Draft Decision

on Summer 2024 Coordination Parameters

at Dublin Airport

8 September 2023

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1. Executive Summary

1.1 The IAA is responsible for declaring coordination parameters at coordinated Irish airports. In this paper we set out our Draft Decision on the Dublin Airport parameters for the Summer 2024 ('S24') season, which runs from 31 March to 26 October 2024 inclusive.[1] The applicable coordination parameters are laid out in the Appendix.

1.2 We propose to make the following changes relative the Summer 2023 ('S23') parameters:

- Other than in the 0700z hour, implement the 'Scenario C' hourly runway capacity ('R60') limits, which involves a range of increases in the declared runway limits in the day hours. In the 0700z hour, implement 'Scenario B'.

- Stand counts are updated to reflect any expected changes by apron area relative to Summer 2023. Otherwise, the form of this parameter is unchanged from S23.

1.3 Other parameters are unchanged relative to S23.

1.4 We have relied on a range of evidence. We commissioned fast time simulation modelling of the airfield to assess a range of scenarios relating to potential increases in the runway limits. This work was carried out by Egis. The assessment of these scenarios takes the form of a comparison of a range of airfield metrics. The results from this assessment were shared with the Coordination Committee, and the final report is published alongside this document.

1.5 We have considered other evidence with which we have been presented, or which we sought. This evidence includes modelling work conducted by Dublin Airport, and its consultants.

1.6 Other than in respect of providing for the T-Coding of certain slots which could otherwise be allocated within the coordination parameters, our Draft Decision follows the advice received from the Coordination Committee. The Coordination Committee comprises Dublin Airport, AirNav Ireland (the Air Navigation Service Provider), and is open to all airlines operating at Dublin Airport.

1.7 We invite responses to this Draft Decision no later than 5pm, Thursday 21 September 2023. Responses should be sent by email to consultation@iaa.ie.[2]

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[1] As per the worldwide slot calendar: https://www.iata.org/contentassets/4ede2aabfcc14a55919e468054d714fe/calendar-coordination-activities.pdf

[2] We may correspond with those who make submissions, seeking clarification or explanation of their submissions. Ordinarily we place all submissions received on our website. If a submission contains confidential material, it should be clearly marked as confidential and a redacted version suitable for publication should also be provided. We do not ordinarily edit submissions. Any party making a submission has sole responsibility for its contents and indemnifies us in relation to any loss or damage of whatever nature and howsoever arising suffered by us as a result of publishing or disseminating the information contained within the submission.

2.   Background

Legislation

2.1   Section 8(1) of the Aviation Regulation Act, 2001, as amended, provides that the IAA is the competent authority in Ireland for the purposes of Council Regulation (EEC) No. 95/93, as amended ("the Slot Regulation"). The IAA is therefore responsible for:

-    The designation of the Coordination status of Irish airports.

-    Appointing a qualified schedules facilitator or coordinator, as appropriate, at airports which have been designated as Schedules Facilitated or Coordinated.

-    The determination of coordination parameters at Coordinated airports in line with Article 6 of the Slot Regulation, taking account of relevant technical, operational and environmental constraints as well as any changes thereto.

-    Deciding whether to approve Local Guidelines proposed by the Coordination Committee.

2.2   Dublin Airport is designated as Coordinated by the IAA. Airport Coordination Limited (ACL) is the appointed coordinator.

2.3   Under Article 5 of the Slot Regulation, one of the roles of the Coordination Committee is to advise the IAA on the coordination parameters to be determined in accordance with Article 6. The IAA attends Coordination Committee meetings as an observer.

2.4   Article 6(1) states that the determination of the parameters '*shall be based on an objective analysis of the possibilities of accommodating the air traffic, taking into account the different types of traffic at the airport, the airspace congestion likely to occur during the coordination period and the capacity situation*'. Thus, the determination of the parameters is a forward-looking projection in which we must take account of expected demand, capacity (including airspace capacity), and relevant constraining factors, during the relevant season, in an objective manner. This is primarily assessed through simulations of the operation of a forecast S24 flight schedule at the airport.

