

Performance Plan

Ireland

Third Reference Period (2020-2024)

Status: Draft performance plan containing revised RP3
targets (Art. 3 of IR 2020/1627 & Art. 12 of IR

Date of issue: 4.45E+04

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** Only as per Article 15(6) of the Regulation*

Signatories

| Performance plan details | |
|--|---|
| State name | Ireland |
| Status of the Performance Plan | Draft performance plan containing revised RP3 targets (Art. 3 of IR 2020/1627 & Art. 12 of IR 2019/317) |
| Date of issue | 01/10/2021 |
| Date of adoption of Draft Performance Plan | 01/10/2021 |
| Date of adoption of Final Performance Plan | |

We hereby confirm that the present performance plan is consistent with the scope of Regulation (EU) No 2019/317 pursuant to Article 1 of Regulation (EU) No 2019/317 and Article 7 of Regulation (EC) No 549/2004.

| Name, title and signature of representative | |
|--|---|
| Fintan Towey Director General of Civil Aviation in Ireland |  |

| | |
|---------------------|--|
| Additional comments | |
|---------------------|--|

| Document change record | | |
|------------------------|------|-------------------|
| Version | Date | Reason for change |
| | | |
| | | |
| | | |
| | | |

SECTION 1: INTRODUCTION

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1 - INTRODUCTION

1.1 - The situation

| | |
|--|--|
| NSA(s) responsible for drawing up the Performance Plan | IAA Safety Regulation Division (SRD), and Commission for Aviation Regulation (CAR) |
|--|--|

1.1.1 - List of ANSPs and geographical coverage and services

| | |
|-----------------|---|
| Number of ANSPs | 2 |
|-----------------|---|

| ANSP name | Services | Geographical scope |
|--|---------------------------------|---------------------|
| IAA | ANS Provision | Republic of Ireland |
| Met Eireann Aviation Services Division (ASD) | Meteorological services for ANS | Republic of Ireland |

Cross-border arrangements for the provision of ANS services

| | |
|---|---|
| Number CB arrangements where ANSPs provide services in an other State | 0 |
|---|---|

| | |
|---|---|
| Number CB arrangements where ANSPs from another State provide services in the State | 0 |
|---|---|

1.1.2 - Other entities in the scope of the Performance and Charging Regulation as per Article 1(2) last para.

| | |
|--------------------------|---|
| Number of other entities | 3 |
|--------------------------|---|

| Entity name | Domain of activity | Rationale for inclusion in the Performance Plan |
|---|--------------------------------|--|
| IAA SRD | National Supervisory Authority | Qualifying entity incurring eligible costs as per Article 15(2) of Regulation (EC) No 550/2004 |
| CAR | National Supervisory Authority | Qualifying entity incurring eligible costs as per Article 15(2) of Regulation (EC) No 550/2004 |
| Department of Transport, Air Navigation Services division | Member State | Qualifying entity incurring eligible costs as per Article 15(2) of Regulation (EC) No 550/2004 |

1.1.3 - Charging zones (see also 1.4-List of Airports)

| | | |
|-----------------|-----------------------------------|---|
| En-route | Number of en-route charging zones | 1 |
|-----------------|-----------------------------------|---|

| | |
|--------------------------|---------|
| En-route charging zone 1 | Ireland |
|--------------------------|---------|

| | | |
|-----------------|-----------------------------------|---|
| Terminal | Number of terminal charging zones | 1 |
|-----------------|-----------------------------------|---|

| | |
|--------------------------|---------------|
| Terminal charging zone 1 | Ireland - TCZ |
|--------------------------|---------------|

1.1.4 - Other general information relevant to the plan

This Performance Plan is accompanied by and should be read alongside the NSA's consultation document published in July 2021, our decision document where we address the consultation responses received, and our updated main Performance Plan financial model which shows the derivation of figures, charts, and forecasts. The IAA ANSP Business Plan is also published and referenced where appropriate. This material is also published on the following page: <https://www.aviationreg.ie/air-navigation-charges/performance-plan-with-revised-targets-for-rp3.1002.html> Other material which is appended to the revised Performance Plan are the business plan submissions from the regulated entities and the consultation responses received, which are also published on that page.

Relevant local circumstances with high significance for performance target setting and updated view on the impact of the COVID-19 crisis on the operational and financial situation of ANSPs covered in the performance plan

Overall, the draft Performance Plan aligns with the safety, capacity, and environment targets, and on a weighted average basis, outperforms the weighted average EU wide DUC target. Local circumstances mean that performance against the DUC target is varied over the period, with significant outperformance in 2020/2021, underperformance in 2022, and performance close to the targets for 2023 and 2024 (slight outperformance). In particular, the commissioning of new facilities such as the En Route Contingency Centre (CEROC), and the relatively slow recovery in En Route service units in 2022 currently forecast for Ireland by Statfor, has impacted the DUC for 2022. The CEROC will enhance the capability of the IAA ANSP to reliably provide the required level of safety, capacity, and environmental performance for En Route traffic.

At the terminal level, a major project will be delivered later this year in order to facilitate the commencement of dual runway operations at Dublin Airport, now expected from August 2022; a new €50m control tower. As well as the associated capital cost, the NSA forecasts that an increase in ATCO staffing levels will be required from 2023 in order to staff the new positions, and more engineers associated with the increased infrastructural footprint of the IAA ANSP and increased scope of services it will be providing.

As with other ANSP's, the COVID-19 crisis led to a large reduction in revenue, with service falling by approximately 60% relative to 2019. However, the IAA ANSP entered the crisis in a strong financial position and funded the revenue gap through retained earnings rather than debt. The NSA has carried out a financial stress test of the IAA ANSP, details of which are contained in our decision document.

Additional comments

In line with Irish government policy, the institutional framework for the provision of air navigation services, and the oversight of these services, is currently undergoing a process of change. The Irish Aviation Authority (IAA) is being separated into its two constituent parts, the Air Navigation Services Provider (ANSP), and the Safety Regulation Division (SRD). SRD will remain as the IAA, while the ANSP will be incorporated as a new commercial company. The existing, separate Commission for Aviation Regulation (CAR), which has roles in economic regulation, licensing, and consumer protection in aviation, will then be merged into the IAA to form a new independent sectoral regulator with responsibility for aviation regulation in relation to safety, security, licensing, economic regulation, and passenger rights.

The development and submission of the original RP3 Performance Plan in 2019 was carried out within the IAA, as the designated NSA under the SES performance and charging regulation. The designation as NSA responsible for economic regulation and cost efficiency was transferred to CAR on 1 January 2020. The SRD function of the IAA has retained NSA responsibilities under the SES other than economic regulation, including safety oversight and licensing.

When the merger is completed, all of these oversight functions will sit within the new regulator. Where we refer to 'the NSA', this should be taken to mean both CAR and the IAA SRD jointly, in advance of vesting day. From vesting day, 'the NSA' should be taken to refer to the IAA. Where we refer to 'the IAA ANSP', in advance of vesting day, this refers to the ANSP currently contained within the IAA. From vesting day, 'the IAA ANSP' should be taken to refer to the Designated Activity Company (DAC) referred to in Section 10 of the Air Navigation and Transport Bill 2020. We currently understand that this company is likely to trade under the name 'AirNav Ireland'.

For further detail, see section 2 of the Consultation document.

