

# Dublin Airport (DUB)

## Summer 2020 (S20)



### Start of Season Report

Report Date: Thu 26-Mar-2020

#### Headlines

	S20 Start	vs. S19 Start	vs. S19 End
Total Air Transport Movements (Passenger & Freight)	129,105	▼ -13.0%	▼ -10.7%
Total Passenger Air Transport Movements	126,662	▼ -12.9%	▼ -10.9%
Total Passenger Air Transport Movement Seats	22,769,006	▼ -10.3%	▼ -8.5%
Average Seats per Passenger Air Transport Movement	179.8	▲ 2.9%	▲ 2.7%
Percentage of allocated slots cleared as requested (OK)	96.8%		

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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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# Air Transport Movement Allocation by Operator

Comparison between S19 Start vs. S20 Start



Operator	FULL SEASON ALLOCATION								PEAK WEEK ALLOCATION							
	S19 ATMs	S20 ATMs	+/- change	S20 Rank	S19 Seats	S20 Seats	+/- change	S20 Rank	S19 ATMs	S20 ATMs	+/- change	S20 Rank	S19 Seats	S20 Seats	+/- change	S20 Rank
Agean Airlines	194	196	2	43	33,756	34,872	1,116	33	8	10	2	34	1,392	1,804	412	33
Aer Lingus	55,068	47,905	-7,163	2	8,951,959	7,960,167	-991,792	2	1,897	1,882	-15	1	308,700	308,022	-678	2
Aeroflot	420	402	-18	27	58,800	56,280	-2,520	28	14	14	0	29	1,960	1,960	0	31
Air Arabia Maroc	78	-	-78	61	13,572	-	-13,572	54	2	-	-2	57	348	-	-348	50
Air Canada	710	564	-146	21	199,968	163,018	-36,950	14	28	30	2	13	8,078	8,558	480	10
Air France	1,722	1,639	-83	6	211,742	249,624	37,882	9	58	60	2	6	7,284	8,516	1,232	11
Air Moldova	290	294	4	37	52,150	52,920	770	29	14	14	0	29	2,516	2,520	4	29
Air Nostrum	74	1	-73	60	6,580	100	-6,480	53	4	1	-3	55	360	100	-260	48
Air Transat	220	228	8	40	67,248	72,022	4,774	26	10	10	0	34	3,048	3,114	66	26
airBaltic	240	218	-22	41	34,800	31,610	-3,190	35	8	8	0	40	1,160	1,160	0	37
Airest	300	-	-300	61	-	-	0	54	-	-	0	57	-	-	0	50
AlbaStar	179	-	-179	61	33,033	-	-33,033	54	8	-	-8	57	1,474	-	-1,474	50
Alitalia	-	-	0	61	-	-	0	54	-	-	0	57	-	-	0	50
American Airlines	1,352	1,328	-24	7	335,292	335,312	20	5	56	56	0	7	14,070	14,182	112	5
Arkia	21	-	-21	61	4,463	-	-4,463	54	2	-	-2	57	438	-	-438	50
ASL Airlines Belgium	300	297	-3	35	-	-	0	54	10	10	0	34	-	-	0	50
ASL Airlines France	4	2	-2	58	588	294	-294	52	-	-	0	57	-	-	0	50
ASL Airlines Ireland	5	-	-5	61	740	-	-740	54	-	-	0	57	-	-	0	50
Aurigny Air Services	-	-	0	61	-	-	0	54	-	-	0	57	-	-	0	50
Azerbaijan Airlines	-	-	0	61	-	-	0	54	-	-	0	57	-	-	0	50
Blue Air	658	656	-2	17	115,074	123,984	8,910	18	24	28	4	15	4,204	5,292	1,088	18
Bluebird Cargo	300	300	0	33	-	-	0	54	10	10	0	34	-	-	0	50
British Airways	4,938	4,086	-852	3	687,824	583,041	-104,783	3	154	144	-10	3	21,836	21,220	-616	3
Cathay Pacific	240	160	-80	46	67,200	44,800	-22,400	32	8	8	0	40	2,240	2,240	0	30
Cityjet	-	-	0	61	-	-	0	54	-	-	0	57	-	-	0	50
Cobrex Trans	-	114	114	49	-	20,520	20,520	41	-	4	4	50	-	720	720	43
Corsair International	2	2	0	58	1,042	604	-438	57	-	-	0	57	-	-	0	50
Croatia Airlines	170	193	23	44	24,480	29,502	5,022	31	6	8	2	40	864	1,248	384	36
Danish Air Transport	9	9	0	57	640	612	-28	50	-	1	1	55	68	68	0	49
Delta Air Lines	1,260	1,062	-198	10	289,148	303,778	14,130	6	42	42	0	11	10,052	12,306	2,254	6
Eastern Airways	-	347	347	31	-	17,350	17,350	44	-	12	12	32	-	600	600	44
Egypt Air	-	164	164	45	-	23,288	23,288	39	-	8	8	40	-	1,136	1,136	38
El Al Israel Airlines	-	130	130	48	-	21,580	21,580	40	-	6	6	47	-	996	996	40
Emirates	800	768	-32	13	316,560	276,480	-40,080	8	28	28	0	15	11,032	10,080	-952	8
Enter Air	9	20	11	55	1,701	3,780	2,079	48	-	-	0	57	-	-	0	50
Ethiopian Airlines	240	112	-128	50	64,800	34,748	-30,052	34	8	6	-2	47	2,160	1,866	-294	32
Ethad Airways	514	396	-118	28	208,760	159,192	-49,568	16	22	14	-8	29	8,808	5,628	-3,180	16
European Air Transport (DHL)	780	358	-422	30	-	-	0	54	26	12	-14	32	-	-	0	50
Eurowings	586	570	-16	20	106,200	102,600	-3,600	21	20	20	0	22	3,624	3,600	-24	23
Federal Express	300	298	-2	34	-	-	0	54	10	10	0	34	-	-	0	50
Finnair	588	320	-268	32	70,498	45,452	-25,046	31	20	20	0	22	2,380	2,944	564	27
Flexflight APS	46	-	-46	61	4,600	-	-4,600	54	2	-	-2	57	200	-	-200	50
Fly Ernest	36	-	-36	61	6,480	-	-6,480	54	2	-	-2	57	360	-	-360	50
Fly One	130	132	2	47	20,220	19,368	-852	43	6	6	0	47	924	864	-60	41
Flybe	2,924	-	-2,924	61	241,212	-	-241,212	54	98	-	-98	57	8,084	-	-8,084	50
Freebird Airlines	-	34	34	54	-	6,120	6,120	47	-	2	2	52	-	360	360	46
Great Dane Airlines	-	14	14	56	-	1,652	1,652	49	-	2	2	52	-	236	236	47
Hainan Airlines	360	-	-360	61	85,800	-	-85,800	54	12	-	-12	57	2,860	-	-2,860	50
Iberia	-	0	0	61	-	-	0	54	-	-	0	57	-	-	0	50
Iberia Express	542	529	-13	23	97,560	95,220	-2,340	23	28	29	1	14	5,040	5,220	180	19
Icelandair	534	520	-14	24	97,956	95,326	-2,630	22	20	20	0	22	3,660	3,660	0	22
Jet2.com	-	-	0	61	-	-	0	54	-	-	0	57	-	-	0	50
Jota Aviation	2	-	-2	61	190	-	-190	54	-	-	0	57	-	-	0	50
KLM Royal Dutch Airlines	2,302	2,026	-276	5	251,008	219,412	-31,596	10	76	76	0	5	8,596	8,776	180	9
Lauda Motion	420	605	185	18	75,600	109,998	34,398	20	14	24	10	21	2,520	4,356	1,836	21
Loganair	586	542	-44	22	26,058	26,808	750	38	24	26	2	20	1,016	1,286	270	35
LOT Polish Airlines	-	108	108	51	-	20,088	20,088	42	-	-	0	57	-	-	0	50
Lufthansa	2,917	2,806	-111	4	504,275	520,976	16,701	4	98	98	0	4	16,926	18,200	1,274	4
Luxair	400	210	-190	42	57,220	29,610	-27,610	36	14	8	-6	40	1,934	1,128	-806	39
Neos	1	36	35	53	186	6,696	6,510	46	-	2	2	52	-	372	372	45
Norwegian	1,884	488	-1,396	25	354,471	90,870	-263,601	24	66	18	-48	26	12,426	3,348	-9,078	25
Qatar Airways	526	744	218	15	133,604	188,976	55,372	12	22	28	6	15	5,588	7,112	1,524	14
RVL Aviation	240	238	-2	39	-	-	0	54	8	8	0	40	-	-	0	50
Ryanair	52,303	49,278	-3,025	1	9,885,267	9,312,033	-573,234	1	1,785	1,754	-31	2	337,365	331,434	-5,931	1
S7 Airlines	50	-	-50	61	7,900	-	-7,900	54	2	-	-2	57	316	-	-316	50
SAS Scandinavian	1,222	1,125	-97	9	199,104	190,935	-8,169	11	42	46	4	9	6,678	8,040	1,362	13
Star Air	-	0	0	61	-	-	0	54	-	-	0	57	-	-	0	50
Stobart Air	856	-	-856	61	83,888	-	-83,888	54	35	-	-35	57	3,430	-	-3,430	50
SunExpress	52	86	34	52	9,828	16,254	6,426	45	2	4	2	50	378	756	378	42
Sunwing Airlines	-	-	0	61	-	-	0	54	-	-	0	57	-	-	0	50
Swiss International	1,026	934	-92	11	181,670	173,216	-8,454	13	36	36	0	12	6,326	6,676	350	15
TAP Air Portugal	838	686	-152	16	130,796	110,096	-20,700	19	28	28	0	15	4,392	4,496	104	20
Thomas Cook (UK)	-	0	0	61	-	-	0	54	-	-	0	57	-	-	0	50
Titan Airways	-	0	0	61	-	-	0	54	-	-	0	57	-	-	0	50
Trade Air	-	0	0	61	-	-	0	54	-	-	0	57	-	-	0	50
Transavia	5	-	-5	61	945	-	-945	54	-	-	0	57	-	-	0	50
Transavia France	454	254	-200	38	85,806	46,646	-39,160	30	16	8	-8	40	3,024	1,512	-1,512	34
Travel Service	82	-	-82	61	15,498	-	-15,498	54	4	-	-4	57	756	-	-756	50
TUI Airways	1,032	852	-180	12	196,602	161,028	-35,574	15	50	44	-6	10	9,450	8,316	-1,134	12
TUI fly Belgium	-	0	0	61	-	-	0	54	-	-	0	57	-	-	0	50
Turkish Airlines	840	762	-78													

