

Warsaw Airport (WAW)

Winter 2015/16 (W15)



Start of Season Report

Report Date: Tue 20-Oct-2015

Headlines

	W15 Start	vs. W14 Start	vs. W14 End
Total Air Transport Movements (Passenger & Freight)	52,715	▲ 1.3%	▲ 4.0%
Total Passenger Air Transport Movements	50,623	▲ 2.2%	▲ 5.0%
Total Passenger Air Transport Movement Seats	5,767,677	▲ 4.4%	▲ 7.5%
Average Seats per Passenger Air Transport Movement	114	▲ 2.1%	▲ 2.4%
Percentage of allocated slots cleared as requested (OK)	96.4%		

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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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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
Adhoc Operator	177	99	-78	41	10,309	1,929	-8,380	40	7	4	-3	42	623	-	-623	38
Adria Airways	128	124	-4	40	7,404	8,988	1,584	35	6	6	0	40	288	440	152	35
Aegean Airlines	218	264	46	28	36,690	44,352	7,662	22	10	12	2	27	1,680	2,016	336	22
Aer Lingus	180	182	2	36	27,060	31,896	4,836	27	8	8	0	36	1,152	1,392	240	31
Aeroflot	611	916	305	6	93,918	112,598	18,680	6	28	42	14	4	4,424	5,138	714	6
Air Berlin	802	828	26	9	62,020	62,928	908	15	38	38	0	9	2,888	2,888	0	17
Air Cairo	26	-	-26	46	4,524	-	-4,524	41	2	-	-2	44	348	-	-348	38
Air France	912	920	8	5	166,230	155,224	-11,006	4	42	42	0	4	7,634	7,170	-464	4
Air Serbia	258	176	-82	37	33,470	22,528	-10,942	34	10	8	-2	36	1,400	1,024	-376	34
AirBaltic	253	390	137	19	19,228	36,504	17,276	26	10	20	10	18	760	2,048	1,288	21
Alitalia	500	308	-192	22	80,012	55,440	-24,572	18	24	14	-10	23	3,984	2,520	-1,464	18
Arkefly	80	98	18	42	22,608	27,342	4,734	31	4	5	1	41	1,180	1,395	215	30
Arkia	9	11	2	45	2,385	2,772	387	39	2	-	-2	44	530	-	-530	38
Austrian Airlines	706	760	54	10	61,339	67,132	5,793	14	34	36	2	10	2,782	3,180	398	14
Belavia Belarusian Airlines	220	216	-4	34	27,258	24,784	-2,474	33	10	10	0	28	1,160	1,146	-14	33
British Airways	604	612	8	14	101,472	102,816	1,344	8	28	28	0	14	4,704	4,704	0	8
Brussels Airlines	544	482	-62	17	52,768	46,754	-6,014	21	26	24	-2	16	2,522	2,328	-194	20
CSA Czech Airlines	578	646	68	11	31,592	31,236	-356	28	36	30	-6	13	2,016	1,440	-576	28
El Al Israel Airlines	140	175	35	38	23,505	27,539	4,034	30	9	10	1	28	1,871	1,602	-269	27
Emirates	308	308	0	22	79,400	106,206	26,806	7	14	14	0	23	3,700	5,040	1,340	7
Enter Air	485	288	-197	27	86,961	51,282	-35,679	20	20	10	-10	28	3,549	1,806	-1,743	25
EuroLOT	2,069	-	-2,069	46	161,214	-	-161,214	41	83	-	-83	44	6,474	-	-6,474	38
European Air Transport (DHL)	215	218	3	33	-	-	0	41	10	10	0	28	-	-	0	38
Eurowings	-	518	518	16	-	77,004	77,004	11	-	24	24	16	-	3,600	3,600	12
Federal Express	221	220	-1	29	-	-	0	41	10	10	0	28	-	-	0	38
Finnair	610	608	-2	15	54,143	53,456	-687	19	28	28	0	14	2,464	2,464	0	19
Germanwings	682	-	-682	46	68,184	-	-68,184	41	34	-	-34	44	4,644	-	-4,644	38
KLM Royal Dutch Airlines	885	874	-11	7	107,828	97,256	-10,572	9	42	40	-2	7	5,096	4,448	-648	9
LOT Polish Airlines	26,351	29,341	2,990	1	2,413,039	2,691,822	278,783	1	1,246	1,476	230	1	113,084	137,106	24,022	1
Lufthansa	1,957	2,001	44	3	264,470	288,175	23,705	3	96	96	0	3	12,688	13,794	1,106	3
Norwegian	956	632	-324	13	177,816	117,552	-60,264	5	44	32	-12	12	8,184	5,952	-2,232	5
Nouvelair	28	22	-6	44	4,956	3,894	-1,062	38	2	2	0	43	354	354	0	37
Qatar Airways	308	308	0	22	44,280	44,352	72	22	14	14	0	23	2,016	2,016	0	22
Ryanair	20	-	-20	46	3,780	-	-3,780	41	-	-	0	44	-	-	0	38
SAS Scandinavian	654	640	-14	12	57,132	56,992	-140	17	34	36	2	10	3,022	3,168	146	15
Small Planet Airlines	204	390	186	19	36,720	70,200	33,480	13	8	20	12	18	1,440	3,600	2,160	12
Smart Wings	402	306	-96	25	75,957	57,834	-18,123	16	23	16	-7	22	4,347	3,024	-1,323	16
SprintAir	1,348	964	-384	4	8,232	8,448	216	36	66	42	-24	4	384	384	0	36
SprintAir Cargo	208	220	12	29	-	-	0	41	8	10	2	28	-	-	0	38
Swiss International	874	873	-1	8	89,130	87,294	-1,836	10	40	40	0	7	4,172	4,000	-172	10
TAP Portugal	182	184	2	35	26,724	26,148	-576	32	8	8	0	36	1,176	1,176	0	32
TNT Airways	223	220	-3	29	-	-	0	41	11	10	-1	28	-	-	0	38
Travel Service	253	392	139	18	47,817	74,088	26,271	12	16	20	4	18	3,024	3,780	756	11
Turkish Airlines	220	220	0	29	42,266	39,600	-2,666	25	10	10	0	28	1,940	1,800	-140	26
Ukraine International	306	306	0	25	39,449	41,310	1,861	24	14	14	0	23	1,838	1,890	52	24
UPS Airlines	351	388	37	21	-	-	0	41	18	18	0	21	-	-	0	38
Vueling	134	156	22	39	24,120	28,160	4,040	29	6	8	2	36	1,080	1,440	360	28
Wizz Air	3,257	4,888	1,631	2	586,260	879,840	293,580	2	152	222	70	2	27,360	39,960	12,600	2
WOW Air	8	23	15	43	1,392	4,002	2,610	37	-	-	0	44	-	-	0	38
TOTAL	50,665	52,715	2,050		5,365,062	5,767,677	402,615		2,391	2,567	176		253,982	281,233	27,251	

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	
Adhoc Operator	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%	-
Adria Airways	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%	-
Aegean 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%	-
Aer Lingus	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%	-
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%	-
Air Berlin	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%	-
Air Cairo	-															-
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%	-
Air Serbia	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%	-
AirBaltic	20	95.0%	0.0%	5.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Alitalia	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%	-
Arkefly	5	80.0%	0.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Arkia	-															-
Austrian Airlines	36	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Belavia Belarusian Airlines	10	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
British 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%	-
Brussels 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%	-
CSA Czech Airlines	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%	-
El Al Israel Airlines	10	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Emirates	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%	-
Enter Air	10	90.0%	10.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Eurolot	-															-
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%	-
Eurowings	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%	-
Federal Express	10	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Finnair	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%	-
Germanwings	-															-
KLM Royal Dutch Airlines	40	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%	-
LOT Polish Airlines	1,476	93.6%	4.7%	1.2%	0.3%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Lufthansa	96	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Norwegian	32	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%	-
Nouvelair	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%	-
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%	-
SAS Scandinavian	36	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Small Planet Airlines	20	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Smart Wings	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%	-
SprintAir	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%	-
SprintAir Cargo	10	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Swiss International	40	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
TAP Portugal	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%	-
TNT 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%	-
Travel Service	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%	-
Turkish Airlines	10	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
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	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%	-
Vueling	8	75.0%	25.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Wizz Air	222	99.5%	0.5%	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	2,567	96.1%	2.8%	0.7%	0.2%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-

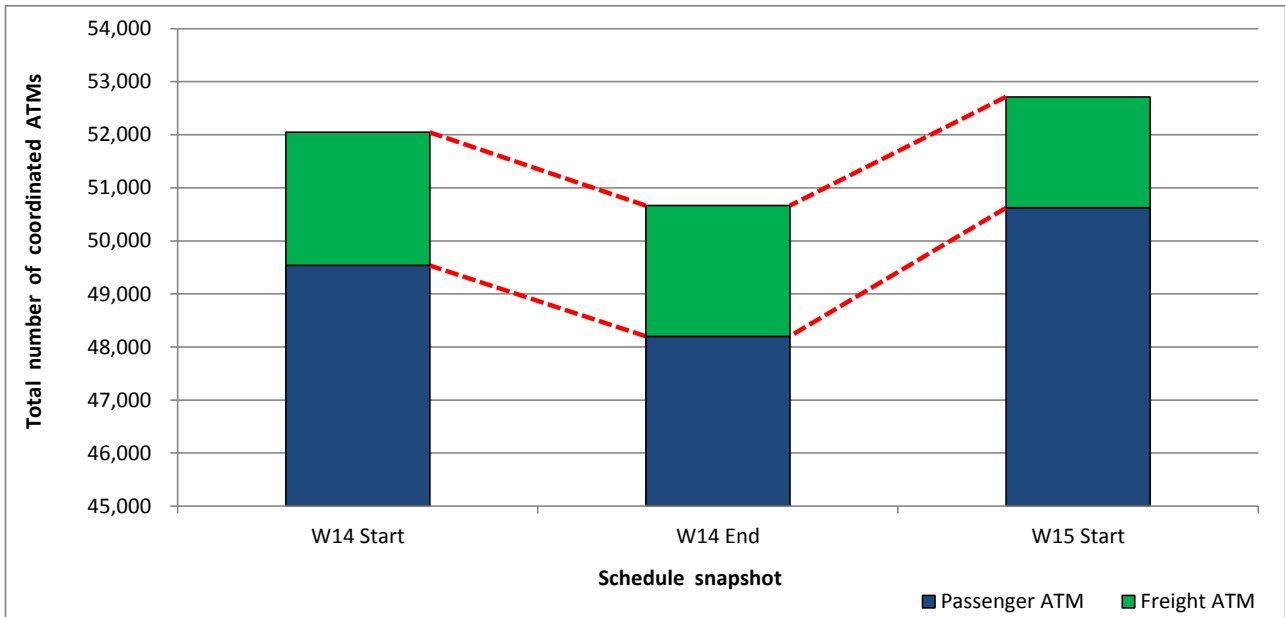
Operators with 0 'allocated ATMs' and 0 'Requests with NO slot allocated' in W15, are included in this list due to having slots allocated in either W14 Start or W14 End schedules.

Significant Route Changes

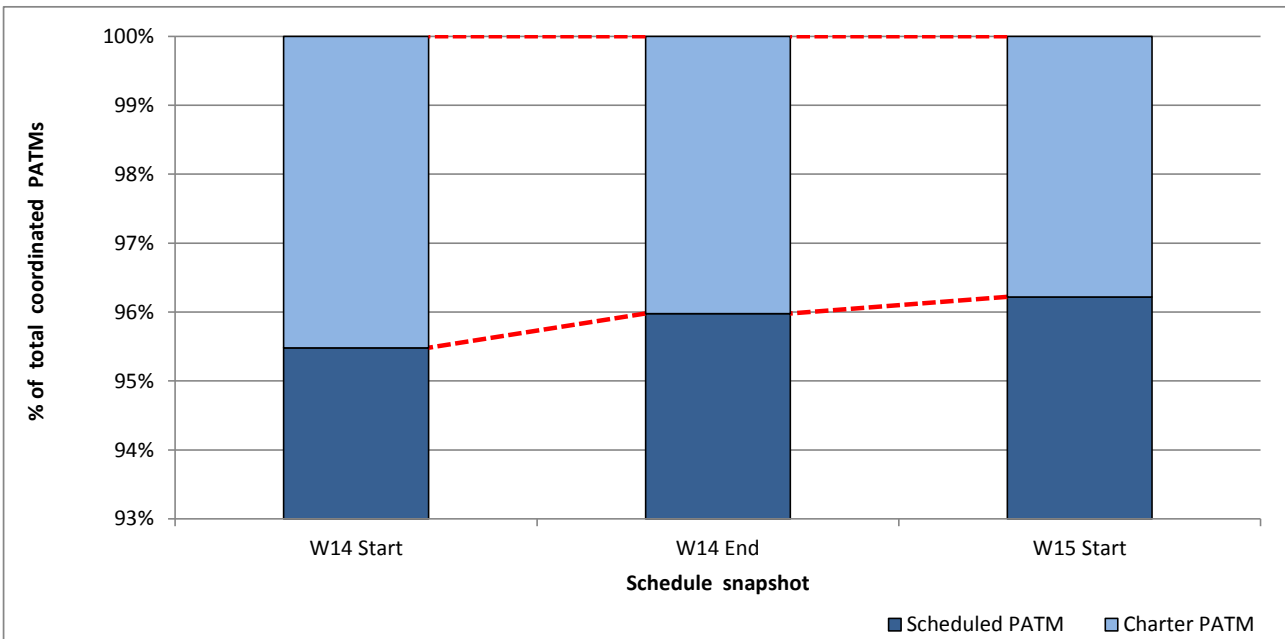


Operator	Category	Description of change from W14 schedule to W15 schedule
Aegean Airlines	CHANGE	Increased capacity to Athens
Air Cairo	CANCELLED	Service to Hurghada
Air Serbia	CHANGE	Decreased capacity to Belgrade
AirBaltic	NEW	Service to Poprad
AirBaltic	CHANGE	Increased capacity to Riga
Alitalia	CANCELLED	Service to Milan (LIN)
Arkefly	NEW	Service to Mauritius
El Al Israel Airlines	CHANGE	Increased capacity to Tel Aviv
Enter Air	CHANGE	Decreased capacity to Tel Aviv
Enter Air	CANCELLED	Services to Fuerteventura, Hurghada, Marsa Alam
Eurolot	CANCELLED	Ceased operations
KLM Royal Dutch Airlines	CHANGE	Decreased capacity to Amsterdam
LOT Polish Airlines	NEW	Continued services from S15 to Dusseldorf, Chisinau, Zagreb
LOT Polish Airlines	NEW	Services to Athens, Cluj, Holguin, Kharkov, Szymany
LOT Polish Airlines	NEW	Services to Ljubljana, Tokyo (NRT), Venice, Verona, Zurich
LOT Polish Airlines	CHANGE	Decreased capacity to Belgrade
LOT Polish Airlines	CHANGE	Increased capacity to Katowice, Milan (MXP), Sofia, Szczecin
LOT Polish Airlines	CHANGE	Increased capacity to Stockholm, Barcelona, Geneva, Kiev
LOT Polish Airlines	CANCELLED	Services to Durban, Haugesund
Lufthansa	CHANGE	Increased capacity to Frankfurt, Munich
Norwegian	CHANGE	Decreased capacity to London (LGW), Malaga
Norwegian	CANCELLED	Services to Madrid, Barcelona
Small Planet Airlines	NEW	Continued service from S15 to Malaga, Fuerteventura
Small Planet Airlines	NEW	Services to Barcelona, Las Palmas
Small Planet Airlines	CHANGE	Decreased capacity to Hurghada, Marsa Alam
Small Planet Airlines	CANCELLED	Service to Turin
SprintAir Cargo	CHANGE	Decreased capacity to Krakow, Poznan
SprintAir Cargo	CANCELLED	Service to Gdansk
Travel Service	NEW	Services to Banjul, Djerba, Cape Verde
Travel Service	CHANGE	Increased capacity to Taba
Travel Service	CANCELLED	Service to Barcelona, Las Palmas
UPS Airlines	NEW	Continued service from S15 to Shanghai
UPS Airlines	CANCELLED	Service to Chengdu
Wizz Air	NEW	Continued services from S15 to Birmingham, Dortmund, Larnaca
Wizz Air	NEW	Continued services from S15 to Lisbon, Malta, Stavanger
Wizz Air	NEW	Services to Basel, Geneva
Wizz Air	CHANGE	Increased capacity to Budapest, Charleroi, Rome, London (LTN), Tel Aviv

