

Aviation Road Map 2020

Updated Measures Catalogue



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Foreword



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I am pleased to present an updated measures catalogue continuing the Aviation Road Map 2020.

Austrian aviation plays a key role for the business location Austria. The European aviation industry is in a state of change. This makes it all the more important to pursue a clear strategy for our aviation location, in order to be able to act with foresight and react flexibly to future challenges. Upon creation of the Aviation Road Map 2020, a total of 77 measures were formulated five years ago, to make the aviation location Austria more competitive. Now that the major part of these measures has already been implemented, we have evaluated the Road Map and on this basis elaborated an updated measures catalogue.

With the new measures catalogue, we make sure that Austrian aviation will be able to meet all future challenges. The focus is on three priority issues: connectivity, framework conditions (costs, social issue and environment) and communication. Flexible instruments, like supporting the decision-making process on the basis of data, guarantee being able to respond adequately to external influences. A new task force is to make sure that information is combined in a central location, and the interests of all stakeholders are taken into consideration. Regular dialogues ensure an exchange at a professional level. The combination of these measures is to create ideal framework conditions, ensuring the competitiveness of the Austrian aviation location.

Efficient communication between all players is a critical success factor. The updated measures catalogue – in particular the new governance model – generates impetus for a clearer allocation of roles, to avoid ambiguities and ensure effective communication.

With the Aviation Road Map 2020, we have already created the basis for a sustainable strategy. The updated measures catalogue complements and continues this strategy, and its implementation is a priority for bmvit.

I am looking forward to continued close and successful cooperation with all parties involved, in the interest of the Austrian aviation location!

Jörg Leichtfried
Federal Minister for Transport, Innovation and Technology

Executive summary





The fast changing environment requires a review of the roles of the decision makers.

At the request of the Federal Ministry for Transport, Innovation and Technology (bmvit), IASAS (Innovative and Sustainable Aviation Solutions) in close collaboration with Professor J.G. de Wit, carried out a mid-term review in 2015 to address the ambitions, priorities and measures catalogue laid down in the Aviation Road Map 2020 (ARM 2020), issued in 2011. The mid-term review described developments since the inception of the Road Map. It also focused on trends that will most likely happen in the next 15 to 20 years, the ramifications for the policies to be pursued by the Austrian Government, as well as the possibilities to influence these trends as regulator, facilitator and collaborator with the actors in the aviation chain.

Based on the 40 recommendations by IASAS as contained in the Annex to the final report, bmvit and stakeholders selected 9 priorities for further study and implementation. The nine priorities thus selected, are evenly divided amongst three central themes, Connectivity, Surrounding conditions/framework (Costs, Social issues and Environment) as well as Communication/Cooperation. These three themes correlate with each other and influence each other as well. IASAS was invited to elaborate on the new measures catalogue as identified by bmvit.

The fast changing environment in which the aviation sector is developing, requires a review of the role of the decision makers, in terms of regulating, policy making, influencing processes, relations with the aviation sector as well as between different government entities in satisfying expectations by all concerned. Aspects such as the separation of responsibilities, transfer of competence to supranational bodies, the forming of alliances, mergers and new business models, as well as the increased liberalization of market access etc. have led to a situation where the instruments bmvit can use have changed over time. Consequently, new avenues have to be explored to (re)define its role and possibilities to influence and manage expectations. The role of the government i.e. bmvit focuses more on facilitating and cooperation than on regulating and influencing private sector decisions. That is why a re-assessment of the present governance model is proposed in order to secure a sustainable role of bmvit in the decision-making process with regard to the aviation sector and its respective stakeholders in the coming years.



Maintaining and improving air connectivity for Austria's airports is a core element for bmvit. A systematic and continuous monitoring is essential.

Maintaining and improving air connectivity for Austria's airports is the core element for bmvit. From a policy perspective it is essential to focus on the aspects that can be influenced to arrive at the preferred scenario A formulated in the study by Steer Davies Gleave "The Austrian Aviation Sector in the Context of the Business location Austria". The connectivity goal reflects the political ambition to guarantee the international accessibility of the Austrian economy. It appeared in the midterm review that the connectivity of commercial air transport to, from and via Austrian airports is lagging behind developments at other airports in Europe as well as in regard to airports being served by the Star Alliance group. In the midterm review, the reasons behind this diminishing connectivity have been analyzed.

