

Dubai International Airport (DXB)

Winter 2017/18 (W17)



START OF SEASON REPORT

Report Date: Wed 11-Oct-2017

Headlines

	W17 Start	vs. W16 Start	vs. W16 End
Total Air Transport Movements (Passenger & Freight)	188,609	7.8%	13.0%
Total Passenger Air Transport Movements	185,635	7.9%	13.2%
Total Passenger Air Transport Movement Seats	55,448,441	7.9%	14.4%
Average Seats per Passenger Air Transport Movement	299	0.0%	1.0%
Percentage of allocated slots cleared as requested (OK)	95.7%		

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W16 scheduling season runs from Sun 30-Oct-2016 to Sat 25-Mar-2017 (147 days).

W17 scheduling season runs from Sun 29-Oct-2017 to Sat 24-Mar-2018 (147 days).

Disclaimer

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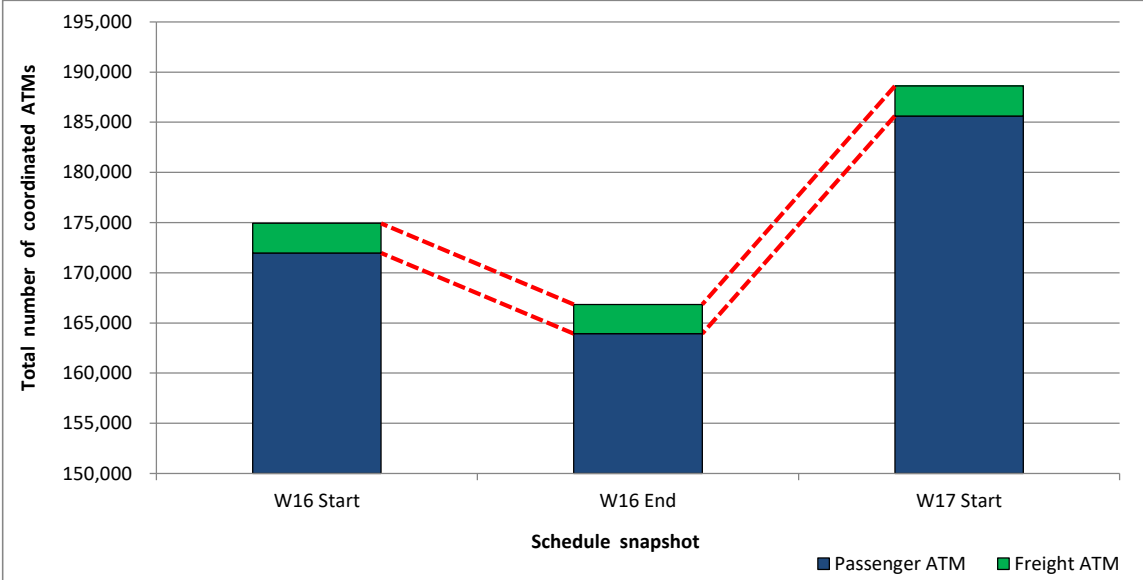
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Significant Route Changes



Operator	Category	Description of change from W16 schedule to W17 schedule
Aeroflot Russian Airlines	CHANGE	Increased capacity to SVO
Air India	CHANGE	Decreased capacity to COK
Air Peace	NEW	LOS
Ariana Afghan Airlines	CHANGE	Increased capacity to KBL
Azurair	NEW	DME
Badr Airlines	NEW	KRT (Year around continuation)
Emirates	NEW	ABV,PNH (year around cont.), ZAG (year around cont.)
Emirates	CHANGE	Decreased capacity to ATH
Emirates	CHANGE	Increased capacity to BNE, BRU, CAN, COK, DPS, FCO, LOS, MLA, MLE
Emirates	CHANGE	Increased capacity to NBO, PVG, SYD
Flydubai	NEW	ZYL (Year around continuation)
Flydubai	CHANGE	Decreased capacity to FRU
Flydubai	CHANGE	Increased capacity to ALA, DAR, ELQ, GIZ, KTM, KUF, KWI, LYP, MED
Flydubai	CHANGE	Increased capacity to MHD, MRV, MUX, SJJ, UET, UFA,
Flydubai	CANCELLED	GOI, ZAG
Himalaya Airlines	NEW	KTM
Indigo	NEW	LKO, PNQ
Jet Airways India	CANCELLED	TRV
Kish Air	CHANGE	Increased capacity to SYZ
Mahan Air	CHANGE	Increased capacity to IKA
Medview Airlines	NEW	LOS
Nepal Airlines	CHANGE	Increased capacity to KTM
Philippine Airlines	CANCELLED	JED, KWI
PIA Pakistan International Airlines	CHANGE	Increased capacity to KHI
Salam Air	NEW	MCT
Spicejet	NEW	BLR, TRV, VNS
Spicejet	CHANGE	Increased capacity to AMD, BOM, CCJ
Srilankan Airlines	CHANGE	Increased capacity to CMB
Uzbekistan Airways	CHANGE	Decreased capacity to TAS

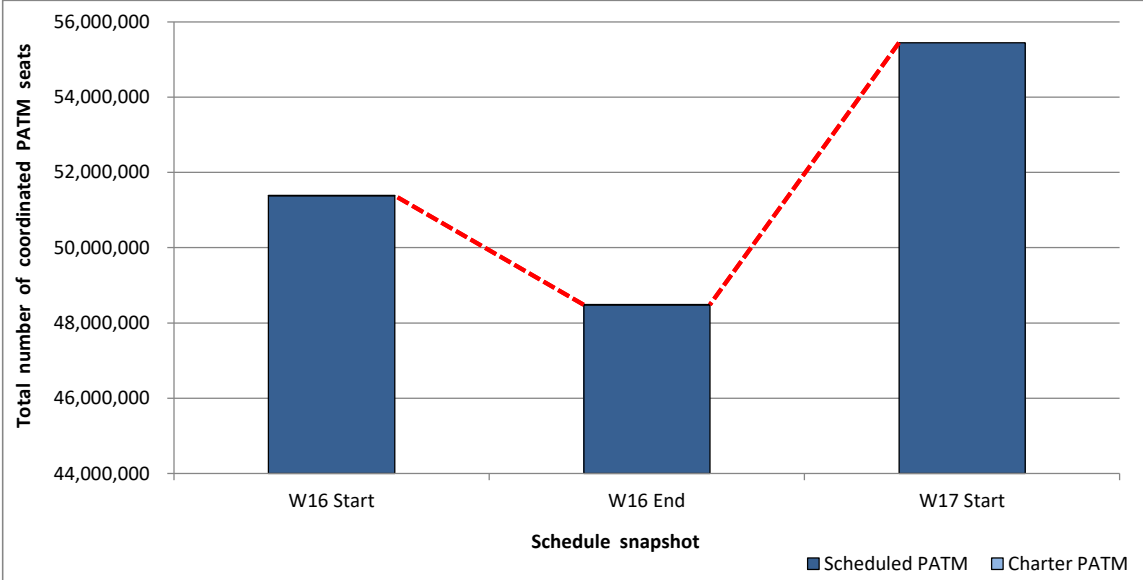
Total ATMs: Passenger ATMs vs. Freight ATMs



Full Season - PATM Seats Analysis



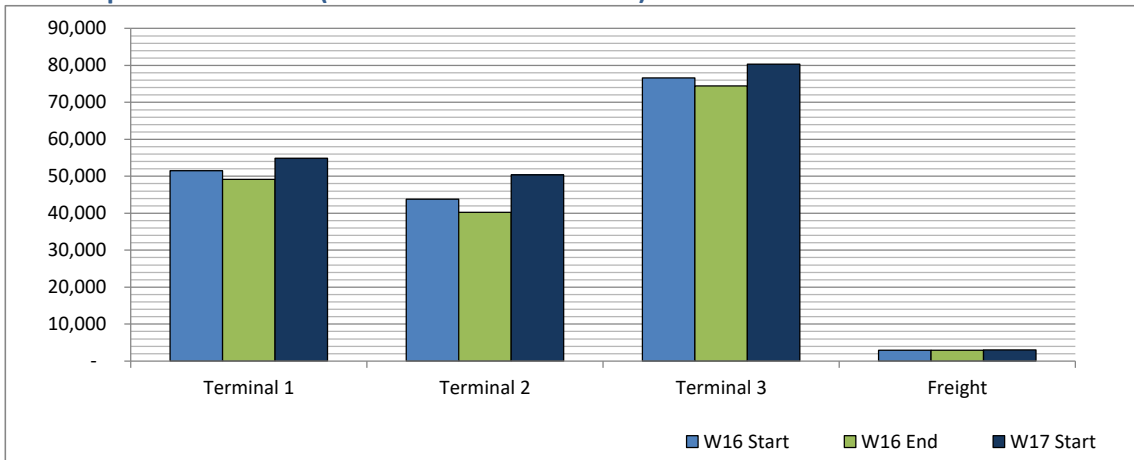
Total Passenger ATM seats: Scheduled vs. Charter



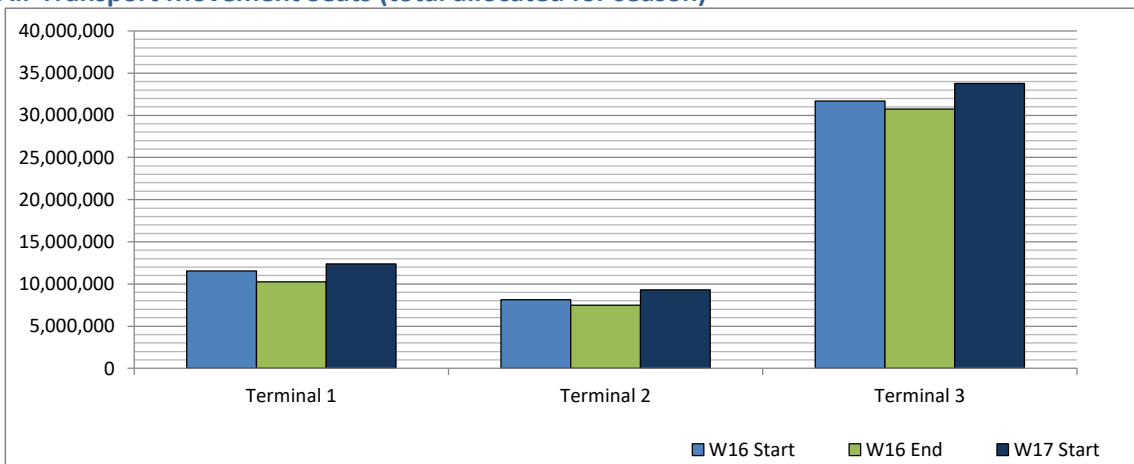
Full Season - Terminal Analysis



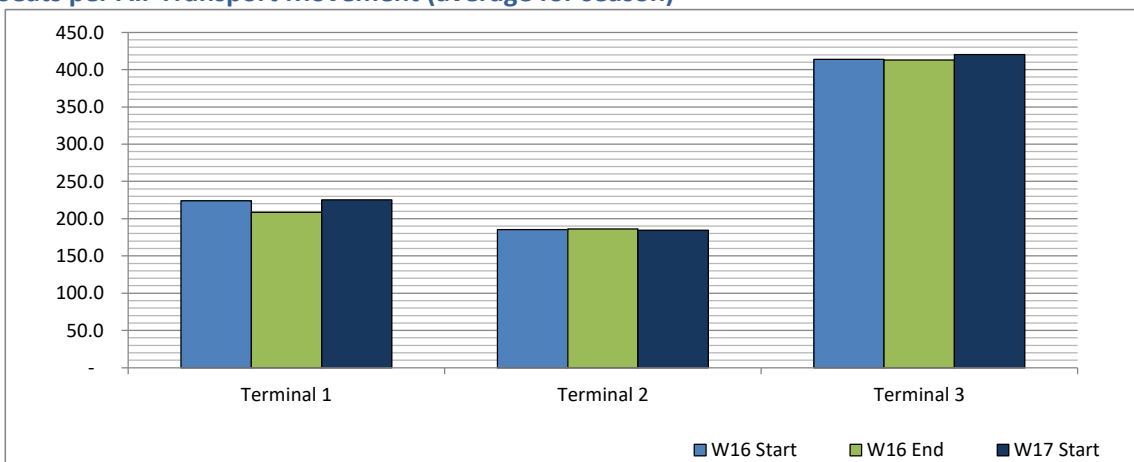
Air Transport Movements (total allocated for season)



Air Transport Movement Seats (total allocated for season)



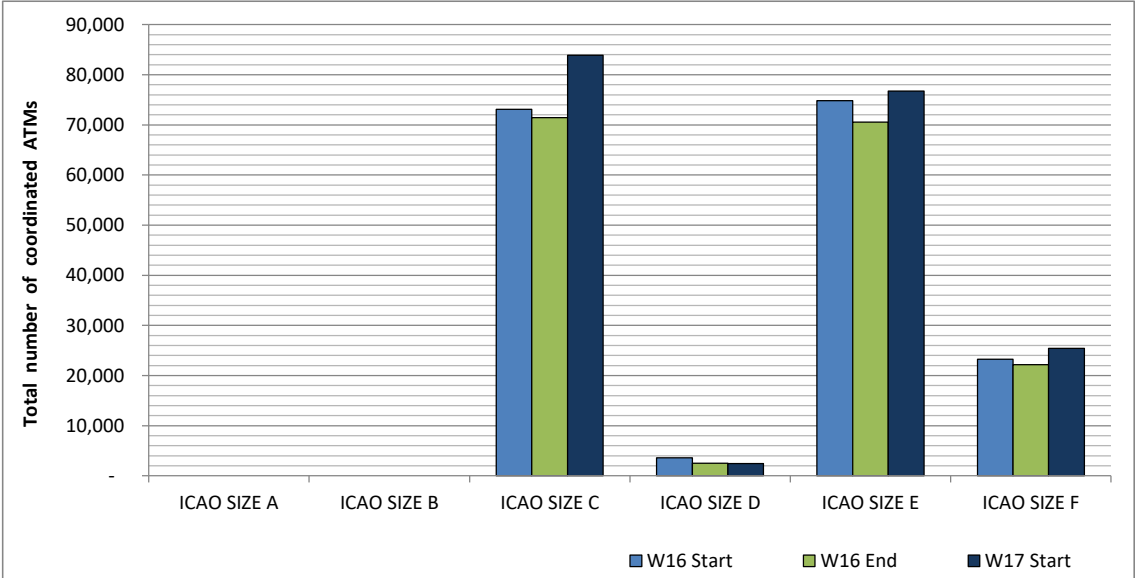
Seats per Air Transport Movement (average for season)



