

# Winter '18 Schedule Coordination Committee

**DXB & DWC**

11<sup>th</sup> April 2018



**Dubai Airports**  
Connecting the World

# Agenda – W'18 Schedule Coordination Committee

## **08:30 Registration and Refreshments**

### **Introduction**

09:00 Rob Whitehouse, Vice President – Research, Dubai Airports (DA)

### **S'18 Seasonal Report**

09:05 Peter Bukovics, DXB/DWC Slot Coordinator, Airport Coordination Limited (ACL)

### **Terminal Capacity Declaration and Historical Performance**

09:15 Rob Whitehouse, Vice President – Research, Dubai Airports (DA)

### **Terminal and Concourse Development**

09:30 Peter Moore, Director Development (Operational Design), Dubai Airports (DA)

## **09:45 15 minute Break**

### **W17 Airfield Performance**

10:00 Michael Dolbey, Vice President – Air Traffic Services, Dubai Air Navigation Services (dans)

### **Airfield Development**

10:15 Jeremy Rowton, Head – Development (Airfield Delivery), Dubai Airports (DA)

### **Runway and Stand Capacity Declaration**

10:25 Rob Whitehouse, Vice President – Research, Dubai Airports (DA)

### **Southern Runway Resurfacing (SRR)**

10:35 Rob Whitehouse, Vice President – Research, Dubai Airports (DA)

### **Southern Runway Resurfacing (SRR)**

10:50 Richard Cann, DXB/DWC Slot Coordinator, Airport Coordination Limited (ACL)

### **End of S'18 Scheduling Coordination Committee/ Q&A**

11:20 Rob Whitehouse, Vice President – Research, Dubai Airports (DA)

Dubai Airports provided two Schedule Coordination Committees per annum, covering the Summer and Winter seasons. The purpose of the meetings are to provide the airport community with a view on matters relating to airport capacity and the declaration. The key topics are summarised below:

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- **Discuss the start of seasonal slot report for DXB and DWC**
- **Provide visibility on the proposed capacity declaration for the runways, terminals and stands**
- **Inform the airline community of any proposed policy changes, such as adjustments to the conditions of use**
- **Provide an update on proposed airfield and airport development to increase future capacity**
- **Provide visibility on the coming seasons report**
- **Update on other coordination related issues, for example, major works impacting capacity for future seasons**
- **Opportunity to discuss the above with all stakeholders.**

# S'18 Seasonal Report

Peter Bukovics, DXB/DWC Slot Coordinator

ACL



# Coordinator's Report

**DXB - Summer 2018**

(25 March – 27 October 2018)



**Dubai  
Airports**





## DXB Summary



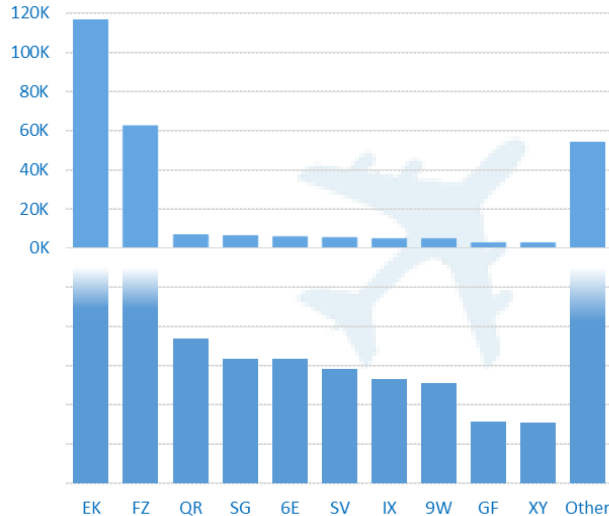
### Air Transport Movements

Operator	EK	FZ	QR	SG	6E	SV	IX	9W	GF	XY	Other	Total
Proportion	42.3%	22.7%	2.7%	2.3%	2.3%	2.1%	1.9%	1.9%	1.1%	1.1%	19.6%	100.0%
Slot Count	116,562	62,449	7,374	6,374	6,335	5,826	5,317	5,122	3,162	3,110	54,013	275,644

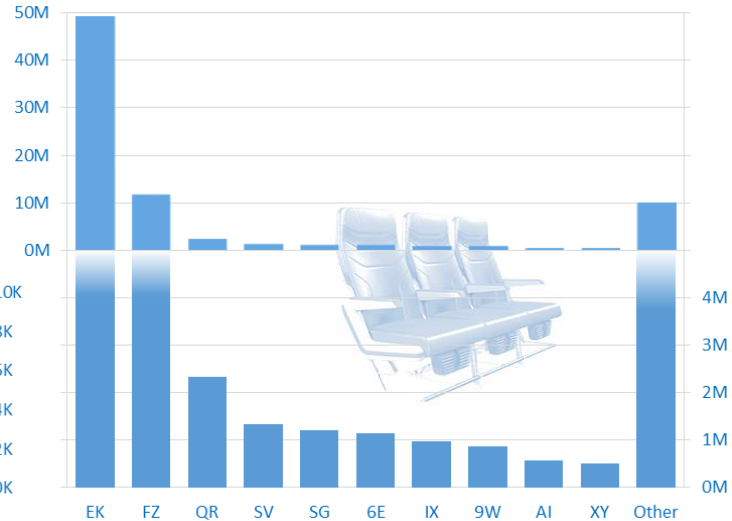


### Seat Utilisation

Operator	EK	FZ	QR	SV	SG	6E	IX	9W	AI	XY	Other	Total
Proportion	61.5%	14.6%	2.9%	1.7%	1.5%	1.4%	1.2%	1.1%	0.7%	0.6%	12.7%	100.0%
Seat Count	49,150,917	11,680,581	2,323,784	1,337,000	1,204,686	1,140,300	983,645	863,822	568,416	510,040	10,133,231	79,896,422



ATMs



Seats



## DXB Summary



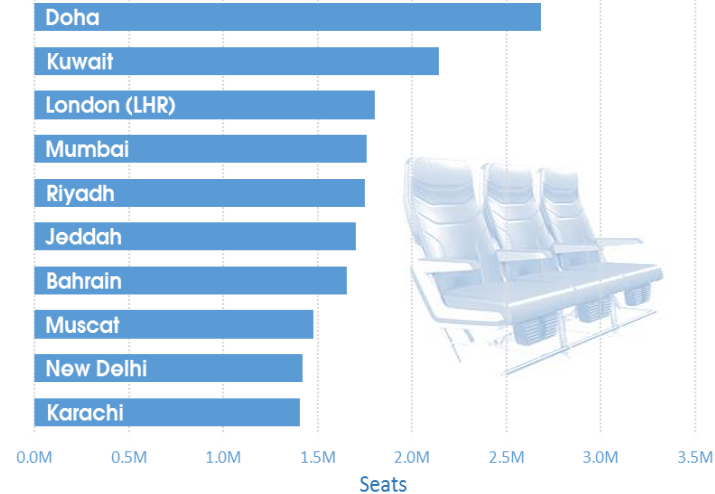
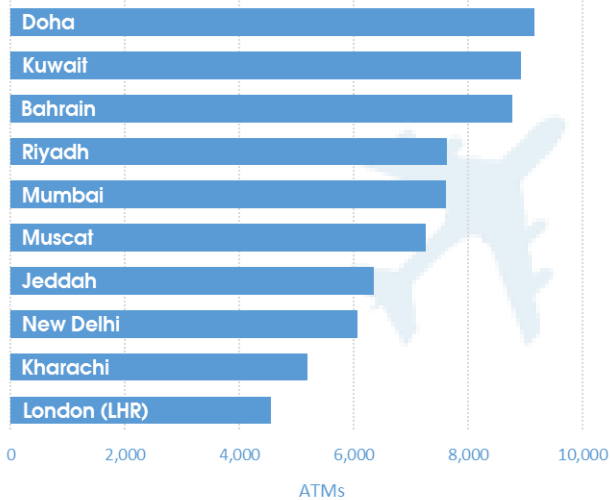
### Routes by ATM

Route	DOH	KWI	BAH	RUH	BOM	MCT	JED	DEL	KHI	LHR	Other	Total
Proportion	3.3%	3.2%	3.2%	2.8%	2.8%	2.6%	2.3%	2.2%	1.9%	1.7%	74.1%	100.0%
Slot Count	9,161	8,917	8,780	7,622	7,615	7,262	6,347	6,073	5,191	4,556	204,120	275,644



### Routes by Seat

Route	DOH	KWI	LHR	BOM	RUH	JED	BAH	MCT	DEL	KHI	Other	Total
Proportion	3.4%	2.7%	2.3%	2.2%	2.2%	2.1%	2.1%	1.8%	1.8%	1.8%	77.7%	100%
Seat Count	49,150,917	11,680,581	2,323,784	1,337,000	1,204,686	1,140,300	983,645	863,822	568,416	510,040	10,133,231	79,896,422

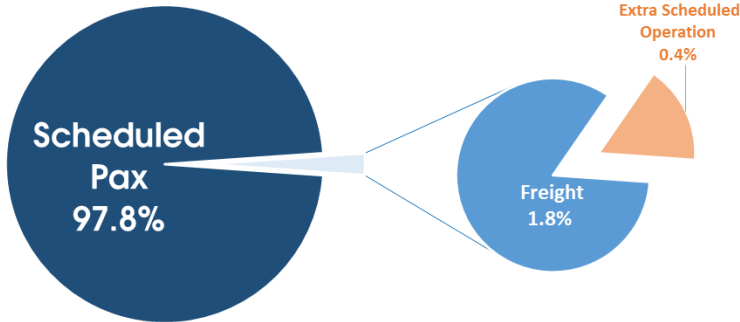




## DXB Summary

### Types of Operation

Service Type	Scheduled Pax	Freight	Extra Scheduled Operation	Total
Proportion	97.8%	1.8%	0.4%	100.00%
Slot Count	269,562	5,080	1,002	275,644



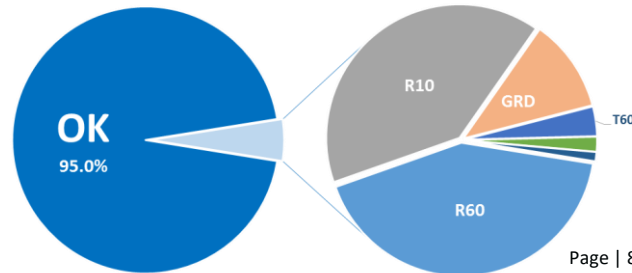
### Aircraft Sizes

ICAO Group	C	D	E	F	Total
Proportion	45.1%	1.1%	39.9%	13.9%	100.0%
Slot Count	124,358	3,068	110,016	38,202	275,644



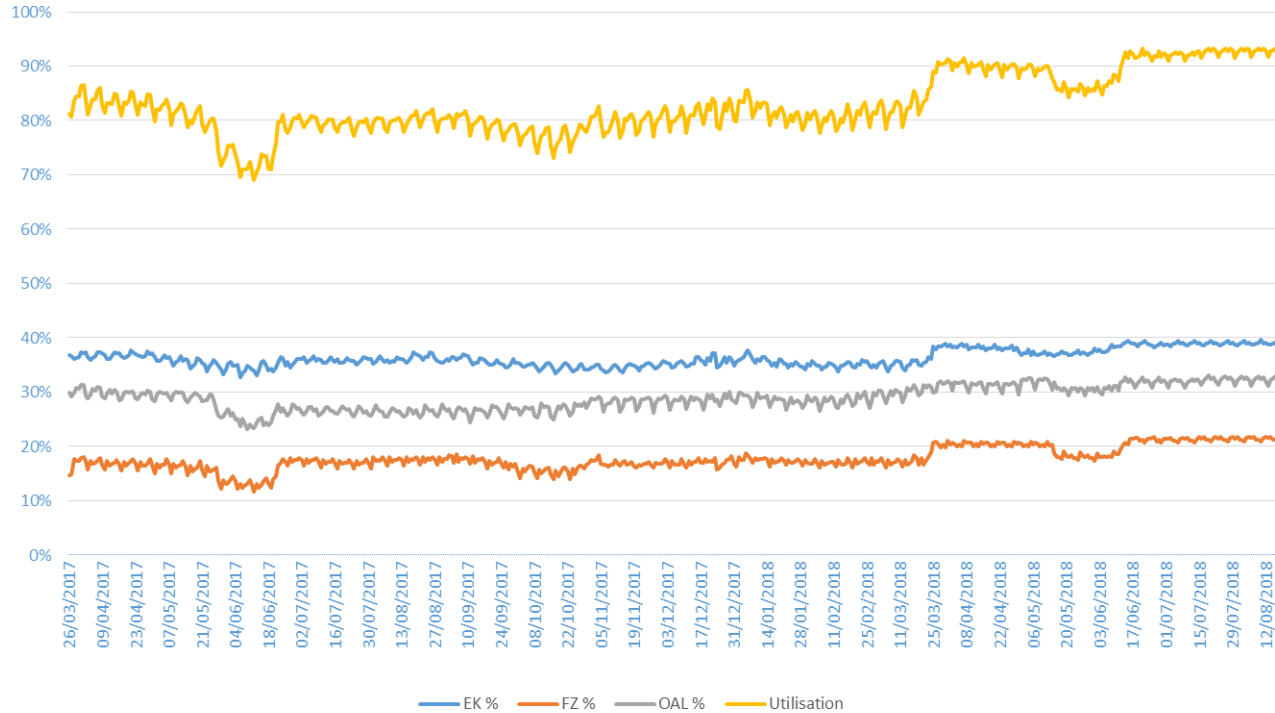
### Capacity Constraints

Constraint	OK	R60	R10	GRD	T60	GA	AA	Total
Proportion	95.0%	2.1%	2.0%	0.6%	0.2%	0.1%	0.1%	100.0%
Slot Count	261,780	5,838	5,558	1,564	498	251	155	275,644

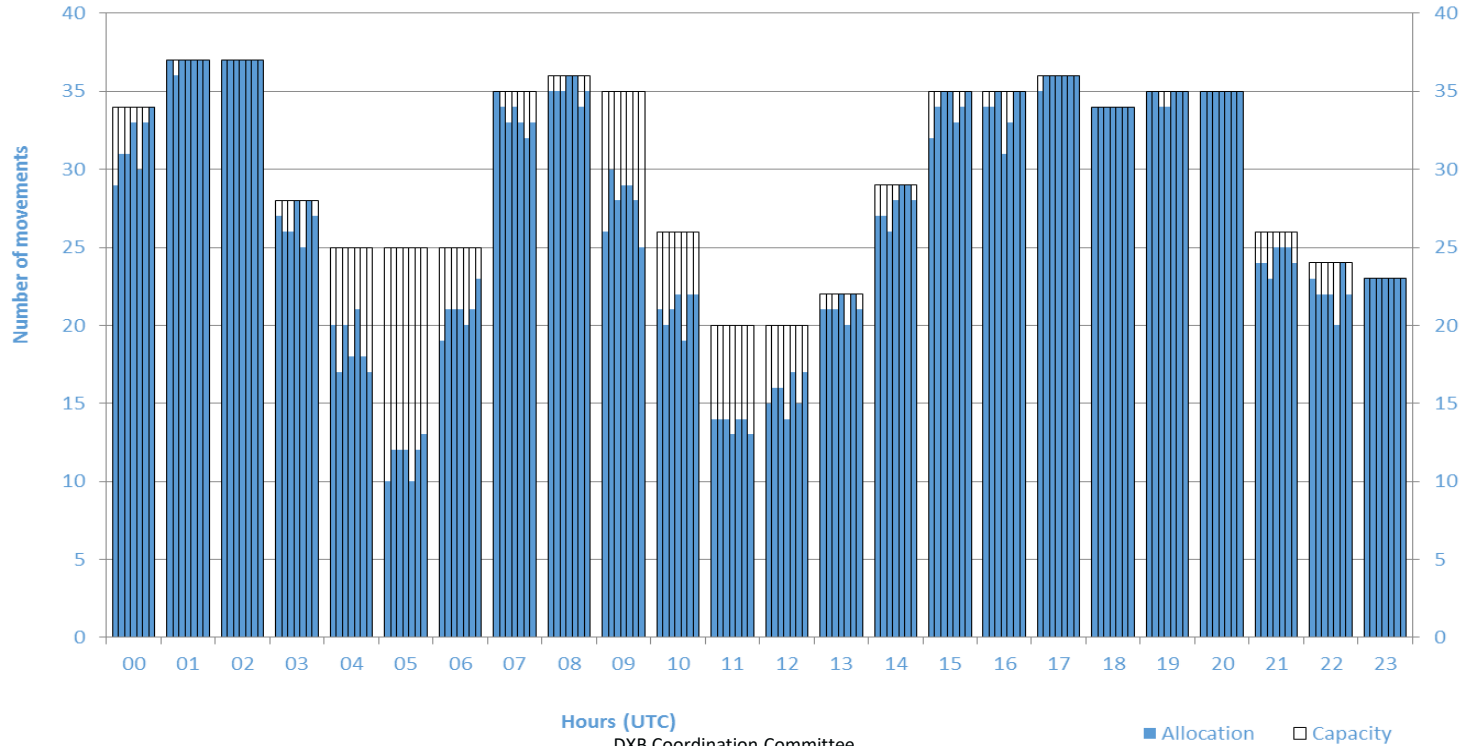




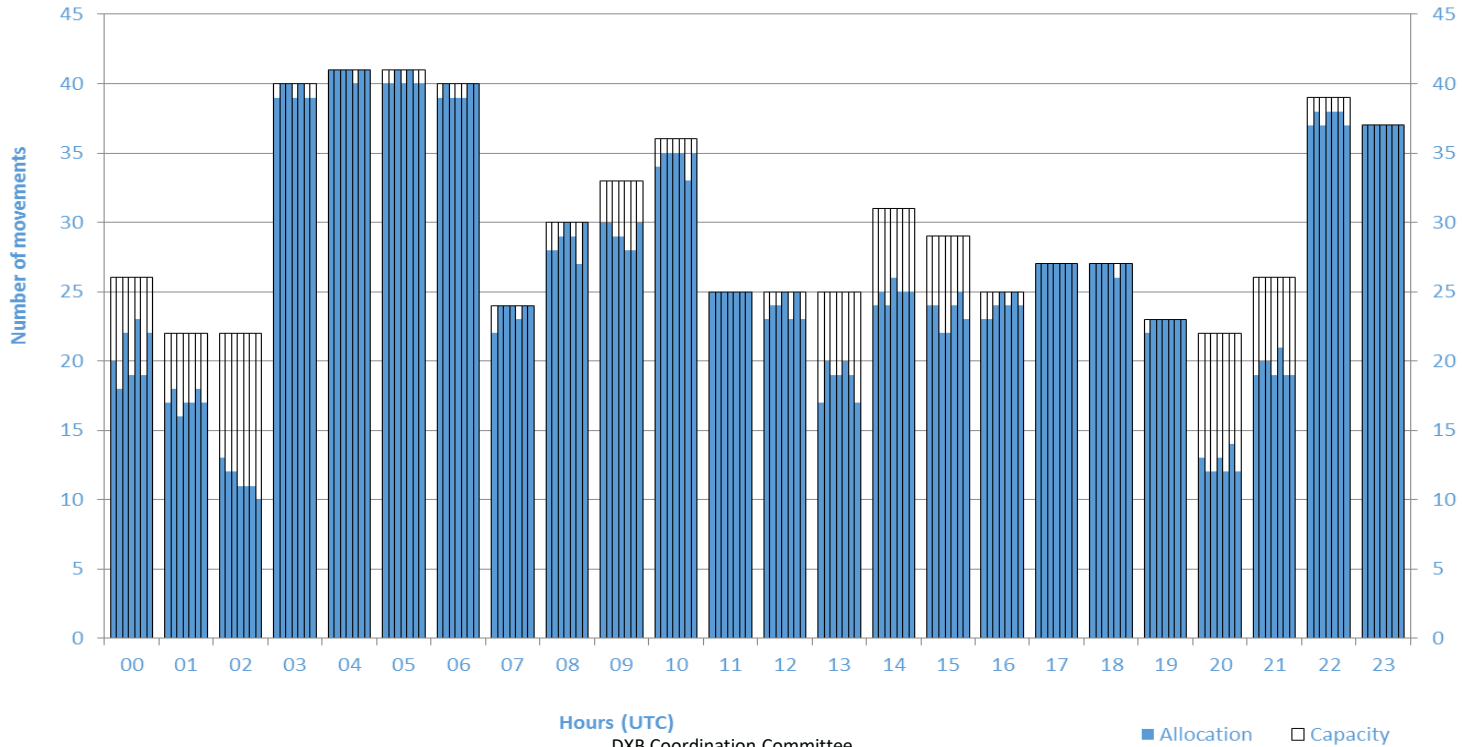
## Allocated Runway Utilisation (R60 Totals) 26 Mar 2017 – 27 Oct 2018



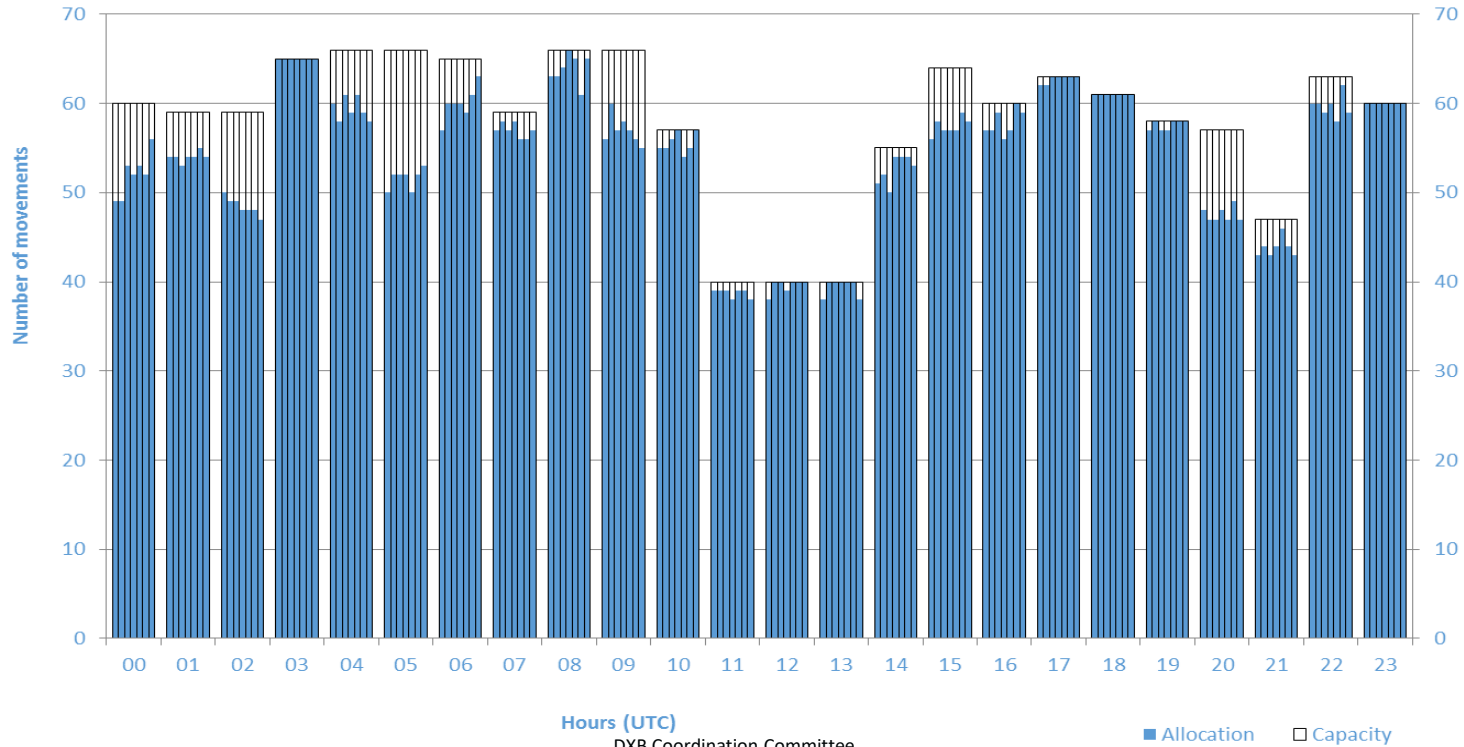
## Peak Week Runway Movement Allocation Hourly (R60)– Arrivals - UTC



## Peak Week Runway Movement Allocation Hourly (R60)– Departures - UTC



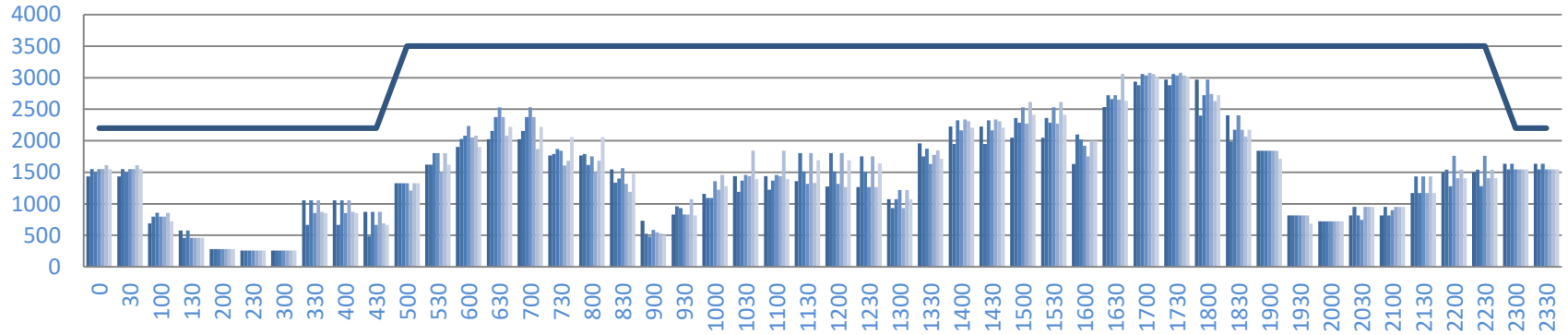
## Peak Week Runway Movement Allocation Hourly (R60)– Totals - UTC