To stimulate further international accessibility of the national economy, it is important to maintain a level playing field in total visit costs of Austria's airport system, not only to the benefit of the home-based carriers but also to keep Austria an attractive destination for visiting carriers.



It is important to maintain and enhance attractive framework conditions.

The systematic and continuous monitoring by a dedicated taskforce should contribute to a decision-making process, which leads to the more ambitious scenario A for the Vienna Airport, once implemented.

However, merely monitoring visit costs is not the ultimate solution to solve the problems both in terms of connectivity, as well as in securing scenario A for the development of Vienna Airport. It is our firm conviction that there should be a broad political recognition and commitment to address the level of visit costs, compared to competing airports in Europe.

The role a hub carrier, such as Austrian Airlines, plays in connectivity terms is unquestionable. However the way the international aviation industry is developing (such as the creation of alliances and mergers) will lead to a situation where decisions will be increasingly made on an alliance level, instead of on a national level, thus leaving limited scope for influencing decision-making by national governments. As a consequence we recommend that the Austrian Government should evaluate its aeropolitical policy goals, both bilaterally as well as multilaterally, and should not rely only on its "national carrier"/one major carrier to contribute to the development of the direct and indirect connectivity.

Updating the strategic aeropolitical policy paper which takes into account above-mentioned developments is essential. Issues such as market access, national ownership and control of airlines having or seeking their home base in Austria, as well as level-playing-field aspects (i.a. fair competition) should be addressed.

The traditional relation between employer and employees (the latter being heavily unionized) has dominated the aviation industry since the start of modern commercial aviation. Low-cost carriers in countries, both within and outside the EU, with lower labour standards and lacking rights of unions have competitive advantages over so-called legacy carriers. New business models challenge the traditional employment relationship, aiming at lowering labour costs, in particular those of flight deck and cabin crews. At present there is no single European legal basis as a point of reference and/or starting point for taking appropriate action. Existing EASA regulations focus primarily at guaranteeing a high safety standard. As labour conditions are a new aspect in commercial civil aviation, it has to be decided if the Austrian Government wants to address this aspect from a policy perspective and which Government entity should take the lead in this process of policy making, but coordination between bmvit and BMASK is necessary to achieve tangible results. The first step we propose is to start a national social dialogue and the results of this dialogue could be a starting point for taking a proactive approach in international forums.



New business models pose a challenge.

A competitive advantage for Vienna and regional Austrian airports could be achieved by further developing inter-modality at these airports as seamless transport nodes by embedding them in the regional, national and international surface transport networks and policies. This will strengthen the so-called catchment areas and therefore the viability of the network by air.



The recommended actions can provide a solid basis for a sustainable development of Austria's aviation policy.

Direct rail connections to the airports enable a more flexible allocation of airport capacity. However, not only new or improved infrastructure, such as high speed connections, but also – and often less costly – operational measures and improvements may contribute to the ambition of seamless air surface transport, such as technological innovations of ground handling services at airports.

The actions recommended under the nine priorities may provide a solid basis for a sustainable development of Austria's aviation policy and the direct and indirect connectivity of Austria with the major gateways worldwide, but one should be aware that the aviation industry, as a result of increased cooperation, is becoming more footloose than the traditional highly regulated aeropolitical environment.

Hans de Jong

Jaap de Wit

Overview of the thematic blocks

The updated measures catalogue complements and continues the Aviation Road Map 2020. The focus is on three main issues:

Connectivity

- Improvement / Promotion of connectivity in bilateral and multilateral negotiations
- Securing scenario A of the Steer Davies Gleave study
- Promoting connectivity by intermodal connection / availability

