

## Information

27 March 2009

- Adria Airways
- Aer Lingus
- AeroSvit
- Air France
- Air Malta
- Air One
- Alitalia
- Austrian
- bmi
- British Airways
- Brussels Airlines
- Cargolux
- Croatia Airlines
- Cyprus Airways
- Czech Airlines
- DHL
- Finnair
- Iberia
- Icelandair
- Jat Airways
- KLM
- LOT
- Lufthansa
- Luxair
- Malev
- Olympic Airlines
- SAS Scandinavian Airlines
- SWISS
- TAP Portugal
- TAROM
- TNT Airways
- Turkish Airlines
- Ukraine International Airlines
- Virgin Atlantic Airways

### EUROPEAN AIRLINES HAIL THE SINGLE SKY

#### Benefits to airlines, travellers, the environment 'cannot come too soon', says AEA

The European Parliament's adoption of the Single European Sky legislation marks the end of an era of waste and inefficiency, and ushers in the prospect of massive benefits to European airlines, their customers and the environment, according to the Association of European Airlines.

"The days of European flights having to navigate a hopelessly fragmented airspace structure are finally coming to an end", said AEA Secretary General Ulrich Schulte-Strathaus. "It is more than 20 years since the first signs appeared that the patchwork system of national airspaces, individually managed in isolation from their neighbours, was not up to the task of coping with the demands of the single aviation market".

Since then, he said, hundreds of millions of passengers had been delayed, or had modified their travel plans to avoid delay, the airlines had overpaid billions of Euro for system inefficiencies, and tens of millions of tonnes of carbon dioxide had been needlessly emitted into the atmosphere.

In future, 60-odd control areas will be whittled down to nine 'Functional Airspace Blocks' with coordinated planning, performance monitoring against enforceable targets and stakeholder consultation. With adequate network capacity planning, it should become the norm for flights to be allocated the departure clearances, routings, speeds and altitudes they have requested, improving timekeeping and reducing fuel burn and emissions.

AEA looks forward to a swift implementation of the Single Sky – in the present economic crisis any delay in beginning to realise its benefits would be unacceptable. "Already, with 2008 traffic below expectations, national air navigation service providers have increased their 2009 fees to compensate", said Mr Schulte-Strathaus. "This is precisely the sort of behaviour, rooted in obsolete structures, that the Single European Sky will put an end to. Now the legislative framework is in place, the reality cannot come soon enough".

For further information, please contact:

David Henderson  
Manager Information  
Phone : +32(0) 2 639 89 72  
Email: david.henderson@aea.be  
www.aea.be