

<b>EUROPEAN AVIATION UPDATE</b>
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**What this paper is about**

To provide, for the information of the Liaison Group, a brief round-up of current EU activity in the field of aviation *not* covered by reports which appear elsewhere on the Agenda for this meeting including:

- Passenger rights – paras 2/8
- Emissions Trading Scheme – paras 9/13
- Air Quality – paras 14/15
- Rules and Procedures for Introducing Noise Related Operating Restrictions – paras 16/19
- Airport Charges – paras 20/22
- Slot Allocation – paras 23/27
- Ground Handling – paras 28/30
- Integrated Air-Rail Ticketing – paras 31/34
- Single European Sky (SES) – paras 35/38
- Airport Security Costs – paras 39/40
- Community Observatory on Airport Capacity – paras 41/42
- The Volcanic Ash Crisis – paras 43/45
- Passenger Name Records – paras 46/49
- Budget airline add-on charges – paras 50/51

**Points for Discussion**

The paper is for the information of members

**Points for Possible Action**

The meeting may wish to ask the Secretariat to keep members up to date on the various issues outlined in this paper.

**Note:** *Most of the regulations, directives, consultation papers and reports referred to in this report can be readily accessed from the Liaison Group's website at <http://www.ukaccs.info/> . The Secretariat is happy to provide electronic or hard copies of any of these documents if required. The site is regularly updated and is a ready source of current information on European initiatives in aviation.*

## Introduction

1. This paper aims to provide a brief round-up of current EU activity in the field of aviation *not* covered by reports which appear elsewhere on the Agenda for this meeting. Normally we would expect the help of the European Commission in updating the paper but this year, in spite of a reminder, there has been no response from the responsible Commissioner. We are taking this up with a member of the European Parliament and the results of this will be reported when we hear back. By contrast, the UK *Department for Transport* (DfT) have been unstinting in helping us to update this paper and we extend to them our huge thanks for this assistance.

## Passenger Rights

2. In December 2009 the European Commission (EC) launched a consultation to take stock of what has been achieved and what can still be improved on air passenger rights. The EU website the aim of the consultation was “to gather stakeholders' opinions on the existing problems and preferred solutions in order to assess the quality and effectiveness of the implementation and enforcement of Air Passengers' Rights legislation”. The consultation closed in March 2010.
3. There are two key items of European legislation dealing with passengers rights. They are :
  - Regulation (EC) 261/2004<sup>1</sup> (Compensation for denied boarding or the cancellation or long delay of flights) and
  - Regulation (EC) No 1107/2006<sup>2</sup> concerning the rights of disabled persons and persons with reduced mobility (PRMs) when travelling by air.
4. On 11 April 2011 the European Commission announced the outcome of their deliberations and issued two communications. Delegates will find the related press release<sup>3</sup> on the EC's website together with the text of the communication on Regulation 261<sup>4</sup> - and the related Commission staff working paper<sup>5</sup> - as well as the communication on Regulation 1107<sup>6</sup>
5. From the press release it will be noted that in the short term, the Commission will take a series of measures to improve the application of passenger rights across Europe, including:
  - strengthening the mandate of national enforcement bodies (NEBs) to adopt decisions on a common interpretation and enforcement of passenger rights issues as they arise;
  - publishing interpretive guidelines for NEBs on the regulation on people with reduced mobility (Regulation 1107/2006);
  - creating a new forum for feedback from consumer groups, NGOs and the industry on all air passenger rights issues – including enforcement;
  - stepping up information and awareness campaigns.
6. Looking ahead the Commission announced that in 2012 they would be bring forward a legislative proposal to amend Regulation 261 to address issues of passenger rights. The UK Government is hoping that the proposal will include legislation to address the issues that have arisen in consequence of the rulings on Regulation 261 by *the European Court of Justice (ECJ)* as well as the closure of airspace in April 2010 because of the volcanic ash from Iceland - this was something on which we commented last year.

