

Manchester Airport (MAN)

Summer 2016 (S16)



Start of Season Report

Report Date: Tue 29-Mar-2016

Headlines

	S16 Start	vs. S15 Start	vs. S15 End
Total Air Transport Movements (Passenger & Freight)	123557	▲ 12.6%	▲ 13.0%
Total Passenger Air Transport Movements	122884	▲ 12.7%	▲ 13.1%
Total Passenger Air Transport Movement Seats	21245229	▲ 12.9%	▲ 13.1%
Average Seats per Passenger Air Transport Movement	172.8884883	▲ 0.2%	▼ -0.1%
Percentage of allocated slots cleared as requested (OK)	0.986281635		

Contents

Page	Content
2	Peak Week - Initial Coordination Analysis
3	ATM Allocation by Operator (Full season and Peak Week Comparison)
4	Peak Week - Allocation and Slot Adjustment Distribution by Operator
5	Significant Route Changes
6	Full Season - ATM Analysis
7	Full Season - PATM Seats Analysis
8	Full Season - Aircraft Size Analysis
9	Full Season - Seasonality
10	Peak Week - Hourly Runway Allocation
11	Peak Week - Hourly Runway Allocation Comparison (S16 Start vs. S15 End)
12	Peak Week Histogram - Departure Passengers (T60/15) - T1 - All Operators
13	Peak Week Histogram - Departure Passengers (T120/15) - T1 - All Operators
14	Peak Week Histogram - Arrival Passengers (T60/15) - T1 - All Operators
15	Peak Week Histogram - Departure Passengers (T60/15) - T2 - All Operators
16	Peak Week Histogram - Departure Passengers (T120/15) - T2 - All Operators
17	Peak Week Histogram - Arrival Passengers (T60/15) - T2 - All Operators
18	Peak Week Histogram - Departure Passengers (T60/15) - T3 - All Operators
19	Peak Week Histogram - Departure Passengers (T120/15) - T3 - All Operators
20	Peak Week Histogram - Arrival Passengers (T60/15) - T3 - All Operators
21	Glossary

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

S16 scheduling season runs from Sun 27-Mar-2016 to Sat 29-Oct-2016 (217 days).

S15 full season data is adjusted by a factor of 1.03333 in order to directly compare against S16 full season data.

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Peak Week - Initial Coordination Analysis



Operator	S16 HISTORIC SLOTS				HISTORIC RECLAIM STATISTICS				NEW SLOT REQUESTS						Total Demand at Initial Submissions	Total Allocation (SA)	% of demand with a slot allocated
	Historic slots	Lost Histories (N80 & MU)	Unclaimed Histories	Reclaimed Histories	Incl. Time Change	Incl. Seat Increase	Incl. Day change	Incl. A>D or D>A swap	Demand - New Requests	Allocated - Year Round Incumbent	Allocated - Year Round New Entrant	Allocated - New Incumbent	Allocated - New Entrant	Allocated - "Fill-in"			
Adria Airways	-	-	4	4	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	4	4	100.0%
Aegean Airlines	-	-	4	4	100.0%	100.0%	0.0%	0.0%	2	-	-	-	2	-	6	6	100.0%
Aer Lingus	-	-	98	98	51.0%	0.0%	0.0%	0.0%	8	-	-	8	-	-	106	106	100.0%
Air France	-	-	42	42	0.0%	33.3%	0.0%	0.0%	-	-	-	-	-	-	42	42	100.0%
Air Malta	-	-	8	8	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	8	8	100.0%
Air Transat	-	-	18	18	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	18	18	100.0%
Air X	-	-	16	16	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	16	16	100.0%
American Airlines	-	-	42	42	50.0%	33.3%	0.0%	0.0%	-	-	-	-	-	-	42	42	100.0%
Aurigny Air Services	-	-	30	30	80.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	30	30	100.0%
Austrian Airlines	-	-	14	14	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	14	14	100.0%	
Belavia Belarusian Airlines	-	-	2	2	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	2	2	100.0%
BH Air	-	-	6	6	0.0%	0.0%	0.0%	0.0%	2	-	-	2	-	-	8	8	100.0%
British Airways	-	-	106	106	21.7%	17.0%	0.0%	0.0%	-	-	-	-	-	-	106	106	100.0%
Brussels Airlines	-	-	38	38	94.7%	31.6%	0.0%	0.0%	-	-	-	-	-	-	38	38	100.0%
Cathay Pacific	-	-	8	8	100.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	8	8	100.0%
Condor	-	-	14	14	21.4%	50.0%	0.0%	0.0%	-	-	-	-	-	-	14	14	100.0%
Delta Airlines	-	-	14	14	100.0%	100.0%	0.0%	0.0%	-	-	-	-	-	-	14	14	100.0%
Denim Air	-	-	-	-	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	-	-	-
EasyJet	-	-	342	342	31.3%	32.7%	0.0%	0.0%	92	-	-	3	47	42	434	434	100.0%
Enter Air	-	-	-	-	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	-	-	-
Federal Express	-	-	16	16	43.8%	0.0%	0.0%	0.0%	-	-	-	-	-	-	16	16	100.0%
Flybe	-	-	698	698	26.6%	16.9%	0.0%	0.0%	79	7	-	-	72	36	777	777	100.0%
Germania	-	-	-	-	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	-	-	-
Hainan Airlines	-	-	-	-	0.0%	0.0%	0.0%	0.0%	8	-	-	-	8	-	8	8	100.0%
Iberia Express	-	-	-	-	0.0%	0.0%	0.0%	0.0%	6	-	-	6	-	-	6	6	100.0%
Icelandair	-	-	8	8	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	8	8	100.0%
Iraqi Airways	-	-	-	-	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	-	-	-
Jet2.com	-	-	354	354	35.9%	19.8%	0.0%	0.0%	78	-	-	78	-	10	432	432	100.0%
KLM Royal Dutch Airlines	-	-	84	84	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	84	84	100.0%
Mistral Air	-	-	2	2	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	2	2	100.0%
Monarch Airlines	-	-	192	192	29.2%	8.3%	0.5%	0.0%	36	-	-	36	-	-	228	228	100.0%
New Age Airlines	-	-	6	6	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	6	6	100.0%
Norwegian	-	-	30	30	26.7%	0.0%	0.0%	0.0%	-	-	-	-	-	-	30	30	100.0%
Other	-	-	6	6	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	6	6	100.0%
PIA Pakistan International	-	-	20	20	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	20	20	100.0%
Qatar Airways	-	-	22	22	100.0%	0.0%	0.0%	0.0%	10	-	-	10	-	-	32	32	100.0%
SAS Scandinavian	-	-	56	56	39.3%	0.0%	0.0%	0.0%	10	-	-	10	-	-	66	66	100.0%
Saudia	-	-	8	8	0.0%	100.0%	0.0%	0.0%	-	-	-	-	-	-	8	8	100.0%
Shahen Air	-	-	-	-	0.0%	0.0%	0.0%	0.0%	6	-	-	6	-	-	6	6	100.0%
Singapore Airlines	-	-	14	14	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	14	14	100.0%
Small Planet Airlines	-	-	42	42	21.4%	0.0%	0.0%	0.0%	10	-	-	10	-	-	52	52	100.0%
Sun-Air	-	-	34	34	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	2	34	34	100.0%
Swiss International	-	-	26	26	30.8%	7.7%	0.0%	0.0%	-	-	-	-	-	-	26	26	100.0%
Tailwind Airlines	-	-	-	-	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	-	-	-
TAP Portugal	-	-	14	14	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	14	14	100.0%
Thomas Cook (UK)	-	-	210	210	31.0%	11.0%	0.5%	0.0%	51	-	-	51	-	1	261	261	100.0%
Thomson Airways	-	-	328	328	19.2%	6.7%	0.3%	0.0%	15	-	-	15	-	1	343	343	100.0%
Titan Airways	-	-	2	2	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	2	2	100.0%
Turkish Airlines	-	-	42	42	83.3%	33.3%	0.0%	0.0%	-	-	-	-	-	-	42	42	100.0%
United Airlines	-	-	28	28	0.0%	0.0%	0.0%	0.0%	-	-	-	-	-	-	28	28	100.0%
Virgin Atlantic	-	-	48	48	79.2%	0.0%	0.0%	0.0%	-	-	-	-	-	-	48	48	100.0%
Vueling	-	-	8	8	75.0%	0.0%	0.0%	0.0%	18	-	-	18	-	-	26	26	100.0%
TOTAL	-	-	3,786	3,786	31.1%	14.1%	0.1%	0.0%	575	7	3	515	50	64	4,361	4,361	100.0%

Peak Week - Allocation and Slot Adjustment Distribution by Operator



Schedule: S16 Start

Operator	S16 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	106	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%	-
Air X	16	93.8%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	6.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
American 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%	-
Aurigny Air Services	30	80.0%	0.0%	20.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Austrian 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%	-
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%	-
British Airways	106	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%	-
Brussels Airlines	38	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	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	14	92.9%	0.0%	7.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
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	434	97.0%	1.6%	0.2%	0.5%	0.0%	0.0%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.5%	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%	-
Etihad 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%	-
Eurowings	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%	-
Evelop 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%	-
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	777	96.8%	1.4%	1.2%	0.1%	0.0%	0.0%	0.0%	0.0%	0.3%	0.1%	0.0%	0.0%	0.0%	0.1%	0.0%	-
Freebird 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%	-
Hainan Airlines	8	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Iberia Express	6	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Icelandair	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%	-
Jet2.com	432	99.3%	0.2%	0.2%	0.0%	0.0%	0.0%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
KLM Royal Dutch Airlines	84	79.8%	9.5%	9.5%	1.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Lufthansa	98	99.0%	0.0%	1.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
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	228	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%	-
New Age 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%	-
Norwegian	30	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Nouvelair Tunisie	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%	-
Other	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%	-
Pegasus Airlines	20	95.0%	5.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
PIA Pakistan International	20	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Qatar Airways	32	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	-
Ryanair	524	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%	-
SAS Scandinavian	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%	-
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%	-
Shaheen Air	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%	-
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	52	80.8%	3.8%	0.0%	0.0%	5.8%	0.0%	3.8%	3.8%	0.0%	1.9%	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%	-
TAP Portugal	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%	-
Thomas Cook (UK)	261	98.9%	0.4%	0.0%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.4%	0.0%	-
Thomson Airways	343	98.5%	0.6%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.3%	0.3%	0.0%	-
Titan 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%	-
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	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%	-
TOTAL	4,361	98.0%	0.8%	0.6%	0.1%	0.1%	0.0%	0.1%	0.1%	0.1%	0.0%	0.0%	0.0%	0.1%	0.1%	0.0%	-

Operators with 0 'allocated ATMs' and 0 'Requests with NO slot allocated' in S16, are included in this list due to having slots allocated in either S15 Start or S15 End schedules.

