

Adrian Corcoran  
Director of Economic Regulation, Consumer Affairs and Licensing  
Irish Aviation Authority  
The Times Building  
11-12 D'Olier Street  
Dublin 2

29<sup>th</sup> August 2023

**Re: Coordination Parameters for Summer 24**

Dear Adrian,

The Irish Aviation Authority, by virtue of Section 8(1) of the Aviation Regulation Act, 2001 (as amended) 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.

The Dublin Airport Coordination Committee Annual General Meeting took place on Thursday 24<sup>th</sup> August via Microsoft Teams and in person to discuss the Summer 2024 Coordination Parameters, and in this regard I am writing to you in my role as secretary of the Coordination Committee.

The coordination committee were again reminded that there remains uncertainty around condition 5 and therefore the possibility a capacity reduction may be required for the summer 2024 schedule (if this can be implemented at the relevant time, taking into account the stage of the Slot Regulation process and any related entitlements). On this basis, all parties discussed and voted in the knowledge contingency planning may be required to facilitate such a reduction.

The coordination committee discussed the proposal for capacity increases as outlined in the CCM pre-meet on the 17<sup>th</sup> August and additional scenarios requested by the members after the meeting. Members were asked to vote electronically on their preference by hour and by wishlist scenario. This letter deals only with those scenarios where a vote was required.

There were 3 Wishlist scenarios for the members to vote on.

Scenario A – Additional movements in 0600 (50 total), 0800 (48 total), 0900 (52 total), 1000 (52 total), 1100 (52 total), 1200 (50 total), 1300 (52 total), 1400 (49 total), 1500 (27 departures), 1700 (51 total) and 2100 (31 arrivals). All times are UTC.

Scenario B - Additional movements in 0600 (52 total), 0700 (45 total), 0800 (48 total), 0900 (52 total), 1000 (52 total), 1100 (52 total), 1200 (50 total), 1300 (52 total), 1400 (49 total), 1500 (27 departures), 1700 (51 total) and 2100 (32 arrivals). All times are UTC.

Scenario C - Additional movements in 0600 (52 total), 0700 (43 total), 0800 (48 total), 0900 (52 total), 1000 (52 total), 1100 (52 total), 1200 (50 total), 1300 (52 total), 1400 (49 total), 1500 (27 departures), 1700 (51 total), 1900 (41 total), 2000 (40 total) and 2100 (44 total). All times are UTC.

The results of the votes are presented below.

Hour	2022 Operations	
	Majority Vote	% of Vote
06:00	Scenario C	51%
07:00	Scenario B	51%
08:00	Scenario C	52%
09:00	Scenario C	52%
10:00	Scenario C	52%
11:00	Scenario C	52%
12:00	Scenario C	52%
13:00	Scenario C	52%
14:00	Scenario C	52%
15:00	Scenario C	52%
17:00	Scenario C	52%
19:00	Scenario C	51%
20:00	Scenario C	51%
21:00	Scenario C	51%

While the scenario C was the preference for the majority of the hours, Scenario B was the preference in 0700.

The resulting capacity is presented below.

Time UTC	Arr	Dep	Total	Preferred Scenario
00:00:00	23	25	32	No Change
01:00:00	23	25	32	
02:00:00	23	25	32	
03:00:00	23	25	32	
04:00:00	23	25	32	
05:00:00	23	36	40	
06:00:00	20	40	52	Scenario C
07:00:00	25	25	45	Scenario B
08:00:00	27	25	48	Scenario C
09:00:00	27	26	52	Scenario C
10:00:00	29	27	52	Scenario C
11:00:00	30	30	52	Scenario C
12:00:00	24	29	50	Scenario C
13:00:00	28	26	52	Scenario C
14:00:00	23	29	49	Scenario C
15:00:00	26	27	47	Scenario C
16:00:00	27	29	52	Scenario C
17:00:00	26	28	51	Scenario C
18:00:00	23	26	43	Scenario C
19:00:00	25	22	41	Scenario C
20:00:00	27	22	40	Scenario C
21:00:00	33	25	44	Scenario C
22:00:00	28	25	32	No Change
23:00:00	23	25	32	
<i>Totals</i>	609	647	1034	

The Members were also asked to vote on the use of temporary coding subject to conditions, for any additional slots filed between 2200 and 0559 UTC during Summer 2024. The results of that vote are presented below.

Temporary Coding	
Vote	% of Vote
Yes	94%
No	0%
Abstain	6%

There were no members who voted against this proposal.

Please do not hesitate to contact me should you require any additional information.

Yours Sincerely,

Leon Ronan, Dublin Airport  
Secretary to the Coordination Committee