



# Summer 2023 (S23)

Schedule Coordination Committee Meeting

**DXB & DWC**

28<sup>th</sup> September 2022

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**DUBAIRPORTS**

## S23 Schedule Coordination Committee Meeting

### Welcome

#### Introduction

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

#### W22 Seasonal Report

Elliot Moorton, DXB/DWC Coordinator, Airport Coordination Limited (ACL)

#### S22 Airfield Performance

Nouf Al Ameri, Manager - Airspace Planning and Analysis, Dubai Air Navigation Services (dans)

#### Airfield Development

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

#### Terminal, Runway & Stand Capacity Declaration and Historical Performance

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

#### End of S23 Scheduling Coordination Committee/ Q&A

## Purpose of Schedule Coordination Committee Meeting

Dubai Airports hold two Schedule Coordination Committee meetings per annum for Summer and Winter seasons, respectively. The purpose of the meetings are to provide the airport community with a view on matters relating to airport capacity and the declaration.

### KEY TOPICS:

- **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 participate in discussions related to all of the above.**

Published for IATA Summer Season 2023

## Airport: Dubai International (DXB)

- No significant changes expected at this stage to CoU
- Will be published ahead of the season
- Local Rules reinstated, summarised later in this presentation by ACL
- Ensure full compliance with the CoU
- Focus in Q4 2022 will be on slot performance



Available online: <http://www.dubaiairports.ae/corporate/airline-development/conditions-of-use-charges>



# Dubai Airports W22 Seasonal Report

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# Dubai International Airport (DXB)

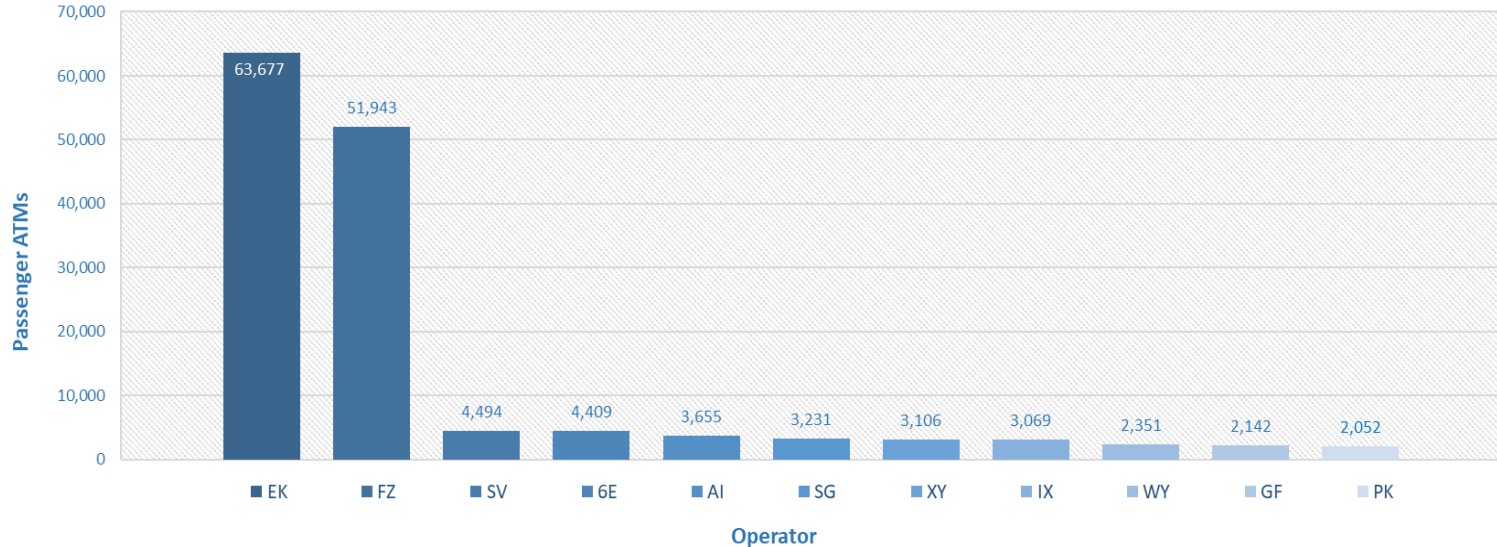
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# Passenger Air Transport Movements – By Operator

Operator	EK	FZ	SV	6E	AI	SG	XY	IX	WY	GF	PK	Other	Total
W22 PATMs	63,677	51,943	4,494	4,409	3,655	3,231	3,106	3,069	2,351	2,142	2,052	32,874	177,003
%	36.0%	29.3%	2.5%	2.5%	2.1%	1.8%	1.8%	1.7%	1.3%	1.2%	1.2%	18.6%	100.0%

Winter 2022 Passenger ATMs



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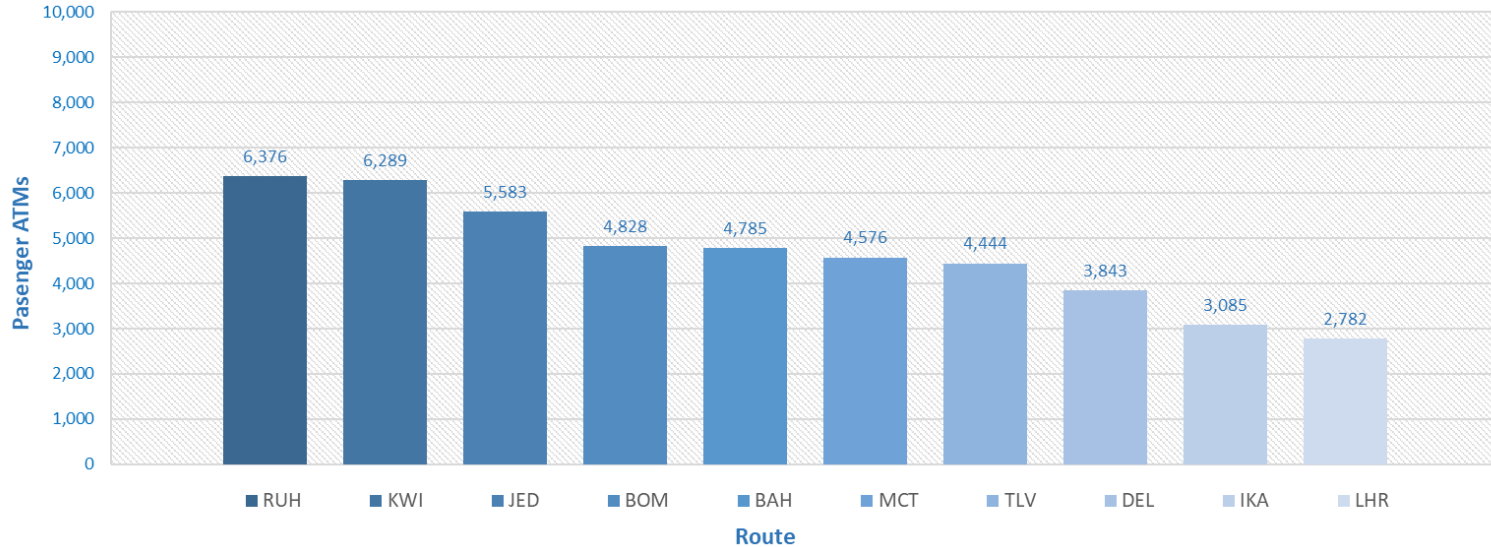




## Passenger Air Transport Movements – By Route

Route	RUH	KWI	JED	BOM	BAH	MCT	TLV	DEL	IKA	LHR	Other	Total
W22 PATMs	6,376	6,289	5,583	4,828	4,785	4,576	4,444	3,843	3,085	2,782	130,412	177,003
%	3.6%	3.6%	3.2%	2.7%	2.7%	2.6%	2.5%	2.2%	1.7%	1.6%	73.7%	100.0%

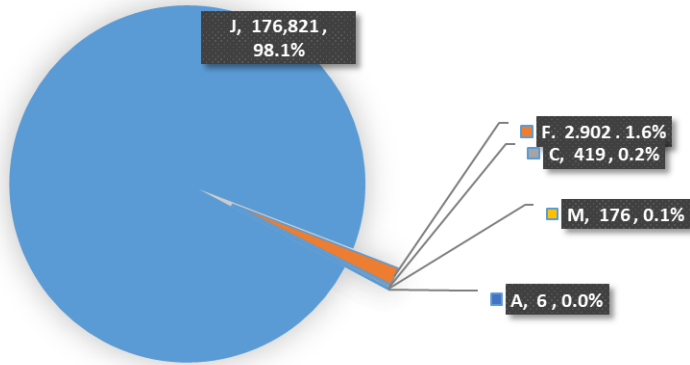
Winter 2022 Passenger ATMs





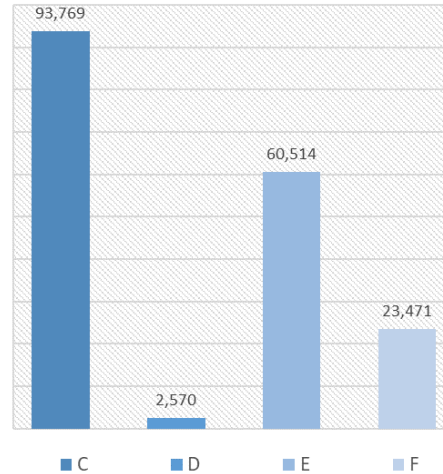
## Types of Operation - By Service Type

Service Type	J	F	H	C	G	Total
W22 Movmts	176,821	2,902	419	176	6	180,324
%	98.1%	1.6%	0.2%	0.1%	0.0%	100.0%



## Types of Operation - By ICAO Group

ICAO Size	C	D	E	F	Total
W22 Movmts	93,769	2,570	60,514	23,471	180,324
%	52.0%	1.4%	33.6%	13.0%	100.0%



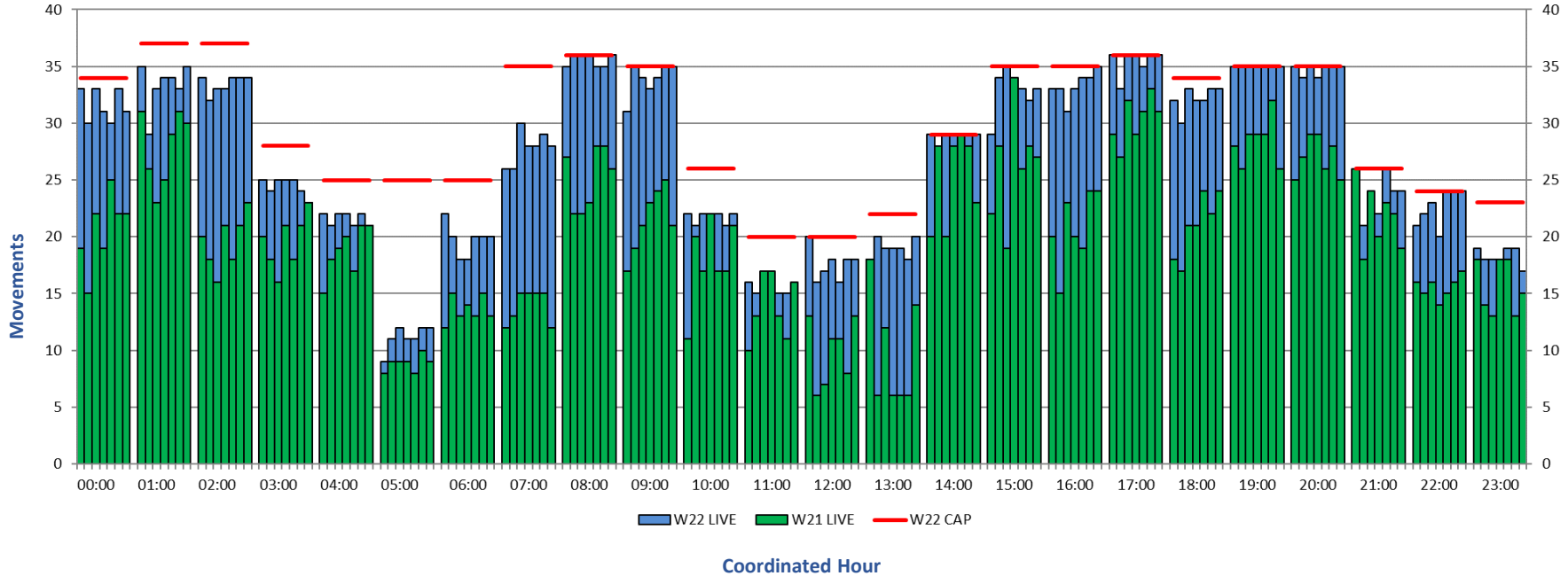
## Capacity Constraints - By Reason Code

Reason Code	W22 Movements	%
OK	166,355	92.3%
R10	8,041	4.5%
R60	3,782	2.1%
GRD	1,811	1.0%
T60	126	0.1%
AA	83	0.0%
T120	64	0.0%
R30	41	0.0%
T180	21	0.0%
Total	180,324	100.0%



