



to		
LG	302	LUXEMBURG
AZ	419	TURIN
LH	1122	NEAPEL
LH	1906	MADRID
LH	1022	STUTTGART
AF	1701	LYON
AY	822	HELSINKI
AA	071	SFRANCISCO
AF	743	PARIS
LH	1116	VENEDIG
DL	023	DALLAS
BA	892	AMSTERDAM



REPORT TO THE MINISTER FOR TRANSPORT for the year ended 31st DECEMBER 2006

29th March 2007

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to the
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for the year ended
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FOREWORD.

This Annual Report contains an account of the Commission for Aviation Regulation's activities during 2006 as well as identifying the principal elements in our 2007 work programme.

In its sixth year of operation, a significant part of the office's price regulatory work related to the monitoring of the evolution of the Dublin Airport Authority's new capital investment plan. Shortly after receipt of the plan in October 2006, the Commission announced that - as foreshadowed in the report accompanying the prevailing price cap at Dublin Airport - it would review the price cap in 2007, a body of work that is now underway. Meanwhile, the price cap on the terminal services charges of the Irish Aviation Authority is set to end of March 2007, and a major element of the office's work in 2006 related to the carrying out of a review of those charges. A new price cap will be announced shortly.

During 2006, the Commission also arranged for a fresh assessment to be made of the adequacy of Dublin Airport's capacity under a voluntary slot co-ordination regime. The Commission's decision, announced in February 2007, to move from a voluntary slot schedule regime to one whereby airlines must adhere to the schedule changes required by the scheduler, was immediately taken to Court by one airline.

In addition, the office continued to license companies in the travel trade, aviation and airport ground-handling sectors, to undertake a consumer protection role in regard to passenger rights, and to oversee the operation of the runway slot allocation system at Dublin Airport.

As the Commission has been in existence for some 6 years, it will undertake a 'change management' programme during 2007 in order to seek ways to improve its own structure and performance.

As in each previous year, our work in 2006 would not have been possible without the commitment and dedication of the very small team of people at the Commission. I would like to express my appreciation to all of them in recognition of their contribution to the work of the Office and to supporting the aviation industry generally.

I would also like to thank the many other individuals and organisations that contributed to the work and to the decision-making processes of the Commission during the year.



Cathal Guiomard
Commissioner

29th March 2007.



■ PRICE REGULATION

Airport Charges

2006 Aviation Appeal Panel

Following the Commission's second Determination (September 2005) on the maximum level of charges at Dublin Airport, the Minister for Transport was requested to establish an Appeal Panel to consider appeals against the Determination as provided for under section 40(2) of the Aviation Regulation Act, 2001.

The Minister established the Panel on 9th February 2006 and it issued its report on 4th April 2006. The Appeal submission from the DAA contained 5 separate grounds of appeal. The Appeal Panel decided that, in 3 out of the 5 cases, sufficient grounds had been established to refer those aspects of the Determination back to the Commission for review.

The Commission published the Report of the Appeal Panel, along with the DAA's submission. In Commission Paper CP3/2006, the Commission invited submissions on the matters referred back to it by the Panel. Representations from four airlines and three other parties were published on the Commission's website.

As required by section 40(8) of the 2001 Act, the Commission undertook a review of the 2005 Determination for the purpose of deciding whether or not to affirm or vary that Determination.

The Commission decided to vary the 2005 Determination by:

- (i) including in the price cap the full cost of Pier D;
- (ii) restoring to the Regulatory Asset Base the value of the write-down of Pier C previously excluded; and
- (iii) substituting the DAA's figures for future property revenues in the forecast of the DAA's future commercial revenues at Dublin Airport

In all other respects, the Commission affirmed its original 2005 Determination.

In Commission Paper CP5/2006, the Commission identified and set out the reasons and manner in which it had varied the 2005 Determination. The varied Determination had the effect of raising the maximum charge that may be levied at Dublin Airport over the four-year period 2006 to 2009 from €6.14 to €6.34 per passenger (in December 2004 prices). In late 2005 Ryanair sought Leave to Apply for a Judicial Review of the September 2005 Determination. Subsequently, Ryanair decided to withdraw the challenge and advised the Court accordingly in January 2006 whereupon a Court Order was made providing for the payment by Ryanair of the Commission's costs in the matter.

Interim Review of Airport Charges

At the time of the setting of the 2005 price cap, the DAA had not finalised its capital investment plan. This was because, following the establishment of the DAA under the 2004 State Airports Act, a new Board had been appointed and a new chief executive had been recruited to the company. The DAA then undertook a complete review of the existing May 2005 capital investment plan. In these circumstances, the Commission's September 2005 Determination stated that an interim review of the price cap might be necessary in the short to medium term, provided that, as required by the 2001 Act, substantial grounds would exist for such a review.

In view of the possible holding of an interim review, the Commission, during the first half of 2006 met, at its suggestion, with the DAA and its advisors on seven occasions, for the purpose of understanding the evolution of the investment plan. The DAA had planned to finalise the new investment plan by end-June 2006 however it was after some delay finally submitted to the Commission, along with accompanying materials, on 12th October 2006.

Submissions were received from four airlines and three other parties. A public information meeting was organised by the Commission in a hotel in Dublin Airport to raise awareness of the Commission's possible approach to an interim review. Also, the Commission met with seven representatives from the airport's Airline Operating Committee (AOC), and separately with several airlines, in order that airport users would be aware of the possible implications – including those for airport charges – of the DAA investment plan and to encourage users to provide their assessment of the CIP to the Commission.

On 8th December 2006, in Commission Paper CP9/2006, the Commission announced that it would hold an interim review of Dublin Airport's charges on the substantial grounds of a requirement to analyse the 2006 capital investment plan for Dublin Airport arising from the circumstances surrounding the unavailability of a finalised CIP at the time of the 2005 Determination. The Commission indicated that it was its intention to publish a statutory notice in the form of a draft determination in April 2007 that would set out its thinking on the issues falling within the scope of the review. This notice would initiate the formal statutory consultation period of at least one month. Following the Commission's consideration of all views received during the statutory consultation period, it will publish a comprehensive report including its response to any representations received.

Aviation Terminal Services Charges

Second Price Cap on Aviation Terminal Services Charges

On 5th October 2006, the Commission published two papers setting out the procedure (CP7/2006) and the policy issues (CP8/2006) arising from the need to set a price cap on the IAA's aviation terminal services charges for the second regulatory period (2007-2011). In response, submissions were received from one airline bmi, and from the IAA.

In order to carry out its price Review, the Commission sought expert advice on a number of matters, including the IAA's cost of capital and its forecasts of future traffic and costs.

On 21st December 2006 the Commission published a Draft Determination and Explanatory Memorandum (CP10/2006), which was a formal notice of its intention to make aviation terminal services charges. This paper also set out the Commission's proposals on an appropriate price cap by publishing two indicative price caps and their relevant parameters for the next regulatory period. As provided for under the 2001 Act, a period of two months was allowed for interested parties to make submissions to the Commission. A new price cap will be required to take effect no later than 27th March 2007.

Price Caps Compliance

On 25th March 2006, in order to verify that the terminal services charges price cap set by the Commission had been respected, the Commission requested the necessary information on aircraft weight and charges income from the IAA. On the basis of that information, the Commission reported, in Commission Paper CP1/2006, that the IAA had complied with the price cap in the 2005/06 regulatory year and computed the price cap for 2006/07.

Similarly, in December 2006, in accordance with established practice, the Commission carried out an exercise that confirmed that the DAA had complied in 2005 with the prevailing price cap. This finding and the computation of the price cap for 2007 were reported in CP11/2006 published on 21st December 2006.

External Presentations

During 2006, staff of the Commission accepted invitations to make presentations on airport regulation to the annual meeting of the Irish Economic Association in May; the Fingal County Council Conference “Towards Sustainable Airport Development” and to the International Network for Economic Research Conference in UCC, both in October, and to the Irish Travel Agents Association Conference in November.

Work Programme for 2007

The Commission will:

- complete the interim review of the 2005 airport price Determination;
- assess compliance for 2006 by the Dublin Airport Authority with its price cap;
- complete the making of a second determination on the maximum aviation terminal services charges levied by the IAA;
- assess compliance for 2006 by the Irish Aviation Authority with its price cap;
- Analyse recent and prospective proposals for EU aviation legislation and;
- Prepare for the next airport charges review.



■ LICENSING AND APPROVALS

REGULATION OF THE GROUNDHANDLING SECTOR

The Commission's Role

The Commission for Aviation Regulation is the competent authority in Ireland for the purposes of Council Directive 96/67/EC on access to the Groundhandling market at Community airports. This Directive has been implemented into Irish Law by the European Communities (Access to the Groundhandling market at Community airports) Regulations, 1998 (S.I. No. 505 of 1998). Under section 9(2) of the Aviation Regulation Act 2001, the functions vested in the then Minister for Public Enterprise in respect of this Statutory Instrument (S.I.) were transferred to the Commission on its establishment in February 2001. This transfer of responsibility made the Commission the competent authority in the State for all matters relating to the Directive as transposed.

The Directive was intended as a first step towards the gradual opening up of access to the Groundhandling market and also to help reduce the operating costs of air carriers, to improve quality of service and to facilitate effective competition in that market. Groundhandling broadly comprises all those services required by an aircraft between landing and take-off (e.g. marshalling aircraft, loading/unloading, refuelling, baggage handling, passenger handling, aircraft maintenance etc.). An airline may choose to provide services for itself ("self-handling"), or contract with another company ("third party handling"), be it an airline or a dedicated Groundhandling company.

Prior approval must be obtained from the Commission before engaging in Groundhandling operations. Applicants must complete an application form and also meet a number of requirements before an approval to operate as a groundhandler can be issued. Groundhandling approvals are issued for a period of five years and approval is subject to the holder satisfying certain conditions at all times. After the five-year timeframe, Groundhandling approvals can be renewed following the successful completion of the licensing renewal process.

Approvals and Compliance

On 1st January 2006, there were 18 approved self-handlers and 40 approved suppliers of ground handling services (or third party handlers) operating between Dublin, Cork and Shannon airports. Of the 18 approved self-handlers, 5 were also approved to provide services to third parties. The Commission granted 2 self-handling approvals and 3 third party handling approvals during 2006.

The table below summarises licensing activity during 2006 in relation to self-handling approvals:

Licensing Activity breakdown-Self-handling	2006
Self-handlers at 1st January 2006	18
New approvals issued	2
Revocations	0
Voluntary surrender of approval	3
Approval expired and not renewed	2
Total at 31st December 2006	15

During 2006:

- one Irish air carrier voluntarily surrendered its self-handling approval following suspension of operations;
- a UK air carrier voluntarily surrendered its self-handling approval following a decision to terminate aircraft operations into Dublin Airport;
- a self-handling approval held by a US air carrier was replaced by a third party handling approval issued to the Irish registered company within the same Group actually engaged in the Groundhandling activity;
- an Icelandic air carrier failed to complete the renewal process and the self-handling approval held by the company subsequently expired;
- at its renewal date, a UK licensed air carrier informed the Commission that the company had not been involved in any Groundhandling activity for some time and had no definite plans to re-enter the market in the near future. As a result, in the absence of any plans in this regard, both the self-handling and third party handling approvals held by this company expired.

The following table summarises licensing activity during 2006 in relation to third party handling approvals:

Licensing Activity Third Party Handling	2006
Third party handlers at 1st January 2006	40
New approvals issued	3
Revocations	0
Voluntary surrender of approval	0
Approval expired and not renewed	2
Total at 31st December 2006	41

With regard to approvals held by suppliers of groundhandling services:

- the third party handling approval held by one UK licensed air carrier who was involved in Groundhandling on both a self-handling and third party handling basis expired during 2006
- at the renewal stage, one supplier of Groundhandling services informed the Commission that it would not be renewing its Groundhandling approval as the company was no longer engaged in activities that would require an approval.

Groundhandling Approvals are issued for a period of five years. During 2006, a total of 13 Groundhandling approvals (3 self-handling, 8 third party handling, 2 both self-handling and third party handling) expired and the companies involved were requested to confirm whether it was their intention to renew their approval to operate as a self-handler/supplier of Groundhandling services. A renewal form was forwarded to the relevant companies for completion. At the end of 2006, a total of 10 Groundhandling approvals (2 self-handling, 7 third party handling and 1 both self handling and third party handling) were successfully renewed.

At the end of 2006, there were 15 approved self-handlers and 41 approved third party ground handlers operating between Dublin, Cork and Shannon airports. Of the 15 approved self-handlers, 4 were also approved to provide services to third parties.

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 groundhandling companies providing services to third parties, legislation requires the submission of separated accounts to the Commission. As required by the relevant legislation in this area, the Commission also requires that updated insurance details are submitted by approved groundhandlers on an annual basis in order to ensure compliance with the minimum levels of insurance cover required for groundhandlers operating at Irish airports where the Groundhandling Regulations apply.

Access Fees to Airport Installations

Under Regulation 14 (3) of S.I. 505 of 1998, an airport authority is entitled to impose a fee for access to airport installations granted to providers of Groundhandling services at the State airports. Where a decision is taken by the airport authority to impose a fee in respect of access to airport installations, the airport authority is required to submit to the Commission in advance, a request for approval of the proposed fee in accordance with the criteria set out in the S.I.

In early 2005, an application for Judicial Review was made by Ryanair in respect of the Commission's Decision in CP8/2004. CP8/2004, which was published on 6th October 2004, published the Commission's decision approving an earlier request from the former Aer Rianta (now the Dublin Airport Authority- the DAA) for the approval of an annual and hourly fee structure in respect of check-in desk rental at the three State airports. In addition, the decision granted approval for a fee in respect of use of the CUTE¹ facility at Shannon airport by way of a fee per embarking passenger. The decision also provided that the DAA be permitted to increase the check-in desk fee (in respect of Shannon and Cork airports) in line with inflation as of 1st July each year. The Commission's decision granted approval to the DAA in respect of the above mentioned fees from the date of the decision. The challenge by Ryanair related to the treatment by the Commission of the DAA's costs in respect of the CUTE facility at Dublin Airport. This case was heard in May 2006 and Judgement was handed down on 2nd October 2006. Ryanair's claim was dismissed by the High Court.

On 12th May 2006, the Commission published its decision in CN1/2006 approving a request from the DAA for approval for a revised charge of €0.27 for the use of the CUTE system on check-in desks at Shannon Airport for the period 15th May 2006 - 14th November 2006. The DAA requested approval for the revised charge as it was notified by the current CUTE supplier at Shannon that the option to renew the contract for a further year on the same financial terms could no longer be made available. As a result, the CUTE supplier notified Shannon Airport of its intention to terminate the existing contract with effect from 14th May 2006. Following consultation with the Airline Operators Committee (AOC) at Shannon Airport, it was decided by the Shannon Airport Authority (SAA) to renew the contract with the existing CUTE supplier incorporating the resultant cost increase for a six-month period only, commencing on 15th May 2006. It was also decided that the SAA would commence a competitive tender process in April 2006 for the maintenance and support of the CUTE facility at Shannon, effective from November 2006 onwards.

On 2nd November 2006, the DAA advised the Commission of delays experienced in the tender process and requested that the Commission's approval be extended to cover the period up to 14th March 2007 at the charge of €0.27 per embarking passenger. The DAA were advised that the Commission had no objections to the proposed extension of the contract.

On 22nd December 2006, the Commission published CN2/2006 setting out its decision approving a request from the DAA for a revised charge for check-in desk rental and also for CUTE on check-in desks at Cork Airport.

Work Programme for 2007

- The Commission will continue to perform its functions with regard to the licensing and monitoring of Groundhandling companies;
- During 2007, 5 Groundhandling approvals are due to expire. A Renewal Form will be forwarded to the relevant companies during the course of the year as the expiry dates arise;
- The Commission is aware of a package of updated regulatory measures relating to airports which is due to be published in early 2007 by the European Commission. This package is to include a report on the effects of Council Directive 96/67/EC of 15th October 1996. The Commission will carefully monitor any developments at EU level as a result of this report.

¹CUTE is a common hardware/software platform for distributing airline applications.

AIR CARRIER LICENSING

The Commission's Role

An Air Carrier Operating Licence permits the holder to engage in the carriage by air of passengers, mail and/or cargo for remuneration and/or hire. The Commission for Aviation Regulation is responsible for licensing Irish airlines in accordance with the Air Navigation and Transport Act, 1965 (Section 8) Regulations, 1993 (S.I. 323 of 1993) which gives effect to Council Regulation No 2407/92 on licensing of air carriers.

In order to be eligible for an Operating Licence the applicant must, among other things, have its principal place of business and registered office (if applicable) in Ireland and its main occupation must be air transport in isolation or combined with any other commercial operation of aircraft or repair and maintenance of aircraft. The applicant must also meet the ownership and control requirements of the legislation (i.e. the holder of an Operating Licence must be majority owned and effectively controlled by EEA² States or nationals of EEA States). In addition, applicants must also meet requirements regarding financial fitness and insurance cover. All applicants must have, and for the duration of the Operating Licence hold, an Air Operator's Certificate (AOC). The Irish Aviation Authority (IAA) is responsible for granting AOCs.

