



## **Commission Announces New Capacity Analysis of Dublin Airport**

The Commission for Aviation Regulation today (1 August 2006) announced that it would shortly commission a new capacity analysis of Dublin Airport.

The High Court recently decided that the April 2005 designation of Dublin Airport as 'slot coordinated' lacked, in the Court's view, the support of a capacity assessment of Dublin Airport in the manner required by European legislation.<sup>1</sup>

The Commission has decided, therefore, that it should have a new capacity analysis of Dublin Airport carried out in order to assess the appropriate scheduling status of Dublin Airport.

When that analysis is completed and having consulted with the broad aviation community at Dublin Airport, the Commission will make a decision as to whether 'slot coordinated' or 'schedules facilitated' status is appropriate for Dublin Airport.

The recently appointed Commissioner for Aviation Regulation, Mr. Cathal Guiomard, said:

"The Commission firmly believes that the interests of all airlines at Dublin Airport, and their customers, are best served by offering clarity to the scheduling of future operations through the airport. Many facets of the airport have changed since the last analysis was carried out in June 2004 and we need to assess how well the airport's infrastructure can cope with the forecast traffic patterns, now and in the medium term."

The Commissioner indicated that he hoped to be in a position to make an announcement on the outcome early in the New Year.

**Ends**

**Issued on behalf of the Commission for Aviation Regulation by  
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<sup>1</sup> Council Regulation (EEC) No. 95/93, as amended by Regulation (EC) No. 793/2004.

## **Background**

The Commission is the competent authority in Ireland for the implementation of EU legislation on schedule facilitation.

The Commission decided in April 2005 that Dublin Airport should be coordinated from March 2006 onwards.

A “coordinated airport” is an airport where, in order to land or take off, it is necessary for a carrier to have been allocated a slot by a coordinator.

A “scheduled facilitated airport” is an airport where there is potential for congestion but which is amenable to resolution by voluntary cooperation between air carriers and where a schedules facilitator has been appointed to facilitate the operations of current and intended operators at that airport.