

Aviation package for improving the competitiveness of the EU Aviation sector

Fields marked with * are mandatory.

Please provide information to help us build your profile as a respondent. In accordance with [Regulation 45/2001](#), all personal data collected through this survey will be kept securely and will ultimately be destroyed.

Please note that the questionnaire will only use your full contribution if your name, organisation (if you answer on behalf of an organisation or institution) and contact details are provided. If you choose to not provide your name, organisation and contact details, you have the option of submitting a general comment only.

If you do choose to provide us with your name, organisation and contact details, you can still opt for your answers to remain anonymous when results are published.*

- ☐ Yes, I will provide my name and contact details
- ☐ No, I prefer to provide a general comment only

General comment

A. Respondent details

1a. I speak*

- ☐ In my own capacity
- ☐ On behalf of an organisation directly representing stakeholders
- ☐ On behalf of an umbrella association representing stakeholders' organisations

1b. Please identify clearly which organisation or association you represent?*

2a. Please indicate if your organisation is registered in the [Transparency Register](#).*

☐ Yes

☐ No

2b. Please enter your registration number in the Transparency Register

*(numbers only)**

3. First name*

4. Last name*

5. Address*

6. City*

7. Email address*

8. Please indicate your country of origin*

Please specify "Other"*

9a. I answer the questionnaire as a ...*

☐ Private person

☐ Professional

9b. Which of the following categories best describes your activity or that of your members?*

- | | |
|---|--|
| <input type="radio"/> Public authority (Member State Representative, Ministry, Agency, other) | <input type="radio"/> Airport |
| <input type="radio"/> Regional airport | <input type="radio"/> Air Navigation Service Provider (ANSP) |
| <input type="radio"/> Groundhandling company | <input type="radio"/> Maintenance company |
| <input type="radio"/> Other airport service provider | <input type="radio"/> Aircraft manufacturer |
| <input type="radio"/> Supplier of aircraft manufacturer | <input type="radio"/> Aircraft financier, leasing company |
| <input type="radio"/> Airline and aircraft operator | <input type="radio"/> General aviation industry |
| <input type="radio"/> Retailer at airport | <input type="radio"/> Pilot |
| <input type="radio"/> Other crew member | <input type="radio"/> Workers' organisation (union) |
| <input type="radio"/> Trade association | <input type="radio"/> Research/Academia |
| <input type="radio"/> Consultancy | <input type="radio"/> Logistic company, logistic integrator |
| <input type="radio"/> Organisation representing consumers | <input type="radio"/> Organisation representing environmental / climate stakeholders |
| <input type="radio"/> Other (please specify) | |

Please specify "Other"*

10. What is the size of your organisation?*

- ☐ Micro company (less than 10 employees, up to €2 million turnover, or balance sheet up to €2 million)
- ☐ Small company (less than 50 employees, up to €10 million turnover, or balance sheet up to €10 million)
- ☐ Medium size company (up to 249 employees, up to €50 million turnover, or balance sheet total up to €43 million)
- ☐ Large corporation (250 employees or more, more than €50 million turnover, and balance sheet total of more than €43 million)
- ☐ Organisation representing group of stakeholders
- ☐ Local/Regional Authority
- ☐ National Authority
- ☐ European Authority
- ☐ I don't know / Not sure
- ☐ Other, Please specify

Please specify "Other"*

11. Contributions received from this survey may be published on the European Commission's website, with the identity of the contributor. Do you agree to your contribution being published under your name?*

- ☐ My contribution may be published under the name indicated
- ☐ My contribution may be published but should be kept anonymous
- ☐ I do not wish any of my contributions to be published

12. May the Commission contact you, in case further details on the submitted information in this questionnaire are required?*

- ☐ Yes
- ☐ No

B. Questions to general public (individuals)

1a. How often have you travelled by air transport during the last 12 months?*

- ☐ 1-2 times
- ☐ 3-5 times
- ☐ 6-10 times
- ☐ More than 10 times
- ☐ I did not travel by air

1b. What describes your travel by air transport best in the last 12 months?*

- ☐ I travelled mainly for business purpose
- ☐ I travelled 75% for business, 25% for leisure
- ☐ I travelled 50% for business, 50% for leisure
- ☐ I travelled 25% for business, 75% for leisure
- ☐ I travelled only for leisure purpose

