



REPORT

to the

MINISTER FOR TRANSPORT

for the year ended

31st DECEMBER 2003

29th March 2004

**Commission for Aviation Regulation, 3rd Floor, Alexandra House,
Earlsfort Terrace, Dublin 2
Tel +353 (0) 1-6611700, fax +353 (0) 1-6611269
e-mail: info@aviationreg.ie**

TABLE OF CONTENTS

FOREWORD.....	4
AIRPORT CHARGES	5
Judicial Review Of The Commission’s Determination On Airport Charges	5
Mid-term Review	6
Economic Consultancy	6
Efficiency	7
Long Run Incremental Cost	7
Regulatory Formula.....	7
Off-Peak Sub-Cap	7
Regulatory Asset Base and Depreciation.....	8
Validation of the Financial Model Data.....	8
Regulatory Accounts	8
Compliance with the Price Caps	8
External Presentations.....	9
Work Programme for 2004.....	9
AVIATION TERMINAL SERVICES CHARGES.....	10
Activity in 2003	10
Work Programme for 2004.....	10
GROUNDHANDLING APPROVALS.....	11
Work Programme for 2004.....	12
AIR CARRIER LICENSING	13
Work Programme for 2004.....	14
TRAVEL TRADE LICENSING.....	15
Work Programme for 2004:.....	15
SLOT ALLOCATION	17
Activity in 2003	17
Work Programme for 2004.....	19
COMPLIANCE WITH GENERAL LEGAL AND ADMINISTRATIVE OBLIGATIONS.....	20
Legal	20

Personnel	20
Superannuation	21
Retention of Consultants.....	21
Communications and media relations.....	21
Administrative Obligations	22
FINANCIAL	25
Reports and Accounts.....	25
Financial results for the period ended 31 December 2001	25
Financial statements for the year ended 31 December 2002	25
Financial statements for the year ended 31 December 2003	25
Internal audit	25
Tax Compliance	26
Levy	26
Financial statements for the year ended 31 December 2003	26
Appendix I - Commission Papers Issued In 2003.....	30

FOREWORD.

I am pleased to present the third Annual Report of the Commission for Aviation Regulation. The Report summarises the activities of the Commission during 2003 and sets out the Commission's Work Programme for the current year.

The year was marked by the Commission successfully defending in the High Court a judicial review action brought by Aer Rianta. In addition, the Commission faced new challenges in framing regulation in light of a changing aviation environment.

The achievements of the Commission during 2003 would not have been possible without the expertise, professionalism and diligence of the staff of the Commission, and I would like to once again place on record my appreciation to all of them for their contribution to the Commission's Work Programme in 2003. In addition, I would also like to thank the many persons and organisations that contributed to the work of the Commission during the year.

Finally, I would like to express my appreciation to Seamus Brennan, TD, Minister for Transport and the officials of the Department of Transport for their support during 2003.

William Prasifka
Commissioner

29th March 2004.

REVIEW BY STATUTORY/FUNCTIONAL AREA

AIRPORT CHARGES

Judicial Review Of The Commission's Determination On Airport Charges

Background

Following the publication in August 2001 of the Commission's Determination on Airport Charges, Aer Rianta, having expressed their disagreement with the decision, sought leave to appeal against it in October 2001. The hearing of the case commenced in November 2002. Aer Lingus and Ryanair were added as Notice Parties by Court Order in February 2002.

Activity in 2003

Three Judgments were rendered in 2003. The first was on 16 January which found in favour of the Commission's Motion that as a matter of principle, the identification and review of error does not come within the scope of a judicial review of the validity of a determination. The second Court decision, which was the substantive one, was given on 3 April and the Court found for the Commission on all issues and also made an Order awarding costs to the Commission and certain prescribed costs to the Notice Parties.

Following that decision, Aer Rianta sought leave to appeal to the Supreme Court and this application was heard on 4 June and the final decision was made on that date. Three of the four grounds of appeal put forward by Aer Rianta were rejected by the High Court and leave to proceed was granted on one ground only.

The Order perfecting the leave to appeal was made in early in early 2004 and a Notice of Appeal by Aer Rianta was lodged on 30 January 2004. The matter now awaits a hearing date in the Supreme Court.

Mid-term Review

Activity during 2003

In April 2003 the Commission issued a Notice to interested parties setting out what it considered to be possible grounds for a mid-term review. These grounds included the events of September 11th 2001, the consequences of the war in Iraq, extensive information exchanged during the Judicial Review, the proposal for a possible independent terminal at Dublin airport and a possible separation of responsibility for the three state airports. Submissions were received from interested parties and posted on the Commission's web site.

In October 2003 the Commission issued Commission Paper CP3/2003 announcing the commencement of the mid-term review. The Commission decided to conduct the review on the basis of the following grounds: the events of September 11th 2001, the consequences of the war in Iraq and the extensive information exchanged during the Judicial Review.

In November 2003 the Commission issued a notice to the public, Commission Paper CP4/2003, setting out the issues to be reviewed and seeking representations from interested parties and the public. Subsequently, the Commission issued an Addendum to this Notice requesting submissions on a proposed amendment of the sub-cap on off-peak landing and take off charges.

In December 2003 the Commission received submissions from interested parties on CP4 and the Addendum. The intention is to finalise the review in 2004.

Economic Consultancy

The Commission established a panel of economic consultants that the Commission can call on to assist as necessary.

Efficiency

During 2003, the Commission engaged very extensively with Aer Rianta on matters related to its efficiency. A number of meetings took place, and presentations of relevant data were made. The Commission also made a detailed examination of all of the major sources of international data on airport performance.

Long Run Incremental Cost

Long Run Incremental Cost (LRIC) is defined as the costs that would be incurred to meet a defined increment in demand given the current state of capacity. It involves the projection of capital and operating costs and provides an alternative cost base upon which to base regulated airport charges. During 2003, the Commission investigated, with experts, the practical and resource requirements of undertaking comprehensive LRIC estimates for Dublin Airport.

Regulatory Formula

In 2003 the Commission became aware that the price cap formulae operate in a manner that effectively double-counts the regulatory term that makes corrections to the price cap for past under- and over-recovery. The Commission undertook a thorough analysis of this issue with the help of external advisors and proposed appropriate revisions to the formula that are to be implemented in the mid-term review.

Off-Peak Sub-Cap

The motivating principle of the Commission's sub-cap on off-peak landing and take off charges at Dublin Airport is that aircraft causing equivalent damage to runway (taxiway and apron) pavements should attract the same landing or take off charge. The method employed, however, resulted in anomalies relating to certain aircraft types. The Commission identified a revised approach for the mid-term review such as to eliminate these anomalies.

Regulatory Asset Base and Depreciation

Having reviewed the extensive information that was exchanged during the Judicial Review, it was possible for the Commission to embark on a calculation of the depreciation charges for each individual asset held by Aer Rianta at its three Irish airports. After the calculations had been made, over a period of months, the figures were verified by a firm of external accountants. This enabled the Commission to calculate the indexed value of these assets along with the indexed depreciation, which resulted in a Regulatory Asset Base (RAB) value, and annual Indexed Depreciation figures, for use in its financial model. It is the intention of the Commission to use these new RAB and Depreciation figures in the mid-term review.

Validation of the Financial Model Data

Along with the validation of the RAB and Depreciation above, the following data which are used in the financial model were verified from the source data: traffic, security costs, regulatory fees, corporation tax calculations, operating cost benchmarks, commercial revenue benchmarks and the assumptions in the model.

OTHER PROJECTS CARRIED OUT DURING THE YEAR

Regulatory Accounts

Section 28 of the Aviation Regulation Act, 2001 states that a regulated entity shall produce audited annual accounts in respect of its regulated activities and these shall be submitted to the Commission within 6 months of the accounting year-end. The Commission and Aer Rianta consulted regularly and agreed format for these Regulatory Accounts. The Accounts were submitted on time and subsequently analysed by the Commission.

Compliance with the Price Caps

The Commission requested and obtained detailed information from Aer Rianta which verified that the Airport Charges Price Caps set by the

Commission had been respected. Consultation continues with Aer Rianta on an improved reporting format.

External Presentations

During 2003 staff of the Commission accepted invitations to make presentations on airport regulation to a conference at Cranfield University, to the Kenmare Economic Conference and to the Global Aviation Development Conference.

Work Programme for 2004.

The Commission will:

- : complete the mid-term review of the Determination on the Maximum Levels of Airport Charges.
- : continue as necessary to vigorously defend the Supreme Court appeal lodged by Aer Rianta against its Determination on Airport Charges.
- : assess compliance by Aer Rianta with its Determination.
- : analyse the changes which may be required in the regulatory framework as a result of a change in the structure of the airport authority.

AVIATION TERMINAL SERVICES CHARGES

Activity in 2003

Compliance with the Price Caps

In order to verify that the Aviation Terminal Services Charges Price Cap set by the Commission have been respected, the Commission requested information on Maximum Take-off Weights and the Aviation Terminal Services Charges levied at Dublin, Cork and Shannon airports. The Irish Aviation Authority provided the information requested and the Commission was able to verify that the price cap had been complied with.

Work Programme for 2004.

The Commission intends to complete the following work programme in 2004:-

The Commission will:

- : consider, after 25th March 2004, whether there exist substantial grounds to review the Determination in respect of Aviation Terminal Services Charges.

- : continue to assess compliance by the Irish Aviation Authority with its Determinations.

LICENSING AND APPROVALS

GROUNDHANDLING APPROVALS

At the end of 2002, there were 19 approved self-handlers¹ and 33 approved suppliers of ground handling services (or third party handlers²) operating between Dublin, Cork and Shannon airports. Of the 19 approved self-handlers, 6 were also approved to provide services to third parties. The Commission granted 6 self-handling and 4 third party handling approvals during 2003.

During 2003, two air carriers voluntarily surrendered their self-handling approvals. One company ceased trading following the appointment of a receiver to the company and the other company took the decision to cease operations to Ireland.

Additionally, during 2003 the Commission dealt with a number of applications from companies requesting approval to expand their groundhandling operations to other activities not previously engaged in.

At the end of 2003, there were **23** approved self-handlers and **37** approved third party ground handlers operating between Dublin, Cork and Shannon airports.

In the interests of good regulatory practice and in compliance with the relevant Regulations, the Commission ensures that proper financial information is submitted by approved groundhandlers on an annual basis. For ground handling companies providing services to third parties, legislation

¹ An airline may choose to provide its own ground-handling services (**self-handling**).

