

Dublin Airport (DUB)

Summer 2020 (S20)



Initial Coordination Report

Report Date: Wed 30-Oct-2019

Headlines

	S20 Init Coord	vs. S19 Init Coord	vs. S20 Hist (SHL)
Total Air Transport Movements (Passenger & Freight)	158,047	▼ -1.9%	▲ 6.1%
Total Passenger Air Transport Movements	155,587	▼ -1.4%	▲ 6.5%
Total Passenger Air Transport Movement Seats	27,561,836	■ 0.0%	▲ 8.2%
Average Seats per Passenger Air Transport Movement	177	▲ 1.4%	▲ 1.6%
Percentage of allocated slots cleared as requested (OK)	90.7%		

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

S20 scheduling season runs from Sun 29-Mar-2020 to Sat 24-Oct-2020 (210 days).

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Runway Scheduling Limits



Declared Hourly Movement Capacity

S19 Arrivals								Change: S19 to S20								S20 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	23	23	23	23	23	23	23	00								00	23	23	23	23	23	23	23
01	23	23	23	23	23	23	23	01								01	23	23	23	23	23	23	23
02	23	23	23	23	23	23	23	02								02	23	23	23	23	23	23	23
03	23	23	23	23	23	23	23	03								03	23	23	23	23	23	23	23
04	23	23	23	23	23	23	23	04								04	23	23	23	23	23	23	23
05	23	23	23	23	23	23	23	05								05	23	23	23	23	23	23	23
06	20	20	20	20	20	20	20	06								06	20	20	20	20	20	20	20
07	25	25	25	25	25	25	25	07								07	25	25	25	25	25	25	25
08	25	25	25	25	25	25	25	08								08	25	25	25	25	25	25	25
09	25	25	25	25	25	25	25	09								09	25	25	25	25	25	25	25
10	27	27	27	27	27	27	27	10								10	27	27	27	27	27	27	27
11	27	27	27	27	27	27	27	11								11	27	27	27	27	27	27	27
12	23	23	23	23	23	23	23	12								12	23	23	23	23	23	23	23
13	27	27	27	27	27	27	27	13								13	27	27	27	27	27	27	27
14	23	23	23	23	23	23	23	14								14	23	23	23	23	23	23	23
15	26	26	26	26	26	26	26	15								15	26	26	26	26	26	26	26
16	25	25	25	25	25	25	25	16								16	25	25	25	25	25	25	25
17	23	23	23	23	23	23	23	17								17	23	23	23	23	23	23	23
18	23	23	23	23	23	23	23	18								18	23	23	23	23	23	23	23
19	23	23	23	23	23	23	23	19								19	23	23	23	23	23	23	23
20	25	25	25	25	25	25	25	20								20	25	25	25	25	25	25	25
21	30	30	30	30	30	30	30	21								21	30	30	30	30	30	30	30
22	28	28	28	28	28	28	28	22								22	28	28	28	28	28	28	28
23	23	23	23	23	23	23	23	23								23	23	23	23	23	23	23	23

S19 Departures								Change: S19 to S20								S20 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	25	25	25	25	25	25	25	00								00	25	25	25	25	25	25	25
01	25	25	25	25	25	25	25	01								01	25	25	25	25	25	25	25
02	25	25	25	25	25	25	25	02								02	25	25	25	25	25	25	25
03	25	25	25	25	25	25	25	03								03	25	25	25	25	25	25	25
04	25	25	25	25	25	25	25	04								04	25	25	25	25	25	25	25
05	36	36	36	36	36	36	36	05								05	36	36	36	36	36	36	36
06	31	31	31	31	31	31	31	06								06	31	31	31	31	31	31	31
07	25	25	25	25	25	25	25	07								07	25	25	25	25	25	25	25
08	25	25	25	25	25	25	25	08								08	25	25	25	25	25	25	25
09	24	24	24	24	24	24	24	09								09	24	24	24	24	24	24	24
10	27	27	27	27	27	27	27	10								10	27	27	27	27	27	27	27
11	28	28	28	28	28	28	28	11								11	28	28	28	28	28	28	28
12	27	27	27	27	27	27	27	12								12	27	27	27	27	27	27	27
13	24	24	24	24	24	24	24	13								13	24	24	24	24	24	24	24
14	26	26	26	26	26	26	26	14	1	1	1	1	1	1	1	14	27	27	27	27	27	27	27
15	25	25	25	25	25	25	25	15								15	25	25	25	25	25	25	25
16	29	29	29	29	29	29	29	16								16	29	29	29	29	29	29	29
17	27	27	27	27	27	27	27	17								17	27	27	27	27	27	27	27
18	26	26	26	26	26	26	26	18								18	26	26	26	26	26	26	26
19	22	22	22	22	22	22	22	19								19	22	22	22	22	22	22	22
20	22	22	22	22	22	22	22	20								20	22	22	22	22	22	22	22
21	25	25	25	25	25	25	25	21								21	25	25	25	25	25	25	25
22	25	25	25	25	25	25	25	22								22	25	25	25	25	25	25	25
23	25	25	25	25	25	25	25	23								23	25	25	25	25	25	25	25

S19 Totals								Change: S19 to S20								S20 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	32	32	32	32	32	32	32	00								00	32	32	32	32	32	32	32
01	32	32	32	32	32	32	32	01								01	32	32	32	32	32	32	32
02	32	32	32	32	32	32	32	02								02	32	32	32	32	32	32	32
03	32	32	32	32	32	32	32	03								03	32	32	32	32	32	32	32
04	32	32	32	32	32	32	32	04								04	32	32	32	32	32	32	32
05	40	40	40	40	40	40	40	05								05	40	40	40	40	40	40	40
06	42	42	42	42	42	42	42	06								06	42	42	42	42	42	42	42
07	42	42	42	42	42	42	42	07	-1	-1	-1	-1	-1	-1	-1	07	41	41	41	41	41	41	41
08	44	44	44	44	44	44	44	08	1	1	1	1	1	1	1	08	45	45	45	45	45	45	45
09	44	44	44	44	44	44	44	09								09	44	44	44	44	44	44	44
10	45	45	45	45	45	45	45	10								10	45	45	45	45	45	45	45
11	47	47	47	47	47	47	47	11	1	1	1	1	1	1	1	11	48	48	48	48	48	48	48
12	46	46	46	46	46	46	46	12								12	46	46	46	46	46	46	46
13	46	46	46	46	46	46	46	13								13	46	46	46	46	46	46	46
14	44	44	44	44	44	44	44	14	1	1	1	1	1	1	1	14	45	45	45	45	45	45	45
15	46	46	46	46	46	46	46	15	1	1	1	1	1	1	1	15	47	47	47	47	47	47	47
16	48	48	48	48	48	48	48	16								16	48	48	48	48	48	48	48
17	45	45	45	45	45	45	45	17								17	45	45	45	45	45	45	45
18	39	39	39	39	39	39	39	18	1	1	1	1	1	1	1	18	40	40	40	40	40	40	40
19	39	39	39	39	39	39	39	19								19	39	39	39	39	39	39	39
20	38	38	38	38	38	38	38	20								20	38	38	38	38	38	38	38
21	36	36	36	36	36	36	36	21								21	36	36	36	36	36	36	36
22	32	32	32	32	32	32	32	22								22	32	32	32	32	32	32	32

Coordinator's Report



Total demand	162,731	slots	
Total slots allocated	158,047	slots	97.1% of total demand
Number of slots cleared OK	143,315	slots	90.7% of total slots cleared

Slots adjusted (not OK) due to:

RUNWAY constraints	14,215	slots	96.5% of total slots adjusted
TERMINAL constraints	30	slots	0.2% of total slots adjusted
STAND constraints	-	slots	0.0% of total slots adjusted
NIGHT constraints	-	slots	0.0% of total slots adjusted
OTHER constraints	-	slots	0.0% of total slots adjusted
ARR/DEP TURNAROUND feasibility	487	slots	3.3% of total slots adjusted

Executive Summary

In S19 the number of historic slots increased by 1.8% versus S18, reaching 71.7% of overall capacity. Despite the slight increase in capacity in S20, it was not sufficient to satisfy all requests for the S20 season. However 97.2% of demand has been allocated a slot (+7.3% compared to S19), but overall the number of allocated slots decreased by 1.8% compared to S19, and 89.4% of declared capacity has been allocated between 04.00-23.59 UTC hours.

Eight carriers requested new entrant status (Juneyao Airlines, El Al Israel Airlines, LOT Polish Airlines, Egypt Air, Aegean Airlines, Icelandair, SunExpress, Transavia France), and 100% of them have been allocated slots. 41.5% of those allocations were at the times requested by the airlines, and 95.2% were at or within 25 minutes of the requested time. Overall 90.8% of slots were allocated at their requested times (up by 2.2% vs S19).

Runway Constraints

- Totals across the majority of the day continue to be a major constraining factor despite the additional capacity. 96.5% of slots that could not be allocated at the requested time were due to runway constraints (R60 or R10).

Terminal Constraints

- Terminal 2 Arrivals hit the declared capacity due to the weighted load factors.
- Terminal 1 Arrivals hit the declared capacity in the 2200 UTC hour.

Stand Constraints

Demand exceeded available CBP stands at Pier 4, however the airport found solution to resolve the issue.

Night Constraints

No Night Constraint issues.

Other Constraints

No Other Constraint issues.

Arr/Dep Turnaround Feasibility

Peak Week - Initial Coordination Analysis



Operator	S20 HISTORIC SLOTS				HISTORIC RECLAIM STATISTICS				NEW SLOT REQUESTS						Total Demand at Initial Submissions	Total Allocation (SAs)	% 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"			
Aegean Airlines	8	-	-	8	0.0%	0.0%	0.0%	0.0%	2	-	-	-	2	-	10	10	100.0%
Aer Lingus	1,912	47	28	1,837	46.2%	5.9%	0.0%	0.0%	186	7	-	126	-	2,023	1,970	97.4%	
Aero Charter Ukraine	4	-	-	-	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	-	-	-
Aeroflot	14	-	-	14	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	14	14	100.0%
Air Arabia Maroc	2	-	2	-	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	-	-	-
Air Canada	28	-	-	28	50.0%	100.0%	0.0%	0.0%	2	-	-	2	-	30	30	100.0%	
Air Dolomiti	-	-	-	-	0.0%	0.0%	0.0%	0.0%	8	-	-	6	-	8	6	75.0%	
Air Europa	-	-	-	-	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	-	-	-
Air France	58	-	-	58	75.9%	72.4%	0.0%	0.0%	14	-	-	14	-	72	72	100.0%	
Air Moldova	14	-	-	14	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	14	14	100.0%	
Air Nostrum	4	-	-	4	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	4	4	100.0%	
Air Transat	10	-	-	10	10.0%	20.0%	40.0%	0.0%	-	-	-	-	-	10	10	100.0%	
airBaltic	8	-	-	8	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	8	8	100.0%	
Airest	-	-	-	-	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	-	-	-
AlbaStar	6	-	-	6	33.3%	0.0%	0.0%	0.0%	-	-	-	-	-	6	6	100.0%	
American Airlines	56	-	-	56	87.5%	25.0%	0.0%	0.0%	-	-	-	-	-	56	56	100.0%	
Arkia	2	-	2	-	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	-	-	-
ASL Airlines Belgium	10	-	-	10	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	10	10	100.0%	
ASL Airlines Ireland	2	1	1	-	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	-	-	-
BA Cityflyer	50	-	-	50	48.0%	38.0%	0.0%	0.0%	16	-	-	14	-	66	64	97.0%	
Blue Air	24	-	-	24	33.3%	33.3%	0.0%	0.0%	6	-	-	4	-	30	28	93.3%	
Bluebird Cargo	10	-	-	10	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	10	10	100.0%	
British Airways	104	-	2	106	47.2%	26.4%	0.0%	0.0%	-	-	-	-	-	106	104	98.1%	
Cathay Pacific	8	-	-	8	50.0%	0.0%	0.0%	0.0%	-	-	-	-	-	8	8	100.0%	
Cello Aviation	-	-	-	-	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	-	-	-
Cityjet	-	-	-	-	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	-	-	-
Cobalt Air	-	-	-	-	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	-	-	-
Croatia Airlines	6	-	-	6	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	6	6	100.0%	
Danish Air Transport	-	-	-	-	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	-	-	-
Delta Air Lines	42	-	-	42	100.0%	100.0%	0.0%	0.0%	-	-	-	-	-	42	42	100.0%	
EasyJet	-	-	-	-	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	-	-	-
Egypt Air	-	-	-	-	0.0%	0.0%	0.0%	0.0%	8	-	-	-	8	8	8	100.0%	
El Al Israel Airlines	-	-	-	-	0.0%	0.0%	0.0%	0.0%	6	-	-	-	6	6	6	100.0%	
Emirates	28	-	-	28	50.0%	0.0%	0.0%	0.0%	14	-	-	-	-	42	28	66.7%	
Enter Air	-	-	-	-	0.0%	0.0%	0.0%	0.0%	3	-	-	-	-	3	-	0.0%	
Ethiopian Airlines	8	-	-	8	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	8	8	100.0%	
Ethiad Airways	22	-	8	14	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	14	14	100.0%	
European Air Transport (DHL)	26	14	-	12	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	12	12	100.0%	
Eurowings	22	-	-	22	27.3%	36.4%	0.0%	0.0%	2	-	-	-	-	24	22	91.7%	
Federal Express	10	-	-	10	50.0%	0.0%	0.0%	0.0%	-	-	-	-	-	10	10	100.0%	
Finnair	20	-	-	20	0.0%	100.0%	0.0%	0.0%	8	-	-	2	-	28	22	78.6%	
Fly Ernest	2	2	-	-	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	-	-	-
Fly One	2	-	-	2	0.0%	0.0%	0.0%	0.0%	4	-	-	2	-	6	4	66.7%	
Flybe	98	4	-	94	37.2%	0.0%	0.0%	0.0%	14	-	-	10	-	108	104	96.3%	
Hainan Airlines	12	4	-	8	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	8	8	100.0%	
Iberia Express	28	-	-	28	60.7%	0.0%	0.0%	0.0%	-	-	-	-	-	28	28	100.0%	
Icelandair	20	-	-	20	100.0%	0.0%	0.0%	0.0%	8	-	-	-	8	28	28	100.0%	
Juneyao Airlines	-	-	-	-	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	-	-	-
KLM Royal Dutch Airlines	76	-	-	76	7.9%	18.4%	0.0%	0.0%	-	-	-	-	-	76	76	100.0%	
Lauda Motion	14	-	-	14	42.9%	0.0%	0.0%	0.0%	18	-	-	10	-	32	24	75.0%	
Loganair	24	-	-	24	75.0%	0.0%	0.0%	0.0%	-	-	-	-	-	24	24	100.0%	
LOT Polish Airlines	-	-	-	-	0.0%	0.0%	0.0%	0.0%	14	-	-	-	14	14	14	100.0%	
Lufthansa	98	-	-	98	65.3%	85.7%	0.0%	0.0%	14	-	-	14	-	112	112	100.0%	
Luxair	14	-	-	14	14.3%	0.0%	0.0%	0.0%	-	-	-	-	-	14	14	100.0%	
Neos	2	-	-	2	100.0%	0.0%	0.0%	0.0%	-	-	-	-	-	2	2	100.0%	
Norwegian	79	28	2	49	16.3%	0.0%	0.0%	0.0%	-	-	-	-	-	49	49	100.0%	
Qatar Airways	22	-	-	22	18.2%	0.0%	0.0%	0.0%	6	-	-	-	-	28	22	78.6%	
RVL Aviation	8	-	-	8	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	8	8	100.0%	
Ryanair	1,797	37	2	1,762	23.8%	0.0%	0.0%	0.0%	214	-	-	151	-	1,976	1,914	96.9%	
S7 Airlines	2	2	-	-	0.0%	0.0%	0.0%	0.0%	2	-	-	2	-	2	2	100.0%	
SAS Scandinavian	40	-	2	42	19.0%	9.5%	0.0%	0.0%	6	-	-	6	-	48	48	100.0%	
Smartwings	2	-	-	2	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	2	2	100.0%	
Star Air	-	-	-	-	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	-	-	-
Stobart Air	35	35	-	-	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	-	-	-
SunExpress	2	-	-	2	0.0%	0.0%	0.0%	0.0%	2	-	-	-	2	4	4	100.0%	
Swiss International	36	-	-	36	8.3%	27.8%	0.0%	0.0%	-	-	-	-	-	36	36	100.0%	
TAP Air Portugal	28	-	-	28	100.0%	50.0%	0.0%	0.0%	-	-	-	-	-	28	28	100.0%	
Transavia France	16	-	-	16	0.0%	0.0%	0.0%	0.0%	2	-	-	-	2	18	18	100.0%	
Travel Service	-	-	-	-	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	-	-	-
TUI Airways	51	5	1	47	51.1%	0.0%	2.1%	0.0%	2	-	-	-	-	49	47	95.9%	
Turkish Airlines	28	-	-	28	50.0%	0.0%	0.0%	0.0%	-	-	-	-	-	28	28	100.0%	
United Airlines	42	-	-	42	50.0%	66.7%	0.0%	0.0%	14	-	-	14	-	56	56	100.0%	
UPS Airlines	20	-	-	20	50.0%	0.0%	0.0%	0.0%	-	-	-	-	-	20	20	100.0%	
Vueling	18	-	2	16	12.5%	0.0%	0.0%	0.0%	10	-	-	10	-	26	26	100.0%	
Westjet	18	-	-	18	22.2%	0.0%	0.0%	0.0%	16	-	-	16	-	34	34	100.0%	
Wideroe	-	-	-	-	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	-	-	-
WOW Air	-	-	-	-	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	-	-	-
Zimex Aviation	10	-	-	10	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	10	10	100.0%	
TOTAL	5,162	183	38	4,941	37.0%	9.6%	0.1%	0.0%	621	7	-	403	42	5,562	5,392	96.9%	

