



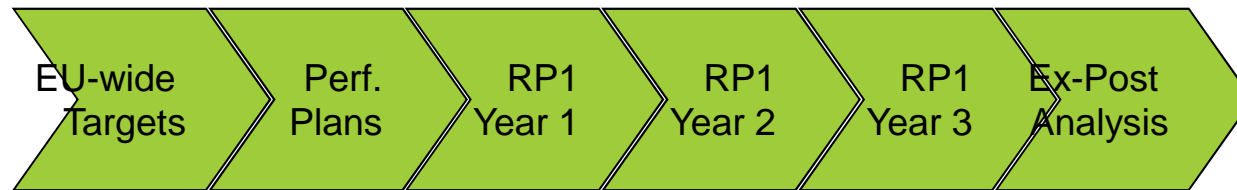
# **Commission Regulation on the Performance Scheme**

## **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:

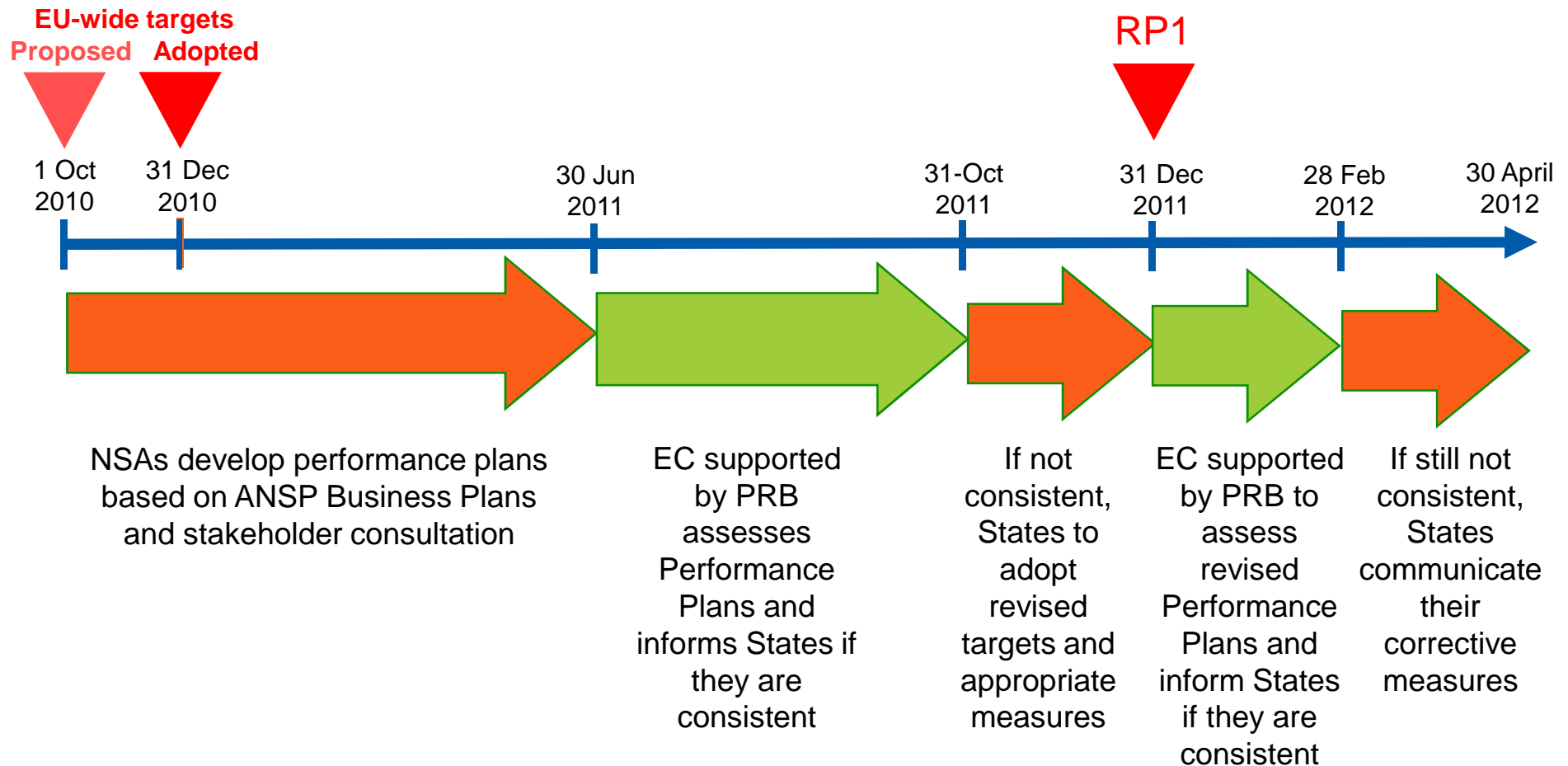
- NSAs monitor performance and provide an annual report on the achievement of the targets contained in the performance plans and the application of incentives/penalties
- PRB provides an annual assessment of performance against the EU-wide targets and other performance indicators
- PRB monitors the effectiveness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