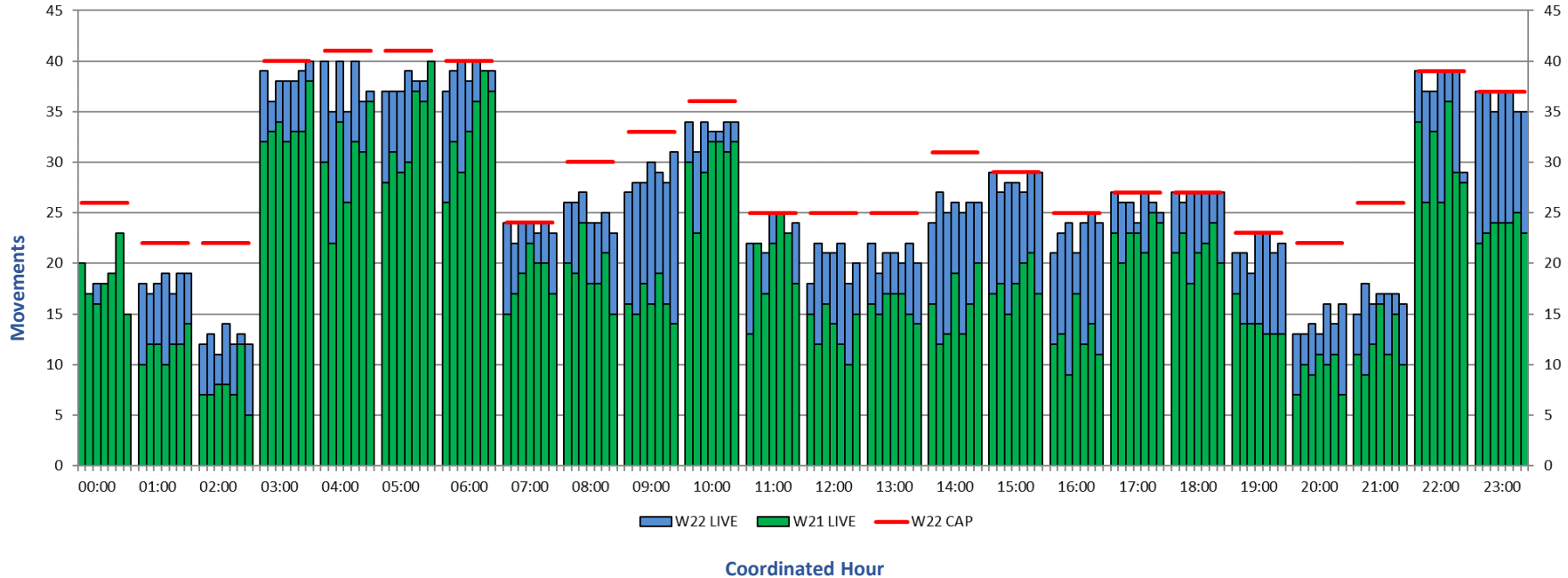
# Runway Hourly (R60) Movements - Arrivals

## Winter 2021 vs Winter 2022



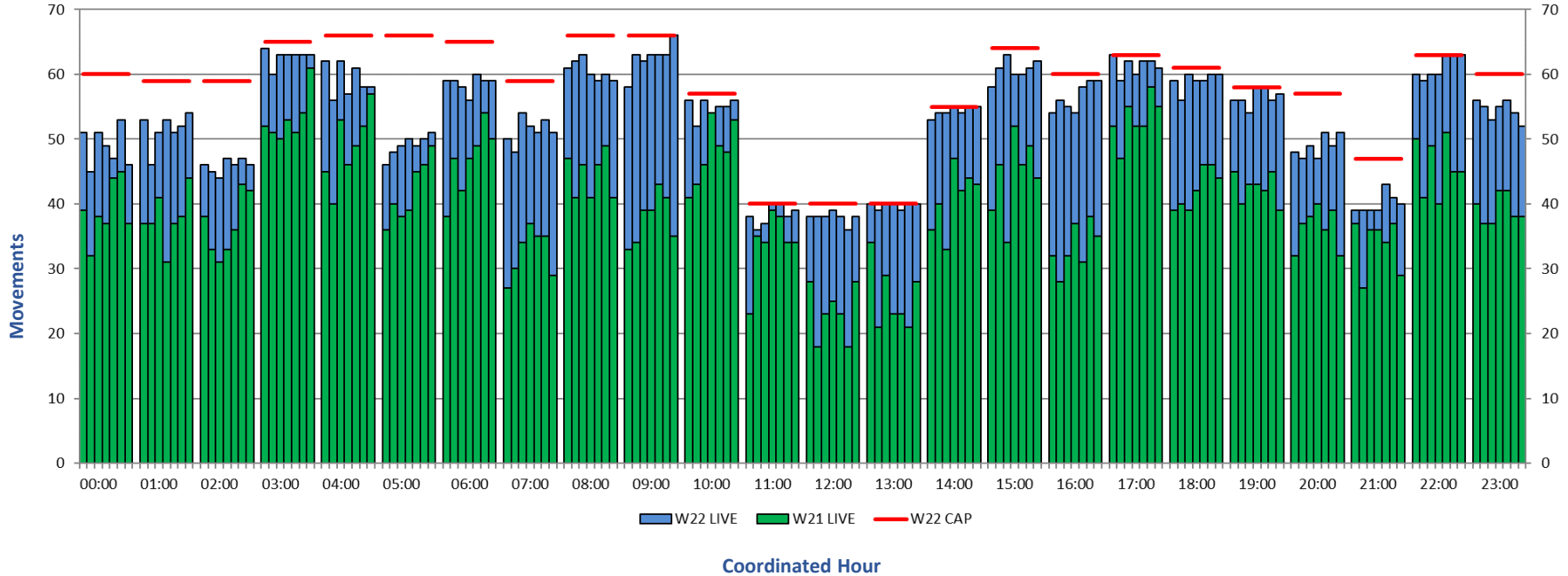
# Runway Hourly (R60) Movements - *Departures*

## Winter 2021 vs Winter 2022



# Runway Hourly (R60) Movements – *Totals*

## Winter 2021 vs Winter 2022



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# Dubai World Central Airport (DWC)

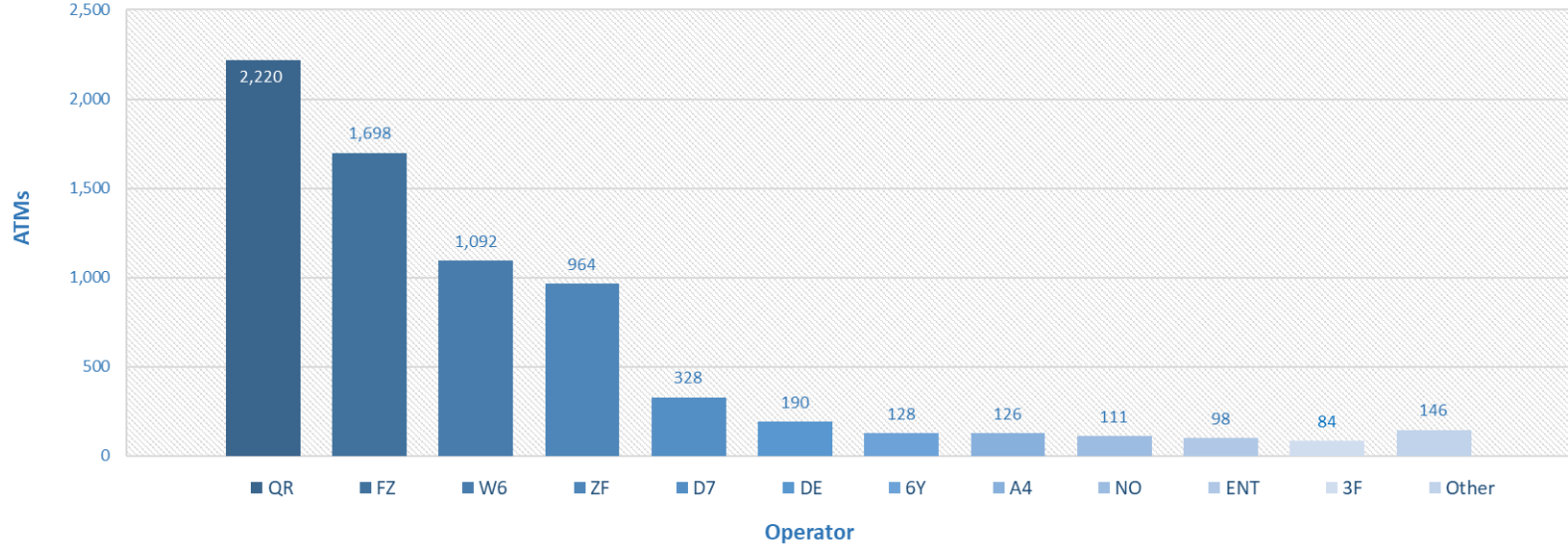
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## Passenger Air Transport Movements – By Operator

Operator	QR	FZ	W6	ZF	D7	DE	6Y	A4	NO	ENT	3F	Other	Total
W22 PATMs	2,220	1,698	1,092	964	328	190	128	126	111	98	84	146	7,185
%	30.9%	23.6%	15.2%	13.4%	4.6%	2.6%	1.8%	1.8%	1.5%	1.4%	1.2%	2.0%	100.0%

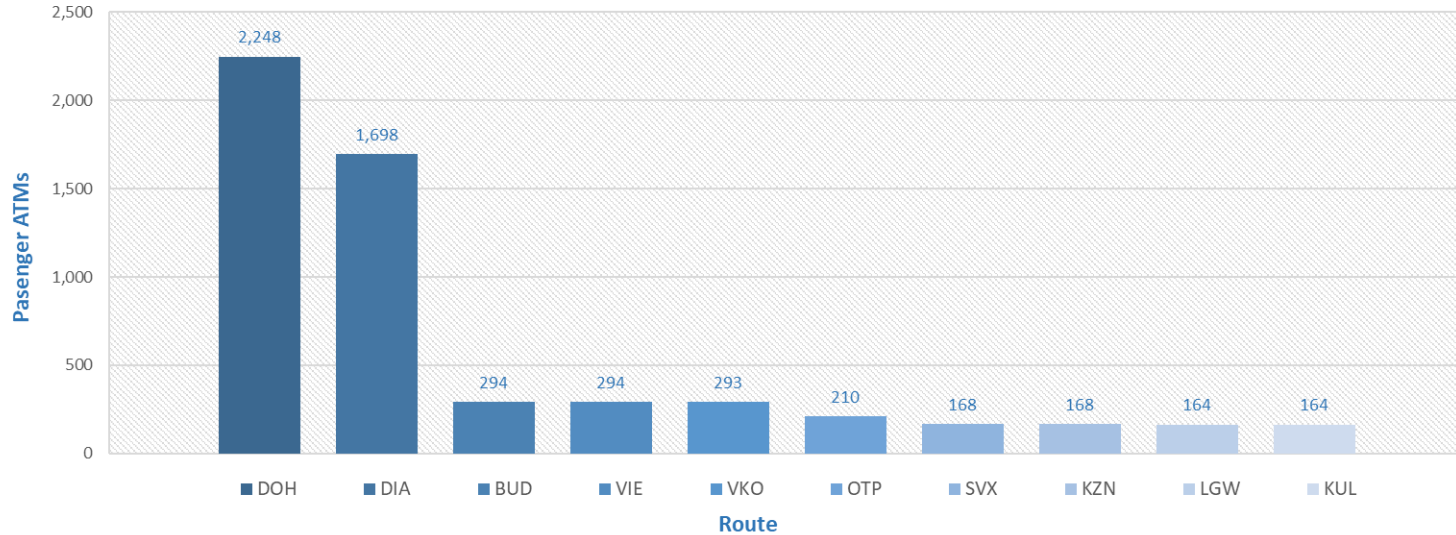
Winter 2022 Passenger ATMs



## Passenger Air Transport Movements – By Route

Route	DOH	DIA	BUD	VIE	VKO	OTP	SVX	KZN	LGW	KUL	Other	Total
W22 PATMs	2,248	1,698	294	294	293	210	168	168	164	164	1,484	7,185
%	31.3%	23.6%	4.1%	4.1%	4.1%	2.9%	2.3%	2.3%	2.3%	2.3%	20.7%	100.0%

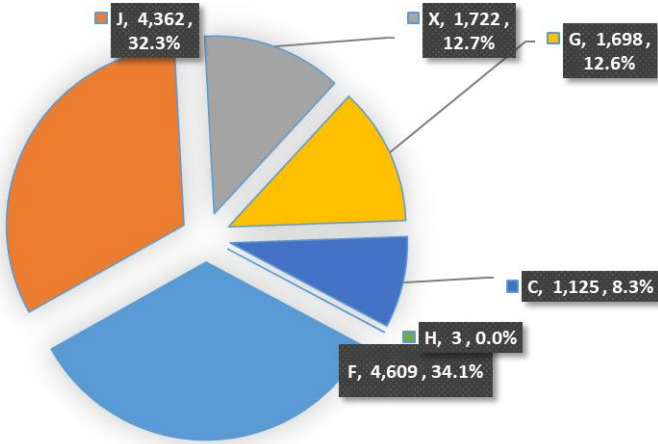
Winter 2022 Passenger ATMs





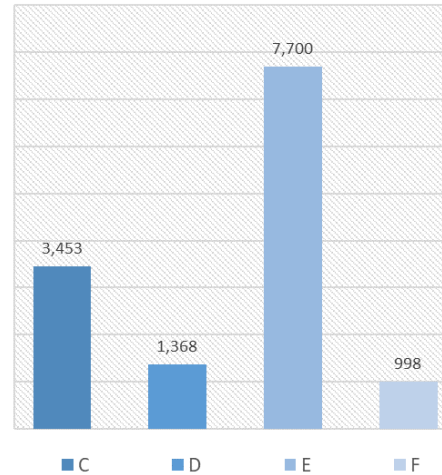
## Types of Operation - By Service Type

Service Type	F	J	X	G	C	H	Total
W22 Movmts	4,609	4,362	1,722	1,698	1,125	3	13,519
%	34.1%	32.3%	12.7%	12.6%	8.3%	0.0%	100.0%



## Types of Operation - By ICAO Group

ICAO Size	C	D	E	F	Total
W22 Movmts	3,453	1,368	7,700	998	13,519
%	25.5%	10.1%	57.0%	7.4%	100.0%

