

Birmingham Airport (BHX)

Winter 2019/20 (W19)



Initial Coordination Report

Report Date: Tue 04-Jun-2019

Headlines

	W19 Init Coord	vs. W18 Init Coord	vs. W19 Hist (SHL)
Total Air Transport Movements (Passenger & Freight)	47,069	▲ 10.7%	▲ 25.3%
Total Passenger Air Transport Movements	46,073	▲ 10.9%	▲ 26.6%
Total Passenger Air Transport Movement Seats	6,635,804	▲ 6.8%	▲ 24.0%
Average Seats per Passenger Air Transport Movement	144	▼ -3.7%	▼ -2.1%
Percentage of allocated slots cleared as requested (OK)	99.27%		

Contents

Page	Content
2	Runway Scheduling Limits
3	Coordinator's Report
4	Peak Week - Initial Coordination Analysis
5	ATM Allocation by Operator (Full season and Peak Week Comparison)
6	Peak Week - Allocation and Slot Adjustment Distribution by Operator
7	Significant Route Changes
8	Full Season - ATM Analysis
9	Full Season - PATM Seats Analysis
10	Full Season - Terminal Analysis
11	Full Season - Aircraft Size Analysis
12	Full Season - Seasonality
13	Peak Week - Initial Hourly Runway Demand
14	Peak Week - Hourly Runway Allocation Comparison (W19 Init Coord vs. W19 Hist (SHL))
15	Peak Week Histogram - Departure Passengers (T120/15) - All Terminals - All Operators
16	Peak Week Histogram - Departure Passengers (T60/15) - All Terminals - All Operators
17	Peak Week Histogram - Arrival Passengers (T30/15) - 1I - All Operators
18	Peak Week Histogram - Arrival Passengers (T60/15) - 1I - All Operators
19	Peak Week Histogram - Arrival Passengers (T30/15) - 2I - All Operators
20	Glossary

W18 scheduling season runs from Sun 28-Oct-2018 to Sat 30-Mar-2019 (154 days).

W19 scheduling season runs from Sun 27-Oct-2019 to Sat 28-Mar-2020 (154 days).

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.

Coordinator's Report



Total demand	47,069	slots		
Total slots allocated	47,069	slots	100.00%	of total demand
Number of slots cleared OK	46,727	slots	99.27%	of total slots cleared

Slots adjusted (not OK) due to:

RUNWAY constraints	89	slots	26.0%	of total slots adjusted
TERMINAL constraints	23	slots	6.7%	of total slots adjusted
STAND constraints	-	slots	0.0%	of total slots adjusted
NIGHT constraints	33	slots	9.6%	of total slots adjusted
OTHER constraints	197	slots	57.6%	of total slots adjusted
ARR/DEP TURNAROUND feasibility	-	slots	0.0%	of total slots adjusted

Executive Summary

Winter 2019 will be the third winter season where BHX Airport will be designated as Level 3 (Coordinated).

As in recent Winter seasons the runway and terminal constraints are generally sufficient to accommodate the demand with only minor schedule adjustments required. Runway closures planned for November/December 2019 are the main driver of the more significant schedule adjustments made during Initial Coordination.

The introduction of a revised Night Flying Policy effective from W18 has seen additional annual scheduling constraints within the Night Period for W18/S19. These constraints have remained the same for the W19/S20 annual period. Whilst these additional constraints haven't impacted the allocation process in any significant way during W19 Initial Coordination the utilisation of total night movements in W18 was 88% and the utilisation of departure night movements in W18 was 99%. QC allocation remains sufficiently within limits.

Runway Constraints

- R15 constraint continues to be the most restrictive runway constraint. Adjustments are within 15mins of required time.
- No adjustments have been made due to the R60 constraint.

Terminal Constraints

- Some small terminal overages appear against the International arrival constraint in both Terminals 1I and 2I (T30/15).

Stand Constraints

No Stand Constraint issues.

Night Constraints

- The Night Flying Policy remains in place, effective from W18 with no changes in W19.

Other Constraints

- The runway closure periods have been fully coordinated with no flights remaining within the closure period.

Arr/Dep Turnaround Feasibility

No Turnaround Feasibility issues.

Peak Week - Initial Coordination Analysis



Operator	W19 HISTORIC SLOTS				HISTORIC RECLAIM STATISTICS				NEW SLOT REQUESTS						Total Demand at Initial Submissions	Total Allocation (SAL)	% of demand with a slot allocated
	Historic slots	Lost Histories (NBO & MU)	Unclaimed Histories	Reclaimed Histories	Incl. Time Change	Incl. Seat Increase	Incl. Day change	Incl. A-D or D-A swap	Demand - New Requests	Allocated - Year Round Incumbent	Allocated - Year Round New Entrant	Allocated - New Incumbent	Allocated - New Entrant	Allocated - "Fill-in"			
Aer Lingus	108	-	4	104	32.7%	0.0%	0.0%	0.0%	12	-	-	12	-	-	116	116	100.0%
Air France	40	-	2	42	61.9%	61.9%	0.0%	0.0%	-	-	-	-	-	2	42	42	100.0%
Air India	16	4	-	12	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	12	12	100.0%
Airest	10	4	6	-	0.0%	0.0%	0.0%	0.0%	3	-	-	3	-	-	3	3	100.0%
Blue Air	12	-	-	12	33.3%	0.0%	0.0%	0.0%	-	-	-	-	-	-	12	12	100.0%
Brussels Airlines	34	-	-	34	0.0%	100.0%	0.0%	0.0%	10	-	-	-	10	-	44	44	100.0%
CSA Czech Airlines	8	2	-	6	100.0%	100.0%	0.0%	0.0%	2	-	-	2	-	-	8	8	100.0%
Easylet	56	-	-	56	46.4%	17.9%	0.0%	0.0%	-	-	-	-	-	20	56	56	100.0%
Easylet Switzerland	8	-	-	8	0.0%	0.0%	0.0%	0.0%	2	-	-	2	-	4	10	10	100.0%
Emirates	28	-	-	28	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	28	28	100.0%
Eurowings	54	-	-	54	66.7%	44.4%	0.0%	0.0%	-	-	-	-	-	-	54	54	100.0%
Federal Express	24	-	16	8	0.0%	0.0%	0.0%	0.0%	8	8	-	-	-	-	16	16	100.0%
Flybe	622	17	25	580	37.8%	6.6%	0.0%	0.0%	274	-	-	274	-	-	854	854	100.0%
Iberia Express	6	-	-	6	100.0%	100.0%	0.0%	0.0%	-	-	-	-	-	-	6	6	100.0%
Jet2.com	122	-	48	74	27.0%	0.0%	0.0%	0.0%	30	-	-	30	-	25	104	104	100.0%
Jota Aviation	-	-	-	-	0.0%	0.0%	0.0%	0.0%	2	-	-	2	-	-	2	2	100.0%
KLM Royal Dutch Airlines	56	-	-	56	0.0%	0.0%	0.0%	0.0%	12	-	-	12	-	-	68	68	100.0%
Lauda Motion	-	-	-	-	0.0%	0.0%	0.0%	0.0%	6	-	-	-	6	-	6	6	100.0%
Lufthansa	94	-	-	94	83.0%	51.1%	0.0%	0.0%	-	-	-	-	-	-	94	94	100.0%
PIA Pakistan International	6	-	-	6	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	6	6	100.0%
Qatar Airways	14	-	-	14	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	14	14	100.0%
RAF-Avia	10	-	-	10	0.0%	0.0%	0.0%	0.0%	-	-	-	-	5	10	10	100.0%	
Ryanair	208	-	-	208	26.9%	0.0%	0.0%	0.0%	42	-	-	42	-	-	250	250	100.0%
SAS Scandinavian	24	-	2	22	0.0%	0.0%	0.0%	0.0%	2	-	-	2	-	-	24	24	100.0%
Swiss International	24	-	-	24	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	24	24	100.0%
Thomas Cook (UK)	50	4	4	42	23.8%	23.8%	0.0%	0.0%	67	-	-	67	-	4	109	109	100.0%
TUI Airways	86	6	18	62	29.0%	22.6%	0.0%	0.0%	87	-	-	87	-	9	149	149	100.0%
Turkish Airlines	20	-	-	20	100.0%	50.0%	0.0%	0.0%	4	4	-	-	-	-	24	24	100.0%
Turkmenistan Airlines	10	10	-	-	0.0%	0.0%	0.0%	0.0%	10	-	-	10	-	-	10	10	100.0%
Vueling	8	2	2	4	100.0%	0.0%	0.0%	0.0%	6	6	-	-	-	-	10	10	100.0%
Wizz Air	26	4	-	22	54.5%	0.0%	0.0%	0.0%	16	6	-	10	-	4	38	38	100.0%
Zimex Aviation	16	6	-	10	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	10	10	100.0%
TOTAL	1,808	61	129	1,618	35.5%	14.0%	0.0%	0.0%	595	24	-	555	16	73	2,213	2,213	100.0%

