

Could part of ATM be financed publicly and if so under what conditions?

Florence Air Forum
Arndt Schoenemann, CEO DFS

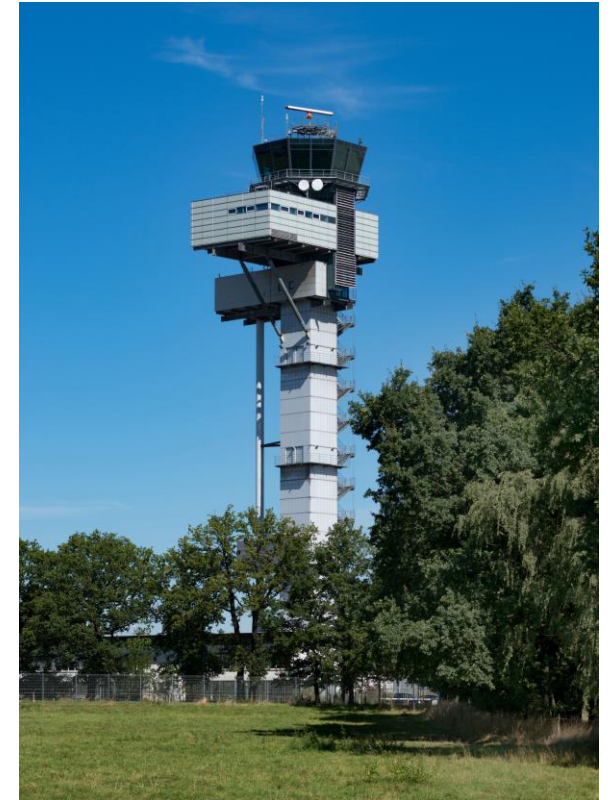


DFS Deutsche Flugsicherung

„Core services of general interest (CSGI)” (1/2)

Introduction

- Air navigation services serve to fulfil the **ICAO obligations** of the member states in which states **can safely be reached by air and to keep their airspace and airports accessible.**
- The experience of the last three years in particular shows that the **existing financing of air navigation services is not robust enough** to provide the aviation industry with sufficient stability.
- The “Core Services of General Interest (**CSGI**)“ described below are a **theoretical quantity or a fictitious model** as a **basis for a monetary valuation** and **include basic services**, compliant with a **regulatory minimum.**
- The scope of core services **may vary** and depend on **national circumstances.**



„Core services of general interest (CSGI)” (2/2)

Introduction

- The question of who pays for the basic, **fundamental service if there was only a sole aircraft in the sky** and how to reflect the **public service aspect of ATM** has so far not been adequately dealt with.
- A **compensation of the CSGI by the states** could **support airspace users** dealing with upcoming challenges regarding **sustainability** in airline operations



„Core services of general interest (CSGI)” – Content

1. Maintaining 24/7 **core operations (ATS)** with minimal staffing
 - Focus only on services for IFR traffic
 - Provision of minimum capacity (e.g. for State, emergency, hospital or humanitarian flights)
 - All operational facilities (ACCs, towers & AIS) taken into account
 - Maximum consolidation of sectors („night configuration")
 - Single Sector Operations (SSO)

2. Maintaining functional capability of **operational technical systems and services**
 - Ensure availability of operational ATS, AIS, CNS und FM systems and services (in-house, outdoor facilities, buildings)
 - Ensure incident management and regular maintenance of operational ATS, AIS, CNS, FM systems and services
 - Ensure the maintenance of the infrastructure
 - Focus on minimum lifecycle management (e.g. IT security updates, patches)

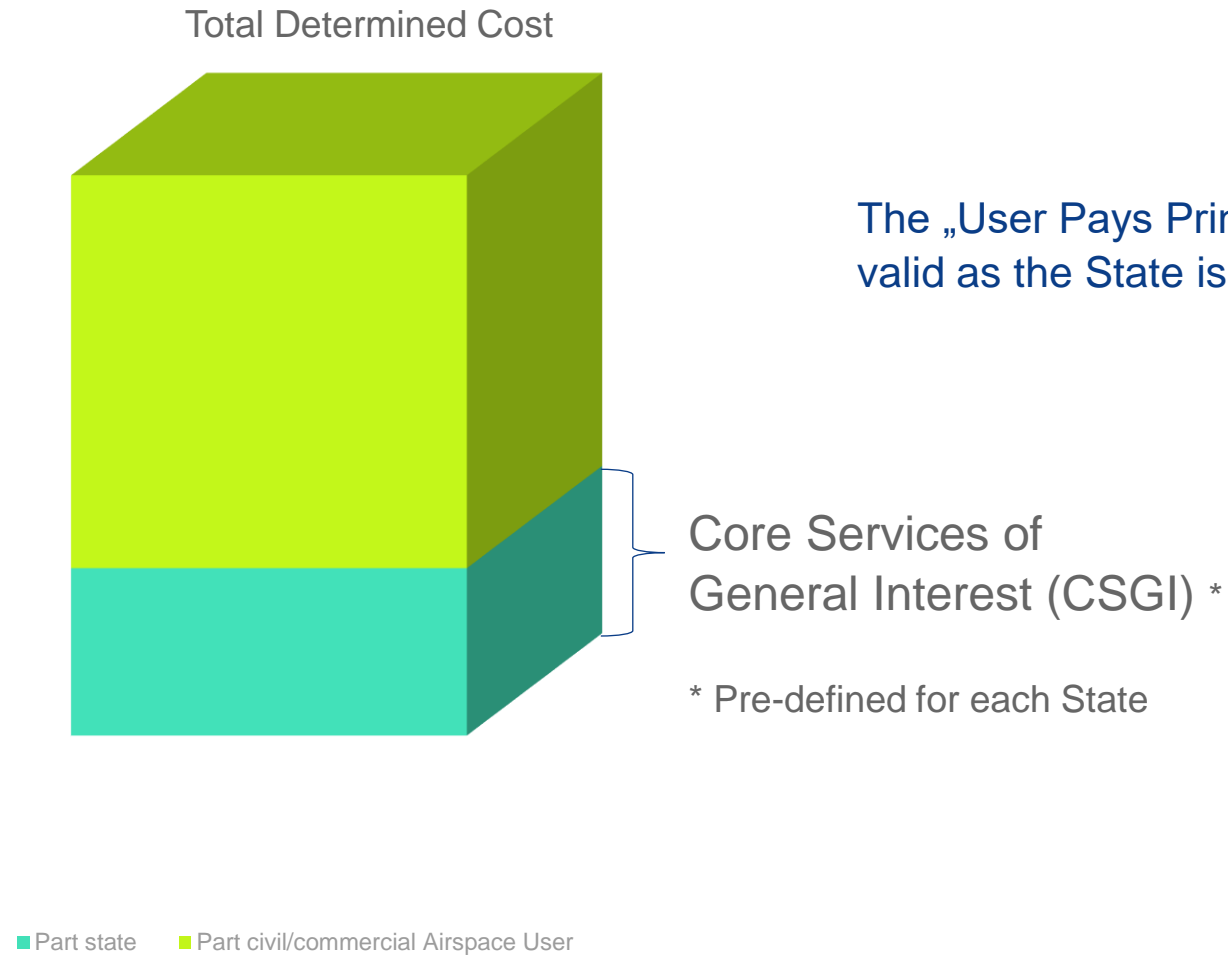
3. Implementation of measures to increase **environmental protection**
 - Noise abatements (Protection of the population against noise)
 - Reduction of fuel burn and CO2 emissions