Full Season - Aircraft Size Analysis

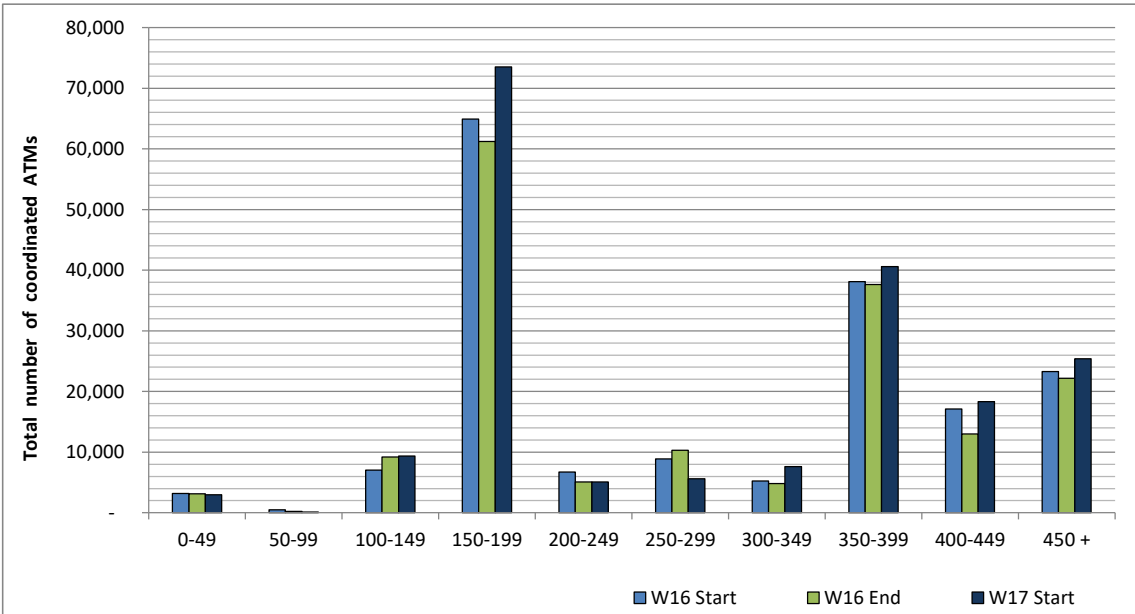


ICAO size designation



Note: See Glossary for definitions of ICAO SIZE groupings

Air Transport Movement seat distribution

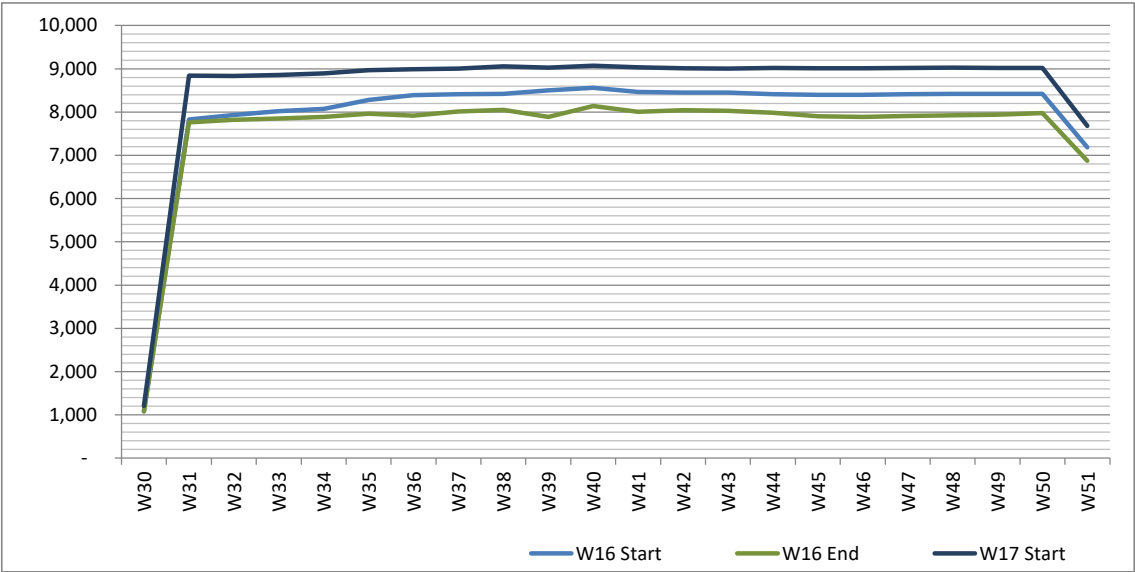


Note: FREIGHT-ONLY services with 0 seats are included in the first seat band '0-49'