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

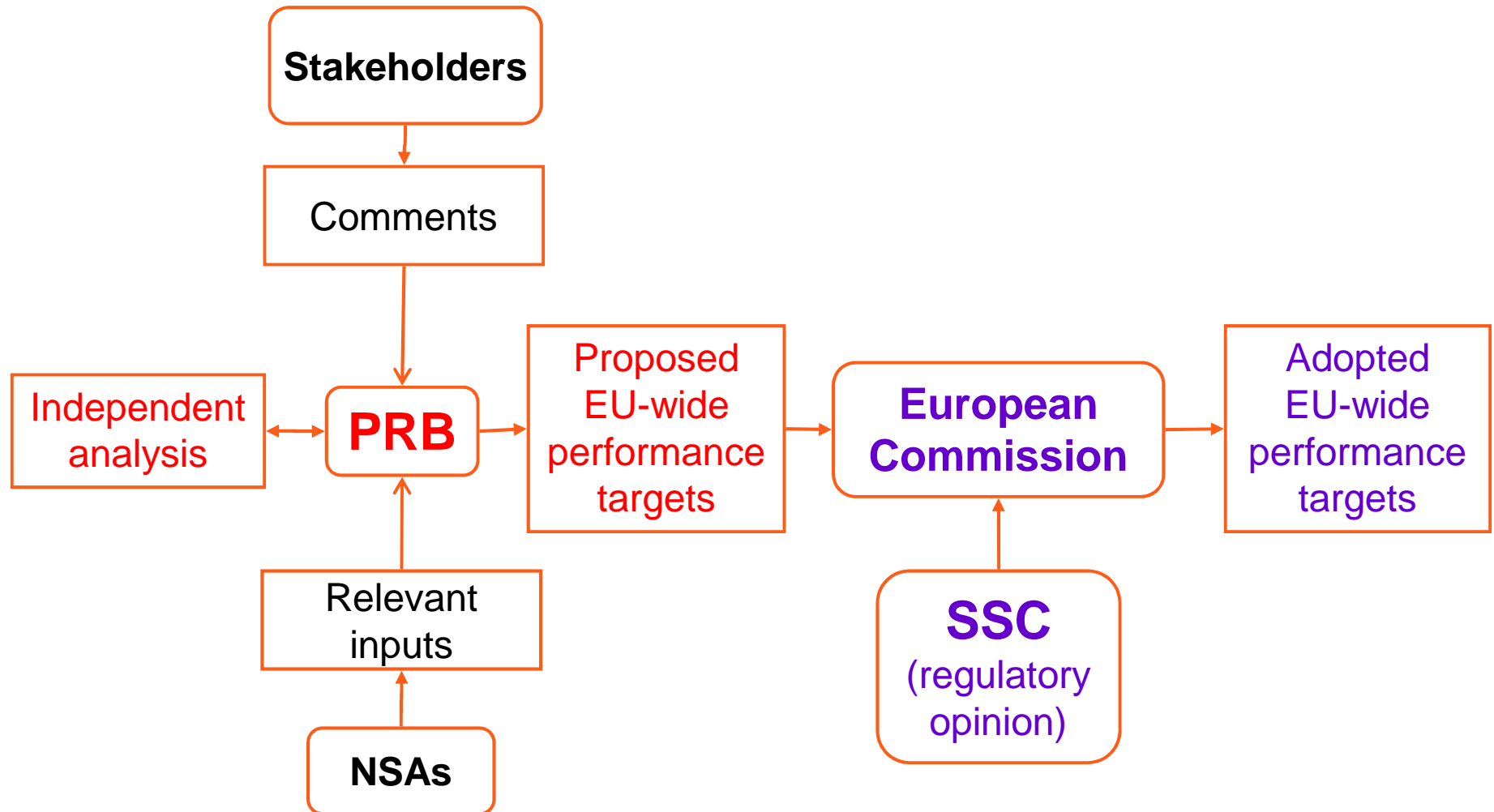
EC to adopt EU-wide performance targets:

