

Dubai International Airport (DXB)

Winter 2020/21 (W20)



Initial Coordination Report

Report Date: Thu 25-Jun-2020

Headlines

	W20 Init Coord	vs. W19 Init Coord	vs. W20 Hist (SHL)
Total Air Transport Movements (Passenger & Freight)	189,731	▼ -2.4%	▲ 6.1%
Total Passenger Air Transport Movements	186,269	▼ -2.5%	▲ 5.1%
Total Passenger Air Transport Movement Seats	54,242,385	▼ -3.9%	▲ 4.0%
Average Seats per Passenger Air Transport Movement	291.2	▼ -1.4%	▼ -1.0%
Percentage of allocated slots cleared as requested (OK)	93.1%		

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

W20 scheduling season runs from Sun 25-Oct-2020 to Sat 27-Mar-2021 (154 days).

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Runway Scheduling Limits



Declared Hourly Movement Capacity

	W19 Arrivals								Change: W19 to W20								W20 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

	W19 Departures								Change: W19 to W20								W20 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	26	26	26	26	26	26	26	00								00	26	26	26	26	26	26	26
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
15	29	29	29	29	29	29	29	15								15	29	29	29	29	29	29	29
16	25	25	25	25	25	25	25	16								16	25	25	25	25	25	25	25
17	27	27	27	27	27	27	27	17								17	27	27	27	27	27	27	27
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

	W19 Totals								Change: W19 to W20								W20 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															

Coordinator's Report



Total demand	194,937	slots		
Total slots allocated	189,731	slots	97.33%	of total demand
Number of slots cleared OK	176,693	slots	93.13%	of total slots cleared

Slots adjusted (not OK) due to:

RUNWAY constraints	9,912	slots	76.0%	of total slots adjusted
Terminal constraints	593	slots	4.5%	of total slots adjusted
STAND constraints	21	slots	0.2%	of total slots adjusted
NIGHT constraints	-	slots	0.0%	of total slots adjusted
OTHER constraints	88	slots	0.7%	of total slots adjusted
ARR/DEP TURNAROUND feasibility	2,424	slots	18.6%	of total slots adjusted

Executive Summary

Total demand was 194,937 slots. Total allocation for W20 Season was 189,731 slots a decrease of -2.4% in comparison to Winter 2019 initial coordination, but a 6.1% increase compared to Winter 2019 historic. 93.1% of slots were cleared to their requested times.

Runway Constraints

- Arrivals hourly demand reached a peak of 41 in the 0200 hour and 40 in the 0100 hour.
- Departures hourly demand reached a peak of 44 in the 0300 hour and 0500 hour.
- Totals hourly demand reached a peak of 73 in the 0300 hour.

Terminal Constraints

- Departures one hourly demand reached a peak of 1,842 in 0300 hour in Terminal 2.
- Departures two hourly demand reached a peak of 1,147 from 1230 to 1425 in Terminal 2.
- Departures three hourly demand reached a peak of 2,265 from 0300 to 0555 in Terminal 2.

Stand Constraints

- UPS Boeing 74N and ICAO code F, 21 slots adjusted due to parking availability.

Night Constraints

No Night Constraint issues.

Other Constraints

- 88 slots adjusted in Terminal 2 due to Gate (R30/5) limit of 8.

Arr/Dep Turnaround Feasibility

- 2,424 slots were adjusted due to turnaround feasibility.

Peak Week - Initial Coordination Analysis



Operator	W20 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"			
Aeroflot	42	-	-	42	33.3%	33.3%	0.0%	0.0%	-	-	-	-	-	-	42	42	100.0%
Aerologic	-	-	-	-	0.0%	0.0%	0.0%	0.0%	24	-	-	24	-	-	24	24	100.0%
Air Algerie	8	-	-	8	50.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	8	8	100.0%
Air Astana	28	-	-	28	42.9%	0.0%	0.0%	0.0%	-	-	-	-	-	-	28	28	100.0%
Air Canada	10	-	-	10	0.0%	0.0%	0.0%	0.0%	4	4	-	-	-	-	14	14	100.0%
Air China	20	-	-	20	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	20	20	100.0%
Air France	24	-	-	24	70.8%	41.7%	0.0%	0.0%	4	-	-	4	-	-	28	28	100.0%
Air India	140	7	-	133	0.0%	0.0%	0.0%	0.0%	7	-	-	7	-	-	140	140	100.0%
Air India Express	164	4	-	160	6.3%	0.0%	0.0%	0.0%	50	-	-	18	-	-	210	182	86.7%
Airblue	44	-	-	44	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	44	44	100.0%
Ariana Afghan Airlines	12	-	-	12	50.0%	0.0%	0.0%	0.0%	2	-	-	2	-	-	14	14	100.0%
Azal Azerbaijan Airlines	28	-	-	28	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	28	28	100.0%
Azur Air Russia	6	6	-	-	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	-	-	-
Badr Airlines	10	-	-	10	0.0%	100.0%	0.0%	0.0%	4	-	-	4	-	-	14	14	100.0%
Biman Bangladesh	14	-	-	14	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	14	14	100.0%
British Airways	42	-	-	42	16.7%	33.3%	0.0%	0.0%	-	-	-	-	-	-	42	42	100.0%
Cathay Pacific	42	-	-	42	33.3%	0.0%	0.0%	0.0%	-	-	-	-	-	-	42	42	100.0%
Cebu Air Inc.	14	-	-	14	100.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	14	14	100.0%
Cham Wings Airlines	-	-	-	-	0.0%	0.0%	0.0%	0.0%	14	-	-	14	-	-	14	14	100.0%
China Eastern	26	-	-	26	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	26	26	100.0%
China Southern	44	-	-	44	13.6%	0.0%	0.0%	0.0%	14	-	-	14	-	-	58	58	100.0%
Daallo Airlines	4	-	-	4	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	4	4	100.0%
DHL Aviation	24	-	-	24	25.0%	0.0%	0.0%	0.0%	8	8	-	-	-	-	32	32	100.0%
Egypt Air	50	-	-	50	18.0%	28.0%	0.0%	0.0%	-	-	-	-	-	-	50	50	100.0%
Emirates	3,569	125	1	3,443	6.4%	0.1%	0.0%	0.0%	306	-	-	127	-	57	3,806	3,653	96.0%
Ethiopian Airlines	42	-	-	42	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	42	42	100.0%
Federal Express	18	-	-	18	72.2%	0.0%	0.0%	0.0%	42	42	-	-	-	-	60	60	100.0%
Finnair	14	-	-	14	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	14	14	100.0%
Flydubai	-	-	-	-	0.0%	0.0%	0.0%	0.0%	56	-	-	7	35	-	56	42	75.0%
Flydubai	1,903	-	7	1,896	20.4%	0.0%	0.0%	0.0%	180	153	-	5	-	19	2,095	2,095	100.0%
Flynas	92	4	-	88	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	88	88	100.0%
GoAir	14	-	-	14	50.0%	100.0%	0.0%	0.0%	-	-	-	-	-	-	14	14	100.0%
Gulf Air	102	-	-	102	6.9%	2.0%	0.0%	0.0%	-	-	-	-	-	-	102	102	100.0%
Himalaya Airlines	14	14	-	-	0.0%	0.0%	0.0%	0.0%	14	-	-	14	-	-	14	14	100.0%
Indigo	210	26	-	184	82.6%	15.2%	0.0%	0.0%	26	-	-	12	-	-	210	196	93.3%
Iran Air	16	-	-	16	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	16	16	100.0%
Iraqi Airways	34	6	-	28	0.0%	0.0%	0.0%	0.0%	2	-	-	2	-	-	30	30	100.0%
Jazeera Airways	52	-	-	52	11.5%	0.0%	0.0%	0.0%	4	-	-	4	-	-	56	56	100.0%
Jet Airways	-	-	-	-	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	-	-	-
Kenya Airways	28	-	-	28	0.0%	14.3%	0.0%	0.0%	-	-	-	-	-	-	28	28	100.0%
Kish Air	22	6	-	16	0.0%	0.0%	0.0%	0.0%	6	-	-	2	-	-	22	18	81.8%
KLM Royal Dutch Airlines	14	-	-	14	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	14	14	100.0%
Korean Air	14	-	-	14	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	14	14	100.0%
Kuwait Airways	50	-	-	50	0.0%	60.0%	0.0%	0.0%	-	-	-	-	-	-	50	50	100.0%
Lufthansa	14	-	-	14	0.0%	100.0%	0.0%	0.0%	-	-	-	-	-	-	14	14	100.0%
Mahan Air	42	-	-	42	14.3%	0.0%	0.0%	0.0%	2	-	-	2	-	-	44	44	100.0%
Middle East Airlines	42	-	-	42	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	42	42	100.0%
Nepal Airlines	14	4	-	10	100.0%	0.0%	0.0%	0.0%	4	-	-	4	-	-	14	14	100.0%
Nile Air	-	-	-	-	0.0%	0.0%	0.0%	0.0%	14	-	-	-	14	-	14	14	100.0%
Norwegian	28	-	-	28	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	28	28	100.0%
Oman Air	120	-	-	120	0.8%	0.0%	0.0%	0.0%	6	-	-	6	-	-	126	126	100.0%
Pegasus Airlines	14	-	-	14	0.0%	100.0%	0.0%	0.0%	-	-	-	-	-	-	14	14	100.0%
Philippine Airlines	14	-	-	14	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	14	14	100.0%
PIA Pakistan International	84	20	-	64	0.0%	0.0%	0.0%	0.0%	48	-	-	48	-	-	112	112	100.0%
Pobeda Airlines LLC	8	-	-	8	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	8	8	100.0%
Qeshm Air	14	8	-	6	66.7%	0.0%	0.0%	0.0%	2	-	-	-	-	-	8	6	75.0%
Rossiya Airlines	6	-	-	6	0.0%	0.0%	0.0%	0.0%	2	-	-	2	-	-	8	8	100.0%
Royal Brunei Airlines	8	-	-	8	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	8	8	100.0%
Royal Jordanian	42	-	-	42	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	42	42	100.0%
Rwandair	14	-	-	14	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	14	14	100.0%
S7 Airlines	8	-	-	8	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	8	8	100.0%
Salamair	36	6	-	30	93.3%	0.0%	0.0%	0.0%	28	-	-	12	-	-	58	42	72.4%
Saudia	210	-	-	210	11.4%	19.0%	0.0%	0.0%	-	-	-	-	-	-	210	210	100.0%
SaudiGulf Airlines	28	-	-	28	0.0%	0.0%	0.0%	0.0%	14	-	-	14	-	-	42	42	100.0%
Sichuan Airlines	10	-	-	10	0.0%	0.0%	0.0%	0.0%	2	-	-	-	2	-	12	12	100.0%
Singapore Airlines	14	-	-	14	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	14	14	100.0%
Smartwings	14	14	-	-	0.0%	0.0%	0.0%	0.0%	14	-	-	6	-	-	14	6	42.9%
Somon Air	4	-	-	4	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	4	4	100.0%
SpiceJet	178	28	-	150	10.0%	0.0%	0.7%	0.0%	-	-	-	-	-	-	150	150	100.0%
SriLankan Airlines	22	-	-	22	0.0%	0.0%	0.0%	0.0%	6	-	-	6	-	-	28	28	100.0%
Swiss International	28	-	-	28	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	28	28	100.0%
Syrian Air	8	-	-	8	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	8	8	100.0%
Thai Airways	14	-	-	14	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	14	14	100.0%
Transavia	14	-	-	14	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	14	14	100.0%
Turkish Airlines	48	-	-	48	43.8%	41.7%	0.0%	0.0%	-	-	-	-	-	-	48	48	100.0%
Turkmenistan Airlines	4	2	-	2	0.0%	0.0%	0.0%	0.0%	2	-	-	2	-	-	4	4	100.0%
Ukraine International	14	-	-	14	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	14	14	100.0%
UPS Airlines	24	-	-	24	4.2%	0.0%	0.0%	0.0%	18	-	-	18	-	-	42	42	100.0%
Ural Airlines	14	-	-	14	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	14	14	100.0%
Uzbekistan Airways	10	-	-	10	0.0%	100.0%	0.0%	0.0%	-	-	-	-	-	-	10	10	100.0%
Vistara	14	-	-	14	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	14	14	100.0%
Westjet	-	-	-	-	0.0%	0.0%	0.0%	0.0%	14	-	-	-	14	-	14	14	100.0%
TOTAL	8,184	280	8	7,896	12.9%	3.1%	0.0%	0.0%	943	207	-	380	65	76	8,915	8,676	97.3%

Air Transport Movement Allocation by Operator

Comparison between W20 Hist (SHL) vs. W20 Init Coord



	FULL SEASON ALLOCATION								PEAK WEEK ALLOCATION							
Operator	W19 ATMs	W20 ATMs	+/- change	W20 Rank	W19 Seats	W20 Seats	+/- change	W20 Rank	W19 ATMs	W20 ATMs	+/- change	W20 Rank	W19 Seats	W20 Seats	+/- change	W20 Rank
Aeroflot	924	924	0	20	188,496	221,144	32,648	19	42	42	0	20	8,568	10,052	1,484	19
Aerologic	-	527	527	40	-	-	0	77	-	24	24	40	-	-	0	77
Air Algerie	176	176	0	71	44,176	44,176	0	66	8	8	0	70	2,008	2,008	0	66
Air Astana	616	616	0	32	103,444	103,444	0	40	28	28	0	32	4,702	4,702	0	40
Air Canada	220	308	88	44	65,560	91,784	26,224	43	10	14	4	44	2,980	4,172	1,192	43
Air China	438	438	0	41	131,838	123,518	-8,320	34	20	20	0	41	6,020	5,636	-384	34
Air France	524	614	90	37	139,552	171,614	32,062	26	24	28	4	32	6,384	7,826	1,442	25
Air India	3,076	3,079	3	7	650,792	651,560	768	6	140	140	0	7	29,628	29,628	0	6
Air India Express	3,604	4,002	398	5	666,740	741,602	74,862	5	164	182	18	5	30,340	33,726	3,386	5
Airblue	964	964	0	19	205,040	205,040	0	21	44	44	0	18	9,360	9,360	0	21
Ariana Afghan Airlines	260	304	44	64	36,920	43,168	6,248	67	12	14	2	44	1,704	1,988	284	67
Azal Azerbaijan Airlines	416	616	200	32	74,880	110,880	36,000	39	28	28	0	32	5,040	5,040	0	39
Azur Air Russia	132	-	-132	81	39,028	-	-39,028	77	6	-	-6	81	1,774	-	-1,774	77
Badr Airlines	218	304	86	64	27,904	51,680	23,776	60	10	14	4	44	1,280	2,380	1,100	61
Biman Bangladesh	308	308	0	44	83,468	83,468	0	45	14	14	0	44	3,794	3,794	0	45
British Airways	924	924	0	20	253,176	265,496	12,320	14	42	42	0	20	11,508	12,068	560	14
Cathay Pacific	924	924	0	20	292,908	251,636	-41,272	17	42	42	0	20	13,314	11,438	-1,876	17
Cebu Air Inc.	308	308	0	44	134,288	134,288	0	32	14	14	0	44	6,104	6,104	0	32
Cham Wings Airlines	-	308	308	44	-	55,440	55,440	57	-	14	14	44	-	2,520	2,520	58
China Eastern	572	572	0	39	156,332	156,332	0	28	26	26	0	39	7,106	7,106	0	28
China Southern	968	1,276	308	13	273,900	361,064	87,164	10	44	58	14	13	12,450	16,412	3,962	10
Daallo Airlines	88	88	0	77	11,088	11,088	0	76	4	4	0	78	504	504	0	76
DHL Aviation	526	702	176	30	-	-	0	77	24	32	8	30	-	-	0	77
Egypt Air	1,098	1,100	2	15	260,054	263,120	3,066	15	50	50	0	15	11,848	11,960	112	15
Emirates	78,013	79,471	1,458	1	32,897,180	33,465,454	568,274	1	3,569	3,653	84	1	1,502,984	1,537,252	34,268	1
Ethiopian Airlines	922	922	0	26	251,930	251,930	0	16	42	42	0	20	11,480	11,480	0	16
Federal Express	396	1,320	924	12	-	-	0	77	18	60	42	12	-	-	0	77
Finnair	304	304	0	64	74,458	71,104	-3,354	50	14	14	0	44	3,434	3,278	-156	50
Flyadeal	-	924	924	20	-	171,864	171,864	25	-	42	42	20	-	7,812	7,812	26
Flydubai	41,513	46,051	4,538	2	7,230,617	8,019,899	789,282	2	1,905	2,095	190	2	331,805	364,850	33,045	2
Flynas	1,948	1,928	-20	11	319,032	315,752	-3,280	11	92	88	-4	11	15,068	14,412	-656	11
GoAir	306	308	2	44	55,080	57,288	2,208	55	14	14	0	44	2,520	2,604	84	56
Gulf Air	2,244	2,244	0	10	320,320	315,348	-4,972	12	102	102	0	10	14,560	14,334	-226	12
Himalaya Airlines	306	306	0	61	48,348	48,348	0	63	14	14	0	44	2,212	2,212	0	64
Indigo	4,616	4,310	-306	4	830,880	801,630	-29,250	4	210	196	-14	4	37,800	36,456	-1,344	4
Iran Air	352	352	0	43	68,288	68,288	0	51	16	16	0	43	3,104	3,104	0	51
Iraqi Airways	748	658	-90	31	115,940	101,990	-13,950	41	34	30	-4	31	5,270	4,650	-620	41
Jazeera Airways	1,144	1,232	88	14	182,292	196,548	14,256	22	52	56	4	14	8,286	8,934	648	22
Jet Airways	-	-	0	81	-	-	0	77	-	-	0	81	-	-	0	77
Kenya Airways	616	616	0	32	136,312	116,732	-19,580	35	28	28	0	32	6,196	5,306	-890	35
Kish Air	484	396	-88	42	72,116	59,004	-13,112	53	22	18	-4	42	3,278	2,682	-596	53
KLM Royal Dutch Airlines	308	308	0	44	125,664	125,664	0	33	14	14	0	44	5,712	5,712	0	33
Korean Air	308	308	0	44	76,384	67,144	-9,240	52	14	14	0	44	3,472	3,052	-420	52
Kuwait Airways	1,100	1,100	0	15	193,992	175,296	-18,696	23	50	50	0	15	8,962	7,968	-994	23
Lufthansa	308	308	0	44	78,540	114,268	35,728	36	14	14	0	44	3,570	5,194	1,624	37
Mahan Air	924	968	44	18	211,376	220,352	8,976	20	42	44	2	18	9,608	10,016	408	20
Middle East Airlines	922	922	0	26	224,968	224,968	0	18	42	42	0	20	10,248	10,248	0	18
Nepal Airlines	306	307	1	60	83,844	84,118	274	44	14	14	0	44	3,836	3,836	0	44
Nile Air	-	308	308	44	-	55,440	55,440	57	-	14	14	44	-	2,520	2,520	58
Norwegian	612	614	2	37	113,832	114,204	372	37	28	28	0	32	5,208	5,208	0	36
Oman Air	2,636	2,770	134	8	459,372	481,080	21,708	8	120	126	6	8	20,910	21,882	972	8
Pegasus Airlines	308	308	0	44	58,212	73,612	15,400	49	14	14	0	44	2,646	3,346	700	49
Philippine Airlines	308	308	0	44	111,804	111,804	0	38	14	14	0	44	5,082	5,082	0	38
PIA Pakistan International	1,842	2,454	612	9	355,798	462,286	106,488	9	84	112	28	9	16,240	21,112	4,872	9
Pobeda Airlines LLC	176	176	0	71	33,264	33,264	0	69	8	8	0	70	1,512	1,512	0	68
Qeshm Air	308	132	-176	76	34,496	14,784	-19,712	73	14	6	-8	76	1,568	672	-896	74
Rossiya Airlines	142	188	46	70	26,838	35,532	8,694	68	6	8	2	70	1,134	1,512	378	68
Royal Brunei Airlines	176	176	0	71	65,296	44,704	-20,592	65	8	8	0	70	2,968	2,032	-936	65
Royal Jordanian	892	924	32	20	168,064	173,294	5,230	24	42	42	0	20	7,882	7,882	0	24
Rwandair	306	306	0	61	52,404	52,404	0	59	14	14	0	44	2,396	2,396	0	60
S7 Airlines	176	176	0	71	28,864	28,864	0	71	8	8	0	70	1,312	1,312	0	71
Salamair	792	914	122	28	142,560	164,520	21,960	27	36	42	6	20	6,480	7,560	1,080	27
Saudia	4,616	4,620	4	3	1,067,240	1,164,944	97,704	3	210	210	0	3	48,534	52,952	4,418	3
SaudiGulf Airlines	616	924	308	20	83,776	135,520	51,744	31	28	42	14	20	3,808	6,160	2,352	31
Sichuan Airlines	230	264	34	67	69,230	79,464	10,234	47	10	12	2	68	3,010	3,612	602	47
Singapore Airlines	308	308	0	44	81,312	81,312	0	46	14	14	0	44	3,696	3,696	0	46
Smartwings	308	66	-242	80	58,212	12,474	-45,738	75	14	6	-8	76	2,646	1,134	-1,512	72
Somon Air	88	88	0	77	16,192	16,192	0	72	4	4	0	78	736	736	0	73
SpiceJet	3,914	3,298	-616	6	739,746	623,322	-116,424	7	178	150	-28	6	33,642	28,350	-5,292	7
SriLankan Airlines	484	616	132	32	115,940	140,756	24,816	30	22	28	6	32	5,270	6,398	1,128	30
Swiss International	614	616	2	32	144,904	145,376	472	29	28	28	0	32	6,608	6,608	0	29
Syrian Air	1															

