

### **30 September 2021**

The Commission for Aviation Regulation is the authority charged with declaring coordination parameters at coordinated Irish Airports. In this note we set out our Decision on the Dublin Airport parameters for the Summer 2022 season. This Decision is in line with the Draft Decision we published on 3 September 2021, which proposed to roll forward the Summer 2021 limits to Summer 2022, and to roll forward Local Rule A to the end of Summer 2022.

### **Draft Decision**

The Draft Decision proposed the following approach to the capacity declaration for Summer 2022:

- Declare runway limits on the basis of single runway operations for Summer 2022. The North Runway will not be operational until, at least, the last quarter of the season, when the peak traffic period has already passed. On that basis, consistent with our previous capacity decisions, the declared limits should reflect the operational situation which will prevail for most of the season. Thus, we do not take account of the potential additional runway capacity that the North Runway might provide from September 2022.
- Apply no increases to the hourly or 10 minute limits currently in place for Summer 2021. This reflects the uncertainty regarding traffic recovery and difficulty with assessing traffic demand, and also ensures that the achievable capacity already in place for Summer 2021 with single runway operations cannot be exceeded.
- As the North Runway will be completed no earlier than late August of 2022, Condition 5 will not serve to reduce runway capacity relative to the 2021 capacity parameters, in Summer 2022, as discussed below.
- Make no changes to the terminal, stand, and referral limits relative to Summer 2021.

Our Draft Decision noted, given the impact of COVID-19 on the aviation industry, the Coordination Committee has advised the Commission that no changes should be made to the parameters relative to those which have been in place since Summer 2020. The Coordination Committee also advised the Commission to roll forward Local Rule A until the end of Summer 2022. This provides a mechanism for implementing a temporary capacity reduction if there are any measures imposed by Government or regulatory authorities to reduce the spread of COVID-19 which significantly reduce the processing capacity of the airport below the level of demand.

In the Draft Decision, the Commission stated that given the level of short-term uncertainty facing the industry, it is not possible to identify any demand led changes in the parameters which might be desirable for Summer 2022. Our Draft Decision, therefore, was to roll forward the Summer 2021 limits to Summer 2022 in line with the advice from the Coordination Committee. We also proposed to roll forward Local Rule A until the end of Summer 2022.

### **Response and Final Decision**

We received two responses to the Draft Decision, from Aer Lingus and Ryanair, which expressed support for the proposal laid out in the Draft Decision. The responses are published alongside this Decision.

The Commission's view has not changed relative to the Draft Decision. We therefore confirm that the Summer 2022 coordination parameters are unchanged relative to Summer 2021. Local Rule A will also remain in place until the end of Summer 2022. The parameters are appended to this document.

**Appendix: Dublin Airport Coordination Parameters, Summer 2022 Season**

The Commission for Aviation Regulation has declared the following scheduling limits for the IATA Summer 2022 scheduling season.

**Runway Scheduling Parameters (UTC):**

Runway Hourly Limits			
Time UTC	Arrivals Limit	Departures Limit	Total Limit
0000	23	25	32
0100	23	25	32
0200	23	25	32
0300	23	25	32
0400	23	25	32
0500	23	36	40
0600	20	31	42
0700	25	25	41
0800	25	25	45
0900	25	24	44
1000	27	27	45
1100	27	28	48
1200	23	27	46
1300	27	24	46
1400	23	27	45
1500	26	25	47
1600	25	29	48
1700	23	27	45
1800	23	26	40
1900	23	22	39
2000	25	22	38
2100	30	25	36
2200	28	25	32
2300	23	25	32
Totals	586	625	959

Maximum number of movements per 10 minute period	
Maximum Total	9
Maximum Arrivals	6
Maximum Departures	6*
*Exception Departures Limit is 7 movements at 0500, 0510, 0520, 0530, 0540, 0550 UTC.	

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### /2020: Dublin Airport Coordination Parameters- Summer 2021 Season

#### Passenger Terminal Parameters:

	Departures Hourly Limit	Arrivals Hourly Limit
Terminal 1	4,130	3,960
Terminal 2	4,130	3,400

#### Notes:

- 1) The hourly limit for passengers is rolled every 10 minutes.
- 2) Load factors of 95% are applied to Scheduled and Charter services.

#### Stand Parameters:

Based on Full N.B Usage													
	Non-Turnaround			Turnaround Stands								Total	All
	GA LAB	W.A	MRO	5G	H1/2 (105'S 106)	P1	P2	P3	P4	S.A	Triangle		
Contact	0	0	0	0	0	23	10	11	19*	0	0	63	63
Remote	0	24	6	15	3	0	0	0	2	9	5**	34	64
<b>ALL</b>	<b>0</b>	<b>24</b>	<b>6</b>	<b>15</b>	<b>3</b>	<b>23</b>	<b>10</b>	<b>11</b>	<b>21*</b>	<b>9</b>	<b>5</b>	<b>97</b>	<b>127</b>
<b>Stand table is dependent on aircraft, i.e see below</b>													
*19 NBE stands on Pier 4, three stands can fit 757's with use of centre stand													
**triangle can fit 5 ATR aircraft but only 4 code C													

Area	Constraint
Stands	Where demand for stands exceeds supply based on coordination allocation, flights to be referred to Dublin Airport for detailed assessment.

#### Referral Parameters:

Area	Flag
T2 Check-in Desks 1-28 (T2 Operators excluding EI)	Demand exceeds 28 desks
US Preclearance	New flights and schedule changes