



ÚDARÁS EIT LEOHTA NA hÉIRFANN
IRISH AVIATION AUTHORITY

Draft Decision on Winter 2026 Coordination Parameters at Dublin Airport

8 April 2026



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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 Winter 2026 ('W26') season, which runs from 25 October 2026 to 27 March 2027 inclusive.¹ The proposed coordination parameters are laid out in Appendix 1.
- 1.2 The Coordination Committee, comprising Dublin Airport², AirNav Ireland (the Air Navigation Service Provider), and airlines operating at Dublin Airport, is required under Article 5 of the Slot Regulation (defined in the next section) to provide advice to the IAA on the coordination parameters to be declared in accordance with Article 6. The majority advice is to implement the 'W26 Wishlist' hourly runway capacity ('R60') limits, which involves a range of increases in the declared limits in the day hours.
- 1.3 Our Draft Decision on the Winter 2026 runway parameters is to follow the advice of the Coordination Committee through implementing the 'Wishlist' hourly runway capacity ('R60') limits, which involves a range of increases in the declared runway limits in the day hours, adds 14 departure, 16 arrivals, and increases the total limits by 32 per day. In respect of the parking stand coordination parameters, we propose to amend the wording of the referral parameter to reflect the trial to reduce the scope of stand referrals which began in the Summer 2026 season.
- 1.4 With respect to the terminal parameters, our Draft Decision is to increase the departures hourly limits for both Terminal 1 and Terminal 2. Similar to S26, we also propose to introduce an hourly passenger US Preclearance processing limit in place of the previous referral parameter, in line with the Dublin Airport proposal. This parameter replaces the Winter 2025 US Preclearance referral parameter on new flights and schedule changes. All other coordination parameters are proposed to be unchanged relative to Winter 2025.
- 1.5 Following an application to the High Court by Ryanair, and a hearing on 28 March 2025, on 3 April 2025 (with the Order amended on 15 July 2025) the High Court ordered the IAA not to take account of the 32mppa Conditions, pending the outcome of underlying judicial reviews of our Winter 2024 and Summer 2025 decisions. As a result, we do not propose to include a seasonal PATM seat capacity limit for the W26 season.
- 1.6 In making this proposal, we have relied on a range of evidence, and considered the advice provided by the Coordination Committee. 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 To70. 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.
- 1.7 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.
- 1.8 We invite responses to this Draft Decision no later than 5pm, Wednesday 22nd April. Responses should be sent by email to consultation@iaa.ie.³

¹ As per the worldwide slot calendar: [WASG Calendar](#)

² We use the term 'Dublin Airport' to refer to the regulated entity within daa plc.

³ We may correspond with those who make submission, 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

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 S26 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*'.

Coordination Committee engagement process

2.7 To help inform the decision on the parameters, we engaged To70 to carry out simulations of the expected flight schedule for W26, using the Fast Time Simulation model of the apron,

airfield, and terminal airspace. This model was originally developed for us 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 coordination parameters.

- 2.8 Prior to running the simulations, To70 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.
- 2.9 Airlines were asked to submit plans for Winter 2026 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. A number of changes to the hourly runway (R60) limits relative to W25 were proposed by Dublin Airport, informed by the analysis carried out by ACL.⁴

Table 2.1: Dublin Airport Wishlist Proposal for Winter 2026

UTC Hour*	Arrival	Departure	Totals
0700		+4	+4
0800	+3		+3
0900	+3		+3
1000		+3	+3
1100	+2		+2
1200		+1	+4
1300			+2
1400	+2		+2
1600		+3	+3
1700	+3		+3
1800		+3	+3
2100	+3		
Total	+16	+14	+32

Source: Coordination Committee

- 2.10 Information provided by airlines was used to develop an anticipated flight schedule on a busy day in Winter 2026, the “W26 Schedule”. The operation of the W26 Schedule was simulated by To70. To assess the effect of a potential decision to adjust the R60 parameters as proposed above, To70 coordinated the W26 Schedule according to both the W26 Wishlist limits, and alternatively the current W25 runway limits. Comparisons were provided between simulated taxi times, ground delay and runway holding delay. Further details and results of this analysis is set out in Section 3, and the results of the To70 simulations are published alongside this document.
- 2.11 In relation to the passenger terminal (PTB) parameters, Dublin Airport proposed to increase

⁴ 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. In each hour, a requested departure slot must not bust the hourly Departures limit or the hourly Total limit, while a requested arrival slot must also not bust the hourly Arrival limit or the hourly Total limit.

the Terminal 1 and Terminal 2 departures hourly limits to 4,325 and 3,850 respectively, up from 3,700 in W25. No change was proposed in respect of the arrival hourly limits. It was noted that the full complement of EDS C3 cabin baggage screening equipment in both terminals was completed in 2025 and it was appropriate to revise the departure hourly limits to take account of the associated increased throughput capacity. It was stated that under the revised departure hourly limits, and the W25 hourly arrival limits, the forecast demand can be accommodated, i.e. the PTB limits are not expected to be a materially constraining factor on the allocation of slots.

