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Consultation – Irish Aviation Authority

Monday, 15th April 2024

The IBGAA (Irish Business & General Aviation Association) and EBAA (European Business Aviation Association) welcomes the Draft Decision on Winter 2024 Coordination Parameters at Dublin Airport issued on the 11th of April.

Section 4.14 of your draft adopts a logical and common-sense approach when dealing with GA passenger numbers.

4.14

Operations not using the passenger capacity of Terminal 1 or Terminal 2 would not be limited by the PATM seat cap. Most notably for the W24 season, this means that cargo and General Aviation (GA) operations would not be limited by it, in the latter case because they enter via gateposts or the Platinum Services terminal, rather than terminals 1 or 2. In the case of GA, this will be kept under review for future seasons pending the outcome of the disagreement over the meaning and effect of the 32mppa Conditions. We note that, in any event, the question is of limited materiality in the context of the volume of GA passengers, of which there were less than 18,000 in 2023.

The limited materiality in the context of the volume of GA passengers, of which there were less than 18,000 in 2023 is an extremely important consideration. While GA passengers are a very small number, their overall importance to the Irish economy is considerable, particularly when it comes to companies using their Business Jet to transport executives to/from meetings in the Dublin Region.

We look forward to the final report and are available to support and help the important work of the Irish Aviation Authority.

Kind Regards,



Juergen Wiese
Chairman of the Board of Governors
European Business Aviation Association
(EBAA)



Josh Stewart
Founding Chairman
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