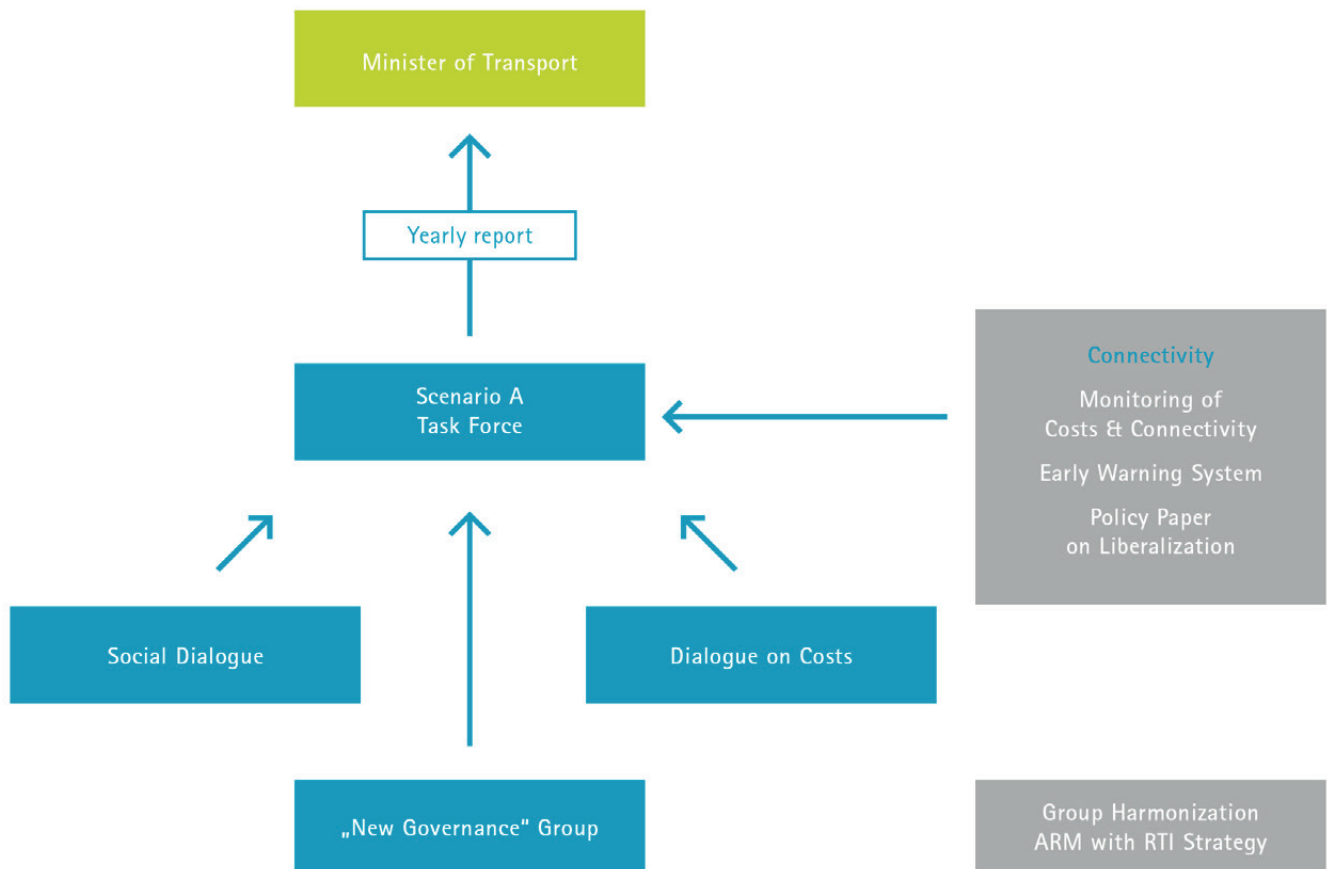
Framework conditions: costs, social issues and environment

- Cost monitoring (airport fees, fuel charges, security costs, local ATM fees, taxes, etc.)
- Employment and social standards
- Clear position of the bmvit with regard to taxes, duties and additional costs

Communication and cooperation

- New governance model
- Clear position of bmvit with regard to conflicting aeropolitical options
- Improved harmonization between the Aviation Road Map and the RTI Aviation Strategy 2020 Plus

