

Manchester Airport (MAN)

Winter 2015/16 (W15)



Start of Season Report

Report Date: Mon 23-Nov-2015

Headlines

	W15 Start	vs. W14 Start	vs. W14 End
Total Air Transport Movements (Passenger & Freight)	62,813	▲ 7.9%	▲ 8.4%
Total Passenger Air Transport Movements	62,067	▲ 7.4%	▲ 7.9%
Total Passenger Air Transport Movement Seats	10,138,057	▲ 9.7%	▲ 9.7%
Average Seats per Passenger Air Transport Movement	163.3	▲ 2.1%	▲ 1.6%
Percentage of allocated slots cleared as requested (OK)	99.0%		

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W14 scheduling season runs from Sun 26-Oct-2014 to Sat 28-Mar-2015 (154 days).

W15 scheduling season runs from Sun 25-Oct-2015 to Sat 26-Mar-2016 (154 days).

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Runway Scheduling Limits



Declared Hourly Movement Capacity

W14 Arrivals								Change: W14 to W15							W15 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
00	15	15	15	15	15	15	15	00								00	15	15	15	15	15	15	15
01	15	15	15	15	15	15	15	01								01	15	15	15	15	15	15	15
02	15	15	15	15	15	15	15	02								02	15	15	15	15	15	15	15
03	15	15	15	15	15	15	15	03								03	15	15	15	15	15	15	15
04	15	15	15	15	15	15	15	04								04	15	15	15	15	15	15	15
05	15	15	15	15	15	15	15	05								05	15	15	15	15	15	15	15
06	30	30	30	30	30	30	30	06								06	30	30	30	30	30	30	30
07	30	30	30	30	30	30	30	07								07	30	30	30	30	30	30	30
08	30	30	30	30	30	30	30	08								08	30	30	30	30	30	30	30
09	30	30	30	30	30	30	30	09								09	30	30	30	30	30	30	30
10	30	30	30	30	30	30	30	10								10	30	30	30	30	30	30	30
11	28	28	28	28	28	28	28	11								11	28	28	28	28	28	28	28
12	28	28	28	28	28	28	28	12								12	28	28	28	28	28	28	28
13	28	28	28	28	28	28	28	13								13	28	28	28	28	28	28	28
14	28	28	28	28	28	28	28	14								14	28	28	28	28	28	28	28
15	28	28	28	28	28	28	28	15								15	28	28	28	28	28	28	28
16	30	30	30	30	30	30	30	16								16	30	30	30	30	30	30	30
17	30	30	30	30	30	30	30	17								17	30	30	30	30	30	30	30
18	30	30	30	30	30	30	30	18								18	30	30	30	30	30	30	30
19	30	30	30	30	30	30	30	19								19	30	30	30	30	30	30	30
20	28	28	28	28	28	28	28	20								20	28	28	28	28	28	28	28
21	28	28	28	28	28	28	28	21								21	28	28	28	28	28	28	28
22	20	20	20	20	20	20	20	22	2	2	2	2	2	2	2	22	22	22	22	22	22	22	22
23	15	15	15	15	15	15	15	23	2	2	2	2	2	2	2	23	17	17	17	17	17	17	17

W14 Departures								Change: W14 to W15							W15 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
00	15	15	15	15	15	15	15	00								00	15	15	15	15	15	15	15
01	15	15	15	15	15	15	15	01								01	15	15	15	15	15	15	15
02	15	15	15	15	15	15	15	02								02	15	15	15	15	15	15	15
03	15	15	15	15	15	15	15	03								03	15	15	15	15	15	15	15
04	15	15	15	15	15	15	15	04								04	15	15	15	15	15	15	15
05	15	15	15	15	15	15	15	05								05	15	15	15	15	15	15	15
06	32	32	32	32	32	32	32	06								06	32	32	32	32	32	32	32
07	36	36	36	36	36	36	36	07								07	36	36	36	36	36	36	36
08	33	33	33	33	33	33	33	08								08	33	33	33	33	33	33	33
09	32	32	32	32	32	32	32	09								09	32	32	32	32	32	32	32
10	30	30	30	30	30	30	30	10								10	30	30	30	30	30	30	30
11	28	28	28	28	28	28	28	11								11	28	28	28	28	28	28	28
12	28	28	28	28	28	28	28	12								12	28	28	28	28	28	28	28
13	28	28	28	28	28	28	28	13								13	28	28	28	28	28	28	28
14	28	28	28	28	28	28	28	14								14	28	28	28	28	28	28	28
15	28	28	28	28	28	28	28	15								15	28	28	28	28	28	28	28
16	30	30	30	30	30	30	30	16								16	30	30	30	30	30	30	30
17	30	30	30	30	30	30	30	17								17	30	30	30	30	30	30	30
18	30	30	30	30	30	30	30	18								18	30	30	30	30	30	30	30
19	30	30	30	30	30	30	30	19								19	30	30	30	30	30	30	30
20	28	28	28	28	28	28	28	20								20	28	28	28	28	28	28	28
21	28	28	28	28	28	28	28	21								21	28	28	28	28	28	28	28

Peak Week - Initial Coordination Analysis



Operator	W15 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 (N80 & MU)	Unclaimed Histories	Reclaimed Histories	Incl. Time Change	Incl. Seat Increase	Incl. Day change	Incl. As-D or D-A swap	Demand - New Requests	Allocated - Year Round Incumbent	Allocated - Year Round New Entrant	Allocated - New Incumbent	Allocated - New Entrant	Allocated - "Fill-in"			
Aegean Airlines	-	-	-	-	0.0%	0.0%	0.0%	0.0%	4	-	-	4	-	-	4	4	100.0%
Aer Lingus	-	-	-	84	84	34.5%	0.0%	0.0%	18	-	-	18	-	-	102	102	100.0%
Air France	-	-	-	42	42	0.0%	0.0%	0.0%	-	-	-	-	-	-	42	42	100.0%
Air Malta	-	-	-	8	8	25.0%	75.0%	0.0%	-	-	-	-	-	-	8	8	100.0%
Air Transat	-	-	-	2	2	0.0%	0.0%	0.0%	-	-	-	-	-	-	2	2	100.0%
American Airlines	-	-	-	26	26	76.9%	0.0%	0.0%	-	-	-	-	-	-	26	26	100.0%
Aurigny Air Services	-	-	-	28	28	50.0%	0.0%	0.0%	-	-	-	-	-	-	28	28	100.0%
Austrian Airlines	-	-	-	2	2	100.0%	0.0%	0.0%	10	-	-	10	-	-	12	12	100.0%
BH Air	-	-	-	-	-	0.0%	0.0%	0.0%	-	-	-	-	-	-	-	-	-
Bmi Regional	-	-	-	-	-	0.0%	0.0%	0.0%	-	-	-	-	-	-	-	-	-
British Airways	-	-	-	104	104	74.0%	31.7%	0.0%	12	-	-	12	-	-	116	116	100.0%
Brussels Airlines	-	-	-	38	38	52.6%	0.0%	0.0%	12	-	-	12	-	-	50	50	100.0%
Cathay Pacific	-	-	-	8	8	50.0%	0.0%	0.0%	-	-	-	-	-	-	8	8	100.0%
Cityjet	-	-	-	-	-	0.0%	0.0%	0.0%	-	-	-	-	-	-	-	-	-
Condor	-	-	-	-	-	0.0%	0.0%	0.0%	6	-	-	6	-	-	6	6	100.0%
Delta Airlines	-	-	-	14	14	100.0%	0.0%	0.0%	-	-	-	-	-	-	14	14	100.0%
Eastern Airways	-	-	-	-	-	0.0%	0.0%	0.0%	-	-	-	-	-	-	-	-	-
EasyJet	-	-	-	256	256	11.7%	6.3%	0.0%	42	7	-	26	-	16	298	298	100.0%
Emirates	-	-	-	42	42	0.0%	33.3%	0.0%	-	-	-	-	-	-	42	42	100.0%
Enter Air	-	-	-	-	-	0.0%	0.0%	0.0%	-	-	-	-	-	-	-	-	-
Ethihad Airways	-	-	-	28	28	100.0%	100.0%	0.0%	-	-	-	-	-	-	28	28	100.0%
European Air Transport (DHL)	-	-	-	-	-	0.0%	0.0%	0.0%	10	-	-	10	-	-	10	10	100.0%
Eurowings	-	-	-	52	52	0.0%	0.0%	0.0%	2	-	-	2	-	-	54	54	100.0%
Federal Express	-	-	-	12	12	33.3%	0.0%	0.0%	4	4	-	-	-	-	16	16	100.0%
Finnair	-	-	-	28	28	0.0%	0.0%	0.0%	-	-	-	-	-	-	28	28	100.0%
Flybe	-	-	-	630	630	18.9%	14.1%	0.0%	86	-	-	86	-	-	716	716	100.0%
Freebird Airlines	-	-	-	2	2	100.0%	0.0%	0.0%	2	-	-	2	-	-	4	4	100.0%
Germania	-	-	-	1	1	0.0%	0.0%	0.0%	-	-	-	-	-	-	1	1	100.0%
Germanwings	-	-	-	12	12	0.0%	0.0%	0.0%	-	-	-	-	-	-	12	12	100.0%
Iberia Express	-	-	-	-	-	0.0%	0.0%	0.0%	14	14	-	-	-	-	14	14	100.0%
Icelandair	-	-	-	8	8	0.0%	0.0%	0.0%	4	-	-	4	-	-	12	12	100.0%
Iraqi Airways	-	-	-	-	-	0.0%	0.0%	0.0%	4	-	-	4	-	-	4	4	100.0%
Jet2.com	-	-	-	97	97	32.0%	14.4%	0.0%	5	-	-	5	-	-	102	102	100.0%
KLM Royal Dutch Airlines	-	-	-	70	70	10.0%	0.0%	0.0%	-	-	-	-	-	-	70	70	100.0%
Lufthansa	-	-	-	102	102	49.0%	80.4%	0.0%	2	2	-	-	-	-	104	104	100.0%
Monarch Airlines	-	-	-	110	110	80.9%	14.5%	0.0%	48	13	-	35	-	1	158	158	100.0%
Norwegian	-	-	-	14	14	57.1%	0.0%	0.0%	-	-	-	-	-	-	14	14	100.0%
PIA Pakistan International	-	-	-	16	16	0.0%	0.0%	0.0%	2	-	-	2	-	-	18	18	100.0%
Qatar Airways	-	-	-	20	20	0.0%	0.0%	0.0%	8	-	-	8	-	-	28	28	100.0%
Ryanair	-	-	-	265	265	46.4%	0.0%	0.0%	39	-	-	39	-	-	304	304	100.0%
SAS Scandinavian	-	-	-	46	46	63.0%	0.0%	0.0%	26	-	-	26	-	-	72	72	100.0%
Saudia	-	-	-	8	8	0.0%	100.0%	0.0%	-	-	-	-	-	-	8	8	100.0%
Singapore Airlines	-	-	-	14	14	0.0%	0.0%	0.0%	-	-	-	-	-	-	14	14	100.0%
Sun-Air	-	-	-	34	34	0.0%	0.0%	0.0%	-	-	-	-	-	-	34	34	100.0%
Swiss International	-	-	-	28	28	28.6%	100.0%	0.0%	-	-	-	-	-	-	28	28	100.0%
TAP Portugal	-	-	-	22	22	0.0%	0.0%	0.0%	-	-	-	-	-	-	22	22	100.0%
Thomas Cook (UK)	-	-	-	88	88	55.7%	5.7%	0.0%	22	-	-	22	-	1	110	110	100.0%
Thomson Airways	-	-	-	131	131	16.8%	22.9%	1.5%	12	-	-	12	-	1	143	143	100.0%
Turkish Airlines	-	-	-	28	28	50.0%	0.0%	0.0%	10	10	-	-	-	-	38	38	100.0%
United Airlines	-	-	-	14	14	7.1%	0.0%	0.0%	-	-	-	-	-	-	14	14	100.0%
US Airways	-	-	-	-	-	0.0%	0.0%	0.0%	-	-	-	-	-	-	-	-	-
Virgin Atlantic	-	-	-	18	18	0.0%	0.0%	0.0%	12	-	-	12	-	-	30	30	100.0%
Vueling	-	-	-	-	-	0.0%	0.0%	0.0%	4	-	-	4	-	-	4	4	100.0%
TOTAL	-	-	-	2,552	2,552	31.2%	14.5%	0.1%	420	50	-	361	-	19	2,972	2,972	100.0%

