

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

4th April 2019

Re: Coordination Parameters for Winter 19

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 and April 2019:

- Winter 2018 performance summary including details on taxi times and on-time performance;
- list of projects which will be complete in advance of the start of W19 season;
- list of projects which will be ongoing in W19 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 20th March where each of the above items was discussed in detail. Members of the Committee requested further modelling in advance of the CCM meeting. These were provided and examined at the Coordination Committee Executive Meeting on 3rd April.

The Commission for Aviation Regulation's capacity consultants, Helios, presented the findings from their assessment of the proposed W19 changes to the Coordination Committee at its premeeting on 20th March and again with results from additional scenarios modelled on 3rd April.

Draft minutes of the Coordination Committee Executive Meeting 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:

A number of modelling scenarios were assessed to understand the impact of runway capacity increases across the day.

In favour of Wishlist 1:

| Operator | Voting Rights | Wishlist 1 |
|----------------|---------------|------------|
| daa | 40 | ✓ |
| IAA | 20 | ✓ |
| Ryanair | 407 | ✓ |
| Aer Lingus | 327 | X |
| Stobart | 110 | X |
| BA | 36 | X |
| CityJet | 27 | X |
| Lufthansa | 32 | - |
| For | | 467 |
| Against | | 501 |
| Abstain | | 32 |

| Wishlist 1 | | | |
|------------|-----|-----|-----|
| Hour | Arr | Dep | Tot |
| 0700 | | 1 | 1 |
| 0800 | -1 | | -1 |
| 0900 | 1 | | 1 |
| 1000 | | | 1 |
| 1100 | -2 | | -2 |
| 1200 | 2 | | 2 |
| 1600 | | 1 | |
| 1700 | | | 1 |

In favour of Wishlist 2 Option 1:

| Operator | Voting Rights | Wishlist 2 Option 1 |
|----------------|---------------|---------------------|
| daa | 40 | X |
| IAA | 20 | X |
| Ryanair | 407 | X |
| Aer Lingus | 327 | ✓ |
| Stobart | 110 | ✓ |
| BA | 36 | ✓ |
| CityJet | 27 | ✓ |
| Lufthansa | 32 | - |
| For | | 501 |
| Against | | 467 |
| Abstain | | 32 |

| Wishlist 2 Option 1 | | | |
|---------------------|-----|-----|-----|
| Hour | Arr | Dep | Tot |
| 0700 | | 1 | 1 |
| 0800 | | | |
| 0900 | | | |
| 1000 | | | 1 |
| 1100 | | | |
| 1200 | | | |
| 1600 | | 1 | |
| 1700 | | | 1 |

Terminal, Stand and Referral Limits:

| Operator | Voting Rights | Terminal | Stands | Referral Limits |
|----------------|---------------|------------|------------|-----------------|
| daa | 40 | ✓ | ✓ | ✓ |
| IAA | 20 | ✓ | ✓ | ✓ |
| Ryanair | 407 | X | X | X |
| Aer Lingus | 327 | ✓ | ✓ | ✓ |
| Stobart | 110 | ✓ | ✓ | ✓ |
| BA | 36 | ✓ | ✓ | ✓ |
| CityJet | 27 | ✓ | ✓ | ✓ |
| Lufthansa | 32 | - | - | - |
| For | | 561 | 561 | 561 |
| Against | | 407 | 407 | 407 |
| Abstain | | 32 | 32 | 32 |

The Coordination Committee's formal advice to the Commission is to support retaining the current terminal, stand and referral limits. The coordination parameters agreed by the committee are indicated in Wishlist 2 Option 1 above and include growth in the 0700, 1000, 1600 and 1700 hours.

Please do not hesitate to contact me should you require any additional information to facilitate the decision-making process for the W19 Capacity Declaration.

Yours Sincerely,

Sinead Gray, Dublin Airport