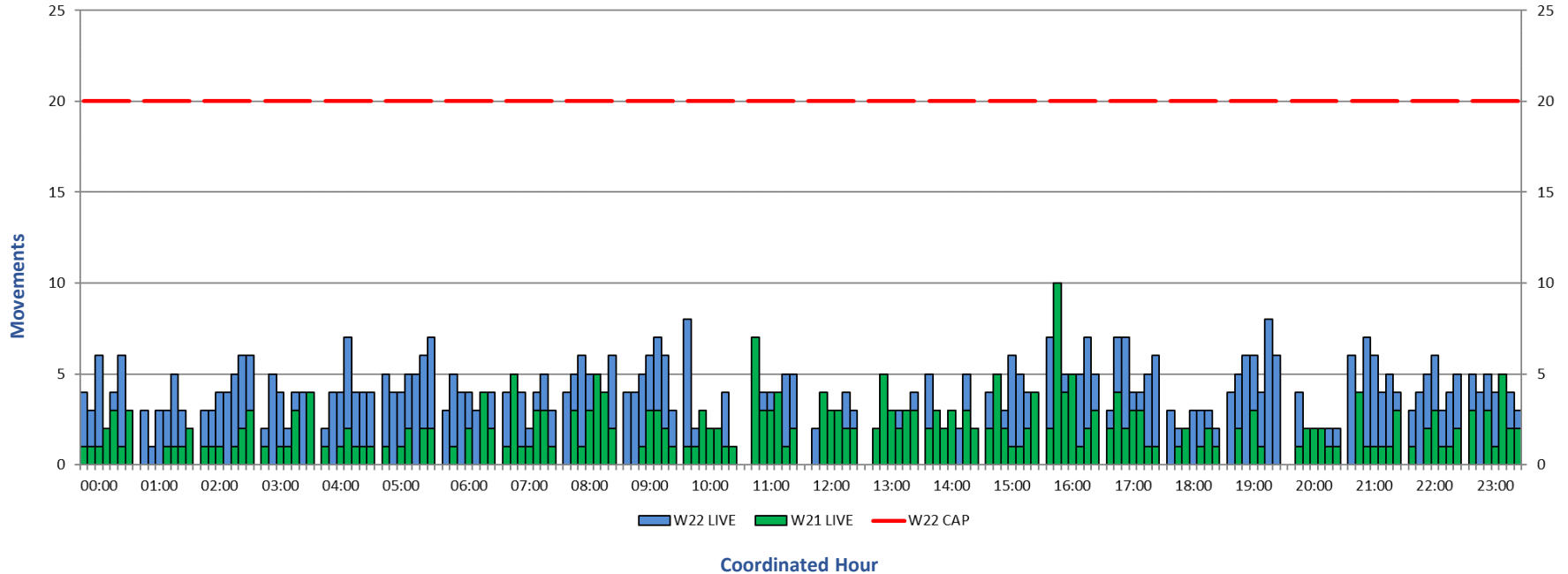


## Capacity Constraints - By Reason Code

Reason Code	W22 Movements	%
OK	12,943	95.7%
T60	211	1.6%
CF	168	1.2%
R10	129	1.0%
GRD	68	0.5%
Total	13,519	100.0%



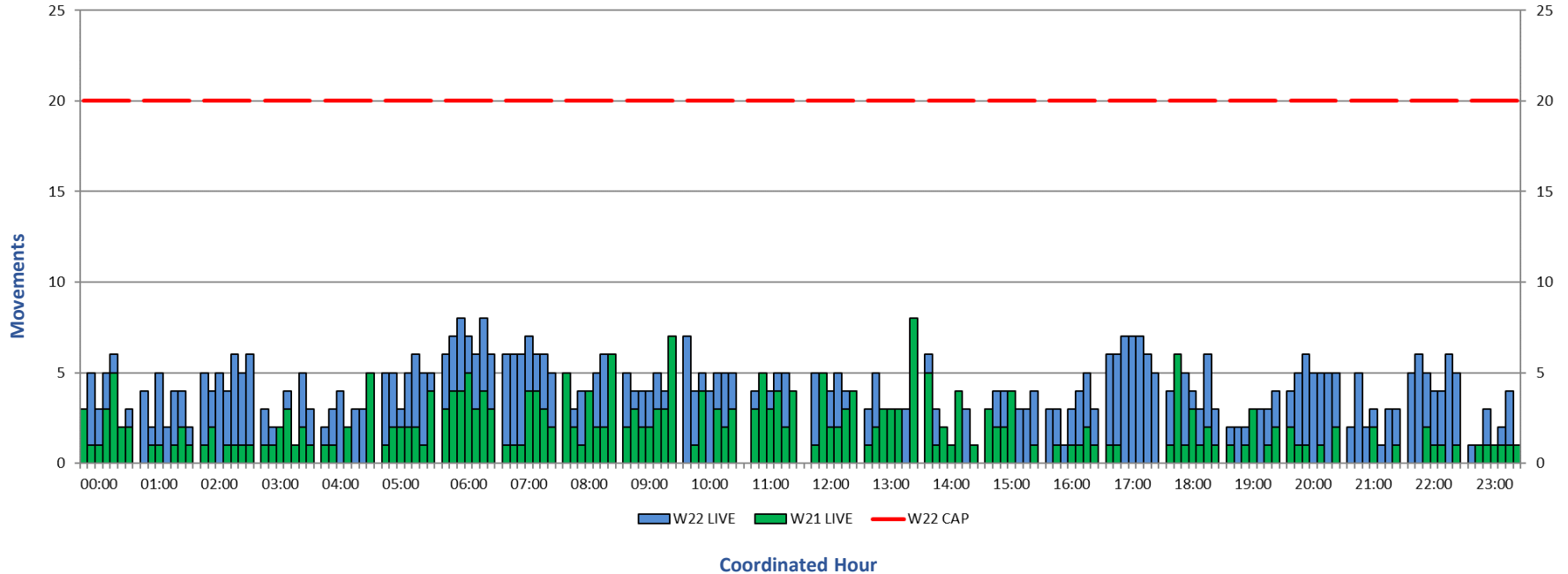
# Runway Hourly (R60) Movements - *Arrivals* Winter 2021 vs Winter 2022



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# Runway Hourly (R60) Movements - *Departures* Winter 2021 vs Winter 2022

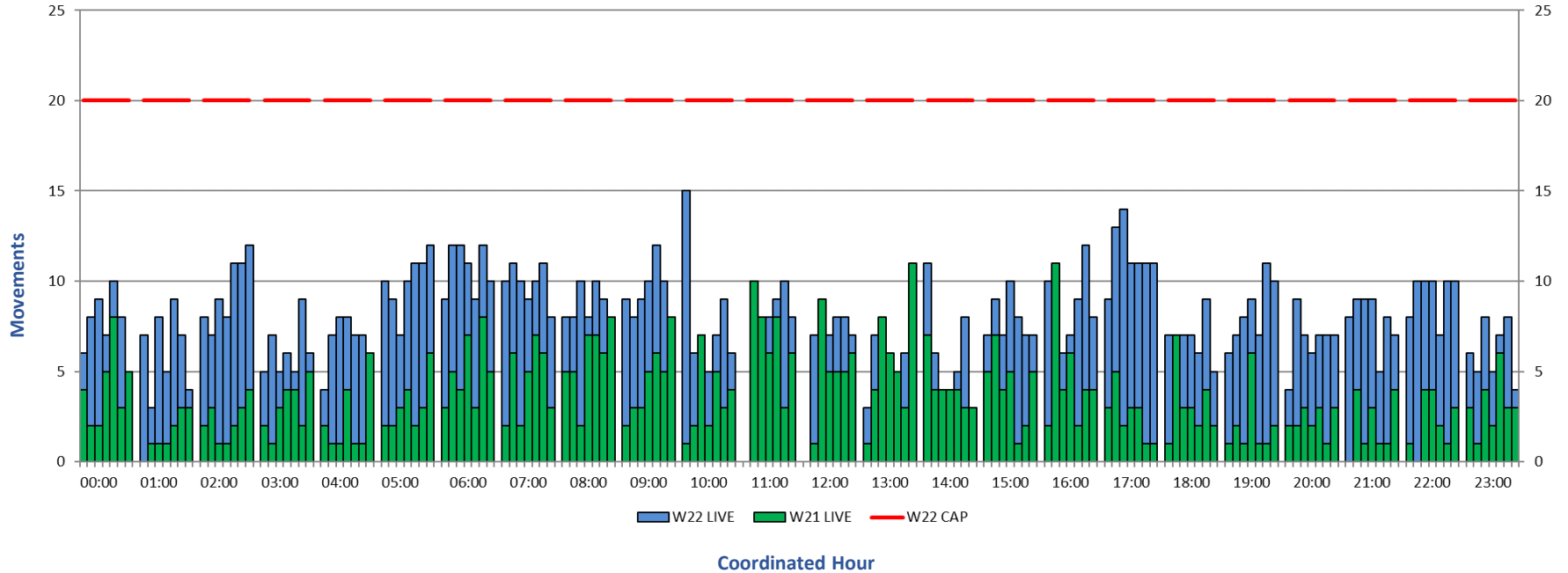


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# Runway Hourly (R60) Movements – *Totals*

## Winter 2021 vs Winter 2022



## DXB Local Rules

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- Historic Eligibility Local Rule
- Cargo Local Rule
- Positioners and Transit flights Local Rule
- Slot Enforcement Local Rule
- Charter Local Rule
- GA Slot Adherence Policy

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.



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# S22 Airfield Performance

Nouf Al Ameri, Manager - Airspace Planning and Analysis  
Dubai Air Navigation Services (dans)

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# S'23 SCHEDULE COORDINATION COMMITTEE

S'22 Airfield Performance

Nouf Al Ameri, Manager Airspace Planning and Analysis

**dans**

دبي لخدمات الملاحة الجوية  
DUBAI AIR NAVIGATION SERVICES

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# BACKGROUND

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## Source(s):

EFPS, NAS Filters, TMERS, CAT011

## Note:

Month of July and August are referred to as the Summer period throughout the report. These months were picked to exclude the NRR and SRR period in 2019 and 2022 respectively. S'19 performance is used as baseline for comparison.

## Summer season dates:

**S18** – July 01, 2018 – August 31, 2018

(2018-07-01 00:00:00 – 2018-08-31 23:59:59)

**S19** – July 01, 2019 – August 31, 2019

(2019-07-01 00:00:00 – 2019-08-31 23:59:59)

**S20** – July 01, 2020 – August 31, 2020

(2020-07-01 00:00:00 – 2020-08-31 23:59:59)

**S21** – July 01, 2021 – August 31, 2021

(2021-07-01 00:00:00 – 2021-08-31 23:59:59)

**S22** – July 01, 2022 – August 31, 2022

(2022-07-01 00:00:00 – 2022-08-31 23:59:59)

## Peak hours:

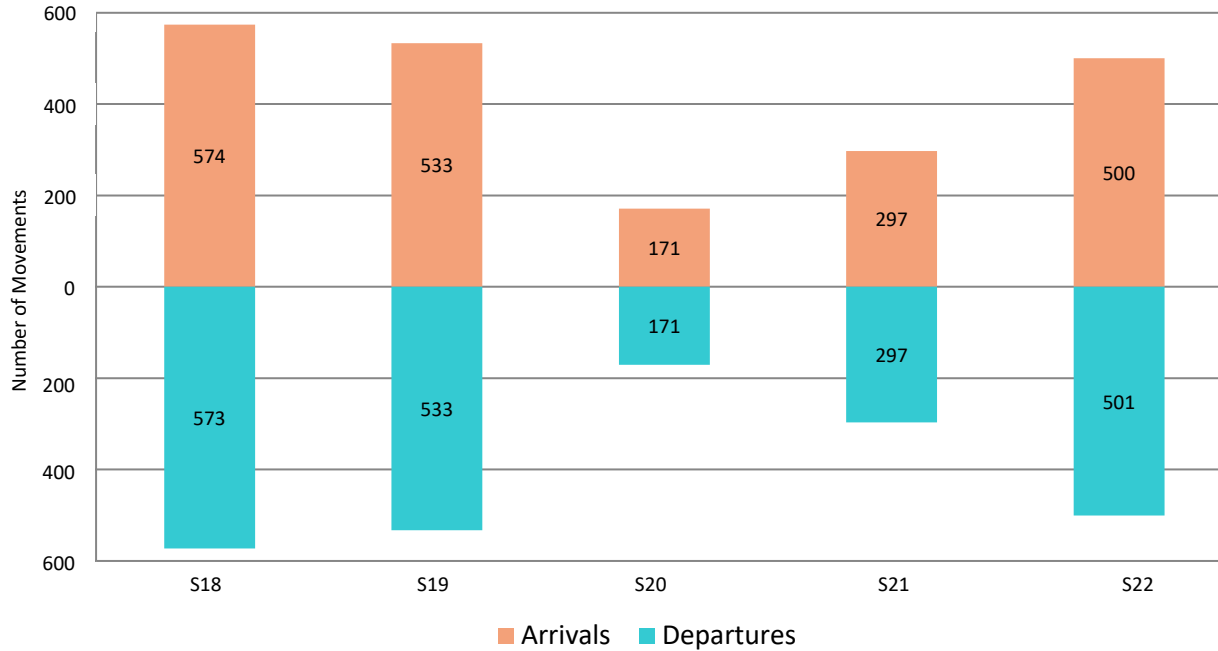
Arrivals: UTC Hours 01, 02, 17, 18, 19, 20

Departures: UTC Hours 03, 04, 05, 06

# MOVEMENTS

• • •

Average Daily Movements



- Average daily arrivals decreased by 33 movements in S22 compared to S19.
- Average daily departures decreased by 32 movements in S22 compared to S19.

# FLEET MIX – S'22

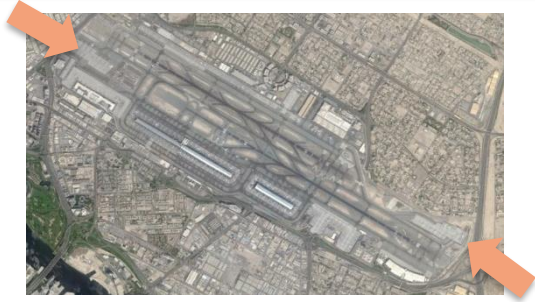
ICAO eWTS Group	% of Flights
A	10%
B	39%
C	1%
D	48%
E	1%
F	0.5%
G	0.2%

*Note: percentages may not equal 100% due to rounding*

- ICAO Enhanced Wake Turbulence Separation (eWTS) was fully implemented on 21<sup>st</sup> February 2022.
- Legacy ICAO wake turbulence separation category (J, H, M, L) have been transitioned to ICAO eWTS groups (A, B, C, D, E, F and G) based on aircraft weight and wingspan.
- Arrival and Departure wake turbulence separation minima has reduced from the obsolete ICAO wake separation minima.
- The most common eWTS groups are **B & D**, accounting for **87%** of operations in S'22 .

