

Birmingham Airport (BHX)

Winter 2020/21 (W20)



Initial Coordination Report

Report Date: Wed 03-Jun-2020

Headlines

	W20 Init Coord	vs. W19 Init Coord	vs. W20 Hist (SHL)
Total Air Transport Movements (Passenger & Freight)	44,505	▼ -5.4%	▲ 16.7%
Total Passenger Air Transport Movements	43,725	▼ -5.1%	▲ 17.7%
Total Passenger Air Transport Movement Seats	6,497,564	▼ -2.1%	▲ 15.3%
Average Seats per Passenger Air Transport Movement	148.6	▲ 3.2%	▼ -2.1%
Percentage of allocated slots cleared as requested (OK)	97.9%		

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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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Coordinator's Report



Total demand	44,764	slots		
Total slots allocated	44,505	slots	99.42%	of total demand
Number of slots cleared OK	43,563	slots	97.88%	of total slots cleared

Slots adjusted (not OK) due to:

RUNWAY constraints	570	slots	60.5%	of total slots adjusted
TERMINAL constraints	43	slots	4.6%	of total slots adjusted
STAND constraints	-	slots	0.0%	of total slots adjusted
NIGHT constraints	-	slots	0.0%	of total slots adjusted
OTHER constraints	122	slots	13.0%	of total slots adjusted
ARR/DEP TURNAROUND feasibility	207	slots	22.0%	of total slots adjusted

Executive Summary

Total demand for the W20 scheduling season is 44,764 slots of which 44,505 slots have been allocated, 259 slots have not been allocated due to being ad-hoc. A decrease of 5.4% has been recorded since W19 initial coordination and a 16.7% increase from historic gains from W19.

The primary issue during coordination was the runway R15 subconstraint particularly in the 0845 period for departures, 1545 period for arrivals and 1730 period for arrivals and departures.

Runway Constraints

- 570 slots have been adjusted due to runway constraints, particularly the R15.

Terminal Constraints

- 43 slots have been adjusted due to terminal constraints due to the T30 terminal 1 arrivals in the 1100 hour and 1800 hour.

Stand Constraints

No Stand Constraint issues.

Night Constraints

No Night Constraint issues.

Other Constraints

- 122 slots have been adjusted due to the Winter runway works.

Arr/Dep Turnaround Feasibility

- 207 slots have been adjusted due to turnaround feasibility.

Peak Week - Initial Coordination Analysis

	W20 HISTORIC SLOTS			HISTORIC RECLAIM STATISTICS					NEW SLOT REQUESTS								
Operator	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"	Total Demand at Initial Submissions	Total Allocation (SAL)	% of demand with a slot allocated
Aer Lingus	50	-	-	50	16.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	50	50	100.0%
Air France	38	-	-	38	81.6%	60.5%	18.4%	0.0%	4	-	-	4	-	-	42	42	100.0%
Air India	12	-	-	12	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	12	12	100.0%
Airest	-	-	-	-	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	-	-	-
Aurigny Air Services	-	-	-	-	0.0%	0.0%	0.0%	0.0%	14	-	-	14	-	-	14	14	100.0%
Austrian Airlines	18	8	4	14	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	12	14	14	100.0%
Blue Air	6	-	-	6	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	6	6	100.0%
Blue Islands	-	-	-	-	0.0%	0.0%	0.0%	0.0%	20	-	-	20	-	-	20	20	100.0%
Brussels Airlines	44	-	-	44	77.3%	45.5%	0.0%	0.0%	-	-	-	-	-	-	44	44	100.0%
CSA Czech Airlines	4	4	-	-	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	-	-	-
EasyJet	56	-	4	52	48.1%	15.4%	0.0%	0.0%	108	14	34	28	32	-	160	160	100.0%
EasyJet Switzerland	10	-	-	10	20.0%	20.0%	0.0%	0.0%	4	-	-	4	-	-	14	14	100.0%
Emirates	28	-	-	28	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	28	28	100.0%
Enter Air	6	-	6	-	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	-	-	-
EuroWings	44	-	12	56	16.1%	17.9%	0.0%	0.0%	-	-	-	-	-	-	56	56	100.0%
Federal Express	16	-	-	16	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	16	16	100.0%
Flybe	578	102	7	483	71.8%	0.4%	0.0%	0.0%	81	-	-	81	-	6	564	564	100.0%
Freebird Airlines	2	-	2	-	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	-	-	-
Iberia Express	6	-	6	-	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	-	-	-
Jet2.com	160	11	18	131	37.4%	28.2%	0.0%	0.0%	73	-	-	72	-	12	204	203	99.5%
Jota Aviation	2	-	2	-	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	-	-	-
KLM Royal Dutch Airlines	68	-	12	56	0.0%	0.0%	0.0%	0.0%	14	-	-	14	-	-	70	70	100.0%
Lauda Motion	6	-	-	6	0.0%	0.0%	0.0%	0.0%	8	-	-	8	-	-	14	14	100.0%
Loganair	-	-	-	-	0.0%	0.0%	0.0%	0.0%	48	42	-	6	-	-	48	48	100.0%
Lufthansa	94	-	-	94	19.1%	0.0%	0.0%	0.0%	-	-	-	-	-	-	94	94	100.0%
Nile Air	2	2	-	-	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	-	-	-
PIA Pakistan International	10	2	-	8	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	8	8	100.0%
Qatar Airways	14	-	-	14	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	14	14	100.0%
RAF-Avia	10	10	-	-	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	-	-	-
Ryanair	208	4	4	200	3.0%	0.0%	0.0%	0.0%	14	-	-	14	-	-	214	214	100.0%
SAS Scandinavian	24	-	2	22	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	22	22	100.0%
Stobart Air	66	21	-	45	53.3%	0.0%	0.0%	0.0%	61	-	-	61	-	-	106	106	100.0%
Swiss International	24	-	2	26	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	26	26	100.0%
Thomas Cook (UK)	48	48	-	-	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	-	-	-
TUI Airways	87	11	2	74	13.5%	4.1%	1.4%	0.0%	36	-	-	33	-	7	110	107	97.3%
Turkish Airlines	24	4	-	20	75.0%	0.0%	0.0%	0.0%	4	-	-	4	-	-	24	24	100.0%
Turkmenistan Airlines	12	10	-	2	0.0%	0.0%	0.0%	0.0%	2	-	-	2	-	-	4	4	100.0%
Vueling	10	-	-	10	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	10	10	100.0%
Wizz Air	32	-	-	32	68.8%	18.8%	0.0%	0.0%	6	-	-	6	-	-	38	38	100.0%
Zimex Aviation	20	-	-	20	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	20	20	100.0%
TOTAL	1,839	237	33	1,569	38.2%	7.1%	0.5%	0.0%	497	56	34	371	32	37	2,066	2,062	99.8%

Air Transport Movement Allocation by Operator

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



Operator	FULL SEASON ALLOCATION								PEAK WEEK ALLOCATION							
	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
Aer Lingus	1,058	1,058	0	10	184,092	184,092	0	10	50	50	0	10	8,700	8,700	0	10
Air France	836	924	88	13	132,966	170,808	37,842	11	38	42	4	13	6,058	7,764	1,706	11
Air India	264	264	0	27	67,584	67,584	0	18	12	12	0	27	3,072	3,072	0	18
Airest	-	-	0	32	-	-	0	30	-	-	0	32	-	-	0	30
Anisec	-	-	0	32	-	-	0	30	-	-	0	32	-	-	0	30
Aurigny Air Services	-	308	308	22	-	22,176	22,176	28	-	14	14	22	-	1,008	1,008	28
Austrian Airlines	232	296	64	26	35,568	37,248	1,680	25	18	14	-4	22	2,748	1,788	-960	25
Blue Air	132	132	0	30	24,948	24,948	0	27	6	6	0	30	1,134	1,134	0	27
Blue Islands	-	440	440	19	-	29,920	29,920	26	-	20	20	19	-	1,360	1,360	26
Brussels Airlines	956	968	12	12	112,112	136,488	24,376	14	44	44	0	12	5,144	6,204	1,060	14
CSA Czech Airlines	98	-	-98	32	18,522	-	-18,522	30	4	-	-4	32	756	-	-756	30
EasyJet	1,076	3,540	2,464	4	186,036	604,320	418,284	4	56	160	104	4	9,696	27,300	17,604	4
EasyJet Switzerland	178	308	130	22	30,888	55,968	25,080	21	10	14	4	22	1,740	2,544	804	21
Emirates	616	616	0	15	378,840	378,840	0	6	28	28	0	15	17,220	17,220	0	6
Enter Air	90	-	-90	32	17,010	-	-17,010	30	6	-	-6	32	1,134	-	-1,134	30
Eurowings	1,064	1,064	0	9	168,640	191,520	22,880	9	44	56	12	9	6,880	10,080	3,200	9
Federal Express	344	352	8	21	-	-	0	30	16	16	0	21	-	-	0	30
Flybe	12,402	12,376	-26	1	1,020,214	978,638	-41,576	1	578	564	-14	1	47,318	44,602	-2,716	1
FlyEgypt	14	-	-14	32	2,604	-	-2,604	30	-	-	0	32	-	-	0	30
Freebird Airlines	14	-	-14	32	2,520	-	-2,520	30	2	-	-2	32	360	-	-360	30
Iberia Express	132	-	-132	32	23,760	-	-23,760	30	6	-	-6	32	1,080	-	-1,080	30
Jet2.com	2,796	4,034	1,238	3	528,444	795,410	266,966	3	160	203	43	3	30,240	39,855	9,615	3
Jota Aviation	40	-	-40	32	3,800	-	-3,800	30	2	-	-2	32	190	-	-190	30
KLM Royal Dutch Airlines	1,472	1,540	68	8	221,472	241,384	19,912	8	68	70	2	8	10,172	10,972	800	8
Lauda Motion	132	308	176	22	23,760	55,440	31,680	22	6	14	8	22	1,080	2,520	1,440	22
Loganair	-	1,056	1,056	11	-	51,744	51,744	23	-	48	48	11	-	2,352	2,352	23
Lufthansa	2,019	2,068	49	7	337,732	344,976	7,244	7	94	94	0	7	15,718	15,718	0	7
Nile Air	28	-	-28	32	5,040	-	-5,040	30	2	-	-2	32	360	-	-360	30
PIA Pakistan International	220	176	-44	29	83,644	69,168	-14,476	17	10	8	-2	29	3,802	3,144	-658	17
Qatar Airways	306	308	2	22	77,724	78,232	508	16	14	14	0	22	3,556	3,556	0	16
RAF-Avia	216	-	-216	32	-	-	0	30	10	-	-10	32	-	-	0	30
Ryanair	4,482	4,662	180	2	847,098	881,118	34,020	2	208	214	6	2	39,312	40,446	1,134	2
SAS Scandinavian	508	508	0	18	62,880	62,880	0	19	24	22	-2	18	2,940	2,760	-180	18
Stobart Air	1,302	2,400	1,098	5	93,744	170,600	76,856	12	66	106	40	6	4,752	7,532	2,780	12
Swiss International	548	548	0	16	64,804	61,376	-3,428	20	24	26	2	16	2,832	2,912	80	16
Thomas Cook (UK)	796	-	-796	32	175,120	-	-175,120	30	48	-	-48	32	10,560	-	-10,560	30
TUI Airways	1,703	2,151	448	6	399,066	490,726	91,660	5	88	107	19	5	20,514	24,100	3,586	5
Turkish Airlines	528	528	0	17	88,836	88,000	-836	15	24	24	0	17	4,038	4,000	-38	15
Turkmenistan Airlines	200	88	-112	31	36,872	14,080	-22,792	29	12	4	-8	31	2,210	640	-1,570	29
Vueling	220	220	0	28	39,600	39,600	0	24	10	10	0	28	1,800	1,800	0	24
West Atlantic Cargo	-	-	0	32	-	-	0	30	-	-	0	32	-	-	0	30
Wizz Air	690	836	146	14	140,800	170,280	29,480	13	32	38	6	14	6,560	7,740	1,180	12
Zimex Aviation	430	428	-2	20	-	-	0	30	20	20	0	19	-	-	0	30
TOTAL	38,142	44,505	6,363		5,636,740	6,497,564	860,824		1,840	2,062	222		273,676	302,823	29,147	

Operators with 0 'ATMs' in both W20 Hist (SHL) & W20 Init Coord schedules are included in the table due to appearing in the W19 Init Coord schedule (either with/without allocated slots).

