Department of Transport, Tourism and Sport

PROGRESS REPORT

TO THE NATIONAL CIVIL AVIATION DEVELOPMENT FORUM

ON THE NATIONAL AVIATION POLICY ACTION PLAN

November, 2016

Contents

Introduction

The Department of Transport, Tourism and Sport (DTTAS) published the National Aviation Policy[1] (NAP) for Ireland in August 2015 following an extensive consultation process which began in December 2012. The consultation process involved participants within the aviation industry and from across various associated sectors.

The NAP contains policy positions and 73 specific actions in relation to 9 different aspects of aviation policy with a view to enabling the Irish aviation industry to build on its strong reputation to compete effectively in the global aviation market place. The principal goals of the policy are:

- To enhance Ireland's connectivity by ensuring safe, secure and competitive access responsive to needs of business, tourism and consumers;
- To foster the growth of aviation enterprise in Ireland to support job creation and position Ireland as a recognised global leader in aviation; and
- To maximise the contribution of the aviation sector to Ireland's economic growth and development.

The NAP, in Chapter 9, confirms the Department's Policy Position to "enhance arrangements for consulting with the industry on the development of national policy and on influencing the development of EU and international policy affecting aviation in Ireland." In line with a commitment (Action 9.1) in the Policy the National Civil Aviation Development Forum (NCADF) was established in April 2016 with representation across Government, aviation industry and agencies. The Forum has the specific aim to strive to make Ireland the most competitive country for aviation globally. Its full Terms of Reference[2] are available on the NCADF website. Under those Terms of Reference the NCADF will facilitate reporting on the implementation of the actions contained in the NAP.

This is the report of progress on the implementation of the National Aviation Policy at end-October 2016.

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[1] National Aviation Policy http://www.dttas.ie/sites/default/files/publications/aviation/english/national-aviation-policy-ireland/national-aviation-policy-ireland.pdf

[2] NCADF Terms of Reference
http://www.dttas.ie/sites/default/files/content/aviation/English/general/National%20Civil%20Aviation%20Development%20Forum/ncadf-terms-reference-v12.pdf

Summary Highlights

Since its publication in August 2015 progress is well underway on the actions contained in the policy across all of its chapters.

In terms of external developments impacting on the policy, the decision by the UK to withdraw from the European Union (Brexit) is the most significant event since the publication of the policy, with the potential for substantial negative impacts on both the Irish aviation sector and the Irish economy. DTTAS is enaging on key issues such as the Common Travel Area, the future of the UK's position within the Single European Aviation Area and the future of the Ireland-UK Functional Airspace Block, through an internal committee established for this purpose within the Government's Brexit Contingency Framework and in consultation with the sector.

One of the consistent themes expressed in the consultation process leading to the development of the NAP was the need for closer collaboration across the sector. DTTAS has facilitated the establishment of the NCADF, underway since February 2016 with its launch by the Minister for Transport, Tourism and Sport to harness the collective expertise of key stakeholders in the industry with the express aim to make Ireland the most competitive country for aviation globally. The Working Groups established under the Forum have, in a short timeframe, developed a set of recommended actions which will be brought before Government to generate more widespread support for the sector.

In line with the aim to enhance Ireland's connectivity, and taking strategic steps to ensure sufficient capacity for the increasing air traffic demand the project to move forward with the second parallel runway at Dublin Airport is underway.

The Minister for Transport, Tourism and Sport recently announced upcoming legislation to give effect to the EU Regulation 598/2014 on noise management at airports which will form part of the new arrangements under which the new second runway will operate. The new regulatory regime will, among other measures, establish an independent competent authority, a role to be taken by the Irish Aviaiton Authority, to deal with airport noise issues.

Following the delivery by Indecon Consultants of an independent report on airport charges DTTAS commenced a public consultation process. DTTAS arranged for Indecon Consultants to give a presentation to industry stakeholders on the options and recommendations contained in its report on September 1, prior to the closing date for submissions. DTTAS intends to complete its review of the airport charges regulatory regime by year-end 2016.

In the international context, Ireland was elected to the 36 member ICAO Council for the period 2016-2019 at the 39th ICAO Assembly held from 27 September to 7 October 2016 at ICAO's headquarters in Montreal, Canada.

Agreement on a global scheme for aviation emissions was reached in ICAO on 6 October 2016. Ireland, as part of the 44 member European Civil Aviation Conference, has made a declaration to adhere to the international scheme from its first implementation phase i.e. from 2020.

1. THE INTERNATIONAL CONTEXT

POLICY POSITION
Ireland will participate actively in international fora to influence developments in the aviation sector.

ACTIONS
1.1   Ireland, as part of the ABIS Group, will seek nomination for election to the ICAO Council for the period 2016-2019.
1.2   The Department of Transport, Tourism and Sport will consult with the National Aviation Development Forum (see Chapter 9) on the development of the international legislative and regulatory agendas.
1.3   Ireland will input to the proposed EU Aviation Package at an early stage to influence the development of proposed measures.

PROGRESS UPDATE

1.1 Ireland, as part of the ABIS Group, has been elected to the 36 member ICAO Council for the period 2016-2019. The election took place at the 39th ICAO Assembly held from 27 September to 7 October 2016 at ICAO's headquarters in Montreal, Canada.

1.2 DTTAS has taken a number of initiatives as follows:
   o   facilitated the establishment of the NCADF Regulatory Framework Working Group which is underway to develop agreed principles and positions across a number of regulatory topics;
   o   dedicated consultation page on the DTTAS NCADF website; and
   o   public consultations processes relevant to the international agenda have been completed in relation to ICAO's proposed Global Market Based Measures (GMBM) aviation emissions scheme and on the EU proposal for a revision of the EASA Basic Regulation.

1.3 DTTAS contributed to the public consultation process prior to the publication of the Aviation Strategy. DTTAS, including through its Permanent Representation at the EU, continues to engage with the European Commission, the European Parliament and with other EU member States, on developments in relation to the Strategy.

2. SAFETY, SECURITY AND SUSTAINABILITY

2.1 Aviation Safety

POLICY POSITION
Safety will remain Ireland's first priority in the aviation sector.