Air Transport Movement Allocation by Operator

Comparison between S20 Hist (SHL) vs. S20 Init Coord



Operator	FULL SEASON ALLOCATION								PEAK WEEK ALLOCATION							
	S20 ATMs	S20 ATMs	+/- change	S20 Rank	S20 Seats	S20 Seats	+/- change	S20 Rank	S20 ATMs	S20 ATMs	+/- change	S20 Rank	S20 Seats	S20 Seats	+/- change	S20 Rank
Aegean Airlines	186	256	70	42	32,364	44,544	12,180	39	8	10	2	38	1,392	1,740	348	39
Aer Lingus	55,328	57,445	2,117	1	8,992,450	9,481,253	488,803	2	1,912	1,970	58	1	310,785	324,114	13,329	2
Aero Charter Ukraine	56	-	-56	60	6,608	-	-6,608	53	4	-	-4	60	472	-	-472	53
Aeroflot	420	420	0	32	58,800	58,800	0	37	14	14	0	32	1,960	1,960	0	38
Air Arabia Maroc	70	-	-70	60	12,180	-	-12,180	53	2	-	-2	60	348	-	-348	53
Air Canada	710	800	90	21	205,290	236,928	31,638	13	28	30	2	17	8,078	8,840	762	12
Air Dolomiti	-	78	78	55	-	9,360	9,360	48	-	6	6	50	-	720	720	47
Air Europa	-	-	0	60	-	-	0	53	-	-	0	60	-	-	0	53
Air France	1,738	2,160	422	8	212,654	316,260	103,606	8	58	72	14	7	7,098	10,542	3,444	8
Air Moldova	288	288	0	41	51,792	51,792	0	38	14	14	0	32	2,516	2,516	0	33
Air Nostrum	72	72	0	56	6,480	6,480	0	51	4	4	0	54	360	360	0	51
Air Transat	224	236	12	48	69,168	74,758	5,590	32	10	10	0	38	3,048	3,114	66	31
airBaltic	240	240	0	43	34,800	34,800	0	40	8	8	0	44	1,160	1,160	0	40
Airest	-	-	0	60	-	-	0	53	-	-	0	60	-	-	0	53
AlbaStar	114	114	0	52	21,546	21,546	0	45	6	6	0	50	1,134	1,134	0	42
American Airlines	1,356	1,498	142	10	336,280	377,058	40,778	6	56	56	0	9	14,070	14,182	112	5
Arkia	18	-	-18	60	3,942	-	-3,942	53	2	-	-2	60	438	-	-438	53
ASL Airlines Belgium	300	300	0	37	-	-	0	53	10	10	0	38	-	-	0	53
ASL Airlines Ireland	36	-	-36	60	6,804	-	-6,804	53	2	-	-2	60	378	-	-378	53
BA Cityflyer	1,961	2,161	200	7	175,282	200,228	24,946	15	50	64	14	8	4,372	6,030	1,658	18
Blue Air	658	779	121	22	115,074	147,231	32,157	23	24	28	4	18	4,204	5,292	1,088	21
Bluebird Cargo	300	300	0	37	-	-	0	53	10	10	0	38	-	-	0	53
British Airways	3,142	3,144	2	4	536,292	520,152	-16,140	4	104	104	0	4	17,750	17,200	-550	4
Cathay Pacific	240	240	0	43	67,200	67,200	0	33	8	8	0	44	2,240	2,240	0	34
Cello Aviation	-	-	0	60	-	-	0	53	-	-	0	60	-	-	0	53
Cityjet	-	-	0	60	-	-	0	53	-	-	0	60	-	-	0	53
Cobalt Air	-	-	0	60	-	-	0	53	-	-	0	60	-	-	0	53
Croatia Airlines	170	170	0	50	24,480	24,480	0	43	6	6	0	50	864	864	0	45
Danish Air Transport	-	-	0	60	-	-	0	53	-	-	0	60	-	-	0	53
Delta Air Lines	1,260	1,260	0	13	289,148	367,988	78,840	7	42	42	0	14	10,052	12,306	2,254	7
Easylet	-	-	0	60	-	-	0	53	-	-	0	60	-	-	0	53
Egypt Air	-	166	166	51	-	24,070	24,070	44	-	8	8	44	-	1,160	1,160	40
El Al Israel Airlines	-	180	180	49	-	29,880	29,880	41	-	6	6	50	-	996	996	44
Emirates	840	840	0	17	302,400	302,400	0	9	28	28	0	18	10,080	10,080	0	9
Enter Air	-	-	0	60	-	-	0	53	-	-	0	60	-	-	0	53
Ethiopian Airlines	238	238	0	47	64,260	64,260	0	34	8	8	0	44	2,160	2,160	0	35
Ethihad Airways	514	420	-94	32	206,978	168,840	-38,138	19	22	14	-8	32	8,646	5,628	-3,018	19
European Air Transport (DHL)	778	360	-418	36	-	-	0	53	26	12	-14	37	-	-	0	53
Eurowings	642	660	18	25	107,100	117,000	9,900	26	22	22	0	27	3,660	3,900	240	28
Federal Express	300	300	0	37	-	-	0	53	10	10	0	38	-	-	0	53
Finnair	588	660	72	25	70,200	95,040	24,840	30	20	22	2	27	2,380	3,168	788	30
Fly Ernest	36	-	-36	60	6,480	-	-6,480	53	2	-	-2	60	360	-	-360	53
Fly One	34	94	60	54	5,916	14,556	8,640	47	2	4	2	54	348	636	288	48
Flybe	2,952	3,132	180	5	243,736	245,176	1,440	11	98	104	6	4	8,084	8,132	48	15
Great Dane Airlines	10	-	-10	60	1,180	-	-1,180	53	-	-	0	60	-	-	0	53
Hainan Airlines	360	240	-120	43	95,280	60,600	-34,680	35	12	8	-4	44	3,176	2,020	-1,156	37
Iberia Express	528	584	56	30	95,040	105,120	10,080	28	28	28	0	18	5,040	5,040	0	23
Icelandair	530	840	310	17	96,990	153,720	56,730	21	20	28	8	18	3,660	5,124	1,464	22
Juneyao Airlines	-	-	0	60	-	-	0	53	-	-	0	60	-	-	0	53
KLM Royal Dutch Airlines	2,298	2,364	66	6	245,532	242,652	-2,880	12	76	76	0	6	8,272	8,188	-84	14
Lauda Motion	420	720	300	23	75,600	130,140	54,540	25	14	24	10	25	2,520	4,338	1,818	27
Loganair	572	692	120	24	25,596	29,556	3,960	42	24	24	0	25	1,016	1,016	0	43
LOT Polish Airlines	-	420	420	32	-	78,120	78,120	31	-	14	14	32	-	2,604	2,604	32
Lufthansa	2,936	3,360	424	3	507,174	616,560	109,386	3	98	112	14	3	16,926	20,552	3,626	3
Luxair	406	406	0	35	59,316	59,316	0	36	14	14	0	32	2,064	2,064	0	36
Neos	34	34	0	59	6,324	6,324	0	52	2	2	0	57	372	372	0	50
Norwegian	2,307	1,472	-835	11	434,079	276,192	-157,887	10	79	49	-30	11	14,859	9,201	-5,658	10
Qatar Airways	526	634	108	27	133,604	161,036	27,432	20	22	22	0	27	5,588	5,588	0	20
RVL Aviation	240	240	0	43	-	-	0	53	8	8	0	44	-	-	0	53
Ryanair	52,535	57,118	4,583	2	9,926,469	10,795,302	868,833	1	1,797	1,914	117	2	339,255	361,746	22,491	1
S7 Airlines	50	50	0	57	7,900	7,900	0	50	2	2	0	57	316	316	0	52
SAS Scandinavian	1,216	1,286	70	12	198,630	217,678	19,048	14	40	48	8	12	6,498	8,322	1,824	13
Smartwings	44	44	0	58	8,316	8,316	0	49	2	2	0	57	378	378	0	49
Star Air	-	-	0	60	-	-	0	53	-	-	0	60	-	-	0	53
Stobart Air	856	-	-856	60	83,888	-	-83,888	53	35	-	-35	60	3,430	-	-3,430	53
SunExpress	52	96	44	53	9,828	18,144	8,316	46	2	4	2	54	378	756	378	46
Swiss International	998	1,040	42	14	177,890	194,480	16,590	16	36	36	0	15	6,326	6,676	350	17
TAP Air Portugal	840	840	0	17	128,160	146,160	18,000	24	28	28	0	18	4,272	4,872	600	25
Transavia France	480	540	60	31	90,720	102,060	11,340	29	16	18	2	31	3,024	3,402	378	29
Travel Service	-	-	0	60	-	-	0	53	-	-	0	60	-	-	0	53
TUI Airways	1,087	1,002	-85	15	206,997	190,932	-16,065	17	51	47	-4	13	9,639	8,994	-645	11
Turkish Airlines	840	840	0	17	150,780	150,780	0	22	28	28	0	18	5,026	5,026	0	24
United Airlines	1,260	1,680	420	9	280,396	387,240	106,844	5	42	56	14	9	9,184	12,908	3,724	6
UPS Airlines	600	600	0	28	-	-	0	53	20	20	0	30	-	-	0	53
Vueling	448	598	150	29	80,640	107,640	27,000	27	18	26	8	24	3,240	4,680	1,440	26
Westjet	396	876	480	16	85,548	174,908	89,360	18	18	34	16	16	4,008	6,792	2,784	16
Wideroe	-	-	0	60	-	-	0	53	-	-	0	60	-	-	0	53
WOW Air	-	-	0	60	-	-	0	53	-	-	0	60	-	-	0	53
Zimex Aviation	300	300	0	37	-	-	0	53	10	10	0	38	-	-	0	53
TOTAL	148,978</															

