

swfab

***Second Stakeholder Consultation Forum
Supervisory Authorities Committee (SAC)***

Madrid, 17th November 2016

1 *Introduction*

2 *Framework*

3 *Implementation*

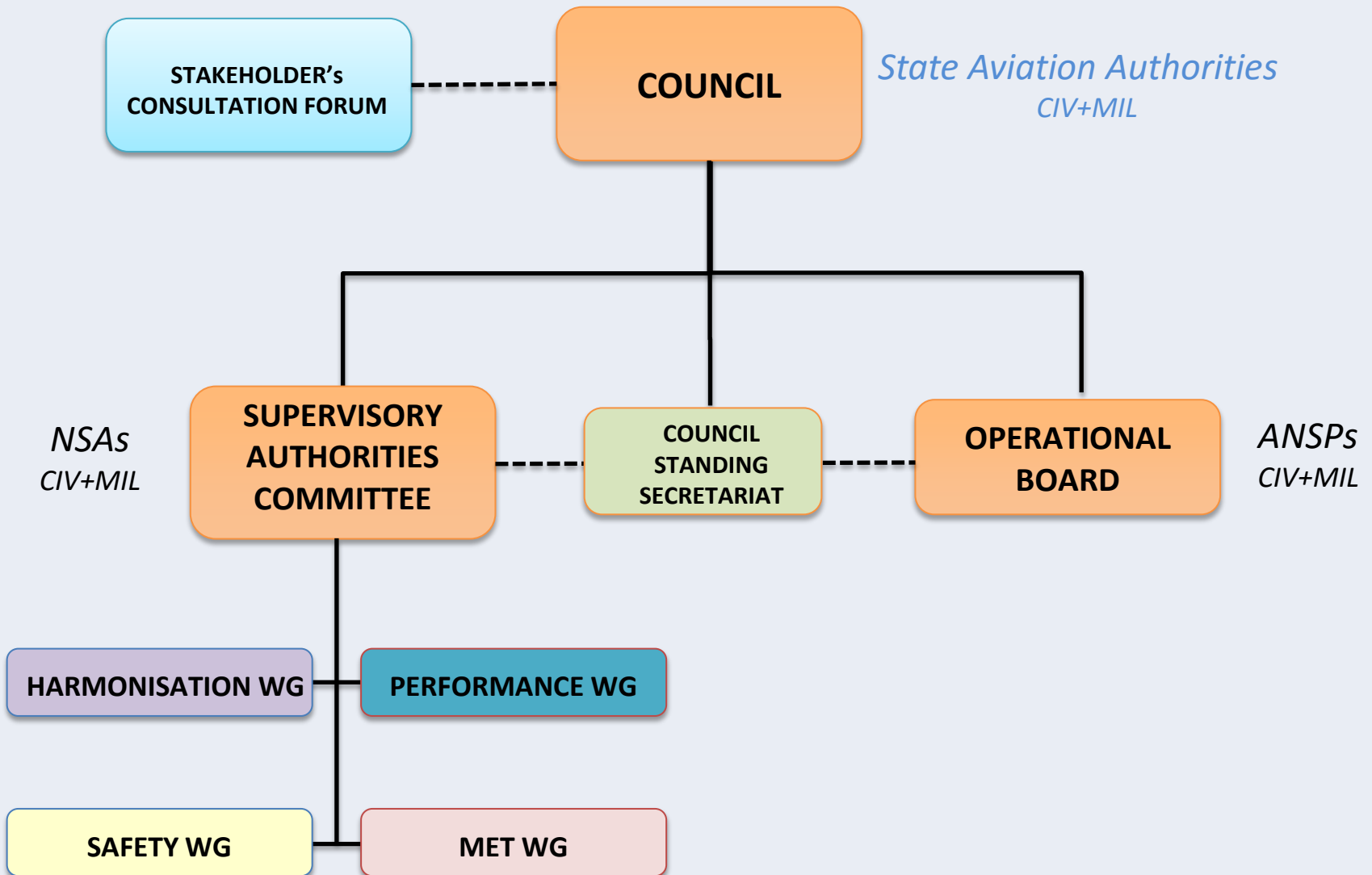
4 *Performance Scheme - SOWEPP RP2*

- *Introduction*



1 *Introduction*

- *Introduction*
- **SW FAB Organization**



- *Introduction*



Meet the SAC...



- *Introduction*
- **Supervisory Authorities Committee**



The SAC is the body established by Article 9 of the SW FAB State Agreement and developed in Article 13 of that same Agreement.

It shall assist the Council, in particular on:

- ✈ SUPERVISION – cooperation in the certification, supervision and oversight of ANSPs;***
- ✈ PERFORMANCE – a joint implementation and the achievement of the performance targets and the coordination of the implementation of performance plans;***
- ✈ HARMONISATION – harmonized rules, standards and procedures.***

