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Mr Cathal Guiomard
Commissioner for Aviation Regulation
Floor 3
Alexander House
Earlsfort Terrace
Dublin 2

16th March 2006

Dear Cathal,

"Proposed new terminal and associated tariffs and financing"

First, I thank you and your colleague for meeting with IDA Ireland and Forfás on 21st of February last and providing an overview and analysis of the revised development plans for Dublin Airport.

As stated in our earlier submission, IDA Ireland is fully supportive of significant investment in the national infrastructure as an enabler to continue to secure high value Foreign Direct Investment (FDI). Therefore the development of Dublin Airport is critical to present an appropriate modern image of Ireland's economy to FDI clients.

The proposed development plans for Dublin Airport are clearly necessary based on the experience and feedback of our clients and, indeed, the poor ranking of Ireland's Air Transport Infrastructure, as recorded by the 2005 IMD World Competitiveness Yearbook.

As regards the proposed development, IDA Ireland is strongly supportive of investment which will lead to a highly efficient and cost effective Dublin Airport, while promoting a modern and positive image of Ireland.

The development of such plans will:

- Advance Ireland's infrastructure for both existing and potential investors;

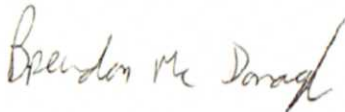
- Promote the evolution of Ireland into a *Knowledge Based Economy*; and
- Advance Ireland's competitiveness.

As regards the proposed user charges to finance the proposal, we do not feel it is appropriate for IDA to determine the financing mechanism. However, we hold the view that it is imperative that Dublin Airport does not develop a two tier standard between the existing terminal and the proposed new terminal. The development of the new terminal should complement developments at the existing terminal, as the complete infrastructure and service offering of Dublin Airport is a critical element in attracting and retaining FDI in Ireland.

The issue of competitiveness and cost structure is a continuous focus for our clients. The cost structure at Dublin airport should be competitive by international standards and should encourage and support increased capacity and the provision of a wider range of services.

In summary, IDA Ireland supports and welcomes the development and advancement of Dublin Airport as a key piece of national infrastructure. The implementation of this proposal is now critical and we would urge all the relevant stakeholders to provide input, direction and support towards its successful implementation in a timely and cost efficient manner.

Yours sincerely,



Brendan McDonagh
Department Manager
Planning & Business Ecosystem Division
IDA Ireland