Peak Week - Allocation and Slot Adjustment Distribution by Operator

Schedule: S20 Init Coord



Operator	S20 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	
Aegean 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%	-
Aer Lingus	1,970	91.1%	2.8%	2.4%	0.7%	0.6%	0.2%	0.3%	0.0%	0.2%	0.1%	0.3%	0.0%	0.5%	0.9%	53
Aero Charter Ukraine	-															-
Aeroflot	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%	-
Air Arabia Maroc	-															-
Air Canada	30	53.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	23.3%	0.0%	23.3%	-
Air Dolomiti	6	0.0%	0.0%	0.0%	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	33.3%	33.3%	2
Air Europa	-															-
Air France	72	88.9%	9.7%	1.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Air Moldova	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%	-
Air Nostrum	4	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%	-
Air Transat	10	70.0%	0.0%	10.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
airBaltic	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%	-
Airest	-															-
AlbaStar	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%	-
American Airlines	56	87.5%	0.0%	12.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Arkia	-															-
ASL Airlines Belgium	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%	-
ASL Airlines Ireland	-															-
BA Cityflyer	64	89.1%	0.0%	6.3%	0.0%	0.0%	1.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.1%	2
Blue Air	28	85.7%	3.6%	0.0%	3.6%	0.0%	0.0%	3.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.6%	2
Bluebird Cargo	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%	-
British Airways	104	91.3%	6.7%	1.0%	0.0%	0.0%	1.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2
Cathay Pacific	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%	-
Cello Aviation	-															-
Cityjet	-															-
Cobalt Air	-															-
Croatia Airlines	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%	-
Danish Air Transport	-															-
Delta Air Lines	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%	-
EasyJet	-															-
Egypt Air	8	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
El Al Israel Airlines	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%	-
Emirates	28	75.0%	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	14
Enter Air	-															3
Ethiopian 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%	-
Ethiad 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%	-
European Air Transport (DHL)	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%	-
Eurowings	22	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%	2
Federal Express	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%	-
Finnair	22	90.9%	4.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.5%	0.0%	0.0%	0.0%	0.0%	6
Fly Ernest	-															-
Fly One	4	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	25.0%	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2
Flybe	104	95.2%	1.0%	1.0%	0.0%	1.0%	1.0%	1.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4
Hainan 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%	-
Iberia Express	28	71.4%	28.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Icelandair	28	57.1%	0.0%	10.7%	0.0%	32.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Juneyao Airlines	-															-
KLM Royal Dutch Airlines	76	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%	-
Lauda Motion	24	54.2%	4.2%	0.0%	0.0%	0.0%	16.7%	0.0%	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	8
Loganair	24	66.7%	12.5%	8.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	8.3%	0.0%	4.2%	0.0%	-
LOT Polish Airlines	14	0.0%	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Lufthansa	112	87.5%	0.0%	0.0%	0.0%	12.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.5%	0.0%	-
Luxair	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%	-
Neos	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%	-
Norwegian	49	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%	-
Qatar Airways	22	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%	6
RVL Aviation	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%	-
Ryanair	1,914	93.6%	2.1%	1.1%	0.2%	0.3%	0.2%	0.3%	0.1%	0.2%	0.3%	0.1%	0.0%	0.2%	1.4%	62
S7 Airlines	2	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
SAS Scandinavian	48	93.8%	0.0%	2.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.2%	-
Smartwings	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%	-
Star Air	-															-
Stobart Air	-															-
SunExpress	4	75.0%	0.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Swiss International	36	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%	-
TAP Air Portugal	28	25.0%	50.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Transavia France	18	88.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	11.1%	-
Travel Service	-															-
TUI Airways	47	74.5%	6.4%	0.0%	8.5%	0.0%	4.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.1%	4.3%	2
Turkish Airlines	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%	-
United Airlines	56	71.4%	3.6%	14.3%	0.0%	0.0%	1.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.8%	7.1%	-
UPS Airlines	20	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%	-
Vueling	26	92.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	7.7%	0.0%	-
Westjet	34	79.4%	0.0%	17.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.9%	-
Wideroe	-															-
WOW Air	-															-
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%	-
TOTAL	5,392	90.6%	2.7%	2.2%	0.9%	0.8%	0.3%	0.3%	0.0%	0.2%	0.1%	0.2%	0.1%	0.4%	1.2%	170

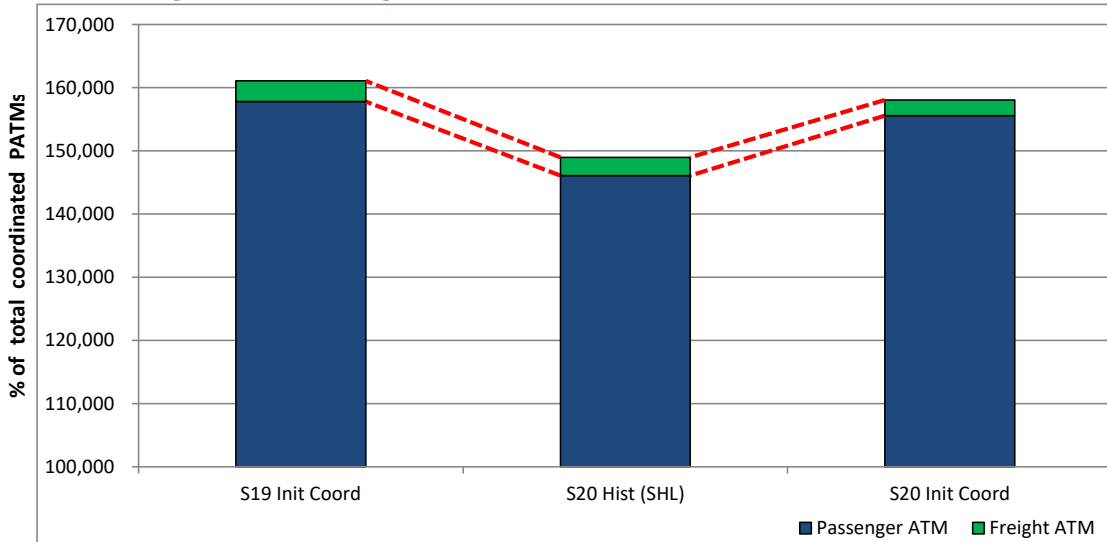
Operators with 0 'allocated ATMs' and 0 'Requests with NO slot allocated' in S20, are included in this list due to having slots allocated in either S19 Init Coord or S20 Hist (SHL) schedules.

Significant Route Changes



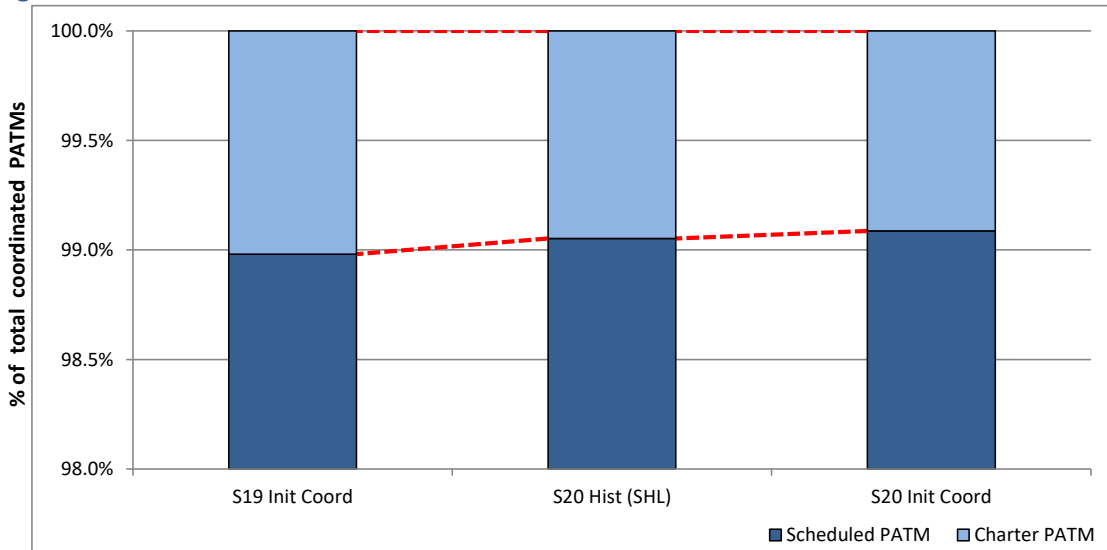
Operator	Category	Description of change from S19 schedule to S20 schedule
Aer Lingus	NEW	Alghero, Bournemouth, Heraklion, Ibiza, Krakow, Menorca, Poznan services
Aer Lingus	CHANGE	Decrease Aberdeen, Milan Malpensa services
Aer Lingus	CHANGE	Increase Alicante, Leeds Bradford, London Heathrow, Milan Linate services
Aer Lingus	CHANGE	Increase Manchester, Orlando, Miami, Montpellier, Minneapolis services
Aer Lingus	CHANGE	Increase Prague, Seattle, San Francisco, Vienna services
Air Arabia Maroc	CANCELLED	Agadir service
Air Canada	CHANGE	Increase Vancouver service
Air Dolomiti	NEW	Milan, Bologna, Verona charter services
Air France	CHANGE	Increase Paris Charles de Gaulle service - new morning daily
Arkia	CANCELLED	Tel Aviv service
ASL Airlines Ireland	CANCELLED	Dalaman service
BA Cityflyer	NEW	Faro, Reus services
BA Cityflyer	CHANGE	Increase London City service
Egypt Air	NEW	Cairo service
El Al Israel Airlines	NEW	Tel Aviv service
Etihad Airways	CHANGE	Decrease Abu Dhabi services
Finnair	CHANGE	Increase Helsinki service
Flybe	CHANGE	Decrease Doncaster service
Flybe	CHANGE	Increase Cardiff, Southampton services
Great Dane Airlines	CANCELLED	Aalborg service
Hainan Airlines	CANCELLED	Shenzhen service
Icelandair	CHANGE	Increase Keflavik services
Juneyao Airlines Co Ltd	NEW	Shanghai service via Helsinki
Lauda Motion	CHANGE	Increase Vienna service
LOT Polish Airlines	NEW	Warsaw service
Lufthansa	CHANGE	Increase Frankfurt service
Ryanair	NEW	Billund, Marseille, Palanga, Podgorica Golubovci, Toulouse, Verona services
Ryanair	CHANGE	Decrease Milan Orio, Edinburgh, Liverpool, Southend services
Ryanair	CHANGE	Increase Dubrovnik, Gothenburg, London Luton, Milan Malpensa, Vilnius services
Ryanair	CHANGE	Increase Lanzarote, Malaga, Alicante, Bordeaux, Bournemouth services
Ryanair	CHANGE	Increase Nantes, Palma Mallorca, Reus, Riga, Rzeszow Jasionka, Split services
Ryanair	CANCELLED	Stuttgart service
SunExpress	CHANGE	Increase Izmir service
Transavia France	CHANGE	Increase Paris Orly service
TUI Airways	CHANGE	Increase Palma Mallorca service
TUI Airways	CANCELLED	Malaga, Faro, Paphos, Salzburg services
Vueling	CHANGE	Increase Barcelona service
Westjet	NEW	Toronto Pearson service

