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17 October 2016

Dr Adrian Corcoran
Director of Economics
Commission for Aviation Regulation
3rd Floor Alexandra House
Earlsfort Terrace
Dublin 2
Email: info@aviationreg.ie

By email only

Re: Review of capacity parameters at Dublin Airport

Dear Mr Corcoran,

I refer to our meeting on 11 October with your consultant, Peter Forbes and my colleagues Adrian Dunne, Colin Casey and Gerard O'Shea.

Ryanair is implementing its ambitious growth plan to 2024 and we have always been supportive of runway capacity increases at Dublin Airport within the bounds of justified operational constraints. As you know, we believe that existing and evident operational constraints prevent any increase beyond the current 35 departures in the 06:00 hour local, at this point in time. Consequently, at the Dublin Airport Coordination Committee meeting on 27 September we voted against the proposed increase to 37 departures for Summer 2017. We now urge CAR to follow the Committee's advice when determining coordination parameters for Summer 2017, as you have consistently done in the past. Specifically when CAR is joining this process at such a late stage, it would be inappropriate for CAR, without the benefit of a full capacity assessment covering runways, terminals and all other relevant factors, to dismiss the Committee's advice and substitute it for your own determination. In this regard, we welcome your decision to carry out such a capacity assessment in the near future, which will also be a useful opportunity to correct the current under-declaration of capacity in Terminal 1.

As discussed during our meeting, the last increase in the 06:00 hour local, from 33 departures in Summer 2015 to 35 in Summer 2016, has caused a severe deterioration in operational performance at Dublin Airport, which has in turn negatively affected punctuality and passenger experience, not only in the early hours during the first wave, but throughout the day. The DAA and the IAA can and should do more to address these operational issues, so as to stabilise operational performance at the airport in Summer 2017 and at the very least return to 2015 performance levels. Should this happen, we will be in a position to support a further increase in stated capacity.

Board of Directors: David Bonderman (US) – Chairman, Michael Cawley, Charlie McCreevy, Declan McKeon, Kyran McLaughlin, Howard Millar, Dick Milliken (UK), Michael O'Brien, Michael O'Leary, Julie O'Neill, James Osborne, Louise Phelan
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For ease of reference, I attach a copy of Ryanair's punctuality statistics at Dublin Airport, presented during our meeting. Should CAR decide not to follow the advice of the Dublin Airport Coordination Committee and instead accede to the DAA's request to increase the number of departures in the 06:00 hour local, we believe that there is a substantial risk of the 2016 operational melt-down at Dublin Airport being repeated in 2017. As passengers suffer delays and cancellations, airlines will naturally turn to the DAA and CAR seeking indemnity for their losses and reputational damage.

We look forward to tomorrow's meeting with your consultant and other interested parties. We also remain available to answer any questions you may have or provide any additional information which you or your consultant may find helpful.

Yours sincerely,



Juliusz Komorek

Chief Legal & Regulatory Officer

		Punctuality		Declared Dep Capacity		Declared Tot Capacity	
		On Time	Within 15 min	6hr Loc	7hr Loc	6hr Loc	7hr Loc
S15	First Wave			33	30	40	41
	All						
S16	First Wave			35	30	40	42
	All						