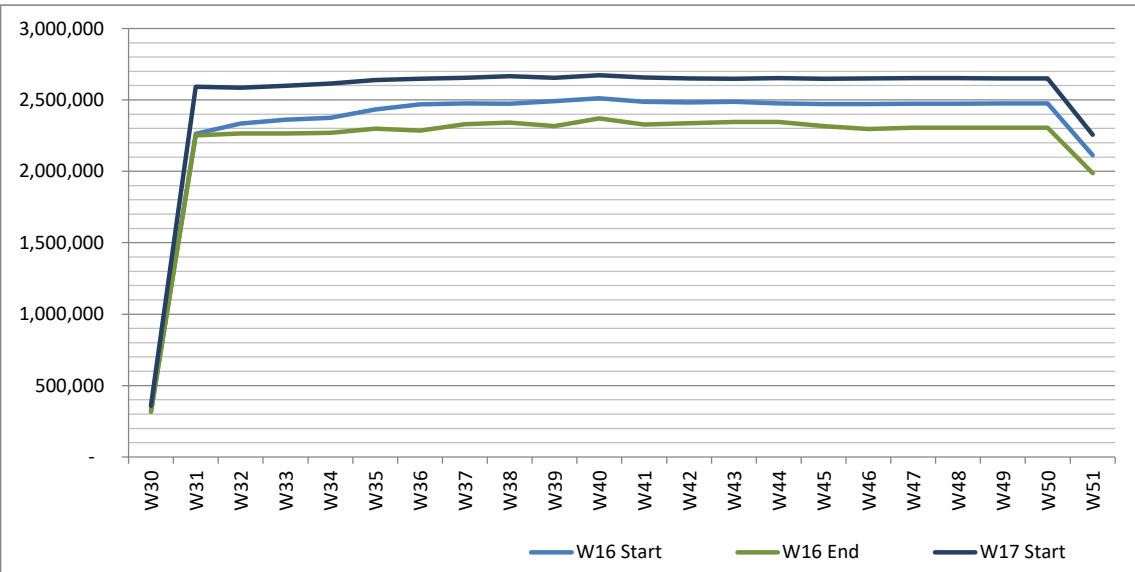
Full Season - Seasonality



Air Transport Movements by week of season



Air Transport Movement Seats by week of season



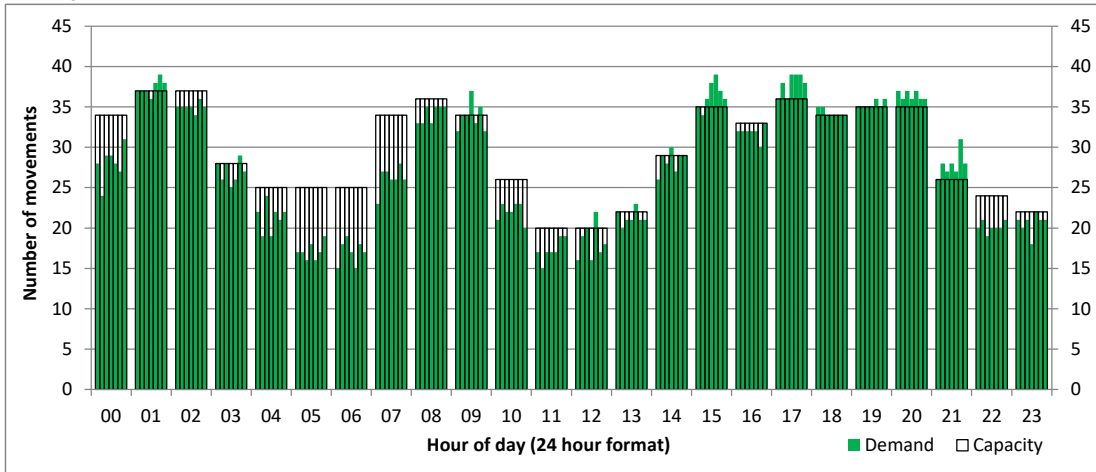
Peak Week - Hourly Runway Demand

Schedule: W17 Start



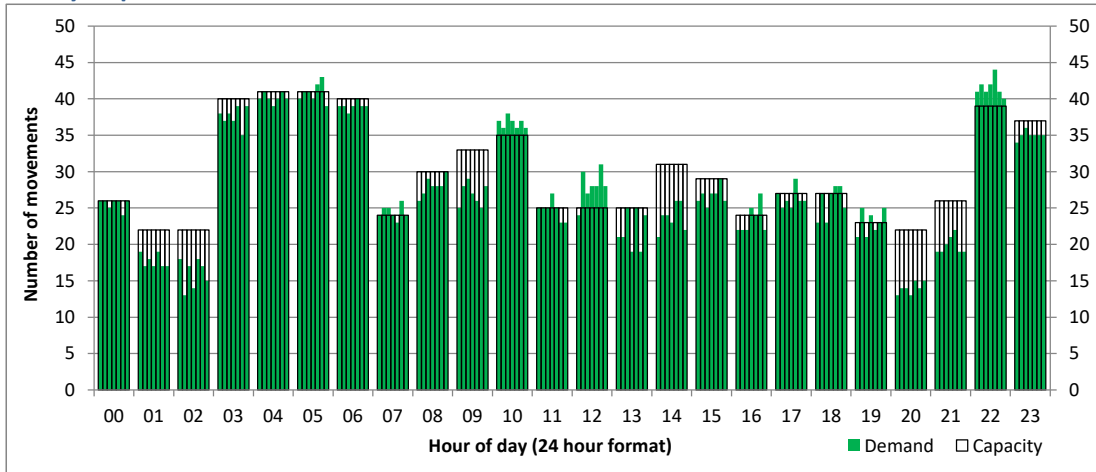
Hourly Arrival Demand

Time: UTC



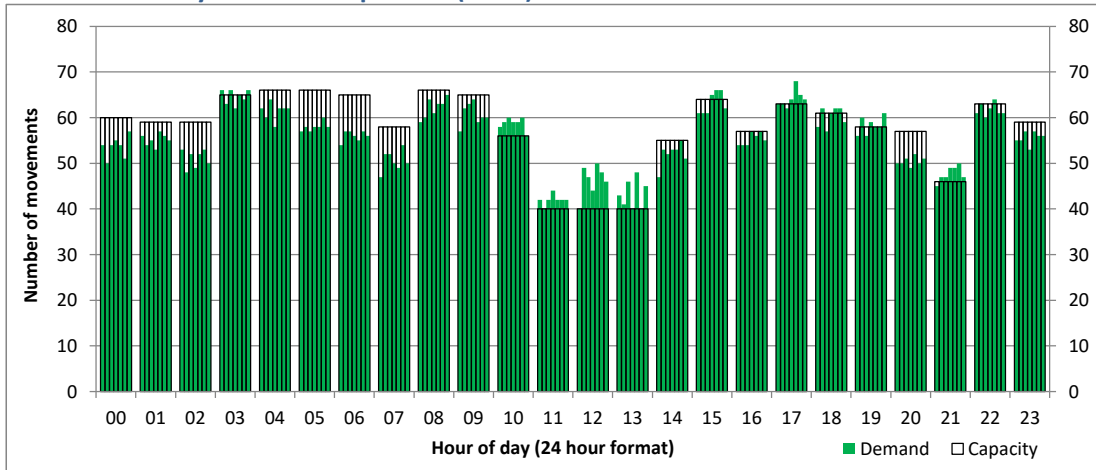
Hourly Departure Demand

Time: UTC



Combined Hourly Arrival & Departure (Total) Demand

Time: UTC



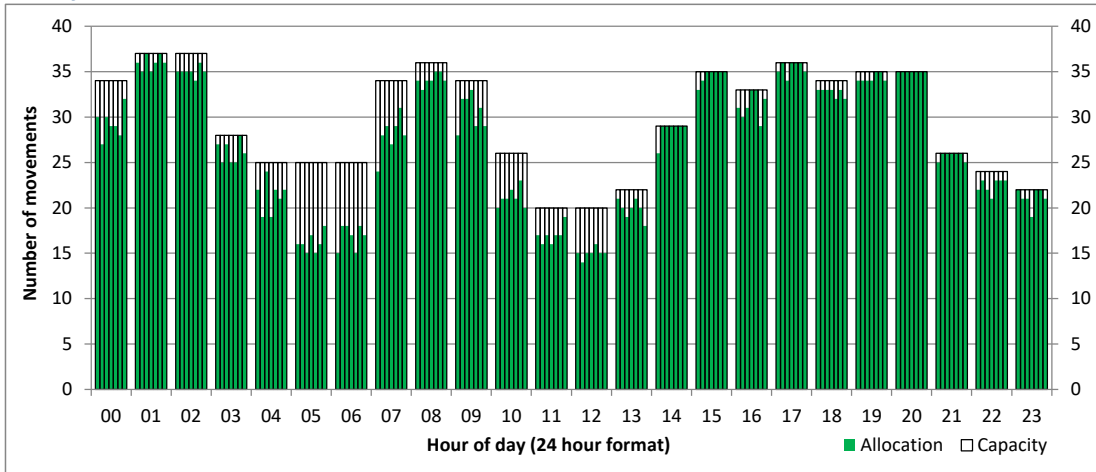
Peak Week - Hourly Runway Allocation

Schedule: W17 Start



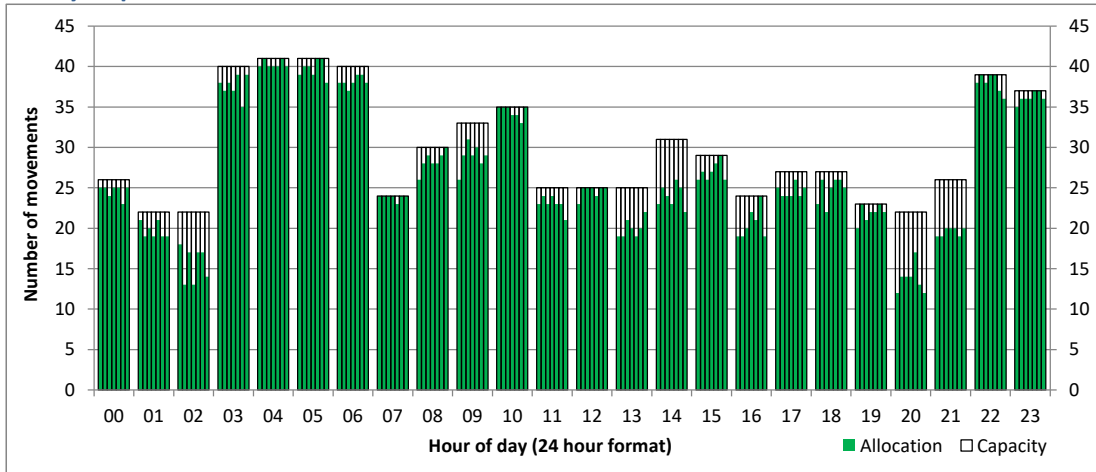
Hourly Arrival Allocation

Time: UTC



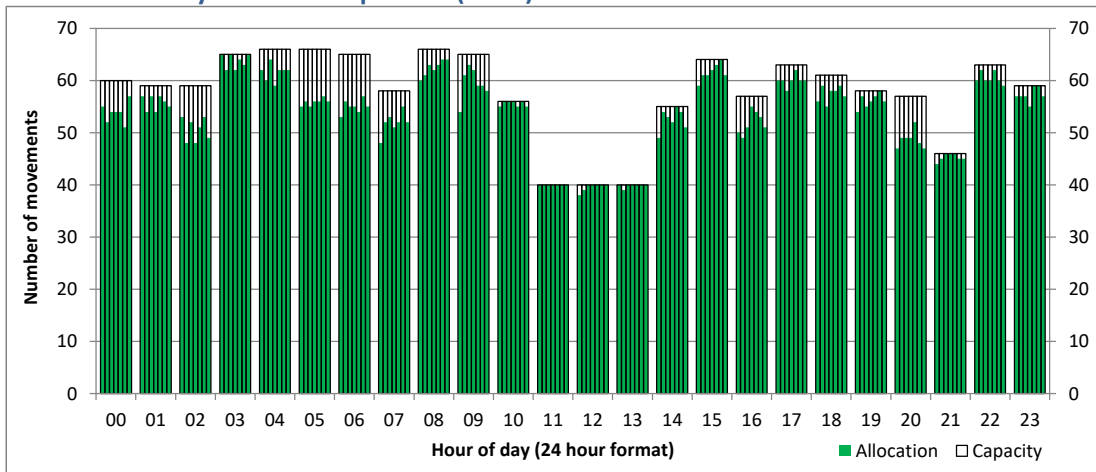
Hourly Departure Allocation

Time: UTC



Combined Hourly Arrival & Departure (Total) Allocation

Time: UTC



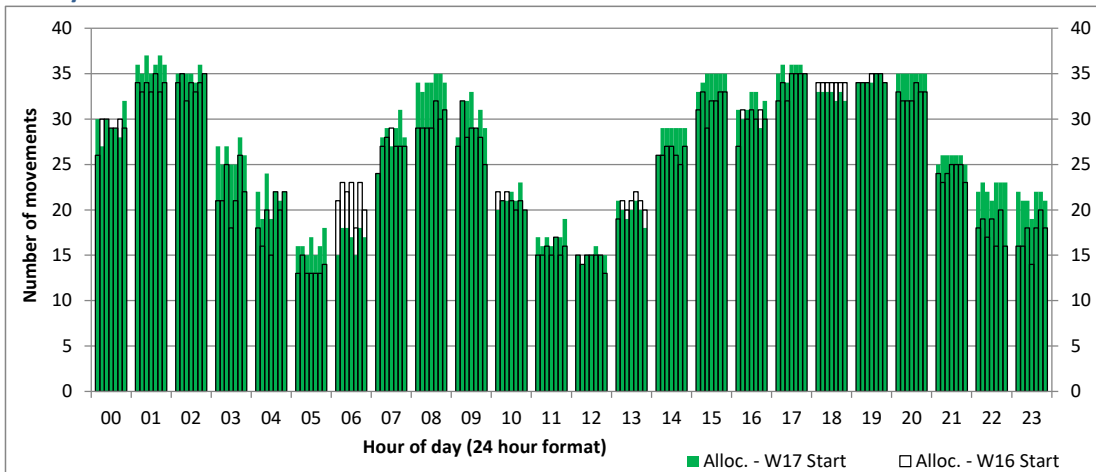
Peak Week - Runway Allocation Comparison



Comparison of W17 Start vs. W16 Start

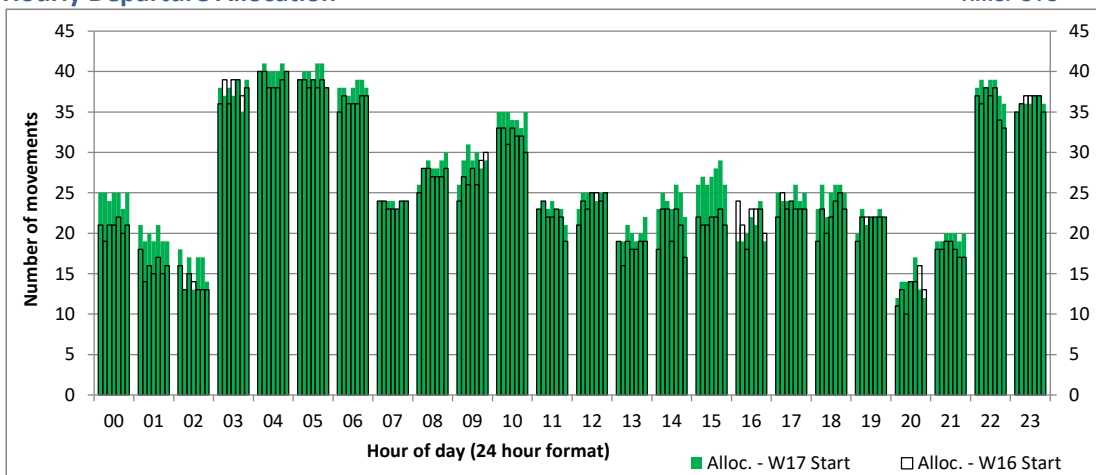
Hourly Arrival Allocation

Time: UTC



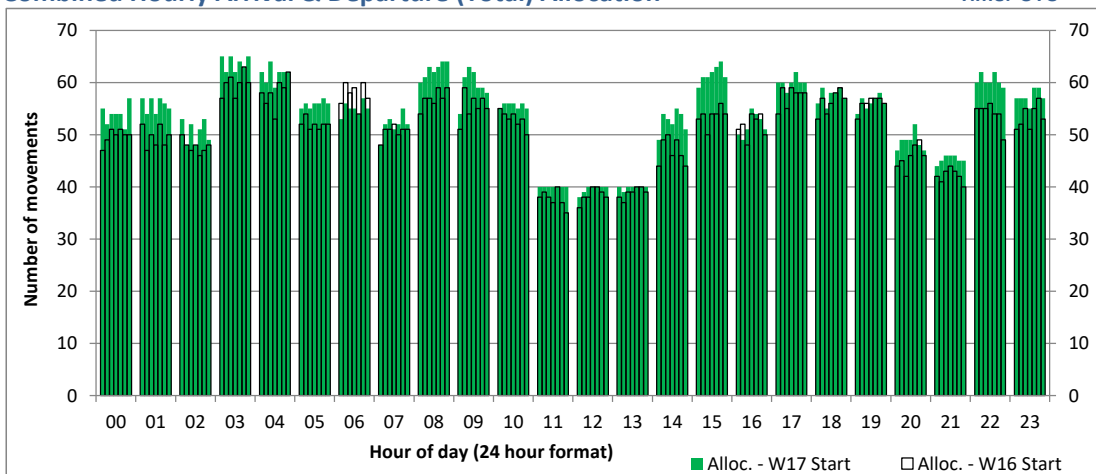
Hourly Departure Allocation

Time: UTC



Combined Hourly Arrival & Departure (Total) Allocation

Time: UTC



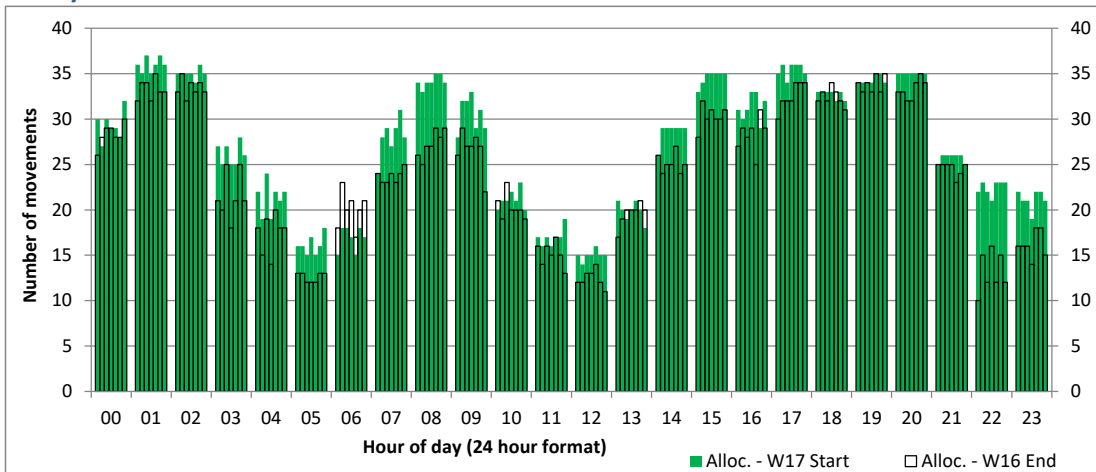
Peak Week - Runway Allocation Comparison



