



EU Airport Policy

*Optimized use and better planning
of airport capacities*





A consistent Community Aviation Policy

Point of departure: EC's main goals

- To overcome fragmentation through a Single Aviation Market which guarantees full access without discrimination
- To ensure the proper functioning of the Single Market through common rules and standards
- To attain an efficient and sustainable air transport system





Single Market Based on High Common EU Standards

- **The EU occupies the ground with common rules in most relevant areas of aviation:**
 - Licenses, fares, market access (1992)
 - Air passenger rights (1991 + 2004)
 - CRS (1989)
 - Noise (1992 + 2002)
 - Safety (2002 [EASA] + 2004 [SAFA] + 2006 [Black list])
 - Insurance (2004)
- **Including Airports:**
 - Allocation of slots (1993 + 2004)
 - Ground Handling (1996)
 - Security (2002 + 2006 + Implementing Rules)

 - ATM - Single European Sky (2004 + I.R.) – SESAR
 - Strict competition and state aid rules (EC Treaty)





To enhance the Community Framework for Airports

- **Community law applicable to Airports already exists (slots, ground handling, noise, SES/SESAR)**
- **Context is evolving: Rapid growth of traffic; Capacity v. Demand; Economic changes (Airlines / Airports)**
- **Impact on airports of external EU policy (EU/US, ECAA,...)**
- **Environmental issues in the foreground**
- **Airports are a key element of the Air Transport System. There is a need to ensure appropriate regulation for the efficient functioning of all the elements of the chain**
- **Need to address these issues at EU level**





To enhance the Community Framework for Airports

➤ Facing the "capacity crunch":

- ✓ Notwithstanding the present crisis, air traffic is expected to double by 2030
- ✓ In 2030, around 20 of the largest European airports could be saturated
- ✓ Only 25% of airport would have a possibility to add new runways in the next 20 years

➤ **There is a need to act at EU level**





To enhance the Community Framework for Airports

- **A comprehensive framework is needed to cope with future challenges: capacity, efficiency, environment and safety need to be improved**
- **Commission Airport Package adopted in January 2007**





The Airport Package

- **Airport Package: 3 key initiatives**
 - ✓ **Action plan for airport capacity, efficiency & safety in Europe;**
 - ✓ **Proposal for a Directive on airport charges;**
 - ✓ **Report on the application of Directive (EC) 96/67 on access to the ground handling market at Community Airports.**

Documents available on:

http://ec.europa.eu/transport/air_portal/airports/index_en.htm





The Airport Package: Airport Charges

➤ Airport Charges:

- ✓ **Air Carriers complain about:**
 - Monopolistic behaviour by some airports
 - Lack of transparency and consultation
 - Difficult to appeal airport charges
- ✓ **Competition rules of EU Treaty difficult to apply: difficult to assess whether an airport has a dominant position in the market**
- ✓ **Commission proposal for a Directive on airport charges**
 - Common principles for airport charges (non-discrimination, mandatory consultation etc)
 - More transparency
 - Structured dialogue between airports and airlines
 - Independent Supervisory Body in each Member State that can take binding decisions
- ✓ **Directive will apply in 2001 at the latest, at all airports over 5 million passengers a year**





The Airport Package: Ground Handling

- Main objectives of Directive 96/67 reached in most of the Member States (*Report 2007*)
- Need to examine more comprehensively the effects of the Directive (*EP Report*)
- To update the impact analysis: A study published in 2009 focuses on:
 - new Member States,
 - safety,
 - security,
 - employment,
 - service quality





The Action Plan: Capacity

- From a European perspective with the participation of all parties
- Better use of existing capacities
 - ✓ **New technologies**
 - ✓ **Intermodality / Accessibility**
- Improved capacity planning
 - ✓ **Capacity inventory**
 - ✓ **Better planning processes**
- An Observatory to exchange and monitor data and information on capacity

The Action Plan was endorsed by Parliament and Council in October 2007





The Action Plan: Safety

- **Extension of common Aviation Safety Rules:**
 - ✓ **Higher traffic volumes require improved safety levels**
 - ✓ **Extension of EASA competences to aerodrome and ATM safety regulation (Commission proposal in 2008)**
 - **Infrastructure**
 - **Operations and Management**
 - **Hazards in local environment**
 - **Certification**

One single Aviation Safety Authority = “Total System Approach”





The Action Plan: Environment

- **To fight against climate change is on the top of political agenda**
- **Improved environmental compatibility is essential for the development of airport activities**
- **Need for a comprehensive approach including:**
 - ✓ **Better use of existing airport infrastructures**
 - ✓ **Better planning processes**
 - ✓ **Intermodality**
 - ✓ **Research & Development**
 - ✓ **ATM / SES**
 - ✓ **Market-based measures (ETS)**





The Action Plan: **New technologies**

- **Enhanced safety and efficiency**
- **Significant improvement of airport operational capacity**
- **Reduction of aviation environmental impacts**
- **Common standards and interoperability are compulsory**





The Action Plan: **New technologies**

- **Airports and ATM form the air transport “network” and have to be treated as a “whole”**
- **To be effective at the European level, solutions need to be compatible and interoperable**
- **Increasing airport capacity is an integral part of the SESAR programme**





The SESAR Programme

➤ **SESAR is the technological/industrial complement to the Single Sky legislation**

- ✓ Triple capacity
- ✓ Reduce by 50% ATM costs
- ✓ Increase safety by a factor of 10
- ✓ 10% reduction of environmental impact per flight

➤ **SESAR will develop new technologies aiming, notably, at increasing safety and efficiency of airport operations**

- ✓ Joint Undertaking being created: PPP approach in an “open” programme
- ✓ Definition Phase launched
- ✓ Launching of the Development Phase in 2008, based on a ATM Master Plan





New technologies aiming at:

- **Avoid loss of capacity in adverse weather conditions**
 - Gate to gate approach
 - A-SMGCS to improve ground surveillance
- **Optimize operations, for ATM and for all actors**
 - Integrate on board and ground equipment
 - Time Based Separations
 - CDM, at the airport and at the network level
- **Increase airport capacity**
 - Reduced separation standards
 - Reduced wake-vortex
 - Better planning (CDM) and exploitation of aircraft capabilities (RNP and 4D trajectories)
 - ...





The Action Plan: next steps

- **The Observatory on airport capacity (inaugurated in November 2008)**
 - ✓ **Guidelines on: capacity assessment methodologies, capacity planning, access to and intermodality at airports**

- **SESAR**
 - ✓ **Validation of the new operational concept in view of certification**

- **Steps to be taken by airports**
 - ✓ **Promote the “gate to gate approach”**





Slots

- **Assessment carried out in 2007:**
 - The current system works well
 - There is still room for improvement, notably as regards market access and more efficient use of slots
- **The Commission will focus on proper implementation, clarification and interpretation of the regulation in force:**
 - **April 2008: Communication clarifying some provisions of the current regulatory system, to make its implementation easier and more uniform throughout Member states**
 - **March 2009: Proposal to temporarily suspend the 80/20 rule**





The whole aviation sector and the Citizen benefit from common rules and a comprehensive approach towards:

The benefits of the Community method

- **Level playing field**
- **High uniform levels of safety and environmental standards**
- **Interoperability**
- **Cost efficiency**





Conclusions

- **The EU has taken the lead both in liberalising and regulating aviation;**
- **Our ultimate aim is to “normalise” this important and global industry;**
- **We are making progress but new challenges require effective answers at the appropriate levels;**
- **EU airport policy is a key element of our strategy**





Thank You For Your Attention!



For more information visit :

http://ec.europa.eu/dgs/energy_transport/index_en.html

