

W16 Schedule Coordination Committee

DXB and DWC

20th April 2016



Dubai Airports
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S16 Seasonal Report

Phil Ireland, DXB/DWC Slot Coordinator

ACL



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Coordinator's Report

Summer 2016 (27Mar16 – 29OCT16)

Dubai International



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DXB Summary

Passenger Air Transport Movements

Operator	EK	FZ	QR	6E	SV	9W	IX	SG	WY	GF	Other	Total
Proportion	43.3%	21.3%	2.4%	2.1%	2.1%	1.9%	1.8%	1.6%	1.3%	1.2%	20.9%	100%
Slot Count	114868	56518	6488	5679	5500	5138	4892	4211	3471	3158	55342	265265

Seat Availability

Operator	EK	FZ	QR	SV	6E	IX	9W	QF	SG	AI	Other	Total
Proportion	60.5%	14.2%	2.8%	1.5%	1.4%	1.2%	1.2%	1.1%	1.1%	0.7%	14.3%	100%
Seat Count	45,488,705	10,680,201	2,102,656	1,152,470	1,022,220	905,020	868,250	840,224	795,879	536,300	10,754,868	75,146,793

Routes by ATM

Route	DOH	KWI	BAH	MCT	BOM	KHI	JED	RUH	DEL	LHR	Other	Total
Proportion	5.1%	3.9%	3.2%	2.9%	2.7%	2.6%	2.4%	2.4%	2.4%	2.1%	70.3%	100%
Slot Count	13518	10238	8599	7736	7255	6821	6389	6333	6285	5585	186506	265265

Routes by Seat Count

Route	DOH	KWI	LHR	KHI	JED	BOM	BAH	RUH	MCT	DEL	Other	Total
Proportion	5%	3.4%	3.0%	2.5%	2.3%	2.2%	2.1%	2.1%	2.0%	1.9%	73.2%	100%
Seat Count	3,919,096	2,518,927	2,283,561	1,912,856	1,737,156	1,683,097	1,593,856	1,550,007	1,498,266	1,458,457	54,991,514	75,146,793

Types of Operation

Service Type	Schedule Pax	Freight	Extra Scheduled Operation	Charter	Other	Total
Proportion	98.2%	1.6%	0.08%	0.01%	0.15%	100.00%
Slot Count	260363	4289	202	16	395	265265

Capacity Constraints

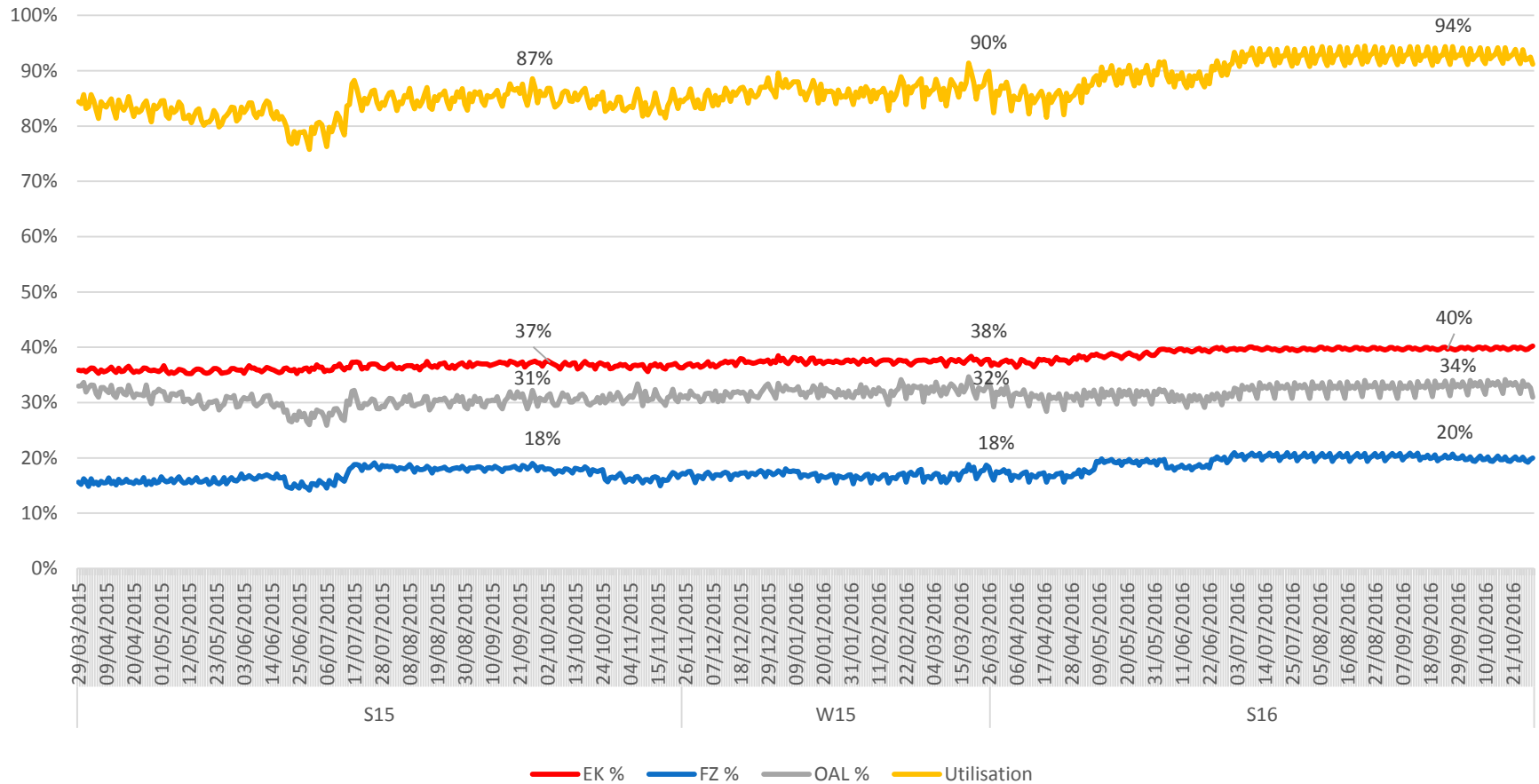
Constraint	OK	R60	R10	GRA	R30	GRD	AA	GA	Total
Proportion	95.05%	3.25%	0.86%	0.42%	0.21%	0.16%	0.05%	0.01%	100.00%
Slot Count	252124	8621	2271	1126	545	421	121	36	265265

Aircraft Sizes

ICAO Group	E	C	F	D	Total
Proportion	43.0%	1.5%	44.2%	11.3%	100%
Slot Count	114180	3860	117233	29992	265265

Peak Week: 26Sep - 02Oct 2016

Allocated Runway Utilisation (R60 Totals) 29Mar15 – 29Oct16





Significant Growth by Operator

Growth of top 15 operators over S15

Operator	S15	S16	Change
EK	104042	114615	10%
FZ	48434	56514	17%
QR	6154	6488	5%
6E	4339	5679	31%
SV	5429	5500	1%
9W	3977	5138	29%
IX	3778	4892	29%
SG	2709	4211	55%
WY	3419	3471	2%
GF	3124	3158	1%
AI	2347	2852	22%
PK	1987	2685	35%
XY	2060	2592	26%
W5	2039	1892	-7%
QF	1735	1736	0%

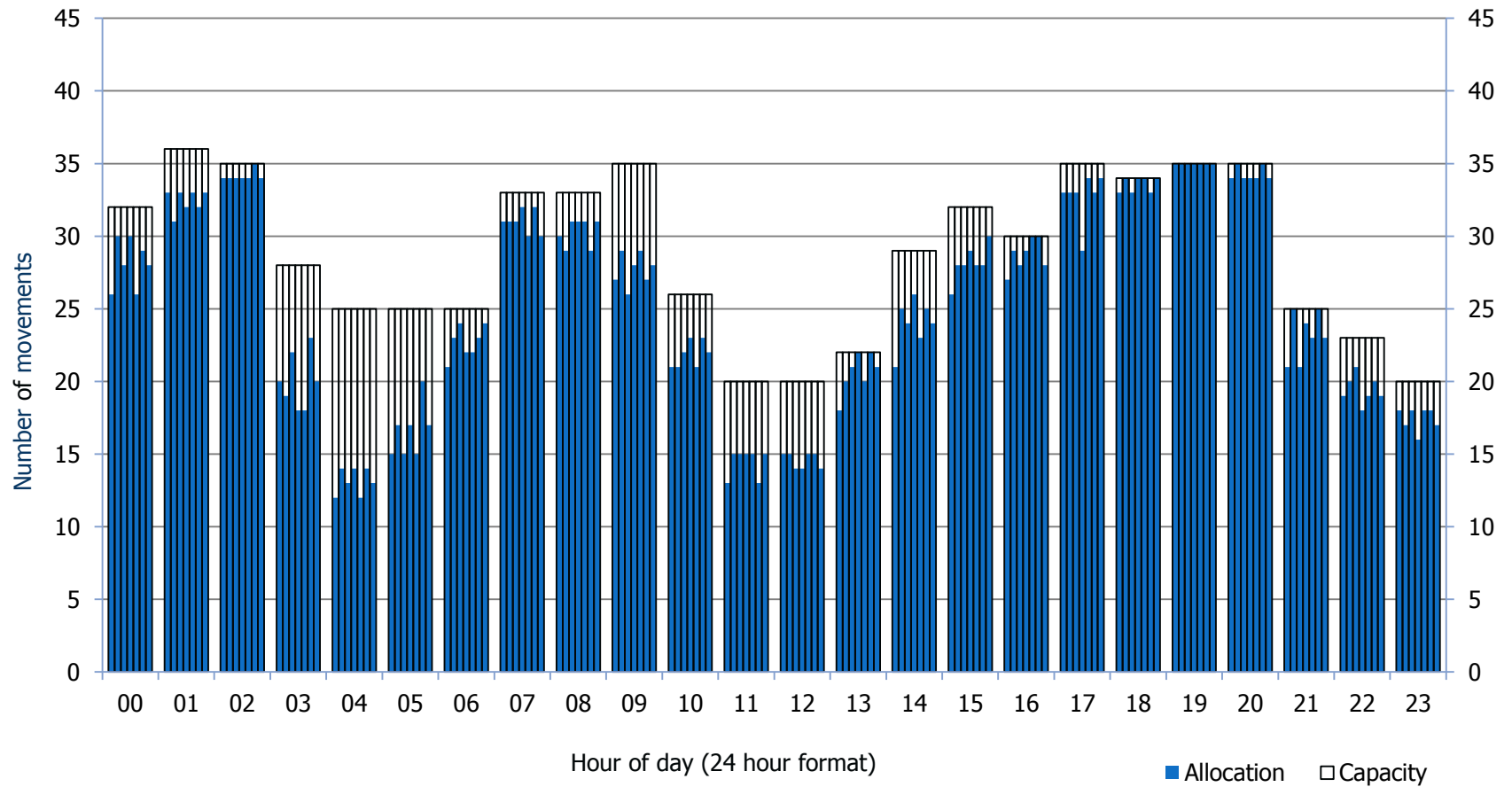
New Operators over S15

Operator	S15	S16	Operator	S15	S16
AC	0	186	D8	0	1
GZQ	0	158	LN	0	280
EW	0	14	RA	0	172

Greatest growth over S15

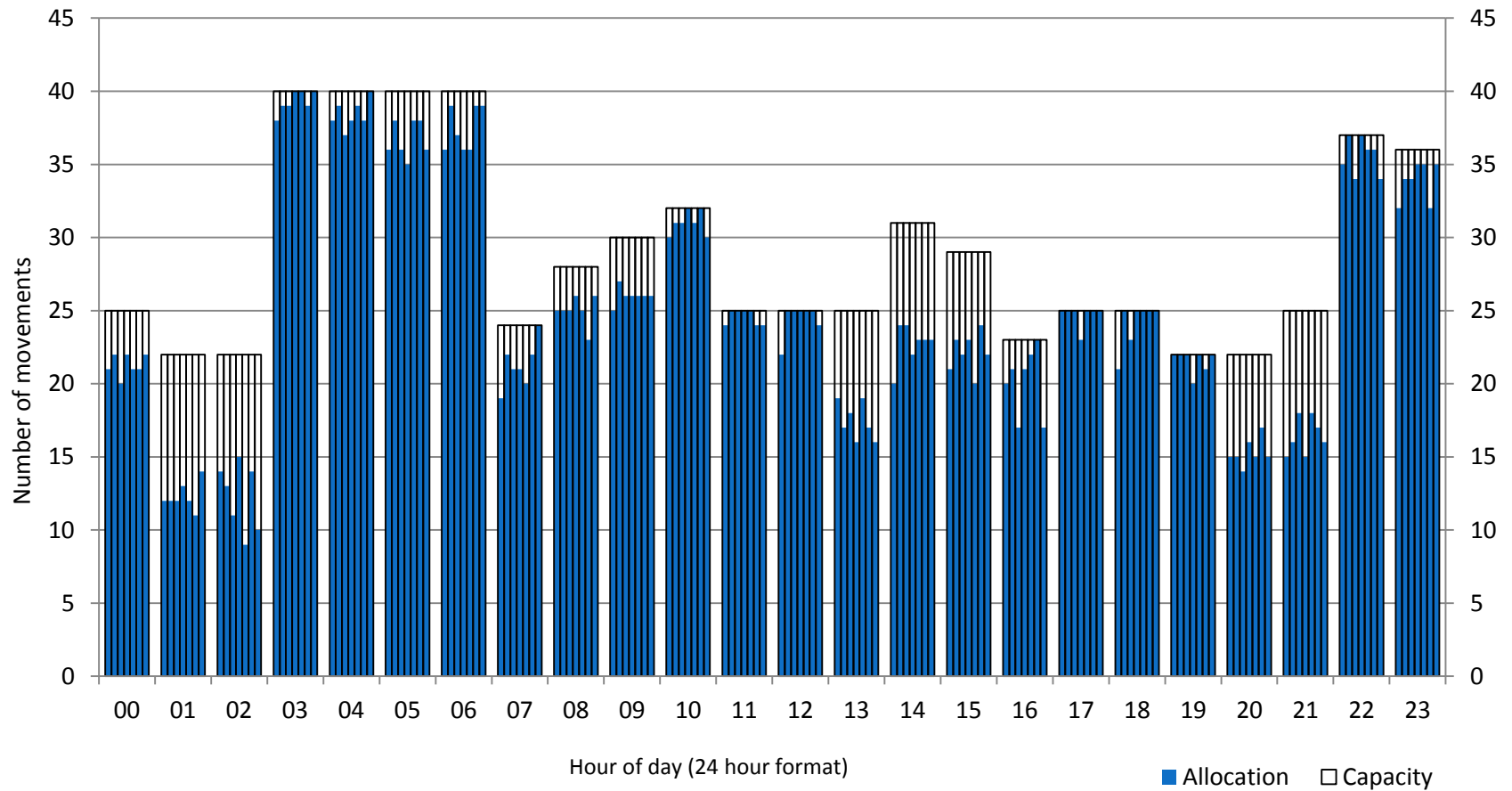
Operator	S15	S16	Change
PR	378	867	129%
CA	306	620	103%
TK	869	1489	71%
5J	395	672	70%
B8	140	226	61%
SG	2709	4211	55%
SZ	127	186	46%
PC	314	458	46%
BA	864	1246	44%
KC	434	616	42%
PK	1987	2685	35%
CZ	688	920	34%
MU	140	186	32%
6E	4339	5679	31%
IX	3778	4892	29%
9W	3977	5138	29%
XY	2060	2592	26%
AI	2347	2852	22%
D3	135	160	18%
NV	149	174	17%

Peak Week Runway Movement Allocation Hourly (R60)– Arrivals - UTC



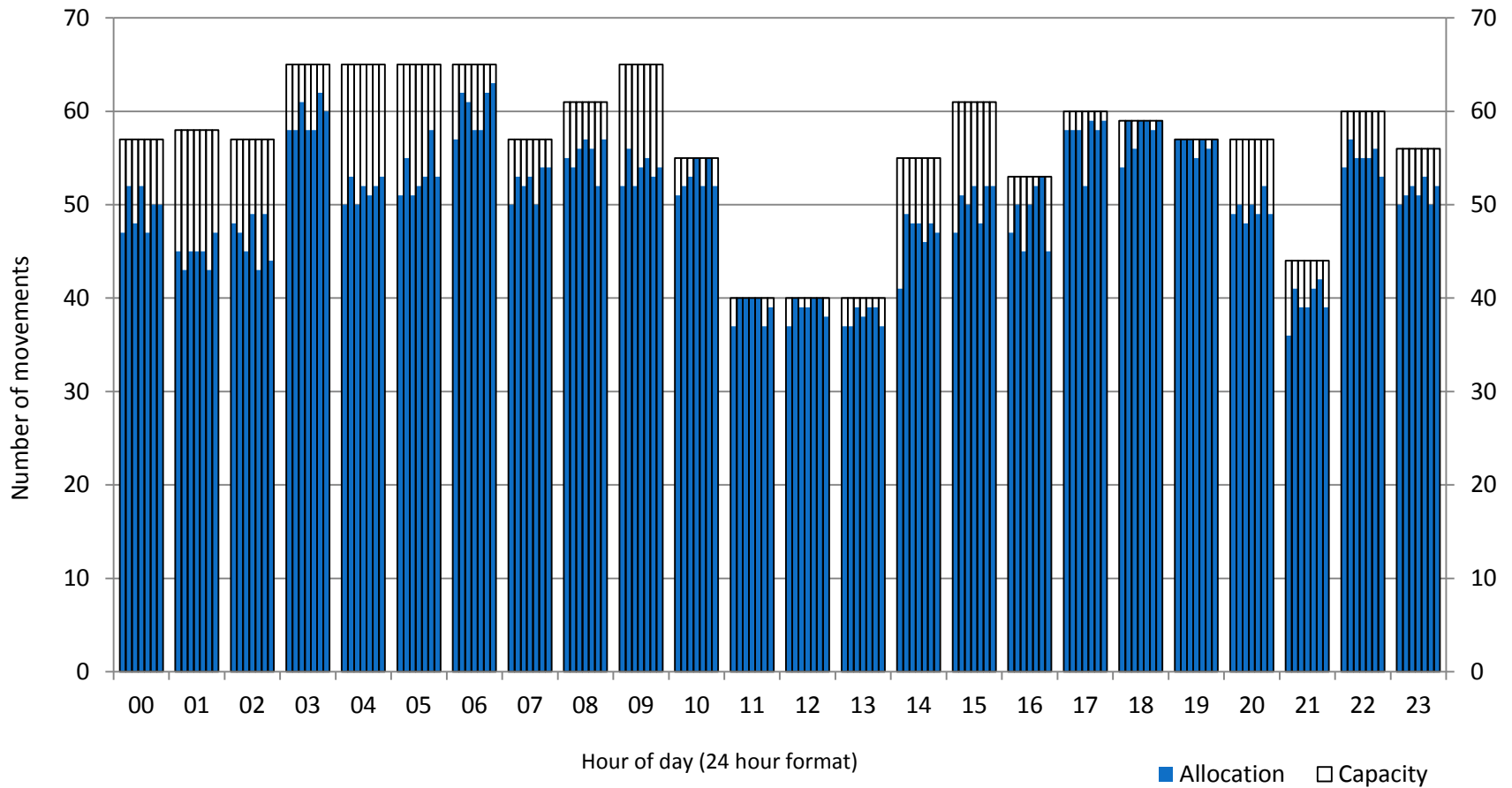


Peak Week Runway Movement Allocation Hourly (R60)– Departures - UTC



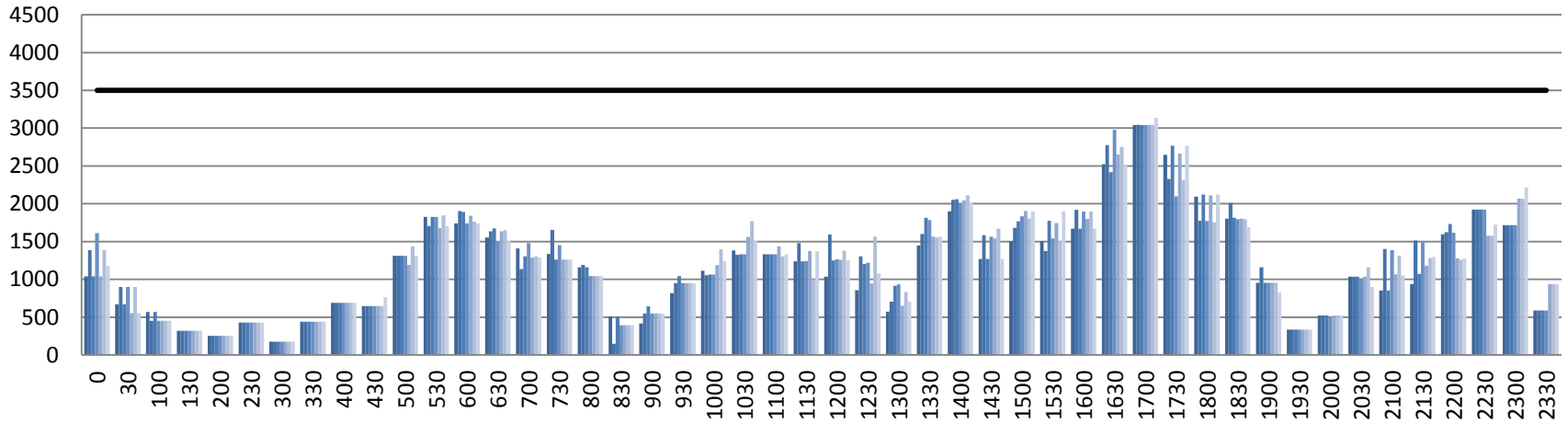


Peak Week Runway Movement Allocation Hourly (R60)– Totals - UTC

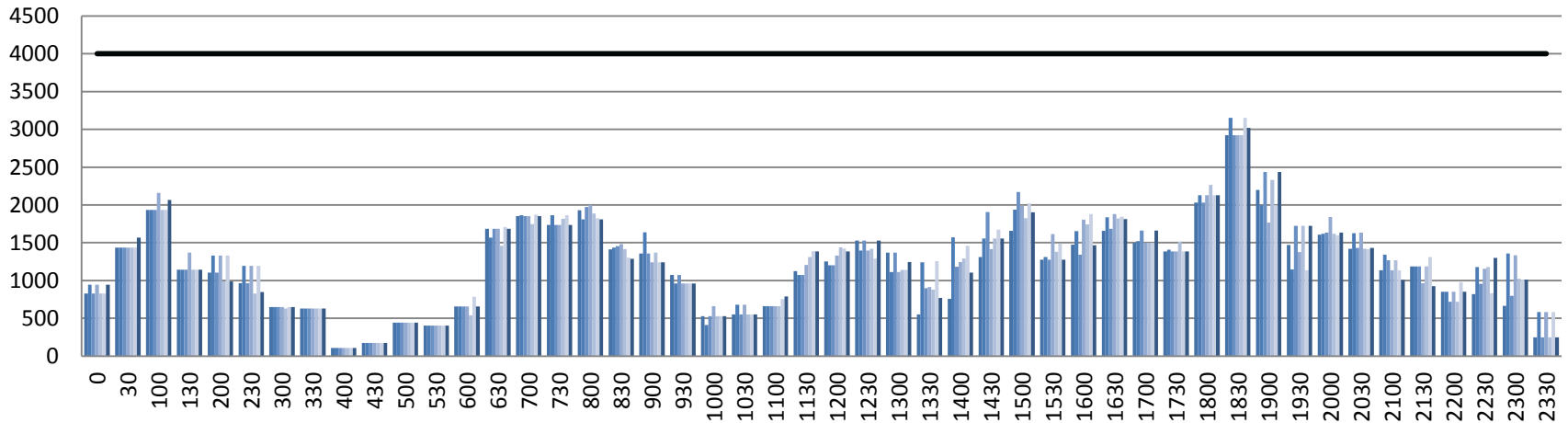




Terminal 1 Arrivals Allocation - Peak Week – Passengers by UTC hour

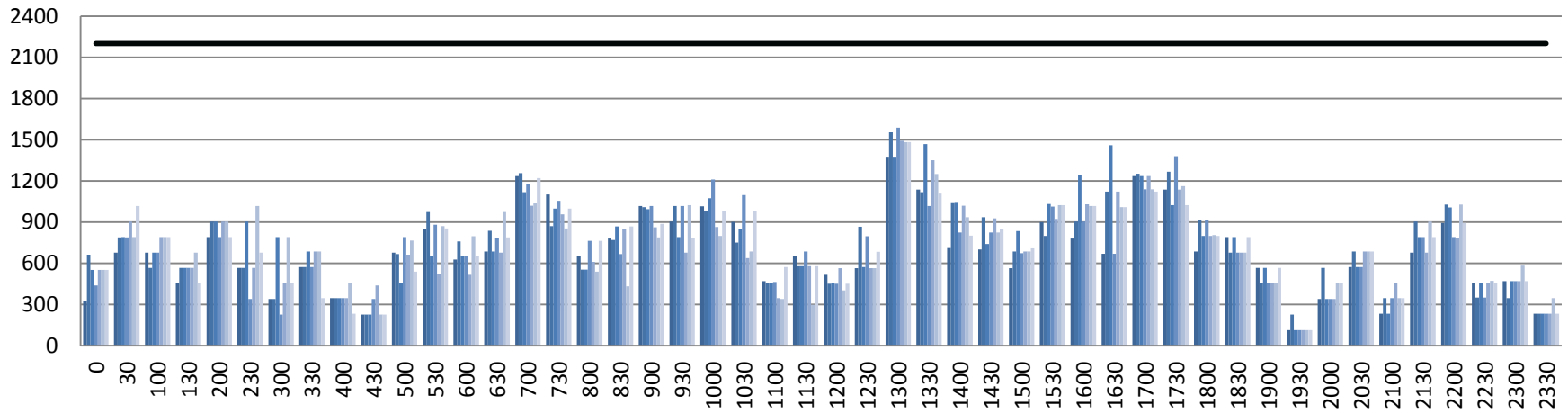


Terminal 1 Departures Allocation - Peak Week – Passengers by UTC hour

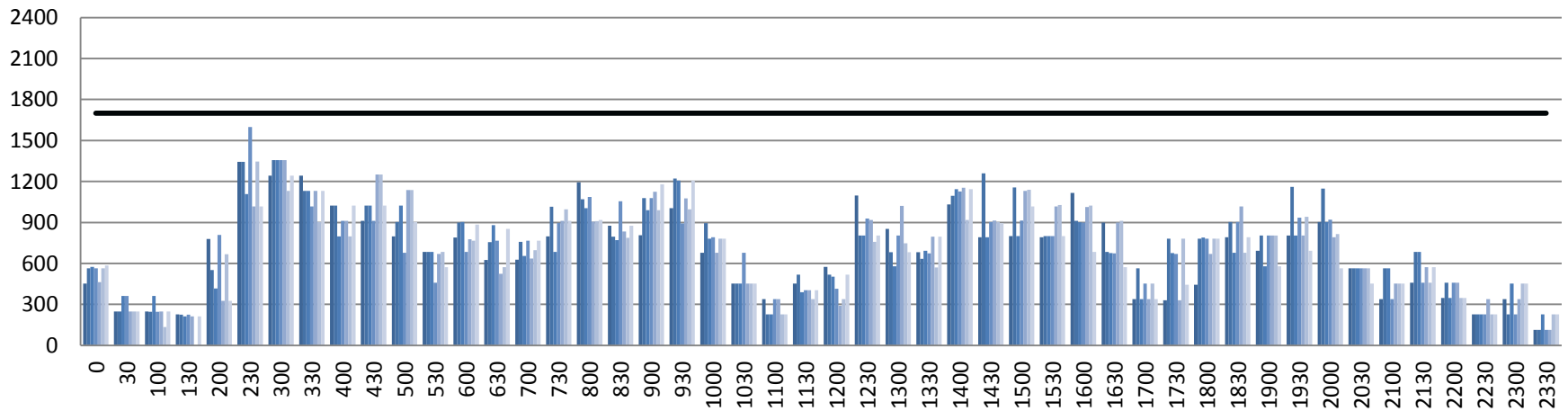




Terminal 2 Arrivals Allocation - Peak Week – Passengers by UTC hour

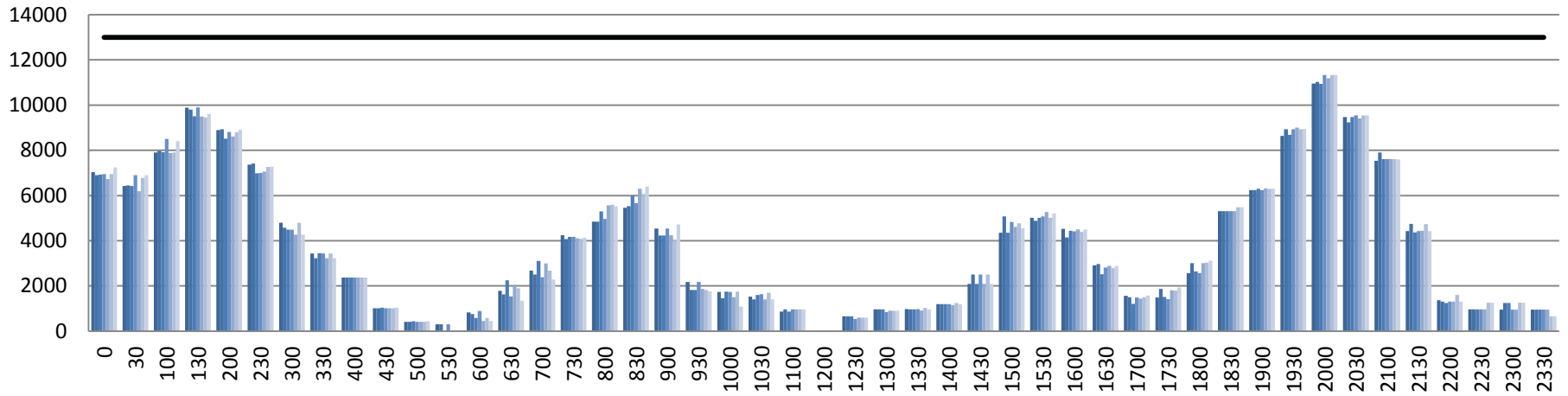


Terminal 2 Departures Allocation - Peak Week – Passengers by UTC hour

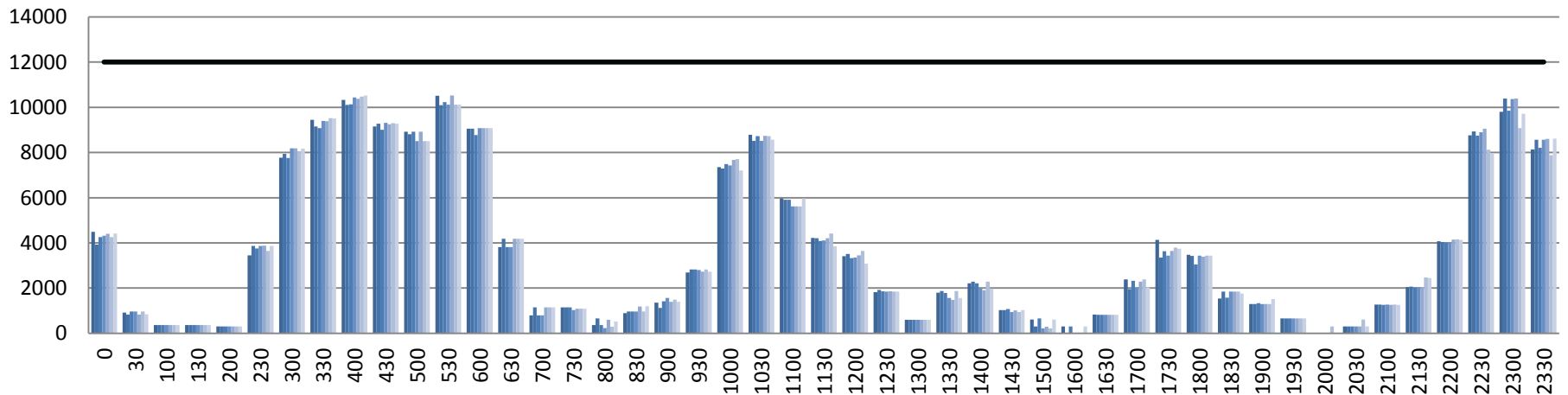




Terminal 3 Arrivals Allocation - Peak Week – Passengers by UTC hour



Terminal 3 Departures Allocation - Peak Week – Passengers by UTC hour





Schedule Facilitator's Report

Summer 2016 (27Mar16 – 29OCT16)

