

Ms. Catherine Mannion
Commission for Aviation regulation
3rd Floor, Alexandra House
Earlsfort Terrace
Dublin 2
D02 W773

April 20 2020

Re: Commission Paper CN3/2020 09 April 2020, Draft Decision on Winter 2020 Coordination Parameters at Dublin Airport

Dear Catherine,

I refer to the above consultation.

As noted at the recent Dublin Airport Coordination Committee meetings, the impact and duration of the Covid-19 global pandemic on the aviation industry is still very much unknown.

This lack of certainty makes it extremely difficult to objectively assess any capacity changes for Winter 2020. In addition, and as CAR reflect, the relative lack of hourly runway capacity issues during the Winter Season, mean that even if demand levels were restored to pre-COVID-19 levels, it is unlikely that there would be significant capacity issues of note.

The CAR's draft decision to leave Dublin Airport's capacity at Winter 2019 levels is consistent with the proposal (noted below) presented at the pre-meet of the coordination committee.

"Given the current circumstances with Covid-19 and the impact on the Aviation Market [the committee should recommend] retaining current Winter 19 Capacity Limits for Winter 20, due to:

- 1) Current uncertainty surrounding the aviation market and the speed of recovery following Covid-19;*
- 2) Focus on current issues meant there was no time to analyse capacity proposal*
- 3) The W20 wishlist provided previously by airlines is no longer valid."*

This was unanimously supported by all after consideration at the full coordination committee meeting.

Aer Lingus welcomes CAR's draft decision to roll forward the Winter 2019 limits to Winter 2020 at Dublin. Aer Lingus remains of the view that this is a sensible approach at this challenging time for the industry.

Yours sincerely,

Reid Moody
Chief Strategy and Planning Officer