



## BARIG General Assembly: Overcoming the capacity crisis and restoring reliability

The last BARIG General Assembly confirmed the direction being taken by BARIG – as demanded by numerous other associations – that every effort must be made to manage the current capacity crisis in air traffic, both on the ground and in airspace, in order to restore the reliability of air transport.



Michael Hoppe (left) with guests: (left to right) Sinan Duvenci (AviationPower), Hendrik Düringer (Deutsche Bahn), Kristina Hill (LBA) and Robert Schickling (DFS)

The representatives of BARIG member airlines discussed the current situation in German air traffic at the headquarters of Deutsche Bahn in Frankfurt with business partners as well as representatives of the German Federal Aviation Authority (LBA) and the German Air Traffic Control (DFS). In addition to the airlines' cooperation with the LBA, the core topics included the causes of the capacity crisis, which led to long queues, delays and flight cancellations already at Easter. There were bottlenecks in passenger security checks and air traffic control, which were unable to organize the booming air traffic satisfactorily. There was also a partly lack of infrastructure that could not keep pace with the growing market.

### Various facets of air traffic safety

The LBA is primarily a technical testing and certification authority that approves and monitors aviation operations and airlines. It also trains for example pilots and air traffic controllers. The LBA thus contributes to the safety of a flight long before an aircraft takes off. Kristina Hill, Head of Unit S5 at the LBA, explained the basics and responsibilities of aviation safety in Germany to the participants of the plenary meeting and made recommendations to the representatives of domestic and foreign member airlines for smooth cooperation with the LBA.

German Air Traffic Control ensures the safe and orderly handling of air traffic. However, there are major international differences in the cooperation between civil and military authorities, among other things. "Germany has the most complex airspace in the world, which is controlled both regionally and by altitude," said Robert Schickling, Managing Director Operations at DFS. He explained that the capacity limit in Germany had almost been exhausted. "In the future, it will be possible to optimize airspace to a certain extent by transferring flights to different altitudes, but in addition to EU-wide harmonization, more personnel must also be trained as quickly as possible in order to manage the aviation volume, which will increase by an average of two per cent annually until 2024."

## Dear BARIG members, dear BARIG partners,



Last year, there were more airline passengers than ever before. With an increase of 7.3 percent, the

4 billion mark was exceeded worldwide. But there can only be qualitative growth if the framework conditions are adapted accordingly. Therefore we are calling for more efficient security, border and customs controls, a needs-based modernization and adaptation of infrastructures and a significant optimization of capacity management in European airspace.

BARIG is still working together with all players in the industry, as well as with authorities and politicians, as shown at the aviation summit on 5th October 2018 in Hamburg, to develop sustainable solutions. They are necessary in order to further strengthen Germany as an air traffic location in the international competition.

Yours,

Michael Hoppe  
BARIG Secretary General



European Board of Airline Representatives (BAR) at the BARIG General Assembly



Robert Schickling speaking about the challenges in air traffic management

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**BARIG Members:** Aban Air • Aegean Airlines • Aeroflot • AeroLogic • Afriqiyah Airways • Air Algerie • Air Astana • Air Canada • Air China • Air Dolomiti • Air Europa • Air France • Air France KLM • Martinair Cargo • Air India • Air Malta • Air Mauritius • Air Namibia • Air New Zealand • Air Serbia • AirBridgeCargo • Alitalia • American Airlines • ANA • Asiana Airlines • Astral Aviation • Austrian Airlines • British Airways • Brussels • Bulgaria Air • Cathay Pacific Airways • China Airlines • China Eastern Airlines • China Southern Airlines • Condor Flugdienst GmbH • Croatia Airlines • Delta Air Lines • DHL • easyJet • Edelweiss • EgyptAir • EL AL Israel Airlines • Emirates • Ethiopian Airlines • Etihad Airways • Eurowings • Eurowings Europe • EVA Airways Corporation • Federal Express • Finnair • Garuda Indonesia • Gulf Air • Hahn Air Lines • Hainan Airlines • Hop • Iberia • Icelandair • Iran Air • JAL Japan Airlines • KLM • KLM City Hopper • Korean Air



Kristina Hill speaking about the tasks of the Federal Aviation Authority

## Making security checks more efficient

In order to get to their flight, passengers have to pass important security checks, which are organized by the Federal Police. These are only half as efficient at German airports as in other European countries, so that BARIG advocates a reorganization of the less efficient security controls and supports demands to transfer the responsibilities for organization and implementation to airport operators in cooperation with the airlines. The state remains the supreme supervisor and has the instruction authority.



Member airlines and speakers engage in a discussion

## Infrastructure: Focus on quality and processes

According to estimates, passenger numbers worldwide will almost double by 2035, but the development of the infrastructure is not keeping pace. For example, Frankfurt: "We expect the situation in Frankfurt to ease in 2021 with Pier G and in 2023 with Terminal 3. Until then, expansion without



International BARIG delegates

loss of quality and delay situations is only possible if strict steering measures are taken to improve quality", says BARIG Chairman Michael Hoppe. "In addition, the third runway at Munich Airport must be developed. Otherwise airports at European locations will leave Germany behind."



Hendrik Düringer speaking about price-driven capacity utilization

## Relief during peak times and capacity optimization

In order to compensate for staff shortages at peak times, certain air traffic services can be leased or outsourced, as Sinan Düvenci and Maik Bossmann of AviationPower GmbH emphasized. Hendrik Düringer, Head of Revenue Management at Deutsche Bahn AG, described how dynamic ticket prices at Deutsche Bahn (DB) enable computer-controlled capacity optimization.



BARIG General Assembly in the DB headquarters in Frankfurt



Informal get-together in front of Frankfurt's skyline

## New BARIG member: MIAT Mongolian Airlines



MIAT at the Mongolian capital's international airport

Mongolia's national airline has been operating since 1956 and serves eight international destinations from its hub of Ulan Bator. In addition to cities such as Beijing, Hong Kong, Seoul and Tokyo, this also includes non-stop connections between Frankfurt and Ulan Bator, as well as connections from Berlin-Tegel (via Moscow-Sheremetyevo). Each year, MIAT Mongolian Airlines carries more than half a million passengers.

## BARIG Business Partner: AviationPower GmbH

AviationPower bundles aviation and personnel expertise and offers airports, airlines and other customers the provision of specialist personnel within the context of personnel recruitment or the flexible coverage of peak orders. AviationPower provides services in the areas of fleet management, passenger and aircraft handling, as well as engineering and safety.



Michael Hoppe (centre) with representatives of AviationPower: Maik Bossmann (left), Head of Crew Services, and Sinan Düvenci (right), Station Manager

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