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Delegations will find attached document SWD(2018) 63 final.

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COMMISSION STAFF WORKING DOCUMENT

**on the ex-post evaluation of the Single European Sky Performance and Charging
Schemes in Reference Period 1 and first year of Reference Period 2
EXECUTIVE SUMMARY**

{SWD(2018) 62 final}

EXECUTIVE SUMMARY

Commission Implementing Regulations (EU) No 390/2013 and (EU) No 391/2013 lay down a performance scheme and a charging scheme that regulate air navigation services (ANSs) and air traffic management (ATM) in the single European sky (SES).¹ This ex-post evaluation assesses the schemes' implementation in 2012-2015.

The SES initiative was launched in 2000. It sought to tackle the challenges which ATM in Europe presents in terms of safety, environmental impact, capacity and cost-efficiency, thus benefiting passengers, the industry and society in general.

The performance and charging schemes broadly cover society's and airspace users' needs and are widely accepted by stakeholders. Overall, they have proved effective: safety levels have been maintained, and although the capacity (delay) and environment (flight efficiency) targets were not fully met, delays fell to the lowest level ever recorded in 2012 to 2014 (partly because traffic was lower during that period). Moreover, flight efficiency has improved and the rise in the cost of ATM has been halted (in real terms).

As regards efficiency, the schemes' benefits significantly outweighed the costs over the evaluation period (benefits worth EUR 3.4 bn, as against costs of EUR 87 m). Owing to the EU-wide decline in traffic in 2012-2013 and the consequent drop in revenue, air navigation service providers (ANSPs) delayed almost 25 % of their planned capital expenditure (more than EUR 750 m). This may jeopardise the pace of ATM modernisation and the development of capacity in the future.

Overall, the benefits are distributed fairly among airspace users and service providers given that the purpose of the schemes is to regulate monopoly service provision. The schemes have provided added value across all performance areas compared with what could have been achieved at local level. However, the benefits stemming from the performance and charging schemes cannot be considered in isolation from those provided by the overall SES framework.

On the basis of this evaluation, the performance and charging schemes proved successful by containing the cost of European ATM through transparency and by developing a performance-oriented culture. However, there is still not enough evidence of real airspace defragmentation and a full gate-to-gate approach to performance. The factors standing in the way of such progress include labour issues (to be addressed through sustained consultation between employers' organisations and trade unions), and risks associated with a lack of political support, which may undermine local implementation.

For the next reference period, there is a need to simplify the schemes and try to achieve more synergies with the network functions and the SESAR project.

¹ Previously, the performance and charging schemes were set out in Commission Regulations (EU) No 691/2010 and (EC) No 1794/2006.