

Commission for Aviation Regulation An Coimisiún um Rialáil Eitlíochta



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for the year ended

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FOREWORD

I am very pleased to present the fifth Annual Report of the Commission for Aviation Regulation. This Report sets out the Commission's activities across its various functions during 2005 and also identifies the principal activities in its Work Programme for the current year.

2005 saw the Commission in its fifth year of operation, having been formally established on 27 February 2001. It is fair to say that those five years have been both challenging and eventful. A very significant workload has been undertaken and brought to fruition. In addition the onerous and time consuming task of defending legal challenges to the Commission's decisions has also had to be managed on an annual basis.

The most significant challenge faced by the Commission during the past year was to make a second Determination on Airport Charges for Dublin Airport for the four years effective from 1 January 2006. This Determination was made on 29 September 2005.

On 28 November 2005, Ryanair sought leave from the High Court to judicially review that Determination. However, on 30 January 2006 Ryanair decided not to continue with these proceedings and agreed to pay the costs incurred by the Commission in responding to the challenge.

As in earlier years, the work of the Commission in 2005 would not have been possible without the continued commitment and dedication of its very small team of people. 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.

In December 2005, Mr. William Prasifka announced his intention not to seek a further term as Commissioner for Aviation Regulation. I wish to thank him for his leadership and determination in introducing independent airport charges regulation to Ireland and in the achievement of the Commission's objectives.

Finally, I would like to express my appreciation to Minister Martin Cullen, TD, and the officials of the Department of Transport for their support during 2005.

Cathal Guiomard
Acting Commissioner
31 March 2006.

AIRPORT CHARGES

The Commission's Role

The principal function of the Commission for Aviation Regulation is to regulate airport charges. These charges are the fees levied by the Dublin Airport Authority (DAA) for passengers, aircraft and cargo using the airport. The Commission's approach has been and remains, the setting of an overall price cap on airport charges expressed on a per passenger basis.

New Determination for Dublin Airport under the State Airports Act, 2004

Following the passage of the State Airports Act, 2004 the Commission was required, no later than 1 October 2005 to make a new Determination of the maximum levels of airport charges at Dublin Airport alone.

Activity in 2005

The Commission engaged a number of consultants to evaluate a wide range of issues relevant to the setting of airport charges. On 31 May 2005 the Commission published a Draft Determination and Explanatory Memorandum (CP2/2005), which was a formal notice of its intention to make an airport charges determination and which provided for a statutory consultation period of 30 days. CP2 set out the Commission's proposals on an appropriate price cap by publishing several indicative price caps and their relevant parameters. All related consultants' reports were annexed to the draft determination.

Within the allowed 30 day time period, the Commission received statutory representations from nine interested parties which were published on the Commission's website.

Following a thorough analysis of these submissions and detailed consideration of the relevant matters, the Commission published its Determination on Maximum Levels of Airport Charges (CP3/2005), on 29 September 2005. This paper constituted the statutory report on the Determination, and the reasons for it, along with the Commission's considered views on the statutory representations received. CP3/2005 also contained 15 annexes which set out the consultants' reports on the various issues they analysed.

External Presentations

During 2005 staff of the Commission made presentations at the following meetings: in February on airport price regulation at the Hamburg Aviation Conference; in March on an application of marginal cost-pricing to airports to the Competition and Regulatory Economics Group; in June on airport regulation to an IBEC conference; in September on aviation regulation to the Chartered Association of Certified Accountants; in October on utility price regulation to the Infratrains meeting in Berlin; and in November on competition and subsidies to a meeting of the German Aviation Research Society (GARS) in Vienna.

Work Programme for 2006

In terms of the main issues arising for the economic regulatory team in the current year, the Commission will:

- respond to any recommendations made in any referral by the Ministerial Appeal Panel on the 2005 Price Cap for Dublin Airport;
- make a decision on the need to engage in a review of the 2005 price cap arising from the finalisation of the Dublin Airport Capex Programme and, if required, carry out that review;
- assess compliance by the Dublin Airport Authority with the price cap;
- research aspects of the regulation of aviation with a view to improving the regulatory framework applied by the Commission.

AVIATION TERMINAL SERVICES CHARGES

The Commission's role

In addition to regulating airport charges, the other principal function of the Commission is to regulate aviation terminal services charges (ATSC). These are the fees levied by the Irish Aviation Authority on users of its air traffic control services at Cork, Dublin and Shannon Airports. As with airport charges the Commission imposes economic regulation by way of an overall price cap expressed on a per tonne basis.

Compliance with the Price Cap

In order to verify that the ATSC price cap set by the Commission had been respected for 2004/05, the Commission requested information on maximum take-off tonnages and on the ATSC levied by the Irish Aviation Authority (IAA) at Dublin, Cork and Shannon airports. The IAA provided the information requested and the Commission was satisfied to confirm that the price cap had been complied with.

Work Programme for 2006

For the current year, the Commission's priorities are to:

- commence work on making the second Determination on the maximum level of ATSC for 2007 to 2012. The Commission will also engage with the industry by issuing a draft determination and allowing for statutory consultation. The Commission will review any submissions received from the industry and make its final Determination no later than February 2007, and
- continue to assess compliance by the Irish Aviation Authority with Price Cap Determinations.

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. The purpose of the Directive is to facilitate the opening up of access to the Groundhandling market by allowing 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, refueling, baggage handling, passenger handling, aircraft maintenance etc.). Prior approval must be obtained from the Commission before engaging in Groundhandling operations. 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. Applicants must complete an application form and also meet a number of requirements before an approval to operate as a groundhandler can be issued.

Approvals and Compliance

At the start of 2005 there were 23 approved self-handlers and 38 approved suppliers of ground handling services (third party handlers) operating between Dublin, Cork and Shannon airports. Of the 23 approved self-handlers, 6 were also approved to provide services to third parties. The Commission granted 1 self-handling approval and 1 third party handling approval during 2005.

During 2005, one air carrier voluntarily surrendered its self-handling approval following suspension of operations. Another air carrier voluntarily surrendered its self-handling approval following a move to a new airport location where the provisions of the Groundhandling Directive do not apply. In addition, another air carrier was no longer required to hold a self-handling approval following a merger with another air carrier already in possession of a self-handling approval. Also in 2005 a self-handling approval held by one air carrier was replaced by a third party handling approval issued to a company within the same Group.

With regard to approvals held by suppliers of groundhandling services, one UK company voluntarily surrendered its approval following a decision to set up a new Irish registered Groundhandling company and then applied for a new third party handling approval in the name of the new company.

Groundhandling Approvals are issued for a period of five years. During 2005 the first approvals issued in 2000 under the Groundhandling Regulations expired. A total of 18 Groundhandling approvals (4 self-handling, 14 third party handling) expired and the companies involved were requested to confirm whether it was their intention to renew their approval to operate. A Renewal Form was forwarded to the relevant companies for completion. At the renewal stage, one company who held a self-handling approval chose to apply for a third party handling approval as the airline company was no longer involved in Groundhandling activity.

Instead, a third party handling approval was issued to the Irish registered company actually engaged in the Groundhandling activity. Also, another air carrier who was originally issued with a self-handling approval and a third party handling approval in 2000 chose to renew their third party handling approval only (in the name of the Irish registered company now involved in Groundhandling activity) and the self-handling approval expired. Finally, one air carrier who was in possession of both a self-handling approval and a third party handling approval renewed the self-handling approval held by the company only.

At the end of 2005, there were **18** approved self-handlers and **40** approved third party ground handlers operating between Dublin, Cork and Shannon airports. Of the 18 approved self-handlers, 4 were also approved to provide services to third parties.

Access Fees to Airport Installations

Under Regulation 14 (3) of the Groundhandling Regulations, 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 such a fee, 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.

On 6 October 2004, the Commission published its decision in CP8/2004 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 CUTE check-in 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 1 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.

On the making of that decision Ryanair challenged the decision by way of Judicial Review. The Commission is currently awaiting a date for a Court hearing on this matter.

The approval granted to the DAA in October 2004 was effective from the date of the decision due to the fact that the S.I. requires that approval for access fees be required to be secured in advance from the Commission. In 2004 the DAA sought retrospective approval going back to 1 January 2001 for the fees levied from that period up to October 2004. The Commission published its decision not to grant retrospective approval in Commission Notice 2/2005 on 8 April 2005.

On 13 October 2005 the DAA requested the approval of the Commission for an annual adjustment for inflation in respect of check-in desk charges at Dublin Airport. Following consultation with industry and consideration of the views received, the Commission published its decision by way of Commission Notice 8/2005 on 24 November 2005. This decision approved the request from the DAA to adjust the approved rate for check-in desks at Dublin Airport in line with inflation on an annual basis.

Work Programme for 2006

The Commission will:

- continue to licence and monitor Groundhandlers;
- during 2006, 13 groundhandling approvals are due to expire. A Renewal Form will be forwarded to the relevant groundhandlers during the course of the year as the expiry dates arise; and
- continue to monitor developments at European level with regard to the review of Council Directive (96/67/EC) on Groundhandling.

Summary of Approval Activity

Groundhandling Approvals	End of 2004	End of 2005
Self-handlers	23	18
Third party handlers	38	40

AIR PASSENGER RIGHTS

The Commission's Role

Since 31 May 2005 the Commission is responsible for the enforcement in Ireland of the European Community rules¹ in respect of compensation and assistance to passengers in the event of denied boarding or cancellation, and assistance in the event of delays. The obligations to passengers rest with the operating air carrier who performs or intends to perform the flight. 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.

Activity during 2005

The Commission formally notified all air carriers servicing Irish airports of their obligations under the Regulations as well as the Commission's designation as the national enforcement body. Contact details were procured for all air carriers servicing the nine Irish airports (three State and six regional) and all Irish airports were formally notified of the Commission's new statutory role and of the purpose and intent of the Regulations. The obligations of the airlines were brought to the attention of the relevant personnel at all airports, as in the case of the regional airports in particular it is the airport staff who act on behalf of the airlines in terms of customer care. In addition, given the inclusion of chartered services and the references to the travel sector in the Regulations, all licensed tour operators and travel agents were notified of the provisions of the Regulation and the Commission's role as national enforcement body.

The Commission has received numerous complaints and enquiries from members of the public regarding possible infringements of the regulations.

Arising from these communications approximately 130 complaint files were opened. The Commission commenced investigations into infringements of the Regulation in respect of these cases. Complaints relating to events in other Member States were passed to the relevant enforcement body.

Work Programme for 2006

In the current year the Commission will continue:

- to accept and investigate complaints relating to Irish airports under the Regulations;
- to forward to the relevant Enforcement Body any correspondence received relating to alleged infringements in other Member States; and
- to monitor compliance with the Regulations.

¹ Regulation (EC) No. 261 of the European Parliament and of the Council of 11 February 2004 establishing common rules on compensation and assistance to passengers in the event of denied boarding and of cancellation or long delay of flights, and repealing Regulation (EEC) No. 295/91

AIR CARRIER LICENSING

The Commission's Role

The Commission for Aviation Regulation is responsible for licensing Irish airlines². 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.

In order to be eligible for an Irish Air Carrier Operating Licence the applicant must, among other things, have its principal place of business and registered office (if any) in Ireland. In addition applicants must hold a valid Air Operator's Certificate (AOC) from the Irish Aviation Authority (IAA).

Licensing Activity and Compliance

On 1 January 2005 there were 17 licensed Irish airlines registered in Ireland. During 2005 the Commission issued an Air Carrier Operating Licence to 1 new operator. Also during the year the Operating Licence held by one operator was revoked by the Commission following a decision taken by the company to suspend operations. Consequently, the company was no longer in a position to meet all of the requirements of Council Regulation No. 2407/92 and also was not in a position to provide the Commission with any assurances regarding their ability to re-commence operations in the future and comply fully with the Regulation.

At the end of 2005 there were **17** licensed Irish airlines. Of the 17 licensed Irish airlines, **8** held Category A licences³. The remaining **9** held Category B licences⁴.

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 four companies holding an Air Carrier Operating Licence were required to participate in the five-year review of their licence. All reviews carried out resulted in the retention of the Air Carrier Operating Licence. In addition, a one-year review was due to be carried out on two licence holders. However, the review date for both carriers was due in late December 2005. By the end of 2005, information had been requested from these companies in connection with the review of their Operating Licence and it is intended to examine the information received in early 2006.

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.

² 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.

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

⁴ Permitted 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).

