Winter 2023 (W23)

Schedule Coordination Committee Meeting
DXB & DWC

03 May 2023 - 1200 hours

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DUBAIRPORTS

Agenda

W23 Schedule Coordination Committee Meeting

Welcome

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

S23 Seasonal Report
Elliot Moorton, DXB/DWC Coordinator, Airport Coordination Limited (ACL)

W19-W22 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 W23 Scheduling Coordination Committee/ Q&A

Purpose of Schedule Coordination Committee Meeting

Dubai Airports hold a Schedule Coordination Committee meeting at least once per annum aligned to the World Airport Slot Guidelines (WASG). The purpose and objective of this meeting is to provide the airport community with a view on matters relating to airport capacity and the declaration.

KEY TOPICS:

o   **Discuss the Start of Season Report for DXB and DWC;**

o   **Provide visibility on the proposed capacity declaration for runways, terminals and stands;**

o   **Provide visibility of the upcoming season's report;**

o   **Update on coordination-related challenges, for example, major works impacting capacity for future seasons;**

o   **Provide an update on proposed airfield and airport development to increase future capacity;**

o   **Inform the airline community of any proposed policy changes, such as adjustments to the conditions of use;**

o   **Invite stakeholders to participate in discussions related to all of the above.**

Published for IATA Winter Season 2023

Airport: Dubai International (DXB)

- **No significant changes expected at this stage (vs. S23 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

Airspace and Runway Closures

Date	Activity	CLOSE	OPEN	CLOSE	OPEN
		UTC		LOCAL TIME	
9-11 Nov 23	Practice	05:45	08:15	09:45	12:15
	Practice	10:45	13:15	14:45	17:15
12 Nov 23	Rehearsal	09:45	13:15	13:45	17:15
13-17 Nov 23	Airshow	09:45	13:15	13:45	17:15

PRACTICE REQUIREMENTS –INDIVIDUAL PRACTICES & VALIDATIONS
0600-0800 UTC (1000–1200hrs local time) and **1100-1300 UTC (1500-1700hrs local time)** on the following days:
- **Thursday 9th to Saturday 11th November**
ATC Runway Closure 0545-0815UTC and 1045-1315UTC

DRESS REHEARSAL
1000-1300 UTC (1400–1700hrs local time) on the following days:
- **Sunday 12th November**
ATC Runway Closure 0945 1315UTC

FLYING DISPLAY
1000-1300 UTC (1400–1700hrs local time) on the following days:
- **Monday 13th to Friday 17th November**
ATC Runway Closure 0945 1315UTC

Dubai Airports will provide ACL, the Coordinator, with the finalised closure times based on the **Scheduled In-Block (SIBT) and Scheduled Off-Block times (SOBT)** after considering the buffers and taxi times.
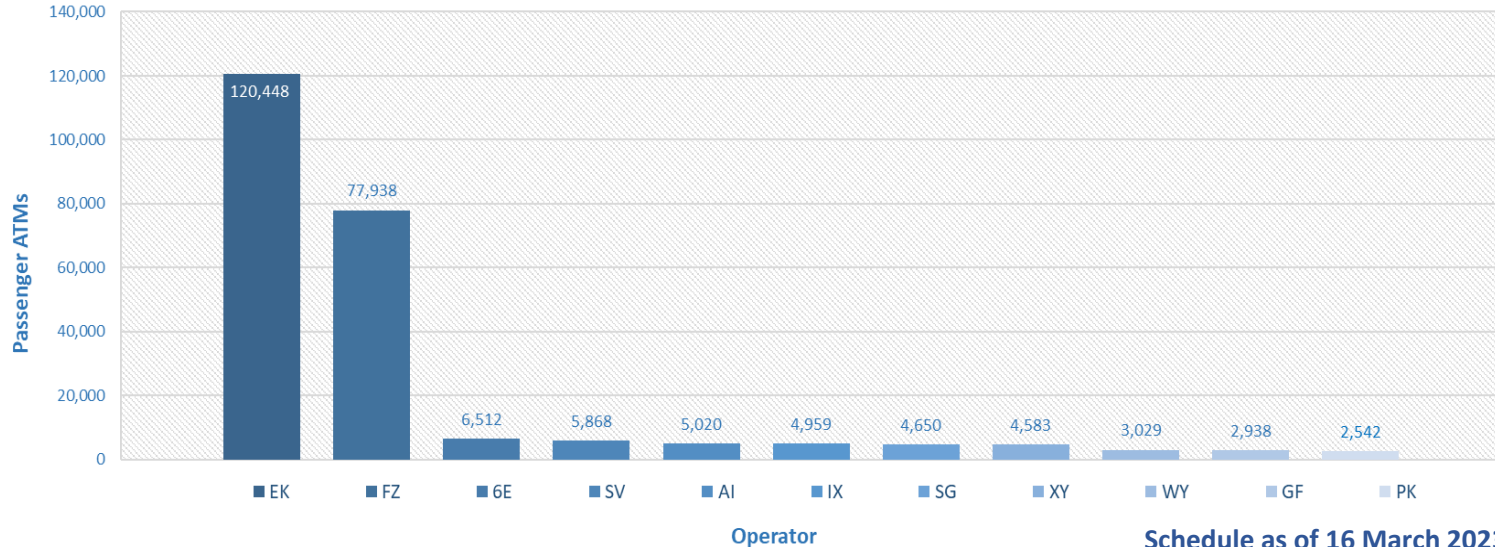
Dubai International Airport (DXB)

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Passenger Air Transport Movements – By Operator

Operator	EK	FZ	6E	SV	AI	IX	SG	XY	WY	GF	PK	Other	Total
S23 PATMs	120,448	77,938	6,512	5,868	5,020	4,959	4,650	4,583	3,029	2,938	2,542	46,382	284,869
%	42.3%	27.4%	2.3%	2.1%	1.8%	1.7%	1.6%	1.6%	1.1%	1.0%	0.9%	16.3%	100.0%

Summer 2023 Passenger ATMs
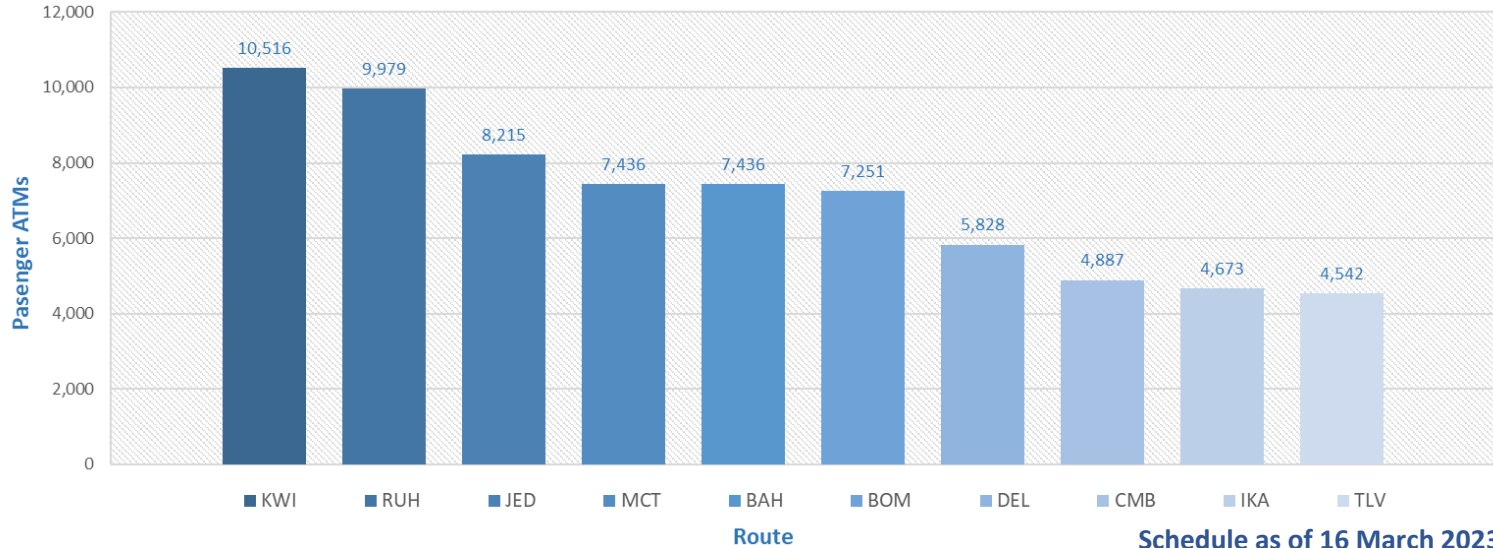
Schedule as of 16 March 2023

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Passenger Air Transport Movements – By Route

Route	KWI	RUH	JED	MCT	BAH	BOM	DEL	CMB	IKA	TLV	Other	Total
S23 PATMs	10,516	9,979	8,215	7,436	7,436	7,251	5,828	4,887	4,673	4,542	214,106	284,869
%	3.7%	3.5%	2.9%	2.6%	2.6%	2.5%	2.0%	1.7%	1.6%	1.6%	75.2%	100.0%

Summer 2023 Passenger ATMs

Schedule as of 16 March 2023

Types of Operation - **By Service Type**

Service Type	J	F	H	G	C	Total
S23 Movmts	284,707	4,217	682	147	15	289,768
%	98.3%	1.5%	0.2%	0.1%	0.0%	100.0%

J, 284,707, 98.3%

F, 4,217, 1.5%

H, 682, 0.2%

G, 147, 0.1%

C, 15, 0.0%
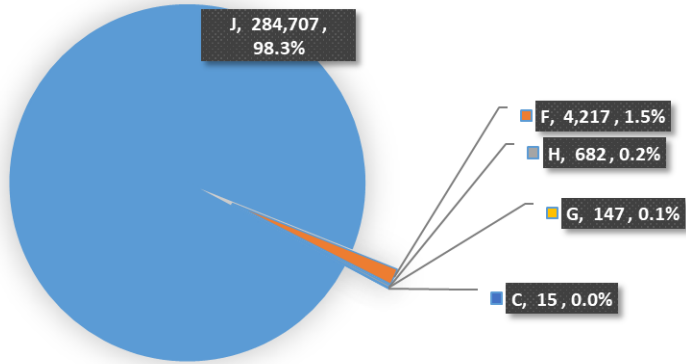
Types of Operation - **By ICAO Group**

ICAO Size	C	D	E	F	Total
S23 Movmts	133,689	3,530	115,083	37,466	289,768
%	46.1%	1.2%	39.7%	12.9%	100.0%

133,689

115,083

3,530

37,466

■ C ■ D ■ E ■ F
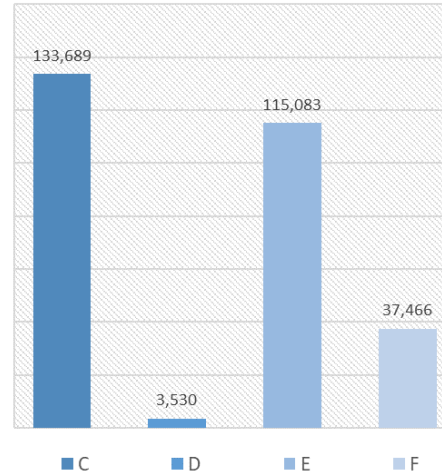
Capacity Constraints
- **By Reason Code**

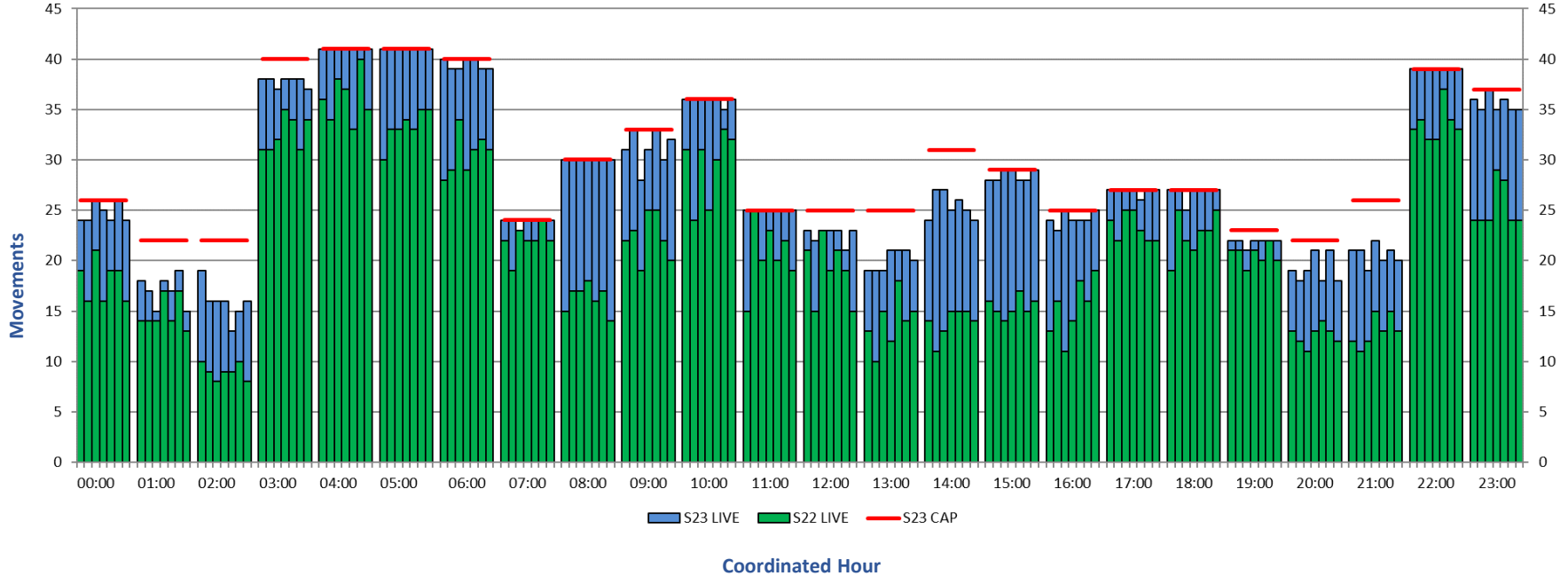| Reason Code	S23 Movements	%
OK	270,781	93.4%
R60	9,127	3.1%
R10	8,506	2.9%
GRD	1,010	0.3%
R30	187	0.1%
T180	67	0.0%
AA	41	0.0%
T60	37	0.0%
T120	12	0.0%
Total	289,768	100.0%

