

Leipzig statement

on the future of aviation

Aviation contributes significantly to mobility, economic development, integration, technological progress and integration of Europe and the world. New mobility strategies will change aviation too. The aviation sector remains a key factor for the future prosperity of our globally interlinked economy.

The aviation sector secures income and employment. In Germany, about 850,000 jobs contribute directly and indirectly to creating and maintaining more than 60 billion euros in added value. This is also the result of the successful industrial policy to establish a European aviation industry.

As prosperity rises, the demand for air services and thus also the utilisation of infrastructure and airspace increases steadily. At the same time, the aviation sector faces the major challenge of minimising the impact of growing air traffic on people and the environment and making an appropriate contribution to achieving the Paris Climate Change Agreement's targets. Labour, social and safety standards must also not be undermined.

We consider current challenges as an opportunity to lead the way in research and technology and to set ecological standards. Standing at the forefront, we want to contribute to the development of new technologies and environmental protection and climate change mitigation strategies, particularly with the objective of carbon-neutral flying. We want to sustainably safeguard and strengthen Germany as an aviation hub as well as employment in the aviation sector. We are facing up to new markets and develop new business models.

To this end, we have defined action areas:

Eco-efficiency for the future of aviation

Given the economic significance and the increasing demand for air services, fleshing out mobility in a sustainable way is a central task of aviation policy.

Due to the international nature of air traffic, it requires globally coordinated strategies to enable sustainable solutions and achieve measurable success in the field of climate change mitigation. Since 2012, aviation has been included in the European emissions trading system (EU-ETS). Domestic and European aviation are therefore part of an instrument for reducing CO₂ emissions in line with market conditions. From 2020, international aviation is to grow in a carbon neutral manner through the global CORSIA compensation scheme (Carbon Offsetting and Reduction Scheme for International Aviation). We support CORSIA as a climate policy instrument for international aviation.

Within the framework of the Aeronautical Research Programme, the Federal Government promotes the development of new forms of propulsion as well as environmentally sound aircraft technologies. This programme will be expanded with regard to promoting lower-emission, more energy-efficient and lower-noise aircraft and flight procedures.

Considering the aviation sector's high requirements concerning weight reduction, precision and resilience, we want to establish lightweighting coupled with new design strategies (bionic design) as an essential area of competence of the aviation hub Germany.

The German aircraft and engine manufacturers and their suppliers themselves will continue to invest in the development of new technologies. They can only maintain their market position if their highly skilled staff continue to develop innovations that then become leading-edge technology products and thus market successes. Climate change mitigation and environmental protection will be firmly enshrined.

We are engaged in an open dialogue on perspectives and strategies for a climate-friendly aviation sector. At the international level, we want to report on our contribution to sustainable aviation at the Climate Change Mitigation Forum of the ILA Berlin Air Show and at the Berlin Aviation Summit 2020.

Looking ahead: Electric and hybrid-electric flying, alternative fuels

Carbon neutral flying remains our objective. Electric and hybrid-electric flying as well as the competitive market introduction of alternative fuels are core elements of strategic industrial policy.

The necessary technologies for electric and hybrid-electric flying must be prepared today to be available in time for the next generation of short- and medium-haul aircraft. We will give priority to and progress the work on this key issue for the future.

The use of alternative sustainable fuels, particularly synthetic power to liquid (PtL) fuels, is required to achieve the ambitious objective of carbon neutral flying. We want to promote the marketable development of PtL fuels. To this end, the energy supply, plant engineering and the aviation indus-

tries, airlines, the Federal Government and the federal states must define and jointly implement a PtL roadmap. We will initiate a corresponding industrial policy initiative of the European Union.

Automation and digital innovation

The further digitalisation of aircraft and airspace has the potential to significantly increase the effectiveness, customer friendliness and safety of aviation. At the same time, new digital operating procedures contribute to environmental protection and climate change mitigation.

At airports, passenger and freight flows can be accelerated by digitalising processes. This also applies, for example, to the systematic use of big data from aircraft operating data in conjunction with modern logistics strategies to optimise maintenance costs and times.

In the aviation industry, too, digital innovations allow for an increase in efficiency and productivity along a product's entire life cycle. Digital product twins, predictive maintenance intervals or simulated test flights are digital technologies that promote the more efficient use of resources in aircraft construction and operation and thus ultimately also help sustainable environmental protection.

