



Airport Coordination Limited

Manchester Airport MAN

Summer 2013

START OF SEASON REPORT

| KEY STATISTICS | Summer 2013 | Change From Summer 2012 Start | Change From Summer 2012 end |
|---|-------------------|----------------------------------|--------------------------------|
| Air Transport Movements Allocated | 106,032 | 1.8% | 3.4% |
| Passenger Air Transport Movements Allocated | 105,122 | 1.9% | 3.3% |
| Total Seats Allocated | 17,465,283 | 4.1% | 5.3% |
| Seats per Passenger ATM | 166 | 2.1% | 1.8% |

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Data in this report is current as of: 25 March 2013

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SUMMARY

The following is a summary of significant changes between Summer 2013 and Summer 2012:

Summer 2012 was 31 weeks in length, Summer 13 is 30 weeks. All figures in this report represent a 30 week season.

Scheduled services:

- A3 - Aegean - New twice weekly ATH scheduled service on Mondays and Saturdays with A321 from 25May 1920/2005z.
- BA - British a/w - LGW service finishes end of W12. No other operator on LGW route. LHR is ten flights per day.
- BE - Flybe - New WAT (Waterford) service four per week. Increase on EXT and SOU, reductions on BHD, DUS, EDI, BRU gone. Seven based aircraft in S12, five based for W12 and S13.
- BG - Biman Bangladesh - Operated twice weekly in S12. No slots in W12 or S13.
- BM - bmi Regional - New ANR twice per day continues from W12 with EMB135, ABZ reduces four to three per day as W12.
- CX - Cathay Pacific Cargo - Increase from three to four per week to HKG with B747-400F, Weds, Thu and two on Sundays. Slots are held for a fifth service from September.
- DL - Delta a/l - Upgrade ATL to A330 on daily ATL offering 30 more seats than the B767-300.
- DY - Norwegian Air Shuttle - New route SVG Mon&Fri, ARN continues from W12 four per week and OSL remains three per week.
- EI - Aer Lingus - Increase DUB from three to five per day, extra eleven per week, three per day will operate with A320 and two extras will start 01Jul with ATR72. ORK and SNN remain twice per day, WAT is gone.
- EK - Emirates - Remains three per day, evening service changes to three class B777-300 as W12 which has 68 less seats than the two class aircraft.
- EZ - Sunair - Continue new AAR/GOT twice per day which started Sep12. BLL reduces three to two per day as W12.
- EZY - Easyjet - Two additional based aircraft making eight. Five A320 and three A319. New routes AYT, DME(Moscow), JMK, JTR, KEF, PRG, SKG, TLV & VCE. Increase on BFS, CPH, GVA and MLA. MAD is gone.
- FR - Ryanair - Two additional based aircraft making six. New routes ACE, CFU, KRK, PFO and TPS (Trapani), plus continuations from W12 GDN and RIX. BIQ, Increase on ALC, FAO, GRO and PMI. FMM and HHN are gone.
- LH - Lufthansa - TXL service ends at end of W12. Service started Jun2012.
- LS - Jet2.com - One additional based aircraft making eleven plus one spare aircraft, B757x4, B737-800x4, B737-300x3 plus one spare B757. New routes CFU, MAH and ZTH. Increase on frequency on various destinations.
- MS - Egyptair - New five per week CAI service with B737-800 Tue, Thu, Fri, Sat and Sun, 1230/1330z from 01Jun.
- PA - Air Blue - Upgrade to A340 as per W12, remains three per week. S12 was A319.
- SK - SAS - BGO reduces from three to two per week.
- SN - Brussels Airlines - Reduce BRU from four to three per day as W12 was. Nightstopper is A319 and other two are Dash8-400/AvroRJ100.
- TK - Turkish a/l - Increase IST from ten to fourteen flights per week. All flights with B737-900.
- TP - TAP - Increase from six to ten per week to LIS for peak season with mix of FK100/A319/320/321.
- TU - Tunisair - Increase TUN from once to twice per week.
- US - US Airways - Equipment change from A330-300 to A330-200 offering 33 less seats.
- VS - Virgin Atlantic - New four per day LHR service with A320, aircraft nightstops at MAN, departures at 0635z, 1015z, 1345z and 1755z.
- ZB - Monarch - New route LEI twice per week, MUC continues from end of S12, MXP is gone. Ten based aircraft, A330x1, A300-600x2, 757x1, A321x6, some frequency upgrades on existing routes.

Charter operators:

- ➔ A3 - Aegean - Weekly HER on Tuesdays with A320 (S12 was EFL on Saturdays).
- ➔ BE - Flybe - New weekly CAG, LEI and OLB charter series.
- ➔ BJ - Nouvelair - New twice weekly NBE both on Wednesdays, one ops as scheduled service. Weekly DJE ops as did in S12.
- ➔ FHY - Freebird - New weekly BJV charter series on Mondays with A320.
- ➔ JAF - TUI Belgium - New weekly PMI charter series on Thursdays with B737-800 May-Sep.
- ➔ JQ - Alba Star - New weekly PMI charter series on Saturdays with B737-400 May-Sep.
- ➔ OBS - Orbest - New weekly ACE charter series on Thursdays Jul-Sep with A320.
- ➔ QS - Travel Service - Weekly TFS charter series on Fridays Jul-Sep with B737-800.
- ➔ ST - Germania - New based A319 operating for thirteen departures per week for Olympic Holidays (this flying was operated by Strategic in S12). Flying starts on 08May.
- ➔ TCX - Thomas Cook - Remains nine based aircraft, A330x2, 763x3, 757x2, A320. POP and SKG operated in S12 but will not in S13. LAS and SFB will operate as scheduled services.
- ➔ TOM - Thomson - New based B787 replaces B767-300, date tbc, slots with 787 currently from 01Jul, new routes LEI and RMF, Routes dropped are AUA, HOG, JMK, MLA, SMI and SPC. Remains thirteen based aircraft, 787x1, 763x3, 757x3, 738x6.

Carriers that operated in S12 but no plans for S13:

CF - City Airline, STU - Strategic, YW - Air Nostrum

Terminal allocations:

Terminal 1 - Alba Star, Egyptair, Orbest
Terminal 2 - Avion Express, TUI Belgium, Germania
Terminal 3 -
tbc. Travel Service

RUNWAY SCHEDULING LIMITS

Movements per Hour (R60) - All times UTC

| MONDAY - SUNDAY | ARRIVALS | | | | | | | | | | | | | | | | | | | CHANGE | |
|-----------------|-----------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--------|-------|
| | SEASON | 05:00 | 06:00 | 07:00 | 08:00 | 09:00 | 10:00 | 11:00 | 12:00 | 13:00 | 14:00 | 15:00 | 16:00 | 17:00 | 18:00 | 19:00 | 20:00 | 21:00 | 22:00 | AVE | Total |
| | Summer 2012 | 30 | 30 | 33 | 32 | 30 | 29 | 29 | 29 | 29 | 29 | 32 | 33 | 32 | 32 | 28 | 28 | 20 | 15 | 29 | 520 |
| | Capacity Change | | | | | | | | | | | | | | | | | | | | |
| | Summer 2013 | 30 | 30 | 33 | 32 | 30 | 29 | 29 | 29 | 29 | 29 | 32 | 33 | 32 | 32 | 28 | 28 | 20 | 15 | 29 | 520 |
| | DEPARTURES | | | | | | | | | | | | | | | | | | | | |
| | SEASON | 05:00 | 06:00 | 07:00 | 08:00 | 09:00 | 10:00 | 11:00 | 12:00 | 13:00 | 14:00 | 15:00 | 16:00 | 17:00 | 18:00 | 19:00 | 20:00 | 21:00 | 22:00 | AVE | Total |
| | Summer 2012 | 42 | 37 | 35 | 32 | 32 | 29 | 29 | 29 | 29 | 29 | 30 | 32 | 34 | 32 | 26 | 26 | 20 | 15 | 30 | 538 |
| | Capacity Change | | | | | | | | | | | | | | | | | | | | |
| | Summer 2013 | 42 | 37 | 35 | 32 | 32 | 29 | 29 | 29 | 29 | 29 | 30 | 32 | 34 | 32 | 26 | 26 | 20 | 15 | 30 | 538 |
| TOTALS | | | | | | | | | | | | | | | | | | | | | |
| SEASON | 05:00 | 06:00 | 07:00 | 08:00 | 09:00 | 10:00 | 11:00 | 12:00 | 13:00 | 14:00 | 15:00 | 16:00 | 17:00 | 18:00 | 19:00 | 20:00 | 21:00 | 22:00 | AVE | Total | |
| Summer 2012 | 58 | 58 | 61 | 57 | 55 | 46 | 46 | 46 | 46 | 46 | 57 | 58 | 59 | 55 | 46 | 40 | 31 | 21 | 49 | 886 | |
| Capacity Change | | | | | | | | | | | | | | | | | | | | | |
| Summer 2013 | 58 | 58 | 61 | 57 | 55 | 46 | 46 | 46 | 46 | 46 | 57 | 58 | 59 | 55 | 46 | 40 | 31 | 21 | 49 | 886 | |

Second runway in operation 0630-1030L and 1600-2000L (except Saturday afternoon and Sunday morning which remains single runway)

RUNWAY SCHEDULING LIMITS - Segmented Hour

Other runway scheduling limits are 15minute constraints (R15)

TERMINAL SCHEDULING LIMITS

Passengers per Hour (T60)

| | ARRS | DEPS |
|--------------------------|------|------|
| TERMINAL 1 | 2300 | 3000 |
| TERMINAL 2 | 2100 | 2300 |
| TERMINAL 3 DOMESTIC | 1000 | |
| TERMINAL 3 INTERNATIONAL | 1100 | |
| TERMINAL 3 | | 1500 |

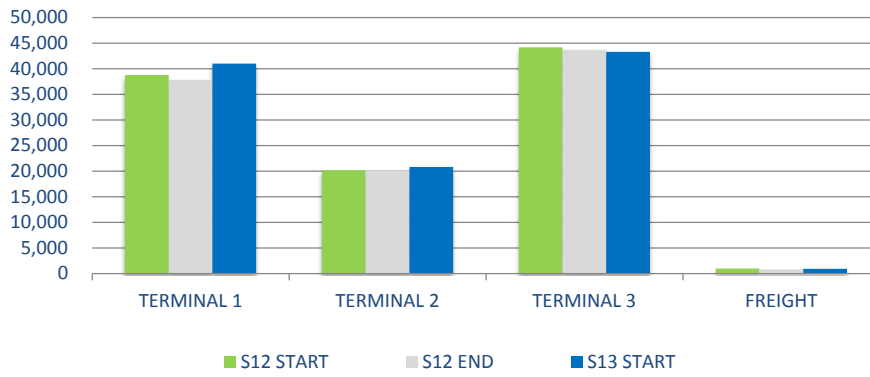
Passengers per 2 Hours (T120)

| | ARRS | DEPS |
|------------|------|------|
| TERMINAL 1 | | 4500 |
| TERMINAL 2 | | 3500 |
| TERMINAL 3 | | 2350 |

Other Restrictions (ie. Closure periods etc)