ACTIONS
2.1.1 Ireland, through the Department and the IAA, will play an active role in the development of aviation safety regulations at an EU level and in ICAO

2.1.2 Ireland will continue to maintain an independent safety investigation authority for the investigation of aviation occurrences.

2.1.3 The Department and the IAA will coordinate the State Safety Programme, including risk management.

2.1.4 Ireland will continue to facilitate and promote occurrence reporting in accordance with EU law and ICAO requirements and to meet the highest standards of independent accident investigation.

2.1.5 The IAA will establish and monitor appropriate key aviation safety indicators based on the EASA system.

2.1.6 The IAA and AAIU will monitor aviation safety trends through ECCAIRS analysis.

2.1.7 Ireland will contribute to work at EU level to develop and implement an appropriate EU-wide safety regulatory framework for the operation of Remotely Piloted Aviation Systems in civilian airspace.

PROGRESS UPDATE
2.1.1 (and 2.1.7) Ireland, through the Department and the IAA, is actively engaged at EU Council in the negotiations on the revision of the Regulation on Common Rules in the Field of Aviation Safety and Establishing the European Aviation Safety Agency (the "EASA Basic Regulation"). The proposal for the revised safety regulatory framework includes provisions for the safe operation of Remotely Piloted Aviation Systems in civilian airspace.

Ireland participated in discussions on international safety measures at the ICAO General Assembly held in Montreal from 27 September to 7 October, including at the level of EU coordination preparatory meetings. Through its membership of the ICAO Council, Ireland will will now be in a position to advocate more directly for continued efforts at ICAO to further aviation safety and security globally.

2.1.2 The Air Accident Investigation Unit of DTTAS has the statutory responsibility in the area of aviation occurrences investigation.

2.1.3 (and 2.1.5) In 2015 the DTTAS and IAA established, and have maintained to date, a system of quarterly coordination meetings as required under the State Safety Programme.

2.1.4 The IAA has responsibility for promotion of occurrence reporting and is progressing development of this process with regulated entities in line with the EU Regulatory requirements. Transposition of the EU regulations revising the existing provisions on mandatory occurrence reporting is being carried out by the Department in consultation with stakeholders.

2.1.5 See 2.1.3

2.1.6 The AAIU continues to engage closely with the IAA on monitoring safety trends though sharing of de-identified ECCAIRS data on accidents and serious incidents.

2.1.7 See 2.1.1

2.2 Aviation Security

POLICY POSITION
Ireland is committed to ensuring that sustainable aviation security solutions are delivered, with due consideration for cost, efficiency and the impact on passengers and air transport operators.

ACTIONS
2.2.1   Ireland will allow greater flexibility to industry through the introduction of an outcome-focussed risk-based approach to security regulation.

2.2.2   Ireland will introduce a more targeted and comprehensive approach to compliance monitoring developing requirements for SeMS, similar to the successful approach already implemented in the field of safety.

2.2.3   Ireland will place a risk-based approach to security at the heart of our thinking and of our future research. As a first step in this direction we will initiate a feasibility study in 2015, in conjunction with other key stakeholders, on the concept of a "Trusted Traveller" Programme.

PROGRESS UPDATE
2.2.1   (and 2.2.2) The actions are being coordinated through a Working Group of the National Civil Aviation Security Committee, established in September 2016. Following consultation with relevant stakeholders, a review of the NCASP is being finalised with a view to presenting an updated document to the next meeting of the NCASC in November 2016.

2.2.2   See 2.2.1

2.2.3   DTTAS initiated preliminary research in 2015 into the feasibility of a trusted traveller programme for Ireland and within this context has held preliminary discussions with the Department of Justice and Equality and the US TSA. Work will continue in 2016 and 2017 to further assess the value advancing the concept.

2.3 Sustainability, Climate Change and the Environment

POLICY POSITION
Ireland is committed to working with its EU and international partners to mitigate the impacts of aviation on the environment and facilitate the sustainable growth of the sector.

ACTIONS
2.3.1   Ireland will work with European partners to achieve the development of global international standards for market based measures on aircraft emissions.

2.3.2   Ireland will develop its aviation emissions reporting capability in support of ICAO's evolving environmental policies.

2.3.3   Ireland will, in consultation with interested parties, update its National Action Plan for Emissions Reductions in 2015 in line with the ICAO 2013 Resolution on Climate Change.

2.3.4   Ireland will encourage research and development in Ireland of clean engine technologies and sustainable fuels.

2.3.5   Ireland will implement a "Balanced Approach" to noise management at Irish airports in accordance with Regulation (EC) No.598 of 2014 on the establishment of rules and

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procedures with regard to the introduction of noise-related operating restrictions at Union airports.

2.3.6   Ireland will develop an Adaptation Plan for the Transport Sector, which will include adaptation options for airports and aviation services in line with national legislative obligations and the EU Adaptation Strategy.

PROGRESS UPDATE

2.3.1   DTTAS invited submissions in February/March 2016 on draft ICAO proposals which set out the main elements of a global market based measures scheme on aircraft emissions. Through the NCADF, key principles and positions to be taken by the DTTAS in negotiations on such a scheme, and reflecting the responses to the consultation exercise, were agreed in September 2016. DTTAS reflected those views at various international fora at both European and at international level at ICAO in preparation for and during the ICAO 39th Assembly at which a global agreement was reached on 6 October 2016.

Ireland, as part of the 44 member European Civil Aviation Conference, has made a declaration to adhere to the international scheme from its first implementation phase i.e. from 2020.

2.3.2   The details of the global scheme, to be developed at the level of a technical expert group in ICAO, will determine the exact requirements for emissions reporting. The establishment of a co-ordinated, non-duplicative approach to data collection would constitiute an essential first step to developing our reporting capabilities.

2.3.3   Ireland's National Action Plan for Emissions Reductions was completed and submitted to ICAO in August 2016.

2.3.4   The NCADF Steering Committee at its 1st meeting on 29th April 2016 decided not to pursue the formation of a proposed working group to examine issues relating to research and development in the aviation sphere. However DTTAS will continue engagement with the relevant Departments, agencies and research instituitions as appropriate in the context of contributing to the research in support of the development of the ICAO Global Market Based Measures for aviation emisssions.

