

Regulatory treatment of London Approach charges in Reference Period 2 (2015-2019) of the Single European Sky Performance Scheme: CAA Conclusions

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CHAPTER 1

Introduction

Purpose

- 1.1 The purpose of this document is to set out the CAA's conclusions following a consultation with stakeholders on the regulatory treatment of London Approach charges in Reference Period 2 (RP2, 2015-2019) of the Single European Sky (SES) Performance Scheme.
- 1.2 These conclusions inform the drafting of the UK component of the Draft UK-Ireland Performance Plan which is also being published at the same time.

Background

- 1.3 The CAA published a consultation paper in October 2013 to seek stakeholders' views on the most appropriate regulatory treatment of charges for the London Approach service (LA) consistent with the EU Performance and Charging Regulations¹ ('the Regulations') and the CAA's statutory duties under the Transport Act 2000. This followed revision of the regulations in 2013 and the UK's finding that the terminal services at airports do not currently pass the market conditions test.
- 1.4 In particular, this document considered three questions:
 - Whether there should continue to be a separate charge for LA?
 - If so, whether it should be considered as an en route or terminal service under the SES requirements?
 - How costs should be allocated to any separate LA charge?
- 1.5 The position in RP1 (2012-2014) is that LA is treated as if it is neither a terminal nor an en route service and its costs are borne via a

¹ COMMISSION IMPLEMENTING REGULATION (EU) No 390/2013 of 3 May 2013 laying down a performance scheme for air navigation services and network functions and COMMISSION IMPLEMENTING REGULATION (EU) No 391/2013 of 3 May 2014 laying down a common charging scheme for air navigation services.