Significant Route Changes



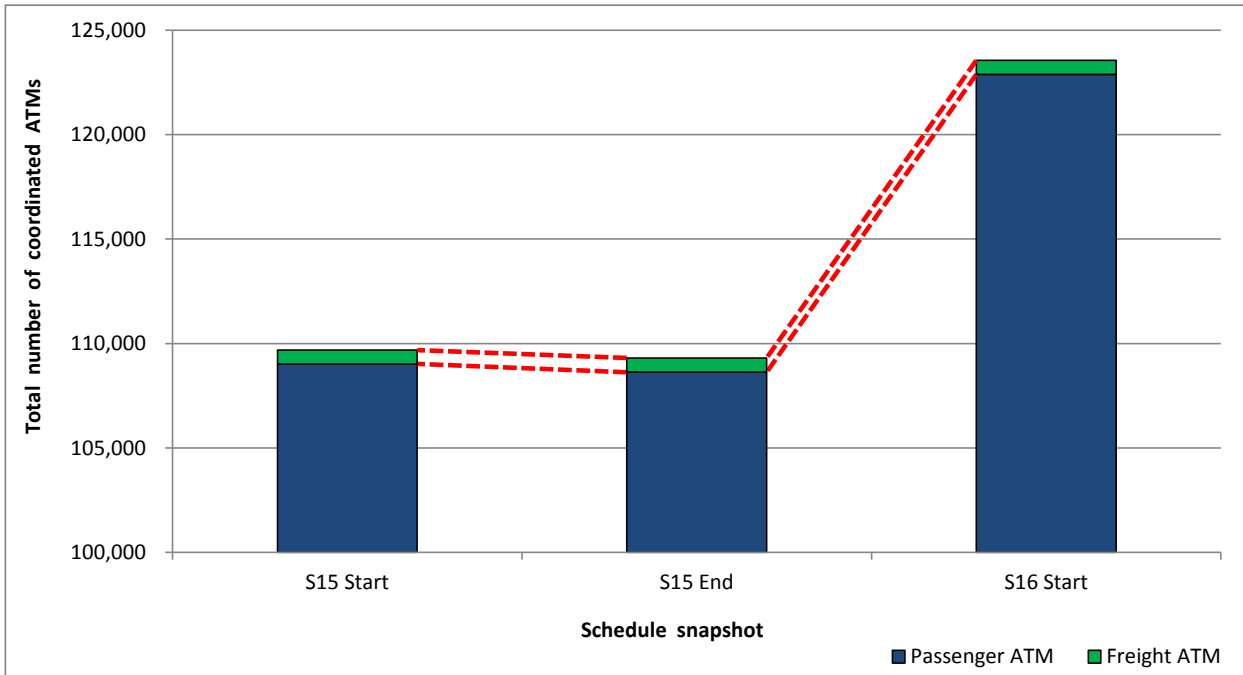
Operator	Category	Description of change from S15 schedule to S16 schedule
Aer Lingus	CHANGE	ORK up from x14 to x18 per week.
Air Canada	CHANGE	Longer season length in S16 03Jun-27Sep, six per week with B767-300 to YYZ.
Air X	NEW	New based B737-500 operating charters to Greek destinations Jul-Oct. (T2 allocated).
Alba Star	NEW	New weekly PMI and REU charter series on Sundays with B737-400.
American Airlines	CHANGE	ORD 03Jun-06Oct ops with B787-8, other periods are B767-300.
Austrian Airlines	NEW	Backfill new VIE service which started Sep15.
Brussels Airlines	CHANGE	Increase BRU from three to four per day. New service 1855/1940z with AR1 from 11Apr.
Delta Airlines	CHANGE	Upgrade JFK from B757-200 to B767-300 from 27Mar.
Denim Air	CANCELLED	No slots for S16, weekly INN charter in S15 with FK100.
EasyJet	NEW	Increase from nine to eleven based aircraft. New routes CDG, GIB, MXP, OLB (Olbia), TIV (Tivat), VIE. No DME or SSH. Increase frequency on many routes.
Egypt Air	CANCELLED	No slots for S16, operated five per week CAI in S15.
Emirates	CHANGE	Evening A380 service upgrades to 2class 615seat aircraft as per W15.
Enter Air	CANCELLED	No slots submitted, was based B737-400 in S15.
Evelopair		New weekly PMI charter series on Thursdays with A320. (T2 allocated)
Flybe	NEW	Increase from six to ten based aircraft (nine overnight). New routes LUX (01Sep), LYS (01Aug) and RTM. Increase on ABZ, AMS, CDG, DUS, HAJ, MXP, SOU. Reductions on EDI and EXT. Cancelled route is BOH.
Germania	CANCELLED	Based aircraft that operated in recent summer seasons now cancelled, flying for Olympic Holidays now ops on Small Planets 2nd based aircraft.
Hainan Airlines	NEW	New PEK (Beijing) service four per week with A330-300 (292seats), from 10Jun 0505/1125z. (T2 allocated)
Iberia Express	NEW	Backfill three per week MAD service Tue, Wed and Sat, started Sep15.
Iraqi Airways	CANCELLED	No slots submitted, twice weekly service ended recently in W15.
Jet2.com	NEW	Increase from fourteen to sixteen based aircraft. (seventeen for Jul & Aug). New routes, GRO, KRK, NAP. No NBE or VIE, More frequency on many routes.
Monarch Airlines	CHANGE	New routes FNC, LIS, LPA and TLV. No NBE or LCA. Greatly reduced HRG and SSH tbc. AGA ends Apr.
New Age Airlines	NEW	Paper airline - New three per week LCA with A320 (T1 allocated).
Norwegian	NEW	New routes AGP (x4pw from 30Apr), ALC and BCN (both x2pw from 02Jun), with B737-800.
Nouvelair Tunisie	NEW	New twice per week TUN scheduled Weds and Sun with A320 from 29May.
Pegasus Airlines	NEW	New daily SAW 1140/1220z with B7370800 from 01Jul, plus new weekly BJV on Mondays. Twice weekly DLM continues also.
PIA Pakistan International	CHANGE	Increase ISB from four to six per week. LHE and JFK are twice per week.
Qatar Airways	CHANGE	Increase DOH from fourteen to sixteen per week with A330.
Ryanair	NEW	Increase from seven to eight based aircraft. New routes, BDS(Brindisi), BTS, CCF, LIG, MLA. BRE cont from W15. No TLL. Various frequency increase.
SAS Scandinavian	CHANGE	Third CPH continued from W15 and upgrade to A320, ARN increase from seven to eleven per week.
Saudia	CHANGE	Upgrade JED service from B777-200 to B787-9 from 02Apr, also Increase from four to five per week from 07Sep
Shaheen Air	NEW	New three per week ISB with A330-200 (328seats) 1900/2055z. Arrs Tue, Fri and Sun, depts Wed, Fri and Sun. Aircraft nightstops Tuesday night.
Small Planet Airlines	NEW	Second based A320 operating charter services May-Oct to Greek destinations.
Sun-Air	NEW	New proposed GRQ (Groningen) twice per day with Do328 from 22Aug.
TAP Portugal	CHANGE	Reduce from twice to once per day to LIS.
Thomas Cook (UK)	NEW	Additional based A320 and A330. New routes ALC, BOS, KVA and LAX. No DJE, MBJ, GOA, NBE.
Thomson Airways	CHANGE	New route AUA (Aruba), No DJE or NBE and SSH greatly reduced and tbc.

Virgin Atlantic	CHANGE	Fourth based aircraft returns peak season but is A330-330 rather than A340-600.
Vueling	NEW	New routes ALC (x3pw), FCO (x2pw) and TFS (x2pw) plus additional BCN to daily.

