

RYANAIR HOLDINGS PLC
Form 6-K
July 15, 2008

SECURITIES AND EXCHANGE COMMISSION

Washington, D.C. 20549

FORM 6-K

Report of Foreign Private Issuer

**Pursuant to Rule 13a-16 or 15d-16
of the Securities Exchange Act of 1934**

For the month of July 2008

RYANAIR HOLDINGS PLC
(Translation of registrant's name into English)

**c/o Ryanair Ltd Corporate Head Office
Dublin Airport
County Dublin Ireland**
(Address of principal executive offices)

Indicate by check mark whether the registrant files or will file annual reports under cover Form 20-F or Form 40-F.

Form 20-F..X.. Form 40-F.....

Indicate by check mark whether the registrant by furnishing the information contained in this Form is also thereby furnishing the information to the Commission pursuant to Rule 12g3-2(b) under the Securities Exchange Act of 1934.

Yes No ..X..

If "Yes" is marked, indicate below the file number assigned to the registrant in connection with Rule 12g3-2(b): 82- _____

**RYANAIR ANNOUNCES
18%
SCHEDULE REDUCTIONS AT**

**DUBLIN
FOR WINTER '08/'09**

Tuesday, 15

th

July 2008

: Ryanair, Europe's largest low fares airline today announced substantial capacity reductions at its

Dublin

base for the coming winter schedule (08/09). Compared to winter 2007, when Ryanair operated 22 aircraft, and over 1,350 weekly flights, Ryanair's schedule at

Dublin

this winter will be reduced to 18 based aircraft and less than 1,200 weekly flights. This represents an 18% reduction in based aircraft, and an approximate 12% reduction in weekly flights. Ryanair estimates that its traffic at

Dublin

Airport

this winter will decline by some 500,000 passengers compared to last winter's schedule.

Ryanair's decision to cut back based aircraft numbers and flights at

Dublin

Airport

is for the following reasons:

- Dublin is the second most expensive of Ryanair's base airports.
- Costs at the DAA monopoly continue to increase at multiples of the present rate of inflation.
- The Aviation Regulator continues to rubber stamp unjustified Dublin

Airport

cost increases including a recent 50% increase in check-in desks and a new (double) charge for check-in desks kiosks.

- With oil at \$140 a barrel, flights at high cost/expensive airports like Dublin must be reduced this winter when fares are very low.

Ryanair confirmed that it had written to

Dublin

Airport

seeking a reduction in the costs of these flights this winter, but this offer has been dismissed by the DAA monopoly. This is a further example of the DAA monopoly's disregard for the needs and requirements of its airline customers.

Ryanair estimates that this cutback in winter capacity will result in almost 500,000 fewer passengers using

Dublin

Airport

this winter. However by eliminating this traffic - which Dublin Airport charges up to €15 per departing passenger (more than the total air fare in many cases), Ryanair will minimise its losses at Dublin Airport this winter.

At a time when many other European airports are building low cost facilities and reducing their charges, the Dublin

Airport

monopoly is wasting hundreds of millions of euro on inefficient facilities, and the useless Aviation Regulator is rubber-stamping most of the cost increases they seek. Last week's radar system failures at Dublin Airport was just the latest indication that the regulated Dublin Airport monopoly, and the regulated IAA monopoly are not delivering what airport users want or need at

Dublin

Airport

. The sooner

Ireland

's useless Aviation Regulator is dismissed and replaced with competing facilities, the better.

Speaking today on the Dublin schedule reductions planned for Winter '08/'09, Ryanair's Chief Executive, Michael O'Leary said:

"We regret this significant capacity reduction at Dublin

Airport

this winter. It

will

be the first time for many years that Ryanair has

reduced

capacity

a

t

Dublin

Airport

. However

, the combination of Dublin's high costs (second most expensive base Ryanair operates to), unjustified cost increases (up 40% in the last 4 years) and a hopeless Aviation Regulator who has most recently rubberstamped doubling charging for check-in desks and check-in kiosks

, makes it more profitable for Ryanair

to ground these aircraft rather than fly them

at Dublin Airport

this Winter

"These flights and

500,000

passengers would not be lost to

Dublin

or Irish tourism if the DAA monopoly had responded to Ryanair's proposals for

discounts

on these flights for the winter season. Like all monopolies the DAA has no concern for its customers which is why Ryanair's offers were dismissed out of hand.

"If a competing second terminal was being built at Dublin

Airport, as Seamus Brennan had proposed some years ago, airport charges at Dublin

Airport would be falling and facilities would be improving. Instead we have a Government

- owned airport monopoly wasting money building facilities that the airlines don't want, and imposing massive cost increases at a time when fares are falling and oil prices have doubled to all-time highs

" I have little doubt that Ireland and its tourism industry is facing a catastrophe over the coming year. Traffic growth at Dublin will be ended by this combination of a rapacious Government monopoly, and an inadequate, useless Aviation Regulator. The sooner both of these are done away with and replaced with competing facilities at Dublin Airport, then the sooner Dublin can return to traffic growth, lower costs and more efficient passenger friendly facilities"

A sample of the cutbacks is enclosed in the below table

DUBLIN WINTER 08/09 CUTBACKS

	Winter 07/08	Winter 08/09	
Base Aircraft	22	18	(-18%)
Weekly Flights	1,352	1,190	(-12%)
E.g. Stansted	58	50	(-14%)
	7	0	(-100%)
Warsaw			
	19	13	(-31%)
Leeds			
B.			

Ends.

Tuesday, 15
th
July 2008

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SIGNATURES

Pursuant to the requirements of the Securities Exchange Act of 1934, the Registrant has duly caused this report to be signed on its behalf by the undersigned, hereunto duly authorized.

RYANAIR HOLDINGS PLC

Date: 15 July 2008

By:____/s/ James Callaghan_____

James Callaghan
Company Secretary & Finance Director