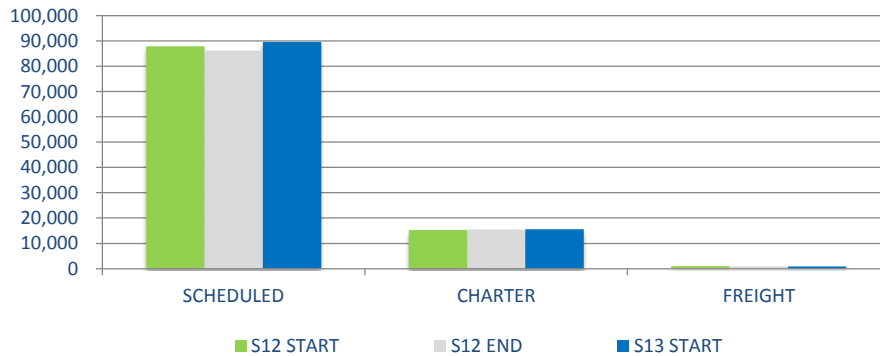
None

AIR TRANSPORT MOVEMENTS BY TERMINAL



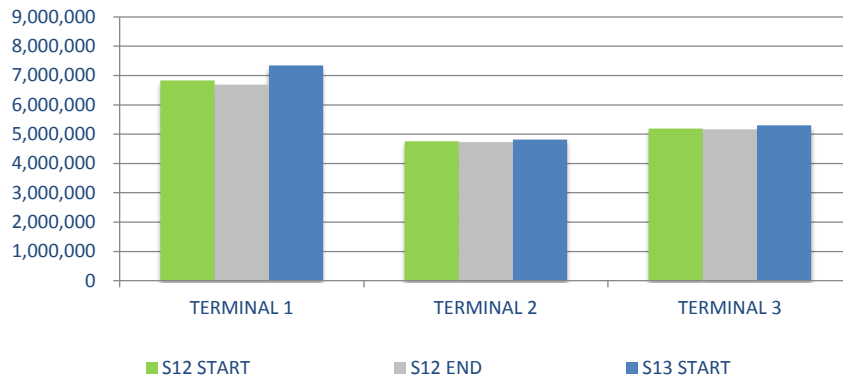
| | S12 START | S12 END | S13 START | % S12 START - S13 START | % S12 END - S13 START |
|--------------|----------------|----------------|----------------|-------------------------|-----------------------|
| TERMINAL 1 | 38,765 | 37,810 | 40,996 | 5.4% | 7.8% |
| TERMINAL 2 | 20,162 | 20,100 | 20,828 | 3.2% | 3.5% |
| TERMINAL 3 | 44,186 | 43,700 | 43,298 | -2.1% | -0.9% |
| FREIGHT | 982 | 842 | 910 | -7.9% | 7.5% |
| TOTAL | 104,095 | 102,452 | 106,032 | 1.8% | 3.4% |

AIR TRANSPORT MOVEMENTS BY SERVICE TYPE



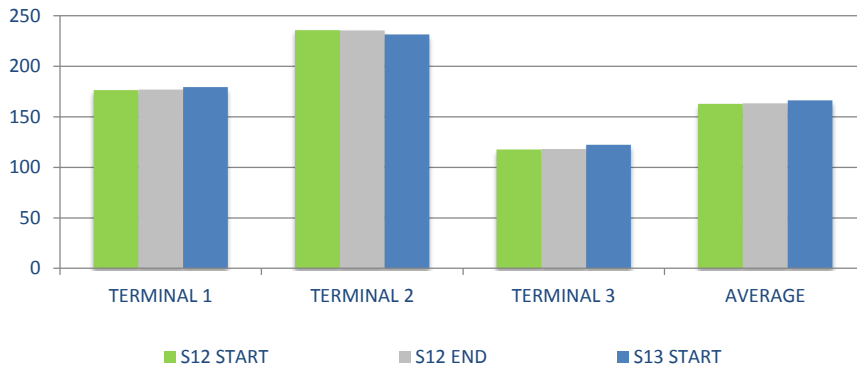
| | S12 START | S12 END | S13 START | % S12 START - S13 START | % S12 END - S13 START |
|--------------|----------------|----------------|----------------|-------------------------|-----------------------|
| SCHEDULED | 87,869 | 86,088 | 89,504 | 1.8% | 3.8% |
| CHARTER | 15,244 | 15,522 | 15,618 | 2.4% | 0.6% |
| FREIGHT | 982 | 842 | 910 | -7.9% | 7.5% |
| TOTAL | 104,095 | 102,452 | 106,032 | 1.8% | 3.4% |

TOTAL SEATS BY TERMINAL



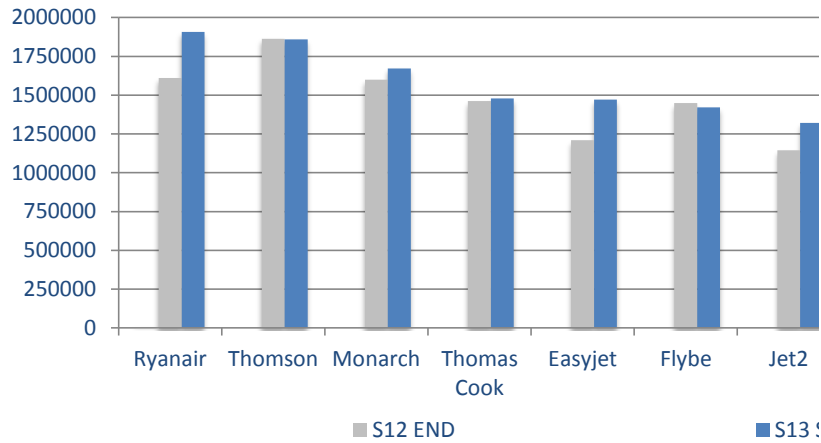
| | S12 START | S12 END | S13 START | % S12 START - S13 START | % S12 END - S13 START |
|--------------|-------------------|-------------------|-------------------|-------------------------|-----------------------|
| TERMINAL 1 | 6,834,048 | 6,690,246 | 7,346,930 | 7.5% | 9.8% |
| TERMINAL 2 | 4,752,626 | 4,731,525 | 4,820,151 | 1.4% | 1.9% |
| TERMINAL 3 | 5,192,673 | 5,162,734 | 5,298,202 | 2.0% | 2.6% |
| TOTAL | 16,779,347 | 16,584,504 | 17,465,283 | 4.1% | 5.3% |

SEATS PER PASSENGER BY TERMINAL



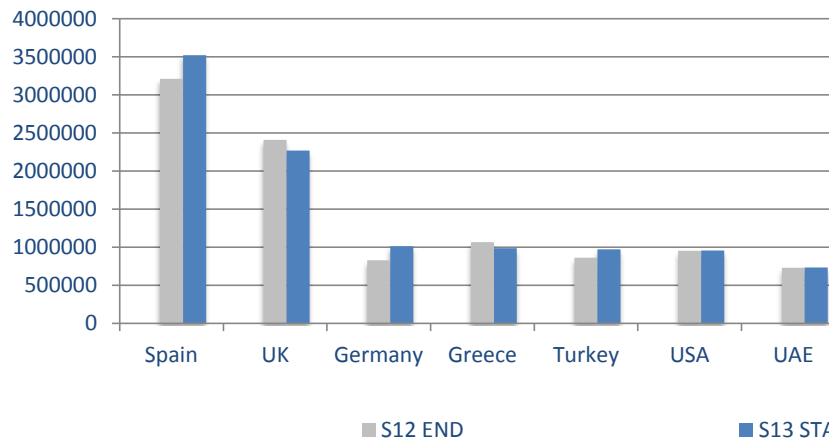
| | S12 START | S12 END | S13 START | % S12 START - S13 START | % S12 END - S13 START |
|----------------|------------|------------|------------|-------------------------|-----------------------|
| TERMINAL 1 | 176 | 177 | 179 | 1.7% | 1.3% |
| TERMINAL 2 | 236 | 235 | 231 | -1.8% | -1.7% |
| TERMINAL 3 | 118 | 118 | 122 | 4.1% | 3.6% |
| AVERAGE | 163 | 163 | 166 | 2.1% | 1.8% |

TOP 10 CARRIERS SEATS BY OPERATOR S13



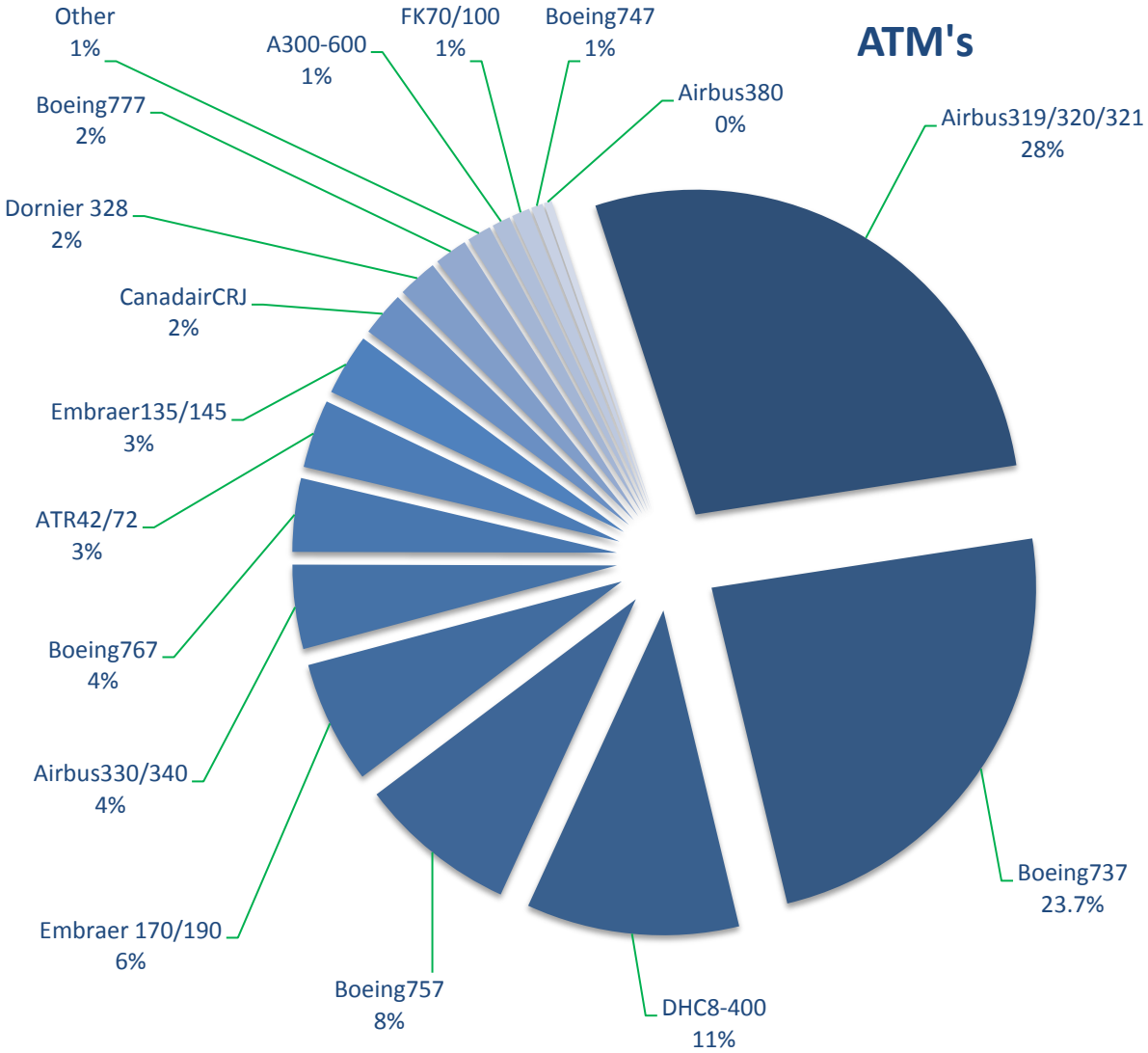
| | S12 END | S13 START | % S12 END - S13START |
|------------------------|---------|-----------|----------------------|
| Ryanair | 1610280 | 1906632 | 18.4% |
| Thomson | 1863748 | 1859933 | -0.2% |
| Monarch | 1599453 | 1672563 | 4.6% |
| Thomas Cook | 1461927 | 1478041 | 1.1% |
| Easyjet | 1209043 | 1471908 | 21.7% |
| Flybe | 1448850 | 1421430 | -1.9% |
| Jet2 | 1144956 | 1321820 | 15.4% |
| British Airways | 951598 | 613802 | -35.5% |
| Virgin Atlantic | 321641 | 609224 | 89.4% |
| Lufthansa | 609,386 | 590,202 | -3.1% |