Total ATMs: Passenger ATMs vs. Freight ATMs



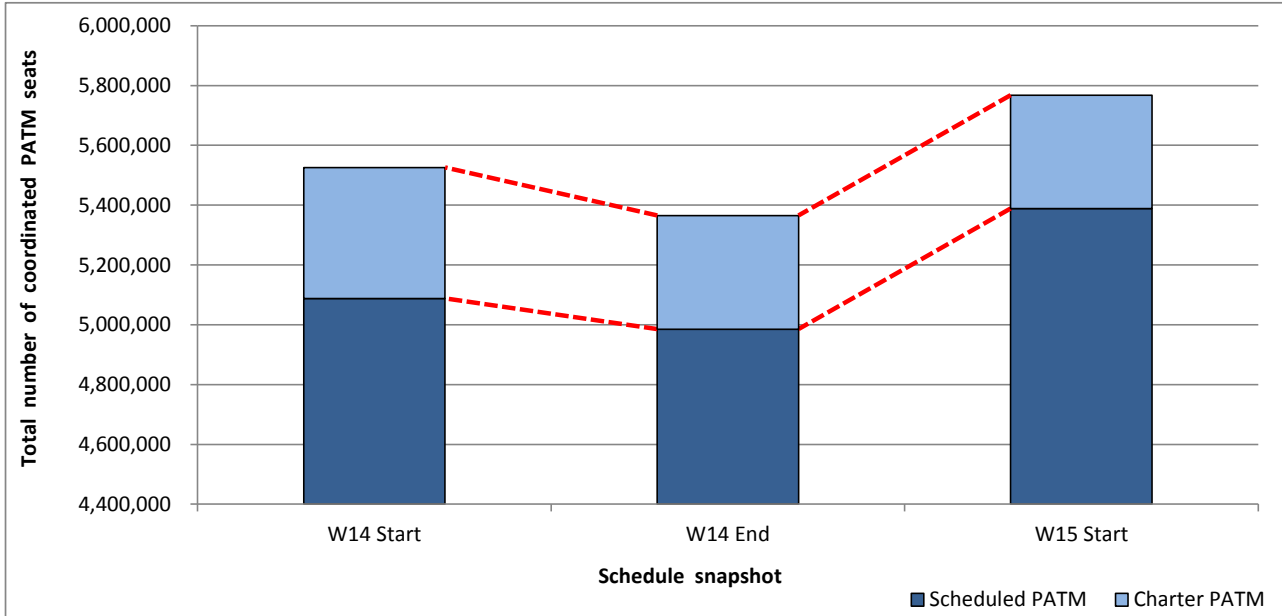
Passenger ATMs: Scheduled vs. Charter



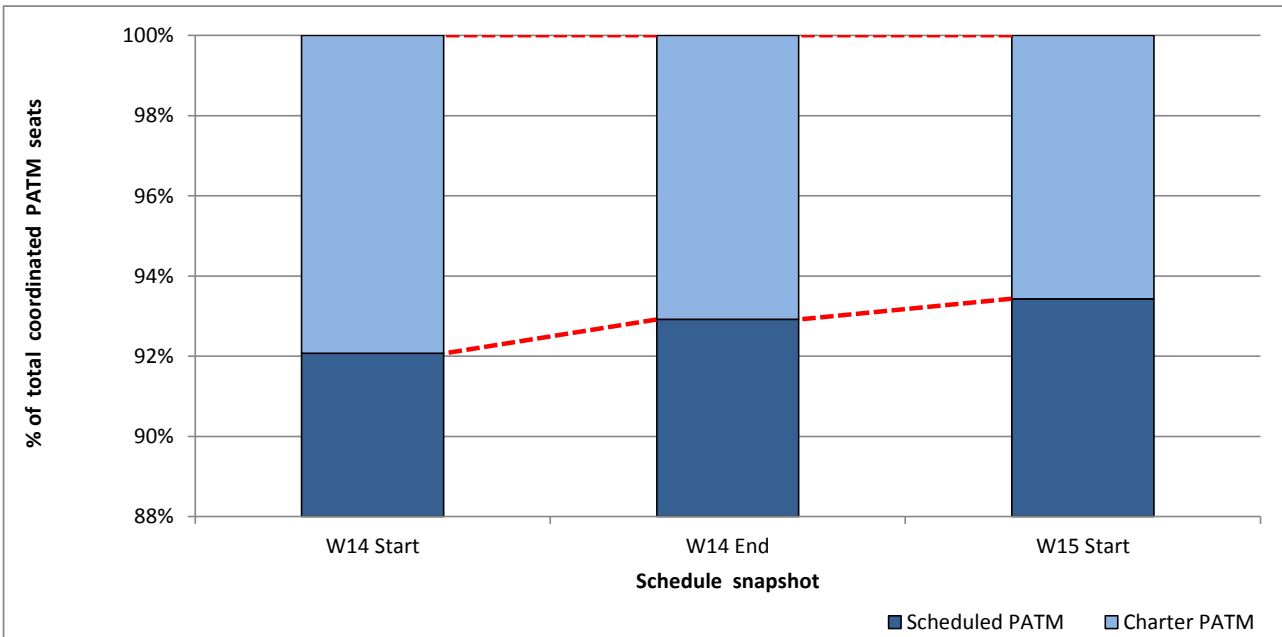
Full Season - PATM Seats Analysis



Total Passenger ATM seats: Scheduled vs. Charter



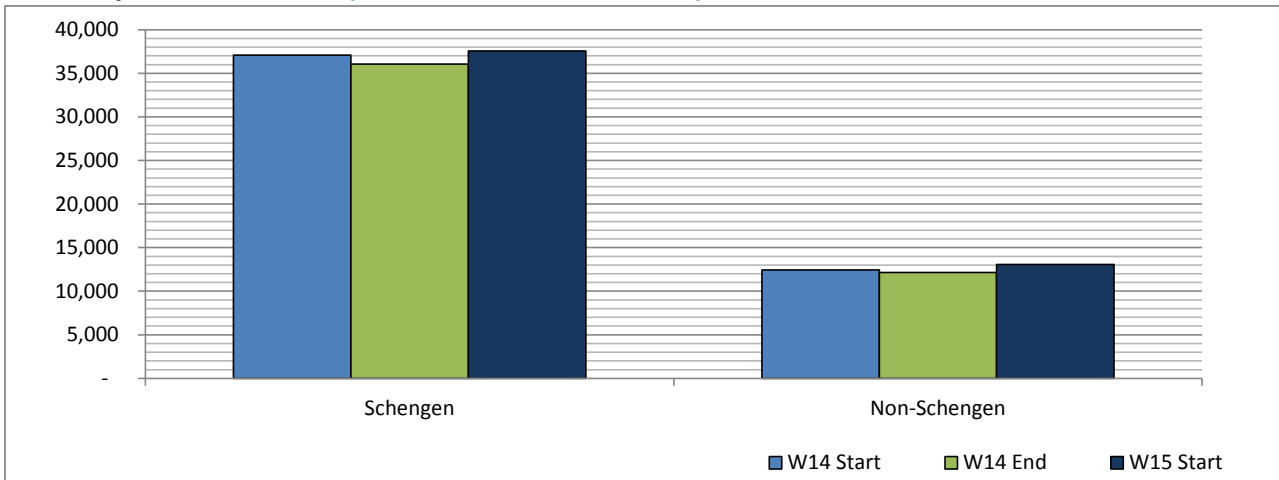
Passenger ATM seats: Scheduled vs. Charter



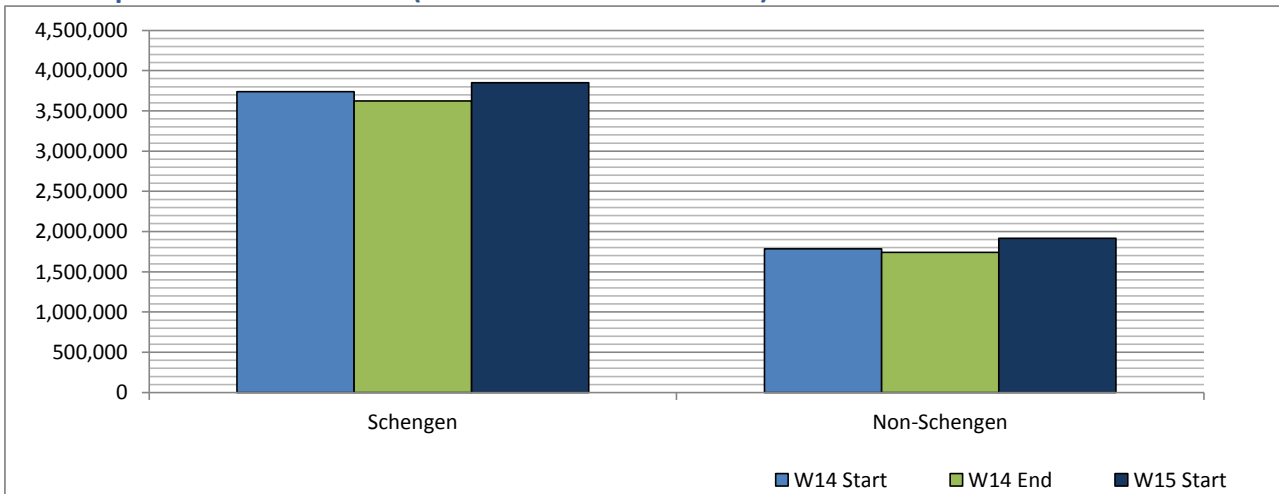
Full Season - Terminal Analysis



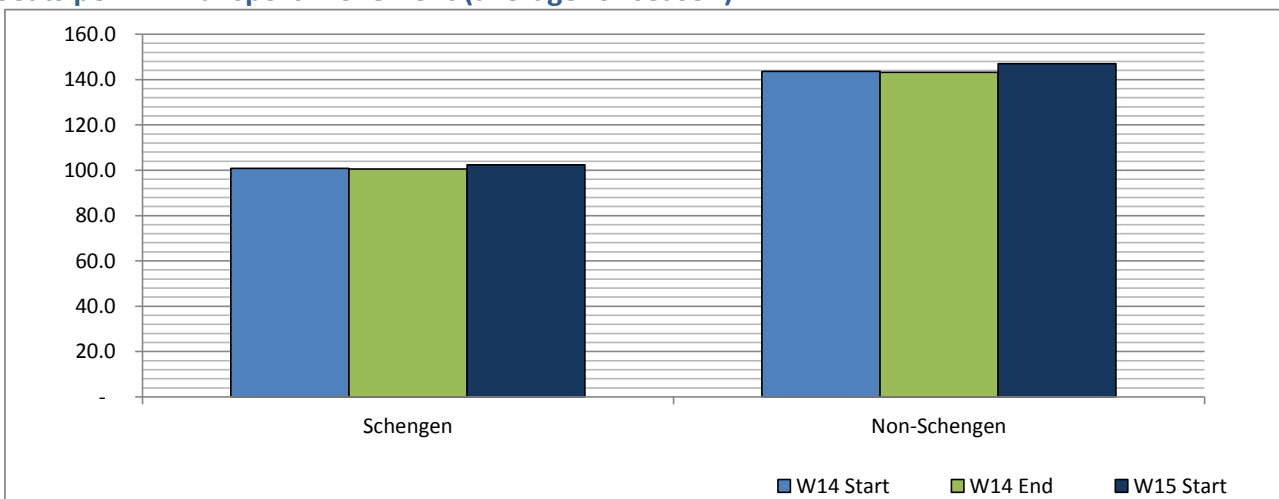
Air Transport Movements (total allocated for season)



Air Transport Movement Seats (total allocated for season)



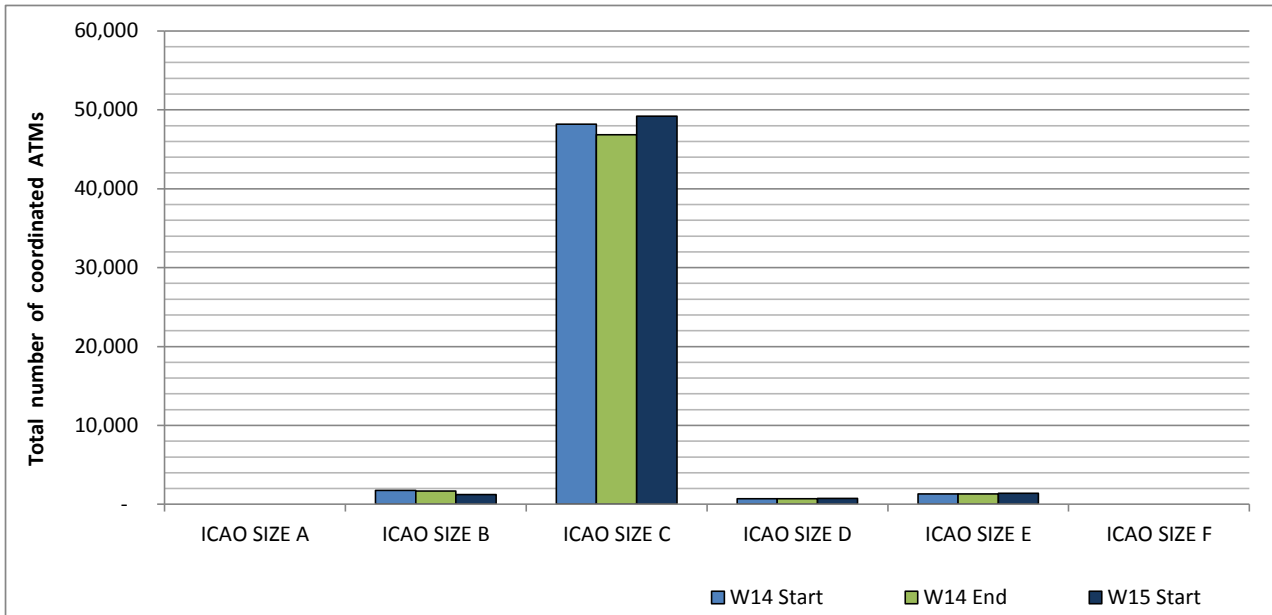
Seats per Air Transport Movement (average for season)