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	
Aer Lingus	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%	-
Air France	42	95.2%	4.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Air India	12	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Airest	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Aurigny Air Services	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%	-
Austrian 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%	-
Blue Air	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%	-
Blue Islands	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%	-
Brussels Airlines	44	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
CSA Czech Airlines	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Easyjet	160	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 Switzerland	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%	-
Emirates	28	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Enter Air	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Eurowings	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%	-
Federal Express	16	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Flybe	564	96.8%	2.0%	1.1%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Freebird Airlines	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Iberia Express	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Jet2.com	203	97.5%	0.5%	2.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1
Jota Aviation	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
KLM Royal Dutch Airlines	70	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	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%	-
Loganair	48	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	94	98.9%	0.0%	0.0%	1.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Nile Air	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PIA Pakistan International	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%	-
Qatar Airways	14	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
RAF-Avia	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ryanair	214	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%	-
SAS Scandinavian	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%	-
Stobart Air	106	88.7%	0.0%	11.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Swiss International	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%	-
Thomas Cook (UK)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
TUI Airways	107	99.1%	0.0%	0.0%	0.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3
Turkish Airlines	24	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
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%	-
Vueling	10	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Wizz Air	38	94.7%	0.0%	0.0%	0.0%	0.0%	5.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Zimex Aviation	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%	-
TOTAL	2,062	98.0%	0.7%	1.1%	0.1%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	4

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.

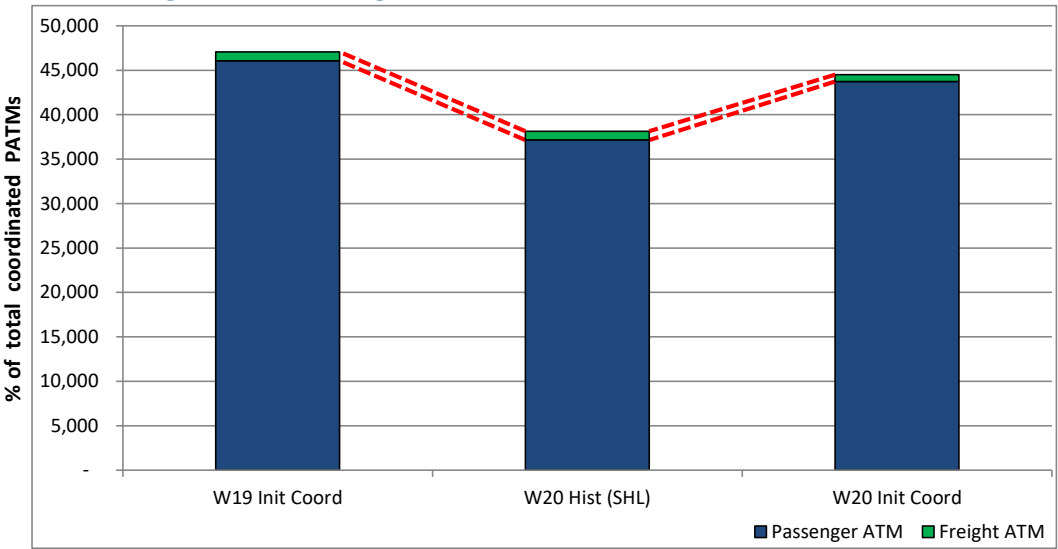
Significant Route Changes

Operator	Category	Description of change from W19 schedule to W20 schedule
Aurigny Air Services	NEW	Service to GCI
Austrian Airlines	NEW	Service to VIE
Blue Air	CANCELLED	Service to LCA
Blue Islands	NEW	Service to JER
CSA Czech Airlines	CANCELLED	Service to PRG
EasyJet	NEW	Services to EDI and GLA
EasyJet	CHANGE	Increased service to BFS
EasyJet	CHANGE	Increased service to GVA
Eurowings	CHANGE	Decreased service to DUS
Flybe	CHANGE	Decreased service to AMS, CDG, DUS, STR, ABZ, EDI, INV, GLA, GCI, JER, BHD, IOM, CMF
Flybe	CHANGE	Increased service to NOC
Flybe	CANCELLED	Services to HAJ, HAM, LYS, MXP, TXL, ILD
Iberia Express	CANCELLED	Service to MAD
Jet2.com	NEW	Services to BCN, CPH, KEF, NCE, INN
Jet2.com	CHANGE	Increased service to ACE, BUD, FUE, LPA, TFS
Jet2.com	CHANGE	Service to ILD
Lauda Motion	CHANGE	Decreased service to VIE
Loganair	NEW	Services to ABZ and INV
PIA Pakistan International	CHANGE	Increased service to ISB
Ryanair	CHANGE	Decreased service to BCN, KRK, LPA, MAD, ALC, RMU
Ryanair	CHANGE	Increased service to FAO, TFS
TUI Airways	CHANGE	Increased service to PUJ, SID, LGK, CMF
TUI Airways	CANCELLED	Services to FNC, GVA, UTP
Turkmenistan Airlines	CHANGE	Decreased service to ASB
Wizz Air	NEW	Service to POZ
Wizz Air	CHANGE	Decreased service to WAW and WRO
Wizz Air	CHANGE	Increased service to BUD