2. Which airline(s) did you use for flying outside the EU?

() In the current consultation an EU airline is deemed to be one registered in one of the 28 EU Member States or in Norway, Iceland or Liechtenstein. Airlines registered in other countries, such as for instance airlines in Switzerland are not considered EU airline as those are not under the Air Service Regulation (EC) 1008/2008.**

- ☐ EU airlines(*) for more than 90% of flights
- ☐ EU airlines for between 50% and 90% of flights
- ☐ Non-EU airlines for between 50% and 90% of flights
- ☐ Non-EU airlines for more than 90% of flights
- ☐ Not sure if those were EU or non-EU airlines
- ☐ I did not fly outside the EU

Questions related to air connections and travel experience

3a. Have air connections improved from where you live in the last 10 years?*

- ☐ Yes, improved
- ☐ No, they are the same
- ☐ No, deteriorated
- ☐ No opinion / Not sure

3b. What do you attribute this to?

4a. Do you think that air transport connections are sufficient where you live for your needs?*

- ☐ Yes
- ☐ No
- ☐ No opinion / Not sure

4b. If no, for each Member State or region concerned please describe the issue(s).

5a. How relevant do you consider air transport connections are for the overall economic development of your region?*

- ☐ Completely irrelevant
- ☐ Somewhat irrelevant
- ☐ Neutral
- ☐ Somewhat relevant
- ☐ Completely relevant
- ☐ No opinion / Not sure

5b. If "Somewhat relevant" or "Completely relevant" please explain the type of air transport connection required.*

- ☐ Relevant provided there are direct connections with other points of economic activity (e.g. national capitals)
- ☐ Relevant, if the connections are provided at right time (such as double daily, in the morning and in the evening)
- ☐ Relevant for other reason

5c. Please explain which other reason?

6. Do you think that air transport connections are important for growth and jobs?*

- ☐ Not at all important
- ☐ Somewhat important
- ☐ Neutral
- ☐ Important
- ☐ Very important
- ☐ No opinion / Not relevant

7. Please specify to what extent you agree with the following statements?

(*) *Reliable means that a connection (city pair) is maintained over the medium or long term such that passengers and business can count on its existence in the future.*

(**) Sufficient quality means that you are able to fly (i) directly or with a number of stopover(s) that is acceptable for you and/or (ii) to airports that are close to your final destination as that is acceptable for you and/or (iii) the level of services offered by air carriers satisfies your needs.

(*******) *Extra-EU means a connection between an EU Member State (including in this case Iceland, Norway and Liechtenstein) and a country different from an EU Member State (incl. Iceland, Norway and Liechtenstein)*

[illegible]

8a. How important do you consider the following factors when you intend to travel by plane?

(*) Including the size and location of the seat, inflight service, etc.

(**) Connection time is sufficient and not too long or unreasonable

(***) Online check-in, mobile apps, online/self-bag tagging, flight tracking, etc.

(****) Airport shopping, easy access to gates, availability of free wifi, lounges etc.

(*****) Such as for example car park, car rental, bus, taxi to access the airport

	Not at all important	Somewhat important	Neutral	Important	Very important	No opinion / not relevant
Duration of journey (door-to-door)*	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Punctuality*	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Price*	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Proximity of the airport to home / final destination*	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Comfort / On-board services (*)*	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Accessibility for persons with reduced mobility*	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Choice of destinations*	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Direct flight / Number of stopovers*	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Reasonable onward connections (**)*	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Air carrier (reputation)*	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Air carrier (nationality)*	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Availability of innovative solutions / options (***)*	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Airport facilities / services (****)*	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Environmental footprint*	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Availability of flexible fares*	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Frequency of flights*	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Departure time*	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Access to airport from city centre*	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Availability of loyalty programmes, alliances*						
Access to the departure airport by public transport*						
Level of incidental expenses (****)*						
Aircraft type*						
Other (please specify)						

Please specify "Other"