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Runway Hourly (R60) Movements - *Arrivals*
Summer 2022 vs Summer 2023

Schedule as of 16 March 2023

Runway Hourly (R60) Movements - *Departures*
Summer 2022 vs Summer 2023

Coordinated Hour

Legend: S23 LIVE, S22 LIVE, S23 CAP

Runway Hourly (R60) Movements - *Totals*
Summer 2022 vs Summer 2023

Dubai World Central Airport (DWC)

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Passenger Air Transport Movements – By Operator

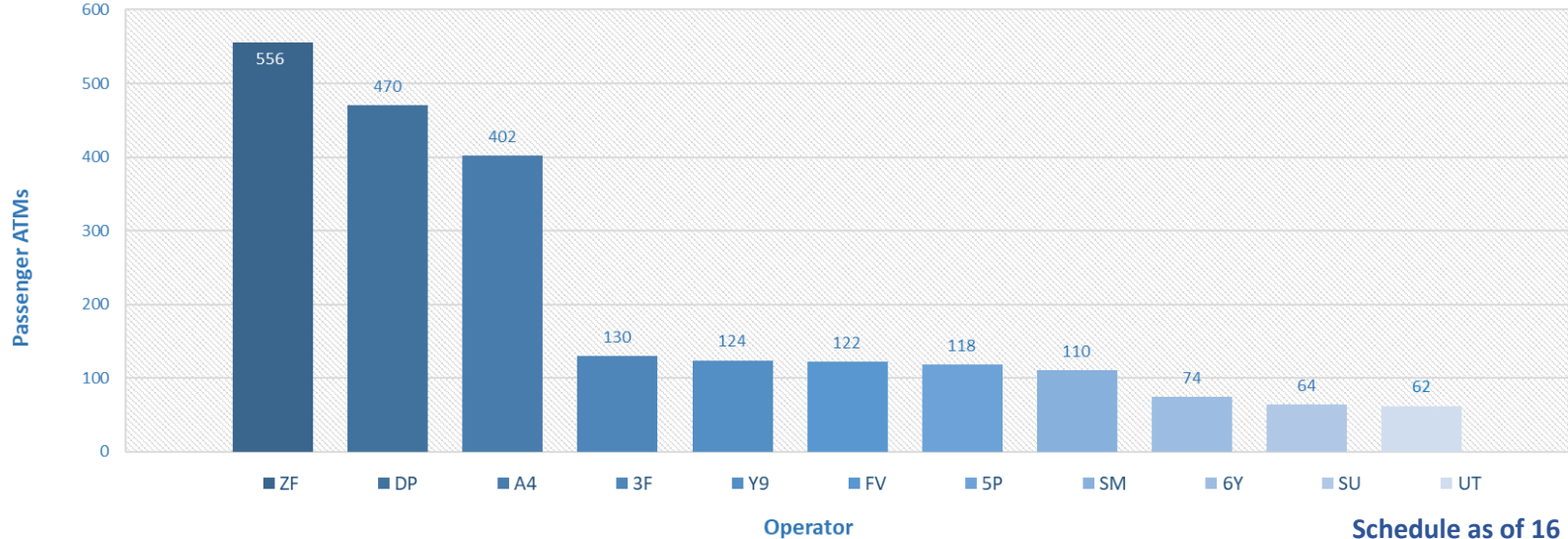| Operator	ZF	DP	A4	3F	Y9	FV	5P	SM	6Y	SU	UT	Other	Total
S23 PATMs	556	470	402	130	124	122	118	110	74	64	62	232	2,464
%	22.6%	19.1%	16.3%	5.3%	5.0%	5.0%	4.8%	4.5%	3.0%	2.6%	2.5%	9.4%	100.0%

Summer 2023 Passenger ATMs
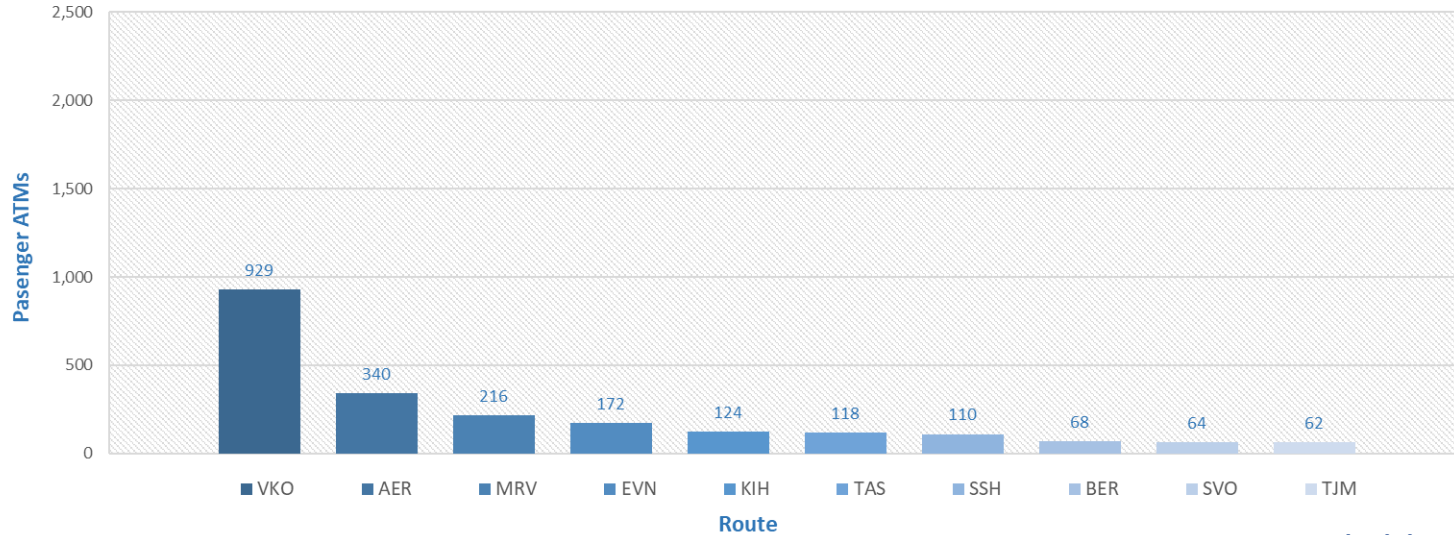
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Passenger Air Transport Movements – By Route

Route	VKO	AER	MRV	EVN	KIH	TAS	SSH	BER	SVO	TJM	Other	Total
S23 PATMs	929	340	216	172	124	118	110	68	64	62	261	2,464
%	37.7%	13.8%	8.8%	7.0%	5.0%	4.8%	4.5%	2.8%	2.6%	2.5%	10.6%	100.0%

Summer 2023 Passenger ATMs

Bar chart titled "Summer 2023 Passenger ATMs". Y-axis: Passenger ATMs (0 to 2,500). X-axis: Route. Values: VKO 929, AER 340, MRV 216, EVN 172, KIH 124, TAS 118, SSH 110, BER 68, SVO 64, TJM 62.

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ACL INTERNATIONAL

Types of Operation - By Service Type

Service Type	F	J	X	C	H	A	Total
S23 Movmts	7,062	1,745	1,449	719	126	6	11,107
%	63.6%	15.7%	13.0%	6.5%	1.1%	0.1%	100.0%

J, 1,745, 15.7%
X, 1,449, 13.0%
C, 719, 6.5%
F, 7,062, 63.6%
H, 126, 1.1%
A, 6, 0.1%
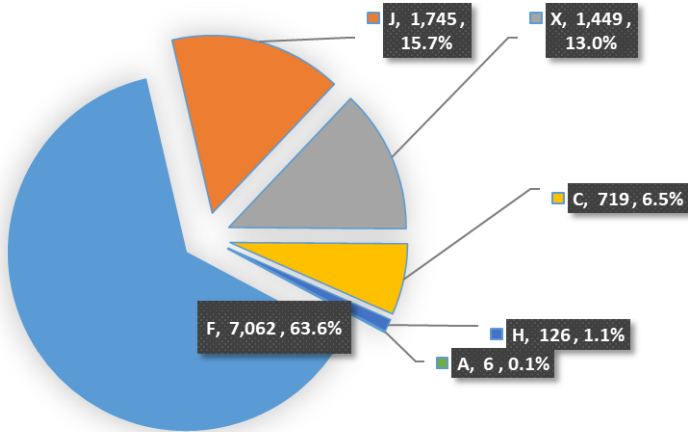
Types of Operation - By ICAO Group

ICAO Size	C	D	E	F	Total
S23 Movmts	1,916	963	6,740	1,488	11,107
%	17.3%	8.7%	60.7%	13.4%	100.0%

C — 1,916
D — 963
E — 6,740
F — 1,488
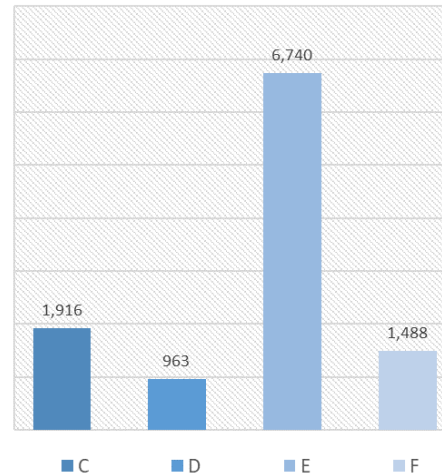
Capacity Constraints - By Reason Code

Reason Code	S23 Movements	%
OK	10,912	98.2%
CF	111	1.0%
R10	49	0.4%
GRD	30	0.3%
R60	5	0.0%
Total	11,107	100.0%

Schedule as of 16 March 2023
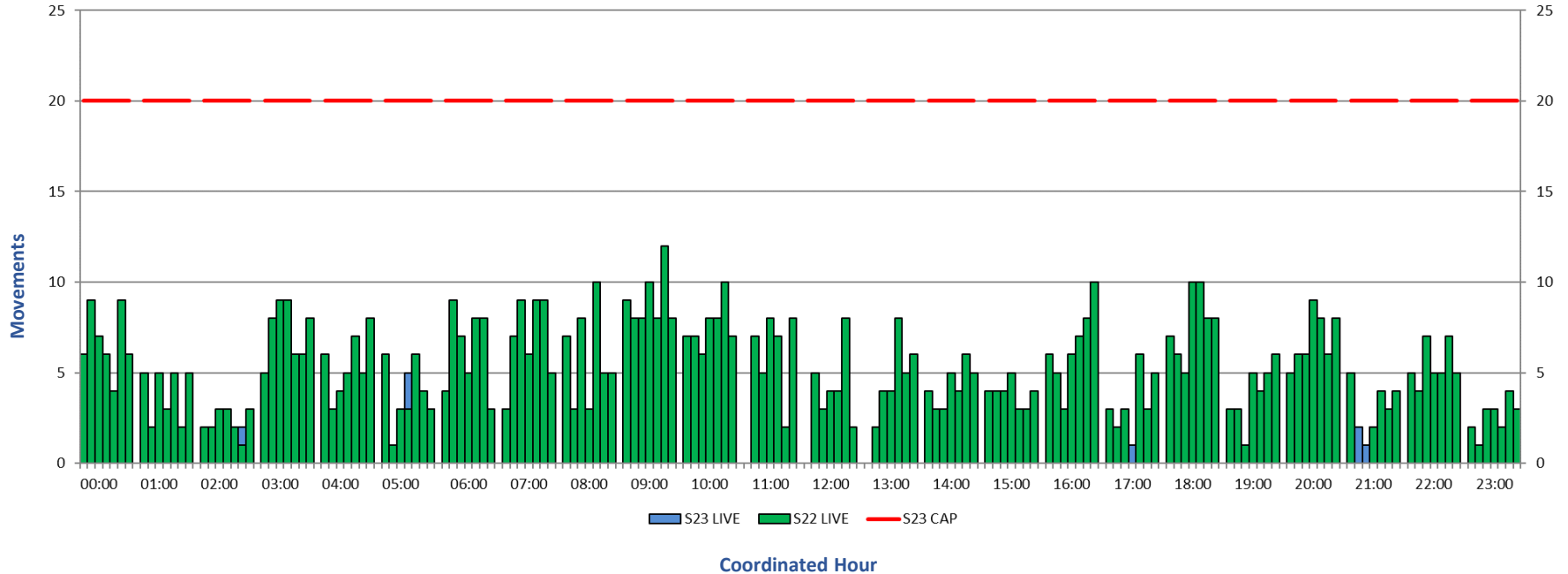
Runway Hourly (R60) Movements - *Arrivals*
Summer 2022 vs Summer 2023