Peak Week - Allocation and Slot Adjustment Distribution by Operator

Schedule: W20 Init Coord



Operator	W20 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	
Aeroflot	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%	-
AeroLogic	24	83.3%	0.0%	0.0%	0.0%	0.0%	0.0%	4.2%	0.0%	0.0%	0.0%	4.2%	4.2%	4.2%	0.0%	-
Air Algerie	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%	-
Air Astana	28	57.1%	7.1%	21.4%	0.0%	0.0%	14.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Air Canada	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 China	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%	-
Air France	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%	-
Air India	140	98.6%	1.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Air India Express	182	98.4%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.5%	0.5%	28
Airblue	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%	-
Ariana Afghan Airlines	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%	-
Azal Azerbaijan 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%	-
Azur Air Russia	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Badr Airlines	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%	-
Biman Bangladesh	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%	-
British Airways	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%	-
Cathay Pacific	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%	-
Cebu Air Inc.	14	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%	-
Cham Wings Airlines	14	0.0%	0.0%	0.0%	14.3%	0.0%	71.4%	0.0%	0.0%	7.1%	0.0%	7.1%	0.0%	0.0%	0.0%	-
China Eastern	26	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%	-
China Southern	58	75.9%	0.0%	0.0%	6.9%	0.0%	0.0%	17.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Daallo Airlines	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%	-
DHL Aviation	32	93.8%	0.0%	3.1%	0.0%	0.0%	0.0%	3.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Egypt Air	50	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	3,653	97.3%	0.5%	0.6%	0.2%	0.2%	0.1%	0.0%	0.1%	0.0%	0.0%	0.2%	0.2%	0.1%	0.4%	153
Ethiopian Airlines	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%	-
Federal Express	60	66.7%	16.7%	1.7%	0.0%	6.7%	3.3%	5.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Finnair	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%	-
Flyadeal	42	19.0%	0.0%	33.3%	9.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	38.1%	14
Flydubai	2,095	91.5%	2.1%	1.7%	0.7%	1.3%	0.1%	0.7%	0.2%	0.1%	0.2%	0.2%	0.0%	0.1%	1.0%	-
Flynas	88	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%	-
GoAir	14	78.6%	0.0%	0.0%	0.0%	0.0%	21.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Gulf Air	102	94.1%	3.9%	0.0%	2.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Himalaya Airlines	14	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	50.0%	-
Indigo	196	74.0%	0.0%	10.7%	0.0%	0.0%	0.0%	7.1%	7.1%	0.0%	0.0%	1.0%	0.0%	0.0%	0.0%	14
Iran Air	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%	-
Iraqi Airways	30	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%	-
Jazeera Airways	56	94.6%	5.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Jet Airways	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Kenya Airways	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%	-
Kish Air	18	88.9%	0.0%	0.0%	0.0%	11.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4
KLM Royal Dutch Airlines	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%	-
Korean Air	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%	-
Kuwait Airways	50	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%	-
Lufthansa	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%	-
Mahan Air	44	90.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4.5%	0.0%	4.5%	0.0%	0.0%	-
Middle East Airlines	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%	-
Nepal Airlines	14	92.9%	7.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Nile Air	14	0.0%	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%	-
Norwegian	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%	-
Oman Air	126	97.6%	0.0%	2.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Pegasus Airlines	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%	-
Philippine Airlines	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%	-
PIA Pakistan International	112	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%	-
Pobeda Airlines LLC	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%	-
Qeshm Air	6	83.3%	0.0%	16.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2
Rossiya 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%	-
Royal Brunei 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%	-
Royal Jordanian	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%	-
Rwandair	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%	-
S7 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%	-
Salama	42	23.8%	33.3%	0.0%	33.3%	0.0%	4.8%	0.0%	0.0%	0.0%	0.0%	0.0%	4.8%	0.0%	0.0%	16
Saudia	210	91.4%	0.0%	1.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.4%	1.9%	2.4%	-
SaudiGulf Airlines	42	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%	33.3%	-
Sichuan Airlines	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%	-
Singapore Airlines	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%	-
Smartwings	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%	8
Somon Air	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%	-
SpiceJet	150	92.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	8.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
SriLankan 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%	-
Swiss International	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%	-
Syrian Air	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%	-
Thai 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%	-
Transavia	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%	-
Turkish Airlines	48	85.4%	14.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Turkmenistan Airlines	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%	-
Ukraine International	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%	-
UPS Airlines	42	90.5%	2.4%	0.0%	2.4%	2.4%	0.0%	2.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Ural Airlines	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%	-
Uzbekistan Airways	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%	-
Vistara	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%	-
Westjet	14	0.0%	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%	-
TOTAL	8,676	93.1%	1.4%	1.3%	0.6%	0.7%	0.3%	0.5%	0.2%	0.2%	0.1%	0.2%	0.2%	0.1%	0.9%	239

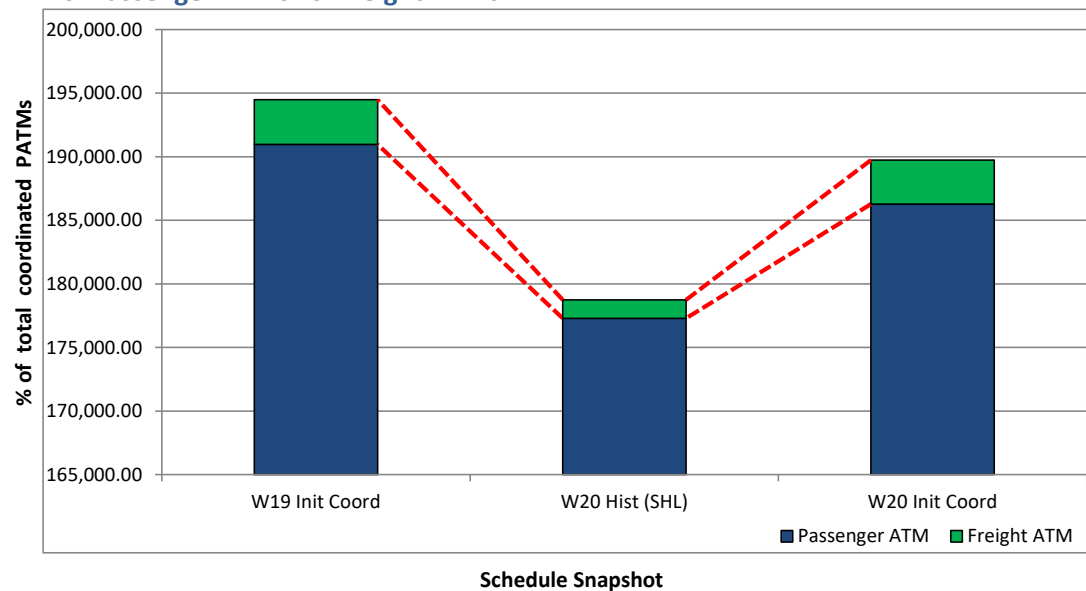
Operators with 0 'allocated ATMs' and 0 'Requests with NO slot allocated' in W20, are included in this list due to having slots allocated in either W19 Init Coord or W20 Hist (SHL) schedules.

Significant Route Changes

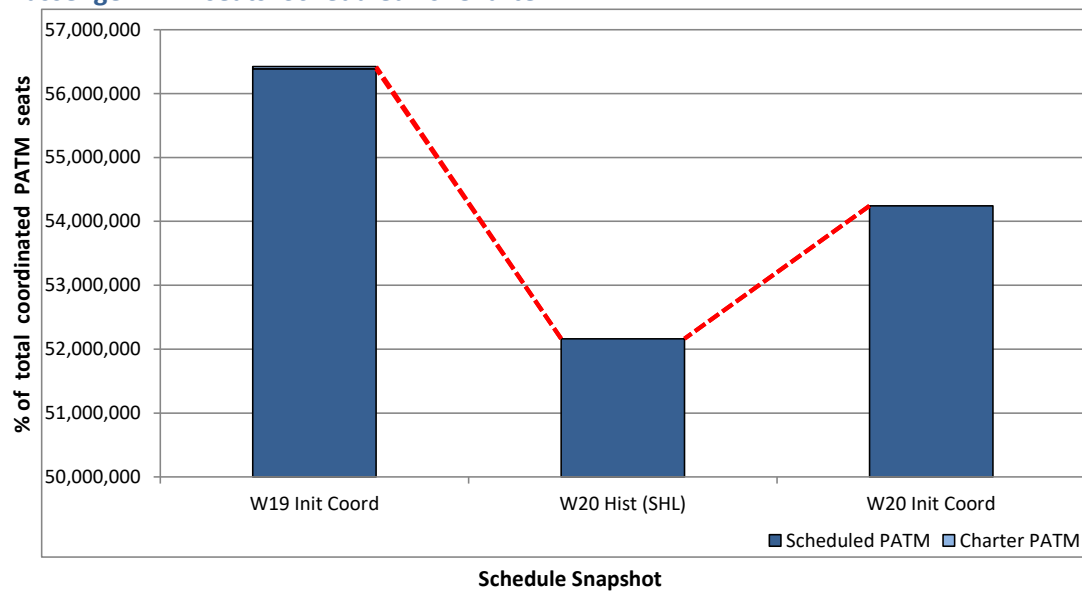


Operator	Category	Description of change from W19 schedule to W20 schedule
Air Astana	NEW	Service to NQZ
Air Astana	CANCELLED	Service to TSE
Air India	CHANGE	Increased services to BOM, CCU, DEL, IDR
Air India Express	NEW	Service to IXM
Air India Express	CHANGE	Decreased services to AMD, BOM, DEL, TRV
Badr Airlines	CHANGE	Increased services to KRT
Cham Wings Airlines	NEW	Service to DAM
China Southern	CHANGE	Increased services to CAN
China Southern	NEW	Service to PKX
DHL Aviation	CHANGE	Decreased services to SHJ
Emirates	CANCELLED	Services to ACC, ATH
Emirates	NEW	Service to MEX
Emirates	CHANGE	Increased services to BLR, DAC, MEL, RUH
Emirates	CHANGE	Decreased services to BKK, CCU, CMN, DPS, DUR, EZE, IKA, JED, KWI, NBO, PRG
Flyadeal	CHANGE	Increased services to RUH
Flydubai	CHANGE	Increased services to TBS, WAW
Flydubai	CHANGE	Increased services to AHB, ALA, BAH, BEG, IKA, JED, KBP, KTM, KWI, MCT, MED
GoAir	NEW	Service to CNN
GoAir	CANCELLED	Services to BOM, DEL
Indigo	CHANGE	Decreased services to AMD, ATQ, DEL
Indigo	CHANGE	Increased services to ATQ
Iraqi Airways	CHANGE	Decreased services to BGW, EBL
Jazeera Airways	CHANGE	Increased services to KWI
Jet Airways	CANCELLED	Services to BOM, DEL, IXE
Kish Air	CHANGE	Decreased service to KIH
KLM Royal Dutch Airlines	CHANGE	Decreased services to AMS
Mahan Air	CHANGE	Increased service to IKA
Nile Air	CHANGE	Increased services to HBE
Oman Air	CHANGE	Increased service to MCT
Oman Air	CANCELLED	Service to SLL
PIA Pakistan International	CHANGE	Increased services to KHI, LHE, LYP, MUX
Qeshm Air	CHANGE	Decreased services to GSM, IKA
Salamair	CHANGE	Increased services MCT
SaudiGulf Airlines	NEW	Service to JED
Smartwings	CHANGE	Decreased service to PRG
SpiceJet	CHANGE	Decreased services to BOM, DEL
SriLankan Airlines	CHANGE	Increased service to CMB
Vistara	NEW	Service to BOM

Total ATMs: Passenger ATMs vs. Freight ATMs



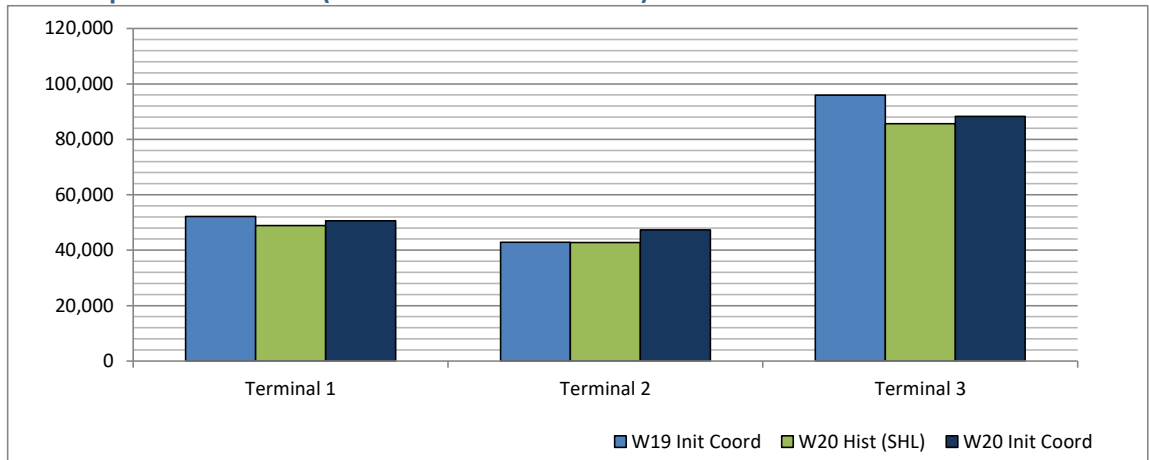
Total Passenger ATM seats: Scheduled vs. Charter



