Airport Slots in Europe

IATA Worldwide Airport Slots

www.iata.org/slots

Consumers are benefiting from connectivity despite slot constraints

Source: IATA Economics based on SRS Analyzer

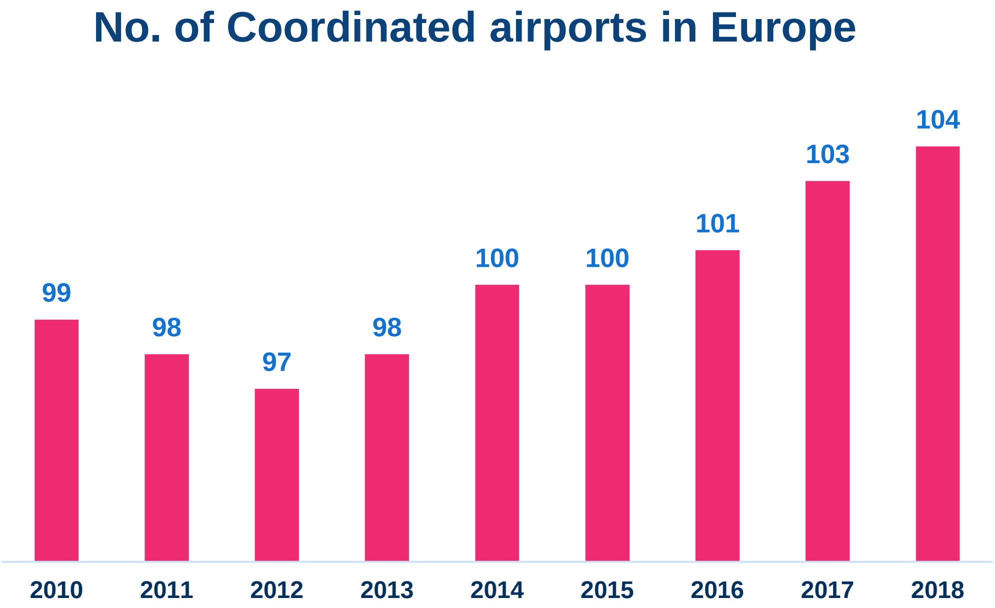
Number of Coordinated Airports in Europe