Air Transport Movement Allocation by Operator

Comparison between W14 End vs. W15 Start



Operator	FULL SEASON ALLOCATION								PEAK WEEK ALLOCATION							
	W14 ATMs	W15 ATMs	+/- change	W15 Rank	W14 Seats	W15 Seats	+/- change	W15 Rank	W14 ATMs	W15 ATMs	+/- change	W15 Rank	W14 Seats	W15 Seats	+/- change	W15 Rank
Adria Airways	2	-	-2	67	96	-	-96	65	-	-	0	48	-	-	0	46
Aegean Airlines	62	88	26	43	10,746	14,784	4,038	42	4	4	0	42	672	672	0	42
Aer Lingus	2,146	2,172	26	9	241,650	257,772	16,122	12	98	102	4	9	11,068	12,036	968	12
Aeroflot	2	2	0	57	280	280	0	59	-	-	0	48	-	-	0	46
Air Berlin	-	2	2	57	-	420	420	52	-	-	0	48	-	-	0	46
Air Cairo	2	-	-2	67	348	-	-348	65	-	-	0	48	-	-	0	46
Air Contractors	-	2	2	57	-	294	294	57	-	-	0	48	-	-	0	46
Air France	920	922	2	15	176,771	164,380	-12,391	17	42	42	0	15	8,120	7,490	-630	17
Air Malta	174	174	0	40	25,014	29,664	4,650	37	8	8	0	38	1,182	1,362	180	38
Air Transat	48	52	4	46	14,556	13,320	-1,236	43	2	2	0	46	498	498	0	43
American Airlines	418	704	286	18	75,240	149,006	73,766	18	12	26	14	25	2,160	5,724	3,564	21
Aurigny Air Services	562	568	6	25	40,446	40,896	450	33	30	28	-2	20	2,160	2,016	-144	34
Austrian Airlines	32	251	219	35	6,152	29,300	23,148	38	2	12	10	34	400	1,450	1,050	37
AVANTI AIR Bedarfsflug GmbH	-	1	1	66	-	100	100	64	-	-	0	48	-	-	0	46
BH Air	2	-	-2	67	360	-	-360	65	2	-	-2	48	360	-	-360	46
Binair	2	-	-2	67	-	-	0	65	-	-	0	48	-	-	0	46
Bmi Regional	637	-	-637	67	31,213	-	-31,213	65	32	-	-32	48	1,568	-	-1,568	46
British Airways	2,360	2,445	85	6	388,798	397,012	8,214	8	119	116	-3	6	19,539	18,829	-710	8
Brussels Airlines	801	870	69	16	109,705	122,670	12,965	20	38	50	12	14	5,228	7,050	1,822	18
Carpatair	2	-	-2	67	200	-	-200	65	-	-	0	48	-	-	0	46
Cathay Pacific	129	176	47	38	43,860	59,840	15,980	28	8	8	0	38	2,720	2,720	0	27
Cityjet	10	2	-8	57	950	190	-760	61	4	-	-4	48	380	-	-380	46
Condor	8	121	113	41	2,120	33,275	31,155	36	-	6	6	41	-	1,650	1,650	36
Delta Airlines	220	308	88	30	48,236	51,744	3,508	31	10	14	4	29	2,190	2,352	162	32
Denim Air	7	7	0	52	350	350	0	55	-	-	0	48	-	-	0	46
Eastern Airways	47	5	-42	54	2,056	250	-1,806	60	6	-	-6	48	258	-	-258	46
EasyJet	5,210	6,187	977	3	877,968	1,052,124	174,156	3	252	298	46	3	42,624	50,760	8,136	3
Emirates	923	924	1	14	397,217	442,400	45,183	7	42	42	0	15	19,516	20,888	1,372	7
Enter Air	15	24	9	48	2,520	3,864	1,344	46	2	-	-2	48	336	-	-336	46
Estonian Air	2	-	-2	67	152	-	-152	65	-	-	0	48	-	-	0	46
Etihad Airways	618	616	-2	22	213,010	223,584	10,574	14	28	28	0	20	10,788	10,980	192	14
Euroloot	2	-	-2	67	156	-	-156	65	-	-	0	48	-	-	0	46
Europe Airpost	-	2	2	57	-	294	294	57	-	-	0	48	-	-	0	46
European Air Transport (DHL)	-	220	220	36	-	-	0	65	-	10	10	37	-	-	0	46
Eurowings	-	1,170	1,170	13	-	120,276	120,276	21	-	54	54	13	-	5,868	5,868	20
Federal Express	336	352	16	29	-	-	0	65	16	16	0	28	-	-	0	46
Finnair	601	604	3	24	59,502	60,530	1,028	27	28	28	0	20	2,800	2,800	0	26
Flybe	13,510	14,649	1,139	1	1,057,556	1,137,002	79,446	2	660	716	56	1	52,240	55,632	3,392	2
flyNiki	2	2	0	57	360	360	0	54	-	-	0	48	-	-	0	46
Freebird Airlines	95	86	-9	44	12,014	10,080	-1,934	44	6	4	-2	42	540	360	-180	44
Germania	25	13	-12	49	3,742	1,924	-1,818	47	4	1	-3	47	600	148	-452	45
Germanwings	1,346	252	-1,094	34	133,848	38,952	-94,896	35	64	12	-52	34	6,360	1,848	-4,512	35
Hi Fly Airline	-	4	4	55	-	948	948	50	-	-	0	48	-	-	0	46
HOP!	2	2	0	57	152	120	-32	63	-	-	0	48	-	-	0	46
Iberia Express	-	308	308	30	-	52,668	52,668	30	-	14	14	29	-	2,394	2,394	29
Icelandair	140	218	78	37	25,620	39,894	14,274	34	8	12	4	34	1,464	2,196	732	33
Iraqi Airways	8	86	78	44	1,400	15,050	13,650	41	2	4	2	42	350	700	350	41
Jet2.com	1,988	1,994	6	10	362,445	366,230	3,785	9	89	102	13	9	16,848	18,558	1,710	9
Jetstar Airways	-	2	2	57	-	340	340	56	-	-	0	48	-	-	0	46
KLM Royal Dutch Airlines	1,515	1,532	17	11	266,940	260,240	-6,700	11	70	70	0	12	12,600	12,136	-464	11
Lufthansa	2,082	2,226	144	7	340,766	360,490	19,724	10	100	104	4	8	16,112	16,858	746	10
Luxair	2	4	2	55	372	744	372	51	-	-	0	48	-	-	0	46
Monarch Airlines	2,855	3,092	237	4	588,886	625,968	37,082	5	122	158	36	4	25,308	32,132	6,824	4
Norwegian	304	304	0	33	56,430	56,544	114	29	14	14	0	29	2,490	2,604	114	28
Onur Air	1	-	-1	67	219	-	-219	65	-	-	0	48	-	-	0	46
Pegasus Airlines	1	-	-1	67	189	-	-189	65	-	-	0	48	-	-	0	46
PIA Pakistan International	382	396	14	28	135,232	116,996	-18,236	22	18	18	0	27	6,358	5,318	-1,040	22
Privilege Style	2	-	-2	67	400	-	-400	65	-	-	0	48	-	-	0	46
Qatar Airways	488	614	126	23	148,840	191,920	43,080	16	28	28	0	20	8,540	8,540	0	16
Ryanair	5,566	7,014	1,448	2	1,051,974	1,325,646	273,672	1	246	304	58	2	46,494	57,456	10,962	1
SAS Scandinavian	1,010	1,397	387	12	164,868	207,655	42,787	15	52	72	20	11	7,918	10,648	2,730	15
Saudia	171	176	5	38	45,932	42,812	-3,120	32	8	8	0	38	2,292	2,384	92	30
Siavia	2	-	-2	67	98	-	-98	65	-	-	0	48	-	-	0	46
Singapore Airlines	308	308	0	30	85,624	81,312	-4,312	24	14	14	0	29	3,892	3,696	-196	24
Smart Wings	7	-	-7	67	1,323	-	-1,323	65	-	-	0	48	-	-	0	46
Sun-Air	742	702	-40	19	23,744	22,464	-1,280	39	38	34	-4	18	1,216	1,088	-128	39
Swiss International	627	638	11	21	84,612	111,716	27,104	23	28	28	0	20	3,706	4,904	1,198	23
TAP Portugal	422	474	52	26	59,066	65,708	6,642	26	22	22	0	26	3,004	3,004	0	25
Thomas Cook (UK)	1,976	2,190	214	8	501,917	575,815	69,898	6	104	110	6	7	25,744	28,564	2,820	6
Thomson Airways	3,069	3,083	14	5	663,563	667,754	4,191	4	138	143	5	5	29,804	30,954	1,150	5
Titan Airways	8	26	18	47	1,136	4,864	3,728	45	-	-	0	48	-	-	0	46
Transavia	1	6	5	53	189	1,134	945	49	-	-	0	48	-	-	0	46
TUIfly	8	8	0	57	-	1,512	1,512	48	-	-	0	48	-	-	0	46
Turkish Airlines	612	836	224	17	110,320	147,180	36,860	19	28	38	10	17	4,862	6,690	1,828	19
United Airlines	433	414	-19	27	73,243	69,966	-3,277	25	24	14	-10	29	4,056	2,366	-1,690	31
US Airways	295	-	-295	67	75,986	-	-75,986	65	14	-	-14	48	3,612	-	-3,612	46
Via Tauro	1	-	-1	67	-	-	0	65	-	-	0	48	-	-	0	46
Virgin Atlantic	1,607	668	-939	20	388,927	251,398	-137,529	13	72	30	-42	19	17,024	11,382	-5,642	13
VLM Airlines	11	8	-3	50	550	400	-150	53	-	-	0	48	-	-	0	46
VOLGA DNEPR AIRLINES JSC	2	-	-2	67	-	-	0	65	-	-	0	48	-	-	0	46
Vueling	16	108	92	42	2,880	19,452	16,572	40	-	4	4	42	-	720	720	40
WDL Aviation	2	-	-2	67	348	180	-180	62	-	-	0	48	-	-	0	46
White Airways	-	2	2	57	-	348	348	65	-	-	0	48	-	-	0	46
Wideroe	2	-	-2	67	156	-	-156	65	-	-	0	48	-	-	0	46
TOTAL	57,938	62,813	4,875		9,241,539	10,138,057	896,518		2,758	2,972	214		438,001	478,425	40,424	

Operators with 0 'ATMs' in both W14 End & W15 Start schedules are included in the table due to appearing in the W14 Start schedule (either with/without allocated slots).

Peak Week - Allocation and Slot Adjustment Distribution by Operator



Schedule: W15 Start

Operator	W15 allocated ATMs	SLOT ADJUSTMENTS (MINUTES OFF REQUESTED TIME)														Requests with NO slot allocated	
		0	5	10	15	20	25	30	35	40	45	50	55	60	>60		
Aegean Airlines	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%	-
Aer Lingus	102	99.0%	0.0%	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%	-
Air France	42	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Air Malta	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%	-
Air Transat	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%	-
American Airlines	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%	0.0%	-
Aurigny Air Services	28	78.6%	0.0%	21.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Austrian 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%	0.0%	-
British Airways	116	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Brussels Airlines	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%	0.0%	-
Cathay Pacific	8	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Condor	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%	-
Delta 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%	0.0%	-
EasyJet	298	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Emirates	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%	-
Ethihad 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%	0.0%	-
European Air Transport (DHL)	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%	-
Eurowings	54	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Federal Express	16	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Finnair	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%	-
Flybe	716	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%	-
Freebird 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%	0.0%	-
Germania	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%	-
Germanwings	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%	-
Iberia Express	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%	-
Icelandair	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%	-
Iraqi Airways	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%	-
Jet2.com	102	96.1%	2.9%	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%	-
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%	0.0%	-
Lufthansa	104	99.0%	1.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Monarch Airlines	158	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%	-
Norwegian	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%	-
PIA Pakistan International	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%	-
Qatar 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%	0.0%	-
Ryanair	304	99.0%	0.7%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
SAS Scandinavian	72	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%	-
Saudia	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%	-
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%	0.0%	-
Sun-Air	34	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Swiss International	28	78.6%	21.4%	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%	-
TAP Portugal	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%	0.0%	-
Thomas Cook (UK)	110	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%	0.0%	-
Thomson Airways	143	97.9%	0.7%	0.7%	0.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Turkish Airlines	38	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%	-
United 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%	0.0%	-
Virgin Atlantic	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%	0.0%	-
Vueling	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%	-
TOTAL	2,972	99.2%	0.4%	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%	-

Operators with 0 'allocated ATMs' and 0 'Requests with NO slot allocated' in W15, are included in this list due to having slots allocated in either W14 Start or W14 End schedules.

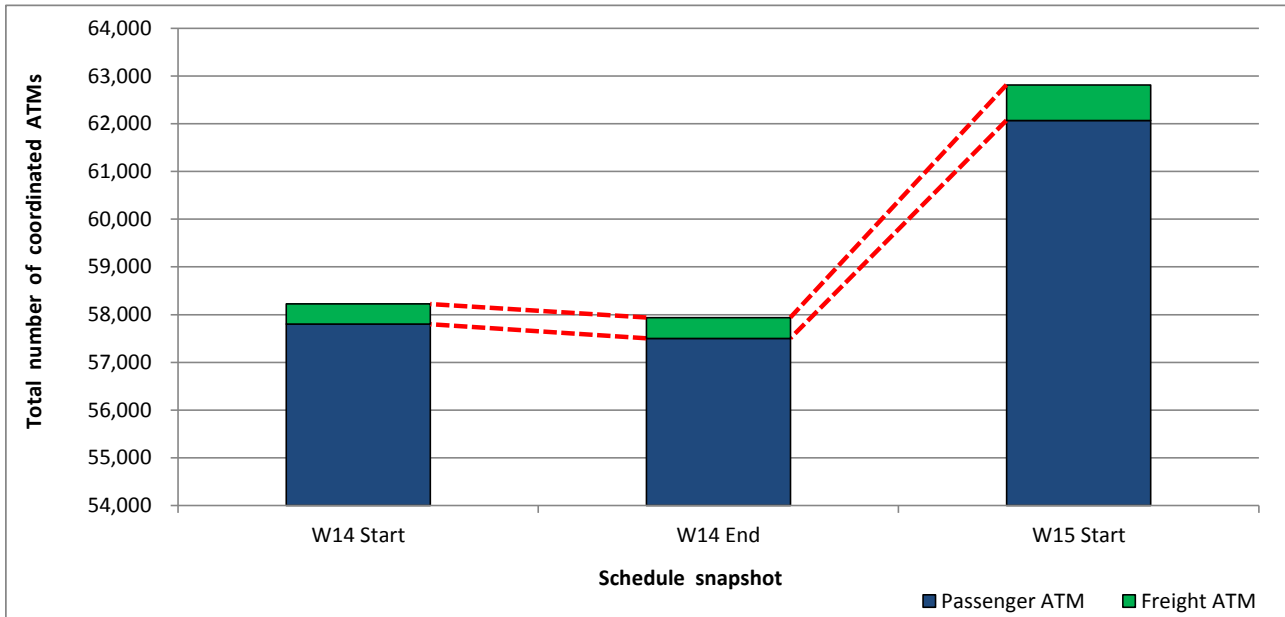
Significant Route Changes

Operator	Category	Description of change from W14 schedule to W15 schedule
Aer Lingus	CHANGE	Increase some days of the week from five to six DUB services per day.
Austrian Airlines	NEW	New VIE service continues from S15, five per week with FK100 1135/1300z.
Condor	NEW	Based B757-300 which is normally Summer season only stays for W15.
Delta Airlines	NEW	New daily JFK continues from S15 (no ATL which now operated by Virgin).
EasyJet	NEW	9th based aircraft continues from S15, new route VIE plus new OPO, MRS and PSA cont from S15. Plus increase on numerous destinations. No DME.
Emirates	CHANGE	Continuation of 2nd A380 on evening service but increase seats from 517 to 615 with two-class aircraft, still x3 per day.
Etihad Airways	CHANGE	Mix of equipment on twice daily AUH service, mainly B777-300 but also periods with A340-600 and A330-200.
European Air Transport (DHL)	NEW	New five per week LEJ (Leipzig) freighter B757F, Mon-Fri day stop MAN, eff 26Oct.
Flybe	NEW	Increase from six to eight from 25Oct, ninth based aircraft from 08Feb. AMS increase from two to five per day, HAJ from once to twice per day, continuation of new BOH, DUS up x3 to x4, BHD down x8 to x6, EDI and EXT down x4 to x3, SOU down x5 to x4, No LYS. New double daily slots held to a destination to be confirmed on the ninth aircraft from Feb.
Germanwings	CHANGE	Germanwings now part of Eurowings has changed DUS and HAM services to EW prefix whilst CGN services remain as 4U prefix.
Iberia Express	NEW	New MAD service continued from S15, twice per week Tue and Sat 1725/1805z with A320.
Icelandair	CHANGE	Increase from four to six per week to KEF.
Iraqi Airways	NEW	New twice per week service continued from S15, Sun and Mon with A320.
Jet2.com	NEW	New destinations are weekly LYS and SOF.
Lufthansa	CHANGE	MUC nightstopper upgrades from A320 to A321. Some B737-300 on FRA. Freighter increase from two to four per week.
Monarch Airlines	NEW	New GVA and LYS which were MON charter routes. LCA is gone.
Qatar Airways	CHANGE	Continuation of increased frequency to fourteen per week to DOH.
Ryanair	CHANGE	STR new route continued from S15, increase on DUB from four to six per day, BCN increase to daily plus several other frequency upgrades. PFO is gone.
SAS Scandinavian	CHANGE	New third CPH service with CRJ 2105/2140z, ARN increase to eleven per week, OSL up from four to five per week.
Saudia	CHANGE	Equipment change from B777-200 to B787-9 from 01Mar, remains four per week, 289 seats vs 232 seats.
Swiss International	CHANGE	Equipment change from FK100 to A320 on twice per day ZRH, increase from two to three per day at weekends.
Thomas Cook (UK)	NEW	JFK, LAS, MIA and PUJ all new for Winter but continued from Summer, No MBI for W15. Prefix change from TCX to MT for all flights eff.25Oct.
Thomson Airways	NEW	New route KEF twice per week Jan-Mar. No GOI or NBE for W15.
Turkish Airlines	CHANGE	Continuation from S15 of increased IST service from x14 to x19 per week.
Virgin Atlantic	NEW	New daily ATL continued from S15 with A330. (replaces Delta a/l) No LHR services which ended Mar15.
Vueling	NEW	New BCN service continues from S15, twice per week for W15.

