

COORDINATION COMMITTEE MEETING

WINTER '24 (W'24)

Dubai Airports / ACL / dans
30th April 2024



Welcome

Introduction

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

S24 Seasonal Report

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

W23 Airfield Performance

Thani Al Thani – Vice President Air Traffic Services, 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)

Q&A / End of W'24 Scheduling Coordination Committee

Introduction

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

- 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 relevant discussions related to the above.

Conditions of Use (CoU) are published each season aligned to the Schedule Coordination Calander

The CoU's will be published as usual for each airport for W'24

Summary

- No significant changes expected between S'24 and W'24
- Will be published ahead of the start of season
- Full compliance of the CoU required.

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



MESSAGE FROM DUBAI AIRPORTS

Paul Griffiths, Chief Executive Officer – Dubai Airports





Dubai Airports S'24 Coordination Committee Dubai International Airport (DXB)

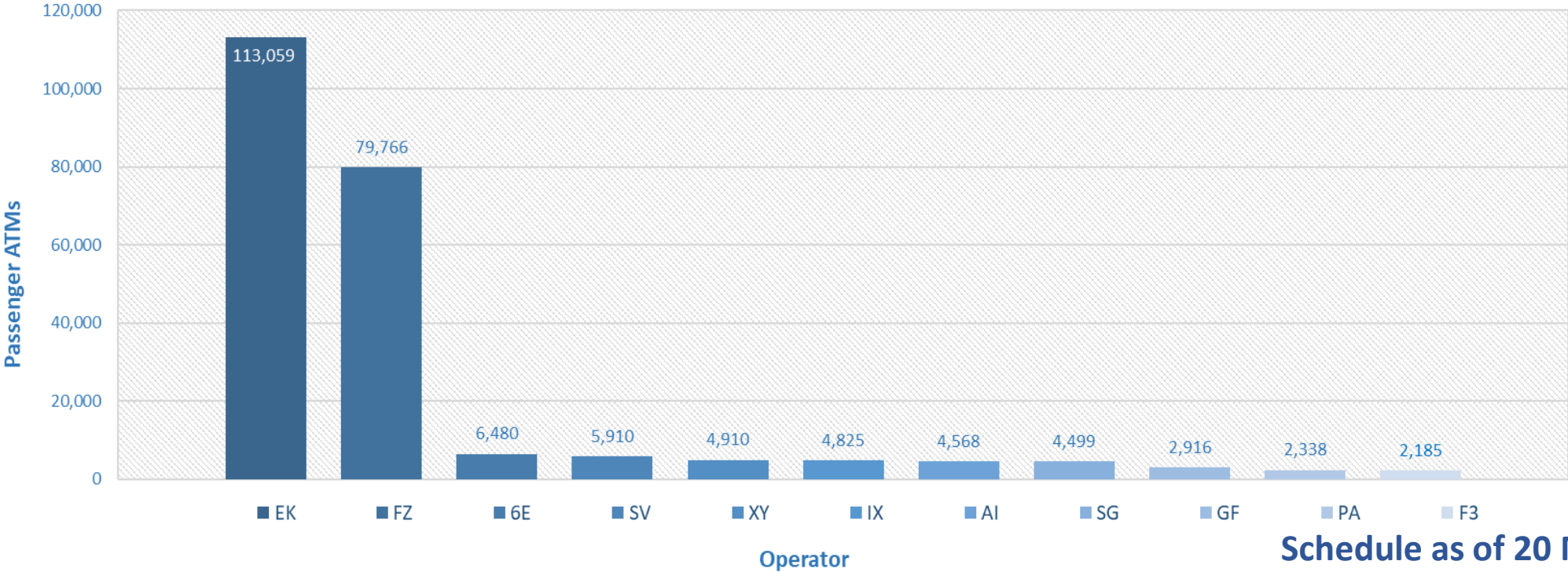
Elliot Moorton
Coordinator / ACL

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Passenger Air Transport Movements – By Operator

Operator	EK	FZ	6E	SV	XY	IX	AI	SG	GF	PA	F3	Other	Total
S24 PATMs	113,059	79,766	6,480	5,910	4,910	4,825	4,568	4,499	2,916	2,338	2,185	48,360	279,816
%	40.4%	28.5%	2.3%	2.1%	1.8%	1.7%	1.6%	1.6%	1.0%	0.8%	0.8%	17.3%	100.0%

Summer 2024 Passenger ATMs



Schedule as of 20 March 2024



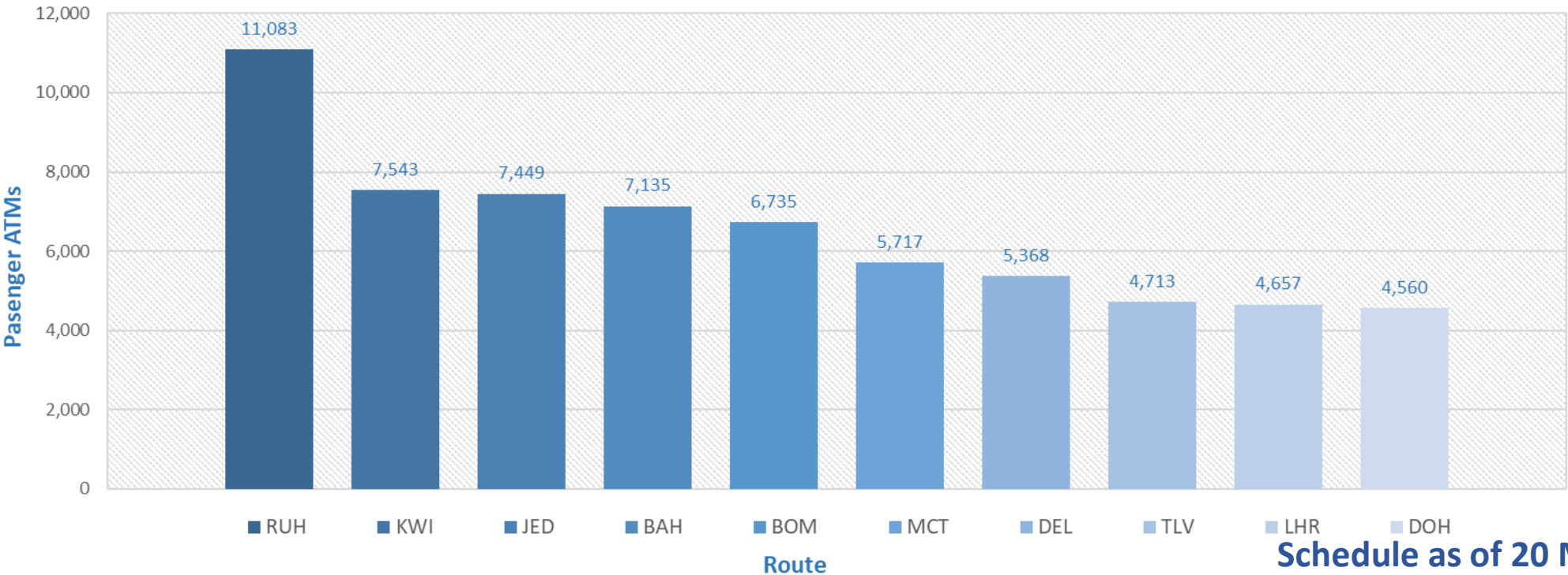
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Passenger Air Transport Movements – By Route

Route	RUH	KWI	JED	BAH	BOM	MCT	DEL	TLV	LHR	DOH	Other	Total
S24 PATMs	11,083	7,543	7,449	7,135	6,735	5,717	5,368	4,713	4,657	4,560	214,856	279,816
%	4.0%	2.7%	2.7%	2.5%	2.4%	2.0%	1.9%	1.7%	1.7%	1.6%	76.8%	100.0%

Summer 2024 Passenger ATMs



Schedule as of 20 March 2024



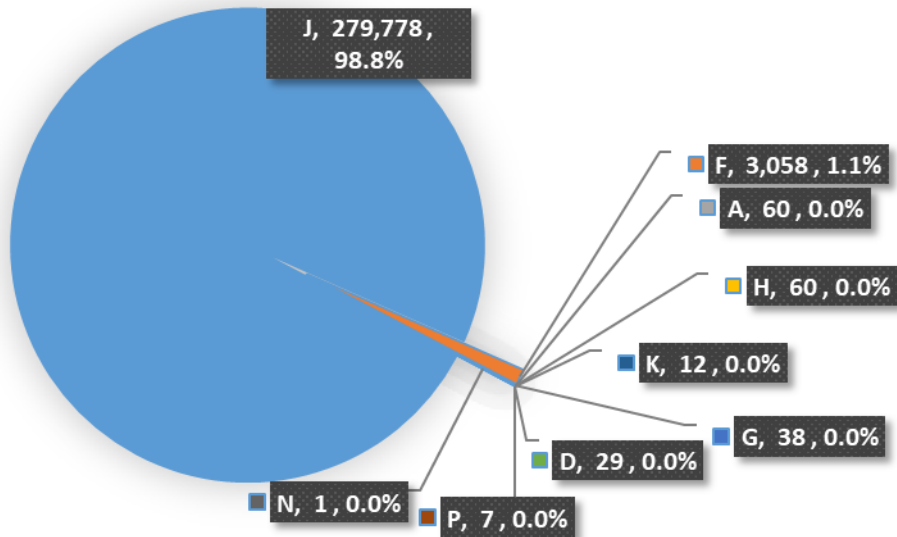
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Operation Types

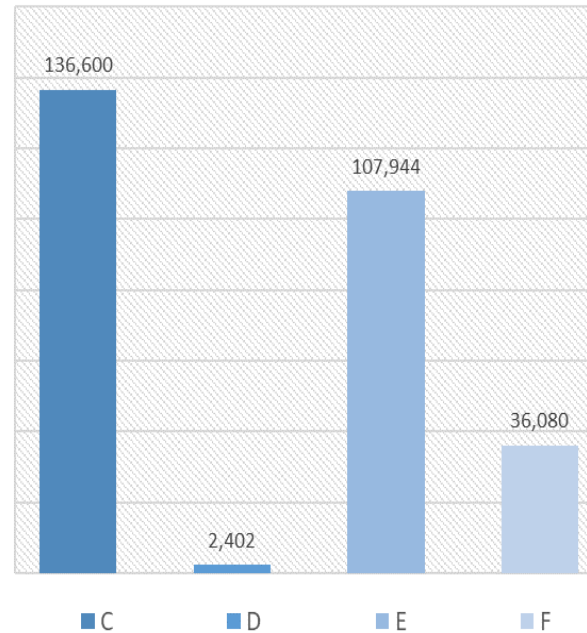
Types of Operation - By Service Type

Service Type	J	F	A	H	G	D	K	P	N	Total
S24 Movmts	279,778	3,058	60	60	38	29	12	7	1	283,043
%	98.8%	1.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%



Types of Operation - By ICAO Group

ICAO Size	B	C	D	E	F	Total
S24 Movmts	17	136,600	2,402	107,944	36,080	283,043
%	0.0%	48.3%	0.8%	38.1%	12.7%	100.0%



Capacity Constraints - By Reason Code

Reason Code	S24 Movements	%
OK	266,881	94.3%
R60	6,534	2.3%
R10	7,962	2.8%
GRD	1,016	0.4%
T60	210	0.1%
T120	60	0.0%
T180	380	0.1%
Total	283,043	100.0%



Schedule as of 20 March 2024

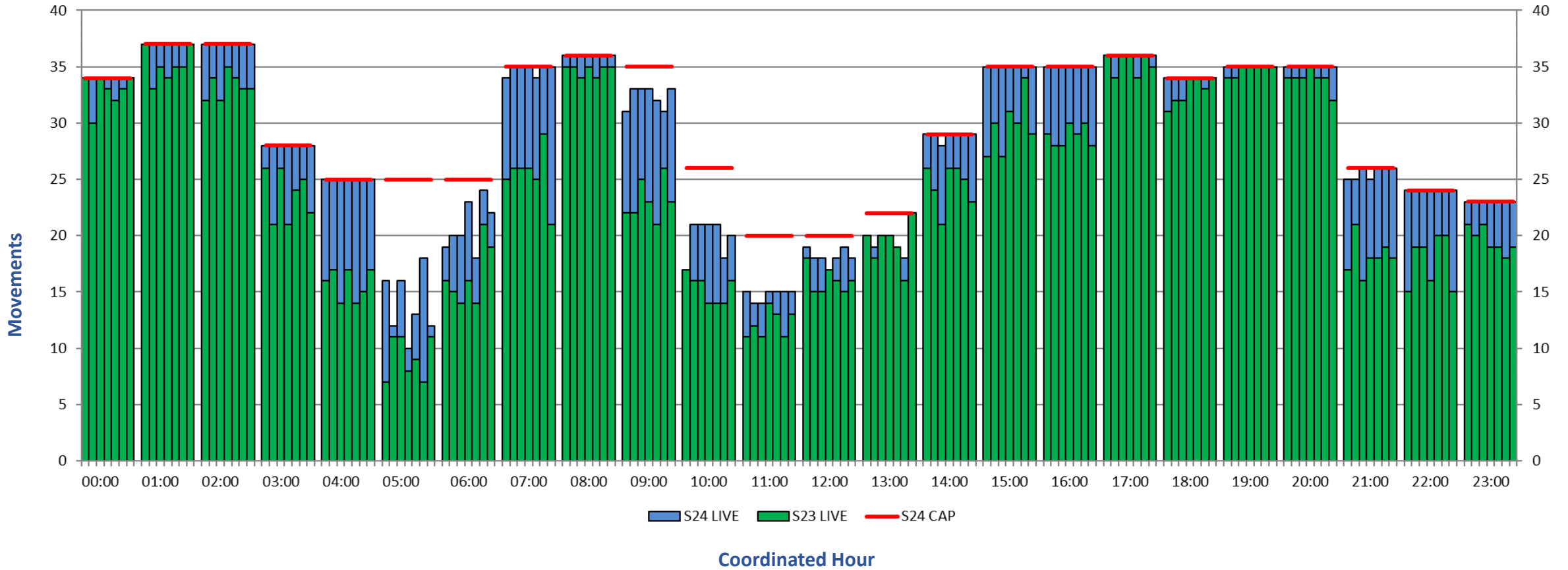


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Runway Hourly (R60) Movements - *Arrivals*

Summer 2023 (21-27 August 2023) vs Summer 2024 (07-13 October 2024)