# RUNWAY USAGE

## Runway Configuration

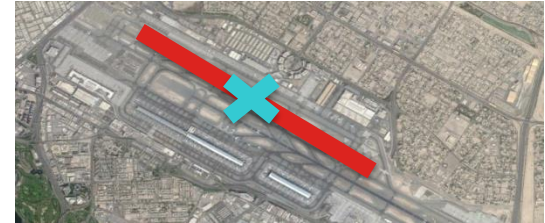


Season	% of flights in 12 direction
S18	23%
S19	29%
S20	37%
S21	43%
S22	48%

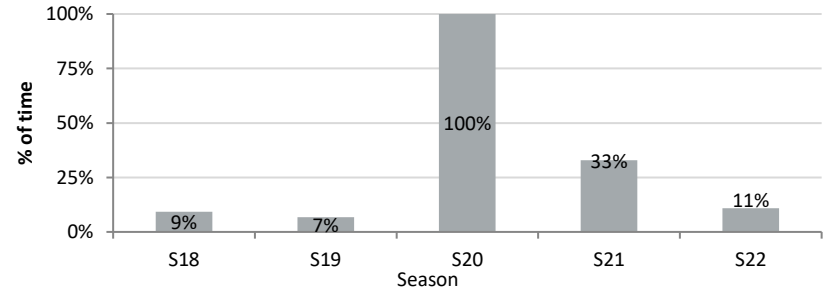
Season	% of flights in 30 direction
S18	77%
S19	71%
S20	63%
S21	57%
S22	52%

- The percentage of flights operated in 30 direction in S22 has decreased to 52% of the flights, compared to 71% of the flights in S19.
- The percentage of flights operated in 12 direction in S22 has increased to 48% of the flights, compared to 29% of flights in S19.

## Single Runway Operations



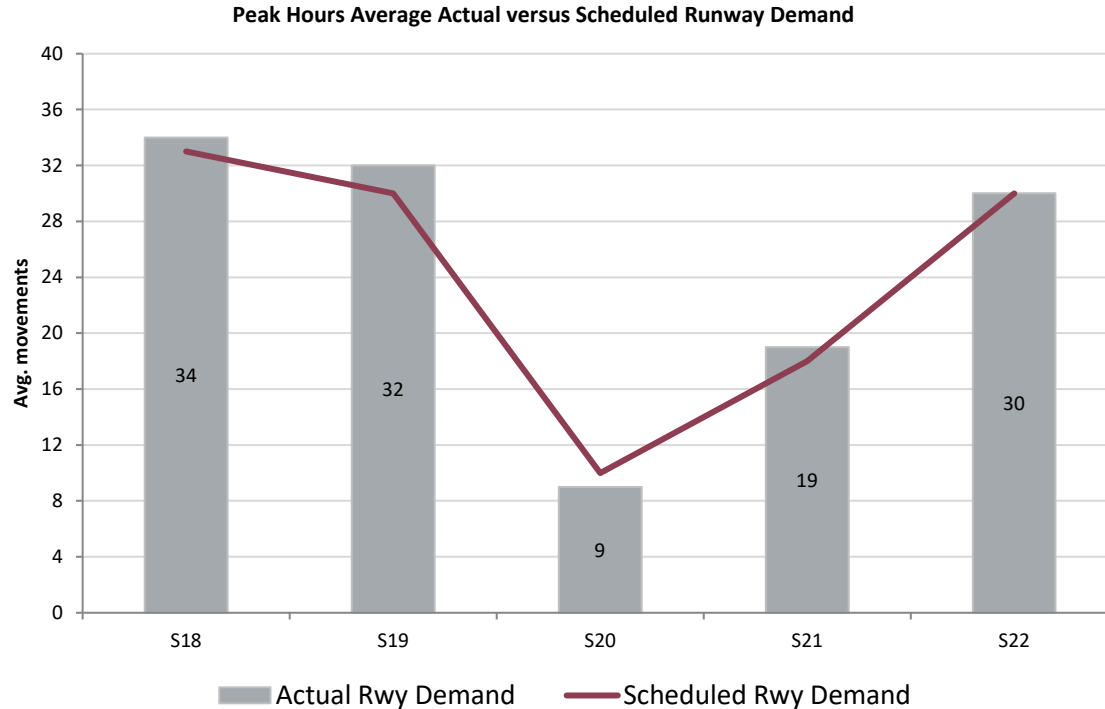
Percentage of time in SRO



- In S22, the percentage of time when OMDB was in SRO increased to 11%, compared to 7% of the time in S19. S20 and S21 was majorly in SRO due to lower traffic levels (COVID-19 pandemic impact).

# ARRIVALS – RUNWAY DEMAND

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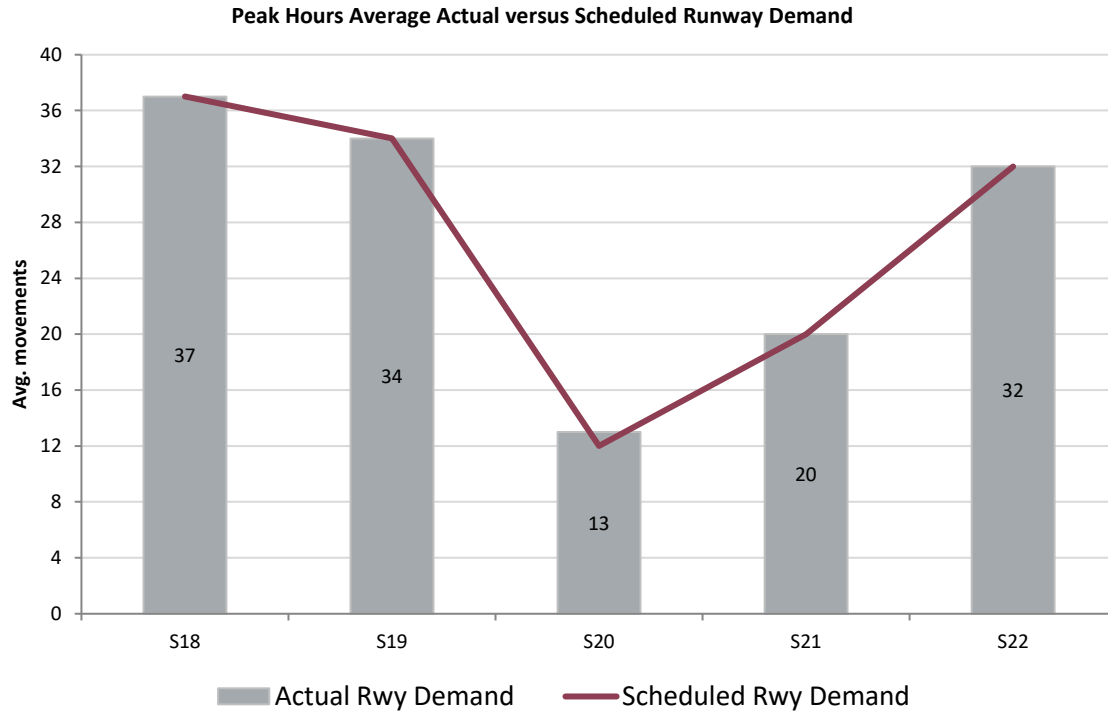
- Average actual runway demand in the peak hours decreased by 2 movements in S22 compared to S19.
- Average scheduled runway demand in S22 has remained same as S19.

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



# DEPARTURES – RUNWAY DEMAND

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- Average actual and schedule runway demand in the peak hours decreased by 2 movements in S22 compared to S19.

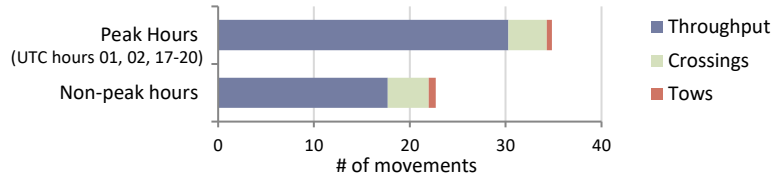
*Departure peak period:  
UTC hours 03-06*

# OTHER METRICS – SUMMER 2022

• • •

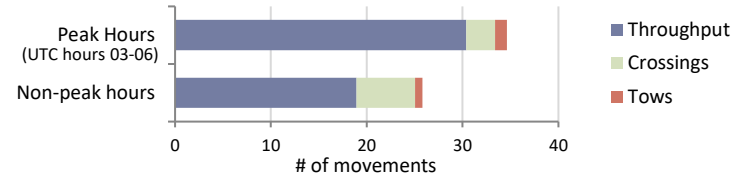
## Total runway movements

Average number of total movements in the arrival runway



- **Arrival peak hours:** an hourly average of **30.3 arrivals, 4.0 aircraft crossings and 0.6 tow crossing** in each of those hours, adding up to 34.8 movements using the arrival runway
- **Arrival non-peak hours:** an hourly average of **17.7 arrivals, 4.3 aircraft crossings and 0.7 tow crossings** in each of those hours, adding up to 22.7 movements using the arrival runway

Average number of total movements in the departure runway



- **Departure peak hours:** an hourly average of **30.4 departures, 3.0 aircraft crossings and 1.2 tow crossing** in each of those hours, adding up to 34.6 movements using the departure runway
- **Departure non-peak hours:** an hourly average of **19.0 departures, 6.1 aircraft crossings and 0.8 tow crossing** in each of those hours, adding up to 25.8 movements using the departure runway

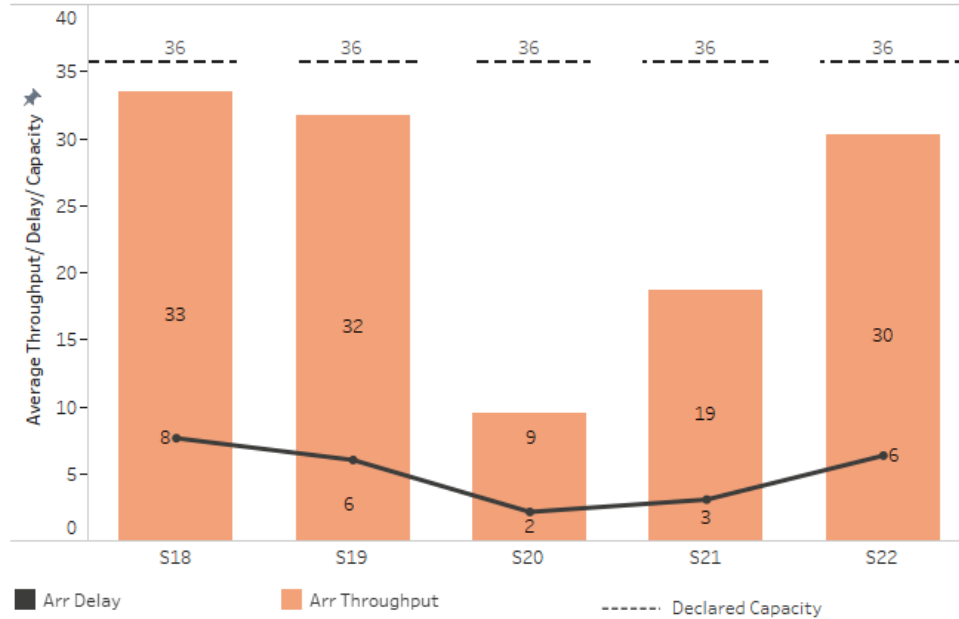
## Tows



- A **daily average of 99** tows operate in Dubai International during the current summer season
- The daily average has **increased from 82 tows in S21 to 99 tows in S22**

# ARRIVALS – THROUGHPUT AND DELAY

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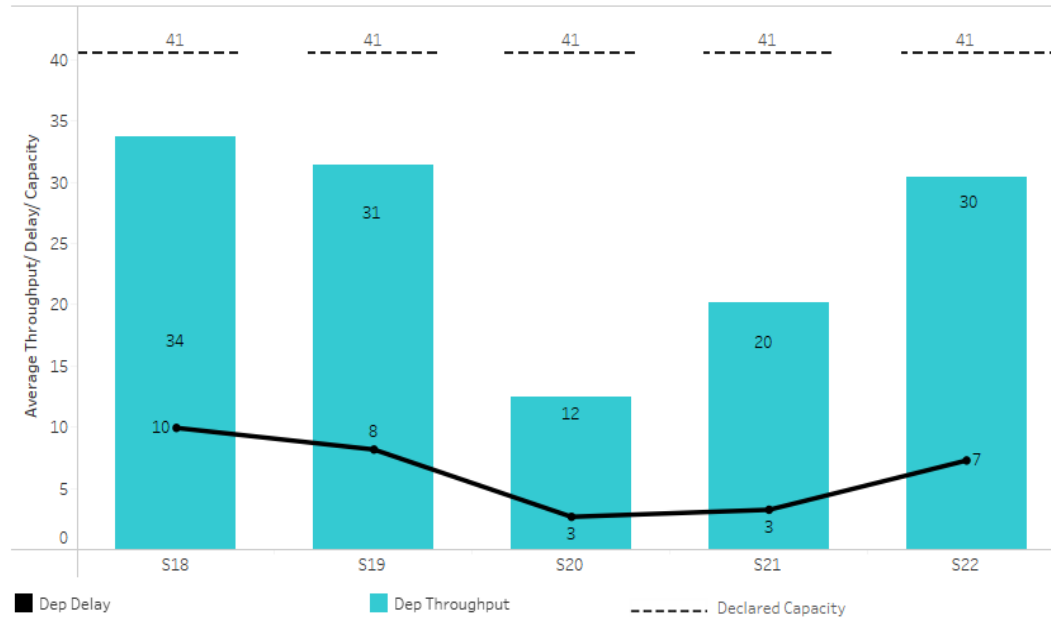


- Average throughput in the peak hours decreased by 2 movements in S22 compared to S19.

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

# DEPARTURES – THROUGHPUT AND DELAY

• • •



- Average throughput in the peak hours decreased by 1 movement in S22 compared to S19.
- Average delay in the peak hours decreased by 1 minute in S22 compared to S19.

