



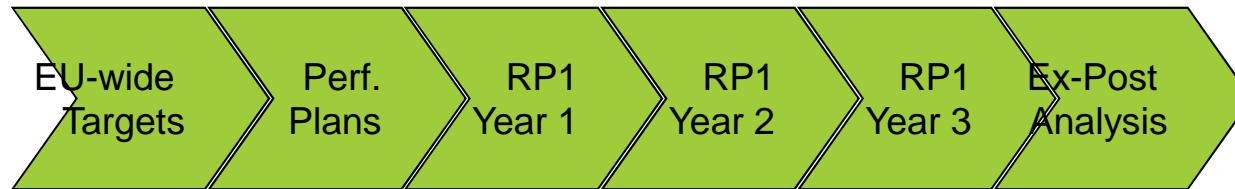
# **Commission Regulation on the Performance Scheme Details and timing**



# The SES Performance Scheme

- Main features:
  - » Key Performance Areas (KPA), Indicators (KPI)
    - on safety, the environment, capacity and cost-efficiency
  - » EU-wide performance targets
  - » National/FAB Performance Plans
    - Targets, incentives and corrective measures adopted by States
  - » Reconciliation of European and local targets
  - » Periodic review, monitoring and benchmarking of performance
  - » An independent advisory Performance Review Body (PRB)
    - assisting the EC
    - assisting National Supervisory Authorities (NSA) on request
- European and local targets set for 3 to 5 years
  - » First reference period: 2012-14 (RP1)
  - » Second reference period: 2015-19 (RP2)

## ● Reference periods



- Each reference period requires:
  - » EU-wide performance targets to be set
  - » Elaboration and assessment of performance plans
  - » On-going monitoring and reporting during the reference period
  - » Ex-post analysis of the effectiveness of the scheme during the reference period



## Performance plans

- Performance plans are elaborated by NSAs and adopted by Member States
  - » Either at FAB or National Level
  - » Based on local consultation of stakeholders
  - » Consistent with the business plans of ANSP
  - » Contain targets and incentives/penalties
- EC/PRB assess consistency of performance plans with the EU-wide targets



## ● **On-going monitoring and reporting**

During the reference period:

- NSAs monitor performance and provide an annual report on the achievement of the targets contained in the performance plans and the application of incentives/penalties
- PRB provides an annual assessment of performance against the EU-wide targets and other performance indicators
- PRB monitors the effectiveness of the scheme and proposes enhancements for the next reference period