104 Coordinated airports 2018

204 total globally

***S18 Data**

51% of the global Coordinated airports

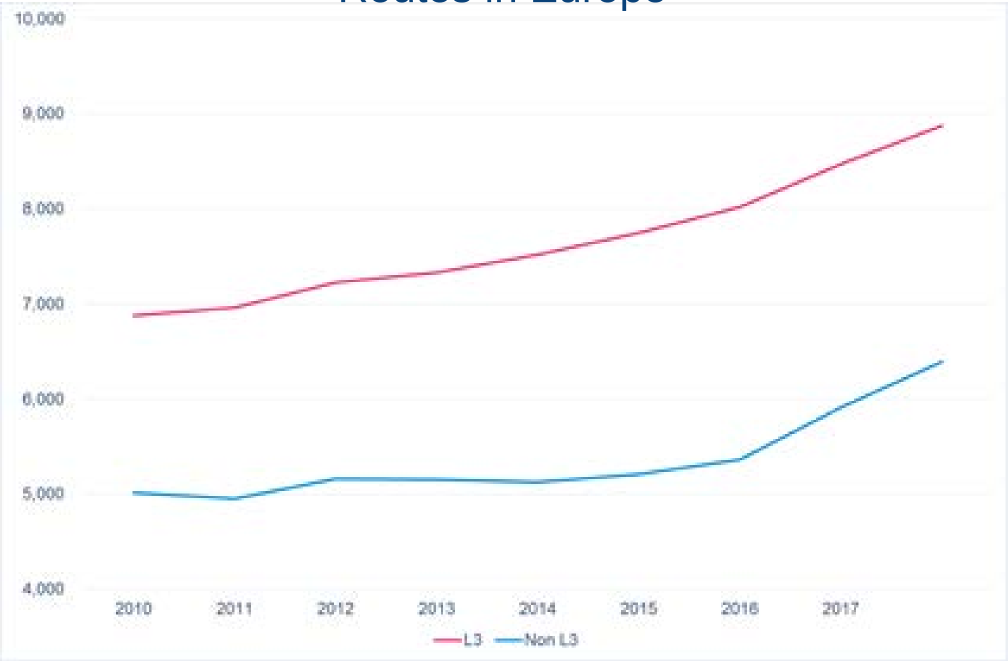


Source: IATA slot coordinated airports list

Slot Coordinated airports in Europe

Growth of routes and passengers 2010 -2017

Routes in Europe



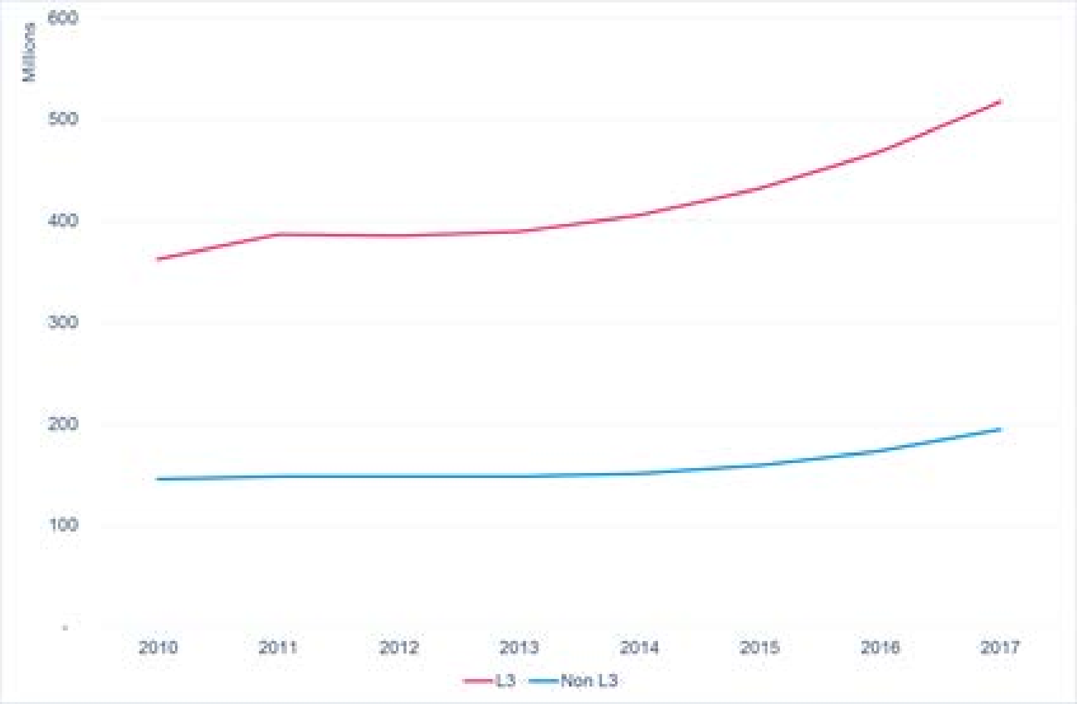
2,000 additional routes added at EU L3 airports (+29%) 2010-2017

Airlines operating at EU L3 airports added 155m pax (+43%)

Source: IATA Economics based on SRS Analyzer

Slot Coordinated airports in Europe

Share of routes, flights and passengers departures in 2017



Source: IATA Economics based on SRS Analyzer

2017

59% of routes operated from EU airports departed from L3 airports

72% of flights departed from L3 airports

73% of passengers in EU departed from L3 airports

The EU Slot Regulation has delivered

- Access to congested airports bringing competition
- Efficient use of scarce airport capacity
- Connectivity and growth of routes

