



The Director,
Regional Airports Programme Consultation,
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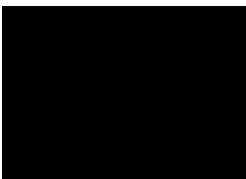
30th August 2019

Dear Sir/Madam,

I refer to your invitation for written submissions from all interested parties and key stakeholders on the content of the RAP Issues Paper and on any other matters that may be relevant to the development of the new programme covering the period 2020 to 2024.

My submission is contained on the following pages.

Yours sincerely,



Appendix 1: Public Consultation Questionnaire

Question 1: What category of stakeholder do you represent?

Hard-pressed member of the travelling public living in the South-West where airline connectivity is virtually non-existent.

Question 2: Having regard to the actions on regional airports in the National Aviation Policy, what are your views on the effectiveness of the current Regional Airports Programme?

The National Aviation Policy (August 2015) states that its principal goals are threefold:

- enhancing Ireland's connectivity;*
- fostering aviation enterprise;*
- maximising economic growth.*

The complete centralisation to Dublin of all of these goals renders this consultation on regional airports largely irrelevant. What is the point of boosting regional airports when the state-owned airport for the second largest city in the Republic has been reduced to a level where it is no longer useable?

Question 3: What, if any, changes would you like to see reflected in the new Programme and why?

Focus on restoring meaningful routes to Cork Airport before friggng around the edges with PSO levies for the regionals.

Question 4: How do you think the new Programme can best support Ireland's transition to a low carbon economy, having regard to policy on climate action and sustainability?

Eliminate the need for people to have to drive to and from Dublin from the South West every time they need to travel outside of the state.

Question 5: What are your views on the PSO Scheme, the air service routes currently being supported and the need for a continuation of the Scheme beyond 2022?

The CSO aviation statistics dated 18 April 2019 for 2018 shows that:

- 85.6% of traffic is through Dublin (up from 81.9% in 2014);*
- 6.5% of traffic is through Cork (down from 8.1% in 2014);*
- 4.6% of traffic is through Shannon;*
- 3.3% of traffic is through the Regional Airports.*

Why are you worried about supporting just 3.3% of passengers when they can't get a flight out of Cork?

Additional Comments

We used to have a working airport in Cork - this is no longer the case. Aer Lingus is now reduced to one flight a day to Amsterdam (cut from 2), Edinburgh and Paris with Heathrow the only destination with more than one flight a day. The remaining destinations are either summer-seasonal or the Canary islands.

Ryan Air flies from Dublin to destinations in Austria, Belgium, Bulgaria, Croatia, Cyprus, Czech Republic, Denmark, Estonia, France, Germany, Greece, Hungary, Italy, Latvia, Lithuania, Luxembourg, Malta, Morocco, Netherlands, Poland, Portugal, Romania, Slovakia, Spain, Sweden, Switzerland, Turkey, Ukraine and the. United Kingdom.

Ryan Air flights from Cork are limited to destinations in France, Hungary, Italy, Malta, Poland, Portugal, Spain and the. United Kingdom. Does this make Cork an attractive place to set up an in-country facility? Of course not!

Dublin is bursting at the seams, streets congested with traffic and with commercial and residential properties so scarce that the asking prices are astronomical. Implementation of current national transport policy has emasculated connectivity to the second city to the detriment of the country as a whole.

This consultation is simply a case of deciding where to place the deck chairs whilst steaming ahead with unsustainable policies.