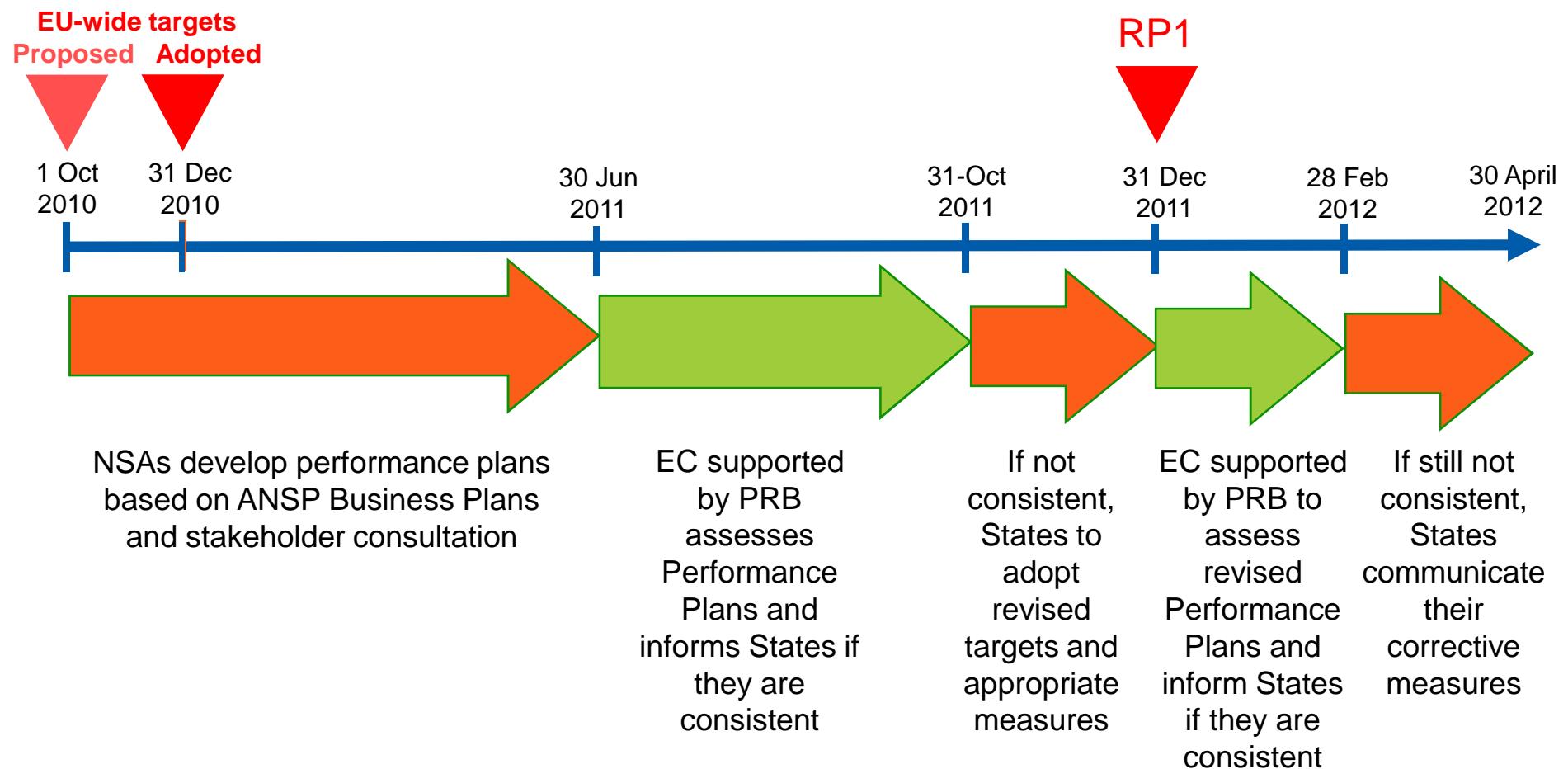


## Requirements for EU-wide targets (Art 9)

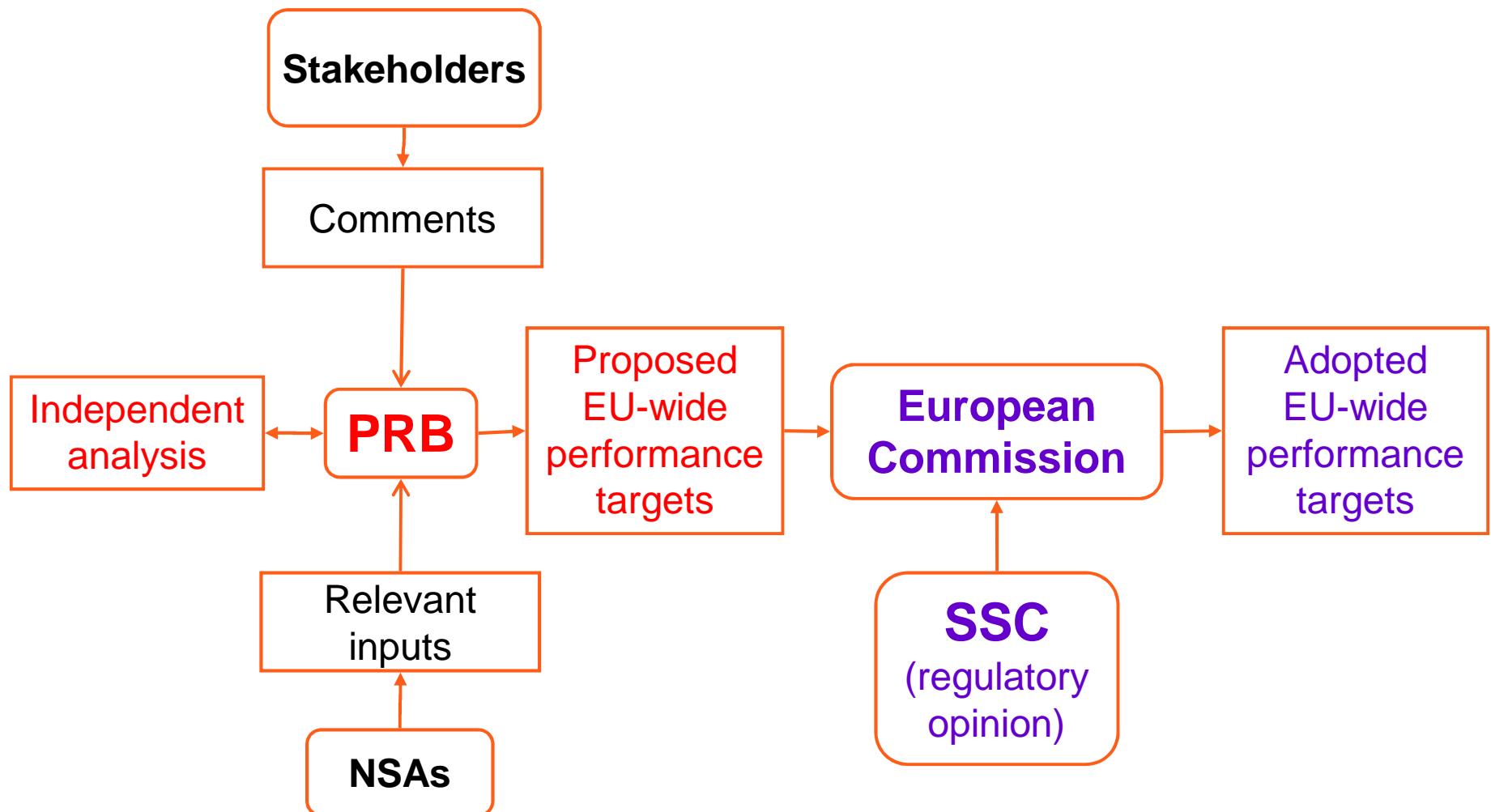
EC to adopt EU-wide performance targets:

- Following regulatory opinion of the Single Sky Committee
- Based on:
  - » Relevant Inputs from NSAs
  - » Consultation with stakeholders
  - » Consultation of EASA for safety aspects
- Timeline:
  - » To be proposed at least 15 months prior to RP
  - » To be adopted at least 12 months prior to RP
- Shall include alert threshold for each KPI
- Substantiation to include:
  - » Description of assumptions and rationale
  - » Use made of inputs from NSAs
  - » Other factual data, traffic forecasts etc.

## ● Process and timeline for performance plan elaboration and assessment



## ● The process overview





## ● **What will be defined?**

- The EU-wide target for each KPI
- The alert threshold to be applied during the reference period
- The process and assumptions used for setting the targets



## Determination of targets

- Actual targets will be determined using expert judgment of the PRC to balance the various inputs
- Judgement will include:
  - » Consideration of existing targets including those in the ATM Master Plan and those currently adopted by the EUROCONTROL PC
  - » Inputs received from NSAs and stakeholders
  - » interdependencies between performance targets, having regard to the **overriding safety objectives**