Full Season - Aircraft Size Analysis

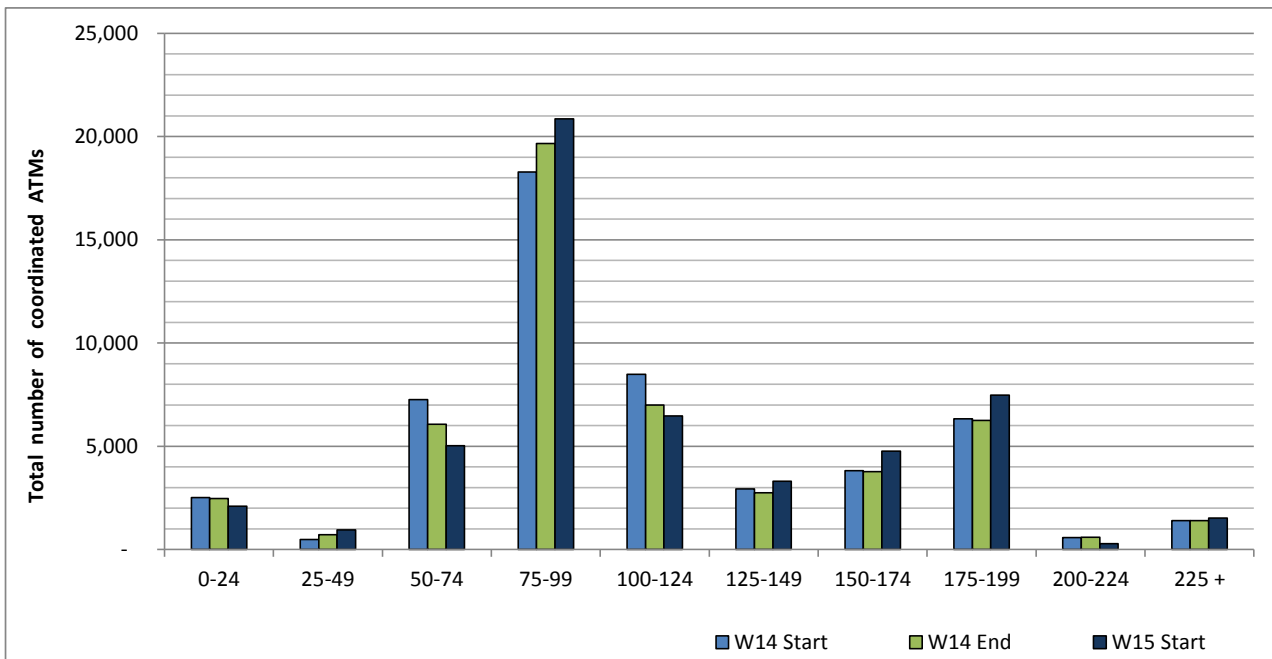


ICAO size designation



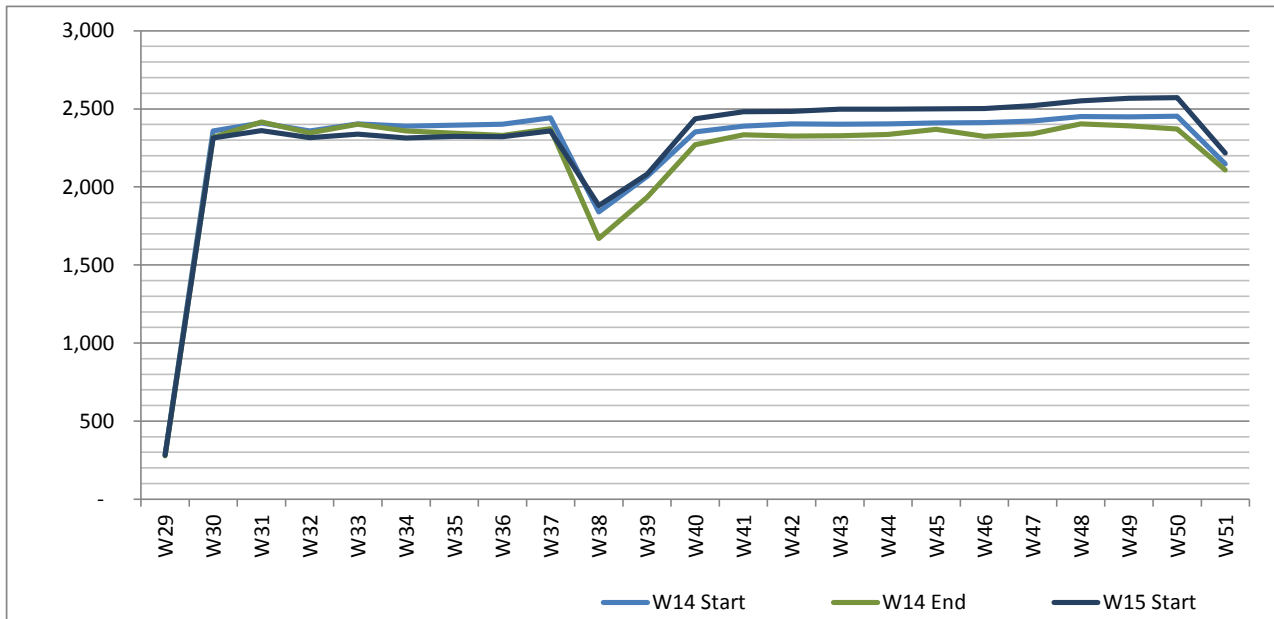
Note: See Glossary for definitions of ICAO SIZE groupings

Air Transport Movement seat distribution

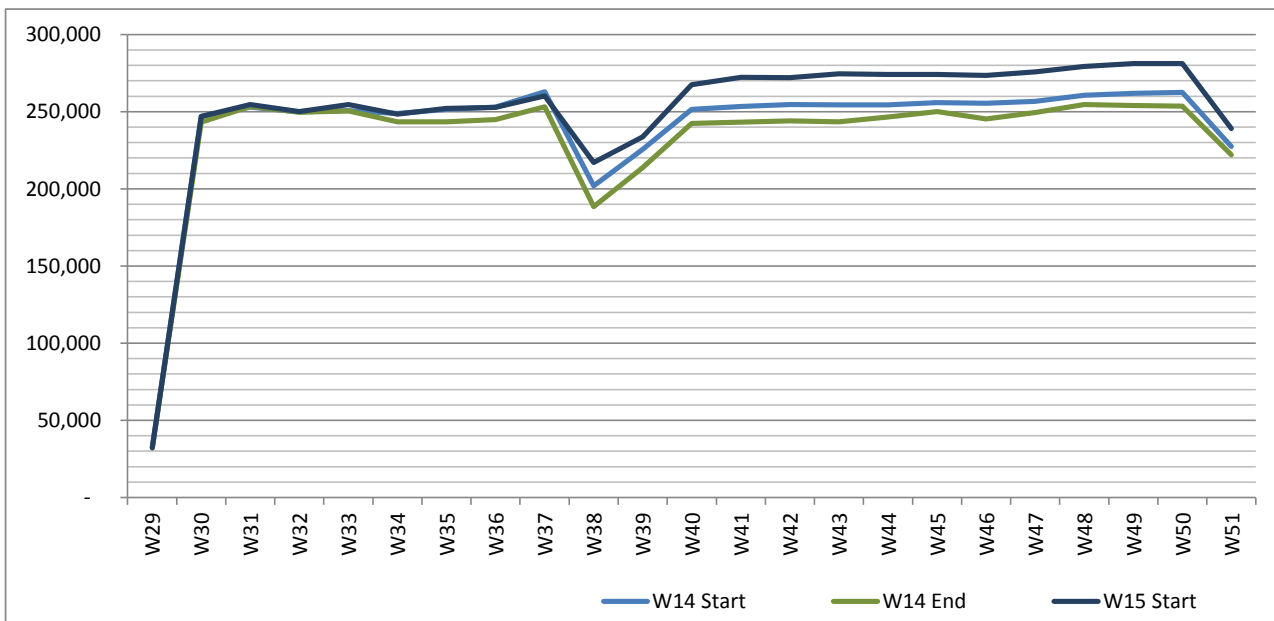


Note: FREIGHT-ONLY services with 0 seats are included in the first seat band '0-24'

