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ROBERT
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STUDIES

15TH FLORENCE AIR FORUM: STREAMLINING ECONOMIC REGULATION FOR AIR TRAFFIC MANAGEMENT IN EUROPE

A dark blue background with a white contrail from an aircraft streaking across the bottom right corner, suggesting speed and aviation.

26 MARCH 2021 @ 9:00 AM – 1:00 PM CET

**European University Institute
Robert Schuman Center for Advanced Studies
Florence School of Regulation**



European University Institute

- The European University Institute (EUI) was set up in 1972 by the six founding Member States of the European Communities to provide advanced academic training to doctoral researchers and to promote research at the highest level
- It opened its doors to the first researchers in 1976
- Since then it has expanded to include new Members States of the enlarged European Union and has associate links to other countries, including Switzerland, Norway and Turkey
- EUI carries out research in a European perspective in Economics, Law, History and Civilisation, and the Political and Social Sciences
- As of 1994, a 5th Faculty was added: the Robert Schuman Center for Advanced Studies
- Each year more than 100 doctoral theses are defended at the EUI

Florence School of Regulation

- A project within the Robert Schuman Centre of the European University Institute (EUI) focusing on regulatory policies, and working closely with the European Commission
- Founded in 2004 by three European regulators in the energy sector
- Enlarged in 2009 to Telecommunications and Media
- FSR-Transport began its activities in 2010 focusing originally on railway regulatory policy
- Today, we cover rail, air, urban public, intermodal and maritime transport
- Funded by donations from transport operators
- Team: Matthias Finger, Juan Montero, Irina Lapenkova, Teodora Serafimova

Context of this Forum

- The aviation industry has faced a number of parallel challenges: capacity crunch and high levels of delay (2018-2019); limited resilience and ability of European airspace to absorb demand shocks (COVID-19); and continued responsibility to tackle the carbon and environmental footprint of its operations.
- European Green Deal identifies the SES as a key measure to achieve significant cuts in aviation emissions and to stimulate more flexible and scalable provision of air navigation services.
- In September 2020, the EC proposed an upgrade of the SES regulatory framework, in order to modernise the management of European airspace and to establish more sustainable and efficient flightpaths.
- The proposal foresees: 1) strengthening of the European network and its management to avoid congestion and suboptimal flight routes; 2) the creation of an EU market for agile ATM data services provision and incentives; 3) **the streamlining of economic regulation for ATM**; 4) enhancing coordination for the definition, development and deployment of innovative solutions, etc.

Structure and principles of the day

- Introduction by the Commission: Christine Berg, Deputy Director for Aviation and Head of Unit Single European Sky, DG MOVE, European Commission
- 3 thematic sessions, each kick-started with short input presentations and followed by an open discussion including **all** participants
- 33 participants in total representing ATM, airlines, airports, national and European aviation agencies, academics as well as energy and telecommunications sector experts.
- Concluding remarks
- A video recording of the meeting only for **internal** purposes to produce an Observer (summarising policy brief)
- Please make sure to have **your name** displayed correctly >>> it helps to moderate the event
- **Chatham House rules**

The sessions

- A. Institutionalising an independent European regulator: the administrative integration of the Performance Review Body (PRB) into EASA, and implications for the new distribution of tasks in relation to national economic regulators?
- B. What should be the distribution of tasks between the PRB and the national supervisory authorities?
- C. Modulation of charges: how can such or similar tools make a contribution to provide decarbonisation incentives without adding unnecessary complexity?

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