Work Programme for 2006

The Commission will:

- review operating licenses as required;
- ensure that proper financial information and insurance details are submitted by all licensed air carriers on an annual basis, as required by legislation; and
- continue to monitor developments regarding the review by the European Commission of the Third Package measures for aviation and will also monitor any other developments at EU level in the area of aviation.

Summary of Licensing Activity

Air Carrier Operating Licenses	End 2004	End 2005
Category A	9	8
Category B	8	9
Total	17	17

TRAVEL TRADE LICENSING

The Commission's Role

The Commission has responsibility for administering the licensing of travel agents and tour operators in accordance with the Transport (Tour Operator and Travel Agents) Act, 1982, as amended.

Licensing Activity and Compliance

The total number of firms licensed to sell travel out of Ireland on the 31 December 2005 was 399. This figure is comprised of **77** tour operators and **322** travel agents.

Bonds were drawn down in seven instances where firms were unable to meet their financial commitments to their customers as required under the Transport (Tour Operators and Travel Agents) Act, 1982.

Claims were lodged against the bonds of these firms and customers were refunded. In instances where the firms ceased to trade in the latter part of the year these claims will continue to be processed in 2006.

The Commission has investigated all complaints of illegal trading it received and has endeavoured to enforce compliance.

Following investigation by the Commission an individual pleaded guilty at Limerick District Court to charges of illegal tour operator activity. Further cases of illegal trading are currently under investigation.

Work Programme for 2006

The Commission will:

- process licence applications in accordance with demand;
- implement 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 licensing workflow; and
- introduce a more user-friendly licence application form.

The total number of licences granted by the Commission in 2005 is as follows:

Summary of Licensing Activity

Operating Licenses	End 2004	End 2005
Travel Agent Licences	333	322
Tour Operator Licences	76	77
Total	409	399

SLOT ALLOCATION

The Commission's Role

In accordance with European Community rules⁵ the Commission for Aviation Regulation has the duty of deciding the coordination status of Irish airports and appointing a schedules facilitator or coordinator to designated airports as appropriate and required. The Commission is specifically precluded from performing the coordinating function itself.

Designated airports in Ireland

Dublin Airport was designated as a Schedules Facilitated airport in 2000, and is currently the only schedules facilitated airport in Ireland. With annual passenger throughput of the order of 18.5 million passengers, it is also the largest non-coordinated airport in Europe. The Minister appointed a schedules facilitator in 2000, Airport Coordination Limited (ACL), and in 2002 the Commission reappointed ACL for a further three-year period ending in March 2005.

In 2005 following consultation and agreement with the Dublin Airport Authority and other interested parties, the Commission extended ACL's contract for a further period of one year terminating in March 2006.

The Commission takes this opportunity to thank the staff of ACL for the consistently high standard of their performance.

Developments in 2005

Following a request from the then Aer Rianta (now the Dublin Airport Authority) to review the coordination status of Dublin Airport, the Commission, in April 2004 made an assessment of the capacity of Dublin Airport with the assistance of external consultants. The Commission concluded in October 2004 that the analysis had not identified any serious capacity problems at Dublin Airport and that there was no basis at that time to designate the airport as coordinated, but that it would monitor the situation and designate the airport as coordinated if it was felt appropriate. The basis which was set out as meriting a revision of the decision was (i) the level of increase in movements in Dublin consequent on any relaxation of the Shannon stop-over policy and (ii) the level of refusals by airlines to co-operate with the recommendations of the Schedules Facilitator.

From October 2004 to April 2005 the Commission received detailed briefings from ACL. Having regard to the information received the Commission took the view that the level of refusals (which had more than doubled on the previous year) was likely to compromise the efficiency of existing arrangements at Dublin Airport.

⁵ Council Regulation (EEC) 95/93 of 18 January 1993 concerning Common Rules for the Allocation of Slots at Community airports as amended by Regulation 793/2004 on common rules for the allocation of slots at Community Airports.

Accordingly, the Commission decided on 26 April 2005 to designate Dublin Airport as a coordinated airport with effect from the Summer 2006 scheduling season onwards.

This decision is currently the subject of Judicial Review proceedings initiated by Ryanair.

Future coordination arrangements

Arising from the decision that Dublin Airport would be coordinated, the Commission on 8 December 2005 invited tenders through the Official Journal of the European Communities (OJEC), for the provision of coordination services at Dublin Airport for the five-year period from the commencement of the Summer 2006 scheduling season. The Commission expects to appoint a Coordinator in the first quarter of 2006.

Work Programme for 2006

The primary activities of the Commission in the current year will be to:

- conclude commercial arrangements designed to ensure the provision of schedule coordination services at Dublin airport following the termination of the current contract;
- monitor and ensure the effective delivery of the coordination services;
- continue to monitor, to the extent necessitated by statute, regulatory developments at EU level; and
- defend the legal challenge to its decision to coordinate Dublin Airport.

GENERAL LEGAL AND ADMINISTRATIVE OBLIGATIONS

Legal

Directions under Section 10 of the Aviation Regulation Act, 2001

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

On 18 August 2005, the Minister decided that it was appropriate to issue a direction to the Commission "so as to ensure that in reaching your conclusions on the proposed price cap to apply at Dublin Airport you take into account the purpose and intent of relevant Government policy". The full text of this Direction was published as Annex 6 to CP5/2005 and is available on the Commission's website.

In making its September 2005 Determination on the maximum levels of airport charges at Dublin Airport the Commission complied with that direction.

Personnel

The Commission continues to be staffed by a combination of directly recruited contract staff and staff on secondment from the Department of Transport. As at 31 December 2005 the Commission's staff comprised 10 persons directly employed by the Commission and 8 on secondment from the Department of Transport.

As reported in earlier years, the Commission remains significantly under strength to undertake the full range of responsibilities imposed on it. In 2005 additional responsibilities in the area of consumer protection were imposed when the Office was designated as the national enforcement body under EU Regulation 261/2004 on air passenger rights. This workload could be increased by additional responsibilities if the Commission is designated as a consumer protection enforcement body pursuant to European Regulations⁶ which are shortly to be transposed into Irish law.

In 2004 the Commission, having renewed its request to the Department of Transport for sanction to recruit additional staff to enable it to discharge its statutory functions, was informed that the Commission's position would be reviewed in the light of a review of the staffing complement of non-commercial bodies for which the Department was responsible. The hope was expressed that there would be some resultant scope to address the Commission's staffing problems.

There has been no further communication from the Department.

⁶ Regulation (EC) No. 2006/2004 of the European Parliament and of the Council of 27 October 2004 on cooperation between national authorities responsible for the enforcement of consumer protection laws.

Having regard to the passage of the State Airports Act, 2004, which increased the responsibilities of the Commission in relation to the determination of airport charges, and the assignment of additional enforcement responsibilities, the Commission decided that it was obliged to take certain minimum steps necessary to allow it to discharge its functions. During 2005 the Commission continued to retain such minimum additional temporary staff as deemed absolutely necessary to discharge the its statutory responsibilities and to provide for a higher degree of technical expertise. At the beginning of 2005 the Commission had engaged three additional temporary staff, but the end of 2005 reduced this to one. In addition, the Commission continues to source temporary junior administrative/clerical support staff from external employment agencies to perform receptionist duties and to address work peaks in the travel trade licensing area.

Arrangements have been made between the Department of Transport and the Public Appointments Service, assisted by Price Waterhouse Coopers, to select and appoint a new Commissioner. Mr. Cathal Guiomard, the Deputy Commissioner, has assumed, in accordance with statutory provisions, the authority and functions of the Commissioner pending appointment of a Commissioner.

Superannuation

The Commission continues to await formal Ministerial approval to draft statutory superannuation schemes submitted in July 2002 though it recognises that there have been recent developments aimed at bringing the matter to a conclusion.

Pending Ministerial approval of the substantive superannuation schemes 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.

As at 31 December 2005 all schemes were fully funded.

Employment of Consultants

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

During 2005 the Commission retained economic consultants/advisors to assist it in the formulation of a new determination of airport charges as required under the State Airports Act, 2004, and on an analysis of the Commission's staffing needs.

The Commission has a policy of outsourcing those administrative functions that are not significantly material to its core functions. Thus, in 2005, the Commission availed of external support to assist in media relations, maintenance/support of IT systems and payroll. As in previous years, the Commission continued its policy of seeking to discharge its responsibilities in an open transparent and easily accessible manner. All published documents are placed on the Commission's website, with hard copies available free of charge on application.

Administrative Obligations

Implementation of Code of Practice for the Governance of State bodies

In 2001 the Department of Finance issued revised guidelines for the Governance of State bodies. It was accepted, however, in that document that some aspects of those guidelines may not be appropriate or fully relevant to regulatory State bodies such as the Commission. The Commission strives to operate to the highest standards of corporate governance and implements all aspects of the Guidelines which are germane to the scale and nature of the Commission's operations.

In conformity with the requirements of those Guidelines, the Commission makes the following report: -

Codes of conduct for directors and employees

The Commission has no Directors. The Commission has devised an employee handbook which includes elements in relation to ethical conduct and observance of the policies is a contract condition of employment. The terms of the code of conduct generally include those specified in the guidelines and have approval as part of the terms and conditions of employment.

Seconded staff is governed by the requirements of the Civil Service Code of Standards and Behaviour. In 2005 the Commission commenced an examination of its own guidelines on ethical behaviour in order to reflect best practice and to combine the applicable elements of the Civil Service code.

Public Procurement

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

The Commission initiated an OJEU procurement process in December 2005 in relation to the provision of schedule coordination services at Dublin Airport for the five years commencing 28 March 2006, and for general economic consultancy support in February 2006.

Disposal of Assets to Third parties

The Commission has no assets of the scale envisaged under the Guidelines. The Commission's assets are principally office furniture and IT equipment. During 2005 a small number of IT workstations became surplus to current and potential requirements through obsolescence. These were unsuccessfully offered for disposal to staff in line with policy. They were ultimately disposed of externally at no cost or income to the Commission. The Commission has regard to the recommendations of the Comptroller and Auditor General in relation to the disposal of assets.

Establishment of subsidiaries and acquisitions

No subsidiaries or acquisitions were established during 2005.

Diversification

The Commission made no diversification proposals to the Minister during 2005.

Investment appraisal

The Commission had no commercial capital expenditure proposals in 2005 other than minor routine IT and office equipment acquisition/replacement. Investment appraisal of the nature envisaged by the Guidelines was not carried out.

Remuneration and Directors fees

Commissioner's remuneration

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 that level. The Commissioner received the increases approved by the Government arising from acceptance of the recommendations of Report No. 40. No additional fees or emoluments are payable to the Commissioner.

Staff remuneration

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

As the Commission does not have a Board, there are no Directors. Consequently, the payment of Director's fees does not arise.

Financial reporting arrangements

The Commission makes such reports to the Minister for Transport and the Department as required. The Commission has a fully developed internal accounting system, which provides detailed monthly management and financial reports to senior management. The Commission operates an accrual accounting system. In addition the Commission is subject to audit by the Comptroller and Auditor General.

Strategic and Corporate Planning

The Commission's functions and responsibilities are set out in the Aviation Regulation Act, 2001, as amended by the State Airports Act, 2004. 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. Additionally, the Commission reports annually to the Minister the manner in which those functions have been discharged in the previous year and outlines its strategic medium term proposals for the discharge of those functions.

FINANCIAL

Reports and Accounts

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

Financial results for the year ended 31 December 2004

During 2005 the financial statements for 2004 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 were laid on 27 July 2005.

Audit Committee

During 2005 the Commission, in compliance with the requirements of the Code of Conduct for the Governance of State Bodies, established an Audit Committee. The members of the Committee were sourced externally, as the organisational structure of the Commission does not provide for a Board in the accepted sense. The first meeting was held on 27 October 2005 and the Committee is scheduled to meet quarterly in 2006.

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 Commissioner has established an organisational structure with clear operating and reporting procedures, lines of responsibility, authorisation limits, segregation of duties and delegated authority.

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

Due to the fact that the Commission did not have an Audit Committee in place until near the end of the year, it was decided to defer implementation of the 2005 scheduled internal audit programme until the Committee was appointed and in a position to review, with the assistance of the internal auditors, the content of the proposed work programme. This review has taken place and the Commission has requested the firm of Deloitte to conduct and complete the 2005 internal audit.

Tax Compliance

The Commission is liable to PAYE, VAT and PSWT. The Commission has submitted all relevant tax returns for 2005 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. Any surplus/(deficit) in any one-year is carried forward and offset against the Levy of the following year.