Air Transport Movements by week of season



Air Transport Movement Seats by week of season



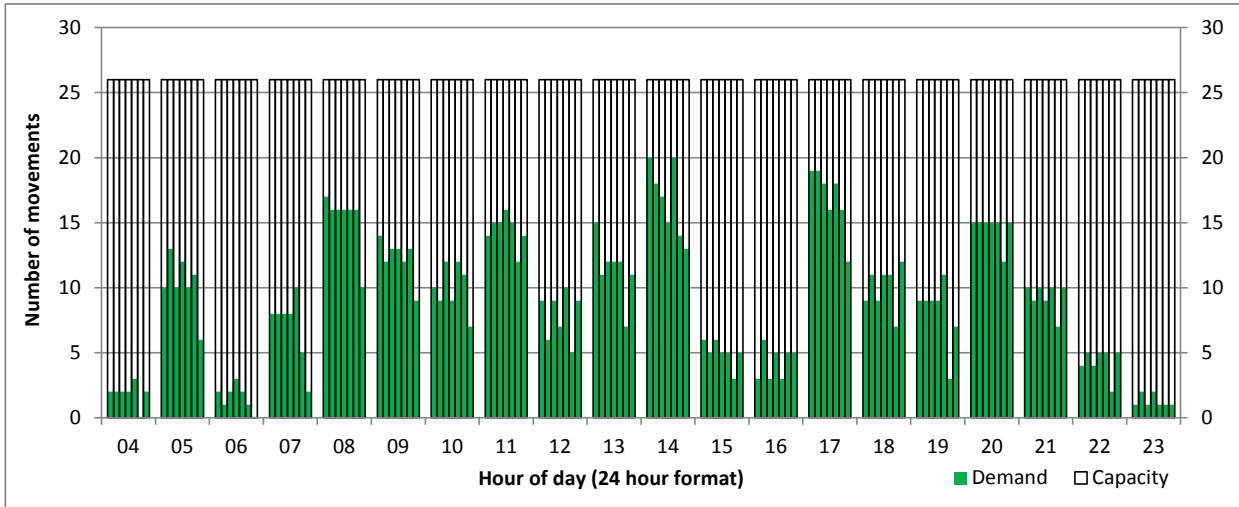
Peak Week - Hourly Runway Demand

Schedule: W15 Start



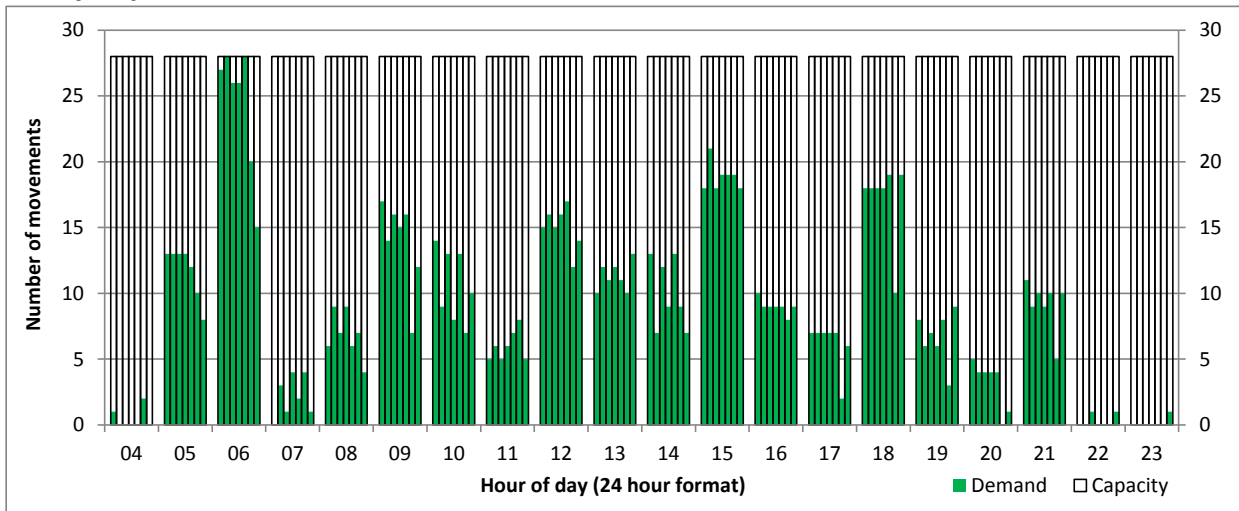
Hourly Arrival Demand

Time: UTC



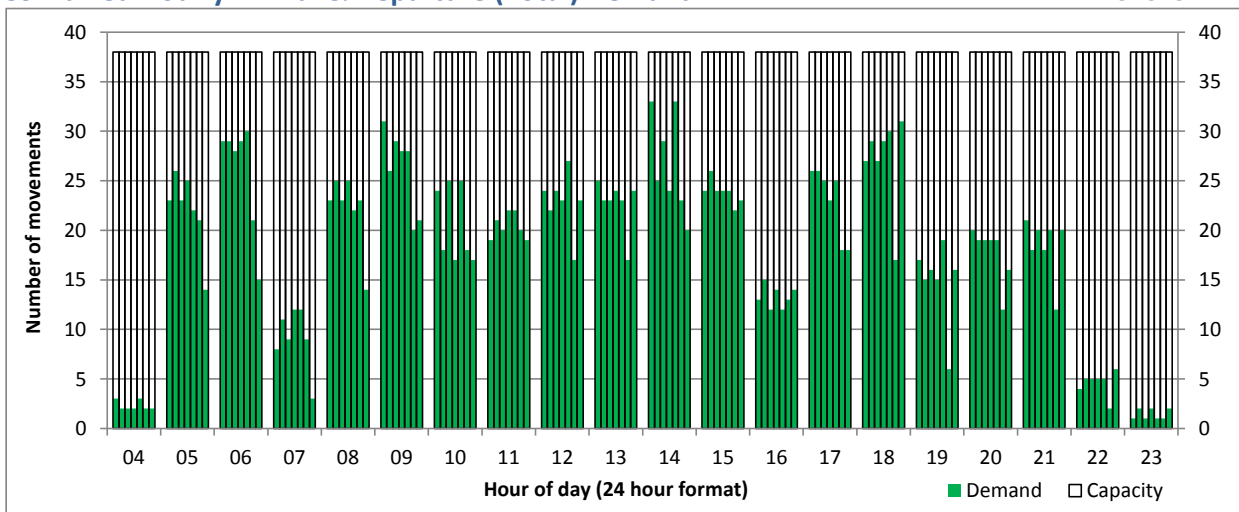
Hourly Departure Demand

Time: UTC



Combined Hourly Arrival & Departure (Total) Demand

Time: UTC



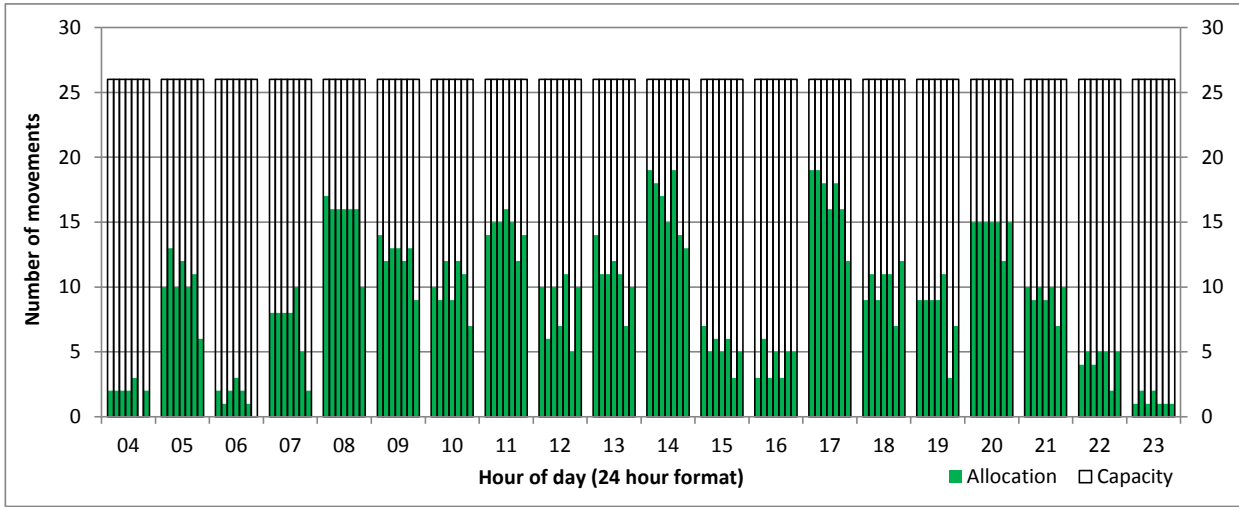
Peak Week - Hourly Runway Allocation

Schedule: W15 Start



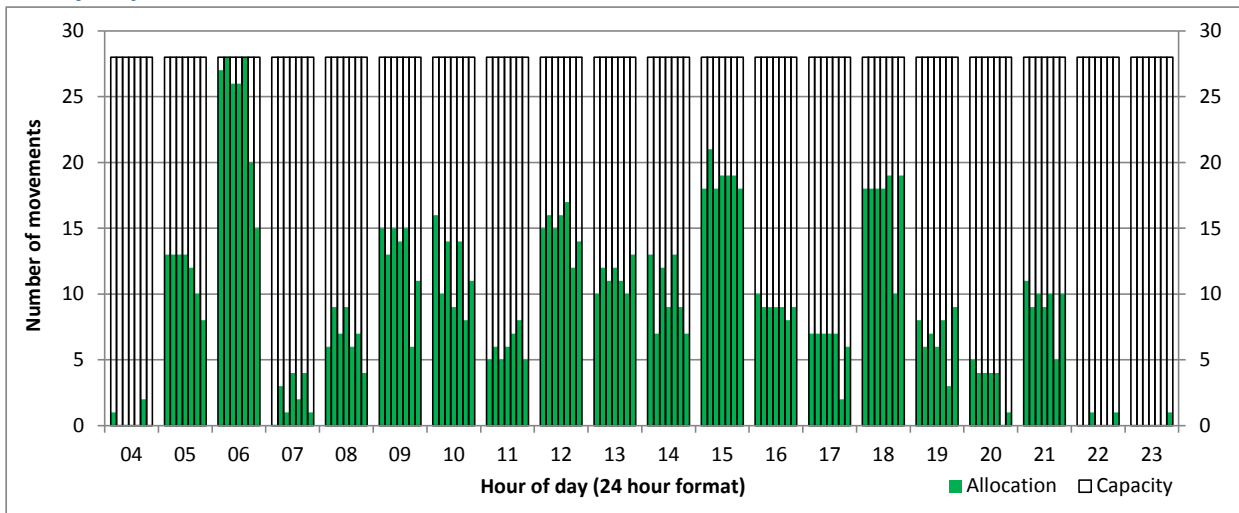
Hourly Arrival Allocation

Time: UTC



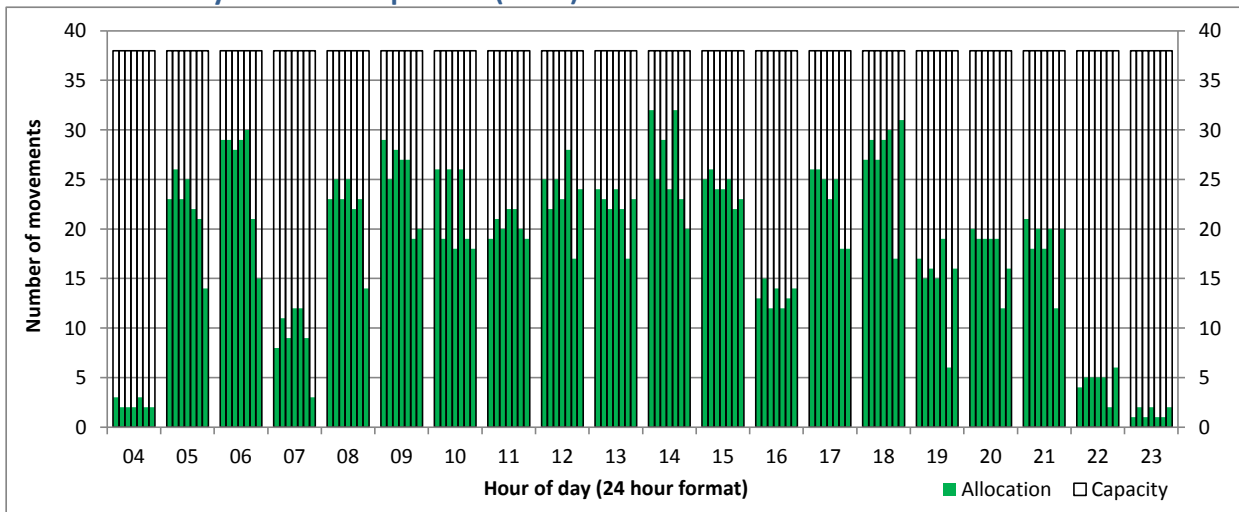
Hourly Departure Allocation

Time: UTC



Combined Hourly Arrival & Departure (Total) Allocation

Time: UTC



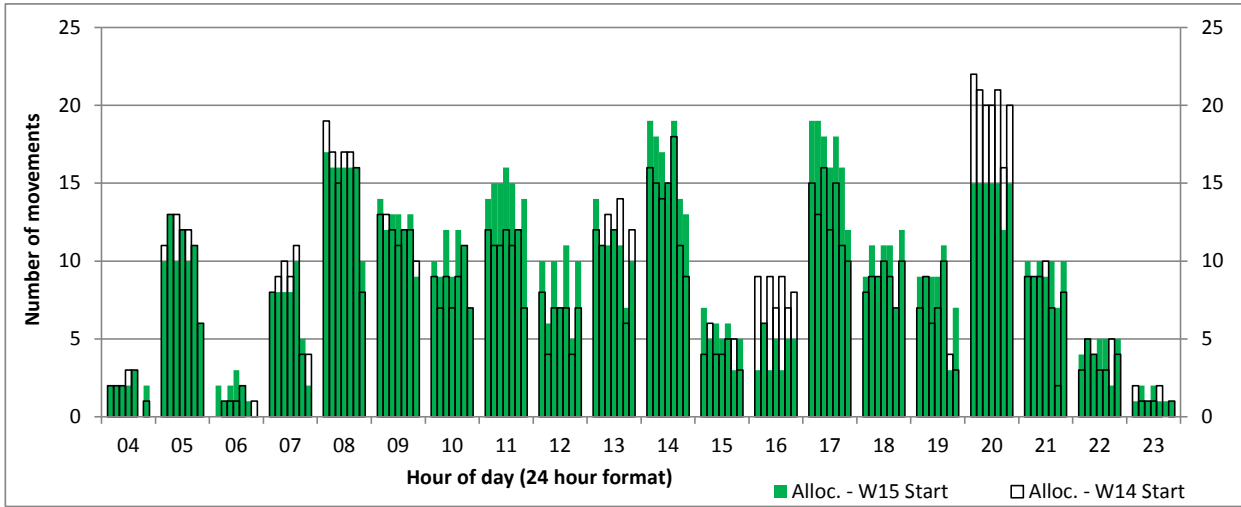
Peak Week - Runway Allocation Comparison

Comparison of W15 Start vs. W14 Start



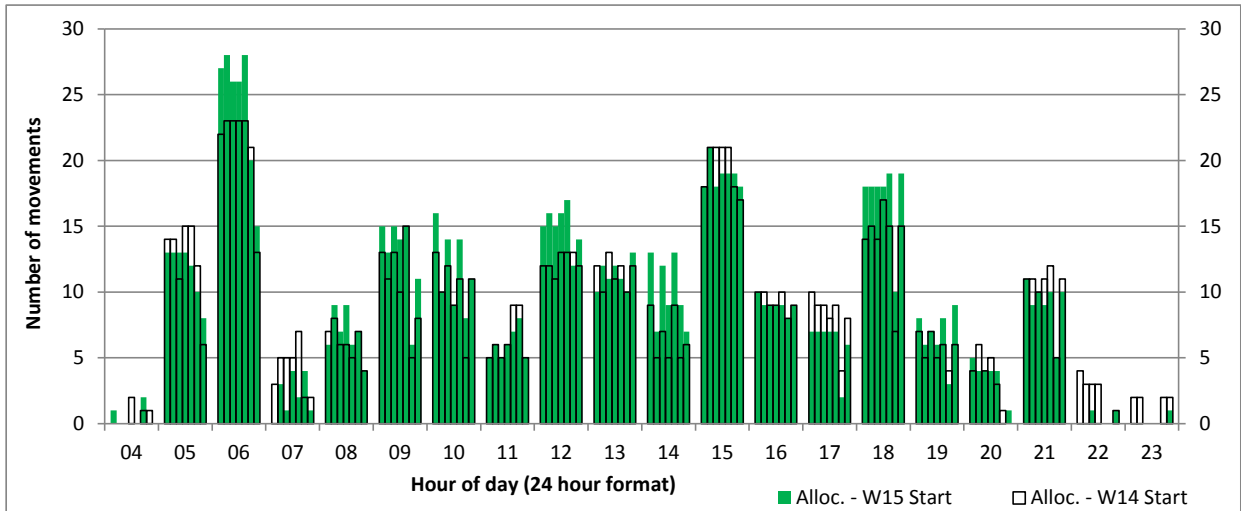
Hourly Arrival Allocation

Time: UTC



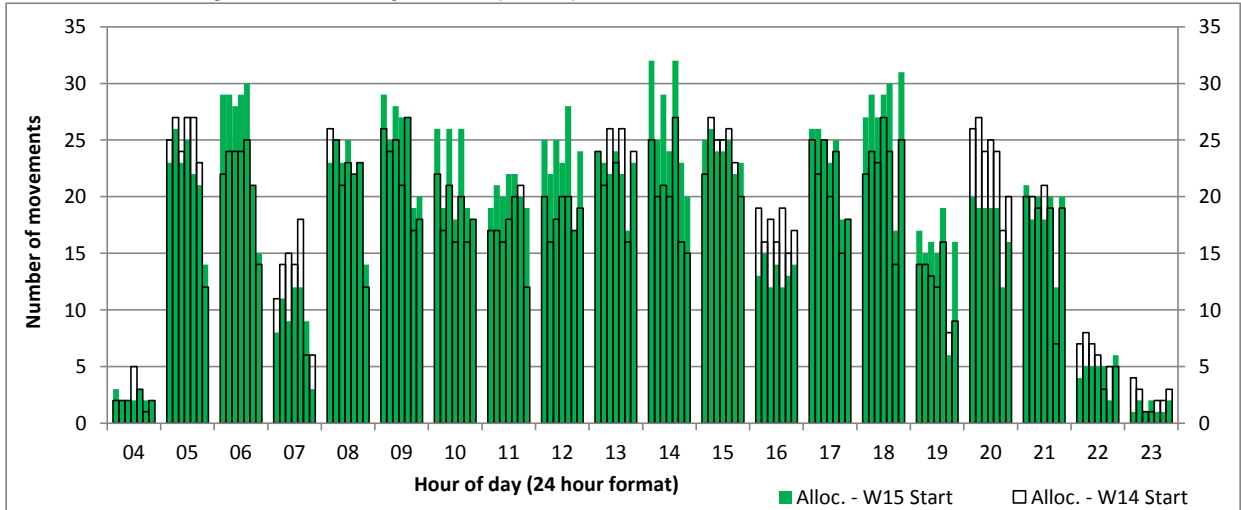
Hourly Departure Allocation

Time: UTC



Combined Hourly Arrival & Departure (Total) Allocation

Time: UTC



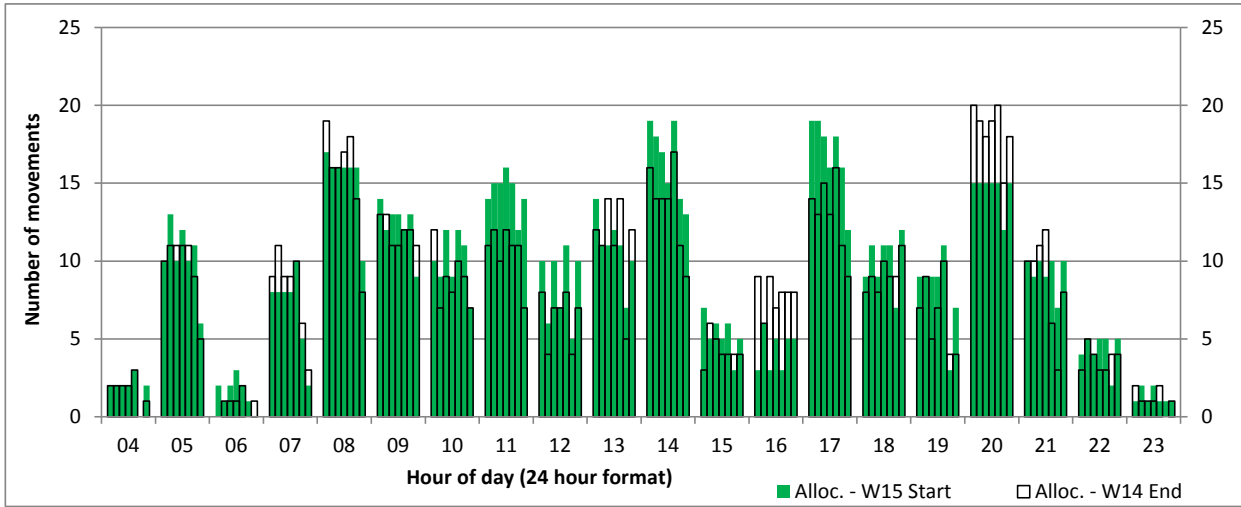
Peak Week - Runway Allocation Comparison

Comparison of W15 Start vs. W14 End



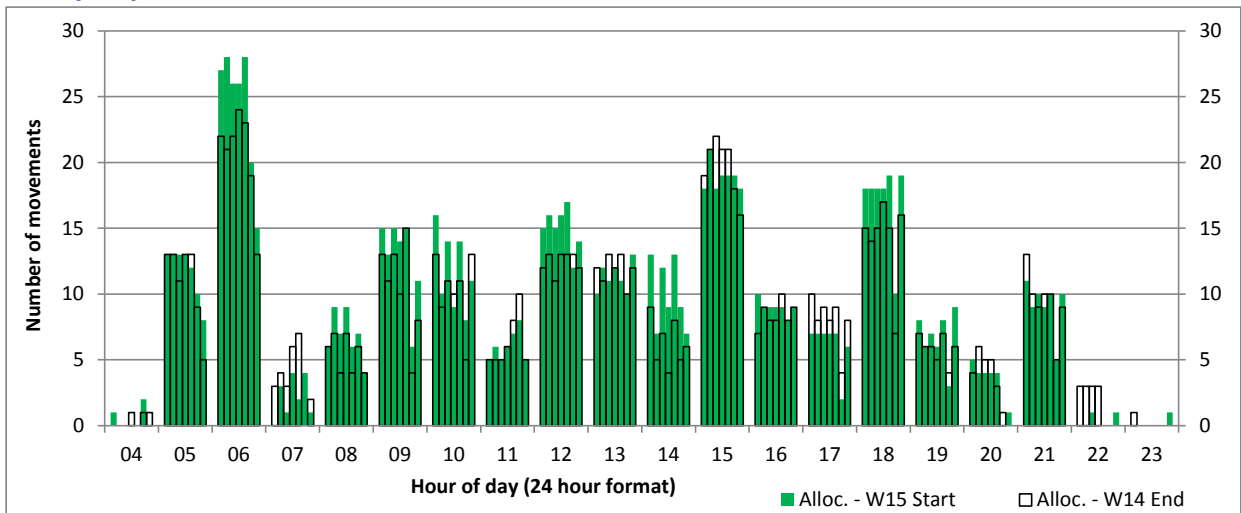
Hourly Arrival Allocation

Time: UTC



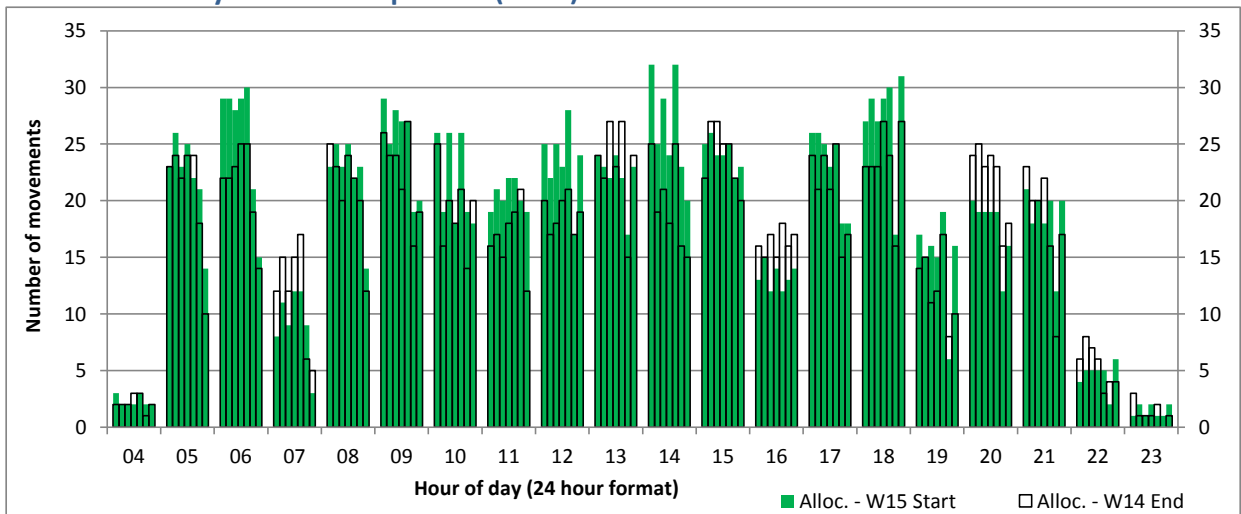
Hourly Departure Allocation

Time: UTC



Combined Hourly Arrival & Departure (Total) Allocation

Time: UTC



Peak Week - Movements Histogram

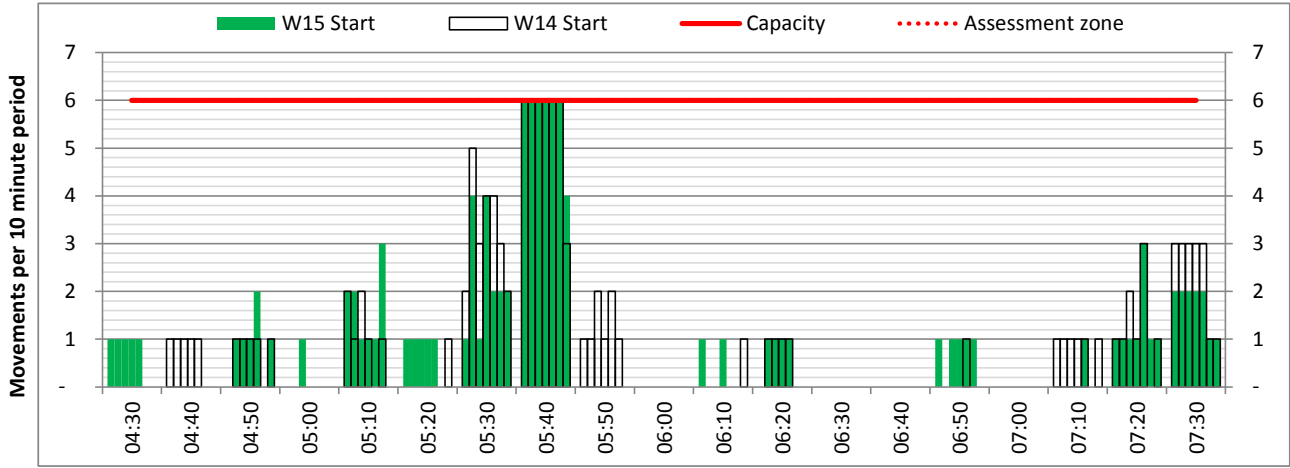
ARRIVAL - 10 minute count rolling every 10 mins (R10)



