

No further restrictions of operating hours at German airports

The Board of Airlines Representatives in Germany appreciates the expansion of infrastructure at important German airports. The airports are thereby reacting to the growth predictions in air traffic in the years to come. At the same time the association warns that the newly created capacities must not be countered by a further cutting of operating hours for air traffic. On the contrary possibilities of extending capacities and organising air traffic at critical operating hours in a more flexible manner should be examined.



BARIG General Secretary Michael Hoppe comments, "Time after time the news of an expansion and improvement of infrastructure lead to the false assumption that in turn the restrictions of operating hours can then be further extended. This misperception cannot be accepted considering the already existing harsh restrictions at most German airports. Any further restrictions would hit the airlines hard. Especially the charter airlines in the tourism industry are dependent on flexibility in order to offer profitable and consumer-friendly flying times. Additional limitations to their flight schedule will inevitably result in an unacceptable economic burden for the airlines and possibly constrain consumer satisfaction. Lastly the consequence would be a questioning of numerous existing flight connections, thereby endangering jobs and also making an optimal arrival at their destination more complicated for vacationers."

Air security: Efficient and friendly passenger controls, reduce charges burden

In connection with the International Tourism Fair ITB, taking place from 9th to 13th March in Berlin, airlines have appealed to politics that the further increasing air security fees are in future not to be fully paid by airlines and finally the customer. Currently airport security, accounting for a yearly sum of around 600 million euros, has to be fully paid by the airlines. In the opinion of the Board of Airline Representatives in Germany here a discharge of the airlines is needed since other steadily rising fees and more security measures already result in sufficiently increasing costs for airlines.

The federal ministry of the interior is responsible for the determination of the air security fees which are then supervised and collected by the federal police and their contracted private security companies. This system is presently criticised by the airlines because legal requirements for the defence against terrorism are becoming more complex and the airlines now see themselves forced to resist the escalating costs.

Furthermore, BARIG demands that all potentials for an efficient and fast security check of passengers are finally exploited at German airports. Waiting queues, inefficient procedures and a lack of friendliness on behalf of the security service personnel lead to completely unnecessary frustrating passenger experiences. Through simple organisational measures the working procedures at security checkpoints could be significantly improved.

Better usage of capacities in Dusseldorf

BARIG supports the plan of altering the operating license of the airport in Dusseldorf. In view of the increasing passenger flows the location Dusseldorf is facing bottlenecks in spite of the existing capacities. The reason for this situation is that the second runway cannot be utilised efficiently. One week in advance the airport is obliged to define exact time slots for operations on the second runway which is labelled as "unrealistic and counterproductive" by the operators of Germany's third largest airport. Possible capacity increases must not lead to restrictions in the actual operating hours and – regulations. Especially the important regulations for tourism and charter airlines regarding the critical hours of operation in the early morning and late evening are not to be questioned.

Third runway strengthens Munich's position

BARIG welcomes Munich's ambition to provide a third runway within the next ten years, following the approval of the federal administrative court in this matter. "A third runway in Munich maintains the location's competitiveness and also the competitiveness of Germany as a whole. Especially for the more than 70 international airlines, offering flights to destinations all over the world, a well constructed and optimally functioning infrastructure is indispensable. the association BARIG explains during the International Tourism Fair in Berlin.

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