Supported by digital innovations, the airspace is to be utilised more efficiently to increase capacities for growing air traffic. To this end, the European regulatory framework for the Single European Sky (SES) is to be revised. The objective is to increase air traffic control capacities by readjusting the regulatory system (to improve effectiveness) and promoting the introduction of new technologies to facilitate air traffic control activities.

The optimisation of flight routes helps to save fuel and emissions. A predictable, more direct and shorter flight routing leads to an increase in capacity and to an additional reduction of the environmental and climate change impact of aviation. The establishment of low-noise approaching and departing procedures tailored to the respective airport situation is to be facilitated and enhanced, too, in order to optimise the procedures.

We are committed to cross-border cooperation between national air navigation service providers, more automation to support the work of air traffic controllers and more flexibility in the use of air traffic controllers. In the second half of 2020, the Federal Government will use the German EU Council Presidency as an opportunity to actively promote the further development of the regulatory framework of the Single European Sky.

New mobility, drones and Urban Air Mobility

Unmanned systems and air taxis can make a contribution to the environmentally friendly mobility mix of the future. In addition, the area of civil drone technologies offers opportunities, particularly for start-ups and small and medium-sized enterprises. Drones are a global growth market of the future and offer the potential to create thousands of jobs at the industry and user side worldwide.

As a reference and lead user, the Federal Government will provide decisive impetus for the implementation of new technologies and innovative drone applications.

The drone economy needs clear framework conditions: together with the federal states, the Federal Government will soon set the requirements for the implementation of the new EU Drones Regulations.

We want clear rules for the registration and operation of drones and their safe integration into the airspace. We are regulating the trialling of innovative mobility strategies at test sites. We are using the decades of experience of manned aviation to flesh out the framework for autonomous systems.

Our objective is to ensure that there will be no disruption of air traffic in the vicinity of commercial airports. Authorities, air navigation services, airport operators and airlines work together to achieve this objective.

We are vigorously pursuing the introduction of mandatory registration, the mandatory installation of tamper-proof technologies for traceability and the restriction of the freedom of movement of drones in safety-critical and security-sensitive areas.

Safeguarding and expanding employment

We want to shape climate change mitigation, new mobility, digitalisation and globalisation with the Federal Government, the federal states, companies and staff. The companies promote the participation of the workforce to tap innovation potential in all areas. The companies provide their staff with security in changing times and the opportunity to participate in the decision-making process when taking on new challenges.

The Federal Government, the federal states, associations and social partners develop suitable ways and tools to ensure a level playing field. We ensure compliance with wage agreements, applicable quality standards, labour and social conditions as well as safety requirements. The following applies to the public promotion of research and technological development: This promotion is to benefit the value creation and employment in the European Economic Area.

We set high labour and social standards in the aviation industry at national level and we support high standards within the European Union and at international level. We secure employment and business locations in Germany; we reject relocations to low-wage countries. The companies develop sustainable location and personnel strategies and invest in future employment. The social partners will enhance and evolve training and development as well as a targeted human resources development with regard to new technologies and materials.

New markets and new business models

Competition in international aviation has intensified drastically in recent years. The Federal Government, the federal states, companies, associations and social partners want to develop suitable ways and tools to ensure fair conditions of competition and a level playing field at international level. With this goal in mind, international aviation is to be further developed, while avoiding any distortion of competition.

Regional growth markets are increasingly shifting to emerging economies. At the same time, also in

well-established major aviation countries, industrial supply chains are internationalised. A systematic internationalisation of Germany as a hub for the aviation industry thus offers the opportunity to benefit from international growth and, at the same time, build up additional added value, employment and new technological skills and systems capabilities.

German suppliers are already involved in all current commercial aircraft programmes worldwide. This is also due to an application-oriented cooperation with an excellent research landscape that cannot be found anywhere else worldwide. Here, we maintain the objective of our aviation strategy of further strengthening German aviation suppliers' international focus.

We emphasise that it is necessary to continue the Federal Government's existing programme for opening up markets and to have a consistent international focus for existing research and development funding tools.

The existing night-time flying restrictions are an important prerequisite for the acceptance of air traffic. At certain locations, operating hours must, however, also include 24-hour operation to prevent competitive disadvantages and to safeguard international connectivity.

The German economy needs a competitive German air transport hub with strong German airlines, airports and strong air navigation services. Air connections from Germany to important sales and supply markets worldwide are a very important factor here. Germany's polycentric airport system has developed over decades and has proven a success.

Federal and state governments, the aviation sector and the unions are aware of their social responsibility and will jointly tackle and master the current challenges in the areas of environmental protection, noise protection and climate change mitigation, new innovative technologies and fair conditions of competition.

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