2.3.5   The text of a draft Statutory Instrument transposing EU Regulation 598/2014 has been submitted by DTTAS to the Attorney General Office. DTTAS is engaging with the Office of the Parliamentary Council with a view to finalising the legal drafting in order to bring the noise regime into operation in Ireland at the earliest opportunity.

2.3.6   DTTAS has made good progress on developing Ireland's first Adaptation Plan for the Transport Sector. It is hoped that the draft Plan will go to public consultation for a period of 6 weeks in Q4 2016 with a view to publication, subject to Ministerial approval, in Q1 2017.

3. CONNECTIVITY & AVIATION SERVICES

3.1 Access to the Air Transport Market

POLICY POSITION

Ireland's ultimate objective in bilateral negotiations will be to reach agreement on the basis of fifth freedom rights on a reciprocal basis. In doing so, account will be taken of objective criteria, particularly any developed by the EU on fair competition. Initially such freedoms will be for routes where identified services are to be provided and will be subject to specific approval by both States.

ACTIONS

3.1.1   The Department will increase and extend Ireland's bilateral agreements with other States.
3.1.2   Ireland will continue to actively support EU efforts to negotiate full Open Skies agreements with third countries.

PROGRESS UPDATE

3.1.1   Ireland's "Model Air Service Agreement" was revised and modernised in 2015, including to take account of developments in the EU. DTTAS attended the ICAO Air Services Negotiation Event (ICAN 2015) for the first time in October 2015. Two new bilateral air service agreements were initialled with Oman and Saudi Arabia. A number of exploratory meetings were held with other countries. Further attendance at ICAN will be determined by reference to the potential to progress bilateral agreements. A Memorandum of Understanding with China was signed on 26 September 2016 with a view to operationalising aspects of the China-Ireland Air Services Agreement and the potential for direct air services, as well as expanding the agreement in relation to the designation of airports, airlines and code-sharing rights.

3.1.2   As part of the EU Aviation Strategy, the EU Commission has been given new mandates to negotiate comprehensive EU level agreements with ASEAN [Brunei, Cambodia, Indonesia, Laos, Malaysia, Myanmar, Philippines, Singapore, Thailand, Vietnam], Turkey, and UAE. Ireland has been broadly supportive of these proposed agreements. DTTAS has also actively pursued the implementation of the EU-US Agreement in the case of Irish Airline, Norwegian Air International. DTTAS is continuing to attend the EU Consultative Forum on External Aviation as required.

3.2 Irish Airlines

POLICY POSITION

Ireland will continue to pursue an airline policy based on competition between at least two airlines with significant home bases in the Irish market and Ireland will facilitate a market which is open to new entrants in order to maximise connectivity and competition.

3.3 Air Cargo Services

POLICY POSITION
Ireland's export competitiveness should be enhanced through improved air-cargo provision to existing and emerging markets.

ACTIONS
3.3.1 An overall freight policy for Ireland, covering all modes, will be developed with a view to ensuring the continued competitiveness of the freight sector, and will include consideration of the role of air-cargo.
3.3.2 The Department will seek to remove limits on all air-cargo capacity in Ireland's bilateral air transport agreements.
3.3.3 The Department will engage with the relevant stakeholders under the auspices of the National Facilitation Committee on air-cargo. (See Section 4.6).
3.3.4 Dublin and Shannon Airports, in partnership with the other players in the air-cargo industry, will be mandated to develop and publish strategies on air-cargo.
3.3.5 The development of Shannon Airport as an air-cargo hub will be supported.
3.3.6 The Department will continue to liaise with other Government bodies and the US authorities on the regime for exports to the US in order to facilitate efficient freight operations at airports.

PROGRESS UPDATE
3.3.1 (and 3.3.5) A multi-modal freight policy for Ireland is currently being developed by DTTAS.
3.3.2 Some progress has been made on advancing and developing air-cargo particularly in relation to the removal of limits on cargo capacity in Ireland's bilateral air transport agreements. For example, Turkish Airlines and Ethiopian Airlines have each been approved to provide 5th freedom on cargo services from Shannon to USA. In general terms where DTTAS is seeking to negotiate new agreements or amend existing ones the policy will be that such agreements should not have capacity restrictions for either passengers or cargo. Ireland's revised 'Model Air Services Agreement' has no such restrictions.
3.3.3 DTTAS will engage in 2017 with the relevant stakeholders on air-cargo matters under the auspices of the National Facilitation Committee which meets biannually.
3.3.4 DTTAS is currently engaging with daa and Shannon Airport in relation to their cargo strategies.
3.3.5 See 3.3.1

3.4 US Preclearance Service

POLICY POSITION
US preclearance is an asset that has further potential to contribute to the development of Dublin and Shannon Airports. The Department's objective is that all US bound flights from Dublin and Shannon wishing to do so can be precleared.

ACTIONS
3.4.1 The Department will maintain close formal links with the US authorities to ensure the continued delivery and development of US Preclearance facilities at Dublin and Shannon Airports.

3.4.2   The Department will encourage Dublin and Shannon Airports and airlines to maximise the benefits to Ireland of preclearance facilities and will promote the development of those airports as preclearance centres.

3.4.3   The Department will support Shannon Airport in seeking to increase the number of GA aircraft utilising preclearance.

PROGRESS UPDATE

3.4.1   The Minister for Transport, Tourism and Sport formally wrote to Secretary Johnson in November 2015 regarding the development of US Preclearance facilities at Dublin and Shannon. A formal response was received in March 2016 indicating that US were moving through their internal procedures to move things forward. The process in ongoing at official level between DTTAS and the US authorities.

3.4.2   Both Dublin and Shannon Airports are continuing to exploit the unique opportunity of preclearance, with numbers using the preclearance facilities at both airports continuing to increase.