Growth of European low cost airlines

- Top airports for low cost aviation:
  - Barcelona
  - London Gatwick
  - Dusseldorf
- All congested slot coordinated airports (L3)
- Under EU Slot Regulation
  - Airlines gained access
  - Provided more choice to the consumers
  - Built competitive services

Growth of European low cost airlines

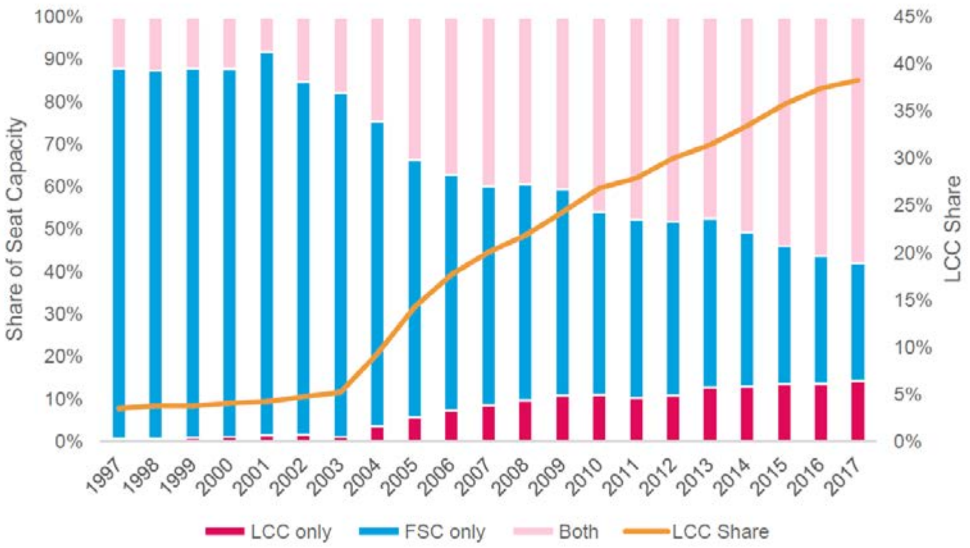
- The WSG does not just benefit ‘legacy airlines’.
- Low cost airlines are increasingly flying out of slot coordinated airports.
- According to Eurocontrol low-cost flights grew by 61% (from 5,200 flights per day to 8,400 flights) between 2007 and 2016.
- Major low-cost carriers (including EasyJet, Ryanair, Vueling, Norwegian, Wizz Air) use a significant number of slots at congested airports (e.g. BCN, LGW, DUS, ORY, AMS).
- LCCs account for 40% of intra-european seat capacity
- Airlines have grown and flourished, despite a severe lack of airport capacity and <u>compete directly</u> with established carriers at congested airports.

Source: Eurocontrol Low Cost Aviation infographic 2016 , ICF for ACI Europe, Identifying the Drivers of Air Fares, May 2018

Competition in Europe

Competition is intensifying between legacy and LCC carriers

Intra-European city pairs



Source: OAG, airline-route must be operated at least 2x weekly to be counted
Notes: LCC = 'Low Cost Carrier', FSC = 'Full Service Carrier', Both = at least one LCC operating at one FSC carrier operate the city pair

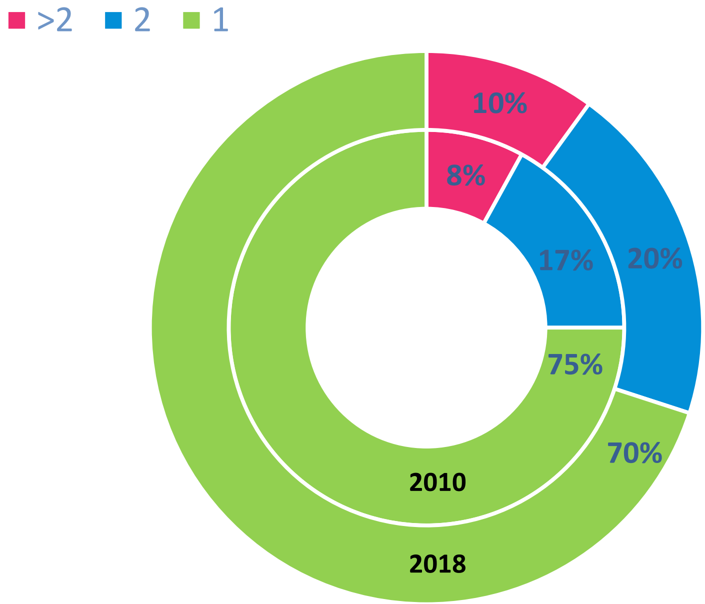
1997 - 2017
Steady rise in LCCs and FSCs competing on intra-Europe city pairs:
Share seat capacity
1997 – 12%
2017 – 55%