*Departure peak period:  
UTC hours 03-06*

THANK YOU

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DUBAI AIR NAVIGATION SERVICES

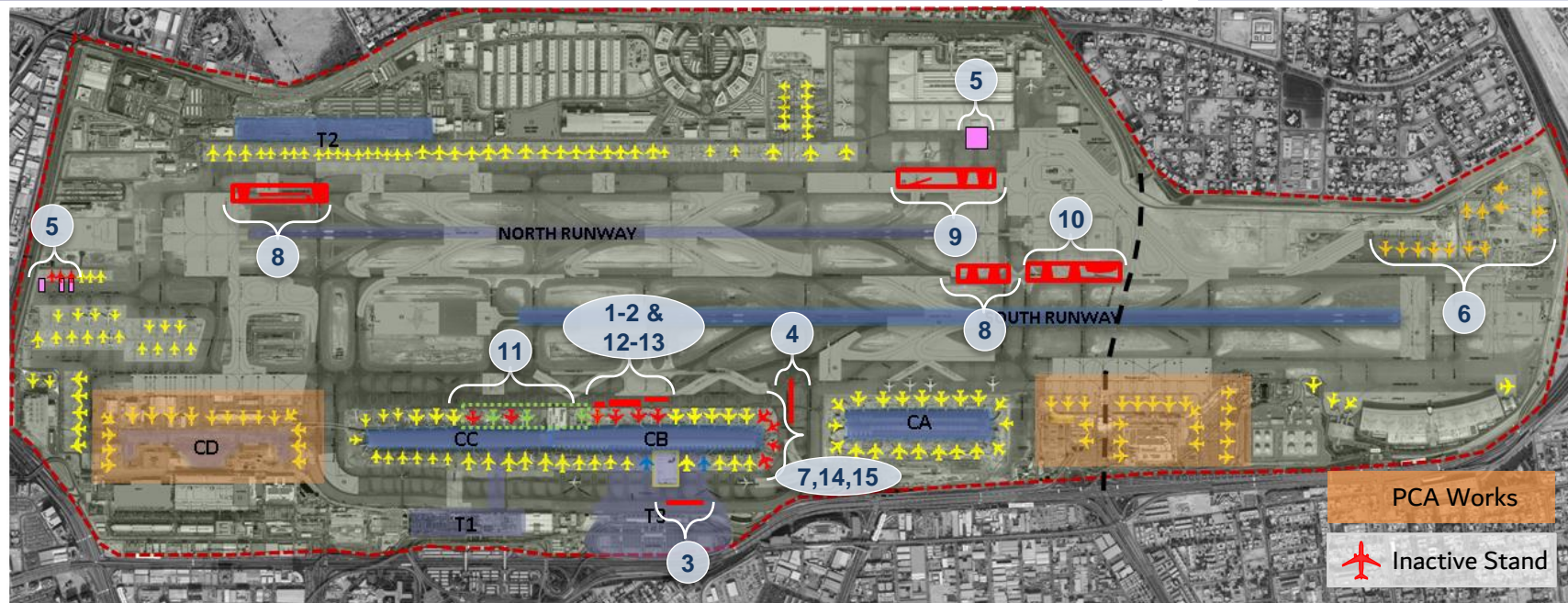
# Airfield Development

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

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# Airfield Works – Current - W22

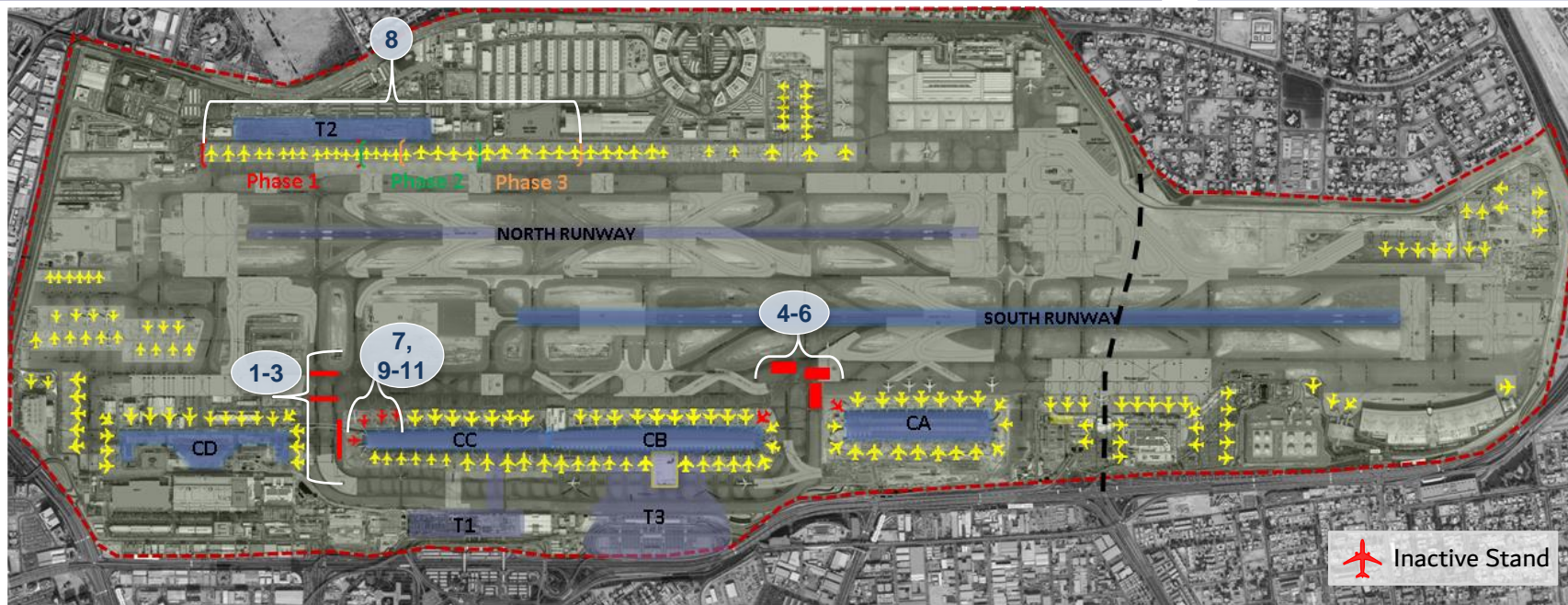


Work Package	Dates (tentative)
<b>Pavement Works</b>	
1.	Area C22A Aug22 – Sep22
2.	Area C22B Sep22 – Oct22
3.	Area C04 Oct22 – Dec22
4.	Area C06 Dec22 – Feb23
5.	Asphalt Pavement Priority 1- Part 2 Dec23 & Feb23

Compatibility Works		
6.	Sierra 77X (2x stands)	Dec23
Sewage Pump Works		
7.	B26 Sewage Pump works	Mar22– Nov22
Twy Shoulder Strengthening Works		
8.	Phase 2 & 11	Aug22 – Sep22
9.	Phase 7	Sep22 – Oct22
10.	Phase 12	Nov22 – Nov22

Fuel Works		
11.	VC-10 – Phase 2	Jun22 – Oct22
GPU Replacement		
12.	F17	Aug22 – Sep22
13.	F18 & F19	Sep22 – Oct22
14.	F20 & B27	Nov22– Dec22
15.	F26 & F27	Dec22 – Feb23
PCA Software Update (CD & Golf Apron)		





## Work Package

## Dates (tentative)

Pavement Works		
1.	Area C02	Feb23 – Apr23
2.	Area C03	Apr23 – May23
3.	Area C01	May23 – Jul23
4.	Area C09	Jul23 – Aug23
5.	Area C08	Aug23 – Oct23
6.	Area C07	Oct23 – Nov23

Fuel Works		
7.	F2/F5 Fuel works	Mar23 – Oct23
8.	Echo Apron – Phases 1-3	TBC
Lounge Works		
9.	C1,C3,C5 & C7	Mar23 – Oct23

PLB Works		
10.	F2-F3 PLB Works	Mar23 – Oct23
11.	F4-F5 PLB Works	Oct23 – Jan24



# Terminal, Runway & Stand Capacity Declaration and Historical Performance

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

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# S22 Average Slot Adherence

## DXB Monthly Arrival and Departure Punctuality by Operator Group



# S23 Runway Capacity Declaration

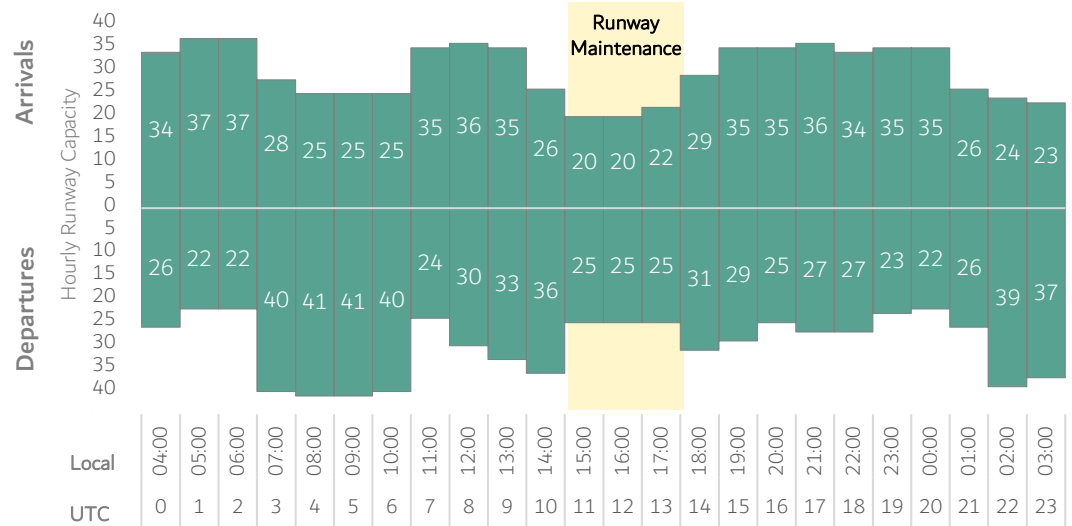
DXB & DWC



# S23 DXB Runway Capacity Declaration

Proposed S23 demand set to be accommodated within existing capacity limits

S23 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

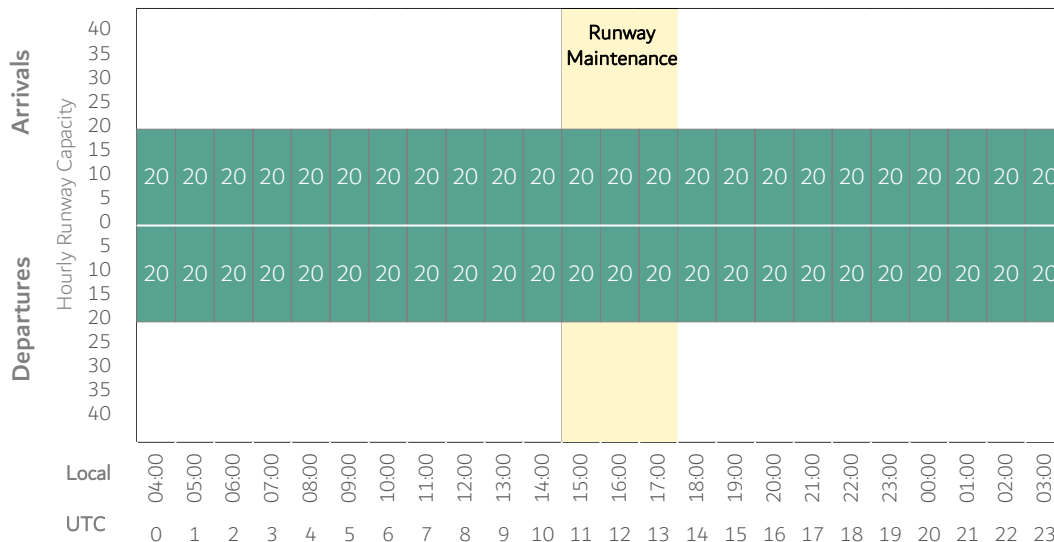
**41**  
Peak  
Departure Capacity

**66**  
Total Peak Hourly  
Capacity

# S23 DWC Runway Capacity Declaration

## Existing declaration limits maintained

S23 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



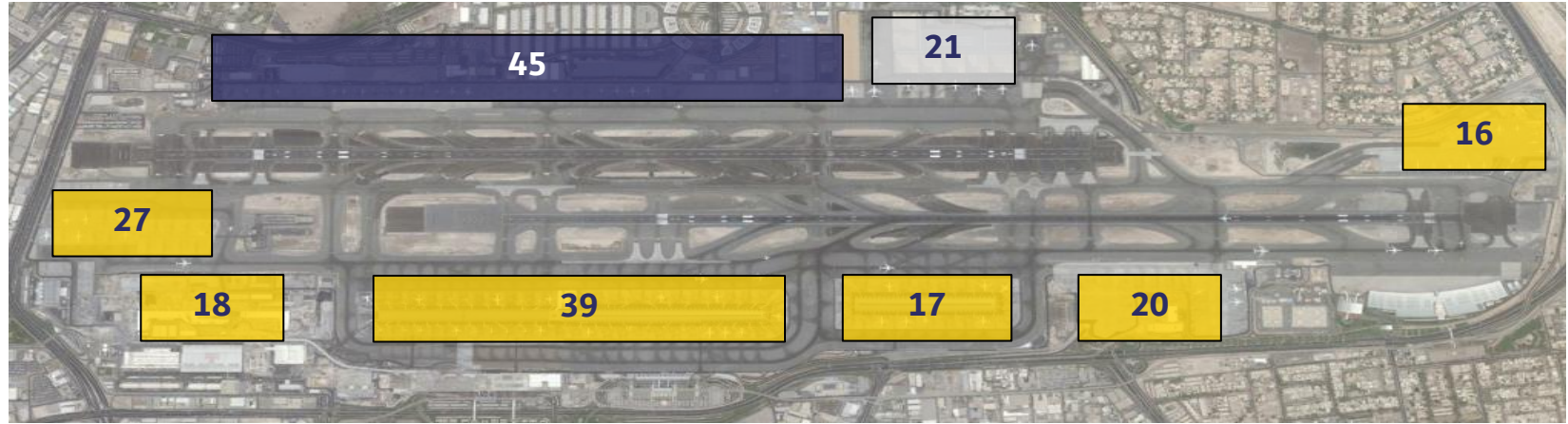
# S23 Stands Capacity Declaration

DXB & **DWC**



# S23 DXB Declared Stand Capacity

## Summary & Comparison



Season	South Side	North Side	Total
S23	137	45	182
W22	137	45	182
S22	137	45	182
W21	137	45	182
S21	137	45	182
W20	137	45	182
S20	137	45	182
W19	136	46	182

# S23 **DWC** Declared Stand Capacity

## Summary & Comparison



Season	Total
S23	72
W22	72
S22	72
W21	72
S21	72
W20	72

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



# S23 Terminal Capacity Declaration

DXB & **DWC**



## Introduction

- For S'23 declaration, declared limits and load factors remain largely unchanged for all terminals and are driven by pre-COVID operations.
- Observed load factors have started recovering to pre-pandemic levels and for some terminals in peak months they equal previous declared load factors; load factors will continue to be monitored over the coming months and re-assessed for the next coordination committee.
- Throughputs across key facilities were typically lower during recovery when compared to pre-pandemic levels. During busy S'22 months there has been a steady recovery trend and throughputs will continue to be monitored and re-assessed. Fluctuations in demand and changes in operational requirements impacting throughputs have not been considered as part of the declared long term seasonal capacity of the terminals.
- Temporary Terminal Capacity Limits were first introduced during S'20 season to manage the reduction of available terminal capacity due to the impact of COVID-19 on airport operations. During recovery period, these limits were constantly reviewed and revisited ensuring capacity released was aligned with restrictions in place. Currently, all temporary limits have been removed from T1 and T2. Temporary Terminal Limits are still in place in T3 due to the ongoing recovery of the transfer market.





