

Manchester Airport (MAN)

Summer 2015 (S15)



Start of Season Report

Report Date: Fri 27-Mar-2015

Headlines

	S15 Start	vs. S14 Start	vs. S14 End
Total Air Transport Movements (Passenger & Freight)	106,175	▼ -1.0%	▼ -0.4%
Total Passenger Air Transport Movements	105,533	▼ -0.9%	▼ -0.4%
Total Passenger Air Transport Movement Seats	18,213,202	▲ 0.4%	▲ 1.3%
Average Seats per Passenger Air Transport Movement	172.6	▲ 1.3%	▲ 1.7%
Percentage of allocated slots cleared as requested (OK)	98.8%		

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S14 scheduling season runs from Sun 30-Mar-2014 to Sat 25-Oct-2014 (210 days).

S15 scheduling season runs from Sun 29-Mar-2015 to Sat 24-Oct-2015 (210 days).

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Runway Scheduling Limits



Declared Hourly Movement Capacity

S14 Arrivals								Change: S14 to S15								S15 Arrivals							
Hour UTC	Mon 1	Tue 2	Wed 3	Thu 4	Fri 5	Sat 6	Sun 7	Hour UTC	Mon 1	Tue 2	Wed 3	Thu 4	Fri 5	Sat 6	Sun 7	Hour UTC	Mon 1	Tue 2	Wed 3	Thu 4	Fri 5	Sat 6	Sun 7
00	15	15	15	15	15	15	15	00								00	15	15	15	15	15	15	15
01	15	15	15	15	15	15	15	01								01	15	15	15	15	15	15	15
02	15	15	15	15	15	15	15	02								02	15	15	15	15	15	15	15
03	15	15	15	15	15	15	15	03								03	15	15	15	15	15	15	15
04	15	15	15	15	15	15	15	04								04	15	15	15	15	15	15	15
05	30	30	30	30	30	30	29	05								05	30	30	30	30	30	30	29
06	30	30	30	30	30	30	29	06								06	30	30	30	30	30	30	29
07	33	33	33	33	33	33	29	07								07	33	33	33	33	33	33	29
08	32	32	32	32	32	32	29	08								08	32	32	32	32	32	32	29
09	30	30	30	30	30	30	29	09								09	30	30	30	30	30	30	29
10	29	29	29	29	29	29	29	10								10	29	29	29	29	29	29	29
11	29	29	29	29	29	29	29	11								11	29	29	29	29	29	29	29
12	29	29	29	29	29	29	29	12	3	3	3	3	3	3		12	29	29	29	29	29	29	29
13	29	29	29	29	29	29	29	13	3	3	3	3	3	3		13	32	32	32	32	32	32	29
14	29	29	29	29	29	29	29	14	3	3	3	3	3	3		14	32	32	32	32	32	32	29
15	32	32	32	32	32	29	32	15								15	32	32	32	32	32	29	32
16	33	33	33	33	33	29	33	16								16	33	33	33	33	33	29	33
17	32	32	32	32	32	29	32	17								17	32	32	32	32	32	29	32
18	32	32	32	32	32	29	32	18								18	32	32	32	32	32	29	32
19	28	28	28	28	28	28	28	19								19	28	28	28	28	28	28	28
20	28	28	28	28	28	28	28	20								20	28	28	28	28	28	28	28
21	20	20	20	20	20	20	20	21								21	20	20	20	20	20	20	20
22	15	15	15	15	15	15	15	22								22	15	15	15	15	15	15	15
23	15	15	15	15	15	15	15	23								23	15	15	15	15	15	15	15

S14 Departures								Change: S14 to S15								S15 Departures							
Hour UTC	Mon 1	Tue 2	Wed 3	Thu 4	Fri 5	Sat 6	Sun 7	Hour UTC	Mon 1	Tue 2	Wed 3	Thu 4	Fri 5	Sat 6	Sun 7	Hour UTC	Mon 1	Tue 2	Wed 3	Thu 4	Fri 5	Sat 6	Sun 7
00	15	15	15	15	15	15	15	00								00	15	15	15	15	15	15	15
01	15	15	15	15	15	15	15	01								01	15	15	15	15	15	15	15
02	15	15	15	15	15	15	15	02								02	15	15	15	15	15	15	15
03	15	15	15	15	15	15	15	03								03	15	15	15	15	15	15	15
04	15	15	15	15	15	15	15	04								04	15	15	15	15	15	15	15
05	42	42	42	42	42	42	29	05							2	05	42	42	42	42	42	42	31
06	37	37	37	37	37	37	29	06								06	37	37	37	37	37	37	29
07	35	35	35	35	35	35	29	07								07	35	35	35	35	35	35	29
08	32	32	32	32	32	32	29	08								08	32	32	32	32	32	32	29
09	32	32	32	32	32	32	29	09								09	32	32	32	32	32	32	29
10	29	29	29	29	29	29	29	10								10	29	29	29	29	29	29	29
11	29	29	29	29	29	29	29	11								11	29	29	29	29	29	29	29
12	29	29	29	29	29	29	29	12	3	3	3	3	3	3		12	32	32	32	32	32	32	29
13	29	29	29	29	29	29	29	13	3	3	3	3	3	3		13	32	32	32	32	32	32	29
14	29	29	29	29	29	29	29	14	3	3	3	3	3	3		14	32	32	32	32	32	32	29
15	30	30	30	30	30	29	30	15	2	2	2	2	2		2	15	32	32	32	32	32	29	32
16	32	32	32	32	32	29	32	16								16	32	32	32	32	32	29	32
17	34	34	34	34	34	29	34	17								17	34	34	34	34	34	29	34
18	32	32	32	32	32	29	32	18								18	32	32	32	32	32	29	32
19	26	26	26	26	26	26	26	19								19	26	26	26	26	26	26	26
20	26	26	26	26	26	26	26	20								20	26	26	26	26	26	26	26
21	20	20	20	20	20	20	20	21								21	20	20	20	20	20	20	20
22	15	15	15	15	15	15	15	22								22	15	15	15	15	15	15	15
23	15	15	15	15	15	15	15	23								23	15	15	15	15	15	15	15

S14 Totals								Change: S14 to S15								S15 Totals							
Hour UTC	Mon 1	Tue 2	Wed 3	Thu 4	Fri 5	Sat 6	Sun 7	Hour UTC	Mon 1	Tue 2	Wed 3	Thu 4	Fri 5	Sat 6	Sun 7	Hour UTC	Mon 1	Tue 2	Wed 3	Thu 4	Fri 5	Sat 6	Sun 7
00	15	15	15	15	15	15	15	00								00	15	15	15	15	15	15	15
01	15	15	15	15	15	15	15	01								01	15	15	15	15	15	15	15
02	15	15	15	15	15	15	15	02								02	15	15	15	15	15	15	15
03	15	15	15	15	15	15	15	03								03	15	15	15	15	15	15	15
04	21	21	21	21	21	21	21	04								04	21	21	21	21	21	21	21
05	56	56	56	56	56	56	46	05								05	56	56	56	56	56	56	46
06	58	58	58	58	58	58	46	06								06	58	58	58	58	58	58	46
07	61	61	61	61	61	61	46	07								07	61	61	61	61	61	61	46
08	57	57	57	57	57	57	46	08								08	57	57	57	57	57	57	46
09	55	55	55	55	55	55	46	09								09	55	55	55	55	55	55	46
10	46	46	46	46	46	46	46	10								10	46	46	46	46	46	46	46
11	46	46	46	46	46	46	46	11								11	46	46	46	46	46	46	46
12	46	46	46	46	46	46	46	12	11	11	11	11	11	11		12	57	57	57	57	57	57	46
13	46	46	46	46	46	46	46	13	11	11	11	11	11	11		13	57	57	57	57	57	57	46
14	46	46	46	46	46	46	46	14	11	11	11	11	11	11		14	57	57	57	57	57	57	46
15	57	57	57	57	57	57	46	15								15	57	57	57	57	57	57	46
16	58	58	58	58	58	58	46	16								16	58	58	58	58	58	58	46
17	59	59	59	59	59	59	46	17								17	59	59	59	59	59	59	46
18	55	55	55	55	55	55	46	18								18	55	55	55	55	55	55	46
19	46	46	46	46	46	46	46	19								19	46	46	46	46	46	46	46
20	40	40	40	40	40	40	40	20								20	40	40	40	40	40	40	40
21	31	31	31	31	31	31	31	21								21	31	31	31	31	31	31	31
22	21	21	21	21	21	21	21	22								22	21	21	21	21	21	21	21
23	15	15	15	15	15	15	15	23								23	15	15	15	15	15	15	15

Air Transport Movement Allocation by Operator

Comparison between S14 End vs. S15 Start



Operator	FULL SEASON ALLOCATION						PEAK WEEK ALLOCATION									
	S14 ATMs	S15 ATMs	+/- change	S15 Rank	S14 Seats	S15 Seats	+/- change	S15 Rank	S14 ATMs	S15 ATMs	+/- change	S15 Rank	S14 Seats	S15 Seats	+/- change	S15 Rank
Adria Airways	65	70		5	5,420	10,080	4,660	51	4	4	0	48	340	576	236	49
Aegean Airlines	152	148	-4	46	25,830	24,864	-966	44	6	6	0	46	1,008	1,008	0	46
Aer Lingus	4,130	2,880	-1,250	10	392,466	322,036	-70,430	13	132	96	-36	10	12,732	10,728	-2,004	13
Air Canada	116	152	36	45	32,668	42,864	10,196	39	10	12	2	39	2,820	3,384	564	29
Air France	1,154	1,224	70	16	202,488	200,420	-2,068	17	32	42	10	15	5,382	6,710	1,328	18
Air Malta	248	246	-2	39	43,530	39,786	-3,744	40	8	8	0	42	1,440	1,290	-150	43
Air Transat	436	394	-42	33	132,732	115,020	-17,712	25	20	18	-2	29	5,940	5,070	-870	22
American Airlines	838	802	-36	24	169,550	178,380	8,830	20	28	28	0	22	5,670	6,300	630	20
Aurigny Air Services	840	908	68	19	60,480	65,376	4,896	34	28	32	4	20	2,016	2,304	288	38
Austrian Airlines	5	113	108	49	777	12,245	11,468	50	-	-	0	57	-	-	0	56
Belavia Belarusian Airlines	28	28	0	59	3,528	3,428	-100	58	2	2	0	52	252	252	0	55
BH Air	152	136	-16	47	26,878	23,376	-3,502	45	8	8	0	42	1,416	1,416	0	42
bmi Regional	932	2	-930	62	44,936	98	-44,838	61	32	-	-32	57	1,544	1,544	-1,544	56
British Airways	3,563	3,248	-315	8	549,944	541,924	-8,020	9	119	108	-11	8	18,322	18,038	-284	10
Brussels Airlines	1,135	1,136	1	17	135,613	136,864	1,251	22	38	38	0	18	4,704	4,578	-126	25
Cathay Pacific	34	240	206	40	-	81,600	81,600	31	-	8	8	42	-	2,720	2,720	33
Condor	475	372	-103	34	125,869	99,950	-25,919	27	20	16	-4	32	5,300	4,300	-1,000	26
Corendon Airlines	-	16	16	61	-	3,024	3,024	59	-	2	2	52	-	378	378	50
Delta Air Lines	398	312	-86	37	88,656	52,416	-36,240	37	14	14	0	35	3,150	2,352	-798	37
Denim Air	13	30	17	55	850	4,300	3,450	56	-	-	0	57	-	-	0	56
EasJet	9,049	9,693	644	3	1,524,132	1,644,660	120,528	3	300	332	32	5	50,544	56,592	6,048	5
Egypt Air	300	156	-144	44	43,200	22,464	-20,736	46	10	10	0	40	1,440	1,440	0	41
Emirates	1,262	1,260	-2	14	519,904	584,448	64,544	8	42	42	0	15	17,318	19,460	2,142	8
Enter Air	2	352	350	36	336	59,136	58,800	35	-	18	18	29	-	3,024	3,024	30
Ethiad Airways	842	840	-2	21	305,450	269,940	-35,510	15	28	28	0	22	11,536	8,988	-2,548	15
Evolo Airlines	63	63	0	63	3,780	-	-3,780	62	-	16	16	0	57	-	-	56
Federal Express	464	476	12	30	83,320	84,000	680	30	28	28	0	22	2,800	2,800	0	31
Finnair	838	840	2	21	84,353	84,000	-353	30	28	28	0	22	2,800	2,800	0	31
Flvbe	18,477	20,006	1,529	1	1,452,504	1,532,204	79,700	5	626	676	50	1	49,640	52,044	2,404	6
Freebird Airlines	21	30	9	58	3,060	2,700	-360	60	-	-	0	57	-	-	0	56
Germania	454	578	124	28	67,200	85,548	18,348	28	26	31	5	21	3,848	4,588	740	24
Germanwings	1,135	1,888	753	12	118,830	188,880	70,050	19	32	66	34	12	3,480	6,660	3,180	19
Hainan Airlines	-	60	60	53	-	15,320	13,320	20	-	0	0	57	-	-	0	56
Iberia Express	-	42	42	56	-	7,182	7,182	52	-	-	0	57	-	-	0	56
Icelandair	176	204	28	42	32,208	37,332	5,124	41	6	6	0	46	1,098	1,098	0	44
Iraqi Airways	-	120	120	48	-	21,000	21,000	47	-	4	4	48	-	700	700	48
Jet2.com	8,383	8,112	-271	5	1,539,991	1,532,162	-7,829	6	338	348	10	3	63,297	66,485	3,188	3
KLM Royal Dutch Airlines	2,498	2,520	22	11	377,424	391,128	13,704	12	84	84	0	11	12,484	12,756	272	12
Libyan Airways	96	-	-96	63	14,592	-	-14,592	62	-	0	0	57	-	-	0	56
Lufthansa	3,678	2,992	-686	8	523,593	452,380	-71,213	11	132	98	-34	9	18,710	14,964	-3,746	11
Mistral Air	1	24	23	60	168	3,552	3,384	57	-	2	2	52	-	296	296	53
Monarch Airlines	8,155	6,166	-1,989	6	1,752,305	1,255,412	-496,893	7	310	226	-84	7	67,320	45,884	-21,436	7
National Aviation Services	76	-	-76	63	25,764	-	-25,764	62	-	0	0	57	-	-	0	56
Norwegian Air Shuttle	372	372	0	34	69,116	69,192	76	33	14	14	0	35	2,604	2,604	0	34
Onur Air	135	-	-135	63	29,565	-	-29,565	62	-	-	0	57	-	-	0	56
OTHER	125	65	-60	52	12,191	4,698	-7,493	55	14	3	-11	51	2,115	300	-1,815	52
Pegasus Airlines	38	80	42	50	6,602	15,120	8,518	48	2	4	2	48	378	756	378	47
PIA Pakistan International	474	540	66	29	135,410	162,124	27,714	21	16	18	2	29	4,532	5,446	914	21
Qatar Airways	600	838	238	23	181,816	255,590	73,774	16	20	28	8	22	6,100	8,540	2,440	16
Ryanair	11,435	12,307	872	2	2,156,435	2,326,023	169,588	1	395	438	43	2	74,213	82,782	8,569	1
SAS Scandinavian	1,517	1,654	137	13	227,134	288,740	61,606	14	46	56	10	13	7,316	9,810	2,494	14
Saudia	182	240	58	40	45,062	55,898	10,836	36	6	8	2	42	1,392	1,856	464	39
Singapore Airlines	421	420	-1	31	117,277	116,760	-517	24	14	14	0	35	3,892	3,892	0	27
Small Planet Airlines	164	298	134	38	23,976	44,104	20,128	38	10	16	6	32	1,480	2,368	888	36
Sun-Air	879	896	17	20	28,128	28,672	544	42	32	34	2	19	1,024	1,088	64	45
Swiss International	1,156	752	-404	26	129,012	75,330	-53,682	32	30	26	-4	27	2,958	2,586	-372	35
Tailwind Airlines	-	36	36	57	-	6,048	6,048	54	-	2	2	52	-	336	336	51
TAP Portugal	598	640	42	27	83,138	85,430	2,292	29	24	22	-2	28	3,268	2,744	-524	32
Thomas Cook (UK)	5,160	5,899	739	7	1,446,612	1,593,410	146,798	4	197	234	37	6	55,845	63,592	7,747	4
Thomson Airways	8,334	8,536	202	4	1,857,285	1,980,888	123,603	2	338	340	2	4	75,464	80,232	4,768	2
Titan Airways	57	52	-5	54	6,124	6,980	856	53	2	2	0	52	260	260	0	54
Turkish Airlines	843	1,122	279	18	151,960	197,730	45,770	18	29	42	13	15	5,153	7,350	2,197	17
United Airlines	773	776	3	25	130,637	131,144	507	23	28	28	0	22	4,732	4,732	0	23
US Airways	628	420	-208	31	144,968	108,360	-36,608	26	28	14	-14	35	6,076	3,612	-2,464	28
Virgin Atlantic	2,030	1,243	-787	15	570,110	481,082	-89,028	10	70	48	-22	14	20,048	18,312	-1,736	9
Vueling	-	160	160	43	-	28,380	28,380	43	-	10	10	40	-	1,800	1,800	40
TOTAL	106,563	106,175	-388		17,983,567	18,213,202	229,635		3,794	3,858	64		654,401	674,181	19,780	

Operators with 0 'ATMs' in both S14 End & S15 Start schedules are included in the table due to appearing in the S14 Start schedule (either with/without allocated slots).

