

## **Response to Draft Decision on the Interim Review of the 2014 Determination**

Stobart Air is an operator of Regional Jet equipment serviced from Terminal 1, and Regional Turbo-prop aircraft serviced from Terminal 2 at Dublin Airport.

Stobart Air Regional Jet equipment can avail of contact stand access on Pier 2 from Terminal 1. However, because of DAA inadequacy of Stand availability to service the volume of operations from Terminal 2, all Stobart Air Turbo-prop operations from Terminal 2 are serviced from remote stands on, or adjacent to, the Triangle by a bussing product from Terminal 2 Bussing Gates.

The related bus journeys to and from these remote stands require passenger buses to cross two live taxiways, pass behind numerous active stands, and frequently results in transit delays arising from aircraft movements. The alternative use of Terminal 1 is not an option, as Stobart Air provides a time-constrained connecting product to the Aer Lingus North Atlantic services under an EI code.

Over the period of the planned proposals, the DAA are planning for remote stand operations to be pushed even further and further away from the Terminal 2 bussing gates.

Consequently, Stobart Air priorities for developments at Dublin Airport are focussed on those targeted at improving the safety and reliability of bus transfers between Terminal 2 and remote stand parked aircraft, and those which also reduce passenger transfer times. These developments being the Pier 2 Underpass and Pier 3 Underpass. Stobart Air considers these two projects should be prioritised to mitigate the current safety risk, reduce current transit lapse times, and be developed prior to the displacement of Turbo-prop operations to even more distant remote stand access.

Added to this, provision of T2 Level 15 Bus Gates is a required priority in order to restore acceptable service standards for those passengers subjected to the Dublin Airport bussing product. Overcrowding of the existing facilities is already a common event as larger numbers of movements, and larger capacity aircraft, are now routinely serviced through the limited number and size of the current Bussing gates.