

DXB Northern Runway Rehabilitation 2022 **AIRLINE BRIEFING**

Dubai Airports & ACL

9th June 2021



-
- Background
 - Scope of Works and Programme
 - Project Impact on Capacity and Future Capacity During NRR2
 - Capacity Alternatives and Performance Requirements
 - Schedule Coordination Background, Process and Timescales
 - Questions and Answers

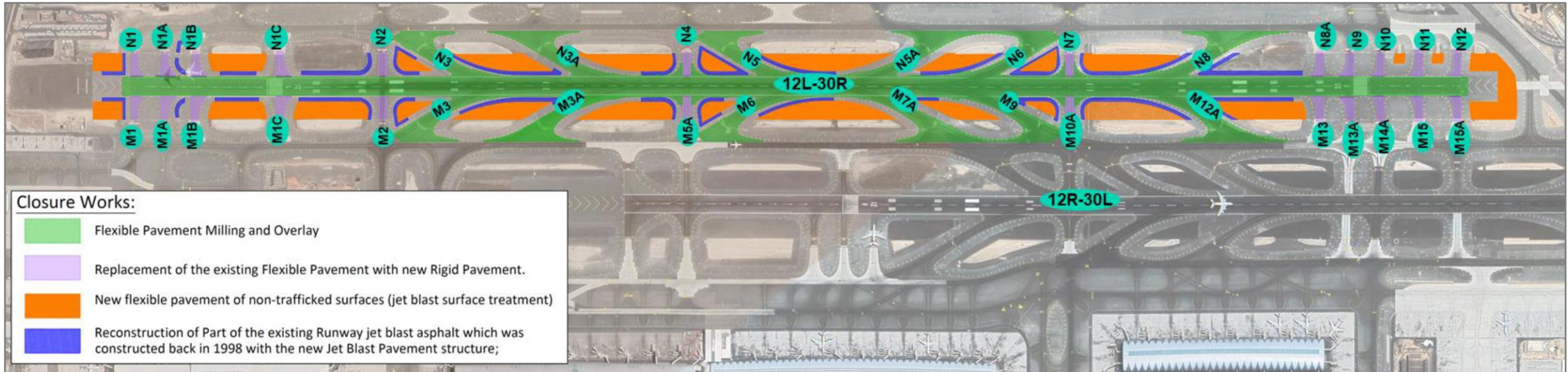
Background

- 24/7 airport with limited runway capacity makes rehabilitation challenging
- Sustained closures required to facilitate significant works
- Southern runway was rehabilitated in 2019
- The Northern runway was last rehabilitated in 2014
- An opportunity to undertake the Northern Runway Rehabilitation ahead of the end of life date (2024/25)
 - Slower than expected recovery
 - Benefit of minimising longer term traffic loss
 - Mitigation of significant future works until after 2030
- Timeline for NRR2 based on most optimum timing and considering procurement lead times

NRR Scope of Works

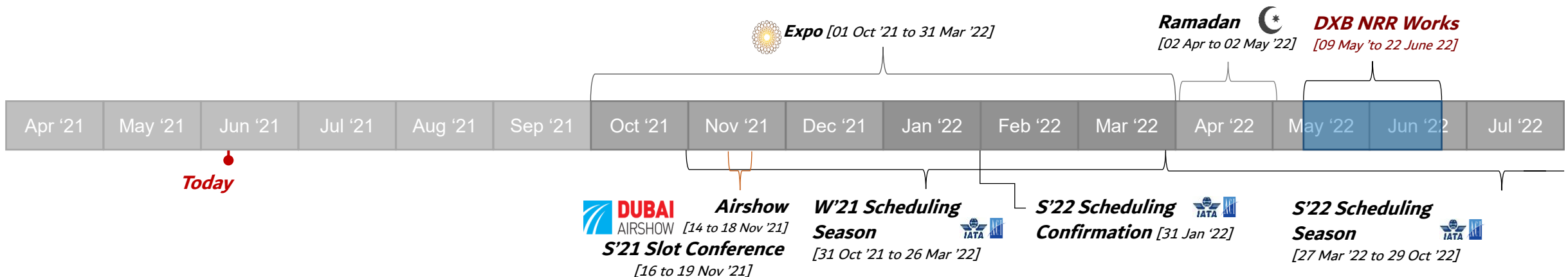
Various works planned for the Northern Runway Rehabilitation, works will be undertaken on adjacent taxiways prior to the full closure period. Scope of works include:

- Resurfacing of the Northern runway
- Strengthening of the wider runway strip
- Aeronautical Ground Lighting (AGL) and Taxiway Guidance Signs (TGS) replacement
- Pavement reinforcement of key taxiway entry and exits
- Repair of drainage infrastructure
- Relocation of navigation aids substation