TOP 10 SEATS BY DESTINATION COUNTRY S13



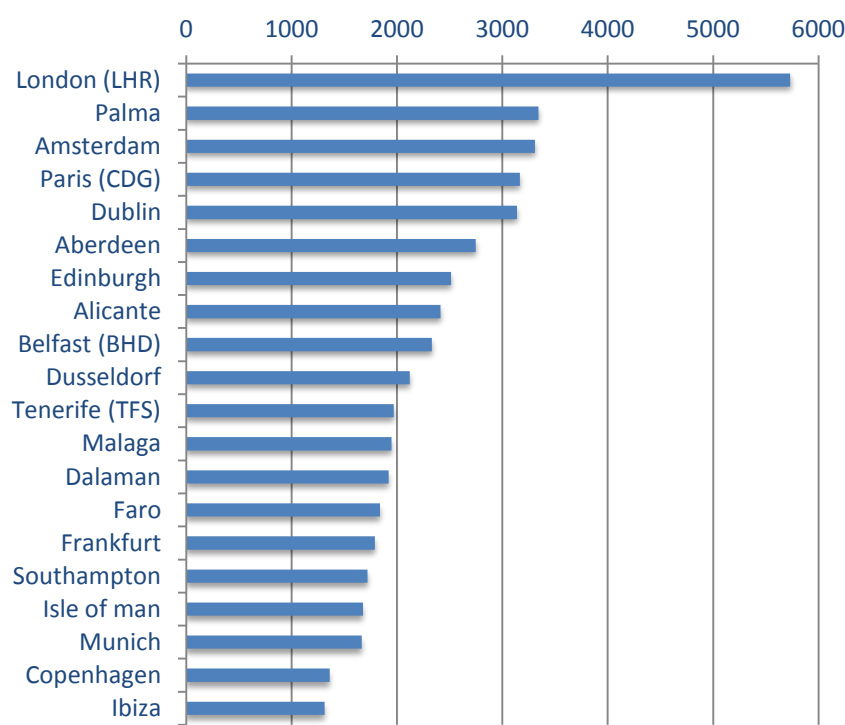
| | S12 END | S13 START | % S12 END - S13START |
|----------------|---------|-----------|----------------------|
| Spain | 3213441 | 3520960 | 9.6% |
| UK | 2410269 | 2269802 | -5.8% |
| Germany | 829354 | 1012950 | 22.1% |
| Greece | 1069180 | 988280 | -7.6% |
| Turkey | 863323 | 971822 | 12.6% |
| USA | 953874 | 956410 | 0.3% |
| UAE | 731517 | 734468 | 0.4% |
| Ireland | 685513 | 680174 | -0.8% |
| France | 649715 | 599320 | -7.8% |
| Italy | 621541 | 595718 | -4.2% |

AIR TRANSPORT MOVEMENTS BY AIRCRAFT TYPE



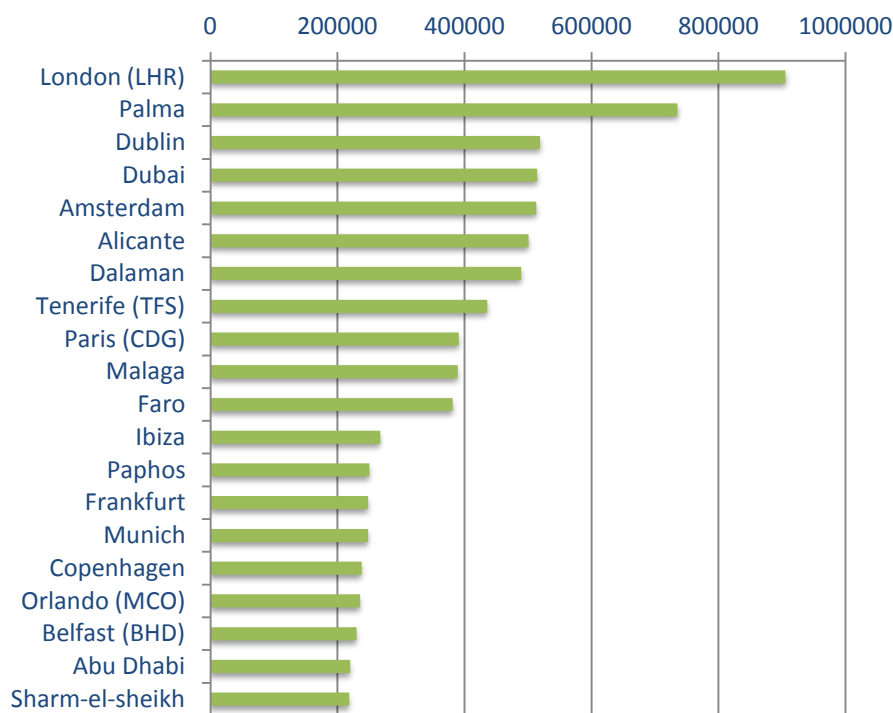
| Aircraft | ATM's |
|-------------------|---------------|
| Airbus319/320/321 | 29236 |
| Boeing737 | 25102 |
| DHC8-400 | 11232 |
| Boeing757 | 8375 |
| Embraer 170/190 | 6485 |
| Airbus330/340 | 4438 |
| Boeing767 | 3874 |
| ATR42/72 | 3608 |
| Embraer135/145 | 3244 |
| CanadairCRJ | 2360 |
| Dornier 328 | 2100 |
| Boeing777 | 1740 |
| Other | 1276 |
| A300-600 | 972 |
| FK70/100 | 956 |
| Boeing747 | 614 |
| Airbus380 | 420 |
| Total | 106032 |

AIR TRANSPORT MOVEMENTS BY DESTINATION S13



| DESTINATION | ATM'S |
|----------------|-------|
| London (LHR) | 5731 |
| Palma | 3342 |
| Amsterdam | 3308 |
| Paris (CDG) | 3165 |
| Dublin | 3138 |
| Aberdeen | 2748 |
| Edinburgh | 2512 |
| Alicante | 2414 |
| Belfast (BHD) | 2332 |
| Dusseldorf | 2122 |
| Tenerife (TFS) | 1970 |
| Malaga | 1948 |
| Dalaman | 1920 |
| Faro | 1839 |
| Frankfurt | 1791 |
| Southampton | 1721 |
| Isle of man | 1676 |
| Munich | 1666 |
| Copenhagen | 1360 |
| Ibiza | 1313 |

SEATS BY DESTINATION S13



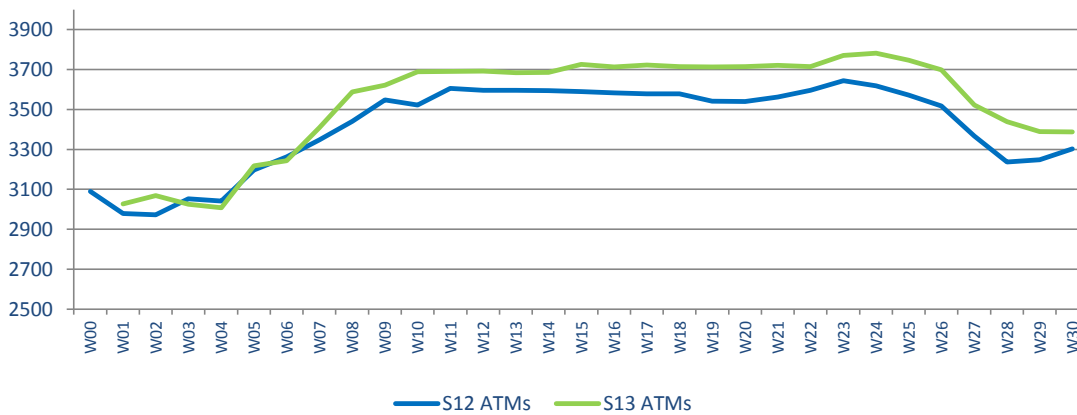
| DESTINATION | SEATS |
|-----------------|--------|
| London (LHR) | 904946 |
| Palma | 735172 |
| Dublin | 518988 |
| Dubai | 514388 |
| Amsterdam | 512856 |
| Alicante | 500571 |
| Dalaman | 489450 |
| Tenerife (TFS) | 435999 |
| Paris (CDG) | 391130 |
| Malaga | 389184 |
| Faro | 381440 |
| Ibiza | 267165 |
| Paphos | 250163 |
| Frankfurt | 248474 |
| Munich | 248338 |
| Copenhagen | 238076 |
| Orlando (MCO) | 235724 |
| Belfast (BHD) | 230056 |
| Abu Dhabi | 220080 |
| Sharm-el-sheikh | 218294 |

