



Winter 2020 (W20)

Schedule Coordination Committee Pack

DXB & DWC

21 April 2020

مطارات دبي

DUBAIRPORTS

W20 Schedule Coordination Committee Pack

The W20 Schedule Coordination Committee Meeting (initially set to take place on 19-Mar-20) was cancelled in light of COVID-19 measures and associated travel restrictions. The full Schedule Coordination Committee pack summarising the W20 DXB and DWC capacity declaration decision is outlined as follows:

| <u>Contents</u> | <u>Contributor</u> |
|---|--------------------|
| • Introduction – Purpose of the Schedule Coordination Committee | DA |
| • Coordinator's S20 Seasonal Report | ACL |
| - DXB S20 | |
| - DWC S20 | |
| - IATA Scheduling Calendar (S20/W20) | |
| • Airfield Development - Planned Works | DA |
| • W19 Airfield Performance | dans |
| • Capacity Declaration Limits & Historical Performance | DA |
| - Runway | |
| - Stands | |
| - Terminal | |

Purpose of Schedule Coordination Committee Meeting

Dubai Airports holds two Schedule Coordination Committee meetings per annum for summer and winter seasons, respectively. The purpose of the meetings is to provide the airport community with a view on matters relating to airport capacity and the declaration.

Key Objectives:

- **Discuss the Start of Season Report for DXB and DWC;**
- **Provide visibility on the proposed capacity declaration for runways, terminals and stands;**
- **Provide visibility of the upcoming season's report;**
- **Update on coordination-related challenges, for example, major works impacting capacity for future seasons;**
- **Provide an update on proposed airfield and airport development to increase future capacity;**
- **Inform the airline community of any proposed policy changes, such as adjustments to the Conditions of Use;**
- **Invite stakeholders to engage in discussions related to all of the above.**

S20 Seasonal Report

Airport Coordination Limited (ACL)
DXB/DWC Coordinator

مطارات دبي

DUBAIRPORTS



DXB DWC Summer 2020

(29th March – 24th October 2020)

Integrity | Together | Own it | Professional | Constantly striving for better

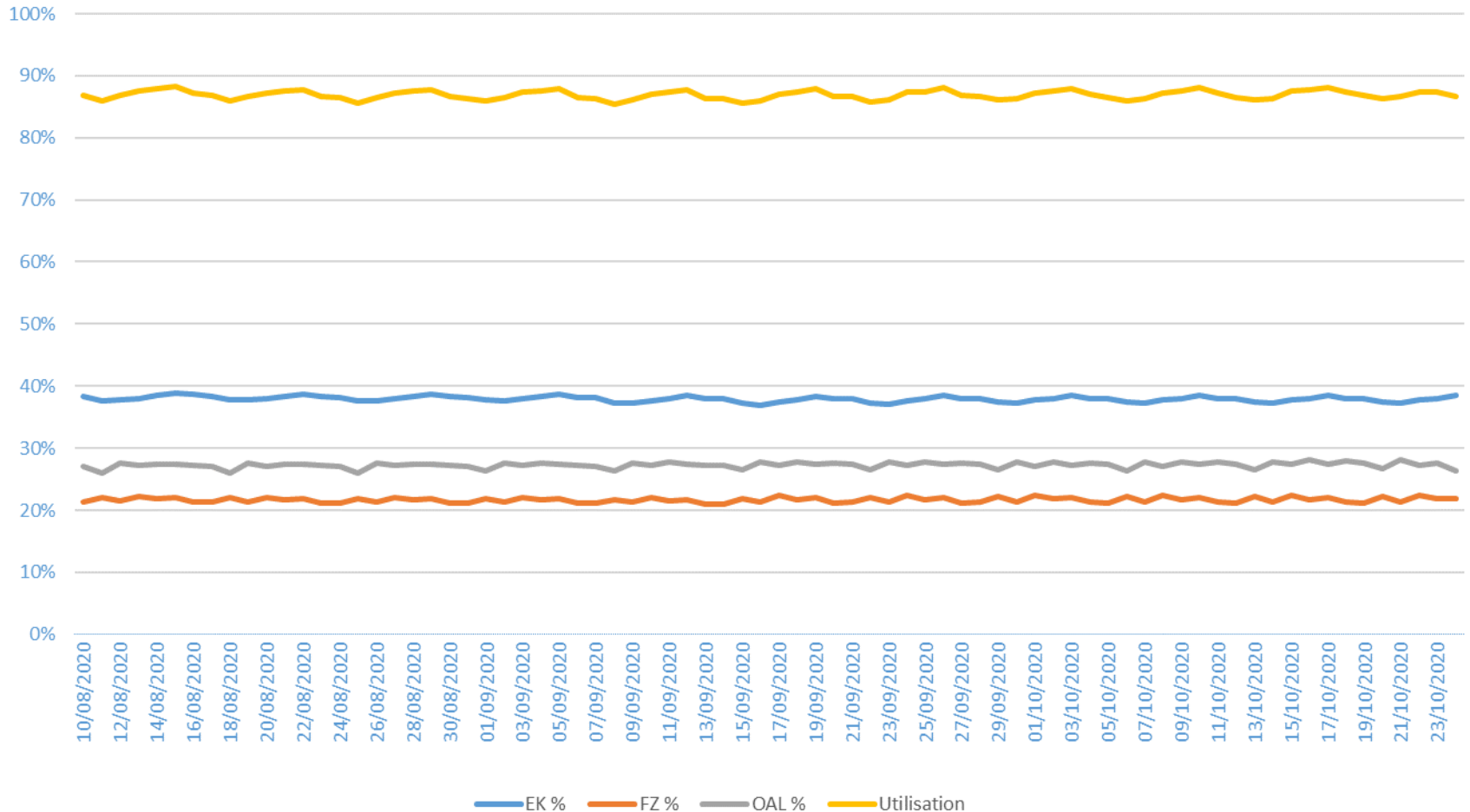


DXB Summer 2020

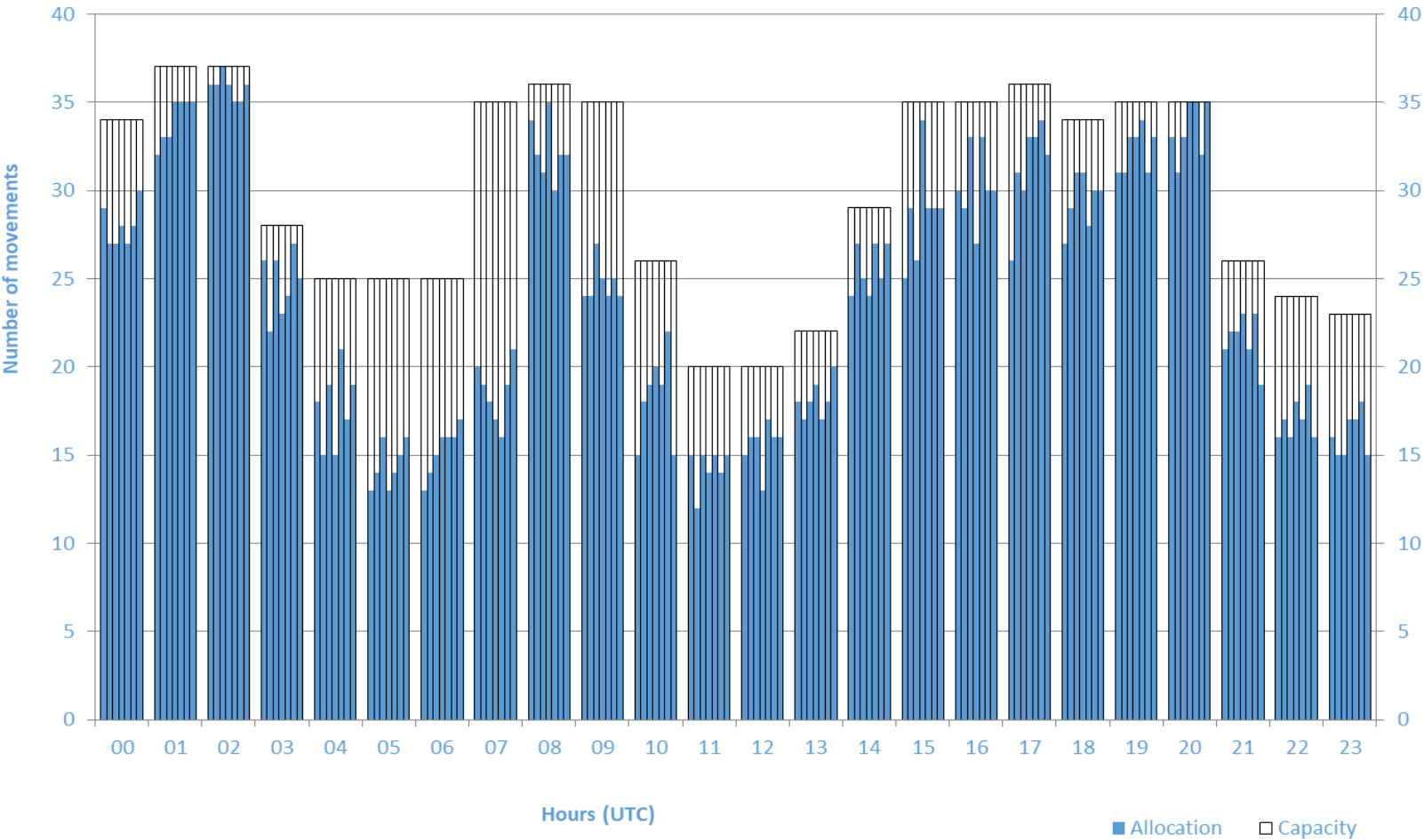
(29th March – 24th October 2020)

Integrity | Together | Own it | Professional | Constantly striving for better

S20 Allocated Runway Utilisation (R60 Totals)

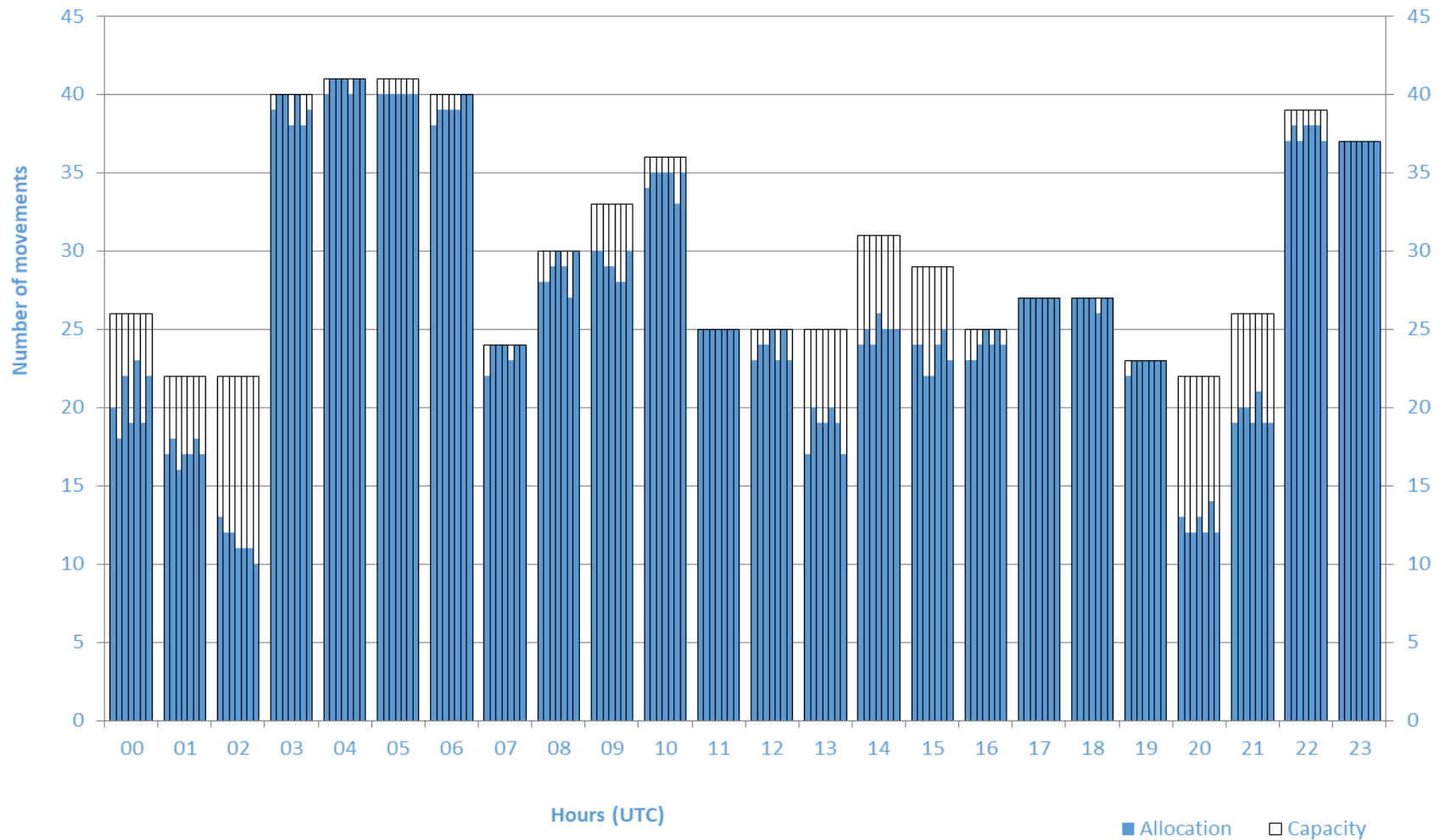


Peak Week Runway Movement Allocation Hourly (R60) Arrivals - UTC



Peak Week Runway Movement Allocation Hourly (R60)

Departures - UTC



DXB Summary

Air Transport Movements



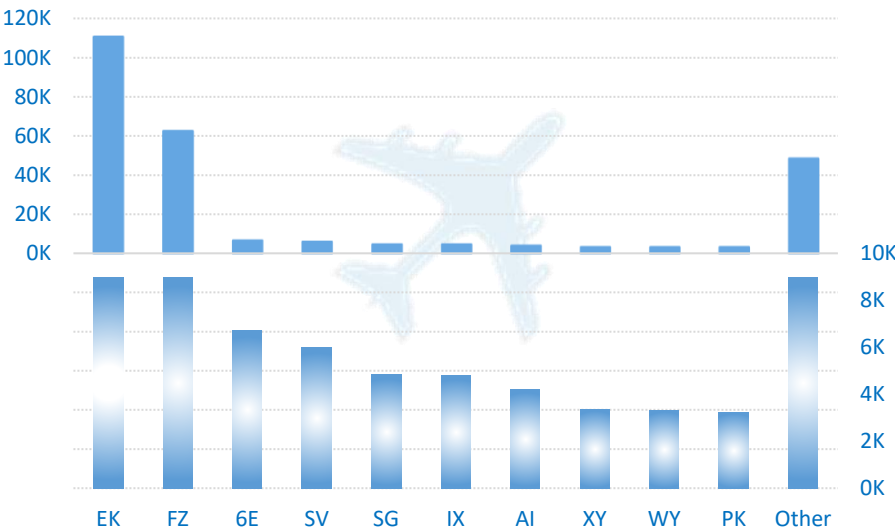
| Operator | EK | FZ | 6E | SV | SG | IX | AI | XY | WY | PK | Other | Total |
|------------|---------|--------|-------|-------|-------|-------|-------|-------|-------|-------|--------|---------|
| Slot Count | 110,758 | 62,583 | 6,716 | 5,998 | 4,824 | 4,796 | 4,198 | 3,356 | 3,310 | 3,232 | 48,611 | 258,382 |
| Proportion | 42.9% | 24.2% | 2.6% | 2.3% | 1.9% | 1.9% | 1.6% | 1.3% | 1.3% | 1.3% | 18.8% | 100.0% |

Seat Utilisation

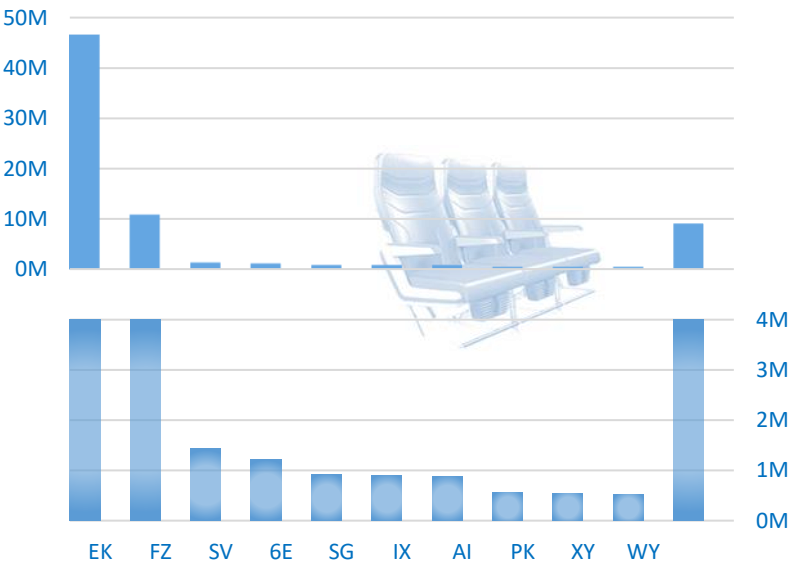


| Operator | EK | FZ | SV | 6E | SG | IX | AI | PK | XY | WY | Other | Total |
|------------|------------|------------|-----------|-----------|---------|---------|---------|---------|---------|---------|-----------|------------|
| Slot Count | 46,558,105 | 10,895,172 | 1,426,756 | 1,208,880 | 911,736 | 906,444 | 888,328 | 558,528 | 550,384 | 515,300 | 9,151,345 | 73,570,978 |
| Proportion | 63.3% | 14.8% | 1.9% | 1.6% | 1.2% | 1.2% | 1.2% | 0.8% | 0.7% | 0.7% | 12.4% | 100.0% |

ATMs



Seats



DXB Summary

Routes by ATM



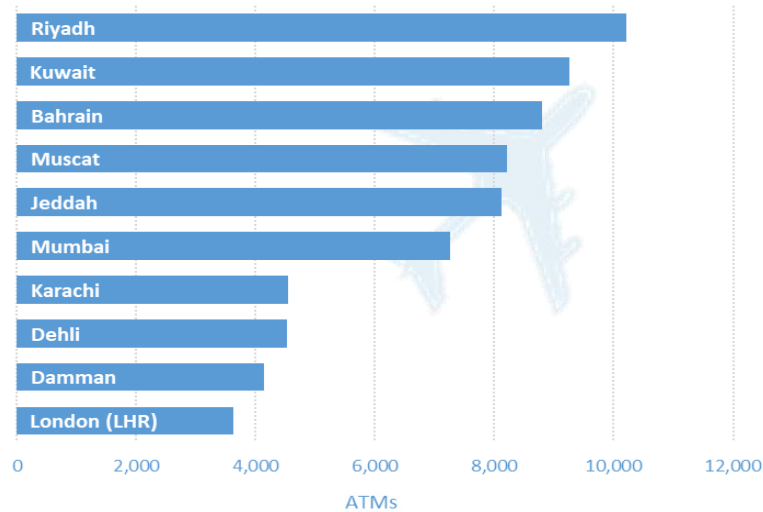
| Route | Riyadh | Kuwait | Bahrain | Muscat | Jeddah | Mumbai | Karachi | Dehli | Damman | London (LHR) | Other | Total |
|------------|--------|--------|---------|--------|--------|--------|---------|-------|--------|--------------|---------|---------|
| Slot Count | 10,207 | 9,250 | 8,794 | 8,203 | 8,117 | 7,251 | 4,553 | 4,530 | 4,140 | 3,631 | 189,706 | 258,382 |
| Proportion | 4.0% | 3.6% | 3.4% | 3.2% | 3.1% | 2.8% | 1.8% | 1.8% | 1.6% | 1.4% | 73.4% | 100.0% |