8b. From the above list, which three factors do you consider the most important when you consider travelling by plane?*

between 3 and 3 choices

- | | |
|--|--|
| <input type="checkbox"/> Duration of journey (door-to-door) | <input type="checkbox"/> Punctuality |
| <input type="checkbox"/> Price | <input type="checkbox"/> Proximity of the airport to home/final destination |
| <input type="checkbox"/> Comfort/On-board services | <input type="checkbox"/> Accessibility of persons with reduced mobility |
| <input type="checkbox"/> Choice in destination | <input type="checkbox"/> Direct flight/ Number of stopovers |
| <input type="checkbox"/> Reasonable onward connections | <input type="checkbox"/> Air carrier (reputation) |
| <input type="checkbox"/> Air carrier (nationality) | <input type="checkbox"/> Availability of innovative solutions/options |
| <input type="checkbox"/> Airport facilities/services | <input type="checkbox"/> Environmental footprint |
| <input type="checkbox"/> Availability of flexible fares | <input type="checkbox"/> Frequency of flights |
| <input type="checkbox"/> Departure time | <input type="checkbox"/> Access to airport from city centre |
| <input type="checkbox"/> Availability of loyalty programmes, alliances | <input type="checkbox"/> Access to the departure airport by public transport |
| <input type="checkbox"/> Level of incidental expenses | <input type="checkbox"/> Aircraft type |
| <input type="checkbox"/> Other | |

Questions on consumer protection

9a. When you book a travel, do you read terms and conditions of the air ticket?*

- ☐ Yes
☐ No
☐ Partially

9b. If "yes" or "partially", do you consider that the information on the contract terms and conditions [such as readability, length of the contract, language of the contract, etc.] currently provided by air carriers is:

	Strongly disagree	Somewhat disagree	Neutral	Somewhat agree	Strongly agree	No opinion / not relevant
Sufficient*	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Transparent*	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Easy to understand*	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

10. If you find the information on the contract terms and conditions provided by air carriers insufficient, please explain in what sense:

11a. How important do you consider the following elements for improving consumer protection?

() Certain elements of the ticket price are collected by airlines at the time of booking and are due to third parties (such as government tax, airport charge, security charge, etc.). These elements are passed on to the relevant third parties in case the passenger embarked the aircraft. However in case the passenger decides not to use the ticket these price elements are kept by the airlines and may be reimbursable, depending on the terms and conditions of carriage of the air carrier.*

(**) Fuel surcharge is an element of the final price that airlines may introduce in order to cover the cost of fuel in in case of price fluctuation. If collected, it must be clearly mentioned at the time of booking as being unavoidable and foreseeable price element.

(***) *Being consistent: decrease if oil prices fall, increase if oil prices increase.*

[illegible]

Other (please specify)						
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between 3 and 3 choices

- ## Questions on environmental issues

(*) Carbon footprint is defined as "the total sets of **greenhouse gas** emissions generated by an organisation, event, product or person, namely its impacts in terms of CO₂ emissions and thereby on climate change.

[illegible]

12b. Identify the three preferred options to reduce the carbon footprint in aviation?*

between 3 and 3 choices

- ☐ More use of biofuel
- ☐ Improved aircraft design
- ☐ Emission Trading System, ETS
- ☐ More direct flightpaths (Air Traffic Management solutions)
- ☐ Fuel taxation in aviation
- ☐ Passenger charges (based on polluter pays principle)
- ☐ Industry initiative such as voluntarily offsetting schemes (when air carriers offer the option to passengers to pay a part of the cost of the carbon footprint of the flight)
- ☐ Other (please specify)

Please specify "Other"

Questions on the competitiveness of the aviation industry

13. Do you agree with the following statements?

	Strongly disagree	Somewhat disagree	Neutral	Somewhat agree	Strongly agree	No opinion / not sure
Mergers and acquisitions in aviation are unavoidable*	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Mergers and acquisitions in aviation are positive for the European economy*	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I expect that in case of an eventual bankruptcy of a national airline, connections will be maintained by other airlines*	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
If a national airline exists in my country, I prefer to fly by that*	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

14. In aviation security(*), there is often a compromise between providing a smooth and efficient experience for passengers and ensuring passenger security.

What areas of aviation security do you consider not currently providing a satisfactory balance?

