

PARIS CDG PRESENTATION

- The true story of AOC :

A note was distributed to the participants, showing how the AOCs got started in Europe in the early 60ies in Paris, Brussels, Amsterdam, Athens, etc.

What was local initiatives in the first place was later organized by IATA in the form of guidelines for the establishment of AOC; today that is the AHM 020.

- ACC evolution to Comite d'Orientation Aéroportuaire, named AOC by Aéroports de Paris (ADP).

The last Airport Consultative Committee – ACC was held in Paris in October 2007. This was the last of its kind, following the decline of such committee since its heights in 2002. Later, attempts to create the position of ACC Project Manager for Paris failed due to lack of funding by the airlines. Then the French BAR came up with the proposal of a Strategic ADP Committee, which failed again due to lack of funding, this time by ADP. This was the end of the Paris ACC. Then, in late 2007, a body named Airport Orientation Committee (AOC : see the irony..) was created on the initiative of ADP, bringing together the directors of ADP and the representatives of the most important air transport associations, meeting on a quarterly basis to discuss strategic themes such medium to long term development of infrastructures and airport services, sustainable development or safety. In the beginning, the AOCs of CDG and ORY were not members of this committee, excluded by ADP in favor of the BAR France. The AOCs were official member shortly after following a strong protest to ADP.

- Economic Regulation Contract

Instances of cooperation:

ADP published a public consultation document on the proposed economic regulation agreement between the State and ADP on airport charges for the period 2011/2015.

In this document, reference 1.8.2. ADP mentions the AOC as the main instance of operational cooperation and coordination, but translates AOC as Airport Operators Committee, Airport and not Airline.

The CocoEco:

Common to Paris Orly and CDG, it brings together ADP, the main airlines of the two airports, professional associations for air transport and ground handling. It is chaired by a qualified independent person appointed by the government, and its members are nominated by the regulator – French CA Directorate. It is consulted on the level of charges and the Economic Regulation Contract. The AOCs are not members, the BAR is.

It is our objective that AOCs are permanent members of CocoEco in all airports in France where there is one.

Impact of the Directive 2009/12 EC:

ADP statement : This directive is in line with the system of regulation in place for Aéroports de Paris, and therefore should not, in and of itself, give rise to significant changes in this domain.

ADP sees the “establishment of an independent authority as the national independent supervisory authority” as the “governmental departments that are functionally independent .../ if they hold any stake in the airport or in any airline companies”

Professional associations will closely follow any development on the subject.

- Users Committee : how it was distorted by DGAC and AF at CDG and ORY.

UC used to be a body with its own internal rules written by the Airlines and approved by the regulator. UC was chaired by one president and one vice president elected by the airlines on the basis of the traffic units. The AOC chairman was institutionally the third chair person. Following a government decree that was passed regulating the administrative commissions with a consultative function, the UC was reclassified under this category, with a different set of rules. As a result, the AOC chairman is no longer chair member, and the AOC is not member of the UC, nor is the BAR or any other association of airlines. This could have been legally challenged.

- The opportunity of directive 2009/12/EC: role for AOC.

It is proposed that all AOCs approve the following statement:

In line with directive 2009/12 EC of the European parliament and of the council of 11 march 2009 on airport charges, the AOC are the association of airport users most qualified to hold the regular consultations with the airport managing bodies with respect to the operation of the system of airport charges, the level of airport charges and, as appropriate, the quality of service provided.