**Al Maktoum
International**
Dubai World Central



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DWC Summary

Passenger Air Transport Movements

Operator	EK	FZ	QR	CI	W6	IR	ET	GAA	TK	HY	Other	Total
Peak Week ATMs	144	70	68	18	16	6	6	6	4	4	22	364
Proportion	40%	19%	19%	5%	4%	2%	2%	2%	1%	1%	6%	100%

Seat Availability

Operator	FZ	QR	W6	ZF	RG	RJD	Total
Peak Week Seats	12180	10192	2880	238	150	150	25790
Proportion	47%	40%	11%	1%	1%	1%	100%

Routes by ATM

Route	DOH	HKG	KWI	FRA	CPH	KTM	AMM	PVG	TPE	AMS	Other	Total
Peak Week ATMs	82	41	28	17	15	14	14	11	11	10	121	364
Proportion	23%	11%	8%	5%	4%	4%	4%	3%	3%	3%	33%	100%

Routes by Seats

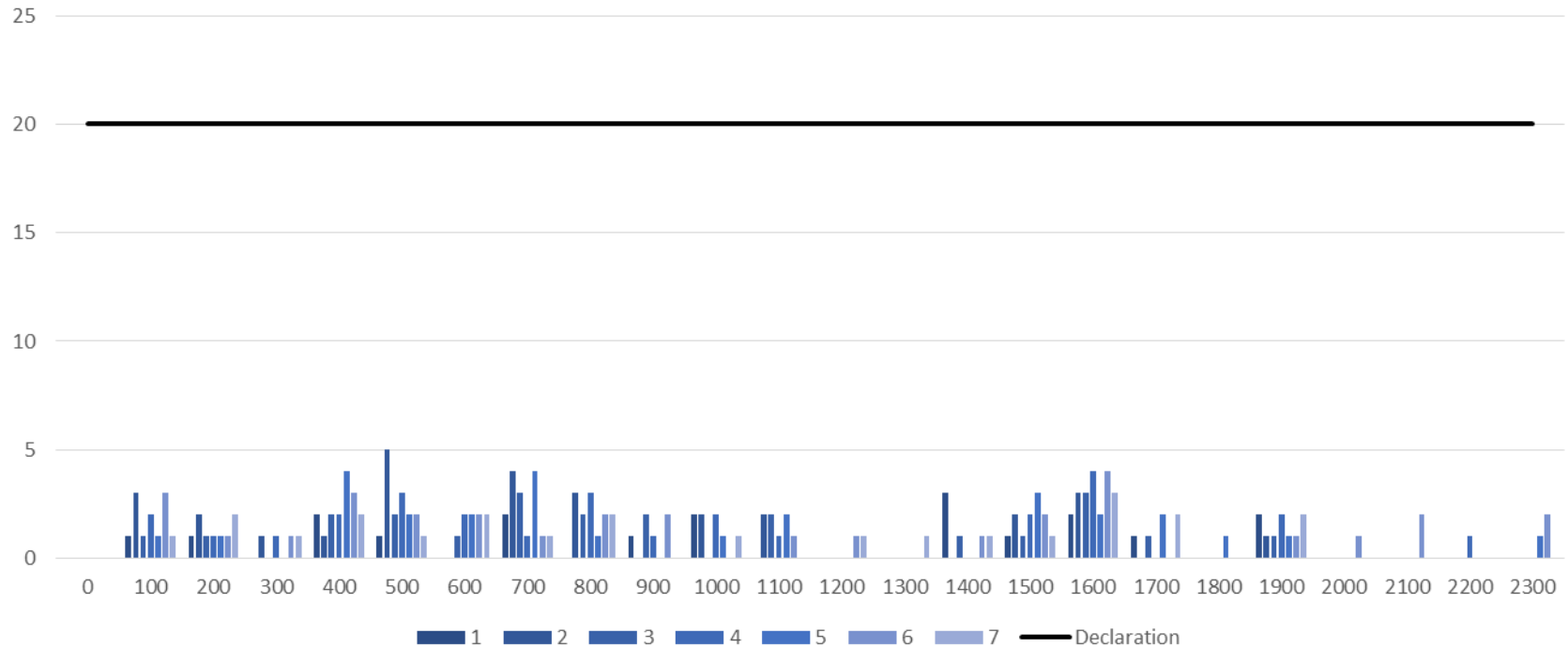
Route	DOH	KWI	KTM	AMM	BUD	OTP	SOF	CLJ	XSB	DME	Other	Total
Peak Week Seats	12628	4872	2436	2436	1080	720	720	360	300	238	0	25790
Proportion	49%	19%	9%	9%	4%	3%	3%	1%	1%	1%	0%	100%

Types of Operation

Service Type	Scheduled Pax	Freight	Pax Charter	Other	Total
Peak Week ATMs	148	212	1	3	364
Proportion	41%	58%	0%	1%	100%



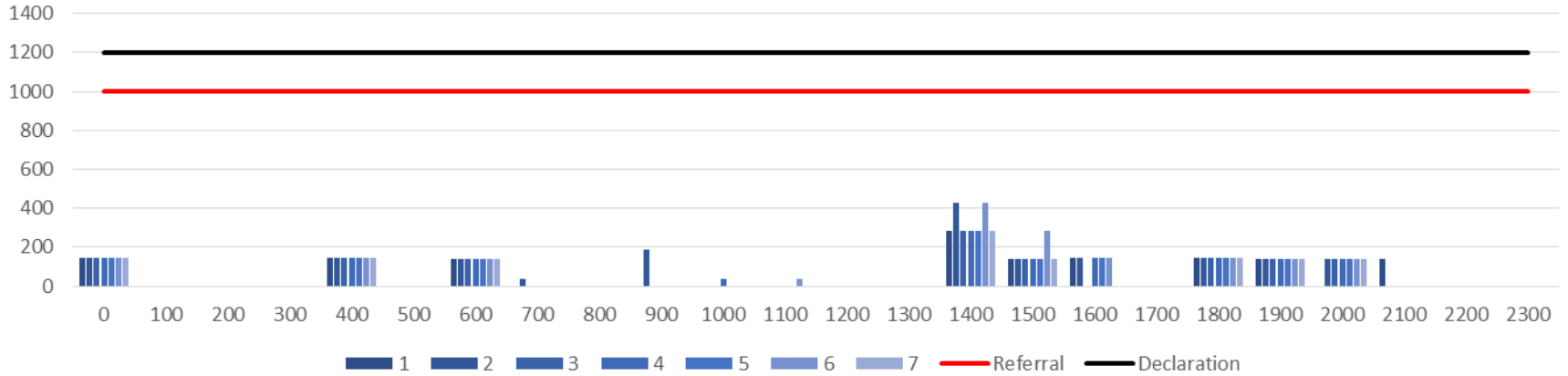
Runway Movement Allocation Hourly (R60) - Totals - UTC



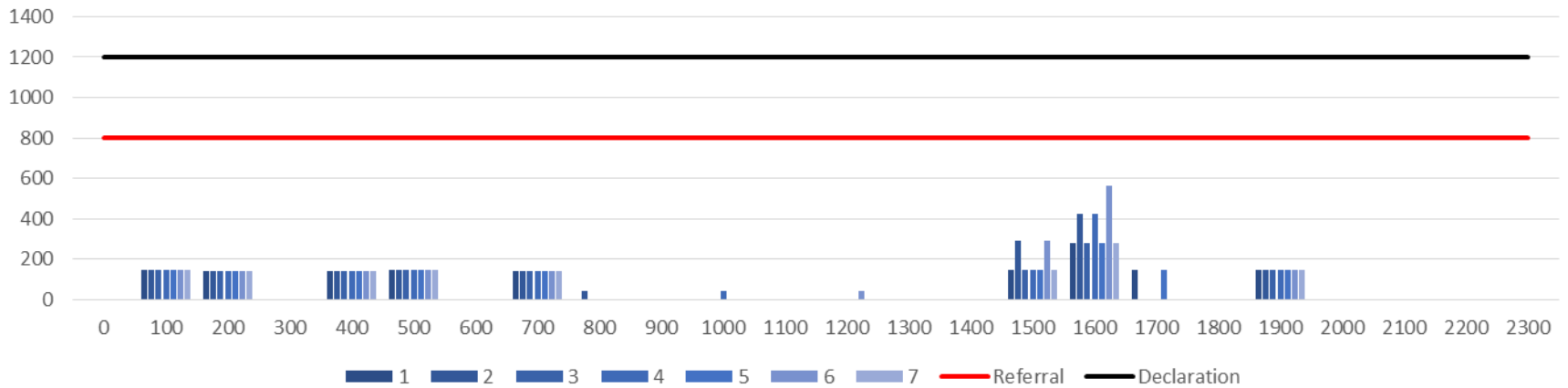
Runway Maintenance Closures – Day 1
 Arrivals: 1050– 1409 1950 – 2109 UTC.
 Departures: 1040– 1349, 1940 – 2049 UTC.



Terminal Arrivals Allocation - Peak Week Passengers per Hour - UTC



Terminal Departures Allocation - Peak Week Passengers per Hour - UTC



Terminal Capacity Declaration and Historical Performance

Robert Whitehouse, Director – Capacity Planning

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W16 Season – Terminal Capacity Key Changes

The W16 Terminal Capacity Declaration continues the schedule limits from S16. Ongoing planned capacity changes do not alter terminal limits for W16. In summary:




Facility changes

- T1 Departures and Arrivals – T1 traffic in Concourse D, remaining work to implement Smart Gates in Immigration (Planned 16 Smart Gates)
- T2 No change from S16 declaration
- T3 No changes to affect declared capacity

Schedule Limits





- Transaction times at key processes monitored for change
- Number of facilities checked with site audit

W16 Season – DXB Terminal Facilities Key Changes

	Terminal 1			Terminal 2			Terminal 3		
	S16	W16	SP20	S16	W16	SP20	S16	W16	SP20
Check-in	208	208	208	52	52	52	216	216	216
Emigration <small>Conventional Gates</small>	28 +10	28 +10	28 +10	16 +4	16 +4	16 +4	48 +16	48 +16	48 +16
Departure Security	10/11	 10	10	6	6	6	19	19	19
Transfer Security	4	4	4	6	6	6	64	64	64
Immigration <small>Conventional Gates</small>	48 +10	48 +10	 48 +16	40 +4	40 +4	 40 +10	38 +28	38 +28	38 +28
Reclaim	8			6			14		

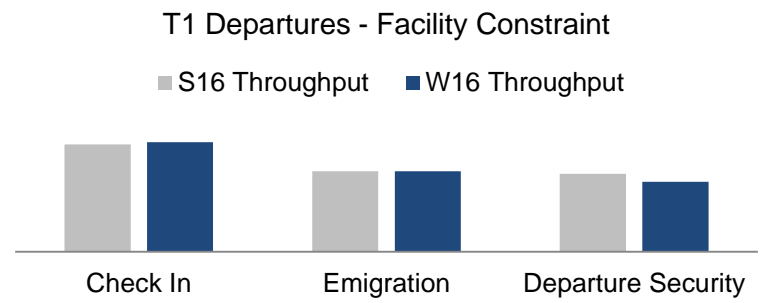
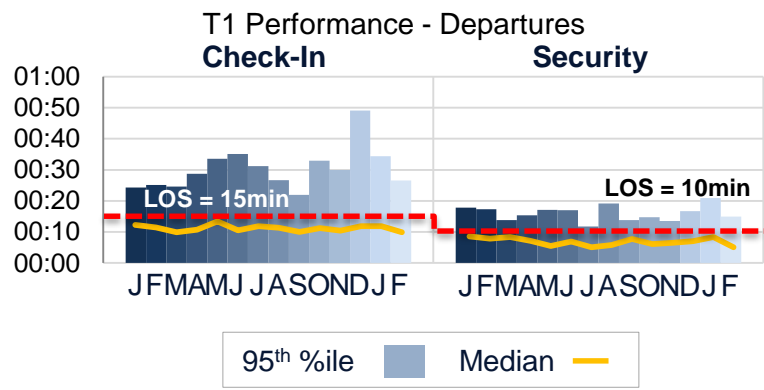
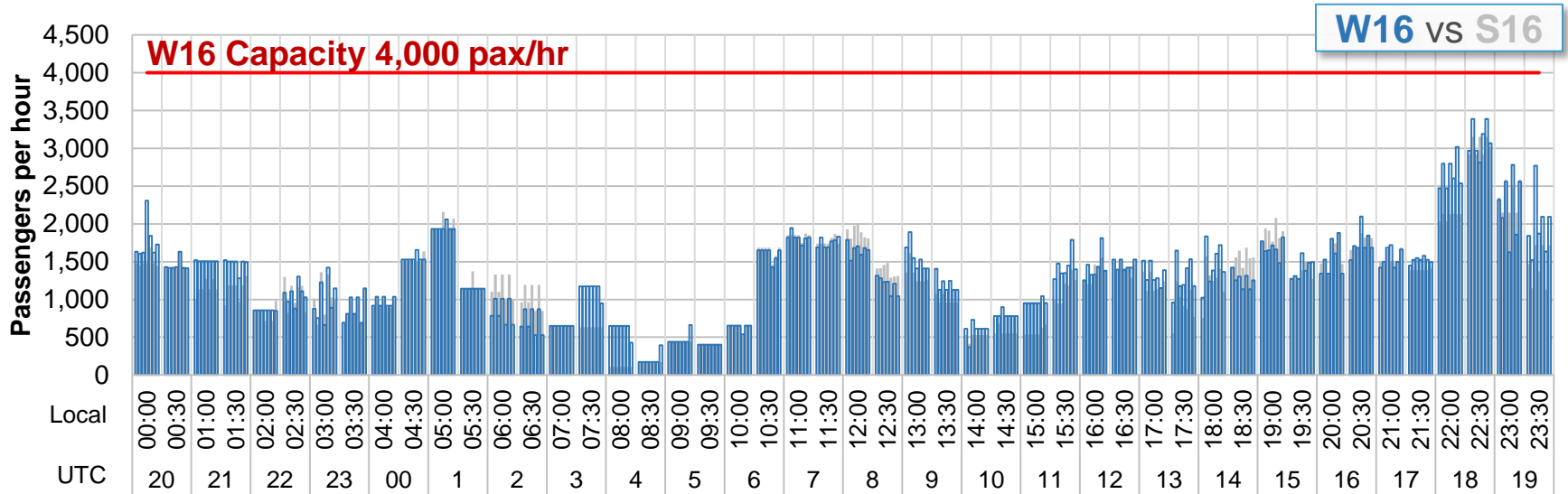
- Concourse C undergoing refurbishment during S16

W16 Season – DWC Terminal Facilities Key Changes

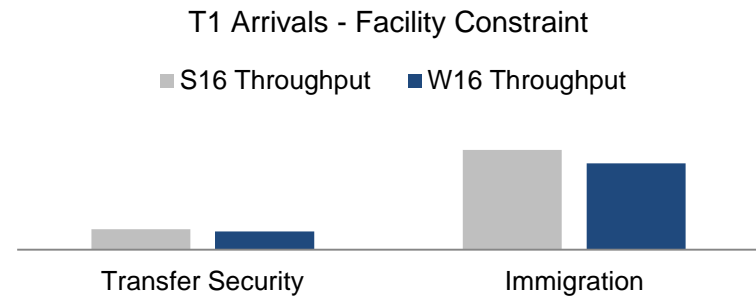
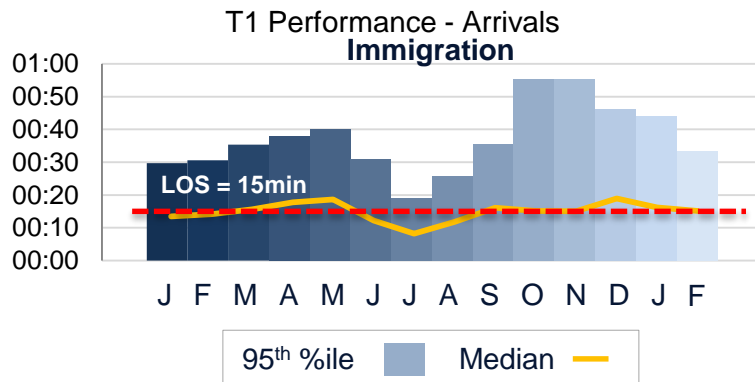
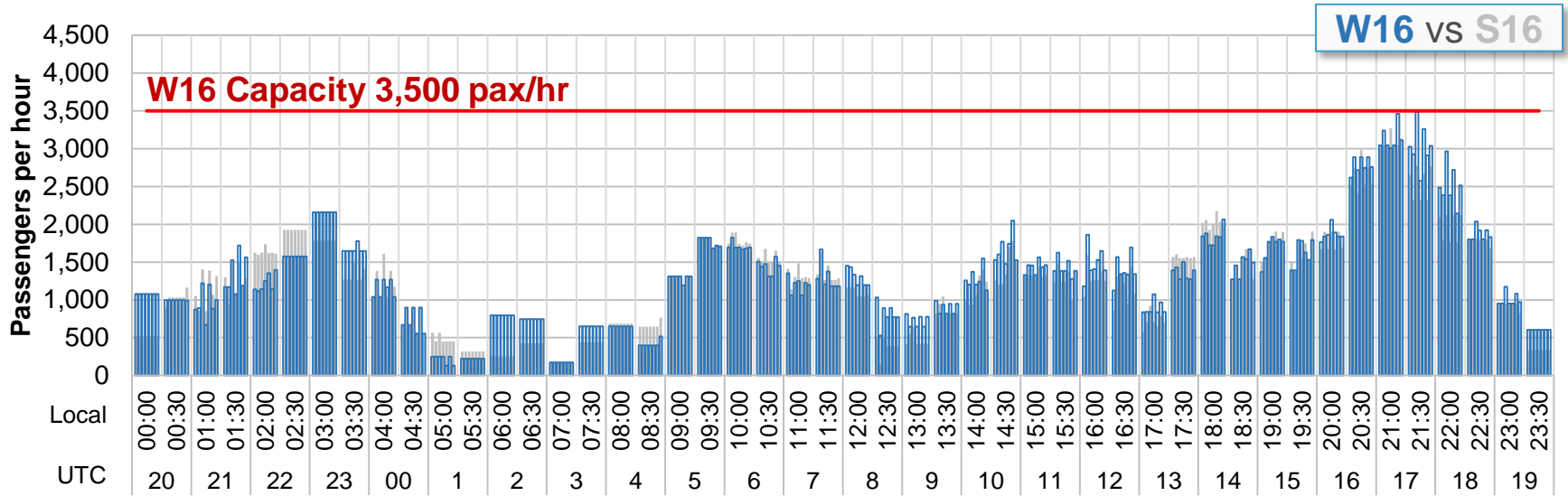
	PTB		
	S16	W16*	Upgrade W17
Check-in	30 – 42	30	 104
Emigration <small>Conventional Gates</small>	6 +1	6 +1	 20 +6
Departure Security	3 – 5	3 – 5	 10
Transfer Security	5	5	 12
Immigration <small>Conventional Gates</small>	14 +4	14 +4	 40 +15
Reclaim	4		 7

*Note: The construction phasing is likely to commence 2016 and complete for Q3 2017. Exact facility availability during works are still to be determined, W16 based on current best information available. Mitigation measures to safeguard capacity will be considered when practically possible during the works.

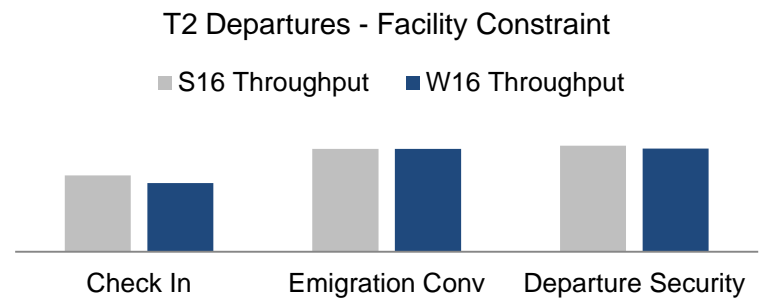
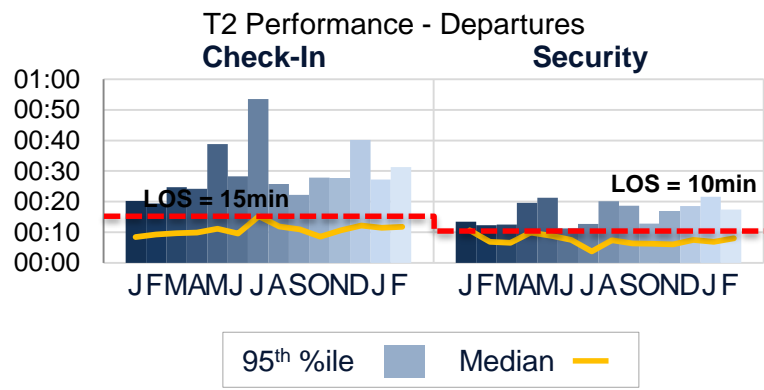
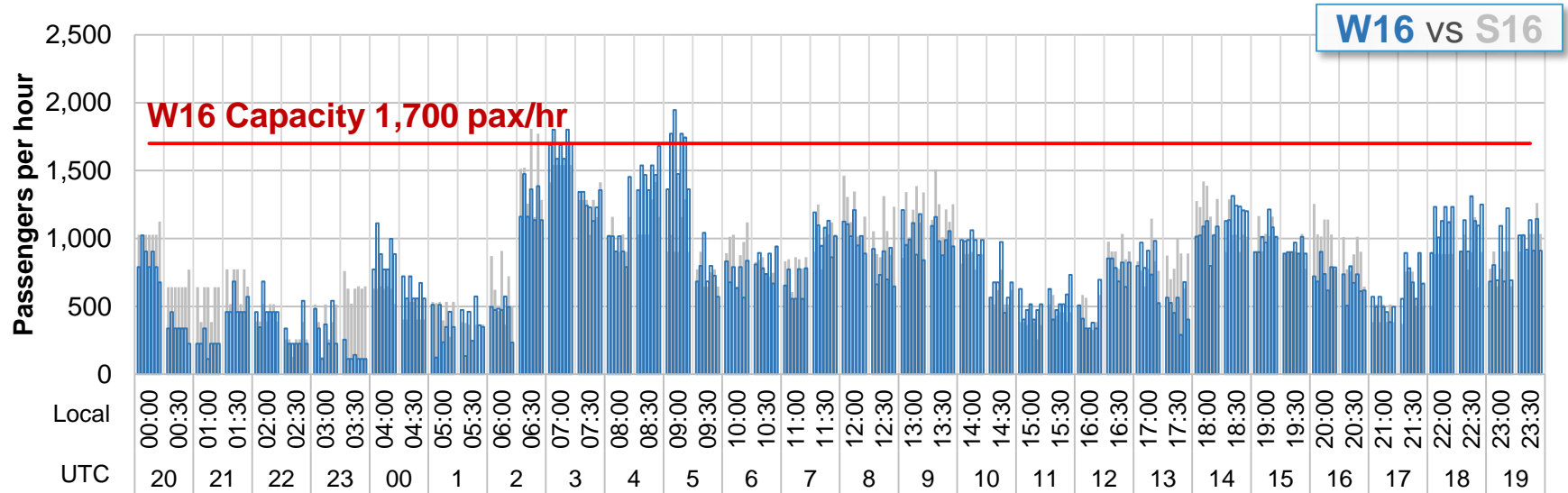
W16 DXB Terminal 1 Departures



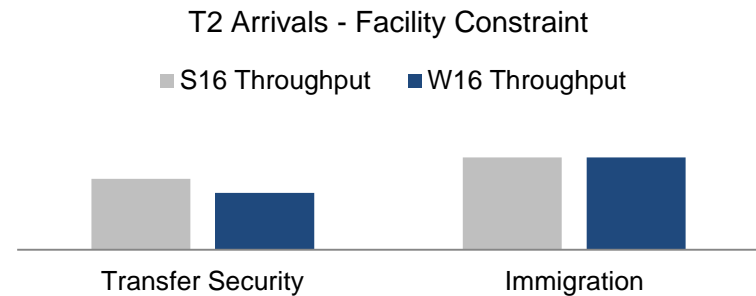
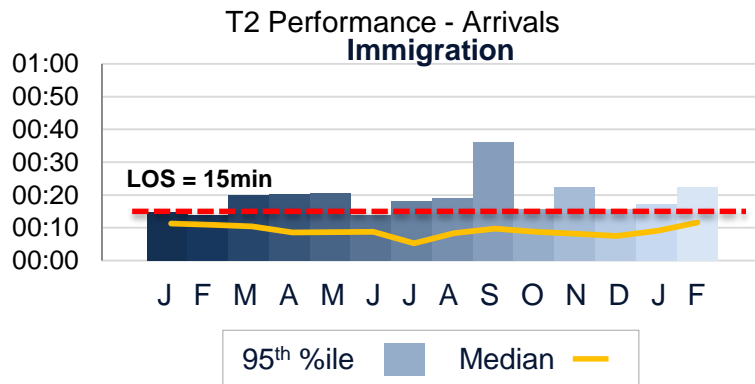
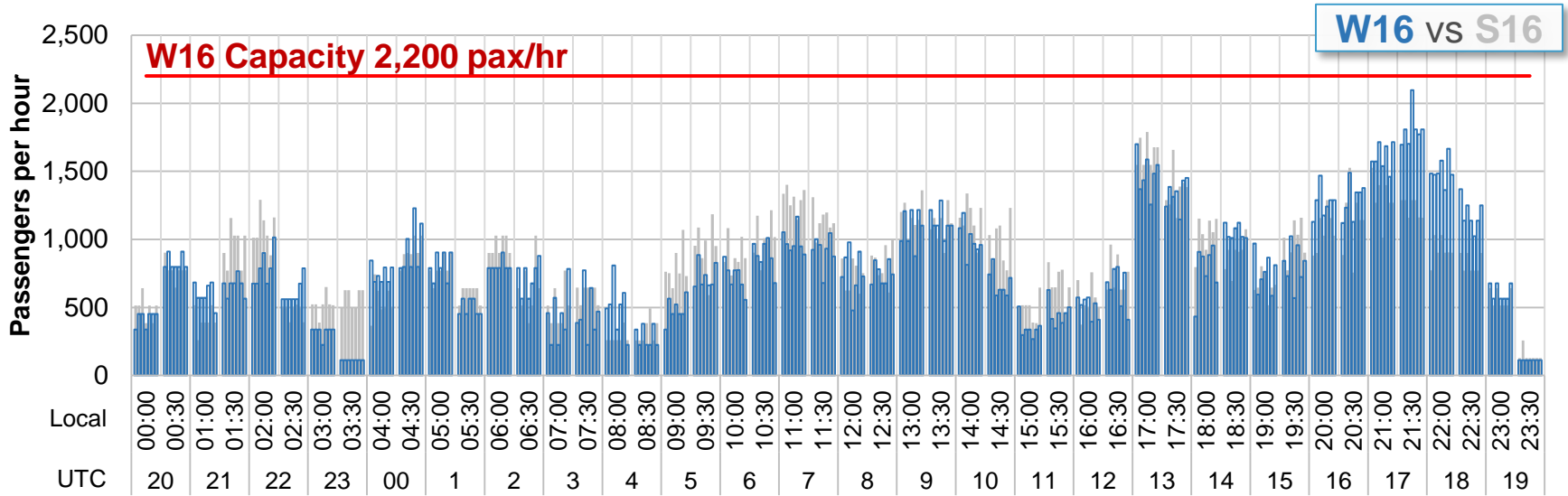
W16 DXB Terminal 1 Arrivals



