



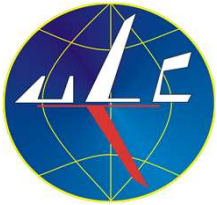
# EUROPEAN GREEN SINGLE EUROPEAN SKY



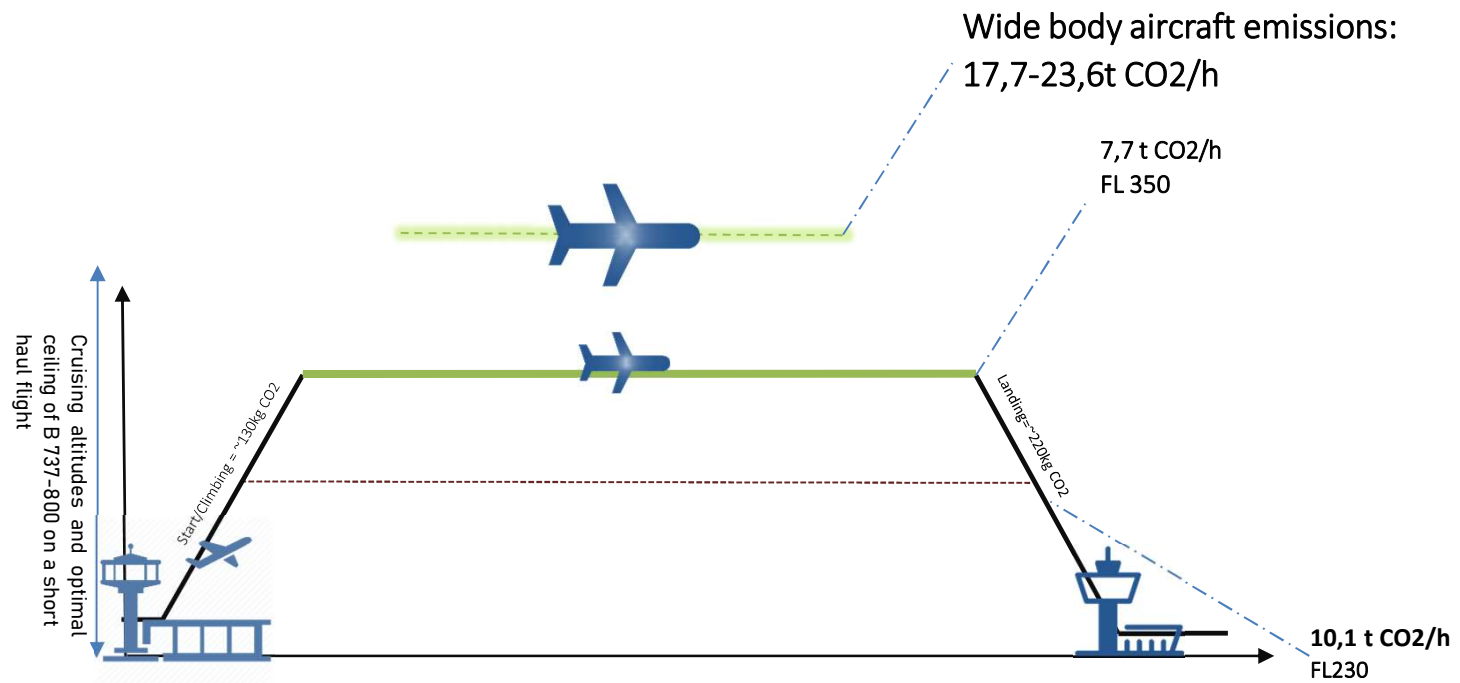
22.11.2021

Civil Aviation Authority of the Republic of Poland 2021

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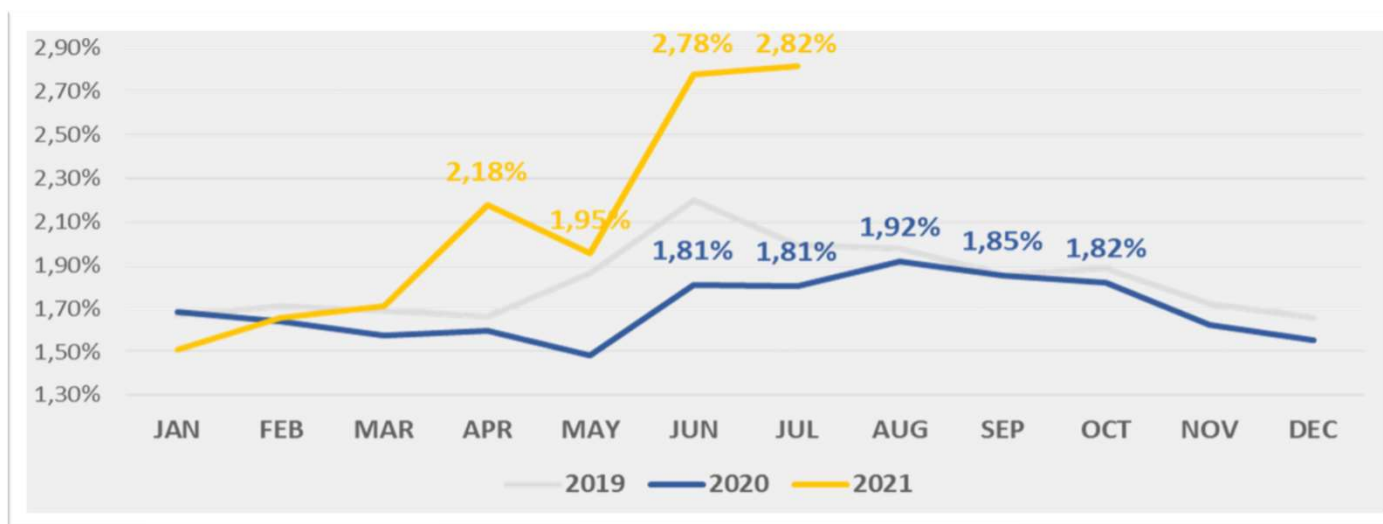
# ALTITUDE OF OPERATIONS

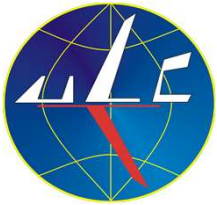




## ENVIRONMENT KPA - Horizontal Flight Efficiency

| YEAR | IFR MVTs | ENVIRONMENT<br>(HORIZONTAL FLIGHT EFFICIENCY) |              |
|------|----------|---|--------------|
|      |          | TARGET  | ACTUAL VALUE |
| 2019 | 912 000  | 1,36%*  | 1,85%        |
| 2020 | 377 000  | 1,85%   | 1,67%        |





# AIRSPACE BYPASSING

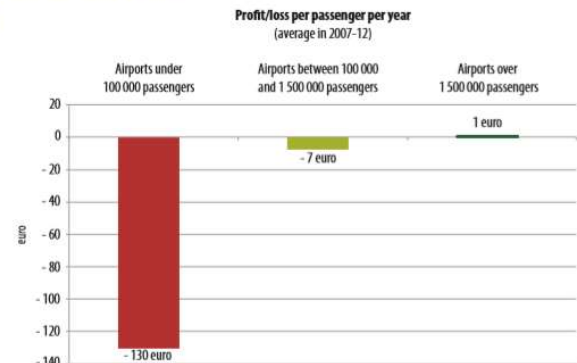




# AIRPORTS COST EFFICIENCY

Figure 6

Average profit or loss per passenger for the audited airports over the 2007 to 2012 period



Source: The airport authorities' accounting data. The losses per passenger may in reality be higher as:  
 (i) some of the costs for operating an airport do not appear in an airport's financial statements (for example the cost of policing, the fire service, customs, marketing, etc.); and  
 (ii) the Greek airports neither calculate depreciation costs nor include interest charges.

(...) despite the fact that, between 2001 and 2010, traffic at regional airports in Europe increased by nearly 60 %, nearly half (48 %) of Europe's airports were loss-making in 2010. This is in particular the case for smaller, regional airports which the public authorities may wish to maintain for socioeconomic reasons.

