

Appendix 1: Public Consultation Questionnaire

New Regional Airports Programme 2020-2024

Question 1: What category of stakeholder do you represent?

Commercial transport service provider/ Transport System User

Our company ran our offshore helicopter operations through Kerry Airport in 2019 so I have used both commercially and as a frequent passenger on the Kerry/Dublin flight

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?

I think it has been very effective. Kerry's infrastructure has been markedly improved both seen and unseen over the last few years. The new canteen area, the new fire station and the new security machines were all very important to use a client of the airport. The new hanger was critical to use choosing Kerry for our commercial operations and shows that if infrastructure is built then business will come. The continuing growth in passenger numbers point to the success of the programme.

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

I would suggest the Programme looks at how further capital investment could be focused to create further economic opportunities at the airports e.g. aircraft maintenance, offshore helicopter operations, tourism opportunities.

I would like to see the expansion of the Kerry/Dublin PSO to add additional flight each way (3 per day each way)

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?

Maintaining and expanding regional airports will could be objected to as counterintuitive to low carbon economy but is in fact vital to ensure that good jobs are created away from main urban centres in Ireland. This will facilitate people to move away from commuter belts of the likes of Dublin and ultimately take cars off the road. If the Government wishes to deliver on the 2040 plan and see significant sustainable population growth on the western seaboard, airlinks like Kerry/Dublin and Donegal/Dublin are critical.

Furthermore given its recent successful support of offshore helicopter services in Kerry it can be well position thru continued state and private investment to support the offshore wind industry once projects come to fruition after 2021 MSP act is approved.

I have no doubt that CAPEX support will help reduce Carbon footprint of the airport operations themselves thru the likes of facilities upgrades

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?

I would like to see the expansion of the Kerry/Dublin PSO to add additional flight each way (3 per day each way) and consideration of direct connection to a European hub such as Amsterdam.

I think this scheme is vital to maintain well beyond 2022 until such time as alternate transport route from Dublin to Tralee/Killarney can be achieved in under 3 hours. Currently it is 4hrs by train and effectively 4 by car – it is simply not feasible to conduct business with 8hr round trip

Direct connection to Dublin was critical for our company in choosing to invest in the Kerry region- it facilitated easy connection for our UK and International staff and allowed management from Dublin to effectively conduct business. Without Kerry Airport and the Dublin PSO our investment would have went to Cork City. This would have been a tremendous missed opportunity to bring investment to an area that is overly reliant on Tourism and lacking opportunities for graduates

Additional Comments

The M20 alone will not solve the connectivity issues for Kerry. Kerry airport is a vital commercial doorway for the region and amount of CAPEX or OPEX to support it is tiny compared to the cost of upgraded road or rail networks. My experience as a client of Kerry Airport is that the management and staff are highly entrepreneurial and any investment by the state will be returned in multiple by economic benefits be they measured by GVA or tax receipts from the region