Regulations entitled "Aviation Regulation Act, 2001, (Levy No. 6) Regulations 2005" (S.I No. 829 of 2005) were made on 19 December 2005 to give effect to the Commission's estimated Levy for 2006 which amounts to €2.6 million.

Draft Financial statements for the year ended 31 December 2005

Draft financial statements for the year ended 31 December 2005, which are subject to audit by the Comptroller and Auditor General, are set out in the following pages.

As may be seen from the attached accounts, reflecting a cumulative financial surplus from earlier years, the Commission was in a position to reduce its 2005 Levy to € 0.868 million, from € 3.01 million in 2004, and to finance the resulting 2005 operating deficit of € 2.3 million from the end-2004 balance of € 2.3 million.

COMMISSION FOR AVIATION REGULATION

Income & Expenditure Account for the year ended 31 December 2005

	Notes	2005 Total €	2004 Total €
Levy Receipts	2	868,333	3,097,500
Licence Fees	2	482,688	420,365
Other		<u>22,697</u>	<u>32,526</u>
Gross Income		1,373,718	3,550,391
Transfer (to)/from Capital Account	9	<u>12,367</u>	<u>(16,519)</u>
Net Income		1,386,085	3,533,872
Expenditure	3		
Salaries	4	1,130,372	1,325,697
Consultancy		949,427	465,973
Legal Fees		626,772	164,472
Advertising & Public Relations		85,092	77,352
Travel & Subsistence		5,027	9,863
Training		16,660	28,611
Audit Fee		23,771	18,480
Web Maintenance		26,503	50,455
Rent		280,271	277,655
Electricity		6,776	6,387
Office Maintenance		8,342	6,679
Insurance		88,152	114,897
Office Stationery		17,017	16,422
Postage & Carriage		3,861	4,462
Telephone		14,759	19,561
Dublin Airport Slot Co-ordination		227,402	190,336
Depreciation		22,431	18,526
Service Charge		37,467	34,504
Rates		29,092	27,712
Other		<u>83,758</u>	<u>58,790</u>
		<u>3,682,954</u>	<u>2,916,834</u>
Operating Surplus / (Deficit)		<u>(2,296,869)</u>	<u>617,038</u>
Balance as at 1 January 2005		2,292,107	1,675,069
Operating Surplus for year		<u>(2,296,869)</u>	<u>617,038</u>
Balance as at 31 December 2005		<u>(4,762)</u>	<u>2,292,107</u>

The Statement of Accounting Policies, Cashflow Statement and the Notes 1 to 18 form an integral part of these Financial Statements.

Cathal Guiomard
Acting Commissioner

Date

COMMISSION FOR AVIATION REGULATION

Balance Sheet as at 31 December 2005

	Notes	€	2005 €	2004 €
Fixed Assets				
Tangible Assets	5		64,778	77,145
Current Assets				
Debtors and Prepayments	7	15,770,572		17,017,786
Bank Accounts	6	<u>911,525</u>		<u>500,355</u>
		16,682,097		17,518,141
Creditors:				
Amounts falling due within one year				
Creditors and Accruals	8	(1,532,336)		(1,116,024)
Cash Bond Accounts	6	<u>(15,154,523)</u>		<u>(14,110,010)</u>
Net Current Assets			(4,762)	2,292,107
Net Assets			<u>60,016</u>	<u>2,369,252</u>
Financed By				
Income & Expenditure Account				
Surplus/(Deficit)			(4,762)	2,292,107
Capital Account	9		64,778	77,145
Capital Employed			<u>60,016</u>	<u>2,369,252</u>

The Statement of Accounting Policies, Cashflow Statement and the Notes 1 to 18 form an integral part of these Financial Statements.

Cathal Guiomard
Acting Commissioner

Date

COMMISSION FOR AVIATION REGULATION

Cashflow Statement for year ended 31 December 2005

	Notes	2005 €	2004 €
Reconciliation of operating surplus to net			
Cash inflow/(outflow) from operating activities			
Surplus/(Deficit) on Income and Expenditure		(2,296,869)	629,145
Depreciation		22,431	10,786
Bank Interest		(20,122)	(33,538)
Transfer (from)/to Capital Account		(12,367)	16,519
Decrease/(Increase) in Debtors		(404,680)	(9,222)
Decrease/(Increase) in Prepayments		(6,490)	23,794
Decrease/(Increase) in Creditors		182,110	(49,648)
Decrease/(Increase) in Accruals		<u>234,202</u>	<u>(269,596)</u>
Net Cash Inflow/ (Outflow) From Operating Activities		<u>(2,301,785)</u>	<u>318,240</u>
Cash Flow Statement			
Net Cash Inflow/ (Outflow) From Operating Activities		(2,301,785)	318,240
Returns on Investments			
Bank Interest		20,122	33,538
Capital Expenditure			
Purchase of fixed assets		(10,064)	(27,305)
Financing			
Increase / (Decrease) in Cash Bond Accounts & TPF		1,044,513	450,174
Management of Liquid Resources			
(Increase) / Decrease in Funds on Deposit		<u>2,477,377</u>	<u>(435,585)</u>
Increase/(Decrease) in Cash Balances		<u>1,230,163</u>	<u>339,062</u>
Reconciliation of net cash flow to movements in net funds			
Increase/(Decrease) in cash in hand in the period		1,230,163	339,062
Cash used to increase liquid resources		<u>(2,477,377)</u>	<u>435,585</u>
Change in Net Funds		<u>(1,247,214)</u>	<u>774,647</u>
Opening Net Funds		<u>17,017,786</u>	<u>16,243,139</u>
Closing Net Funds		<u>15,770,572</u>	<u>17,017,786</u>

The Statement of Accounting Policies, Cashflow Statement and the Notes 1 to 18 form an integral part of these Financial Statements.

Cathal Guiomard
Acting Commissioner

Date

APPENDIX I - COMMISSION PAPERS/NOTICES ISSUED IN 2005.

Number	Date of issue	Title
CP 01/2005	22 March 2005	Maximum Levels of Aviation Terminal Services Charges Provisional Annual Compliance Statement for Regulatory Year 26 March 2004 to 25 March 2005 and Calculation of the Price Cap for Regulatory Year 26 March 2005 to 25 March 2006
CP 02/2005	31 May 2005	Maximum Levels of Airport Charges Draft Determination and Explanatory Memorandum
CP 03/2005	29 September 2005	Maximum Levels of Airport Charges Determination on Maximum Levels of Airport Charges and Explanatory Memorandum
CN 01/2005	16 March 2005	Notice regarding proposed timetable for the making of a determination on the maximum level of airport charges at Dublin Airport
CN 02/2005	8 April 2005	Notice regarding the powers of the Commission under the groundhandling regulations in respect of retrospective approval for access fees to installations
CN 03/2005	26 April 2005	Decision to designate Dublin Airport as a coordinated airport
CN 04/2005	4 May 2005	Deferred publication of Draft Determination
CN 05/2005	4 May 2005	Notice regarding new minimum insurance requirements for air carriers
CN 06/2005	30 September 2005	Notice of Determination and Report
CN 07/2005	28 October 2005	Notice regarding request from the Dublin Airport Authority for approval for an annual adjustment for inflation in respect of check-in desk charges at Dublin Airport
CN 08/2005	24 November 2005	Decision on the request for approval for the Application of an annual adjustment for Inflation in respect of check-in desks fees at Dublin Airport

TUARASCÁIL BHLIANTÚIL

chuig an

AIRE IOMPAIR

don bhliain dár chríoch

31 NOLLAIG 2005

31 Márta 2006

An Coimisiún um Rialáil Eitlíochta, 3ú Urlár, Teach Alexandra,
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RÉAMHFHOCAL

Tá an-áthas orm an cúigiú Tuarascáil Bhliantúil de chuid an Choimisiúin um Rialáil Eitlíochta a chur i láthair. Leagann an Tuarascáil seo amach gníomhaíochtaí an Choimisiúin ar fud a chuid feidhmeanna éagsúla le linn na bliana 2005 agus saináithnítear ann freisin príomhghníomhaíochtaí a Chláir Oibre don bhliain reatha.

Ba í 2005 an cúigiú bliain feidhmithe ag an gCoimisiún, ó bunaíodh go foirmiúil é ar an 27 Feabhra 2001. Is fíor a rá gur bhlianta dúshlánacha agus cinniúnacha a bhí sna cúig bliana sin. Tugadh faoi ualach oibre sách mór agus tugadh chun críche é. Chomh maith leis an obair dheacair agus obair a thóg cuid mhaith ama ó thaobh a bheith ag cosaint dúshlán dlí b'éigean freisin cinntí an Choimisiúin a bhainistiú ar bhonn bliantúil.

Ba é an dúshlán ba mhó a bhí le cur de ag an gCoimisiún le linn na bliana anuraidh ná an dara Cinneadh a dhéanamh ar Tháillí Aerfoirt i gcás Aerfort Bhaile Átha Cliath do na ceithre bliana le héifeacht ón 1 Eanáir 2006. Rinneadh an Cinneadh sin ar an 29 Meán Fómhair 2005.

Ar an 28 Samhain 2005, d'fhéach Ryanair le cead a fháil ón Ard-Chúirt athbheithniú breithiúnach a dhéanamh ar an gCinneadh sin. Chinn Ryanair áfach ar an 30 Eanáir 2006 gan dul ar aghaidh leis na himeachtaí sin agus d'aontaigh sé na costais a thabhaigh an Coimisiún mar fhreagra ar an dúshlán a íoc.

Ach an oiread le blianta roimhe seo, ní bheifí in ann dul i mbun obair an Choimisiúin i 2005 murach tiomantas agus dúthracht leanúnach an líon beag foirne sa Choimisiún. Ba mhaith liom mo bhuíochas a ghabháil leo ar fad mar aitheantas ar an gcúnamh mór a thugann siad d'obair na hOifige agus ó thaobh tacaíocht a thabhairt do thionscal na heitlíochta tríd is tríd. Ba mhaith liom buíochas a ghabháil freisin leis na daoine agus leis na heagraíochtaí ar fad a chuidigh leis an obair agus le próisis chinnteoireachta an Choimisiúin le linn na bliana.

I mí na Nollag 2005, d'fhógair an tUasal William Prasifka nach raibh sé ar intinn aige téarma eile a chur isteach mar Choimisinéir um Rialáil Eitlíochta. Is mian liom buíochas a ghabháil leis as ucht a chuid ceannaireachta agus a dhíograis rialachán táillí aerfoirt neamhspleách a thabhairt isteach in Éirinn agus as cuspóirí an Choimisiúin a bhaint amach.

Ar deireadh, ba mhór agam mo mhórbhuíochas a ghlacadh leis an Aire Martin Cullen, TD, agus le hoifigigh na Roinne Iompair as ucht a dtacaíochta le linn 2005.

Cathal Guiomard
Coimisinéir Gníomhach
31 Márta 2006.

TÁILLÍ AERFOIRT

Ról an Choimisiúin

Is é príomhfheidhm an Choimisiúin um Rialáil Eitlíochta táillí aerfoirt a rialú. Sin iad na táillí arna dtoibhiú ag Údarás Aerfort Bhaile Átha Cliath (DAA) ar phaisinéirí, aerárthaigh agus lastas a bhaineann úsáid as an aerfort. Is é an cur chuige a bhí ag an gCoimisiún riamh agus go deimhin a bheidh ag an gCoimisiún, ná caidhp-phraghas foriomlán a leagan síos ar tháillí aerfoirt a léireofar ar bhonn paisinéara.

Cinneadh Nua d'Aerfort Bhaile Átha Cliath faoin Acht um Aerfoirt Stáit, 2004

I ndiaidh an Achta um Aerfoirt Stáit, 2004 a cheadú éilíodh ar an gCoimisiún, tráth nach déanaí ná 1 Deireadh Fómhair 2005 Cinneadh nua a dhéanamh ar na huasleibhéil táillí aerfoirt ag Aerfort Bhaile Átha Cliath amháin.

