



Submission to the Irish Aviation Authority (IAA) on the Draft Decision on Winter 2024 Coordination Parameters at Dublin Airport.

Limerick Chamber is the largest business representative organisation in the Mid-West, representing c. 400 companies and 50,000 jobs. We represent a wide spectrum of members from retail and hospitality all the way to large multinational corporations. We would like to thank the IAA for allowing us the opportunity to provide feedback on the Irish Aviation Authority's (IAA) Draft Decision concerning the Winter 2024 coordination parameters at Dublin Airport.

- *Slot regulation in Dublin should reflect capacity and planning restrictions, and IAA's acknowledgement that it is necessary to consider the limitation on capacity, as set out in the 32mppa Conditions capacity declaration for W24, is welcomed.*
- *Considering the Seasonal Terminal Seat Capacity Constraint and with the latest CSO aviation statistics showing that Dublin Airport handled 33,259,959 in 2023 it is difficult to understand how the capacity limitation, as set out in the 32mppa Conditions is being maintained.*
- *Any national impact arising out of reduced number of Dublin Airport routes can be offset by route allocation to other airports, consistent with the origin of traffic journeys taken by passengers using that airport. International passengers (particularly inbound Transatlantic) first decide to travel to/fly into and from Ireland, and their airport choice follows this initial decision to visit the country. Airlines, if restrained in Dublin, do not have to move Dublin-related capacity abroad. They can move these routes to other Irish airports.*
- *If more air traffic goes to smaller airports, a reduced number of car journeys from outside Dublin will follow. Passenger convenience will be enhanced by these reduced journey times, supporting broader environmental goals with respect to carbon emissions and reduced carbon footprint / impact.*
- *Balanced regional development is a further key factor - economic development in regions surrounding smaller airports. This includes the creation of jobs and the stimulation of local businesses, contributing to more balanced regional economic growth.*
- *This approach to route allocation will also support and enable a more balanced use of national airport infrastructure.*