2.5   Article 6(3) of the Slot Regulation details the required interaction between the IAA and the Coordination Committee:

'*The determination of the parameters and the methodology used as well as any changes thereto shall be discussed in detail within the coordination committee with a view to increasing the capacity and number of slots available for allocation, before a final decision on the parameters for slot allocation is taken. All relevant documents shall be made available on request to interested parties.*'

2.6   In that regard, as per previous seasons, when taking account of relevant constraints in issuing a capacity declaration, we tend towards a maximal rather

than minimal approach as regards declaring the airport capacity parameters. This is because of the requirement that discussion within the coordination committee is '*with a view to increasing the capacity and number of slots available for allocation.*' This framing of the determination of the parameters is given further weight where a parameter is expected to have a constraining effect on demand, given that Article 6(1) requires the determination to be based on the '*possibilities of accommodating the air traffic'.*

2.7   Subsequent sections of this paper detail how these requirements were met by the IAA.

Coordination Committee Engagement Process

2.8   To help inform the decision on the parameters, we engaged Egis to carry out simulations of the expected flight schedule for S24, using the Fast Time Simulation model of the apron, airfield, and airspace in the Dublin Airport TMA (Terminal Manoeuvring Area). This model was originally developed for us by Egis in 2017 and has been updated regularly to include changes to infrastructure and operational procedures. It has been used for various simulation exercises since, including the determination of the capacity parameters.

2.9   Prior to running the simulations, Egis re-validated the model. This involves simulating the flight schedule on a recent day of operations, and comparing the simulated airfield metrics (such as taxi time durations and runway throughput) with actual observed metrics on the same day. If necessary, adjustments are made to the model and the process is repeated until a satisfactory result is obtained whereby the model is replicating the actual operation with a sufficient degree of accuracy.

2.10 Airlines were asked to submit growth plans for Summer 2024 to ACL. Analysis carried out by ACL indicated that increases in the runway limits would be required to ensure that these plans could be fully facilitated.

2.11 A number of changes to the hourly runway (R60) limits relative to S23 were proposed, informed by the analysis carried out by ACL, but reduced in scope.[3] This set of changes, summarised in Table 2.1, has been termed 'Scenario A' by the Coordination Committee. There was no proposal for any changes in runway capacity in the hours not listed in Table 2.1.

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[3] All references to times or hours are in UTC 24 hour format, unless stated otherwise. Where a reference is made to a particular hour, such as the 0500z hour, this refers to the time period one hour in length commencing from the stated time. To give an example, the 0500z hour spans from 5 am to 6 am UTC. During the summer season, UTC time is one hour ahead of Local time. Hence, the 0500z hour spans from 6am to 7am local time.

In each hour, a requested departure slot must not bust the hourly Departures limit or the hourly Totals limit, while a requested arrival slot must not bust the hourly Arrivals limit or the hourly Totals limit.

Table 2.1: 'Scenario A' Proposal for Summer 2024

UTC Hour*	Departures	Arrivals	Totals
0600	+2		+4
0800		+2	+3
0900	+2	+2	+4
1000		+2	+4
1100	+2	+1	+1
1200	+2		+1
1300		+1	+2
1400	+2		+2
1500	+2		
1700	+1	+3	+4
2100		+1	
Total	**+13**	**+12**	**+25**

Source: Coordination Committee

2.12 Information provided by airlines was used to develop an anticipated flight schedule on a busy day in Summer 2024, 'the S24 Schedule'. The operation of the S24 Schedule was simulated by Egis. To assess the effect of a potential decision to adjust the R60 parameters as proposed above, Egis coordinated the S24 Schedule according to both the Scenario A limits, and alternatively the current S23 runway limits. Comparisons were provided between simulated taxi times, ground delay and runway holding delay. Further detail and results of this analysis is set out in Section 3, and the results of the Egis simulations are published alongside this document.

2.13 In relation to the passenger terminal (PTB) parameters, it was proposed to make no changes relative to S23 in respect of either the departures or arrivals limits. It was noted that, as the current C3 security screening equipment trial is ongoing, the departure parameters should not be modified until the true benefits of this new technology can be identified. Thus, no material changes in respect of arrivals capacity were proposed. In both cases, it was identified that the forecast demand can be accommodated within the existing S23 limits, i.e. the PTB limits are not expected to be a constraining factor on the allocation of slots.

2.14 No other changes were proposed relative to the Summer 2023 limits, except updating the stand count to reflect minor expected changes in the count relative to Summer 2023.