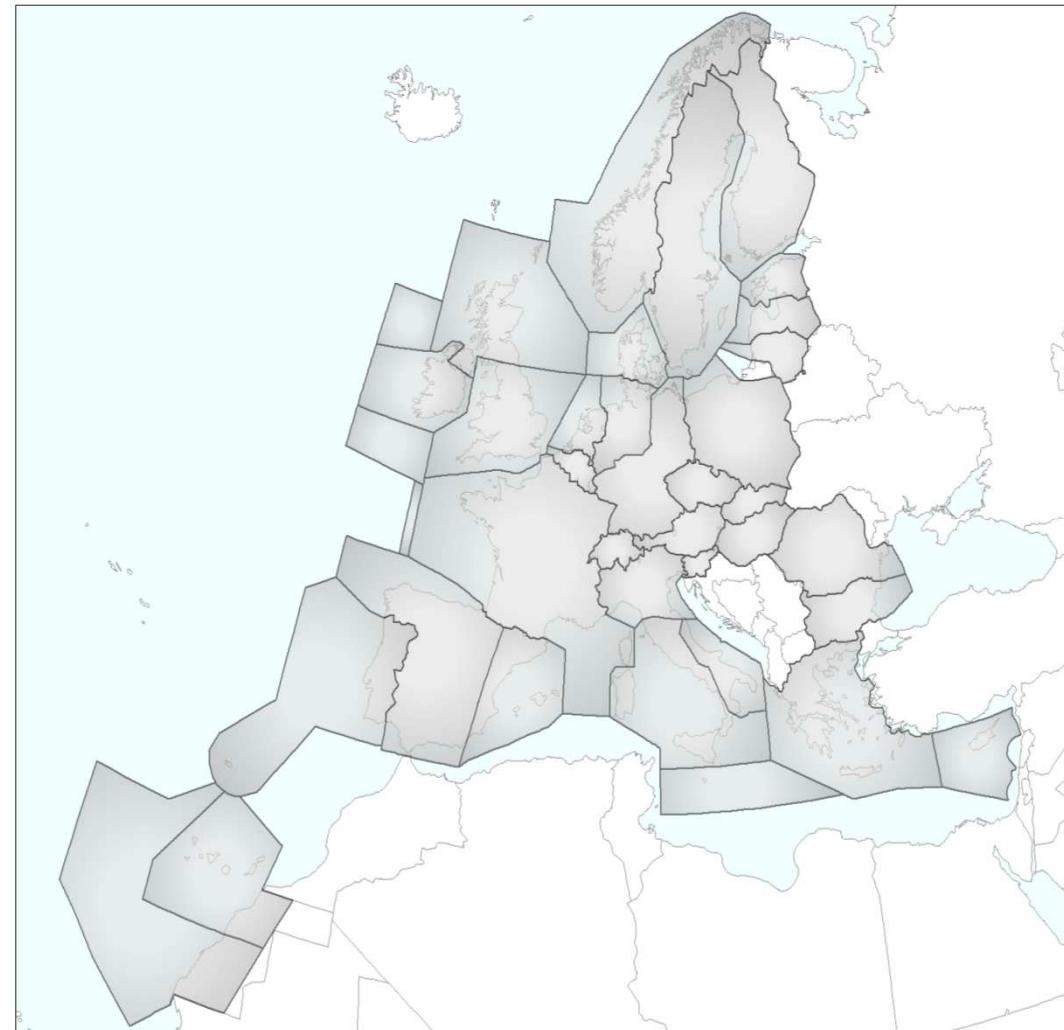
## ● **Geographic scope for EU-wide targets**

The PRC proposes a pragmatic approach for RP1:

EU States + States which:

- Have developed specific agreements with EU
- Have nominated NSAs
- Are subject to specific legal requirements to develop a Performance Plan by end June 2011
- Oceanic areas excluded

→ Does not prevent other States from applying the Performance Scheme and adopting national performance plans





# Approach for the Safety KPIs



## PRB relationship with EASA

### Article 3.7: Relations with EASA

- The Performance Review Body shall cooperate as appropriate with the European Aviation Safety Agency for the tasks referred to in paragraph 3 when they are related to safety performance, to ensure consistency with the objectives and standards established and implemented in accordance with the EASA Regulation



