



**Quality of Service Monitoring
for Terminal Services at
Cork, Dublin and Shannon Airports**

October – December 2013

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Commission for Aviation Regulation

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1. IAA Quality of Service Monitoring Scheme

- 1.1 This document presents the results for the quality of service monitoring schemes for aviation terminal services at Dublin, Cork and Shannon airports for the period October to December 2013. It reports the results provided to the Commission by the Irish Aviation Authority (IAA).
- 1.2 The Final Determination (CP2/2011)¹ for aviation terminal service charges introduced a service-quality term to the price-cap formula. This term, which took effect in January 2012, links the price cap on aviation terminal service charges with the service quality provided by the IAA. It provides a financial incentive for the IAA to avoid delays due to staffing problems, including industrial action, and equipment failure.
- 1.3 The annual price cap is reduced by 0.33 per cent if, on a given day, there are one or more Air Traffic Flow Management (ATFM) delays in excess of 15 minutes at Cork, Dublin or Shannon airports reported in the Control Flow Management Unit (CFMU) data with the codes ATC Industrial Action", "ATC Equipment", "ATC Staffing" or "ATC Capacity"; or airlines have cancelled flights departing from any of these three airports on the basis of communications from the IAA indicating that problems with staffing or equipment failure will impair aviation terminal services at those airports.
- 1.4 The service quality term can reduce the price cap by a maximum of 10 per cent per annum. This would arise if a combination of staffing problems and equipment failure code delays and cancellations occur for 30 or more days in the year. The quality of service regime focusses on two factors within the IAA's control – problems with staffing and equipment – but the Commission included four ATFM delay codes to try to capture all delay reports that might relate to problems with staffing and equipment.

¹ Available under http://www.aviationreg.ie/_fileupload/2011%20ATSC%20Final%20determination.pdf

2. IAA Quality of Service results

- 2.1 The Commission has now received the ATFM delay data from the IAA for the fourth quarter of 2013. During the fourth quarter of 2013, there were no ATFM delays with the codes "ATC Industrial Action", "ATC Equipment", "ATC Staffing" or "ATC Capacity" in excess of 15 minutes.
- 2.2 We have received no communication from airlines indicating that there was a breach of the quality of service term.
- 2.3 We conclude that the IAA has met its service quality target in that period.

3. 2013 Price Cap

- 3.1 The Commission now has all the quality of service results required to calculate the 2013 price cap, as described in CP2/2011.²
- 3.2 The IAA met all the quality of service results during 2013, so there is no adjustment to the price cap on account of service quality.
- 3.3 Combining these quality of service results with the other information required to calculate the final price cap generates a cap for aviation terminal service charges in 2013 of €153.72 per terminal service unit.

² CP 2/2011 available under <http://www.aviationreg.ie/fileupload/2011%20ATSC%20Final%20determination.pdf>