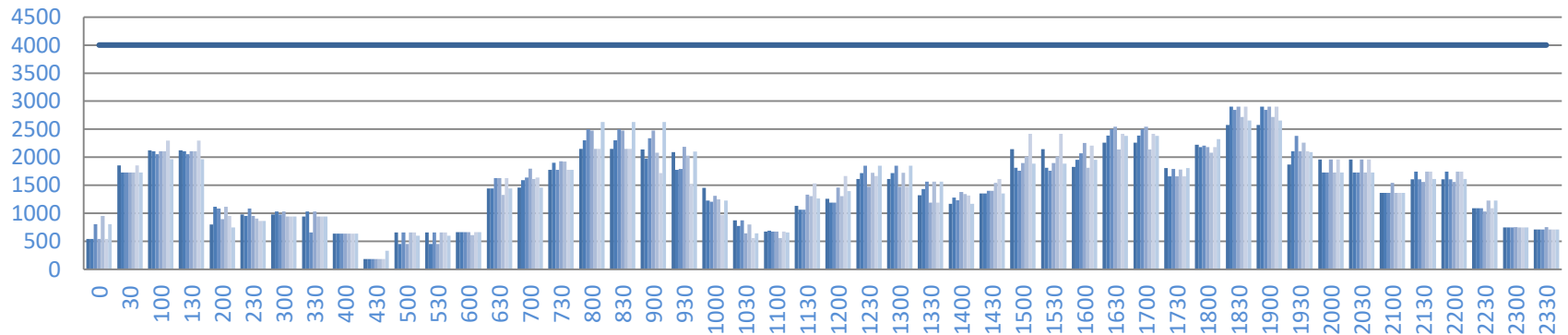




### Terminal 1 Arrivals Allocation - Peak Week - Passengers by UTC hour

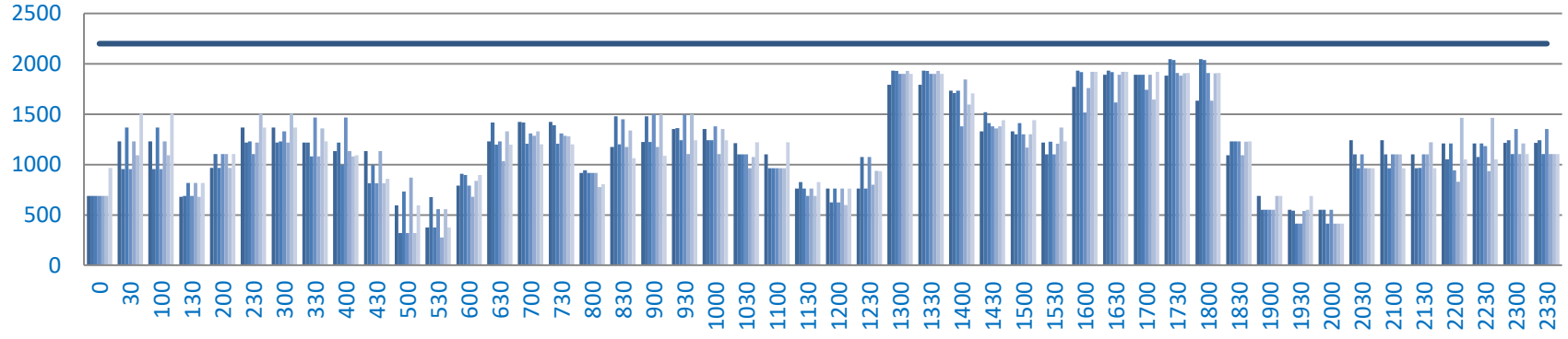


### Terminal 1 Departures Allocation - Peak Week - Passengers by UTC hour

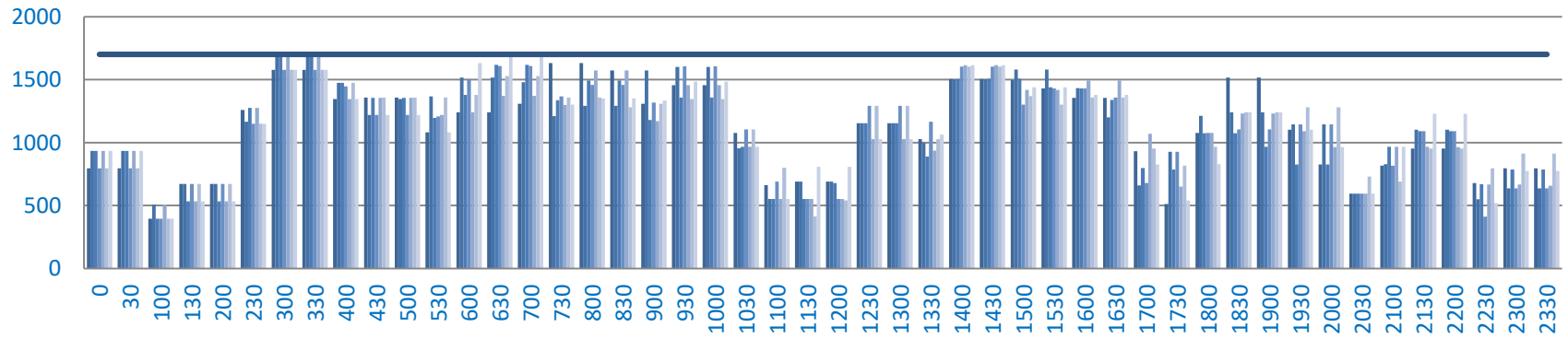




### Terminal 2 Arrivals Allocation - Peak Week – Passengers by UTC hour

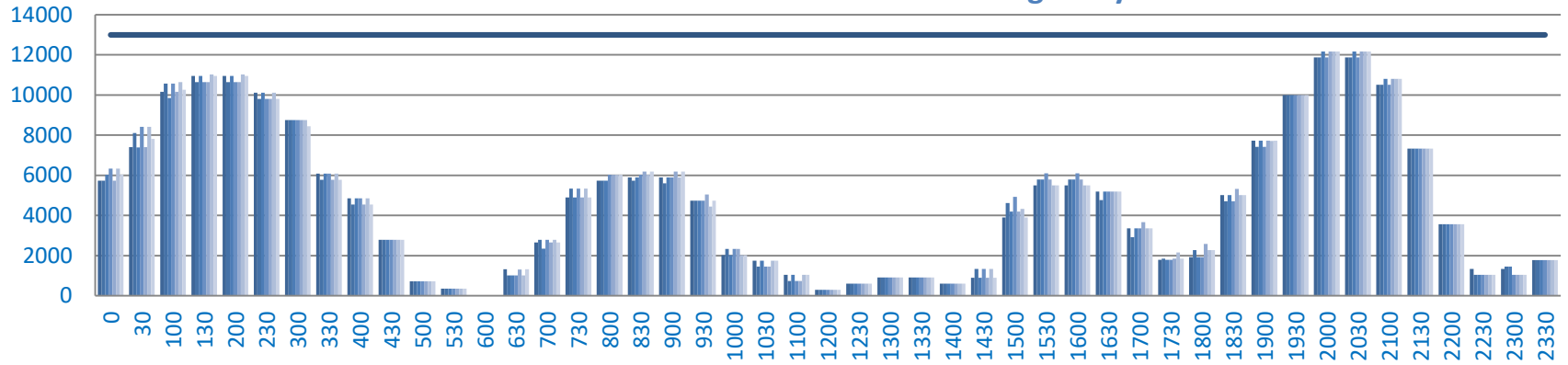


### Terminal 2 Departures Allocation - Peak Week – Passengers by UTC hour

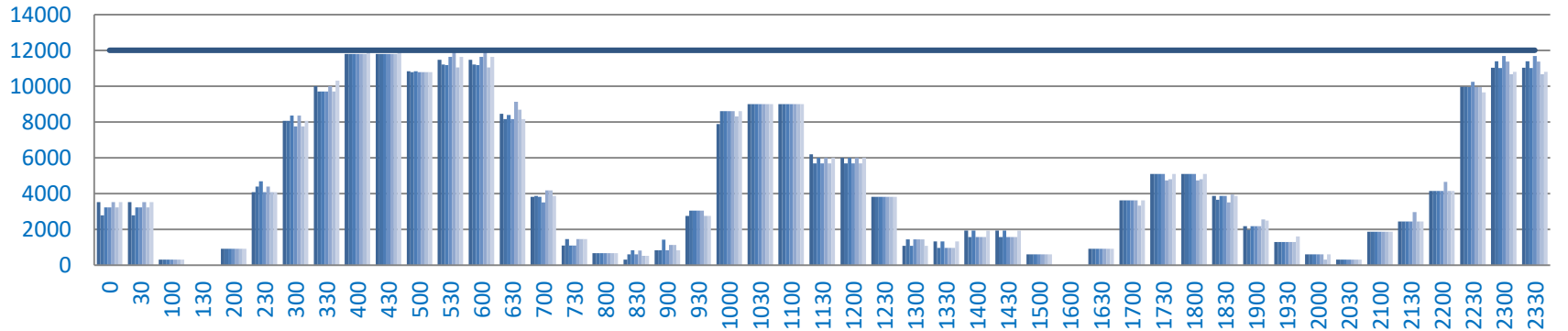




### Terminal 3 Arrivals Allocation - Peak Week – Passengers by UTC hour



### Terminal 3 Departures Allocation - Peak Week – Passengers by UTC hour







# Schedule Facilitator's Report

DWC - Summer 2018

(25 March – 27 October 2018)



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## DWC Summary

### Air Transport Movements

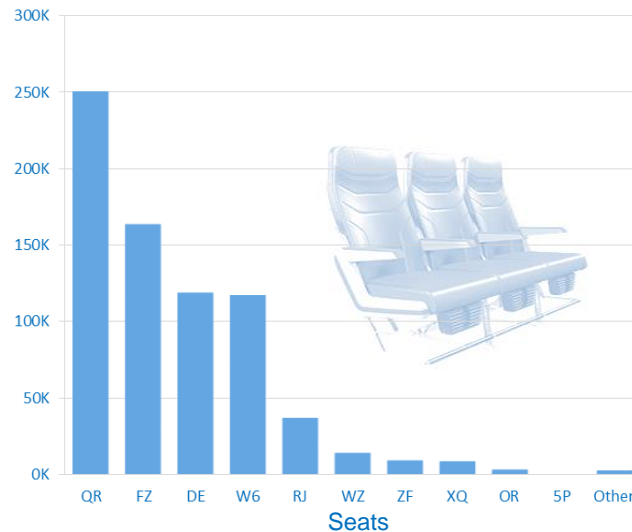
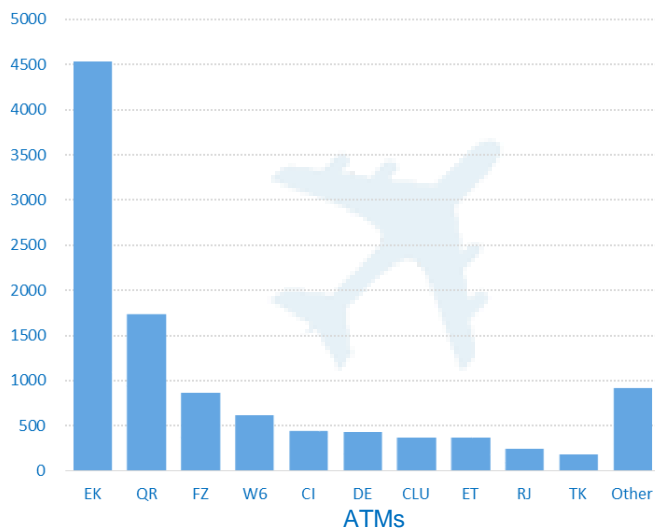


Operator	EK	QR	FZ	W6	CI	DE	CLU	ET	RJ	TK	Other	Total
Proportion	42.3%	16.2%	8.1%	5.8%	4.1%	4.1%	3.5%	3.5%	2.3%	1.7%	8.6%	100.0%
Slot Count	4,526	1,736	866	618	437	434	372	370	247	186	916	10,708

### Seat Utilisation



Operator	QR	FZ	DE	W6	RJ	WZ	ZF	XQ	OR	5P	Other	Total
Proportion	34.3%	22.4%	16.4%	16.1%	5.1%	2.0%	1.3%	1.3%	0.6%	0.1%	0.4%	100.0%
Seat Count	249,984	163,674	119,350	117,440	37,544	14,760	9,828	9,450	4,026	720	3,006	729,782





## DWC Summary

### Routes by ATM

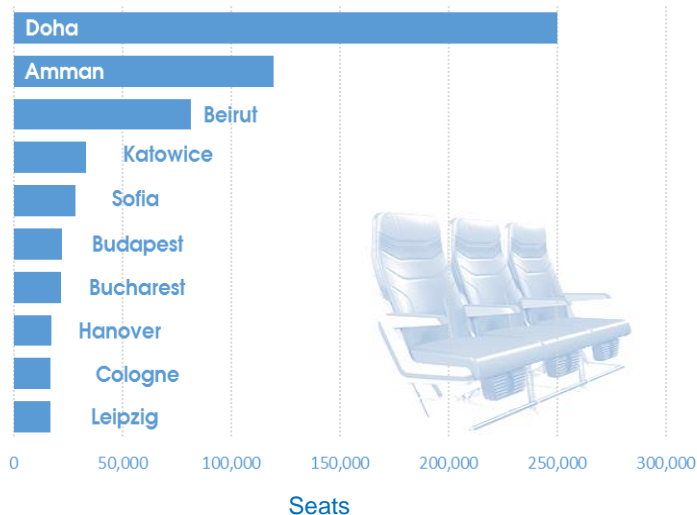
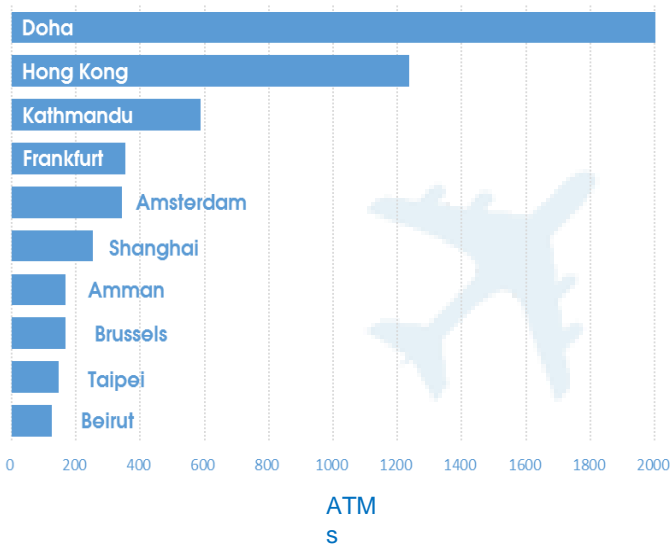


Route	HKG	DOH	AMM	FRA	BEY	AMS	PVG	BRU	TPE	ADD	Other	Total
Proportion	17.4%	16.2%	6.4%	5.5%	4.0%	3.9%	3.5%	3.2%	2.0%	2.0%	36.0%	100%
Slot Count	1,860	1,736	681	589	432	414	372	340	218	216	3,850	10,708

### Routes by Seat Count



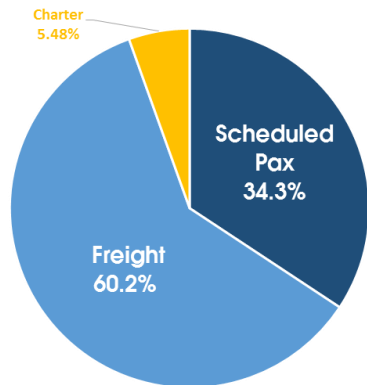
Route	DOH	AMM	BEY	KTW	SOF	BUD	OTP	HAI	CGN	LEJ	Other	Total
Proportion	36.2%	12.5%	12.5%	6.2%	6.2%	2.7%	2.7%	2.7%	2.0%	1.8%	14.4%	100.0%
Seat Count	249,984	119,570	81,648	33,480	28,520	22,320	21,960	17,428	17,050	17,050	120,772	729,782



## DWC Summary

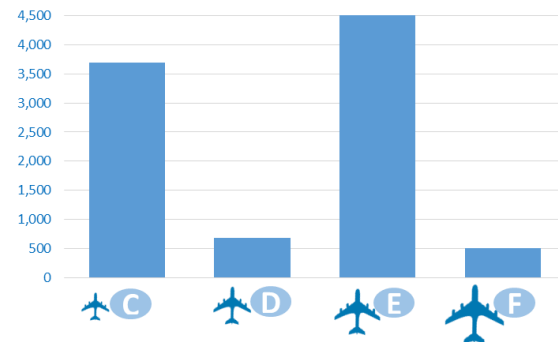
### Types of Operation

Service Type	Scheduled Pax	Freight	Charter	Total
Proportion	34.3%	60.2%	5.5%	100.00%
Slot Count	3,672	6,449	587	10,708



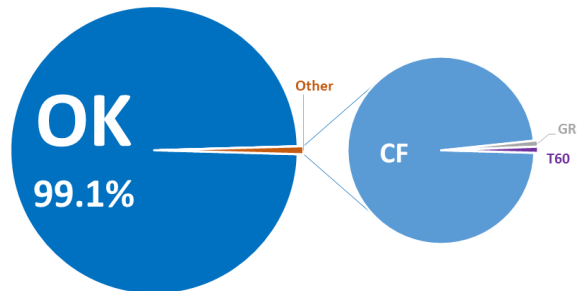
### Aircraft Sizes

ICAO Group	C	D	E	F	Total
Proportion	34.5%	6.4%	54.5%	4.7%	100.0%
Slot Count	3,689	682	5,835	502	10,708



### Capacity Constraints

Constraint	OK	CF	GRD	T60	Total
Proportion	99.11%	0.87%	0.01%	0.01%	100.0%
Slot Count	10,613	93	1	1	10,708





## DXB LOCAL RULES

- Historic Eligibility Local Rule
- Includes the existing Cargo Local Rule
  - Amended to reflect restrictions on ground time during peak operating hours*
- Includes the existing Positioners and Transit flights
- Slot Enforcement Local Rule
- GA Slot Adherence
- Charter Local Rule
- Southern Runway Closure Local Rule

The link <https://www.acl-uk.org/airport-info-details/?aid=14> gives access to all DXB local rules and conditions of use alongside other useful information such as seasonal capacity reports and presentations.



## AMENDMENTS TO SLOT PERFORMANCE COMMITTEE (SPC)

- Potential actions have been raised, as follows:
  - removal of historic based on 80/20 rule and where appropriate the historic eligibility local rule
  - applying lower priority for late handbacks for future seasons in compliance with WSG 8.5.4
  - sanctions may be imposed by the committee and can be given on a 'per occurrence' basis
- ACL will publish decisions to impose financial penalties on their website, except to the extent that material which is genuinely commercially confidential is concerned
- Prior to any fines being imposed, each airline will be afforded any opportunity to provide any information or mitigation relating to their case



## IATA Scheduling Calendar

ACTIVITY	Typical dates	W'18 (SC 142)	S19 (SC 143)
<b>SHL Deadline</b>	SC -57 days	23 Apr 18	23 Apr 18
<b>Agreed Historics Deadline</b>	SC -40 days	10 May 18	10 May 18
Confirmation of final coordination parameters and details of available capacity	SC -40 days	10 May 18	27 Sep 18
<b>Initial Submission Deadline</b>	SC -33 days	17 May 18	17 May 18 (Claiming historics and retimes) ----- 04 Oct 18 (New requests outside SRR period)
Appointments calendar opened to coordinators to make appointments with airlines	SC -14 days	05 Jun 18	30 Oct 18
<b>SAL Deadline</b>	SC -12 days	07 Jun 18	07 Jun 18 ----- 01 Nov 18 (New requests)
Appointments calendar opened to airlines to make appointments with coordinators	SC -8 days	11 Jun 18	05 Nov 18
<b>IATA Slot Conference</b>	mid-Nov / mid-Jun	19-21 Jun 18	13-16 Nov 18
<b>Slot Return Deadline</b>	15 Aug (Winter) / 15 Jan (Summer)	15 Aug 18	15 Jan 19
<b>Historics Baseline Date</b>	31 Aug (Winter) / 31 Jan (Summer)	31 Aug 18	31 Jan 19
<b>Start of Season</b>	Last Sun in Mar / Oct	28 Oct 18	31 Mar 19

# Terminal Capacity Declaration and Historical Performance

Rob Whitehouse, Vice President – Research

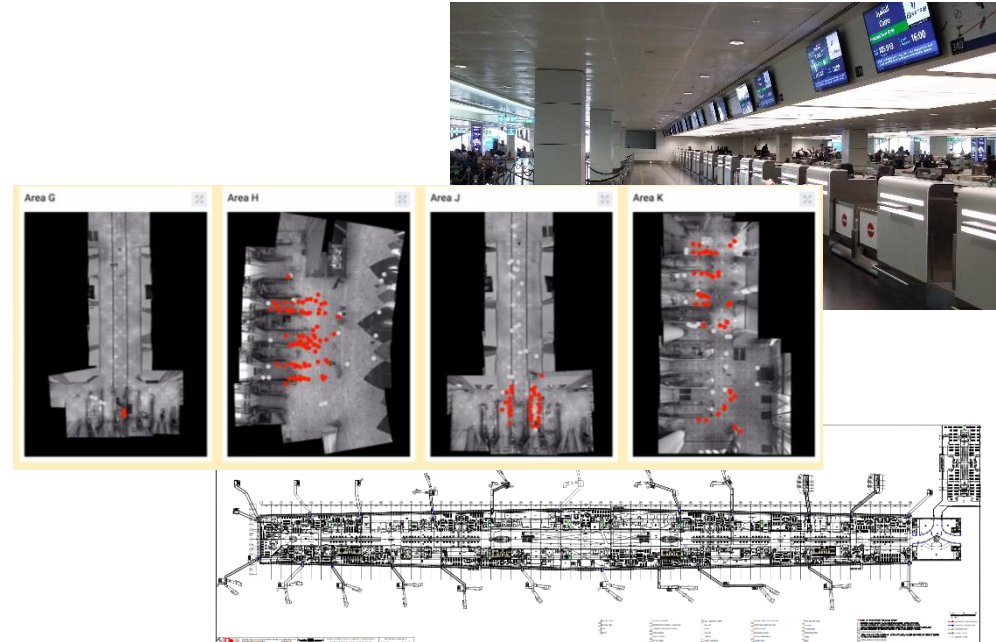
Dubai Airports



# Monitoring Historic Performance and Facilities

Establishing a robust declared capacity needs accurate inputs of facility provision and performance. In accordance with Worlds Slot Guidelines, all facilities are assumed to be staffed.

- Regular facility audits give an updated count of facility provision and availability
- Performance measurement moving away from labour intensive surveys and moving towards:
  - Automated passenger monitoring systems,
  - Resource monitoring
- Development plans for future provision provided by the DA Development team and provides a breakdown of provision by month through future season
- Lowest available provision used in declared capacity.



# Summary

## **DXB Terminal 1**

- No planned changes to T1 facility provision.
- Small changes to the observed / declared transaction times & throughputs.

## **Departure Limits**

- Small change to the Departures limit between 03:00 – 09:00 to represent the 1-train operation of the APM. During this time a new limit of 3,600 pax/hr is proposed.
- Outside of this time, Departure Security continues to be the constraint. The current limit of 4,000 pax/hr is proposed to be maintained.

## **Arrival Limits**

- No change to the current Arrivals limits.

# W'18 Season – DXB Terminal 2: Key Changes

## **DXB Terminal 2**

- Proposed changes to T2 Emigration and Immigration facility provision, converting e-gates to Smart Gates and increasing in number. As a result, this includes decreasing Conventional Desk supply.
- Changes to Emigration/Immigration will not impact the declared limits.

## **Departure Limits**

- The overall T2 Departures Limit (1,700 pax/hr) and Referral limit (1,400 pax/hr) will remain unchanged.
- The FZ Departures referral limit will be increased to a hard limit of 3,100 pax/hr against T180 R30 demand. This is to control both the peaking and spreading of demand at Check-In to ensure that an acceptable Level of Service is achieved for passengers during peak times. The limit is based on the number of FZ allocated desks and declared transaction times.
- No change to the OAL referral limit of 390 pax/hr (against T60 R30 demand).

## **Arrival Limits**

- No change to the current Arrivals limits.

## **DXB Terminal 3**

- No planned changes to T3 facility provision.
- Small changes to the observed / declared transaction times & throughputs.

## **Departure Limits**

- Small increase to the Departure limits, due to additional desks released from Qantas.

## **Arrival Limits**

- No change to the current Arrivals limits.

# W'18 Season – DWC PTB: Key Changes

## **DWC PTB**

- Significant changes to DWC PTB facility provision by W'18.
- At Arrivals Immigration, 50% of the desks will be delivered for functional use by W'18 season. Remaining provision is scheduled for delivery by the end of 2018, as required by forecast demand.

## **Departure Limits**





- No change to current limits.
- All planned departure capacity is expected to be delivered during W'18 (Check-In desk provision remaining).
- Propose to incrementally raise the limits according to demand as required.

## **Arrival Limits**

- No change to current limits.
- Current upper limit of 1,200 pax/hr will be maintained until other half of Immigration desks are operational (supplied with data and power).
- Full arrivals capacity will be influenced by the number of Smart Gates that are provided.