Full Season - ATM Analysis

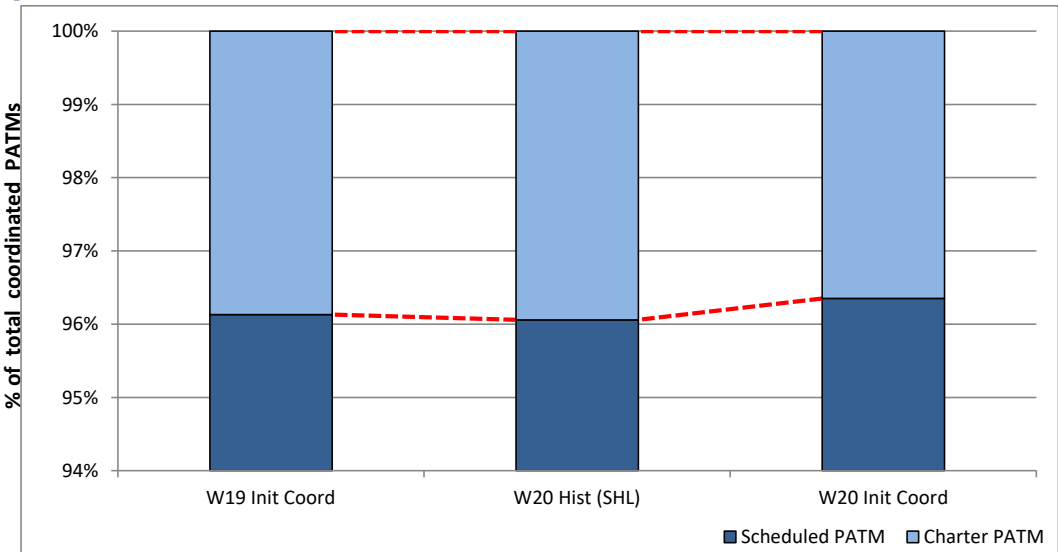


Total ATMs: Passenger ATMs vs. Freight ATMs



Schedule Snapshot

Passenger ATMs: Scheduled vs. Charter

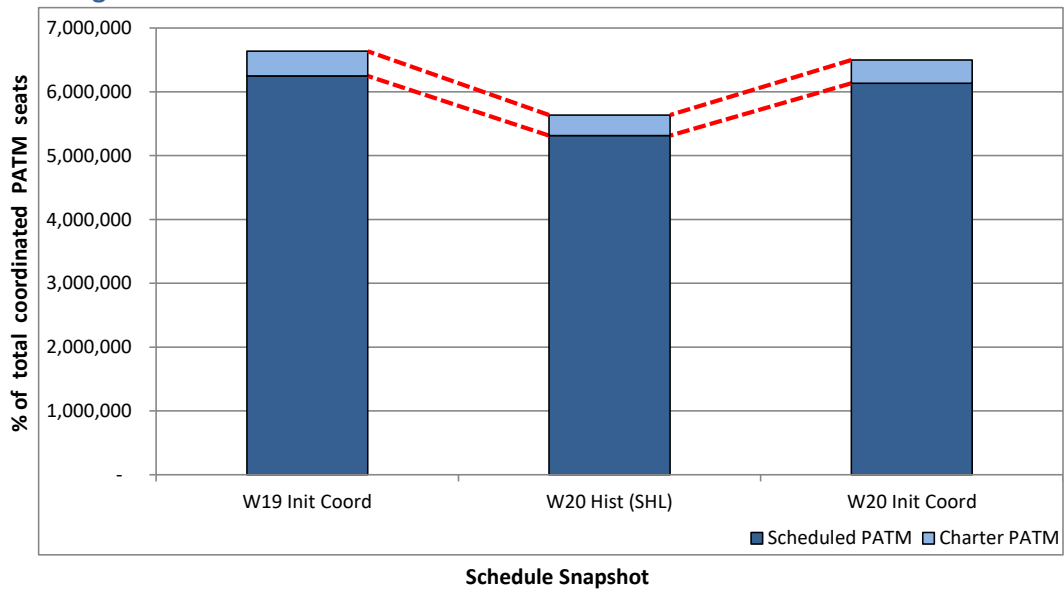


Schedule Snapshot

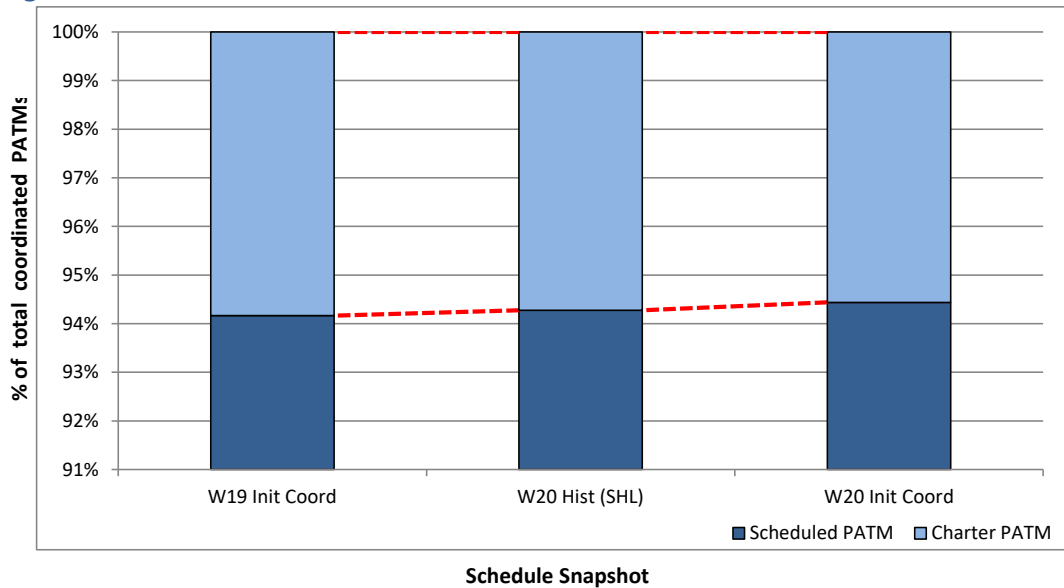
Full Season - PATM Seats Analysis



Total Passenger ATM seats: Scheduled vs. Charter



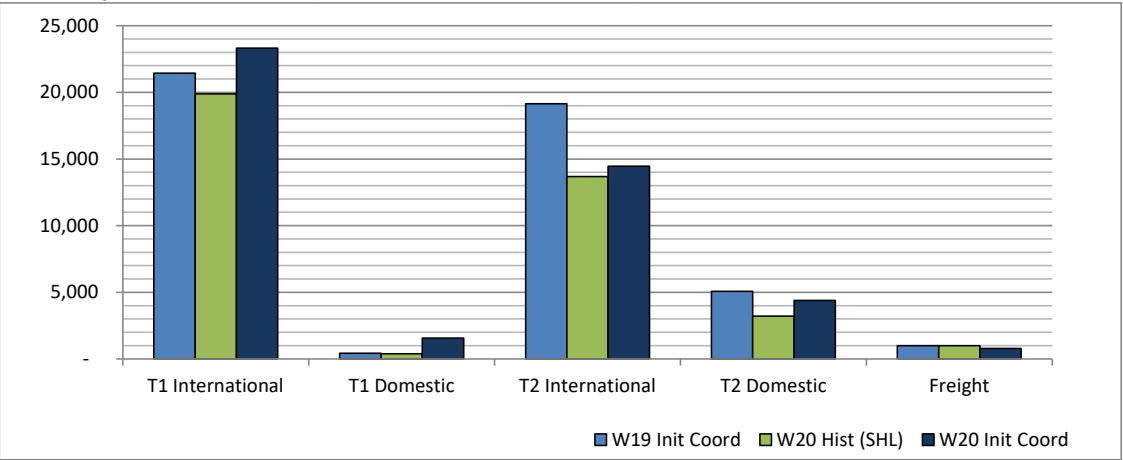
Passenger ATM seats: Scheduled vs. Charter



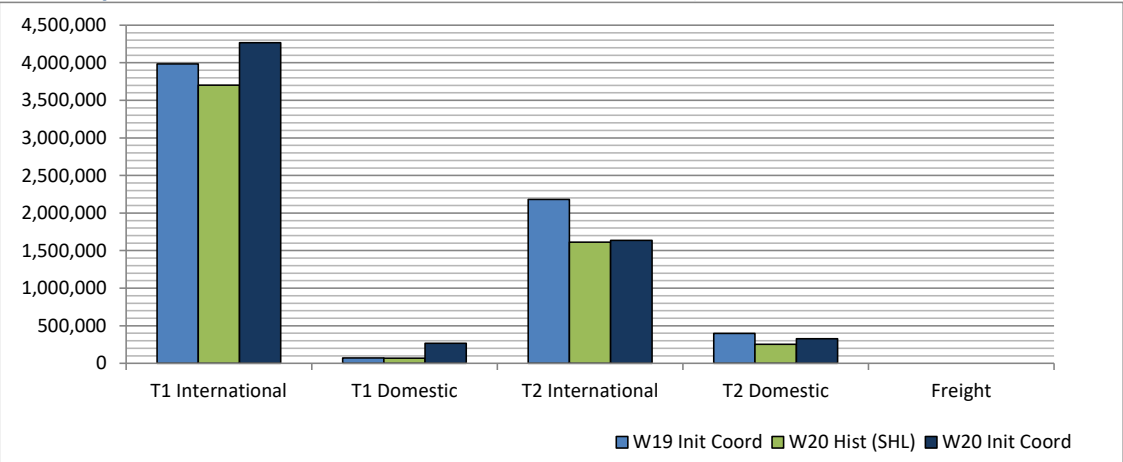
Full Season - Terminal Analysis



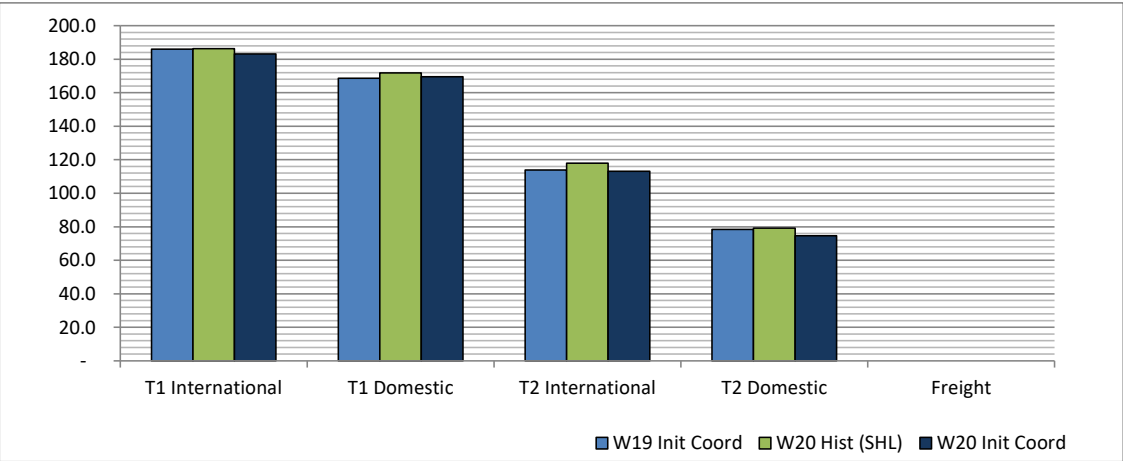
Air Transport Movements (total allocated for season)



Air Transport Movement Seats (total allocated for season)



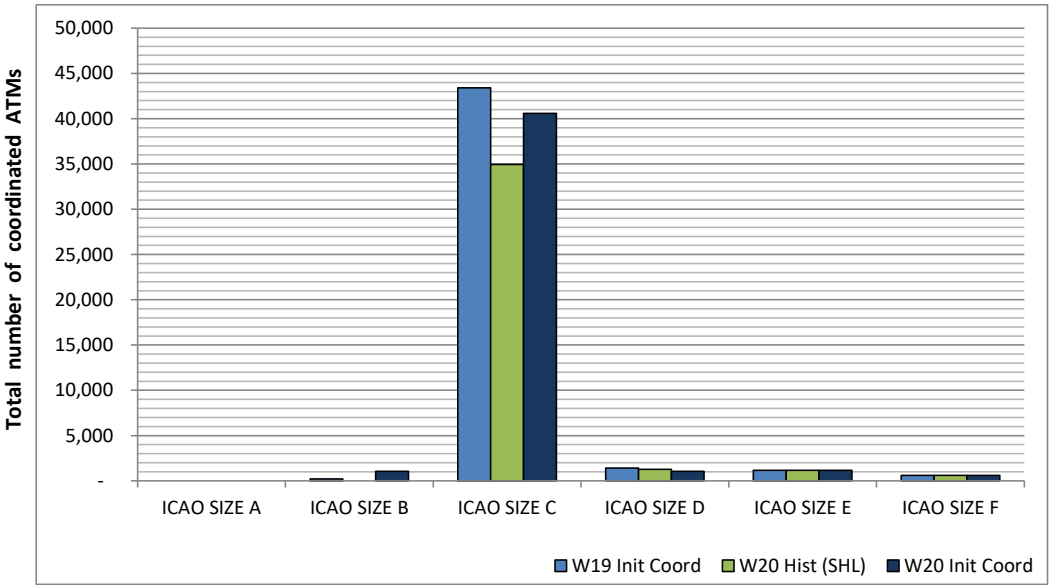
Seats per Air Transport Movement (average for season)