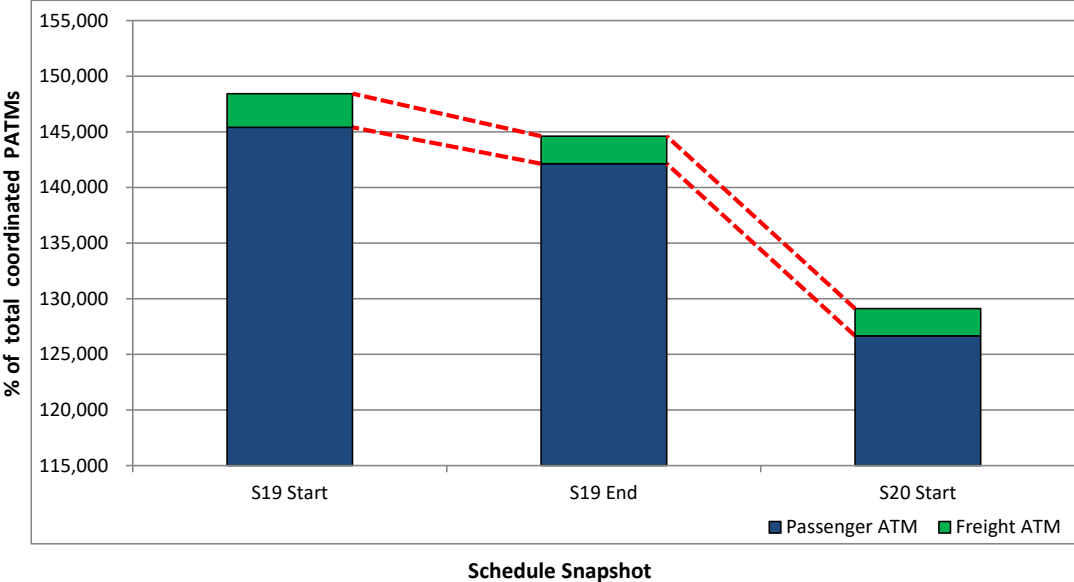
# Peak Week - Allocation and Slot Adjustment Distribution by Operator



Schedule: S20 Start

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				
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%	0.0%	0.0%	0.0%	-	
1	1	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%	0.0%	0.0%	-
1,882	1,882	98.6%	1.0%	0.3%	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%	0.1%	-
14	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%	0.0%	0.0%	-
-	-																		-
30	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%	0.0%	0.0%	-	
60	60	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%	0.0%	0.0%	-
14	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%	0.0%	0.0%	-
1	1	0.0%	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%	0.0%	-
10	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%	0.0%	0.0%	-
8	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%	0.0%	0.0%	-
-	-																		-
56	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%	0.0%	0.0%	-
-	-																		-
10	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%	0.0%	0.0%	-
-	-																		-
-	-																		-
28	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%	0.0%	0.0%	-
10	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%	0.0%	0.0%	-
144	144	97.2%	0.0%	2.8%	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%	-
8	8	50.0%	0.0%	50.0%	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%	-
4	4	50.0%	50.0%	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%	0.0%	-
8	8	75.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
1	1	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%	0.0%	0.0%	-
42	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%	0.0%	0.0%	-
12	12	50.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	33.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	16.7%	-
8	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%	0.0%	0.0%	-
6	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%	0.0%	0.0%	-
28	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%	0.0%	0.0%	-
-	-																		-
6	6	50.0%	0.0%	0.0%	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%	0.0%	-
14	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%	0.0%	0.0%	-
12	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%	0.0%	0.0%	-
20	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%	0.0%	0.0%	0.0%	-
10	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%	0.0%	0.0%	-
20	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%	0.0%	0.0%	0.0%	-
-	-																		-
-	-																		-
6	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%	0.0%	0.0%	-
-	-																		-
2	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%	0.0%	0.0%	-
2	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%	0.0%	0.0%	-
29	29	75.9%	24.1%	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%	0.0%	0.0%	-
20	20	75.0%	5.0%	20.0%	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%	-
76	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%	0.0%	0.0%	0.0%	-
24	24	70.8%	16.7%	4.2%	0.0%	8.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
26	26	76.9%	7.7%	15.4%	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%	-
98	98	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%	0.0%	0.0%	-
8	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%	0.0%	0.0%	-
2	2	0.0%	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%	0.0%	-
18	18	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%	0.0%	0.0%	-
28	28	92.9%	0.0%	0.0%	0.0%	0.0%	7.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
8	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%	0.0%	0.0%	-
1,754	1,754	96.2%	2.4%	0.3%	0.2%	0.3%	0.2%	0.0%	0.1%	0.1%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	-
-	-																		-
46	46	97.8%	0.0%	2.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
-	-																		-
4	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%	0.0%	0.0%	0.0%	-
36	36	88.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.6%	0.0%	2.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.8%	-
28	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%	0.0%	0.0%	-
8	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%	0.0%	0.0%	-
-	-																		-
44	44	68.2%	9.1%	0.0%	11.4%	0.0%	4.5%	2.3%	2.3%	0.0%	0.0%	2.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
28	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%	0.0%	0.0%	-
56	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%	0.0%	0.0%	-
20	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%	0.0%	0.0%	0.0%	-
16	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%	0.0%	0.0%	-
18	18	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%	0.0%	0.0%	-
-	-																		-
10	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%	0.0%	0.0%	-
<b>TOTAL</b>	<b>4,891</b>	<b>96.4%</b>	<b>1.8%</b>	<b>0.6%</b>	<b>0.2%</b>	<b>0.1%</b>	<b>0.1%</b>	<b>0.0%</b>	<b>0.1%</b>	<b>0.1%</b>									

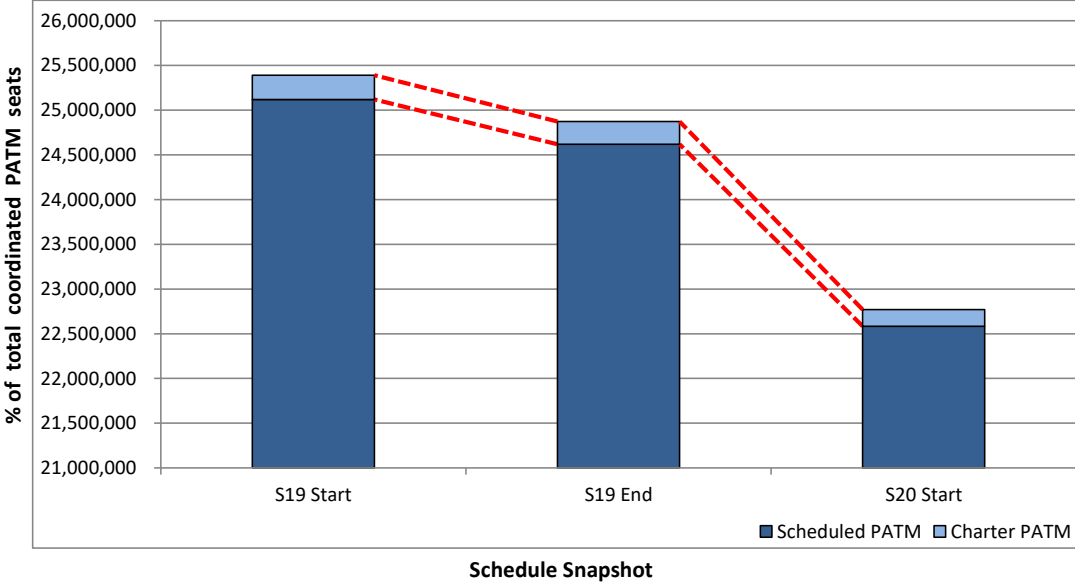
## Total ATMs: Passenger ATMs vs. Freight ATMs



# Full Season - PATM Seats Analysis



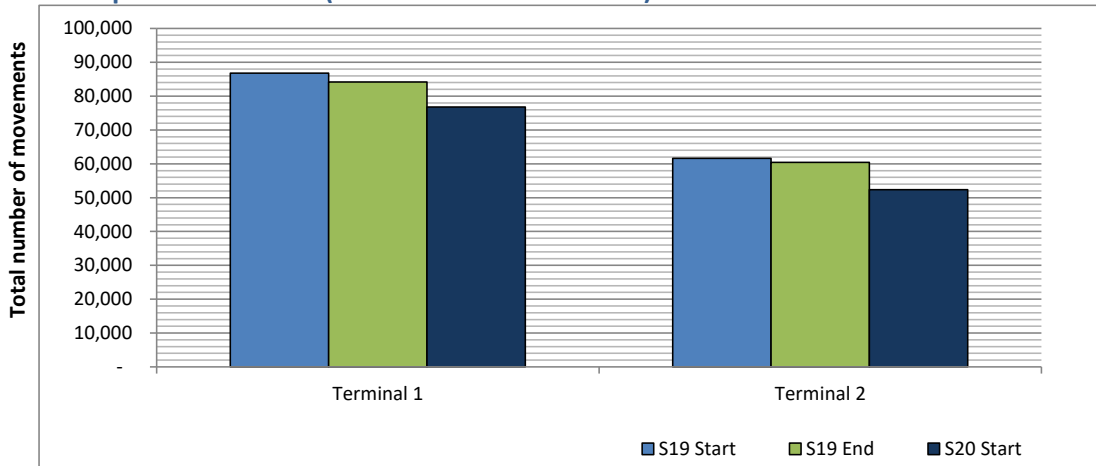
Total Passenger ATM seats: Scheduled vs. Charter