² An airline may enter into a contract with another company for the provision of ground handling services (**third party handling**), be it another airline or a dedicated ground handling company.

requires the submission of separated accounts to the Commission. The Commission also requires that updated insurance details be submitted by approved groundhandlers on an annual basis. During 2003, the Commission reviewed the application process in place for groundhandling and updated the application form. We also carried out a review of how we assess financial information submitted by groundhandling companies. In addition, the European Commission initiated a consultation process on the revision of Council Directive 96/67/EC on access to groundhandling services. The Commission participated in this consultation process.

Work Programme for 2004.

During 2004, the Commission plans to continue its work in designing a renewal form for groundhandling approvals.

The Commission will monitor developments with regard to the review of Council Directive 96/67/EC.

AIR CARRIER LICENSING

On 1st January 2003, there were 18 licensed Irish airlines in Ireland. During 2003, the Commission issued an Air Carrier Operating Licence to 1 new operator. However, during 2003 one licensed operator voluntarily surrendered its Air Carrier Operating Licence as it ceased trading following the appointment of a receiver to the company.

During 2003, the Commission dealt with an application from an operator already in possession of an Air Carrier Operating Licence which requested to change its licence from category B to category A status.

At the end of 2003, there were **18** licensed Irish airlines.

During the year, the Commission set up a review process for Air Carrier Operating Licence holders. This licence is required to be reviewed one year after it has been granted and every five years thereafter. The licences of 4 air carriers were renewed during the year.

Additionally, the Commission carried out a review of the application process in place, and updated the Application Form. We reviewed our procedures in relation to the checking of financial information required to be submitted by air carriers and we also devised an Insurance Declaration Form in order to make the checking of insurance cover held by air carriers more straightforward. A database was also established to hold all relevant information on licensed air carriers.

The Commission requested all carriers to submit information relating to the ownership and control of their business in order to ensure compliance of all air carriers with the requirements of Article 4 of Council Regulation No 2407/92. This process was completed during the year and the Commission published an information note on the requirements of Article 4 on its website.

Additional activities included the participation in a consultation process carried out by the European Commission on a possible revision of Regulations No 2407/92, 2408/92 and 2409/92 of 23 July 1992 (the "third package" for liberalisation of air transport). This consultation process is ongoing and the Commission will continue to monitor any developments in this area during 2004.

The Commission also continued to monitor developments regarding the European Commission's proposal for a Council Regulation on insurance requirements for air carriers and aircraft operators.

Work Programme for 2004.

During 2004, the Commission will continue to monitor developments regarding the review of the third package by the EC and also developments regarding the proposed Council Regulation on insurance requirements for air carriers.

The Commission will continue to ensure that proper financial information and insurance details are submitted by all licensed air carriers on an annual basis, as required by legislation.

TRAVEL TRADE LICENSING

The Commission granted licences to 77 tour operators and 344 travel agents in the course of 2003 and as of 31st December 2003, the number of licences held by tour operators and travel agents stood at 420.

In the course of 2003, four firms who held licences from the Commission ceased to trade in circumstances where it was necessary to call on their bonds to assist their customers.

The Commission processed claims from almost 400 customers seeking refunds of money paid by them to the licensees for travel arrangements.

The Commission also processed a number of claims against bonds of travel agents and tour operators who had ceased trading prior to 1st January 2003.

In addition to its functions in relation to licensing and bond claims, the Commission also has a remit, under Transport (Tour Operators and Travel Agents) Act, 1982, to enforce the statutory licensing obligation for tour operators and travel agents.

In this regard, a number of complaints of unlicensed trading were received and investigated by the Commission in 2003. In some instances, the subjects of the investigations applied for and were granted licences.

Work Programme for 2004:

On 1st January, 2004, all licences held by tour operators and travel agents are due to expire in the course of the year and it is likely that almost all of the licence holders concerned will seek new licences.

The Commission continually receives applications for processing from new tour operators and travel agents entering the market and this trend is also expected to continue in 2004.

The Commission will continue to investigate any allegations it receives of unlicensed trading in the tour operator and travel agency sectors and take the action it deems appropriate in such cases.

The Commission is statutorily obliged to finance its operations from revenue derived from the sectors, which it regulates by way of an annual levy or licence fees.³

In this regard, it may be necessary to increase tour operators' and travel agents' licence fees in the course of 2004 to raise sufficient revenue to fund the Commission's licensing and enforcement activities.

³ Refer to Levy section on page 26.

SLOT ALLOCATION

Activity in 2003

Statutory background

Under the Aviation Regulation Act, 2001, the Commission is the competent authority in Ireland under Council Regulation (EEC) 95/93 of 18th January 1991 (*which sets out common rules for the allocation of slots at community airports*). While legally precluded from performing the role of coordinator, the Commission has the function of making or amending a designation regarding the coordination status of an airport and appointing a coordinator, where necessary.

Dublin Airport was declared to be a coordinated airport in 2000 and is currently the only Irish airport to be so designated. At present, the Commission is considering a request from Aer Rianta that Dublin Airport be declared fully coordinated. This is dealt with in greater detail below.

Liaison with the Coordinator and Aer Rianta

The Commission received all necessary briefings and information during 2003 from the appointed coordinator, Airport Coordination Limited (ACL), and notes the general satisfaction of all parties with the manner in which coordination of Dublin Airport is being carried out.

In 2003, the Commission continued to be represented at meetings of the Dublin Airport Co-ordination Committee and maintained regular contact with Dublin Airport authorities on coordination issues.

The Commission wishes to thank all interested parties at Dublin Airport for their co-operation in achieving effective and successful coordination to date.

Request for full coordination of Dublin Airport

As reported in the Annual Report for 2002, the Commission received a request from Aer Rianta in September 2002 that the status of Dublin Airport be changed from “coordinated” to “fully coordinated”⁴. Having carefully considered relevant material supplied both by Aer Rianta and the Irish Aviation Authority at the request of the Commission, and in the light of projected traffic and aeronautical developments at Dublin Airport, the Commission, in May 2003, took the view that the designation of Dublin Airport as fully coordinated was not required at that point.

In reaching that decision however, the Commission indicated to Aer Rianta that, in the light of continuing uncertainties in the global aviation market, it would continue to monitor the position and indicated its intention to undertake a full independent capacity analysis of the airport in the first quarter of 2004.

In January 2004 the Commission invited tenders for the required capacity analysis and anticipates being in a position to make a decision on Aer Rianta’s request in the latter half of 2004.

Proposal for a revised council regulation on slot allocation

At the Stockholm Summit in March 2001, Member States agreed that the rules governing the allocation of slots at Community airports (Regulation 95/93) should be strengthened to ensure the best use of scarce facilities. Accordingly, it was agreed that in order for this to be achieved, it would be necessary substantially to amend the Regulation.

⁴ At a coordinated airport, the coordinator facilitates airlines’ slot requests by means of voluntary cooperation between airlines. At a fully coordinated airport, airlines may only operate when a slot has been allocated by a coordinator.

At the TTE Council on 5th December 2003, the Council reached broad political agreement on the text of an amending regulation, which constitutes the first step in a comprehensive process.

The key changes proposed in the amending regulation are: -

- amendments and additions to the definitions in order to achieve greater clarity
- reinforcement of the independent status of the coordinator and the coordination committee at each coordinated airport, and
- provision of sanctions where slots are used in an abusive manner.

Following the Council, the draft amended Regulation was remitted back to the European Parliament for agreement.

Work Programme for 2004.

Coordination status of Dublin Airport

Building on the anticipated capacity analysis of Dublin Airport, the Commission will decide no later than mid-October 2004 on the medium term coordinated status of Dublin Airport

Amendments to the slot allocation Regulation

The Commission will monitor progress on the adoption of the amending Regulation and will implement the applicable requirements as necessary.

Appointment of Dublin Airport Coordinator

The term of appointment of the current coordinator will cease in March 2005. During the latter half of 2004, the Commission intends to initiate consultations with all interested parties in regard to the re-appointment of a coordinator.

COMPLIANCE WITH GENERAL LEGAL AND ADMINISTRATIVE OBLIGATIONS.

Legal

Directions under Section 10 of the Act.

Section 10 of the Act provides that the Minister may give such general policy directions to the Commission as are considered appropriate and that the Commission shall comply with such directions.

No such directions were issued during 2003.

Personnel

During 2003, the Commission continued to be staffed by a combination of staff seconded from the Department of Transport, and staff directly employed by the Commission.

In 2003, the Commission filled one approved vacant post (that of Deputy Head of Legal Affairs), bringing the total staff in the Commission at 31st December 2003 to 17, of which 8 are on secondment from the Dept. of Transport.

The challenges posed to the Commission by its lack of staff, mentioned in the 2002 report, were further heightened in 2003 by the necessity of maintaining a response to legal proceedings, while engaging in preparatory work which was a necessary precursor to the review of airport charges. The Commission made a business case for additional staff to the Department of Transport during the first half of 2003 and it is with regret that it must be recorded here that the Ministers for Transport and Finance were unable to accede to that request.

Superannuation

The Commission awaits the statutory approval of the Ministers for Finance and Transport to the draft substantive superannuation schemes submitted during 2002.

In the meantime, the Commission has received approval from the Revenue Commissioners to interim schemes (which is directly comparable to the proposed substantive scheme) and which provide similar levels of benefits. All schemes remain fully funded.

Retention of Consultants

The Commission is empowered under section 14 of the Act to retain such consultants and advisors as are considered necessary for the effective discharge of its functions.

In 2003, Commission retained consultants/advisors to assist in its defence of judicial review proceedings, regulation of airport charges, human resources, slot allocation, media/communications, and maintenance/support of its IT systems.

Communications and media relations

The Commission's policy of discharging its functions in an open transparent and accessible manner continued in 2003. As in previous years, all public documents, consultation papers, reports, notices and advertising were placed on the Commission's website.

Where requested, the Commission made available hard copies of all its publications at no expense.

During 2003, the Commission issued 5 consultations papers, details of which are set out at Appendix 1.

The Commission remains committed to a policy of ensuring that it remains accessible to all interested parties and the general public, and in 2003 continued to enhance its accessibility in regard to its broad licensing functions. Modifications were made to its website in order to make access to the Commission services easier for the regulated entities and the general public.

Administrative Obligations

Implementation of Code of Practice for the Governance of State bodies.

In 2001, the Department issued revised guidelines for the Governance of State bodies. It was accepted, however, in that document that some aspects of those guidelines may not be appropriate or fully relevant to regulatory State bodies such as the Commission. The Commission is conscious of the need to operate to the highest standards of corporate governance and makes the following report on those aspects of the guidelines as are considered relevant to the Commission.