# DXB: Terminal 1

# W'18 Season, DXB T1 Terminal Facilities: Key Changes

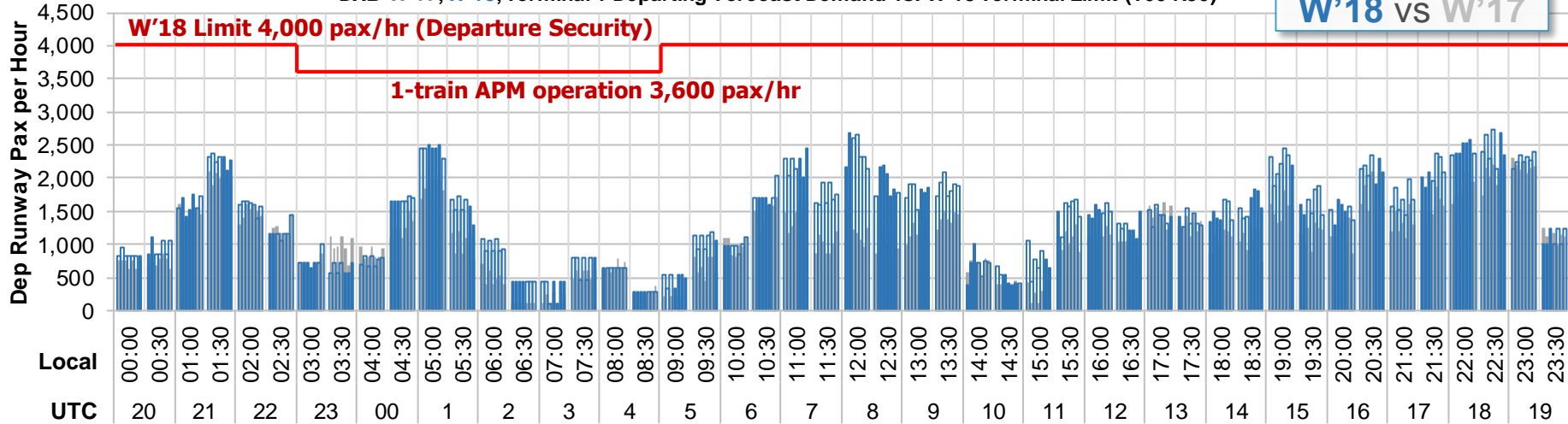
	Terminal 1		Terminal 2		Terminal 3	
	S'18	W'18	S'18	W'18	S'18	W'18
<b>Check-in</b>	208	208	52	52	216	216
<b>Emigration</b> <small>Conventional Gates</small>	26	26	16	 14	37	37
	10	10	4	 8	24	24
<b>Departure Security</b>	10	10	6	6	19	19
<b>Transfer Security</b>	3	3	6	6	79	79
<b>Immigration</b> <small>Conventional Gates</small>	44	44	40	 36	38	38
	20	20	4	 10	28	28
<b>Reclaim</b>	8		6		14	



# W'18 DXB Terminal 1 Departures

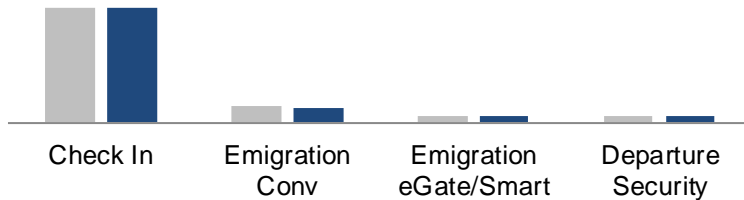
DXB W'17, W'18, Terminal 1 Departing Forecast Demand vs. W'18 Terminal Limit (T60 R30)

W'18 vs W'17



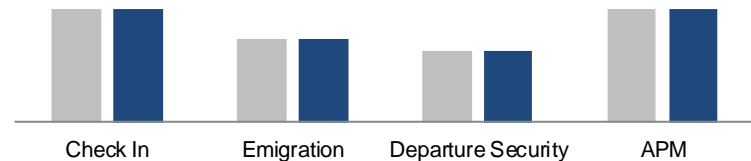
T1 Departures - No. of Facilities

■ S'18 Facilities ■ W'18 Facilities



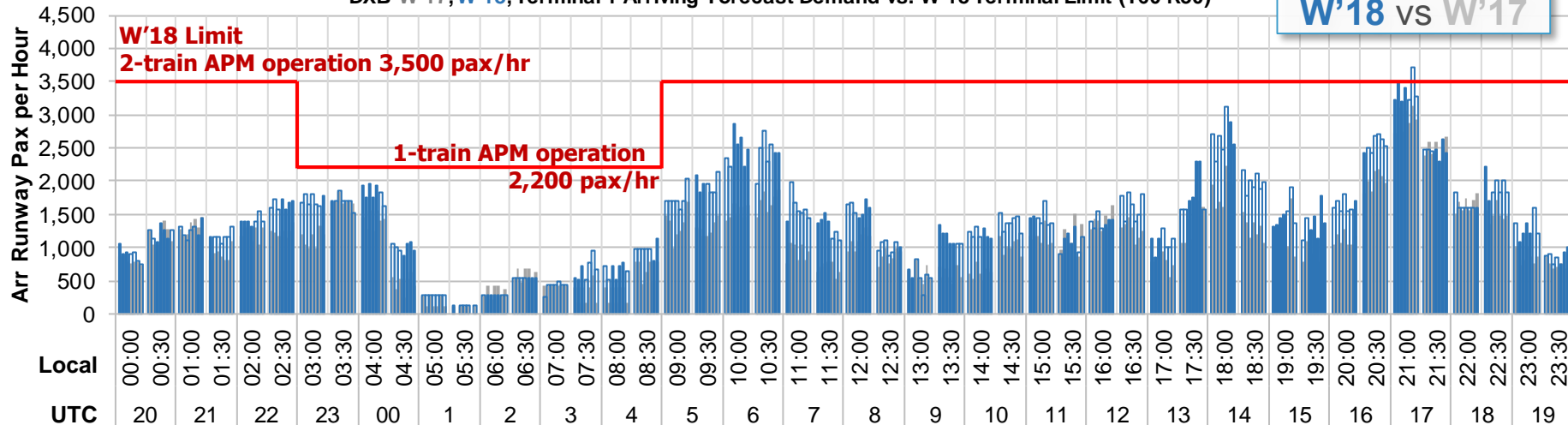
T1 Departures - Facility Constraint

■ S'18 Throughput ■ W'18 Throughput



# W'18 DXB Terminal 1 Arrivals

DXB W'17, W'18, Terminal 1 Arriving Forecast Demand vs. W'18 Terminal Limit (T60 R30)



T1 Arrivals - No. of Facilities

■ S'18 Facilities ■ W'18 Facilities







T1 Arrivals - Facility Constraint

■ S'18 Throughput ■ W'18 Throughput



# DXB: Terminal 2

# W'18 Season, DXB T2 Terminal Facilities: Key Changes

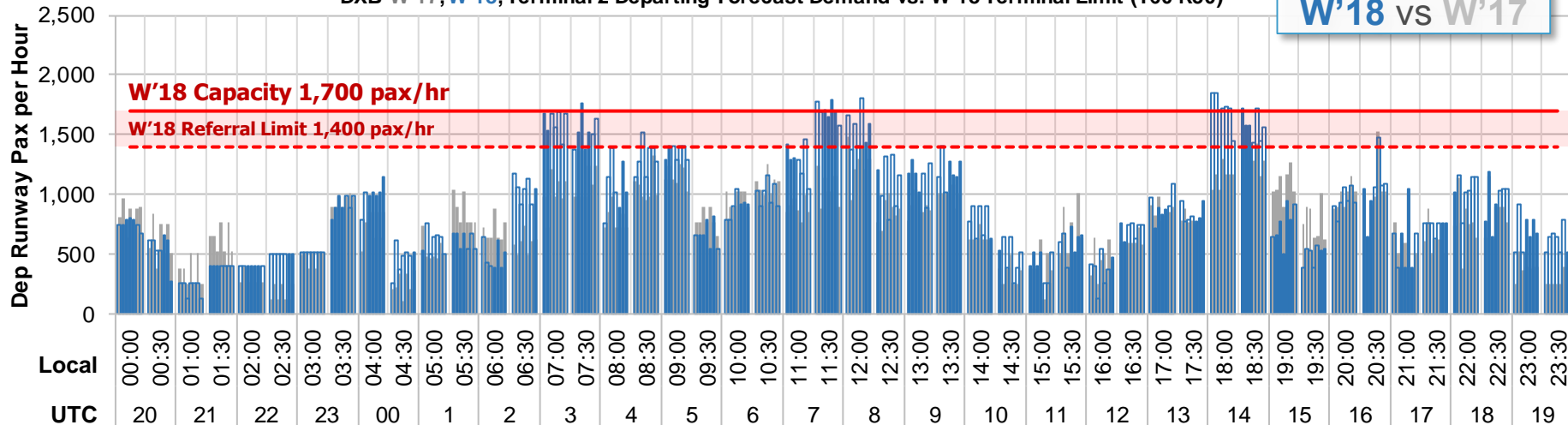
	Terminal 1		Terminal 2		Terminal 3	
	S'18	W'18	S'18	W'18	S'18	W'18
<b>Check-in</b>	208	208	52	52	216	216
<b>Emigration</b> <small>Conventional Gates</small>	26	26	16	 14	37	37
	10	10	4	 8	24	24
<b>Departure Security</b>	10	10	6	6	19	19
<b>Transfer Security</b>	3	3	6	6	79	79
<b>Immigration</b> <small>Conventional Gates</small>	44	44	40	 36	38	38
	20	20	4	 10	28	28
<b>Reclaim</b>	8		6		14	

**Note:**

- **T2 Emigration/Immigration:** SmartGate installation proposed during S'18 but at latest, W'18

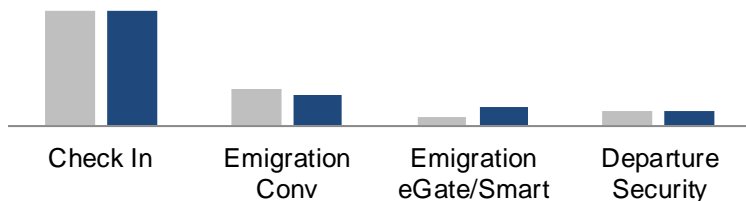
# W'18 DXB Terminal 2 Departures

DXB W'17, W'18, Terminal 2 Departing Forecast Demand vs. W'18 Terminal Limit (T60 R30)



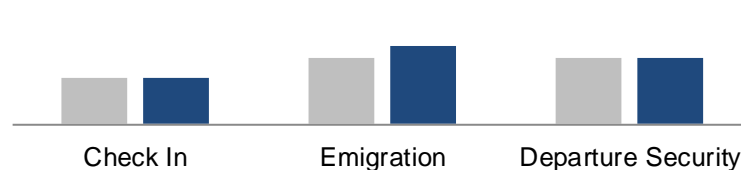
T2 Departures - No. of Facilities

■ S'18 Facilities ■ W'18 Facilities



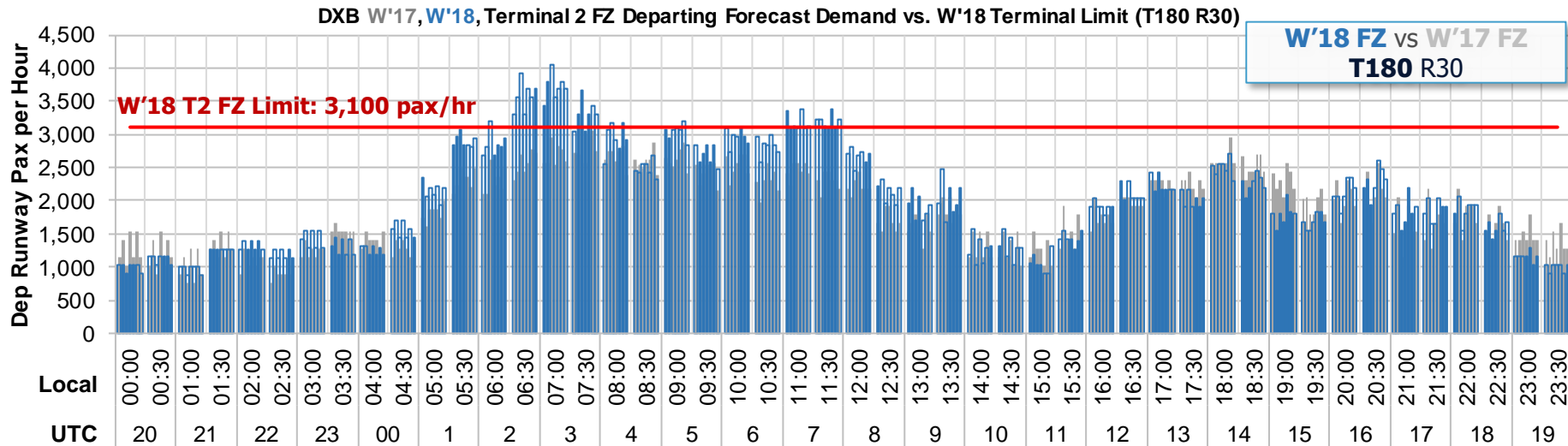
T2 Departures - Facility Constraint

■ S'18 Throughput ■ W'18 Throughput



# W'18 DXB T2 Departures: FZ Limit

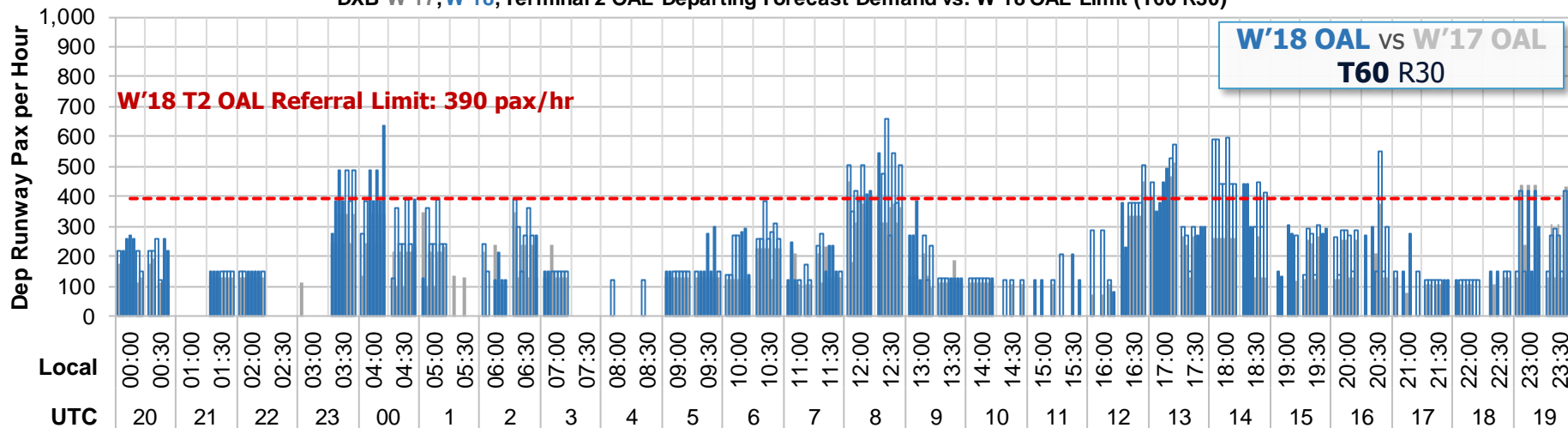
The newly implemented FZ Departures Limit is applied against **T180 R30** demand in order to control both the peaking and spreading of demand at Check-In. This has been implemented to ensure that an acceptable Level of Service is achieved for passengers during peak times. The limit of 3,100 pax/hr is based on the number of FZ allocated desks and declared transaction times.



# W'18 DXB T2 Departures: OAL Referral Limit

The T2 OAL Departure Referral Limit is in addition to the overall Terminal 2 Departure limit of 1,700 passengers/hour and is designed to assist in managing the demand on Check-In desk provision. An overage to this limit will refer the request to Dubai Airports for review, considering overall demands on T2 Check-In.

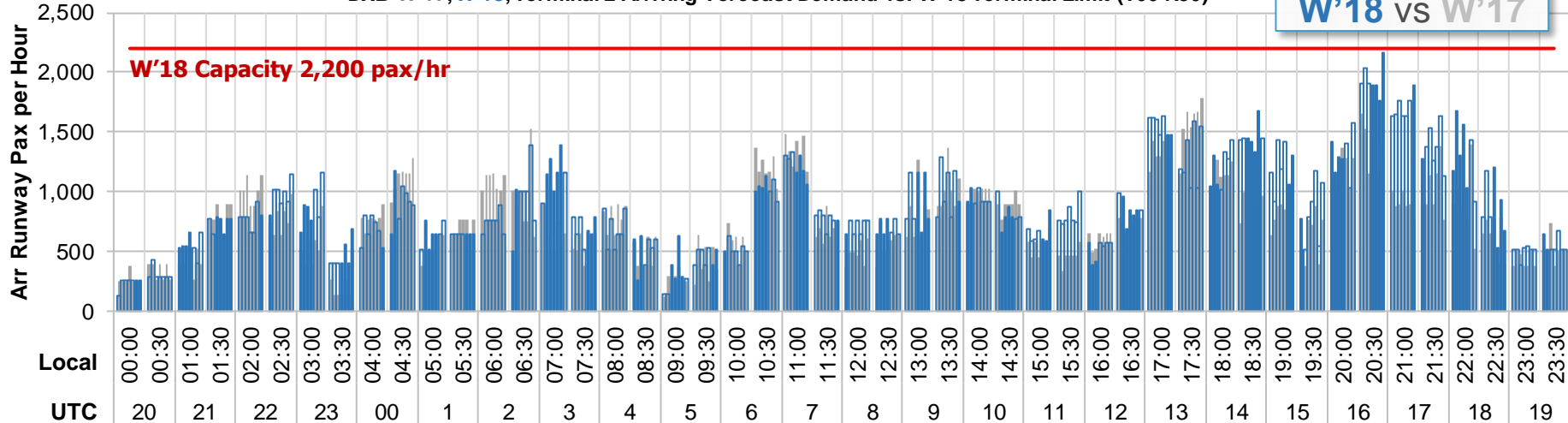
DXB W'17, W'18, Terminal 2 OAL Departing Forecast Demand vs. W'18 OAL Limit (T60 R30)



# W'18 DXB Terminal 2 Arrivals

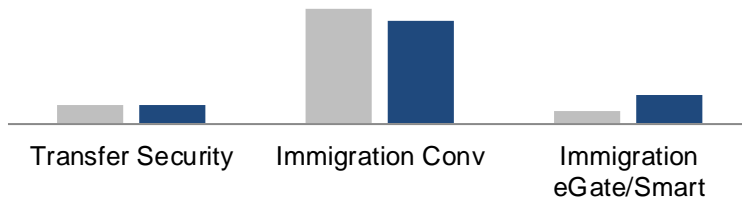
DXB W'17, W'18, Terminal 2 Arriving Forecast Demand vs. W'18 Terminal Limit (T60 R30)

W'18 vs W'17



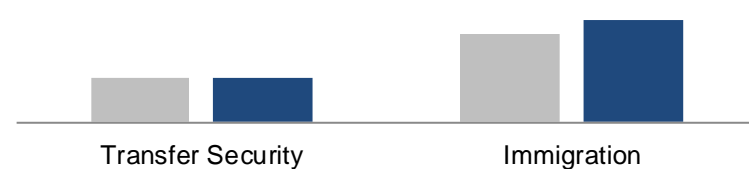
T2 Arrivals - No. of Facilities

■ S'18 Facilities ■ W'18 Facilities



T2 Arrivals - Facility Constraint

■ S'18 Throughput ■ W'18 Throughput





# DXB: Terminal 3

# W'18 Season, DXB T3 Terminal Facilities: Key Changes

	Terminal 1		Terminal 2		Terminal 3	
	S'18	W'18	S'18	W'18	S'18	W'18
<b>Check-in</b>	208	208	52	52	216	216
<b>Emigration</b> <small>Conventional Gates</small>	26	26	16	 14	37	37
	10	10	4	 8	24	24
<b>Departure Security</b>	10	10	6	6	19	19
<b>Transfer Security</b>	3	3	6	6	79	79
<b>Immigration</b> <small>Conventional Gates</small>	44	44	40	 36	38	38
	20	20	4	 10	28	28
<b>Reclaim</b>	8		6		14	

**Note:**

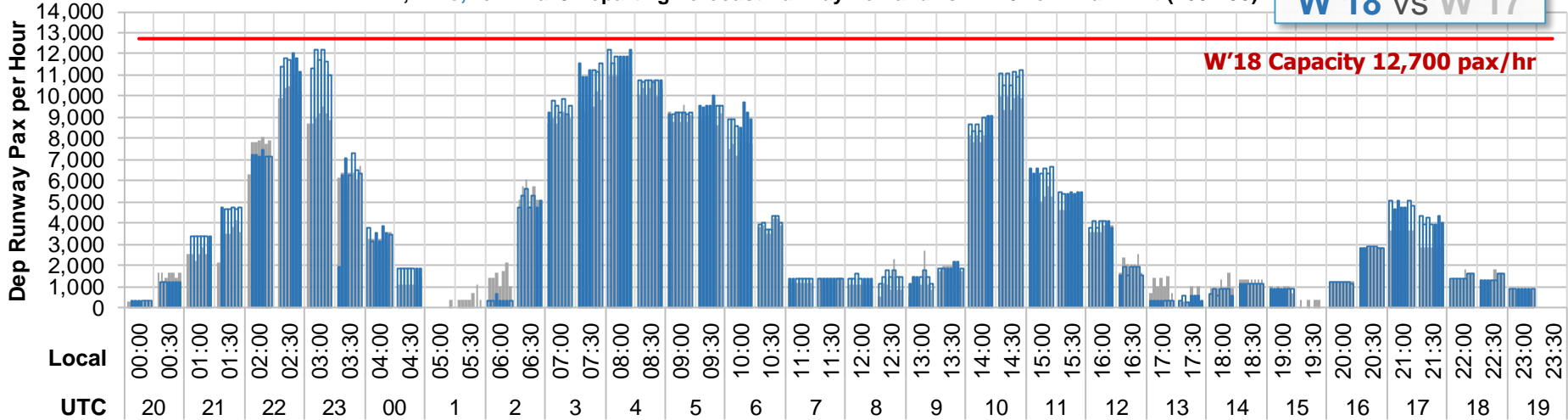
- **Concourse C Transfer Security:** Concourse C undergoing refurbishment during W'18 which will affect transfer security provision, but does not impact declared capacity

# W'18 DXB Terminal 3 Departures

DXB W'17, W'18, Terminal 3 Departing Forecast Runway Demand vs. W'18 Terminal Limit (T60 R30)

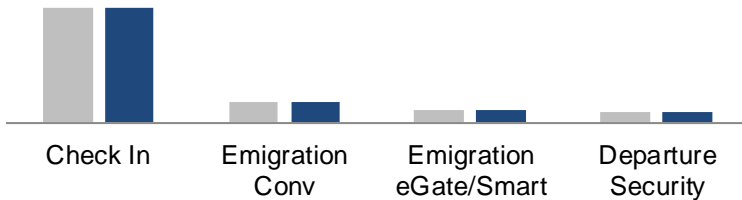
W'18 vs W'17

W'18 Capacity 12,700 pax/hr



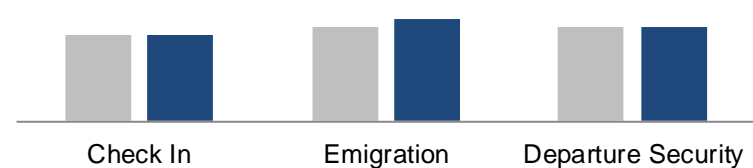
T3 Departures - No. of Facilities

■ S'18 Facilities ■ W'18 Facilities



T3 Departures - Facility Constraint

■ S'18 Throughput ■ W'18 Throughput

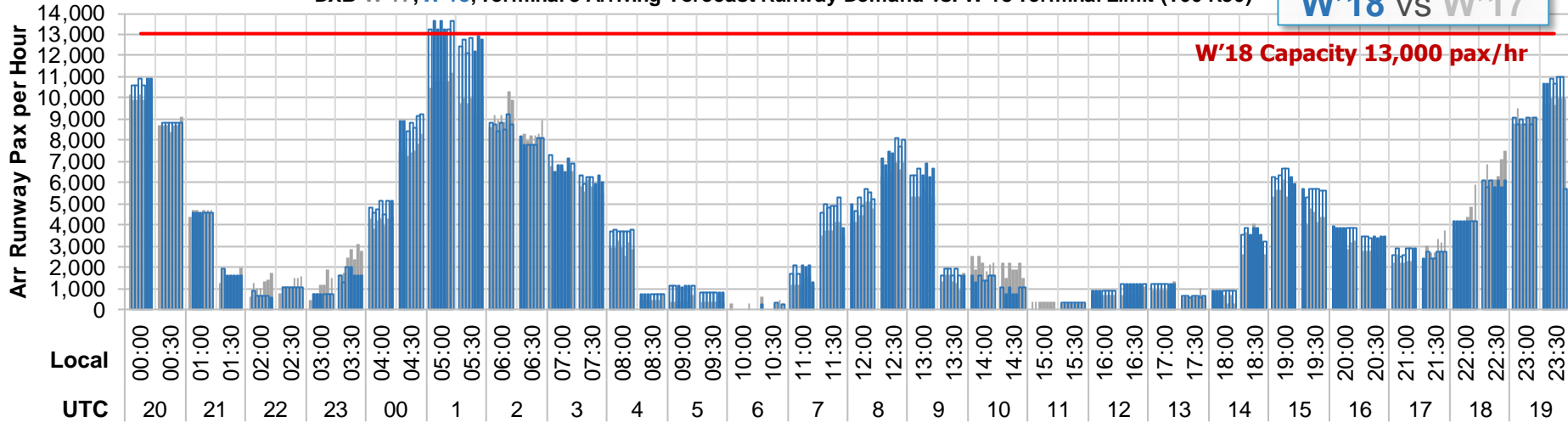


# W'18 DXB Terminal 3 Arrivals

DXB W'17, W'18, Terminal 3 Arriving Forecast Runway Demand vs. W'18 Terminal Limit (T60 R30)

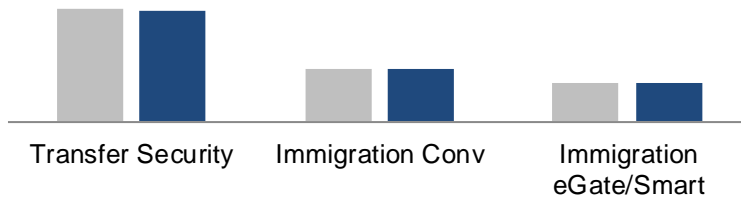
**W'18 vs W'17**

**W'18 Capacity 13,000 pax/hr**



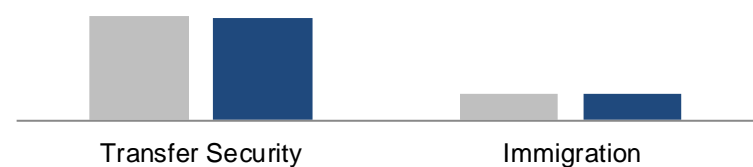
T3 Arrivals - No. of Facilities

■ S'18 Facilities ■ W'18 Facilities




T3 Arrivals - Facility Constraint

■ S'18 Throughput ■ W'18 Throughput



DWC: PTB

# W'18/S'19 Season, DWC Terminal Facilities Key Changes

		PTB		
		S'18	W'18	S'19
<b>Check-in</b>		22	 100*	100*
<b>Emigration</b>	Conventional Gates	20 5	20 5	20 5
<b>Departure Security</b>		10	10	10
<b>Transfer Security</b>		2	 12*	12*
<b>Immigration</b>	Conventional Gates	20 5	20* 5	20* 5
<b>Reclaim</b>		7	 7	7