() Aviation security means the combination of measures and human and natural resources intended to safeguard civil aviation against acts of unlawful interference*

15a. Do you think that airlines and airports should intensify efforts towards the deployment and promotion of electronic services related to air transport (such as innovative IT solutions like e-tagging of luggage, electronic ID, etc.)?*

- ☐ Yes
- ☐ No
- ☐ No opinion / Not sure

15b. If yes, in what way?

Other questions

16. Please provide references to any studies or documents that you think are of relevance for this consultation, with links for online download when possible.

17. Are there any other issues you would like to highlight in relation to this initiative?

18. Do you wish to upload any document to support your contribution to the consultation?

C. Questions to public authorities, industry and other professional stakeholders

1. Which of the following areas do you consider important to improve the competitiveness of the EU aviation industry?

	Not at all important	Somewhat important	Neutral	Important	Very important	No opinion / not relevant
Regulatory harmonisation*	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Market access*	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Access to financing*	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Airport capacity*	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Infrastructure*	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Taxation*	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Innovation (digitalisation)*	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Innovation (manufacturing)*	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Safety*	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Security*	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Air traffic management*	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Other (please specify)						
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Please specify "Other"

2a. Do you agree with the following statements as regards comparison of EU and non-EU carriers?

	Strongly disagree	Somewhat disagree	Neutral	Somewhat agree	Strongly agree	No opinion / not sure
EU carriers do not face challenges when competing with non-EU carriers*	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Non-EU carriers have cost advantage vs. EU carriers (including lower labour cost)*	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Non-EU carriers receive uncontrolled state subsidies*	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Non-EU carriers enjoy a more favourable tax regime than EU carriers*	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
There is a discrimination by non-EU States or non-EU service providers*	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Non-EU carriers offer more attractive products and services than EU carriers*	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
There is overcapacity on the route served*	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Non-EU carriers have a larger global network than EU carriers*	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Unfair commercial practices are used by non-EU carriers*	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Non-EU carriers have a geographic advantage*	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Non-EU carriers are managed more efficiently than EU carriers*	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Other (please specify)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Please specify "Other"

2b. Which do you consider are the most important three challenges or obstacles facing EU carriers when competing with non-EU carriers?*

between 3 and 3 choices

- ☐ EU carriers do not face challenges when competing with non-EU carriers
- ☐ Non-EU carriers have cost advantage vs. EU carriers (including lower labour cost)
- ☐ Non-EU carriers receive uncontrolled state subsidies
- ☐ Non-EU carriers enjoy a more favourable tax regimes than EU carriers
- ☐ There is a discrimination by non-EU States or non-EU service providers
- ☐ Non-EU carriers offer more attractive products and services than EU carriers
- ☐ There is overcapacity on the route served
- ☐ Non-EU carriers have a larger global network than EU carriers
- ☐ Unfair commercial practices are used by non-EU carriers
- ☐ Non-EU carriers have a geographic advantage
- ☐ Non-EU carriers are managed more efficiently than EU carriers
- ☐ Other (please specify)

Please specify "Other"

2c. Can you identify unnecessary regulatory cost and procedures arising from EU legislation posing a burden and thus negatively affecting competitiveness?

3a. In which areas should more be done to bolster international competitiveness of the EU aviation sector?

	Not at all important	Somewhat important	Neutral	Important	Very important	No opinion / not relevant
Market access in non-EU markets*	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Regulatory harmonisation*	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Effective dispute resolution*	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Fair competition*	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Safety and security standards*	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Social standards*	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Environment standards*	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Consumer protection rules*	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Taxation*	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Airline ownership and control rules*	<input type="radio"/>	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Other (please specify)						
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Please specify "Other"

3b. Which are the three most important areas to focus on?*



















between 3 and 3 choices

- ☐ Market access in non-EU markets
- ☐ Regulatory harmonisation
- ☐ Effective dispute resolution
- ☐ Fair competition
- ☐ Safety and security standards
- ☐ Social standards
- ☐ Environment standards
- ☐ Consumer protection rules
- ☐ Taxation
- ☐ Change of airline ownership and control rules
- ☐ Other (please specify)

Please specify "Other"

4. Which instruments should the EU use in order to bolster the competitiveness of the EU aviation sector internationally?