Schedule as of 20 March 2024

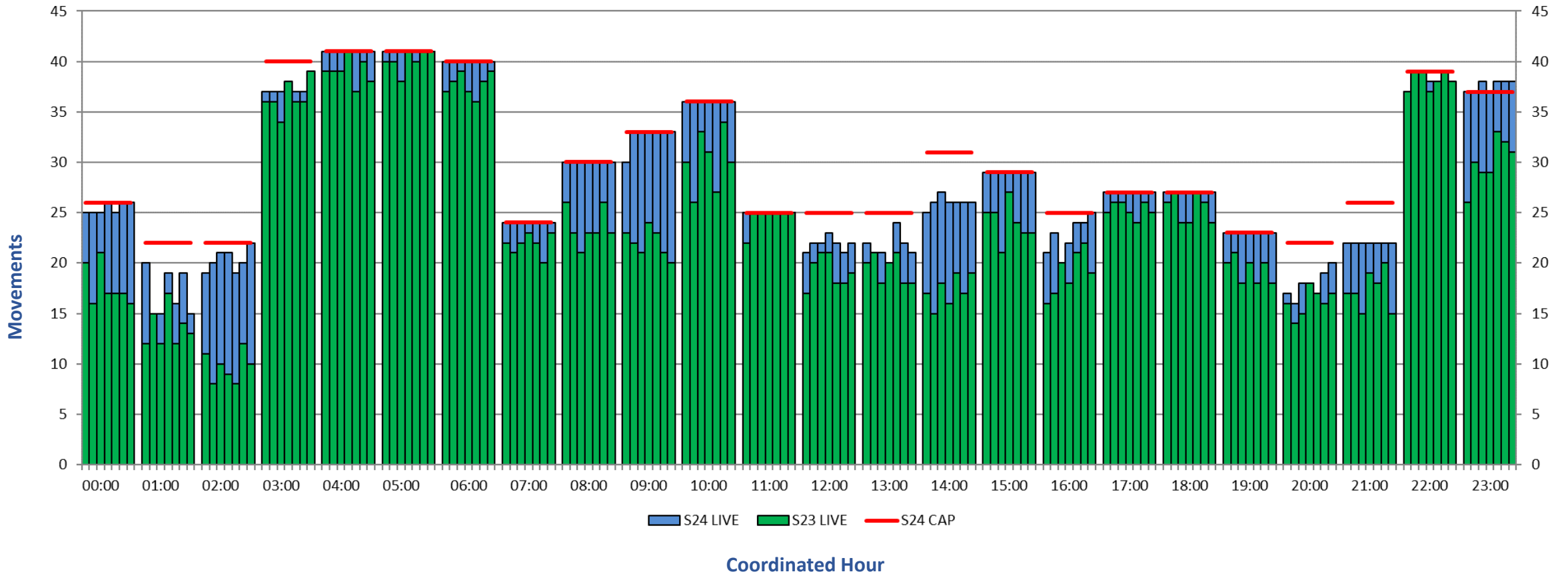


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Runway Hourly (R60) Movements - *Departures*

Summer 2023 (21-27 August 2023) vs Summer 2024 (07-13 October 2024)



Schedule as of 20 March 2024

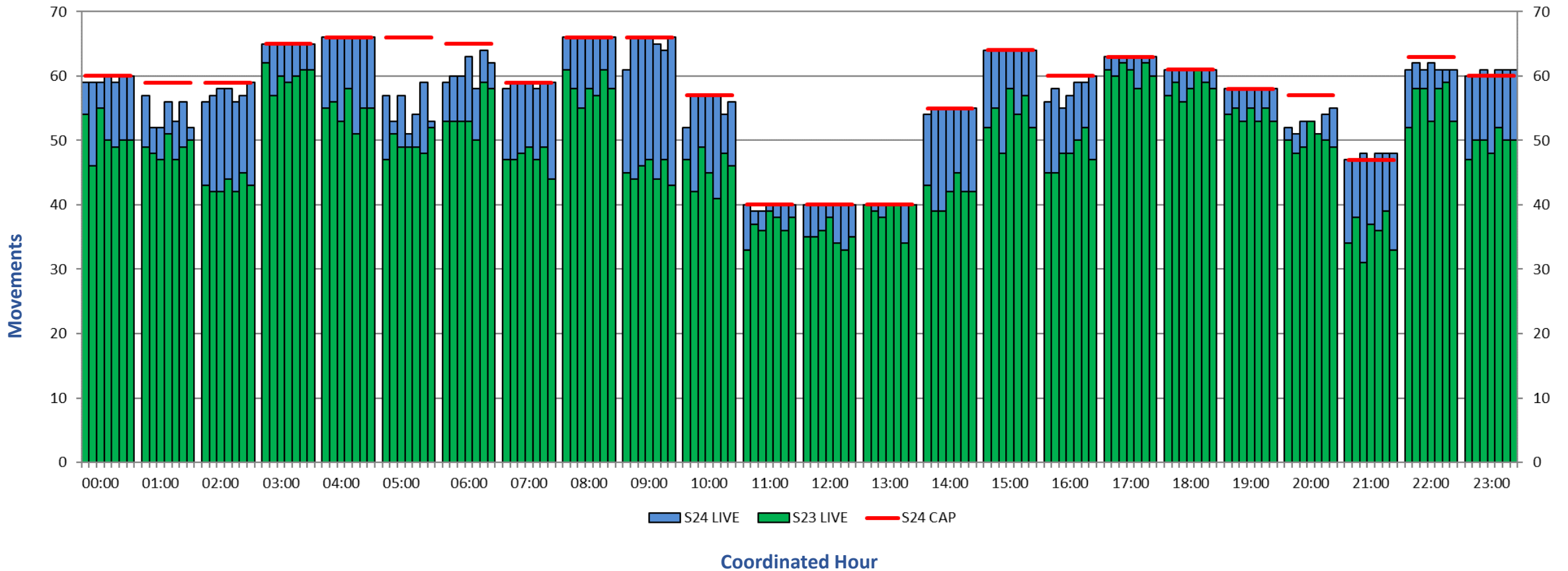


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Runway Hourly (R60) Movements - *Totals*

Summer 2023 (21-27 August 2023) vs Summer 2024 (07-13 October 2024)



Schedule as of 20 March 2024



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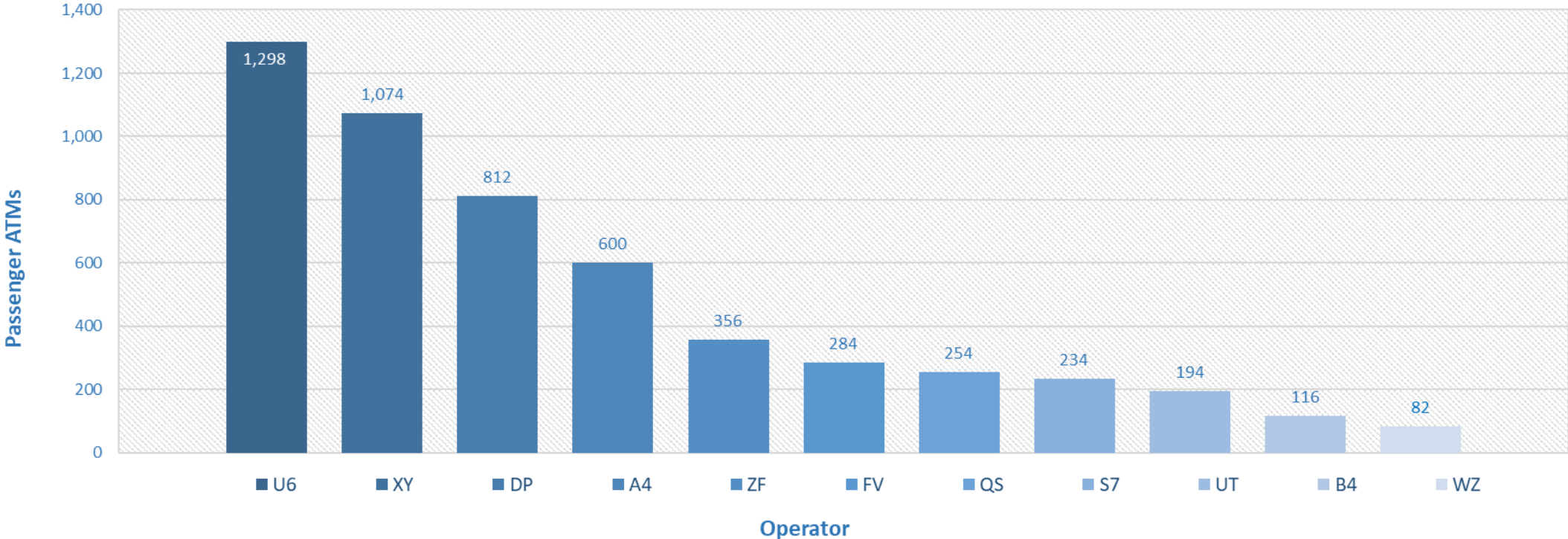
Dubai World Central Airport (DWC)

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Passenger Air Transport Movements – By Operator

Operator	U6	XY	DP	A4	ZF	FV	QS	S7	UT	B4	WZ	Other	Total
S24 PATMs	1,298	1,074	812	600	356	284	254	234	194	116	82	393	5,697
%	22.8%	18.9%	14.3%	10.5%	6.2%	5.0%	4.5%	4.1%	3.4%	2.0%	1.4%	6.9%	100.0%

Summer 2024 Passenger ATMs



Schedule as of 20 March 2024



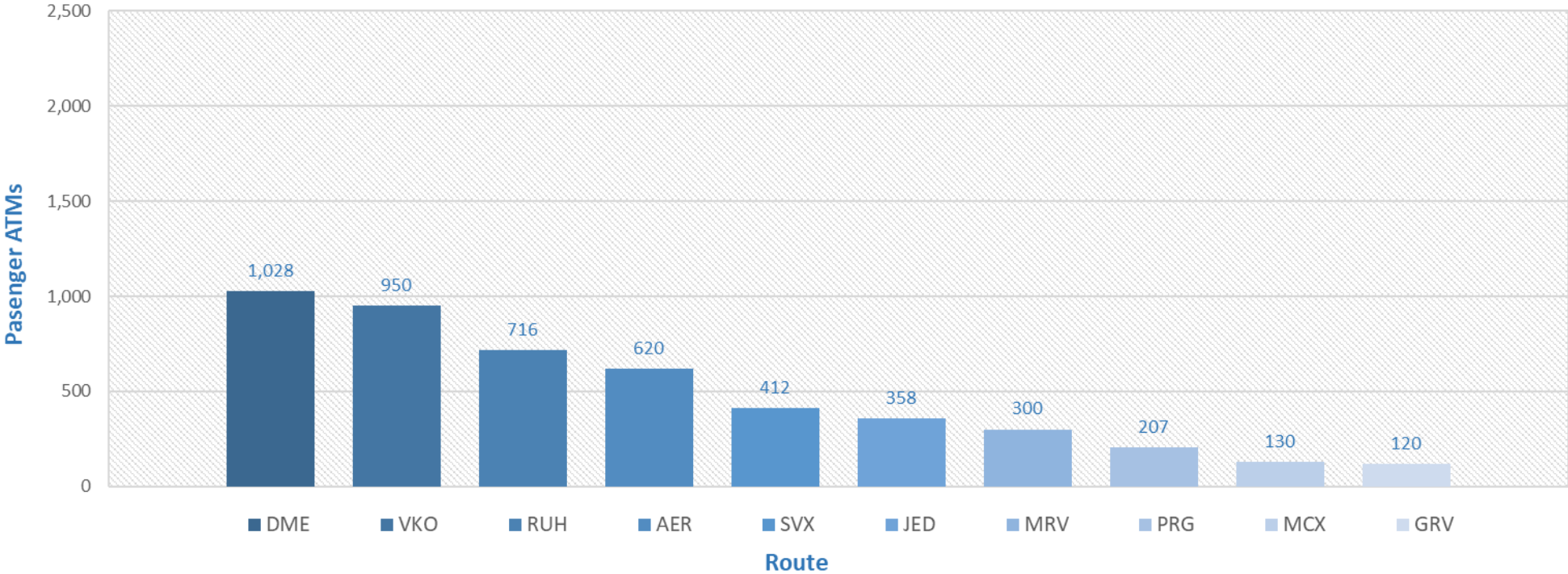
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Passenger Air Transport Movements – By Route

Route	DME	VKO	RUH	AER	SVX	JED	MRV	PRG	MCX	GRV	Other	Total
S24 PATMs	1,028	950	716	620	412	358	300	207	130	120	856	5,697
%	18.0%	16.7%	12.6%	10.9%	7.2%	6.3%	5.3%	3.6%	2.3%	2.1%	15.0%	100.0%

Summer 2024 Passenger ATMs



Schedule as of 20 March 2024

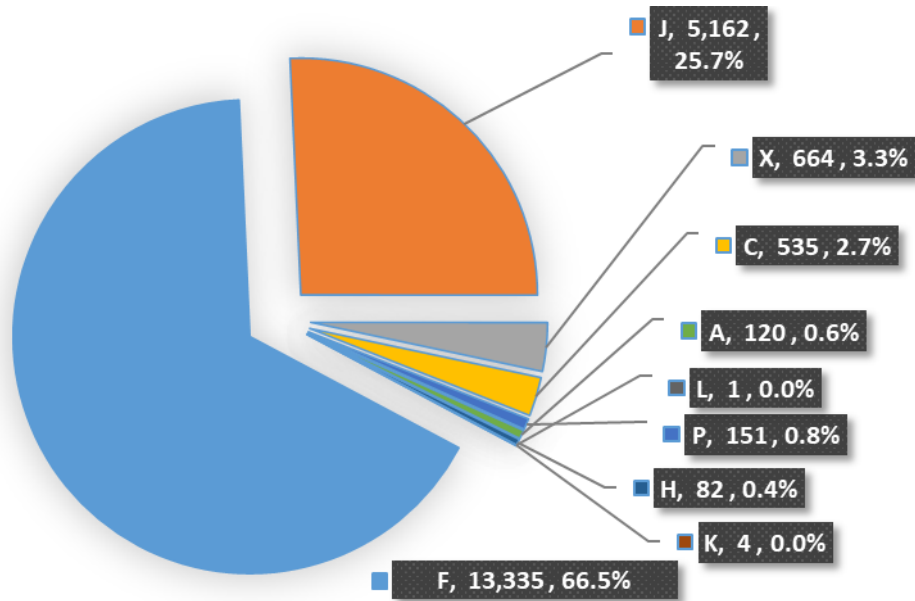


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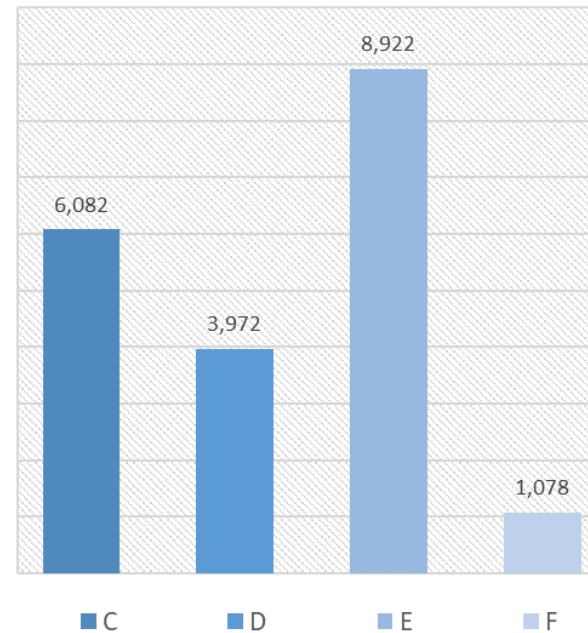
Types of Operation - By Service Type

Service Type	F	J	X	C	P	A	H	K	L	Total
S24 Movmts	13,335	5,162	664	535	151	120	82	4	1	20,054
%	66.5%	25.7%	3.3%	2.7%	0.8%	0.6%	0.4%	0.0%	0.0%	100.0%



Types of Operation - By ICAO Group

ICAO Size	C	D	E	F	Total
S24 Movmts	6,082	3,972	8,922	1,078	20,054
%	30.3%	19.8%	44.5%	5.4%	100.0%