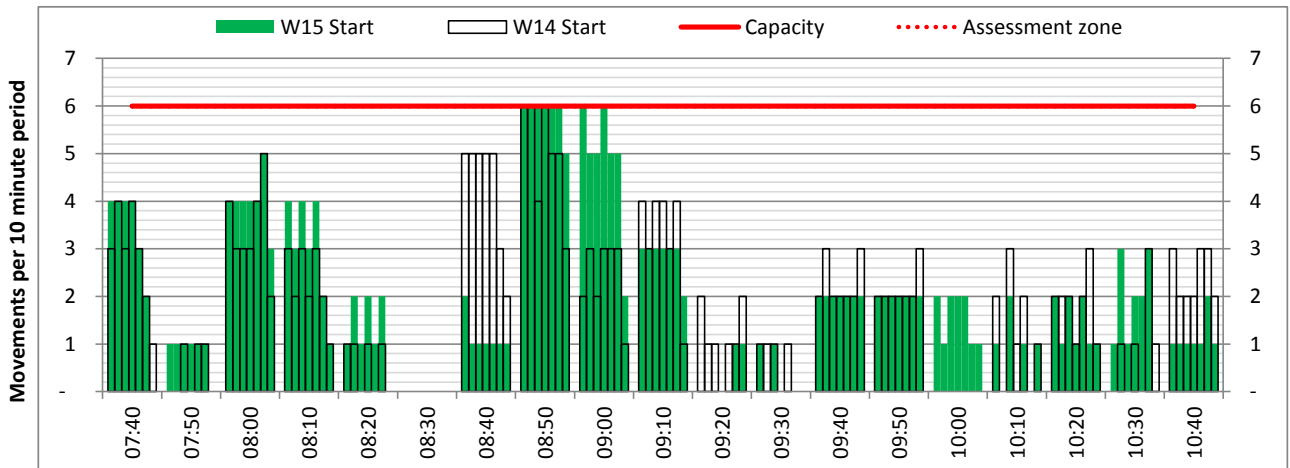
Terminals: All Terminals

Operators: All Operators

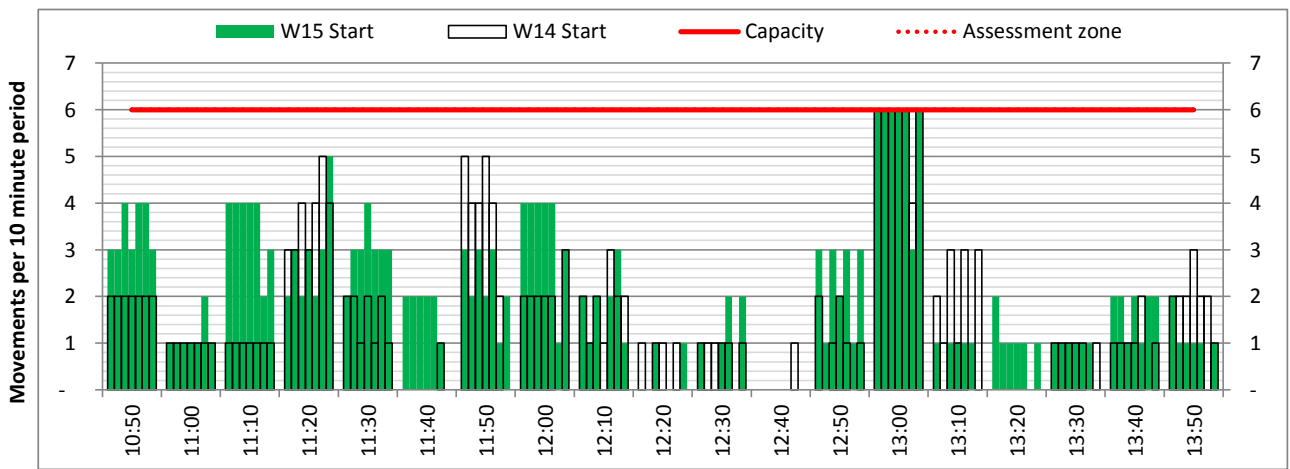
Days: 1234567



Start of count period - Time: UTC



Start of count period - Time: UTC



Start of count period - Time: UTC

Peak Week - Movements Histogram

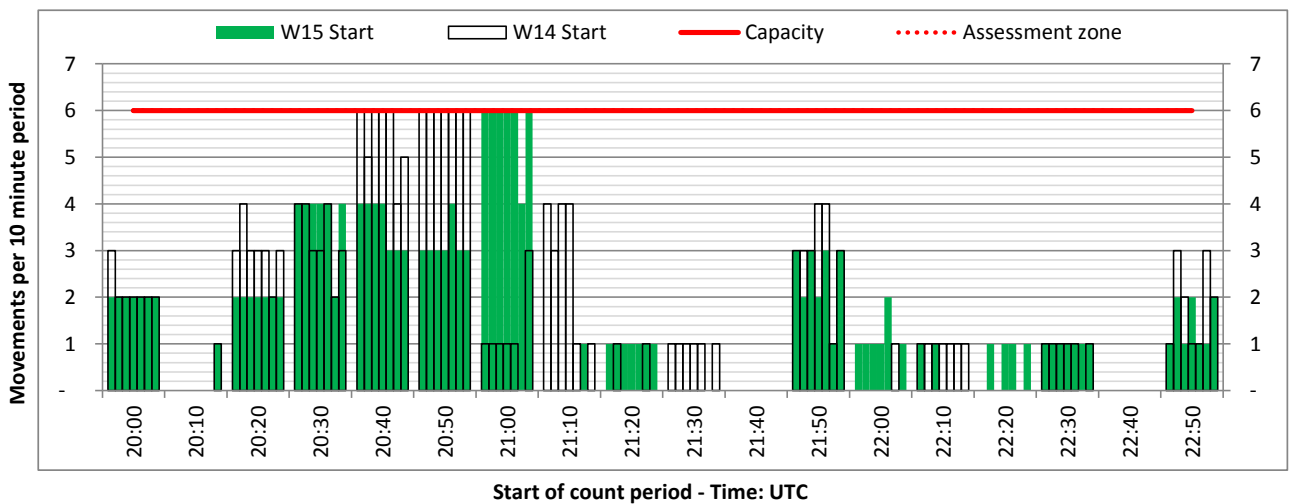
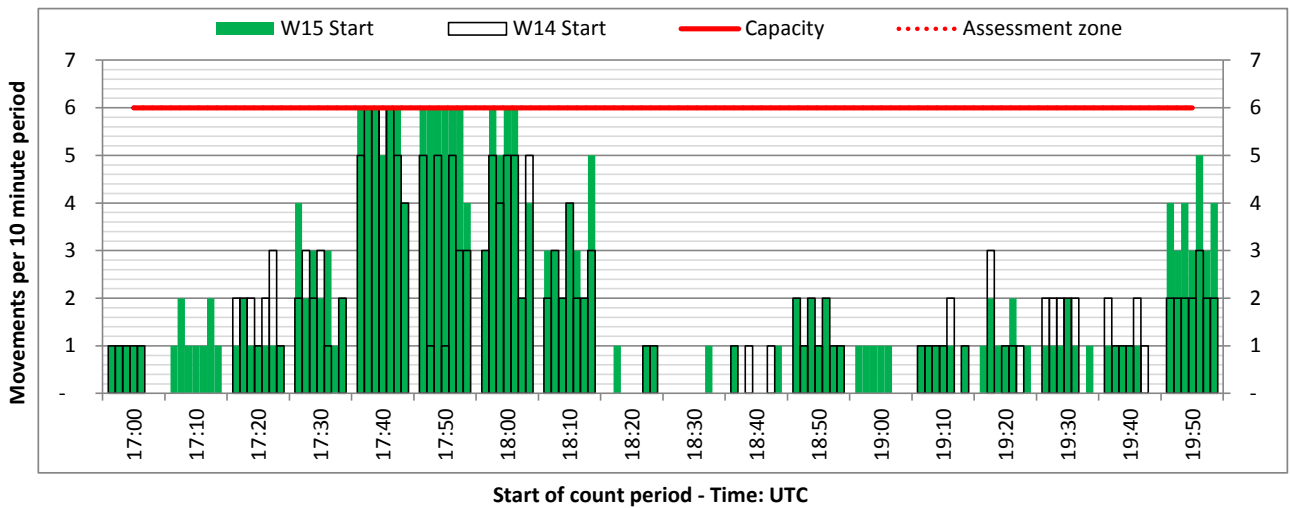
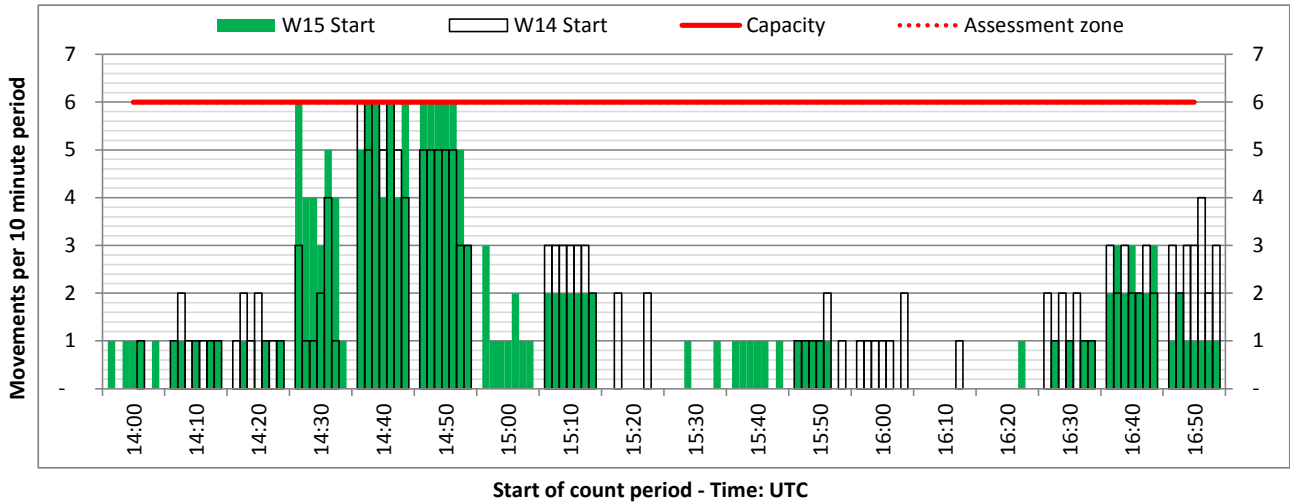
ARRIVAL - 10 minute count rolling every 10 mins (R10)



Terminals: All Terminals

Operators: All Operators

Days: 1234567



Peak Week - Movements Histogram

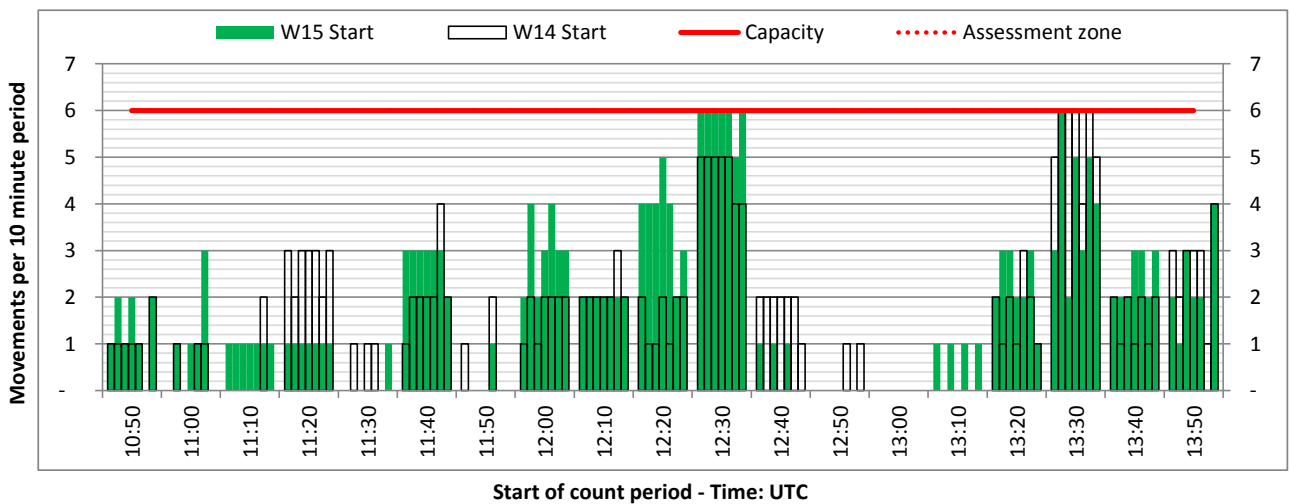
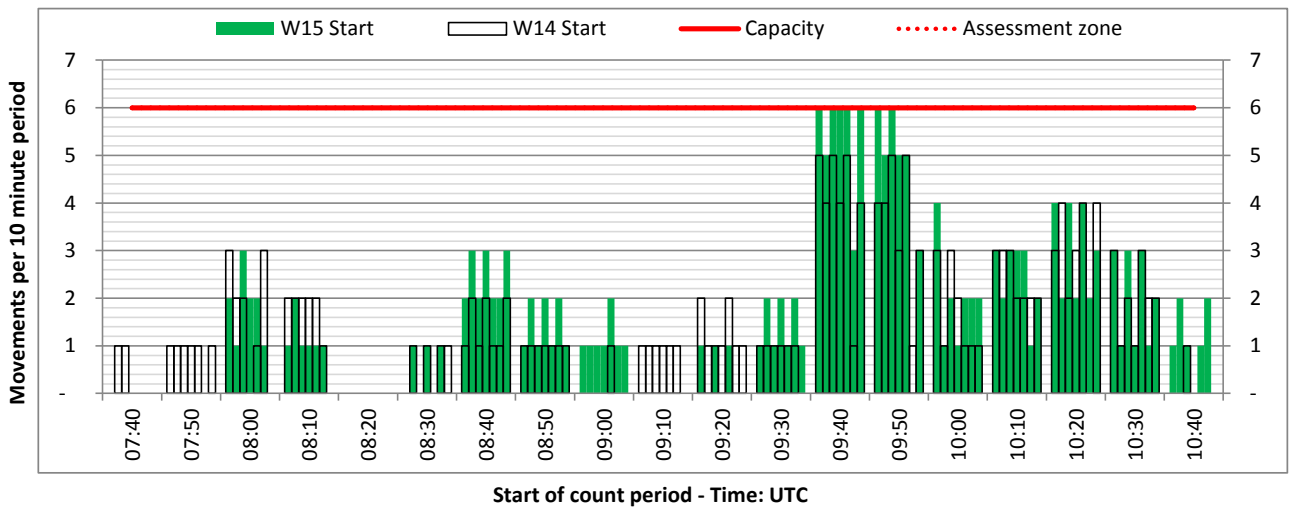
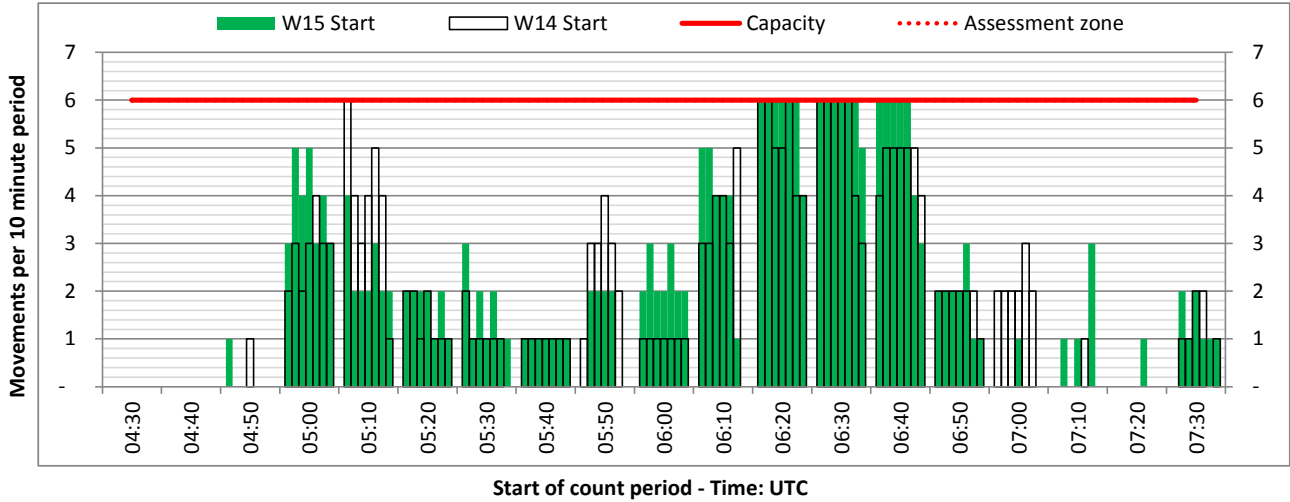
DEPARTURE - 10 minute count rolling every 10 mins (R10)



