

Mr. John Spicer,  
Acting Commissioner  
Commission for Aviation Regulation  
3<sup>rd</sup> Floor,  
Alexandra House,  
Earlsfort Terrace  
Dublin 2  
Ireland

30<sup>th</sup> July 2014

Re: American Airlines Response to Airports Charges Draft Decision

Dear Mr. Spicer,

You will be aware that American Airlines and US Airways merged and will eventually operate under the American Airlines brand. The scale of our operation has grown with almost 30% more passengers and operations so far this year. We are also seeing an increase in the number of transfer passengers connecting at Dublin Airport onto our flights. This is a new development on our flights and is helping our performance at Dublin.

With the level of business that American Airlines is placing at our Dublin station it is important that we have capacity to handle our passengers smoothly and efficiently. In Terminal 2 we are experiencing congestion at times in check-in and on the airside stands. A move to encourage some of the non-USA airlines out of Terminal 2 is something we would support. We recognise that a certain amount of investment would have to be undertaken by the airport in Terminal 1 and we would support an upgrade of the infrastructure there if that delivered more capacity for American Airlines to grow in Terminal 2.

Having looked at your Draft Determination of the 29<sup>th</sup> May 2014 we have a few comments to make on areas where we feel the airport needs to invest and help speed up operations both within and outside the terminal areas. As a general principle, we expect to see the airport provide sufficient staff and the right equipment at critical handling points to manage passenger flows efficiently, securely and quickly particularly at passenger search. Specifically we support the airport's planned investment in securing the most up-to-date hold bag screening equipment, the expansion of the transfer operation, acquiring the most sophisticated and latest technologies for liquids and explosive trace detection equipment are vitally important to securely and safely moving passengers through these points. Outside the terminal areas we support the proposed developments that will improve efficiencies on the airfield that include the new line-up points on the main runway and the upgrades to the taxiways to accommodate the B777 aircraft. As mentioned above we recognise that the airport has to invest to encourage some airlines to move from one terminal to another. The investment required to do so must be prudent and we accept that this must be managed efficiently.

Yours sincerely,

Martin McGillion  
Regional Airports Manager UK/IRL  
American Airlines Inc.