AIR TRANSPORT MOVEMENTS AND SEATS BY WEEK

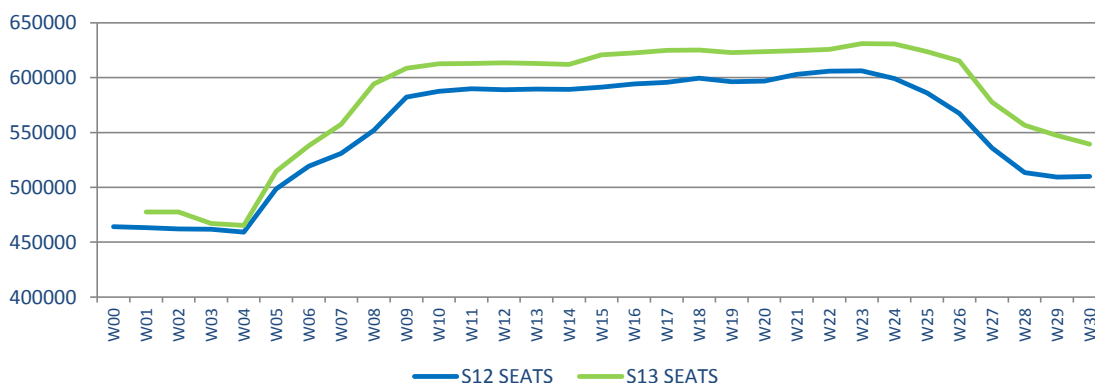
S12 was 31 weeks and therefore has one more week (W00). Week30 is six days but has been extrapolated to seven days.

| S12 END | | | S13 START OF SEASON | | | Change | Change |
|---------|----------|-----------|---------------------|----------|-----------|---------|---------|
| WEEK | S12 ATMs | S12 SEATS | WEEK | S13 ATMs | S13 SEATS | ATMs | Seats |
| W00 | 3090 | 464010 | | | | -100.0% | -100.0% |
| W01 | 2978 | 463122 | W01 | 3027 | 477424 | 1.6% | 3.1% |
| W02 | 2973 | 462034 | W02 | 3068 | 477422 | 3.2% | 3.3% |
| W03 | 3053 | 461793 | W03 | 3025 | 467050 | -0.9% | 1.1% |
| W04 | 3041 | 459022 | W04 | 3008 | 465162 | -1.1% | 1.3% |
| W05 | 3196 | 498610 | W05 | 3217 | 514583 | 0.7% | 3.2% |
| W06 | 3262 | 519185 | W06 | 3243 | 537848 | -0.6% | 3.6% |
| W07 | 3348 | 530905 | W07 | 3409 | 557349 | 1.8% | 5.0% |
| W08 | 3440 | 551994 | W08 | 3588 | 594261 | 4.3% | 7.7% |
| W09 | 3548 | 582129 | W09 | 3622 | 608514 | 2.1% | 4.5% |
| W10 | 3522 | 587356 | W10 | 3689 | 612550 | 4.7% | 4.3% |
| W11 | 3605 | 589885 | W11 | 3691 | 612914 | 2.4% | 3.9% |
| W12 | 3596 | 588810 | W12 | 3692 | 613443 | 2.7% | 4.2% |
| W13 | 3595 | 589600 | W13 | 3684 | 612809 | 2.5% | 3.9% |
| W14 | 3594 | 589373 | W14 | 3686 | 611899 | 2.6% | 3.8% |
| W15 | 3590 | 591241 | W15 | 3725 | 620760 | 3.8% | 5.0% |
| W16 | 3583 | 594092 | W16 | 3712 | 622428 | 3.6% | 4.8% |
| W17 | 3578 | 595520 | W17 | 3722 | 624678 | 4.0% | 4.9% |
| W18 | 3578 | 599568 | W18 | 3714 | 625184 | 3.8% | 4.3% |
| W19 | 3541 | 596145 | W19 | 3713 | 622864 | 4.9% | 4.5% |
| W20 | 3540 | 596757 | W20 | 3715 | 623610 | 4.9% | 4.5% |
| W21 | 3562 | 602993 | W21 | 3721 | 624440 | 4.5% | 3.6% |
| W22 | 3596 | 605802 | W22 | 3714 | 625568 | 3.3% | 3.3% |
| W23 | 3644 | 606060 | W23 | 3770 | 630990 | 3.5% | 4.1% |
| W24 | 3618 | 599098 | W24 | 3781 | 630736 | 4.5% | 5.3% |
| W25 | 3571 | 585987 | W25 | 3747 | 623611 | 4.9% | 6.4% |
| W26 | 3517 | 567405 | W26 | 3698 | 615333 | 5.1% | 8.4% |
| W27 | 3367 | 535782 | W27 | 3522 | 577502 | 4.6% | 7.8% |
| W28 | 3236 | 513466 | W28 | 3439 | 556656 | 6.3% | 8.4% |
| W29 | 3248 | 509447 | W29 | 3389 | 547149 | 4.3% | 7.4% |
| W30 | 3303 | 509787 | W30 | 3387 | 539362 | 2.5% | 5.8% |

Air Transport Movements by Week

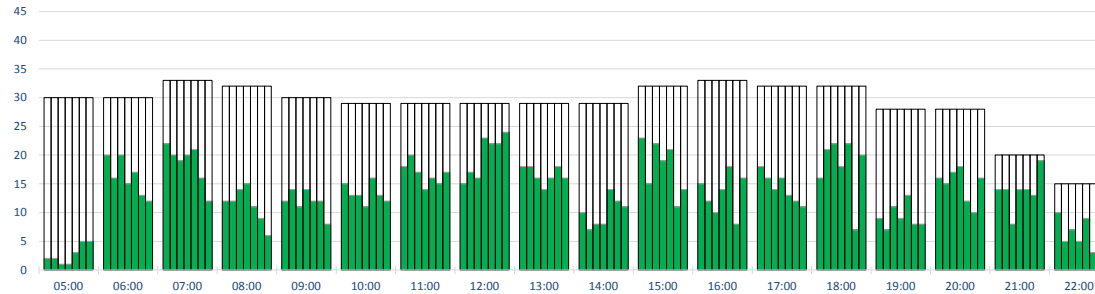


Seats by Week



RUNWAY MOVEMENT - ARRIVALS

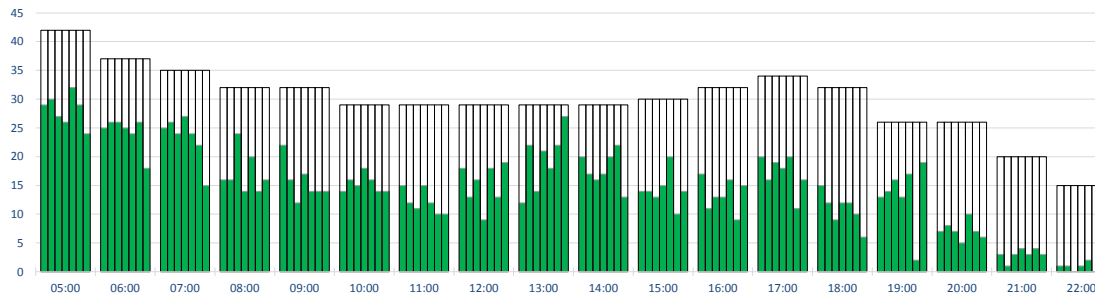
Peak Week Movements per Hour - All times UTC



| | CAPACITY | | | | | | | ALLOCATED | | | | | | |
|-------|----------|-----|-----|-----|-----|-----|-----|-----------|-----|-----|-----|-----|-----|-----|
| | Mon | Tue | Wed | Thu | Fri | Sat | Sun | Mon | Tue | Wed | Thu | Fri | Sat | Sun |
| 05:00 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 2 | 2 | 1 | 1 | 3 | 5 | 5 |
| 06:00 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 20 | 16 | 20 | 15 | 17 | 13 | 12 |
| 07:00 | 33 | 33 | 33 | 33 | 33 | 33 | 33 | 22 | 20 | 19 | 20 | 21 | 16 | 12 |
| 08:00 | 32 | 32 | 32 | 32 | 32 | 32 | 32 | 12 | 12 | 14 | 15 | 11 | 9 | 6 |
| 09:00 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 12 | 14 | 11 | 14 | 12 | 12 | 8 |
| 10:00 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 15 | 13 | 13 | 11 | 16 | 13 | 12 |
| 11:00 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 18 | 20 | 17 | 14 | 16 | 15 | 17 |
| 12:00 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 15 | 17 | 16 | 23 | 22 | 22 | 24 |
| 13:00 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 18 | 18 | 16 | 14 | 16 | 18 | 16 |
| 14:00 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 10 | 7 | 8 | 8 | 14 | 12 | 11 |
| 15:00 | 32 | 32 | 32 | 32 | 32 | 32 | 32 | 23 | 15 | 22 | 19 | 21 | 11 | 14 |
| 16:00 | 33 | 33 | 33 | 33 | 33 | 33 | 33 | 15 | 12 | 10 | 14 | 18 | 8 | 16 |
| 17:00 | 32 | 32 | 32 | 32 | 32 | 32 | 32 | 18 | 16 | 14 | 16 | 13 | 12 | 11 |
| 18:00 | 32 | 32 | 32 | 32 | 32 | 32 | 32 | 16 | 21 | 22 | 18 | 22 | 7 | 20 |
| 19:00 | 28 | 28 | 28 | 28 | 28 | 28 | 28 | 9 | 7 | 11 | 9 | 13 | 8 | 8 |
| 20:00 | 28 | 28 | 28 | 28 | 28 | 28 | 28 | 16 | 15 | 17 | 18 | 12 | 10 | 16 |
| 21:00 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 14 | 14 | 8 | 14 | 14 | 13 | 19 |
| 22:00 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 10 | 5 | 7 | 5 | 9 | 3 | 7 |