- 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**

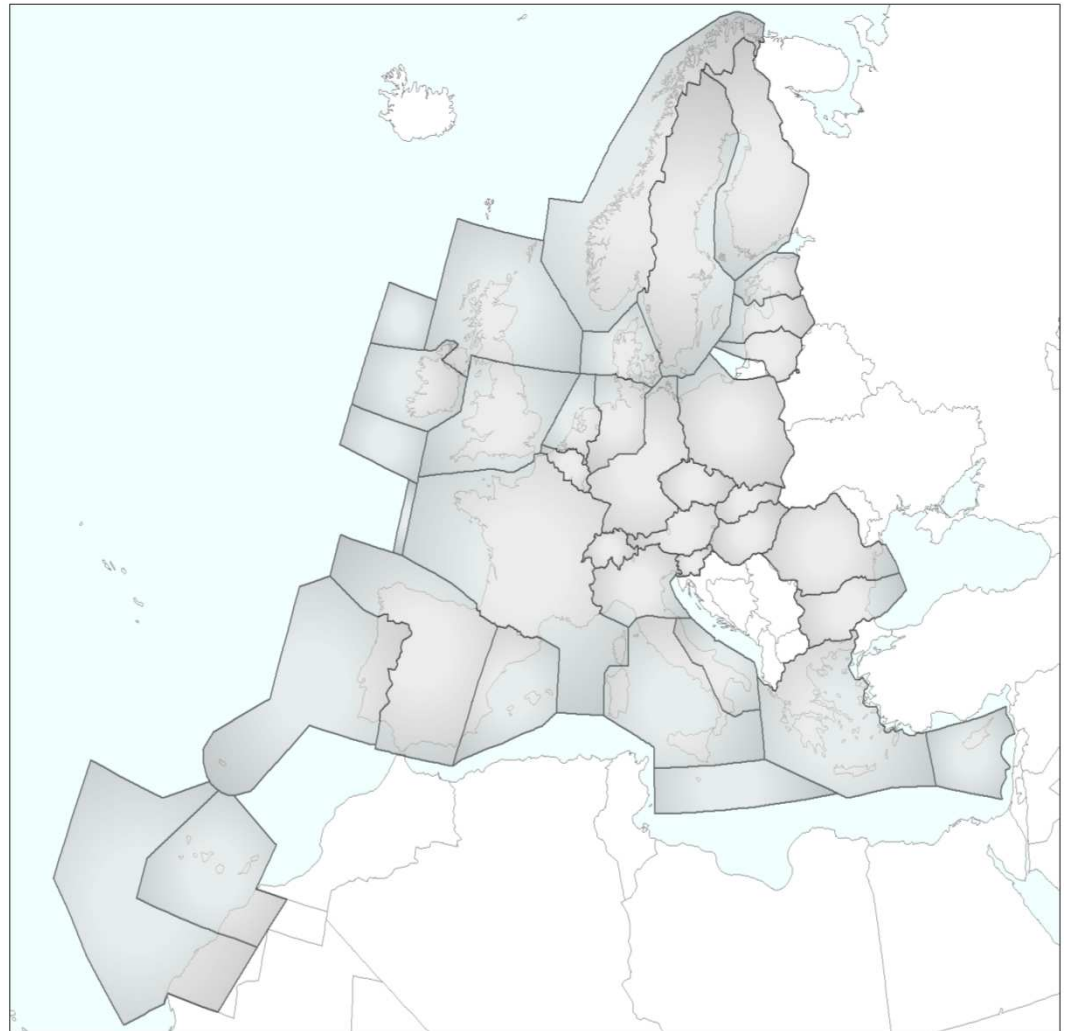
## ● Geographic scope for EU-wide targets