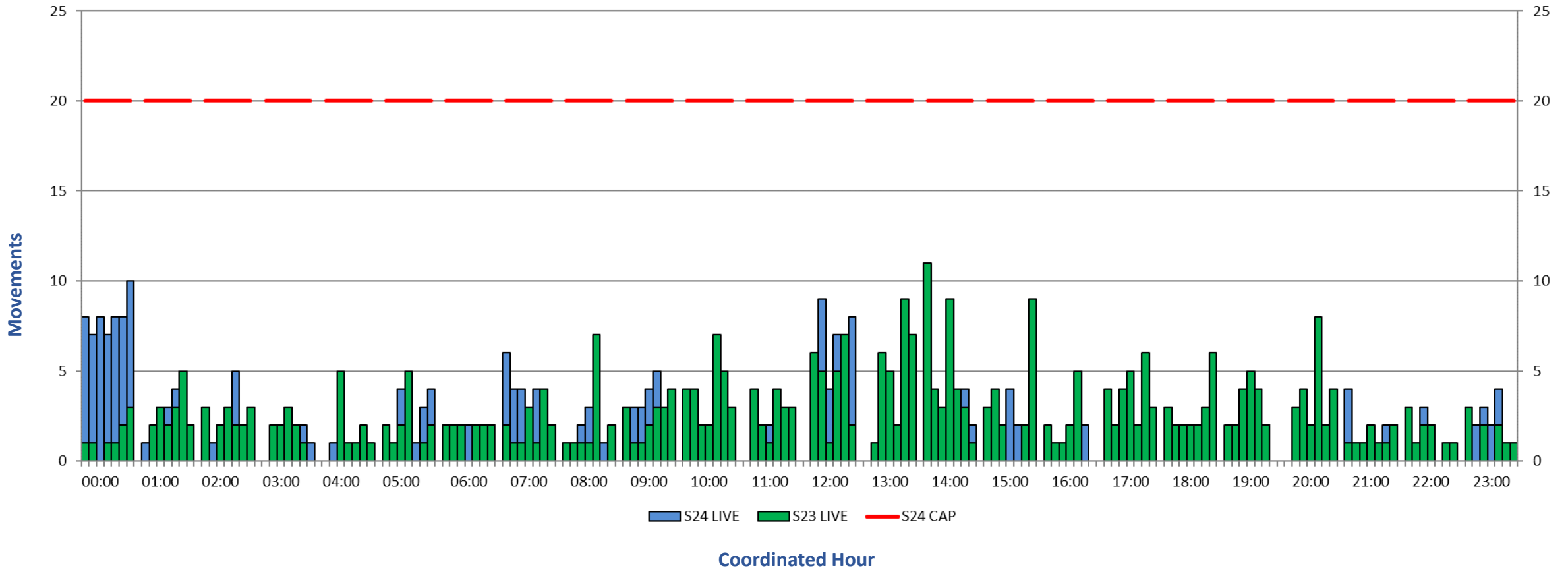
Capacity Constraints - By Reason Code

Reason Code	S24 Movements	%
OK	17,246	86.0%
R10	2,310	11.5%
GRD	224	1.1%
T60	174	0.9%
CF	100	0.5%
Total	20,054	100.0%



Runway Hourly (R60) Movements - *Arrivals*

Summer 2023 (16-22 October 2023) vs Summer 2024 (29 April-05 May 2024)



Schedule as of 20 March 2024

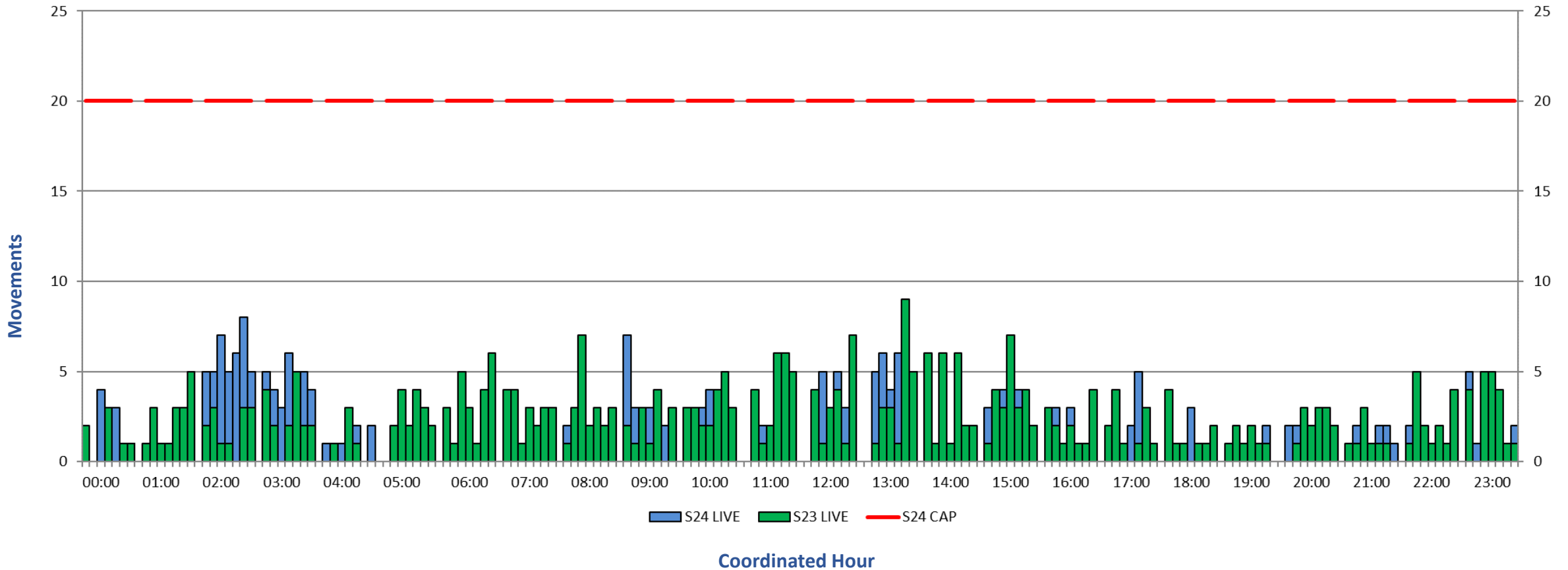


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Runway Hourly (R60) Movements - *Departures*

Summer 2023 (16-22 October 2023) vs Summer 2024 (29 April-05 May 2024)



Schedule as of 20 March 2024

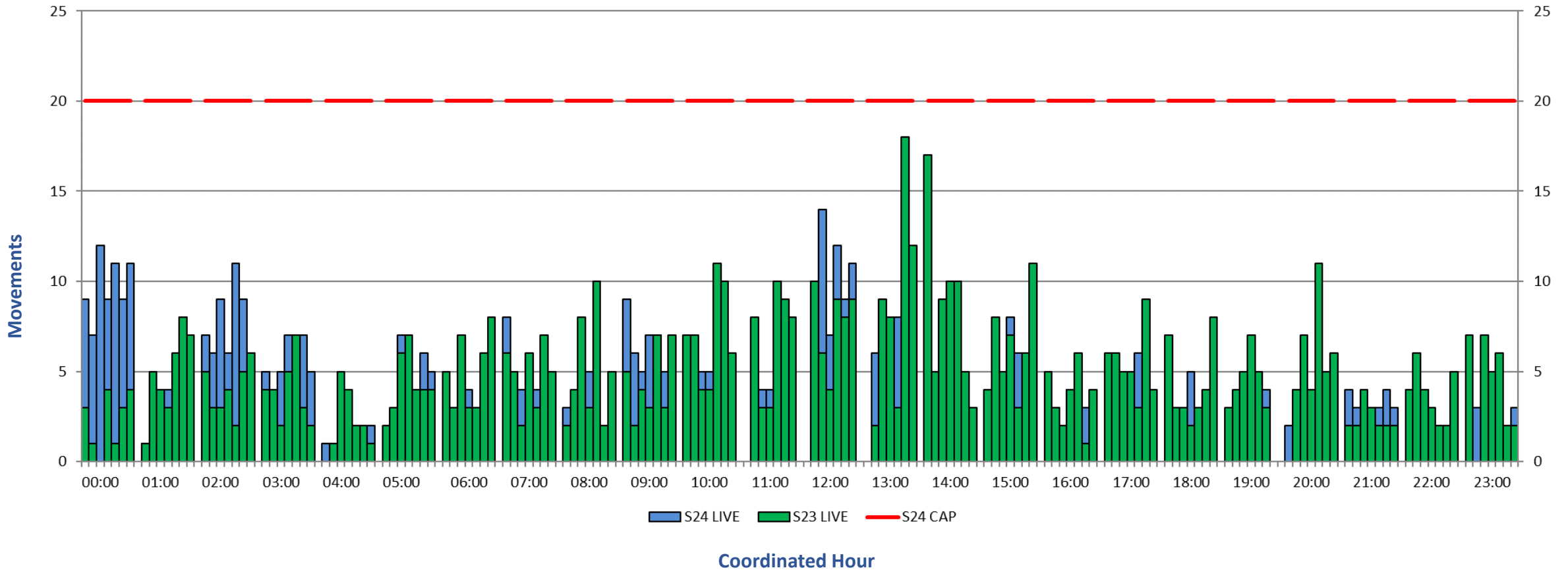


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Runway Hourly (R60) Movements – *Totals*

Summer 2023 (16-22 October 2023) vs Summer 2024 (29 April-05 May 2024)



Schedule as of 20 March 2024



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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.



Schedule as of 20 March 2024

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SCHEDULE COORDINATION COMMITTEE – W'24

DXB AIRFIELD PERFORMANCE - WINTER 2024

Thani Al Thani – VP Air Traffic Services

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دبي لخدمات الملاحة الجوية
DUBAI AIR NAVIGATION SERVICES

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- PEAK HOURS RUNWAY DEMAND
- RUNWAY USAGE
- FLEET MIX

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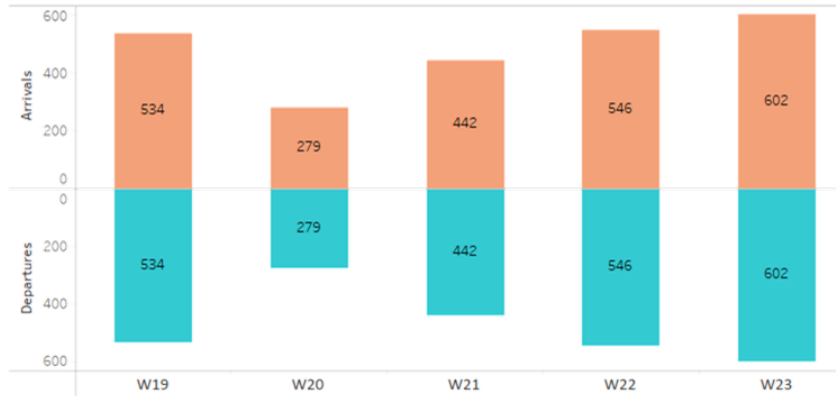
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MOVEMENTS & DELAYS

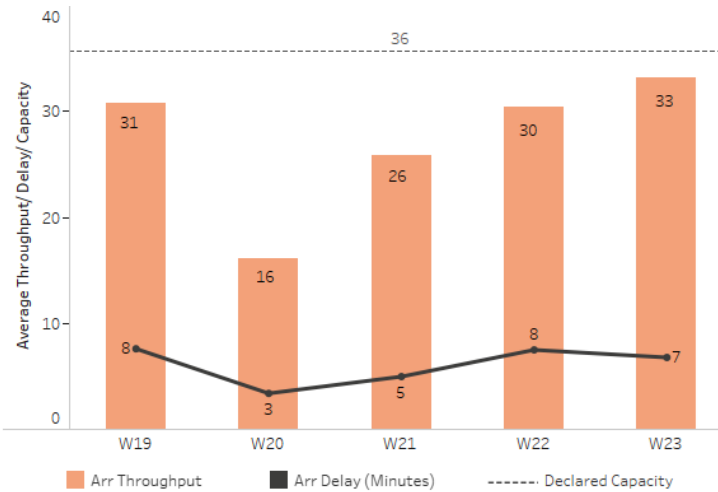
November, December & January are considered as Winter period for this report.
 W'20 and W'21 has lower traffic levels due to COVID-19 pandemic impact.

Average Daily Movements

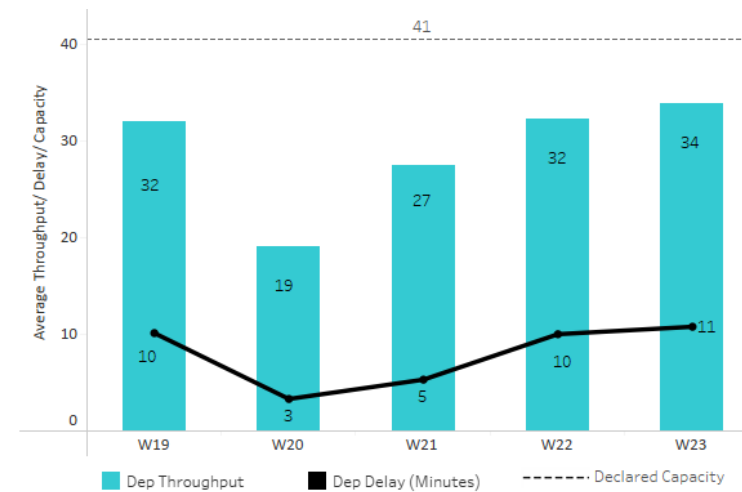


W'22 v/s W'23	
Average daily arrivals	▲ 56 movements in W'23
Average daily departures	▲ 56 movements in W'23
Average Arrival throughput in peak Hrs	▲ 3 movements in W'23
Arrival delay during peak hours	▼ 1 minute in W'23
Average Departure throughput in peak Hrs	▲ 2 movements in W'23
Departure delay during peak Hrs	▲ 1 minute in W'23

Arrival Peak Hours: 01, 02 & 17-2100 UTC
 Departure Peak Hours: 03-0700 UTC



Throughput and Delay



Arrival

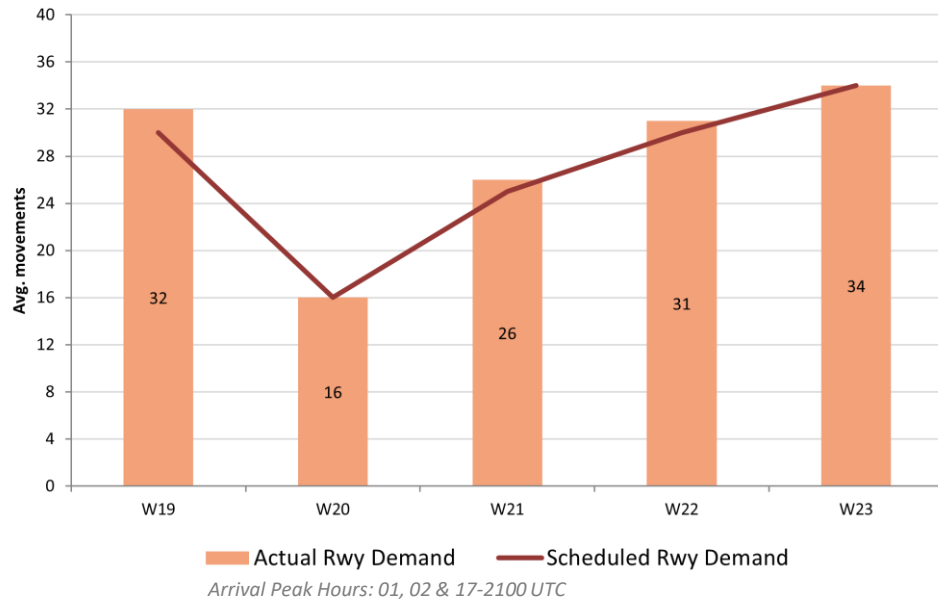
Departure

PEAK HOURS RUNWAY DEMAND

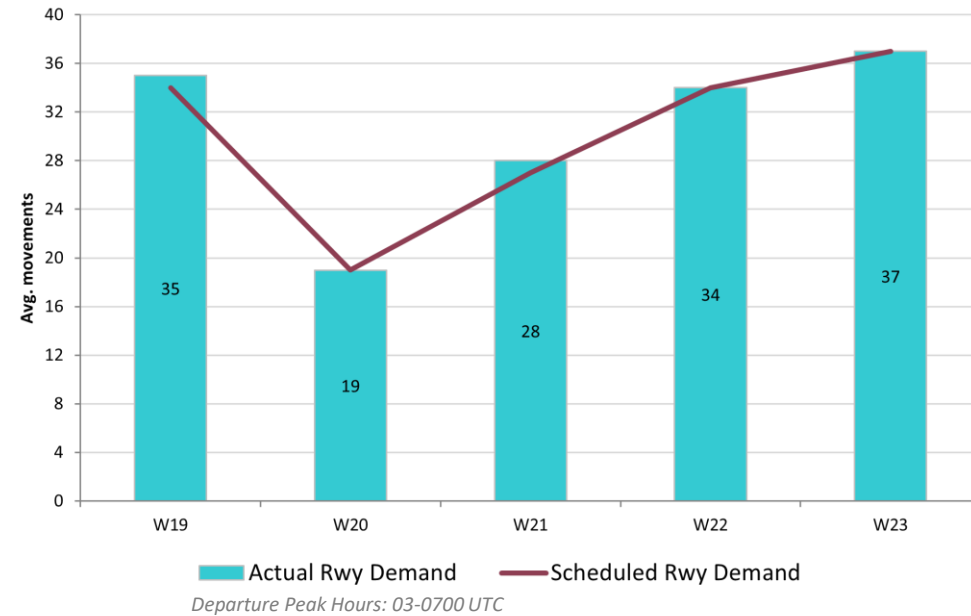
Arrival

Departure

Peak Hours Average Actual Runway Demand versus Scheduled Runway Demand



Peak Hours Average Actual Runway Demand versus Scheduled Runway Demand



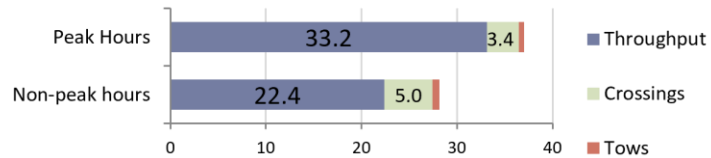
- Average actual arrival runway demand in the peak hours increased by 3 movements in W'23 compared to W'22.
- Average scheduled arrival runway demand in the peak hours increased by 3.5 movements in W'23 compared to W'22.