Schedule as of 16 March 2023

Runway Hourly (R60) Movements - *Departures*
Summer 2022 vs Summer 2023

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Runway Hourly (R60) Movements – *Totals*
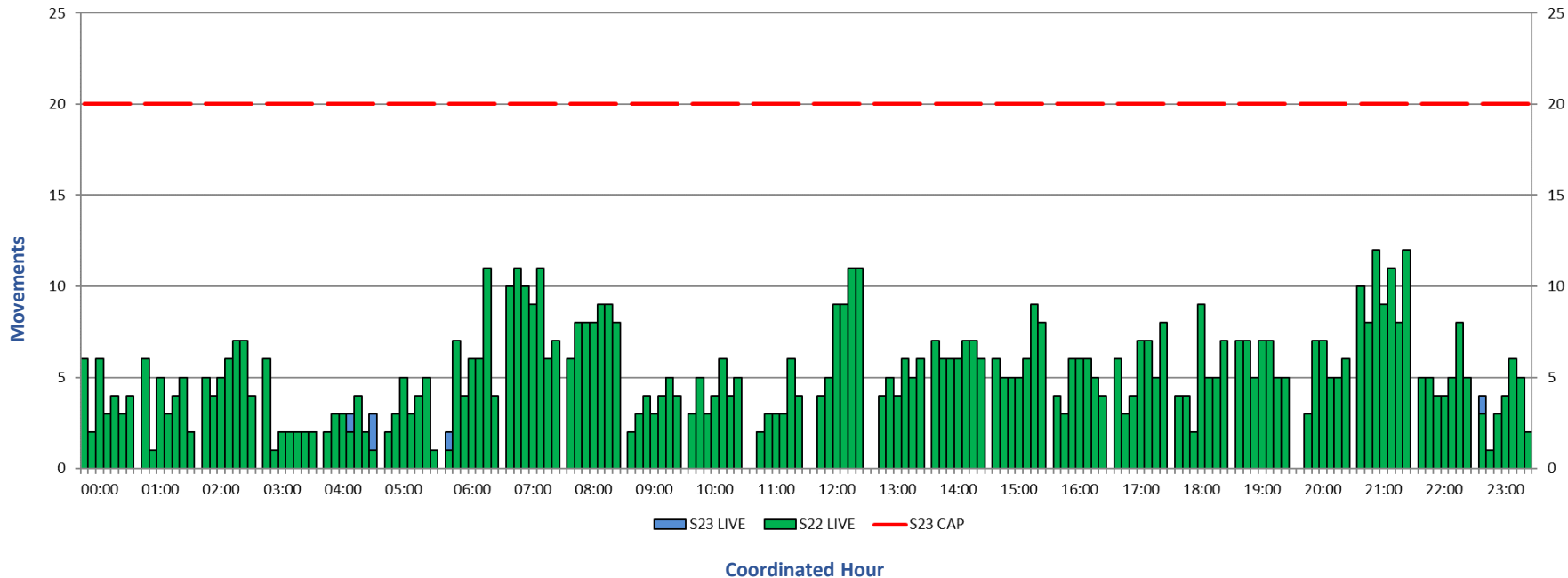# Summer 2022 vs Summer 2023

DXB Local Rules

- Historic Eligibility Local Rule
- Cargo Local Rule
- Positioning, Training and Technical Stop 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.

W'23 SCHEDULE COORDINATION COMMITTEE

W'22 Airfield Performance

Nouf Al Ameri - Manager Airspace Planning and Analysis

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DUBAI AIR NAVIGATION SERVICES

CONTENTS

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- ▪ MOVEMENTS
- ▪ THROUGHPUT AND DELAY (PEAK HOURS)
- ▪ RUNWAY DEMAND (PEAK HOURS)
- ▪ RUNWAY USAGE
- ▪ eWTS 2022 ARRIVAL
- ▪ FLEET MIX
- ▪ OTHER METRICS

MOVEMENTS

Average Daily Movements
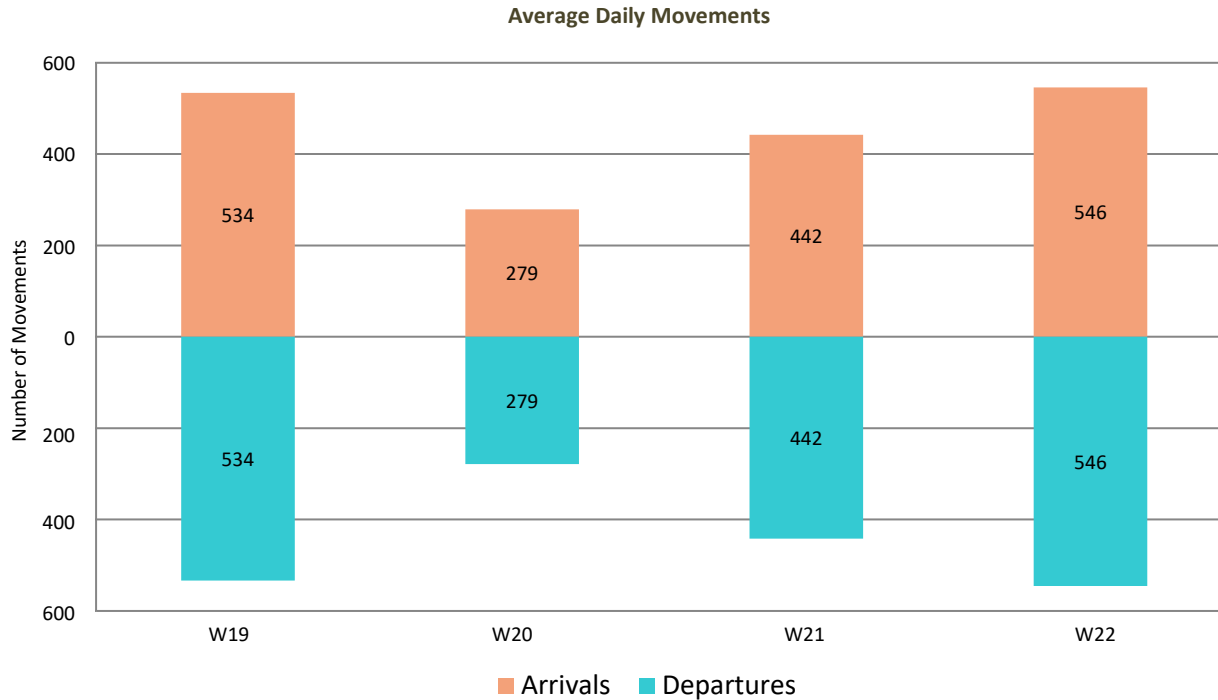
November, December and January months are considered as the Winter period in the slide pack.

W'20 and W'21 has lower traffic levels due to COVID-19 pandemic impact.

- Average daily arrivals increased by 12 movements in W'22 compared to W'19.

- Average daily departures increased by 12 movements in W'22 compared to W'19.

ARRIVALS - THROUGHPUT AND DELAY
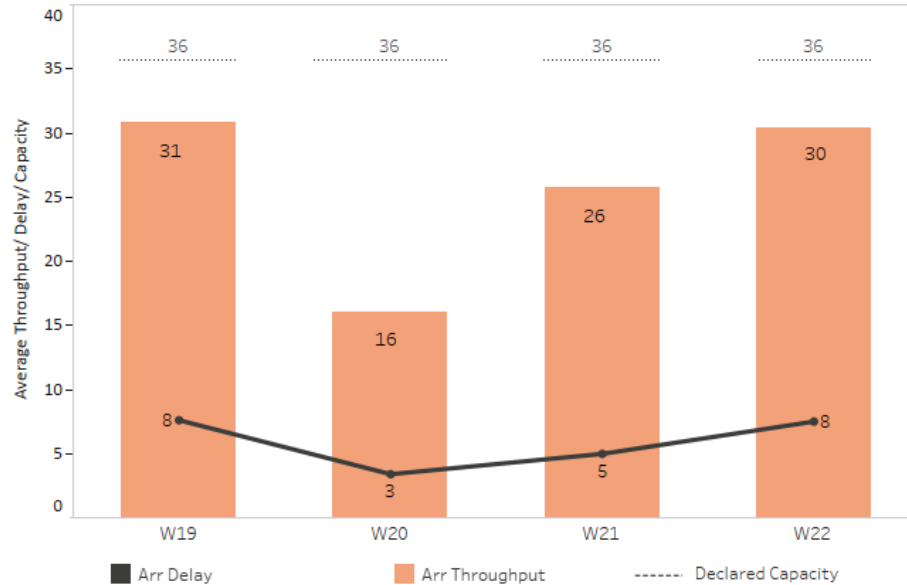
- Average throughput in the peak hours decreased by 1 movements in W'22 compared to W'19.

- Arrival delay during peak hours of W'22 has remained same as in W'19.

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DEPARTURES - THROUGHPUT AND DELAY

- . . .
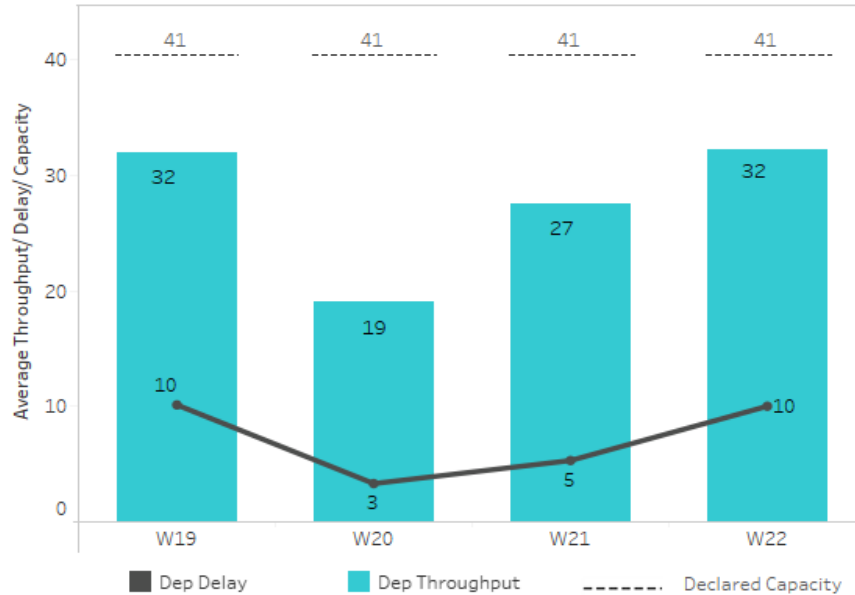
- Average throughput and delay in the peak hours of W'22 has remained the same as in W'19.

ARRIVALS – RUNWAY DEMAND

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Peak Hours Average Actual Runway Demand versus Scheduled Runway Demand
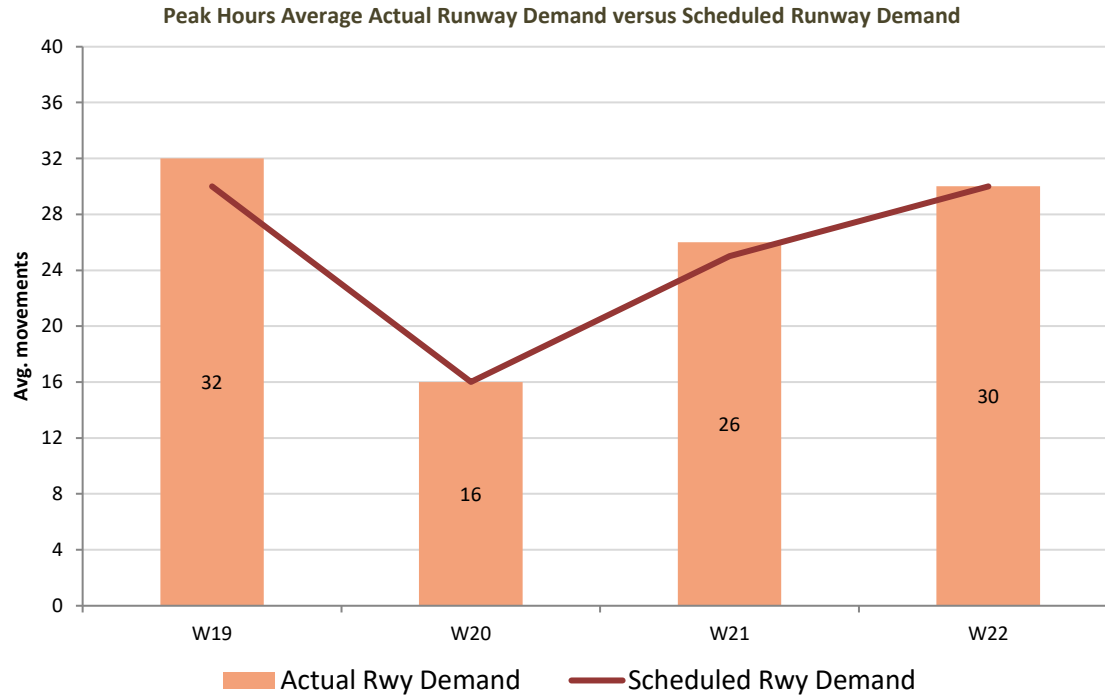
- Average actual runway demand in the peak hours decreased by 2 movements in W'22 compared to W'19.