## EC/PRB coordination with EASA for Performance Scheme

### Article 6: European Aviation Safety Authority

- ...the Commission [*and PRB*] shall coordinate as appropriate with the EASA:
  - a) the safety aspects of the performance scheme**, including the setting-up, revision and implementation of key safety performance indicators and European Union-wide safety performance targets as well as the provision of proposals for appropriate actions and measures following the activation of an alert mechanism
  - b) the consistency of the safety key performance indicators and targets with the implementation of the European Aviation Safety Programme** as may be adopted by the European Union



## ● **Annex I of Performance Regulation**

- **No EU-wide targets** for the safety KPIs in RP1, but Safety has to be monitored using specified safety performance indicators to be established before end 2011
- Safety data to be collected to validate and assess these key performance indicators
- New safety performance indicators for RP2 to be defined during RP1



## European Aviation Safety System

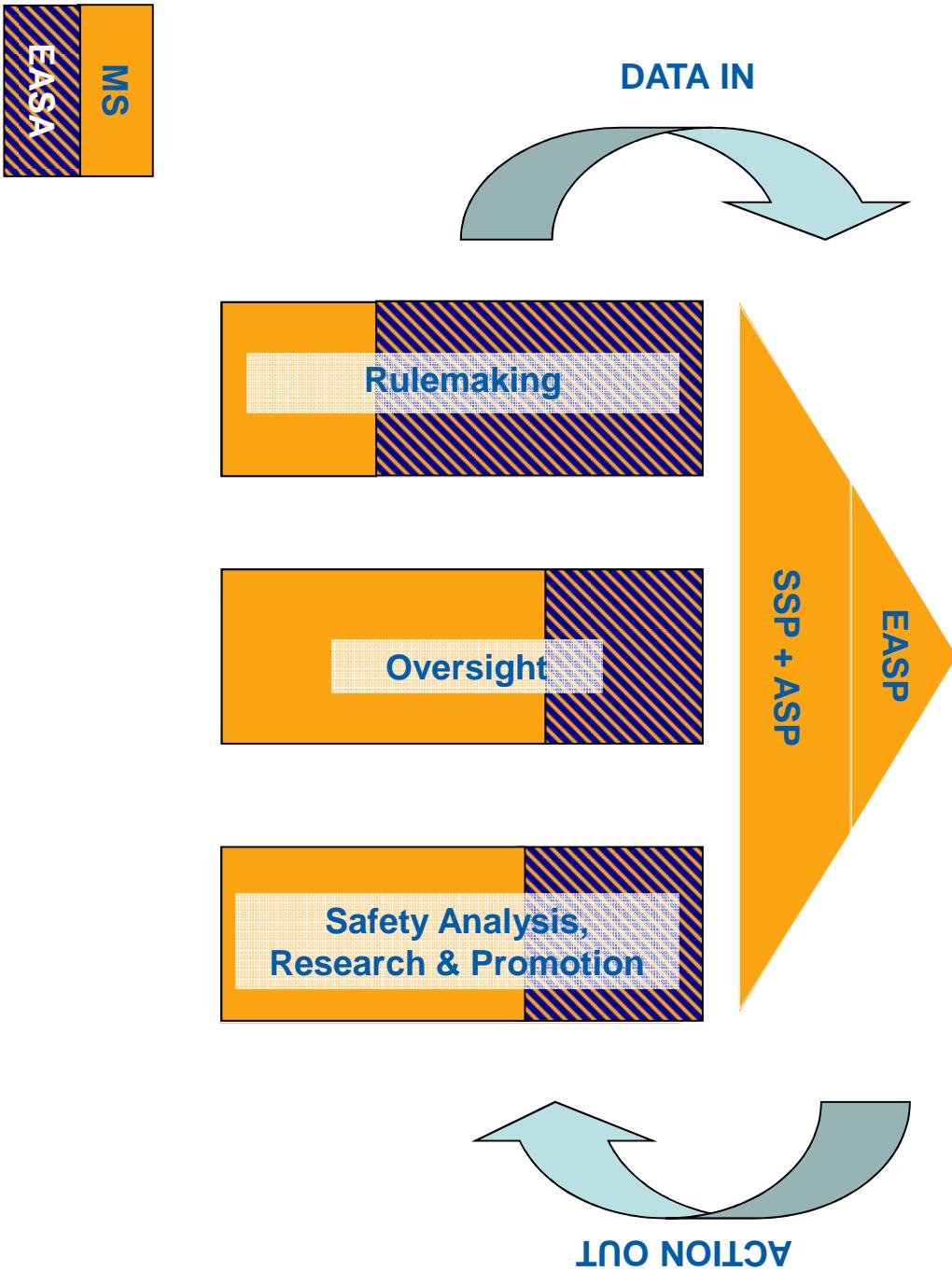
- Maintain a high and uniform level of safety
- Continuous improvement
- Managing safety risks
- Systematic approach
  - » Safety plans