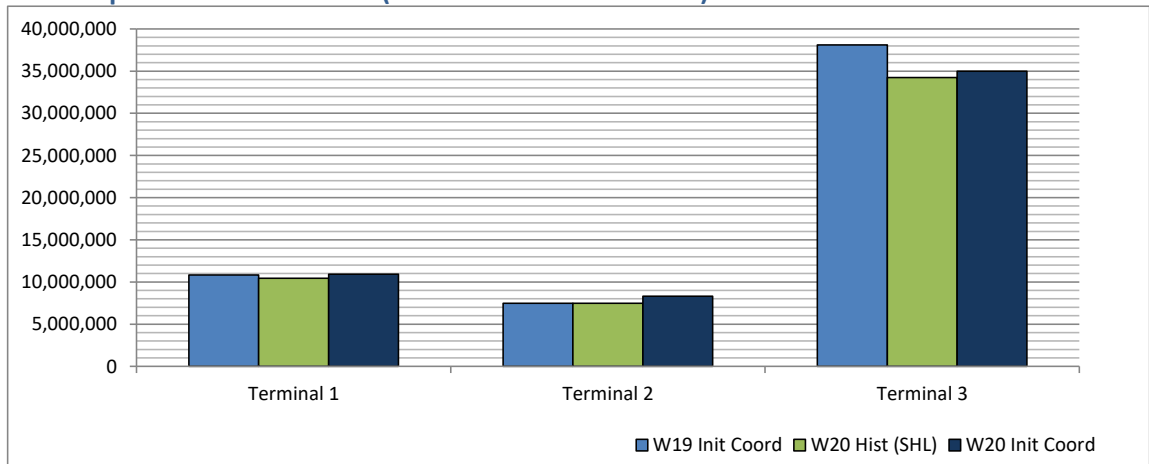
Full Season - Terminal Analysis



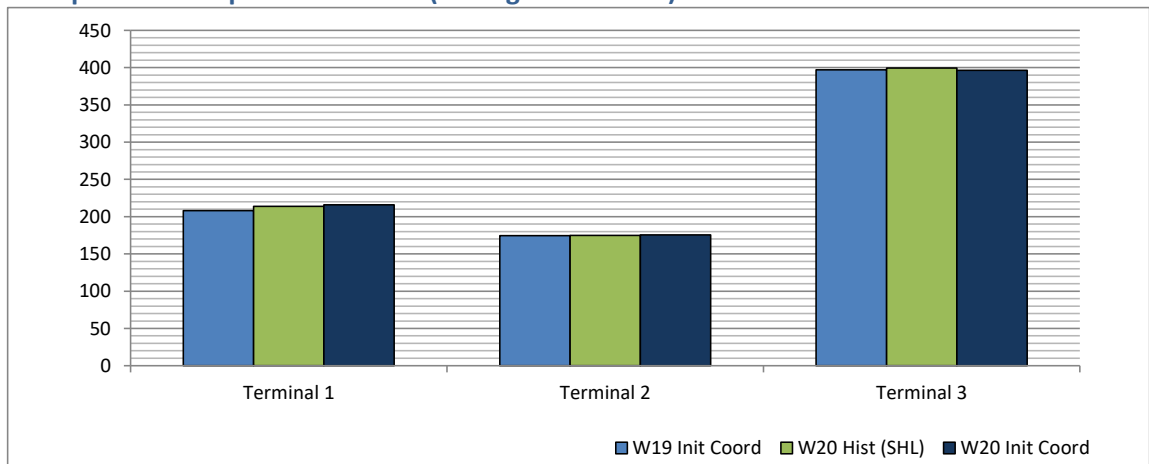
Air Transport Movements (total allocated for season)



Air Transport Movement Seats (total allocated for season)



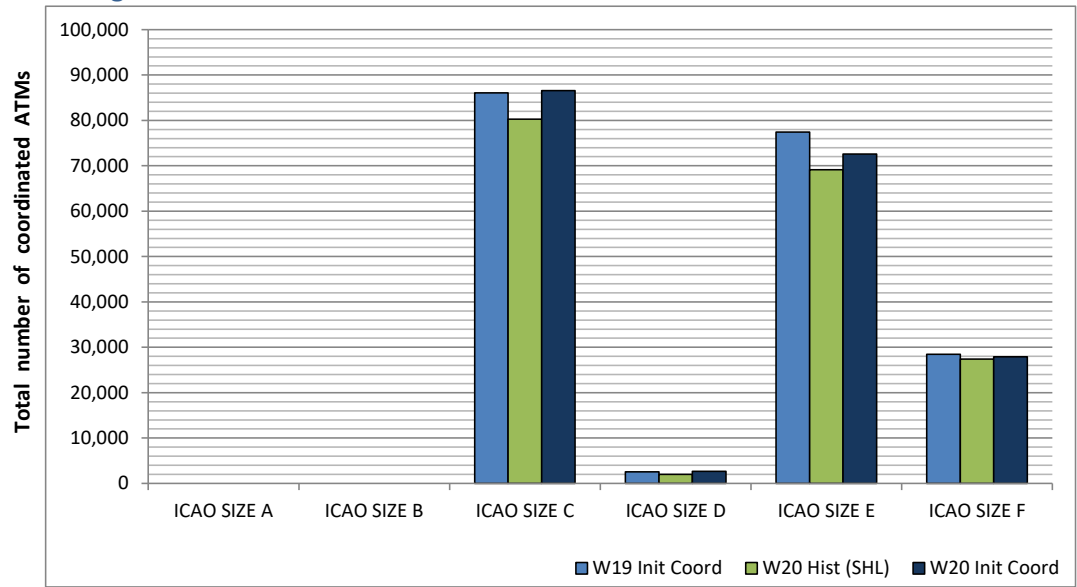
Seats per Air Transport Movement (average for season)



Full Season - Aircraft Size Analysis

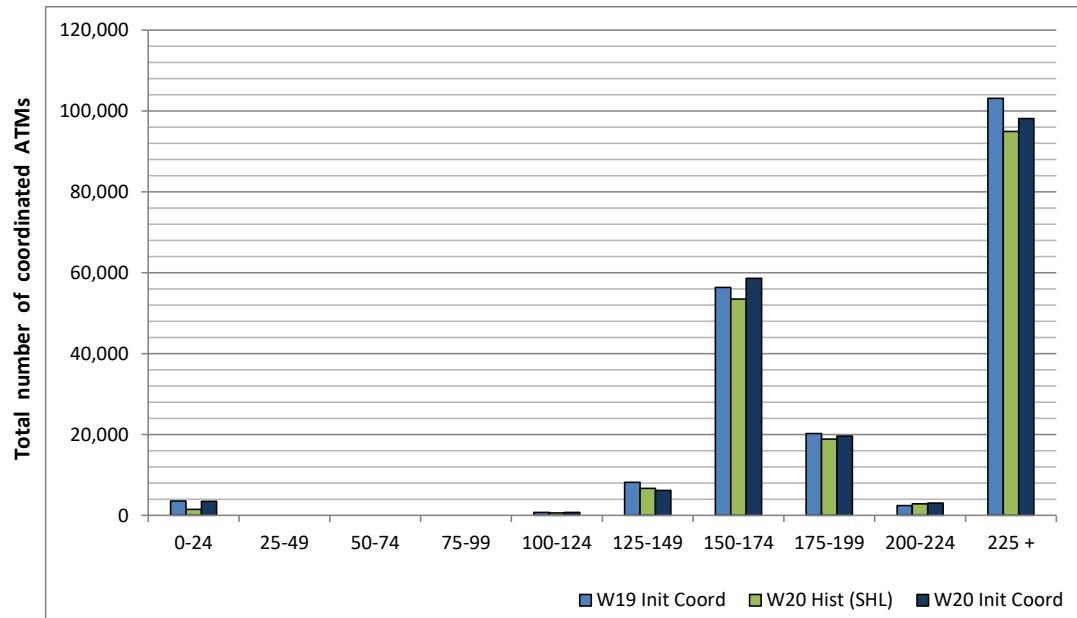


ICAO size designation



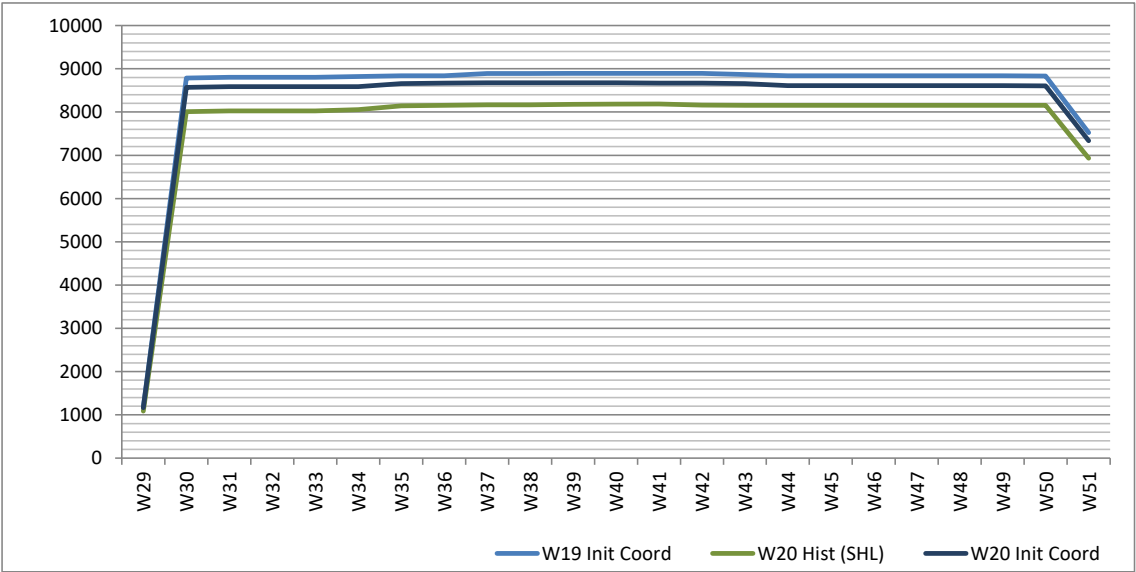
Note: See Glossary for definitions of ICAO SIZE groupings

Air Transport Movement seat distribution

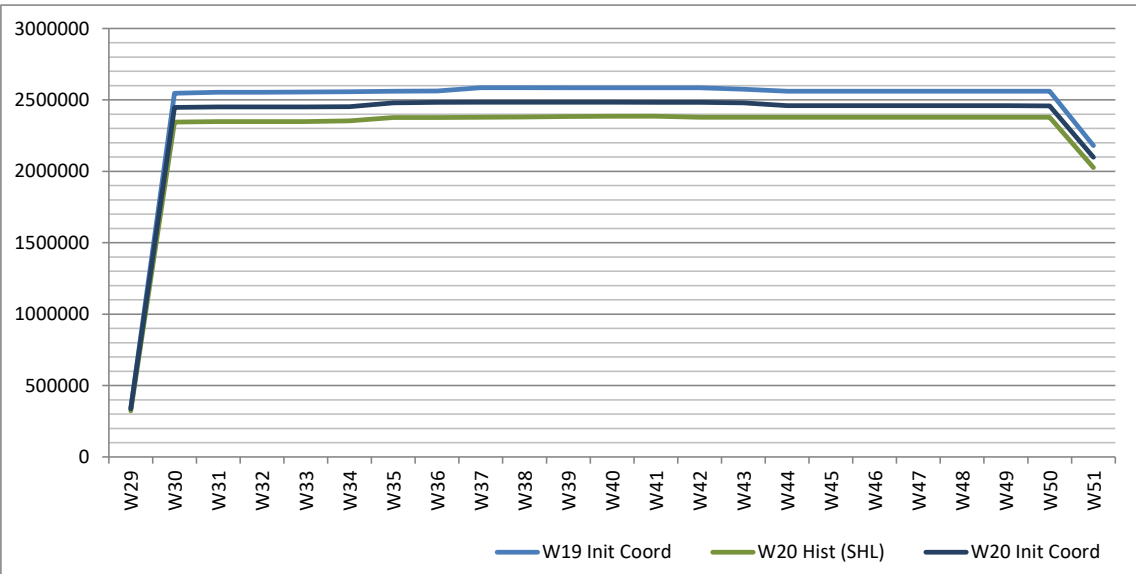


Note: FREIGHT-ONLY services with 0 seats are included in the first seat band '0-24'

Air Transport Movements by week of season



Air Transport Movement Seats by week of season



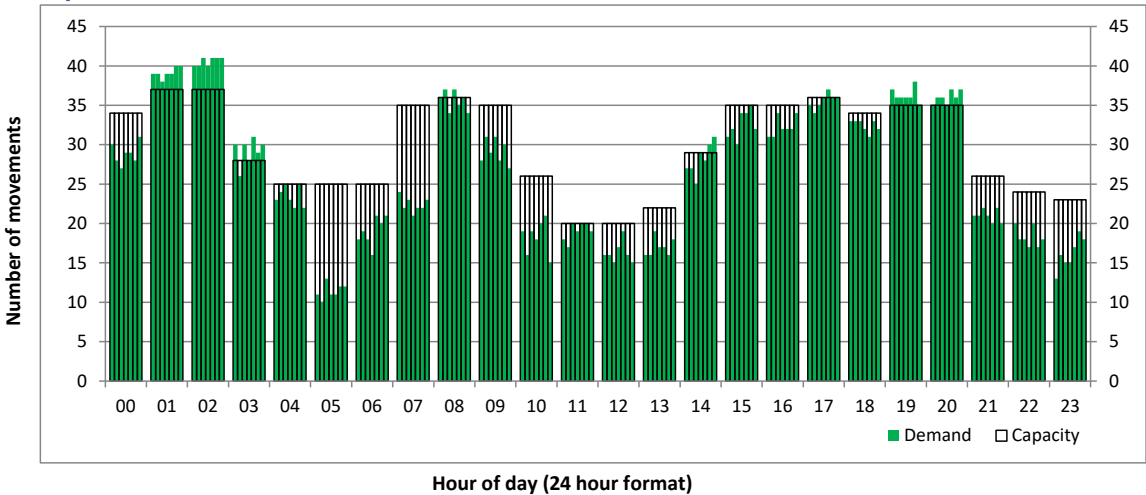
Peak Week - Initial Hourly Runway Demand

