

January 2, 2024

The Honourable Claire Cronin
Ambassador
U.S. Embassy
42 Elgin Road
Ballsbridge
Dublin 4

Dear Ambassador Cronin,

I am writing to you on behalf of the National Business Aviation Association (NBAA) regarding a proposal by an Irish State body that would damage U.S. investment in Ireland as well as the existing US-Ireland economic relationship.

Based in Washington DC, the NBAA represents companies involved in business aviation. We have more than 11,000 member companies and professionals across the U.S. and internationally. Regarding Ireland, NBAA works closely with our Irish counterpart, the Irish Business & General Aviation Association (IBGAA) and have been doing so for the benefit of members in both countries for several years.

The NBAA and IBGAA are deeply concerned about the proposal from the Dublin Airport Authority (DAA) which would effectively close Dublin Airport for all business aviation flights in 2024.

Dublin Airport has an annual passenger limit of 32 million passengers. It is set to exceed this limit in 2024. As a result, the DAA is proposing to suspend all ad hoc general aviation flights. Ad hoc general aviation flights refer to non-scheduled flights and includes business aviation flights.

In essence, this action by the DAA will result in no business aviation flights being allowed to fly in or out of Dublin Airport until planning is secured to increase passenger capacity. On average it takes two years for a planning decision such as this to be reached meaning it is likely that the limit will be breached well before planning is granted. As such, the DAA is proposing an effective ban on all business flights in and out of Dublin Airport.

These flights are at the centre of much of the Irish-American economic relationship. U.S. companies with investment in Ireland utilizing business aviation are daily visitors at Dublin Airport. For U.S. companies employing thousands of Irish citizens, business aviation is a foundational tool for competing in a global marketplace, remaining productive during travel time, and connecting small towns and communities. It is no exaggeration to say that the ban being proposed by the DAA will greatly hinder Ireland's attractiveness as a location for Foreign Direct Investment (FDI).

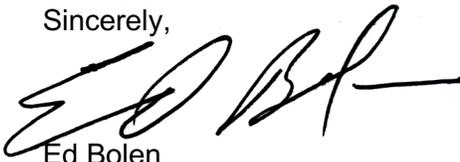
Business aviation activity also supports hundreds of jobs, many supporting U.S. companies, on and around the Dublin Airport. We expect that local businesses will eliminate many of these jobs should the DAA ban take effect.

To mitigate this negative impact, the NBAA and the IGBAA has proposed that, should the 40 million passenger cap not be introduced in 2024, 20,000 passengers out of the current 32 million be allocated for business aviation. This represents a mere 0.0625% of the passenger limit, maintaining access to Ireland and the Dublin area for business aviation, which brings substantial economic and commercial benefits while still adhering to the 32 million cap.

Ad Hoc general aviation activity supports a multitude of public service and business needs and is often a di minimis user of airport infrastructure designed to support scheduled airline activity. I urge you to support continued ad hoc general aviation activity at Dublin Airport.

I would be happy to meet with you and your staff to discuss our concerns. Please contact me if we can provide any additional information or support.

Sincerely,

A handwritten signature in black ink, appearing to read 'Ed Bolen', with a long horizontal stroke extending to the right.

Ed Bolen
President & CEO

cc: Finola Cunningham