

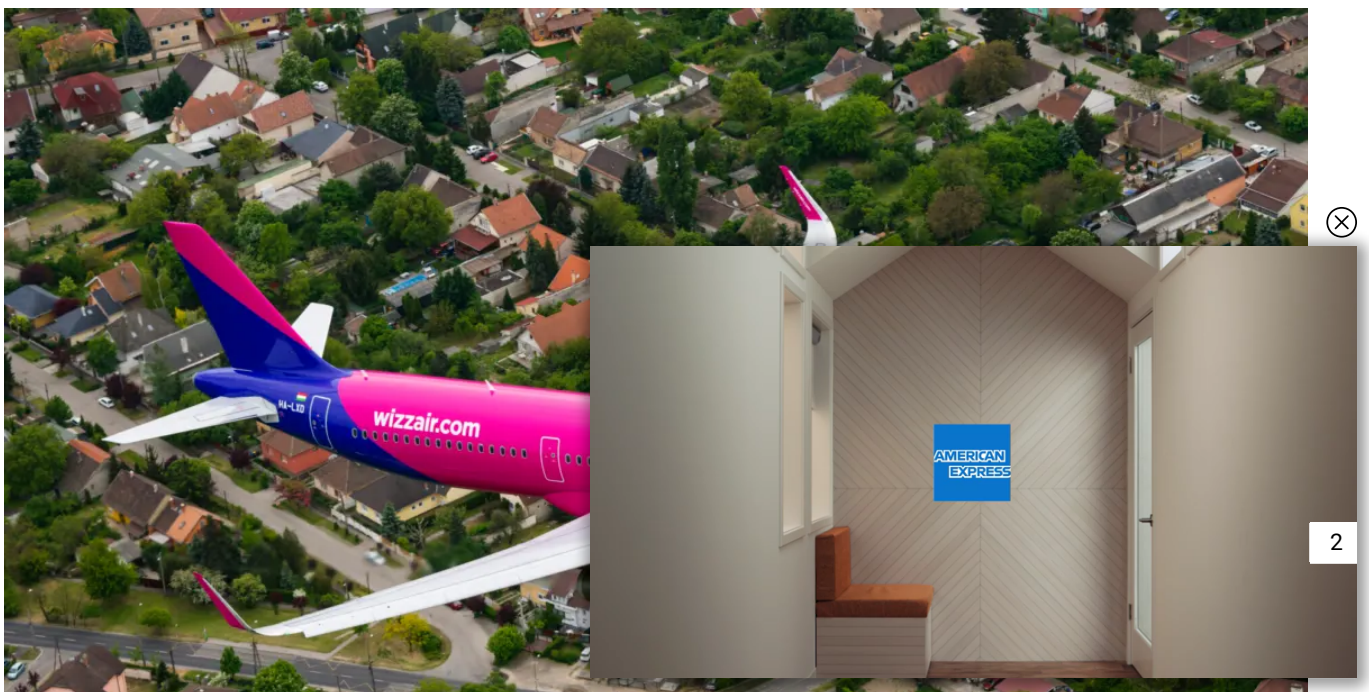


Wizz Air's Model Could Reduce European Emissions By A Third

by **Linnea Ahlgren** · November 29, 2021 · 🔊 10 shares · ⌚ 3 minute read

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At least, that is what the Hungarian budget carrier's founder and CEO, József Váradi says. The brightly liveried low-cost airline's boss sings the praises of the A320neo family's sustainability credentials while slamming the legacy carriers – along with the system that supports them – for their inefficiency and inability to innovate with the technology that is already existing.





