

WRITTEN QUESTION E-2292/07
by Wolfgang Kreissl-Dörfler (PSE)
to the Council

Subject: Capacity increases at major European airports ('hubs')

In view of the increase in air transport passengers, the question of using existing capacities efficiently is increasingly important in order to minimise negative effects on residents living in these areas, particularly those close to major airports. In addition, with regard to climate protection, there are numerous measures for reducing and controlling kerosene consumption that could be considered, e.g. avoiding unnecessary stacking and delays at take-off.

1. Is the Council ready and willing to accept the consequences of the fact that the Single European Sky regulations have not yet been implemented, or have been implemented only in part? What further measures will the Council initiate in order to make better use of the current take-off and landing capacities through European air space regulation?
2. Would the Council consider making suggestions for coordinating and regulating the expansion of major air transport hubs, or does the Council think that capacities will be best developed within a free market economy? If so, what problems does the Council foresee regarding the development of overcapacity and a resulting price war between airports using fare dumping offers?
3. What tax or environmental options does the Council feel may be suitable to counteract the ever increasing range of cheap flight offers and related climate problems?
4. What requirements does the Council envisage for further expanding European air transport hubs - particularly Munich airport? Does the Council believe the expansion of major airports is economically necessary or environmentally justifiable, especially in the long term? Are there, in the Council's opinion, systems that are more environmentally sound than the hub system for controlling air passenger flows?
5. Does the Council know how many kilometres of detour are flown in the EU each year?