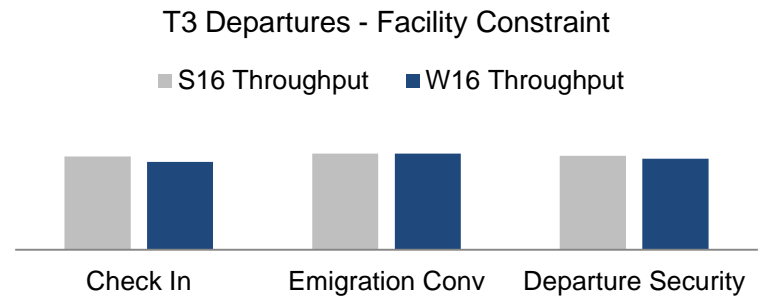
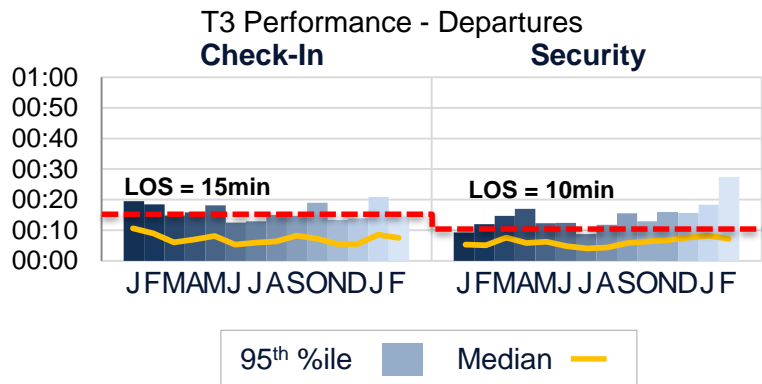
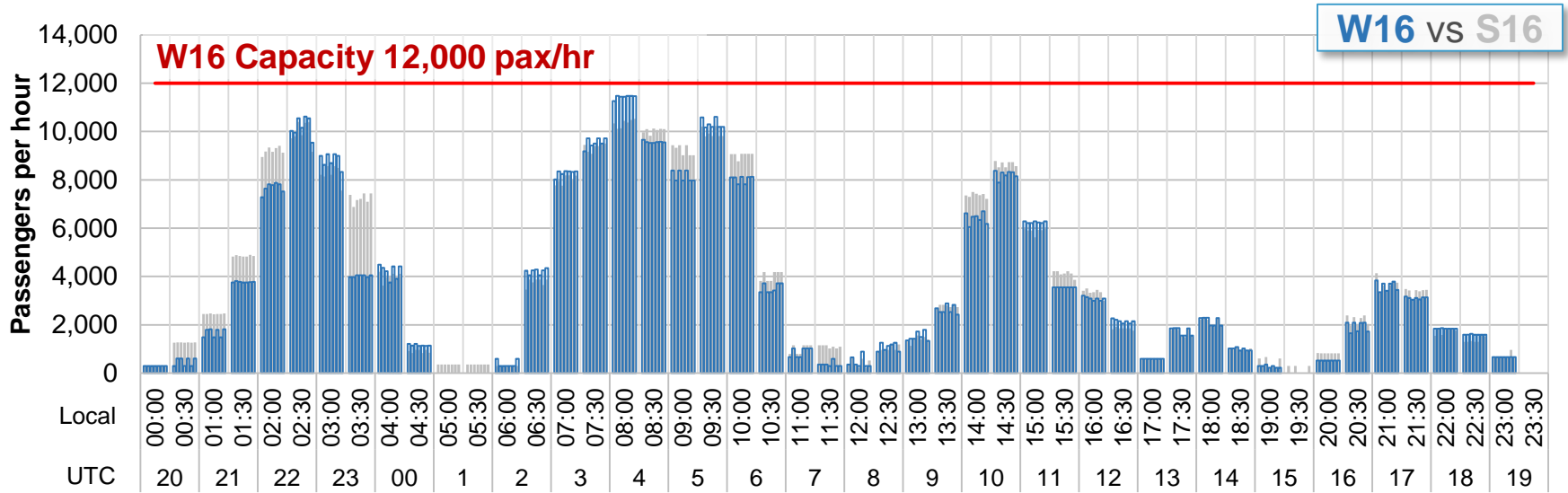
W16 DXB Terminal 2 Departures



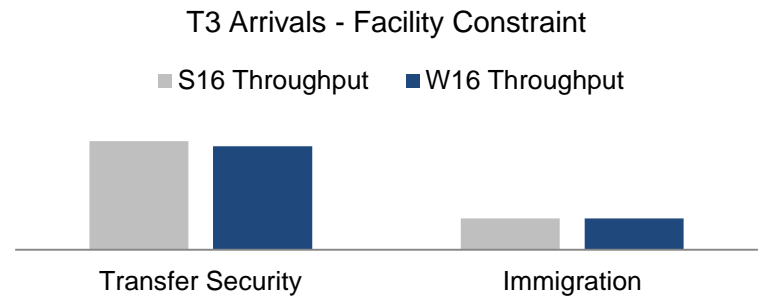
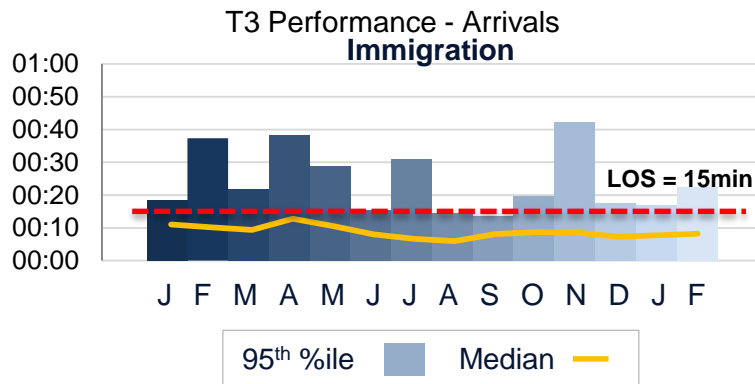
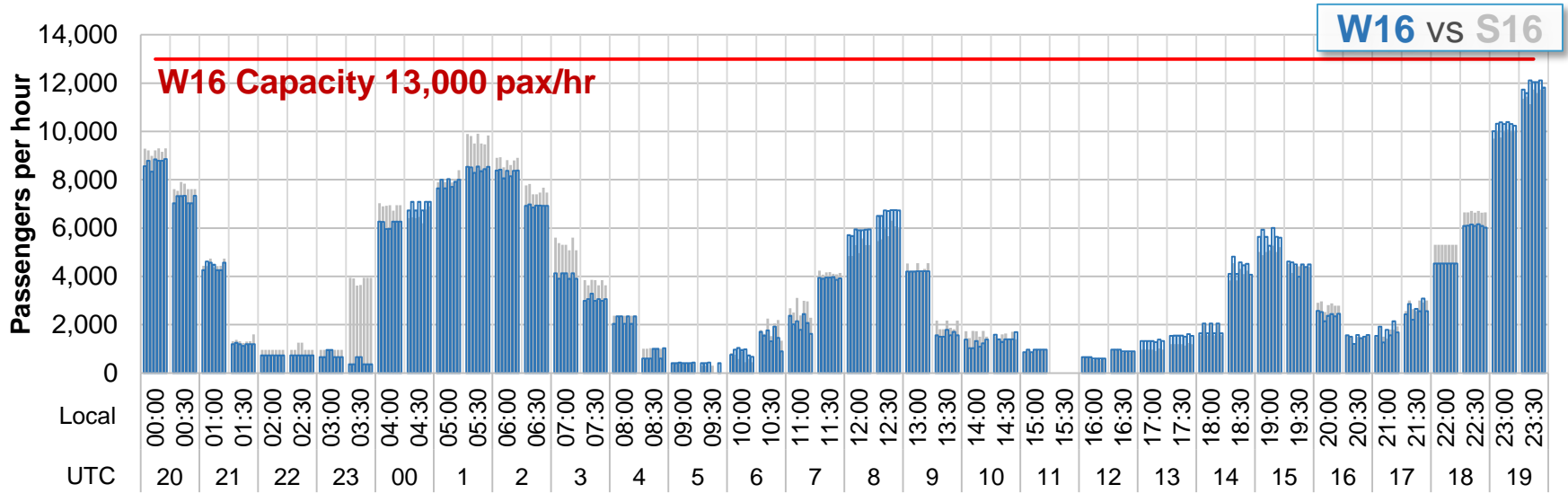
W16 DXB Terminal 2 Arrivals



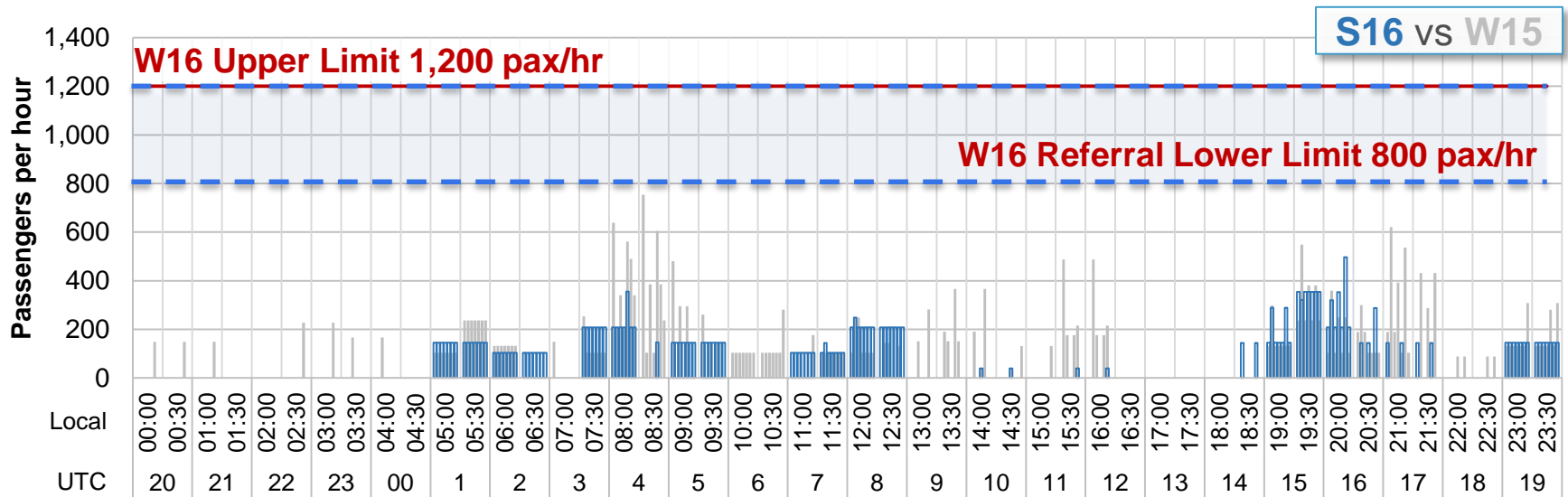
W16 DXB Terminal 3 Departures



W16 DXB Terminal 3 Arrivals

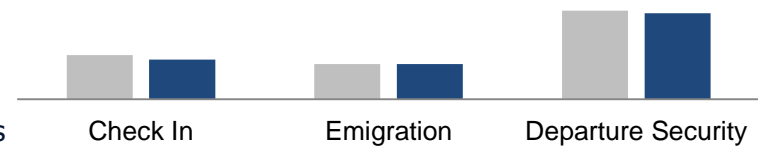


W16* DWC Departures



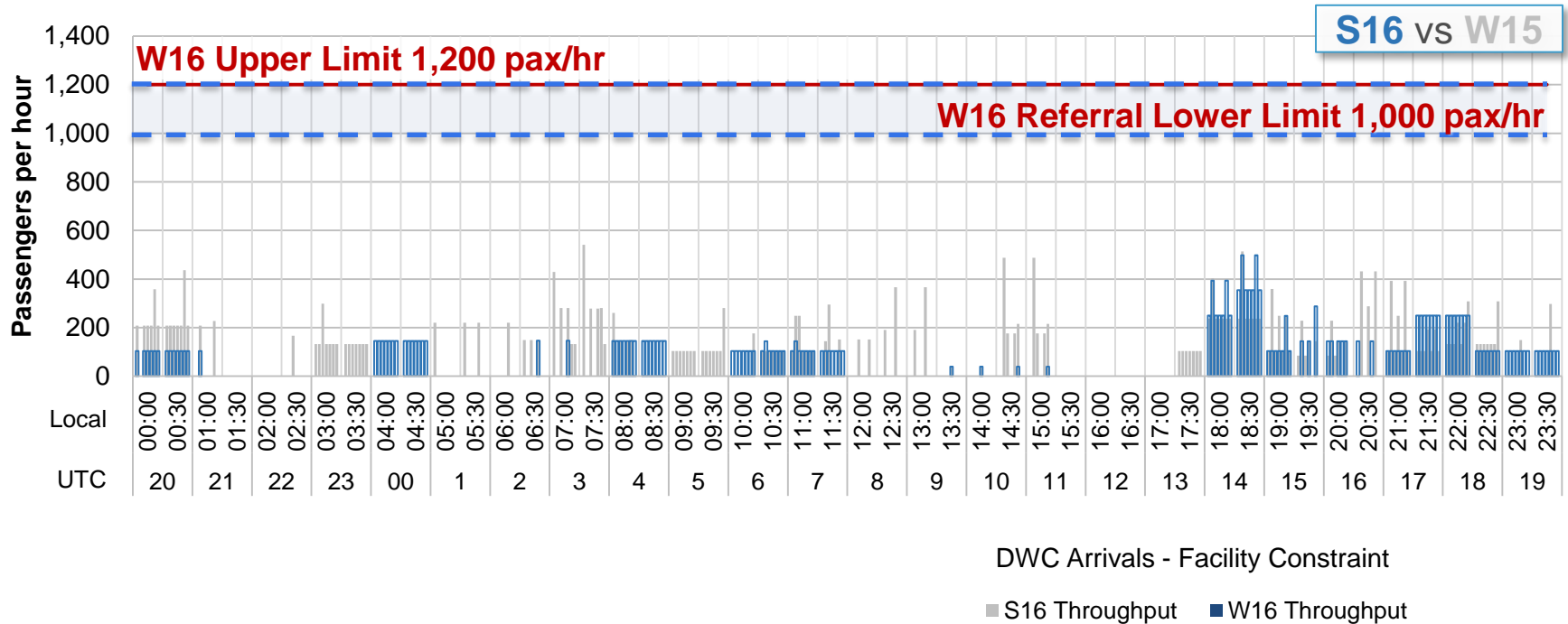
DWC Departures - Facility Constraint

■ S16 Throughput ■ W16 Throughput



DWC currently facilitated not Level 3 coordination, therefore advisory limits
*DWC W16 uncoordinated schedule is not available

W16* DWC Arrivals



DWC currently facilitated not Level 3 coordination, therefore advisory limits
 *DWC W16 uncoordinated schedule is not available



Potential for S17 increases

Scope for further capacity increases in future needs stakeholder engagement to realise further increases in declared capacity

- Reduce segmentation in check-in desk allocation
- Improve uptake of self-service
- Process improvements

Concourse D Development

Peter Moore, Director – Development (Design)

Lawrence Vincent-Edwards, Director - Development (Delivery)

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DXB Concourse D new home to OAL – went live Feb 16



DXB Concourse D new home to OAL – went live Feb 16



Terminal 1 Development

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Terminal 1 - Check In Hall

August 2016* areas J+K

DEPARTURE LEVEL - PHASE 1

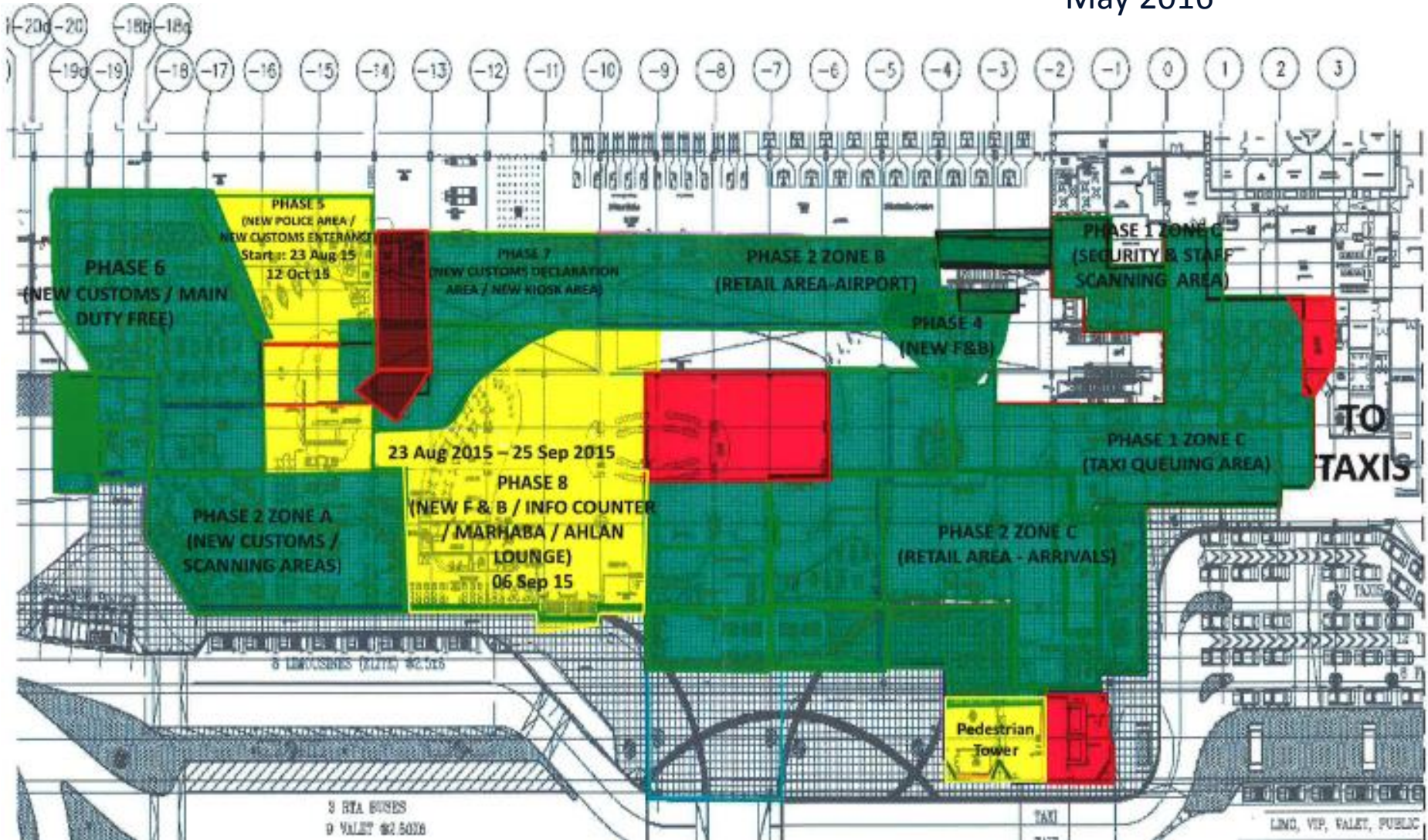


- Completed Work
- Work in-progress
- Upcoming access
- Outstanding Work
- BDM UP
- BDM COND.

REWORKS AT PHASE 1B:
 1. RAISED FLOOR.
 2. KICK PLATES.

Terminal 1 – Arrivals

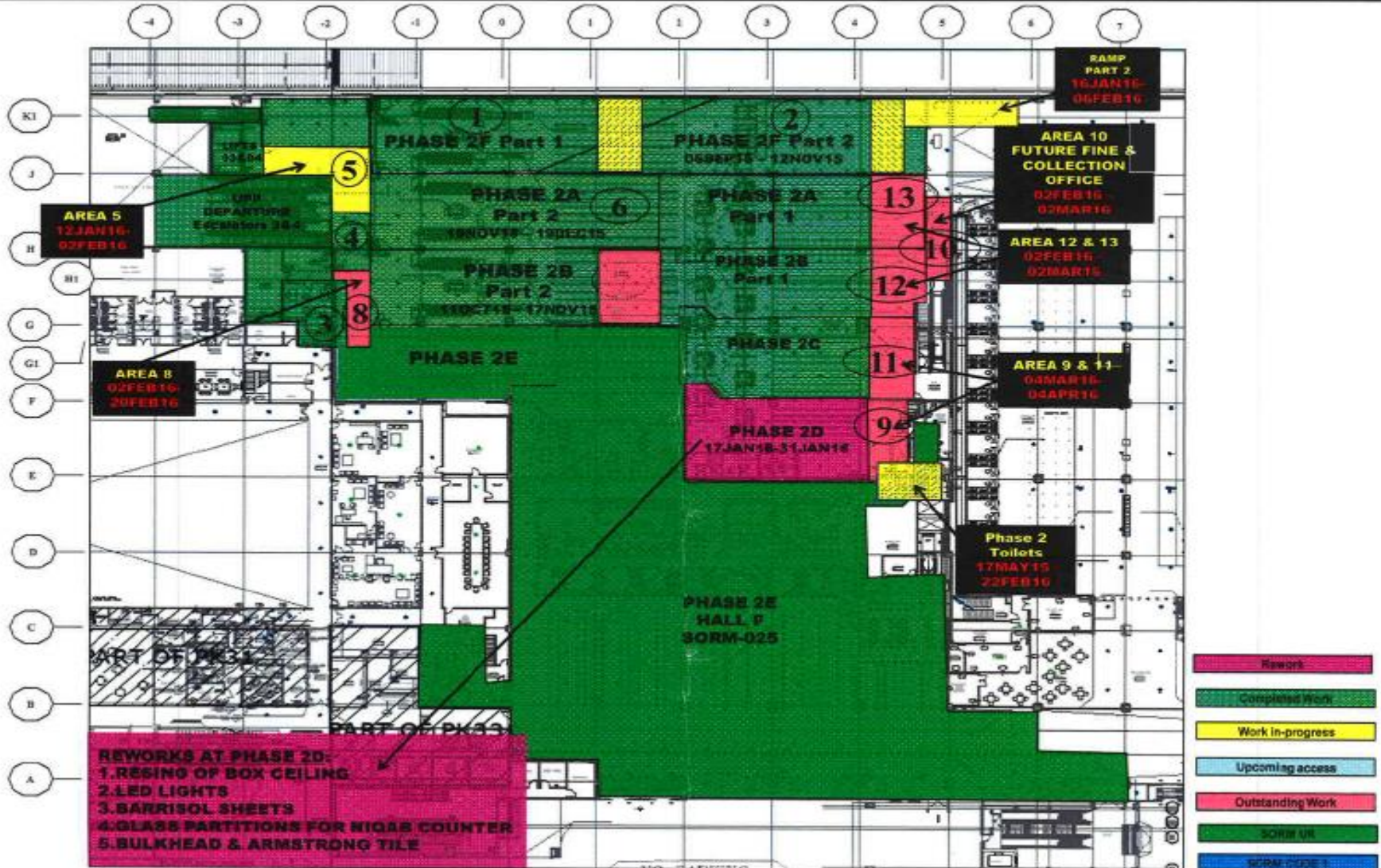
May 2016



Terminal 1 - Emigration and Security

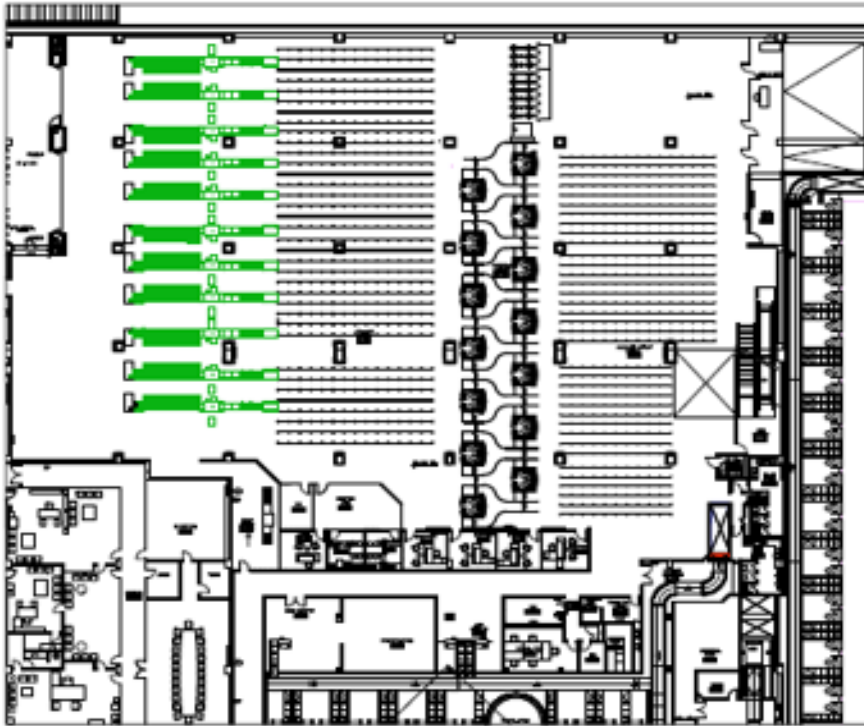
May 2016* target

DEPARTURE LEVEL - PHASE 2 & 3

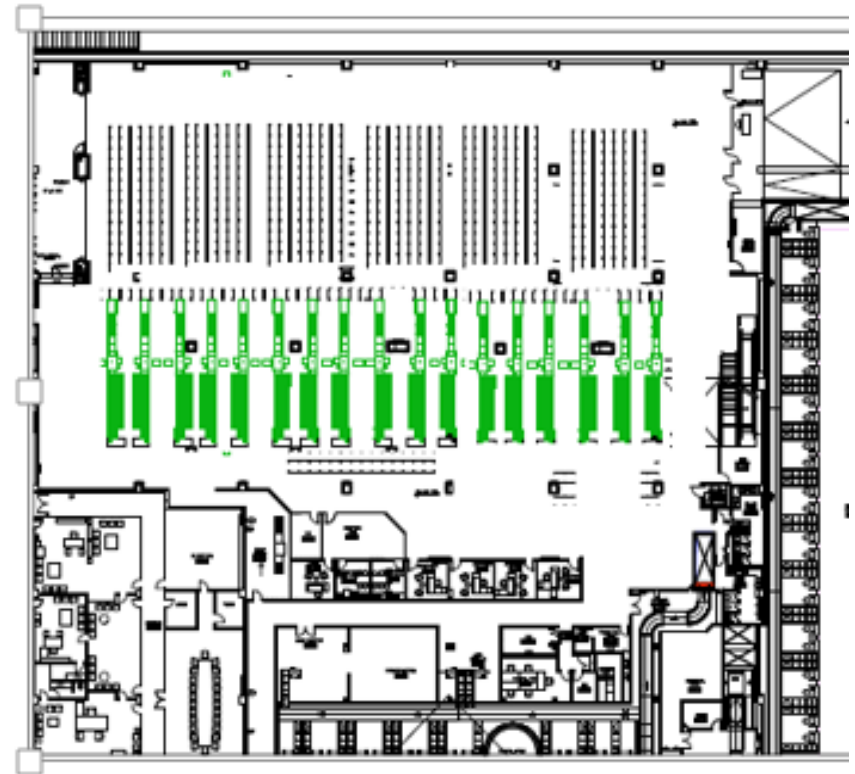


Terminal 1 – Security 10 or 17 lane solution.

8 lanes installed. Additional 2 lanes to be delivered. Completion date tbc [target Q2 2016].
Increased screening capacity from 8 to 10 lanes [320 x 10 = 3200 pax per hour]



Maintaining emigration = **10**
320 x 10 = 3200 pax/hr.

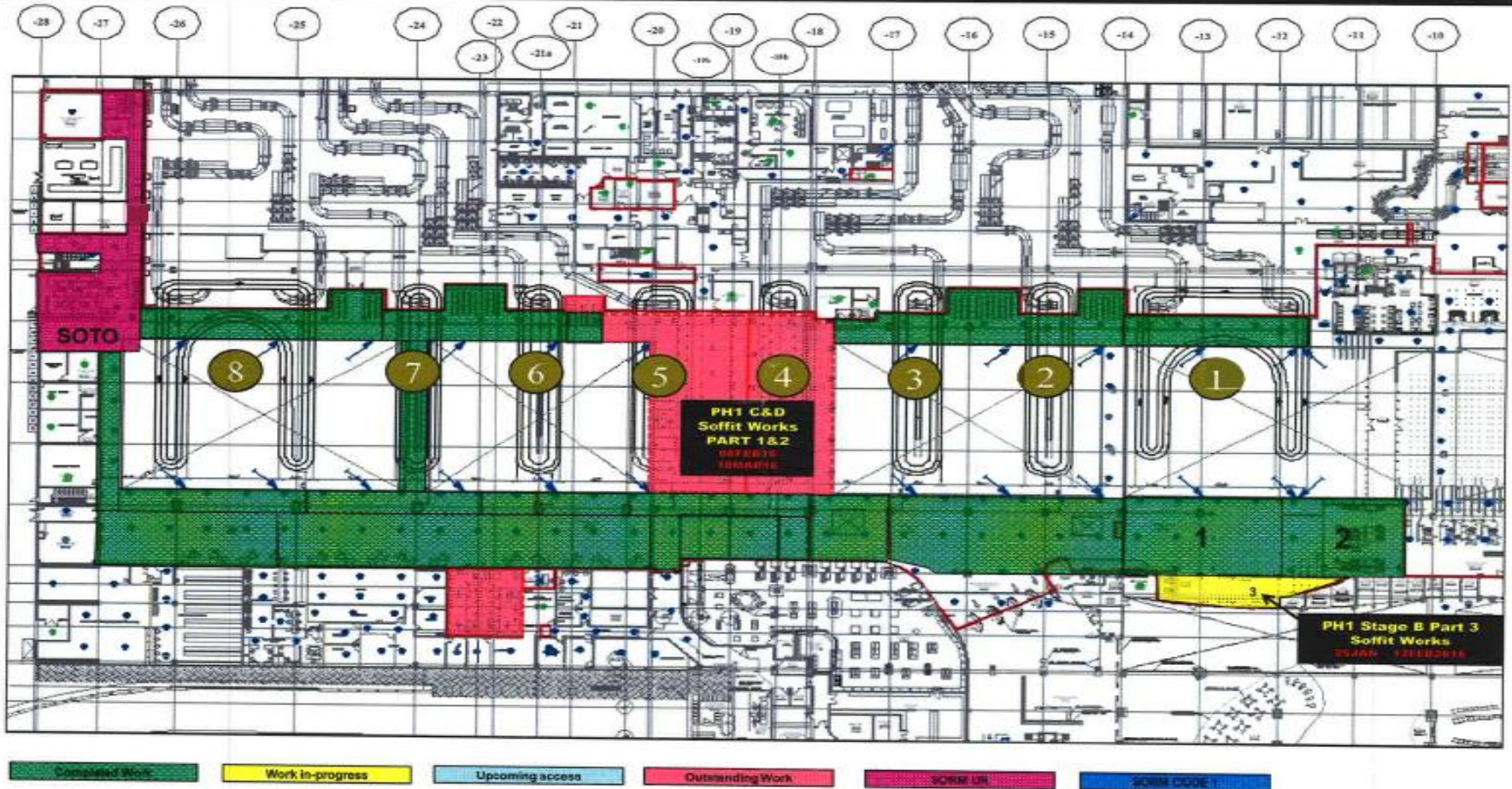


Without emigration = **17**
320 x 17 = 5440 pax/hr.
API at check in desk

Arrivals – baggage reclaim hall

August 2016* target

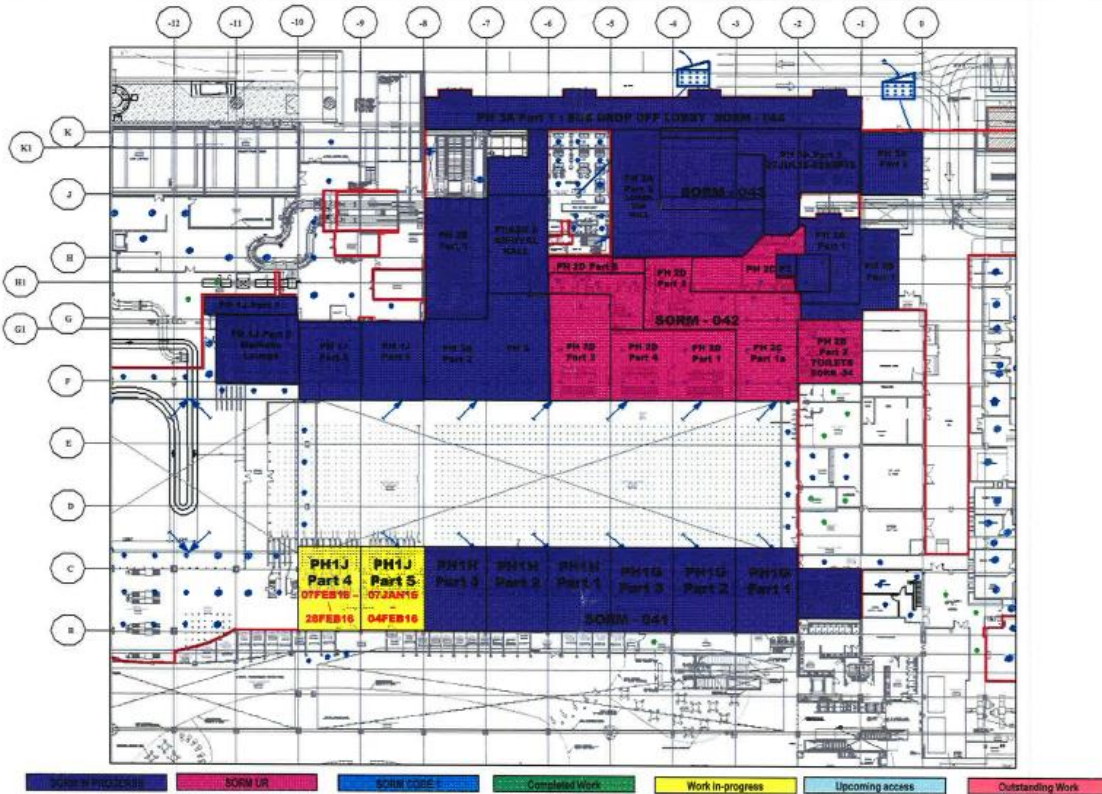
ARRIVAL LEVEL – WEST



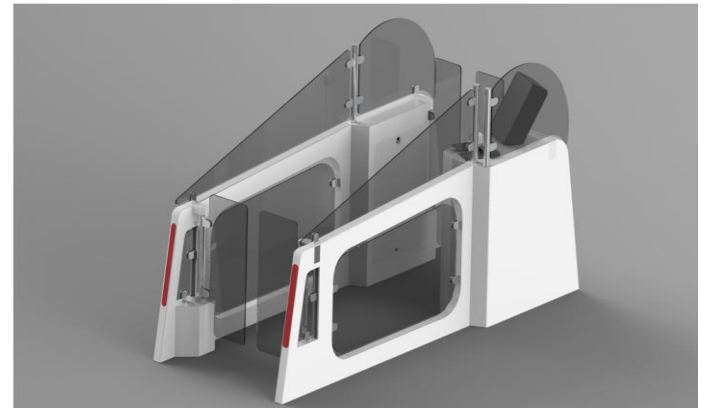
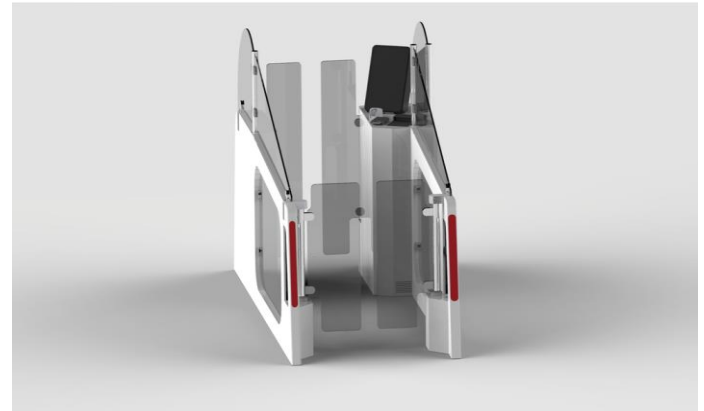
Signage and FIDS on carousels.
Upgrade of carousels 4+5 to complete
Immigration Hall complete.