Routes by Seat

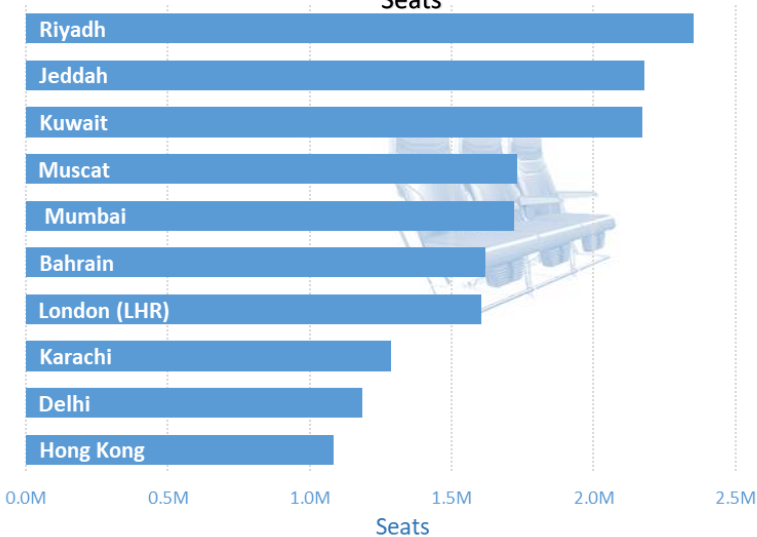


| Route | Riyadh | Jeddah | Kuwait | Muscat | Mumbai | Bahrain | London (LHR) | Karachi | Delhi | Hong Kong | Other | Total |
|------------|-----------|-----------|-----------|-----------|-----------|-----------|--------------|-----------|-----------|-----------|------------|------------|
| Seat Count | 2,353,076 | 2,180,264 | 2,170,466 | 1,731,672 | 1,719,874 | 1,620,090 | 1,605,470 | 1,285,258 | 1,183,890 | 1,084,020 | 56,636,898 | 73,570,978 |
| Proportion | 3.2% | 3.0% | 3.0% | 2.4% | 2.3% | 2.2% | 2.2% | 1.7% | 1.6% | 1.5% | 77.0% | 100% |

ATMs



Seats



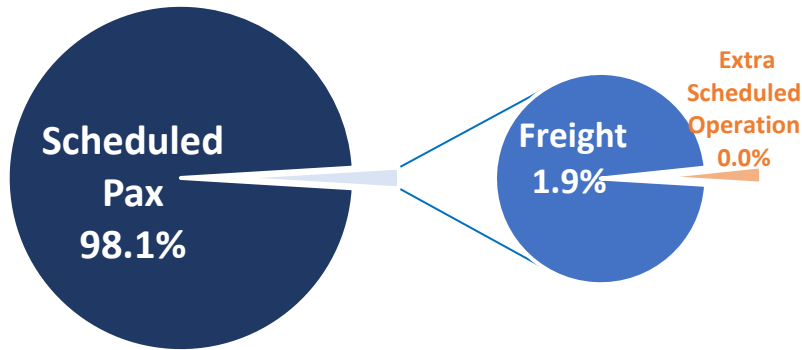
Integrity | Together | Own it | Professional | Constantly striving for better



DXB Summary

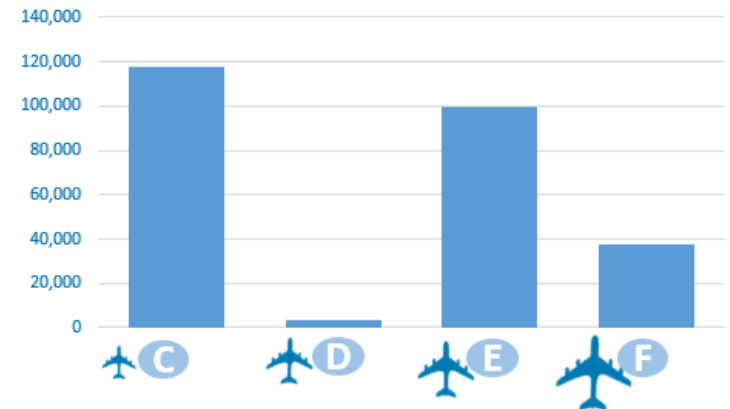
Type of Operation

| Service Type | Scheduled Pax | Freight | Extra Scheduled Operation | Total |
|--------------|---------------|---------|---------------------------|---------|
| Proportion | 98.1% | 1.6% | 0.0% | 100.0% |
| Slot Count | 253,459 | 4,794 | 129 | 258,382 |



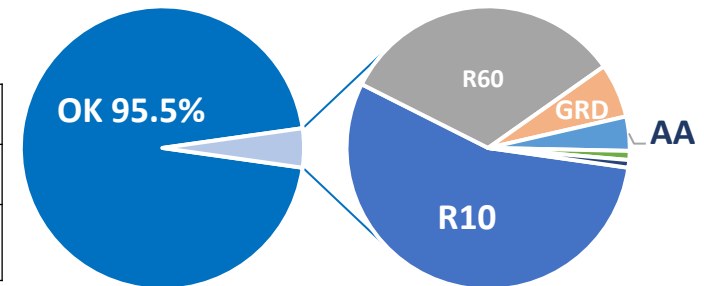
Aircraft Sizes

| ICAO Group | C | D | E | F | Total |
|----------------|---------|-------|--------|--------|---------|
| S20 Slot Count | 117,822 | 3,526 | 99,292 | 37,742 | 258,382 |
| Proportion | 45.6% | 1.4% | 38.4% | 14.6% | 100.0% |



Capacity Constraints

| Constraint | OK | R10 | R60 | GRD | AA | T180 | CHK | T60 | R30 | T120 | Total |
|------------|---------|-------|-------|------|------|------|------|------|------|------|---------|
| Slot Count | 246,698 | 6,363 | 3,781 | 714 | 451 | 119 | 100 | 95 | 60 | 1 | 258,382 |
| Proportion | 95.5% | 2.5% | 1.5% | 0.3% | 0.2% | 0.0% | 0.0% | 0.0% | 0.0% | 0.0% | 100.0% |

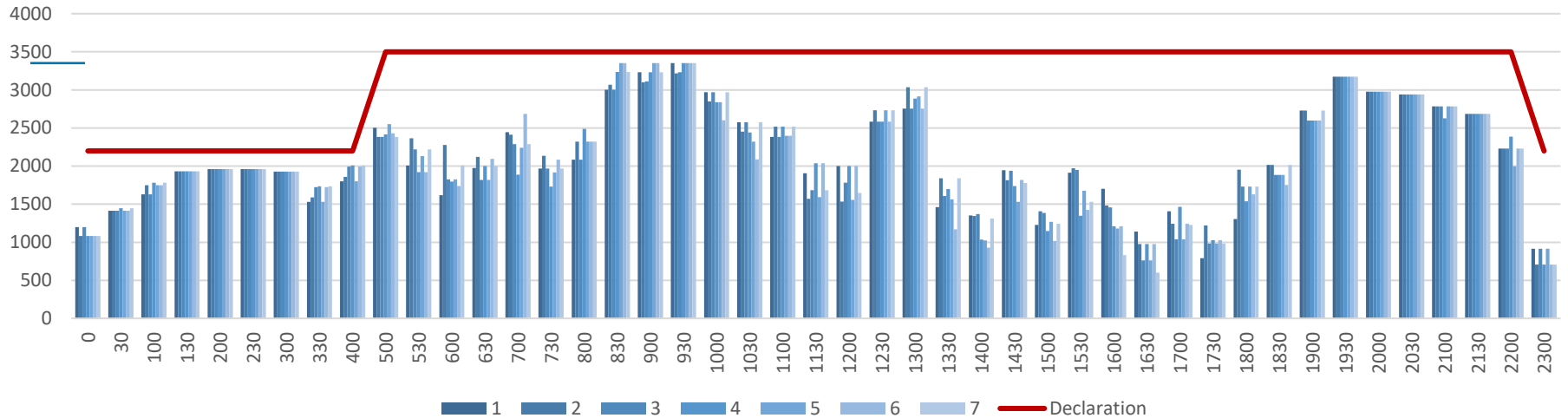


Combined Runway Constraints (R60/R10) Peak Week - UTC

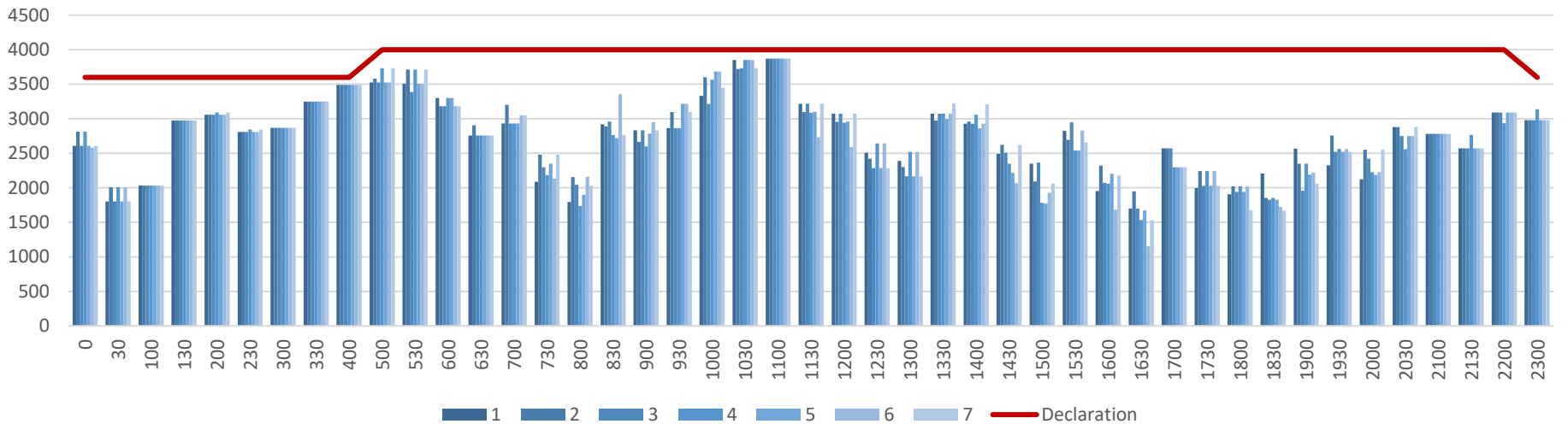
| ARRIVALS | | | | | | | | | | | | | | | | |
|----------|---|---|---|---|---|---|---|--|------|---|---|---|---|---|---|---|
| UTC | 1 | 2 | 3 | 4 | 5 | 6 | 7 | | UTC | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 0 | 3 | 1 | 3 | 2 | 3 | 2 | 1 | | 800 | 0 | 1 | 1 | 0 | 2 | 1 | 1 |
| 10 | 1 | 1 | 0 | 1 | 1 | 1 | 0 | | 810 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 20 | 0 | 2 | 1 | 1 | 1 | 0 | 0 | | 820 | 0 | 0 | 0 | 0 | 2 | 0 | 0 |
| 30 | 2 | 1 | 1 | 1 | 1 | 1 | 2 | | 830 | 1 | 2 | 1 | 0 | 1 | 0 | 1 |
| 40 | 1 | 1 | 2 | 1 | 2 | 1 | 1 | | 840 | 0 | 1 | 1 | 0 | 1 | 1 | 1 |
| 50 | 0 | 3 | 2 | 2 | 1 | 3 | 2 | | 850 | 1 | 0 | 2 | 1 | 0 | 1 | 1 |
| 100 | 2 | 1 | 1 | 0 | 0 | 0 | 1 | | 900 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 110 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 910 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 120 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | | 920 | 1 | 2 | 0 | 2 | 1 | 0 | 0 |
| 130 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | | 930 | 3 | 3 | 3 | 3 | 3 | 3 | 4 |
| 140 | 1 | 2 | 1 | 1 | 1 | 2 | 0 | | 940 | 5 | 3 | 3 | 3 | 3 | 4 | 4 |
| 150 | 1 | 1 | 1 | 0 | 1 | 0 | 1 | | 950 | 3 | 4 | 3 | 3 | 5 | 3 | 4 |
| 200 | 0 | 1 | 0 | 1 | 1 | 1 | 0 | | 1000 | 4 | 4 | 4 | 3 | 4 | 4 | 4 |
| 210 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 1010 | 6 | 5 | 5 | 5 | 5 | 4 | 4 |
| 220 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 1020 | 4 | 1 | 2 | 1 | 2 | 2 | 4 |
| 230 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | | 1030 | 3 | 2 | 3 | 2 | 3 | 3 | 3 |
| 240 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 1040 | 2 | 3 | 1 | 2 | 3 | 0 | 2 |
| 250 | 1 | 0 | 0 | 0 | 1 | 1 | 0 | | 1050 | 2 | 3 | 2 | 3 | 0 | 1 | 4 |
| 300 | 1 | 3 | 2 | 2 | 1 | 1 | 2 | | 1100 | 2 | 3 | 3 | 3 | 2 | 2 | 4 |
| 310 | 1 | 2 | 1 | 1 | 2 | 1 | 1 | | 1110 | 5 | 5 | 4 | 5 | 5 | 5 | 4 |
| 320 | 0 | 0 | 1 | 1 | 0 | 0 | 1 | | 1120 | 2 | 4 | 3 | 3 | 3 | 2 | 3 |
| 330 | 2 | 4 | 2 | 4 | 4 | 1 | 3 | | 1130 | 4 | 4 | 4 | 4 | 4 | 4 | 4 |
| 340 | 2 | 2 | 2 | 2 | 3 | 1 | 1 | | 1140 | 4 | 4 | 5 | 4 | 4 | 4 | 4 |
| 350 | 2 | 3 | 2 | 3 | 2 | 1 | 2 | | 1150 | 4 | 4 | 2 | 3 | 3 | 5 | 2 |
| 400 | 2 | 4 | 1 | 4 | 1 | 2 | 3 | | 1200 | 1 | 2 | 1 | 1 | 0 | 0 | 1 |
| 410 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | | 1210 | 5 | 3 | 4 | 5 | 3 | 4 | 4 |
| 420 | 2 | 2 | 3 | 3 | 1 | 3 | 2 | | 1220 | 5 | 4 | 4 | 6 | 3 | 4 | 4 |
| 430 | 4 | 4 | 2 | 3 | 2 | 3 | 2 | | 1230 | 3 | 3 | 3 | 4 | 3 | 4 | 3 |
| 440 | 5 | 5 | 5 | 5 | 4 | 5 | 5 | | 1240 | 3 | 3 | 3 | 4 | 3 | 4 | 4 |
| 450 | 6 | 5 | 6 | 6 | 4 | 6 | 5 | | 1250 | 3 | 3 | 3 | 3 | 2 | 3 | 3 |
| 500 | 4 | 4 | 4 | 4 | 4 | 4 | 3 | | 1300 | 2 | 1 | 1 | 1 | 2 | 2 | 1 |
| 510 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | | 1310 | 4 | 5 | 4 | 3 | 5 | 4 | 2 |
| 520 | 3 | 3 | 1 | 3 | 2 | 3 | 2 | | 1320 | 1 | 1 | 1 | 0 | 0 | 1 | 0 |
| 530 | 4 | 4 | 4 | 4 | 4 | 3 | 4 | | 1330 | 2 | 3 | 3 | 3 | 3 | 3 | 2 |
| 540 | 4 | 3 | 3 | 4 | 4 | 3 | 3 | | 1340 | 3 | 4 | 4 | 3 | 4 | 4 | 2 |
| 550 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | | 1350 | 4 | 4 | 4 | 3 | 4 | 2 | 2 |
| 600 | 6 | 5 | 5 | 5 | 6 | 5 | 6 | | 1400 | 4 | 2 | 2 | 3 | 2 | 2 | 2 |
| 610 | 4 | 4 | 4 | 4 | 3 | 5 | 4 | | 1410 | 2 | 0 | 2 | 2 | 1 | 2 | 2 |
| 620 | 4 | 3 | 4 | 3 | 4 | 2 | 3 | | 1420 | 2 | 1 | 3 | 2 | 2 | 2 | 1 |
| 630 | 3 | 4 | 3 | 3 | 3 | 4 | 1 | | 1430 | 0 | 1 | 1 | 1 | 0 | 1 | 1 |
| 640 | 2 | 2 | 2 | 2 | 1 | 2 | 2 | | 1440 | 2 | 1 | 2 | 2 | 2 | 2 | 1 |
| 650 | 4 | 4 | 3 | 3 | 3 | 2 | 3 | | 1450 | 2 | 2 | 1 | 2 | 1 | 2 | 0 |
| 700 | 4 | 3 | 4 | 4 | 4 | 4 | 3 | | 1500 | 1 | 1 | 0 | 0 | 1 | 0 | 0 |
| 710 | 4 | 4 | 4 | 4 | 3 | 4 | 3 | | 1510 | 4 | 1 | 4 | 1 | 4 | 2 | 4 |
| 720 | 3 | 2 | 4 | 4 | 4 | 3 | 3 | | 1520 | 2 | 0 | 2 | 0 | 1 | 1 | 1 |
| 730 | 2 | 4 | 2 | 3 | 2 | 3 | 1 | | 1530 | 1 | 2 | 2 | 0 | 1 | 1 | 2 |
| 740 | 2 | 2 | 3 | 3 | 4 | 2 | 3 | | 1540 | 1 | 1 | 0 | 0 | 0 | 1 | 0 |
| 750 | 1 | 2 | 1 | 1 | 3 | 1 | 2 | | 1550 | 2 | 2 | 2 | 1 | 0 | 2 | 0 |