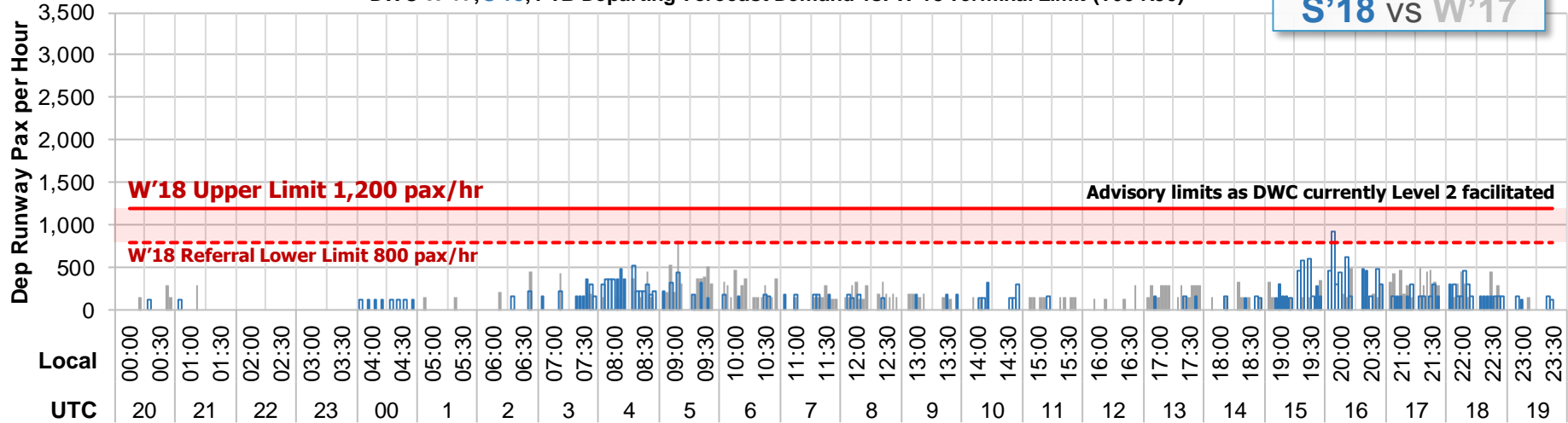
**Note:**

- **Check-In:** W'18 desk provision will consist of 90 Economy and 10 Business Class desks
- **Immigration:** 40 Conventional Desks have been provided, however only 20 are enabled for utilisation.
- **Transfer Security:** 12 lanes will be available, however operational area may be decreased pending anticipated loads – awaiting decision.
- The declaration is based on the lowest provision of passenger processing facilities during season

# W'18\* DWC PTB Departures

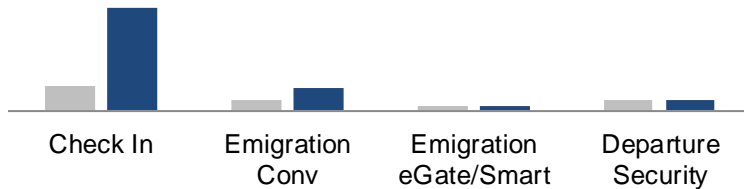
DWC W'17, S'18, PTB Departing Forecast Demand vs. W'18 Terminal Limit (T60 R30)

S'18 vs W'17



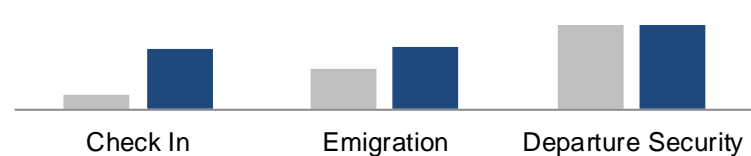
DWC PTB Departures - No. of Facilities

■ S'18 Facilities ■ W'18 Facilities



DWC PTB Departures - Facility Constraint

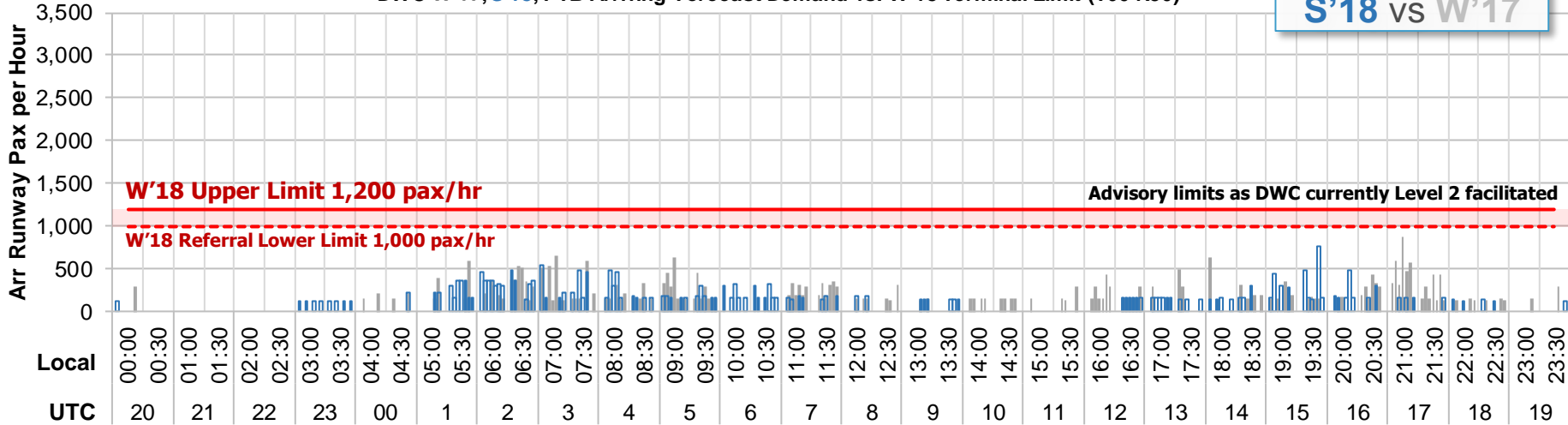
■ S'18 Throughput ■ W'18 Throughput



# W'18\* DWC PTB Arrivals

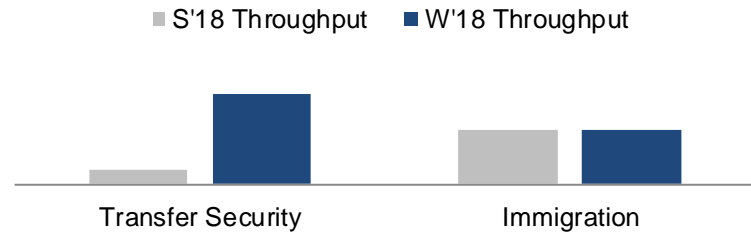
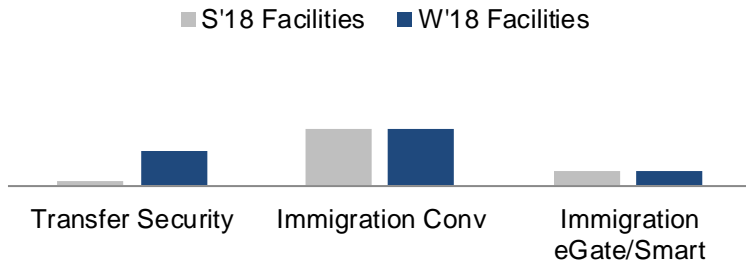
DWC W'17, S'18, PTB Arriving Forecast Demand vs. W'18 Terminal Limit (T60 R30)

**S'18 vs W'17**



DWC PTB Arrivals - No. of Facilities

DWC PTB Arrivals - Facility Constraint



\*DWC S'18 uncoordinated schedule is not available



# Key W'18 Capacity Constraints

The following constraints are at risk of limiting future growth;

## **Terminal 1 Departures**

- The security area is configured with 10 lanes and the ability to provide an additional lane within the footprint of the security area is challenging.
- Current capacity modelling suggests sufficient capacity is provided to meet planning queue standards, however, facility throughput should be monitored season-by-season to understand potential impacts to capacity.
- Demand restricted by 1-train operation of APM during maintenance hours (03:00 – 09:00).

## **Terminal 1 Arrivals**

- Demand restricted by 1-train operation of APM during maintenance hours (03:00 – 09:00).
- Smart Gate uptake needs to be encouraged to make best use of capacity at peak times.

## **Terminal 2 Departures**

- Capacity is limited by Check-In. Efficiency improvements will be required to increase capacity.
- Departures also suffers from gate/lounge seating capacity.

## **Terminal 3 Departures**

- Capacity is close to being reached as the fragmentation of check-in products does not make best utilisation of capacity. If this were to be improved, the capacity could potentially be increased. Additional capacity could also be realised from developing a product in Zone C.

## **Terminal 3 Arrivals**

- Smart Gate uptake needs to be encouraged to make best use of capacity at peak times.

# Terminal Development Update

Peter Moore, Director – Development (Design)

## Dubai Airports

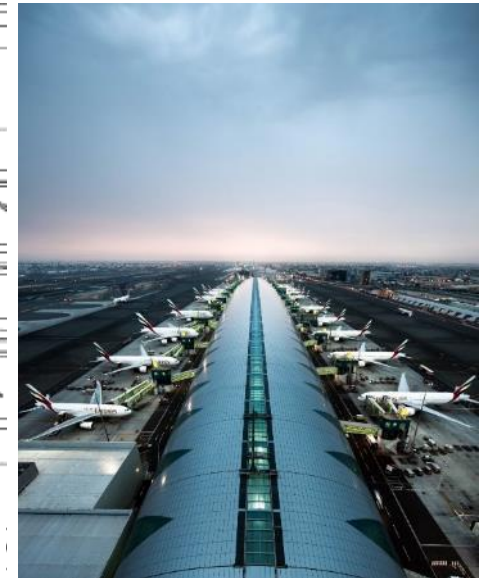
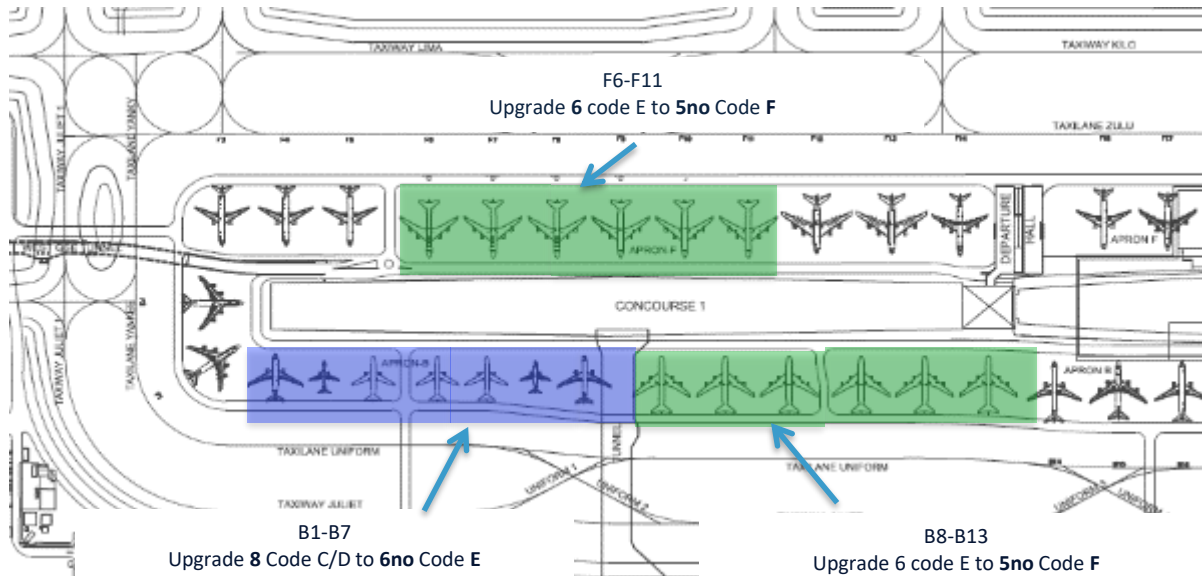
- Concourse C upgrade
- Hammerhead and Stand B19 coaching facility
- Terminals 1, 2 & 3 Smart Gates installation
- Terminal 2 modifications
- Terminal 3 arrivals upgrade
- DWC PTB

# Concourse C

# Concourse C Programme

Decant of OAL to Concourse D (Feb '16) with EK occupying decant space in Concourse C and existing stand upgrade to Code E+F to match EK fleet mix

Construction (stands and concourse): Start Aug 2016 – Jan 2019



# Concourse C Upgrades Scope and Phasing Summary

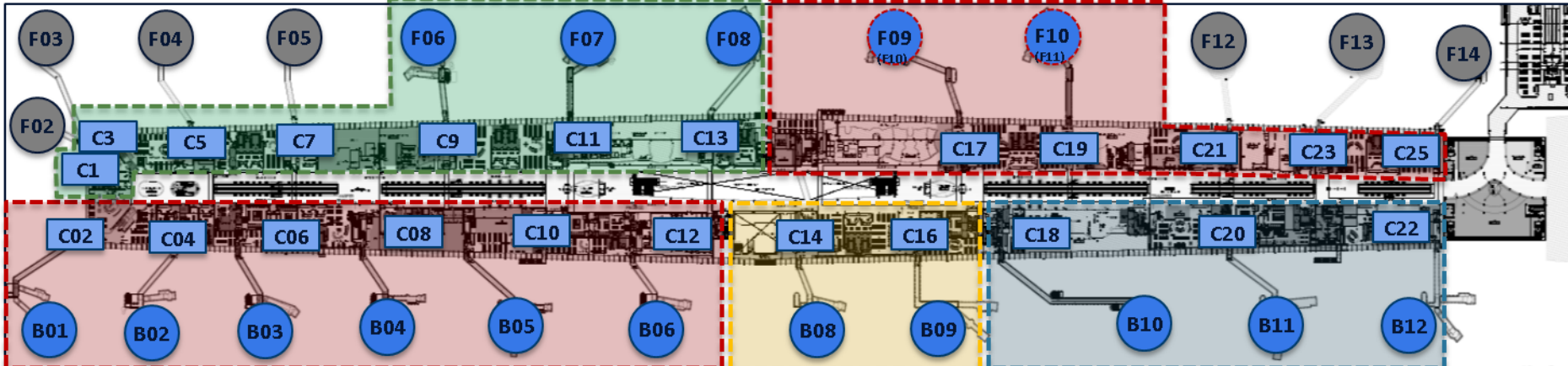
No major Stand Works  
Expected for F02 | F03 | F04 | F05  
– Only Gate Refurbishment

No major Stand Works  
Expected for F12 | F13 | F14  
– Only Gate Refurbishment

PHASE 3B

PHASE 3A – FULLY OPERATIONAL

PHASE 1A[N] – ARRIVALS ONLY



PHASE 1A[S]

PHASE 2A

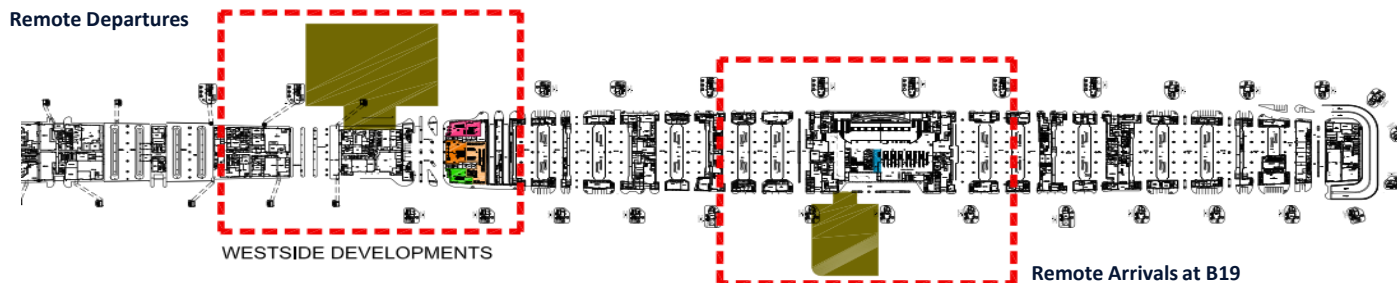
PHASE 2B

PHASE 1A[S] – Entry  
into Service by  
04.10.2017

Phase 2B and 3A due August 2018

# Remote Departures and Arrivals Coaching Facilities

# Remote Coaching Facilities



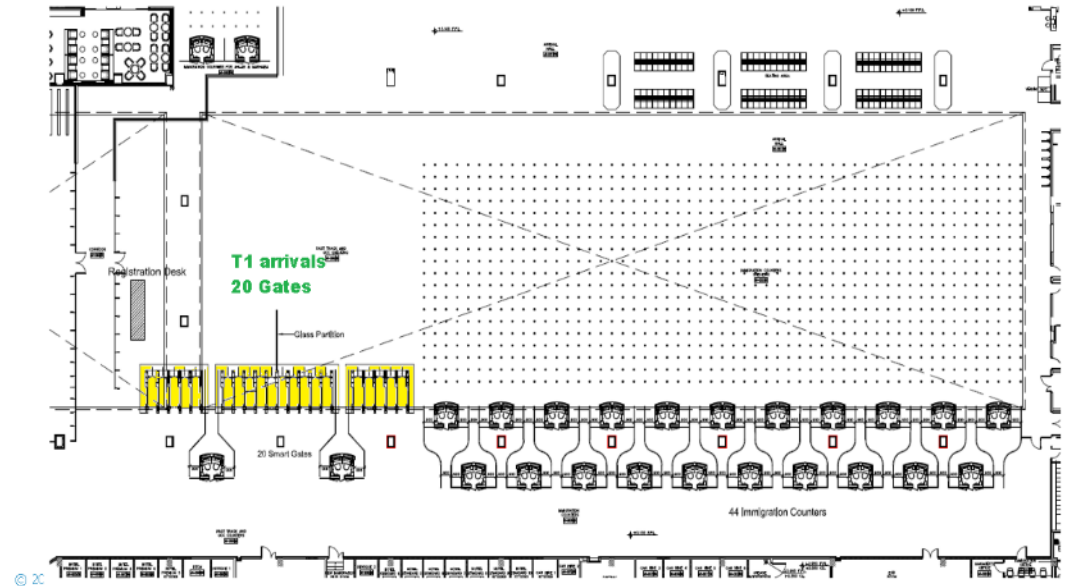
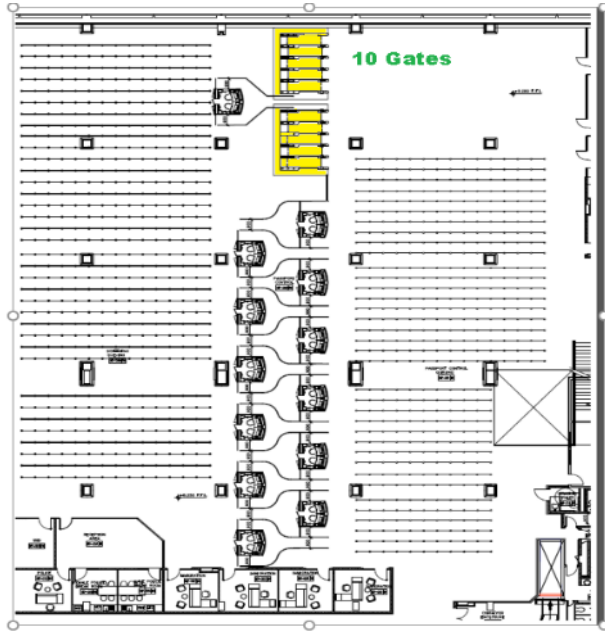
Provide sufficient terminal capacity to service future peak remote departure and arrivals operations. Improve current capacity shortfall in transfer area Kilo for both bus operations and transfer security.

Works Package/Scope	Start Date (* Denotes Planned)	Completion Date (* Denotes Planned)	Status	Approx. Duration
Hammerhead Departure Re-development	Mar 2018	March 2020	Design	24 Months
B19 Arrivals Remote Bussing Facility	Mar 2018	Aug 2019	Design/Procurement	17 Months

# Terminals 1, 2 & 3 Smart Gate Installation Works



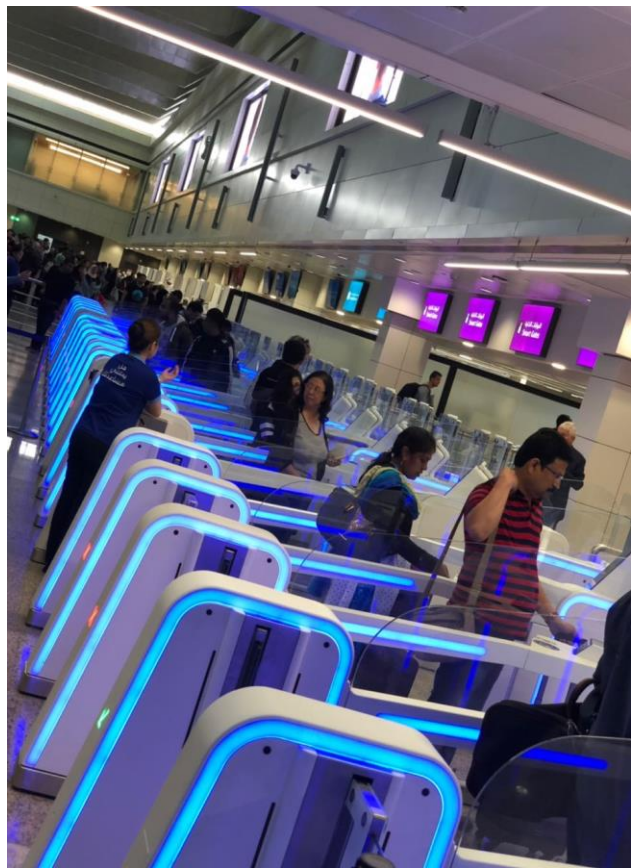
# Terminal 1 – Smart gate design and installation into T1



## Goals:

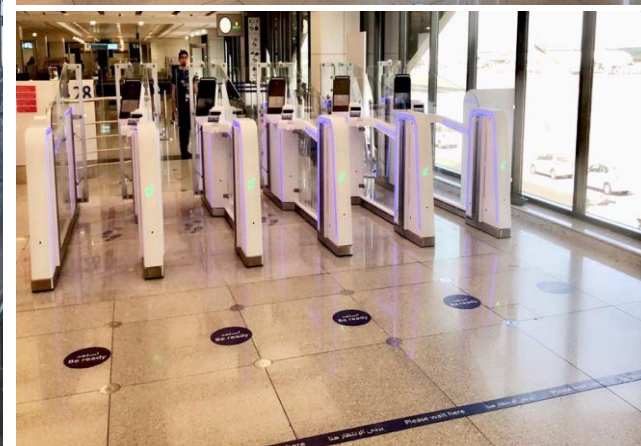
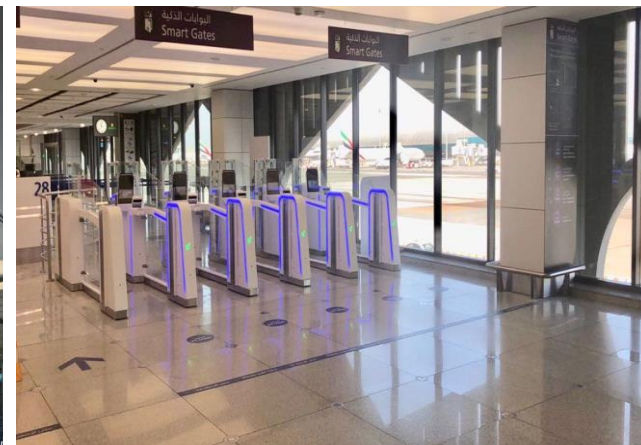
- Replace E-gates with new generation Smart Gates [works completed]
- Increase capacity by increasing the number of Gates.
- Increase throughput by introducing self-registration kiosks [future - under review].