Total ATMs: Passenger ATMs vs. Freight ATMs



Schedule Snapshot

Passenger ATMs: Scheduled vs. Charter

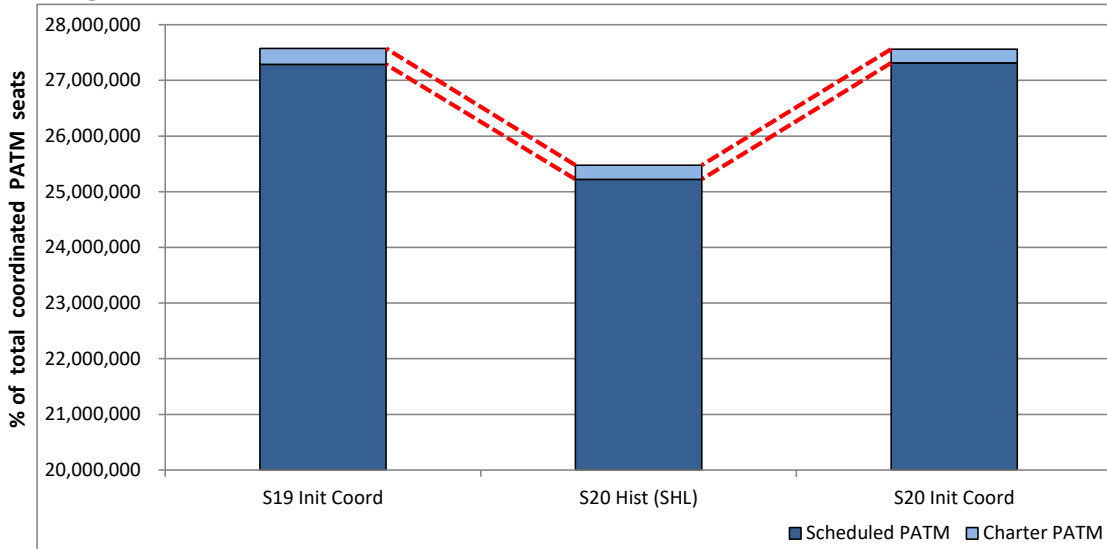


Schedule Snapshot

Full Season - PATM Seats Analysis

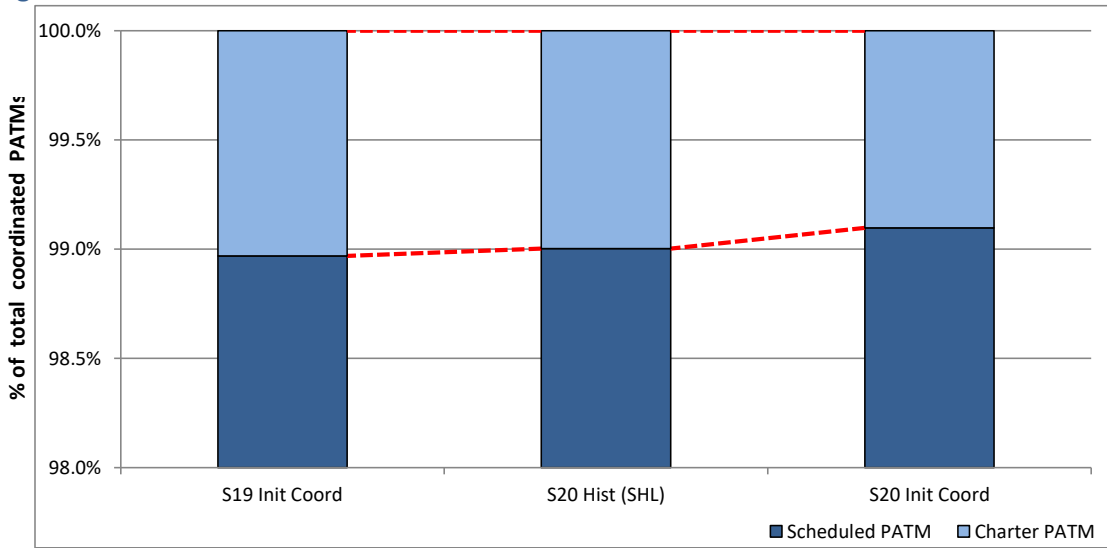


Total Passenger ATM seats: Scheduled vs. Charter



Schedule Snapshot

Passenger ATM seats: Scheduled vs. Charter

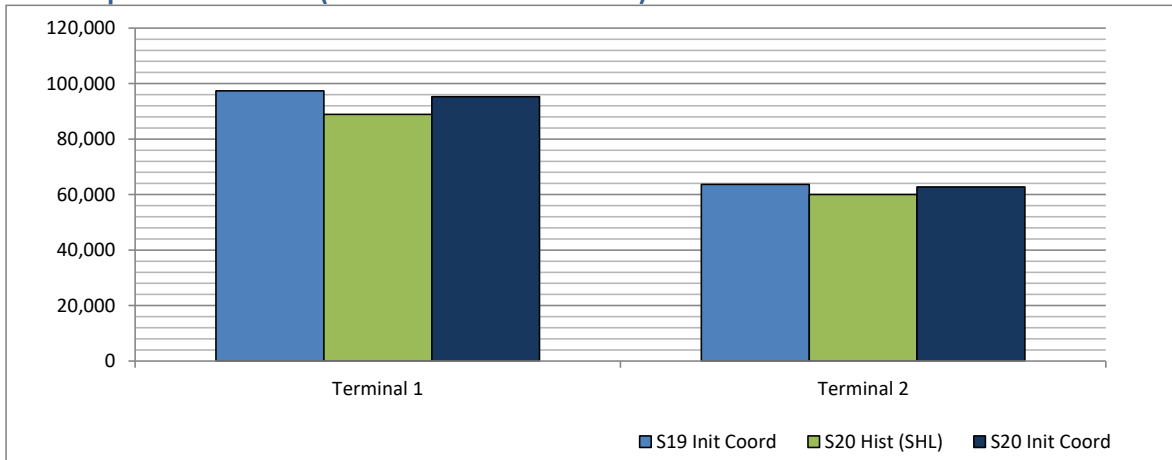


Schedule Snapshot

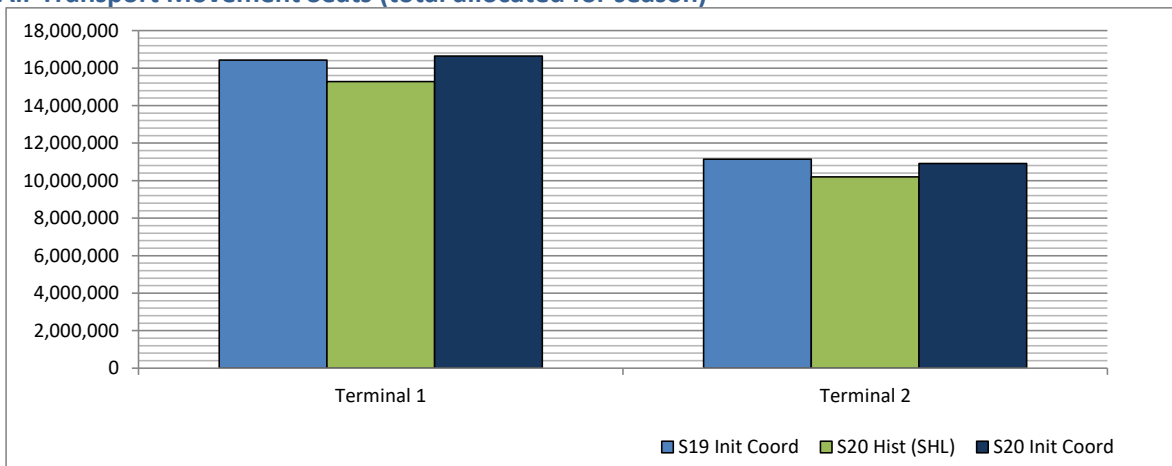
Full Season - Terminal Analysis



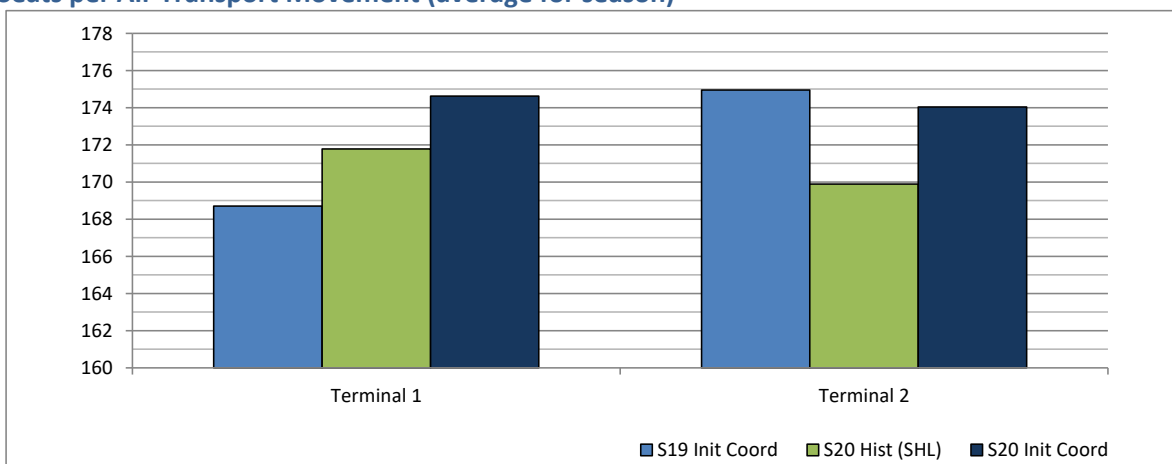
Air Transport Movements (total allocated for season)



Air Transport Movement Seats (total allocated for season)



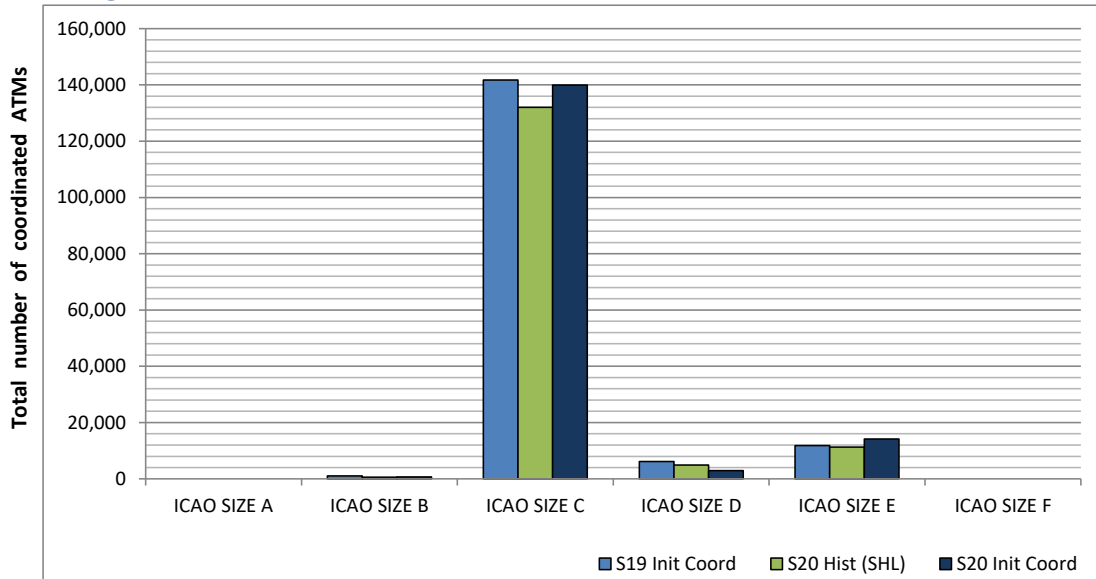
Seats per Air Transport Movement (average for season)



Full Season - Aircraft Size Analysis

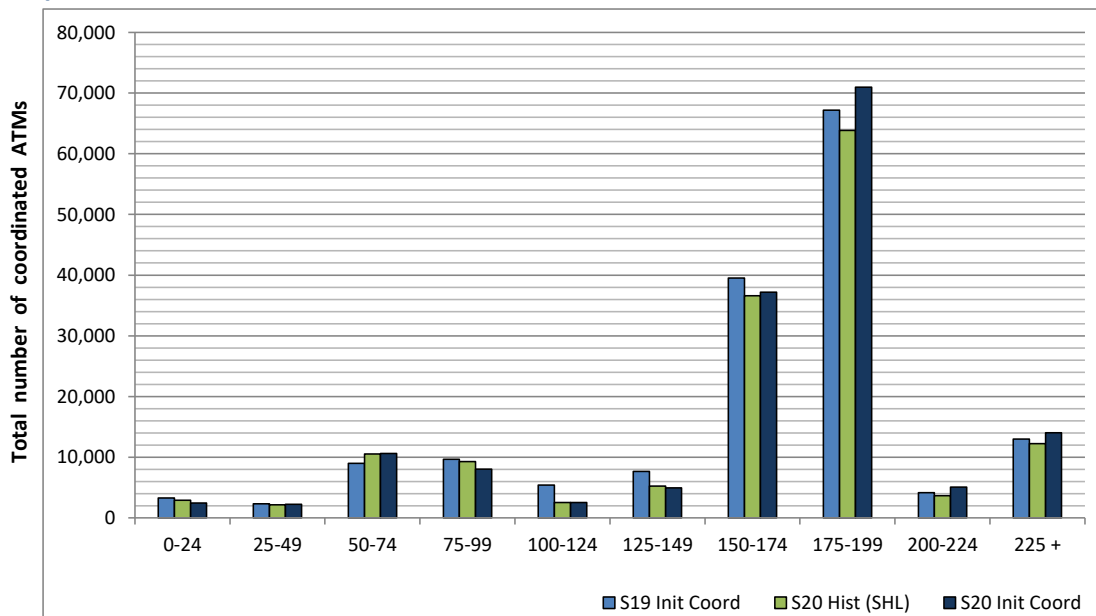


ICAO size designation



Note: See Glossary for definitions of ICAO SIZE groupings

Air Transport Movement seat distribution

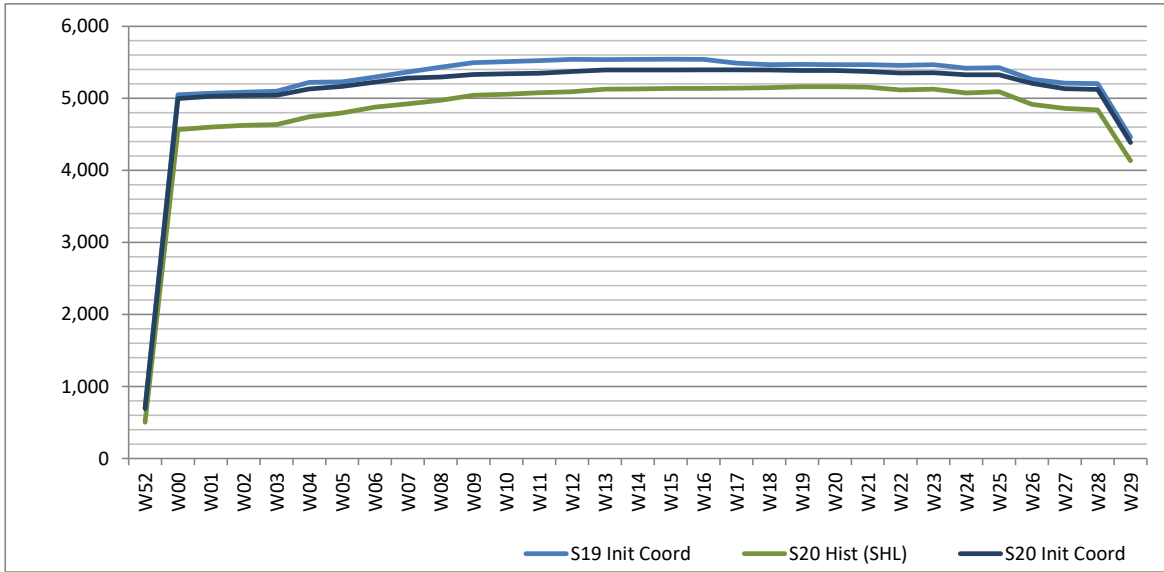


Note: FREIGHT-ONLY services with 0 seats are included in the first seat band '0-24'

