

Mr. John Spicer
Commission for Aviation Regulation
Earlsfort Terrace,
Dublin 2

31 July 2014

Re: Response to Airports Charges Draft Decision Paper

Dear Sir,

Flybe is a short-haul, regional airline based in Exeter, in the UK, and we have operated at Dublin Airport for over 15 years. In the last twelve months, we have served over 150,000 passengers at Dublin Airport, and we look forward to growing this number to over 300,000 in the coming year. We are an airline poised for growth, and we are proud to have announced three new routes from Dublin in the last six months. Our business model is increasingly focused on providing UK passengers an opportunity to fly from their regional, home airport through larger hub cities, and onward to destinations across the world. Offering connectivity in Dublin, especially with its improved access to North America, is a powerful message for our passengers.

We operate in an industry fraught with competition, not only on direct routings, but with other airports in Great Britain and Eire. This is why it is very important to have even footing where we compete on these fronts. Flybe wishes to express its support for the T1 refurbishment programme so that passengers experience a service that might be comparable not only to T2, but also to rival airports in Northern Ireland or other European hub airports. In particular, we support the proposal for Fixed Electrical Ground Power and a Baggage Reconciliation System for T1. Other infrastructural improvements, such as those to the terminal's roof, are extremely important so that this facility is seen by passengers as modern and safe.

Thank you for the opportunity to respond to this proposal, and Flybe looks forward to growth at Dublin and many more years of successful partnership.

Yours truly,

Fred Kochak
Director of Route Performance
Flybe

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