RUNWAY MOVEMENT - DEPARTURES

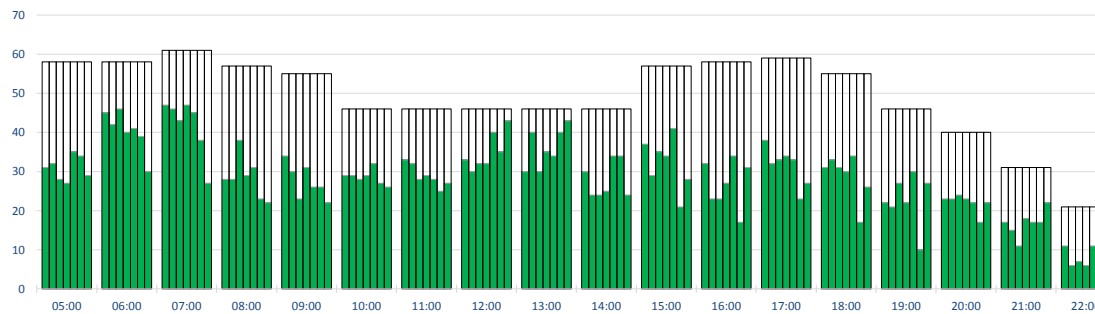
Peak Week Movements per Hour - All times UTC



| | CAPACITY | | | | | | | ALLOCATED | | | | | | |
|-------|----------|-----|-----|-----|-----|-----|-----|-----------|-----|-----|-----|-----|-----|-----|
| | Mon | Tue | Wed | Thu | Fri | Sat | Sun | Mon | Tue | Wed | Thu | Fri | Sat | Sun |
| 05:00 | 42 | 42 | 42 | 42 | 42 | 42 | 42 | 29 | 30 | 27 | 26 | 32 | 29 | 24 |
| 06:00 | 37 | 37 | 37 | 37 | 37 | 37 | 37 | 25 | 26 | 26 | 25 | 24 | 26 | 18 |
| 07:00 | 35 | 35 | 35 | 35 | 35 | 35 | 35 | 25 | 26 | 24 | 27 | 24 | 22 | 15 |
| 08:00 | 32 | 32 | 32 | 32 | 32 | 32 | 32 | 16 | 16 | 24 | 14 | 20 | 14 | 16 |
| 09:00 | 32 | 32 | 32 | 32 | 32 | 32 | 32 | 22 | 16 | 12 | 17 | 14 | 14 | 14 |
| 10:00 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 14 | 16 | 15 | 18 | 16 | 14 | 14 |
| 11:00 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 15 | 12 | 11 | 15 | 12 | 10 | 10 |
| 12:00 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 18 | 13 | 16 | 9 | 18 | 13 | 19 |
| 13:00 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 12 | 22 | 14 | 21 | 18 | 22 | 27 |
| 14:00 | 29 | 29 | 29 | 29 | 29 | 29 | 29 | 20 | 17 | 16 | 17 | 20 | 22 | 13 |
| 15:00 | 30 | 30 | 30 | 30 | 30 | 30 | 30 | 14 | 14 | 13 | 15 | 20 | 10 | 14 |
| 16:00 | 32 | 32 | 32 | 32 | 32 | 32 | 32 | 17 | 11 | 13 | 13 | 16 | 9 | 15 |
| 17:00 | 34 | 34 | 34 | 34 | 34 | 34 | 34 | 20 | 16 | 19 | 18 | 20 | 11 | 16 |
| 18:00 | 32 | 32 | 32 | 32 | 32 | 32 | 32 | 15 | 12 | 9 | 12 | 12 | 10 | 6 |
| 19:00 | 26 | 26 | 26 | 26 | 26 | 26 | 26 | 13 | 14 | 16 | 13 | 17 | 2 | 19 |
| 20:00 | 26 | 26 | 26 | 26 | 26 | 26 | 26 | 7 | 8 | 7 | 5 | 10 | 7 | 6 |
| 21:00 | 20 | 20 | 20 | 20 | 20 | 20 | 20 | 3 | 1 | 3 | 4 | 3 | 4 | 3 |
| 22:00 | 15 | 15 | 15 | 15 | 15 | 15 | 15 | 1 | 1 | | 1 | 2 | | 2 |

RUNWAY MOVEMENT - TOTALS

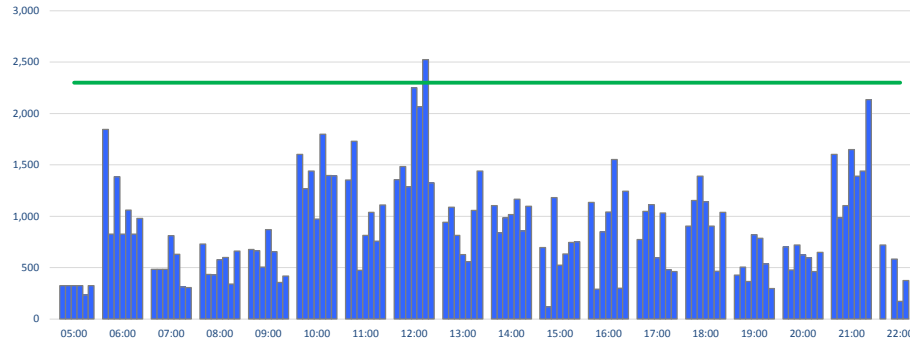
Peak Week Movements per Hour - All times UTC



| | CAPACITY | | | | | | | ALLOCATED | | | | | | |
|-------|----------|-----|-----|-----|-----|-----|-----|-----------|-----|-----|-----|-----|-----|-----|
| | Mon | Tue | Wed | Thu | Fri | Sat | Sun | Mon | Tue | Wed | Thu | Fri | Sat | Sun |
| 05:00 | 58 | 58 | 58 | 58 | 58 | 58 | 58 | 31 | 32 | 28 | 27 | 35 | 34 | 29 |
| 06:00 | 58 | 58 | 58 | 58 | 58 | 58 | 58 | 45 | 42 | 46 | 40 | 41 | 39 | 30 |
| 07:00 | 61 | 61 | 61 | 61 | 61 | 61 | 61 | 47 | 46 | 43 | 47 | 45 | 38 | 27 |
| 08:00 | 57 | 57 | 57 | 57 | 57 | 57 | 57 | 28 | 28 | 38 | 29 | 31 | 23 | 22 |
| 09:00 | 55 | 55 | 55 | 55 | 55 | 55 | 55 | 34 | 30 | 23 | 31 | 26 | 26 | 22 |
| 10:00 | 46 | 46 | 46 | 46 | 46 | 46 | 46 | 29 | 29 | 28 | 29 | 32 | 27 | 26 |
| 11:00 | 46 | 46 | 46 | 46 | 46 | 46 | 46 | 33 | 32 | 28 | 29 | 28 | 25 | 27 |
| 12:00 | 46 | 46 | 46 | 46 | 46 | 46 | 46 | 33 | 30 | 32 | 32 | 40 | 35 | 43 |
| 13:00 | 46 | 46 | 46 | 46 | 46 | 46 | 46 | 30 | 40 | 30 | 35 | 34 | 40 | 43 |
| 14:00 | 46 | 46 | 46 | 46 | 46 | 46 | 46 | 30 | 24 | 24 | 25 | 34 | 34 | 24 |
| 15:00 | 57 | 57 | 57 | 57 | 57 | 57 | 57 | 37 | 29 | 35 | 34 | 41 | 21 | 28 |
| 16:00 | 58 | 58 | 58 | 58 | 58 | 58 | 58 | 32 | 23 | 23 | 27 | 34 | 17 | 31 |
| 17:00 | 59 | 59 | 59 | 59 | 59 | 59 | 59 | 38 | 32 | 33 | 34 | 33 | 23 | 27 |
| 18:00 | 55 | 55 | 55 | 55 | 55 | 55 | 55 | 31 | 33 | 31 | 30 | 34 | 17 | 26 |
| 19:00 | 46 | 46 | 46 | 46 | 46 | 46 | 46 | 22 | 21 | 27 | 22 | 30 | 10 | 27 |
| 20:00 | 40 | 40 | 40 | 40 | 40 | 40 | 40 | 23 | 23 | 24 | 23 | 22 | 17 | 22 |
| 21:00 | 31 | 31 | 31 | 31 | 31 | 31 | 31 | 17 | 15 | 11 | 18 | 17 | 17 | 22 |
| 22:00 | 21 | 21 | 21 | 21 | 21 | 21 | 21 | 11 | 6 | 7 | 6 | 11 | 3 | 9 |

TERMINAL 1 - ARRIVALS

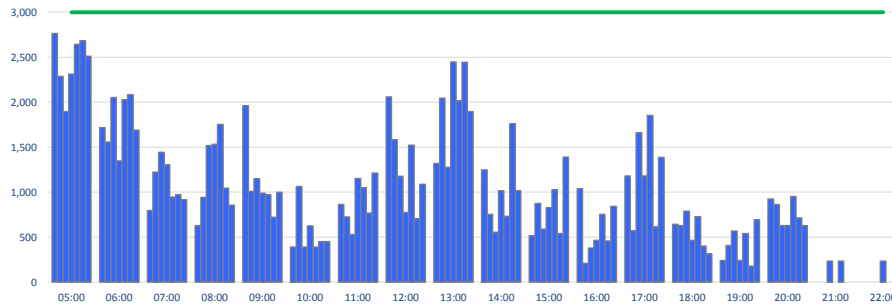
Peak Week Passengers per Hour - All times UTC



| | ALLOCATED | | | | | | | Capacity Limit |
|-------|-----------|------|------|------|------|------|------|----------------|
| | Mon | Tue | Wed | Thu | Fri | Sat | Sun | |
| 05:00 | | 325 | 325 | 325 | 325 | 235 | 325 | 2300 |
| 06:00 | 1845 | 825 | 1385 | 825 | 1060 | 825 | 980 | 2300 |
| 07:00 | 484 | 484 | 484 | 809 | 629 | 313 | 307 | 2300 |
| 08:00 | 729 | 433 | 431 | 576 | 598 | 340 | 660 | 2300 |
| 09:00 | 677 | 663 | 505 | 870 | 654 | 357 | 418 | 2300 |
| 10:00 | 1602 | 1267 | 1438 | 973 | 1798 | 1396 | 1392 | 2300 |
| 11:00 | 1353 | 1728 | 474 | 814 | 1039 | 757 | 1109 | 2300 |
| 12:00 | 1355 | 1484 | 1287 | 2249 | 2067 | 2525 | 1323 | 2300 |
| 13:00 | 942 | 1089 | 812 | 625 | 557 | 1055 | 1440 | 2300 |
| 14:00 | 1104 | 838 | 986 | 1016 | 1164 | 858 | 1096 | 2300 |
| 15:00 | 695 | 118 | 1180 | 524 | 634 | 744 | 752 | 2300 |
| 16:00 | 1135 | 291 | 848 | 1041 | 1551 | 298 | 1242 | 2300 |
| 17:00 | 772 | 1047 | 1111 | 595 | 1030 | 481 | 460 | 2300 |
| 18:00 | 904 | 1154 | 1389 | 1139 | 904 | 465 | 1039 | 2300 |
| 19:00 | 426 | 506 | 365 | 819 | 784 | 537 | 297 | 2300 |
| 20:00 | 700 | 477 | 720 | 623 | 595 | 462 | 648 | 2300 |
| 21:00 | 1603 | 986 | 1102 | 1647 | 1389 | 1439 | 2134 | 2300 |
| 22:00 | 720 | 0 | 584 | 171 | 374 | 0 | 141 | 2300 |

