

Capacity Key Performance Area

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Stakeholder Workshop

Brussels, 16 January 2019



Proposed EU-wide Capacity targets for RP3

KPI	2020	2021	2022	2023	2024
Minutes of en route ATFM delay per flight	0.80	0.70	0.60	0.50	0.50

Source: Table 12 of the PRB advice to the Commission in the setting of Union-wide performance targets for RP3

CAP1: Level of ambition

Main stakeholder comments

- Member States: ANSPs need to be challenged but targets should be achievable
- Airspace users: 0.5 min/flight target should be maintained
- ANSPs: Proposed target range is unachievable and too ambitious
- Trade unions: Additional information (SESAR, time to recruit ATCOs, other developments) should be used to determine ambition level

CAP1: Level of ambition

The PRB response

- Proposed target aims to minimise overall costs
- Considerable under-investment in the industry during RP2
- Action must be taken now as current performance is inadequate
- Increasing capacity takes time and money
- Aim to achieve the optimum of 0.5 min/flight in 2023 and 2024

CAP5: Proposal for increased intermediate targets

Main stakeholder comments

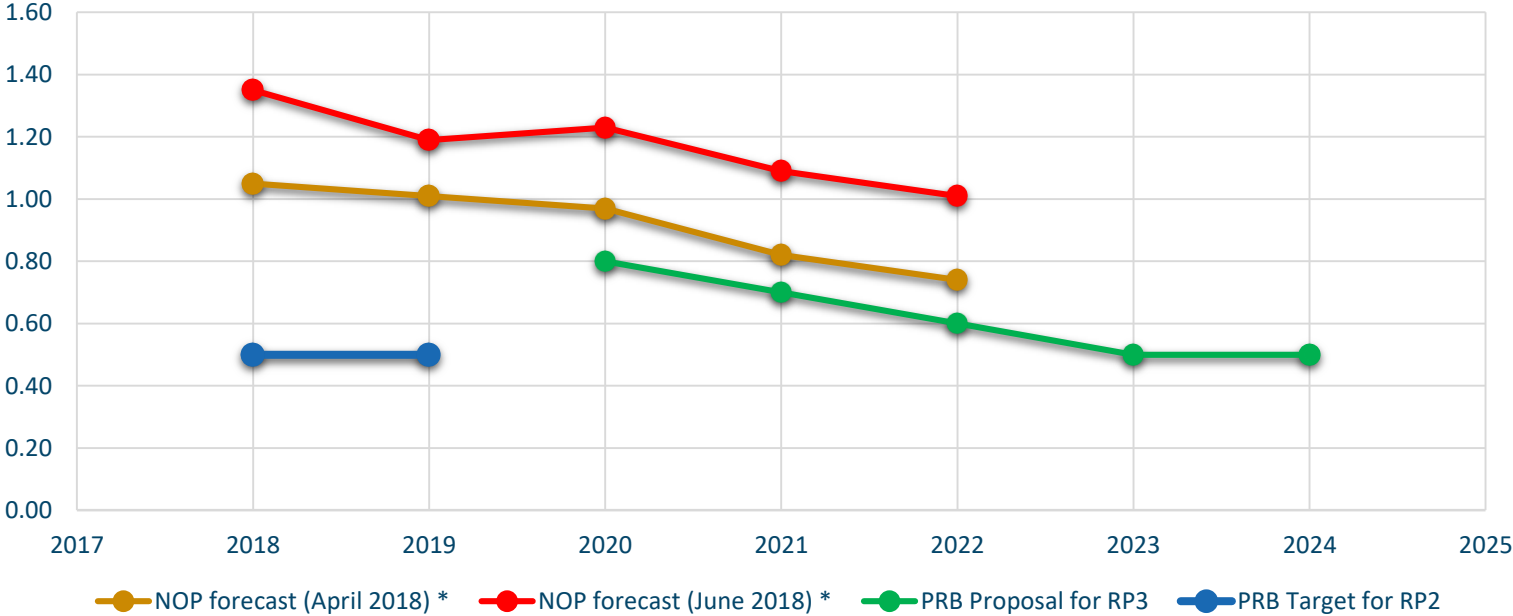
- Member States: PRB should consider the option of setting higher intermediate targets for RP3
- Airspace users: No support to the introduction of intermediate values at the start of RP3
- ANSPs: In agreement with the option of proposing the intermediate targets for capacity KPI

Increased intermediate targets would be more realistic, when taking into account current delay

CAP5: Proposal for increased intermediate targets

The PRB response

NOP vs. PRB Advice



Source: New evidence used from the NOP and PRB advice to the Commission in the setting of Union-wide performance targets for RP3

* NOP Delay Forecast - Full Year with estimations of industrial actions and technical failures included at a statistical level of 0.25 minutes per flight (min/flight)