Air Transport Movement Allocation by Operator

Comparison between W19 Hist (SHL) vs. W19 Init Coord



Operator	FULL SEASON ALLOCATION								PEAK WEEK ALLOCATION							
	W19 ATMs	W19 ATMs	+/- change	W19 Rank	W19 Seats	W19 Seats	+/- change	W19 Rank	W19 ATMs	W19 ATMs	+/- change	W19 Rank	W19 Seats	W19 Seats	+/- change	W19 Rank
Aer Lingus	2,318	2,612	294	4	271,752	295,980	24,228	7	108	116	8	4	12,264	13,452	1,188	8
Air Arabia Maroc	88	-	-88	38	15,312	-	-15,312	33	4	-	-4	33	696	-	-696	29
Air France	880	924	44	12	131,692	160,776	29,084	13	40	42	2	12	5,986	7,308	1,322	13
Air India	352	264	-88	20	90,112	67,584	-22,528	18	16	12	-4	20	4,096	3,072	-1,024	17
Airest	215	207	-8	27	-	-	0	33	10	3	-7	31	-	-	0	29
Anisec	-	28	28	34	-	5,040	5,040	30	-	-	0	33	-	-	0	29
Austrian Airlines	32	32	0	33	5,568	5,568	0	29	2	-	-2	33	348	-	-348	29
Blue Air	264	264	0	20	47,168	47,168	0	20	12	12	0	20	2,144	2,144	0	20
Blue Islands	-	-	0	38	-	-	0	33	-	-	0	33	-	-	0	29
Brussels Airlines	748	968	220	11	73,304	126,544	53,240	14	34	44	10	11	3,332	5,752	2,420	14
Corendon Airlines Europe	-	-	0	38	-	-	0	33	-	-	0	33	-	-	0	29
CSA Czech Airlines	154	160	6	28	21,912	30,240	8,328	25	8	8	0	27	1,136	1,512	376	25
EasyJet	1,084	1,232	148	8	182,484	211,992	29,508	10	56	56	0	9	9,456	9,636	180	10
EasyJet Switzerland	146	230	84	22	24,996	40,140	15,144	23	8	10	2	22	1,368	1,740	372	24
Emirates	616	616	0	14	378,840	378,840	0	5	28	28	0	14	17,220	17,220	0	6
Enter Air	-	48	48	32	-	9,072	9,072	28	-	-	0	33	-	-	0	29
Eurowings	1,188	1,188	0	9	170,544	186,384	15,840	11	54	54	0	10	7,752	8,472	720	11
Federal Express	496	352	-144	18	-	-	0	33	24	16	-8	18	-	-	0	29
Fly One	-	-	0	38	-	-	0	33	-	-	0	33	-	-	0	29
Flybe	13,155	18,715	5,560	1	1,091,578	1,539,608	448,030	1	622	854	232	1	51,874	70,038	18,164	1
Freebird Airlines	-	14	14	36	-	2,520	2,520	31	-	-	0	33	-	-	0	29
Germania	-	-	0	38	-	-	0	33	-	-	0	33	-	-	0	29
Iberia Express	132	132	0	29	22,572	23,760	1,188	26	6	6	0	28	1,026	1,080	54	26
Jet2.com	1,931	2,920	989	3	364,959	551,880	186,921	3	122	104	-18	6	23,058	19,656	-3,402	5
Jota Aviation	-	16	16	35	-	1,520	1,520	32	-	2	2	32	-	190	190	28
KLM Royal Dutch Airlines	1,230	1,496	266	7	199,120	223,784	24,664	9	56	68	12	8	9,068	10,172	1,104	9
Lauda Motion	-	132	132	29	-	23,760	23,760	26	-	6	6	28	-	1,080	1,080	26
Lufthansa	2,048	2,072	24	5	308,328	343,424	35,096	6	94	94	0	7	14,134	15,578	1,444	7
PIA Pakistan International	132	132	0	29	43,428	43,428	0	21	6	6	0	28	1,974	1,974	0	21
Primera Air	-	-	0	38	-	-	0	33	-	-	0	33	-	-	0	29
Qatar Airways	308	308	0	19	78,232	78,232	0	16	14	14	0	19	3,556	3,556	0	16
RAF-Avia	190	220	30	23	-	-	0	33	10	10	0	22	-	-	0	29
Ryanair	4,574	5,499	925	2	864,486	1,039,311	174,825	2	208	250	42	2	39,312	47,250	7,938	2
SAS Scandinavian	494	554	60	15	64,260	67,866	3,606	17	24	24	0	15	3,060	2,940	-120	18
Spicejet	-	-	0	38	-	-	0	33	-	-	0	33	-	-	0	29
Swiss International	548	548	0	16	70,088	64,808	-5,280	19	24	24	0	15	3,084	2,844	-240	19
Thomas Cook (UK)	849	1,169	320	10	176,500	256,100	79,600	8	50	109	59	5	10,320	23,900	13,580	4
Titan Airways	24	-	-24	38	4,320	-	-4,320	33	2	-	-2	33	360	-	-360	29
TUI Airways	1,740	1,996	256	6	399,736	468,639	68,903	4	86	149	63	3	19,748	32,955	13,207	3
Turkish Airlines	440	528	88	17	72,600	88,176	15,576	15	20	24	4	15	3,300	4,008	708	15
Turkmenistan Airlines	220	220	0	23	41,580	41,580	0	22	10	10	0	22	1,890	1,890	0	22
VLM Airlines	-	-	0	38	-	-	0	33	-	-	0	33	-	-	0	29
Vueling	154	220	66	23	27,720	39,600	11,880	24	8	10	2	22	1,440	1,800	360	23
West Atlantic Cargo	-	7	7	37	-	-	0	33	-	-	0	33	-	-	0	29
Wizz Air	544	836	292	13	108,920	172,480	63,560	12	26	38	12	13	5,180	7,840	2,660	12
Zimex Aviation	270	210	-60	26	-	-	0	33	16	10	-6	22	-	-	0	29
TOTAL	37,564	47,069	9,505		5,352,111	6,635,804	1,283,693		1,808	2,213	405		258,182	319,059	60,877	

Operators with 0 'ATMs' in both W19 Hist (SHL) & W19 Init Coord schedules are included in the table due to appearing in the W18 Init Coord schedule (either with/without allocated slots).

Peak Week - Allocation and Slot Adjustment Distribution by Operator

Schedule: W19 Init Coord



Operator	W19 allocated ATMs	SLOT ADJUSTMENTS (MINUTES OFF REQUESTED TIME)													Requests with NO slot allocated		
		0	5	10	15	20	25	30	35	40	45	50	55	60		>60	
Aer Lingus	116	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Air France	42	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Air India	12	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Airest	3	66.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	33.3%	-
Blue Air	12	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Brussels Airlines	44	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
CSA Czech Airlines	8	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Easyjet	56	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Easyjet Switzerland	10	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Emirates	28	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Eurowings	54	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Federal Express	16	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Flybe	854	99.9%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Iberia Express	6	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Jet2.com	104	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Jota Aviation	2	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
KLM Royal Dutch Airlines	68	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Lauda Motion	6	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Lufthansa	94	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
PIA Pakistan International	6	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Qatar Airways	14	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
RAF-Avia	10	90.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	10.0%	-
Ryanair	250	99.6%	0.0%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
SAS Scandinavian	24	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Swiss International	24	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Thomas Cook (UK)	109	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
TUI Airways	149	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Turkish Airlines	24	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Turkmenistan Airlines	10	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Vueling	10	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Wizz Air	38	92.1%	7.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Zimex Aviation	10	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
TOTAL	2,213	99.7%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	-

Operators with 0 'allocated ATMs' and 0 'Requests with NO slot allocated' in W19, are included in this list due to having slots allocated in either W18 Init Coord or W19 Hist (SHL) schedules.

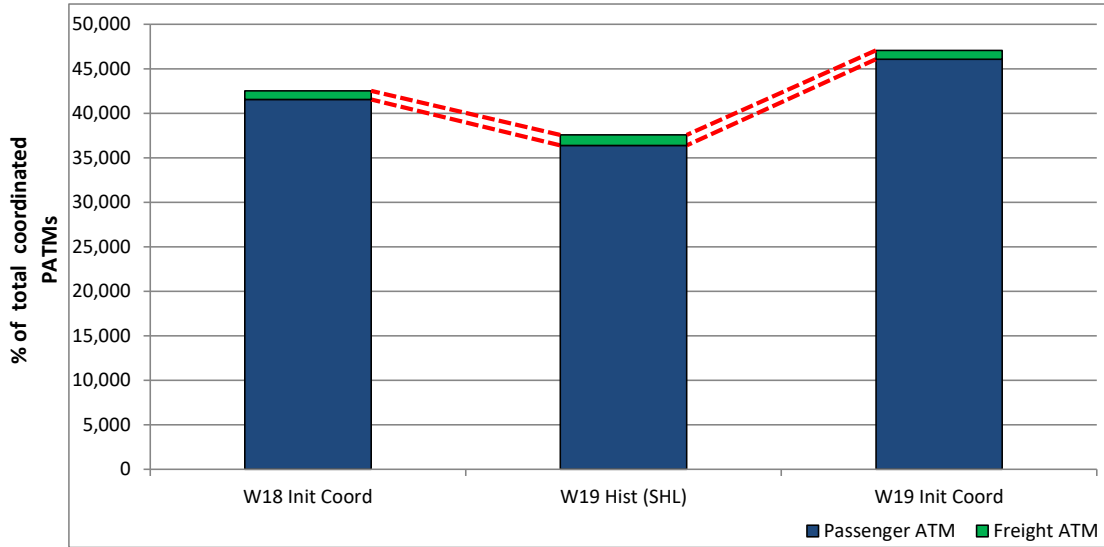
Significant Route Changes

Operator	Category	Description of change from W18 schedule to W19 schedule
Aer Lingus	CHANGE	Increase Cork service.
Air Arabia Maroc	CANCELLED	Agadir Almassira service.
Air France	CHANGE	Increase Paris Ch. De Gaulle service.
Brussels Airlines	CHANGE	Increase Brussels service.
EasyJet	CHANGE	Increase Geneva service.
Enter Air	NEW	Chambery service.
Eurowings	CHANGE	Increase Dusseldorf service.
Federal Express	CANCELLED	Belfast service.
Flybe	CHANGE	Increase Aberdeen, Amsterdam, Belfast City, Dusseldorf, Edinburgh, Guernsey, Glasgow, Hanover, Hamburg, Inverness, Isle of Man, Jersey, Lyon, Milan Malpensa & Stuttgart services.
Flybe	CANCELLED	Newquay & Nantes services.
Jet2.com	NEW	Budapest & Lleida Alguaire services.
Jet2.com	CHANGE	Increase Lanzarote, Faro, Las Palmas & Tenerife services.
KLM Royal Dutch Airlines	CHANGE	Increase Amsterdam service.
Lauda Motion	NEW	Vienna service.
Lufthansa	CHANGE	Increase Frankfurt service.
Ryanair	NEW	Corfu, Chania, Porto, Perpignan & Reus services.
Ryanair	CHANGE	Increase Alicante, Krakow, Las Palmas, Madrid & Murcia services.
SAS Scandinavian	CHANGE	Increase Copenhagen service.
Thomas Cook (UK)	NEW	Marrakech service.
Thomas Cook (UK)	CHANGE	Lanzarote, Banjul & Fuerteventura services.
TUI Airways	NEW	Agadir & Marsa Alam services.
TUI Airways	CHANGE	Increase Hurghada service.
TUI Airways	CANCELLED	Goa & Orlando services.
Turkish Airlines	CHANGE	Increase Istanbul Ataturk service.
Turkmenistan Airlines	CHANGE	Increase Ashgabat service.
Vueling	CHANGE	Increase Barcelona service.
Wizz Air	NEW	Krakow service.
Wizz Air	CHANGE	Increase Budapest, Cluj-Napoca Romania, Warsaw & Wroclaw services.
Wizz Air	CANCELLED	Poznan service.