Full Season - Aircraft Size Analysis

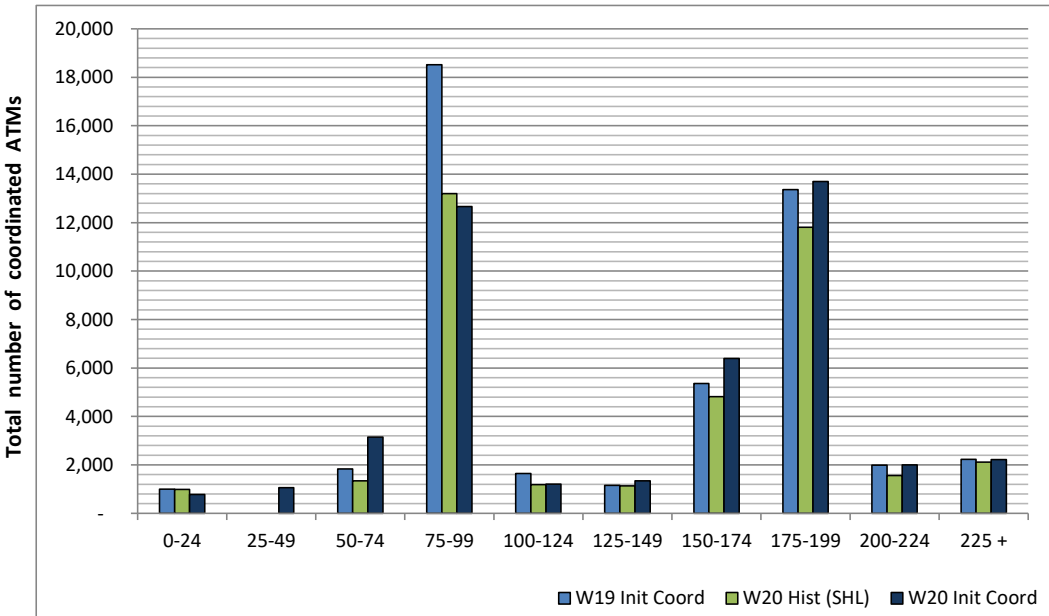


ICAO size designation



Note: See Glossary for definitions of ICAO SIZE groupings

Air Transport Movement seat distribution

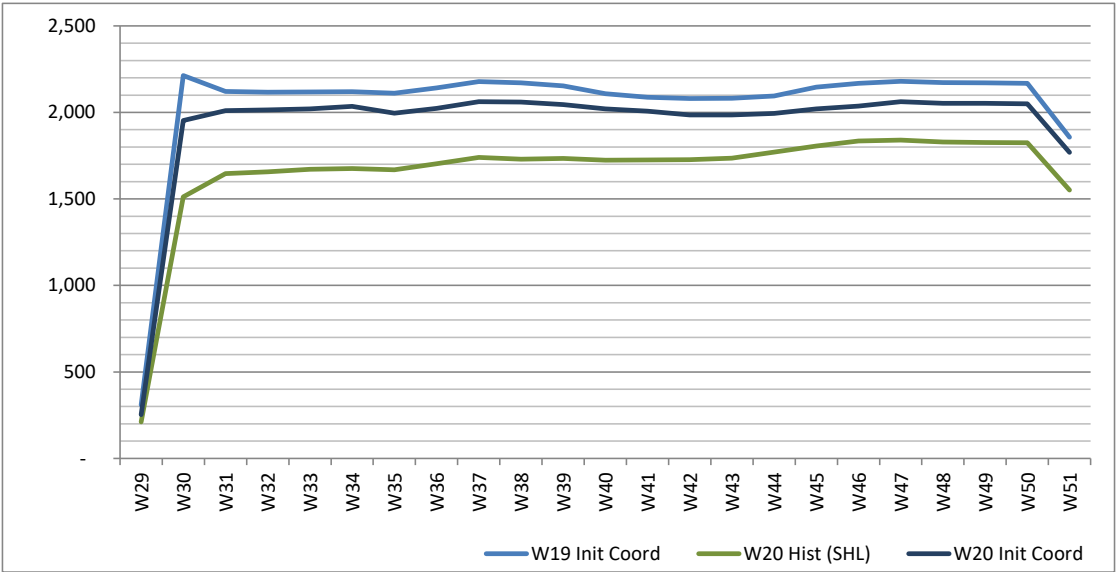


Note: FREIGHT-ONLY services with 0 seats are included in the first seat band '0-24'

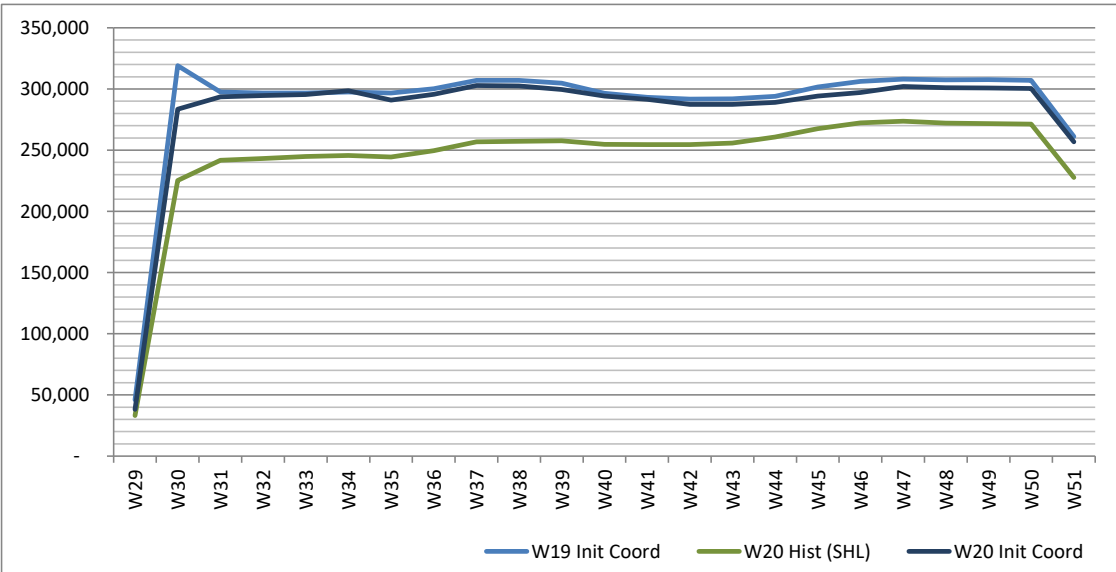
Full Season - Seasonality



Air Transport Movements by week of season



Air Transport Movement Seats by week of season



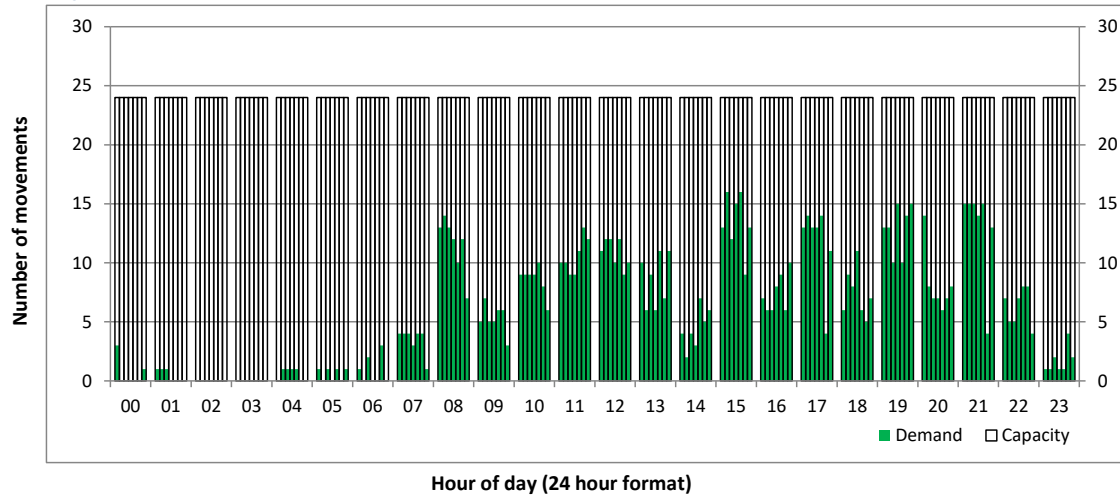
Peak Week - Initial Hourly Runway Demand