1.2 - Traffic Forecasts

1.2.1 - En route

En route Charging zone 1

Ireland

En route traffic forecast

STATFOR Base forecast MAY 2021 (Flight Plan 2017-19, Actual Route 2020-2024)

| STATFOR Base forecast MAY 2021 (Flight Plan 2017-19, Actual Route 2020-2024) | 2017A | 2018A | 2019A | 2020A | 2021 | 2022 | 2023 | 2024 | CAGR 2019-2024 |
|--|-------|-------|-------|--------|-------|-------|-------|-------|-------------------|
| IFR movements (thousands) | 621 | 635 | 647 | 263 | 277 | 459 | 562 | 652 | 0.2% |
| IFR movements (yearly variation in %) | | 2.3% | 1.8% | -59.3% | 5.2% | 65.8% | 22.5% | 16.0% | |
| En route service units (thousands) | 4,465 | 4,550 | 4,641 | 1,988 | 2,072 | 3,202 | 4,039 | 4,726 | 0.4% |
| En route service units (yearly variation in %) | | 1.9% | 2.0% | -57.2% | 4.2% | 54.6% | 26.1% | 17.0% | |

1.2.2 - Terminal

Terminal Charging zone 1

Ireland - TCZ

Terminal traffic forecast

STATFOR Base forecast MAY 2021

| STATFOR Base forecast MAY 2021 | 2017A | 2018A | 2019A | 2020A | 2021 | 2022 | 2023 | 2024 | CAGR 2019-2024 |
|--|-------|-------|-------|--------|------|-------|-------|-------|-------------------|
| IFR movements (thousands) | 132.2 | 137.9 | 140.7 | 53.8 | 58.6 | 104.4 | 122.4 | 140.4 | -0.1% |
| IFR movements (yearly variation in %) | | 4.3% | 2.0% | -61.8% | 8.9% | 78.1% | 17.2% | 14.7% | |
| Terminal service units (thousands) | 171.7 | 182.5 | 187.7 | 70.5 | 76.7 | 136.1 | 163.3 | 188.3 | 0.1% |
| Terminal service units (yearly variation in %) | | 6.3% | 2.8% | -62.4% | 8.8% | 77.4% | 20.0% | 15.3% | |

1.3 - Stakeholder consultation

1.3.1 - Overall outcome of the consultation of stakeholders on the performance plan

| Description of main points raised by stakeholders and explanation of how they were taken into account in developing the performance plan |
|--|
| <p>The IAA ANSP and Staff Panel are concerned that the assigned environment KPA target is too ambitious, and that it is not within their control to meet this target. This was considered by the NSA and is discussed further in the decision document, however the NSA decided not to deviate from the national reference value. They also consider that the NSA's cost proposals were insufficient to achieve the capacity targets. On the other hand, the airspace users generally supported the proposed capacity and environment targets. No party disagreed with the proposed safety targets.</p> |
| <p>The IAA ANSP and staff panel disagreed with the Operating Cost forecasts developed by Steer on behalf of the NSA, considering them to be unachievably low in order to sustain service quality. On the other hand, the airspace users and their representatives generally considered that the real increases in costs relative to 2019 were not fully justified, and requested a further review of the cost lines to seek further efficiencies (although one airline supported the forecasts). The NSA and Steer took these views into account in the development of the final forecasts, as is set out in detail in Steer's consultation response report.</p> |
| <p>Several airlines and IATA disagreed with our proposal to aim up the WACC for 2022-2024. Having considered the arguments of the airlines, we have removed the aiming up allowance from the WACC calculation. On the other hand, the IAA ANSP considered that our proposed baseline real WACC of 3.5% was based on an asset beta which was too low. Further detail of this is provided in the decision document.</p> |
| <p>On interdependencies, the Staff Panel and the IAA ANSP are concerned that we did not sufficiently consider the interdependencies between safety, capacity and cost. These comments have been considered and are reflected in the Steer consultation response report and the decision document.</p> <p>In relation to the proposed Capex plan, several airlines raised concerns about whether the plan is achievable and ask that a performance metric or process be implemented to ensure that it is delivered as planned. On the other hand, the ANSP is concerned that the Capex allowance is too low, and disputed the asset life adjustments made by the NSA.</p> |

1.3.2 - Specific consultation requirements of ANSPs and airspace users on the performance plan

| Topic of consultation | Applicable | Results of consultation |
|--|------------|--|
| Where applicable, decision to diverge from the STATFOR base forecast | No | |
| Charging policy | Yes | The charging policy is unchanged from the consultation. There were no comments received on this topic, with the exception of the ANSP's disagreement over the NSA's decision to extend the recovery of 2020/2021 unrecovered revenue to 7 years. This decision has remained unchanged as it allows a smoother impact on unit rates over time thereby balancing the interests of the IAA ANSP and airspace users. |
| Maximum financial advantages and disadvantages for the mandatory incentive scheme on capacity | Yes | The incentive schemes maximum financial advantages and disadvantages have remained unchanged from the consultation. The penalty-only scheme was supported by airspace users. |
| Where applicable, decision to modulate performance targets for the purpose of pivot values to be used for the mandatory incentive scheme on capacity | Yes | The decision to modulate the pivot value is unchanged from the consultation. This was implemented as the performance of the ANSP is already below the target when using the default pivot value. |
| Symmetric range ("dead band") for the purpose of the mandatory incentive scheme on capacity | Yes | The deadband has remained unchanged for the capacity incentive scheme. |
| Establishment or modification of charging zones | No | |
| Establishment of determined costs included in the cost base for charges | Yes | The determined costs (operating and capital) have changed based on the responses received from the IAA ANSP, Staff Panel, and airspace users. Full detail of this is given in the Steer consultation response report and the decision document. |
| Where applicable, values of the modulated parameters for the traffic risk sharing mechanism | No | |
| Where applicable, decision to apply the simplified charging scheme | No | |

| | | |
|--|-----|---|
| New and existing investments, and in particular new major investments, including their expected benefits | Yes | The IAA ANSP considered that the programme level adjustment proposed by the NSA was inappropriate, while the airspace users sought further details on certain projects, and considered that the timeline for delivery of the investment programme is ambitious. The NSA considered these points but concluded that the forecast level of investment included in the consultation proposal should remain unchanged following the consultation. Further details on the projects are set out in the decision document. |
|--|-----|---|

1.3.3 - Consultation of stakeholder groups on the performance plan

| #1 - ANSPs | |
|---|---|
| Stakeholder group composition | IAA ANSP, MET Eireann ASD |
| Dates of main meetings / correspondence | The main consultation meeting was held on 26 August 2021. A written response was received from the IAA ANSP on 31 August 2021, which has been published on the RP3 page. |
| Main issues discussed | The main issues the ANSP raised during the consultation process were: the environment target is too challenging, more so than the EU wide target; there are insufficient operating costs proposed to meet capacity targets and the incentive scheme penalty is too harsh; the ANSP is concerned about increases in NSA costs over RP3; the capex allowance is too low, the asset lives are too long; the forecast profitability is reported incorrectly in consultation material. |
| Actions agreed upon | The NSA agreed to take into account these issues, and to make changes to the proposed Performance Plan if sufficient evidence that this is warranted is provided in the written submission. |
| Points of disagreement and reasons | The environment target is appropriate given the importance of setting a challenging target in this area. Similarly, the NSA does not agree that the cost/capacity combination is not attainable, as is detailed further in the decision document. The NSA has built the capital cost allowances from the ground up and considers that its asset lives appropriately reflect the useful life of the relevant assets. The NSA considers that the level of forecast expenditure is reasonable based on the project costings it has reviewed, and past experience of under-delivery on investment programmes. Further discussion of the points raised is provided in the decision document. |
| Final outcome of the consultation | The operating cost forecasts have been updated to reflect some of the points raised by the ANSP, and are now higher, as detailed in the Steer consultation response report. The capacity and environment targets and incentive schemes are unchanged for the reasons set out above and provided in the decision document. The profitability forecasting issue has been clarified and adjusted in the published Performance Plan financial model. |

| Additional comments |
|---------------------|
| |

| #2 - Airspace Users | |
|---|---|
| Stakeholder group composition | IATA, Aer Lingus, British Airways, Etihad, IAG, Atlas Air, Ryanair, Swiss Air, Virgin Atlantic |
| Dates of main meetings / correspondence | The main consultation meeting was held on 26 August 2021. Written responses were received from Aer Lingus, British Airways, Atlas Air, IATA, and Ryanair by 31 August 2021, which have been published on the RP3 page. |
| Main issues discussed | The main topics discussed with airspace users were: the justification for the proposed real increase in ANSP operating costs relative to 2019; disagreement with the IAA ANSP on the likelihood of delays materialising; the necessity for certain Capex projects and how to ensure they are delivered on time; the inclusion of an aiming up allowance in the WACC for 2022-2024; the cost of equity being fully or partly waived; the possibility of state support for ANSPs; and the tight timeline of the consultation process. |
| Actions agreed upon | The NSA agreed to take into account these issues, and to make changes to the proposed Performance Plan if sufficient evidence that this is warranted is provided in the written submission. |