3.4.3   The NCADF Steering Committee at its 1st meeting on 29th April 2016 decided not to pursue the formation of a proposed working group to examine issues relating to general aviation. It was agreed that the Irish Aviation Authority would continue relevant oversight of general aviation space and bring forward proposals if appropriate.

3.5 Air Traffic Management (ATM)

POLICY POSITION

Ireland supports the continued development of the Single European Sky initiative, including the progressive achievement of airspace management integration throughout Europe in accordance with performance quality and efficiency principles and appropriate organisation of regulatory oversight.

ACTION

3.5.1   Ireland will continue to encourage investments in modern, technologically advanced, cost-efficient aviation infrastructure, including those that underpin Ireland's interest in the North Atlantic and the future traffic growth at our airports.

PROGRESS UPDATE

3.5.1   In 2015 and 2016, DTTAS facilitated and endorsed applications for funding by the IAA and others from the Irish aviation sector under the EU SESAR 2020 research and development programme. Successful projects will require ongoing monitoring, arrangements for which are being developed currently.

4. AIRPORTS

4.1 The Irish Airport Network

POLICY POSITION
The Department will encourage airports to attract new business, to achieve excellence in the delivery of service and value for passengers and airlines, and to make a sustainable contribution to their respective local economies and communities.

ACTIONS
4.1.1   The Department will monitor the business development of all airports for evidence that the prevailing network is operating at an optimum level. Monitoring will occur within the framework of developments under EU rules and the structural and capacity reviews referred to in sections 4.4.

4.1.2   The Department, the airports and the tourism agencies will continue to work together to increase access to Ireland from high-potential overseas tourism markets.

PROGRESS UPDATE
4.1.1   (also 4.4.1). DTTAS maintains oversight on an ongoing basis of assessing performance. It is planned that the reviews of the ownership and operational structures of the State Airports by DTTAS will commence in 2019 and subsequently at 5-year intervals.

4.1.2   The Tourism Leadership Group was established in August 2015 to drive the strategic targets contained in the Government's tourism policy document 'People, Place & Policy - Growing Tourism to 2025'. The Group has drawn up a detailed Tourism Action Plan with 23 specific actions for the tourism sector for the period 2016 - 2018.

4.2 Regional Airports

POLICY POSITION
Ireland recognises the important role that regional airports play in their areas and in regional development.

ACTIONS
4.2.1   Ireland will implement an EU approved Framework (Regional Airports Programme 2015 - 2019) of supports for regional airports.

4.2.2   Exchequer support for operational expenditure at regional airports will be phased out over a maximum period of 10 years, in accordance with EU Guidelines.

4.2.3   Exchequer support for capital expenditure will be limited to safety and security related expenditure.

4.2.4   Clear business plans will be required from the airports seeking supports. In considering funding to regional airports, the Department will take account of the level of regional involvement, including investment by local authorities and/or business.

4.2.5   From 2015, PSO contracts, for Donegal/Dublin and Kerry/Dublin air services will run for two years initially and, subject to a satisfactory review after 18 months, may be extended by a maximum of one year.

PROGRESS UPDATE

4.2.1   (also 4.2.2 and 4.2.3) The various capital and operational funding Schemes under the 2015-2019 Programme are being implemented. The Exchequer support under the Programme is limited to safety and security related expenditure.

4.2.2   Support under the Operational Expenditure Subvention Scheme (OPEX) is monitored annually to demonstrate progress towards commercial viability.

4.2.3   See 4.2.1

4.2.4   Business Plans have been received from the four airports under the Programme and will be updated each year of the Programme to demonstrate progress towards commercial viability.

4.2.5   The PSO Contract for Kerry/Dublin and Donegal/Dublin air services is being imlemented. Following a satisfactory review undertaken after 18 months of operation, the PSO contracts for the Donegal/Dublin and Kerry/Dublin air services has been extended by one year to finish on 31 January 2018.

4.3 State Airports

POLICY POSITION

The three State airports will continue to provide essential strategic infrastructure and services that support the economic and social objectives of the State.

ACTIONS

4.3.1   Dublin Airport will be promoted as a secondary hub airport.

4.3.2   The roles of the Cork and Shannon airports as key tourism and business gateways for their regions, and particularly with regard to the development of key niche markets, will be supported.

PROGRESS UPDATE

4.3.1   The project to develop the 2nd parallel runway at Dublin Airport which is underway is a key factor in providing the capacity requirements to facilitate its development as a secondary hub.

4.3.2   Actions underway such as the establishment of the Tourism Leadership Group will feed into the marketing and development of all State airports in establishing niche markets and the promotion of Dublin as a hub.

4.4 Ownership and Operation of State Airports

POLICY POSITION

The three State airports will remain in public ownership.

ACTION

4.4.1   The Department will review the ownership and operational structure of the State airports in 2019 (and subsequently at 5-year intervals). The initial review will incorporate a fresh consideration of the feasibility of establishing Cork as an independent airport.

PROGRESS UPDATE

4.4.1   It is planned that the reviews of the ownership and operational structures of the State Airports by DTTAS will commence in 2019 and subsequently at 5-year intervals.

4.5 The Future Capacity Needs of the State Airports

POLICY POSITION

Existing capacity at State airports should be optimised in conjunction with timely planning to enable expansion of air service connections in all relevant markets delivering wider economic benefits for Ireland.

ACTIONS

4.5.1   The process to develop the second runway at Dublin Airport will commence, to ensure the infrastructure necessary for the airport's position as a secondary hub and operate to global markets without weight restrictions is available when needed.

4.5.2   The Department will commission a high-level, strategic capacity review in 2018, taking into account wider government objectives and policies for enterprise and tourism as well as developments in the global market. The views of airport users will be taken into account during the capacity review process.

4.5.3   Taking account of the high-level, strategic capacity review, Dublin, Cork and Shannon Airports will be mandated to carry out reviews of capacity constraints and infrastructure needs at five yearly intervals, the first reviews to be completed before the end of 2018.

4.5.4   Access to the airports will be taken into account during the development of surface transport programmes, in line with the Department's Strategic Framework for Investment in Land Transport which proposed the prioritisation of improved connections to key seaports and airports.

