



Mr. Adrian Corcoran
Director of Economic Regulation
Commission for Aviation Regulation (CAR)
3rd Floor
6 Earlsfort Terrace
Dublin 2

21 September 2022

Re: Draft Decision Summer 2023 Coordination Parameters at Dublin Airport

Dear Mr Corcoran,

I am writing to offer the support of DHL Express for the proposed Summer 2023 Coordination Parameters published 07 September 2022.

As your draft decision states there is significant uncertainty regarding Condition 5, compounded by the recent appeal of the Relevant Action permitted by Fingal County Council. DHL has been clear in recent years that a noise quota scheme is a more effective mechanism to manage noise than a night movement cap. Consequently, we welcomed this recommendation by ANCA and Fingal's approval of the Relevant Action submitted by Dublin Airport Authority.

As an air express carrier, transporting time-definite parcels, DHL flies during the night period out of necessity rather than choice. This enables us to provide a next day, express service to importing and exporting businesses in Ireland. You will be aware of the economic value of air freight to the Irish economy; air freight flown at night in Ireland contributes €1.1 billion in GDP and supports 15,000 jobs. Furthermore, analysis undertaken by FTAI/York Aviation demonstrates that a tonne of air freight is 53 times more valuable than a tonne of freight travelling by any other mode.¹ Taking this value into account ANCA's own cost-effectiveness assessment of noise mitigation measures and operating restrictions concluded a movement cap is "more costly than other means" of achieving the Noise Abatement Objective at Dublin Airport.

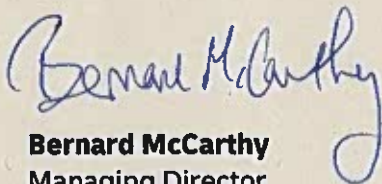
DHL does not believe it is in the interest of the airport, airlines, the local community or indeed Ireland's economic wellbeing, to attempt to introduce a further operating restriction at Dublin Airport until the current appeal has been heard. As set out in the draft decision the proposal to declare S23 capacity on the same basis as S22 prevents additional night flights, thus preventing an increase in night noise.

¹ FTAI/York Aviation, *The economic impact of cargo night flying at Dublin Airport, 2020.*

In a letter to CAR in April 2021 DHL stated it was our view that the approach taken by the Dublin Airport Coordination Committee to identify a mechanism to restrict night slots was discriminatory and in conflict with the requirement of EC 95/93 for neutral, transparent and non-discriminatory slot allocation rules. We are also of the view that any implementation of Condition 3(d) and/or Condition 5 of the 2007 North Runway Planning Permission would be inconsistent with the regulatory obligations under Regulation (EU) No 598/2014. We would look to review any subsequent approach to reduce night slots with a similar level of scrutiny and take legal advice if necessary.

As Ireland looks to economic growth, businesses need certainty to support investment decisions. The uncertainty created by Condition 5 will continue to restrict growth. We welcome the proposal from CAR to declare capacity for S23 at the same level at S22. However we note until we have a clear decision from An Bórd Pleanála on this issue we will lack business certainty needed to plan for the future. We would like confirmation that no additional operating restrictions will be introduced at Dublin Airport until the appeal has been heard and sufficient notice (as set out in the Aircraft Noise (Dublin Airport) Regulation Act 2019) has been given to all relevant parties, including operators.

Yours sincerely
DHL Express (Ireland) Limited


Bernard McCarthy
Managing Director