2.15 The pre-meeting of the Coordination Committee took place on 16 August 2023. Ahead of the initial meeting, the Egis simulation modelling results were circulated. Dublin Airport also provided various pieces of analysis and modelling results to Committee members ahead of the initial meeting, namely:

- An update on airfield performance, On Time Performance (OTP) in Summer 2023 compared to Summer 2022, prospective projects expected to be delivered for Summer 2024, projects that are expected to be under

construction in Summer 2024.

- Simulation modelling carried out by Dublin Airport, and for Dublin Airport by ARUP.

- An update from ACL.

- Coordination parameter proposals for Summer 2024.

2.16 At the pre-meeting, there were a number of suggestions for the release of additional capacity relative to Scenario A, and/or releasing less capacity than proposed. The proposals were distilled into two additional flight schedules for simulation, as shown in Table 2.2:

- Scenario B included additional capacity in the 0600z, 0700z, and 2100z hours.

- Scenario C included the scenario B capacity (with a variation between Departures and Totals in 0700z), as well as significant additional capacity in the 1900z, 2000z, and 2100z hours.

Table 2.2: Summer 2024 Scenario B and C proposals

UTC Hour*	Scenario B			Scenario C		
	Departures	Arrivals	Totals	Departures	Arrivals	Totals
0600	+3		+6	+3		+6
0700			+4	+2		+2
0800		+2	+3		+2	+3
0900	+2	+2	+4	+2	+2	+4
1000		+2	+4		+2	+4
1100	+2	+1	+1	+2	+1	+1
1200	+2		+1	+2		+1
1300		+1	+2		+1	+2
1400	+2		+2	+2		+2
1500	+2			+2		
1700	+1	+3	+4	+1	+3	+4
1900					+2	+2
2000					+2	+2
2100		+2			+3	+2
Total	**+14**	**+13**	**+31**	**+16**	**+18**	**+35**

Source: Coordination Committee

2.17 The Coordination Committee met again on 24 August to finalise its advice for the IAA in respect of S24.

Coordination Committee Vote

2.18 Coordination Committee members voted on the proposed parameters. Voting rights for Committee members are set out in the Coordination Committee

constitution. A set number of votes are allocated to Dublin Airport and AirNav Ireland (the Air Navigation Services Provider at Dublin Airport), with the rest allocated to airlines based on the number of movements flown at Dublin Airport in the preceding year. Only those present (online or in person) can vote. We note that the voting process is an indicative part of the Coordination Committee's advice to the IAA, rather than constituting an "election" of the parameters. As part of the process, we seek to take into account all positions set out by Coordination Committee members as well as any associated comments or evidence relevant to the parameter declaration.

2.19   The votes on the proposed R60 limits are set out in the appendix. There was a range of views:

- Dublin Airport and AirNav Ireland abstained, as did DHL.

- Most airlines supported different scenarios in different hours, with all four possibilities (i.e. Scenarios A, B, C, and retaining the existing S23 parameter) receiving some support.

2.20   Overall, the vote was in favour of Scenario C in all hours with the exception of the 0700z hour, in which the vote was in favour of Scenario B. No specific reasons were provided.

2.21   No changes were proposed within the Committee in relation to any hour other than those listed above. No change was proposed in respect of the 10 minute runway limits. No other changes to airfield limits were proposed, other than updating the stand counts within the stand parameter to reflect changes in these counts, as usual.

2.22   The Committee did not formally vote on the other parameters, however no changes to the terminal limits were proposed. In light of uncertainty over Condition 5 of the North Runway Planning Permission, the airline members all voted in favour of 'T-coding' any new slots allocated between 2200z and 0600z.

2.23   Thus, overall, the advice of the Coordination Committee is to implement Scenario C, except for the 0700z hour in which it recommends Scenario B, update the stand counts, provide for the 'T-coding' of certain new slots, and otherwise make no changes to the parameters.

3. Airfield Coordination Parameters

3.1 This section addresses, in turn:

- Runway parameters
- Stand parameters

3.2 In line with the majority advice from the Coordination Committee, we propose to implement Scenario C other than in the 0700z hour in which we propose to implement Scenario B, as set out in Table 3.1.