- Average actual departure runway demand in the peak hours increased by 3 movement in W'23 compared to W'22.
- Average scheduled departure runway demand in the peak hours increased by 3 movement in W'23 compared to W'22.

RUNWAY USAGE

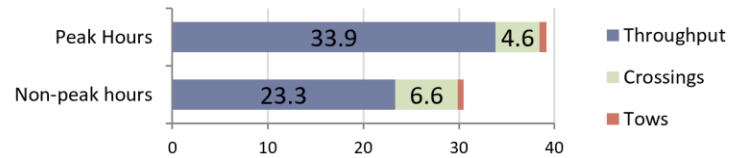
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Average number of total movements in the arrival runway



- **Arrival peak hours:** an hourly average of 33.2 arrivals, 3.4 aircraft crossings and 0.5 tow crossing in each of those hours, adding up to **37.1 movements** using the arrival runway
- **Arrival non-peak hours:** an hourly average of 22.4 arrivals, 5.0 aircraft crossings and 0.7 tow crossings in each of those hours, adding up to **28.1 movements** using the arrival runway

Average number of total movements in the departure runway

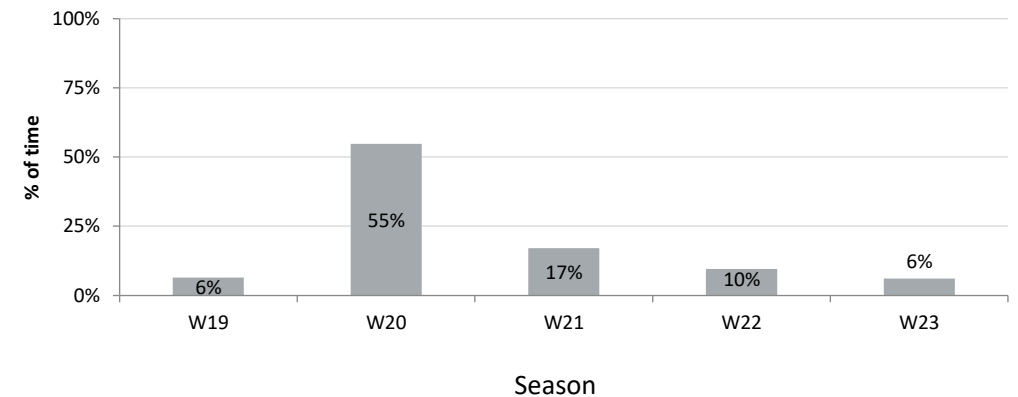


- **Departure peak hours:** an hourly average of 33.9 departures, 4.6 aircraft crossings and 0.8 tow crossing in each of those hours, adding up to **39.3 movements** using the departure runway
- **Departure non-peak hours:** an hourly average of 23.3 departures, 6.6 aircraft crossings and 0.6 tow crossing in each of those hours, adding up to **30.5 movements** using the departure runway

Season	% of flights in 12 direction	Season	% of flights in 30 direction
W19	29%	W19	71%
W20	35%	W20	65%
W21	31%	W21	69%
W22	37%	W22	63%
W23	24%	W23	76%

The percentage of flights that operated during W'23 on RWY 30 direction is 76% which is an increase of 13% compared to W'22 RWY30 operation (63%).

Percentage of time in Single Runway Operations



QUESTIONS?

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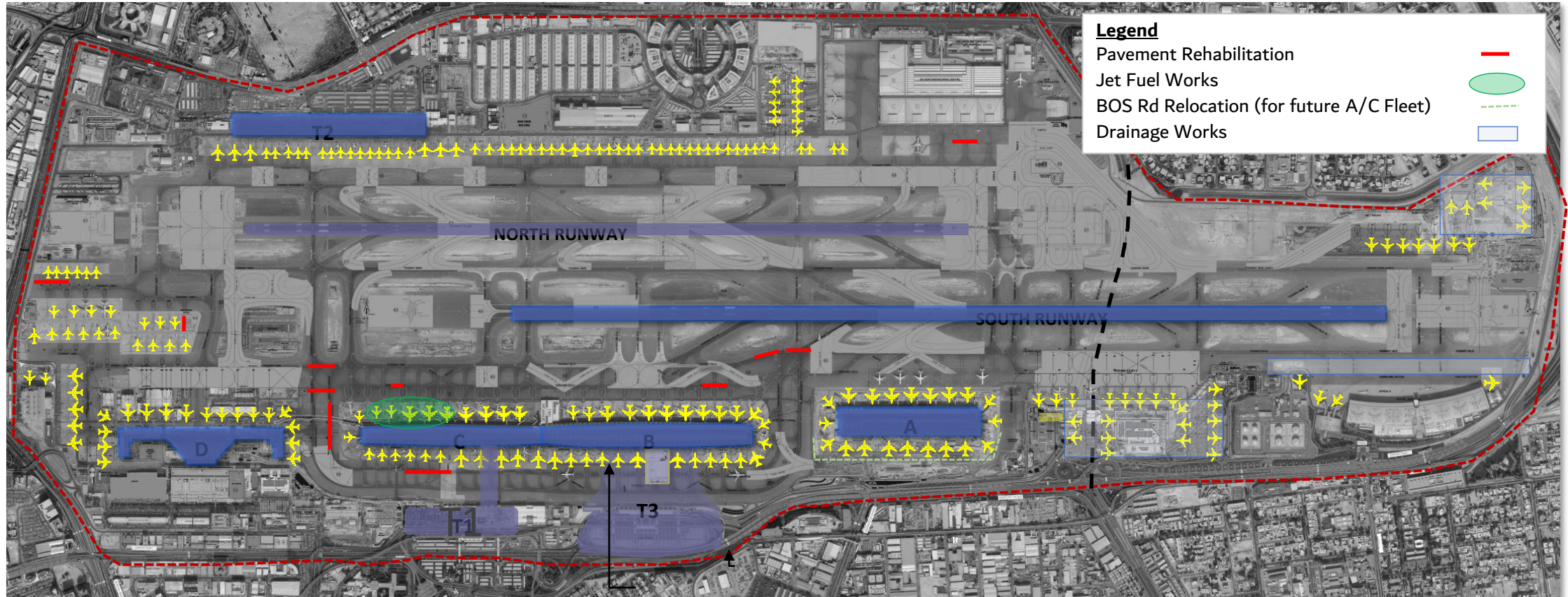
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DUBAI AIR NAVIGATION SERVICES

AIRFIELD DEVELOPMENT

Rob Whitehouse, Vice President – Dubai Airports Research



Airfield Works – Summer '24 to Winter '24



- Integrated work plans for stands and airfield are now matured and developing on a rolling programme, resulting in closing a stand once for all works
- Maximum of up to 5 stands and gates (including remotes) can be taken offline at any time for infrastructure upgrades or maintenance. This does not impact declared capacity levels or stand resilience levels.
- Airfield Closures to manage aircraft flow movements around the aerodrome in conjunction with ATC.
- Majority of works that affect stands will impact base carriers, who are briefed with detailed closure plans.
- Some works can be facilitated during off peak day works, and these are dynamically assessed by the operational teams
- Airfield works access sequencing to be followed from published DA Airside Service Delivery (ASD), Airside Temporary Notices (ATN's).

SLOT ADHERENCE

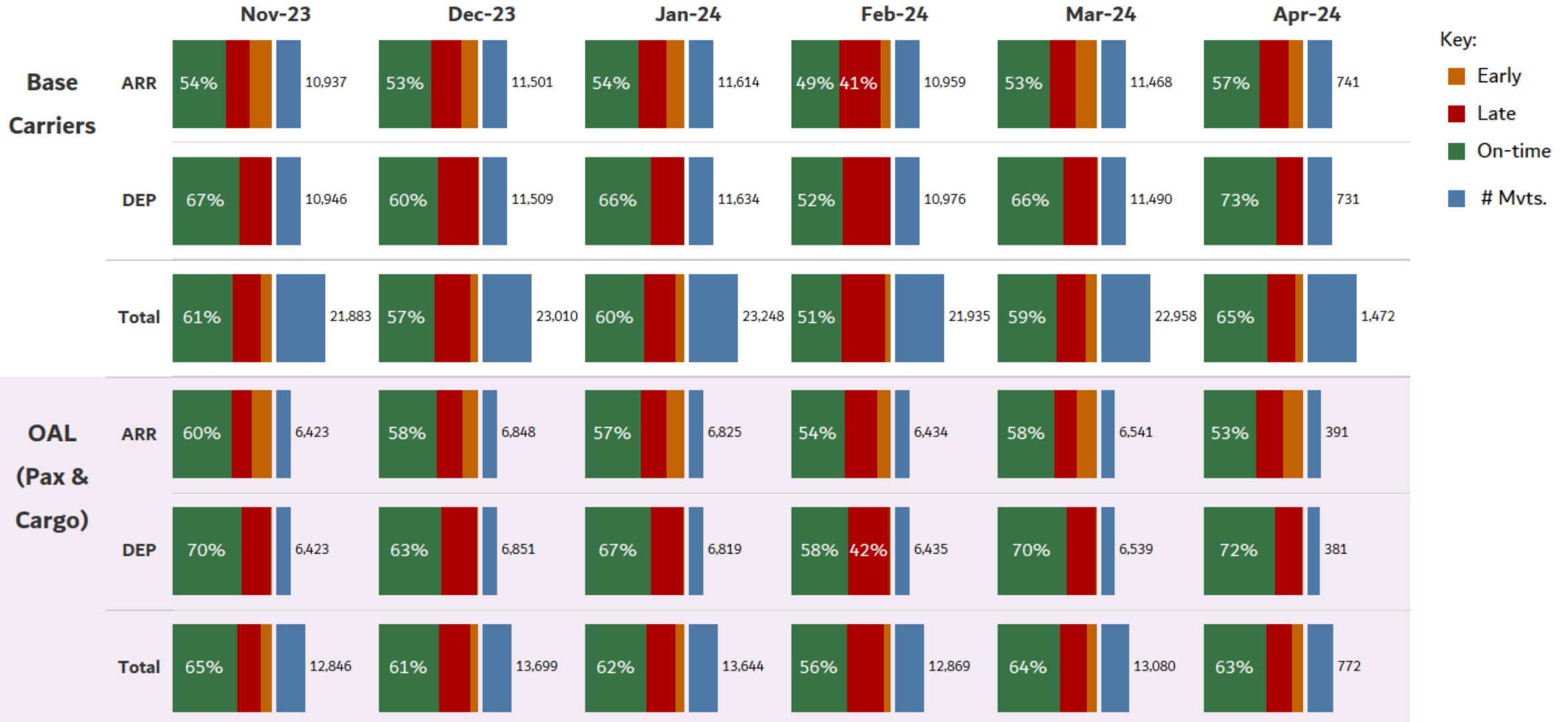


Slot Adherence – Seasonal Average



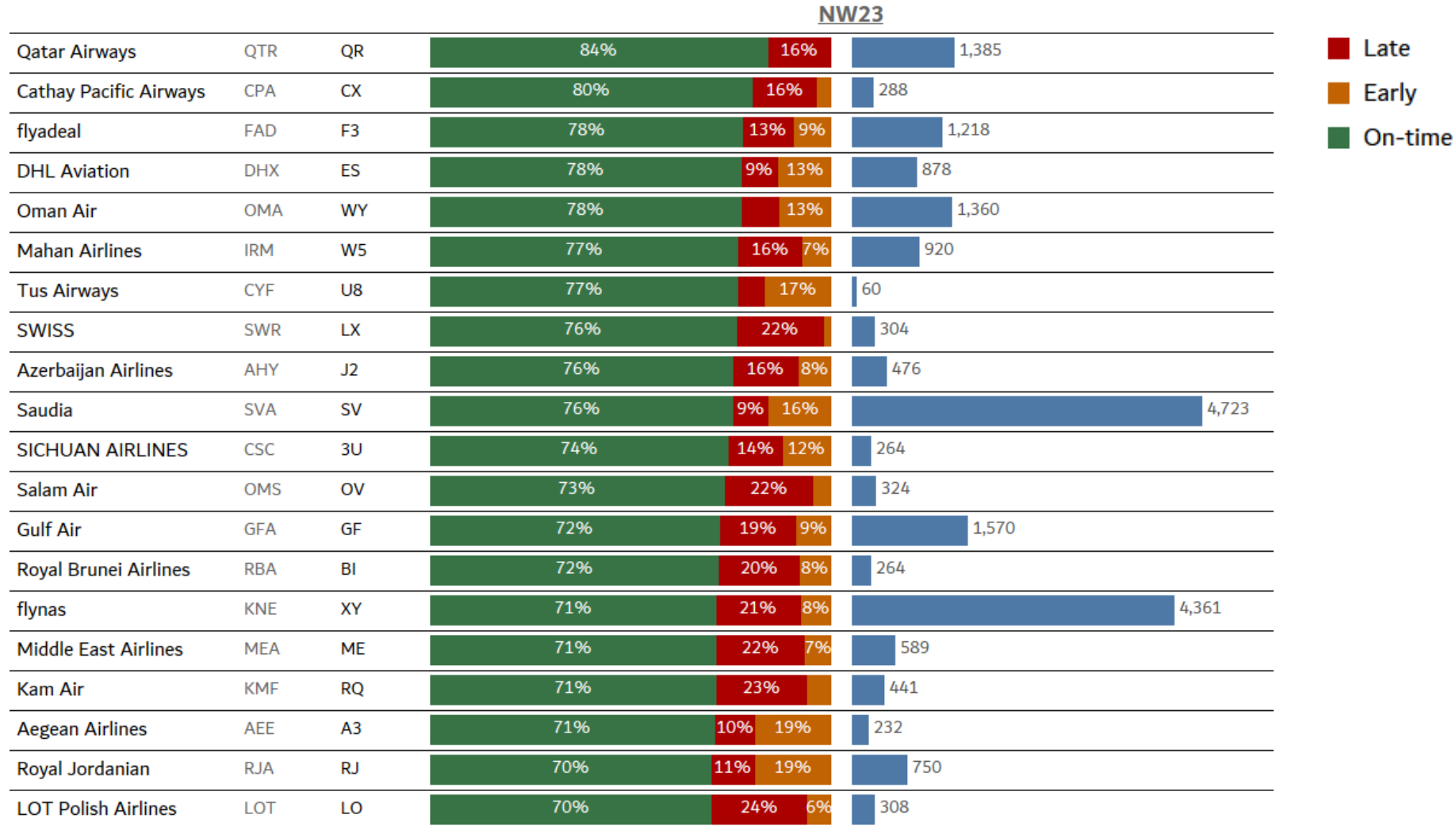
Source: Dubai Airports ODMP (03/04/24)

Slot Adherence – Monthly Average



Source: Dubai Airports ODMP (03/04/24)

Slot Adherence – Top 20 Performing Airline, W'23



Filtered for airlines with min. freq. x1 weekly (22x mvts. in Winter season).

