

## CN4/2022 Decision on Winter 2022 Coordination Parameters

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12 May 2022

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 2022 season, spanning from October 2022 to March 2023. This Decision is in line with the Draft Decision we published on 26 April 2022, which proposed to roll forward the Winter 2021 limits to Winter 2022. Published alongside this note are the coordination parameters for Winter 2022 at Dublin Airport, as well as the responses we received to the Draft Decision.

### *Draft Decision*

Prior to the impact of COVID-19, the capacity declaration process for Winter and Summer each year involved an assessment of capacity parameters and forecast demand. However, capacity parameters have been left unchanged at the airport since April 2020. This was largely due to the high level of demand uncertainty due to COVID-19, and the unlikelihood that significant capacity issues would materialise as demand remains below 2019 levels. This is particularly true for the winter season when traffic is considerably lower than the summer season.

We noted that, for Summer 2022, the parameters were rolled forward from Summer 2021. This decision was reached following detailed consideration of Condition 5 of the planning permission for the North Runway, and its implications for capacity at the airport.<sup>1</sup> The specified average of 65 movements was based on a forecast of average movements over the 92 day modelling period (16 June to 15 September). As the 92 day modelling period defined in Condition 5 occurs in the Summer season, the constraint would not affect the level of traffic in Winter 2022. Thus, Condition 5 could not serve to reduce capacity relative to the 2021 capacity parameters in Winter 2022.

Our Draft Decision was to roll forward the Winter 2021 limits to Winter 2022, which is in line with the advice from the Coordination Committee.

### *Responses*

We received two responses, from Aer Lingus and from Liam O'Gradaigh. Aer Lingus supports the Draft Decision as proposed. Liam O'Gradaigh considers that the interpretation of Condition 5 as set out in our September 2021 decision on the Summer 2022 capacity parameters is contrary to the intention of An Bord Pleanála, and contrary to daa forecasts supplied to the Aircraft Noise Competent Authority (ANCA) as part of the application by daa in relation to Condition 5. He sets out the background planning material relating to the development of Condition 5, and considers that we should seek clarity from ANCA in relation to it.

### *Final Decision*

Consistent with our Draft Decision, the Winter 2022 capacity parameters are in line with the Winter 2021 parameters.

We note the support from Aer Lingus for this approach.

As set out in our papers on the Summer 2022 capacity declaration, we have already considered carefully the relevant planning materials relating to Condition 5, sought views from relevant parties, and commissioned an aircraft noise expert to review Condition 5 and the associated planning

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<sup>1</sup> [https://www.aviationreg.ie/\\_fileupload/FinalDecisionS22.pdf](https://www.aviationreg.ie/_fileupload/FinalDecisionS22.pdf)

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materials. We had already considered the planning materials and submissions from the original planning process, the more recent referenced forecasts from daa and its consultants, as well as reports and publications from ANCA and its consultants.<sup>2</sup> Thus we are aware of the background to Condition 5, including Information Request 5 and the daa response to that request which informed the development of Condition 5.

We concluded that there is uncertainty regarding Condition 5 in a number of respects, and thus how it should be interpreted and applied. However, consistent with the forecast day range over which the limit was calculated, the wording of the condition identifies it as a single average measurement to be taken in each year over the specific 92 day modelling period referenced, which is 16 June to 15 September. It does not reference any restriction on the level of night time aircraft movements other than by way of an average to be calculated over this 92 day period. Thus, for the purpose of setting capacity limits under the Slot Regulation for Winter 2022, it is not a relevant constraint to take into account.

Our view of Condition 5 remains in line with this analysis.

Finally, we would point out that traffic levels in the Winter season are in any case considerably below the levels of the Summer season. Even at 2019 levels of traffic, the average number of movements specified by Condition 5 in relation to the 92 day modelling period was not, in any case, exceeded during the Winter season.

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<sup>2</sup> [https://www.aviationreg.ie/\\_fileupload/DraftDecisionS22.pdf](https://www.aviationreg.ie/_fileupload/DraftDecisionS22.pdf), per footnotes 2 and 3