| DEPARTURES | | | | | | | | | | | | | | | | |
|------------|---|---|---|---|---|---|---|--|------|---|---|---|---|---|---|---|
| UTC | 1 | 2 | 3 | 4 | 5 | 6 | 7 | | UTC | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| 0 | 3 | 3 | 3 | 3 | 1 | 3 | 2 | | 1600 | 0 | 1 | 0 | 1 | 0 | 2 | 1 |
| 10 | 2 | 3 | 2 | 3 | 2 | 3 | 4 | | 1610 | 4 | 2 | 1 | 3 | 2 | 2 | 2 |
| 20 | 3 | 2 | 1 | 2 | 2 | 2 | 1 | | 1620 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 30 | 5 | 5 | 5 | 5 | 4 | 5 | 5 | | 1630 | 1 | 1 | 1 | 1 | 1 | 1 | 1 |
| 40 | 6 | 6 | 6 | 6 | 4 | 6 | 4 | | 1640 | 2 | 1 | 2 | 2 | 0 | 1 | 2 |
| 50 | 5 | 6 | 5 | 5 | 4 | 5 | 6 | | 1650 | 0 | 2 | 0 | 2 | 0 | 1 | 0 |
| 100 | 3 | 2 | 3 | 2 | 3 | 3 | 3 | | 1700 | 2 | 2 | 1 | 1 | 1 | 0 | 1 |
| 110 | 4 | 5 | 5 | 5 | 6 | 5 | 3 | | 1710 | 4 | 1 | 3 | 1 | 2 | 0 | 2 |
| 120 | 5 | 4 | 4 | 4 | 4 | 4 | 5 | | 1720 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 130 | 6 | 5 | 6 | 5 | 7 | 4 | 6 | | 1730 | 1 | 1 | 0 | 0 | 0 | 1 | 0 |
| 140 | 4 | 4 | 4 | 4 | 4 | 4 | 4 | | 1740 | 2 | 0 | 1 | 1 | 0 | 1 | 1 |
| 150 | 5 | 6 | 5 | 6 | 5 | 6 | 4 | | 1750 | 1 | 1 | 1 | 0 | 0 | 0 | 0 |
| 200 | 3 | 5 | 5 | 5 | 4 | 5 | 4 | | 1800 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 210 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | | 1810 | 3 | 1 | 1 | 1 | 2 | 1 | 2 |
| 220 | 5 | 4 | 5 | 3 | 5 | 4 | 6 | | 1820 | 2 | 2 | 2 | 1 | 1 | 0 | 1 |
| 230 | 7 | 7 | 7 | 6 | 7 | 7 | 7 | | 1830 | 3 | 2 | 1 | 1 | 3 | 2 | 2 |
| 240 | 6 | 6 | 6 | 6 | 6 | 6 | 6 | | 1840 | 0 | 0 | 0 | 0 | 0 | 1 | 0 |
| 250 | 3 | 5 | 3 | 5 | 3 | 2 | 5 | | 1850 | 1 | 2 | 1 | 2 | 2 | 2 | 1 |
| 300 | 1 | 2 | 1 | 1 | 1 | 0 | 1 | | 1900 | 0 | 1 | 1 | 0 | 1 | 1 | 1 |
| 310 | 1 | 2 | 2 | 2 | 2 | 2 | 2 | | 1910 | 3 | 3 | 2 | 2 | 1 | 3 | 2 |
| 320 | 0 | 2 | 1 | 1 | 1 | 1 | 1 | | 1920 | 1 | 1 | 0 | 0 | 1 | 0 | 0 |
| 330 | 0 | 2 | 1 | 2 | 1 | 2 | 1 | | 1930 | 1 | 0 | 0 | 0 | 0 | 1 | 0 |
| 340 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 1940 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 350 | 0 | 3 | 1 | 2 | 0 | 3 | 1 | | 1950 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 400 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | | 2000 | 1 | 0 | 2 | 0 | 0 | 1 | 0 |
| 410 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | | 2010 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 420 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 2020 | 1 | 1 | 0 | 0 | 0 | 0 | 1 |
| 430 | 0 | 1 | 0 | 1 | 1 | 0 | 0 | | 2030 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 440 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | | 2040 | 1 | 1 | 1 | 0 | 0 | 1 | 0 |
| 450 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | | 2050 | 0 | 1 | 0 | 0 | 0 | 0 | 0 |
| 500 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | | 2100 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 510 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | | 2110 | 0 | 1 | 1 | 1 | 1 | 1 | 1 |
| 520 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 2120 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 530 | 1 | 2 | 0 | 1 | 0 | 1 | 2 | | 2130 | 3 | 2 | 2 | 3 | 4 | 2 | 4 |
| 540 | 1 | 2 | 0 | 1 | 1 | 1 | 1 | | 2140 | 5 | 4 | 4 | 3 | 4 | 3 | 5 |
| 550 | 1 | 1 | 0 | 2 | 1 | 0 | 2 | | 2150 | 5 | 4 | 4 | 3 | 5 | 3 | 6 |
| 600 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 2200 | 2 | 3 | 2 | 2 | 2 | 1 | 3 |
| 610 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | 2210 | 3 | 3 | 4 | 3 | 4 | 2 | 2 |
| 620 | 2 | 2 | 1 | 1 | 0 | 1 | 1 | | 2220 | 5 | 5 | 5 | 4 | 5 | 4 | 5 |
| 630 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | | 2230 | 4 | 4 | 4 | 2 | 4 | 3 | 4 |
| 640 | 2 | 0 | 0 | 1 | 0 | 0 | 1 | | 2240 | 3 | 2 | 3 | 3 | 3 | 3 | 3 |
| 650 | 3 | 3 | 2 | 3 | 1 | 1 | 3 | | 2250 | 3 | 2 | 2 | 2 | 2 | 2 | 3 |
| 700 | 3 | 3 | 0 | 1 | 2 | 1 | 1 | | 2300 | 1 | 1 | 1 | 0 | 1 | 2 | 1 |
| 710 | 3 | 2 | 0 | 1 | 2 | 1 | 1 | | 2310 | 3 | 2 | 4 | 2 | 3 | 2 | 3 |
| 720 | 3 | 3 | 0 | 1 | 2 | 1 | 1 | | 2320 | 5 | 6 | 6 | 5 | 4 | 5 | 5 |
| 730 | 3 | 3 | 0 | 1 | 2 | 1 | 1 | | 2330 | 5 | 5 | 4 | 5 | 5 | 5 | 4 |
| 740 | 3 | 3 | 0 | 1 | 2 | 1 | 1 | | 2340 | 4 | 5 | 4 | 4 | 4 | 4 | 5 |
| 750 | 2 | 3 | 0 | 1 | | | | | | | | | | | | |

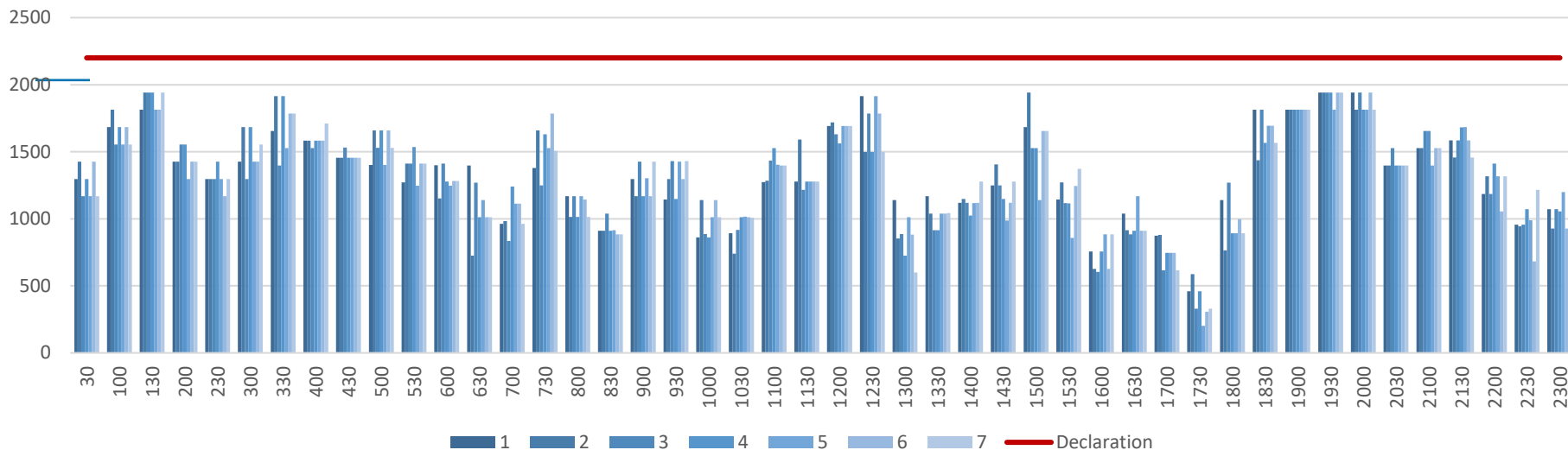
Terminal 1 Arrivals Allocation – Peak Week – Passengers by UTC Hour



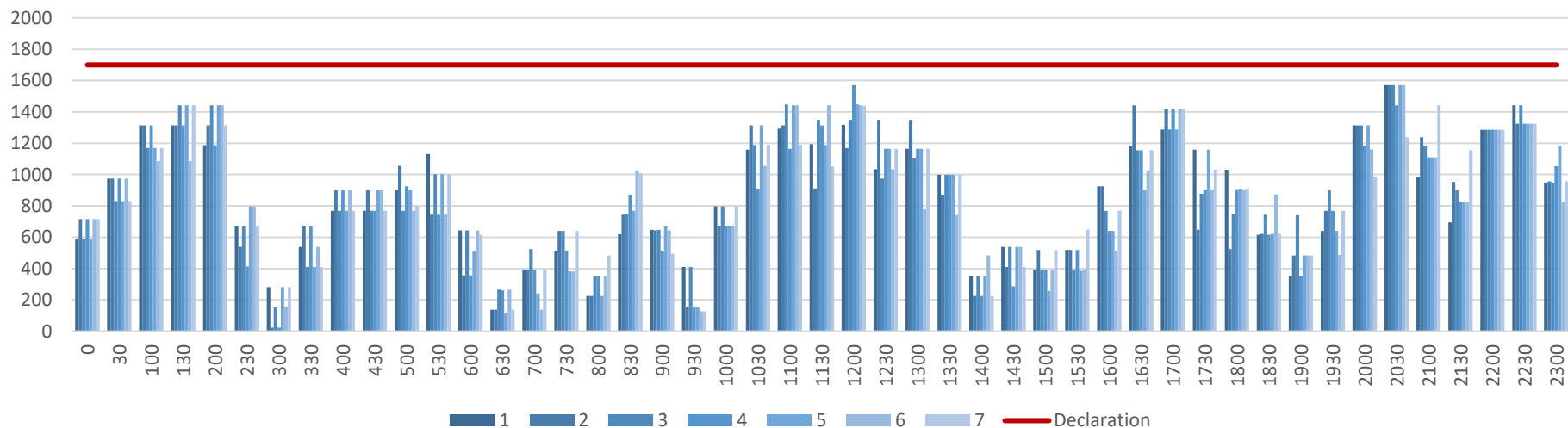
Terminal 1 Departures Allocation – Peak Week – Passengers by UTC Hour



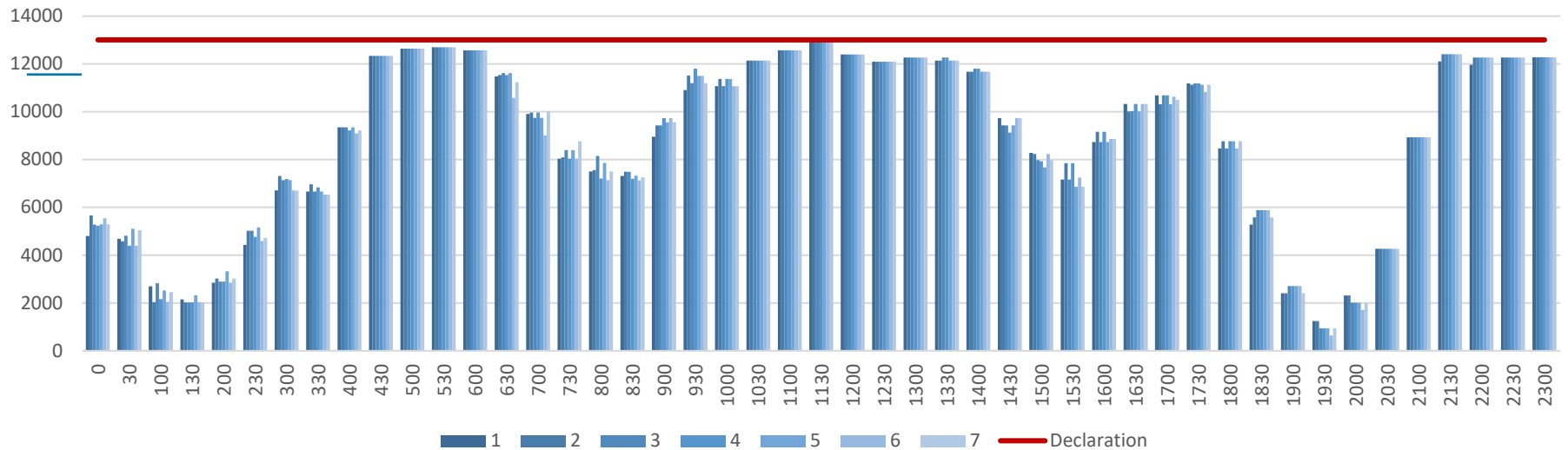
Terminal 2 Arrivals Allocation – Peak Week – Passengers by UTC Hour



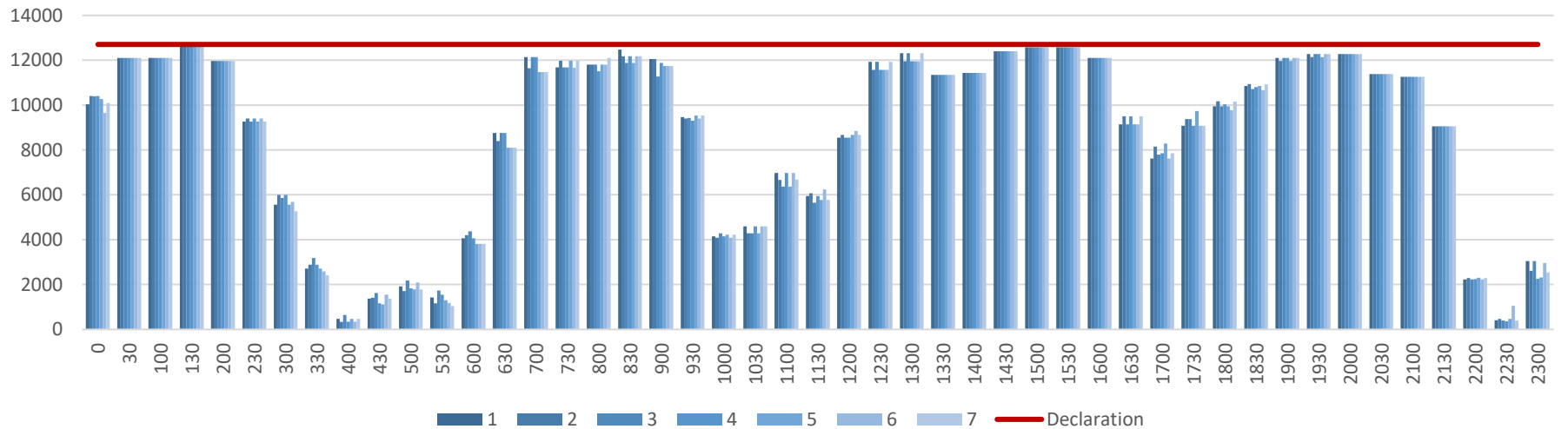
Terminal 2 Departures Allocation – Peak Week – Passengers by UTC Hour



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 2020

Integrity | Together | Own it | Professional | Constantly striving for better

DWC Summary

Air Transport Movements



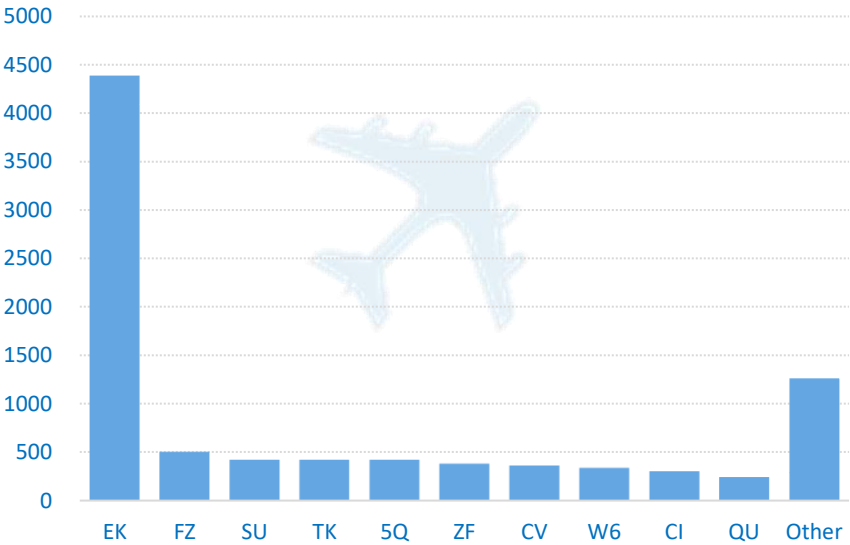
| Operator | EK | FZ | SU | TK | 5Q | ZF | CV | W6 | CI | QU | Other | Total |
|------------|-------|------|------|------|------|------|------|------|------|------|-------|--------|
| Slot Count | 4,380 | 502 | 420 | 420 | 420 | 378 | 360 | 336 | 300 | 240 | 1,257 | 9,013 |
| Proportion | 48.6% | 5.6% | 4.7% | 4.7% | 4.7% | 4.2% | 4.0% | 3.7% | 3.3% | 2.7% | 13.9% | 100.0% |

Seat Utilisation

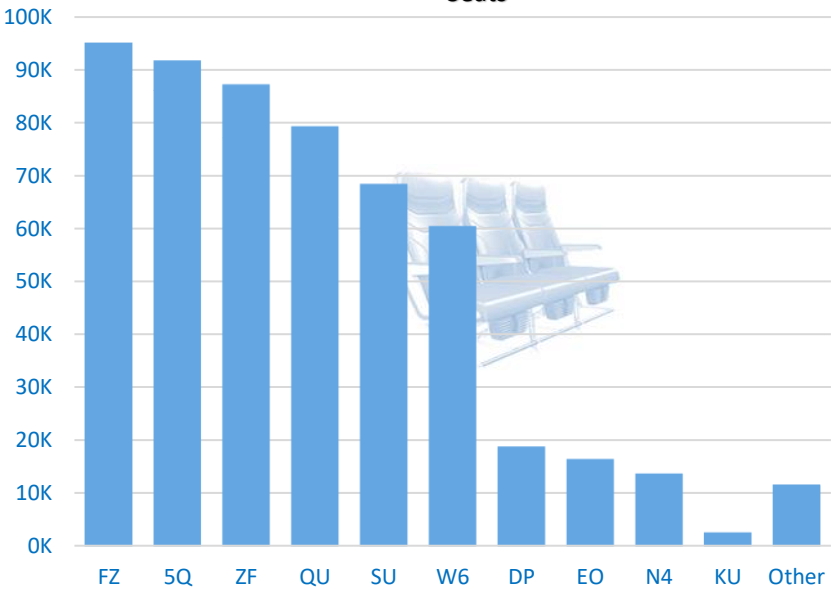


| Operator | FZ | 5Q | ZF | QU | SU | W6 | DP | EO | N4 | KU | Other | Total |
|------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|-------|--------|---------|
| Seat Count | 94,878 | 91,560 | 87,099 | 79,200 | 68,384 | 60,480 | 18,900 | 16,555 | 13,797 | 2,660 | 11,697 | 545,210 |
| Proportion | 17.4% | 16.8% | 16.0% | 14.5% | 12.5% | 11.1% | 3.5% | 3.0% | 2.5% | 0.5% | 2.1% | 100.0% |