Gníomhaíocht i 2005

D'fhostaigh an Coimisiún roinnt comhchomhairleoirí chun meastóireacht a dhéanamh ar raon leathan saincheisteanna a bhain le táillí aerfoirt a leagan síos. Ar an 31 Bealtaine 2005 d'fhoilsigh an Coimisiún Dréacht Chinneadh agus Meamram Mínitheach (CP2/2005), agus is fógra a bhí ann go raibh sé ar intinn ag an gCoimisiún cinneadh a dhéanamh faoi tháillí aerfoirt agus ina raibh foráil le haghaidh tréimhse chomhairliúcháin 30 lá. Leag CP2 moltaí an Choimisiúin ar chaidhp-phraghas oiriúnach trí chúpla caidhp-phraghas tásach a fhoilsiú agus a gcuid paraiméadar gaolmhar. Rinneadh innéacsú ar thuarascálacha na gcomhchomhairleoirí cuí chuig an dréacht chinneadh.

Fuair an Coimisiún uirill reachtúla ó naoi gcinn de pháirtithe leasmhara laistigh den tréimhse ama 30 lá a ceadaíodh, agus foilsíodh iad sin ar láithreán gréasáin an Choimisiúin.

I ndiaidh dian-anailíse a dhéanamh ar na haighneachtaí sin agus breithniú sonracha a thabhairt do na hábhair iomchuí, d'fhoilsigh an Coimisiún a Chinneadh ar Uasleibhéil Táillí Aerfoirt (CP3/2005) ar an 29 Meán Fómhair 2005. Bhí an tuarascáil reachtúil ar an gCinneadh le fáil sa pháipéar seo, agus na cúiseanna a bhí leis, chomh maith le tuairimí breithnithe an Choimisiúin maidir leis na huirill reachtúla a fuarthas. Bhí 15 innéacs freisin i CP3/2005 a leag amach tuarascálacha na gcomhchomhairleoirí maidir leis na saincheisteanna éagsúla a ndearna siad anailís orthu.

Léiriúcháin Seachtracha

Rinne foireann an Choimisiúin léiriúcháin ag na cruinnithe seo a leanas le linn 2005: léiriúchán i mí Feabhra ar rialachán praghsanna aerfoirt ag Comhdháil Eitlíochta Hamburg; I mí Márta ar iarratas de chostphraghsáil imeallach ar aerfoirt don Ghrúpa Eacnamaíochta Rialála agus Iomaíochta; i Meitheamh ar rialachán aerfoirt do chomhdháil IBEC; i Meán Fómhair ar rialachán eitlíochta chuig Cumann na gCuntasóirí Deimhnithe Cairte; i nDeireadh Fómhair rialachán praghsanna úsáide do chruinniú Infratrain i mBeirlín; agus i mí na Samhna ar iomaíochas agus fóirdheontais do chruinniú Chumann Taighde Eitlíochta na Gearmáine (GARS) i Vienna.

Clár Oibre do 2006

Ó thaobh na bpríomh saincheisteanna a thiocfaidh chun cinn don fhoireann um rialáil eacnamaíochta sa bhliain reatha, déanfaidh an Coimisiún iad seo a leanas:

- tabharfaidh sé freagra ar aon mholtáí a rinneadh in aon atreorú a rinne an Painéal Achomhairc Aireachta ar Chaidhp-Phraghas 2005 d'Aerfort Bhaile Átha Cliath;
- déanfaidh sé cinneadh ar an ngá atá ann tabhairt faoi athbhreithniú ar chaidhp-phraghas 2005 ag eascairt as Dublin Airport Capex Programme a thabhairt chun críche agus, más gá, rachaidh sé i mbun an athbhreithnithe sin;
- measfaidh sé mar atá Údarás Aerfort Bhaile Átha Cliath ag cloí leis an gcaidhp-phraghas sin;
- déanfaidh sé taighde ar ghnéithe de rialachán eitlíochta féachaint leis an gcreatlach rialála atá i bhfeidhm ag an gCoimisiún a fheabhsú.

TÁILLÍ SEIRBHÍSÍ CRÍOCHFOIRT EITLÍOCHTA

Ról an Choimisiúin

Chomh maith le táillí aerfoirt a rialú, is é an príomhfheidhm eile atá ag an gCoimisiún ná táillí seirbhísí críochfoirt eitlíochta a rialú. Is iad sin na táillí arna dtoibhiú ag Údarás Eitlíochta na hÉireann ar dhaoine a úsáideann a chuid seirbhísí aerthráchta ag Aerfort Chorcaí, Aerfort Bhaile Átha Cliath agus ag Aerfort na Sionainne. Mar a tharlaíonn i gcás táillí aerfoirt forchuireann an Coimisiún rialachán eacnamaíochta trí chaidhp-phraghas foriomlán arna léiriú ar bhunús in aghaidh an tonna.

Ag Cloí leis an gCaidhp-Phraghas

D'fhonn a dheimhniú go bhfuil an caidhp-phraghas ATSC a leag an Coimisiún síos comhlíonta i gcás 2004/05, d'iarr an Coimisiún eolas ar uasthonnáistí a éiríonn den talamh agus ar an ATSC arna thoibhiú ag Údarás Eitlíochta na hÉireann (IAA) ag aerfoirt Bhaile Átha Cliath, Chorcaí, agus na Sionainne. Sholáthair an IAA an t-eolas a iarradh agus bhí an Coimisiún sásta a dheimhniú go bhfuil an caidhp-phraghas comhlíonta.

Clár Oibre do 2006

Is iad seo a leanas tosaíochtaí an Choimisiúin don bhliain reatha:

- tús a chur leis an obair chun an dara Cinneadh a dhéanamh ar an uasleibhéal ATSC do 2007 go dtí 2012. Oibreoidh an Coimisiún freisin leis an tionscal trí dhréacht chinneadh a eisiúint agus deis a thabhairt comhairliúchán reachtúil a dhéanamh. Déanfaidh an Coimisiún athbhreithniú ar aon aighneachtaí a gheofar ón tionscal agus déanfaidh sé a Chinneadh deiridh tráth nach déanaí ná Feabhra 2007, agus
- leanfaidh sé ag meas mar atá Údarás Eitlíochta na hÉireann ag cloí le Cinntí Caidhp-Phraghsanna.

AN EARNÁIL UM LÁIMHSEÁIL AR AN TALAMH A RIALÚ

Ról an Choimisiúin

Is é an Coimisiún um Rialáil Eitlíochta an t-Údarás inniúil in Éirinn chun críche Threoir Chomhairle 96/67/EC maidir le rochtain chuig an margadh um láimhseáil ar an talamh ag aerfoirt an Chomhphobail. Is é aidhm na Treorach oscailt suas rochtana chuig an margadh um láimhseáil ar an talamh a éascú trí dheis a thabhairt iomaíocht éifeachtach a bheith ar bun sa mhargadh sin.

Baineann láimhseáil ar an talamh a bheag nó a mhór leis na seirbhísí sin ar fad a theastaíonn ó aerárthach idir láimhseáil agus éirí den talamh (m.sh. aerárthach marascalachta, lódáil/dílódáil/athbhreoslú, láimhseáil bagáiste, láimhseáil paisinéirí, cothabháil an aerárthaigh srl.). Ní mór cead a fháil roimh ré ón gCoimisiún sula dtugtar faoi oibríochtaí láimhseála ar an talamh. B'fhéidir go roghnódh aerlíne seirbhísí a sholáthar dó féin (féinláimhseáil) nó b'fhéidir go ndéanfaí Conradh le cuideachta eile (láimhseáil tríú páirtí), bíodh sé le haerlíne nó le cuideachta láimhseála tiomanta ar an talamh. Ní mór d'iarratasóirí foirm iarratais a chomhlánú agus roinnt ceanglas a chomhlíonadh sular féidir cead a eisiúint chun feidhmiú mar láimhseálaí ar an talamh.

Ceadanna agus Comhlíonadh

Bhí 23 féin-láimhseálaithe ceadaithe agus 38 soláthróirí seirbhísí láimhseála ar an talamh ceadaithe (láimhseálaithe tríú páirtí) ag feidhmiú idir aerfort Bhaile Átha Cliath, aerfort Chorcaí agus aerfort na Sionainne. Bhronn an Coimisiún 1 cead féin-láimhseála agus 1 cead láimhseáil tríú páirtí le linn 2005.

Le linn 2005, ghéill aer-iompróir amháin a chead féin-láimhseála go deonach i ndiaidh oibríochtaí a chur ar fionraí. Ghéill aer-iompróir eile a chead féin-láimhseála go deonach i ndiaidh bogadh chuig suíomh aerfoirt eile áit nach bhfuil feidhm leis na forálacha a bhaineann leis an Treoir um Láimhseáil ar an Talamh. Lena chois sin, níor theastaigh cead féin-láimhseála ó aer-iompróir eile tar éis cónascadh a rinneadh le haer-iompróir eile a raibh cead féin-láimhseála acu cheana féin. Ina theannta sin i 2005 tháinig cead láimhseála tríú páirtí in áit cead féin-láimhseála a bhí ag aer-iompróir amháin a eisíodh ar chuideachta laistigh den Ghrúpa céanna.

Maidir le ceadanna a bhí i seilbh soláthróirí seirbhísí um láimhseáil ar an talamh, ghéill cuideachta amháin as an Ríocht Aontaithe a cead go deonach i ndiaidh cinneadh a dhéanamh cuideachta um láimhseáil ar an talamh atá cláraithe in Éirinn a bhunú agus ansin rinne sí iarratas ar chead láimhseála tríú páirtí nua in ainm na cuideachta nua.

Eisítear Ceadanna um Láimhseáil ar an Talamh ar feadh tréimhse cúig bliana. Chuaigh na chéad cheadanna a eisíodh i 2000 faoi na Rialacháin um Láimhseáil ar an Talamh in éag le linn 2005. Chuaigh ar an iomlán 18 cead Láimhseáil ar an Talamh (4 féin-láimhseálaithe, 14 láimhseálaithe tríú páirtí) in éag agus iarraidh ar na cuideachtaí lena bhain a dheimhniú cibé an raibh sé ar intinn acu a gcead chun feidhmiú a athnuachan nó nach raibh. Cuireadh amach Foirm Athnuachana chuig na cuideachtaí iomchuí le comhlánú.

Ag an gcéim athnuachana, roghnaigh cuideachta amháin a raibh cead féin-láimhseála aici iarratas a dhéanamh ar chead láimhseála tríú páirtí de bhrí nach raibh aon bhaint níos mó ag an gcuideachta le gníomhaíocht um láimhseáil ar an Talamh. Ina áit sin, eisíodh cead láimhseála tríú páirtí don chuideachta a bhí cláraithe in Éirinn a raibh baint acu i ndáiríre leis an ngníomhaíocht um láimhseáil ar an Talamh. Ina theannta sin, roghnaigh aer-iompróir eile ar eisíodh cead féin-láimhseála orthu i dtús báire agus cead láimhseála tríú páirtí i 2000 athnuachan a dhéanamh ar a gcead láimhseála tríú páirtí amháin (in ainm na cuideachta atá cláraithe in Éirinn a bhfuil baint aici anois le gníomhaíocht um Láimhseáil ar an Talamh) agus chuaigh an cead féin-láimhseála in éag. Ar deireadh, rinne aer-iompróir amháin a raibh cead féin-láimhseála agus cead láimhseála tríú páirtí aige athnuachan ar an gcead féin-láimhseála a bhí i seilbh na cuideachta agus sin amháin.

Ag deireadh 2005, bhí **18** féin-láimhseálaithe ceadaithe agus **40** láimhseálaithe tríú páirtí ceadaithe ar an talamh ag feidhmiú idir aerfort Bhaile Átha Cliath, Chorcaí agus na Sionainne. As na 18 féin-láimhseálaithe ceadaithe, ceadáíodh 4 acu freisin chun seirbhísí a sholáthar do thríú páirtithe.

Táillí Rochtana chuig Feistis Aerfoirt

Faoi Rialachán 14 (3) de Rialacháin um Láimhseáil ar an Talamh, I.R. 505 de 1998, tá Údarás aerfoirt i dteideal táille a ghearradh as rochtain chuig feistis aerfoirt arna mbronnadh ar sheirbhísí um Láimhseáil ar an Talamh ag aerfoirt an Stáit. Sa chás go ndéanann Údarás aerfoirt cinneadh táille mar sin a ghearradh, éilítear ar Údarás an aerfoirt iarratas ar cheadú an túille mholta a chur isteach chuig an gCoimisiún roimh ré, de réir na gcritéar atá leagtha amach san Ionstraim Reachtuil.