- *Framework*

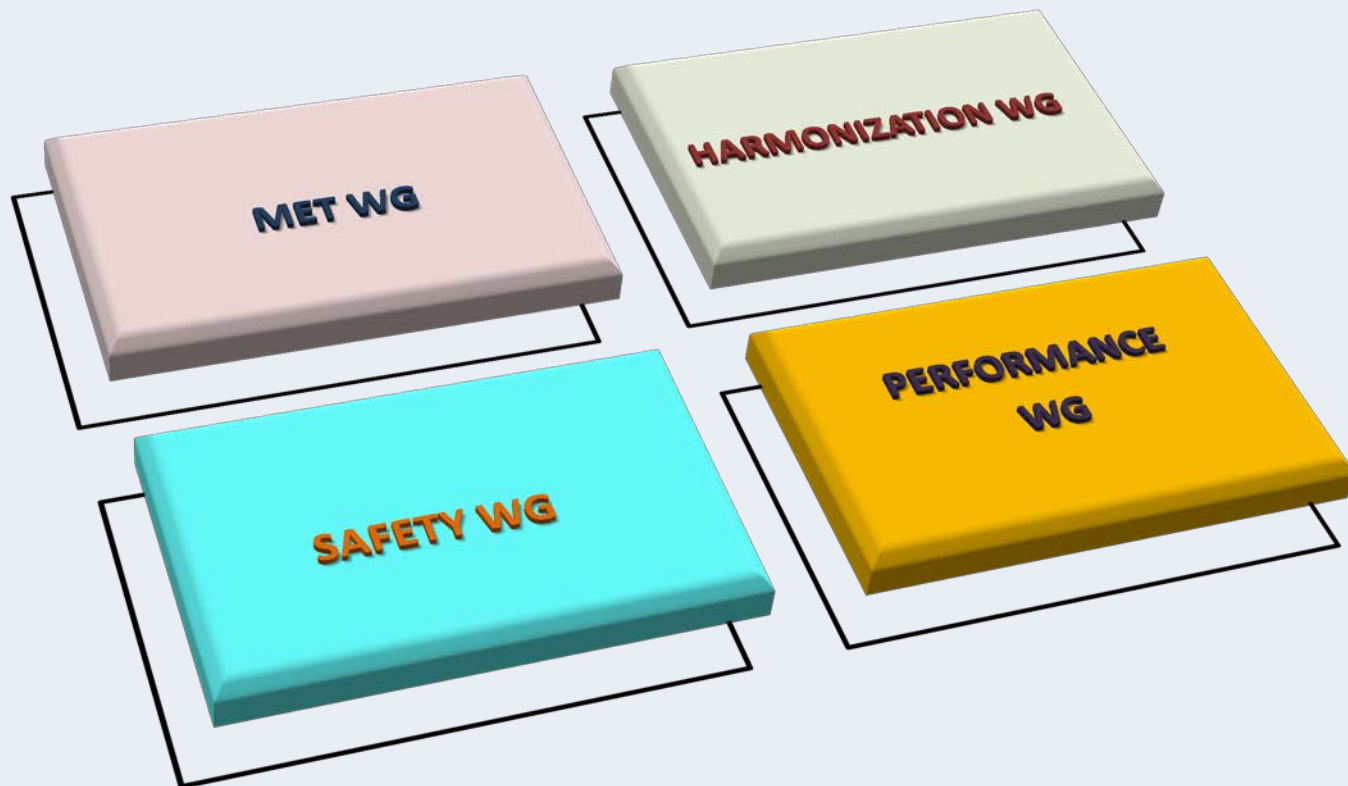


2 *Framework*

- **Framework**
- **SAC Working Structure**



The following four Standing Working Groups (WGs), which were set up by the SAC in its first meeting, develop the matters that fall under the remit of the SAC:



- **Framework**
- **SAC Safety WG Tasks**



- ✈ ***Establishment of a SW FAB common civil air navigation safety policy;***
- ✈ ***Elaboration of a joint inspection plan for ATM/ANS civil oversight activities;***
- ✈ ***Establishment of common principles on how to address safety data collection, analysis and exchange within the SW FAB;***
- ✈ ***Establishment of arrangements for setting safety targets and safety oversight in regard to the provision of air navigation services.***

- **Framework**
- **SAC Harmonization WG Tasks**



- ✈ ***Harmonization on the implementation of Regulation (UE) 2015/340 (ATCOs);***
- ✈ ***Share the external results on ICAO audits and EASA Standardization Inspections;***
- ✈ ***Establishment of common procedures for the different phases of an audit/inspection and for the safety management of changes;***
- ✈ ***Gradual creation of a common handbook of the SW FAB civil air navigation rules and procedures to supervisory and safety oversight activities.***

- **Framework**
- **SAC Meteorological WG Tasks**



- ✈ ***Establishment of a common MET oversight procedures policy;***
- ✈ ***Gradual creation of a common handbook of the SW FAB civil air navigation rules and procedures to supervisory and safety oversight activities;***
- ✈ ***Establishment of common procedures for the different phases of an audit/inspection and for the safety management of changes;***
- ✈ ***Perform common audits/inspections (Spain/Portugal observers);***
- ✈ ***Share the external results on ICAO audits and EASA Standardization Inspections.***

- **Framework**
- **SAC Performance WG Tasks**



- ✈ ***Establishment of a common charging principles and policy;***
- ✈ ***Carry out economic and financial oversight activities;***
- ✈ ***Monitoring targets of RP2 SOWEPP (safety, environment, capacity and cost-efficiency), as well as the incentive schemes;***
- ✈ ***Establishment of a common handbook of the SW FAB rules and procedures for the economic supervision;***
- ✈ ***Coordination of NSA activities in elaboration and harmonization of national performance plans.***

- *Implementation*



3 *Implementation*

- **Implementation**
- **SAC Activities (1/3)**



✈ Institutional

- ✈ Proposal of the SW FAB Safety Policy to the Council;**
- ✈ Endorsement of the SW FAB Operational Board Common Plan.**

✈ Oversight

- ✈ Supervision of the implementation of the SW FAB OB Common Plan;**
- ✈ Joint SW FAB inspections procedure;**
- ✈ Joint SW FAB procedure for the management of changes;**
- ✈ SW FAB RP2 SOWEPP Monitoring Process;**
- ✈ Roadmap for the implementation of the SAC activities as part of the SW FAB.**

