

# Birmingham Airport (BHX)

Winter 2019/20 (W19)



## Initial Coordination Report

Report Date: Tue 04-Jun-2019

### Headlines

	W19 Init Coord	vs. W18 Init Coord	vs. W19 Hist (SHL)
Total Air Transport Movements (Passenger & Freight)	47,069	▲ 10.7%	▲ 25.3%
Total Passenger Air Transport Movements	46,073	▲ 10.9%	▲ 26.6%
Total Passenger Air Transport Movement Seats	6,635,804	▲ 6.8%	▲ 24.0%
Average Seats per Passenger Air Transport Movement	144	▼ -3.7%	▼ -2.1%
Percentage of allocated slots cleared as requested (OK)	99.27%		

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W18 scheduling season runs from Sun 28-Oct-2018 to Sat 30-Mar-2019 (154 days).

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

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# Coordinator's Report



Total demand	47,069	slots		
Total slots allocated	47,069	slots	100.00%	of total demand
Number of slots cleared OK	46,727	slots	99.27%	of total slots cleared

## Slots adjusted (not OK) due to:

RUNWAY constraints	89	slots	26.0%	of total slots adjusted
TERMINAL constraints	23	slots	6.7%	of total slots adjusted
STAND constraints	-	slots	0.0%	of total slots adjusted
NIGHT constraints	33	slots	9.6%	of total slots adjusted
OTHER constraints	197	slots	57.6%	of total slots adjusted
ARR/DEP TURNAROUND feasibility	-	slots	0.0%	of total slots adjusted

## Executive Summary

Winter 2019 will be the third winter season where BHX Airport will be designated as Level 3 (Coordinated).

As in recent Winter seasons the runway and terminal constraints are generally sufficient to accommodate the demand with only minor schedule adjustments required. Runway closures planned for November/December 2019 are the main driver of the more significant schedule adjustments made during Initial Coordination.

The introduction of a revised Night Flying Policy effective from W18 has seen additional annual scheduling constraints within the Night Period for W18/S19. These constraints have remained the same for the W19/S20 annual period. Whilst these additional constraints haven't impacted the allocation process in any significant way during W19 Initial Coordination the utilisation of total night movements in W18 was 88% and the utilisation of departure night movements in W18 was 99%. QC allocation remains sufficiently within limits.

## Runway Constraints

- R15 constraint continues to be the most restrictive runway constraint. Adjustments are within 15mins of required time.
- No adjustments have been made due to the R60 constraint.

## Terminal Constraints

- Some small terminal overages appear against the International arrival constraint in both Terminals 1I and 2I (T30/15).

## Stand Constraints

No Stand Constraint issues.

## Night Constraints

- The Night Flying Policy remains in place, effective from W18 with no changes in W19.

## Other Constraints

- The runway closure periods have been fully coordinated with no flights remaining within the closure period.

## Arr/Dep Turnaround Feasibility

No Turnaround Feasibility issues.

# Peak Week - Initial Coordination Analysis



Operator	W19 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"			
Aer Lingus	108	-	4	104	32.7%	0.0%	0.0%	0.0%	12	-	-	12	-	-	116	116	100.0%
Air France	40	-	2	42	61.9%	61.9%	0.0%	0.0%	-	-	-	-	-	2	42	42	100.0%
Air India	16	4	-	12	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	12	12	100.0%
Airest	10	4	6	-	0.0%	0.0%	0.0%	0.0%	3	-	-	3	-	-	3	3	100.0%
Blue Air	12	-	-	12	33.3%	0.0%	0.0%	0.0%	-	-	-	-	-	-	12	12	100.0%
Brussels Airlines	34	-	-	34	0.0%	100.0%	0.0%	0.0%	10	-	-	-	10	-	44	44	100.0%
CSA Czech Airlines	8	2	-	6	100.0%	100.0%	0.0%	0.0%	2	-	-	2	-	-	8	8	100.0%
Easylet	56	-	-	56	46.4%	17.9%	0.0%	0.0%	-	-	-	-	-	20	56	56	100.0%
Easylet Switzerland	8	-	-	8	0.0%	0.0%	0.0%	0.0%	2	-	-	2	-	4	10	10	100.0%
Emirates	28	-	-	28	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	28	28	100.0%
Eurowings	54	-	-	54	66.7%	44.4%	0.0%	0.0%	-	-	-	-	-	-	54	54	100.0%
Federal Express	24	-	16	8	0.0%	0.0%	0.0%	0.0%	8	8	-	-	-	-	16	16	100.0%
Flybe	622	17	25	580	37.8%	6.6%	0.0%	0.0%	274	-	-	274	-	-	854	854	100.0%
Iberia Express	6	-	-	6	100.0%	100.0%	0.0%	0.0%	-	-	-	-	-	-	6	6	100.0%
Jet2.com	122	-	48	74	27.0%	0.0%	0.0%	0.0%	30	-	-	30	-	25	104	104	100.0%
Jota Aviation	-	-	-	-	0.0%	0.0%	0.0%	0.0%	2	-	-	2	-	-	2	2	100.0%
KLM Royal Dutch Airlines	56	-	-	56	0.0%	0.0%	0.0%	0.0%	12	-	-	12	-	-	68	68	100.0%
Lauda Motion	-	-	-	-	0.0%	0.0%	0.0%	0.0%	6	-	-	-	6	-	6	6	100.0%
Lufthansa	94	-	-	94	83.0%	51.1%	0.0%	0.0%	-	-	-	-	-	-	94	94	100.0%
PIA Pakistan International	6	-	-	6	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	6	6	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%	-	-	-	-	5	10	10	100.0%	
Ryanair	208	-	-	208	26.9%	0.0%	0.0%	0.0%	42	-	-	42	-	-	250	250	100.0%
SAS Scandinavian	24	-	2	22	0.0%	0.0%	0.0%	0.0%	2	-	-	2	-	-	24	24	100.0%
Swiss International	24	-	-	24	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	24	24	100.0%
Thomas Cook (UK)	50	4	4	42	23.8%	23.8%	0.0%	0.0%	67	-	-	67	-	4	109	109	100.0%
TUI Airways	86	6	18	62	29.0%	22.6%	0.0%	0.0%	87	-	-	87	-	9	149	149	100.0%
Turkish Airlines	20	-	-	20	100.0%	50.0%	0.0%	0.0%	4	4	-	-	-	-	24	24	100.0%
Turkmenistan Airlines	10	10	-	-	0.0%	0.0%	0.0%	0.0%	10	-	-	10	-	-	10	10	100.0%
Vueling	8	2	2	4	100.0%	0.0%	0.0%	0.0%	6	6	-	-	-	-	10	10	100.0%
Wizz Air	26	4	-	22	54.5%	0.0%	0.0%	0.0%	16	6	-	10	-	4	38	38	100.0%
Zimex Aviation	16	6	-	10	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	10	10	100.0%
<b>TOTAL</b>	<b>1,808</b>	<b>61</b>	<b>129</b>	<b>1,618</b>	<b>35.5%</b>	<b>14.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>595</b>	<b>24</b>	<b>-</b>	<b>555</b>	<b>16</b>	<b>73</b>	<b>2,213</b>	<b>2,213</b>	<b>100.0%</b>