CAP2 & CAP3: Allowances for delay and code allocation

Main stakeholder comments

- Member States: Investigating weather allowance is complex and should be further analysed
PRB should investigate delay code allocation
- Airspace users: No support to the increase of weather allowance in relation to RP2 values
Concerns regarding delay code allocation
- ANSPs: Weather delay increased and historical analysis performed was not adequate; high bound for weather is too low in the target ranges
Validation mechanism introduced to verify code allocation

CAP2 & CAP3: Allowances for delay and code allocation

The PRB response

Allowances for weather and network disruptions

- Weather phenomena and network disruptions are difficult to predict
- Increased intermediate targets imply an increase of allowance for delay relating to weather and network disruptions

Delay code allocation

- Issue relating to delay code allocation warrants further investigation
- PRB would like to engage with NSAs to audit the allocation of delay codes

CAP4: Interdependency with cost-efficiency

Main stakeholder comments

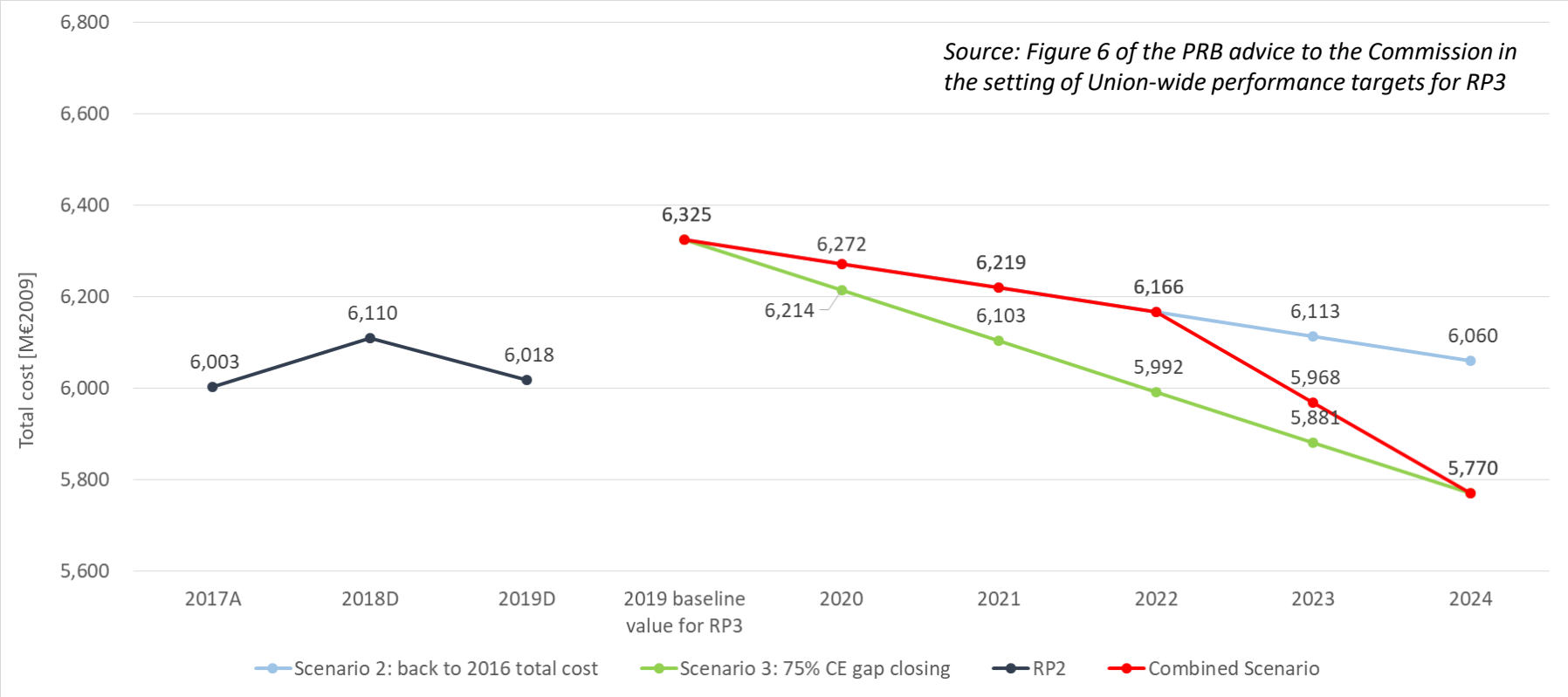
- Member States: Increase in capacity will come at cost; time needed to increase capacity must be taken into account

Need for adequate investigation of the “surplus” on the local level and not generalising at EU level
- Airspace users: ANSPs have overstated their costs

Delays have increased because of under investment
- ANSPs: The interdependency between capacity and cost efficiency should enable a degree of resilience and flexibility to handle a certain amount of higher than expected traffic

CAP4: Interdependency with cost-efficiency

The PRB response



THANK YOU

