

Adrian Corcoran  
Director of Economic Regulation  
Commission for Aviation Regulation  
Alexandra House  
Earlsfort Terrace  
Dublin 2

05 April 2018

**Re: Coordination Parameters for Winter 18**

Dear Adrian,

The Commission for Aviation Regulation, by virtue of Section 8(1) of the Aviation Regulation Act, 2001, is the competent authority in Ireland for the purposes of Council Regulation (EEC) No.95/93 (as amended) on common rules for the allocation of slots at Community Airports other than the function of the coordinator. Article 6 of the Slot Regulations states that, at a coordinated airport, the member state responsible shall ensure the determination of the parameters for slot allocation twice yearly, while taking account of all relevant technical, operational and environmental constraints as well as any changes thereto.

Article 5 of the Slot Regulation sets out the tasks of the Coordination Committee which include making proposals concerning or advising the member state on:

- the possibilities for increasing the capacity of the airport determined in accordance with Article 3 or for improving its usage;
- the coordination parameters to be determined in accordance with Article 6;
- all questions relating to the capacity of the airport.

Dublin Airport issued the following pieces of information to its Coordination Committee members in March 2018:

- Winter 2017 performance summary including details on taxi times and on-time performance;
- list of projects which will be complete in advance of the start of W18 season;
- list of projects which may be ongoing in W18 season;
- scenarios to increase runway capacity;
- results from NATS Runway capacity model;
- results from Arup airside simulation model;
- capacity and demand position for terminals and stands.

The Committee met on 21<sup>st</sup> March where each of the above items was discussed in detail. Members of the Committee requested additional clarifications and further details on taxi-out times, comparison of the proposed W18 runway limits with the S18 runway limits and comparison of results of simulations from S17 and S18 versus proposed W18 from the airport. These were provided and examined at the Coordination Committee Executive Meeting on 4<sup>th</sup> April.

Draft minutes of the Coordination Committee Pre-meeting and AGM with indications of the respective positions stated within the committee will be issued to the members and CAR. The summarised position can be seen in the tables below.

### Runway Scheduling Limits:

One wish list scenario was developed for the Runway Scheduling Limits.

Operator	Voting Rights	0600	0700	0900	1100	1600	1900
daa	40	✓	✓	✓	✓	✓	✓
IAA	20	✓	✓	✓	✓	✓	✓
Ryanair	318	✓	✓	✓	✓	✓	✓
Aer Lingus	250	✓	✓	✓	✓	✓	✓
Stobart	88	X	✓	✓	X	✓	✓
CityJet	21	✓	X	✓	✓	✓	✓
Norwegian	7	✓	✓	✓	✓	✓	✓
<b>For</b>		<b>656</b>	<b>723</b>	<b>744</b>	<b>656</b>	<b>744</b>	<b>744</b>
<b>Against</b>		<b>88</b>	<b>21</b>	<b>0</b>	<b>88</b>	<b>0</b>	<b>0</b>

### Terminal, Stand and Referral Limits:

Operator	Voting Rights	Terminal	Stands	Referral Limits
daa	40	✓	✓	✓
IAA	20	N/A	N/A	N/A
Ryanair	318	✓	✓	✓
Aer Lingus	250	✓	✓	✓
Stobart	88	✓	✓	✓
CityJet	21	✓	✓	✓
Norwegian	7	✓	✓	✓
<b>For</b>		<b>724</b>	<b>724</b>	<b>724</b>
<b>Against</b>		<b>0</b>	<b>0</b>	<b>0</b>

The Coordination Committee's formal advice to the Commission is to support the proposed wish list for the runway scheduling limits and the revised terminal, stand and referral limits as proposed. The formal coordination parameters agreed by the majority vote of the Committee are outlined in the Capacity Declaration for W18 which is appended to this letter.

Please do not hesitate to contact me should you require any additional information to facilitate the decision-making process for the W18 Capacity Declaration.

Your Sincerely,

Jean Halpin – Secretary, Dublin Airport Coordination Committee