# Air Transport Movement Allocation by Operator

Comparison between W19 Hist (SHL) vs. W19 Init Coord



Operator	FULL SEASON ALLOCATION								PEAK WEEK ALLOCATION							
	W19 ATMs	W19 ATMs	+/- change	W19 Rank	W19 Seats	W19 Seats	+/- change	W19 Rank	W19 ATMs	W19 ATMs	+/- change	W19 Rank	W19 Seats	W19 Seats	+/- change	W19 Rank
Aer Lingus	2,318	2,612	294	4	271,752	295,980	24,228	7	108	116	8	4	12,264	13,452	1,188	8
Air Arabia Maroc	88	-	-88	38	15,312	-	-15,312	33	4	-	-4	33	696	-	-696	29
Air France	880	924	44	12	131,692	160,776	29,084	13	40	42	2	12	5,986	7,308	1,322	13
Air India	352	264	-88	20	90,112	67,584	-22,528	18	16	12	-4	20	4,096	3,072	-1,024	17
Airest	215	207	-8	27	-	-	0	33	10	3	-7	31	-	-	0	29
Anisec	-	28	28	34	-	5,040	5,040	30	-	-	0	33	-	-	0	29
Austrian Airlines	32	32	0	33	5,568	5,568	0	29	2	-	-2	33	348	-	-348	29
Blue Air	264	264	0	20	47,168	47,168	0	20	12	12	0	20	2,144	2,144	0	20
Blue Islands	-	-	0	38	-	-	0	33	-	-	0	33	-	-	0	29
Brussels Airlines	748	968	220	11	73,304	126,544	53,240	14	34	44	10	11	3,332	5,752	2,420	14
Corendon Airlines Europe	-	-	0	38	-	-	0	33	-	-	0	33	-	-	0	29
CSA Czech Airlines	154	160	6	28	21,912	30,240	8,328	25	8	8	0	27	1,136	1,512	376	25
EasyJet	1,084	1,232	148	8	182,484	211,992	29,508	10	56	56	0	9	9,456	9,636	180	10
EasyJet Switzerland	146	230	84	22	24,996	40,140	15,144	23	8	10	2	22	1,368	1,740	372	24
Emirates	616	616	0	14	378,840	378,840	0	5	28	28	0	14	17,220	17,220	0	6
Enter Air	-	48	48	32	-	9,072	9,072	28	-	-	0	33	-	-	0	29
Eurowings	1,188	1,188	0	9	170,544	186,384	15,840	11	54	54	0	10	7,752	8,472	720	11
Federal Express	496	352	-144	18	-	-	0	33	24	16	-8	18	-	-	0	29
Fly One	-	-	0	38	-	-	0	33	-	-	0	33	-	-	0	29
Flybe	13,155	18,715	5,560	1	1,091,578	1,539,608	448,030	1	622	854	232	1	51,874	70,038	18,164	1
Freebird Airlines	-	14	14	36	-	2,520	2,520	31	-	-	0	33	-	-	0	29
Germania	-	-	0	38	-	-	0	33	-	-	0	33	-	-	0	29
Iberia Express	132	132	0	29	22,572	23,760	1,188	26	6	6	0	28	1,026	1,080	54	26
Jet2.com	1,931	2,920	989	3	364,959	551,880	186,921	3	122	104	-18	6	23,058	19,656	-3,402	5
Jota Aviation	-	16	16	35	-	1,520	1,520	32	-	2	2	32	-	190	190	28
KLM Royal Dutch Airlines	1,230	1,496	266	7	199,120	223,784	24,664	9	56	68	12	8	9,068	10,172	1,104	9
Lauda Motion	-	132	132	29	-	23,760	23,760	26	-	6	6	28	-	1,080	1,080	26
Lufthansa	2,048	2,072	24	5	308,328	343,424	35,096	6	94	94	0	7	14,134	15,578	1,444	7
PIA Pakistan International	132	132	0	29	43,428	43,428	0	21	6	6	0	28	1,974	1,974	0	21
Primera Air	-	-	0	38	-	-	0	33	-	-	0	33	-	-	0	29
Qatar Airways	308	308	0	19	78,232	78,232	0	16	14	14	0	19	3,556	3,556	0	16
RAF-Avia	190	220	30	23	-	-	0	33	10	10	0	22	-	-	0	29
Ryanair	4,574	5,499	925	2	864,486	1,039,311	174,825	2	208	250	42	2	39,312	47,250	7,938	2
SAS Scandinavian	494	554	60	15	64,260	67,866	3,606	17	24	24	0	15	3,060	2,940	-120	18
Spicejet	-	-	0	38	-	-	0	33	-	-	0	33	-	-	0	29
Swiss International	548	548	0	16	70,088	64,808	-5,280	19	24	24	0	15	3,084	2,844	-240	19
Thomas Cook (UK)	849	1,169	320	10	176,500	256,100	79,600	8	50	109	59	5	10,320	23,900	13,580	4
Titan Airways	24	-	-24	38	4,320	-	-4,320	33	2	-	-2	33	360	-	-360	29
TUI Airways	1,740	1,996	256	6	399,736	468,639	68,903	4	86	149	63	3	19,748	32,955	13,207	3
Turkish Airlines	440	528	88	17	72,600	88,176	15,576	15	20	24	4	15	3,300	4,008	708	15
Turkmenistan Airlines	220	220	0	23	41,580	41,580	0	22	10	10	0	22	1,890	1,890	0	22
VLM Airlines	-	-	0	38	-	-	0	33	-	-	0	33	-	-	0	29
Vueling	154	220	66	23	27,720	39,600	11,880	24	8	10	2	22	1,440	1,800	360	23
West Atlantic Cargo	-	7	7	37	-	-	0	33	-	-	0	33	-	-	0	29
Wizz Air	544	836	292	13	108,920	172,480	63,560	12	26	38	12	13	5,180	7,840	2,660	12
Zimex Aviation	270	210	-60	26	-	-	0	33	16	10	-6	22	-	-	0	29
<b>TOTAL</b>	<b>37,564</b>	<b>47,069</b>	<b>9,505</b>		<b>5,352,111</b>	<b>6,635,804</b>	<b>1,283,693</b>		<b>1,808</b>	<b>2,213</b>	<b>405</b>		<b>258,182</b>	<b>319,059</b>	<b>60,877</b>	

Operators with 0 'ATMs' in both W19 Hist (SHL) & W19 Init Coord schedules are included in the table due to appearing in the W18 Init Coord schedule (either with/without allocated slots).

# Peak Week - Allocation and Slot Adjustment Distribution by Operator

Schedule: W19 Init Coord



Operator	W19 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	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%	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%	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%	0.0%	0.0%	-
Airest	3	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%	0.0%	0.0%	33.3%	-
Blue Air	12	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
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%	0.0%	0.0%	-
CSA Czech 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%	0.0%	0.0%	-
EasyJet	56	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
EasyJet Switzerland	10	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
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%	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%	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%	0.0%	-
Flybe	854	99.9%	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%	0.0%	-
Iberia Express	6	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Jet2.com	104	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Jota Aviation	2	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
KLM Royal Dutch Airlines	68	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Lauda Motion	6	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Lufthansa	94	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
PIA Pakistan International	6	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
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%	0.0%	0.0%	-
RAF-Avia	10	90.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	10.0%	-
Ryanair	250	99.6%	0.0%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
SAS Scandinavian	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%	0.0%	0.0%	-
Swiss International	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%	0.0%	0.0%	-
Thomas Cook (UK)	109	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
TUI Airways	149	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
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%	0.0%	0.0%	-
Turkmenistan 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%	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%	0.0%	0.0%	-
Wizz Air	38	92.1%	7.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Zimex Aviation	10	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
<b>TOTAL</b>	<b>2,213</b>	<b>99.7%</b>	<b>0.2%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.0%</b>	<b>0.1%</b>	<b>-</b>

Operators with 0 'allocated ATMs' and 0 'Requests with NO slot allocated' in W19, are included in this list due to having slots allocated in either W18 Init Coord or W19 Hist (SHL) schedules.

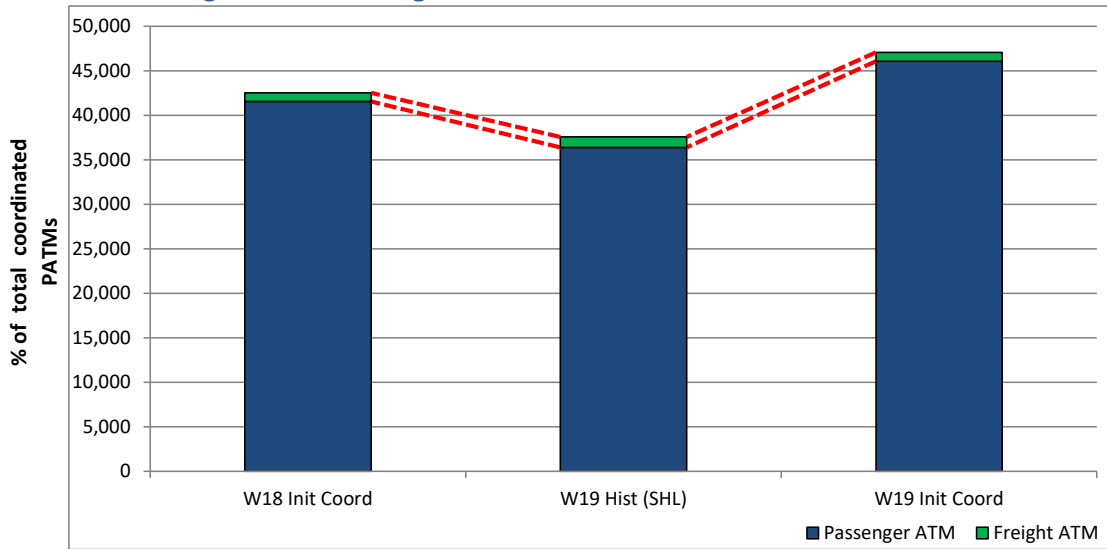
## Significant Route Changes

Operator	Category	Description of change from W18 schedule to W19 schedule
Aer Lingus	CHANGE	Increase Cork service.
Air Arabia Maroc	<b>CANCELLED</b>	Agadir Almassira service.
Air France	CHANGE	Increase Paris Ch. De Gaulle service.
Brussels Airlines	CHANGE	Increase Brussels service.
EasyJet	CHANGE	Increase Geneva service.
Enter Air	<b>NEW</b>	Chambery service.
Eurowings	CHANGE	Increase Dusseldorf service.
Federal Express	<b>CANCELLED</b>	Belfast service.
Flybe	CHANGE	Increase Aberdeen, Amsterdam, Belfast City, Dusseldorf, Edinburgh, Guernsey, Glasgow, Hanover, Hamburg, Inverness, Isle of Man, Jersey, Lyon, Milan Malpensa & Stuttgart services.
Flybe	<b>CANCELLED</b>	Newquay & Nantes services.
Jet2.com	<b>NEW</b>	Budapest & Lleida Alguaire services.
Jet2.com	CHANGE	Increase Lanzarote, Faro, Las Palmas & Tenerife services.
KLM Royal Dutch Airlines	CHANGE	Increase Amsterdam service.
Lauda Motion	<b>NEW</b>	Vienna service.
Lufthansa	CHANGE	Increase Frankfurt service.
Ryanair	<b>NEW</b>	Corfu, Chania, Porto, Perpignan & Reus services.
Ryanair	CHANGE	Increase Alicante, Krakow, Las Palmas, Madrid & Murcia services.
SAS Scandinavian	CHANGE	Increase Copenhagen service.
Thomas Cook (UK)	<b>NEW</b>	Marrakech service.
Thomas Cook (UK)	CHANGE	Lanzarote, Banjul & Fuerteventura services.
TUI Airways	<b>NEW</b>	Agadir & Marsa Alam services.
TUI Airways	CHANGE	Increase Hurghada service.
TUI Airways	<b>CANCELLED</b>	Goa & Orlando services.
Turkish Airlines	CHANGE	Increase Istanbul Ataturk service.
Turkmenistan Airlines	CHANGE	Increase Ashgabat service.
Vueling	CHANGE	Increase Barcelona service.
Wizz Air	<b>NEW</b>	Krakow service.
Wizz Air	CHANGE	Increase Budapest, Cluj-Napoca Romania, Warsaw & Wroclaw services.
Wizz Air	<b>CANCELLED</b>	Poznan service.