Ar an 6 Deireadh Fómhair 2004, d'fhoilsigh an Coimisiún a chinneadh i CP8/2004 ag ceadú iarratais a rinne Aer Rianta a bhí ann roimhe sin (Údarás Aerfort Bhaile Átha Cliath anois - DAA) chun struchtúr táille san uair agus sa bhliain maidir le deasc cláraithe/seiceála isteach a fháil ar cíos ag trí aerfort an Stáit. Lena chois sin, bhronn an cinneadh cead chun táille maidir leis an tsaoráid cláraithe/seiceála isteach CUTE a úsáid ag aerfort na Sionainne trí tháille in aghaidh gach paisinéara a théann ar bord. Bhí foráil sa chinneadh freisin go gceadófaí don DAA táille an deasca chláráithe a mhéad? (maidir le haerfoirt na Sionainne agus Chorcaí) ag teacht le boilsciú amháin an 1 Iúil gach bliain. Bhronn cinneadh an Choimisiúin cead ar an DAA maidir leis na táillí thuasluaite ó dháta an chinnidh.

Nuair a rinneadh an cinneadh sin thug Ryanair a ndúshlán don chinneadh trí Athbhreithniú Breithiúnach. Tá an Coimisiún faoi láthair ag fanacht le dáta le haghaidh éisteacht Cúirte ar an ábhar seo.

Bhí éifeacht leis an gcead a bronnadh ar an DAA i nDeireadh Fómhair 2004 ó dháta an chinnidh de bhrí go n-éilíonn an I.R. go gcaitheann an Coimisiún cead le haghaidh táillí rochtana a shlánú roimh ré. D'fhéach an DAA le cead siarghabhálach a fháil i 2004 ag dul siar go dtí 1 Eanáir 2001 i gcás na dtáillí arna dtoibhiú ón tréimhse sin suas go dtí Deireadh Fómhair 2004. D'fhoilsigh an Coimisiún a chinneadh gan cead siarghabhálacha a bhronnadh i bhFógra Coimisiúin 2/2005 ar an 8 Aibreán 2005.

Ar an 13 Deireadh Fómhair 2005 d'iarr an DAA cead ar an gCoimisiún coigeartú bliantúil a dhéanamh do bhoilsciú maidir le táillí deasc cláraithe ag Aerfort Bhaile Átha Cliath. I ndiaidh comhairliúcháin leis an tionscal agus i ndiaidh na dtuairimí a fuarthas a bhreithniú, d'fhoilsigh an Coimisiún a chinneadh i bhfoirm Fógra Coimisiúin 8/2005 ar an 24 Samhain 2005. Cheadaigh an cinneadh sin an t-iarratas ón DAA an ráta cheadaithe do dheasca cláraithe ag Aerfort Bhaile Átha Cliath a choigeartú ar bhonn bliantúil ag teacht le boilsciú.

Clár Oibre do 2006

Déanfaidh an Coimisiún iad seo a leanas:

- leanfaidh sé ag ceadúnú Láimhseálaithe ar an Talamh agus ag déanamh monatóireachta orthu;
- tá 13 cead um laimhseáil ar an talamh le dul in éag le linn 2006. Cuirfear amach Foirm Athnuachana chuig na láimhseálaithe ar an talamh iomchuí le linn na bliana de réir mar a thagann na dátaí éagaithe aníos; agus
- leanfaidh sé ag déanamh monatóireachta ar fhorbairtíag leibhéal na hEorpa maidir leis an athbhreithniú ar Threoir Chomhairle (96/67/EC) um Láimhseáil ar an Talamh.

Achoimre ar Ghníomhaíocht Cheadaithe

Ceadaíochtaí um Láimhseáil ar an Talamh	Deireadh 2004	Deireadh 2005
Féin-láimhseálaithe	23	18
Láimhseálaithe tríú páirtí	38	40

CEARTA PAISINÉIRÍ AEIR

Ról an Choimisiúin

Tá an Coimisiún freagrach ón 31 Bealtaine 2005 as rialacha¹ an Chomhphobail Eorpaigh a fhorfheidhmiú in Éirinn maidir le cúiteamh agus cúnamh a thabhairt do phaisinéirí sa chás go ndiúltaítear dóibh dul ar bord eitleáin nó sa chás go gcuirtear a gcuid eitiltí ar ceal, agus tabharfar cúnamh dóibh i gcásanna ina gcuirtear moill ar eitiltí. Luíonn an oibleagáid i leith paisinéirí ar an aer-iompróir feidhmithe a thugann an eitilt nó a bhfuil sé ar intinn acu an eitilt a dhéanamh. Is i dtaca le gach eitilt a fhágann aerfoirt atá lonnaithe ar chríoch na hÉireann atá saindualgas an Choimisiúin, chomh maith le heitiltí as tríú tíortha (neamh-AE) chuig aerfoirt mar sin ina bhfuil an taer-impróir feidhmithe mar iompróir Pobail.

Gníomhaíocht le linn 2005

Thug an Coimisiún fógra foirmiúil do gach aer-iompróir a bhíonn ag tabhairt seirbhíse d'aerfoirt na hÉireann maidir lena gcuid oibleagáidí faoi na Rialacháin chomh maith le hainmniúchán an Choimisiúin mar an comhlacht forfheidhmiúcháin náisiúnta. Soláthraíodh sonraí teagmhála do gach aer-iompróir a thugann seirbhís do naoi n-aerfoirt na hÉireann (trí aerfort Stáit agus sé cinn réigiúnacha) agus tugadh fógra foirmiúil d'aerfoirt uile na hÉireann maidir le ról reachtúil nua an Choimisiúin agus maidir le haidhm agus le rún na Rialachán. Tugadh oibleagáidí na n-aerlínte faoi bhráid an lucht pearsanra cuí ag na haerfoirt, mar a tharla i gcás aerfoirt réigiúnacha freisin agus is iad foireann an aerfoirt a ghníomhaíonn thar ceann na n-aerlínte ó thaobh cúram custaiméirí. Lena chois sin, ag glacadh leis gur cuireadh seirbhísí cairte agus tagairt don earnáil taistil san áireamh sna Rialacháin, tugadh fógra do gach tionscnóir turas ceadúnaithe agus do ghníomhairí taistil faoi fhoralacha an Rialacháin agus faoi ról an Choimisiúin mar an comhlacht forfheidhmiúcháin náisiúnta.

Tá roinnt gearán agus fiosrúchán faighte ag an gCoimisiún ón bpobal maidir le sáruithe a d'fhéadfadh a bheith déanta ar na rialacháin.

Ag teacht ón gcumarsáid sin osclaíodh thart ar 130 comhad gearáin. Chuir an Coimisiún tús le himscrúduithe faoi bheith ag sárú an Rialacháin sin maidir leis na cásanna seo. Cuireadh ar aghaidh gearáin a bhain le heachtraí i mBallstáit eile chuig an gcomhlacht forfheidhmiúcháin cuí.

Clár Oibre do 2006

Leanfaidh an Coimisiún leo seo a leanas i mbliana:

- gearán a bhaineann le haerfoirt na hÉireann faoina Rialacháin a ghlacadh isteach agus a imscrúdú;
- aon chomhfhreagras a bhaineann le sáruithe líomhnaithe i mBallstáit eile a chur ar aghaidh chuig an gComhlacht Forfheidhmiúcháin cuí; agus
- monatóireacht a dhéanamh ar an gcaoi atáthar ag comhlíonadh na Rialachán.

¹ Rialachán (CE) Uimh. 261 de Pharlaimint na hEorpa agus den Chomhairle an 11 Feabhra 2004 a leagann síos rialacha coitianta ar chúiteamh agus cúnamh do phaisinéirí sa chás go ndiúltaítear dóibh dul ar bord eitleáin nó go gcuirtear a n-eitilt ar ceal nó go gcuirtear moill mhór uirthi, agus Rialachán aisghairme (EEC) Uimh. 295/91

CEADÚNÚ AER-IOMPRÓIRÍ

Ról an Choimisiúin

Tá an Coimisiún um Rialáil Eitlíochta freagrach as aerlínte na hÉireann a cheadúnú². Tugann Ceadúnas Oibríochta Aer-Iompróra cead don sealbhóir paisinéirí, post/nó lastas a iompar san aer le haghaidh luach saothair agus/nó cíos.

D'fhonn a bheith incháilithe le haghaidh Ceadúnas Oibríochta Aer-Iompróra, ní mór don iarratasóir, i measc rudaí eile, a bhunáit ghnó agus a oifig chláráithe (más ann) a bheith aige/aici in Éirinn. Ina theannta sin ní mór go mbeadh Teastas Oibríochta Aeir bhailí (AOC) acu ó/darás Eitlíochta na hÉireann (IAA).

Gníomhaíocht Cheadúnaithe agus Géilliúntas

Bhí 17 aerlíne Éireannach le ceadúnas cláráithe in Éirinn ar an 1 Eanáir 2005. Le linn 2005 d'eisigh an Coimisiún Ceadúnas Oibríochta Aer-Iompróra ar 1 oibreoir nua. Rinneadh cúlghairm ar Cheadúnas Oibríochta a bhí i seilbh oibreora amháin le linn na bliana freisin i ndiaidh cinneadh a ghlac an Coimisiún oibríochtaí a chur ar fionraí. Mar thoradh air sin, ní raibh an chuideachta, in ann ceanglais Rialachán Comhairle Uimh. 2407/92 a chomhlíoandh agus ní raibh sí in ann aon deimhniúchán a thabhairt don Choimisiún maidir lena cumas oibríochtaí a atosú amach anseo agus an Rialachán a chomhlíonadh ina iomlán.

Ag deireadh 2005 bhí **17** aerlínte Éireannacha le ceadúnas. As na 17 aerlínte Éireannacha le ceadúnas, bhí ceadúnais Catagóir A³ ag **8** gcinn acu. Bhí ceadúnais Catagóir B⁴ ag an **9** gcinn eile a bhí fágtha.

Éilíonn an reachtaíocht sa réimse seo go mbeadh Ceadúnas Oibríochta faoi réir ag athbhreithniú bliain amháin tar éis a bhronnta agus gach cúig bliana ina dhiaidh sin. Éilíodh ar cheithre chuideachta a raibh Ceadúnas Oibríochta Aer-Iompróra acu a bheith rannpháirteach san athbhreithniú cúig-bliana ar a gceadúnas le linn na bliana. Coinníodh an Ceadúnas Oibríochta Aer-Iompróra i gcás gach ceann de na athbhreithnithe a rinneadh. Ina theannta sin, bhí athbhreithniú bliana le déanamh ar bheirt sealbhóirí ceadúnais. Mar sin féin, bhí an dáta athbhreithnithe i gcás an bheirt iompróra dlite go déanach i mí na Nollag 2005. Faoi dheireadh 2005, bhíodhas ag iarraidh eolais ó na cuideachtaí sin maidir leis an athbhreithniú ar a gCeadúnas Oibríochta agus tá sé ar intinn an t-eolas a fuarthas a imscrúdú go luath i 2006.

Mar a éilíonn an reachtaíocht, lean an Coimisiún ag déanamh monatóireachta ar staid airgeadais gach aer-iompróir le ceadúnas ar feadh na bliana. Rinneadh monatóireacht freisin ar chlúdach árachais agus ar shonraí úinéireachta agus rialaithe lena chinntiú go rabhthas ag comhlíonadh na reachtaíochta cuí sa réimse sin.

² De réir Rialacháin an Acha Aerloingseoireachta agus Aeríompair, 1965 (Alt 8), 1993 (I.R. 323 de 1993) a thugann éifeacht do Rialachán Comhairle Uimh 2407/92 maidir le haeríompróirí a cheadúnú.

³ Bíonn sé de chead ag sealbhóirí ceadúnais Catagóir A paisinéirí, lastas agus/nó post a iompar ar aerárthaí ina bhfuil 20 suíochán nó níos mó.

⁴ Cead acu paisinéirí, lastas agus/nó post a iompar ar aerárthaí ina bhfuil níos lú ná 20 suíochán agus/nó níos lú ná 10 dtonna MTOW (uasmhéachan chun éirí ón talamh).

Clár Oibre do 2006

Déanfaidh an Coimisiún iad seo a leanas:

- athbhreithniú ar cheadúnais oibríochta mar is gá;
- a chinntiú go gcuireann gach aer-iompróir le ceadúnas eolas ceart airgeadais agus sonraí árachais isteach ar bhonn bliantúil, arna n-éileamh ag reachtaíocht; agus
- leanúint ag déanamh monatóireachta ar fhorbairtí maidir leis an athbhreithniú a dhéanfaidh an Coimisiún Eorpach ar bheartais an Tríú Pacáiste eitlíochta agus déanfaidh sé monatóireacht freisin ar aon fhorbairtí ag leibhéal an AE sa réimse eitlíochta.