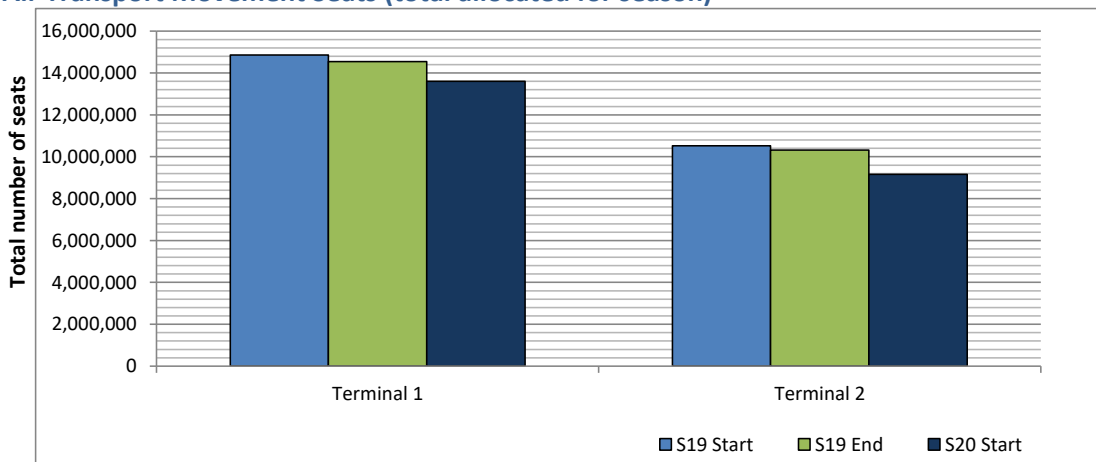
# Full Season - Terminal Analysis



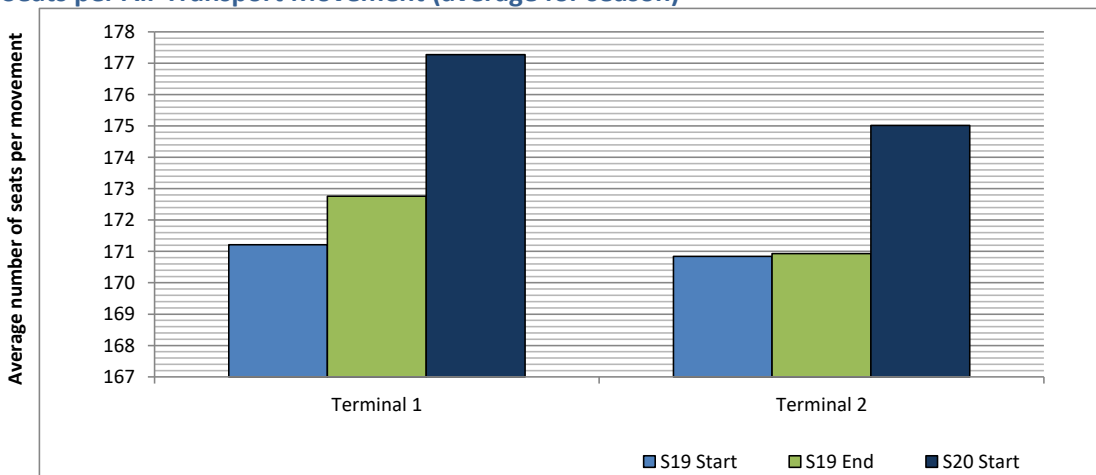
## Air Transport Movements (total allocated for season)



## Air Transport Movement Seats (total allocated for season)



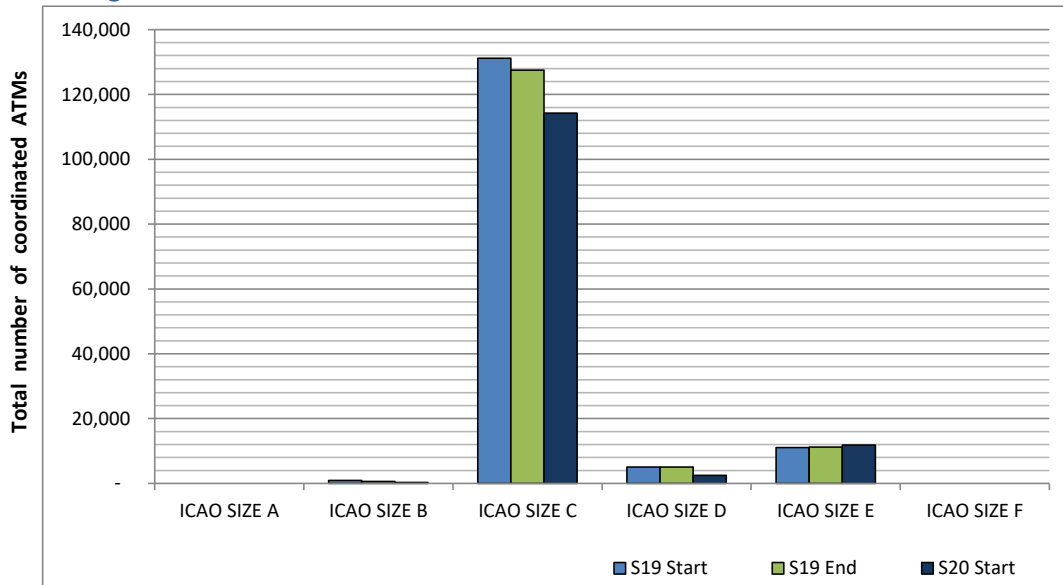
## Seats per Air Transport Movement (average for season)



# Full Season - Aircraft Size Analysis

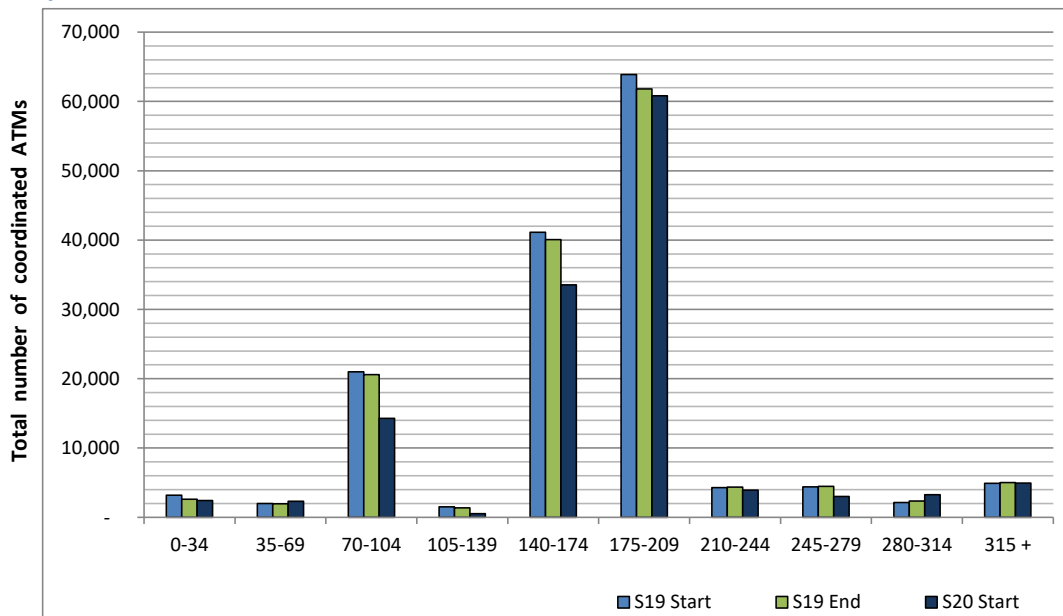


## ICAO size designation



Note: See Glossary for definitions of ICAO SIZE groupings

## Air Transport Movement seat distribution



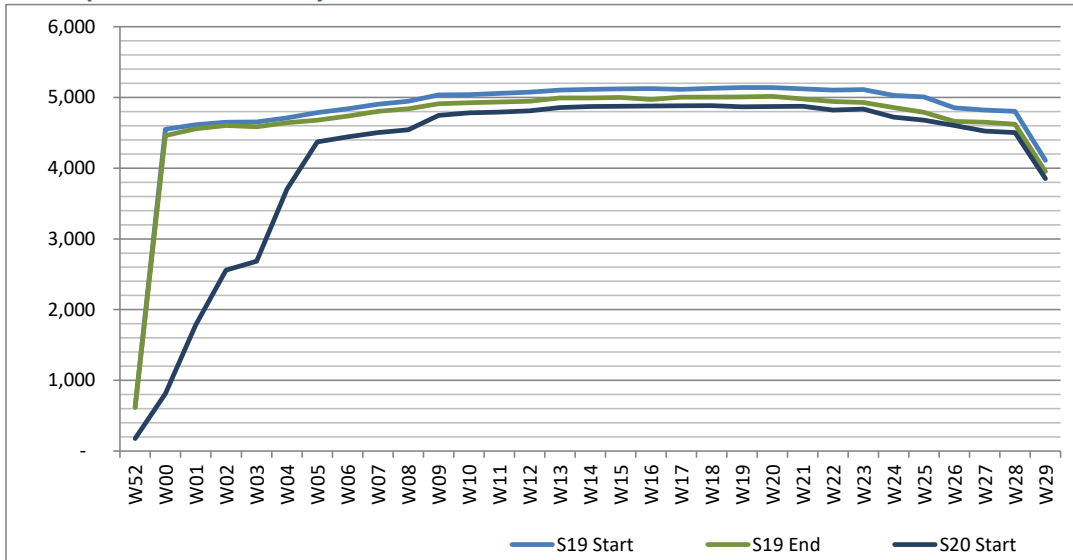
Note: FREIGHT-ONLY services with 0 seats are included in the first seat band '0-34'



