



The SES II Performance scheme

PRC Consultation meeting
Local/Regional Performance planning
5 May 2009

● Introduction

- SES II legislation adopted as a first reading agreement in the end of March 2009.
New legislation will be published in coming months
- All actors to follow one roadmap
 - » **Community** to show leadership and vision
 - » **Commission** to deliver rules and implement policy
 - » **Member States** to be pro-active in SSC, FABs, NSAs, EASA, Eurocontrol
 - » **Industry** to assume responsibilities for operational activities
- 2012 as crucial year: Performance - FAB - SESAR
- Study on local/regional performance planning as a first step

● Outline of the presentation

- **SES 2 as a new performance framework**
- **Overview of the performance scheme**
- **Performance at FAB level**

● SES II : time to reform ATM in Europe

- **Environmental challenge**

Ensure the environmental performance of aviation, also in view of Inclusion of aviation in ETS

- **Performance challenge**

Provide the most performing infrastructure for all:

Highly competitive commercial users

Military users

General aviation

Integrate « new users » like UAVs or new technologies

- **Fragmentation challenge**

Work towards a seamless single sky like EMU for the single market

- **Safety challenge**

Guarantee flying public highest safety standards

Who are the actors?

● Legislation

- » Parliament and Council adopt legislation
- » Commission adopts secondary legislation (*implementing rules*) after positive opinion of Single Sky Committee
 - Preparation of IR: EASA – Eurocontrol – Standardisation bodies – Performance Review Body*
 - Consultation of ICB and Social dialogue*

● Oversight

- » National supervisory authorities as **performance** regulators
- » Qualified entities
- » **EASA** for network wide systems

● Service provision

- » ANSPs work in FABs facilitated by **FAB coordinator**
- » **Network manager**

● Development of the system

- » **SESAR Joint Undertaking**

● The Performance framework : 3 key measures

- Introducing a **performance scheme**

(Article 11 FWR)

- Accelerating the creation and integration of air navigation services in **Functional Airspace Blocks (FABs)**

(Article 9a SPR)

- Strengthening the **ATM network functions**

(Article 6a ASR)

● ACTION to set up the performance scheme

● Governance:

- » **Member States** to strengthen NSAs
- » **Commission** to designate strong, independent and competent Performance Review Body

● Implementing rules:

- » **Commission** to propose implementing rule(s) on:
 - Process (before the end of 2009) with detailed annexes (to be developed in 2010)
- » **Commission** to amend charging regulation:
 - Determined cost principle
 - Incentives
 - Common projects

● Performance scheme:

I : Preparatory work (2009-2010?)

● First step: Performance Review Body

- » Assesses situation on services and network functions
- » Proposes Community-wide targets to Commission

● Second step: Commission

- » Adopts Community-wide targets with Single Sky Committee

● Third step: National Supervisory Authorities

- » Organise wide consultation
- » Elaborate performance plans

● Performance scheme:

II : Adoption of performance targets (2011?)

- Fourth step: **Member States**

- » Adopt *performance plans*
- » Commission assesses

- Fifth step: **Member States**

- » Adopt *revised targets*
- » Commission assesses

- Sixth step: **Commission**

- » May decide (5.3) that Member States take *corrective measures*

● Performance scheme:

III : Implementation of performance targets (2012-14?)

● Seventh step: Member States

- » Ensure effective application
- » Apply corrective measures and incentives

● Eighth step: Commission

- » Assesses regularly
- » May decide that Member States take corrective measures

● Performance scheme:

IV : **Follow-up** (2015 ?):

- Ninth step:

- » **PRB** reports on outcome of the reference period
- » **Member States** apply incentives

- » And performance regulatory cycle started again (2015-?)



