“Misconceptions about the Airport Package”

Presentation by the Association of European Airlines

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34 member airlines
11100 flights a day
650 destinations in 167 countries
380 million passengers
6.2 million tonnes of cargo
405,000 employees
2670 aircraft
Total turnover of €86 billion
Aviation has an important role to play in economic growth.

**European Air Transport:**

- Generates €275 billion/year to Europe’s GDP;
- Creates 4.5 million direct, indirect and induced jobs;
- Supports 3.3 million jobs in tourism contributing nearly €165 billion/year to the region’s GDP.
1. A proposal for a Regulation on groundhandling services
   • A step in the right direction

2. A proposal for a Regulation on noise-related operating restrictions
   • More alignment with ICAO rules and policies needed

3. A proposal for a Regulation on the allocation of airport slots
   • No need for a revision
70% of primary delays are caused by ground handlers: **No!**

*Figure from: Eurocontrol 2010 PRR, p. 46*
Ground handling services are not efficient enough due to insufficient regulation and standardisation: **No!**

• Airlines have a prime interest in the quality & efficiency of ground handling

• Where airlines can choose their suppliers, there is no need for the Commission to define operational performance and other requirements
The best way to reduce noise at airports is through operating restrictions: No!

- The “ICAO Balanced Approach” is endorsed by European States and other governments.

- The problem of noise at airports varies greatly between airports:
  - there is no one-size-fits-all solution;
  - solutions must be identified and assessed at local level by local authorities;
  - EU legislation should not unduly influence local decision-makers but allow them to take the best decision.
The phase-out of marginally will have no significant impact on the industry: No!

Aircraft types affected by Chap 3 -8 EPNdB:
- Airbus A321-200
- Boeing 747-100
- Boeing 747-200
- Boeing 737-400
- Boeing 747-300
- Boeing McDonnell Douglas MD83
- Boeing 767-200
- Boeing 767-300
- Airbus A300
- Boeing McDonnell Douglas MD80
- Boeing 767-200ER

Aircraft types affected by Chap 3 -10 EPNdB:
- Boeing 747-400
- Airbus A310
- Boeing McDonnell Douglas MD87
- Boeing 737-300
- Boeing 767-300ER
- Embraer 190
- Boeing 737-500
- Boeing McDonnell Douglas MD82
- Embraer 170
- Boeing McDonnell Douglas MD81
- Airbus A321-100
- Boeing 747-200
A revision of the slots Regulation will solve the problem of capacity in Europe: No!

<table>
<thead>
<tr>
<th>Airport</th>
<th>2010 pax traffic volume at the airport</th>
<th>Current planned airport infrastructure investment</th>
<th>Expected airport capacity in 2015</th>
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<tbody>
<tr>
<td>London Heathrow</td>
<td>![Traffic Icon]</td>
<td>![Investment Icon]</td>
<td>![Capacity Icon]</td>
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<tr>
<td>Frankfurt</td>
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<td>![Investment Icon]</td>
<td>![Capacity Icon]</td>
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<tr>
<td>Beijing</td>
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1 equals 10 million pax
*represents incremental pax
The new rules will ensure an efficient use of scarce capacity: No!

- No need to introduce ‘network airports’
- No need for a slot reservation fee mechanism
- No need to modify the 80/20 rule

On the contrary, for example, the new 85/15 rule will lead to inefficiencies

- In Winter, slots are allocated by series of 10

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- If the flight is not operated twice over a 10 week period, the slot is lost for the next period

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- In practice, it leaves little flexibility to adapt operations in cases of low-demand (e.g. holidays) or irregularities in delay operations (weather, maintenance, strikes).