Licensing Activity and Compliance

On 1st January 2006, there were 17 licensed Irish airlines registered in Ireland. During 2006 no new licences were issued by the Commission.

The table below summarises licensing activity during 2006 in relation to air carrier licensing.

Licensing Activity 2006	Category A ³	Category B ⁴
Air carriers		
Licences at 1st January 2006	8	9
New licences issued	0	0
Revocations	0	0
Voluntary surrender of licence	1	0
Total at 31st December 2006	7	9

In October 2006, the Operating Licence held by one Category A operator was voluntarily surrendered following a decision taken by the company to suspend operations. The licence held by this company had already been assigned temporary status by the Commission in August 2006 pending a financial reorganisation. However, the company was not successful in addressing its financial difficulties and therefore was no longer in a position to satisfy all of the requirements of Council Regulation No 2407/92.

At the end of 2006, there were 16 licensed Irish airlines. Of the 16 licensed Irish airlines, 7 held Category A licences. The remaining 9 held Category B licences.

The legislation in this area requires that an Operating Licence be subject to a review one year after it has been granted and every five years thereafter. During the year, two companies holding an Air Carrier Operating Licence were required to participate in the five-year review of their licence. Both reviews resulted in the retention of the Air Carrier Operating Licence.

²European Economic Area- All EU countries and Norway, Iceland and Liechtenstein.

³Category A licence holders are permitted to carry passengers, cargo and/or mail on aircraft with 20 seats or more.

⁴Permitted to carry passengers, cargo and/or mail on aircraft with fewer than 20 seats and/or less than 10 tonnes MTOW (maximum take-off weight).

As required by legislation, the Commission continued to monitor the financial situation of all licensed air carriers throughout the year. Insurance cover and Ownership and Control details were also monitored to ensure compliance with the relevant legislation in this area.

Other Developments

In August 2006, the Minister for Transport and the Aer Lingus Group plc announced the intention to proceed with the airline's floatation on the Irish and London Stock Exchanges. Aer Lingus was floated on the Stock Exchange on 2nd October 2006.

Also in October 2006, Ryanair made an offer of €2.80 per share for the entire share capital of Aer Lingus. This offer is conditional on Ryanair obtaining at least a majority of Aer Lingus shares. This offer is currently the subject of an investigation being carried out by the European Commission pursuant to the merger rules of the European Treaty. The result of this investigation is expected mid 2007.

Work Programme for 2007

- The Commission will continue to licence and monitor air carriers as required by the relevant legislation.
- Operating Licenses held by 3 companies are due for renewal during 2007;
- During 2007, the Commission will continue to monitor developments regarding the proposal by the European Commission for a Regulation on common rules for the operation of air transport services in the Community. The proposed regulation is currently under consideration at EU level and aims to revise and consolidate the Regulations No 2407/92, 2408/92 and 2409/92 (the 'Third Air Package').

The Commission will also monitor any developments in relation to Fractional Ownership operations at EU level and any other relevant developments in the area of aviation.



■ TRAVEL TRADE LICENSING

Travel Agents and Tour Operators

Under the Transport (Tour Operators and Travel Agents) Act, 1982 Tour Operators and Travel Agents are required to be licensed and bonded in respect of the sale and offering for sale, of overseas travel originating within the State to destinations outside the State.

The legislation comprises the Transport (Tour Operators and Travel Agents) Act, 1982, as amended by the Package Holidays and Travel Trade Act, 1995 and Regulations made in accordance with those Acts.

In 2006 a total of 371 firms were granted licences compared with 399 in 2005. This reflects a trend towards greater consolidation in the sector. Nevertheless, as the table below shows, 24 new applicants were granted licences.

Summary of Licensing Activity

	Travel Agents	Tour Operators	Total
Balance 1st January 2006	322	77	399
New	18	6	24
Renewals	283	64	347
Non Renewals	37	13	50
Bonds Called Down	2	0	2
Balance 31st December 2006	301	70	371

Tour Operators' and Travel Agents' Bonds

Tour operators and travel agents are obliged to enter into a bond before the Commission grants a licence. In the event of failure of a tour operator or travel agent to meet its financial or contractual obligations the Commission is responsible for administering the bond. This work consists of assessing the eligibility of individual claims from customers of the failed tour operator or travel agent, making the appropriate refunds, and where necessary, making arrangements for the repatriation of customers. During 2006 the bonds of two travel agents were called down.

Illegal Trading

It is illegal to carry on business as a tour operator or travel agent without a current licence. The Commission frequently receives complaints alleging illegal trading. A number of such complaints were received and investigated in 2006. Two travel agents were convicted in the courts of trading without a licence.

Developments in 2006

The Commission continuously endeavours to adapt its processes to ensure that they reflect as far as possible the changing needs of the regulated sectors and their clients. In this context a simplified application form was introduced in 2006 for tour operators and travel agents with a view to having a streamlined and more user-friendly application process. This required amending two of the statutory Regulations.

Work Programme for 2007

As the travel trade licensing regime is some 25 years in existence, the Commission proposes during 2007 to carry out a review of this function, including in terms of current procedures and making greater use of technology, to develop proposals concerning the best way in the longer term to protect consumers of travel trade services.

The other main elements in the Commission's Work Programme for 2007 for Travel Trade Licensing are as follows:

The Commission will:

- process licence applications and bond claims in accordance with demand;
- continue to review matters in relation to a licence fee increase to ensure the service continues to be self-financing;
- implement enhanced IT facilities to improve the Commission's management of its workflow.



■ CONSUMER PROTECTION

AIR PASSENGER RIGHTS

The Commission's Role

The Commission is the designated authority i.e. National Enforcement Body (NEB) for the purposes of EC Regulation 261/2004 ("the Regulation") which deals with the provision of compensation and assistance to passengers in the event of denied boarding or cancellation and the provision of assistance in the event of delays. The Commission's remit is in respect of all flights departing from airports situated on Irish territory, as well as flights from third countries (non-EU) to such airports where the operating air carrier is a Community carrier.

The Commission's primary responsibility is to investigate complaints under the Regulation and if appropriate to ensure compliance by the airlines by way of enforcement. Additionally, the Regulation has been interpreted in a manner which permits the lodging of complaints by passengers with any designated body (NEB) in any Member State (e.g. with the NEB in their country of residence) as opposed to the NEB in the country in which the airport at which the event took place is situated. While the receipt of such complaints is facilitated by the Commission, these complaints are passed to the relevant NEB for investigation who is requested to correspond directly with the complainant.

Activity during 2006

Regulation 261

In addition to processing and investigating written complaints relating to events at Irish airports, the Commission received throughout 2006, on a steadily increasing basis by way of email and telephone, various inquiries and requests for information relating to the Regulation. There was also a growing number of complaints which were properly for the attention of other NEBs and to whom all such non-Irish complaints were forwarded for action.

During the year, the Commission's staff participated in the various meetings convened by the European Commission and its consultants for the purpose of monitoring the interpretation and implementation of the Regulation and with a view to possible amendments to the Regulation in the future.

Breakdown of Complaints under Regulation 261

Irish Airports

These comprised:	No.	%	
Denied Boarding	14	8	
Cancellation	81	45	
Delay	86	47	
	----	----	
Total number of formal complaints	181	100	
	====	====	
Total Cases resolved as at 31/12/06	120	66	
Number awaiting finalisation	61	34	
Non- Irish cases (referred to other NEBs)			212

Non - function matters

In addition to matters relating to the air passenger rights as set out in the Regulation, the Commission receives on an ongoing basis, queries and complaints relating to “non- Regulation 261” matters i.e. lost/damaged baggage. In such cases, complainants are advised to address the matter directly with the airline concerned as the matter lies outside the scope of Regulation 261. During 2006, this activity amounted to almost 70 cases.

Additional Responsibilities

During the course of the year, the Commission was designated by the Department of Enterprise, Trade and Employment as the competent authority in Ireland for the purposes of Regulation 2006/2004.

This Regulation serves to create, on a basis of co-operation and mutual assistance, prescribed arrangements and enforcement powers for those bodies in the various Member States responsible for carrying out consumer protection functions such as those set out in Regulation 261.

Work Programme for 2007

The Commission will continue to:

- investigate complaints relating to Irish airports under the Regulation;
 - forward to the relevant NEB any complaints received relating to alleged infringements in other Member States;
 - monitor compliance with the Regulations by airlines serving Irish airports;
 - address matters of interpretation and policy;
 - participate in any meetings convened by the European Commission or any other organisation relating to possible amendments to or refinements of, the Regulation.
-
- enhance and expand the information contained on the Commission’s website relating to the Regulation and the Commission’s procedures thereunder;
 - produce downloadable user-friendly forms for the making of complaints
 - enforce as considered appropriate, the air passenger rights set out in the Regulation by way of the taking of prosecutions against non-compliant air carriers;
 - participate as required, in cooperation between national authorities responsible for the enforcement of consumer protection laws under EC Regulation 2006/2004.



■ SLOT ALLOCATION

Statutory background

Under Section 8 of the Aviation Regulation Act, 2001, the Commission is the competent authority in Ireland under Council Regulation (EEC) 95/93 of 18 January 1993 (which sets out common rules for the allocation of slots at community airports).

This, together with a further revision of the Regulation in 2004 (793/2004) is known colloquially as the Slot Regulation

While legally precluded from performing the role of coordinator, the Commission has, with effect from its statutory establishment in February 2001, the function of making or amending a designation regarding the scheduling status of an airport and appointing a schedules facilitation or coordinator, as and when necessary.

Scheduling status of Dublin Airport

Dublin Airport was declared to be a schedules facilitated airport in 2000 and following a capacity analysis undertaken in 2004, it was decided in April 2005 that Dublin Airport would be designated as coordinated with effect from the commencement of the Summer scheduling season in March 2006.

That decision was subsequently challenged by one carrier at Dublin Airport and, following a Judicial Review, the High Court, in its July 2006 Judgement, found that the Commission's April 2005 decision was insufficiently supported by the 2004 capacity analysis.

On application by the Commission, the Supreme Court granted leave to appeal the Judgement of the High Court and that appeal remains pending. On an application by the Commission for a Stay of the High Court Decision, the Supreme Court, found itself on a question of jurisdiction unable to grant a stay on the order of the High Court and Dublin Airport therefore reverted to schedules facilitated status in July 2006.

Developments in 2006.

In the light of the findings of the Court regarding the historic nature of the capacity analysis which grounded the Commission's decision in April 2005 and given the importance to airport operations of having the appropriate designation at Dublin Airport, the Commission, in August 2006, undertook a new capacity assessment of Dublin Airport.

Following an open tender process in accordance with EU public procurement requirements, the Commission appointed the firm of Leigh Fisher Associates – now known as Jacobs Consulting UK Limited – to undertake an independent analysis at Dublin Airport of current and future capacity of the airport in accordance with the provisions of Article 3 of the Regulation and which would inform its decision on the appropriate future scheduling status of Dublin Airport.

The capacity analysis ("the Jacobs Report") was published by the Commission on 11th December 2006. That Report identified serious problems of capacity, especially in regard to the apron and the runway, at Dublin Airport, such as would produce "significant delays", and that such problems could not be resolved in the short term;

Following its consideration of the Jacobs Report, and careful evaluation of all responses to the two rounds of consultation following the publication of that Report, the Commission accepted the Jacobs Report as the capacity analysis required under the Regulation and also accepted the Report's conclusions and recommendations.

The Commission came to the view that outturn peak demand at Dublin Airport in Summer 2007 would be greater than assumed in the forecast Summer 2007 schedule and the airport would suffer “significant delays” and that such problems could not be resolved in the short term.

Consequently on 19th February 2007 the Commission designated Dublin Airport as coordinated for the Summer 2007 scheduling season spanning 25th March to 27th October 2007.

In examining the appropriate scheduling status of Dublin Airport post Summer 2007, the Commission had regard to the conclusions of the Jacobs Report, which had recommended a change of designation due to insufficient airport runway and apron capacity during peak times. The Commission designated Dublin Airport as coordinated with effect from the start of the Winter 2007 scheduling season which will commence on 28th October 2007.

Legal challenge to these Decisions

Although this report concentrates on the Commission’s activity in 2006, it should be noted that, one airline operating at Dublin Airport has sought leave to appeal these decisions and is seeking an early hearing in the High Court.

Enforcement actions by the coordinator

Article 14.4 of the Regulation provides that air carriers that repeatedly and intentionally operate air services at a time significantly different from the allocated slot as part of a series or uses slots in a significantly different way from that indicated at the time of allocation and thereby cause prejudice to airport or air traffic operations may have those slots withdrawn by the coordinator for the remainder of the scheduling period.

In 2006, one airline operated in a manner contrary to the provisions of Article 14.4 and the Coordinator used the powers available to it to take action. The Commission is pleased to record that, following intense consultation between both the airline and the Coordinator, the position was resolved by the end of June 2006.

Introduction of slot misuse sanctions under Art. 14.5 of the Regulation

Article 14.5 of the Slot Regulation, which was inserted by Regulation 793/2004, obliges Member States to ensure that effective, proportionate and dissuasive sanctions or equivalent measures are available to deal with repeated and intentional operation of air services at times significantly different from allocated slots or the use of slots in a significantly different way from that indicated at the time of allocation, where this causes prejudice to airport or air traffic operations.

Work Programme for 2007

In addition to the normal spectrum of monitoring and oversight work associated with the slot allocation the Commission will in 2007,

- defend the judicial review of its coordination decisions and
- seek to progress the introduction of measures to sanction slot misuse

■ GENERAL LEGAL AND ADMINISTRATIVE OBLIGATIONS.

Ministerial Directives

There were no directives issued by the Minister for Transport under S10 of the Aviation Act 2001 during 2006.

Personnel

Appointment of Commissioner

Following an independent selection process carried out by the Public Appointments Service and assisted by Price-waterhouseCoopers, the Minister for Transport appointed Mr Cathal Guiomard as Commissioner on 14th June 2006, to replace the former Commissioner who had resigned on 1st December 2005.

Staff of the Commission

The Commission is staffed by personnel directly recruited by the Commission and civil servants on secondment from the Department of Transport. As at 31st December 2006, there were 20 staff available to the Commission and the breakdown is shown below.

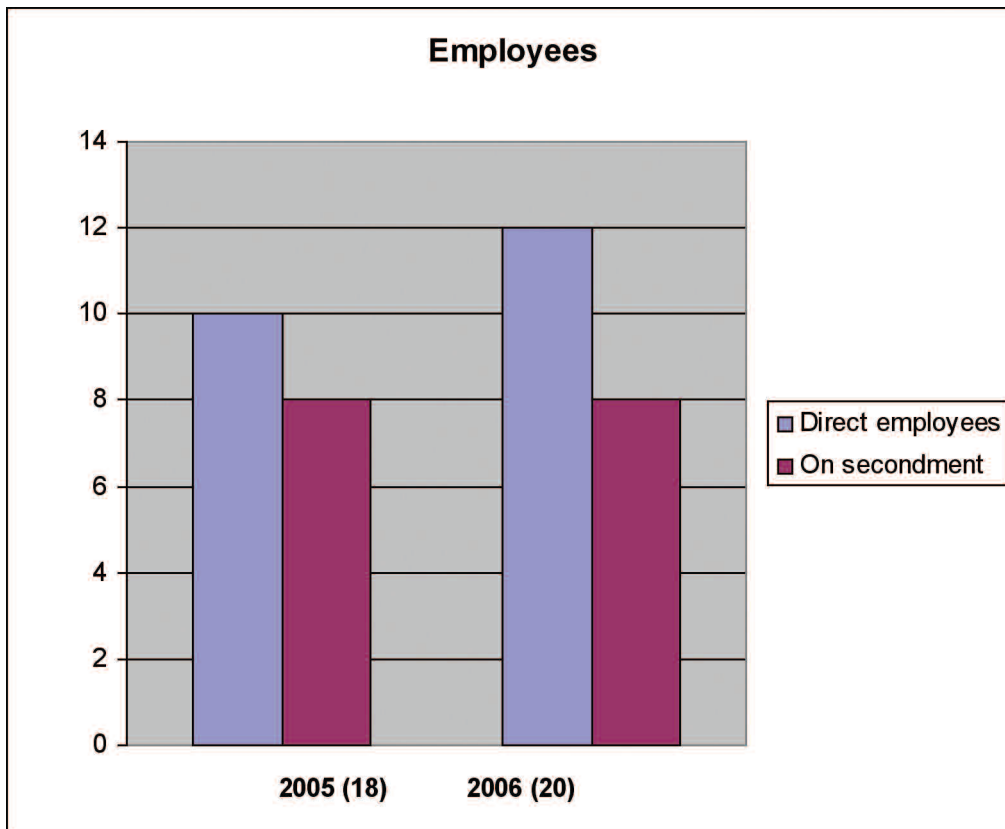


Table 1: Direct and departmental staff analysis chart

Inadequacy of staffing

As reported previously, the Commission, despite several requests to the Department of Transport, considers itself to be understaffed for the task of effectively discharging the full range of its statutory responsibilities. In order to meet its statutory deadlines, the Commission is obliged to make extensive use of the services of external consultants and temporary agency staff. This does not in any adequate manner address the ongoing volume of work and obligations stemming from a serious under resourcing for many years.