Key Scheduling and Operational Dates – Capacity Uncertainties

- Runway Rehabilitation projects have previously utilised Ramadan, 2022 Ramadan expected to follow Expo
- Based on historical traffic patterns and forecasted traffic levels the optimum time for the NRR has been identified as post Eid and pre-Summer break
- This will result in the NRR falling in the S'22 season
- The proposed approach for NRR scheduling is comparable to previous runway rehabilitations
- An additional complication could be the temporary terminal limits, if they still exist in May '22. This will potentially lead to complexities in the schedule coordination



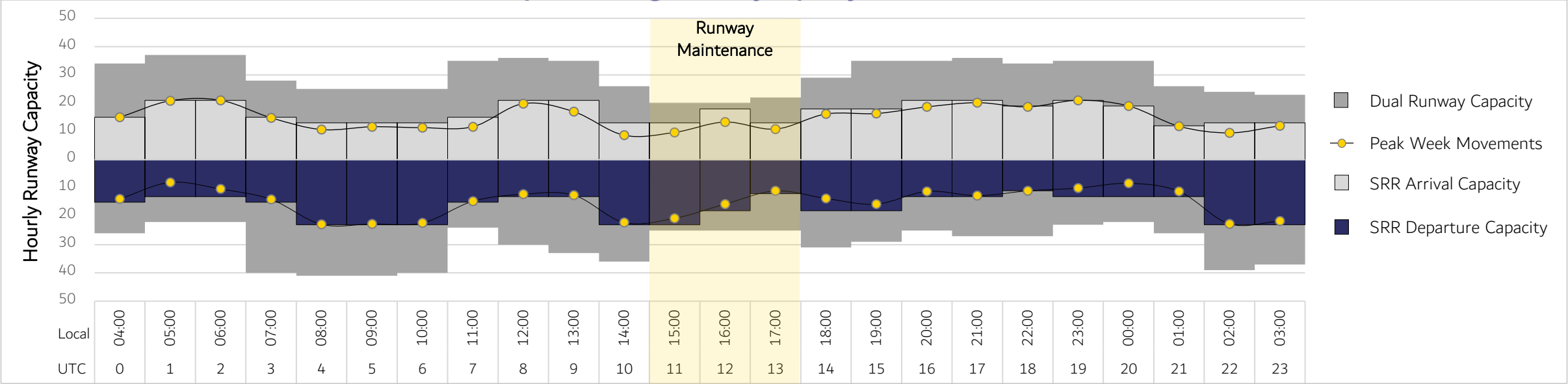
DXB Capacity During NRR – Terminals and Runway

- Runway Rehabilitation projects have largely been impacted purely by runway capacity
- The current temporary terminal scheduling limits could potentially be a controlling limit
- It is proposed to undertake a secondary coordination early in 2022, if temporary limits are still in place
- T1/CD and DWC PTB remain hibernated, however these will be reactivated as soon as current capacity is close to being exceeded

PCR Arrivals Testing at DXB: 63 Countries (07/06/2021)

Middle East & Africa					Europe		Asia	
Angola	Guinea	Kenya	South Sudan	Ghana	Croatia	Malta	Afghanistan	Pakistan
Djibouti	Iran	Lebanon	Sudan	Jordan	Cyprus	Moldova	Bangladesh	Philippine
Egypt	Iraq	Morocco	Syria	Somaliland	Czech Republic	Montenegro	Cambodia	Tajikistan
Eritrea	Israel	Rwanda	Tanzania	Uganda	Georgia	Romania	India	Turkmenistan
Ethiopia	Ivory Coast	Senegal	Tunisia	Zambia	Ukraine	Russia	Myanmar	Uzbekistan
Zimbabwe	Nigeria	South Africa	Somalia	Bahrain	Hungary	Slovakia	Nepal	Vietnam
Oman	Kuwait	Qatar			Turkey	Poland	Indonesia	
South America								
							Argentina	Brazil
								Chile

Dual Compared to Single Runway Capacity Profile



SCHEDULE COORDINATION PROCESS





Dubai International Airport – Northern Runway Rehabilitation (NRR) Closure – Summer 2022 (S22) Coordination Process

Integrity | Together | Own it | Professional | Striving for better

Introduction

- SHL Process
- Estimated Reduction of Flight Schedule
- NRR S22 Coordination Process
- Submission Guidance
- S23 Historic Guidance
- Coordination Priorities

