

NOTE:

- Any information concerning the availability of the standards can be obtained either from the European standardisation organisations or from the national standardisation bodies of which the list is annexed to Council Directive 83/189/EEC ⁽¹⁾ amended by Directive 94/10/EC ⁽²⁾.
- Publication of the references in the *Official Journal of the European Communities* does not imply that the standards are available in all the Community languages.
- The Commission ensures the updating of this list ⁽³⁾.

⁽¹⁾ OJ L 109, 26.4.1983, p. 8.

⁽²⁾ OJ L 100, 19.4.1994, p. 30.

⁽³⁾ OJ C 245, 23.8.1996, p. 2.
OJ C 149, 17.5.1997, p. 5.
OJ C 338, 8.11.1997, p. 10.
OJ C 144, 9.5.1998, p. 2.

**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 a scheduled air service between
Dublin and Donegal**

(98/C 268/06)

(Text with EEA relevance)

1. Ireland has decided to revise the public service obligations published in *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 a scheduled air service with effect from 1 January 1999 on the **Dublin-Donegal-Dublin** route.

2. **The revised public service obligations are as follows:**

2.1. *Minimum frequency and seating capacity*

- The service must be operated at the rate of at least one return trip per day, scheduled to connect with air routes to/from Dublin.
- Minimum 30 seats per day both to and from Donegal.

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 minimum number of required flights.

2.2. *Type of aircraft used*

- The service may be operated by either pressurised or non-pressurised aircraft 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) 601 10 48, Fax: (353-1) 670 74 11.

2.3. *Timetables*

The flight schedules must connect with waves of arrivals/departures at Dublin.

2.4. *Fares*

- A range of fares may be applied subject to a maximum return fare of IEP 89 and a maximum single fare of IEP 50. At least 50 % of the seats must be available at IEP 79 return (IEP 40 single) or lower.
- Where interline agreements are concluded concerning the PSO route, such agreements should follow, with regard to fares on the route, the *pro rata* system in accordance with international rules.
- If an abnormal and unforeseeable increase in the cost factors affecting the operation of the route takes place for which the carrier is not responsible, the maximum fares may be increased at an appropriate time in proportion to the increase. 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 computerised 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.
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