# Full Season - ATM Analysis

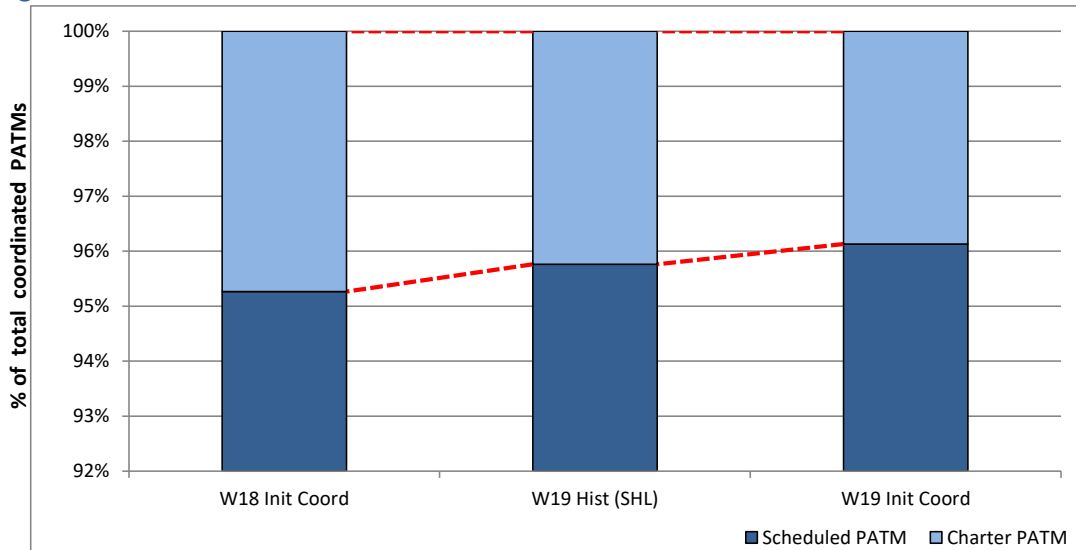


## Total ATMs: Passenger ATMs vs. Freight ATMs



Schedule Snapshot

## Passenger ATMs: Scheduled vs. Charter



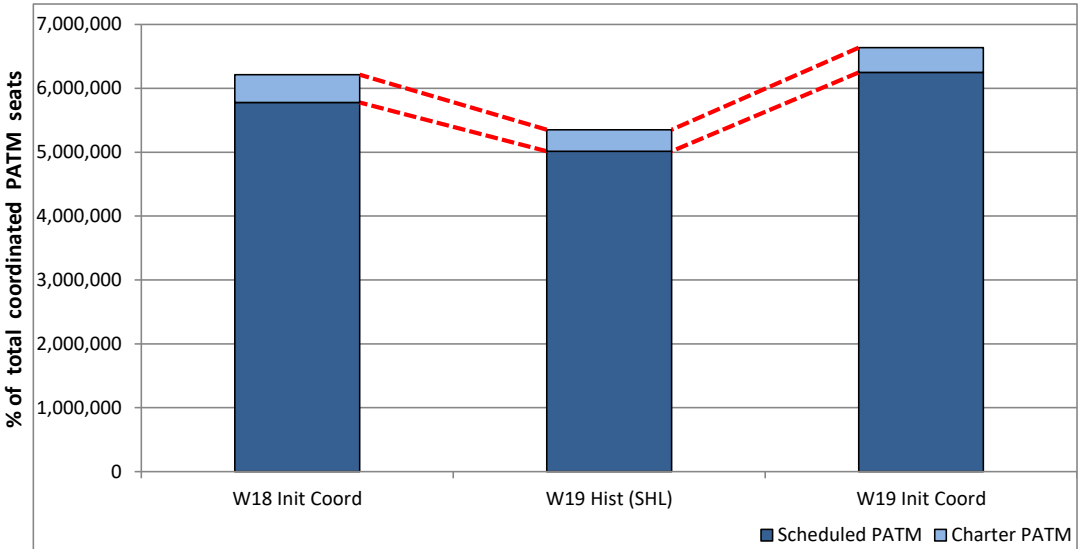
Schedule Snapshot



# Full Season - PATM Seats Analysis

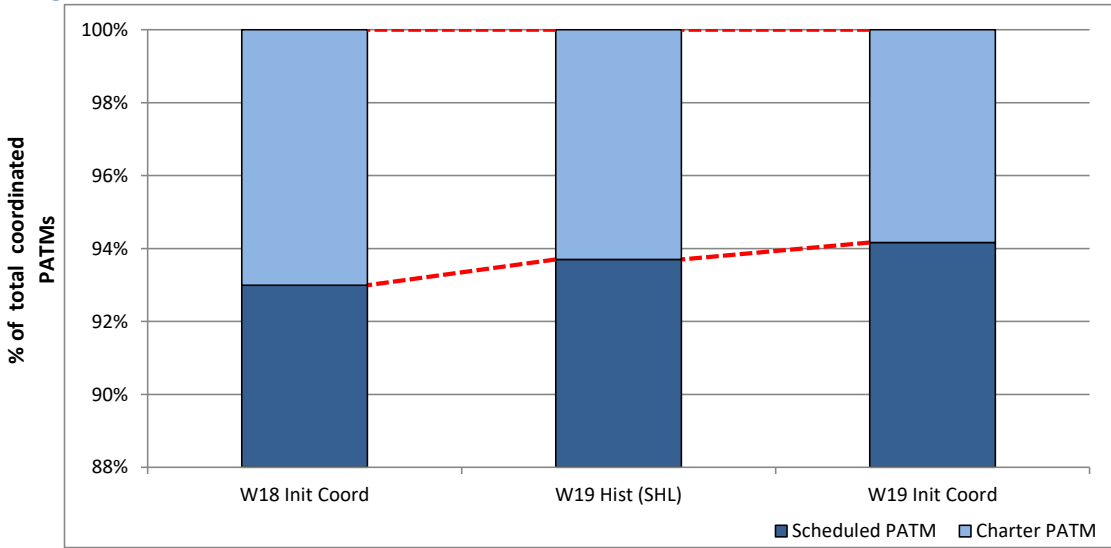


Total Passenger ATM seats: Scheduled vs. Charter



Schedule Snapshot

Passenger ATM seats: Scheduled vs. Charter

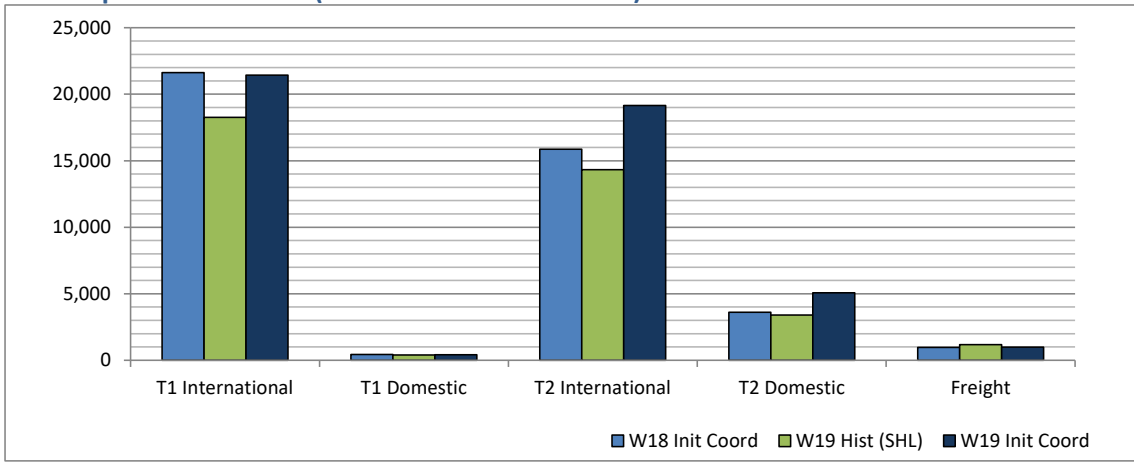


Schedule Snapshot

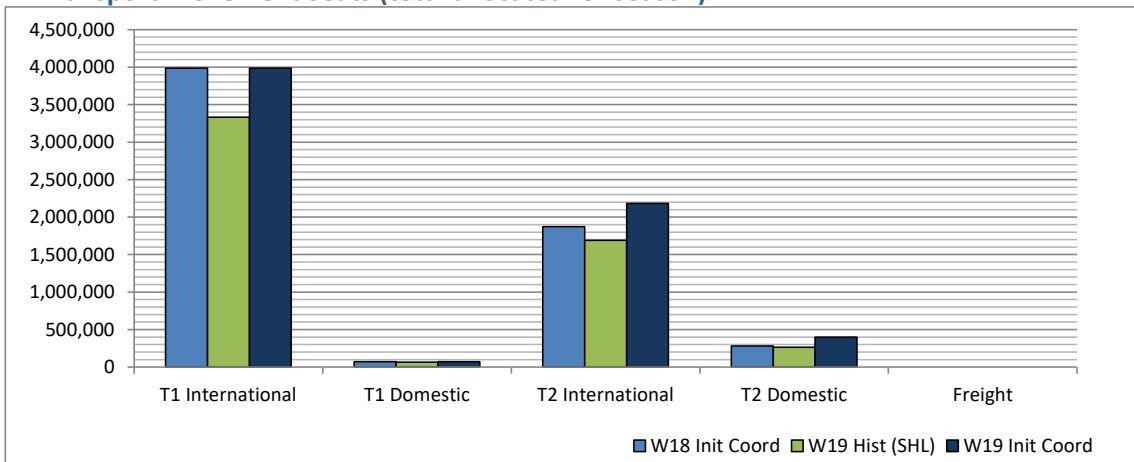
# Full Season - Terminal Analysis



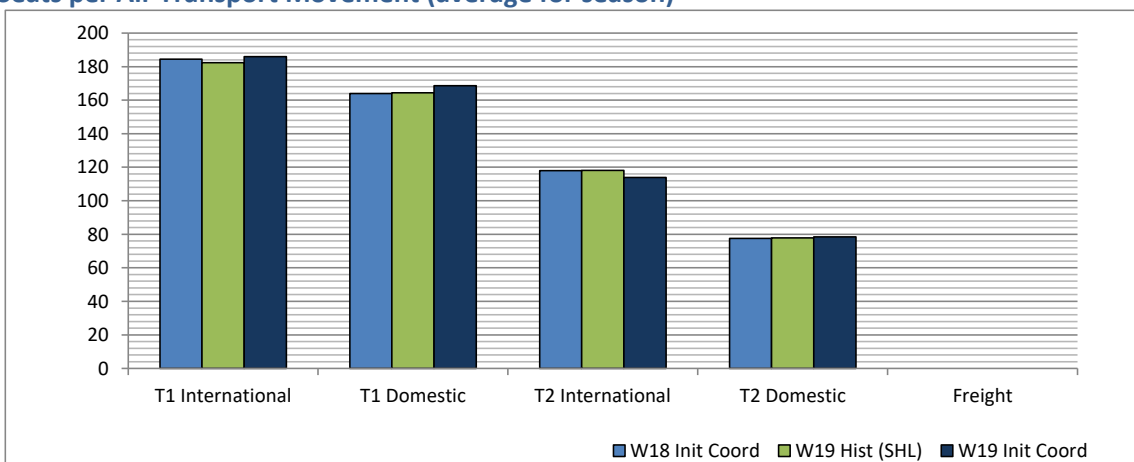
## Air Transport Movements (total allocated for season)