	Not at all important	Somewhat important	Neutral	Important	Very important	No opinion / not relevant
Development and implementation of EU template clauses for air transport agreements (for instance a template fair competition clause)*	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
EU level comprehensive air transport agreements to ensure market access in key aviation markets and promote an effective regulatory framework *	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
An effective defence mechanism to address unfair commercial practices in international air transport*	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Multilateral efforts in the framework of the International Civil Aviation Organisation (ICAO)*						
Cooperation on research and innovation*						
Other (please specify)						

Please specify "Other"

5. The EU has signed comprehensive aviation agreements with EU neighbourhood countries (Western Balkans, Morocco, Georgia, Jordan, Moldova and Israel) and with major aviation partners (US and Canada). Negotiations have been finalised with Ukraine and are on-going with Brazil. The Council has also granted authorisations to negotiate with Australia, New Zealand, Azerbaijan, Lebanon and Tunisia.

Which countries/regions should in your view be priorities for possible future EU-level negotiations of comprehensive air transport agreements? Please list countries/regions in order of importance.

6. Are there any specific issues in relation to international air transport agreements that you wish to raise?

7a. Should the EU intensify its efforts at multilateral level towards free access to markets and further liberalisation of air transport through multilateral agreements?*

- ☐ Strongly disagree
- ☐ Somewhat disagree
- ☐ Neutral
- ☐ Somewhat agree
- ☐ Strongly agree
- ☐ No opinion / Not sure

7b. Why?

7c. How?

8a. The EU rules on ownership and control currently allows foreign investment up to 49% of an EU air carrier while effective control must remain in EU hands.

Do you consider that current EU rules on ownership and control of EU airlines should be ... *

- ☐ ... relaxed (on unilateral basis)
- ☐ ... relaxed (on the basis of reciprocity)
- ☐ ... tightened
- ☐ ... maintained?
- ☐ No opinion / Not sure

8b. Why?

9a. There is an emergence of new forms of airline ticket distribution over the internet. The Code of Conduct on computerised reservation systems - CRS (Regulation (EC) No. 80/2009) provides for a number of rules intended, in particular, to avoid bias in case a CRS is owned or controlled by an airline. Do you consider that the terms of CRS Regulation 80/2009 are still appropriate having regard to the above mentioned new forms of distribution? *

- ☐ Yes
- ☐ No
- ☐ No opinion / Not sure

9b. If no, what should be changed?

10a. Should the EU consider further measures to allow airlines in financial difficulties to continue operating under special conditions? *

- ☐ Yes

- ☐ No
- ☐ No opinion / Not sure

10b. If yes, which measures should be considered?*

- ☐ Bankruptcy protection to allow restructuring of insolvent airlines
- ☐ Special regime for social and taxation contributions
- ☐ Other (please specify)

Please specify "Other"

11a. Do you see the strong environmental performance of EU aviation as providing a competitive advantage?*

- ☐ Yes
- ☐ No
- ☐ No opinion / Not sure

11b. If yes, how?

11c. If no, why?

12. Identify the three preferred options to reduce the carbon footprint in aviation?*

between 3 and 3 choices

- ☐ More use of biofuel
- ☐ Improved aircraft design
- ☐ Emission Trading System, ETS
- ☐ More direct flightpaths (Air Traffic Management solutions)
- ☐ Fuel taxation in aviation
- ☐ Passenger charges (based on polluter pays principle)
- ☐ Industry initiative such as voluntarily offsetting schemes (when air carriers offer the option to passengers to pay a part of the cost of the carbon footprint of the flight)
- ☐ Other (please specify)

Please specify "Other"

13a. What are the social issues that need to be addressed to safeguard the competitiveness of the aviation sector?

13b. Do you consider that further sector-specific complementary measures are needed to address social issues in EU air transport?*

- ☐ Promote sectorial social dialogue in civil aviation to reconcile different positions
- ☐ Clarify how existing EU rules apply specifically to air transport workers
- ☐ Put forward further specific social rules for aviation sector
- ☐ Other (please specify)
- ☐ No
- ☐ No opinion / Not sure

Please specify "Other"

13c. If no, why?