Arrivals – Immigration hall and smart gate trial.

ARRIVAL LEVEL - EAST



Arrivals Immigration Hall complete.



Trial to commence April 2016.

After validation roll out of new product in T1, T2 and PTB in 2016 to replace egate and increase arrivals immigration throughput

T1 Programme of Delivery

Area of Work	Starting Date	Completion Date	Total Duration
External works (forecourt)	March 2013	October 2013 completed	7 Months
Landside Arrivals (Meeters and Greeters)	January 2014	May 2016 * target	28 Months
Arrivals (Baggage Reclaim)	January 2014	May 2016 * target	28 Months
Departures (Immigration & Screening)	January 2014	May 2016 * target	28 Months
Departures (Check-in Counters)	January 2014	August 2016 * target	32 Months

Terminal 2 Development

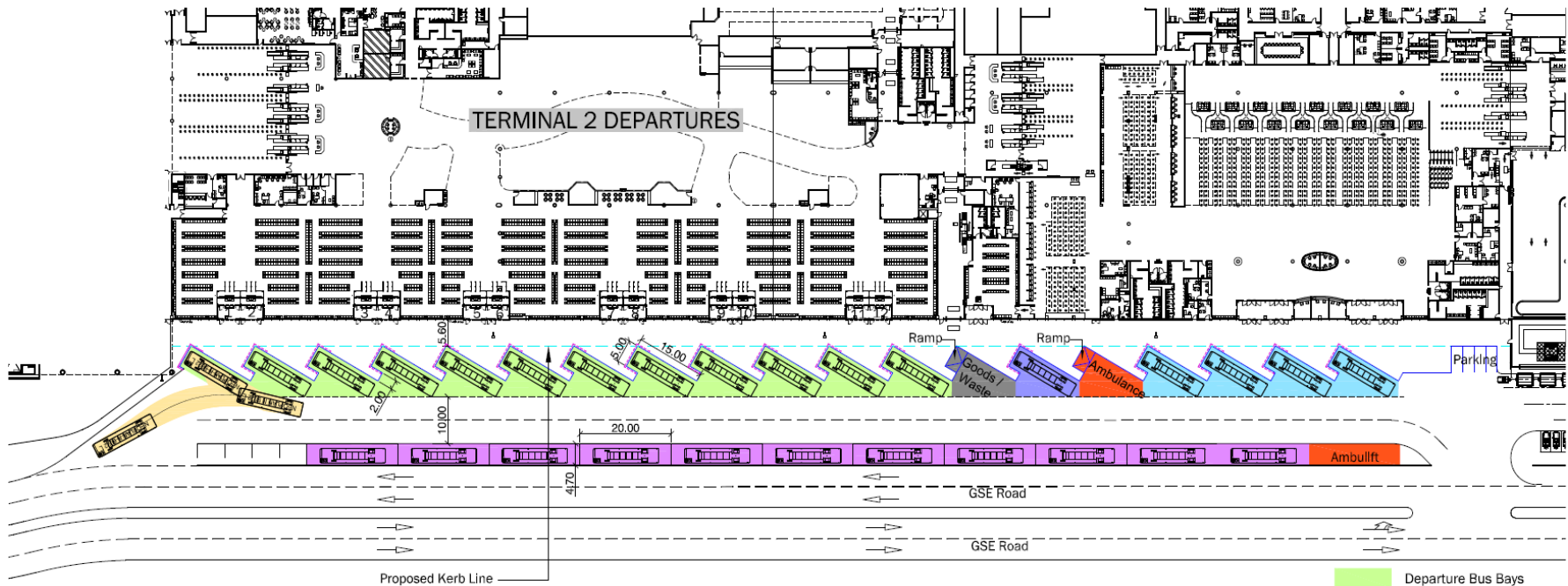
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T2 Departures Gate Coaching Capacity

- Revised Coaching configuration to address current capacity shortfall
- Delivery programme to be confirmed, expected Q4 2016



Proposed
Arrangement
12 Bays

Current Operation
Constrained to
7 Bays

Concourse B & C

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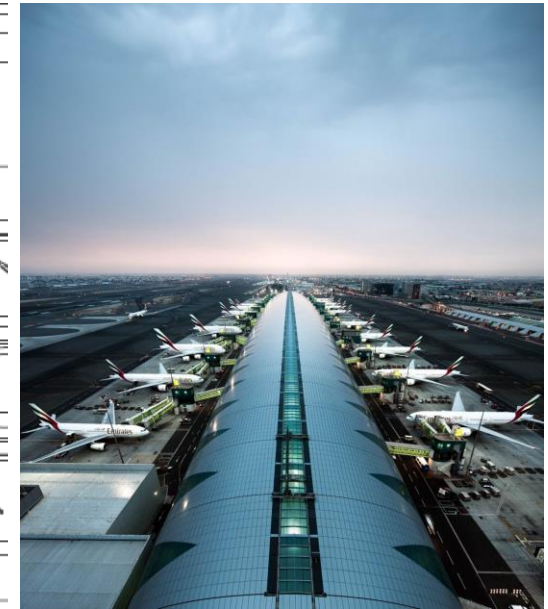
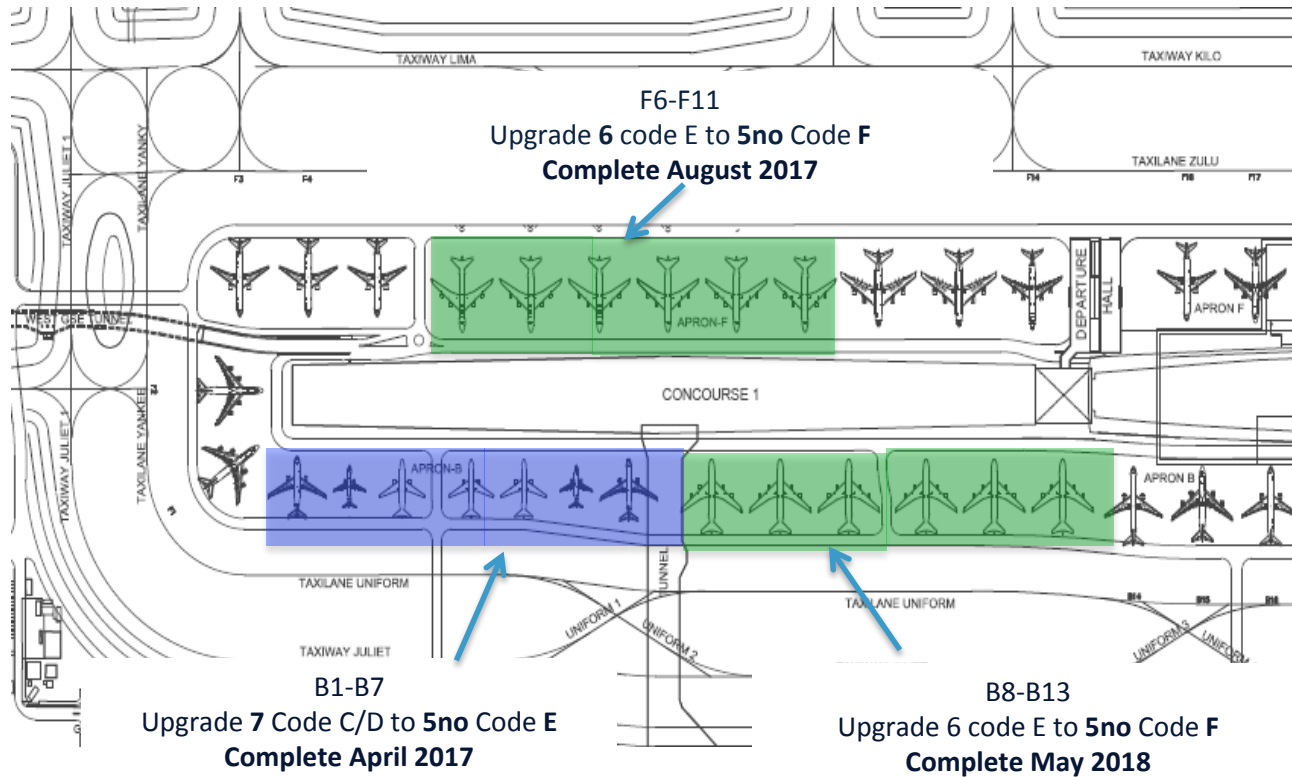


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Concourse C Programme

Decant of OAL to Concourse D (Feb '16) with EK occupying decant space in Concourse C and existing stand upgrade to Code E+F to match EK fleet mix

Construction (stands and concourse): Start July 2016 – May 2018



Concourse B & C Upgrade

Conc C Upgrade & Conc B Spine Clearance - Programme of Delivery

Area of Work	Starting Date	Completion Date	Total Duration
Design	July 2014	October 2015	15 Months
Tender	November 2015	May 2016	7 Months
External Stand Upgrade Works Around Conc C	July 2016	May 2018	23 Months
Internal Upgrade and Refurbishment Works in Conc C	July 2016	March 2018	21 Months
Conc B Spine Clearance	July 2016	April 2017	10 Months

Points to Note

- The scope of works associated with the Conc B Spine Clearance/Conc C Upgrade/Stands Upgrade and modification to BHS Halls C and D has been placed into a single package that is currently out to tender.
- Post OAL migration into Concourse D in February 2016, EK has since transitioned onto the stands in Conc C
- An upgrade of the wayfinding signage is currently in progress in Conc C: Arrivals target completion = End April 2016/Departures target completion = 2nd Week May 2016

DWC Phase 1 at AMI

DA



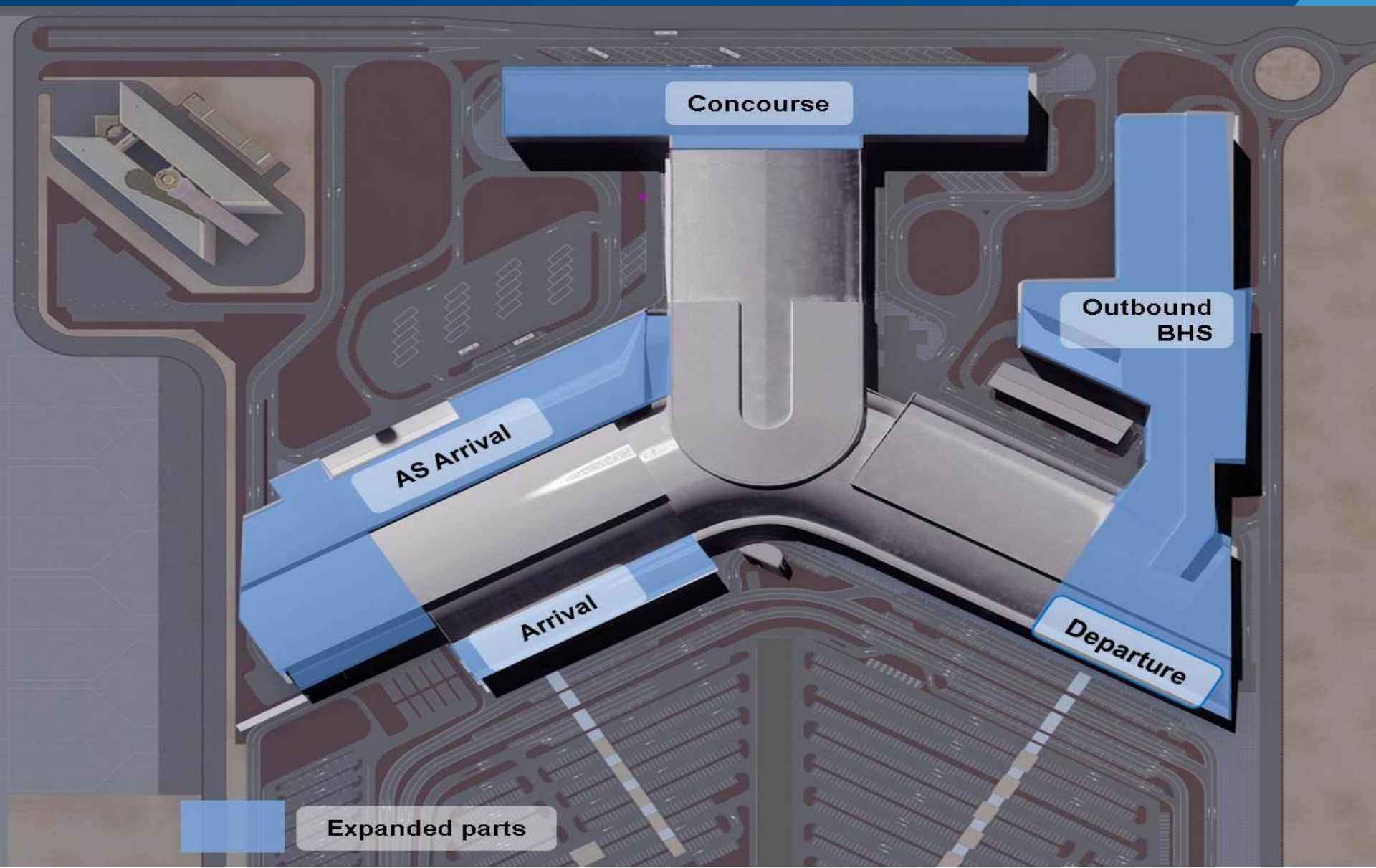
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Capacity increases from 5 MPPA to 26.5 MPPA

BUA increases from 68,015 sqm to 141,233 sqm

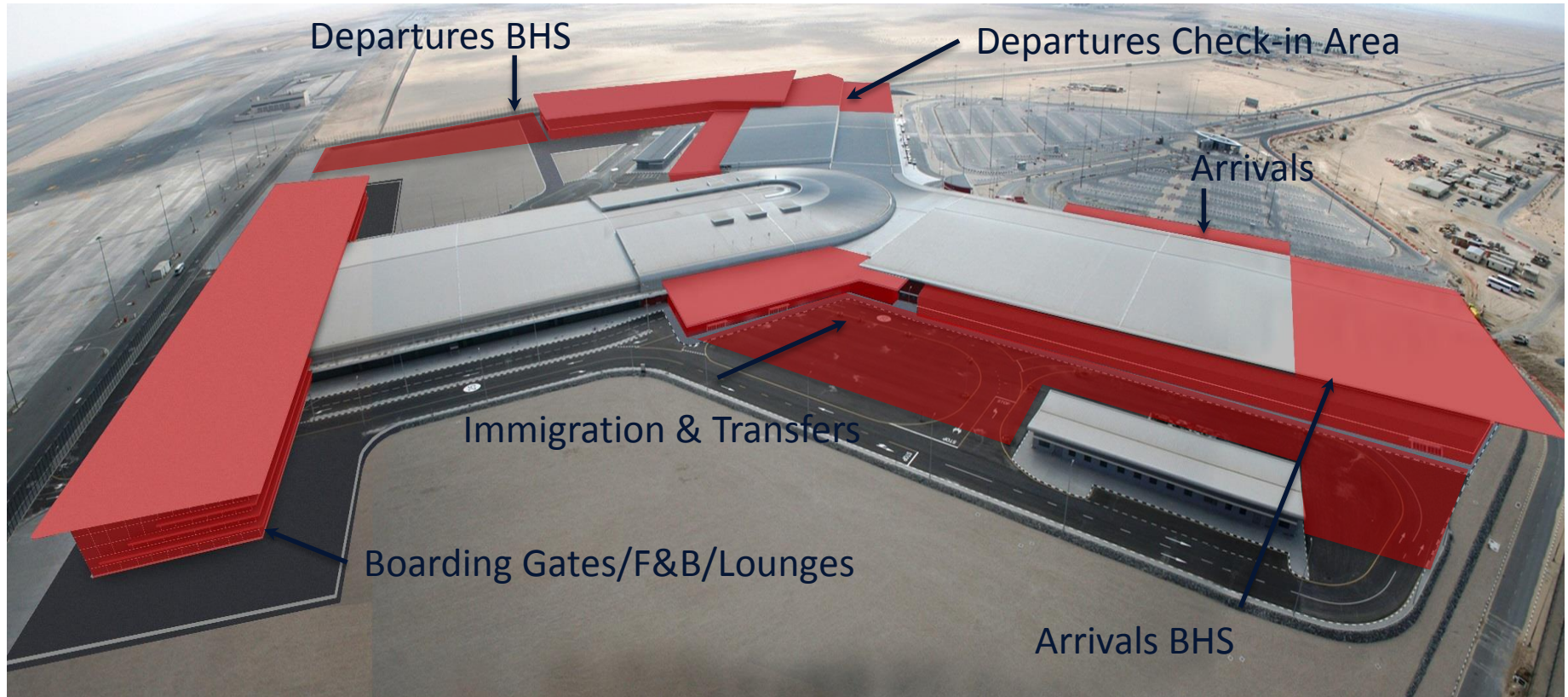
Facility	Existing	Future
Dept. Check-in	40 + 2 OOG	90 + 10 self + 4 OOG
Dept. Emigration	10	20 + 6 smart
Dept. Screening	5 + 1 staff	10 + 1 staff
Boarding Lounges	12 (2 closed)	24 (8 closed)
Arr. Immigration	16 + 4 e-gates	40 + 15 smart
Arr. Screening	6 + 1 staff	9 + 1 staff
Reclaim Carousels	4 NB	7 NB
Transfer Screening	0	12

PTB Expansion



PTB - Expansion

PTB Upgrade and Refurbishment – Building Expansion



1. Capacity increases from 5 MPpA to 26.5 MPpA

2. Peak Hour O/D capacity increases from ~1440pph to 4400pph

3. Transfer capacity increases from 164pph to 1800pph

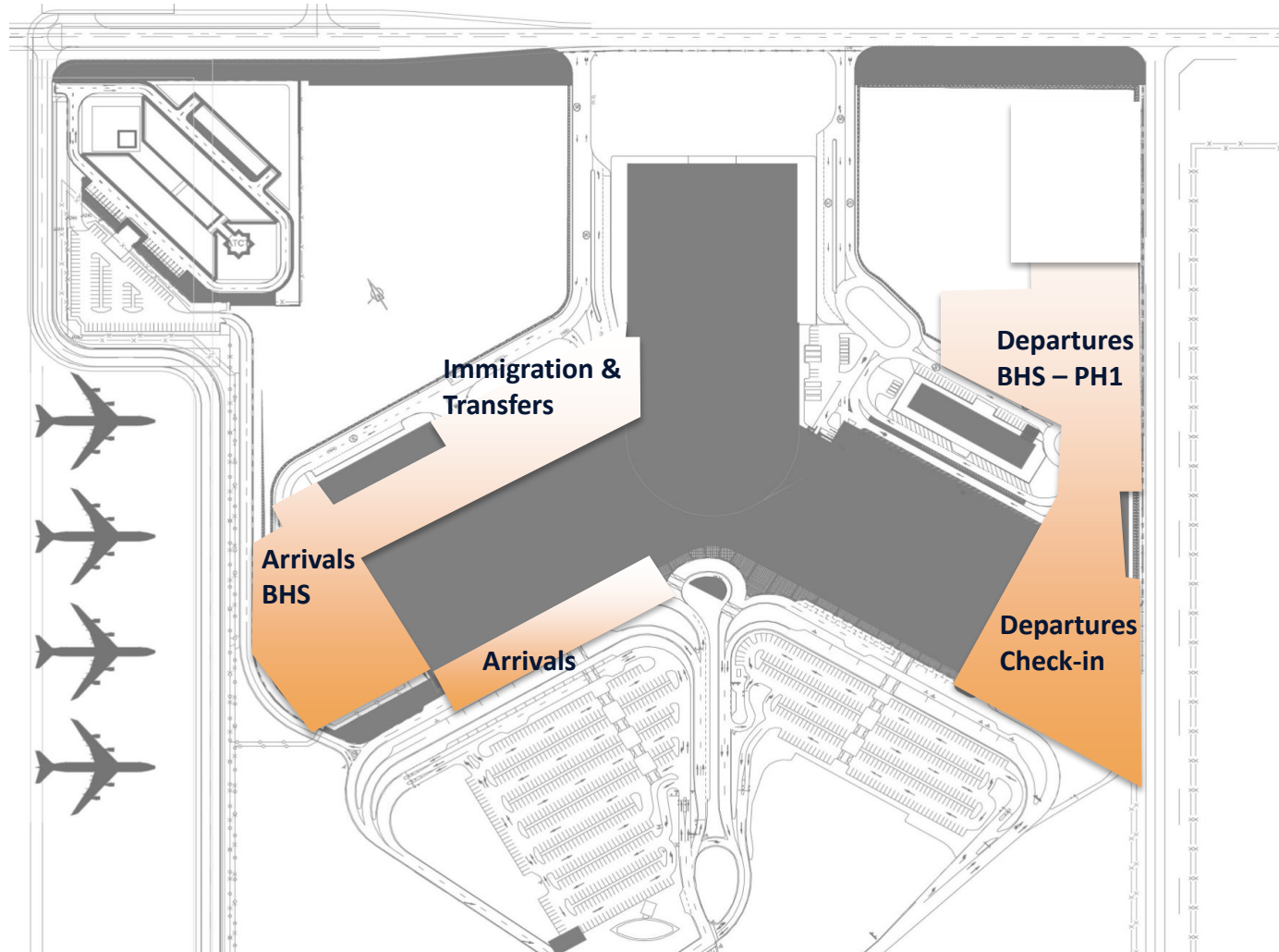
4. BUA increases from 68,015 sqm to ~141,233 sqm.

PTB Expansion

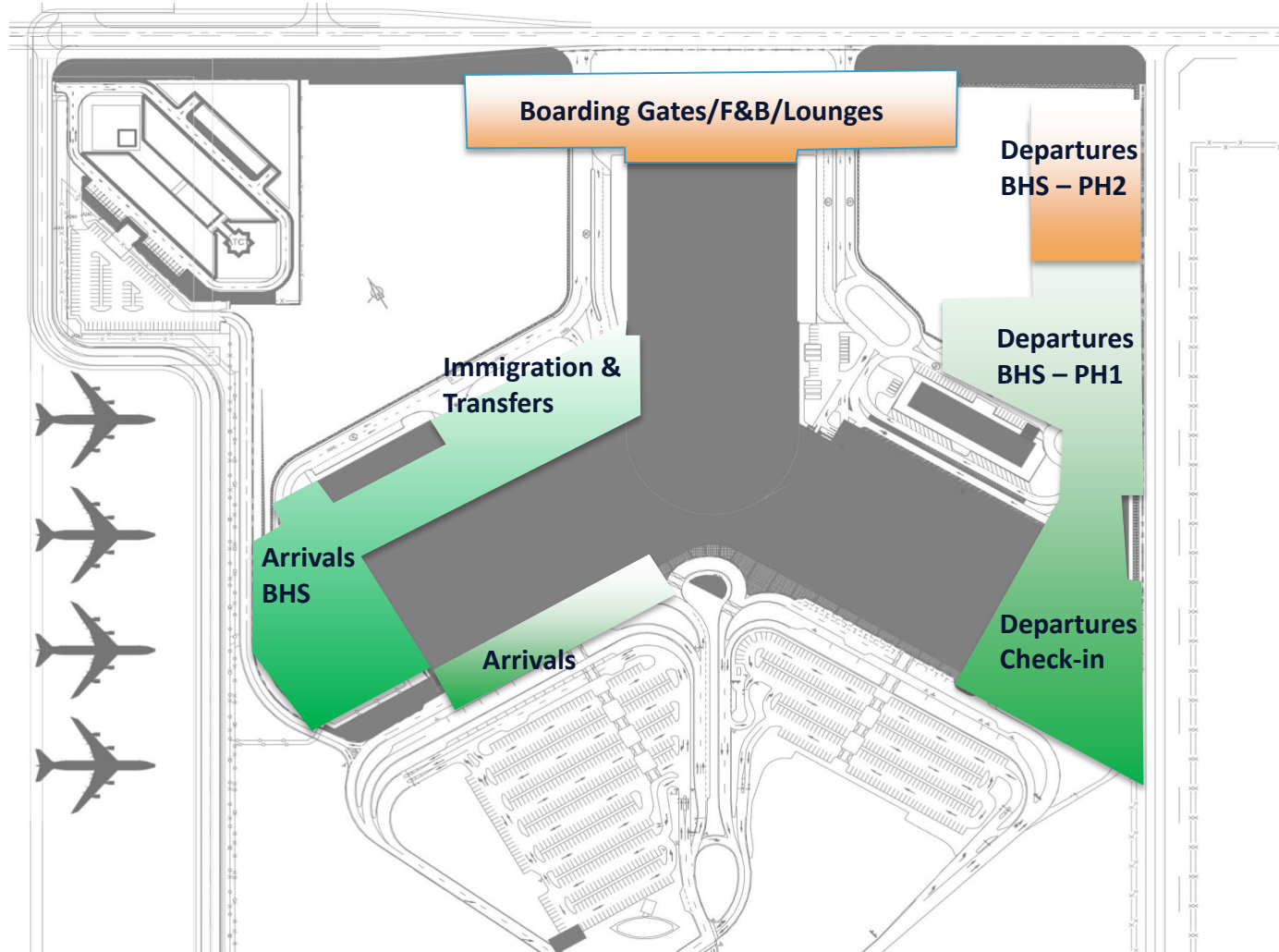
PTB Upgrade and Refurbishment - Programme of Delivery

Area of Work	Starting Date	Completion Date	Total Duration
Enabling Works – SP721A and B	Sept 2015	Oct 2016	14 Months
Tender – Main Works (SP722/726/726A)	Oct 2015	March 2016 * Awarded	6 Months
BHS Upgrade (SP722)	Nov 2016	Phase 1 = June 2017 Phase 2 = June 2018	Phase 1 = 8 Months Phase 2 = 20 Months
Structural Modifications to Building (SP726)	April 2016	Phase 1 = June 2017 Phase 2 = June 2018	Phase 1 = 15 Months Phase 2 = 26 Months
Infrastructure – including Airside & Landside Roads (SP726A)	April 2016	Phase 1 = June 2017 Phase 2 = Sept 2017	Phase 1 = 15 Months Phase 2 = 18 Months