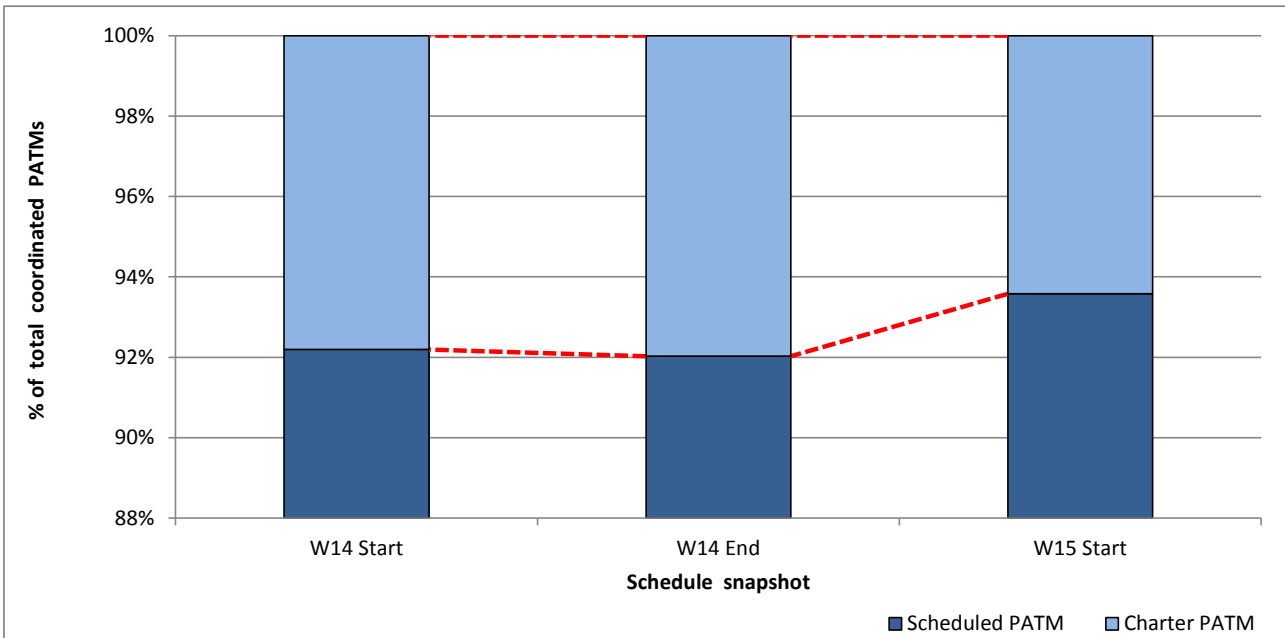
Full Season - ATM Analysis



Total ATMs: Passenger ATMs vs. Freight ATMs



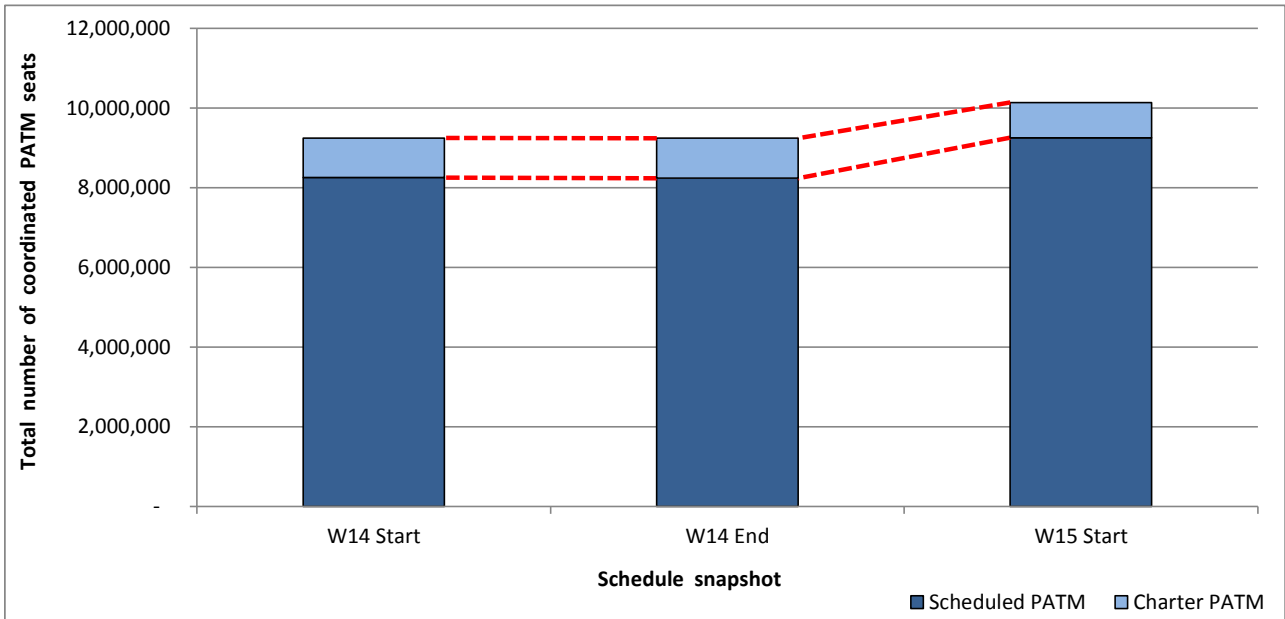
Passenger ATMs: Scheduled vs. Charter



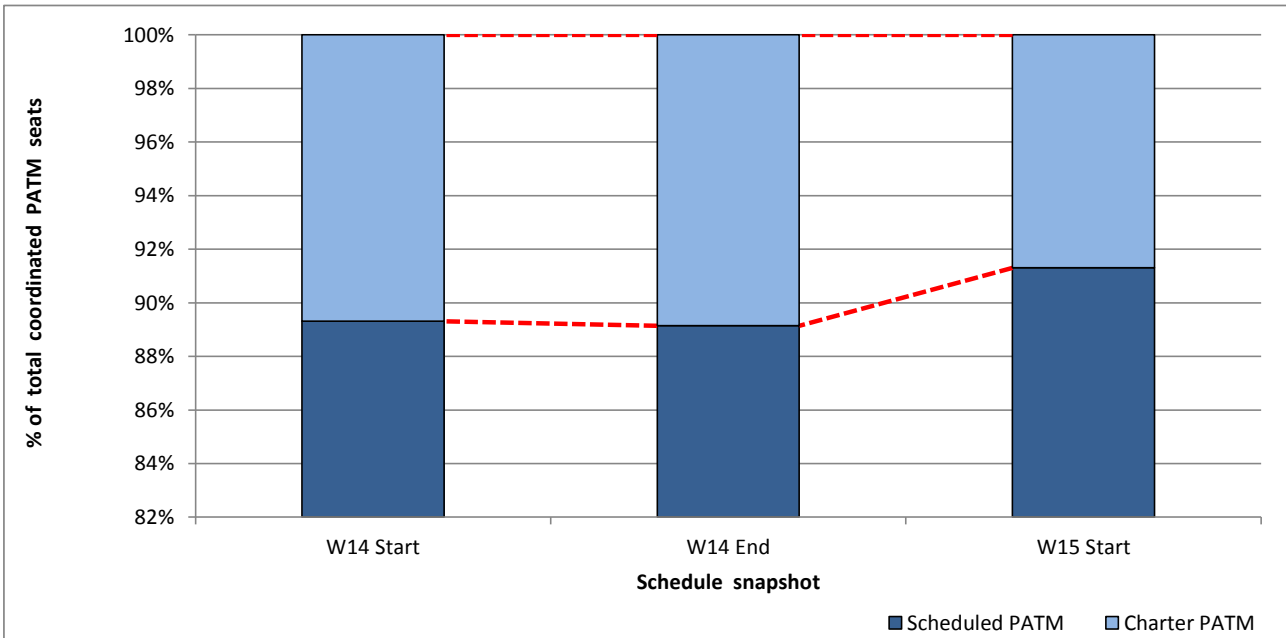
Full Season - PATM Seats Analysis



Total Passenger ATM seats: Scheduled vs. Charter



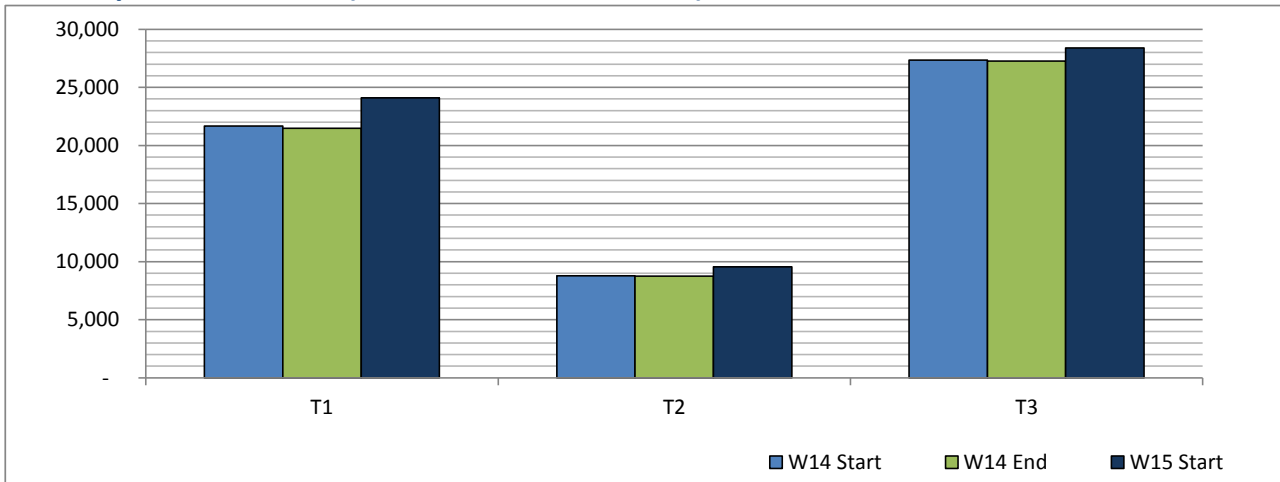
Passenger ATM seats: Scheduled vs. Charter



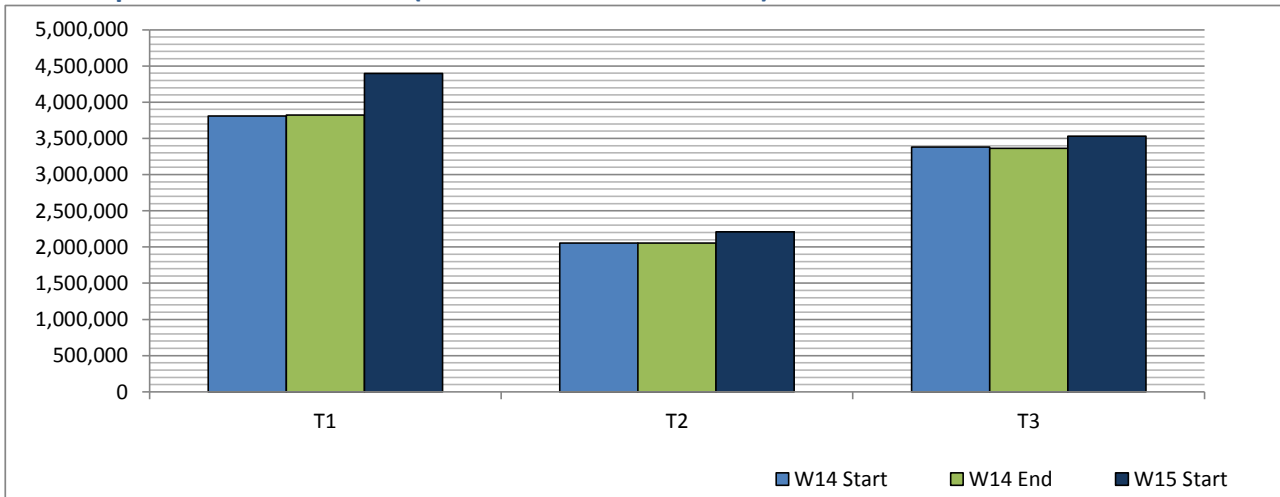
Full Season - Terminal Analysis



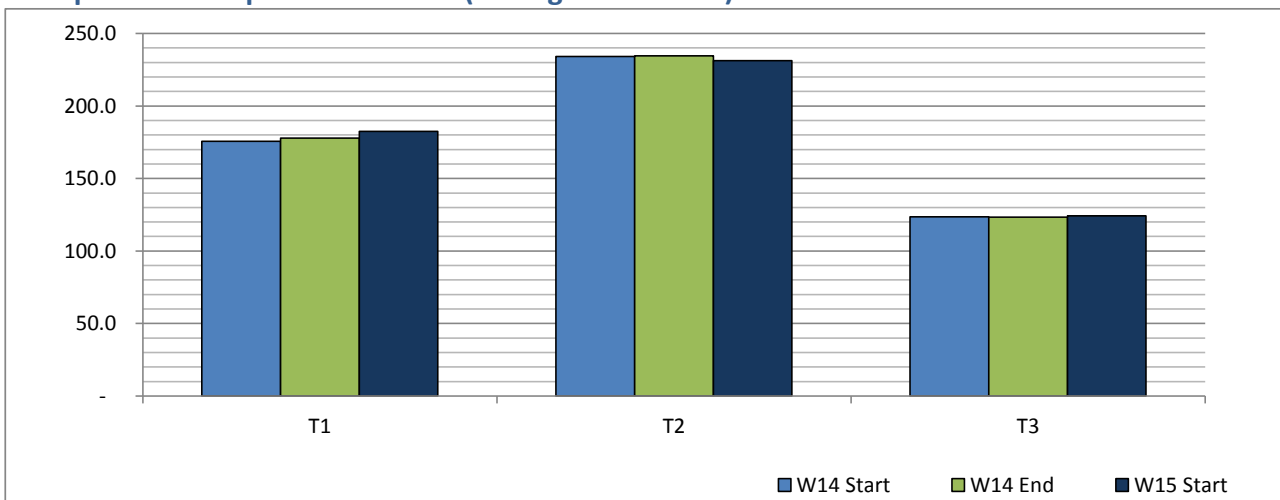
Air Transport Movements (total allocated for season)



Air Transport Movement Seats (total allocated for season)

