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ROBERT
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FLORENCE
SCHOOL OF
REGULATION

ATM: how to make progress towards an economic regulator?



Context and aim

- EU SES legislation and its performance and charging scheme provide the foundation for the regulation of monopoly air navigation service providers in Europe
- Implementing Regulation (EU) 2019/317 sets out provisions for the third reference period (RP3) from 2020 to 2024
- Implementing Decision (EU) 2019/903 sets EU-wide performance targets for the ATM network for PR3
- **Challenges: application of comitology rules in setting performance targets; absence of an independent responsible body or permanent competent experts**
- The objective of this Forum is to prepare the ground for the post-RP3 period by exploring the possibility to improve the economic regulation and to move towards an economic regulator of ATM.



Questions for today

- Balance sheet of performance and charging scheme so far. What are the main weaknesses and why do we need to move to an economic regulator for ATM?
- Economic regulation of monopolies. What can we learn from others?
- How to set up an economic regulator organisationally?



Structure and principles

- Introduction to the day by Kornél Szepessy (Hungarocontrol) and Christine Berg (DG MOVE)
- 3 sessions with short inputs and subsequent discussions:
 1. Evaluation of the performance and charging scheme
 2. Regulating monopolies: learning from the energy, tele-coms and rail sectors
 3. The way forward
- Concluding session (DG MOVE, EUI)
- Chatham House rules
- Slides, summaries and Observer after the Forum