



Welcome to the COMPAIR workshop

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TML

Brussels, 20 of October 2017

Founding Members
EUROPEAN UNION EUROCONTROL

SESAR
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Agenda



Timing	Topic	Speaker
10:00-10:10	Welcome and status of the project	Eef Delhay
10:10-10:40	The Air Navigation Service Provider's perspective	Arne Stokke
10:40-11:05	Unbundling – Tower control	Stef Proost
11:05-11:25	Coffee break	
11:25-12:00	Economic modelling governance	Eef Delhay
12:00-12:45	ATC: achieving the goals of the SES initiative	Nicole Adler
12:45-13:45	Lunch	
13:45-14:30	Introducing competition – Agent based modelling	Javier Torres
14:30-15:40	Panel discussion: implementation possibilities and next steps	Moderator: Stef Proost Panel: Florent Beron, Arne Stokke, Eva Szentgyörgyvölgyi, Paula Leal de Matos
15:40-16:00	Overall discussion and lessons learned	Eef Delhay

compair
competition for Air Traffic Management

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Introducing COMP AIR



Background

- Air transport is facing many **challenges** (growing demand, larger airports, increased network congestion, disruptions,...)
- **Air Traffic Management** is an important player
- The Single European Sky has set **ambitious targets** for ATM (capacity x3; costs:2)
- However, progress towards targets is perceived as **slow**
- SESAR WP-E project ACCHANGE: problem of **incentives, fragmented market, home-bias**
- COMP AIR:
 - would **competition** be the solution?
 - And if so – **how** do we introduce competition?
 - **Research question:** how to introduce competitive incentives in ATM?



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4 options which might make sense?



- Regulatory approach/governance
 - Idea of increased involvement of ATM customers -> higher customer focus
- Unbundling of support services (tower control, MET,...)
 - Competition IN the market
- Tendering of En-Route ATM (temporary licenses)
 - Competition FOR the market
- Sector-less ATM
 - Competition between ANSPs (for OD routes/network of airlines)

Satellite technology is making radars largely obsolete. Modern aircraft mean that, as was the case with telephones, the intelligence is rapidly moving from the centre to the edge. Less need for ground-based infrastructure provides the potential for multiple air navigation service providers to compete with each other in the same airspace, as well as across borders.

Competition for the provision of air traffic management services would bring a number of benefits including a more customer-focused service, more efficient air traffic service provision (and therefore lower fares for passengers), innovation and faster adoption of new technologies.

<https://www.internationalairportreview.com/news/36342/privatisation-faa-atm/>



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Methodology



4-step approach

1. Qualitative exploration of alternative options
 - Desk research, literature, feedback ATM experts (survey, AB, interviews)
 - **Result:** D2.2: Qualitative exploration of alternative options
 - Trade-off between effectiveness and implementation feasibility
 - Unbundling was seen as most promising
 - Tendering possible but political and social barriers
2. A first quantitative assessment: economic analysis
 - IO models, game theory, econometric estimations
 - Simple models
3. A more comprehensive quantitative assessment
 - Game-theoretic network model
 - Agent-based auctioning model
4. Feasibility?
 - Towards implementation

Goal of the workshop



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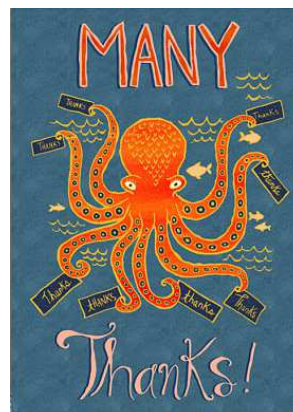
Not to forget



A big thank you to Eurocontrol for hosting us!
A big thank you to all to come and listen to us.
We value your comments and questions.

Practicalities

- Pictures are taken during the workshop – we assume your permission, otherwise please let us know.
- We will be recording – but we will never use individual statements (anonymous)
- Please do not forget to sign our list of participants.
- When you leave, please return name tags.
- Presentations will be provided.



https://www.sty.com/blog/2015/10/20/many-thanks-a-card-funny-thank-you-card/?p=performance+research+type+all&p_view_type=gallery&p_search_query=funny%20thank%20you%20card&of=gallery_48



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Welcome and introducing the COMPAIR project

Thank you very much
for your attention!



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