

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

12 April 2017

Re: Coordination Parameters for Winter 17

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 2017:

- Winter 2016 performance summary including details on taxi times and on-time performance;
- list of projects which will be complete in advance of the start of W17 season;
- list of projects which will be ongoing in W17 season;
- two scenarios to increase runway capacity;
 - wish list 1; includes 2 additional departure movements in the 0600 hour
 - wish list 2; includes 1 additional departure movement in both the 0600 and 0700 hours
- results from NATS Runway capacity model;
- results from Dublin Airport's airside simulation model;
- capacity and demand position for terminals and stands.

The Committee met on 30th March where each of the above items was discussed in detail. Members of the Committee requested additional clarifications and information from the airport. These were provided and examined at the Coordination Committee meeting on 5th April. Draft minutes of these meetings with indications of the respective positions stated within the committee have been issued to the members and CAR. The summarised position can be seen in the tables below:

Runway Scheduling Limits:

	Wish List 1	Wish List 2
Operator	For	For
daa		✓
Irish Aviation Authority		✓
Ryanair		✓
Aer Lingus		✓
Stobart		✓
CityJet		✓
Ethiopian Airlines	✓	

Terminal and Stand Scheduling Limits:

Operator	For	Against
daa	✓	
Irish Aviation Authority	✓	
Ryanair		✓
Aer Lingus	✓	
Stobart	✓	
CityJet	✓	
Ethiopian Airlines	✓	

The Coordination Committee's formal advice to the Commission is to support wish list 2 for the runway scheduling limits and the terminal and stand limits as proposed. The formal coordination parameters agreed by the Committee are outlined in the capacity declaration for W17 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 W17 Capacity Declaration.

Regards,

Jean Halpin – Secretary, Dublin Airport Coordination Committee