

FABEC Performance Plan RP2 Views from ANSPs

Stakeholder Consultation Meeting

23 May 2014

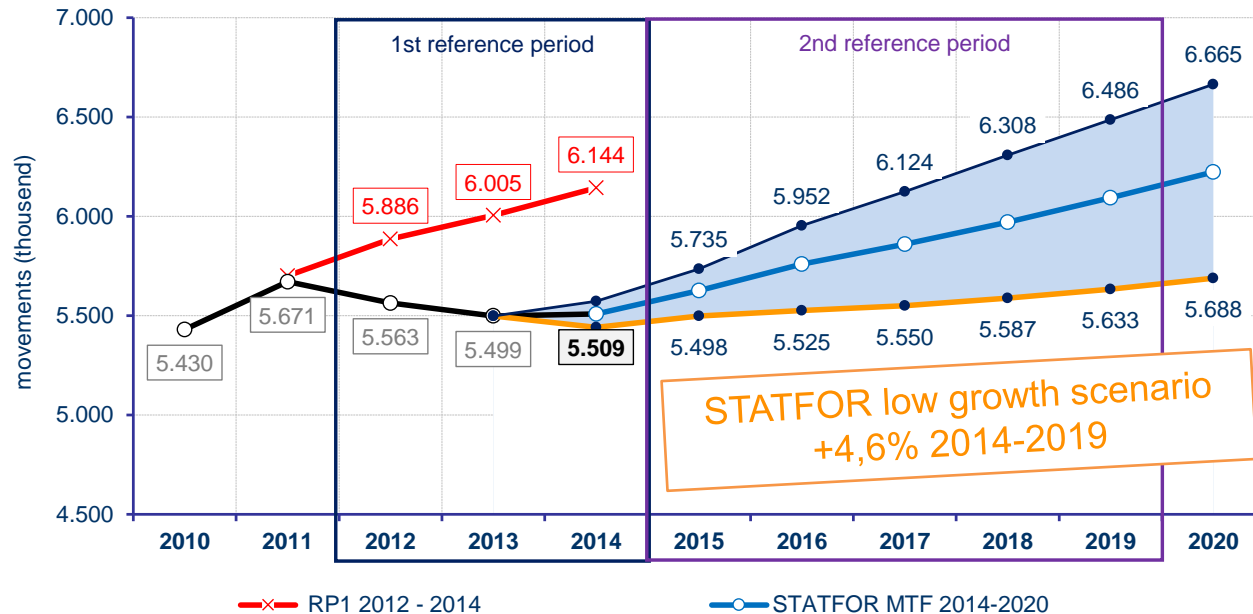
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Traffic evolution

Assumptions on FABEC traffic evolution as main driver for ATM performance



FABEC ANSPs agree with the SSC decision to use the **STATFOR low growth scenario** as a basis for the FABEC Performance Plan RP2.



KPA Safety



- **Effectiveness of Safety Management (EoSM)**
 - ⇒ FABEC ANSPs consider that the target can realistically be reached, even though it will require significant effort for some ANSPs.

- **Application of RAT**
 - ⇒ FABEC ANSPs do already widely apply the RAT methodology in RP1, but it will be very challenging to reach a level of 100%, (e.g. for cockpit induced events).

- **Just Culture**
 - ⇒ These targets are not defined through consensus. They are being imposed by the NSAs, and there are reservations that the targets are:
 - appropriate to bring tangible reporting culture improvements, and
 - achievable given the interdependencies with States' work.



KPA Environment



HFE [KEA]	2012	2013	2014	2015	2016	2017	2018	2019
Historical, intermediate values and Target proposal (2019)	3.56%	3.50%	-	3.30 %	3.22 %	3.14 %	3.05 %	2.96 %

- ⇒ Improvement of 0.6 p.p. required until 2019!
- ⇒ As such a step has never achieved before in the last decade in Europe, **FABEC ANSPs consider the target as being very challenging in an airspace as dense and complex as FABEC**, even with all FABEC airspace design (AD) projects being implemented.
- ⇒ As the implementation dates of two major FABEC AD projects have to be postponed, the achievement of the target for 2019 is more than questionable.

Risks to be considered:

- Higher radar data accuracy will have a great impact on the measured flight efficiency level.
- Simulations can only measure the improvement of the route system. Real KEA impact remains unclear, because it is uncertain how airlines/ATCOs will utilise the new route system.



KPA Capacity

ATFM delay (min/fl)	2015	2016	2017	2018	2019
FABEC delay forecast (with 30% disruptions)	0.60	0.82	0.74	0.66	0.43
FABEC bottom-up planning	0.53	0.54	0.53	0.52	0.48
States' target proposal	0.48	0.49	0.48	0.47	0.43

- **Average En-route ATFM Delay**

- ⇒ **FABEC ANSPs consider the target as being very challenging** (far below the delay forecast).
- ⇒ Strong arguments have been presented to explain that temporary capacity shortages during RP2 are mainly due to system implementations, that will increase capacity in the long term.
- ⇒ From an economical point of view, it wouldn't be efficient to continuously hold spare capacity available for this kind of non-recurring event.



KPA Capacity



- **CRSTMP Delay**

- ⇒ FABEC ANSPs don't agree with the reduction of CRSTMP target values by 10% related to Network Manager (NM) contribution as
 - the NM contribution is expected to be lower on CRSTMP causes than on all causes,
 - ANSPs would then be incentivised for an effect they cannot influence.

- **Risks to be considered:**

- ⇒ Higher delay figures can be expected, if traffic evolution during RP2 follows/exceeds the STATFOR **low growth** scenario
- ⇒ New traffic pattern and increase of traffic during peak hours
- ⇒ Timely implementation of FABEC projects
- ⇒ Pressure on costs and related ATCO efficiency



Incentive Scheme on Capacity



- ⇒ FABEC ANSPs support the implementation of an Incentive Scheme.
- ⇒ As no experience is available yet, the current proposal is seen as a first step.
- ⇒ From ANSP point of view, a **mature delay attribution mechanism is a prerequisite** for an Incentive Scheme.
Unfortunately, this will most probably not be in place as of 2015.
- ⇒ With regard to the parameters of the scheme, FABEC ANSPs favour:
 - a linear function with dead band,
 - a multiplicative distribution key.



KPA Cost Efficiency



- ⇒ Consultation at national level,
no comment on the consolidation at FABEC level

Conclusion



- ⇒ FABEC ANSPs consider several target proposals as being very challenging but acceptable.
- ⇒ The target achievement for **KPA Environment** is jeopardised by the required update of implementation dates for two FABEC airspace design projects.
- ⇒ CRSTMP delay target proposals for **KPA Capacity** are not supported as ANSPs cannot be incentivised for the NM contribution.