- **Implementation**
- **SAC Activities (2/3)**



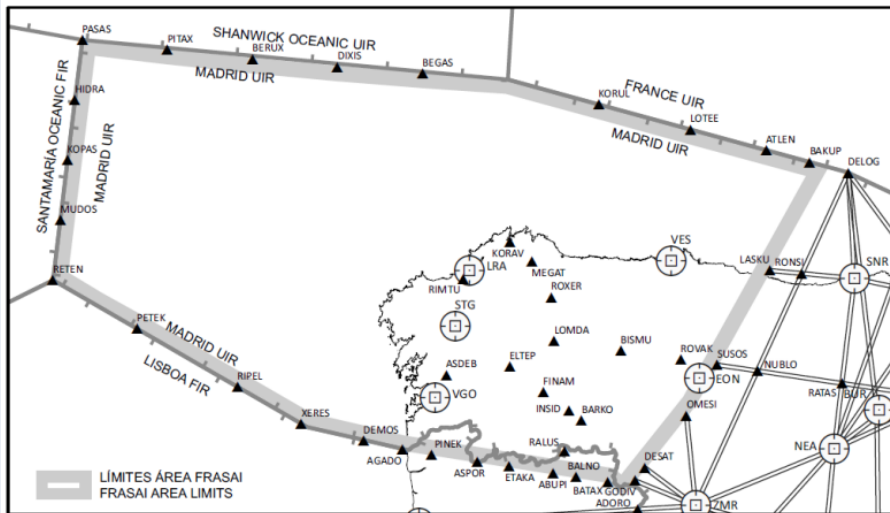
✈ Inspections

- ✈ Joint inspections carried out since 2012;**
- ✈ Joint SW FAB inspection plan.**

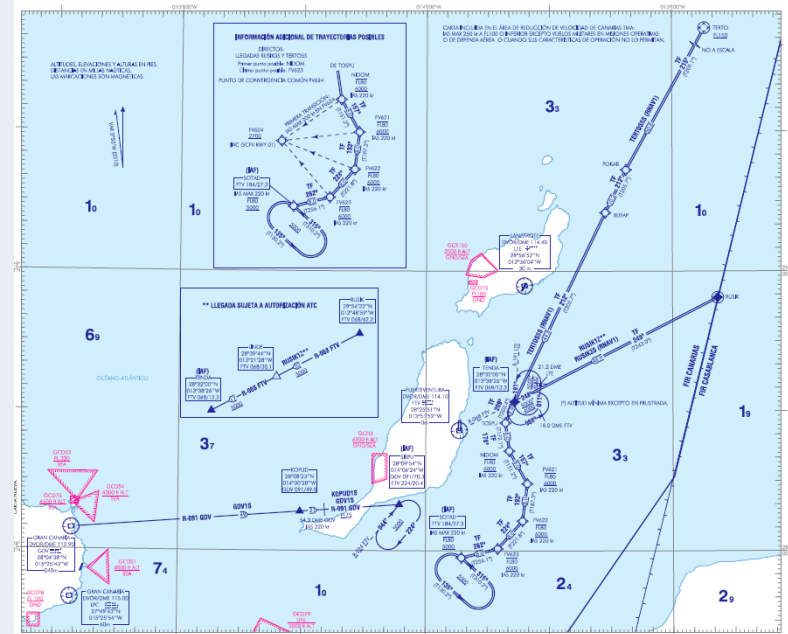
✈ Changes

- ✈ Introduction of the concept of free route airspace in the SW FAB through the FRASAI project, which entered into service in May 2014;**
- ✈ Introduction of the Point Merge System in the arrivals to the airports of Fuerteventura and Lanzarote, which entered into service in September 2014;**
- ✈ Both make part of the SW FAB Operational Board Common Plan.**

- **Implementation**
- **SAC Activities (3/3)**



FRASAI



PMS

✈ **The full detail of the activities carried out by the SAC can be found in the annual reports for 2013 and 2014 (published) and 2015 (on-going).**

- *Performance Scheme - SOWEPP RP2*

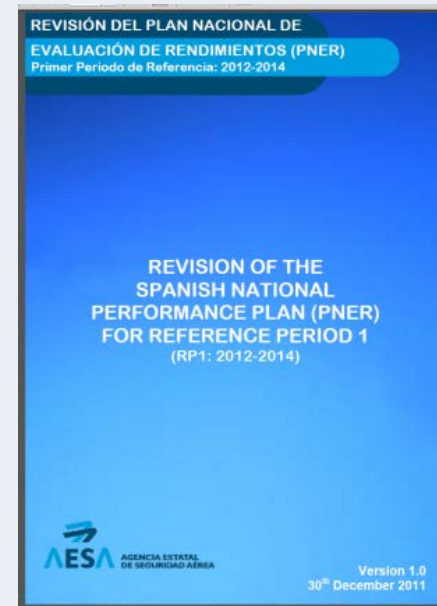
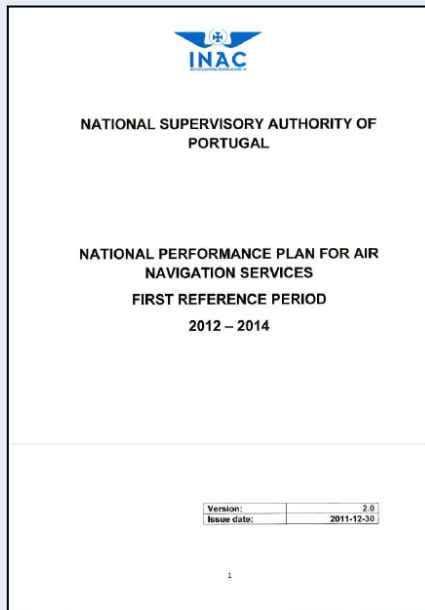