- 2.12 With respect to referral parameters, consistent with the approach from S26, Dublin Airport proposed the removal of the US Preclearance referral, to be replaced with a new passenger processing hourly limit coordination parameter of 1,450. It was noted that all W26 Wishlist demand fits within the proposed hourly processing limit, with just the 1100 and 1200 hours (UTC) coming close to the hourly limit.
- 2.13 No other changes were proposed relative to the Winter 2025 limits, except updating the stand count by apron area to reflect expected changes in the count relative to Winter 2025.
- 2.14 Ahead of the pre-meeting of the Coordination Committee, on 19 February Dublin Airport provided an update to the Coordination Committee on planning conditions at the airport, namely the An Coimisiún Pleanála ('ACP') final decision on conditions relating to the planning permission for the North Runway, and the 32 million passengers per annum ('mppa') passenger cap relating to terminal 1 and terminal 2.
- 2.15 The pre-meeting of the Coordination Committee took place on 12 March 2026. At this meeting, the To70 simulation modelling results were discussed. Dublin Airport also presented various pieces of analysis and modelling results to Committee members, namely:
- An update on airfield performance, On Time Performance (OTP) in Winter 2025 compared to Winter 2024, prospective projects expected to be delivered for Winter 2026, and projects that are expected to be under construction in Winter 2026.
 - Simulation modelling carried out for Dublin Airport by ARUP.
 - An update from ACL.
 - Coordination parameter proposals for Winter 2026.
- 2.16 At the pre-meeting, Dublin Airport provided an update on the Infrastructure Application submitted to Fingal County Council, on planned legislation relating to the 32mppa Conditions, and an update on the enforcement of the 32mppa Conditions (defined and discussed in Section 4):
- On the Infrastructure Application, Dublin Airport stated it did not anticipate a decision in 2026 and that it is highly likely any decision would be appealed to ACP, taking at least a further 12-18 months.
 - On Government legislation, Dublin Airport updated the Committee on the publication of the General Scheme for the Dublin Airport (Passenger Capacity) Bill,⁵ which relates to the issue of passenger caps at Dublin Airport.
 - Dublin Airport updated the Coordination Committee on its Judicial Review challenging an Enforcement Notice issued by Fingal County Council for alleged non-compliance with the 32mppa Conditions. It also updated the Coordination Committee on Judicial Reviews taken in respect of the IAA's decision to implement a seat capacity parameter for W24 and S25, and

⁵ [General Scheme for the Dublin Airport \(Passenger Capacity\) Bill 2026](#)

stated its belief that there is 'no indication that 32m annual passenger condition will form part of the W26/27 Coordination Parameters'.

2.17 Dublin Airport also provided a further update to the Coordination Committee on ACP's Final Decision on conditions relating to the planning permission for the North Runway. In summary, the Final Decision provided for:

- North Runway Operating Hours: Runway 10L/28R shall not be used for take-off or landing between 0000 and 0600 (local time) except in cases of safety, maintenance considerations, exceptional air traffic conditions, adverse weather, technical faults in air traffic control systems or declared emergencies at other airports where Runway 10L/28R length is required for a specific aircraft type.
- Implementation of a night-time noise quota: The Airport shall be subject to a Noise Quota Scheme (NQS) with an annual limit of 16,260 between 2300 and 0700 (local time) with noise-related limits on the aircraft permitted to operate at night.
- Implementation of a night-time movement cap: The airport shall be subject to an annual aircraft movement limit of 35,672 between the nighttime hours of 2300 and 0700 (local time).
- Changes to the noise insulation scheme

2.18 Dublin Airport updated the Committee that ACP notified the European Commission of the proposed operating restrictions on 8 August. On 10 February 2026, the European Commission, with respect to the process for introducing operating restriction (Regulation (EU) 598/2014 of the European Parliament and of the Council⁶), found that the night movement cap is not in accordance with EU law:

- *"ACP concluded that the annual night movement cap, which constitutes an operating restriction, is necessary to achieve the noise abatement objective considering the LAmax indicator, without any assessment of whether measures from the other three pillars of the balanced approach could have achieved the objective, contrary to Articles 5(3) (a)-(c) of Regulation (EU) 598/2014."*
- *"Ireland shall examine this Decision and inform the Commission of their intentions before introducing those operating restrictions at Dublin Airport."*

2.19 Dublin Airport noted that on foot of the European Commission's assessment, it remains to be seen how ACP intends to proceed.

2.20 Finally, as Ireland will hold the rotating Presidency of the Council of the European Union from 1st July to 31st December 2026, Dublin Airport informed the Committee that slot procedures to ensure the efficient use of capacity will be put in place.