Codes of conduct for directors and employees

The Commission has no directors. A code of conduct has been implemented in respect of all staff and has, where appropriate, been included as a contract condition of employment. The terms of the code of conduct include those specified in the guidelines and has parent approval as part of the terms and conditions of employment. A revision of certain elements of that code was commenced in 2003 in partnership with all effected interests.

Procurement

Procurement procedures within the Commission comply with those specified both in the 1994 national guidelines and, where applicable, the EU Procurement Directives. By the nature and scale of its consultancy and advisory requirements, such contracts are generally awarded under national guidelines.

Disposal of Assets to Third parties

The Commission has no assets of the scale envisaged under the Guidelines. The Commission's assets are principally office furniture and IT equipment. Following advice and consultation with other agencies on general practice, a small number of obsolete IT workstations were disposed of during 2003 either to staff (for a token consideration) or externally, in exchange for other IT services.

Establishment of subsidiaries and acquisitions

No subsidiaries or acquisitions were established during 2003.

Diversification

The Commission made no diversification proposals to the Minister during 2003

Investment appraisal

The Commission had no significant capital expenditure proposals in 2003, other than routine IT and office equipment acquisition/replacement. Standard procurement policies applied to such expenditure.

Remuneration and Directors fees

The Review Body on Higher Remuneration in the Public Sector determines the remuneration of the Commissioner and the Commission has no role in the setting of that level. No additional fees are payable in addition to that remuneration.

As there are no directors within the Commission, the question of the payment of director's fees does not arise.

Financial reporting arrangements

The Commission makes such reports to the Minister and the Department as are necessary. The Commission has a fully developed internal accounting system which provides detailed monthly management and financial reports to heads of function. In addition the Commission is subject to audit by the Comptroller and Auditor General. During 2003, the financial statements for 2001 were finalised by the auditors and these were submitted to the Minister for laying before the Houses of the Oireachtas.

The Commissioner has reported separately to the Minister, as required by Section 10.2 of the Guidelines.

Strategic and Corporate Planning

The Commission's functions and responsibilities are set out in statute. The Commission reports annually on the manner in which those functions have been discharged in the previous year. Additionally, the Commission outlines its strategic medium term proposals on the discharge of those functions.

FINANCIAL

Reports and Accounts

The Commission's finance function produces detailed monthly management accounts and monthly budget variance reports which are submitted to each Head of Function. The Commission is subject to audit by the Comptroller and Auditor General.

Financial results for the period ended 31 December 2001

During 2003, the financial statements for 2001 were finalised by the auditors and these were submitted to the Minister for laying before the Houses of the Oireachtas, as requested under Section 26(b) of the Aviation Regulation Act, 2001.

Financial statements for the year ended 31 December 2002

The Commission awaits finalisation, by the Comptroller and Auditor General, of the audit of the 2002 accounts. These will be submitted to the Minister for laying before the Houses of the Oireachtas as soon as the audit is complete, in accordance with Section 26(b) of the Aviation Regulation Act, 2001.

Financial statements for the year ended 31 December 2003

The Commission has submitted Draft Financial Statements for year ended 31st December 2003 to the Controller and Auditor General. These will be submitted to the Minister for laying before the Houses of the Oireactas as soon as the audit is complete.

Internal audit

As per our Statement of Internal Financial Control, in order to discharge the Commission's responsibility in a manner which ensures compliance with legislation and regulations, the Commissioner has established an organisational structure with clear operating and reporting procedures, lines

of responsibility, authorisation limits, segregation of duties and delegated authority.

The Commission has in place a strong control framework, which covers all areas of control.

While a formal review of the system of internal financial controls was not carried out in 2002, it is intended to do such a review in respect of 2003. The Commission is currently developing an internal audit system.

Tax Compliance

The Commission is liable to PAYE, VAT and PSWT. The Commission submits the relevant tax returns and is tax compliant.

Schedule 13, Taxes Consolidation Act 1997 was amended by the Finance Act 2003 to include the Commission for Aviation Regulation as an accountable person for the purposes of the PSWT Legislation with effect from 1 May 2003.

Levy

Section 23 of the Aviation Regulation Act, 2001, provides that, for the purpose of meeting expenses properly incurred by the Commission in the discharge of its functions under the Act, the Commission may make regulations imposing a levy to meet but not to exceed its estimated operating costs and expenses. The levy is payable by such classes of undertakings as may be specified by the Commission.

S.I No. 695 of 2003 Aviation Regulation Act 2001(Levy No. 4) Regulations 2003, to give effect to the Commission's Levy for 2004, was issued in 2003.

Financial statements for the year ended 31 December 2003

Draft financial statements for the year ended 31 December 2003, which are subject to audit by the Comptroller and Auditor General, are set out in the following pages.

Commission for Aviation Regulation
Draft Income & Expenditure Account for the year ended 31 December 2003

	Notes	2003 €	2002 €
Income			
Levy Receipts	2	5,170,564	3,266,404
Licence Fees	2	467,696	444,242
Other		44	-
Gross Income		5,638,304	3,710,646
Transfer (to) / from Capital Account	8	(11,914)	(36,387)
Net Income		5,626,390	3,674,259
Expenditure			
Salaries	3	1,215,224	778,542
Consultancy		417,069	129,470
Legal Fees		1,413,076	2,059,381
Advertising & Public Relations		17,036	62,580
Travel & Subsistence		11,761	11,490
Training		50,806	28,774
Audit Fee		8,000	7,300
Web Maintenance		11,583	8,704
Rent		272,910	156,479
Electricity		6,128	4,358
Insurance		117,772	74,887
Interest due to DPE on Advances		-	79,770
Office Stationery		24,232	22,889
Postage & Carriage		3,964	3,535
Telephone		20,728	18,439
Other		330,104	201,315
		3,920,394	3,647,914
Operating Surplus / (Deficit)		1,705,996	26,345
Balance as at 1 January 2003		2,849	(17,264)
Operating Surplus for year		1,705,996	26,345
Balance as at 31 December 2003		1,708,845	9,081

There are no recognised gains or losses other than those dealt with in the Draft Income & Expenditure Account.

William Prasifka
Commissioner

Date

Commission for Aviation Regulation
Draft Balance Sheet as at 31 December 2003

	<i>Notes</i>	€	2003 €	€	2002 €
Fixed Assets					
Tangible Assets	4		60,626		47,500
Current Assets					
Bank Accounts	5	16,243,139		10048744	
Debtors and Prepayments	6	527,187		187910	
		16,770,326		10,236,653	
Creditors : Amounts falling due within one year					
Cash Bond Accounts	5	(13,659,836)		(9,189,782)	
Creditors and Accruals	7	(1,402,858)		(1,037,790)	
Net Current Assets			1,707,633		9,081
Net Assets			1,768,259		56,581

Financed By

Income & Expenditure Account Surplus / (Deficit)		1,708,845	9081
Capital Account	8	59,414	47500
Capital Employed		1,768,259	56,581

William Prasifka
Commissioner

Date

Commission for Aviation Regulation
Draft Cashflow Statement for the year ended 31 December 2003

	2003 Euro	2002 Euro
Reconciliation of operating surplus to net cash inflow/(outflow) from operating activities		
Surplus/(Deficit) on Income and Expenditure	1,705,996	26,345
Depreciation	15,666	16,144
Bank Interest	(23,445)	12
Transfer (from) / to Capital Account	11,914	36,387
Non-Cash Adjustments	(6,231)	-
Decrease/(Increase) in Debtors	(280,627)	2,231,255
Increase in Prepayments	(58,650)	(113,150)
(Decrease) / Increase in Creditors	563,265	(114,293)
Decrease in Accruals	(198,198)	103,298
Net Cash Inflow / (Outflow) From Operating Activities	1,729,690	2,185,998

Cash Flow Statement

Net Cash Inflow / (Outflow) From Operating Activities	1,729,690	2,185,998
Returns on Investments		
Bank Interest	23,445	(12)
Capital Expenditure		
Purchase of fixed assets	(28,794)	(52,531)
Management of Liquid Resources		
Funding from DPE	-	-
Increase in Cash Bond Accounts & TPF	4,470,054	3,941,702
Increase / (Decrease) in Cash Balances	6,194,396	6,075,158

Reconciliation of net cash flow to movements in net funds

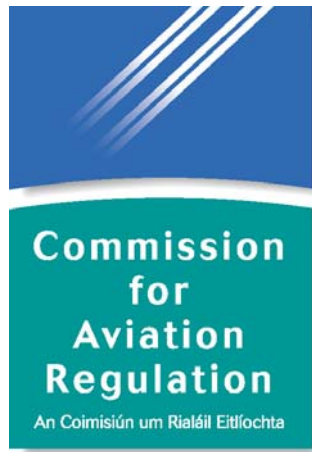
Increase / (Decrease) in cash in hand in the period	6,194,396	6,075,158
Cash Inflow/(Outflow)		
Opening Net Funds	10,048,744	3,973,587
Closing Net Funds	16,243,139	10,048,744

William Prasifka
Commissioner

Date

APPENDIX I - COMMISSION PAPERS ISSUED IN 2003.