Overview of the new structure



Updated Measures Catalogue



1. Connectivity

1.1. Improvement/Promotion of connectivity in bilateral and multilateral negotiations

Measure 1	Adaptation of the existing policy paper on liberalization
Responsible	bmvit L1, BMEIA
Contents	<ul style="list-style-type: none"> – first draft by L1 – Discussion with BMEIA and internal coordination within bmvit – Annual monitoring and revision, when necessary, of the policy paper during the next 5 years, taking into account the monitoring tool and other components of the early warning system (see 1.2.1)
Time horizon	final paper to be adopted in Q4/17, possible amendments during the next 5 years
Organization	internal
Measure 2	Monitoring connectivity and costs
Responsible	bmvit L1
Contents	<ul style="list-style-type: none"> – Introduce and implement a data monitoring tool to support bmvit in the decision-making process – This tool periodically monitors the direct and indirect connectivity developments of Vienna airport (VIE) and the Austrian regional airports, and the competitiveness of overall visit costs at Austrian airports in comparison with other (competing) airports in particular in Europe (see also 2.1) – The monitoring tool will be used for future updates of the air transport policy paper (see 1.1.1) – The monitoring tool will also provide input for the early warning system (see 1.2.1)
Time horizon	Q3/2017 and updated annually during the next 5 years
Organization	internal
Measure 3	Supporting measures for a new air transport policy
Responsible	bmvit L1, BMEIA
Contents	<ul style="list-style-type: none"> – Continuation of the creation of strategic alliances with other states to optimize AT policy ambitions – Expansion and development if necessary of the articles in bilateral Services Agreements reflecting international connectivity, liberalization, fair competition and Ownership and Control provisions – a proactive approach towards the strengthening and expansion of the provisions of Regulation 868/2004 in order to ensure fair competition in international aviation relations between EU and third countries – support of the conclusion of comprehensive EU agreements
Time horizon	ongoing for the next years
Organization	intern

Explanation:

The connectivity goal reflects the political ambition to guarantee the international accessibility of the Austrian economy in correspondence with the requirements of globalization and economic interests. This concerns not only the interests of the global city region Vienna but also the economic interests of the regions for which the regional airports provide international access by air and/or alternative transport modes.

One of the key elements in the international accessibility of the Austrian economy is the safeguarding of the VIE's hub status, and more specifically, its connectivity. The hub status of VIE, for which a strong hub carrier plays an important role, is continuously and increasingly contested by other hubs and network carriers in Europe as well as by new hubs and hub carriers outside Europe. This happens in a world of ongoing liberalization of air transport markets, in which fair competition is increasingly disputed with regard to state aid. In order to specify the aeropolitical requirements in coping with these developments a clear position of bmvit (see also 3.2) is needed at the national and international (EU) level.

Future updated versions of this policy paper may address actions on a bilateral and multilateral level, such as with regard to fair competition between EU countries and third countries, Regulation 868/2004, multilateral agreements on ICAO level, liberalization of Ownership and Control, market access and connectivity. The insights of a monitoring tool to be developed with regard to direct and indirect connectivity as well as total visit costs of Austria's airports will be carefully taken into account for future adaptations of the air transport policy paper.

1.2. Safeguarding scenario A of the Steer Davies Gleave study

Measure 1	Monitoring the developments by an early warning system to keep focus on scenario A
Responsible	bmvit
Contents	An early warning system is established and will at least comprise: <ul style="list-style-type: none"> – The status and progress of policy actions and eventual failure risks stipulated in the Steer Davies Gleave (SDG) report which are vital to arrive at scenario A – Early information on business decisions of main air transport operators redevelopments at competing hubs with major potential effects on Austria (such as MUC, IST, DXB, ZRH, and other hubs in Asia and Eastern Europe) – information from the annual connectivity and cost monitoring tool (see also 1.1.2) – quick response actions by bmvit such as entering into dialogue with airline operators on conflicting interests before irreversible decisions are taken
Time horizon	First version of the early warning system available Q4/17, continuously updated over 5 years
Organization	internal

Measure 2**Formation of a task force to secure scenario A****Responsible**

Task force chairperson

Contents

- Identification and invitation of all relevant stakeholders in the task force
- The task force will assess and report annually to the minister and make recommendations as appropriate concerning:
 - The progress of indispensable policy actions to keep scenario A on track
 - information from the connectivity and cost monitoring tool
 - information from the other components of the early warning system
 - the annual establishment and monitoring of additional actions – if necessary- to maintain the perspective of scenario A

Time horizon

First meeting of the task force Q3/17, followed by annual or if necessary, bi-annual meetings.

Organization

members to be defined by bmvit

Explanation:

As already indicated under 1.1, safeguarding VIE's future hub status is one of the key elements in the future of air connectivity, which is a crucial condition for the future economic development of Austria at large and the Vienna region more specifically. The SDG report also identified securing the future status of the VIE hub as the key element that makes the difference between scenarios A, B and C.