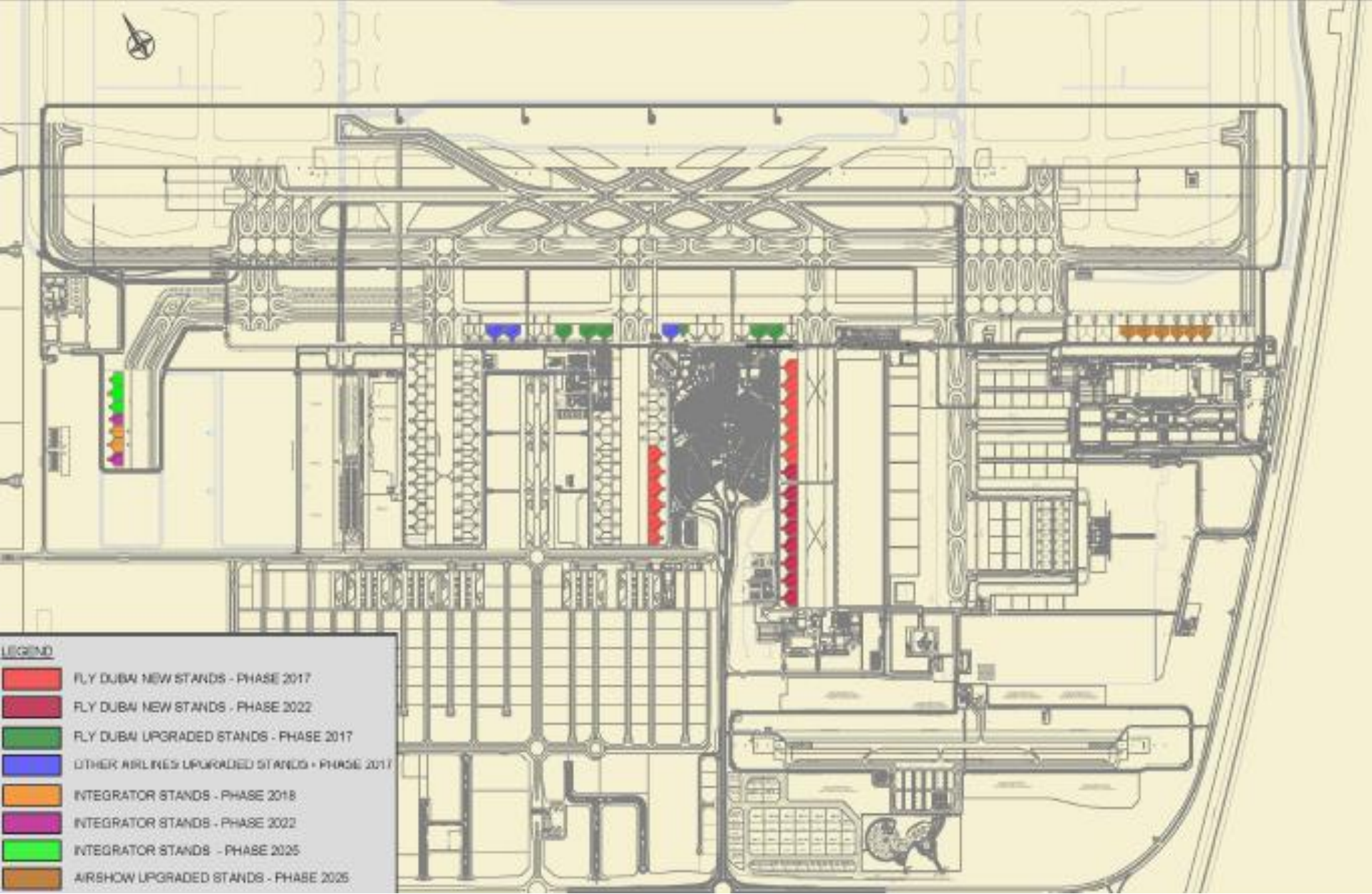
PTB Upgrade and Refurbishment – Building Programme of Delivery: June 2017



PTB Upgrade and Refurbishment – Building Programme of Delivery: June 2018



Stands by Operator & Phase



PTB Expansion Visuals



Refreshments



Dubai Airports
Connecting the World

W15 Airfield Performance

Michael Dolbey, Director - ATS

dans



Dubai Airports
Connecting the World

W16 COORDINATION PRESENTATION

Presentation by dans Operational Analysis

dans

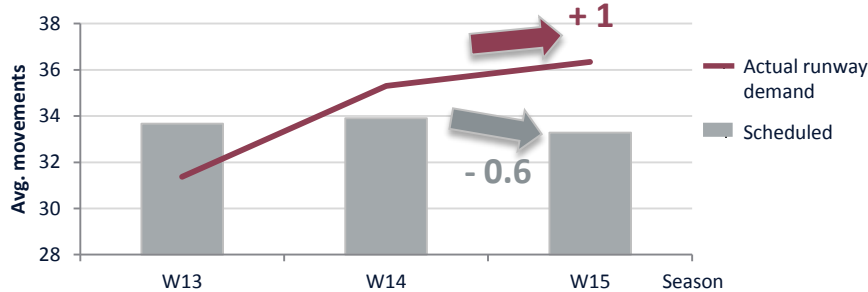
دبي لخدمات الملاحة الجوية
DUBAI AIR NAVIGATION SERVICES

HISTORICAL COMPARISON (1/2)

Arrivals

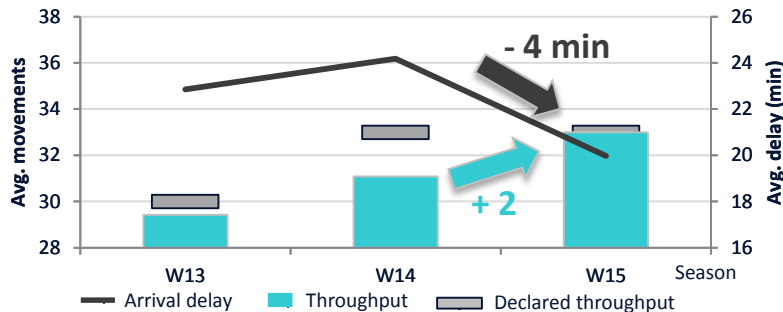


Peak average schedule and demand



- Peak hourly average **scheduled** number of arrivals in **W15** has **reduced by 0.6** movements compared to **W14**
- Average **scheduled** number of movements during **arrival peak hours** (17-20 UTC hours) in **W15** has **increased by 3.4** movements compared to **W14**
- Peak hourly average actual runway **demand** in **W15** has **increased by 1** movement compared to **W14**

Peak average throughput and delay

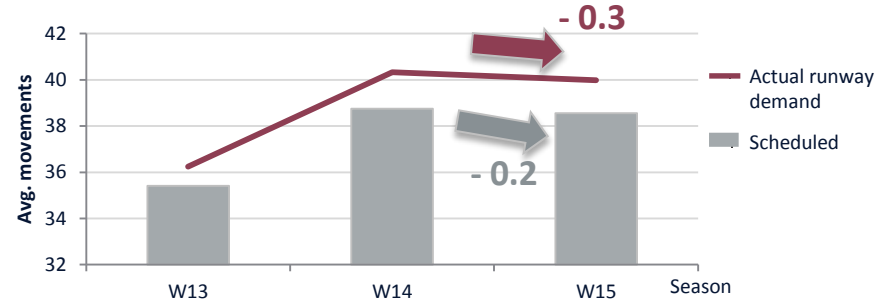


- Peak hourly average arrival **throughput** in **W15** has **increased by 2** movements compared to **W14**
- Average arrival **throughput** during **arrival peak hours** (17-20 UTC hours) in **W15** has **increased by almost 8** movements compared to **W14**
- Peak hourly average **delay** in **W15** has **reduced by 4 min** compared to **W14**

Departures

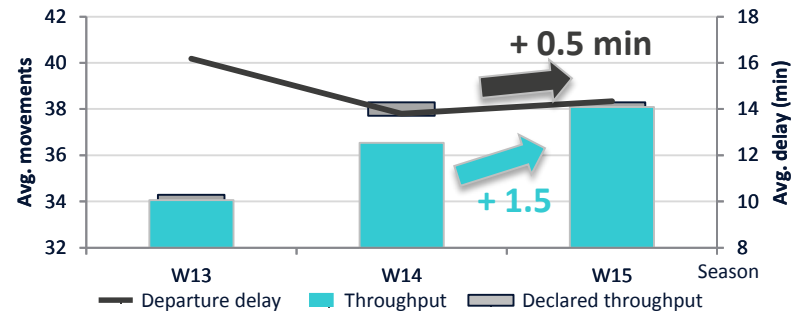


Peak average schedule and demand



- Peak hourly average **scheduled** number of departures in **W15** has **reduced by 0.2** movements compared to **W14**
- Average **scheduled** number of movements during **departure peak hours** (03-06 UTC hours) in **W15** has **increased by 2.6** movements compared to **W14**
- Peak hourly average actual runway **demand** in **W15** has **reduced by 0.3** movements compared to **W14**

Peak average throughput and delay

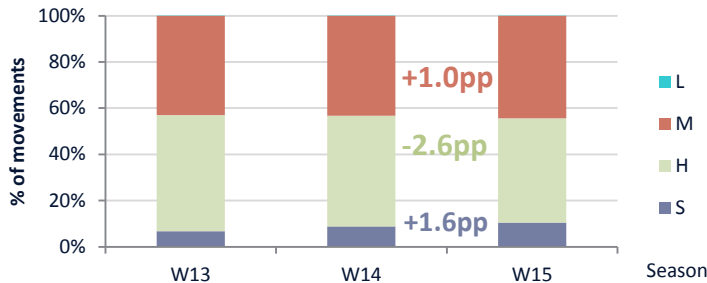


- Peak hourly average departure **throughput** in **W15** has **increased by 1.5** movements compared to **W14**
- Average departure **throughput** during **departure peak hours** (03-06 UTC hours) in **W15** has **increased by 4** movements compared to **W14**
- Peak hourly average **delay** in **W15** has **increased by 0.5 min** compared to **W14**

HISTORICAL COMPARISON (2/2)

Fleet mix

Percentage of wake turbulence category aircraft



- The percentage of Medium and Super wake category aircraft operated in OMDB in W15 has increased compared to W14. The percentage of Heavy category aircraft has reduced

Separations during peak hours



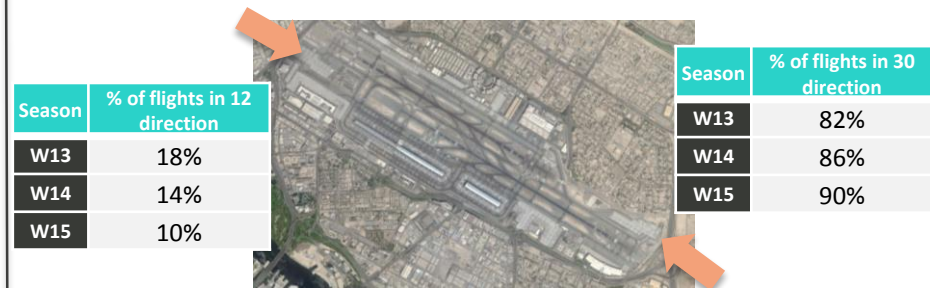
Season	A-A Separation
W13	5.16
W14	4.84
W15	4.59

- Arrival-arrival separation- W15 vs. W14 :-0.25NM
- Departure-departure separation- W15 vs. W14 :-00:00:03

Season	D-D Separation
W13	00:01:46
W14	00:01:41
W15	00:01:38

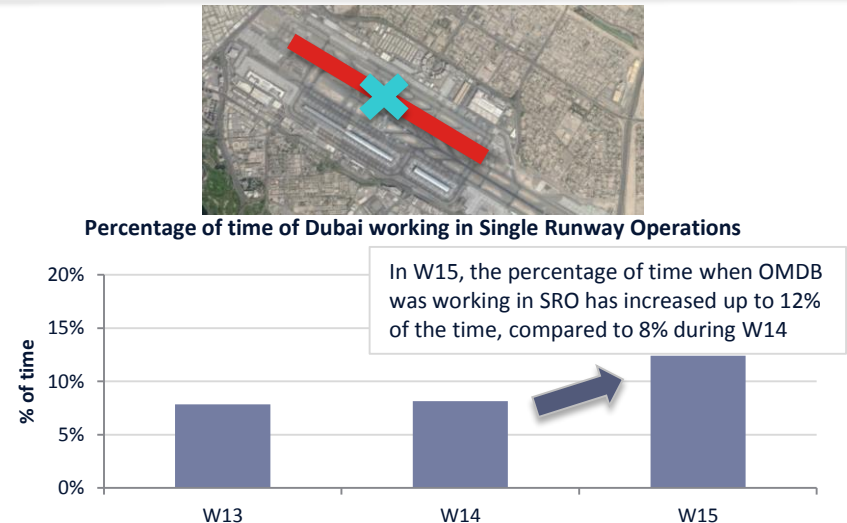
- Arrival peak hours : 17-20 UTC hours
- Departure peak hours : 03-06 UTC hours

Runway configuration



- The percentage of flights operated in **30 direction** in W15 has increased up to **90% of the flights**, compared to **86%** of the flights in W14

Single runway operations



- In W15, OMDB has been working in Single Runway Operations an average of 3 hours per day

REDUCING A-ROT BENEFITS ALL AIRPORT USERS

• • •

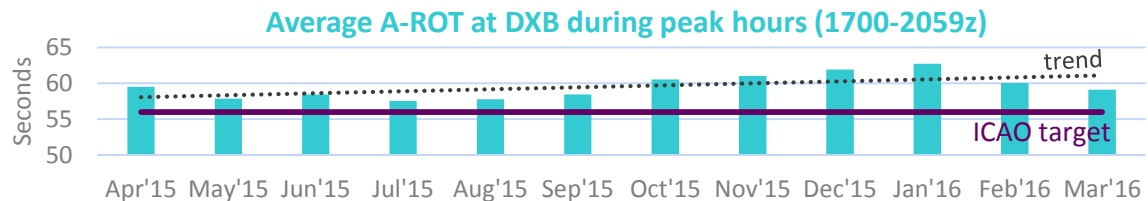
**Arrival Runway
Occupancy Time
(A-ROT)**

- Time an arriving aircraft **occupies the runway for** when landing.
- By world standards, **A-ROT at DXB is high.**
- **Small reductions** can have a significant influence on the overall **runway capacity and throughput.**



**RPET Committee
at DXB**

- RPET Committee measures & monitors runway performance at DXB to identify & implement actions to improve A-ROT at DXB.



You and your pilots can help in minimising Runway Occupancy Time!

Airfield Development

Lawrence Vincent-Edwards, Director - Development

DA



Dubai Airports
Connecting the World

Proposed RTA Works – Airport Road

DA

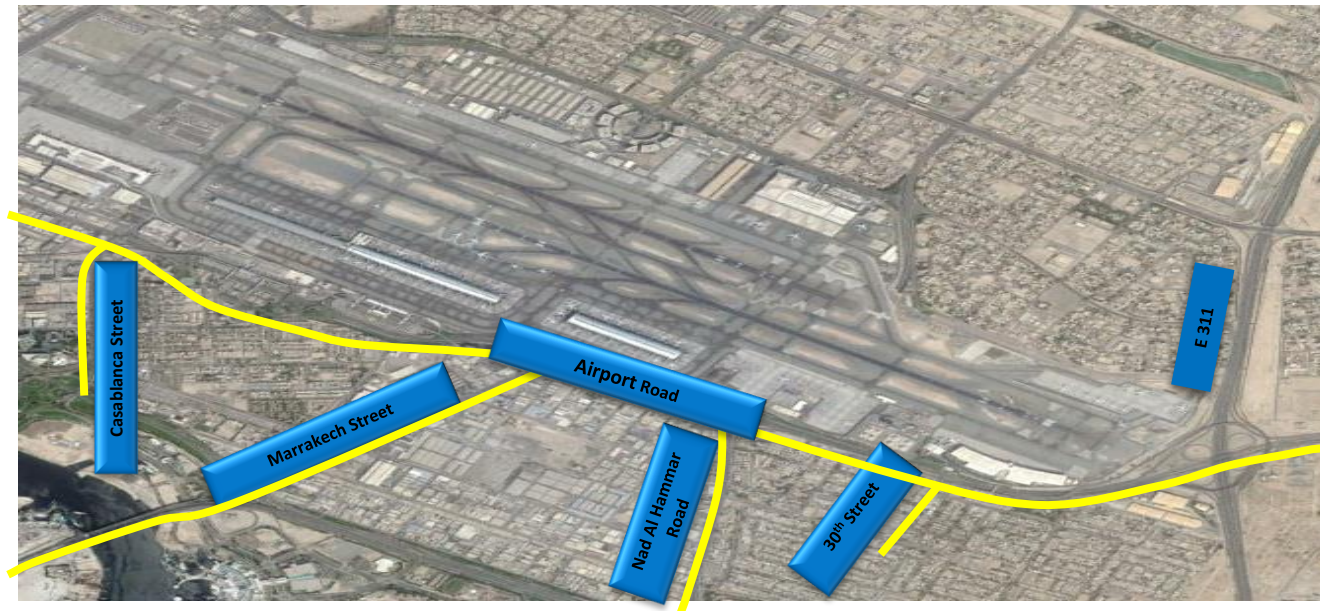


Dubai Airports
Connecting the World

Airport Road Development

Key Points:

- RTA confirms that the diversion schemes during the construction period will assure at least the traffic flow capacity if not improved.
- Contract awarded on 6 Sept 2015. project Duration is 720 Days.
- Detailed program dates and phases to be available by end of Sept 15.
- Dubai Airport is engaged with RTA in validating the Traffic Management plan and the Diversion Phasing plan to ensure minimum impact traffic accessibility to and from the Airport Terminals during the 720-Day Programme (6 September 2015-26 August 2017):



Airport Road Development

Development and Upgrade of the main junctions along Airport Road and other access roads serving the flow from and to Dubai international Airport is very critical to the cope with the anticipated growth of passengers numbers.

Airport Road /Al Rashidiya:

Over Bridge connecting at Royal Air Wing Intersection with a 3-lane overfly each way
30th Street/Airport Road (April 2016 – July 2017)

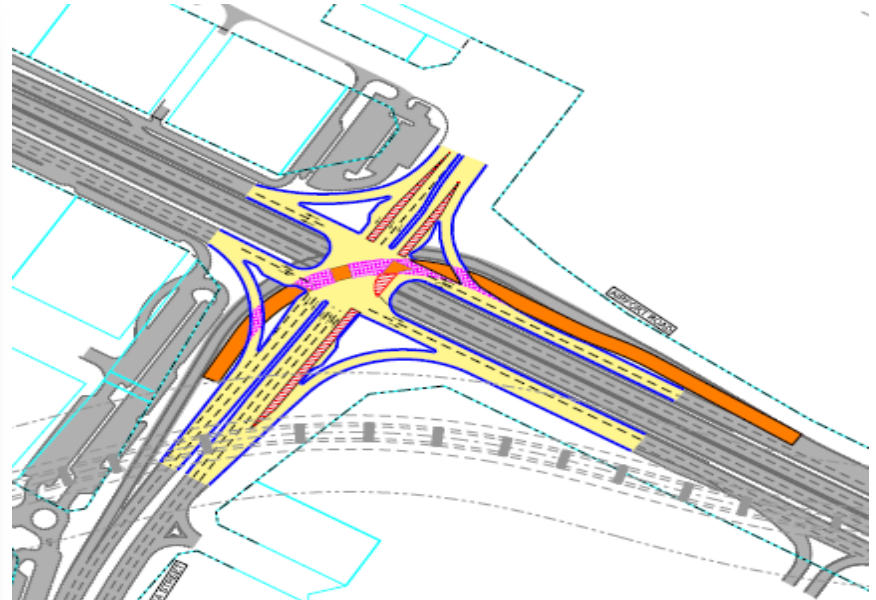
The Royal Air-Wing junction will upgrade by introducing a 3-lane overfly each way



Airport Road / Beirut:

New left turn movements on Beirut Road from Nadd al Hammar to Deira direction

Stage 1: Mar 2016 - Oct 2016
Stage 2: Nov 2016 - July 2017



Airport Road Development

Airport Road / Marakesh (EKHQ):

Marrakech Street/Airport Road The EKHQ junction will undergo major upgrade by construction the following:
3-Lane flyover serving traffic flow from both Deira and Al Rashidiya sides.

Dedicated Ramp to T3 from Al Rashidiya side for the Rashidiya-Deira Bound traffic.

New Tunnel servicing Left Turn Movement from Rashidiya side to Marakesh street

May 2016 – August 2017



Airport Road / Beirut:

New direct left-Turn bridge to be constructed feeding the Nadd Al Hamar Traffic smoothly into Airport Road Deira bound traffic

March 2016 – June 2017



Stand Development

DA

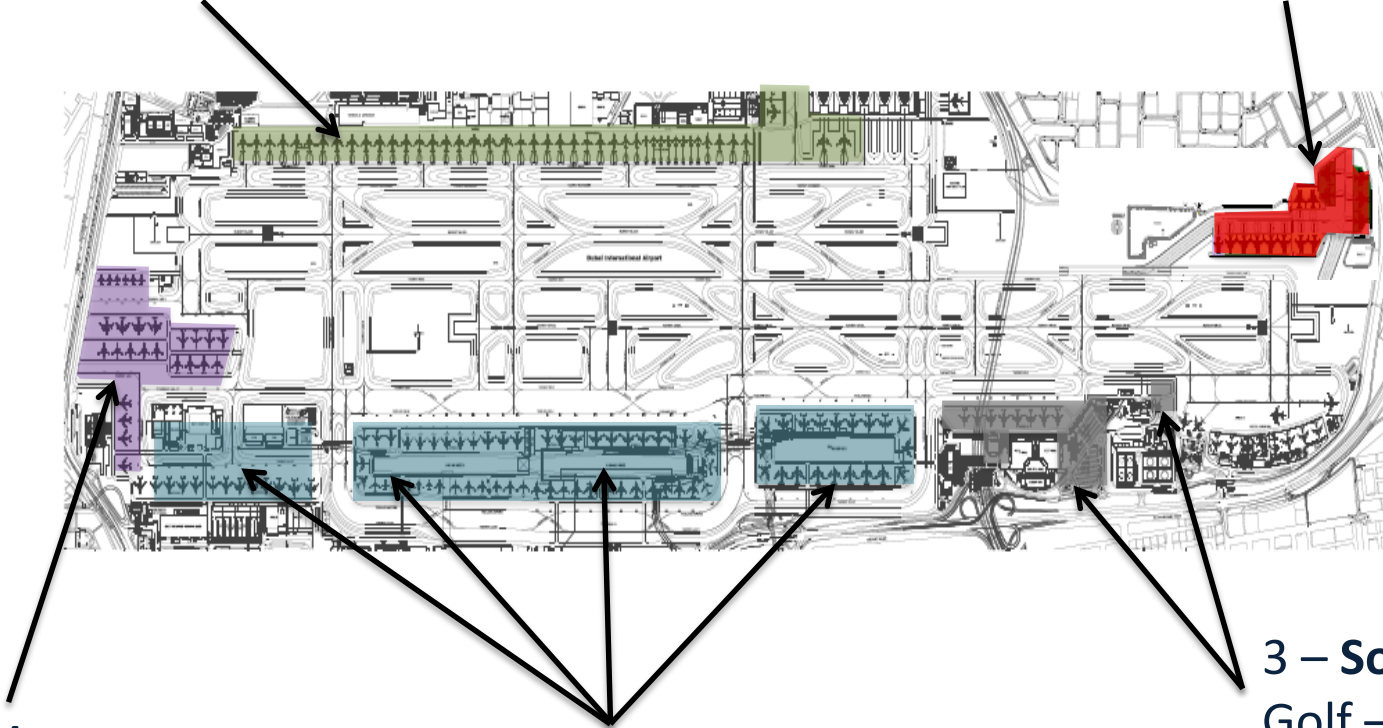


Dubai Airports
Connecting the World

SP2020 DXB Stand Projects

1 – North
Echo & Quebec - (Complete)

2 – East
Sierra – In Progress

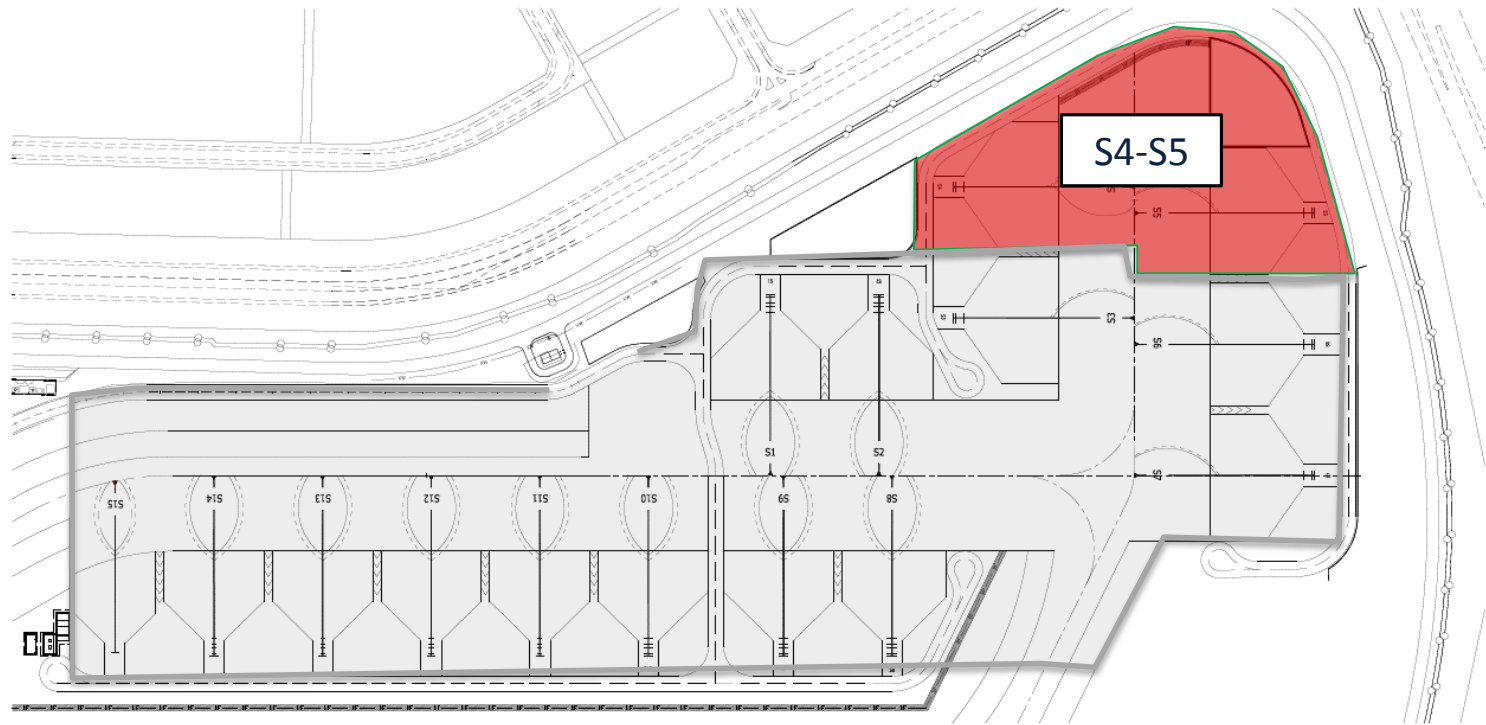


5 – West
Cargo Village/Charlie
(Complete)

4 – South
Concourse A & B – Complete
Concourse C & D – In Progress

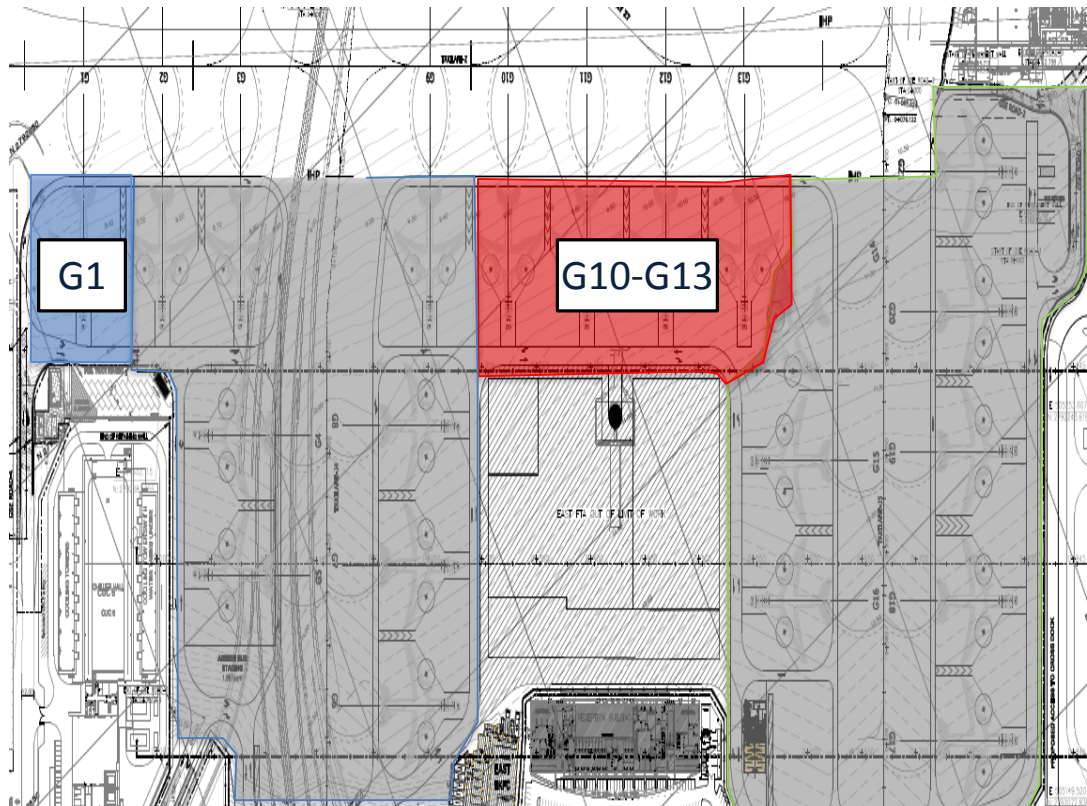
3 – South
Golf – In Progress



DXB East - Sierra Stands



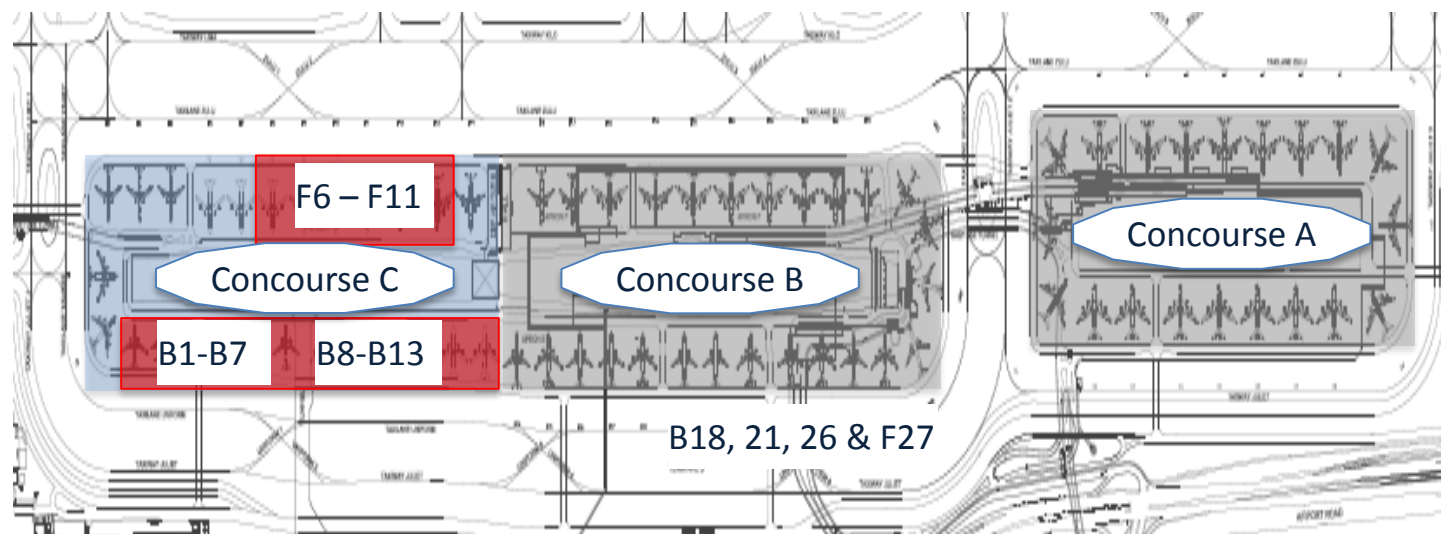
Project	Details	Construction Schedule
Sierra S11-S15	1 x Additional Code D Stand 4 x Additional Code E Stands	Complete - July 2015 <input checked="" type="checkbox"/>
Sierra S1-S3, S6-S10	5 x Additional Code E Stands 3 x Additional Code F Stands	Complete – Dec 2014 <input checked="" type="checkbox"/>
Sierra S4-S5 ■	2 x Additional Code F Stands	May 2015 – May 2016

