Airport investment – the airline perspective

22 March 2017
ACI Airport Economics & Finance

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www.iata.org/economics
Rising real unit cost of airport use

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

Source: ACI, ICAO, IATA, FAA

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
Investment often where consumers don’t want it

Ciudad Real Airport, Spain

Mirabel Airport, Canada

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

* Small sample of airports

Source: IATA airport development team modelling www.iata.org/economics
Often constraints where investment is needed

Congestion will expand by 2023

2023 Capacity Estimate (annual)

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