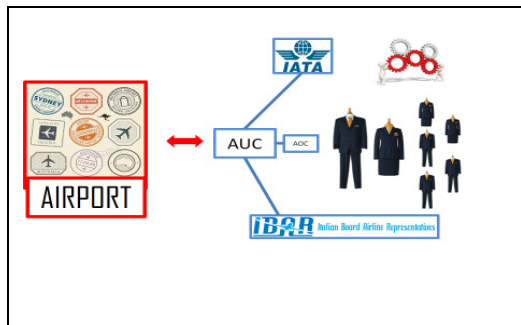


Newsletters n. 5/2017 September – December

1. Airline representation at BLQ Airport



In November, the Airline Representatives at BLQ Airport, following an IBAR recommendation, voted a new statute by which the two representative Committees AUC (Airline Users Committee) and AOC (Airline Operators Committee) have been effectively merged into a single entity.

The new set-up provides for the AOC to deal, within the AUC framework, primarily with day-by-day operational matters whilst the AUC will involve itself in any cost-related discussions with the Airport Management and the Regulators.

The AUC will also count on adequate support from IATA and IBAR for legal counselling when necessary and on any technical subjects (i.e. airport charges' model , airport layout , SLAs) for which expert advice is essential.

In a statement during the December Assembly, the President commended the swift action taken at BLQ , welcomed this development as a necessary step to maintain – at a time when the airlines' human resources on the field are thinning - an adequate and unambiguous representation of the airline community at all airports.

The President also requested the Country Managers' support to the forthcoming IBAR initiative to promote the adoption of a similar representative model at other Italian Airports.

2. Consultations on airport charges

a- Calendar

In October, the Transport Regulation Authority (ART) decided to schedule the yearly monitoring consultation meetings of 13 different airports in the period in a ten days' period.

IATA and IBAR pointed out the Authority that such a tight scheduling pattern was anything but helpful towards an adequate Users' representation at the consultations.

Following a dismissive reply from the Authority, IBAR decided to attend the consultations at BLQ, NAP, OLB and CTA.

b- Outcomes

During 2017 , IBAR participated in the consultations on regulated charges at nine airports , here below a short recap of the main achievements :

CAG : € 7m removed from the “admissible costs” recharged to the Carriers.

OLB : rationalization of the handling charges , with substantial savings for large aircraft. Opening of an ART investigation on the possible application of fuel royalties.

FCO : Reduction of the Airport investment plan (€ 100 m in four years) . Forthcoming consultations between ADR and IATA, IBAR, AUC/AOC on airport layout, investment priorities, SLA.

MIL, VCE : Negotiations with SEA (already in progress) and SAVE (first quarter 2018) for the definition of SLAs.

CTA : During the consultation procedure , concluded in December , the Airlines' Representatives attending the meetings negotiated charges decreases averaging nearly 10% for the period 2017 – 2020.

3. Ministry of Transport position paper on air cargo



On November 27th, Minister G. Delrio officially presented the document drafted by Ministry Officials in cooperation with all the players in the air cargo industry.

The document, untypically, identifies infrastructural and bureaucratic shortcomings to be addressed by the Administration in order to provide further support to the positive air cargo trends recently registered at Italian Airports.

The IBAR contribution will continue within a restricted working group that will oversee the implementation of the measures identified by the document.

An English free text translation of the entire document is available for download in the IBAR website.

4. Ground handling limitation at VCE Airport

In October , ENAC published a decision by which the number of ground handling service providers at VCE Airport would be limited to two , down from the current three.

The IBAR Executive Board decided to submit a recourse against such a measure before the Administrative Tribunal.

In December the Assembly approved the EB decision.

The recourse will be formally submitted in the first weeks of 2018.

5. Ground handling limitations' scenario in Italy

On December 19th, IBAR addressed a formal request to the Antitrust Authority to open an investigation on the string of limitations imposed on the ground handlers' market at several Italian Airports.

In preparation for a first introductory meeting with the Authority officials, scheduled for February 2018, a questionnaire prompting the Carriers to provide their views on the impact of the limitation imposed at FCO since May 2016 was distributed to the IBAR and the local AUC Members.

6. Additional Municipality tax

In December, the Italian Mayors' Association proposed the reintroduction, within the 2018 budget law, of an additional municipality (up to € 2 for each departing passenger).

Thanks to the vocal opposition staged by the Associations representing the airports and the airline community, the proposal was withdrawn following a negative opinion from the Ministry of Transport.

7. Arrivals & Departures

We say goodbye to:

Mr. Li Yu – Air China

Mr. Beyene Aberra – Ethiopian Airlines

And extend a warm welcome to:

Mr. Ma Nan – Air China

Mr. Bisrat Yared Fenta – Ethiopian Airlines

Mr. Hur JoonSung – Asiana Airlines