Additional temporary staff are sourced from employment agencies to perform the reception duties, to assist in exceptional workloads of the Travel Trade licensing area arising from collapses and to provide essential clerical support in the air passenger rights enforcement area.

Superannuation

The Commission continues to await formal Ministerial approval to the draft statutory superannuation schemes submitted in July 2002. Pending such approval, the Commission operates interim schemes which have received approval from the Revenue Commissioners and which provide for benefits directly comparable to the substantive schemes as submitted.

All employees of the Commission (other than agency staff) are obliged to join the superannuation defined benefit schemes on commencement of employment. All members are supplied with an annual benefit statement in accordance with the requirements of extant pension legislation.

There was a deficit in the scheme on 31 December 2006 compared with a surplus at 31 December 2005. This change resulted from an actuarial loss in pension liabilities in 2006.

Data Protection

The Commission is registered with the Data Protection Commissioner to hold electronic data in respect of some of its activities: personnel, travel trade licensing, airline and groundhandling licensing and certain details on airline passengers affected by the denial of their rights under EU regulation 241/2004.

Freedom of Information

There were 2 requests submitted in 2006, which were granted in full.

Employment of Consultants

The Commission is permitted under the Aviation Regulation Act, 2001, to employ such consultants and advisors as are considered necessary for the effective discharge of its functions.

During 2006, the Commission retained economic consultants/advisors to advise it in relation to aspects of the determination of the airport passenger charge at Dublin Airport and of aviation terminal services charges levied by the Irish Aviation Authority.

The Commission outsourced certain non-core administrative functions relating to media relations, IT support/maintenance and payroll

Additionally the services of the Commission's Solicitors and Counsel were retained to defend the challenges arising under Judicial Review.

Policy Documents

All finalised decisions of the Commission, whether interim or otherwise, are published electronically on its website and hard copies are available on application from the Commission.

The communications policy of the Commission is to act in an open, transparent and easily accessible manner.

Administrative Obligations

Implementation of the Code of Practice for the Governance of State Bodies

The Commission applies the 2001 Code of Practice to all applicable areas of its activity. There are some aspects of the Code which fall outside the scope of the Commission's field of activity or which, by virtue of the structure of the Commission, are neither relevant nor appropriate. The Commission strives to implement the highest standards of corporate governance and gives effect to all pertinent aspects of the Code as appropriate.

In conformity with the requirements of those Guidelines, the Commission reports as follows:

Codes of Conduct for Directors and Employees

The Commission is headed by the Commissioner and has no Directors. An Employee Handbook which includes elements in relation to ethical conduct and observance of the codes of conduct is a part of the conditions of employment.

Seconded staff from the Department of Transport are governed by the Civil Service Code of Standards and Behaviour.

Public Procurement

Procurement procedures within the Commission comply with those specified both in the current national guidelines and where applicable in the EU procurement directives. Due to the nature and scale of its consultancy and advisory requirements, most contracts fall under the national guidelines level. For contracts commencing in 2007, the guidelines in respect the engagement of consultants will be formally incorporated into the Commission's own procurement procedures in order to ensure clarity and transparency.

Disposal of assets to Third parties

The Commission has no assets of the scale and value envisaged under the guidelines. The Commission's assets comprise only office furniture and equipment. No disposals took place during the year.

Establishment of subsidiaries and acquisitions

No subsidiaries or acquisitions occurred during 2006.

Diversification

The Commission made no diversification proposals to the Minister in 2006.

Investment appraisal

The Commission did not incur any significant capital expenditure in 2006. While the Commission carefully examines any proposals for capital expenditure in the context of setting its annual budget, investment appraisal of the nature envisaged by the guidelines was not carried out, as the scale of the Commission's capital investments are vastly less than those comprehended by the Guidelines. The Commission has no external investments, nor has it any proposals to do so in the foreseeable future.

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 or emoluments are payable to the Commissioner.

Staff Remuneration

The salary levels of Commission staff are set centrally and remuneration changes other than annual pay reviews where applicable, are only implemented with the consent of the Ministers for Transport and Finance. No additional fees or emoluments are payable to staff.

The salary costs of Departmental staff on secondment are recouped to the Department of Transport at cost plus a set charge for superannuation and centrally provided services (payroll, personnel).

There are no Directors fees as there is no Board of Directors.

Financial reporting arrangements

The Commission makes such reports to the Minister for Transport as prescribed and required by law. The Commission has a fully developed accounting system, which provides detailed monthly management and financial reports to senior management. The Commission's financial statements are prepared in accordance with generally accepted accounting principles under the historic cost convention. These statements are audited annually by the Comptroller and Auditor General as stipulated in the Aviation Regulation Act 2001.

Strategic and Corporate Planning

The Commission's functions and responsibilities are set out in the Aviation Regulation Act 2001, the State Airports Act 2004 and the Aviation Act, 2006. The Commission annually sets out a work plan for each functional area which is designed to meet the respective objectives and statutory obligations of each area. The Commission reports annually to the Minister for Transport the manner in which those functions have been discharged in the previous year and outlines its strategic medium term proposals for the proper 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's Financial Statements are subject to audit by the Comptroller and Auditor General (C&AG).

Financial results for the year ended 31 December 2006

During 2006, the financial statements for 2005 were audited by the Comptroller and Auditor General and submitted to the Minister for laying before the Houses of the Oireachtas, as required under Section 26(b) of the Aviation Regulation Act, 2001. These accounts were laid on 18th October, 2006.

Audit Committee

The Audit Committee met on three occasions in 2006. At each meeting the Committee was briefed in detail on progress within the Commission on the various work strands. Appropriate staff of the Commission (Legal, Administrative, and Accounting) attended each meeting to discuss matters within their own functional areas. Representatives of the Commission's Internal Auditors attended the elements of each meeting appropriate to their responsibilities. The Acting Commissioner (later Commissioner) attended at each meeting to advise the Committee on major corporate developments.

In 2006 the primary issues which the Committee focussed on, were the Commission's Organisational Risk Register, various internal audit reports, the financial statements for 2005 and the associated C&AG management letter, current legal issues, (judicial reviews) and corporate governance oversight.

The Commission thanks the members of the Committee for their work during the year.

Internal audit

As stated in our Statement of Internal Financial Control, in order to discharge the Commission's responsibility in a manner which ensures compliance, the Commission 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.

The Commission's Audit Committee met with the Commission's internal auditors, Deloitte, and provided input to their work programme for 2006. Deloitte conducted their internal audit in March 2006 and focused on the areas of Bank and Treasury, Ordering, Procurement and Payables, General Ledger, Budgeting and Management Accounting procedures. Deloitte concluded that the management of the Commission have implemented an adequate system of internal control in these areas. Deloitte also produced a follow-up report on progress made regarding their findings in 2005. Work is ongoing to implement the suggested improvements given in this report. The Commissioner, the Heads of Function and the Audit Committee have reviewed all of these reports.

The Audit Committee have instructed Deloitte to focus their next audit on the area of Governance within the Commission. Deloitte are due to conduct their audit in this area in March-April 2007.

Tax Compliance

The Commission is liable to PAYE, VAT and PSWT. The Commission has submitted all relevant tax returns for 2006 and is fully tax compliant.

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.

Regulations entitled “Aviation Regulation Act 2001 (Levy No. 7) Regulations 2006” (S.I No. 658 of 2006) were issued on 20th December 2006 to give effect to the Commission’s Levy for 2007.

The Commission will be reviewing how it is funded in 2007 and in order to do this, will be entering into a consultation process with the industry as soon as possible in 2007.

Draft Financial statements for the year ended 31st December 2006

An extract from the Draft financial statements for the year ended 31st December 2006, which are subject to audit by the Comptroller and Auditor General, are set out in the following pages.



**Commission for Aviation Regulation
Income & Expenditure Account for the year ended 31 December 2006**

	2006	2005
	€	€
	Total	Total
Income		
Levy Receipts	2,675,170	868,333
Licence Fees	443,433	482,688
Other	8,570	22,697
Gross Income	<u>3,127,174</u>	<u>1,373,719</u>
Transfer (to) / from Capital Account	21,715	12,367
Net Income	<u>3,148,889</u>	<u>1,386,086</u>
Expenditure		
Salaries	1,423,118	1,160,336
Pension Costs	52,182	30,323
Consultancy	539,434	949,427
Legal Fees	771,145	626,772
Advertising & Public Relations	66,246	85,092
Travel & Subsistence	12,489	5,027
Training	38,918	16,660
Audit Fee	12,000	11,520
Web Maintenance	25,653	26,503
Rent	283,356	280,271
Electricity	7,393	6,776
Office Maintenance	4,935	8,342
Insurance	85,977	88,152
Office Stationery	23,635	17,017
Postage & Carriage	4,684	3,861
Telephone	10,204	14,759
Schedules Facilitation	329,235	227,402
Depreciation	21,715	22,431
Service Charge	42,953	37,467
Rates	30,199	29,092
Other	157,116	96,009
	<u>3,942,585</u>	<u>3,743,241</u>
Operating Surplus / (Deficit)	<u>(793,697)</u>	<u>(2,357,156)</u>
Balance as at 1 January 2006	(35,692)	2,321,464
Operating Deficit for year	<u>(793,697)</u>	<u>(2,357,156)</u>
Balance as at 31 December 2006	<u>(829,388)</u>	<u>(35,692)</u>

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



Cathal Guiomard
Acting Commissioner

Date

Commission for Aviation Regulation

Statement of Total Recognised Gains and Losses for the year ended 31 December 2006

	Year-end 31/12/06	31/12/05
	€	€
Operating Surplus / (Deficit)	(793,696)	(2,357,157)
Actuarial gain/(loss) on Pension Liabilities	(118,579)	60,287
Total Recognised Gains and (Losses)	(912,275)	(2,296,870)

The Cashflow Statement form an integral part of these Financial Statements.



Cathal Guiomard
Commissioner

Date

Commission for Aviation Regulation
Balance Sheet as at 31 December 2006

	2006	2005
€	€	€
Fixed Assets		
Tangible Assets	43,063	64,778
Current Assets		
Bank Accounts	19,724,431	15,770,572
Debtors and Prepayments	552,498	454,380
	<u>20,276,929</u>	<u>16,224,952</u>
Creditors:		
Amounts falling due within one year		
Creditors and Accruals	(2,004,213)	(1,155,161)
Cash Bond Accounts	(19,150,133)	(15,154,523)
	<u>(21,154,346)</u>	<u>(16,309,684)</u>
Net Current Assets Excluding Pension Asset/ Liability	(877,417)	(84,732)
Net Pension Asset/Liability	(39,620)	79,970
Net Assets Including Pension Asset/Liability	<u>(917,037)</u>	<u>(4,762)</u>
Net Assets	<u>(873,974)</u>	<u>60,016</u>
Financed By		
Income & Expenditure Account Surplus/(Deficit)	(829,388)	(35,692)
Capital Account	43,063	64,778
Pension Reserve	(87,649)	30,930
Capital Employed	<u>(873,974)</u>	<u>60,016</u>

The Cashflow Statement forms an integral part of the Financial Statements.



Cathal Guiomard
Commissioner

Date

Commission for Aviation Regulation
Cashflow Statement for year ended 31 December 2006

	2006	2005
	€	€
Reconciliation of operating surplus to net		
Cash inflow/(outflow) from operating activities		
Surplus/(Deficit) on Income and Expenditure	(793,696)	(2,357,157)
Difference between Pension Cost and Employer Contribution	1,011	(31,789)
Depreciation	21,715	22,431
Bank Interest	(6,823)	(20,122)
Transfer (from)/to Capital Account	(21,715)	(12,367)
Decrease/(Increase) in Debtors	(28,049)	(223,062)
Decrease/(Increase) in Prepayments	(70,069)	(6,490)
Decrease/(Increase) in Creditors	183,592	92,569
Decrease/(Increase) in Accruals	665,460	234,202
	<u>(48,574)</u>	<u>(2,301,785)</u>
Net Cash Inflow/ (Outflow) From Operating Activities		
Cash Flow Statement		
Net Cash Inflow/ (Outflow) From Operating Activities	(48,574)	(2,301,785)
Returns on Investments		
Bank Interest	6,823	20,122
Capital Expenditure		
Purchase of fixed assets	-	(10,064)
Financing		
Increase / (Decrease) in Cash Bond Accounts & TPF	3,995,610	1,044,513
Management of Liquid Resources		
(Increase) / Decrease in Funds on Deposit	111,439	2,477,377
Increase/(Decrease) in Cash Balances	<u>4,065,298</u>	<u>1,230,163</u>
Reconciliation of net cash flow to movements in net funds		
Increase/(Decrease) in cash in hand in the period	4,065,298	1,230,163
Cash used to increase liquid resources	<u>(111,439)</u>	<u>(2,477,377)</u>
Change in Net Funds	3,953,859	(1,247,214)
Opening Net Funds	<u>15,770,572</u>	<u>17,017,786</u>
Closing Net Funds	<u>19,724,431</u>	<u>15,770,572</u>

The Cashflow Statement forms an integral part of the Financial Statements.



Cathal Guiomard
Commissioner

Date

APPENDIX I - COMMISSION PAPERS ISSUED IN 2006.

Number	Date of issue	Title
CP 1/2006	30 March 2006	<p>Maximum Levels of Aviation Terminal Services Charges</p> <p>The Provisional Annual Compliance Statement for Regulatory Year 26th March 2005 to 25th March 2006 and Calculation of the Price Cap for Regulatory Year 26th March 2006 to 25th March 2007</p>
CP 2/2006	4 April 2006	<p>Maximum Levels of Airport Charges</p> <p>Consultation on the introduction of sanctions under article 14.5 of EU regulation 95/93, (as amended) on common rules for the allocation of slots at community airports</p>
CP 3/2006	20 April 2006	<p>Maximum Levels Of Airport Charges</p> <p>Consultation on the decision of the 2006 Aviation Appeal Panel</p>
CP 4/2006	8 June 2006	Proposal to increase Travel Agents' and Tour Operators' Licence fees
CP 5/2006	22 June 2006	<p>Maximum Levels Of Airport Charges</p> <p>Decision of the Commission further to a Referral by the 2006 Aviation Appeal Panel</p>
CP 6/2006	4 September 2006	<p>Maximum Levels Of Airport Charges</p> <p>Public consultation on the carrying out of an Interim review of the September 2005 Determination on the maximum levels of airport charges at Dublin Airport</p>

CP 7/2006	5 October 2006	Process Paper Leading to a Determination on Aviation Terminal Services Charges under The Aviation Regulation Act, 2001, as Amended by the State Airports Act, 2004
CP 8/2006	5 October 2006	Issues Paper Maximum Levels of Aviation Terminal Services Charges of the Irish Aviation Authority
CP 9/2006	8 December 2006	Decision to hold an interim review of the Dublin Airport Charges' Determination dated 29 September 2005
CP 10/2006	21 December 2006	Maximum Levels of Aviation Terminal Services Charges of the Irish Aviation Authority Draft Determination and Explanatory Memorandum
CP 11/2006	21 December 2006	Maximum Levels of Airport Charges Price Caps for 2007



TUARASCÁIL

chuig an

AIRE IOMPAIR

don bhliain dar críoch

31 NOLLAIG 2006

29 Márta, 2007

An Coimisiún um Rialáil Eitlíochta

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BROLLACH.

Tá cuntas maidir le gníomhaíochtaí an Choimisiúin um Rialáil Eitlíochta le linn 2006 sa Tuarascáil Bhliantúil seo. Chomh maith leis sin tá príomhghnéithe ár gclár oibre do 2007 sainitheanta ann.

Sa séú bliain dá oibríthe, bhain pháirt shuntasach d'obair rialaithe praghais na hoifige le monatóireacht ar theacht chun cinn phlean úr infheistíochta capitil Údaras Aerfort Bhaile Átha Cliath. Go gairid i ndiaidh an plean a fháil i mí Dheireadh Fómhair 2006, d'fhógair an Coimisiún – mar a léiríodh sa tuarascáil leis an gcaidhp muirear a bhí i réim ag an am ag Aerfort Bhaile Átha Cliath – go ndéanfadh sé athbhreithniú ar an gcaidhp muirear in 2007, obair atá ar siúl faoi láthair. Idir an dá linn, tá an chaidhp muirear ar mhuirir sheirbhísí teirminéil Údarás Eitlíochta na hÉireann leagtha síos go dtí deireadh Mhárta 2007, agus bhain mórghné d'obair na hoifige in 2006 le hathbhreithniú a dhéanamh ar na muirir sin. Fógrófar caidhp muirear úr go gairid.

Le linn 2006, shocraigh an Coimisiún go ndéanfaí measúnacht úr ar leorgacht thoilleadh Aerfort Bhaile Átha Cliath faoi chóras comhordaithe de shliotáin deonacha. Thug aerlíne amháin cinneadh an Choimisiúin, a fógraíodh i Feabhra 2007, maidir le haistriú ó chóras sceideal sliotán deonach go dtí ceann ina gcaithfidh airlínite cloí le hathruithe sceidil a éilíonn an sceidealóir, os comhair na Cúirte Láithreach.