Number	Date of issue	Title
CP 01/2003	21 st March 2003	Maximum Levels of Aviation Terminal Services Charges Provisional Annual Compliance Statement for Regulatory Year 26 th March 2002 to 25 th March 2003 and Calculation of the Price Cap for Regulatory Year 26 th March 2003 to 25 th March 2004
CP 02/2003	24th September 2003	Maximum Levels of Airport Charges Annual Compliance Statement for Regulatory Year 24 September 2002 to 23 September 2003 and Provisional Price Caps for Regulatory Year 24 September 2003 to 23 September 2004
CP 03/2003	16th October 2003	Maximum Levels Of Airport Charges Announcement On The Commencement Of A Review In Respect Of The Determination On The Maximum Levels Of Airport Charges Published On 26 August 2001
CP 04/2003	7 th November 2003	Notice By Commission For Aviation Regulation Relating To The Determination On The Maximum Levels Of Airport Charges Setting Out The Issues To Be Reviewed And Seeking Representations From Interested Parties Or The Public
Addendum to CP4	26 th November 2003	Draft Proposal for the Amendment of the Sub-Cap on Off-Peak Landing & Take Off Charges at Dublin Airport



TUARASCÁIL
don
AIRE IOMPAIR
Don bhliain dar chríoch
31 NOLLAIG 2003

29 Márta 2004

**An Coimisiún um Rialáil Eitlíochta, 3^ú hUrlár, Teach Alexandra, Ardán
Dhún an Iarla, Baile Átha Cliath 2
Teil +353 (0) 1-6611700, facs +353 (0) 1-6611269
ríomhphost: info@aviationreg.ie**

CLÁR ÁBHAIR

Réamhrá.....	4
TÁILLÍ AERFOIRT	5
Athbhreithniú Breithiúnais Chinniadh an Choimisiúin ar Tháilli Aerfoirt.....	5
Athbhreithniú Lár-Théarma	6
Comhairliú Eacnamaíochta	6
Éifeachtacht.....	7
Costas Fad Rith Incriminteach	7
Foirmle Rialúcháin	7
Fo-theorainn Sheach-Bhuaice	7
Bunús Sócmhainne Rialacháin agus Dímheas	8
Na Sonraí Samhla Airgeadais a Fhíorú	8
Cuntais Rialacháin	8
Comhlíonadh na dTeorainneacha Praghsanna.....	8
Cur i láthair Eachtrach.....	9
Clár Oibre do 2004.....	9
TÁILLÍ SEIRBHÍSÍ NA GCRÍOCHFORT	10
Gníomhaíocht i 2003	10
Clár Oibre do 2004.....	10
CEADÚ LÁIMHSEÁLA AR AN TALAMH	11
Clár Oibre do 2004.....	12
CEADÚNÚ AER IOMPRÓRA	13
Clár Oibre do 2004.....	14
CEADÚNÚ TRÁDÁLA TAISTIL.....	15
Clár Oibre do 2004:	15
LEITHROINNT SLIOTÁN.....	17
Gníomhaíocht i 2003	17
Clár Oibre do 2004.....	19
OIBLEAGÁIDÍ RIARACHÁIN AGUS DLÍ GINEARÁLTA A CHOMHLÍONADH.	20
Dlíthiúil	20

Pearsanra	20
Aoisliúntas	21
Comhairleoirí a Choimeád	21
Cumarsáid agus Caidreamh na Meán	21
Oibleagáidí Riaracháin	22
AIRGEADAS.....	25
Tuarascálacha agus Cuntais	25
Torthaí airgeadais don tréimhse dar chríoch 31 Nollaig 2001	25
Torthaí airgeadais don tréimhse dar chríoch 31 Nollaig 2002	25
Torthaí airgeadais don tréimhse dar chríoch 31 Nollaig 2003	25
Iniúchadh Inmheánach	25
Comhlíonadh Cánach.....	26
Tobhach	26
Ráitis airgeadais don bhliain dar chríoch 31 Nollaig 2003	26
AGUISÍN I - Páipéir Choimisiúin eisithe i 2003..	30

RÉAMHRÁ.

Tá áthas orm an tríú Tuarascáil Bhliantúil an Choimisiúin um Rialáil Eitlíochta a chur i láthair. Déanann an Tuarascáil achoimriú ar ghníomhaíochtaí an Choimisiúin i rith 2003 agus leagann sé amach Clár Oibre an Choimisiúin don bhliain reatha.

Ba é an rud is mó a tharla sa bhliain ná gur éirigh leis an gCoimisiún gníomh athbhreithnithe breithiúnach a thug Aer Rianta a chosaint san Ard-Chúirt. Chomh maith leis sin, bhí dúshlán nua ag an gCoimisiún rialachán a chruthú mar gheall ar thimpeallacht eitlíochta athraithe.

Ní éireadh leis an gCoimisiún an méid sin a bhaint amach i rith 2003 gan saineolas, gairmiúlacht agus dúthracht fhoireann an Choimisiúin, agus ba mhaith liom arís mo bhuíochas dóibh ar fad a chur in iúl mar gheall ar an méid a rinne siad do Chlár Oibre an Choimisiúin i 2003. Chomh maith leis sin, ba mhaith liom buíochas a ghlacadh freisin leis na daoine agus na heagraíochtaí ar fad a chabhraigh le hobair an Choimisiúin i rith na bliana.

Ar deireadh, ba mhaith liom buíochas a ghlacadh le Seamus Brennan, TD, an tAire Iompair agus oifigigh na Roinne Iompair as ucht a gcuid tacaíochta i rith 2003.

William Prasifka
An Coimisinéir

29 Márta 2004.

ATHBHREITHNIÚ TRÍ LIMISTÉAR REACTHÚIL/FEIDHMÍOCH

TÁILLÍ AERFOIRT

Athbhreithniú Breithiúnach ar Chinneadh an Choimisiúin maidir le Táillí Aerfoirt

Cúlra

I ndiaidh Chinnidh an Choimisiúin a fhoilsiú i Lúnasa 2001 maidir le Táillí Aerfoirt, chuardaigh Aer Rianta, i ndiaidh a n-easaontas leis an gcinneadh a chur in iúl, achomharc ina aghaidh i mí Dheireadh Fómhair 2001. Thosaigh éisteacht an cháis i mí na Samhna 2002. Cuireadh Aer Lingus agus Ryanair síos mar Pháirtithe Fógra le hordú Cúirte imí na Feabhra 2002.

Gníomhaíocht i 2003

Rinneadh trí Bhreithiúnas i 2003. Rinneadh an chéad cheann ar an 16 Eanáir a chuaigh i bhfabhar Rún an Choimisiúin gur mar phrionsabal nach dtagann aithint agus athbhreithniú botún faoi scáth athbhreithnithe breithiúnais ar bhailíocht an chinnidh. Tugadh an dara cinneadh Cúirte, ceann substainteach, ar an 3 Aibreán i bhfabhar an Choimisiúin ar gach ceist agus rinne sí Ordú chomh maith ag bronnadh costais ar an gCoimisiún agus costais áirithe fhorordaithe ar an Páirtithe Fógra.

I ndiaidh an chinnidh sin, chuardaigh Aer Rianta achomharc ón gCúirt Uachtarach agus éisteacht leis an iarratas seo ar an 4 Meitheamh agus rinneadh an cinneadh deiridh ar an dáta sin. Dhiúltaigh an tArd-Chúirt trí cinn de na ceithre achomhairc a rinne Aer Rianta agus deonaíodh cead leanúint ar aghaidh ar cheann amháin.

Rinneadh an tOrdú ag tabhairt cead achomhairc go luath i 2004 agus rinne Aer Rianta Fógra Achomhairc a chur isteach ar an 30 Eanáir 2004. Tá an t-ábhar fós le héisteacht sa Chúirt Uachtarach.

Athbhreithniú Lár-théarma

Gníomhaíocht i rith 2003

In Aibreán 2003 d'éisigh an Coimisiún Fógra chuig páirtithe leasmhara ag leagan amach forais ba dóigh leis a bheadh ina bhforais d'athbhreithniú lár-théarma. Ar an forais seo bhí imeachtaí Mheán Fómhair 11 2001, toradh ar an gcogadh san Iaráic, malairt go leor faisnéise i rith an Athbhreithnithe Bhreithiúnais, moladh críochfort neamhspleách a bheith in aerfort Átha Cliath agus deighilt dualgais b'fhéidir don trí aerfort stáit. Fuarthas aighneachtaí ó pháirtithe leasmhara agus cuireadh ar láithreán gréasáin an Choimisiúin iad.

I mí Dheireadh Fómhair 2003 d'éisigh an Coimisiún Páipéar Coimisiúin CP3/2003 ag fógairt tosach an athbhreithnithe lár-théarma. Chinn an Coimisiún an t-athbhreithniú a thionól ar bhun an fhorais seo a leanas: imeachtaí Mheán Fómhair 11 2001, toradh an chogaidh an Iaráic agus an malairt mhór eolais i rith an Athbhreithnithe Bhreithiúnais.

I mí na Samhna 2003 d'éisigh an Coimisiún fógra don phobal, Páipéar Coimisiúin CP4/2003, ag leagan amach na saincheistanna a bheadh le hathbhreithniú agus ag lorg ionadaithe ó pháirtithe leasmhara agus ón bpobal. Ina dhiaidh sin, d'éisigh an Coimisiún Aguisín don Fhógra seo ag iarraidh aighneachtaí ar leasú molta den **fho-theorainn** ar tháillí seachbhuaice tuirlingthe agus éirí.

I mí na Nollag 2003 fuair an Coimisiún aighneachtaí ó pháirtithe leasmhara ar CP4 agus ar an Aguisín. Is é an rún ná an t-athbhreithniú a chríochnú i 2004.

Comhairliú Eacnamaíochta

Bhunaigh an Coimisiún painéal comhairleoirí eacnamaíochta ar féidir leis an gCoimisiún glaach orthu chun cabhrú leis nuair is gá.

Éifeachtacht

I rith 2003, chuaigh an Coimisiún i ngleic le Aer Rianta go forleathan ar nithe a bhaineann lena éifeachtacht. Bhí roinnt cruinnithe ann, agus rinneadh cur i láthair ar shonraí cuí. Rinne an Coimisiún scrúdú sonraithe ar na foinsí móra idirnáisiúnta sonraí ar fad maidir le feidhmíocht aerfoirt.

Costas Fad Rith Incriminteach

Sonraítear Costas Fad Rith Incriminteach (LRIC) mar na costais a thabhaítear chun incrimint a bhfuil tóir air a chomhlíonadh ag cur an staid reatha acmhainne san áireamh. Is éard atá ann na costais fheidhmiúcháin agus caipitiúil a theilgean agus tugann sé bunús eile costais ar a féidir táillí rialaithe aerfoirt a bhunú. I rith 2003, d'fhiosraigh an Coimisiún, le saineolaithe, na ceanglais phraiticiúla agus acmhainne a bhaineann le meastacháin LRIC chuimsitheacha a thógáil d'Aerfort Átha Cliath.

Foirmle Rialúcháin

I 2003 thug an Coimisiún faoi deara go n-oibríonn na foirmlí teorainneacha praghsanna ar bhealach a dhéanann comhaireamh dúbailte ar an téarma rialacháin a dhéanann ceartú ar an teorainn phraghais do under- and over-recovery san am atá caite. Thosaigh an Coimisiún anailís ar an gceist seo le cúnamh ó chomhairleoirí eachtracha agus mhol sé athbhreithniú cuí ar an bhfoirmle a chuirfear i bhfeidhm san athbhreithniú lár -théarma.