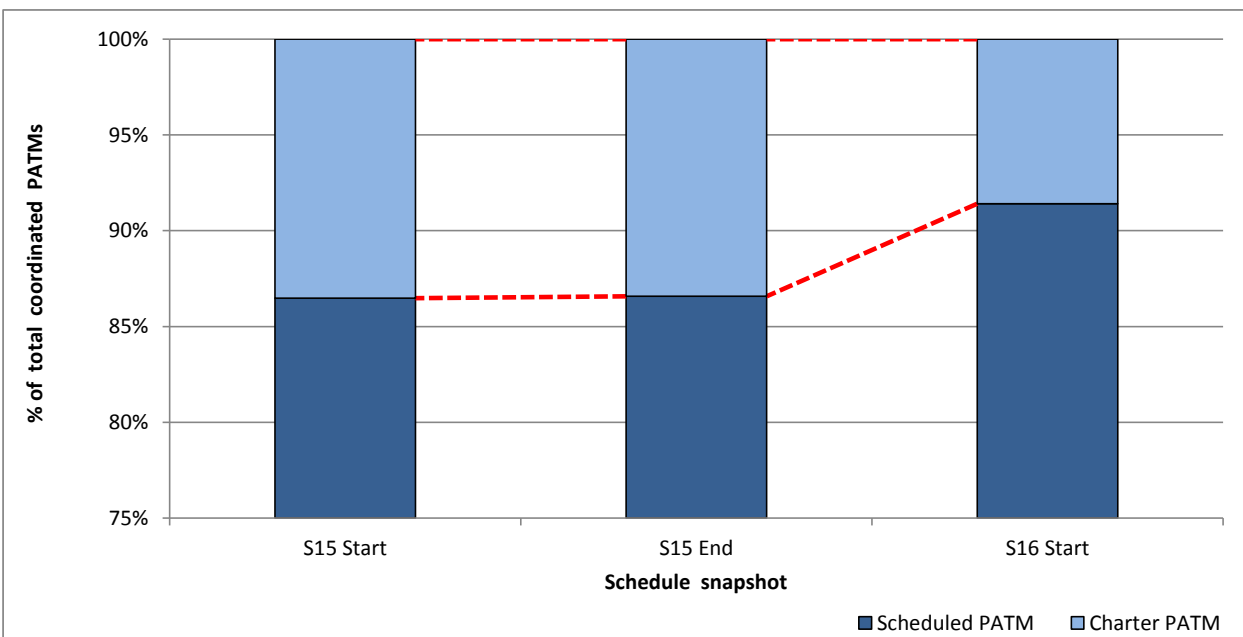
Full Season - ATM Analysis



Total ATMs: Passenger ATMs vs. Freight ATMs



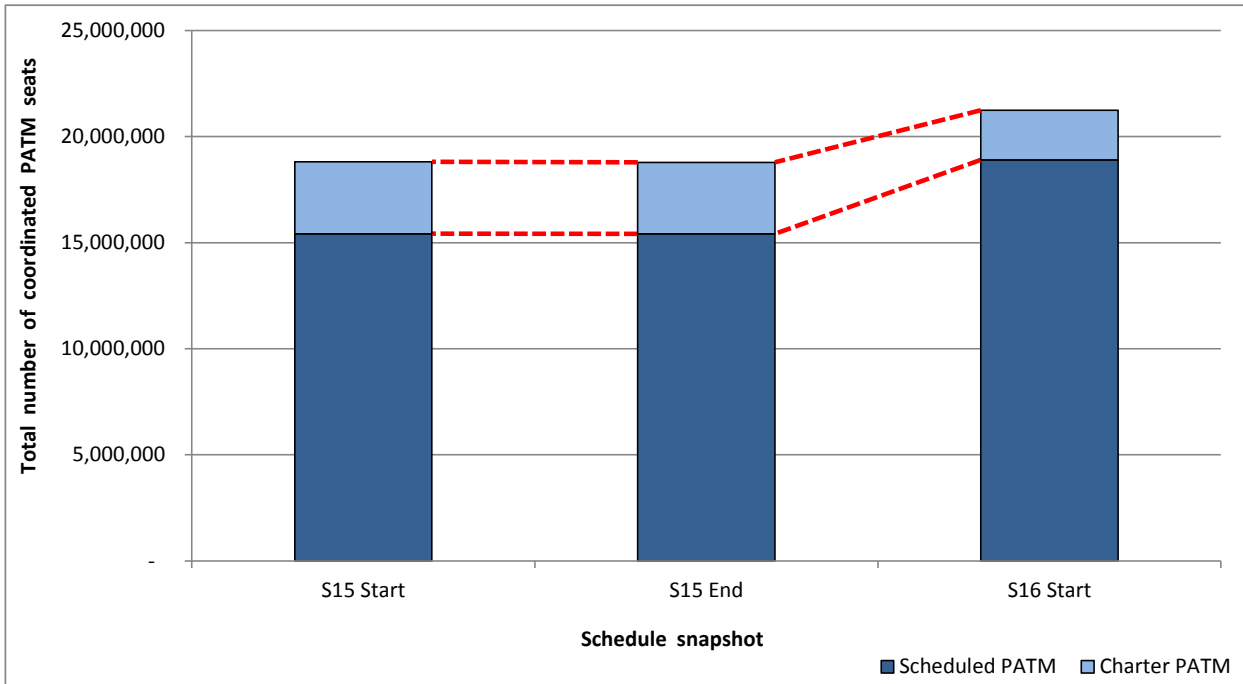
Passenger ATMs: Scheduled vs. Charter



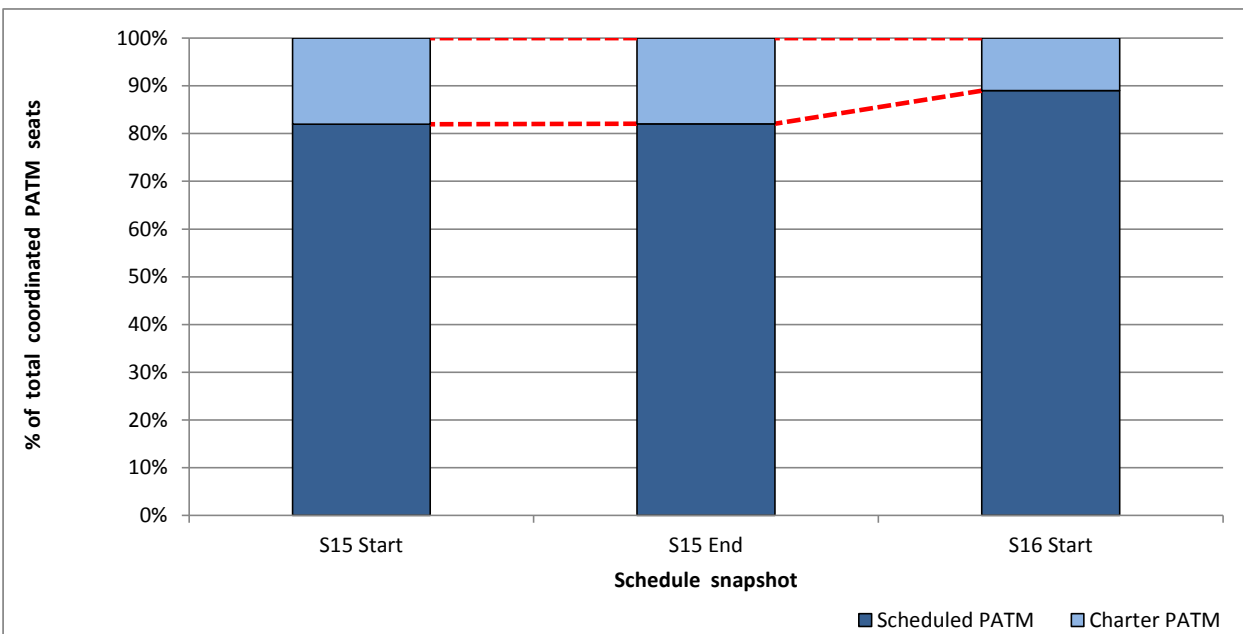
Full Season - PATM Seats Analysis



Total Passenger ATM seats: Scheduled vs. Charter

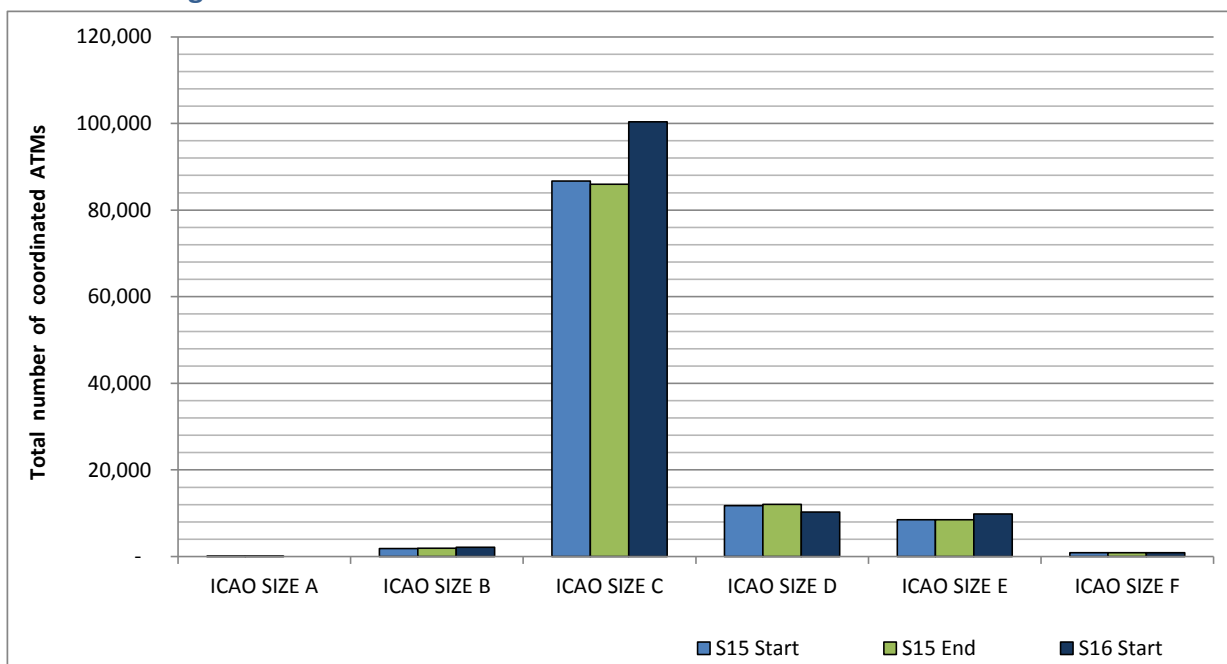


Passenger ATM seats: Scheduled vs. Charter



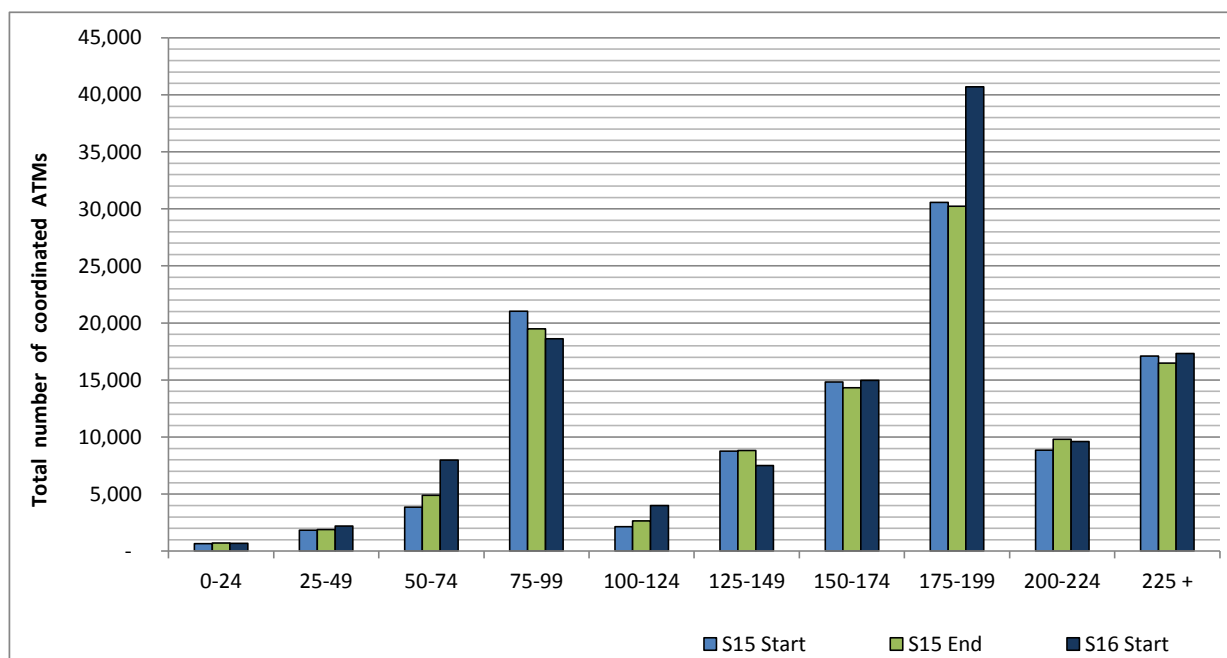
Full Season - Aircraft Size Analysis

ICAO size designation



Note: See Glossary for definitions of ICAO SIZE groupings

Air Transport Movement seat distribution

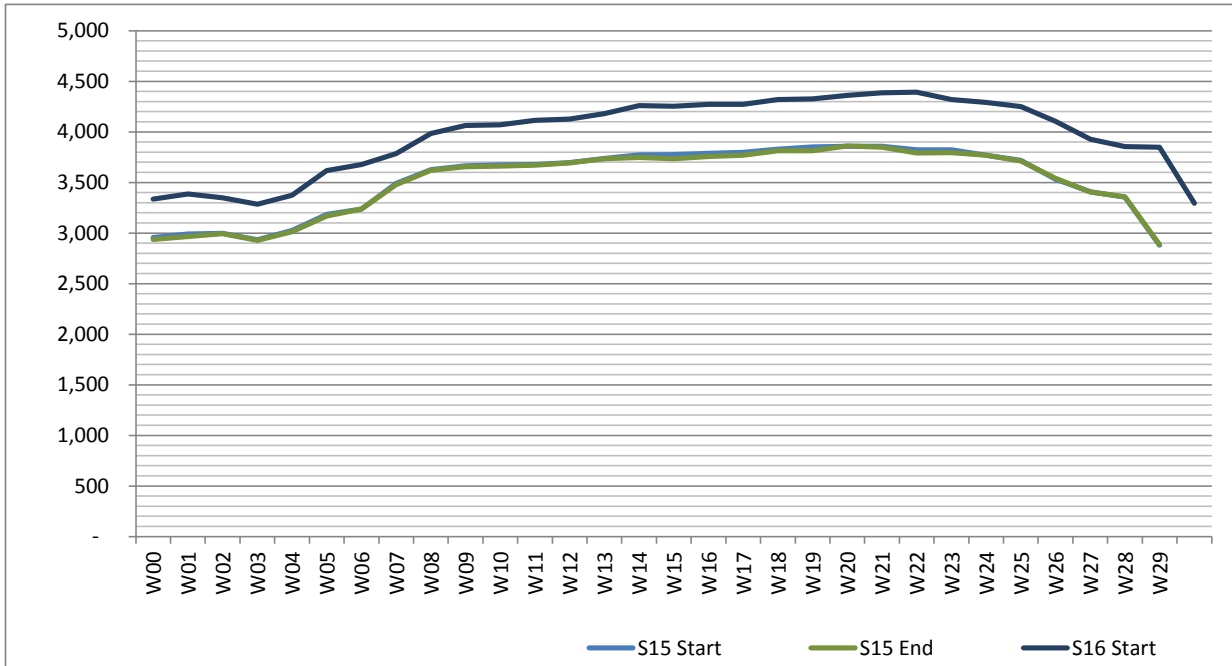


Note: FREIGHT-ONLY services with 0 seats are included in the first seat band '0-24'