Schedule: W20 Init Coord



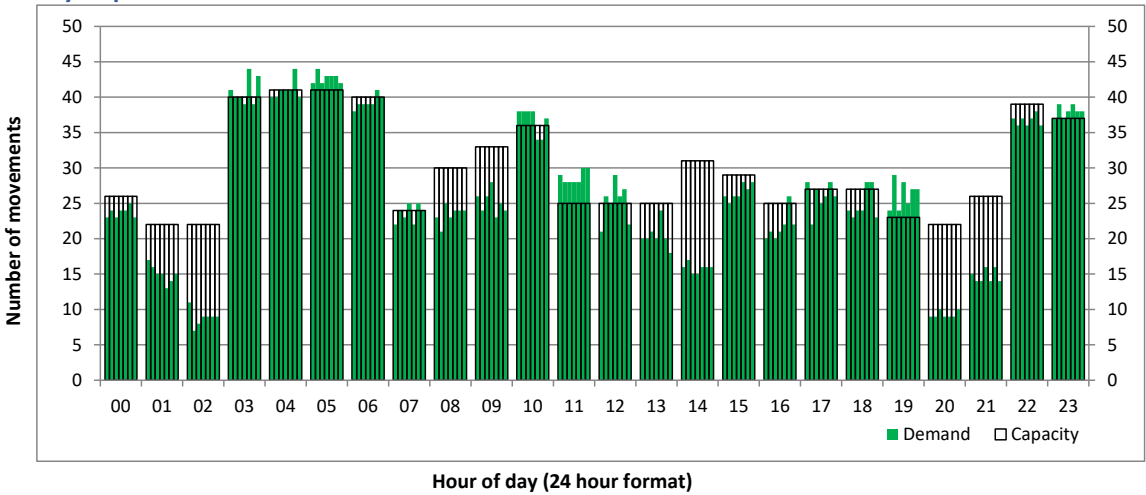
Hourly Arrival Demand

Time: UTC



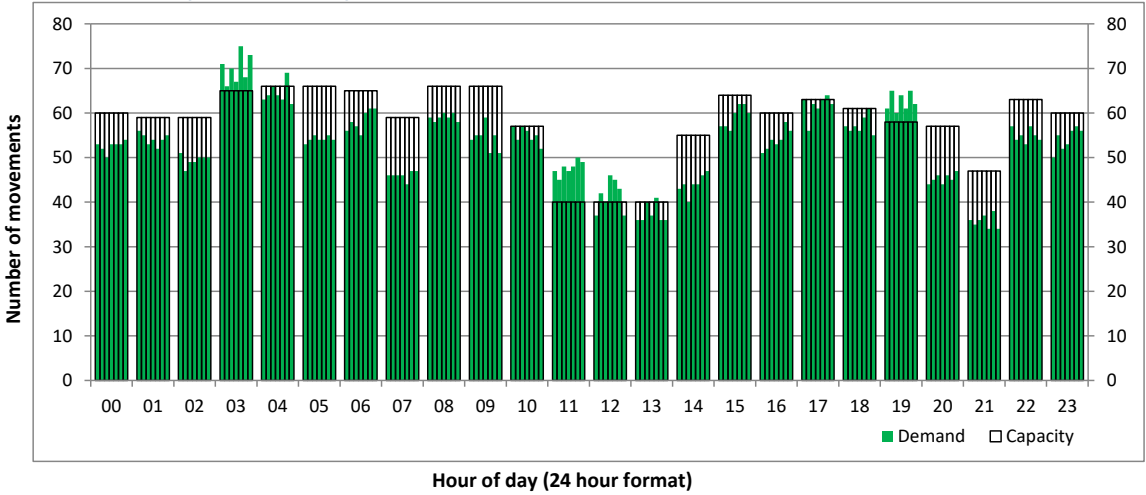
Hourly Departure Demand

Time: UTC



Combined Hourly Arrival & Departure (Total) Demand

Time: UTC



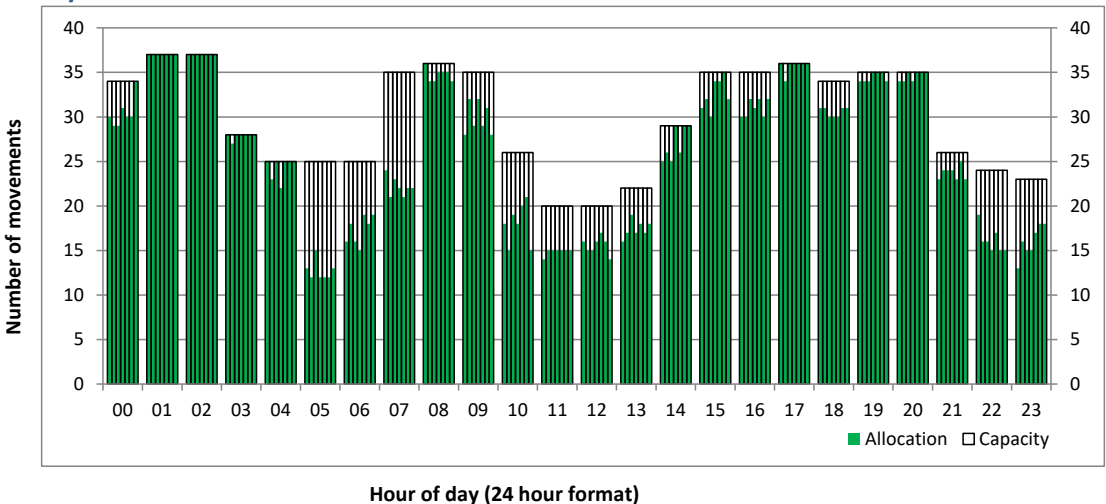
Peak Week - Hourly Runway Allocation

Schedule: W20 Init Coord



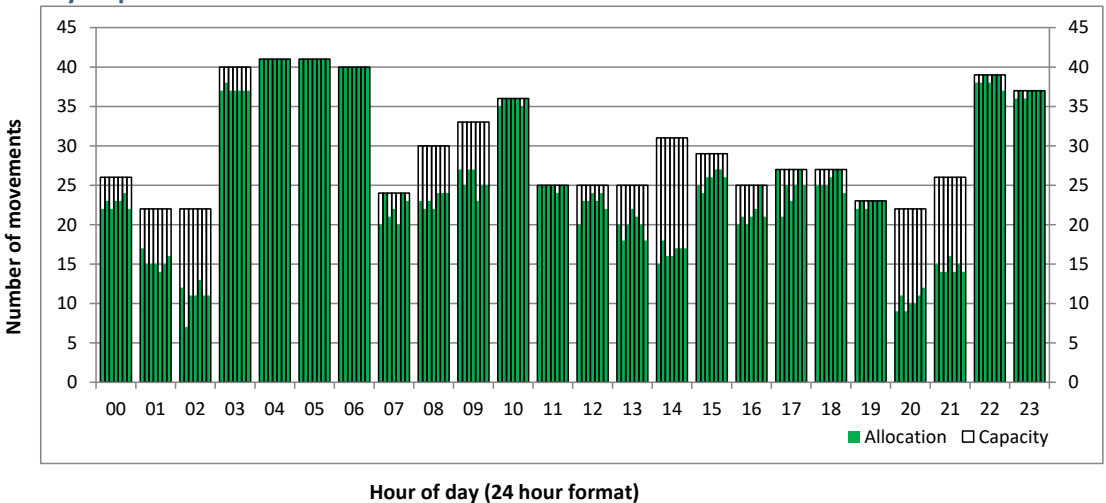
Hourly Arrival Allocation

Time: UTC



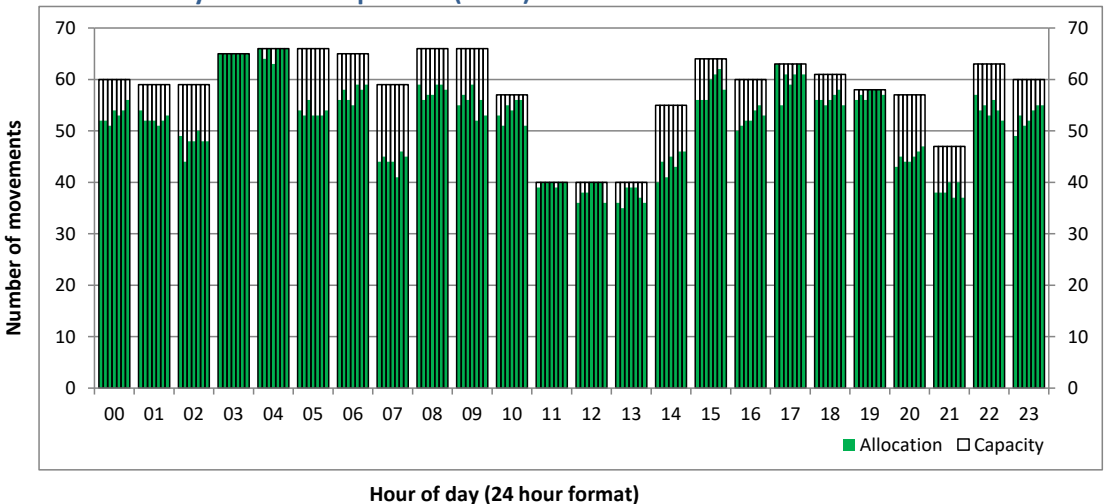
Hourly Departure Allocation

Time: UTC



Combined Hourly Arrival & Departure (Total) Allocation

Time: UTC



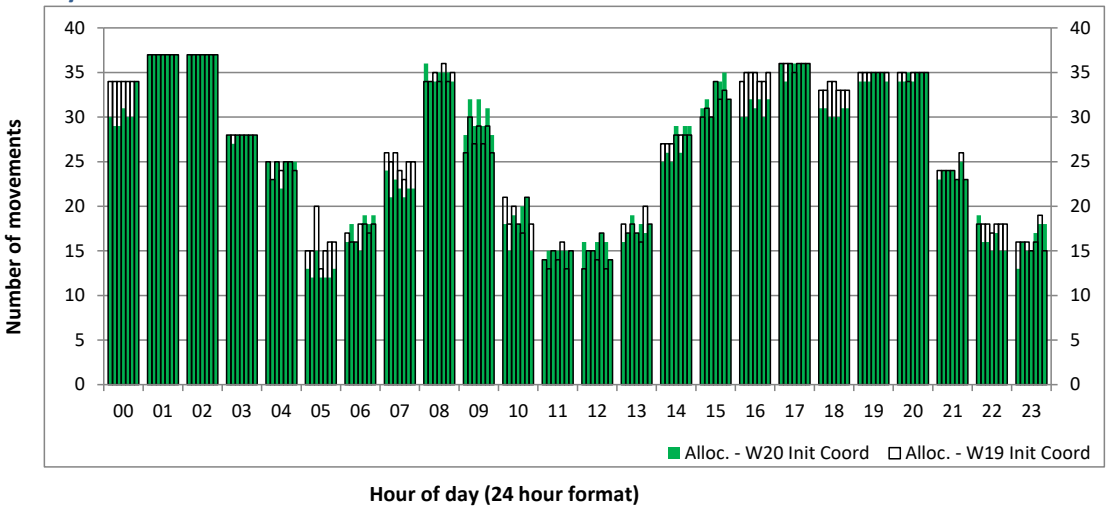
Peak Week - Runway Allocation Comparison

Comparison of W20 Init Coord vs. W19 Init Coord



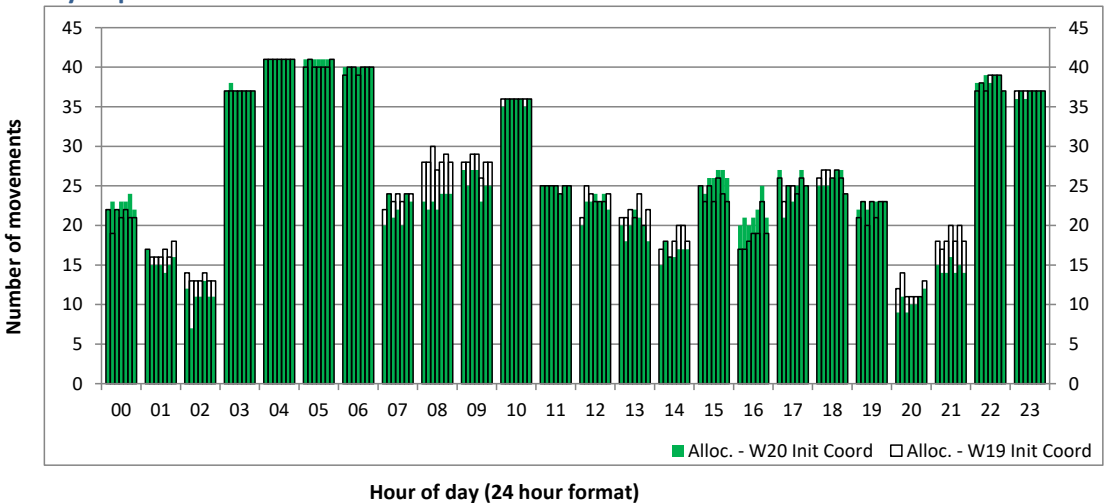
Hourly Arrival Allocation

Time: UTC



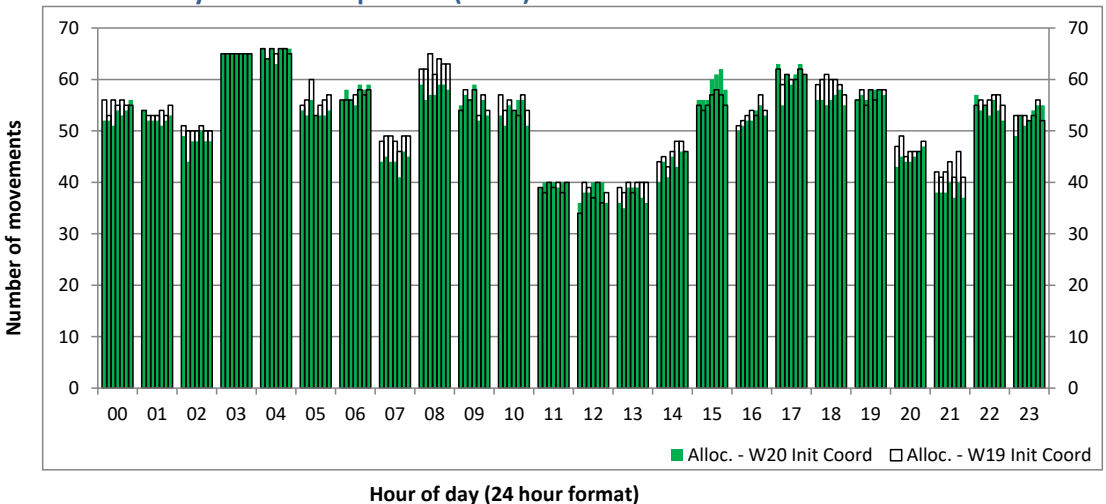
Hourly Departure Allocation

Time: UTC



Combined Hourly Arrival & Departure (Total) Allocation

Time: UTC



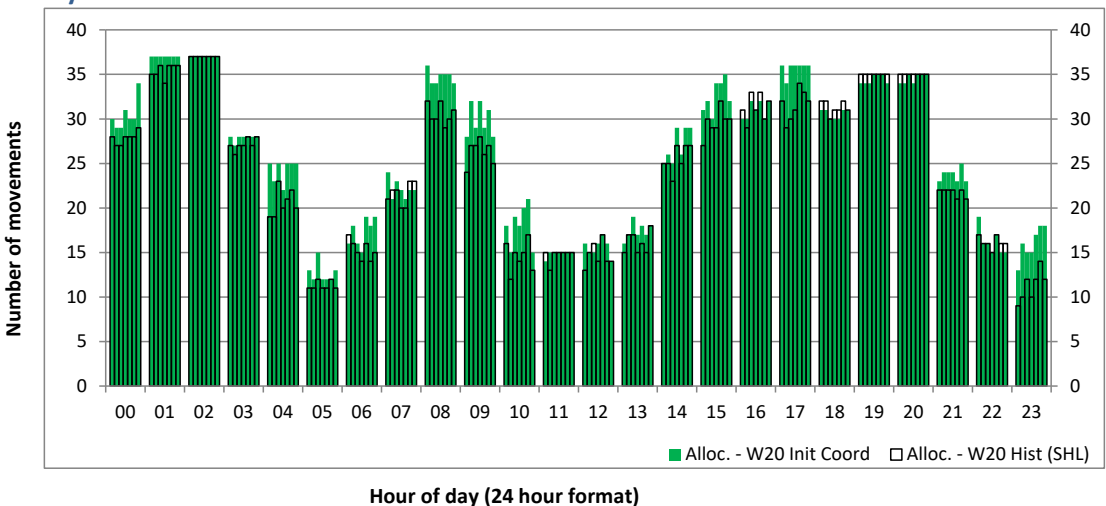
Peak Week - Runway Allocation Comparison

Comparison of W20 Init Coord vs. W20 Hist (SHL)