Fo-theorainn Sheach-Bhuaice

Is é an prionsabal spreagúil de tháillí fo-theorainneacha ar tháillí tuirlingt sheach-bhuaice agus éirí an Choimisiúin ag Aerfort Átha Cliath ná aerárthaí a dhéanfaidh damáiste den sórt sin den rúidbhealach (bealach tacsaithe agus naprún) nó cosáin go meallfaidís an táille céanna tuirlingthe nó éirí. De bharr an mhodha a úsáideadh, áfach, bhí aimhrialtacht a bhaineann le cineálacha áirithe aerárthaí. D'ainmnigh an Coimisiún cur chuige leasaithe don athbhreithniú lár-théarma chun an aimhrialtacht a ghlanadh amach.

Bunús Sócmhainne Rialacháin agus Dímheas

I ndiaidh athbhreithnithe a bheith déanta ar an eolas forleathan a fuarthas i rith an Athbhreithnithe Breithiúnais, bhí an Coimisiún in ann tosú ar na táillí dímheas a ríomh do gach sócmhainn ag Aer Rianta i dtrí aerfort Éireannach. Nuair a bhí an ríomh déanta, thar thréimhse cúpla mí, d'fhóraigh gnóthas de chuntasóirí eachtracha na figiúirí. Chuir sé seo ar chumas an Choimisiúin luach innéacsaithe na sócmhainní seo a ríomh chomh maith le dímheas innéacsaithe, rud a raibh luach Bunús Sócmhainne Rialacháin (RAB) mar thoradh air, agus figiúirí Dímheas Innéacsaithe bhliantúla, chun a úsáid sa shamhail airgeadais. Tá sé mar rún ag an gCoimisiún na figiúirí nua RAB agus Dímheas a úsáid san athbhreithniú lár-théarma.

Na Sonraí Samhla Airgeadais a Fhíorú

Chomh maith le fíorú An RAB agus Dímheas thuas, fóraíodh na sonraí seo a leanas a úsáidtear sa tsamhail airgeadais ó na sonraí foinse: trácht, costas slándála, táillí rialacháin, ríomh cánach corparáide, binsemharcáil costais oibrithe, binsemharcáil ioncaim trádála agus na foshuímh sa tsamhail.

TIONSCADAIL EILE A RINNEADH I RITH NA BLIANA

CUNTAIS RIALACHÁIN

Deir Alt 28 den Acht um Rialáil Eitlíochta 2001 go dtairgfídh aonán rialaithe cuntais iniúchta bhliantúla maidir lena ghníomhaíochtaí rialaithe agus cuirfear iad seo bhí bhráid an Choimisiúin laistigh de 6 mhí ó dheireadh na bliana cuntasaíochta. Chuaigh an Coimisiún agus Aer Rianta i gcomhairle lena chéile go rialta agus d'aontaigh siad formáid do na Cuntais Rialacháin seo. Cuireadh na cuntais isteach in am agus rinne an Coimisiún anailís orthu ina dhiaidh sin.

Na Teorainneacha Praghsanna a Chomhlíonadh

D'iarr an Coimisiún agus fuair sé eolas sonraithe ó Aer Rianta a d'fhóraigh gur comhlíonadh na dteorainneacha Praghsanna ar Tháillí Aerfoirt a leag an Coimisiún amach. Leantar le comhairliú le hAer Rianta ar fhormáid feabhsaithe tuairiscithe.

Cur i láthair Eachtrach

I rith 2003 ghlac foireann an Choimisiúin le cuirí cur i láthair a dhéanamh ar rialáil aerfoirt chuig comhdháil a thionól Ollscoil Cranfield, Comhdháil Gheilleagar Neidín agus an Chomhdháil um Eitlíocht Dhomhanda a Fhorbairt.

Clár Oibre do 2004

Déanfaidh an Coimisiún:

- : an t-athbhreithniú lár-théarma a chomhlíonadh ar an gCinneadh maidir le Uas-mhéideanna Táillí Aerfoirt.
- : leanúint mar is gá leis an achomharc chuig an gCúirt Uachtarach a chosaint a rinne Aer Rianta in aghaidh a Chinnidh maidir le Táillí Aerfoirt.
- : measúnú ar chomhlíonadh Aer Rianta ar a Chinneadh.
- : anailís ar na hathruithe a theastóidh sa chreatlach rialacháin mar thoradh ar athrú i struchtúr údaráis an aerfoirt.

TÁILLÍ SEIRBHÍSÍ EITLÍOCHTA NA GCRÍOCHFORT

Gníomhaíocht i 2003

Comhlíonadh Teorainneacha Praghsanna

Chun a fhíorú go raibh Teorainneacha Praghsanna Tháillí Seirbhísí Eitlíochta na gcríochfort a leag an Coimisiún amach comhlíonta, d'iarr an Coimisiún eolas maidir leis an Uasmhéid Meáchain Éirí agus Táillí Seirbhísí Eitlíochta na gCríochfort a tabhaíodh in aerfort Átha Cliath, Chorcaí agus na Sionainne. Chuir an tÚdarás um Rialáil Eitlíochta an t-eolas a fiafraíodh ar fáil agus bhí an Coimisiún in ann a fhíorú gur comhlíonadh an Teorainn Phraghsais.

Clár Oibre do 2004.

Tá rún ag an gCoimisiún an clár oibre seo a leanas a chomhlíonadh i 2004:-

Déanfaidh an Coimisiún:

- : a mheas i ndiaidh 25 Márta 2004, an bhfuil forais shubstainteacha ann chun athbhreithniú a dhéanamh ar an gCinneadh i ndáil le Táillí Seirbhísí Eitlíochta na gCríochfort.

- : a leanúint le measúnú a dhéanamh ar chomhlíonadh an Údaráis um Eitlíocht na hÉireann maidir lena chinntí.

Ceadúnú agus Ceaduithe

CEADÚ LÁIMHSEÁLA AR AN TALAMH

Ag deireadh 2002, bhí 19 féin-lámhadóir⁵ ceadaithe agus 33 sholáthraí ceadaithe seirbhísí láimhseála ar an talamh (nó lámhadóirí tríú páirtí⁶) ag feidhmiú idir aerfort Átha Cliath, Corcaí agus na Sionainne. As an 19 féin-lámhadóir ceadaithe, ceadaíodh 6 chomh maith chun seirbhísí a sholáthar do thríú Páirtithe. Dheonaigh an Coimisiún 6 cheadú féin-láimhseála agus 4 láimhseáil tríú Páirtí le linn 2003.

I rith 2003, ghéill dhá aer iompróir a gceaduithe féin-láimhseála. Scor cuideachta amháin ag trádáil i ndiaidh glacadóra a ainmniú don chuideachta agus chinn an chuideachta eile oibríochtaí a scor go hÉirinn.

Chomh maith leis sin, i rith 2003 dhéileáil an Coimisiún le roinnt iarratas ó chuideachta ag iarraidh cead a gcuid oibríochtaí láimhseála ar an talamh a leathnú chuig gníomhaíochtaí eile nach raibh siad ag déanamh roimhe sin.

Ag deireadh 2003, bhí **23** féin-lámhadóir ceadaithe agus **37** lámhadóir ar an talamh tríú páirtí ceadaithe ag oibriú idir aerfort Átha Cliath, Corcaí agus na Sionainne.

Ar mhaithe le dea-chleachtas rialacháin agus de réir na Rialachán cuí, cinnteoidh an Coimisiún go dtabharfaidh lámhadóirí ar an talamh ceadaithe eolas cuí airgeadais ar bhun bliantúil. Do chuideachta láimhseála ar an talamh ag soláthar seirbhísí do thríú páirtithe, ceanglaítear le reachtaíocht go dtabharfar cuntais dheighilte don Choimisiún. Iarrann an Coimisiún freisin go

⁵ Féadfaidh aerlíne a sheirbhís féin láimhseáil ar an talamh a sholáthar (**féin-láimhseáil**).

⁶ Féadfaidh aerlíne dul isteach i gconradh le cuideachta eile chun seirbhísí láimhseála ar an talamh a sholáthar (**láimhseáil tríú páirtí**), le haerlíne eile nó le cuideachta thiomanta láimhseála ar an talamh.

dtabharfaidh lámhadóirí ar an talamh ceadaithe sonraí árachais nuashonraithe ar bhun bliantúil. Le linn 2003, rinne an Coimisiún athbhreithniú ar an bpróiseas iarratais i bhfeidhm do láimhseáil ar an talamh agus rinne sé nuashonrú ar an bhfoirm iarratais. Rinneamar athbhreithniú ar an mbealach a fhaighimid rochtain ar eolas airgeadais a thugann cuideachta láimhseála ar an talamh. Chomh maith leis sin, thionscain Coimisiún na hEorpa próiseas comhairlithe maidir le hathcheartú ar threoir 96/67/CE ón gComhairle maidir le rochtain ar sheirbhísí láimhseála ar an talamh. Ghlac an Coimisiún páirt sa phróiseas comhairlithe seo.

Clár Oibre do 2004.

I rith 2004, tá plean ag an gCoimisiún leanúint lena obair i bhfoirm athnuachana a dhearadh do cheaduithe láimhseála ar an talamh.

Déanfaidh an Coimisiún monatóireacht ar fhorbairtí maidir le hathbhreithniú ar Threoir 96/67/CE ón gComhairle.

CEADÚNÚ AER IOMPRÓRA

Ar an 1 Eanáir 2003, bhí 18 aerlíne Éireannach in Éirinn. I rith 2003, d'éisigh an Coimisiún Ceadúnas Oibrithe Aer Iompróra chuig oibreoir nua amháin. Mar sin féin, le linn 2003 ghéill oibreoir ceadaithe amháin a Cheadúnas oibrithe Aer Iompróra go deonach i ndiaidh éirí as trádáil nuair a fuair an chuideachta glacadóir.

Le linn 2003, dhéileáil an Coimisiún le hiarratas ó oibreoir a raibh Ceadúnas Oibrithe Aer Iompróra aige cheana féin ag iarraidh a cheadúnas a athrú ó chatagóir B go catagóir A.

Ag deireadh 2003, bhí **18** aerlíne Éireannach ceadaithe.

I rith na bliana, bhunaigh an Coimisiún próiseas athbhreithnithe do shealbhóirí Ceadúnais Oibrithe Aer Iompróra. Caithfear an cheadúnas a athbhreithniú i ndiaidh bliana amháin i ndiaidh é a dheonú agus gach cúig bliana ina dhiaidh sin. Rinneadh athnuachan ar cheadúnais 4 aer iompróir i rith na bliana.