- Average scheduled runway demand in W'22 has remained same as W'19.

DEPARTURES – RUNWAY DEMAND

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Peak Hours Average Actual Runway Demand versus Scheduled Runway Demand
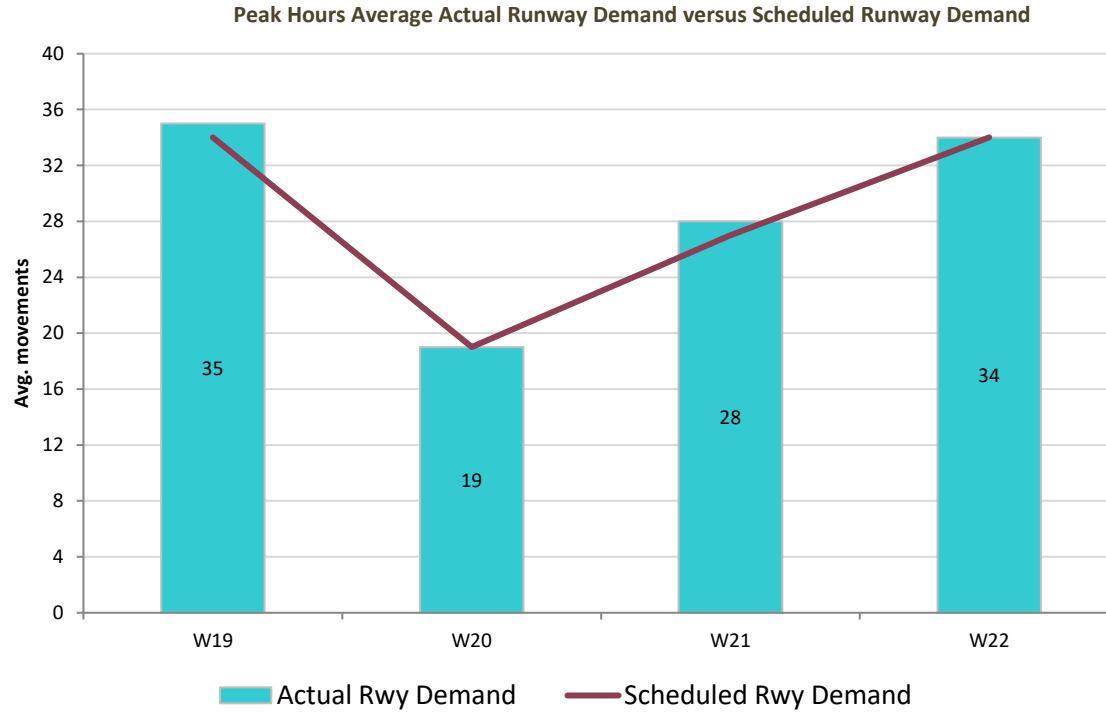
- Average actual demand in the peak hours decreased by 1 movement in W'22 compared to W'19.

- Average scheduled runway demand in W'22 has remained same as W'19.

RUNWAY USAGE

Runway Configuration
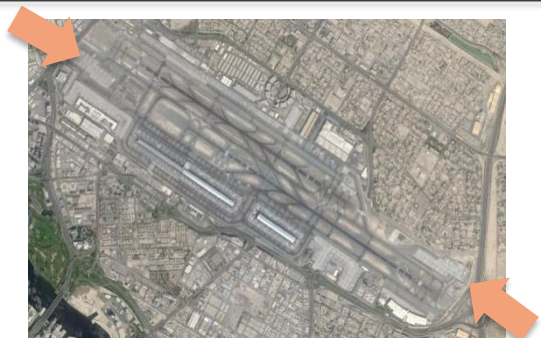
Season	% of flights in 12 direction
W19	29%
W20	35%
W21	31%
W22	37%

Season	% of flights in 30 direction
W19	71%
W20	65%
W21	69%
W22	63%

- The percentage of flights that operated in 30 direction in W'22 has decreased to 63% of the flights, compared to 71% of the flights in W'19.

Single Runway Operations

Percentage of time in SRO
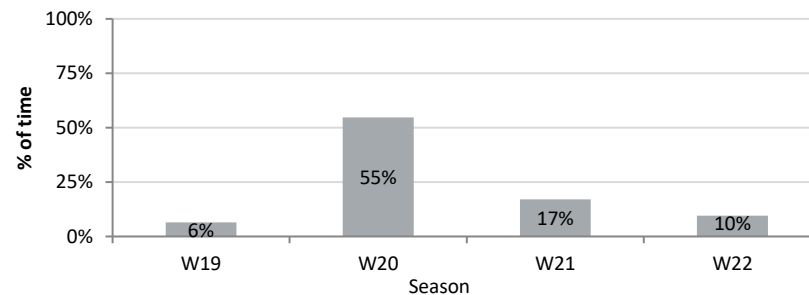
- W'20 was majorly in SRO due to lower traffic levels (COVID-19 pandemic impact).

eWTS 2022 ARRIVAL

- Enhanced Wake Turbulence Separation (eWTS) was implemented on 22nd February 2021

- There was a decrease in CTA flying time due to eWTS reduced separation for all STARs

- eWTS benefit = 1.4 min per flight (total average) reduction flying time inside CTA

Average CTA flying in minutes in 30L/12L RWY Direction
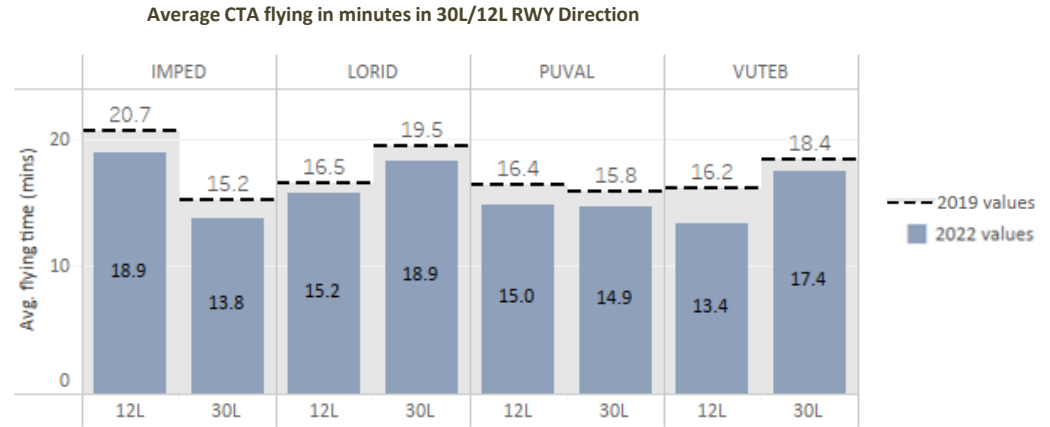
FLEET MIX - WINTER 2022

- 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 **85%** of operations in W'22.

ICAO eWTS Group	% of flights
A	12%
B	37%
C	1%
D	48%
E	1%
F	0.8%
G	0.4%

Note: percentages may not equal 100% due to rounding

eWTS Pairs

RECAT_ Category	A	B	C	D	E	F	G	Ex of AC type
A	2.0%	4.6%	0.1%	3.5%	0.1%	0.1%	0.0%	A388
B	4.7%	18.0%	0.5%	16.2%	0.4%	0.3%	0.1%	B77W
C	0.1%	0.4%	0.0%	0.7%	0.0%	0.0%	0.0%	A310
D	3.4%	16.2%	0.7%	24.1%	0.6%	0.4%	0.2%	B737
E	0.1%	0.4%	0.0%	0.6%	0.0%	0.0%	0.0%	E190
F	0.1%	0.3%	0.0%	0.4%	0.0%	0.0%	0.0%	RJ85
G	0.0%	0.1%	0.0%	0.2%	0.0%	0.0%	0.0%	FA50

OTHER METRICS – WINTER 2022

Total runway movements

Average number of total movements in the arrival runway
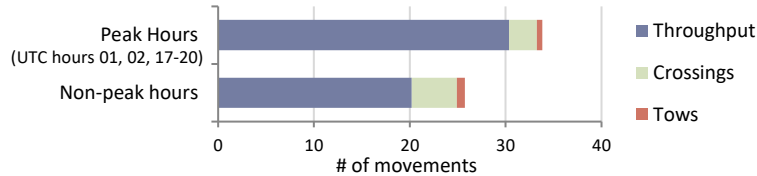
- **Arrival peak hours**: an hourly average of **30.4 arrivals, 3.0 aircraft crossings and 0.6 tow crossing** in each of those hours, adding up to 34.8 movements using the arrival runway
- **Arrival non-peak hours**: an hourly average of **20.2 arrivals, 4.7 aircraft crossings and 0.8 tow crossings** in each of those hours, adding up to 25.7 movements using the arrival runway.

Average number of total movements in the departure runway
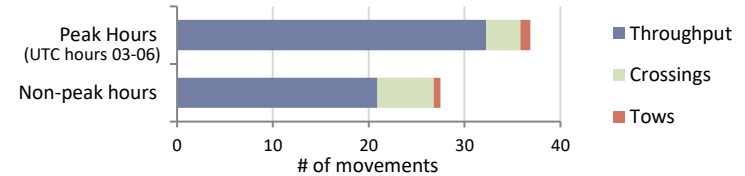
- **Departure peak hours**: an hourly average of **32.3 departures, 3.6 aircraft crossings and 1.0 tow crossing** in each of those hours, adding up to 36.9 movements using the departure runway
- **Departure non-peak hours**: an hourly average of **20.9 departures, 5.9 aircraft crossings and 0.7 tow crossing** in each of those hours, adding up to 27.5 movements using the departure runway.

Tows

- A **daily average of** 101 tows operate in Dubai International during the current winter season
- The daily average has **decreased from** 106 tows in **W'19 to** 101 tows in **W'22.**

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THANK YOU

Work Package	Dates (tentative)

	Pavement Works	
1.	Area C22A	Aug22 – Sep22
2.	Area C22B	Sep22 – Oct22
3.	Area C06	Dec22 – Feb23
4.	Sierra 777X - Compatibility	Dec22
5.	B26 Sewage Pump works	Mar22– Nov22

	Taxiway Strengthening Works	
6.	Phase 2 & 11	Aug22 – Sep22
7.	Phase 7	Sep22 – Oct22
8.	Phase 12	Nov22 – Nov22
	Fuel Works	
9.	VC-10 – Phase 2	Jun22 – Oct22

	GPU Replacement	
10.	F17	Aug22 – Sep22
11.	F18 & F19	Sep22 – Oct22
12.	F20 & B27	Nov22– Dec22
13.	F26 & F27	Dec22 – Feb23
	PCA Software Update (CD & Golf Apron)	
	Not complete, to be continued	