4 *Performance Scheme - SOWEPP RP2*

- **Performance Scheme - SOWEPP RP2**
- **Background - RP1**



✈ ***RP1: Performance Plans were set at National level.***

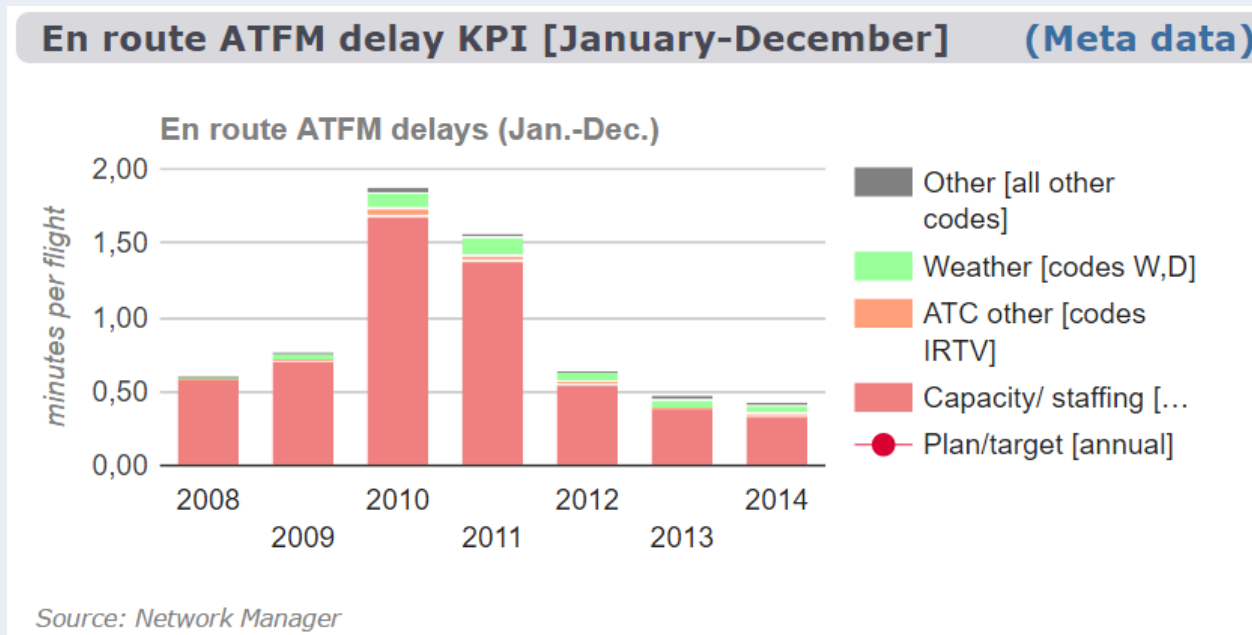


✈ ***The challenge was to adapt to the new scheme.***

- **Performance Scheme - SOWEPP RP2**
- **Background - RP1**

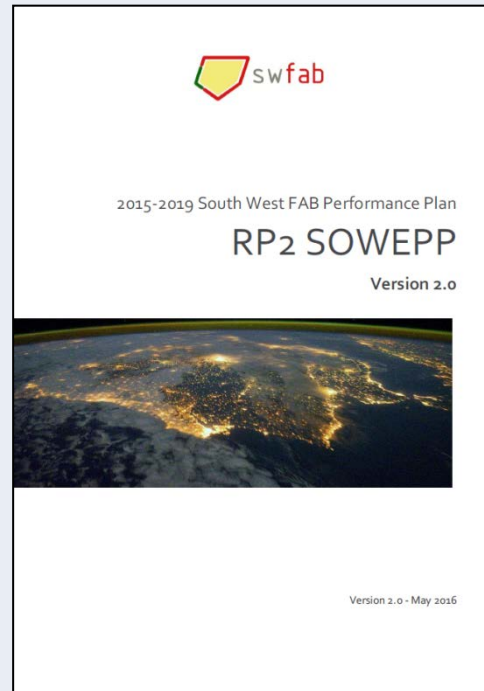


✈ SW FAB KPI figures globally improved in RP1:



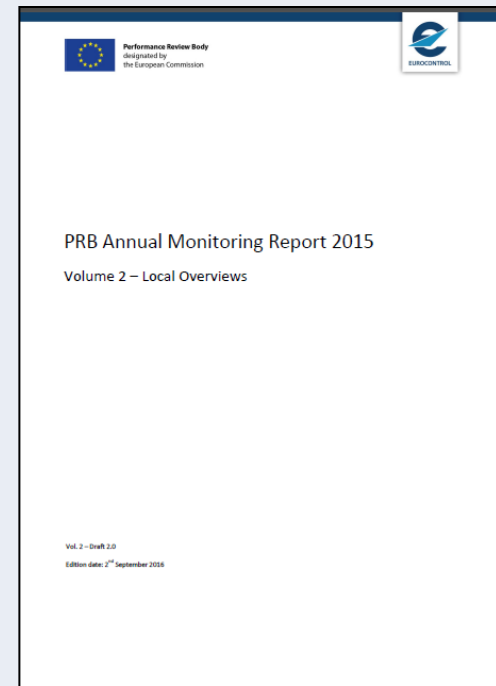
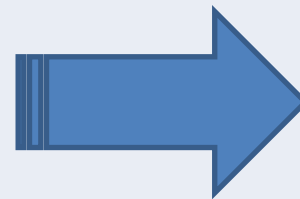
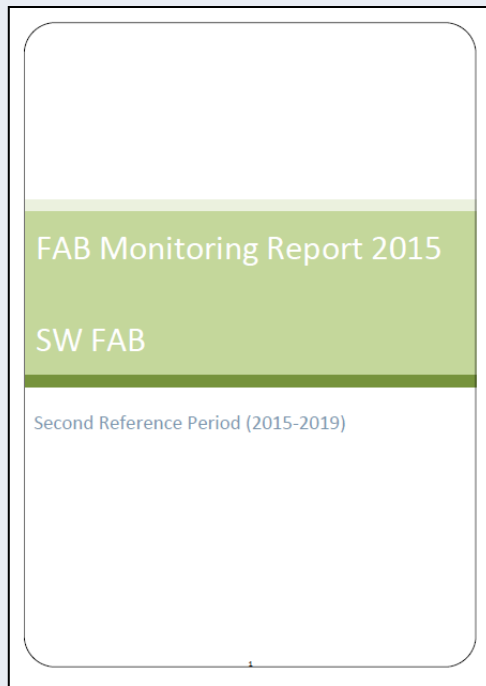
✈ In a context of great efforts for overall cost reduction.

- **Performance Scheme - SOWEPP RP2**
- **Adoption of the SOWEPP**



- ✈ ***Ultimately adopted by Portugal and Spain in May 2016.***
- ✈ ***Commission Implementing Decision (EU) 2016/599 of 15 April 2016.***

- **Performance Scheme - SOWEPP RP2**
- **SW FAB RP2 Monitoring Report 2015**

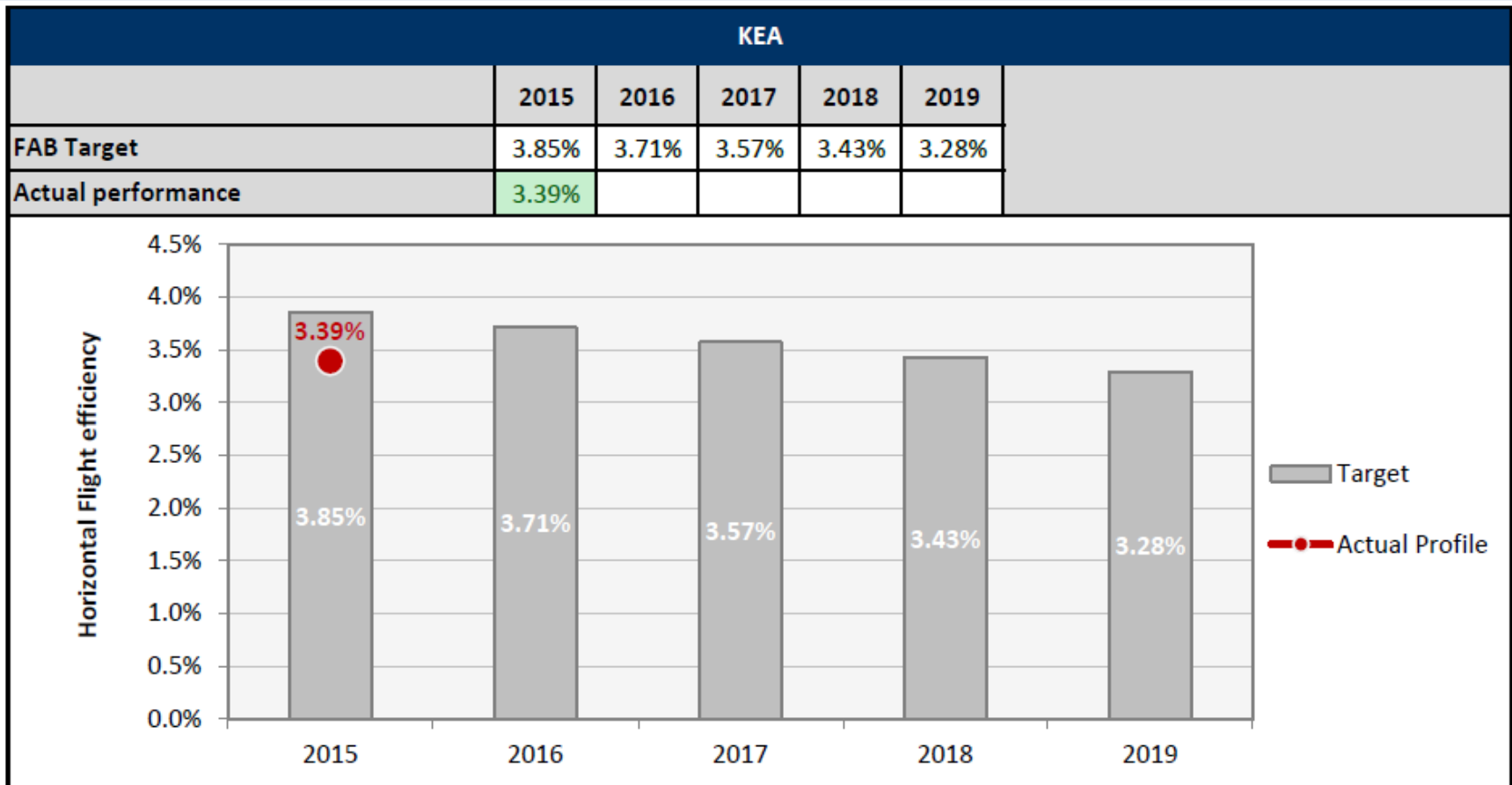


- ✈ ***SW FAB SAC submitted the Monitoring Report 2015 to the Commission.***
- ✈ ***The PRB shall finalize an overall assessment.***