Full Season - ATM Analysis

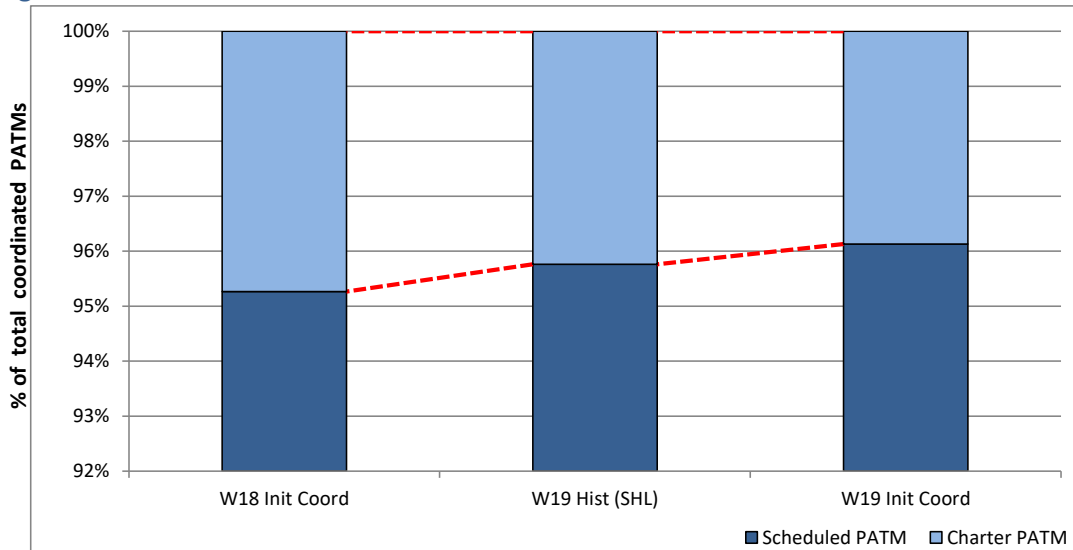


Total ATMs: Passenger ATMs vs. Freight ATMs



Schedule Snapshot

Passenger ATMs: Scheduled vs. Charter

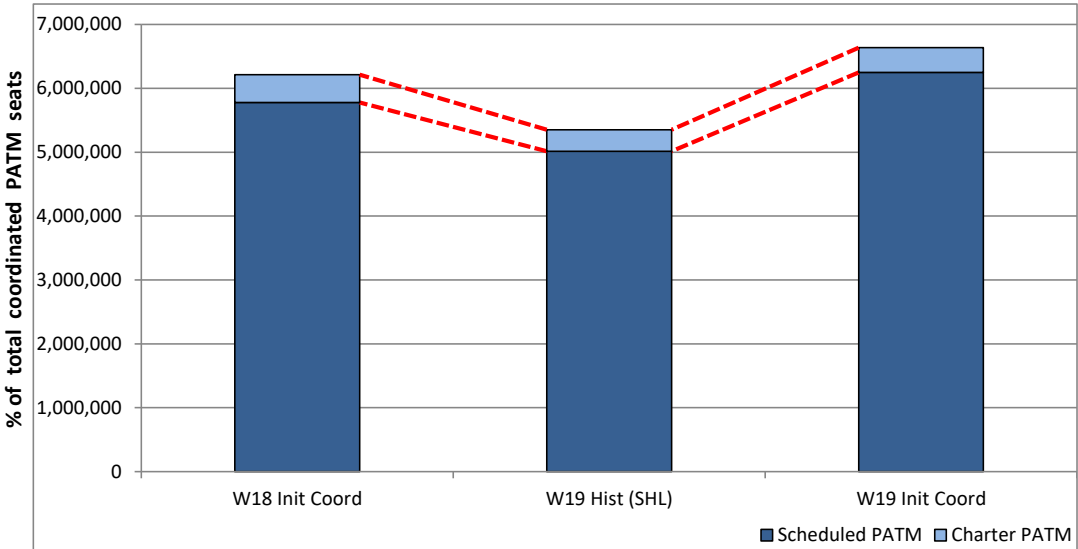


Schedule Snapshot

Full Season - PATM Seats Analysis

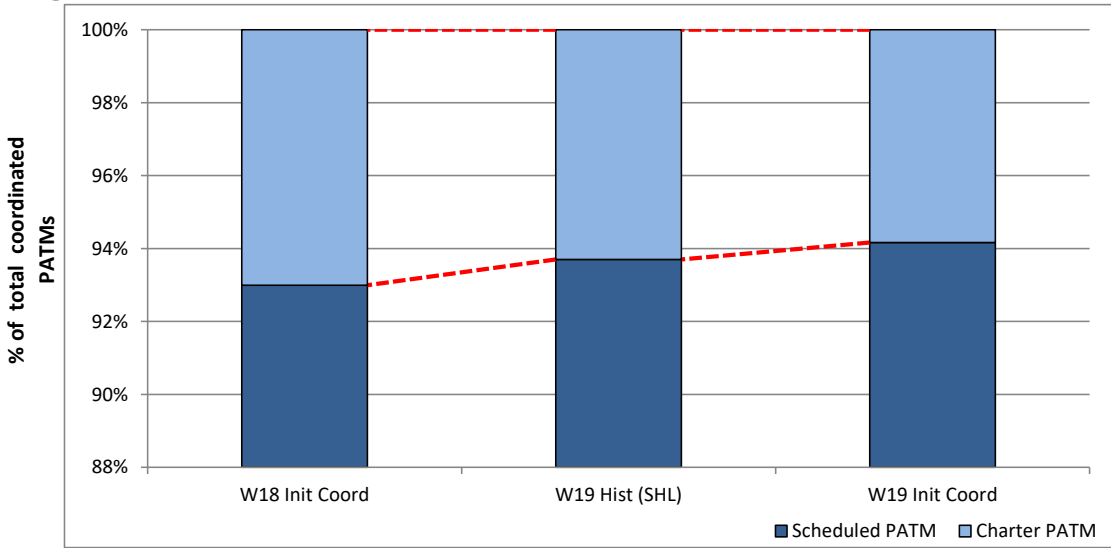


Total Passenger ATM seats: Scheduled vs. Charter



Schedule Snapshot

Passenger ATM seats: Scheduled vs. Charter

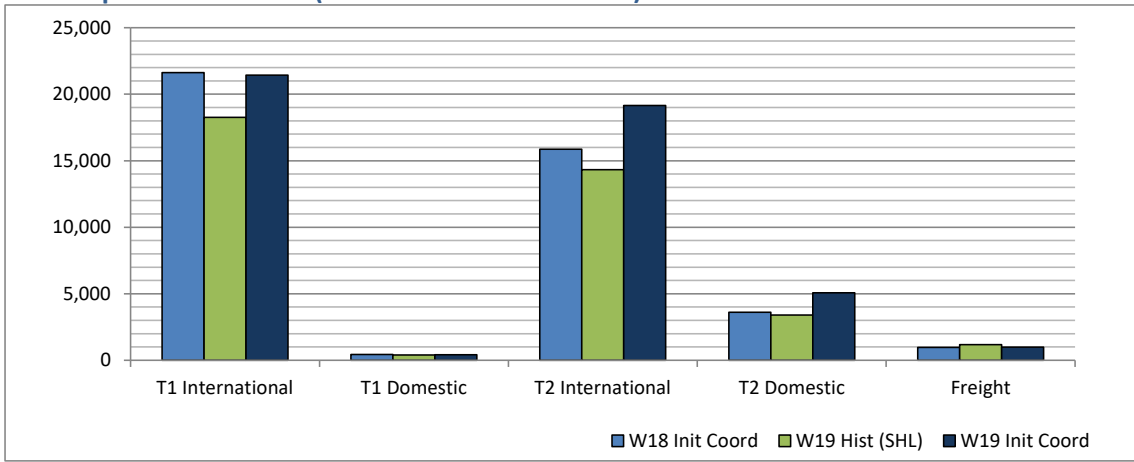


Schedule Snapshot

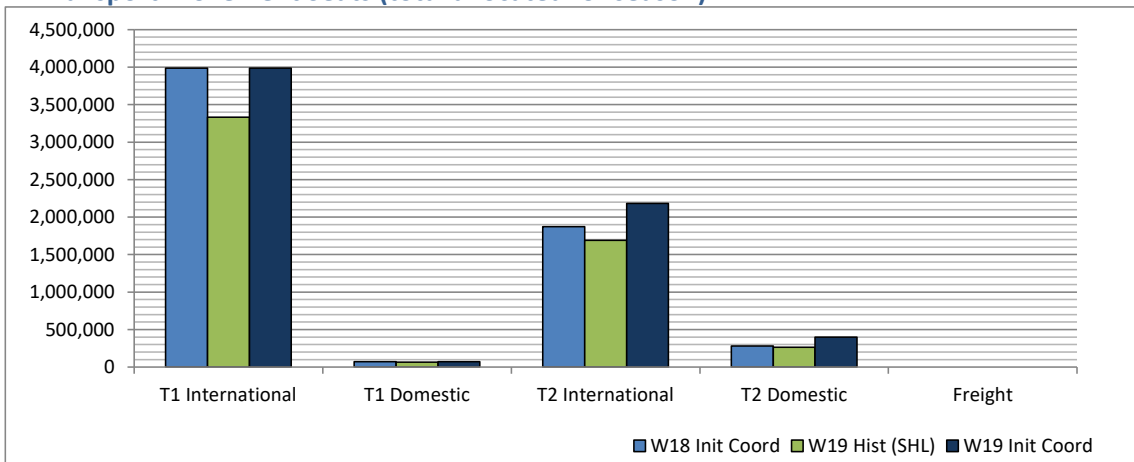
Full Season - Terminal Analysis