DXB South – Golf Apron



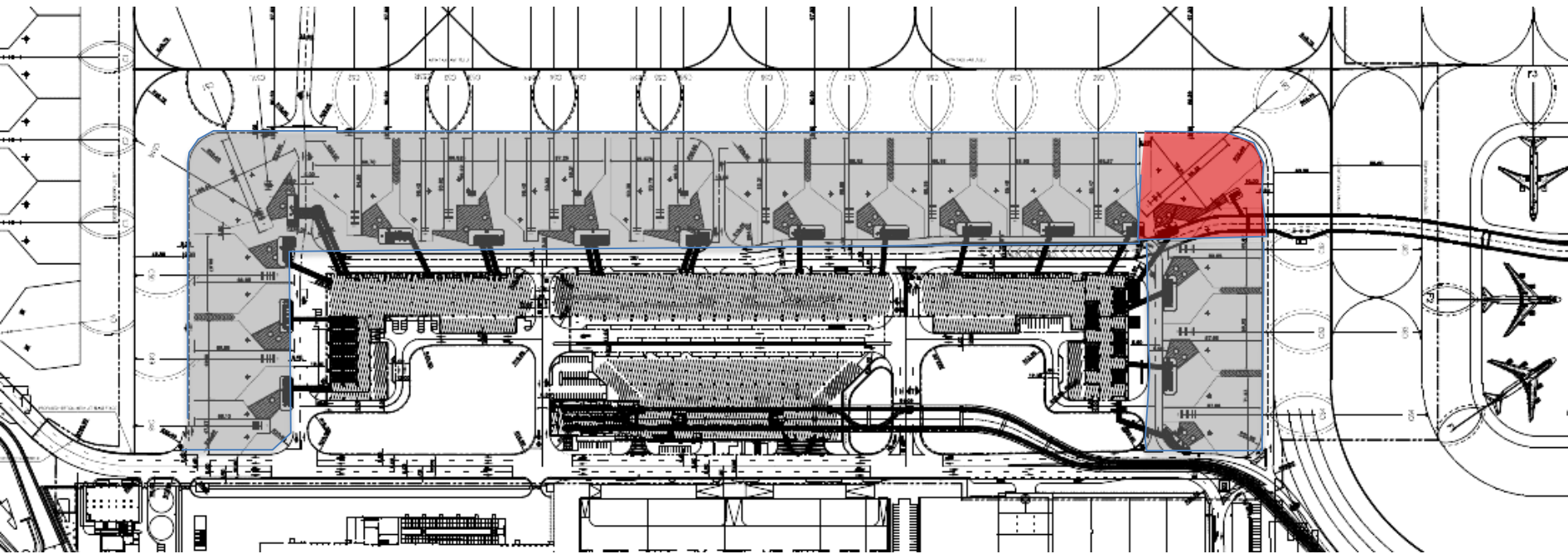
Project	Details	Construction Schedule
G2-G8 G14-G21 G22	14 x Additional Code E Stands 3 x Code E Stands Relocated for Code F Taxiway Ops	Completed <input checked="" type="checkbox"/>
G10-G13 	5 x Additional Code E Stands 3 x Code E Stands Relocated for Code F Taxiway Ops	Nov '15 – July 2016
G1 	1 x Code E Stands Relocated for Code F Taxiway Ops	Nov '15 – Nov 2016

DXB South – Concourses A, B, C



Project		Details	Construction Schedule	
Concourse A	Concourse A Stands	20 x Code F Stands	Complete - Jan 2013	<input checked="" type="checkbox"/>
Concourse B	Stands B18, B21, B26 & B27 Upgrade	4 x Code F Stands	Complete – May 2015	<input checked="" type="checkbox"/>
Concourse C	Stands B1-B7 Upgrade	6 x Code E Stands	July 2016- April 2017	
	Stands B8-B13 Upgrade	5 x Code F Stands	June 2017 – May 2018	
	Stands F6-F11 Upgrade	5 x Code F Stands	July 2016 – August 2017	

DXB South – Concourse D



Project	Details	Construction Schedule
Concourse D	1 x Code C Contact Stand 12 x Code E Contact Stands 4 x Code F MARS Stands	Complete Feb 2016 <input checked="" type="checkbox"/>
	1 x Code E Contact Stand	May 2016

Runway and Taxiway Development

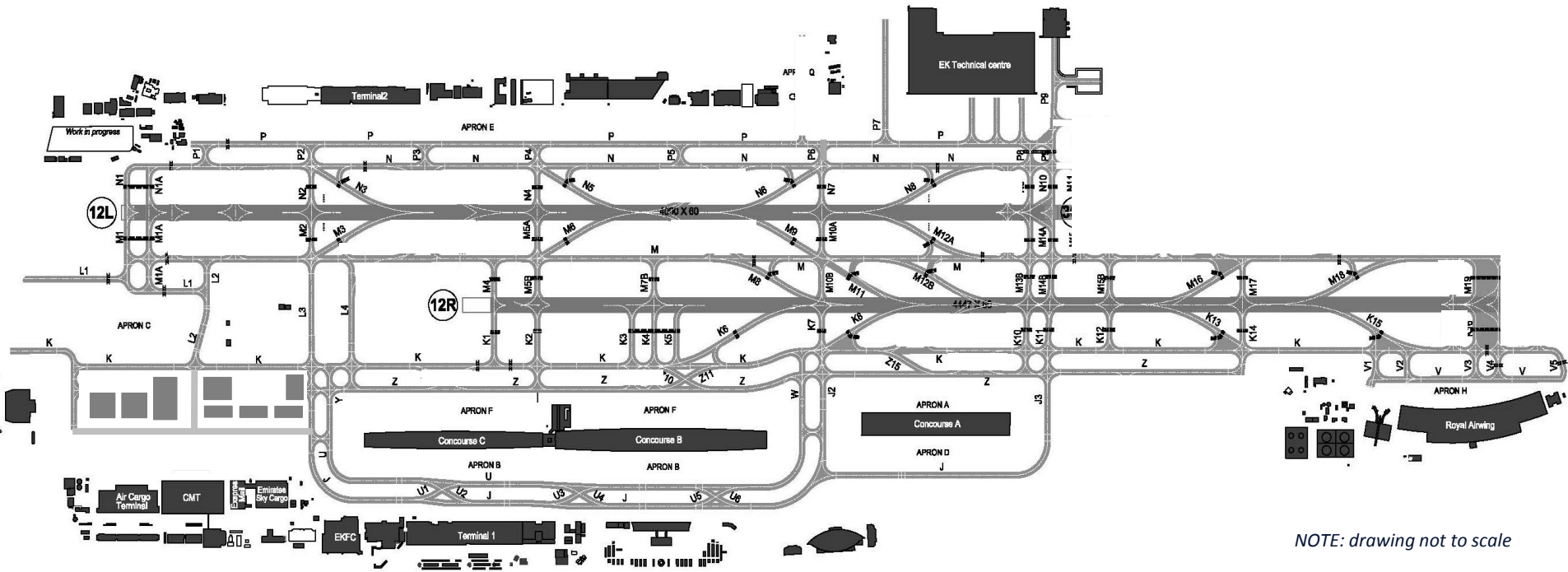
DA



Dubai Airports
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DXB Airfield – Pre SP2020 Development

Airfield Layout – Pre SP2020 Works

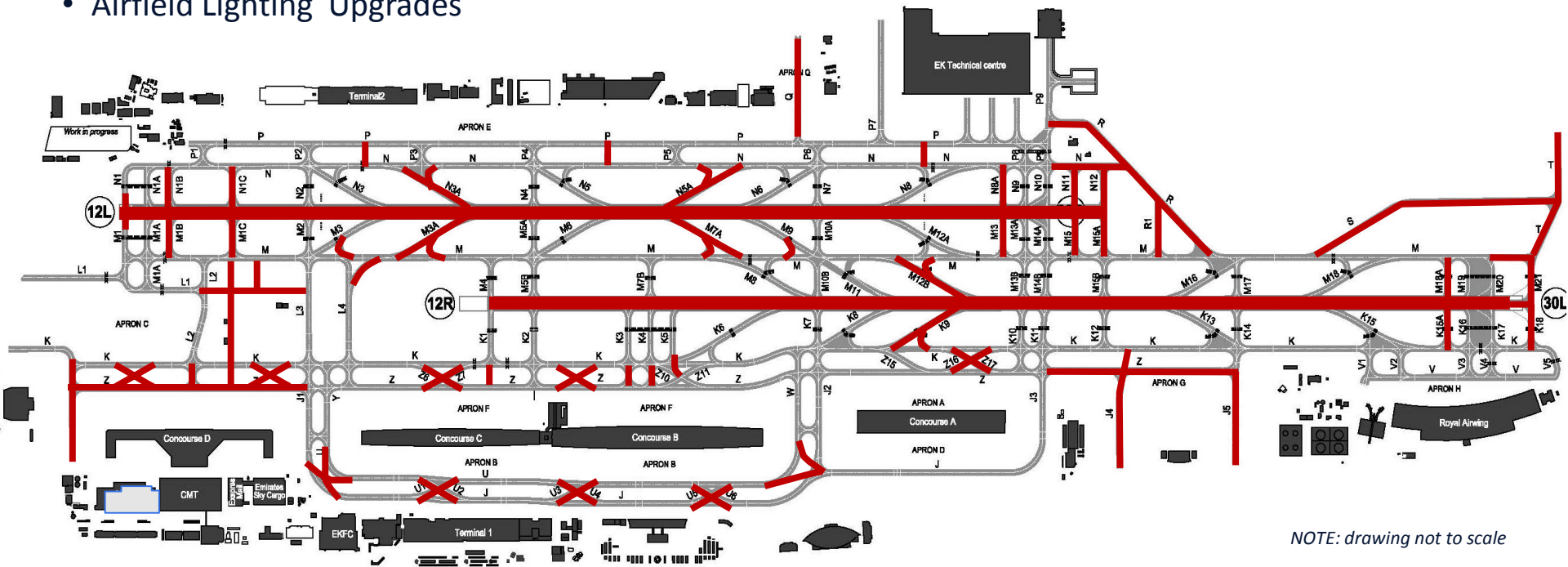


NOTE: drawing not to scale

DXB Airfield – SP2020 Masterplan Completion

Taxiway Layout – Completion of SP 2020 Masterplan

- Runway Upgrades
- Additional Taxiways
- Additional Taxiway Crossovers
- Additional Stop bars
- Airfield Lighting Upgrades

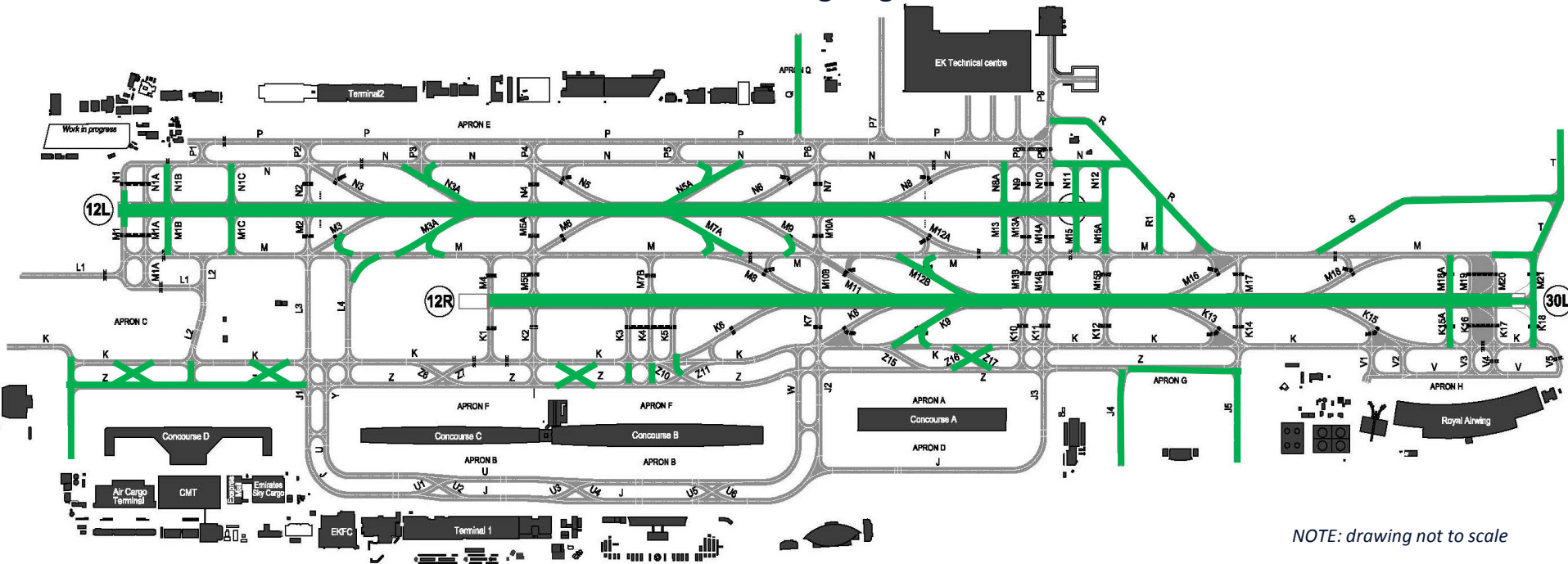


NOTE: drawing not to scale

DXB Airfield – Works Completed End S16 Season

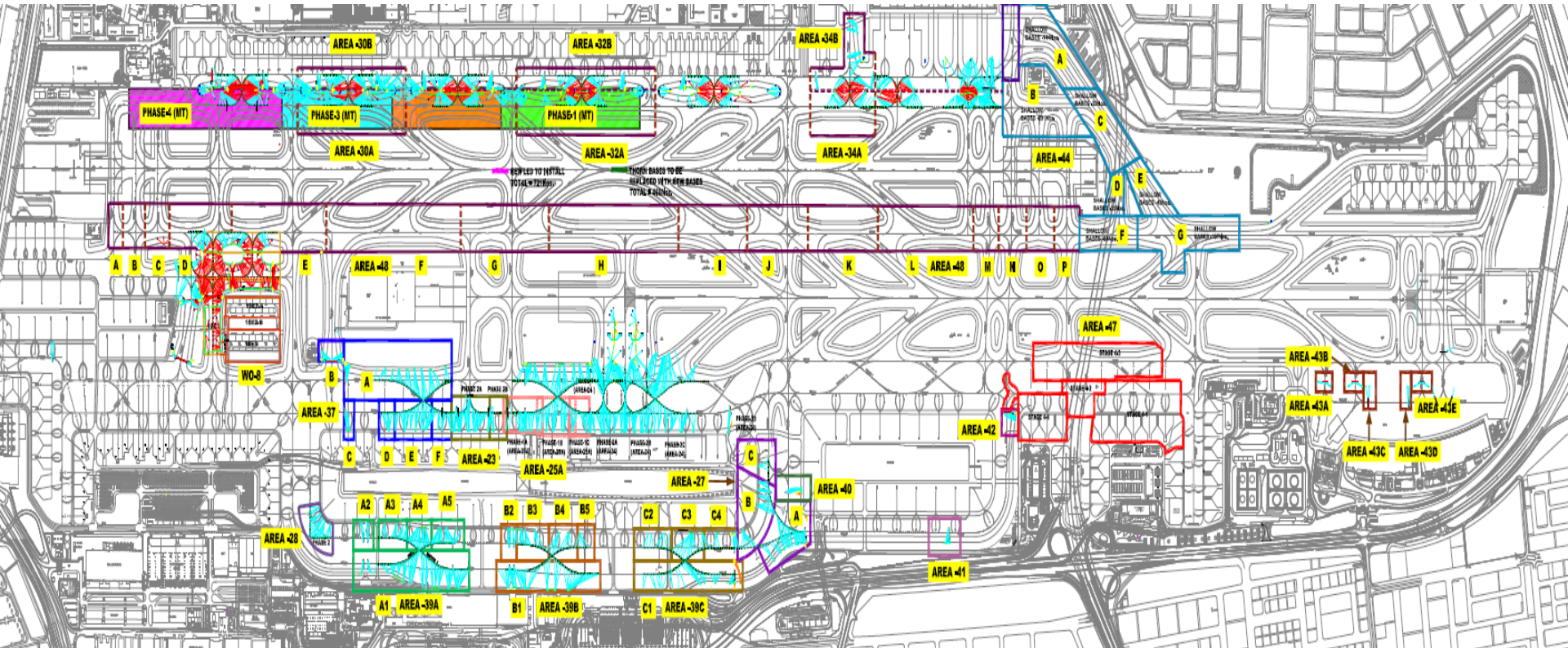
Planned Completion Status – End Summer 16 Season

- Runway Rehabilitation
- Additional RET's
- Runway Debris Monitoring System
- Concourse D – Taxiways
- Golf Apron Taxiways
- Sierra Apron - Taxiways
- Taxiway Zulu / Kilo Crossovers & Links – Ongoing
- Airfield Lighting Upgrades Additional Stop bars - Ongoing



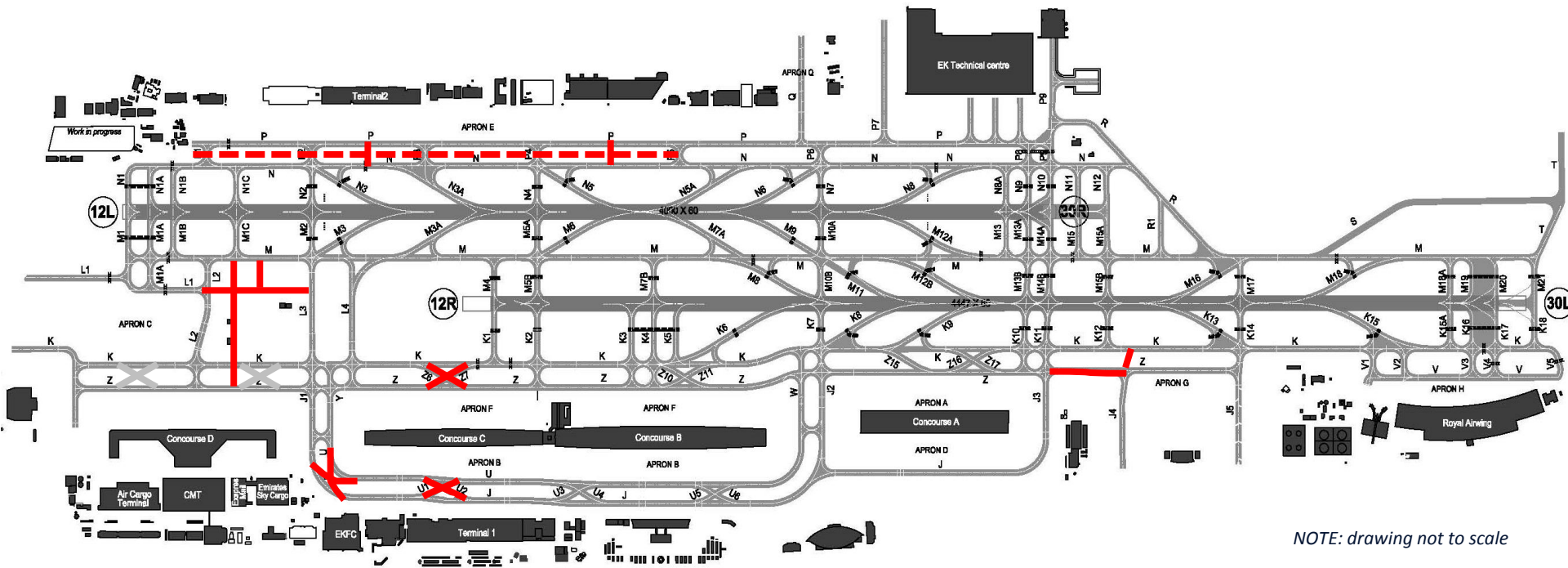
NOTE: drawing not to scale

DXB Airfield – SP2020 Outstanding Works



DXB Airfield – Works In Progress W16 Season

- Taxiway Papa-November Drainage Upgrade
- Taxiway Papa-November Links (P2A)
- Taxiway Zulu Code F Upgrade
- Taxiway Zulu / Kilo Crossovers & Links
- Additional Lima Taxiways
- Airfield Lighting Upgrades / Additional Stop bars - Ongoing



NOTE: drawing not to scale

Runway and Stand Capacity Declaration

Robert Whitehouse, Director – Capacity Planning

DA

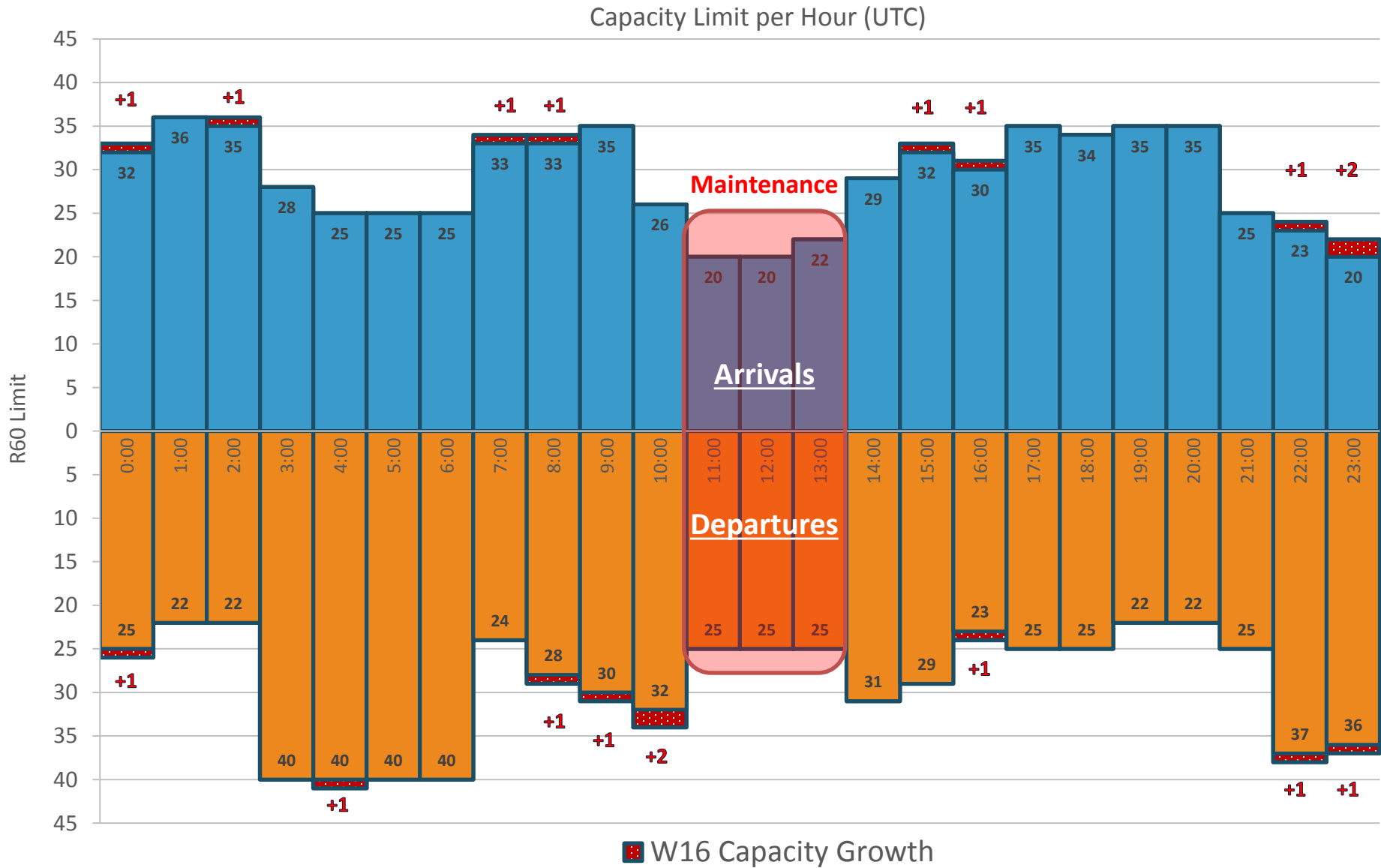


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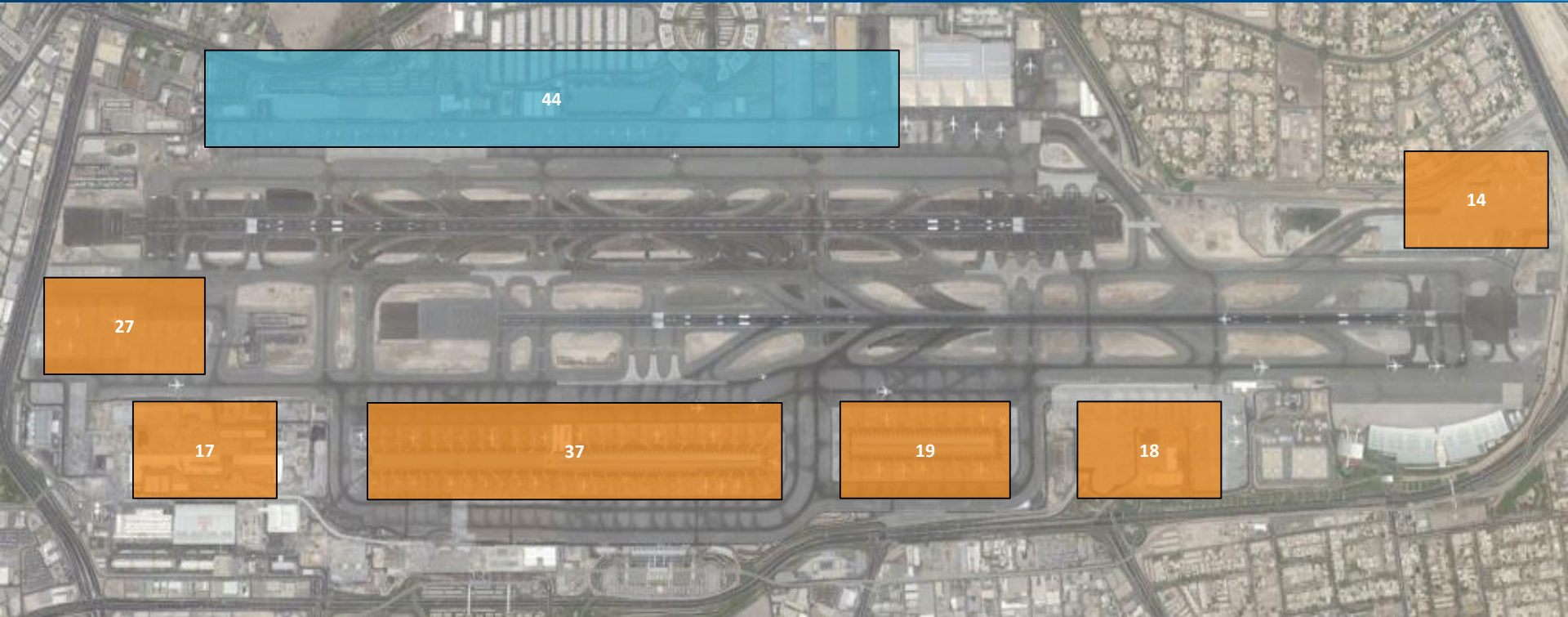
W16 DXB Declared Runway Capacity – R60 Table

R60 ⁺ Slot Capacity Limit		Arrival			Departure			Total		
Hour (UTC)	Hour (L)	S16	W16	W16-S16	S16	W16	W16-S16	S16	W16	W16-S16
0	4	32	33	1	25	26	1	57	59	2
1	5	36	36		22	22		58	58	
2	6	35	36	1	22	22		57	58	1
3	7	28	28		40	40		65	65	
4	8	25	25		40	41	1	65	66	1
5	9	25	25		40	40		65	65	
6	10	25	25		40	40		65	65	
7	11	33	34	1	24	24		57	58	1
8	12	33	34	1	28	29	1	61	63	2
9	13	35	35		30	31	1	65	65	
10	14	26	26		32	34	2	55	55	
11	15	20	20		25	25		40	40	
12	16	20	20		25	25		40	40	
13	17	22	22		25	25		40	40	
14	18	29	29		31	31		55	55	
15	19	32	33	1	29	29		61	62	1
16	20	30	31	1	23	24	1	53	55	2
17	21	35	35		25	25		60	60	
18	22	34	34		25	25		59	59	
19	23	35	35		22	22		57	57	
20	0	35	35		22	22		57	57	
21	1	25	25		25	25		44	44	
22	2	23	24	1	37	38	1	60	62	2
23	3	20	22	2	36	37	1	56	59	3
Grand Total		693	702	9	693	702	9	1352	1367	15
Max		36	36		40	41		65	66	

W16 DXB Declared Runway Capacity– R60 Profile



W16 DXB Declared Stand Capacity



Season	South Side	North Side	Total
W16	132	44	176
S16	130	43	173
W15	128	41	169
S15	119	47	166

W16 DWC Runway and Stand Capacity Declaration



Season	Total R60	Pax Stands	Cargo Stands	Pax/Cargo Stands	Total Stands
W16	20	6	20	31	57
S16	20	8	20	21	49
W15	20	9	20	21	50
S15	20	9	20	21	50

W16 Seasonal Report

Phil Ireland, DXB/DWC Slot Coordinator

ACL



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Coordinator's Report

Winter 2016 (30Oct16 – 25Mar17)

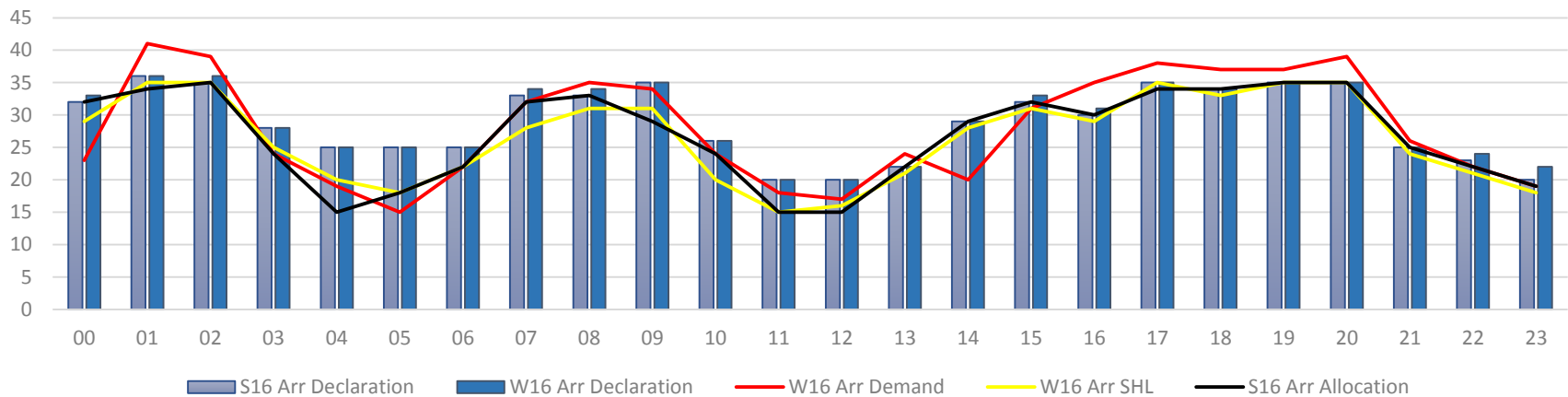
Dubai International



Dubai Airports
Connecting the World



W16 Arrivals Runway Demand Vs Declaration Vs Historic Entitlement - UTC

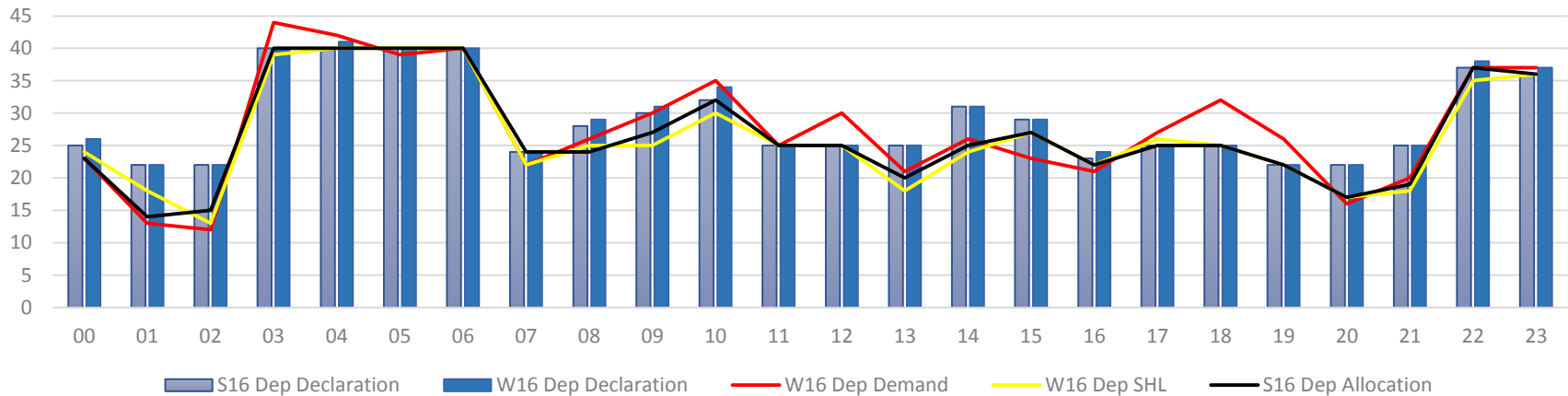


The above chart illustrates the current and future season declarations alongside the winter historic utilisation, the current summer allocation and the known demand for the next winter season. The aim of combining this data is to allow the operator to see where opportunities may exist for growth and which times are expected to remain full utilised.

