
Dublin Airport Low Emissions Aircraft Discount 2024

Terms, Eligibility and Conditions

1. Overview of Scheme

- 1.1 The objective of the Low Emissions Aircraft Discount (“LEAD” or “The Scheme”) is to incentivise the transition from ageing aircraft fleets to the latest technology, encouraging a quieter, cleaner fleet use at Dublin Airport.
- 1.2 In line with Dublin Airports sustainability policy, the scheme will aim to achieve sustainable growth by promoting connectivity and capacity while rewarding lower emissions.
- 1.3 The Scheme is effective from 31st March 2024.

2. Terms

- 2.1 The Scheme will apply to all aircraft carrying out scheduled passenger, cargo, and charter operations (based and non-based) and is open to all operators, except for General Aviation.
- 2.2 The Scheme will only apply to flights operated from 31st March 2024.
- 2.3 For qualifying aircraft, a discount of 12.5% will be applied to each of the published Runway Movement charge and Passenger Service Charge.
- 2.4 The fuel-based approach, adopted by the European Environment Agency as defined in EEA Report No. 13/2019 part B section 1A¹, will be used.
- 2.5 The ICAO Emissions databank will be used to determine aircraft eligibility.
- 2.6 Worked examples are illustrated in Appendix 1.

3. Eligibility

- 3.1 The Scheme will apply to all aircraft carrying out scheduled passenger, cargo, and charter operations (based and non-based) and is open to all operators, except for General Aviation.
- 3.2 Operators must meet the following criteria to avail of The Scheme:

¹ [EMEP/EEA air pollutant emission inventory guidebook 2019 — European Environment Agency \(europa.eu\)](https://www.eea.europa.eu/en/air-pollution/air-pollutant-emissions)

- Aircraft with an MTOW < 105 tonnes must display a Landing and Take-off Fuel Consumption of ≤ 380 kg. and/or demonstrate fuel consumption 15% lower than similar sized aircraft.
- For Aircraft with an MTOW ≥ 105 tonnes must display a Landing and Take-off Fuel Consumption of ≤ 955 kg. and/or demonstrate fuel consumption 15% lower than similar sized aircraft.

3.3 From ICAO emissions data that is available to Dublin Airport, the below aircraft types qualify for The Scheme. These aircraft types currently make up 24% of the fleet use at Dublin Airport.

Table 1. list of qualifying aircraft

Aircraft	LTO Fuel Burn (kg)	MTOW
B787	796	≥105 tonnes
A350	955	
A330-800/900	931	
A220	292	< 105 tonnes
A320 Neo	330	
B737 MAX 8/9	365	
A321 Neo	380	
E195/190-E2	270	
ATR-72	256	

4. Financial Conditions

- 4.1 The rebate on Qualifying Charges in respect of a qualifying movement is offset against the customer's account. In this regard, the operator is levied at the discounted rate.
- 4.2 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 To avoid double discounting, LEAD will be applied on charges net of any other route supports.
- 4.5 Discounts will be applied based on flown movements in the invoiced period. Worked examples are illustrated in Appendix 1.
- 4.6 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.
- 4.7 For the avoidance of doubt, Qualifying discounts do not include: (i) charges introduced by the Irish Aviation Authority; (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 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 Dublin Airport will conduct regular audits to ensure fleet use agrees with what was declared in the Dublin Airport slot submission.
- 5.3 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

Worked Example 1:

Aircraft Type	S24 Movements
B737-MAX	9000
A737-800	38000
Total Movements	47000

B737-MAX = 12.5% discount on 9000 movements

$$\text{Discount} = 12.5\% \times \left(\frac{9000}{47000} \right)$$

Actual Discount = 2.5%

Summer 2024	
Runway Movement	26,112,250
Passenger Service	55,509,806
Gross Charges	€81,622,056
<i>Runway Movement Discount</i>	652,806
<i>Passenger Service Discount</i>	1,387,745
Total Discount	€2,040,551
Net Charges	€79,581,505

Worked Example 2:

Aircraft Type	S24 Movements
A320/321 Neo	9000
A320	16000
Total Movements	25000

A320/321 Neo = 12.5% discount on 9000 movements

$$\text{Discount} = 12.5\% \times \left(\frac{9000}{16000} \right)$$

Actual Discount = 6.7%

Summer 2024	
Runway Movement	13,786,200
Passenger Service	26,978,328
Gross Charges	€40,764,528
Runway Movement Discount	923,675
Passenger Service Discount	1,807,548
Total Discount	€2,731,223
Net Charges	€38,033,305