Terminals: All Terminals

Operators: All Operators

Days: 1234567



Peak Week - Movements Histogram

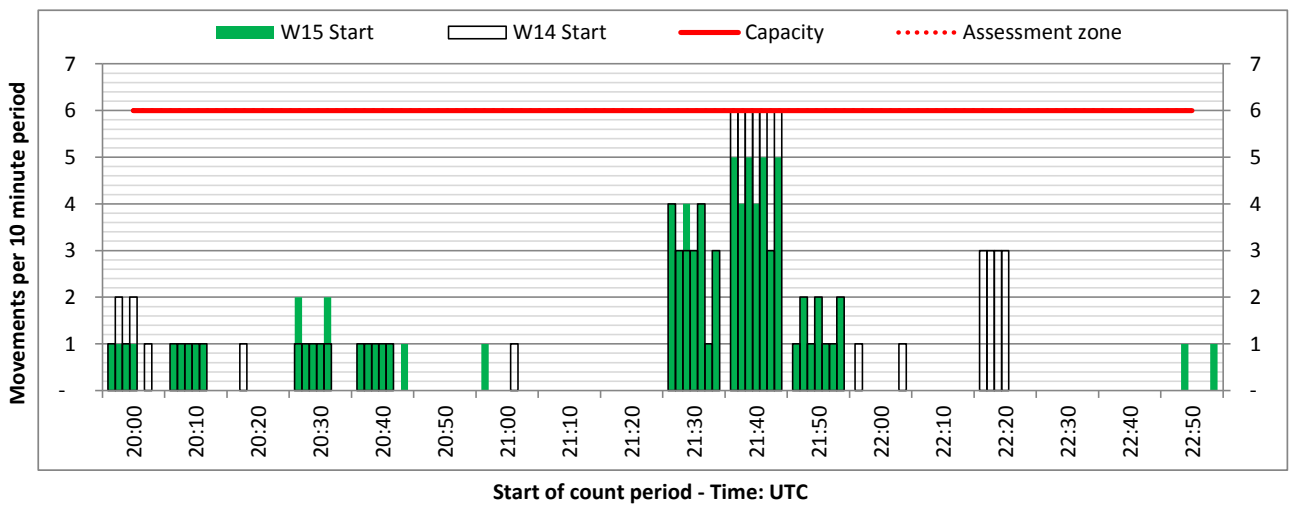
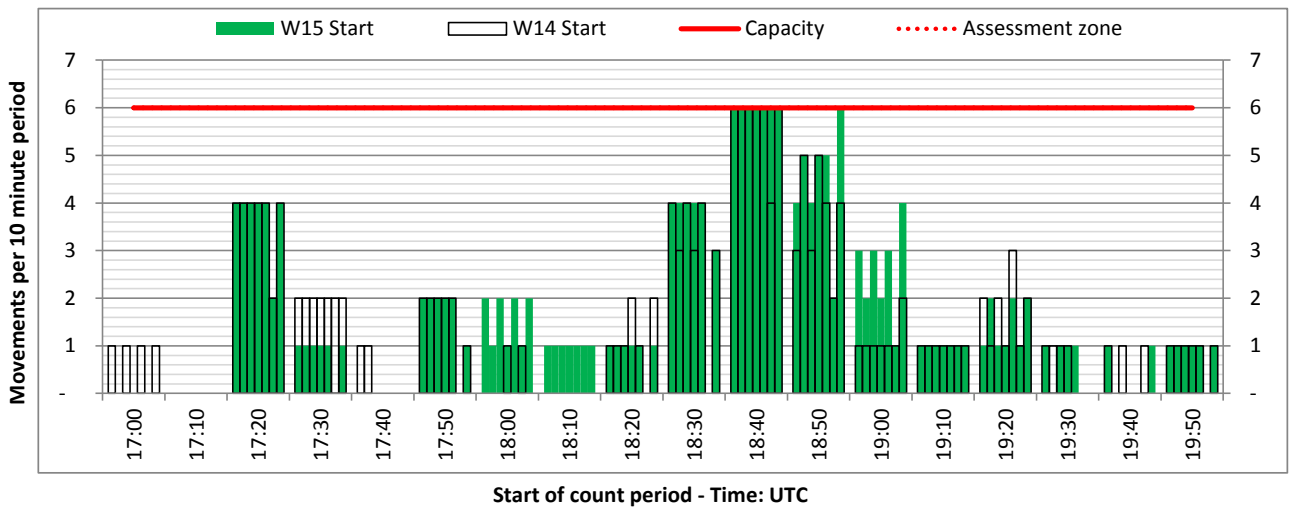
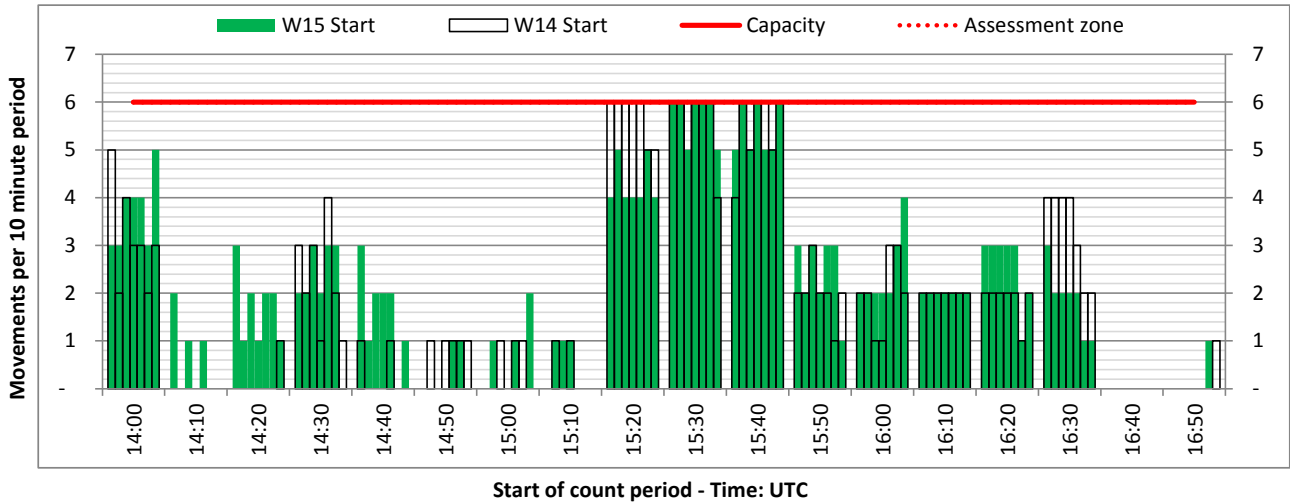
DEPARTURE - 10 minute count rolling every 10 mins (R10)



Terminals: All Terminals

Operators: All Operators

Days: 1234567



Peak Week - Movements Histogram

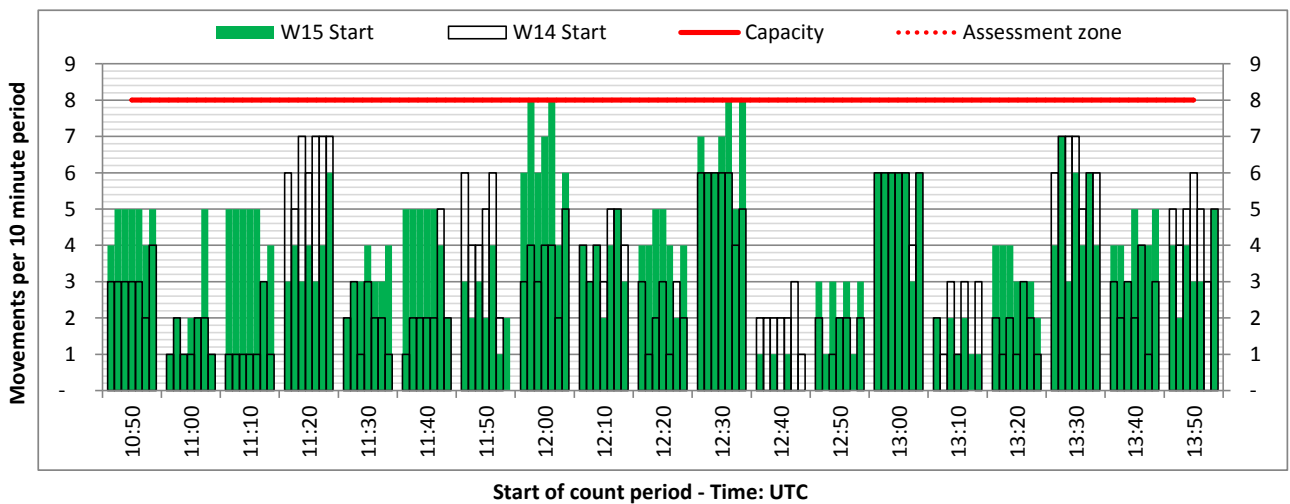
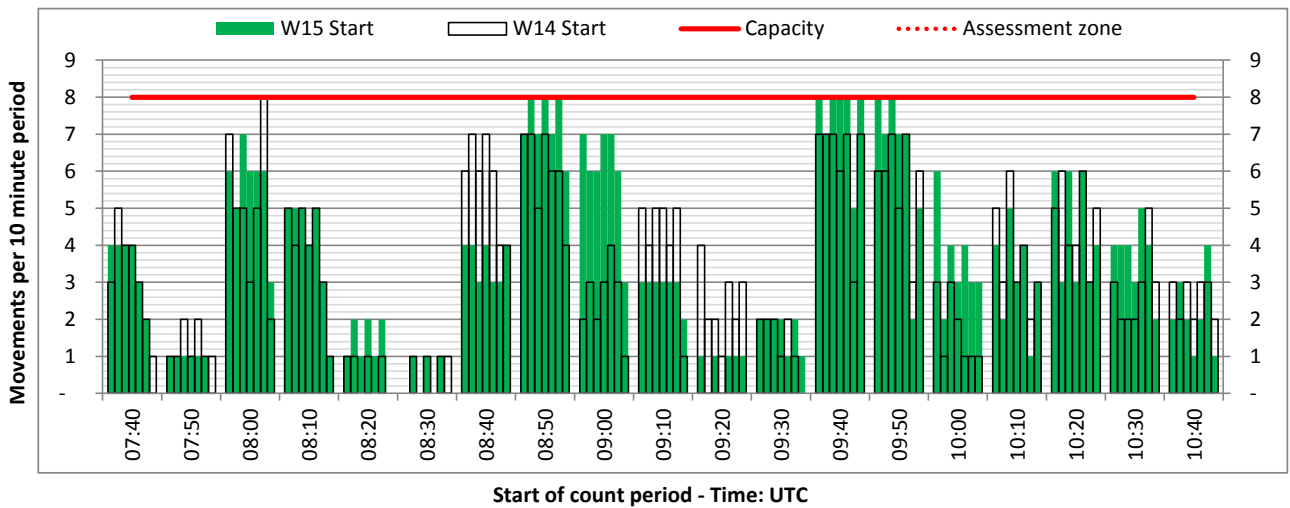
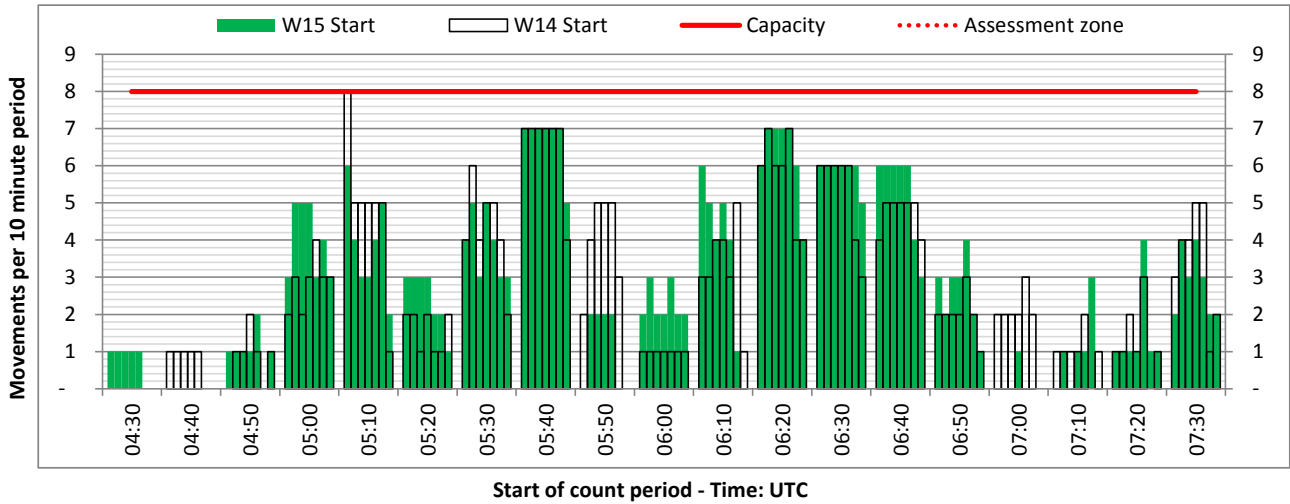
TOTAL - 10 minute count rolling every 10 mins (R10)