Schedule: W20 Init Coord



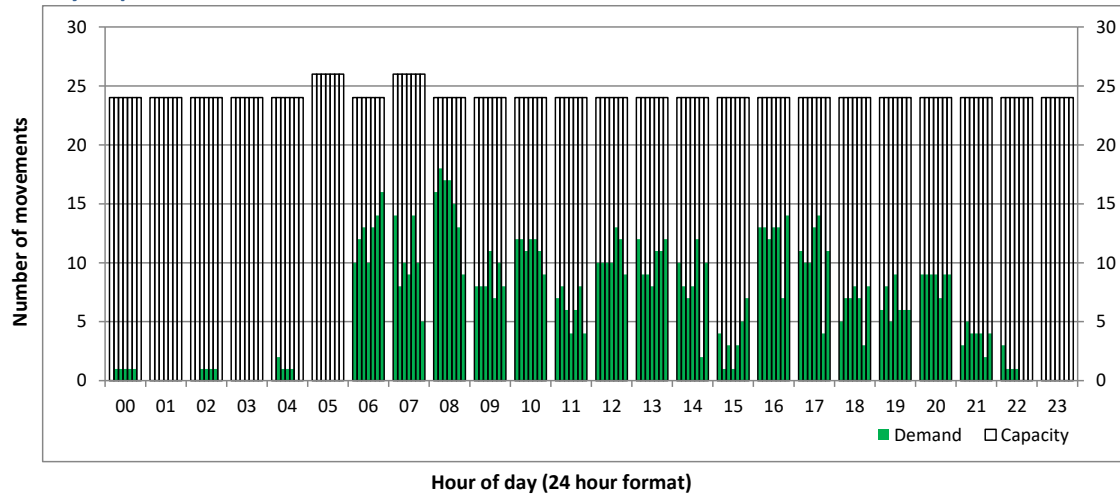
Hourly Arrival Demand

Time: UTC



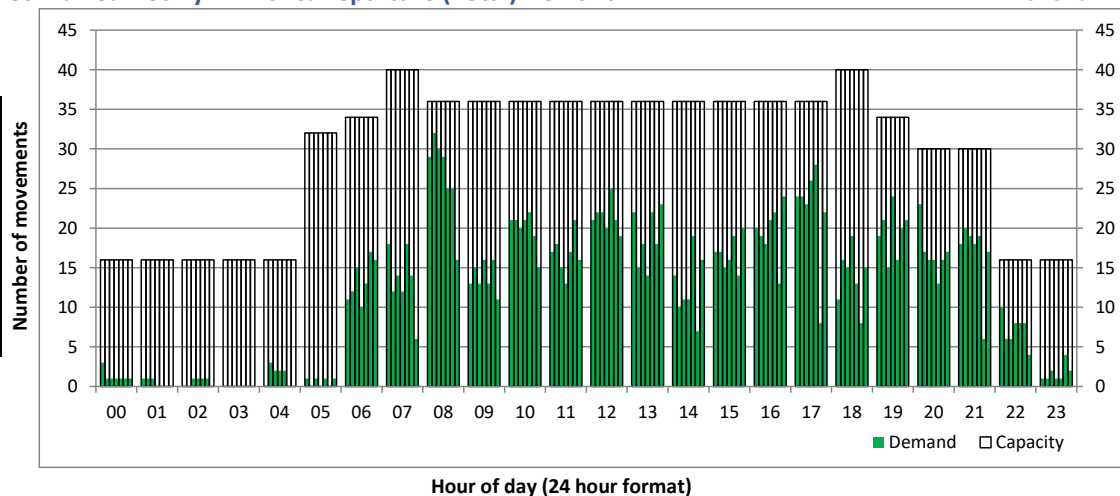
Hourly Departure Demand

Time: UTC



Combined Hourly Arrival & Departure (Total) Demand

Time: UTC



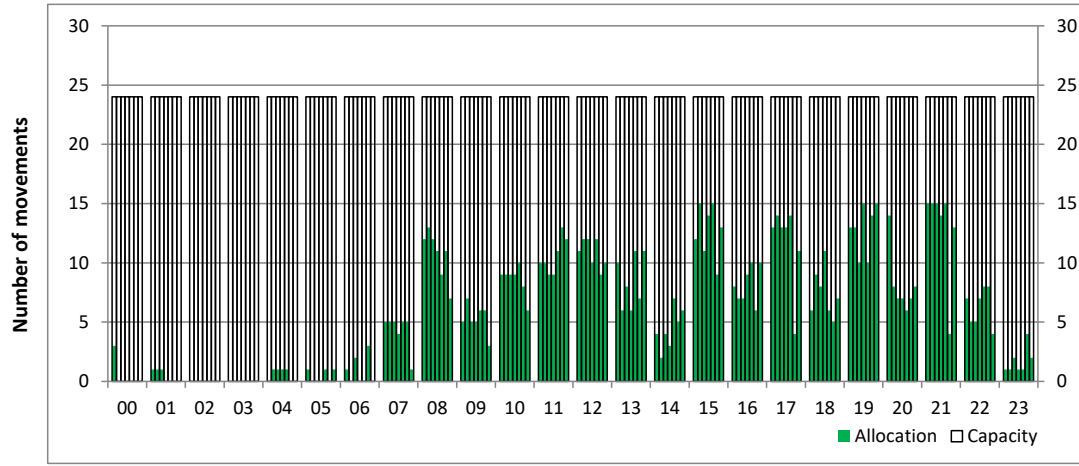
Peak Week - Hourly Runway Allocation

Schedule: W20 Init Coord



Hourly Arrival Allocation

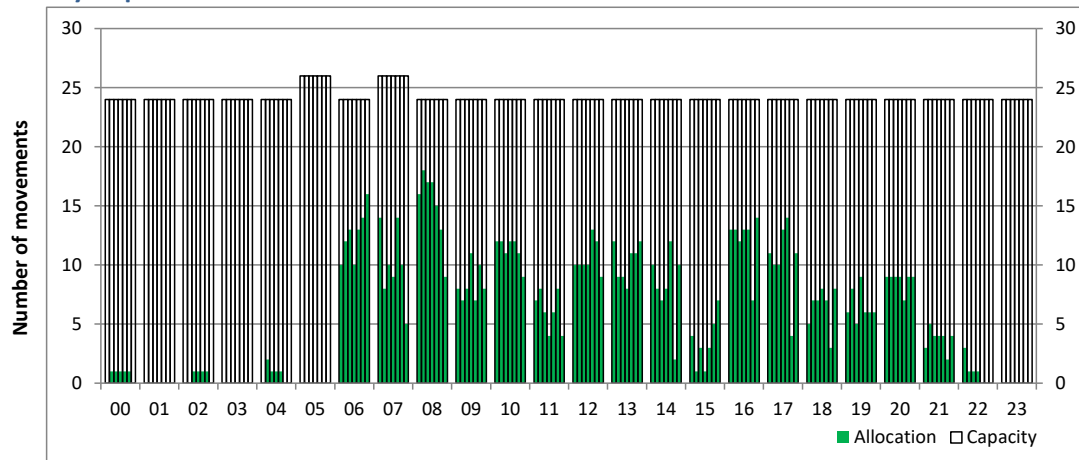
Time: UTC



Hour of day (24 hour format)

Hourly Departure Allocation

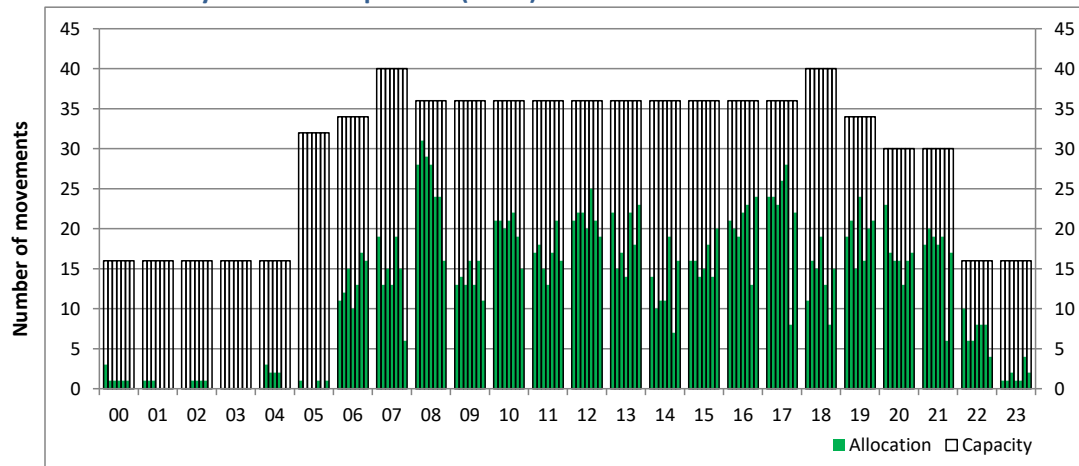
Time: UTC



Hour of day (24 hour format)

Combined Hourly Arrival & Departure (Total) Allocation

Time: UTC



Hour of day (24 hour format)

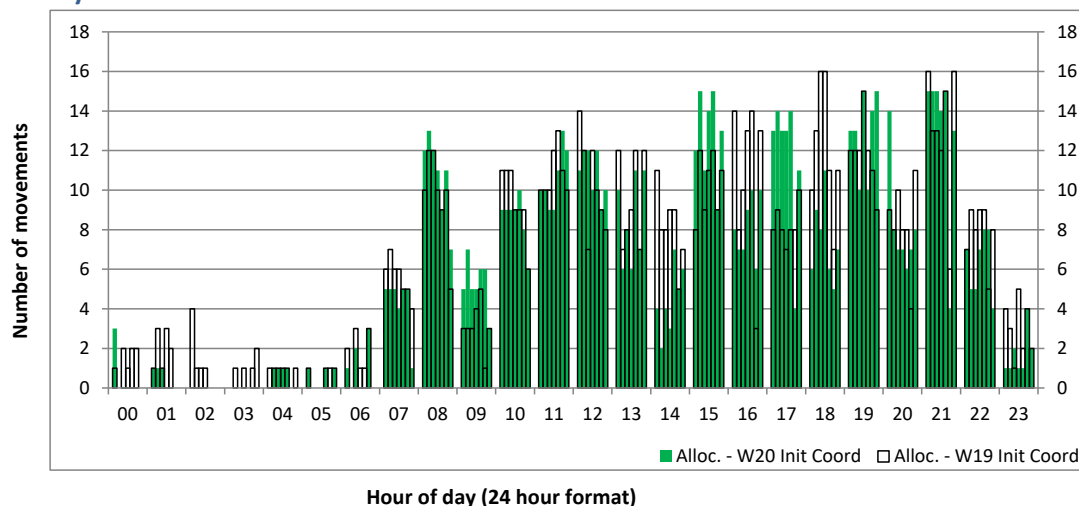
Peak Week - Runway Allocation Comparison

Comparison of W20 Init Coord vs. W19 Init Coord



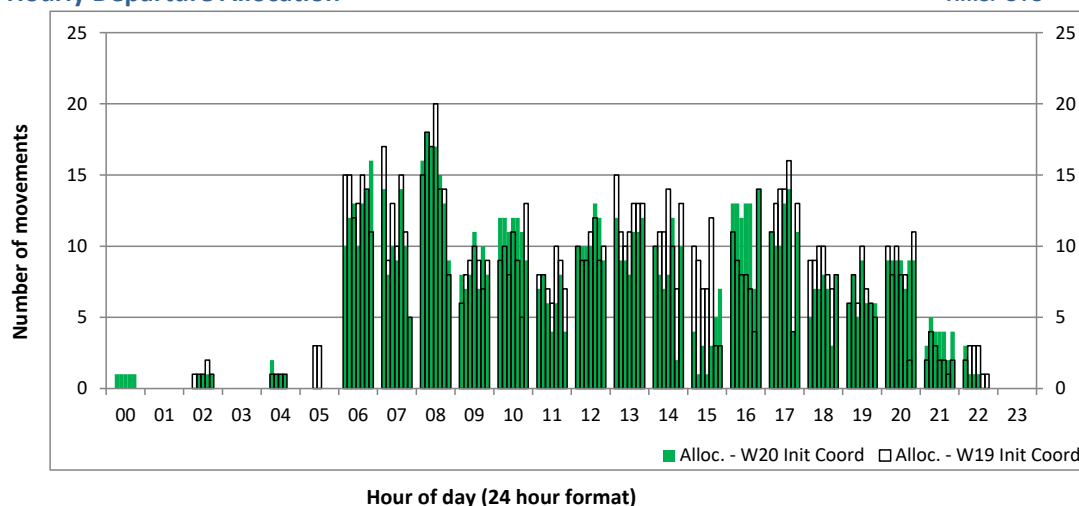
Hourly Arrival Allocation

Time: UTC



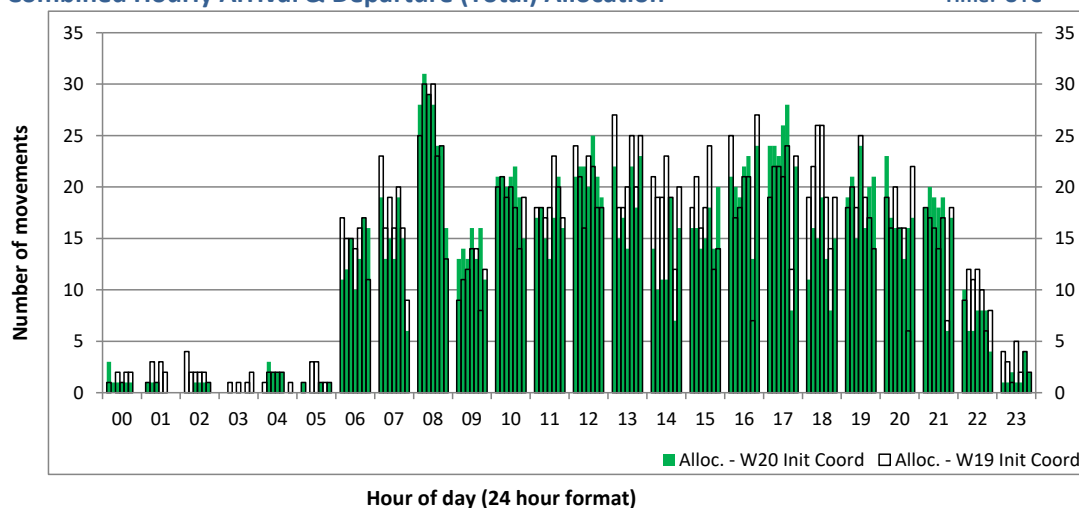
Hourly Departure Allocation

Time: UTC



Combined Hourly Arrival & Departure (Total) Allocation

Time: UTC



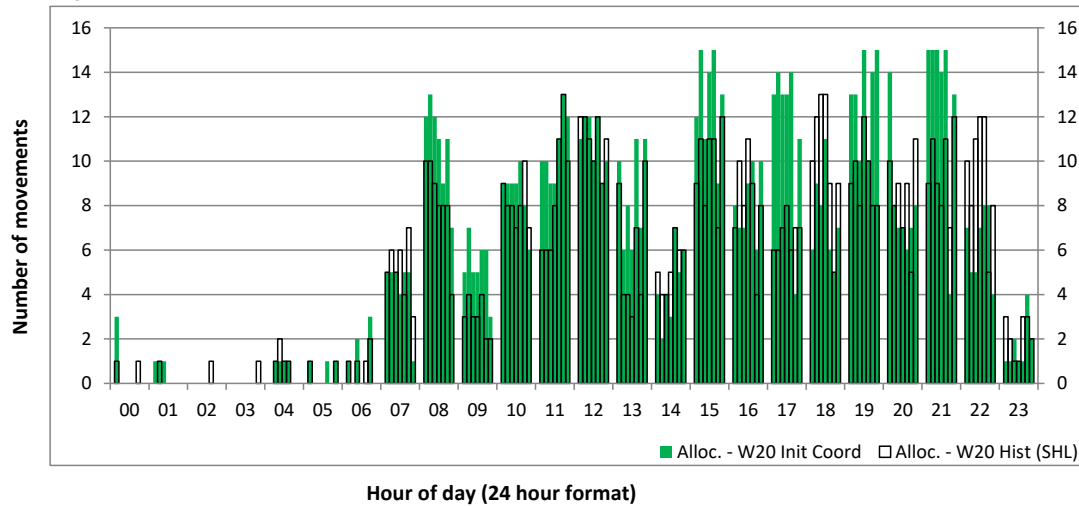
Peak Week - Runway Allocation Comparison