Comparison of W17 Start vs. W16 End

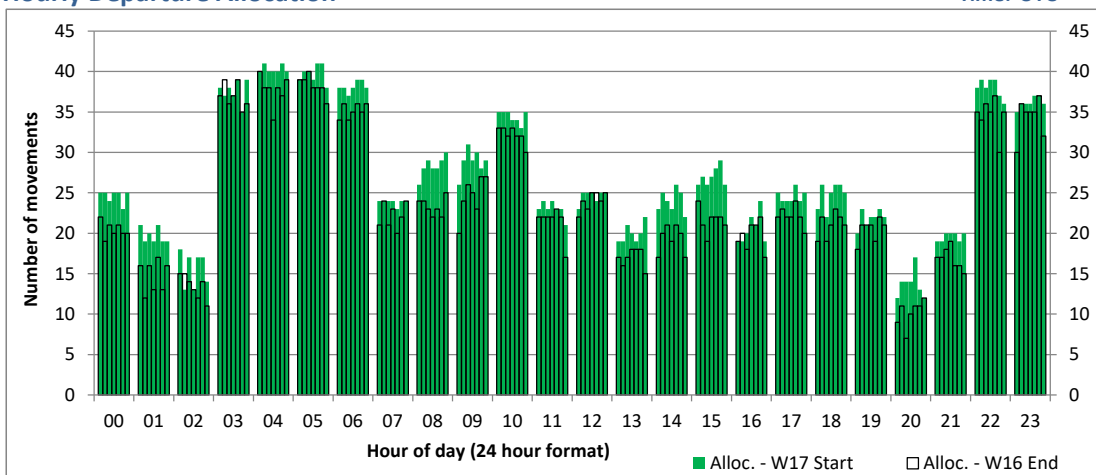
Hourly Arrival Allocation

Time: UTC



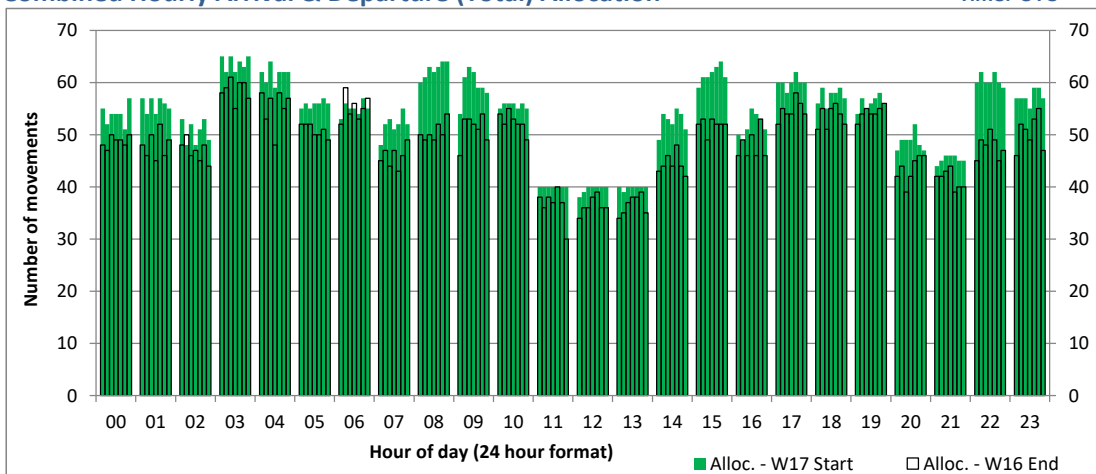
Hourly Departure Allocation

Time: UTC



Combined Hourly Arrival & Departure (Total) Allocation

Time: UTC



Peak Week - Movements Histogram

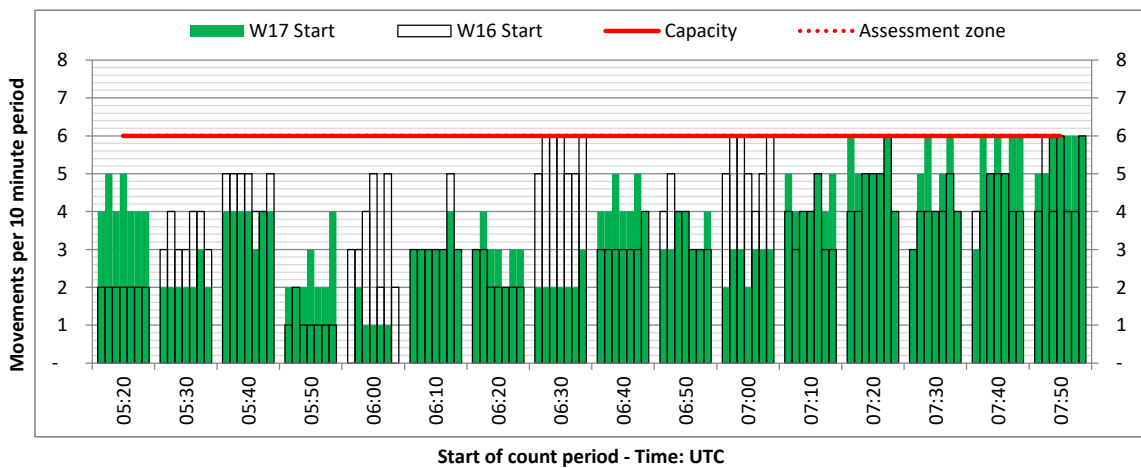
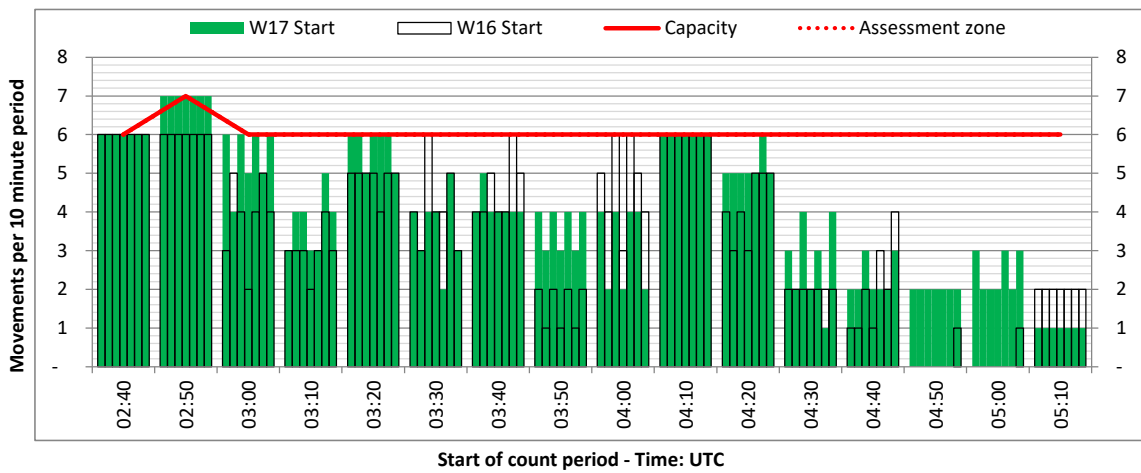
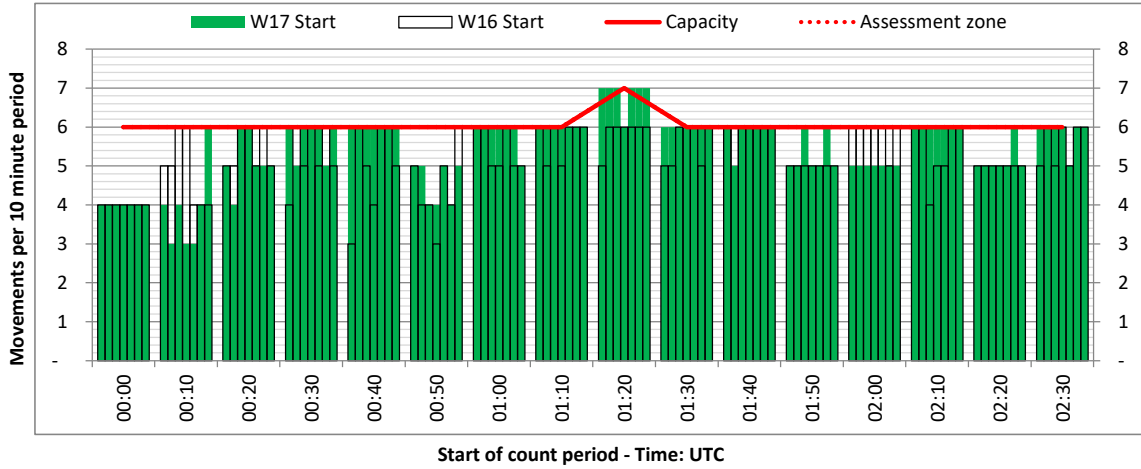


ARRIVAL - 10 minute count rolling every 10 mins (R10)

Terminals: All Terminals

Operators: All Operators

Days: 1234567



Peak Week - Movements Histogram

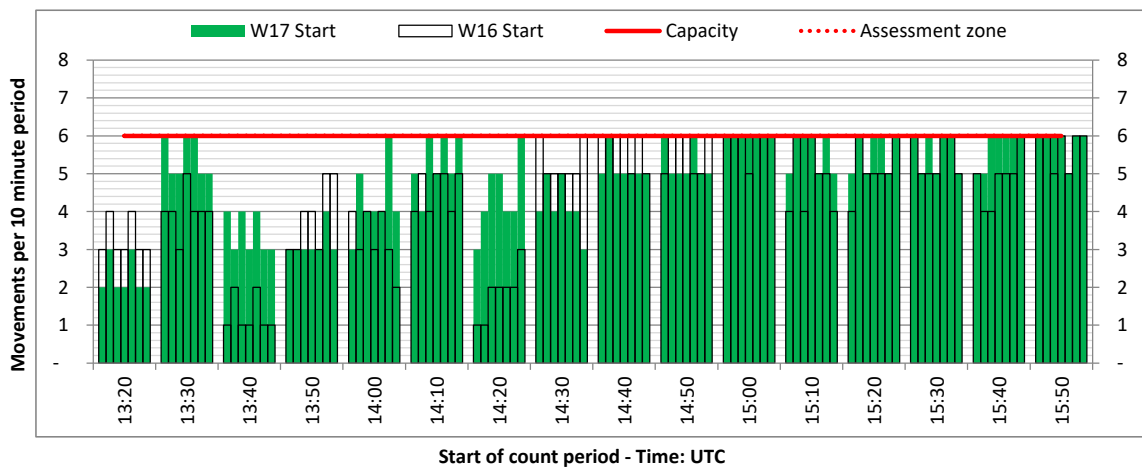
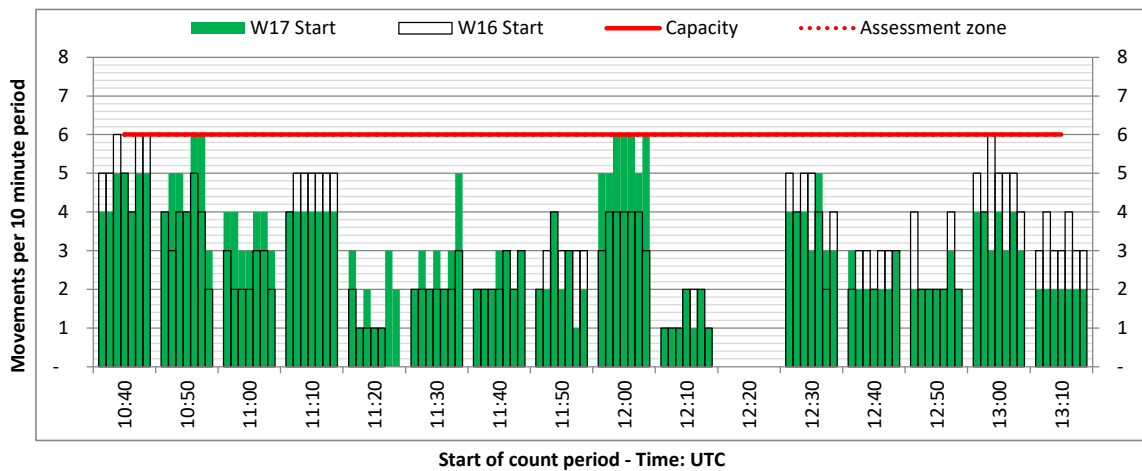
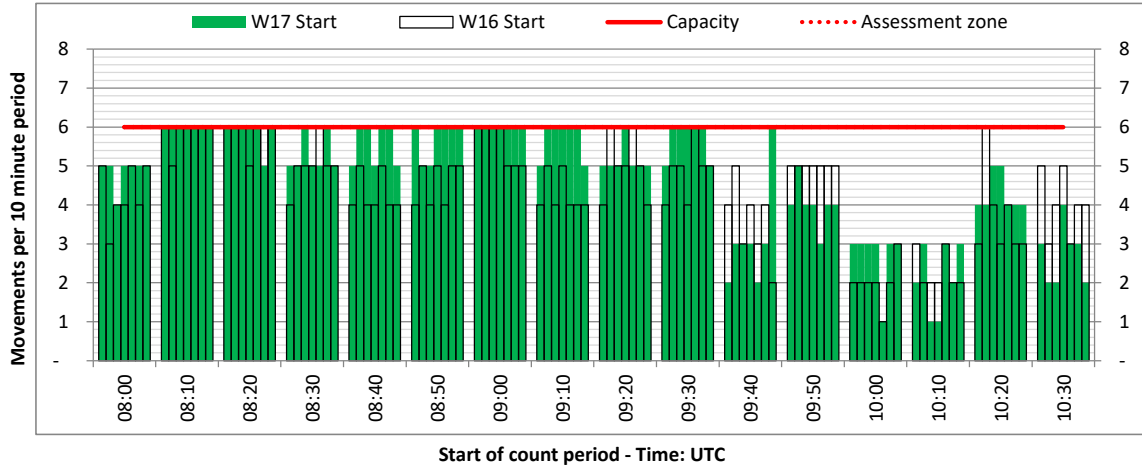


ARRIVAL - 10 minute count rolling every 10 mins (R10)

Terminals: All Terminals

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Peak Week - Movements Histogram

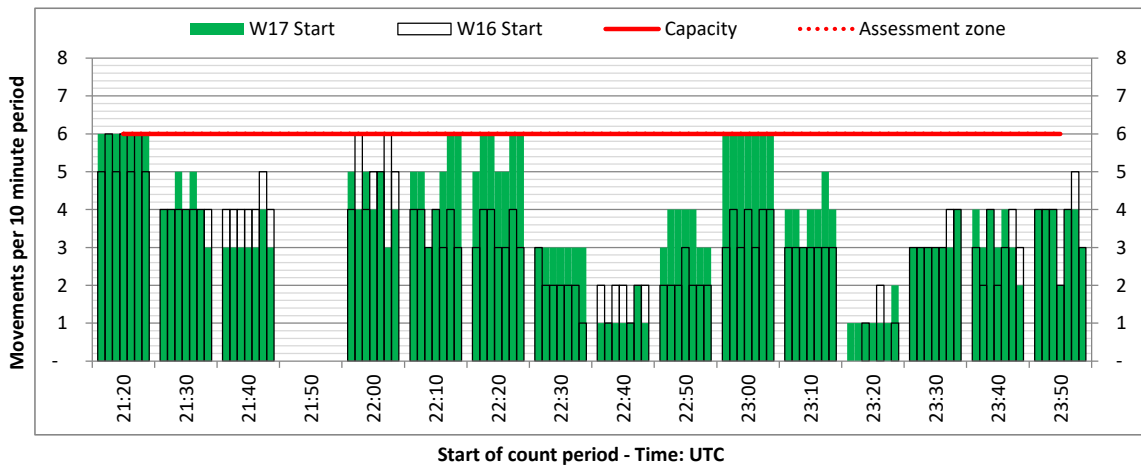
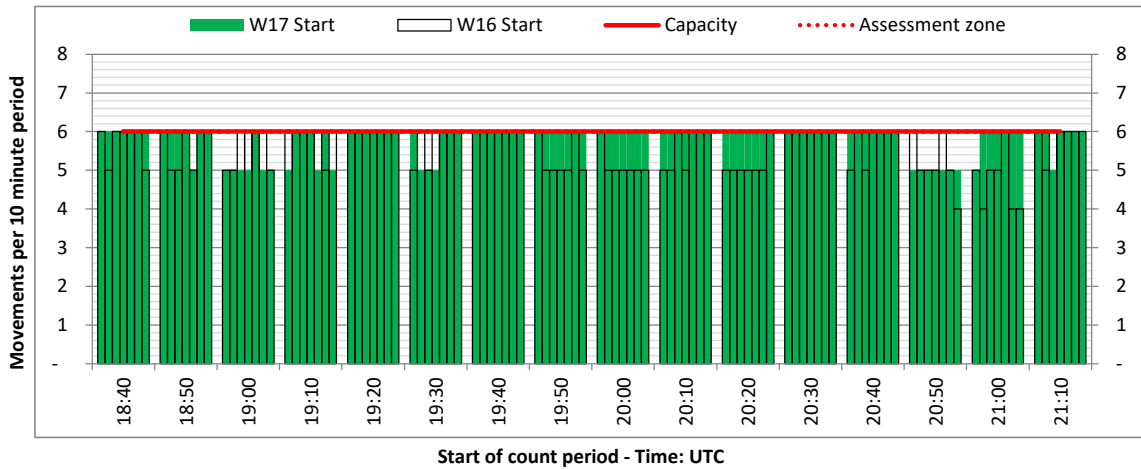
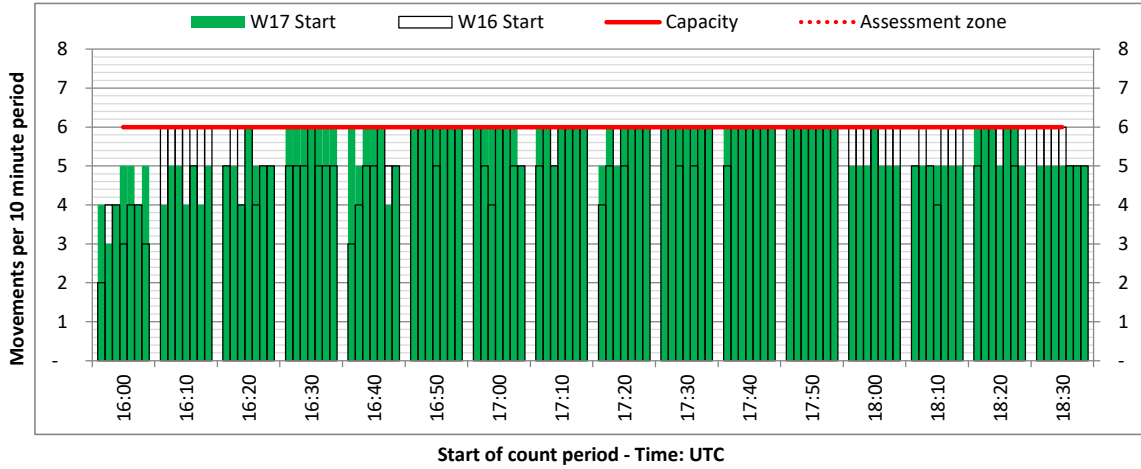