Keeping a viable perspective on scenario A requires an active policy that combines the efforts of all parties from the government and the aviation industry including major industry representations. A task force with representatives from each of these stakeholders becomes the main driver for initiating, coordinating and monitoring the policy actions required.

The output of the annual task force meeting is a clear diagnosis whether scenario A is still on course, and if not, which additional actions or measures are necessary including related responsibilities and deadlines. The task force chairperson reports on the findings of the task force to the minister of bmvit.



1.3. Promoting connectivity by intermodal connection/availability

Measure 1

Development of an air-surface centered intermodal policy based on a clear and seamless transport ambition

Responsible

bmvit (with input from external stakeholders in relevant transport modes)

Contents

- Integrated view on and planning of operational improvements regarding
 - Acceleration of the direct connection of high-speed rail operations to Vienna airport
 - Extension of intermodal co-operations (e.g. Austrian/ÖBB AIRail product) to all directly connecting services at Vienna Airport station.
 - Increase of frequency on direct rail connections between main railway stations and airports at local transport rates
 - Further modernization of ground handling services at AT airports, sustained by digital innovations and new technological solutions (see 3.3)
- Integrated view on and planning of infrastructural improvements with a first short list of projects such as
 - Development of the 'Flughafenspanne' between Vienna airport and the Eastern part of Austria
 - other infrastructural opportunities for improved seamless transport of air passengers
- Integrated view on a strategic level with regard to
 - The viability of international transport by high-speed train as an alternative for the tourism volumes by air, in order to create a supplemental capacity
 - New future infrastructural opportunities for improved seamless transport of air passengers

Time horizon

First report ready Q2/17, updates annually

Organization

bmvit and representatives of relevant transport modes

Explanation:

As was observed in the midterm review, a competitive advantage for VIE could be achieved by further developing the airport as a seamless transport node by embedding it in the regional, national and international surface transport networks. This will strengthen the catchment area and therefore the viability of the network by air. Direct rail connections to the airports enable a more flexible allocation of airport capacity.

Not only new infrastructure but also (often less costly) operational measures and improvements may contribute to the ambition of seamless air-surface transport, such as innovative technological innovations of ground handling services at airports. Here also a new tendering theme for the RTI program may be found.

Intermodality and seamless transport are a frequently mentioned policy item in every country but usually it remains difficult to allocate the policy responsibilities within the organization of any transport ministry. Therefore, 1.3 provides an organizational framework for identifying, monitoring and budgeting air-surface intermodality and elaborates on the content of these intermodality projects. To underline the high political value of the air-surface intermodality theme, the task force will report annually to the Minister of bmvit. By initiating, monitoring and reporting progress in air-surface intermodality to the task force, (see 1.2.2) policy coordination can be guaranteed in a wider context.



2. Framework conditions: costs, social issues and environment

2.1. Cost monitoring (airport fees, fuel charges, security costs, local ATM fees, taxes, etc.)

Measure 1	Data collection and analysis (part of the data monitoring tool developed under 1.1.2)
Responsible	bmvit (with input from external stakeholders of the relevant mode of transport)
Contents	<p>Input of this cost information for discussion in Scenario A task force (see 1.2.2)</p> <ul style="list-style-type: none"> - to identify a set of most important foreign, i.e. competing airports to be chosen for VIE and Austria's regional airports - to establish all relevant visit cost categories for VIE, each Austrian regional airport and the set of chosen foreign airports - to establish the total visit costs of each airport involved annually specified for a set of relevant aircraft types - to establish the level of direct and indirect network quality of VIE airport and Austria's regional airports annually in order to formulate ambitions on future network development
Time horizon	Q1/17 contacts established, ongoing discussion
Organization	internal
Measure 2	Discussions with the stakeholders and drawing conclusions (part of 1.2.2)
Responsible	'Scenario A' Task force
Contents	<ul style="list-style-type: none"> - Discussion with the stakeholders' representatives in the task force meeting - reporting of the conclusions in the chairperson's report to the Minister of bmvit - annual meeting and reporting of the task force
Time horizon	Q3/17 first meeting, ongoing annual meetings
Organization	internal and external

Explanation:

In a liberalizing air transport market, competition between airports and especially between hubs intensifies. To stimulate further international accessibility of the national economy, it is therefore more important to maintain a level playing field in the total visit costs for Austria's airport system. Not only to the benefit of the home-based carriers but also to keep Austria as an attractive destination for visiting carriers. Total visit costs comprise all the costs an airline has to pay to the service providers including taxes and levies to enable to make a return flight at a specific airport.

