



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 | <u>616</u> | <u>655</u> | <u>1062</u> |
|--------|-------------------|-------------------|--------------------|

| | |
|--|----|
| 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):

Note: The PATM Seat Capacity parameter comprised in the struck-through text below is currently stayed by order of the Irish High Court made on 7 November 2024. In accordance with its terms, the stay is on the operation and implementation of the PATM Seat Capacity parameter of 25.2 million seats, and the stay will remain in effect pending determination of the Judicial Review Proceedings currently challenging the validity of this parameter, or until further order of the High Court.

| | 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 | S.A | Total |
| 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:

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