

Adrian Corcoran
Director of Economic Regulation
Commission for Aviation Regulation
Alexandra House
Earlsfort Terrace
Dublin 2

7th April 2020

Re: Coordination Parameters for Winter 20

Dear Adrian,

The Commission for Aviation Regulation, by virtue of Section 8(1) of the Aviation Regulation Act, 2001, is the competent authority in Ireland for the purposes of Council Regulation (EEC) No.95/93 (as amended) on common rules for the allocation of slots at Community Airports other than the function of the coordinator. Article 6 of the Slot Regulations states that, at a coordinated airport, the member state responsible shall ensure the determination of the parameters for slot allocation twice yearly, while taking account of all relevant technical, operational and environmental constraints as well as any changes thereto.

Article 5 of the Slot Regulation sets out the tasks of the Coordination Committee which include making proposals concerning or advising the member state on:

- the possibilities for increasing the capacity of the airport determined in accordance with Article 3 or for improving its usage;
- the coordination parameters to be determined in accordance with Article 6;
- all questions relating to the capacity of the airport.

Dublin Airport issued the following pieces of information to its Coordination Committee members in March 2020:

- Winter 2019 performance summary including details on taxi times and on-time performance;
- list of projects which will be complete in advance of the start of W20 season;
- list of projects which will be ongoing in W20 season;
- results from NATS runway capacity model;
- results from Arup airside simulation model;
- capacity and demand position for terminals and stands

The pre-meet took place on Wed 21st March via Skype due to Covid-19 (social distancing in place).

Before any presentations commenced Aer Lingus proposed the following, given the current circumstances with Covid-19 and the impact on the wider Aviation Market.

Alternative Proposal for Winter Capacity:

Retain current Winter 19 Capacity Limits for the Winter 20 season.

The reason given for this is due to:

- 1) Current uncertainty surrounding the aviation market and the speed of recovery following Covid-19;
- 2) Focus on current issues meant there was no time to analyse capacity proposal in advance of today's call;
- 3) The wishlist provided by airlines is no longer valid.

It was agreed on the call to put this suggestion out to the committee and note all views at the CCM meeting on 1st April.

The Coordination Committee Meeting for the W20 season took place on Wed 1st April, again via Skype. Simon asked if any there are any objections to the proposal to roll the current Winter 19' limits into the Winter 20' season. There was no response / objection on the call. The attendees on the call were asked to follow up by cob 1st April if there are any objections.

With no follow up from any airline to object to the proposal, it is therefore recommended by the committee, by unanimous decision to roll the Winter 19' limits into the Winter 20' season.

The Coordination Committee's formal advice to the Commission is to support retaining the current runway slots, terminal, stand and referral limits.

Please do not hesitate to contact me should you require any additional information to facilitate the decision-making process for the Winter 20 Capacity Declaration.

Yours Sincerely,

Sinead Gray, Dublin Airport