

Dublin Airport Traffic Recovery Support Scheme (TRSS) 2023

Terms, Eligibility and Conditions

1. Overview of Scheme

- 1.1 The COVID-19 pandemic has decimated passenger traffic across all European airports. Summer 2022 saw a strong rebound in passenger traffic. Dublin Airport is seeking to assist the continued recovery of passenger traffic through the implementation of a Traffic Recovery Incentive Scheme (TRSS) (the “Scheme”).
- 1.2 The objective of this Scheme is to continue accelerated traffic restoration from Summer 2023 onwards. The intention is to discount passenger traffic that exceeds 2019 levels. The components of the Scheme are set out as follows.
- 1.3 The Scheme is to be extended from 31 March 2023 to 31st March 2024. Thresholds and discount rates set out in table 1 and table 2 will be applied.

2. Terms

- 2.1 The Scheme will apply to all passenger operations and is open to all operators, excluding General Aviation and non-scheduled services.
- 2.2 The Scheme had initially been extended to end of March 2023, but we have decided to extend until 31st March 2024.
- 2.3 The mechanism for the Scheme is as follows: When an operator exceeds the higher threshold of passenger volumes flown from the applicable base year based on full year comparison as outlined in Appendix 1, the corresponding discount will be applied to aeronautical charges:

Table 1: TRSS Discount Thresholds Summer 2023

1 April 2023 – 31 October 2023*		
Band	Threshold	Discount
Band 1	95% and above of same month in base year pax volumes	50%
Band 2	110% and above of same month in base year pax volumes	100%

**Apr 23 – Oct 23 threshold will apply to higher threshold of passenger volumes flown from either January 2019 or 2022 to the end of December 2019 or 2022 based on full year comparison*

Table 2: TRSS Discount Thresholds Winter 2023/2024

1 November 2023 – 31 March 2024*		
Band	Threshold	Discount
Band 1	100% and above of same month in base year pax volumes**	50%
Band 2	110% and above of same month in base year pax volumes**	100%

*Nov 23 – Mar 24 threshold will apply to higher passenger volumes flown from either 2019 or 2022 based on full year comparison

** In certain circumstances, if there is no valid comparison in 2019 or 2022 then 2023 will be used as a base

2.4 Where an airport user has no comparator traffic in 2019, Dublin Airport will use the initial threshold of passenger volumes flown from 2022 based on full year comparison for 2023. For 2024, Dublin Airport will then use the higher threshold of passenger volumes flown from either January 2022 or 2023 to the end of December 2022 or 2023 based on full year comparison.

2.5 The Scheme will apply discount to the following aeronautical charges:

- Aircraft runway movement charges
- Aircraft parking charges
- Airbridge use
- Departing passenger charge

2.6 The Scheme is based on overall passenger volume and is not route specific.

2.7 The TRSS discount will be reviewed on a monthly basis by Dublin Airport, with a rebate applied as per the discount bands in table 1 table 2 and table 3. The discounts will be applied without application once the relevant thresholds in tables 1, 2 and 3 have been met and in accordance with the Schemes Terms, Eligibility and Conditions.

2.8 The Scheme is not dependent on overall traffic growth at Dublin Airport.

2.9 Current Route Support Schemes (RSS) will continue to be applied to relevant routes which were granted prior to the introduction of the TRSS.

3. Eligibility

3.1 The Scheme will apply to all passenger operations, regardless of aircraft or capacity. This includes all schedule passenger flights or schedule and non-scheduled services and charter passenger flights but excludes General Aviation.

3.2 The Scheme is strictly applied based on passenger volumes. Passenger capacity will not be considered when calculating and applying the discount.

- 3.3 The Scheme is applied on the performance of an individual operator, based on actual volumes and it is non-transferable between airlines switching passenger volumes within a group structure.
- 3.4 The passenger volume will be based solely on Dublin Airport passenger volumes. Broader performance of passengers flown or transferred within the daa group structure will not be considered.
- 3.5 The bands and thresholds outlined in table 1 and table 2 will apply to seasonal operators, subject to meeting the criteria and once their account is fully paid up to date and no arrears exist.
- 3.6 The eligibility for an operator to avail of the TRSS discount, is subject to demonstrating >15,000 passengers flown per month.
- 3.7 Should an operator cease operation during the period of the Scheme they will not be eligible for the TRSS discount.
- 3.8 To be eligible for Dublin Airports Traffic Recovery Scheme, an operator must be fully compliant with Dublin Airport's published airport charges terms and conditions documents (these documents can be found on the Dublin Airport website at www.dublinairport.com or upon request from apcadmin@daa.ie), specifically with respect to:
- The payment of invoices for all airport charges and any other fees and services provided by Dublin Airport to the operator, including adhering to credit terms in respect of all Dublin Airport invoices, unless Dublin Airport, in its absolute discretion, shall otherwise determine.
 - The payment to Dublin Airport of any amounts determined as due to Dublin Airport part of the outcome of a legal process.
 - The provision of information whereby the operator is required to provide Dublin Airport with passenger, cargo and aircraft related information as outlined in the published Airport Charges at Dublin Airport Terms and Conditions, Sections 4.14 to 4.32 inclusive.
 - The full adherence to all other contractual agreements in existence between operators and the Dublin Airport. All applicable licence agreements and other commercial arrangements must be completed, signed off and concluded in full.