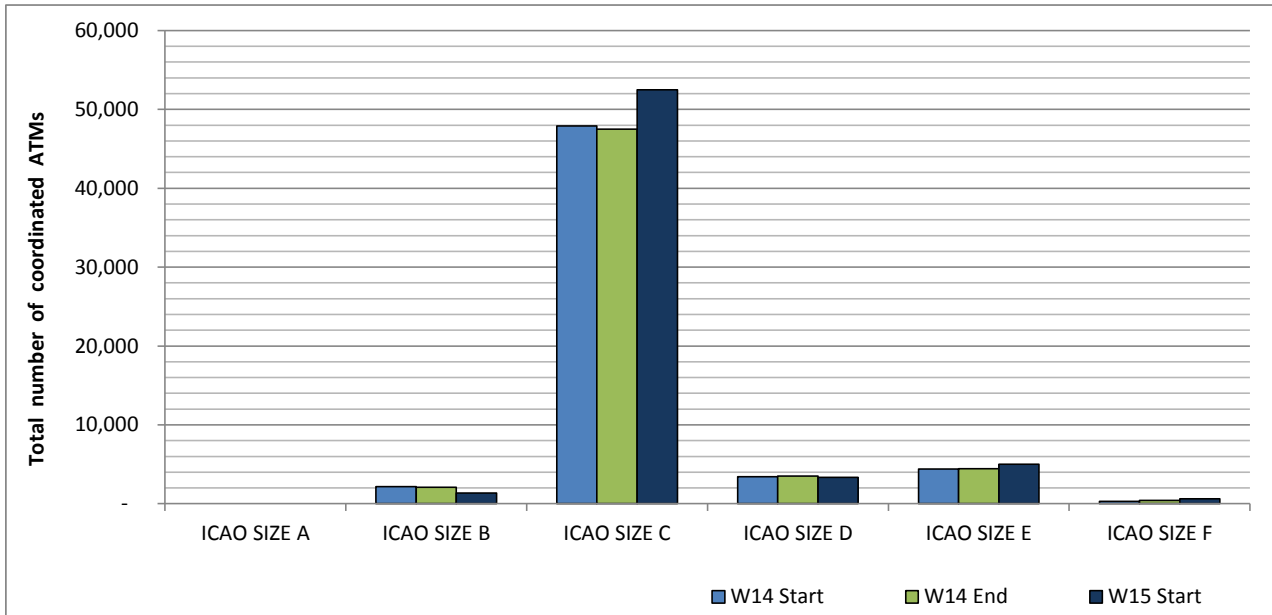


Seats per Air Transport Movement (average for season)



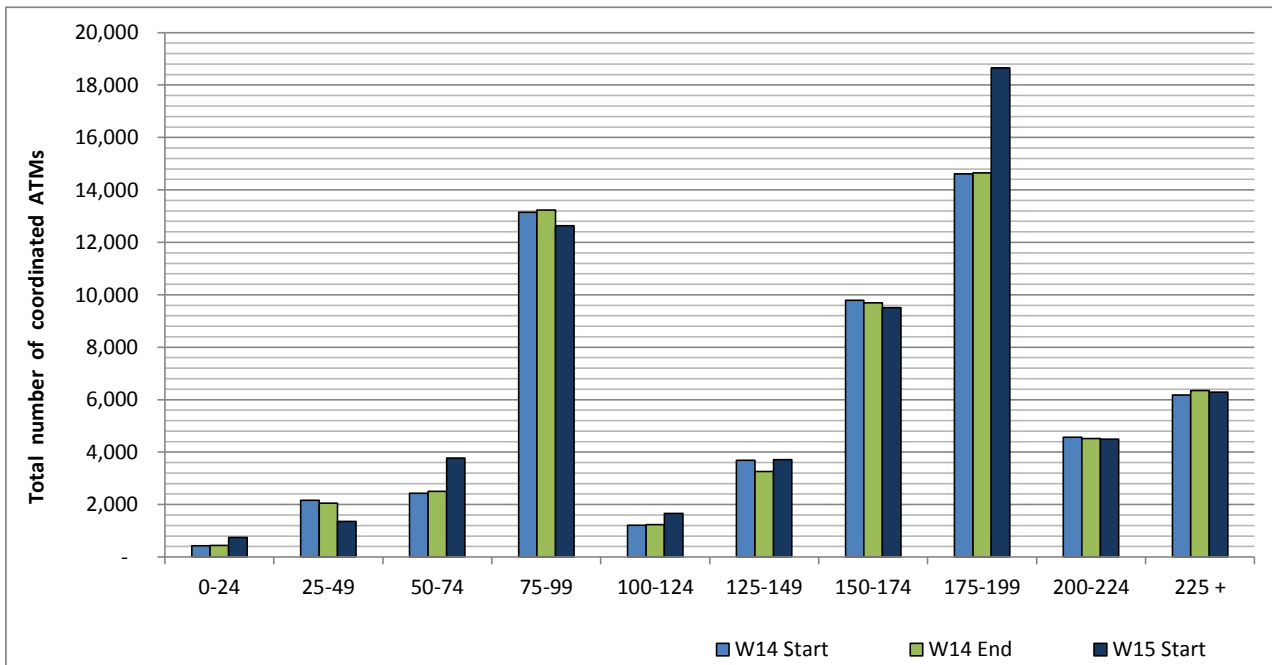
Full Season - Aircraft Size Analysis

ICAO size designation



Note: See Glossary for definitions of ICAO SIZE groupings

Air Transport Movement seat distribution

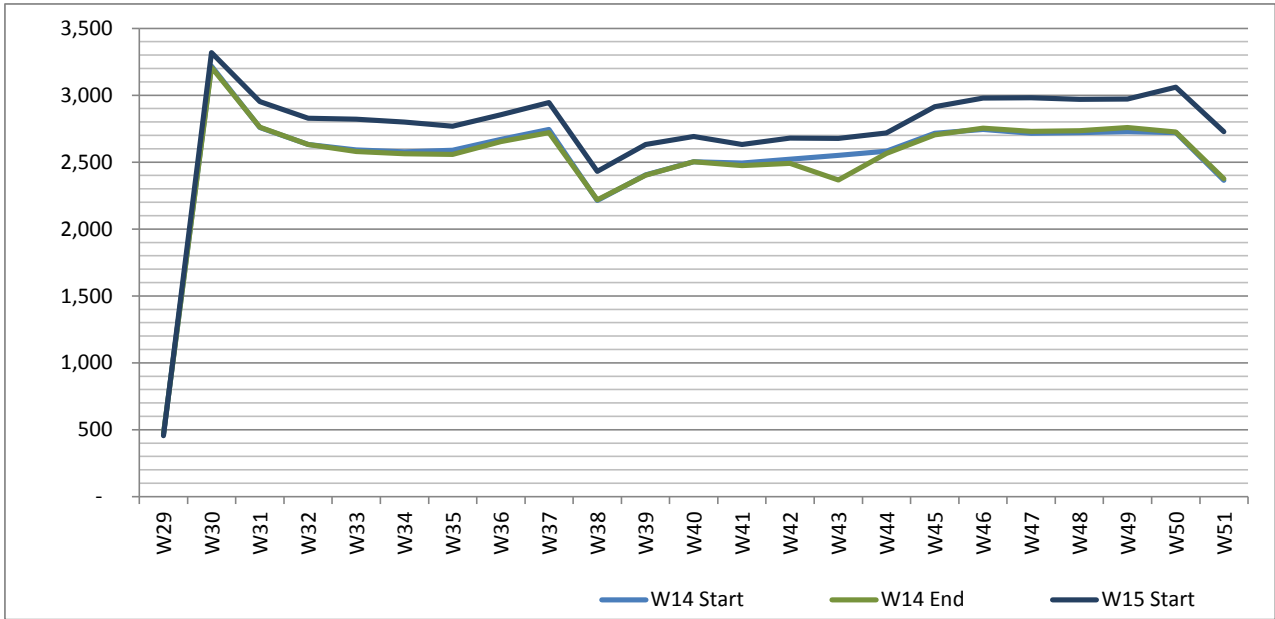


Note: FREIGHT-ONLY services with 0 seats are included in the first seat band '0-24'

