



## 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**: Kurt Daels, Head of Regulations, Charges and Contracts (Brussels Airport Company)

Current **Vice Chair**: Nazzarena Franco, Strategy Planning and IR Director (Aeroporto di Bologna)

The Committee currently has 100 members. Each meeting typically has 40-50 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 for airport professionals to meet and hear from external experts;
- To discuss issues relating to airport economics;
- 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.

The topics below are frequently discussed:

- **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
  - Performance management frameworks
  - Cost reduction & quality improvement programmes
- **Developments in the airline industry**
  - Customers' business model adjustments
  - Self-connect and other business process innovations
- **Serving airline clients**
  - Airport marketing programmes
  - Incentive & discount schemes
- **The wider economic impact of aviation**
  - Direct, indirect and catalytic impacts
  - Impacts at the airport, in the region and for the country
- **Connectivity**
  - Importance of connectivity for travellers
  - Ways to measure
- **Compliance with wider regulatory frameworks** –e.g.
  - EU State Aid rules
  - Standard competition law (e.g. for 3<sup>rd</sup> party access to landside)