| | |
|------------------------------------|--|
| Points of disagreement and reasons | The NSA considers that a real increase in operating expenditure for the IAA ANSP is required to meet the specific service levels, given local circumstances and an increase in the scope of services being provided (for example, dual runway operations at Dublin Airport). While some adjustments have been made to operating costs taking account of airline submissions, overall the IAA ANSP operating costs are now higher than proposed at consultation due to the points it raised in its submission. The NSA does not consider that enforcing a waiver of the cost of equity on the IAA ANSP has a strong theoretical or legal basis. The NSA did not determine the timeline for the revision of Performance Plans, but allowed a month-long public consultation for written submissions from stakeholders. |
| Final outcome of the consultation | The NSA decided to remove the aiming up allowance from the WACC as discussed in the decision document. The Capex plan and allowance is unchanged. The opex allowance has been amended based on feedback from stakeholders, as is detailed in the Steer consultation response report. The NSA plans to implement a mechanism to monitor the progress of capex projects. |

| |
|---------------------|
| Additional comments |
| |

| #3 - Professional staff representative bodies | |
|--|--|
| Stakeholder group composition | Forsa, AHCPs, IALPA |
| Dates of main meetings / correspondence | The main consultation meeting was held on 26 August 2021. A written response was received from the IAA ANSP on 31 August 2021, which has been published on the RP3 page. |
| Main issues discussed | The primary concerns brought forward by the professional staff representative bodies are: the most appropriate traffic forecast is Scenario 1 rather than 2; the proposed operating costs are too low, the Steer report is not fit-for-purpose and the associated forecast staffing levels would be insufficient; and that the interdependencies between KPAs have not been properly considered by the NSA. |
| Actions agreed upon | The NSA agreed to consider any evidence that was presented in written submissions regarding the interdependencies and the determined costs. |
| Points of disagreement and reasons | The NSA believes that Scenario 2 is the most appropriate choice for the traffic forecasts in the Performance Plan, and has been recommended to NSAs. However the NSA may update the Performance Plan in October/November for the new Statfor forecasts, which will take account of the recent trends. The NSA considered the interdependencies, with the required level of performance in the Safety, Environment, and Capacity KPAs used as inputs to determine the required cost levels. |
| Final outcome of the consultation | The Operating Costs forecasts have been altered based on the feedback from all stakeholders, including the Staff Panel, and are now higher than the consultation proposal. This and the concerns regarding the interdependencies have been addressed in detail in both the Steer consultation response report and the decision document. The traffic forecasts are unchanged from the Consultation material. |

| |
|---------------------|
| Additional comments |
| |

| #4 - Airport operators | |
|---|---|
| Stakeholder group composition | None provided a response to the consultation or attended the meeting. |
| Dates of main meetings / correspondence | |
| Main issues discussed | |
| Actions agreed upon | |
| Points of disagreement and reasons | |
| Final outcome of the consultation | |

| |
|---------------------|
| Additional comments |
| |

| #5 - Airport coordinator | |
|---|--|
| Stakeholder group composition | Coordinators did not provide a response to the consultation or attend the meeting. |
| Dates of main meetings / correspondence | |

| | |
|------------------------------------|--|
| Main issues discussed | |
| Actions agreed upon | |
| Points of disagreement and reasons | |
| Final outcome of the consultation | |

| |
|---------------------|
| Additional comments |
| |

| #6 - Other (specify) | |
|---|------|
| Stakeholder group composition | None |
| Dates of main meetings / correspondence | |
| Main issues discussed | |
| Actions agreed upon | |
| Points of disagreement and reasons | |
| Final outcome of the consultation | |

| |
|---------------------|
| Additional comments |
| |

1.4 - List of airports subject to the performance and charging Regulation

1.4.1 - Airports as per Article 1(3) (IFR movements \geq 80 000)

| ICAO code | Airport name | Charging Zone | IFR air transport movements | | | |
|-----------|--------------|---------------|-----------------------------|---------|---------|---------|
| | | | 2016 | 2017 | 2018 | Average |
| EIDW | Dublin | Ireland - TCZ | 214,048 | 222,326 | 232,414 | 222,929 |

1.4.2 Other airports added on a voluntary basis as per Article 1(4)

| Number of airports | 2 | | |
|--------------------|--------------|---------------|------------------------|
| ICAO code | Airport name | Charging Zone | Additional information |
| EICK | Cork | Ireland - TCZ | |
| EINN | Shannon | Ireland - TCZ | |

| Additional comments |
|---|
| No change from the original RP3 draft Performance Plan with regard to the continued inclusion of Cork and Shannon airports in a single Terminal Charging Zone alongside Dublin Airport. |

1.5 - Services under market conditions

| | |
|--|---|
| Number of services under market conditions | 0 |
|--|---|

1.6 - Process followed to develop and adopt a FAB Performance Plan

| Description of the process |
|----------------------------|
| Not applicable |

1.7 - Establishment and application of a simplified charging scheme

| | |
|--|----|
| Is the State intending to establish and apply a simplified charging scheme for any charging zone/ANSP? | No |
|--|----|

SECTION 2: INVESTMENTS

2.1 - Investments - IAA

- 2.1.1 - Summary of investments
- 2.1.2 - Detail of new major investments
- 2.1.3 - Other new and existing investments

2.2 - Investments - Met Eireann Aviation Services Division (ASD)

- 2.2.1 - Summary of investments
- 2.2.2 - Detail of new major investments
- 2.2.3 - Other new and existing investments

Annexes of relevance to this section

ANNEX E. INVESTMENTS

NOTE: The requirements as per Annex II, 2.2.(c) are addressed in item 4.1.2

2.1 - Investments - IAA

2.1.1 - Summary of investments

| | |
|---------------------------------|----|
| Number of new major investments | 10 |
|---------------------------------|----|

| # | Name of new major investment (i.e. above 5 M€) | Total value of the asset (capex or contractual leasing value) | Value of the assets allocated to ANS in the scope of the PP | Determined costs of investment (i.e. depreciation, cost of capital and cost of leasing) (in national currency) | | | | | Lifecycle (Amortisation period in years) | Allocation (%)* | | Planned date of entry into operation |
|--|---|---|--|---|--------|--------|--------|--------|--|-----------------|----------|--|
| | | | | 2020 | 2021 | 2022 | 2023 | 2024 | | Enroute | Terminal | |
| 1 | COOPANS Builds 3.6 to 3.8 budget | 8,000 | 6,400 | | 256 | 807 | 992 | 954 | 8 years | 75% | 25% | 2021-2023 |
| 2 | New Dublin Radar 2 Replacement | 5,000 | 4,000 | | | 59 | 258 | 251 | 15 years | 75% | 25% | 2022 |
| 3 | NAVAIDS replacement program | 9,000 | 7,200 | | 13 | 144 | 322 | 565 | 12 years | 0% | 100% | 2021-2024 |
| 4 | Dublin Tower - Building | 36,391 | 36,391 | | 1,466 | 3,046 | 3,004 | 2,981 | 40 years | 0% | 100% | 2021 |
| 5 | Dublin Tower - Equipment | 13,466 | 13,466 | | 684 | 1,783 | 2,363 | 2,278 | 12 years | 0% | 100% | 2021 |
| 6 | COOPANS 2019 Roadmap Builds | 8,000 | 6,400 | | | | 22 | 261 | 8 years | 75% | 25% | 2023-2024 |
| 7 | New En Route Contingency Centre at Ballygireen | 12,255 | 12,255 | 132 | 1,891 | 1,864 | 1,808 | 1,718 | Building 40 years & ATM systems 12 years | 100% | 0% | 2020 |
| 8 | Emergency Air Situation Display System (EASDS) Replacement | 6,500 | 5,200 | 0 | 0 | 161 | 953 | 1,022 | 8 years | 75% | 25% | 2023 |
| 9 | Climate Action Plan (Sustainability Management Plan) | 5,000 | 4,000 | 0 | 16 | 76 | 271 | 501 | 20 years | 75% | 25% | 2021-2024 |
| 10 | Plant upgrade works | 7,169 | 5,735 | | | 2 | 463 | 650 | 15 years | 71% | 29% | 2021-2024 |
| Sub-total of new major investments above (1) | | 110,781 | 101,047 | 132 | 4,326 | 7,942 | 10,455 | 11,180 | | | | |
| Sub-total other new investments (2) | | 49,052 | 39,850 | 181 | 946 | 3,644 | 5,346 | 6,453 | | 59% | 41% | |
| Sub-total existing investments (3) | | | | 10,042 | 10,052 | 8,090 | 5,698 | 3,145 | | 62% | 38% | |
| Total new and existing investments (1) + (2) + (3) | | 159,833 | 140,897 | 10,356 | 15,324 | 19,676 | 21,499 | 20,779 | | | | |

