

21st February 2018

Dear Colleague,

Closure of Southern Runway at Dubai International Airport – 16th April 2019 to 30th May 2019

Dubai Airports continues to support the growth of travel and tourism in Dubai by continually expanding the infrastructure required to support the activities of our aviation partners. Dubai International (DXB) is the world's busiest international airport, something that could not have been achieved without the cooperation and support of our customers and stakeholders.

As we continue to facilitate the growth of the city as both a destination and as the world's premier intercontinental connecting hub with ever increasing traffic numbers, we must ensure that the facilities conform to the highest standards of safety and performance. Typically, our extensive maintenance programme is undertaken without significant impact to the operational activity at the airport, however, I am now writing to inform you of a significant maintenance project that will, unfortunately, have a significant impact on the normal operation of the airport for a defined period of time.

Dubai International has a number of unique characteristics, particularly that fact that the airport does not have a planned closure period and operates 24/7, 365 days per year with over 1,200 aircraft movements per day, operated by predominantly larger wide-bodied aircraft. In 2014, the airport took the essential step, with the cooperation of its customers and stakeholders, to take the northern runway (12L/30R) out of service for a defined period to carry out essential major refurbishment.

The southern runway (12R/30L) is now nearing the end of its serviceable life and requires major refurbishment which includes reinforcement and resurfacing of the runway as well as the replacement of more than 5,000 airfield light fittings and supporting infrastructure. The Southern Runway Rehabilitation (SRR) project will encompass works to the runway and adjacent taxiway infrastructure and will require approximately 60,000 tonnes of asphalt, 8,000m³ of concrete and more than 800km of cabling. The project aims to provide an extended serviceable life to the runway and taxiway infrastructure whilst at the same time providing an essential upgrade to the lighting system that will be in line with modern standards and technology as well as being more environmentally friendly.

In conjunction with our major infrastructure partners, Dubai Airports has undertaken an extensive review of different methodologies for undertaking this major project with a view to completing the works in the most timely and effective manner with the consequence of minimising the disruption to normal operations. We have concluded that this is best achieved by implementing the following plan.

The southern runway (12R/20L) at DXB will be closed for a period of 45 days to complete the refurbishment works. The timetable for the closure period is as follows.

16th April 2019

- Full time closure of the Southern Runway commences at 15:00 hours local (11:00 UTC).
- Single runway operations will continue using the Northern Runway.
- Regular maintenance on the Northern Runway will thereafter be conducted every Sunday during the closure period between 16:00 hours and 18:00 hours local (12:00 to 14:00 UTC).

30th May 2019

- Southern Runway handed back to ATC at 18:00 hours local (14:00 UTC).
- Dual runway operations will resume and the runway maintenance period will switch back to the current regime.

During the closure period, there will need to be a managed reduction in capacity due to the availability of a single runway and therefore we need to work with our airline partners to achieve this reduction in an orderly manner.

The following policy will be implemented to achieve temporary reductions in airline operations that achieve historic status during the IATA Summer 2018 season:

Passenger airlines based at DXB (Emirates and flydubai)

Dubai Airports will require Emirates and flydubai to reduce their total operations by approximately 33% to contribute 55% of the overall reduction required during the closure period.

Passenger Airlines based outside of DXB

Passenger airlines with multiple daily frequencies will be required to reduce their schedule by up to 50%. The plan assumes that airlines with up to a single daily operation and those which transit DXB using the same flight number will not be required to reduce frequency, however this is not guaranteed as there may be a few instances where this assumption cannot be accommodated at this stage. Such instances will be identified and discussed with the individual airlines involved on a case by case basis. On completion of the initial capacity allocation it may be possible to accommodate further frequencies based on any surplus capacity that exists after the reduction plan has been implemented, which will be allocated by the coordinator using normal slot allocation principles.

Non-passenger airlines

Scheduled non-passenger operations at DXB will be required to move their operations to DWC. Following the capacity reduction of other carriers at DXB, opportunities may exist to maintain some operations (not exceeding 50% of historic slot allocations), but subject to changes in timing that may differ significantly from historic slot timings.

General Aviation

General aviation operators will not be permitted to use DXB during the closure period.

Relocation of displaced operations from DXB to DWC

Dubai World Central (DWC) will be an available alternative to absorb affected scheduled flights as well as integrator and general aviation operations during the SRR period. DWC will shortly complete the works required to boost the passenger processing capacity of the airport to 26 million per annum. Airlines with schedules that are eligible for historic slots at DXB during the IATA Summer 2018 season will be exempted from the payment of landing fees at DWC for any operations that they relocated from DXB to DWC during the closure period.

Consultation and Communication

To allow operators sufficient time to plan for the capacity reduction, the schedule coordination process for the Summer '19 season will be carried out earlier than the normal IATA process. Key dates associated with the coordination period are summarised below:

26 February 2018	SRR Workshop, including a full briefing on the planned works and question and answer session with airlines.
11 April 2018	Dubai Airports' Winter 2018 full coordination meeting which will include a briefing on the SRR.
23 April 2018	Airport slot coordinator ACL will confirm the flights held by each operator by sending a Slot Historic List (SHL) indicating the required cancellations during the period of the closure.
10 May 2018	Deadline for agreeing historic flights detailed in SHL with ACL.
17 May 2018	Submission Deadline for claiming historic flights and requesting retimes for the entire S2019 season.
7 June 2018	Initial Slot Allocation (SAL) distributed to operators.
19-21 June 2018	IATA Slot Conference 142, Vancouver, Canada (ACL will be available to discuss both W'18 and S'19 seasons).
4 October 2018	Submission deadline for new slot requests for periods outside the closure period.
1 November 2018*	Initial Slot Allocation of new requests (SAL) distributed to operators.
13-16 November 2018*	IATA Slot Conference 143.

*Note: * Dates to be confirmed following IATA publishing of final calendar.*

For more details related to the reduction policy and other schedule coordination milestones please refer to the attached annex.

I shall be introducing a workshop scheduled for the 26th February 2018 in Dubai which will be useful for anyone requiring further information about the SRR programme. Details of this event will be sent out to airlines from the Dubai Airports' Aviation Business Management department in due course.

Alternatively, if you have any comments or questions regarding the programme, then please contact Khalil Lamrabet, Director - Aviation Business Management at +971 4 216 2264 or by email to khalil.lamrabet@dubaairports.ae

This extensive programme generates a significant number of challenges for all of our customers and stakeholders and we understand and appreciate that it has to be planned and executed to minimise the disruption to our customers and ultimately the people who travel through our airport. We depend on the establishment of a close level of understanding and cooperation with all affected by the programme and thank you for your understanding and cooperation to help us achieve the objectives we have set.

Yours sincerely,



Paul Griffiths

Chief Executive Officer, Dubai Airports