# Summary

## Removing Referral Limits

### DXB Terminal 1

- No planned changes to T1 facility provision.

### Departure Limits

- Departure limit remains at 2,900 pax/hr from 03:00 to 08:59, driven by the single APM train operation. Limit remains unchanged for the rest of the day at 4,000 pax/hr.
- The **referral departure limit** of 2,900 pax/hr from 01:00 to 02:59 and from 13:00 to 17:59 **was removed in W'22**.
- A new limit of 6,800 pax/2hrs was introduced in W'21 to ensure that although sharp peaks can be scheduled with the one-hour limit, no consecutive hours are scheduled to the absolute maximum.
- Departure Gate Limit of 4 in 90min remains (continuation from W'22).

### Arrival Limits

- Arrival limit remains at 1,900 pax/hr from 03:00 to 08:59 driven by the single APM train operation. Limit remains unchanged for the rest of the day at 3,500 pax/hr.
- The **referral arrival limit** of 1,900 pax/hr from 01:00 to 02:59 and from 13:00 to 17:59 **was removed in W'22**.

## Small increase to the OAL limit

### DXB Terminal 2

- No planned changes to T2 facility provision.

### Departure Limits

- The overall T2 Departure limit (1,700 pax/hr) shall remain unchanged while the Referral limit (1,400 pax/hr) was removed in W'22.
- The 3-hour FZ Departure limit T180 R30 will remain 2,300 pax/3hrs from 00:00 to 04:59 and 3,100 pax/3 hrs from 05:00 to 23:59.
- Small increase to the T2 OAL T120 R30 limit due to one desk released to OAL allocation. The 2-hour limit for OAL Departures T120 R30 increased to:
  - 870 to 900 pax/2hrs from 01:00 to 04:59
  - 700 to 750 pax/2hrs from 05:00 to 00:59
- The 2-hour referral limit for OAL Departures shall increase to:
  - 600 to 650 pax/2hrs from 01:00 to 04:59
  - 500 to 550 pax/2hrs from 05:00 to 00:59

### Arrival Limits

- No change to the current Arrival limit.

## No changes to the declared limits

### DXB Terminal 3

- Self-service check-in product is live and operational in check-in areas 1b, 2b and premium, having replaced some conventional check-in desks. Although the overall number of check-in desk and bag drop facilities has slightly reduced by a total of five desks, the throughput will be monitored and potential impact to the departure limits will be assessed.
- Additional immigration conventional desks have been delivered in the Immigration Hall of T3. The increase in the conventional desks has been delivered to deal with a shortfall of available capacity during peak times. While the uptake of Smart Gates is still variable the overall arrival limit shall remain the same.

### Departure Limits

- No change to the current Declared Departure limit for S'23.
- Temporary Limit still in place for W'22 due to ongoing recovery of transfer market.

### Arrival Limits

- No change to the current Declared Arrival limit for S'23.
- Temporary Limit still in place for W'22 due to ongoing recovery of transfer market.

## No changes to the declared limits

### DWC PTB

- DWC will re-open for passenger operations on 1<sup>st</sup> October 2022.
- DWC will change designation from IATA Level 2 to IATA Level 3 between 19<sup>th</sup> November 2022 and 20<sup>th</sup> December 2022 inclusive, while preparing for operation ramp up during W'22 to accommodate FIFA World Cup charter and shuttle operations.
- Declared DWC terminal capacity limits shall remain for S'23 same as W'22.

### Departure Limits

- No change to current limits.

### Arrival Limits

- No change to current limits.



# DXB: Terminal 1



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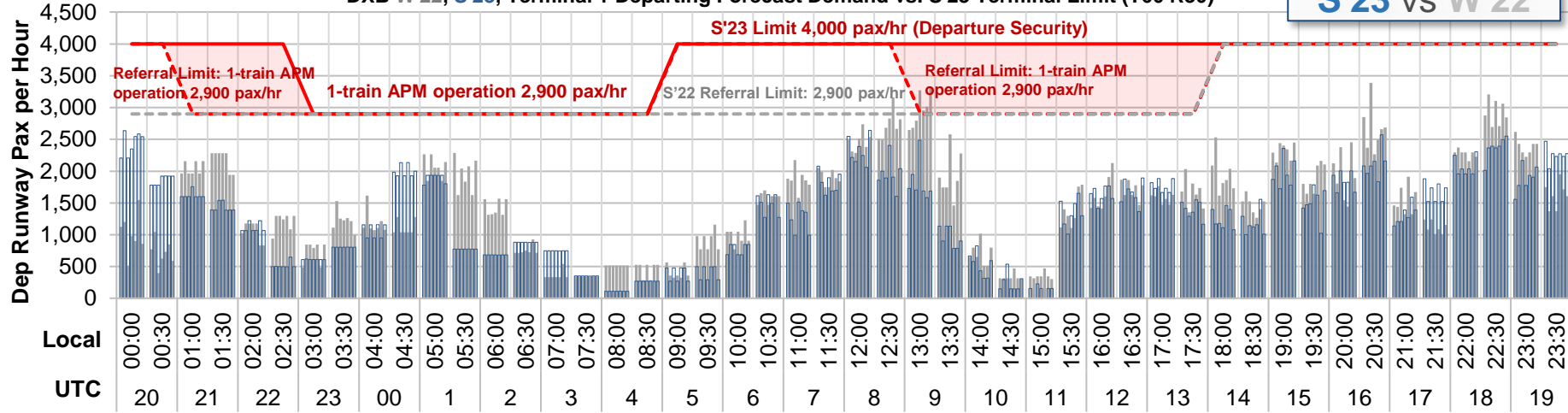
# S'23 Season, DXB Terminal 1 Facilities: Key Changes

No change to T1 facility provision

		Terminal 1		Terminal 2		Terminal 3	
		W'22	S'23	W'22	S'23	W'22	S'23
<b>Check-in</b>		208	208	52	52	211	211
<b>Emigration</b>	Conventional	26	26	14	14	37	37
	Smart Gates	10	10	8	8	24	24
<b>Departure Security</b>		10	10	6	6	19	19
<b>Transfer Security</b>		3	3	6	6	97	97
<b>Immigration</b>	Conventional	44	44	36	36	64	64
	Smart Gates	20	20	10	10	40	40
<b>Reclaim</b>		8		6		14	

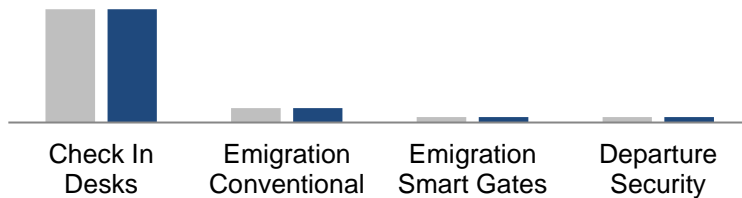
# S'23 DXB Terminal 1 Departures

DXB W'22, S'23, Terminal 1 Departing Forecast Demand vs. S'23 Terminal Limit (T60 R30)



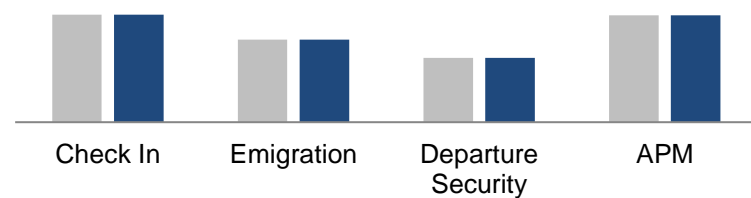
T1 Departures - No. of Facilities

■ W'22 Facilities ■ S'23 Facilities



T1 Departures - Facility Constraint

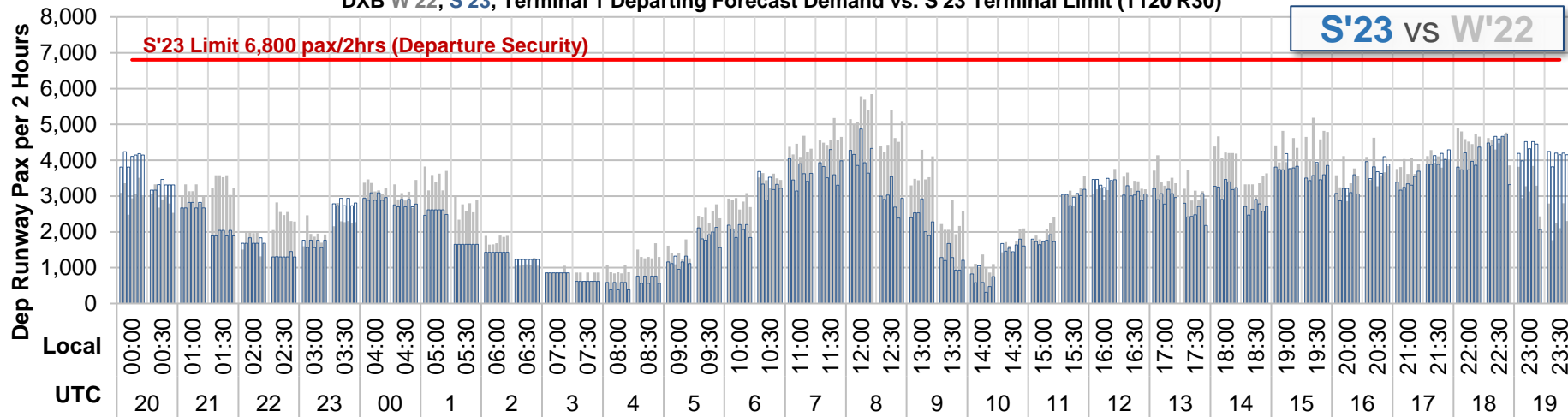
■ W'22 Throughput ■ S'23 Throughput



## Continuing with T120/R30 Limit

As part of the limit validation that was carried out, the existing hourly limit had been tested and shown that although scheduling up to 4,000 pax/hr would still allow passengers to be processed within the agreed SLAs in Departure Security, based on existing number of facilities and achieved throughputs, scheduling consecutive hours up to 4,000 pax/hr could risk the operation and passengers may experience queues longer than the agreed SLA. The introduction of a 2-hour limit of 6,800 pax/2hrs in W'21, still allows growth of the incumbent carriers or new entrants, even during the evening peak but would avoid the creation on consecutive high peaks.

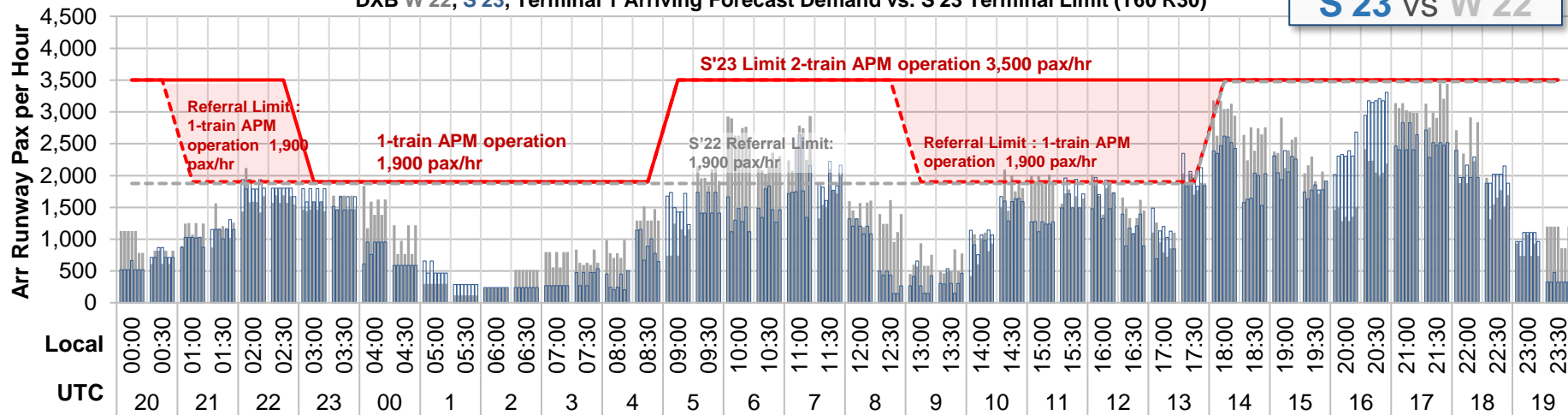
DXB W'22, S'23, Terminal 1 Departing Forecast Demand vs. S'23 Terminal Limit (T120 R30)



# S'23 DXB Terminal 1 Arrivals

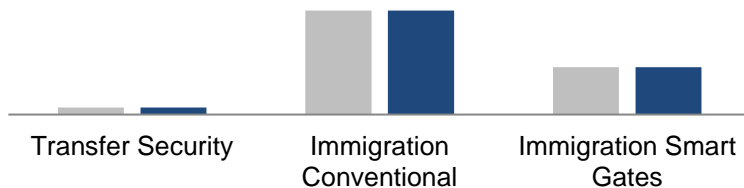
DXB W'22, S'23, Terminal 1 Arriving Forecast Demand vs. S'23 Terminal Limit (T60 R30)

