



## Declaration of Winter 2017/2018 Coordination Parameters at Dublin Airport

Commission Paper 3/2017

28 April 2017

Commission for Aviation Regulation

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## 1. Executive summary

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- 1.1 The Commission for Aviation Regulation, as the authority charged with declaring coordination parameters at coordinated Irish Airports, hereby declares the parameters for the Winter 2017 slot season at Dublin Airport. The parameters are laid out in full in the appendix.
- 1.2 At a meeting on 5 April 2017, the Dublin Airport Coordination Committee provided advice to the Commission on appropriate parameters for Winter 2017. Having considered this advice, together with a number of other factors, the Commission has decided that the declared runway capacity will increase from the Winter 2016 season by one departure in the 0600 hour and one departure in the 0700 hour. All other hard constraints will remain unchanged from the Winter 2016 season. There is an adjustment to the advisory flag relating to US Preclearance such that this will apply throughout the day rather than just from 09:30 to 12:30.
- 1.3 This decision is in line with the advice provided by the Coordination Committee. The advice is formalised in a letter from the Committee which is published alongside this paper.

## 2. Winter 2017 Capacity Declaration Process

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### *Legislative background*

- 2.1 Section 8(1) of the Aviation Regulation Act, 2001, states that the Commission shall be the competent authority in Ireland for the purposes of Council Regulation (EEC) No. 95/93, as amended by Regulation (EC) No 793/2004, other than the functions of the coordinator. It therefore falls within the remit of the Commission to:
- Designate Irish airports as Schedules Facilitated or Coordinated.
  - Appoint an appropriately qualified facilitator or coordinator, as appropriate, at airports which have been designated as Schedules Facilitated or Coordinated.
  - Declare coordination parameters at Coordinated airports, taking into account technical, operational, and environmental constraints.
- 2.2 Dublin Airport is designated coordinated by the Commission. Airport Coordination Limited (ACL) is the appointed coordinator. No other Irish airport has been designated as either Coordinated or Schedules Facilitated.

### *The Coordination Committee*

- 2.3 Under the Slot Regulations referred to in paragraph 2.1, the role of the Coordination Committee with regard to the declaration of parameters is to provide advice to the Commission on appropriate parameters.
- 2.4 Analysis of slots requested for the Winter 2017 season carried out by ACL showed that additional runway capacity was required in the 0600 hour in order to meet demand. Dublin Airport proposed two options:
- Two additional departure movements in the 0600 hour, bringing the total number of departures in that hour to 35 (“Wishlist One”)
  - One additional departure movement in the 0600 hour, bringing the total number of departures to 34, and another in the 0700 hour, bringing the total number of departures to 29 (“Wishlist Two”)
- 2.5 Dublin Airport assessed the effect of Wishlist One, using its airfield simulation model, with regard to delay. The simulation included planned stand closures in Pier 3 to facilitate apron rehabilitation. It was based on a departure-departure interval of 86 seconds, which is the interval that is likely to be reflective of the Winter 2017 season. The model showed no significant bottlenecks, delays, or taxi time increases due to the additional two movements. Although Wishlist Two was not modelled, it is reasonable to assume that given this Wishlist includes one less departure in the peak hour compared to Wishlist One, the effect on bottlenecks or delays of implementing Wishlist Two as the runway capacity could only be less than that of Wishlist One.
- 2.6 The effect of both Wishlists on runway delay was assessed by NATS. This assessment showed that both were feasible, as the peak arrival and departure delay did not exceed the 10 minute threshold.
- 2.7 The Coordination Committee held a pre-meeting on 30 March 2017, which the Commission attended as an observer. The results of the simulation modelling and the NATS modelling were

shared with the Committee in advance. The following information was also shared in advance:

- A summary of Winter 2016 performance
- Details on relevant projects which have been completed or will be completed in advance of the Winter 2017 season
- Details of projects which will be ongoing during the Winter 2017 season

2.8 At the pre-meeting, a number of suggestions, clarifications and requests for further information were made of Dublin Airport. These were addressed in the second meeting on 5 April 2017, at which time the Committee finalised its advice on the proposed parameters. The Commission was present at this meeting. The advice in relation to runway capacity is summarised in Table 2.1. All members other than Ethiopian Airlines voted in favour of Wishlist 2. Ethiopian Airlines voted in favour of Wishlist One.

**Table 2.1: Coordination Committee votes in favour of Wishlist 2**

Member	No change from Winter 2016	Wishlist One	Wishlist Two
Aer Lingus			✓
Cityjet			✓
daa			✓
Ethiopian Airlines		✓	
IAA			✓
Ryanair			✓
Stobart			✓

2.9 The Committee then voted either for or against the terminal and stand scheduling limits. Other than the runway, no changes to hard constraints had been proposed from Winter 2016. It was proposed to adjust the advisory flag in relation to US Preclearance such that this will apply throughout the day rather than just from 09:30 to 12:30 as in the Winter 2016 season.