Source: ICF for ACI Europe, Identifying the Drivers of Air Fares, May 2018

Competition in Europe

Competition is intensifying

Percent of routes operated by number of airlines summer season



2010
25% of routes operated by two or more airlines

2018
30% of routes operated by two or more airlines

Source: IATA Economics based on SRS Analyzer

Competition in Europe

between low cost carriers

European LCC head-to-head routes – flights by carrier

Airline	Flights	Routes	Flights	Airline
Ryanair	5,018	85	5,606	EasyJet
Ryanair	4,652	61	5,714	Vueling
Ryanair	1,458	30	1,334	Norwegian
EasyJet	3,660	33	2,662	Vueling
EasyJet	2,839	28	1,027	Norwegian
Ryanair	1,436	32	1,636	Wizz
Vueling	1,266	19	1,116	Norwegian
Vueling	76	3	156	Wizz
EasyJet	206	4	96	Wizz
Norwegian	9	1	12	Wizz

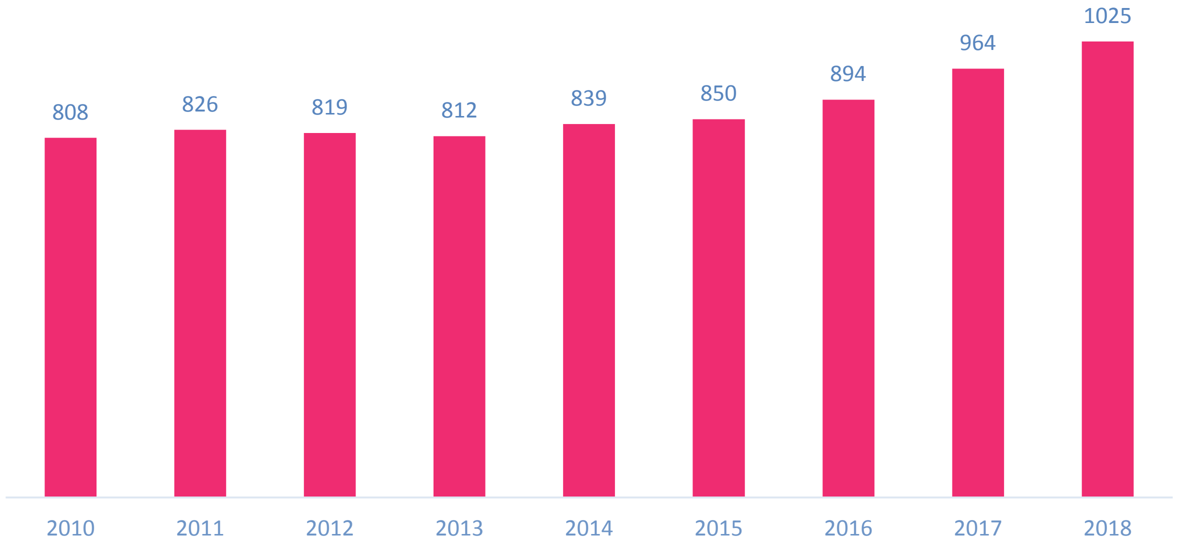
Source: FlightGlobal schedules April 2018