S'23 vs W'22



T1 Arrivals - No. of Facilities

■ W'22 Facilities ■ S'23 Facilities



T1 Arrivals - Facility Constraint

■ W'22 Throughput ■ S'23 Throughput



# DXB: Terminal 2



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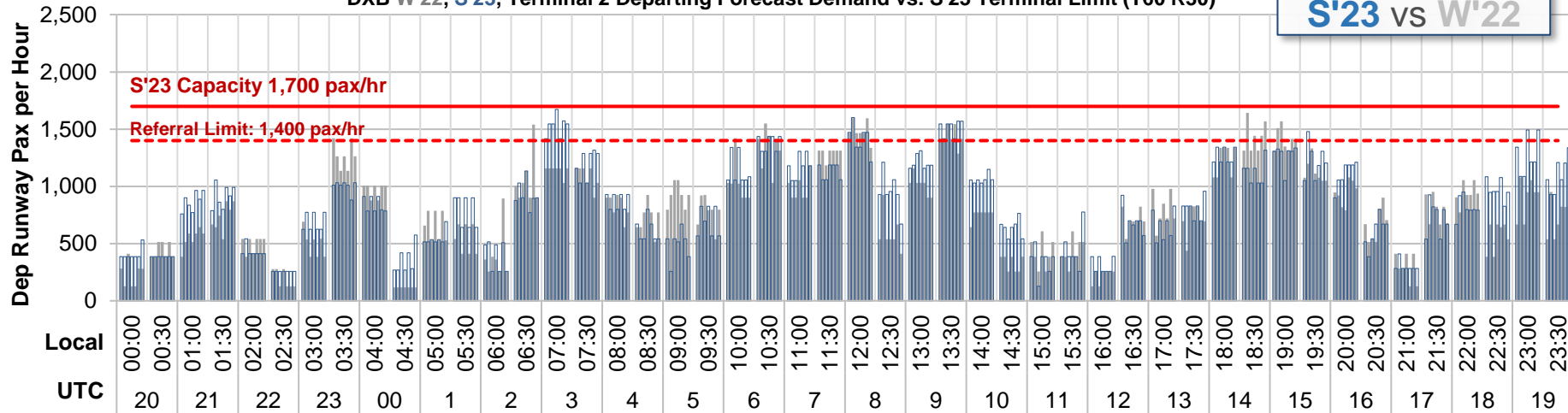
# S'23 Season, DXB Terminal 2 Facilities: Key Changes

No change to T2 facility provision

		Terminal 1		Terminal 2		Terminal 3	
		W'22	S'23	W'22	S'23	W'22	S'23
<b>Check-in</b>		208	208	52	52	211	211
<b>Emigration</b>	Conventional	26	26	14	14	37	37
	Smart Gates	10	10	8	8	24	24
<b>Departure Security</b>		10	10	6	6	19	19
<b>Transfer Security</b>		3	3	6	6	97	97
<b>Immigration</b>	Conventional	44	44	36	36	64	64
	Smart Gates	20	20	10	10	40	40
<b>Reclaim</b>		8		6		14	

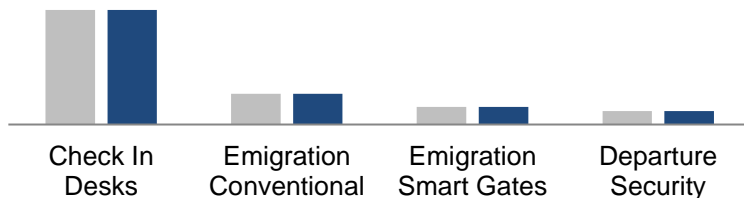
# S'23 DXB Terminal 2 Departures

DXB W'22, S'23, Terminal 2 Departing Forecast Demand vs. S'23 Terminal Limit (T60 R30)



T2 Departures - No. of Facilities

■ W'22 Facilities ■ S'23 Facilities



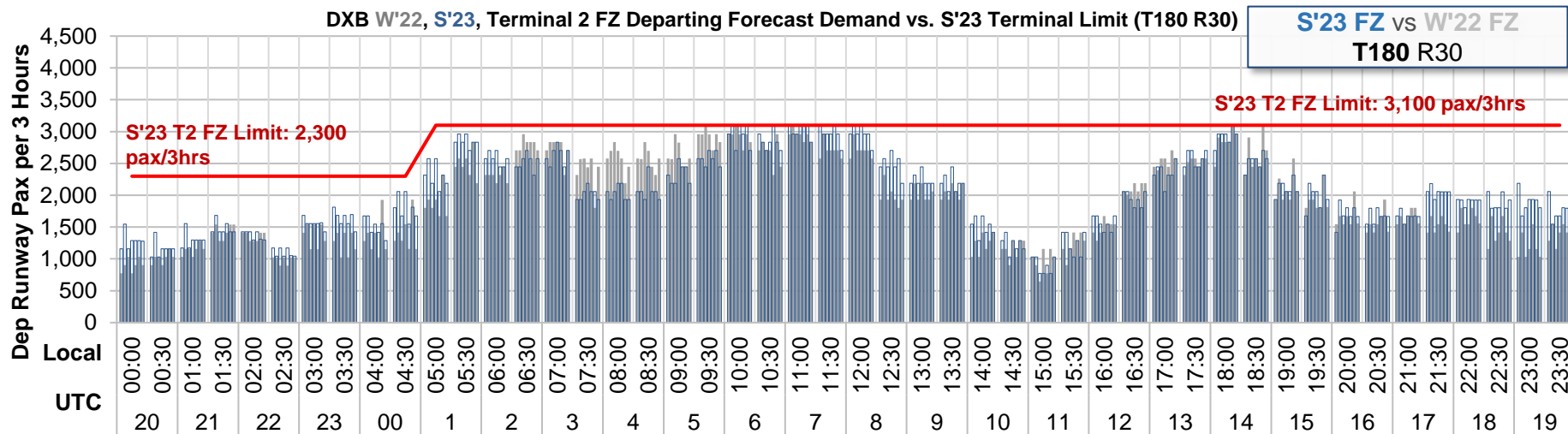
T2 Departures - Facility Constraint

■ W'22 Throughput ■ S'23 Throughput



# S'23 DXB Terminal 2 Departures: FZ Limit

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.

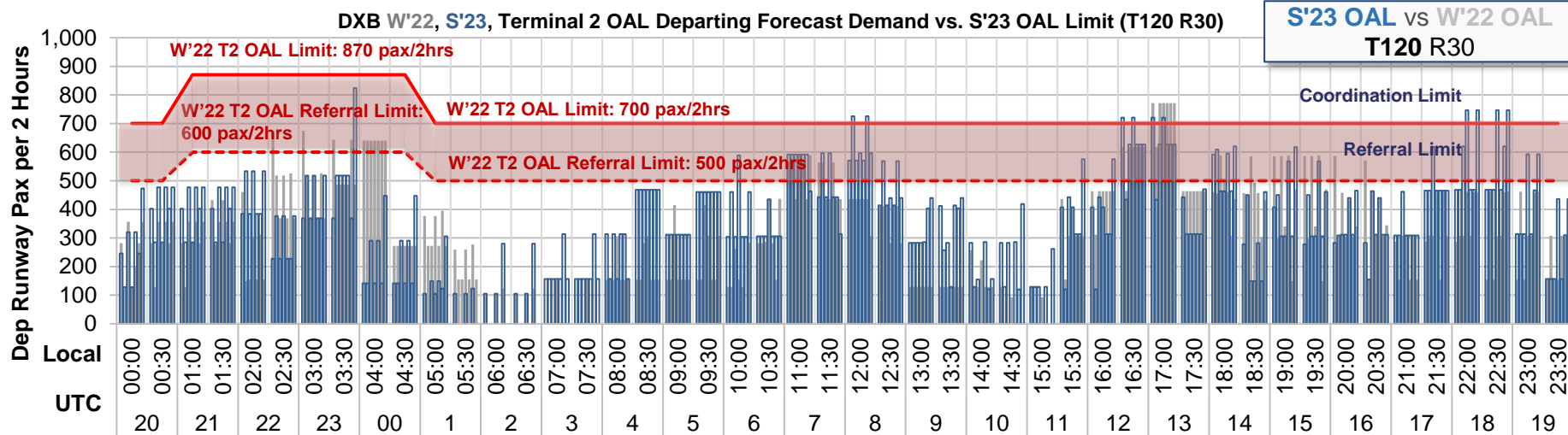




# S'23 DXB Terminal 2 Departures: OAL Limit

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.

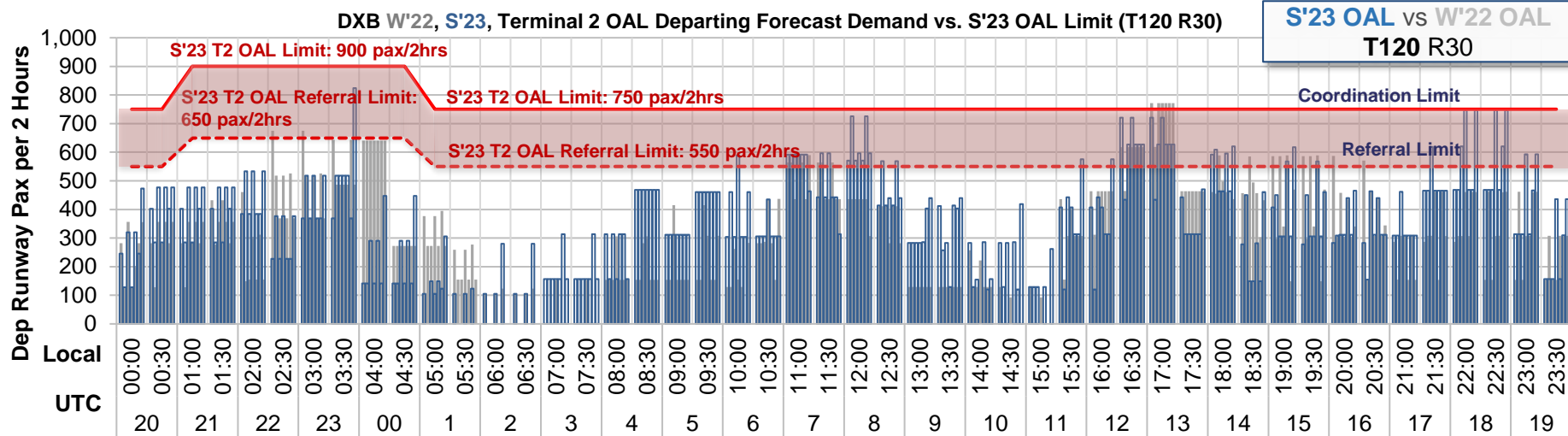
The limit is set to **900 pax/2hrs** from **01:00 to 05:00** when there are 24 check-in desks available and **750 pax/2hrs** from **05:00 to 01:00** when there are 20 check-in desks available. The referral limit is set to 650 pax/2hrs from 01:00 to 05:00 and 550 pax/2hrs from 05:00 to 01:00 and is driven 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 limit **has increased** from W'22 to S'23 due to one check-in desk being released in the OAL allocation.



# S'23 DXB Terminal 2 Departures: OAL Limit

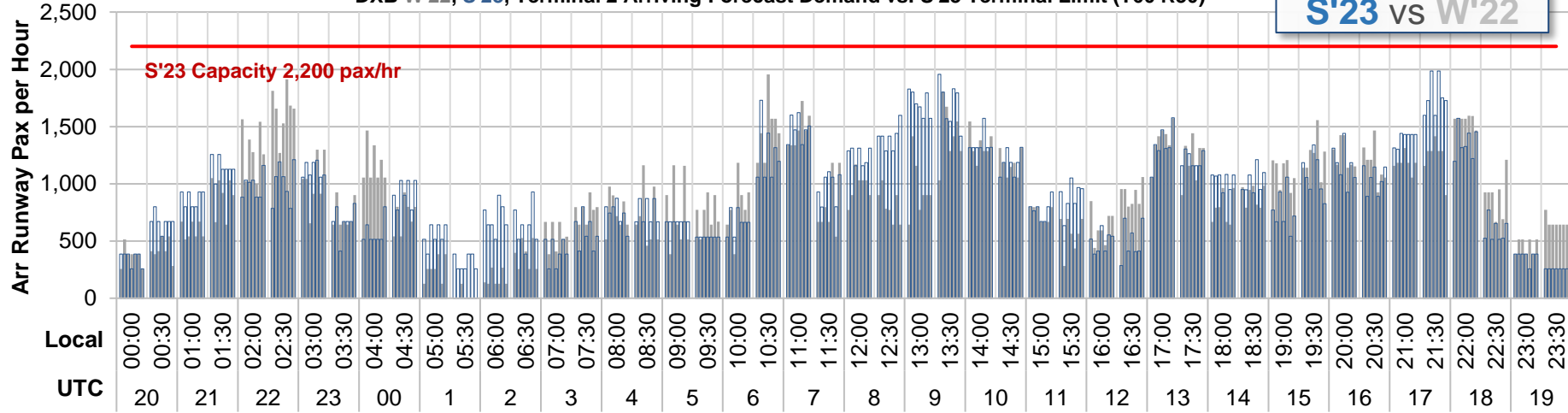
The T2 OAL Departure Limit is applied against **T120 R30** demand and is in addition to the overall Terminal 2 Departure limit of 1,700 passengers/hour, developed to assist in managing the demand on the West Wing Check-In desk provision that OAL operate from.

The limit is set to **900 pax/2hrs** from **01:00 to 05:00** when there are 24 check-in desks available and **750 pax/2hrs** from **05:00 to 01:00** when there are 20 check-in desks available. The referral limit is set to 650 pax/2hrs from 01:00 to 05:00 and 550 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 limit **has increased** from W'22 to S'23 due to one check-in desk being released in the OAL allocation.