Achoimre ar Ghníomhaíocht Cheadúnaithe

Ceadúnais Oibríochta Aer-Iompróra	Deireadh 2004	Deireadh 2005
Catagóir A	9	8
Catagóir B	8	9
Iomlán	17	17

CEADÚNÚ TRÁDÁLA TAISTIL

Ról an Choimisiúin

Tá freagracht ar an gCoimisiún as ceadúnú gníomhairí taistil agus tionscnóirí turas a riaradh de réir Acht Iompair (Tionscnóirí Turas agus Gníomhairí Taistil), 1982, arna leasú.

Gníomhaíocht Cheadúnaithe agus Géilliúntas

Ba ionann líon iomlán na gcomhlachtaí a raibh ceadúnas acu le taisteal a dhíol amach as Éirinn ar an 31 Nollaig 2005 agus 399. Leis sin tá **77** tionscnóirí turais agus **322** gníomhairí taistil.

Íostarraingíodh bannaí i seacht gcinn de chásanna áit nach raibh comhlachtaí in ann a gcuid dualgas airgeadais a chomhlíonadh dá gcuid custaiméirí mar a éilítear faoin Acht Iompair (Tionscnóirí Turais agus Gníomhairí Taistil), 1982.

Cuireadh isteach éilimh in aghaidh bannaí na gcomhlachtaí sin agus tugadh aisíocaíocht do chustaiméirí. I gcásanna inar stop na comhlachtaí ag trádáil sa chuid deiridh den bhliain leanfar ag próiseáil na n-éileamh sin i 2006.

Tá imscrúdú déanta ag an gCoimisiún ar gach gearán a fuair sé faoi thrádáil mhídhleathach agus tá iarracht déanta aige géilliúntas a fhorfheidhmiú.

I ndiaidh don Choimisiún imscrúdú a dhéanamh phléadáil duine ciontach ag Cúirt Dúiche Luimnigh as cúisimh a bhain le gníomhaíocht mhídhleathach ag tionscnoir turais. Tá breis cásanna de thrádáil mhídhleathach á n-imscrúdú i láthair na huaire.

Clár Oibre do 2006

Déanfaidh an Coimisiún iad seo a leanas:

- déanfaidh sé próiseáil ar iarratais ar cheadúnais de réir éileamh;
- cuirfidh sé méadú táillí ceadúnais i bhfeidhm lena chinntiú go mbíonn an tseirbhís féinmhaoinithe i gcónaí;
- cuirfidh sé saoráidí TF níos fearr i bhfeidhm chun an bhainistíocht a dhéanann an Coimisiún ar a sruthoibre cheadúnaithe a fheabhsú; agus
- tabharfaidh sé isteach foirm iarratais ar cheadúnas a bheidh níos éasca a úsáid.

Is mar seo a leanas atá líon iomlán na gceadúnas a bhronn an Coimisiún i 2005:

Achoimre ar Ghníomhaíocht Cheadúnaithe

Ceadúnais Oibríochta	Deireadh 2004	Deireadh 2005
Ceadúnais Gníomhairí Taistil	333	322
Ceadúnais Tionscnóirí Turais	76	77
Iomlán	409	399

CIONROINNT SEALANNA

Ról an Choimisiúin

De réir rialacha an Choimisiúin Eorpaigh⁵ tá dualgas ar an gCoimisiún um Rialáil Eitlíochta stádas comhordaithe aerfoirt na hÉireann a chinneadh agus éascaitheoir sceideal nó comhordaitheoir a cheapadh in aerfoirt ainmnithe mar is cuí agus mar is gá. Tá cosc ar an gCoimisiún go sonrach an fheidhm chomhordaithe sin a chomhlíonadh é féin.

Aerfoirt ainmnithe in Éirinn

Ainmníodh Aerfort Bhaile Átha Cliath mar aerfort Éascaithe Sceideal i 2000, agus is é an t-aon aerfort éascaithe sceideal in Éirinn é faoi láthair. Le 18.5 milliún paisinéirí ag dul tríd an aerfort go bliantúil, is é an t-aerfort freisin an t-aerfort neamhchomhordaithe is mó san Eoraip. Cheap an tAire éascaitheoir sceideal i 2000, Airport Coordination Limited (ACL), agus i 2002 rinne an Coimisiún athcheapadh ar ACL le haghaidh tréimhse trí-bliana eile a chríochnaigh i Márta 2005.

I ndiaidh comhairliúchán agus comhaontú a dhéanamh le hÚdarás Aerfort Bhaile Átha Cliath agus le páirtithe leasmhara eile i 2005, shínigh an Coimisiún conradh ACL ar feadh tréimhse bliana eile, tréimhse a dtiocfaidh deireadh léi i Márta 2006.

Ba mhaith leis an gCoimisiún an deis seo a thapú chun buíochas a ghabháil le foireann ACL as an ardchaighdeán feidhmíochta atá léirithe acu go leanúnach.

Forbairtí i 2005

Ar iarratas ó Aer Rianta a bhí ann ag an am (anois Údarás Aerfort Bhaile Átha Cliath) chun athbhreithniú a dhéanamh ar stádas comhordaithe Aerfort Bhaile Átha Cliath, rinne an Coimisiún, in Aibreán 2004, measúnú ar inniúlacht Aerfort Bhaile Átha Cliath le cúnadh ó chomhchomhairleoirí seachtracha. Tháinig an Coimisiún ar an gconclúid i nDeireadh Fómhair 2004 nach raibh aon fhadhbanna inniúlachta tromchúiseacha sainaitheanta ag an anailís ó thaobh Aerfort Bhaile Átha Cliath agus nach raibh aon bhunús ann ag an am sin an t-aerfort a ainmniú mar cheann comhordaithe, ach go ndéanfaí monatóireacht ar an gcás agus go n-ainmneofaí an t-aerfort mar cheann comhordaithe dá mbeadh gá sin a dhéanamh. Is é an bunús a leagadh síos ionas go ndéanfaí athbhreithniú ar an gcinneadh ná (i) leibhéal méadaithe gluaiseachtaí i mBaile Átha Cliath mar thoradh ar an mbeartas stad a dhéanamh ag aerfort na Sionainne a mhaolú agus (ii) líon na n-aerlínte a dhiúltaigh comhoibriú le moltaí an Éascaitheora Sceideal.

Ó Dheireadh Fómhair 2004 go dtí Aibreán 2005 fuair an Coimisiún eolas sonraithe ó ACL. Agus aird ar an eolas a fuarthas ghlac an Coimisiún leis an tuairim gur dhóigh go gcuirfeadh an líon aerlínte a bhí ag diúltú (a bhí níos mó ná dúbailte ar an mbliain roimhe sin) isteach ar éifeachtacht socruithe a bhí cheana féin ag Aerfort Bhaile Átha Cliath.

⁵ Rialachán Comhairle (EEC) 95/93 an 18 Eanáir 1993 maidir le Rialacha Coitianta chun sealanna a chionroinnt ar aerfoirt an Chomhphobail arna leasú ag Rialachán 793/2004 ar rialacha coitianta chun sealanna a chionroinnt ag Aerfoirt an Chomhphobail.

Dá réir sin, chinn an Coimisiún ar an 26 Aibreán 2005 Aerfort Bhaile Átha Cliath a ainmniú mar aerfort comhordaithe le héifeacht ó shéasúr sceidil an tSamhraidh 2006 agus as sin amach.

Tá an cinneadh sin faoi réir ag imeachtaí Athbheithnithe Breithiúnaigh faoi láthair arna thionscnú ag Ryanair.

Socruithe comhordaithe amach anseo

Ag teacht ón gcinneadh go ndéanfaí comhordú ar Aerfort Bhaile Átha Cliath, chuir an Coimisiún fáilte roimh thairiscintí ar an 8 Nollaig 2005 trí Iris Oifigiúil na gComhphobal Eorpach (OJEC), chun seirbhísí comhordaithe a sholáthar ag Aerfort Bhaile Átha Cliath don tréimhse cúig-bliana ó thús séasúr sceidil an tSamhraidh 2006. Tá an Coimisiún ag súil Comhordaitheoir a cheapadh sa chéad ráithe de 2006.

Clár oibre do 2006

Beidh siad seo a leanas i measc phríomhghníomhaíochtaí an Choimisiúin i mbliana:

- tabharfaidh sé socruithe tráchtála chun críche a bheidh leagtha amach lena chinnítú go soláthrófar seirbhísí comhordaithe sceidil ag aerfort Bhaile Átha Cliath tar éis foirceannadh a dhéanamh ar an gconradh reatha;
- déanfaidh sé monatóireacht agus cinnteoidh sé go ndéanfar seachadadh éifeachtach ar sheirbhísí comhordaithe;
- leanfaidh sé ag déanamh monatóireachta, chomh fada agus is féidir le forbairtí reachtacha, rialála ag leibhéal an AE; agus
- tabharfaidh sé cosaint in aghaidh an dúshláin dlí maidir lena chinneadh Aerfort Bhaile Átha Cliath a chomhordú.

OIBLEAGÁIDÍ DLÍ AGUS RIARACHÁIN TRÍD IS TRÍD

Oibleagáidí dlí

Treoracha faoi Alt 10 den Acht um Rialáil Eitlíochta, 2001

Tá foráil in Alt 10 den Acht go bhféadfaidh an tAire treoracha polasaí ginearálta a thabhairt don Choimisiún mar a bhreithnítear cuí agus go gcomhlíonfaidh an Coimisiún treoracha den sórt sin.

Ar an 18 Lúnasa 2005, chinn an tAire go raibh sé iomchuí treoir a eisiúint ar an gCoimisiún "d'fhonn a chinntiú agus tú ag teacht ar chonclúidí ar an gcaidhp-phraghas atá molta a chur i bhfeidhm ag Aerfort Bhaile Átha Cliath go nglacfa san áireamh aidhm agus rún an pholasaí Rialtais iomchuí." Foilsíodh téacs iomlán na Treorach sin ar CP5/2005 agus tá sé ar fáil ar láithreán gréasain an Choimisiúin.

Agus é ag déanamh Cinneadh Mheán Fómhair 2005 ar na huasleibhéil táillí aerfoirt ag Aerfort Bhaile Átha Cliath chloígh an Coimisiún leis an treoir sin.

Pearsanra

Tá an Coimisiún fós sásta go bhfuil meascán d'fhoireann chonartha a fuair earcú díreach ag obair aige agus foireann atá ar iasacht ón Roinn Iompair. Bhí 10 a bhí fostaithe go díreach ag an gCoimisiún agus 8 ar iasacht ón Roinn Iompair ar fhoireann an Choimisiúin amhail an 31 Nollaig 2005.

Mar a tugadh le fios blianta roimhe seo, níl an Coimisiún sách láidir fós chun tabhairt faoin raon iomlán freagrachtaí atá sannta air. Gearradh breis freagrachtaí sa réimse a bhaineann le cosaint tomhaltóirí i 2005 nuair a ainmníodh an Oifig mar an comhlacht forfheidhmiúcháin náisiúnta faoi Rialachán AE 261/2004 ar chearta aerphaisinéirí. D'fhéadfaí an t-ualach oibre sin a mhéadú trí fhreagrachtaí breise má ainmnítear an Coimisiún mar chomhlacht forfheidhmiúcháin cosanta tomhaltóirí de bhun Rialacháin Eorpacha⁶ atá á n-aistriú isteach i ndlí na hÉireann faoi láthair.

Cuireadh in iúl don Choimisiún i 2004, i ndiaidh de athnuachan a dhéanamh ar a iarratas chuig an Roinn Iompair d'fhonn sainordú a fháil chun breis foirne a earcú le cur ar a chumas a chuid feidhmeanna reachtúla a chomhlíonadh, go ndéanfaí athbhreithniú ar chás an Choimisiúin i bhfianaise athbhreithnithe ar líon foirne chomhlachtaí neamhthráchtála as a raibh an Roinn freagrach. Bhíothas dóchasach go mbeadh scóip ann mar thoradh air sin aghaidh a thabhairt ar fhadhbanna foirne an Choimisiúin.

Níor tháinig aon chumarsáid bhreise ón Roinn.