Coordination Committee vote

2.21 The Coordination Committee met again on 24 March 2026 to finalise its advice for the IAA in respect of W26.

2.22 At this meeting, Aer Lingus queried whether the Coordination Committee was to approve special procedures in relation to Ireland holding the rotating seat of the EU Presidency, noting that a draft proposal of these special procedures has not been circulated. Dublin Airport clarified that the Committee was not being asked to vote on these procedures, and noted that the procedures would be similar to other large-scale events at Dublin Airport. Dublin Airport stated the rules did not necessarily relate to the airlines of the Committee, which was why the Committee was not being asked to vote on the procedures, but rather

⁶ Regulation - 598/2014 - EN - EUR-Lex

the update on the EU Presidency had only been included in the pre-meet as an information piece.

- 2.23 AirNav Ireland informed the Coordination Committee that any airlines looking for slots in the 0600 hour between 0600 and 0615 is a difficult period for AirNav Ireland due to shift changeovers. AirNav Ireland also updated that there are currently changes being discussed which are coming into effect in May with respect to westerly operations.
- 2.24 There were no further comments from any other Committee member. The voting process was therefore discussed.
- 2.25 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, meaning that most of the voting weight is held by airlines and, in particular, Ryanair and Aer Lingus. Only those present (online or in person) can vote.
- 2.26 We note that the voting process is an indicative part of the Coordination Committee's advice to the IAA, rather than the IAA being bound by the result. 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.
- 2.27 The results of the vote on the proposed R60 limits are set out in Appendix 1. Overall, a majority voted in favour of the W26 Wishlist limits (93% in favour and 7% opposed). Just United Airlines, daa, and KLM were not in favour of the W26 Wishlist limits. No specific reasons were provided. No change was proposed in respect of the 10-minute runway limits.
- 2.28 The Coordination Committee voted in favour of increasing the departing passenger parameter for Terminal 1 and Terminal 2, with 93% of the vote in favour, 5% against, and 1% abstaining. United Airlines and daa voted against the proposal (again no reasons being provided). No proposals were made in respect of the arrivals PTB hourly limits.
- 2.29 On the final vote, the Coordination Committee voted in favour of adopting the new CBP passenger parameter, with 43% in favour, 5% against, and 52% of the vote abstained. The 52% abstention was largely driven by Ryanair's vote in this respect, with just United Airlines and daa opposed to the proposal.
- 2.30 The Coordination Committee did not vote on any specific change to the stand parameter. However, we note from discussions within the Committee that, in line with S26, a working group will be formed to support a trial which would replace some referrals for aircraft stands. The trial will be monitored in conjunction with ACL and daa operations, with the Coordination Committee working group also contributing to determine whether referral parameters should be permanently replaced.
- 2.31 Therefore, the overall advice of the Coordination Committee is as follows:
- Implement the W26 Wishlist to the runway coordination parameters (R60).
 - To increase the Terminal 1 and Terminal 2 departures PTB parameters. There were no proposals in respect of changing the Terminal 1 and 2 arrivals hourly limits.
 - To introduce a US Preclearance passenger processing hourly parameter in place of the current referral.

3. Airfield Coordination Parameters

3.1 This section addresses, in turn:

- Runway parameters
- Stand parameters

3.2 In relation to the runway coordination parameters, we propose to implement the W26 Wishlist for the W26 season, as shown in Table 3.1.

Table 3.1: Proposed changes to runway limits for Winter 2026 (W26 Wishlist)

UTC Hour*	Arrival	Departure	Totals
0700		+4	+4
0800	+3		+3
0900	+3		+3
1000		+3	+3
1100	+2		+2
1200		+1	+4
1300			+2
1400	+2		+2
1600		+3	+3
1700	+3		+3
1800		+3	+3
2100	+3		
Total	+16	+14	+32

Source: IAA

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

3.4 We propose to retain the stand parameter as a hard constraint, while amending the scope of the referrals to allow for a trial in respect of the potential replacement of stand referrals in future seasons.

Runway Capacity

3.5 In this subsection, we consider runway capacity limits.

To70 airfield modelling

3.6 As described above, To70 first validated the airfield model and then simulated the W26 flight schedule.

3.7 The model calibration process was based on 8 Nov 2025, using actual block times. 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.