Slot Performance Committee – Terms of Reference Update

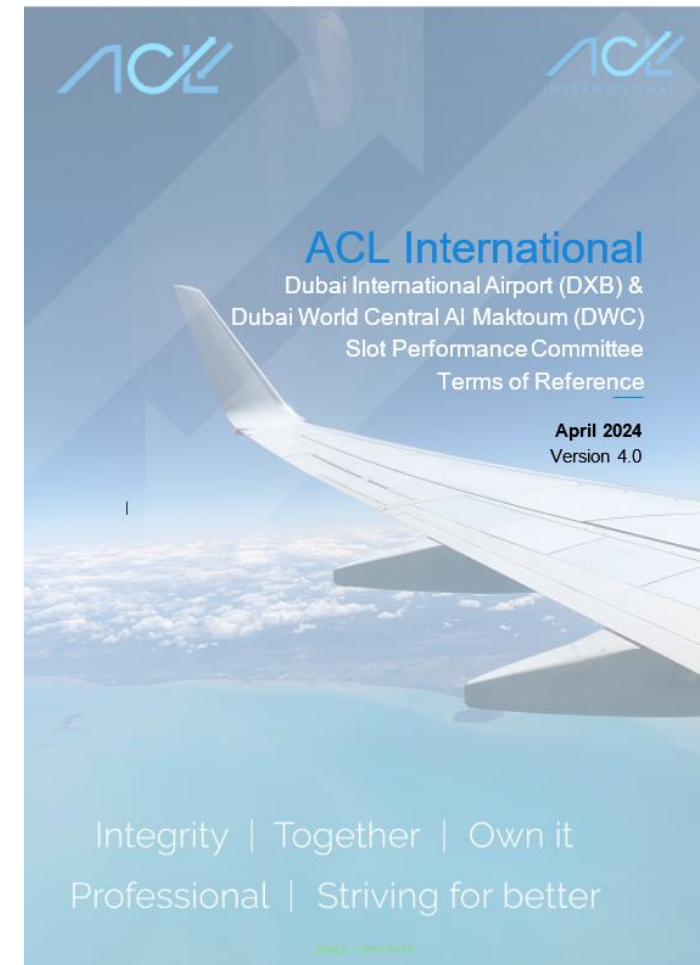
Slot Performance Committee (SPC) Terms of Reference have been updated in April 2024, Version 4.0

Improved slot adherence is essential if we are to declare more capacity in the future

Summary of key changes

- SPC continues to be a forum to make carriers aware of slot performance issues and for carriers then to take action to address
- SPC is now applicable to DWC if, for any reason, the level designation changes to L3, either temporary or permanently
- SPC being held quarterly may not always be achieved due to the scheduling calendar, however monitoring will continue throughout the year
- Sanctions will be considered outside the SPC if action isn't taken to address identified
- Slot adherence covers all irregularities, a recent addition is seat capacity, in that the seat capacity must reflect the maximum number of passengers that will be flown. Operating a flight with more passengers than included and approved in the scheduled seats will be deemed a deliberate slot misuse.
- The SPC does also cover compliance of any capacity reduction request from the airport and or Coordinator.
- Appeals against a sanction must be raised in writing within 7 days of the sanction. Appeals will not be considered outside of this window.
- Slot adherence is +/- 15 minutes of the STD/STA. STD and STA are for SOBT and SIBT.

Available online: <https://www.acl-uk.org/wp-content/uploads/2024/04/Dubai-International-Airport-Slot-Performance-Committee-Terms-of-Reference-Apr-2024-v4.pdf>

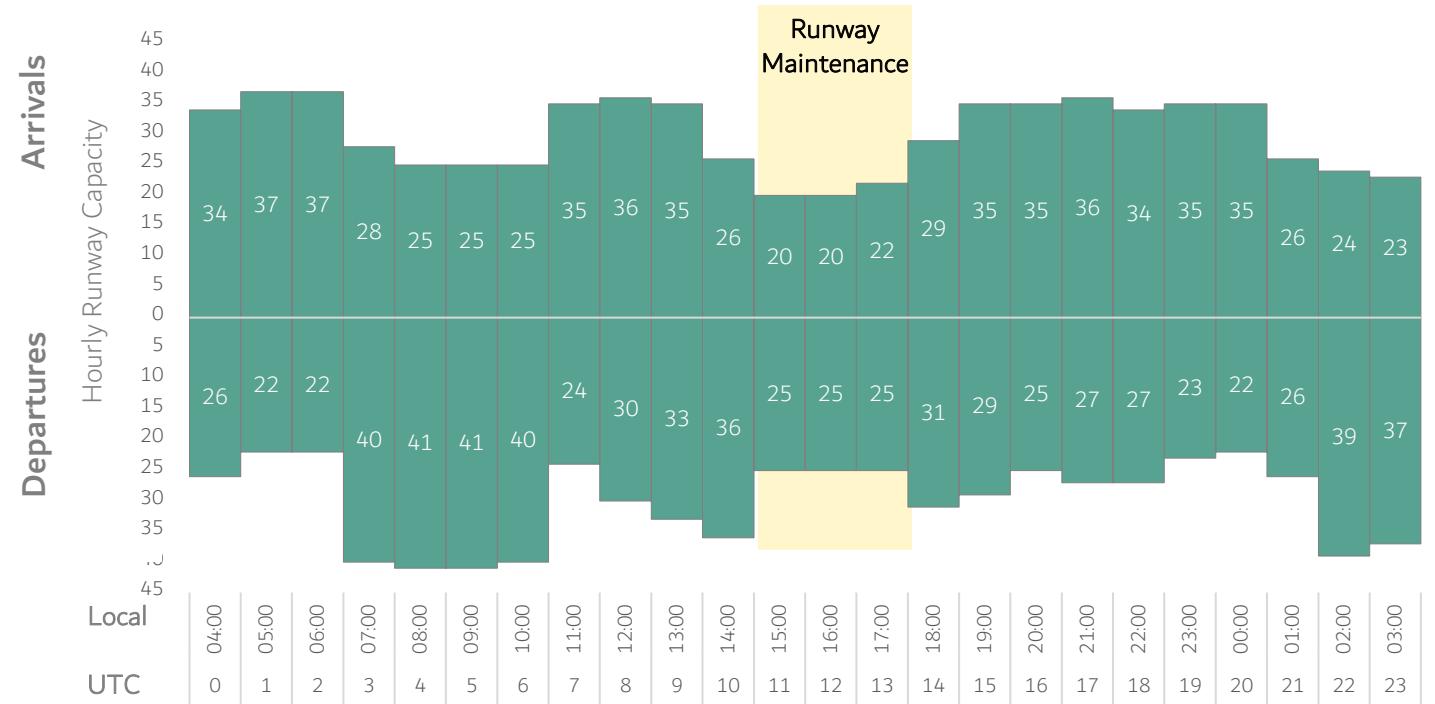


RUNWAY CAPACITY DECLARATION



DXB Runway Capacity Declaration

NW24 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	



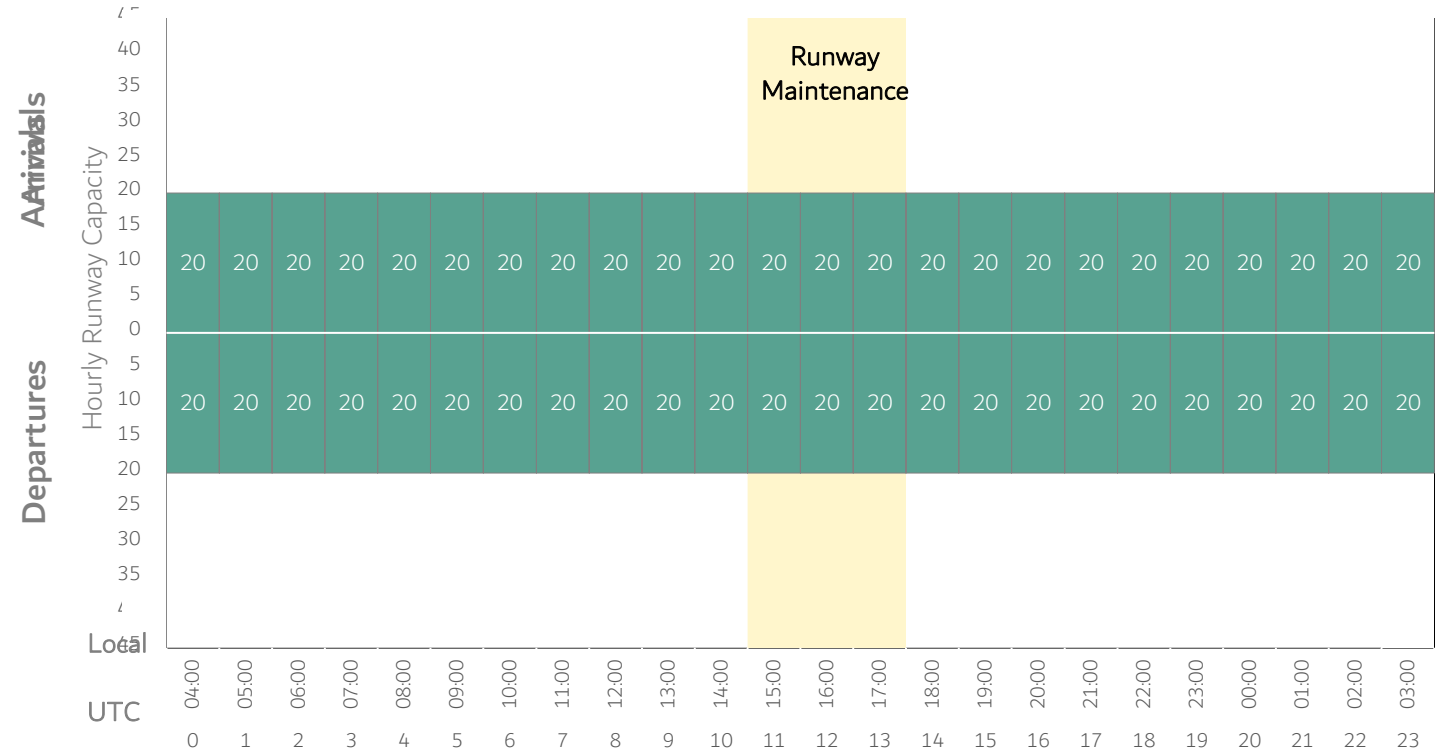
37
Peak Arrival Capacity

41
Peak Departure Capacity

66
Total Peak Hourly Capacity

DWC Runway Capacity Declaration

NW24 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

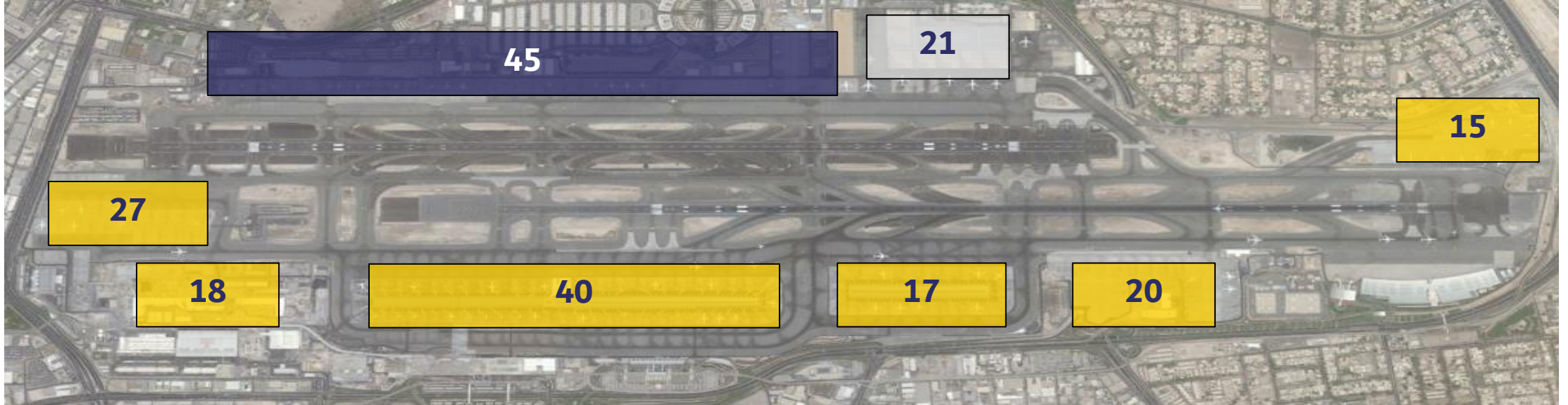
20

Total Peak Hourly
Capacity

STAND CAPACITY DECLARATION



DXB Stand Capacity Declaration



Season	South Side	North Side	Total
NW24	137	45	182
NS24	137	45	182
NW23	137	45	182
NS23	137	45	182
NW22	137	45	182
NS22	137	45	182
NW21	137	45	182
NS21	137	45	182

DWC Stand Capacity Declaration



Season	Total
NW24	72
NS24	72
NW23	72
NS23	72
NW22	72
NS22	72

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

TERMINAL CAPACITY DECLARATION



Introduction

W'24 **declared limits** shall remain largely unchanged for all terminals and are driven by throughputs that have recovered to levels similar to pre-Covid operations. The T1 Departure limit that will adjust slightly, preserving all historic allocations and allowing moderate growth.

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 FZ and T1 declared load factors for OAL shall increase in W'24. Load factors will continue to be monitored over the coming months and re-assessed for the next season.