Agus aird ar inachtú Acht um Aerfoirt Stáit, 2004, a mhéadaigh freagrachtaí an Choimisiúin maidir le táillí aerfoirt a chinneadh, agus freagrachtaí forfheidhmiúcháin bhreise a shannadh, chinn an Coimisiún go raibh oibleagáid air íoschéimeanna áirithe a ghlacadh a theastódh chun deis a thabhairt de a chuid feidhmeanna a chomhlíonadh.

⁶ Rialachán (EC) Uimh 2006/2004 de Pharlaimint na hEorpa agus den Chomhairle an 27 Deireadh Fómhair 2004 maidir le comhoibriú idir údarás náisiúnta atá freagrach as dlíthe cosanta tomhaltóirí a fhorfheidhmiú.

Bhí an íosfoireann shealadach bhreise fós ag an gCoimisiún le linn 2005 agus measadh go raibh sé sin go hiomlán riachtanach ionas go mbeadh an Coimisiún in ann a chuid freagrachtaí reachtúla a chomhlíonadh agus saineolas teicniúil níos airde a sholáthar. Ag tús 2005 bhí triúr sealadach breise fostaithe ag an gCoimisiún, ach laghdaíodh é sin go dtí duine amháin faoi dheireadh 2005. Lena chois sin, tá an Coimisiún fós ar thóir foireann thacaíochta riaracháin/chléireachais sóisearach sealadach ó ghníomhaireachtaí fostaíochta seachtracha chun dualgais fháiltithe a chomhlíonadh agus chun aghaidh a thabhairt a bhuaicthréimhse oibre sa réimse ceadúnaithe trádála taistil.

Tá socruithe déanta idir an Roinn Iompair agus an tSeirbhís um Cheapacháin Phoiblí, le cúnamh ó Price Waterhouse Coopers, chun Coimisinéir nua a roghnú agus a cheapadh. Tá glactha ag an Uasal Cathal Guiomard, an Leas-Choimisinéir, le húdarás agus le feidhmeanna an Choimisinéara ag feitheamh ar Choimisinéir a cheapadh.

Aoisliúntas

Tá an Coimisiún fós ag feitheamh ar cheadú Aireachta fhoirmiúil chun scéimeanna aoisliúntais reachtúla a cuireadh isteach i mí Iúil 2002 a dhréachtú cé go n-aithníonn sé gur tharla forbairtí le déanaí anuas a raibh sé mar aidhm acu deireadh a chur leis an gceist.

Ag feitheamh ar cheadú Aireachta do na scéimeanna aoisliúntais shubstainteacha feidhmíonn an Coimisiún scéimeanna eatramhacha a fuair ceadú ó na Coimisinéirí loncaim agus ina bhfuil foráil le haghaidh buntáistí is féidir a chur i gcomparáid go díreach leis na scéimeanna substainteacha mar a chuirtear isteach iad.

Bhí gach scéim maoinithe go hiomlán amhail an 31 Nollaig 2005.

Comhchomhairleoirí a Fhostú

Tá sé de chumhacht ag an gCoimisiún faoin Acht um Rialáil Eitlíochta, 2001, comhchomhairleoirí agus comhairleoirí den sórt sin a fhostú mar a bhreithnítear riachtanach chun a chuid feidhmeanna a chomhlíonadh go héifeachtach.

Le linn 2005 choinnigh an Coimisiún comhchomhairleoirí/comhairleoirí eacnamaíochta chun cuidiú leis cinneadh nua a chur le chéile ar tháillí aerfoirt arna n-éileamh faoin Acht um Aerfoirt Stáit, 2004, agus ar an anailís ar riachtanais foirne an Choimisiúin.

Tá polasaí ag an gCoimisiún na feidhmeanna riaracháin sin nach bhfuil ábharthach dá chuid feidhmeanna lárnacha a chur amach ar chonradh. Mar sin i 2005, bhain an Coimisiún leas as tacaíocht seachtrach chun cuidiú le caidrimh meán, cothabháil/tacaíocht do chórais TF agus párolla. Mar a tharla blianta roimhe seo, lean an Coimisiún lena pholasaí féachaint lena chuid freagrachtaí a chomhlíonadh ar bhealach trédhearcach oscailte agus le rochtain éasca. Tá gach doiciméad foilsithe le fáil ar láithreán gréasáin an Choimisiúin, le cruachóipeanna ar fáil saor in aisce ach iad a iarraidh.

Oibleagáidí Riaracháin

Cód Cleachtais um Rialú Fhoras Stáit a Chur i bhFeidhm

D'eisigh an Roinn Airgeadais treoirlínte athbhreithnithe i 2001 chun Forais Stáit a Rialú. Glacadh leis, áfach, sa doiciméad sin go mb'fhéidir nach raibh roinnt gnéithe de na treoirlínte sin oiriúnach nó bainteach go hiomlán le Forais Stáit rialála mar an Coimisiún. Féachann an Coimisiún i gcónaí oibriú go dtí na caighdeáin is airde de rialachas corparáideach agus cuireann sé gach gné de na Treoirlínte a bhaineann le scála agus le nádúr oibríochtaí an Choimisiúin i bhfeidhm.

Ag é ag comhlíonadh ceanglais na dTreoirlínte sin, déanann an Coimisiún an tuairisc seo a leanas: -

Cóid iompair do stiúrthóirí agus d'fhostaithe

Níl aon Stiúrthóirí ag an gCoimisiún. Tá lámhleabhar fostaithe curtha le chéile ag an gCoimisiún ina bhfuil gnéithe maidir le hiompar eiticiúil agus is coinníoll conartha fostaíochta iad na polasaithe sin a fheidhmiú. I measc téarmaí an chóid iompair tríd is tríd bíonn siad sin atá sonraithe sna treoirlínte agus atá ceadaithe mar chuid de na téarmaí agus coinníollacha fostaíochta.

Rialaíonn ceanglais Chód Caighdeán agus Iompair na Státseirbhíse foireann iasachta. Chuir an Coimisiún tús i 2005 le himscrúdú ar a chuid treoirlínte féin ar iompar eiticiúil d'fhonn deachleachtas a léiriú agus na gnéithe infheidhme de chód na Státseirbhíse a chónascadh.

Soláthar Poiblí

Comhlíonann na nósanna imeachta soláthair laistigh den Choimisiún iad sin arna sonrú sna treoirlínte náisiúnta reatha agus, más infheidhme, Treoracha Soláthair an AE. Ag glacadh le nádúr agus scála a chuid ceanglas comhchomhairleoireachta agus comhairleoireachta, is le haghaidh méideanna a bhíonn dlite le bronnadh faoi threoirlínte náisiúnta a bhíonn conarthaí den sórt sin tríd is tríd.

Thionscnaigh an Coimisiún próiseas soláthair OJEU i mí na Nollag 2005 maidir le seirbhísí comhordaithe sceidil a sholáthar ag Aerfort Bhaile Átha Cliath sna cúig bliana dar tús 28 Márta 2006, agus le haghaidh tacaíocht chomhchomhairleoireachta eacnamaíochta ghinearálta i Feabhra 2006.

Diúscairt Sócmhainní chuig Tríú páirtithe

Níl aon sócmhainní ag an gCoimisiún ar an scála arna samhlú faoi na Treoirlínte. Is troscán oifige agus trealamh TF is mó atá i gceist le sócmhainní an Choimisiúin. Le linn 2005 bhí líon beag breise stáisiún oibre TF ann ná mar a theastaigh mar gheall ar iad a bheith as feidhm. Cuireadh ar fáil iad sin don fhoireann le fáil réidh leo ag teacht le polasaí ach ní raibh aon duine á n-iarraidh. Fuarthas réidh leo go seachtrach ansin agus ní raibh aon chostas ná ioncam i gceist don Choimisiún. Tá aird ag an gCoimisiún ar mholtaí an Ard-Reachtair Cuntas agus Ciste maidir le diúscairt sócmhainní.

Fochuideachtaí agus Éadálacha a Bhunú

Níor bunaíodh aon fochuideachtaí ná aon éadálacha le linn 2005.

Éagsúlacht

Ní dhearna an Coimisiún aon mholtaí éagsúlachta don Aire le linn 2005.

Breithmheas ar Infheistíocht

Ní raibh aon mholtaí caiteachais caipitil thráchtála ag an gCoimisiún i 2005 cé is moite de líon beag trealamh oifige agus TF a fháil/cinn nua a chur in áit seanchinn. Ní dhearnadh breithmheas ar infheistíocht ar an mbealach arna shamhlú ag na Treoirínte.

Luach saothair agus Táillí Stiúrthóirí

Luach saothair an Choimisinéara

Cinneann an Comhlacht Athbhreithnithe um Luach Saothair Níos Airde san Eanáil Phoiblí luach saothair an Choimisinéara agus níl aon ról ag an gCoimisinéir i dtaca leis an leibhéal sin a leagan síos. Fuair an Coimisinéir na méaduithe a cheadaigh an Rialtas ag teacht as moltaí Thuarascáil Uimh. 40 a ghlacadh. Níl aon táillí náluach saothair bhreise iníoctha leis an gCoimisinéir.

Luach saothair na foirne

Leagtar síos leibhéal tuarastail foireann an Choimisiúin go lárnach agus ní dhéantar athruithe cé is moite d'incrimintí bliantúla agus athbhreithnithe pá más infheidhme, ach amháin le toiliú an Aire Iompair agus an Aire Airgeadais. Níl aon táillí ná luach saothair bhreise iníoctha le foireann an Choimisiúin.

De bhrí nach bhfuil aon Bhord ag an gCoimisiún, níl aon Stiúrthóirí ann. Mar thoradh air sin, ní bhíonn aon táillí Stiúrthóirí le híoc.

Socruithe tuairiscithe airgeadais

Tugann an Coimisiún tuairiscí mar sin don Aire Iompair agus don Roinn mar is gá. Tá córas cuntasáochta inmheánach atá forbartha go hiomlán ag an gCoimisiún, a chuireann tuairiscí bainistíochta míosúla shonraithe agus airgeadais ar fáil don bhainistíocht sinsearach. Feidhmíonn an Coimisiún córas cuntasáochta fabhráithe. Ina theannta sin bíonn an Coimisiún faoi réir ag iniúchadh ón Ard-Reachtaire Cuntas agus Ciste.

Pleanáil Straitéiseach agus Chorporáideach

Tá feidhmeanna agus freagrachtaí an Choimisiúin leagtha amach san Acht um Rialáil Eitlíochta, 2001, arna leasú ag an Acht um Aerfoirt Stáit, 2004. Leagann an Coimisiún amach plean oibre i gcás gach réimse feidhmíochta ar bhonn bliantúil agus tá sé sin leagtha amach chun cuspóirí agus oibleagáidí reachtúla faoi seach gach réimse a chomhlíonadh. Ina theannta sin, tugann an Coimisiún tuairisc bhliantúil don Aire faoin mbealach inar chomhlíonadh na feidhmeanna sin an bhliain roimhe sin agus tugann sé cuntas ar a mholtaímeántéarmacha straitéiseacha chun na feidhmeanna sin a chomhlíonadh.

AIRGEADAS

Tuarascálacha agus Cuntais

Cuireann an Coimisiún cuntais bhainistíochta míosúla shonraithe agus tuarascálacha athraitheacha buiséid mhíosúil le chéile a chuirtear isteach chuig gach Ceannaire Feidhme. Déanann an tArd-Reachtaire Cuntas agus Ciste iniúchadh ar chuntais an Choimisiúin.

Torthaí airgeadais don bhliain dár chríoch 31 Nollaig 2004

Rinne an tArd-Reachtaire Cuntas agus Ciste iniúchadh ar na ráitis airgeadais le linn 2005 agus cuireadh isteach chuig an Aire iad le cur faoi bhráid Thithe an Oireachtais, arna n-éileamh ag Alt 26(b) den Acht um Rialáil Eitlíochta, 2001. Leagadh síos iad sin ar an 27 Iúil 2005.

Coiste Iniúchta

Bhunaigh an Coimisiún, ag comhlíonadh ceanglais an Chóid Cleachtais um Rialú Fhoras Stáit, Coiste Iniúchta, le linn 2005. Thángthas go seachtrach ar chomhaltaí an Choiste, de bhrí nach bhfuil aon foráil i struchtúr eagrúcháin an Choimisiúin do Bhord sa ghnáthchiall a bhíonn leis sin. Tionóladh an chéad chruinniú ar an 27 Deireadh Fómhair 2005 agus buailfidh an Coiste le chéile ar bhonn ráithe i 2006.