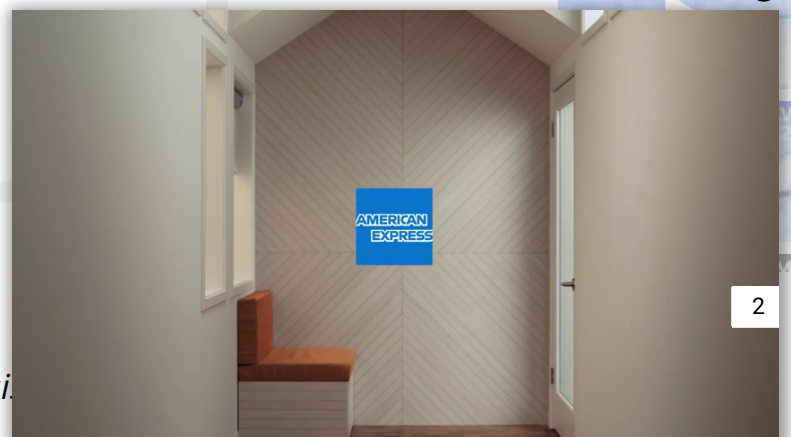
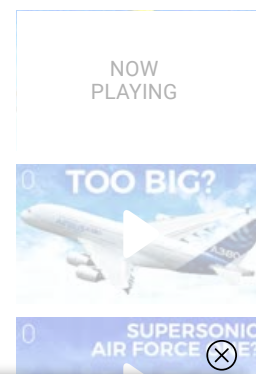
Low-cost carrier Wizz Air believes that if all European airlines adopted its business model and emulated its fleet, CO2 emissions would drop 34%. Photo: Wizz Air

During a fireside chat at the EUROCONTROL Sustainability Summit last week, Váradi arrived fresh from [an order for close 200 A320neo](#) family aircraft. The order, which includes options for 95 planes, was placed during the Dubai Air Show and is valued at \$33 billion list price. It is key to Wizz's goal of reaching a 500+ size aircraft fleet – and, its CEO says, essential for progress on the path of emission reductions.

Flag carriers inefficient and un-innovative

While questioned how these expansion plans correspond to requests to lower emissions by curbing demand, Váradi defended Wizz's growth strategy from a sustainability perspective with that the LCCs are the ones who are moving innovation forward, rather than the older, national airlines with aging fleets.

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"If Europe were to operate on the basis



supports the legacy carriers that are inherently inefficient, inadapative, and un-innovative."



Wizz intends to operate a fleet of over 500 aircraft in the future. Photo: Wizz Air

How do fleets compare?

The average age of [Wizz's fleet across the group](#) is 5.6 years – and only set to grow lower as new planes begin to arrive. To make a comparison to some of Europe's leading legacy carriers, KLM operates a fleet that is 12 years old on average – with only five new widebodies. [American Express](#) are 22 years old.


Air France's planes have 14.7 years on average. In the same order, these are A220s and A350s, leaving KLM with 12 (for the A320-200s) and 27 years (for the A330-300s). A little better with an average age of 9.5 years for the fleet of aircraft, as well as 11 more A350-900s.





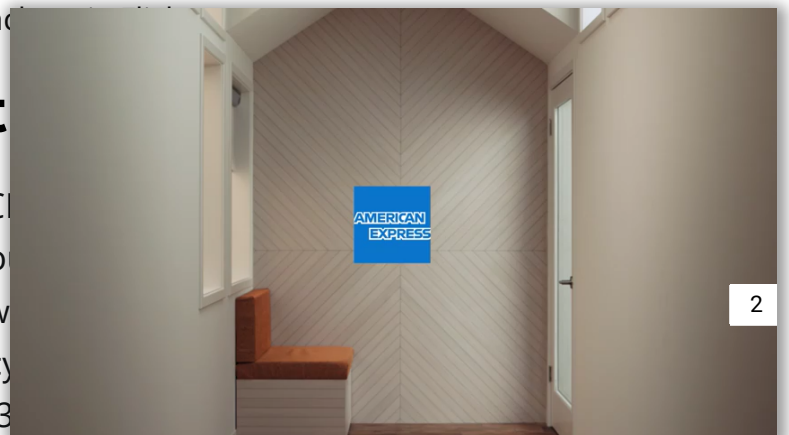
Lufthansa has a big order for 127 new aircraft, including 70 more of the A320neo family. British Airways is also in the process of renewing its fleet and is expecting an additional eight A320neo aircraft to add to a fleet of 27.



Lufthansa has a fleet of 41 Airbus neo aircraft and is expecting 70 more. Photo: Christian Junckers 

Fuel-savings with t

Airbus says that the options of the CLF PurePower PW1100G-JM engines, combined with other technologies, can deliver seat fuel improvements of 20%. However, statistics show it can increase efficiency by 30%. In 2018, the A321neo delivered close to 30% fuel savings.