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<sup>1</sup> <http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=CELEX:32004R0261:EN:HTML>

<sup>2</sup> [http://eur-lex.europa.eu/LexUriServ/site/en/oj/2006/l\\_204/l\\_20420060726en00010009.pdf](http://eur-lex.europa.eu/LexUriServ/site/en/oj/2006/l_204/l_20420060726en00010009.pdf)

<sup>3</sup> [Click here](#) to see the press release

<sup>4</sup> [http://ec.europa.eu/transport/passengers/doc/com\\_2011\\_174\\_communication\\_en.pdf](http://ec.europa.eu/transport/passengers/doc/com_2011_174_communication_en.pdf)

<sup>5</sup> [http://ec.europa.eu/transport/passengers/doc/sec\\_2011\\_428\\_staff-working-paper.pdf](http://ec.europa.eu/transport/passengers/doc/sec_2011_428_staff-working-paper.pdf)

<sup>6</sup> [http://ec.europa.eu/transport/passengers/doc/com\\_2011\\_166\\_report.pdf](http://ec.europa.eu/transport/passengers/doc/com_2011_166_report.pdf)

7. On Regulation 1107 the Commission's consider the regulation is generally working well and it has no plans to bring forward fresh legislation. It does, however suggest a number of areas where more effort could be made including a more uniform interpretation of the Regulation, the setting up of training programmes, a strengthening the supervision of penalties by national authorities; and voluntary arrangements concerning the carriage of medical oxygen on board aircraft. There is a paper on PRMs elsewhere on the Agenda for this meeting.
8. The UK Department for Transport has responded to both these EC communications by way of Explanatory Memorandums to Parliament which in due course will be posted on the UK Parliament website. In each case the Department for Transport has said it will engage fully with the European Commission in considering the proposals it has put forward.

### **Emissions Trading Scheme (EU ETS)**

9. We have referred in previous years to the inclusion of aviation in the EU's Emissions Trading Scheme<sup>7</sup>. Under the new arrangements greenhouse gas emissions from flights to, from and within the EU will be included in the EU ETS from 2012. All airlines will be covered whatever their nationality. Like the industrial companies already covered by the EU ETS, airlines will be able to sell surplus allowances if they reduce their emissions and will need to buy additional allowances if their emissions grow. Full details of the scheme to include aviation in the ETS can be seen on the EC website<sup>8</sup> along with a useful Q and A sheet<sup>9</sup>
10. A significant milestone in the Aviation EU ETS cycle was reached on *31 March 2011*. This was the deadline for aircraft operators to submit annual emissions reports and benchmarking reports for the "benchmarking year", i.e. the calendar year 2010. The (optional) submission of tonne-kilometre data by aircraft operators will be used by the Commission when they calculate the share of free CO<sub>2</sub> allowances which will be distributed later to operators in line with the amount of CO<sub>2</sub> emissions they produce.
11. The end of March 2011 also saw the coming into force in the UK of a statutory instrument amending the 2010 ETS Regulations. This allows the Secretary of State to designate aircraft operators as being subject to UK regulation where they have been missed off the Commission's list and where there is sufficient evidence to indicate that they should be subject to UK regulation. Post 31<sup>st</sup> March compliance levels continue to be calculated and analysed, but initial feedback has shown a positive response from operators, who in the main have complied with the requirements of the Scheme.
12. The revised ETS provides that from March 2013 aircraft operators will be required to surrender CO<sub>2</sub> allowances. For this to happen operators must have sufficient allowances in their accounts which will have been purchased prior to this deadline. Failure to comply will result in a 100 euro per tonne CO<sub>2</sub> civil penalty.
13. Delegates should note that 2010 emissions data is not used in the calculation of the cap embodied in the scheme. For 2012 the cap is to be calculated by deducting 3% from average annual emissions in 2004-2006 while for 2013-2020 some 5% will be deducted from those same average emission.

### **Air Quality**

14. As reported last year the UK has transposed Directive 2008/50/EC<sup>10</sup> as the Air Quality Standards Regulations 2010<sup>11</sup>. The EU's Directive revised the EU's ambient air quality legislation by :

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<sup>7</sup> [http://en.wikipedia.org/wiki/European\\_Union\\_Emission\\_Trading\\_Scheme](http://en.wikipedia.org/wiki/European_Union_Emission_Trading_Scheme)

<sup>8</sup> [http://ec.europa.eu/clima/policies/transport/aviation/index\\_en.htm](http://ec.europa.eu/clima/policies/transport/aviation/index_en.htm)

<sup>9</sup> [Click here](#) to see

<sup>10</sup> <http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=OJ:L:2008:152:0001:01:EN:HTML>

- merging five legal instruments into a single directive.
  - introducing air quality standards for fine particulate matter (PM2.5) in the air, because of the large health benefits to be obtained.
15. Under the terms of the Directive Member States are permitted to apply for additional time to comply with the specified limit values where they can submit plans to the European Commission showing how compliance will be achieved by the extended deadlines. Defra is currently finalising nitrogen dioxide air quality plans which will form part of the UK's application for additional time to meet the limit values for this pollutant. They will consult on the plans, which must be submitted to the European Commission by the end of September 2011.