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



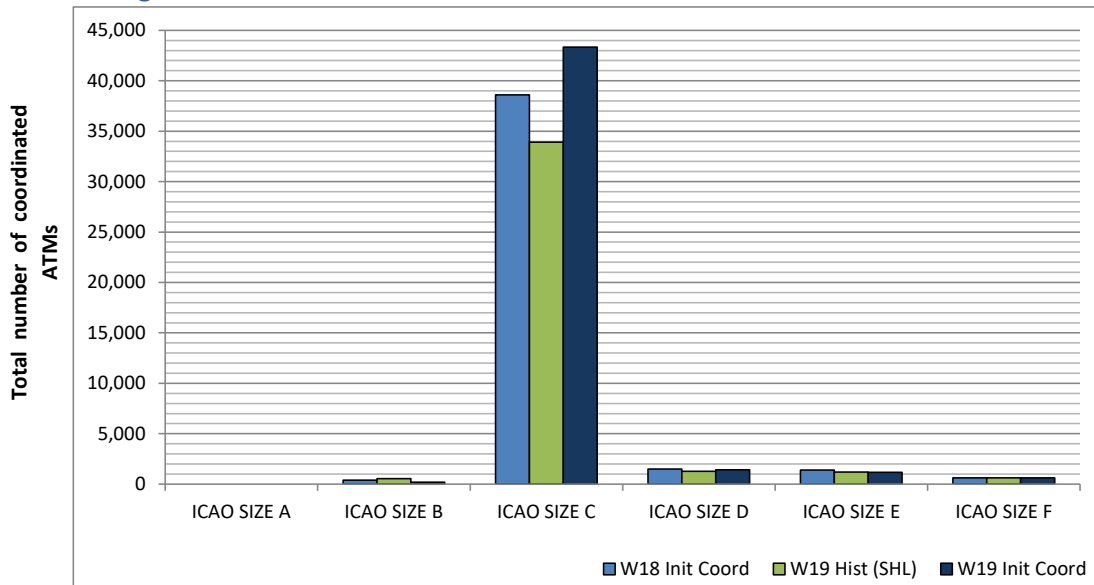
## Seats per Air Transport Movement (average for season)



# Full Season - Aircraft Size Analysis

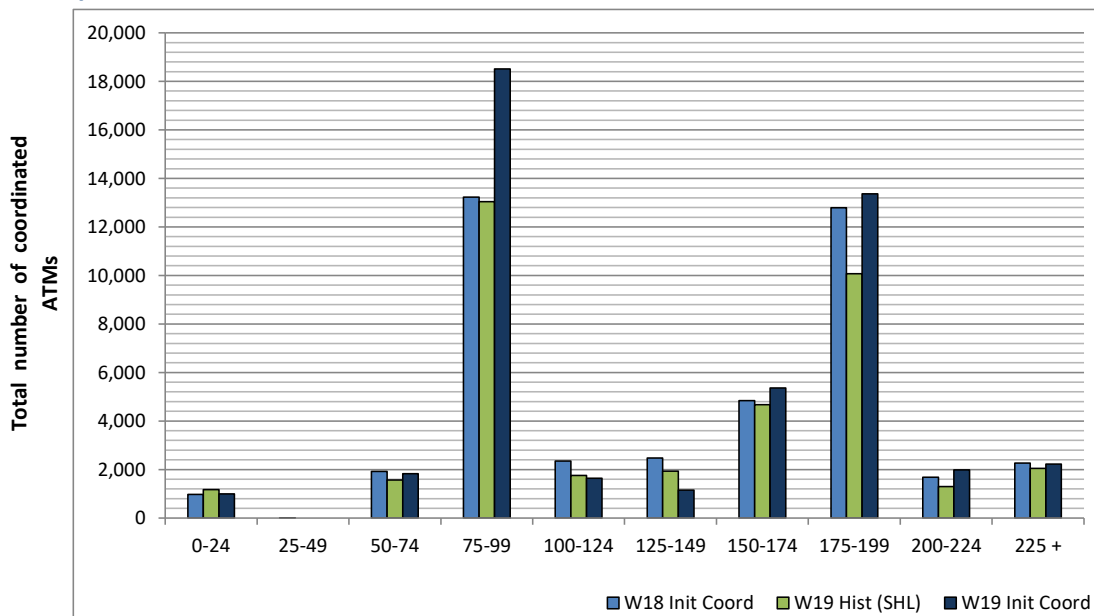


## ICAO size designation



Note: See Glossary for definitions of ICAO SIZE groupings

## Air Transport Movement seat distribution

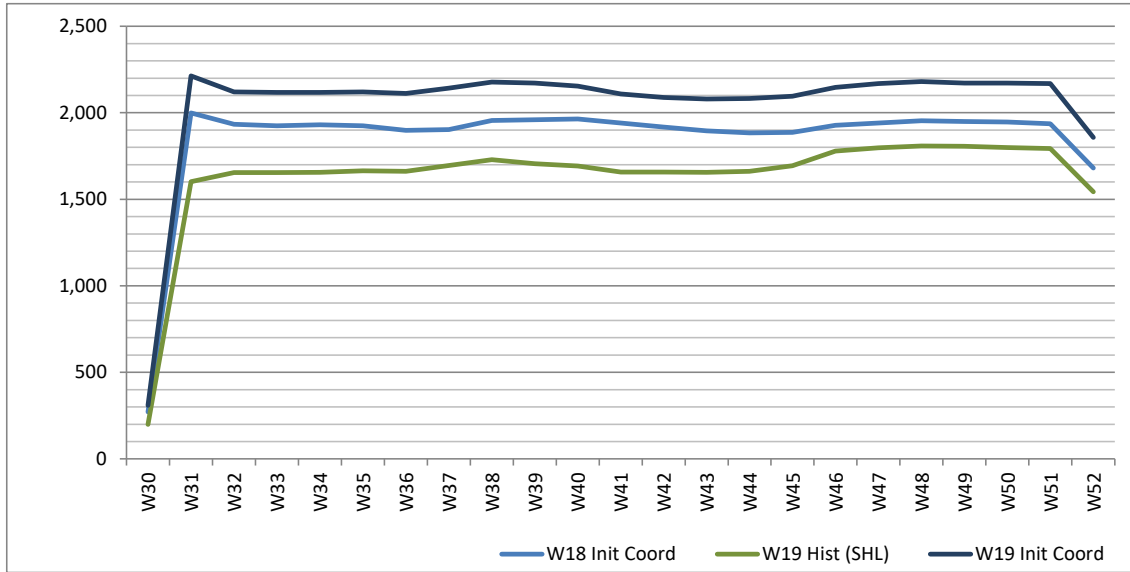


Note: FREIGHT-ONLY services with 0 seats are included in the first seat band '0-24'