- 3.8 Taxi out time measures the time elapsed from the aircraft coming off blocks until it lifts off. 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.
- 3.9 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. Airfield infrastructure was updated in the model, based on the expected situation during W26 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.
- 3.10 In each scenario, for the purposes of properly assessing airfield/runway capacity only, it is presumed that the Winter 2026 schedule of a high level of increased demand materialises. 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.
- 3.11 The Winter 2026 flight schedule was based on expected W26 demand, but also with sufficient operations to properly test out the proposed R60 capacity increases. It contains a total of 848 flights, with 425 arrivals and 423 departures. The flight schedule included 53 new arrivals and 51 new departures. Most of these movements could be accommodated at the times requested without any changes to the runway limits.
- 3.12 This level of assumed growth means that some of the modelled operations may not materialise in W26, 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 fully test out the potential impact of a decision to increase the capacity, and that capacity is used. To assess the effect of a decision to implement the W26 Wishlist relative to maintaining the W25 limits, we asked To70 to simulate the W26 Schedule scenario.
- 3.13 Table 3.2 summarises the results of the W26 Wishlist and the W25 limits simulations as provided to the Coordination Committee. Further details are set out in the To70 simulations published alongside this Draft Decision.

Table 3.2: Departure Taxi Out Time under W25 Limits and W26 Wishlist Proposal

Time (UTC)	W26 Wishlist Limits	W25 Limits	Difference
Daily average	00:12:16	00:12:09	00:00:07
Peak	00:15:08	00:14:53	00:00:15

Source: To70, Slide 19. 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.

- 3.14 Relative to maintaining the W25 limits unchanged, the W26 Wishlist proposal is not expected to have a material impact on taxi-out times on average across the day, or on peak taxi-out times.
- 3.15 Similarly, both arrival taxi-in time and arrival taxi delay are not expected to materially differ under the W26 Wishlist limits relative to maintaining the W25 limits, as shown in Table 3.3.

Table 3.3: Arrival Taxi-In Time and Arrival Taxi Delay under W25 Limits and W26 Wishlist Proposal

Metric	Time (UTC)	W26 Wishlist Limits	W25 Limits
Arrival Taxi-In Time	Daily Average	00:09:30	00:09:03
Arrival Taxi Delay	Daily Average	00:00:42	00:00:33

Source: To70, Slide 21. Taxi times in hours, minutes and seconds.

Other Modelling

- 3.16 Dublin Airport commissioned ARUP to carry out simulation modelling on its behalf, which was also presented to the Coordination Committee.

Taxi Out times and On Time Performance (OTP) in Winter 2025

- 3.17 At the Coordination Committee pre-meeting, Dublin Airport provided an update on outturn operational performance in Winter 2025 compared to Winter 2024, from November to February inclusive. Overall, OTP is at 75% for W25, which is in line with Winter 2024.
- 3.18 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 remains the most significant contributor, and its contribution has increased by 1 percentage point relative to W24 (28% in W25 compared with 27% in W24).
- 3.19 Across the full day, average taxi-out times to RW 28R have marginally disimproved compared with W24. Average taxi-out times in W25 were 12 mins 39 secs, an increase of 28 seconds on W24. For RW 28L, average taxi-out times have disimproved by 1 min 45 secs compared with W24. Average taxi-in times across the whole day have also marginally increased (+28 secs), but remain largely in line with W24.
- 3.20 A number of airfield, terminal, and pier projects are expected by Dublin Airport to be available in whole or in part for the W26 season. These are shown in Table 3.4 below.

Table 3.4: Major projects expected by Dublin Airport for W26 relative to W25

Airfield	Terminals and Piers
Dual code E taxiways B1/Z to South Apron	T2 Security C3 upgrade & T1 Central Search to Mezzanine
LVP on Runway 10L	51 st and Green refurbishment
B2 bi-directional	T1 lounge refurbishment
P1W Stands	Pier 3 Upgrade

Source: Coordination Committee

Draft Decision

- 3.21 Under the Slot Regulation, the runway parameters are to be reviewed 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.
- 3.22 Simulation modelling results of the W26 Wishlist are acceptable, with marginal overall impact or difference with respect to taxi times and delay. This modelling takes account of infrastructural, operational, and environmental constraints. We note that the Coordination Committee members voted for one of the two possible scenarios on a discrete basis, with the majority voting for the adoption of the W26 Wishlist limits. Given these considerations, we propose to adopt the W26 Wishlist as the runway coordination parameters for W26.
- 3.23 In recent capacity declarations, we have sought to take account of the potential constraining factor represented by Condition 5 of the North Runway planning permission ("C5"), as imposed in 2007. This condition is the subject of disagreement and uncertainty both as to its enforceability and, to the extent that it is enforceable, the precise nature and scope of the constraining factor which it represents. C5 therefore gives rise to complex questions of planning law, EU law, and international law, and is currently the subject of High Court proceedings to which the IAA is a notice party. On this basis, in previous capacity decisions we have 'frozen' the R60 parameters in the nighttime hours (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.
- 3.24 On 16 July 2025, ACP published the Relevant Action Decision. The Relevant Action Decision revokes Condition 5 of the North Runway Planning Permission and replaces it with a NQS. A further point of disagreement has now also arisen as to whether the revocation of C5 is also now already effective from a planning law perspective.