14. Taking into account the competition between transport modes, how can the EU best promote combining modes (intermodality) where it offers clear benefits in terms of convenience and for the environment?

15a. Are there EU Member States or regions where air transport connections are not sufficient?
For each Member State or region concerned, please describe the issue(s).

15b. How relevant do you consider air transport connections are for the overall economic development?*

- ☐ Completely irrelevant
- ☐ Somewhat irrelevant
- ☐ Neutral
- ☐ Somewhat relevant
- ☐ Completely relevant
- ☐ No opinion / Not sure

15c. If "Somewhat relevant" or "Completely relevant" please explain the type of air transport connection required.*

- ☐ Relevant provided there are direct connections with other points of economic activity (e.g. national capitals)
- ☐ Relevant, if the connections are provided at right time (such as double daily, in the morning and in the evening)
- ☐ Relevant for other reason (please specify)

Please specify "Other reason"

16a. A Member State, following consultations with the other Member States concerned and after having informed the Commission, the airports concerned and air carriers operating on the route, may impose a public service obligation (PSO) in respect of scheduled air services between an airport in the EU and an airport serving a peripheral or development region in its territory or on a thin route to any airport on its territory any such route being considered vital for the economic and social development of the region which the airport serves (Article 16 of Air Services Regulation (EC) 1008/2008).

Do you consider that the existing mechanism of PSO is fit for purpose?*

- ☐ Yes
- ☐ No, I want PSO mechanism further expanded
- ☐ No, I want PSO mechanism further restricted
- ☐ No opinion / Not sure

16b. Which actions or initiatives are necessary, if any, to facilitate the introduction of PSOs in air transport under current regime (Regulation (EC) 1008/2008)?*

- ☐ Facilitate the application of air carriers for PSOs in order to attract more offers and reduce costs for public authorities

- ☐ Facilitate the setting up new operational bases by airlines
- ☐ Ensure a wider distribution of information on PSOs and tenders
- ☐ Ensure that the imposed obligations are less restrictive in order to attract more offers
- ☐ Forbid restrictions as to the used ticket distribution channel
- ☐ Express capacity obligations only in terms of total seat capacity and not as capacity per flight or aircraft
- ☐ Replace prescriptions as to aircraft type with performance based criteria, and use them only where necessary for operational reasons e.g. short runway or landing in arctic conditions)
- ☐ Promote the bundling of several routes where airlines can introduce offers for one or more routes
- ☐ Clarify rules and procedures
- ☐ When a PSO is in place, set the obligation for Member State to review periodically whether it is still justified, and if not, abolish it
- ☐ Other (please specify)
- ☐ No opinion / Not sure

Please specify "Other"

16c. In what way(s) do you consider the existing mechanism of PSO should be restricted?*

- ☐ PSO applicable only on small (thin) routes under a certain number of passengers per year
- ☐ PSO applicable only on peripheral regions
- ☐ PSO applicable only on islands
- ☐ PSO permitted only if the market remains open
- ☐ Stricter conditions and control mechanisms to ensure that PSOs are established only when necessary
- ☐ PSO only if no financial contribution is given to airlines
- ☐ No PSO at all shall be permitted
- ☐ Other (please specify)

Please specify "Other"

17a. Should the EU help to make the concept of 'green airports'(*) a reality?

() Rail and in general public transport landside access to airports are becoming increasingly important. It is critical to airport route development, especially long haul, and to airport growth. More and more authorities either oblige or incentivise airport operators to improve their environmental footprint. With some 50% of CO₂ emissions of an airport being caused by landside access, public or shared transport options are crucial. "Green airports" refer in this context to airports that act on lowering CO₂ emissions of landside access.**

- ☐ Yes
- ☐ No
- ☐ No opinion / Not sure

17b. If yes, how?

18a. Growing congestion at EU airports, weather events and progress with implementing the Single European Sky have highlighted the issue of the operational performance of airports.