# T1 Arrivals Smart Gates – phase 1 2018

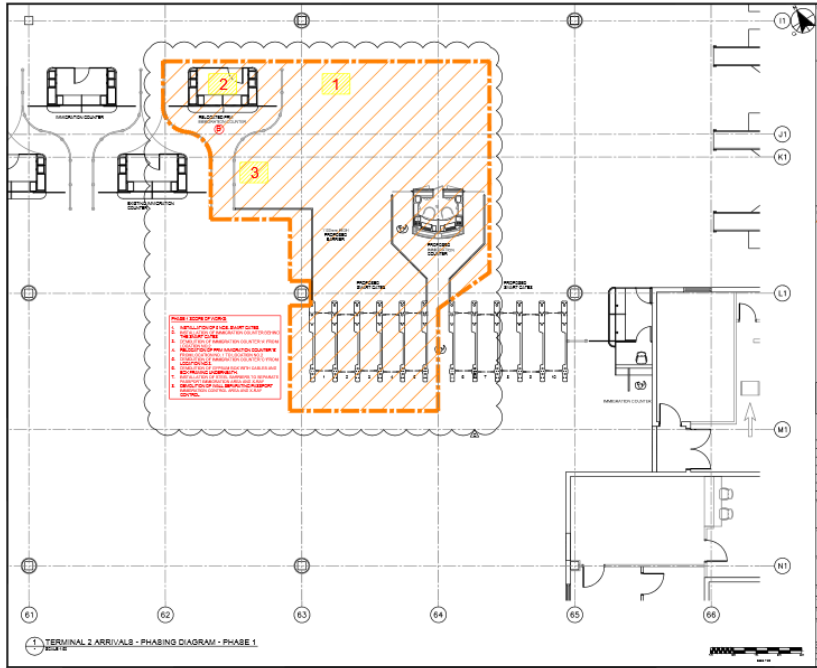




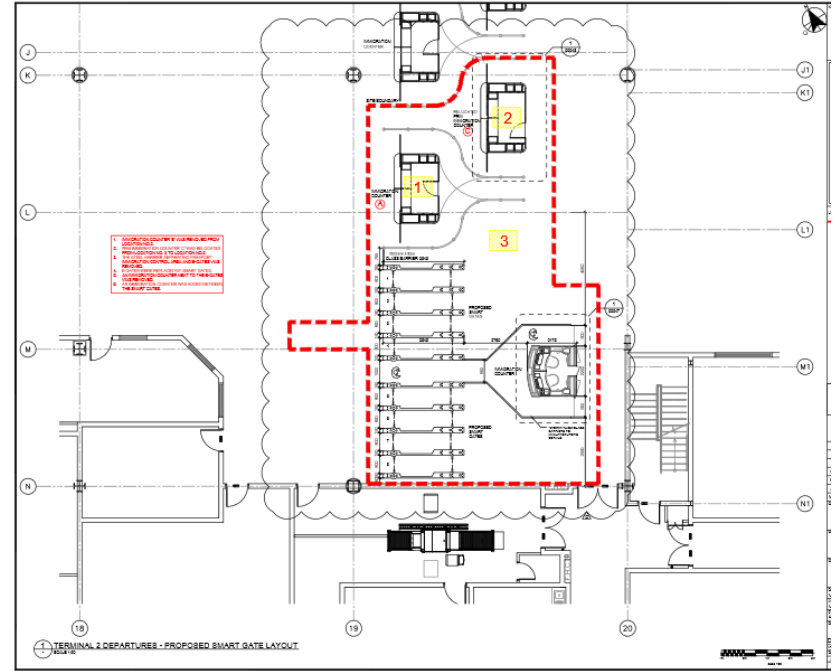
# T1 Departures Smart Gates – phase 1 2018



# Terminal 2 – Smart gate design and installation into T2.



Arrivals 10 smart gates

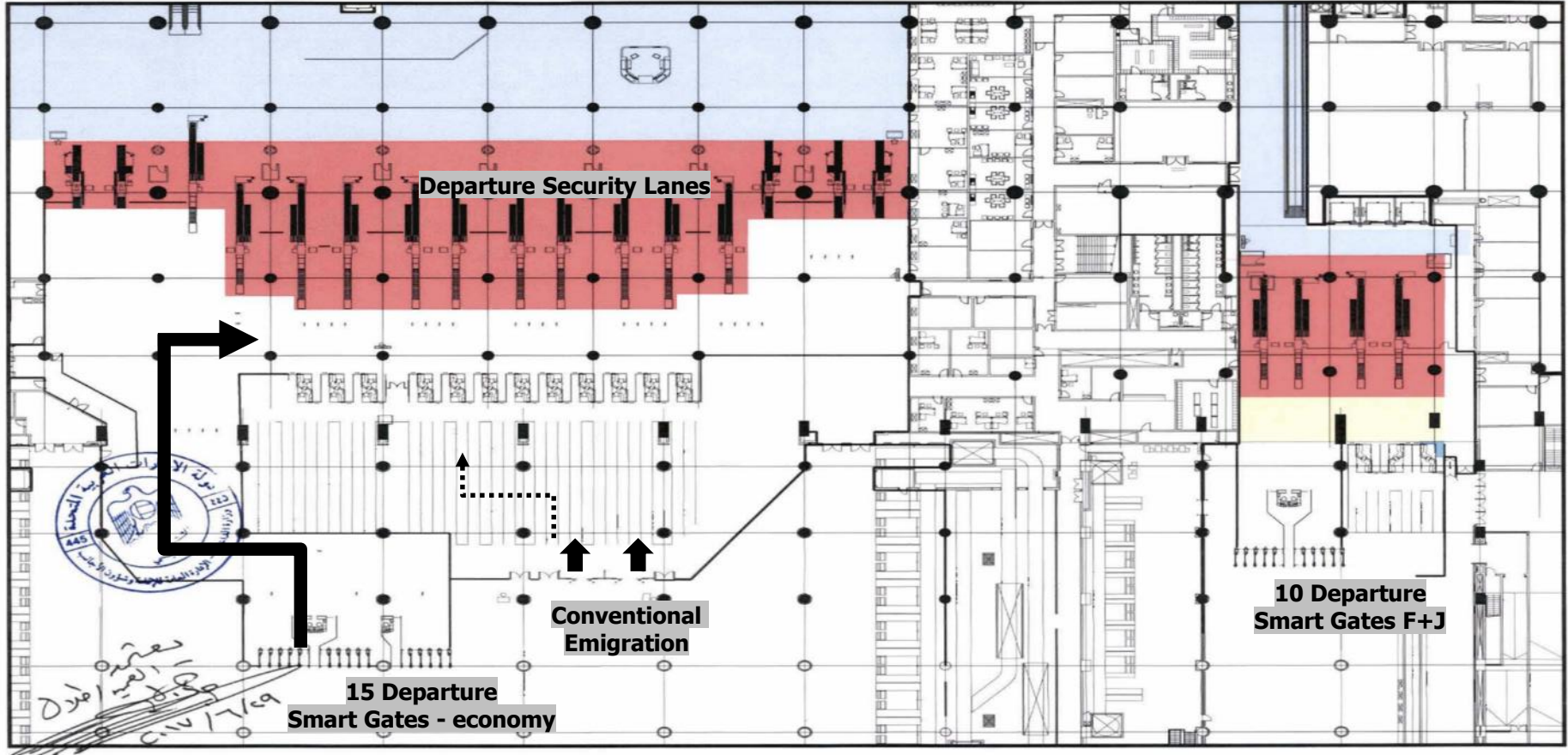


Departures 8 smart gates

## Goals:

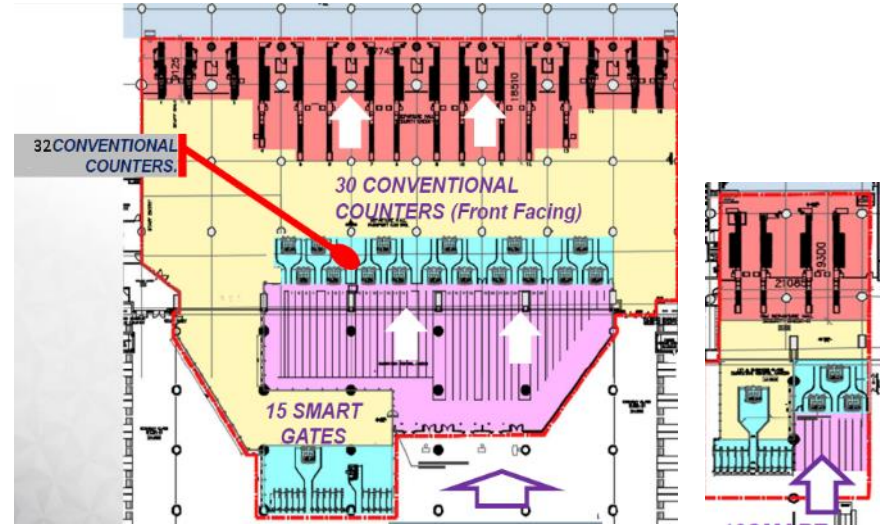
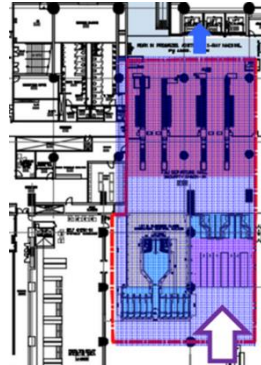
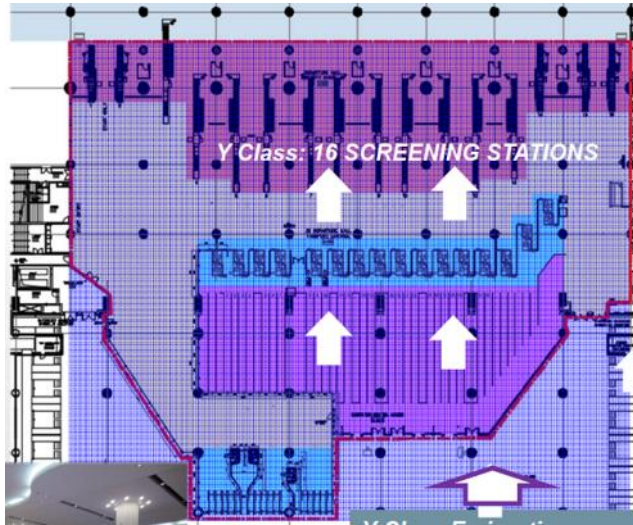
- Replace existing E-gates with new generation Smart Gates
- Increase capacity by increasing the number of Gates.
- Works underway and due to complete Q2 2018

# DXB T3 Emigration: phase 1 delivered Dec 2017





# T3 Emigration upgrade to be delivered 2018



## Economy

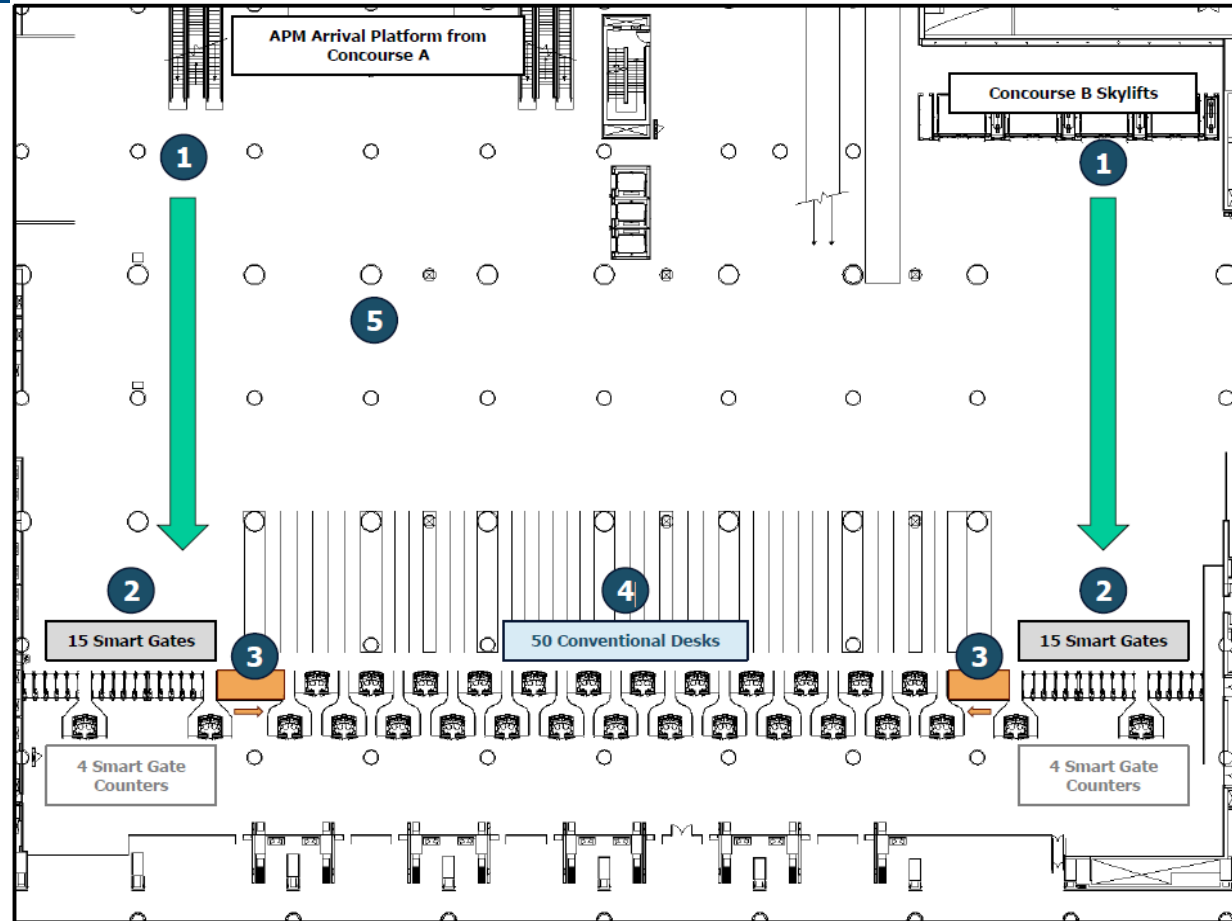
- Existing 32 economy immigration desks reprovioned with new and rotated solution as per T1 and T2 design.
- Existing 15 smart gates installed 2017 maintained. No further plans in 2018 for more smart gates here

## First + Business class

- Existing 6 economy immigration desks reprovioned with new and rotated solution as per T1 and T2 design.
- Existing 10 smart gates installed 2017 maintained. No further plans in 2018 for more smart gates here

## T3 Immigration – Smart gate configuration concept

- Direct access to Smart Gates from Concourse B lifts and Concourse A APM arrival platform.
- 30 Smart Gates recommended, segregated into two banks of 15 gates, these can be operated as two banks.
- Opportunity to increase Smart Gate provision by an additional 10 gates (total provision of 40) as the uptake increases (five in each bank) these spaces could be utilised for Smart Tunnels as the product and concept of operation gains momentum.
- 50 Conventional desks to provide capacity to the forecast 2022 –2025 demand levels and provide resilience during peak times of operation.
- Opportunity for Biometric Enrolment Kiosk for Smart Gates to improve uptake.



# Terminal 2 Upgrade Project



# Terminal 2 Upgrade Project

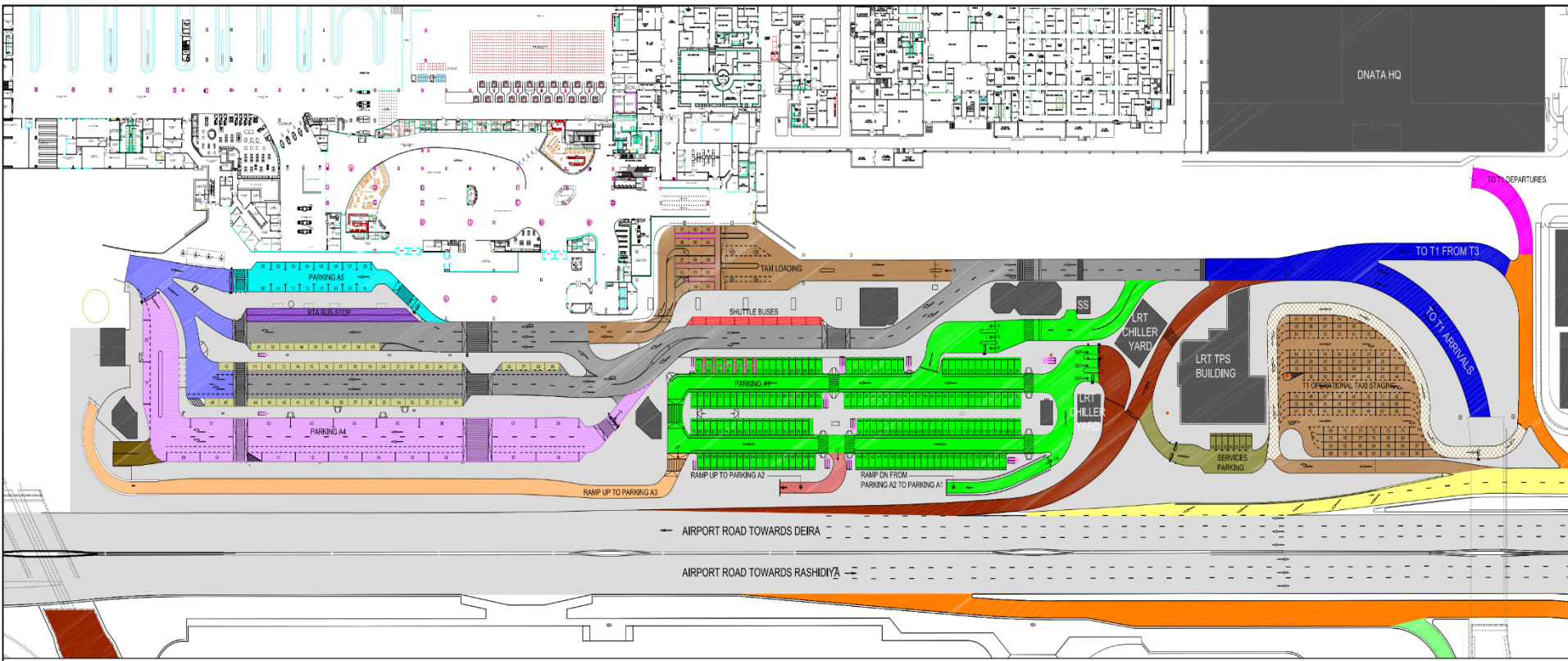
The Terminal 2 upgrade project combines a number of works to address facility shortages, improve pax experience, capacity and mitigate existing security and safety risks.

- Current performance of T2 is below desired service levels in the peak periods. Particularly relating to check-in, washrooms and departure gate seating.
- T2 will continue to provide a key role in accommodating future demand at DXB and as a relief to increasing pressure on the overall airport capacity.
- This project will improve the service levels and capacity constraints from improvements to check-in allocation, providing and enabling better usage of washroom facilities and increasing the seating provision in the departure lounge.

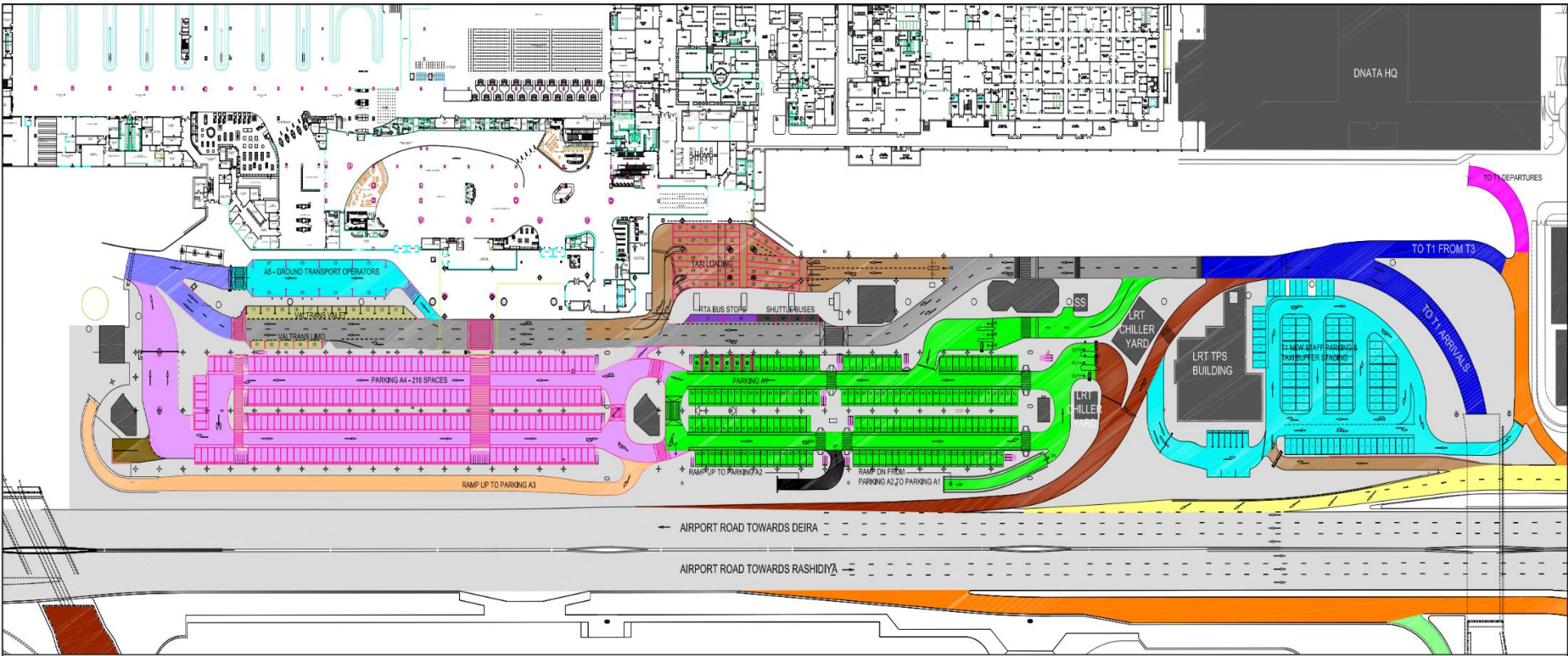


# Terminal 1 Landside Capacity Upgrades

# Terminal 1 (Arrivals) Forecourt – Existing Arrangement



# Terminal 1 (Arrivals) Forecourt – Proposed Arrangement



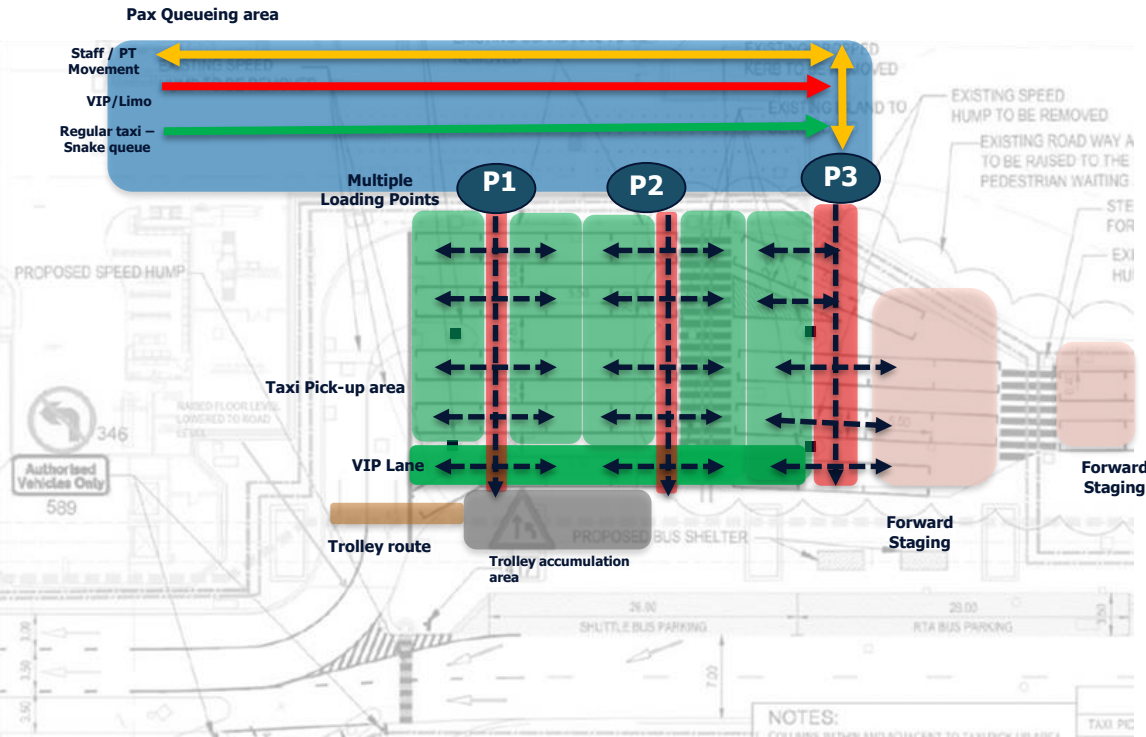


# T1 Proposed Multi-Storey Car Park

- Plan to provide additional 3,000 car park spaces in the immediate vicinity of Terminal 1.
- Additional parking capacity and initiatives to address a number of surface access issues will need to be carefully orchestrated over the next 2 years.
- One of the core principles is to maintain parking availability for customers throughout the development programme and find viable parking for staff.
- This may involve some disruption during the construction period, such as moving certain staff groups throughout the various stages of construction of multi-storey car parks.