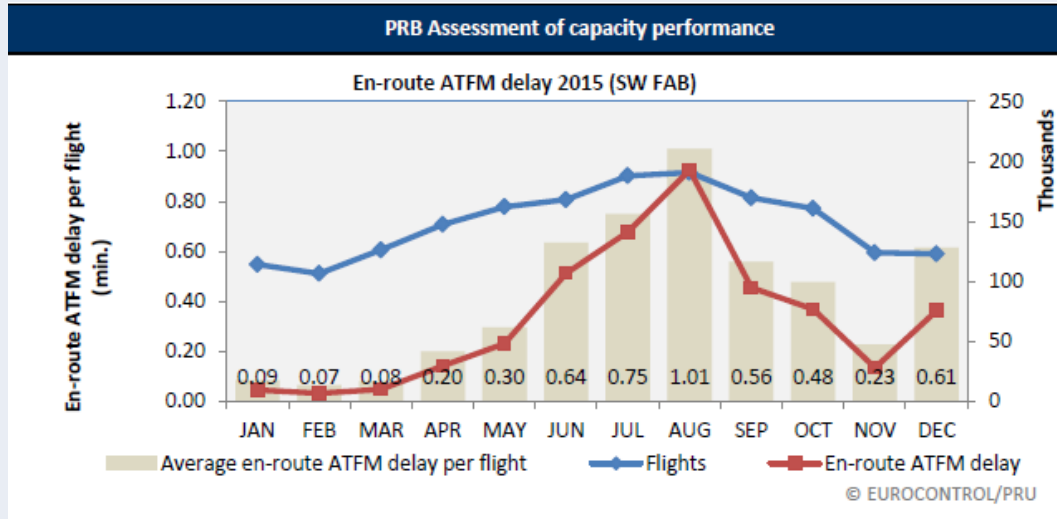
- Performance Scheme - SOWEPP RP2
- SW FAB RP2 Monitoring Report 2015



✈ *Environment performance was better than target for 2015.*



- **Performance Scheme - SOWEPP RP2**
- **SW FAB RP2 Monitoring Report 2015**



- ✈ **En-route capacity figure for 2015 was 0.46.**
- ✈ **Context conditions had an impact (e.g. strikes in France).**

Network Manager's Delay Forecast for SW-FAB (excluding industrial action and technical failures) from NOPs (2015- 2019) & (2016-2020).				
	2016	2017	2018	2019
Reference value	0.31	0.31	0.30	0.30
2015 NOP	0.35	0.36	0.36	0.37
2016 NOP	0.35	0.32	0.30	0.29

- ✈ **PRB recognizes that efforts have been made in the capacity plans.**

- **Performance Scheme - SOWEPP RP2**
- **SW FAB RP2 Monitoring Report 2015**



En route

Cost efficiency KPI#1 Determined Unit Cost (DUC) for en route ANS																
Lisbon FIR	Historical data (actual 2009-2013)						RP2 Performance Plan					RP1 PP	Average pct variation p.a.			
	2009A	2010A	2011A	2012A	2013A	2014F	2015	2016	2017	2018	2019	2014D	2009-2019	2014F-2019	2011A-2019	2014D-2019
Total en route actual/forecast/determined costs in nominal terms (in national currency)	123.200	110.341	120.421	118.061	109.369	111.001	111.331	117.510	121.528	124.852	128.310	108.774	0,4%	3%	1%	3%
Inflation %		1,40%	3,60%	2,80%	0,40%	1,40%	1,20%	1,50%	1,50%	1,50%	1,50%	0,70%				
Inflation index (Base=100 in 2012 for RP2)	92,59	93,89	97,27	100,0	100,93	102,34	103,9	105,4	107,0	108,6	108,59	109,2	1,6%	1%	2%	0%
Total en route Services Unit (TSU)	2.501,0	2.628,8	2.757,5	2.950,6	2.876,8	3.018,5	3905,3	3104,5	3122,2	3147,2	3171,1	3.072,4	2,4%	1%	2%	1%
Real en route Ucs/DUCs (in national currency at 2012 prices)	53,2	41,47	40,63	39,29	35,06	34,14	34,23	35,34	35,81	35,96	36,14	32,43	-3,8%	1%	-2%	2%
Inflation index (Base=100 in 2009)	100,00	101,40	105,05	107,99	108,42	109,94	110,5	112,20	113,80	115,50	117,30	109,94	1,6%	1%	2%	1%
Total en route actual/forecast/determined costs in nominal terms (in national currency)	123.200	108.817	114.632	109.324	100.871	100.964	100.759	104.425	106.399	107.692	109.070	98.938	-2,0%	0%	-2%	2%
Real en route Ucs/DUCs (in national currency at 2009 prices)	49,27	41,39	41,57	37,05	35,06	33,45	32,55	33,64	34,08	34,22	34,38	32,39	-3,5%	1%	-3%	1%

✈ **En route DUC:**

Lisbon FIR:

32,39 € by 2014 (2009 EUR). Annual - 8% improvement RP1.

34,38 € by 2019 (2009 EUR). Annual -3,5% improvement through RP2.