### **Rules and Procedures for Introducing Noise Related Operating Restrictions**

16. As previously reported EU Directive 2002/30, which came into effect on 28 March 2002, prescribes rules and procedures for introducing noise related operating restrictions at Community Airports. In July 2003 the previous UK Government made the *Aerodromes (Noise Restrictions) (Rules and Procedures) Regulations 2003 (SI 2003/1742)*. These came into effect on 6 August 2003 and provide that the responsibility for undertaking the assessments required by the Directive, and for reaching any consequent decision about operating restrictions (which may include prohibiting the noisiest aircraft from the airport either at certain times or completely), should rest with:
- the Secretary of State for Transport, in the case of airports designated for the purposes of Section 78 of the Civil Aviation Act 1982 (currently the three London airports - Heathrow, Gatwick and Stansted).
  - the airport operator, in the case of all other (i.e. non-designated) airports to which the Directive applies.

and that these bodies would be "competent authorities" under Article 3 of the Directive.

17. Article 14 of the Directive required the EC to report to the European Parliament and to the Council on the application of the Directive no later than five years after its entry into force. The report, published on 15 February 2008, can be seen on the EC's website<sup>12</sup>. Among other things the Commission said it would examine ways of clarifying the provisions of Directive and its scope. It would also consider whether changes in the current Directive, such as the definition of marginally compliant aircraft, are needed. In doing so, it would take account of the outcome of estimates predicting that the growth in the number of people affected by noise could be reduced by a more stringent definition of marginally compliant aircraft.
18. In July 2008 the UK Department for Transport launched a consultation<sup>13</sup> noting that it proposed to liaise further with the Commission and other member states in the autumn on plans for taking forward the Commission's review, so as to clarify the provisions and scope of the Directive. To inform those discussions the Department asked for comments from interested parties in the UK about the application of the Directive, possible ways to improve it and key elements which should not be lost. The closing date for comments was 19 September 2008. Since then the Department has been waiting for the Commission to finalise its plans and timetable for reviewing the Directive.
19. While the revision of the Directive forms part of the Commission's current work programme, there is as yet no definite date for the completion of this particular item. It is understood, however, that the Commission plans to begin work on forward proposals for revising the Directive by the summer. The Department does not anticipate any significant changes to the Directive which might have the potential to adversely affect UK interests. The Commission has used noise control measures at particular UK

<sup>11</sup> [http://www.opsi.gov.uk/si/si2010/pdf/uksi\\_20101001\\_en.pdf](http://www.opsi.gov.uk/si/si2010/pdf/uksi_20101001_en.pdf)

<sup>12</sup> <http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=COM:2008:0066:FIN:EN:PDF>

<sup>13</sup> <http://www.ukaccs.info/dftbalancedapproach.doc>

airports as examples of best practice. It is thought, therefore, that the Commission is seeking to ensure greater consistency amongst other states. It also wants to enhance the link to Directive 2002/49/EC (the *Environmental Noise Directive*) so as to reduce the administrative burden for Member States and to gain a more precise idea of the number of people affected by noise nuisance.

### **Airport Charges**

20. The Airport Charges Directive 2009/12 (ACD)<sup>14</sup> seeks to establish a common framework regulating the essential features of airport charges. The Directive will apply to all Community airports in excess of 5mppa. In 2011 there were 11 UK airports in excess of 5 million passengers Heathrow, Gatwick, Stansted, Manchester, Luton, Birmingham, Edinburgh, Glasgow, Bristol, Newcastle, and Liverpool.
21. The Directive was due to be transposed by the 15 March 2011. However, the UK has missed this transposition deadline. The reason for the delay is that the UK has been examining the potential for wider reforms of the UK's existing economic regulation of airports. This would have significantly overlapped with the requirements of the ACD. It was therefore envisaged that the transposition of the ACD would progress alongside formulation of the policy to update existing regulations through a new Airport Economic Regulation Bill.
22. However, as delegates are aware, the introduction of the Bill has been delayed until next year because the legislative programme is full. The DfT decided therefore in the autumn of 2010 to decouple the two processes. But sadly it did not prove possible to finalise the Statutory Instrument before the EU deadline. The Department is currently undertaking a targeted consultation with industry which is due to finish on the 10 June 2011 with the Statutory Instrument coming into force on 1 September 2011 on a UK-wide basis.