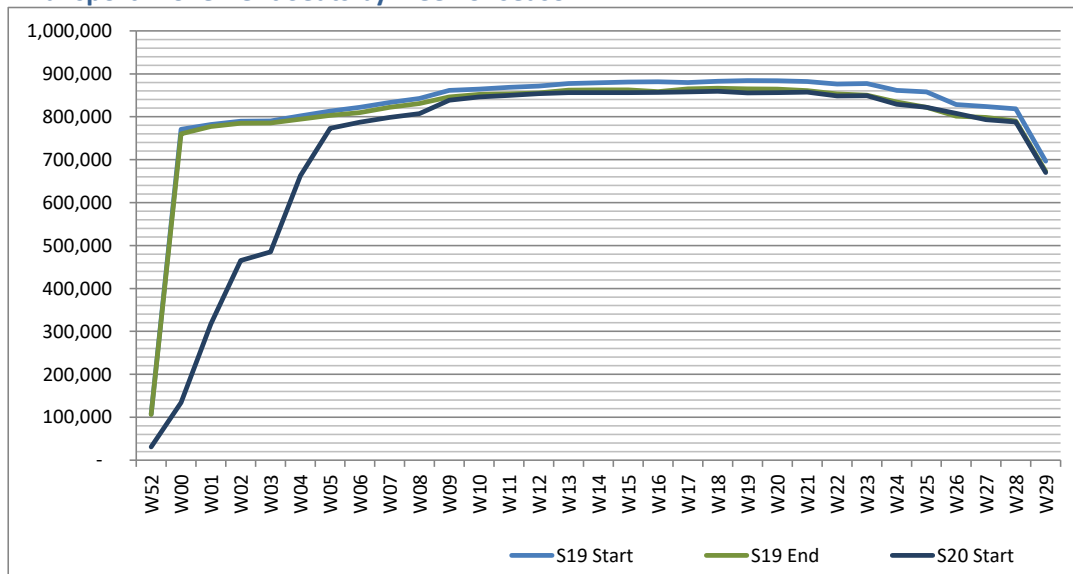
# Full Season - Seasonality



Air Transport Movements by week of season



Air Transport Movement Seats by week of season



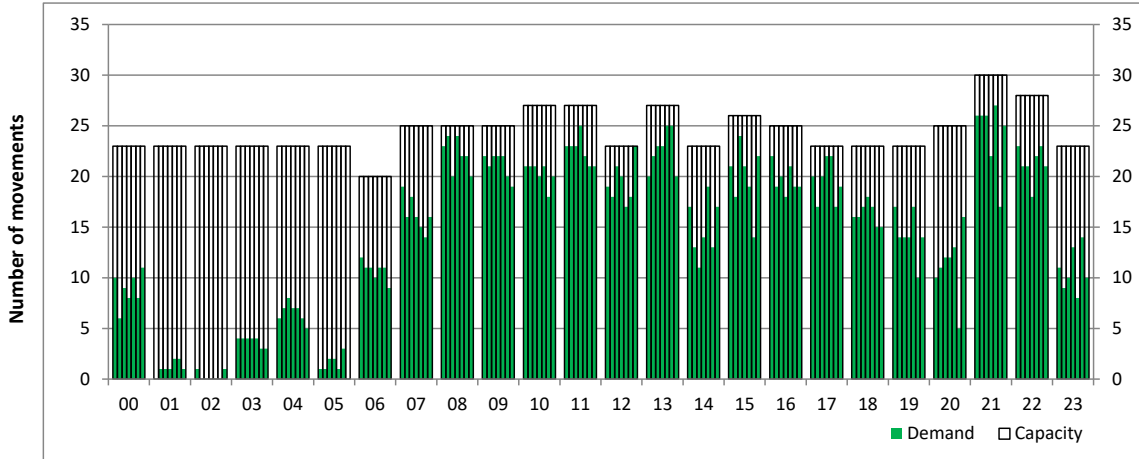
# Peak Week - Hourly Runway Demand

Schedule: S20 Start



## Hourly Arrival Demand

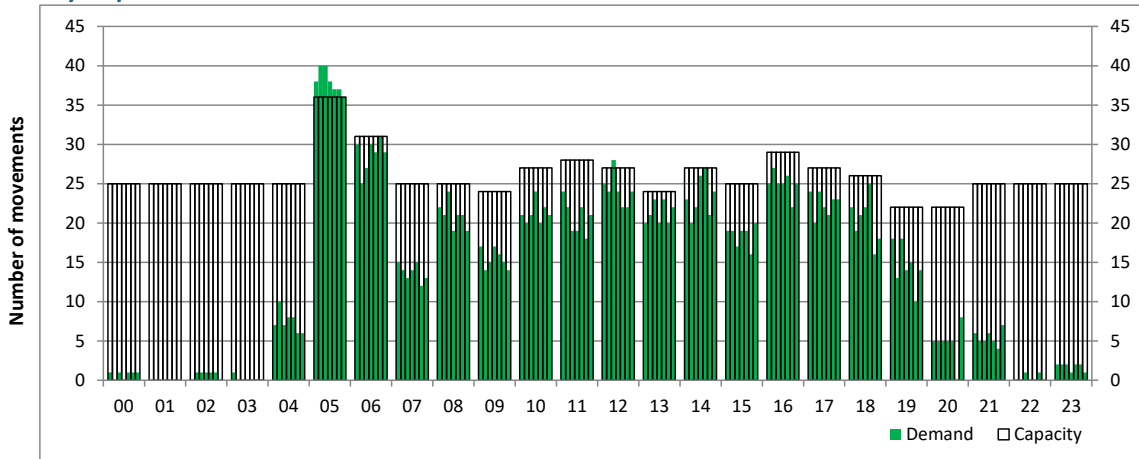
Time: UTC



Hour of day (24 hour format)

## Hourly Departure Demand

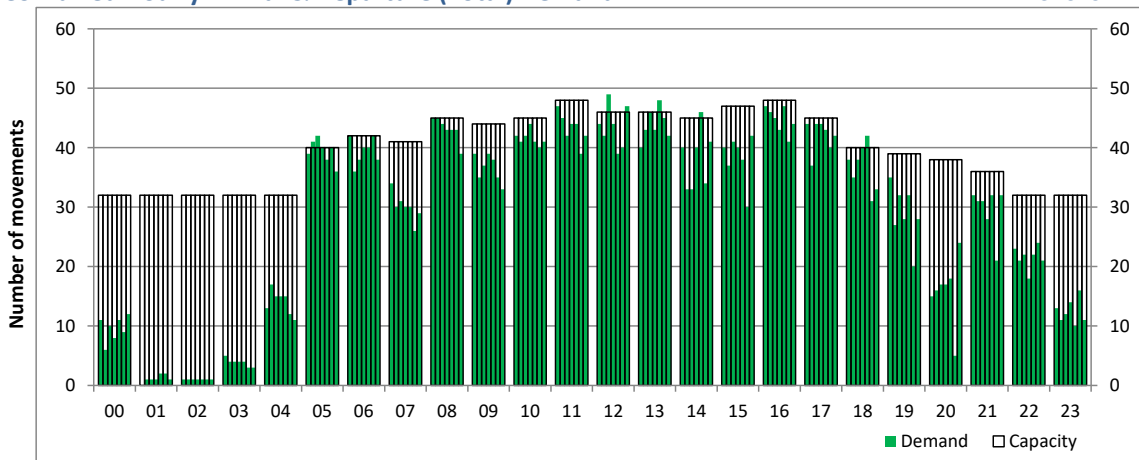
Time: UTC



Hour of day (24 hour format)

## Combined Hourly Arrival & Departure (Total) Demand

Time: UTC



Hour of day (24 hour format)

