



## Summer 2025 Coordination Parameters

The Irish Aviation Authority has determined the following scheduling limits for the Summer 2025 season at Dublin Airport.

### Runway Scheduling Parameters:

Runway Hourly Limits			
Time UTC	Arrivals Limit	Departures Limit	Total Limit
0000	23	25	32
0100	23	25	32
0200	23	25	32
0300	23	25	32
0400	23	25	32
0500	23	36	40
0600	20	40	52
0700	25	25	45
0800	29	25	50
0900	27	30	54
1000	29	27	52
1100	30	30	54
1200	28	29	54
1300	28	30	56
1400	23	29	49
1500	26	27	47
1600	27	29	52
1700	26	28	51
1800	23	26	46
1900	26	22	46
2000	27	22	46
2100	33	25	44
2200	28	25	32
2300	23	25	32
Totals	<b>616</b>	<b>655</b>	<b>1062</b>

Maximum number of movements per 10 minute period- Dual runway operations	
Maximum Total	13
Maximum Arrivals	6
Maximum Departures	7

Maximum number of movements per 10 minute period- Single runway operations (2200z-0559z)	
Maximum Total	9
Maximum Arrivals	6
Maximum Departures	6*
*Exception: Maximum Departure Limit is 7 movements at 0500, 0510, 0520, 0530, 0540, 0550 UTC	

**Passenger Terminal Parameters (hourly):**

	Departures Hourly Limit	Arrivals Hourly Limit
Terminal 1	4,130	3,960
Terminal 2	3,600	3,400

Notes:

- 1) The hourly limit for passengers is rolled every 10 minutes.
- 2) Load factors of 95% are applied to Scheduled services for Terminal 1.
- 3) Load factors of 85% are applied to Scheduled services for Terminal 2.
- 4) Load factors of 100% are applied for Chartered services for both Terminal 1 and Terminal 2.

**Passenger Terminal Parameters (seasonal):**

	PATM Seat Capacity
Terminal 1 and Terminal 2 combined	25,200,000
Service type codes not using the capacity of Terminal 1 or Terminal 2: General Aviation (D), Special (FAA/Government) (E), Cargo Scheduled (F), Crew Training (other than GABA operators) (K), Air Ambulance (U), Military (W), Technical Stop (X).	

Notes:

- 1) A total seasonal limit applies to all service type codes other than those listed above as not using the capacity of Terminal 1 or Terminal 2. An individual airline seasonal quota is not applied.
- 2) To the extent that the seasonal PATM seat parameter may be insufficient to permit the full reallocation of historic slot series from S24, reductions in seats to be applied on a pro-rata basis across all air carriers holding historic seats from the Summer 2024 season.
- 3) Slots returned must include the seats assigned to that slot at the time of return to the pool.
- 4) Slots returned will be made available to other users, provided the slot request does not exceed the PATM seat parameter.

**Stand Parameters:**

	GA	Non-Turnaround		Turnaround Stands									All
		W.A.N	W.A.S	Total	5G	5H	Triangle	MRO	P1	P2	P3	P4	
Remote	8	16	24	15	12	3	6	3	-	-	-	-	63
Contact	-	-	-	-	-	-	-	22	10	11	19	9	71
All	8	16	24	15	12	3	6	25	10	11	19	9	134

Note: This table represents NBE stand capacity.

Area	Constraint
Stands	Where demand for stands exceeds supply based on coordination allocation, flights to be referred to Dublin Airport for detailed assessment.

**Referral Parameters:**

<b>Area</b>	<b>Flag</b>
T2 Check-in Desks 1-28 (T2 Operators excluding EI)	Demand exceeds 28 desks
US Preclearance	New flights and schedule changes