### **Slot Allocation**

23. We have reported year by year about possible changes to the EU rules on airport slot allocation.
24. Members will recall that the slot allocation rules are contained in *Regulation (EEC) No 95/93*<sup>15</sup> as amended. The latest amendments are contained in *Regulation (EC) No 793/2004*<sup>16</sup> which aimed to provide more clarity and transparency to the current rules notably by taking away any ambiguity in relation to the principles and the procedures of slot allocation, the status of the slot coordinator and the imposition of sanctions to prevent any abuse of slots that would further worsen the scarcity of slot capacity at congested Community airports. The 2004 amendments also included clarification of the definition of a slot as a 'permission' rather than 'entitlement', thus eliminating any risk of a slot being interpreted by airlines as a property right.
25. Members will also recall that end of April 2008 the Commission issued a *Communication*<sup>17</sup> on the application of the slot allocation Regulation. The proposals outlined in the Communication aimed to clarify a number of issues in order to ensure a better implementation of the existing rules and to improve the efficient use of scarce capacity at congested Community airports. In particular, it signalled the acceptance of "secondary trading" of airport slots between air carriers. The Communication also explained how the rules relating to the independence of the slot coordinator, new entry, and local guidelines were to be interpreted. There is more about this communication on the Liaison Group's website<sup>18</sup>.

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<sup>14</sup> <http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=OJ:L:2009:070:0011:0016:EN:PDF>

<sup>15</sup> <http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=CELEX:31993R0095:EN:HTML>

<sup>16</sup> <http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=CELEX:32004R0793:EN:HTML>

<sup>17</sup> <http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=COM:2008:0227:FIN:EN:PDF>

<sup>18</sup> <http://www.ukaccs.info/euro.htm#slot>

26. As reported last year the Commission have been assessing the application of the current legislation and whether there is a need to improve it. In 2010, the European Commission commissioned consultants, Steer Davies Gleave (SDG), to carry out an impact assessment for possible revisions of slots regulation. SDG will be looking at three possible options:
- Option A: Business as usual (no change to the regulation).
  - Option B: Introduce only minor modifications of the slot regulation
  - Option C: Launch substantial revision of the current slot regulation.
27. SDG have held meetings with a number of stakeholders (including in the UK the DfT) and the Commission produced a questionnaire for interested parties to complete by the 30 October 2010. DfT submitted a co-ordinated Government response which will be made available on the Commission's website along with other responses received in due course. SDG are expected to deliver a final report to the Commission before the summer and the Commission will then decide if a full review of the slots regulation is required. In the light of this work the Commission will evaluate whether, and to what extent, the Regulation needs to be amended.

### **Ground Handling**

28. This continues to be a long running saga and there is nothing further to report. Delegates will recall that last year we referred to the article on Ground Handling on the Commission's website<sup>19</sup> which says that the Commission was considering the launch of a proposal to modify the present Directive. This proposal would aim "at a gradual increase of competition in the ground handling market while taking into account appropriate social protection of ground handling staff, and at a clarification and simplification of a number of provisions where necessary."
29. In December 2009 the Commission launched a consultation to collect views on the current implementation of the Directive and possible options for revision. The consultation closed on 17 February 2010.
30. The Commission has still to announce what, if anything, it proposes to do. The process of assessment covers the enhancement of the "functioning of the ground handling market, to ensure a better quality of ground handling services while better taking into account the social, safety and security aspects". Once the assessment is complete the EC says it will decide on the need for a revision of the Directive and, if so, on the "modalities of the revision".

### **Integrated Air-Rail Ticketing**

31. This is not an issue which seems to carry much priority in the UK.
32. As reported last year the Commission at the end of July 2008 launched a consultation<sup>20</sup> on the integration of air-rail ticketing. According to the Commission integrated ticketing can be an important factor in generating demand for intermodal air-rail services. The need for integrated ticketing arises when a passenger intends to travel using several transport modes and/or several transport operators within the same mode. Such a service requires the availability of easily accessible information on the various parts of the journey as well as the adoption of interactive reservation systems which make it possible to make reservations for the whole journey. However, information is often available only separately for each mode of transport and/or by operator. The introduction of integrated ticketing thus requires the development of integrated information, reservation and sales systems. The deadline for responses was 30 September 2008.
33. The Commission tell us the consultation showed there is interest in integrated ticketing among stakeholders and in particular travellers. However, they say that "integrated

