

Environment Key Performance Area

Ulrich Schulte-Strathaus, PRB

Stakeholder Consultation Workshop

Brussels, 16 January 2019

Proposed EU-wide Environment Targets for RP3

KPI	2020	2021	2022	2023	2024
Average horizontal flight efficiency of the actual trajectory	2.53%	2.47%	2.40%	2.40%	2.40%

Source: Table 9, PRB advice to the Commission in the setting of Union-wide performance targets for RP3

ENV1: Trade-off between flight efficiency and capacity

Main stakeholder comments

- Member States: No indication if interplay with capacity has been accounted

Free Route Airspace (FRA) is complicated and will increase workload (reducing capacity)

ENV1: Trade-off between flight efficiency and capacity

The PRB Response

- Consultation with the Network Manager including review of ERNIP & traffic growth accounted for capacity

ENV2: Flight Efficiency Improvements where H24 FRA Exists

Main stakeholder comments

- Member States: Member States that already offer H24 FRA would assume that no further improvement will be required?

ENV2: Flight Efficiency Improvements where H24 FRA Exists

The PRB Response

- Target are achievable for states with effective FRA implementation

ENV3: Level of ambition of the Environment KPI target

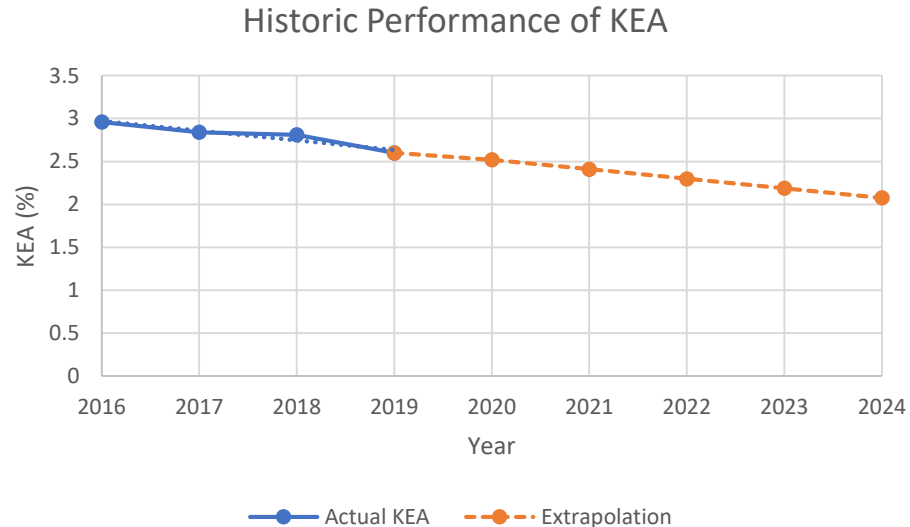
Main stakeholder comments

- Member States: All ANSPs and their representatives considered targets too ambitious
Two NSAs supported our approach whilst others agreed with ANSPs
- Airspace Users: Supported the most ambitious target

ENV3: Level of ambition of the Environment KPI target

The PRB Response

- Review of ERNIP shows 2.34% is the best realistically achievable KEA
- With the trend of KEA improvement, the aim is ambitious and realistic



Source: PRU

ENV4: Link between FRA and Capacity

Main stakeholder comments

- Member States: FRA will be limited where capacity is constrained, impacting environment
Some ANSPs & NSAs consider FRA complicated and resource intensive

ENV4: Link between FRA and Capacity

The PRB Response

- The real benefit is dependent on the level of operational, technological and staff readiness with implementation of FUA
- NM has a role to support ANSPs in the implementation and may be consulted for best practice
- An ANSP has provided feedback that FRA has increased predictability in the network, helping to increase capacity

ENV5: Factors outside of an ANSP's control

Main stakeholder comments

- Member States: KEP and KEA are to a certain extent in airspace user's hands
Flight planning practices, route choices & cost-optimisation

ENV5: Factors outside of an ANSP's control

The PRB Response

- The PRB is investigating the impact of individual factors on KEA i.e. flight planning, route availability etc. but do not have direct access to this information
- At the same time, the PRB note ANSPs do have control to:
 1. Design route structures
 2. Train ATCOs
 3. Re-sectorise
 4. Improve civil/military co-ordination

ENV6: Impact of weather, capacity, staffing and disruptions on ENV KPI

Main stakeholder comments

- General: Has the PRB considered contributing factors?