- **Performance Scheme - SOWEPP RP2**
- **SW FAB RP2 Monitoring Report 2015**



En route

Cost efficiency KPI #1: Determined unit cost (DUC) for en route ANS

	Historical data (actual 2009-2013, latest 2014 forecast)						RP2 Performance Plan					RP1 PP	Average pct variation p.a.				
	2009 A	2010 A	2011 A	2012 A	2013 A	2014 F	2015 D	2016 D	2017 D	2018 D	2019 D	2014 D	2009A-2019D	2014F-2019D	2011A-2019D	2014D-2019D	
Spain Continental																	
Total en route actual/forecast/determined costs in nominal terms (in national currency)	786.606.534	662.577.362	644.773.022	662.049.221	622.295.781	624.826.557	620.443.569	622.072.583	622.240.962	625.580.952	627.777.294	719.078.766	-2,2%	0,1%	-0,3%	-2,7%	
Inflation %		2,04%	3,10%	2,40%	1,50%	0,27%	0,84%	0,90%	1,04%	1,02%	1,05%						
Inflation index (Base = 100 in 2012)	92,82	94,72	97,66	100,00	101,50	101,78	102,63	103,55	104,63	105,70	106,81	101,54	1,4%	1,0%	1,1%	1,0%	
Total en route actual/forecast/determined costs in real terms (in national currency at 2012 prices)	847.418.510	699.512.075	660.247.574	662.049.221	613.099.291	613.928.920	604.556.195	600.748.772	594.702.683	591.852.047	587.741.057	708.189.076	-3,6%	-0,9%	-1,4%	-3,7%	
Total en route Service Units (TSU)	8.358.173	8.641.861	9.099.189	8.443.969	8.447.044	8.669.000	8.880.000	8.936.000	9.018.000	9.128.000	9.238.000	9.857.260	1,0%	1,3%	0,2%	-1,3%	
Real en route UCs/DUCs (in national currency at 2012 prices)	101,39	80,94	72,56	78,40	72,58	70,82	68,08	67,23	65,95	64,84	63,62	71,84	-4,6%	-2,1%	-1,6%	-2,4%	
Local currency (2009 prices)																	
Inflation index (Base = 100 in 2009)	100,00	102,04	105,21	107,73	109,35	109,64	110,56	111,55	112,72	113,87	115,07	109,4	1,4%	1,0%	1,1%	1,0%	
Total en route actual/forecast/determined costs in real terms (in national currency at 2009 prices)	786.606.534	649.314.078	612.867.255	614.539.613	569.102.400	569.872.494	561.172.369	557.638.172	552.025.959	549.379.889	545.563.910	657.368.405	-3,6%	-0,9%	-1,4%	-3,7%	
Real en route UCs/DUCs (in national currency at 2009 prices)	94,11	75,14	67,35	72,78	67,37	65,74	63,20	62,40	61,21	60,19	59,06	66,69	-4,6%	-2,1%	-1,6%	-2,4%	
Total en route actual costs RP1 in national currency (as per notification letter from the European Commission accepting Performance Plans for RP1)	789.446.433											721.590.771					
Total en route actual costs for services to exempted VFR flights in national currency (as per November 2010 Reporting Tables)	2.839.899											2.512.006					
Check RP1 DUR (before deduction of VFR exo):	94,45											659.664.833					
												66,92					

✈ **En route DUC:**

Spain Continental:

66.92 € by 2014 (2009 EUR). Annual -1,8% improvement RP1.

59.06 € by 2019 (2009 EUR). Annual -2,1% improvement through RP2.

- **Performance Scheme - SOWEPP RP2**
- **SW FAB RP2 Monitoring Report 2015**



Cost efficiency KPI #1: Determined unit cost (DUC) for en route ANS

	Historical data (actual 2009-2013, latest 2014 forecast)						RP2 Performance Plan					RP1 PP	Average pct variation p.a.			
	2009 A	2010 A	2011 A	2012 A	2013 A	2014 F	2015 D	2016 D	2017 D	2018 D	2019 D	2014 D	2009A-2019D	2014F-2019D	2011A-2019D	2014D-2019D
Spain Canarias																
Total en route actual/forecast/determined costs in nominal terms (in national currency)	120.125.202	109.180.983	105.057.227	110.927.726	106.531.581	105.533.670	98.528.223	98.750.683	99.003.882	98.495.359	98.326.935	111.384.844	-2,0%	-1,4%	-0,8%	-2,5%
Inflation %		2,04%	3,10%	2,40%	1,50%	0,27%	0,84%	0,90%	1,04%	1,02%	1,05%					
Inflation index (Base = 100 in 2012)	92,82	94,72	97,66	100,00	101,50	101,78	102,63	103,55	104,63	105,70	106,81	101,54	1,4%	1,0%	1,1%	1,0%
Total en route actual/forecast/determined costs in real terms (in national currency at 2012 prices)	129.411.993	115.267.168	107.578.601	110.927.726	104.957.222	103.693.051	96.005.262	95.365.642	94.622.305	93.184.871	92.056.175	109.698.038	-3,3%	-2,4%	-1,9%	-3,4%
Total en route Service Units (TSU)	1.492.498	1.539.855	1.665.737	1.599.207	1.515.812	1.515.812	1.531.000	1.528.000	1.531.000	1.537.000	1.543.000	1.795.248	0,3%	0,4%	-1,0%	-3,0%
Real en route UCs/DUCs (in national currency at 2012 prices)	86,71	74,86	64,58	69,36	69,24	68,41	62,71	62,41	61,80	60,63	59,66	61,10	-3,7%	-2,7%	-1,0%	-0,5%
Local currency (2009 prices)																
Inflation index (Base = 100 in 2009)	100,00	102,04	105,21	107,73	109,35	109,64	110,56	111,55	112,72	113,87	115,07	109,4	1,4%	1,0%	1,1%	1,0%
Total en route actual/forecast/determined costs in real terms (in national currency at 2009 prices)	120.125.202	106.995.429	99.858.605	102.967.393	97.425.341	96.251.887	89.115.786	88.522.066	87.832.072	86.497.790	85.450.091	101.825.948	-3,3%	-2,4%	-1,9%	-3,4%
Real en route UCs/DUCs (in national currency at 2009 prices)	80,49	69,48	59,95	64,39	64,27	63,50	58,21	57,93	57,37	56,28	55,38	56,72	-3,7%	-2,7%	-1,0%	-0,5%
Total en route actual costs RP1 in national currency (as per notification letter from the European Commission accepting Performance Plans for RP1)	120.326.752											111.614.238				
Total en route actual costs for services to exempted VFR flights in national currency (as per November 2010 Reporting Tables)	201.550											229.394				
Check RP1 DUR (before deduction of VFR exo):	80,62											102.035.656				
												56,84				

