

Financing ATM services provided for general interest – The example of civil and military infrastructure and services

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CNS* infrastructure: Dual use of resources as a general interest?

Strategic objectives different but not incompatible

- Civil Airspace Users pay for infrastructure required for civil aviation (users pay principle)
- Air Navigation Service Providers can charge airspace users for cost they incur for providing services to civil aviation
- The military needs its own CNS infrastructure to carry out certain sovereign tasks, notably in crisis/ war time

*Communications, Navigation and Surveillance Technologies

SES Performance and Charging scheme: cost allocation related to military flights

Interdependency among public and private

The performance and charging regulation (Commission Implementing Regulation (EU) No 2019/317) stipulates that:

- Member States may exempt military flights from terminal and en-route charges
- Member States shall cover the costs for the services that ANSPs have provided to the flights exempted

PRB to understand cost-sharing for civil and military use of CNS infrastructure

Questionnaire for NSAs on air navigation services and infrastructure for both civil and military airspace users

Sent on 8 March 2023 - Completed questionnaire to be provided by 6 April 2023 – PRB report by Mid-2023

Objective: increase transparency on the costs charged to airspace users

Questions on:

- Organisation for the provision of ANS* between civil and military
- Shared used of ANS and infrastructure between civil and military
- Implementation and operation of Flexible Use of airspace
- Exemption of military flights from the payment of en route charges

*Air Navigation Services

A need for change?

ATM services already partially financed with public money

Currently, public money is spent for:

- ATM services provided by the military and costs for CNS infrastructure which is used both by military and civil aviation (dual use)
- Part of the Search and Rescue costs
- Air policing, e.g. loss of contact, assistance in flight
- 24/7 security, e.g. for specific events, such as Olympics, G7, etc.
- Maintenance of legacy systems and infrastructure historically paid by the States

Conclusion

No need for a paradigm change but evolution always possible

Keep the User Pays Principle (UPP)

- Long time the Regulation is implemented (ref ICAO policies) with some positive effects
- UPP is a cornerstone in SES Reg. No 2004/550, which could be adapted to mitigate potential disruption to face war/ crises times

THANK YOU

