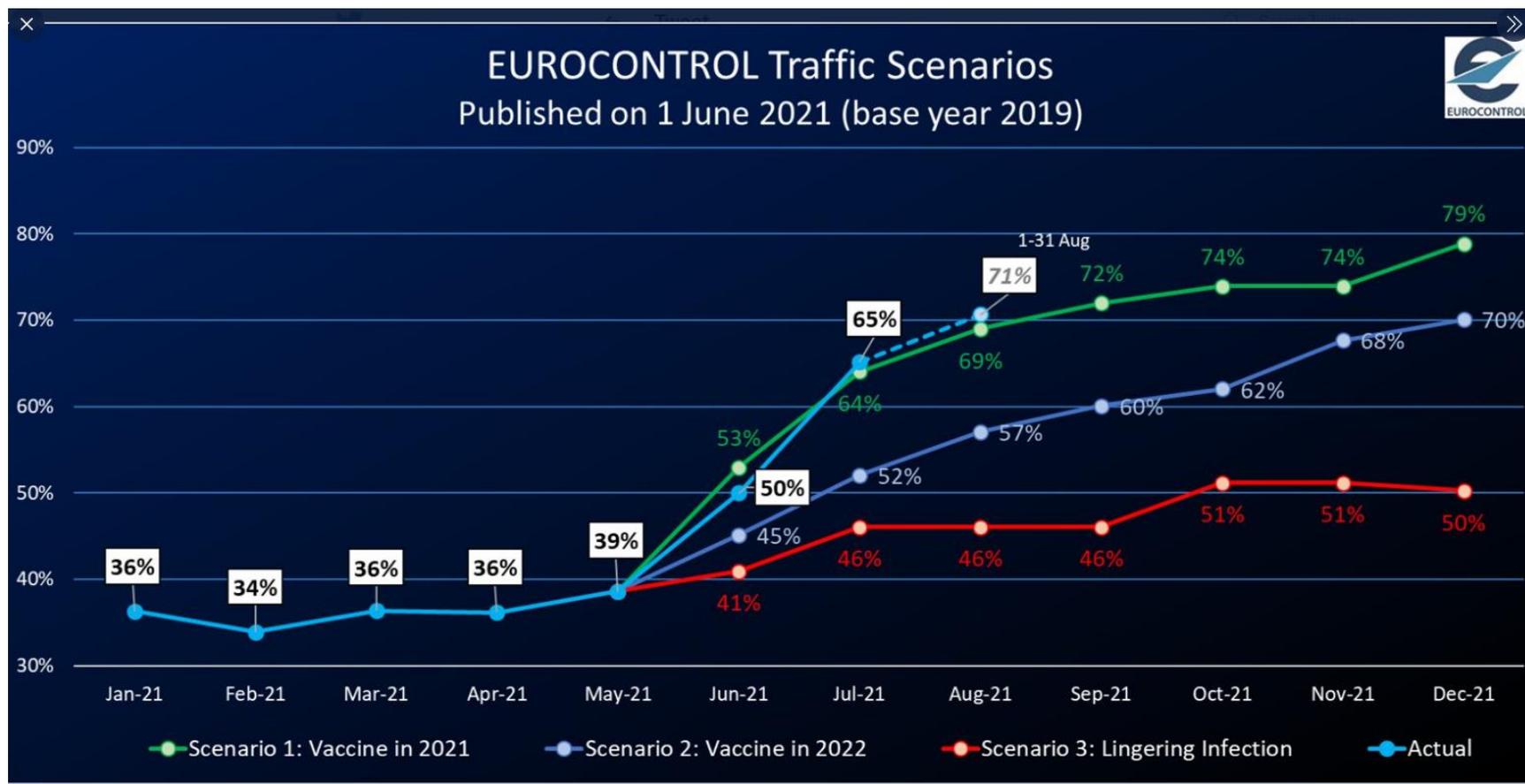


A white commercial airplane is shown from a low-angle perspective, flying upwards. The background is a dark blue sky with vertical light streaks. The text is overlaid on the left side of the image.