TERMINAL 1 - DEPARTURES

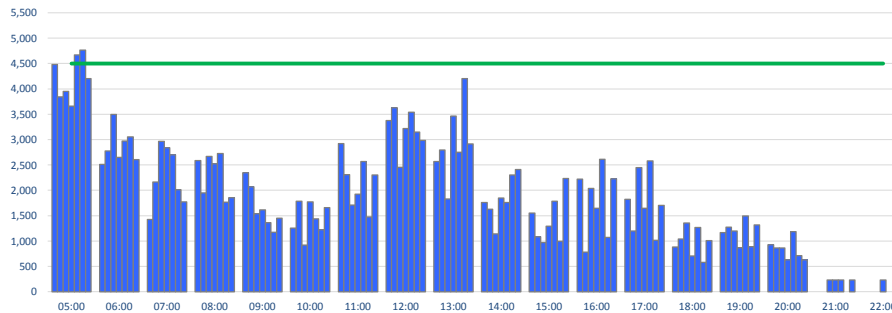
Peak Week Passengers per Hour - All times UTC



| | ALLOCATED | | | | | | | Capacity Limit |
|-------|-----------|------|------|------|------|------|------|----------------|
| | Mon | Tue | Wed | Thu | Fri | Sat | Sun | |
| 05:00 | 2762 | 2287 | 1895 | 2311 | 2644 | 2681 | 2510 | 3000 |
| 06:00 | 1717 | 1556 | 2053 | 1347 | 2026 | 2083 | 1691 | 3000 |
| 07:00 | 796 | 1222 | 1443 | 1304 | 944 | 969 | 917 | 3000 |
| 08:00 | 629 | 942 | 1520 | 1533 | 1754 | 1044 | 856 | 3000 |
| 09:00 | 1960 | 1010 | 1147 | 990 | 971 | 723 | 999 | 3000 |
| 10:00 | 389 | 1062 | 389 | 624 | 389 | 452 | 450 | 3000 |
| 11:00 | 865 | 725 | 531 | 1151 | 1049 | 769 | 1212 | 3000 |
| 12:00 | 2058 | 1583 | 1178 | 775 | 1521 | 705 | 1089 | 3000 |
| 13:00 | 1320 | 2044 | 1277 | 2446 | 2017 | 2442 | 1896 | 3000 |
| 14:00 | 1249 | 754 | 554 | 1017 | 734 | 1761 | 1018 | 3000 |
| 15:00 | 514 | 874 | 589 | 829 | 1029 | 541 | 1391 | 3000 |
| 16:00 | 1039 | 208 | 379 | 466 | 755 | 458 | 842 | 3000 |
| 17:00 | 1180 | 571 | 1661 | 1180 | 1854 | 614 | 1387 | 3000 |
| 18:00 | 642 | 628 | 790 | 465 | 729 | 401 | 317 | 3000 |
| 19:00 | 242 | 410 | 568 | 242 | 539 | 177 | 692 | 3000 |
| 20:00 | 924 | 863 | 628 | 628 | 953 | 714 | 628 | 3000 |
| 21:00 | 0 | 0 | 235 | 0 | 235 | 0 | 0 | 3000 |
| 22:00 | 0 | 0 | 0 | 235 | 0 | 0 | 235 | 3000 |

TERMINAL 1 - DEPARTURES (2HOUR CONSTRAINT)

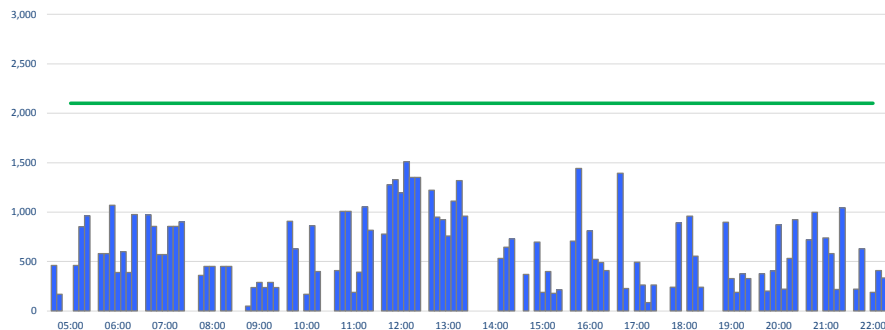
Peak Week Passengers per 2Hour - All times UTC (2hour constraint means 0500 includes slots in period 0500-0655z, 0600 includes 0600-0755z)



| | ALLOCATED | | | | | | | Capacity Limit |
|-------|-----------|------|------|------|------|------|------|----------------|
| | Mon | Tue | Wed | Thu | Fri | Sat | Sun | |
| 05:00 | 4479 | 3843 | 3948 | 3658 | 4670 | 4764 | 4201 | 4500 |
| 06:00 | 2513 | 2778 | 3496 | 2651 | 2970 | 3052 | 2608 | 4500 |
| 07:00 | 1425 | 2164 | 2963 | 2837 | 2698 | 2013 | 1773 | 4500 |
| 08:00 | 2589 | 1952 | 2667 | 2523 | 2725 | 1767 | 1855 | 4500 |
| 09:00 | 2349 | 2072 | 1536 | 1614 | 1360 | 1175 | 1449 | 4500 |
| 10:00 | 1254 | 1787 | 920 | 1775 | 1438 | 1221 | 1662 | 4500 |
| 11:00 | 2923 | 2308 | 1709 | 1926 | 2570 | 1474 | 2301 | 4500 |
| 12:00 | 3378 | 3627 | 2455 | 3221 | 3538 | 3147 | 2985 | 4500 |
| 13:00 | 2569 | 2798 | 1831 | 3463 | 2751 | 4203 | 2514 | 4500 |
| 14:00 | 1763 | 1628 | 1143 | 1846 | 1763 | 2302 | 2409 | 4500 |
| 15:00 | 1553 | 1082 | 968 | 1295 | 1784 | 999 | 2233 | 4500 |
| 16:00 | 2219 | 779 | 2040 | 1646 | 2609 | 1072 | 2229 | 4500 |
| 17:00 | 1822 | 1199 | 2451 | 1645 | 2583 | 1015 | 1704 | 4500 |
| 18:00 | 884 | 1038 | 1358 | 707 | 1268 | 578 | 1009 | 4500 |
| 19:00 | 1166 | 1273 | 1196 | 870 | 1492 | 891 | 1320 | 4500 |
| 20:00 | 924 | 863 | 863 | 628 | 1188 | 714 | 628 | 4500 |
| 21:00 | 0 | 0 | 235 | 235 | 235 | 0 | 235 | 4500 |
| 22:00 | 0 | 0 | 0 | 235 | 0 | 0 | 235 | 4500 |

TERMINAL 2 - ARRIVALS

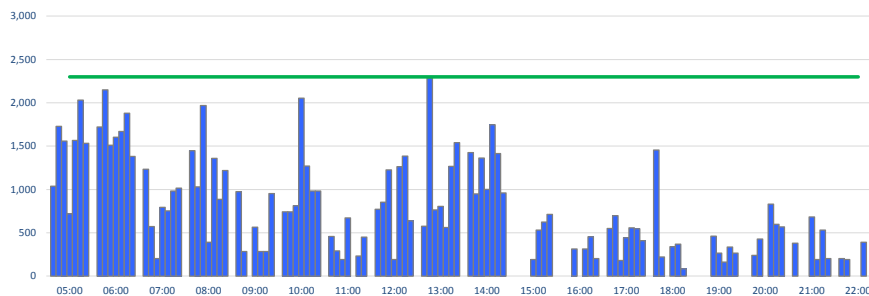
Peak Week Passengers per Hour - All times UTC



| | ALLOCATED | | | | | | | Capacity Limit |
|-------|-----------|------|------|------|------|------|------|----------------|
| | Mon | Tue | Wed | Thu | Fri | Sat | Sun | |
| 05:00 | 460 | 169 | 0 | 0 | 460 | 852 | 964 | 2100 |
| 06:00 | 580 | 580 | 1071 | 391 | 599 | 391 | 977 | 2100 |
| 07:00 | 971 | 855 | 572 | 572 | 855 | 855 | 900 | 2100 |
| 08:00 | 0 | 361 | 451 | 451 | 0 | 451 | 451 | 2100 |
| 09:00 | 0 | 50 | 239 | 289 | 239 | 289 | 239 | 2100 |
| 10:00 | 908 | 631 | 0 | 170 | 861 | 401 | 0 | 2100 |
| 11:00 | 410 | 1009 | 1009 | 189 | 392 | 1052 | 817 | 2100 |
| 12:00 | 779 | 1276 | 1328 | 1195 | 1509 | 1352 | 1351 | 2100 |
| 13:00 | 1222 | 949 | 923 | 760 | 1112 | 1319 | 961 | 2100 |
| 14:00 | 0 | 0 | 0 | 0 | 531 | 646 | 730 | 2100 |
| 15:00 | 369 | 697 | 697 | 189 | 401 | 180 | 214 | 2100 |
| 16:00 | 706 | 1441 | 0 | 811 | 523 | 491 | 410 | 2100 |
| 17:00 | 1394 | 229 | 0 | 492 | 263 | 85 | 263 | 2100 |
| 18:00 | 0 | 240 | 890 | 0 | 959 | 556 | 240 | 2100 |
| 19:00 | 0 | 0 | 897 | 328 | 189 | 378 | 328 | 2100 |
| 20:00 | 378 | 203 | 406 | 871 | 221 | 531 | 923 | 2100 |
| 21:00 | 720 | 998 | 0 | 740 | 581 | 218 | 1043 | 2100 |
| 22:00 | 221 | 631 | 0 | 189 | 410 | 334 | 726 | 2100 |

