Adrian Corcoran
Director of Economic Regulation, Consumer Affairs and Licensing
Irish Aviation Authority
The Times Building
11-12 D'Olier Street
Dublin 2

02nd September 2025

Re: Coordination Parameters for Summer 26 Capacity Declaration

Dear Adrian,

The Irish Aviation Authority, by virtue of Section 8(1) of the Aviation Regulation Act, 2001 (as amended) is the competent authority in Ireland for the purposes of Council Regulation (EEC) No. 95/93 (as amended) on common rules for the allocation of slots at Community Airports (the **"EU Slot Regulations"**), other than the function of the coordinator. Article 6 of the EU Slot Regulations states that, at a coordinated airport, the Member State responsible shall ensure the determination of the parameters for slot allocation twice yearly, while taking account of all relevant technical, operational, and environmental constraints as well as any changes thereto.

Article 5 of the EU Slot Regulations sets out the tasks of the Coordination Committee which include, *inter alia*, making proposals concerning or advising the Member State on:
- the possibilities for increasing the capacity of the coordinated airport determined in accordance with Article 3 or for improving its usage.
- the coordination parameters to be determined in accordance with Article 6; and
- all questions relating to the capacity of the coordinated airport.

The Dublin Airport Coordination Committee meeting took place on Thursday the 28th of August 2025, via Microsoft Teams and in person, to discuss the Summer 26 Coordination Parameters, and in this regard, I am writing to you in my role as secretary of the Coordination Committee.

The coordination committee were asked to vote on 4 topics: Runway parameters; Terminal Parameters; Stand Parameters; and treatment of nighttime slots in Summer 2026. The coordination committee discussed the proposals for capacity increases as outlined in the CCM pre-meet on 18th August and a proposal to increase the Terminal 1 Departures parameter which had been raised after the pre-meet. Members were asked to vote electronically on their preference for each topic.

Members were asked to vote on additional runway capacity by hour for one scenario only, as there were no requests for additional scenarios post the Pre-meet. The proposed capacity increases are outlined below.

Additional movements in 0600 (54 total), 0700 (48 total), 0800 (26 departures), 1000 (54 total), 1100 (57 total), 1200 (57 total), 1400 (52 total), 1600 (54 total), 1700 (55 departures), 1800 (48 total), 1900 (23 departures) and 2100 (45 totals). All times are UTC.

The results of the votes are presented below.

Vote 1 - Runway Parameters					
	Yes	No	Abstain	Result	% of Vote
600	498	478	24	Yes	50%
700	808	172	20	Yes	81%
800	907	58	35	Yes	91%
1000	906	64	30	Yes	91%
1100	906	64	30	Yes	91%
1200	906	49	45	Yes	91%
1400	915	40	45	Yes	91%
1600	916	40	44	Yes	92%
1700	910	40	50	Yes	91%
1800	906	55	39	Yes	91%
1900	884	73	43	Yes	88%
2100	883	65	52	Yes	88%

The majority voted in favour of the proposed increases in Runway capacity.

The resulting capacity is presented below.

Summer 26 Runway Parameters			
UTC	Arrivals	Departures	Total
00:00:00	23	25	32
01:00:00	23	25	32
02:00:00	23	25	32
03:00:00	23	25	32
04:00:00	23	25	32
05:00:00	23	36	40
06:00:00	22	40	54
07:00:00	28	25	48
08:00:00	29	26	50
09:00:00	27	30	54
10:00:00	30	27	54
11:00:00	30	30	57
12:00:00	28	30	57
13:00:00	28	30	56
14:00:00	23	32	52
15:00:00	26	27	47
16:00:00	28	29	54
17:00:00	26	30	55
18:00:00	23	26	48
19:00:00	26	23	46
20:00:00	27	22	46
21:00:00	34	25	45
22:00:00	28	25	32
23:00:00	23	25	32
Totals	624	663	1087

The second topic that members were asked to vote on, was departing parameters in Terminals 1 and 2 and the introduction of a new CBP passenger parameter. The majority voted in favour of increasing the Terminal 1 departures parameter, however the increase in the departures parameter for Terminal 2 and the introduction of a new CBP departing passenger parameter was rejected by the majority. The results of vote 2 are presented below.

Vote 2 – Terminal Parameters					
	Yes	No	Abstain	Result	% of Vote
T1	521	49	429	Yes	52%
T2	400	560	40	No	56%
CBP	318	464	218	No	46%

The resulting capacity is presented below.

S26 Terminal Departing Parameters	
Terminal 1 Departing Parameter	4,625
Terminal 2 Departing Parameter	3,600

The third topic that members were asked to vote on, was the introduction of new stand parameters, which are intended to replace some referral parameters for aircraft parking stands. As outlined in the pre-meet and at the AGM, members were reminded that the introduction of the new stand parameters would be on a trial basis and a working group should be established to ensure the parameters are fit for purpose.

Vote 3 – Stand Parameters					
	Yes	No	Abstain	Result	% of Vote
Stand Parameters	349	54	597	**Yes**	35%

The majority of airlines abstained from the vote; however the remaining votes were in favour of introducing new parameters to replace the referral parameters currently in use at the airport. The parameters are listed below which may be altered through the trial, on the recommendation of the working group, to ensure they are fit for purpose.

Parameter No1. - Overnight parking parameter to replace overnight referrals

Overnight parking up to a maximum of 6no NBE or 2no Wide Body aircraft between 2100 UTC-0700UTC for non-based carriers or turnrounds with overnight indicator of 1 or more. Departure must be before 0430 UTC or after 0730UTC
Excludes based carriers, scheduled cargo and general aviation aircraft.
Note: 1WB = 2NBE aircraft

Parameter No3. – CBP Flight parameter to replace stand referral

19no NBE stands for up to a maximum of 9no WB departures or 19 NBE departures plus one daily remote departure.
- Ground times based on turnaround information submitted.
- Where no turn information is provided, Wide bodies have an assumed maximum of 125min on stand prior to departure, NBE assumed to have 110min on stand prior to departure which includes 15min time for towing
- Any ground time greater than 3hrs may be towed off stand 45min after arrival
- Dublin Airport may reduce ground times prior to departure to maximise stand utilization and facilitate existing services subject to agreement from the airline impacted.