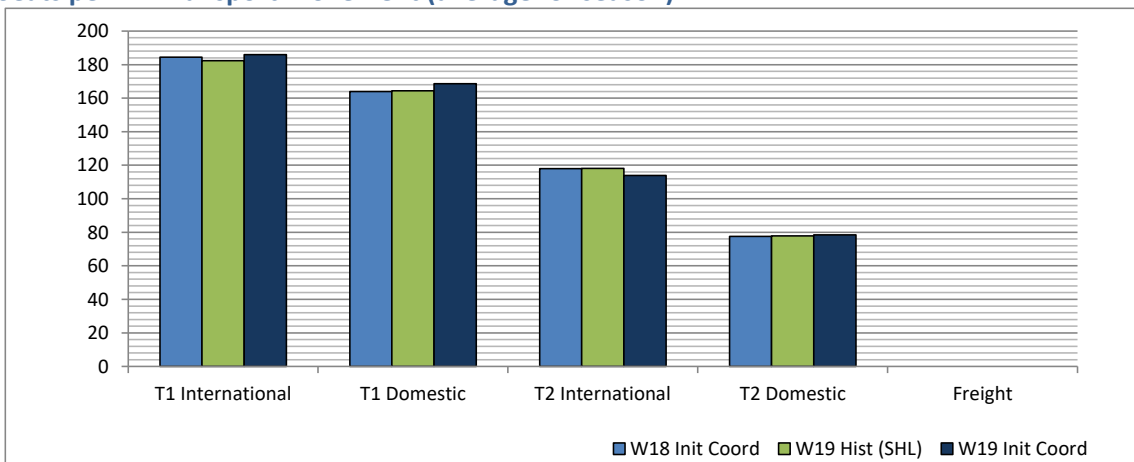
Air Transport Movements (total allocated for season)



Air Transport Movement Seats (total allocated for season)



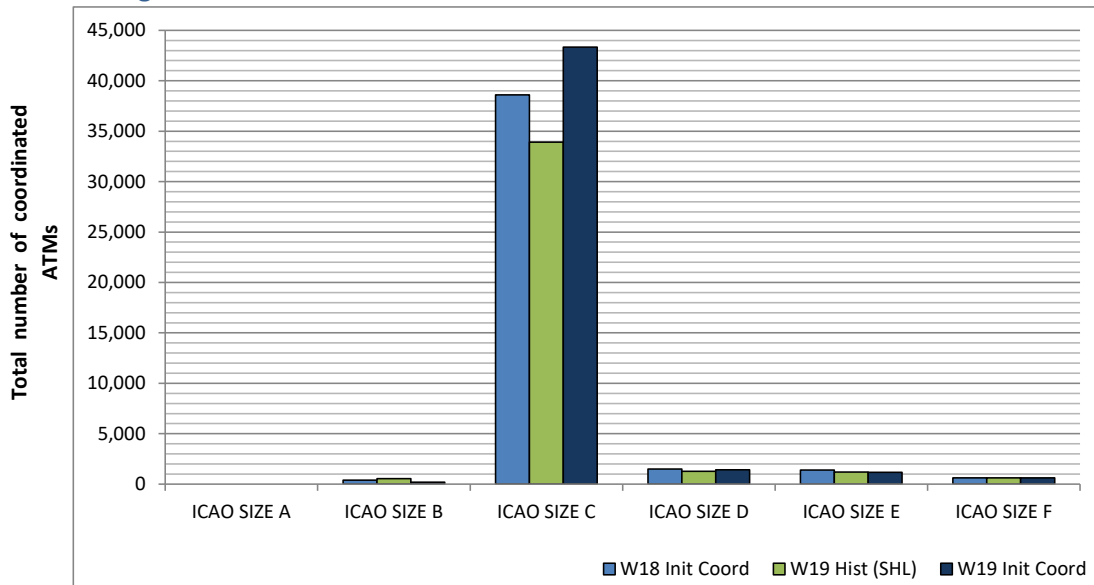
Seats per Air Transport Movement (average for season)



Full Season - Aircraft Size Analysis

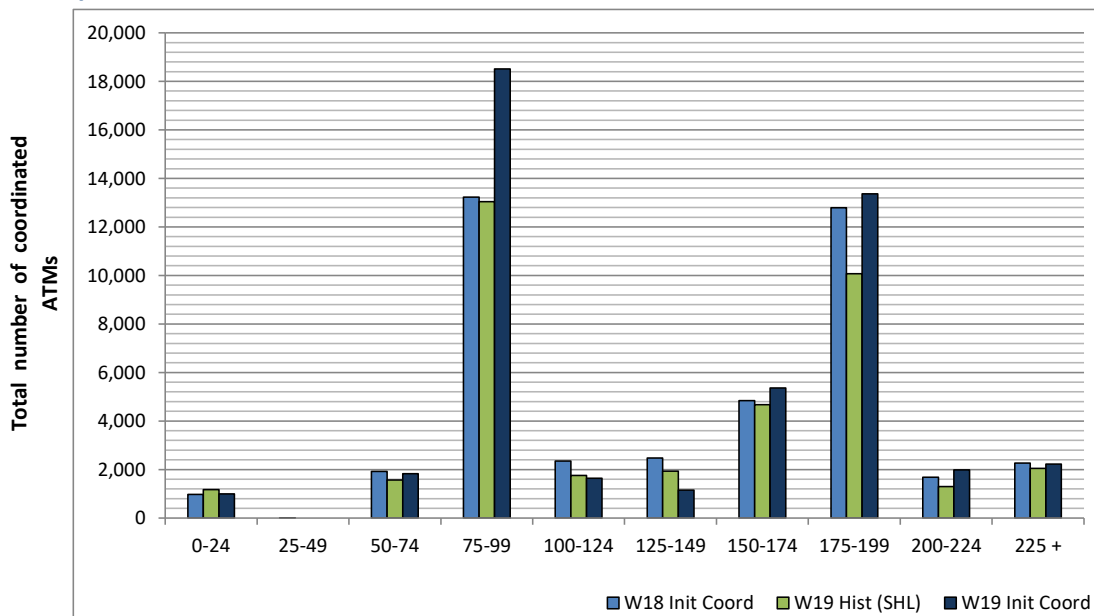


ICAO size designation



Note: See Glossary for definitions of ICAO SIZE groupings

Air Transport Movement seat distribution

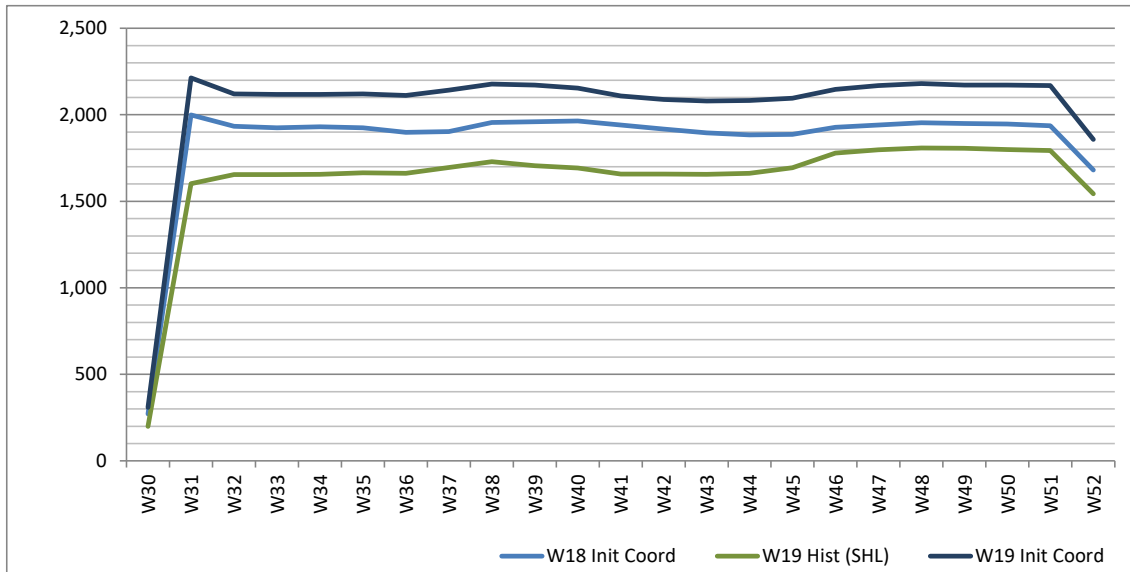


Note: FREIGHT-ONLY services with 0 seats are included in the first seat band '0-24'