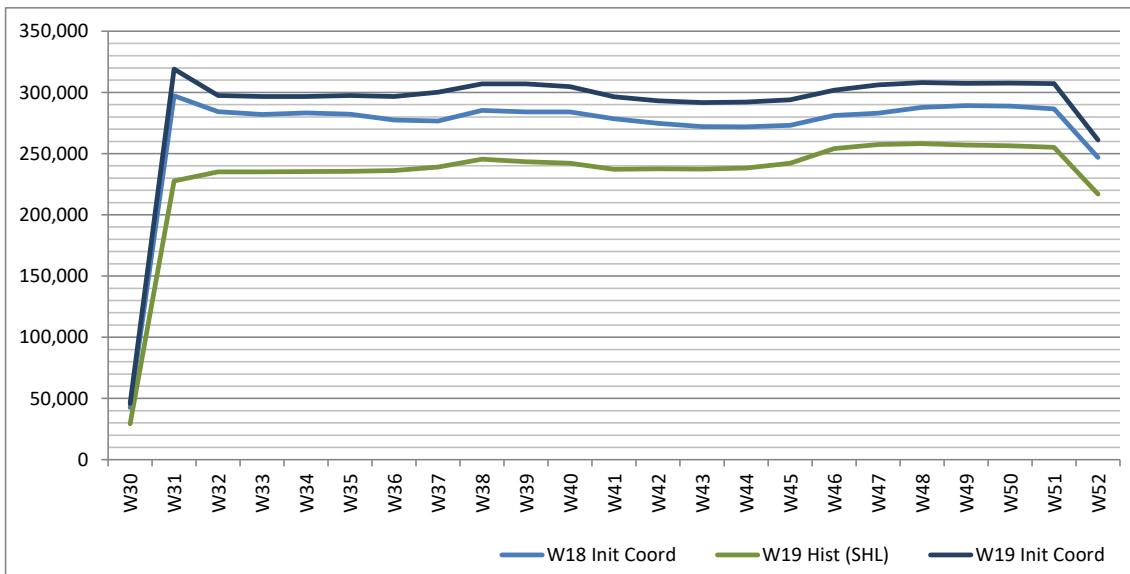
# Full Season - Seasonality



Air Transport Movements by week of season



Air Transport Movement Seats by week of season



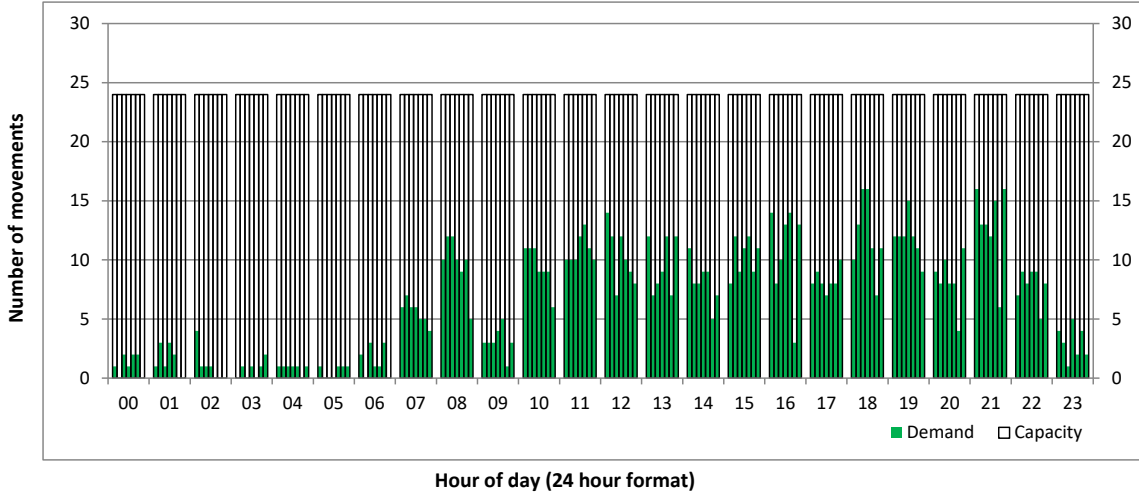
# Peak Week - Initial Hourly Runway Demand

Schedule: W19 Init Coord



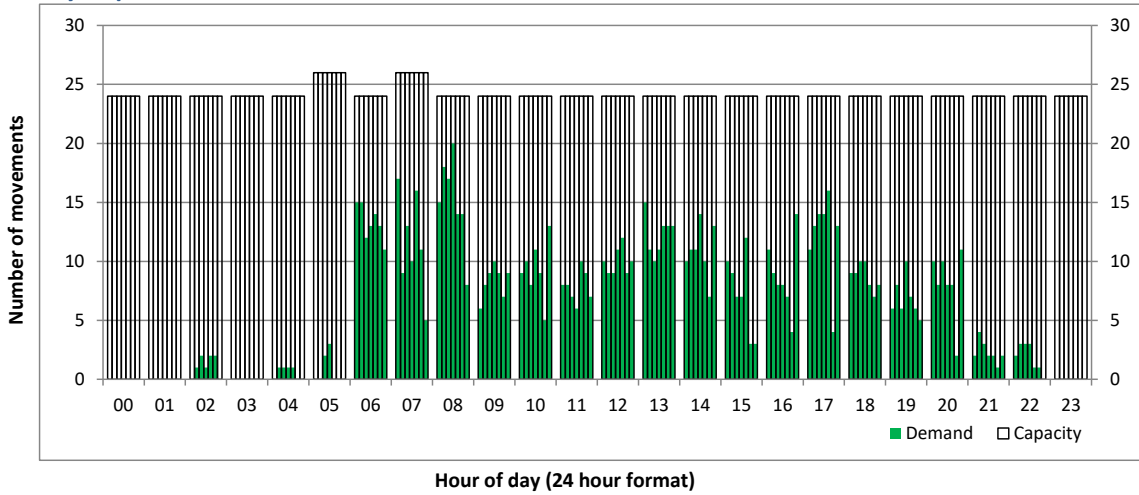
## Hourly Arrival Demand

Time: UTC



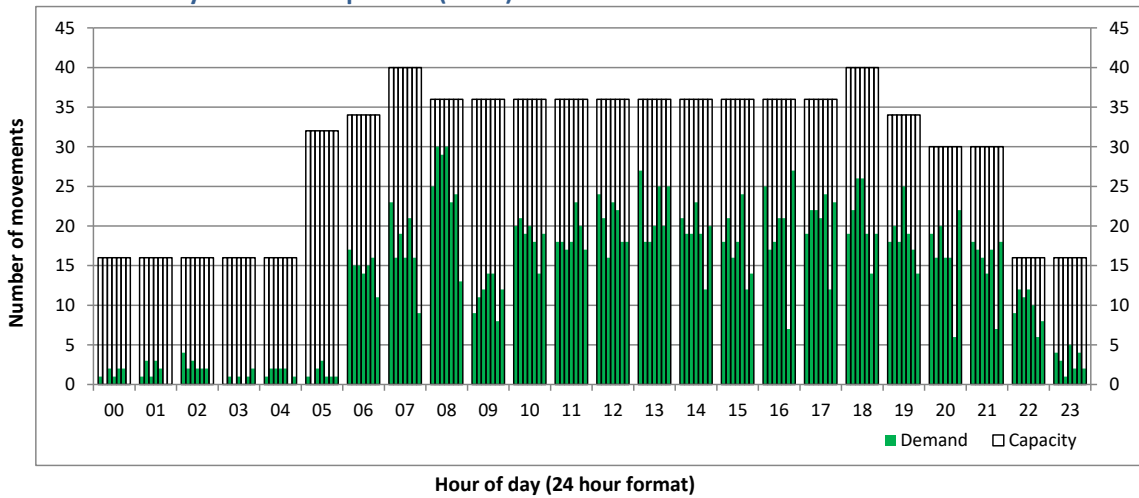
## Hourly Departure Demand

Time: UTC



## Combined Hourly Arrival & Departure (Total) Demand

Time: UTC



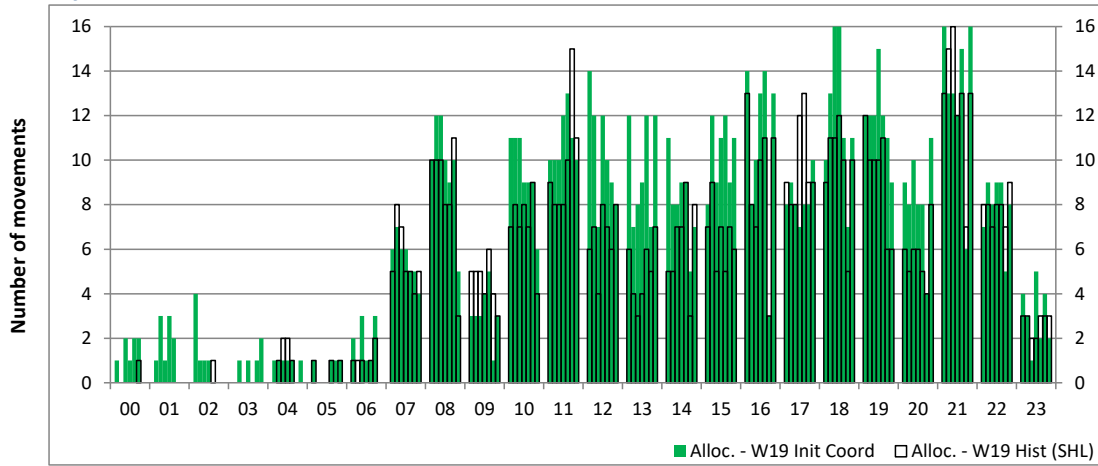
# Peak Week - Runway Allocation Comparison

Comparison of W19 Init Coord vs. W19 Hist (SHL)



## Hourly Arrival Allocation

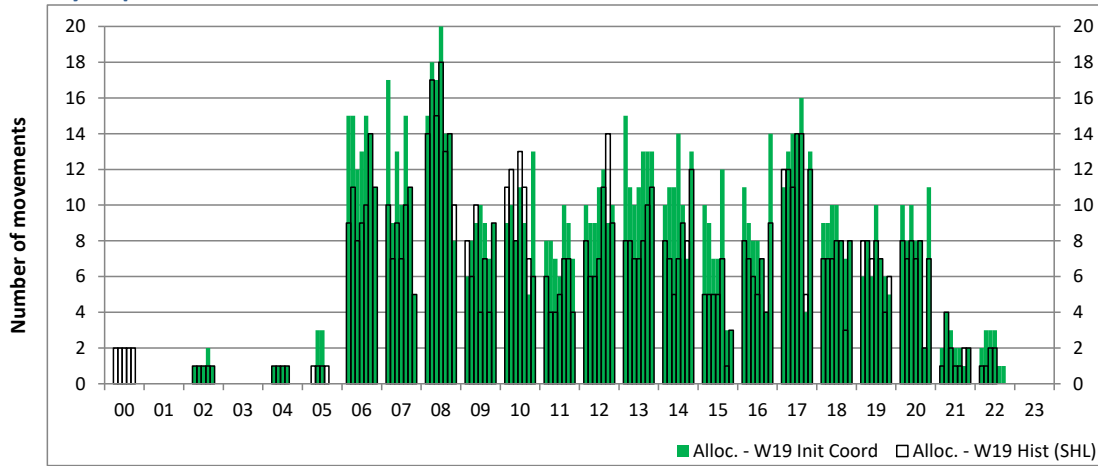
Time: UTC



Hour of day (24 hour format)

