



**Irish Aviation Authority  
(Dublin Air Traffic Control)  
Submission to the  
Commission for Aviation Regulation**

**on**

**The Dublin Airport Capacity Review  
undertaken by  
Jacobs Consulting in December 2006**

## **Introduction**

The Irish Aviation Authority (IAA) provides air traffic control services in the Dublin CTA which serves inter alia Dublin, Weston and Baldonnell airports. This document contains the IAA's response to the observations made by Jacobs Consultancy in the Dublin Airport Capacity Review Final Report, dated 6<sup>th</sup> December 2006.

Our comments are limited to those items in the Jacobs Report that are pertinent to ATC operations at Dublin. Our function is to provide a safe, effective and expeditious service to all our customers.

## **IAA Position**

The DAA has stated that Dublin Airport will have the following significant capacity constraints for summer 2007:

- Runway demand significantly exceeds capacity in the peak hours.
- Stand demand exceeds capacity by approximately 20%
- Airside works will affect access to and from the Runway & Stands.

Indeed, the Jacobs Report emphasises that passenger demand is running approximately one year ahead of forecasts, and as a result the capacity shortfall and resulting delays will be even greater than forecast. This situation will require the maximum cooperation from all stakeholders at the airport to maintain a safe, equitable, effective and expeditious movement of aircraft.

Dublin ATC has agreed with the DAA and the airlines that they will provide a maximum runway capacity of 47 aircraft per hour using a 10 minute delay criterion in summer 2007. This agreement was on the understanding that an effective system of schedules management would be in place for the busy summer period. We emphasised this position to all the parties involved at the Dublin Airport Coordination Committee on 23<sup>rd</sup> August 2006 and further added that these agreed runway limits will be very challenging to achieve because of the poor airfield infrastructure allied to the increasing construction works that are both underway and planned. Given the content of the Jacobs report we believe that the introduction of coordinated status at Dublin Airport is necessary for the 2007 summer season to effectively manage the capacity constraints and to assist us with reducing delays. The Jacobs Report states in its executive summary that coordinated status is a fairer and more equitable allocation of available slots.

We would make the following comments:

#### **Jacobs Report Chapter 4: “Stand Availability”**

1. In paragraph 4.7 on Stand Availability it refers to an increase in the bussing of passengers and how that will impact on airport operational efficiency; however, the Report fails to mention the concomitant towing of aircraft from remote to contact stands – and particularly during the first wave of departures early in the morning. This complicates the traffic management of the apron and, inevitably, creates delays.

#### **Jacobs Report Chapter 5: “Runway and Taxiway Capacity”**

1. In paragraph 5.1 the Report states that the DAA has produced proposals for a parallel taxiway, additional RET and expanded holding area. That proposal has been significantly postponed and will not occur until after the parallel runway is introduced. Dublin disappointed with this decision as we saw it as a short-term but major capacity enhancer. Indeed, that is borne out by the Report’s statement concerning the comparison between the physical infrastructure at Gatwick and Dublin (Para 5.5). The proposed works would have gone some way to alleviating the inefficiencies. Nonetheless, we accept that this is a business decision by the DAA.
2. In paragraph 5.5) the report also states that an additional 2 movements per hour *may* be achieved, in part, by the introduction of a reduced 1nm landing clearance. The IAA adheres to international best practice which, provides for a final landing clearance to be issued at approximately 2nm from the runway threshold. Issuing a landing clearance at 1nm on a planned basis would be highly undesirable and would require regulatory approval. It would also lead to a greater incidence of “go-arounds” and may indeed result in lower runway throughput. ATC has no plans to change the current procedure.
3. We concur with the Report’s observations (para 5.5) that a direct comparison with Gatwick is inappropriate.
4. In paragraph 5.6 we would disagree that the taxiway system at Dublin is not considered a capacity constraint; indeed that statement appears to differ from the Gatwick/Dublin comparison referred to in paragraph 5.5. Furthermore, the apron infrastructure and cul-de-sac design, along with the ongoing construction works hamper our ability to deliver effective throughput.

## **Conclusion**

For 2007 we have agreed a figure of 47 aircraft per hour, but indications are that Airline demands will exceed this figure. It is accepted in capacity management circles that over-delivery of aircraft to the runway is a major cause of delay.

We believe that Dublin Airport has reached a point with a single runway operation where effective measures should now be put in place to ensure that the ever increasing demands placed upon the runway are fairly and equably met.

It is the view of the IAA that it is essential for Dublin Airport to move from a scheduled facilitated airport to coordinated status from the start of the summer 2007 season.