

(e)

opposed both policy scenarios.

### C. Impacts of the preferred option

#### **What are the benefits of the preferred option (if any, otherwise main ones)?** Maximum 12 lines

*Provide summary of expected economic, social and environment positive impacts indicating quantitative estimates to the extent possible and referring to main beneficiary groups (incl. consumers, businesses, etc.).*

*Whenever the case:*

*- Include a justification for lack of quantification.*

*- Explicitly state absence of significant direct benefits in economic, social or environmental area*

According to the preferred policy scenario, the annual benefits for the airspace users are as follows: (a) more efficient ANSP services- around €780 million (b) improved flight efficiency (reductions in extra distance flown and hence also environmental benefits in terms of emissions) about €2 billion and (c) delay reductions about €150 million. In macroeconomic terms, the more favourable business conditions for airlines should create 13 000 new working places in the general economy, estimated induced GDP growth is €790 million by 2020 and €900 million by 2030. The main beneficiaries will be the airspace users and through them passenger, freight forwarders and new generation ANS providers.

#### **What are the costs of the preferred option (if any, otherwise main ones)?** Maximum 12 lines

*Provide summary of expected economic, social and environment negative impacts providing quantitative estimates to the maximum extent possible and referring to main groups affected whenever relevant.*

*Please clarify magnitude and type of compliance costs and their sources.*

*Whenever the case:*

*- Include a justification for lack of quantification.*

*- Explicitly state absence of significant direct negative impacts in economic, social or environmental area*

The preferred scenario will add administration costs by €13.8-16.8 million per year and reduce employment in ANSP's by about 9400 over a decade. Apart from those mentioned above, there are no other significant economic, social or environmental impacts.

#### **How will businesses, SMEs and micro-enterprises be affected?** Maximum 8 lines

*Clarify and justify regime for micros and for SMEs [total exemption / partial exempt. / Lighter / Others / Full application] - Describe any specific impact for these types of businesses (or state that there are none expected)*

All national ANSPs are currently large enterprises, thus this initiative will have no direct impacts on SME. Any indirect impacts are also limited, given that the air traffic charging system exempts small aircraft. The improvements in cost-efficiency would have a small positive impact on those small aircraft operators that are covered by the charging rules. The initiative may create new SMEs in the domain of ANSP, given that opening the market for support services could provide new business opportunities (in areas such as aeronautical information, meteorology or communications services) for SME's with innovation related competitive advantage. Some SME's could also participate in groupings of companies competing for tenders from the Network Manager.

#### **Will there be significant impacts on national budgets and administrations?** Maximum 4 lines

The only cost for national budgets is the need for an estimated 80 new oversight officials at a cost of around 13 million per year. However, the Member States have an obligation to ensure adequate resourcing of NSAs already under current legislation.

#### **Will there be other significant impacts?** Max 6 lines

*No (why) / Yes [identify impact and provide reference to section in IA report]*

*Reference impacts are those outlined in IA guidelines and not already covered above. For instance, fundamental rights, competitiveness, regional, simplification, international (third countries, trade and investment flows), competition etc.*

The initiative will have positive impacts for the competitiveness of the European ATM system, which would benefit all airlines (EU and non-EU) flying in the EU airspace. These impacts are discussed in sections 6.2.4 and 6.2.5 of the impact assessment report.

### D. Follow up

#### **When will the policy be reviewed?** Maximum 4 lines

The Commission will review the application and effectiveness of SES rules at the end of each performance scheme reference period. Next report is due for 2015 and the one after that 2020. The Commission will evaluate whether the objectives of the initiative were achieved, and if not, consider which additional steps need to be taken in order to complete the task.