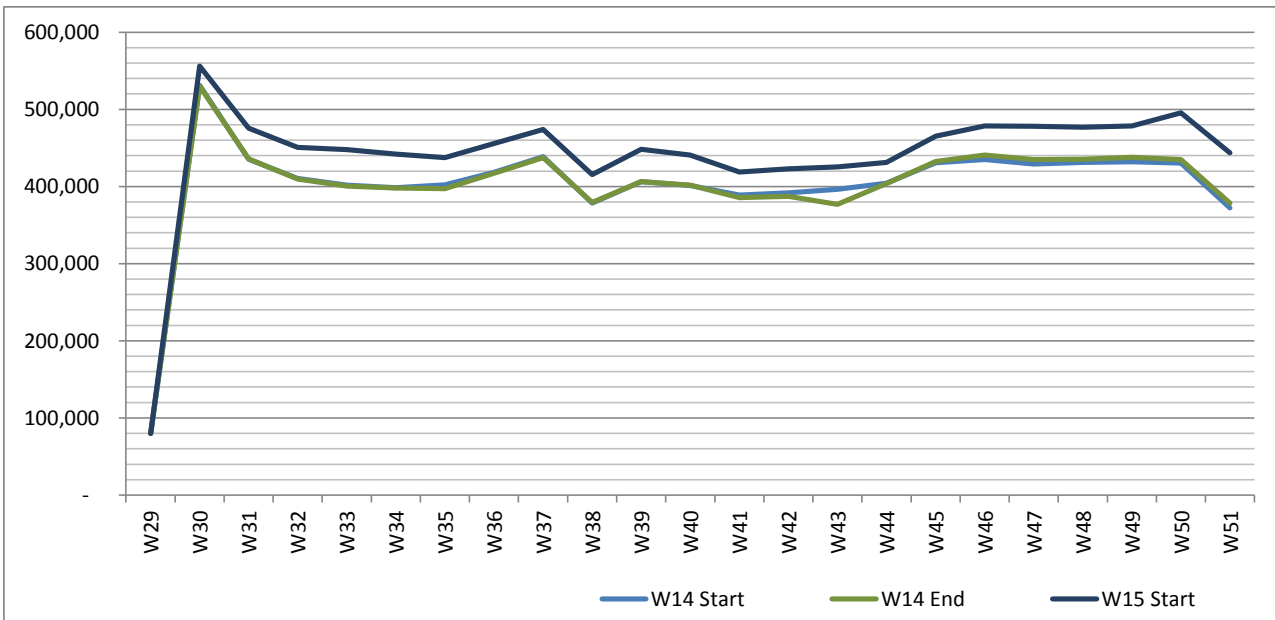
Full Season - Seasonality



Air Transport Movements by week of season



Air Transport Movement Seats by week of season



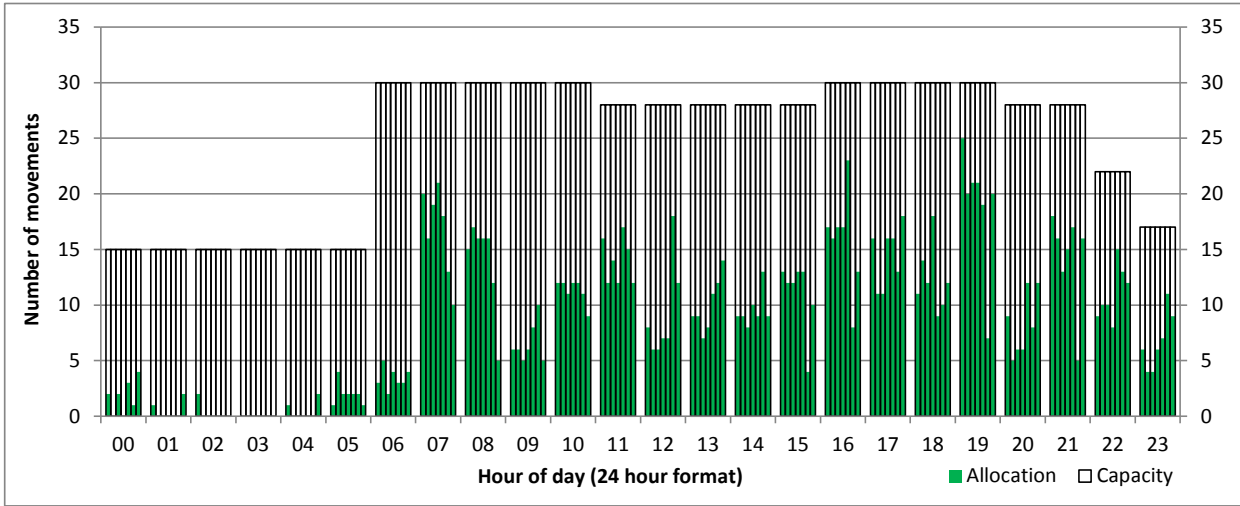
Peak Week - Hourly Runway Allocation

Schedule: W15 Start



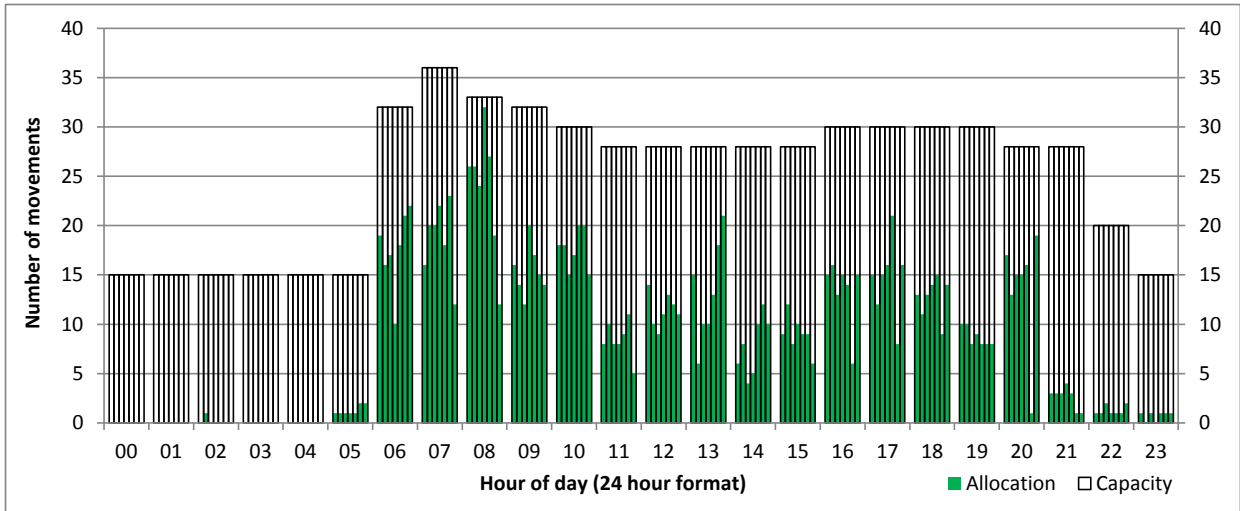
Hourly Arrival Allocation

Time: UTC



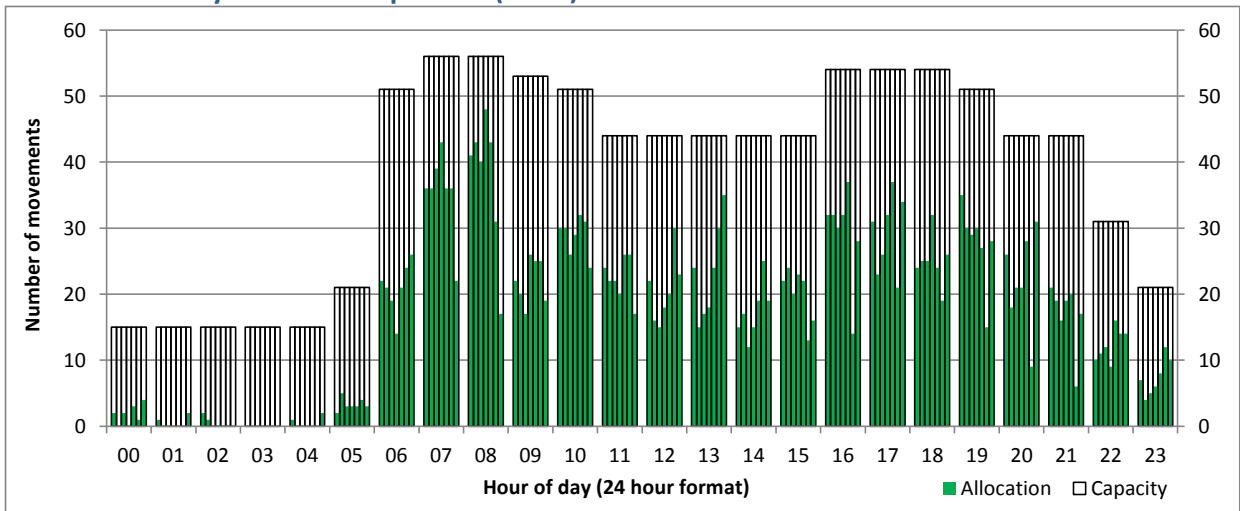
Hourly Departure Allocation

Time: UTC



Combined Hourly Arrival & Departure (Total) Allocation

Time: UTC



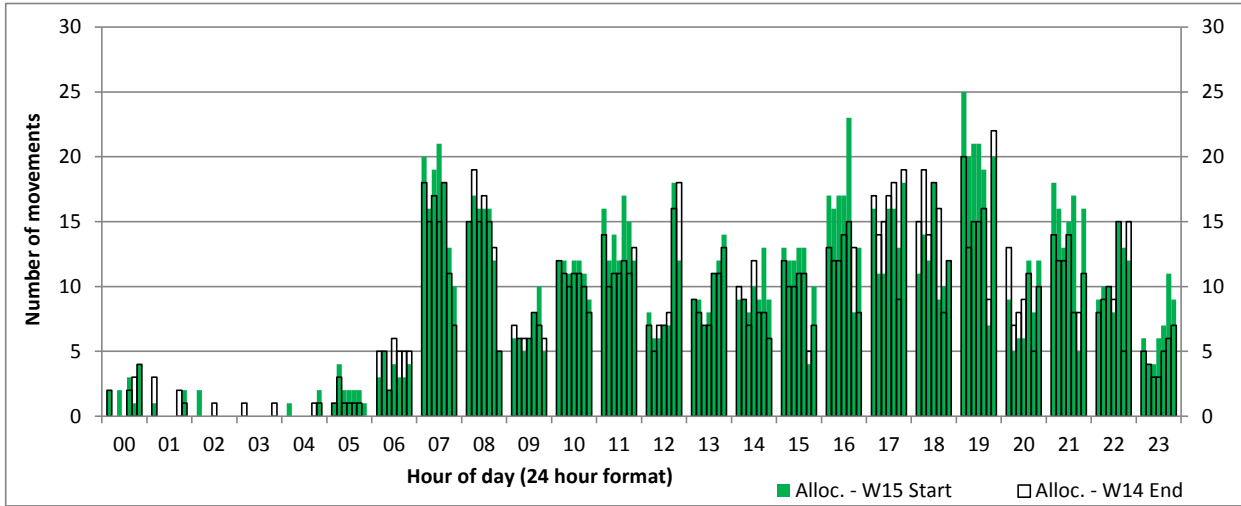
Peak Week - Runway Allocation Comparison

Comparison of W15 Start vs. W14 End



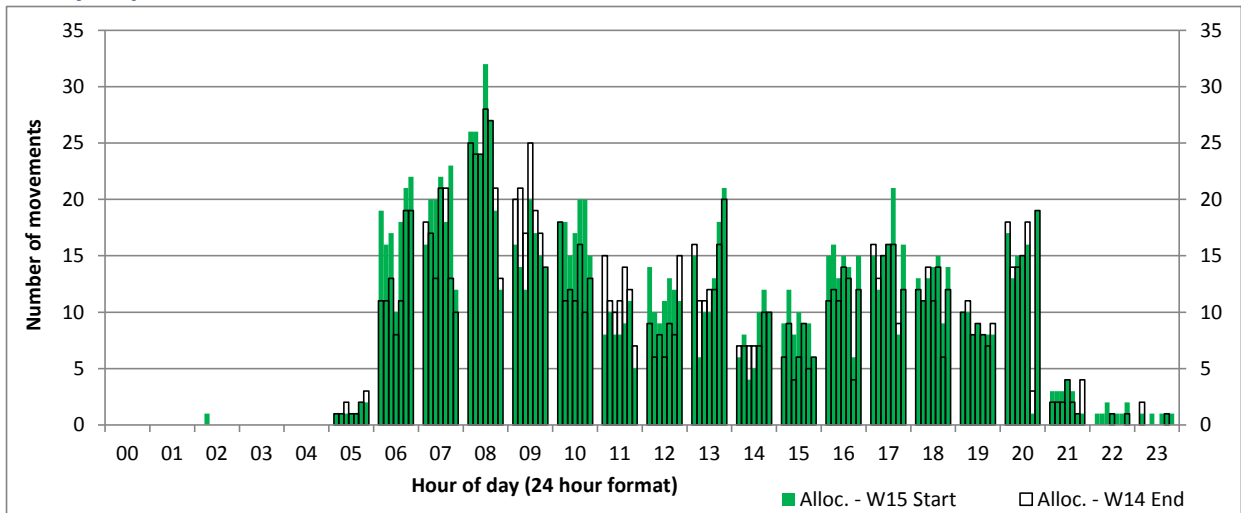
Hourly Arrival Allocation

Time: UTC



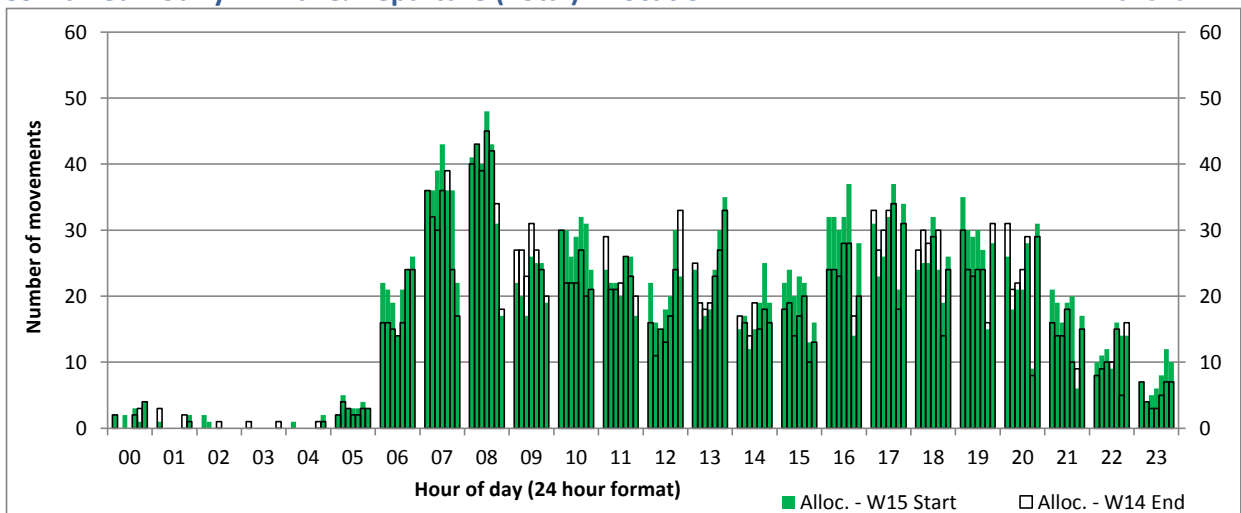
Hourly Departure Allocation

Time: UTC



Combined Hourly Arrival & Departure (Total) Allocation

Time: UTC



Peak Week - Passengers Histogram

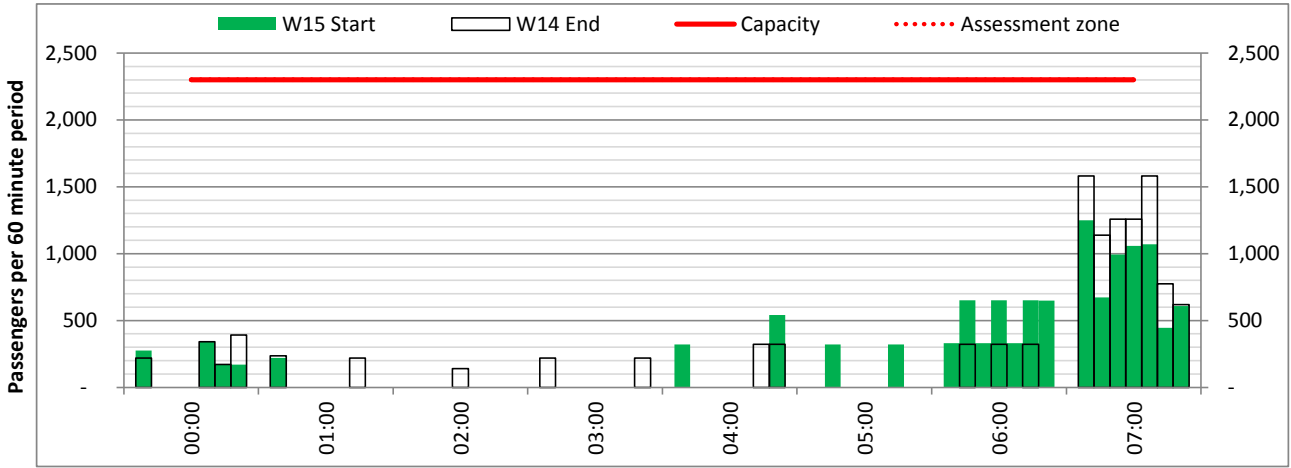
ARRIVAL - 60 minute count rolling every 60 mins (T60)