PROGRESS UPDATE

4.5.2   (also 4.5.3 and 4.5.4)

Given that the current growth trends are anticipated to continue, and in light of the decision by daa to proceed with the construction of the North Runway Project at Dublin Airport, the Minister for Transport, Tourism and Sport decided on 20 September 2016 to bring forward the review and get it underway immediately.

It is envisaged that the review will consider the development of the three State airports to 2050, with the identification and prioritisation of new infrastructure development including modification, if any, to the existing airport infrastructure. The review will include looking at options for the development of new terminal capacity at Dublin Airport – Terminal 3.

Detailed terms of reference are being prepared at present with the intention of publishing a Request for Tender within weeks for the engagement of consultants to undertake the review.

4.6 Passenger Facilitation

POLICY POSITION

The National FAL Committee, chaired by the Department, will facilitate collaboration of relevant stakeholders and coordination of their activities to ensure the efficient flow of passengers, baggage and cargo through airports. This process will involve all partners and stakeholders with a responsibility for aspects of facilitation and it will maintain a particular focus on improving the passenger experience.

ACTIONS

4.6.1   The Department will continue to host the National FAL Committee meetings with a view to better coordination of facilitation activities between Government Departments and relevant stakeholders.

4.6.2   The Department will facilitate implementation of the National Air Transport Facilitation Programme 2015 - 2017, and ensure it is reviewed by the FAL Committee every three years.

4.6.3   In line with the Department's Tourism Policy, airports will be encouraged to prioritise investment in visitor reception facilities in order to remove bottlenecks and to create a welcoming environment for visitors.

PROGRESS UPDATE

Work is progressing on the National Facilitation Programme under a number of streams. An ad-hoc sub-group examining best practice in technologies has met and a draft report is in progress. The work to report on ICAO Annex 9 (Facilitation) is nearing completion. DTTAS continues to arrange and host the bi-annual meetings of the National Facilitation Committee, the issue of the development of visitor reception facilities will be kept under review by the Committee as appropriate.

4.7   Visas

POLICY POSITION

The Department recognises the valuable contribution that the visa system can make in promoting growth in tourism and business travel to Ireland and as a means of supporting passenger facilitation

ACTIONS

4.7.1   The Department will support the further development of the British Irish Visa Scheme and other enhancements of the visa system to promote growth in tourism and business visits to Ireland.

4.7.2   The Department, in conjunction with the Department of Justice and Equality, will encourage airports to streamline passenger flows taking full advantage of the Common Travel Area.

PROGRESS UPDATE

4.7.1   (and 4.7.2) These Actions have been superseded by the vote taken in the UK on withdrawal from the EU (Brexit). DTTAS is enaging on key bilateral issues such as the Common Travel Area, the future of the UK's position within the Single European Aviation Area and the future of the Ireland-UK Functional Airspace Block, through an internal committee established for this purpose and within the Government's Brexit Contingency Framework.The NCADF has

also drawn up a position paper as a first step in the development of thinking on the impacts of the Brexit vote, mitigation measures to pursue, and positions to be taken in the context of the UK's negotiations with the EU for withdrawal from, and future relationship with the EU.

4.7.2   (and 4.7.1)

5. REGULATION AND GOVERNANCE

5.1 Economic Regulation

POLICY POSITION

The system of airport charging for Ireland should be fit-for-purpose and appropriate to the Irish aviation market and allow that market to develop in line with the objectives of this Policy, while also taking into account the Government's statement of general principles for sectoral economic regulation and requirements of the EU Airport Charges Directive.

ACTIONS

5.1.1   An independent review of airport charges regulation will be completed by end-2015. The review will deliver options and recommendations for a future regulatory system for airport charges. The process will involve full consultation with impacted parties.

5.1.2   The Department will finalise and publish its policy on airport charges regulation, and make preparations for any necessary changes to legislation, by mid-2016.

PROGRESS UPDATE

5.1.1   (and 5.1.2) Following the approval and publication by the Minister for Transport, Tourism and Sport of the independent report by Indecon Consultants, a public consultation process has been completed (deadline for receipt of submissions was 16 September 2016.) DTTAS arranged a presentation by Indecon Consultants on the conclusions and recommendations of their report to interested parties on 1 September 2016 as part of that process. DTTAS are currently reviewing submissions received during the public consultation process with the intention of the Minister publishing a policy statement by the end of 2016.

5.1.2   (and 5.1.1)

5.2 Aviation Regulatory Bodies

POLICY POSITION

The Department will ensure that the organisational arrangements and structures for economic and safety regulation of the Irish aviation sector are effective and appropriate.

ACTION

5.2.1   The organisational arrangements for provision of safety and economic regulatory oversight will be restructured taking account of the review of the appropriate model for airport charges regulation (see Action 5.1.1) and of developments and timelines under the SES legislation. In advance of any restructuring options being pursued, there will be full consultation with impacted parties.

PROGRESS UPDATE

5.2.1   The review of the organisational arrangements for the provision of safety and economic regulation, which will be preceded by full consultation with impacted stakeholders, will follow largely from the outcome of the review of airport chares currently underway (see progress on Actions 5.1.1 and 5.1.2, above).

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5.3 Corporate Governance

POLICY POSITION

The State's shareholdings in commercial aviation companies will continue to be actively managed with a view to maximising financial and other returns, improving services and supporting economic development. The Department will ensure that the commercial State-owned aviation companies follow best practice corporate governance standards, including the Code of Practice for the Governance of State Bodies.

5.4 Evolving Business and Employment Models in aviation

POLICY POSITION

Ireland supports the development of a social dimension of the EU internal aviation market, and in other relevant international fora with a view to ensuring that labour rights are not eroded and with appropriate regard to the competitiveness of EU and Irish aviation.

ACTION

5.4.1   Ireland will support the EU's work in examining the implications arising from the growth in new business models and more complex commercial arrangements for employment in the aviation sector and, in particular, the human factors implications of such arrangements.

