

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

Revision by Ireland of public service obligation in respect of scheduled air services between
Dublin and Galway

(2000/C 265/04)

(Text with EEA relevance)

1. Ireland has decided to revise the public service obligation published in the *Official Journal of the European Communities* C 312 of 14 October 1997 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 2001 on the Dublin-Galway-Dublin route.
 - (i) at least 60 seats per day each way to and from Galway/Dublin being available at a return fare of IEP 87 (EUR 110) or lower;
 - (ii) a maximum return fare of IEP 97 (EUR 123) in respect of a maximum of 60 seats per day each way to and from Galway/Dublin;
 - (iii) no fare restriction shall apply to the balance of the minimum seat requirement (150 per day each way on the route).
2. **The public service obligation is as follows:**
 - 2.1. *Minimum frequency and seating capacity:*
 - (a) The services must be operated at the rate of at least three return trips per day, 7 days per week;
 - (b) A minimum of 150 seats per day each way to and from Galway/Dublin (i.e. a minimum of 300 seats in both directions) must be provided, 7 days per week.

The requirements apply throughout the year.
 - 2.2. *Type of aircraft used:*
 - (a) The services must be operated by pressurised aircraft with a minimum capacity of 30 passenger seats;
 - (b) Carriers' attention is drawn to technical and operative conditions applying at the airports. For further information please contact Airports Division, Department of Public Enterprise, 44 Kildare Street, Dublin 2, Mr Ken Gorman, Tel. (353-1) 604 16 18, fax (353-1) 604 16 81.
 - 2.3. *Timetables:*

The flight schedules must include an early morning flight from Galway to Dublin and a late evening flight from Dublin to Galway to enable passengers on business trips to make a round trip within the day.
 - 2.4. *Fares:*
 - (a) A range of fares may be applied subject to:
 - (b) 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.
 - (c) The maximum fare may be increased once each year with the prior consent of the Minister for Public Enterprise 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 of 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:*
 - (a) 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;
 - (b) The carrier must give at least six months' notice before discontinuing services.