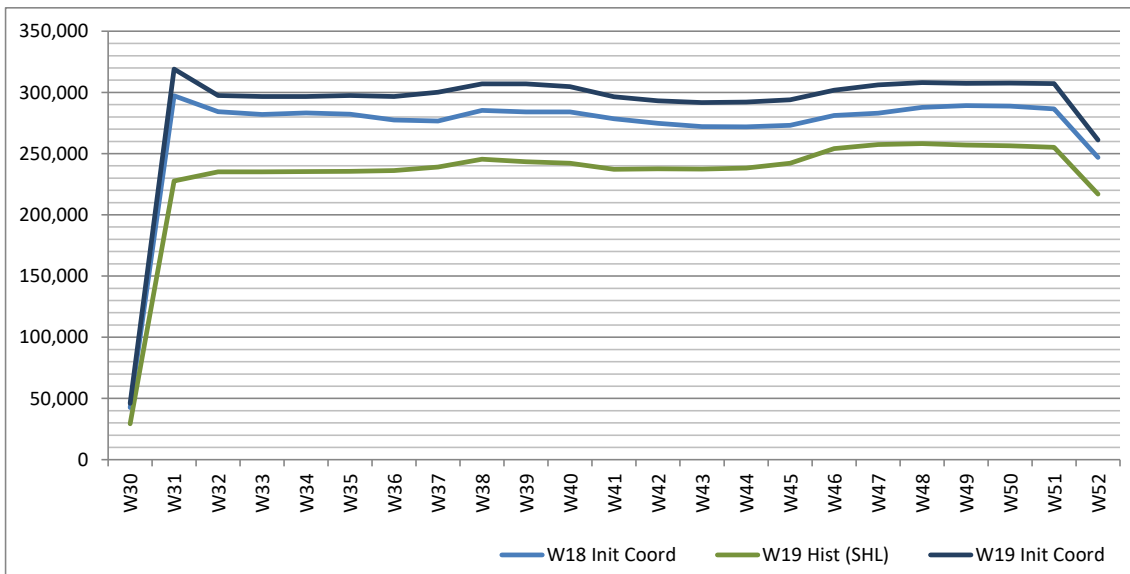
Full Season - Seasonality



Air Transport Movements by week of season



Air Transport Movement Seats by week of season



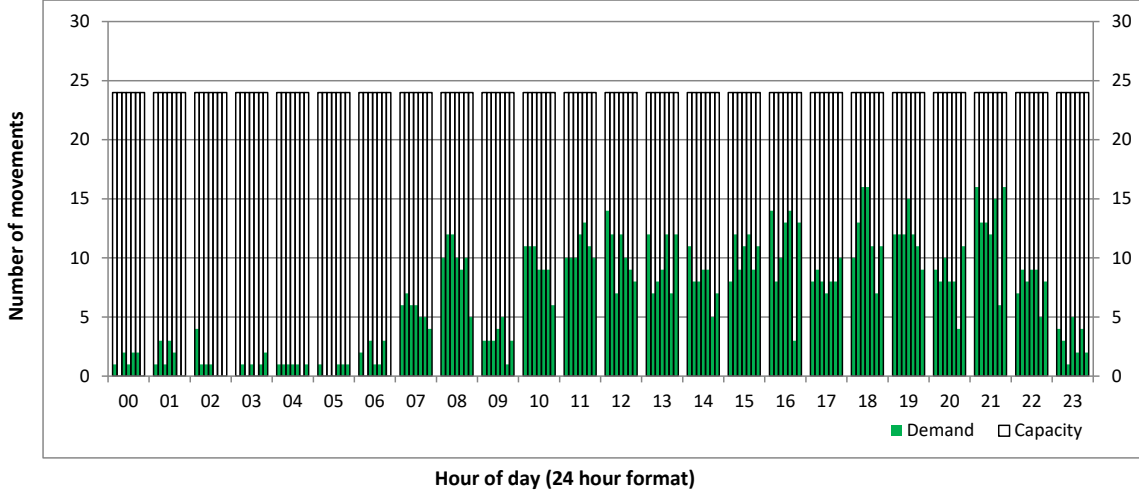
Peak Week - Initial Hourly Runway Demand

Schedule: W19 Init Coord



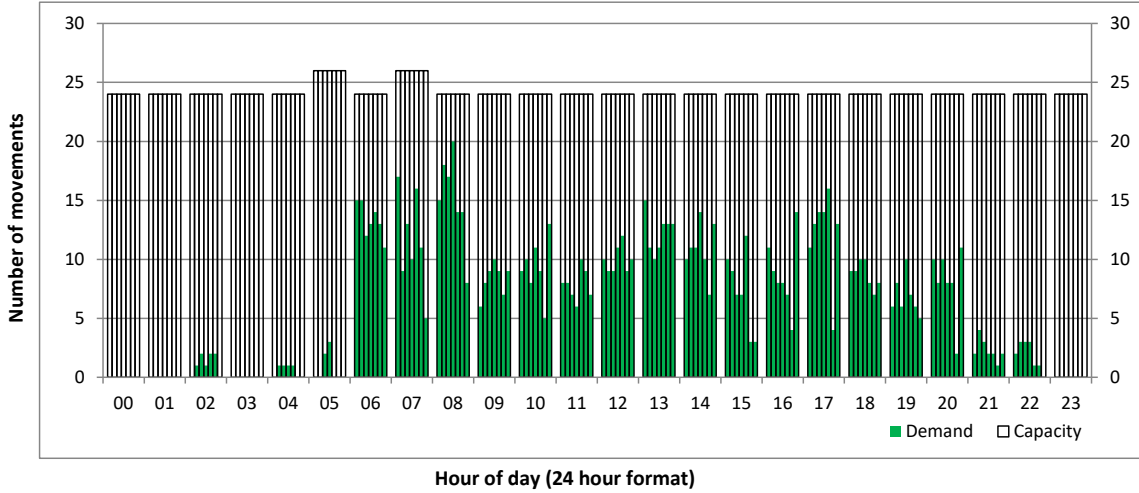
Hourly Arrival Demand

Time: UTC



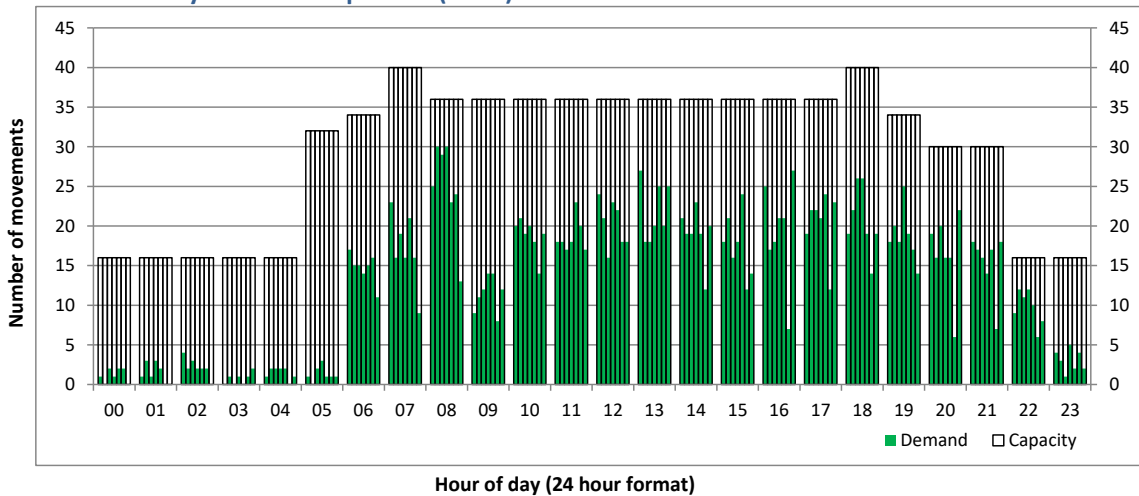
Hourly Departure Demand

Time: UTC



Combined Hourly Arrival & Departure (Total) Demand

Time: UTC



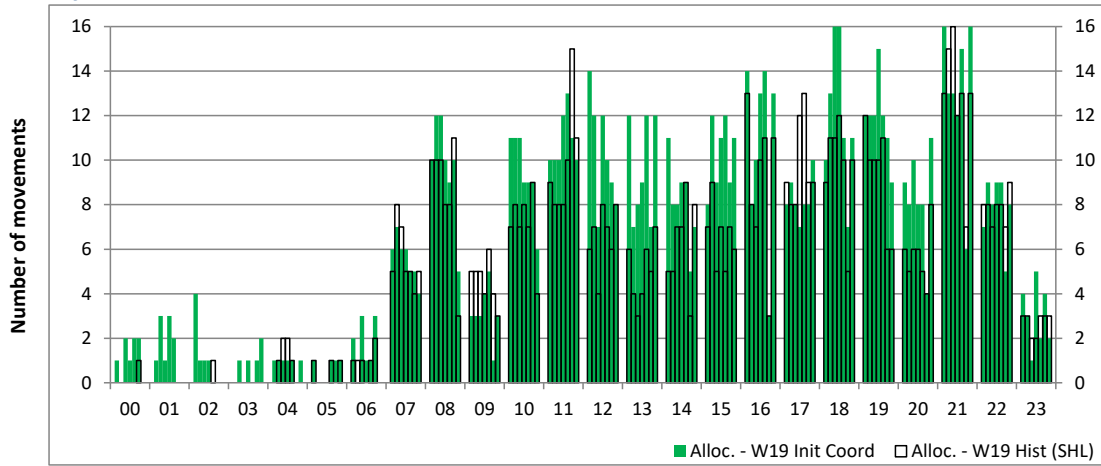
Peak Week - Runway Allocation Comparison

Comparison of W19 Init Coord vs. W19 Hist (SHL)



Hourly Arrival Allocation

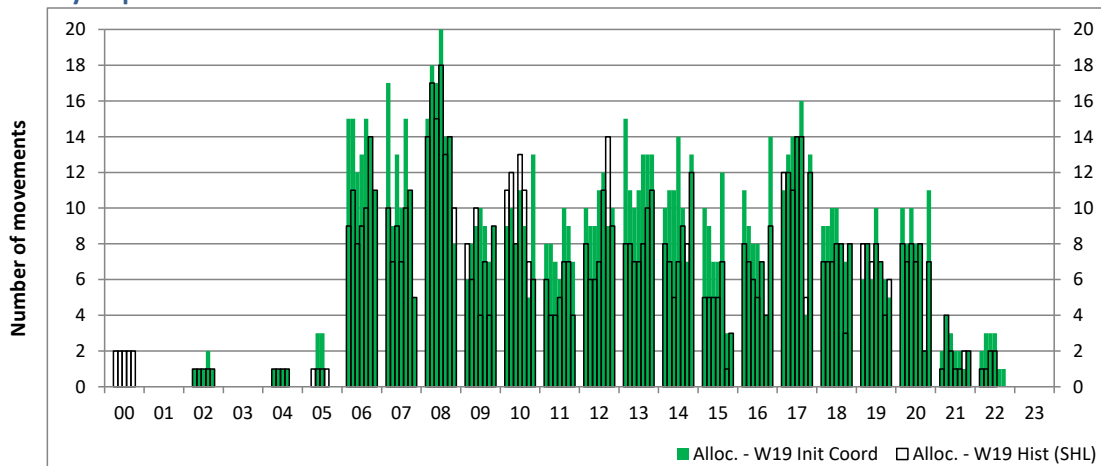
Time: UTC



Hour of day (24 hour format)