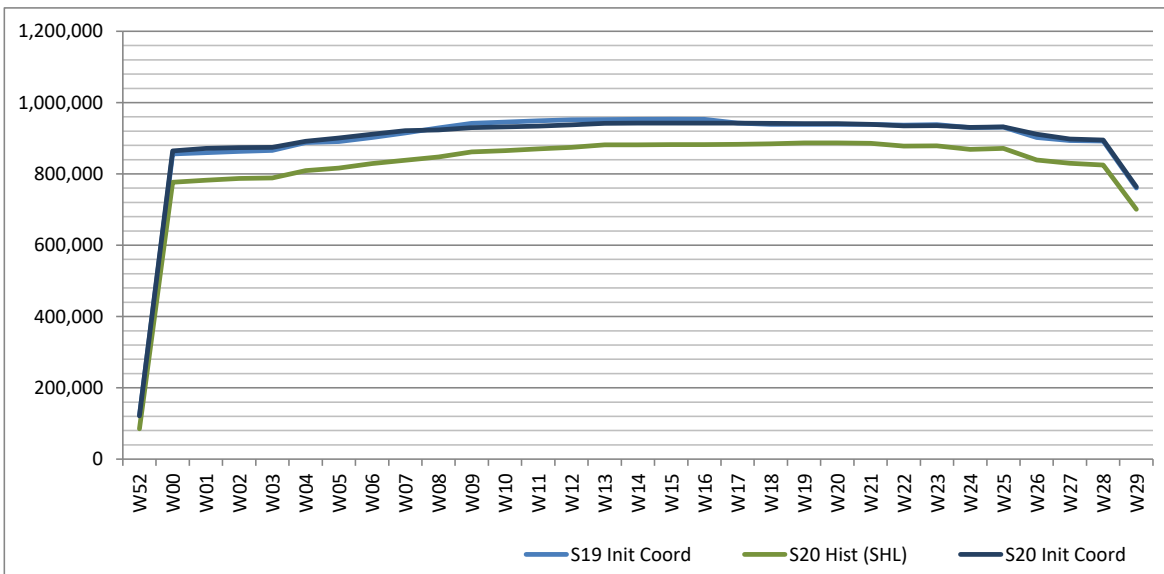
Full Season - Seasonality



Air Transport Movements by week of season



Air Transport Movement Seats by week of season



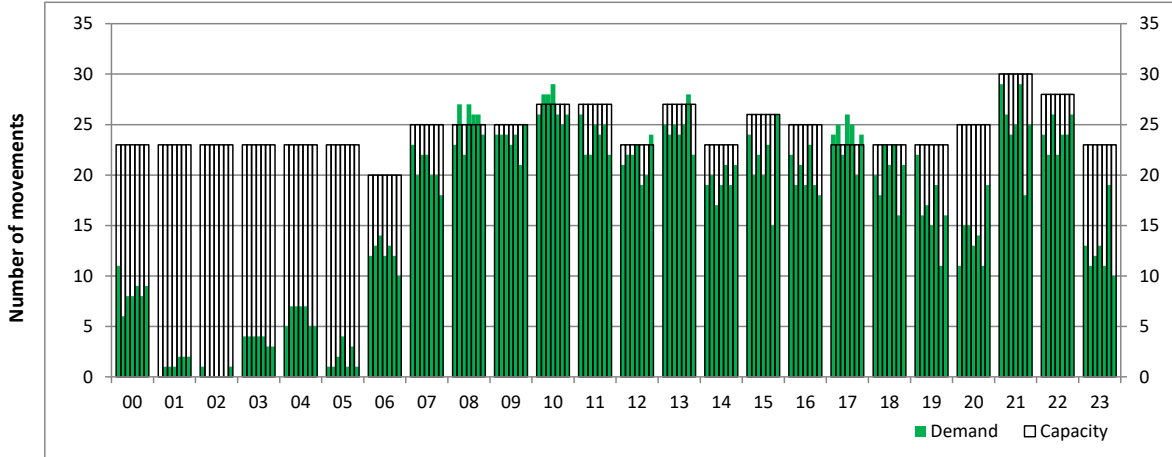
Peak Week - Initial Hourly Runway Demand

Schedule: S20 Init Coord



Hourly Arrival Demand

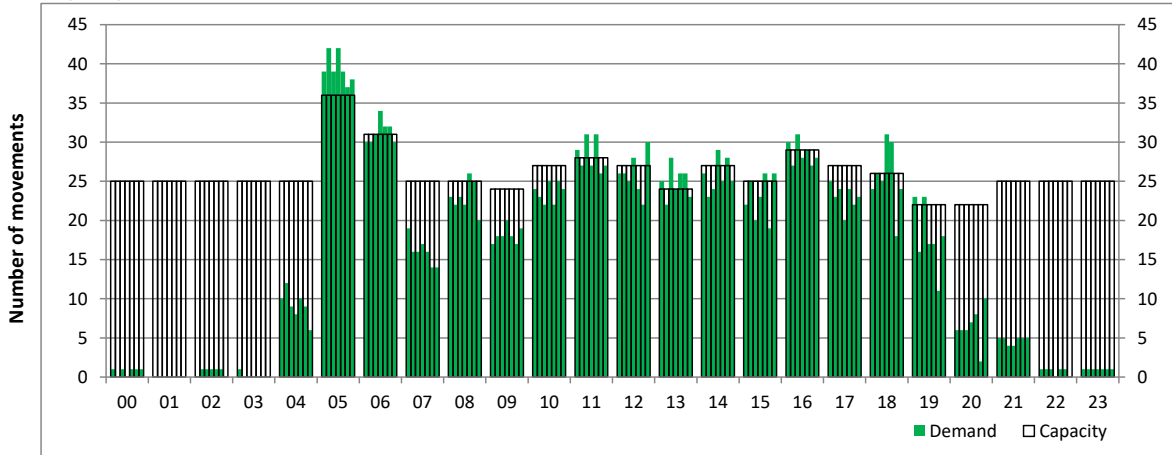
Time: UTC



Hour of day (24 hour format)

Hourly Departure Demand

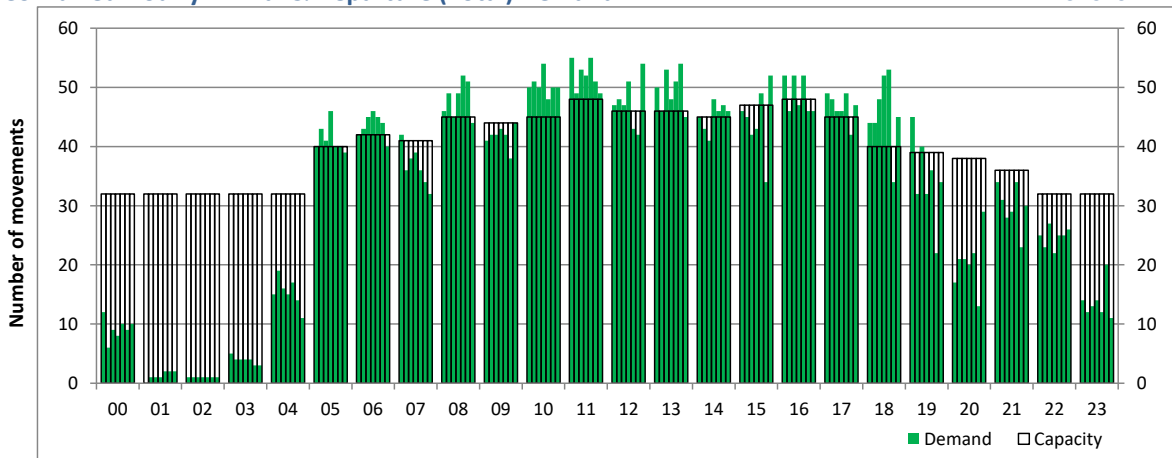
Time: UTC



Hour of day (24 hour format)

Combined Hourly Arrival & Departure (Total) Demand

Time: UTC



Hour of day (24 hour format)

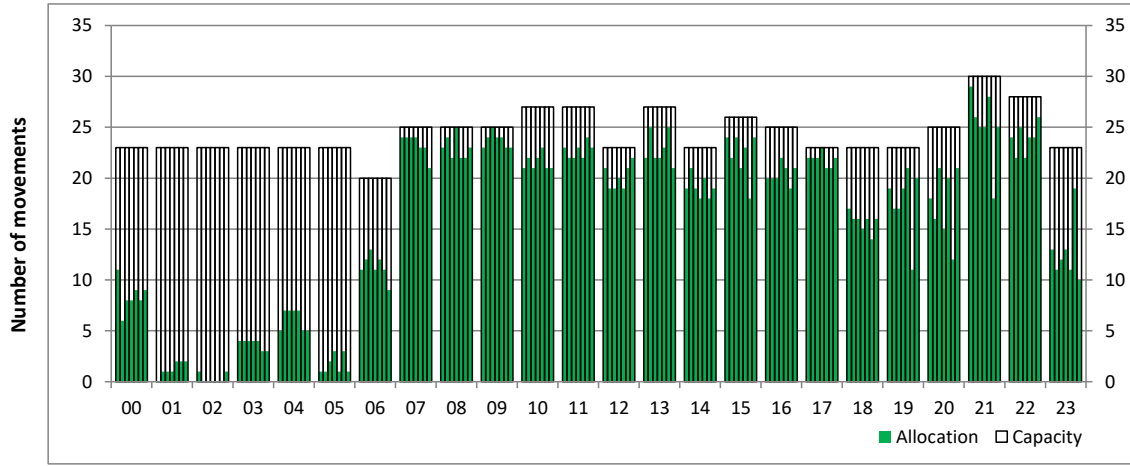
Peak Week - Hourly Runway Allocation

Schedule: S20 Init Coord



Hourly Arrival Allocation

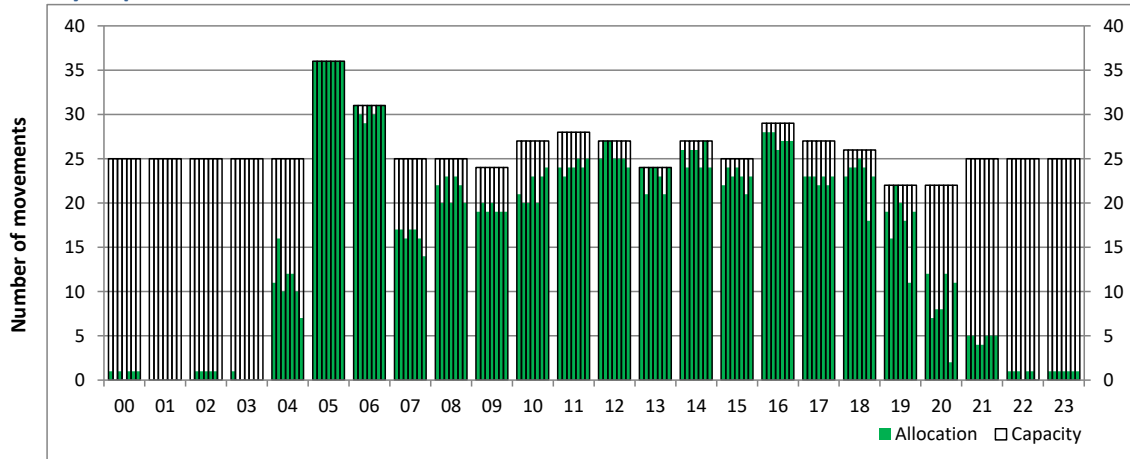
Time: UTC



Hour of day (24 hour format)

Hourly Departure Allocation

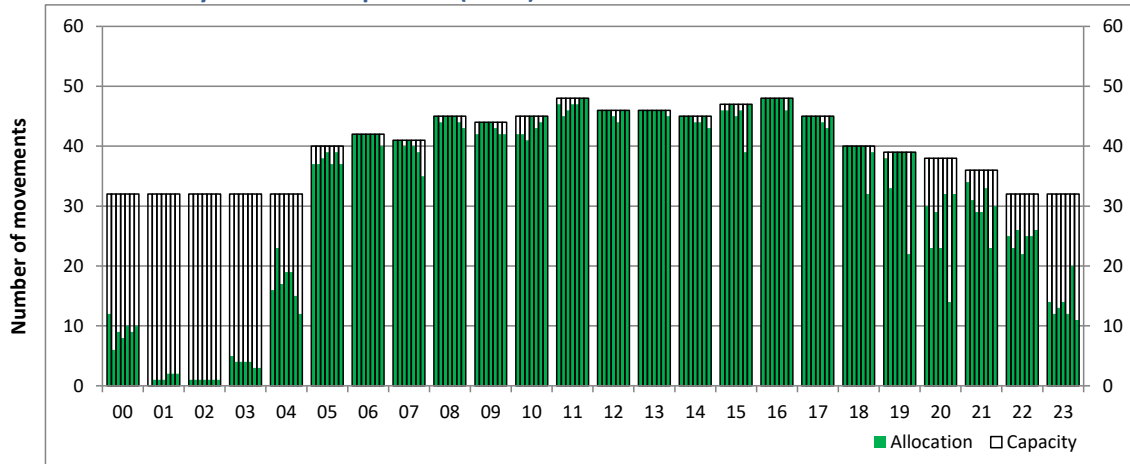
Time: UTC



Hour of day (24 hour format)

Combined Hourly Arrival & Departure (Total) Allocation

Time: UTC



Hour of day (24 hour format)

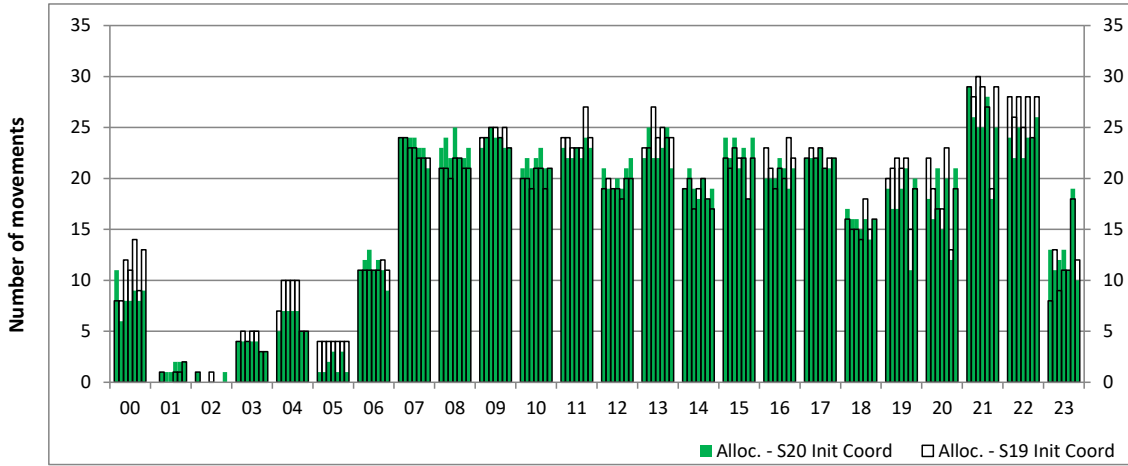
Peak Week - Runway Allocation Comparison