TERMINAL 2 - DEPARTURES

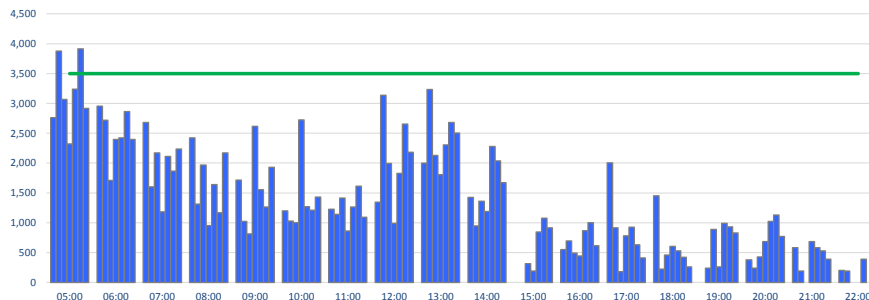
Peak Week Passengers per Hour - All times UTC



| | ALLOCATED | | | | | | | Capacity Limit |
|-------|-----------|------|------|------|------|------|------|----------------|
| | Mon | Tue | Wed | Thu | Fri | Sat | Sun | |
| 05:00 | 1038 | 1729 | 1558 | 718 | 1567 | 2033 | 1532 | 2300 |
| 06:00 | 1721 | 2148 | 1509 | 1602 | 1669 | 1881 | 1382 | 2300 |
| 07:00 | 1234 | 572 | 203 | 793 | 752 | 982 | 1016 | 2300 |
| 08:00 | 1447 | 1030 | 1968 | 391 | 1359 | 885 | 1218 | 2300 |
| 09:00 | 975 | 283 | 0 | 563 | 283 | 283 | 951 | 2300 |
| 10:00 | 741 | 741 | 811 | 2053 | 1271 | 980 | 980 | 2300 |
| 11:00 | 457 | 289 | 189 | 671 | 0 | 230 | 451 | 2300 |
| 12:00 | 771 | 854 | 1227 | 189 | 1264 | 1384 | 639 | 2300 |
| 13:00 | 576 | 2285 | 765 | 803 | 562 | 1268 | 1540 | 2300 |
| 14:00 | 1425 | 949 | 1361 | 1001 | 1745 | 1415 | 961 | 2300 |
| 15:00 | 0 | 0 | 0 | 189 | 531 | 624 | 712 | 2300 |
| 16:00 | 0 | 0 | 314 | 0 | 314 | 454 | 203 | 2300 |
| 17:00 | 549 | 697 | 180 | 442 | 555 | 545 | 410 | 2300 |
| 18:00 | 1454 | 221 | 0 | 340 | 369 | 85 | 0 | 2300 |
| 19:00 | 0 | 0 | 461 | 263 | 162 | 335 | 263 | 2300 |
| 20:00 | 0 | 240 | 429 | 0 | 831 | 599 | 568 | 2300 |
| 21:00 | 378 | 0 | 0 | 682 | 189 | 531 | 203 | 2300 |
| 22:00 | 203 | 189 | 0 | 0 | 392 | 0 | 189 | 2300 |

TERMINAL 2 - DEPARTURES (2HOUR CONSTRAINT)

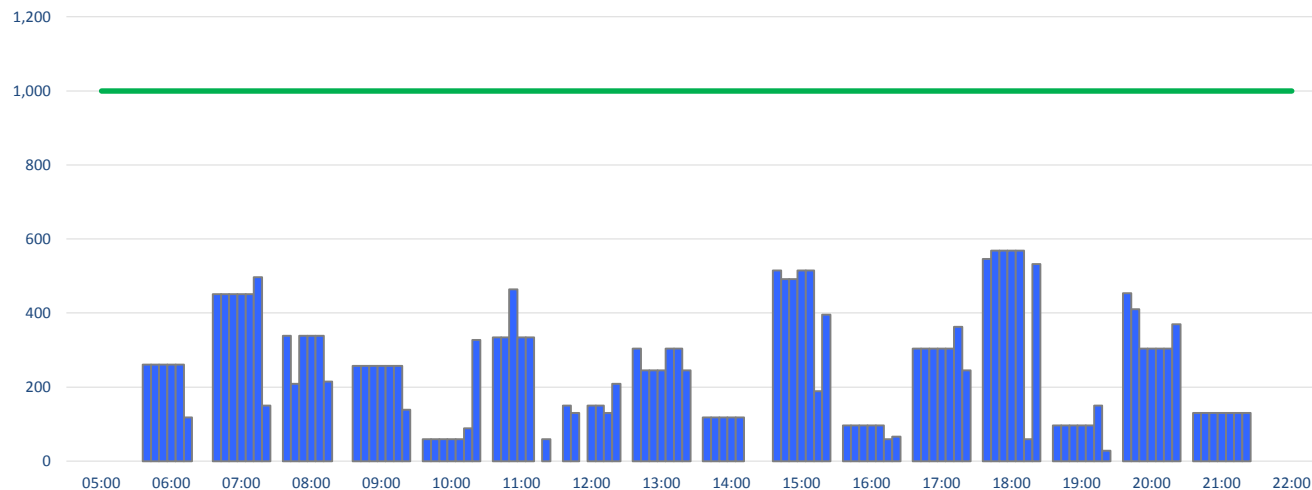
Peak Week Passengers per 2Hour - All times UTC (2hour constraint means 0500 includes slots in period 0500-0655z, 0600 includes 0600-0755z)



| | ALLOCATED | | | | | | | Capacity Limit |
|-------|-----------|------|------|------|------|------|------|----------------|
| | Mon | Tue | Wed | Thu | Fri | Sat | Sun | |
| 05:00 | 2759 | 3877 | 3067 | 2320 | 3236 | 3914 | 2914 | 3500 |
| 06:00 | 2855 | 2720 | 1712 | 2395 | 2421 | 2863 | 2398 | 3500 |
| 07:00 | 2681 | 1602 | 2171 | 1184 | 2111 | 1867 | 2234 | 3500 |
| 08:00 | 2422 | 1313 | 1968 | 954 | 1642 | 1168 | 2169 | 3500 |
| 09:00 | 1716 | 1024 | 811 | 2616 | 1554 | 1263 | 1931 | 3500 |
| 10:00 | 1198 | 1030 | 1000 | 2724 | 1271 | 1210 | 1431 | 3500 |
| 11:00 | 1228 | 1143 | 1416 | 860 | 1264 | 1614 | 1090 | 3500 |
| 12:00 | 1347 | 3139 | 1992 | 992 | 1826 | 2652 | 2179 | 3500 |
| 13:00 | 2001 | 3234 | 2126 | 1804 | 2307 | 2683 | 2501 | 3500 |
| 14:00 | 1425 | 949 | 1361 | 1190 | 2276 | 2039 | 1673 | 3500 |
| 15:00 | 0 | 0 | 314 | 189 | 845 | 1078 | 915 | 3500 |
| 16:00 | 549 | 697 | 494 | 442 | 869 | 999 | 613 | 3500 |
| 17:00 | 2003 | 918 | 180 | 782 | 924 | 630 | 410 | 3500 |
| 18:00 | 1454 | 221 | 461 | 603 | 531 | 420 | 263 | 3500 |
| 19:00 | 0 | 240 | 890 | 263 | 993 | 934 | 831 | 3500 |
| 20:00 | 378 | 240 | 429 | 682 | 1020 | 1130 | 771 | 3500 |
| 21:00 | 581 | 189 | 0 | 682 | 581 | 531 | 392 | 3500 |
| 22:00 | 203 | 189 | 0 | 0 | 392 | 0 | 189 | 3500 |

TERMINAL 3 - DOMESTIC ARRIVALS

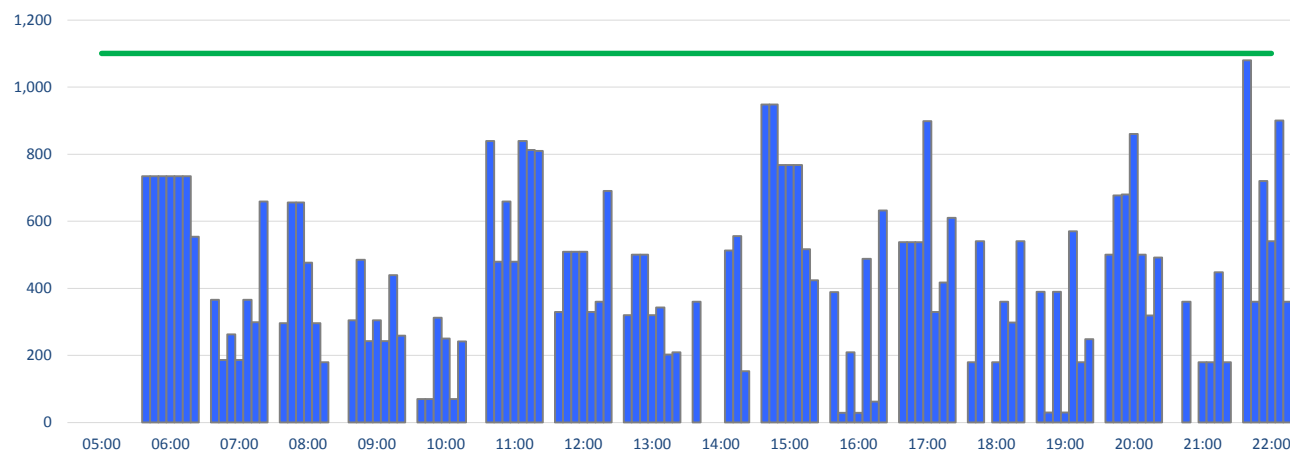
Peak Week Passengers per Hour - All times UTC



| | ALLOCATED | | | | | | | Capacity Limit |
|-------|-----------|-----|-----|-----|-----|-----|-----|----------------|
| | Mon | Tue | Wed | Thu | Fri | Sat | Sun | |
| 05:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1000 |
| 06:00 | 261 | 261 | 261 | 261 | 261 | 118 | 0 | 1000 |
| 07:00 | 451 | 451 | 451 | 451 | 451 | 497 | 150 | 1000 |
| 08:00 | 339 | 209 | 339 | 339 | 339 | 215 | 0 | 1000 |
| 09:00 | 257 | 257 | 257 | 257 | 257 | 257 | 139 | 1000 |
| 10:00 | 59 | 59 | 59 | 59 | 59 | 89 | 327 | 1000 |
| 11:00 | 334 | 334 | 464 | 334 | 334 | 0 | 59 | 1000 |
| 12:00 | 150 | 130 | 0 | 150 | 150 | 130 | 209 | 1000 |
| 13:00 | 304 | 245 | 245 | 245 | 304 | 304 | 245 | 1000 |
| 14:00 | 118 | 118 | 118 | 118 | 118 | 0 | 0 | 1000 |
| 15:00 | 515 | 492 | 492 | 515 | 515 | 189 | 396 | 1000 |
| 16:00 | 96 | 96 | 96 | 96 | 96 | 59 | 66 | 1000 |
| 17:00 | 304 | 304 | 304 | 304 | 304 | 363 | 245 | 1000 |
| 18:00 | 546 | 569 | 569 | 569 | 569 | 59 | 532 | 1000 |
| 19:00 | 96 | 96 | 96 | 96 | 96 | 150 | 28 | 1000 |
| 20:00 | 454 | 410 | 304 | 304 | 304 | 304 | 370 | 1000 |
| 21:00 | 130 | 130 | 130 | 130 | 130 | 130 | 130 | 1000 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1000 |