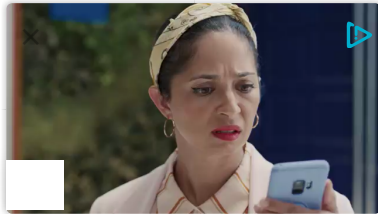




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Meanwhile, if all airlines were to increase their fleet numbers and routes, overall emissions would rise to the point where less fuel consumption per plane no longer entails an overall reduction. There is a risk that before decarbonizing technologies become truly available in 2035 and beyond, aviation's CO2 emissions will actually grow as the sector begins to recover from the COVID-19 crisis.

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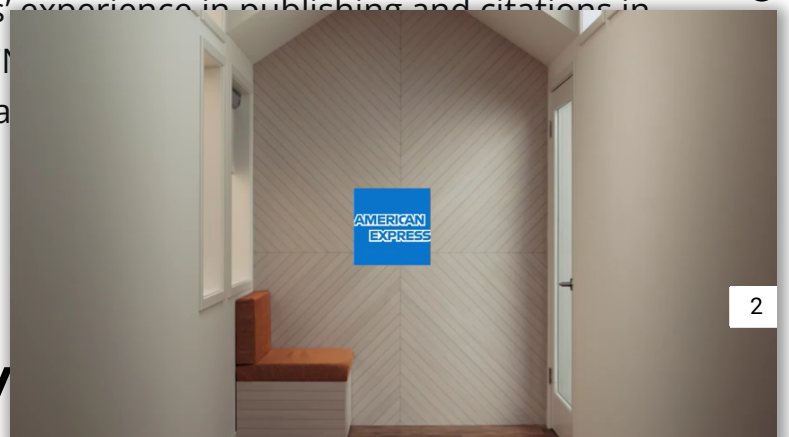


Linnea Ahlgren

Lead Sustainability Journalist - With a Masters in International Relations, Linnea has combined her love for current affairs with her passion for travel to become a key member of the Simple Flying team. With eight years' experience in publishing and citations in publications such as CNN, The Guardian, and The New York Times, she covers politics and future aviation in the Netherlands.

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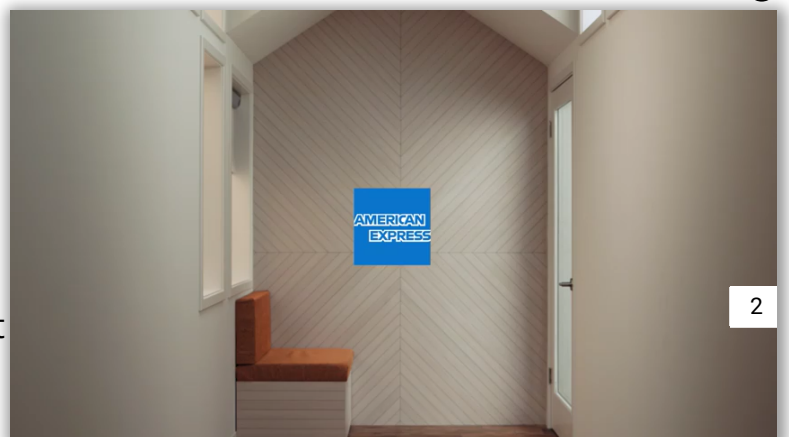
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Wizz air do not solve such problems like to get passengers from point A to point C via point B - which is the HUB. There is a limited amount of point to point routes in Europe which can support A320 and be profitable. Even Wizz air operates large hubs in their own way. For example London Luton, B...**See more**

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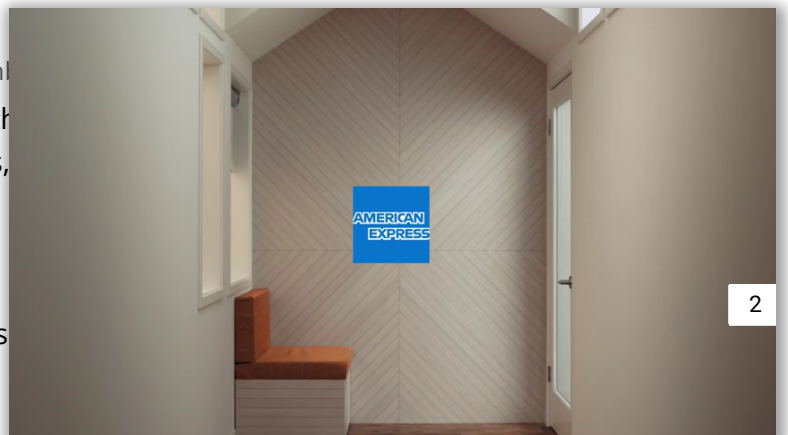
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As Martyn says, most flights with Ryanair, easyJet and other LCCs, 25 years.