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

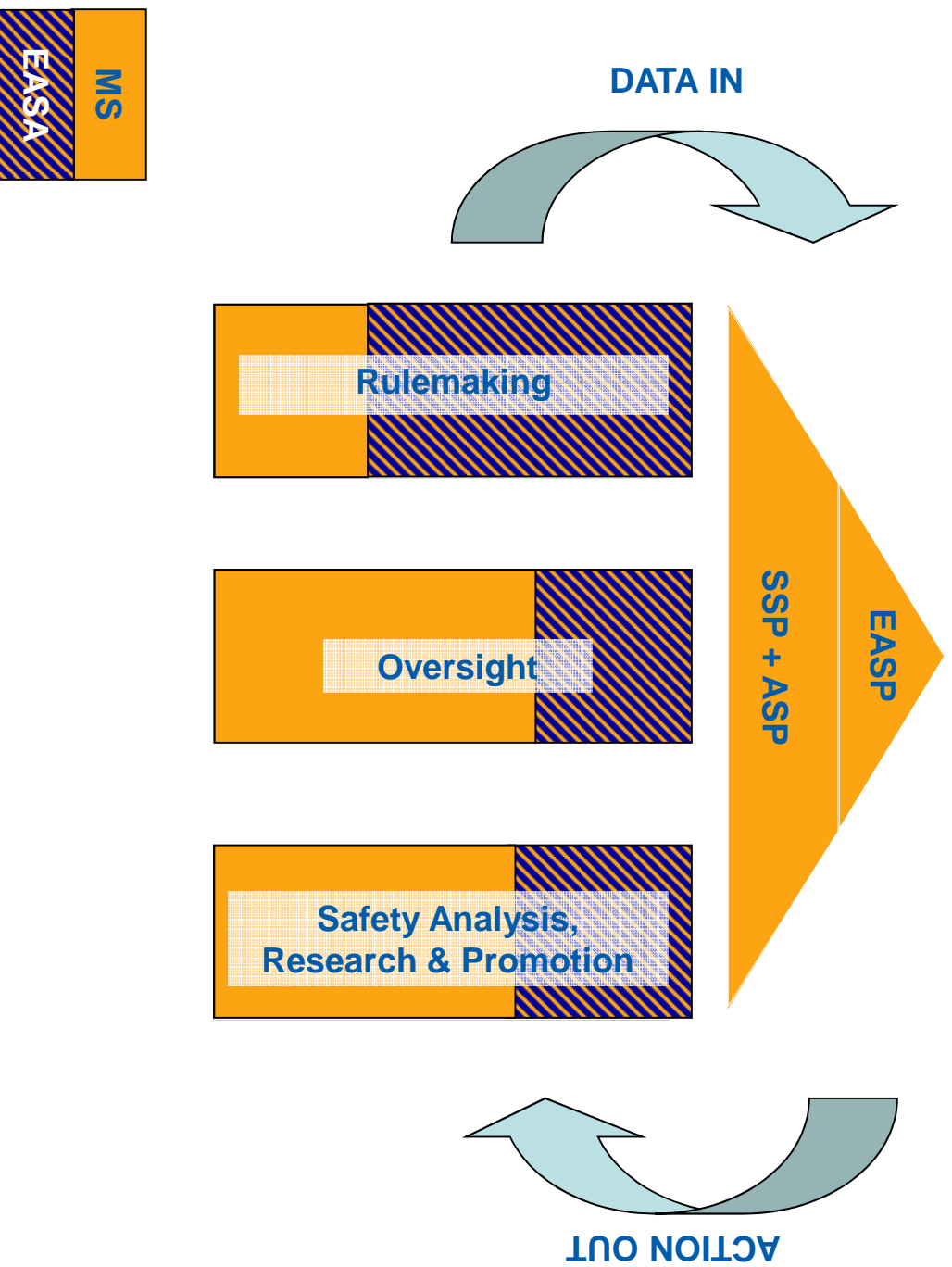
- Maintain a high and uniform level of safety
- Continuous improvement
- Managing safety risks
- Systematic approach
  - » Safety plans



