

APPENDIX II (only online version)

Figure 10¹: Routes with existing overlaps between Ryanair and Aer Lingus with market shares of the Merging Parties and all existing competitors based on planned seat capacity 2007 Summer

Route	Ryanair	Aer Lingus	COMBINED	Existing competitors	Share
Dublin - Alicante	[50-60%]*	[40-50%]*	100% [95-100]*%	[Charter (dry seats)]	[0-5%]*
Dublin - Barcelona	[40-50%]*	[30-40%]*	[70-80%]* [65-75%]*	Iberia/Clickair [Charter (dry seats) ³⁵¹]	[20-30%]* [0-5%]*
Dublin - Berlin	[50-60%]*	[40-50%]*	100%		
Dublin - Bilbao/Vitoria	[50-60%]*	[40-50%]*	100%		
Dublin - Birmingham	[60-70%]*	[30-40%]*	100%		
Dublin - Bologna	[50-60%]*	[40-50%]*	100%		
Dublin - Brussels	[50-60%]*	[40-50%]*	100%		
Dublin - Edinburgh	[70-80%]*	[20-30%]*	100%		
Dublin - Faro	[40-50%]*	[50-60%]*	100% [95-100]*%	[Charter (dry seats)]	[0-5%]*
Dublin - Frankfurt	[40-50%]*	[40-50%]*	[80-90 ³⁵² %]*	Lufthansa	[10-20%]*
Dublin - Glasgow	[50-60%]*	[30-40%]*	[90-100%]*	Loganair	[0-10%]*
Dublin - Hamburg/Lübeck	[60-70%]*	[30-40%]*	100%		
Dublin - Krakow	[30-40%]*	[40-50%]*	[70-80%]*	SkyEurope	[20-30%]*
Dublin - London	[40-50%]*	[30-40%]*	[70-80%]*	BMI British Airways CityJet	[10-20%]* [0-10%]* [0-10%]*
Dublin - Lyon	[30-40%]*	[60-70%]*	100% [95-100]*%	[Charter (dry seats)]	[0-5%]*
Dublin - Madrid	[20-30%]*	[30-40%]*	[60-70%]*	Iberia	[30-40%]*
Dublin - Malaga	[30-40%]*	[60-70%]*	[90-100%]* [85-95]*%	Spanair [Charter (dry seats)]	[0-10%]* [0-5%]*
Dublin - Manchester	[70-80%]*	[20-30%]*	[90-100%]*	Luxair	[0-10%]*
Dublin - Marseille	[50-60%]*	[40-50%]*	100%		
Dublin - Milan	[30-40%]*	[60-70%]*	100% [95-100]*%	[Charter (dry seats)]	[0-5%]*
Dublin - Newcastle	[70-80%]*	[20-30%]*	100%		
Dublin - Paris	[40-50%]*	[30-40%]*	[80-90 ³⁵³ %]*	AF/CityJet	[10-

Route	Ryanair	Aer Lingus	COMBINED	Existing competitors	Share
Dublin - Poznan	[60-70%]*	[30-40%]*	100%		20%]*
Dublin - Riga	[40-50%]*	[20-30%]*	[70-80%]*	Air Baltic	[20-30%]*
Dublin - Rome	[40-50%]*	[50-60%]*	100%		
Dublin - Salzburg*	[50-60%]*	[40-50%]*	100% [95-100]*%	[Charter (dry seats)]	[0-5%]*
Dublin - Seville	[50-60%]*	[40-50%]*	100%		
Dublin - Tenerife	[50-60%]*	[40-50%]*	100% [95-100]*%	[Charter (dry seats)]	[0-5%]*
Dublin - Toulouse/Carcassonne	[60-70%]*	[30-40%]*	100%		
Dublin - Venice	[40-50%]*	[50-60%]*	100%		
Dublin - Vienna/Bratislava	[20-30%]*	[50-60%]*	[70-80%]*	SkyEurope Austrian Airlines	[20-30%]* [0-10%]*
Dublin - Warsaw	[30-40%]*	[30-40%]*	[60-70%]*	LOT Norwegian Airline Shuttle	[10-20%]* [10-20%]*
Shannon - London	[50-60%]*	[40-50%]*	100%		
Cork - London	[50-60%]*	[40-50%]*	100%		
Cork - Manchester	[40-50%]*	[10-20%]*	[60-70%]*	bmibaby Aer Arann	[30-40%]* [0-10%]*

* As Dublin-Salzburg route is operated only during the winter season, the provided market shares are based on winter 2006/2007 weekly seat capacities.

¹ See DG Competition (2007), p. 82-83.