

Dubai International Airport – Charter Local Rule

Dubai International Airport (DXB) is designated as IATA Level 3 – fully Coordinated. This reflects increasingly scarce capacity at peak hours of operation and the need to implement scheduling processes that can promote best utilisation of the capacity.

ADDITIONAL SCHEDULING RULES AT DUBAI INTERNATIONAL AIRPORT (DXB) FOR CHARTER OPERATIONS:

Designation of charter on non charter operators and additional services.

Operator designation is assessed by the Slot Coordinator for new and existing operators. All operators are required to fully cooperate and provide any information requested by the Slot Coordinator to support the assessment of an operator's designation. The Slot Coordinator may be contacted at:

Airport Coordination Ltd (ACL)

Email: info@acl-international.com

SITA: DXBSCXH

Tel: +44 (0) 208 564 0612 or +971 4 216 2153

Fax: +44 (0) 208 564 0691

Designation process

Operators will be required to provide the following.

1. Proof of current ticket sales to the wider public.
 - I. If proof is not provided the designation will be charter.
2. Proof of route designation. One of the following acceptable documents is required.
 - I. DCAA or GCAA letter confirming designation from the UAE or Dubai.
 - II. Copy of the Bilateral Air Service Agreement (if it contains sufficient detail).
 - III. CAA/Ministry of Transport letter confirming designation from the operators own home base country for the Dubai Route.

- Operators designated as charter may not operate at Dubai International Airport.
- Operators not designated as charter may operate charter services if the seasonal total of charter movements does not exceed the total of scheduled passenger movements.

Non charter operators are required to follow the standard schedule application process as described in the Dubai International Airport Conditions of Use.

Charter services operated by non charter operators

Services that hold a series of slots, fewer than 80% of the available weeks, during a season at the IATA slot handback deadline will not gain historic status in future seasons. Therefore schedule requests for the same operation in future seasons will not be guaranteed a slot.

Slots held for 80% and greater will be subject to the determination of Historic Status as detailed in the IATA Worldwide Scheduling Guidelines.

Operations that already have historic status prior to the publication of these rules at DXB

The historic status of existing operations will only be maintained for operators not designated as charter. These will however be subject to the standard rules around utilisation as laid out in the IATA World Scheduling Guidelines. Failure to adhere to the rules will result in the loss of historic status and future applications will be treated as new services and subject to the rules relevant to these services as laid out above.

For further clarification, please contact Business Development team-Strategy Unit.

Business Development Team

Strategy Unit

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