Comparison of S20 Init Coord vs. S19 Init Coord



Hourly Arrival Allocation

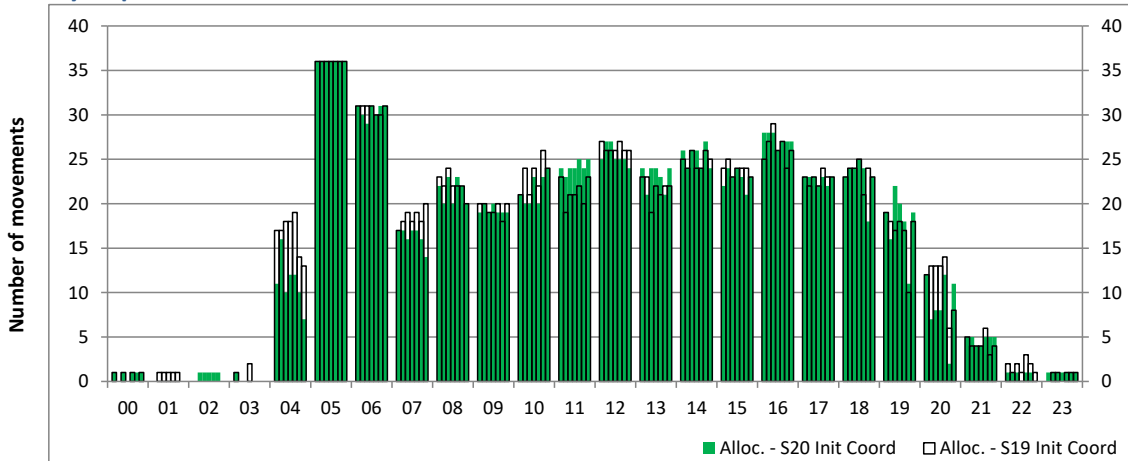
Time: UTC



Hour of day (24 hour format)

Hourly Departure Allocation

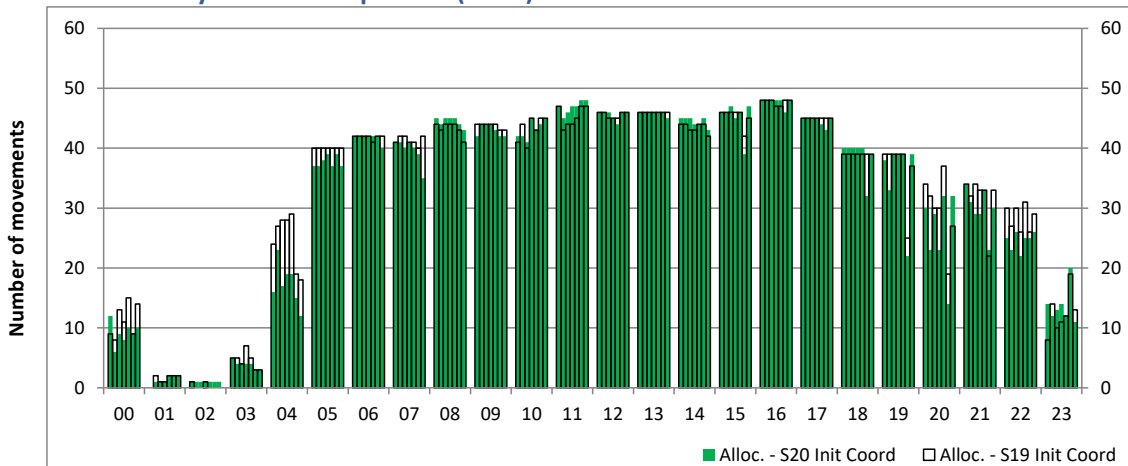
Time: UTC



Hour of day (24 hour format)

Combined Hourly Arrival & Departure (Total) Allocation

Time: UTC



Hour of day (24 hour format)

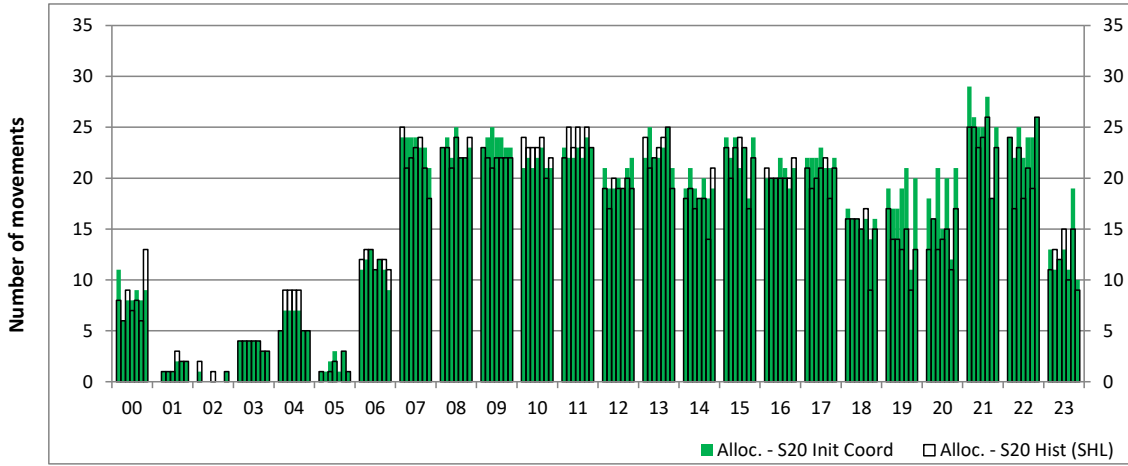
Peak Week - Runway Allocation Comparison

Comparison of S20 Init Coord vs. S20 Hist (SHL)



Hourly Arrival Allocation

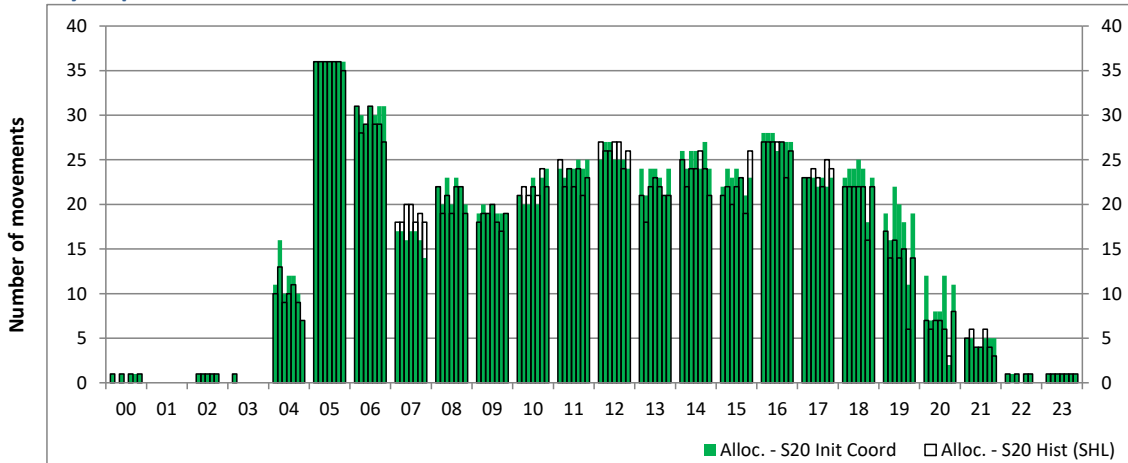
Time: UTC



Hour of day (24 hour format)

Hourly Departure Allocation

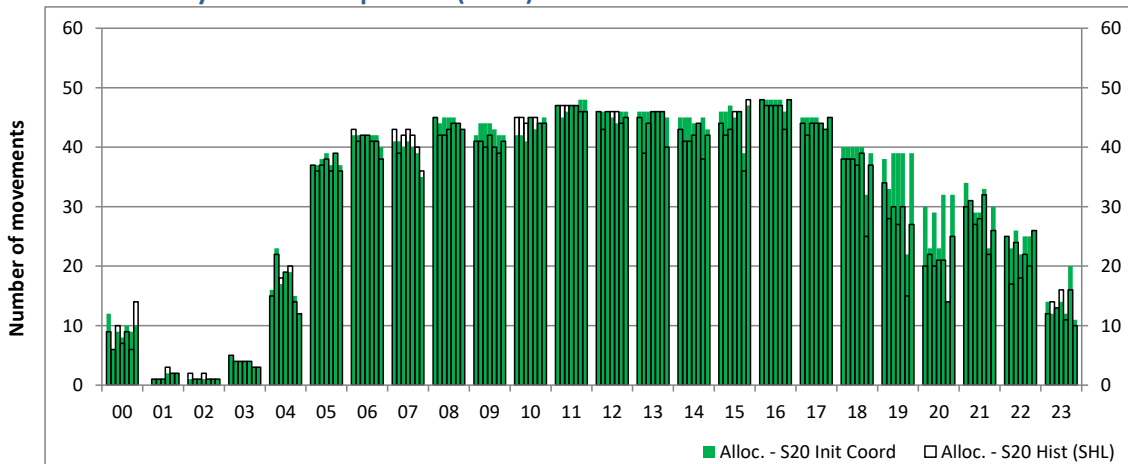
Time: UTC



Hour of day (24 hour format)

Combined Hourly Arrival & Departure (Total) Allocation

Time: UTC



Hour of day (24 hour format)

Peak Week - Passengers Histogram

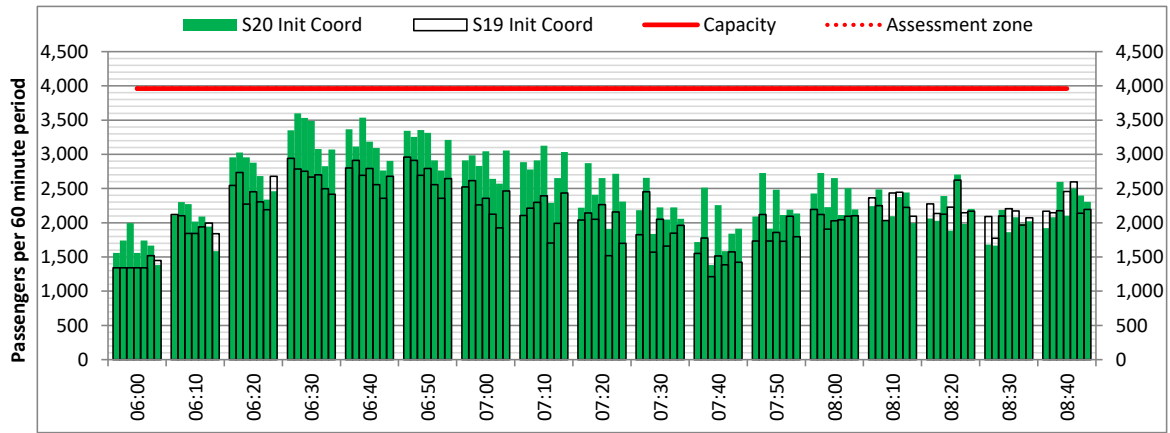
ARRIVAL - 60 minute count rolling every 10 mins (T60/10)