* The total % enroute+terminal should be equal to 100%.

2.1.2 - Detail of new major investments

NOTE: Section 1.3 (Stakeholder Consultation) should include details on the consultation with airspace users' representatives on new major investments.

| | | | |
|--------------------------------|---|----------------------------------|----------------|
| Name of new major investment 1 | COOPANS Builds 3.6 to 3.8 budget | Total value of the asset (000's) | 6,400 € |
| Description of the asset | COOPANS is a partnership between the IAA ANSP and other ANSPs, as well as the ATM systems supplier, Thales, for the incremental delivery of ATM systems and functionality in a coordinated manner. Builds 3.6 to 2.8, split between RP2 and RP3, include features such as the addition of FAST DBS (Final Approach Spacing Tool Distance Based Separation), and Safety Nets enhancements. | | |

| | | | | | | | | |
|---|---|---|-----|-----|-----|-----|------------------|--|
| The investment is mandated by a SES Regulation (i.e. PCP/CP1/Interoperability)? Ref. to the Regulation and, if funded through Union assistance programmes, ref. to the relevant grant agreement.) | Yes | 1035/2011 and 373/2017 and CP1: Airport Integration and Throughput | | | | | | |
| Specify links to the PCP/CP1/Interoperability Regulations (add the sub-AF number(s) under each relevant box) | AF1 | AF2 | AF3 | AF4 | AF5 | AF6 | Interoperability | |
| | | s-AF2.1, s-AF2.3 | | | | | | |
| Level of impact of the investment | Network | Yes | | | | | | |
| | Local | Yes | | | | | | |
| | Non-performance | n/a | | | | | | |
| Quantitative impact per KPA | Safety | Yes e.g. improved safety nets | | | | | | |
| | Environment | Yes e.g. Time Based Separation | | | | | | |
| | Capacity | Yes e.g. Time Based Separation | | | | | | |
| | Cost Efficiency | Though not solely attributable to this project, overall the NSA has set a target of 2% ATCO productivity improvement by 2024. | | | | | | |
| Benefits for airspace users and results of the consultation of airspace users' representatives | This project was described in the consultation material. There were no specific comments on or objections to it during the consultation. The benefits for airspace users in relation to the KPAs are described above. | | | | | | | |
| Joint investment / partnership | Yes | Coopans Partnership - 6 ANSP's (IAA, LFV, NAVIAIR, AUSTROCONTROL, CROCONTROL, NAV PORTUGAL) | | | | | | |
| Investment in ATM systems | Yes | | | | | | | |
| If investment in ATM system, type? | New system | | | | | | | |
| If investment in ATM system, Reference to European ATM Master Plan / PCP | PCP | | | | | | | |

| | | | | | | | | |
|--|---|---|-----|-----|-----|----------------------------------|------------------|--|
| Name of new major investment 2 | New Dublin Radar 2 Replacement | | | | | Total value of the asset (000's) | 4,000 € | |
| Description of the asset | To replace Dublin RADAR 2 which is stated to be at end of life, and also to deliver a second RADAR at an off-airfield site. The first of these RADARs has already been delivered. | | | | | | | |
| The investment is mandated by a SES Regulation (i.e. PCP/CP1/Interoperability)? | No | | | | | | | |
| Specify links to the PCP/CP1/Interoperability Regulations (add the sub-AF number(s) under each relevant box) | AF1 | AF2 | AF3 | AF4 | AF5 | AF6 | Interoperability | |
| | | | | | | | | |
| Level of impact of the investment | Network | Yes | | | | | | |
| | Local | Yes | | | | | | |
| | Non-performance | n/a | | | | | | |
| Quantitative impact per KPA | Safety | Yes, through more reliable RADAR systems. | | | | | | |
| | Environment | yes, through avoiding future ATC delays. | | | | | | |
| | Capacity | yes, through avoiding future ATC delays. | | | | | | |
| | Cost Efficiency | Yes, through safeguarding terminal ATCO productivity. | | | | | | |

| | | |
|--|---|--|
| Results of the consultation of airspace users' representatives | This project was described in the consultation material. Airspace users queried whether any satellite-based alternatives to radar were available that could provide the same outputs at lower cost. The NSA followed up on this question with the IAA ANSP who argued that ADS-B on its own is not sufficient to provide the required dual source of aircraft positional information, necessitating Radar use to avoid unplanned reversion to 5 NM separations in the Dublin TMA. | |
| Joint investment / partnership | No | |
| Investment in ATM systems | Yes | |
| If investment in ATM system, type? | New system | (Both new and replacement of existing RADAR) |
| If investment in ATM system, Reference to European ATM Master Plan / PCP | Master Plan (non-PCP) | |

| | | | | | | | | |
|--|--|---|-----|-----|-----|-----|----------------------------------|----------------|
| Name of new major investment 3 | NAVAIDS replacement program | | | | | | Total value of the asset (000's) | 7,200 € |
| Description of the asset | To replace the existing Instrument Landing System (ILS) and Instrument Runway Visual Range (IRVR) systems at the three state airports Dublin, Shannon, and Cork. | | | | | | | |
| The investment is mandated by a SES Regulation (i.e. PCP/CP1/Interoperability)? Ref. to the Regulation and, if funded through Union assistance programmes, ref. to the | Yes | EU 1035/2011 and EU 373/2017 | | | | | | |
| Specify links to the PCP/CP1/Interoperability Regulations (add the sub-AF number(s) under each relevant box) | AF1 | AF2 | AF3 | AF4 | AF5 | AF6 | Interoperability | |
| Level of impact of the investment | Network | Yes | | | | | | |
| | Local | Yes | | | | | | |
| | Non-performance | n/a | | | | | | |
| Quantitative impact per KPA | Safety | Yes, through more reliable ILS and IRVR systems. | | | | | | |
| | Environment | n/a | | | | | | |
| | Capacity | Yes, reduces delays potentially resulting from unscheduled maintenance. | | | | | | |
| | Cost Efficiency | Yes, reduces the need for costly unscheduled maintenance. The NSA has built efficiency adjustments into the operating cost forecasts to take account of the replacement of older, high-maintenance assets, with new assets. | | | | | | |
| Benefits for airspace users and results of the consultation of airspace users' representatives | This project was described in the consultation material. There were no specific comments on or objections to it during the consultation. The benefits are as described above in relation to the four KPAs. | | | | | | | |
| Joint investment / partnership | No | | | | | | | |
| Investment in ATM systems | Yes | | | | | | | |
| If investment in ATM system, type? | Replacement investment | | | | | | | |
| If investment in ATM system, Reference to European ATM Master Plan / PCP | Master Plan (non-PCP) | | | | | | | |