Peak Week - Allocation and Slot Adjustment Distribution by Operator



Schedule: S15 Start

Operator	S15 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		
Adria Airways	4	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Aegean Airlines	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%	-
Aer Lingus	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%	0.0%	-
Air Canada	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%	-
Air France	42	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Air Malta	8	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Air Transat	18	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
American Airlines	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%	-
Aurigny Air Services	32	81.3%	0.0%	18.8%	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	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%	-
BH Air	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%	-
bmi Regional	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
British Airways	108	91.7%	6.5%	1.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Brussels Airlines	38	97.4%	2.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Cathay Pacific	8	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Condor	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%	-
Corendon Airlines	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%	-
Delta Airlines	14	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
EasyJet	332	99.1%	0.6%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Egypt Air	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%	-
Emirates	42	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Enter Air	18	94.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.6%	0.0%	0.0%	0.0%	0.0%	-
Ethiadd Airways	28	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Federal Express	16	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Finnair	28	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Flybe	676	97.0%	0.1%	1.2%	1.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.1%	0.0%	-
Germania	31	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Germanwings	66	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Icelandair	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%	-
Iraqi Airways	4	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Jet2.com	348	99.7%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
KLM Royal Dutch Airlines	84	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Lufthansa	98	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%	-
Mistral Air	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%	-
Monarch Airlines	226	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Norwegian Air Shuttle	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%	-
OTHER	3	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%	-
Pegasus Airlines	4	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
PIA Pakistan International	18	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Qatar Airways	28	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Ryanair	438	96.8%	1.4%	0.2%	0.2%	0.5%	0.0%	0.5%	0.2%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
SAS Scandinavian	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%	-
Saudia	8	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Singapore Airlines	14	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Small Planet Airlines	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%	-
Sun-Air	34	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Swiss International	26	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Tailwind Airlines	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%	-
TAP Portugal	22	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Thomas Cook (UK)	234	99.1%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	-
Thomson Airways	340	99.7%	0.0%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Titania Airways	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%	-
Turkish Airlines	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%	-
United Airlines	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%	-
US 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%	-
Virgin Atlantic	48	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Vueling	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%	-
TOTAL	3,858	98.5%	0.4%	0.5%	0.3%	0.1%	0.0%	0.1%	0.0%	0.1%	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 S15, are included in this list due to having slots allocated in either S14 Start or S14 End schedules.

Significant Route Changes

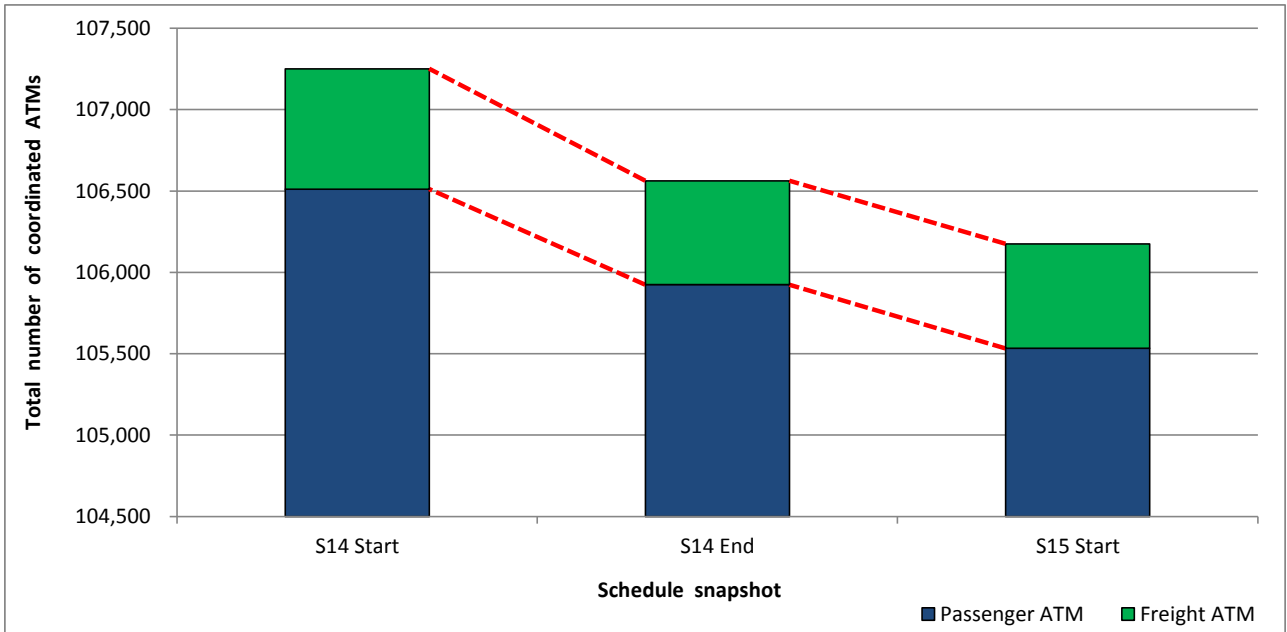


Operator	Category	Description of change from S14 schedule to S15 schedule
Adria Airways	CHANGE	Upgrade twice weekly LJU service from CRJ900 to A319.
Aer Lingus	CANCELLED	Three per day SNN service ended Oct14.
Aurigny Air Services	CHANGE	Increase weekend services from two to three per day, weekday remains two.
Austrian Airlines	NEW	New daily VIE service from 01Sep with FK100, 1050/1205z.
bmi Regional	CANCELLED	Three per day ABZ service finished Mar15.
British Airways	CHANGE	Reduce from nine to eight per day to LHR.
Cathay Pacific	NEW	Continuation from W14 of new four per week HKG service with B777-300.
Condor	CHANGE	Continue with based B757-300, new routes BOJ, HER, less PMI.
Corendon Airlines	NEW	New weekly AYT charter series on Saturdays with B737-800 (T2 allocated)
Delta Airlines	NEW	New JFK daily with B757-200 eff.22May.
Delta Airlines	CANCELLED	ATL which operated in S14 reverts to Virgin Atlantic in in S15.
Denim Air	NEW	New weekly INN charter series on Saturdays with FK100 (T3 allocated)
Easyjet	NEW	Additional ninth based aircraft, new routes EFL, FNC, MRS, OPO, PSA, SPU.
Egypt Air	CHANGE	Operated in S14 but not in W14. Returns from 09Jul five per week to CAI with B737-800.
Emirates	CHANGE	Upgrade evening service from B777-300 to A380, now operates one B777-300 and two A380's per day.
Enter Air	NEW	New based B737-400 operating ten weekly charter series (T2 allocated).
Evelop Airlines	CANCELLED	Operated weekly ACE series in S14, no slots for S15.
Flybe	NEW	New route BOH, EGC (Bergerac), AMS is new continuation from W14.
Flybe	CHANGE	Remains five based aircraft, Increase on EXT and INV, Reductions on ABZ and SOU.
Flybe	CANCELLED	No FSC (Figari) or WAT (Waterford) for S15
Hainan Airlines	NEW	Potential new four per week PEK service with A330-200, Mon, Wed, Fri & Sun 0520/1100z. Slots held from 02Sep.
Iberia Express	NEW	New three per week MAD service from Sept15, Tue, Wed & Sat with A320. (T2 allocated).
Icelandair	CHANGE	Increase from three to four per week in shoulder season.
Iraqi Airways	NEW	New twice per week serve to Iraq with B737-800, Wed to EBL (Erbil) and Sun to ISU (Sulaymaniah). (T1 allocated).
Jet2.com	NEW	Increase from twelve to fourteen based aircraft, new routes AYT, EFL, MLA and NBE.
Jet2.com	CANCELLED	No CDG, EGC or JER is S15.
Lufthansa	CHANGE	Increase cargo services from two to three per week with MD11F/B777F.
Mistral Air	NEW	New weekly FCO charter Jun-Sep B737-300 on Wednesdays (T2 allocated)
Monarch Airlines	NEW	New routes PVK and RHO.
Monarch Airlines	CANCELLED	Reduces from eleven to eight based aircraft. Routes cancelled vs S14 are AYT, BJV, DBV, LPA, PFO,
Onur Air	CANCELLED	Operated three weekly charters in S14, no slots in S15.
PIA Pakistan International	CHANGE	Increase from four to five ISB services per week, JFK and LHE remain two.
Qatar Airways	CHANGE	Increase from ten to fourteen DOH services per week with A330.
Ryanair	NEW	New routes CHQ and STR, new continuations from W14 are EIN and SNN. Remains seven based aircraft but add a eighth aircraft during August.
Ryanair	CANCELLED	Routes cancelled BRE, PFO, REU and TPS.
Saudia	CHANGE	Increase from three to four per week to JED with B777-200 as per W14.
Small Planet Airlines	CHANGE	Aircraft was based five days of the week but will operate 7days per week in S15. Change of prefix from P7 to S5. (Also moves from T1 to T2)
Swiss International	CHANGE	Reduce ZRH from three to two per day.
Tailwind Airlines	NEW	New weekly SAW charter series May-Sep with B737-400 (T3 allocated).
Thomas Cook (UK)	NEW	Additional two based aircraft for S15 making twelve. New routes FAO, JFK and MIA (Miami).
Thomson Airways	NEW	Remains thirteen based aircraft but B787 replaces B767 and B757 replaces B737-800, new routes AHO, DJE and SPU.
Titan Airways	NEW	Series of adhoc charters to ATH, FCO, SAW and VCE.
Turkish Airlines	CHANGE	Increase from two to three IST services per day, new 2140/2245z with B737-800. Incremental increase to x18pw eff.25May and x21pw eff 23Jun.
US Airways	CANCELLED	No CLT (Charlotte) service in S15 which operated in S14.
Virgin Atlantic	NEW	New daily ATL service with based A330-300 (replaces Delta a/l). Also additional MCO and LAS during peak with fourth based aircraft, A340-600 along with two B747-
Virgin Atlantic	CANCELLED	LHR Little Red service ended Mar15.
Vueling	NEW	New four per week BCN service with A320, ops five per week during August. Commences 19Jun. (T1 allocated).

