

European Economic and Social Committee

“Existing capacity: using it better and avoiding the crunch?”

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Public Hearing on Airport Capacity in the EU
30 September 2014



AEA members: To the power of 30



WHAT AFFECTS CAPACITY ? I

➤ Infrastructure

• In the air

- **Inefficient:** lack of progress on **SES** results in 323,000 aircraft-hours lost p.a. = the workload of a fleet of 100 aircraft
8.1 million tonnes of CO2 from unnecessary fuel burn*
- **Costly:** proper implementation of SES would save €5 billion of unnecessary costs per year*

• On the ground (runways, terminals, tarmac, etc.)

- Public funding **focused on secondary & regional airports**
- **Costly:** AEA airlines paid EUR 3.6 bn in airport charges in 2012, compared to EBIT profit of EUR 1.6 bn

Source: 2011, Eurocontrol, Performance Review Report

EESC Hearing on Airport Capacity – 30 Sep 2014



WHAT AFFECTS CAPACITY ? II

➤ Operational measures

- **Slots**

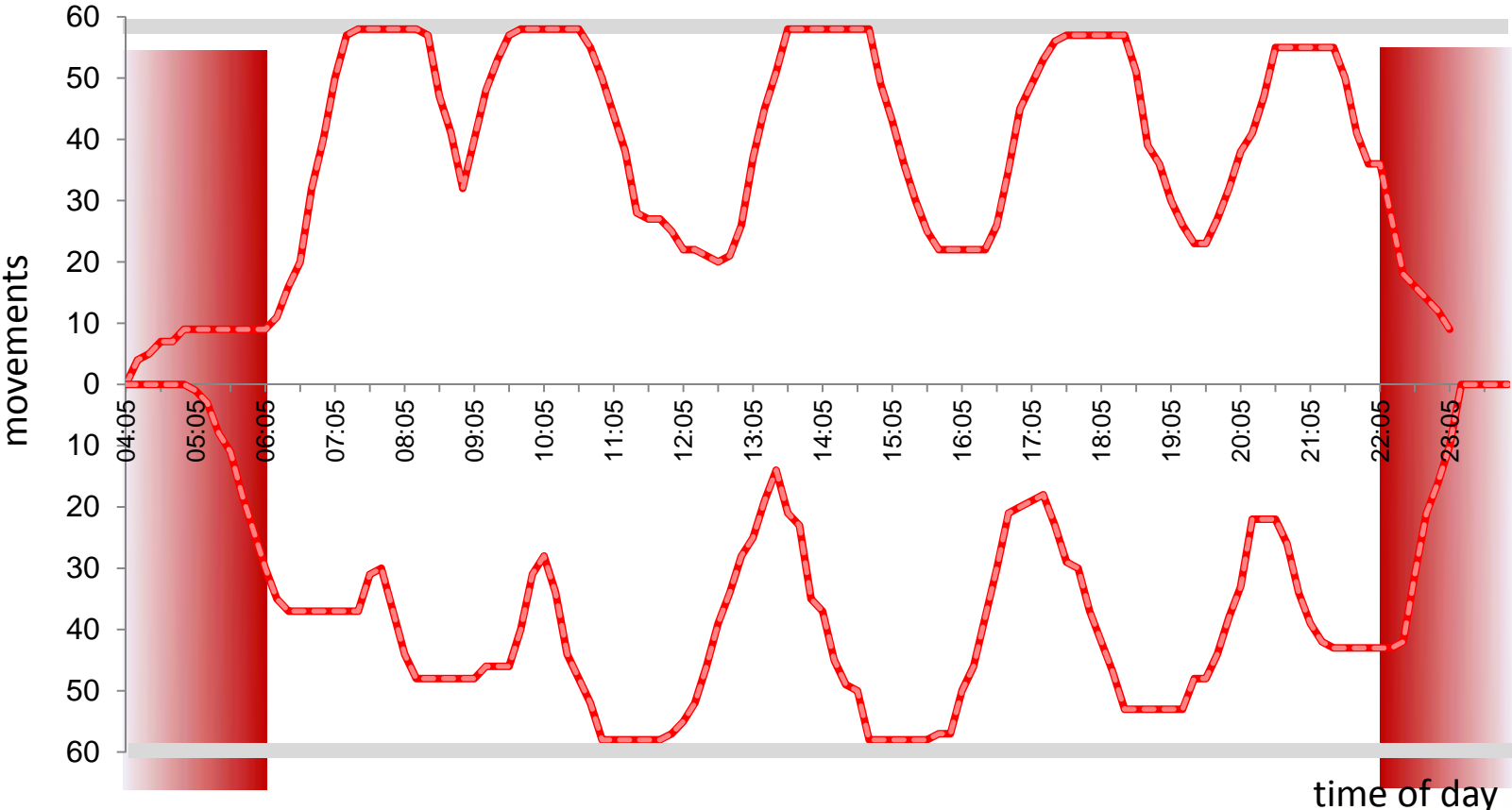
- Already efficient allocation of capacity at constrained airports through existing world-wide **slot guidelines**