Chomh maith leis sin, rinne an Coimisiún athbhreithniú ar phróiseas iarratais i bhfeidhm, agus rinne athnuachan ar an bhfoirm Iarratais. Fuaireamar ár nósanna imeachta i ndáil le heolas airgeadais a sheiceáil a chaithfidh aer iompróirí a chur isteach agus chuireamar Foirm Dheimhnithe Árachais chun an t-árachas a bheidh le seiceáil ag aer iompróirí níos éasca. Bunaíodh bunachar sonraí chomh maith chun gach eolas cuí maidir le haer iompróirí ceadaithe a choinneáil.

D'éiligh an Coimisiún go dtabharfadh gach aer iompróir eolas bainteach le húinéireacht agus smacht a ngnó chun a chinntiú go gcomhlíonfaidh gach aer iompróir ceanglais Airteagal 4 de Rialachán Uimh 2407/92 ón gComhairle. Críochnaíodh an próiseas seo i rith na bliana agus d'fhoilsigh an Coimisiún nóta faisnéise ar cheanglais Airteagal 4 ar a láithreán.

Ar na gníomhaíochtaí breise bhí páirteachas sa phróiseas comhairlithe a rinne Coimisiún na hEorpa ar athbhreithniú a d'fheadfaí a dhéanamh ar Rialachán Uimh 2407/92, 2408/92 agus 2409/92 an 23 Iúil 1992 (an "tríú pacáiste" d'aer iompróir a léirscaoileadh). Tá an próiseas comhairlithe seo leanúnach agus leanfaidh an Coimisiún le monatóireacht a dhéanamh ar aon fhorbairtí sa réimse seo i rith 2004.

Lean an Coimisiún le monatóireacht a dhéanamh ar fhorbairtí i moladh Choimisiún na hEorpa maidir le Rialachán ón gComhairle ar cheanglais árachais d'aer iompróirí agus d'oibrithe aerárthaí.

Clár Oibre do 2004.

I rith 2004, leanfaidh an Coimisiún le monatóireacht a dhéanamh ar fhorbairtí maidir le hathbhreithniú ar an tríú pacáiste ón CE agus forbairtí maidir leis an Rialachán beartaithe ón gComhairle maidir le ceanglais árachais d'aer iompróirí.

Leanfaidh an Coimisiún lena chinntiú go dtabharfaidh gach aer iompróir ceadaithe sonraí árachais agus eolas airgeadais cuí ar bhun bliantúil, mar a cheanglaítear le reachtaíocht.

CEADÚNÚ TRÁDÁLA TAISTIL

Dheonaigh an Coimisiún ceadúnais do 77 tionscnóirí turas 344 gníomhaire taistil le linn 2003 agus ar an 31 Nollaig 2003, 420 ceadúnas a bhí ag tionscnóirí turas agus gníomhairí taistil.

Le linn 2003, scor ceithre gnóthas a raibh ceadúnais acu ón gCoimisiún de bheith ag trádáil in imthosca ina raibh gá glaoch ar a gcuid cónaisc chun cabhrú lena gcustaiméirí.

Rinne an Coimisiún próiseáil ar éilimh ó beagnach 400 custaiméir ag lorg aisíocaíochta ar airgead a d'íoc siad le ceadúnaithe mar gheall ar shocraíochtaí taistil.

Phróiseáil an Coimisiún roinnt éileamh chomh maith i gcoinne cónasc gníomhairí taistil agus tionscnóirí turas a scor ag trádáil roimh 1 Eanáir 2003.

Chomh maith lena fheidhmeanna maidir le ceadúnú agus éilimh chónaisc, tá sainordú ag an gCoimisiún, faoin Acht Iompair (Tionscnóirí Turas agus Gníomhairí Taistil) 1982, chun oibleagáid ceadúnú reachtaíochta a chur i bhfeidhm do thionscnóirí turas agus gníomhairí taistil.

Ar an mbun seo, fuarthas roinnt gearán maidir le trádáil neamhcheadaithe agus d'fhiosraigh an Coimisiún iad i 2003. I roinnt cásanna, chuir siad siúd a fiosraíodh isteach ar cheadúnais a deonaíodh iad dóibh.

Clár Oibre do 2004:

Ar an 1 Eanáir 2004, éagfaidh gach ceadúnas ag tionscnóirí turas agus gníomhairí taistil i rith na bliana agus is dóigh go lorgóidh beagnach gach sealbhóir ceadúnais ceadúnas nua.

Bíonn an Coimisiún de shíor ag fáil iarratais chun a phróiseáil ó thionscnóirí nua turas agus gníomhairí taistil ag dul isteach sa mhargadh agus ceaptar go leanfar leis seo i 2004.

Leanfaidh an Coimisiún le haon líomhaintí maidir le trádáil neamhcheadaithe sna hearnálacha tionscnóirí turas agus gníomhairí taistil a gheobhaidh sé agus glacfaidh sé céimeanna is dóigh leis is cuí i gcásanna den sórt sin.

Tá oibleagáid reachtúil ar an gCoimisiún airgead a thabhairt dá oibríochtaí ó ioncam a fhaightear ó na hearnálacha, a rialaíonn sé trí thobhach bliantúil nó táillí ceadúnais.⁷

Ar an mbun seo, b'fhéidir go gcaithfí táillí ceadúnais tionscnóirí turas agus gníomhairí taistil a mhéadú i 2004 chun dóthain ioncaim a dhéanamh chun gníomhaíochtaí ceadúnaithe agus infheidhmithe an Choimisiún a mhaoiniú.

⁷ Téigh chuig an gcuid ar Thobhach ar leathanach 26.

LEITHROINNT SLIOTÁN

Gníomhaíocht i 2003

Cúlra Reachtúil

Faoin Acht um Rialáil Eitlíochta 2001, is é an Coimisiún an t-údarás forásach in Éirinn faoi Rialachán (CEE) 95/93 den 18 Eanáir 1991 ón gComhairle (*a leagann amach comhrialacha do leithroinnt sliotán in aerfoirt Chomhphobail*). Cé go dlíthiúil nach bhfuil cead ag an gCoimisiún a bheith ina chomhordaitheoir, tá an fheidhm aige ceapachán a dhéanamh nó a leasú maidir le stádas aerfoirt a chomhordú agus comhordaitheoir a cheapadh, nuair is gá.

Fógraíodh Aerfort Átha Cliath mar aerfort comhordaithe i 2000 agus faoi láthair is é an t-aon aerfort Éireannach é atá mar seo. Faoi láthair, tá an Coimisiún ag breathnú ar iarratas ó Aer Rianta go bhfógrófaí Aerfort Átha Cliath mar chomhordaithe go hiomlán. Déantar plé níos sonraí air seo thíos.

Idirchaidreamh leis an gcomhordaitheoir agus Aer Rianta

Fuair an Coimisiún gach mionteagasc agus eolas riachtanach i rith 2003 ón gcomhordaitheoir ainmnithe, Airport Coordination Limited (ACL), agus thug faoi deara sástacht ghinearálta gach páirtí leis an gcaoi a dhéantar Aerfort Átha Cliath a chomhordú.

I 2003, leanadh le hionadaíocht an Choimisiúin ag cruinnithe de Choiste Comhordaithe Aerfort Átha Cliath agus d'fhan sé i dteagmháil rialta le húdaráis Aerfort Átha Cliath maidir le saincheisteanna comhordaithe.

Ba mhaith leis an gCoimisiún buíochas a ghlacadh leis na páirtithe leasmhara in Aerfort Átha Cliath as a gcomhoibriú i gcomhordú éifeachtach agus rathúil a bhaint amach go dtí seo.

Iarratas ar chomhordú iomlán ar Aerfort Átha Cliath

Mar a tuairiscíodh i dTuarascáil Bhliantúil 2002, fuair an Coimisiún iarratas ó Aer Rianta i Meán Fómhair 2002 go n-athrófaí stádas Aerfort Átha Cliath ó “comhordaithe” go “comhordaithe go hiomlán”⁸. I ndiaidh breathnú ar ábhar cuí a sholáthróidh Aer Rianta agus tÚdarás Eitlíochta na hÉireann ar iarratas ón gCoimisiún, agus de bharr na forbartha ar thrácht agus aeirloingseoireacht a fheictear in Aerfort Átha Cliath, ghlac an Coimisiún, i mBealtaine 2003, an tuairim nár theastaigh Aerfort Átha Cliath a ainmniú mar chomhordaithe go hiomlán.

Ag teacht ar an gcinneadh seo mar sin féin, léirigh an Coimisiún do Aer Rianta, de bharr na héiginnteachta leanúnaí sa mhargadh eitlíochta domhanda, leanfadh sé le monatóireacht a dhéanamh ar an seasamh agus léirigh sé a rún anailís iomlán neamhspleách cumais a dhéanamh ar an aerfort sa chéad cheathrú de 2004.

I mí Eanáir 2004 thug an Coimisiún cuireadh do thairiscintí don anailís riachtanach cumais agus táthar ag súil a bheith in ann cinneadh a dhéanamh maidir le hiarratas Aer Rianta sa chuid deiridh de 2004.

Moladh maidir le rialachán leasaithe comhairle ar leithroinnt sliotán

Ag Mullach Stócólm i mí Márta 2001, d’aontaigh Ballstáit go mba chóir na rialacha a rialáíonn leithroinnt sliotán in aerfoirt Chomhphobail (Rialachán 95/93) a láidriú chun a chinntiú go mbaintear an tairbhe is mó as easpa áiseanna. Dá réir sin, aontaíodh go gcaithfí leasú substaintiúil a dhéanamh ar an Rialachán chun é sin a dhéanamh.

⁸ Ag aerfort comhordaithe, éascaíonn an comhordaitheoir iarratais sliotán na n-aerlínte trí chomhoibriú deonach idir aerlínte. Ag aerfort comhordaithe go hiomlán, ní féidir le haerlínte oibriú ach nuair a bhíonn sliotán leithroinn ag comhordaitheoir.

Ag an gComhairle TTE an 5 Nollaig 2003, tháinig an Chomhairle ar chomhaontú leathan polaitiúil maidir le téacs rialacháin leasaithe, a sheasann don chéad chéim i bpróiseas cuimsitheach.

Is iad na hathruithe tábhachtacha a moladh sa rialachán leasaithe: -

- Leasuithe agus breiseanna do na sainmhínithe chun soiléireacht níos fearr a bhaint amach
- Stádas neamhspleách an chomhordaitheora agus an choiste chomhordaithe a athneartú ag gach aerfort comhordaithe, agus
- Smachtbhannaí a sholáthar áit a n-úsáidtear sliotáin ar bhealach maslach.