Should the EU be doing more to address operational performance of airports?*

- ☐ Yes
- ☐ No
- ☐ No opinion / Not sure

18b. If yes, how could the EU best help to enhance operational performance of airports?*

- ☐ Benchmark airport performance
- ☐ Facilitate industry-led initiatives
- ☐ Prepare a regulatory approach
- ☐ Other (please specify)

Please specify "Other"

19a. Taking into account existing EU legislation (on airport charges, groundhandling) are there improvements that could be made to help ensure that EU airports provide efficient, high-quality services to citizens and businesses?*

- ☐ Yes
- ☐ No
- ☐ No opinion / Not sure

19b. If yes, please provide suggestions on possible actions or initiatives in these areas.

20a. Should the performance-based approach(*) applied in the field of air traffic management under the Single European Sky policy be extended to cover other elements of the air transport industry value chain?

() Performance-based approach: development and implementation of a performance scheme involving the setting of performance targets, the monitoring of the performance levels and of the effectiveness of actions implemented to achieve those targets.**

- ☐ Yes

- ☐ No
- ☐ No opinion / Not sure

20b. If yes, which ones?

21a. The SESAR(*) project proved to be a successful industrial partnership. Should it be extended to cover other sectors beyond air traffic management?

() The SESAR Joint Undertaking is an initiative of the EC established by Council Regulation (EC) No 219/2007 of 27.02.2007. As the technological pillar of Europe's ambitious Single European Sky (SES) initiative, SESAR is the mechanism which coordinates and concentrates all EU research and development activities in air traffic management (ATM). SESAR will have a global impact in defining and deploying future generations of ATM. It is established as a public/private partnership with the participation mainly of European aviation industry (manufacturers, air operators, air navigation service providers).**

- ☐ Yes
- ☐ No
- ☐ No opinion / Not sure

21b. In what way?

22a. Do you agree that the EU should intensify efforts in order to identify and implement measures which can mitigate the effects of an airport capacity crunch(*) ?

() Capacity crunch: A situation when airport capacity and airport infrastructure limits demand therefore preventing further growth of traffic**

- ☐ Yes
- ☐ No
- ☐ No opinion / Not sure

22b. If yes, which would be the action(s) to be taken to ensure that additional airport capacity can be made available where it is required?

- ☐ Better identification of airport capacity hotspots
- ☐ Benchmarking of progress in addressing airport capacity hotspots
- ☐ Other (please specify)

Please specify "Other"

23. In aviation security(*), there is often a compromise between providing a smooth and efficient experience for passengers and ensuring passenger security.

What areas of aviation security do you consider not currently providing a satisfactory balance?

() Aviation security means the combination of measures and human and natural resources intended to safeguard civil aviation against acts of unlawful interference*

24. Do you wish to raise any other points regarding to airport security?

25a. Do you believe that current rules under [Directive 93/13](#) on unfair contract terms are sufficiently well applied in the air transport sector?*

- ☐ Yes
- ☐ No
- ☐ No opinion / Not sure

25b. If not, how do you think that these rules could be enforced more effectively?*

- ☐ A centralised mechanism at EU level should exist in order to ensure equal enforcement of consumer legislation and a level playing field
- ☐ More coordinated enforcement actions by national authorities for EU-wide infringements (under the CPC Regulation (EC) 2006/2004 on cross-border enforcement)
- ☐ Commission guidelines on the specific application of Directive 93/13 in the air transport sector
- ☐ Specific aviation legislation with regard to unfair contract terms (e.g. black list on certain terms)
- ☐ Other (please specify)

Please specify "Other"

26. Mention up to **three** technological developments and advance innovative concepts that you expect will transform the aviation sector in the next 10 years.

27a. Are there areas in which more should be done at EU level to ensure that EU airports provide efficient and quality services to people and businesses?*

- ☐ Yes
- ☐ No
- ☐ No opinion / Not sure

27b. If yes, please provide suggestions on possible actions or initiatives under these areas.

28. Do you think that airlines and airports should intensify efforts towards the deployment and promotion of electronic services related to air transport (such as innovative IT solutions like e-tagging of luggage, electronic ID, etc.)?

Other questions

29. Please refer to any studies or documents that you think are of relevance for this consultation, with links for online download when possible.

30. Please refer to any successful initiatives at regional, national or international level related to aviation that could support the Aviation Package?

31. Are there any other issues you would like to highlight in relation to this initiative?

32. Do you wish to upload any document to support your contribution to the consultation?