Standby Aircraft Incentive (SAI) 2011
Terms and Conditions & Application Form

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Terms and Conditions & Application Form

Valid from January 1st 2011

Introduction:

DAA has decided to introduce a temporary Standby Aircraft Incentive 2011 for Relevant Operators in respect of aircraft parking charges. A Relevant Operator shall not be charged aircraft parking charges (as defined in clause 3.2 of the Dublin Airport Charges document) in relation to a Standby Aircraft for periods on which it is parked on a Standby Aircraft Stand.

Definitions:

1. **1998 Act** means the Air Navigation and Transport (Amendment) Act 1998.

2. **Associated Undertaking** means an associated undertaking as defined in Regulation 34 of the European Communities (Companies: Group Accounts) Regulations 1992.

3. **Holding Company** means a holding company as defined in section 155 of the Companies Act 1963.

4. **Operator** means an operator of an aircraft as defined in section 2(1) of the 1998 Act 1998 or a Registered Owner together with any Holding Company, Subsidiary, Subsidiary of such Holding Company or any Associated Undertaking of such operator or Registered Owner.

5. **Registered Owner** means the registered owner of an aircraft as defined in section 2(1) of the 1998 Act together with any Holding Company, Subsidiary, Subsidiary of such Holding Company or any Associated Undertaking of such registered owner.

6. **Relevant Operator** means an Operator that has at least one aircraft based overnight at Dublin Airport for the duration of the Standby Aircraft Incentive 2011 and conducts commercial flight operations to and from Dublin Airport every day for the duration of the Standby Aircraft Incentive 2011.

7. **Standby Aircraft** means an aircraft that is:

    i. on standby to be used exclusively by a Relevant Operator for the purpose of temporarily replacing one or more aircraft (operated by the same Relevant Operator to or from Dublin Airport) which is prevented from flying into or out of Dublin Airport by reason of technical, mechanical and/or operational problems;
    ii. not subject to a pre-planned flying programme to a destination to or from Dublin Airport, or any other airport; and
    iii. designated by a Relevant Operator as a Standby Aircraft under this Standby Aircraft Incentive 2011.

8. **Standby Aircraft Stand** means a stand specified by DAA to a Relevant Operator from time to time where the Relevant Operator may park a Standby Aircraft.

9. **Subsidiary** means a subsidiary as defined in section 155 of the Companies Act 1963.

Terms and Conditions:

a. The Standby Aircraft Incentive 2011 will from the 1st January 2011

b. A Relevant Operator shall not be charged aircraft parking charges (as defined in clause 3.2 of the Dublin Airport Charges 2011 document) in relation to a Standby Aircraft for periods on which it is parked on a Standby Aircraft Stand. If the Standby Aircraft moves off the Standby Aircraft Stand to another stand then a Relevant Operator will be charged the normal aircraft parking charges for that stand.

c. A Relevant Operator is only entitled to have one Standby Aircraft at any given time.

d. A Standby Aircraft shall not operate as a charter for a third party.

e. A Relevant Operator shall advise the DAA Apron Operations Manager and the Airside Management Unit when a Standby Aircraft is moved from the Standby Aircraft Stand.

f. In the event that the terms of this document in relation to a standby aircraft conflict with the Dublin Airport Charges 2011 document, these terms shall take precedence.

g. DAA reserves the right to amend, suspend or withdraw the Standby Aircraft Incentive 2011 in part or in its entirety in respect of one or more Relevant Operators at any time.

h. To apply for the Standby Aircraft Incentive 2011, a Relevant Operator shall submit to DAA notice of the operator's interest in the Standby Aircraft Incentive 2011 to: apcadmin@daa.ie. E-mail notification will be sufficient,

DAA will notify the Relevant Operator in writing as to whether the operator is eligible to nominate a standby aircraft under the terms of Standby Aircraft Incentive 2011. This approval notice will emanate from the Director-Strategy and Regulation and B2B in DAA. If the application is approved, the Relevant Operator shall then give notice to the following DAA contact:

Contact	Phone/Fax:	Email:
Apron Operations Manager	01-8140526	gerry.carroll@daa.ie
Airside Management Unit	0872392277	

The Relevant Operator may designate an alternative aircraft as a Standby Aircraft provided that DAA is notified in writing of any change on the day the new Standby Aircraft is parked on the Standby Aircraft Stand.

For the avoidance of doubt, any aircraft that is (i) not designated by a Relevant Operator to be a Standby Aircraft or (ii) not parked on the Standby Aircraft Stand shall be subject to normal aircraft parking charges.

Application Form:

E-mail notification is sufficient but must include the following details of the standby aircraft:

Airline Name	
Manufacturer's Serial Number (MSN)	
Aircraft Registration Number	
Aircraft Type	

*Any change of aircraft MSN, Registration Number/Type to be notified to DAA