Iniúchadh inmheánach

Mar a tugadh le fios inár Ráiteas ar Rialú Airgeadais Inmheánach, d'fhonn freagracht an Choimisiúin a chomhlíonadh ar bhealach a chinntíonn géilliúntas, tá struchtúr eagrúcháin bunaithe ag an gCoimisinéir le nósanna imeachta feidhmithe agus tuairiscithe soiléire, línte freagrachta, teorainneacha údaraithe, scaipeadh dualgas agus údarás tarmligthe.

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

De bhrí nach raibh Coiste Iniúchta i bhfeidhm ag an gCoimisiún go dtí gar do dheireadh na bliana, cinneadh feidhmiú chlár iniúchta inmheánaigh 2005 a bhí pleanáilte a chur siar go dtí go mbeadh an Coiste ceaptha agus in ann athbhreithniú a dhéanamh, le cúnaimh ó na hiniúcháirí inmheánacha, ar ábhar an chláir oibre a bhí molta. Tá an t-athbhreithniú sin déanta anois agus tá iarrtha ag an gCoimisiún ar chomhlacht Deloitte iniúchadh inmheánach 2005 a dhéanamh agus a chomhlánú.

Géilliúntas Cánach

Tá an Coimisiún dlite i dtaca le hÁSPC, CBL agus PSWT. Tá gach aschur cánach iomchuí curtha isteach ag an gCoimisiún do 2005 agus tá sé ag comhlíonadh a chuid dualgas cánach.

Tobhach

Tá foráil in Alt 23 den Acht um Rialáil Eitlíochta, 2001, chun críche costais a thabhaíonn an Coimisiún i gceart le linn de a chuid feidhmeanna a chomhlíonadh faoin Acht a íoc, go bhféadfadh an Coimisiún rialacháin a dhéanamh ina ngearrfaí tobhach chun costais agus speansais fheidhmithe measta a chomhlíonadh ach gan iad a shárú. Tá an tobhach sin iníoctha de réir aicmí gealltanais den sórt sin arna sonrú ag an gCoimisiún. Tugtar aon bharrachas/(eascnamh) in aon bhliain amháin ar aghaidh agus cuirtear in aghaidh Tobhach na bliana ina dhiaidh sin é.

Rinneadh rialacháin dar teideal "Rialacháin 2005, Acht um Rialáil Eitlíochta, 2001, (Tobhadh Uimh. 6) (I.R. Uimh. 829 de 2005) ar an 19 Nollaig 2005 le héifeacht a thabhairt do Thobhach measta an Choimisiúin do 2006 ar ionann é agus €2.6 milliún.

Dréacht Ráitis Airgeadais don bhliain dár chríoch 31 Nollaig 2005

Tá dréacht ráitis airgeadais don bhliain dár chríoch 31 Nollaig 2005, agus atá faoi réir ag iniúchadh ón Ard-Reachtaire Cuntas agus Ciste, leagtha amach sna leathanaigh ina dhiaidh seo.

Mar is léir ó na cuntais atá faoi iamh, a léiríonn barrachas airgeadais charnaigh ó bhlianta roimhe seo, bhí an Coimisiún in ann Tobhach 2005 a laghdú go dtí €0.868 milliún, ó €3.01 milliún i 2004, agus easnamh feidhmithe de €2.3 milliún do 2005 mar sin a mhaoiniú ón iarmheid €2.3 milliún a bhí ann ag deireadh 2004.

AN COIMISIÚN UM RIALÁIL EITLÍOCHTA

Cuntas Ioncam & Caiteachais don bhliain dár chríoch 31 Nollaig 2005

	Nótaí	2005 Iomlán €	2004 Iomlán €
Admhálacha Tobhaigh	2	868,333	3,097,500
Táillí Ceadúnais	2	482,688	420,365
Eile		<u>22,697</u>	<u>32,526</u>
Oll-ioncam		1,373,718	3,550,391
Aistriú go/ó Cuntas Caipitil	9	<u>12,367</u>	<u>(16,519)</u>
Glan-ioncam		1,386,085	3,533,872
Caiteachas	3		
Tuarastail	4	1,130,372	1,325,697
Comhchomhairleoireacht		949,427	465,973
Táillí Dí		626,772	164,472
Fógraíocht & Caidrimh Phoiblí		85,092	77,352
Taisteal & Cothabháil		5,027	9,863
Oiliúint		16,660	28,611
Táille Iniúchta		23,771	18,480
Cothabháil Ghréasáin		26,503	50,455
Cíos		280,271	277,655
Leictreachas		6,776	6,387
Cothabháil Oifige		8,342	6,679
Árachas		88,152	114,897
Páipéareachas Oifige		17,017	16,422
Post & Iompar		3,861	4,462
Teileafón		14,759	19,561
Comhordú Seala Aerfort Bhaile Átha Cliath		227,402	190,336
Dímheas		22,431	18,526
Muirear Seirbhíse		37,467	34,504
Rátaí		29,092	27,712
Eile		<u>83,758</u>	<u>58,790</u>
		<u>3,682,954</u>	<u>2,916,834</u>
Barrachas / (Easnamh) Oibríochta		<u>(2,296,869)</u>	<u>617,038</u>
Iarmhéid amhail an 1 Eanáir 2005		2,292,107	1,675,069
Barrachas Oibríochta don bhliain		<u>(2,296,869)</u>	<u>617,038</u>
Iarmhéid amhail an 31 Nollaig 2005		<u>(4,762)</u>	<u>2,292,107</u>

Is cuid thábhachtach de na Ráitis Airgeadais seo é an Ráiteas ar Bheartais Chuntasafóchta, Ráitheas Sreabhadh Airgid agus na Nótaí 1 go dtí 18.

Cathal Guiomard
Coimisinéir Gníomhach

Dáta

AN COIMISIÚN UM RIALÁIL EITLÍOCHTA

Clár Comhordaithe amhail an 31 Nollaig 2005

	Nótaí	2005		2004	
		€	€	€	€
Sócmhainní Seasta					
Sócmhainní Inláimhsithe	5		64,778		77,145
Sócmhainní Reatha					
Féichiúnaithe agus Réamhíocaíochtaí	7		15,770,572		17,017,786
Cuntais Bhainc	6		<u>911,525</u>		<u>500,355</u>
			16,682,097		17,518,141
Creidiúnaithe:					
Méideanna dlíte laistigh de bhliain amháin					
Creidiúnaithe agus Fabhruithe	8		(1,532,336)		(1,116,024)
Cuntais Bhannaí Airgid	6		(15,154,523)		(14,110,010)
Glansócmhainní Reatha			(4,762)		2,292,107
Glansócmhainní			60,016		2,369,252
Arna airgeadú ag					
Barrachas/(Easnamh)					
an Chuntais Ioncaim & Caiteachais			(4,762)		2,292,107
Cuntas Caipitil	9		64,778		77,145
Caipiteal arna Fhostú			60,016		2,369,252

Is cuid thábhachtach de na Ráitis Airgeadais seo é an Ráiteas ar Bheartais Chuntasaíochta, Ráiteas Sreabhadh Airgid agus na Nótaí 1 go dtí 18.

Cathal Guiomard
Coimisinéir Gníomhach

Dáta

AN COIMISIÚN UM RIALÁIL EITLÍOCHTA

Ráiteas Sreabhadh Airgid don bhliain dár chríoch 31 Nollaig 2005

	2005	2004
Nótaí	€	€
Réiteach barrachais oibríochta chuig glan insreabhadh/(eis-sreabhadh airgid ó ghníomhaíochtaí oibríochta		
Barrachas/(easnamh) ar Ioncam & Caiteachas	(2,296,869)	629,145
Dímheas	22,431	10,786
Ús Bainc	(20,122)	(33,538)
Aistriú (ó)/chuig Cuntas Caipitil	(12,367)	16,519
Laghdú/(Méadú) i bhFéichiúnaithe	(404,680)	(9,222)
Laghdú/(Méadú) i Réamhíocaíochtaí	(6,490)	23,794
Laghdú/(Méadú) i gCreidiúnaithe	182,110	(49,648)
Laghdú/(Méadú) i bhFabhrúithe	<u>234,202</u>	<u>(269,596)</u>
Glan Insreabhadh/(Eis-sreabhadh) Airgid ó Ghníomhaíochtaí Oibríochta	<u>(2,301,785)</u>	<u>318,240</u>
Ráiteas Sreabhadh Airgid		
Glan Insreabhadh/(Eis-sreabhadh) Airgid ó Ghníomhaíochtaí Oibríochta	(2,301,785)	318,240
Achuir ar Infheistíochtaí		
Ús Bainc	20,122	33,538
Caiteachas Caipitil		
Ceannach sócmhainní seasta	(10,064)	(27,305)
Maoniniú		
Méadú/(Laghdú) i gCuntas Bannaí Airgid & TPF	1,044,513	450,174
Bainistiú Acmhainní Leachtacha		
(Méadú)/Laghdú i gCistí ar Éarlais	<u>2,477,377</u>	<u>(435,585)</u>
Méadú/(Laghdú) in Iarmhéideanna Airgid	<u>1,230,163</u>	<u>339,062</u>
Réiteach ar ghlan sreabhadh airgid chuig gluaiseachtaí i nglanchistí		
Méadú/(Laghdú) ar airgead ar láimh sa tréimhse	1,230,163	339,062
Airgead a úsáideadh chun acmhainní leachtacha a mhéadú	<u>(2,477,377)</u>	<u>435,585</u>
Athrú i nGlanchistí	<u>(1,247,214)</u>	<u>774,647</u>
Glanchistí Oscailte	<u>17,017,786</u>	<u>16,243,139</u>
Glanchistí Dúnta	<u>15,770,572</u>	<u>17,017,786</u>

Is cuid thábhachtach de na Ráitis Airgeadais seo é an Ráiteas ar Bheartais Chuntasaíochta, Ráiteas Sreabhadh Airgid agus na Nótaí 1 go dtí 18.

Cathal Guiomard
Coimisinéir Gníomhach

Dáta

AGUISÍN I - PÁIPÉIR AN CHOIMISIÚIN/FÓGRAÍ ARNA N-EISIÚINT IN 2005.

Uimhir	Dáta Eisithe	Teideal
CP 01/2005	22 Márta 2005	Uasleibhéil Táillí Seirbhísí Críochfoirt Eitlíochta Réamh-Ghéilliúintas Bliantúil Ráiteas don Bhliain Rialála 26 Márta 2004 go dtí 25 Márta 2005 agus an Caidhp-Phraghas a Ríomh don Bhliain Rialála 26 Márta 2005 go dtí 25 Márta 2006
CP 02/2005	31 Bealtaine 2005	Uasleibhéil Táillí Aerfoirt Dréacht Chinneadh agus Meamram Mínitheach
CP 03/2005	29 Meán Fómhair 2005	Uasleibhéil Táillí Aerfoirt Cinneadh ar Uasleibhéil Táillí Aerfoirt agus Meamram Mínitheach
CN 01/2005	16 Márta 2005	Fógra maidir leis an tráthchlár molta chun cinneadh a dhéanamh ar an uasleibhéil táillí aerfoirt ag Aerfort Bhaile Átha Cliath
CN 02/2005	8 Aibreán 2005	Fógra maidir le cumhachtaí an Choimisiúin faoina rialacháin láimhseála ar an talamh maidir le cead siarghabhálach a fháil chun rochtain saor in aisce a fháil ar fheistis.
CN 03/2005	26 Aibreán 2005	Cinneadh chun Aerfort Bhaile Átha Cliath a ainmniú mar aerfort comhordaithe
CN 04/2005	4 Bealtaine 2005	Foilsíú na Dréacht Chinneadh curtha sia
CN 05/2005	4 Bealtaine 2005	Fógra maidir le ceanglais árachais nua i gcás aer-iompróirí
CN 06/2005	30 Meán Fómhair 2005	Fógra faoi Chinneadh agus Tuarascáil
CN 07/2005	28 Deireadh Fómhair	Fógra maidir le hiarratas ó/darás Aerfort Bhaile Átha Cliath le cead a fháil coigeartú bliantúil a dhéanamh do bhoilsciú i dtaca le táillí deasca cláraithe ag Aerfort Bhaile Átha Cliath
CN 08/2005	24 Samhain 2005	Cinneadh ar an iarratas cead a fháil don iarratas ar choigeartú bliantúil a dhéanamh do Bhoilsciú maidir le táillí deasca cláraithe ag Aerfort Bhaile Átha Cliath