



Overview of the ACI EUROPE Economics Committee

The ACI EUROPE Economics Committee is a group of economic, strategic and financial professionals who work within the airport sector. This includes both airport operator employees as well as those who offer their services to a range of airport operators on a consultancy basis (World Business Partners).

The Committee meets twice a year – typically in autumn and spring - with each meeting hosted by a member of the Committee.

Current **Chair**: Miriam Ryan, Head of Strategy, daa (Dublin Airport Authority)

Current **Vice Chair**: Haakon Holm Head of Pricing and Statistics - Marketing and Public Relations, Berlin Airports

The Committee currently has 73 members. Each meeting typically has 30-35 attendees.

Alongside the 2 meetings, the Economics Committee also sets itself 3 objectives annually, which are presented to the Board of ACI EUROPE in January of each year. These objectives are aligned with the wider Strategic Plan of ACI EUROPE, and are fulfilled by ACI EUROPE staff, with support from the Committee.

In practice the Committee fulfils 3 key roles:

- To provide a forum to meet, for airport professionals with similar responsibilities to meet;
- To discuss issues of common interest relating to airport economics – often with external experts coming in to address the Committee;
- To guide the work of ACI EUROPE in Brussels (e.g. devising best practices, inputting to studies being performed, to inform ACI EUROPE positions on specific issues or regulatory proposals)

The Committee aims to be flexible & responsive. This means that meeting agendas are tailored to reflect the latest issues & challenges facing the industry, and as a result individual meeting agendas can vary considerably. Input is always welcome from Committee members, as to what could be discussed at each meeting.

However a broad set of topics which are discussed more often includes:

- **Airport Charges** – e.g.
 - Compliance with the EU Airport Charges Directive
 - Airport competition inc. market power tests
 - Specific regulatory approaches in individual countries
- **Investment & Ownership** –e.g.
 - Airport ownership models
 - Privatisation processes
 - Capital expenditure programmes including capacity expansion
 - External investors
- **Efficiency & Performance Management** – e.g.
 - Key Performance Indicators
- **Developments in the airline industry**
 - Performance management frameworks
 - Cost reduction & quality improvement programmes
- **Serving airline clients**
 - Airport marketing programmes
 - Incentive & discount schemes
- **The wider economic impact of aviation**
- **Connectivity**
- **Compliance with wider regulatory frameworks** –e.g.
 - EU State Aid rules
 - Standard competition law (e.g. for 3rd party access to landside)