PUBLIC - OPEN DATA
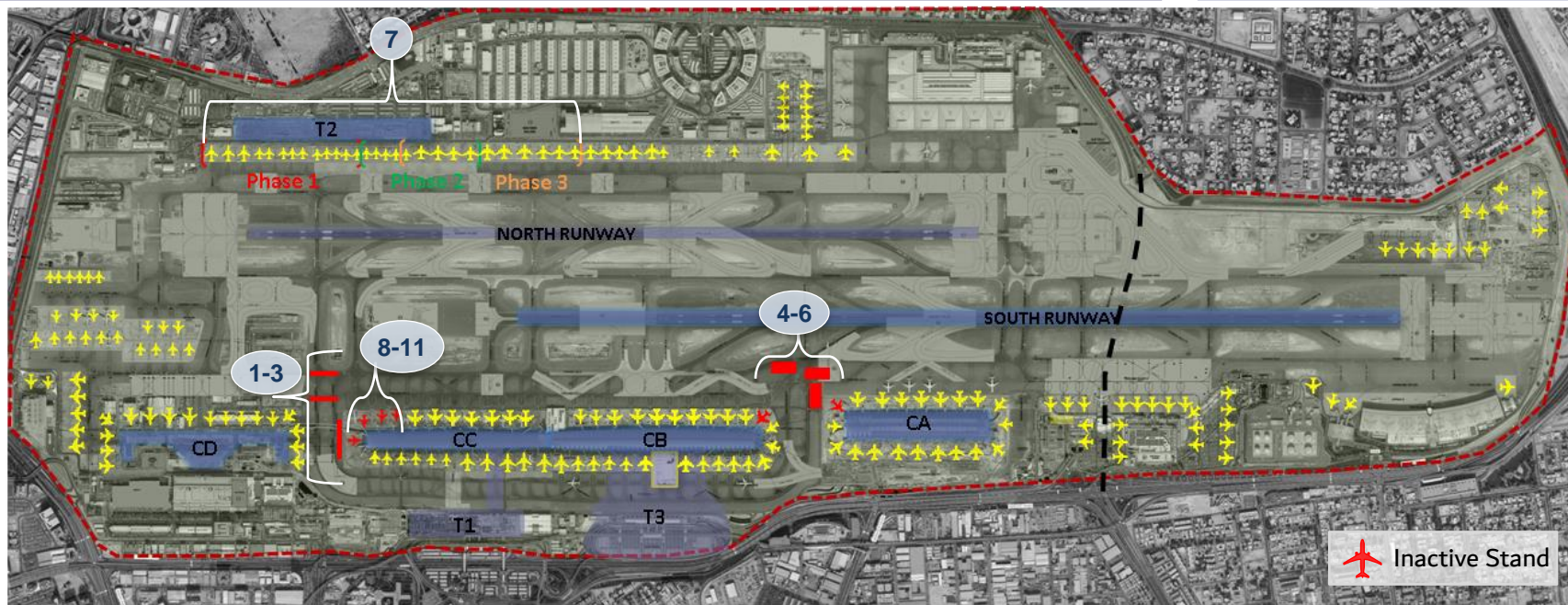
Work Package   **Dates** (tentative)

Pavement Works		
1.	Area C02	Jul23 – Aug23
2.	Area C03	Aug23 – Sep23
3.	Area C01	Sep23 – Oct23
4.	Area C09	Oct23 – Nov23
5.	Area C08	Nov23 – Dec23
6	Area C07	Jan24 – Feb23

Fuel Works		
7.	Echo Apron – Phases 1-3	TBC
8.	F2/F5 Fuel works	Jan24 – Jun24
Lounge /PLB Works		
9.	C1,C3,C5 & C7	Jan24 – Jun24
10.	F2-F5 PLB Works	Jan24 – Jun24

- Maximum of 5 stands can be closed for infrastructure upgrades or maintenance. This does not impact declared capacity levels nor stand resilience levels.
- Majority of works that affect stands will impact base carriers, who are briefed with detailed closure plans
- Airfield closures to manage aircraft flow movements around the aerodrome will be planned in conjunction with dans ATC.

Historical Performance and Runway, Stands and Terminal Capacity Declaration

Rob Whitehouse, Vice President – Research

Dubai Airports (DA)

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W22 Average Slot Adherence

DXB Monthly Arrival and Departure Punctuality by Operator Group

		Nov-22	Dec-22	Jan-23	Feb-23	Mar-23	Apr-23	Avg.
Base Carriers	ARR	53% — 9,716	48% 38% — 10,356	51% 37% — 10,628	54% — 9,666	57% — 10,813	57% — 10,517	53% — 61,696
	DEP	67% 33% — 9,697	54% 46% — 10,350	57% 43% — 10,604	67% 32% — 9,641	69% 31% — 10,804	79% — 10,490	66% 34% — 61,586
	Total	60% — 19,413	51% 42% — 20,706	54% 40% — 21,232	61% — 19,307	63% — 21,617	68% — 21,007	59% 32% — 123,282
Cargo (OAL)	ARR	54% 27% — 332	53% — 327	58% — 313	57% — 285	58% — 314	59% — 317	56% — 1,888
	DEP	77% — 332	71% — 327	76% — 312	75% — 283	69% — 313	79% — 313	74% — 1,880
	Total	65% — 664	62% — 654	67% — 625	66% — 568	63% — 627	69% — 630	65% — 3,768
OAL Pax	ARR	57% — 5,355	57% — 5,915	58% — 5,952	61% — 5,477	58% — 5,925	57% — 5,237	58% — 33,861
	DEP	70% — 5,338	62% 38% — 5,900	64% 36% — 5,941	68% — 5,464	66% 33% — 5,914	72% — 5,220	67% 33% — 33,777
	Total	63% — 10,693	59% 34% — 11,815	61% 32% — 11,893	64% — 10,941	62% — 11,839	65% — 10,457	62% — 67,638

Key:
- Early (orange)
- Late (red)
- On-time (green)
- # Mvts. (blue)

DXB Top 20 Airlines by Avg. Slot Performance

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Last 6 Months (Nov-22 to Apr-23) – Pax & Cargo (Arrivals & Departures Combined)

Airline	Code	On-time	Late	Early	No. of Mvts
Qatar Airways	QR	86%	12%		1,084
Vistara	UK	85%	11%		362
Saudia	SV	81%	12%	7%	4,674
Oman Air	WY	79%		17%	1,397
Azerbaijan Airlines	J2	79%	13%	8%	443
DHL Aviation	ES	78%	8%	15%	1,009
Middle East Airlines	ME	77%	15%	8%	1,101
Ethiopian Airlines	ET	74%	23%		1,085
Gulf Air	GF	73%	19%	8%	1,956
Kuwait Airways	KU	73%	8%	19%	1,205
Fly Baghdad	IF	73%	23%	4%	527
Mahan Airlines	W5	72%	26%		1,087
Royal Jordanian	RJ	70%	10%	20%	984
IndiGo	6E	70%	19%	11%	5,417
Air India	AI	69%	20%	11%	3,623
flyadeal	F3	69%	29%		1,021
Korean Air Lines	KE	68%	25%	7%	194
Iran Air	IR	68%	23%	9%	316
Aeroflot	SU	68%	24%	8%	962
Air France	AF	67%	18%	15%	664

Legend:
- **Late** (red)
- **Early** (orange)
- **On-time** (green)

% On-time/Early/Late

No. of Mvts

Period from 01-Nov-22 to 30-Apr-23
Filtered for airlines with min. freq. x1 weekly (48x mvts. In 6 month period).
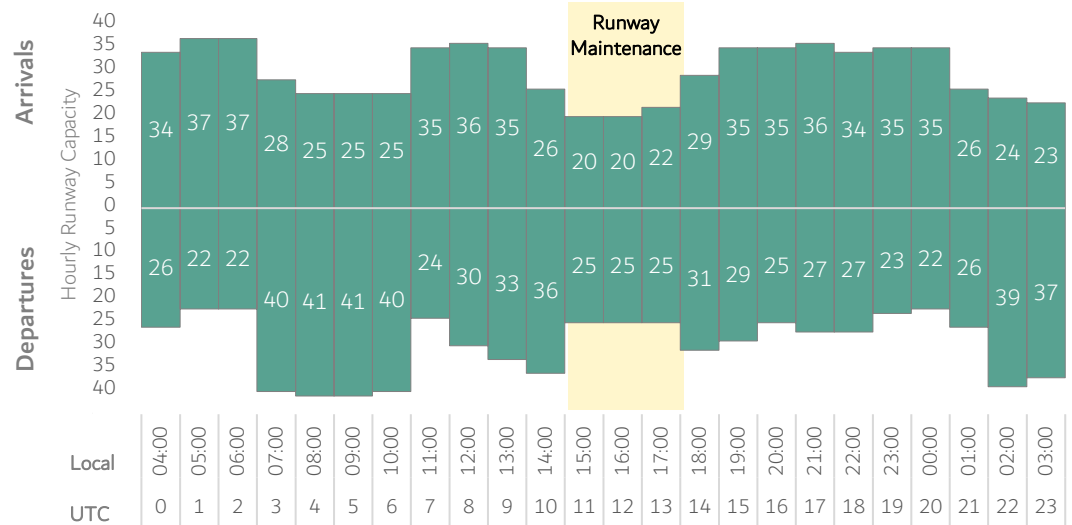
W23 Runway Capacity Declaration

DXB & DWC

W23 DXB Runway Capacity Declaration

Proposed W23 demand set to be accommodated within existing capacity limits

W23 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	

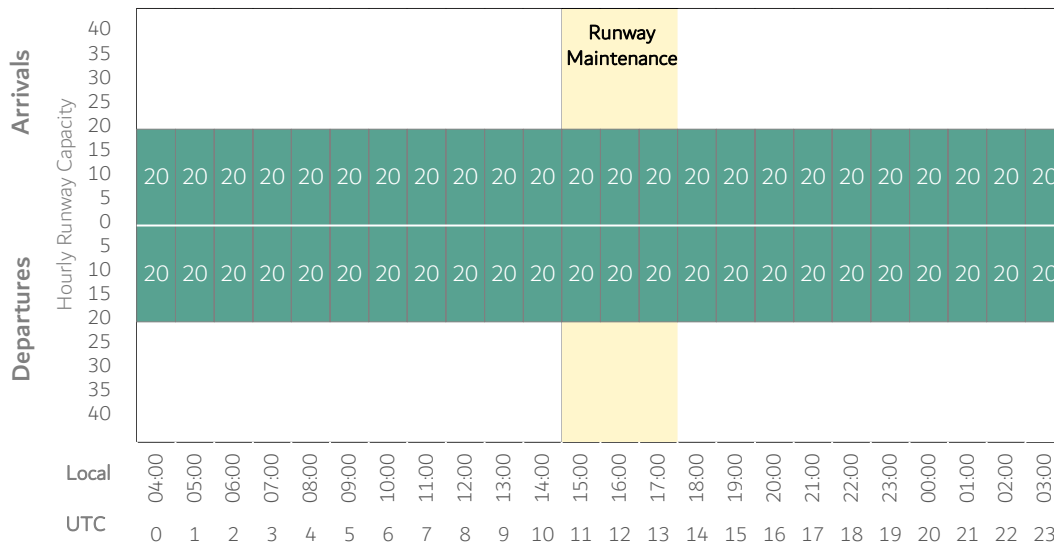

37 Peak Arrival Capacity

41 Peak Departure Capacity

66 Total Peak Hourly Capacity

W23 **DWC** Runway Capacity Declaration

Existing declaration limits maintained

W23 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

W23 DXB Declared Stand Capacity

Summary & Comparison
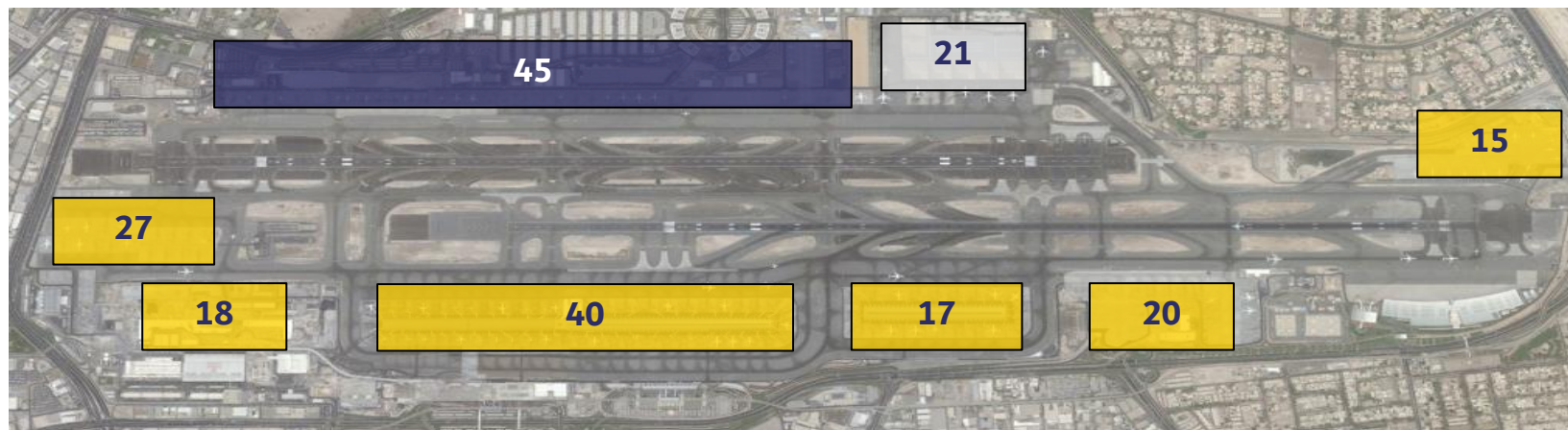
Season	South Side	North Side	Total
W23	137	45	182
S23	137	45	182
W22	137	45	182
S22	137	45	182
W21	137	45	182
S21	137	45	182
W20	137	45	182
S20	137	45	182