SHL Process

Summer 2021 Baseline as at 31 January 2021

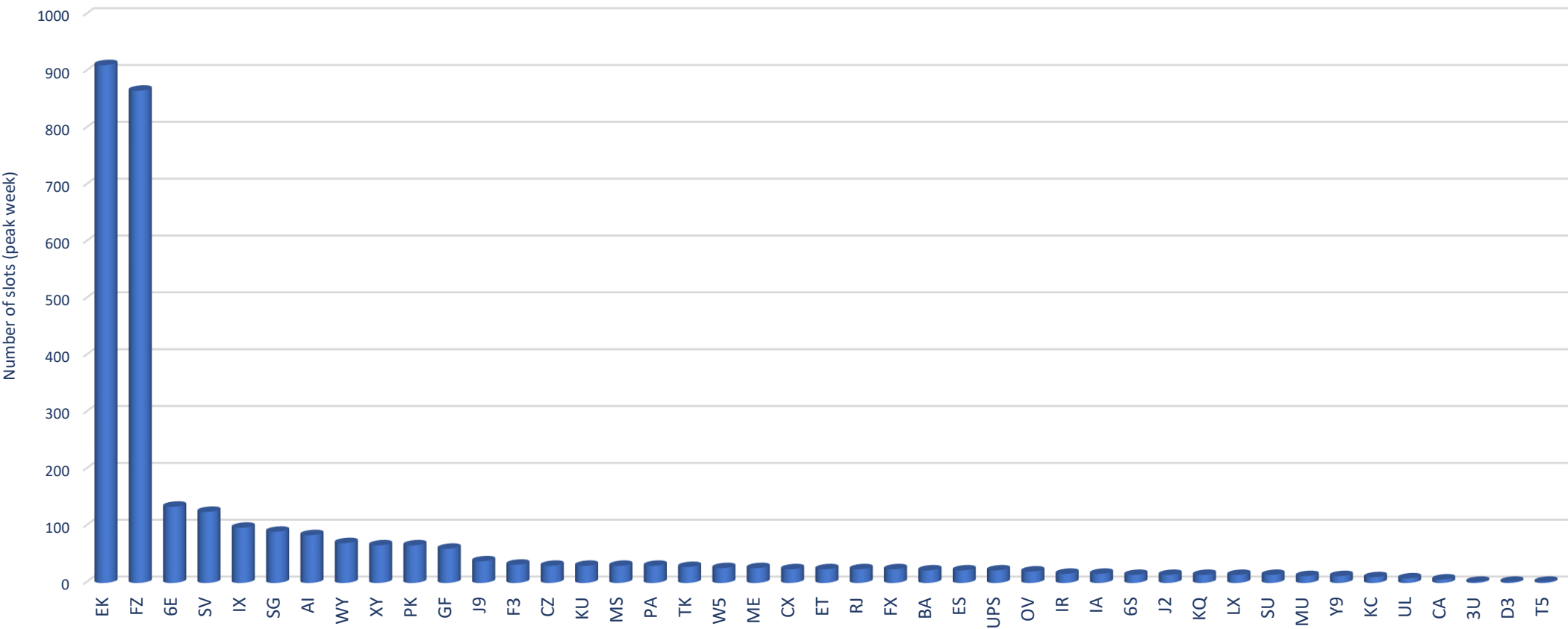
Capacity Declaration

Capacity Reduction Strategy

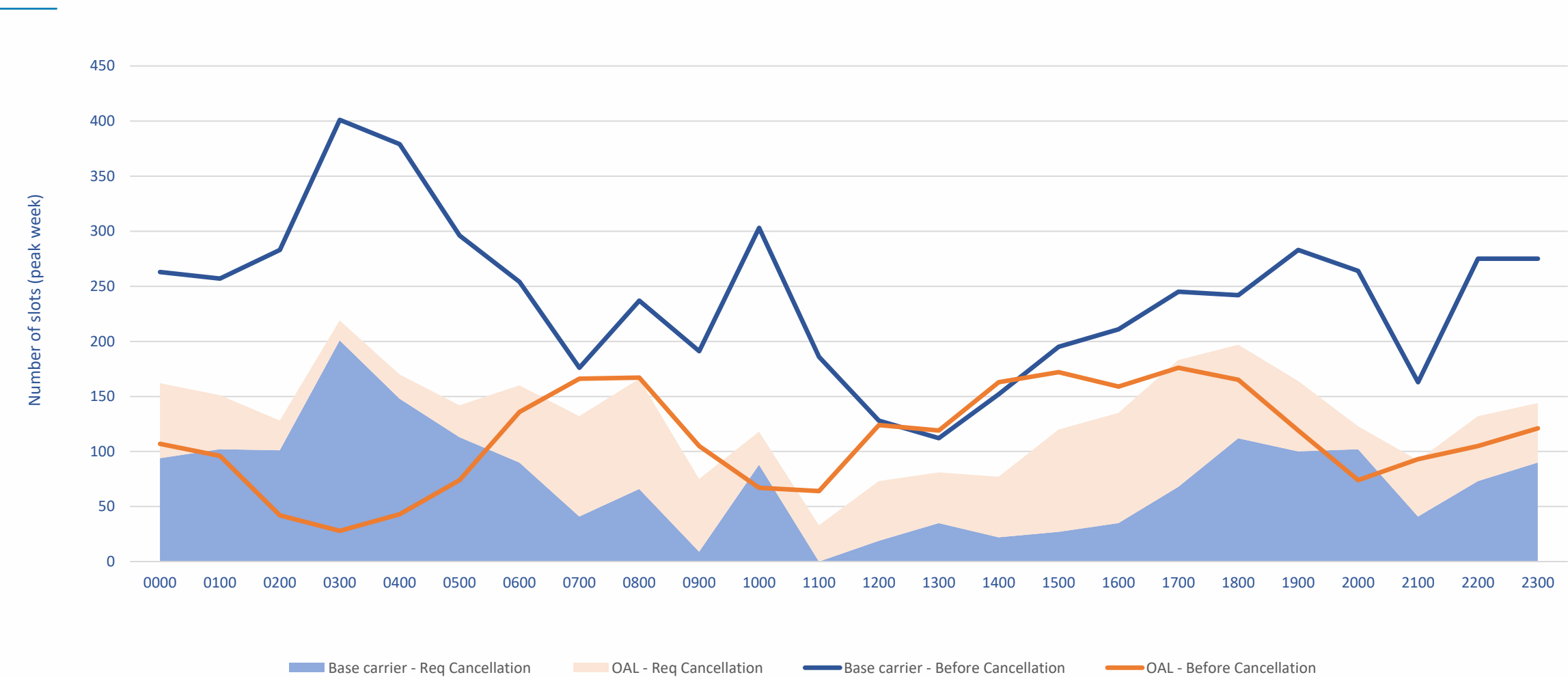
ACL identifies slots requiring
cancellation to achieve capacity
declaration

SHL within
Capacity

Estimated Distribution of Flight Reductions by Carrier (SHL)



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



NRR S22 Coordination Process

13 September 2021

- SHL Distribution including identification of flights requiring cancellation

07 October 2021

- Submission Deadline

30 September 2021

- Deadline for agreeing historic flights detailed in SHL. Post this date focus will not be on cancellations but reinstatements and improvements.

08 October to 04 November 2021

- Initial Coordination

Submission Guidance

- Slots marked for cancellations will be labelled in the SHL with an CLO reason code
- To claim confirmed Historic slots unchanged please submit using F action code
- To apply for a slot that has been marked for cancellation during the NRR – apply as new this will be given higher priority for reinstatement over non historic, newly requested slots.
- To request a historic retime or aircraft change please submit using C/R (offers acceptable) or C/L (no offer acceptable)
- To request a change of day for a confirmed historic slot please submit using C/R or C/L
- New slots can be requested in the period outside of the NRR
- All new slots requested in the period of the NRR will be given lower priority and may be no slotted
- Additional Information in SI:
 - Priority for reinstatement by day of week
 - Any other information you wish to provide to the Coordinator

The Submission deadline for Summer 2022 is 07 October 2021



Integrity | Together | Own it | Professional | Striving for better