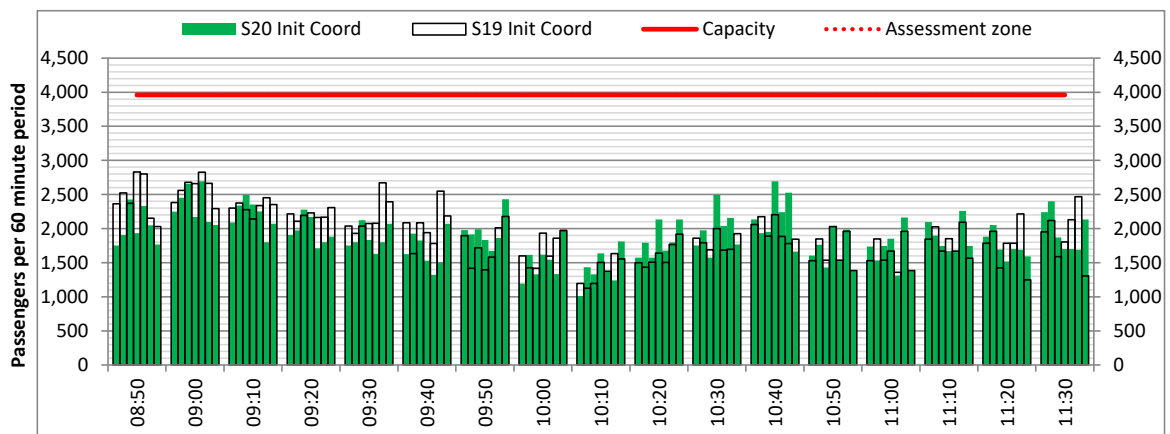
Terminals: 1

Operators: All Operators

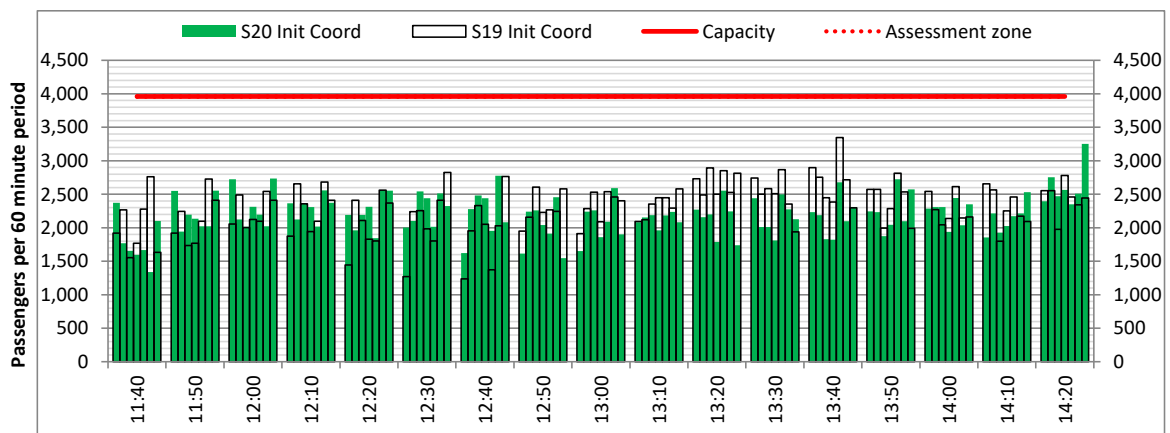
Days: 1234567



Start of count period - Time: UTC



Start of count period - Time: UTC



Start of count period - Time: UTC

Peak Week - Passengers Histogram

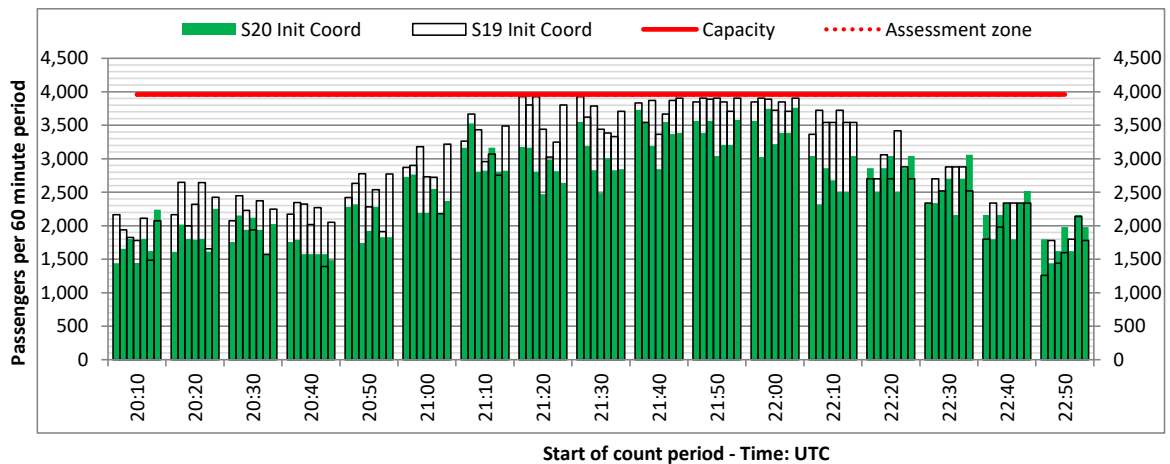
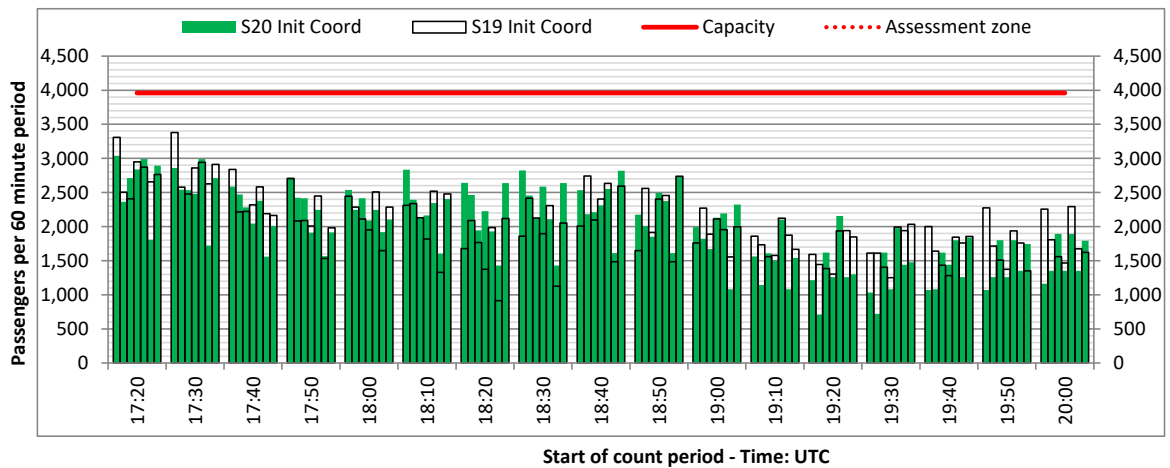
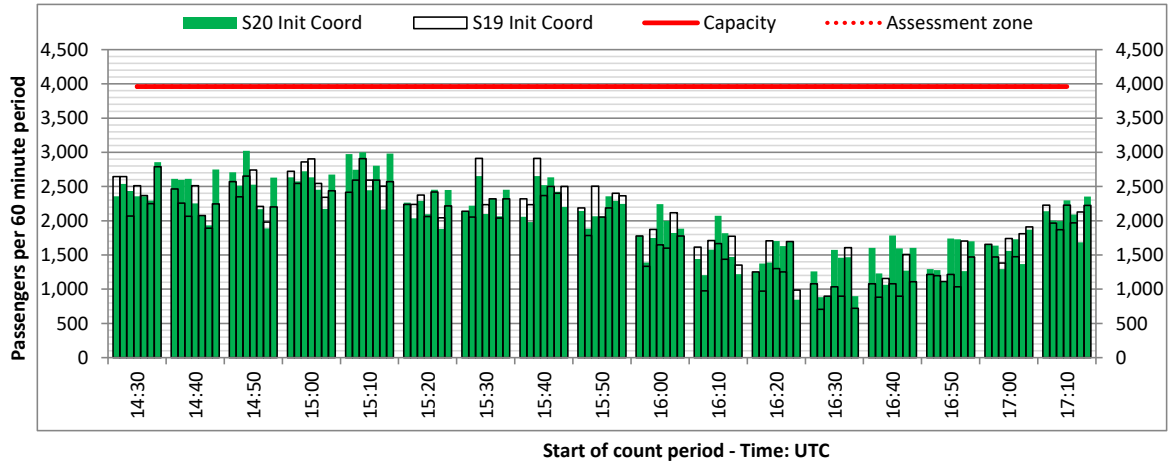


ARRIVAL - 60 minute count rolling every 10 mins (T60/10)

Terminals: 1

Operators: All Operators

Days: 1234567



Peak Week - Passengers Histogram

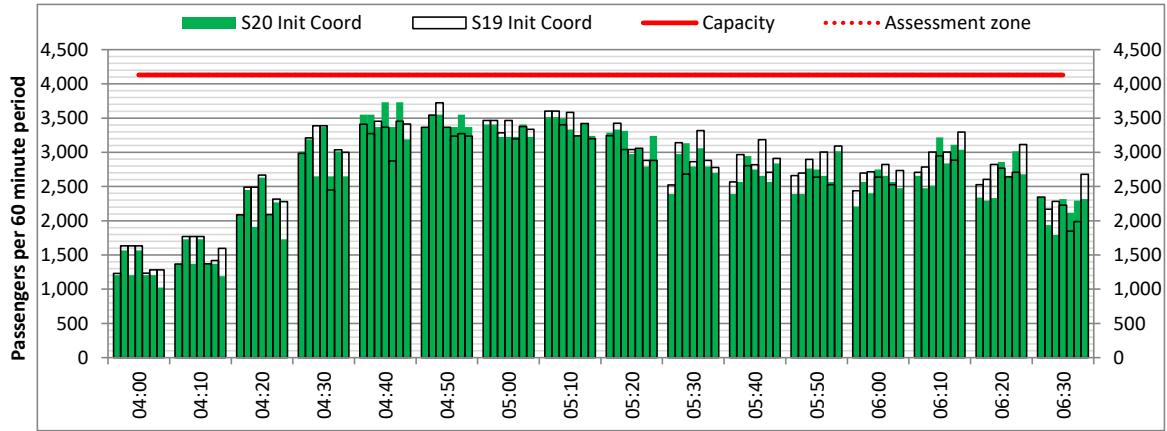
DEPARTURE - 60 minute count rolling every 10 mins (T60/10)



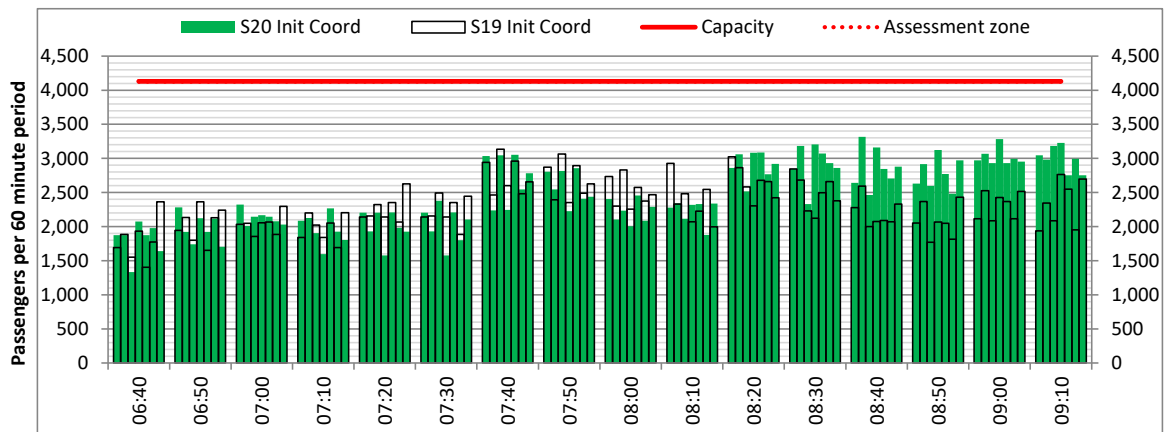
Terminals: 1

Operators: All Operators

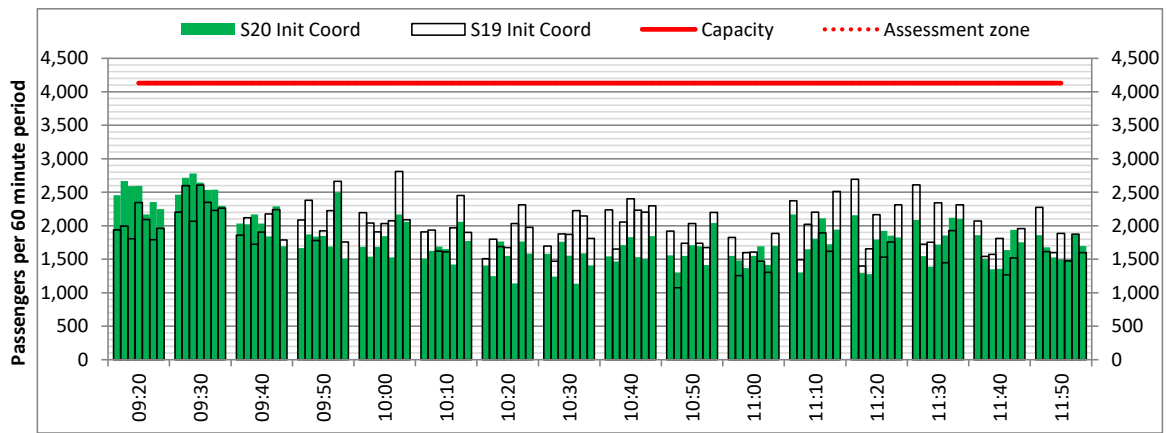
Days: 1234567



Start of count period - Time: UTC



Start of count period - Time: UTC



Start of count period - Time: UTC

Peak Week - Passengers Histogram

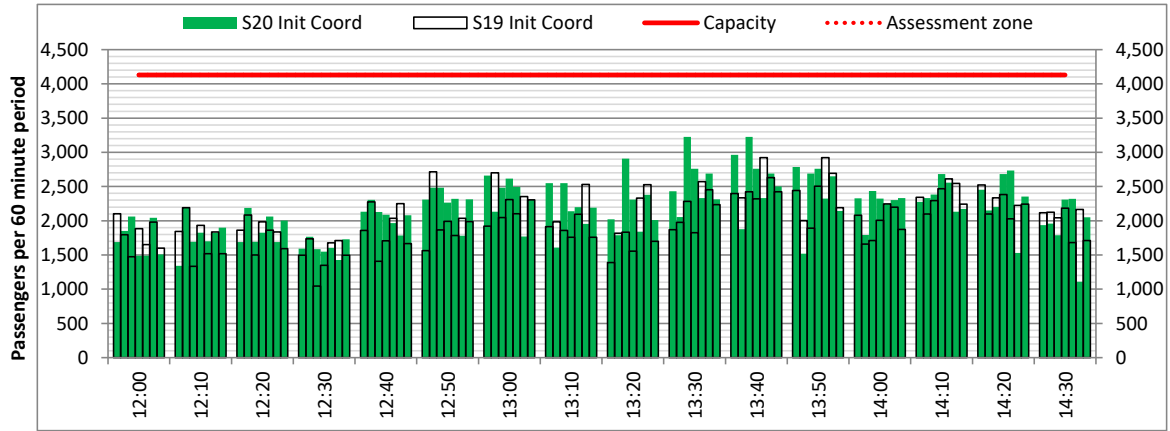
DEPARTURE - 60 minute count rolling every 10 mins (T60/10)