23% of flights operated by 5 LCC's* in Europe directly compete with another LCC

** easyJet, Vueling, Ryanair, Norwegian, Wizz*

Growth of long-haul routes ex-Europe

No. of long-haul routes departing from slot coordinated airports

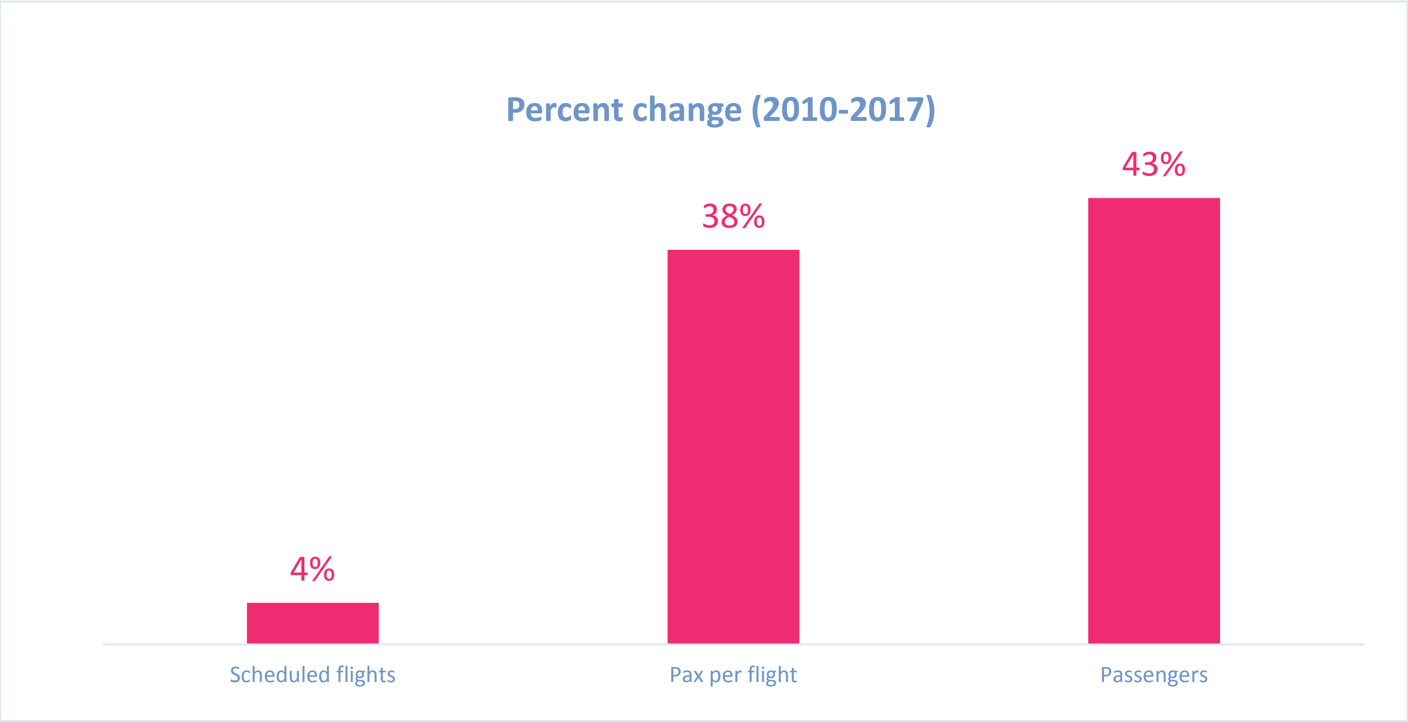


27% growth 2010-2018

Source: IATA Economics based on SRS Analyzer

Efficient use of scarce capacity in Europe

Growth in flights and passengers on **Intra-EU routes**



Source: IATA Economics based on DDS, SRS Analyzer

Efficient use of scarce capacity in Europe