First Condition:

The existing operating restriction, Condition 5, of the North Runway Planning Permission (FCC Reg. Ref: F04A/1755; ABP Ref: PL06F.217429) reading as:

'On completion of construction of the runway hereby permitted, the average number of night time aircraft movements at the airport shall not exceed 65/night (between 2300 hours and 0700 hours) when measured over the 92 day modelling period as set out in the reply to the further information request received by An Bord Pleanála on the 5th day of March, 2007'

shall be revoked and replaced with an annual noise quota scheme operating restriction as follows:

'The Airport shall be subject to a Noise Quota Scheme (NQS) with an annual limit of 16,260 between 23:00 and 07:00 (local time) with noise-related limits on the aircraft permitted to operate at night.'

3.25 A number of other conditions are included in the decision, including:

Second Condition:

The existing operating restriction imposed by Condition 3(d) and the exceptions at the end of Condition 3 of the North Runway Parallel Runway Planning Permission (FCC Reg. Ref: F04A/1755; ABP Ref: PL06F.217428) reading:

'3(d). Runway 10L-28R shall not be used for take-off or landing between 2300 hours and 0700 hours except in cases of safety, maintenance considerations, exceptional air traffic conditions, adverse weather, technical faults in air traffic control systems or declared emergencies at other airports.'

shall be amended as follows:

'Runway 10L/28R shall not be used for take-off or landing between 00:00 and 06:00 (local time) except in cases of safety, maintenance considerations, exceptional air traffic conditions, adverse weather, technical faults in air traffic control systems or declared emergencies at other airports or where Runway 10L/28R length is required for a specific aircraft type.'

Third Condition:

'The airport shall be subject to an annual aircraft movement limit of 35,672 between the nighttime hours of 2300 and 0700 (local time).'

3.26 On 8 August 2025, ACP notified the European Commission of the operating restrictions pursuant to Article 8(1) of EU Regulation 598/2014⁷:

'Before introducing an operating restriction, the competent authorities shall give to the Member States, the Commission and the relevant interested parties six months' notice, ending at least two months prior to the determination of the slot coordination parameters as defined in point (m) of Article 2 of Council Regulation (EEC) No 95/93 for the airport concerned for the relevant scheduling period.'

3.27 Judicial review proceedings of ACP's Relevant Action Decision have been launched by Ryanair, Aer Lingus, and SMTW Environmental DAC. Those proceedings were adjourned pending the decision of the European Commission as to whether the proposed Operating Restrictions are in compliance with Regulation 598/2014. As noted above, the European Commission has found that the annual movement cap condition was arrived at in a manner which does not comply with that regulation. No adverse findings were made in respect of the other two conditions (i.e. the NQC Operating Restriction, and the North Runway operating hours).

3.28 It is as yet unclear how ACP intends to move forward following the European Commission's assessment. While no adverse finding was made in respect of the NQC Operating Restriction, ACP has not yet confirmed the introduction of the same ahead of W26, meaning that it is not yet permissible to take account of it as a relevant constraint for the purposes of Article 6 of the Slot Regulation.

3.29 The result of this situation is that currently, neither the original C5, nor the replacement NQC scheme, can be reflected in the coordination parameters for W26. This may change in the event that ACP were to confirm to the European Commission that the NQC scheme is

⁷ [Regulation - 598/2014 - EN - EUR-Lex](#)

introduced.

- 3.30 In the interim, we note that the Coordination Committee has again proposed that no changes are made to the R60 limits in the night hours relative to those which were in place prior to completion of the North Runway. This would again mean that no capacity has been added between 2300 and 0700 local time since completion of construction of the North Runway, meaning that the North Runway cannot lead to more flights in this period than were previously possible under the single Runway 28L based capacity declaration. We propose to continue to adopt this approach for W26, and freeze the runway coordination parameters within those hours such that they remain based on single runway operations, as though the North Runway did not exist.

Parking Stands

Proposed Stand Parameters

- 3.31 As mentioned above, there were no proposals brought to the Coordination Committee for any change to the stand parameters. However, we understand the trial which was introduced for S26 to investigate whether stand referrals could be eliminated or reduced is to continue for W26, with a working group formed to provide support. As for S26, we understand the trial will be monitored throughout the season in conjunction with ACL and daa operations, with a Coordination Committee working group.⁸
- 3.32 We agree with the principle of reducing or eliminating referrals insofar as possible, and also agree that this should be done in a planned way such that the replacement coordination parameters are properly tested before taking effect, to ensure that there is no performance degradation in terms of making best use of capacity without excessive scheduling such that stand capacity is overloaded. We therefore propose to amend the wording of the stand referral parameter within the capacity declaration accordingly, as set out in Appendix 1. Any removal of, or amendment to the scope of, stand referrals, will be subject to IAA approval/confirmation.
- 3.33 We also propose to update the stand count, as usual, to reflect seasonal changes.