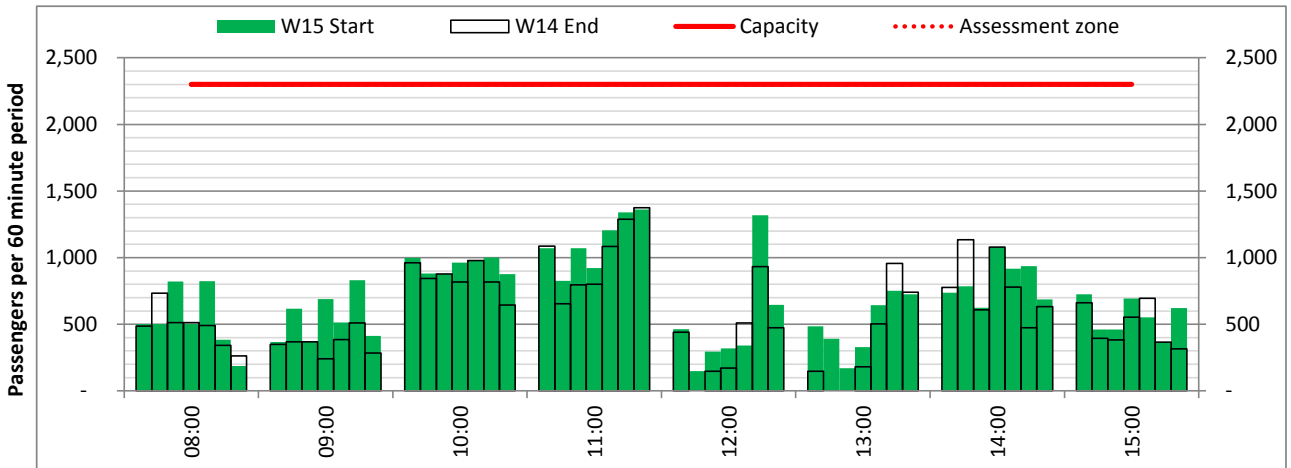
Terminals: T1

Operators: All Operators

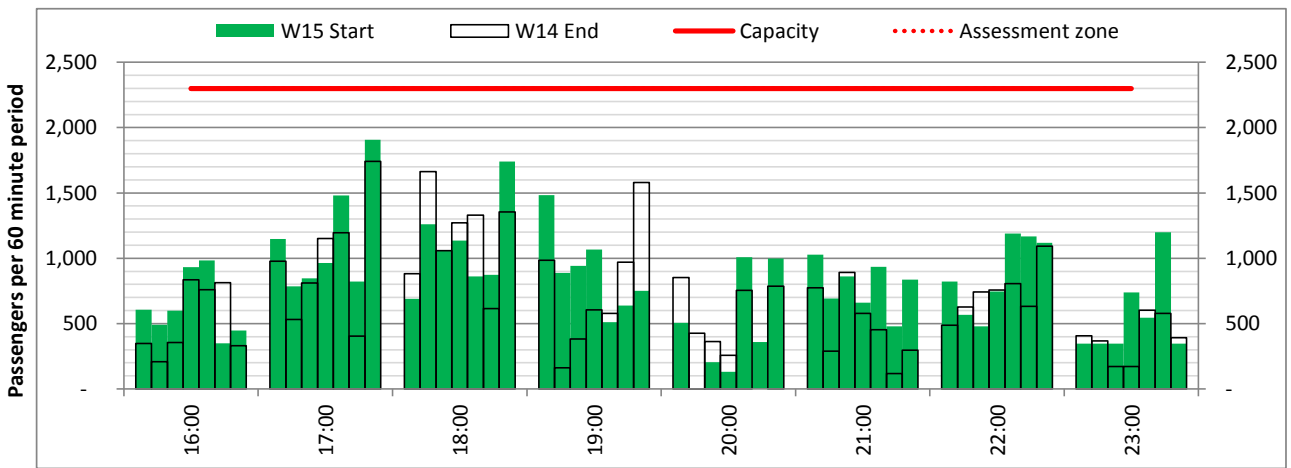
Days: 1234567



Start of count period - Time: UTC



Start of count period - Time: UTC



Start of count period - Time: UTC

Peak Week - Passengers Histogram

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



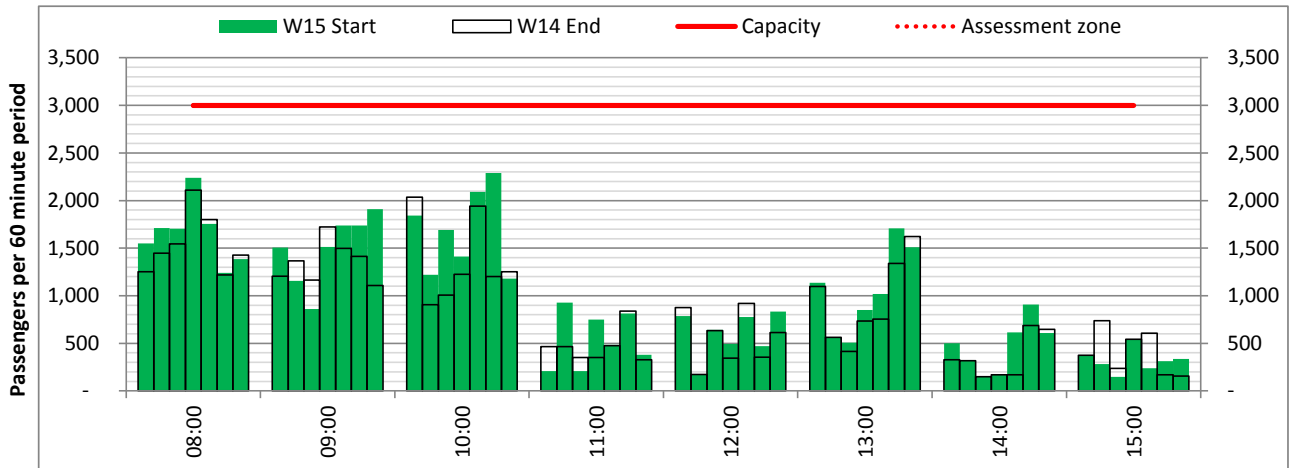
Terminals: T1

Operators: All Operators

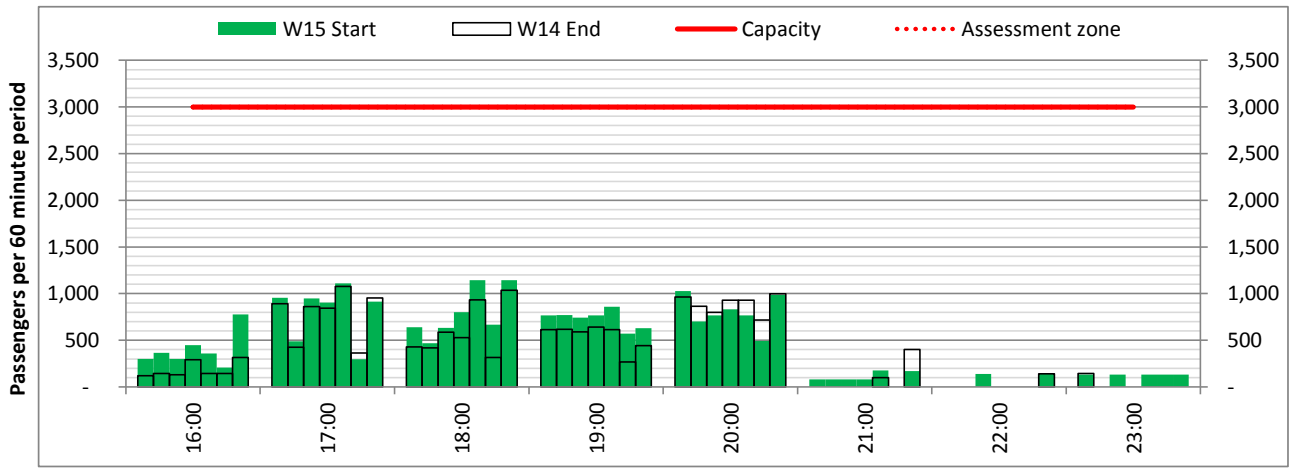
Days: 1234567



Start of count period - Time: UTC



Start of count period - Time: UTC



Start of count period - Time: UTC

Peak Week - Passengers Histogram

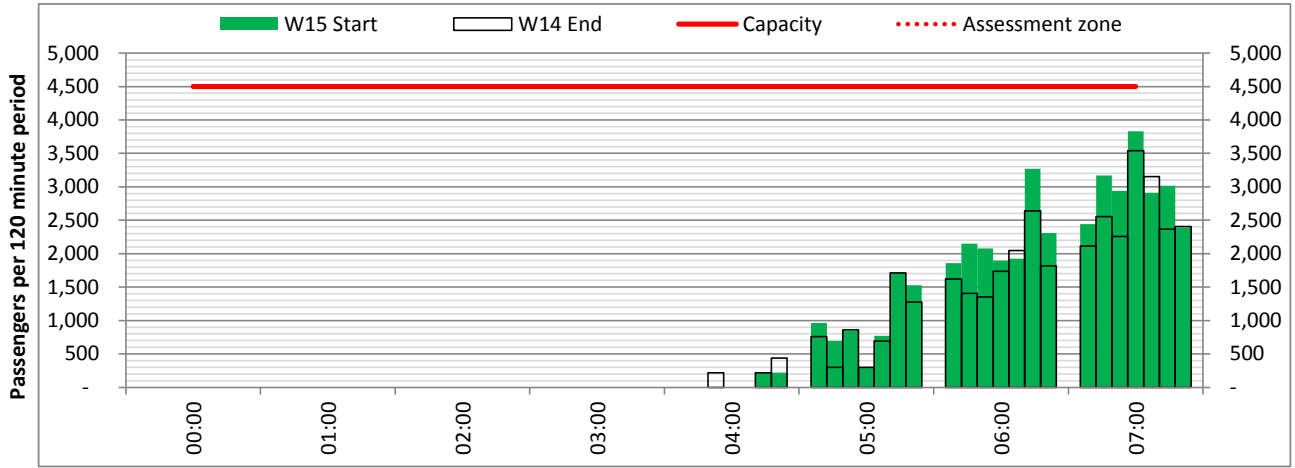
DEPARTURE - 120 minute count rolling every 60 mins (T120/60)



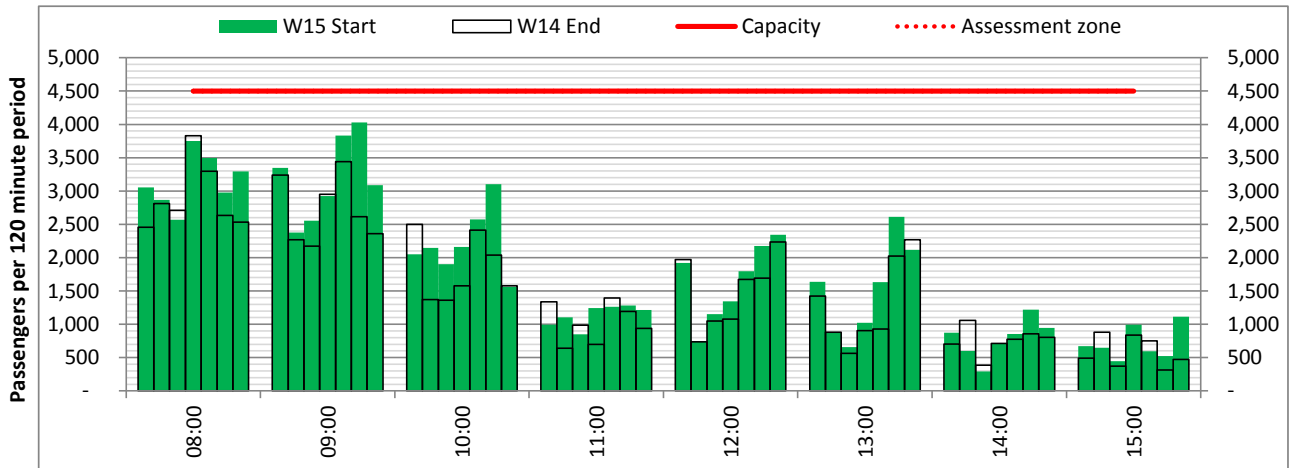
Terminals: T1

Operators: All Operators

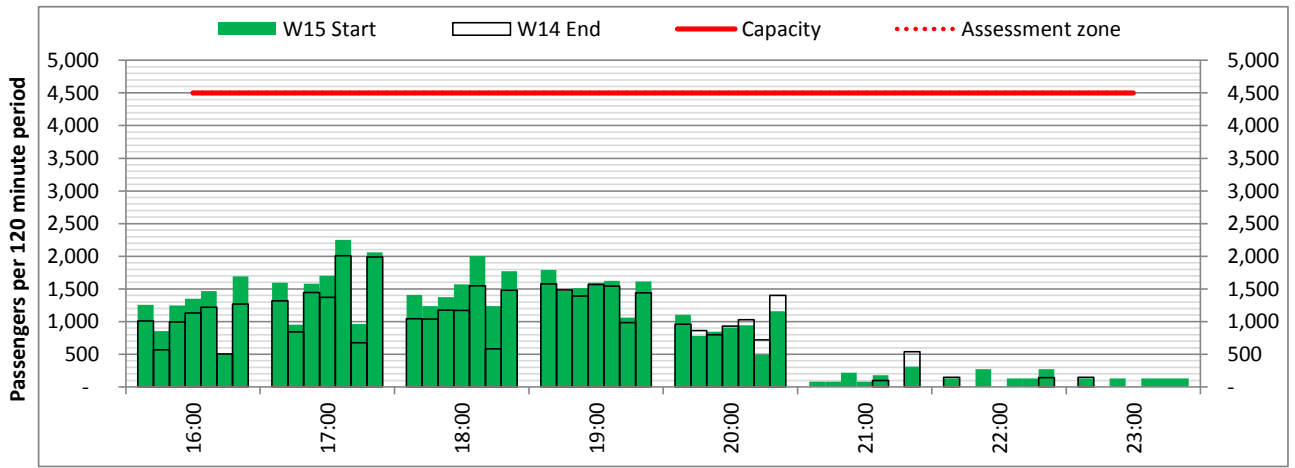
Days: 1234567



Start of count period - Time: UTC



Start of count period - Time: UTC



Start of count period - Time: UTC

Peak Week - Passengers Histogram

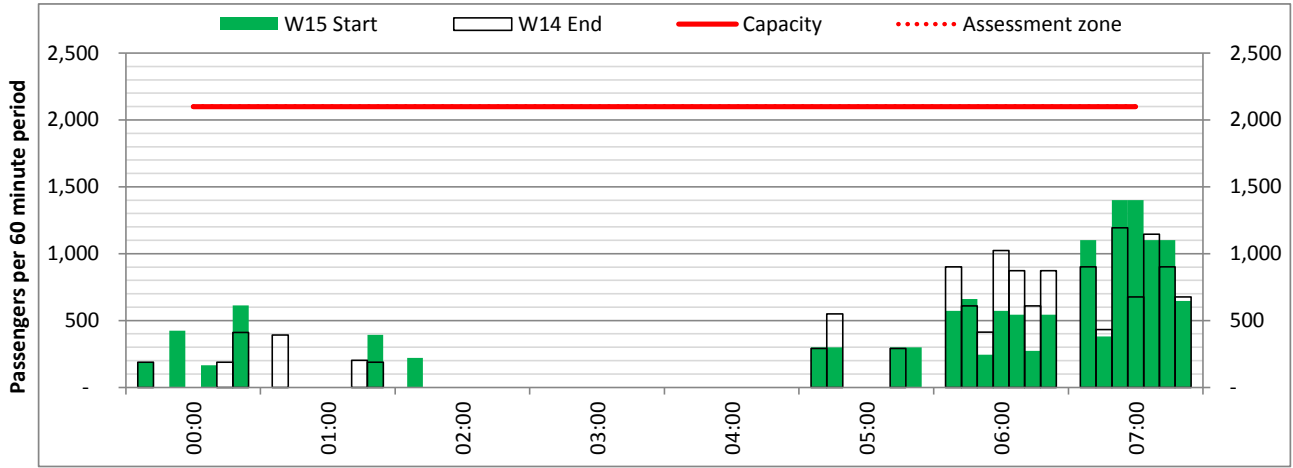
ARRIVAL - 60 minute count rolling every 60 mins (T60)