| | | | | | | | | |
|---------------------------------------|--------------------------------|--|--|--|--|--|----------------------------------|-----------------|
| Name of new major investment 4 | Dublin Tower - Building | | | | | | Total value of the asset (000's) | 36,391 € |
|---------------------------------------|--------------------------------|--|--|--|--|--|----------------------------------|-----------------|

| | | | | | | | | |
|---|---|--|-----|-----|-----|-----|------------------|--|
| Description of the asset | New control Tower building at Dublin Airport, which is an unavoidable investment if the IAA is to provide dual runway ATM services at Dublin Airport. The project is now almost complete. This investment cost line refers only to the building costs. | | | | | | | |
| The investment is mandated by a SES Regulation (i.e. PCP/CP1/Interoperability)? Ref. to the Regulation and, if funded through Union assistance programmes, ref. to the relevant grant agreement.) | Yes | EU 1035/2011 and EU 373/2017 | | | | | | |
| Specify links to the PCP/CP1/Interoperability Regulations (add the sub-AF number(s) under each relevant box) | AF1 | AF2 | AF3 | AF4 | AF5 | AF6 | Interoperability | |
| Level of impact of the investment | Network | Yes | | | | | | |
| | Local | Yes | | | | | | |
| | Non-performance | n/a | | | | | | |
| Quantitative impact per KPA | Safety | n/a | | | | | | |
| | Environment | In tandem with the new runway, this investment will have a significant impact in reduced taxi times at Dublin Airport, when traffic recovers, and is expected to also lead to reduce additional time in terminal airspace. | | | | | | |
| | Capacity | Provides for growth at Dublin airport and facilitates the new Northern Parallel Runway being built by the airport authority (daa). | | | | | | |
| | Cost Efficiency | n/a | | | | | | |
| Benefits for airspace users and results of the consultation of airspace users' representatives | This project was described in the consultation material. Airspace users had queries regarding the missing cost information that was mentioned in the Performance Plan consultation document. The NSA followed up with the IAA ANSP on this information and it was later provided and has been verified. | | | | | | | |
| Joint investment / partnership | No | | | | | | | |
| Investment in ATM systems | No | | | | | | | |
| If investment in ATM system, type? | Click to select | | | | | | | |
| If investment in ATM system, Reference to European ATM Master Plan / PCP | Click to select | | | | | | | |

| | | | | | | | | |
|---|---|------------------------------|-----|-----|-----|----------------------------------|------------------|--|
| Name of new major investment 5 | Dublin Tower - Equipment | | | | | Total value of the asset (000's) | 13,466 € | |
| Description of the asset | New Control Tower equipment at Dublin Airport | | | | | | | |
| The investment is mandated by a SES Regulation (i.e. PCP/CP1/Interoperability)? Ref. to the Regulation and, if funded through Union assistance programmes, ref. to the relevant grant agreement.) | Yes | EU 1035/2011 and EU 373/2017 | | | | | | |
| Specify links to the PCP/CP1/Interoperability Regulations (add the sub-AF number(s) under each relevant box) | AF1 | AF2 | AF3 | AF4 | AF5 | AF6 | Interoperability | |
| Level of impact of the investment | Network | Yes | | | | | | |
| | Local | Yes | | | | | | |
| | Non-performance | n/a | | | | | | |
| | Safety | n/a | | | | | | |

| | | |
|--|---|--|
| Quantitative impact per KPA | Environment | In tandem with the new runway, this investment will have a significant impact in reduced taxi times at Dublin Airport, when traffic recovers, and is expected to also lead to reduce additional time in terminal airspace. |
| | Capacity | Provides for growth at Dublin airport and facilitates the new Northern Parallel Runway being built by the airport authority (daa). |
| | Cost Efficiency | n/a |
| Benefits for airspace users and results of the consultation of airspace users' representatives | This project was described in the consultation material. Airspace users had queries regarding the missing cost information that was mentioned in the Performance Plan. The NSA followed up with the IAA ANSP on this information and it was later provided. | |
| Joint investment / partnership | No | |
| Investment in ATM systems | Yes | |
| If investment in ATM system, type? | New system | |
| If investment in ATM system, Reference to European ATM Master Plan / PCP | Master Plan (non-PCP) | |

| | | | | | | | | |
|---|--|---|---------------------------------|---------------------------------|---------------------------------|---------------------------------|----------------------------------|----------------|
| Name of new major investment 6 | COOPANS 2019 Roadmap Builds | | | | | | Total value of the asset (000's) | 6,400 € |
| Description of the asset | This project provides for the next round of COOPANS builds intended to provide further functionalities to the ATM systems to enhance efficiency and safety. | | | | | | | |
| The investment is mandated by a SES Regulation (i.e. PCP/CP1/Interoperability)? Ref. to the Regulation and, if funded through Union assistance programmes, ref. to the relevant grant agreement.) | Yes | 1035/2011 and 373/2017 & CP1. The specifics of these builds are not yet fully defined by the COOPANS partners so it is not clear which exact CP1 functionalities they will provide for, but current expectations are outlined below at row 171. | | | | | | |
| Specify links to the PCP/CP1/Interoperability Regulations (add the sub-AF number(s) under each relevant box) | AF1 | AF2 | AF3 | AF4 | AF5 | AF6 | Interoperability | |
| | Yes- specifics to be confirmed. | Yes- specifics to be confirmed. | Yes- specifics to be confirmed. | Yes- specifics to be confirmed. | Yes- specifics to be confirmed. | Yes- specifics to be confirmed. | Yes- specifics to be confirmed. | |
| Level of impact of the investment | Network | Yes | | | | | | |
| | Local | Yes | | | | | | |
| | Non-performance | n/a | | | | | | |
| Quantitative impact per KPA | Safety | Yes | | | | | | |
| | Environment | Yes | | | | | | |
| | Capacity | Yes | | | | | | |
| | Cost Efficiency | Yes | | | | | | |
| Benefits for airspace users and results of the consultation of airspace users' representatives | This project was described in the consultation material. There were no specific comments on or objections to it during the consultation. The project is expected to deliver benefits in relation to all four KPAs as outlined above. | | | | | | | |
| Joint investment / partnership | Yes | Coopans Partnership - 6 ANSP's (IAA, LFV, NAVIAIR, AUSTROCONTROL, CROCONTROL, NAV PORTUGAL) | | | | | | |
| Investment in ATM systems | Yes | | | | | | | |
| If investment in ATM system, type? | New system | The investment consists of both new functionality and upgrade to existing functionality. | | | | | | |
| If investment in ATM system, Reference to European ATM Master Plan / PCP | PCP | | | | | | | |

| | | | | | | | | |
|--|--|---|-----|-----|-----|-----|----------------------------------|-----------------|
| Name of new major investment 7 | New En Route Contingency Centre at Ballygireen | | | | | | Total value of the asset (000's) | 12,255 € |
| Description of the asset | The facility is intended to provide up to 100% of the capacity of the Ballycasey centre under single person operation conditions. From an operational perspective, ATCOs will use similar procedures and equipment as in normal operations at Ballycasey ACC. As noted by the IAA ANSP, this project will enhance contingency and resilience of the provision of air traffic services, ensuring that En Route capacity targets can be met even in the event of a severe incident at the Ballycasey centre. | | | | | | | |
| The investment is mandated by a SES Regulation (i.e. PCP/CP1/Interoperability)? | No | | | | | | | |
| Specify links to the PCP/CP1/Interoperability Regulations (add the sub-AF number(s) under each relevant box) | AF1 | AF2 | AF3 | AF4 | AF5 | AF6 | Interoperability | |
| Level of impact of the investment | Network | Yes | | | | | | |
| | Local | Yes | | | | | | |
| | Non-performance | | | | | | | |
| Quantitative impact per KPA | Safety | Yes, through enhanced contingency. | | | | | | |
| | Environment | n/a | | | | | | |
| | Capacity | Yes through increased capacity and resilience. | | | | | | |
| | Cost Efficiency | Yes, through lower running costs for the En Route Contingency centre when operational as staff will be displaced by 10km not 300km as with Shannon from Dublin. | | | | | | |
| Results of the consultation of airspace users' representatives | This project was described in the consultation material. There were no specific comments on or objections to it during the consultation. | | | | | | | |
| Joint investment / partnership | No | | | | | | | |
| Investment in ATM systems | Yes | The project includes the cost of the building and also the ATM systems. | | | | | | |
| If investment in ATM system, type? | New system | | | | | | | |
| If investment in ATM system, Reference to European ATM Master Plan / PCP | Master Plan (non-PCP) | | | | | | | |