W23 Schedule Coordination Committee • 3 May 2023

PUBLIC - OPEN DATA

W23 **DWC** Declared Stand Capacity

Summary & Comparison
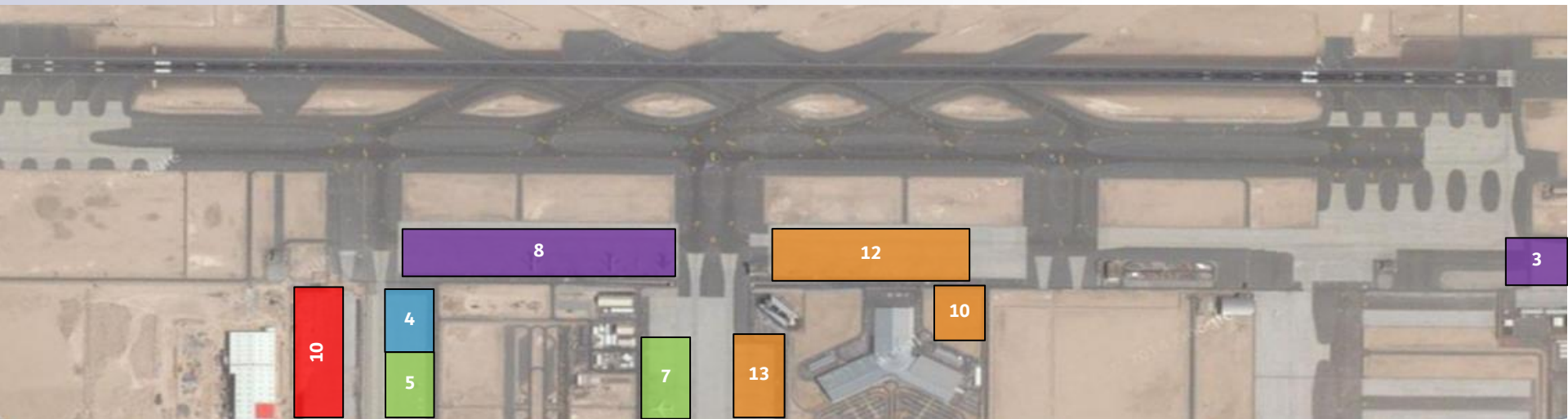
Season	Total
W23	72
S23	72
W22	72
S22	72
W21	72
S21	72

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

W23 Terminal Capacity Declaration
## DXB & DWC

مطارات دبي

DUBAIRPORTS

Introduction

- For W'23 declaration, **declared limits** remain largely unchanged for all terminals and are driven by throughputs that have recovered to levels similar to pre-Covid operations.

- Observed **load factors** have fully recovered for most terminals and in peak months they equal previous declared load factors or even exceed these; T2 declared load factors for both FZ and OAL are marginally increased, while other load factors will continue to be monitored over the coming months and re-assessed prior to the next coordination committee.

- **Throughputs** across key facilities were typically lower during recovery when compared to pre-pandemic levels. However, since July'22 observed throughputs are comparable to pre pandemic levels and on occasions even slightly improved. Incremental changes to the observed throughputs have been taken into consideration in 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 (S'23 season).

Throughput Monitoring Methodology

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

- Regular facility audits give an updated count of facility provision and availability.

- Performance measurement moving away from labour intensive surveys and moving towards:
  - Automated passenger monitoring systems
  - Resource monitoring.

- Development plans for future provision by DA provide a breakdown of provision by month through future season.

- Lowest available provision used in the declared capacity and reviewed for impact, if they reduce the declared capacity.

Summary

مطارات دبي
DUBAIRPORTS
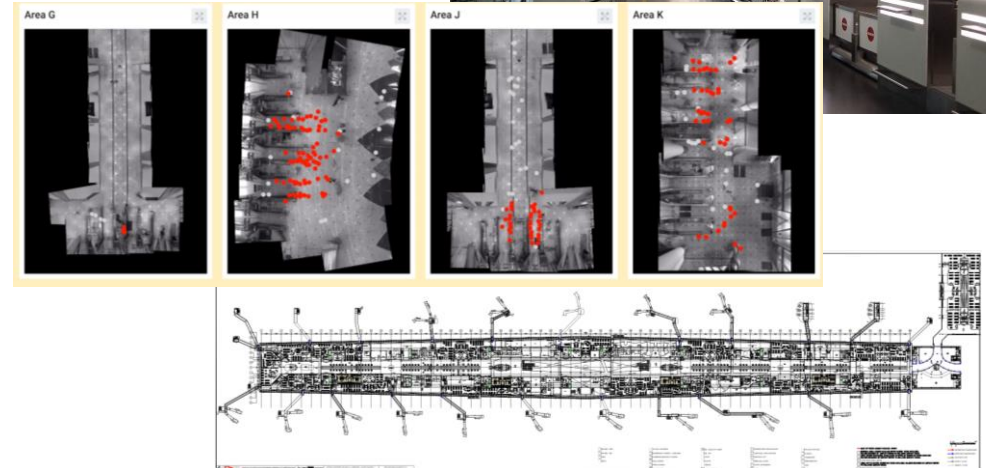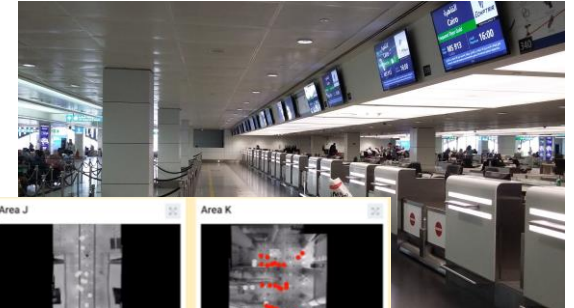
No changes to Declared Limits

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.

- Continuation of the 6,800 pax/2hrs departure limit that was first 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 (four) in 90-minute period remains (continuation from S'23).

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.

All times are Local Time

No Changes to Declared Limits

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.

- The 2-hour limit for OAL Departures T120 R30 shall remain:
  - 900 pax/2hrs from 01:00 to 04:59
  - 750 pax/2hrs from 05:00 to 00:59

- The 2-hour referral limit for OAL Departures shall remain:
  - 650 pax/2hrs from 01:00 to 04:59
  - 550 pax/2hrs from 05:00 to 00:59

Arrival Limits

- No change to the current Arrival limit.

All times are Local Time

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 is monitored and potential impact to the departure limits is evaluated.

- Additional immigration conventional desks were 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 W'23.

Arrival Limits

- No change to the current Declared Arrival limit for W'23.

No changes to the declared limits

DWC PTB

- DWC re-opened for passenger operations on 1st October 2022.

- From November 2022 and December 2022 DWC provided a seamless journey to the FIFA World Cup charter and shuttle operations.

- Declared DWC terminal capacity limits shall remain for W'23 same as S'23.

Departure Limits

- No change to current limits.

Arrival Limits
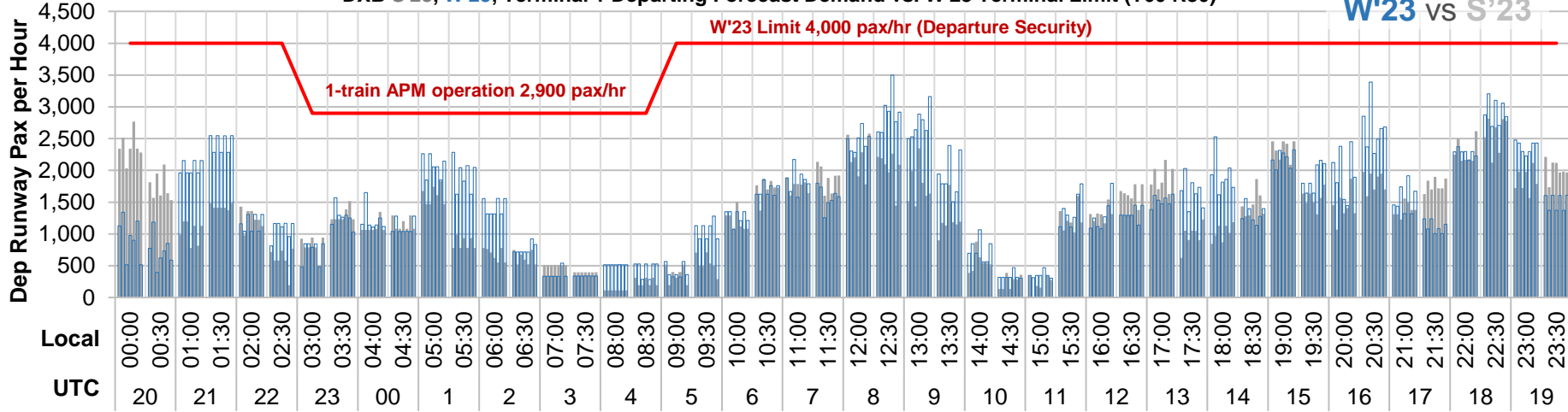
- No change to current limits.

DXB: Terminal 1

W'23 Season, DXB Terminal 1 Facilities: Key Changes

No change to T1 facility provision

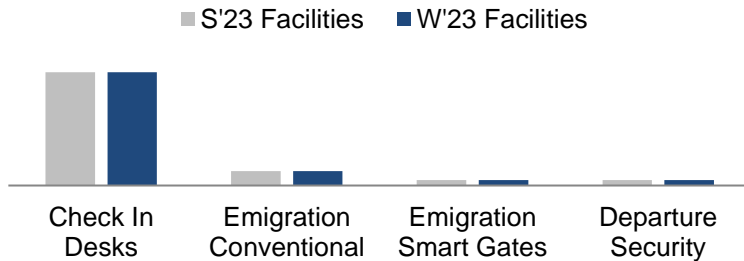|		Terminal 1		Terminal 2		Terminal 3	
		S'23	W'23	S'23	W'23	S'23	W'23
Check-in		208	208	52	52	211	211
Emigration	Conventional	26	26	14	14	37	37
	Smart Gates	10	10	8	8	24	24
Departure Security		10	10	6	6	19	19
Transfer Security		3	3	6	6	97	97
Immigration	Conventional	44	44	36	36	64	64
	Smart Gates	20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

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

W'23 VS S'23

W'23 Limit 4,000 pax/hr (Departure Security)

1-train APM operation 2,900 pax/hr

T1 Departures - No. of Facilities

■ S'23 Facilities   ■ W'23 Facilities

Check In Desks · Emigration Conventional · Emigration Smart Gates · Departure Security

T1 Departures - Facility Constraint

■ S'23 Throughput   ■ W'23 Throughput

Check In · Emigration · Departure Security · APM

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.
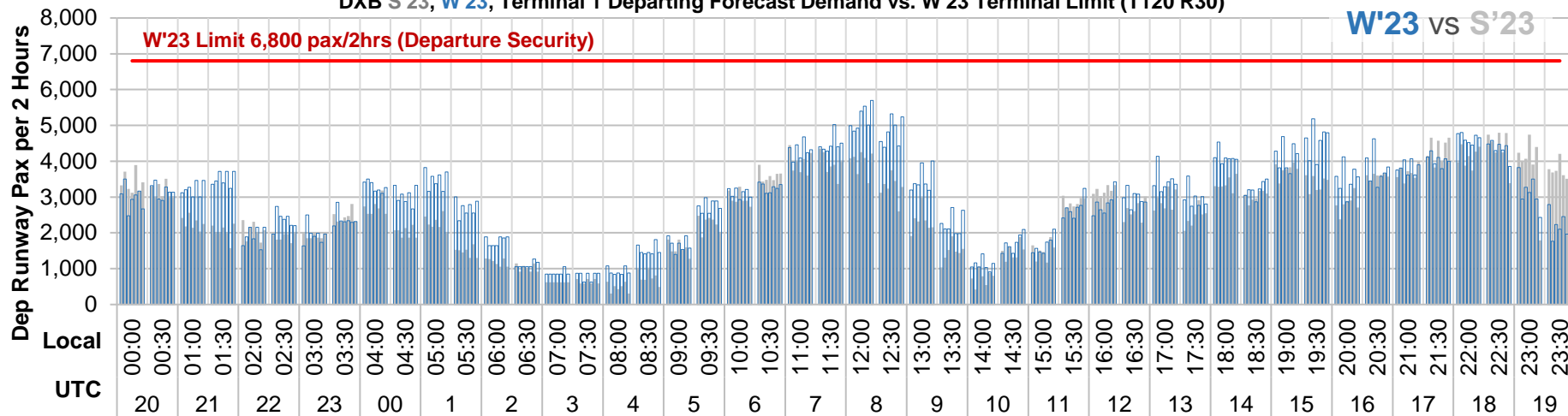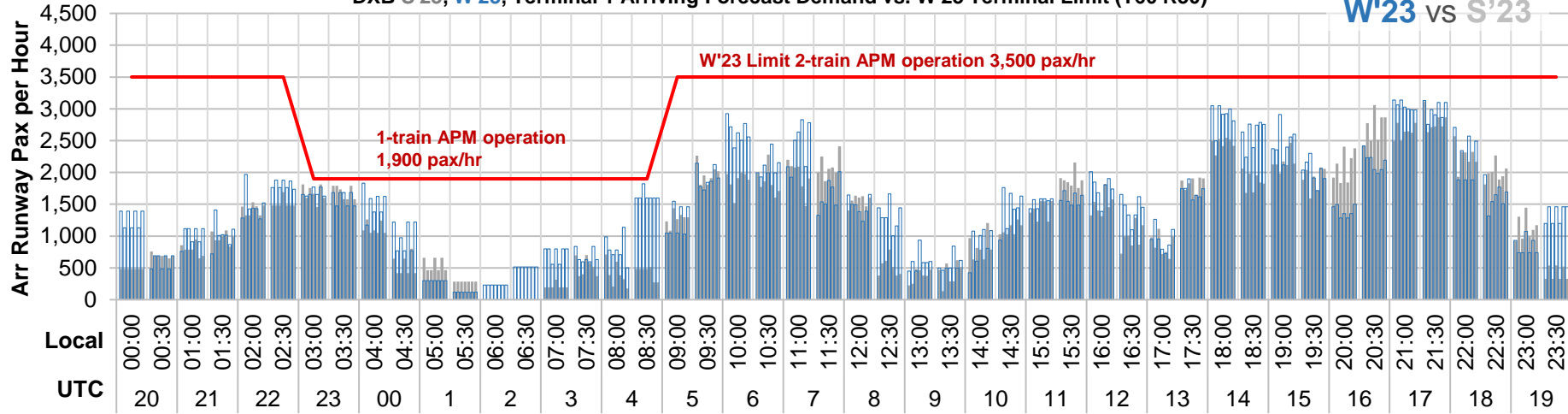

