



Mr Cathal Guiomard
Commissioner for Aviation Regulation
3rd Floor, Alexandra House
Earlsfort Terrace
Dublin 2

7 August 2009

Draft determination on the maximum level of airport charges for Dublin Airport from 1 January 2010 to 31 December 2014

Dear Mr. Guiomard,

As an island on the periphery of Europe, Ireland's airport infrastructure and the connectivity it provides is crucial to our economy and society. Being a trading nation, highly reliant on exports and foreign direct investment, it behoves us to develop superior infrastructure for the movement of people and goods. Despite this, Dublin Airport is viewed poorly by global business leaders and the facility is significantly congested. In the latest World Economic Forum Competitiveness Index, the quality of Ireland's airports is ranked 30th globally. Significant improvements to the passenger experience at Dublin Airport are urgently required.

Plans by the Dublin Airport Authority (DAA) are in place to address this infrastructure deficit and have the passenger experience at their core. Rapid progress is being made on Terminal 2 and, new facilities have already opened such as Pier D and the new T1X facility. The next phase of needed development includes: the construction of a second runway, providing for enhanced access to new markets; important care, safety and maintenance works; further capacity expansion to match the predicted long-term growth patterns of the coming decades. It is important that these facilities are put in place ahead of demand. Developing Dublin Airport in a piecemeal fashion will only lead to perennial disruption, delays and unnecessary costs for passengers.

IBEC has consistently supported user charges that are fair, transparent and proportionate. With the demands on Dublin Airport to deliver a much improved passenger experience, it is important that airport charges allow for the current and future developments to take place. The latest draft determination by the Commission on the maximum level of airport charges, increasing it from €7.39 to €8.35, does not reflect the serious financial commitment required. With Dublin Airport charges amongst the lowest in Europe, the focus of the Commission must be on enabling the DAA to deliver the high quality facilities a competitive economy requires.

I trust that these points will inform the Commission's final determination on airport charges for the period 2010 to 2014. The provision of appropriate airport infrastructure continues to be a very important issue for IBEC members and I look forward to further engagement with you on this pressing matter.

Yours sincerely,

A handwritten signature in dark ink, appearing to read "Danny McCoy". The signature is fluid and cursive, written over a horizontal line.

Danny McCoy
Director General