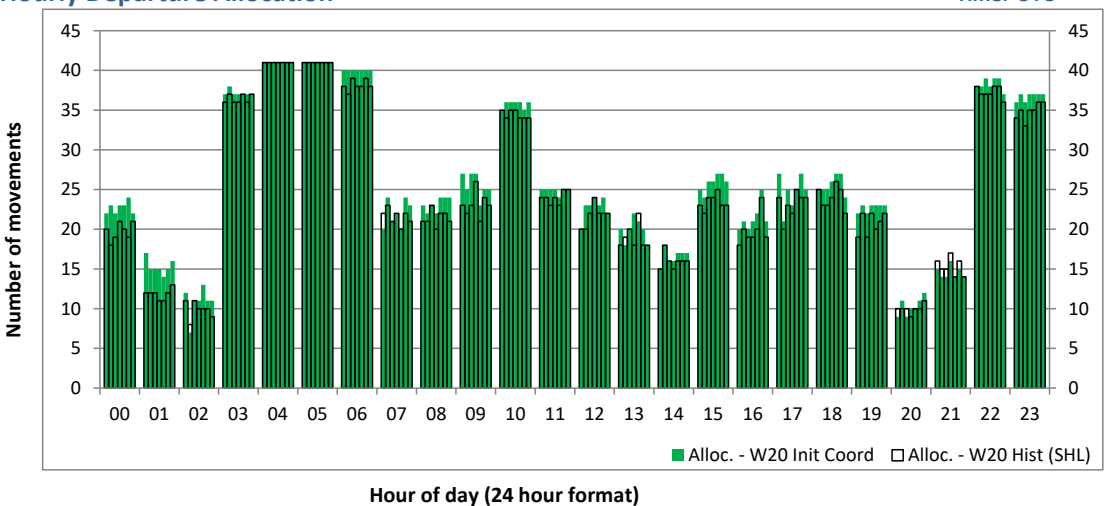
Hourly Arrival Allocation

Time: UTC



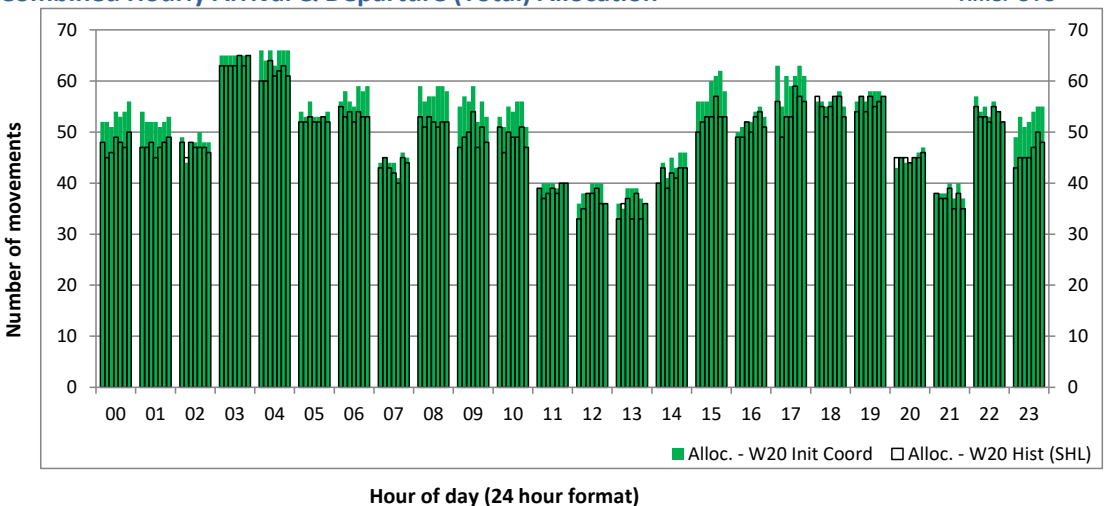
Hourly Departure Allocation

Time: UTC



Combined Hourly Arrival & Departure (Total) Allocation

Time: UTC



Peak Week - Movements Histogram

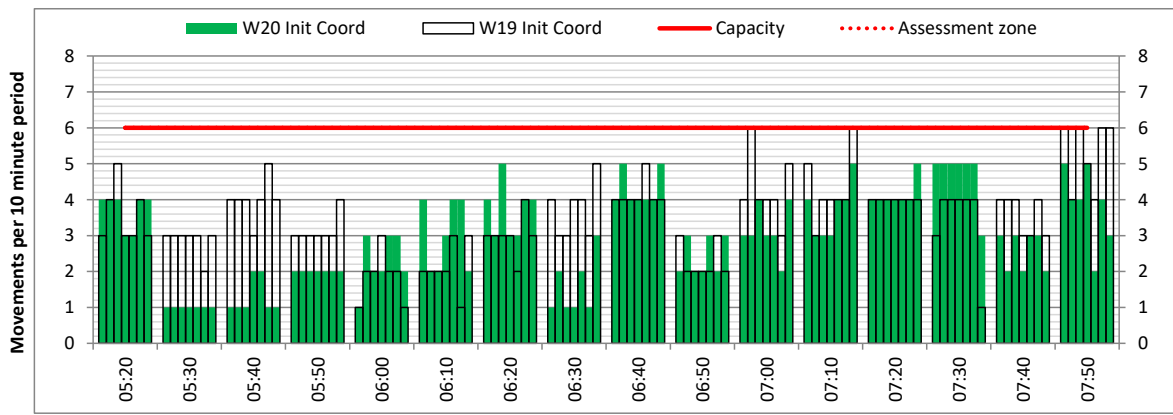
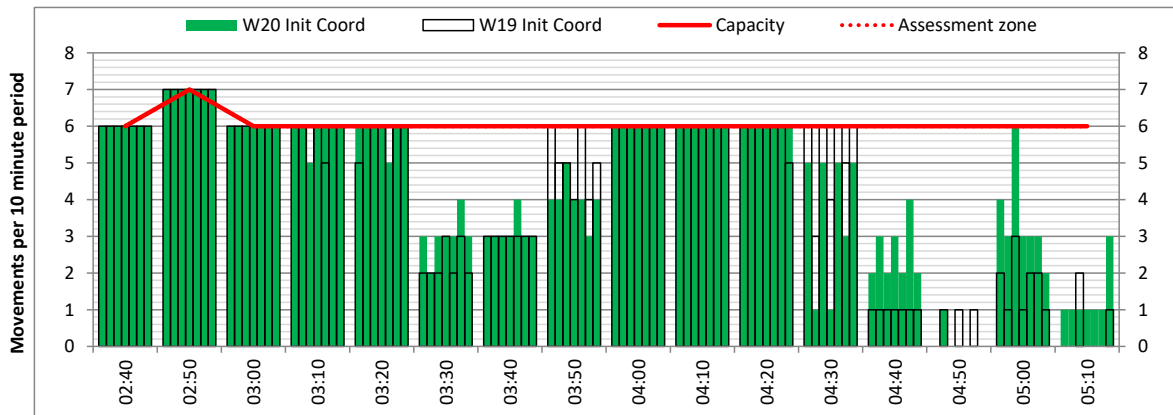
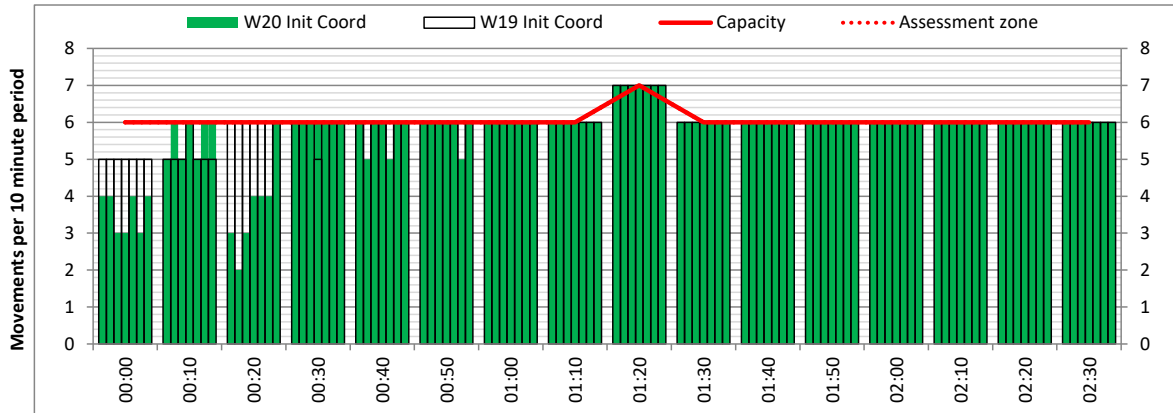
ARRIVAL - 10 minute count rolling every 10 mins (R10)



All Terminals

Operators: All Operators

Days: 1234567



Peak Week - Movements Histogram

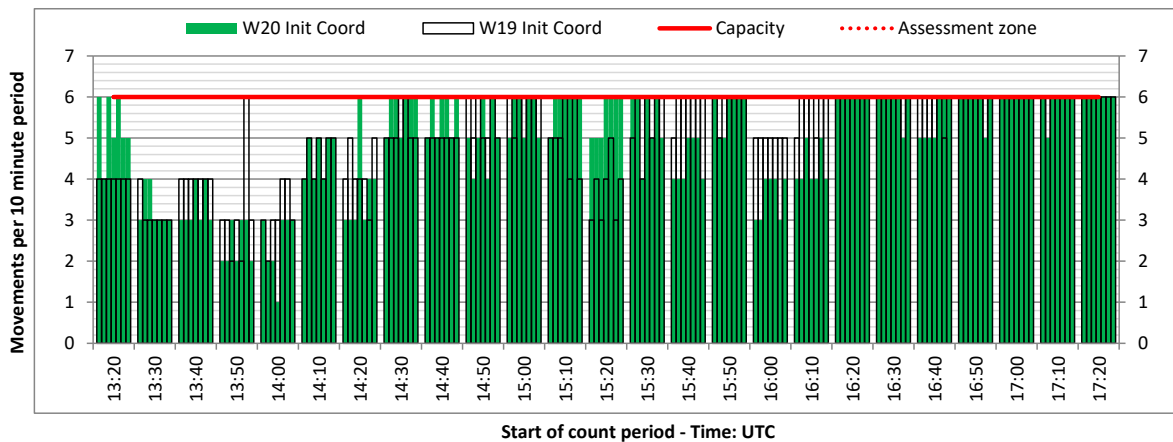
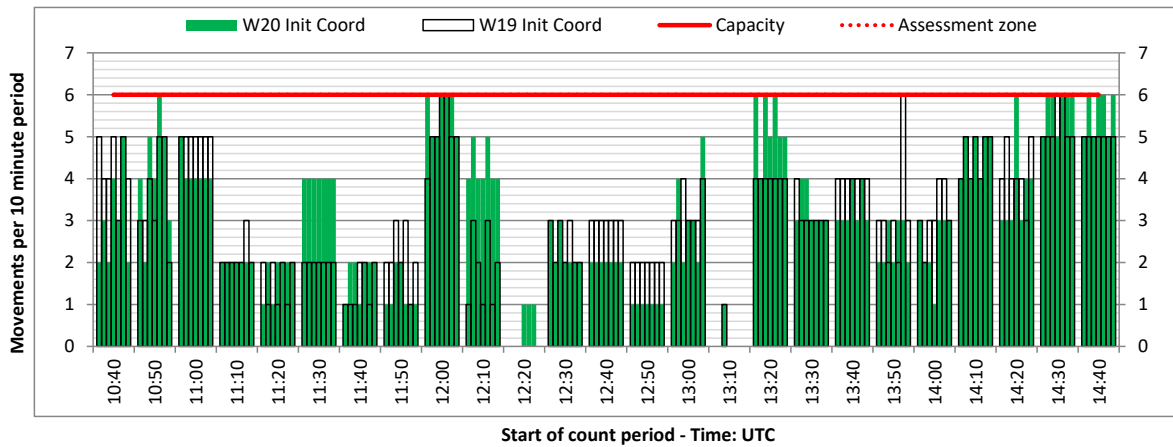
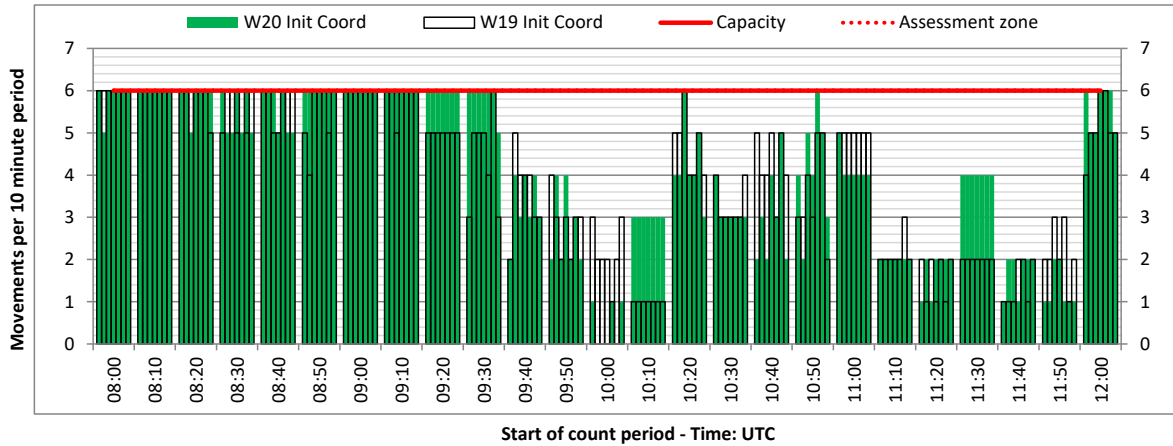
ARRIVAL - 10 minute count rolling every 10 mins (R10)



All Terminals

Operators: All Operators

Days: 1234567



Peak Week - Movements Histogram

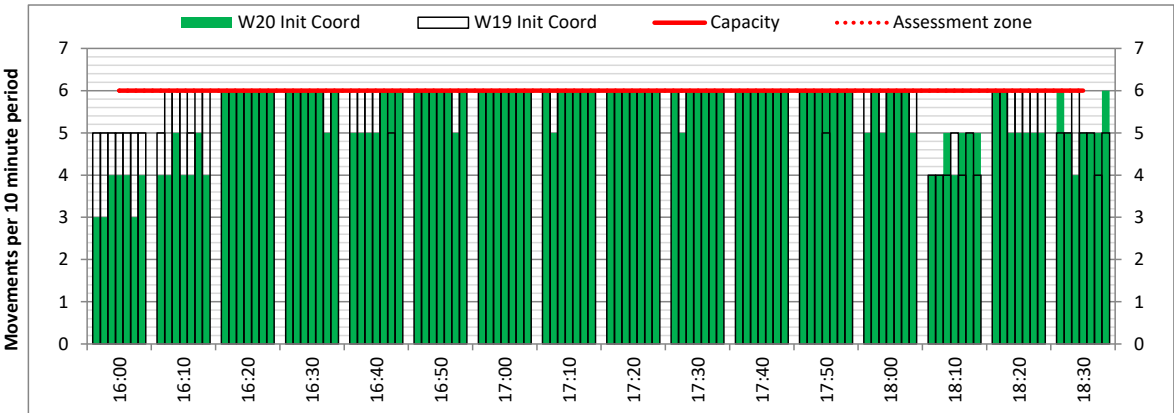
ARRIVAL - 10 minute count rolling every 10 mins (R10)



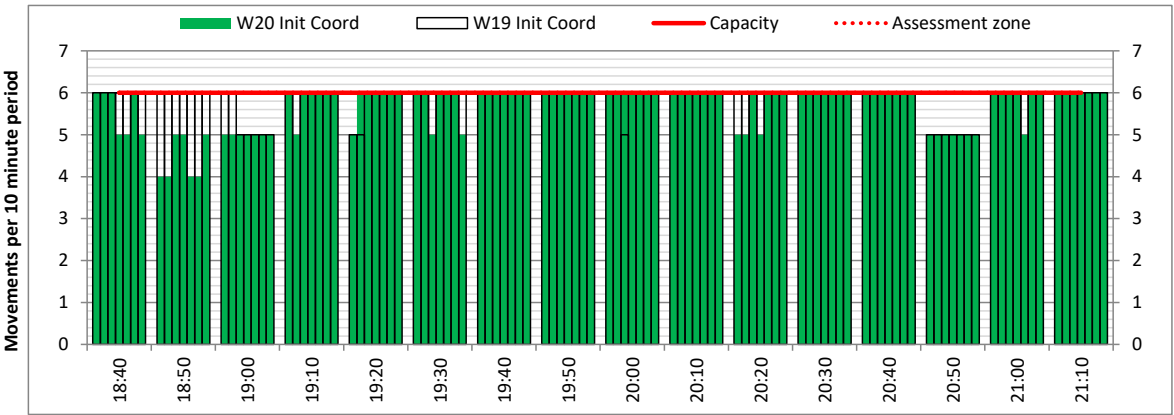
All Terminals

Operators: All Operators

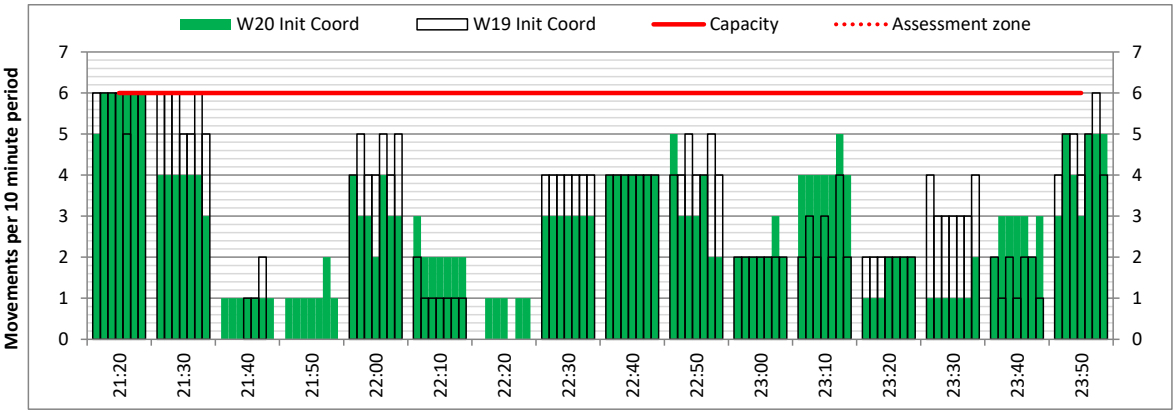
Days: 1234567



Start of count period - Time: UTC



Start of count period - Time: UTC



Start of count period - Time: UTC

Peak Week - Movements Histogram

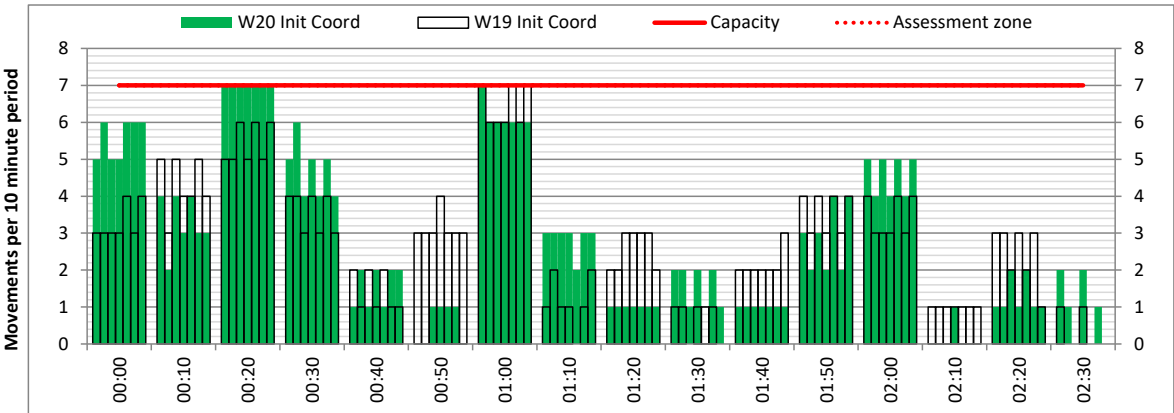
DEPARTURE - 10 minute count rolling every 10 mins (R10)