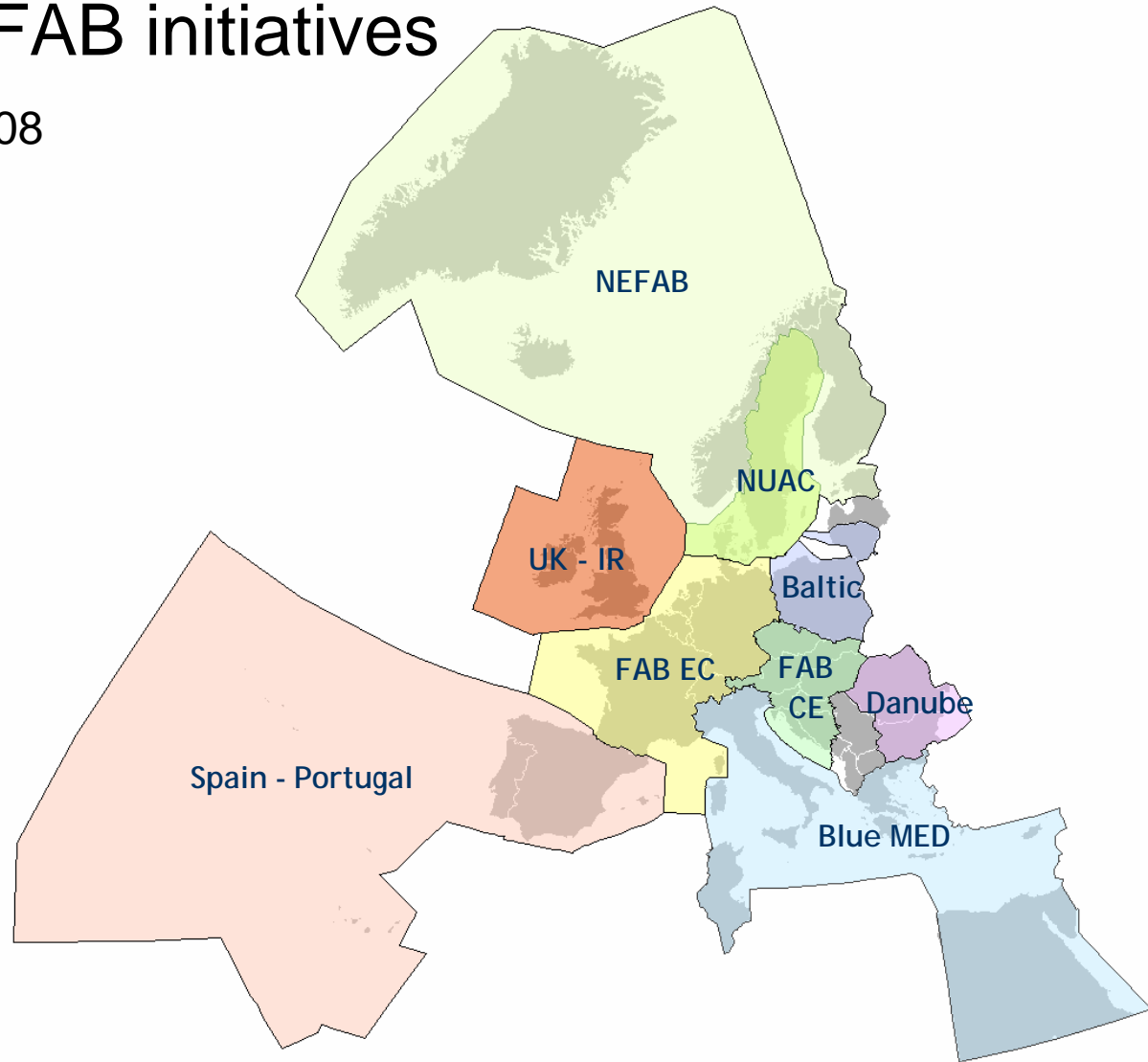
Requirements for an effective performance scheme:

- Regulation should reflect a new balance between needs of users and supply services
- Success depends on a strong partnership between Commission and Member States
- Need for strong Performance Review Body and NSAs
- FABs should act as quickly as possible as drivers to performance



Map of FAB initiatives

As of 1/7/2008



● Performance at FAB level

- FABs as a tool for performance
 - » Maintain bottom-up approach: **Member States** remain in driving seat – BUT: deadline: **2012**
 - » FABs are about synergies between service providers
 - » Reinforce **governance** of FABs
 - » Clear obstacles, with mediation of **FAB coordinator**
- Commission to assist
 - » Financial: TEN-T funding
 - » Regulation: performance plans at FAB level - provide interface FABs and Network Management
 - » Dialogue: facilitate best practices with FAB managers

● ACTION to implement FABs by 2012

● Governance:

- » **Member States** to strengthen FABs governance
- » **Member States** to organise NSA at FAB level
- » **Commission** to designate FAB coordinator (2009)

● Implementing rules:

- » **Commission** to develop guidelines, if so required
- » **Commission** to focus on FAB dimension in IRs eg charging and performance regulations

● Supporting action:

- » Best use tools: (from now onwards)
- » **Legal:** clear obstacles and integrate FAB dimension
- » **Financial:** TEN-T or common projects
- » **Dialogue:** FAB managers



Conclusion

- Study on local/regional performance planning as a first step
- Cooperation and consultation of all actors are a key to success

Have a good meeting !