DXB S'23, W'23, Terminal 1 Departing Forecast Demand vs. W'23 Terminal Limit (T120 R30)
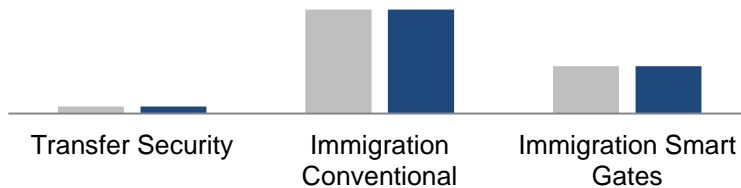
W'23 Limit 6,800 pax/2hrs (Departure Security)

W'23 vs S'23

W'23 DXB Terminal 1 Arrivals

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

W'23 vs **S'23**

W'23 Limit 2-train APM operation 3,500 pax/hr

1-train APM operation 1,900 pax/hr

Arr Runway Pax per Hour

Local	UTC
00:00	20
00:30	
01:00	21
01:30	
02:00	22
02:30	
03:00	23
03:30	
04:00	00
04:30	
05:00	1
05:30	
06:00	2
06:30	
07:00	3
07:30	
08:00	4
08:30	
09:00	5
09:30	
10:00	6
10:30	
11:00	7
11:30	
12:00	8
12:30	
13:00	9
13:30	
14:00	10
14:30	
15:00	11
15:30	
16:00	12
16:30	
17:00	13
17:30	
18:00	14
18:30	
19:00	15
19:30	
20:00	16
20:30	
21:00	17
21:30	
22:00	18
22:30	
23:00	19
23:30	

T1 Arrivals - No. of Facilities

■ S'23 Facilities ■ W'23 Facilities

Transfer Security   Immigration Conventional   Immigration Smart Gates

T1 Arrivals - Facility Constraint

■ S'23 Throughput ■ W'23 Throughput

Transfer Security   Immigration   APM

DXB: Terminal 2

W'23 Season, DXB Terminal 2 Facilities: Key Changes

No change to T2 facility provision

		Terminal 1		Terminal 2		Terminal 3	
		S'23	W'23	S'23	W'23	S'23	W'23
Check-in		208	208	52	52	211	211
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	97	97
Immigration	Conventional	44	44	36	36	64	64
	Smart Gates	20	20	10	10	40	40
Reclaim		8		6		14	

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

W'23 VS **S'23**

W'23 Capacity 1,700 pax/hr

Dep Runway Pax per Hour

Local	00:00 00:30 01:00 01:30 02:00 02:30 03:00 03:30 04:00 04:30 05:00 05:30 06:00 06:30 07:00 07:30 08:00 08:30 09:00 09:30 10:00 10:30 11:00 11:30 12:00 12:30 13:00 13:30 14:00 14:30 15:00 15:30 16:00 16:30 17:00 17:30 18:00 18:30 19:00 19:30 20:00 20:30 21:00 21:30 22:00 22:30 23:00 23:30
UTC	20 21 22 23 00 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19

T2 Departures - No. of Facilities

■ S'23 Facilities   ■ W'23 Facilities

- Check In Desks
- Emigration Conventional
- Emigration Smart Gates
- Departure Security

T2 Departures - Facility Constraint

■ S'23 Throughput   ■ W'23 Throughput
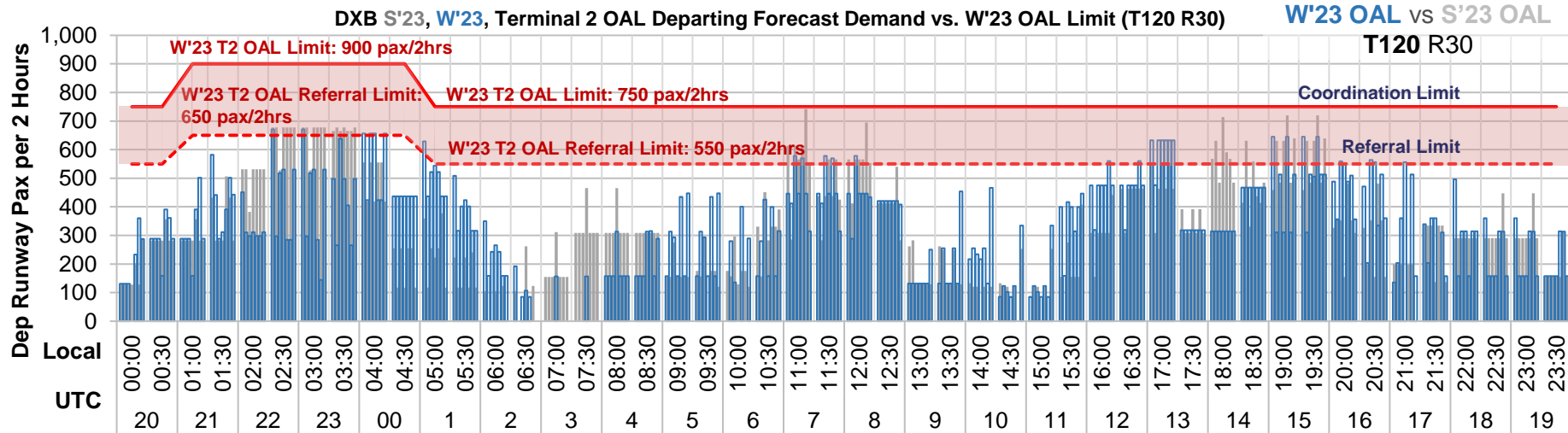
- Check In
- Emigration
- Departure Security

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 LT 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.

DXB S'23, W'23, Terminal 2 FZ Departing Forecast Demand vs. W'23 Terminal Limit (T180 R30)

W'23 FZ vs S'23 FZ

T180 R30

W'23 T2 FZ Limit: 2,300 pax/3hrs

W'23 T2 FZ Limit: 3,100 pax/3hrs
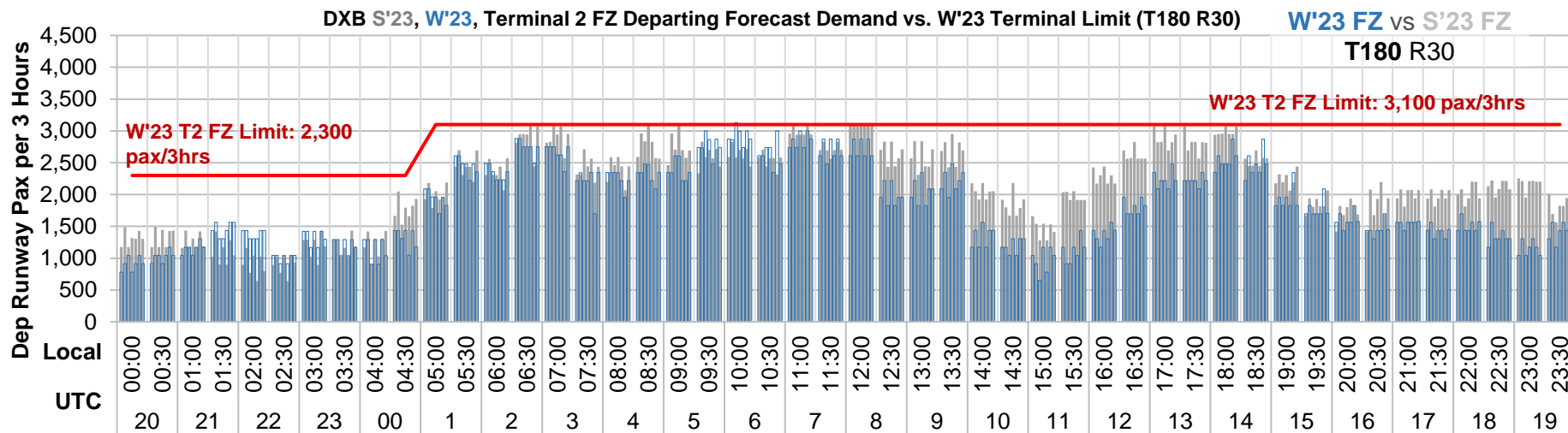
The T2 OAL Departure Limit is applied against **T120 R30** demand and is in addition to the overall Terminal 2 Departure limit of 1,700 passengers/hour, developed to assist in managing the demand on Check-In Area 2 that OAL operate from.
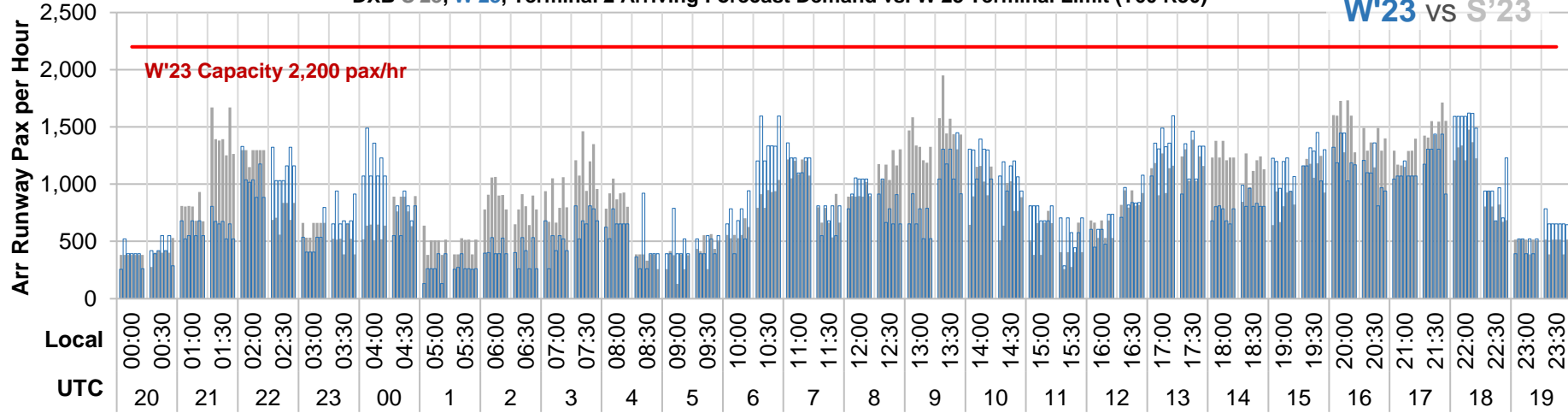
The limit is set to **900 pax/2hrs** from **01:00 to 05:00** when there are 24 check-in desks available and **750 pax/2hrs** from **05:00 to 01:00** when there are 20 check-in desks available. The referral limit is set to 650 pax/2hrs from 01:00 to 05:00 and 550 pax/2hrs from 05:00 to 01:00 and is driven 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 **was increased** from W'22 to S'23 due to one check-in desk being released in the OAL allocation and the W'23 limit is a continuation from S'23.
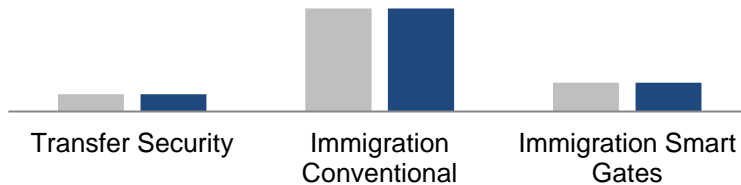

DXB S'23, W'23, Terminal 2 OAL Departing Forecast Demand vs. W'23 OAL Limit (T120 R30)

