

Revised FABEC Performance Plan RP3

ANSP Stakeholder View

FABEC RP3 Stakeholder Consultation

2 September 2021

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V1.0



A difficult time for all

- Together we form the aviation value chain. Current crisis has increased uncertainties about the future development of our business. We need a common understanding of each other's challenges to overcome the crisis and build for the future.
- FABEC ANSPs adhere to the objectives of the SES and the Green Deal and are working with all partners of the value chain to meet these objectives.
- Today's consultation addresses the key performance areas of **safety, environment and en-route capacity** of the revised FABEC Performance Plan.
- While the **cost efficiency** domain falls under the sole responsibility of the individual States and therefore is consulted at national level, a general overview of **larger investment projects** of FABEC ANSPs is provided today, with reference to the more detailed information provided in national consultations.
 - > The request for more financial transparency of ANSPs is well noted and our aim is to provide information as needed.
- **Lessons learnt** from the current crisis to be drawn jointly including how to adapt best to the **new reality**. This will further advance in RP4 perspective: flexibility, resilience and scalability at the best costs.



ANSPs views on RP3 Performance Targets

- ANSPs support the proposed **Safety** Targets.
- ANSPs consider the proposed **en-route delay** targets as ambitious and challenging; ANSPs support the incentive scheme as proposed in the draft FABEC performance plan.
- ANSPs consider the targets for the **HFE** indicator as ambitious.

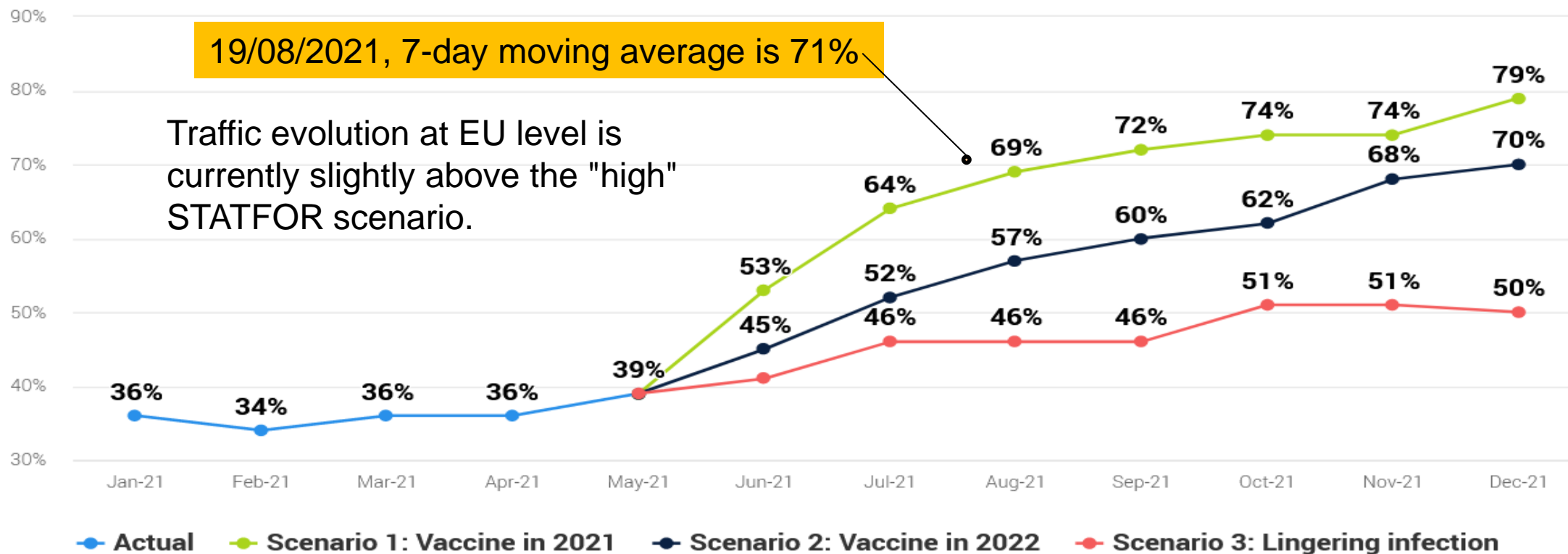
- **Interdependencies**
Some **Capacity** optimization measures will override ANSP efforts to improve **HFE**;
Due to interdependencies, targets equally demanding on capacity and HFE are in contradiction and need to be set considering this interdependency.
- **Traffic evolution**
The uncertainty and potentially volatile traffic evolution will have a direct effect on reaching the performance targets.
- **Local circumstances**
In the context of the EU target setting process, ANSPs strongly support the consideration of local circumstances in the approval process.



