6	5	6		950	2	3	2	2	2	3	2		1750	0	0	0	1	0	0	0	
200	3	3	4	3	4	3	3		1000	1	1	1	1	2	3	2		1800	1	1	2	2	2	1	1	
210	7	7	7	7	7	7	7		1010	0	1	1	1	1	2	1		1810	3	1	1	2	3	1	1	
220	7	7	7	7	7	7	7		1020	1	1	0	0	1	1	2		1820	4	1	2	2	4	1	1	
230	5	6	6	5	5	6	6		1030	0	0	0	0	0	1	0	0		1830	2	1	2	2	1	1	1
240	4	5	4	5	4	5	5		1040	0	0	0	0	0	0	0		1840	3	1	2	2	3	1	1	
250	1	2	0	2	2	1	0		1050	1	0	1	1	0	1	1		1850	4	1	2	2	4	1	1	
300	1	0	2	0	1	0	0		1100	0	0	0	0	0	0	0		1900	3	1	2	0	0	0	0	
310	2	0	1	1	1	0	0		1110	0	0	0	0	0	0	0		1910	3	1	2	0	0	0	0	
320	0	0	0	0	0	0	0		1120	0	0	0	0	0	0	0		1920	0	1	2	0	0	0	0	
330	0	0	0	1	0	0	0		1130	0	0	0	0	0	0	0		1930	2	1	1	0	0	0	0	
340	1	0	0	0	0	0	0		1140	0	0	0	0	0	0	0		1940	3	1	2	0	0	0	0	
350	0	0	1	1	0	0	0		1150	0	0	0	0	0	0	0		1950	3	1	2	0	0	0	0	
400	0	0	0	0	0	0	0		1200	2	2	1	1	0	1	1		2000	3	3	2	2	3	2	3	
410	0	0	0	0	0	0	0		1210	1	1	1	0	1												

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 27-Aug-18 to Sun 02-Sep-18. Peak week for S19 is Mon 19-Aug-19 to Sun 25-Aug-19.

For ACL use

	Airport-Season-Branch-Resource	From date	To date	Time
Full Season Rep 1	DXB-S18-Start v1-Standard	Sun 25-Mar-2018	Sat 27-Oct-2018	UTC
Full Season Rep 2	DXB-S18-End-Standard	Sun 25-Mar-2018	Sat 27-Oct-2018	UTC
Full Season Rep 3	DXB-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	DXB-S18-Start v1-Standard	Mon 27-Aug-2018	Sun 02-Sep-2018	UTC
Peak Week Rep 2	DXB-S18-End-Standard	Mon 06-Aug-2018	Sun 12-Aug-2018	UTC
Peak Week Rep 3	DXB-S19-SOS Report-Standard	Mon 19-Aug-2019	Sun 25-Aug-2019	UTC