Table 3.1: Proposed changes to runway limits from Summer 2023

UTC Hour	Departures	Arrivals	Totals
0600	+3		+6
0700			+4
0800		+2	+3
0900	+2	+2	+4
1000		+2	+4
1100	+2	+1	+1
1200	+2		+1
1300		+1	+2
1400	+2		+2
1500	+2		
1700	+1	+3	+4
1900		+2	+2
2000		+2	+2
2100		+3	+2
Total	**+14**	**+18**	**+37**

Source: IAA

3.3 We propose to make no changes to the respective R10 limits for dual and single runway operations.

3.4 We retain the stand parameter as a hard constraint. Where demand for stands exceeds supply as per the count in the appendix, movements are referred to Dublin Airport for detailed assessment.

3.5 We do not propose that the declaration would provide for the T-coding of any new slots which, but for the existence of Condition 5 of the North Runway Planning Permission, would otherwise be allocated in line with these parameters.

Runway Capacity

3.6   In this subsection, we consider runway capacity limits.

Egis Airfield Modelling

3.7   As described above, Egis first validated the airfield model and then simulated the S24 flight schedule under the following scenarios:

- Rolling forward the S23 R60 limits, i.e. making no changes to the limits compared to those in place for S23.

- Implementing the Scenario A adjustments to the S23 limits.

- Implementing the Scenario B adjustments to the S23 limits.

- Implementing the Scenario C adjustments to the S23 limits.

3.8   The model validation process was based on 5 April 2023, using actual block times. On this day, 100% of operations were westerly.

3.9   The simulated metrics (taxi out times, runway throughput, counts of aircraft coming on block, off block, lifting off and touching down) show a close match with the actual data both in magnitude and daily profile. Across the day, the difference between the average simulated and average actual taxi out time is 18 seconds, with the simulation generating slightly higher taxi times than were observed in reality.

3.10   Taxi out time measures the time elapsed from the aircraft coming off blocks until it crosses the runway stopbar to begin its take-off roll. Departure ground delay is the accumulation of all delay experienced in the same period, i.e. all components of taxi-out time other than unimpeded taxi-time. The estimated effect of proposed airfield capacity increases on these metrics is, in our view, the best way to assess the infrastructural and operational capacity of the airfield to deliver a flight schedule.

3.11   Efficient towing of aircraft occurs in the model. Taxiway, towing, runway, and runway exit usage restrictions and patterns have been implemented in the model. Given the close match in the model validation outputs, it is our view that no significant airfield capacity affecting element has been omitted from the model.

3.12   Airfield infrastructure was updated in the model, based on the expected situation during S24 in relation to taxiway closures for works and projects expected to be complete. No changes are assumed in respect of operating procedures for minimum aircraft separations.

3.13   In each scenario, it is presumed that the Summer 2024 schedule of increased demand materialises as expected. We have previously observed a general pattern whereby airlines may accept sub-optimal slots (whether in relation to timing, series fragmentation, or both) in order to meet demand for an operation. In order to capture this trend, our baseline scenario assumes that this redistribution effect occurs, with these new services operating at the nearest

available time, given the effective runway limits for that scenario, in the simulation.

3.14   The Summer 2024 flight schedule was based on expected S24 demand, but also with sufficient operations to properly test out the proposed R60 capacity increases. It contains a total of 857 flights, of which 91 are new operations. Most of these movements could be accommodated at the times requested without any changes to the runway limits.

3.15   This level of assumed growth means that some of the modelled operations may not materialise in S24, and thus the schedule can be considered as an aggressive growth scenario, with a likelihood that the performance metrics produced by the model may be worse relative to those likely to be observed if growth is weaker. Nonetheless, we consider it important to test out the potential impact of a decision to increase the capacity. To assess the effect of a decision to implement the respective scenarios relative to maintaining the S23 limits, we asked Egis to simulate the S24 Schedule coordinated according to all four of these scenarios. All scenarios also conform to the existing R10 limits.

3.16   Table 3.2 summarises the results of the S24 Wishlist and S23 limits scenario simulations, overall and in terms of local averages across various parts of the day, as provided to the Coordination Committee. Further details are set out in the Egis simulations published alongside.