## European Aviation Safety Programme

- Integrated set of regulations and activities aimed at improving safety
- Risk assessment methodology allows for identification of safety priorities and monitoring of the effectiveness of the related mitigating measures
- Presented to the world at ICAO HLSC
- Ready before start of RP1

# European Aviation Safety System





## European Aviation Safety Plan

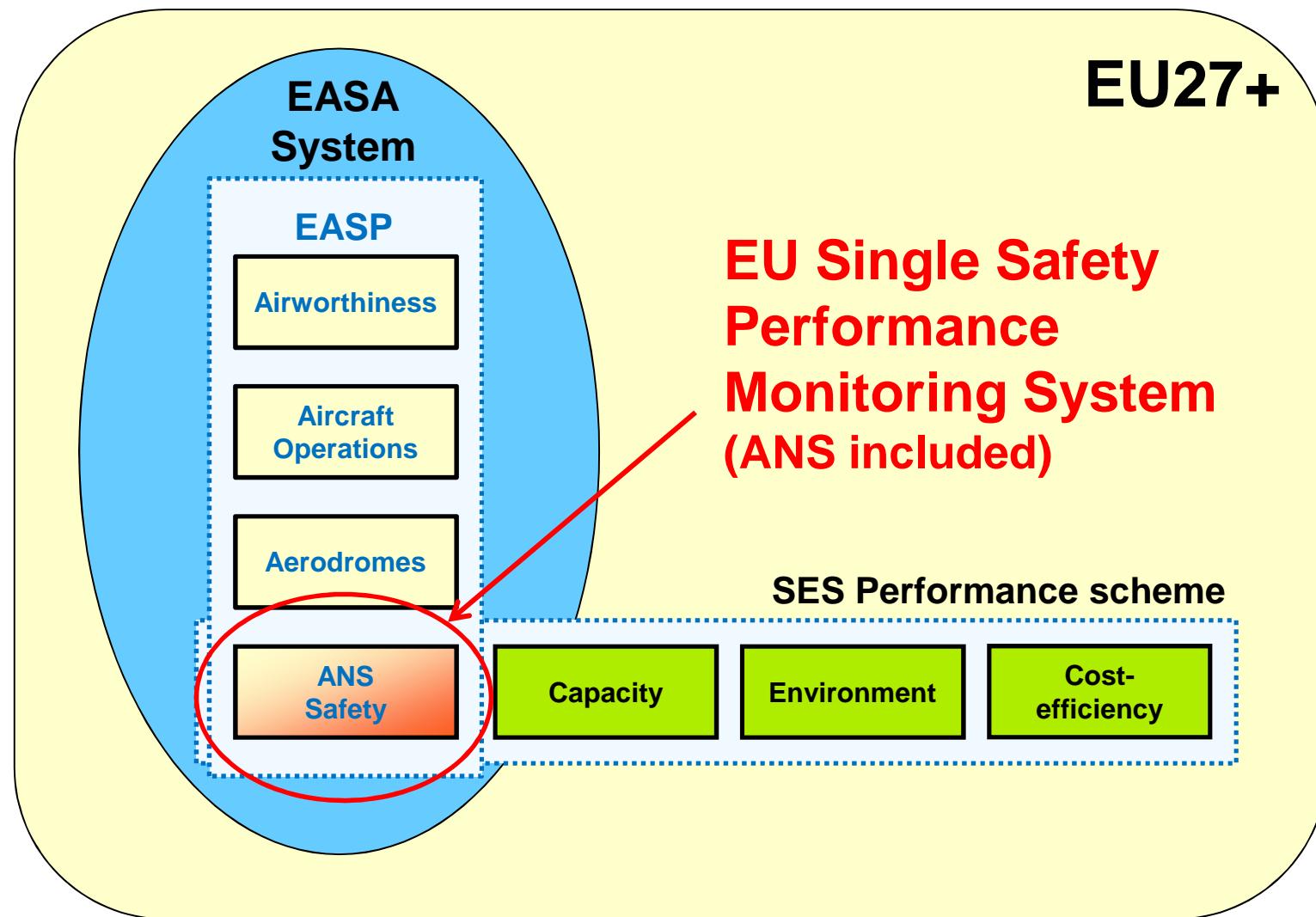
- Safety risks identified at European level
- Fed by National plans
- Commitment to Actions
- Monitoring implementation
- Safety Performance Indicators
- Periodic review
- Emerging issues



