

Financing ATM services in Spain



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Summary

- Public and private organizations
- Who pays for what?
- Achievements of regulation



Public/private organizations



En-route and part of terminal ANS are provided under monopoly conditions and R.2019/317 is fully implemented with regard to performance and charging schemes

Law 9/2010 adoption set the scene for enabling the provision of aerodrome air traffic control services by private companies.

21 aerodrome air traffic control services are currently provided by private ANSPs (15 ATC – 6 AFIS) 2 of them are under market conditions considering Annex X of R.2019/317.



Who pays for what?

En route services

ATM – CNS – SAR – MET

Airspace users through air navigation charges except for flights exempted

D 1675/1972, charges for the use of the air navigation aid network

Approach services

ATM – CNS – MET

Airspace users through air navigation charges except for flights exempted and MET

Law 24/2001 (art. 22), on fiscal, administrative and social measures.

Aerodrome services

ATM – CNS – MET

Airspace users through airport charges. Providers are financed through the contract with the airport operator

Law 21/2003 SA (2011) and Law 18/2014 on Urgent Measures (...)



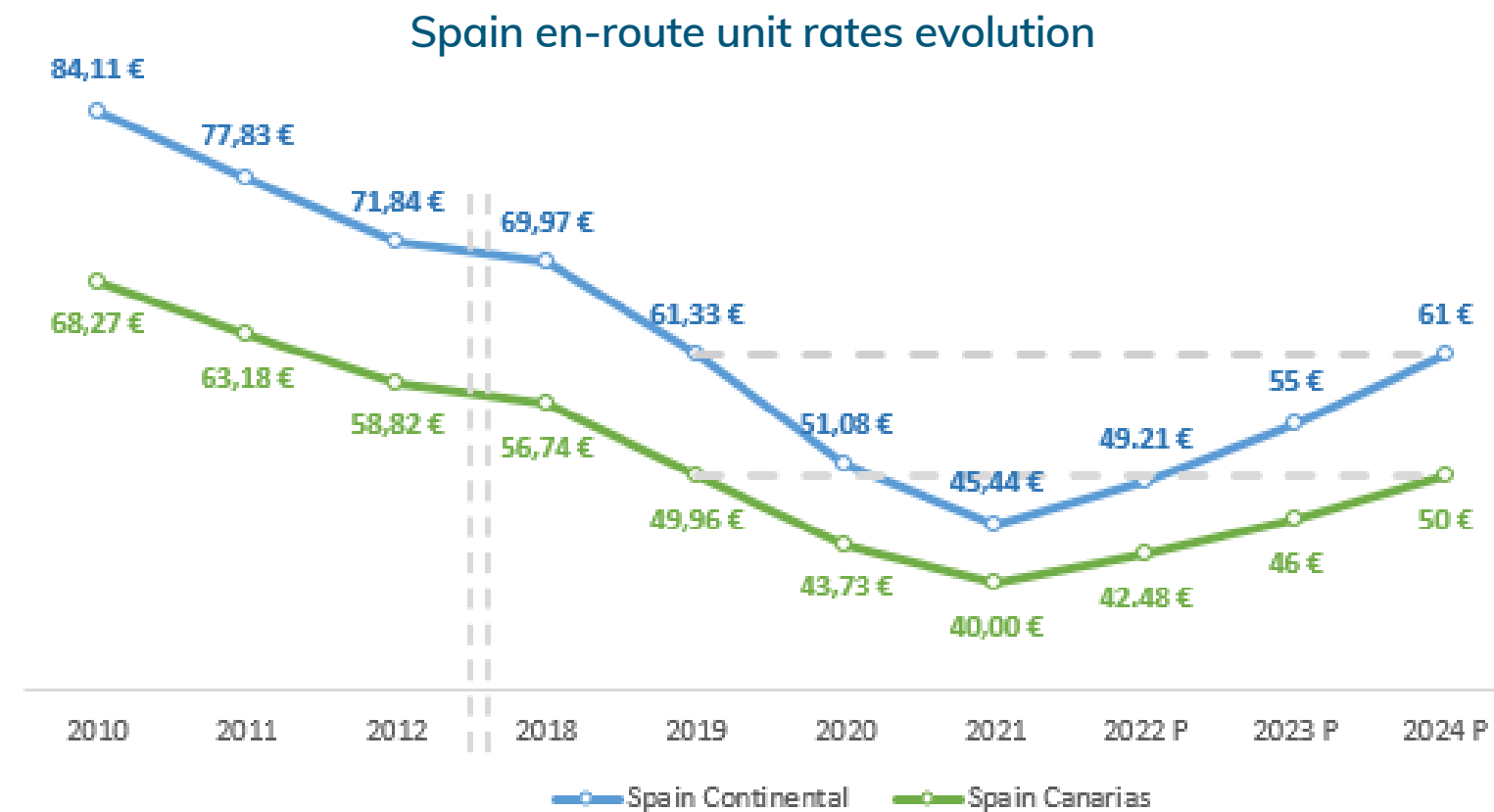
Multilateral Agreement for Route Charges since 1971



Achievements of regulation

Regulation is achieving its purposes in the different KPAs:

- Safety: Enaire D, Skyway C and Saerco C and improving
- Environment: There is room for improvement but airspace configuration is a challenge to be modified
- Capacity: Summer campaigning hits heavily every year due to a very significant seasonality but improvements are being implemented
- Safety: Charging policy focuses on competent charges



THANKS

