

COMMUNICATION FROM THE COMMISSION PURSUANT TO ARTICLE 4 (1) (a) OF  
COUNCIL REGULATION (EEC) No 2408/92

Revision by Ireland of public service obligations in respect of scheduled air services between  
Dublin and Sligo

(97/C 312/09)

(Text with EEA relevance)

1. Ireland has decided to revise the public service obligations published in the *Official Journal of the European Communities* C 3 of 6 January 1996 pursuant to Article 4 (1) (a) of Council Regulation (EEC) No 2408/92 of 23 July 1992 on access for Community air carriers to intra-Community air routes, in respect of scheduled air services with effect from 18 January 1998 on the Dublin-Sligo-Dublin route.

2. The revised public service obligations are as follows:

2.1. *Minimum frequency and seating capacity:*

- The services must be operated at the rate of at least two return trips per day during the months April to September inclusive and one return trip per day during the months October to March inclusive, scheduled to connect with air routes to/from Dublin,
- minimum 100 seats per day both to and from Sligo during the months April to September inclusive and 50 seats per day during the months October to March inclusive.

The requirements apply throughout the year. There is a service obligation on both Saturdays and Sundays. The requirement as to connections with air routes to/from Dublin refers only to the required minimum number of flights.

2.2. *Type of aircraft used and capacity provided:*

- The services must be operated by aircraft with pressurized cabin with a minimum capacity of 30 passenger seats,
- carriers' attention is drawn to technical and operative conditions applying at the airports. For further information please contact Aviation Regulation and International Relations Division, Department of Public Enterprise, Kildare Street, Dublin 2, Tel: (353-1) 604 10 48, Fax: (353-1) 670 74 11.

2.3. *Timetables:*

- Timetables should facilitate connections at Dublin Airport for transit passengers, including business

travellers, flying between Sligo and destinations in the United Kingdom and continental Europe.

2.4. *Fares:*

- A range of fares may be applied subject to a maximum return fare of £ Irl 89. At least 50 % of the seats must be available at £ Irl 79 return or lower,

- where interline agreements are concluded concerning the PSO route, such agreements should follow with regard to fares on the route, the prorata system in accordance with international rules,

- the maximum fare may be increased each year on 1 January if an abnormal and unforeseeable increase in the cost factors affecting the operation of the routes takes place for which the carrier is not responsible. The new maximum fare will be notified to the carrier operating the service and will not enter into force prior to its notification to the European Commission and publication in the *Official Journal of the European Communities*.

2.5. *Marketing of flights:*

- Flights must be marketed using at least one computerized reservation system.

2.6. *Continuity of services:*

- Except in cases of *force majeure*, the number of flights cancelled for reasons directly attributable to the carrier must not exceed 2 % of the number of flights on an annual basis,
- the carrier must give at least six months' notice before discontinuing services.