| | | | | | | | | |
|--|---|--|-----|-----|-----|-----|----------------------------------|----------------|
| Name of new major investment 8 | Plant upgrade works | | | | | | Total value of the asset (000's) | 5,735 € |
| Description of the asset | This is a major Mechanical and Electrical (M&E) asset care project allowance (including associated civil works) at 15 IAA ANSP facilities. The project predominantly relates to heating, ventilation and air conditioning (HVAC), chillers & pumps, and Building Management System works. | | | | | | | |
| The investment is mandated by a SES Regulation (i.e. PCP/CP1/Interoperability)? | No | | | | | | | |
| Specify links to the PCP/CP1/Interoperability Regulations (add the sub-AF number(s) under each relevant box) | AF1 | AF2 | AF3 | AF4 | AF5 | AF6 | Interoperability | |
| Level of impact of the investment | Network | | | | | | | |
| | Local | Potential risk to IAA operational equipment, operations rooms and personnel mitigated. | | | | | | |
| | Non-performance | Yes. | | | | | | |
| | Safety | | | | | | | |
| | Environment | | | | | | | |

| | | |
|--|--|---|
| Quantitative impact per KPA | Capacity | With the replacement of end of life plant and equipment the risk of direct impact on operations is mitigated, enabling safe operation of IAA Operational equipment and personnel. |
| | Cost Efficiency | Yes- the NSA has built efficiency adjustments into the operating cost forecasts to take account of the replacement of older, high-maintenance assets, with new assets. |
| Results of the consultation of airspace users' representatives | This project was described in the consultation material. There were no specific comments on or objections to it during the consultation. | |
| Joint investment / partnership | No | |
| Investment in ATM systems | No | |
| If investment in ATM system, type? | Click to select | |
| If investment in ATM system, Reference to European ATM Master Plan / PCP | Click to select | |

| | | | | | | | | |
|--|--|--|-----|-----|-----|-----|----------------------------------|----------------|
| Name of new major investment 9 | Emergency Air Situation Display System (EASDS) Replacement | | | | | | Total value of the asset (000's) | 5,200 € |
| Description of the asset | The purpose of this project is to replace the current EASDS which was introduced into operational service in 2008. The EASDS is used as a contingency ATC system in the event of a major failure of the COOPANS system. | | | | | | | |
| The investment is mandated by a SES Regulation (i.e. PCP/CP1/Interoperability)? Ref. to the Regulation and, if funded through Union assistance programmes, ref. to the | Yes | EU 2017/373 | | | | | | |
| Specify links to the PCP/CP1/Interoperability Regulations (add the sub-AF number(s) under each relevant box) | AF1 | AF2 | AF3 | AF4 | AF5 | AF6 | Interoperability | |
| Level of impact of the investment | Network | Yes | | | | | | |
| | Local | Yes | | | | | | |
| | Non-performance | | | | | | | |
| Quantitative impact per KPA | Safety | This system is required to comply with safety regulations and offers backup to the COOPANS system. | | | | | | |
| | Environment | n/a | | | | | | |
| | Capacity | n/a | | | | | | |
| | Cost Efficiency | n/a | | | | | | |
| Benefits for airspace users and results of the consultation of airspace users' representatives | This project was described in the consultation material. Airspace users queried why the EASDS was necessary and why COOPANS did not have in-built redundancy. The NSA followed up with the IAA ANSP on this and they argued that a fully independent backup system is necessary to ensure business continuity in the event of a COOPANS failure. | | | | | | | |
| Joint investment / partnership | No | | | | | | | |
| Investment in ATM systems | Yes | | | | | | | |
| If investment in ATM system, type? | Replacement investment | | | | | | | |
| If investment in ATM system, Reference to European ATM Master Plan / PCP | Master Plan (non-PCP) | | | | | | | |

| | | | | | | | | |
|--|--|---|-----|-----|-----|-----|----------------------------------|---------|
| Name of new major investment 10 | Climate Action Plan (Sustainability Management Plan) | | | | | | Total value of the asset (000's) | 4,000 € |
| Description of the asset | The purpose of this project is to commence a number of projects (and to continue several underway) aimed at helping the IAA ANSP achieve its aim of becoming carbon neutral in its use of energy, and enhance sustainability. The project is expected to deliver a range of assets including electric vehicles and charging infrastructure, a photovoltaic farm, and building insulation and HVAC works. | | | | | | | |
| The investment is mandated by a SES Regulation (i.e. | No | | | | | | | |
| Specify links to the PCP/CP1/Interoperability Regulations (add the sub-AF number(s) under each relevant box) | AF1 | AF2 | AF3 | AF4 | AF5 | AF6 | Interoperability | |
| Level of impact of the investment | Network | | | | | | | |
| | Local | | | | | | | |
| | Non-performance | Yes | | | | | | |
| Quantitative impact per KPA | Safety | n/a | | | | | | |
| | Environment | n/a | | | | | | |
| | Capacity | n/a | | | | | | |
| | Cost Efficiency | Yes. The NSA expects that this project in particular will lead to significant cost savings on non-staff cost lines such as utilities, and has built this into the cost forecasts. | | | | | | |
| Results of the consultation of airspace users' representatives | This project was described in the consultation material. Airspace users enquired as to what specific projects will be included as part of the Climate Action Plan. The IAA ANSP has provided the NSA with an overview of the various initiatives it plans to undertake in RP3, and details have been provided in our decision document. | | | | | | | |
| Joint investment / partnership | Yes | These projects are part of the national Climate Action Plan | | | | | | |
| Investment in ATM systems | No | | | | | | | |
| If investment in ATM system, type? | Click to select | | | | | | | |

2.1.3 - Other new and existing investments

2.1.3.1 - Overall description and justification of the costs nature and benefits of other new and existing investments in fixed assets planned over the reference period

A full description of all IAA ANSP Investments during RP3, which are not the Major Investments listed above, or considered 'main' investments, is included in Appendix 1 of the Consultation Document of July 2021, and the associated capital costs by project cost line are modelled in the 'ANSP Capex (CAR)' sheet in the Performance Plan model, row 49 to row 1329. Other Investments are split in three categories:

- 1) Property and Security Projects: The types of works envisioned in these projects are structural refurbishments and alterations, M&E and plant refurbishments/replacements, and a small minority of new build works.
- 2) ICT projects: These projects include cybersecurity and life-cycle replacement for PCs, laptops, ICT servers, and printers.
- 3) The third appendix includes other network and security, flight data processing and communications, and surveillance related projects.

2.1.3.2 - Details of the main other new investments in fixed assets planned over the reference period

| | |
|---------------------------------|---|
| Number of new other investments | 0 |
|---------------------------------|---|

| # | Name of investment | Total value of the asset (capex or contractual leasing value) | Value of the assets allocated to ANS in the | Determined costs of investment (i.e. depreciation, cost of capital and cost of leasing) (in national currency) | | | | | Description |
|----|--------------------|---|---|--|------|------|------|------|-------------|
| | | | | 2020 | 2021 | 2022 | 2023 | 2024 | |
| 20 | | | | | | | | | |

2.2 - Investments - Met Eireann Aviation Services Division (ASD)

2.2.1 - Summary of investments

| | |
|---------------------------------|---|
| Number of new major investments | 0 |
|---------------------------------|---|

2.2.3 - Other new and existing investments

2.2.3.1 - Overall description and justification of the costs nature and benefits of other new and existing investments in fixed assets planned over the reference period

A number of capital investment projects are planned for the coming years in the context of the SES and ICAO regulatory frameworks and with the intention of developing scientific capacity and improved quality of service. While some of the capital projects are focused specifically on supporting aeronautical meteorological functions, others are cross cutting with planned investments intended to also support other Met Éireann activities along with the aviation function.

