

**Direction du Programme
Network Planning**

Pôle Slot/Slot department

The Director of Services
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Roissy CDG, February 22nd ,2022

Reference : F20A/0668

As part of the ANCA public consultation, and as an historic operator at DUB airport, Air France would like to inform that it is supporting the removal of the existing proposal concerning restrictions during operations between 23h00 and 07h00 LT.

Air France operates to Paris at least 4 daily frequencies all year long from many decades.

Our historic morning departure from DUB scheduled at 06:00 LT could be directly impacted by these restrictions.

We have estimated that the impact would be significant and threaten the profitability of the DUB-CDG route.

If our morning flight had to be delayed after 07:00 AM LT, the arrival at CDG would be too late to connect the major Hub bank in CDG, 20 Long Haul departures would not connect any more.

Actually, 64% of our traffic is generated by connecting passengers on this morning departure mostly on Intercontinental flights.

A delayed departure from DUB would lead to a loss of 95000 passengers per year that could not be compensated by local traffic (France-Ireland) in volume and in yield. We have estimated a 20 million Euros revenue loss per year

In order to maintain this flight, Air France policy on noise reduction is based on the following items :

Fleet Modernization

The most efficient way to reduce the noise pollution is to invest in new generation aircraft. The average age of the Air France fleet will decrease from 14 years in 2021 to 10 years by 2030.

AIRFRANCE is renewing its fleet by retiring its Airbus A380 and by ordering -

- 60 Airbus A220-300 which will gradually replace the A320 family.
- 38 Airbus A350-900

The Airbus A350s and A220s ordered by Air France consume up to 25% less fuel and **reduce noise emissions by up to 50%** compared to an aircraft of similar size and older design.

Aircraft Weight Reduction

The lighter an aircraft is, the less fuel it consumes. The latest-generation aircraft are lighter, due to the new composite materials used in their design. All the Air France divisions are involved in projects to reduce on-board mass. This notably involves reducing the weight of seats, meal service and galley equipment, products such as paper documentation for Pilots, magazines, and even transportation of drinking water.

Operational procedures improvement:

When operational conditions allow, AF implements continuous descent approaches or NADP (Noise Abatement Departure Procedure) procedures that significantly reduce noise pollution. The SESAR programme also aims to improve the management of noise and its impact through more precise landing procedures based on satellite navigation, optimised flight paths, in particular for climb and descent operations.

In 2009, Air France operated the world's first commercial flight between Toulouse and Paris generating less CO2 emissions, thanks to the combined performances of sustainable biofuel, eco-piloting and lighter cabin equipment. The CO2 emissions generated by this flight were reduced by 50% compared with a conventional flight.

As previously explained we hope to be able to maintain this valuable flight in the Air France schedule.

We would be grateful if you keep confidential with all these data
We remain available for any additional information
Sincerely yours



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