# ● 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

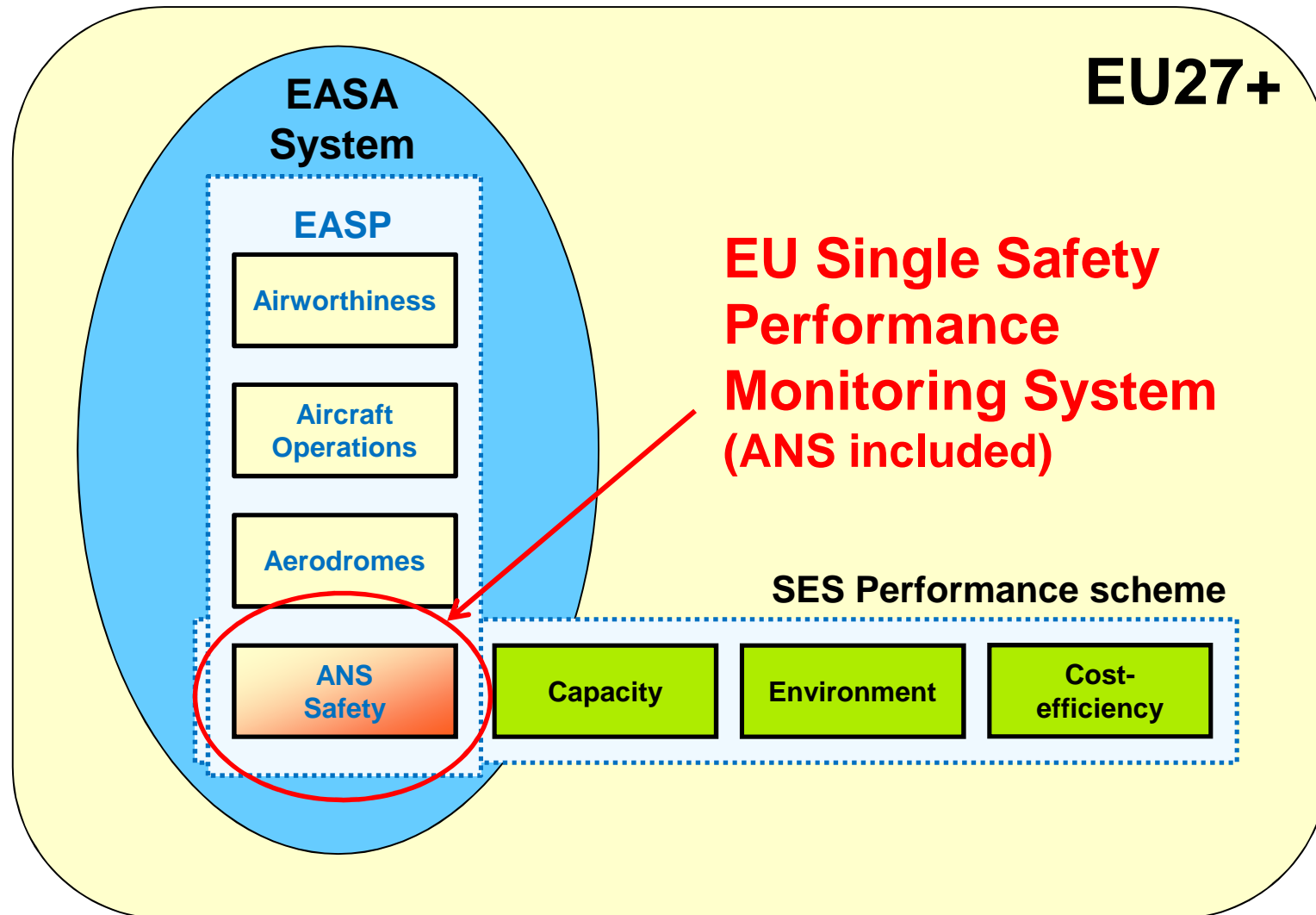
# European Aviation Safety System