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<sup>19</sup> [http://ec.europa.eu/transport/air/airports/ground\\_handling\\_market\\_en.htm](http://ec.europa.eu/transport/air/airports/ground_handling_market_en.htm)

<sup>20</sup> <http://www.ukaccs.info/intticketingconsult.pdf>

ticketing is only one facet of air-rail inter-modality". For instance the *Community Observatory on Airport Capacity* – see paras 41 – 42 below - is "dedicated to inter-modality and considers all aspects including - for instance - the substitution effect between air and rail and the situation (and practices) of airports which are or are not connected to rail".

34. Following the latest closure of airspace due to the volcanic ash cloud the EC "have given further attention to inter-modality so that transport modes become as interchangeable as possible" – see paras 43 – 45 below.

### Single European Sky (SES)

35. We reported in detail last year<sup>21</sup> on the progress being made in implementing the concept for a Single European Sky which has the following objectives:

- to restructure European airspace as a function of air traffic flows, rather than according to national borders;
- to continually improve safety;
- to create additional capacity;
- to increase the overall efficiency of the air traffic management system; and
- to reduce the impact ATM measures have on the environment.

36. In particular we referred to:

- SESAR (*Single European Sky ATM Research*) which, having been fully defined in the *Air Traffic Management Master Plan*<sup>22</sup> published in November 2008, is now in its development phase and also to
- the second package of legislation for a Single European Sky (SES II) which says the Commission allows a greater emphasis on the environment, fuel prices and cost efficiency. In addition they say the regulatory approach has been changed because of requests from Member States and stakeholders for a less prescriptive approach ("better regulation").

37. On 29 July 2010 the Commission passed Regulation (EU) No 691/2010<sup>23</sup> which lays down a performance scheme for air navigation services across Europe. And on 16th December 2010 the Commission passed Regulation (EU) No 1191/2010<sup>24</sup> which allows for the cost efficiency improvements and the incentive schemes for air navigation service providers and airspace users foreseen in the performance scheme. As the Commission says in the associated press release "there is considerable room for improvement in Europe considering that the United States handle twice the number of flights as Europe for approximately the same total costs of some €8 billion euros per year"

38. Then on 8 March 2011 the air navigation service providers of the Ireland/UK and *Functional Airspace Blocks* (FABs) signed a Memorandum of Understanding, designed to drive forward progress towards greater flight efficiency, cost efficiency and operational consistency in line with SES performance goals. Both FABs – the only two to be formally established so far – have already made significant progress. The service providers of the Denmark/Sweden FAB have together formed an operating company, NUAC, and have set up a common ATCO training college, *Entry Point North*. Achievements under the Ireland/UK FAB include the creation of a route-free block of upper air space, night time fuel saving routes and the introduction of North Atlantic continuous descent approaches for Manchester arrivals, collectively saving over 142,000 tonnes of CO<sub>2</sub> per annum. The potential to secure further efficiencies and cost

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<sup>21</sup> <http://www.ukaccs.info/10almfiles/10euroroundup.pdf>

<sup>22</sup> [http://ec.europa.eu/transport/air\\_portal/sesame/doc/com\\_2008\\_0750\\_en.pdf](http://ec.europa.eu/transport/air_portal/sesame/doc/com_2008_0750_en.pdf)

<sup>23</sup> <http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=OJ:L:2010:201:0001:0022:EN:PDF>

<sup>24</sup> <http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=OJ:L:2010:333:0006:0020:EN:PDF>

savings through the integration of these two existing FABs are to be considered as part of this initiative.

### **Airport Security Costs**

39. In the UK the discussions on the 2009 proposals of the Commission, and the subsequent consultation exercise in the UK, seem to have died out without any conclusion. Delegates will recall from paragraphs 49 and 50 of the paper considered last year that the last Government believed there would be strong preference on the part of the European Parliament (EP) that Governments should assist in the funding of security costs. Accordingly they expected some "difficult discussions" between Member States and the EP on the 'user pays' principle. This principle has been the accepted approach of successive Governments in the UK.
40. Meanwhile, as reported in our UK Aviation Update paper elsewhere on the Agenda, the Department for Transport is developing a new regulatory system where the Government concentrates on setting the security outcomes which need to be achieved, and frees up operators to devise the processes needed to deliver them in line with EU requirements. And the Department says it will shortly be publishing a consultation on steps towards an outcome-focused, risk-based approach to aviation security regulation.