# T1 Proposed Taxi Pick-Up Area



## Proposed changes

Enhanced Customer Experience including signage/information provision at right location

Queue segregation and discipline; separate staff/PT user movement

Enhanced visual experience, adequate lighting levels and HVAC provision

Clear and concise product information available to customers at right location

Capacity Increase - in terms of increase in operational and staging bays

Multiple loading points

Multiple pedestrian crossing – improved loading process and operational throughput

Reduction in Pedestrian Cross flows; separate staff entry; trolley route not interfering with pax loading area

Existing Constraints such as Column locations – considered while designing the layout

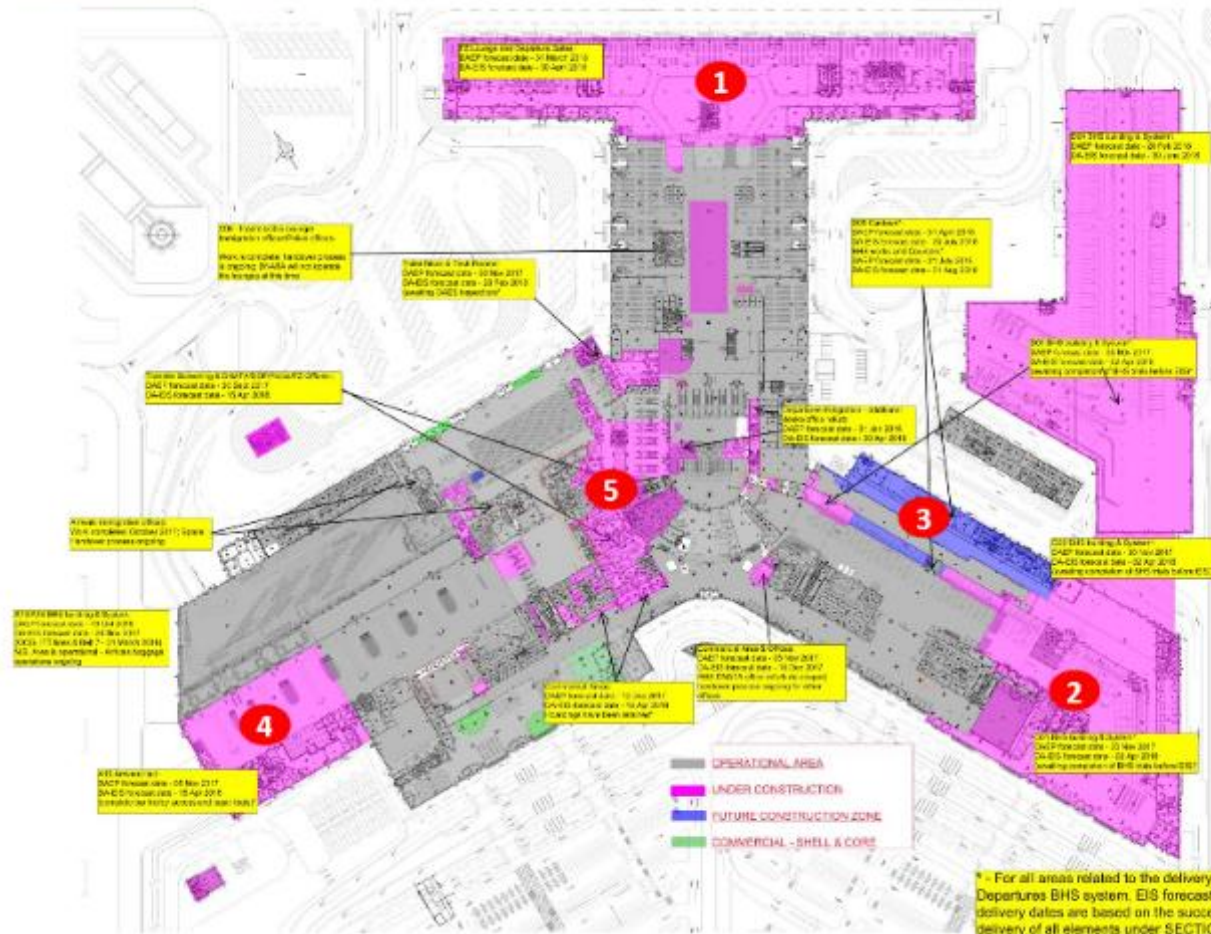
# Other Key DXB Projects

- **Airport Road RTA Upgrade – Completion planned end 2018**
- **Checkpoint of the Future – Proof of Concept**
- **Car Hire Consolidation Centre**
- **Commercial Projects – T1 and T3**

# DWC Phase 1 PTB Works



# DWC Ph1 – PTB status



1. **Hammerhead (C01):**
  - Forecast completion – 31 April 2018
  - EIS checks and trials to follow
  - Area may not be put into immediate operation
2. **Departures BHS (D01/D02/D03/D04):**
  - Construction completed
  - EIS checks and trials ongoing
  - Forecast EIS – circa 20 April 2018
3. **Departures BHS (D05):**
  - Forecast construction start – 20 April 2018
4. **Baggage Reclaim (A15):**
  - Construction completed
  - EIS checks and trials to commence
5. **DNATA/DDF/FZ offices:**
  - Construction completed
  - AFS/HSSE/DAES inspections ongoing

# Refreshment Break

# W'18 COORDINATION PRESENTATION

## W'17 Airfield Performance

Michael Dolbey, Vice President – Air Traffic Services

**dans**

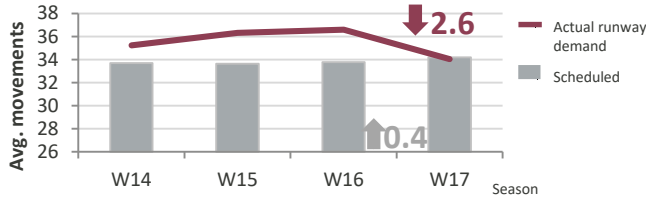
دبي لخدمات الملاحة الجوية  
DUBAI AIR NAVIGATION SERVICES

# HISTORICAL COMPARISON (1/2)

## Arrivals

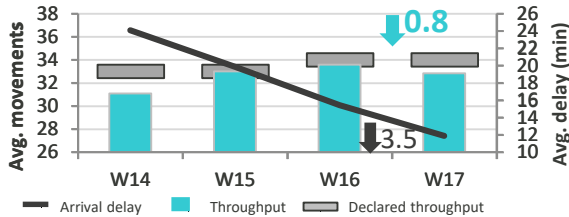


Peak average schedule and demand



- Peak hourly average **scheduled** number of arrivals in **W17** has **increased by 0.4** movements compared to **W16**
- Peak hourly average actual runway **demand** in **W17** has **decreased by 2.6** movements compared to **W16**

Peak average throughput and delay

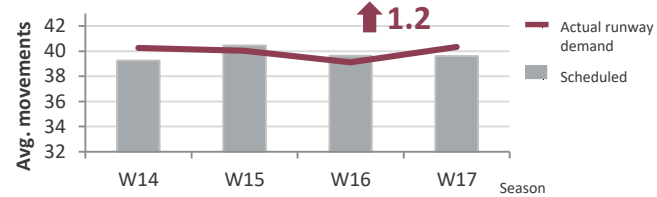


- Peak hourly average arrival **throughput** in **W17** has **decreased by 0.8** movements compared to **W16**
- Peak hourly average **delay** in **W17** has **reduced by more than 3** minutes compared to **W16**

## Departures

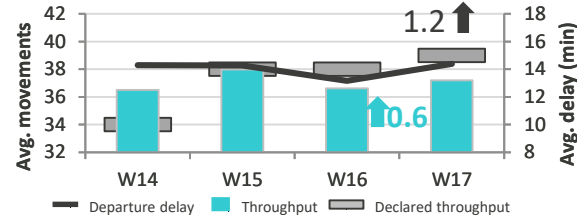


Peak average schedule and demand



- Peak hourly average **scheduled** number of departures in **W17** has **remained the same** compared to **W16**
- Peak hourly average actual runway **demand** in **W17** has **increased by 1.2** movements compared to **W16**

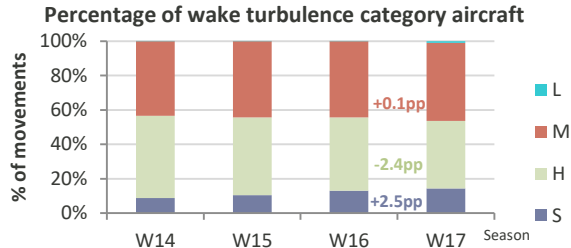
Peak average throughput and delay



- Peak hourly average departure **throughput** in **W17** has **increased by 0.6** movements compared to **W16**
- Peak hourly average **delay** in **W17** has **increased by over 1** minute compared to **W16**

# HISTORICAL COMPARISON (2/2)

## Fleet mix



- The percentage of Medium and Super wake category aircraft operated in OMDB in W17 has increased compared to W16. The percentage of Heavy category aircraft has reduced

## Runway configuration

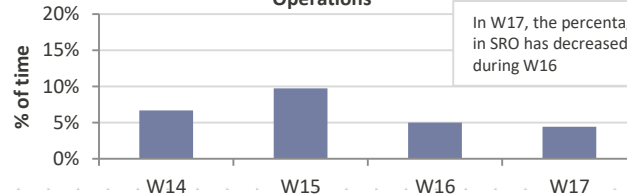


- The percentage of flights operated in **30 direction** in W17 has increased with **80% of the flights**, compared to 76% of the flights in W16

## Single runway operations



Percentage of time of Dubai working in Single Runway Operations



In W17, the percentage of time when OMDB was working in SRO has decreased to 4% of the time, compared to 5% during W16

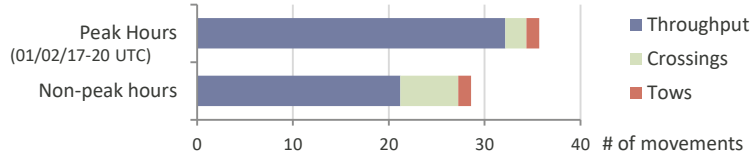
W14 : 11/14-03/15  
 W15 : 11/15-03/16  
 W16 : 11/16-03/17  
 W17 : 11/17-03/18

- In W16, OMDB has been working in Single Runway Operations 5% of the time

# OTHER METRICS (3/3) – SUMMER 2017

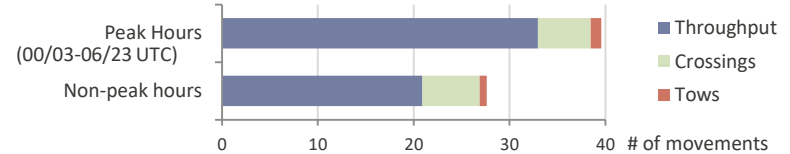
## Total runway movements

Average number of total movements in the arrival runway (excluding SRO timings)



- **Arrival peak hours**, an hourly average of **32 arrivals, 2 aircraft crossing and 1 tow crossing** in each of those hours, adding up to 35 movements using the arrival runway
- **Arrival non- peak hours**, an hourly average of **21 arrivals, 6 aircraft crossing and 1 tow crossing** in each of those hours, adding up to 28 movements using the arrival runway

Average number of total movements in the departure runway (excluding SRO timings)



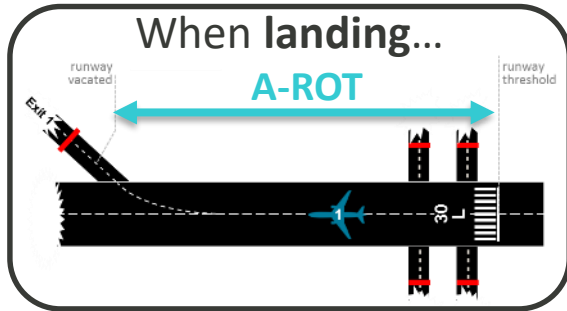
- **Departure peak hours**, an hourly average of **33 departures, 5 aircraft crossing and 1 tow crossing** in each of those hours, adding up to 39 movements using the departure runway
- **Departure non- peak hours**, an hourly average of **21 departures, 6 aircraft crossing and 1 tow crossing** in each of those hours, adding up to 27 movements using the departure runway



- A **daily average of 104** tows operate in Dubai International during the current Winter season

# RUNWAY PERFORMANCE

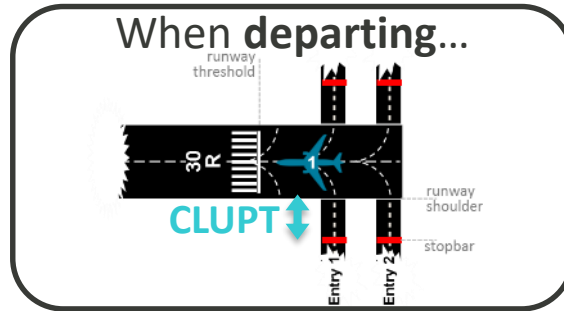
- Three of the metrics to improve runway performance are:



A-ROT is the time difference between an arriving aircraft crossing the runway threshold until the runway is vacated.

DXB's W17 average is 59 sec  
DXB's target is 54 +/- 5 sec

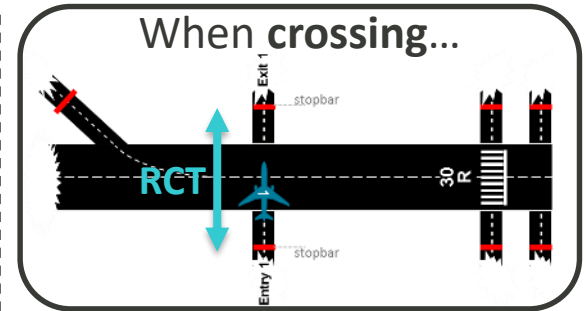
**41%**  
peak flights over target



CLUPT is the time difference between a departing aircraft crossing the stopbar to enter the runway, until it crosses the runway shoulder while lining-up.

DXB's W17 average is 15 sec  
DXB's target is 15 +/- 4 sec

**51%**  
peak flights over target



RCT is the time difference between an aircraft crossing the first stopbar to enter the runway, and crossing the final stopbar to exit the runway.

DXB's W17 average is 22 sec  
DXB's target is 21 +/- 4 sec

**27%**  
flights over target

# dans CURRENT ATC PROJECTS

- 
- 
- 

## **DXB Contingency Visual Control Room (CVCR) Upgrade**

- Enhance the Contingency Visual Control Room at DXB with additional equipment, a camera system optimized procedure to enable the provision of dual runway operations.
- Expected benefits realisation: Q3 2018

## **AT3 Paperless**

- Remove paper flight progress strips currently in Approach. Expanded system integration will enhance existing ATM safety nets.
- Aiming for Q3 2018

## **DXB Tower VFR**

- Revise VFR routes and reporting points in alignment with stakeholder requirements. Key benefits will be increased safety and predictability.
- Expected benefits realisation: Q3 2018

## **AT3 Upgrade**

- Enhance and develop the existing ATM System (AT3), in preparation for current and short term activities, such as but not limited to: RECAT, UAE Airspace change, Asia Cup 2019 and EXPO 2020.
- Operational Handover: Q3 2018



# dans CURRENT ATC PROJECTS

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## **RECAT**

- Revised wake turbulence categorisation minima table (now 7 x 7). Higher departure and arrival throughput due to reduced spacing between aircraft pairs for both runway directions.
- Aiming for Q3 2018

## **Arrival Spacing Tool**

- Will assist ATCOs in achieving consistency in spacing between aircraft pairs on final approach. Consistent compliance with minimum required RECAT EU separation.
- Aiming for Q4 2018 (post RECAT implementation)

## **DXB Southern Runway Rehabilitation (SRR)**

- To ensure alignment and minimum disruption to operations at DXB and DWC during Dubai Airports planned Taxiway M and Southern Runway Rehabilitation in Q2 2019.
- Operational Handover: Q2 2019

## **DXB Tower Refurbishment**

- DXB VCR is in need of refurbishment to meet dans and the UAE strategic needs, and improve the working environment and facilities. It's very likely the complexity of ATM procedures will increase with the UAEs forecasted rises in traffic, as well as a need for increased efficiency. This project will implement a solution that will satisfy the high expectations of our stakeholders.
- Operational Handover: TBC

# Airfield Development

Jeremy Rowton, Head – Development, Airfield Delivery

Dubai Airports

## Stand Development Programme – 127 Stands Total

### – North (25 Stands)

Echo & Quebec Aprons - Complete

### – East (37 Stands)

Sierra / Golf Aprons - Complete

### – South (41 Stands)

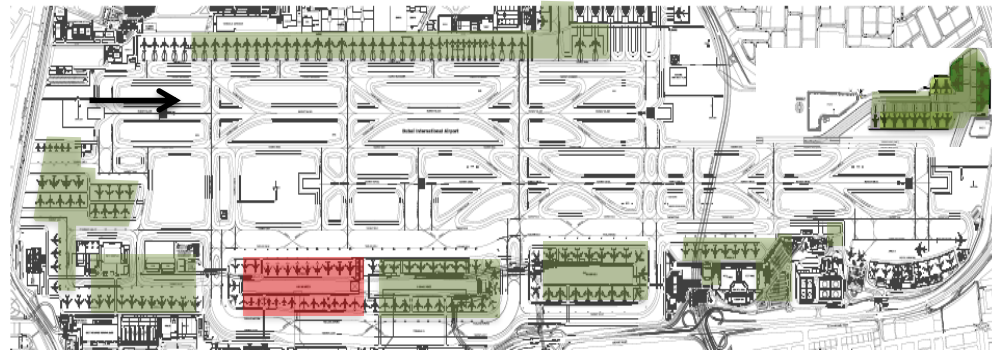
Concourse A, B & C - 31 No. Complete (Concourse A & B)

- 5 No. in Construction / Handover (Concourse C)

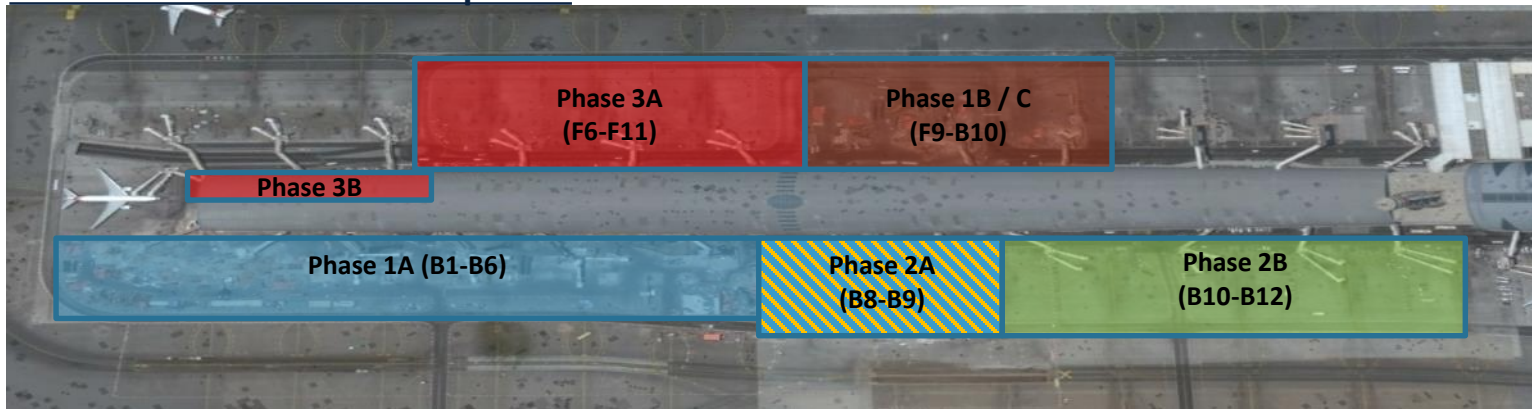
- 3 No. to commence (Concourse C)

### – West (24 Stands)

Charlie Apron / Concourse D - Complete



## Concourse C - Stand Development



	Project	Details	Construction Schedule
Phase 1A	Stands Bravo 1-6	6 x Code E Stands	In Service – December 2017
Phase 1B	Stand Foxtrot 9 & 10	2 x Code F Stands (No Fuel)	In Service – March 2018
Phase 1C	Stand Foxtrot 9 & 10	2 x Code F Stands (Fuel)	Planned Completion – August 2018
Phase 2A	Stands Bravo 8 & 9	2 x Code F Stands	Planned Completion – May 2018
Phase 2B	Stands Bravo 10-12	3 x Code F Stands	Planned Completion – August 2018
Phase 3A	Stands Foxtrot 6-8	3 Code F Stands	Planned Completion – February 2019
Phase 3B	Stands Foxtrot 3-5	Gate Room works only	Planned Completion – April 2019

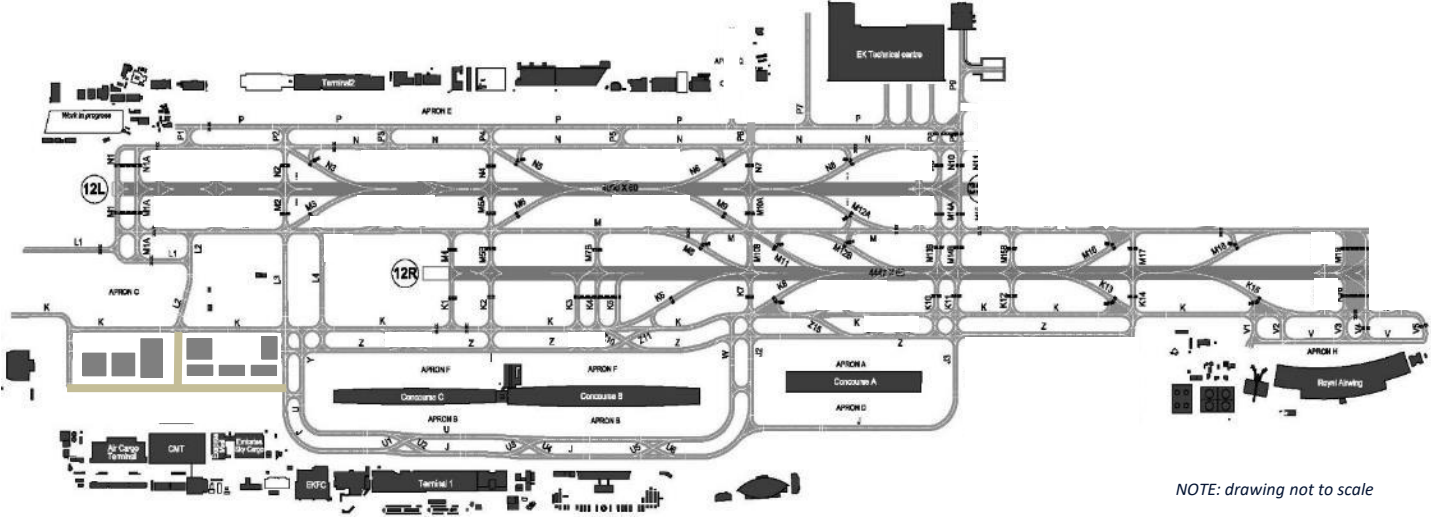
# Runway and Taxiway Development

## Two Programmes:

1. SP2020 Airfield Works
2. DXB+ Airfield Works

# SP2020 DXB – Airfield Development Programme

## Airfield Layout – Pre SP2020

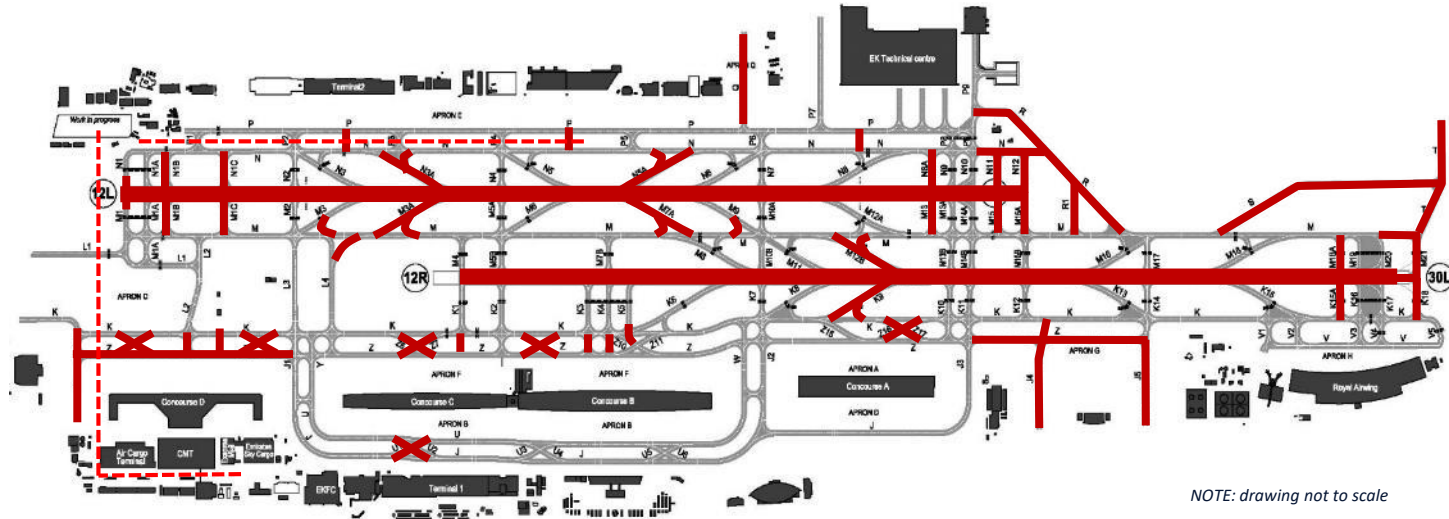


NOTE: drawing not to scale

# SP2020 DXB – Airfield Development Programme

## SP2020 – Proposed Development Programme

- Runway Upgrades
- Additional Taxiways
- Additional Taxiway Crossovers
- Additional Stop bars
- Airfield Lighting Upgrades



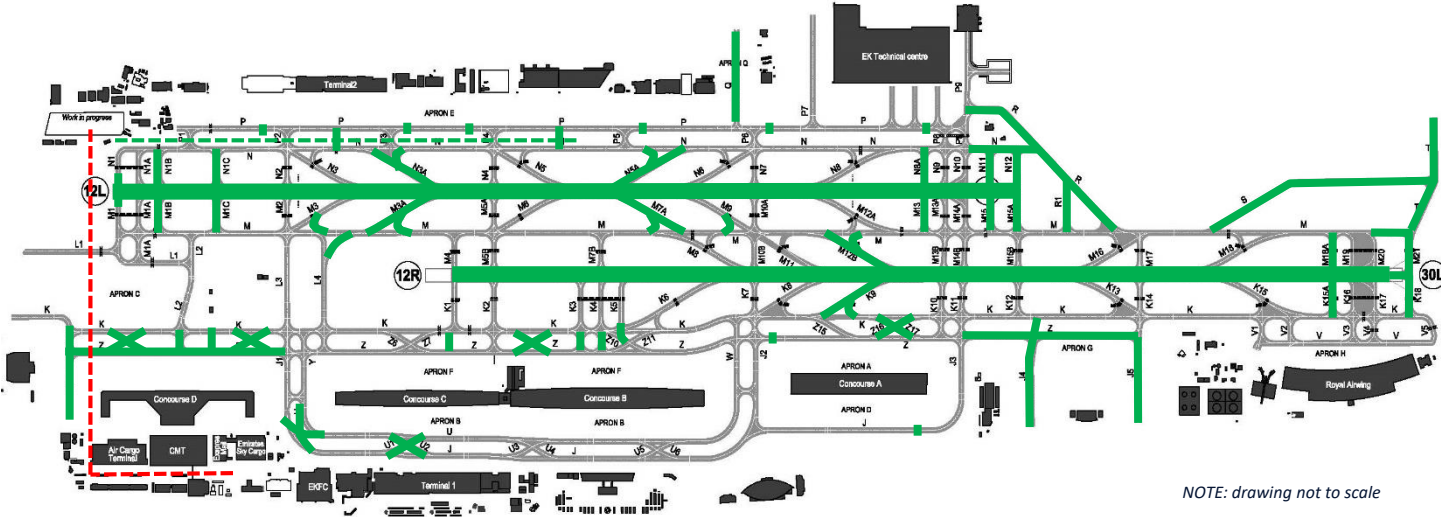
NOTE: drawing not to scale



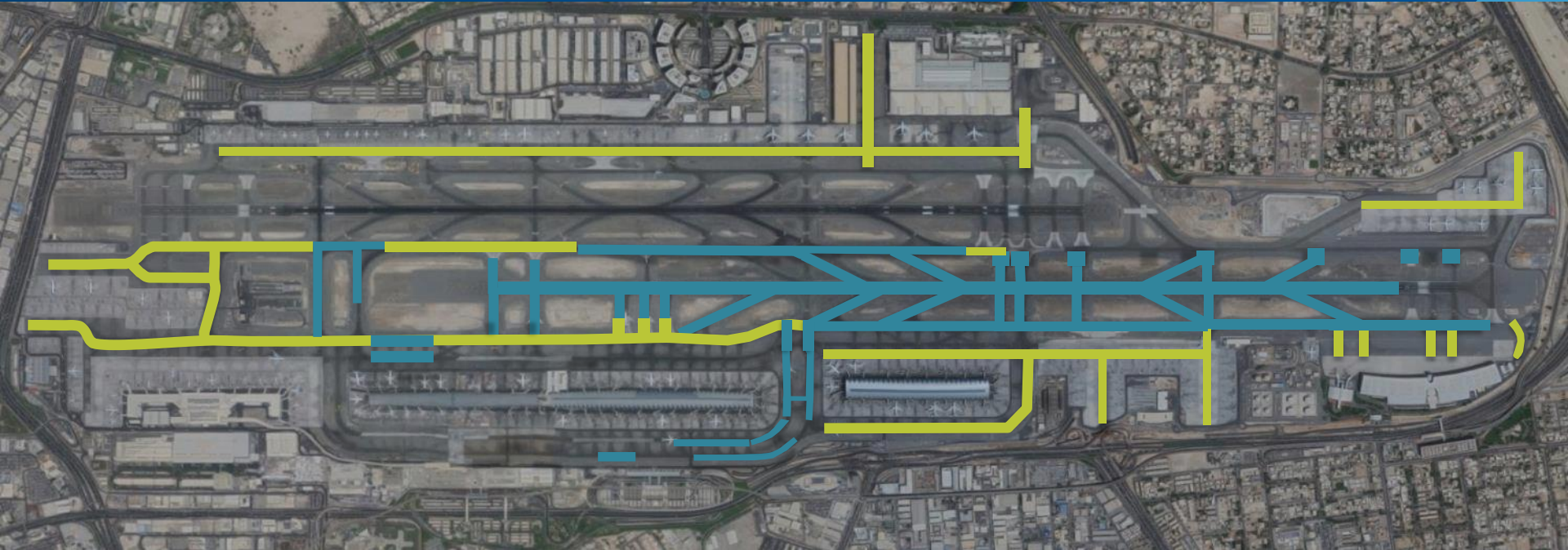
# SP2020 DXB – Airfield Development Programme

