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Ladies and Gentlemen,

thank you very much for the great opportunity to contribute to this important discussion on energy efficiency.

Some of you may ask: first, what is airberlin and second, what could this company contribute?

Well, ladies and gentleman, this was the same question which I asked myself when I started my new job with airberlin in January this year.

And what I discovered was so interesting that I found it worth to speak about in this conference.

Let me refer to the first question: what is airberlin?

Our company started its success story when our CEO bought Air Berlin USA in 1991 – that time with two aircrafts.

Today – since our latest cooperation with tuifly - we are able to offer our customers the capacity of 140 aircrafts to 140 destinations worldwide.

With 33 million passengers airberlin counts as much passengers as British Airways does. Regarding the worldwide passenger volume you could say: both BA and airberlin are No 3 of the European full service Network Airlines – behind Lufthansa and Air France.

Ladies and Gentlemen,

Let me now turn to our experience with energy efficiency.

What did we achieve so far?

What were the driving forces and the instruments?

And what is the future outlook?

First:

We are proud to see that airberlin is with its average CO₂ emissions and average fuel consumptions far below the European average. And it was our aim for 2009 to save another approximately 32,000 tonnes of carbon dioxide.

(This corresponds to the CO₂ emissions of an Airbus A330 on 225 flights from Düsseldorf to New York). And those targets are calculated on the basis of our forecast at the beginning of this year. (calculating the loss of traffic in 2009 it will of course be more).

Second:

What were the driving forces/the instruments?

To be very frank: The main driving force for us is the fact that fuel stands for a 25 – 35% share of expenses for an airline. Every single kg saved kerosin is a competitive advantage.

This is why we are so committed to our energy efficiency instruments (I only want to mention some of them):

The main pillar is our progressive fleet policy. At an average age of 4.6 years, the fleet is one of the youngest and most environmentally friendly in the industry.

(See the 737-800 which in average burns 3,3 litre JET A 1 kerosene and emits 8,4 kg CO₂ per 100 passenger kilometre and the A 320 with 3,9 litres and 9,9 kg. A further step towards sustainability relates to the modern type Q400 turboprops, which replaced Air Berlin's older Fokker 100 since November 2008. Aircraft of this type consume extremely little fuel per passenger kilometre, while at the same time offering the lowest CO₂ emissions per seat – even though the travel time is almost the same as for jet-propelled planes. Q400 turboprops are also the quietest passenger planes currently on the market and are highly suitable for taking off and landing in noise-sensitive areas, such as large conurbations. The Fokker 100 emitted 21,7 kg CO₂

per 100 passenger kilometre, the Q400 just 16,9 kg on short haul flights. This means 30-40% less fuel; 30-40% less emissions)

Additionally Air Berlin is one of the pioneers in the fields of technological innovation for more energy efficiency:

The airline was the very first to equip its Boeing fleet with blended winglets as standard. A fleet of aircraft fitted with these winglets consumes about 3 % less fuel than one without such modifications.

Other technical innovations in particular in the software systems avoid for airberlin aircrafts having to fly a holding pattern which does not only save valuable time but also valuable fuel.

Let me also mention our development and implementation of LPC, the less-paper cockpit. What does that mean? All flight-related information, including the comprehensive manuals and landing charts, are stored on a portable mini-computer instead in those well-known pilotes bags. LPC means less weight: weight saving of approx. 55 kg for each aircraft. And that means: LPC saves per annum 1.150 to fuel and 3.622 to CO₂.

Last: What is our future outlook?

As member of IATA we are committed to improve aircraft and engine efficiency with a 1.5% annual average improvement to 2020. To match this target we will of course continue our airline investments in energy efficiency. However we need more than technological innovation by airlines and airline industry.

Politics need to do their homework as well. It is awkward that there is still no essential progress in realizing the Single European Sky. ATM improvements which could then be achieved would reduce emissions by up to 12%. Cutting flight times by a minute per flight on a global basis would save 4.8 million tons of CO₂ every year.

SES is surely a project of prime importance and has probably the biggest potential to reduce emmissions from one day to another. Politics is now up to implement this project.