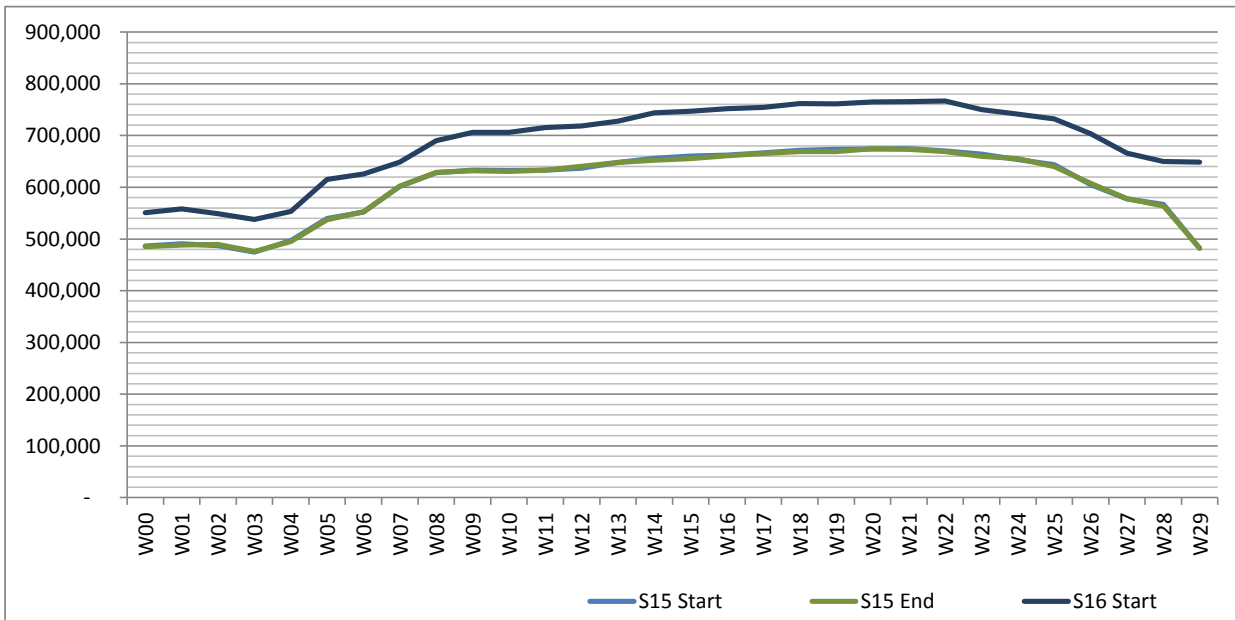
Full Season - Seasonality



Air Transport Movements by week of season



Air Transport Movement Seats by week of season



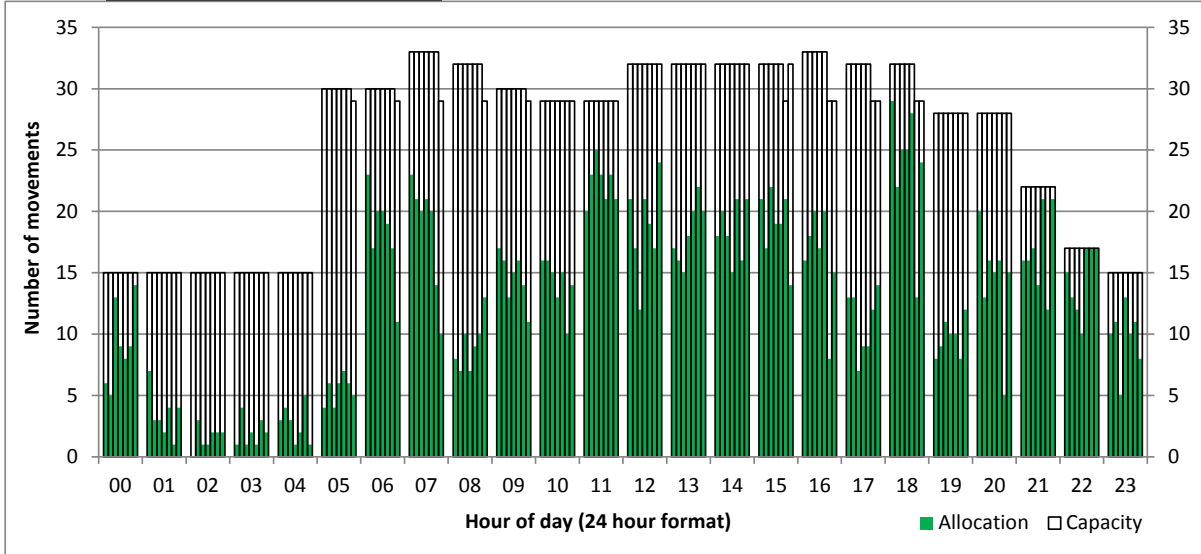
Peak Week - Hourly Runway Allocation

Schedule: S16 Start



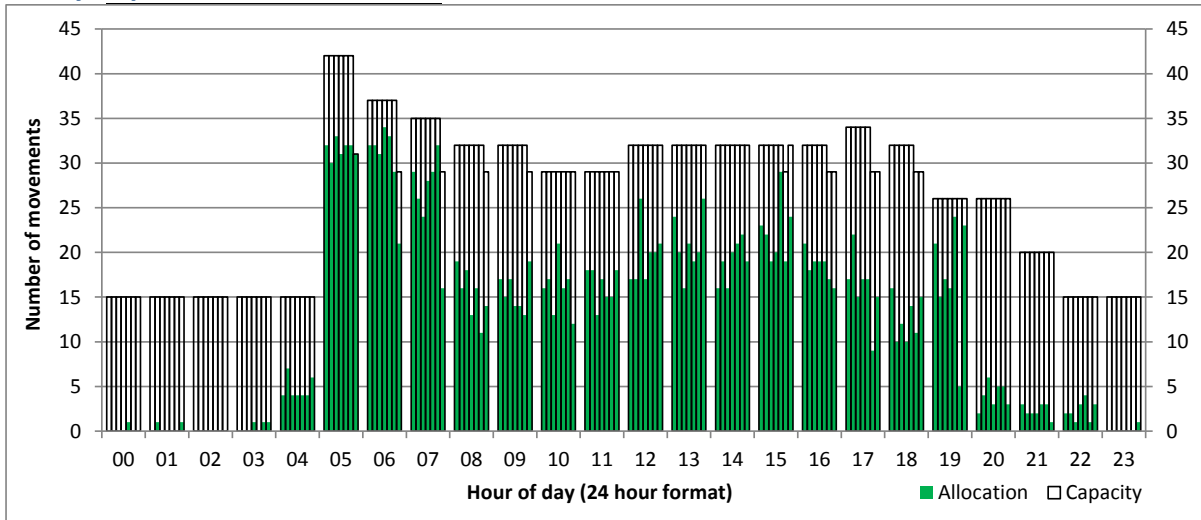
Hourly Arrival Allocation

Time: UTC



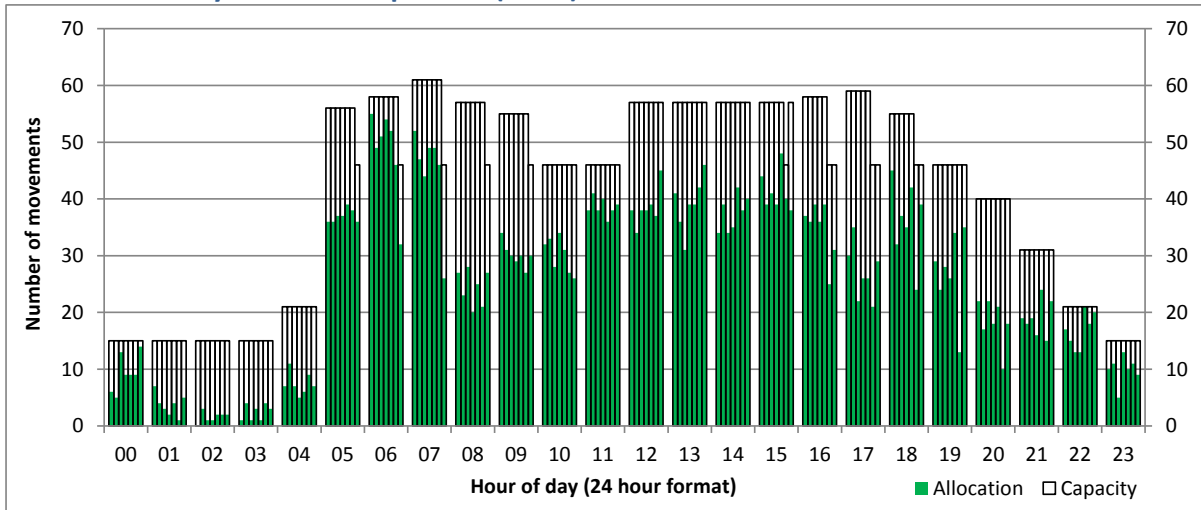
Hourly Departure Allocation

Time: UTC



Combined Hourly Arrival & Departure (Total) Allocation

Time: UTC



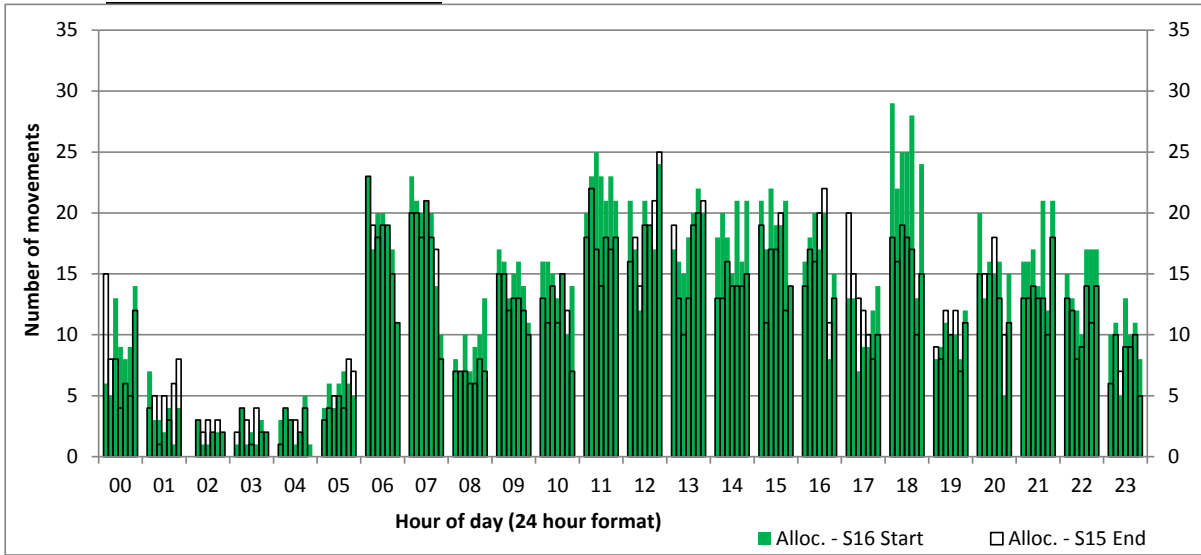
Peak Week - Runway Allocation Comparison

Comparison of S16 Start vs. S15 End



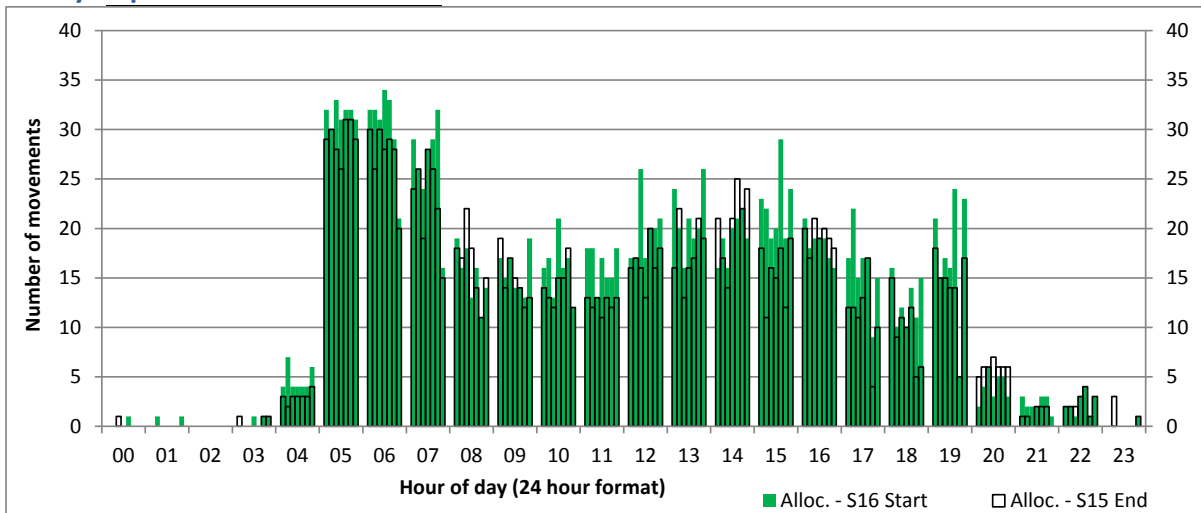
Hourly Arrival Allocation

Time: UTC



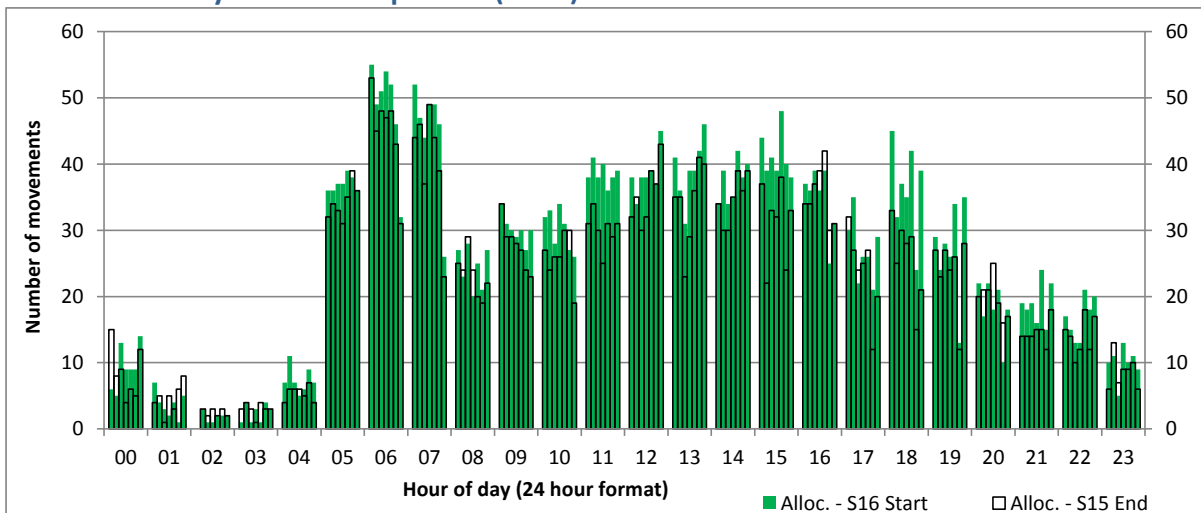
Hourly Departure Allocation

Time: UTC



Combined Hourly Arrival & Departure (Total) Allocation

Time: UTC



Peak Week - Passengers Histogram

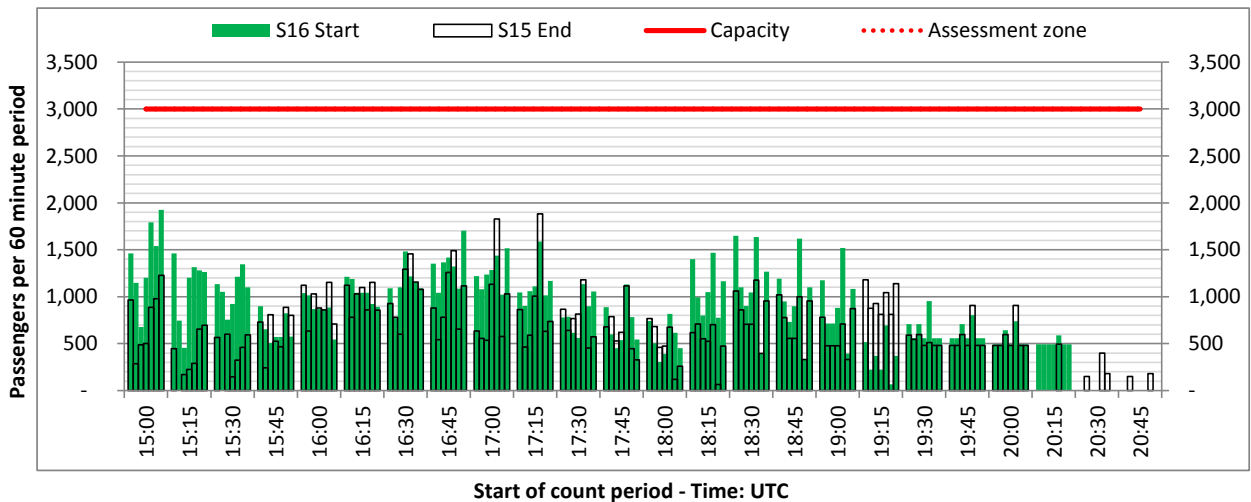
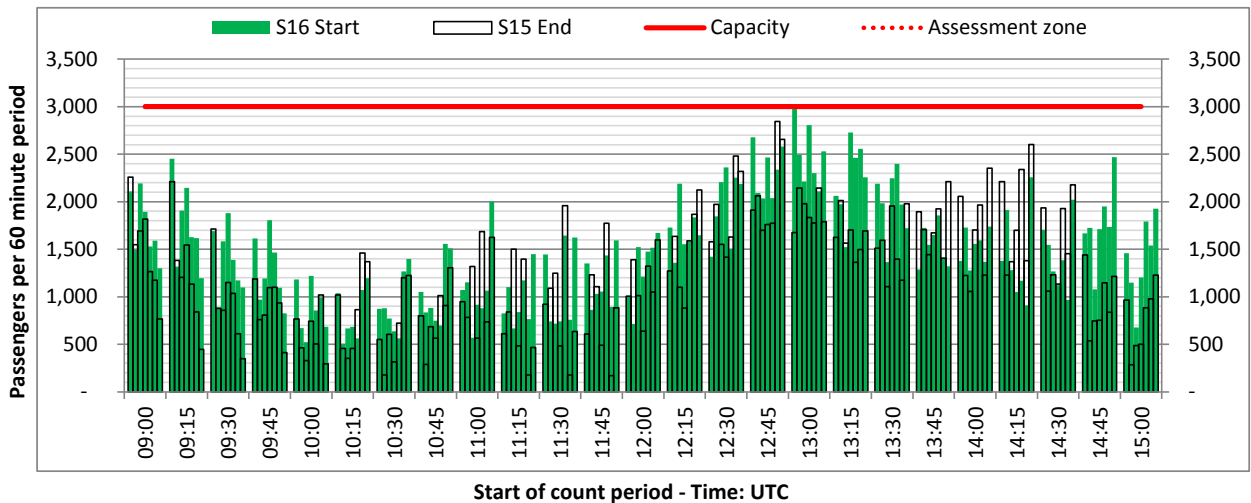
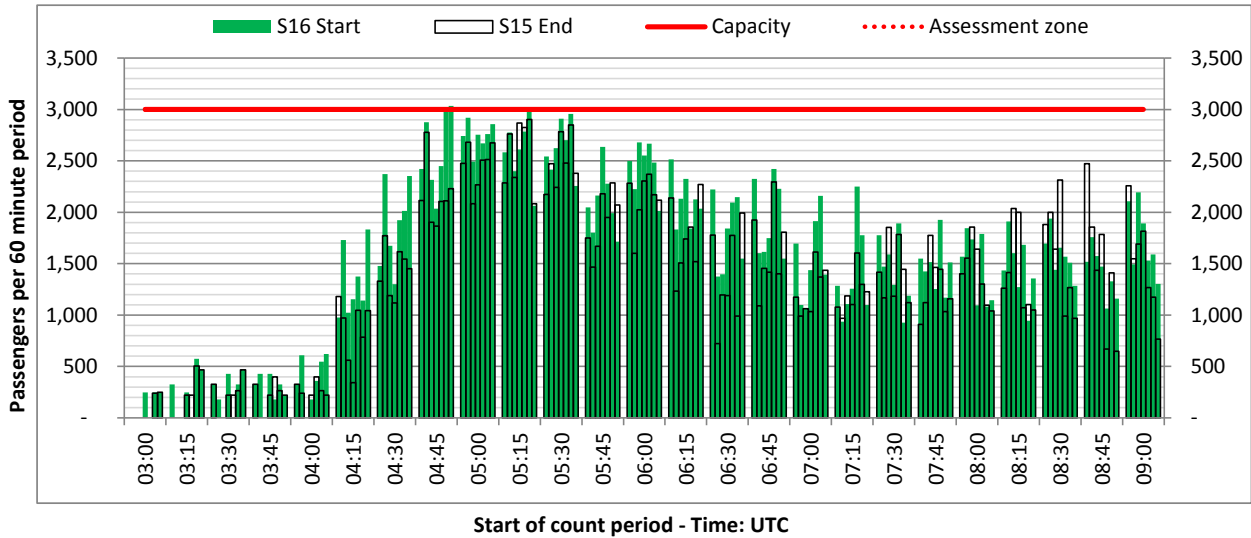
DEPARTURE - 60 minute count rolling every 15 mins (T60/15)



