



ÚDARÁS EITLÍOCHTA NA hÉIREANN  
IRISH AVIATION AUTHORITY

## SCHEDULE OF FEES

### 2. Cost Recovery Domains

and

### General Passenger Charge

Schedule No.	2
Title	Cost Recovery Domains and General Passenger Charge
Effective Date:	02 March 2026
Version:	2026/02
Purpose of Revision:	To update charges for 2026.

## 1. INTRODUCTION TO IAA FEES AND CHARGES

- 1.1 The IAA does not receive income from the central exchequer. The IAA is funded by charges levied on the organisations and individuals it regulates. It must ensure that it generates sufficient income to meet the costs of performing its safety, security, passenger rights and economic regulatory functions. The IAA's functions are set out and described in the Irish Aviation Authority Act, 1993, the Aviation Regulation Act 2001 and the Air Navigation and Transport Act, 2022.
- 1.2 Section 44 of the Irish Aviation Authority Act 1993, as amended, states:  
*(1) The company may charge such amounts as it considers appropriate in respect of any of the following:*  
*(a) the performance by it of its functions under this Act or any other enactment;*  
*(b) services provided by it to other persons;*  
*(c) property, real or personal, sold, hired or leased by it to other persons.*  
*(2) The company may charge such amounts as it considers appropriate in respect of any functions performed by it pursuant to any European Union Regulations listed in Schedule 2 of the Irish Aviation Authority Act, 1993, as amended.*  
*(3) Any amount due by a person to the company in respect of a charge under this section may be recovered by the company from the person as a simple contract debt in any court of competent jurisdiction.*
- 1.3 The charges applied by the IAA are those set out in the Schedule of Charges. Where a Schedule of Charges covers an activity, it is the sole basis on which the IAA will charge for that activity.
- 1.4 The IAA requires the payment of charges to the company, in such amounts as are specified in the Schedule of Charges, for the performance of its functions under this Act or any other Enactment. The charge in respect of an activity set out in the Schedule of Charges shall be paid to the Authority prior to grant or renewal of any certificate, licence, instrument of approval or authorisation concerned or prior to the undertaking of an examination or test subject to a fee under that Schedule. For charges and fees calculated by reference to hourly or daily rates, the relevant amount for payment shall be set out based on actual time spent or actual expenses incurred on that activity, with invoices for payment sent monthly in arrears. Such charges shall be payable within 30 days of the date of invoice. Any such activity shall cease upon non-payment of the relevant charges.
- 1.5 No certificate, licence, instrument of approval, authorisation, activity, examination or test subject to a charge under the Schedule shall be granted, amended, renewed or carried out absent the payment of the relevant charge to the IAA.
- 1.6 The charges in this schedule are expressed as different amounts of fees and charges and are specified, and shall be paid, in Euro (€). All fees and charges are VAT exempt.
- 1.7 Charges shall be payable by direct bank transfer or equivalent instantaneous transfer of funds to the bank account specified by the IAA.
- 1.8 The charges set out in this Schedule take effect from 1 January 2026 and shall apply to the classes of undertakings and persons mentioned in the activities set out in the Schedule and the relevant functions of the IAA as set out in statute.

## Cost Recovery Domains and General Passenger Charge

The following charges apply for the calendar year 2026.

Classes of Undertaking	Total charges to be collected	Description	Matters to which the charge relates
An airport authority having vested in it a State Airport subject to the regulation of airport charges (daa – Dublin Airport)	€2,929,547	Charged to daa for the economic regulation of Dublin Airport	Regulation of airport charges
An airport authority having vested in it a “coordinated airport” or a “schedules facilitated” airport (daa – Dublin Airport)	€962,480	50% of the cost of Capacity and Slot allocation of €1,924,960 levied on daa for Dublin Airport. €962,480.	Capacity and Slot allocation – Dublin Airport
Irish registered air carriers	€962,480	50% of the cost of Capacity and Slot allocation of €1,924,960 levied on Irish registered air carriers, pro-rated by the number of movements at Dublin Airport. €962,480.	Capacity and Slot allocation – Dublin Airport
An airport authority with commercial scheduled passenger traffic	€1,871,872	Prorated by the number of passengers, approximately €0.046 per passenger	Consumer Protection (Air Passenger Rights, PRM and Accessibility Act)
A union airport as defined in ReFuelEU (Dublin, Cork and Shannon airports)	€521,484	Prorated by the number of passengers, approximately €0.0131 per passenger	Sustainable Aviation (ReFuelEU and related activity)
An airport authority with commercial scheduled passenger traffic	€3,224,839	Prorated by the number of passengers, approximately €0.157 per departing passenger	Aviation Security
An airport authority with commercial scheduled passenger traffic in excess of 10,000 movements per year	€1,440,867	Prorated by the number of passengers, approximately €6.00 per movement	Safety oversight of Aerodromes
A provider of air traffic control and air navigation services subject to the oversight of the IAA	As set out in RP4	Covered by the NSA charge on AirNav Ireland	Regulation of air navigation services charges
An airport authority with commercial scheduled passenger traffic	€3,263,529	Prorated by the number of passengers, approximately €0.08 per passenger	General Passenger Charge

*Note: For the purposes of calculating amounts due by individual entities, for prorated amounts, and for the above displayed per unit estimates, 2024 passenger or movement numbers are used.*

## Definitions

“airport authority” has the meaning assigned to it by the Air Navigation and Transport (Amendment) Act, 1998.

“consumer protection” means the functions and responsibilities of the IAA under (a) Regulation (EC) No. 261/2004 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 (b) Regulation (EC) No. 1107/2006 of the European Parliament and of the Council of 5 July 2006 concerning the rights of disabled persons and persons with reduced mobility when travelling by air.

The IAA is the competent authority under The European Union (Accessibility Requirements of Products and Services) Regulations 2023, Part 2 General (2) (c) in relation to the services specified in subparagraph (c) of Regulation 3(2) in so far as they relate to air passenger transport services. The European Union (Accessibility Requirements of Products and Services) Regulations 2023 defines “air passenger transport services” as commercial passenger air services, as defined in Article 2(1) of Regulation (EC) No. 1107/2006 of the European Parliament and of the Council of 5 July 2006, on departure from, on transit through, or on arrival at an airport, when the airport is situated in the territory of a Member State, including flights departing from an airport situated in a third country to an airport situated in the territory of a Member State where the services are operated by Union air carriers.

“coordinated airport” has the meaning assigned to it by Council Regulation (EEC) No 95/93, as amended, on common rules for the allocation of slots at Community airports.

"Irish registered airlines" means airlines on the Irish Register of Civil Aircraft, operating at Dublin Airport, to which Council Regulation (EEC) No. 93/95, as amended applies.

“schedules facilitated airport” has the meaning assigned to it by Council Regulation (EEC) No. 95/93, as amended, on common rules for the allocation of slots at Community airports.

"slot allocation" means the activities associated with Dublin Airport in accordance with the provisions of Council Regulation (EEC) No. 95/93 as amended.