Summary

- Arrival capacities are mostly allocated to operators with historic rights from 1300 – 2159 UTC. Additional high demand exists for these times.
- 01 and 02 hours may experience high demand alongside high levels of historicity.
- Opportunities may exist between 04-07 and 22-00.

W16 Departures Runway Demand Vs Declaration Vs Historic Entitlement - UTC



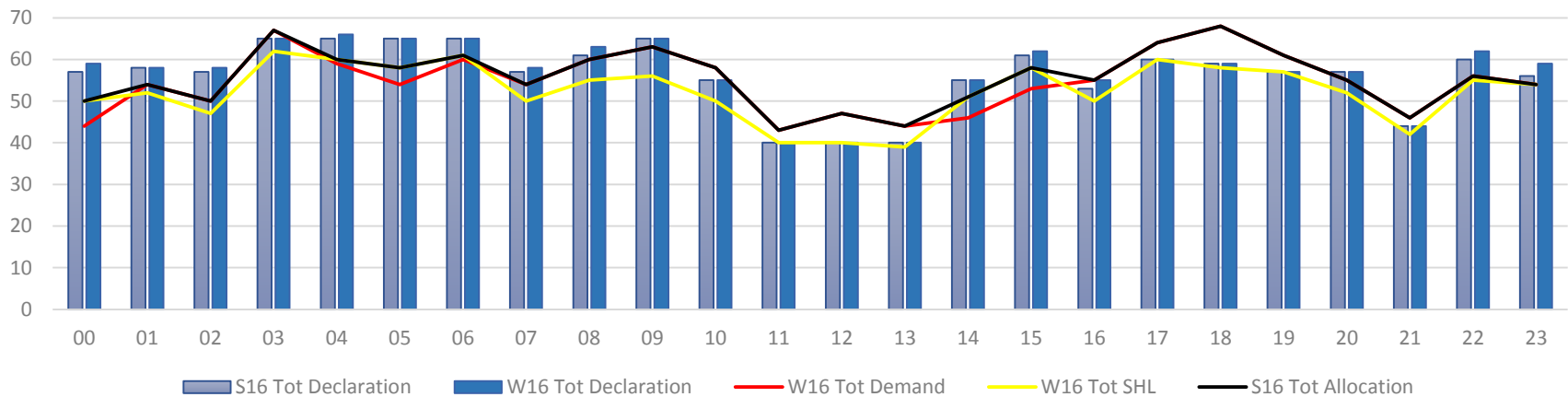
The above chart illustrates the current and future season declarations alongside the winter historic utilisation, the current summer allocation and the known demand for the next winter season. The aim of combining this data is to allow the operator to see where opportunities may exist for growth and which times are expected to remain full utilised.

Summary

- Departure capacities are mostly allocated to operators with historic rights in the hours 04,05,06,07,10,11,17,19. Additional high demand exists for these times.
- 09, 10, 22 and 23 hours may experience high demand alongside high levels of historicity.
- Opportunities may exist between 01-02, 14-15 and 20-21.



W16 Totals Runway Demand Vs Declaration Vs Historic Entitlement - UTC

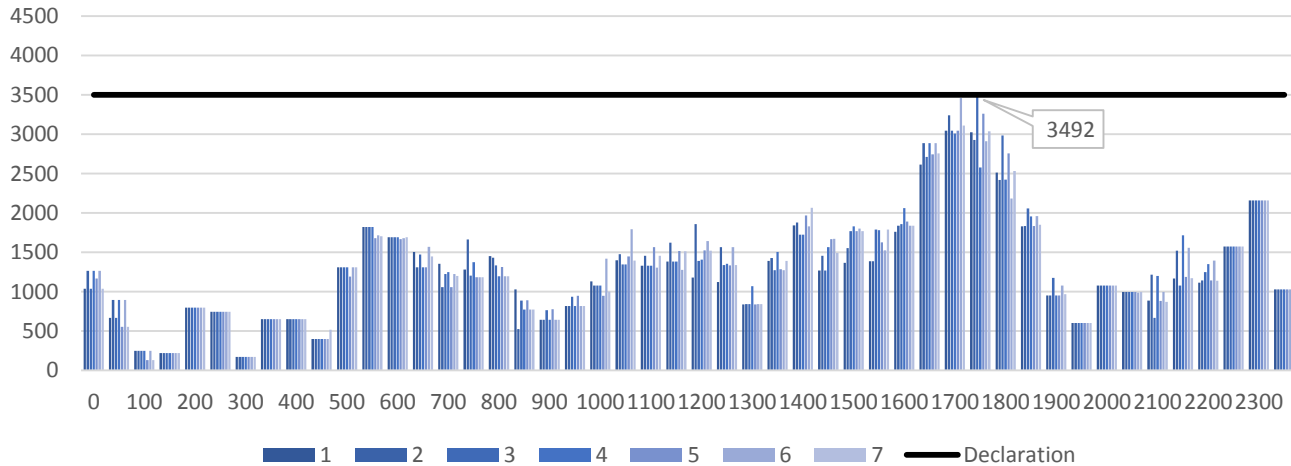


The above chart illustrates the current and future season declarations alongside the winter historic utilisation, the current summer allocation and the known demand for the next winter season. The aim of combining this data is to allow the operator to see where opportunities may exist for growth and which times are expected to remain full utilised.

Summary

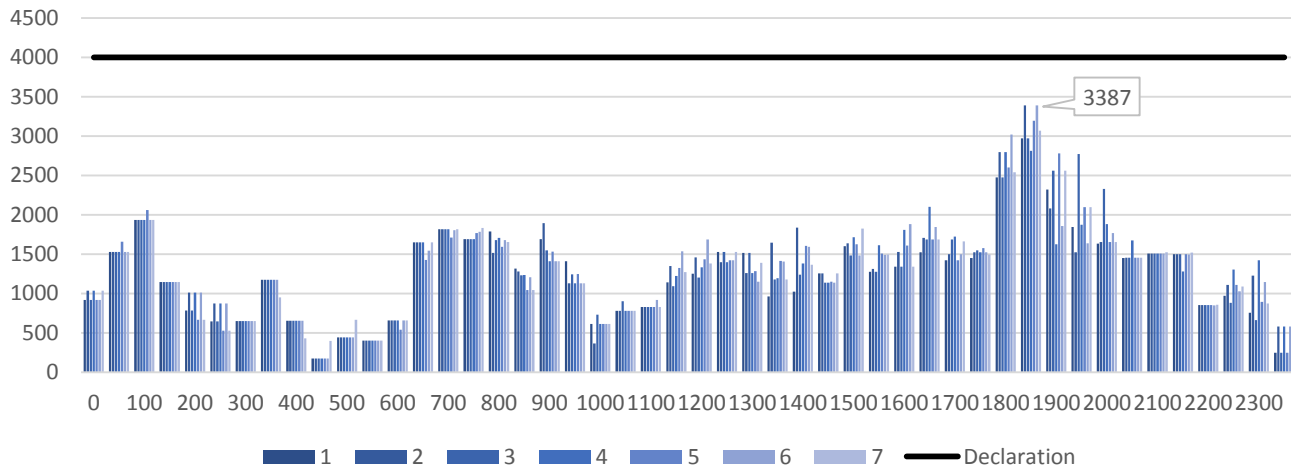
- Departure capacities are mostly allocated to operators with historic rights in the hours 03, 11,12,13,17,18,19. Additional high demand exists for these times.
- Opportunities may exist in the hours 00,01,02,04,05,06,,14,15,22,23.

Terminal 1 Passenger Arrivals by UTC hour



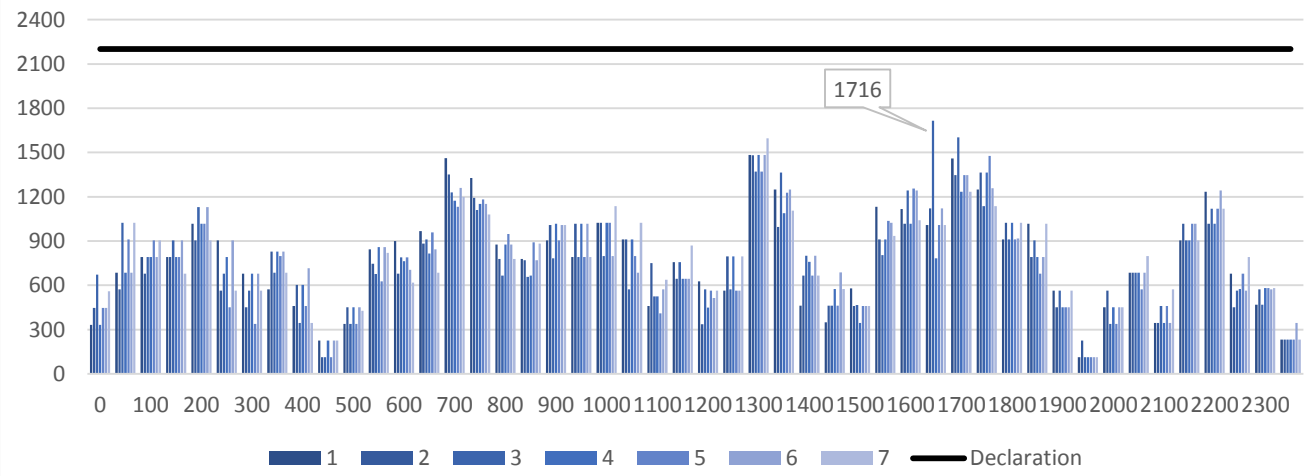
- Peak terminal arrivals demand is 3,492 passengers.
- Arrivals Limit: 3,500 per hour.
- Load Factor: 80%

Terminal 1 Passenger Departures by UTC hour



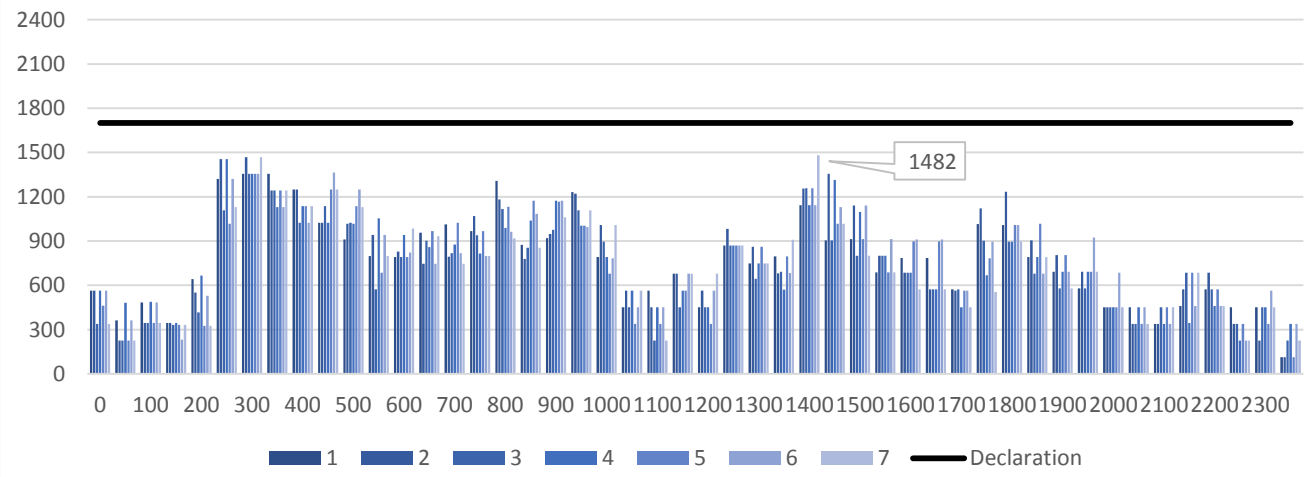
- No expected departure constraints.
- Peak terminal departures demand is 3,387 passengers
- Departures limit: 4,000 per hour.
- Load Factor: 80%

Terminal 2 Passenger Arrivals by UTC hour



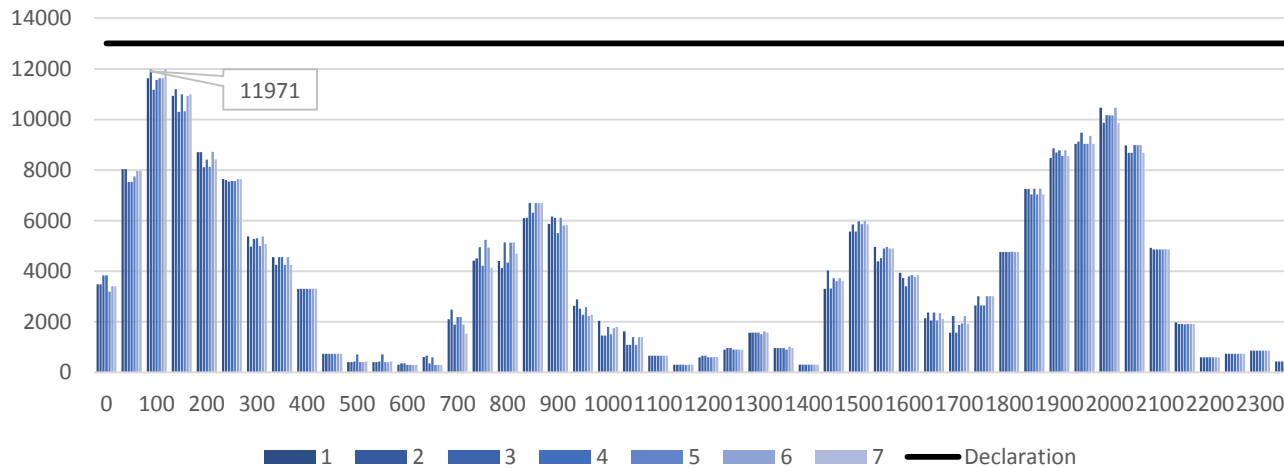
- No capacity constraints are expected.
- Arrivals limit: 2,200 per hour.
- FZ Load Factor: 68%
- OAL Load Factor: 71%

Terminal 2 Passenger Departures by UTC hour



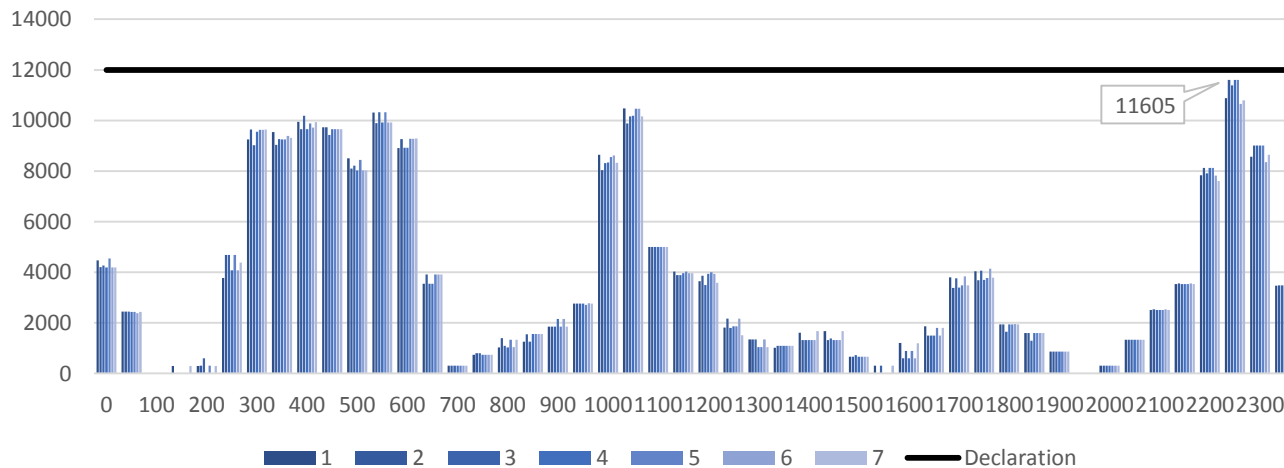
- Peak terminal departures at 03 and 05 hours is 1,946 passengers.
- Departures limit: 1,700 per hour.
- FZ Load Factor: 68%
- OAL Load Factor: 71%

Terminal 3 Passenger Arrivals by UTC hour



- No capacity constraints are expected.
- Arrival limit: 13,000 passengers per hour.
- EK Load factor: 84%
- OAL Load Factor: 84%

Terminal 3 Passenger Departures by UTC hour

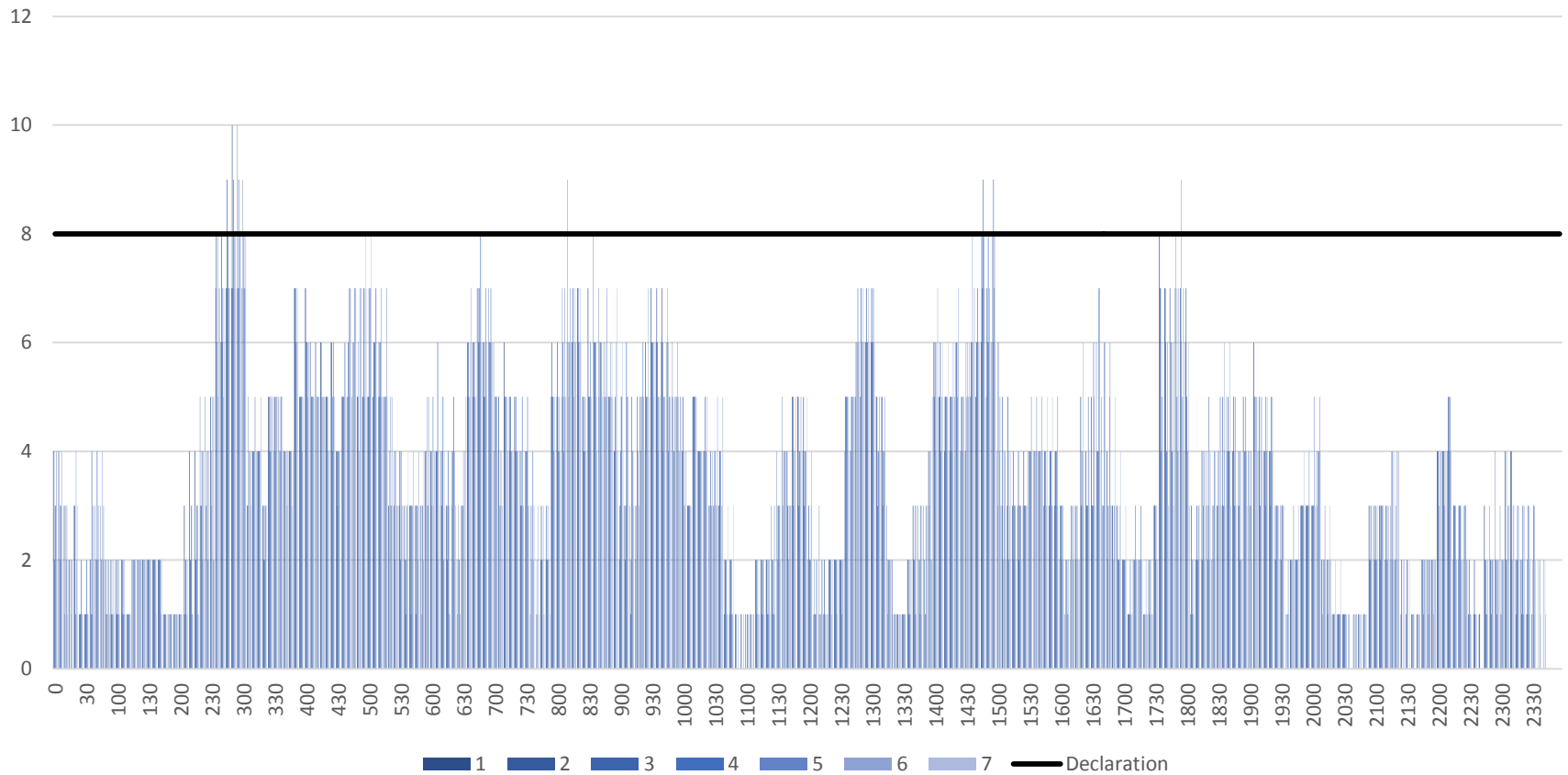


- Capacity is close to being fully allocated at 04 UTC.
- Departures limit: 12,000 per hour.
- EK Load factor: 84%
- OAL Load factor: 84%



Terminal 2 Departure Gates

Peak Week Terminal 2 Departure Gate Demand Vs Declaration - UTC





W16 Stand Demand Vs Declaration

Peak Week Stand Demand Vs Declaration at 0310UTC (26Feb-04Mar 2016)

	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	MAX	Declaration
ICAO CODE C DXB	36	36	36	31	37	33	35	37	36
ICAO CODE D DXB	2	1	1	1	0	1	2	2	2
ICAO CODE E DXB	81	90	83	89	89	90	94	94	93
ICAO CODE F DXB	42	45	43	43	44	42	44	45	45
Grand Total	161	172	163	164	170	166	175	175	176

- Demand snapshots suggest the airfield may experience high utilisation of the declared stand capacities.
- At peak times, ICAO code size C and E type groups may be restricted, but larger stand type may be available.
- The figures illustrated are a snapshot of demand for stands.
- Other constraints may result in increasing stand demand.
- Challenges in meeting demand are likely to be experienced by some types between 2100 – 0530 UTC.



W16 LOCAL RULES

- Historic Eligibility Local Rule (New)
 - Includes the existing Cargo Local Rule
 - Includes the existing Positioners and Transit flights.
 - Includes some of the existing Charter Local Rule detail.
- Slot Enforcement Local Rule
- GA Slot Adherence
- Charter Local Rule

The link <http://acl-uk.org/acl-international/default.aspx?id=151> gives access to all DXB local rules and conditions of use alongside other useful information such as seasonal capacity reports and presentations.



Historic Eligibility Local Rule (New)

Purpose of the rule

- To maximise the use of the facility

Seasonal fragmentation caused by short series schedules with historic eligibility has been identified as restricting the ability to utilise the available runway capacities. The majority of operations at DXB are full season schedules where there is little desire to fragment the season for a few weeks. The concern is this may lead to an increasing amount of wasted capacity. By preventing new short series schedules from gaining historic rights, Dubai Airports aims to reduce capacity wastage and to maximise the capacity availability for all operators.

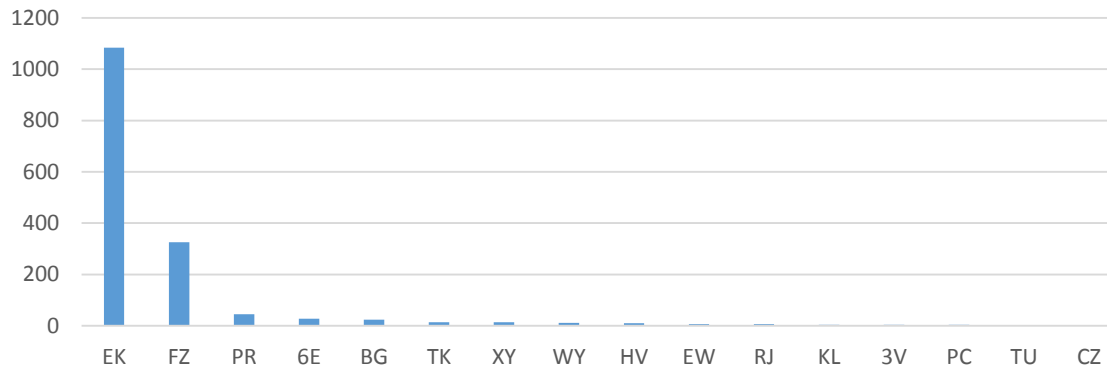
Effect

- At times where demand exceeds capacity, operators have found it difficult to gain slots that meet the constraint on the routes they are operating.
- A fragmented schedule leads to an increasingly fragmented schedule.
- Operators have cancelled services rather than accept fragmented seasonal schedules.
- Operators have chosen to operate from SHJ where non fragmented options have not been available.
- Operators have reduced the frequency of operations due to the impact fragmented schedules has on their overall networks.
- The impact has affected many operators at DXB, but in particular FX, EP, QB, ET, EK, FZ, SV, XY, W5, 6E, SG, 9W, TK and SQ amongst others.

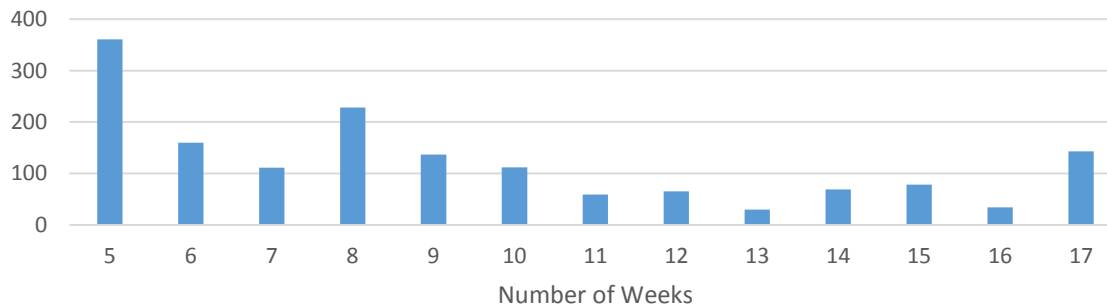


Historic Eligibility Local Rule (New)

Operators Holding Series Schedules in W15 up to 17 weeks



Number of Series Schedules held historically in W15 by the number of weeks held



The chart to the left gives an indication of the operators whom may be affected by the local rule, based upon the W15 season. 17 Weeks reflects up to 80% of available weeks in the season.

These charts exclude the impact of operations fragmented for operational reasons beyond the operators control.

The chart to the left demonstrates the number of historic series slots held in W15, up to 17 weeks in total. 17 weeks reflects up to 80% of available weeks in the season.



Historics Eligibility: Overview of The New Local Rule

The Objective

- Reduce sub-optimal slot allocation and minimize schedule fragmentation in order to optimize the use of available capacity.

The Rule

- Services that hold a series of slots will not gain historic status in future seasons if the number of weeks in the series is less than 80% of the total weeks in that season.

Exemptions

- Existing historics.
- New services beginning later in the season where there is intent to operate at least 80% of the total weeks in the future equivalent season.

IATA Scheduling Calendar



Winter 2016/17 SC/138 Hamburg	ACTIVITY	Summer 2017 SC/139 Atlanta
25 April 2016	SHL Deadline	12 Sep 16
12 May 2016	Agreed Historics Deadline	29 Sep 16
19 May 2016	Initial Submission Deadline	06 Oct 16
07 June 2016	AppCal opened to Coordinators	25 Oct 16
09 June 2016	SAL Deadline	27 Oct 16
13 June 2016	AppCal opened to Airlines	31 Oct 16
21 June 2016	IATA Slot Conference	08 Nov 16
15 August 2016	Slot Return Deadline	15 Jan 17
31 August 2016	Historics Baseline Date	31 Jan 17

<https://www.iata.org/policy/infrastructure/slots/Documents/calendar-slot-activities.pdf>



Contacts

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Sunday – Thursday 0730 – 1430 GST

ACL (UK)

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Staines,
TW18 4JT
Phone +44 208 564 0610
Email: Slots@acl-international.com
Monday – Friday 1130 – 2000 GST

<http://www.acl-uk.org/acl-international/default.aspx?id=151>

Airport Operations and JCR

Dubai International Airport
Tel: +971 4 504 5016
Email: jointcontrol.room@dubaiairports.ae
SITA: DXBADXH
Within 24 hours of operation 24 hours per day

Slot Performance Committee

Romain Hericher, Director – Planning & Performance

DA



Dubai Airports
Connecting the World

Slot Performance Committee (SPC)

Representation: from Airlines, Airport, and ACL.

