

**30 April 2020**

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 Winter 2020 season. This Decision is in line with the Draft Decision we published on 9 April 2020, which proposed to roll forward the Winter 2019 limits to Winter 2020.

### ***Draft Decision***

Our Draft Decision noted that, ahead of previous scheduling seasons, the Commission, together with the Coordination Committee, has assessed where changes to the Coordination Parameters were required to meet the expected demand profile, and sought to give effect to those changes. That was also our intention for the Winter 2020 season, and the airline growth plans (or ‘wishlists’) provided were analysed and modelled in the usual way in order to identify the impact of changes to the parameters which would be required to give effect to expected demand. However, given the impact of COVID-19 on the aviation industry, at the Winter 2020 Coordination Committee Meeting, the Committee unanimously agreed that no changes should be made from the Winter 2019 season. The following reasons were cited:

- The Wishlist demand forecasts provided by airlines in February are no longer valid, and consequently attempting to predict demand increases for W20, based on this data or otherwise, is futile at this time.
- The relative lack of hourly runway capacity issues in the Winter Season, meaning that even if demand were to recover to near the pre-COVID-19 level, there would not be significant capacity issues anyway.
- The Committee members needed to focus on immediate issues and the usual level of engagement in the process would not be feasible.

In the Draft Decision, the Commission set out its agreement with the unanimous view of the Committee and proposed to roll forward the Winter 2019 limits to Winter 2020.

### ***Response and Final Decision***

We received one response to the Draft Decision, from Aer Lingus, which expressed support for rolling forward the Winter 2019 coordination parameters to Winter 2020. The response is published alongside this Decision.

The Commission’s view has not changed relative to the Draft Decision. We therefore confirm that the Winter 2020 coordination parameters are unchanged relative to Winter 2019. The parameters are appended to this document.

**Appendix: Dublin Airport Coordination Parameters, Winter 2020 Season**

The Commission for Aviation Regulation has declared the following scheduling limits for the IATA Winter 2020 scheduling season.

**Runway Scheduling Parameters:**

| Runway Hourly Limits |                |                  |             |
|----------------------|----------------|------------------|-------------|
| Time UTC             | Arrivals Limit | Departures Limit | Total Limit |
| 0000                 | 23             | 23               | 32          |
| 0100                 | 23             | 23               | 32          |
| 0200                 | 23             | 23               | 32          |
| 0300                 | 23             | 23               | 32          |
| 0400                 | 23             | 23               | 32          |
| 0500                 | 23             | 25               | 32          |
| 0600                 | 23             | 35               | 40          |
| 0700                 | 21             | 31               | 40          |
| 0800                 | 25             | 23               | 44          |
| 0900                 | 24             | 25               | 42          |
| 1000                 | 23             | 24               | 41          |
| 1100                 | 28             | 26               | 48          |
| 1200                 | 26             | 28               | 46          |
| 1300                 | 24             | 27               | 43          |
| 1400                 | 24             | 24               | 40          |
| 1500                 | 23             | 27               | 43          |
| 1600                 | 24             | 26               | 46          |
| 1700                 | 24             | 27               | 47          |
| 1800                 | 24             | 26               | 43          |
| 1900                 | 23             | 24               | 38          |
| 2000                 | 24             | 24               | 39          |
| 2100                 | 25             | 23               | 39          |
| 2200                 | 29             | 23               | 39          |
| 2300                 | 23             | 23               | 32          |
| Totals               | 575            | 606              | 942         |

| Maximum number of movements per 10 minute period   |    |
|--|----|
| Maximum Total  | 9  |
| Maximum Arrivals   | 6* |
| Maximum Departures   | 6* |
| <p>*Exceptions</p> <p>Departures Limit is 7 movements at 0600, 0610, 0620, 0630, 0700, 0710, 0720 UTC.</p> <p>Arrivals Limit is 7 movements at 2150, 2200, 2210 UTC.</p> |    |

## CN7/2020: Dublin Airport Coordination Parameters- Winter 2020 Season

### Passenger Terminal Parameters:

|            | Departures<br>Hourly Limit | Arrivals<br>Hourly Limit |
|------------|----------------------------|--------------------------|
| Terminal 1 | 3,700                      | 3,550                    |
| Terminal 2 | 3,700                      | 3,050                    |

#### Notes:

- 1) The hourly limit for passengers is rolled every 10 minutes.
- 2) Load factors of 85% and 95% are applied to Scheduled and Charter services respectively.

### Stand Parameters:

|         | GA  |     | Non-Turnaround |     | Turnaround Stands |      |    |    |    |     |     |          | All   |       |
|---------|-----|-----|----------------|-----|-------------------|------|----|----|----|-----|-----|----------|-------|-------|
|         | LAB | APC | W.A.           | MRO | 5G                | H1/2 | P1 | P2 | P3 | P4  | S.A | Triangle | Total | Total |
| Contact |     |     |                |     |                   |      | 23 | 10 | 11 | 19* |     |          | 63    | 63    |
| Remote  | 0   | 0   | 21             | 6   | 15                | 3    |    |    |    | 2   | 9   | 5        | 34    | 61    |
| All     | 0   | 0   | 21             | 6   | 15                | 3    | 23 | 10 | 11 | 21* | 9   | 5        | 97    | 124   |

Note: Stands defined based on ICAO Code B and C size.

\* Stand table is dependent on aircraft size, i.e. triangle can fit 5 ATRs but only 3 code c. 3 of the 19 NBE stands on Pier 4 can fit 757s.

| 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 |