

24 September 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 Summer 2021 season. This Decision is in line with the Draft Decision we published on 3 September 2020, which proposed to roll forward the Summer 2020 limits to Summer 2021.

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. We have then sought to give effect to those changes. However, given the impact of COVID-19 on the aviation industry, the Coordination Committee has advised the Commission that no changes should be made from the Summer 2020 season. The reasons cited are as follows:

- Current uncertainty surrounding the aviation market and the speed of recovery following COVID-19.
- No significant capacity infrastructure will be delivered for Summer 2021.
- There is uncertainty surrounding the schedule of airfield works for Summer 2021.

In the Draft Decision, the Commission stated that given the level of short term uncertainty facing the industry, it is not possible to identify any demand led changes in the parameters which might be desirable for Summer 2021. Our Draft Decision, therefore, was to roll forward the Summer 2020 limits to Summer 2021 in line with the advice from the Coordination Committee.

Response and Final Decision

We received one response to the Draft Decision, from Aer Lingus, which expressed support for rolling forward the Summer 2020 coordination parameters to Summer 2021. The response is published alongside this Decision.

The Commission's view has not changed relative to the Draft Decision. We therefore confirm that the Summer 2021 coordination parameters are unchanged relative to Summer 2020. The parameters are appended to this document.

Appendix: Dublin Airport Coordination Parameters, Summer 2021 Season

The Commission for Aviation Regulation has declared the following scheduling limits for the IATA Summer 2021 scheduling season.

Runway Scheduling Parameters (UTC):

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	31	42
0700	25	25	41
0800	25	25	45
0900	25	24	44
1000	27	27	45
1100	27	28	48
1200	23	27	46
1300	27	24	46
1400	23	27	45
1500	26	25	47
1600	25	29	48
1700	23	27	45
1800	23	26	40
1900	23	22	39
2000	25	22	38
2100	30	25	36
2200	28	25	32
2300	23	25	32
Totals	586	625	959

Maximum number of movements per 10 minute period	
Maximum Total	9
Maximum Arrivals	6
Maximum Departures	6*
*Exception Departures 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	4,130	3,400

Notes:

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

Stand Parameters:

BASED ON FULL N.B USAGE														
	GA			Non-Turnaround			TURNAROUND STANDS							All
	LAB	W.A	MRO	5G	H1/2 (105'S 106)	P1	P2	P3	P4	S.A	TRIANGLE	TOTAL	TOTAL	
CONTACT	0	0	0	0	0	23	10	11	19*	0	0	63	63	
REMOTE	0	22	6	15	3	0	0	0	2	9	5**	34	62	
ALL	0	22	6	15	3	23	10	11	21*	9	5	97	125	
APC NO LONGER IN SERVICE														
Stand table is dependent on aircraft, i.e see below														
* 19 NBE stand on Pier 4, threestand can fit 757's with use of centre stand														
**triangle can fit 5 ATR but only 3 full code C														

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 E1)	Demand exceeds 28 desks
US Preclearance	New flights and schedule changes