Lena chois sin, lean an oifig de chuideachtaí sa trádáil taistil, sna hearnálacha eitlíochta agus láimhseála talún aerfoirt a cheadúnú, chun ról cosanta do thomhaltóirí a ghlacadh maidir le cearta paisinéirí, agus chun maoirseacht a dhéanamh ar oibriúchán an chórais um leithdháileadh shliotáin ruidbhealaigh ag Aerfort Bhaile Átha Cliath.

Mar go bhfuil an Coimisiún i bhfeidhm le thart ar 6 bliana, tabharfaidh sé faoi chlár ar 'bhainistíocht athruithe' le linn 2007 d'fhonn bealaí a fháil chun feabhas a chur ar a struchtúr agus a fheidhmíocht féin.

Faoi mar a bhí sé sna blianta go léir roimhe seo, ní bheimis ábalta ár gcuid oibre in 2006 a dhéanamh gan tiomantas agus dílseacht fhoireann an-bheag daoine sa Choimisiún. Ba mhaith liom mo bhuíochas a ghabháil le gach duine acu in aitheantas an méid atá curtha acu le hobair na hOifige agus as tacú leis an tionscal eitlíochta go ginearálta.

Ba mhaith liom buíochas a ghabháil leis na daoine aonair agus na heagraíochtaí go léir a chuir leis an obair agus le próisis chinnteoireachta an Choimisiúin le linn na bliana.



Cathal Guiomard
Coimisinéir

29 Márta 2007.



■ RIALÚ PRAGHSANNA

Muirir Aerfoirt

An Painéal Achomhairc Eitlíochta

I ndiaidh dara Chinneadh an Choimisiúin (Meán Fómhair 2005) maidir leis an uasleibhéal muirear ag Aerfort Bhaile Átha Cliath, iarradh ar an Aire Iompair Painéal Achomhairc a bhunú chun achomhairc i gcoinne an Chinnidh a bhreathnú faoi mar a fhoráiltear dó faoi alt 40(2) den Acht um Rialáil Eitlíochta, 2001.

Bhunaigh an tAire an Painéal an 9 Feabhra 2006 agus d'eisigh sé a thuarascáil an 4 Aibreán 2006. Bhí 5 cúis achomhairc ar leithligh san aighneacht Achomhairc ó DAA. Chinn an Painéal Achomhairc, i 3 cinn as na 5 cás, go raibh cúis go leor ann chun na gnéithe sin den Chinneadh a chur ar ais chuig an gCoimisiún le haghaidh athbhreithnithe.

D'fhoilsigh an Coimisiún Tuarascáil an Phainéil Achomhairc, in éineacht le haighneacht an DAA. Sa Pháipéar Coimisiúin CP3/2006, d'iarr an Coimisiún aighneachtaí maidir le ceistanna a chuir an Painéal ar ais chuige. Rinneadh uirill ó cheithre aerlíne agus trí pháirtí eile a fhoilisiú ar láithreán Gréasáin an Choimisiúin.

Faoi mar a éilítear le halt 40(8) d'Acht 2001, thug an Coimisiún faoi athbhreithniú ar Chinneadh 2005 d'fhonn cinneadh a dhéanamh an Cinneadh sin a dhearbhu nó a athrú nó gan é a dhearbhu nó a athrú.

Chinn an Coimisiún Cinneadh 2005 a athrú trí:

- (i) costas iomlán Phiara D a chuimsiú sa chaidhp muirear;
- (ii) luach leagan anuas Phiara C nár cuimsíodh roimhe seo, a chur ar ais go dtí an Bonn-Socmhainn Rialála; agus
- (iii) ioncam maoine sa todhchaí a chur in aonad fhiigiúirí DAA i réamhaisnéis ioncam tráchtála DAA ag Aerfort Bhaile Átha Cliath sa todhchaí

Maidir le gach ní eile, dhearbhaigh an Coimisiún a bhun-Chinneadh 2005.

Sa Pháipéar Coimisiúin CP5/2006, rinne an Coimisiún na cúiseanna agus an bealach ar athraigh sé Cinneadh 2005 a shainaithint agus a leagan amach. Bhí an éifeacht ag an gCinneadh athraithe an t-uasmhuirear a fhéadfar a thobhach ag Aerfort Bhaile Átha Cliath thar an tréimhse de cheithre bliana 2006 go 2009 a ardú ó €6.14 go €6.34 an paisinéir (i bpraghsanna na Nollag 2004). Go déanach in 2005 lorg Ryanair Cead maidir le hlarratas a dhéanamh d'Athbhreithniú Breithiúnach ar Chinneadh Mhéan Fómhair 2005. Ina dhiaidh sin, chinn Ryanair go dtarraing-neoidís siar as an dúshlán agus thug siad an chomhairle seo don Chúirt dá réir in 2006 agus air sin rinneadh Ordú Cúirte ag soláthar íocaíochta ó Ryanair maidir le costais an Choimisiúin sa chás.

Athbhreithniú Eatramhach ar Mhuirir Aerfoirt

Ag tráth leagan síos na caidhpe muirear 2005, ní raibh a phlean infheistíochta caipitil curtha i gcrích ag DAA. Bhí seo de bharr gur ceapadh Bord úr agus go ndearnadh príomhfheidhmeannach úr a earcú ar an gcuideachta, i ndiaidh bunaithe an DAA faoi Acht na nAerfort Stáit 2004. Thug an DAA faoi athbhreithniú iomlán ansin ar an bplean infheistíochta caipitil de mhí na Bealtaine 2005 a bhí ann cheana. Sna cúinsí sin, mhaígh Cinneadh Mhéan Fómhair 2005 an Choimisiúin go mb'fhéidir go mbeadh gá le hathbhreithniú eatramach ar an gcaidhp muirear sa ghearrthearma go dtí an meántearma, fad is go, mar a éilítear faoin Acht 2001, mbeadh cúis shuntasach ann d'athbhreithniú den sórt seo.

Toisc an fhéidearthacht go mbeadh athbhreithniú eatramach ann, bhuaile an Coimisiún, le linn an chéad leath de 2006, ag a moladh féin, le DAA agus a chomhairleacha seacht n-uaire, d'fhonn tuiscint a fháil ar theacht chun cinn an phlean infheistíochta. Bhí sé beartaithe ag DAA an plean infheistíochta úr a bheith curtha i gcrích faoi dheireadh Mheithimh 2006, ach is i ndiaidh roinnt moille cuireadh isteach chuig an gCoimisiún é, in éineacht le hábhair bhainteacha, an 12 Deireadh Fómhair 2006.

Sa Pháipéar Coimisiúin CP6/2006, arna eisiúint an 4 Meán Fómhair 2006, thionscain an Coimisiún comhairliúchán faoi an raibh cúis shuntasach ann le hathbhreithniú heatramach a dhéanamh. Mhol an Coimisiún go raibh an chuma ann go raibh cúis ann le hathbhreithniú a dhéanamh ag eascairt as na cúinsí i ndáil le heasnamh phlean infheistíochta caipitil DAA ag tráth Chinneadh 2005. Mhol an Coimisiún ansin go mb'fhéidir go mbeadh cúis ann le hathbhreithniú eatramhach chomh maith sa mhéid is go bhféadfadh sé go ndearna úsáideoirí aerlínte Aerfort Bhaile Átha Cliath a riachtanais réamh-mheasta do shaoráidí aerfoirt a athrú.

Fuarthas aighneachtaí ó cheithre aerlíne agus trí pháirtí eile. Thionóil an Coimisiún cruinniú faisnéise poiblí in óstán in Aerfort Bhaile Átha Cliath chun feasacht a ardú ar chur chuige féideartha an Choimisiúin ar athbhreithniú eatramhach. Chomh maith leis sin, bhuail an Coimisiún le seachtar ionadaithe ó Choiste Oibriúcháin Aerlínte Bhaile Átha Cliath (AOC), agus le roinnt aerlínte eile ar leithligh, d'fhonn go mbeadh úsáideoirí aerfoirt eolach faoi na himpleachtaí féideartha – lena n-áirítear na cinn a bhaineann le muirir aerfoirt – plean infheistíochta DAA agus na húsáideoirí a spreagadh chun a measúnacht ar an CIP a thabhairt don Choimisiún.

Ar an 8 Nollaig 2006, sa Pháipéar Coimisiúin CP9/2006, d'fhógair an Coimisiún go mbeadh athbhreithniú eatramhach á dhéanamh ar mhuirir Aerfort Bhaile Átha Cliath de bharr an riachtanais anailís a dhéanamh ar an bplean infheistíochta caipitil 2006 d'Aerfort Bhaile Átha Cliath ag eascairt as na cúinsí i ndáil le hinfhaighteacht CIP críochnaithe ag tráth Chinneadh 2005. Léirigh an Coimisiún go raibh sé ceaptha aige fógra reachtúil a fhoilsiú i bhfoirm dhreacht-chinnidh i mí Aibreáin 2007 a leagfadh amach a smaointe ar na ceisteanna laistigh de scóip an athbhreithnithe. Chuirfeadh an fógra seo tús le tréimhse an chomhairliúcháin reachtúil fhoirmiúil de mhí amháin ar a laghad. I ndiaidh breathnaithe an Choimisiúin maidir leis na tuairimí uile a fuarthas le linn thréimhse an chomhairliúcháin reachtúil, foilseoidh sé tuarascáil chuimsitheach ina mbeidh a fhreagairt ar uirill ar bith a fuarthas.

Muirir Sheirbhísí Teirminéil Eitlíochta

An Dara Caidhp Muirear ar Mhuirir Sheirbhísí Teirminéil Eitlíochta

Ar an 5 Deireadh Fómhair 2006, d'fhoilsigh an Coimisiún dhá pháipéar ag leagan amach an nós imeachta (CP7/2006) agus na gceisteanna polasaí (CP8/2006) a d'eascair as an ngá le caidhp muirear a leagan síos ar Mhuirir Sheirbhísí Teirminéil Eitlíochta an IAA don dara tréimhse rialála (2007-2011). Mar fhreagairt air sin, fuarthas aighneachtaí ó aerlíne amháin bmi, agus ón IAA.

D'fhonn a athbhreithniú ar phraghsanna a dhéanamh, lorg an Coimisiún sainchomhairle ar roinnt cheisteanna, lena n-áirítear costais caipitil an IAA agus a réamhaisnéisí maidir le trácht agus costais amach anseo.

Ar an 21 Nollaig 2006, d'fhoilsigh an Coimisiún Dréacht-Chinneadh agus Meamran Míniúcháin (CP10/2006), a bhí ina fhógra foirmiúil dá rún muirir sheirbhísí teirminéil eitlíochta a ghearradh. Leag an Páipéar seo moltaí an Choimisiúin ar chaidhp muirear cuí chomh maith trí dhá chaidhp muirear thascacha agus a bparaiméadair ábhartha don chéad thréimhse rialála eile a fhoilsiú. Faoi mar a fhoráiltear dó faoin Acht 2001, ceadaíodh tréimhse dhá mhí do pháirtithe leasmhara aighneachtaí a dhéanamh leis an gCoimisiún. Beidh caidhp muirear úr de dhíth a bheidh feidhm aici ní nach déanaí ná 27 Márta 2007.

Comhlíonadh le Caidhpeanna Muirear

Ar an 25 Márta 2006, d'fhonn a fhíorú gur cloíodh le muirir na seirbhísí teirminéil eitlíochta arna leagan síos ag an gCoimisiún, d'iarr an Coimisiún an fhaisnéis riachtanach maidir le meáchan aerárthaigh agus ioncam mhuirir ón IAA. Ar bhonn na faisnéise sin, thuairisc an Coimisiún, sa Pháipéar Coimisiúin CP1/2006, gur chloígh an IAA leis an gcaidhp muirear sa bhliain rialála 2005/06 agus ríomh sé an chaidhp muirear do 2006/07.

Mar an gcéanna, i mí na Nollag 2006, de réir an chleachtais bhunaithe, rinne an Coimisiún cleachtadh a dhearbhaigh gur chloígh an DAA leis an gcaidhp muirear a bhí i réim ag an am in 2005. Rinneadh na torthaí seo agus ríomh na caidhpe muirear do 2007 a thuairisciú i CP11/2006 a foilsíodh an 21 Nollaig 2006.

Láithrithe Seachtracha

Le linn 2006, ghlac baill foirne an Choimisiúin cuiridh chun láithrithe a dhéanamh ar rialú aerfoirt do chruinniú bliantúil Chumann Eacnamaíoch na hÉireann i mí na Bealtaine; Comhdháil Chomhairle Contae Fhine Gall “I dTreo Fobartha Aerfoirt Inmharthana” agus do Chomhdháil an Líonra Idirnáisiúnta um Thaighde Eacnamaíoch i UCC, an dá cheann acu i mí Dheireadh Fómhair, agus do Chomhdháil Chumann Thionscnóirí Taistil na hÉireann i mí na Samhna.

Clár Oibre do 2007

Déanfaidh an Coimisiún:

- an t-athbhreithniú eatramhach ar Chinneadh um praghsanna aerfoirt 2005 a chur i gcrích.;
- measúnú ar chomhlíonadh do 2006 ag Údarás Aerfort Bhaile Átha Cliath lena chaidhp muirear;
- an dara cinneadh maidir le huasmhúirir sheirbhísí teirminéil eitlíochoa a toibhíonn IAA a chur i gcrích;
- measúnú ar chomhlíonadh do 2006 ag Údarás Eitlíochoa na hÉireann lena chaidhp muirear;
- Anailís ar mholtaí le gairid agus moltaí ionchasacha maidir le reachtaíocht eitlíochoa AE agus;
- Ullmhú don chéad athbhreithniú eile ar mhúirir aerfoirt.



■ CEADÚNÚ AGUS CEADUITHE

RIALÚ NA HEARNÁLA LÁIMHSEÁLA TALÚN

Ról an Choimisiún

Is é an Coimisiún um Rialáil Eitlíochta an t-údarás inniúil in Éirinn chun críocha Threoir 96/67/CE na Comhairle ar rochtain ar an margadh Láimhseála Talún ag aerfoirt Chomhphobail. Chuir Rialacháin na gComhphobal Eorpach (Rochtain ar an margadh Láimhseála Talún ag aerfoirt Chomhphobail) 1998 (I.R Uimh. 505 de 1998) an Treoir seo i bhfeidhm i ndlí na hÉireann. Faoi alt 9(2) den Acht um Rialáil Eitlíochta, rinneadh na feidhmeanna dílisithe don Aire Fiontar Poiblí a bhí ann ag an am maidir leis an lomstram Reachtúil (I.R.) seo a aistriú go dtí an Coimisiún nuair a bunaíodh é i mí Feabhra 2001. Rinne an t-aistriú freagrachta an t-údarás inniúil sa Stát den Choimisiún maidir leis na ceisteanna uile a bhaineann leis an Treoir arna dtrasú.

Bhí an Treoir ceaptha mar an chéad chéim i dtreo na hoscailte de réir a chéile de rochtain ar an margadh láimhseála talún agus fosta chun cuidiú le costais oibríthe a laghdú, feabhas a chur ar chaighdeán seirbhísí agus éascaíocht a dhéanamh d'iomáíocht sa mhargadh sin. Go ginearálta cuimsíonn láimhseáil talún na seirbhísí sin uile a bhíonn de dhíth ar aerárthach idir tuirlingt agus éirí de thalamh (e.g cogairsiú aerárthach, luchtú nó díluchtú, athbhreoslú, láimhseáil bhagáiste, láimhseáil phaisinéirí, cothabháil aerárthach etc.). Féadfaidh aerlíne seirbhísí eile a sholáthar do féin (“féinláimhseáil”), nó conradh a dhéanamh le cuideachta eile (“láimhseáil tríú páirtí”), bíodh sé ina aerlíne nó ina chuideachta speisialaithe Láimhseála talún.

Ní mór ceadú a fháil roimh ré ón gCoimisiún roimh dhul i mbun oibriúcháin Láimhseála Talún. Ní mór d'iarthóirí foirm iarratais a líonadh isteach agus fosta roinnt riachtanas a shásamh sula mbeifear ábalta ceadú chun oibríthe mar oibreoir láimhseála talún a eisiúint. Déantar ceaduithe láimhseála talún a eisiúint ar feadh thréimhse de chúig bliana agus tá an ceadú faoi réir go sásaíonn an sealbhóir coinníollacha áirithe ag gach tráth. I ndiaidh an fráma ama de chúig bliana, is féidir ceaduithe Láimhseála Talún a athnuachan i ndiaidh cuir i gcrích rathúil den phróiseas athnuachana ceadúnaithe.

Ceaduithe agus Comhlíonadh

Ar an 1 Eanáir 2006, bhí 18 féinláimhseálaí ceadaithe agus 40 soláthreoir ceadaithe maidir le seirbhísí láimhseála talún (nó láimhseálaithe tríú páirtí) ag oibriú idir aerfoirt Bhaile Átha Cliath, Chorcaí agus na Sionainne. As na 18 féinláimhseálaí, tugadh ceadú do chúigear acu chun seirbhísí a sholáthar do thrú páirtithe. Cheadaigh an Coimisiún 2 ceadú d'fhéinláimhseála agus 3 ceadú do láimhseáil tríú páirtí le linn 2006.