ATMs



Seats



Integrity | Together | Own it | Professional | Constantly striving for better



DWC Summary

Route by ATM



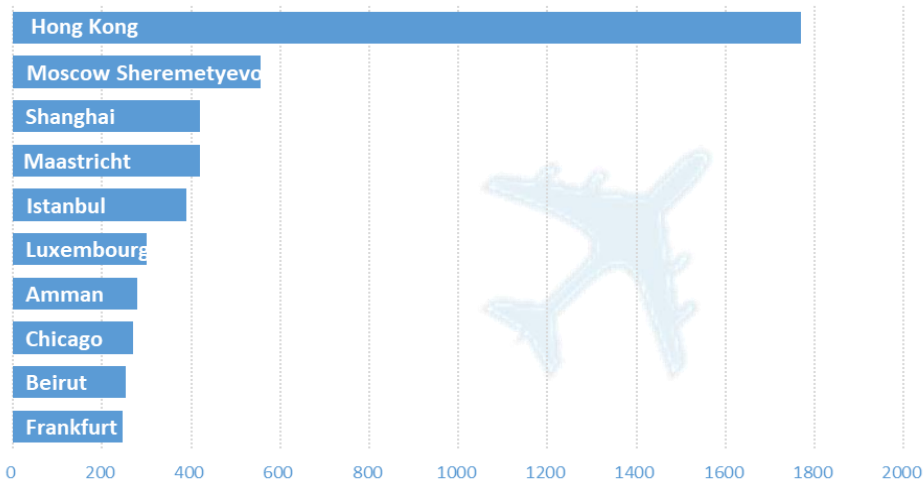
| Route | Hong Kong | Moscow (SVO) | Shanghai | Maastricht | Istanbul | Luxembourg | Amman | Chicago | Beirut | Frankfurt | Other | Total |
|------------|-----------|--------------|----------|------------|----------|------------|-------|---------|--------|-----------|-------|-------|
| Slot Count | 1,769 | 557 | 420 | 420 | 390 | 300 | 280 | 270 | 252 | 246 | 4,109 | 9,013 |
| Proportion | 19.6% | 6.2% | 4.7% | 4.7% | 4.3% | 3.3% | 3.1% | 3.0% | 2.8% | 2.7% | 45.6% | 100% |

Routes by Seat Count

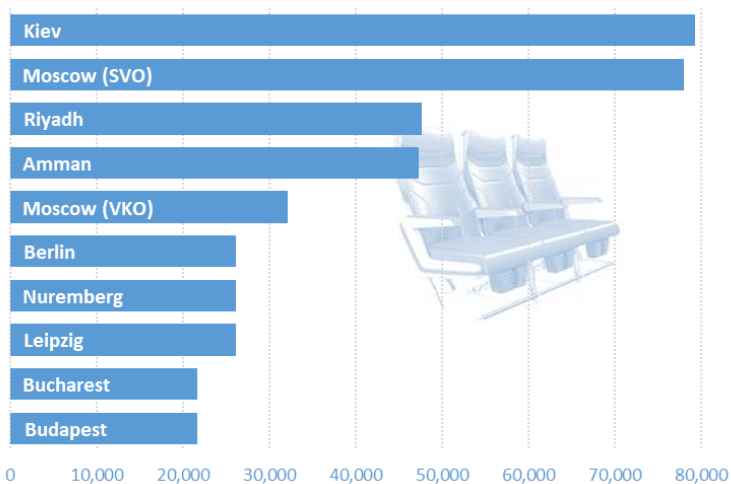


| Route | Kiev | Moscow (SVO) | Beirut | Amman | Moscow (VKO) | Berlin | Nuremberg | Leipzig | Bucharest | Budapest | Other | Total |
|------------|--------|--------------|--------|--------|--------------|--------|-----------|---------|-----------|----------|---------|---------|
| Seat Count | 79,200 | 77,943 | 47,628 | 47,250 | 32,144 | 26,160 | 26,160 | 26,160 | 21,600 | 21,600 | 139,365 | 545,210 |
| Proportion | 14.5% | 14.3% | 8.7% | 8.7% | 5.9% | 4.8% | 4.8% | 4.8% | 4.0% | 4.0% | 25.6% | 100.0% |

ATMs



Seats

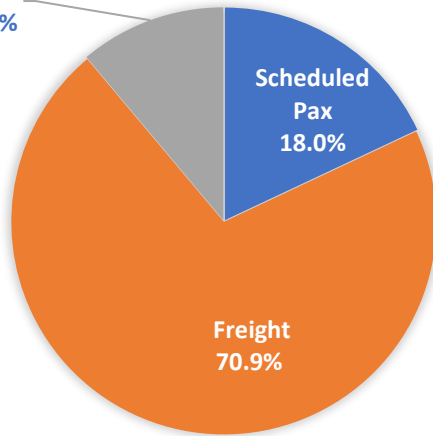


DWC Summary

Type of Operation

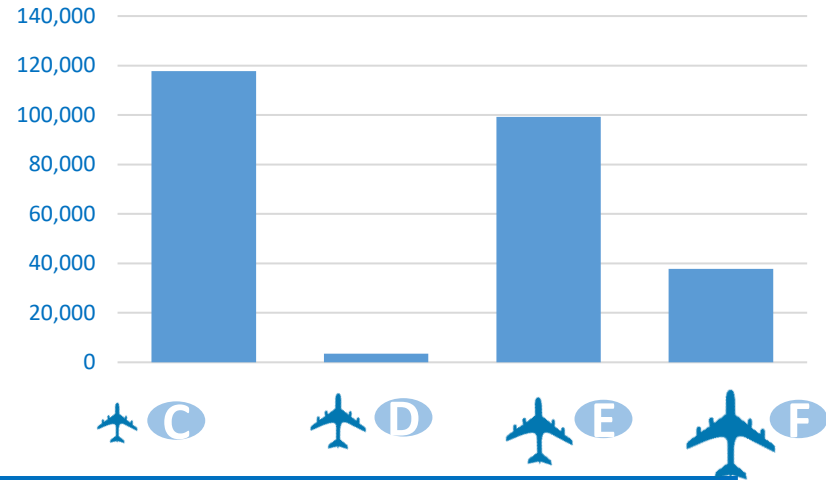
| Service Type | Scheduled Pax | Freight | Charter | Total |
|--------------|---------------|---------|---------|--------|
| Proportion | 18.0% | 70.9% | 11.1% | 100.0% |
| Slot Count | 1,623 | 6,388 | 1,002 | 9,013 |

Charter
11.12%



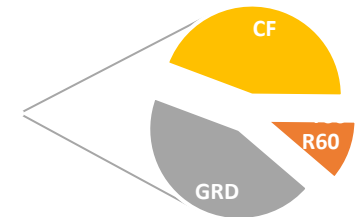
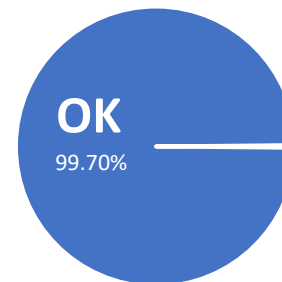
Aircraft Sizes

| ICAO Group | C | D | E | F | Total |
|------------|-------|-------|-------|------|--------|
| Slot Count | 2,212 | 1,005 | 5,258 | 538 | 9,013 |
| Proportion | 24.5% | 11.2% | 58.3% | 6.0% | 100.0% |



Capacity Constraints

| Constraint | OK | R60 | GRD | CF | R10 | T60 | Total |
|------------|--------|-------|-------|-------|-------|-------|---------|
| Slot Count | 8,986 | 3 | 12 | 12 | 0 | 0 | 9,013 |
| Proportion | 99.70% | 0.03% | 0.13% | 0.13% | 0.00% | 0.00% | 100.00% |



DXB Local Rules

- Historic Eligibility Local Rule
- Includes the existing Cargo Local Rule
- Includes the existing Positioners and Transit flights
- Slot Enforcement Local Rule
- GA Slot Adherence
- Charter 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.

IATA Scheduling Calendar W20 S21

| ACTIVITY | Typical dates | W20 | S21 |
|---|-----------------------------------|--|-------------------|
| SHL Deadline | SC -57 days | 20 Apr 20 | 14 Sep 20 |
| Agreed Historics Deadline | SC -40 days | 07 May 20 | 01 Oct 20 |
| Confirmation of final coordination parameters and details of available capacity | SC -40 days | 07 May 20 | 07 May 20 |
| Initial Submission Deadline | SC -33 days | 14 May 20 | 08 Oct 20 |
| Appointments calendar opened to coordinators to make appointments with airlines | SC -14 days | 02 Jun 20 | 03 Nov 20 |
| SAL Deadline | SC -12 days | 04 Jun 20 | 05 Nov 20 |
| Appointments calendar opened to airlines to make appointments with coordinators | SC -8 days | 08 Jun 20 | 09 Nov 20 |
| IATA Slot Conference | mid-Nov / mid-Jun | 16-18 Jun 20 (SC146 Cancelled) | 17-20 Nov 20 |
| Slot Return Deadline | 15 Jul (Winter) / 15 Dec (Summer) | <u>15 Aug 20</u> | <u>15 Jan 21*</u> |
| Historics Baseline Date | 31 Aug (Winter) / 31 Jan (Summer) | 31 Aug 20 | 31 Jan 21 |
| Start of Season | Last Sun in Mar / Oct | 25 Oct 20 | 28 Mar 21 |

* Series Return Deadline only for W20 seasons



Integrity | Together | Own it | Professional | Constantly striving for better





Airfield Development

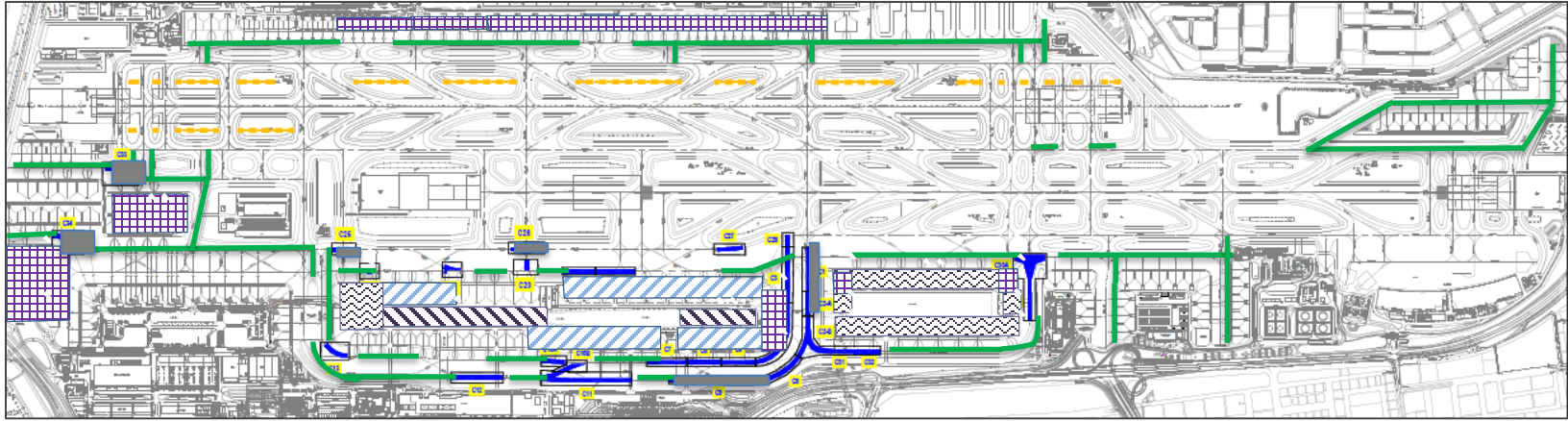
Strategy & Development, Development - Airfield Delivery
Dubai Airports (DA)

مطارات دبي

DUBAIRPORTS

Planned Development Works at DXB

Works currently planned (as of March 2020)



Planned Works:

• **Post-SRR**

- Taxiway Rehabilitation
- Northern Runway FOD Fence
- Taxiway AFL Replacement (Halogen to LED)

• **Stand Reconfiguration (New Aircraft Types)**

- Concourse B
- Concourse C

• **Concourse B**

- Self Service Boarding Gates
- Stand Wi-fi Upgrade

• **EK Premium Connections**

- Concourse A/B/C

• **Concourse C**

- Façade Waterproofing – Access to be confirmed
- PLB Replacement (F2-F5) - Programme TBC

• **Project – Reliability Assurance**

- Condition Study in Progress
- Surface Water Drainage Improvements
- 400Hz Replacement
- Fuel Works

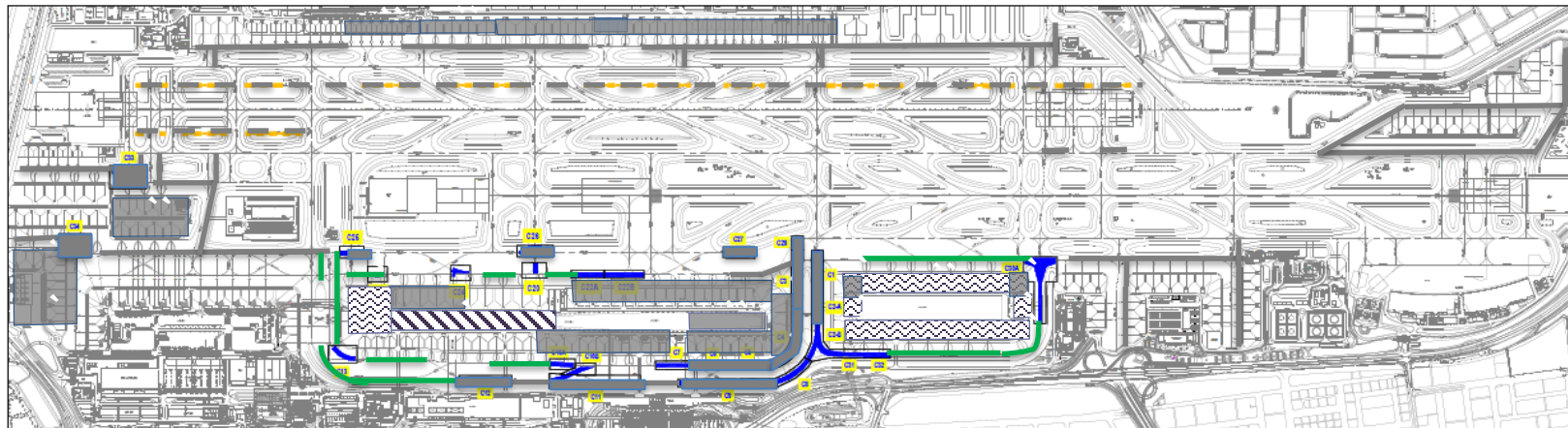
• **PLB Repairs (ES)**

- Concourse A

- ▨ PLB works
- ▨ Fuel Works
- AFL Replacement
- Taxiway Rehabilitation
- ▨ Misc. Concourse Works

Planned Development Works for S20 at DXB

Planned works to be completed by end of S20



Completed Works:

- **Post-SRR**
 - Northern Runway FOD Fence
- **Stand Reconfiguration (New Aircraft Types)**
 - Concourse B
 - Concourse C
- **Concourse B**
 - Self Service Boarding Gates
- **Project – Reliability Assurance**
 - Fuel Works

Works in Progress:

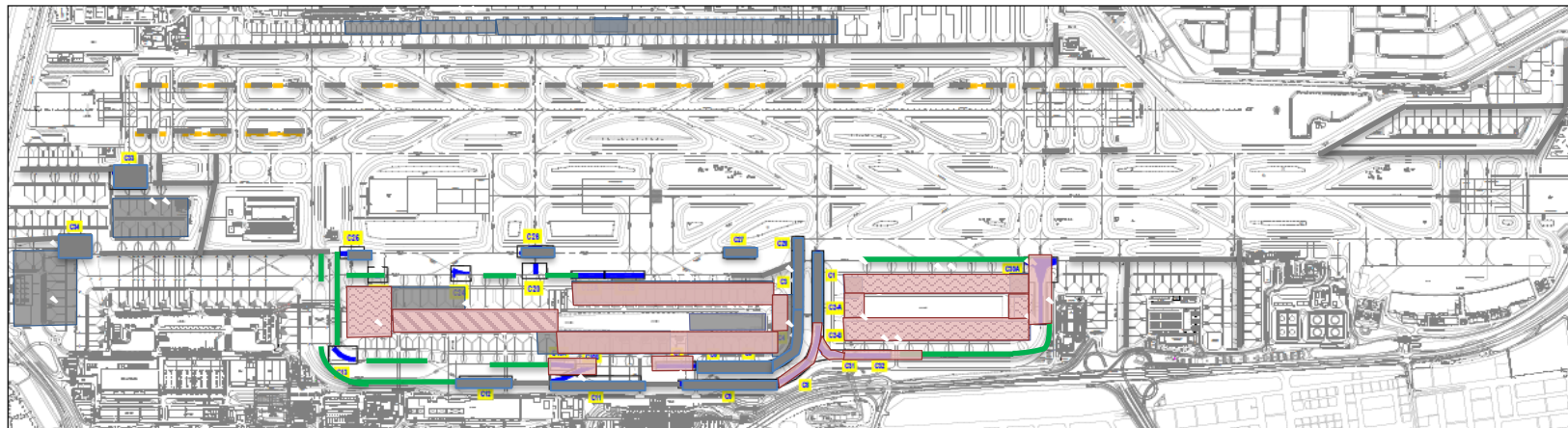
- **Post-SRR**
 - Taxiway Rehabilitation
 - Taxiway AFL Replacement (Halogen to LED)
- **EK Premium Connections**
 - Concourse A/B/C
- **Concourse C**
 - Façade Waterproofing – Access to be confirmed
- **Project – Reliability Assurance**
 - Surface Water Drainage Improvements
 - Others

• **PLB Repairs (ES)**

- Concourse A

- ▨ PLB works
- ▨ Fuel Works
- AFL Replacement
- Taxiway Rehabilitation
- ▨ Misc. Concourse Works

Planned works to take place during W20



Planned Works:

- **Post-SRR**
 - Taxiway Rehabilitation
 - Taxiway AFL Replacement (Halogen to LED)
- **Concourse B**
 - Self Service Boarding Gates
 - Stand Wi-fi Upgrade
- **EK Premium Connections**
 - Concourse A/B/C
- **Concourse C**
 - Façade Waterproofing – Access to be confirmed
 - PLB Replacement (F2-F5) - Programme TBC
- **Project – Reliability Assurance**
 - 400Hz Replacement
 - Others
- **PLB Repairs (ES)**
 - Concourse A

The original airfield works plan detailed here is **subject to change**, as works may be brought forward wherever feasible during the COVID-19-impacted low schedule demand period.

W20 COORDINATION PRESENTATION

W'19 Airfield Performance

Michael Dolbey, Vice President – Air Traffic Services

dans

دبي لخدمات الملاحة الجوية
DUBAI AIR NAVIGATION SERVICES

DISCLAIMER

• • •

Notice to any user of this document: dans makes no warranty, expressed or implied, as to the results obtained from the use of the information on this analysis pack from dans. dans shall have no liability for the accuracy of the information and cannot be held liable for any third-party claims. The user shall have the right to view the information and usage for the purpose for which it is intended and disclosed. If user finds that, copyrights, patents or other industrial property rights are disputed or infringed by a third party, user shall promptly inform dans thereof and shall commit to assist dans in taking necessary steps to protect its data and rights.