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



Hourly Arrival Allocation

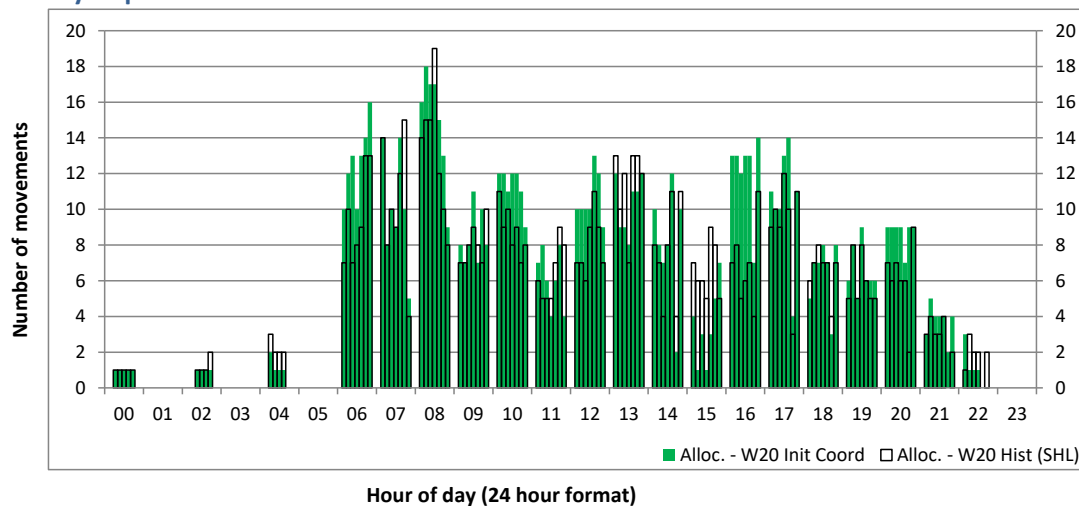
Time: UTC



Hour of day (24 hour format)

Hourly Departure Allocation

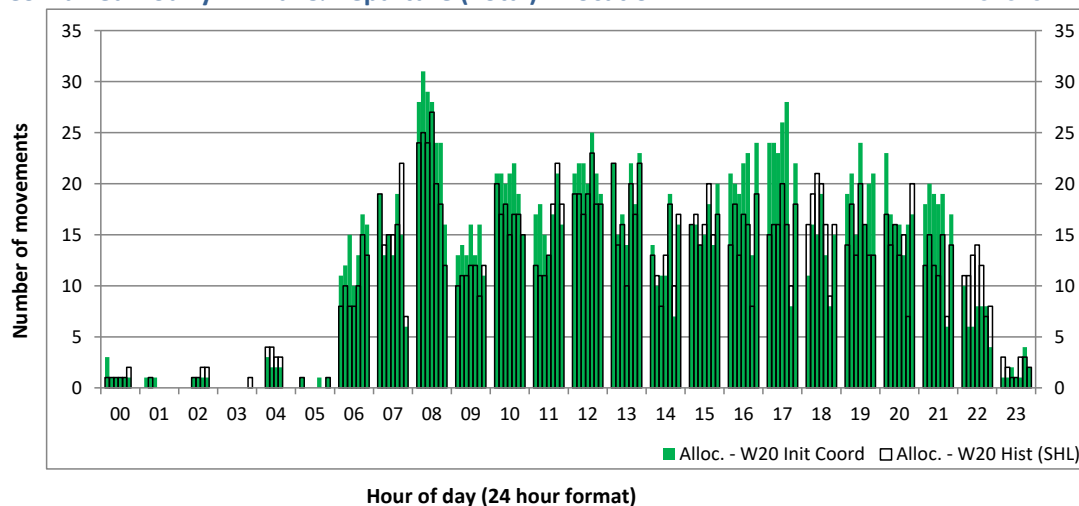
Time: UTC



Hour of day (24 hour format)

Combined Hourly Arrival & Departure (Total) Allocation

Time: UTC



Hour of day (24 hour format)

Peak Week - Passengers Histogram

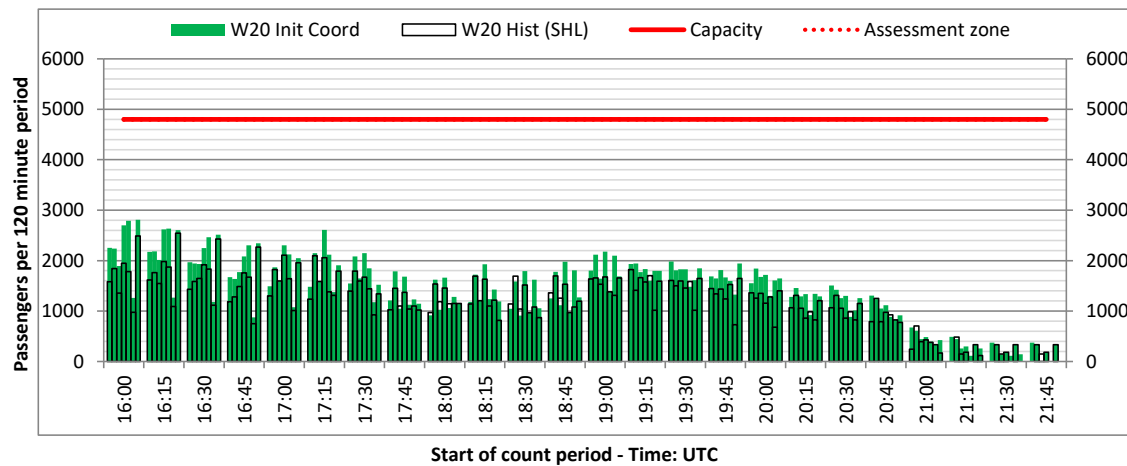
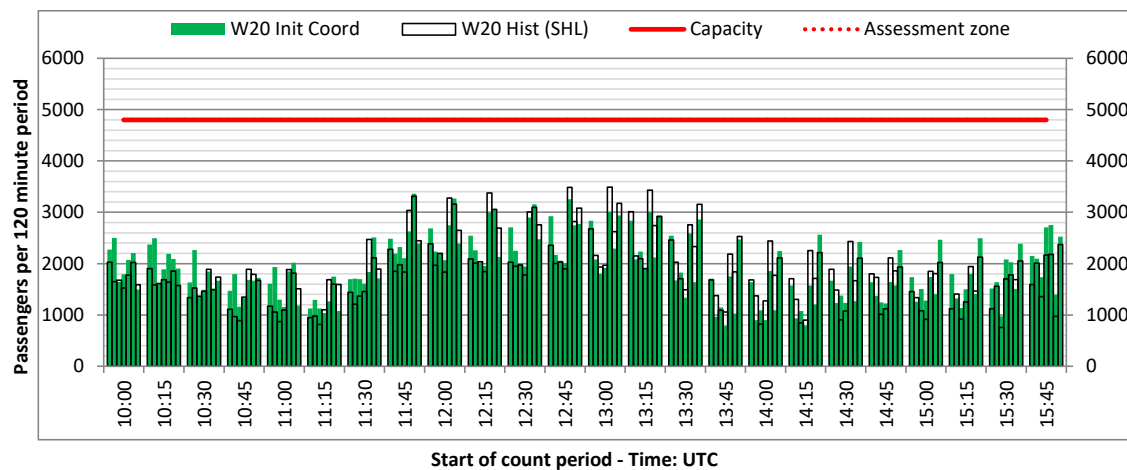
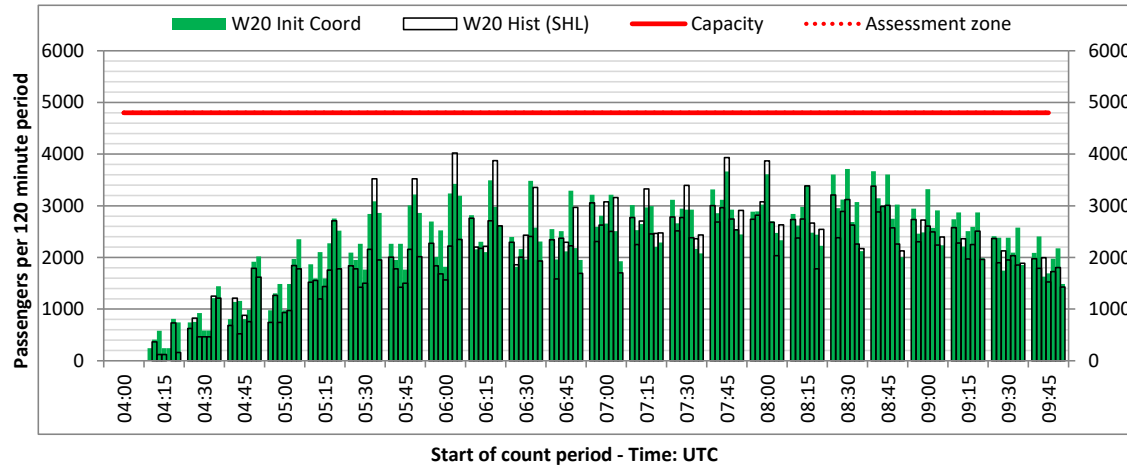
DEPARTURE - 120 minute count rolling every 15 mins (T120/15)



