PROPOSALS FOR A REVIEW OF EU AVIATION POLICY

(November 2014)

The proposals outlined below are aimed at supporting the EU's air connectivity and unleashing the potential of aviation to support economic growth and job creation – while ensuring its sustainable development.

Ultimately, these proposals are about ensuring that the EU develops a policy framework that is truly supportive of aviation – equivalent to what is being done in other World regions, where aviation is fully integrated in economic development policies.

1) **Recognising that aviation's licence to grow is essential for Europe's connectivity and its competitiveness - and that the EU intends to promote aviation growth in a sustainable and inclusive way.**

   The inclusion of aviation in the EU's ETS, The Single European Sky (SES) as well as the strong commitment of the European aviation industry to address its environmental impact now allows us to reconcile the growth of aviation with the EU's ambitious environmental goals. The progress made by airports in particular to reduce their carbon emissions through *Airport Carbon Accreditation* reflects the leadership of the European industry[1].

2) Addressing the airport capacity crunch[2] by **setting an EU airport capacity long-term objective fully aligned with the objectives of the SES**, especially in relation to airspace capacity.

   This high level airport capacity objective could be focused on the top 25 European airports[3] and would allow to monitor progress over time. It would fit within the ground capacity pillar of SES and address a critical factor for the success of SES.

   This airport capacity objective could be complemented by an EU Framework to simplify and speed track planning procedures for the development of airport infrastructure at airports which form part of the core network of the Trans-European Network.

3) Removing legal barriers and artificial constraints to air connectivity growth by **opening market access through EU negotiated aviation agreements with the EU's main trading partners**.

4) **Redressing the competitive gap between European aviation and other World regions** by:

   i) **Reducing regulatory driven costs**, in particular as regards security and safety. Aviation security is publicly financed to a significant extent outside Europe[4], whereas related costs for Europe's airports amount to €4,2 billion - absorbing 90% of the charges directly paid by airlines for the use of our infrastructure.

   More generally, all EU legislative proposals should include **a thorough and effective cost and operational impact assessment**.

   ii) **Eliminating national aviation taxes**.

   iii) **Ensuring the effective implementation of the Single European Sky.**

[1] In November 2013, *Airport Carbon Accreditation* was recognised as one of the top 3 low carbon projects for Europe by the European Commission (A World You Like EU Competition)
[2] EUROCONTROL foresees that by 2035, 12% of demand for air transport will not be accommodated due to a lack of airport capacity – translating into 237 million passengers unable to fly and about 2 million flights not taking place
[3] Focusing on the top 25 European airports would ensure alignment with the initial scope of the SESAR deployment
[4] Including in the United States, where half of budget of the TSA (Transport Security Administration) if financed by the federal budget ($ 3 billion)

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