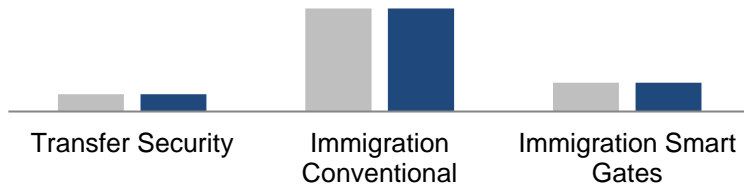
# S'23 DXB Terminal 2 Arrivals

DXB W'22, S'23, Terminal 2 Arriving Forecast Demand vs. S'23 Terminal Limit (T60 R30)



T2 Arrivals - No. of Facilities

■ W'22 Facilities ■ S'23 Facilities



T2 Arrivals - Facility Constraint

■ W'22 Throughput ■ S'23 Throughput



# DXB: Terminal 3



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## Increase in Immigration Conventional Desks

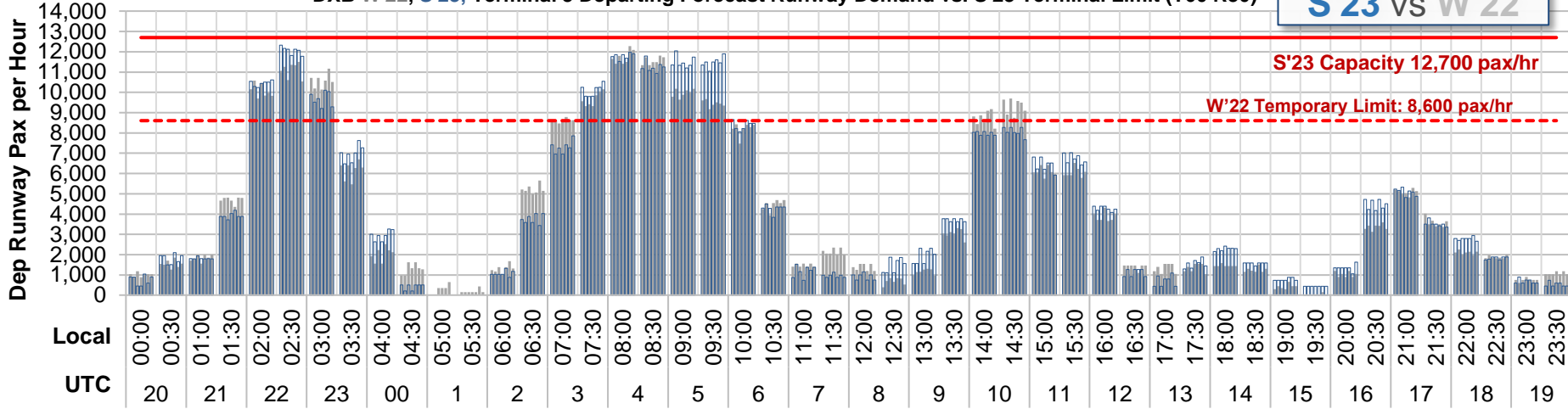
		Terminal 1		Terminal 2		Terminal 3	
		W'22	S'23	W'22	S'23	W'22	S'23
<b>Check-in</b>		208	208	52	52	211	211
<b>Emigration</b>	Conventional	26	26	14	14	37	37
	Smart Gates	10	10	8	8	24	24
<b>Departure Security</b>		10	10	6	6	19	19
<b>Transfer Security</b>		3	3	6	6	97*	97*
<b>Immigration</b>	Conventional	44	44	36	36	64	64
	Smart Gates	20	20	10	10	40	40
<b>Reclaim</b>		8		6		14	

\* In Quebec 14 transfer security lanes have been added but these are not yet operational.

# S'23 DXB Terminal 3 Departures

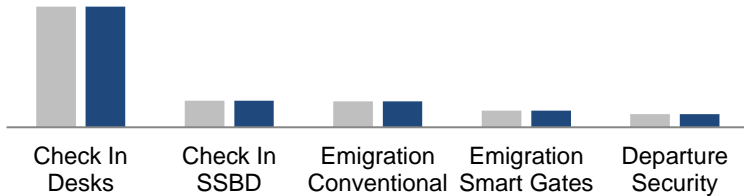
DXB W'22, S'23, Terminal 3 Departing Forecast Runway Demand vs. S'23 Terminal Limit (T60 R30)

S'23 vs W'22



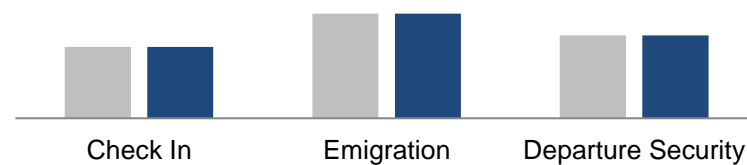
T3 Departures - No. of Facilities

■ W'22 Facilities ■ S'23 Facilities



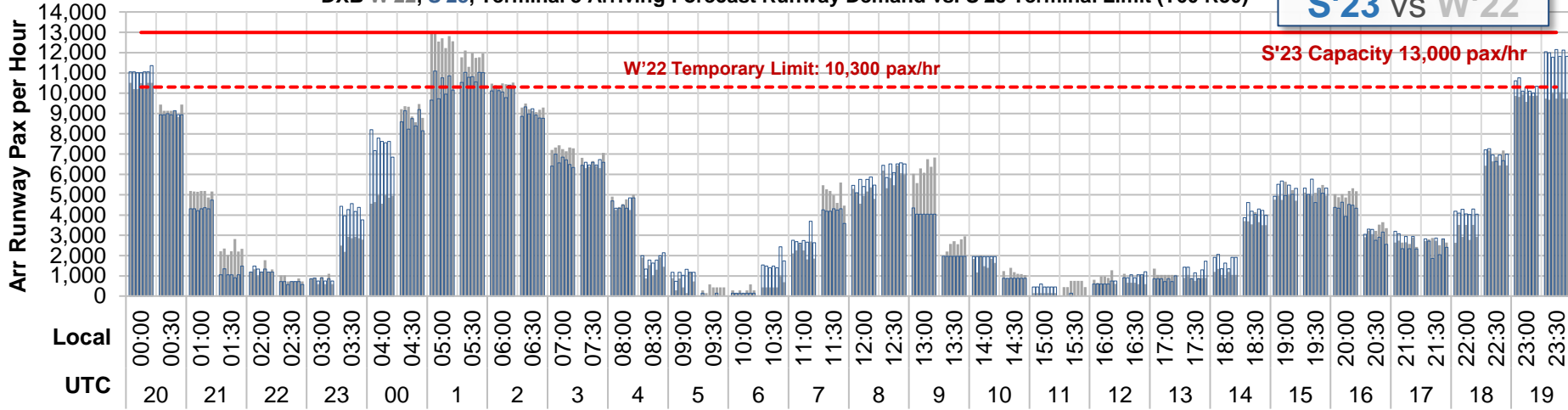
T3 Departures - Facility Constraint

■ W'22 Throughput ■ S'23 Throughput



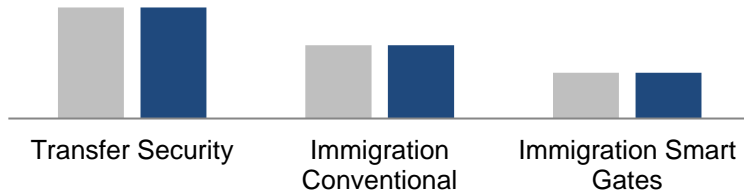
# S'23 DXB Terminal 3 Arrivals

DXB W'22, S'23, Terminal 3 Arriving Forecast Runway Demand vs. S'23 Terminal Limit (T60 R30)



T3 Arrivals - No. of Facilities

■ W'22 Facilities ■ S'23 Facilities



T3 Arrivals - Facility Constraint

■ W'22 Throughput ■ S'23 Throughput





DWC: PTB



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# S'23 Season, DWC PTB Facilities: Key Changes

No change expected in DWC PTB facility provision for S'23

		PTB		
		Overall Provision	S'22 NRR	S'23*
<b>Check-in</b>		90 + 10	96	56
<b>Emigration</b>	Conventional	20	13	10
	Smart Gates	5	5	5
<b>Departure Security</b>		10	10	10
<b>Transfer Security</b>		12	12	12
<b>Immigration</b>	Conventional	40	25	20
	Smart Gates	5	5	5
<b>Reclaim</b>		7	7	7

**Note:**

**Check-in:** desk provision of 90 Economy and 10 Business Class desks. During busy S'22 NRR operations a total of 96 desks were equipped and operational. During FIFA World Cup operations at least 56 desks will be equipped and operational. In S'23 sufficient desks will be equipped to manage the expected demand.

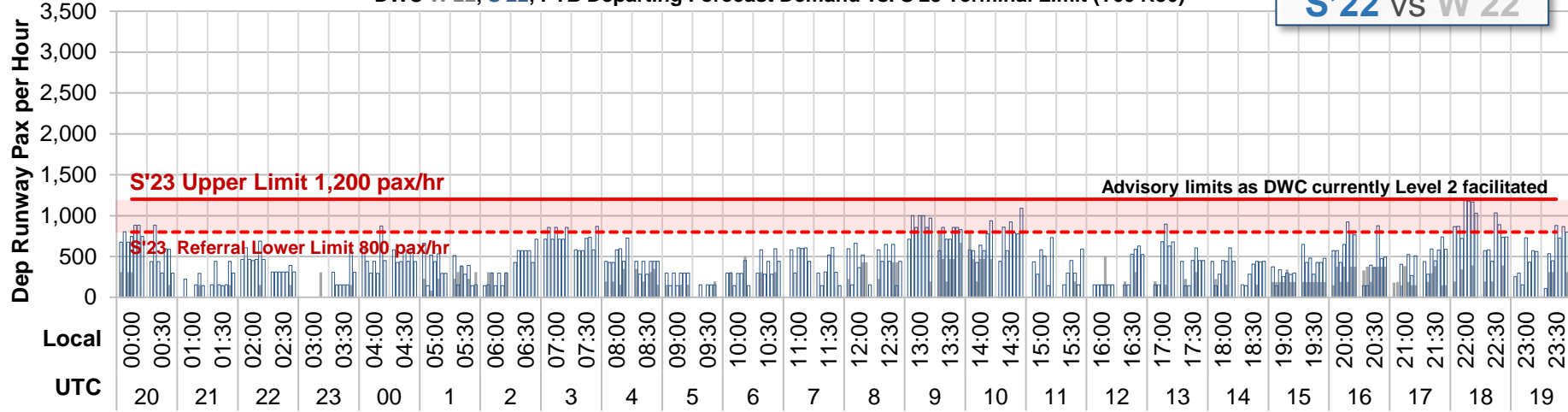
**Emigration:** 20 Conventional desks have been provide. 13 desks were enabled during peak S'22 NRR operations. It is expected at least 10 desks would remain enabled for utilisation in S'23.

**Immigration:** 40 Conventional desks have been provide. 25 desks were enabled during peak S'22 NRR operations. It is expected at least 20 desks would remain enabled for utilisation in S'23.

# S'23 DWC PTB Departures

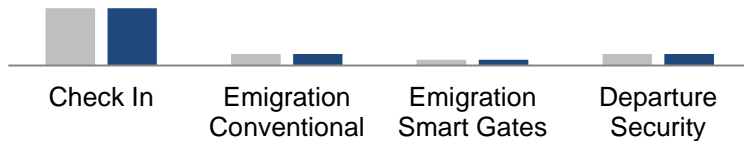
DWC W'22, S'22, PTB Departing Forecast Demand vs. S'23 Terminal Limit (T60 R30)

S'22 vs W'22



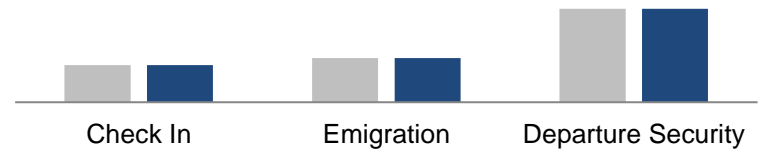
DWC PTB Departures - No. of Facilities

■ W'22 Facilities ■ S'23 Facilities



DWC PTB Departures - Facility Constraint

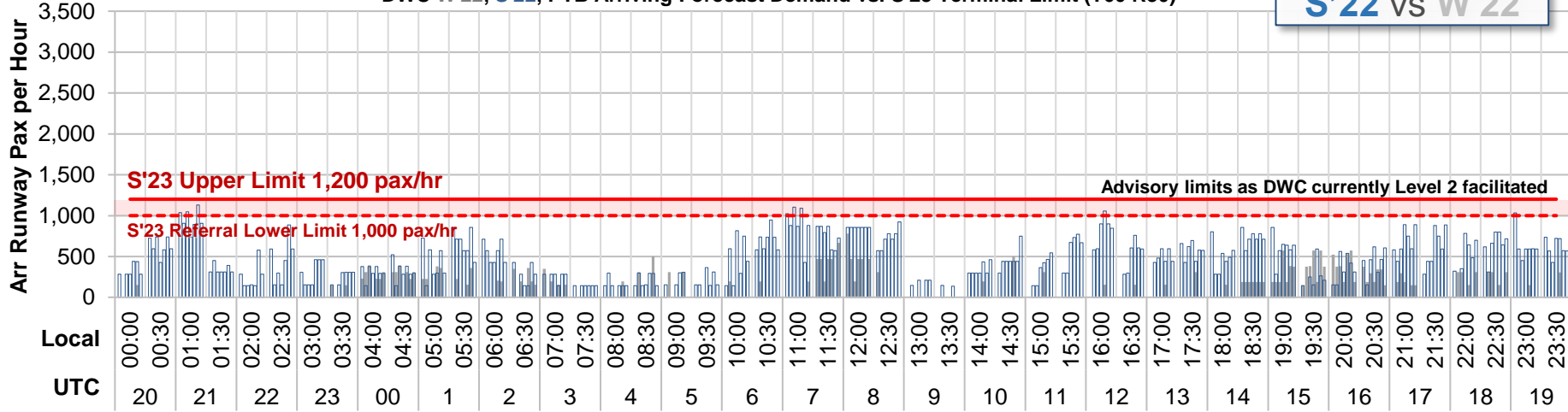
■ W'22 Throughput ■ S'23 Throughput



# S'23 DWC PTB Arrivals

DWC W'22, S'22, PTB Arriving Forecast Demand vs. S'23 Terminal Limit (T60 R30)

S'22 vs W'22



DWC PTB Arrivals - No. of Facilities

■ W'22 Facilities ■ S'23 Facilities



DWC PTB Arrivals - Facility Constraint

■ W'22 Throughput ■ S'23 Throughput



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.
- Capacity is restricted by 1-train operation of APM during maintenance hours (03:00 – 09:00). Previously introduced referral limits have now been removed.

## **TERMINAL 1 ARRIVALS:**

- Capacity is restricted by 1-train operation of APM during maintenance hours (03:00 – 09:00). Previously introduced referral limits have now been removed.
- Smart Gate uptake needs to continue to be encouraged to make best use of available capacity at peak times.

## TERMINAL 2 DEPARTURES:


- Capacity is limited by Check-In. Efficiency improvements will be required to increase capacity. Small increase to the T2 OAL T120 R30 limit due to one desk released to OAL allocation.
- Departures also suffer from gate/lounge seating capacity.

## TERMINAL 3 DEPARTURES:

- Fragmentation of check-in products does not make best use of available capacity in T3 Check-in. Self-service check-in product has been delivered in both economy and F&J areas.

## TERMINAL 3 ARRIVALS:

- Additional facility provision has been delivered in T3 Immigration Hall. Smart Gate uptake will need to be encouraged in order for the additional capacity to be released on T3 arrivals.
- Transfers not fully recovered in T3, leading to the continuation of Temporary Limits for both arrivals and departures in T3 for W'22 season.



# End of S23 Scheduling Coordination Committee - Q&A

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