## Hourly Departure Allocation

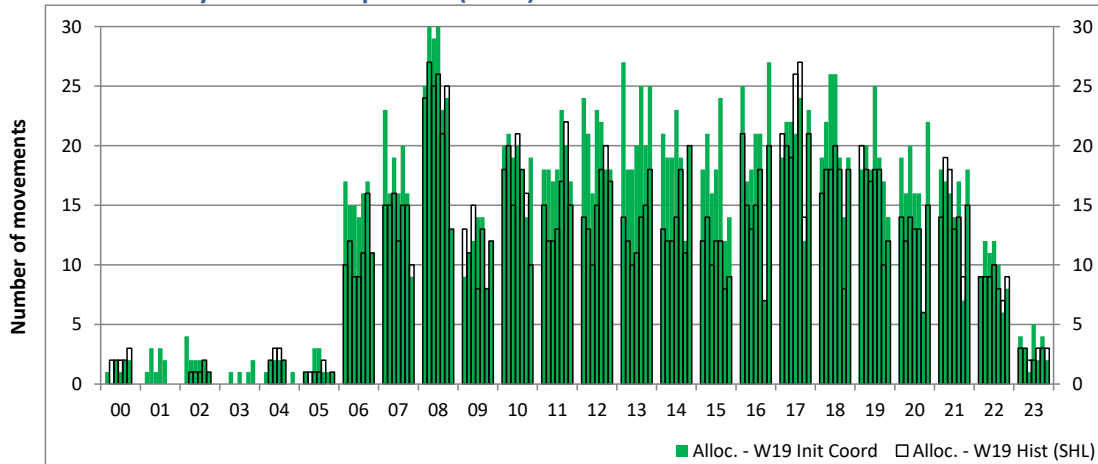
Time: UTC



Hour of day (24 hour format)

## Combined Hourly Arrival & Departure (Total) Allocation

Time: UTC



Hour of day (24 hour format)

# Peak Week - Passengers Histogram

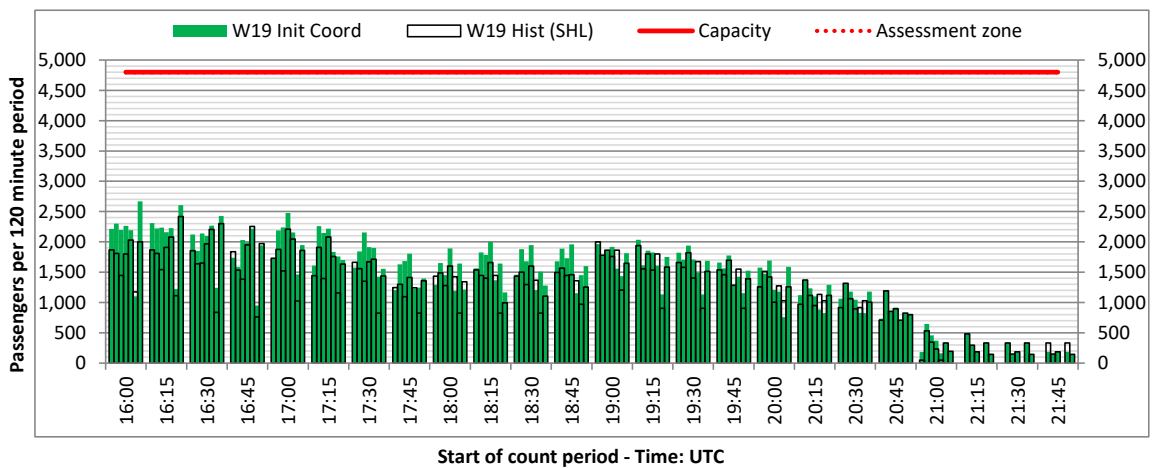
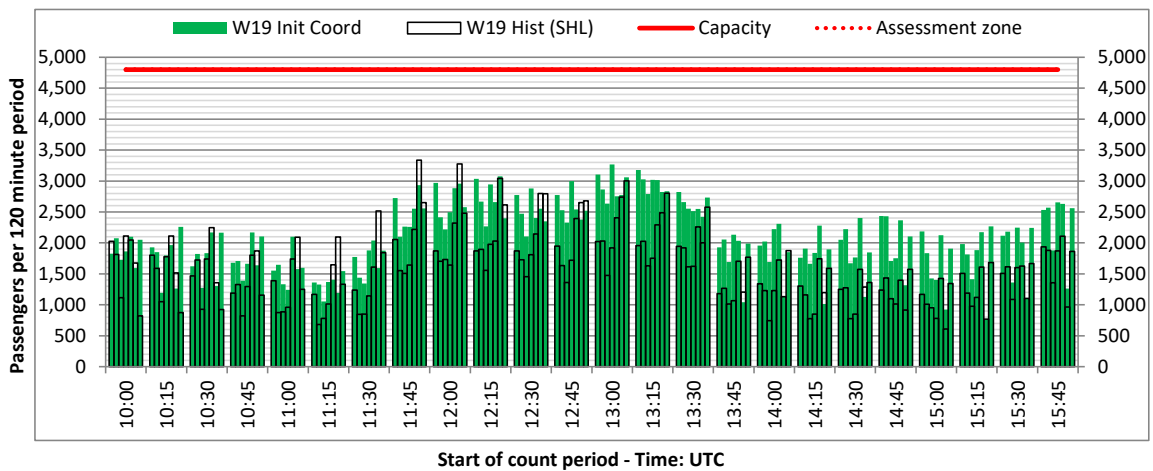
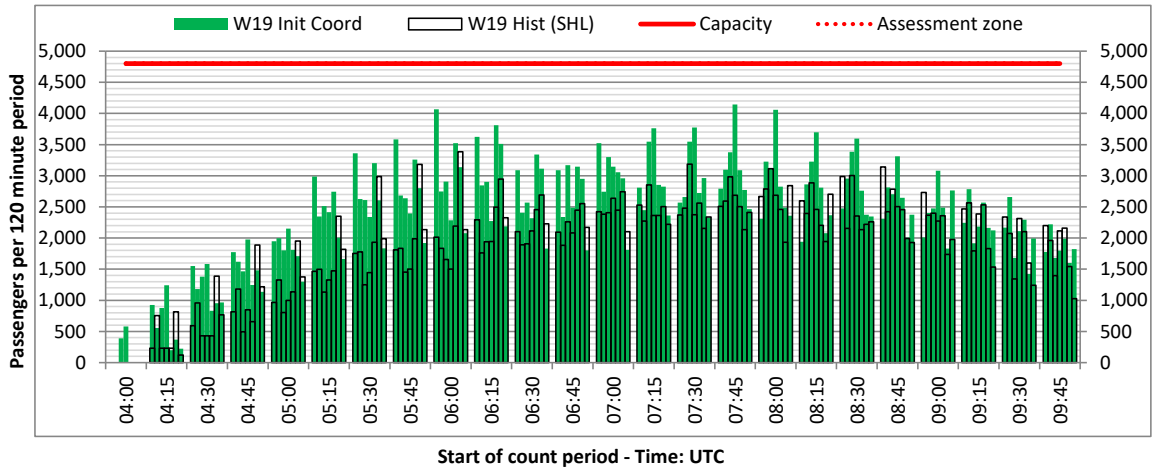
DEPARTURE - 120 minute count rolling every 15 mins (T120/15)



Terminals: All Terminals

Operators: All Operators

Days: 1234567



# Peak Week - Passengers Histogram

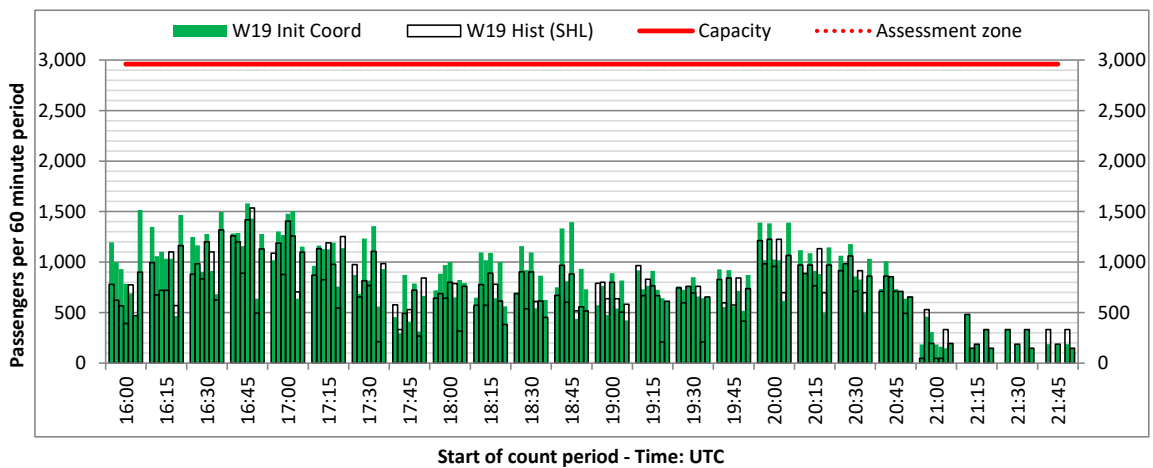
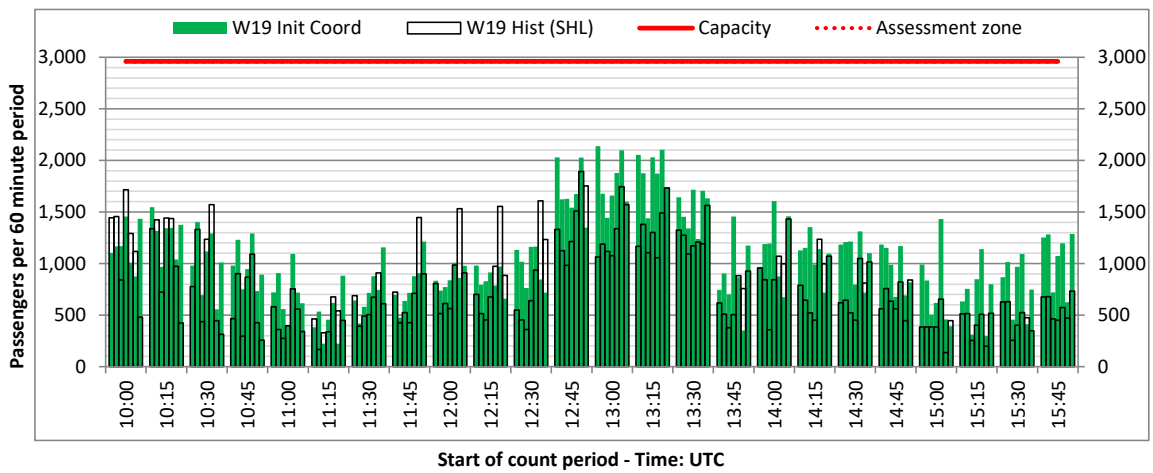
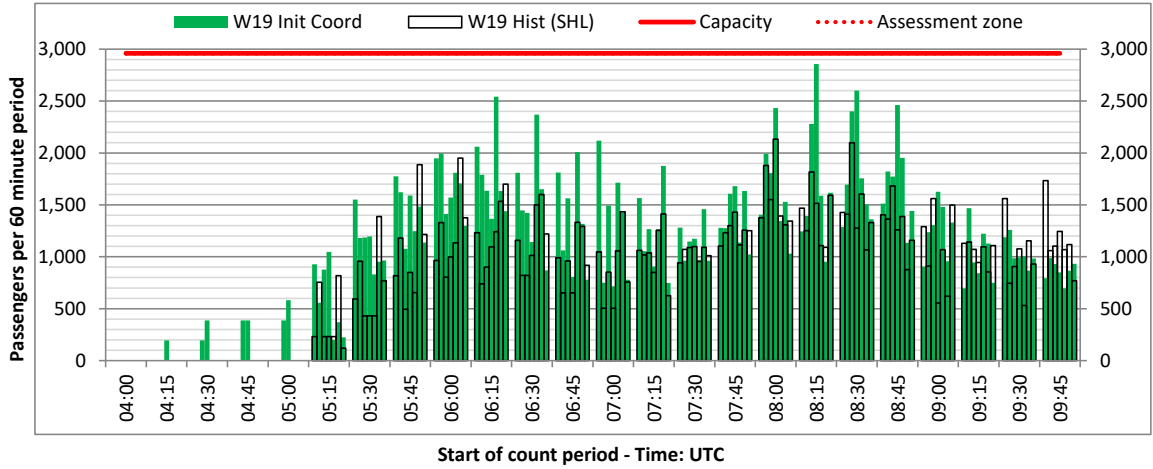
DEPARTURE - 60 minute count rolling every 15 mins (T60/15)