Hourly Departure Allocation

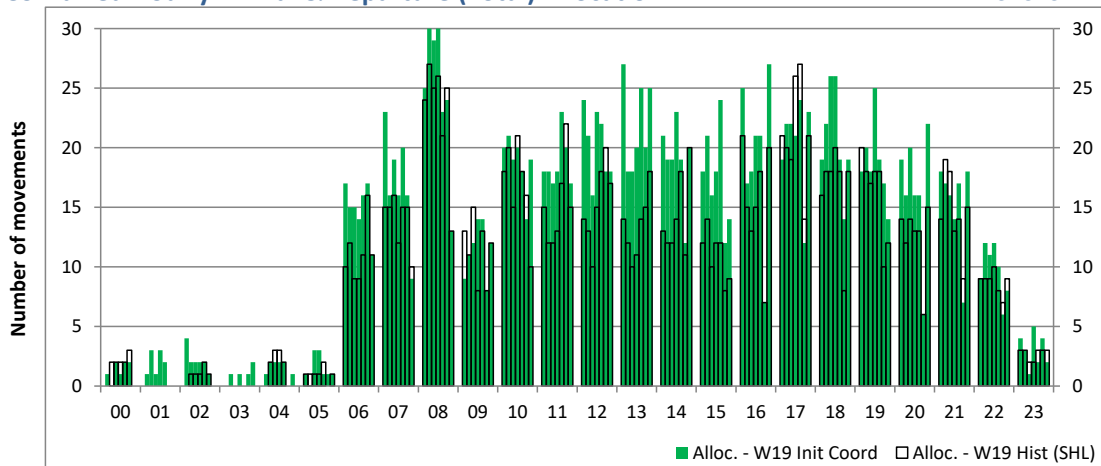
Time: UTC



Hour of day (24 hour format)

Combined Hourly Arrival & Departure (Total) Allocation

Time: UTC



Hour of day (24 hour format)

Peak Week - Passengers Histogram

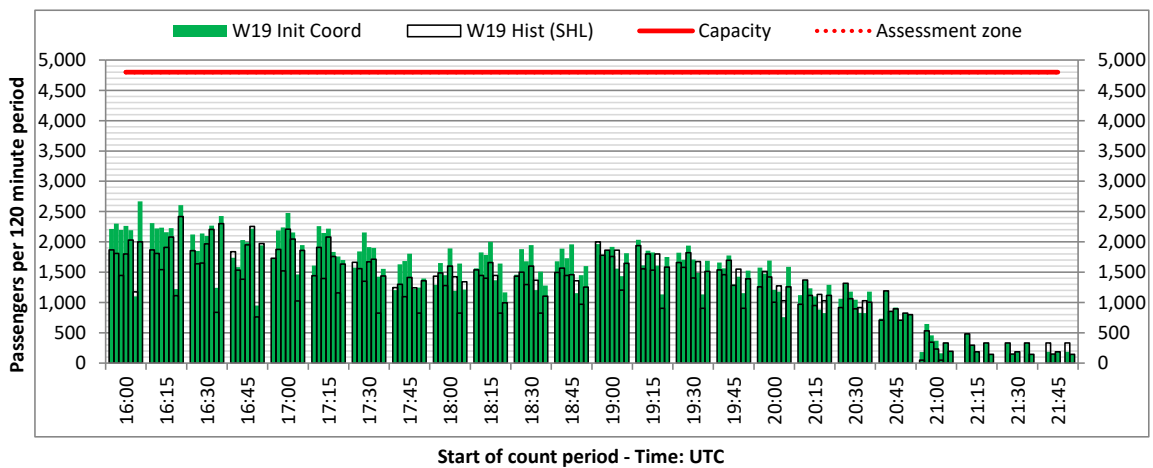
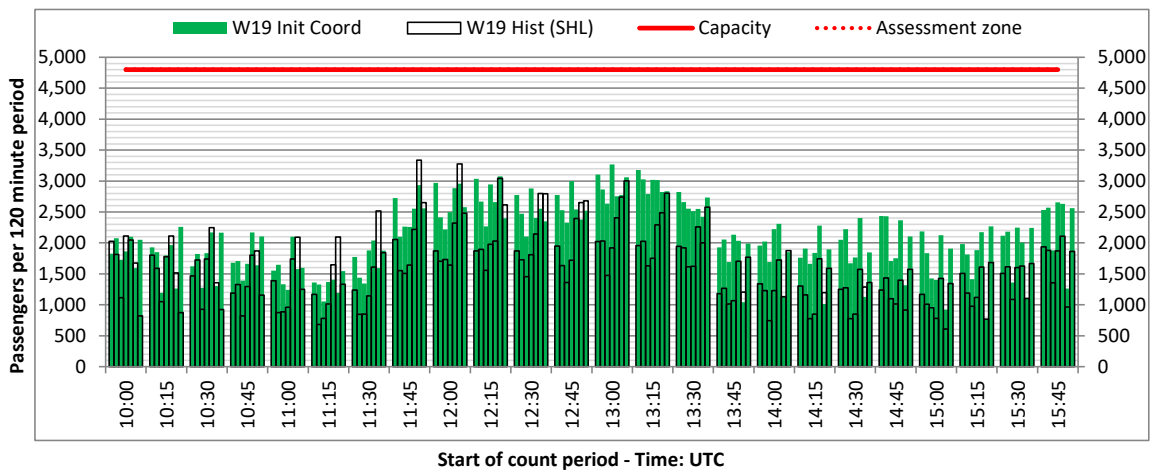
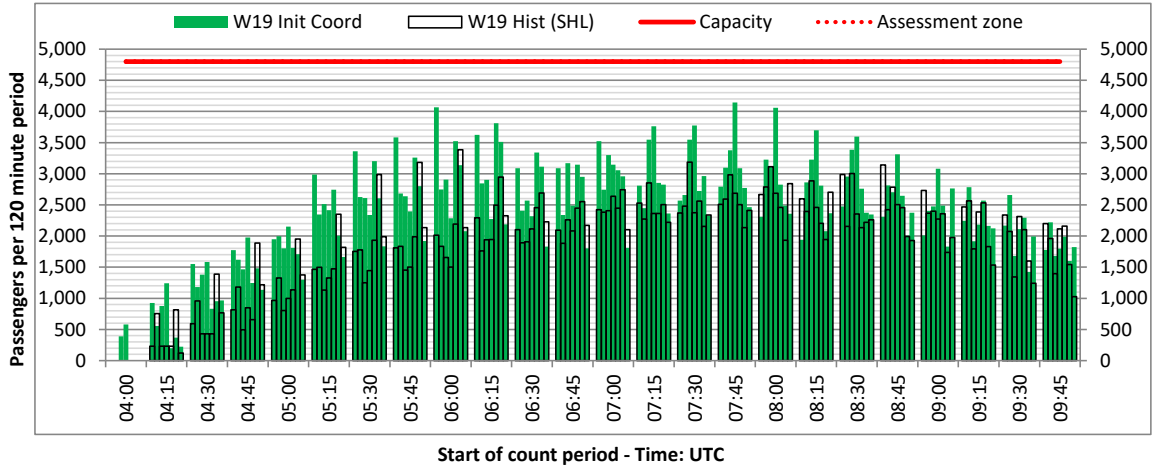
DEPARTURE - 120 minute count rolling every 15 mins (T120/15)



Terminals: All Terminals

Operators: All Operators

Days: 1234567



Peak Week - Passengers Histogram

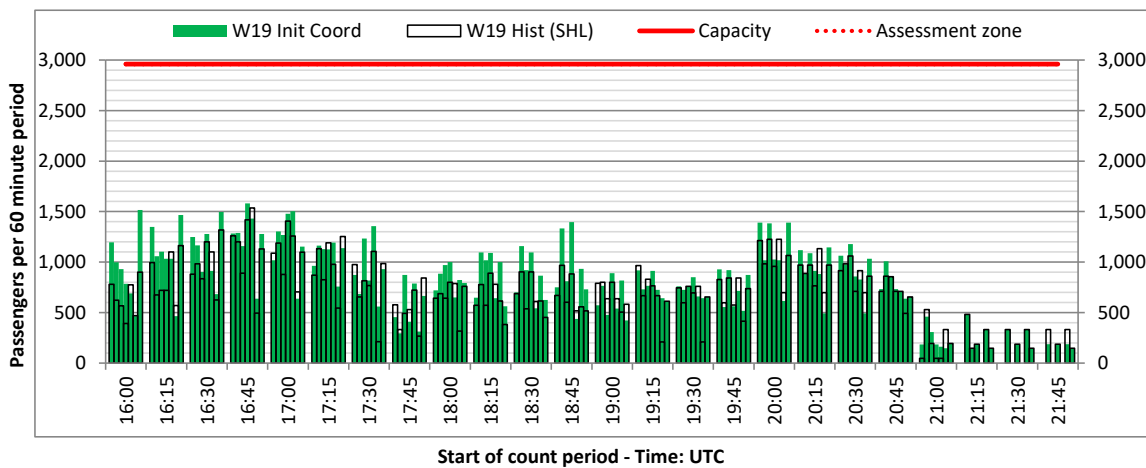
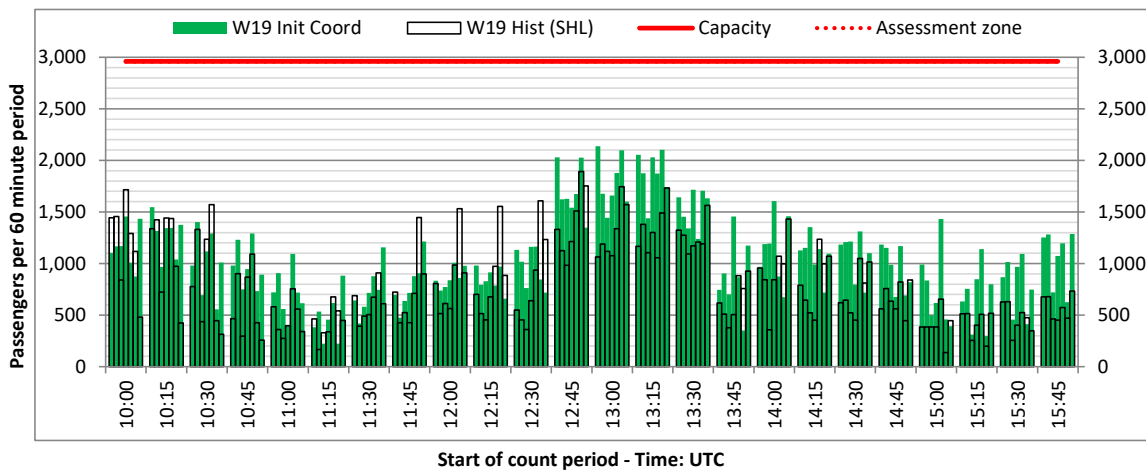
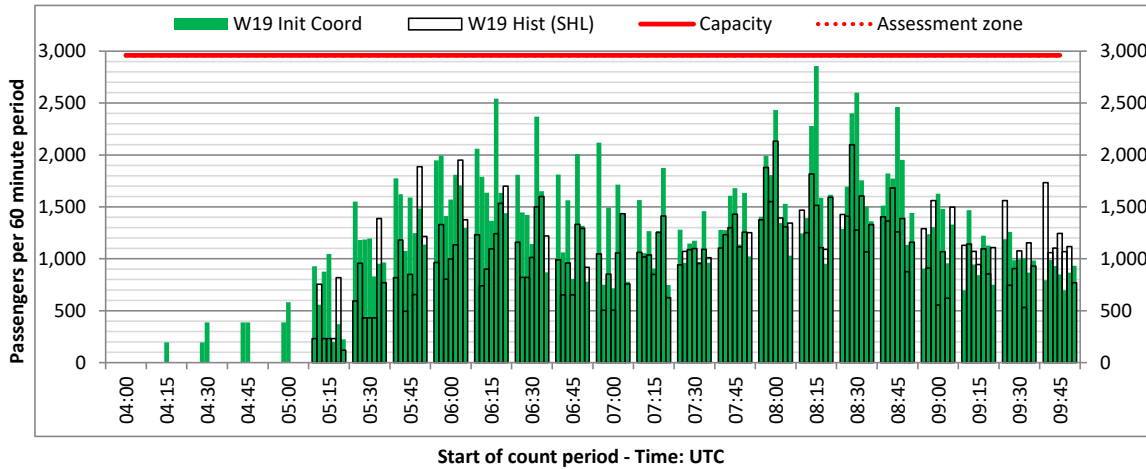
DEPARTURE - 60 minute count rolling every 15 mins (T60/15)



