

Article 1

No More Excuses

-Report Delivers Roadmap for Single European Sky-

IATA welcomed the report of the High Level Group (HLG) for the Future European Aviation Regulatory Framework. The report outlines ten recommendations for the further development of a safe, cost-efficient and environmentally friendly European Air Traffic Management (ATM) system.

At the core of the report's recommendations is realising an effective Single European Sky (SES). "The moment of truth has arrived. Today's report clearly points to achieving the SES as a top priority and it sets out ten practical recommendations to achieve it urgently. There can be no more excuses. It's time to start moving," said Giovanni Bisignani, IATA's Director General and CEO.

The SES has a major role to play in Europe's competitiveness and its approach to the environment. "Each year, the failure to unite Europe's skies costs the economy EUR 3.3 billion for inefficiencies and costs the environment 12 million tonnes of unnecessary CO2 emissions. We have been talking about the SES for too long—nearly 15 years. During that time we have seen far too many reports and far too little progress. This must change," said Bisignani.

"I congratulate Vice President Barrot on his vision and his leadership, incorporating the best advice of all stakeholders, including users. As a result, we now have a roadmap to achieve significant change with a target date of 2013. The next step is to turn this common vision into action in conjunction with the Transport and Defence Ministers and the European Parliament. We must seize the moment. This is a real opportunity for progress that cannot be missed," said Bisignani.

Article 2

Cargo Rebounds, Passenger Demand Steady

IATA released traffic results for May that showed 5.5% growth in year-on-year international passenger demand. Growth in freight demand rose to 5.0% (up sharply from 2.8% in April). This was the largest increase since September 2006. Average load factors remained strong at 73.7%, up 0.1% year-on-year.

"The pick-up in freight, led by Asia, could be the first sign of strengthening demand. Over the next months we will be closely watching the impact of several changing conditions, including intensifying competition from other modes of transport and structural changes such as manufacturers producing lighter goods. On the passenger side, growth has stabilised while strong competition is keeping load factors high even as carriers aggressively expand international routes to take advantage of some liberalising markets," said Giovanni Bisignani, IATA's Director General and CEO.

Airlines in the Middle East saw the strongest passenger demand growth in May with a 19.6% increase that also boosted load factors to 70.8%. African airlines recorded demand growth of 11.2 %, driven by improved regional economic performance and growing links with Asia and the Middle East. Latin American airlines showed the first demand growth in a year with a 4.2% increase, following airline restructuring. Of the three largest regions, Asia Pacific recorded 5.1% growth, while Europe recorded a slower 3.2% increase due to increased competition from new entrants and no-frills carriers. North American demand rose 4.2% while recording the highest average load factor of all regions at 80.4%.

Air freight demand growth was led by airlines in the Middle East at 10.5%. However, Asia Pacific airlines drove overall freight growth, with demand doubling from 3.8% in April to 7.6% in May, reflecting the strong levels of economic and trade growth in the region. Air freight demand growth remained sluggish in North America (2.6%), Europe (1.6%) and Latin America (1.1%) while African air freight demand (-3.6%) dropped sharply.

“The industry is expected to turn a profit of US\$5.1 billion in 2007- the first black number since 2000. High load factors are part of the efficiency gains driving the return to profitability. They are also improving our environmental performance. Combine this with the impressive investments in more fuel-efficient fleets that we saw again at the Paris Air Show last week, and you can see an industry that is on target for a projected 25% increase in fuel efficiency by 2020,” said Bisignani.

[View full May traffic results](#)

Article 3

IATA Partnership For Safety Programme to Include Indonesia

The International Air Transport Association (IATA) has expanded its Partnership for Safety (PfS) programme to include Indonesia. The aim is to raise airline operating standards and improve safety in Indonesia. The announcement came at a special meeting hosted by the Indonesian Ministry of Transport in Bali to engage key international stakeholders in Indonesia's efforts to improve aviation safety.

“Safety is air transport’s number one priority and last year was our safest year ever. The global accident rate was 1 accident for every 1.5 million flights. And IATA members--benefiting from our safety programmes--did even better with one accident for every 2 million flights. The results are impressive, but the tragedies in Indonesia earlier this year remind us that much work needs to be done,” said Giovanni Bisignani, IATA’s Director General and CEO.