Table 3.2: Departure Taxi Out Time under S23 limits and Scenario A

Time (UTC)	Scenario A	S23 limits scenario	Difference
Average (0430-0830)	00:16:42	00:16:30	+00:00:12
Average (0830-1100)	00:13:18	00:13:06	+00:00:12
Average (1100-1730)	00:15:54	00:15:36	+00:00:18
Average (2000-2130)	00:12:48	00:12:48	00:00:00
Daily average	00:12:45	00:13:00	-00:00:15
Peak	00:22:12	00:21:24	00:00:48

Source: Egis, Slide 21. Taxi times in hours, minutes and seconds.

Peak times refer to the window with the highest average value. Values are in hours, minutes and seconds.

3.17   Ahead of the final Coordination Committee meeting, scenarios B and C were also simulated, with the results shown from slide 27 of the Egis slides. These showed no material difference with Scenario A, other than a slight further increase of the peak taxi-out time to 00:22:48 in both cases, linked to extra movements in the 0600z and 0700z hours.

3.18   In summary, relative to maintaining the Summer 2023 limits unchanged, none of the scenarios A, B, or C are expected to have a material impact on taxi-out times on average across the day. As shown above, that is consistent across most of the local averages, with the exception of the peak taxi-out time during first wave departures. That increases by 48 seconds to 00:22:12 under scenario A, and further to 00:22:48 under scenarios B and C.

Other Modelling

3.19   Dublin Airport commissioned ARUP to carry out simulation modelling on its behalf, which was also presented to the Coordination Committee. Dublin Airport also presented the results of its own modelling. These models, especially the ARUP model, display similar results to Egis as regards daily average taxi-out times, and the daily profile.

3.20   We consider that this provides a useful cross-check and cross-validation of the simulation modelling exercises.

Taxi Out times and On Time Performance (OTP) in Summer 2023

3.21   At the Coordination Committee pre-meeting, Dublin Airport provided an update on outturn operational performance in Summer 2023 compared to Summer 2022, from April to July inclusive.

3.22   As we suggested in the S23 decision, On Time Performance (OTP) to the end of July has significantly improved in S23 compared to S22, albeit from a very low base.[4] The improvement is driven by June and July performance. As we have noted previously, there are many factors which influence OTP at Dublin Airport other than those which relate to airport capacity. Delay coded to Aircraft Rotation and En Route Air Traffic Flow Management (ATFM), which are not specifically linked to Dublin Airport capacity, remain the most significant contributors.

3.23   Across the full day, average taxi-out times to RW 28 are in line with S22. In S22, the North Runway (28R) was not yet operational during the comparison window. In S23, it was operational from 0800z until July, and then from 0600z (7am local) in July. We note that taxi-out times by apron area reflect this year-on-year change, with taxi-out times from areas nearer to RW 28R having fallen significantly, and those on the southern part of the airfield having risen significantly. Average taxi-in times are also in line with S22; conversely, these have relatively improved on the southern part of the airfield compared to the northern part.

3.24   Average first wave taxi-out times (with the North Runway not yet operational for the first wave, other than from 0600z from July) have been 1.5 minutes higher than in 2022.

Draft Decision

3.25   Under the Slot Regulation, we are required to review the parameters with a view to increasing the capacity and number of slots available for allocation, based on an objective analysis of the possibilities of accommodating the air traffic. We thus propose to amend the hourly runway limits in accordance with Scenario C with the exception of the 0700z hour for which we propose Scenario B, for the following reasons:

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[4] Summer 2023 Final Decision, paragraph 3.26.

- The amended parameters provide for increased capacity to accommodate the expected or potential air traffic demand.

- The evidence from the simulations, which take account of infrastructural, operational, and environmental constraints, suggests that the additional capacity proposed can be accommodated by the parallel runway system without any material causative impact on delay.

- Based on the Coordination Committee vote, our proposal aligns with the advice of the Committee. We agree with the Coordination Committee that Scenario C best aligns with the expected demand, with the exception of the 0700z hour in which Scenario B does.

3.26   As with the Summer 2023 declaration, we agree that it is prudent to limit the initial North Runway capacity release to preclude potentially excessive bunching of the schedule, as the relevant operational stakeholders become accustomed to the North Runway now being operational from 0600z. We also note that further additional capacity is not likely required to accommodate the air traffic.

3.27   In line with Condition 4 of the North Runway planning permission, which limits the use of the crosswind runway to '*essential occasional use*', our modelling assumes no use of the crosswind runway 16/34 as an active runway. We also continue to take account of Condition 3, which specifies preferential runway use at different times and wind conditions, in our simulations of the operation of the main runways.