Flights and passengers on **Intra-EU routes**

Increased connectivity
4 % more intra-EU flights in 2017

2010
76 pax / flight

2017
104 pax / flight

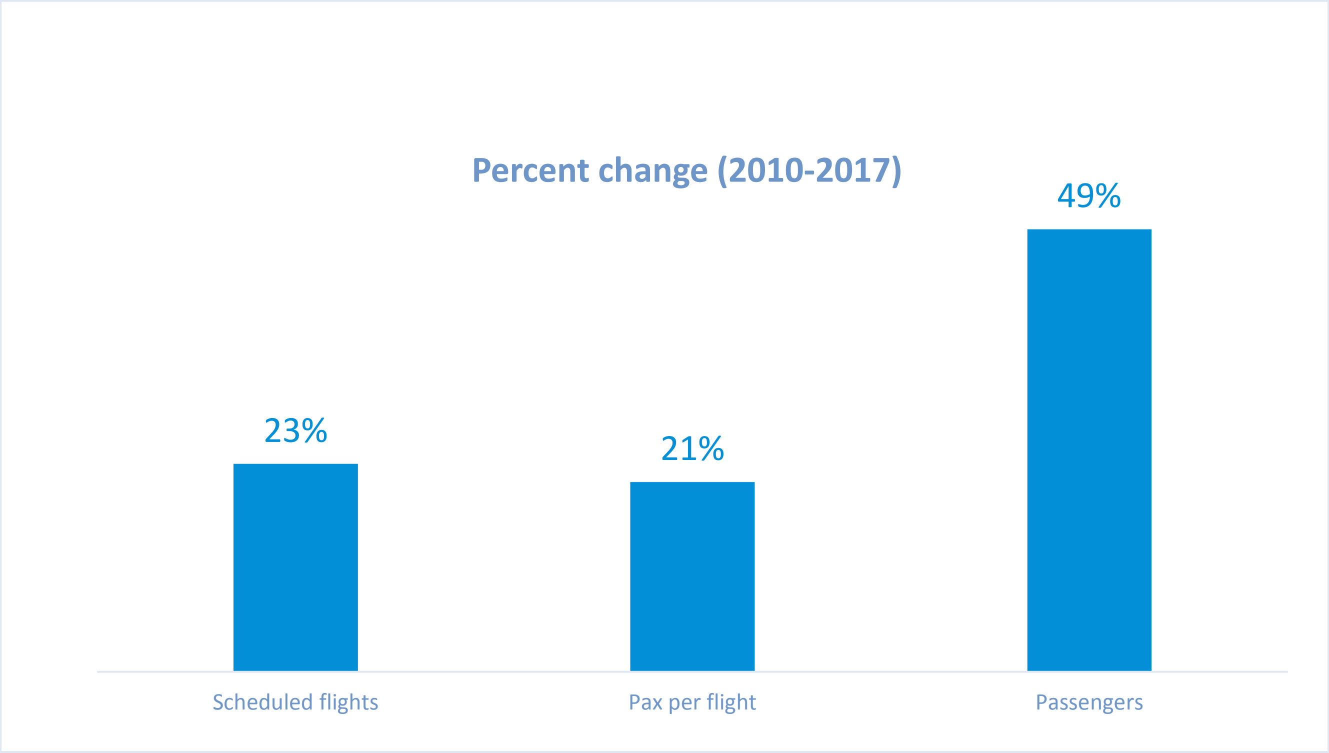
2017

38% more pax /flight

With 4% growth in flights in 2017 but 38% more passengers per flight on intra-EU operations, airlines demonstrated they are **consistently meeting market demand** and **efficiently using the capacity available** to deliver **consumer benefits** through intra European **connectivity** through increased load factor.