### **Community Observatory on Airport Capacity**

41. The Community Observatory *on Airport Capacity* (COAC) was inaugurated on 4 November 2008. It will advise the Commission on developing measures to ameliorate the capacity of the European airport network and will play "an essential role in the implementation of the Commission's action plan for airport capacity, efficiency and safety in Europe".
42. There is more about COAC on the Commission's website<sup>25</sup>

### **The Volcanic Ash Crisis**

43. In April 2010 the Eyjafjallajökull volcano in Iceland erupted and the prevailing weather conditions meant that clouds of volcanic ash blew towards the UK and large areas of continental Europe. This led to the closure of huge areas of European airspace, and thus of airports, giving rise to huge disruption and thousands of stranded passengers.
44. A year later, on 12th April 2011, the Commission published a memorandum entitled *Volcanic ash disruption: one year on and crisis preparedness*<sup>26</sup>. Delegates will see that this covers the following issues:
  - Revised volcanic ash contingency plan for Europe;
  - Accelerating the integration of European Air Traffic Management systems. This has given particular emphasis to the need to make progress on Single European Sky initiatives;
  - Risk assessments;
  - Ash Thresholds;
  - The availability of accurate metrological information;
  - Passenger rights and related issues.
45. The memo says that the European Commission, Eurocontrol and the European Aviation Safety Agency will participate in the ICAO (International Civil Aviation Organization) simulation exercise on 13/14 April 2011 "to test the effectiveness of the changes to the ICAO volcanic ash contingency plan for Europe and procedures". Based on the results of the simulation, as well as its assessment of progress to date, the Commission says it will report back to Transport Ministers in June 2011.

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<sup>25</sup> [http://ec.europa.eu/transport/air/airports/observatory\\_en.htm](http://ec.europa.eu/transport/air/airports/observatory_en.htm)

<sup>26</sup> [Click here](#) to see the Commission's press release on this report

## Passenger Name Records

46. On 10 May 2011 the Immigration Minister, Damian Green, told Parliament in a statement<sup>27</sup> that notwithstanding the concerns of the Government and some members on various aspects of the proposals, the UK Government had decided nonetheless to "opt into" the EU's draft Directive on Passenger Name Records .
47. The EU's proposal (COM 2011/32<sup>28</sup>) was approved on 2nd February 2011. In a press release<sup>29</sup> issued at the time Cecilia Malmström, European Commissioner for Home Affairs said "This proposal for an EU PNR Directive is an important part of EU security policy. Common EU rules are necessary to fight serious crime such as drugs smuggling and people trafficking as well as terrorism, and to ensure that passengers' privacy is respected and their rights fully protected in all Member States. The proposal requires Member States to anonymise all PNR data that is collected."
48. In his statement to Parliament the Immigration Minister told members that in discussions on the EU proposal the Government would press for:
  - the collection of data only on routes of high risk, whether these are between a third country and a Member State or between Member States..
  - stringent data protection requirements, overseen by independent information commissioners, so that people's rights over their personal data are protected.
  - the preservation of data only for as long as is necessary and proportionate to the task in hand.
49. The Minister said he recognised that some Members had concerns about sovereignty but said that the Directive is not about handing over responsibility to a European institution but rather each Member State collecting and analysing the data and that the Government would "vigorously standby that way of operating".

## Budget airline add-on charges

50. In May 2011 the UKACCS News Service circulated an item which appeared in the UK newspaper. This said that Brian Simpson MEP, Chairman of the powerful Transport Committee of the European Parliament had called for new EU-wide laws to put an end to the growing list of charges added to the advertised cost of a budget airline flight.
51. "Flyers are being ripped off by an endless list of charges that airlines add to the prices they advertise. I am calling for the European Commission to look at how passengers are being misled and how it can force airlines to be more transparent in showing holidaymakers exactly what they're buying", said Mr Simpson. "In the last few years there had been a growing trend for airline companies to advertise one low attractive price and then show passengers a long list of extra charges they must pay for basic services .

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<sup>27</sup> [Click here](#) to see the statement

<sup>28</sup> <http://eur-lex.europa.eu/LexUriServ/LexUriServ.do?uri=COM:2011:0032:FIN:EN:PDF>

<sup>29</sup> [Click here](#) to see the press release