Terminals: T1

Operators: All Operators

Days: 1234567



Peak Week - Passengers Histogram

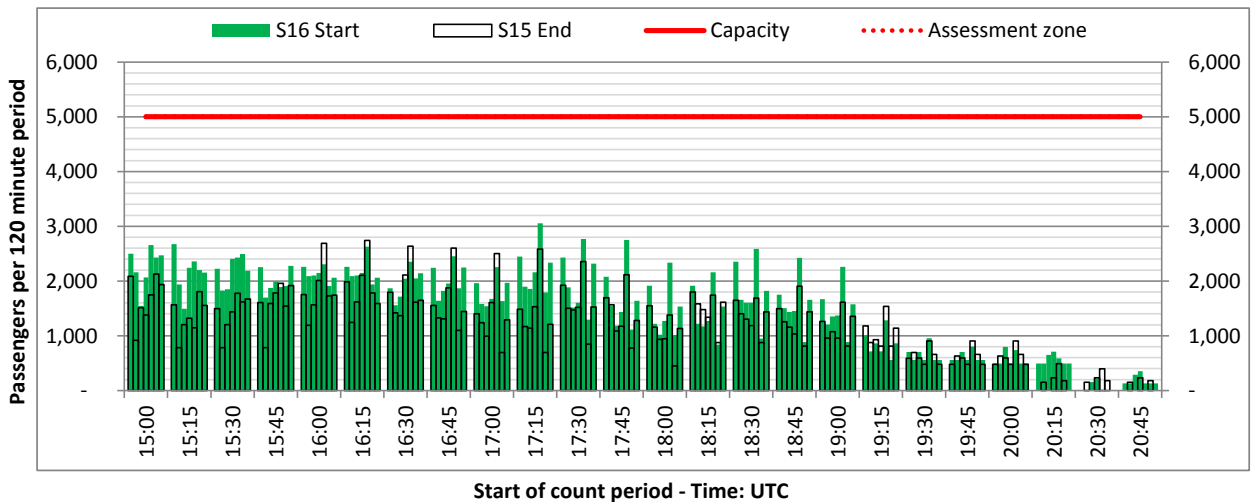
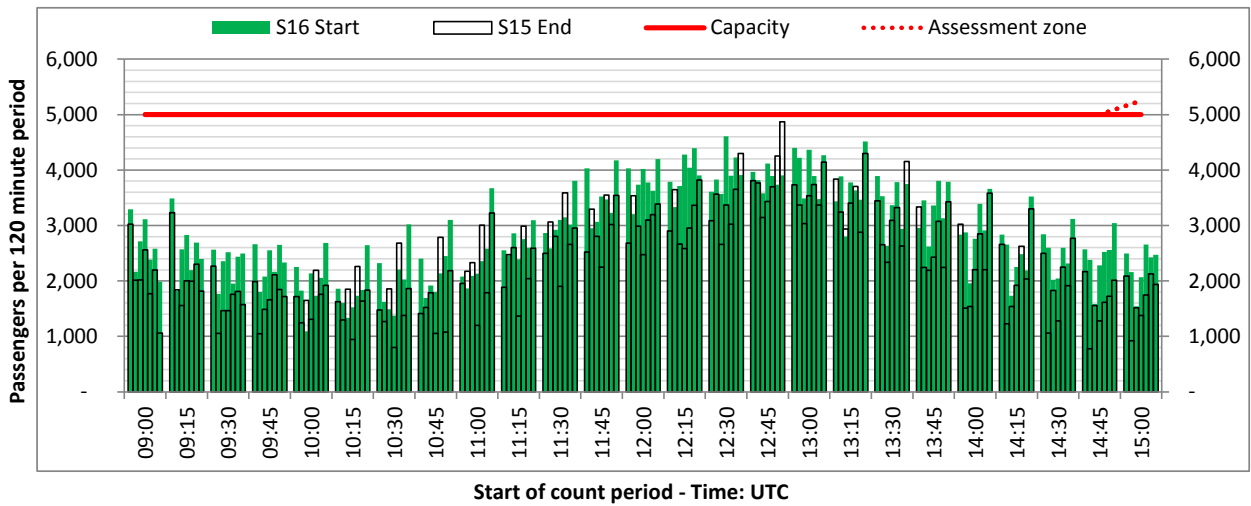
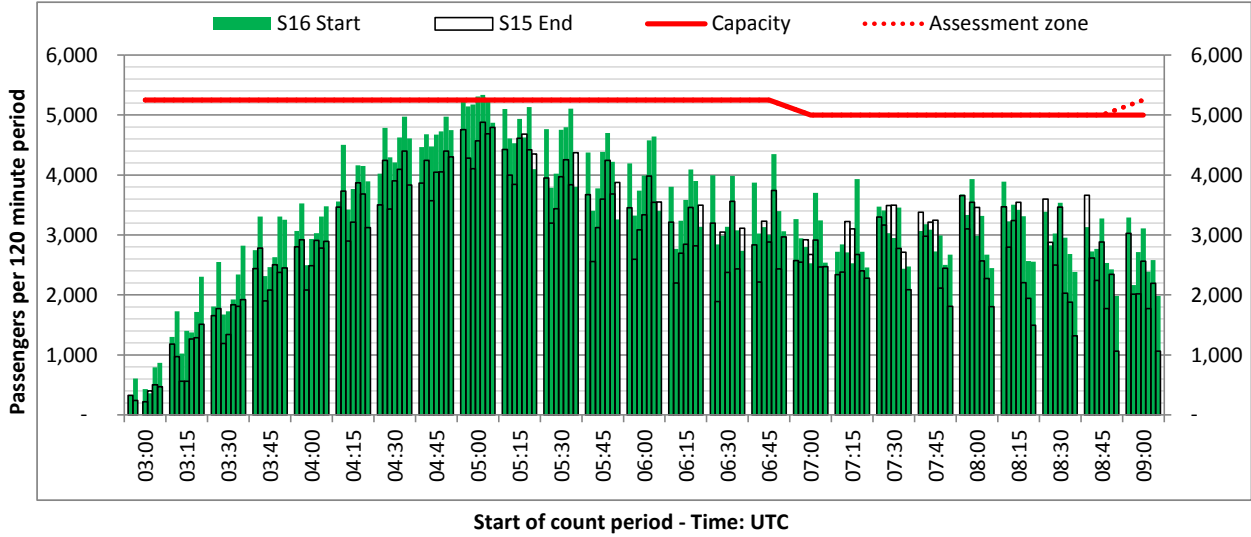
DEPARTURE - 120 minute count rolling every 15 mins (T120/15)



Terminals: T1

Operators: All Operators

Days: 1234567



Peak Week - Passengers Histogram

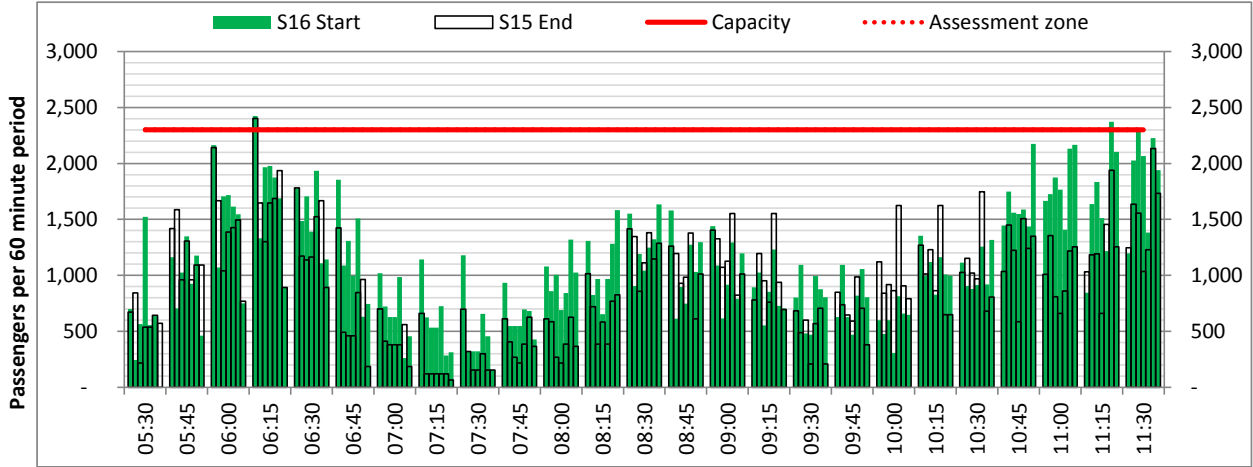
ARRIVAL - 60 minute count rolling every 15 mins (T60/15)