ENV6: Impact of weather, capacity, staffing and disruptions on ENV KPI

The PRB Response

- PRB isolated the days where uncontrollable factors were the main cause of delays (Section 6.2b of the RP3 Union-wide targets).
- Average KEA was 2.85% on these days
- PRB have accounted for these in setting targets

ENV7: Horizontal flight efficiency indicators

Main stakeholder comments

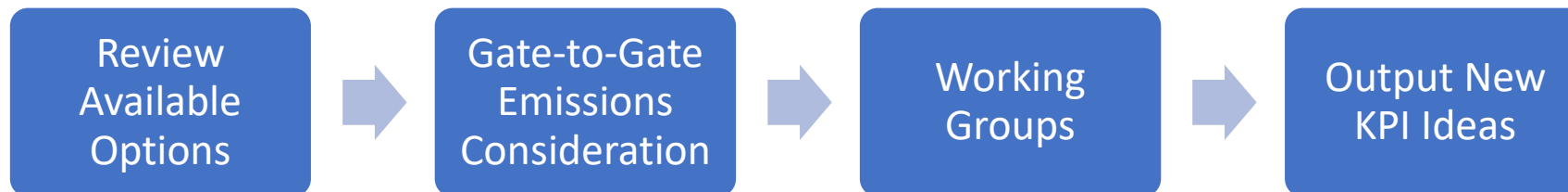
- Member States: Concern for the suitability of KEA and KEP to characterise environmental performance

Judgment of ANSPs' contribution to environmental inefficiency unfair based on KEA & KEP

Horizontal Flight Efficiency Indicator

The PRB Response

- PRB consider RP3 an opportunity to transition to a more effective KPI
- Environment KPA is important & needs reinvigoration to maintain relevance
- Ordered a review into new metrics for KPI

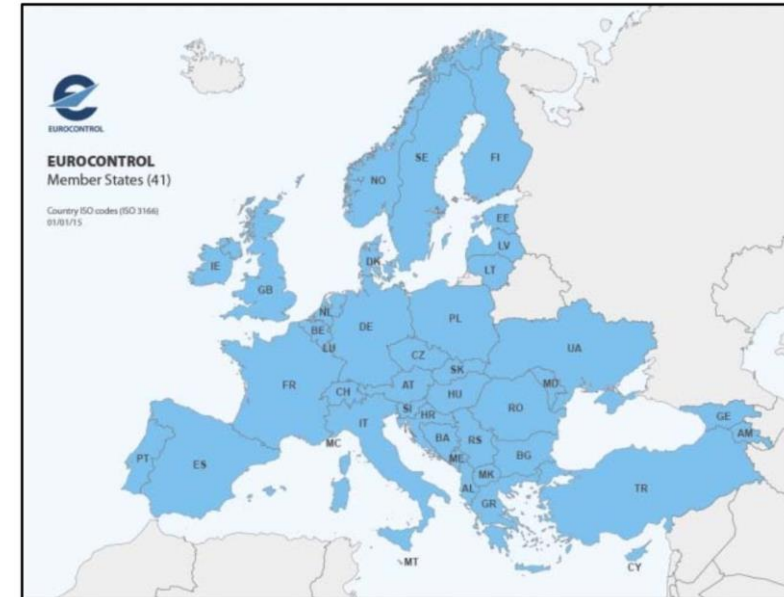


Other Comments

- Concern about inconsistency between EUROCONTROL and SES e-dashboard



Source: EUROCONTROL. States within SES-RP2 Region (Performance Scheme Region for the Second Review Period)



Source: EUROCONTROL Member States (41)

THANK YOU