The entire amount of these total visit costs is the decisive factor to adequately assess the cost impact on connectivity. It is obvious that a trade-off between various cost categories may exist and also different conflicting policy aims will be reflected in the total costs, such as the greening of taxation versus the optimal accessibility/connectivity. It is only at the level of the total costs where decisive conclusions can be drawn on the future competitive position of the Austrian airline industry. Given the importance of competitive visit costs the goal of monitoring and discussion has to be the development of a competitive cost structure (incl. charges, environmental costs, security costs, etc.) for which actions have to be defined in the task force.

2.2. Employment and social standards

Measure 1	Start a national social dialogue
Responsible	bmvit, BMASK
Contents	<ul style="list-style-type: none"> – Discussion with BMASK and internal coordination within bmvit – prepare an anticipating policy document about what to do once an Air Carrier intends to open a base in Austria and employees will be stationed in Austria, while remuneration of these crews is in accordance with standards of another EU country – first meeting with responsible Ministries and social partners (labour unions) – exploring to what extent transposition into national law and national oversight is required – report to Scenario A task force
Time horizon	Q1/17
Organization	internal
Measure 2	Explore and develop a European (EU/ECAC) / international dimension
Responsible	bmvit, BMASK
Contents	<ul style="list-style-type: none"> – Monitor EC policy initiatives on employment and working conditions in aviation – monitor EASA involvement in this issue – stimulate ECAC discussion – monitor ILO developments
Time horizon	Q1/17 contacts established, ongoing discussion
Organization	internal

Explanation:

The traditional relation between employer and employees (the latter being heavily unionized) has dominated the aviation industry since the start of modern commercial aviation. New business models challenge these relations aiming at lowering labour costs, in particular those of flight deck and cabin crews. At present there is no single international legal basis as a point of reference and/or starting point for taking appropriate action. Existing EASA regulations focus primarily at guaranteeing a high safety standard. As this is a new aspect in commercial civil aviation, it has to be decided which Government entity should take the lead in this process of policy making, but coordination between bmvit and BMASK is necessary to achieve tangible results. The first step is to start a national social dialogue and the results of this dialogue could be a starting point for taking a proactive approach in international forums.

2.3. Clear position of bmvit (in cooperation with the BMF and BMWFW) on taxes, duties and additional costs

Measure 1	Dialogue on costs; development of common view
Responsible	bmvit L1
Contents	<ul style="list-style-type: none"> – In anticipation of the discussion on the total visit costs (part of the monitoring tool of bmvit, see 1.1.2) in the 'scenario A' Task force, (see 1.2.2) bmvit, BMWFW, BMLFUW and BMF will develop a common view on the overall level of the total visit costs and its individual components, such as the air transport levy, in the context of a level playing field for Austria's accessibility by air – This common view also takes into consideration the recently agreed GMBM in ICAO, also in relation to the existing EU ETS – This common view will also be based on a reconsideration of the public role in maintaining adequate levels of airport security and the allocation of security costs among public and private budgets – The common view is input in the consecutive Task force meeting
Time horizon	Q3/17 first common view, annual reconsideration
Organization	Interdepartmental coordination
Measure 2	Creating clarity on the future GMBM in relation to ETS
Responsible	bmvit, BMEIA, BMLFUW
Contents	<ul style="list-style-type: none"> – ICAO decision on GMBMs, 10/16 – establishment of Austria's position with regard to GMBMs with the aim of avoiding a dual system – further actions to be taken in EU after decision by the Assembly
Time horizon	Q1/17 determination of Austria's ambitions on GMBMs
Organization	Interdepartmental coordination

Explanation:

The complex of these total costs is the decisive factor to adequately assess the cost impact on connectivity. It is obvious that a trade-off between various cost categories may exist and also different conflicting policy aims will be reflected in the total costs, such as the greening of taxation versus the optimal accessibility. It is only at the level of the total costs where decisive conclusions can be drawn on the future competitive position of the Austrian airline industry.

With reference to 3.2 of a clear stand on conflicting policy options, it is important for the discussion on the continuation of the air transport levy that bmvit on the one side contributes to more clarity on the introduction of GMBMs on an international level and on the other side positions the impact of the Flugabgabe in the context of the total visit costs (see 1.1.2). This may provide sufficient ground for a common view of the different ministries.