Déanann an tábla thíos achoimre ar ghníomhaíochtaí ceadúnaithe le linn 2006 maidir le faomhadh féinláimhseála:

Briseadh síos na Gníomhaíochta Ceadúnaithe-Féinláimhseáil	2006
Féinláimhseálaithe ag 1 Eanáir 2006	18
Ceaduithe úra eisithe	2
Cúlghairmeacha	0
Géilleadh deonach de cheadú	3
Ceaduithe a d'éag agus nár athnuadh	2
Iomlán ag 31 Nollaig 2006	15

Le linn 2006:

- Ghéill aerlíne amháin a cheadú féinláimhseála go deonach i ndiaidh cuir ar fiontraí oibriúchán;
- Ghéill aeriompar RA a cheadú féinláimhseála i ndiaidh cinnidh maidir le deireadh a chur le hoibriúcháin aerárthaigh iseach in Aerfort Bhaile Átha Cliath;
- Cuireadh ceadú láimhseála tríú páirtí a eisíodh le cuideachta chláráithe Éireannach in ionad ceadaithe féinláimhseála d'aeriompróir SAM. Bhí an cuideachta sin laistigh den Ghrúpa céanna a bhí bainteach sa ghníomhaíocht Láimhseála Talún;
- Theip ar aeriompróir Íoslannach an próiseas athnuachana a chomhlánú agus d'éag an ceadú féinláimhseála a bhí ag an gcuideachta ina dhiaidh sin;
- ar a dháta athnuachana, chuir aeriompróir RA ceadúnaithe in iúl don Choimisiún nach raibh an cuideachta bainteach i ngníomhaíocht láimhseála talún ar bith le tamall anuas agus ní raibh pleananna cinnte ar bith acu le dul isteach sa mhargadh ar ais roimh i bhfad. Mar thoradh air seo, in easnamh pleananna ar bith maidir leis seo, d'éag an ceadú féinláimhseála agus an ceadú láimhseála tríú páirtí araon a bhí i seilbh na cuideachta seo.

Déanann an tábla a leanas achoimre ar ghníomhaíocht ceadúnaithe le linn 2006 maidir le ceaduithe láimhseála tríú páirtí:

Gníomhaíocht Cheadúnaithe - Láimhseáil Tríú Páirtí	2006
Láimhseálaithe tríú páirtí ag 1 Eanáir 2006	40
Faomhadh úr arna eisiúint	3
Cúlghairmeacha	0
Géilleadh deonach d'fhaomhadh	0
Ceaduithe a d'éag agus nár athnuadh	2
Iomlán ag 31 Nollaig 2006	41

Maidir le ceaduithe i seilbh soláthreoirí sheirbhísí láimhseála talún:

- d'éag an ceadú láimhseála tríú páirtí a bhí i seilbh aeriompróir ceaduithe RA a bhí bainteach i Láimhseála Talún ar bhonn féinláimhseála agus láimhseáil tríú páirtí le linn 2006.
- ag an gcéim athnuachana, chuir soláthreoir amháin seirbhísí Láimhseála Talún in iúl don Choimisiún nach mbeadh sé ag athnuachan a cheadú Láimhseála Talún mar nach raibh an cuideachta bainteach i ngníomhaíochtaí ar a bheadh ceadú de dhíth níos mó.

Eisítear ceaduithe Láimhseála Talún ar feadh tréimhse de chúig bliana. Le linn 2006, d'éag iomlán de 13 ceadú Láimhseála Talún (3 féinláimhseáil, 8 láimhseáil tríú páirtí, 2 féinláimhseáil agus láimhseáil tríú páirtí araon) agus iarradh ar na cuideachtaí lena mbaineann a dhearbhu an raibh sé de rún acu a gceadú a athnuachan chun oibriú mar féinláimhseálaí/soláthreoir ar sheirbhísí Láimhseála Talún. Cuireadh foirm athnuachana ar aghaidh chuig na cuideachtaí bainteacha le líonadh isteach. Ag deireadh 2006, cuireadh iomlán de 10 ceadú Láimhseála Talún (2 féinláimhseáil, 7 láimhseáil tríú páirtí agus 1 féinláimhseáil agus láimhseáil tríú páirtí araon) i gcrích go rathúil.

Ag deireadh 2006, bhí 15 féinláimhseálaí ceadaithe agus 41 láimhseálaí talún tríú páirtí ceadaithe ag oibriú idir aerfoirt Bhaile Átha Cliath, Chorcaí agus na Sionainne. As na 15 féinláimhseálaí ceadaithe, tugann ceadú do 4 chun seirbhísí a sholáthar do thríú páirtithe chomh maith.

Ar mhaithe le cleachtas maith rialála agus i gcomhlíonadh leis na Rialacháin ábhartha, cinntíonn an Coimisiún go gcuireann láimhseálaithe talún faisnéis chuí airgeadais isteach ar bhonn bliantúil. Éilíonn reachtaíocht ar cuideachtaí láimhseála talún a sholáthraíonn seirbhísí do thríú páirtithe, cuntais ar leithligh a chur isteach chuig an gCoimisiún. Mar a éilítear leis an reachtaíocht ábhartha sa réimse seo, éilíonn an Coimisiún fosta go gcuireann láimhseálaithe talún sonraí nuashonraithe árachais isteach ar bhonn bliantúil d'fhonn comhlíonadh a chinntiú leis na híosleibhéil chlúdach árachais atá de dhíth maidir le láimhseálaithe talún ag oibriú ag aerfoirt Éireannacha, áit ina bhfuil feidhm leis na Rialacháin Láimhseála Talún.

Táillí Rochtana ar Shuiteálacha Aerfoirt

Faoi Rialachán 14 (3) de I.R. 505 de 1998, tá údarás aerfoirt i dteideal táille a ghearradh ar rochtain ar shuiteálacha aerfoirt a thugtar do sholáthreoirí sheirbhísí Láimhseála Talún ag aerfoirt Stáit. Nuair a ghlacann údarás aerfoirt cinneadh táille a ghearradh maidir le rochtain ar shuiteálacha aerfoirt, bíonn sé de cheangal ar an t-údarás aerfoirt iarratas a chur isteach chuig an gCoimisiún roimh ré, le haghaidh ceadaithe na táille molta de réir na gcritéar arna leagan amach san I.R.

I dtús 2005, rinne Ryanair iarratas d'Athbhreithniú Breithiúnach maidir le Cinneadh an Choimisiúin i CP8/2004. CP8/2004, a foilsíodh an 6 Deireadh Fómhair 2004, a d'fhoilsigh cinneadh an Choimisiúin maidir le ceadú a thabhairt d'iarratas níos luaithe ó Aer Rianta (roimhe sin, anois tugtar Údarás Eitlíochta na hÉireann air – an DAA) do cheadú de struchtúr táille bhliantúil agus san uair maidir le cíos ar dheasc chláráithe ag na trí aerfoirt Stáit. Lena chois sin, thug an cinneadh ceadú do tháille maidir le húsáid na saoráide CUTE¹ ag aerfort an Sionainne trí tháille ar gach paisinéir bordála. Sholáthair an cinneadh chomh maith go mbeadh cead ag an DAA táille na deasca táille a ardú (maidir le haerfoirt na Sionainne agus Chorcaí) ag teacht le boilsciú amhail 1 lúil gach bliain. Thug cinneadh an Choimisiúin ceadú do DAA maidir leis na táillí thuasluaite ó dháta an chinnidh. Bhain an agóid ó Ryanair le coir an Choimisiúin ar chostais DAA maidir leis an tSaoráid CUTE ag Aerfort Bhaile Átha Cliath. Rinneadh an cas a éisteacht i mí na Bealtaine 2006 agus tugadh an Breithiúnas ar 2 Deireadh Fómhair 2006. Dhiúltaigh an Ard-Chúirt éileamh Ryanair.

Ar an 12 Bealtaine 2006, d'fhoilsigh an Coimisiún a chinneadh i CN1/2006 ag tabhairt ceadaithe d'iarratas ó DAA maidir le muirear úr de €0.27 d'úsáid an chórais CUTE ar dheascanna cláráithe ag Aerfort na Sionainne don tréimhse 15 Bealtaine 2006 – 14 Samhain 2006. D'iarr an DAA ceadú don mhuirear úr mar go raibh sé fógartha ag an soláthróir reatha CUTE ag Aerfort na Sionainne nach mbeifí ábalta an rogha an Conradh a athnuachan do bhliain eile ar na téarmaí airgeadais chéanna a sholáthar níos mó. Mar thoradh air seo, chuir an soláthróir CUTE a rún deireadh a chur leis an gconradh a bhí ann cheana in iúl d'Aerfort na Sionainne le héifeacht ó 14 Bealtaine 2006. I ndiaidh comhairliúcháin leis an gCoiste um Oibreoirí Airlínte (AOC) ag Aerfort na Sionainne, chinn Údarás Aerfort na Sionainne (ÚAS) an Conradh leis an soláthróir CUTE a bhí ann a athnuachan a ionchorpródh an t-ardú costais iarmharthach do thréimhse de shé mhí amháin, ag tosú an 15 Bealtaine 2006. Cinneadh fosta go gcuirfeadh an ÚAS tús le próiseas iomaíoch tairisceana i mí Aibreáin 2006 do chothabháil agus tacaíocht na saoráide CUTE ag Aerfort na Sionainne, le héifeacht ó mí na Samhna 2006 i leith.

Ar an 2 Samhain 2006, chuir an DAA an Coimisiún ar an eolas faoi mhoilleanna sa phróiseas tairisceana agus d'iarr siad ar an gCoimisiún a cheadú a fhairsingiú chun an tréimhse suas go dtí 14 Márta 2007 a chlúdach ag muirear de €0.27 ar gach paisinéir bordála. Cuireadh in iúl don DAA nach raibh agóidí ar bith acu le fairsingiú molta an chonartha.

Ar an 22 Nollaig 2006, d'fhoilsigh an Coimisiún CN2/2006 ag leagan amach a chinneadh iarratas a cheadú d'iarratas ó DAA do mhuirear úr ar chíos ar dheasc cláráithe agus fosta do CUTE ar dheascanna cláráithe ag Aerfort Chorcaí.

Clár Oibre do 2007

- Leanfaidh an Coimisiún dá fheidhmeanna a chur i bhfeidhm, maidir le ceadúnú agus monatóireacht ar chuideachtaí Láimhseála Talún;
- Le linn 2007, tá 5 ceadú Láimhseála Talún le héag. Cuirfeadh Foirm Athnuachana ar aghaidh chuig na cuideachtaí ábhartha i rith na bliana de réir mar a thagann an dáta éagtha;
- Tá an Coimisiún ar an eolas faoi phacáiste de bhearta rialála nuashonraithe d'aerfoirt atá le foilsiú ag an gCoimisiún Eorpach i dtús 2007. Cuimseoidh an pacáiste seo tuarascáil ag éifeachtaí Treoir 96/67/CE den Chomhairle de 15 Deireadh Fómhair 1996. Déanfaidh an Coimisiún monatóireacht chríochnúil ar fhorbairtí ar bith ag leibhéal AE a bheidh mar thoradh ar an tuarascáil seo.

¹Is éard is CUTE ann ná ardán cruaearraí/bogearraí chun feidhmiúcháin airlínte a dháileadh.

■ CEADÚNÚ AERIOMPRÓIRÍ

Ról an Choimisiúin

Tugann Ceadúnas Oibrithe Aeriompóra cead don sealbhóir a bheith bainteach in iompar phaisinéirí aeir, poist agus/nó lasta do luach saothair agus/nó fruilíú. Tá an Coimisiún um Rialáil Eitlíochta freagrach as aerlínte Éireannach a cheadúnú de réir Rialacháin an Achta Aerloingseoireachta agus Iompair, 1965 (Alt 8), 1993 (I.R 323 de 1993) a thugann éifeacht do Rialachán Uimh. 2407/92 den Chomhairle ar cheadúnú aeriompróirí.

D'fhonn a bheith i dteideal Cheadúnas Oibrithe ní mór don iarrthóir, i measc rudaí eile, a phríomhaonad gnó agus a oifig chláráithe (más infheidhme) a bheith in Éirinn agus ní mór go mbeadh a ghairm in iompar aeir i leithlis nó comhcheangailte le oibriúchán tráchtála eile d'aerárthach nó in athchóiriú agus cothabháil aerárthach. Ní mór don iarrthóir riachtanais úinéireachta agus rialaithe na reachtaíochta a shásamh (i.e. ní mór go mbeadh sealbhóir de Cheadúnas Oibrithe faoi úinéireacht thromlaigh agus faoi rialú éifeachtach Stáit LEE² nó naisiúnaigh LEE. Lena chois sin, ní mór d'iarrthóirí riachtanais a bhaineann le feidhmiúlacht airgeadais agus clúdach árachais a shásamh. Ní mór go mbeadh Teastas Oibreora Aeir (TOA) ag na hiarrthóirí uile, agus ar feadh fhad sheilbh an Cheadúnais Oibrithe. Tá Údarás Eitlíochta na hÉireann (IAA) freagrach as TOAanna a thabhairt.

Gníomhaíocht Cheadúnaithe agus Comhlíonadh

Ar 1 Eanáir 2006, bhí 17 aerlíne Éireannacha ceadúnaithe cláráithe in Éirinn. Le linn 2006 níor eisigh an Coimisiún ceadúnais úra ar bith.

Déanann an tábla thíos achoimre ar ghníomhaíocht cheadúnaithe le linn 2006 maidir le ceadúnú aeriompróirí.

Gníomhaíocht Cheadúnaithe 2006- Aeriompróirí	CatagóirA ³	CatagóirB ⁴
Ceadúnais ag 1 Eanáir 2006	8	9
Ceadúnais úra a eisíodh	0	0
Cúlghairmeacha	0	0
Géilleadh deonach de cheadúnas	1	0
Iomlán ag 31 Nollaig 2006	7	9

I mí Dheireadh Fómhair 2006, rinneadh an Ceadúnas Oibrithe a bhí i seilbh oibreora amháin i gCatagóir A a ghéilleadh go deonach i ndiaidh cinneadh a rinne an chuideachta oibriúcháin a fhuaidreamh. Bhí stádas sealadach sannaithe ag an gCoimisiún ar an gceadúnas a bhí ag an gcuideachta seo i mí Lúnasa 2006 ar feitheamh atheagraithe airgeadais. Níor éirigh leis an gcuideachta, áfach, dul i ngleic lena deacrachtaí airgeadais agus mar sin ní raibh sí ábalta riachtanais uile Rialacháin Uimh. 2407/92 den Chomhairle a shásamh níos mó.

Ag deireadh 2006, bhí 16 aerlíne Éireannacha ceadúnaithe. As na 16 aerlíne Éireannacha ceadúnaithe, bhí ceadúnais Chatagóir A ag 7 cinn acu. Bhí ceadúnais Chatagóir B ag an 9 cinn eile.

Éilíonn an reachtaíocht sa réimse seo go mbeidh Ceadúnas Oibrithe faoi réir ag athbhreithniú bliain amháin i ndiaidh á thabhairt agus gach cúig bliana ó sin amach. Le linn na bliana, éilíodh ar dhá chuideachta ag a raibh Ceadúnas Oibrithe Aeriompóra a bheith páirteach san athbhreithniú cúig bliana ar a gceadúnas. Mar thoradh ar an dá athbhreithniú coinníodh an Ceadúnas Oibrithe Aeriompóra.

² Limistéar Eorpach Eacnamaíoch – Gach tír AE agus an Iorua, an Íoslainn agus Liechtenstein.

³Tá sé ceadaithe ag sealbhóirí Chatagóir A paisinéirí, lasta agus/nó post a iompar ar aerárthach le 20 suíochán nó níos mó.

⁴Ceadaithe paisinéirí, lasta agus/nó post a iompar ar aerárthach le 20 suíochán nó níos lú agus/nó níos lú ná 10 dtonn MTOW (uasmhéachan éirithe de thalamh).

Faoi mar a éilítear le reachtaíocht lean an Coimisiún de mhonatóireacht a dhéanamh ar staid airgeadais gach iompróra cheadúnaithe ar feadh na bliana. Rinneadh monatóireacht ar chlúdach árachais agus sonraí Úinéireachta agus Rialaithe chun comhlíonadh a chinntiú leis an reachtaíocht ábhartha sa réimse seo.

Forbairtí Eile

I mí Lúnasa 2006, d'fhógair an tAire Iompair agus Grúpa Aer Lingus ctp/plc an rún maidir le dul ar aghaidh le maoiniú na haerlíne ar Stocmhalartáin na hÉireann agus Londain. Rinneadh Aer Lingus a fholuainiú ar an Stocmhalartán an 2 Deireadh Fómhair 2006.