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

W'23 VS **S'23**

T2 Arrivals - No. of Facilities

- S'23 Facilities
- W'23 Facilities

Transfer Security | Immigration Conventional | Immigration Smart Gates

T2 Arrivals - Facility Constraint

- S'23 Throughput
- W'23 Throughput

Transfer Security | Immigration
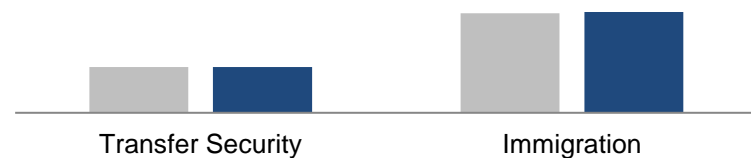
DXB: Terminal 3

W'23 Season, DXB Terminal 3 Facilities: Key Changes

No change to T3 facility provision

		Terminal 1		Terminal 2		Terminal 3	
		S'23	W'23	S'23	W'23	S'23	W'23
Check-in		208	208	52	52	211	211
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	97	97
Immigration	Conventional	44	44	36	36	64	64
	Smart Gates	20	20	10	10	40	40
Reclaim		8		6		14	

W'23 DXB Terminal 3 Departures

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

W'23 VS S'23
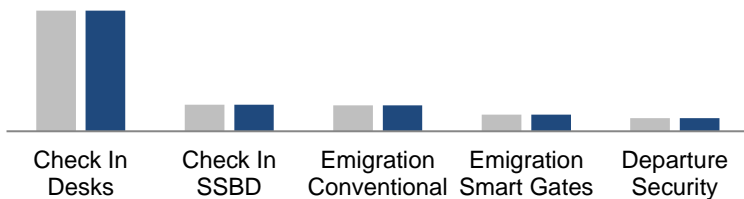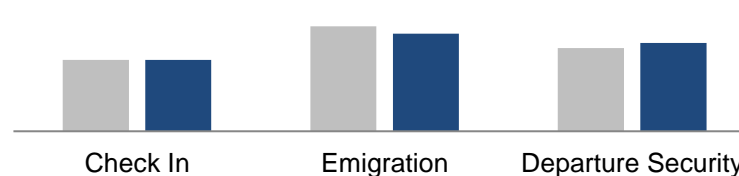
W'23 Capacity 12,700 pax/hr

T3 Departures - No. of Facilities

- S'23 Facilities
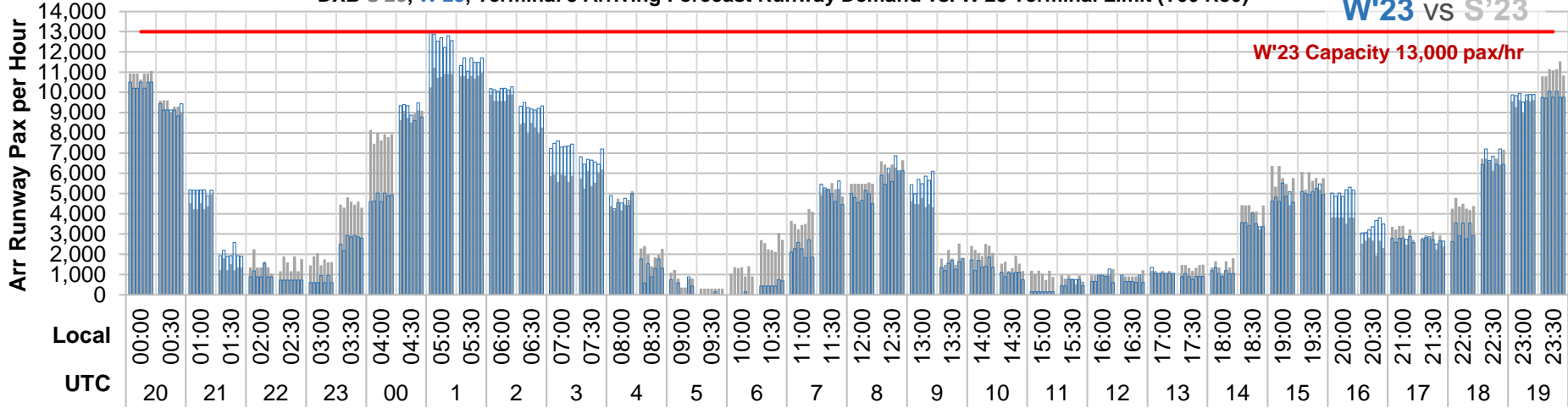- W'23 Facilities

Check In Desks | Check In SSBD | Emigration Conventional | Emigration Smart Gates | Departure Security
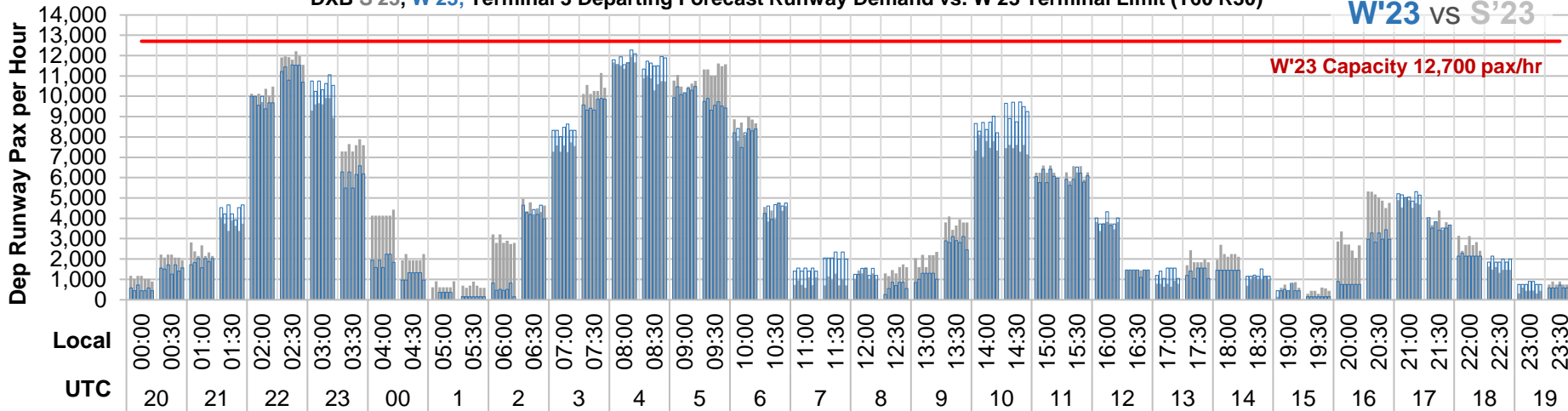
T3 Departures - Facility Constraint

- S'23 Throughput
- W'23 Throughput

Check In | Emigration | Departure Security

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

W'23 VS S'23

W'23 Capacity 13,000 pax/hr

T3 Arrivals - No. of Facilities

- S'23 Facilities
- W'23 Facilities

Transfer Security | Immigration Conventional | Immigration Smart Gates

T3 Arrivals - Facility Constraint

- S'23 Throughput
- W'23 Throughput

Transfer Security | Immigration

DWC: PTB

W'23 Season, DWC PTB Facilities: Key Changes
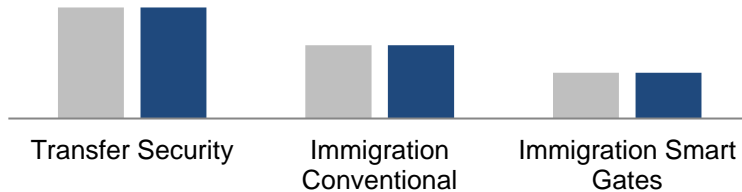
No change expected in DWC PTB facility provision for W'23

		PTB		
		Overall Provision	**W'22 FIFA**	**W'23***
Check-in		90 + 10	63	50
Emigration	Conventional	20	11	10
	Smart Gates	5	5	5
Departure Security		10	10	10
Transfer Security		12	12	12
Immigration	Conventional	40	26	20
	Smart Gates	5	5	5
Reclaim		7	7	7

Note:
Check-in: desk provision of 90 Economy and 10 Business Class desks. During FIFA World Cup operations at least 60 desks were equipped and operational. In W'23 sufficient desks will be equipped to manage the expected demand.
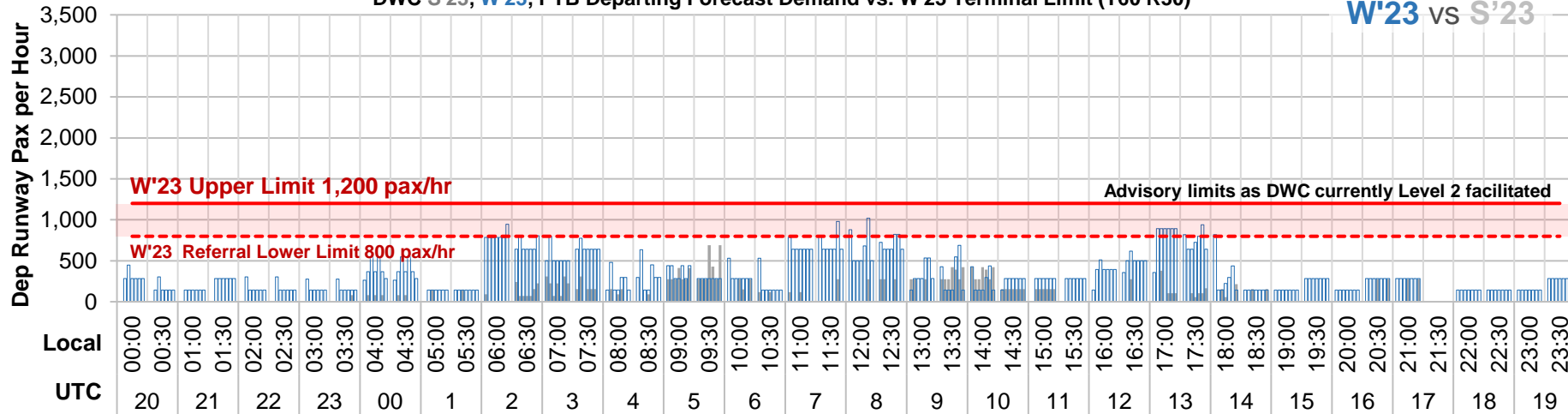**Emigration:** 20 Conventional desks have been provided. 11 desks were enabled during peak W'22 FIFA operations. It is expected at least 10 desks would remain enabled for utilisation in W'23.
Immigration: 40 Conventional desks have been provide. 26 desks were enabled during peak W'22 FIFA operations. It is expected at least 20 desks would remain enabled for utilisation in W'23.
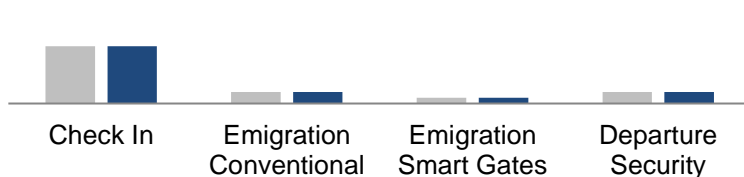
W'23 DWC PTB Departures

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

W'23 vs S'23

W'23 Upper Limit 1,200 pax/hr

Advisory limits as DWC currently Level 2 facilitated

W'23 Referral Lower Limit 800 pax/hr

DWC PTB Departures - No. of Facilities

■ S'23 Facilities ■ W'23 Facilities

Check In | Emigration Conventional | Emigration Smart Gates | Departure Security

DWC PTB Departures - Facility Constraint

■ S'23 Throughput ■ W'23 Throughput

Check In | Emigration | Departure Security

W'23 DWC PTB Arrivals

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

W'23 vs **S'23**

W'23 Upper Limit 1,200 pax/hr

Advisory limits as DWC currently Level 2 facilitated

W'23 Referral Lower Limit 1,000 pax/hr

Arr Runway Pax per Hour

Local	UTC
00:00	20
01:00	21
02:00	22
03:00	23
04:00	00
05:00	1
06:00	2
07:00	3
08:00	4
09:00	5
10:00	6
11:00	7
12:00	8
13:00	9
14:00	10
15:00	11
16:00	12
17:00	13
18:00	14
19:00	15
20:00	16
21:00	17
22:00	18
23:00	19

DWC PTB Arrivals - No. of Facilities

■ S'23 Facilities   ■ W'23 Facilities

Transfer Security   Immigration Conventional   Immigration Smart Gates
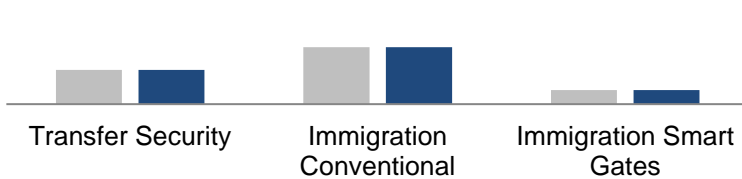
DWC PTB Arrivals - Facility Constraint

■ S'23 Throughput   ■ W'23 Throughput

Transfer Security   Immigration

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.
- 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 was delivered in T3 Immigration Hall in 2021. 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 S'23 season. Limits approximately 20-25% less than pre-COVID.

Summary

End of W23 Scheduling Coordination Committee – Q&A

مطارات دبي

DUBAIRPORTS