

Fingal County Council  
County Hall  
Main Street  
Swords  
County Dublin  
K67 X8Y2

29<sup>th</sup> January 2021

**Re: Observation on planning application Reg. Ref. F20A/0668 (Applicant: DAA plc)**

Dear Sir / Madam,

As the state agency responsible for winning and developing Foreign Direct Investment (FDI), IDA Ireland supports the Dublin Airport Authority (DAA) application to modify the planning conditions attached to use of Dublin Airport's new north runway. We believe the DAA proposal represents a balance between the legitimate concerns of neighbouring communities and the countervailing need to optimise the utilisation and economic impact of a strategic infrastructure asset of national importance.

Central to Ireland's attractiveness as a location for FDI is our ability to offer investors high-quality international air connectivity to key markets, customers and suppliers. In this context, Dublin Airport, which prior to the pandemic provided links to nearly 200 destinations in 43 countries, plays an indispensable role in supporting Ireland's vibrant FDI sector, including high value manufacturing and services. In doing so, the airport assists our client companies to sustain 250,000 direct jobs and annual expenditure of more than €25 billion in the Irish economy.

The airport's role in facilitating economic activity is all the more important at the current time as the Covid-19 economic shock continues to reverberate with elevated levels of unemployment and lasting disruption in some sectors. Global FDI has declined sharply and is expected to remain challenged through 2021. As countries seek investment to drive their recoveries, competition to win FDI projects will intensify and reinforce the importance of Dublin Airport.

At this time of significant economic uncertainty, and in an extremely challenging global environment, IDA's new strategy *Driving Recovery and Sustainable Growth 2021-2024* aims to win 800 investments and support the creation of 50,000 jobs. In order to credibly position Ireland as a location of choice with excellent international connectivity and resilient supply chains, our aviation infrastructure and services need to be cost efficient, effective and reliable. Any avoidable delays, increased costs, or reduction in flexibility erodes our competitiveness and makes Ireland a less attractive place in which to do business. In this regard, we are concerned that if left unaltered, the operating restrictions at Dublin Airport could:

- Reduce economic capacity and hinder growth in FDI by unduly restricting a key infrastructure asset.
- Disrupt time-critical cargo operations and place further upward pressure on air freight costs.
- Negatively impact route development and the rebuilding of Ireland's international connectivity.
- Reduce connectivity to EU cities at key business hours in the UTC+01:00 time zone.

In arriving at a decision on the application, we respectfully request the planning authority to afford due consideration to the policy of the government to support the development and diversification of Ireland's FDI base and enhance international connectivity, with particular regard to IDA's new strategy for 2021-2024; the National Planning Framework (NSO 5 & 6); EMRA Regional Spatial and Economic Strategy (RPO 6.1); the National Aviation Policy; Enterprise 2025 Renewed; Future Jobs Ireland and Global Ireland - Ireland's Global Footprint to 2025.

Yours faithfully,

A handwritten signature in black ink, appearing to read 'M Shanahan', written over a horizontal line.

Martin Shanahan  
Chief Executive Officer