Fosta i mí Dheireadh Fómhair 2006, rinne Ryanair tairiscint de €2.80 an scair do scairchaipiteal iomlán Aer Lingus. Tá an tairiscint seo faoi choinníoll go bhfaighfeadh Ryanair tromhlach scaireanna Aer Lingus ar a laghad. Tá an tairiscint seo mar ábhar fiosraithe faoi láthair á dhéanamh ag an gCoimisiún Eorpach de bhun rialacha cumaisc Chonradh na hEorpa. Táthar ag súil le torthaí an fhiosraithe seo i lár 2007.

Clár Oibre do 2007

- Leanfaidh an Coimisiún d'aeriompróirí a cheadúnú agus monatóireacht a dhéanamh orthu faoi mar a éilítear leis an reachtaíocht ábhartha;
- Tá Ceadúnais Oibrithe atá i seilbh 3 cuideachta dlite d'athnuachan le linn 2007;
- Le linn 2007, leanfaidh an Coimisiún de mhonatóireacht a dhéanamh ar fhorbairtí maidir le moladh an Choimisiúin Eorpaigh do Rialachán ar rialacha coitianta d'oibriú seirbhís aeriompair sa Chomhphobal. Tá an rialachán molta á bhreithniú faoi láthair ag leibhéal AE agus tá sí mar aidhm aige na Rialacháin 2407/92, 2408/92 agus 2409/92 (an 'An Tríú Pacáiste Aeir') a leasú agus a chomhdhlúthú.

Déanfaidh an Coimisiún monatóireacht ar fhorbairtí ar bith a bhaineanna le hoibriúcháin Úinéireachta Codánaí ag leibhéal AE agus forbairtí ábhartha ar bith eile sa réimse eitlíochta.



■ CEADÚNÚ TRÁDÁLA TAISTIL

Gníomhaithe Taistil agus Tionscnóirí Turas

Faoin Acht Iompair (Tionscnóirí Turas agus Gníomhairí Taistil), 1982, éilítear ar Thionscnóirí Turas agus ar Gníomhaithe Taistil a bheith ceadúnaithe agus i mbanna maidir le díolachán nó díolachán a thairiscint, de thaisteal thar lear ag tosú sa Stáit go dtí ceann scríbe lasmuigh den Stát.

Cuimsíonn an reachtaíocht an tAcht Iompair (Tionscnóirí Turas agus Gníomhairí Taistil), 1982, arna leasú ag an *Package Holidays and Travel Trade Act, 1995*. agus Rialacháin déanta de réir na nAchtanna sin.

IN 2006 fuair 371 comhlacht san iomlán ceadúnais i gcomparáid le 399 in 2005. Léiríonn sé seo treocht i dtreo comhdhlúthaithe níos fearr san earnáil. Mar sin féin, mar a léirítear sa tábla thíos, tugadh ceadúnais do 24 iarrthóir úr.

Achoimre ar Gníomhaíocht Cheadúnaithe

	Gníomhaithe	Tionscnóirí Taistil	Iomlán Turas
Comhardú ag 1 Eanáir 2006	322	77	399
Úr	18	6	24
Athnuachain	283	64	347
Neamh-Athnuachain	37	13	50
Bannaí a glaoth anuas	2	0	2
Comhardú 31 Nollaig 2006	301	70	371

Bannaí Gníomhaithe Taistil agus Thionscnóirí Turas

Tá gníomhaithe taistil agus tionscnóirí turas faoi oibleagáid dul isteach i mbanna sula dtugann an Coimisiún ceadúnas. I gcás go dteipeann gníomhaí taistil nó tionscnóir turas a n-oibleagáidí airgeadais nó conarthacha a shásamh beidh an Coimisiún freagrach as an mbanna a riar. Cuimsíonn an obair seo measúnú a dhéanamh ar éilimh aonair ó chustaiméirí an ghníomhaí taistil nó tionscnóra turas ar theip orthu, na haisíocaíochtaí cuí a dhéanamh, agus más gá, socruithe a dhéanamh d'athdhúichíú custaiméirí. Le linn 2006 rinneadh bannaí dhá ghníomhaí taistil a glao anuas.

Trádáil Neamhdhlíthiúil

Tá sé neamhdhlíthiúil a bheith i ngnó mar ghníomhaí taistil nó tionscnóir turas gan cheadúnas reatha. Faigheann an Coimisiún gearáin go minic maidir le trádáil neamhdhlíthiúil líomhanta. Fuarthas roinnt gearán in 2006 agus rinneadh iad a fhiosrú. Ciontaíodh dhá ghníomhaí taistil sna cúirteanna as trádáil a dhéanamh gan cheadúnas.

Forbairtí in 2006

Déanann an Coimisiún a dhícheall i gcónaí a phróisís a oiriúnú lena chinntiú go léiríonn siad riachtanais na n-earnalácha rialaithe agus a gcliant a mbíonn ag athrú i gcónaí chomh maith agus is féidir. Sa chomhthéacs seo tugadh isteach foirm shimplithe in 2006 do thionscnóirí turas agus gníomhaithe taistil d'fhonn próiseas sruthlíneach iarratais níos cairdiúla d'úsáideoirí a bheith ann. Chun é seo a dhéanamh b'éigean dhá cheann de na Rialacháin reachtúla a leasú.

Clár Oibre do 2007

Mar go bhfuil an córas um cheadúnú trádála taistil ann ar feadh thart ar 25 bliain, molann an Coimisiún athbhreithniú a dhéanamh ar a fheidhm le linn 2007, i dtéarmaí nósanna imeachta reatha agus úsáid níos fearr a bhaint as teicneolaíocht, chun moltaí maidir leis an dóigh is fearr le tomhaltóirí sheirbhísí na trádála taistil a chosaint amach anseo.

Is iad seo a leanas na príomhghnéithe i gClár Oibre an Choimisiúin do 2007 do Cheadúnú Trádála Taistil:

Déanfaidh an Coimisiún:

- iarratais ceadúnas agus éileamh bannaí a phróiseáil de réir éilimh;
- leanúint d'athbhreithniú a dhéanamh ar cheisteanna maidir le hardú ar tháillí ceadúnais lena chinntiú go leanfaidh an tseirbhís de bheith féinmhaonithe;
- saoráidí treisithe TF a chur i bhfeidhm chun feabhas a chur ar bhainistíocht an Choimisiúin ar a shreabhadh oibre.



■ COSAINT DO THOMHALTÓIRÍ

CEARTA PHAISINÉIRÍ AEIR

Ról an Choimisiúin

Is é an Coimisiún an t-údarás ainmnithe i.e. An Comhlacht Náisiúnta Forfheidhmithe (CBF) chun críocha Rialachán 261/2004 CE (“an Rialachán”) a dhéileáilann le foráil chúitimh agus chuidithe do phaisinéirí i gcás go ndiúltófaí iad a ligean ar bord nó i gcás cealaithe agus le foráil chuidithe i gcás moilleanna. Tá sainchúram an Choimisiúin i ndáil le gach eitilt a fhágann ó aerfoirt suite i dtalamh Éireannach, le cois eitiltí ó thrú tíortha (neamh-AE) go dtí aerfoirt ar iompróir Comhphobail an aeriompróir oibrithe.

Is í príomhfhreagracht an Choimisiúin ná imscrúdú a dhéanamh ar ghearáin i ndáil leis an Rialachán agus más cuí a chinntiú go gcomhlíonadh na haerlínte trí mhodh forfheidhmithe. Chomh maith leis sin, rinneadh an Rialachán a léiriú ar bhealach a cheadaíonn do phaisinéirí gearáin a dhéanamh le comhlacht ainmnithe ar bith (CBF) i mBallstát ar bith (e.g. leis an CBF ina dtír cónaithe) seachas leis an CBF sa tír ina bhfuil an t-aerfort inar tharlaigh an eachtra. Cé go n-éascaíonn an Coimisiún gearáin ar bith a fhaightear, cuirtear na gearáin seo ar aghaidh go dtí an CBF ábhartha le haghaidh imscrúdaithe a n-éilítear air freagairt a dhéanamh leis an ngearánaí go díreach

Gníomhaíocht le linn 2006

Rialachán 261

Chomh maith le gearáin scríofa a bhaineann le heachtraí ag aerfoirt na hÉireann a phróiseáil agus a imscrúdú, fuair an Coimisiún i rith 2006, trí r-phost agus tríd an nguthán, fiosruithe agus iarratais éagsúla maidir le faisnéis a bhaineann leis an Rialachán ar bhonn a bhí ag méadú go seasta. Bhí líon mhéadaithe de ghearáin ann chomh maith a bhí go cóir le haghaidh aird CFBanna eile agus cuireadh na gearáin uile neamh-Éireannacha ar aghaidh chucusan le haghaidh gnímh.

Le linn na bliana, ghlac foireann an Choimisiúin páirt sna cruinnithe éagsúla a thionóil an Coimisiún Eorpach agus a chomhairleoirí maidir le monatóireacht a dhéanamh ar léiriú agus cur i bhfeidhm an Rialacháin d’fhonn leasuithe féideartha a dhéanamh ar an Rialachán amach seo.

Briseadh síos de Ghearáin i ndáil le Rialachán 261

Aerfoirt na hÉireann

Chuimsigh siad sin:	Uimh.	%	
Diúltú Bordála	14	8	
Cealú	81	45	
Moill	86	47	
	---	---	
Líon iomlán na ngearán foirmiúil	181	100	
	===	===	
Iomlán na gCásanna Réitithe amhail 31/12/06	120	66	
An líon ag feitheamh críochnaithe	61	34	
Cásanna neamh-Éireannacha (curtha ar aghaidh ag CFBanna eile)			212

Cúrsaí neamhfheidhmiúcháin

Le cois cúrsaí a bhain le cearta phaisinéirí aeir faoi mar a leagadh amach sa Rialachán, faigheann an Coimisiún fiosruithe agus gearáin a bhaineann le cúrsaí “neamh-Rialachán 261” ar bhonn rialta i.e. bagáiste cailte/damáiste. I gcásanna mar seo, iarrtar ar ghearánaithe an gearán a phlé go díreach leis an aerlíne lena mbaineann mar go bhfuil an cheist lasmuigh de scóip Rialachán 261. Le linn 2006, ba ionann líon na gcásanna sa ghníomhaíocht seo agus 70.

Freagrachtaí Eile

I rith na bliana, d’ainmnigh an Roinn Fiontar, Trádála agus Fostaíochta an Coimisiún mar an údarás inniúil in Éirinn chun críocha Rialachán 2006/2004.

Cruthaíonn an Rialachán seo, ar bhonn comhoibrithe agus comhchuidithe, socruithe forordaithe agus cumhachtaí forfheidhmithe do na comhlachtaí siúd sna Ballstáit éagsúla atá freagrach as feidhmeanna costanta do thomhaltóirí a chomhlíonadh cosúil leis na cinn atá leagtha amach i Rialachán 261

Clár Oibre do 2007

Leanfaidh an Coimisiún de:

- gearáin a fhiosrú maidir le haerfoirt na hÉireann i ndáil leis an Rialachán;
- gearáin ar bith a fhaigheann siad maidir le sáruithe líomhanta i mBallstáit eile a chur ar aghaidh chuig an CFB ábhartha;
- monatóireacht a dhéanamh ar chomhlíonadh na n-aerlínte atá ag seirbheáil aerfoirt na hÉireann leis na Rialachán;
- dul i ngleic le ceisteanna léirithe agus polasáí;
- páirt a ghlacadh i gcruinnithe ar bith a thionóllann an Coimisiún Eorpach nó eagraíocht ar bith eile maidir le leasuithe féideartha ar nó mionchoigeartú den, Rialachán.
- an fhaisnéis atá ar láithreán Gréasáin an Choimisiúin a bhaineann leis an Rialachán agus nósanna imeachta an Choimisiúin faoin gcéanna a threisiú agus a fhairsingiú;
- foirmeacha atá furasta a íoslódáil agus atá cairdiúil don úsáideoir chun gearáin a dhéanamh a tháirg;
- nuair a mheastar cuí é, cearta na bpaisinéirí aeir atá leagtha amach sa Rialachán a fhorfheidhmiú trí ionchúiseamh a ghlacadh in éadan aeriompróirí neamhchomhlíonta;
- páirt a ghlacadh mar a éilítear, i gcomhoibriú idir údaráis náisiúnta atá freagrach as forfheidhmiú na ndlíthe costanta tomhaltóirí faoi Rialachán CE 2006/2004.

■ LEITHDHÁILEADH SLIOTÁN

Cúlra Reachtúil

Faoi Alt 8 den Acht um Rialáil Eitlfochta, 2001, is é an Coimisiún an t-údarás inniúil in Éirinn faoi Rialachán (CEE) 95/93 den Chomhairle de 18 Eanáir 1993 (a leagann amach rialacha coitianta do leithdháileach sliotán ag aerfoirt c.homhphobail).

Is éard a thugtar air seo go neamhghoirmiúil, in éineacht le leasú eile den Rialachán (793/2004) ná an Rialachán Sliotán

Cé go bhfuil an Coimisiún faoi thoirmeasc go dlíthiúil ó ról comhordaitheora a fheidhmiú, tá an fheidhm aige, le héifeacht óna bhunú reachtúil i mí Feabhra 2001, ainmniú maidir le stádas sceidealaithe aerfoirt a dhéanamh nó a leasú agus éascaitheoir nó comhordaitheoir sceideal a cheapadh, más agus nuair is cuí

Stádas Sceidealaithe Aerfort Bhaile Átha Cliath

Fógraíodh Aerfort Bhaile Átha Cliath mar aerfort éascaithe sceideal in 2000 agus i ndiaidh anailís a rinneadh in 2004 ar thoilleadh, cinneadh i mí Aibreáin 2005 go n-ainmnófaí Aerfort Bhaile Átha Cliath mar aerfort comhordaithe le héifeacht ó thús shéasúr sceidealaithe an tSamhraidh i mí Mhárta 2006.

Chuir aeriompróir amháin ag Aerfort Bhaile Átha Cliath i gcoinne an chinnidh sin ina dhiaidh sin agus, i ndiaidh Athbhreithnithe Breithiúnaigh, chinn an Ard-Chúirt, ina Breithiúnas de mhí Iúil 2006, nár chuir an anailís ar thoilleadh in 2004 go leor taca faoi chinneadh an Choimisiúin de mhí Aibreáin 2005.

Ar iarratas ón gCoimisiún, dheonaigh an Cúirt Uachtarach cead d'fhonn Breithiúnas na hArd-Chúirte a achomhairc agus tá an t-achomharc sin fós ar feitheamh. Ar iarratas ón gCoimisiún maidir le Bac ar Chinneadh na hArd-Chúirte, fuair an Chúirt Uachtarach amach, ar cheist údaráis, nach raibh sí ábalta bac a dheonú ar ordú na hArd-Chúirte agus mar sin chuaigh Aerfort Bhaile Átha Cliath ar ais go dtí stádas éascaithe sceideal i mí Iúil 2006.

Forbairtí in 2006.

I bhfianaise thorthaí na hArd-Chúirte i ndáil le nádúr stairiúil na hanailíse ar thoilleadh a fhódaigh cinneadh an Choimisiúin i mí Aibreáin 2005 agus ag cur san áireamh tábhacht oibriúcháin aerfoirt maidir leis an ainmniú cuí a bheith acu ag Aerfort Bhaile Átha Cliath, thug an Coimisiún faoi mheasúnacht úr toille ar Aerfort Bhaile Átha Cliath, i mí Lúnasa 2006.

I ndiaidh phróiseas oscailte tairisceana de réir riachtanais soláthair phoiblí AE, cheap an Coimisiún an comhlacht Leigh Fisher Associates – ar a dtugtar Jacobs Consulting UK Limited air anois – chun anailís neamhspleách a dhéanamh ag Aerfort Bhaile Átha Cliath ar thoilleadh an aerfoirt anois agus amach anseo de réir fhorálacha Airteagal 3 den Rialachán agus a chuirfeadh a chinneadh in iúl ar an stádas cuí sceidealaithe amach anseo ag Aerfort Bhaile Átha Cliath.

Foilsigh an Coimisiún an anailís ar thoilleadh (“Tuarascáil Jacobs”) an 11 Nollaig 2006. Shainnigh an Tuarascáil fadhbanna tromchúiseacha toillte, go háirithe maidir leis an naprún agus an rúidbhealach, ag Aerfort Bhaile Átha Cliath, sa mhéid is go dtáirgfeadh siad “moilleanna suntasacha” agus nach bhféadfaí fadhbanna mar seo a réiteach sa ghearrthéarma.

I ndiaidh a bhreathnaithe ar Thuarascáil Jacobs, agus dian-luacháil ar na freagairtí uile ar an dá bhabhta comhairliúcháin i ndiaidh foilsithe na Tuarascála sin, ghlac an Coimisiún Tuarascáil Jacobs faoi mar a d'éiligh an anailís ar thoilleadh faoin Rialachán agus ghlac sé comhairlí agus moltaí na Tuarascála chomh maith.

Bhí sé de thuairim an Choimisiúin go mbeadh an t-éileamh buaice táirgeachta ag Aerfort Bhaile Átha Cliath sa Samhradh in 2007 níos mó ná mar a measadh sa sceideal tuartha don Samhradh 2007 agus go mbeadh “moilleanna suntasacha” ag an aerfort agus nach bhféadfaí fadhbanna mar seo a réiteach sa ghearrthéarma.