⁸ See Section 3 of the S26 Final Decision - [final-decision-on-summer-2026-coordination-parameters-at-dublin-airport.pdf](#)

4. Terminal Building Coordination Parameters

- 4.1 We propose to adopt the uplifted Terminal 1 and Terminal 2 departures rolling hourly Passenger Terminal Buildings (PTB) limits as proposed by Dublin Airport, and to roll forward the Terminal 1 and Terminal 2 arrivals rolling hourly PTB limits from W25. We also propose to adopt the new US Preclearance hourly passenger processing limit in replacement of the blanket referral parameter. The proposed hourly terminal and US Preclearance limits are set out in Table 4.1.
- 4.2 We also maintain the load factor assumptions of 85% for scheduled services in Terminal 1, 85% in Terminal 2, and 95% for charter services. We maintain the referral parameters in relation to Terminal 2 check-in desks as per the W25 coordination parameter.

Table 4.1: Proposed hourly Terminal and US Preclearance Limits – W26

	Departures Hourly Limit	Arrivals Hourly Limit	Preclearance Hourly Limit
Terminal 1	4,325	3,550	-
Terminal 2	3,850	3,050	1,450

Source: IAA

Proposed Hourly Limits – Dublin Airport

- 4.3 Dublin Airport proposed to increase the both the Terminal 1 and Terminal 2 departures PTB hourly limits, based on an assessment of expected available capacity, while rolling forward the respective arrival PTB hourly limits from W25. The expected uplift to the PTB departures hourly limits was assessed based on the processing capacity provided by the roll out of the full complement of C3 machines in both terminals in 2025, an anticipated passenger profile, and a load factor of 85%. Analysis by Dublin Airport found it unlikely that the hourly PTB limits would be a materially constraining factor on the allocation of slots in W26, relative to other limits.
- 4.4 In line with the approach for S26, Dublin Airport also proposed the removal of the US Preclearance referral on new flights and schedule changes, to be replaced by a US Preclearance departing passenger standard coordination parameter of 1,450 per hour. This parameter was similarly based on US Preclearance processing capacity, an assessment of the percentage of passengers that will present within one hour, and a load factor of 90%. It was noted that the W26 Wishlist demand would not be constrained by this processing parameter.

Proposed Referral Limits – Dublin Airport

- 4.5 Dublin Airport proposed retaining the referral parameter for Terminal 2 check-in desks 1-28, where demand exceeds 28 desks.

Seasonal Terminal Seat Capacity Constraint

- 4.6 For the W24 season and the S25 season, we put in place a Passenger Air Traffic Movement (PATM) seat capacity coordination parameter to take account of certain planning conditions relating to Terminals 1 and 2 at Dublin Airport. Specifically, Condition 3 of the Terminal 2 planning permission F06A/1248 (PL 06F.220670), from 2007 states that:

'The combined capacity of Terminal 2 as permitted together with Terminal 1 shall not exceed 32 million passengers per annum unless otherwise authorised by a further grant of planning permission.'

- 4.7 Similarly, Condition 2 of a Terminal 1 extension planning permission (06F.223469 & F06A/1843), from 2008, states that:

'The combined capacity of Terminal 1 (including the extension authorised by this grant of permission) and Terminal 2 granted permission under planning register reference number F06A/1248 (An Bord Pleanála appeal reference number PL 06F.220670) shall not exceed 32 million passengers per annum unless otherwise authorised by further grant of planning permission.'