The information contained in this document with metrics beyond Dubai CTA is not under the scope of dans air traffic operational jurisdiction and accuracy of such data, summary, analysis etc. shall not be verified or validated by dans.

dans may, at any time, revise the information on this document without notice and makes no commitment to update this information to external stakeholders. Please note that the analysis report is made available for the stakeholder is based on the requirements received from the stakeholder and mutually agreed upon.

BACKGROUND

• • •

Source(s):

EFPS, NAS Filters, TMERS, CAT011, CAT062

Winter season dates:

W15 – October 25, 2015 – March 26, 2016
(2015-10-25 00:00:00 – 2016-03-26 23:59:59)

W16 – October 30, 2016 – March 25, 2017
(2016-10-30 00:00:00 – 2017-03-25 23:59:59)

W17 – October 29, 2017 – March 25, 2018
(2017-10-29 00:00:00 – 2018-03-25 23:59:59)

W18 – October 29, 2018 – March 30, 2019
(2018-10-29 00:00:00 – 2019-03-30 23:59:59)

W19 – October 27, 2019 – February 29, 2020
(2019-10-27 00:00:00 – 2020-02-29 23:59:59)

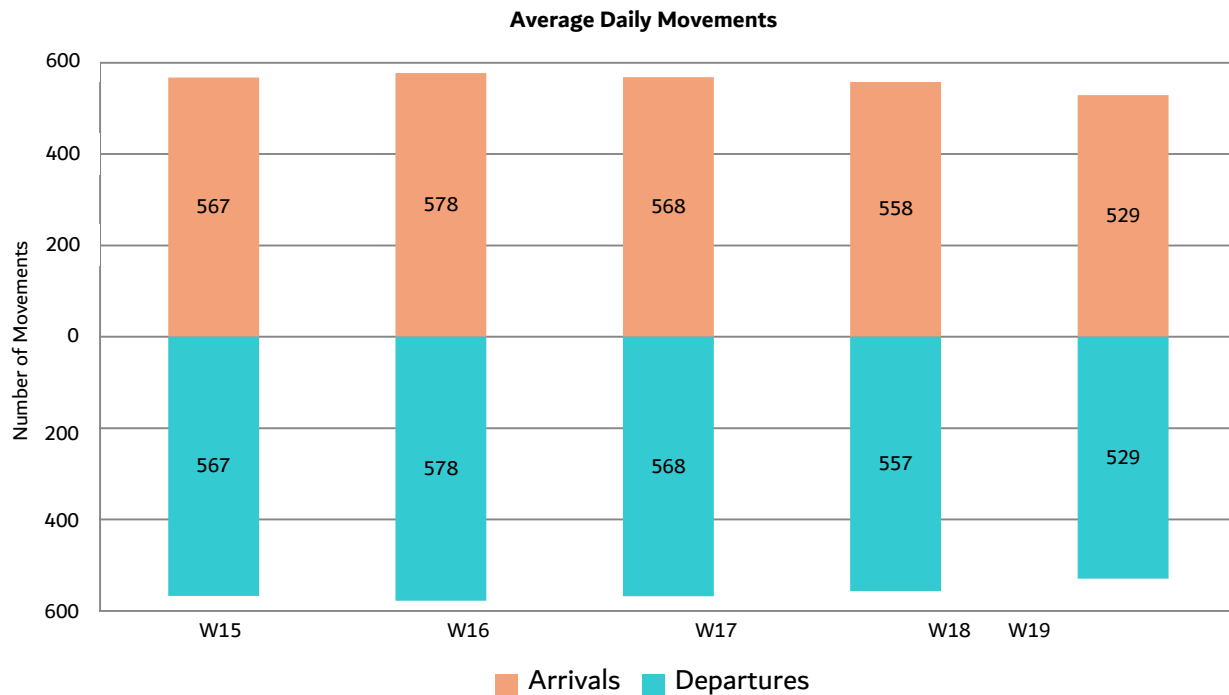
Peak hours:

Arrivals: UTC Hours 01, 02, 17, 18, 19, 20

Departures: UTC Hours 03, 04, 05, 06

MOVEMENTS

• • •

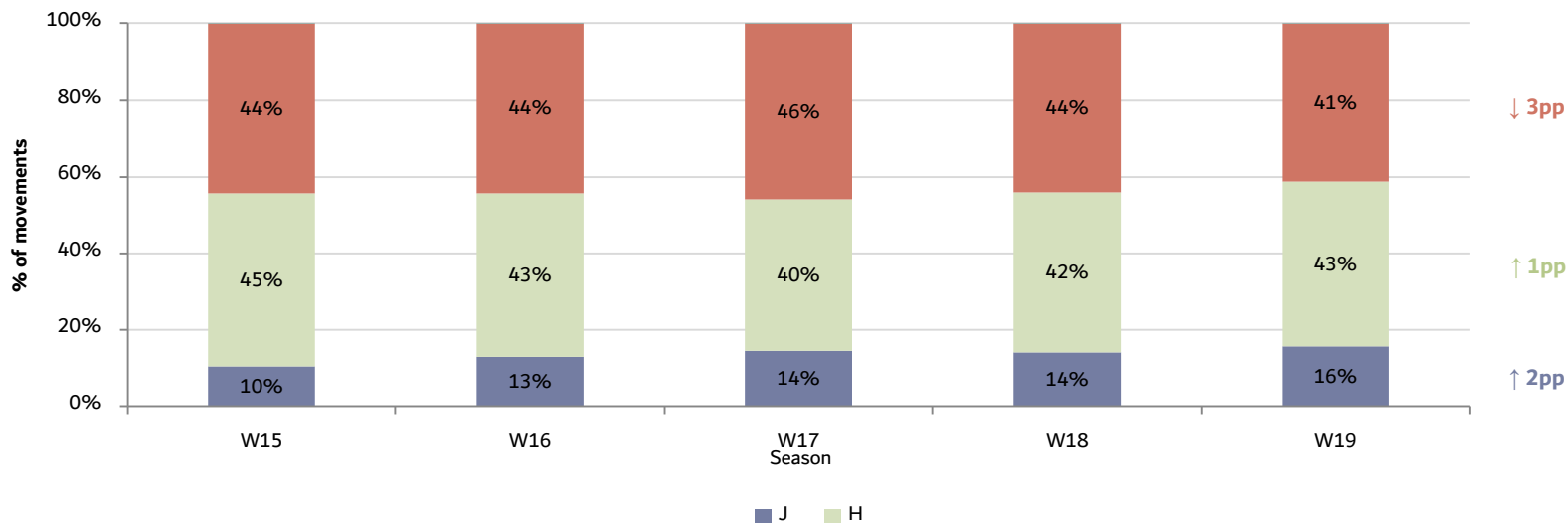


- Average daily arrivals decreased by 29 movements in W19 compared to W18; this may be attributed to the reduction of movements due to COVID-19
- Average daily departures decreased by 28 movements in W19 compared to W18; this may be attributed to the reduction of movements due to COVID-19

FLEET MIX

• • •

Percentage of Aircraft by Wake Turbulence Category

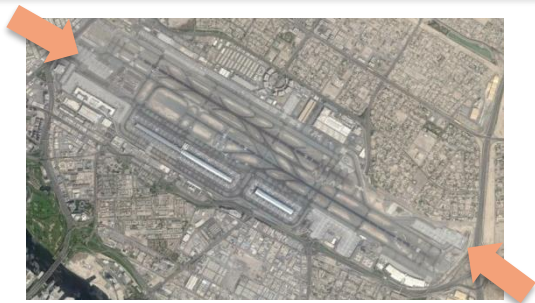


- The percentage of Heavy category aircraft increased by 1 percentage point in W19 compared to W18
- The percentage of Medium wake category aircraft decreased by 3 percentage points in W19 compared to W18

RUNWAY USAGE

• • •

Runway Configuration



| Season | % of flights in 12 direction |
|--------|------------------------------|
| W15 | 11% |
| W16 | 25% |
| W17 | 20% |
| W18 | 26% |
| W19 | 29% |

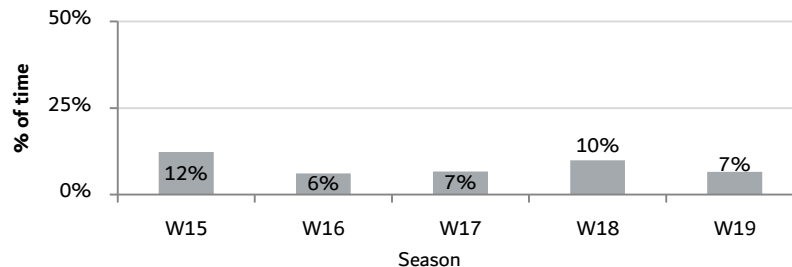
| Season | % of flights in 30 direction |
|--------|------------------------------|
| W15 | 89% |
| W16 | 75% |
| W17 | 80% |
| W18 | 74% |
| W19 | 71% |

- The percentage of flights operated in 30 direction in W19 has decreased by 3% to 71% of the flights, compared to 74% of the flights in W18
- The percentage of flights operated in 12 direction in W19 has increased by 3% to 29% of the flights, compared to 26% of the flights in W18

Single Runway Operations



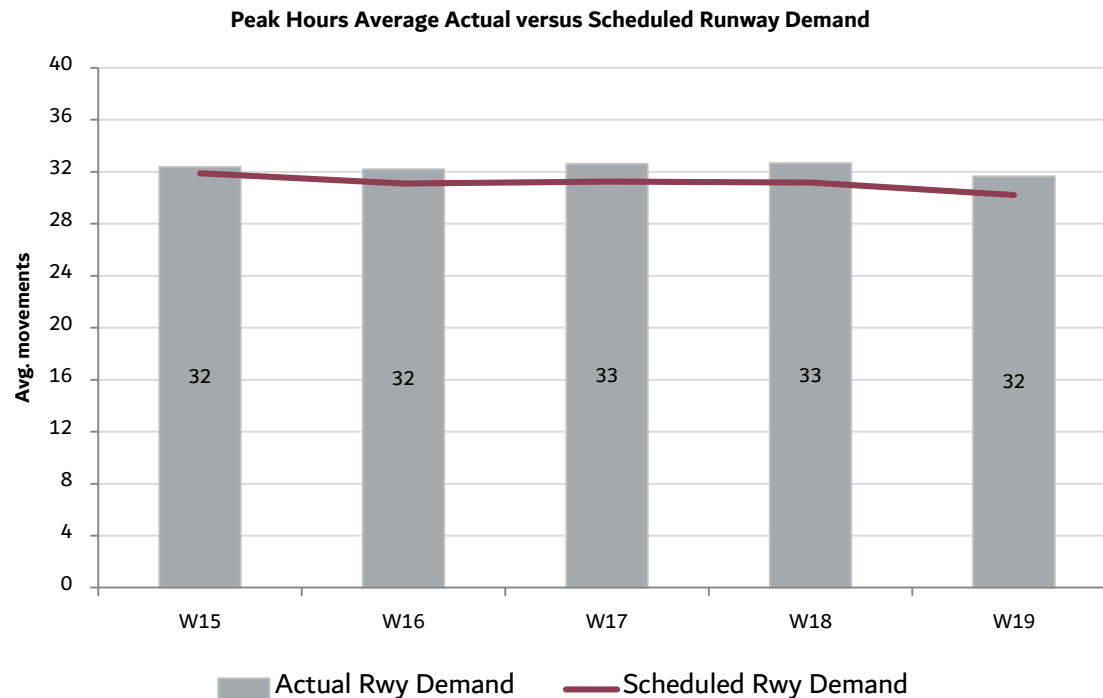
Percentage of time in SRO



- In W19, the percentage of time when OMDB was working in SRO decreased to 7% of the time, compared to 10% during W18. W18 had increased runway closures runway prior to the SRR in April 16th – May 30th 2019.

ARRIVALS – RUNWAY DEMAND

• • •

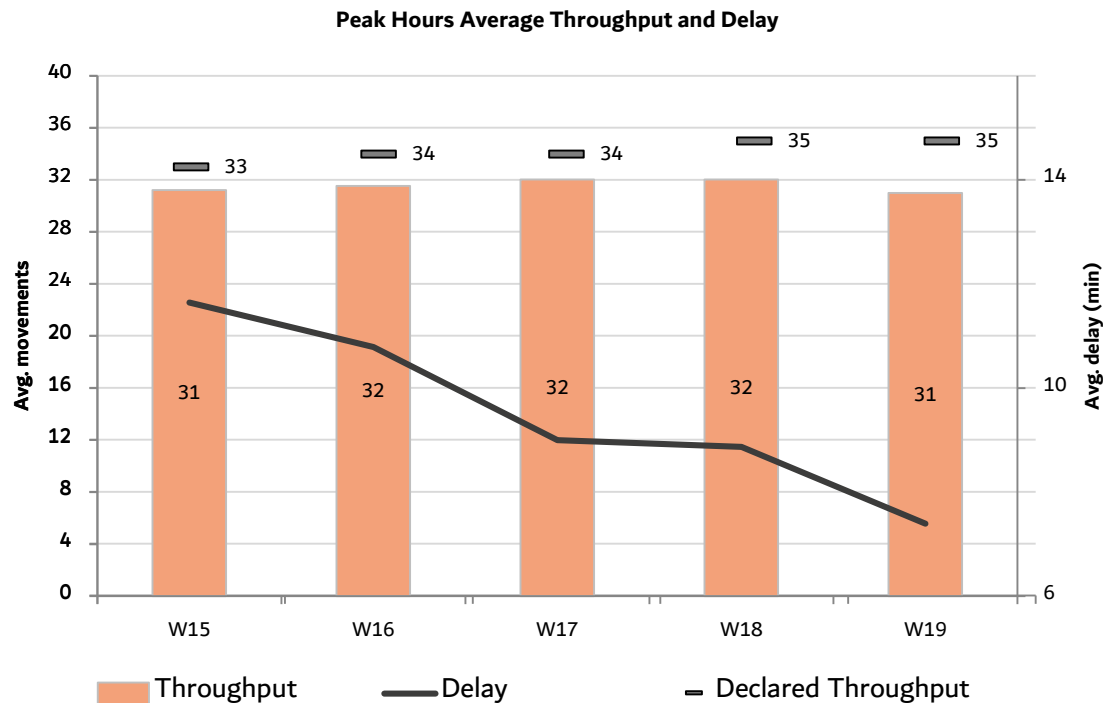


- Average actual runway and scheduled runway demand in the peak hours decreased by 1 movement in W19 compared to W18

*Arrival peak period:
UTC hours 01, 02, 17-20*

ARRIVALS – THROUGHPUT AND DELAY

• • •

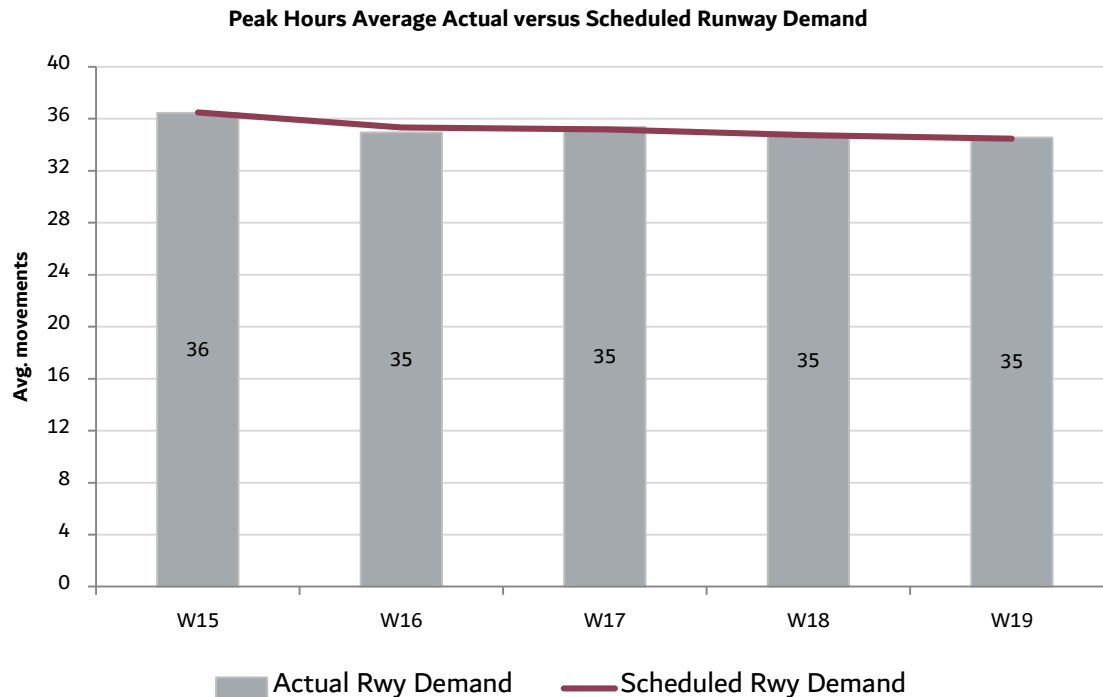


- Average throughput in the peak hours decreased by 1 movement in W19 compared to W18
- Average delay in the peak hours decreased by 1 minute and 28 seconds in W19 compared to W18

*Arrival peak period:
UTC hours 01, 02, 17-20*

DEPARTURES – RUNWAY DEMAND

• • •

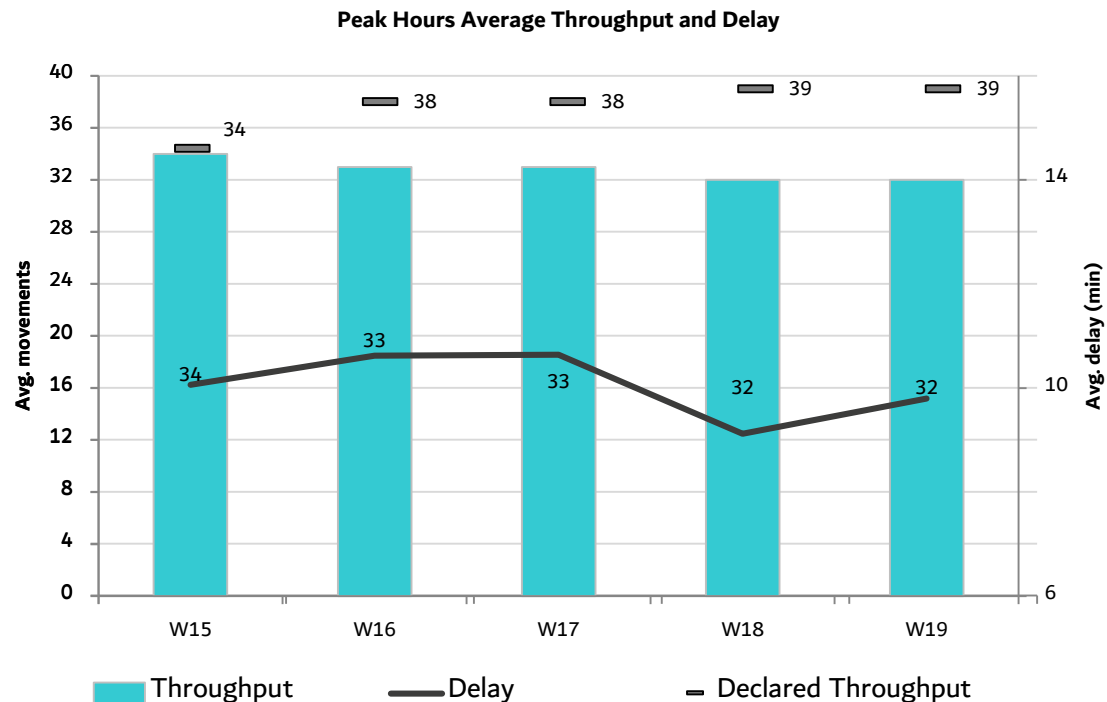


- Average actual runway demand in the peak hours remained the same in W19 compared to W18
- Average scheduled runway demand in the peak hours remained almost the same in W19 compared to W18