ARRIVAL - 10 minute count rolling every 10 mins (R10)

Terminals: All Terminals

Operators: All Operators

Days: 1234567



Peak Week - Movements Histogram

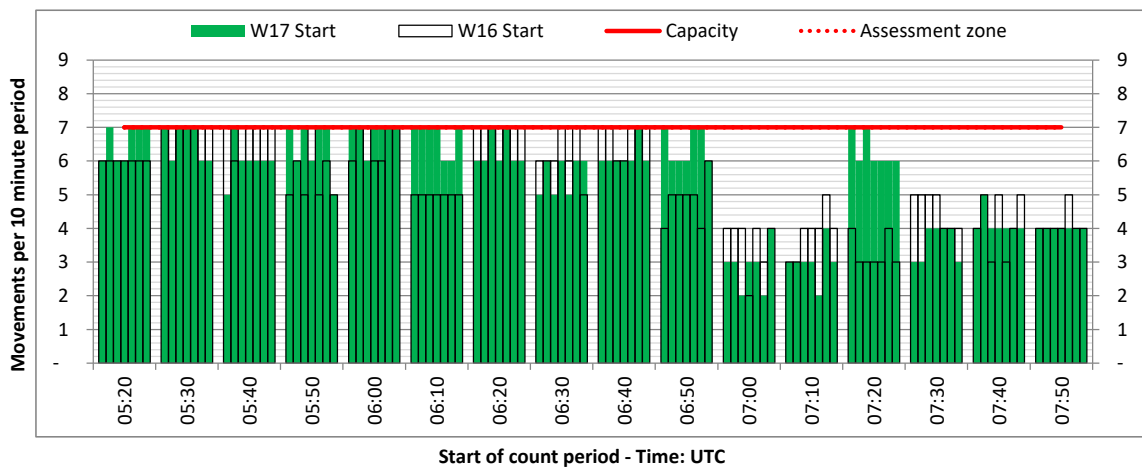
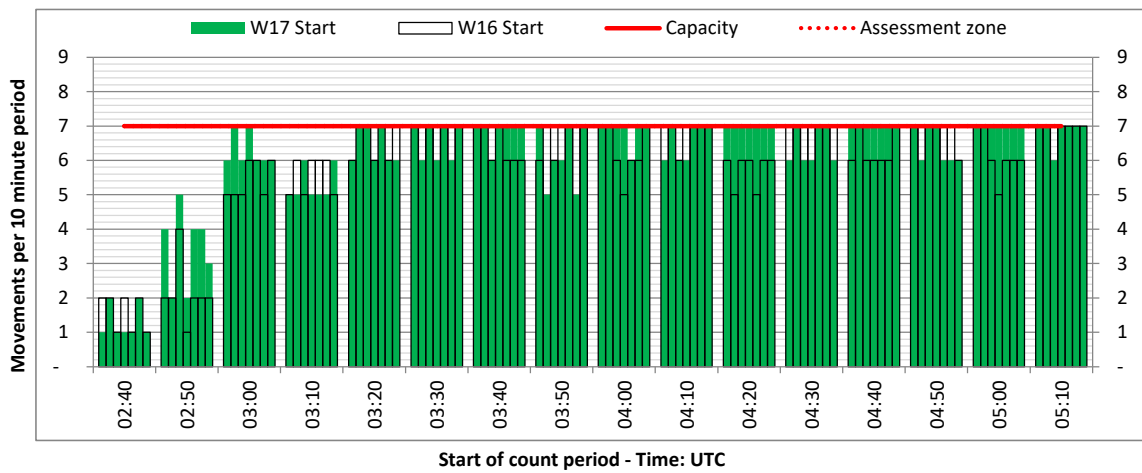
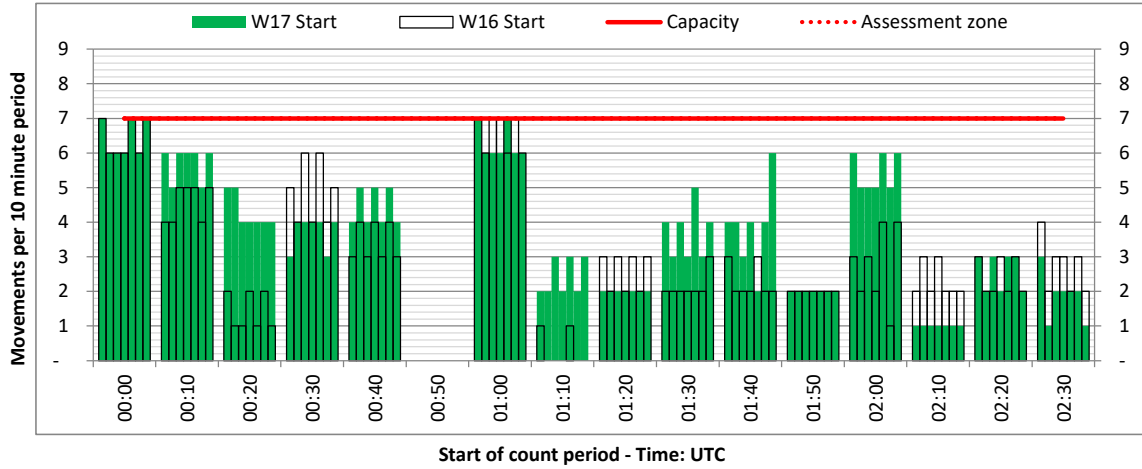
DEPARTURE - 10 minute count rolling every 10 mins (R10)



Terminals: All Terminals

Operators: All Operators

Days: 1234567



Peak Week - Movements Histogram

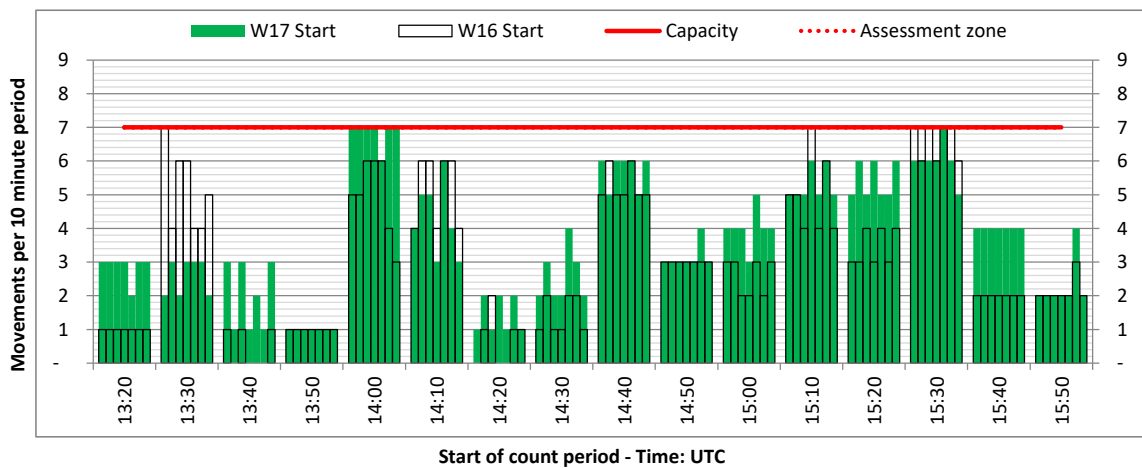
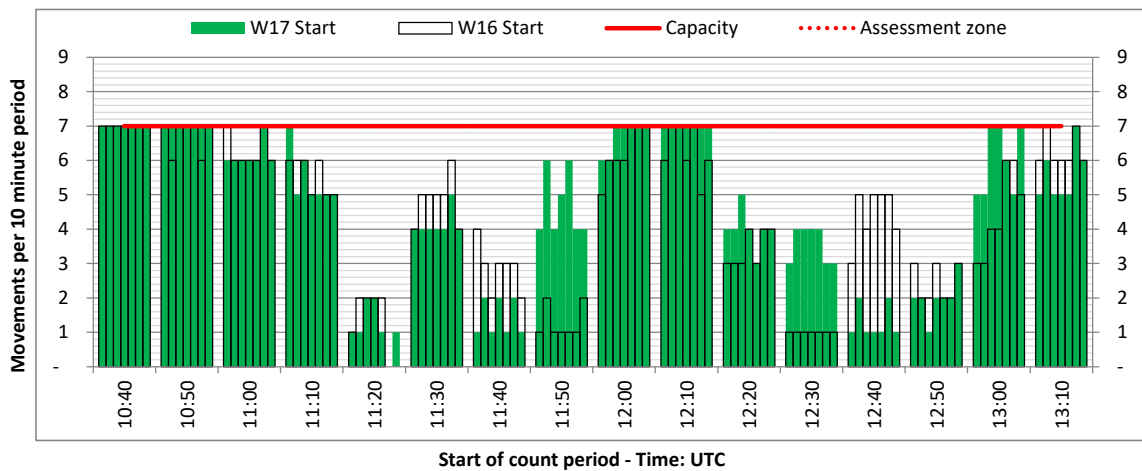
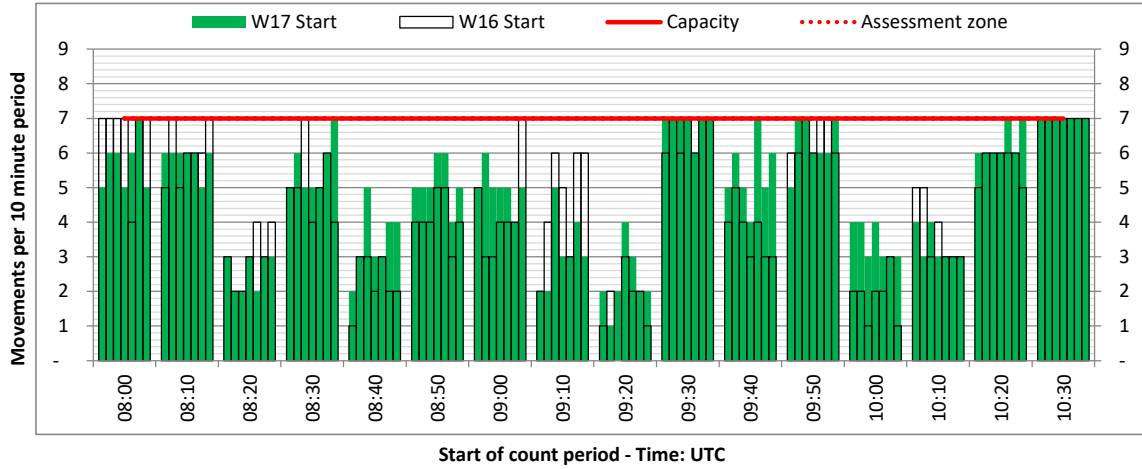
DEPARTURE - 10 minute count rolling every 10 mins (R10)