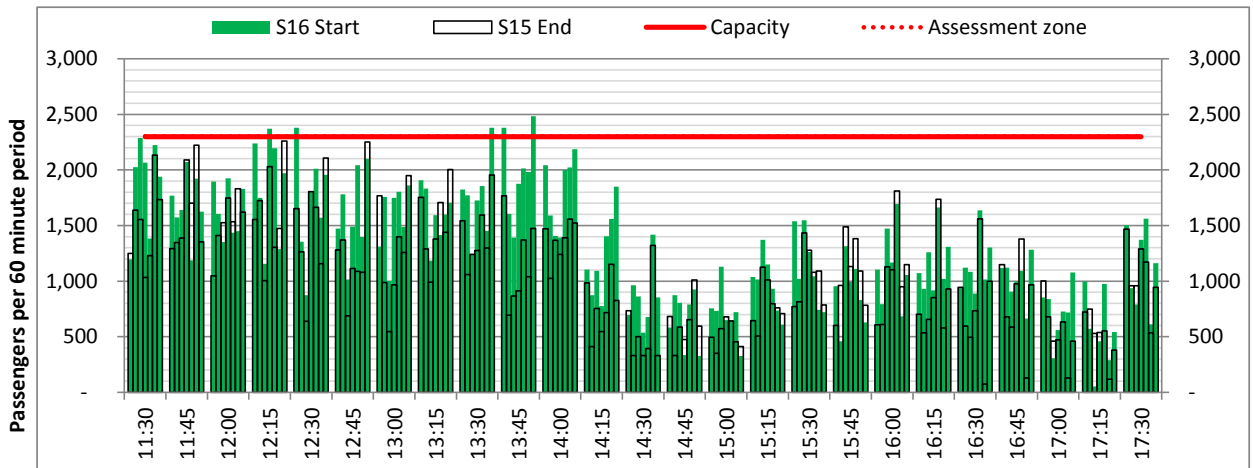
Terminals: T1

Operators: All Operators

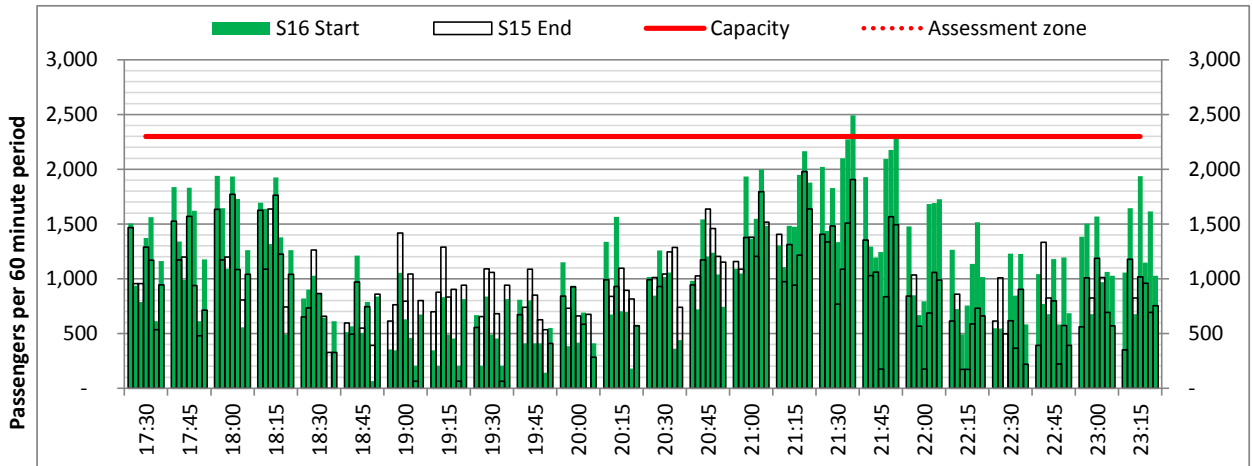
Days: 1234567



Start of count period - Time: UTC



Start of count period - Time: UTC



Start of count period - Time: UTC

Peak Week - Passengers Histogram

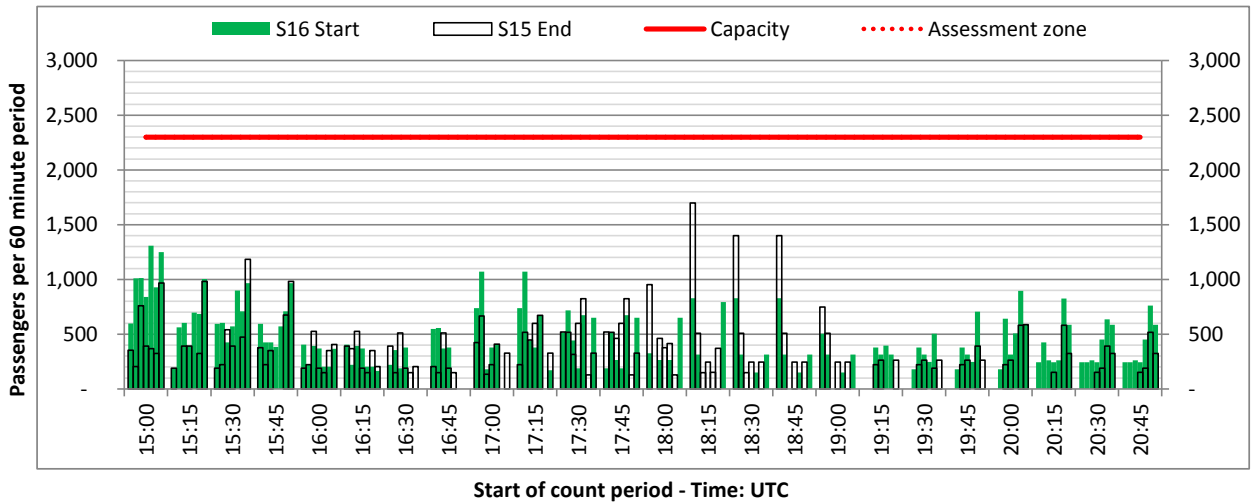
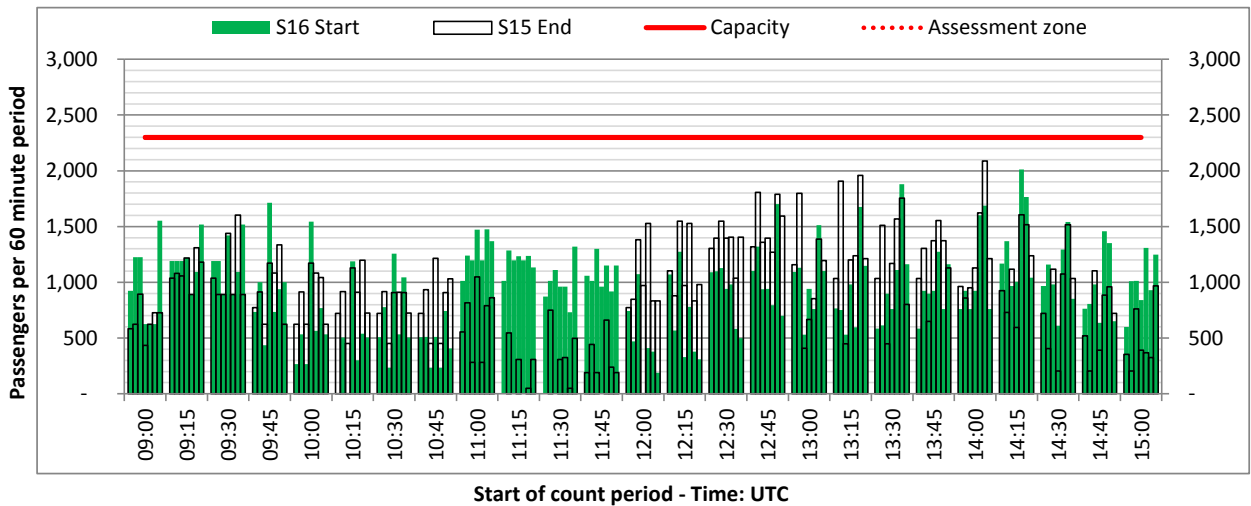
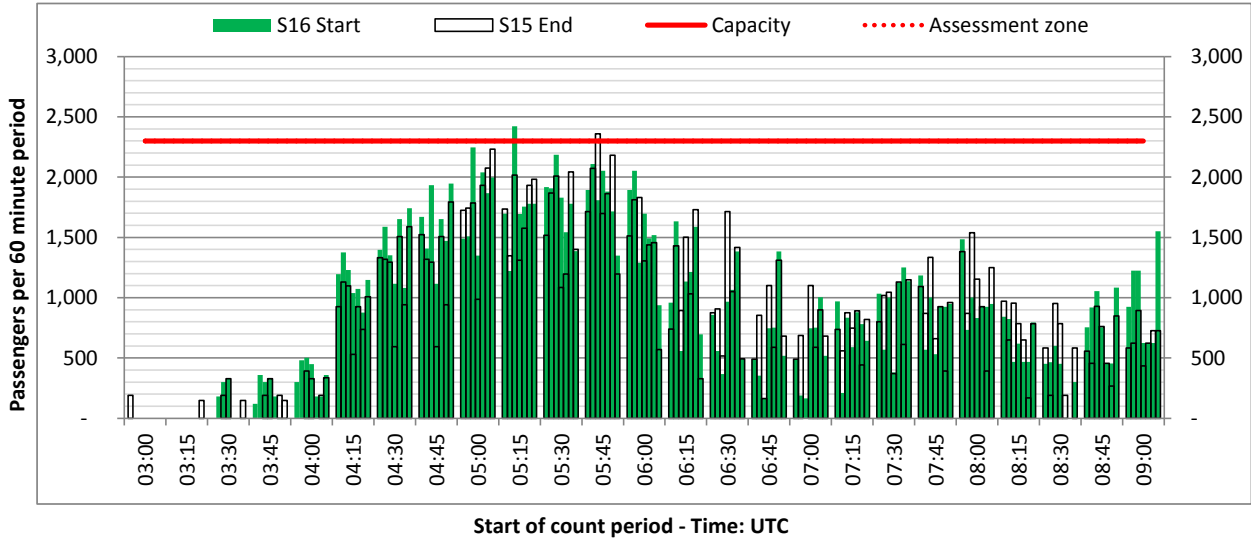
DEPARTURE - 60 minute count rolling every 15 mins (T60/15)



Terminals: T2

Operators: All Operators

Days: 1234567



Peak Week - Passengers Histogram

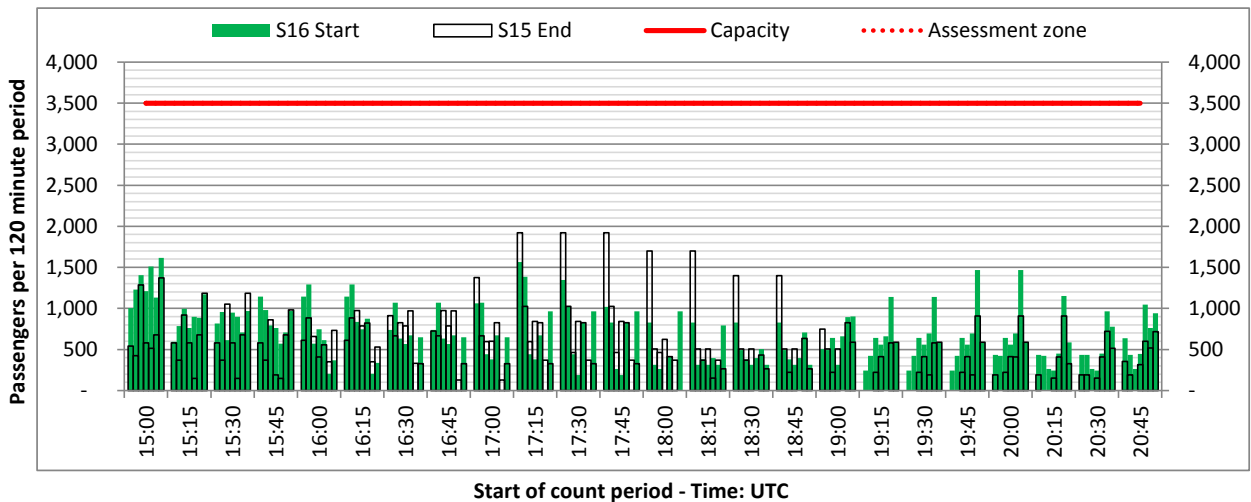
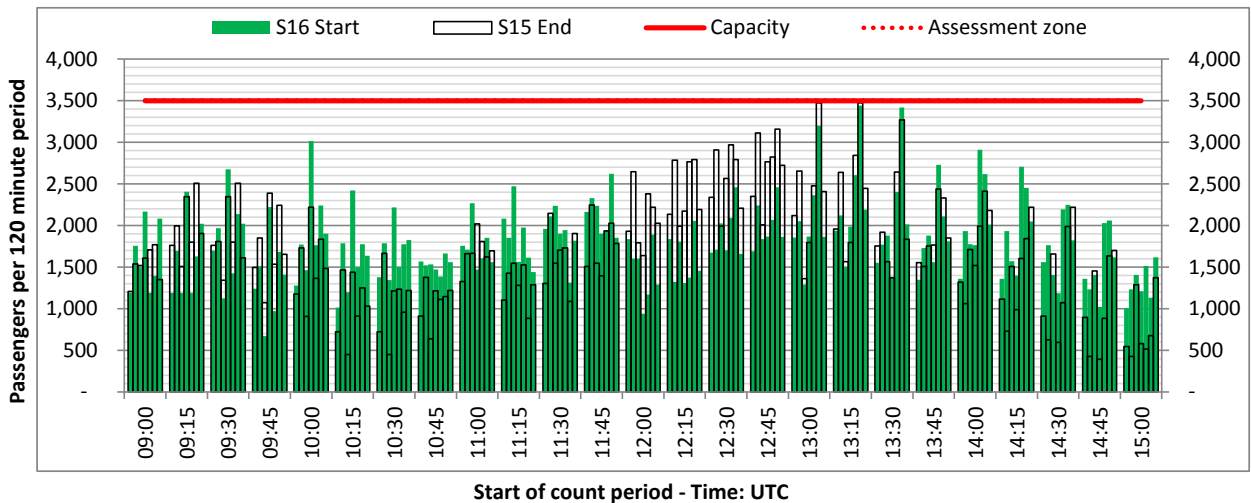
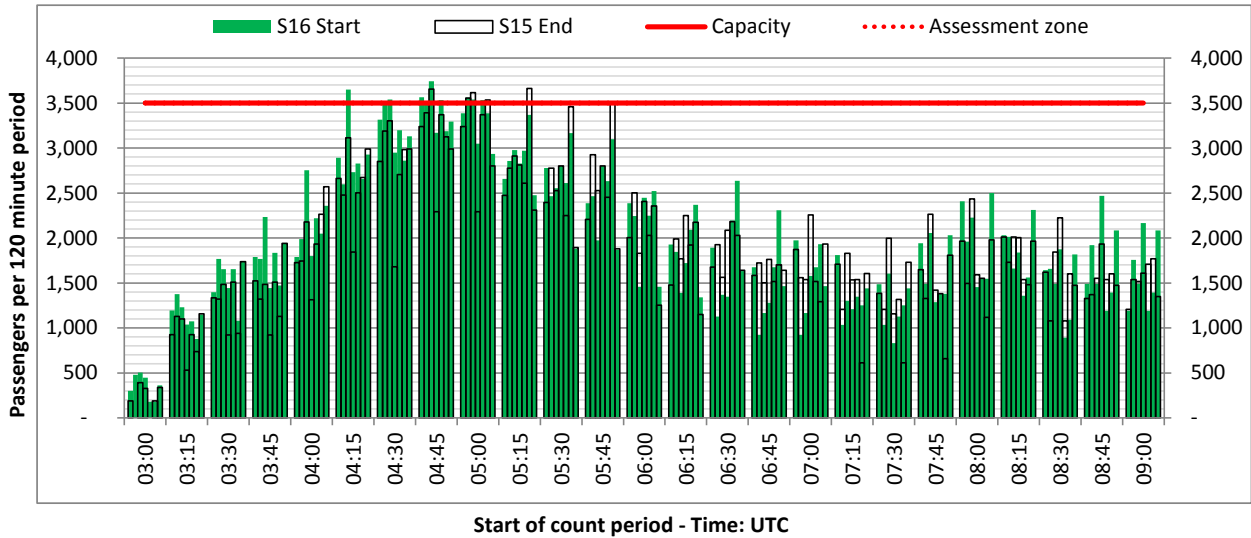
DEPARTURE - 120 minute count rolling every 15 mins (T120/15)