*Departure peak period:
UTC hours 03-06*

DEPARTURES – THROUGHPUT AND DELAY

• • •



- Average throughput in the peak hours stayed the same in W19 compared to W18
- Average delay in the peak hours increased by 41 seconds in W19 compared to W18

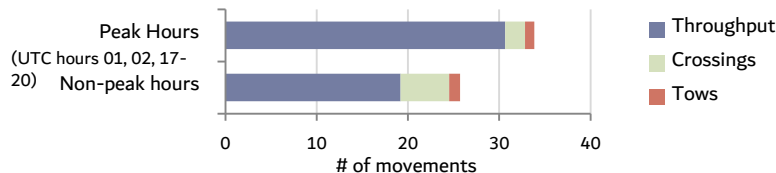
*Departure peak period:
UTC hours 03-06*

OTHER METRICS – WINTER 2019

• • •

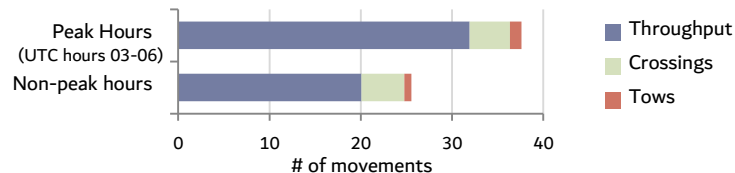
Total runway movements

Average number of total movements in the arrival runway



- **Arrival peak hours:** an hourly average of **31 arrivals, 2 aircraft crossings and 1 tow crossing** in each of those hours, adding up to 34 movements using the arrival runway
- **Arrival non-peak hours:** an hourly average of **19 arrivals, 5 aircraft crossings and 1 tow crossings** in each of those hours, adding up to 25 movements using the arrival runway

Average number of total movements in the departure runway



- **Departure peak hours:** an hourly average of **32 departures, 4 aircraft crossings and 1 tow crossing** in each of those hours, adding up to 37 movements using the departure runway
- **Departure non-peak hours:** an hourly average of **20 departures, 5 aircraft crossings and 1 tow crossing** in each of those hours, adding up to 26 movements using the departure runway

Tows



- A **daily average of 107** tows operate in Dubai International during the current winter season
- The daily average has **decreased from 112** tows in W18 to **107 tows** in W19

SEPARATIONS DURING PEAK HOURS

• • •



A-A Separation (NM)

| Season | A-A Separation |
|--------|----------------|
| W15 | 4.7 |
| W16 | 4.6 |
| W17 | 4.6 |
| W18 | 4.5 |
| W19 | 4.7 |

Arrival-arrival separation - W19 vs. W18 : +0.2 NM

D-D Separation (hh:mm:ss)

| Season | D-D Separation |
|--------|----------------|
| W16 | 00:01:38 |
| W16 | 00:01:40 |
| W17 | 00:01:40 |
| W18 | 00:01:40 |
| W19 | 00:01:40 |

Departure-departure separation - W19 vs. W18 : no change



Runway, Stands & Terminal Capacity Declaration and Historical Performance

Strategy & Development - Research
Dubai Airports (DA)

مطارات دبي
DUBAIRPORTS

W20 Runway Capacity Declaration

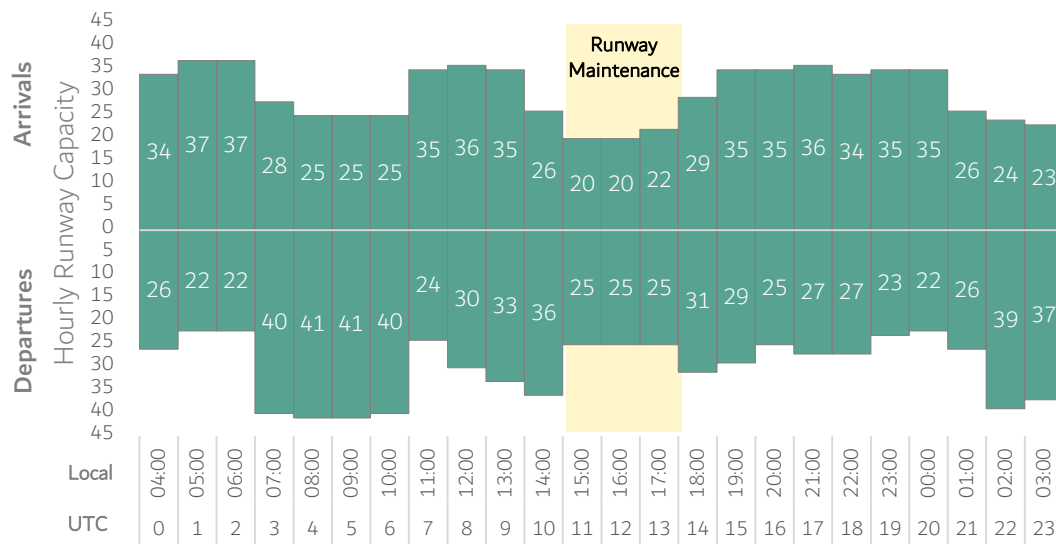
DXB & DWC



W20 DXB Runway Capacity Declaration

Majority of the proposed W20 demand set to be accommodated within existing capacity limits

| W20 DXB Declared Capacity (R60 limit) | | | | | |
|---------------------------------------|----------|----------|------------|-------|-------------------------|
| Hour (UTC) | Hour (L) | Arrivals | Departures | Total | Notes |
| 0 | 4 | 34 | 26 | 60 | |
| 1 | 5 | 37 | 22 | 59 | |
| 2 | 6 | 37 | 22 | 59 | |
| 3 | 7 | 28 | 40 | 65 | Total Cap Limited (65) |
| 4 | 8 | 25 | 41 | 66 | Total Cap Limited (66) |
| 5 | 9 | 25 | 41 | 66 | Total Cap Limited (66) |
| 6 | 10 | 25 | 40 | 65 | Total Cap Limited (65) |
| 7 | 11 | 35 | 24 | 59 | |
| 8 | 12 | 36 | 30 | 66 | Total Cap Limited (66) |
| 9 | 13 | 35 | 33 | 66 | Total Cap Limited (66) |
| 10 | 14 | 26 | 36 | 57 | Total Cap Limited (57) |
| 11 | 15 | 20 | 25 | 40 | Runway Maintenance (40) |
| 12 | 16 | 20 | 25 | 40 | Runway Maintenance (40) |
| 13 | 17 | 22 | 25 | 40 | Runway Maintenance (40) |
| 14 | 18 | 29 | 31 | 55 | Total Cap Limited (55) |
| 15 | 19 | 35 | 29 | 64 | |
| 16 | 20 | 35 | 25 | 60 | |
| 17 | 21 | 36 | 27 | 63 | |
| 18 | 22 | 34 | 27 | 61 | |
| 19 | 23 | 35 | 23 | 58 | |
| 20 | 0 | 35 | 22 | 57 | |
| 21 | 1 | 26 | 26 | 47 | Runway Maintenance (47) |
| 22 | 2 | 24 | 39 | 63 | |
| 23 | 3 | 23 | 37 | 60 | |
| Grand Total | | 717 | 716 | 1396 | |



37

Peak
Arrival Capacity

41

Peak
Departure Capacity

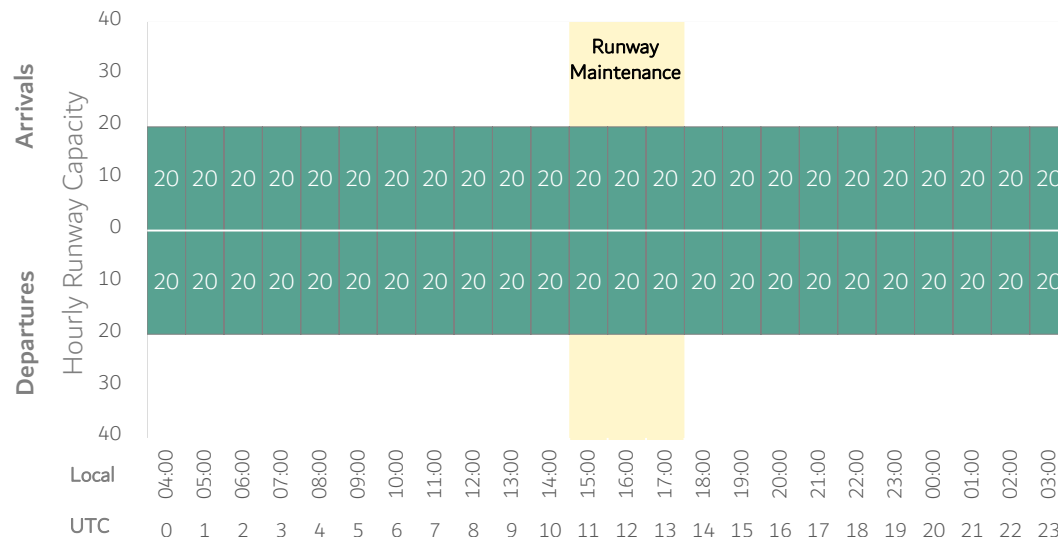
66

Total Peak Hourly
Capacity

W20 **DWC** Runway Capacity Declaration

Existing W19/S20 declaration limits maintained

| W20 DWC Declared Capacity (R60 limit) | | | | | |
|---------------------------------------|----------|----------|------------|-------|--------------------|
| Hour (UTC) | Hour (L) | Arrivals | Departures | Total | Notes |
| 0 | 4 | 20 | 20 | 20 | |
| 1 | 5 | 20 | 20 | 20 | |
| 2 | 6 | 20 | 20 | 20 | |
| 3 | 7 | 20 | 20 | 20 | |
| 4 | 8 | 20 | 20 | 20 | |
| 5 | 9 | 20 | 20 | 20 | |
| 6 | 10 | 20 | 20 | 20 | |
| 7 | 11 | 20 | 20 | 20 | |
| 8 | 12 | 20 | 20 | 20 | |
| 9 | 13 | 20 | 20 | 20 | |
| 10 | 14 | 20 | 20 | 20 | |
| 11 | 15 | 20 | 20 | 20 | Runway Maintenance |
| 12 | 16 | 20 | 20 | 20 | Runway Maintenance |
| 13 | 17 | 20 | 20 | 20 | Runway Maintenance |
| 14 | 18 | 20 | 20 | 20 | |
| 15 | 19 | 20 | 20 | 20 | |
| 16 | 20 | 20 | 20 | 20 | |
| 17 | 21 | 20 | 20 | 20 | |
| 18 | 22 | 20 | 20 | 20 | |
| 19 | 23 | 20 | 20 | 20 | |
| 20 | 0 | 20 | 20 | 20 | |
| 21 | 1 | 20 | 20 | 20 | |
| 22 | 2 | 20 | 20 | 20 | |
| 23 | 3 | 20 | 20 | 20 | |
| Grand Total | | 480 | 480 | 480 | |



Single
runway

20

Peak
Arrival Capacity

20

Peak
Departure Capacity

20

Total Peak Hourly
Capacity

W20 Stands Capacity Declaration

DXB & DWC

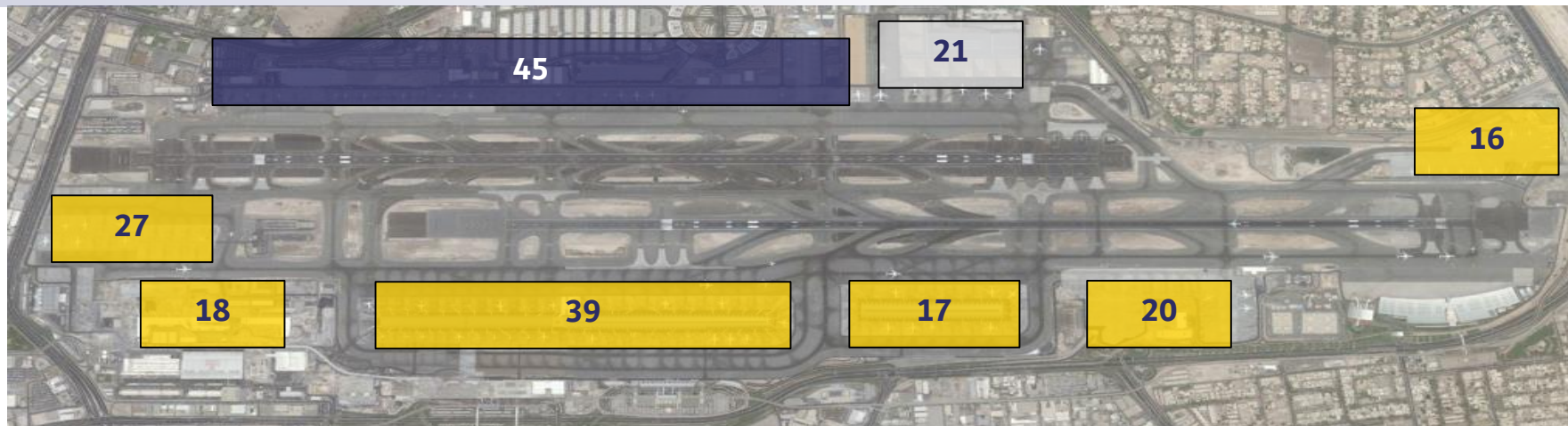


مطارات دبي

DUBAIAIRPORTS

W20 DXB Declared Stand Capacity

Existing S20 Stand Declaration Limits maintained



| Season | South Side | North Side | Total |
|--------|------------|------------|-------|
| W20 | 137 | 45 | 182 |
| S20 | 137 | 45 | 182 |
| W19 | 136 | 46 | 182 |
| S19 | 136 | 46 | 182 |
| W18 | 138 | 46 | 184 |
| S18 | 139 | 46 | 185 |

W20 **DWC** Declared Stand Capacity

Existing (W19/S20) Stand Declaration Limits maintained



| Season | Total |
|--------|-------|
| W20 | 72 |
| S20 | 72 |
| W19 | 72 |
| S19 | 72 |
| W18 | 53 |
| S18 | 53 |

| | |
|-------------------------|----|
| PAX | 35 |
| EK SkyCargo | 10 |
| OAL Cargo | 12 |
| PAX / Cargo | 11 |
| EK SkyCargo / OAL Cargo | 4 |

W20 Terminal Capacity Limits

DXB & **DWC**



مطارات دبي

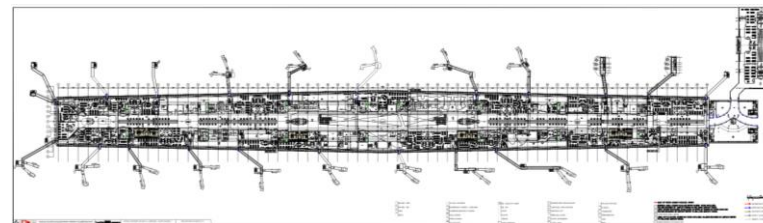
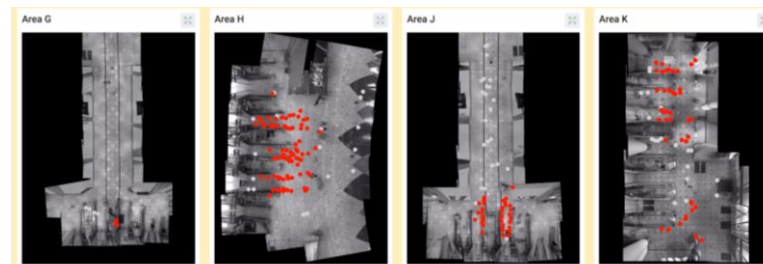
DUBAIAIRPORTS

Monitoring methodology

Establishing a robust declared capacity needs accurate inputs of facility provision and performance.

In accordance with World Slot Guidelines, all facilities are assumed to be staffed.

- Regular facility audits give an updated count of facility provision and availability.
- Performance measurements are moving away from labour intensive surveys and moving towards:
 - Automated passenger monitoring systems;
 - Resource monitoring.
- Development plans for future provision by the DA Development team provide a breakdown of provision by month for the future season.
- Lowest available provision is used in the declared capacity and reviewed for impact (i.e. any reduction in declared capacity).



Revised headway assumptions for APM off – peak operations

DXB Terminal 1

(All times are Local Times)

- No planned changes to T1 facility provision.
- Small changes to the observed / declared transaction times & throughputs, however, these do not impact Terminal limits.

Departure Limits

- Departure Limit to drop from 3,600 pax/hr to 2,900 pax/hr from 03:00 to 09:00 due to revised headway assumption on single APM train operation. Limit remains unchanged for the rest of the day at 4,000 pax/hr.
- Currently, trials are taking place to test extending the single train operation, which has resulted in implementing a Referral Departure Limit of 2,900 pax/hr from 01:00 to 03:00 and from 13:00 to 18:00.

Arrival Limits

- Arrival Limit to drop from 2,200 pax/hr to 1,900 pax/hr from 03:00 to 09:00 due to revised headway assumption on single APM train operation. Limit will remain unchanged for the rest of the day at 3,500 pax/hr.
- Currently, trials are taking place testing extending the single train operation which has resulted in introducing a referral Arrival Limit of 1,900 pax/hr from 01:00 to 03:00 and from 13:00 to 19:00.

Replacing OAL Departure Referral Limit with new T120 R30 Limit

DXB Terminal 2

(All times are Local Times)

- No planned changes to T2 facility provision.

Departure Limits

- The overall T2 Departure Limit (1,700 pax/hr) and Referral Limit (1,400 pax/hr) will remain unchanged.
- The 3-hour FZ Departure Limit T180 R30 will remain 2,300 pax/3hrs from 00:00 to 05:00 and 3,100 pax/3 hrs from 05:00 to 00:00.
- Introducing a new limit to manage the OAL departure demand and reflect the check-in constraints in T2 West Wing check-in against T120 R30 demand.
- The 2-hour limit for OAL Departures T120 R30 will be as follows:
 - 870 pax/2hrs from 01:00 to 05:00
 - 700 pax/2hrs from 05:00 to 01:00
- A 2-hour Referral Limit will also be introduced as follows:
 - 700 pax/2hrs from 01:00 to 05:00
 - 500 pax/2hrs from 05:00 to 01:00
- The OAL Departure Referral Limit of 390 pax/hr (against T60 R30 demand) will be replaced by the new T120 R30 limits.

Arrival Limits

- No change to the current Arrival Limits.