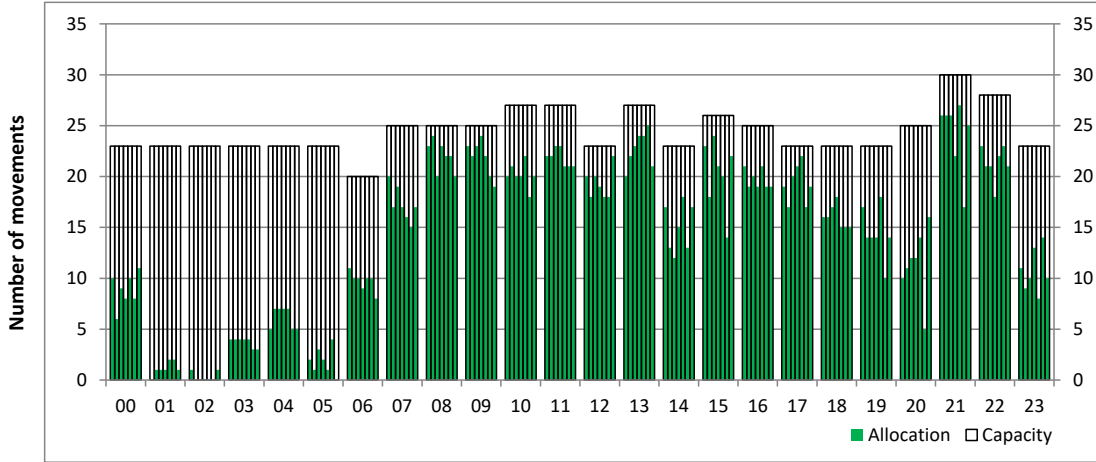
# Peak Week - Hourly Runway Allocation

Schedule: S20 Start



## Hourly Arrival Allocation

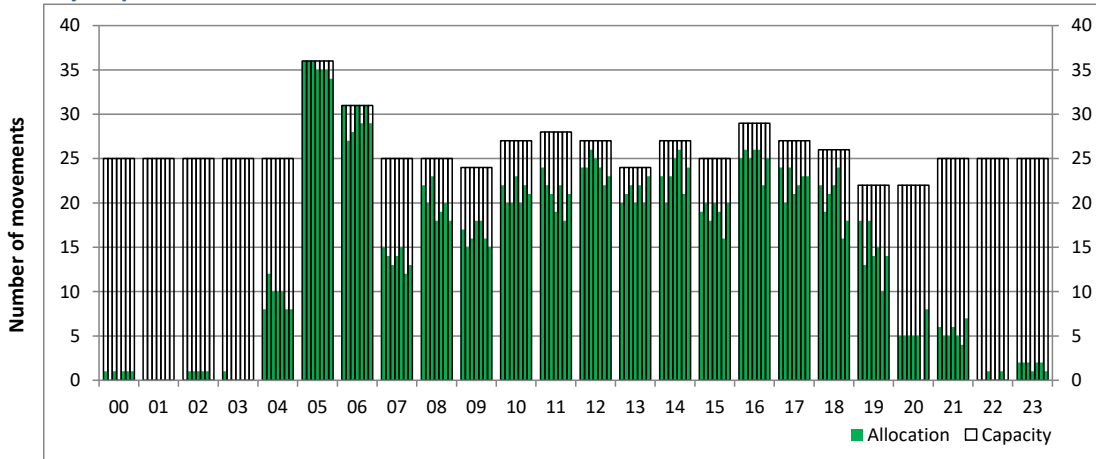
Time: UTC



Hour of day (24 hour format)

## Hourly Departure Allocation

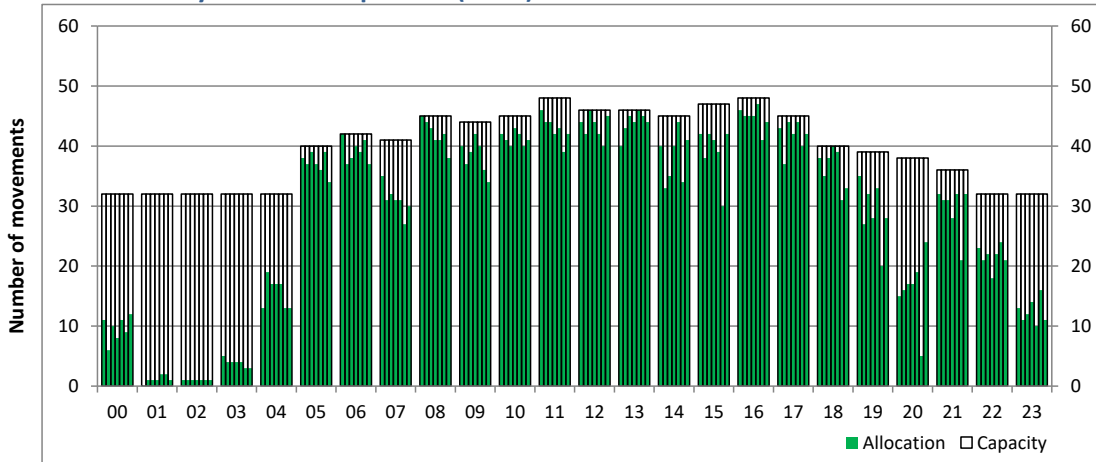
Time: UTC



Hour of day (24 hour format)

## Combined Hourly Arrival & Departure (Total) Allocation

Time: UTC



Hour of day (24 hour format)

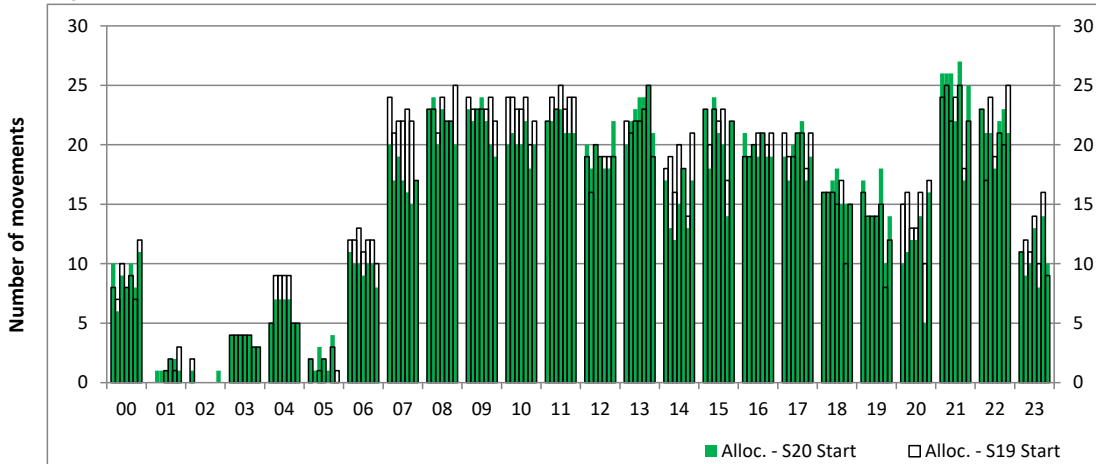
# Peak Week - Runway Allocation Comparison

Comparison of S20 Start vs. S19 Start



## Hourly Arrival Allocation

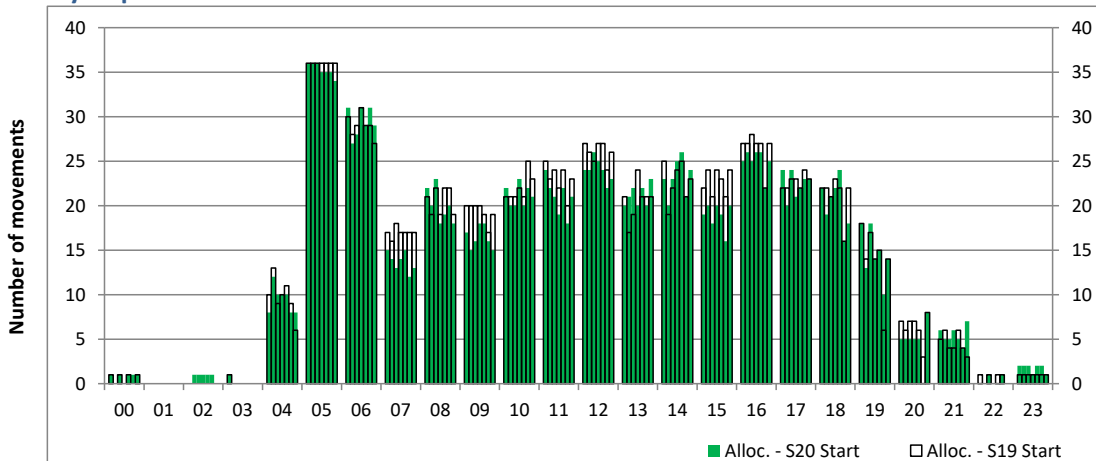
Time: UTC



Hour of day (24 hour format)

## Hourly Departure Allocation

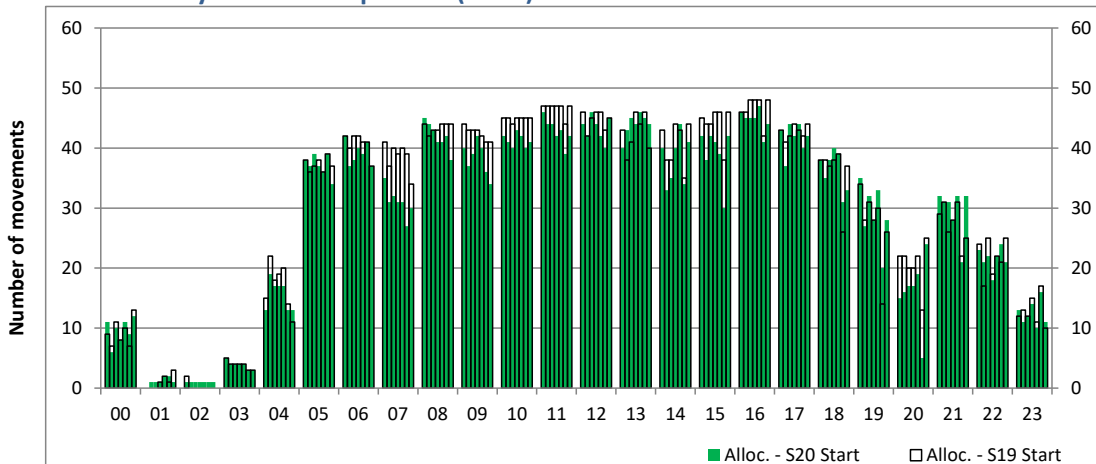
Time: UTC



Hour of day (24 hour format)

## Combined Hourly Arrival & Departure (Total) Allocation

Time: UTC



Hour of day (24 hour format)