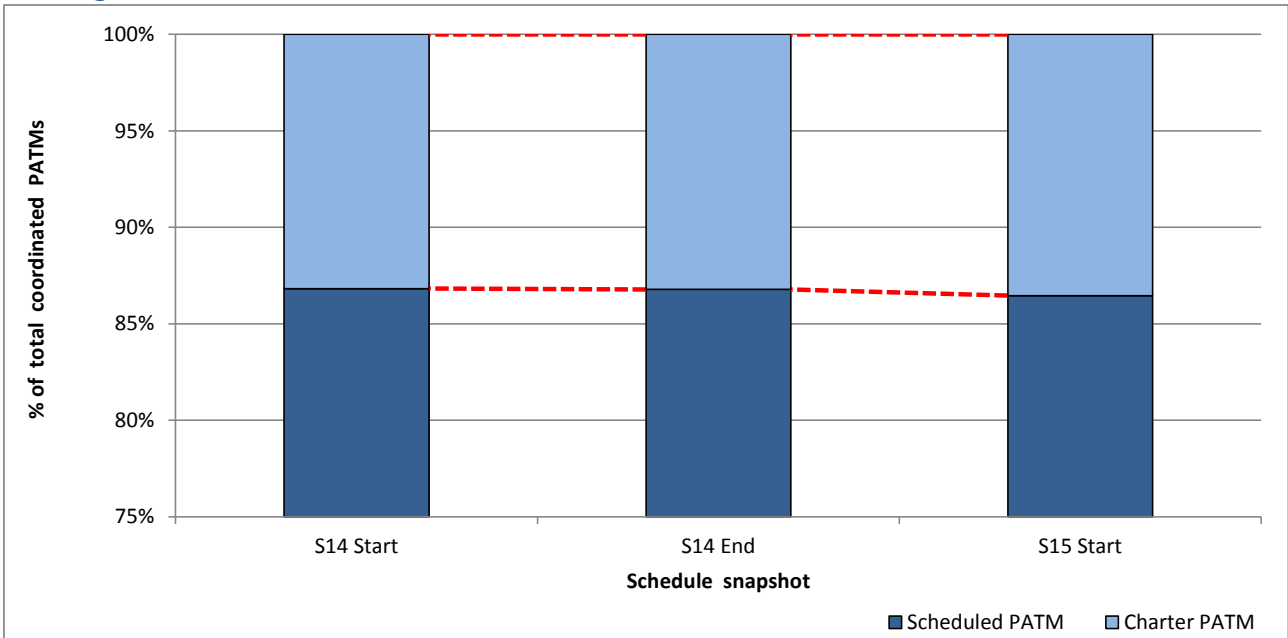
Full Season - ATM Analysis



Total ATMs: Passenger ATMs vs. Freight ATMs



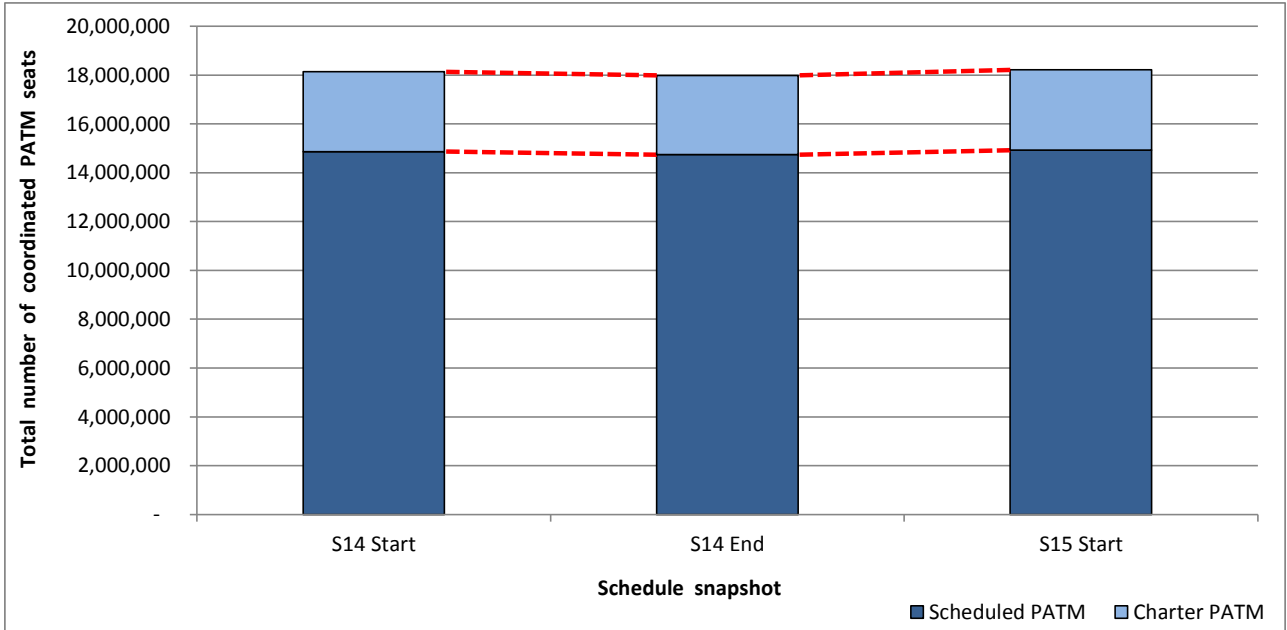
Passenger ATMs: Scheduled vs. Charter



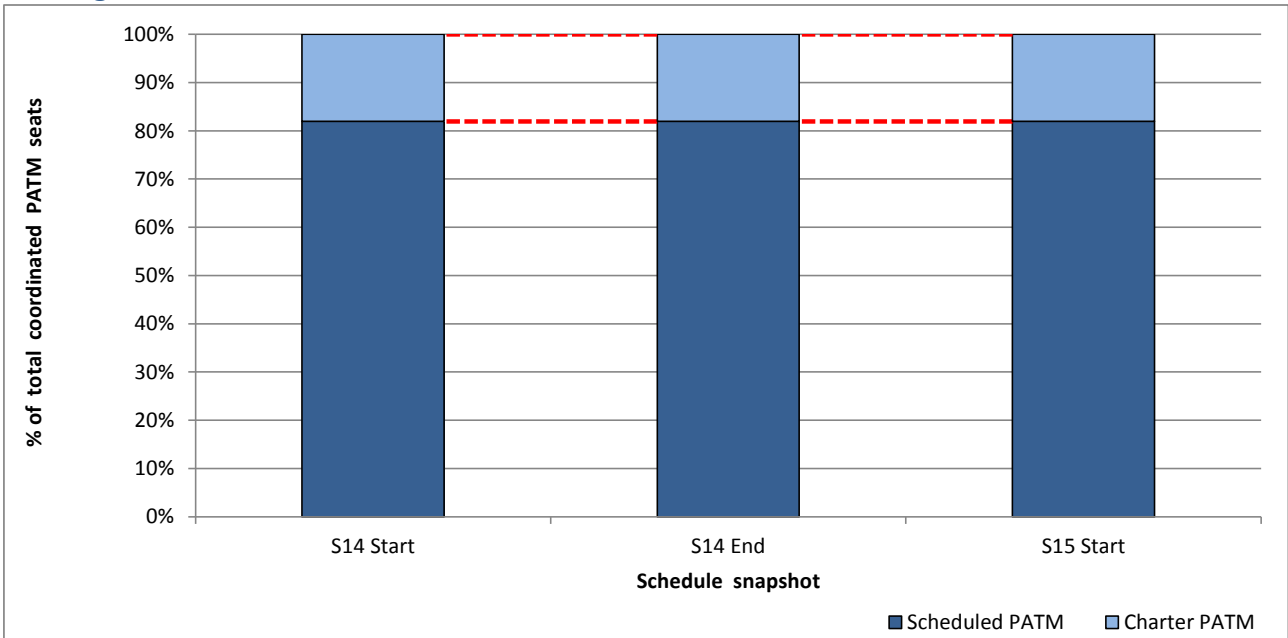
Full Season - PATM Seats Analysis



Total Passenger ATM seats: Scheduled vs. Charter



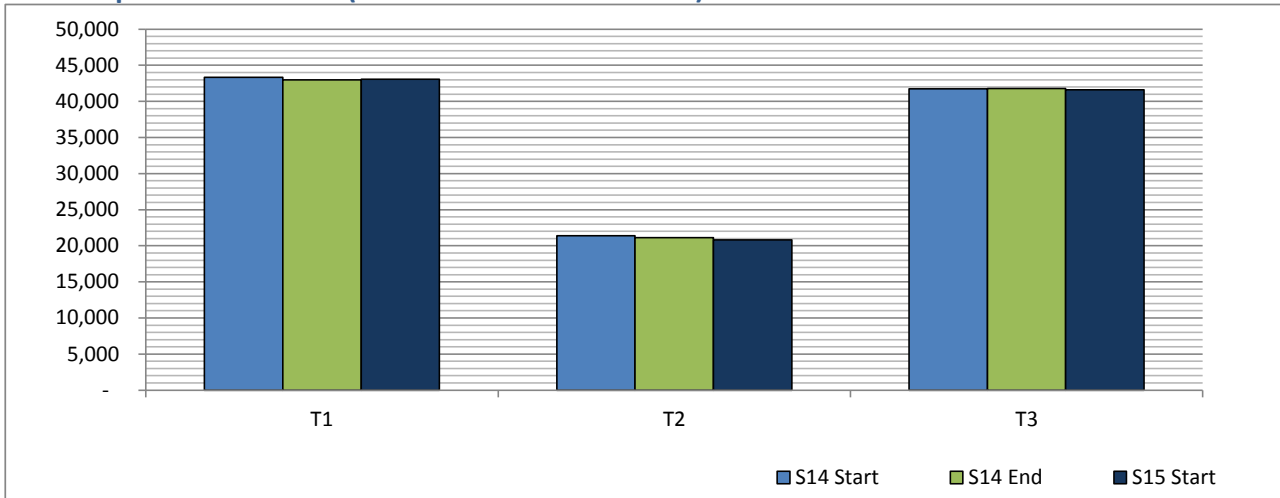
Passenger ATM seats: Scheduled vs. Charter



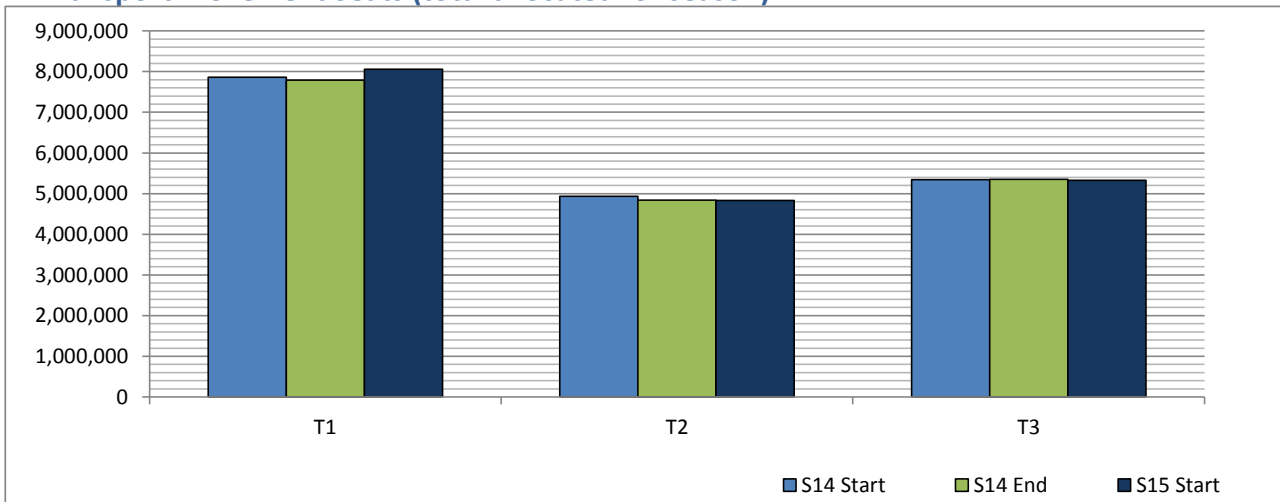
Full Season - Terminal Analysis



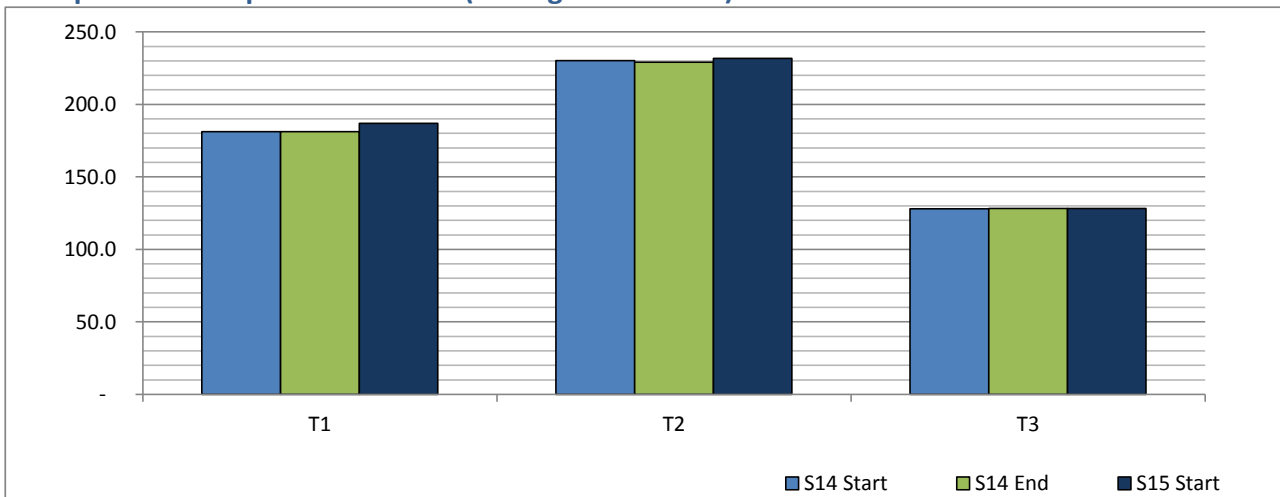
Air Transport Movements (total allocated for season)



Air Transport Movement Seats (total allocated for season)



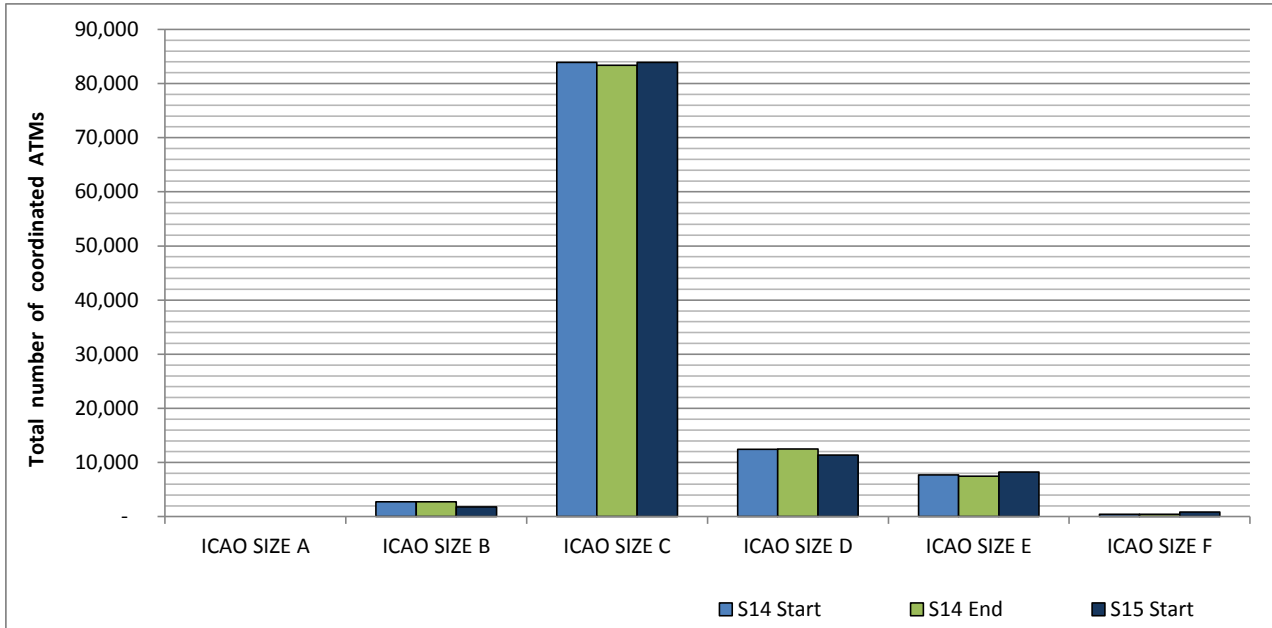
Seats per Air Transport Movement (average for season)