No changes to the declared limits

DXB Terminal 3

- Small changes to the observed / declared transaction times & throughputs, however these do not impact Terminal limits.
- Planned construction to take place in T3 check-in hall during S20 months in order to introduce a new hosted self-service check-in product (self-service kiosks and self-service bag drops). Reduction on the number of available check-in desks is expected during construction phasing, but reduction in available capacity can be mitigated by ensuring better utilisation of check-in areas 5 and 6.

Departure Limits

- No change to the current Departure Limits.

Arrival Limits

- No change to the current Arrival Limits.

Additional facility provision prior to S19 SRR, however post-SRR facilities reduced

DWC PTB

- Completion of works during W18 providing additional facilities in DWC PTB for S19 and W19.
- At Check-In, approximately 56 desks will be operational (100 desks have been delivered).
- At Departure Emigration, 10 desks will be operational (20 desks have been delivered).
- At Arrival Immigration, 20 desks will be operational (40 desks have been delivered).

Departure Limits

- No change to current limits.
- Propose to incrementally raise the limits according to demand as required.

Arrival Limits

- No change to current limits.
- Propose to incrementally raise the limits according to demand as required.

DXB: Terminal 1



مطارات دبي

DUBAIAIRPORTS

W20 Season, DXB Terminal 1 Facilities: Key Changes

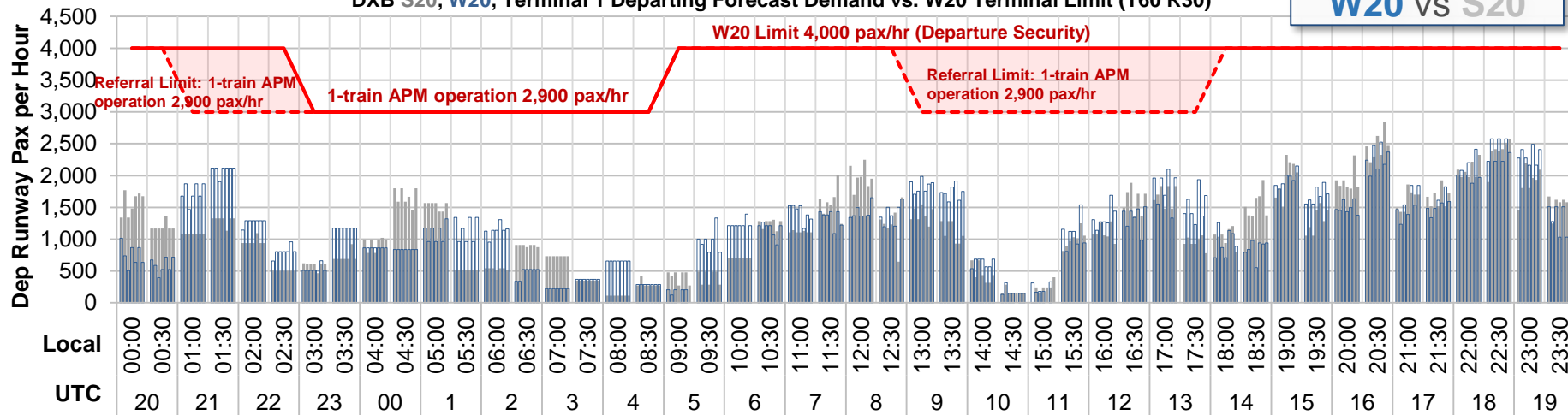
No change to T1 facility provision

| | | Terminal 1 | | Terminal 2 | | Terminal 3 | |
|--------------------|--------------|------------|-----|------------|-----|------------|-----|
| | | S20 | W20 | S20 | W20 | S20 | W20 |
| Check-in | | 208 | 208 | 52 | 52 | 216 | 216 |
| Emigration | Conventional | 26 | 26 | 14 | 14 | 37 | 37 |
| | Smart Gates | 10 | 10 | 8 | 8 | 24 | 24 |
| Departure Security | | 10 | 10 | 6 | 6 | 19 | 19 |
| Transfer Security | | 3 | 3 | 6 | 6 | 83 | 83 |
| Immigration | Conventional | 44 | 44 | 36 | 36 | 40 | 40 |
| | Smart Gates | 20 | 20 | 10 | 10 | 40 | 40 |
| Reclaim | | 8 | | 6 | | 14 | |

W20 DXB Terminal 1 Departures

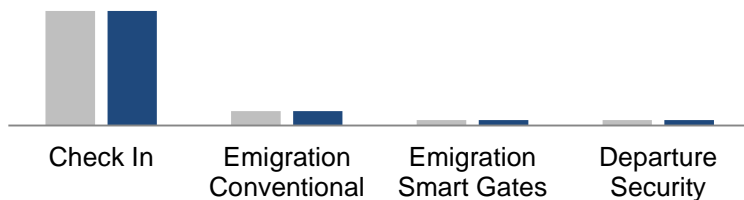
DXB S20, W20, Terminal 1 Departing Forecast Demand vs. W20 Terminal Limit (T60 R30)

W20 vs S20



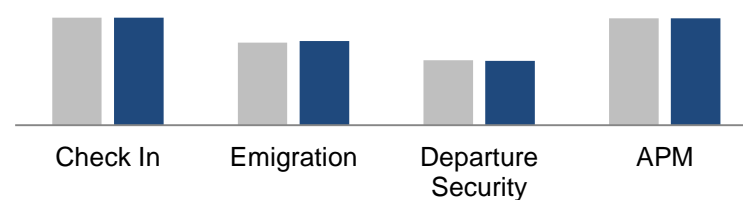
T1 Departures - No. of Facilities

■ S'20 Facilities ■ W'20 Facilities



T1 Departures - Facility Constraint

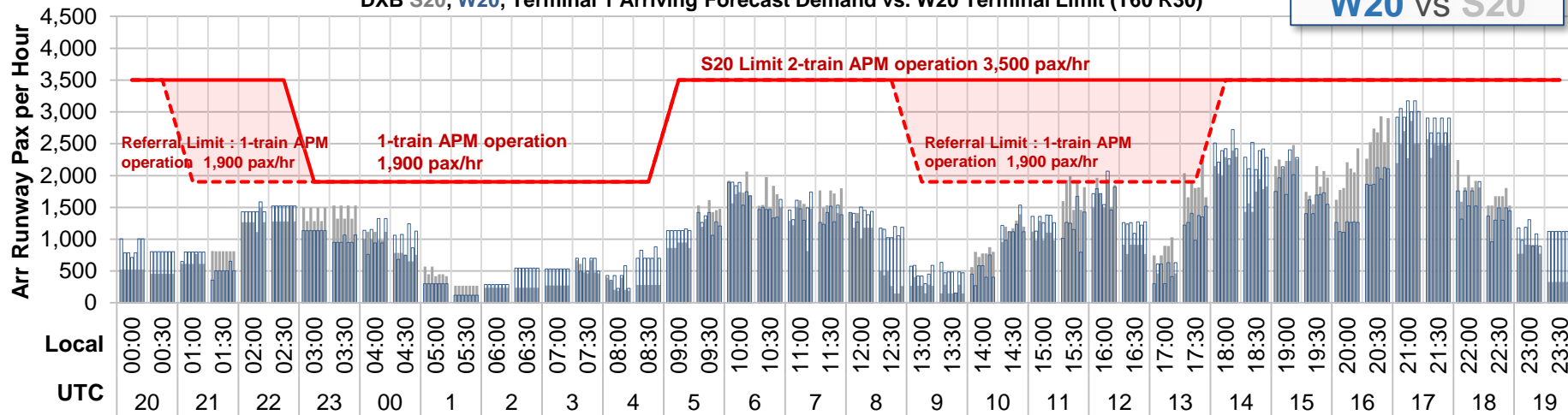
■ S'20 Throughput ■ W'20 Throughput



W20 DXB Terminal 1 Arrivals

DXB S20, W20, Terminal 1 Arriving Forecast Demand vs. W20 Terminal Limit (T60 R30)

W20 vs S20



T1 Arrivals - No. of Facilities

■ S'20 Facilities ■ W'20 Facilities



T1 Arrivals - Facility Constraint

■ S'20 Throughput ■ W'20 Throughput



DXB: Terminal 2



مطارات دبي

DUBAIAIRPORTS

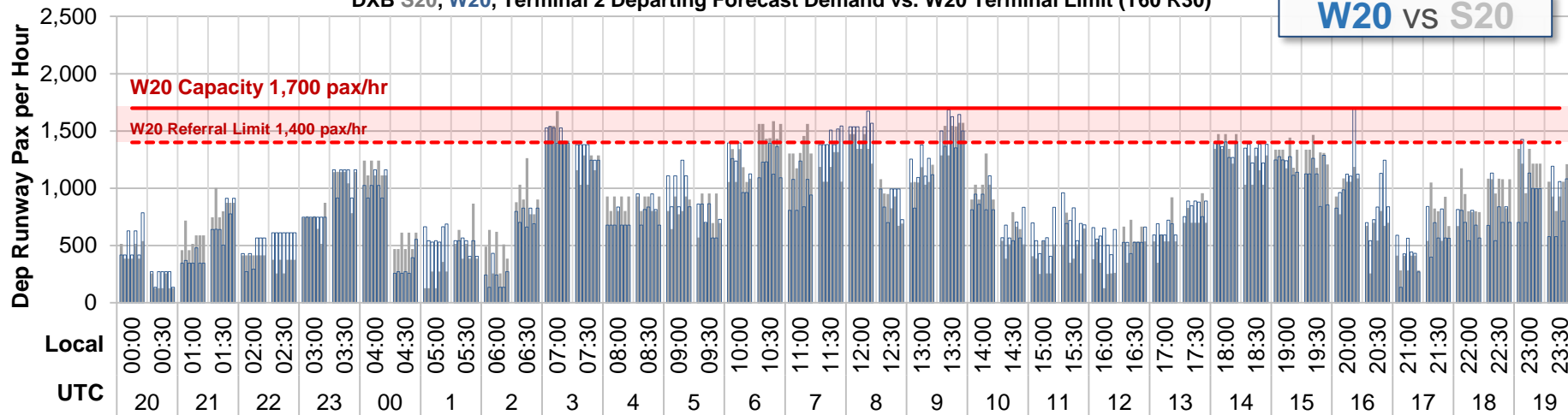
S20 Season, DXB Terminal 2 Facilities: Key Changes

No change to T2 facility provision

| | | Terminal 1 | | Terminal 2 | | Terminal 3 | |
|--------------------|--------------|------------|-----|------------|-----|------------|-----|
| | | S20 | W20 | S20 | W20 | S20 | W20 |
| Check-in | | 208 | 208 | 52 | 52 | 216 | 216 |
| Emigration | Conventional | 26 | 26 | 14 | 14 | 37 | 37 |
| | Smart Gates | 10 | 10 | 8 | 8 | 24 | 24 |
| Departure Security | | 10 | 10 | 6 | 6 | 19 | 19 |
| Transfer Security | | 3 | 3 | 6 | 6 | 83 | 83 |
| Immigration | Conventional | 44 | 44 | 36 | 36 | 40 | 40 |
| | Smart Gates | 20 | 20 | 10 | 10 | 40 | 40 |
| Reclaim | | 8 | | 6 | | 14 | |

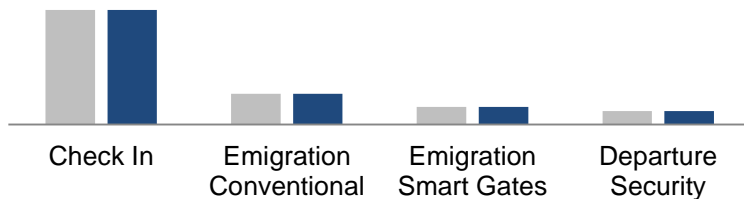
W20 DXB Terminal 2 Departures

DXB S20, W20, Terminal 2 Departing Forecast Demand vs. W20 Terminal Limit (T60 R30)



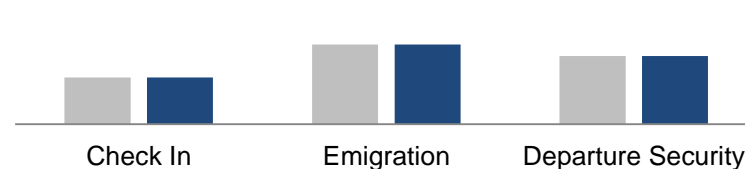
T2 Departures - No. of Facilities

■ S'20 Facilities ■ W'20 Facilities

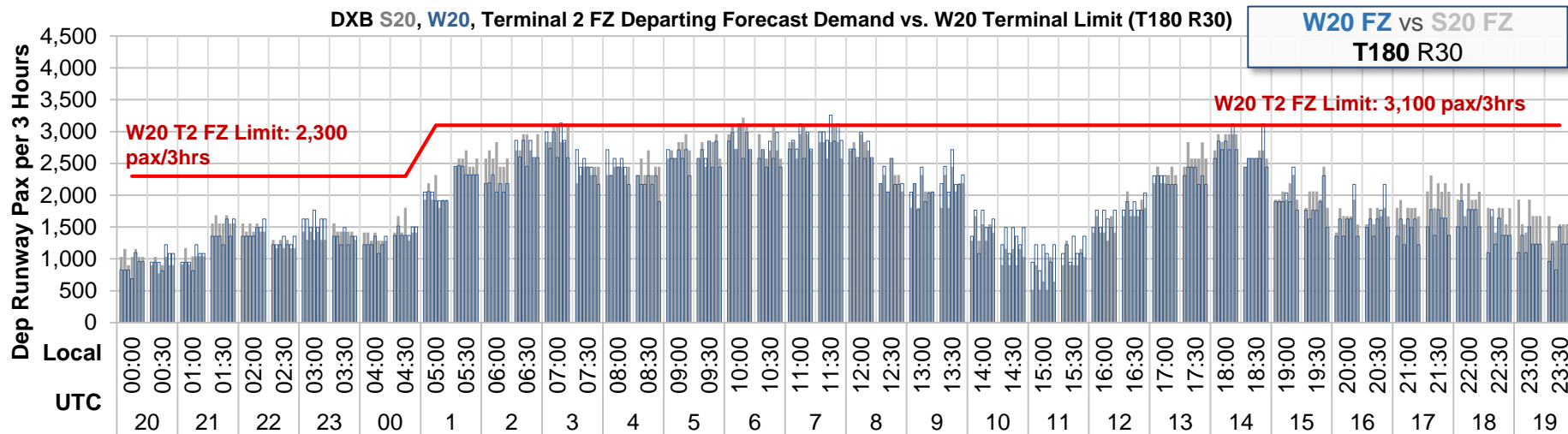


T2 Departures - Facility Constraint

■ S'20 Throughput ■ W'20 Throughput



The 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/3hrs is based on the number of FZ allocated desks and declared transaction times. From 00:00 to 05:00 there is a reduction in the T180 R30 from 3,100 to 2,300 driven by a reduction in the number of check-in desks allocated to FZ, as these are not currently utilised. These desks have been released for use by OALs.



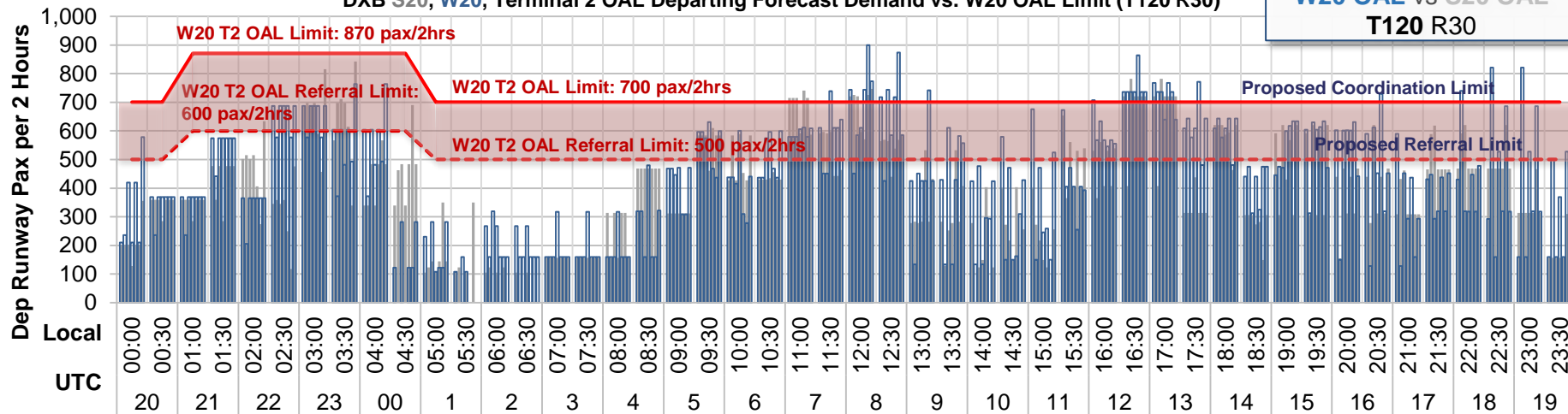
W20 DXB Terminal 2 Departures: OAL Limit

The T2 OAL Departure Limit is applied against **T120 R30** demand and is in addition to the overall Terminal 2 Departure Limit of 1,700 passengers/hour, developed to assist in managing the demand on the West Wing Check-In desk provision that OAL operate from.

The limit is set to **870 pax/2hrs** from **01:00 to 05:00** when there are 23 check-in desks available and **700 pax/2hrs** from **05:00 to 01:00** while there are 19 check-in desks available. The Referral Limit is set to 600 pax/2hrs from 01:00 to 05:00 and 500 pax/2hrs from 05:00 to 01:00 and is driven mainly by longer transaction times. Overage requests above the Referral Limit and below the coordination limit will be referred to Dubai Airports for review.

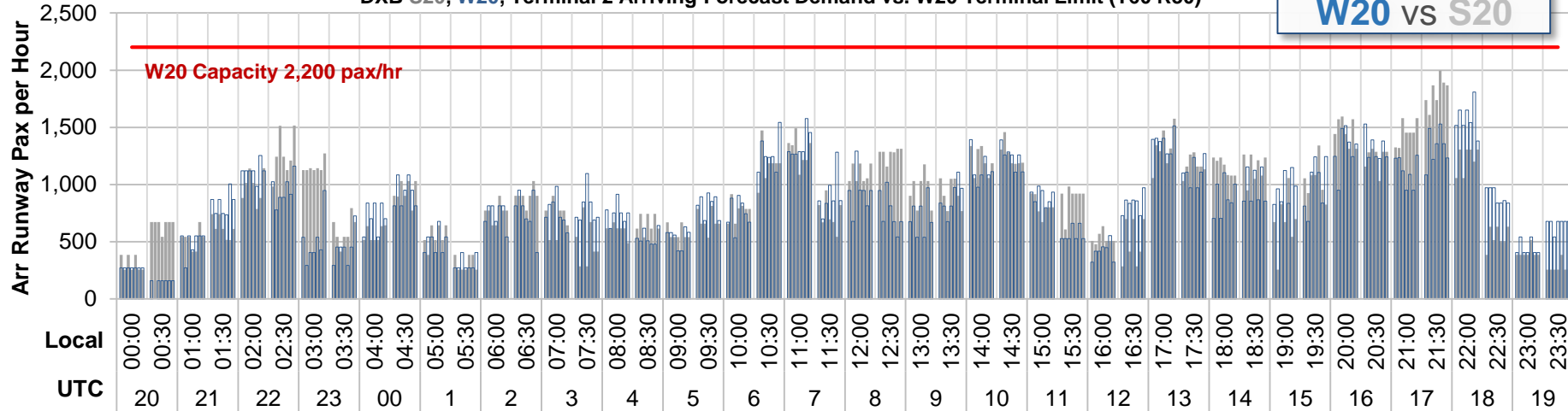
The introduction of the T2 OAL T120 R30 Departure Limit will replace the pre-existing T2 OAL T60 R30 Referral Limit.