PROGRESS UPDATE

5.4.1   DTTAS participates in DG MOVE's work under the social dimension of the internal aviation market as required. IAA is also involved in the EASA's EPAS Action Group dealing with safety aspects of new business models.The NCADF Regulatory Framework Working Group has developed a position that Ireland in its engagement at the EU will seek to ensure that the social dimension in the internal avaition market is empirically based and emphasis is given to the need for enhanced competitiveness and the contribution of innovation to job growth and consumer benefit.

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6. AIRCRAFT LEASING, FINANCING AND MRO

POLICY POSITION
Ireland recognises the valuable contribution that the aircraft leasing, finance and MRO industries make in their own right and in supporting other activities in the wider aviation sector. We are committed to maintaining and building Ireland's attractiveness as a base for these activities and particularly to creating the conditions to grow employment in these industries.

ACTIONS
6.1   Ireland will fully adopt the Cape Town 'Alternative A' insolvency arrangements, and will promote this benefit for aviation finance.

6.2   Ireland will advocate for the continued applicability of Article 83*bis* arrangements at EU level and will actively participate in work on developing ICAO guidance on Article 83*bis* through participation in the ICAO Task Force established in 2014.

6.3   Ireland will encourage the development of the International Aviation Services Centre (IASC) at Shannon.

PROGRESS UPDATE
6.1   The Government Order to give effect into legislation to the Cape Town Convention "Alternative A" insolvency arrangements will be finalised in Q4 2016.

6.2   The IAA has represented Ireland on the ICAO Task Force to examine the guidelines on the use of the Article 83bis arrangements that allows leased aircraft for use abroad to be placed on the Irish aircraft register. The Task Force report has been accepted by the ICAO Legal Committee and the ICAO Council. It is expected that that new draft guidelines will be completed by ICAO by end-2016.

6.3   Shannon Group is continuing with the overseas promotion of the IASC cluster of aviation businesses at Shannon (over 50 companies and growing) with a view to attracting new aviation business to the region, both independently and in collaboration with IDA Ireland and Enterprise Ireland.

7. GENERAL AVIATION, EDUCATION AND TRAINING

7.1 Corporate Aviation

POLICY POSITION
The role of GA and corporate aviation in supporting specific businesses in the aviation sector, particularly in a regional context, is recognised and will be supported.

ACTIONS
7.1.1   Ireland will support any regulatory initiatives at EU level to establish a separate corporate aviation sector.

7.1.2   Ireland will promote the use of US preclearance facilities and of the Executive Jet Register, particularly at Shannon, by the general aviation sector.

7.1.3   Shannon will be designated as a 'Centre of Excellence' for Business Aviation.

PROGRESS UPDATE
7.1.1   No new regulatory initiatives at EU level have been taken since the publication of the NAP. As agreed by the NCADF Steering Committee the Irish Aviation Authority will continue its work in the general and corporate aviation sectors and report progress to the NCADF as appropriate.

7.1.2   See 3.4.2

7.1.3   The National Aviation Policy designates Shannon as a Centre of Excellence for Business aviation. Shannon continues to develop its business aviation activity.

7.2 Flight Training and Third Level Education

ACTIONS
7.2.1   Ireland will support the continued development of flight training.

7.2.2   Ireland will, through the National Aviation Development Forum, continue to identify courses and post-qualification certification requirements, in the development of technical and business degrees, to meet the needs of the Irish aviation industry.

7.2.3   Initiatives between education, industry and/or airport partners will also continue to be encouraged and supported.

7.3 Maintenance Licensing

ACTIONS
7.3.1   Ireland will support the development of opportunities for work placement programmes for aviation industry students and for professionals from aviation and other relevant backgrounds to take up employment in the aerospace sector.

7.3.2   Ireland will support the continued development of aircraft maintenance training. The IAA will continue to work closely with airlines, MROs and FÁS / Solas to develop and improve the aircraft mechanic apprenticeship and traineeships, to meet the changing requirements of the aviation maintenance sector.

7.3.3   Ireland, through the IAA, will continue to work with other European member states and EASA with a view to developing appropriate maintenance licence requirements for light aeroplanes, balloons and sailplanes.

7.4 Pilot Licensing

ACTION
7.4.1   The Department and the IAA will continue to work closely with EASA towards the elimination of anomalies in the requirements for pilot licences, including the potential extension of the mutual recognition of licences in EU states.

7.5 Recreational and Sport Flying

ACTION
7.5.1   The IAA will work closely with EASA regarding future developments in the EU regulatory regime affecting the GA sector.

PROGRESS UPDATE
7.3   (and 7.4 and 7.5) The NCADF Training, Skills and Education Working Group has identified recommended actions for Government and relevant agencies to continue the development of pilot training in particular and to further develop the training sector through collaborative marketing of Ireland as an international centre of excellence in aviation training. The recommended actions will form part of the Forum's report to Government to generate further support for this aspect of the Irish aviation sector.

The IAA is continuing its work with relevant stakeholders in the development of aircraft maintenance training and licensing requirements.

8. STATISTICS

POLICY POSITION
A central repository of relevant statistical information on the aviation sector will be put in place to assist policy formulation

ACTIONS
8.1   The Department will publish basic statistical information on its website, including passenger numbers (international, transit, domestic, etc.), new routes, cargo carried and airport commercial movements by end 2015.
8.2   The Department will develop this dataset in 2016 following engagement with key stakeholders to identify and prioritise additional statistical information required by the industry.
8.3   As part of that process, a decision will be made before end 2016 on optimal organisational arrangements for the collection and dissemination of the agreed dataset.
8.4   A review of the range and relevancy of the data published will be carried out by the Department in 2020, with further reviews being carried out every 5 years thereafter.

PROGRESS UPDATE

8.1   (and 8.2, 8.3 and 8.4) Basic statistical data on passenger numbers, new routes, cargo movements and airport commercial movements is made available on the Department's website. The Department will continue with the provision of this information on an ongoing basis. DTTAS is engaging with key stakeholders on the further development of an aviation dataset.

9. CONSULTATION

POLICY POSITION

The Department will enhance its arrangements for consulting with the industry on the development of national policy and on influencing the development of the EU and international policy affecting aviation in Ireland.

