

RYANAIR HOLDINGS PLC
Form 6-K
July 17, 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 UNVEILS

14%
CAPACITY REDUCTIONS AT
LONDON
STANSTED THIS WINTER ('08/'09)

Ryanair,
London

Stansted

Airport

's largest airline today (Thursday 17th

July, 2008) announced substantial capacity cutbacks at Stansted for its Winter Schedule ('08/09). Ryanair, which last Winter had 36 aircraft based at Stansted, will this Winter reduce that number to 28 aircraft (a 25% reduction), and an approximate 14% reduction in the number of weekly flights from over 1,850 per week last year to just under 1,600 this year. Ryanair estimates that its traffic at London Stansted will decline this Winter by some 900,000 passengers compared to last Winter's schedule.

Ryanair's decision to cut back capacity at Stansted is for the following reasons:

- London Stansted is the most expensive of Ryanair's 28 bases.
- The
BAA

Airport
monopoly has again increased airport charges by 15% this year, on top of a 100% increase last year.
- The total failure of the inadequate CAA regulatory regime to control these unjustified cost increases or to persuade BAA Stansted to meet the needs of its low fare airline users.
- The fact that oil prices have risen to \$140 a barrel.

Ryanair confirmed that it will lose less money this Winter by sitting these 8 aircraft on the ground, rather than flying them at an expensive airport like BAA Stansted, during the Winter when fares are extremely low, but oil prices remain stubbornly high. Ryanair confirmed that it had written to BAA Stansted in recent weeks offering to operate these aircraft/flights this Winter in return for a substantial discount on airport charges applicable to these flights for the Winter season only. Like most monopolies, the BAA dismissed Ryanair's reasonable requests out of hand. The BAA would rather impose high airport charges and have fewer passengers, rather than working with airline customers to lower costs and keep people flying during a Winter of crisis in the airline industry.

**Announcing these cutbacks in
London
this morning, Ryanair's C
EO
, Michael O'Leary said:**

"These Winter

S
chedule cutbacks, which are significantly greater than those of last
W
inter, show just how damaging the
BAA

Airport
monopoly has become to
consumers and the best
interests of
London
and
UK
tourism and the economy generally. Like most monopolies, the BAA continues to increase costs at
three times
the rate of inflation, while delivering
miserable
service and inadequate facilities. Passengers continue to suffer long queues at security and passport control
and frequent baggage belt failures
at Stansted because the BAA refuses to staff
or operate
these facilities
adequately
.

"These cutbacks
reaffirm
the abject failure of Harry Bush and his
inadequate
regulatory team in the CAA who have repeatedly failed to
restrain the BAA's high charges
, price increases
or to encourage them to meet the reasonable requirements of Stansted users
by
develop
ing
the efficient facilities we need and are willing to pay for.

"
When
a regulated monopoly makes it more profitable for airlines to sit aircraft on the ground rather than fly them through
the winter
, then obviously the CAA's laughable regulatory regime has failed
. The BAA Stansted's rejection of Ryanair discount plan for this Winter
proves
yet again
why
the BAA monopoly should be broken up and replace
d
with three competing London airports whose
primary

focus will be on stimulating traffic and developing low cost efficient facilities, which their customer airlines want and are willing to pay for.

"We hope that the Competition Commission report will in due course support Ryanair's call for the break up of the high cost BAA monopoly, and replace the inadequate and failed CAA regulatory regime with competing airports and better still competing terminals at the main London airports. Monopoly airports and the CAA's regulatory regime have delivered high prices and awful facilities. It is time we allowed competition to deliver where monopolies have failed".

An example of these cutbacks is set out below:

**LONDON
STANSTED WINTER '08/'09 CUTBACKS**

	Winter '07/ '08	Winter '08/ '09	
Base Aircraft	36	28	(-22%)
Weekly Flights	1,860	1,590	(-14%)
Samples:			4%
Dublin	58	50	(-14%)
Glasgow	29	20	(-31%)
Rome CIA	35	28	(-20%)

In addition Ryanair is also announcing 6 new routes this Winter from Stansted to Winter sun destinations including: Fuerteventura (Canaries), Ibiza, Tenerife, Malaga, Katowice (Poland) and Basel in Switzerland. These new routes are included in the above schedule, as part of the overall capacity reduction.

Destination	Weekly Frequency	Start Date
Malaga	3	28 th Oct'08
Fuerteventura	3	28 th Oct'08
Tenerife South	3	28 th Oct'08
Ibiza	3	28 th Oct'08
Katowice	7	27 th Oct'08
Basel	3	21 st Dec'08

Ends.

Thursday, 17
th
July 2008

**For further information
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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: 17 July 2008

By: ___/s/ James Callaghan___

James Callaghan
Company Secretary & Finance Director