I ndiaidh na Comhairle, tarchuireadh an dréacht-Rialachán leasaithe ar ais chuig Parlaimint na hEorpa do chomhaontú.

Clár Oibre do 2004.

Stádas Comhordaithe Aerfort Átha Cliath

Ag tógáil ar anailís chumais atáthar ag súil leis ar Aerfort Átha Cliath, déanfaidh an Coimisiún cinneadh roimh lár Dheireadh Fómhair 2004 maidir le stádas comhordaithe lár-théarma Aerfort Átha Cliath.

Leasuithe ar Rialachán leithroinnt sliotán

Déanfaidh an Coimisiún monatóireacht ar dhul chun cinn maidir leis an Rialachán leasaithe a ghlacadh agus cuirfidh sé na riachtanais infheidhmithe i bhfeidhm nuair is gá.

Comhordaitheoir Aerfort Átha Cliath a Ainmniú

Críochnóidh tréimhse ceapacháin an chomhordaitheora reatha Márta 2005. sa chuid deiridh de 2004, tá rún ag an gCoimisiún comhairliú a thionscnamh leis na páirtithe leasmhara ar fad maidir leis an gcomhordaitheoir a cheapadh arís.

OIBLEAGÁIDÍ RIARACHÁIN AGUS DLÍ GINEARÁLTA A CHOMHLÍONADH.

Dlíthiúil

Treoracha faoi Alt 10 den Acht.

Forálann alt 10 den Acht go bhféadfaidh an táir cibé treoracha ginearálta beartais a thabhairt don Choimisiún a mheasfaidh sé is cuí agus a chomhlíonfaidh an Coimisiún.

Níor eisíodh treoracha den sórt sin i 2003.

Pearsanra

Le linn 2003, leanadh le meascán foirne ón Roinn Iompair agus foireann fostaithe go díreach ag an gCoimisiún a bheith sa Choimisiún.

I 2003, líon an Coimisiún folúntas ceadaithe amháin (Leas-Cheannaire Gnóthaí Dlíthiúla), ag méadú na foirne sa Choimisiún ar an 31 Nollaig 2003 go 17, agus tá 8 acu ar iasacht ón Roinn Iompair.

Cuireadh leis an dúshlán a bhí ag an gCoimisiún mar gheall ar easpa foirne, a luadh i dtuarascáil 2002, tuilleadh i 2003 mar gheall ar an ngá freagra a choinneáil ar imeachtaí dlí, agus páirt a ghlacadh in obair ullmhúcháin a bhí ina réamhtheachtaí riachtanach ag an am céanna chun táillí aerfoirt a athbhreithniú. Rinne an Coimisiún cás gnó d'fhoireann bhreise chuig an Roinn Iompair i rith an chéad leath de 2003 agus is fuath linn a rá go gcaithfear a thaifead anseo nach raibh an tAire Iompair ná an tAire Airgeadais in ann an t-iarratas sin a fhreagairt.

Aoisliúntas

Fanann an Coimisiún le ceadú reachtúil on Aire Iompair agus ón Aire Airgeadais chun scéimeanna aoisliúntais substainteacha a cuireadh isteach i 2002 a dhréachtú.

Ag an am céanna, tá cead faighte ag an gCoimisiún ó na Coimisinéirí Ioncaim chuig scéimeanna eatramhacha (atá an-chosúil leis an scéim shubstainteach molta) agus a thugann an leibhéal céanna liúntais. Tá gach scéim maoinithe go hiomlán fós.

Comhairleoirí a Choimeád

Tá cumhacht ag an gCoimisiún faoi alt 14 den Acht cibé comhairleoirí a choimeád a mheasfaidh sé is cuí chun a fheidhmeanna a urscaoileadh go héifeachtach.

I 2003, choinnigh an Coimisiún comhairleoirí chun cabhrú ina chosaint ar imeachtaí athbhreithnithe breithiúnais, rialáil táillí aerfoirt, acmhainní daonna, leithroinnt sliotán, na meáin/cumarsáid, agus tacú le córais TF agus iad a chothabháil.

Cumarsáid agus Caidreamh na Meán

Lean an Coimisiún lena bheartas a fheidhmeanna a chomhlíonadh ar bhealach oscailte agus inrochtana i 2003. Cosúil le blianta eile, cuireadh gach doiciméad poiblí, páipéir chomhairliúcháin, tuarascálacha, fógraí agus fógráin ar láithreán gréasáin an Choimisiúin.

Nuair a iarradh, chuir an Coimisiún cóipeanna crua dá fhoilseacháin ar fad ar fáil saor in aisce.

Le linn 2003, d'éisigh an Coimisiún 5 pháipéar comhairlithe, sonraí leagtha amach in Aguisín 1.

Tá an Coimisiún tiomanta do bheartas a chinnteoidh go mbeidh rochtain ag na páirtithe leasmhara ar fad air chomh maith leis an bpobal, agus i 2003 lean sé le cur lena rochtain maidir le feidhmeanna leathana ceadúnaithe. Rinneadh modhnú ar a láithreán gréasáin chun rochtain ar sheirbhísí an Choimisiúin a dhéanamh níos éasca d'aonáin rialaithe agus don phobal ginearálta.

Oibleagáidí Riaracháin

Cód Cleachtais a chur i bhfeidhm do chomhlachtaí Stáit a Rialú.

I 2001, d'éisigh an Roinn treoirlínte chun comhlachtaí Stáit a rialú. Glacadh leis, áfach, sa cháipéis sin nach mbeadh roinnt gnéithe de na treoirlínte sin feiliúnach nó cuí go hiomlán do chomhlachtaí Stáit rialaithe cosúil leis an gCoimisiún. Tuigeann an Coimisiún an gá atá le feidhmiú ag an gcaighdeán is airde de rialachas corparáide agus rinne an tuarascáil seo a leanas ar na gnéithe sin de na treoirlínte a mheas sí is cuí don Choimisiún.

Cód Iompair do stiúrthóirí agus d'fhostaithe

Níl aon stiúrthóirí ar an gCoimisiún. Tá cód iompair curtha i bhfeidhm maidir leis an bhfoireann ar fad agus áirítear é, nuair is cuí, mar choinníoll conartha fostaíochta. Is iad téarmaí an chóid iompair ná iad siúd sonraithe sna treoirlínte agus tá toiliú tuismitheora mar chuid de théarmaí agus coinníollacha na fostaíochta. Tosaíodh ar athbhreithniú ar ghnéithe áirithe den chód sin i 2003 i gcomhpháirtíocht le gach duine a mbeadh tionchar aige air.

Procurement

Comhlíonann nósanna imeachta soláthair laistigh den Choimisiún iad siúd sonraithe i dtreoirlínte náisiúnta 1994 agus nuair is iomchuí, Treoracha AE Soláthar. Mar gheall ar nádúr agus méid a riachtanais chomhairlithe, go hiondúil bronntar conarthaí den sort sin faoi threoirlínte náisiúnta.

Sócmhainní a dhiúscairt chuig Tríú páirtithe

Níl aon sócmhainní ag an gCoimisiún den chineál atá i gceist faoi na Treoirlínte. Trealamh oifige agus fearais TE iad sócmhainní an Choimisiúin den chuid is mó. I ndiaidh dul i gcomhairle le gníomhairí eile maidir le cleachtas ginearálta diúscartha líon beag stáisiúin oibre TE i rith 2003 chuig an bhfoireann (d'iomrá suaitheantais) nó go seachtrach, mar mhalartú ar sheirbhísí eile TE.

Fochuideachtaí agus Fáltas a bhunú

Níor bunaíodh aon fhochuideachta ná aon fháltas i rith 2003.

Ilghnéitheach

Ní dhearna an Coimisiún aon mholtaí ilghnéitheachta chuig an Aire le linn 2003.

Luacháil infheistíochta

Ní raibh aon mholtaí suntasacha caipitil ag an gCoimisiún i 2003, seachas fearais oifige agus TE a fháil. Bhí feidhm ag beartais chaighdeánacha soláthair le caiteachas den sórt sin.

Táillí Stiúrthóra Luach Saothair

Cinneann an Comhlacht Athbhreithnithe um Luach Saothair Níos Airde san Earnáil Phoiblí luach saothair an Choimisinéir agus níl aon ról ag an gCoimisiún sa leibhéal sin a shocrú. Níl aon táillí breise iníoctha anuas ar an luach saothair sin.

Mar gheall nach bhfuil aon stiúrthóirí sa Choimisiún, ní thagann an cheist aníos maidir le táillí stiúrthóra a íoc.

Socruithe tuairiscithe airgeadais

Déanann an Coimisiún tuarascálacha den sórt sin chuig an Aire agus an Roinn de réir mar is gá. Tá córas cuntasáochta inmheánach forbartha go hiomlán ag an gCoimisiún a thugann tuarascálacha bainistíochta agus airgeadais sonraithe míosúla chuig cinn fheidhme. Chomh maith leis sin tá an Coimisiún faoi réir iniúchta ón Ard-Reachtair Cuntas agus Ciste. I rith 2003, críochnaigh na hiniúcháir ráitis airgeadais 2001 agus cuireadh iad seo faoi bhráid an Aire le leagan faoi bhráid Thithe an Oireachtais.

Thug an Coimisinéir tuairisc ar Leith don Aire, mar a cheanglaítear le hAlt 10.2 de na Treoirlínte.

Pleanáil Straitéiseach agus Corparáideach

Tá feidhmeanna agus freagrachtaí an Choimisiúin leagtha amach i reacht. Tugann an Coimisiún tuarascáil bhliantúil ar an mbealach a chomhlíontar na feidhmeanna sin sa bhliain atá caite. Chomh maith leis sin, cuireann an Coimisiún síos ar mholtaí straitéiseacha lár-théarma maidir leis na feidhmeanna sin a chomhlíonadh.

AIRGEADAS

Tuarascálacha agus Cuntais

Táirgeann feidhm airgeadais an Choimisiúin cuntais mhíosúla bhainistíochta agus tuarascálacha míosúla cáinainéise a leagtar faoi bhráid gach Ceann Feidhme. Tá an Coimisiún faoi réir iniúchta ón Ard-Reachtaire Cuntas agus Ciste.

Torthaí airgeadais don tréimhse dar chríoch 31 Nollaig 2001

I rith 2003, chríochnaigh na hiniúcháirí ráitis airgeadais do 2001 agus cuireadh iad seo faoi bhráid an Aire le leagan faoi bhráid Thithe an Oireachtais, mar a iarradh faoi Alt 26(b) den Acht um Rialáil Eitlíochta 2001.