Terminals: All Terminals

Operators: All Operators

Days: 1234567



Peak Week - Passengers Histogram

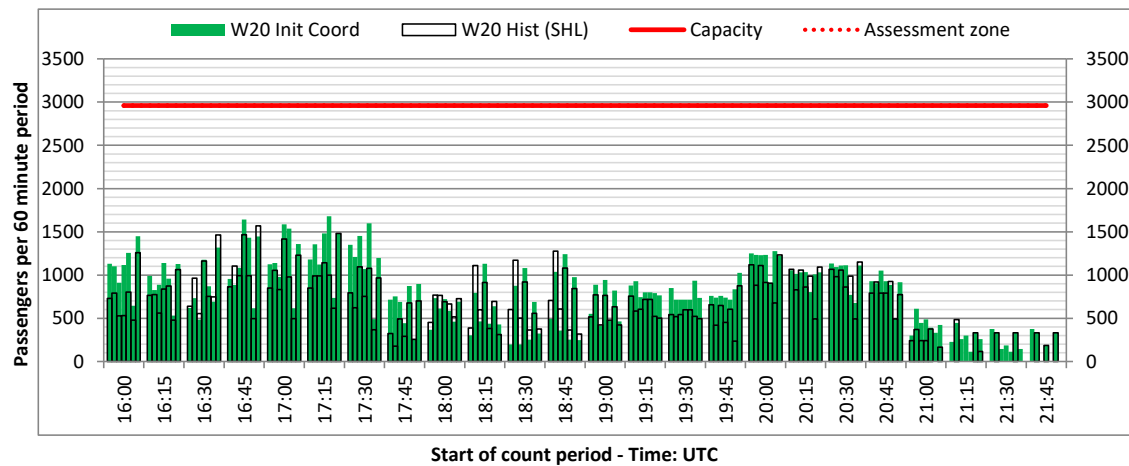
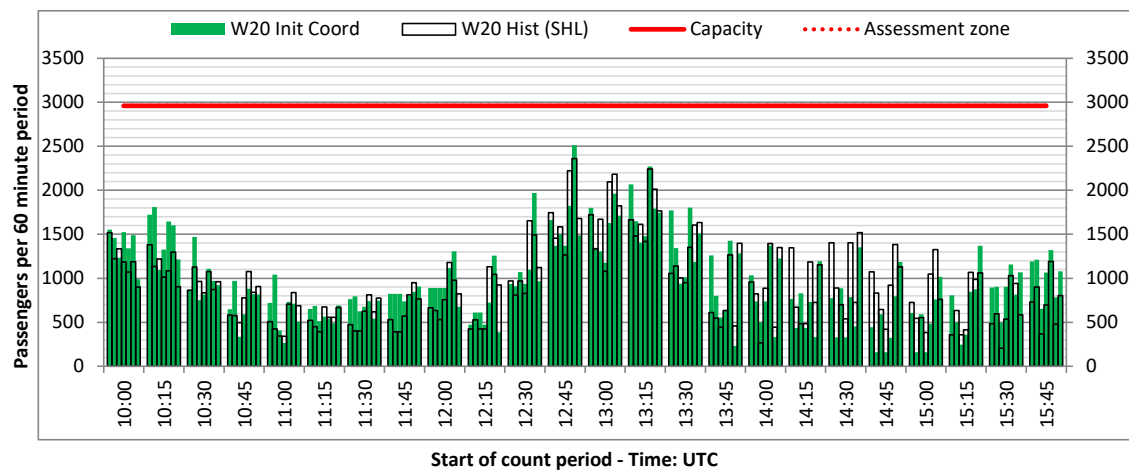
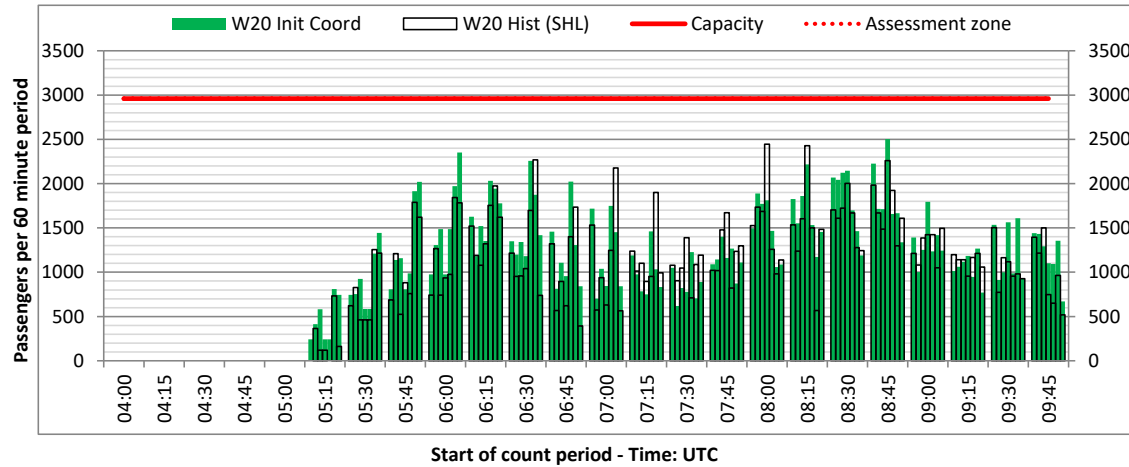
DEPARTURE - 60 minute count rolling every 15 mins (T60/15)



Terminals: All Terminals

Operators: All Operators

Days: 1234567



Peak Week - Passengers Histogram

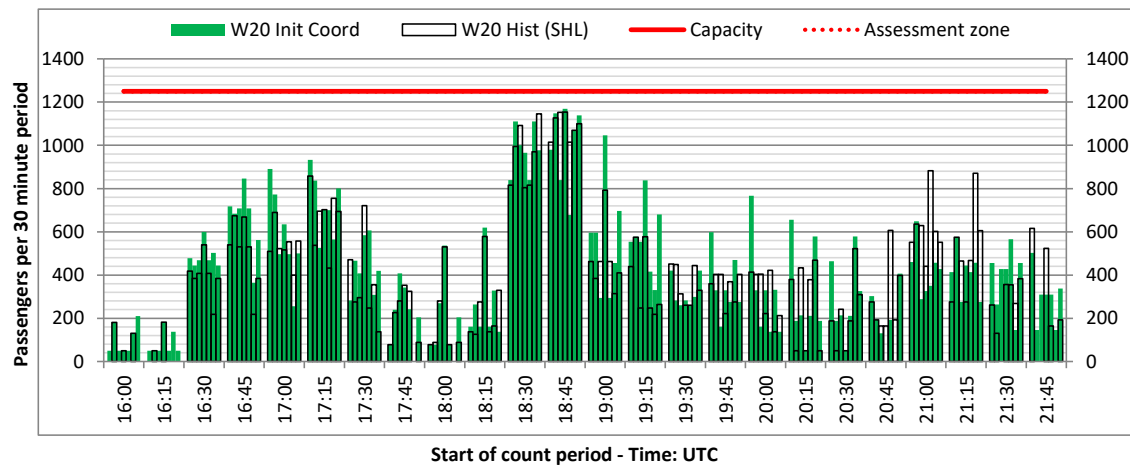
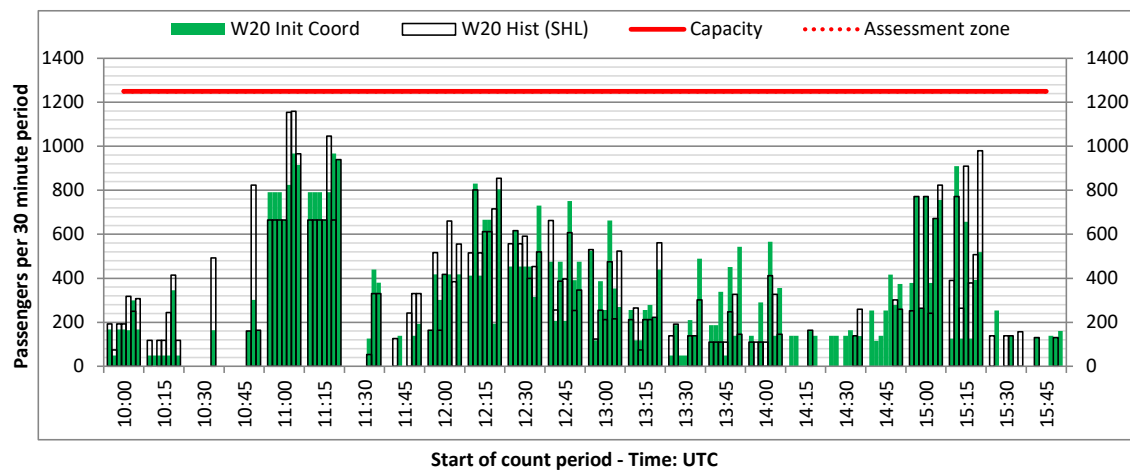
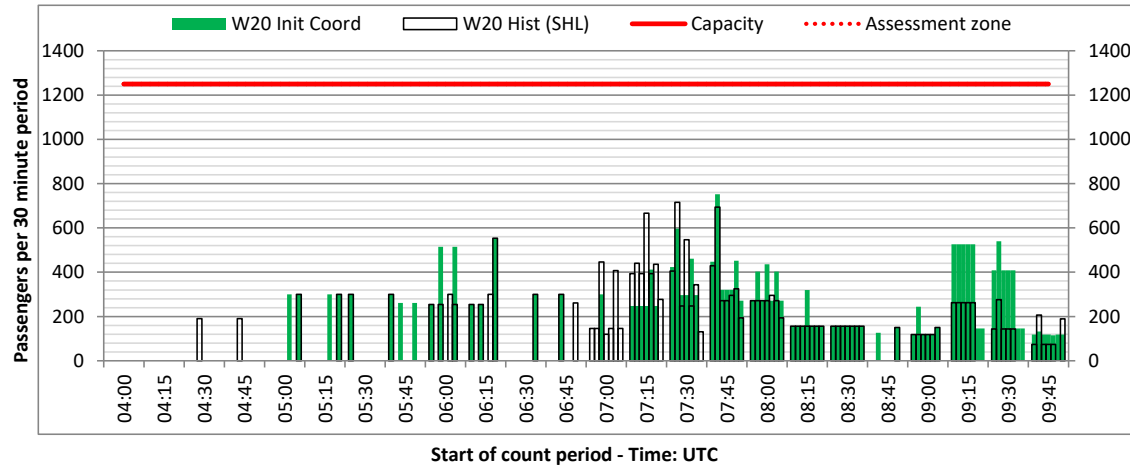
ARRIVAL - 30 minute count rolling every 15 mins (T30/15)