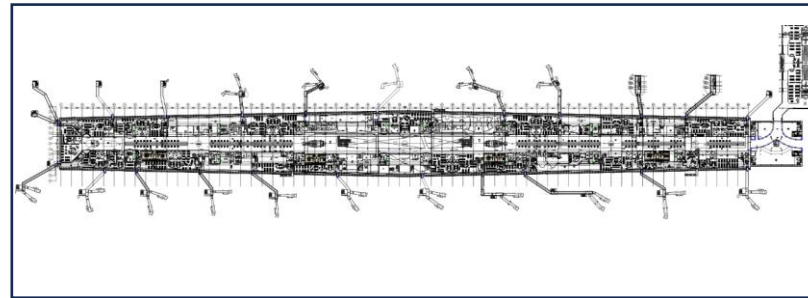
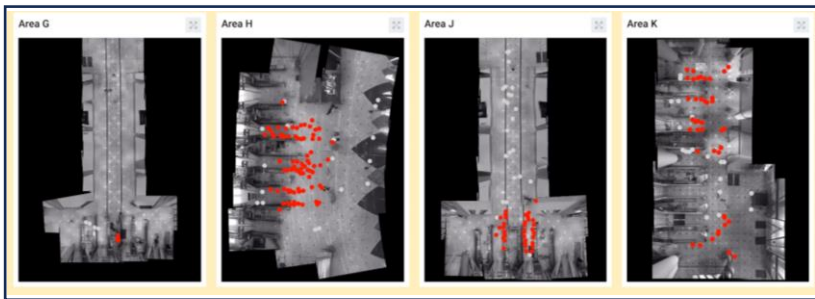
Throughputs across key facilities are more stable with consistent passenger flows being processed at peak times. Since July '22 observed throughputs are comparable to pre pandemic levels and on occasions even slightly improved.

As part of this review S'24 and W'23 peak week live schedules as of 17th April 2024 have been used.

Facility Provision and Historic Performance

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.



DXB: Terminal 1



DXB Terminal 1: Changes to Departure Limit

DXB Terminal 1

- No planned changes to T1 facility provision, however check-in allocation assumptions have been re-visited.

Departure Limits

- Departure limit remains at 2,900 pax/hr from 03:00 to 08:59, driven by the single APM train operation. The limit for the rest of the day shall be updated to 3,700 pax/hr to reflect the update of the variables that drive the check-in and baggage capacity.
- 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 in 90min remains (continuation from S'24).

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.

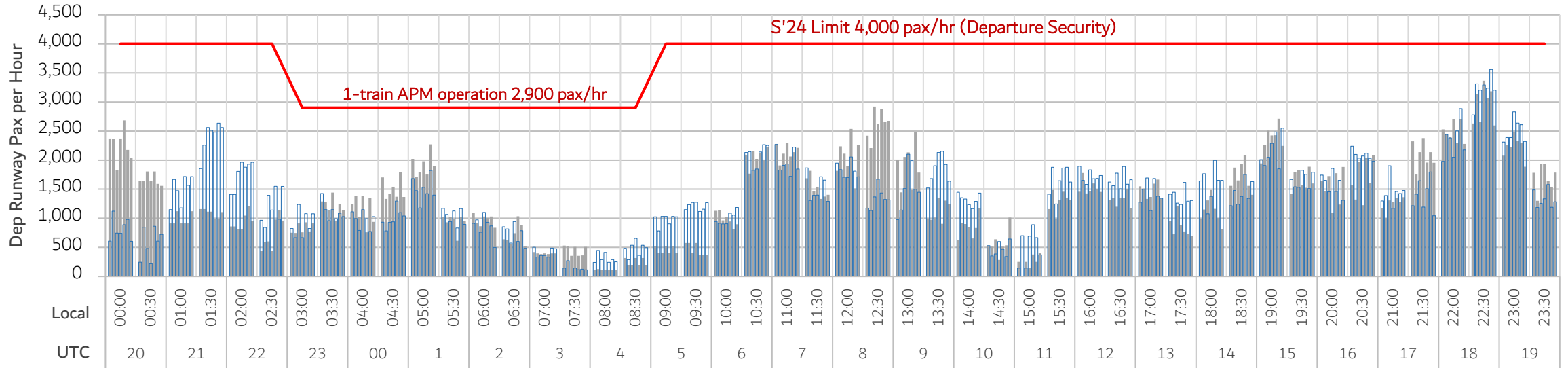
DXB Terminal 1 Facilities: No change to facility provision

		Terminal 1		Terminal 2		Terminal 3	
		S'24	W'24	S'24	W'24	S'24	W'24
Check-in		207	207	52	52	211	211
Emigration	Conventional	26	26	14	14	37	37
	Smart Gates	10	10	8	8	24	29
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 Terminal 1 Departures

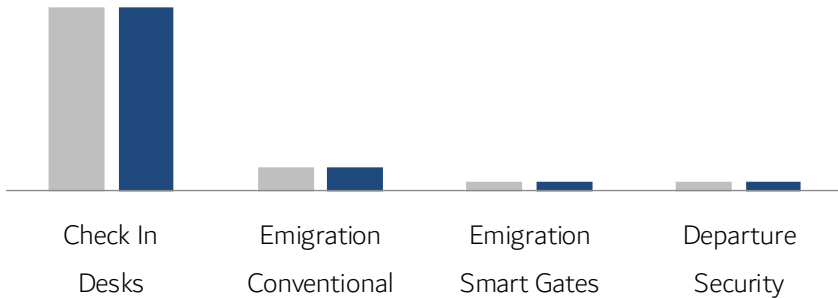
DXB S'24, W'24, Terminal 1 Departing Forecast Demand vs. W'24 Terminal Limit (T60 R30)

W'24 vs S'24



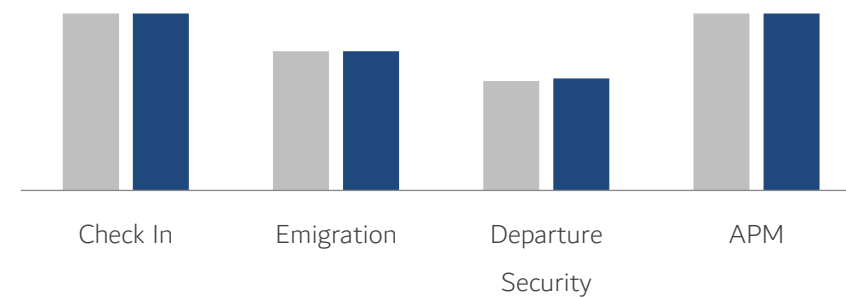
T1 Departures - No. of Facilities

■ S'24 Facilities ■ W'24 Facilities



T1 Departures - Facility Constraint

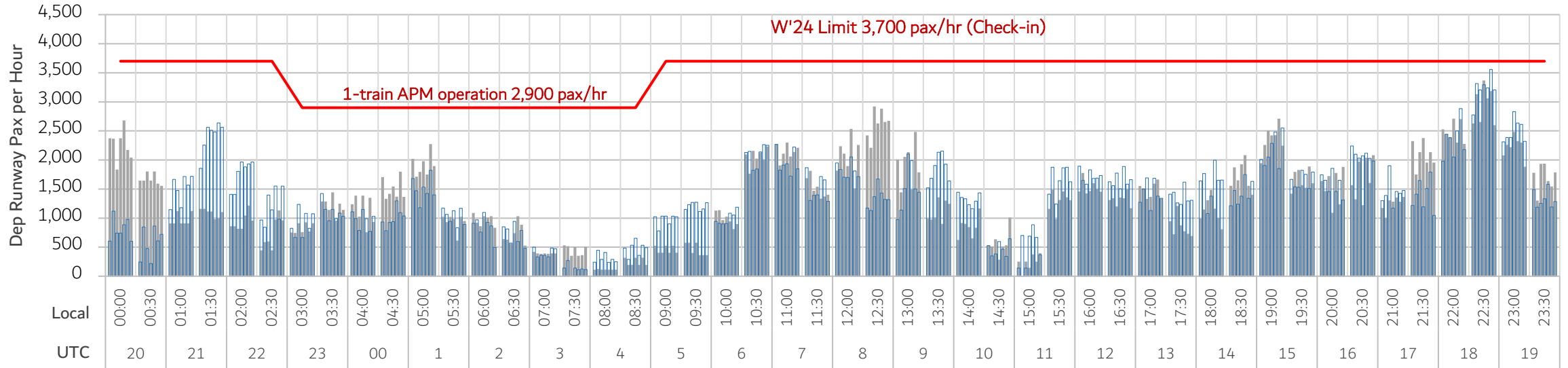
■ S'24 Throughput ■ W'24 Throughput



DXB Terminal 1 Departures

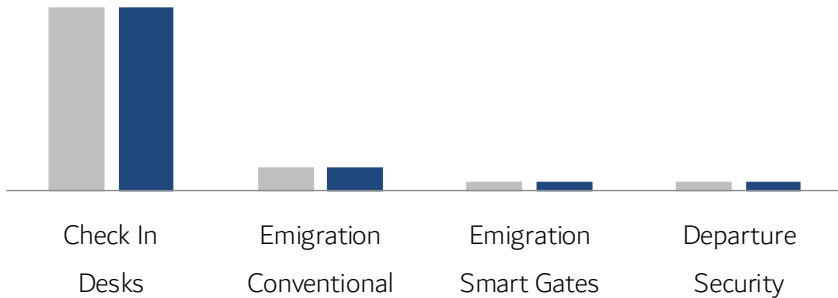
DXB S'24, W'24, Terminal 1 Departing Forecast Demand vs. W'24 Terminal Limit (T60 R30)

W'24 vs S'24



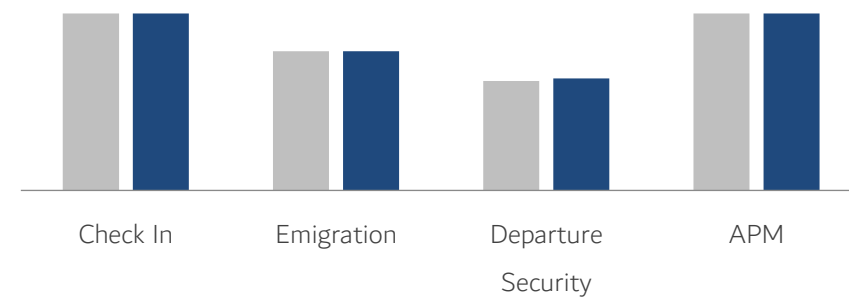
T1 Departures - No. of Facilities

■ S'24 Facilities ■ W'24 Facilities



T1 Departures - Facility Constraint

■ S'24 Throughput ■ W'24 Throughput

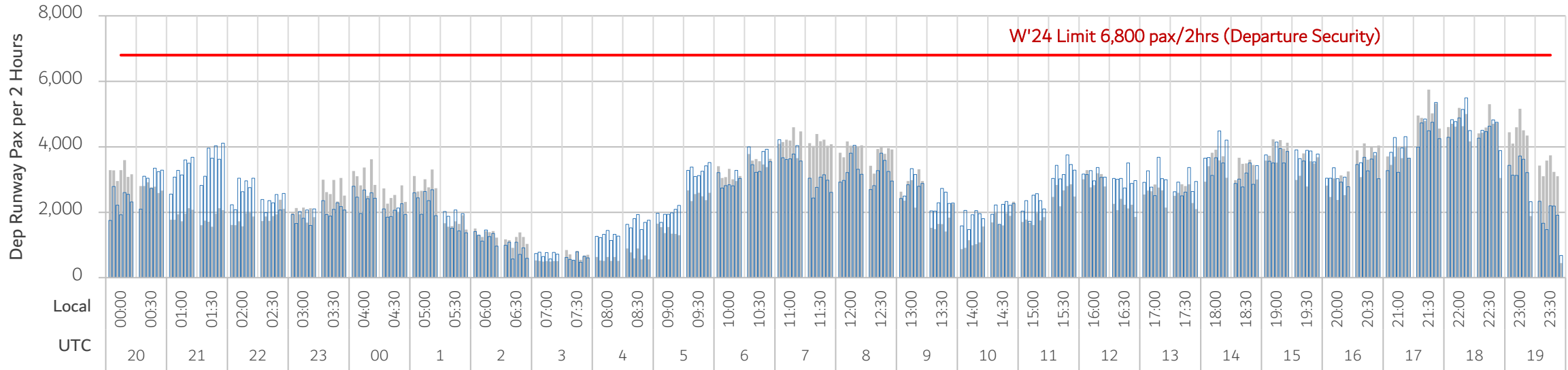


DXB Terminal 1 Departures

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'24, W'24, Terminal 1 Departing Forecast Demand vs. W'24 Terminal Limit (T120 R30)

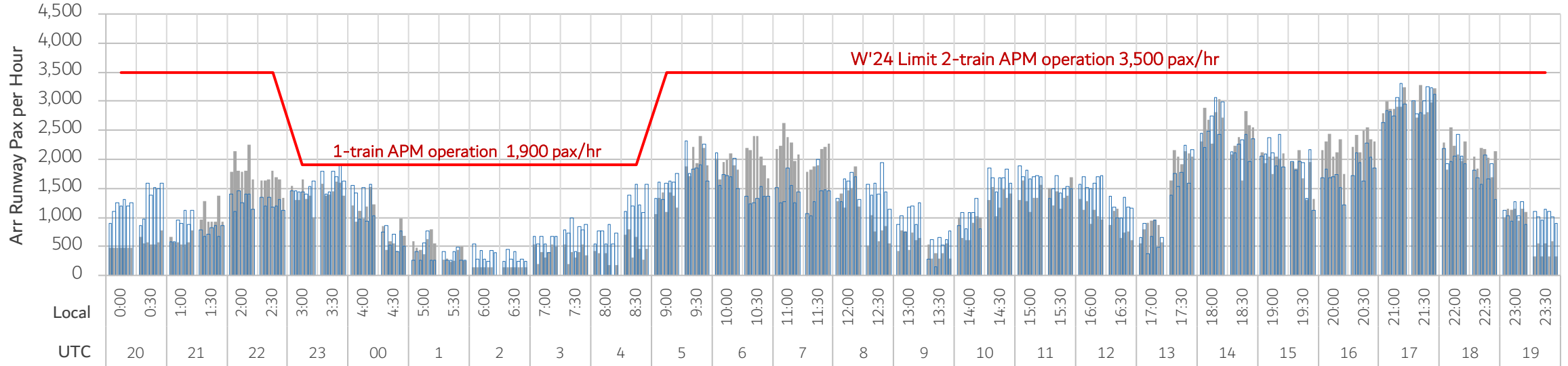
W'24 vs S'24



DXB Terminal 1 Arrivals

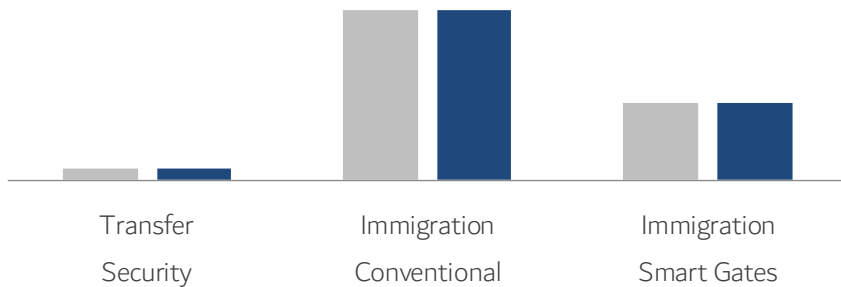
DXB S'24, W'24, Terminal 1 Arriving Forecast Demand vs. W'24 Terminal Limit (T60 R30)

W'24 vs S'24



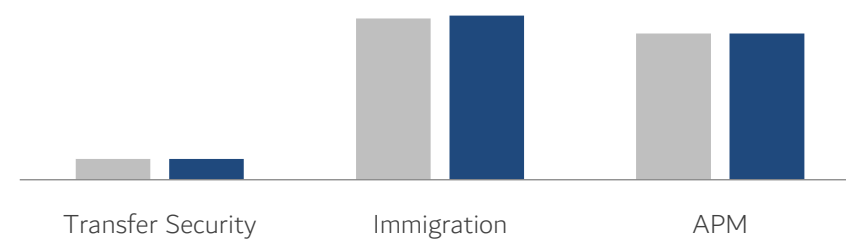
T1 Arrivals - No. of Facilities

■ S'24 Facilities ■ W'24 Facilities



T1 Arrivals - Facility Constraint

■ S'24 Throughput ■ W'24 Throughput



DXB: Terminal 2



DXB Terminal 2: 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) remains unchanged.
- 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.