Terminals: All Terminals

Operators: All Operators

Days: 1234567



Peak Week - Movements Histogram

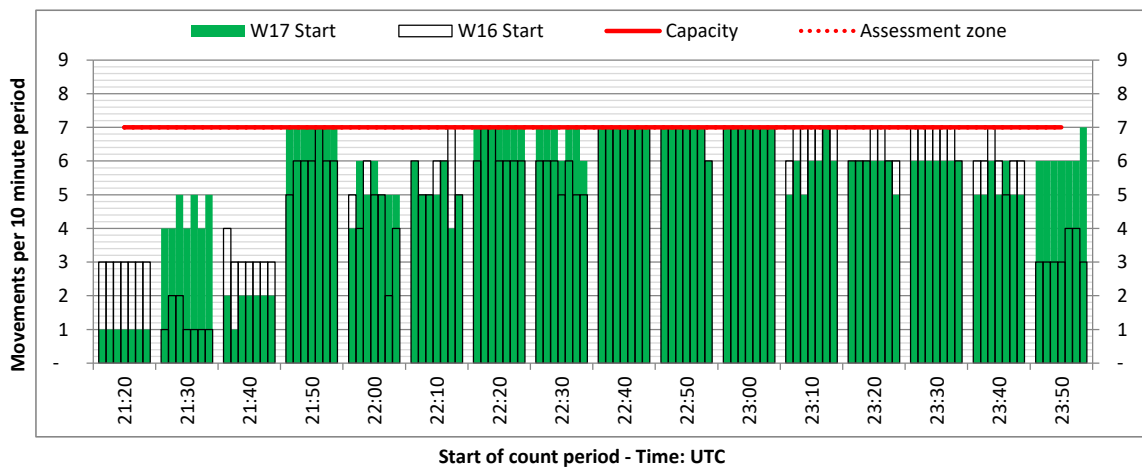
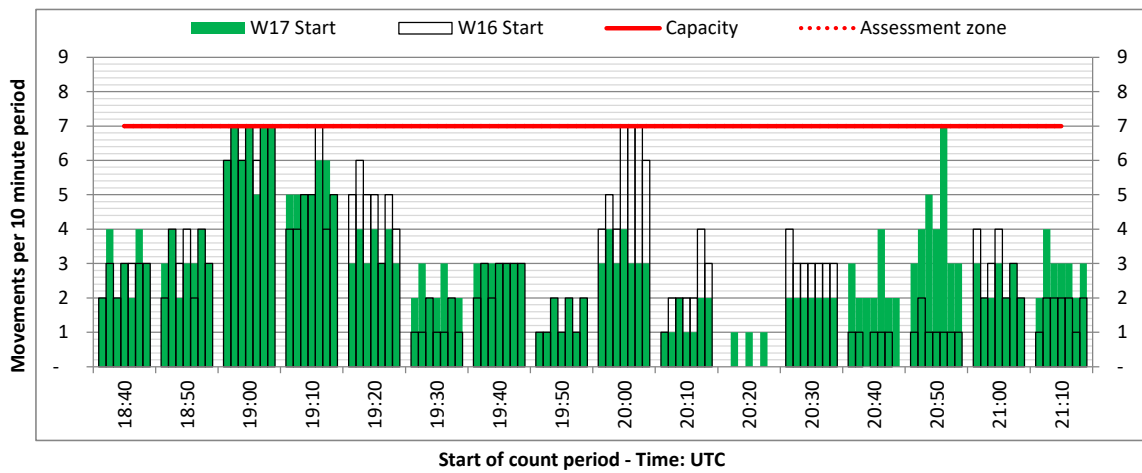
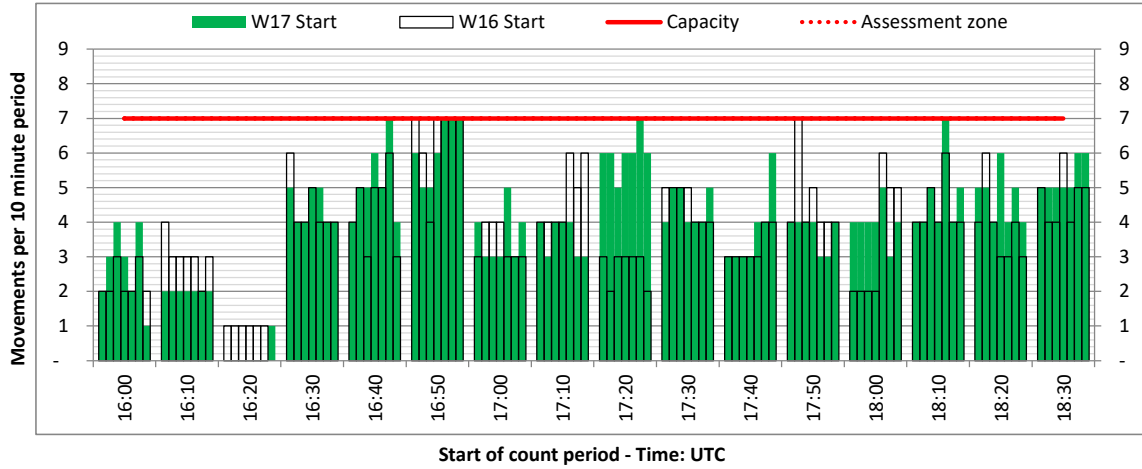
DEPARTURE - 10 minute count rolling every 10 mins (R10)



Terminals: All Terminals

Operators: All Operators

Days: 1234567



Peak Week - Passengers Histogram

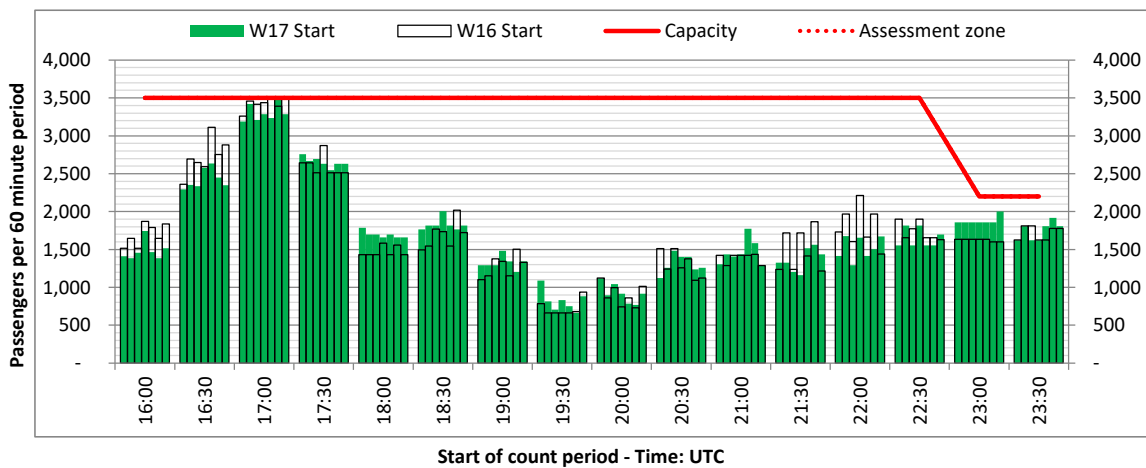
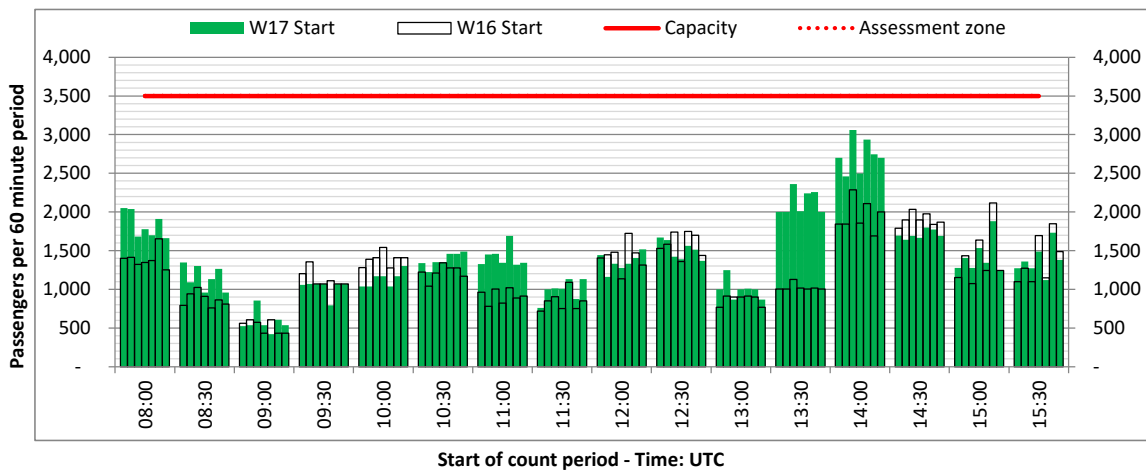
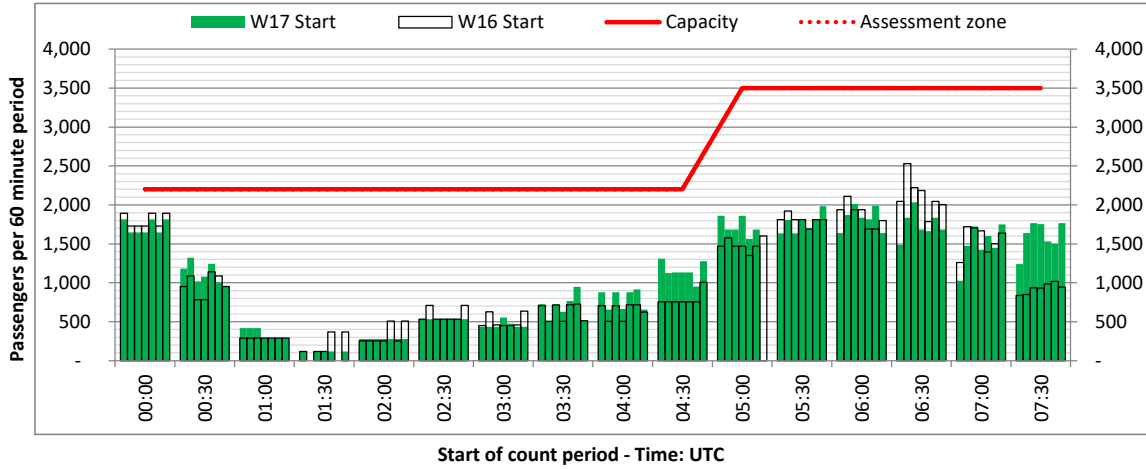
ARRIVAL - Terminal 1 (T60/30 - Start of 30 min period)



Terminals: 11

Operators: All Operators

Days: 1234567



Peak Week - Passengers Histogram

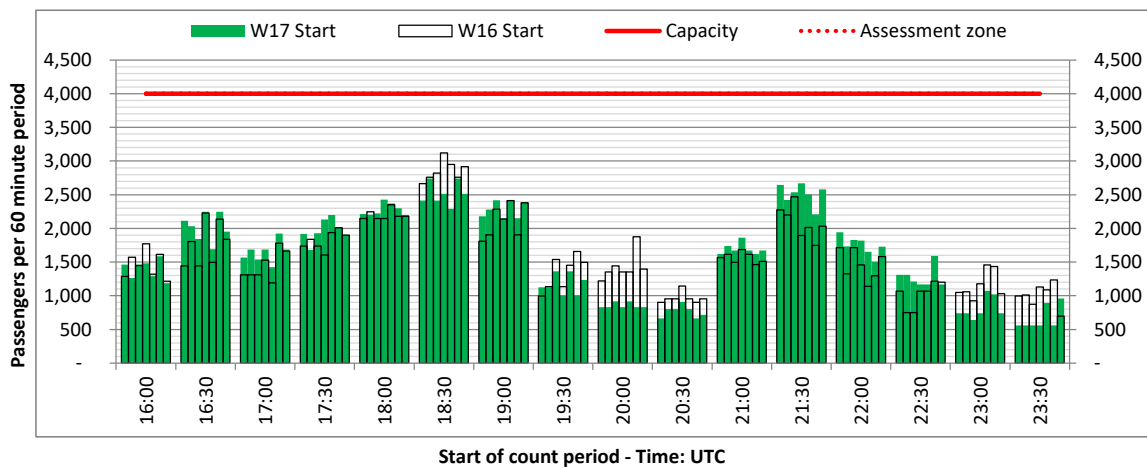
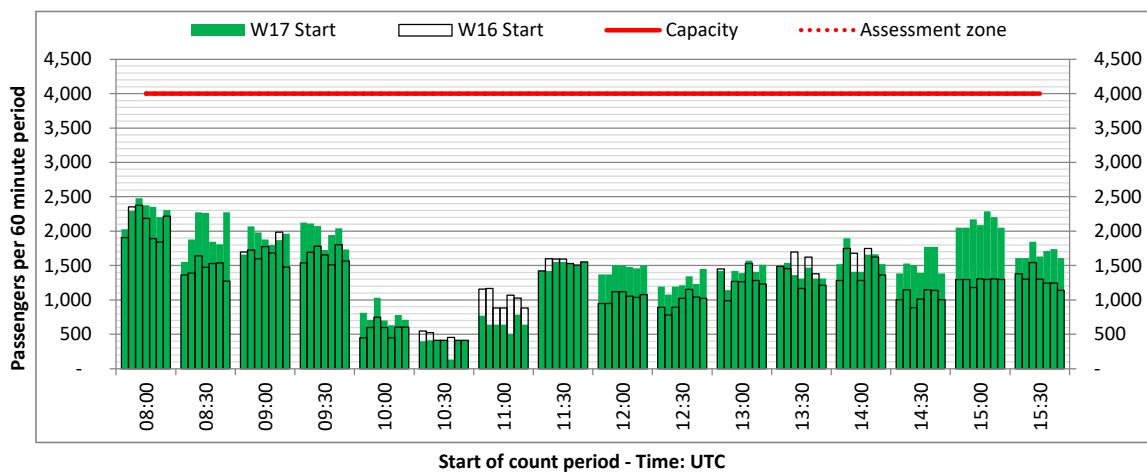
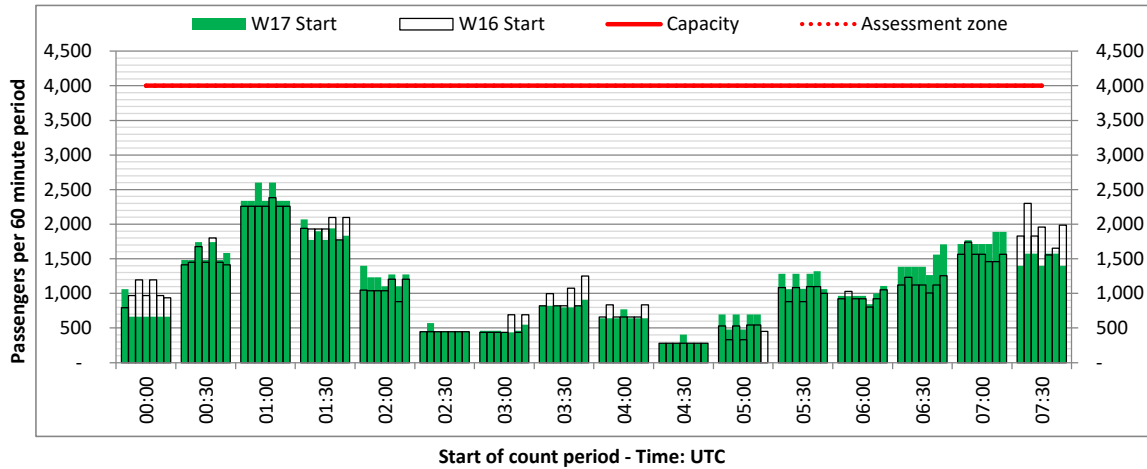
DEPARTURE - Terminal 1 (T60/30 - Start of 30 min period)



