

High Court extends pause on IAA's ability to limit Dublin Airport slots

Mr Justice Barry O'Donnell said a winter 2025 cap would cause 'serious irreparable harm' to Aer Lingus, Ryanair, and carriers represented by Airlines for America

EOIN O'HARE | 13:13

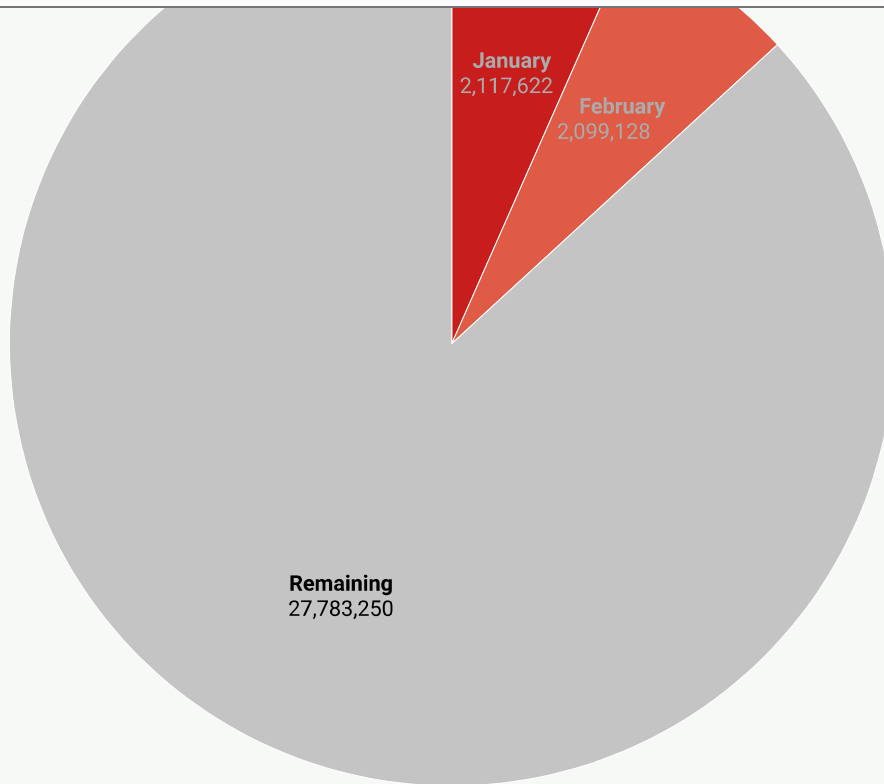


Michael O'Leary, chief executive of Ryanair, whose lawyers told the court last week a winter 2025 cap would have 'serious effects for the travelling public over the Christmas period and effects on the national economy'. Picture: Getty Images

The High Court has extended a pause on the Irish Aviation Authority's (IAA's) ability to limit seasonal slots at [Dublin Airport](#) under the 32 million annual passenger cap.

In November, the High Court granted Aer Lingus, Ryanair and aviation lobby group Airlines for America [a stay on the IAA's decision to impose a 25.2 million seat cap for summer 2025](#), before referring part of a legal challenge against the cap to the Court of Justice of the European Union (CJEU).

Mr Justice Barry O'Donnell granted the airlines interlocutory relief for subsequent seasons, pending a decision in the overall proceedings, citing the "serious irreparable harm" a winter 2025 cap would cause the airlines.



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IAA did not object to the relief sought by the airlines.

On Wednesday, Judge O'Donnell said the airlines had suffered “serious financial harm” from the winter 2024 decision, where there was no stay on the passenger cap element. Unless the IAA was restrained from taking account of the 32 million annual passenger cap for subsequent seasons, he said, it was clear that the applicant airlines would suffer “serious irreparable harm”.

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The loss of access to ad hoc slots would result in “serious financial harm that likely cannot attract compensation”, the judge said.

Judge O'Donnell noted lawyers for Ryanair told the court it would lose around 6,800 historic slots that it would not be able to get back if the cap were imposed for winter 2025.

The airline said it would also lose 1.3 million seats and €93.4 million in revenue.

entrants to the Irish market, they would not be able to expand services or obtain new slots if the seat cap for winter 2025 remained the same as in 2024.



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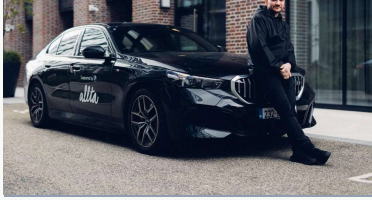
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