Terminals: 11

Operators: All Operators

Days: 1234567



Peak Week - Passengers Histogram

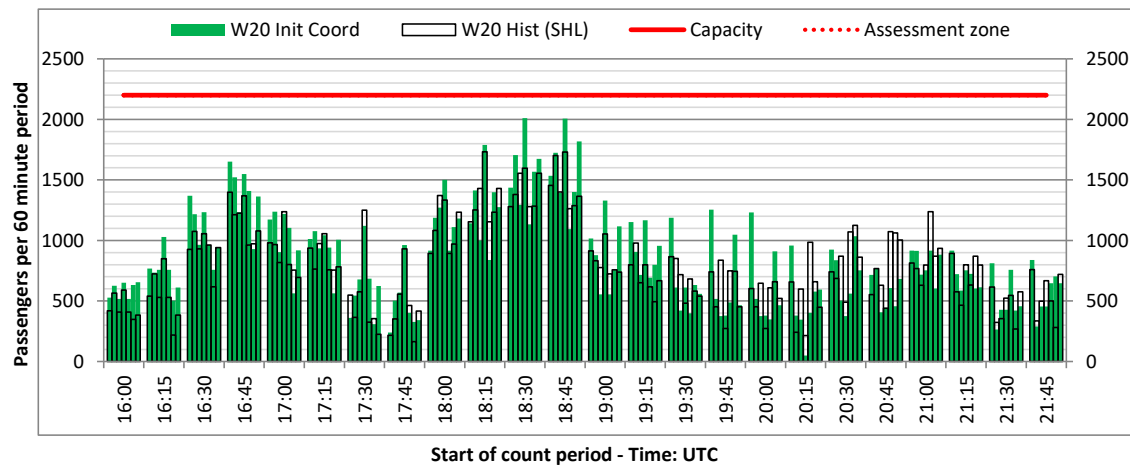
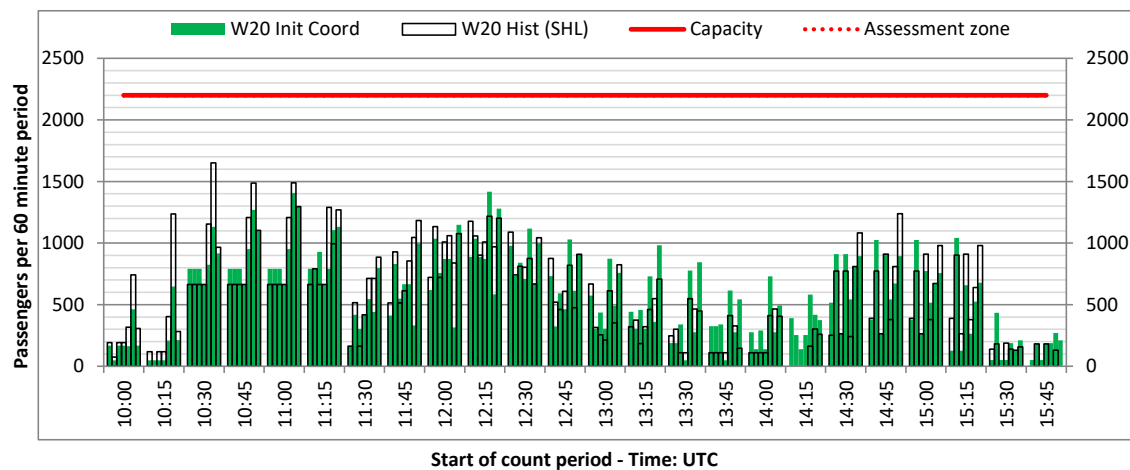
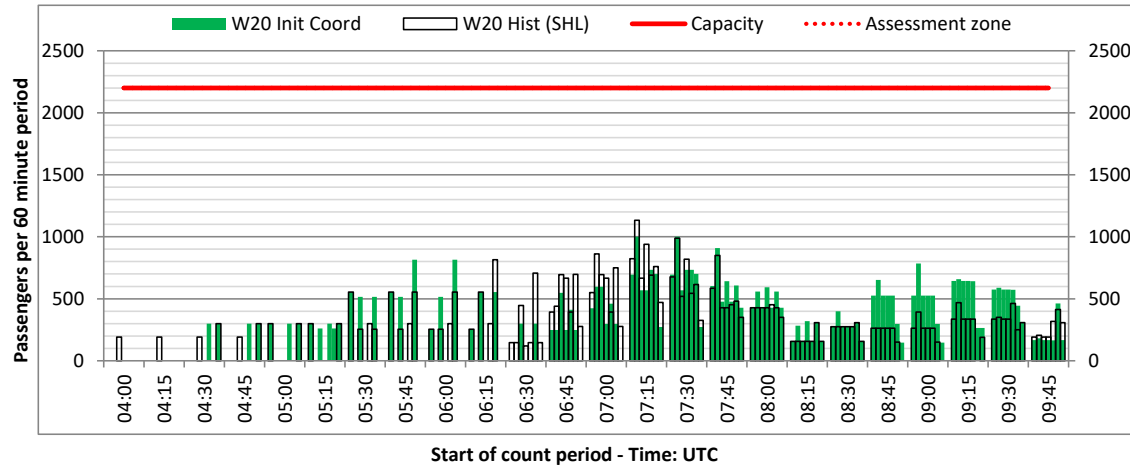
ARRIVAL - 60 minute count rolling every 15 mins (T60/15)



Terminals: 11

Operators: All Operators

Days: 1234567



Peak Week - Passengers Histogram

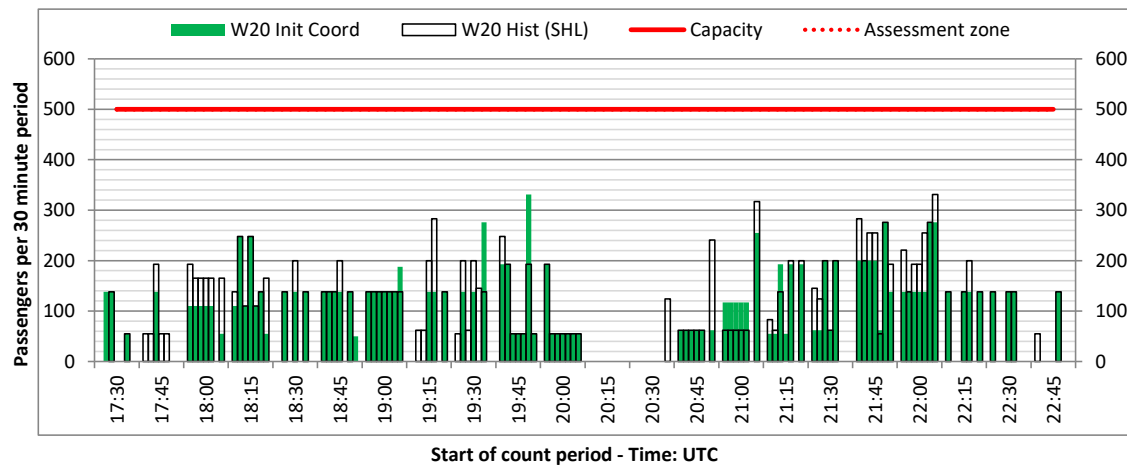
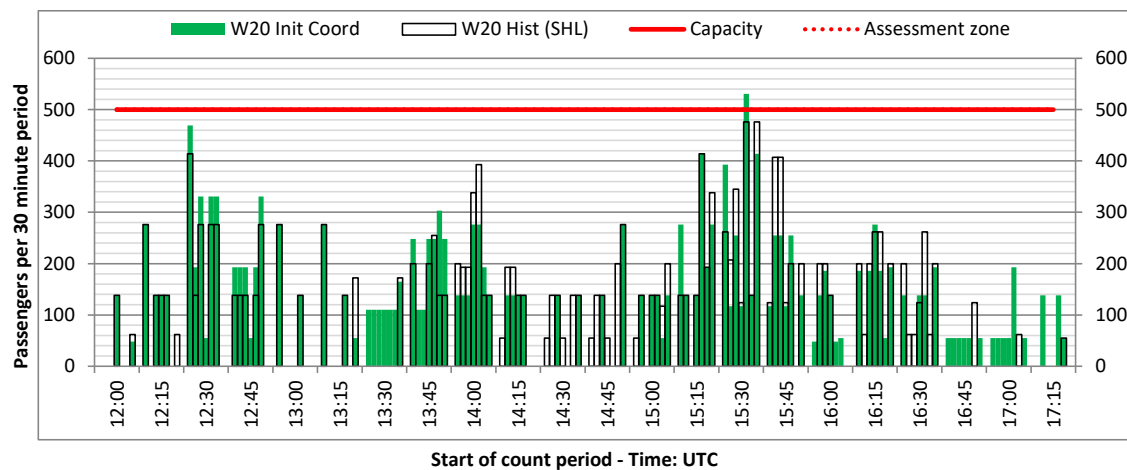
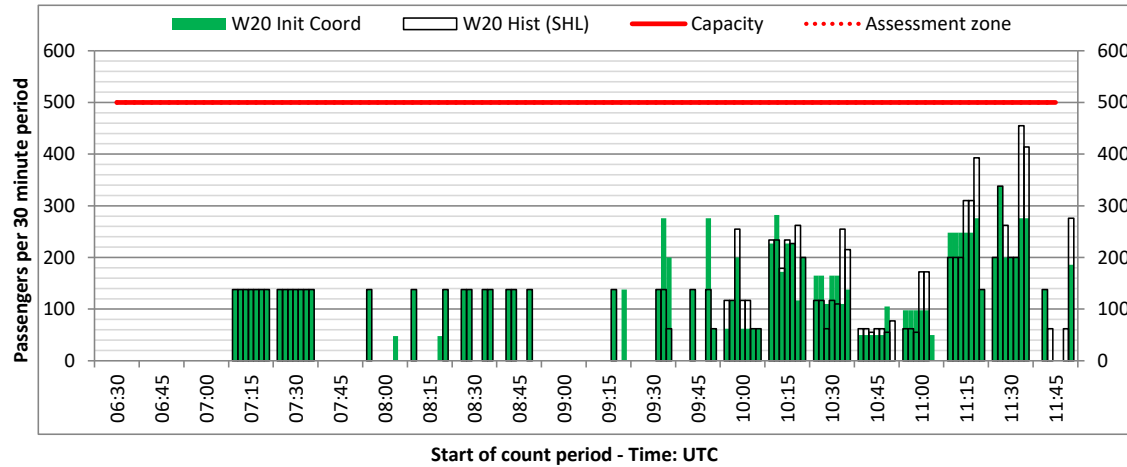
ARRIVAL - 30 minute count rolling every 15 mins (T30/15)



Terminals: 2I

Operators: All Operators

Days: 1234567



Glossary



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

Data snapshot descriptions

W19 Init Coord	W19 schedule as cleared on Thu 30-May-19.
W20 Hist (SHL)	W20 schedule as cleared on Tue 07-Apr-20.
W20 Init Coord	W20 schedule as cleared on Mon 01-Jun-20.

Peak Week	Peak week for W19 is Mon 28-Oct-19 to Sun 03-Nov-19.
	Peak week for W20 is Mon 14-Dec-20 to Sun 20-Dec-20.

For ACL use

	Airport-Season-Branch-Resource	From date	To date	Time
Full Season Rep 1	BHX-W19-SAL Premerge-Standard	Sun 27-Oct-2019	Sat 28-Mar-2020	UTC
Full Season Rep 2	BHX-W20-SHL-Standard	Sun 25-Oct-2020	Sat 27-Mar-2021	UTC
Full Season Rep 3	BHX-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	BHX-W19-SAL Premerge-Standard	Mon 28-Oct-2019	Sun 03-Nov-2019	UTC
Peak Week Rep 2	BHX-W20-SHL-Standard	Mon 22-Feb-2021	Sun 28-Feb-2021	UTC
Peak Week Rep 3	BHX-W20-SAL Premerge-Standard	Mon 14-Dec-2020	Sun 20-Dec-2020	UTC