Terminals: All Terminals

Operators: All Operators

Days: 1234567





# Peak Week - Passengers Histogram

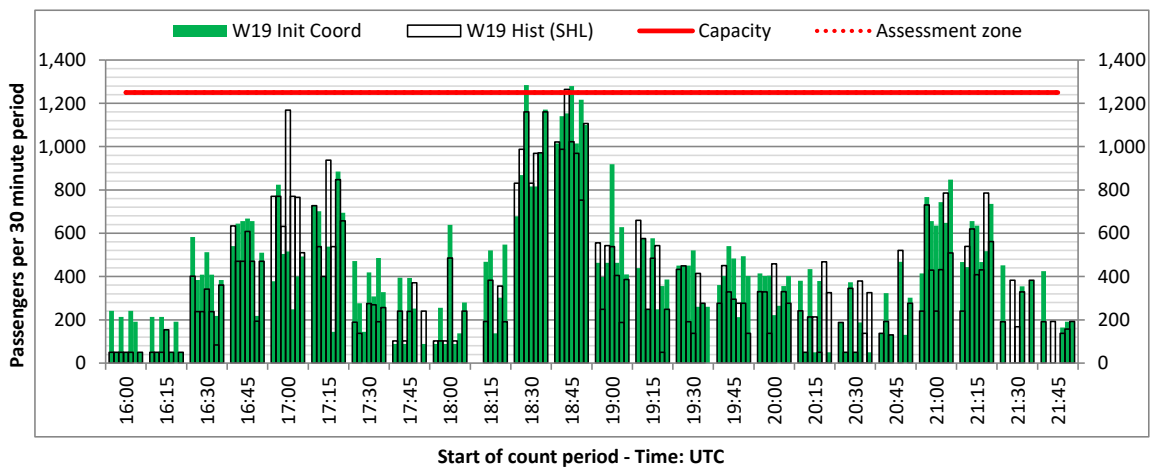
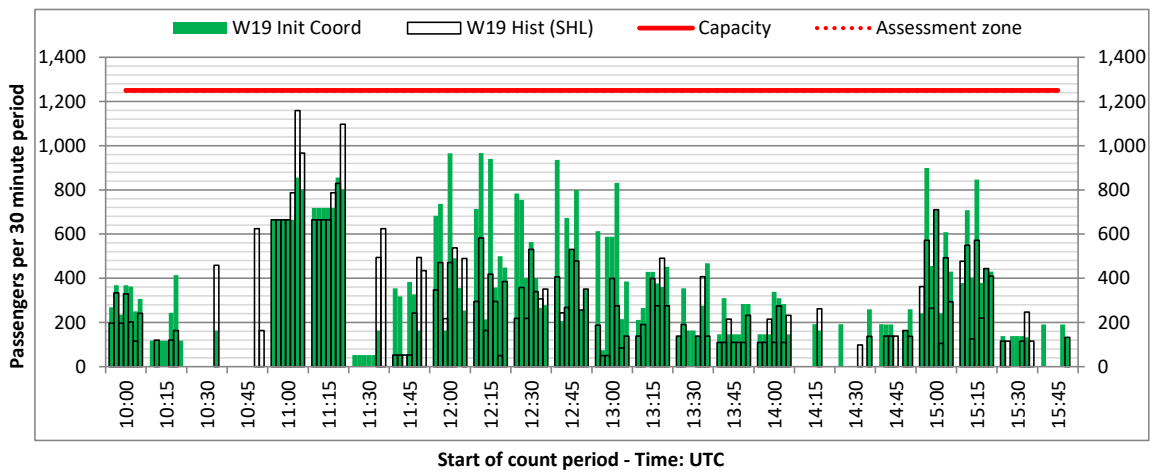
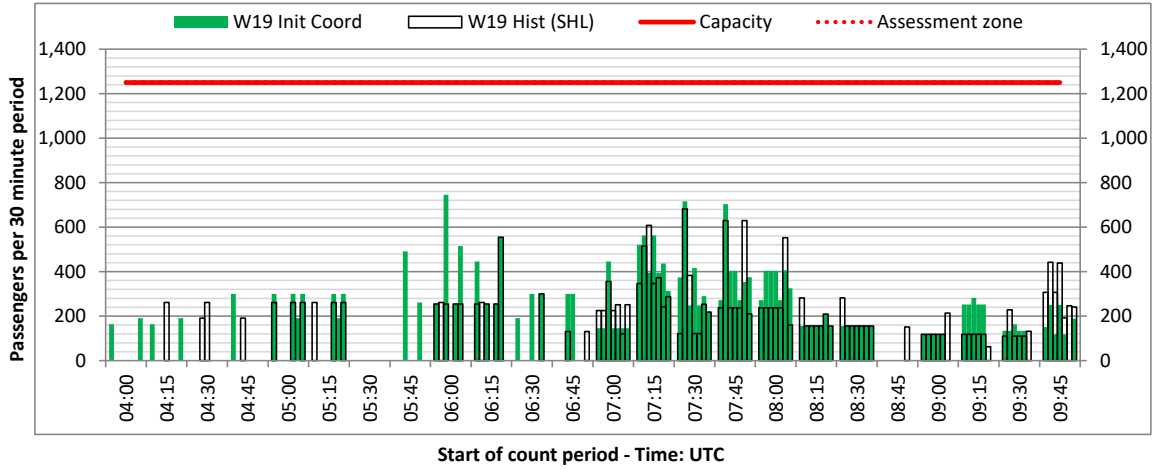
ARRIVAL - 30 minute count rolling every 15 mins (T30/15)