Full Season - Aircraft Size Analysis

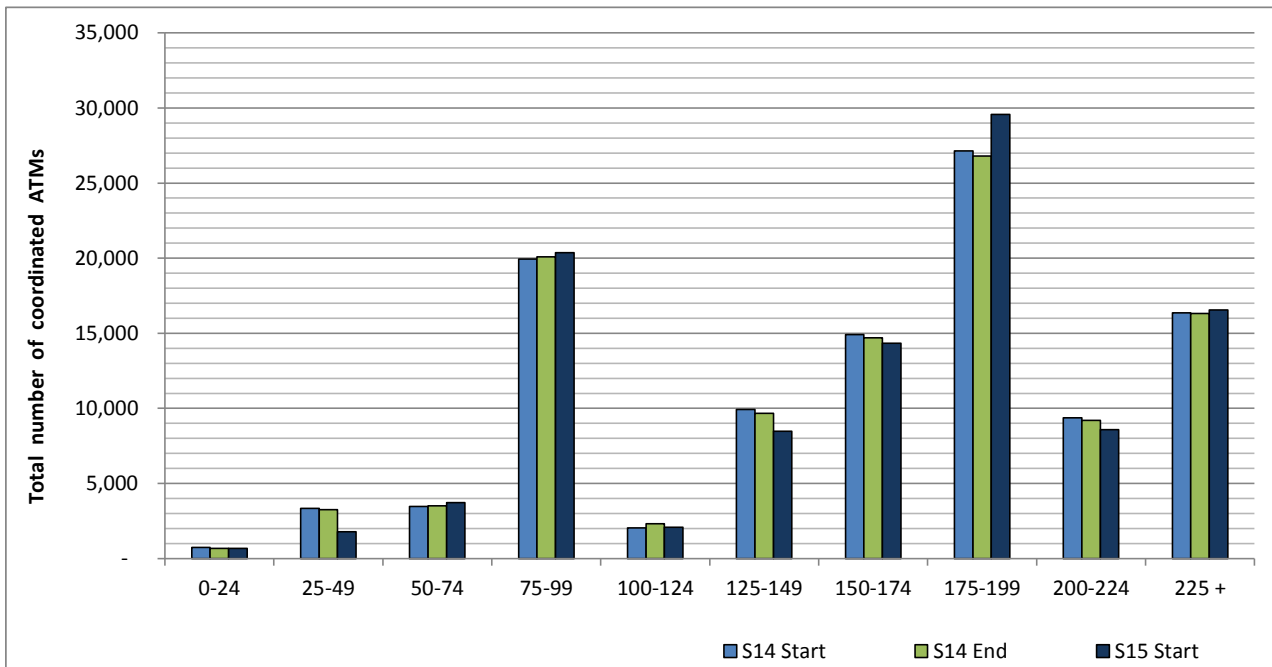


ICAO size designation



Note: See Glossary for definitions of ICAO SIZE groupings

Air Transport Movement seat distribution

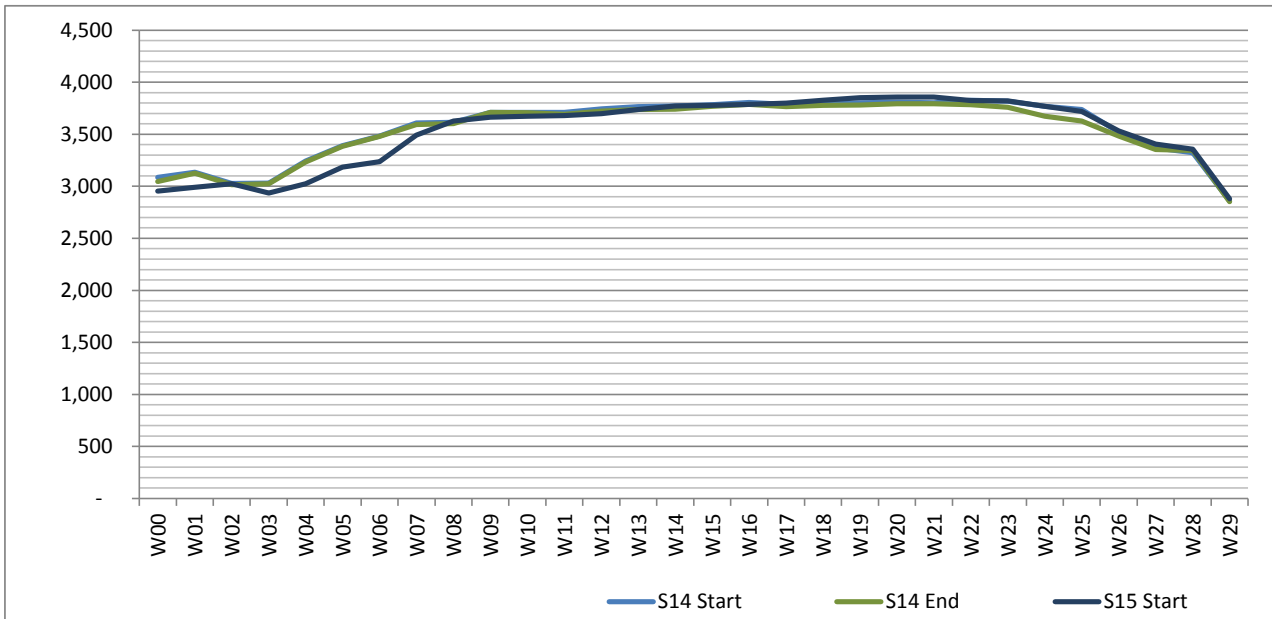


Note: FREIGHT-ONLY services with 0 seats are included in the first seat band '0-24'

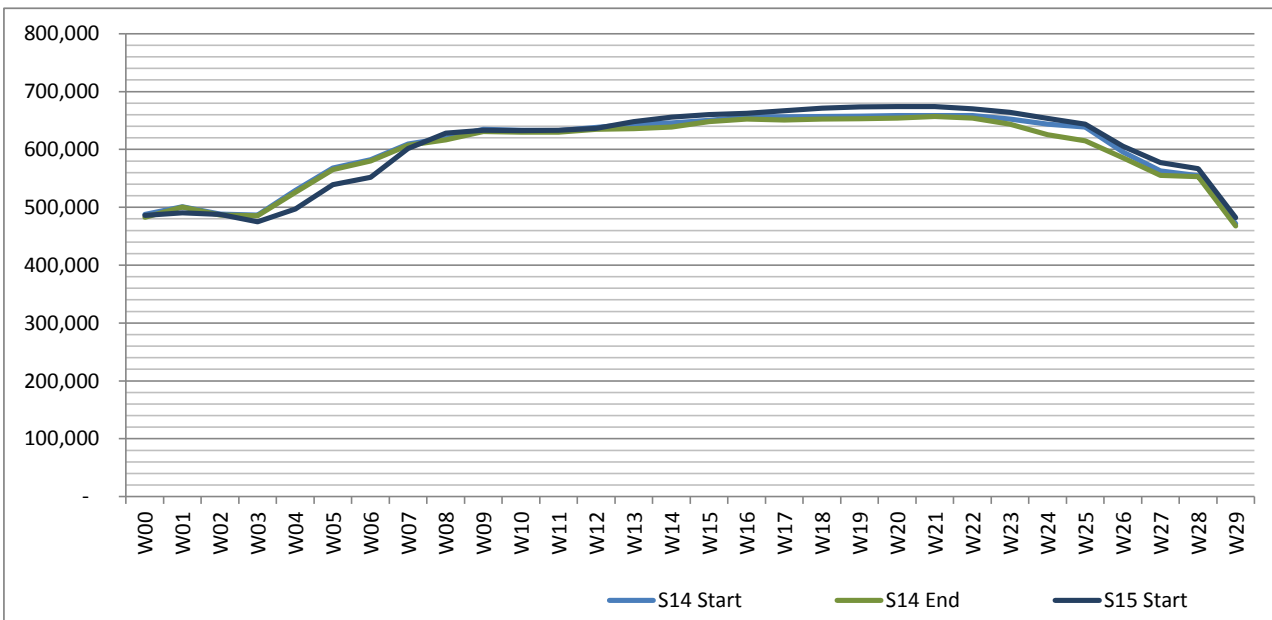
Full Season - Seasonality



Air Transport Movements by week of season



Air Transport Movement Seats by week of season



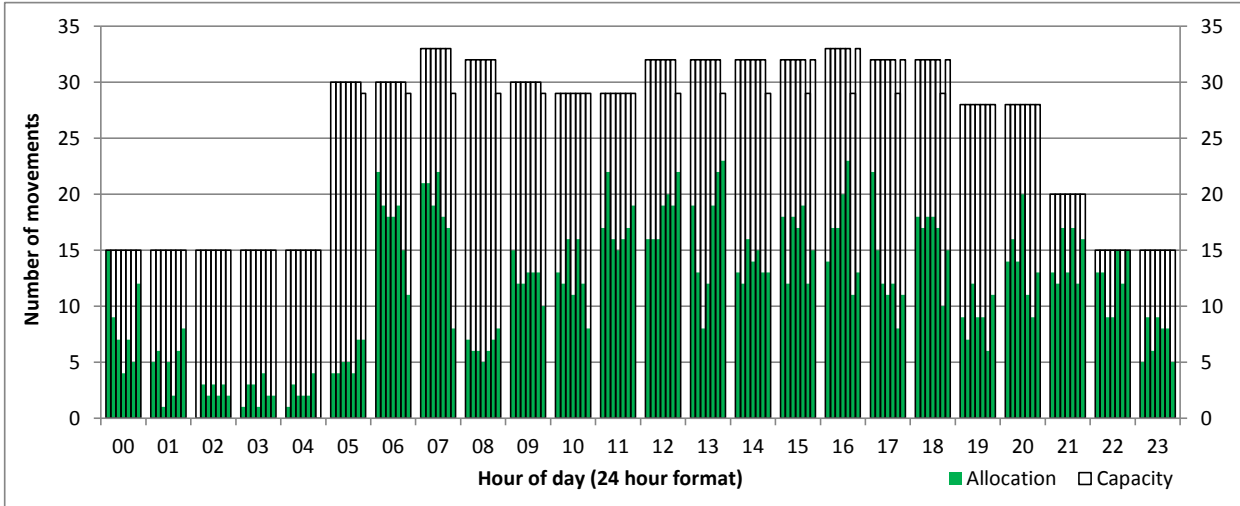
Peak Week - Hourly Runway Allocation

Schedule: S15 Start



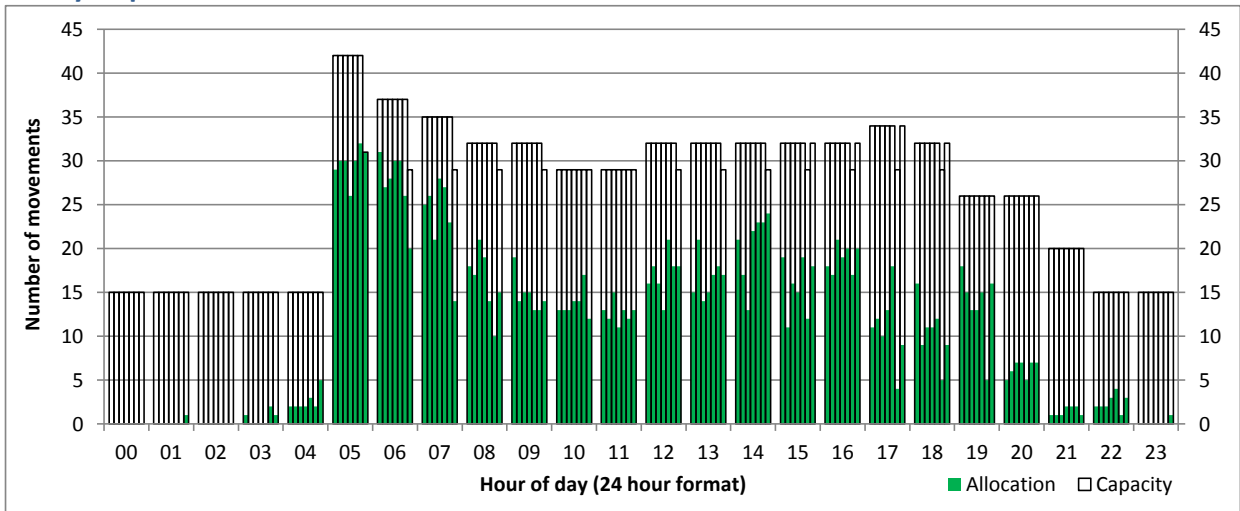
Hourly Arrival Allocation

Time: UTC



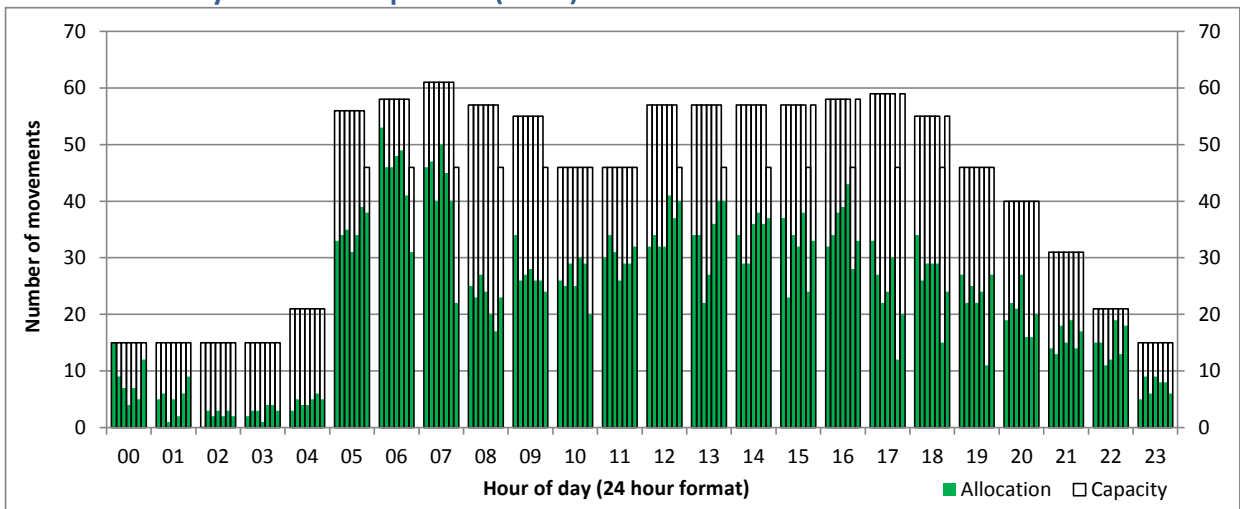
Hourly Departure Allocation

Time: UTC



Combined Hourly Arrival & Departure (Total) Allocation

Time: UTC



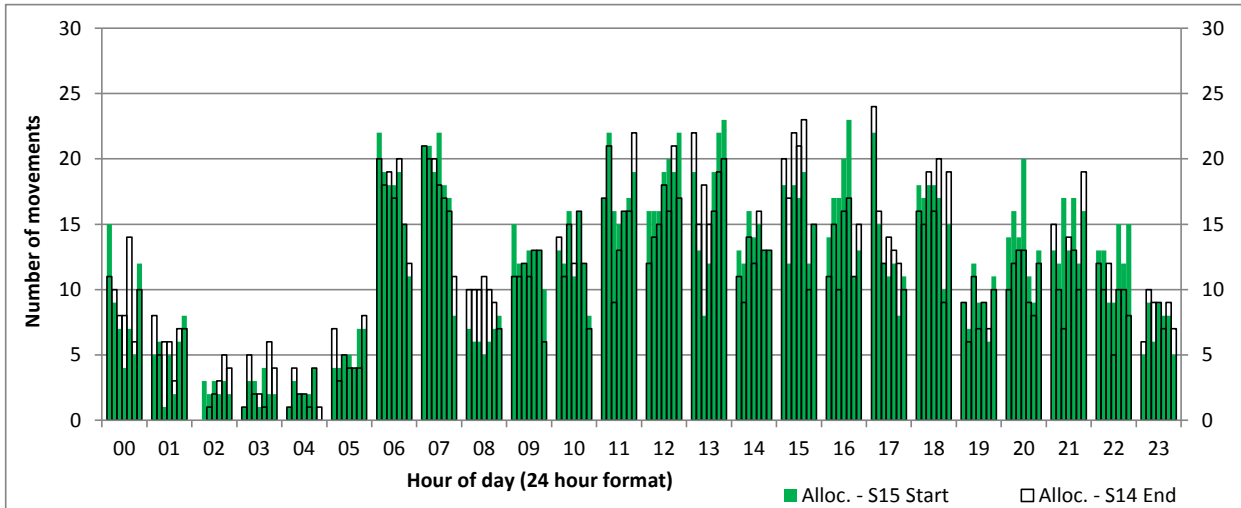
Peak Week - Runway Allocation Comparison