3.28   As set out in the S23 declaration decision[5], and again in the W23 decision, any potential Operating Restrictions within the meaning of Regulation (EU) No 598/2014 ought to be set out such that there is clarity on the scope and duration of the legally enforceable constraining factor which it will represent during a given scheduling season.[6] We noted that this is not the case, in particular, with Condition 5 of the North Runway Planning Permission, which was the subject of disagreement and uncertainty both as to its enforceability and, to the extent that it is enforceable without (if the case) yet being 'introduced' within the meaning of Regulation (EU) No 598/2014, as to the precise nature and scope of the constraining factor which it represents.

3.29   We noted that Condition 5 gives rise to complex questions of planning law, EU law, and international law, and it is not for the IAA to make a determination, nor is it possible for it to attempt to predict a likely determination, on this matter, with any, or any sufficient, degree of certainty or foreknowledge. Pending any such determination, we do not know whether Condition 5 is a constraining factor on traffic at Dublin Airport for the relevant scheduling season, and to the extent that it is, we do not know what the precise nature of the constraint is, such that we could give effect to it in the capacity parameters.

3.30   On that basis, we 'froze' the R60 parameters in the referenced night hours

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[5] As set out from paragraph 3.56: https://www.iaa.ie/docs/default-source/car-documents/1c-economic-regulation/cp5-2022-final-decision-on-summer-2023-coordination-parametersf238415a-5893-4288-8556-8a4bb98220bf.pdf?sfvrsn=bc7c10f3_1)
[6] https://eur-lex.europa.eu/legal-content/EN/TXT/PDF/?uri=CELEX:32014R0598

(2300-0700 local), such that the declared runway capacity would remain in line with the pre-existing single (southern) runway capacity, before the North Runway was completed. That is, slots in the relevant hours would continue to be allocated only to the extent that was possible before the North Runway itself was completed.

3.31   Since our last capacity decision, on 28 July 2023, an Enforcement Notice was issued by Fingal County Council to daa in respect of Condition 5. On 8 August, daa sought, and was granted, leave to apply for judicial review in respect of the Enforcement Notice on a range of grounds, including many of the issues raised by the respondents to the S23 capacity decision. The IAA is a Notice Party to the proceedings.

3.32   daa also sought, and was granted, a stay on the operation of the Enforcement Notice pending the determination of those proceedings. Fingal County Council was granted liberty to apply to the court, on 48 hours notice to daa, to have the stay lifted or varied.

3.33   Thus, our previous assessment that there would likely be uncertainty/disagreement as to whether C5 was capable of lawful enforcement and even if so, as to the precise nature of the Operating Restriction it might represent, has transpired to be accurate and has now crystallized into the above proceedings.

3.34   In light of the Enforcement Notice, we note that the airline members of the Coordination Committee supported the T-coding of any new slots/re-times within the hours 2200z to 0600z, with Dublin Airport and Air Nav Ireland abstaining. We have previously considered that approach and do not believe it is appropriate for S24. We propose to continue taking the approach that we have taken in the last number of seasons, in essentially freezing the approach to night capacity as described above. We consider that it is appropriate to do so pending a determination of the above proceedings or their being overtaken by events, such as, as a result of a decision from An Bord Pleanála on the appeal of the decision of Fingal County Council to revoke Condition 5 and replace it with an alternative Operating Restriction in the form of an annual Noise Quota Count. We do not intend to provide for T-coding in the S24 capacity declaration because:

-   It would be inconsistent with the approach taken in S23 and W23. The issuing of an Enforcement Notice and the subsequent leave granted to daa to apply for judicial review of the Enforcement Notice does not change the underlying situation with respect to Condition 5, and has not provided any further evidence or clarity as to the nature of the constraining factor, if any, represented by Condition 5. In fact, it further evidences the uncertainty and disagreement over this issue, which we noted and anticipated at the time of previous decisions and which has now crystallised.

-   It would require or imply taking a view, at least in part, on the enforceability and proper interpretation of C5; for example, whether T-coding should be applied only within the 92-day modelling period referenced in Condition 5,

or more broadly.

