

World First: German environmental NGO atmosfair presents a climate ranking of the biggest 100 airlines of the world

German Condor takes second place, Air France, Lufthansa and British Airways in the mid range.

Berlin, 7 March 2011: atmosfair will present the atmosfair Airline Index this coming Wednesday at the International Tourism Fair ITB Berlin. The index is a world first and compares the 100 biggest airlines of the world from a climate perspective. atmosfair CEO Dietrich Brockhagen: "Whereas car drivers can since long inform themselves thoroughly about the CO₂ emissions of a car before purchase, air passengers are left in the dark when it comes to choosing an airline for a flight." The airline index sheds light upon this lack of information. In the index, every airline receives in between 0 and 100 efficiency points, differentiated between short-, medium and long haul flights. This enables passengers to compare airlines offering a flight to the desired destination and to choose the airline which produces the least CO₂. This can be beneficial to companies and their business flights, since they could in the best case not only switch to an airline emitting less CO₂ but also offering lower prices.

The best ranked airline is the UK Charter carrier Monarch Airlines, followed by German Charter carrier Condor. As far as the bigger NetCarriers are concerned, Emirates ranks in the upper midrange followed by Air France. In the midrange follow then Lufthansa and British Airways. Then difference between the distances can be marked: Whereas e.g. german Lufthansa achieves position 30 on the long distance (>3800 km), it places 54 on the mid-range.

„The differences between the airlines can be pronounced“ says Dietrich Brockhagen, “the fuel consumption of one airline per Passenger and Kilometre on a certain flight connecting one city pair can be double as much as the consumption of another airline on the same route

Airlines which use modern aircraft equipment well adapted to the routes they fly, and which install a maximum number of seats and have a high level of occupancy both of those seats and of their freight capacity, achieve the best values. That also means that those airlines which have the most seats, and hence the least leg-room are the ones which move passengers most efficiently, given good occupancy. “Airlines have differing priorities when optimizing the services they offer customers. Atmosfair does not judge these priorities, but it does assess the CO₂ emissions resulting from them. Thus, passengers can arrive at their own assessments and make up their minds,” says Brockhagen.

The index is based on an airline's CO₂ emissions per kilometer and passenger on a given route flown. The index calculates the CO₂ emissions for all routes flown, using the parameters aircraft type, engine, the use of winglets, seating and freight capacity, and occupancy. The data has been obtained exclusively from a number of specialized international data services on the airline industry, never from the airlines themselves. Overall, the data sources used by atmosfair cover approximately 92% of total world air travel.

Graphics, charts, illustrations and further material on the Airline Index will be available on

www.atmosfair.de/airlineindex

Rights-free and free of charge AV-material (Soundbites in English, German and French and background footage) will be available on

www.atmosfair.de/airlineindex

Press conference:

On Wednesday, 9 March 2011, atmosfair will give a press conference on the Airline Index at ITB in Berlin:

Date: 9 March 2011, 11.00 am – 12.00 pm

Venue: room 44, ICC Berlin

In order to participate in the press conference, please register by 08 March via the enclosed fax-form.

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