2.10 The vote is summarised in Table 2.2; Ryanair voted against the limits while all others voted in favour.

**Table 2.2: Coordination Committee votes in favour of other constraints**

Member	In Favour	Against
Aer Lingus	✓	
Cityjet	✓	
daa	✓	
Ethiopian Airlines	✓	
IAA	✓	
Ryanair		✓
Stobart	✓	

2.11 The advice provided to the Commission by the Coordination Committee, in accordance with the Slot Regulations, is therefore to implement Wishlist Two as the declared runway capacity and to declare the other parameters the same as Winter 2016, other than the adjustment to the Preclearance advisory flag noted in paragraph 2.9.

*Evidence requested by the Commission*

2.12 In order to satisfy itself that the proposed capacity increases of either Wishlist were feasible, having regard to technical, operational and environmental constraints, the Commission sought

information and evidence from Dublin Airport while the process in relation to the Committee was ongoing. In particular, we sought evidence on how the Airport would ensure that the proposed capacities could be delivered given stand closures for rehabilitation works. The Commission also sought evidence as to how weather conditions impact on the ability to deliver the schedule in winter compared to summer. This evidence was provided by Dublin Airport.

### *The Decision*

- 2.13 The Commission has decided that Wishlist Two will be implemented as the declared runway capacity. Consequently, one additional departure movement will be added in the 0600 hour and one additional departure movement will be added in the 0700 hour. All other hard constraints will remain unchanged from the Winter 2016 season. The full set of declared capacity parameters are in the appendix.
- 2.14 This decision is based on the following factors:
- The advice of the Coordination Committee
  - The airfield and runway simulation modelling show that the changes are feasible and should not result in a breach of the 10 minute delay criterion
  - Dublin Airport has shown that it can deliver 35 departures in the peak hour; this was the declared capacity for Summer 2016
  - Evidence suggests that winter weather conditions only have an infrequent effect on the ability to deliver the schedule, and consequently should not form a basis for declaring reduced capacity in Winter 2017 relative to Summer 2016
  - We are satisfied that the works scheduled for Winter 2017 will not have a significant effect on the ability to deliver the schedule
- 2.15 Dublin Airport provided a detailed plan to ensure that sufficient stands will be available to meet demand, which includes phasing the Apron rehabilitation work over a number of seasons to ensure that the maximum number of stands remain available. As noted above, the planned closures were taken into account in the simulation modelling. The Airport further noted that overall, more stands will be available in Winter 2017 than were available in Winter 2016. The declaration of parameters includes a constraint on stands such that a new slot cannot be allocated if stand capacity is not available.
- 2.16 Dublin Airport demonstrated to the satisfaction of the Commission that other work scheduled for Winter 2017 will not have a material effect on delivery of the schedule.
- 2.17 The advisory flag in relation to US Preclearance has been adjusted such that this will apply throughout the day rather than just from 09:30 to 12:30 as in the Winter 2016 season.

## Appendix: Coordination Parameters at Dublin Airport for IATA Winter 2017 Season

Date: 28 April 2017

The Commission for Aviation Regulation has determined the following scheduling limits for the Winter 2017 season. There are two changes from the Winter 2016 runway limits, with one additional departure in the 0600 hour and one additional departure in the 0700 hour. All other hard constraints are unchanged from the Winter 2016 Season.

### Runway Limits

Runway Hourly Limits			
Time UTC	Arrivals Limit	Departures 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	<b>34</b>	40
0700	21	<b>29</b>	37
0800	25	23	44
0900	22	27	42
1000	23	24	38
1100	29	25	48
1200	26	28	46
1300	24	27	43
1400	24	24	40
1500	23	27	43
1600	24	25	44
1700	24	27	46
1800	24	26	43
1900	23	24	37
2000	24	24	39
2100	25	23	39
2200	29	23	39
2300	23	23	32

Maximum number of movements per 10 minute period	
Maximum Total	9
Maximum Arrivals	6
Maximum Departures	6
Departures Exception: 0600, 0610, 0620, 0630, 0700, 0710, 0720 UTC, maximum Departure limit is 7 movements	
Arrivals Exception: 2150, 2200, 2210 UTC, maximum Arrival limit is 7 movements	

*Passenger terminals*

Departures	Hourly Limit	Two hour limit
Terminal 1	3,375	5,400
Terminal 2	3,450	5,040

Arrivals	Hourly Limit
Terminal 1	3,390
Terminal 2	3,050

Notes:

- 1) The hourly limit for passengers is a rolling limit, rolled every ten minutes.
- 2) Load factors of 85% and 95% are applied to Scheduled and Charter services respectively.

*Stand Capacity*

Area	Constraint
Stands	Where demand for stands exceeds supply based on coordinator allocation, flights to be referred to Dublin Airport for detailed assessment.

	GA	Non Turnaround			Turnaround Stands							All	
	LAB	APC	W.A.	Total	5G	P1	P2	P3	P4	S.A.	Triangle	Total	Total
Contact						21	10	11	19*			61	61
Remote	12	13	23	36	14	2			1	9	5	31	79
All	12	13	23	36	14	23	10	11	20*	9	5	92	140

Note: Stands defined based on Narrow Body Equivalents.

*Advisory Flags*

<b>Area</b>	<b>Flag</b>
T2 Check in Desks 1–28 (T2 Operators excluding EI)	Demand exceeds 28 desks
US Preclearance	New flights and schedule changes
T2 Arrivals from 06:30 – 11:30	1,500 pax/rolling hour