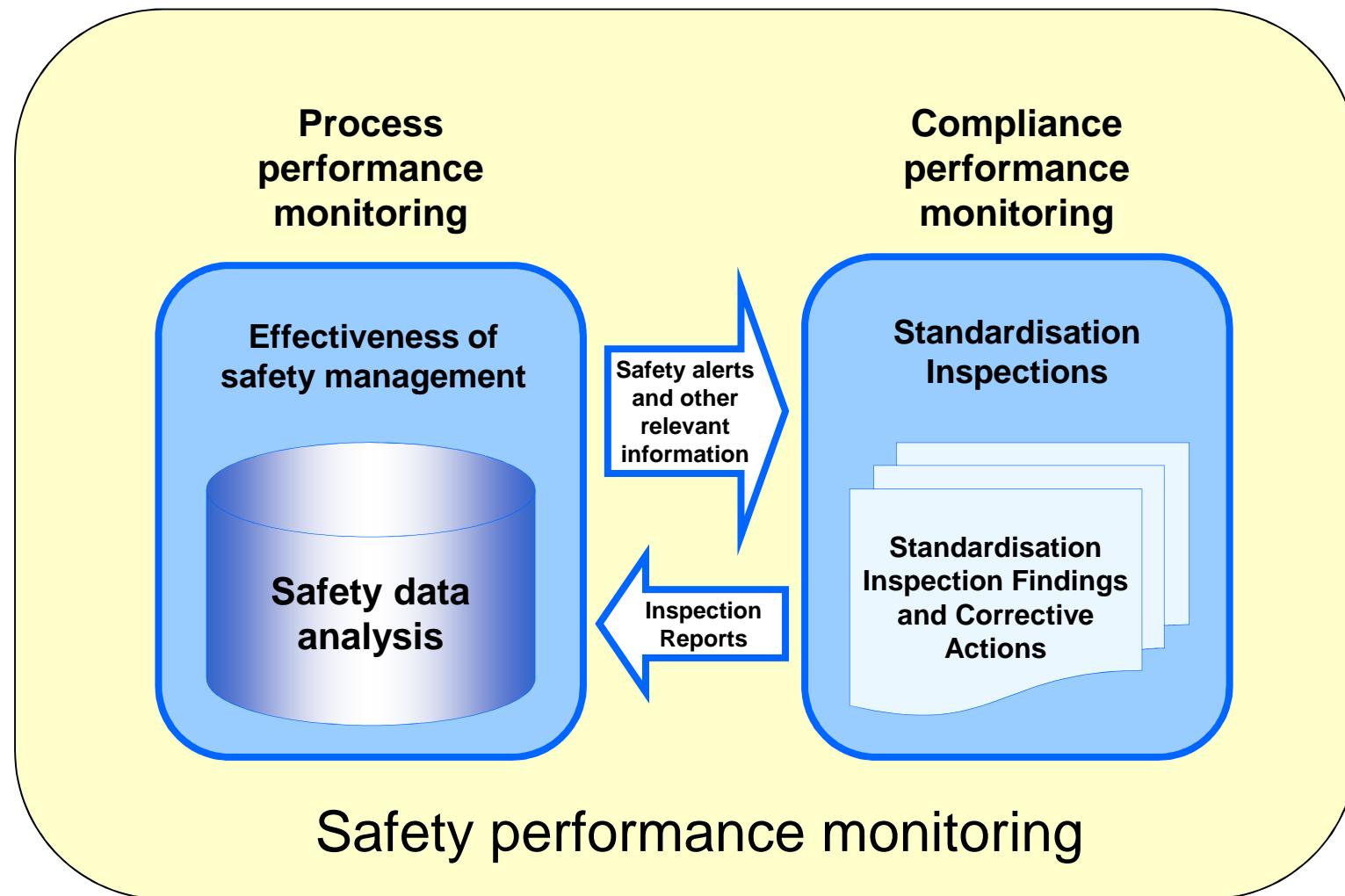
Direct link with SES  
Performance scheme