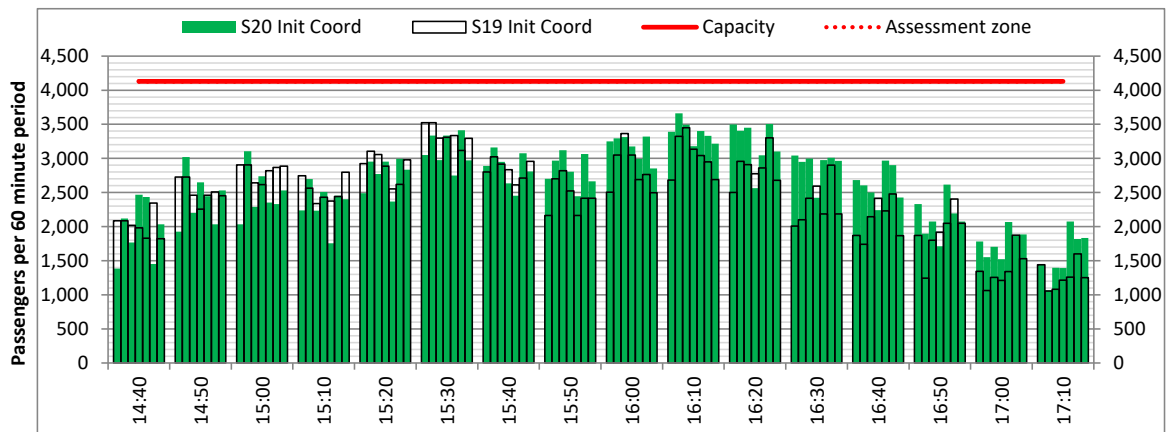
Terminals: 1

Operators: All Operators

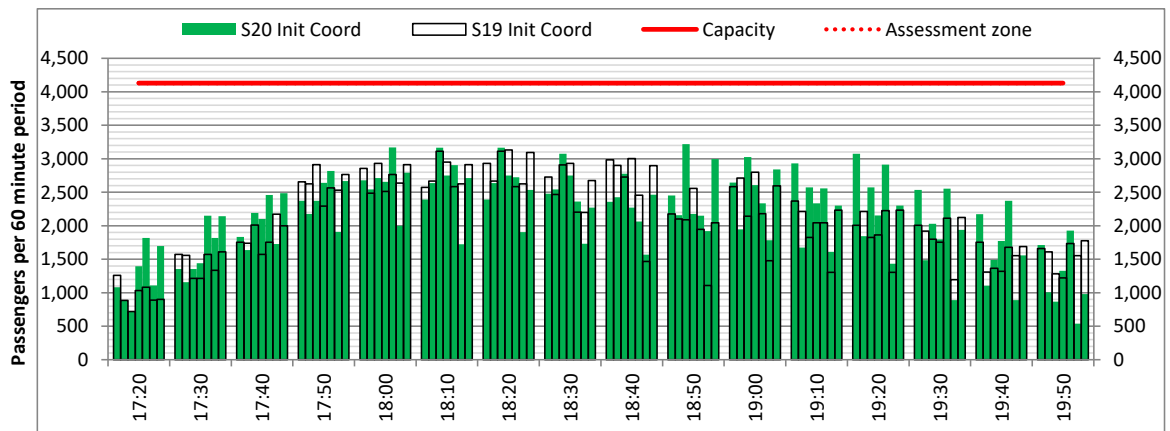
Days: 1234567



Start of count period - Time: UTC



Start of count period - Time: UTC



Start of count period - Time: UTC

Peak Week - Passengers Histogram

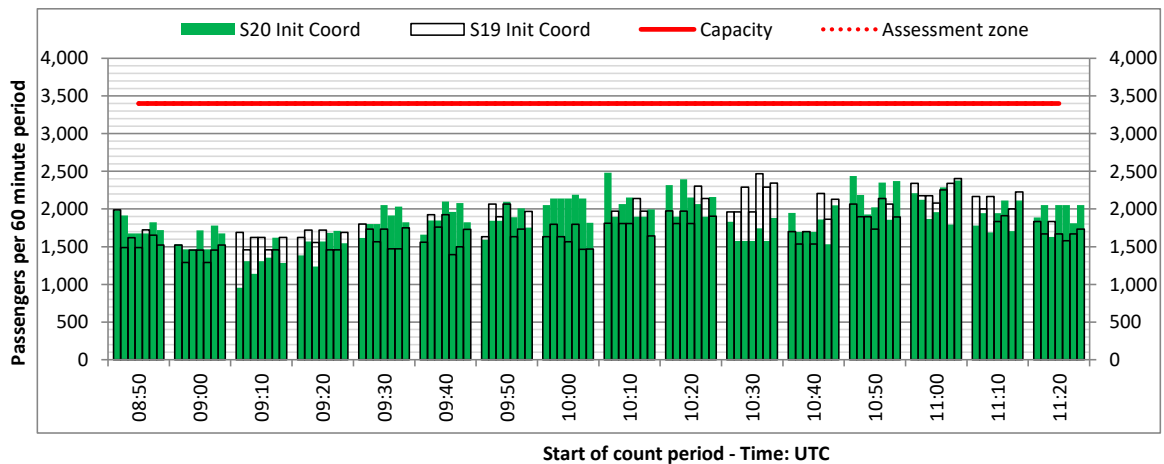
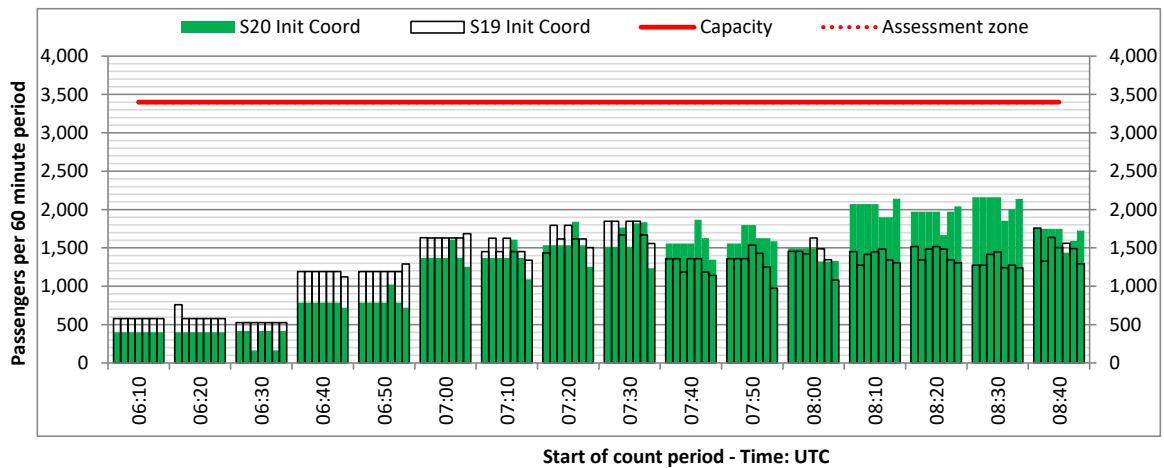
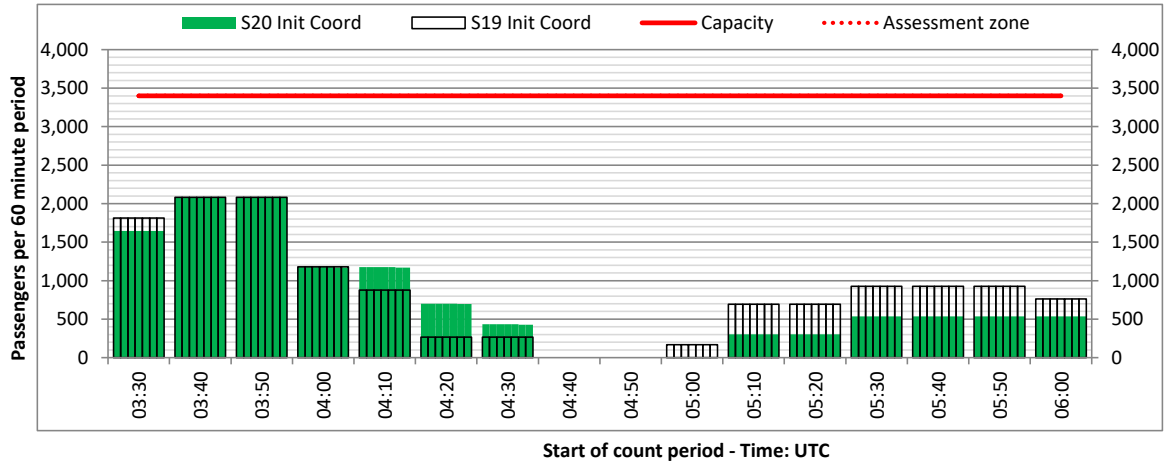
ARRIVAL - 60 minute count rolling every 10 mins (T60/10)



Terminals: 2

Operators: All Operators

Days: 1234567



Peak Week - Passengers Histogram

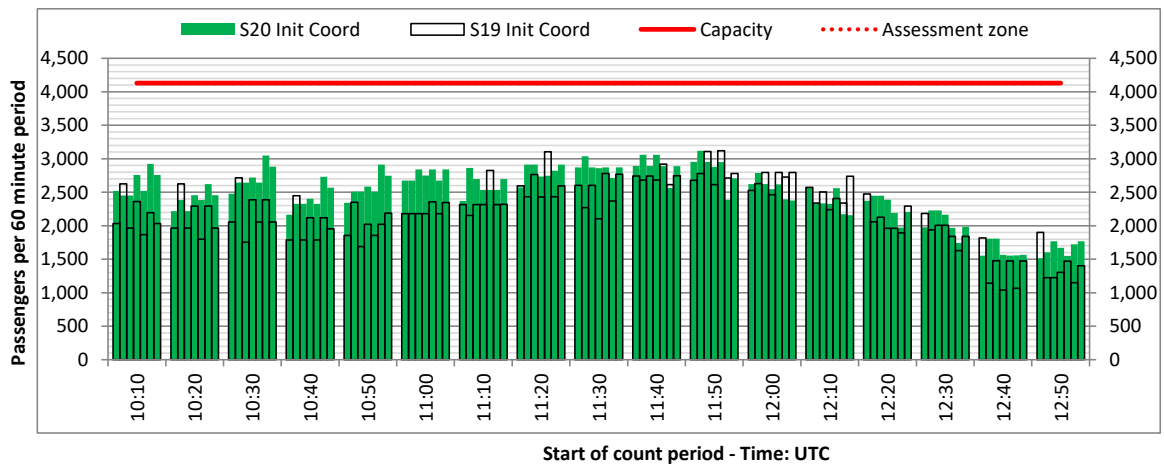
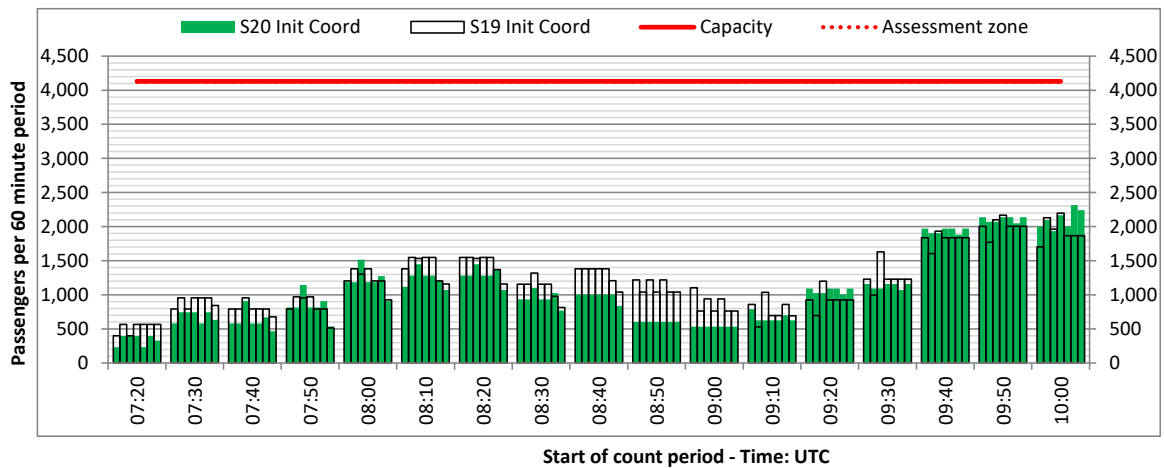
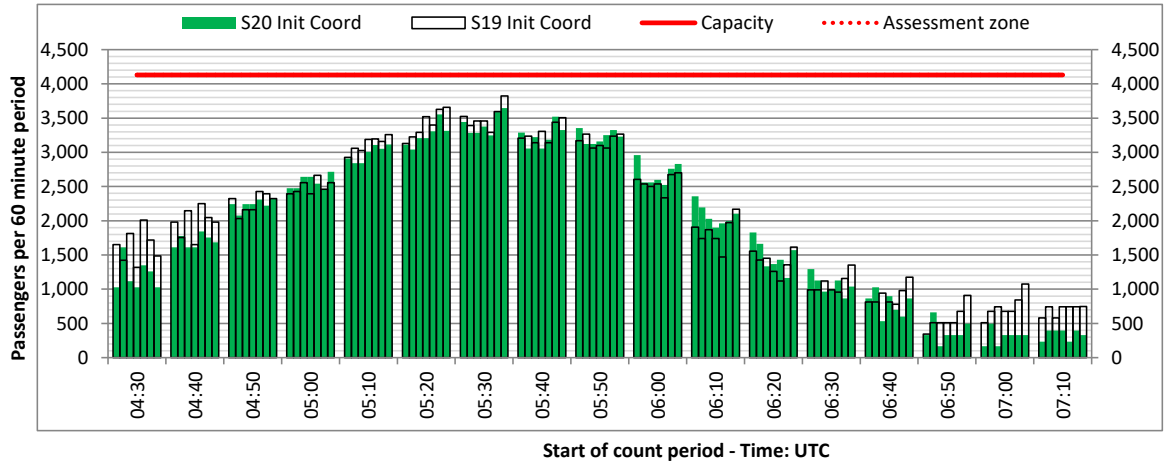
DEPARTURE - 60 minute count rolling every 10 mins (T60/10)



Terminals: 2

Operators: All Operators

Days: 1234567



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

S19 Init Coord	S19 schedule as cleared on Tue 30-Oct-18.
S20 Hist (SHL)	S20 schedule as cleared on Thu 05-Sep-19.
S20 Init Coord	S20 schedule as cleared on Mon 28-Oct-19.
Peak Week	Peak week for S19 is Mon 15-Jul-19 to Sun 21-Jul-19. Peak week for S20 is Mon 20-Jul-20 to Sun 26-Jul-20.

For ACL use

	Airport-Season-Branch-Resource	From date	To date	Time
Full Season Rep 1	DUB-S19-SAL Premerge-NON WEIGHTED	Sun 31-Mar-2019	Sat 26-Oct-2019	UTC
Full Season Rep 2	DUB-S20-SHL-PAX REPORT	Sun 29-Mar-2020	Sat 24-Oct-2020	UTC
Full Season Rep 3	DUB-S20-SAL Premerge-PAX REPORT	Sun 29-Mar-2020	Sat 24-Oct-2020	UTC
	Airport-Season-Branch-Resource	From date	To date	Time
Peak Week Rep 1	DUB-S19-SAL Premerge-NON WEIGHTED	Mon 15-Jul-2019	Sun 21-Jul-2019	UTC
Peak Week Rep 2	DUB-S20-SHL-PAX REPORT	Mon 10-Aug-2020	Sun 16-Aug-2020	UTC
Peak Week Rep 3	DUB-S20-SAL Premerge-PAX REPORT	Mon 20-Jul-2020	Sun 26-Jul-2020	UTC