3. Communication and cooperation

3.1. New governance model

Measure 1	Commence process and internal discussions on roles and responsibilities
Responsible	bmvit
Contents	<ul style="list-style-type: none"> – to benchmark the (development of the) role(s) of the Austrian DGCA with developments in selected EU countries (ECAC) – (re)definition of the role of bmvit in respect of aviation policy both vertically in regard of EU competence as well as horizontally in regard of responsibilities of other Austrian ministries and government entities – (re)definition of the limitations of policy making of bmvit – review of the traditional roles with regard to: <ul style="list-style-type: none"> – creation of optimum conditions for market access, (fair) competition and ensuring a suitable legal environment – accommodation of sustainable growth of the aviation sector by providing sufficient infrastructure – ensuring the development of a sustainable aviation sector
Time horizon	Establish internal steering group before Q2/17 to commence internal discussions
Organization	internal steering Group
Measure 2	Discussion with stakeholders (on results of internal discussions)
Responsible	bmvit
Contents	<ul style="list-style-type: none"> – Identification and invitation of all relevant stakeholders in the task force – Choose support for process guidance – To discuss and review expectations from stakeholders
Time horizon	first meeting of the stakeholders Q4/17
Organization	internal

Explanation:

The fast-changing environment, in which the aviation sector is developing, requires a review of the role of bmvit, both in terms of policymaking, influencing processes, relations with the aviation sector as well as between different government entities in satisfying expectations all concerned.

Aspects such as receding governments, the separation of responsibilities (and organizational structures) in terms of policymaking and oversight, transfer of competence to supranational bodies, the forming of alliances as well as the increased liberalization of market access etc. have led to a situation where the instruments bmvit can use have changed over time and as a consequence new avenues have to be explored to (re)define its role and possibilities to influence and manage expectations.

It may be appropriate, in addition to implementing the national process, to benchmark the (development of) the role(s) of the Austrian DGCA with developments in selected EU countries (ECAC).

3.2. Clear position of bmvit on conflicting aeropolitical options

Measure 1	Revision of existing policy paper (see also 1.1. as well as 2.3)
Responsible	bmvit L1, BMEIA
Contents	<ul style="list-style-type: none"> – first draft by L1 – Discussion with inter alia BMEIA and internal bmvit coordination – Discussion with stakeholders (working level)
Time horizon	Q4/17
Organization	internal

Explanation:

This recommendation, which originally stems from Chapter V of the Midterm review, should not be seen in isolation but in terms of deciding whether the policy aims at stimulating the competitiveness of national carriers or stimulating international connectivity or a mix of both. Like most governments, Austria, for a long time, promoted and executed a pure "national" carrier policy.

As aeropolitical policies worldwide progress more towards liberalization, both in terms of market access as well as in terms of Ownership and Control, the Austrian government is at a crossroads about which avenue to take. The actions to be taken should combine aspects of connectivity on the one hand and the aeropolitical approach that is required to achieve increased direct connectivity on the other hand. It is also important to take into account the outcome of project 1.1. as well as measure 2.3.

The conflicting issues with regard to "greening" of the tax system may conflict with increased connectivity ambitions. It is however important to only draw conclusions with regard to connectivity if the total visit costs (among which the Flugabgabe) are taken into consideration.

3.3. Improved harmonisation between Aviation Road Map and the RTI Aviation Strategy 2020 Plus Measure 1

Measure 1	Harmonisation between Aviation Road Map and the RTI Strategy with the objective of developing an overall aviation strategy in the long run
Responsible	bmvit
Contents	<ul style="list-style-type: none"> – Verification of possible harmonisation for an overall aviation strategy of bmvit – Drafting a plan on the harmonisation process and activities – Using synergies and detecting interfaces (e. g. use of biofuels)
Time horizon	ongoing continuation of internal discussion
Organization	internal coordination, stakeholder input

Explanation:

bmvit is allocating between 7–9 million euro per year for research into technological developments and innovation. This is not only an important field of research for bmvit and the Austrian aviation sector, but an important supply industry as well. However, we recommend considering ambitions laid down in the ARM if research and innovation potential can result. More funds are required to address these challenges and efforts should be made to increase the funding for RTI.



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