Terminals: All Terminals

Operators: All Operators

Days: 1234567



Peak Week - Passengers Histogram

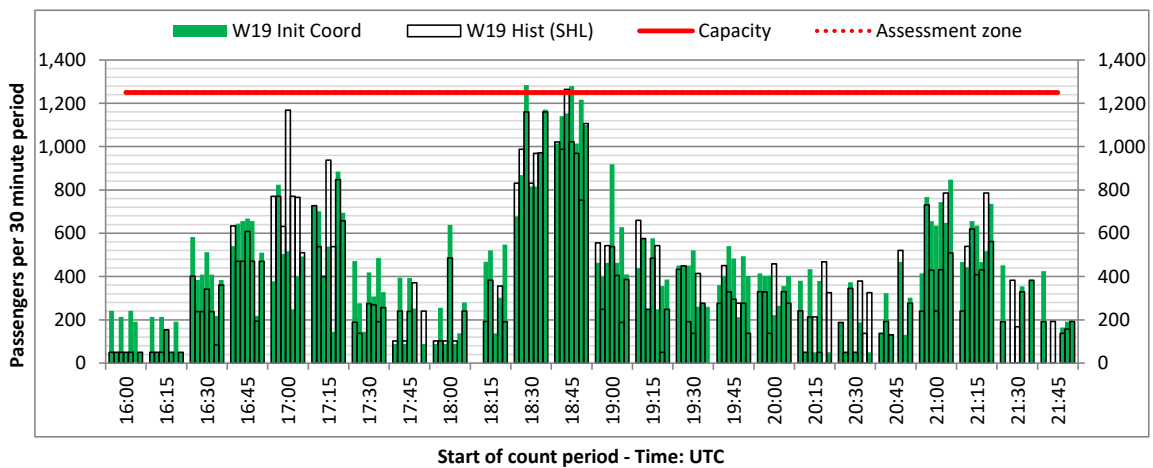
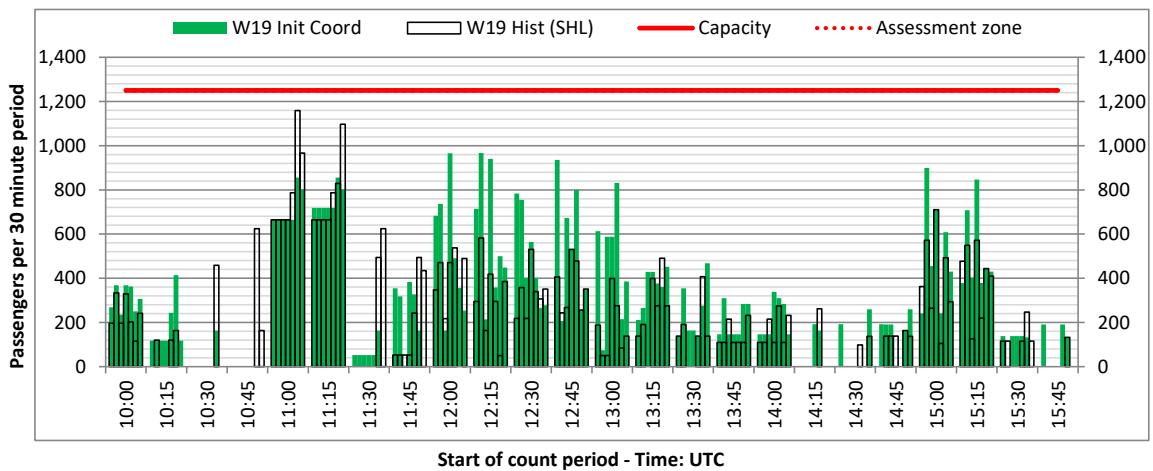
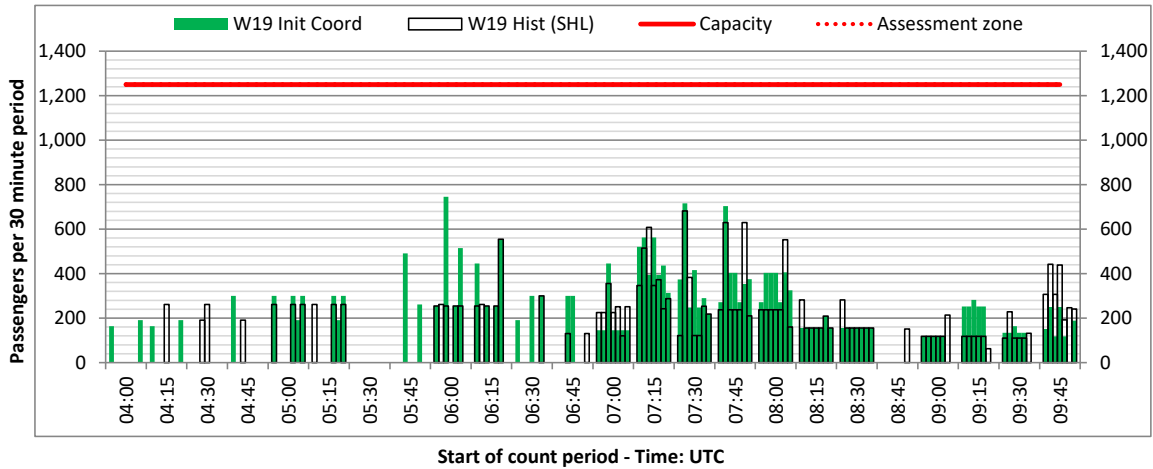
ARRIVAL - 30 minute count rolling every 15 mins (T30/15)