TERMINAL 3 - INTERNATIONAL ARRIVALS

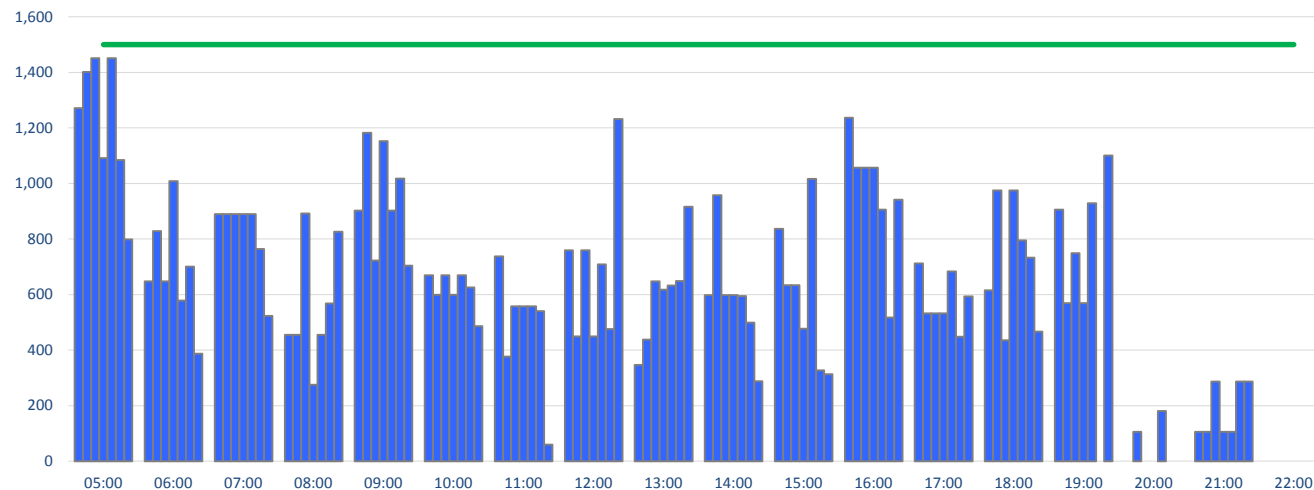
Peak Week Passengers per Hour - All times UTC



| | ALLOCATED | | | | | | | Capacity Limit |
|-------|-----------|-----|-----|-----|-----|-----|-----|----------------|
| | Mon | Tue | Wed | Thu | Fri | Sat | Sun | |
| 05:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1100 |
| 06:00 | 734 | 734 | 734 | 734 | 734 | 734 | 554 | 1100 |
| 07:00 | 366 | 186 | 263 | 186 | 366 | 299 | 659 | 1100 |
| 08:00 | 296 | 656 | 656 | 476 | 296 | 180 | 0 | 1100 |
| 09:00 | 305 | 485 | 243 | 305 | 243 | 439 | 259 | 1100 |
| 10:00 | 70 | 70 | 312 | 250 | 70 | 242 | 0 | 1100 |
| 11:00 | 839 | 479 | 659 | 479 | 839 | 812 | 810 | 1100 |
| 12:00 | 329 | 509 | 509 | 509 | 329 | 360 | 690 | 1100 |
| 13:00 | 320 | 500 | 500 | 320 | 343 | 202 | 209 | 1100 |
| 14:00 | 360 | 0 | 0 | 0 | 513 | 556 | 153 | 1100 |
| 15:00 | 948 | 948 | 768 | 768 | 768 | 517 | 424 | 1100 |
| 16:00 | 389 | 29 | 209 | 29 | 488 | 62 | 632 | 1100 |
| 17:00 | 538 | 538 | 538 | 898 | 329 | 417 | 610 | 1100 |
| 18:00 | 180 | 540 | 0 | 180 | 360 | 298 | 540 | 1100 |
| 19:00 | 390 | 30 | 390 | 30 | 570 | 180 | 248 | 1100 |
| 20:00 | 500 | 677 | 680 | 860 | 500 | 319 | 492 | 1100 |
| 21:00 | 0 | 360 | 0 | 180 | 180 | 448 | 180 | 1100 |
| 22:00 | 1080 | 360 | 720 | 540 | 900 | 360 | 540 | 1100 |

TERMINAL 3 - DEPARTURES

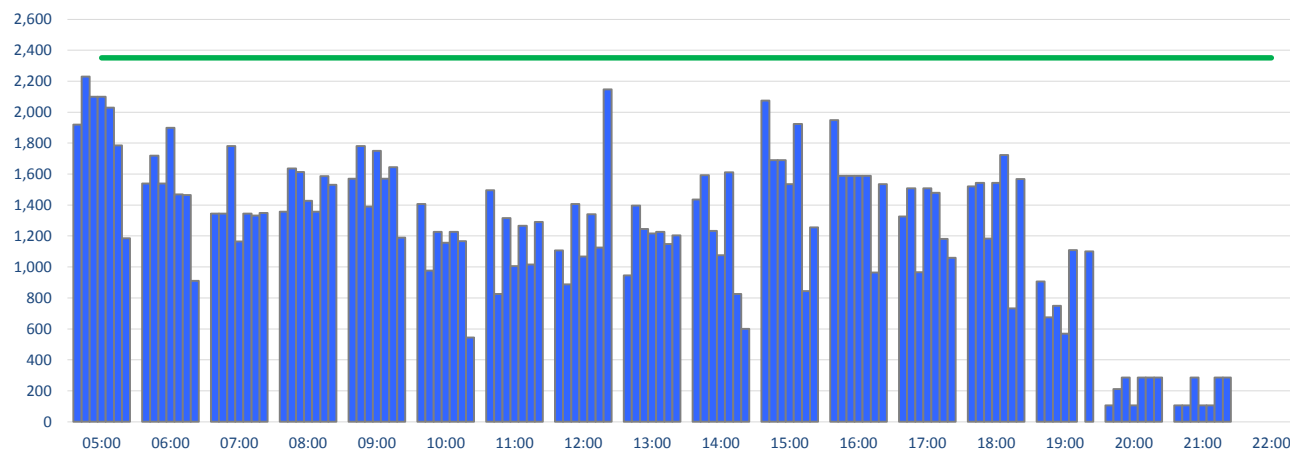
Peak Week Passengers per Hour - All times UTC



| | ALLOCATED | | | | | | | Capacity Limit |
|-------|-----------|------|------|------|------|------|------|----------------|
| | Mon | Tue | Wed | Thu | Fri | Sat | Sun | |
| 05:00 | 1271 | 1401 | 1451 | 1091 | 1451 | 1084 | 799 | 1500 |
| 06:00 | 648 | 828 | 648 | 1008 | 578 | 701 | 387 | 1500 |
| 07:00 | 890 | 890 | 890 | 890 | 890 | 764 | 523 | 1500 |
| 08:00 | 455 | 455 | 892 | 275 | 455 | 568 | 826 | 1500 |
| 09:00 | 902 | 1182 | 722 | 1152 | 902 | 1018 | 704 | 1500 |
| 10:00 | 669 | 599 | 669 | 599 | 669 | 626 | 486 | 1500 |
| 11:00 | 737 | 377 | 557 | 557 | 557 | 540 | 59 | 1500 |
| 12:00 | 759 | 449 | 759 | 449 | 708 | 476 | 1232 | 1500 |
| 13:00 | 347 | 438 | 648 | 618 | 633 | 649 | 916 | 1500 |
| 14:00 | 598 | 958 | 598 | 598 | 594 | 499 | 288 | 1500 |
| 15:00 | 837 | 634 | 634 | 477 | 1017 | 327 | 313 | 1500 |
| 16:00 | 1237 | 1057 | 1057 | 1057 | 906 | 517 | 942 | 1500 |
| 17:00 | 712 | 532 | 532 | 532 | 683 | 448 | 593 | 1500 |
| 18:00 | 615 | 975 | 435 | 975 | 795 | 733 | 466 | 1500 |
| 19:00 | 906 | 569 | 749 | 569 | 929 | 0 | 1101 | 1500 |
| 20:00 | 0 | 106 | 0 | 0 | 180 | 0 | 0 | 1500 |
| 21:00 | 106 | 106 | 286 | 106 | 106 | 286 | 286 | 1500 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1500 |

TERMINAL 3 - DEPARTURES (2HOUR CONSTRAINT)

Peak Week Passengers per 2Hour - All times UTC (2hour constraint means 0500 includes slots in period 0500-0655z, 0600 includes 0600-0755z)



| | ALLOCATED | | | | | | | Capacity Limit |
|-------|-----------|------|------|------|------|------|------|----------------|
| | Mon | Tue | Wed | Thu | Fri | Sat | Sun | |
| 05:00 | 1919 | 2229 | 2099 | 2099 | 2029 | 1785 | 1186 | 2350 |
| 06:00 | 1538 | 1718 | 1538 | 1898 | 1468 | 1465 | 910 | 2350 |
| 07:00 | 1345 | 1345 | 1782 | 1165 | 1345 | 1332 | 1349 | 2350 |
| 08:00 | 1357 | 1637 | 1614 | 1427 | 1357 | 1586 | 1530 | 2350 |
| 09:00 | 1571 | 1781 | 1391 | 1751 | 1571 | 1644 | 1190 | 2350 |
| 10:00 | 1406 | 976 | 1226 | 1156 | 1226 | 1166 | 545 | 2350 |
| 11:00 | 1496 | 826 | 1316 | 1006 | 1265 | 1016 | 1291 | 2350 |
| 12:00 | 1106 | 887 | 1407 | 1067 | 1341 | 1125 | 2148 | 2350 |
| 13:00 | 945 | 1396 | 1246 | 1216 | 1227 | 1148 | 1204 | 2350 |
| 14:00 | 1435 | 1592 | 1232 | 1075 | 1611 | 826 | 601 | 2350 |
| 15:00 | 2074 | 1691 | 1691 | 1534 | 1923 | 844 | 1255 | 2350 |
| 16:00 | 1949 | 1589 | 1589 | 1589 | 1589 | 965 | 1535 | 2350 |
| 17:00 | 1327 | 1507 | 967 | 1507 | 1478 | 1181 | 1059 | 2350 |
| 18:00 | 1521 | 1544 | 1184 | 1544 | 1724 | 733 | 1567 | 2350 |
| 19:00 | 906 | 675 | 749 | 569 | 1109 | 0 | 1101 | 2350 |
| 20:00 | 106 | 212 | 286 | 106 | 286 | 286 | 286 | 2350 |
| 21:00 | 106 | 106 | 286 | 106 | 106 | 286 | 286 | 2350 |
| 22:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2350 |

GLOSSARY OF TERMS

| | |
|-------------------------------------|--|
| Air Transport Movement (ATM) | A scheduled or charter passenger or freight aircraft movement. Positioning flights and General/Business Aviation flights are excluded. |
| Allocation | The allocation of slots such that demand is constrained to fit within declared scheduling limits. |
| Demand | The unconstrained demand for slots, prior to any schedule adjustments. |
| Passenger ATM | A scheduled or charter <u>passenger</u> aircraft movement (ie, excluding all-cargo and positioning aircraft movements). |
| Scheduling Limits | Limiting parameters declared by the Airport Operator used in the coordination process. |
| Seats | The number of seats based on the aircraft configuration advised by the airline. |
| Peak Week | The Peak Week for S13 IS W/C 02Sep 2013 |
| Data Snapshot | All data used for this report was as held 25March 2013 |

GUIDE TO HISTOGRAMS

The histograms show the pattern of traffic by time of day against the appropriate scheduling limit. Each time period consist of seven columns representing the days-of-week, Monday through Sunday. Passenger histograms reflect agreed load factors.