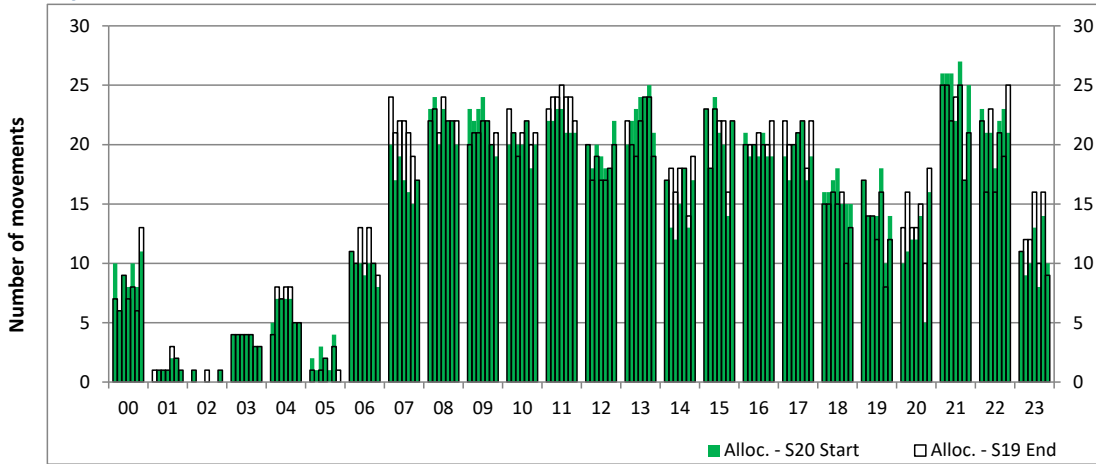
# Peak Week - Runway Allocation Comparison

Comparison of S20 Start vs. S19 End



## Hourly Arrival Allocation

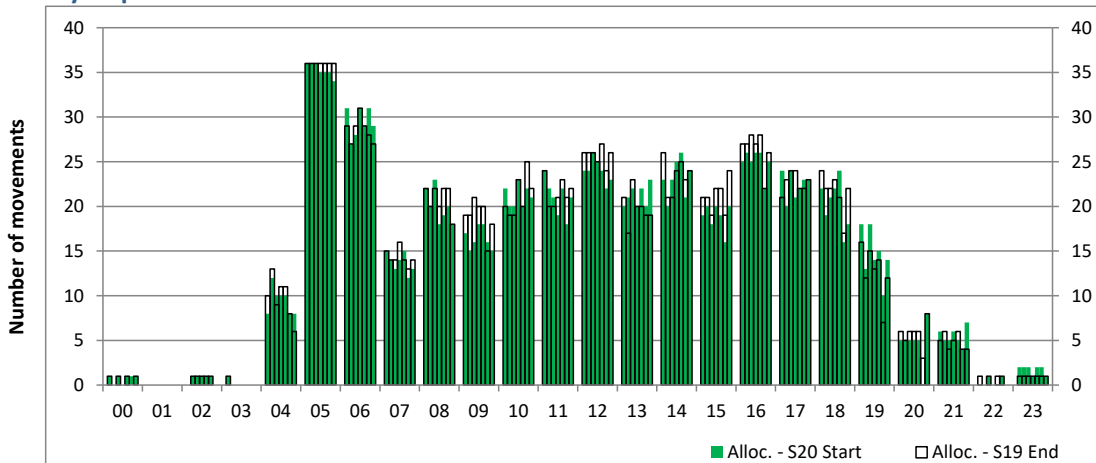
Time: UTC



Hour of day (24 hour format)

## Hourly Departure Allocation

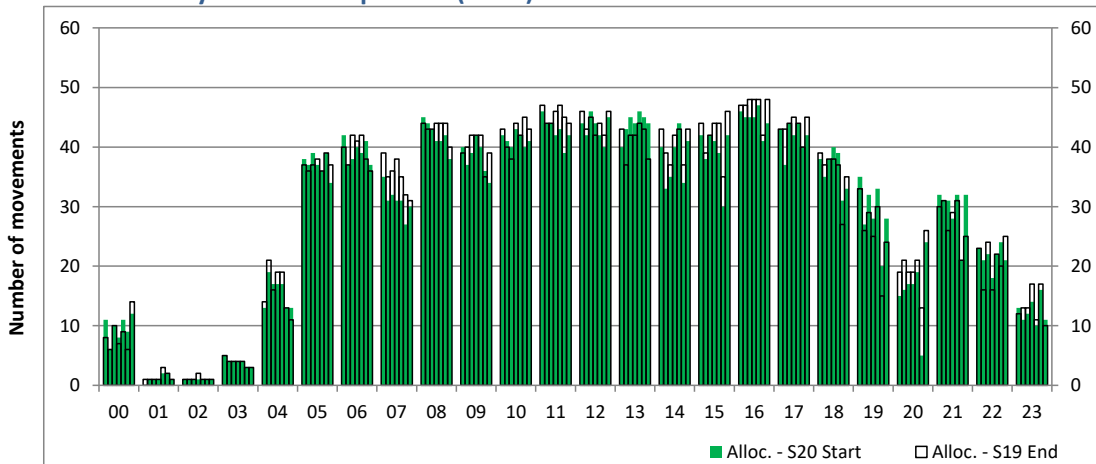
Time: UTC



Hour of day (24 hour format)

## Combined Hourly Arrival & Departure (Total) Allocation

Time: UTC



Hour of day (24 hour format)

# Peak Week - Passengers Histogram

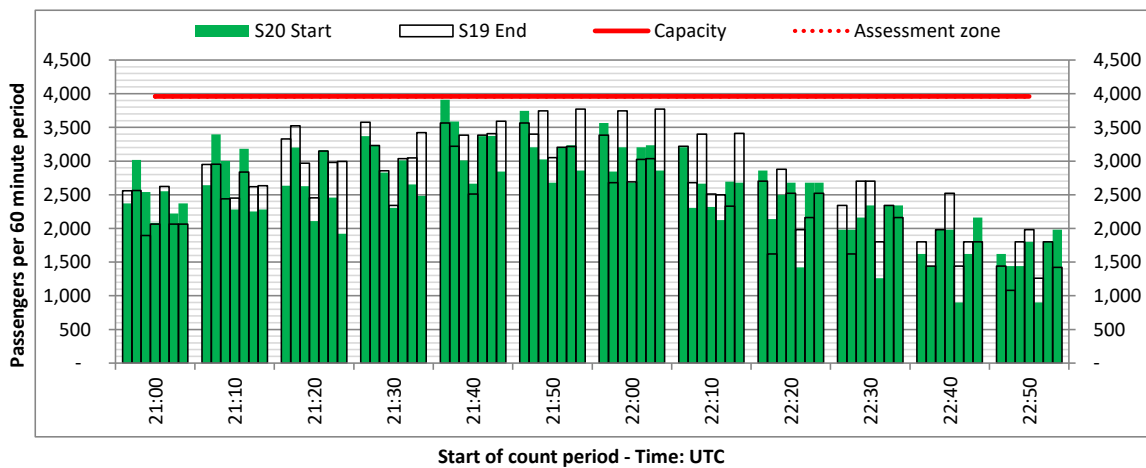
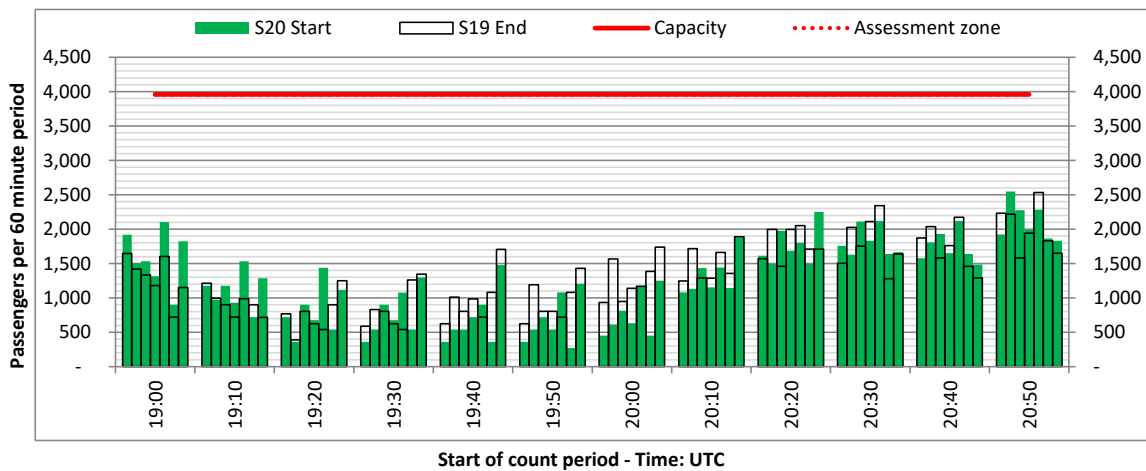
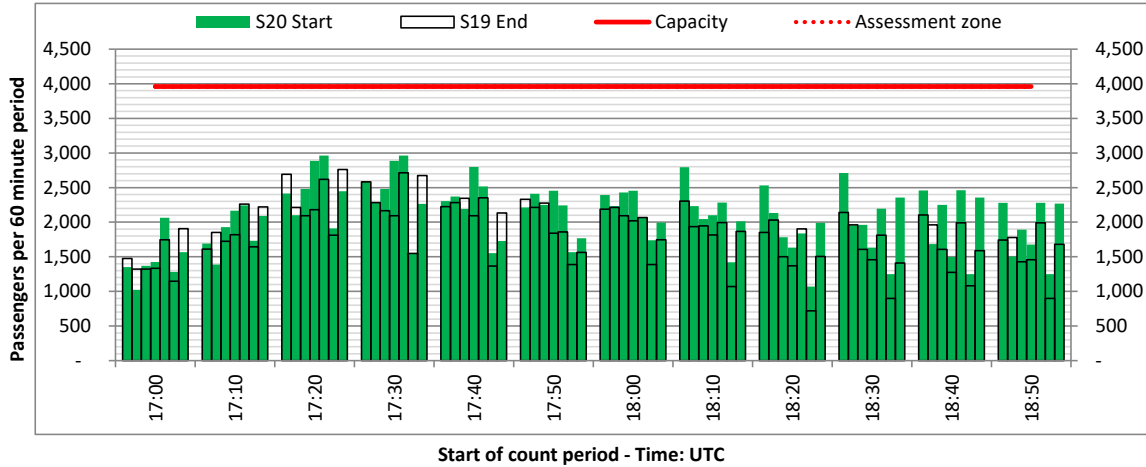
ARRIVAL - 60 minute count rolling every 10 mins (T60/10)