Terminals: 1I

Operators: All Operators

Days: 1234567



Peak Week - Passengers Histogram

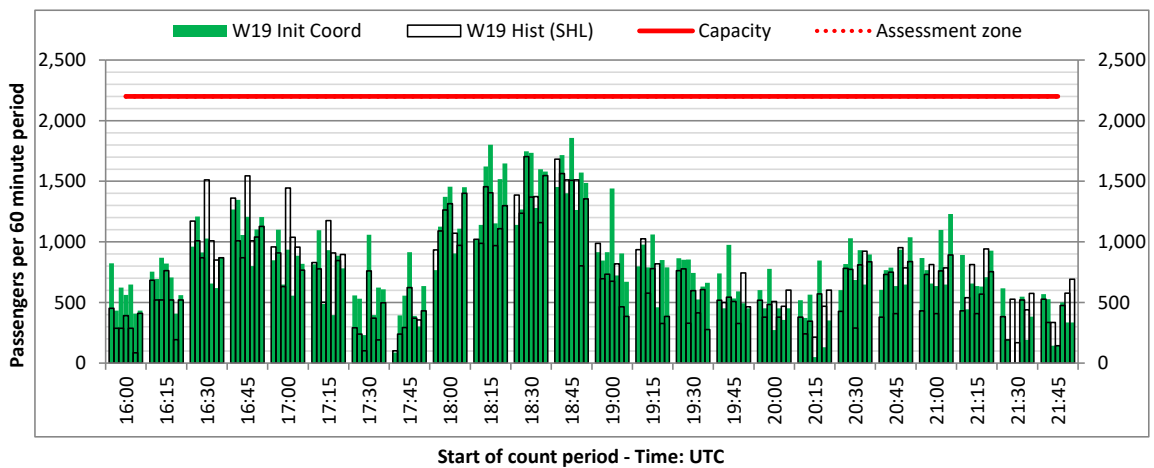
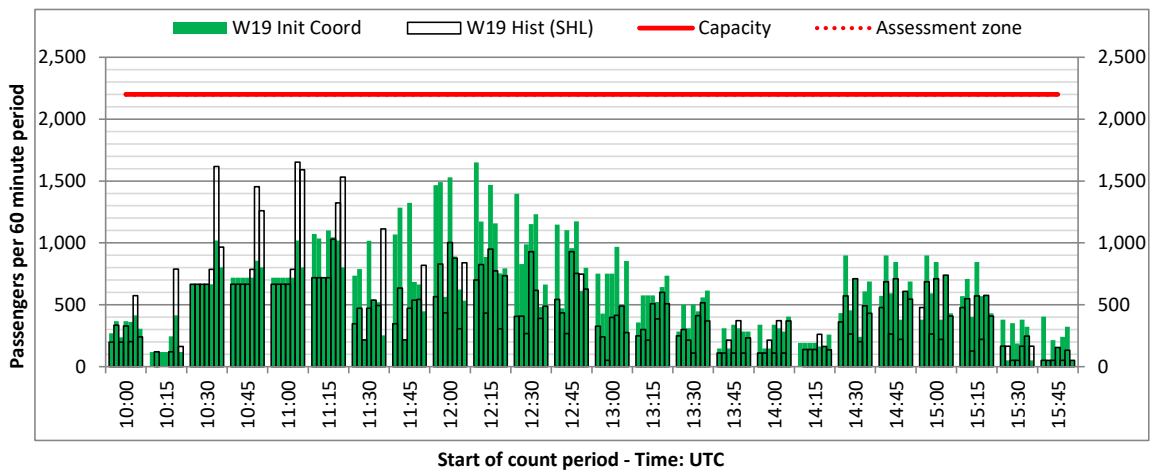
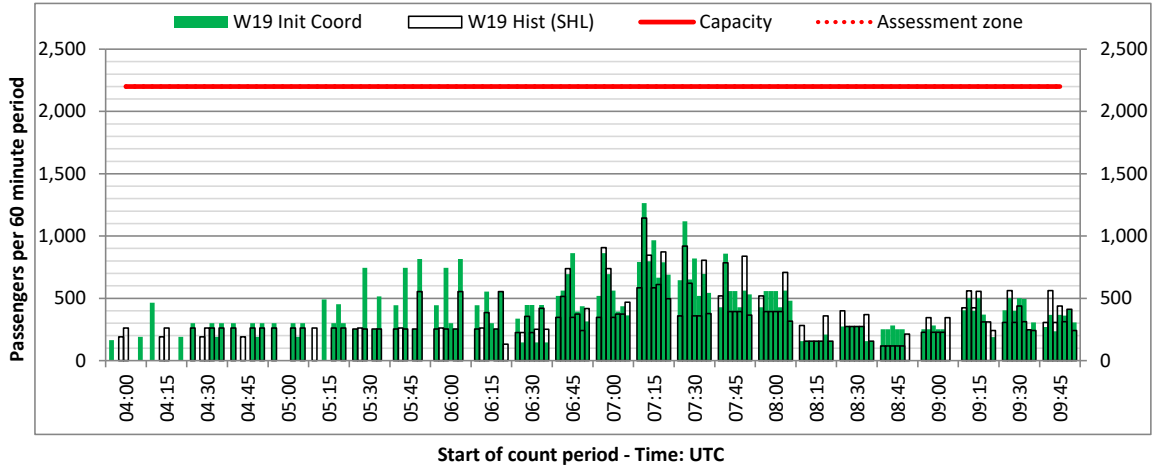
ARRIVAL - 60 minute count rolling every 15 mins (T60/15)



Terminals: 1I

Operators: All Operators

Days: 1234567



Peak Week - Passengers Histogram

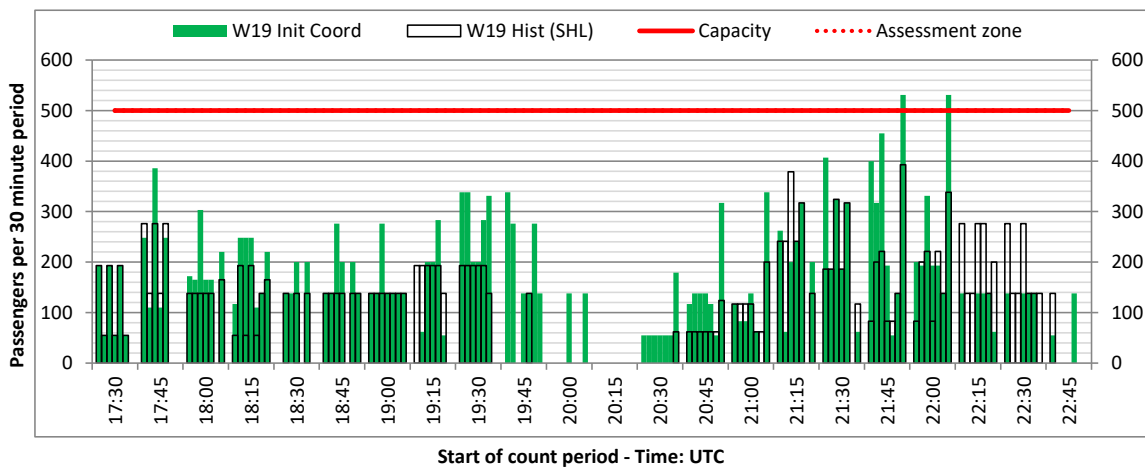
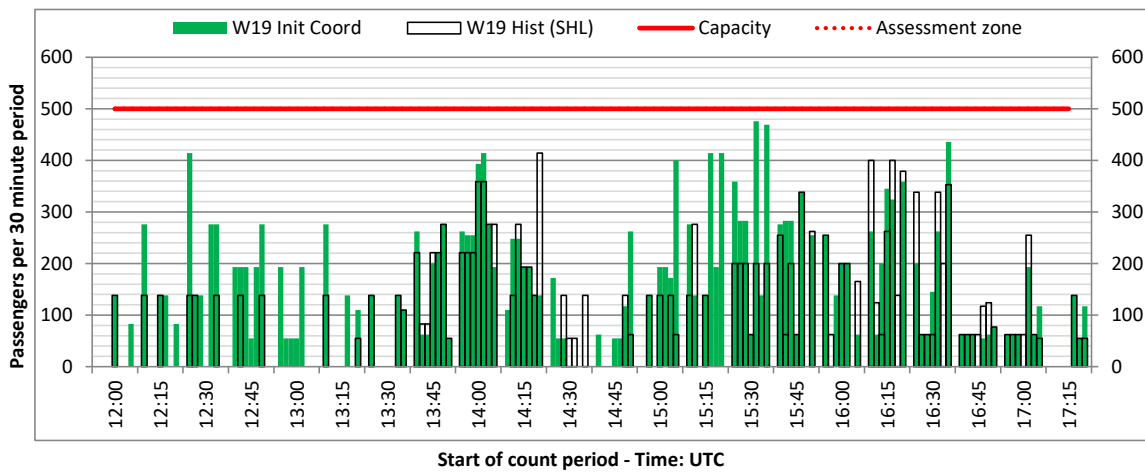
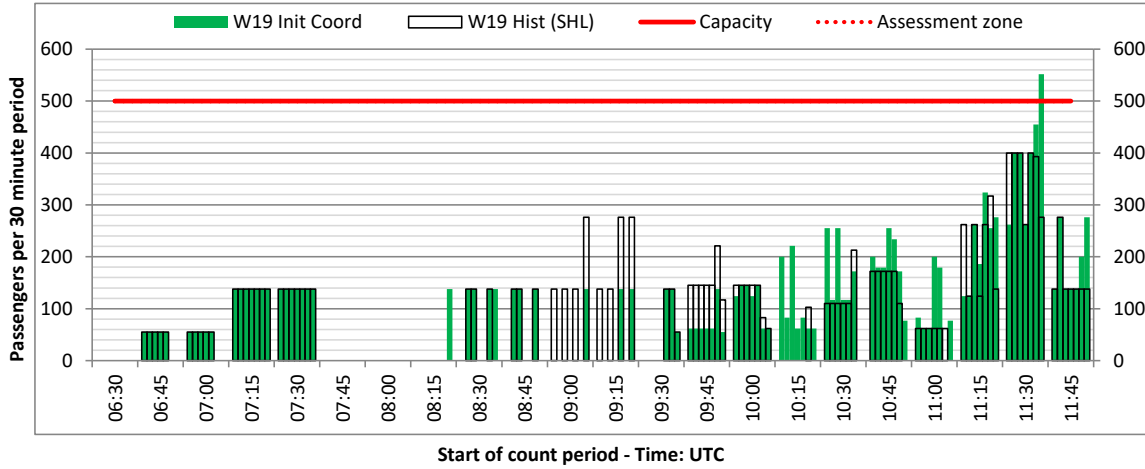
ARRIVAL - 30 minute count rolling every 15 mins (T30/15)



Terminals: 2I

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

W18 Init Coord	W18 schedule as cleared on Fri 01-Jun-18.
W19 Hist (SHL)	W19 schedule as cleared on Fri 05-Apr-19.
W19 Init Coord	W19 schedule as cleared on Thu 30-May-19.

Peak Week	Peak week for W18 is Mon 29-Oct-18 to Sun 04-Nov-18. Peak week for W19 is Mon 28-Oct-19 to Sun 03-Nov-19.
------------------	--

For ACL use

	Airport-Season-Branch-Resource	From date	To date	Time
Full Season Rep 1	BHX-W18-SAL Premerge-Standard	Sun 28-Oct-2018	Sat 30-Mar-2019	UTC
Full Season Rep 2	BHX-W19-SHL-Standard	Sun 27-Oct-2019	Sat 28-Mar-2020	UTC
Full Season Rep 3	BHX-W19-SAL Premerge-Standard	Sun 27-Oct-2019	Sat 28-Mar-2020	UTC
	Airport-Season-Branch-Resource	From date	To date	Time
Peak Week Rep 1	BHX-W18-SAL Premerge-Standard	Mon 29-Oct-2018	Sun 04-Nov-2018	UTC
Peak Week Rep 2	BHX-W19-SHL-Standard	Mon 24-Feb-2020	Sun 01-Mar-2020	UTC
Peak Week Rep 3	BHX-W19-SAL Premerge-Standard	Mon 28-Oct-2019	Sun 03-Nov-2019	UTC