Note: 1WB = 2NBE aircraft

Parameter No4. – Non-CBP Wide Body Passenger operations to replace stand referral

No more than 10 WB arrivals or non-CBP departures in any 2hr period for scheduled and non-scheduled passenger operations.

- Ground times based on turnaround information submitted.
- Where no turn information is provided, Wide bodies have an assumed maximum of 125min on stand prior to departure which includes 15min time for towing
- Any ground time greater than 3hrs may be towed off stand 45min after arrival
- Dublin Airport may reduce ground times prior to departure to maximise stand utilization and facilitate existing services subject to agreement from the airline impacted.
- Code F operations to be referred to Dublin airport for assessment

The final vote before the committee concerned the allocation of slots in the nighttime period (2300 – 0700 local time) in summer 2026. At the pre-meet on 18th August, Members were reminded of the outcome of the North Runway Relevant action (NRRA) decision by An Coimisiún Pleanála, which contained a condition relating to the maximum number of nighttime movements permitted in Dublin airport and the notification period associated with the introduction of noise related operating restrictions. The members were further provided with a reminder of the legal status of condition 5 at the AGM prior to the vote on whether the allocation of nighttime slots (between 2300-0700 local) should be limited to those with historic status in Summer 26. The results of the vote are presented below.

Vote 4 – Summer 26 Nighttime Slot allocation					
	Yes	**No**	**Abstain**	**Result**	**% of Vote**
Nighttime Allocations	211	762	27	**No**	76%

The result of Vote 4 indicates the majority voted against the proposal to limit the allocation of slots to those with historic status in the nighttime period 2300-0700 local in Summer 26.

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

Yours Sincerely,

Leon Ronan, Dublin Airport
Secretary to the Coordination Committee

Ope	Airline	%	Votes	Vote 1 - Runway Parameters												Vote 2 - Terminal Parameters			Vote 3 - Stand Parameters	Vote 4 – Summer 26 Nighttime Slot allocation
				600	700	800	1000	1100	1200	1400	1600	1700	1800	1900	2100	T1	T2	CBP	Stand	Night
FI	Icelandair	0%	3	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Abstain	Yes	Yes	Yes	Yes	Yes	Yes	Abstain	Abstain	Abstain
KL	KLM	2%	15	No	No	Abstain	No	No	Abstain	Abstain	Abstain	Abstain	No	No	Abstain	Yes	Yes	Abstain	No	Yes
LG	Luxair	0%	2	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Abstain	Abstain	Abstain
DL	Delta Air Lines	1%	9	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Abstain	Abstain	Abstain	Abstain	Abstain	Yes	Yes	Yes	Yes	Yes
UA	United Airlines	1%	9	No	No	No	No	No	No	Yes	Yes	Yes	Yes	No	No	No	No	No	No	Yes
QY	DHL/EAT	1%	7	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	Abstain	Abstain	Abstain	Yes	Yes
LX	Swiss	1%	8	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	No
DY	Norwegian	0%	1	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Abstain	Yes	Abstain	Abstain	Abstain
B6	Jetblue	0%	3	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Abstain	Abstain	Abstain	Abstain	No	No	No	Yes
LH	Lufthansa	2%	19	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	No
EA	Emerald Airlines	10%	96	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Abstain	No	Abstain	Abstain	Yes
AF	Air France	1%	9	No	No	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	No	Yes	Yes	Abstain	Yes	Yes
AY	Finnair	0%	4	Abstain	Yes	Yes	Abstain	Abstain	Abstain	Abstain	Yes	Yes	Yes	Abstain	Abstain	Yes	Yes	Yes	Yes	No
EK	Emirates	1%	6	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Abstain	Yes	Abstain	Abstain	No
TO	Transavia	0%	3	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
5X	UPS	1%	6	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Abstain	Abstain	Abstain	Yes	Abstain	Abstain	Abstain	Yes	Yes
FR	Ryanair	44%	412	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No	No	Abstain	No
FX	Fedex	1%	6	Yes	Yes	Yes	Abstain	Abstain	Abstain	Abstain	Yes	Yes	Yes	Yes	Yes	Abstain	Abstain	Abstain	Abstain	Yes
EI	Aer Lingus	27%	253	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Abstain	Yes	Yes	Yes	No
BA	British Airways	2%	21	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Abstain	Yes	No
AA	American Airlines	1%	9	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	No
CJ	BACF	1%	14	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Abstain	Yes	Abstain	Yes	No
VY	Vueling	1%	6	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Abstain	Yes	Yes	Yes	No
I2	Iberia	0%	4	No	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Abstain	Yes	Yes	Yes	No
AC	Air Canada	0%	4	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Abstain	Yes	No
XQ	Sunexpress	0%	2	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Abstain	No
QR	Qatar Airways	1%	6	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Abstain	Yes	Abstain	Abstain	Yes
PC	Pegasus Airlines	0%	1	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Abstain	Abstain	Abstain	No
daa	daa	-	40	No	No	No	No	No	No	No	No	No	No	No	No	No	No	No	Abstain	Yes
Anv	AirNav	-	20	Abstain	Abstain	Abstain	Abstain	Abstain	Abstain	Abstain	Abstain	Abstain	Abstain	Abstain	Abstain	Abstain	Abstain	Abstain	Abstain	Abstain