Objective: to mitigate slot performance issues and ensure best utilisation of scarce slot capacity at DXB.

This is done through the monitoring and analysis of:

- Operations without slots (GOSHOW)
- Non-Operative slots (NOSHOW)
- Significantly Off-Slot Operations

What happens next:

- Targeted queries to the poorest performers
- Improved understanding of operational constraints at an airline level
- Identification and agreement of issues for carriers to work on
- Establishment of tangible deadlines for improvement and review

Sustainable improvements in punctuality observed for selected flights following action by carriers:

- Slot re-timing at DXB
- Flight time, Block time adjustment

For No-Slots and Off Slots, ACL will work on pre-season prevention; many carriers will change future schedules as a result of queries



W15

25 Oct 2015 – 26 Mar 2016

1,845
Slots Not
Used

- Unused slots account for **1.06% of total slot holding**
- Airlines encouraged to develop robust checks

8
Operations
Without
Slots

- Significant improvement over S15
- Operations without slots are almost always caused by system errors or filing incorrectly.

29
Slot
Adherence
Cases

- Mixed results: Simple revisions often yield improvements, but there are some difficult cases which take a season change to resolve.
- Some airlines remain consistently poor despite consultation.



Slot Adherence Queries – W15

Coord Ope	W15 Performance Average		Volume	Issue	Action/Status
	Arrivals	Departures			
Philippine Airlines	27.4% →	58.3% ↑	423	Unstable Schedule	Improvement towards end of season
Daallo Airlines	39.0% →	48.8% ↑	82	Early arrivals	Early arrivals; small operation skews averages
Air Algerie	28.2% ↑	38.8% ↑	170	Late Arrivals; Late Departures	General improvement
Shaheen	50.5% ↑	34.3% →	1,017	Unstable Schedule - Very Late Rotations	Significant improvement in arrivals, slight improvement in departures - Concourse D gate change problems
Thai Airways	58.4% ↑	35.7% ↓	308	Late Departures	Under investigation
Syrianair	24.5% →	8.2% →	98	Very Late Arrivals and Departures	Small nr of ops, no improvement - working on rescheduling ops to improve punctuality
Biman Bangladesh	31.4% →	10.5% →	306	Late Arrivals; Late Departures 30 mins+	Late Arrivals; Late Departures 30 mins+
ECAir	10.0% →	12.2% →	99	Unstable Schedule - Very Late Rotations	Reduced number of ops, under ongoing investigation
Iran Aseman	37.7% →	32.5% →	154	Unstable Schedule - Very Late Rotations	Holding delays, T2 gate issues
Cebu Pacific	11.6% ↓	11.0% →	292	Late Arrivals; Late Departures	Trying to resolve issues in MNL
Sri Lankan	60.4% →	7.1% ↓	308	Very Late Departures	Muscat-flow issues affect departures
China Eastern	5.9% ↓	32.4% →	136	Late Arrivals; Late Departures	Strong en-route winds during winter, ongoing investigation
Ariana Afghan	27.7% ↓	51.2% ↓	260	Late Arrivals; Late Departures	Aircraft shortage, worsened performance




 Trend since last SPC



Late Cancellation Queries

Operator	Status	Action Required
ET	Late and rolling cancellations due to unexpected low loads. Loads have now improved and ET has resumed operations as planned.	NO
LC	Additional cancellations made to bring the intended schedule up to date. LC has committed to earlier returns in future.	NO
LN	LN intends to operate but has now cancelled slots until 26 Mar for reasons of force majeure. This is supported by other operators claiming force majeure on the same route.	NO
RA	Cancelled the remainder of W15 slots and have committed to updating S16 by the slot return deadline.	NO
RQ	Cancelled remaining seasons slots and committed to meeting the slot return deadline in the future.	NO
UN	Late and rolling cancellations, agreed a canx solution while the UN AOC is potentially reinstated. All future slots have been removed due to non-reinstatement of AOC	NO
W5	W5 has intended to operate but could not gain non fragmented schedules. While the slots were waitlisted, W5 held the slots in the hope there would be improvement. W5 as now returned the slots for the remainder of the season.	NO
FZ	Large number of cancellations have since been made following a commercial review. FZ confirms they no longer hold additional slots and will adhere to the slot return deadline.	NO
RB	No response but they cancelled slots for the remainder of the season on 13Dec.	NO
HH	All remaining slots have been cancelled	NO
EP	EP made further cancellations but has since explained these are due to operational reasons. EP needs to advise what the operational reasons are and how late cancellations may be prevented in future seasons.	YES



The 10 Worst Performing Airlines – W15

Arrivals

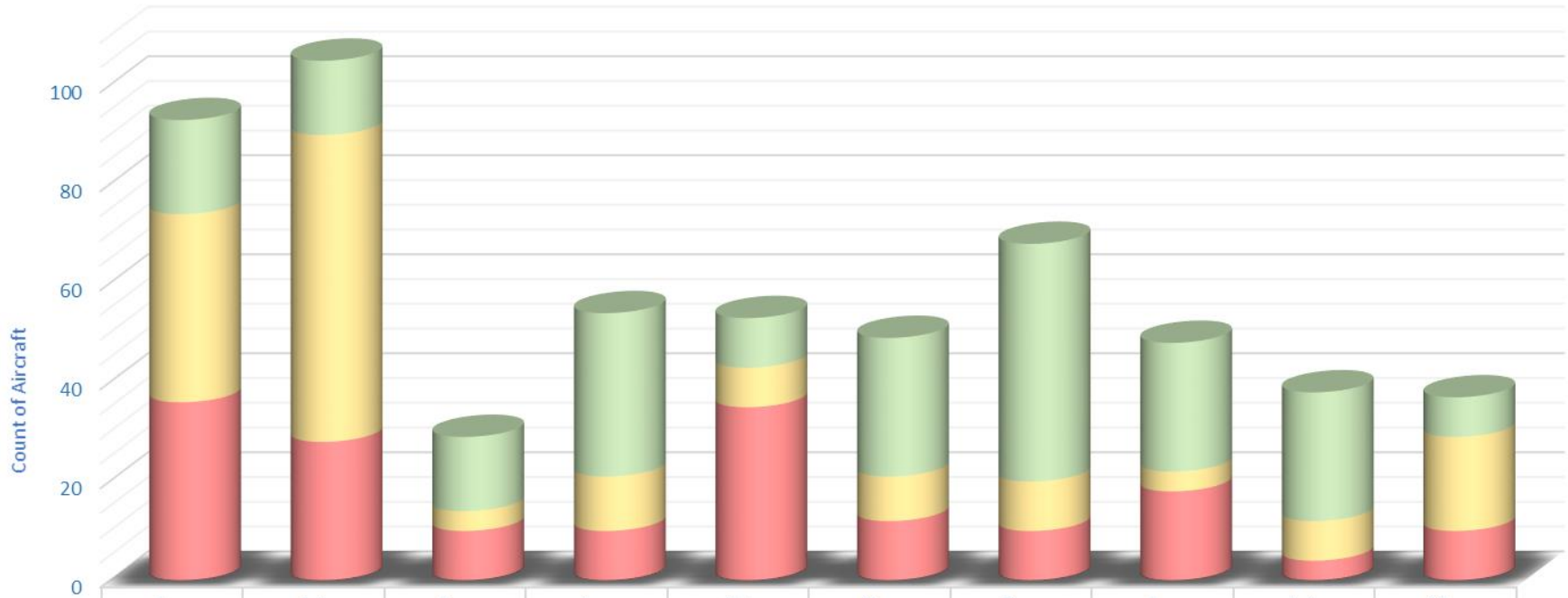
Carrier	<15EARLY	+ -15mins	>15late	Operated Volume
China Eastern Airlines	0.0%	5.9%	94.1%	68
EC Air	4.0%	10.0%	86.0%	50
Cebu Pacific Air	0.0%	11.6%	88.4%	146
Syrianair	2.0%	24.5%	73.5%	49
Air China	51.3%	26.1%	22.6%	115
Philippine Airlines	19.3%	27.4%	53.3%	212
Ariana Afghan Airlines	7.7%	27.7%	64.6%	130
Air Algerie	4.7%	28.2%	67.1%	85
Biman Bangladesh	4.6%	31.4%	64.1%	153
Air India	22.4%	35.0%	42.6%	928

Departures

Carrier	<15EARLY	+ -15mins	>15late	Operated Volume
Srilankan Airlines	0.0%	7.1%	92.9%	154
Syrianair	2.0%	8.2%	89.8%	49
Biman Bangladesh	0.0%	10.5%	89.5%	153
Cebu Pacific Air	0.0%	11.0%	89.0%	146
EC Air	0.0%	12.2%	87.8%	49
China Eastern Airlines	0.0%	32.4%	67.6%	68
Iran Aseman Airlines	9.1%	32.5%	58.4%	77
Shaheen Air	0.2%	34.3%	65.5%	507
Thai Airways	0.0%	35.7%	64.3%	154
Air Algerie	0.0%	38.8%	61.2%	85



Ethiopian Airlines – Equipment Discrepancies S15/W15



	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar
Total	93	105	29	54	53	49	68	48	38	37
Wider Aircraft	19	15	15	33	10	28	48	26	26	8
Smaller Aircraft	38	62	4	11	8	9	10	4	8	19
Larger Aircraft	36	28	10	10	35	12	10	18	4	10

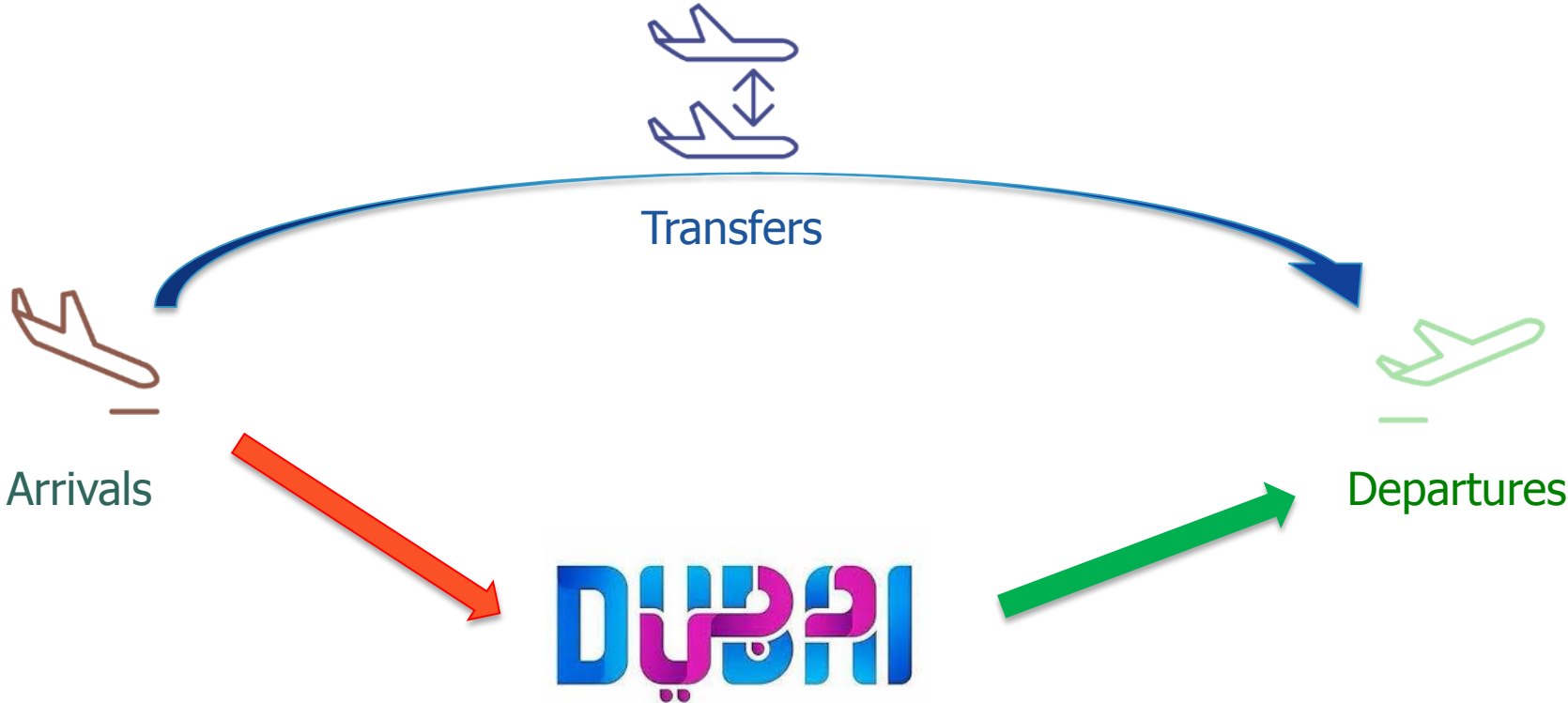
Planning & Monitoring Operational Data Sharing

DA

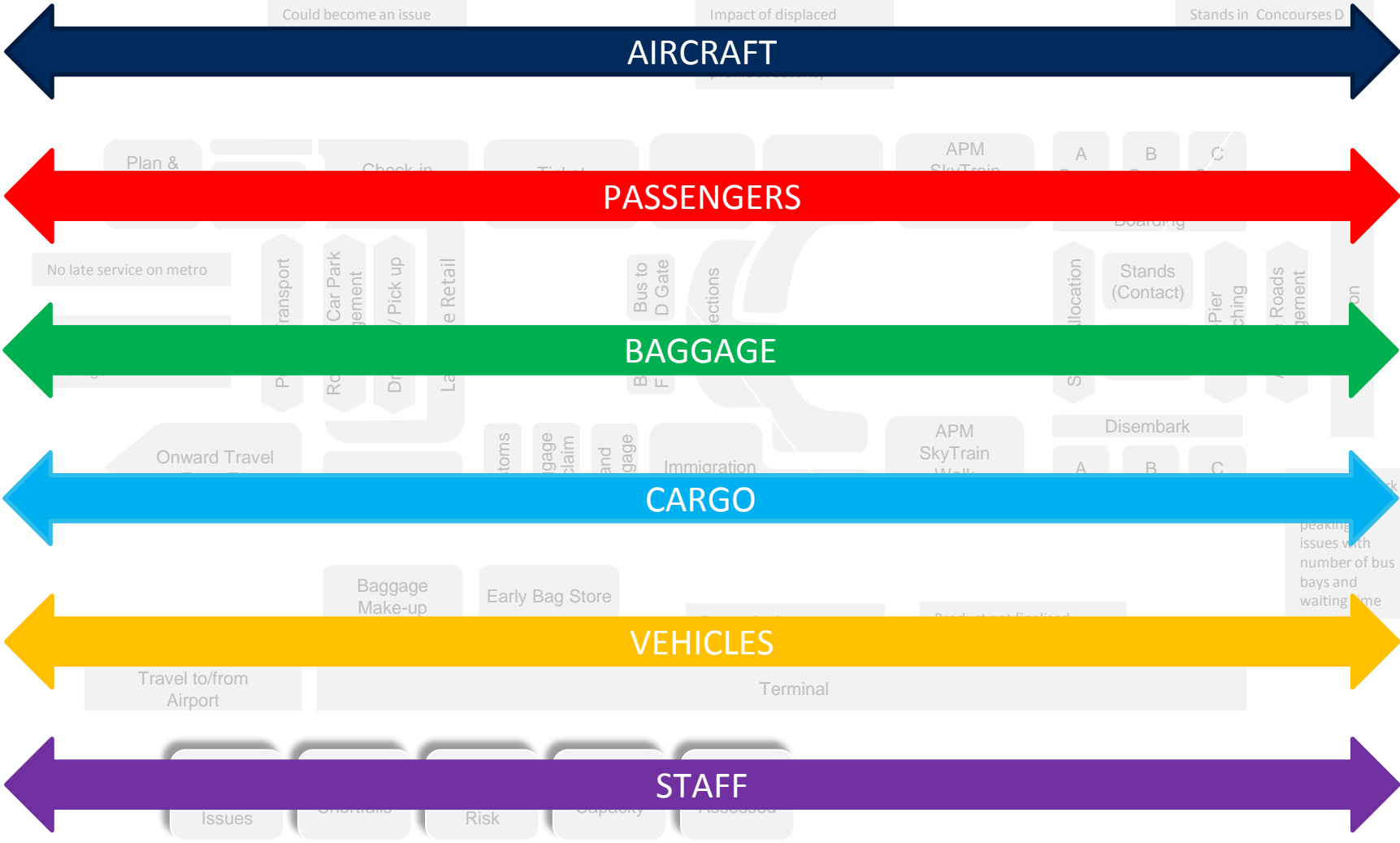


Dubai Airports
Connecting the World

The airport journey, from a passenger's perspective

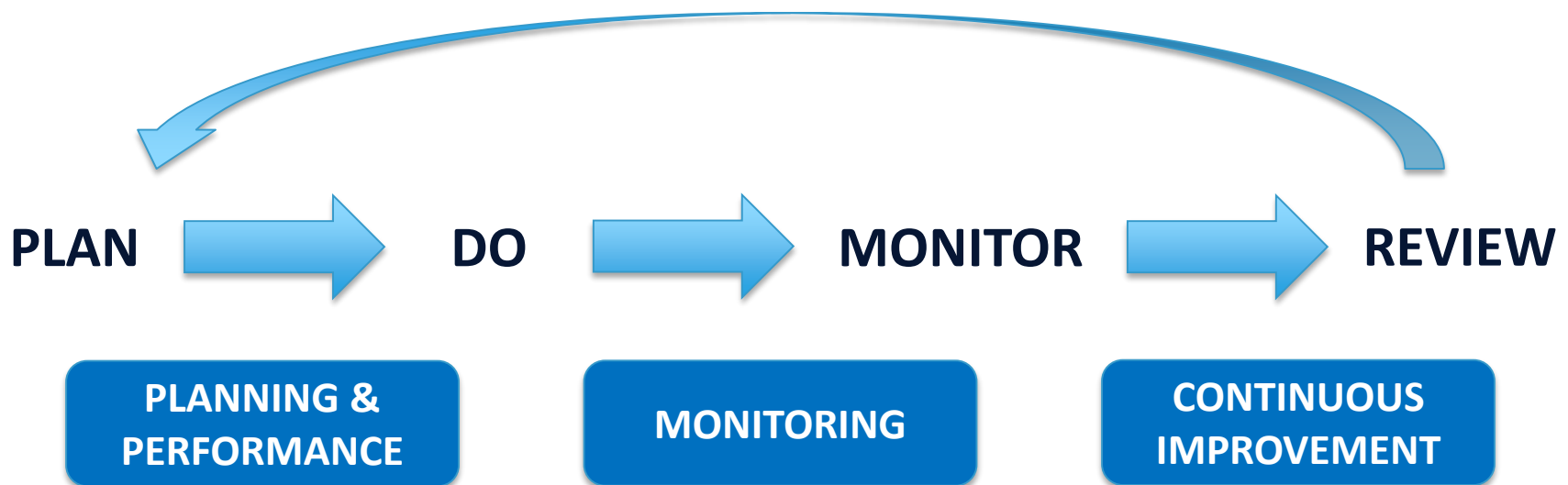


The passenger journey, from an airport perspective



Planning & Monitoring department – why?

- Create operational plans integrating the different airport flows
- Monitor operations and service
- Report and analyse the performance, providing insights to Operations, Strategy and our stakeholders
- Continuously improve our performance



Some examples of our work in progress:

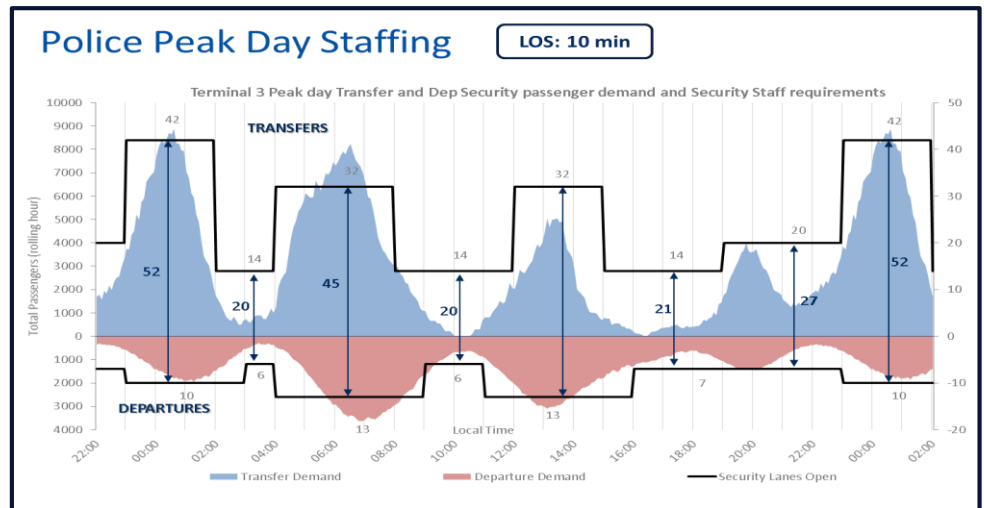
Daily forecast accuracy

97% (T3 only)

Row Labels	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	Grand Total
01/06/2015	6762	3343	651	431	1875	4818	6315	3506	1483	422	0	662	1965	2902	944	475	81	492	489	2323	2249	927	1936	4569	49620
02/06/2015	6555	2970	640	810	2217	4448	6355	3641	1662	432	0	853	2184	3074	969	410	67	406	494	2043	1928	848	1812	4250	49069
03/06/2015	6086	3071	594	795	1891	3716	5494	3373	1474	383	0	884	2134	2869	941	353	55	334	333	1961	1840	667	1838	4075	45160
04/06/2015	5944	2808	588	805	2004	4229	5710	3416	1365	669	0	681	2153	2853	922	420	70	424	516	2096	1728	813	1702	4018	45933
05/06/2015	6327	3316	644	781	2231	4286	5968	3509	1602	717	0	1022	2134	2870	942	427	71	430	428	2186	1914	1157	1945	4764	49669
06/06/2015	7117	3811	687	823	2573	4622	6348	3861	1542	438	0	984	2434	3225	1043	34	70	427	519	2375	2271	1076	2154	4915	53740
07/06/2015	7002	3374	671	829	2370	4817	6504	3727	1701	762	0	474	2104	2788	901	428	72	437	435	2078	2014	886	1953	4855	51183
08/06/2015	6806	3567	862	787	2461	4321	6173	3694	1475	419	0	817	2219	3175	1015	420	68	412	410	2115	2066	852	1920	4600	50655
09/06/2015	6791	3119	624	748	2048	4347	5870	3363	1535	399	0	849	2206	3105	978	505	87	527	642	2086	1890	831	1880	4463	48894
10/06/2015	6300	3157	603	798	1899	3962	5517	3387	1480	384	0	893	2156	2899	951	401	65	395	393	1927	1774	643	1875	4189	46048
11/06/2015	6127	2898	593	800	1992	4204	5677	3397	1357	665	0	728	2341	3102	1003	427	70	423	514	2081	1714	807	1744	4146	46809
12/06/2015	6382	3318	639	1016	2200	4226	5885	3459	1579	707	0	1086	2294	3084	1012	483	81	494	492	2129	1829	1106	1930	4766	50196
13/06/2015	7100	3797	687	825	2581	4636	6367	3873	1547	440	0	1021	2541	3366	1088	455	74	448	545	2267	2141	1015	2123	4897	53834
14/06/2015	7251	3557	696	850	2429	4937	6666	3820	1744	781	0	511	2267	3003	971	471	80	484	482	2249	2173	956	2067	5118	53561
15/06/2015	7232	3803	900	812	2540	4460	6372	3813	1523	433	0	814	2211	3164	1011	435	71	431	429	2288	2244	925	2053	4905	52872
16/06/2015	6871	3078	632	773	2116	4492	6066	3476	1586	412	0	789	2007	2825	890	388	64	386	384	2113	1969	713	1881	4139	46280
17/06/2015	6222	3119	602	805	1915	3995	5563	3415	1493	388	0	874	2100	2824	927	391	64	386	384	2113	1969	713	1881	4139	46280
18/06/2015	6320	3050	610	808	2013	4247	5735	3432	1371	672	0	659	2067	2738	885	383	63	381	464	2139	1794	845	1835	4364	46873
19/06/2015	6471	3316	647	787	2249	4319	6014	3535	1614	723	0	1063	2232	3002	985	419	68	414	412	2258	1992	1204	1960	4764	50445
20/06/2015	7134	3824	706	861	2692	4836	6643	4041	1614	773	0	992	2438	3229	1044	452	74	450	669	2403	2286	1083	2163	4932	55339
21/06/2015	7249	3545	695	849	2426	4911	6658	3815	1741	780	0	476	2113	2799	905	365	59	355	353	2137	2121	933	2052	5100	52457
22/06/2015	7252	3824	900	810	2533	4651	6354	3802	1519	744	0	777	2112	3022	966	378	60	364	362	2325	2319	956	1777	5230	53047
23/06/2015	6979	3141	658	815	2230	4734	6392	3662	1672	434	0	811	2055	2892	911	382	62	377	459	2143	2056	904	1919	4495	50184
24/06/2015	6845	3552	678	897	2135	4555	6204	3809	1665	745	0	900	2132	2867	941	404	66	400	398	2263	2115	766	1983	4854	51077
25/06/2015	6828	3215	673	922	2295	4844	6541	3914	1563	766	0	690	2117	2805	907	387	63	384	570	2454	2090	984	1967	4600	51578
26/06/2015	6779	3466	682	835	2387	4585	6385	3753	1713	767	0	985	2021	2718	892	434	74	446	444	2421	2135	1291	2088	4979	52247
27/06/2015	7591	4098	1027	892	2788	5009	6880	4185	1672	475	0	1050	2590	3431	1109	461	75	453	673	2598	2493	1182	2326	5285	58343
28/06/2015	7681	3737	751	935	2851	5549	7331	4200	1917	858	0	516	2291	3035	981	413	67	407	514	2508	2493	1097	2207	5376	57171
29/06/2015	7684	4652	1250	879	2750	4827	6897	4127	1648	888	0	816	2218	3174	1015	468	74	448	446	2575	2545	1049	2215	5238	57192
30/06/2015	7430	3410	716	898	2331	5161	6948	3993	1823	816	0	856	2152	3029	954	405	66	400	487	2396	2312	1017	2097	4880	54686
Grand Total	205117	102346	21305	24666	69124	136672	187852	111000	47681	18209	0	24533	65990	89868	29004	12652	2081	12615	14227	67134	62604	28461	59268	141171	1533579

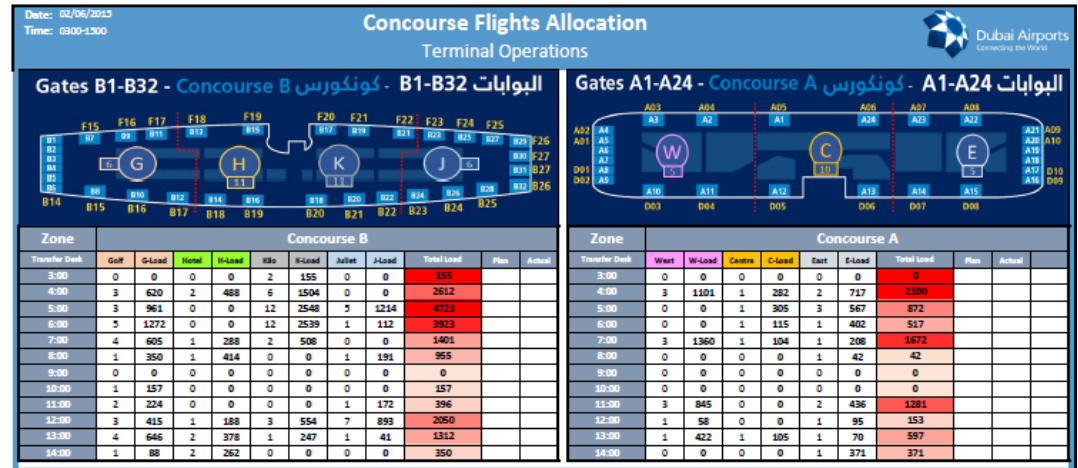
Staffing requirements accuracy

89% (T3 only)

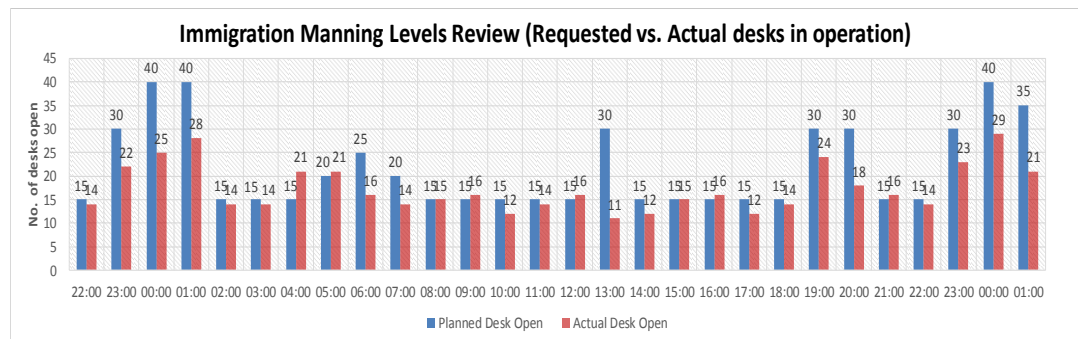


Some examples of our work in progress:

Optimised deployment of resources on the day by improving data quality and communications with key stakeholders



Systematic review of the operation and quality of the plans



We need your help!

– *“Garbage in, garbage out!”*

We need to provide all stakeholders with quality plans in advance of the day to help them staff key touchpoints with the right level of resources.

➤ Sharing of plans and forecasts

We need to improve our ability to tactically review the plan and react, to recover from disrupted operations and optimise service on other areas downstream (e.g. check-in impact on emigration)

➤ Sharing of passenger processing information

The challenge: limited visibility of demand and operational data in T1, T2, DWC.

Help us help you!!

... for today's and tomorrow's operation:



- **Conditions of Use review** – more operational data (to be sent to DA)
- Engagement via Aviation Business Development team to discuss advanced booked loads / **forecast data** sharing

Closing Remarks/Questions?

Robert Whitehouse, Director – Capacity Planning

DA



Dubai Airports
Connecting the World

Lunch



Dubai Airports
Connecting the World