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Director of Markets and Consumer Policy  
Commission for Aviation Regulation  
3<sup>rd</sup> Floor  
6 Earlsfort Terrace  
Dublin 2

2<sup>nd</sup> September 2022

**Re: Coordination Parameters for Summer 23**

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.

The Dublin Airport Coordination Committee Annual General Meeting took place on Friday 26<sup>th</sup> August via Microsoft Teams to discuss the Summer 2023 Coordination Parameters, and in this regard I am writing to you in my role as secretary of the Coordination Committee

The coordination committee discussed the proposal for capacity increases as outlined in the CCM pre-meet on the 9<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.

The secretary of the Coordination Committee proposed to use 2019 operations for the voting because this was the last full year of operations where there were no government restrictions related to covid 19. During the meeting, a question was raised by the airlines regarding this proposal, as the constitution states that the *“Remaining votes to be shared in proportion to the number of slots flown by Members at DUB in the previous year (the qualifying slots).”* As airlines were granted JNUS in 2021, it is unclear whether the distribution should be on slots operated, slots held before alleviation is applied (2021 SHL), or on the last full year of operations without restrictions i.e. 2019. We present results for the distribution of votes under each scenario below.

There were 3 wishlists for the members to vote on. However, between the wishlists, there were only changes in the 0600 and 1400 UTC hours. Therefore, the voting results are broken down into:

- 0600 – Leave S22 Limits/WL3 (42 total), WL1 (44 total), WL2 (46 total)

- 1400 – Leave S22 Limits/WL1 (45 total), WL2/WL3 (47 total)
- All other hours – Leave S22 Limits, WL1/WL2/WL3

Hour	2019 Operations		2021 Operations		2021 SHL	
	Majority Vote	% of Vote	Majority Vote	% of Vote	Majority Vote	% of Vote
06:00	S22/WL3	49%	WL2	58%	WL2	49%
09:00	WL1/WL2/WL3	91%	WL1/WL2/WL3	87%	WL1/WL2/WL3	92%
10:00	WL1/WL2/WL3	91%	WL1/WL2/WL3	87%	WL1/WL2/WL3	92%
11:00	WL1/WL2/WL3	91%	WL1/WL2/WL3	87%	WL1/WL2/WL3	92%
12:00	WL1/WL2/WL3	95%	WL1/WL2/WL3	94%	WL1/WL2/WL3	95%
13:00	WL1/WL2/WL3	95%	WL1/WL2/WL3	94%	WL1/WL2/WL3	95%
14:00	WL2/WL3	49%	WL2/WL3	64%	WL2/WL3	52%
16:00	WL1/WL2/WL3	95%	WL1/WL2/WL3	94%	WL1/WL2/WL3	95%
17:00	WL1/WL2/WL3	95%	WL1/WL2/WL3	94%	WL1/WL2/WL3	95%
18:00	WL1/WL2/WL3	95%	WL1/WL2/WL3	94%	WL1/WL2/WL3	95%
21:00	WL1/WL2/WL3	94%	WL1/WL2/WL3	91%	WL1/WL2/WL3	93%

While the percentage of majority changed depending on the year used for votes, there was only one hour where the result was different. The 0600 hour votes would be to maintain S22 limits if 2019 operations were used, while wishlist 2 would have been the chosen option if 2021 operations or SHL were used.

The Members were also asked to vote on altering Terminal 2 coordination parameters as per the proposal outlined in the CCM Pre-meet on the 9<sup>th</sup> August:

### Terminal Coordination Parameters

Departures	Hourly Limit
Terminal 1	4,130
Terminal 2	3,600

Arrivals	Hourly Limit
Terminal 1	3,960
Terminal 2	3,400

Flights based on 95% load factor for T1 and 85% for T2 for scheduled services and 100% for Charters

There were no members who voted against this proposal, while there was an abstention by 11 members and 5 voted for the change:

Hour	2019 Operations		2021 Operations		2021 SHL	
	Vote	% of Vote	Vote	% of Vote	Vote	% of Vote
T2	Yes	46%	Yes	31%	Yes	44%
	No	0%	No	0%	No	0%
	Abstain	54%	Abstain	69%	Abstain	56%

Emerald Airlines, who are the 3<sup>rd</sup> largest carrier in Dublin Airport did not have a vote in the process because they only started operations in 2022. However, they voiced their support for growth in Dublin. They supported Wishlist 2 for the 0600 hour and Wishlist 1 in all other hours.

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

Yours Sincerely,

Eoin McGloughlin, Dublin Airport  
Secretary to the Coordination Committee

## Appendix – Voting Comments

Aer Lingus	<p>It is evident to Aer Lingus that the core bottleneck at the airport has firmly shifted from tolerable runway performance to stand capacity and lack thereof. It is clear that the airport is projecting a zero availability for night stopping a/c going forward with the current infrastructure. It is therefore unclear how new slots in the 06z hour can be accommodated on the campus. Furthermore, the central search "security queue" is still being supported by a daa task force and this is when the airport is at circa 90% of passenger numbers compared to 2019. Adding up to an extra 1,500 passengers into the peak morning wave at security would be imprudent and ill-advised.</p> <p>The addition of extra runway slots after the first wave will compound the pressure on stand demand at the campus as was so clearly demonstrated by the airport in their stand plan projections for S23. Aer Lingus can only support runway traffic growth if there is a realignment of the stand plan allocation in the current core widebody and CBP demand period of 10z-14z where the daa analysis has shown a chronic shortage of suitable stands in piers 3, 4 and south apron.</p> <p>There is also a risk that in S24 that this issue will be compounded if construction commences on daa's desire for a west apron underpass as stands will need to be removed from service.</p>
CityJet	Agree with ARUP suggestions of the facilitation of better management on the ground for arriving aircraft
Swiss	we feel that the additional slots in the discussed hours could cause unnecessary pressure on an already saturated schedule/stand plan, and that we should take these into a further analysis for possible introduction in the future
TUI	Depending on season and cut of data being used, please consider slots held as either TOM/6Y/BLX, due to babysits/group transfers, please ask for clarity if needed