



ACL International
Coordination
DXB NRR Contingency Plan Policy

09th May 2022 – 22nd June 2022

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DXB NRR Contingency Plan Policy

1. Introduction

Dubai International Airport (DXB) is undergoing Northern Runway Rehabilitation (NRR) works necessitating single runway operations during the period from 09 May to 22 June 2022. During the NRR period maximum utilisation has been made of available single-runway capacity to minimise the impact on DXB's scheduled operations. Capacity utilisation will be 94% on a 24h basis across the 45-day NRR period, and as high as 97% utilisation on the busiest days.

These high levels of utilisation mean that there need to be robust mitigation and recovery plans to cater for any disruption or interruption of operations on the remaining single runway.

This policy sets out the recovery plan in the event of a closure of the remaining Northern runway. The objective is to recover normal operations within 24h of any closure. Depending on the length of closure, recovery may necessitate planned flight cancellations. This policy describes the fair apportionment of any necessary cancellations and seeks to preserve single-daily operations and commercial transit flights as far as possible.

2. Implementation of the Recovery Plan

During the NRR period, Dubai Airports' Airport Operations Control Centre (AOCC) will be tasked with assessing the situation in the event of any disruption and implementing the recovery plan necessary to recover normal operations within a 24h period.

The disruption details and information will be promptly communicated by AOCC by email and, where flight cancellations are necessary, by email by ACL. Communication via ATIS will complement NOTAM will also be issued as required, recognising the longer time required to disseminate the information at a global level.

3. General Principles & Diversions

In the event of a disruption or runway closure of any length of time, extensive disruption and delay should be expected. Airlines launching services to arrive at DXB following a disruption may experience airborne holding and should fuel accordingly.

3.1 Slot Management during Disruption and Recovery

The following additional guidelines apply when operating in, or recovering from, disruption:

- In case of unforeseen operational delays operating within 24 hours of the agreed slot time, delayed DXB flights may operate without re-clearing airport slots, unless advised otherwise by AOCC.
- Inbound flights from within the Gulf Region may have been subject to a block-stop by Emirates ACC at their point of origin. Following resumption of operations, these flights will operate as “delayed” and do not need to re-clear airport slots, unless advised otherwise by AOCC.
- Flights diverting into other airports and wanting to continue their journey into DXB should, if possible, delay their original slot to a new time, subject to slot availability.
- Flights diverting into other airports (including DWC) and terminating passengers need to apply for a new slot into DXB to reposition their aircraft. Priority for positioning flights will be given to base carriers in the first instance and may result in no or limited availability to OALs in the period following the incident.
- Airlines must cancel all slots that will not be operated to give an accurate picture of demand.

The automatic re-clearing of slots within 24h due to operational delays will not be applicable in cases where it is estimated that this would impact the operation’s ability to recover efficiently (e.g. closures of more than one hour). In such cases AOCC will notify the operators of the activation of an alternate process:

- AOCC will decide the amount of cancellations required and will inform the airlines of the percentage of slots they need to reduce their schedule.
- AOCC or ACL will turn OCS automatic messaging capability “off”. A manual process will be activated instead, where following receptions of standard messages, ACL will manually re-clear slots against a set capacity
- All equipment changes must be notified to the coordinator.
- Airlines may prioritise flights within their hourly allocation

- To allow recovery of the schedule to a “normal” state, the following will apply:
 - No slots will be allocated for transit or training flights,
 - No slots will be allocated for additional services within 24h following a closure.
- Due to the scarcity of slots during NRR, OALs that are able to terminate their service at the diversion airport are advised to do so.

ACL will monitor slot usage based on the notifications and instructions officially released during an incident and the following recovery period. Any abuse of slots will be dealt with by the Slot Performance Committee.

All flight cancellations made as a result of a disruption in DXB will be considered as ‘force majeure’. ACL will inform other coordinators of the disruption by publishing the event on the WWACG website so that it can be taken into account for slots at the other end of the route.

4. Misuse of Slots during a Disruption

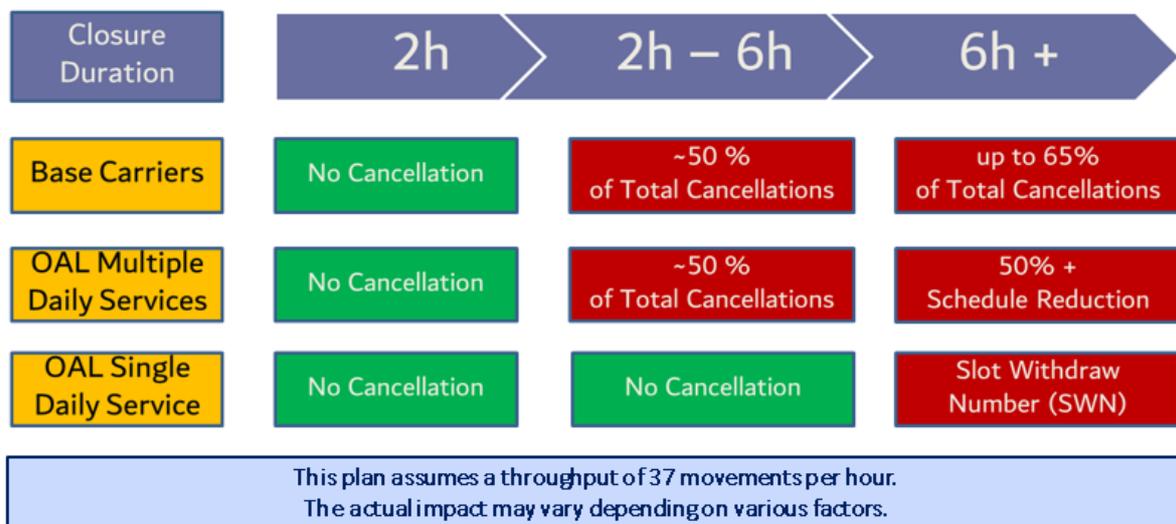
Slot adherence is essential to ensure efficient use of scarce runway capacity during the NRR. In addition, thorough slot management is essential to provide accurate information to all partners and facilitate accurate and timely decision-making. The following will be considered a misuse of slots and could lead to sanctions up to 100,000 AED per occurrence:

- Operating at times significantly different from the allocated slots (either as one-off or regularly, excluding unforeseen operational delays as detailed in the Conditions of Use).
- Go Shows – Operation without approved slot (except in emergency cases).
- Operation of a slot in a manner other than coordinated (e.g. aircraft type different than approved even within the same ICAO Code and within the same aircraft family e.g. B73H vs B7M8).
- No Shows – Failure to cancel approved slot for reasons that are not beyond the airline’s control.

5. Recovery Plan

Disruption recovery may necessitate planned flight cancellations depending on the duration and impact of the disruption. Although other disruptive events could have an impact on operations of similar magnitude, the word “closure” will be used in the categorisation below for the sake of simplification. This policy describes the fair apportionment of any necessary cancellations and seeks to preserve single-daily operations as far as possible.

Figure 1: Summary of NRR Demand Management Process



5.1 Level 1 – Closures of up to approximately 2h

Following a closure of up to approximately 2h, it may be possible to recover normal operations within 24h without implementing planned flight cancellations. The AOCC will monitor the effectiveness of the natural recovery. If demand reduction intervention is required, ACL can be called within 1h of disruption, and deployed within 2h to minimise slot management workload on AOCC (considering 1h activation).

Slot Management guidelines detailed in part 3.1 should be strictly adhered to in order to facilitate common situational awareness and support optimum capacity utilisation.

5.2 Level 2 – Closures of approximately 2-6h

For a longer closure or more severe disruption, it will be necessary to implement planned flight cancellations, in order to recover normal schedule within a 24h period.

- The home-based carriers (EK and FZ) will jointly provide at least 50% of the overall required slot reduction (up to a maximum 65%).

- The home-based carrier reductions will be managed tactically, following guidelines based on the relative size of airlines' daily slot holding.
- OALs operating multi-frequency routes will be required to cancel either 33% or 50% of these services (depending on the cancellation rate required).
- Wherever possible, when flight cancellations are required OALs will be given notice equivalent to 3h before the STD on the inbound DXB sector.
- If services subject to a block-stop at the point of origin are cancelled, then these cancellations will count towards the required cancellation total.
- Affected OALs may choose to cancel other flights to meet their cancellation quota.
- All Integrator and General Aviation / Business Aviation flights will initially be cancelled and reallocated based on available capacity.

5.3 Level 3 – Closures of more than approximately 6h

In the event of a prolonged disruption, then the cancellation of up to 50% of multi-frequency OAL services and proportionate home-based carrier cancellations may be insufficient to recover operations within a 24h period.

- OALs operating multi-frequency routes will be required to cancel 75% of these services.
- OALs with single-daily operations will be required to make cancellations. Cancellations by single-daily OALs will be determined by a random Slot Withdraw Number (SWN).
- SWNs will be assigned by random lottery for each OAL single-daily arrival to DXB, for each day in the NRR period. This means that a particular flight will have different SWNs on each day during the NRR, ensuring a fair distribution of potential cancellations.
- An indicative random SWN assignment is provided in Annex 2 and will be updated closer to the start of NRR, communicated by ACL to all airlines and posted on the ACL website.

All Integrator and General Aviation / Business Aviation flights will initially be cancelled and reallocated based on available capacity. Departures from DXB will be tactically facilitated

6. Prioritisation of flights During Disruption and Recovery

As a general indication, schedule reductions will not generally apply to arrival or departure flights scheduled to operate within 6 hours of the start of the disruption.

7. Terms and Abbreviations

The following terms have the following meanings in this policy:

ACL	Airport Coordination Limited, the coordinator of DXB
AOCC	Dubai Airports Airport Operations Control Centre
Home-based carrier	Emirates (EK) and flydubai (FZ)
DA	Dubai Airports, the operator of DXB and DWC
dans	Dubai Air Navigation Services, the ATC provider at DXB & DWC
dnata	The ground handling agent at DXB
DXB	Dubai International Airport
DWC	Dubai World Central
Emirates ACC	Emirates Air Traffic Control Centre, part of Sheikh Zayed Air Navigation Centre (SZC, GCAA)
EOC	Emergency Operations Centre
NRR	Northern Runway Rehabilitation project
OAL	Other Airlines, operators at DXB excluding the Home-based
SWN	Slot Withdraw Number, as described in para 5.3 of this policy