



Annex I

What IATA strongly supports	What IATA strongly rejects
<p data-bbox="316 521 600 562">Reg. 549/2004</p> <ul data-bbox="159 593 794 943" style="list-style-type: none">• <u>Performance Scheme - Art. 11:</u>• Independent performance review at EU level• Mandatory Community-wide performance targets• Local binding performance targets consistent with Community-wide performance targets• Assessment and approval by the EC of the national and regional performance plans• Corrective measures to ensure compliance with national and regional targets <p data-bbox="316 1016 600 1057">Reg. 550/2004</p> <ul data-bbox="159 1088 810 1330" style="list-style-type: none">• <u>Binding date for the implementation of FABs (NO LATER THAN 2012) - Article 9a</u>• <u>Prohibition of cross subsidy between en-route services and terminal services – Art.15.2 (d) first sentence</u> <p data-bbox="316 1615 600 1655">Reg. 551/2004</p> <ul data-bbox="159 1704 810 1771" style="list-style-type: none">• <u>Network management and design – Art. 6</u>	<p data-bbox="1038 1021 1326 1061">Reg. 550/2004</p> <ul data-bbox="882 1099 1533 1525" style="list-style-type: none">• <u>ESARRs Safety requirements rather than EASA rules – Art. 4</u>• <u>Cross-subsidy between different air navigation services - Art.15.2 (d) second sentence</u>• <u>Slow process for ancillary services to be organised in competition – Art 18a (1)</u>• <u>Funding of common projects through user charges</u> <p data-bbox="1054 1599 1342 1639">Reg. 551/2004</p> <ul data-bbox="882 1677 1533 1778" style="list-style-type: none">• <u>Unnecessary provision on linkage between ATFM and airport slots - Art. 9 (3)</u>