All Terminals

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 - Movements Histogram

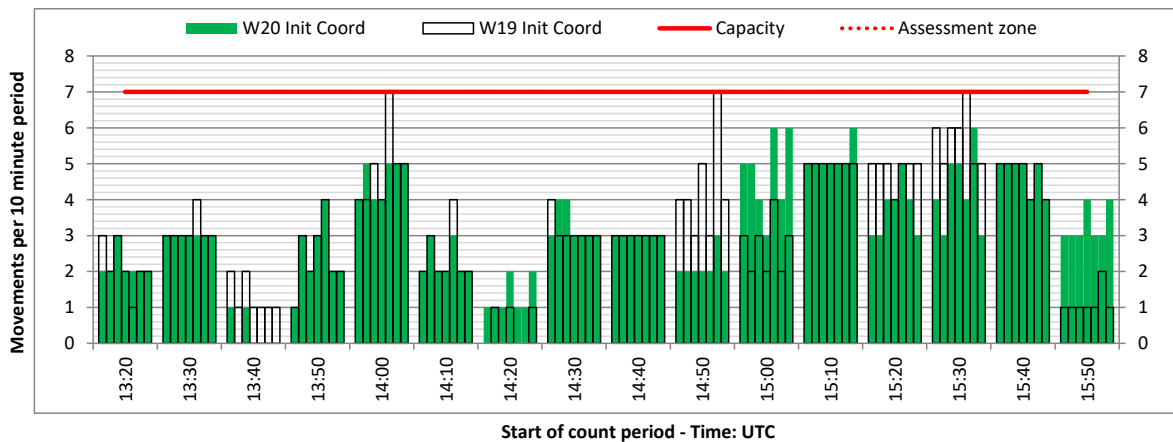
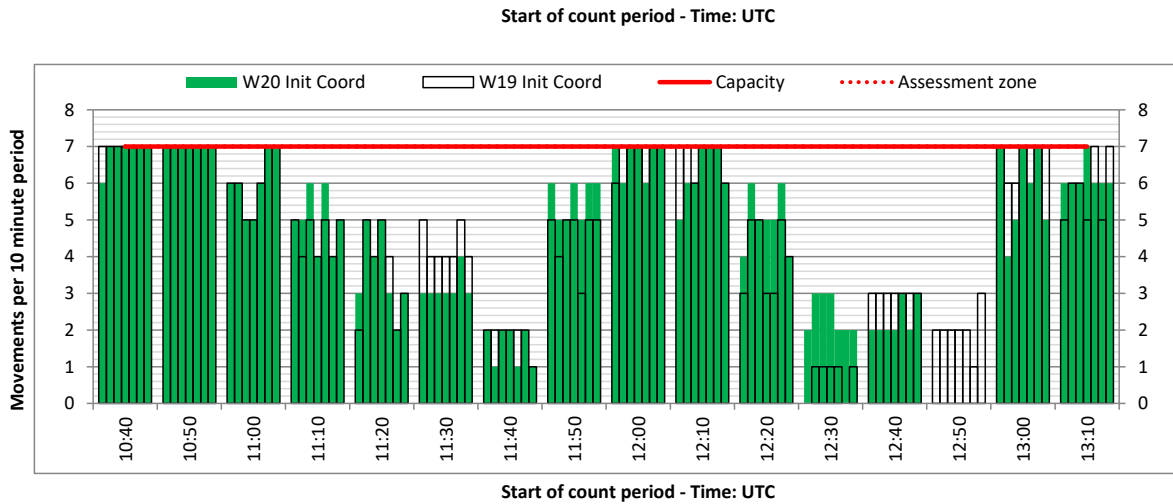
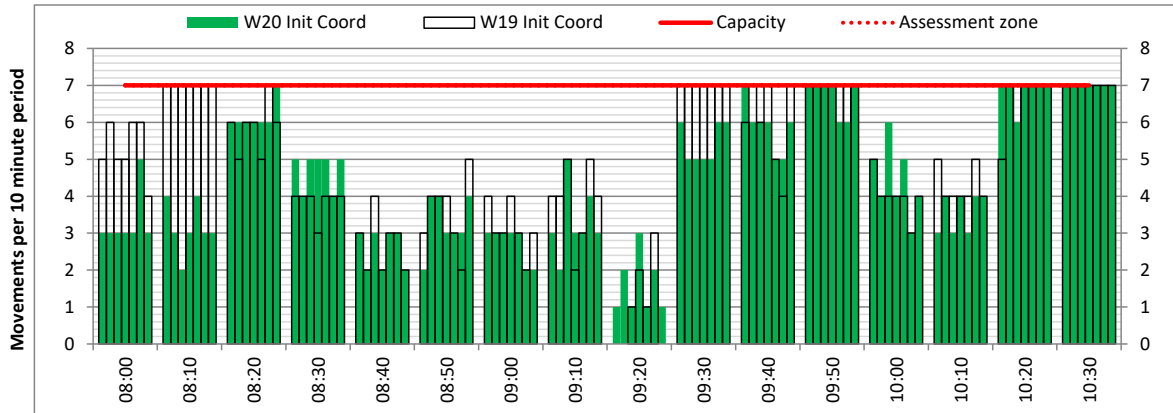
DEPARTURE - 10 minute count rolling every 10 mins (R10)



All Terminals

Operators: All Operators

Days: 1234567



Peak Week - Movements Histogram

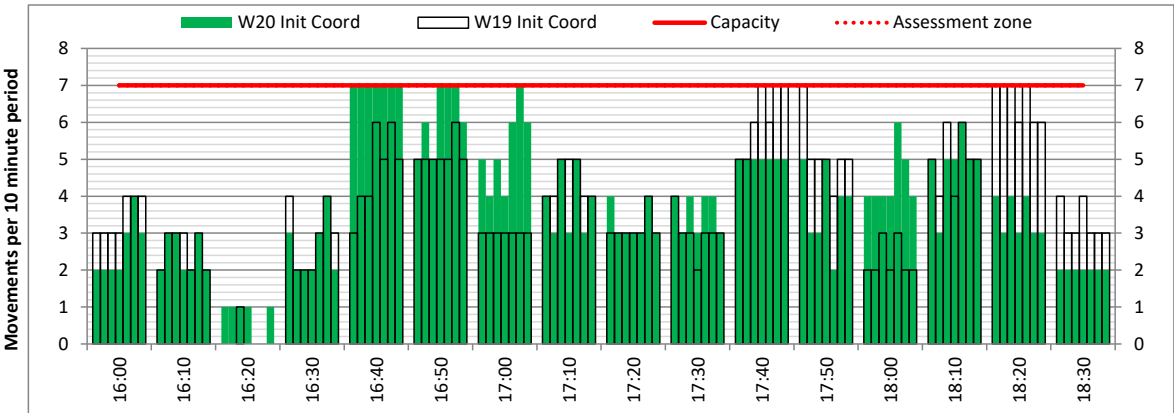
DEPARTURE - 10 minute count rolling every 10 mins (R10)



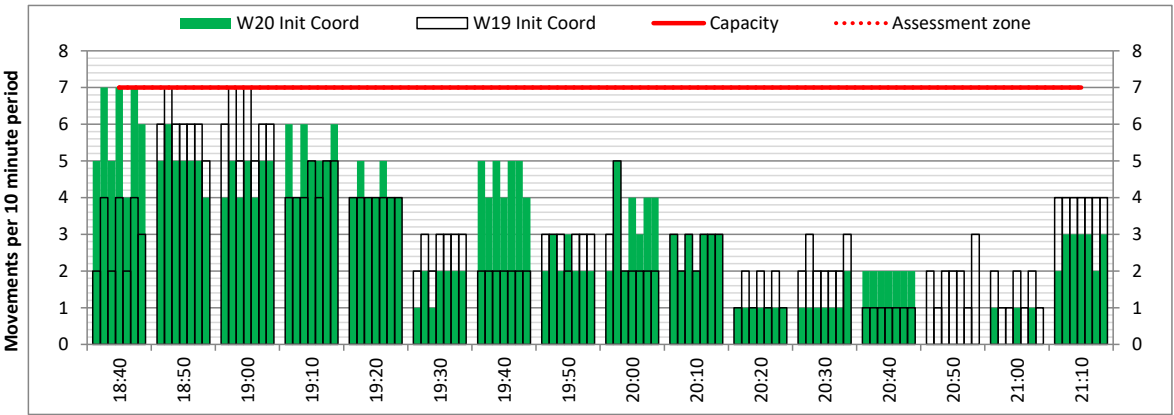
All Terminals

Operators: All Operators

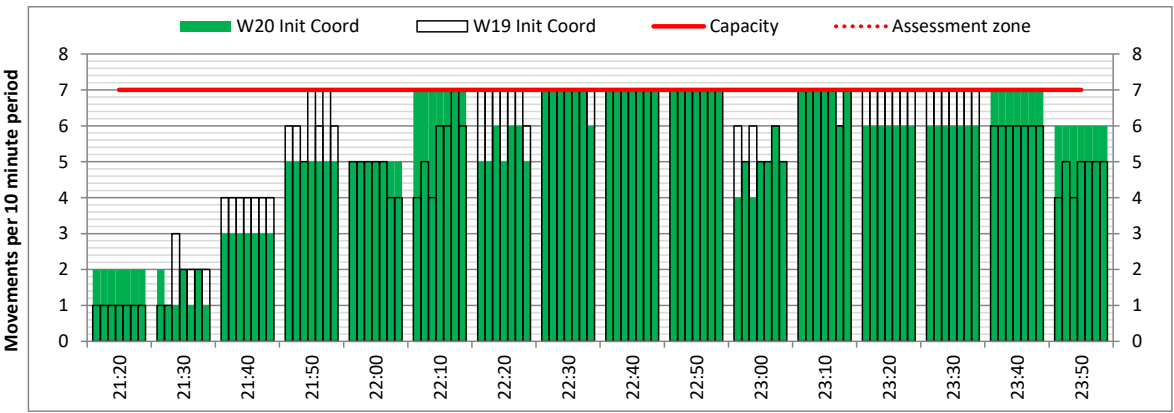
Days: 1234567



Start of count period - Time: UTC



Start of count period - Time: UTC



Start of count period - Time: UTC

Peak Week - Passengers Histogram

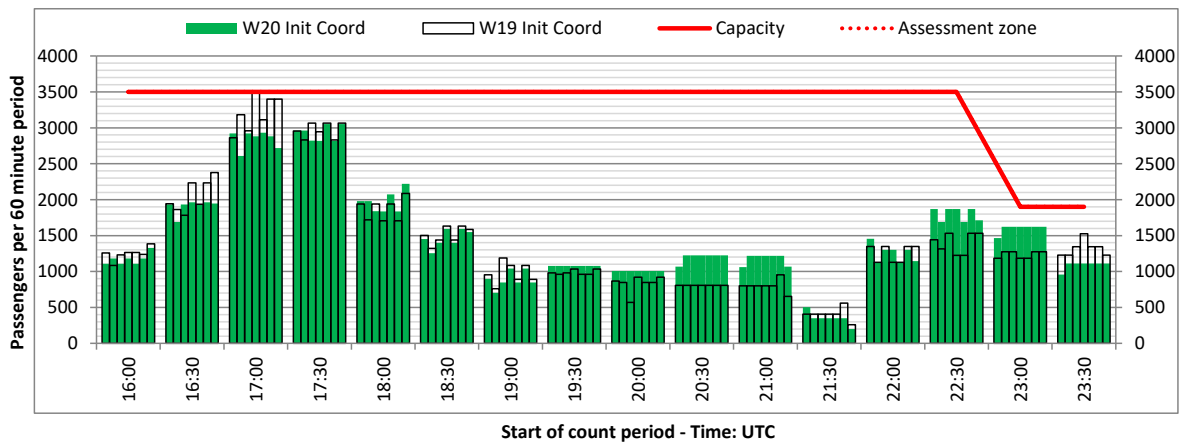
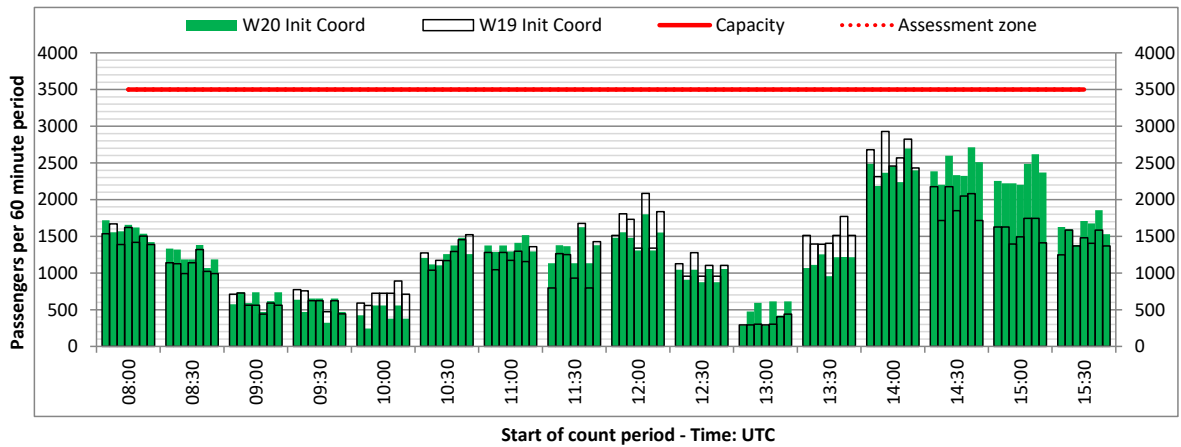
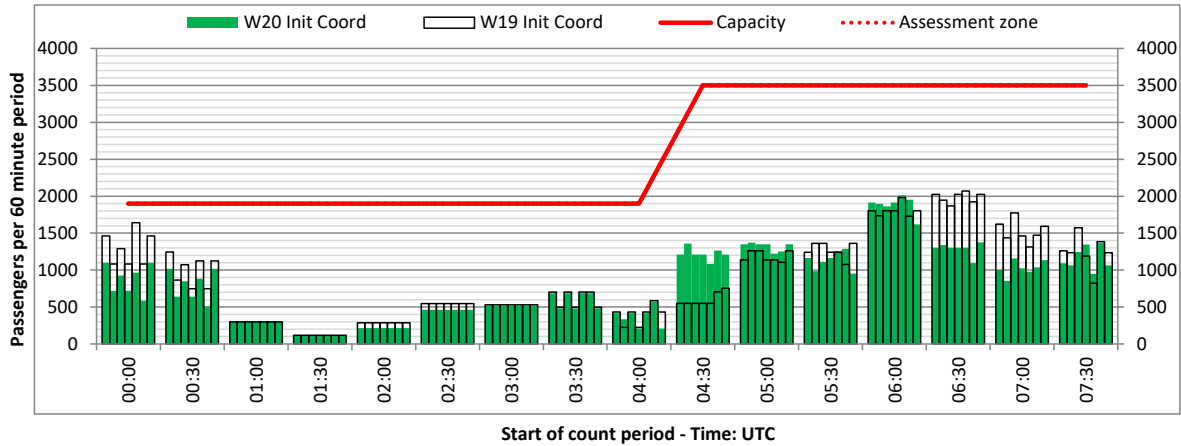
ARRIVAL - 60 minute count rolling every 30 mins (T60/30)



Terminal 1

Operators: All Operators

Days: 1234567



Peak Week - Passengers Histogram

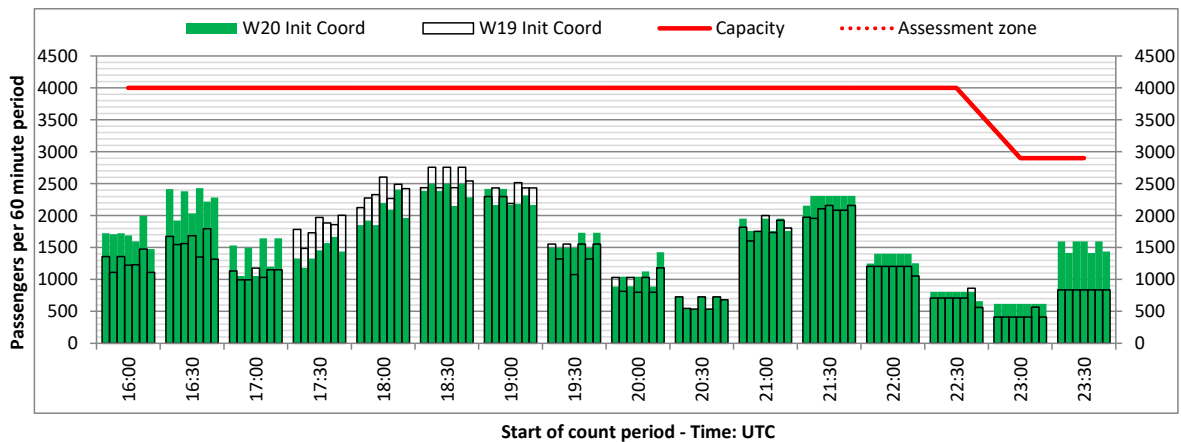
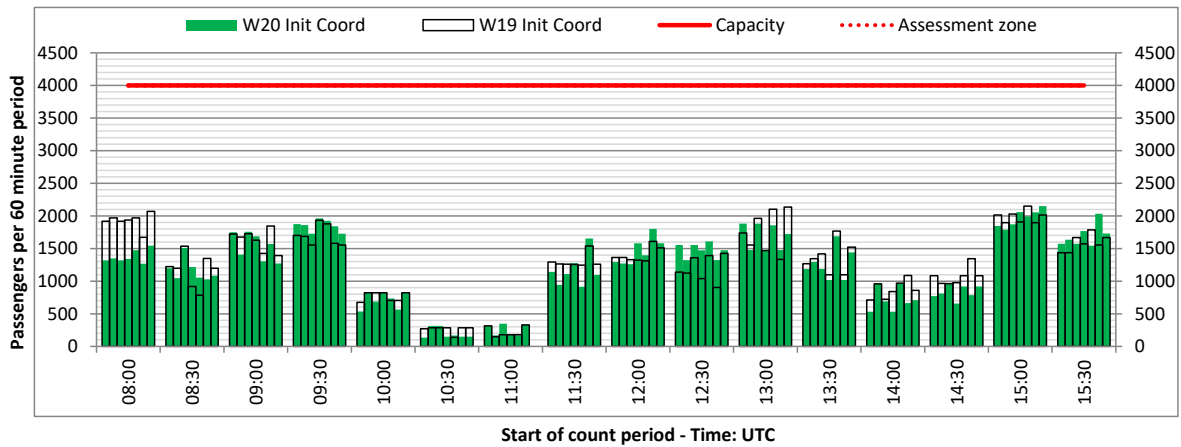
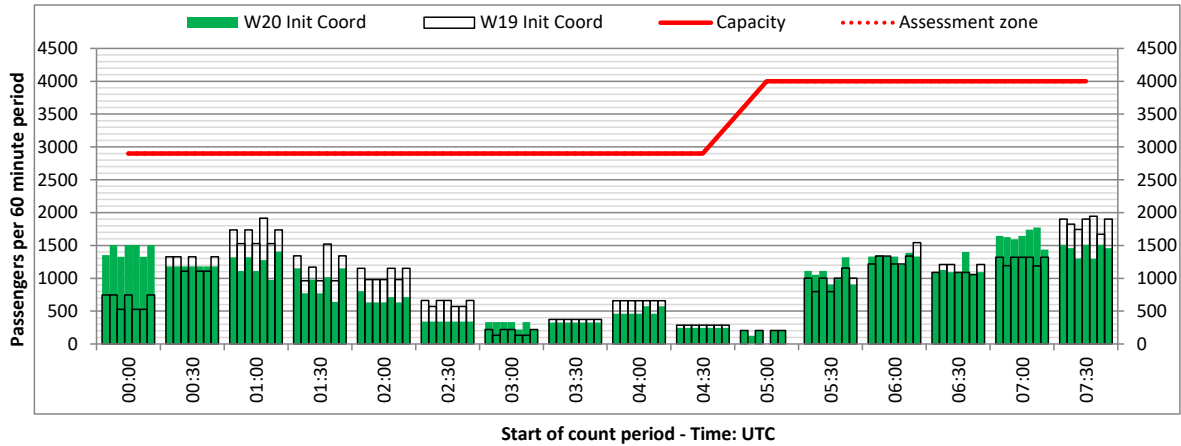
DEPARTURE - 60 minute count rolling every 30 mins (T60/30)