Comparison of S15 Start vs. S14 End



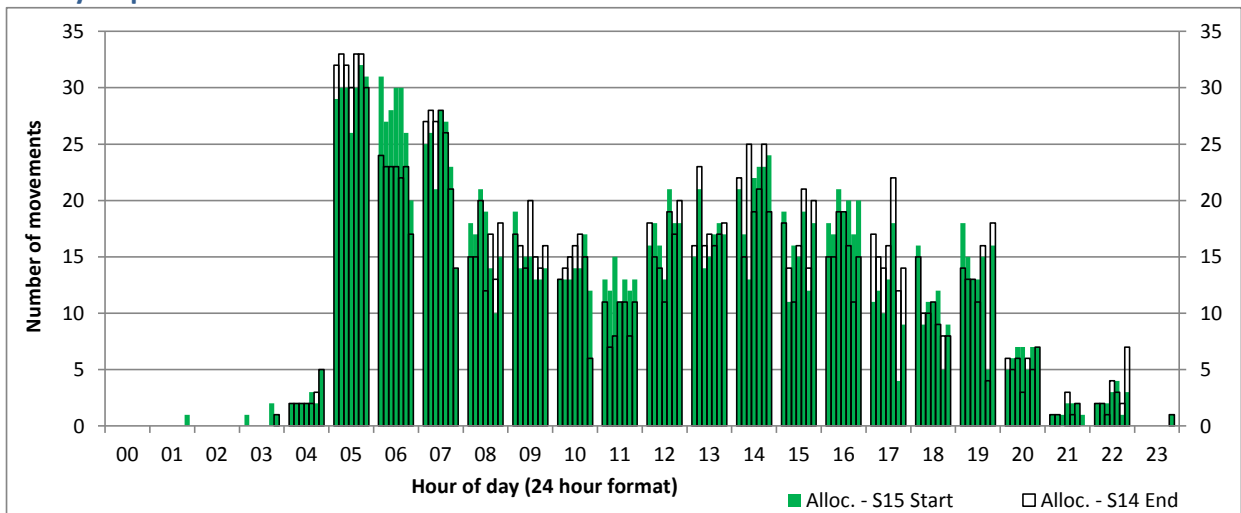
Hourly Arrival Allocation

Time: UTC



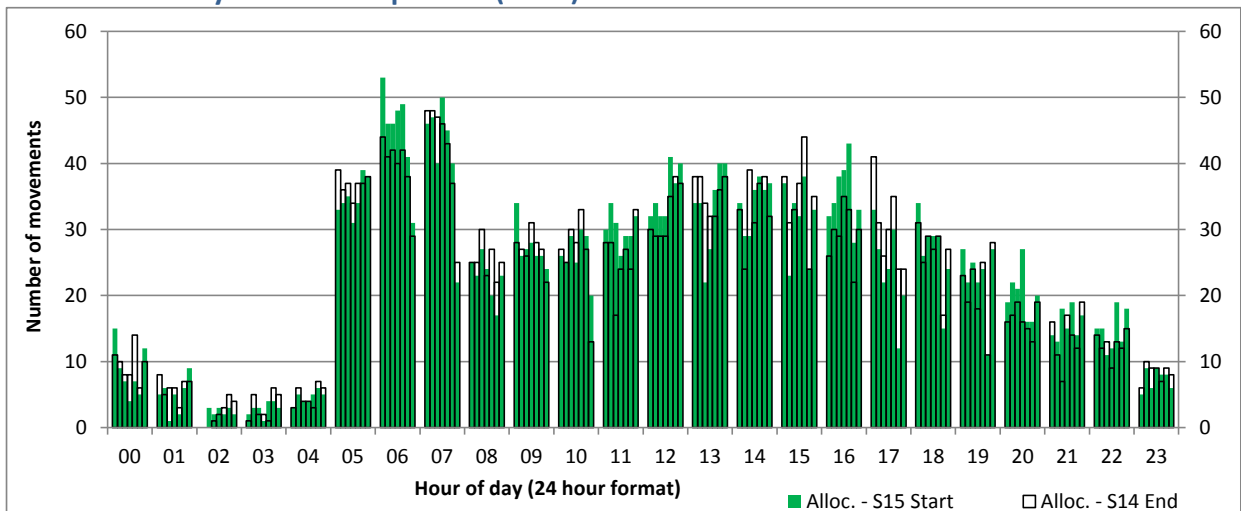
Hourly Departure Allocation

Time: UTC



Combined Hourly Arrival & Departure (Total) Allocation

Time: UTC



Peak Week - Passengers Histogram

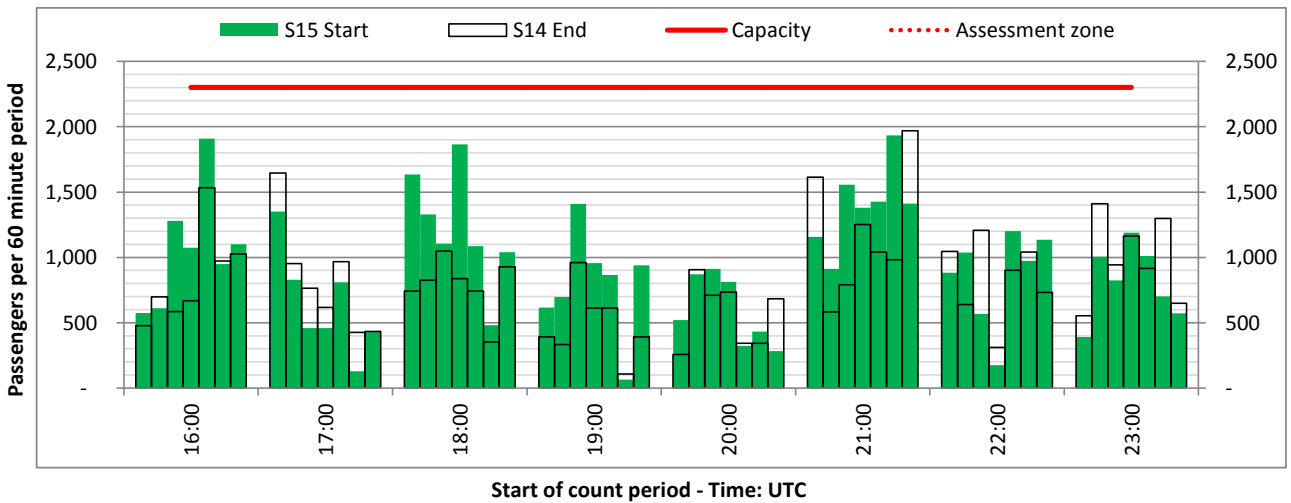
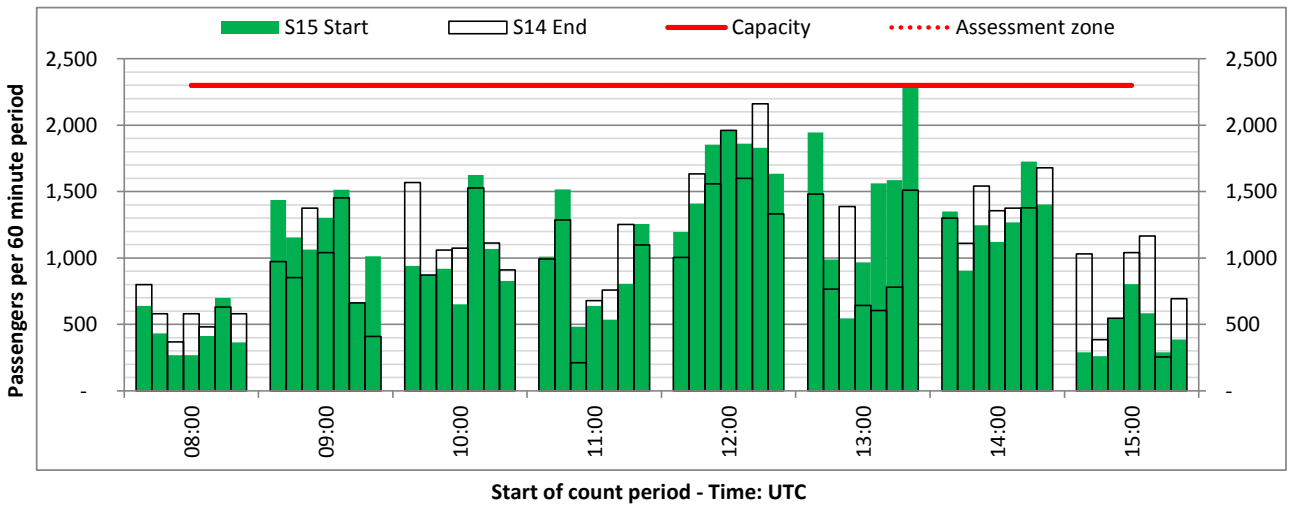
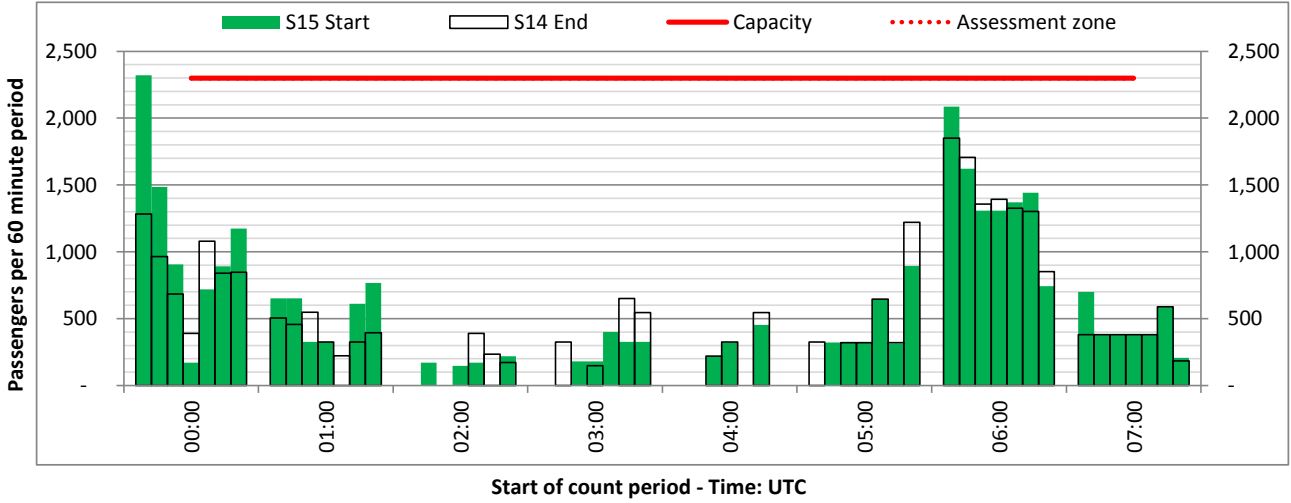
ARRIVAL - 60 minute count rolling every 60 mins (T60)



Terminals: T1

Operators: All Operators

Days: 1234567



Peak Week - Passengers Histogram

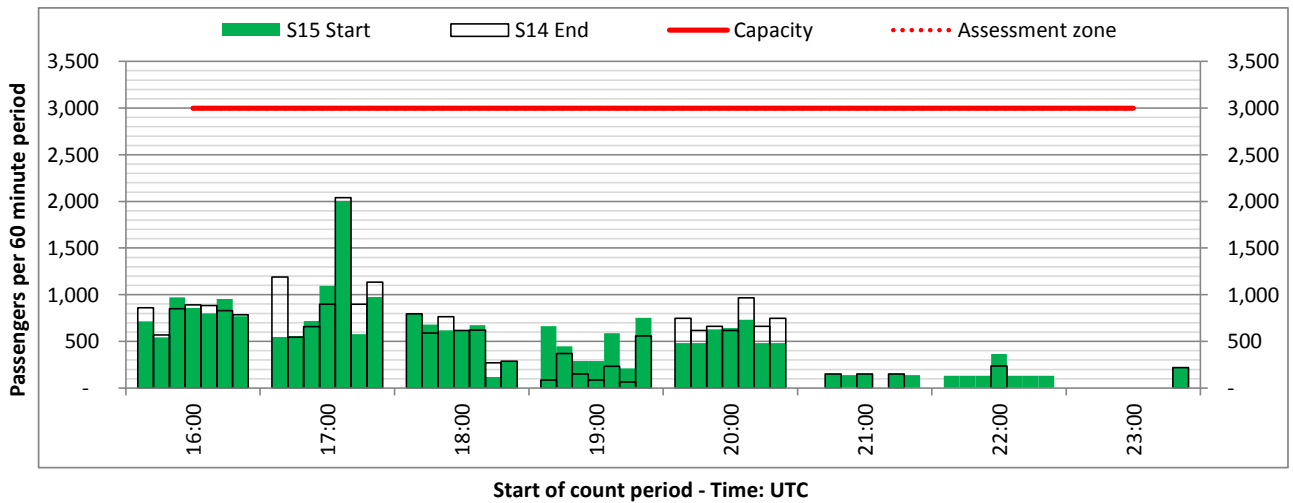
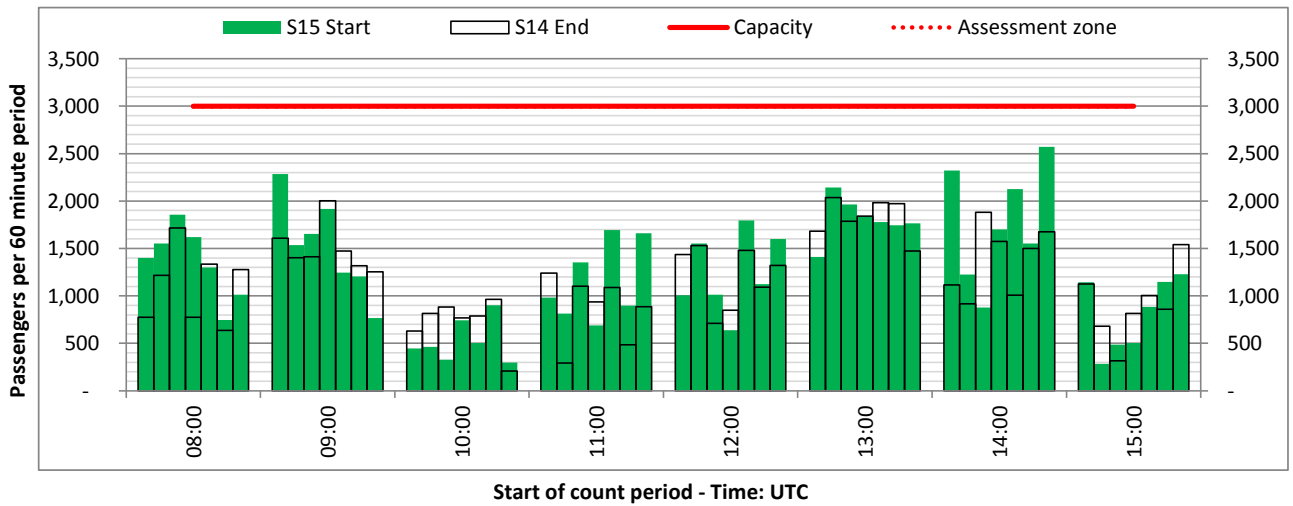
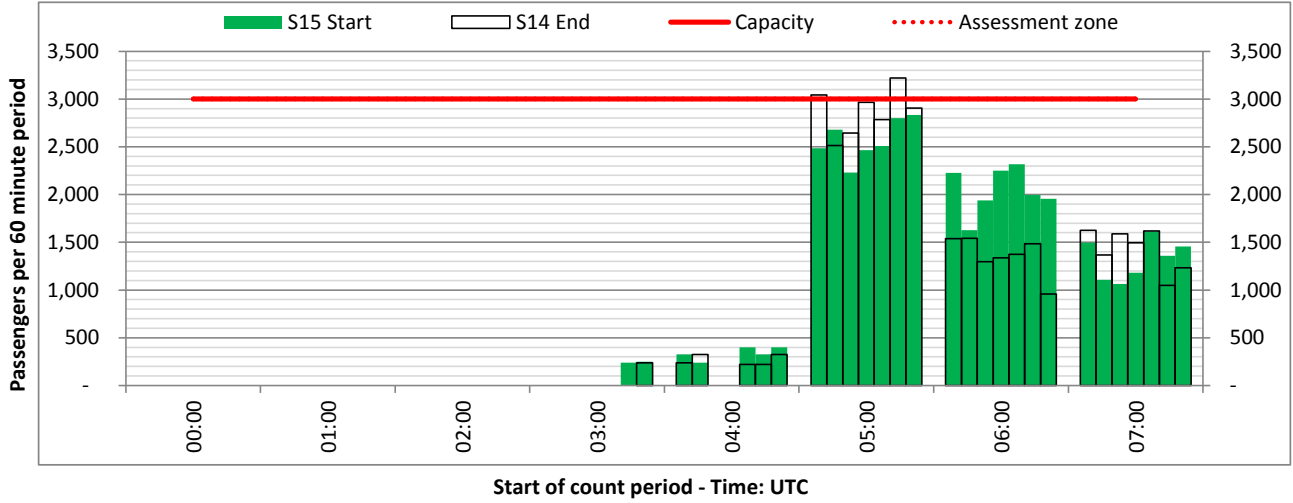
DEPARTURE - 60 minute count rolling every 60 mins (T60)