Terminals: 1

Operators: All Operators

Days: 1234567



# Peak Week - Passengers Histogram

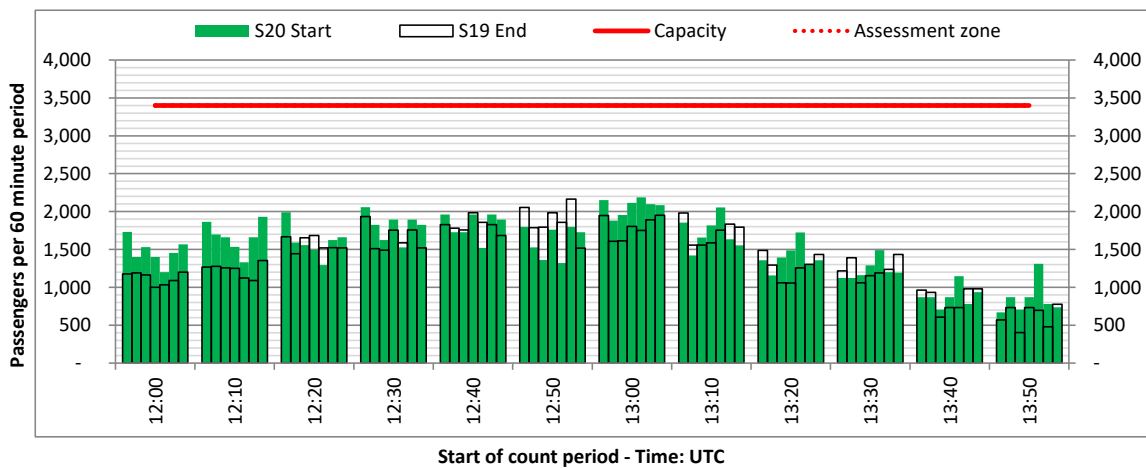
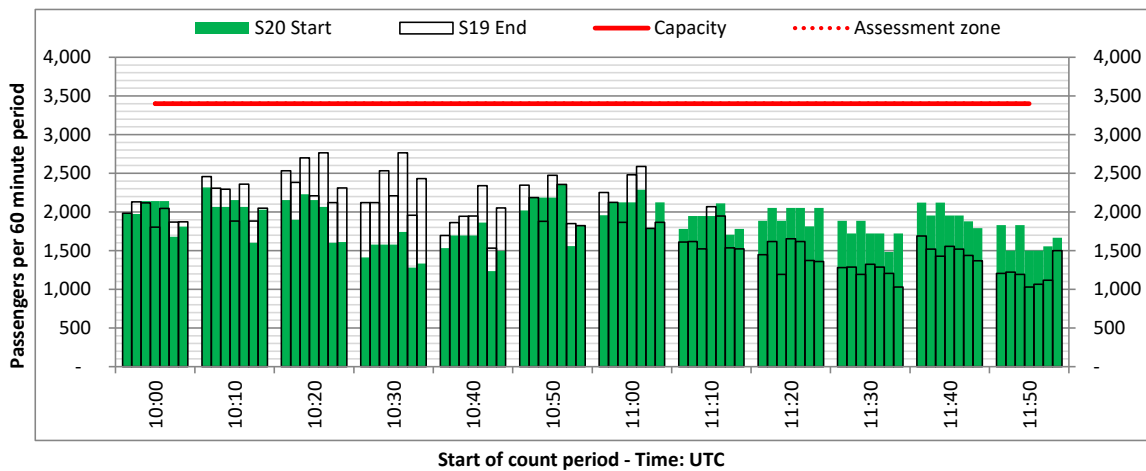
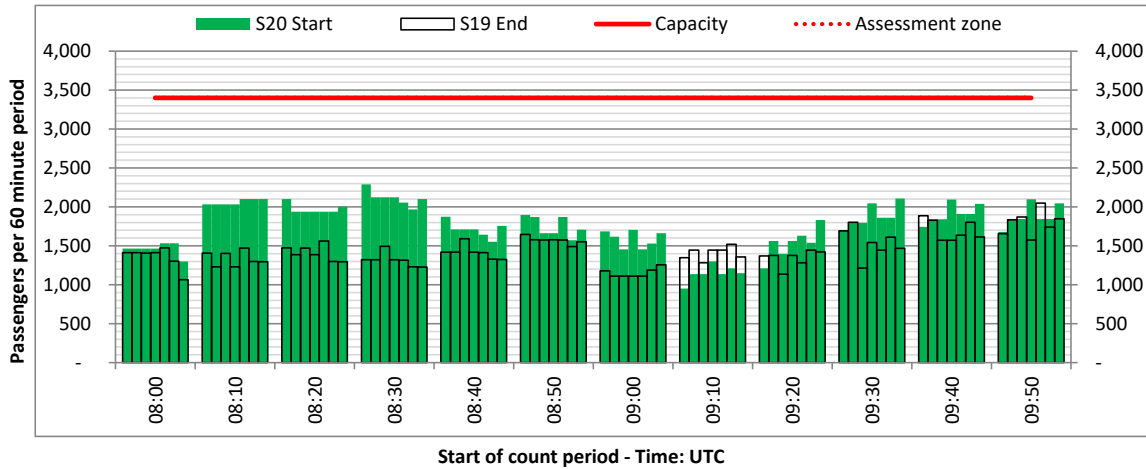
ARRIVAL - 60 minute count rolling every 10 mins (T60/10)



Terminals: 2

Operators: All Operators

Days: 1234567



# Peak Week - Passengers Histogram

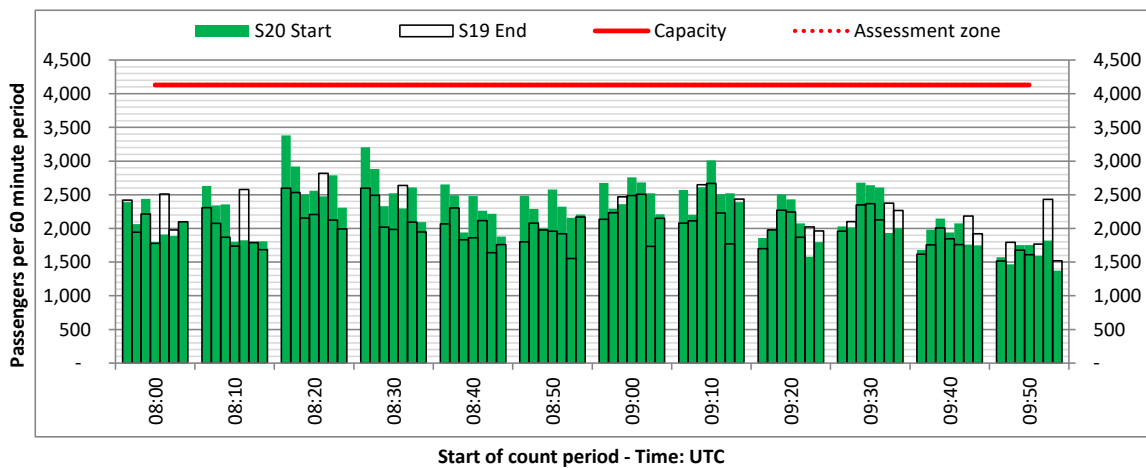
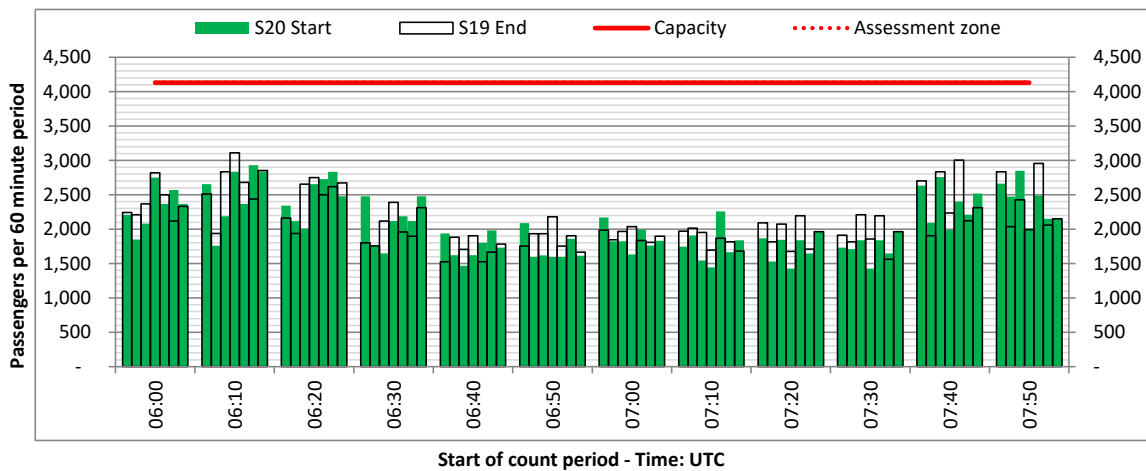
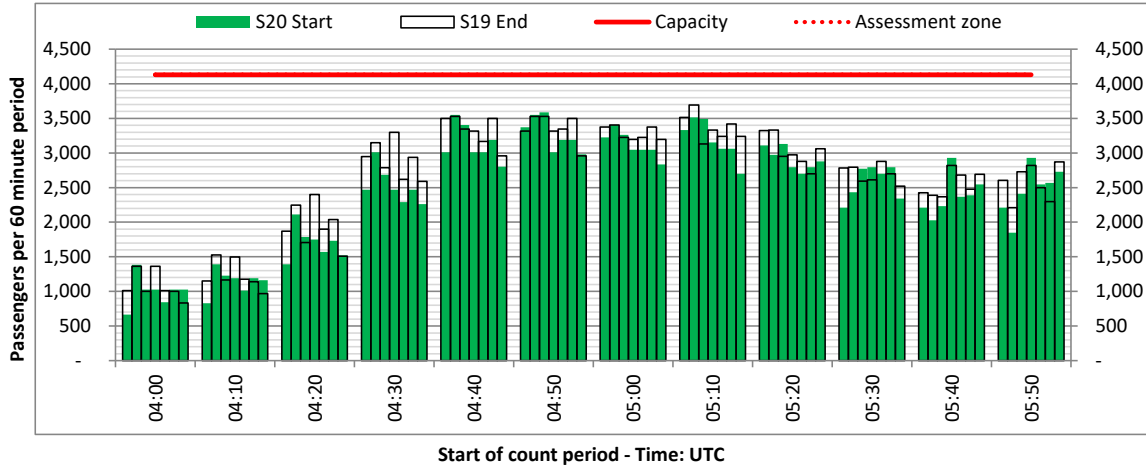
DEPARTURE - 60 minute count rolling every 10 mins (T60/10)