DXB S20, W20, Terminal 2 OAL Departing Forecast Demand vs. W20 OAL Limit (T120 R30)



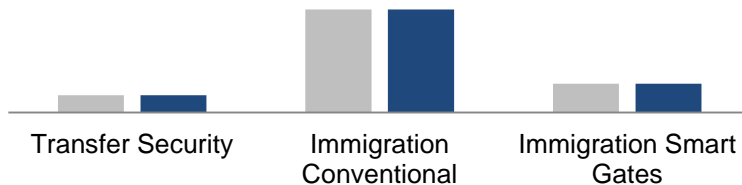
W20 DXB Terminal 2 Arrivals

DXB S20, W20, Terminal 2 Arriving Forecast Demand vs. W20 Terminal Limit (T60 R30)



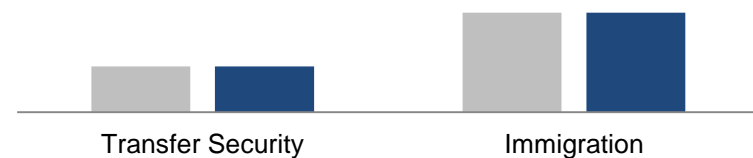
T2 Arrivals - No. of Facilities

■ S'20 Facilities ■ W'20 Facilities



T2 Arrivals - Facility Constraint

■ S'20 Throughput ■ W'20 Throughput



DXB: Terminal 3

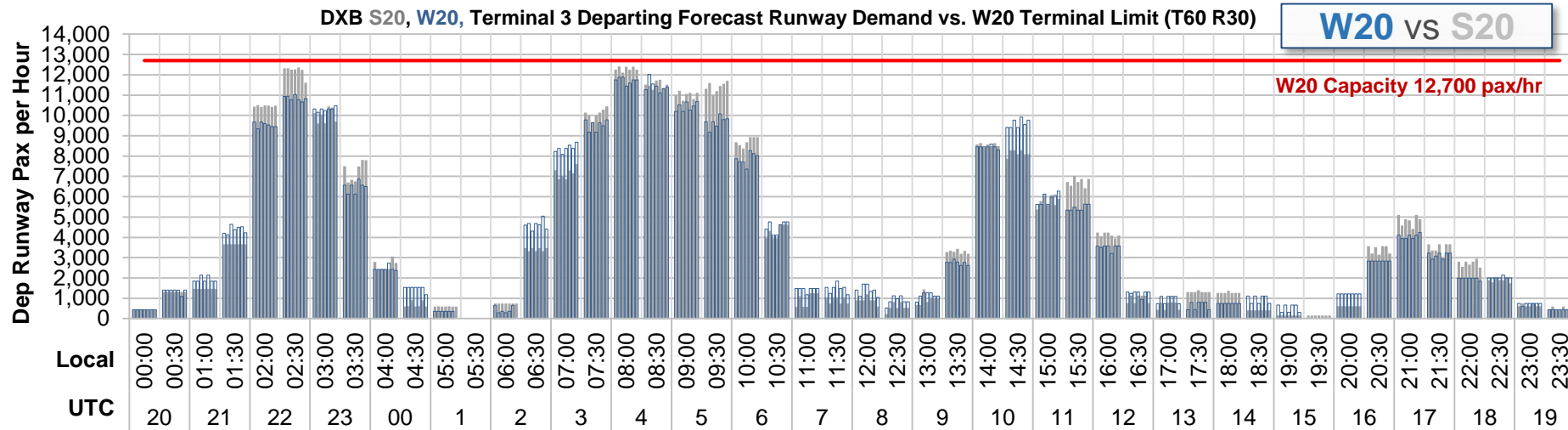


S20 Season, DXB Terminal 3 Facilities: Key Changes

Additional Immigration and Transfer Security Facilities

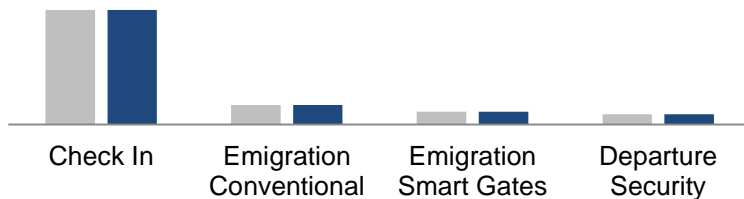
| | | Terminal 1 | | Terminal 2 | | Terminal 3 | |
|--------------------|--------------|------------|-----|------------|-----|------------|-----|
| | | S20 | W20 | S20 | W20 | S20 | W20 |
| Check-in | | 208 | 208 | 52 | 52 | 216 | 216 |
| Emigration | Conventional | 26 | 26 | 14 | 14 | 37 | 37 |
| | Smart Gates | 10 | 10 | 8 | 8 | 24 | 24 |
| Departure Security | | 10 | 10 | 6 | 6 | 19 | 19 |
| Transfer Security | | 3 | 3 | 6 | 6 | 83 | 83 |
| Immigration | Conventional | 44 | 44 | 36 | 36 | 40 | 40 |
| | Smart Gates | 20 | 20 | 10 | 10 | 40 | 40 |
| Reclaim | | 8 | | 6 | | 14 | |

W20 DXB Terminal 3 Departures



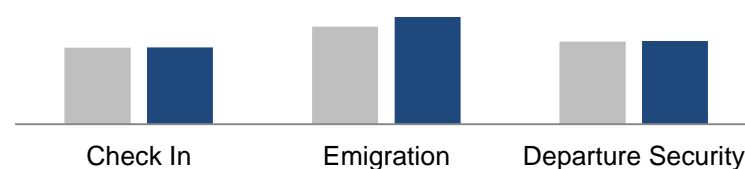
T3 Departures - No. of Facilities

■ S'20 Facilities ■ W'20 Facilities

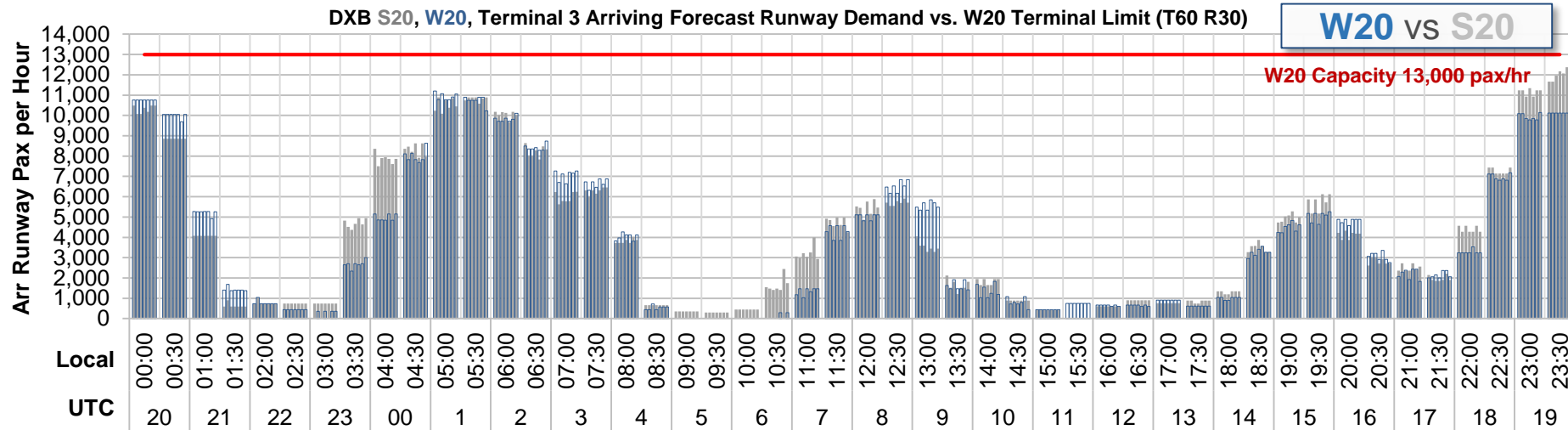


T3 Departures - Facility Constraint

■ S'20 Throughput ■ W'20 Throughput

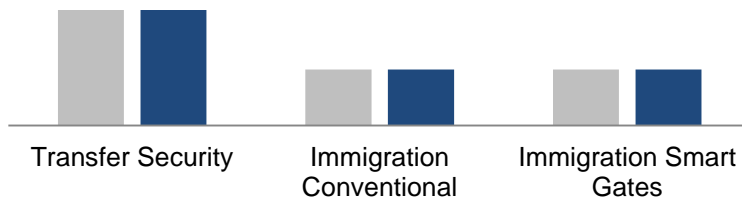


W20 DXB Terminal 3 Arrivals



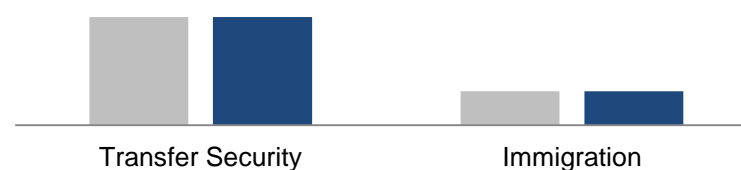
T3 Arrivals - No. of Facilities

■ S'20 Facilities ■ W'20 Facilities



T3 Arrivals - Facility Constraint

■ S'20 Throughput ■ W'20 Throughput



DWC: PTB



مطارات دبي

DUBAIAIRPORTS

No change expected in DWC PTB facility provision for S20

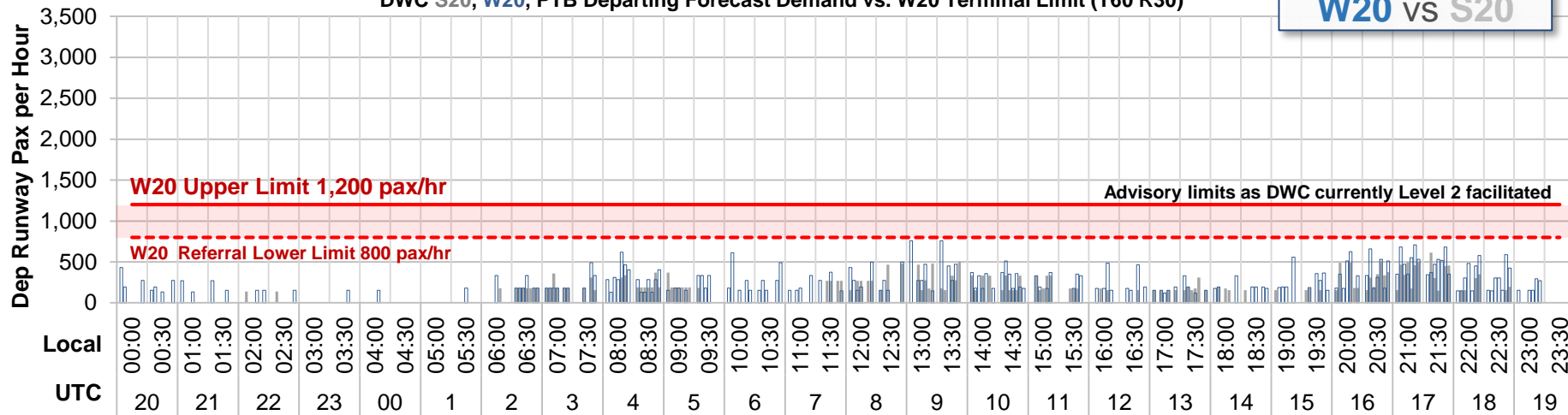
| | | PTB | | |
|--------------------|--------------|---------|-----|-----|
| | | S19 SRR | S20 | W20 |
| Check-in | | 90 + 10 | 53 | 53 |
| Emigration | Conventional | 20 | 10 | 10 |
| | Smart Gates | 5 | 5 | 5 |
| Departure Security | | 10 | 10 | 10 |
| Transfer Security | | 12 | 12 | 12 |
| Immigration | Conventional | 40 | 20 | 20 |
| | Smart Gates | 5 | 5 | 5 |
| Reclaim | | 7 | 7 | 7 |

Notes:

- **Check-In:** desk provision 90 Economy and 10 Business Class desks. However, only 53 desks equipped with phones and computers and can be operational
- **Emigration: 20** Conventional Desks have been provided, however, 10 are enabled for utilisation
- **Immigration: 40** Conventional Desks have been provided, however, 20 are enabled for utilisation.
- **Transfer Security:** 12 lanes will be available, however operational area may be decreased pending anticipated loads.
- The declaration is based on the lowest provision of passenger processing facilities during season.

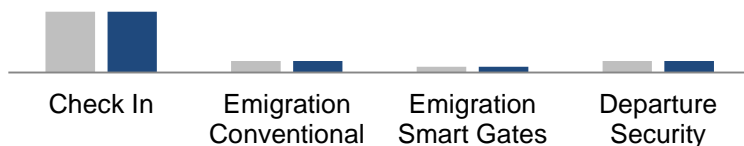
DWC S20, W20, PTB Departing Forecast Demand vs. W20 Terminal Limit (T60 R30)

W20 VS S20



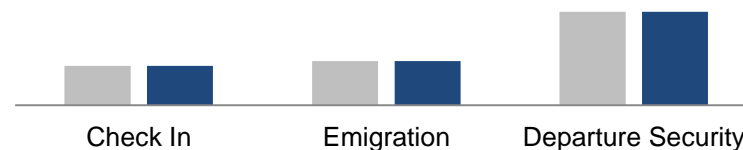
DWC PTB Departures - No. of Facilities

■ S'20 Facilities ■ W'20 Facilities



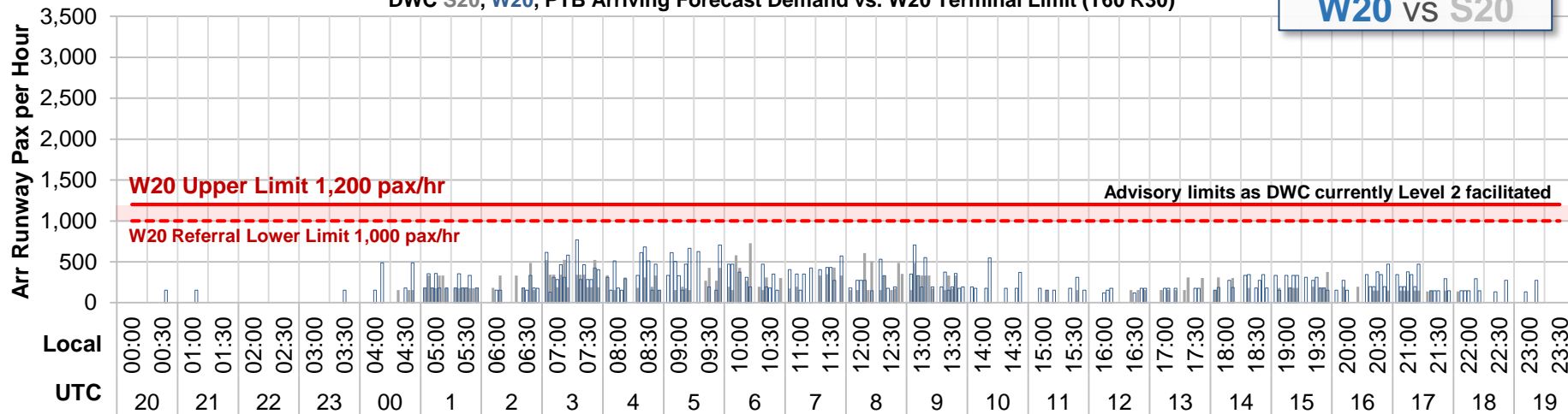
DWC PTB Departures - Facility Constraint

■ S'20 Throughput ■ W'20 Throughput



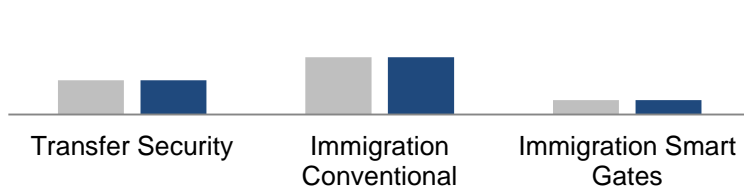
DWC S20, W20, PTB Arriving Forecast Demand vs. W20 Terminal Limit (T60 R30)

W20 VS S20



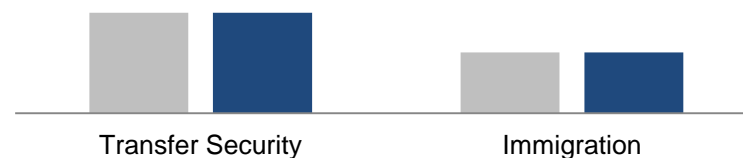
DWC PTB Arrivals - No. of Facilities

■ S'20 Facilities ■ W'20 Facilities



DWC PTB Arrivals - Facility Constraint

■ S'20 Throughput ■ W'20 Throughput



Summary of Key W20 Terminal Capacity Constraints (DXB)



مطارات دبي

DUBAIAIRPORTS

The following is a summary of the key constraints in each terminal that could potentially limit growth:

TERMINAL 1 DEPARTURES:

- Departures Security area is currently configured with 10 lanes, with limited available space to provide an additional lane within the existing footprint. 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. W20 declared throughput has decreased to 280 pax/hr/lane.
- Demand is restricted by 1-train operation of APM during maintenance hours (03:00 – 09:00). Revised headway assumptions are driving a lower limit during maintenance hours. Referral Limit has been introduced from 01:00 to 03:00 and from 13:00 to 18:00.

TERMINAL 1 ARRIVALS:

- Demand restricted by 1-train operation of APM during maintenance hours (03:00 – 09:00). Revised headway assumptions are driving a lower limit during maintenance hours. Referral Limit has been introduced from 01:00 to 03:00 and from 13:00 to 18:00.
- Smart Gate uptake needs to continue 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. Introduction of new T2 OAL T120 R30 limit to more efficiently manage T2 OAL demand against available check-in desk capacity.
- Departures also suffers from gate/lounge seating capacity.

TERMINAL 3 DEPARTURES:

- Fragmentation of check-in products doesn't make best use of available capacity in T3 Check-in. Construction phasing of SSK and SSBD products in T3 check-in hall, during S20 months could impact the available check-in desks, however limits have not been reduced to reflect that, as improved utilisation of check-in Zones 5 & 6 could mitigate the impact of construction. Additional capacity could also be realised from developing a product in Check-in area Zone C.

TERMINAL 3 ARRIVALS:

- Additional facility provision has been delivered in T3 Immigration Hall, which is largely due to additional smart gates. Smart Gate uptake will need to be encouraged in order for the additional capacity to be released on T3 arrivals.



End of W20 Scheduling Coordination Committee Pack

مطارات دبي

DUBAIRPORTS