## Planned Completion Status – End Summer 18

- Norther Runway Rehabilitation
- Additional RET's
- Runway Debris Monitoring System
- Additional Stop bars (133 / 142 Complete)
- AGL Upgrades - Ongoing
- Golf Apron - Taxiways
- Sierra Apron - Taxiways
- Concourse D – Taxiways
- Taxiway Zulu / Kilo Crossovers & Links – Ongoing



# DXB+ Airfield Improvements (Incl. Southern Runway Works)



SRR - DAEP Proposed Works

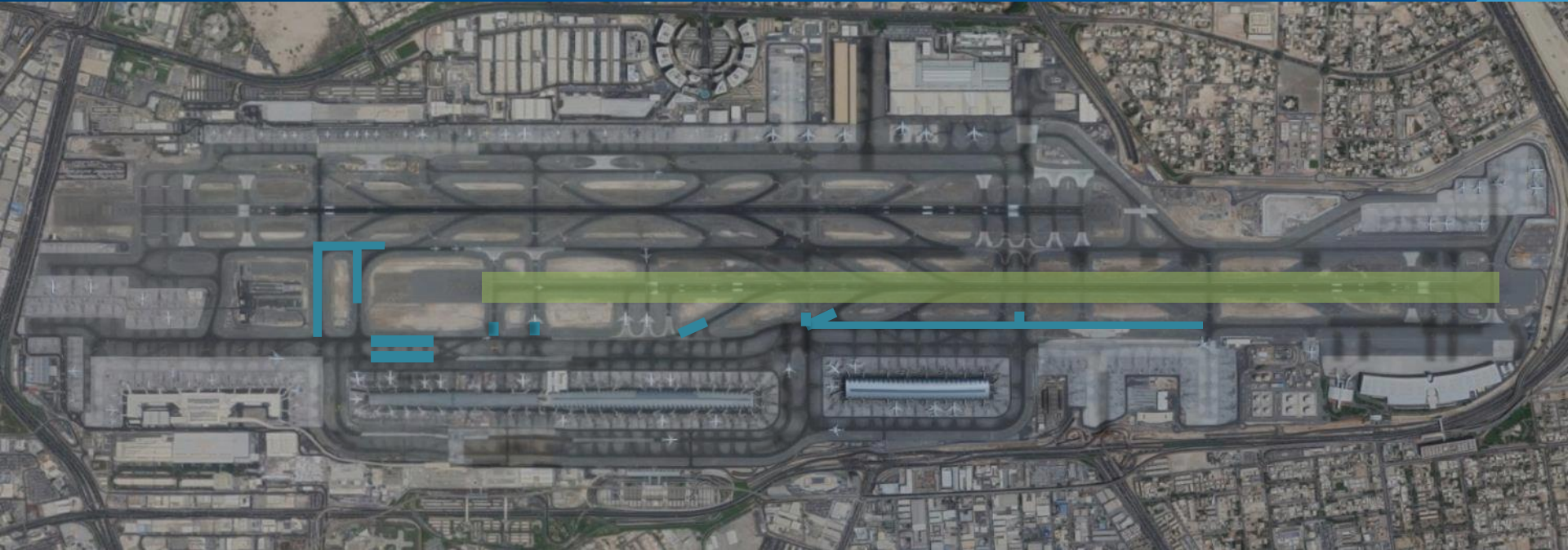
## **3 Phase Programme**

- Pre-Runway Closure (Winter 18)
- 45 Day Runway Closure
- Post Runway Closure Works

## **KEY**

- Airfield Lighting Replacement
- Pavement Rehabilitation Works




# DXB+ Airfield Improvements - Winter 18 Works



## Planned Works Winter 18

- Advance Cabling Works
- Pavement Rehabilitation Works
  - Taxiway Kilo
  - Taxiway Zulu
  - Taxiway Lima 3 & 4

## KEY

-  Advance Cabling Works
-  Runway Maintenance Closures: Tues-Sunday
-  Pavement Rehabilitation Works

SRR - DAEP Proposed Works

# Runway and Stand Capacity Declaration

Rob Whitehouse, Vice President – Research

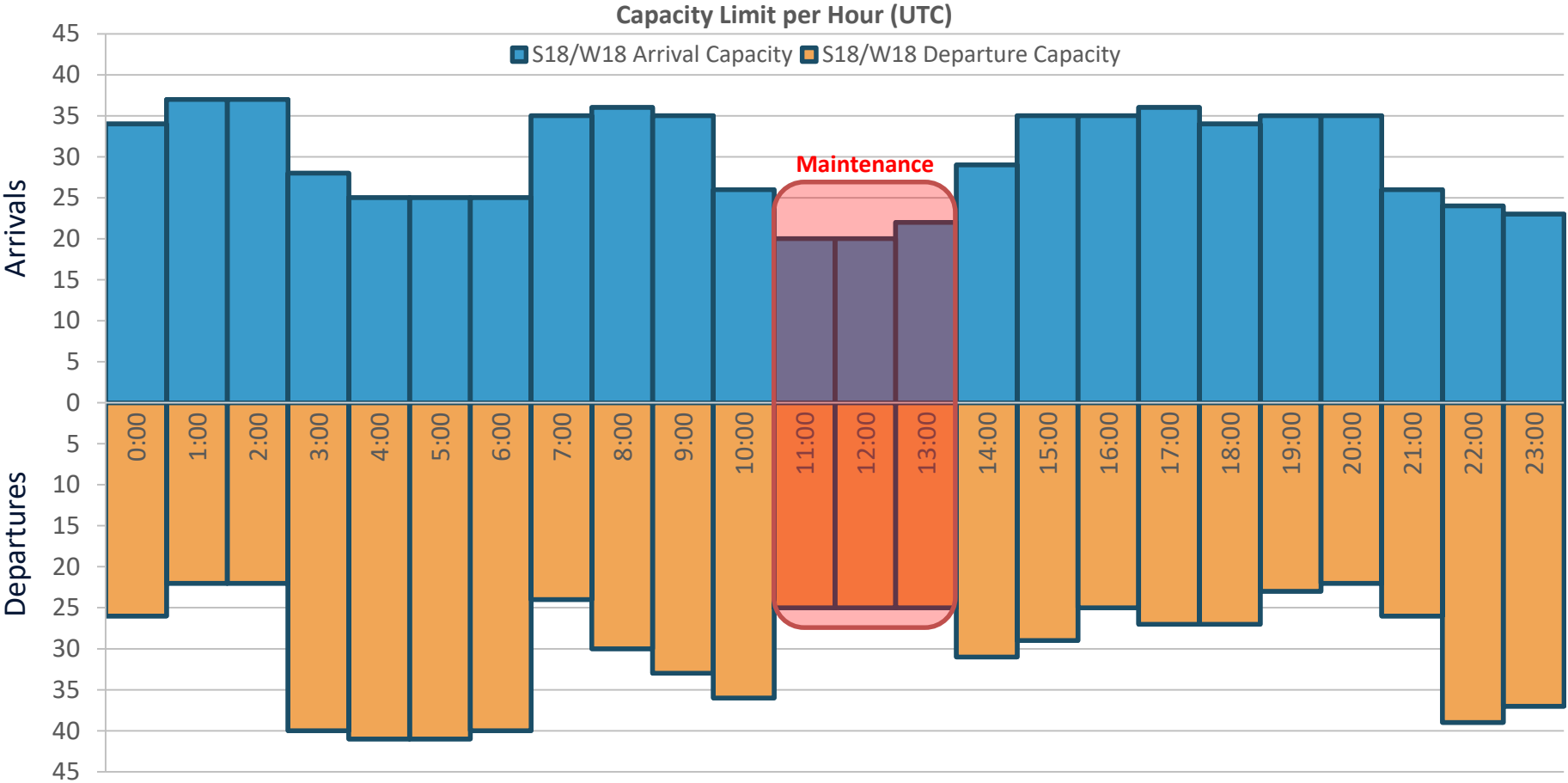
Dubai Airports

# S'18/W'18 DXB Declared Runway Capacity – R60 Table

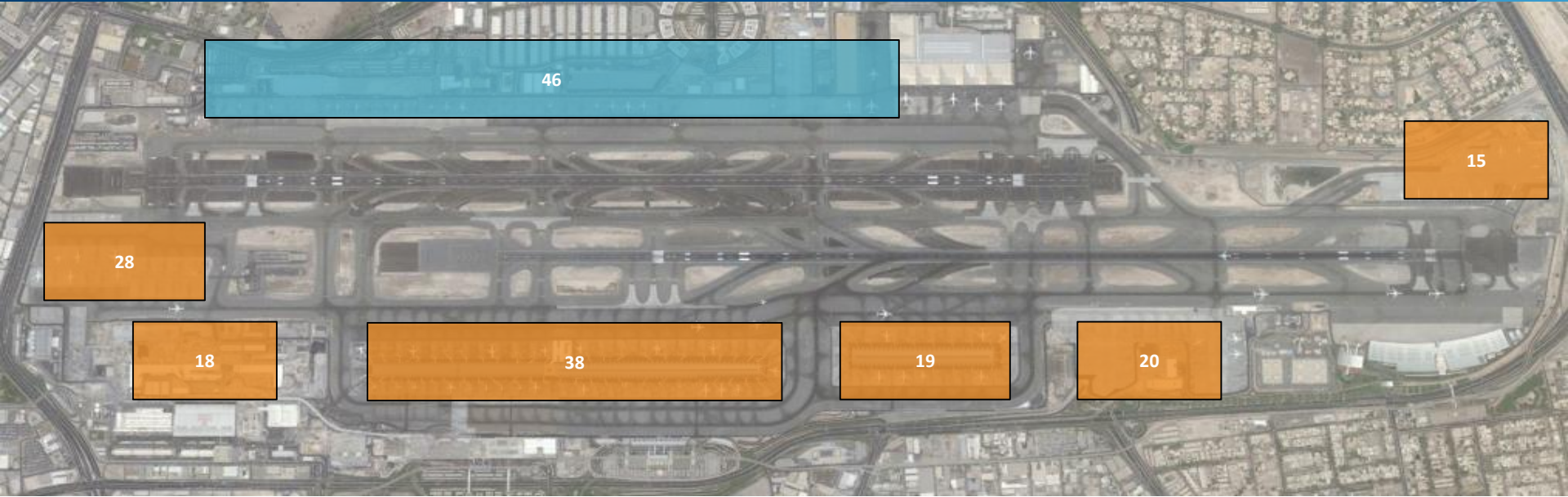
R60 <sup>±</sup> Slot Capacity Limit		Arrival			Departure			Total			
Hour (UTC)	Hour (L)	S18	W18	W18-S18	S18	W18	W18-S18	S18	W18	W18-S18	Notes
0	4	34	34	-	26	26	-	60	60	-	
1	5	37	37	-	22	22	-	59	59	-	
2	6	37	37	-	22	22	-	59	59	-	
3	7	28	28	-	40	40	-	65	65	-	Total Cap Limited (65)
4	8	25	25	-	41	41	-	66	66	-	Total Cap Limited (66)
5	9	25	25	-	41	41	-	66	66	-	Total Cap Limited (66)
6	10	25	25	-	40	40	-	65	65	-	Total Cap Limited (65)
7	11	35	35	-	24	24	-	59	59	-	
8	12	36	36	-	30	30	-	66	66	-	Total Cap Limited (66)
9	13	35	35	-	33	33	-	66	66	-	Total Cap Limited (66)
10	14	26	26	-	36	36	-	57	57	-	Total Cap Limited (57)
11	15	20	20	-	25	25	-	40	40	-	Runw ay Maintenance (40)
12	16	20	20	-	25	25	-	40	40	-	Runw ay Maintenance (40)
13	17	22	22	-	25	25	-	40	40	-	Runw ay Maintenance (40)
14	18	29	29	-	31	31	-	55	55	-	Total Cap Limited (55)
15	19	35	35	-	29	29	-	64	64	-	
16	20	35	35	-	25	25	-	60	60	-	
17	21	36	36	-	27	27	-	63	63	-	
18	22	34	34	-	27	27	-	61	61	-	
19	23	35	35	-	23	23	-	58	58	-	
20	0	35	35	-	22	22	-	57	57	-	
21	1	26	26	-	26	26	-	47	47	-	Runw ay Maintenance (47)
22	2	24	24	-	39	39	-	63	63	-	
23	3	23	23	-	37	37	-	60	60	-	
<b>Grand Total</b>		717	717	-	716	716	-	1396	1396	-	
<b>Max</b>		37	37	-	41	41	-	66	66	-	



# S'18/W'18 DXB Declared Runway Capacity – R60 Profile



# W'18 DXB Declared Stand Capacity



Season	South Side	North Side	Total
<b>W'18</b>	<b>138</b>	<b>46</b>	<b>184</b>
S'18	139	46	185
W'17	135	43	178
S'17	136	44	180
W'16	132	43	175

# W'18 DWC Stand Capacity Declaration



Season	Total Stands	PAX	23
W'18	53	EK SkyCargo	10
S'18	53	OAL Cargo	10
W'17	53	PAX / Cargo	6
S'17	34	EK SkyCargo / OAL Cargo	4
W'16	57		



# Southern Runway Rehabilitation

Rob Whitehouse, Vice President – Research

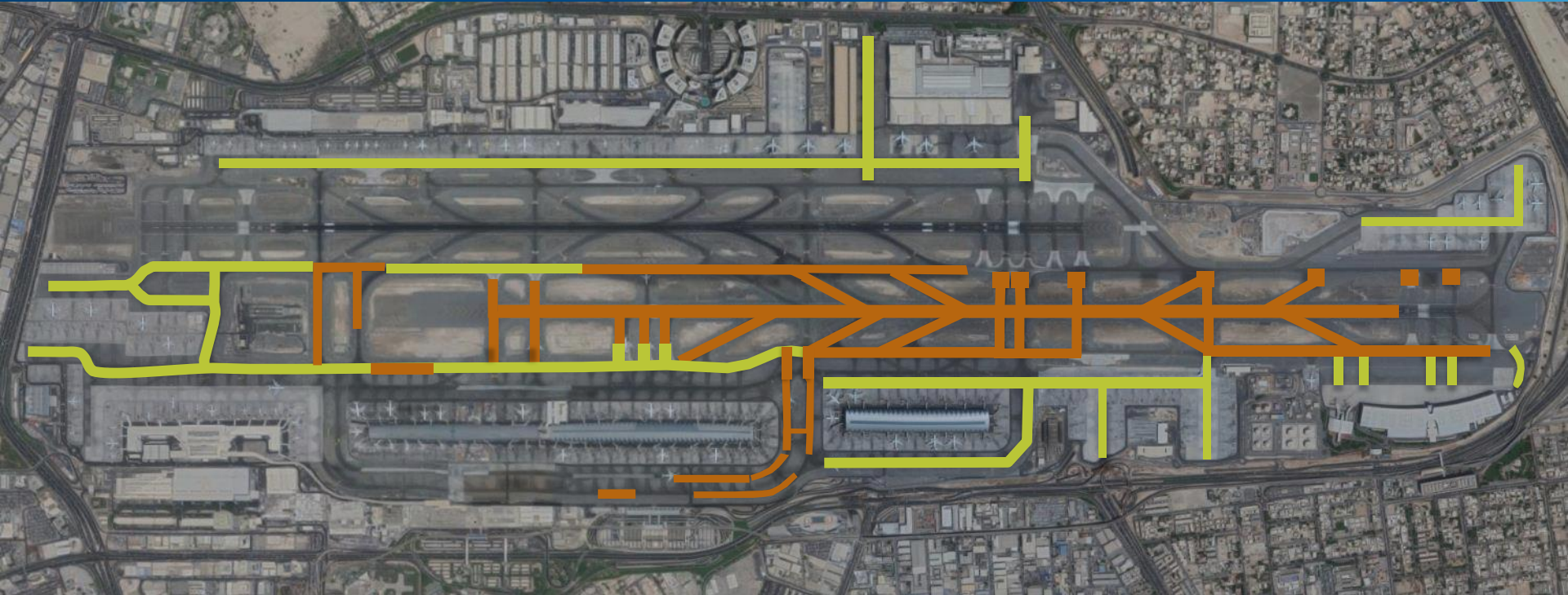
Dubai Airports

# Scope of Works

- The planned works for the southern runway, will require a full closure for a duration of **45 days**
- Preparatory works will be undertaken in the current 3 hour maintenance window, the maintenance window is available 6 days per week, up to 5 will be used for the SRR works, commencing Mar/Apr '18
- The work will include the southern runway (12R/30L), adjacent taxiway works, specifically taxiway Mike. Works include reinforcement, resurfacing and replacement of airfield lighting
- Estimated works will require approximately 56,000 tonnes of asphalt, 7,800m<sup>3</sup> of concrete, 5,000 airfield light fittings and 800 km of primary and secondary cabling.



# Scope of Works



SRR - DAEP Proposed Works

## KEY

-  AFL - Cable, Equipment & Fixture Replacement
-  Asphalt Milling & Overlay & AFL Works

# Scheduling Timeline and SRR Works

- Closure planned during quieter Ramadan period – 16<sup>th</sup> April to 30<sup>th</sup> May 2019
- Entry back into service planned prior to 31<sup>st</sup> May to avoid impact of Eid, Eid approx. 6<sup>th</sup> June
- Programme impacts Easter traffic, Easter weekend 19<sup>th</sup> to 22<sup>nd</sup> April.

	2018				2019			
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4
IATA Scheduling Season	W'17	S'18			W'18	S'19		W'19
IATA Slot Conference		SC W'18		SC S'19			SC W'19	SC S'20
Holiday Timing		Ramadan 18			11/04	Ramadan 19	03/06	
Coordination Milestones	Airline Briefing	W'18 CC Meet	Slot Conference W'18		27/04	31/05 Full Operations	08/06	
SRR Works						SRR	Maintenance – Sunday 2 hours 16-1800 hours Transition to Normal Operations – 30/05 15-1800 hours	
					16/04	30/05		

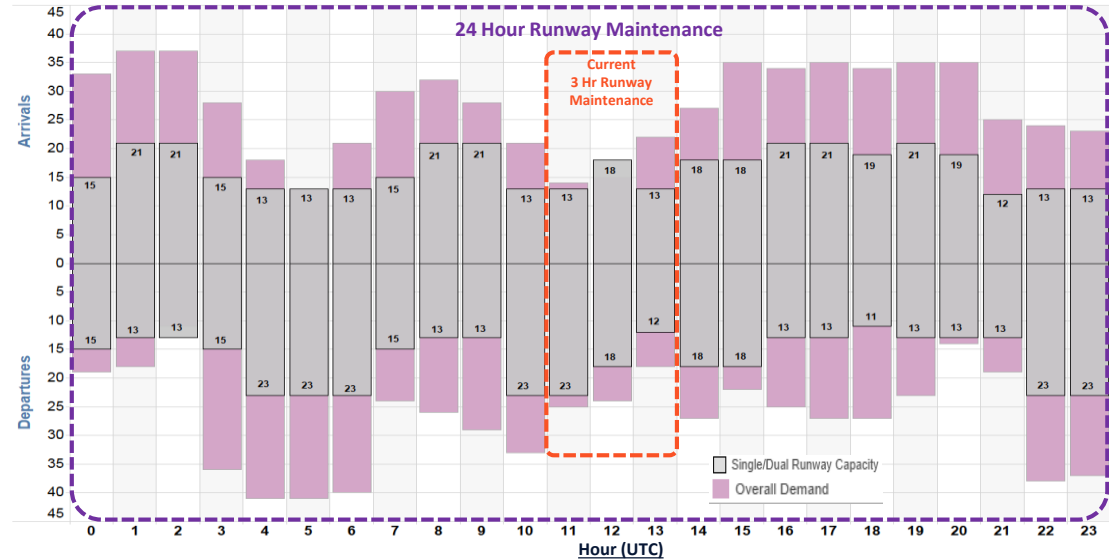
# Project Impact on Capacity

# Impact of Single Runway Operation on Capacity

- Single runway operation reduces the capacity by 800 slots over a 24 hour window

Dual Runway Capacity	24Hour Closure Single Runway Capacity	Capacity Loss
1,396	800	-596

- Slot reduction methodology following the principles established for NRR
- Envisaged that overall OAL will be a 46% reduction in slots and Base carriers combined reduction will be 54% reduction of all slots.



- The chart above shows the runway profile based on a 24 hour closure every day for SRR compared to S'18 Arrivals 38/hour and Departures 41/hour - Single Runway Ops A21/hour D23/hour.
- The loss of movements is simply based on the available capacity of a single runway against the capacity of a dual runway system, considering a 24 hour closure.
- Current runway maintenance window is 1100 to 1400 hours UTC (1500 to 1800 local), this will change to a single day a week (D7 Sun) protection for a window at 16:00 hours to 18:00 hours local (12:00 to 14:00 UTC), during this period no operations will be active on either runway.