Terminals: T2

Operators: All Operators

Days: 1234567



Peak Week - Passengers Histogram

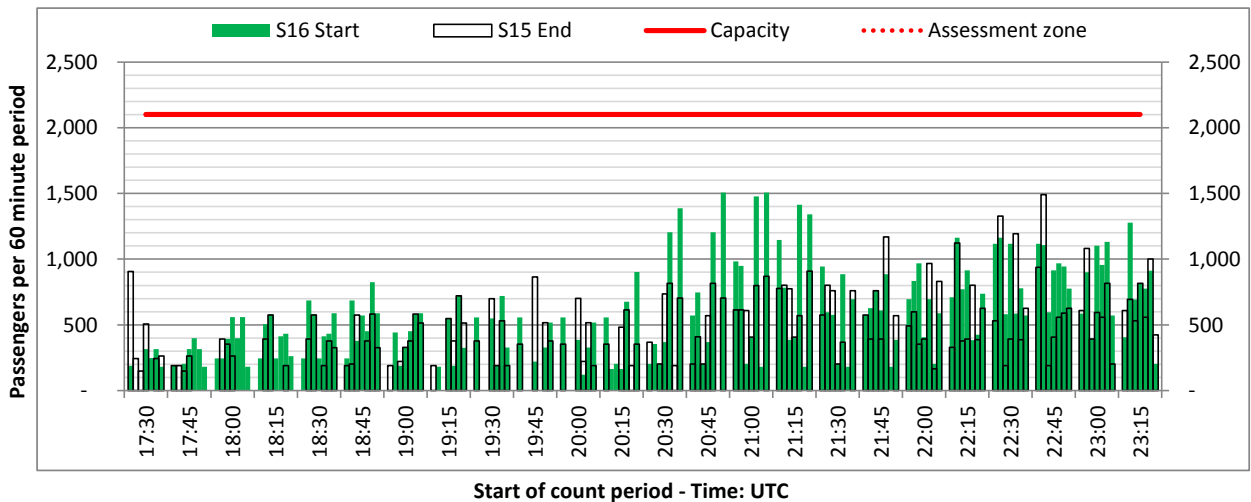
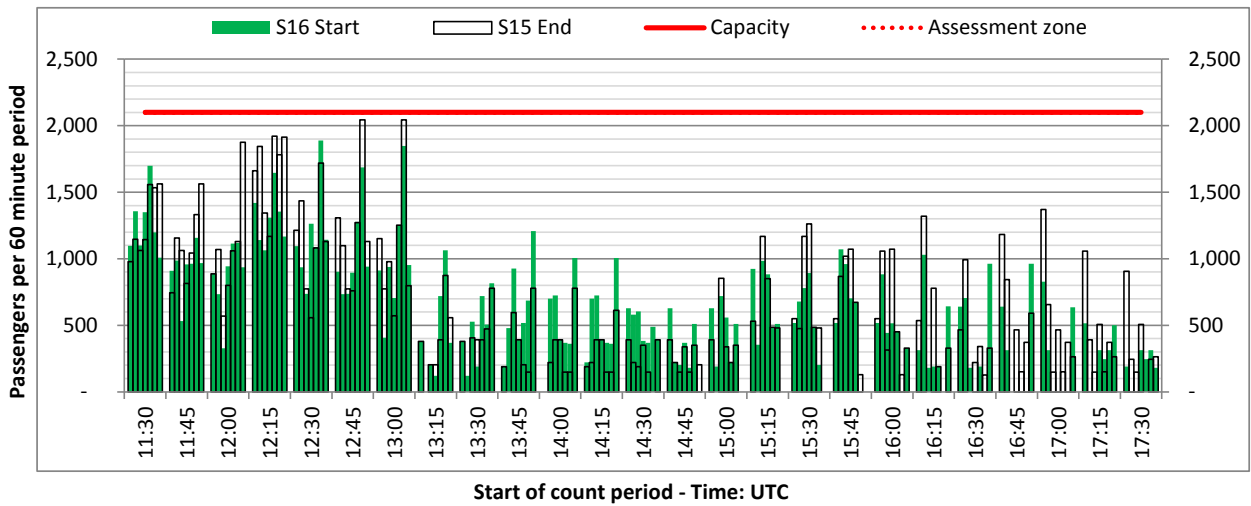
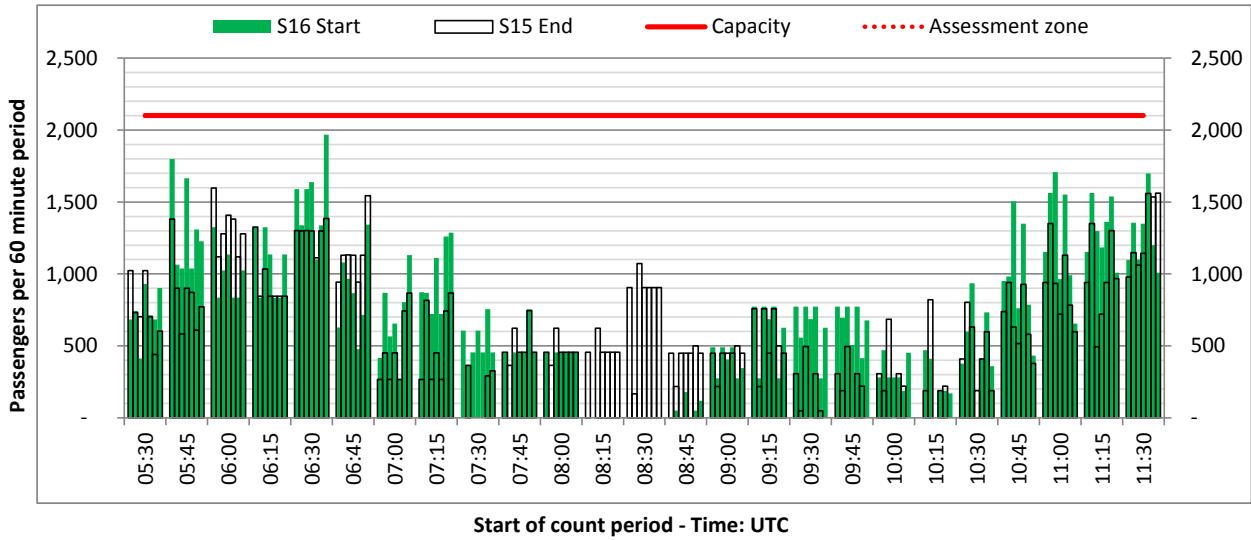
ARRIVAL - 60 minute count rolling every 15 mins (T60/15)



Terminals: T2

Operators: All Operators

Days: 1234567



Peak Week - Passengers Histogram

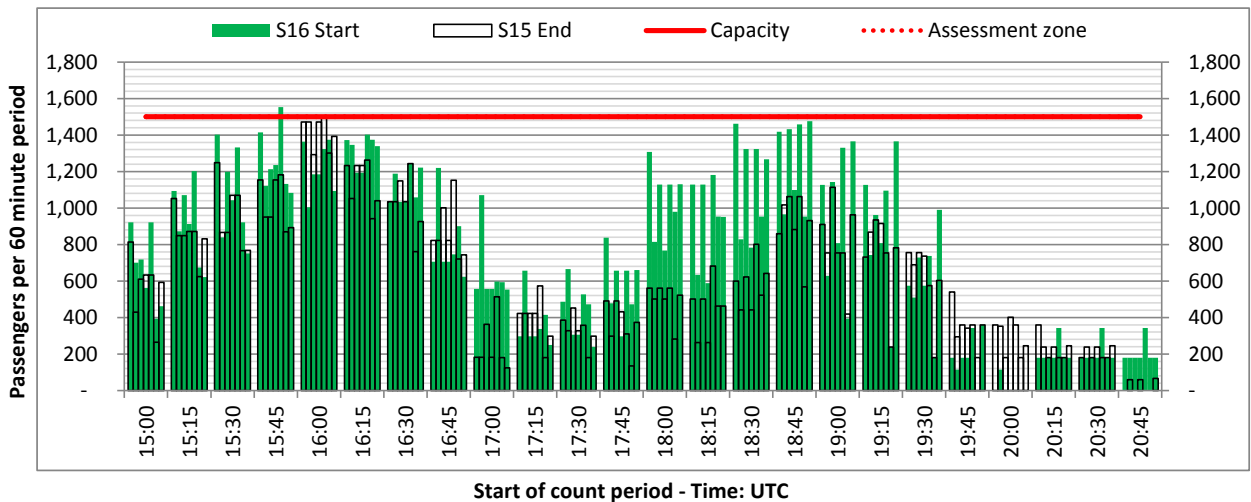
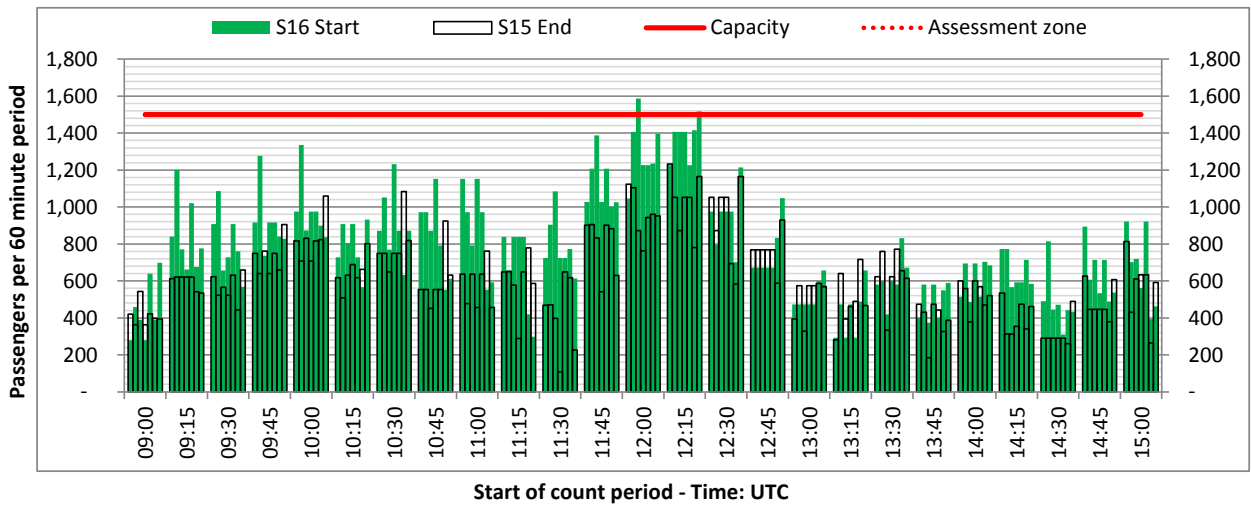
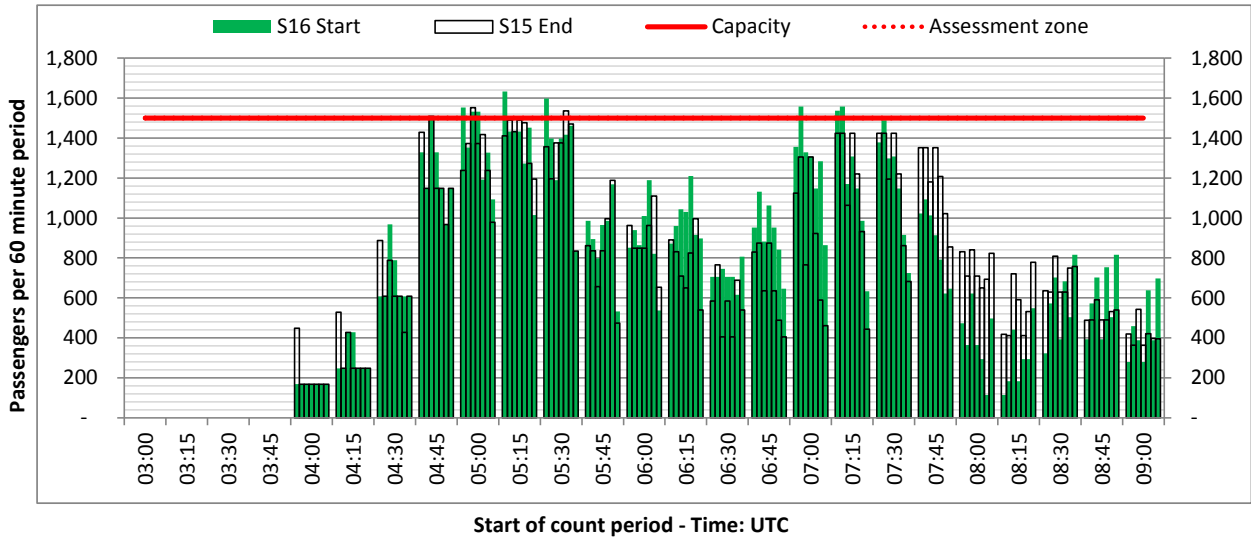
DEPARTURE - 60 minute count rolling every 15 mins (T60/15)