Terminal 1

Operators: All Operators

Days: 1234567



Peak Week - Passengers Histogram

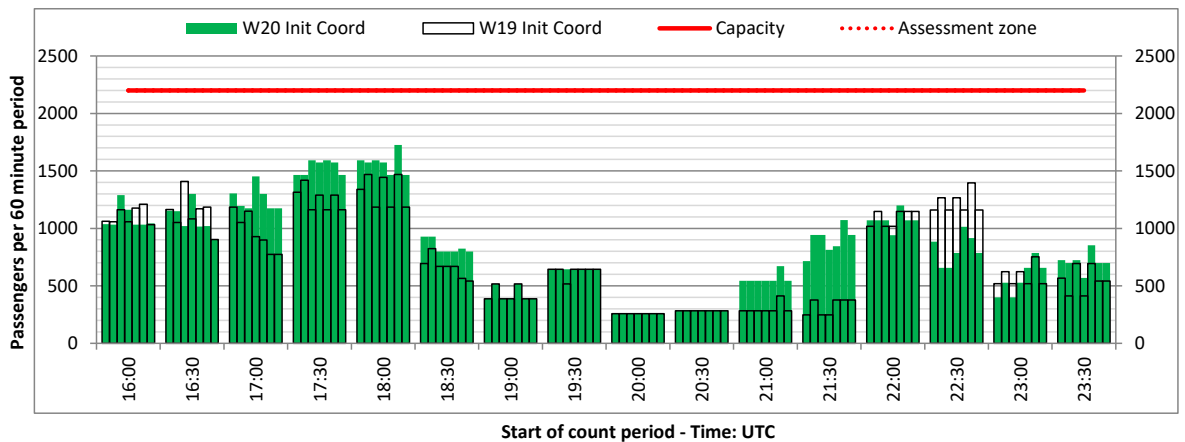
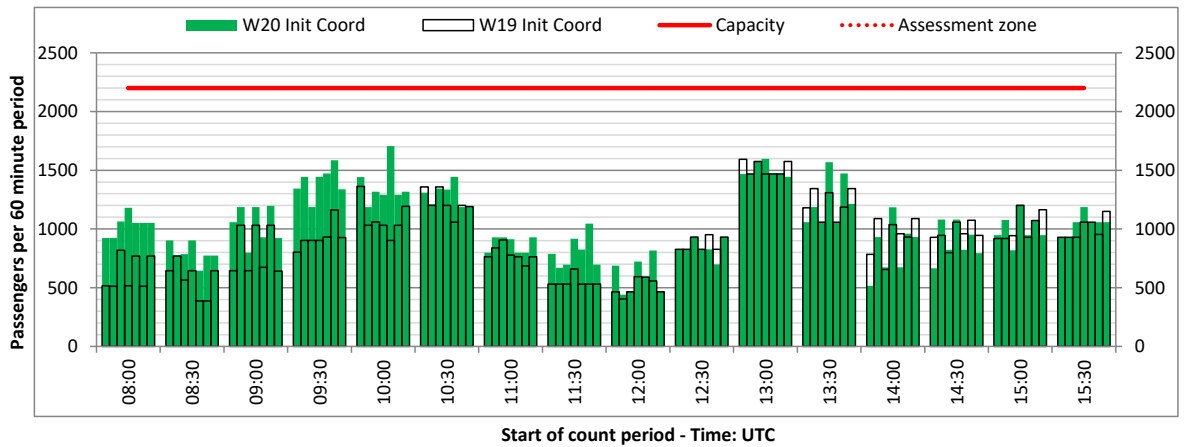
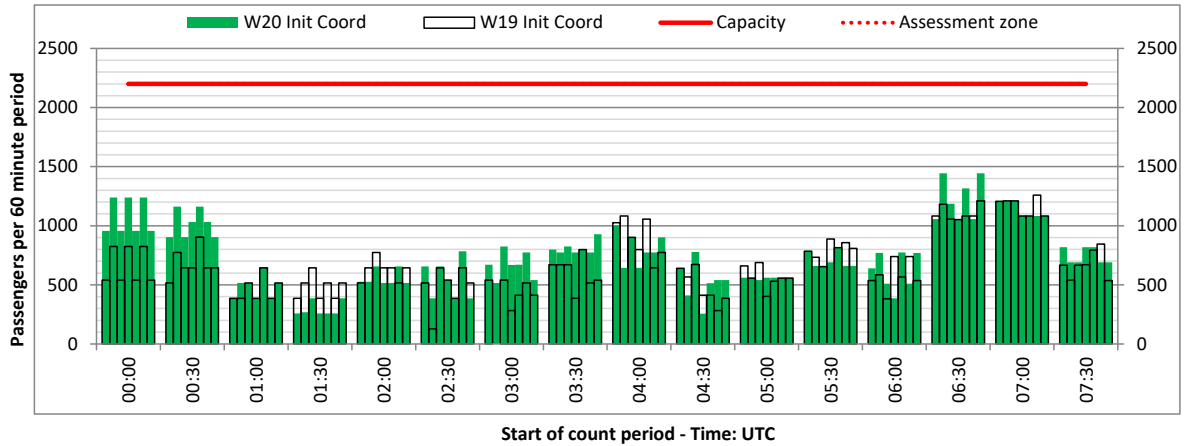
ARRIVAL - 60 minute count rolling every 30 mins (T60/30)



Terminal 2

Operators: All Operators

Days: 1234567



Peak Week - Passengers Histogram

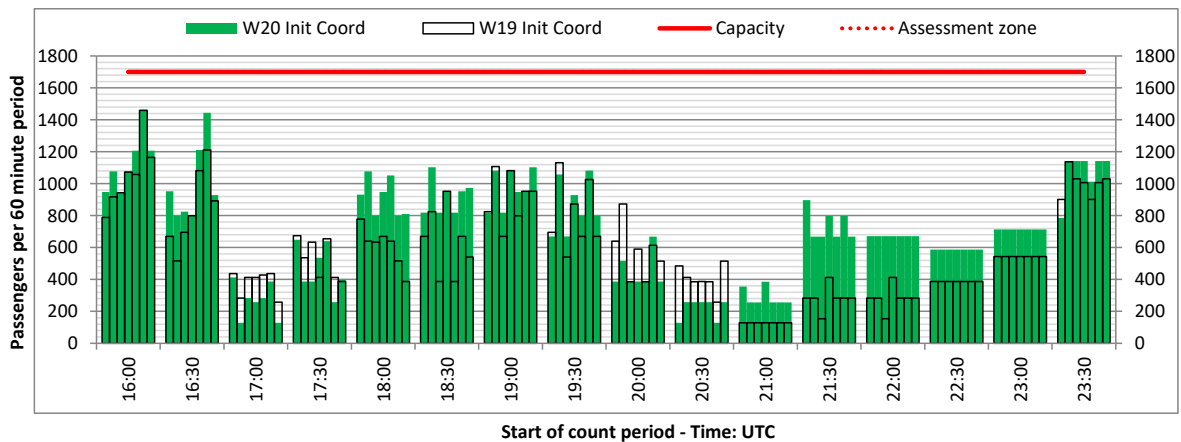
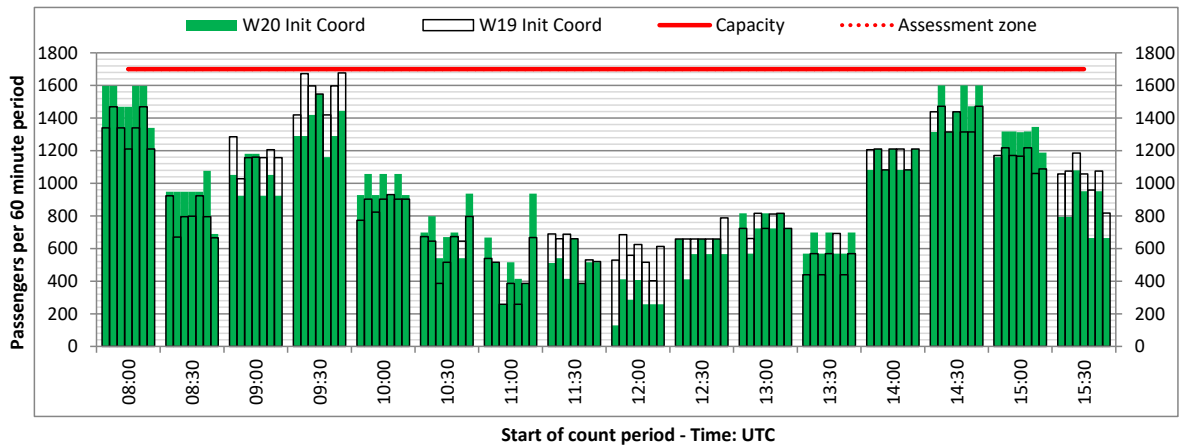
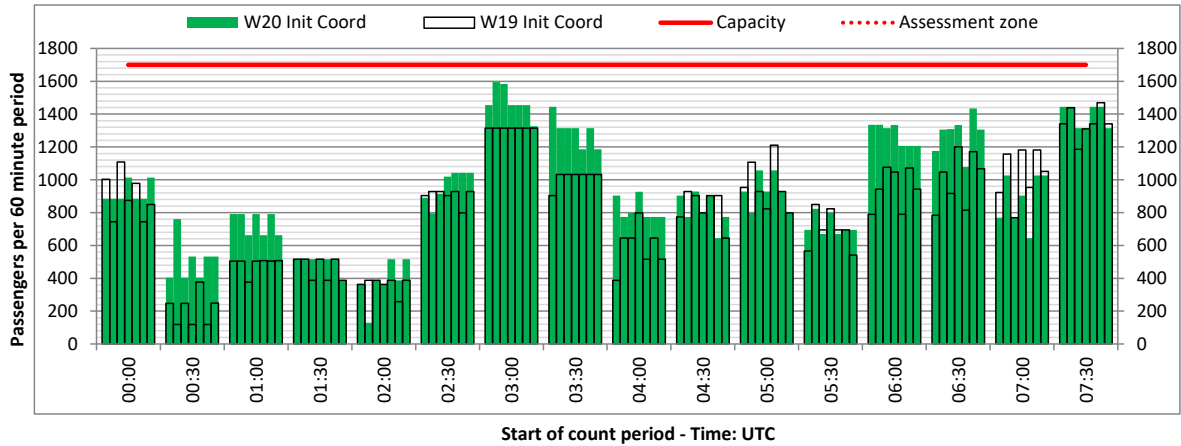
DEPARTURE - 60 minute count rolling every 30 mins (T60/30)



Terminal 2

Operators: All Operators

Days: 1234567



Peak Week - Passengers Histogram

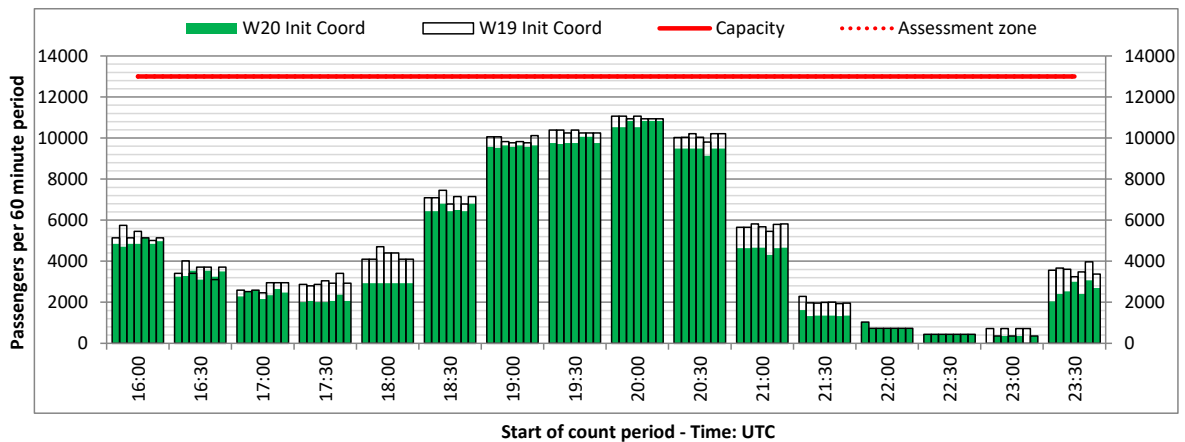
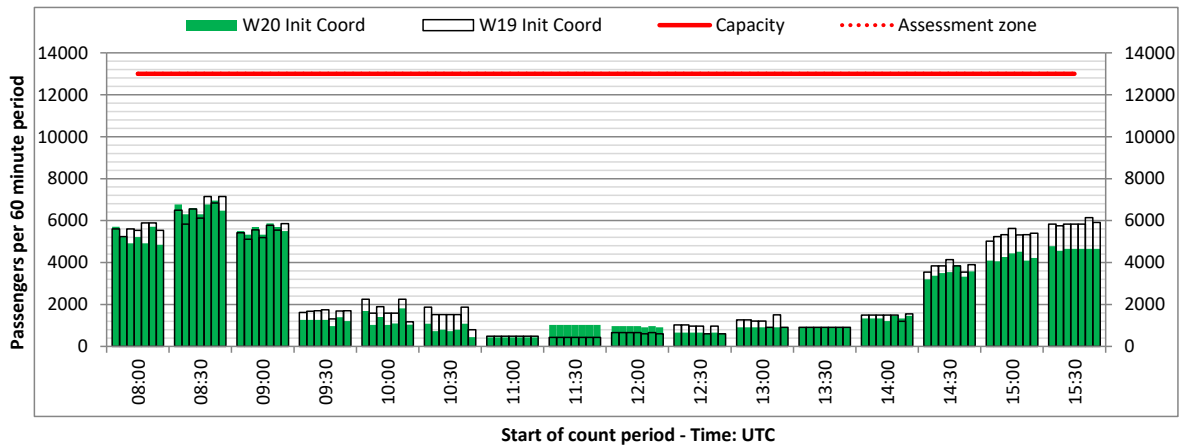
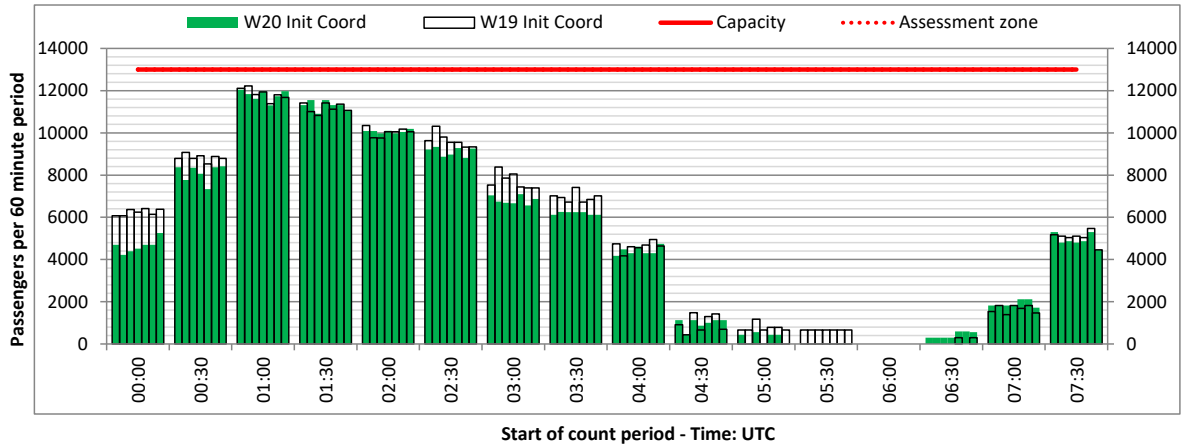
ARRIVAL - 60 minute count rolling every 30 mins (T60/30)