- **Night curfews, approach patterns, runway use**

- **environmental policies** (noise) which limit capacity have an immediate impact especially on European hubs

NETWORK OPERATIONS AT A TYPICAL HUB

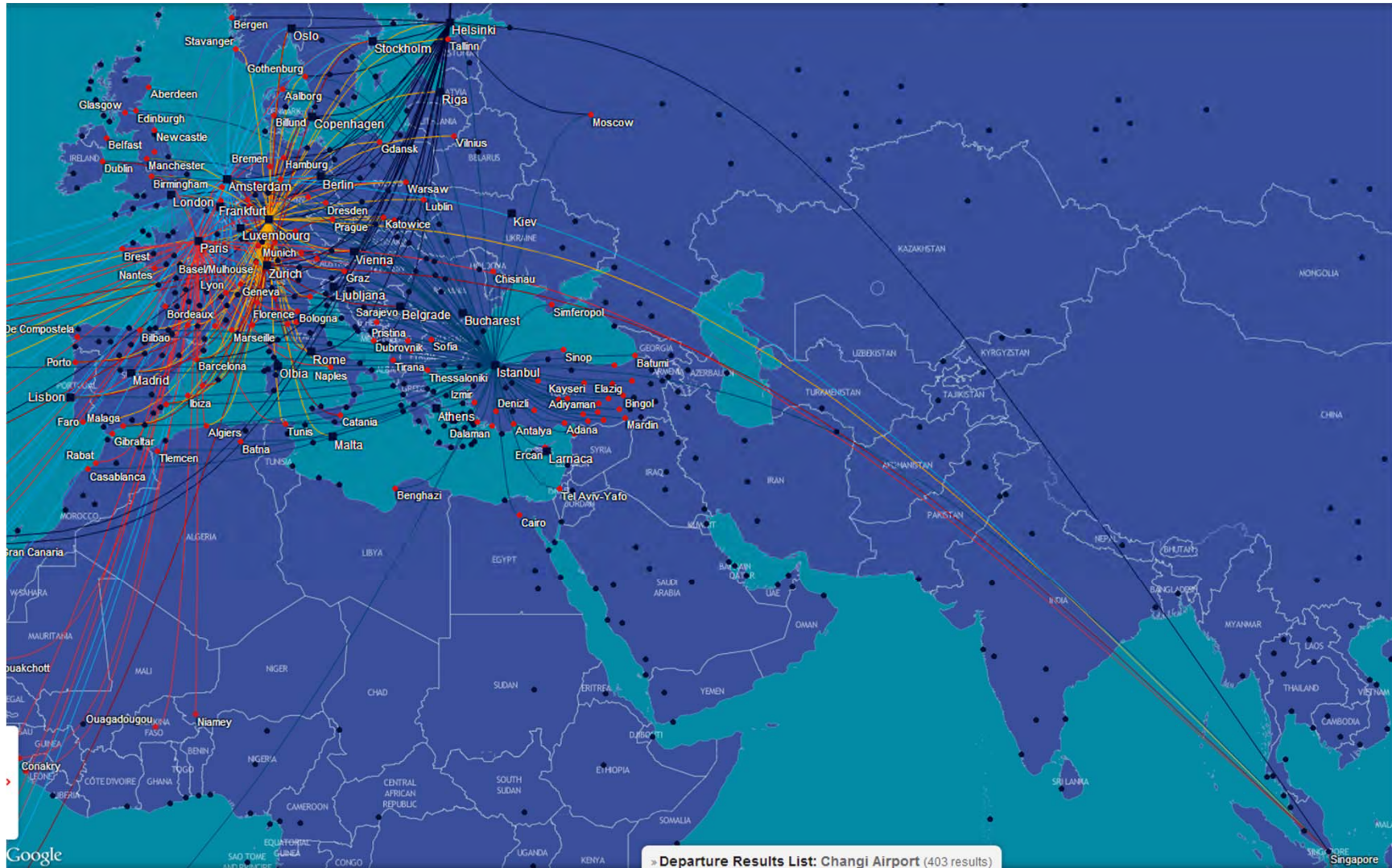
Arrival and Departure Waves at a typical Hub



Source: German Slot Coordination Tool | MUC Airport | Winter 2014 - ARR/DEP



EUROPEAN NETWORK AIRLINES CREATE ...



WAY FORWARD

➤ On the ground

- Address the **need for capacity** at hub airports
- Proper implementation of **'balanced approach'**

➤ In the air

- Implementation of **Single European Sky**

➤ **Political measures needed**

- National governments to identify capacity challenges and define strategies to resolve them / learn from examples outside Europe
- Leadership at European level to coordinate these national strategies on capacity
- Acknowledge importance of European aviation, especially European network carriers & hubs