

# Conclusions

## Workshop B AIR



# Major discussion points

---



- New aircraft data (A330/A340, B777/B474-F) to be included in the ETW database
- CORINAIR to be improved by more accurate operational data sources (SITA, JEPPESEN flight planning tools)
- Selection of type of aircraft does not fully reflect real business model (customized version required).
- General tool options/restrictions: show industry average and average difference between modes (requiring more specific data to enable comparison between operators)
- RFI: not used by airlines (only CO2 emissions) as not currently proven in terms of extent
- average load factors belly/freighter do not reflect big differences within an operator (f.e., no significant freight on short haul apart of mail and express services)

# Major discussion points



- Allocation: methodology are used by airline to allocate between freight and passengers.
  - net weight only
  - real mass of equipment dedicated to passenger and freight
  - fixed additional mass per seat (50 kg/IATA)
  - certain factor (1-1.7) applied to passenger net mass (100 kg)
- Routing:
  - operators use their own methods based on the GC distance +, f.e., deviation from LTO and non-direct routingother key operational parameters:
  - winds
  - departing and arriving congestions at airport
  - scheduling (commercial reasons)= key difference between top down (airlines) and bottom up (shipper) method
- **A real expectation for a common approach**