Terminals: T1

Operators: All Operators

Days: 1234567



Peak Week - Passengers Histogram

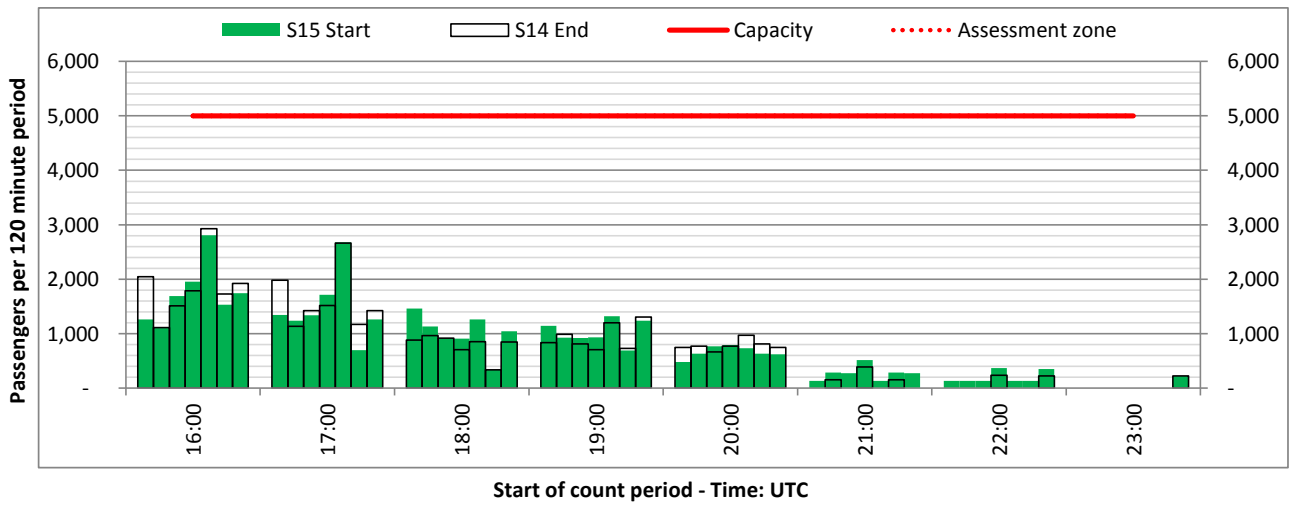
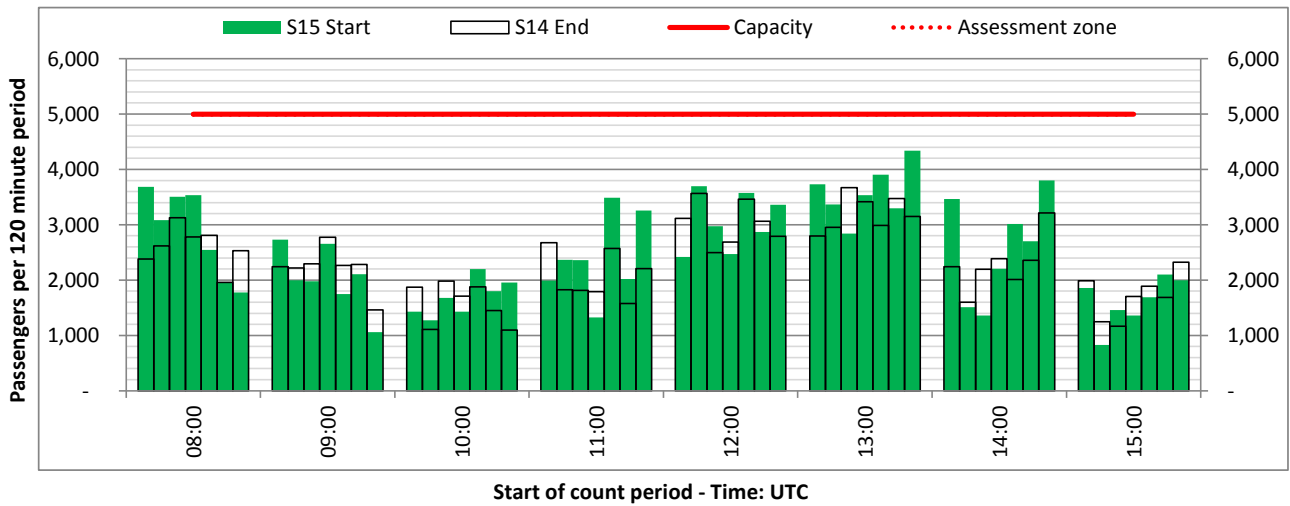
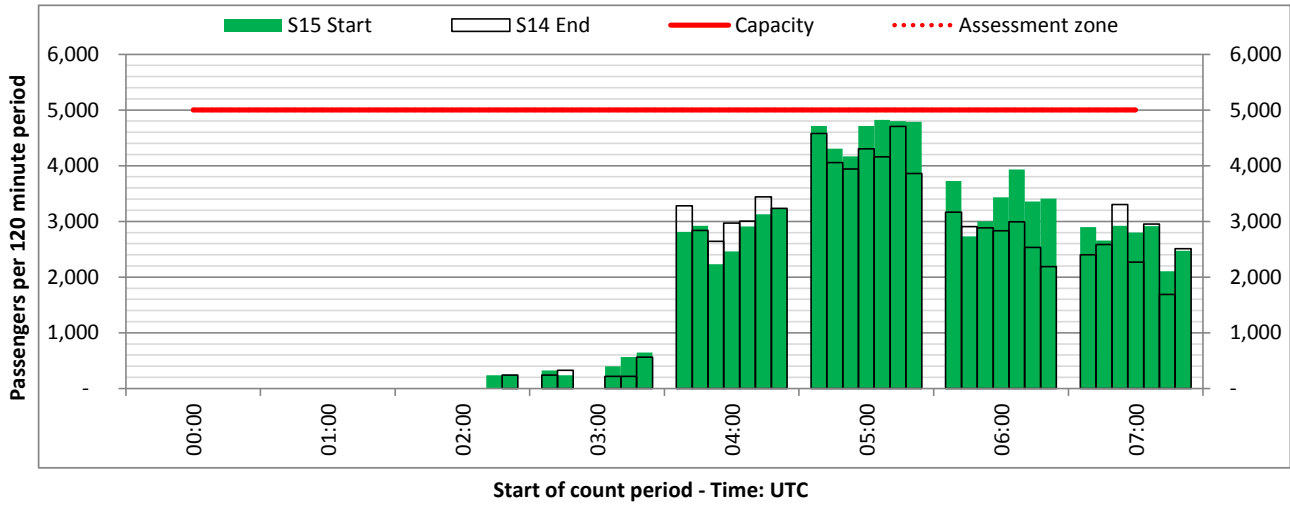
DEPARTURE - 120 minute count rolling every 60 mins (T120/60)



Terminals: T1

Operators: All Operators

Days: 1234567



Peak Week - Passengers Histogram

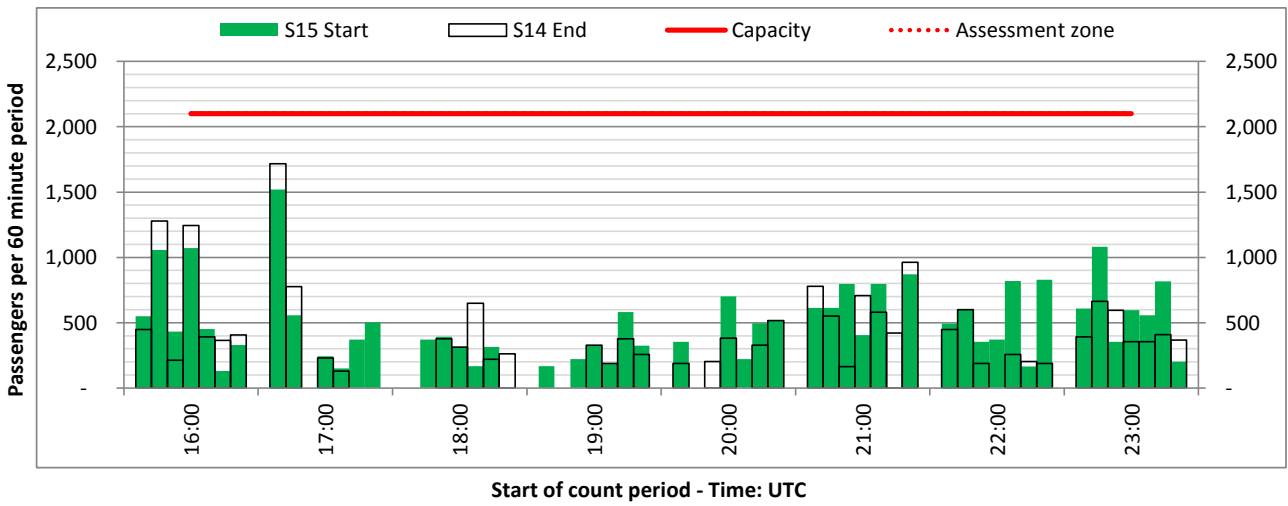
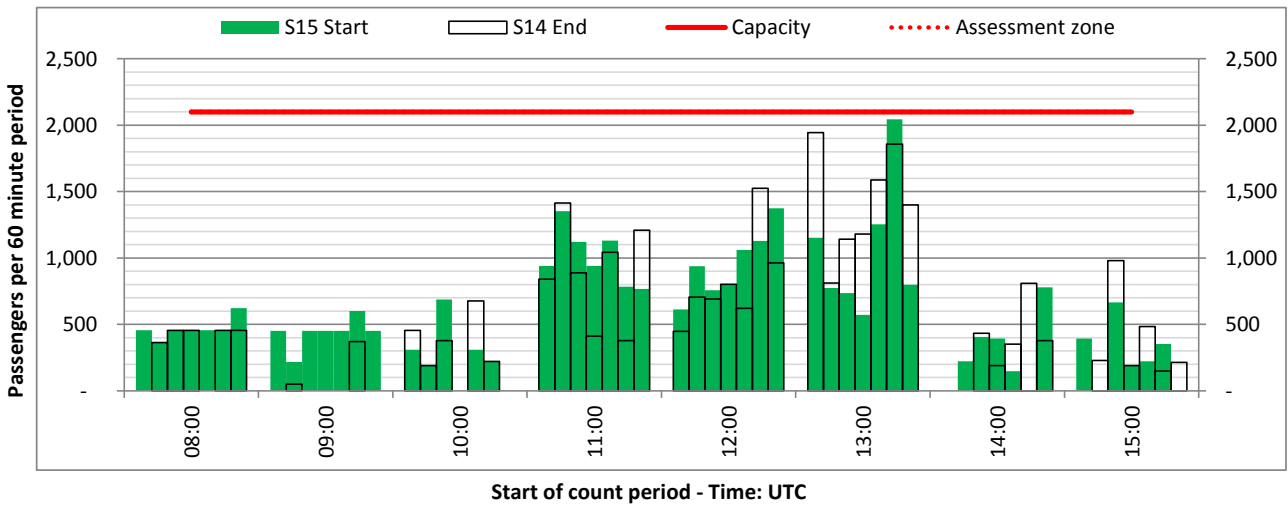
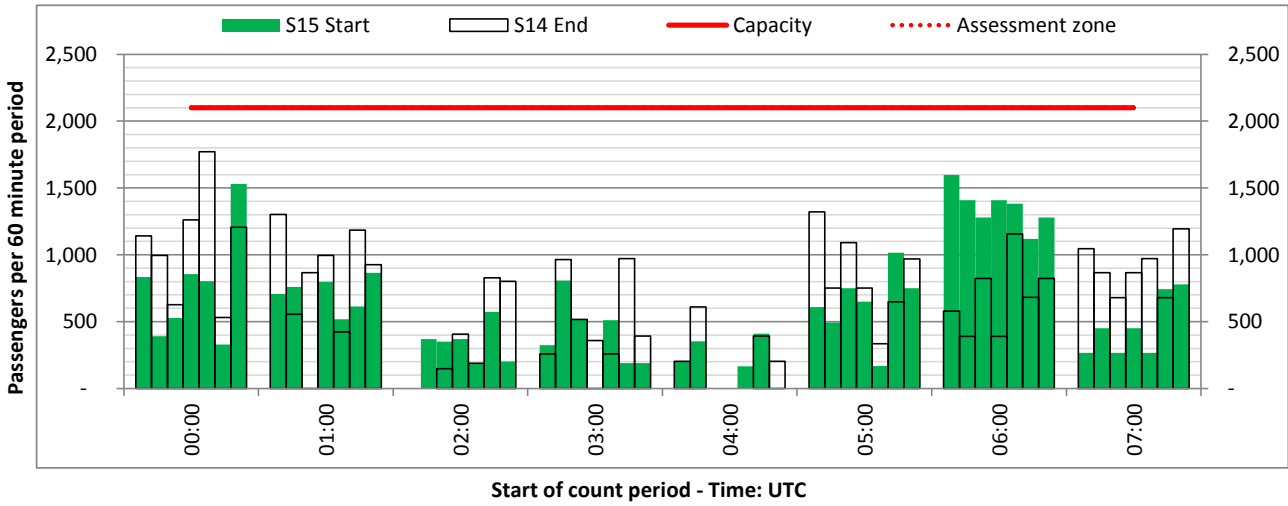
ARRIVAL - 60 minute count rolling every 60 mins (T60)