Terminals: 1

Operators: All Operators

Days: 1234567





# Peak Week - Passengers Histogram

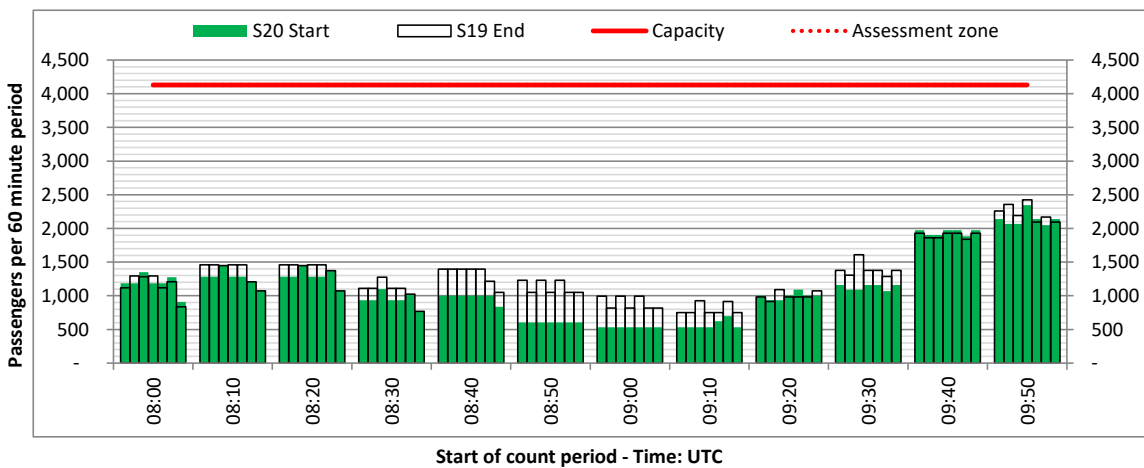
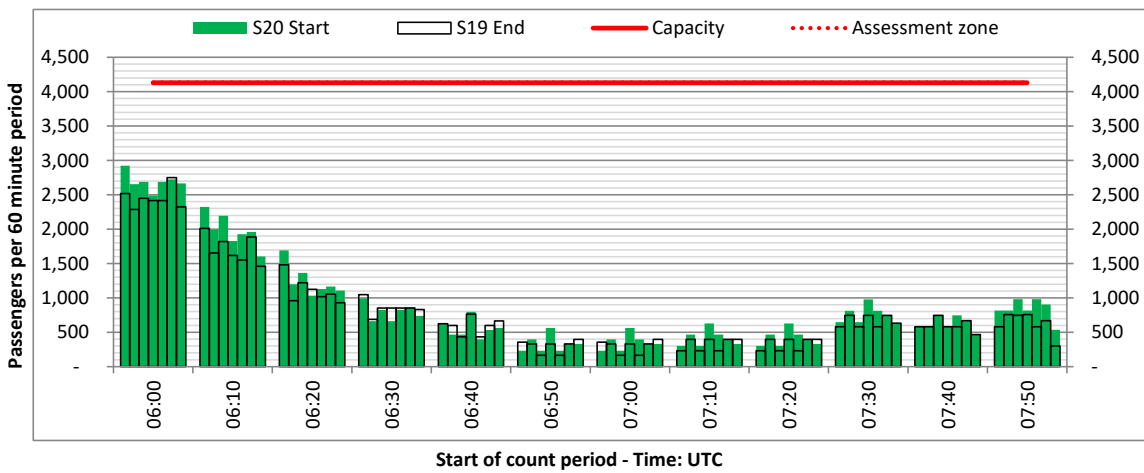
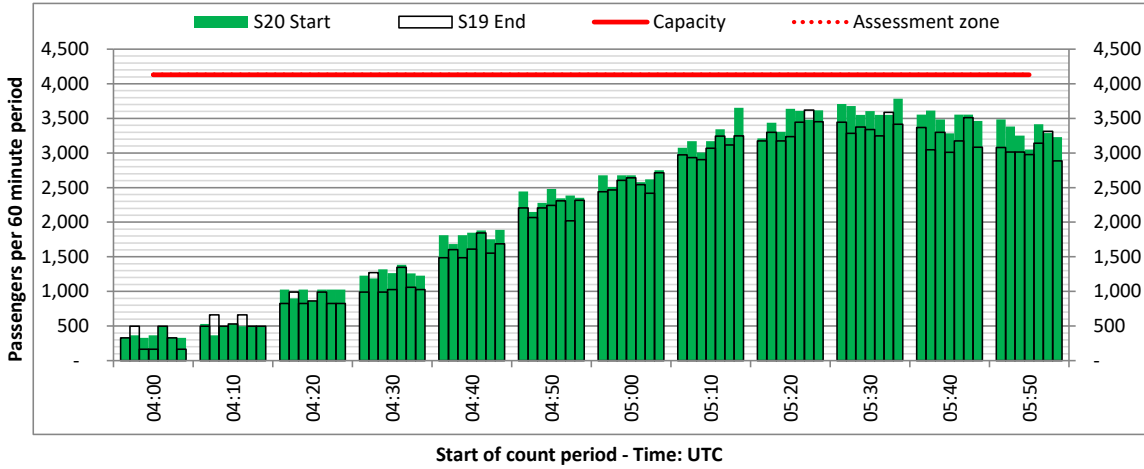
DEPARTURE - 60 minute count rolling every 10 mins (T60/10)



Terminals: 2

Operators: All Operators

Days: 1234567



<b>Air Transport Movement (ATM)</b>	Any aircraft movement which is either a scheduled or chartered passenger or cargo flight.
<b>Common Travel Area (CTA)</b>	Origin or Destination is in Republic of Ireland or the Channel Islands.
<b>Demand</b>	Unconstrained demand before any schedule adjustments have been made.
<b>"Fill-in"</b>	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".
<b>Hist (SHL)</b>	Snapshot of historic schedule rolled over from end of the previous equivalent season - as advised to airlines in the SHLs.
<b>ICAO Size A</b>	Aircraft with wingspan between 0.00m - 14.99m.
<b>ICAO Size B</b>	Aircraft with wingspan between 15.00m - 23.99m.
<b>ICAO Size C</b>	Aircraft with wingspan between 24.00m - 35.99m.
<b>ICAO Size D</b>	Aircraft with wingspan between 36.00m - 51.99m.
<b>ICAO Size E</b>	Aircraft with wingspan between 52.00m - 64.99m.
<b>ICAO Size F</b>	Aircraft with wingspan between 65.00m - 80.00m.
<b>Init Coord</b>	Snapshot of schedule immediately after Initial Coordination is completed - as advised to airlines in the SALs.
<b>Passenger Air Transport Movement (PATM)</b>	Any aircraft movement which is either a scheduled or chartered passenger flight.
<b>Start</b>	Snapshot of schedule shortly before the start of the scheduling season (exact date given below where used).
<b>Time: Local</b>	Times shown are in LOCAL time for the airport/scheduling season.
<b>Time: UTC</b>	Times shown are in Universal Time Constant (UTC).

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### Data snapshot descriptions

<b>S19 Start</b>	S19 schedule as cleared on Fri 15-Mar-19.
<b>S19 End</b>	S19 schedule as cleared on Tue 04-Sep-18.
<b>S20 Start</b>	S20 schedule as cleared on Wed 25-Mar-20.
<b>Peak Week</b>	Peak week for S19 is Mon 12-Aug-19 to Sun 18-Aug-19. Peak week for S20 is Mon 27-Jul-20 to Sun 02-Aug-20.

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### **For ACL use**

	Airport-Season-Branch-Resource	From date	To date	Time
Full Season Rep 1	DUB-S19-SOS Report-Non Weighted	Sun 31-Mar-2019	Sat 26-Oct-2019	UTC
Full Season Rep 2	DUB-S19-LIVE-Non Weighted	Sun 31-Mar-2019	Sat 26-Oct-2019	UTC
Full Season Rep 3	DUB-S20-SOS Report 25Mar-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-SOS Report-Non Weighted	Mon 12-Aug-2019	Sun 18-Aug-2019	UTC
Peak Week Rep 2	DUB-S19-LIVE-Non Weighted	Mon 29-Jul-2019	Sun 04-Aug-2019	UTC
Peak Week Rep 3	DUB-S20-SOS Report 25Mar-PAX REPORT	Mon 27-Jul-2020	Sun 02-Aug-2020	UTC