Rising real unit cost of airport use

**Airport and non-fuel expenses per pax (2016 $)**

Source: ACI, ICAO, IATA, FAA

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Airport use unit cost

Other non-fuel airline unit costs

Source: IATA Economics using data from ACI, ICAO, IATA and FAA [www.iata.org/economics](http://www.iata.org/economics)
Investment often where consumers don’t want it

Source: IATA airport development team modelling [www.iata.org/economics](http://www.iata.org/economics)

Airport runway capacity average utilization (vs best practice, 2013)

* Small sample of airports

Source: IATA airport development team modelling [www.iata.org/economics](http://www.iata.org/economics)
Often constraints where investment is needed

Congestion will expand by 2023

Source: Boeing slide adapted by IATA Economics www.iata.org/economics
Airport success dependent on airline network success

Source: SRS Analyser [www.iata.org/economics]
We’re dependent on each other to succeed

1. **Rising costs**: affordability matters
2. **Low average asset utilization**: consumer choice matters
3. **Metropolitan congestion**: airlines do want investment, in the right places
4. **Airline networks**: mutual success is mutually dependent
5. **Making it work**: consultation with airlines critical