

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?

Florence Aviation Forum

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PRB Chair

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1

The economic regulator

Background

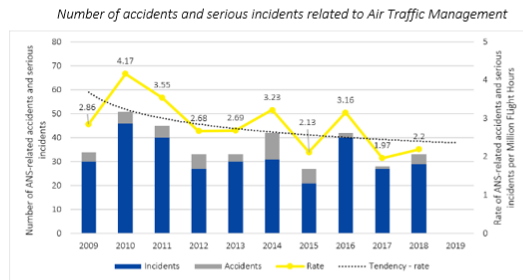
In April 2019 the Wise Person Group published its Recommendations on the Future of the Single European Sky.

Recommendation 8 states:

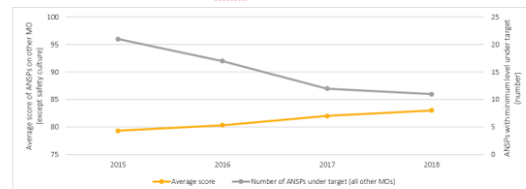
“Establish a strong, independent and technically competent economic regulator at European level.”

2

What works: Excellent safety record



Number of Air Navigation Service Providers meeting the EU-wide target and associated average EoSM score increase

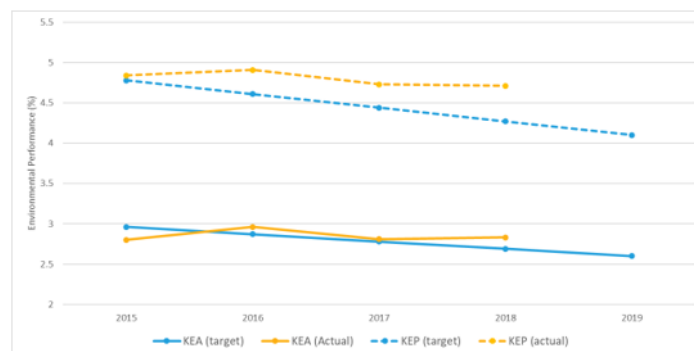


Source: PRB Monitoring report 2018

3

What does not work: Airlines taking shortest routes (gate to gate)

Environmental performance 2018 – percentage of extra horizontal distance flown or planned

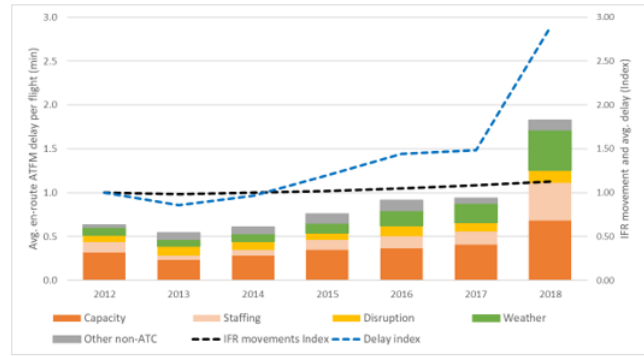


Source: PRB Monitoring report 2018

4

What does not work: Providing capacity where needed with cross-border services

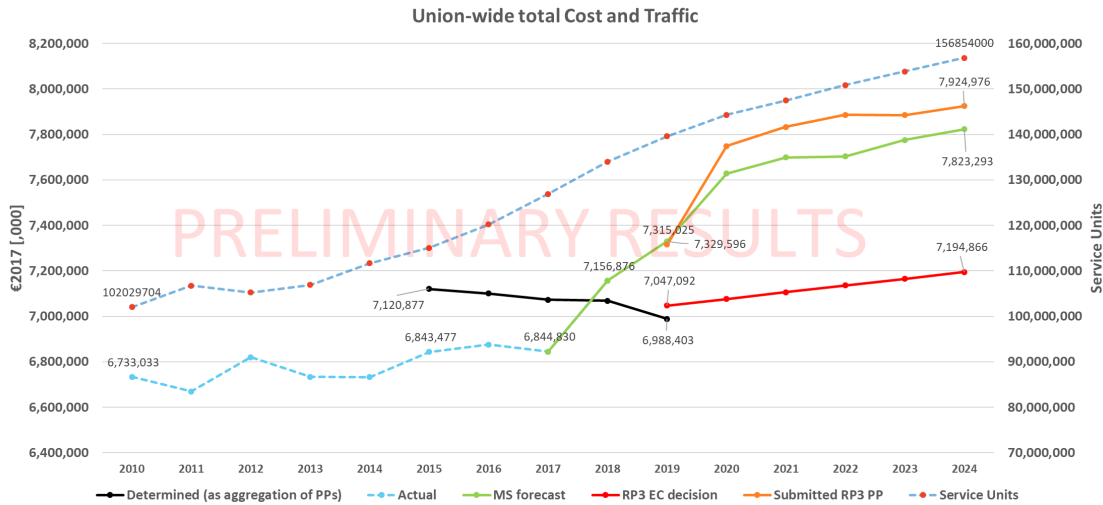
Development of delays in 2018 (including the reasons) compared to increase in Instrument Flight Rule movements



Source: PRB Monitoring report 2018

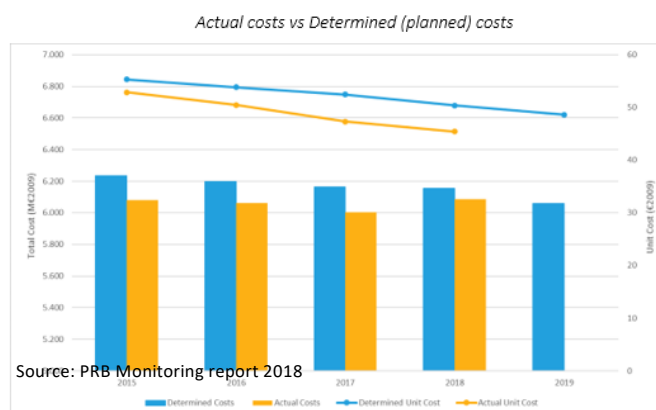
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What does not work: Cost which eliminate inefficiencies



6

What does not work: Investing the money collected from airlines



7

Performance of European ATM – A scorecard

Economic regulation is accepted to offset monopolies

Performance has improved in many Member States

Excellent safety performance

Cost have decreased

Cooperation among Member States has improved

Environmental performance is assessed

Independent PRB with new structure

Fragmentation remains - Cross-border services not increased

No consequences for underperformance – airlines absorb costs of delays

Airlines fly longer routes than necessary

Few ANSPs can deteriorate performance of entire European network

Regulation is too complex

No enforcement mechanism/audits

PRB needs permanent structure

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8

THANK YOU