- As set out in the S23 Decision, and for the reasons set out in that Decision, absent sufficiently objectively clear and cogent material and evidence suggesting otherwise, we ought to be slow to make any decision to adjust the parameters for slot allocation in a manner that would result in more restricted capacity or in decreasing the possibilities for accommodating air traffic.

- In the event of a necessity to reduce operations during S24 on the basis of any operable information concerning Condition 5, it is likely that a supplementary declaration and/or alternative solution would be required in any case. In circumstances where, for example, there are approximately 110 historic slot entitlements over the 92 day modelling period, it is very unlikely that any interpretation of Condition 5 would coincidentally require the non-allocation of any new or re-timed slots, but be permissive of all historics.

- If this approach were to be taken, we do not see why it would be limited only to new slot allocations.

3.35   In summary, in order to reflect it in a capacity declaration, we would first need a decision on what precisely the condition lawfully requires and when precisely it requires it. Any other approach risks pre-emptively giving particular weight to a constraint by taking a view of its meaning and effect in particular circumstances, where that might differ from that ultimately deemed to be represented by the condition, or giving particular weight to a constraint which might be deemed unenforceable or to not fall to be enforced in S24.

3.36   Thus, we propose to continue the approach taken in the above decisions. We do so while again highlighting that it is important for stakeholders to be aware that it is possible that Condition 5 might be determined to be enforceable and to fall to be enforced in the S24 scheduling season, and in a manner which requires a reduction in operations in S24. Such a scenario might lead to a requirement to amend the capacity declaration, and/or a result that air carriers may not be able to use certain allocated slots for the reason contemplated at Article 10.4(b) of the Slot Regulation, namely '*interruption of air services due to action intended to affect these services which makes it practically and/or technically impossible for the air carrier to carry out operations as planned'*.

3.37   Thus, consistent with each capacity declaration since S22, no changes are made to the R60 limits in the night hours which were in place prior to completion of the North Runway. This again means that no dual runway capacity has been added between 2300 and 0700 local, meaning that the North Runway cannot lead to more flights in this period than were previously possible under the single Runway 28 based declaration.

Parking Stands

3.38   We propose to retain the hard constraint on stands, while updating the stand count to take account of any changes to stand availability in the various apron areas. Dublin Airport proposed maintaining the current parameter while

updating the count, as usual, to reflect seasonal changes. There was no objection or alternative proposal made within the Coordination Committee.

4.   Terminal Building Coordination Parameters

4.1   We propose to roll forward the S23 rolling hourly Passenger Terminal Buildings (PTB) limits, which are set out in Table 4.1, to the S24 season.

4.2   We also maintain the load factor assumptions of 95% for scheduled services in Terminal 1, 85% in Terminal 2, and 100% for charter services. We maintain the referral parameters in relation to Terminal 2 check-in desks and US Preclearance as per the S23 capacity.

Table 4.1: Proposed hourly Terminal Limits – S24

	Departures	Arrivals
Terminal 1	4,130	3,960
Terminal 2	3,600	3,400

Source: IAA

Proposed Hourly Limits – Dublin Airport

4.3   Dublin Airport proposed to roll forward the PTB hourly limits. It was noted that the PTB limits are unlikely to be a constraining factor on the allocation of slots in S24.

4.4   There were no objections to this proposal.

Proposed Referral Limits – Dublin Airport

4.5   Dublin Airport proposed retaining the referral parameter for Terminal 2 check-in desks 1-28 (Terminal 2 operators excluding Aer Lingus) – where demand exceeds 28 desks. It also recommended retaining the referral for US Preclearance, which applies to any new flights, or time changes to pre-existing flights, intending to use this facility.

4.6   There were no objections or alternative proposals in relation to these limits.

Draft Decision on Terminal Capacity Parameters

4.7   We note the proposal to retain the capacity parameters unchanged, to which there was no objection. We do not see any reason to amend these parameters and propose to roll them forward to S24 unchanged.

5. Appendix: Summer 2024 Coordination Parameters

The Irish Aviation Authority has determined the following scheduling limits for the Summer 2024 season at Dublin Airport.