Terminals: T2

Operators: All Operators

Days: 1234567



Peak Week - Passengers Histogram

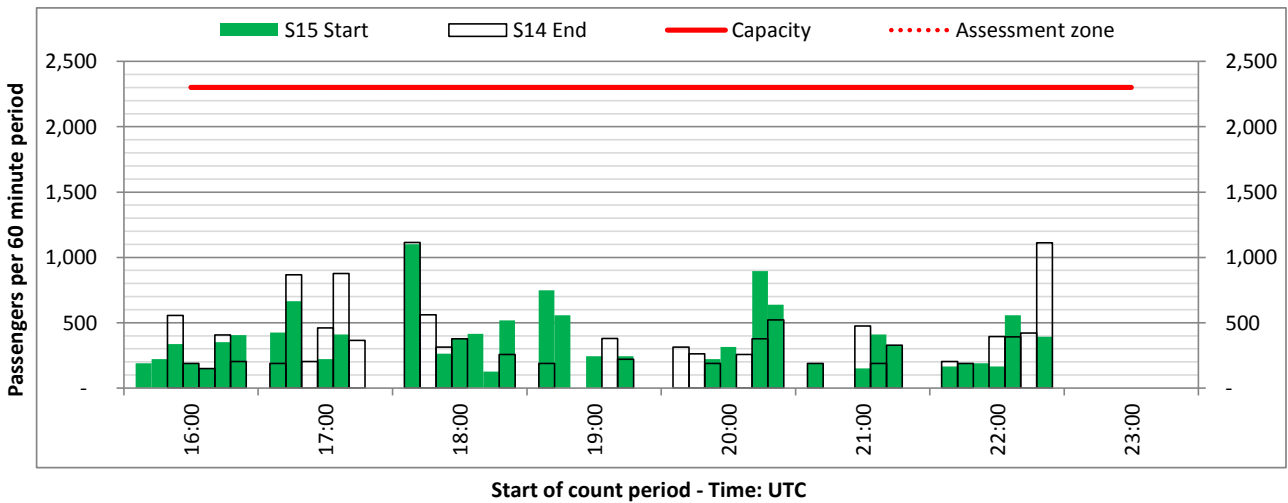
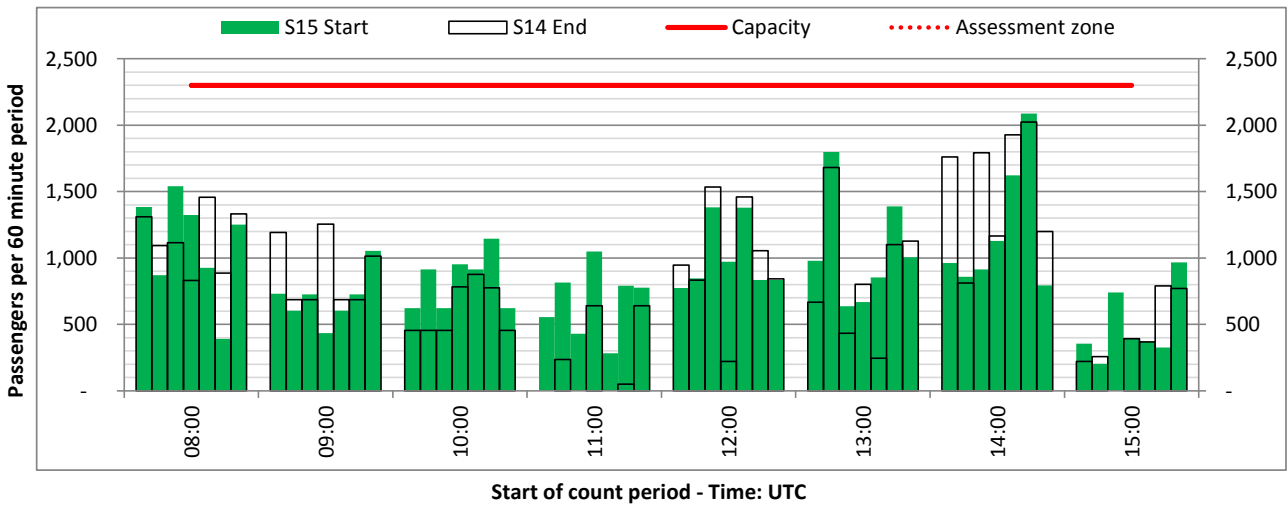
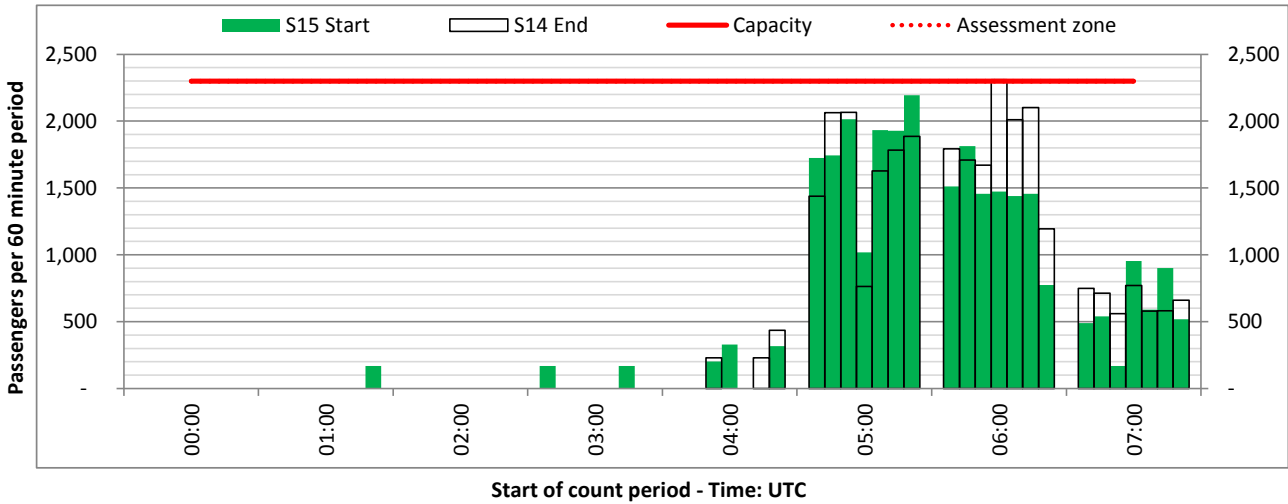
DEPARTURE - 60 minute count rolling every 60 mins (T60)



Terminals: T2

Operators: All Operators

Days: 1234567



Peak Week - Passengers Histogram

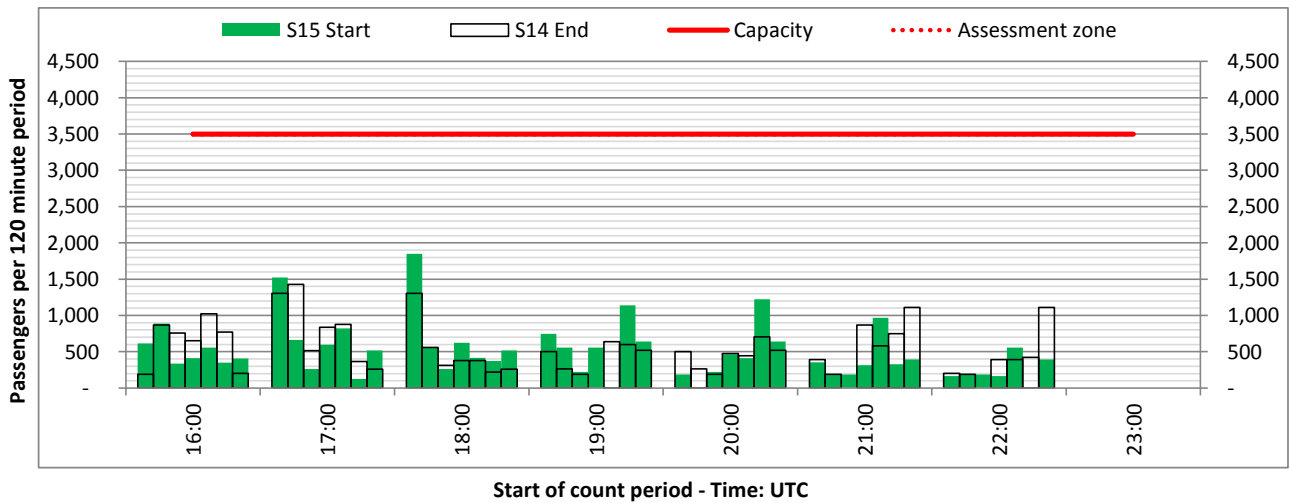
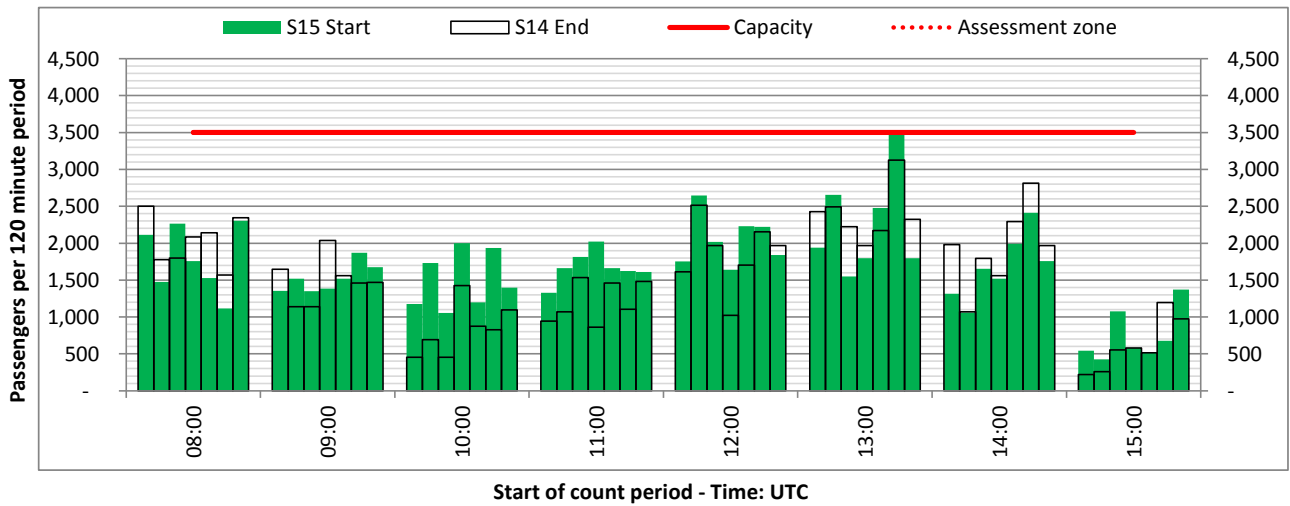
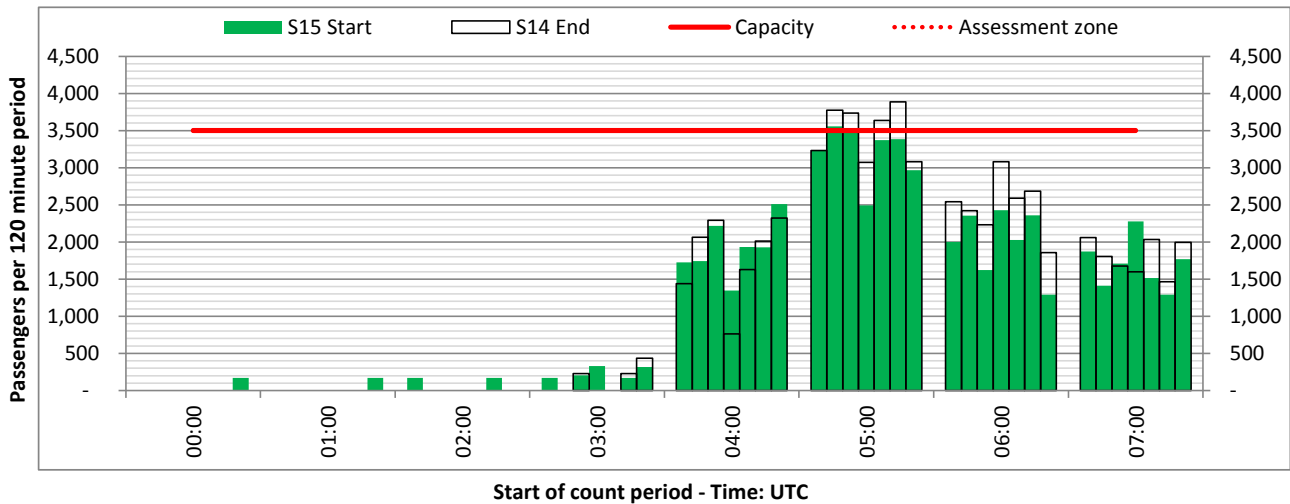
DEPARTURE - 120 minute count rolling every 60 mins (T120/60)



Terminals: T2

Operators: All Operators

Days: 1234567



Peak Week - Passengers Histogram

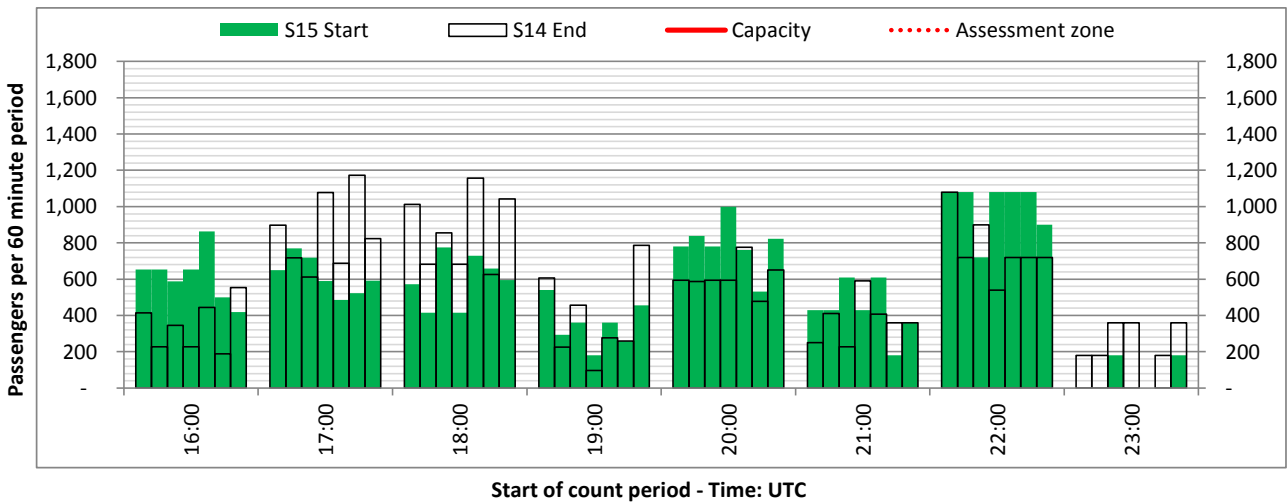
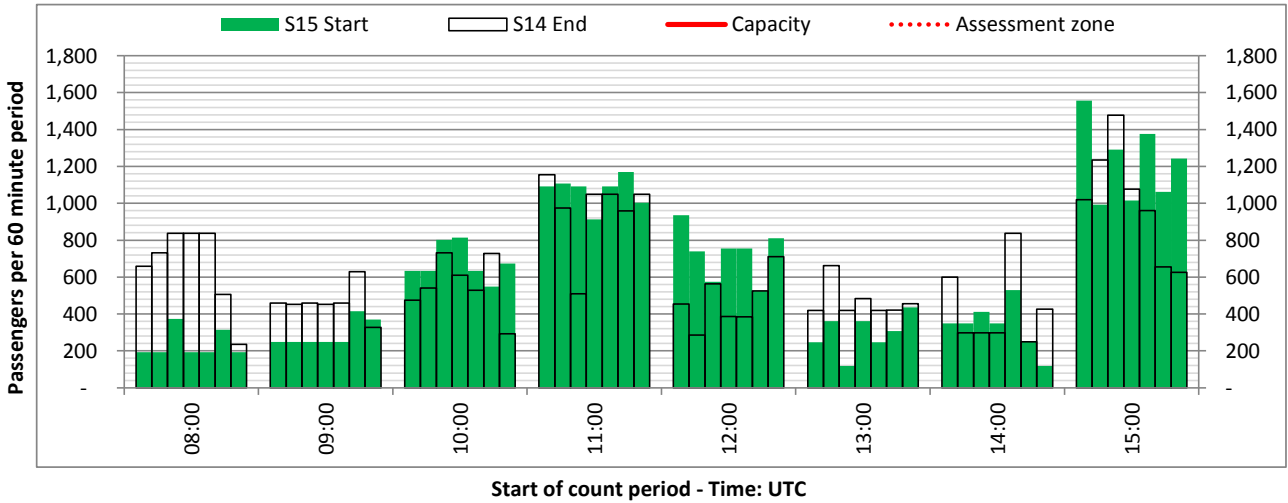
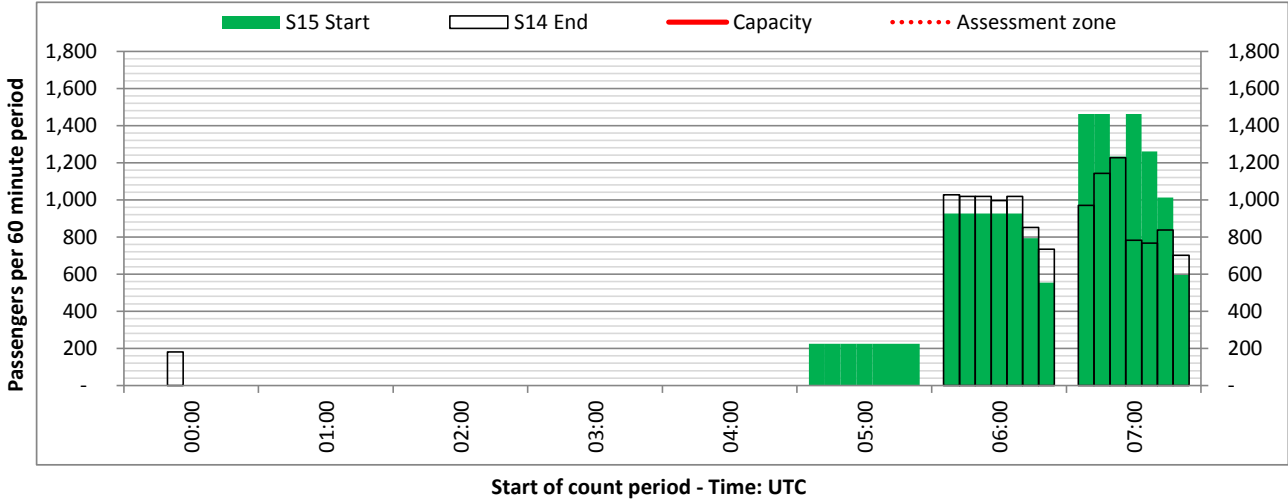
ARRIVAL - 60 minute count rolling every 60 mins (T60)