# Southern Runway Resurfacing

Richard Cann, DXB/DWC Slot Coordinator

ACL





Dubai International Airport

SRR | S19

Coordination Process

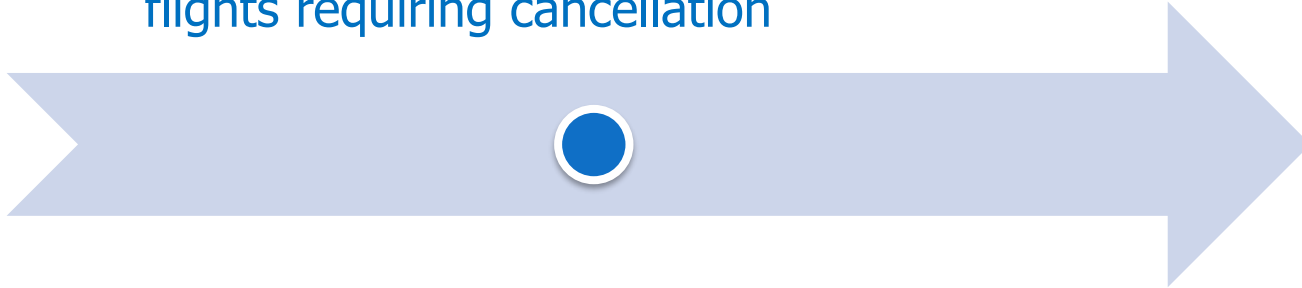




## SRR S19 Coordination Process

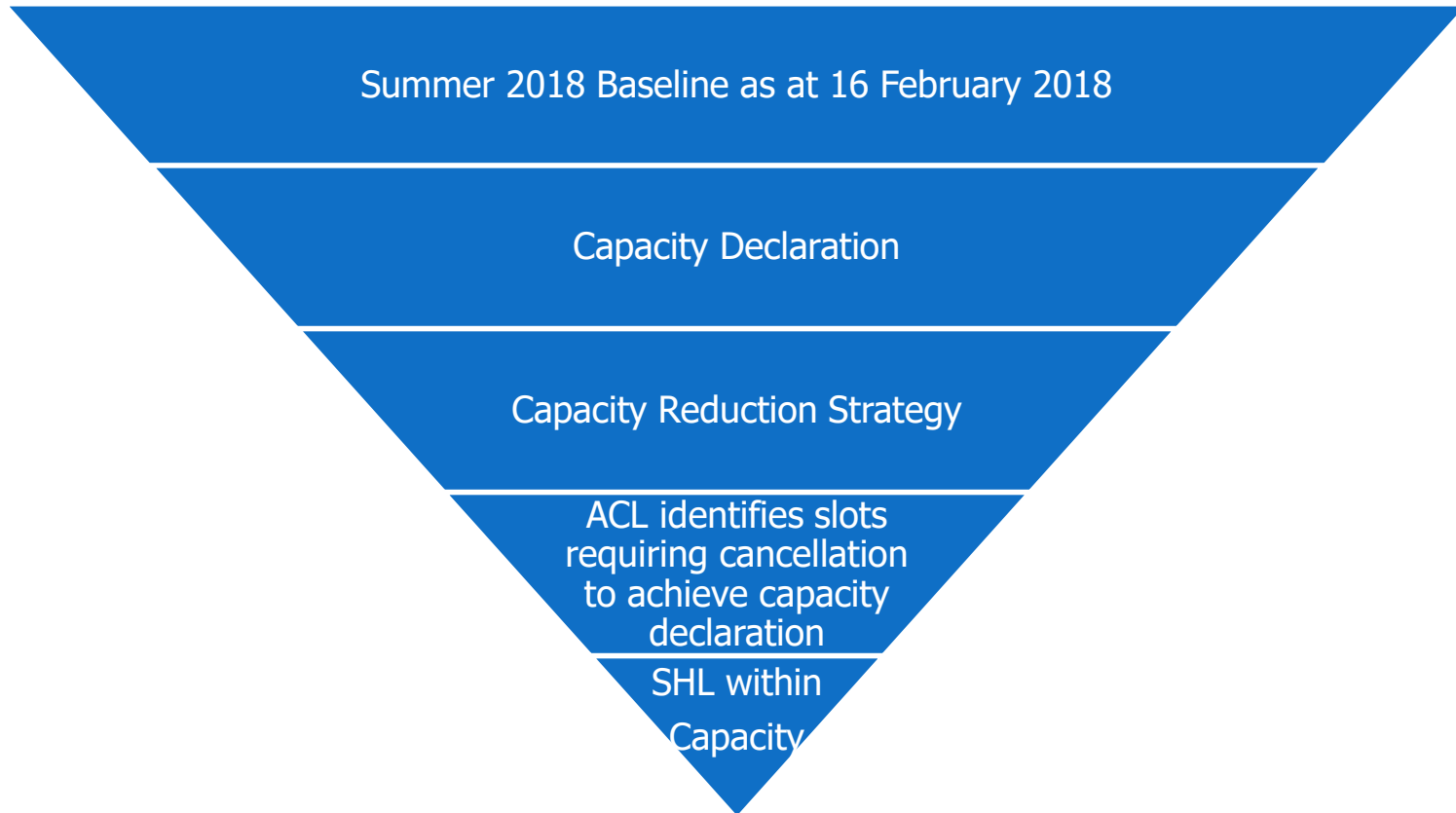
# 23 April 2018

- SHL Distribution including identification of flights requiring cancellation



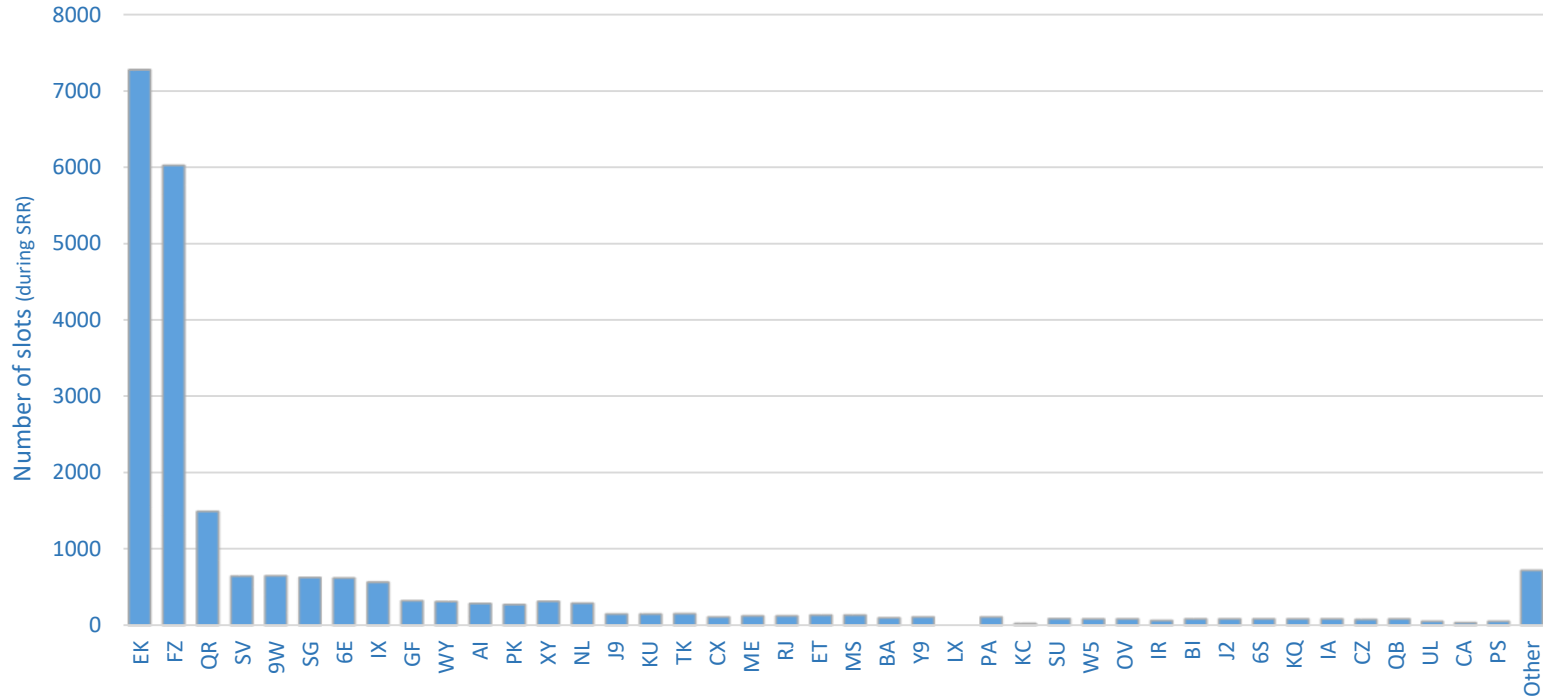


## SHL Process

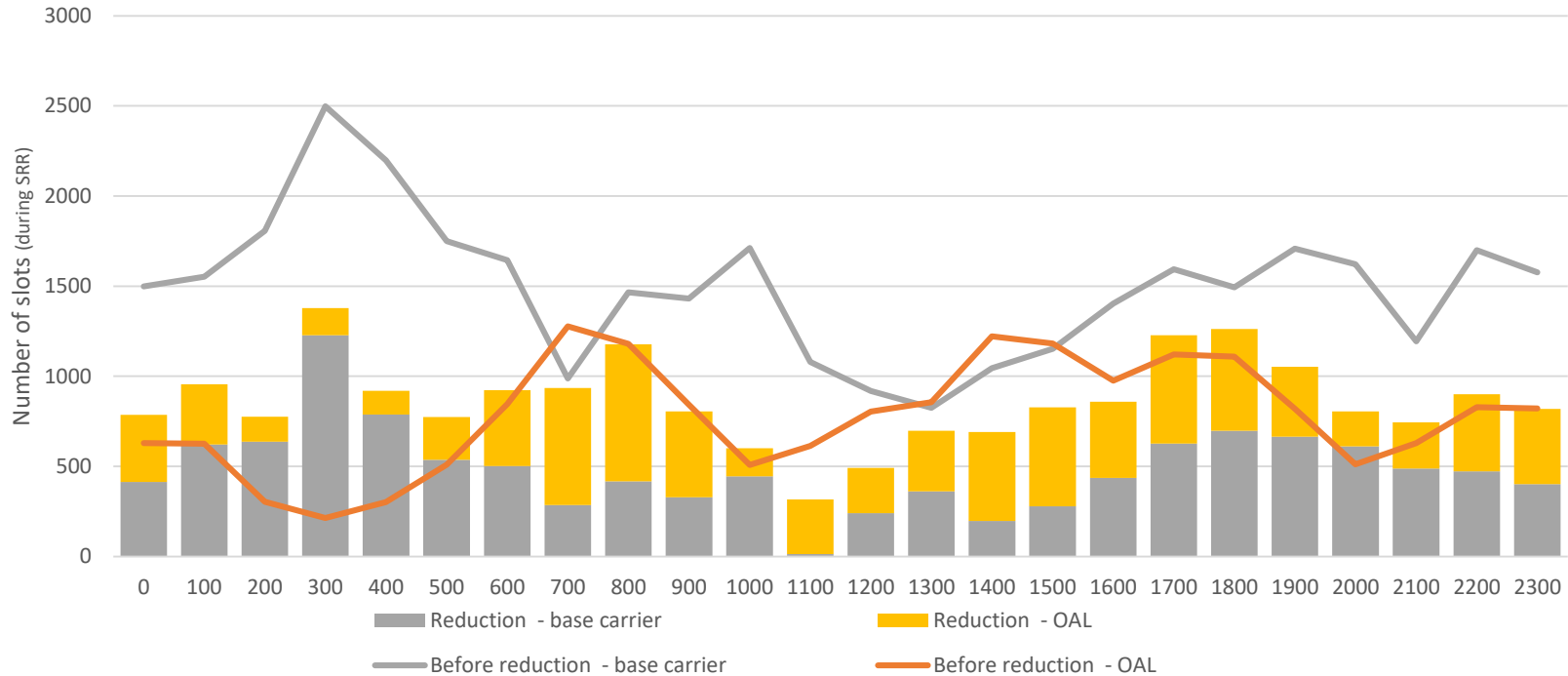




## Estimated Distribution of Flight Reductions by Carrier (SHL)



## Estimated Distribution of Flight Reductions by Hour – Total Movements (SHL)





## SRR S19 Coordination Process

Carriers	Slots identified for cancellation	Percentage
Base carriers	13,300	56.3%
OAL	10,342	43.7%
Total	23,642	100.0%

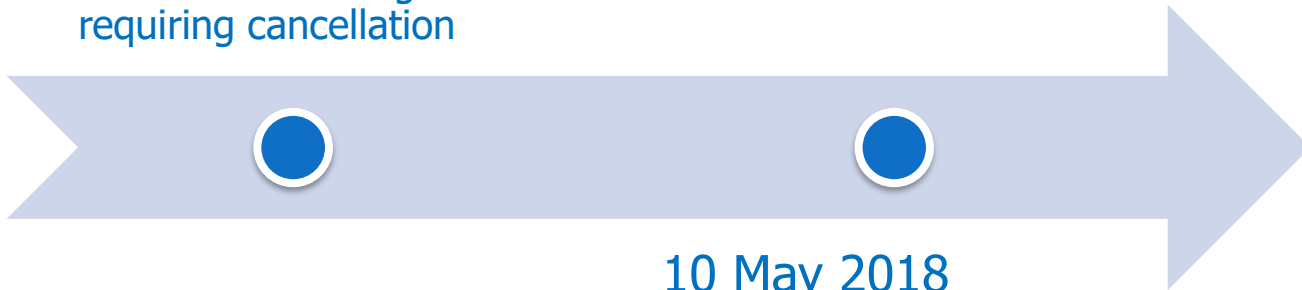
- The above has been undertaken and is a worse case scenario due to a high level of failed historic that ACL will be discussing with affected operators
- Once the N80s have been agreed – ACL will look at reinstatements of flights during initial coordination
- Greater number of carriers with a daily service or less compared to NRR
- Dominance of base carriers in peak hours meaning no alternative but to cancel to hit capacity declaration
- The above numbers do not include retimes and availability still exists that is yet to be utilised
- It is imperative that operators advise ACL of their flexibility window for flights they wish to be reinstated
- Any flight were you do not wish an offer on retimes please submit using C and L



## SRR S19 Coordination Process

23 April 2018

- SHL Distribution including identification of flights requiring cancellation



10 May 2018

- Deadline for agreeing historic flights detailed in SHL



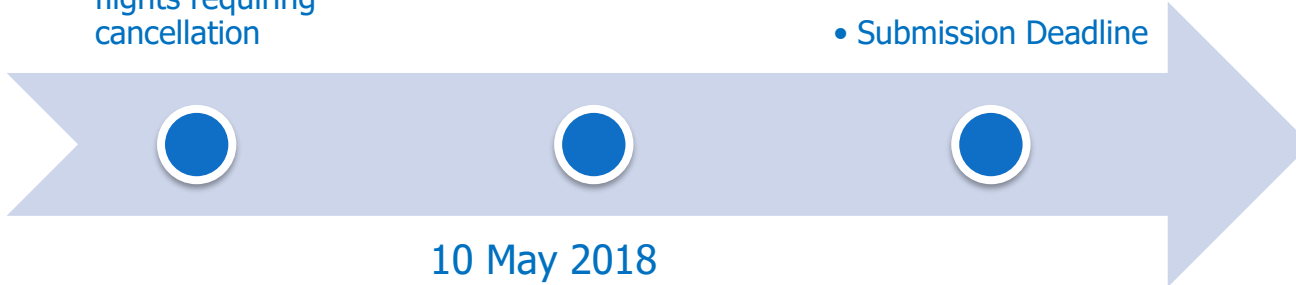
## SRR S19 Coordination Process

23 April 2018

- SHL Distribution including identification of flights requiring cancellation

17 May 2018

- Submission Deadline



10 May 2018

- Deadline for agreeing historic flights detailed in SHL



## Submission Guidance

**The Submission deadline for Summer 2019 is 17 May 2018.**

- To claim confirmed Historic slots unchanged please submit using F action code
- To request a historic retime or aircraft change please submit using C/R or C/L
- To request a change of day for a confirmed historic slot please submit using C/R or C/L
- Please do not submit new requests for Summer 2019 at this stage of the process. New slots can be requested at the normal IATA S19 Submission deadline of 04 October 2018
- **Additional Information in SI:**
  - Priority for reinstatement by day of week**
  - Flexibility to accept a retimes as an alternative to cancellation**
- DWC submissions accepted for displaced flights and those operating in S'18 by 17 May 2019





## S20 Historic Status Guidance

- Cancellations as a result of the Runway Closure will be classified as Force Majeure at Dubai International Airport and other ACL Coordinated airports.
- ACL will write to Coordinators worldwide seeking flexibility for flights affected by the closure and will raise it at the WWACG Plenary at the YVR slot conference.
- Historic slots for S20 will be based on slots held for the period between 31 May 2019 and 27 October 2019. Slots held and operated for 80% of the period will gain Historics at these times for the entire S20 season.
- Part season operations holding historics as per the DXB Local Rule that fall outside of this period and were marked for cancellation in the S19 SHL will also be allocated historic slots for the subsequent season.
- Carriers that believe they will be disadvantaged by the planned determination of historics should discuss these concerns with the coordinator as soon as possible.





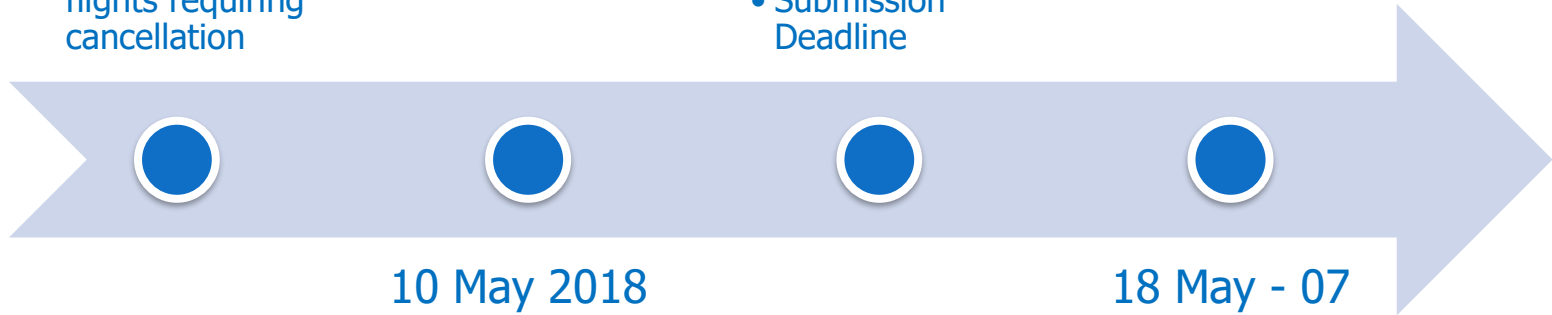
## SRR S19 Coordination Process

23 April 2018

- SHL Distribution including identification of flights requiring cancellation

17 May 2018

- Submission Deadline



10 May 2018

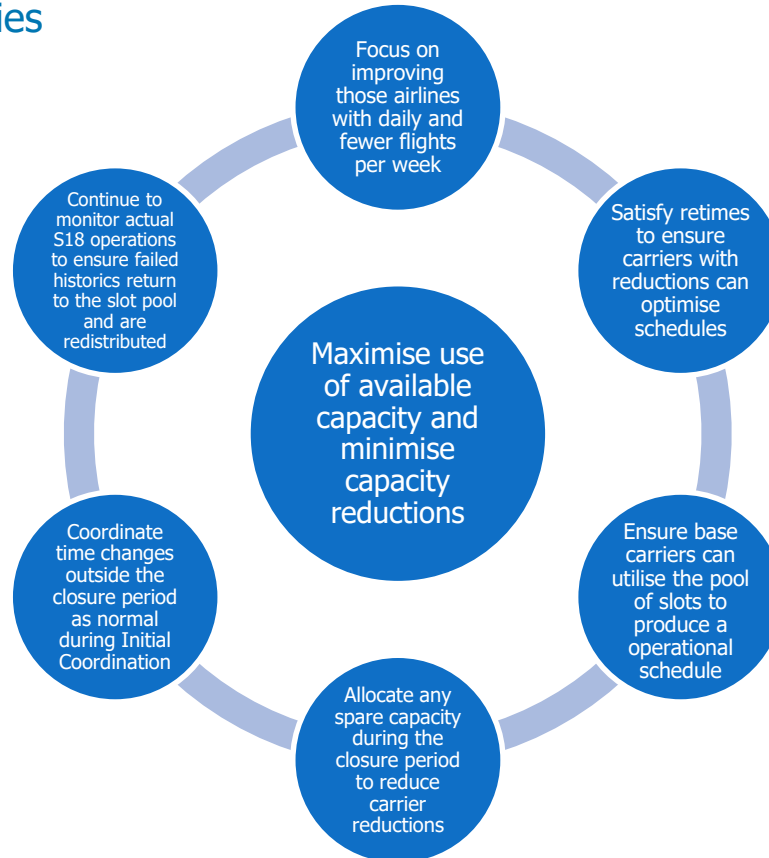
- Deadline for agreeing historic flights detailed in SHL

18 May - 07 June 2018

- Initial Coordination

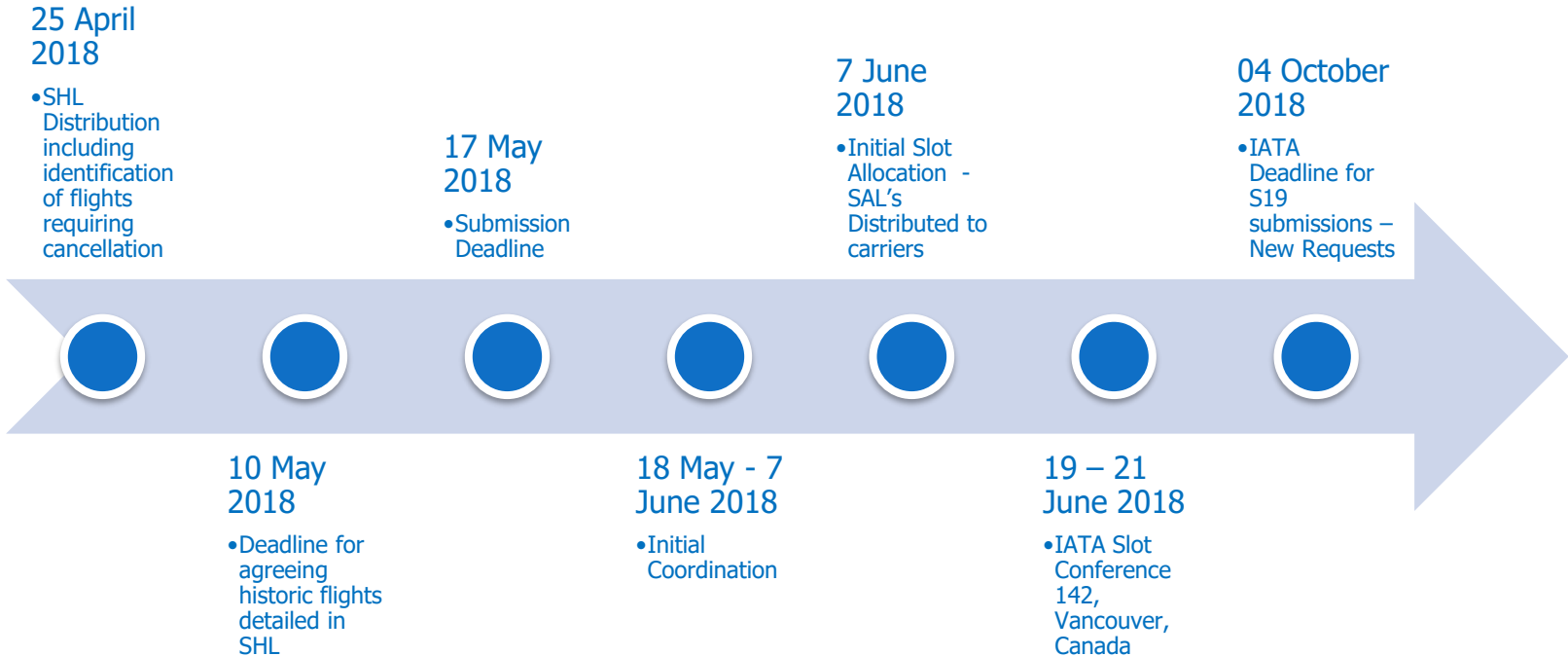


## Coordination Priorities Initial Coordination





## NRR S19 Coordination Process





## Contacts

### **ACL (Dubai)**

Terminal 1 Departures

Lower Level, 2525,

Dubai International Airport

Phone: +971 4 504 5824

Email: [dxbstaff@acl-international.com](mailto:dxbstaff@acl-international.com)

Sunday – Thursday 0730 – 1430 GST

### **ACL (UK)**

Viewpoint, 240 London Road,

Staines,

TW'18 4JT

Phone +44 208 564 0600

Email: [dxbstaff@acl-international.com](mailto:dxbstaff@acl-international.com)

Monday – Friday 1130 – 2000 GST

<https://www.acl-uk.org/airport-info-details/?aid=14>

### **Airport Operations Control Center**

Dubai International Airport

Tel: +971 4 504 5000

Email: [aocc@dubaiairports.ae](mailto:aocc@dubaiairports.ae)

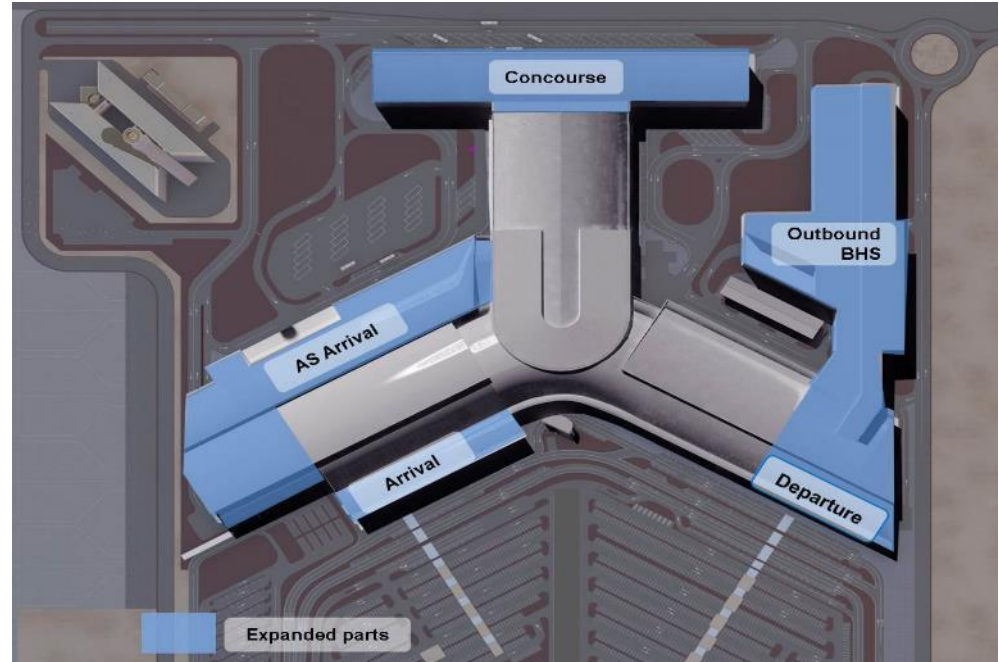
SITA: DXBADXH

Within 24 hours of operation 24 hours per day

# Capacity Alternative & Performance Requirement

# DWC – Available Capacity

- 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.

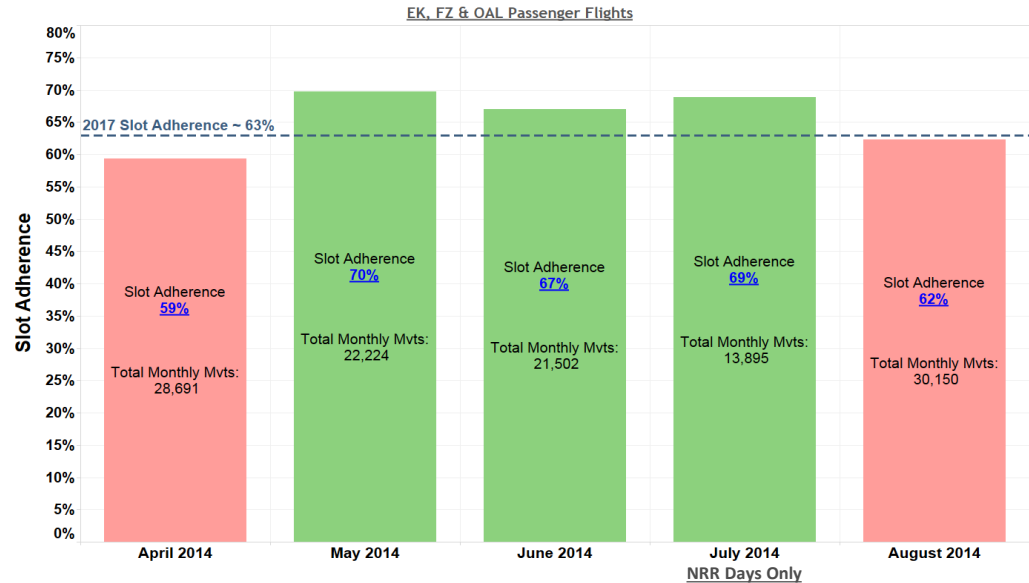


# Enabler: On Time Performance

On time performance and slot adherence will be key to the success of the project and must have a focus over the entire airport community, led from the top

Current slot adherence is **only 63%** and lower than it was during the NRR

- During NRR, the airline Slot Adherence was far better and helped in achieving desired throughput during peak hours
- However, the performance quickly deteriorated as we went back to normal dual runway operations post works
- It is key that airlines adhere to their slot timings in order to minimise impact on delay and increase throughput.





# Closing Remarks / Questions?

Rob Whitehouse, Vice President – Research

Dubai Airports

# Thank you

[dubaairports.ae](http://dubaairports.ae)

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