2.2.3.2 - Details of the main other new investments in fixed assets planned over the reference period

| | |
|---------------------------------|---|
| Number of new other investments | 7 |
|---------------------------------|---|

| # | Name of investment | Total value of the asset (capex or contractual leasing value) | Value of the assets allocated to ANS in the scope of the PP | Determined costs of investment (i.e. depreciation, cost of capital and cost of leasing) (in national currency) | | | | | Description |
|---|---|---|---|--|------|------|------|------|---|
| | | | | 2020 | 2021 | 2022 | 2023 | 2024 | |
| 1 | Aviation Modernisation and Modernisation Project (AMAP) | 13,000 | 3,900 | 536 | 536 | 439 | 439 | 0 | This is a carryover project from RP2. It will ensure regulatory compliance with ICAO Annex 3 and CIR (EU_2017/373). It will allow greater operator efficiency by increasing the temporal and spatial resolution of weather observations, and by supporting other aviation projects. |
| 2 | RADAR Upgrade (RP3 capitalisations only) | 2,500 | 675 | 0 | 0 | 16 | 16 | 27 | The current RADAR network is close to the end of its useful life, and as such is being upgraded from 2 to 5 sites, significantly increasing the domain covered within Shannon FIR. It will allow ATS to overlay RADAR data onto ATM workstations, improving situational awareness and decision making by ATCOs. |
| 3 | Auto Climate Network | 0 | 0 | 0 | 0 | 0 | 0 | 0 | The data provided by this allows MET to support ATM through atmosphere modeling, pilot briefings, search and rescue services, and preparation of reports for the Air Accident Investigation Unit. No proportion of the cost has been allocated to ASD for RP3. |

| | | | | | | | | | |
|---|--|-------|-------|---|---|-----|-----|-----|--|
| 4 | METCOM | 1,200 | 502 | 0 | 0 | 103 | 103 | 103 | This is necessary to ensure compliance with ICAO Annex 3, CIR (EU) 2017/373 and the Pilot Common Project Regulation (EU No 716/2014). It will allow users to access data in a more configurable and user friendly environment. |
| 5 | AUTOMETAR | 500 | 0 | 0 | 0 | 0 | 0 | 0 | Investment in additional visibility observing sites in the vicinity of the major airports will provide the aviation observers and forecast teams with early warning of degenerating visibility and cloud ceiling conditions through the deployment of visometer and ceilometer sensors. This will be further supported through the deployment of camera technology to support remote weather observations. |
| 6 | ICT Migration and Managed Services Project (IMaMS) | 5,400 | 1,458 | 0 | 0 | 294 | 294 | 294 | MET's ICT infrastructure exists mainly in a single location and as there is a requirement for geo-resilience in conjunction with a business continuity management operational office, an ICT solution that enables diversification and replication across two sites is required. |
| 7 | High Performance Computing (HPC) | 6,700 | 1,809 | 0 | 0 | 0 | 361 | 361 | HPC will allow developments in forecast services such as nowcasting and high resolution ensemble forecasts for the TMA. It will also improve forecasting for high impact and extreme weather, supporting safety and efficiency in ATM. |

SECTION 3: PERFORMANCE TARGETS AND MEASURES FOR THEIR ACHIEVEMENT

3.1 - Safety targets

3.1.1 - Safety KPI #1: Level of Effectiveness of Safety Management achieved by ANSPs

3.2 - Environment targets

3.2.1 - Environment KPI #1: Horizontal en route flight efficiency (KEA)

3.3 - Capacity targets

3.3.1 - Capacity KPI #1: En route ATFM delay per flight

3.3.2 - Capacity KPI #2: Terminal and airport ANS ATFM arrival delay per flight

3.4 - Cost efficiency targets

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

En Route Charging Zone #x

3.4.2 - Cost efficiency KPI #2: Determined unit cost (DUC) for terminal ANS

Terminal Charging Zone #x

3.4.3 - Pension assumptions

3.4.4 - Interest rate assumptions for loans financing the provision of air navigation services

3.4.5 - Restructuring costs

3.4.6 - Additional determined costs related to measures necessary to achieve the en route capacity targets

3.5 - Additional KPIs / Targets

3.6 - Description of KPAs interdependencies and trade-offs including the assumptions used to assess those trade-offs

3.6.1 - Interdependencies and trade-offs between safety and other KPAs

3.6.2 - Interdependencies and trade-offs between capacity and environment

3.6.3 - Interdependencies and trade-offs between cost-efficiency and capacity

3.6.4 - Other interdependencies and trade-offs

Annexes of relevance to this section

ANNEX A. REPORTING TABLES & ADDITIONAL INFORMATION (EN-ROUTE)

ANNEX B. REPORTING TABLES & ADDITIONAL INFORMATION (TERMINAL)

ANNEX F. BASELINE VALUES (COST-EFFICIENCY)

ANNEX H. RESTRUCTURING MEASURES AND COSTS

ANNEX M. COST ALLOCATION

ANNEX J. OPTIONAL KPIS AND TARGETS

ANNEX O. JUSTIFICATIONS FOR THE LOCAL SAFETY TARGETS

ANNEX P. JUSTIFICATIONS FOR THE LOCAL ENVIRONMENT TARGETS

ANNEX Q. JUSTIFICATIONS FOR THE LOCAL CAPACITY TARGETS

ANNEX R. JUSTIFICATIONS FOR THE LOCAL COST-EFFICIENCY TARGETS

ANNEX U. VERIFICATION BY THE NSA OF THE COMPLIANCE OF THE COST BASE

SECTION 3.1: SAFETY KPA

3.1 - Safety targets

3.1.1 - Safety KPI #1: Level of Effectiveness of Safety Management achieved by ANSPs

- a) Safety national performance targets
- b) Detailed justifications in case of inconsistency between local and Union-wide safety targets
- c) Main measures put in place to achieve the safety performance targets

Annexes of relevance to this section

ANNEX O. JUSTIFICATIONS FOR THE LOCAL SAFETY TARGETS

3 - PERFORMANCE TARGETS AT LOCAL LEVEL

3.1 - Safety targets

3.1.1 - Safety KPI #1: Level of Effectiveness of Safety Management achieved by ANSPs

a) Safety performance targets

| | | | | | | | |
|---|------------------------------|--------|--------|--------|--------|--------|--------|
| Number of Air Traffic Service Providers | | 1 | | | | | |
| IAA | | 2020A | 2020 | 2021 | 2022 | 2023 | 2024 |
| | | Actual | Target | Target | Target | Target | Target |
| | Safety policy and objectives | C | C | C | C | C | C |
| | Safety risk management | C | D | D | D | D | D |
| | Safety assurance | D | C | C | C | C | C |
| | Safety promotion | C | C | C | C | C | C |
| | Safety culture | D | C | C | C | C | C |
| Additional comments | | | | | | | |

b) Detailed justifications in case of inconsistency between local and Union-wide safety targets

Not Applicable

** Refer to Annex O, if necessary.*

c) Main measures put in place to achieve the safety performance targets

To assess the compliance of the IAA ANSP with the required level of safety performance as defined by the union-wide targets, the NSA will oversee the IAA ANSP in order to provide assurance of the effectiveness of the level of safety management. This oversight will include, inter alia, audits, inspections, reviews of safety performance data and reviews of changes to the functional system. The audit for 2020 has been completed. The actual performance of the IAA ANSP was assessed at Level C for Safety Policy and Objectives, Safety Risk Management, and Safety Promotion, and assessed at Level D for Safety Assurance and Safety Culture. This means that it outperformed the targets for Safety Assurance and Safety Culture, but did not comply with the target for Safety Risk Management. The reason for this was compliance delay with Regulation (EU) 373/2017 and remedial measures have now been put in place. The NSA will continue to conduct an annual review of the EoSM questionnaire, based on actual outcomes each year, and impose remedial measures in any areas of non-compliance in order to achieve the targets.