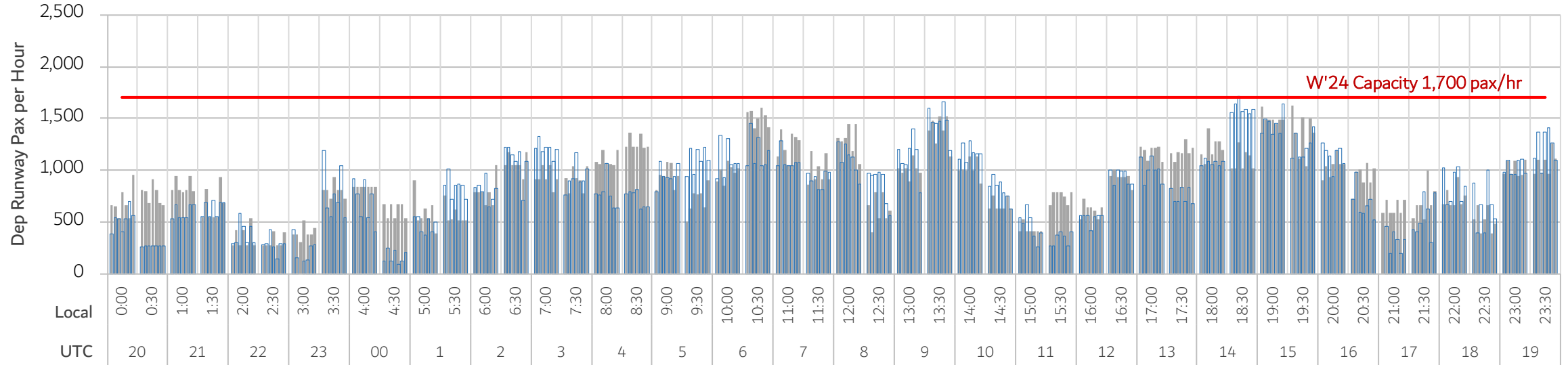
DXB Terminal 2 Facilities: No change to facility provision

		Terminal 1		Terminal 2		Terminal 3	
		S'24	W'24	S'24	W'24	S'24	W'24
Check-in		207	207	52	52	211	211
Emigration	Conventional	26	26	14	14	37	37
	Smart Gates	10	10	8	8	24	29
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 Terminal 2 Departures

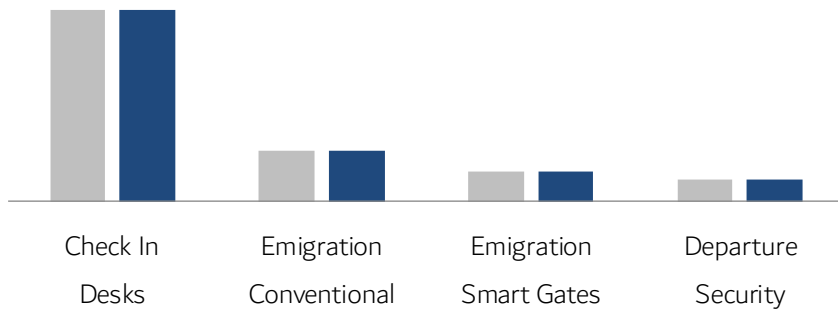
DXB S'24, W'24, Terminal 2 Departing Forecast Demand vs. W'24 Terminal Limit (T60 R30)

W'24 vs S'24



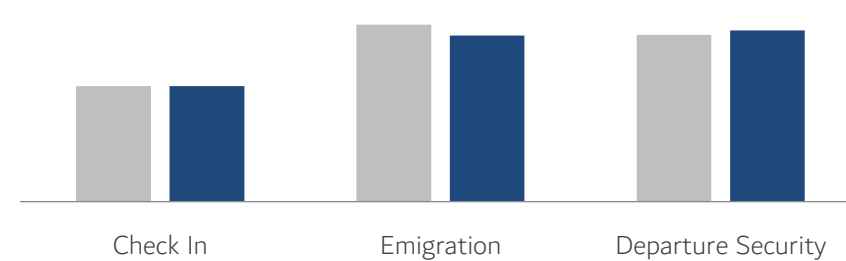
T2 Departures - No. of Facilities

■ S'24 Facilities ■ W'24 Facilities



T2 Departures - Facility Constraint

■ S'24 Throughput ■ W'24 Throughput

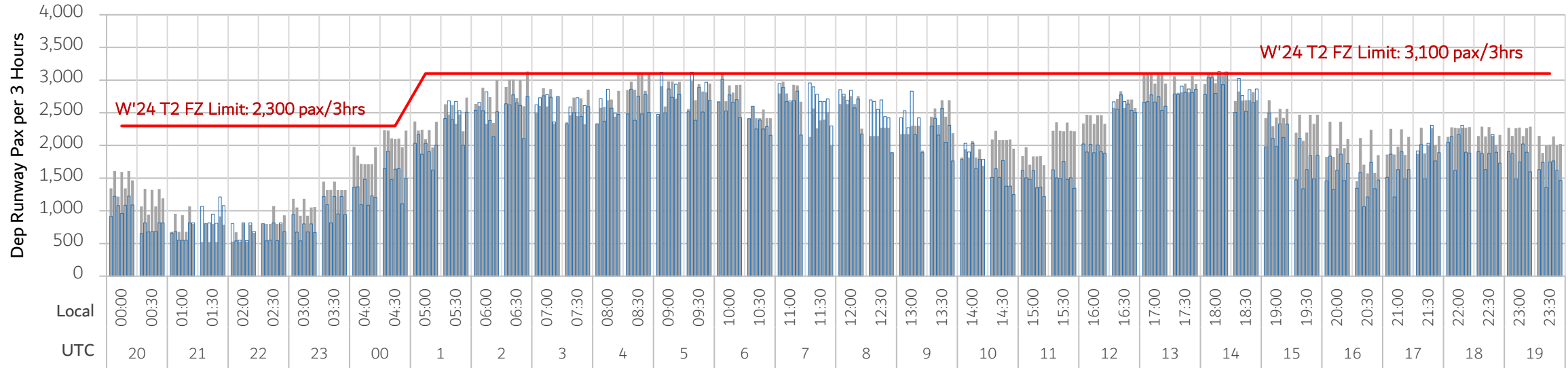


DXB Terminal 2 Departures: FZ Limit

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 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'24, W'24, Terminal 2 FZ Departing Forecast Demand vs. W'24 Terminal Limit (T180 R30)

W'24 vs S'24

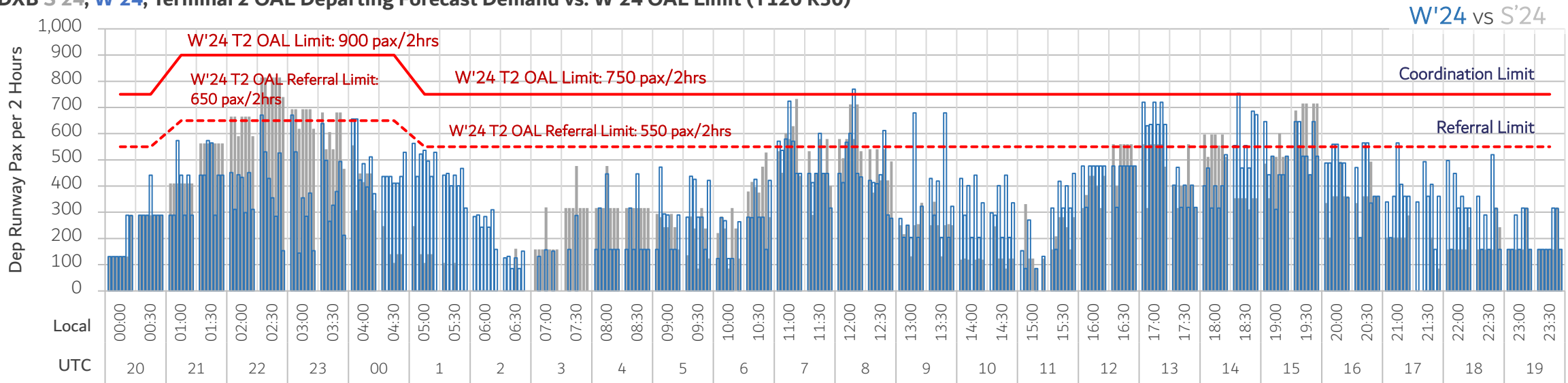


DXB Terminal 2 Departures: OAL Limit

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 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 until the start of season.

DXB S'24, W'24, Terminal 2 OAL Departing Forecast Demand vs. W'24 OAL Limit (T120 R30)

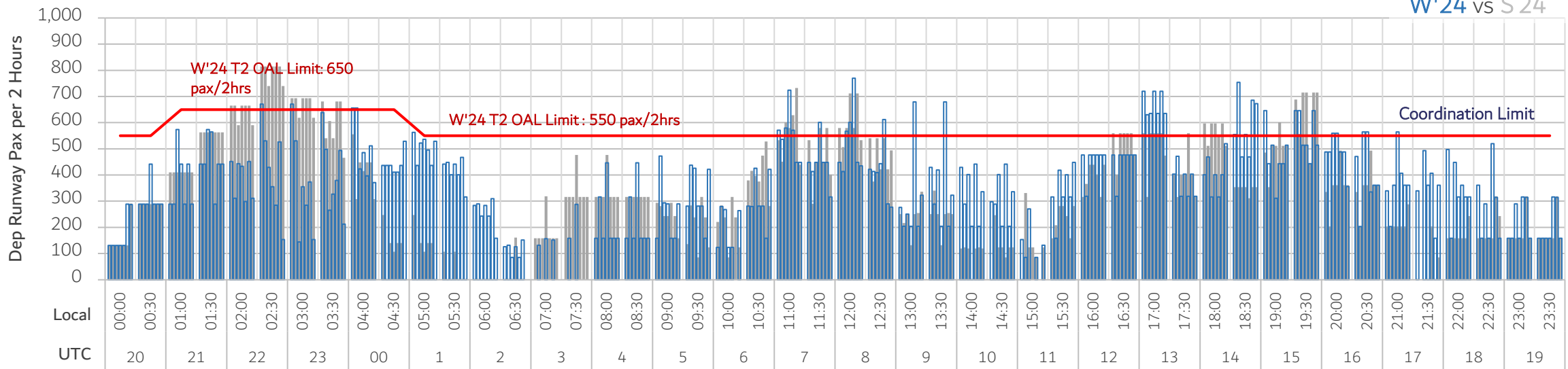


DXB Terminal 2 Departures: OAL Limit

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 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 until the start of season.

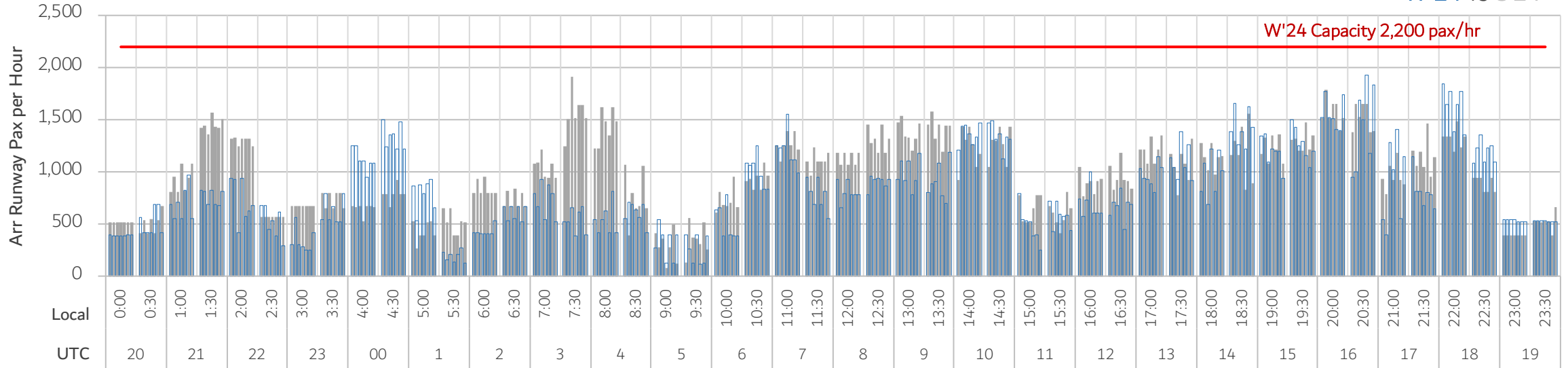
DXB S'24, W'24, Terminal 2 OAL Departing Forecast Demand vs. W'24 OAL Limit (T120 R30)



DXB Terminal 2 Arrivals

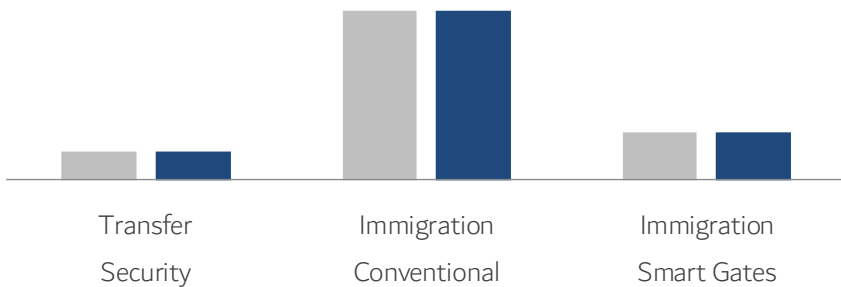
DXB S'24, W'24, Terminal 2 Arriving Forecast Demand vs. W'24 Terminal Limit (T60 R30)

W'24 vs S'24



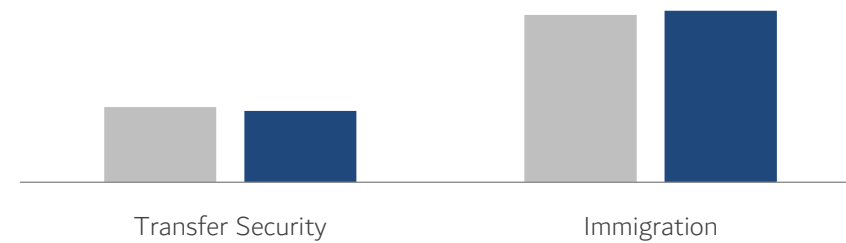
T2 Arrivals - No. of Facilities

■ S'24 Facilities ■ W'24 Facilities



T2 Arrivals - Facility Constraint

■ S'24 Throughput ■ W'24 Throughput



DXB: Terminal 3



DXB Terminal 3: No changes to Declared Limits

DXB Terminal 3

- Limited change, five additional smart gates were delivered in the economy Emigration Hall of T3, October '23. The overall constraint in T3 Departures remains Check-in, therefore declared departure limit shall remain unchanged despite increasing Emigration Smart Gates capacity.

Departure Limits

- No change to the current Declared Departure limit for W'24.

Arrival Limits

- No change to the current Declared Arrival limit for W'24.