Ina dhiaidh sin ar an 19 Feabhra 2007, d'ainmnigh an Coimisiún Aerfort Bhaile Átha Cliath mar chomhordaithe do shéasúr sceidealaithe an tSamhraidh in 2007 ag dul ó 25 Márta go dtí 27 Márta.

Trí scrúdú a dhéanamh ar stádas cuí sceidealaithe Aerfort Bhaile Átha Cliath i ndiaidh Shamhradh 2007, bhí aird ag an gCoimisiún ar chomhairlí Thuarascáil Jacobs, a mhol athrú ainmnithe de bharr thoilleadh neamhleor rúidbhealach agus náprún aerfort le linn buaic-amanna. D'ainmnigh an Coimisiún Aerfort Bhaile Átha Cliath mar chomhordaithe le héifeacht ag tús shéasúr sceidealaithe an Gheimhridh 2007 a thosódh an 28 Deireadh Fómhair 2007.

Dúshlán Dlíthiúil maidir leis na Cinntí seo.

Cé go ndíríonn an tuarascáil seo ar ghníomhaíocht an Chomisiúin in 2006, ba chóir a bhraith gur, lorg aerlíne amháin atá ag oibriú ag Aerfort Bhaile Átha Cliath cead d'fhonn na cinntí seo a achomhairc agus tá sí ag cuardach éisteacht luath san Ard-Chúirt.

Gníomhartha Forfheidhmithe ón gComhordaitheoir

Forálann Airteagal 14.4 den Rialachán go bhféadfaidh an comhordaitheoir sliotáin a aistarraingt ó aerlínte a oibríonn seirbhísí aeir arís agus arís eile agus d'aon aidhm ag am an-difriúil ón sliotán leithdháilte mar chuid de shraith nó a úsáideann sliotáin ar bhealach an-difriúil ón mbealach a léirítear ag am an leithdháilte agus leis sin ag déanamh dochair d'oibriúcháin aerfoirt nó trácht aerfoirt, don chuid eile den tréimhse sceidealaithe.

I 2006, d'oibrigh aerlíne ar bhealach contrártha d'fhorálacha Airteagal 14.4 agus d'úsáid an Comhordaitheoir na cumhachtaí a bhí aige chun gníomh a ghlacadh. Tá an Coimisiún sásta a bhraith gur, i ndiaidh dianchomhairliúcháin idir an aerlíne agus an Comhordaitheoir, réitíodh an staid faoi dheireadh 2006.

Tabhairt isteach smachtbhannaí do mhí-úsáid sliotán faoi Airt. 14.5 den Rialachán

Cuireann Airteagal 14.5 den Rialachán Sliotán, a cuireadh isteach le Rialachán 793/2004, oibleagáid ar Bhallstáit a chinntiú go bhfuil smachtbhannaí éifeachtúla, comhréireacha agus athchomhairleacha nó bearta cothroma ar fáil chun déileáil le hoibriú de sheirbhísí aeir ag amanna atá an-difriúil ó shliotáin leithdháilte nó úsáid sliotán i mbealach atá an-difriúil ón mbealach a léirítear ag am an leithdháilte arís agus arís eile agus d'aon aidhm, nuair a dhéanann sé seo dochair d'oibriúcháin aerfoirt nó oibriúcháin trácht aerfoirt.

Clár Oibre do 2007

Le cois an ghnáthspeictrim monatóireachta agus obair mhaoirseachta a bhaineann leis an leithdháileadh sliotán in 2007 déanfaidh an Coimisiún,

- athbhreithniú breithiúnach a chinntí comhordaithe a chosaint agus
- iarracht tabhairt isteach bearta chun smachtbhanna a chur ar mhí-úsáid sliotán a chur ar aghaidh.

■ DUALGAS GHINEARÁLTA DHITHIÚLA AGUS RIARACHÁIN.

Treoracha Aireachta

Níor eisigh an tAire Iompair treoracha ar bith faoi S10 den Acht um Rialáin Eitlíochta 2001 le linn 2006.

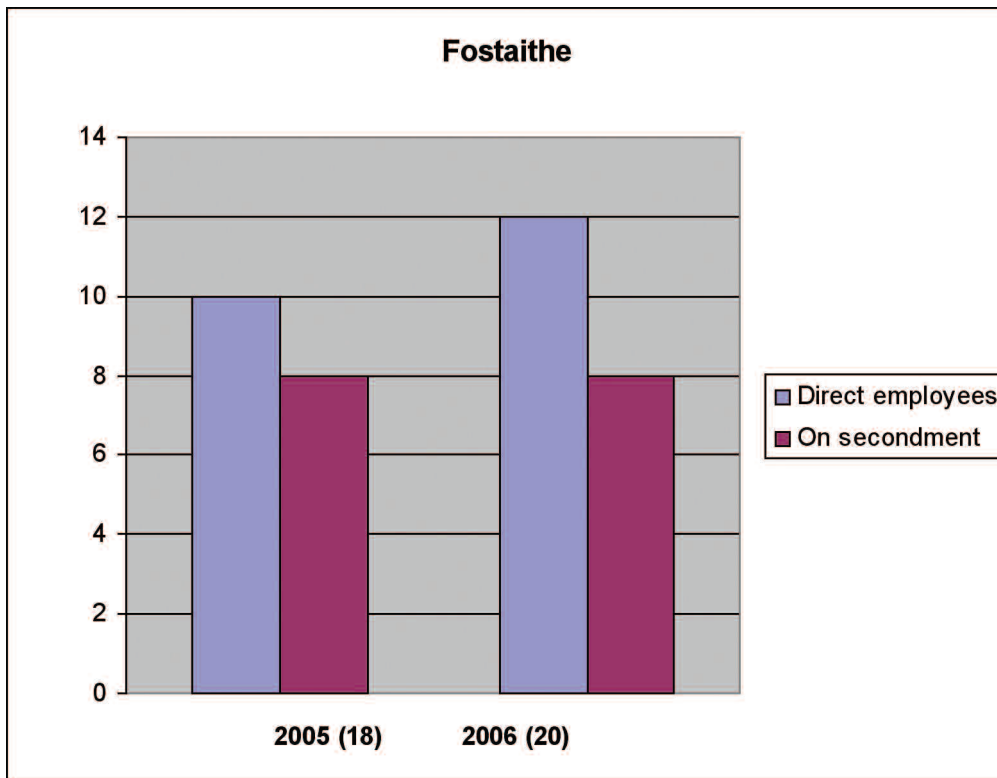
Pearsanra

Ceapadh Coimisinéara

I ndiaidh phróiseas neamhspleách roghnaithe a rinne an tSeirbhís um Cheapacháin Phoiblí le cúnaimh ó PricewaterhouseCoopers, cheap an tAire Iompair an tUasal Cathal Guiomard mar Choimisinéir an 14 Meitheamh 2006, le dul in ionad an iar-Choimisinéir a d'éirigh as an 1 Nollaig 2005.

Foireann an Choimisiúin

Déanann an Coimisiún a fhoireann a earcú go díreach agus faigheann sé státseirbhísigh ar iasacht ón Roinn Iompair. Amhail 31 Nollaig 2006, bhí 20 ball foirne ar fáil don Choimisiún agus léirítear an briseadh síos thíos.



Tábla 1: Cairt anailíse ar fhoireann dhíreach agus rannach

Neamhleorgacht Soláthair Foirne

Faoi mar a tuairisciú roimhe seo, braitheann an Coimisiún, d'ainneoin roinnt iarratas chuig an Roinn Iompair, nach bhfuil go leor d'fhoireann aige chun an tasc maidir leis an raon iomlán dá fhreagrachtaí a chomhlíonadh go héifeachtúil. D'fhonn freastal ar a sprioc-amanna reachtúla, tá sé d'oibleagáid ar an gCoimisiún úsáid chuimsitheach a bhaint as seirbhísí comhairleoirí seachtracha agus foireann shealadach ghníomhaireachta. Ní théann sé seo i ngleic, ar bhealach imleor ar bith, leis an méid leanúnach oibre agus dualgas a eascraíonn as an neamhleorgacht thromchúiseach atá ann leis na blianta maidir le hacmhainní a chur ar fáil.

Faightear foireann shealadach bhreise ó ghníomhaireachtaí fostaíocht chun na dualgas fáiltithe a chur i bhfeidhm, chun cuidiú in ualaí oibre sa réimse ceadúnaithe do Thrádáil Taistil a eascraíonn as cliseadh agus chun tacaíocht riachtanach chlérigh a chur ar fáil sa réimse d'fhorfheidhmiú chearta phaisinéirí aeir.

Aoisliúntas

Leanann an Coimisiún ag feitheamh ar cheadú foirmiúil Aireachta do na dréachtscéimeanna reachtúla aoisliúntais i mí Iúil 2002. Ar feitheamh an cheadúnaithe seo, feidhmíonn an Coimisiún scéimeanna eatramacha a bhfuil ceadú faighte acu ó na Coimisinéirí Ioncaim agus a sholáthraíonn do shochair inchomparáide leis na scéimeanna substainteacha arna gcur isteach.

Tá sé d'oibleagáid ar fhosaithe uile an Choimisiúin (seachas foireann ghníomhaireachta) dul isteach i scéimeanna sochair shainithe aoisliúntais nuair a thosaíonn siad ina bpost. Tugtar ráiteas bliantúil sochair do gach comhalta de réir riachtanais reachtaíocht pinsean ar marthain.

Bhí easnamh sa scéim an 31 Nollaig 2006 i gcomparáid le farasbarr ag 31 Nollaig. Tharla an t-athrú seo de bharr cailliúna achtúirí i ndlitanais phinsin in 2006.

Cosaint Sonraí

Tá an Coimisiún cláraithe leis an gCoimisinéir um Chosaint Sonraí chun sonraí leictreonacha a choinneáil maidir le cuid dá ghníomhaíochtaí: pearsanra, ceadúnú trádála taistil, ceadúnú aerlínte agus láimhséala talún agus sonraí áirithe faoi phaisinéirí aerlíne a dtéann diúltú a gcearta faoi Rialachán AE 241/2004 i bhfeidhm orthu.

Saoráil Faisnéise

Cuireadh 2 iarratas isteach in 2006, agus deonaíodh go hiomlán iad.

Fostaíocht Chomhairleoirí

Tá cead ag an gCoimisiún faoin Acht um Rialáil Eitlíochta, 2001, na comhairleoirí agus na comhairleacha is iomcuí leis a fhostú do chomhlíonadh éifeachtúil a fheidhmeanna.

Le linn 2006, choinnigh an Coimisiún comhairleoirí/comhairleacha eacnamaíochta maidir le gnéithe an chinnidh ar mhuirir ar phaisinéirí aerfoirt ag Aerfort Bhaile Átha Cliath agus ar mhuirir sheirbhísí teirminéil eitlíochta arna dtobhach ag an Údarás um Rialáil Eitlíochta.

D'úsáid an Coimisiún foinsí lasmuigh d'fheidhmeanna áirithe a bhain le riarachán maidir le caidreamh meáin, tacaíocht/cothabháil TF agus párolla.

Chomh maith leis sin coinníodh seirbhísí Aturnaetha agus Comhairle an Choimisiúin chun na dúshláin ag eascairt faoin Athbhreithniú Breithiúnach a chosaint.

Cáipéisí Polasaí

Tá cinní críochaithe uile an Choimisiúin, bíodh siad eatramhach nó de chineál eile, foilsithe go leictreonach ar a láithreán Gréasáin agus tá cóipeanna crua le fáil ar iarratas ón gCoimisiún.

Is é polasaí cumarsáide an Choimisiúin ná gníomhú ar bhealach atá oscailte, trédhearach agus furasta a fháil.

Dualgais Riaracháin

Cur i bhFeidhm an Chóid Cleachtais maidir le Rialachas na gComhlachtaí Stáit

Cuireann an Coimisiún an Cód Cleachtas 2001 i bhfeidhm i ngach réimse infheidhme dá ghníomhaíochtaí. Tá roinnt gnéithe den Chód atá lasmuigh de scóip réimse gníomhaíochta an Choimisiúin nó, de bhua struchtúr an Choimisiúin, nach bhfuil ábhartha nó cuí. Déanann an Coimisiún a dhícheall na caighdeáin is airde de rialachas corparáideach a chur i bhfeidhm agus tugann sé éifeacht do gach gné ghaolmhar an Chóid más cuí.

I gcomhréir riachtanais na dTreoirínte sin, tuairiscíonn an Coimisiún mar a leanas:

Cóid Iompair do Stiúrthóirí agus Fostaithe

Tá Coimisinéir ina cheannasaí ar an gCoimisiún ach níl Stiúrthóirí ar bith aige. Tá Lámhleabhar Fostaithe a chuimsíonn gnéithe maidir le hiompar eiticiúil agus breathnóireacht chóid chleachtais mar chuid de na téarmaí fostaíochta.

Rialaíonn Cód Caighdeán agus Iompair na Státseirbhísí an fhoireann ar iasacht ón Roinn Iompair.

Soláthar Poiblí

Cloíann na nósanna imeachta soláthair laistigh den Choimisiún leo siúd atá sainithe sna treoirínte náisiúnta reatha agus nuair is infheidhme i dtreoracha soláthair AE. De bharr chineál agus scála a riachtanas comhairleachta agus comhairleach, tagann an chuid is mó de na conarthaí faoi leibhéal na dteoirínte náisiúnta. Do chonarthaí a thosaíonn in 2007, déanfar na treoirínte maidir le bainteacht na gcomhairleoirí a ionchorprú go foirmiúil isteach i nósanna imeachta soláthair an Choimisiúin é féin d'fhonn soiléireacht agus trédhearcacht a chinntiú.

Diúscairt sócmhainní go dtí Tríú páirtithe

Níl sócmhainní ar bith den scála agus luach a shamhlaítear faoi na treoirínte ag an gCoimisiún. Cuimsíonn sócmhainní an Choimisiúin troscán agus trealamh oifige amháin. Ní raibh diúscairtí ar bith ann le linn na bliana.

Bunú fochuideachtaí agus éadálacha

Ní raibh fochuideachtaí nó éadálacha ar bith ann le linn 2006.

Éagsúlú

Níl aon moltaí éagsúlaithe déanta ag an gCoimisiún leis an Aire in 2006.

Luacháil Infheistíochta

Níor thabhaigh an Coimisiún caiteachas caipitil shuntasach ar bith in 2006. Cé go ndéanann an Coimisiún dianscrúdú ar mholtaí ar bith do chaiteachas caipitil i gcomhthéacs a bhuiséad bliantúil a leagan amach, ní ndearnadh luacháil infheistíochta den chinéal a samhlaíodh sna treoirlínte, mar go bhfuil scála infheistíochtaí caipitil an Choimisiúin i bhfad níos lú ná na cinn atá tugtha sna Treoirlínte. Níl infheistíochtaí seachtracha ar bith ag an gCoimisiún, nó níl moltaí ar bith aige ceann ar bith a dhéanamh roimh i bhfad.

Luach Saothair agus Táillí Stiúrthóirí

Cinneann an Gasra Athbhreithnithe ar Luach Saothair níos airde san Earnáil Phoiblí luach saothair an Choimisinéara agus níl ról ar bith ag an gCoimisiún sa leagan amach ag an leibhéal sin. Níl táillí nó díolaíochtaí ar bith sa bhreis iníochta leis an gCoimisinéir.

Luach Saothair Foirne

Leagtar amach leibhéil tuarastail fhoireann an Choimisiúin go lárnach agus ní chuirtear athruithe luach saothair seachas athbhreithnithe bliantúla pá más infheidhme, i bhfeidhm ach le cead an Aire Iompair agus Airgeadais. Níl táillí nó díolaíochtaí ar bith sa bhreis iníochta leis an bhfoireann.

Forchúitítear costais tuarastail na foirne rannaí ar iasacht chuig an Roinn Iompair ag costas móide muirear socraithe do líntas agus seirbhísí a soláthraítear go lárnach (párolla, pearsanra).

Níl táillí Stiúrthóirí ar bith ann mar níl Bord Stiúrthóirí ar bith ann.

Socruithe Tuairiscithe Airgeadais

Déanann an Coimisiún tuairiscí chuig an Aire Iompair faoi mar a fhorordaítear agus mar a éilítear le dlí é. Tá córas cuntasaíochta lánfhorbartha ag an gCoimisiún, a sholáthraíonn tuairiscí míosúla mionsonraithe bainistíochta agus airgeadais don bhainistíocht shinsearach. Ullmhaítear ráitis airgeadais an Choimisiúin de réir na bprionsabal cuntasaíochta coitianta faoin gcoinbhinsiún costais stairiúil. Déanann an tArd-Reachtaire Ciste agus Cuntas iniúchadh bliantúil ar na ráitis seo faoi mar a ordaítear san Acht um Rialáil Eitlíochta 2001.