Terminals: 11

Operators: All Operators

Days: 1234567



Peak Week - Passengers Histogram

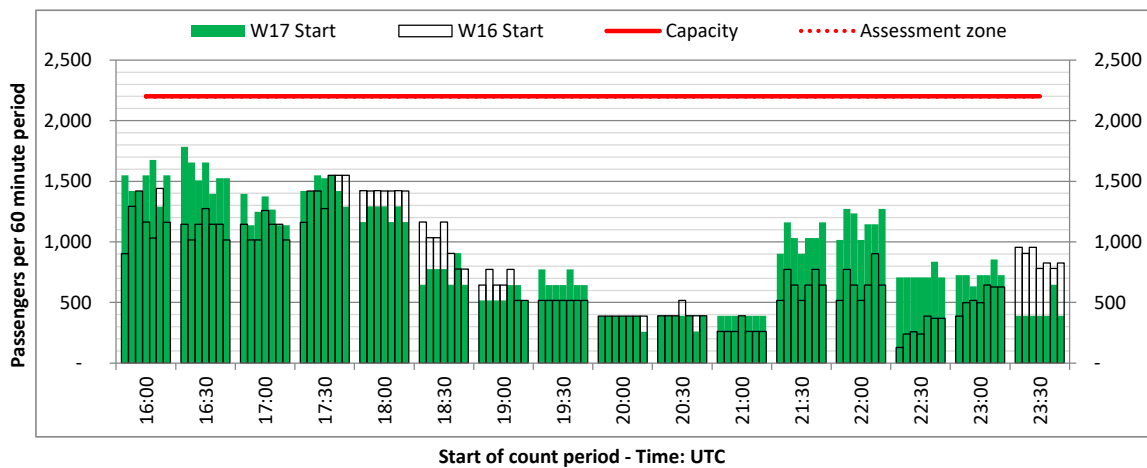
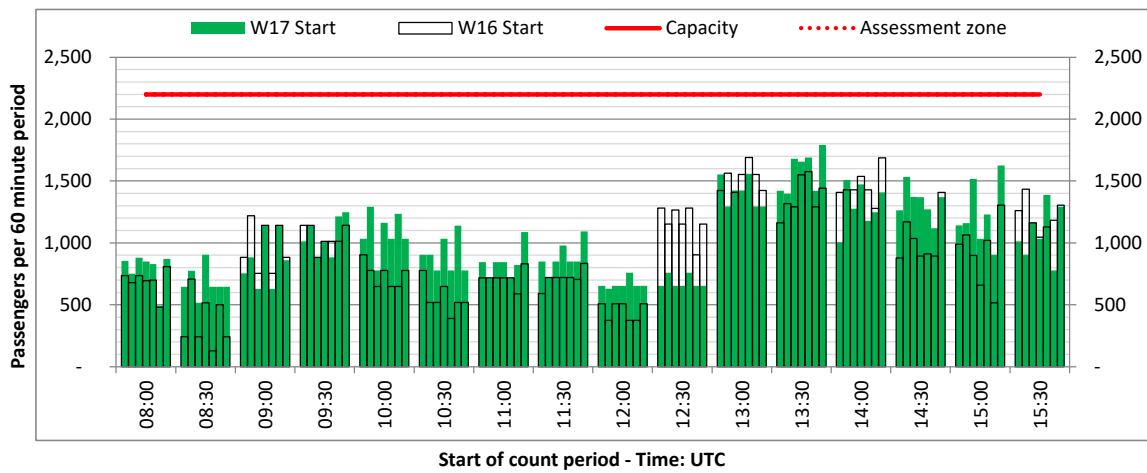
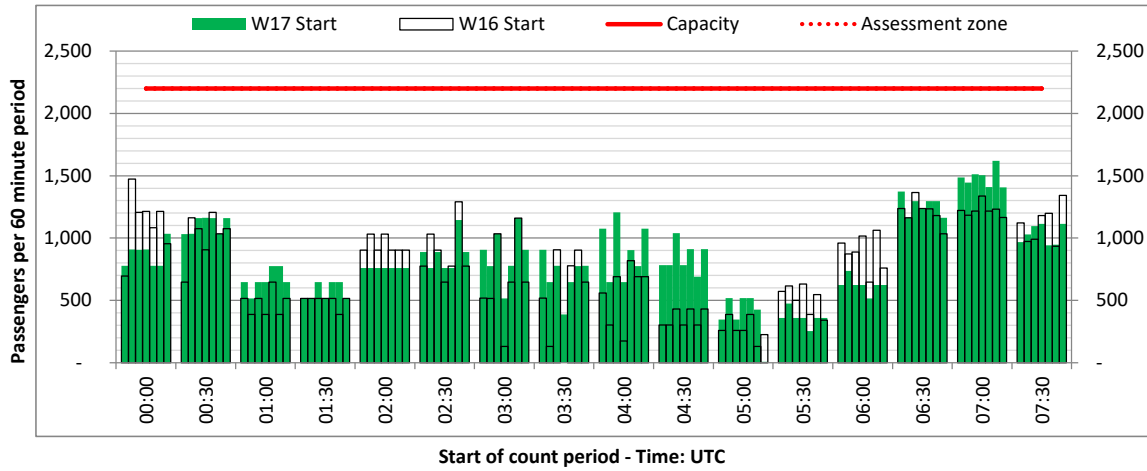
ARRIVAL - Terminal 2 (T60/30 - Start of 30 min period)



Terminals: 2I

Operators: All Operators

Days: 1234567



Peak Week - Passengers Histogram

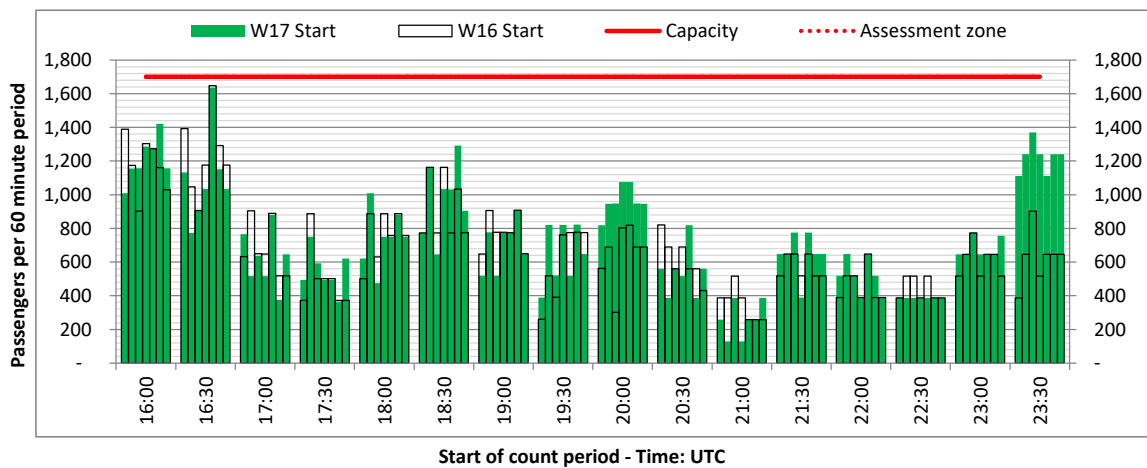
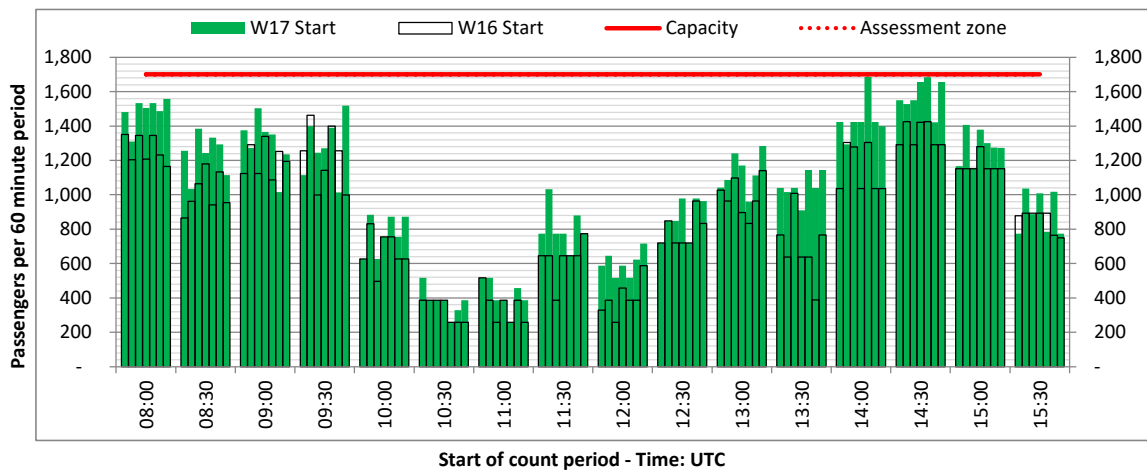
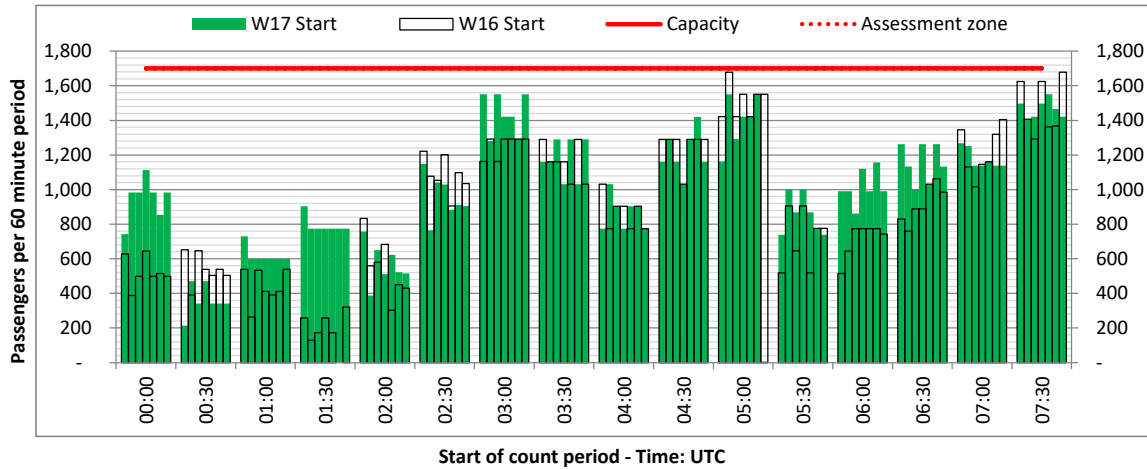
DEPARTURE - Terminal 2 (T60/30 - Start of 30 min period)



Terminals: 2I

Operators: All Operators

Days: 1234567



Peak Week - Passengers Histogram

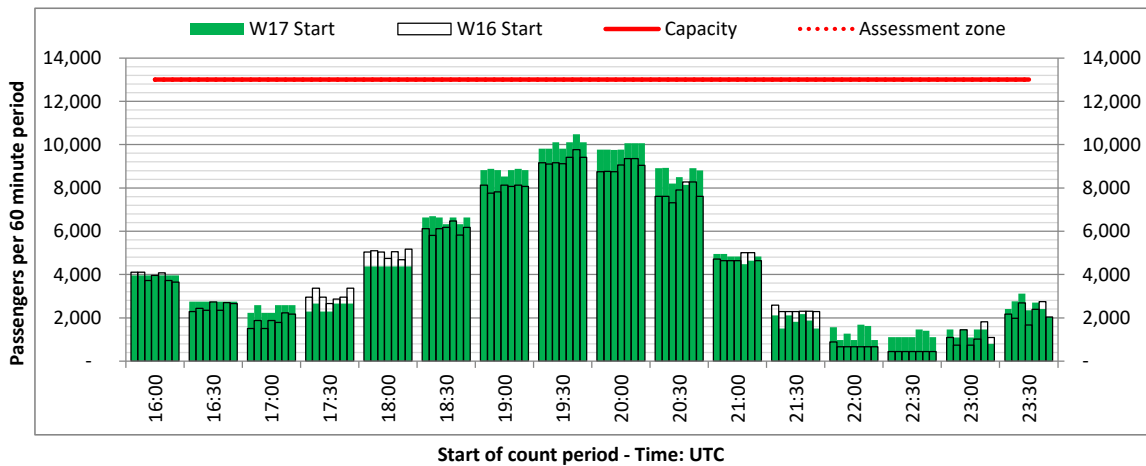
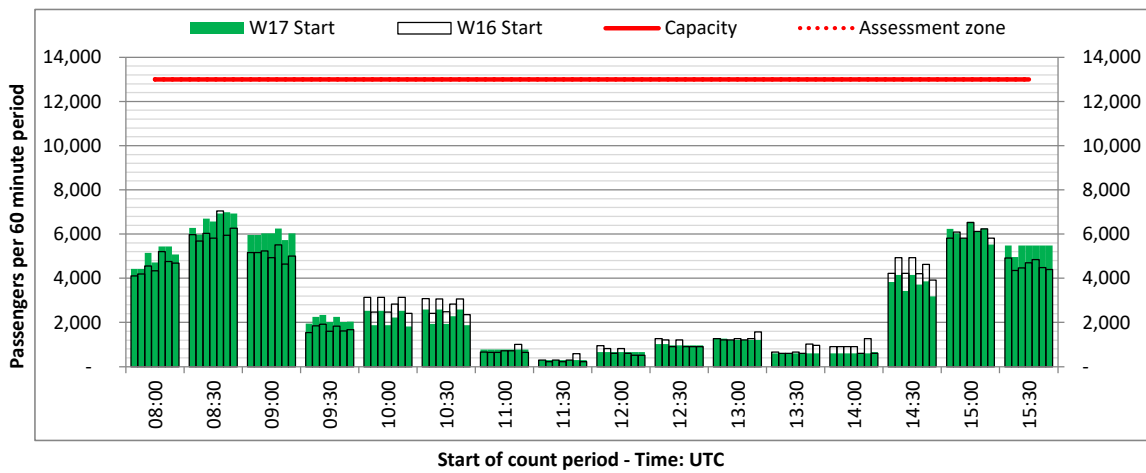
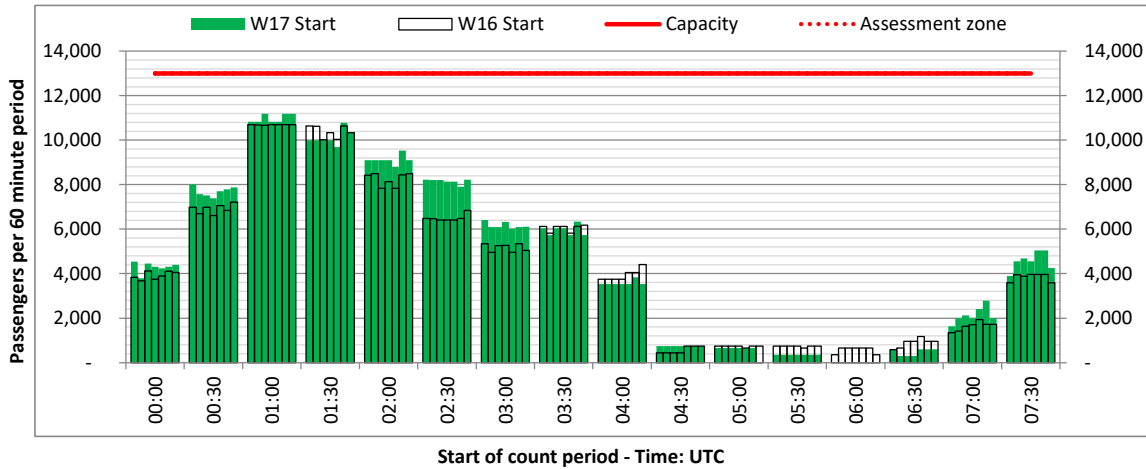
ARRIVAL - Terminal 3 (T60/30 - Start of 30 min period)



