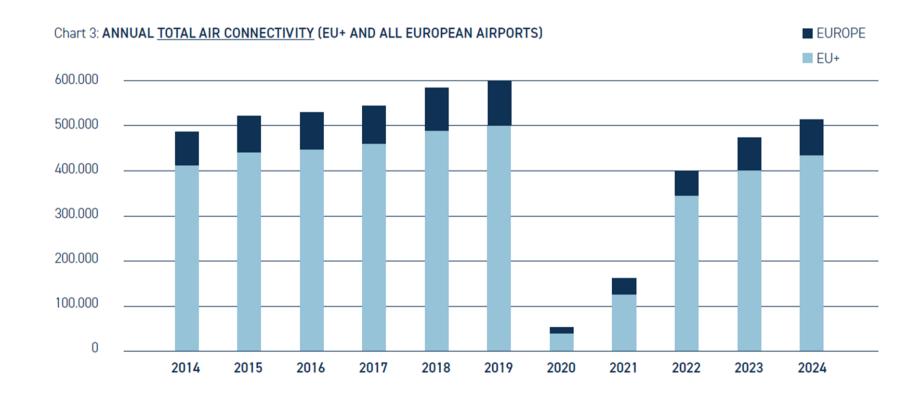


#### **TOTAL AIR CONNECTIVITY - Ten year perspective**

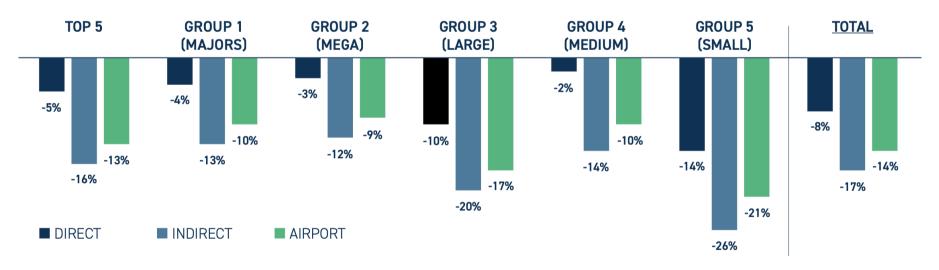




## DIRECT, INDIRECT & AIRPORT CONNECTIVITY - by airport groups



Chart 7: <u>DIRECT, INDIRECT</u> & <u>AIRPORT CONNECTIVITY</u>
(EUROPEAN AIRPORTS BY TRAFFIC CATEGORIES — JUNE 2024 VS. JUNE 2019

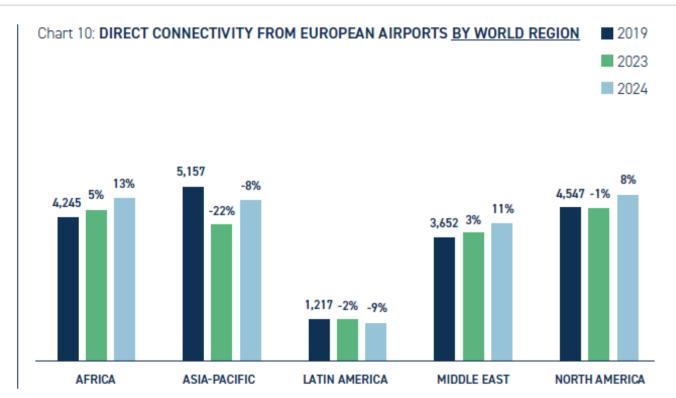


## Shifting sands, Asia Pacific not yet picking up, while Africa and North America strong



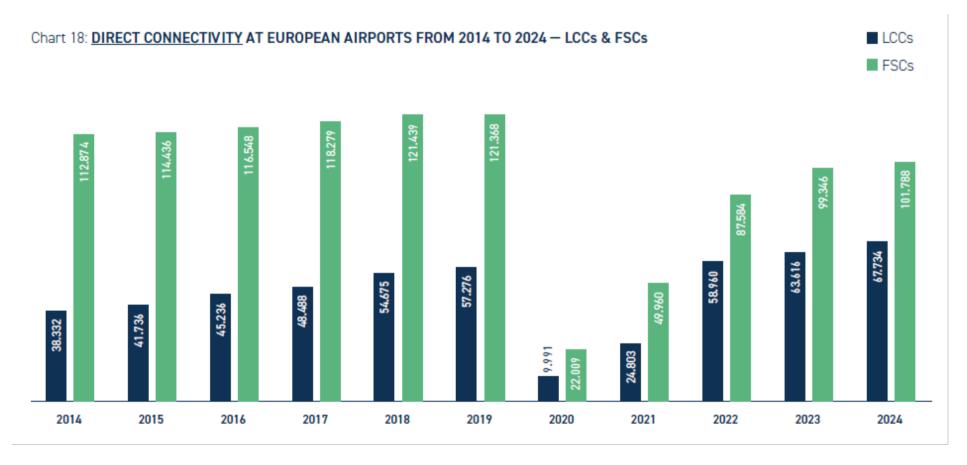






# Growth is driven by footloose, flexible LCCs and LCC-brands of network (legacy) carriers – showing a competitive airport market





### Liberalisation & Fair competition



- Increasing the number of destinations & diversifying their airline portfolio is a core business imperative for airports & key to their societal benefits
- Fair competition vs. Level playing field
- Role of airports in international aviation negotiations
- Ambitious & robust EU external aviation policy with main trading partners
- Relaxing foreign ownership & control rules is required to avoid potential of unfair competition, maximise connectivity and maintain balance across the air transport network.

### **Advanced Air Mobility & Connectivity**



- AAM offers considerable new possibilities for connectivity:
  - Airport city connections (adding to existing train/bus/car etc.).
  - Airport regional connections (linking underserved towns directly to the global aviation network).
  - Short regional flights.
- Requires:
  - Capacity in the ground and in the air.
  - Infrastructure vertiports, electrical charging.
  - Enabling regulation do not force the industry into a specific business model through safety/security/planning regulations.