Pleanáil Straitéiseach agus Chorpáideach

Tá feidhmeanna agus freagrachtaí an Choimisiúin leagtha amach san Acht um Rialáil Eitlíochta 2001, Acht na nAerfort Stáit 2004 agus an Acht Eitlíocht, 2006. Gach bliain leagan an Coimisiún plean amach do gach réimse feidhmiúcháin atá deartha chun cuspóirí faoi seach agus oibleagáidí gach réimse a bhaint amach. Tuairiscíonn an Coimisiún go bliantúil chuig an Aire Iompair maidir leis an mbealach ina ndearnadh na feidhmeanna seo a chomhlíonadh an bhliain roimhe sin agus tugann sé cuntas ar an moltaí straitéiseacha maidir le comhlíonadh cuí na bhfeidhmeanna seo sa mheántearma.

AIRGEADAIS

Tuairiscí agus Cuntais

Táirgeann feidhm airgeadais an Choimisiún cuntais mhíosúla bainistíochta agus tuairiscí míosúla aithreachais bhuiséid mhionsonraithe a gcuirtear isteach chuig gach Ceann Feidhme. Tá Ráitis Airgeadais an Choimisiúin faoi réir ag iniúchadh ag an Ard-Reachtair Ciste agus Cuntas (ARC&C).

Torthaí airgeadais don bhliain dar críoch 31 Nollaig 2006

Le linn 2006, rinne an tArd-Reachtair Ciste agus Cuntas iniúchadh ar na ráitis airgeadais do 2005 agus cuireadh isteach chuig an Aire iad lena leagan síos faoi bhráid Thithe an Oireachtais, faoi mar a éilítear faoi Alt 26 (b) an Achta um Rialáil Eitlíochta, 2001. Leagadh na cuntais seo síos an 18 Deireadh Fómhair, 2006.

An Coiste Iniúchta

Bhuail an Coiste Iniúchta le chéile trí huaire in 2006. Ag gach cruinniú cuireadh mionteagasc mionsonraithe ar an gCoiste ar an dul chun cinn laistigh den Choimisiún ar na snáithí éagsúla oibre. D'fhreastail baill foirne cuí an Choimisiúin (Dlíthiúil, Riaracháin, agus Cuntasaíocht) ar gach cruinniú chun cúrsaí laistigh dá réimsí feidhmiúcháin féin a phlé. D'fhreastail ionadaithe d'Iniúcháirí Inmheánacha an Choimisiúin ar ghnéithe gach cruinnithe a bhí cuí dá bhfreagrachtaí. D'fhreastail an Coimisinéir Gníomhach (an Coimisinéir ina dhiaidh sin) ar gach cruinniú chun comhairle a chur ar an gCoiste faoi na mórfhorbairtí corparáideacha.

IN 2006 ba iad na príomhcheisteanna a dhírigh an Coiste orthu, ná Clár Riosca Eagrúcháin an Choimisiúin, tuairiscí éagsúla iniúchta inmheánaigh, na ráitis airgeadais do 2005 agus litir bhainistíocht ghaolmhar an ARC & C, ceisteanna reatha dlí, (athbhreithnithe breithiúnacha) agus maoirseacht rialachais chorparáidigh.

Gabhann an Coimisiún buíochas le comhaltaí an Choiste as a gcuid oibre le linn na bliana.

Iniúchadh Inmheánach

Mar a maíodh inár Ráiteas ar Rialú Airgeadais Inmheánaigh, d'fhonn freagracht an Choimisiúin a chur i bhfeidhm ar bhealach a chinntíonn comhlíonadh, tá struchtúr eagrúcháin bunaithe ag an gCoimisiún le nósanna imeachta soiléire maidir le hoibriúcháin agus tuairisciú, línte freagrachta, teorainneacha údaraithe, leithscaradh dualgas agus údarás tairmligthe.

Tá creatlach láidir rialaithe i bhfeidhm ag an gCoiste, a chlúdaíonn gach réimse rialaithe.

Bhuail Coiste Iniúchta an Choimisiúin le hiniúcháirí inmheánacha an Choimisiúin, Deloitte, agus sholáthair siad ionchur dá gclár oibre do 2006. Rinne Deloitte a iniúchadh inmheánach i mí Márta 2006 agus dhírigh siad ar na réimsí: Banc agus Státhchiste, Soláthar agus Iníocaí, Mórleabhar Ginearálta, nósanna imeachta Buiséadaithe agus Cuntasaíocht Bainistíochta. Tháinig Deloitte ar an tuairim gur chuir bainistíocht an Choimisiúin córas imleor rialaithe inmheánaigh i bhfeidhm sna réimsí seo. Thug Deloitte tuairisc athleanúna fosta ar an dul chun cinn maidir lena dtorthaí in 2005. Tá obair á leanúint ar aghaidh chun na feabhsúcháin mholta a thugtar sa tuarascáil seo a chur i bhfeidhm. Tá athbhreithniú déanta ag an gCoimisinéir, na Cinn Fheidhme agus an gCoiste Iniúchta ar na tuairiscí seo go léir.

Thug an Coiste Iniúchta ordú do Deloitte díriú ar a chéad iniúchadh eile ar an réimse Rialachais laistigh den Choimisiún. Tá Deloitte lena iniúchadh a dhéanamh sa réimse seo i Márta-Aibreán 2007.

Comhlíonadh le Cáin

Tá an Coimisiún faoi dhliteanas ag ÍMAT, CBL, agus PSWT. Chuir an Coimisiún gach tuairisceán cánach ábharta isteach do 2006 agus comhlíonann sé go hiomlán le cáin.

Tobhach

Forálann alt 23 den Acht um Rialáil Eitlíochta, 2001, d'fhonn caiteachas cruinnithe a thabhaíonn an Coimisiún go cuí i gcomhlíonadh a fheidhmeanna faoin Acht, go bhféadfaidh an Coimisiún rialacháin a ghearrann tobhach chun costais agus caiteachas oibríthe measta a bhaint amach ach gan dul tharstu. Tá an tobhach iníoctha leis an gcineál sin aicme de ghnóthais faoi mar a shaineodh an Coimisiún.

Eisíodh Rialacháin dar teideal "Rialacháin an Achta um Rialáil Eitlíochta (Tobhach Uimh. 7) 2006" (I.R. Uimh. 658 de 2006) an 20 Nollaig 2006 chun éifeacht a thabhairt do Thobhach an Choimisiúin do 2007.

Beidh an Coimisiún ag déanamh athbhreithnithe ar an mbealach a bheidh sé maoinithe in 2007 agus d'fhonn é seo a dhéanamh, beidh sé ag dul isteach i bpróiseas comhairliúcháin leis an tionscal chomh luath agus is féidir in 2007.

Dréacht-Ráitis airgeadais don bhliain dar críoch 31 Nollaig 2006

Tá sliocht ó na Dréacht-ráitis airgeadais don bhliain dar críoch 31 Nollaig 2006, atá faoi réir ag iniúchadh ag an Ard-Reachtair Ciste agus Cuntas, leagtha amach sna leathanaigh a leanas.



An Coimisiún um Rialáil Eitlíochta
An Cuntas Ioncaim & Caiteachais don bhliain dar críoch 31 Nollaig 2006

Ioncam	2006 Iomlán €	2005 Iomlán €
Fáltais Tobhaigh	2,675,170	868,333
Táille Ceadúnaithe	443,433	482,688
Eile	8,570	22,697
Oll-ioncam	3,127,173	1,373,718
Aistriú (go)/ón gCuntas Caipitil	21,715	12,367
Glan-ioncam	3,148,888	1,386,085
Caiteachas		
Tuarastail	1,423,118	1,160,336
Costais Phinsin	52,182	30,323
Comhairleacht	539,434	949,427
Táillí Dílíthiúla	771,145	626,772
Fógraíocht & Caidreamh Poiblí	66,246	85,092
Taisteal & Liúntas Cothaithe	12,489	5,027
Oiliúint	38,918	16,660
Táillí Iniúchta	12,000	11,520
Cothabháil Gréasáin	25,653	26,503
Cíos	283,356	280,271
Leictreachas	7,393	6,776
Cothabháil Oifige	4,935	8,342
Árachas	85,977	88,152
Páipéarachas Oifige	23,635	17,017
Postas & Iompar	4,684	3,861
Guthán	10,204	14,759
Éascú Sceidil Aerfort Bhaile Átha Cliath	329,235	227,402
Dímheas	21,715	22,431
Muirear Seirbhísí	42,953	37,467
Ráta	30,199	29,092
Eile	157,113	96,012
	3,942,584	3,743,242
Fuílleach / (Easnamh) Oibrithe	(793,696)	(2,357,157)
Comhardú amhail 1 Eanáir	(35,692)	2,321,465
Comhardú amhail 31 Nollaig	(829,388)	(35,692)

Is cuid ríthábhachtach an Ráiteas ar Pholasaithe Cuntasaíochta agus an Ráiteas ar Shreabhadh Airgid Thirim de na Ráitis Airgeadais seo.

Cathal Guiomard
Coimisinéir

Dáta

An Coimisiún um Rialáil Eitlíochta

An Ráiteas maidir le Gnóthachain agus Cailliúintí Aitheanta Iomlána don bhliain dar críoch 31 Nollaig 2006

	Deireadh na bliana 31/12/06	31/12/05
	€	€
Fuílleach/(Easnamh) oibrithe	(793,696)	(2,357,157)
Gnóthachain/(cailliúint) achtúireach ar Dhhliteanais Phinsin	(118,579)	60,287
Gnóthachain agus (Cailliúintí) Aitheanta Iomlána	<u>(912,275)</u>	<u>(2,296,870)</u>

Is cuid ríthábhachtach an Ráiteas ar Pholasaithe Cuntasaíochta agus an Ráiteas ar Shreabhadh Airgid Thirim de na Ráitis Airgeadais seo.



Cathal Guiomard

Comisinéir

Dáta



An Coimisiún um Rialáil Eitlíochta
Clár Comhardaithe amhail 31 Nollaig 2006

	2006		2005	
	€	€	€	€
Sócmhainní Seasta				
Sócmhainní Inláimhsithe		43,063		64,778
Sócmhainní Reatha				
Cuntais Bainc	19,724,431		15,770,572	
Fiachóirí agus réamhíocaíochta	<u>552,498</u>		<u>454,380</u>	
	<u>20,276,929</u>		<u>16,224,952</u>	
Crediúnaithe:				
Méideanna dlite laistigh de bhliain amháin				
Creidiúnaithe agus fabhruithe	(2,004,213)		(1,155,161)	
Cuntas Bannaí Airgid	(19,150,133)		(15,154,523)	
Glansócmhainní Reatha gan Sócmhainn/Dliteanas Pinsin san áireamh	<u>(877,417)</u>			<u>(84,732)</u>
Glansócmhainn/Glandliteanas Pinsin	(39,620)			79,970
Glansócmhainní lena n-áirítear Sócmhainn/Dliteanas Pinsin	<u>(917,037)</u>			<u>(4,762)</u>
Glansócmhainní	<u>(873,974)</u>			<u>60,016</u>
Arna Maoiniú ag				
Fuilleach/(Easnamh) an Chuntais Ioncaim & Caiteachais	(829,388)			(35,692)
Cuntas Caipitil	43,063			64,778
Cúlchiste Pinsin	<u>(87,649)</u>			<u>30,930</u>
Caipiteal in Úsáid	<u>(873,974)</u>			<u>60,016</u>

Is cuid ríthábhachtach an Ráiteas ar Pholasaithe Cuntasaíochta agus an Ráiteas ar Shreabhadh Airgid Thirim de na Ráitis Airgeadais seo.

Cathal Guiomard

Cathal Guiomard
Comisinéir

Dáta

An Coimisiún um Rialáil Eitlíochna

Ráiteas maidir le Sreabhadh Airgid Thirim don bhliain dar críoch Nollaig 2006

	2006 €	2005 €
Comhdhlúthú d'fhuilleach oibrithe le glan-insreabhadh airgid/(glan-eis-sreabhadh airgid) ó ghníomhaíochtaí oibrithe		
Fuilleach/(Easnamh) ar Ioncam agus Caiteachas	(793,696)	(2,357,157)
Difríocht idir Costas Pinsin agus Ranníocaíocht Fhostaí	1,011	(31,789)
Dímheas	21,715	22,431
Ús Bainc	(6,823)	(20,122)
Aistriú (ó)/go Cuntas Caipitil	(21,715)	(12,367)
Laghdú/(Méadú) i bhFiachóirí	(28,049)	(223,062)
Laghdú/(Méadú) i Réamhíocaíochtaí	(70,069)	(6,490)
Laghdú/(Méadú) i gCrediúnaithe	183,592	92,569
Laghdú/(Méadú) i bhFabhruithe	665,460	234,202
Glan-insreabhadh airgid/glan-eis-sreabhadh airgid) ó Ghníomhaíochtaí Oibrithe	(48,574)	(2,301,785)
Ráiteas ar Shreabhadh Airgid Thirim		
Glan-insreabhadh airgid/glan-eis-sreabhadh airgid) ó Ghníomhaíochtaí Oibrithe	(48,574)	(2,301,785)
Aisíocaíochtaí ar Infheistíocht		
Ús Bainc	6,823	20,122
Caiteachas Caipitil		
Ceannach Sócmhainní Seasta	-	(10,064)
Maoiniú		
Méadú / (Laghdú) i gCuntais Bannaí Airgid & TPF	3,995,610	1,044,513
Bainistíocht d'Acmhainní Leachta		
Méadú / (Laghdú) i gCistí ar Thaisc	111,439	2,477,377
Méadú/(Laghdú) i gComharduithe Airgid	4,065,298	1,230,163
Comhdhlúthú de ghlansreabhadh airgid le gluaiseachtaí i nglanchistí		
Méadú / (Laghdú) in airgead ar láimh sa tréimhse	4,065,298	1,230,163
Airgead tirim a úsáideach d'fhonn acmhainní leachta a mhéadú	(111,439)	(2,477,377)
Athrú i nGlanchistí	3,953,859	(1,247,214)
Glanchistí Tosaigh	15,770,572	17,017,786
Glanchistí Deiridh	19,724,431	15,770,572

Is cuid ríthábhachtach an Ráiteas ar Pholasaithe Cuntasafóchna agus an Ráiteas ar Shreabhadh Airgid Thirim de na Ráitis Airgeadais seo



Cathal Guiomard
Comisinéir

Dáta

AGUISÍN I - PÁIPÉIR CHOIMISIÚIN ARNA N-EISIÚINT IN 2006.

Uimhir	Dáta Eisiúna	Teideal
CP 1/2006 Eitlíochta	30 Márta 2006	Uasleibhéil de Mhuirir Sheirbhísí Teirminéil An Ráiteas Bliantúil Sealadach Comhlíonta don Bhliain Rialála 26 Márta 2005 go 25 Márta 2006 agus Ríomh na Caidhpe Muirear don Bhliain Rialála 26 Márta 2006 go 25 Márta 2007
CP 2/2006	4 Aibreán 2006	Uasleibhéil de Mhuirir Aerfoirt Comhairliúchán ar thabhairt isteach smachtbhannaí faoi airteagal 14.5 den Rialachán 95/93 an AE, (arna leasú) ar rialacha coitianta maidir le leithdháileadh sliotán ag aerfoirt chomhphobail
CP 3/2006	20 Aibreán 2006	Uasleibhéil de Mhuirir Aerfoirt Comhairliúchán ar chinneadh 2006 an Phainéil Achomhairc Eitlíochta
CP 4/2006	8 Meitheamh 2006	Moladh chun táillí Ceadúnais Ghníomhaithe Taistil agus Thionsnóirí Turas a ardú
CP 5/2006	22 Meitheamh 2006	Uasleibhéil de Mhuirir Aerfoirt Chinneadh an Choimisiúin de thoradh Tarchuir a rinne an Painéal Achomhairc Eitlíochta 2006
CP 6/2006	4 Meán Fómhair 2006	Uasleibhéil de Mhuirir Aerfoirt Comhairliúchán poiblí ar an Athbhreithniú Eatramhach a rinneadh ar Chinneadh Mheán Fómhair 2005 maidir le huasleibhéil mhuirir aerfoirt ag Aerfort Bhaile Átha Cliath.

CP 7/2006	5 Deireadh Fómhair 2006	Páipéar Próisis I dtreo Cinnidh ar Mhuirir Sheirbhísí Teirminéil Eitlíochotha faoin Acht um Rialáil Eitlíochotha, 2001, arna Leasú ag Acht na nAerfort Stáit, 2004
CP 8/2006	5 Deireadh Fómhair 2006	Páipéar ar cheisteanna Uasleibhéil Mhuirir Sheirbhísí Teirminéil Eitlíochotha Údarás Eitlíochotha na hÉireann
CP 9/2006	8 Nollaig 2006	Cinneadh maidir le hathbheithniú eatramhach a dhéanamh ar Chinneadh Mhuirir Aerfoirt Aerfort Bhaile Átha Cliath arna dhátú 29 Meán Fómhair 2005
CP 10/2006	21 Nollaig 2006	Uasleibhéil Mhuirir Sheirbhísí Teirminéil Eitlíochotha Údarás Eitlíochotha na hÉireann Dréacht-Chinneadh agus Meamram Míniúcháin
CP 11/2006	21 Nollaig 2006	Uasleibhéil de Mhuirir Aerfoirt Caidhpeanna Muirear do 2007