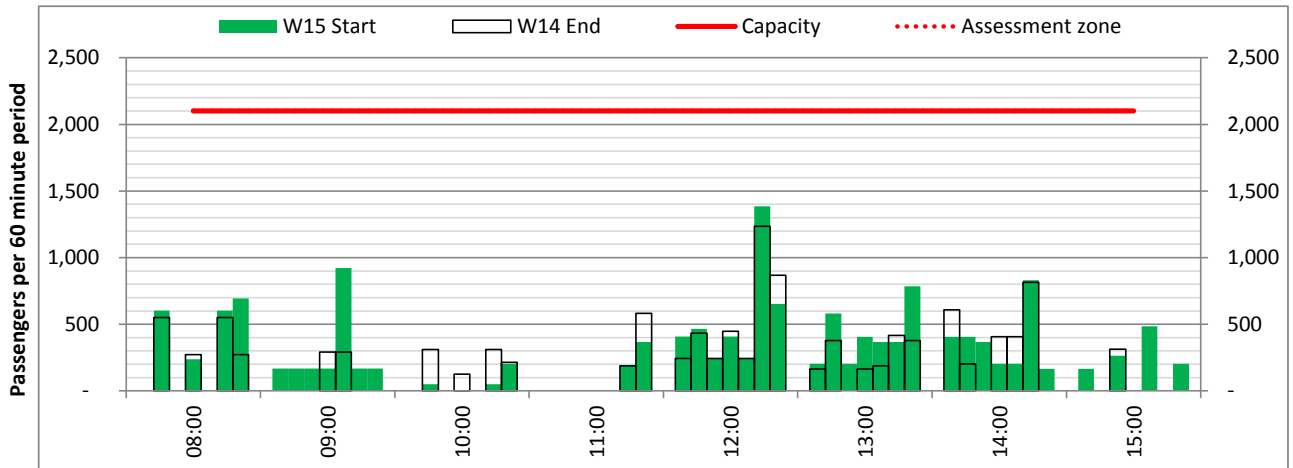
Terminals: T2

Operators: All Operators

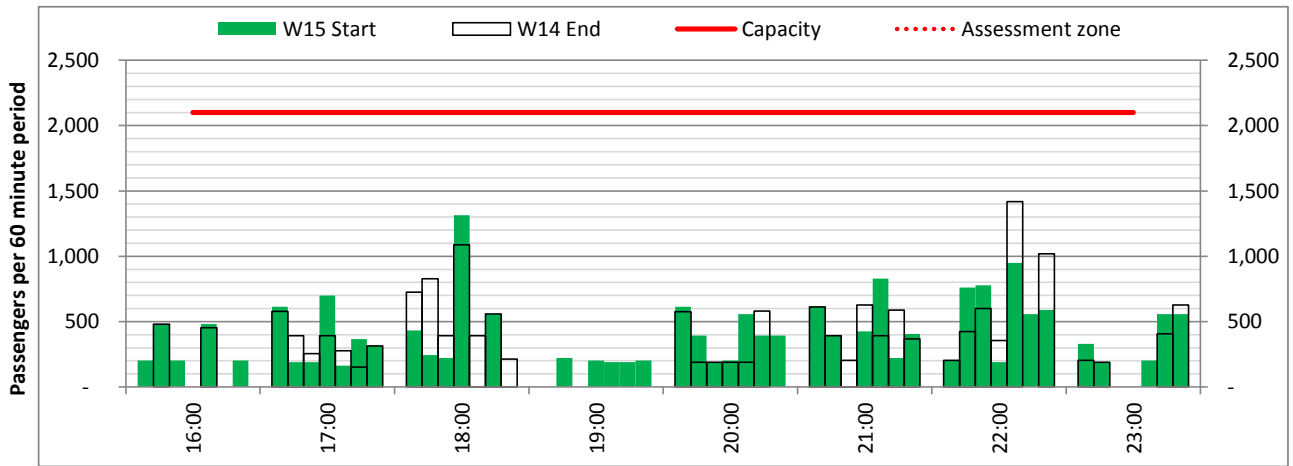
Days: 1234567



Start of count period - Time: UTC



Start of count period - Time: UTC



Start of count period - Time: UTC

Peak Week - Passengers Histogram

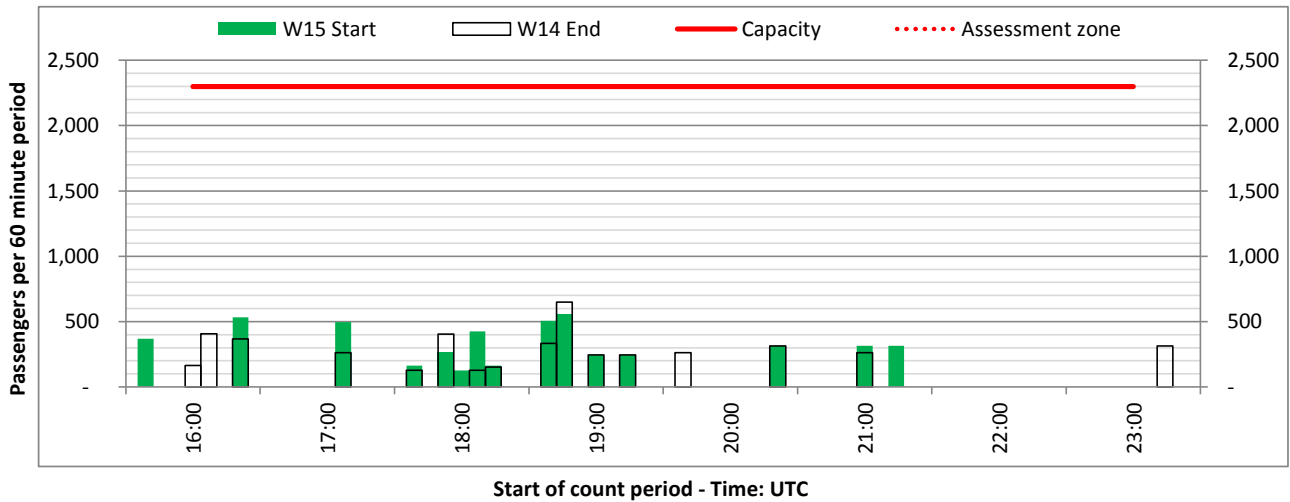
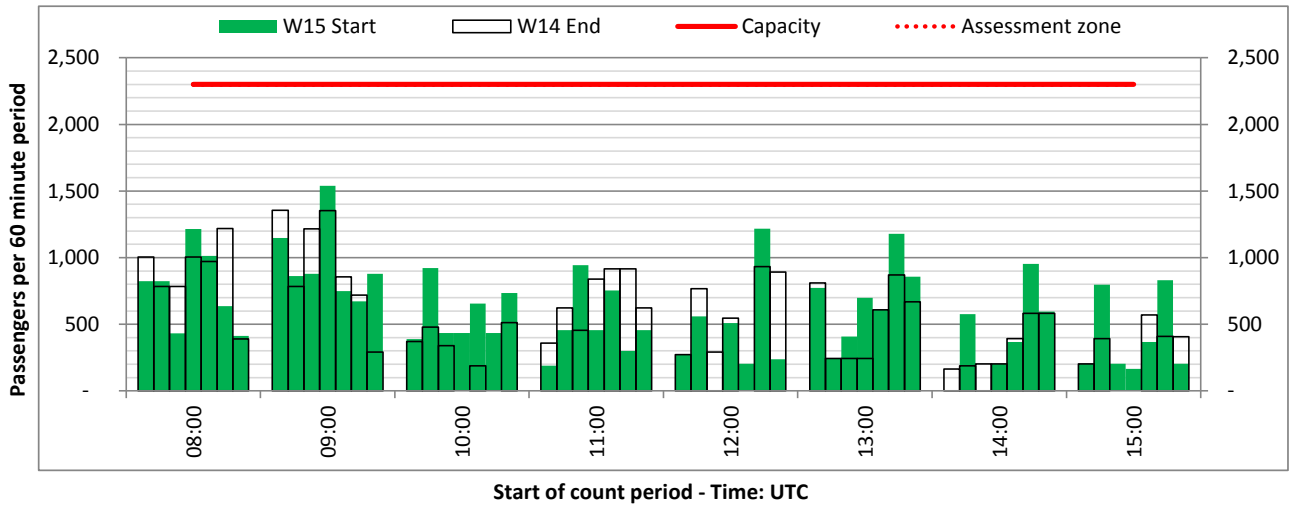
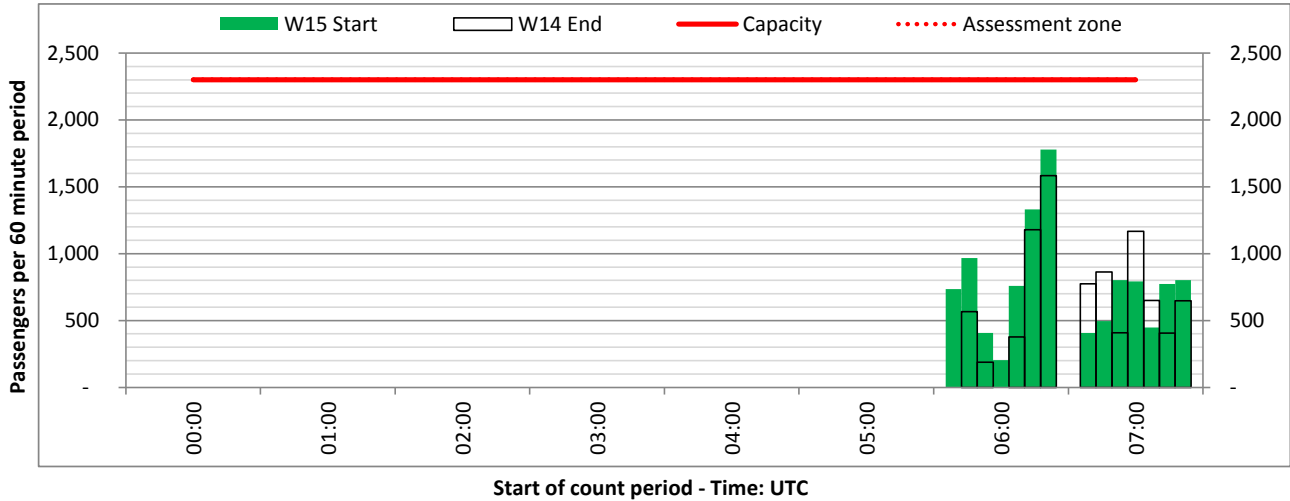
DEPARTURE - 60 minute count rolling every 60 mins (T60)



Terminals: T2

Operators: All Operators

Days: 1234567



Peak Week - Passengers Histogram

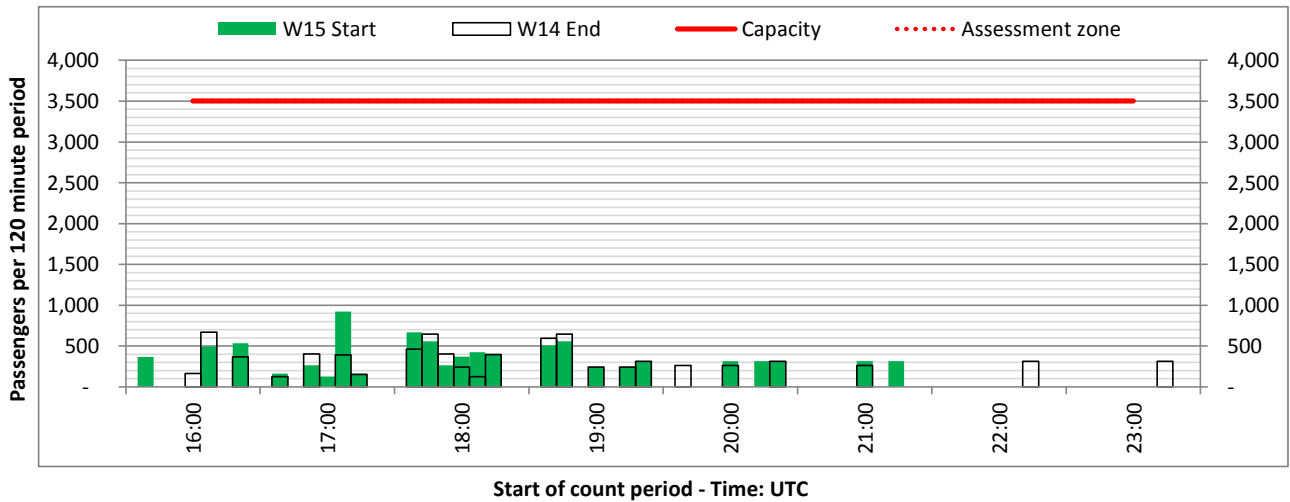
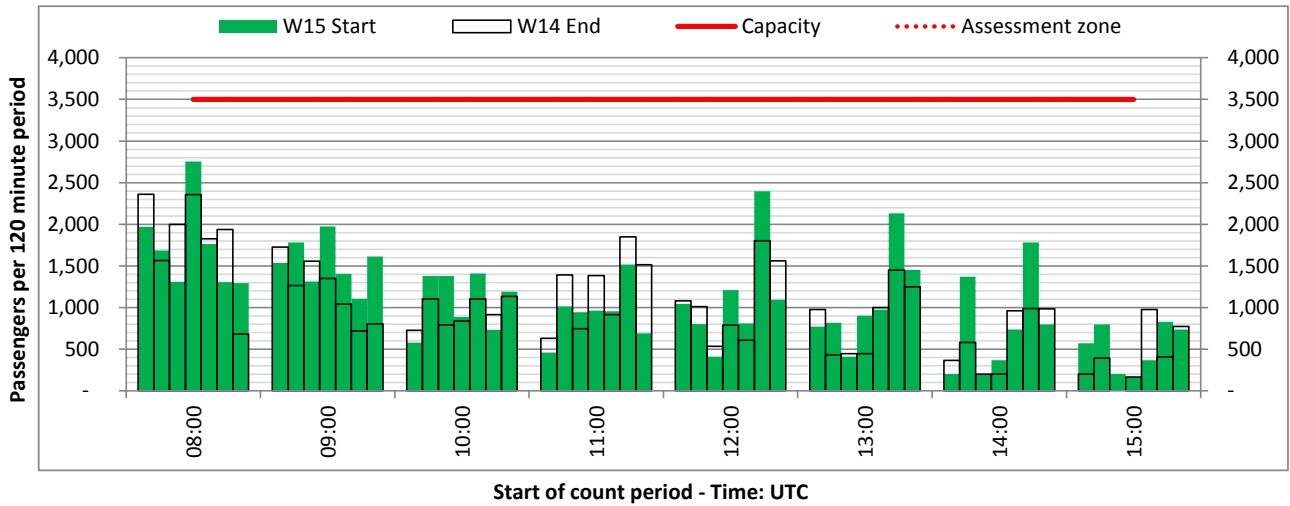
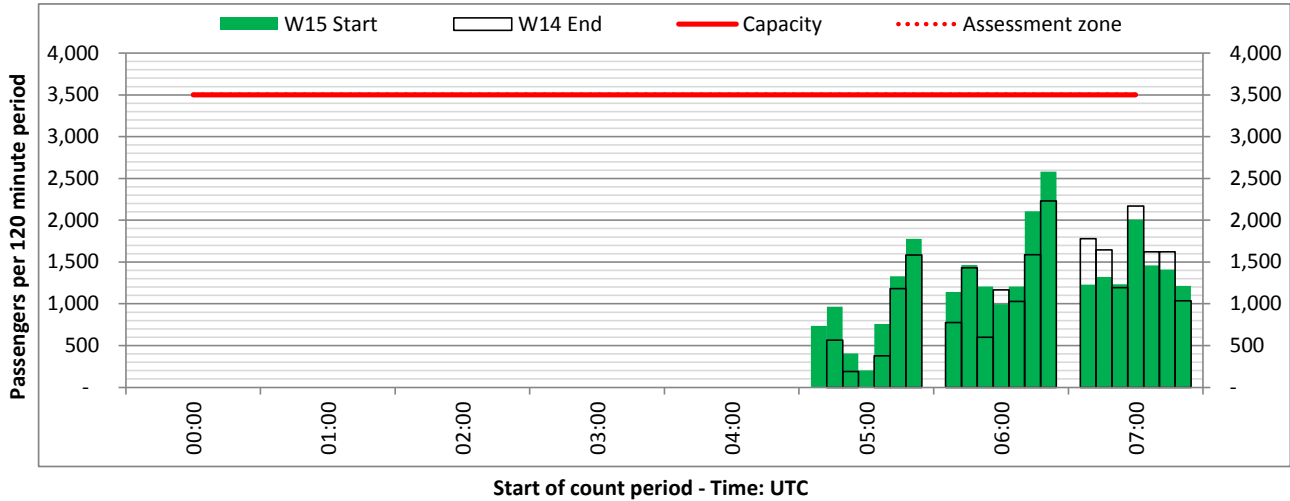
DEPARTURE - 120 minute count rolling every 60 mins (T120/60)



Terminals: T2

Operators: All Operators

Days: 1234567



Peak Week - Passengers Histogram

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



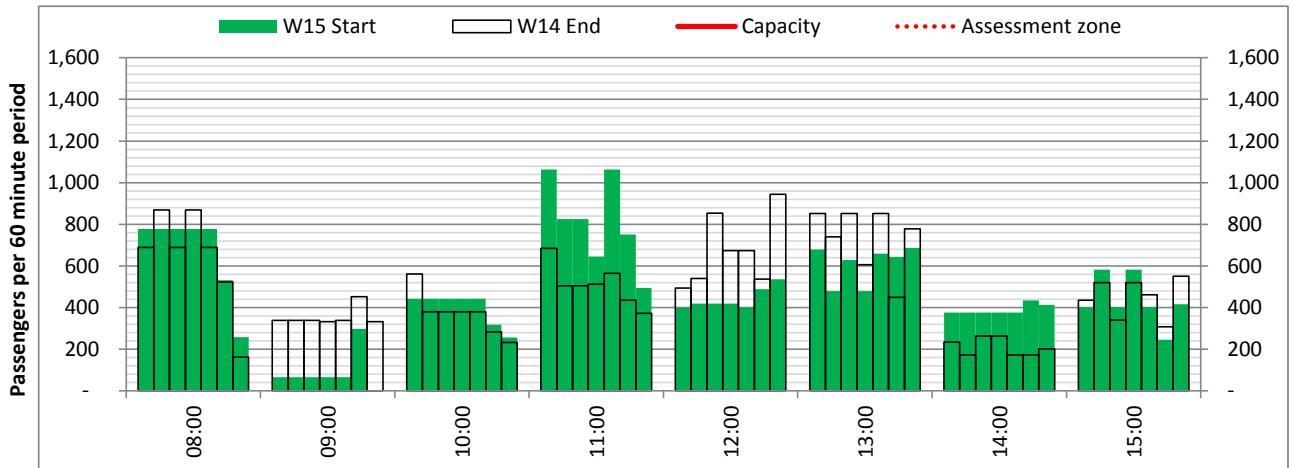
Terminals: T3 (Dom and Intl)