✈ **En route DUC:**

Spain Canarias:

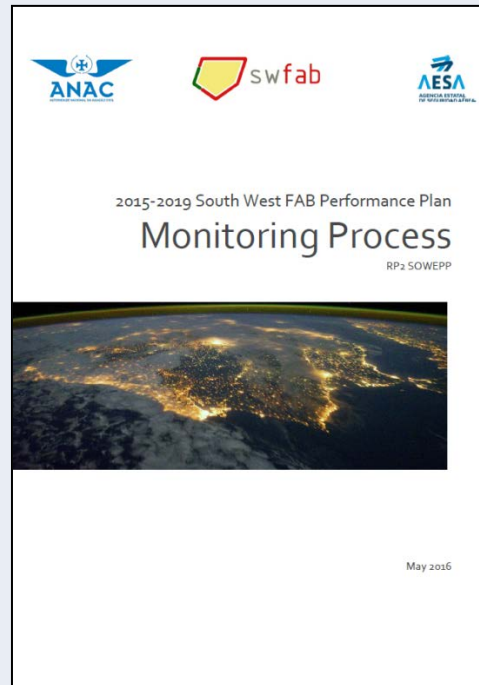
56.84 € by 2014 (2009 EUR). Annual -3,7% improvement RP1.

55.38 € by 2019 (2009 EUR). Annual -2,7% improvement through RP2.

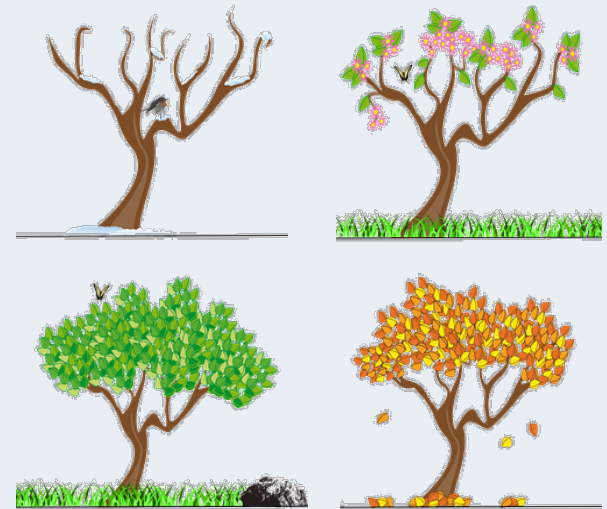
- **Performance Scheme - SOWEPP RP2**
- **SOWEPP Monitoring Process**



ANUAL REPORT



QUARTERLY MONITORING



- ✈ ***Performance monitored against targets during the year.***
- ✈ ***Better coordination between NSAs and ANSPs.***

- *Performance Scheme - SOWEPP RP2*
- *Main challenges for RP3*



- *Better support for NSAs: guidance, data, experts;*
- *Improve EU-wide vs FAB/National target setting: link them better and bring them closer to the start of the RP;*
- *Rebuild the safety approach to Performance Regulation;*
- *Include the Network Manager accountability;*
- *Improve mechanisms for performance oversight (data verification, investment control, etc.).*

- <http://www.swfab.eu>



HOME

AREAS OF WORK

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The Europe Gate To The Atlantic



The Europe gate to the Atlantic



SW FAB Developments



Removing National Borders



Free Route Initiative

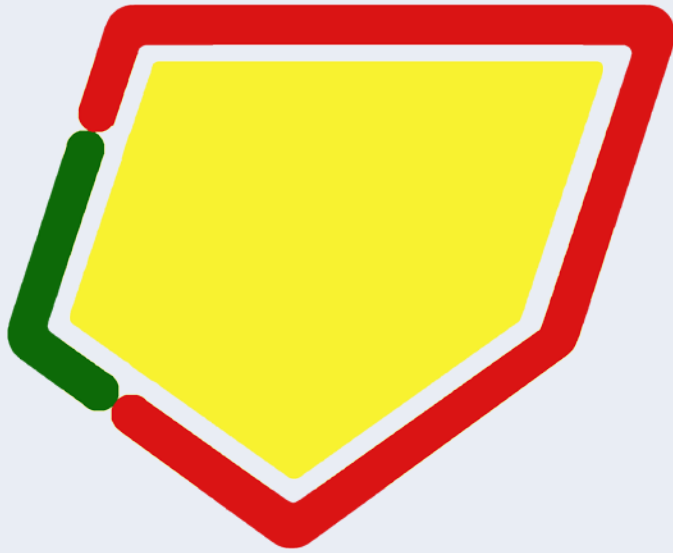


Enhancing inter-FAB
Cooperation



Co-financed by the European Union
Trans-European Transport Network (TEN-T)





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THANK YOU