ACTION

9.1 Ireland will establish a National Aviation Development Forum led by the Department of Transport Tourism and Sport and with appropriate representation from across Government and the industry.

PROGRESS UPDATE

9.1   The National Civil Aviation Forum was launched in Febrary 2016. The Forum consists of a 13 member Steering Committee with representation across Government, aviation and development agencies and key industry decision makers. The Forum's Working Groups have developed a number of recommended actions which will be brought before Government before end 2016 with a view to generating further support for the aviation industry.

A dedicated website has been made available for dissemination of reports and information in relation to the activities of the NCADF, as well as providing a dedicated platform for consulting on new regulatory and policy proposals. The platform is supported by a mailshot alert system available to all stakeholders listed in the NCADF directory.

Consultation exercises concluded since the publication of the NAP include those in relation to the ICAO proposal for a global aviation emissions scheme, the revision of the EASA Basic Regulation and the review of the regime for airport charges.   Public consultations are currently underway in relation to (i) a proposal to amend the Irish Aviation Authority Act 1993 to make provision for security compliance functions of the Irish Aviation Authority, and (ii) an EU proposal in relation to establishment of an EU certification system for aviation security screening equipment.

ACTIONS

1.1	Ireland, as part of the ABIS Group, will seek nomination for election to the ICAO Council for the period 2016-2019.
1.2	The Department of Transport, Tourism and Sport will consult with the National Aviation Development Forum (see Chapter 9) on the development of the international legislative and regulatory agendas
1.3	Ireland will input to the proposed EU Aviation Package at an early stage to influence the development of proposed measures
2.1.1	Ireland, through the Department and the IAA, will play an active role in the development of aviation safety regulations at an EU level and in ICAO
2.1.2	Ireland will continue to maintain an independent safety investigation authority for the investigation of aviation occurrences.
2.1.3	The Department and the IAA will coordinate the State Safety Programme, including risk management.
2.1.4	Ireland will continue to facilitate and promote occurrence reporting in accordance with EU law and ICAO requirements and to meet the highest standards of independent accident investigation.
2.1.5	The IAA will establish and monitor appropriate key aviation safety indicators based on the EASA system
2.1.6	The IAA and AAIU will monitor aviation safety trends through ECCAIRS analysis.
2.1.7	Ireland will contribute to work at EU level to develop and implement an appropriate EU-wide safety regulatory framework for the operation of Remotely Piloted Aviation Systems in civilian airspace.
2.2.1	Ireland will allow greater flexibility to industry through the introduction of an outcome-focussed risk-based approach to security regulation.
2.2.2	Ireland will introduce a more targeted and comprehensive approach to compliance monitoring developing requirements for SeMS, similar to the successful approach already implemented in the field of safety.
2.2.3	Ireland will place a risk-based approach to security at the heart of our thinking and of our future research. As a first step in this direction we will initiate a feasibility study in 2015, in conjunction with other key stakeholders, on the concept of a "Trusted Traveller" Programme.
2.3.1	Ireland will work with European partners to achieve the development of global international standards for market based measures on aircraft emissions
2.3.2	Ireland will develop its aviation emissions reporting capability in support of ICAO's evolving environmental policies
2.3.3	Ireland will, in consultation with interested parties, update its National Action Plan for Emissions Reductions in 2015 in line with the ICAO 2013 Resolution on Climate Change.
2.3.4	Ireland will encourage research and development in Ireland of clean engine technologies and sustainable fuels.
2.3.5	Ireland will implement a "Balanced Approach" to noise management at Irish airports in accordance with Regulation (EC) No.598 of 2014 on the establishment of rules and procedures with regard to the introduction of noise-related operating restrictions at Union airports.
2.3.6	Ireland will develop an Adaptation Plan for the Transport Sector, which will include adaptation options for airports and aviation services in line with national legislative obligations and the EU Adaptation Strategy
3.1.1	The Department will increase and extend Ireland's bilateral agreements with other states.
3.1.2	Ireland will continue to actively support EU efforts to negotiate full Open Skies agreements with third countries.
3.3.1	An overall freight policy for Ireland, covering all modes, will be developed with a view to ensuring the continued competitiveness of the freight sector, and will include consideration of the role of air-cargo.

3.3.2	The Department will seek to remove limits on all air-cargo capacity in Ireland's bilateral air transport agreements.
3.3.3	The Department will engage with the relevant stakeholders under the auspices of the National Facilitation Committee on air-cargo. (See Section 4.6).
3.3.4	Dublin and Shannon Airports, in partnership with the other players in the air-cargo industry, will be mandated to develop and publish strategies on air-cargo
3.3.5	The development of Shannon Airport as an air-cargo hub will be supported.
3.3.6	The Department will continue to liaise with other Government bodies and the US authorities on the regime for exports to the US in order to facilitate efficient freight operations at airports
3.4.1	The Department will maintain close formal links with the US authorities to ensure the continued delivery and development of US Preclearance facilities at Dublin and Shannon Airports.
3.4.2	The Department will encourage Dublin and Shannon Airports and airlines to maximise the benefits to Ireland of preclearance facilities and will promote the development of those airports as preclearance centres.
3.4.3	The Department will support Shannon Airport in seeking to increase the number of GA aircraft utilising preclearance.
3.5.1	Ireland will continue to encourage investments in modern, technologically advanced, cost-efficient aviation infrastructure, including those that underpin Ireland's interest in the North Atlantic and the future traffic growth at our airports
4.1.1	The Department will monitor the business development of all airports for evidence that the prevailing network is operating at an optimum level. Monitoring will occur within the framework of developments under EU rules and the structural and capacity reviews referred to in sections 4.4.
4.1.2	The Department, the airports and the tourism agencies will continue to work together to increase access to Ireland from high-potential overseas tourism markets.
4.2.1	Ireland will implement an EU approved Framework (Regional Airports Programme 2015 - 2019) of supports for regional airports.
4.2.2	Exchequer support for operational expenditure at regional airports will be phased out over a maximum period of 10 years, in accordance with EU Guidelines
4.2.3	Exchequer support for capital expenditure will be limited to safety and security related expenditure.
4.2.4	Clear business plans will be required from the airports seeking supports. In considering funding to regional airports, the Department will take account of the level of regional involvement, including investment by local authorities and/or business.
4.2.5	From 2015, PSO contracts, for Donegal/Dublin and Kerry/Dublin air services will run for two years initially and, subject to a satisfactory review after 18 months, may be extended by a maximum of one year.
4.3.1	Dublin Airport will be promoted as a secondary hub airport.
4.3.2	The roles of the Cork and Shannon airports as key tourism and business gateways for their regions, and particularly with regard to the development of key niche markets, will be supported
4.4.1	The Department will review the ownership and operational structure of the State airports in 2019 (and subsequently at 5-year intervals). The initial review will incorporate a fresh consideration of the feasibility of establishing Cork as an independent airport.
4.5.1	The process to develop the second runway at Dublin Airport will commence, to ensure the infrastructure necessary for the airport's position as a secondary hub and operate to global markets without weight restrictions is available when needed
4.5.2	The Department will commission a high-level, strategic capacity review in 2018, taking into account wider government objectives and policies for enterprise and tourism as well as developments in the global market. The views of airport users will be taken into account during the capacity review process.
4.5.3	Taking account of the high-level, strategic capacity review, Dublin, Cork and

