

1<sup>st</sup> July 2005

Mr Cathal Guiomard  
Head of Economic Affairs  
Commission for Aviation Regulation  
3<sup>rd</sup> Floor  
Alexandra House  
Earlsfort Terrace  
Dublin 2

Dear Mr Guiomard,

I write in reference to the Draft Determination of Airport Charges in respect of Dublin Airport, and in response to your invitation for submissions.

ITIC is the representative body of the Irish Tourist Industry. Its focus is on researching and producing data and reports that help shape the future of Ireland's tourist industry by forecasting trends and influencing policy and strategic planning.

It is our understanding that one of the options to be considered (new price cap scenario 1) would allow only minimal capital expenditure on existing facilities. This option would see a new price cap of €5.12. Scenario 3 would, on the other hand, allow for the development of Pier D and a second terminal. In this scenario the proposed price cap would be €5.94.

While ITIC is deeply concerned about any development which leads to cost increases, it is nonetheless clear that a 'no development' strategy at Dublin Airport is not an option. It would be an extreme act of folly to attempt to shoe-horn several million more passengers through this already overcrowded facility.

The future well being of Irish tourism is dependent on the provision of quality services and infrastructure and that includes ports, airports and in particular, Dublin Airport. However regrettable it may be that the development of Pier D and Terminal Two may add 82 cent to the scenario 1 indicative price cap, the 'no development' alternative is simply not an acceptable option.

The Tourist Industry wish to see a Dublin Airport which is cost efficient and mindful of its obligation to provide quality and good value facilities to its customers, the airlines. But of equal primacy is the urgent necessity of providing proper new facilities, which can handle the projected passenger growth, with a modicum of comfort and in a manner which reflects well on the successful economy which Ireland has become. That is not possible within the confines of the existing

structures at Dublin Airport. We therefore urge the early adoption of the necessary and overdue capital programme to give the essential capacity needed.

I thank your office for your good work in continuing to ensure good value landing charges at all our Airports. But we must increase capacity, rapidly and substantially at Dublin.

Yours sincerely,

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Catherine Reilly  
Chairwoman