Terminals: 1I

Operators: All Operators

Days: 1234567



# Peak Week - Passengers Histogram

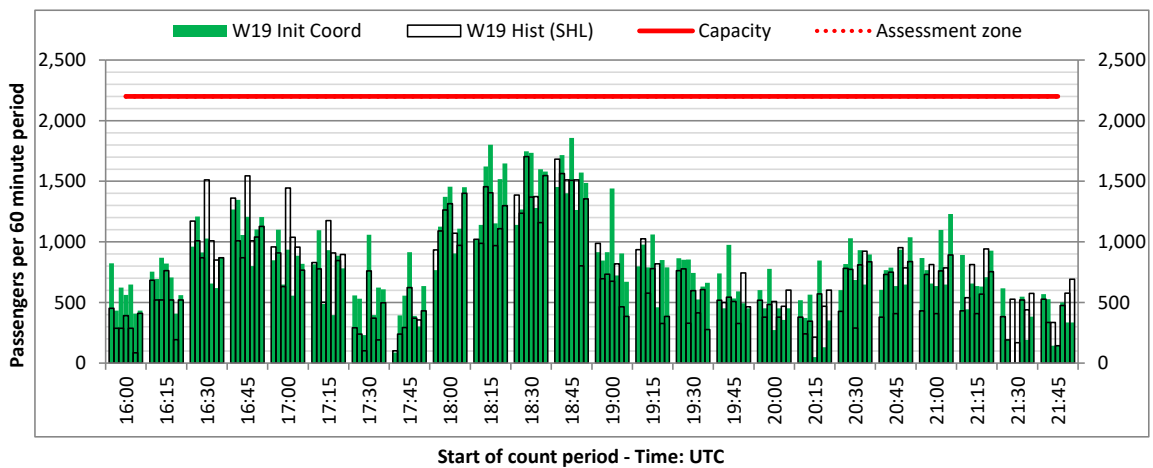
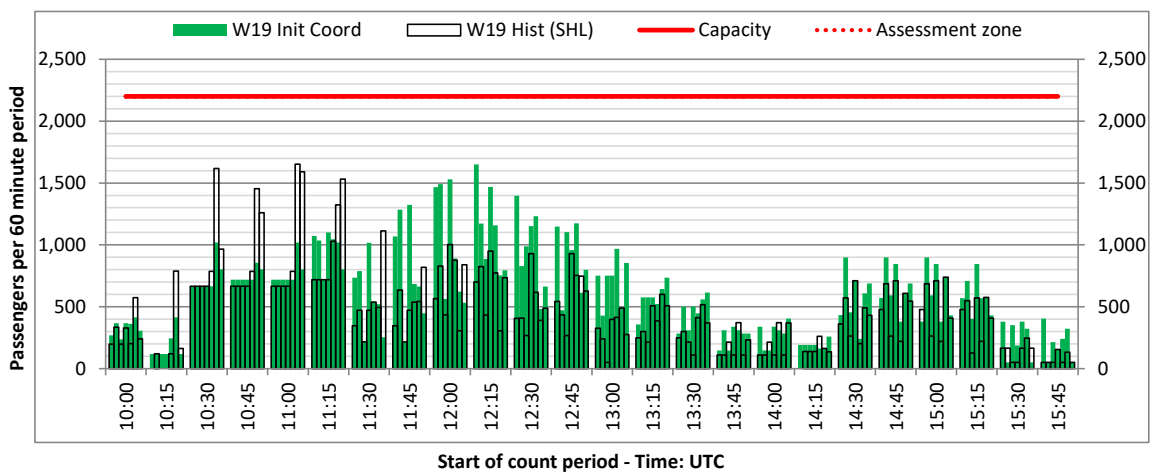
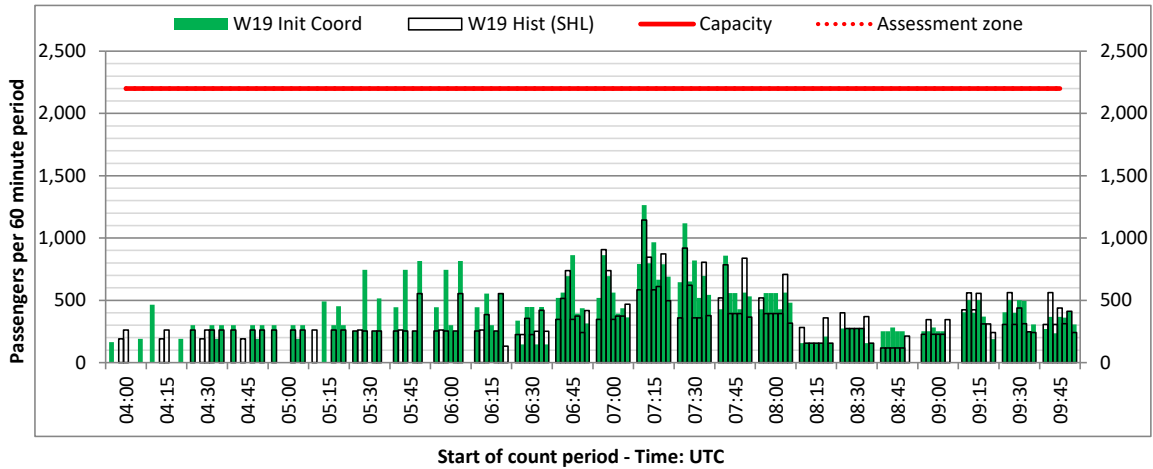
ARRIVAL - 60 minute count rolling every 15 mins (T60/15)



Terminals: 1I

Operators: All Operators

Days: 1234567



# Peak Week - Passengers Histogram

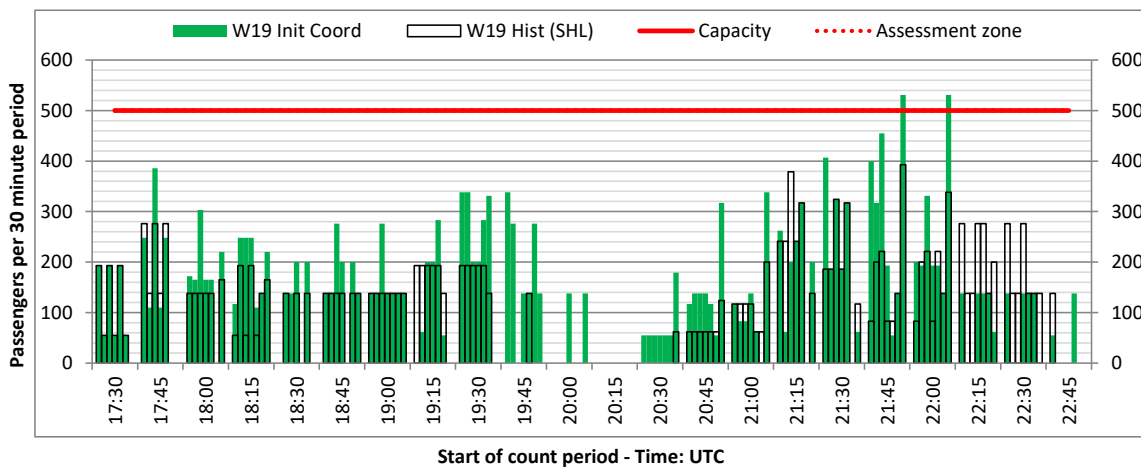
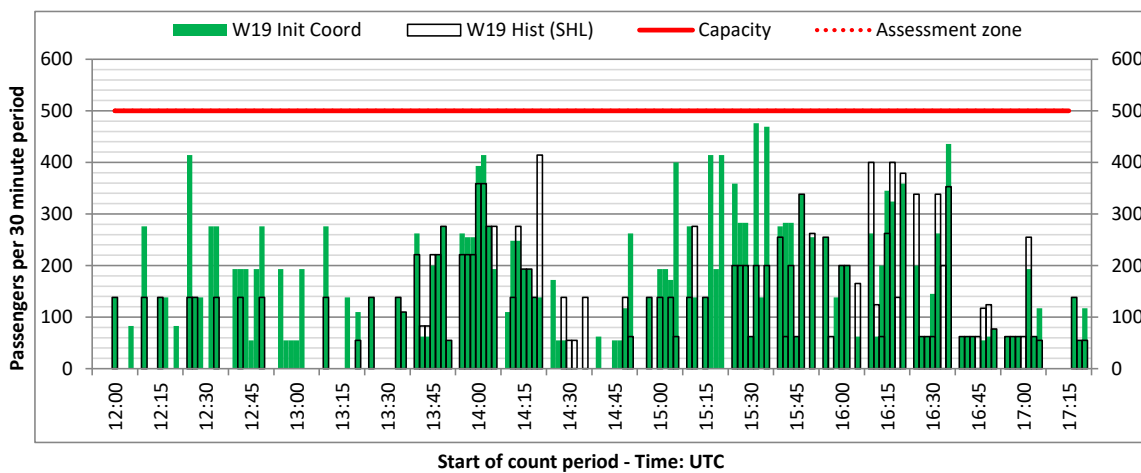
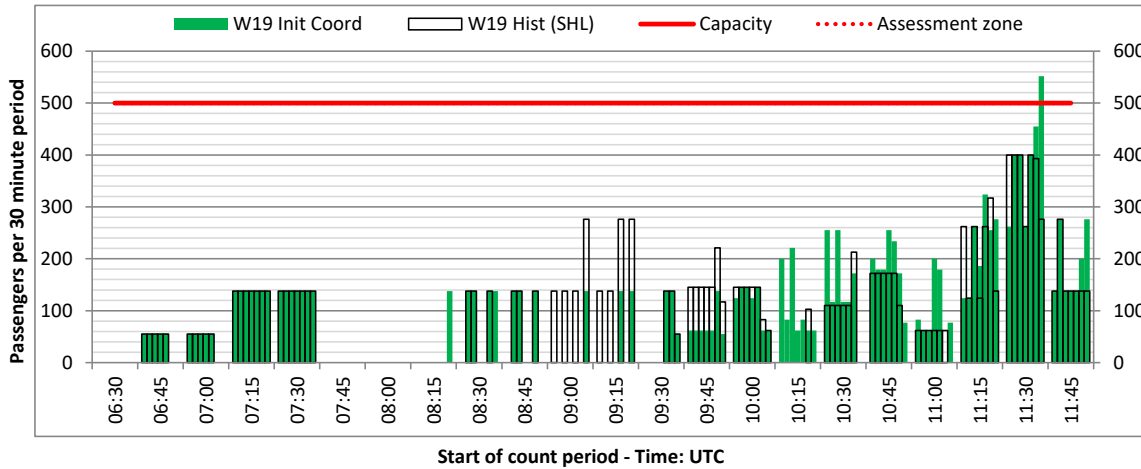
ARRIVAL - 30 minute count rolling every 15 mins (T30/15)



Terminals: 2I

Operators: All Operators

Days: 1234567



# Glossary



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

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## Data snapshot descriptions

<b>W18 Init Coord</b>	W18 schedule as cleared on Fri 01-Jun-18.
<b>W19 Hist (SHL)</b>	W19 schedule as cleared on Fri 05-Apr-19.
<b>W19 Init Coord</b>	W19 schedule as cleared on Thu 30-May-19.

<b>Peak Week</b>	Peak week for W18 is Mon 29-Oct-18 to Sun 04-Nov-18. Peak week for W19 is Mon 28-Oct-19 to Sun 03-Nov-19.
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## For ACL use

	Airport-Season-Branch-Resource	From date	To date	Time
Full Season Rep 1	BHX-W18-SAL Premerge-Standard	Sun 28-Oct-2018	Sat 30-Mar-2019	UTC
Full Season Rep 2	BHX-W19-SHL-Standard	Sun 27-Oct-2019	Sat 28-Mar-2020	UTC
Full Season Rep 3	BHX-W19-SAL Premerge-Standard	Sun 27-Oct-2019	Sat 28-Mar-2020	UTC
	Airport-Season-Branch-Resource	From date	To date	Time
Peak Week Rep 1	BHX-W18-SAL Premerge-Standard	Mon 29-Oct-2018	Sun 04-Nov-2018	UTC
Peak Week Rep 2	BHX-W19-SHL-Standard	Mon 24-Feb-2020	Sun 01-Mar-2020	UTC
Peak Week Rep 3	BHX-W19-SAL Premerge-Standard	Mon 28-Oct-2019	Sun 03-Nov-2019	UTC