Terminals: T3 (Dom&Intl)

Operators: All Operators

Days: 1234567



Peak Week - Passengers Histogram

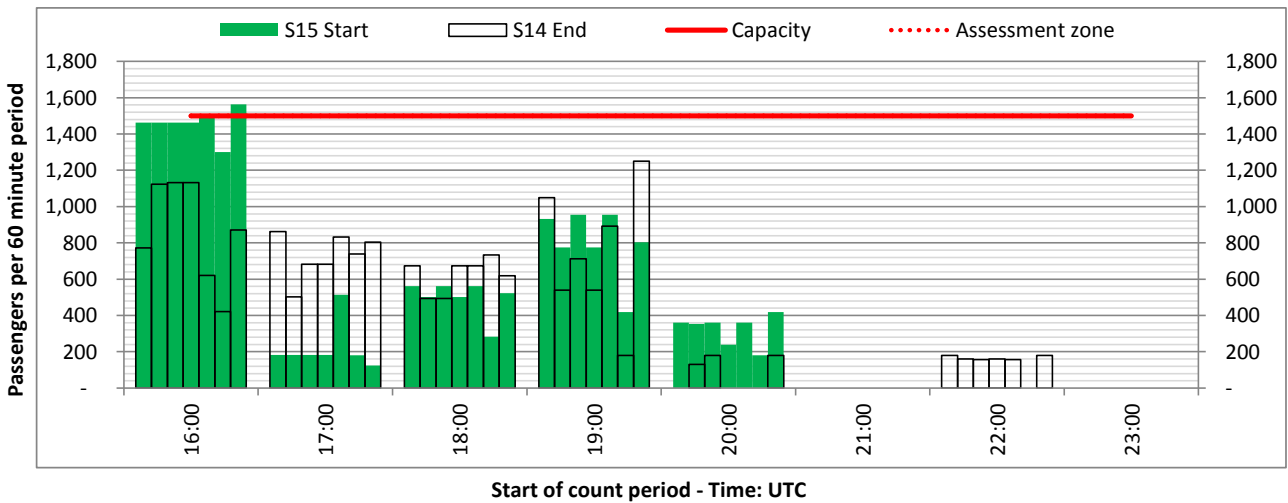
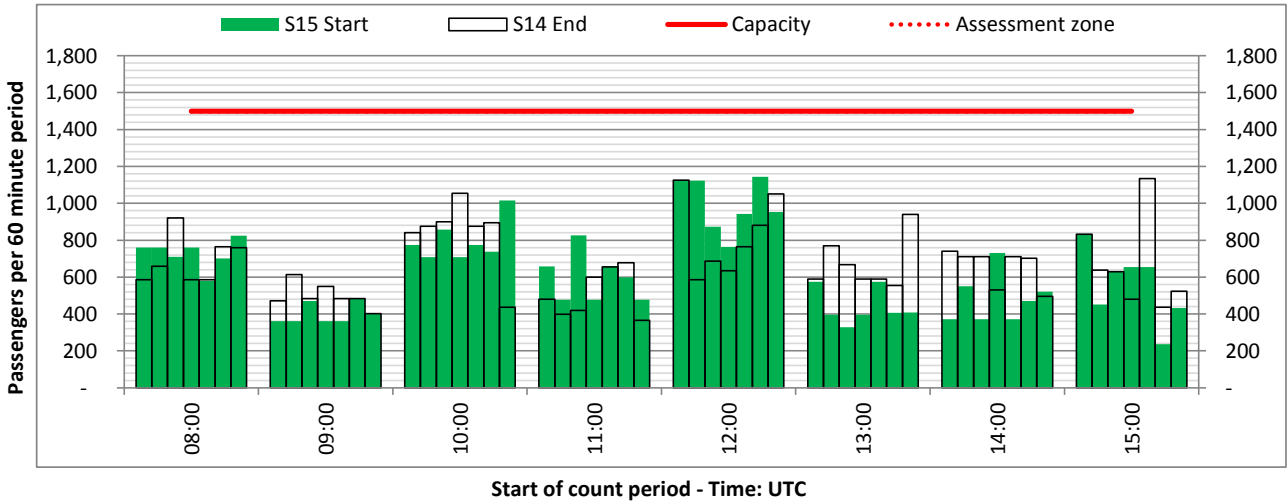
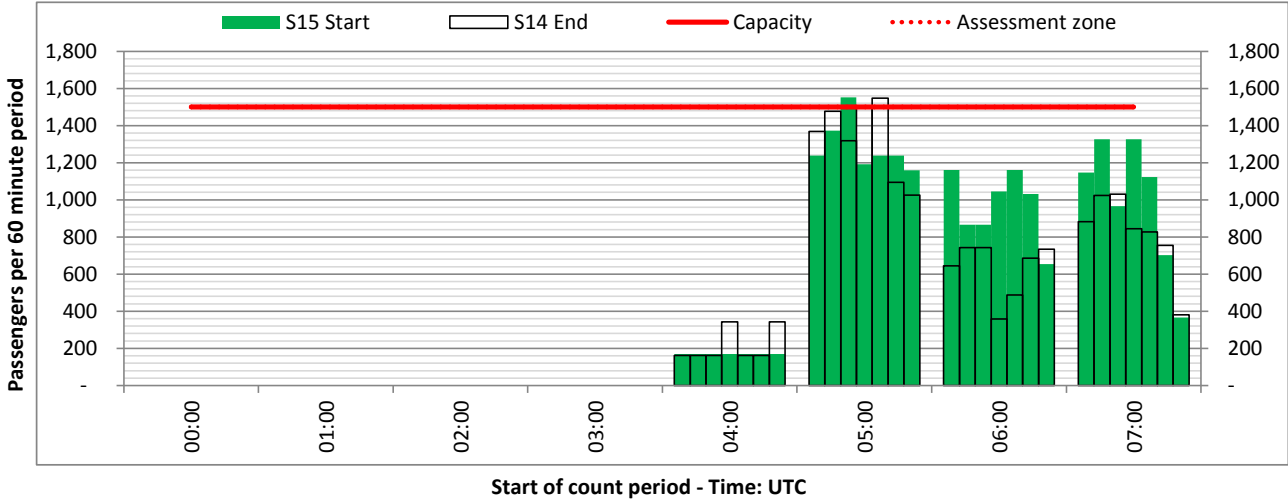
DEPARTURE - 60 minute count rolling every 60 mins (T60)



Terminals: T3

Operators: All Operators

Days: 1234567



Peak Week - Passengers Histogram

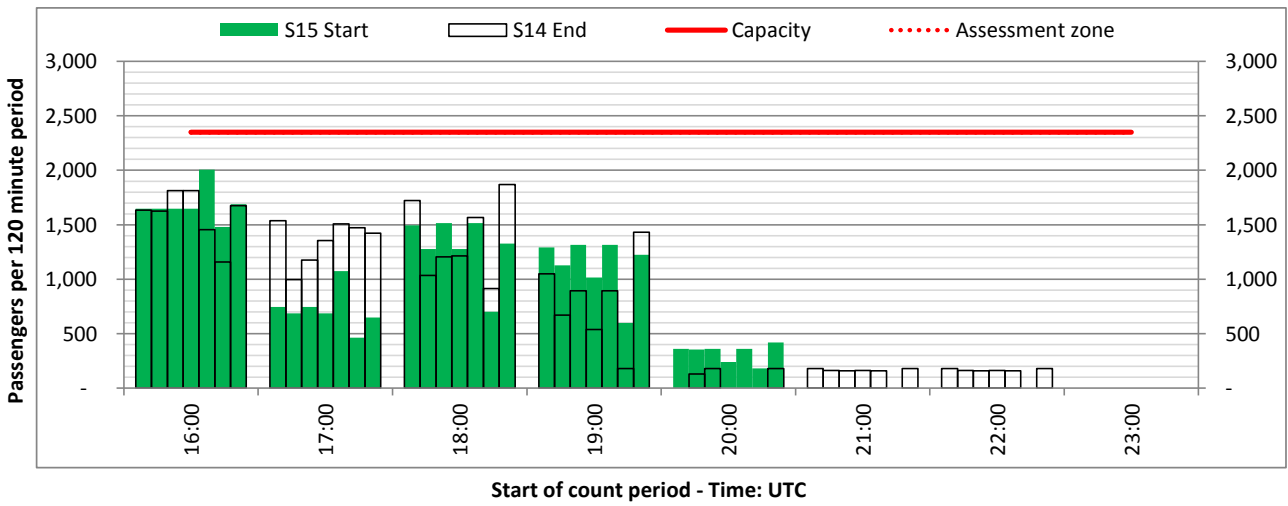
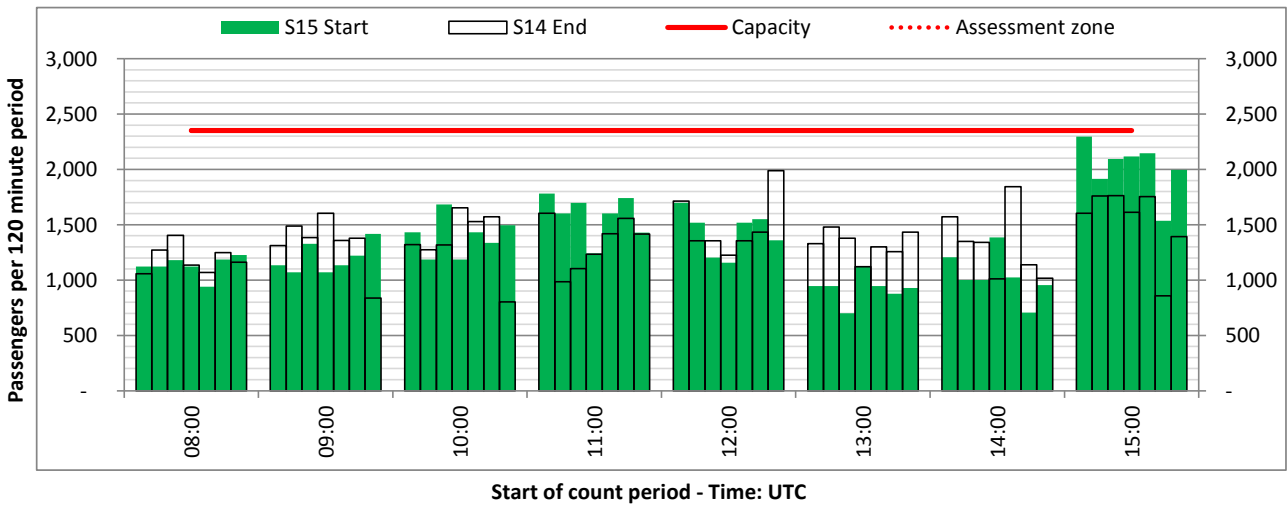
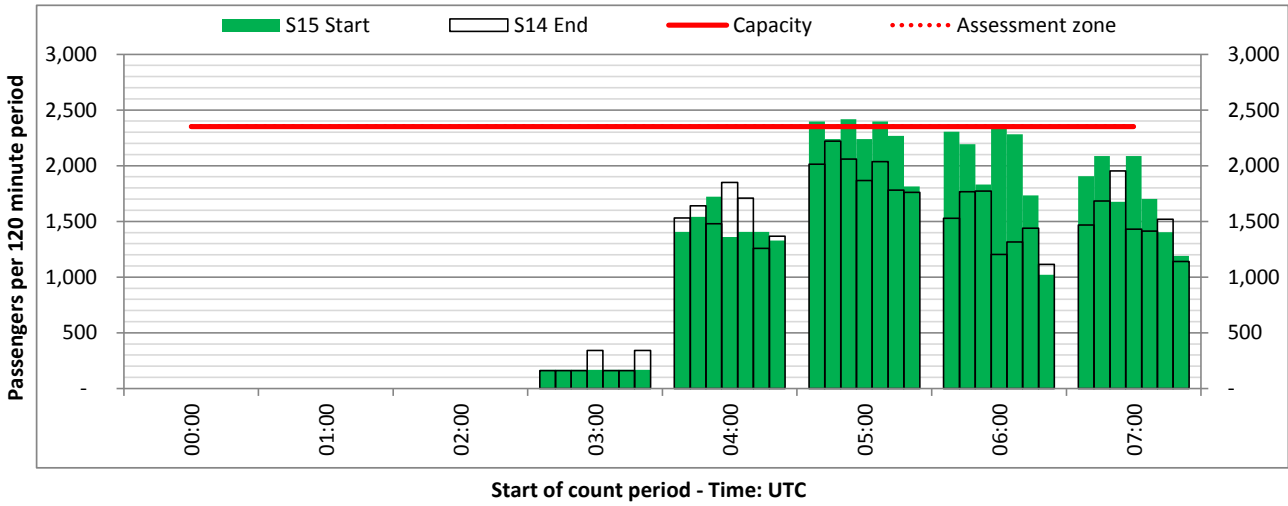
DEPARTURE - 120 minute count rolling every 60 mins (T120/60)



Terminals: T3

Operators: All Operators

Days: 1234567



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

S14 Start	S14 schedule as cleared on Mon 24-Mar-14.
S14 End	S14 schedule as cleared on Mon 24-Mar-14.
S15 Start	S15 schedule as cleared on Wed 25-Mar-15.

Peak Week	Peak week for S14 is Mon 18-Aug-14 to Sun 24-Aug-14. Peak week for S15 is Mon 17-Aug-15 to Sun 23-Aug-15.
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For ACL use

	Airport-Season-Branch-Resource	From date	To date	Time
Full Season Rep 1	MAN-S14-SOS report-Standard	Sun 30-Mar-2014	Sat 25-Oct-2014	UTC
Full Season Rep 2	MAN-S14-END-Standard	Sun 30-Mar-2014	Sat 25-Oct-2014	UTC
Full Season Rep 3	MAN-S15-SOS report-Standard	Sun 29-Mar-2015	Sat 24-Oct-2015	UTC
	Airport-Season-Branch-Resource	From date	To date	Time
Peak Week Rep 1	MAN-S14-SOS report-Standard	Mon 18-Aug-2014	Sun 24-Aug-2014	UTC
Peak Week Rep 2	MAN-S14-END-Standard	Mon 18-Aug-2014	Sun 24-Aug-2014	UTC
Peak Week Rep 3	MAN-S15-SOS report-Standard	Mon 17-Aug-2015	Sun 23-Aug-2015	UTC