Efficient use of scarce capacity in Europe

Growth in flights and passengers on **International routes**



Source: IATA Economics based on DDS, SRS Analyzer

Efficient use of scarce capacity in Europe

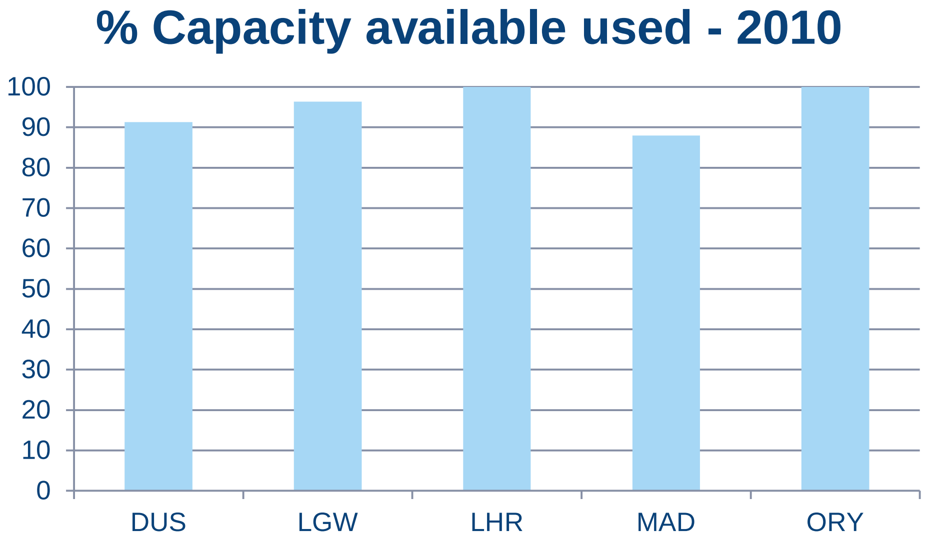
Flights and passengers on **International routes**

Increased connectivity 23 % more flights in 2017	**2010 124 passengers/ flight 2017 151 passengers/flight**	**2017 21% more passengers/flight**

Strong growth on international routes with 23% more flights in 2017 than 2010, and 21% more passengers per flight. **Connectivity and growth on international routes bringing efficient and effective use of capacity** available to deliver consumer and economic benefits of building strong networks with the rest of the world.

Efficient use of ever scarce capacity in Europe

The 80/20 rule does not lead to wasted capacity



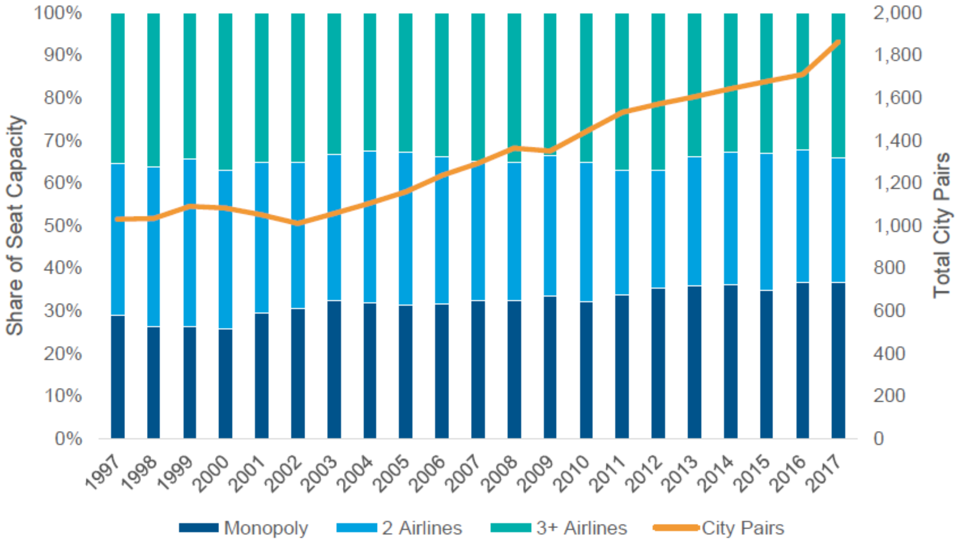
Source: SDG

2017 Use of available capacity
LHR 99%
AMS 99%
LGW 98%

Capacity usage continues to be well above 80% at L3 airports, however, this is use of declared capacity. Regular **capacity analysis should be undertaken and made transparent for all stakeholders** to ensure the actual available capacity is effectively allocated. **<u>The Coordinator can only allocate what is declared.</u>**