LCC growth in Europe has been started.

Not all of these are short haul, s

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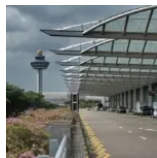
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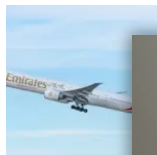
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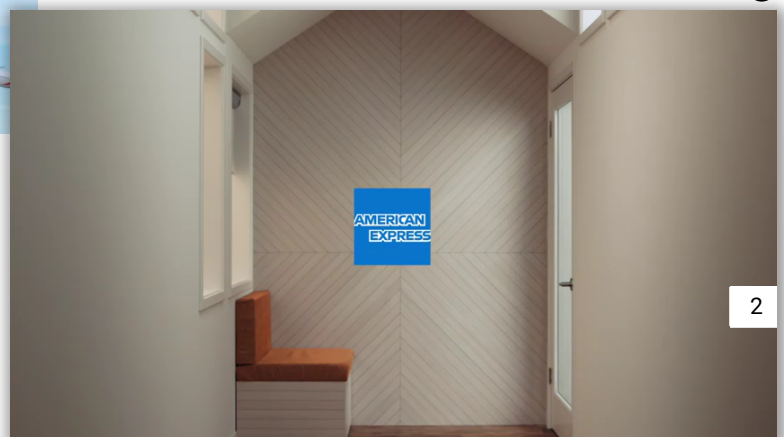
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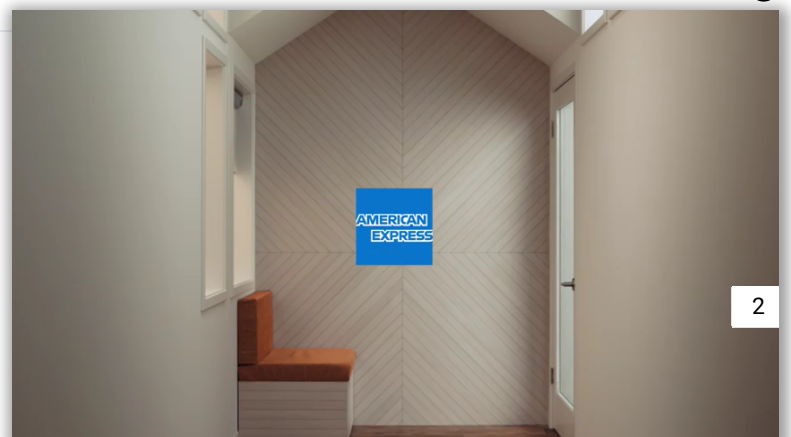
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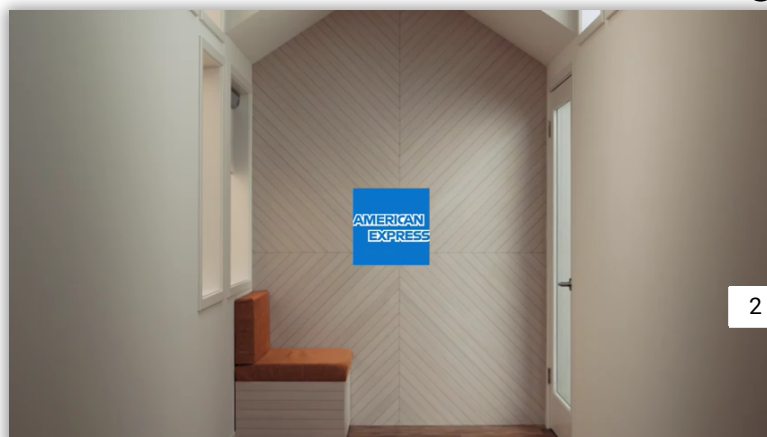
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