- Ready before start of RP1

## ● EASA system and SES Performance Scheme



## ● EU single safety performance monitoring system



## ● Safety KPIs to be monitored during RP1

- effectiveness of safety management [...] based on the ATM Safety Framework Maturity Survey.
- Application of severity classification of the Risk Analysis Tool
- Reporting of Just Culture

### Annex I of Performance scheme IR:

*... ‘shall be developed jointly by the Commission, the Member States, EASA and EUROCONTROL and adopted by the Commission prior to the first reference period.*

*During this first reference period, national supervisory authorities will monitor and publish these key performance indicators, and States may set corresponding targets’*



## Preparing Safety indicators

- EU-wide Safety KPIs to be validated:
- Safety maturity KPI:
  - » Include applicable EU Regulations where needed
  - » Add verification mechanism according to EASA BR
- Application of severity classification KPI:
  - » Prepare questionnaires to monitor implementation
- Just Culture KPI:
  - » Elaborate list of evidences about the way Just Culture is implemented

**To be developed and adopted before RP1 !**

Additional SPIs may be developed, for example:

- Second and third tier SPIs (total system approach)
- Reactivity indexes (on Corrective Actions and AIB recommendations)
- Automatic safety data acquisition



## Conclusions on Safety

- First SES objective is to enhance current air traffic **safety standards**
- The PRB and EASA have specified responsibilities for ANS safety performance:
  - » will work closely together
  - » a single EU ANS safety performance monitoring system, taking advantage of existing experience and plans
- Although no EU-wide safety targets are specified for RP1,
  - » a complex EASA system expected by 2012
  - » ANS safety performance will be monitored using SPIs to be developed by end 2011
- National/FAB performance plans will include safety
  - » may include national/FAB safety targets



## Conclusions

- The Performance Scheme is a major piece of the SES II package
  - » To enhance current air traffic **safety standards**
  - » To contribute to the **sustainable development** of air transport
  - » To improve the **overall performance of ATM and ANS**
- Performance Scheme Regulation now with the European Parliament
- Expected publication in Official Journal by September 2010
- Next step is adoption of EU-wide targets by end 2010
  - » All concerned parties have a role to play
- Adoption of National/FAB performance plans to follow in 2011

- **Questions?**