Terminals: T3

Operators: All Operators

Days: 1234567



Peak Week - Passengers Histogram

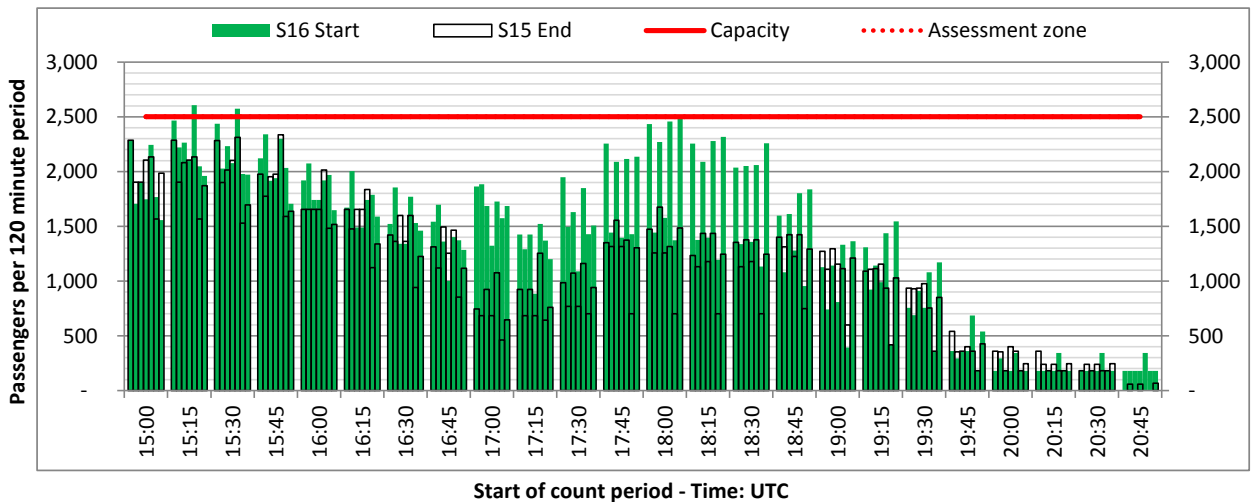
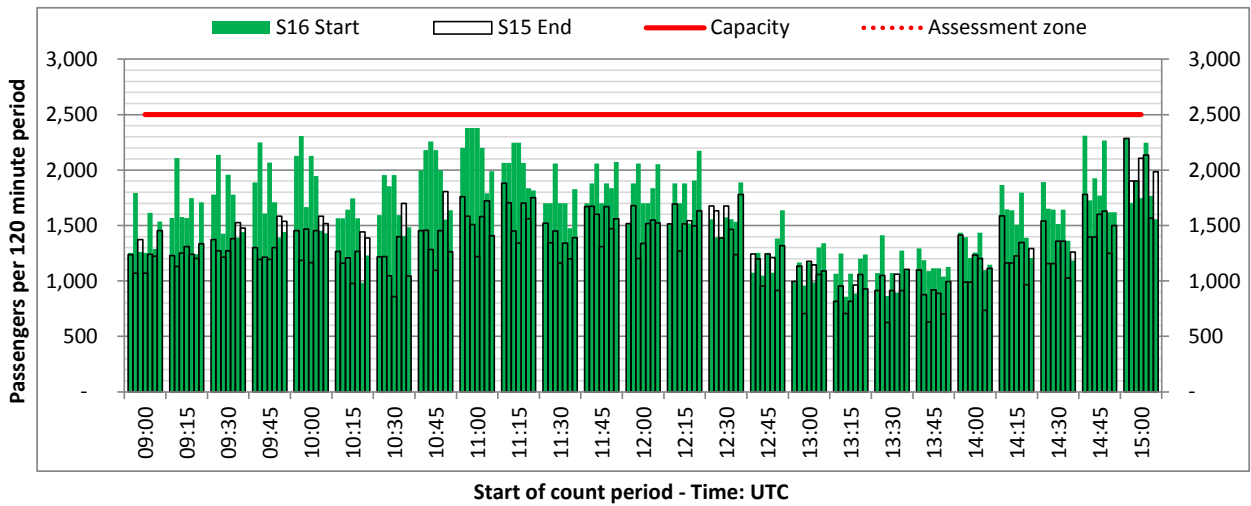
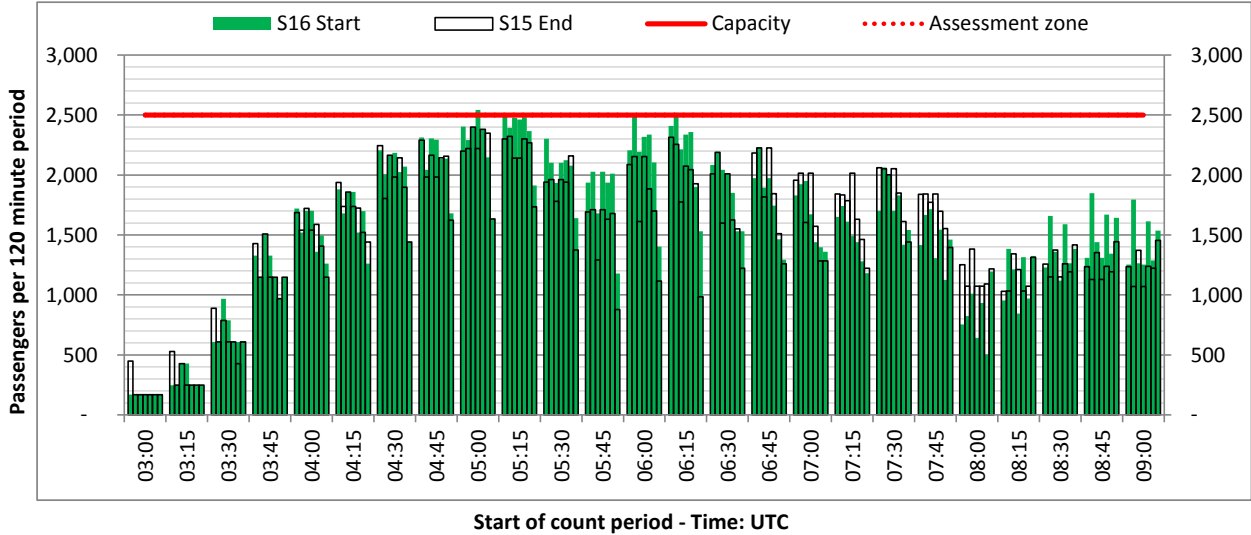
DEPARTURE - 120 minute count rolling every 15 mins (T120/15)



Terminals: T3

Operators: All Operators

Days: 1234567



Peak Week - Passengers Histogram

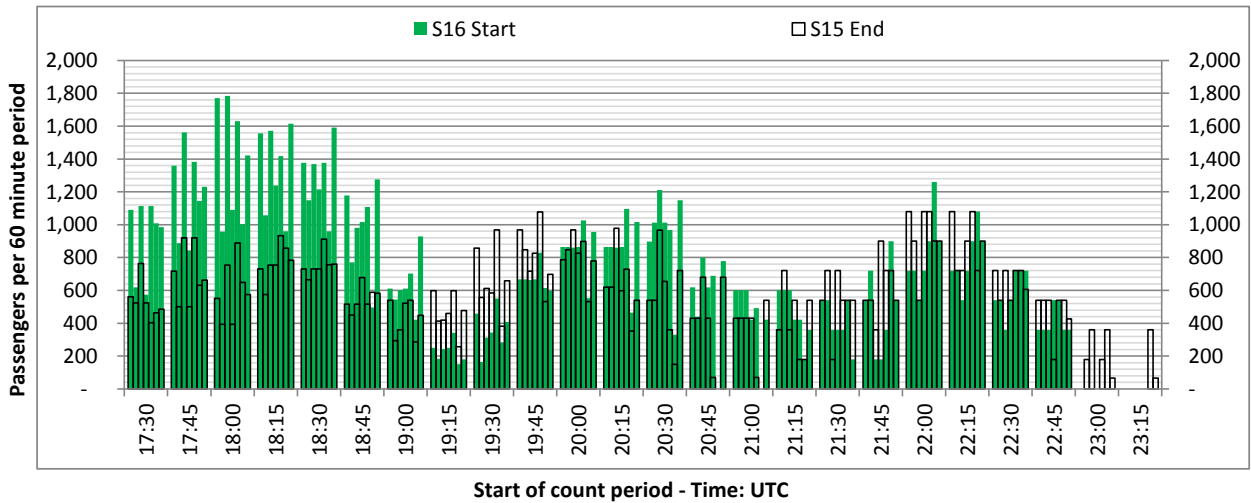
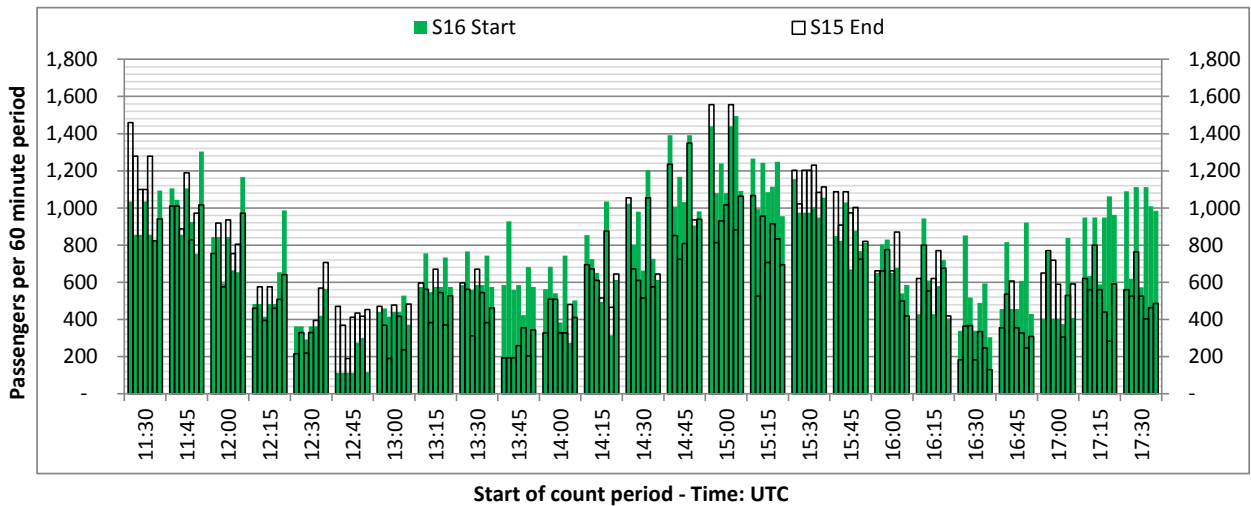
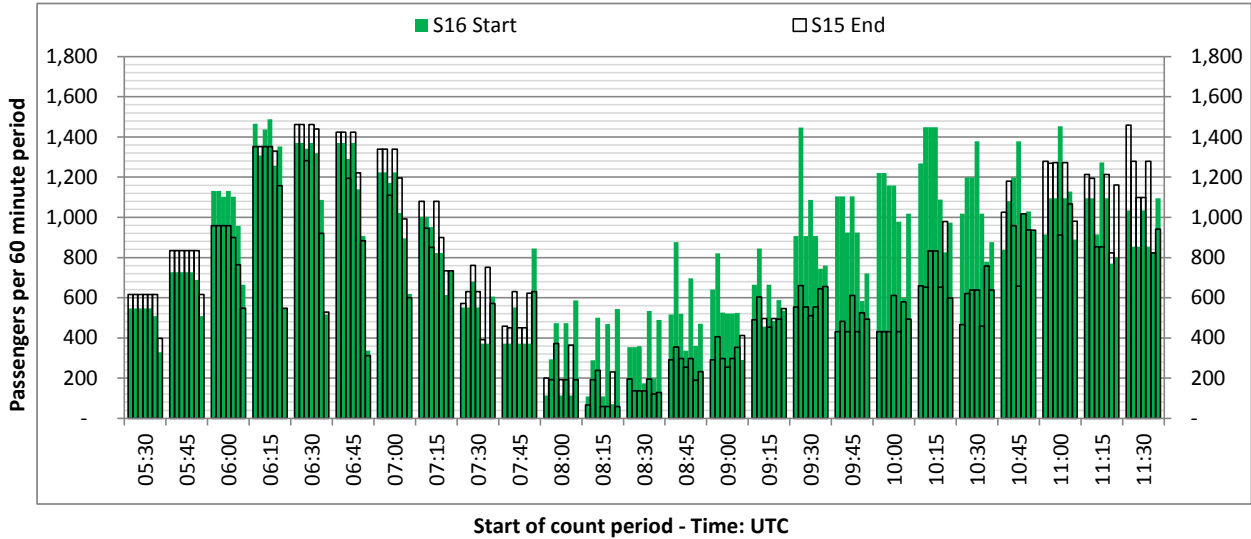
ARRIVAL - 60 minute count rolling every 15 mins (T60/15)



Terminals: T3

Operators: All Operators

Days: 1234567



Glossary



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

S15 Start	S15 schedule as cleared on Wed 25-Mar-15.
S15 End	S15 schedule as cleared on Mon 21-Mar-16.
S16 Start	S16 schedule as cleared on Mon 21-Mar-16.

Peak Week	Peak week for S15 is Mon 17-Aug-15 to Sun 23-Aug-15. Peak week for S16 is Mon 15-Aug-16 to Sun 21-Aug-16.
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For ACL use

	Airport-Season-Branch-Resource	From date	To date	Time
Full Season Rep 1	MAN-S15-SOS report-Standard	Sun 29-Mar-2015	Sat 24-Oct-2015	UTC
Full Season Rep 2	MAN-S15-End of season-Standard	Sun 29-Mar-2015	Sat 24-Oct-2015	UTC
Full Season Rep 3	MAN-S16-SOS report-Standard	Sun 27-Mar-2016	Sat 29-Oct-2016	UTC
	Airport-Season-Branch-Resource	From date	To date	Time
Peak Week Rep 1	MAN-S15-SOS report-Standard	Mon 17-Aug-2015	Sun 23-Aug-2015	UTC
Peak Week Rep 2	MAN-S15-End of season-Standard	Mon 17-Aug-2015	Sun 23-Aug-2015	UTC
Peak Week Rep 3	MAN-S16-SOS report-Standard	Mon 15-Aug-2016	Sun 21-Aug-2016	UTC