- 4.8 We refer to these conditions collectively as the '32mppa Conditions'. As set out in the W24 and S25 decisions, the IAA had no role in the decision to impose the 32mppa Conditions and has no power to amend or revoke them. The role of the IAA is to take account of relevant constraints when determining the seasonal coordination parameters. For the reasons set out in detail in those decisions, the IAA considers the 32mppa Conditions to currently constitute a relevant constraint for the purposes of Article 6 of the Slot Regulation.
- 4.9 The IAA's conclusion in that regard, and in respect of a number of related points, is disputed by various parties, who have brought a total of six sets of judicial review proceedings in respect of our W24 and S25 decisions.
- 4.10 On 10 October 2024 we published our Final Decision on S25 which set a seat capacity limit of 25.2 million seats for the Summer 2025 scheduling season. Ryanair, Aer Lingus, and, together, Delta Air Lines, Inc., JetBlue Airways Corporation, United Airlines, Inc., and Air Transport Association of America, Inc. (known as the 'A4A parties') were granted leave on 21 October 2024 to bring their respective proceedings challenging the S25 Decision, in which they also sought a stay on the operation of the seat cap coordination parameter. The IAA adopted a neutral position in respect of the stay application, whereas daa opposed it. On 4 November 2024, the High Court granted the stay, and consequently the seat cap coordination parameter is currently inoperative for S25.
- 4.11 In December 2024, the High Court then decided to refer three questions to the Court of Justice of the European Union, on the basis that it would not be possible to resolve the W24 and S25 proceedings without a ruling on various questions of interpretation and application in relation to the Slot Regulation. The three questions referred are:
1. Can a national competent authority undertaking the exercise of determining the parameters for slot allocation at a coordinated airport under Article 6(1) of Regulation 95/93 (as amended) take into account development consents granted by the relevant planning authority under the national planning code in respect of that airport which impose conditions providing inter alia that the "combined capacity" of the airport terminals shall not exceed a certain annual limit of passengers, and in respect of which the stated reason for the imposition of the conditions was "Having regard to the policies and objectives of the Dublin Airport Local Area Plan and the capacity constraints (transportation) at the eastern campus"? Are such conditions a "relevant technical, operational or environmental constraint" within the meaning of Article 6(1)? Do they form part of the objective analysis of the capacity situation at the airport for the purposes of Article 6(1)?
 2. If the answer to question 1 is yes, does Article 6(1) of Regulation 95/93, and insofar as relevant Articles 16 and 17 of the Charter of Fundamental Rights of the European Union, permit Member States to make a determination of the parameters for slot allocation at a coordinated airport for a particular scheduling period which results in the non-allocation of some series of slots (or certain components thereof) to which air carriers would otherwise be entitled in accordance with the terms of Article 8(2)?
 3. If this arises for consideration strictly as a result of the Court's answers to questions 1 and 2, does the Slot Regulation prohibit Airport Management Bodies within the meaning of the Slot

Regulation from taking unilateral action to close the airport for a period of time, for the purpose of preventing the operation of slots which have been allocated by the Airport Coordinator so as to avoid a breach of an annual limit of passengers of the type mentioned in Question 1?

4.12 On 12 February 2026, the Advocate General issued his opinion. The Advocate General's opinion is not binding on the Court of Justice. It is the role of the Advocate General to propose to the Court, in complete independence, a legal solution to the cases for which they are responsible. A formal judgment by the CJEU has not yet been made and will be given at a later date.

4.13 On 11 February 2025, Ryanair wrote to the parties involved in the W24 and S25 proceedings proposing that, pending the delivery of the CJEU ruling on the questions referred and the determination of the proceedings by the High Court, the IAA should not take account of the 32mppa Conditions in setting coordination parameters. Aer Lingus and the A4A parties agreed with the Ryanair proposal. The IAA adopted a neutral position. IAA outlined its opposition to the proposal. The order ultimately sought by the airlines was as follows:

"That the Respondent shall not, pending the determination of these proceedings and the related High Court proceedings bearing Record Numbers 2024/920JR; 2024/927JR; 2024/928JR; 2024/1296JR and 2024/1299JR (the "Proceedings"), take account of Condition 3 of planning permission F06A/1248 (An Bord Pleanála Reg. Ref. PL06F.220670) or Condition 2 of Planning Permission F06A/1843 (An Bord Pleanála Reg. Ref. PL06f.22346) (the "32mppa Conditions"), for the purposes of setting coordination parameters or otherwise in respect of the Respondent's functions performed under Council Regulation (EEC) No 95/93 of 18 January 1993 on common rules for allocation of slots at Community Airports, as amended."

4.14 Following a hearing before the High Court on 28 March 2025, on 2 April 2025 the High Court delivered judgement, finding:

"In the premises, I intend to grant an interlocutory injunction pursuant to Order 84, rule 20(8)(b) of the Rules of the Superior Courts in the terms sought by the airlines. That order will remain in place pending the determination of these proceedings by the High Court. I will provide that the parties will have liberty to apply to amend vary or discharge that order on 72 hours' notice in the event of any material change in circumstances."

4.15 As a result of the High Court's granting of the order in the terms set out above, the IAA has not taken account of the 32mppa Conditions in this Draft Decision, and consequently does not propose to include a seasonal seat cap coordination parameter for W26.

Draft Decision on Terminal Coordination Parameters

4.16 We propose to roll-forward the W25 arrivals PTB hourly limits for both Terminal 1 and Terminal 2. We note there was no objection or alternative proposal forthcoming from the Coordination Committee. We also propose to adopt the increased Terminal 1 and Terminal 2 departures hourly limits proposed by Dublin Airport.

4.17 The methodology for the calculation of the uplifted Terminal 1 and Terminal 2 departures parameters, as set out by Dublin Airport in its presentation to the Coordination Committee, is consistent in principle with how the IAA has previously assessed security processor capacity. We also note there was no objection to the methodology by any member of the Coordination Committee. We note our proposal to adopt the uplifted Terminal 1 and Terminal 2 PTB departures hourly limits is in line with the majority advice of the Coordination Committee.

