
Shannon Airport

Traffic Development Schemes 2008

Valid from January 1st 2008 – December 31st 2008

The expansion and development of airline services at Shannon Airport in 2007 resulted in the airport achieving 3.6 million passengers with total terminal traffic reaching 3.2 million passengers for the first time in its history. We are committed to developing new routes and services for our customers and to this end we have developed the schemes outlined below to assist in the continuing development of the airport network.

It is Shannon Airport's intention to expand the range of routes available for customers and we recognise that a priority for customers choosing to travel to and from Shannon is efficient and convenient access to global air services. As a commercial company, we wish to encourage the development of services which meet our customers' requirements, and in this regard we will support the commencement of new routes and the expansion and growth of existing services at the West of Ireland gateway. The support mechanisms for such developments are outlined in detail below.

2: Transatlantic Winter Incentive Scheme 2008 (TWIS)

Shannon Airport recognises the critical importance of transatlantic services to its continued viability and development as an international airport. The continued operation of these services in an Open Skies environment will provide access for passengers to major U.S. gateways, and destinations throughout North America.

In this regard an airline that operates a year round transatlantic service schedule, in accordance with the scheme criteria, will benefit from reduced airport charges during the winter season at the following rates over a three-year period.

- The support will be offered as discounts on qualifying airport charges at Shannon Airport. These qualifying airport charges (APCs) are passenger service, security, parking, airbridge and runway movement charges.

Year	Discount on APCs Transatlantic Winter Incentive Scheme
1	50% for period January to March and November to December 2008 (5 months)
2	50% for period January to March and November to December 2009 (5 months)
3	50% for period January to March and November to December 2010 (5 months)

After the three-year period, all airport charges will be charged at the standard rates current at the time of operation, as published by Shannon Airport.

Route Criteria:

An airline may qualify for this scheme if it meets the following criteria:

- The transatlantic service operates between January 1st 2008 and December 31st 2008.
- The route is operated on a year round basis.
- The airline has traffic rights to fly the proposed route/schedule.
- The minimum frequency requirement is return services on three days per week on a year round basis.
- The schedule timings proposed and operated have been reviewed and approved by Shannon Airport.

Period of Application

- Support under the terms of the Traffic Development Scheme 2008 will apply only for operations commencing between the 1st January 2008 and the 31st December 2008.

Other conditions:

- Airlines must lodge written proposals in the Shannon Airport standard format (attached as Appendix 2).
- Continuing support under this scheme is contingent on the operating airline cooperating fully with the airport authority to assist in increasing operational efficiency at the airport.
- Shannon Airport reserves the right to refuse to apply this scheme if the route proposal does not meet the criteria listed above. Shannon Airport reserves the right to revise these criteria as appropriate and its decision on these matters is final.

Notes:

- For qualifying services, operation to/from a contact stand will be at the discretion of the airport authority, and availability of a contact stand cannot be assumed.
- In general, services, which involve switching capacity from one service to another, will not qualify for support under this scheme. However, Shannon Airport may approve transferring the remaining portion of the TWIS from one route to another on one occasion only if the airline can reach agreement with Shannon Airport that it is an appropriate commercial decision in the interests of the airline, the airport and passengers.
- In instances where traffic is generated by reducing capacity on other routes, with no obvious net economic benefit to the airport, approval may not be granted under the scheme.
- Shannon Airport will respond to an application made under the terms of this scheme no earlier than 6 months prior to start up.
- Airline applications sent in advance of the 6 month horizon outlined above will be considered only as expressions of interest in a route, and will not confer any qualifying rights on the applicant.
- An airline whose proposal has been accepted by Shannon Airport under the terms of this scheme will receive a Route Support Approval letter from the Director-Shannon Airport to this effect. This letter will constitute acceptance by Shannon Airport of the route proposal, subject to the airline's operating in full accordance with its route proposal to Shannon Airport. No airline may be considered to be approved for support under this scheme until it has received such a letter.
- Continuing support under this scheme is contingent on the operating airline cooperating fully with the airport authority to assist in increasing operational efficiency at the airport.
- Any additional charges which may be introduced to comply with new or amended European or national legislation e.g. security, Passengers with Reduced Mobility (PRMs) will not be reduced under this scheme.
- Airbridge charges will be applied for all airbridge-compatible aircraft occupying an airbridge-served stand whether or not the airbridge is used. The billed period for airbridge charging purposes will be the same as that used for aircraft parking charges i.e. it applies from the Actual Time of Arrival (landed time) to the Actual Time of Departure (airborne time) minus 15 minutes as recorded in the Shannon Airport Operations System databases.

- Note that where aircraft parking period occurs fully or partly during the charge-free period defined as “night-time” in the Airport Charges at Shannon Airport Terms and Conditions, no further discounts on aircraft parking or airbridge will be given.
- If an airline reduces its operating profile on the route below the minimum requirement, approval under this scheme will be withdrawn immediately.
- The transatlantic winter incentive scheme will apply or continue to apply only as long as an airline is fully compliant with the published Shannon Airport terms and conditions generally, and specifically with respect to:
 - The payment of invoices for all airport charges and any other fees and services provided by the company to the airline, including adhering to credit terms in respect of all Shannon Airport invoices, unless the company, in its absolute discretion, shall otherwise determine.
 - The provision of information, whereby the airline is required to provide Shannon Airport with passenger, cargo and aircraft related information as outlined in the published Shannon Airport terms and conditions, sections 4.12 to 4.24 inclusive.

Appendix 2:

Application for Shannon Airport
Transatlantic Winter Incentive Scheme 2008.

Shannon Airport Transatlantic Winter Incentive Scheme 2008	
Operator Name	
Billing Address	
Destination ICAO Airport Code	
Destination IATA Airport Code	
Frequency of operation per week	
Period of Operation	
Aircraft Type	
Aircraft Capacity	
Number of stops en-route	
Start-up date	
Contact Name	
Email address	
Date	