Terminals: 3I

Operators: All Operators

Days: 1234567



Peak Week - Passengers Histogram

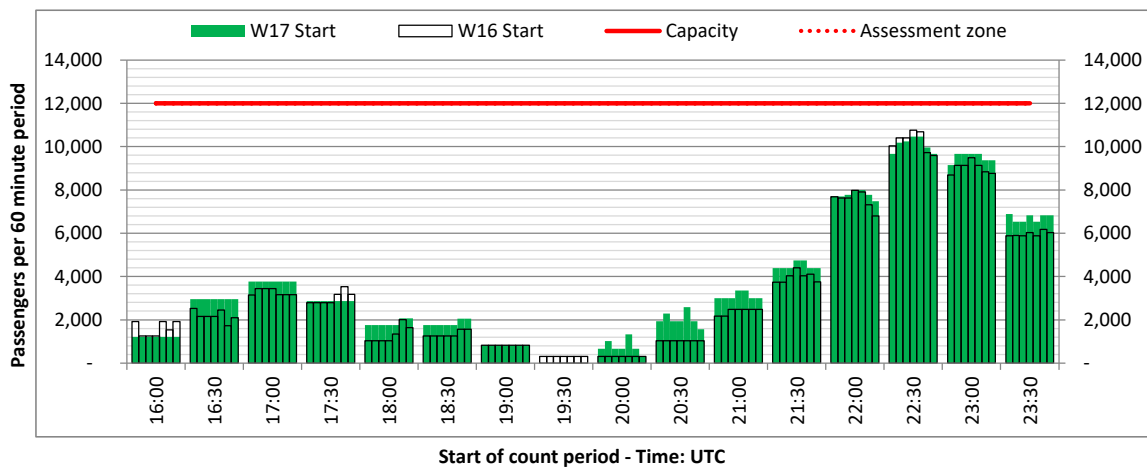
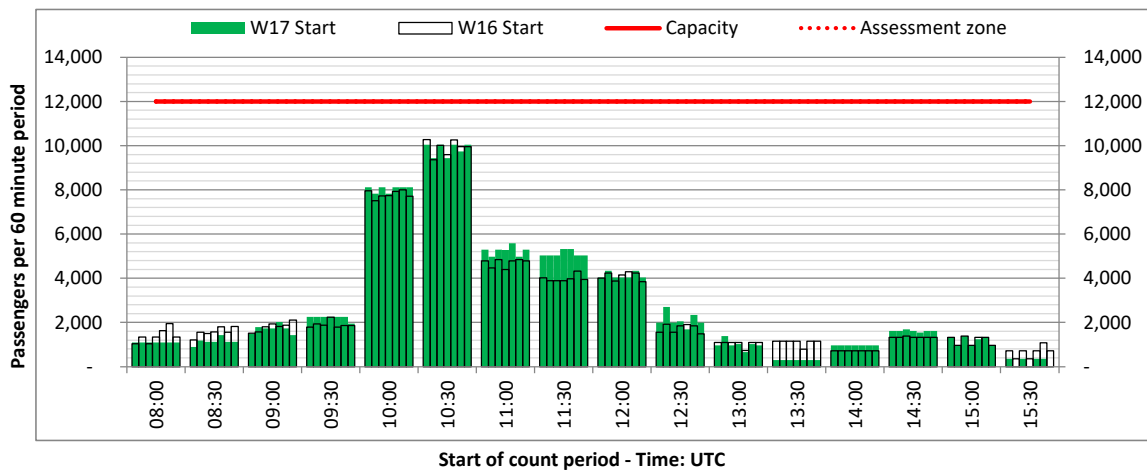
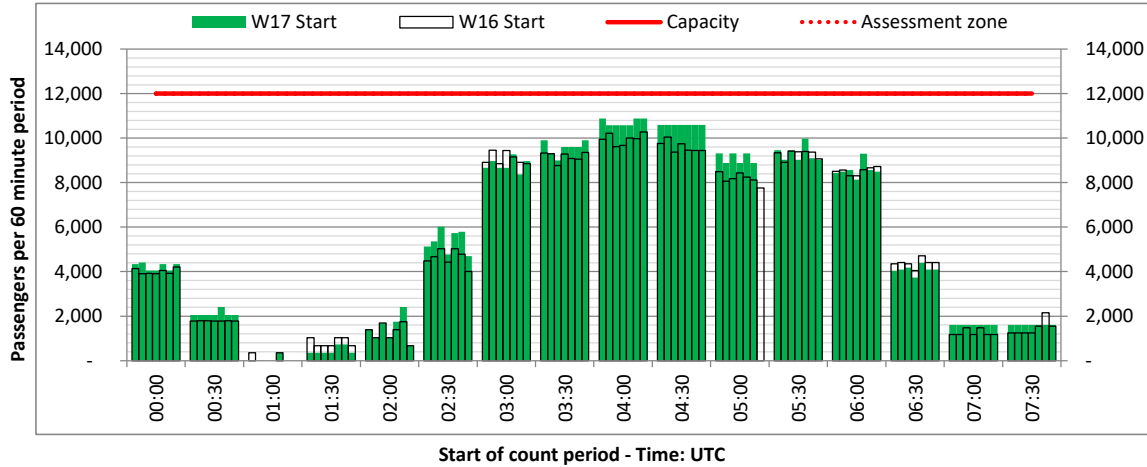
DEPARTURE - Terminal 3 (T60/30 - Start of 30 min period)



Terminals: 3I

Operators: All Operators

Days: 1234567



Maximum

Time UTC	0	100	200	300	400	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
Arrivals																								
Max. Arrival	94%	100%	97%	100%	96%	72%	72%	91%	97%	97%	88%	95%	80%	95%	100%	100%	100%	100%	97%	100%	100%	100%	96%	100%
Departures																								
Max. Departure	96%	95%	82%	98%	100%	100%	98%	100%	100%	94%	100%	96%	100%	88%	84%	100%	100%	96%	96%	100%	77%	77%	100%	100%
Totals																								
Max. Total	95%	97%	90%	100%	97%	86%	88%	95%	97%	97%	100%	100%	100%	100%	100%	100%	96%	98%	97%	100%	91%	100%	98%	100%

Average

Time UTC	0	100	200	300	400	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300
Arrivals																								
Average Arrival	86%	97%	95%	93%	85%	65%	67%	82%	95%	90%	81%	85%	75%	90%	99%	99%	95%	98%	96%	98%	100%	99%	93%	96%
Departures																								
Average Departure	95%	90%	71%	94%	98%	97%	95%	99%	94%	87%	98%	92%	98%	80%	77%	93%	86%	91%	92%	95%	62%	75%	97%	98%
Totals																								
Average Total	90%	94%	86%	98%	93%	85%	85%	89%	95%	91%	99%	100%	99%	100%	96%	96%	91%	95%	94%	97%	85%	98%	96%	97%

Primary Constraints by Terminal - Peak Week



Arrival/Departure	OK	R60	R10	GA	GRD	AA	T60	Grand Total
A	4,338	92	86		17			4,533
D	4,328	109	41	10	35	7	11	4,541
Grand Total	8,666	201	127	10	52	7	11	9,074

Percentage	OK	R60	R10	GA	GRD	AA	T60	Grand Total
A	95.7%	2.0%	1.9%	0.0%	0.4%	0.0%	0.0%	100.0%
D	95.3%	2.4%	0.9%	0.2%	0.8%	0.2%	0.2%	100.0%

Time UTC	0	100	200	300	400	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	Grand Total
Terminal 1	103	117	55	29	47	91	125	132	165	104	76	74	105	89	169	143	111	186	165	124	63	107	134	108	2622
OK	91	96	52	28	46	91	125	126	150	92	70	70	103	87	157	131	105	185	153	117	58	96	123	99	2451
R60	7	10	3		1					6	3	3		2	11	2	4	1	9	7	3	9	7	1	89
R10	5	2		1				1	12	2	3	1				1			2		2	2		1	35
GRD		9						5	3	4			2		1	9	2		1				4	7	47

Time UTC	0	100	200	300	400	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	Grand Total
Terminal 2	101	72	73	125	95	99	92	149	129	121	102	72	70	139	150	138	147	103	109	68	70	35	92	79	2430
OK	89	72	73	123	86	99	90	141	120	115	99	71	65	129	140	116	135	91	100	65	64	35	67	77	2262
R60							1	5	1	1	3	1		10	9	9	3	1	1	1	4		6		56
R10	12			2	9		1	1	2	3			1			6	9	6	8		1		19	2	82
GRD										2															2
GA									2						1	7									10
T60							2	4					3							2					11
AA											1							5			1				7

Time UTC	0	100	200	300	400	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	Grand Total
Terminal 3	172	200	225	292	284	199	162	72	130	167	194	118	93	49	35	149	105	130	128	195	208	175	197	203	3882
OK	167	200	224	292	284	199	162	70	128	167	194	118	93	49	35	149	105	130	128	194	201	165	191	197	3842
R60	5		1					1													7	10	6	6	36
R10								1	2																4

Time UTC	0	100	200	300	400	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	Grand Total
FRT	1	1	1	0	5	2	6	10	13	24	17	16	9	2	14	1	0	1	0	6	0	0	0	11	140
OK	1	1	1	0	5	2	6	8	7	18	13	11	8	1	10	1	0	1	0	6	0	0	0	11	111
R60								1	3	3	4	4	1	1	3										20
R10									3	1		1			1										6
GRD								1		2															3

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

Arr Reason Code	
AA	Apron Capacity
T60	Terminal Capacity
GRD	Arr Affected by Dep
GA	Gate capacity

Peak Week Code F Arrivals and Departures



Time UTC	0	100	200	300	400	500	600	700	800	900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	Grand Total		
Code F Arrivals	28	105	50	70	21			10	7	21	14	7				38	28	7	14	77	91	10		7	605		
Emirates	28	105	43	63	21			10	7	21	14	7				38	28	7	14	70	84	10		7	577		
1	4	15	6	9	3			1	1	3	2	1				6	4	1	2	10	12	2		1	83		
2	4	15	6	9	3			1	1	3	2	1				5	4	1	2	10	12	2		1	82		
3	4	15	6	9	3			2	1	3	2	1				5	4	1	2	10	12	1		1	82		
4	4	15	6	9	3			1	1	3	2	1				6	4	1	2	10	12	1		1	82		
5	4	15	6	9	3			2	1	3	2	1				5	4	1	2	10	12	1		1	82		
6	4	15	7	9	3			2	1	3	2	1				6	4	1	2	10	12	2		1	85		
7	4	15	6	9	3			1	1	3	2	1				5	4	1	2	10	12	1		1	81		
Qantas			7	7																7	7					28	
1			1	1																1	1					4	
2			1	1																1	1					4	
3			1	1																1	1					4	
4			1	1																1	1					4	
5			1	1																1	1					4	
6			1	1																1	1					4	
7			1	1																1	1					4	
Code F Departures	14			63	91	66	72	14	7		63	42	28						14	14						620	
Emirates	14			63	84	59	72	14	7		63	42	28						14	14						592	
1	2			9	12	9	10	2	1		9	6	4						2	2						84	
2	2			9	12	8	10	2	1		9	6	4						2	2						84	
3	2			9	12	9	11	2	1		9	6	4						2	2						86	
4	2			9	12	8	10	2	1		9	6	4						2	2						84	
5	2			9	12	9	11	2	1		9	6	4						2	2						86	
6	2			9	12	8	10	2	1		9	6	4						2	2						84	
7	2			9	12	8	10	2	1		9	6	4						2	2						84	
Qantas				7	7																						28
1				1	1																					4	
2				1	1																					4	
3				1	1																					4	
4				1	1																					4	
5				1	1																					4	
6				1	1																					4	
7				1	1																					4	
Grand Total	42	0	0	133	112	0	0	24	14	0	77	49	0	0	0	0	0	0	21	28	0	0	24	0	83	1225	

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



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

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

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

W16 Start	W16 schedule as cleared on Mon 31-Oct-16.
W16 End	W16 schedule as cleared on Tue 05-Apr-16.
W17 Start	W17 schedule as cleared on Wed 20-Sep-17.
Peak Week	Peak week for W16 is Mon 02-Jan-17 to Sun 08-Jan-17. Peak week for W17 is Mon 01-Jan-18 to Sun 07-Jan-18.

For ACL use

	Airport-Season-Branch-Resource	From date	To date	Time
Full Season Rep 1	DXB-W16-Start-Standard	Sun 30-Oct-2016	Sat 25-Mar-2017	UTC
Full Season Rep 2	DXB-W16-Live-Standard	Sun 30-Oct-2016	Sat 25-Mar-2017	UTC
Full Season Rep 3	DXB-W17-SOS Report-Standard	Sun 29-Oct-2017	Sat 24-Mar-2018	UTC
	Airport-Season-Branch-Resource	From date	To date	Time
Peak Week Rep 1	DXB-W16-Start-Standard	Mon 02-Jan-2017	Sun 08-Jan-2017	UTC
Peak Week Rep 2	DXB-W16-Live-Standard	Mon 02-Jan-2017	Sun 08-Jan-2017	UTC
Peak Week Rep 3	DXB-W17-SOS Report-Standard	Mon 01-Jan-2018	Sun 07-Jan-2018	UTC