



**Consultation:**  
**Timeline for the 2026 Determination**  
**on the Maximum Level of Airport Charges**  
**at Dublin Airport**

27 March 2025

## Table of Contents

1.	About this Consultation.....	3
2.	Proposed Timeline.....	4

## 1. About this Consultation

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- 1.1 The IAA is responsible for setting the maximum level of airport charges at Dublin Airport and acts as the Independent Supervisory Authority (ISA) for Ireland for the purposes of Directive 2009/12/EC (the Airport Charges Directive).<sup>12</sup>
- 1.2 The current 2019 Determination on the maximum level of airport charges, as amended, will expire at the end of 2026.<sup>3</sup> A new determination will be required to set the maximum level of airport charges at Dublin Airport for the period starting 1 January 2027. Consequently, the new determination will be made in 2026 (the “2026 Determination”). A determination specifying the maximum level of airport charges that may be levied in respect of Dublin Airport must be in force for a minimum of four years.<sup>4</sup> It is envisaged that the 2026 Determination will cover a five-year period. Currently, the maximum level of charges is expressed as an annual euro per passenger yield. Airport Charges cover charges for taking off, landing and parking aircraft, using airbridges, arriving and departing passengers and the transportation of cargo.
- 1.3 We are seeking written responses by **28 April 2025** on the proposals set out in this document. Responses should be marked ‘Responses to consultation on the timeline for the 2026 Determination’ and sent by email to [consultation@iaa.ie](mailto:consultation@iaa.ie).
- 1.4 Ordinarily, we place all submissions received on our website. If a submission contains confidential material, it should be clearly marked as confidential and a redacted version suitable for publication should also be provided. While we endeavour to ensure that information on our website is up to date and accurate, we accept no responsibility in relation to the accuracy or completeness of our website and expressly exclude any warranty or representations as to its accuracy or completeness.
- 1.5 We will use the feedback from stakeholders to decide on the final timeline. We welcome feedback in respect of either the timeline, or the proposed contents of the various steps outlined.

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<sup>1</sup> <https://eur-lex.europa.eu/eli/dir/2009/12/oj/eng>

<sup>2</sup> From 1 May 2023, pursuant to the Air Navigation and Transport Act 2022 (ANTA), the Commission for Aviation Regulation was dissolved, and its aviation regulatory functions were transferred to the IAA.

<sup>3</sup> [https://www.iaa.ie/docs/default-source/1c-economic-regulation/final-decision-on-the-maximum-levels-of-airport-charges-at-dublin-airport-2023-2026.pdf?sfvrsn=6b8110f3\\_1](https://www.iaa.ie/docs/default-source/1c-economic-regulation/final-decision-on-the-maximum-levels-of-airport-charges-at-dublin-airport-2023-2026.pdf?sfvrsn=6b8110f3_1)

<sup>4</sup> [https://www.iaa.ie/docs/default-source/car-ocuments/image/pr\\_legislation\\_pub2\\_aviationreguact2001.pdf?Status=Master&sfvrsn=bdda14f3\\_0](https://www.iaa.ie/docs/default-source/car-ocuments/image/pr_legislation_pub2_aviationreguact2001.pdf?Status=Master&sfvrsn=bdda14f3_0)

## 2. Proposed Timeline

2.1 The timeline set out below is an initial proposal to assist stakeholders in planning for their engagement with the 2026 Determination process. We note that should any unanticipated events or delays outside of the IAA's control occur, it may be necessary to amend the schedule.

2.2 Chart 2.1 below summarises the proposed timeline.

**Chart 2.1: Proposed Timeline of Consultation on the 2026 Determination**



Source: IAA

### March 2025: Consultation on Proposed Timelines (this document)

2.3 We are publishing this consultation to set out a proposed timeline for the 2026 Determination. Stakeholder feedback received following this consultation will be used to decide on a final work plan.

2.4 The purpose of the timeline consultation is to give stakeholders an indication of our initial plans for the 2026 Determination, provide an opportunity for responses to the timeline and allow for work planning in terms of engagement with the consultation process.

### June 2025: Publication of Issues Paper

2.5 In June 2025, we plan to publish a methodological consultation and issues paper (the "Issues Paper"). The Issues Paper will highlight the critical areas for consideration in the upcoming regulatory period and outline the proposed methodologies for establishing the maximum level of airport charges at Dublin Airport over the period.

2.6 The Issues Paper is expected to include, among other things:

- A detailed, objective review of outturn performance relative to the assumptions and forecasts from 2022, and what factors may have driven that performance.
- An overview of our proposed approaches to establishing the building blocks of the price control. We will present a review of our previous approach to each building block and seek stakeholder feedback, including any suggestions for improvements.

- A presentation of possible scenarios for price cap trends within the upcoming regulatory period.
  - A benchmarking analysis of airport charges at Dublin Airport.
- 2.7 One of the main objectives of the Issues Paper is to present our proposed methods and thinking to stakeholders at a sufficiently early stage in the consultation to allow for meaningful responses that will feed into our Draft Determination. We are therefore proposing to allow two months for responses to the Issue Paper following its publication.
- 2.8 Parties are encouraged to respond in detail to this paper to, in particular set out their views on the approaches and methodologies which should be adopted. Any failure to do so at this point may mean that there is less scope to adopt any such approaches subsequently where, for example, the proposal is only made subsequent to the Draft Determination.

### **Late 2025 to Early 2026: Industry-led Consultations**

- 2.9 This phase is led by Dublin Airport and is expected to involve meetings/workshops with stakeholders on each of the individual building blocks for the price control.
- 2.10 This stage will culminate in Dublin Airport submitting its Regulatory Proposition to the IAA, after completing the aforementioned consultations. This material will contain Dublin Airport's traffic forecasts for the regulatory period, its Capital Investment Plan (CIP 2027) and its proposed price caps for the regulatory period. We propose that this would be submitted to the IAA by the end of February 2026.

### **June 2026: Publication of the 2026 Draft Determination**

- 2.11 Under the proposed timeline, in June 2026, the IAA will publish the 2026 Draft Determination. This will set out our proposals in respect of the key building blocks of the price control, including traffic, operating costs, commercial revenues and capital costs. We will also propose targets for key quality of service metrics for the regulatory period.
- 2.12 The Draft Determination will address any issues/comments arising from responses to the Issues Paper and explain why we propose to adopt particular approaches.
- 2.13 We will allow at least two months for written responses to be provided, depending on the exact timing of publication. It should be noted that we would not expect parties to change, in their responses at that point in the process, their position on significant aspects of the methodologies, analysis, or estimates outlined in their previous submission(s) (such as in the Regulatory Proposition, or responses to the Issues Paper), unless this is clearly justified with reference to subsequent developments.

## **November 2026: Publication of the 2026 Final Determination**

- 2.14 After the responses to the Draft Determination have been received, we will take time to consider feedback from stakeholders on our proposed approach and methodology. In the Final Determination, we will address the responses received and outline the reason(s) for the decisions reached.
- 2.15 We propose to publish the Final Determination in November 2026. We will also publish all stakeholder responses received. Having published the original 2019 Final Determination in October of 2019, and the Final Decision on the 2022 review of that determination in December 2022, we consider that a November publication should strike the optimal balance between taking account of the most recent outturns while still issuing the decision in sufficient time for the annual airport charges consultation process under the Airport Charges Directive to progress.