Terminals: All Terminals

Operators: All Operators

Days: 1234567



Peak Week - Movements Histogram

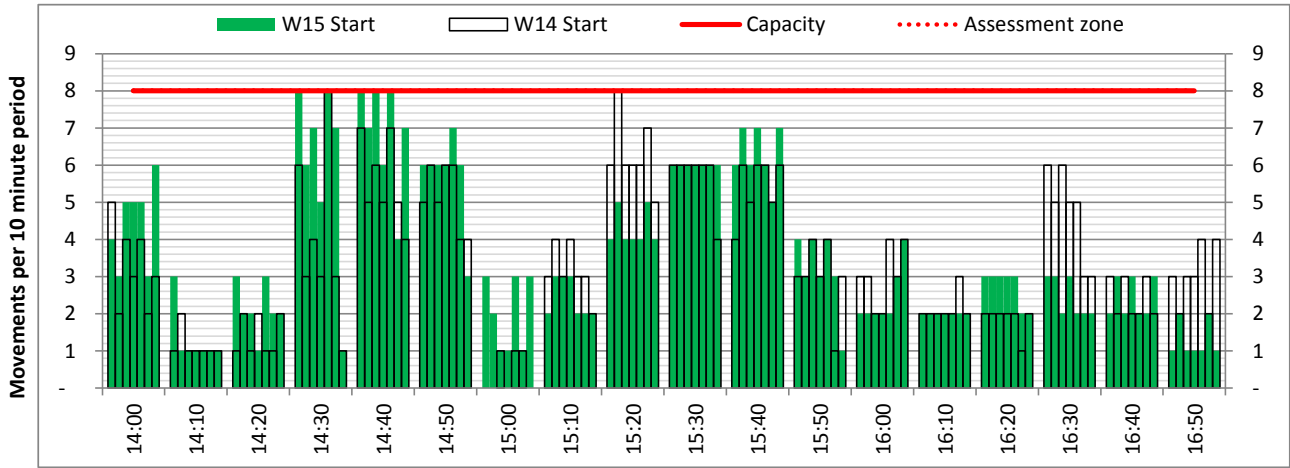
TOTAL- 10 minute count rolling every 10 mins (R10)



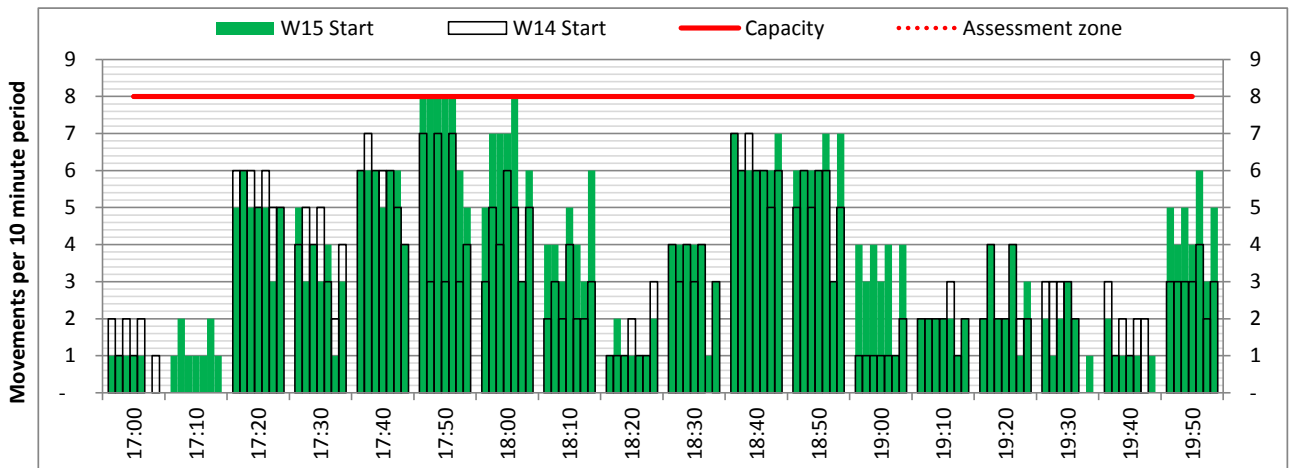
Terminals: All Terminals

Operators: All Operators

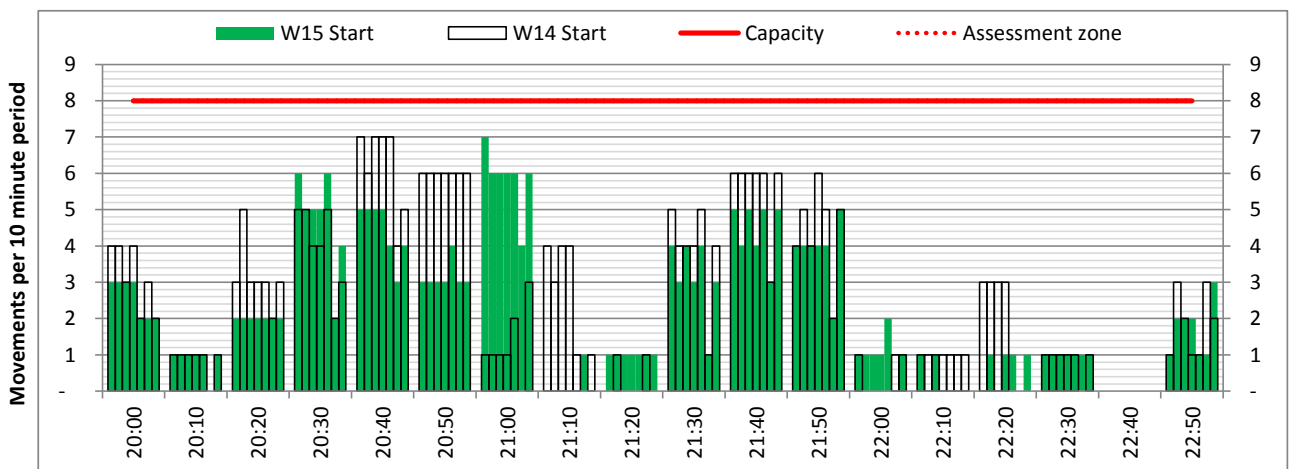
Days: 1234567



Start of count period - Time: UTC



Start of count period - Time: UTC



Start of count period - Time: UTC

Peak Week - Passengers Histogram

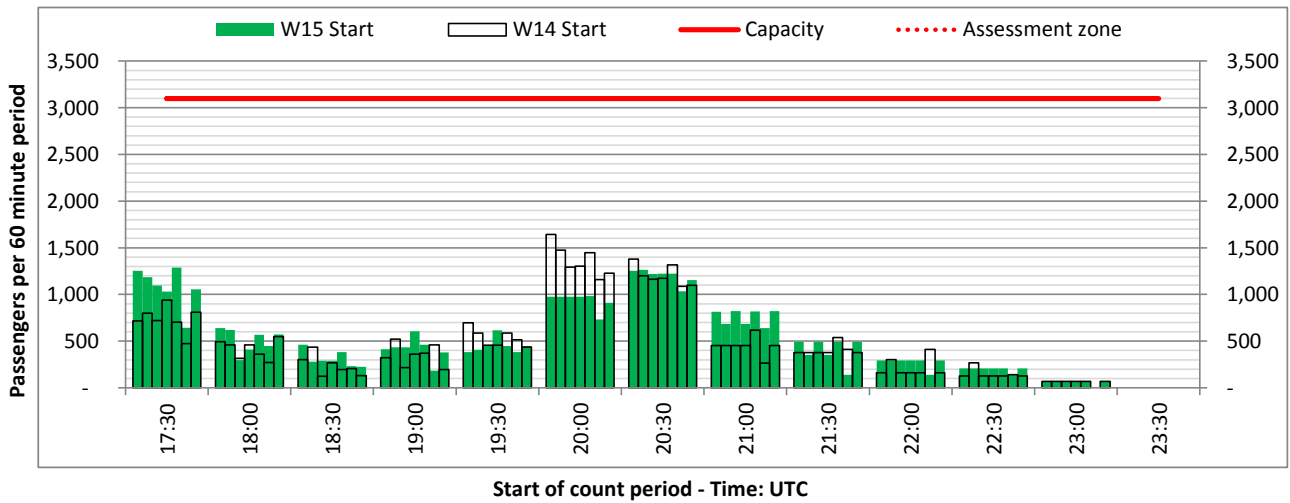
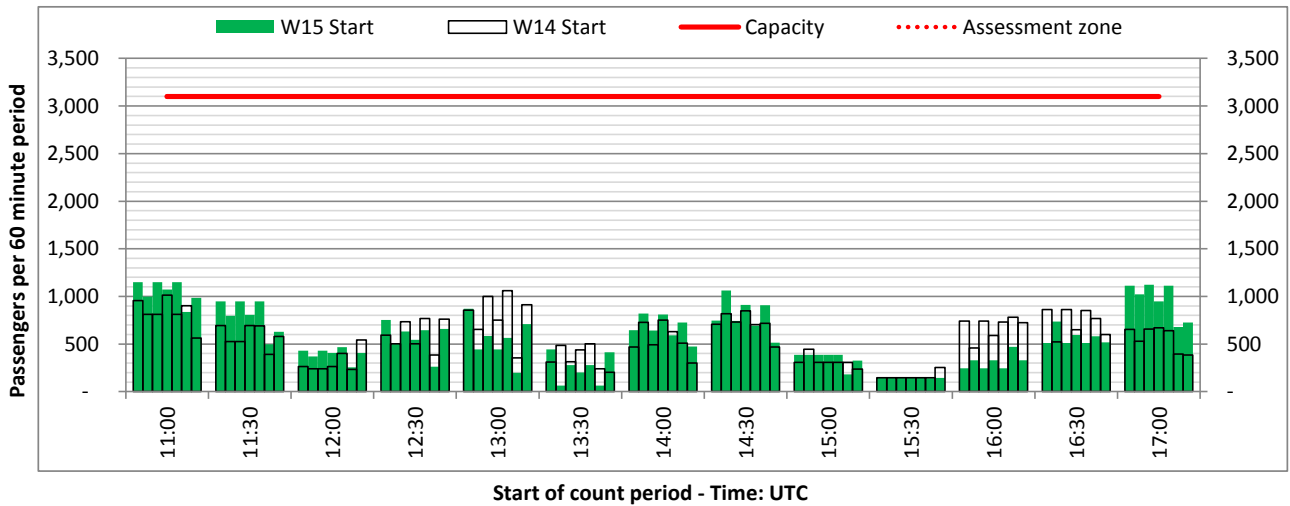
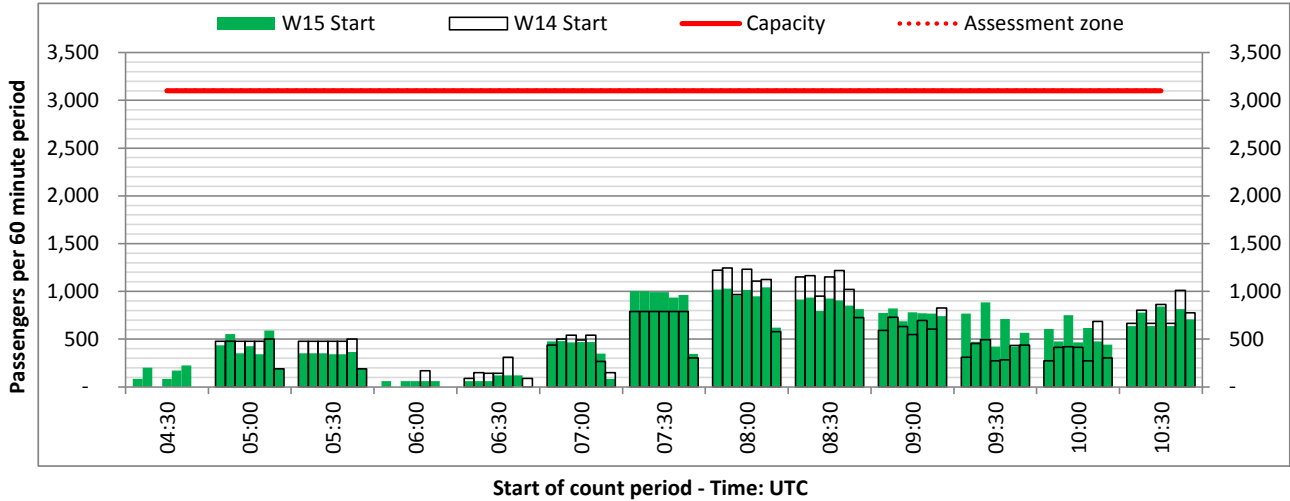
ARRIVAL - 60 minute count rolling every 30 mins (T60/30)



Terminals: Schengen

Operators: All Operators

Days: 1234567



Peak Week - Passengers Histogram

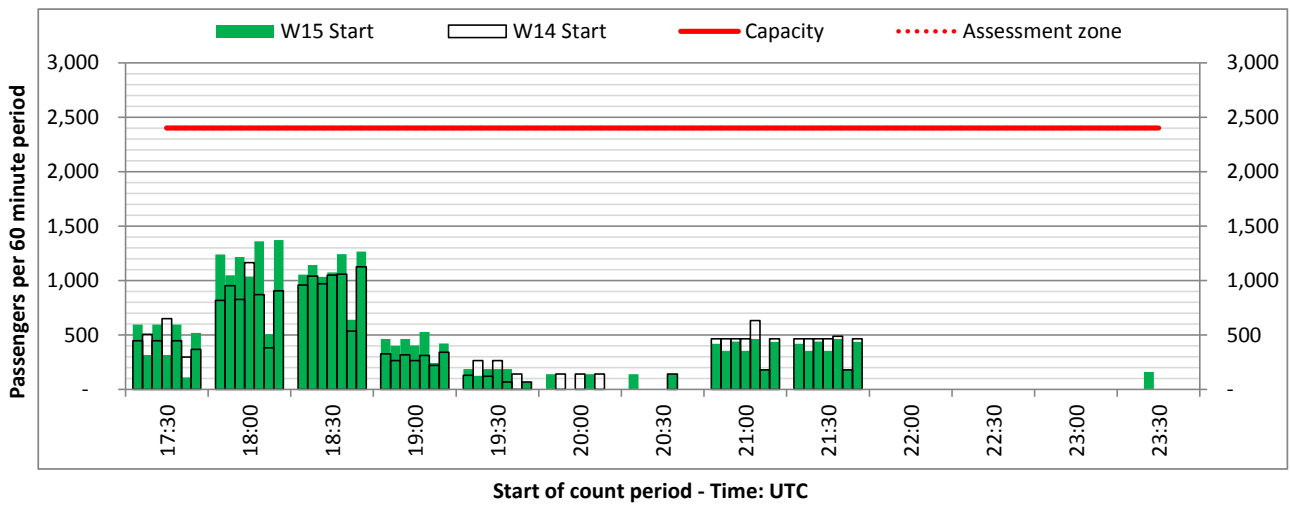
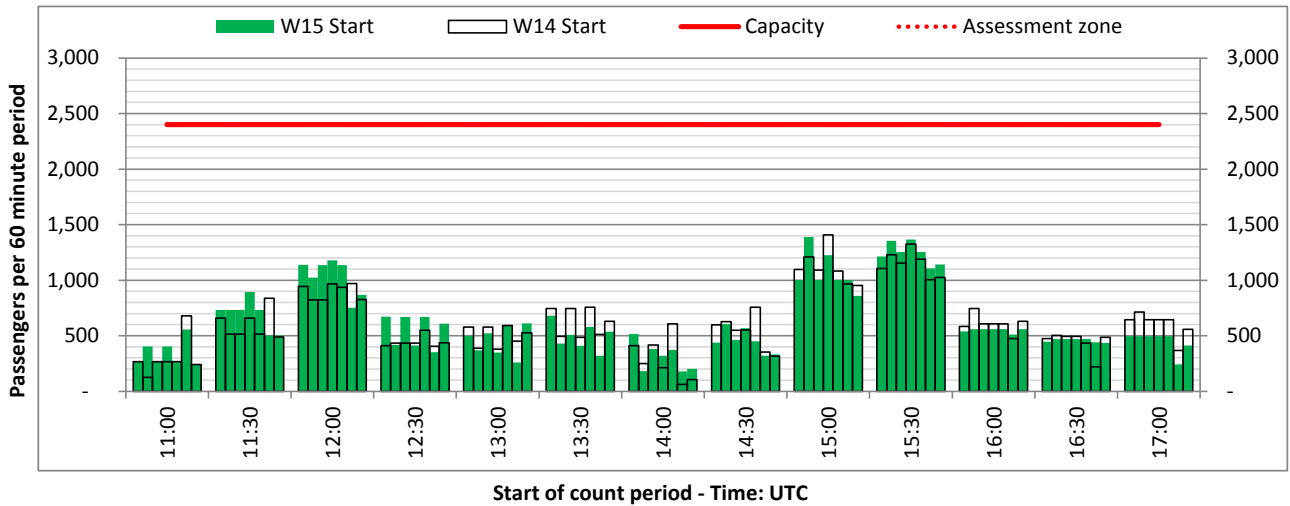
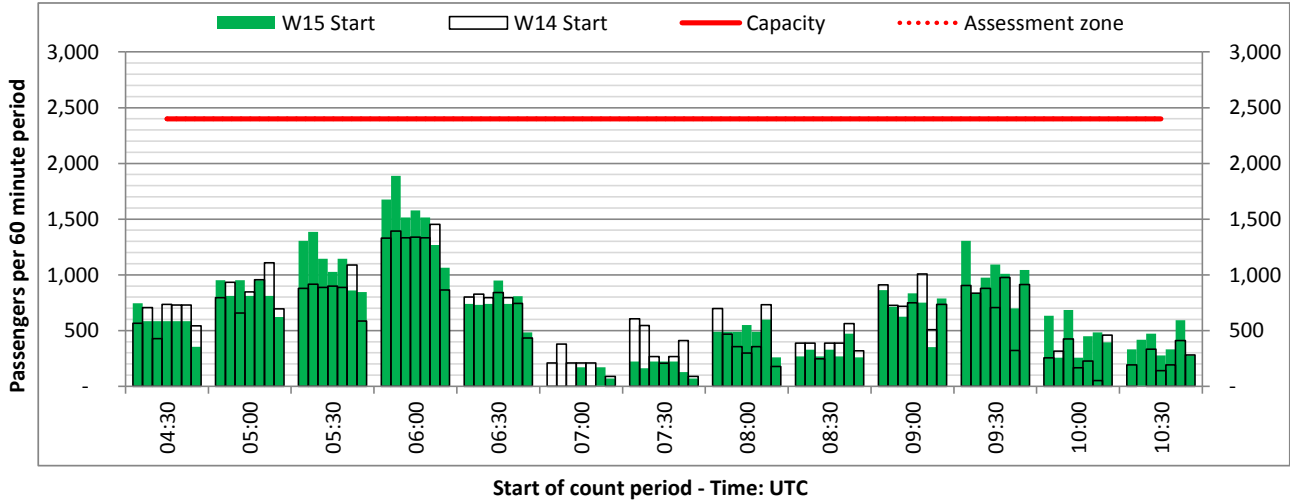
DEPARTURE - 60 minute count rolling every 30 mins (T60/30)