S23 Historic Status Guidance

1. Cancellations due to the Runway Closure will be classified as Force Majeure at Dubai International Airport and other ACL Coordinated airports for Dubai International (DXB) related flights only during the NRR period.
2. ACL will write to Coordinators worldwide seeking flexibility for flights affected by the closure and will raise it at the WWACG Plenary at the Rome slot conference.
3. Historic slots for S23 will be based on slots held for the period between 04 July 2022 and 29 October 2022. Slots held and operated for 80% of the period will gain Historics at these times for the entire S23 season.

Coordination Priorities





ACL International, Dubai International Airport | +971 (0) 4 504 5824 | DXBSTAFF@acl-international.com | <http://www.acl-uk.org>
Viewpoint, 240 London Road, Staines-Upon-Thames TW18 4JT | +44 (0) 208 564 0600 | info@acl-uk.org | <http://www.acl-uk.org>

QUESTIONS AND ANSWERS



- Question: You mentioned ACL down route airports will provide JNUS
- Answer: Yes ,ACL will apply alleviation for the NRR project
- Question: Will you ask other coordinators to do the same vi WWACG or EUACA?
- Answer: ACL will communicate via WWACG and/ or EUACA, but cannot make guarantees that they will accept this as a reason for non-use of slots. ACL will do their best to convince otherwise.
- Question: You mentioned reason code CLO will be used. Will those slots automatically appear in the next equivalent SHL, or is any action required by the airline?
- Answer: SHL will be based on the end of the season – and extended for the whole season, no requirement for airline to do anything
- Question: Will single daily operations be protected cancelled?
- Answer: ACL principle is to try and protect these flights, but on Day 7 it maybe challenging due to the airport full closure.