



AIRLINES FOR EUROPE

A STRONG VOICE

Airlines for Europe

Rue de Luxembourg 3

B-1000 Brussels

Tel +32 27930911

@A4Europe

www.a4e.eu

contact@a4e.eu

In 2016, the CEOs of Europe's biggest airlines (Air France-KLM, easyJet, IAG, Lufthansa Group and Ryanair) formed Airlines for Europe (A4E) to establish a united voice in Brussels and help define a future vision for EU aviation. Today, A4E members represent over 70 per cent of European air traffic. New airlines – both big and small – from low-cost to legacy and cargo, have joined, including: Aegean, airBaltic, Cargolux, Finnair, Icelandair, Jet2.com, Norwegian, TAP Air Portugal, Travel Service and Volotea. Beyond airlines, global manufacturers such as Airbus, Boeing, Embraer, GE and Thales have also become members of A4E.

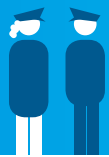
Over **700 million** passengers per year



More than **2,900** aircraft



More than **330,000** employees



More than **€110 billion** in annual revenues



A4E WORKS WITH POLICY MAKERS ON SIX CURRENT EUROPEAN AVIATION ISSUES:

1. Airport Charges

Thanks to strong competition in the European Single Market, flying today is more accessible and affordable than ever before.

While ticket prices have decreased an average of 50 per cent the last decade,¹ airport charges have more than doubled at some of Europe's busiest airports. Some airports behave as de facto monopolies. The result is less choice for travellers and higher fares in the long term.

+ A4E is calling for a substantial reform of the EU Airport Charges Directive – with regulatory oversight when it comes to EU airports with significant market power.

2. EU Airspace Efficiency

Airspace is a finite resource which needs to be effectively managed and used.

2018 was one of the worst years for Air Traffic Control (ATC) delays in nearly a decade. A4E is working with key operational stakeholders to address the current bottlenecks and deliver more efficient routes.

+ A4E airlines are calling on the EU to radically reform its air space architecture to benefit passengers and reduce CO2 emissions.

+ A review of the Single European Sky (SES) regulatory framework, including future-proof investments in processes, new technologies and human resources is urgently needed.

3. Unreasonable Aviation Taxes

Onerous taxes on aviation threaten Europe's economies. They also do not benefit the environment.

Aviation generates economic and social value, employing two million EU citizens and contributing an estimated €144 billion to GDP.² The democratisation of air travel in Europe means that flying is now for the many, not the few. This positive impact should not be undermined through unreasonable tax policies.

Governments seeking to raise revenue through special aviation taxes shoot themselves in the foot by favouring short-term budgetary gains over positive, long-term economic growth.

"Green taxes" are short-sighted measures that fail to address the long-term objective of reducing emissions. The revenue is rarely ear-marked for environmental initiatives, rather it disappears into the general budget.

+ To preserve connectivity, the EU and national governments must focus on concrete actions that support the growth of EU airlines and their sustainability efforts.
+ Incentives that reward cleaner aircraft or encourage research and development into sustainable fuels are rather needed.

¹ 2006–2016; Source: PwC study December 2017

² Source: https://aviationbenefits.org/media/166344/abb18_full-report_web.pdf

→ Aircraft fuel burn per seat has been reduced by more than 80% since the 1960s.

→ Commercial jets now have better fuel efficiency than most cars on the road.

→ Each new generation of aircraft is on average 20% more fuel efficient than their previous model.

→ Modern aircraft today are 75% quieter than the models that first entered into service.

→ The sector has committed itself to carbon neutral growth from 2020 onwards, and to halve emissions by 2050 compared to 2005 levels.

Source:
https://aviationbenefits.org/media/166344/abbb18_full-report_web.pdf

4. Sustainable Aviation as an Underlying Principle for Future Growth

The aviation sector is currently responsible for approximately two per cent of all human-induced CO2 emissions, globally.

A4E is calling on all governments to support the International Civil Aviation Organisation's (ICAO) proposed global carbon offsetting scheme for aviation (CORSA) to cap emissions from 2020 onwards.

→ EU airlines should not face the double burden of adhering to both a global and European emissions off-setting programme.

5. Revision of Air Passenger Rights Legislation

A4E airlines take care of their customers – as they should, and not because regulations tell them to. Regardless of the cause – our airlines provide care and assistance to minimise the impact on passengers.

But despite airlines' best efforts, the vague wording of the current EU Air Passenger Rights legislation remains unclear and has led to different legal interpretations.

→ A4E supports legislation on air passenger rights that make the rules fairer, clearer, and easier to apply. The revision of Regulation 261/2004 is extremely important in terms of legal certainty and providing a fair balance of consumer and industry interests.

6. Safety and Security Are Always a Top Priority

Flying is the safest mode of transport in the world.

A4E works with airports, Air Navigation Service Providers (ANSPs) and national and European organisations like the European Aviation Safety Agency (EASA) to keep it that way. Airlines are well aware of new airspace users joining the transport arena, such as drones. We look forward to exchanging experiences and integrating them into the existing safety system. Ensuring the protection of aviation employees, passengers and their loved ones is paramount.

A flexible approach is therefore needed to address constantly changing security threats and scenarios.

→ Governments must take on their share of the substantial costs associated with the provision of national security services in aviation, and refrain from passing them on to industry.

EU aviation security regulations must build on existing know-how and operational expertise. This includes developing adequate tools and processes to address disruptions and facilitate passengers' journeys. This needs to be both economically reasonable and technologically feasible.

→ A4E supports the implementation of electronic travel systems (i.e. EES/ETIAS) to enhance border security and facilitate the identification of potentially inadmissible passengers before boarding.

→ Such systems must be built upon international standards and practices while aligning with existing airline operational systems.