„Core services of general interest (CSGI)” – Distinction of CSGI

CSGI depicts a **simplified, short-term operation of air navigation services** reduced to the core services. Among other things, it does **not** include the following aspects:

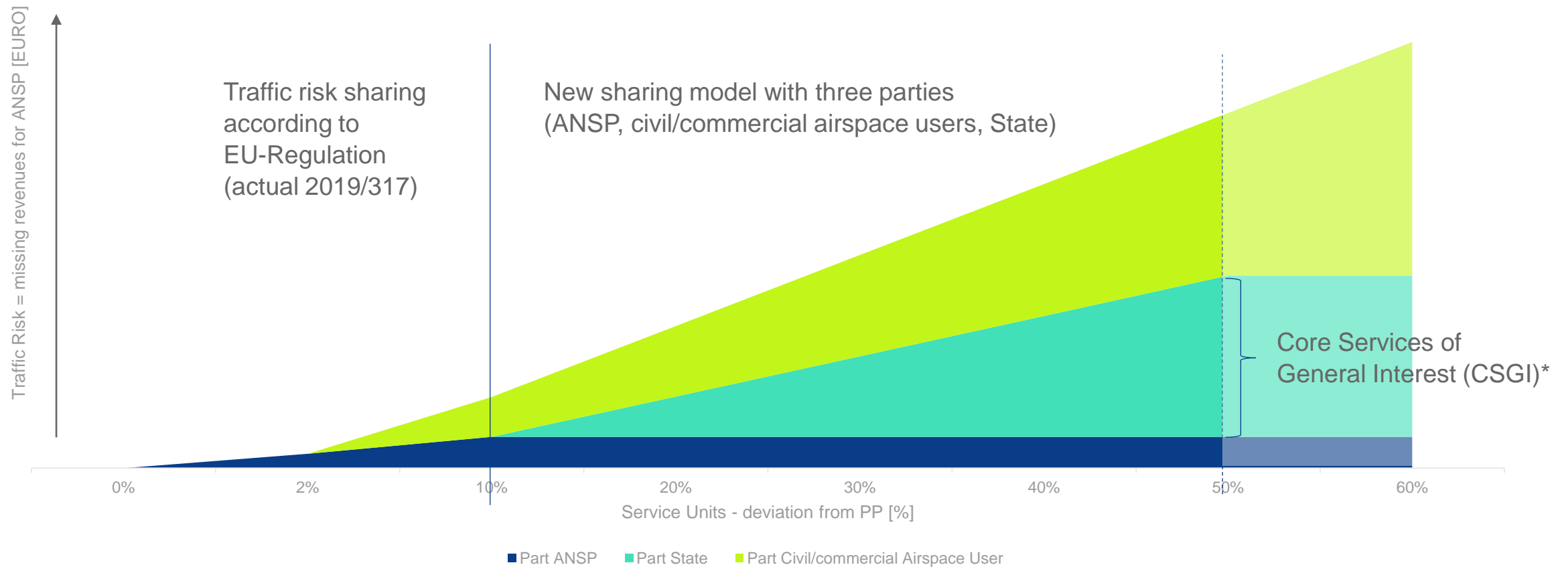
- Services for VFR traffic as well as for military airspace users
- ASM, ATFM and FIS services
- Capacity commitments and capacity enhancing measures
- Administrative processes
- System development/further development, new technologies (e.g. cloud services)
- Investments to implement the ATM roadmap
- Compliance with future regulatory requirements, e.g. cyber security, drone detection
- Training and simulator operation

Model 1: Core Services of General Interest (CSGI)



The „User Pays Principle“ (UPP) remains valid as the State is the user for the CSGI.

Model 2: Application for large traffic deviations



The „User Pays Principle“ (UPP) remains valid as the State is the user for the Core Services of General Interest (CSGI).

* Pre-defined for each State; the State part is capped at the cost for the CSGI (relevant at 50% traffic risk in this example)