Ráitis airgeadais don bhliain dar chríoch 31 Nollaig 2002

Tá an Coimisiún ag fanacht le go gcríochnóidh an tArd-Reachtaire Cuntas agus Ciste, an t-iniúchadh ar chuntais 2002. Cuirfear iad seo faoi bhráid an Aire le leagan faoi bhráid Thithe an Oireachtais a luaithe is a bheidh an t-iniúchadh réidh, de réir Alt 26(b) den Acht um Rialáil Eitlíochta 2001.

Ráitis airgeadais don bhliain dar chríoch 31 Nollaig 2003

Tá Dréacht-Ráitis Airgeadais curtha isteach ag an gCoimisiún don bhliain dar chríoch 31 Nollaig 2003 chuig an tArd-Reachtaire Cuntas agus Ciste. Cuirfear iad seo faoi bhráid an Aire le leagan faoi bhráid Thithe an Oireachtais a luaithe is a bheidh an t-iniúchadh réidh.

Iniúchadh Inmheánach

De réir ár Ráiteas um Smacht Inmheánach Airgeadais, chun freagracht an Choimisiúin a chomhlíonadh ar bhealach a chinnteoidh go gcomhlíonfar reachtaíocht agus rialacháin, bhunaigh an Coimisinéir struchtúr eagraíochta le nósanna imeachta soiléire feidhmíochta agus tuairiscithe, le línte freagrachta, le teorainneacha údaraithe, leithscaradh freagrachtaí agus údarás tiomnaithe.

Tá áit ag an gCoimisiún i gcreat láidir smachta, a chlúdaíonn gach réimse den smacht.

Cé nach rinneadh athbhreithniú foirmiúil ar an gcóras smachta inmheánacha airgeadais i 2002, tá sé beartaithe athbhreithniú den sórt sin a dhéanamh i ndáil le 2003. Tá an Coimisiún faoi láthair ag forbairt córas inmheánach iniúchta.

Comhlíonadh Cánach

Tá ar an gCoimisiún PAYE, CBL agus PSWT a íoc. Seolann an Coimisiún na cánacha cuí isteach agus comhlíonann sé a dhualgas cánach.

Leasaíodh Sceideal 13, den Acht Comhdhlúite Cánacha 1997 leis an Acht Airgeadais 2003 chun an Coimisiún um Rialáil Eitlíochta a áireamh mar dhuine cuntasach chun críocha Reachtaíocht PSWT le héifeacht ón 1 Bealtaine 2003.

Tobhach

Forálann Alt 23 den Acht um Rialáil Eitlíochta 2001, chun críocha costais a thabhoídh an Coimisiún ina fheidhmeanna a chomhlíonadh faoin Acht a íoc i gceart, go bhféadfaidh an Coimisiún rialacháin a dhéanamh ag gearradh tobhach chun a chostais agus caiteachais fheidhmíoch a íoc ach gan dul thairis. Tá an tobhach iniúchta ag réimsí gnóthais den sórt sin a shonróidh an Coimisiún.

Eisíodh I.R Uimh. 695 de 2003 Na Rialacháin fán Acht um Rialáil Eitlíochta 2001 (Tobhach Uimh. 4) 2003, chun éifeacht a thabhairt do Thobhach an Choimisiúin do 2004.

Ráitis airgeadais don bhliain dar chríoch 31 Nollaig 2003

Dréacht-Ráitis Airgeadais don bhliain dar chríoch 31 Nollaig 2003, a bheidh faoi réir iniúchta ón Ard-Reachtair Cuntas agus Ciste, leagtha amach sna leathanaigh ina dhiaidh seo.

Coimisiún um Rialáil Eitlíochta

Cuntas Dréacht-Ioncaim & Caiteachais don bhliain dar chríoch 31 Nollaig 2003

	<i>Notes</i>	2003 €	2002 €
Ioncam			
Admhálacha Tobhaigh	2	5,170,564	3,266,404
Táillí Ceadúnais	2	467,696	444,242
Eile		44	-
Ioncam Iomlán		5,638,304	3,710,646
Aistriú (go) / ó Chuntas Caipitil	8	(11,914)	(36,387)
Ioncam Glan		5,626,390	3,674,259
Caiteachas			
Pá	3	1,215,224	778,542
Comhairliú		417,069	129,470
Táillí Dí		1,413,076	2,059,381
Fógraíocht & Caidreamh Poiblí		17,036	62,580
Taisteal & Cothú		11,761	11,490
Oiliúint		50,806	28,774
Táille Iniúchta		8,000	7,300
Cothabháil Láithreáin		11,583	8,704
Cíos		272,910	156,479
Leictreachas		6,128	4,358
Árachas		117,772	74,887
Ús do DPE ar lasachtaí		-	79,770
Páipéarachas Oifige		24,232	22,889
Postas & Iompras		3,964	3,535
Teileafón		20,728	18,439
Eile		330,104	201,315
		3,920,394	3,647,914
Farasbarr Feidhmíochta / (Easnamh)		1,705,996	26,345
Iarmhéid ar an 1 Eanáir 2003		2,849	(17,264)
Farasbarr Feidhmíochta don bhliain		1,705,996	26,345
Iarmhéid ar an 31 Nollaig 2003		1,708,845	9,081

Níl aon bhrabach ná caillteanais seachas iad siúd a phléitear sa Chuntas Dréacht-Ioncaim & Caiteachais.

Dréacht-Chlár Comhardaithe an 31 Nollaig 2003

	<i>Nótaí</i>	€	2003 €	€	2002 €
Sócmhainní Buana					
Sócmhainní Inláimhsithe	4		60,626		47,500
Sócmhainní Reatha					
Cuntais Bainc	5	16,243,139		100,487,44	
Féichiúnaithe agus Réamhíocaíochtaí	6	527,187		18,7910	
		16,770,326		10,236,653	
Creidiúnaithe: Méideanna le híoc i mbliain amháin					
Cuntais Bannaí Airgid	5	(13,659,836)		(9,189,782)	
Creidiúnaithe agus Fabhrú	7	(1,402,858)		(1,037,790)	
Sócmhainní Reatha Glana			1,707,633		9,081
Sócmhainní Glana			1,768,259		56,581
Maoinithe ag					
Barrachas/ (Easnamh) Cuntais Ioncaim & Caiteachais			1,708,845		9081
Cuntas Caipitil	8		59,414		47500
Caipitil Úsáidte			1,768,259		56,581

William Prasifka
An Coimisinéir

Dáta

An Coimisiún um Rialáil Eitlíocht**Ráiteas Dréacht-Shreabhadh Airgid don bhliain dar chríoch 31 Nollaig 2003**

	2003 Euro	2002 Euro
Réiteach barrachais a oibriú go glan		
Sreabhadh airgid isteach/(amach) ó ghníomhaíochta feidhmíochta		
Barrachas/(Easnamh) ar Ioncam agus Caiteachas	1,705,996	26,345
Dímheas	15,666	16,144
Ús Bainc	(23,445)	12
Aistriú (ó) / go Cuntas Caipitil	11,914	36,387
Coigeartú Neamh-Airgid	(6,231)	-
Laghdú/(Méadú) i bhFéichiúnaithe	(280,627)	2,231,255
Méadú i Réamh-íocaíochtaí	(58,650)	(113,150)
(Laghdú) / Méadú i gCreidiúnaithe	563,265	(114,293)
Laghdú i bhFabhrú	(198,198)	103,298
Sreabhadh Airgead Glan Isteach / (Amach) ó Ghníomhaíochtaí	1,729,690	2,185,998
Ráiteas um Sreabhadh Airgid		
Sreabhadh Airgead Glan Isteach / (Amach) ó Ghníomhaíochtaí Feidh	1,729,690	2,185,998
Toradh ar infheistíocht		
Ús Bainc	23,445	(12)
Caiteachas Caipitil		
Sócmhainní Buana a cheannach	(28,794)	(52,531)
Acmhainní Leachtacha a Bhainistiú		
Maoiniú ón DPE	-	-
Méadú ar Chuntais Bannaí Airgid & TPF	4,470,054	3,941,702
Méadú / (Laghdú) i gComhardaithe Airgid	6,194,396	6,075,158
Réiteach sreabhadh glan airgid chuig gluaiseachtaí i gcistí glana		
Méadú / (Laghdú) in airgead ar láimh sa tréimshe	6,194,396	6,075,158
Sreabhadh Airgid Isteach/(Amach)		
Cistí Glana ag an tús	10,048,744	3,973,587
Cistí Glana ag an deireadh	16,243,139	10,048,744

AGUISÍN I - Páipéir Choimisiúin eisithe i 2003.

Uimhir	Dáta eisithe	Teideal
CP 01/2003	21 Márta 2003	Leibhéal is airde Táillí Seirbhísí Críochfort Eitlíochta Ráiteas Sealadach Comhlíonadh Bliantúil don Bhliain Rialacháin 26 Márta 2002 go 25 Márta 2003 agus Ríomh ar na Teorainneacha Praghsanna don Bhliain Rialacháin 26 Márta 2003 go 25 Márta 2004
CP 02/2003	24 Meán Fómhair 2003	Leibhéal is airde Táillí Aerfort Ráiteas Comhlíonadh Bliantúil don Bhliain Rialacháin 24 Meán Fómhair 2002 go 23 Meán Fómhair 2003 agus Teorainneacha Sealadacha Praghsanna don Bhliain Rialacháin 24 Meán Fómhair 2003 go 23 Meán Fómhair 2004
CP 03/2003	16 Deireadh Fómhair 2003	Leibhéal is airde Táillí Aerfort Fógra ar Thosach Athbheithnithe i nDáil leis an gCinneadh maidir leis an Leibhéal is Airde Táillí Aerfoirt Foilsithe 26 Lúnasa 2001
CP 04/2003	7 Samhain 2003	Fógra ón gCoimisiún um Rialáil Eitlíochta maidir leis an gCinneadh maidir leis an Leibhéal is Airde Táillí Aerfoirt ag leagan amach na Saincheisteanna le bheith Athbheithnithe agus ag lorg Ionadaithe ó Pháirtithe Leasmhara nó ón bPobal
Aguisín do CP4	26 Samhain 2003	Dréacht-Mholadh don Leasú ar an bhfo-Theorainn ar Tháillí Tuirlingt Seach-bhuaice & Éirí ag Aerfort Átha Cliath