Traffic Evolution at EU-level

EUROCONTROL Traffic Scenarios

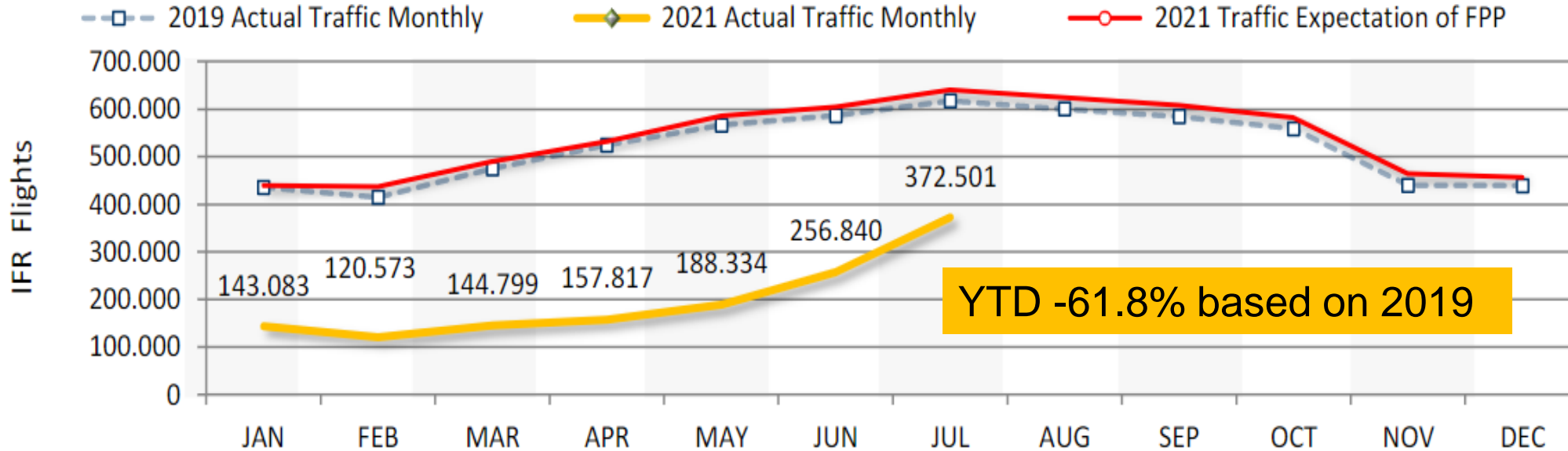
1 June 2021 (base year 2019)



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FABEC Traffic Evolution YTD (July)



Traffic recovery is at the moment accelerating, with some peaks challenging the available capacity.



How challenging are the proposed FABEC Targets?

FABEC (actual)	2018	2019	2020	2021 YTD
Traffic x 1000	6.180	6.241	2.696	1.383
ADM enroute	2.12	1.56	0.41 ①	0.30 ②
KEA %	96.75	96.68	97.06 ③	97.15 ③

- ①** Sensitivity observation: in 2020, 3 months with industrial actions were enough to increase the FABEC delay above the proposed reference values.
- ②** The 2021 YTD (July) delay figures are already above the target with one month of significant delay.
- ③** KEA performance 2020 and 2021 YTD (July, calculated over 12 months) was below the reference value (target not reached) despite the fact that traffic was much lower than expected.

Draft Targets	2021	2022	2023	2024
ADM Reference	0.27	0.37		
KEA Reference	97.25			



Are we measuring the right thing?

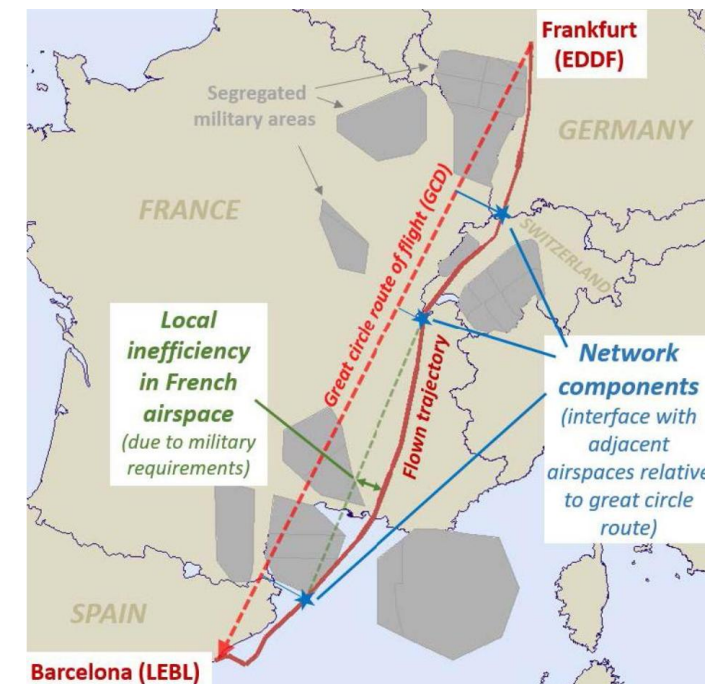
The **KEA indicator** is subject to many influences outside of ANSP control and yet hard to understand on single flight level.

Factors outside of ANSP control such as geo-political events, active military exercise areas, different unit rates, etc. lead to the shift of major traffic flows and strongly impact KEA performance.

The vertical dimension is disregarded by the performance scheme.

The **ATFM delay** provides a biased picture since:

- A throughput increase is not recognized as a performance improvement although it is the main value chain driver.
- The "all causes ATFM delay" incorporates major delay causes outside of ANSP control while multiple delay causes are reduced to a single cause.
- Traffic variability, traffic complexity and traffic composition are not considered when performance is evaluated.



Risk of using the reference values as targets

- No distinction between those delay causes which are under ANSP control and those which are not.
- RVs are based on the November 2020 STATFOR forecast and are therefore outdated.
- RVs are derived from the EU target which is set through a political/visionary process only.
- RVs were developed without the latest information used for elaborating the Network Operations Plan.

Is FABEC able to reach the reference values?

When the traffic trend continues, the proposed targets for **ATFM delay** and **KEA** are individually difficult to achieve.

Due to interdependencies, some capacity optimization measures will override ANSP efforts to improve HFE, leading to even more difficulties in achieving both targets.

The ANSP performance is improving through the planned capacity measures, in particular the increase of ATCOs and the ATS-system implementations planned for RP3.



**Thank you
for your attention**