Operators: All Operators

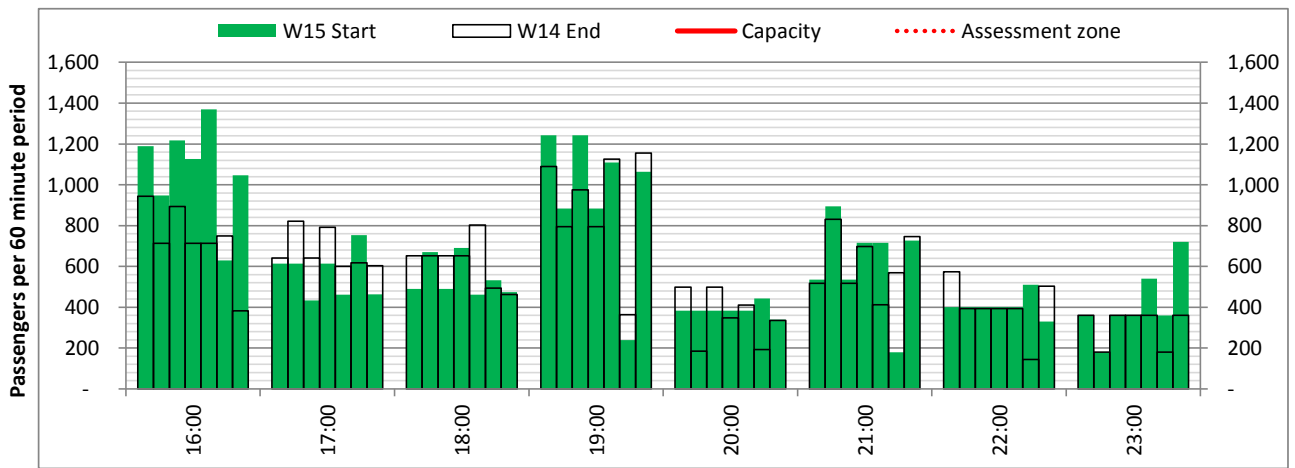
Days: 1234567



Start of count period - Time: UTC



Start of count period - Time: UTC



Start of count period - Time: UTC

Peak Week - Passengers Histogram

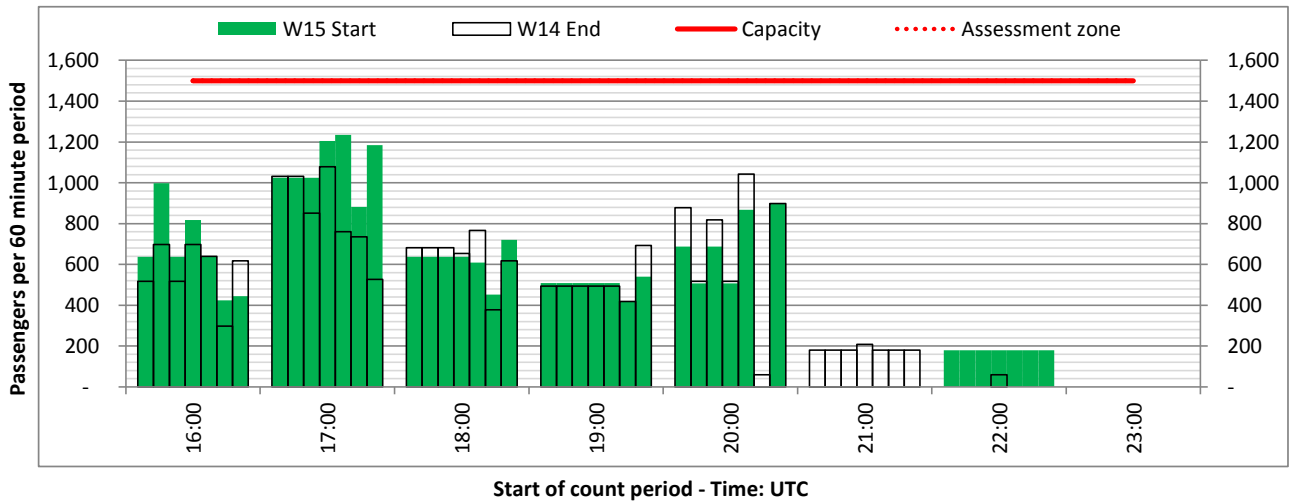
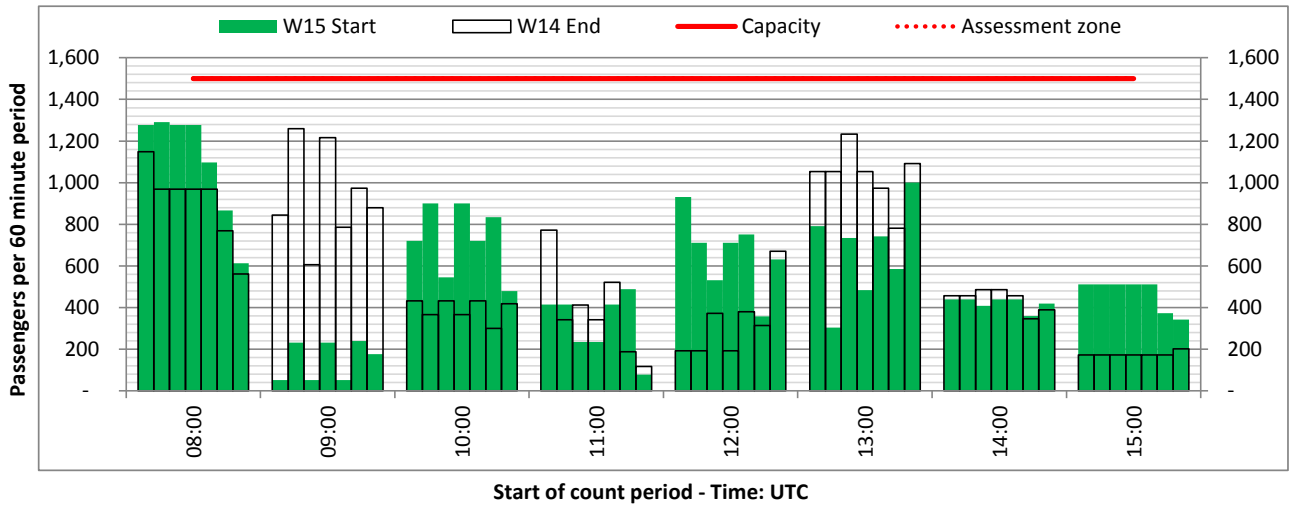
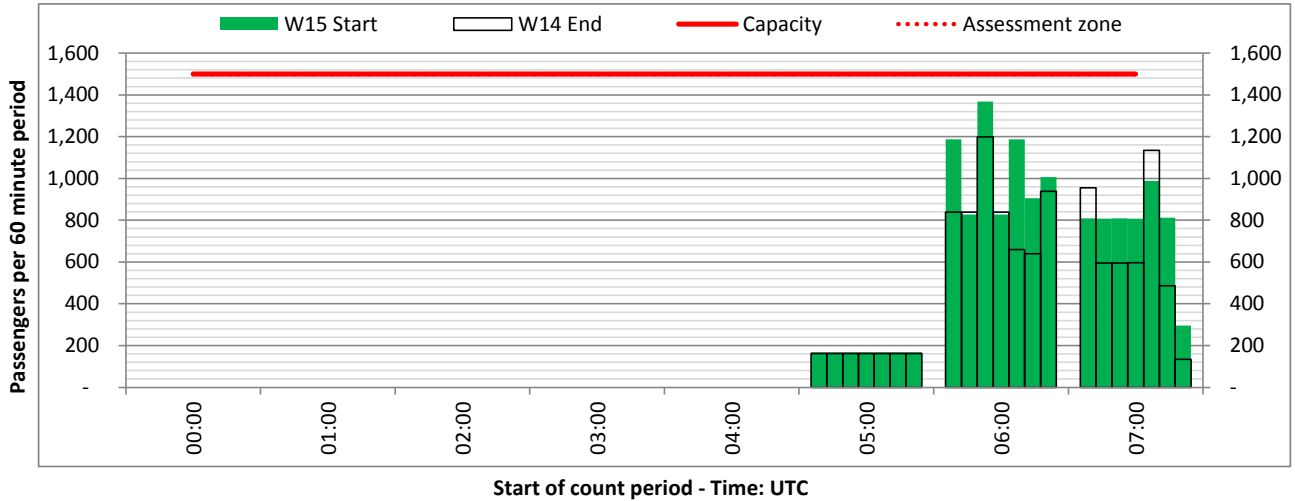
DEPARTURE - 60 minute count rolling every 60 mins (T60)



Terminals: T3

Operators: All Operators

Days: 1234567



Peak Week - Passengers Histogram

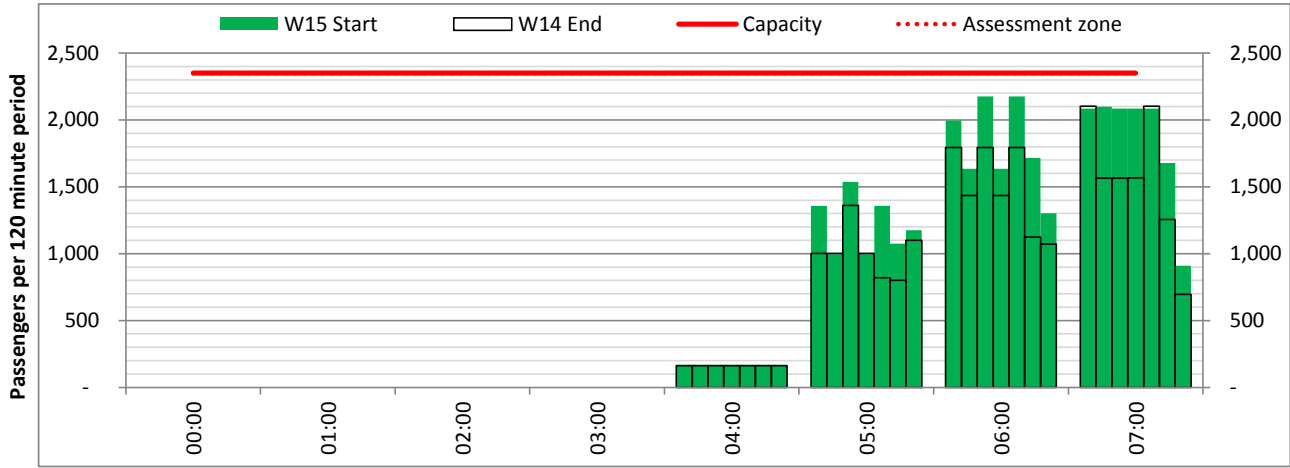
DEPARTURE - 120 minute count rolling every 60 mins (T120/60)



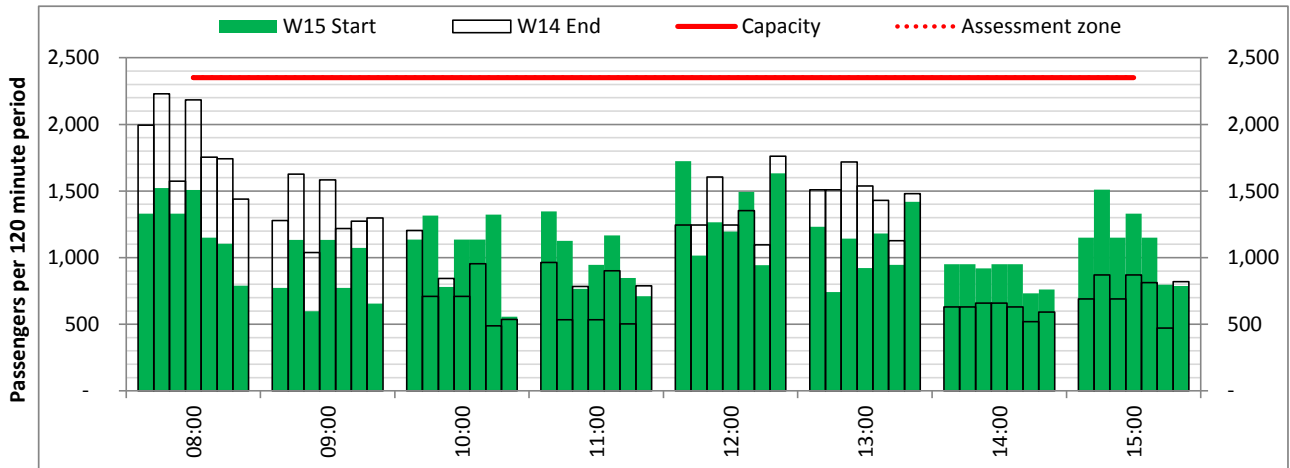
Terminals: T3

Operators: All Operators

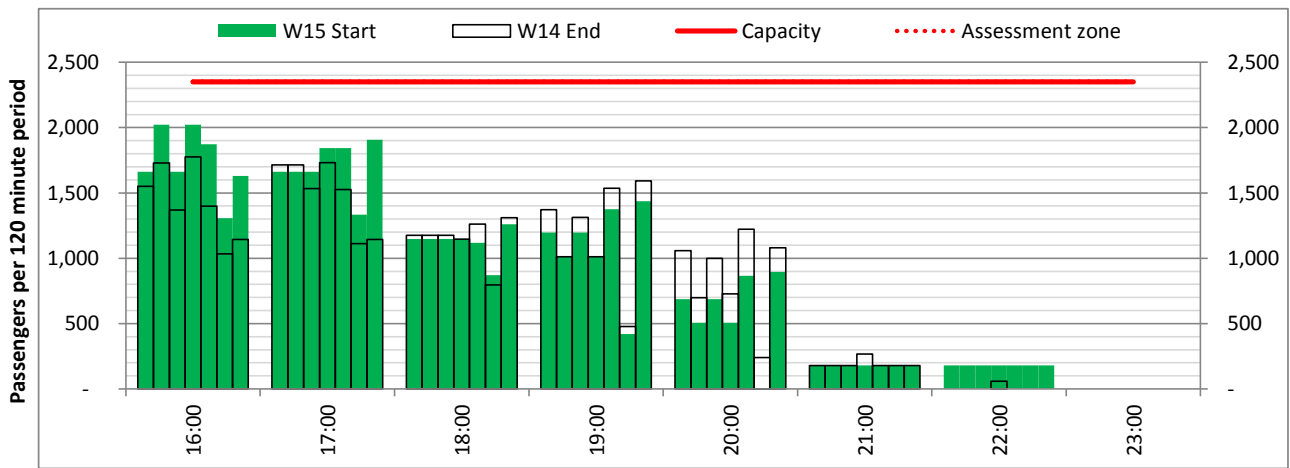
Days: 1234567



Start of count period - Time: UTC



Start of count period - Time: UTC



Start of count period - Time: UTC

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

W14 Start	W14 schedule as cleared on Mon 27-Oct-14.
W14 End	W14 schedule as cleared on Fri 04-Apr-14.
W15 Start	W15 schedule as cleared on Thu 09-Apr-15.
Peak Week	Peak week for W14 is Mon 09-Mar-15 to Sun 15-Mar-15. Peak week for W15 is Mon 07-Mar-16 to Sun 13-Mar-16.

For ACL use

	Airport-Season-Branch-Resource	From date	To date	Time
Full Season Rep 1	MAN-W14-START-Standard	Sun 26-Oct-2014	Sat 28-Mar-2015	UTC
Full Season Rep 2	MAN-W14-Live-Standard	Sun 26-Oct-2014	Sat 28-Mar-2015	UTC
Full Season Rep 3	MAN-W15-Live-Standard	Sun 25-Oct-2015	Sat 26-Mar-2016	UTC
	Airport-Season-Branch-Resource	From date	To date	Time
Peak Week Rep 1	MAN-W14-START-Standard	Mon 09-Mar-2015	Sun 15-Mar-2015	UTC
Peak Week Rep 2	MAN-W14-Live-Standard	Mon 09-Mar-2015	Sun 15-Mar-2015	UTC
Peak Week Rep 3	MAN-W15-Live-Standard	Mon 07-Mar-2016	Sun 13-Mar-2016	UTC