

# PRB Stakeholder workshop on the proposed EU-wide targets for RP3

Brussels, 16 January 2019

# Announcements

- Coffee provided outside the meeting room during the workshop
- Lunch: 12:45 – 13:45
- Workshop is being web streamed
- Please use the microphone during your interventions

# Code of Conduct

- Each session will be run by a moderator
- The moderator may restrict questions as necessary to ensure all sectors can participate
- Those watching via web stream can participate in discussions submitting their questions via the [www.sli.do](http://www.sli.do) website. The event code is #D297.

# Agenda

Item	Time	Topic
1	10:30 – 10:40	<b>Welcome</b> <ul style="list-style-type: none"><li>Opening remarks by Prof. Dr. Regula Dettling-Ott, Chair of PRB</li></ul>
2	10:40 – 11:00	<b>Opening remarks by Ms Christine Berg, Head of Unit Single European Sky, DG MOVE</b>
3	11:00 – 11:20	<b>Target Setting Process for RP3</b> <ul style="list-style-type: none"><li>Overview and summary of the PRB Advice to the European Commission</li><li>Overview of the development of the Comment Response Document</li><li>Areas of changes to the proposed targets due to upcoming new performance and charging scheme Regulation</li></ul>
4	11:20 – 12:45	<b>Cost-efficiency KPA</b> <ul style="list-style-type: none"><li>Approach and discussion</li></ul>
12:45 – 13:45: Lunch break		
5	13:45 - 14:45	<b>Capacity KPA</b> <ul style="list-style-type: none"><li>Approach and discussion</li></ul>
6	14:45 – 15:15	<b>Safety KPA</b> <ul style="list-style-type: none"><li>Approach and discussion</li></ul>
7	15:15 - 15:45	<b>Environment KPA</b> <ul style="list-style-type: none"><li>Approach and discussion</li></ul>
15:45 – 16:00: Final Q&A and closing remarks		

# Structure and objectives of the workshop

- New regulation on performance and charging: Major changes and their impact to the target setting process
- Major comments the PRB received in the Target Ranges consultation
- Comment Response Document: PRB's assessment and feedback on the comments
- PRB's recommendations to the European Commission on the EU-wide targets for RP3

# The new Charging and Performance Regulation: The main changes and their impact on the EU- wide target setting process

Regula Dettling-Ott, Chair PRB

Stakeholder workshop

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# The target setting under the new regulation – an evolution of the existing performance and charging scheme

- Key performance areas (KPA)s remain the same: Safety, Environment, Capacity and Cost-Efficiency
- Some changes in KPIs for Union-wide and local target setting
- Targets are set at EU level and applied at local level – consistency required
- 5-year duration of RP3
- Target setting and monitoring remain separate activities
- Revision of targets at EU and local level remains possible
- PRB in charge of advising the Commission on targets setting, monitoring and revisions

# Main changes of the new regulation in the Cost-efficiency Key Performance Area (KPA)

- New approach for calculating the baseline value for determined costs and determined unit cost (Starting Point)
- Calculation of inflation is based on 2017 values (before: 2009 values)
  - EUR<sub>2009</sub> becomes EUR<sub>2017</sub>
  - Some of the cost categories are no longer adjusted to inflation
- New alternative criteria to assess performance plans and targets (Annex IV)



# New approach for calculating the baseline value

## Article 9(4)(a)

*“The baseline value for determined costs shall be estimated by using the actual costs available for the preceding reference period and adjusted to take account of latest available cost estimates, traffic variations and their relation to costs.”*

- Similar definition for local baseline values in Article 10(2)(a)

# New approach for the setting of determined costs in real terms

## Article 2(11), 2(12) and 22(2)

- Determined costs are set in nominal terms and in real terms on the basis of the annual inflation index of “the third year before the start of a reference period...”, i.e. in 2017 prices for RP3.
- Depreciation, cost of capital and cost of NSAs, qualified entities (e.g. MET) and Eurocontrol are set in nominal terms and are no longer corrected for inflation when converted from nominal to real terms.

# Revised criteria to assess local cost-efficiency targets

## Annex IV (1.4)

- a) *Consistency of the determined unit cost trend over the reference period;*
- b) *Consistency of the determined unit cost trend over the time period covering both the reference period covered by the performance plan and the preceding reference period;*
- c) *Consistency of determined unit cost level with comparator groups;*
- d) *Deviation from the criteria due (i) to achievement of the performance targets in the key area of capacity or (ii) to implement restructuring costs.*

# No changes of the new regulation on the Capacity Key Performance Area (KPA), except for the incentive scheme

- No impact on EU-wide target setting
- Not part of target setting:
  - Capacity Incentive scheme is built around the Pivot Value
  - PRB advises the Commission on the alert threshold on traffic and capacity

# Main changes of the new regulation in the Safety Key Performance Area (KPA)

- No targets for Effectiveness of Safety Management for States
- No targets for Risk Assessment Tool applicability
- Only remaining target is the effectiveness of Safety Management for ANSPs for each of the management objectives (5 areas)
- Targets to be achieved at the end of the Reference Period
- Acceptable Means of Compliance
  - New  $EoSM_{ANSP}$  indicator

# Main changes of the new regulation in the Environment Key Performance Area (KPA)

- Calculation is based on actual flown trajectories (KEA)
  - KEP is downgraded to a Performance Indicator
  - Note: Actual route flown will also be relevant for charging
- Not part of target setting:
  - Additional performance indicators
    - Shortest trajectory, taking into account constraints
    - Continuous Descent Operations (CDO)
  - New calculation methods
    - Flexible Use of Airspace (FUA) will include segregated airspace
    - Conditional Route (CDR) made available by military; may impact Free Route Airspace

# Main changes in the timeline

18 Feb: New STATFOR forecast  
Mid Feb: Updated PRB advice and WORKSHOP

PRB to assess local Performance Plans and advise the Commission



Mid-March 2019: European Commission proposes **EU-wide targets** to the Member States

End-March 2019: Single Sky Committee votes on **EU-wide targets**

Local target-setting process

End-Sept 2019: Member States submit draft Performance Plans

European Commission decision(s) on consistency or inconsistency of local targets

THANK YOU