Terminals: Schengen

Operators: All Operators

Days: 1234567



Peak Week - Passengers Histogram

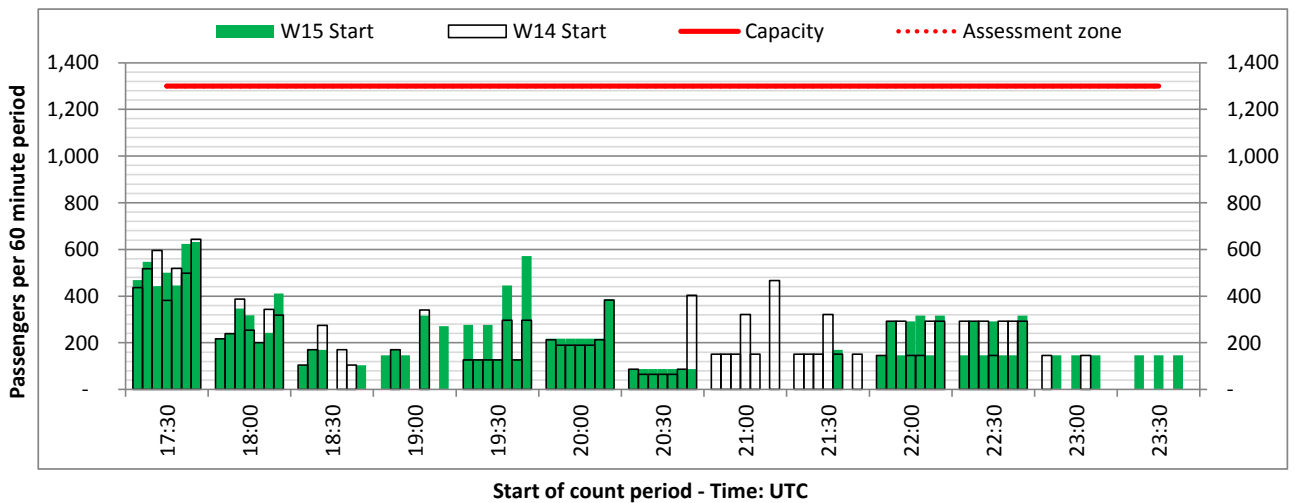
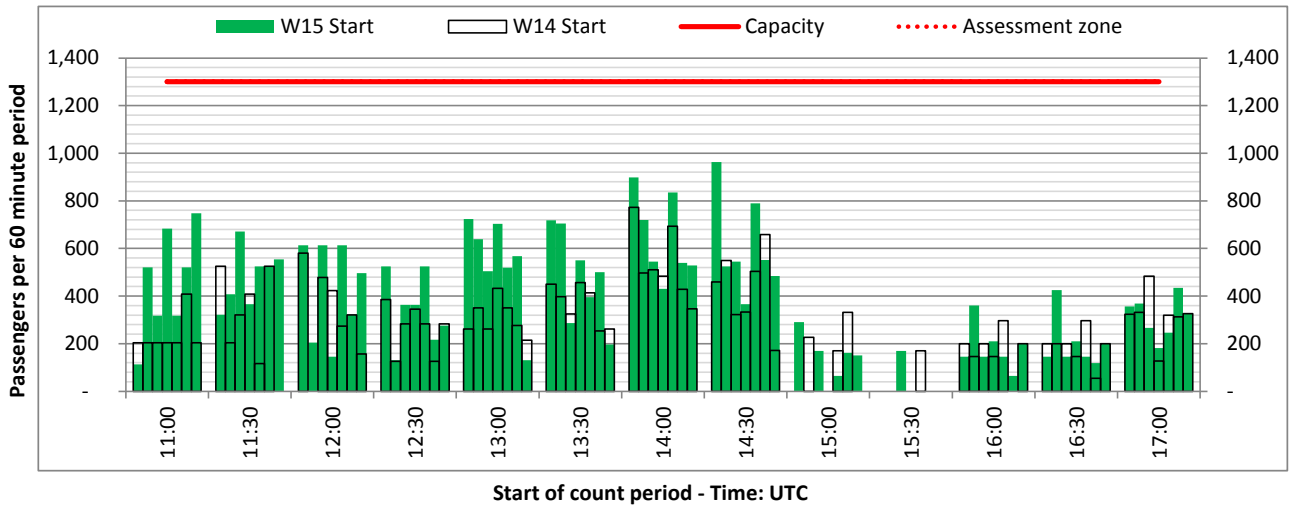
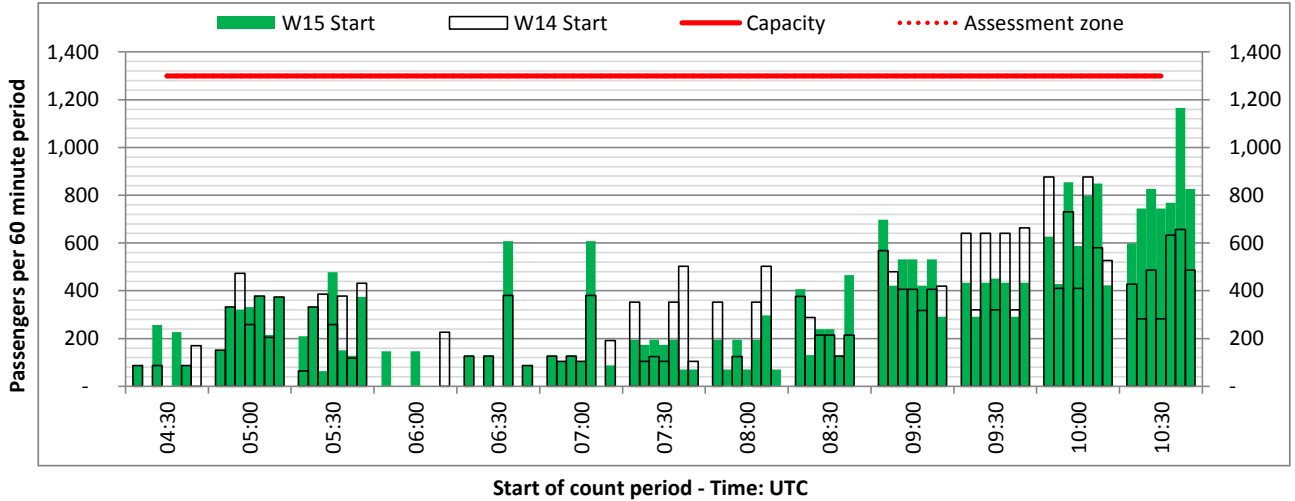
ARRIVAL - 60 minute count rolling every 30 mins (T60/30)



Terminals: Non-Schengen

Operators: All Operators

Days: 1234567



Peak Week - Passengers Histogram

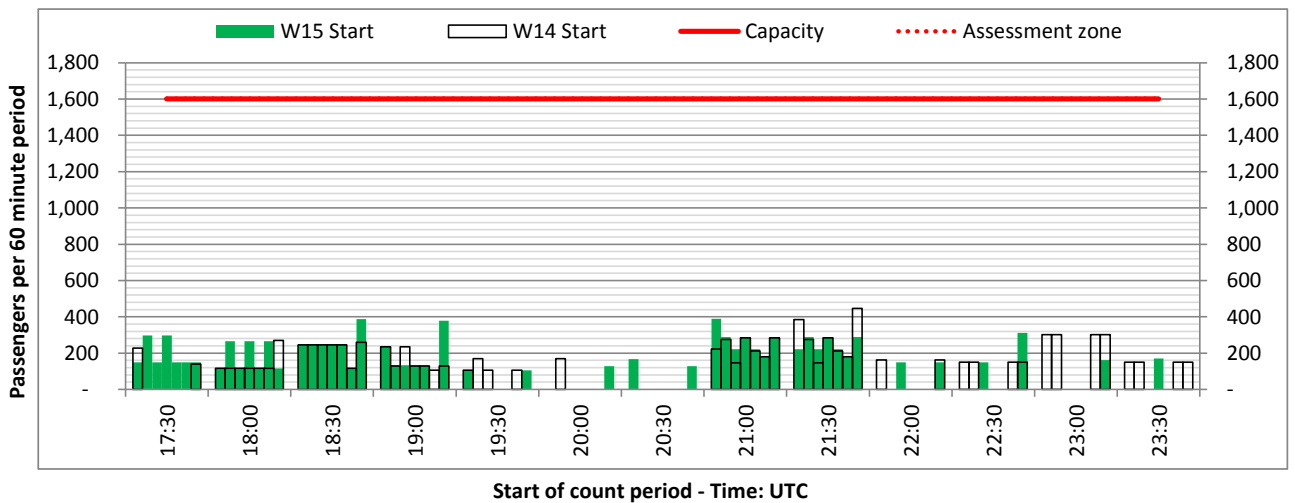
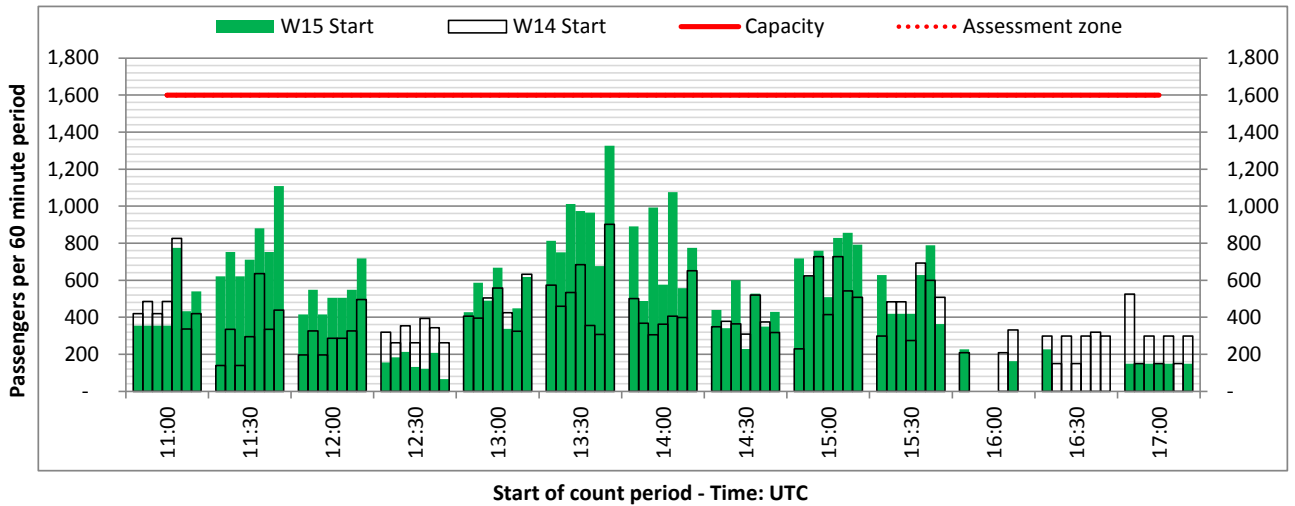
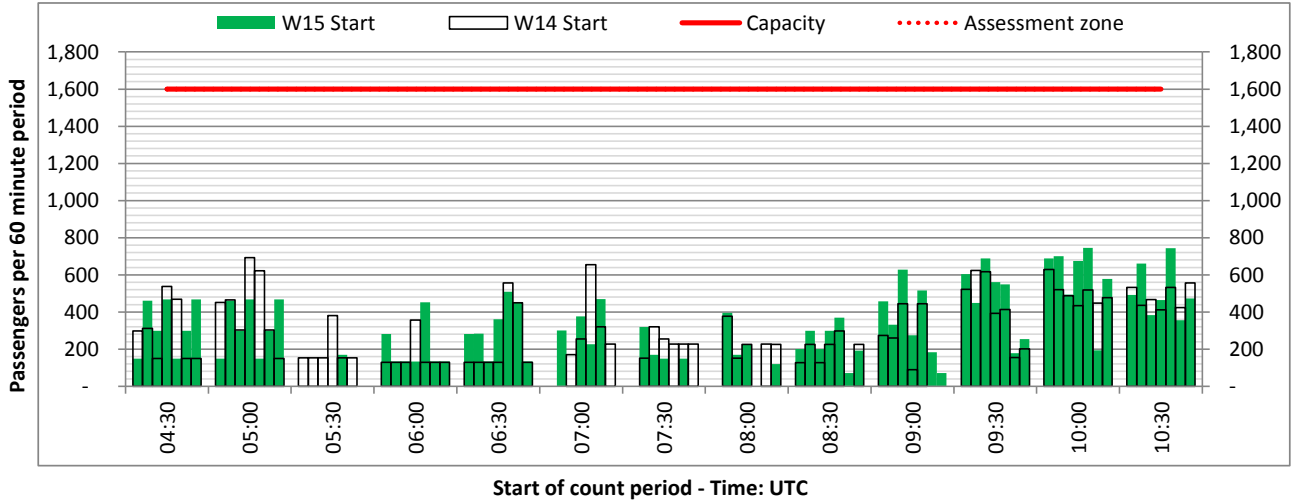
DEPARTURE - 60 minute count rolling every 30 mins (T60/30)



Terminals: Non-Schengen

Operators: All Operators

Days: 1234567



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

Data snapshot descriptions

W14 Start	W14 schedule as cleared on Sun 26-Oct-14.
W14 End	W14 schedule as cleared on Sat 28-Mar-15.
W15 Start	W15 schedule as cleared on Thu 15-Oct-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	WAW-W14-Start-Standard	Sun 26-Oct-2014	Sat 28-Mar-2015	UTC
Full Season Rep 2	WAW-W14-END-Standard	Sun 26-Oct-2014	Sat 28-Mar-2015	UTC
Full Season Rep 3	WAW-W15-SoS-Standard	Sun 25-Oct-2015	Sat 26-Mar-2016	UTC
	Airport-Season-Branch-Resource	From date	To date	Time
Peak Week Rep 1	WAW-W14-Start-Standard	Mon 09-Mar-2015	Sun 15-Mar-2015	UTC
Peak Week Rep 2	WAW-W14-END-Standard	Mon 09-Mar-2015	Sun 15-Mar-2015	UTC
Peak Week Rep 3	WAW-W15-SoS-Standard	Mon 07-Mar-2016	Sun 13-Mar-2016	UTC