*-European Court of Auditors-EU-funded airport infrastructures: poor value for money*

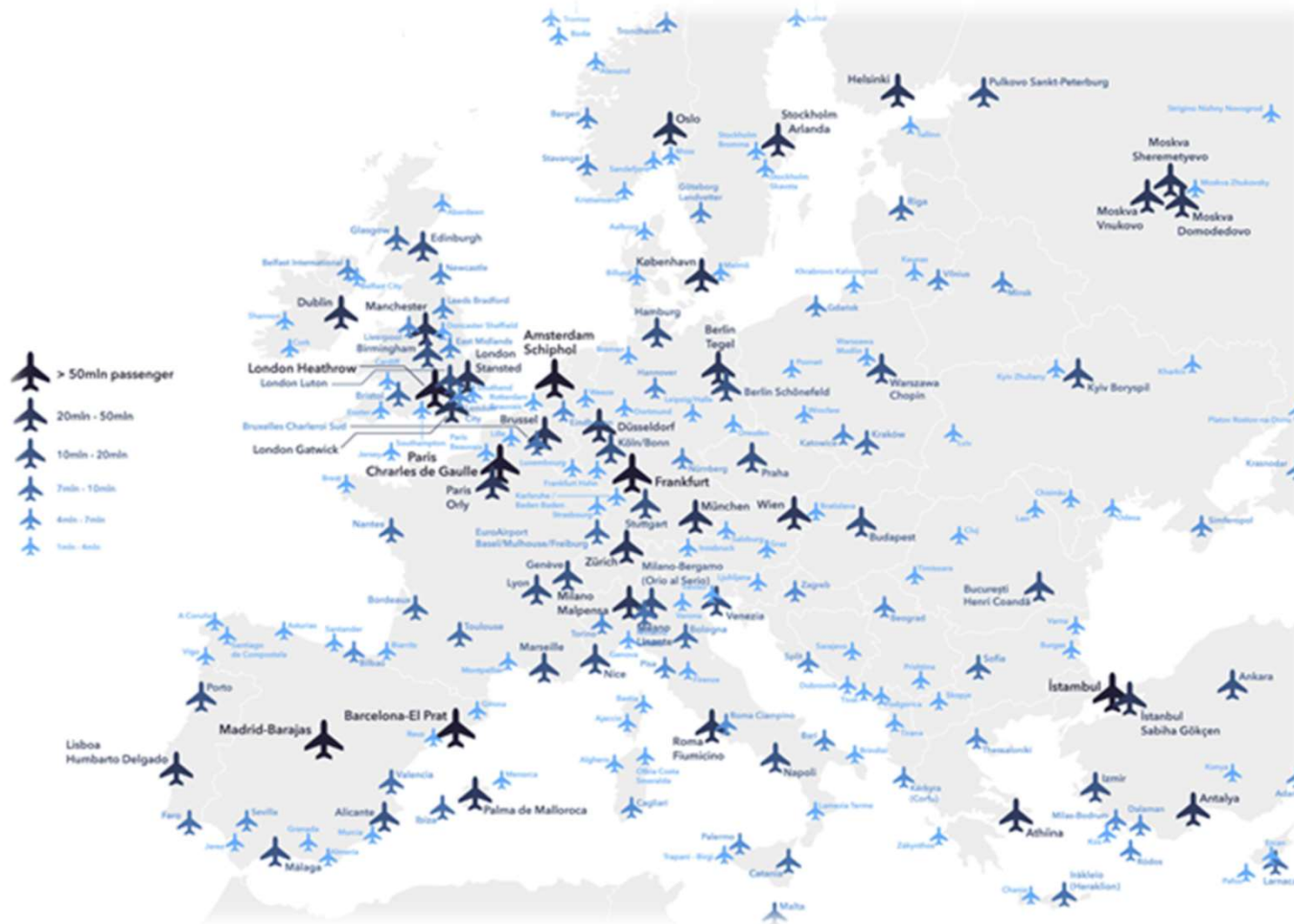
Today, 71% of airports smaller regional airports (handling less than 1 million passengers/annum) are loss making.

*-Airports Council International*





# TRAFFIC ON THE EUROPEAN AIRPORTS



**THANK YOU!**