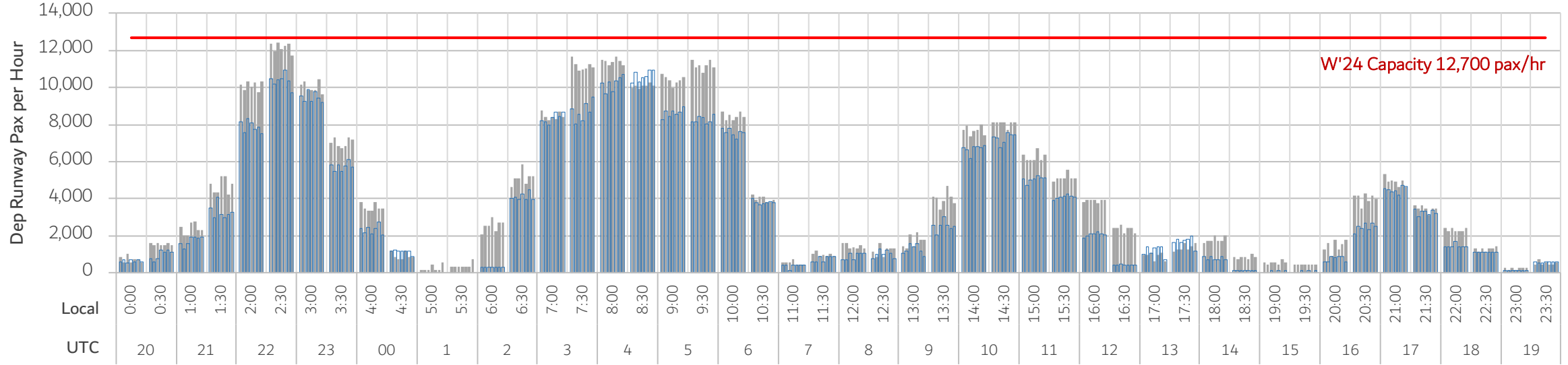
DXB Terminal 3 Facilities: No change to facility provision

		Terminal 1		Terminal 2		Terminal 3	
		S'24	W'24	S'24	W'24	S'24	W'24
Check-in		207	207	52	52	211	211
Emigration	Conventional	26	26	14	14	37	37
	Smart Gates	10	10	8	8	29	29
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 Terminal 3 Departures

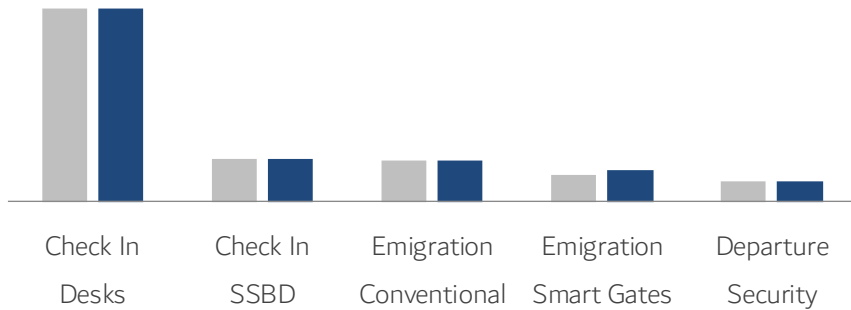
DXB S'24, W'24, Terminal 3 Departing Forecast Runway Demand vs. W'24 Terminal Limit (T60 R30)

W'24 vs S'24



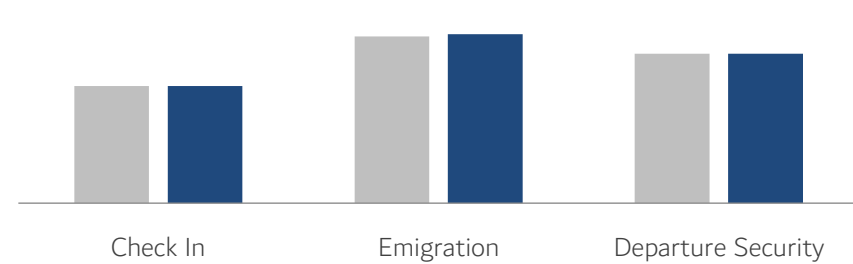
T3 Departures - No. of Facilities

■ S'24 Facilities ■ W'24 Facilities



T3 Departures - Facility Constraint

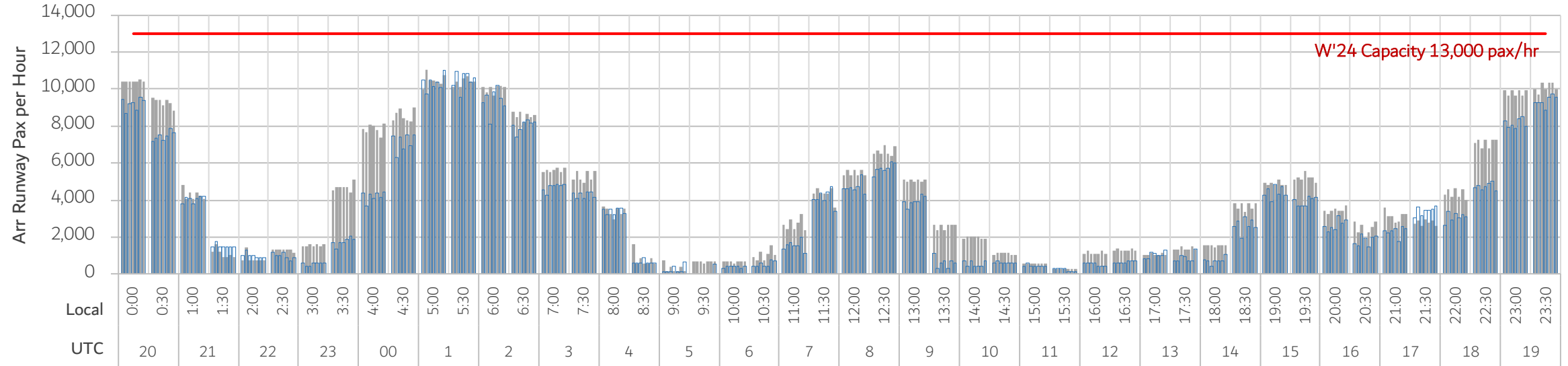
■ S'24 Throughput ■ W'24 Throughput



DXB Terminal 3 Arrivals

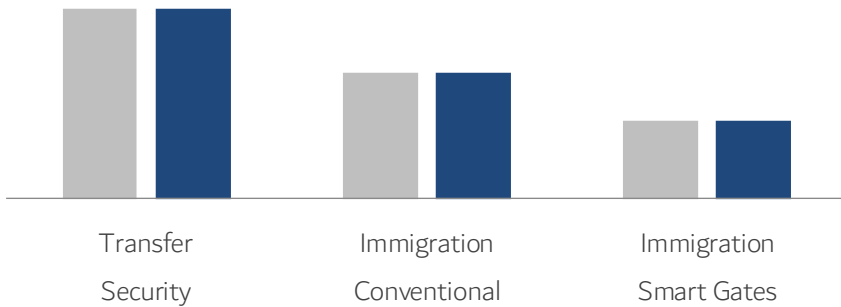
DXB S'24, W'24, Terminal 3 Arriving Forecast Runway Demand vs. W'24 Terminal Limit (T60 R30)

W'24 vs S'24



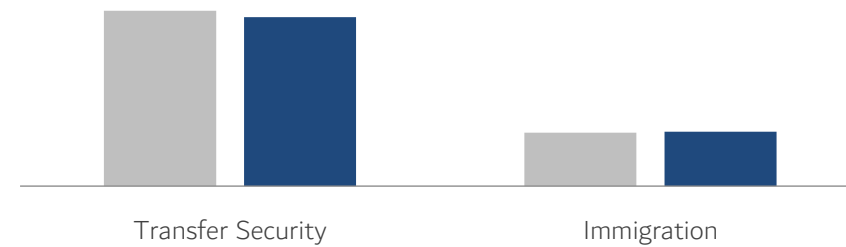
T3 Arrivals - No. of Facilities

■ S'24 Facilities ■ W'24 Facilities



T3 Arrivals - Facility Constraint

■ S'24 Throughput ■ W'24 Throughput



DWC: PTB



DWC PTB: No changes to Declared Limits

DWC PTB

- DWC has been consistently operating through previous and current season with steady growth in operators and allocations.

Departure Limits

- No change to current limits.

Arrival Limits

- No change to current limits.

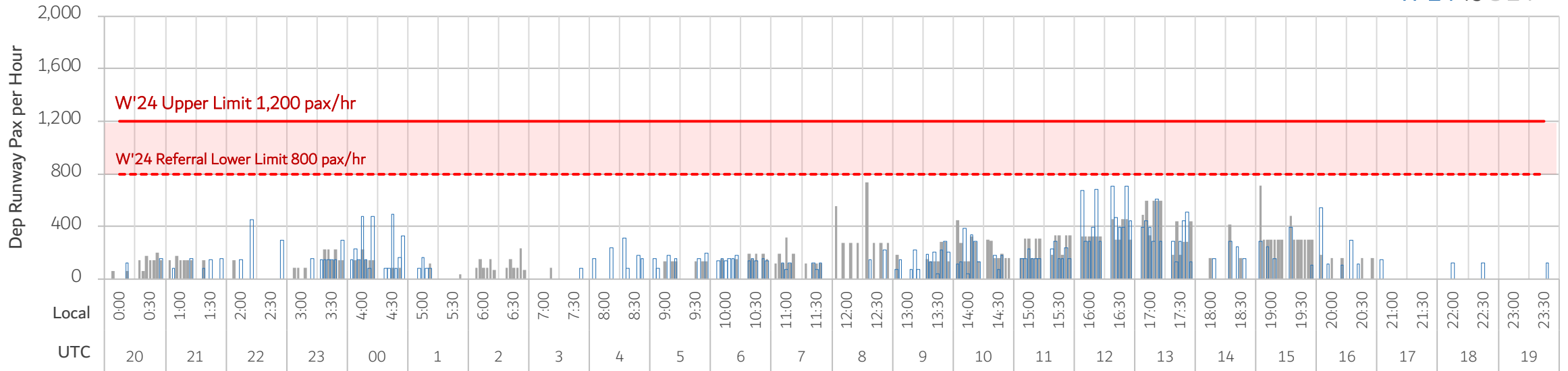
DWC PTB Facilities: Provision for W'24

		PTB	
		Overall Provision	W'24
Check-in		90 + 10	50
Emigration	Conventional	20	10
	Smart Gates	5	5
Departure Security		10	10
Transfer Security		12	12
Immigration	Conventional	40	20
	Smart Gates	5	5
Reclaim		7	4

DWC PTB Departures

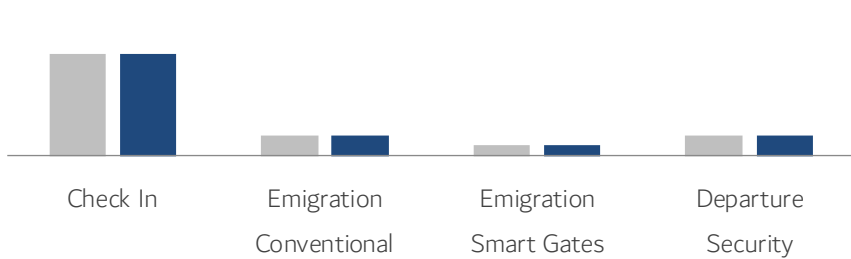
DWC S'24, W'24, PTB Departing Forecast Demand vs. W'24 Terminal Limit (T60 R30)

W'24 vs S'24



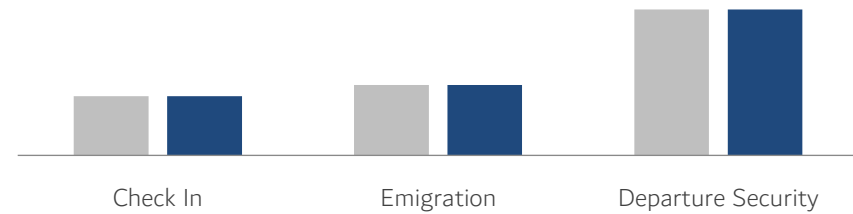
DWC PTB Departures - No. of Facilities

■ S'24 Facilities ■ W'24 Facilities



DWC PTB Departures - Facility Constraint

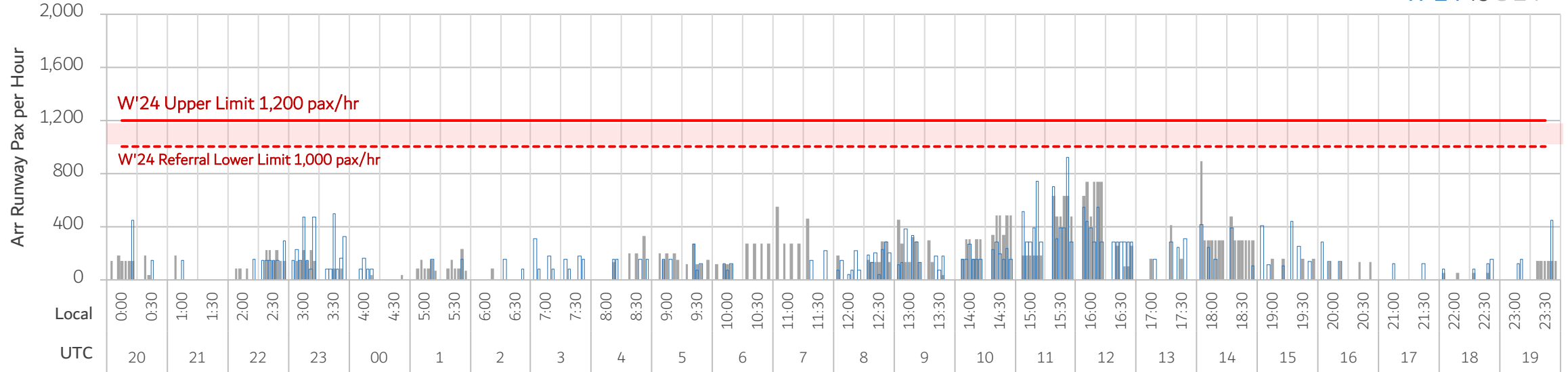
■ S'24 Throughput ■ W'24 Throughput



DWC PTB Arrivals

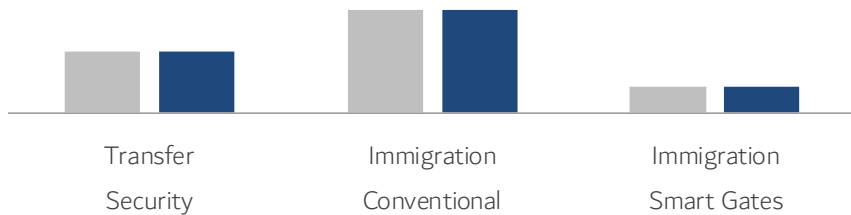
DWC S'24, W'24, PTB Arriving Forecast Demand vs. W'24 Terminal Limit (T60 R30)

W'24 vs S'24



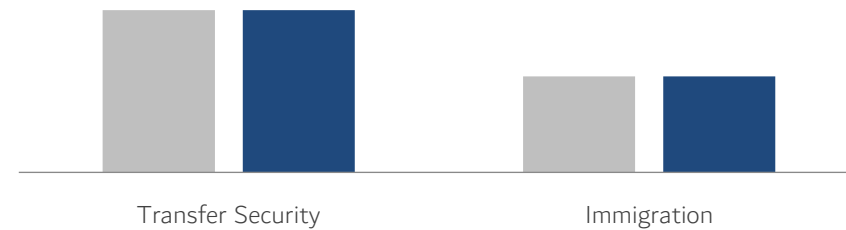
DWC PTB Arrivals - No. of Facilities

■ S'24 Facilities ■ W'24 Facilities



DWC PTB Arrivals - Facility Constraint

■ S'24 Throughput ■ W'24 Throughput



QUESTIONS





DXB

LAND. *live.* TAKEOFF