Terminal 3

Operators: All Operators

Days: 1234567



Peak Week - Passengers Histogram

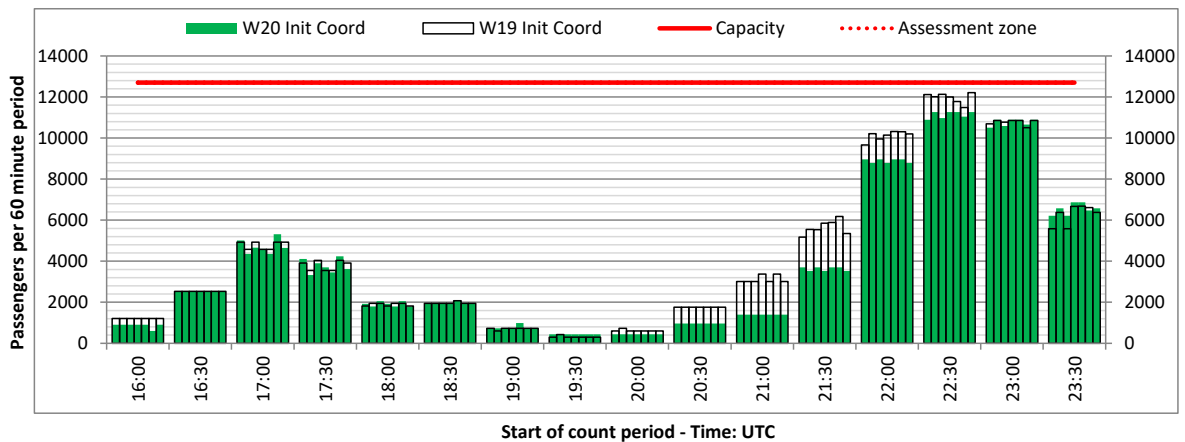
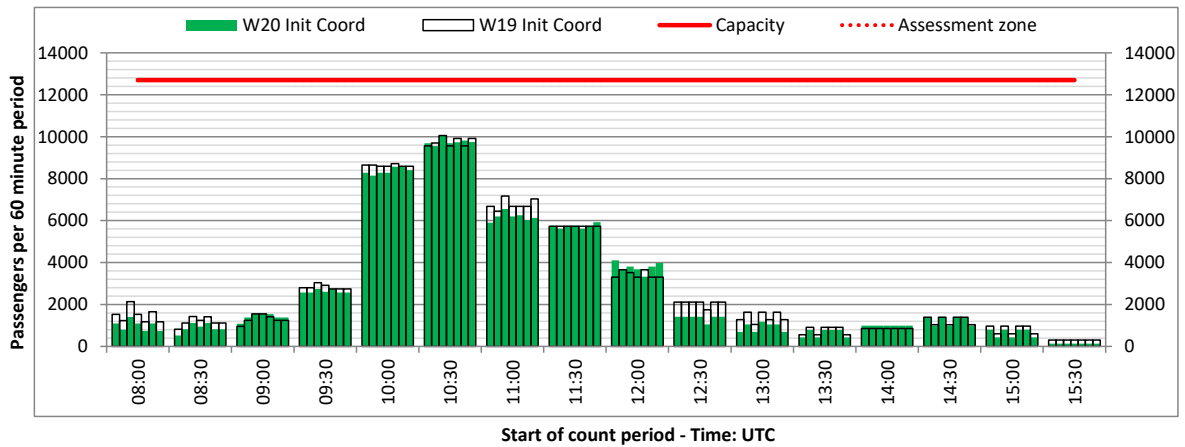
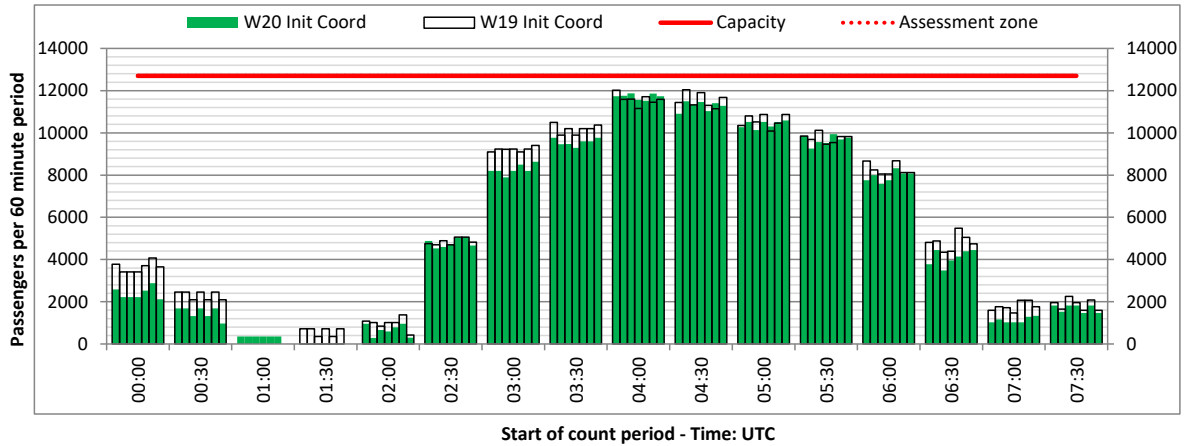
DEPARTURE - 60 minute count rolling every 30 mins (T60/30)



Terminal 3

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%	100%	100%	60%	76%	69%	100%	91%	81%	75%	85%	86%	100%	100%	91%	100%	91%	100%	100%	96%	79%	78%
Departures																								
Max. Departure	92%	77%	59%	95%	100%	100%	100%	100%	80%	82%	100%	100%	96%	88%	58%	93%	100%	100%	100%	100%	55%	62%	100%	100%
Totals																								
Max. Total	93%	92%	85%	100%	100%	85%	91%	78%	89%	89%	98%	100%	100%	98%	84%	97%	92%	100%	95%	100%	82%	85%	90%	92%

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	89%	100%	100%	99%	97%	51%	69%	63%	96%	85%	69%	74%	78%	79%	93%	93%	89%	99%	90%	98%	99%	91%	67%	70%
Departures																								
Average Departure	87%	69%	49%	93%	100%	100%	100%	92%	77%	77%	99%	99%	91%	79%	53%	89%	86%	92%	95%	99%	47%	56%	98%	99%
Totals																								
Average Total	89%	89%	81%	100%	99%	81%	88%	75%	88%	84%	94%	99%	96%	93%	79%	91%	87%	96%	92%	99%	79%	81%	86%	88%

Primary Constraints by Terminal - Peak Week



Arrival/Departure	OK	R60	R10	GA	GRD	AA	T60	T120	T180	Grand Total
A	4003	77	209		49	1				4339
D	4077	68	95	4	59		7	17	2	4329
Grand Total	8080	145	304	4	108	1	7	17	2	8668

Percentage	OK	R60	R10	GA	GRD	AA	T60	T120	T180	Grand Total
A	92.3%	1.8%	4.8%	0.0%	1.1%	0.0%	0.0%	0.0%	0.0%	100.0%
D	94.2%	1.6%	2.2%	0.1%	1.4%	0.0%	0.2%	0.4%	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	104	67	43	26	29	59	133	121	127	95	45	53	105	85	137	180	121	158	158	109	69	92	91	90	2297
OK	90	66	38	22	23	51	125	121	125	87	39	53	101	78	130	173	104	135	146	107	61	72	85	83	2115
R10	9			4	4		7		2	6					7	11	9					7		7	73
GRD		1	5			8				2	6			7			6	7	7	2		6			57
R60	5				2		1						4		7			7	5		8	7	6		52

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	99	65	51	113	87	77	101	107	135	110	125	74	44	116	103	119	118	81	131	73	38	44	84	65	2160
OK	96	60	32	107	77	63	87	106	122	71	104	73	43	116	102	110	102	68	122	73	36	30	77	65	1942
R10	3	5	9	5	2	5	7		9	23		1				9	11				1	7			106
GRD				1		9				14	1				1		7	2	7						42
R60			9		7			1			13								2		1	7			40
T120					1		7				1		1										7		17
T60									1		6														7
GA									3	1															4
T180			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	159	225	237	315	338	237	158	68	130	156	192	146	102	54	64	104	128	178	104	212	207	132	201	206	4053
OK	150	216	221	286	312	224	149	65	123	148	189	146	98	53	63	99	124	171	103	210	207	132	200	206	3895
R10		9	9	28	17	8	5		7	8	1		2		1	5	3	6	1	1			1		112
R60	9		7	1	9	5	4	3			2		2	1			1	1		1					46

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	10	9	4	1	3	3	9	13	12	26	14	5	17	6	1			6		6			5	8	158
OK	7	8	2	1	3	1	9	6	11	18	11	5	16	4	1			6		6			5	8	128
R10	3	1	1					2	1	4			1												13
GRD			1					4		1	3														9
R60						1		1		3				2											7
AA						1																			1

Runway Reason Code	
R60	60 Min Runway Availability
R30	30 Min Runway Availability
R10	10 Min Runway Availability

Other Reason Code	
AA	Apron Capacity
GRA	Arr Affected by Dep
GRD	Arr Affected by Dep
GA	Gate capacity

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	14	121	48	65	24	5		15	17	29	7		4			35	33	7	21	77	98	14	11	1	646
Emirates	14	121	48	64	24	4		14	16	28	7					35	33	7	21	77	98	14	7		632
1	2	18	7	9	3	1		2	3	4	1					5	5	1	3	11	14	2	1		92
2	2	17	7	9	4			2	2	4	1					5	4	1	3	11	14	2	1		89
3	2	17	7	9	3	1		2	2	4	1					5	5	1	3	11	14	2	1		90
4	2	17	7	9	4			2	2	4	1					5	5	1	3	11	14	2	1		90
5	2	17	6	10	3	1		2	2	4	1					5	4	1	3	11	14	2	1		89
6	2	17	7	9	3	1		2	3	4	1					5	5	1	3	11	14	2	1		91
7	2	18	7	9	4			2	2	4	1					5	5	1	3	11	14	2	1		91
UPS				1		1		1	1	1			4										4	1	14
1									1																1
2													1										1		2
3													1										1		2
4													1										1		2
5													1										1		2
6										1														1	2
7				1		1		1																1	3
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	4	1		56	105	64	63	1	7	1	55	36	28	4	7			14	14		7		56	98	621
Emirates				56	105	63	63		7	1	54	35	28		7			14	14		7		56	98	607
1				8	15	9	9		1		8	5	4		1			2	2		1		8	14	87
2				8	15	9	9		1		7	5	4		1			2	2		1		8	14	86
3				8	15	9	9		1		8	5	4		1			2	2		1		8	14	87
4				8	15	9			1		8	5	4		1			2	2		1		8	14	87
5				8	15	9	9		1		7	5	4		1			2	2		1		8	14	86
6				8	15	9	9		1		8	5	4		1			2	2		1		8	14	87
7				8	15	9	9		1		8	5	4		1			2	2		1		8	14	87
UPS	4	1				1		1		1	1	1		4											14
1											1														1
2														1											1
3	1													1											2
4	1													1											2
5	1													1											2
6	1											1													2
7		1				1		1		1															4
Grand Total	18	122	48	121	129	69	63	16	24	30	62	36	32	4	7	35	33	21	35	77	105	14	67	99	1267

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



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

UTC	1	2	3	4	5	6	7
800	0	1	0	0	0	0	0
810	0	0	0	0	0	0	0
820	0	0	1	0	0	0	0
830	0	1	1	0	1	0	1
840	0	0	0	1	0	1	1
850	0	0	0	0	0	0	0
900	0	0	0	0	0	0	0
910	0	0	0	0	0	0	0
920	0	0	0	0	0	0	0
930	0	0	0	0	0	0	1
940	4	2	3	2	3	2	3
950	4	2	4	2	4	3	4
1000	4	6	2	3	1	1	5
1010	3	3	2	3	1	1	3
1020	2	2	0	2	1	1	3
1030	2	3	2	3	1	1	3
1040	4	3	2	2	1	1	4
1050	2	4	1	2	0	1	3
1100	1	0	0	0	1	0	0
1110	1	0	0	0	1	0	0
1120	1	0	0	0	1	0	0
1130	1	0	0	0	1	0	0
1140	1	0	0	0	1	0	0
1150	1	0	0	0	1	0	0
1200	0	1	1	0	0	0	1
1210	2	1	2	0	0	0	2
1220	4	2	2	0	0	0	4
1230	3	2	2	0	0	0	4
1240	4	2	2	0	0	0	4
1250	4	2	2	0	0	0	4
1300	4	2	1	1	1	3	1
1310	4	5	1	1	1	3	4
1320	0	2	0	1	0	1	1
1330	3	2	1	1	1	3	3
1340	3	3	1	1	1	2	3
1350	4	4	1	1	1	3	4
1400	3	3	4	0	3	0	0
1410	2	1	2	0	2	0	0
1420	3	3	3	0	3	0	0
1430	1	0	0	0	0	0	0
1440	1	0	1	0	0	0	0
1450	1	2	1	0	2	0	0
1500	1	0	0	1	0	0	1
1510	1	0	0	0	0	0	0
1520	1	1	1	0	0	0	0
1530	0	0	2	0	1	0	1
1540	2	2	2	1	1	0	2
1550	0	1	1	0	0	0	0

UTC	1	2	3	4	5	6	7
1600	3	3	2	2	2	3	2
1610	2	2	1	2	2	1	2
1620	0	0	0	0	0	0	0
1630	0	0	0	0	0	1	0
1640	1	1	1	1	0	0	0
1650	0	0	0	0	0	1	0
1700	0	0	0	0	0	0	0
1710	0	1	0	0	0	0	0
1720	0	0	0	0	0	0	0
1730	0	1	0	0	0	0	0
1740	0	0	0	0	0	0	0
1750	0	0	0	0	0	0	0
1800	1	0	1	0	0	0	1
1810	2	2	1	2	1	1	1
1820	0	0	1	1	1	1	1
1830	0	1	2	1	1	1	0
1840	0	0	0	1	1	0	1
1850	2	2	1	1	2	2	1
1900	1	1	1	0	0	0	1
1910	0	1	0	0	0	0	0
1920	1	0	0	0	0	0	0
1930	0	0	1	0	0	0	1
1940	0	0	0	0	0	0	0
1950	0	0	0	0	0	0	0
2000	0	0	0	0	0	0	0
2010	0	0	0	0	0	0	0
2020	1	1	0	1	0	0	0
2030	0	0	0	0	0	0	0
2040	0	0	0	0	0	0	0
2050	1	1	0	1	0	0	0
2100	0	0	0	0	1	0	0
2110	0	0	0	0	0	0	0
2120	1	0	0	0	0	0	0
2130	2	2	2	2	2	1	3
2140	3	2	2	2	3	1	3
2150	3	2	2	2	3	1	3
2200	2	3	3	4	2	3	3
2210	3	4	4	4	4	4	4
2220	5	5	5	5	6	5	5
2230	3	3	3	3	3	3	3
2240	2	2	2	2	2	2	2
2250	1	3	3	3	2	4	4
2300	4	4	4	4	4	3	4
2310	2	2	2	2	2	1	2
2320	5	5	5	4	4	4	4
2330	5	5	5	5	5	5	4
2340	4	3	3	3	3	4	3
2350	3	1	2	3	1	1	1

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

	DEPARTURES						
UTC	1	2	3	4	5	6	7
800	4	4	4	4	4	2	4
810	3	4	5	4	3	4	4
820	1	1	1	1	1	1	0
830	2	3	2	2	2	3	2
840	4	5	4	5	4	4	5
850	5	3	3	4	4	4	3
900	4	4	4	4	4	5	5
910	4	5	2	4	4	3	4
920	6	5	6	4	6	5	6
930	1	2	2	2	2	2	1
940	0	1	1	1	2	2	1
950	0	0	0	0	1	1	0
1000	1	0	0	0	0	1	0
1010	1	0	0	0	0	1	0
1020	0	0	0	0	0	0	0
1030	0	0	0	0	0	0	0
1040	1	0	0	0	0	0	0
1050	0	0	0	0	0	0	0
1100	0	0	0	0	1	0	0
1110	0	0	0	0	1	0	0
1120	0	0	0	0	1	0	0
1130	0	0	0	0	1	0	0
1140	0	0	0	0	1	0	0
1150	0	0	0	0	1	0	0
1200	0	1	0	0	0	0	0
1210	2	1	1	0	0	0	1
1220	3	1	2	0	0	0	3
1230	4	2	2	0	0	0	3
1240	4	2	2	0	0	0	3
1250	4	2	2	0	0	0	3
1300	0	3	1	0	1	0	2
1310	1	1	1	0	1	1	1
1320	4	5	1	1	1	3	4
1330	4	4	1	1	1	3	4
1340	4	5	1	1	1	3	4
1350	4	4	1	1	1	3	4
1400	3	2	3	3	2	2	2
1410	5	4	5	5	4	5	5
1420	6	6	6	5	6	6	5
1430	4	3	3	4	4	4	4
1440	4	4	4	4	4	4	4
1450	5	5	5	5	5	4	5
1500	2	2	3	3	1	2	1
1510	2	2	2	2	2	2	1
1520	4	4	3	3	2	2	3
1530	3	4	2	2	2	1	3
1540	2	2	2	2	2	2	3
1550	4	4	3	3	2	2	3

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

W19 Init Coord	W19 schedule as cleared on Mon 03-Jun-19.
W20 Hist (SHL)	W20 schedule as cleared on Tue 31-Mar-20.
W20 Init Coord	W20 schedule as cleared on Tue 02-Jun-20.
Peak Week	Peak week for W19 is Mon 30-Dec-19 to Sun 05-Jan-20. Peak week for W20 is Mon 21-Dec-20 to Sun 27-Dec-20.

For ACL use

	Airport-Season-Branch-Resource	From date	To date	Time
Full Season Rep 1	DXB-W19-SAL Premerge-Standard	Sun 27-Oct-2019	Sat 28-Mar-2020	UTC
Full Season Rep 2	DXB-W20-SHL-Standard	Sun 25-Oct-2020	Sat 27-Mar-2021	UTC
Full Season Rep 3	DXB-W20-SAL Premerge-Standard	Sun 25-Oct-2020	Sat 27-Mar-2021	UTC
	Airport-Season-Branch-Resource	From date	To date	Time
Peak Week Rep 1	DXB-W19-SAL Premerge-Standard	Mon 30-Dec-2019	Sun 05-Jan-2020	UTC
Peak Week Rep 2	DXB-W20-SHL-Standard	Mon 11-Jan-2021	Sun 17-Jan-2021	UTC
Peak Week Rep 3	DXB-W20-SAL Premerge-Standard	Mon 21-Dec-2020	Sun 27-Dec-2020	UTC