The PfS programme assists airlines to prepare for the IATA Operational Safety Audit (IOSA). IOSA is the first global standard for airline operational safety auditing, and assesses the operational management and control systems of an airline. The audit standards were developed in cooperation with regulatory bodies, including the US Federal Aviation Administration (FAA), Australia’s Civil Aviation Safety Authority, Transport Canada and Europe’s Joint Aviation Authority. IOSA became a condition for IATA membership in 2006, and is also available to non-IATA members.

The PfS programme comprises of seminars to spread best practices in operational safety, individual gap analysis for airlines, and specialised post-gap safety training. Through PfS these will be made available to Indonesian airlines free of charge.

"Our goal is to raise the bar on safety with a global target of a 25% improvement by 2008. We are setting a high standard with IOSA. And we are working with airlines through Partnership for Safety--members and non-members--to ensure that the high standard delivers real results," said Bisignani.

Article 4

IATA Perishable and Live Animal Regulations Sanctioned

IATA announced that the 172 countries that are party to the Convention on International Trade in Endangered Species of Wild Fauna and Flora (CITES) have passed a resolution on the transport of live specimens that calls on governments to incorporate standards listed in IATA's Perishable Cargo Regulations (PCR) manual and Live Animal Regulations (LAR) into national legislation and policy.

CITES is an international agreement between governments designed to ensure that international trade in specimens of wild animals and plants does not threaten their survival.

IATA's Live Animal Regulations represent the worldwide standard for safe and humane transport of live animals by commercial airlines. Regulations specify minimum requirements for the international transport of animals and wildlife and indicate what precautions airlines, shippers, cargo agents and animal care professionals should take on the ground and in the air.

The PCR manual makes the shipping of time and temperature sensitive goods or perishables more convenient to shippers and helps airlines reduce US\$25 million in costs associated with improperly packaged or wrongly documented cargo.

The CITES resolutions also recommended that IATA standards should be used as a reference for other modes of transport and that applicants for export permits or re-export or travelling exhibition certificates must follow the specifications laid out in both documents.

Airlines also stand to benefit by saving millions in costs related to adhering to diverse standards in different countries.

Article 5

www.enviro.aero Launched to Improve Industry Reputation

A global cross-industry initiative, under the umbrella of the Air Transport Action Group (ATAG), has launched www.enviro.aero, a website which will act as an information databank about aviation and the environment.

Specifically, the website shows the many, often unnoticed, activities the industry is taking to limit its impact on the environment. For example, an October 2006 report by Sir Nicholas Stern, commissioned and endorsed by the UK Government, found that transport contributes 14% of CO2 emissions. Of this aviation is just 2% – the UK's Drax coal-fired power station emits almost twice as much carbon as all UK aviation.

Another aim of the website is reminding the public about the beneficial impacts of aviation – such as business links, tourism etc. However, the enviro.aero initiative will go beyond mere internet presence. It is intended to enhance the many communications activities that are already underway throughout the industry by providing a framework for joint cooperation and communication. The goal is long-term; to change the public perception of aviation's contribution to climate change and to put balance back into the debate.

There are a host of materials available via the website for airlines and other supporting organisations. These include the logo, speeches and examples of rebuttal letters sent to counteract negative newspaper articles. For information on how to get involved visit www.enviro.aero/supporters

Article 6

Mark your calendar – coming events

- [IATA Executive Financial Summit 2007, September 11 - September 12, 2007 - Paris, France](#)
- [4th Annual Conference on Electronic Invoicing, September 13, 2007 - Paris, France](#)
- [IATA Cargo in Emerging Market Series – Eastern Europe 2007, September 18 - September 19, 2007 - Warsaw, Poland](#)
- [IATA Cargo Claims and Loss Prevention Conference, September 25 - September 27, 2007 - Geneva, Switzerland](#)
- [AVSEC World 2007, October 30 - November 01, 2007 - Vancouver, Canada](#)