4. Financial Conditions

- 4.1 Operators will be invoiced at standard airport charge levels. The discount will be applied as a rebate once the threshold has been met following each monthly review.
- 4.2 The discounts applied will have no cash value. The period that the discount is levied will be after the prerequisite thresholds have been crossed. The period of application will be at the discretion of Dublin Airport.

- 4.3 The discount will be applied as a rebate to the calculated charge, this will allow full transparency regarding the actual calculated charge and apportionment of discount.
- 4.4 In the event of code-share agreements, Dublin Airport will levy the discount on the party that receives the invoice. Dublin Airport is not responsible for any subsequent re-distribution of credit or resolving in any way any dispute that may arise in this regard.
- 4.5 For the avoidance of doubt, Qualifying discounts do not include: (i) charges introduced by the Commission for Aviation Regulation; (ii) charges relating to additional services provided by daa, including but not limited to, the persons with reduced mobility charge, self-service kiosk charge, fast-track charge, customs and border protection charge; or (iii) ATI (Access to Installation) fees. In the event of a new charge being introduced by daa during the course of the Scheme, the charge introduced will not be included in the rebate, unless otherwise stated by Dublin Airport.

5. General Conditions

- 5.1 Dublin Airport will complete periodic reviews of the Scheme. Dublin Airport reserves the right to withdraw the Scheme or amend the terms, eligibility or conditions document at any time in respect of any qualifying individual operator.
- 5.2 If Dublin Airport makes any amendment, it shall publish the amended Scheme on its website located at www.dublinairport.com. Operators should refer on a regular basis to the Dublin Airport website to be aware of any changes made to the Scheme.

6. Contact Details

- 6.1 If you have any queries regarding the Scheme or any of the terms and conditions, please contact rssaps@daa.ie or sean.murphy@dublinairport.com.

Appendix 1

Table 3: TRSS Discount Summer Thresholds 2023 & Winter Thresholds 2023

Comparison Period		% Discount Applicable for	
Current Month/Year	Base Month/Year	Band 1 Pax @ 95%-109% of Base	Band 2 Pax @ >110% of Base
Apr-23	Apr - Base Year*	50%	100%
May-23	May - Base Year*	50%	100%
Jun-23	Jun - Base Year*	50%	100%
Jul-23	Jul - Base Year*	50%	100%
Aug-23	Aug - Base Year*	50%	100%
Sep-23	Sep - Base Year*	50%	100%
Oct-23	Oct - Base Year*	50%	100%

*Apr 23 – Oct 23 threshold will apply to higher passenger volumes flown from either 2019 or 2022 based on full year comparison

Table 4: TRSS Discount November & December Thresholds 2023

Comparison Period		% Discount Applicable for	
Current Month/Year	Base Month/Year	Band 1 Pax @ 100%-109% of Base	Band 2 Pax @ >110% of Base
Nov-23	Nov - Base Year*	50%	100%
Dec-23	Dec - Base Year*	50%	100%

*Nov 23 – Dec 23 threshold will apply to higher passenger volumes flown from either 2019 or 2022 based on full year comparison. In certain circumstances, if there is no valid comparison in 2019 or 2022 then 2023 will be used as a base

Table 5: TRSS Discount Winter Thresholds 2023/2024

Comparison Period		% Discount Applicable for	
Current Month/Year	Base Month/Year	Band 1 Pax @ >100% of Base	Band 2 Pax @ >110% of Base
Jan-24	Jan - Base Year*	50%	100%
Feb-24	Feb - Base Year*	50%	100%
Mar-24	Mar - Base Year*	50%	100%

*Jan 24 – Mar 24 threshold will apply to higher passenger volumes flown from either 2019 or 2022 or 2023 based on full year comparison. In certain circumstances, if there is no valid comparison in 2019 or 2022 then 2023 will be used as a base