



RP3 Impact Assessment

SECTORAL DIALOGUE COMMITTEE CIVIL AVIATION
Air Traffic Management Working Group Meeting
21/11/2017



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Key Objectives for RP3

01

Simplify operation of the Schemes
& improve its efficiency

02

Ensure link between Perf. Scheme
& Network Management

03

Strengthen role of the NSAs & reduce
duplication of regulatory monitoring

04

Ensure G2G approach embedded
in management of performance

05

Ensure key interdependencies
captured in target setting process

06

Ensure efficient allocation of risk
between stakeholders





01

- ex-post evaluation of the schemes in RP1
- PRB White Paper
- RP3 Hearing

02

- WP4, 5 & 6 to the ad-hoc SSC on RP3

Measures subject to the consolidation process

- 1 Sifting
- 2 Similar scope
- 3 Packaging
- 4 Options

04

- Ongoing Consultation
- Evolution of NF IR

03

- Feedback from MSs
- Inputs from NSP
- Position papers from Stakeholders Groups
- Work by ECTL
- Incentive Study
- Inputs from the recently established PRB

Scope of the IA study

Task 1

Development of options

Review of legislation

Review of thinking to date

Specification of the objectives

Option development

Task 3

Stakeholder consultation

Strategy and programme

Questionnaires and interviews

Stakeholder workshop

Collation/ review of results

Task 2

Impact assessment

Data gathering and review

Specification of IA tool

Analysis and results

Task 4

Guidance methodology

Review previous guidance

Develop new guidance

Task 0

Reporting



Consultation

- Bilateral meetings between the Commission and stakeholders groups
- Run by the consultancy:
 - 30 interviews
 - Questionnaire received from:
 - 12 NSAs
 - 14 ANSPs
 - 2 users representatives
 - 5 other stakeholders, including staff representatives and NM
 - Workshop – 14th Nov 2017 (more than 130 participants)



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Consultation – key themes emerging

- Streamlining complex operation of the schemes while considering the need for a more effective measurement of performance,
- Reinforcing the gate-to-gate approach,
- Strengthening the role of the national supervisory (NSA) while duly considering that the degree of independence, capability and resourcing of NSAs varies considerably across Member States. This goes with strengthened consultation mechanisms and constructive customers engagement,
- Having more consideration to the contribution of the Network Manager in the performance and charging schemes, since improved balancing of capacity vs. demand could achieve significant savings both in terms of delays and cost-efficiency,
- Considering modifications to traffic/cost risk sharing mechanisms on a clear rationale that reflects some analysis of appropriate risk exposure for the Air Navigation Service Providers (ANSP), and
- Improving the incentive mechanisms



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Revision of the implementing acts...

Interim Report of the IA
incl. feedback from
workshop: *late Nov 17*

Final Report of the IA:
Jan 2018

Discussion on proposed
changes : *At SSC67 on
12-13 Dec. 2017:*

Seeking the opinion of
the SSC: *At SSC68 on
13-14 March 2018*



EU-wide target setting for RP3

01

Launched CfT – Nov 17

02

Discussions at NCP Performance WG on strengthened involvement of the NSAs in EU-wide targets setting – ongoing

03

Proposed Union-wide targets & alert threshold(s) from the PRB to the Commission – Oct 2018

04

COMMISSION IMPLEMENTING DECISION – Dec 2018