- 4.18 We also propose to adopt the US Preclearance hourly passenger processing limit for the W26 season. The justification for this decision is similar to our decision in respect of the revised Terminal 1 and 2 departure PTB hourly limits. We are satisfied that the proposed parameter has been estimated in a reasonable manner. We note that the W26 Wishlist demand fits within the proposed W26 parameter.
- 4.19 We propose to retain the referral parameter for Terminal 2 check-in desks 1-28, where demand exceeds 28 desks.
- 4.20 As outlined above, the IAA is enjoined from taking account of the 32mppa Conditions, whether by imposing a seasonal seat cap coordination parameter or otherwise.
- 4.21 In summary, we therefore propose the following with respect to the PTB parameters:
- We propose to roll the Terminal 1 and Terminal 2 PTB arrivals hourly limits forward from W25, while increasing the Terminal 1 and Terminal 2 hourly departures limits as a result of the increased security capacity provided by the full implementation of C3.
 - We propose to introduce a US Preclearance hourly passenger processing limit in line with the Dublin Airport proposal.
 - We propose to retain the referral parameter for Terminal 2 check-in desks 1-28, where demand exceeds 28 desks.

5. Appendix 1: Draft Winter 2026 Coordination Parameters

The Irish Aviation Authority proposes the following scheduling limits for the Winter 2026 season at Dublin Airport.

Runway Scheduling Parameters:

Runway Hourly Limits			
Time UTC	Arrival Limit	Departure 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	39	52
0800	31	24	51
0900	29	25	49
1000	27	28	50
1100	30	28	54
1200	28	29	53
1300	28	28	51
1400	30	25	52
1500	23	31	47
1600	24	29	49
1700	29	28	52
1800	26	32	51
1900	24	25	40
2000	25	24	43
2100	32	23	43
2200	32	23	42
2300	23	23	32
Totals	623	639	1043

Maximum number of movements per 10-minute period – Dual runway operations

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

Maximum Total	9
---------------	---

Maximum Arrivals	6
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Maximum Departures	6*
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*Exception: Maximum Departure Limit is 7 movements at 0600, 0610, 0620, 0630, 0640, 0650 UTC

Passenger Terminal Parameters (hourly):

	Departures Hourly Limit	Arrivals Hourly Limit	US CBP Processing Hourly Limit
Terminal 1	4,325	3,550	-
Terminal 2	3,850	3,050	1,450

Notes:

4. The hourly limit for passengers is rolled every 10-minutes.
5. Load factors of 85% are applied to Scheduled services for Terminal 1.
6. Load factors of 85% are applied to Scheduled services for Terminal 2.
7. Load factors of 90% are applied to Scheduled services for CBP.
8. Load factors of 95% 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	5H	Triangle	MRO	P1	P2	P3	P4	S.A	Total
Remote	8	14	22	15	12	4	6	3	-	-	-	-	62
Contact	-	-	-	-	-	-	-	22	9	11	19	9	70
All	8	14	22	15	12	4	6	25	9	11	19	9	132

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 insofar as continues to be necessary (necessity criteria to be determined by the IAA based on the progress of the work to reduce the scope of such referrals).

Referral Parameters:

Area	Flag
T2 Check-in Desks 1-28 (T2 Operators excluding EI)	Demand exceeding 28 desks

6. Appendix 2: Coordination Committee Vote

Voting Outcome

Committee Member	960	Vote 1 - R60 Limits	Vote 2 - PTB Departures Hourly Limits	Vote 3 - CBP Passenger Parameter
BRITISH AIRWAYS	33	W26 Wishlist	Yes	Abstain
ICELANDAIR	3	W26 Wishlist	Yes	Abstain
UNITED AIRLINES	13	W25 Limits	No	No
UPS AIRLINES	6	W26 Wishlist	Abstain	Abstain
AIR CANADA	4	W26 Wishlist	Yes	Abstain
AIR FRANCE	10	W26 Wishlist	Yes	Yes
AER LINGUS	265	W26 Wishlist	Yes	Yes
EMERALD AIRLINES	110	W26 Wishlist	Yes	Yes
LUFTHANSA	18	W26 Wishlist	Yes	Yes
NORWEGIAN	2	W26 Wishlist	Yes	Yes
TRANSAVIA FRANCE	3	W26 Wishlist	Yes	Yes
VUELING	7	W26 Wishlist	Yes	Yes
daa	40	W25 Limits	No	No
KLM	15	W25 Limits	Yes	Abstain
RYANAIR	442	W26 Wishlist	Yes	Abstain
EMIRATES AIRLINE	7	W26 Wishlist	Yes	Abstain
SUNEXPRESS	3	W26 Wishlist	Yes	Yes
SWISS	7	W26 Wishlist	Yes	Yes
FEDEX	7	W26 Wishlist	Abstain	Abstain
IBERIA EXPRESS	4	W26 Wishlist	Yes	Yes

Source: Coordination Committee.