Runway Scheduling Parameters:

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	40	52
0700	25	25	45
0800	27	25	48
0900	27	26	52
1000	29	27	52
1100	30	30	52
1200	24	29	50
1300	28	26	52
1400	23	29	49
1500	26	27	47
1600	27	29	52
1700	26	28	51
1800	23	26	43
1900	25	22	41
2000	27	22	40
2100	33	25	44
2200	28	25	32
2300	23	25	32
Totals	**609**	**647**	**1034**

Maximum number of movements per 10 minute period- Dual runway operations	
Maximum Total	13
Maximum Arrivals	6
Maximum Departures	7

Maximum number of movements per 10 minute period- Single runway operations (2200z-0559z)	
Maximum Total	9
Maximum Arrivals	6
Maximum Departures	6*
*Exception: Maximum Departure Limit is 7 movements at 0500, 0510, 0520, 0530, 0540, 0550 UTC	

Passenger Terminal Parameters:

	Departures Hourly Limit	Arrivals Hourly Limit
Terminal 1	4,130	3,960
Terminal 2	3,600	3,400

Notes:

1) The hourly limit for passengers is rolled every 10 minutes.
2) Load factors of 95% are applied to Scheduled services for Terminal 1.
3) Load factors of 85% are applied to Scheduled services for Terminal 2.
4) Load factors of 100% are applied for Chartered services for both Terminal 1 and Terminal 2.

Stand Parameters:

	GA	Non-Turnaround		Turnaround Stands									All
	W.A.N	W.A.S	Total	5G	MRO	P1	P2	P3	P4	S.A	Triangle	Total	Total
Contact						23	11	11	21	9		**75**	**75**
Remote	8	16	**24**	15	6	3					4	**28**	**52**
All	8	16	**24**	15	6	26	11	11	21	9	4	**103**	**127**

Note: The table represents NBE stand capacity.

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

Table A2: Coordination Committee Voting Summary

Member	Votes	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1900	2000	2100
Aer Lingus	294	S23	Sc A	Sc A	Sc A	Sc A	Sc A	Sc A	Sc A	Sc A	Sc A	Sc A	Sc A	Sc A	Sc A	Sc A
AirNav Ireland	20	Abs	Abs	Abs	Abs	Abs	Abs	Abs	Abs	Abs	Abs	Abs	Abs	Abs	Abs	Abs
British Airways	21	S23	S23	S23	S23	S23	S23	Sc A	Sc A	Sc A	Sc A	Sc A	Sc A	Sc A	Sc A	S23
British Airways CF	17	S23	S23	S23	S23	S23	S23	Sc A	Sc A	Sc A	Sc A	Sc A	Sc A	Sc A	Sc A	S23
Dublin Airport	40	Abs	Abs	Abs	Abs	Abs	Abs	Abs	Abs	Abs	Abs	Abs	Abs	Abs	Abs	Abs
DHL	0	Abs	Abs	Abs	Abs	Abs	Abs	Abs	Abs	Abs	Abs	Abs	Abs	Abs	Abs	Abs
Emerald	66	Sc A	Sc A	Sc A	Sc A	Sc A	Sc A	Sc A	Sc A	Sc A	Sc A	Sc A	Sc A	Sc A	Sc A	Sc A
KLM	18	Sc C	Sc C	Sc C	Sc C	Sc C	Sc C	Sc C	Sc C	Sc C	Sc C	Sc C	Sc C	Sc C	Sc C	Sc C
Ryanair	494	Sc C	Sc B	Sc C	Sc C	Sc C	Sc C	Sc C	Sc C	Sc C	Sc C	Sc C	Sc C	Sc C	Sc C	Sc C
Swiss	9	S23	S23	Sc C	Sc C	Sc C	Sc C	Sc C	Sc C	Sc C	Sc C	Sc C	Sc C	S23	S23	S23
TUI	6	Sc B	Sc B	Abs	Abs	Abs	Abs	Abs	Abs	Abs	Abs	Abs	Abs	S23	S23	S23
UPS	10	Sc B	Sc B	Sc B	Sc B	Sc B	Sc B	Sc B	Sc B	Sc B	Sc B	Sc B	Sc B	Sc B	Sc B	Sc B
Result		Sc C	Sc B	Sc C	Sc C	Sc C	Sc C	Sc C	Sc C	Sc C	Sc C	Sc C	Sc C	Sc C	Sc C	Sc C
% of total votes		51%	51%	52%	52%	52%	52%	52%	52%	52%	52%	52%	52%	51%	51%	51%