Airspace User Expectations For FABEC Performance Plan on Revised RP3 Targets

02 September 2021

Eurocontrol Updated Traffic Scenario 1 June '21



Recovery

- Today many states are “loosening” restrictions but are not really encouraging air travel
- Nevertheless, recovery is expected by 2025
- Recovery needs:
 - Provision of efficient capacity that is scaled to demand
 - Full review of CAPEX and status of implementation
 - Continued Cost containment measures
 - Transparency



FABEC States have consistently not delivered expected performance

NAAAs should

Challenge air navigation service providers (ANSPs) to deliver the service required

Set ambitious local targets to support the challenge

Promote desired behavior, improvements and best practices

Ensure that ANSPs deliver both performance and appropriate investment plans

ANSPs should

Deliver a consistent and sustainable service

Focus on providing operational and cost benefits in all performance areas

Plan, consult and justify investments based on airspace users needs

Invest as agreed

Ensure appropriate staffing resources and adapt to changing requirements



Airspace Users Positions

- Member States and ANSPs must adapt costs and practices to reflect reality
- RP3 Draft Performance Plans show combined **+250% increases** For FABEC states
- Identify solutions to
 - Finance air traffic services as traffic recovers
 - Ensure sustainable cost and operational environment for airspace users
 - Ensure under recoveries are handled in a fair and equitable manner



Safety

- The intention to meet the EU Wide Safety Targets is supported
- Some data sharing to date, but no identified synergies leading to cost-efficient or more effective oversight/ application
- EoSM, RAT (GND/ OVL), JC progressing at different speeds
- Transparency of individual NSA and ANSP proposals needed



Environment

- KEA target in line with Reference Values is strongly supported
- ANSPs must keep building efficient airspace and reducing
- Focus required on Vertical Flight efficiency which increases CO2 emissions.
- Support airlines in their efforts to avoid double or triple burden on emission
- Projects planned in order to deliver must be prioritized
- Robust plan and commitment at ANSP and state level is essential
- Historical performance suggests little confidence in FABEC to deliver



Capacity

- Enroute ATFM delay in line with Reference Value, while supported should not be seen as a "Blank Cheque"
- Already with only 70% of 2019 traffic and full cost; Capacity issues are already apparent with Key FABEC ACC`s
- DSN and DFS must consult mitigation plans for already identified issues in 2022
- Current investment and costs increase is sufficient to close the capacity gap.
- Projects planned to deliver are not identified

Capacity

- Almost all ATC units mention risks related to future available capacity:
 - Unreliability of the actual recovery path,
 - Management of Volatility, e.g. peak traffic- 2021 already shows impact of 70% of 2019
 - Availability of sufficient staff (controllers)
 - Rostering (flexibility of staff)
 - Necessary training measures (limiting staff availability)
 - Impact of COVID19 crisis with limiting effect on staff availability (e.g. ATCO training temporarily stopped or delayed)
 - Implementation of new ATC systems (iCAS, ERATO)
- What are the mitigations planned?? Projects planned to deliver are not identified



Incentives

- CRSTMP limitation is not supported
- In the case of FABEC a Penalty only scheme should be developed to truly incentivize delivery of performance
- Achievement of both FAB and individual State targets must be the priority, this will drive the changes required by Airspace users
- Current Incentive Scheme targets not supported as it actually rewards underperformance. Bonus should be only allowed if there is a real improvement



RP3 Discussion/expectations

- With lower traffic we expect significant improvement of performance
- Required understanding of mitigation measures planned by FABEC in the short term and prioritization of airspace user benefit
- How are state NSA`s planning to drive the performance ?
- Minimum AU expectation is FABEC to meet all European of targets with cost effective implementation



Thank you