	Shannon Airports will be mandated to carry out reviews of capacity constraints and infrastructure needs at five yearly intervals, the first reviews to be completed before the end of 2018.
4.5.4	Access to the airports will be taken into account during the development of surface transport programmes, in line with the Department's Strategic Framework for Investment in Land Transport which proposed the prioritisation of improved connections to key seaports and airports.
4.6.1	The Department will continue to host the National FAL Committee meetings with a view to better coordination of facilitation activities between Government Departments and relevant stakeholders
4.6.2	The Department will facilitate implementation of the National Air Transport Facilitation Programme 2015 - 2017, and ensure it is reviewed by the FAL Committee every three years.
4.6.3	In line with the Department's Tourism Policy, airports will be encouraged to prioritise investment in visitor reception facilities in order to remove bottlenecks and to create a welcoming environment for visitors
4.7.1	The Department will support the further development of the British Irish Visa Scheme and other enhancements of the visa system to promote growth in tourism and business visits to Ireland.
4.7.2	The Department, in conjunction with the Department of Justice and Equality, will encourage airports to streamline passenger flows taking full advantage of the Common Travel Area.
5.1.1	An independent review of airport charges regulation will be completed by end-2015. The review will deliver options and recommendations for a future regulatory system for airport charges. The process will involve full consultation with impacted parties
5.1.2	The Department will finalise and publish its policy on airport charges regulation, and make preparations for any necessary changes to legislation, by mid-2016
5.2.1	The organisational arrangements for provision of safety and economic regulatory oversight will be restructured taking account of the review of the appropriate model for airport charges regulation (see Proposal 5.1.1) and of developments and timelines under the SES legislation. In advance of any restructuring options being pursued, there will be full consultation with impacted parties.
5.4.1	Ireland will support the EU's work in examining the implications arising from the growth in new business models and more complex commercial arrangements for employment in the aviation sector and, in particular, the human factors implications of such arrangements
6.1	Ireland will fully adopt the Cape Town 'Alternative A' insolvency arrangements, and will promote this benefit for aviation finance.
6.2	Ireland will advocate for the continued applicability of Article 83*bis* arrangements at EU level and will actively participate in work on developing ICAO guidance on Article 83*bis* through participation in the ICAO Task Force established in 2014.
6.3	Ireland will encourage the development of the International Aviation Services Centre (IASC) at Shannon.
7.1.1	Ireland will support any regulatory initiatives at EU level to establish a separate corporate aviation sector.
7.1.2	Ireland will promote the use of US preclearance facilities and of the Executive Jet Register, particularly at Shannon, by the general aviation sector
7.1.3	Shannon will be designated as a 'Centre of Excellence' for Business Aviation.
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7.2.2	Ireland will, through the National Aviation Development Forum, continue to identify courses and post-qualification certification requirements, in the development of technical and business degrees, to meet the needs of the Irish aviation industry
7.2.3	Initiatives between education and industry, industry and/or airport partners will also continue to be encouraged and supported
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7.5.1	The IAA will work closely with EASA regarding future developments in the EU regulatory regime affecting the GA sector.
8.1	The Department will publish basic statistical information on its website, including passenger numbers (international, transit, domestic, etc.), new routes, cargo carried and airport commercial movements by end 2015.
8.2	The Department will develop this dataset in 2016 following engagement with key stakeholders to identify and prioritise additional statistical information required by the industry.
8.3	As part of that process, a decision will be made before end 2016 on optimal organisational arrangements for the collection and dissemination of the agreed dataset.
8.4	A review of the range and relevancy of the data published will be carried out by the Department in 2020, with further reviews being carried out every 5 years thereafter.
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ACRONYM	TITLE
AAIU	Air Accident Investigation Unit
ABIS Group	Austria, Belgium, Croatia, Ireland, Luxembourg, The Netherlands, Portugal and Switzerland
ATM	Air Traffic Management
CAPEX	Capital Expenditure
DTTAS	Department of Transport, Tourism, and Sport
EASA	European Aviation Safety Agency
ECAC	European Civil Aviation Conference
ECCAIRS	European Centrally Coordinated Accident and Incident Reporting System
EU	European Union
GA	General Aviation
GMBM	Global Market Based Measure
IAA	Irish Aviation Authority
IASC	Irish Aviation Services Centre
ICAN	ICAO Air Services Negotiation Event
ICAO	International Civil Aviation Organisation
NCADF	National Civil Aviation Development Forum
NCASC	National Civil Aviation Security Programme
NCASP	National Civil Aviation Security Committee
OPEX	Operating Expenditure
PSO	Public Services Obligation
SeMS	Security Management System
SES	Single European Sky
SESAR	Single European Sky ATM Research
TSA	Transportation Security Administration