Delivering connectivity in Europe

Europe and Rest of the World city pairs



Source: OAG, airline-route must be operated at least 2x weekly to be counted
Notes: airlines within groups (e.g. IAG, Air France/KLM) are not considered to be ‘competitors’. For example, if a route is operated by both Air France and KLM, then this would be counted as ‘2 airlines’ pre-merger, and a monopoly route post-merger

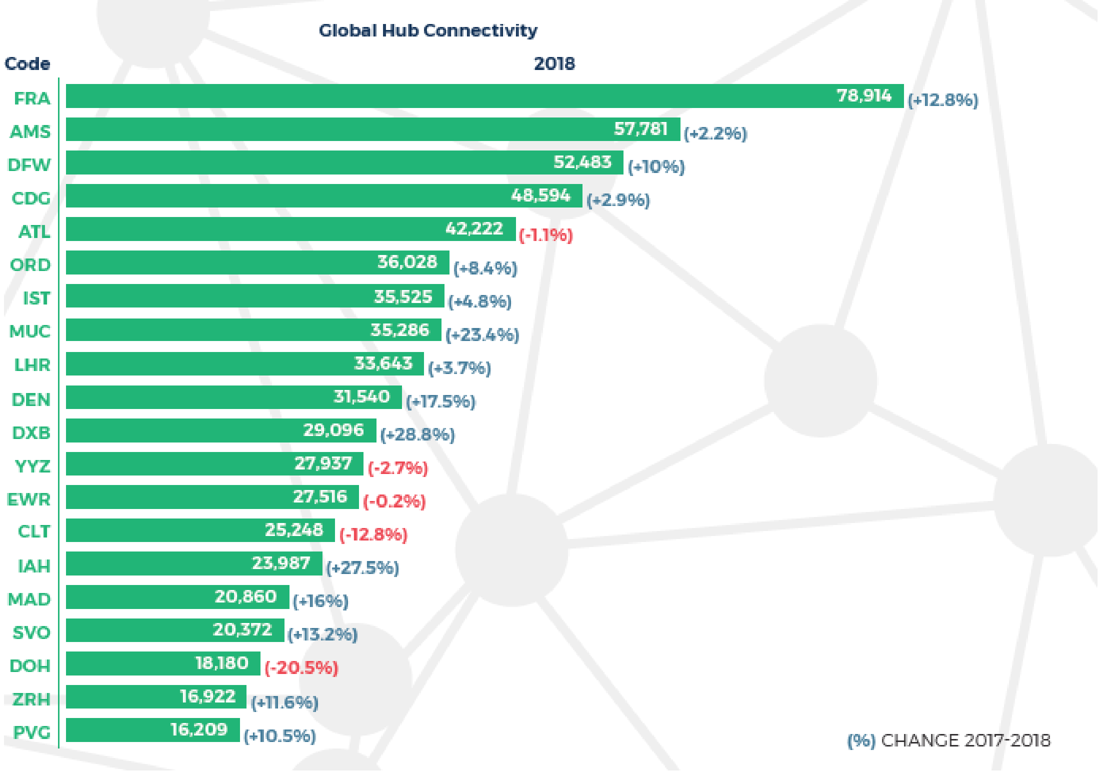
2010 – 2017 Despite congestion city pairs between Europe-RoW nearly double

Source: ICF for ACI Europe, Identifying the Drivers of Air Fares, May 2018

Connectivity in European hubs is strong

European hubs remain the best connected in the world

Hub connectivity – top 20 global airports 2018



7 of top 20 airports in EU

FRA No.1 in terms of hub connectivity globally

Source: ACI EUROPE Airport Industry Connectivity Report 2018