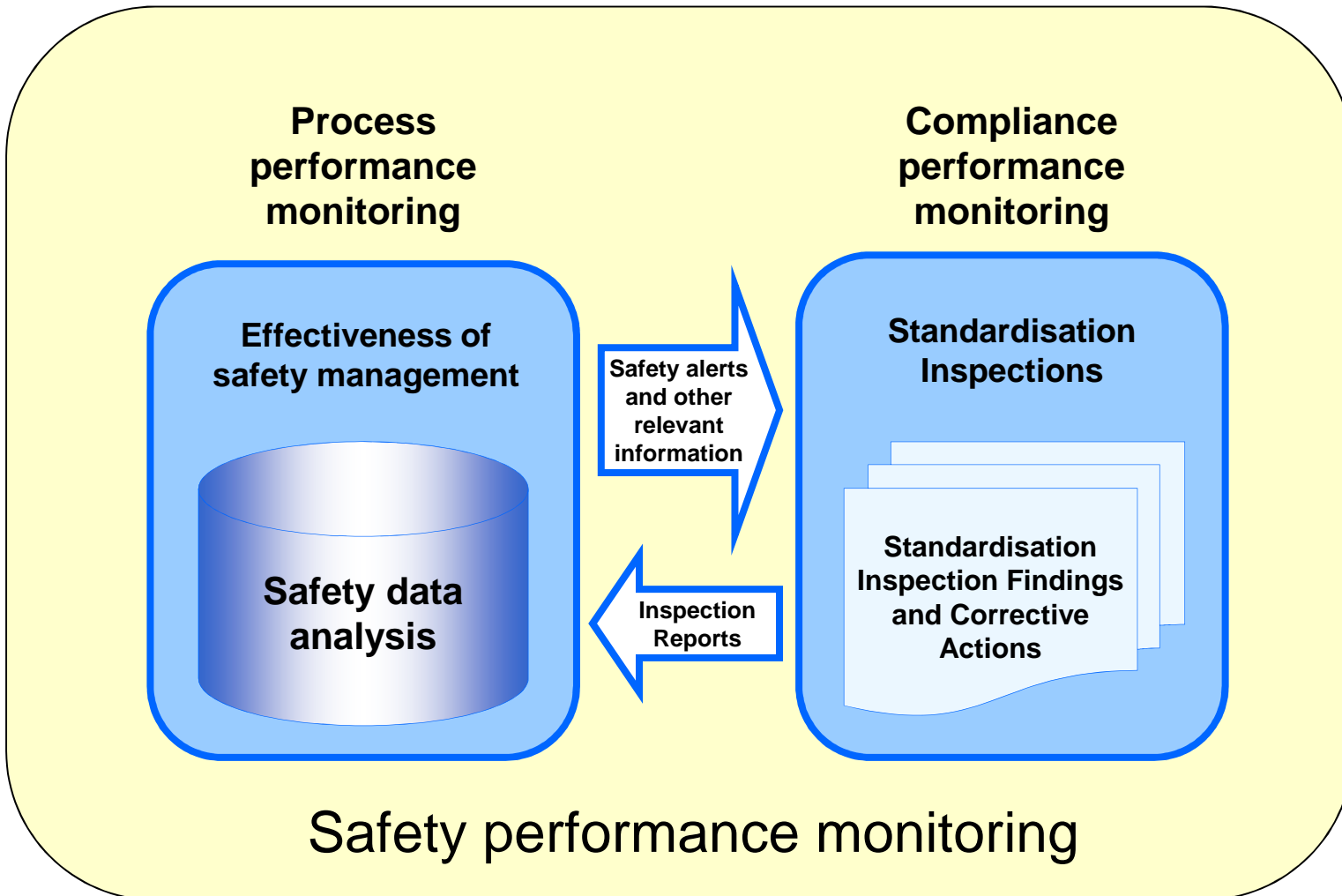
# ● European Aviation Safety Plan

- 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?**