For further detail in relation to safety, please see Section 8 of the NSA's consultation document, and Section 6.1 of the IAA ANSP's revised Business Plan in which it has set out a detailed description of its safety management processes, safety culture, and measures it plans to undertake in RP3 in order to ensure compliance with the required level of safety performance.

** Refer to Annex O, if necessary.*

SECTION 3.2: ENVIRONMENT KPA

3.2 - Environment targets

3.2.1 - Environment KPI #1: Horizontal en route flight efficiency (KEA)

- a) Environment national performance targets
- b) Detailed justifications in case of inconsistency between national targets and national reference values
- c) Main measures put in place to achieve the environment performance targets

Annexes of relevance to this section

ANNEX P. JUSTIFICATIONS FOR THE LOCAL ENVIRONMENT TARGETS

3.2 - Environment targets

3.2.1 - Environment KPI #1: Horizontal en route flight efficiency (KEA)

a) National environment performance targets

| | 2020A | 2020 | 2021 | 2022 | 2023 | 2024 |
|---------------------------|-------|--------|--------|--------|--------|--------|
| National reference values | 1.11% | n/a | 1.13% | 1.13% | 1.13% | 1.13% |
| | | 2020 | 2021 | 2022 | 2023 | 2024 |
| | | Target | Target | Target | Target | Target |
| National targets | | 1.56% | 1.13% | 1.13% | 1.13% | 1.13% |

b) Detailed justifications in case of inconsistency between national targets and national reference values

Not Applicable

** Refer to Annex P, if necessary.*

c) Main measures put in place to achieve the environment performance targets

The NSA considers that the national reference values assigned to Ireland are challenging. The revision of the Union Wide targets and reference values has led to a relatively more challenging outcome for IAA ANSP compared to other ANSPs, particularly for 2023 and 2024. There are significant factors, such as the timing of introduction of Free Route Airspace (FRA) in neighbouring FIRs and the decisions of airspace users to fly sub-optimal trajectories, largely outside the control of the IAA ANSP which may limit its ability to further improve KEA performance. Thus, as made clear in its response to the consultation, the IAA ANSP has concerns over its ability to meet the targets. However, sustainably reducing the environmental impact of aviation is a key goal for Ireland, as it is across the EU. A challenging target will drive a focus for both ANSP and NSA to continuously assess and monitor performance. From that perspective, it is preferable to have a target which, while challenging, seeks to drive performance improvements. The NSA has therefore adopted the national reference values as the KEA performance targets for RP3.

Free Route Airspace (FRA) was introduced in Ireland in 2009, which has been a key driver of the relatively strong KEA performance observed to date. Further improvements in Ireland's KEA are significantly dependent on the introduction of FRA in neighbouring FIRs together with the accompanying system upgrades to enable full cross border FRA. The UK is planning to introduce FRA on a phased basis from December 2021, which will eventually lead to improved horizontal flight efficiency and KEA. The NSA and ANSP will monitor and assess performance throughout RP3, to consider actual KEA performance relative to the target, and whether there are any further ways to improve performance either on a cross border or individual basis. The IAA ANSP is carrying out a review of areas of the Shannon FIR, the purpose of which is to facilitate Continuous Climb and Continuous Descent Operations (CCO/CDO) to and from airports and simplify airspace design where possible, in order to realise further improvements in flight efficiency and environmental performance. A revised airspace design structure is planned to be published in December 2021. The NSA will continue to monitor the implementation of these initiatives and strive to ensure sufficient measures are taken to seek to meet the performance targets.

** Refer to Annex P, if necessary.*

SECTION 3.3: CAPACITY KPA

3.3 - Capacity targets

3.3.1 - Capacity KPI #1: En route ATFM delay per flight

- a) Capacity national performance targets
- b) Detailed justifications in case of inconsistency between national targets and national reference values
- c) Main measures put in place to achieve the target for en-route ATFM delay per flight
- d) ATCO planning

3.3.2 - Capacity KPI #2: Terminal and airport ANS ATFM arrival delay per flight

- a) Capacity national performance targets
- b) Contribution to the improvement of the European ATM network performance
- c) Main measures put in place to achieve the target for terminal and airport ANS ATFM arrival delay per flight

Annexes of relevance to this section

ANNEX Q. JUSTIFICATIONS FOR THE LOCAL CAPACITY TARGETS

3.3 - Capacity targets

3.3.1 - Capacity KPI #1: En route ATFM delay per flight

a) National capacity performance targets

| | 2020A | 2020 | 2021 | 2022 | 2023 | 2024 |
|---------------------------|-------|--------|--------|--------|--------|--------|
| National reference values | 0.00 | n/a | 0.01 | 0.03 | 0.03 | 0.03 |
| | | 2020 | 2021 | 2022 | 2023 | 2024 |
| | | Target | Target | Target | Target | Target |
| National targets | | 0.07 | 0.01 | 0.03 | 0.03 | 0.03 |

b) Detailed justifications in case of inconsistency between national targets and national reference values

Not Applicable

* Refer to Annex Q, if necessary.

c) Main measures put in place to achieve the target for en-route ATFM delay per flight

In its business plan submission, the IAA ANSP has outlined a number of ongoing initiatives that will enable it to continue providing sufficient capacity, including multi-ratings of ATCOs, flexible airspace sectorisation in response to traffic loading rather than a fixed sector plan, and 'crew-to-workload' staffing. The IAA ANSP also plans to make (or has already made) a number of capital investments that will improve its ability to consistently provide capacity, including, in particular, the new Contingency En route Operations Centre (CEROC) for the Shannon ACC, a number of COOPANS projects intended to enhance sector capacities while maintaining or improving safety, and the new control tower to facilitate parallel runway operations at Dublin Airport. The NSA will monitor the implementation of these initiatives and will work to ensure sufficient measures are taken to comply with the performance targets.

In the cost allowances for RP3, the NSA has provided for additional ATCOs from 2023, as well as an increase in the forecast level of capital expenditure, aimed to facilitate the IAA ANSP in achieving the targets as the anticipated traffic recovery occurs. This is discussed further in the 'interdependencies' tab, and the consultation and decision documents published by the NSA. The NSA has also put in place an incentive scheme designed to create a strong incentive on the IAA ANSP to achieve the target, as set out in the relevant tab and the consultation and decision documents.

* Refer to Annex Q, if necessary.

d) ATCO planning

| | Actual | | | Planning | | | |
|---|--------|------|------|----------|------|------|------|
| | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 |
| Dublin (EIDW ACC) | | | | | | | |
| Number of additional ATCOs in OPS planned to start working in the OPS room (FTEs) | | 2 | | | | | 2 |
| Number of ATCOs in OPS planned to stop working in the OPS room (FTEs) | | 1 | 1 | 1 | | | |
| Number of ATCOs in OPS planned to be operational at year-end (FTEs) | 58 | 59 | 58 | 57 | 57 | 57 | 59 |

| | Actual | | | Planning | | | |
|---|--------|------|------|----------|------|------|------|
| | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 | 2024 |
| Shannon (EISN ACC) | | | | | | | |
| Number of additional ATCOs in OPS planned to start working in the OPS room (FTEs) | | 6 | | | | | 8 |
| Number of ATCOs in OPS planned to stop working in the OPS room (FTEs) | | 2 | 4 | 4 | | | |
| Number of ATCOs in OPS planned to be operational at year-end (FTEs) | 194 | 199 | 195 | 191 | 191 | 191 | 199 |

Additional comments

Note that the NSA's En-Route ATCO staffing forecasts are not specifically allocated to either EIDW ACC or EISN ACC. We have therefore retained the ratios from the original Performance Plan, although the actual staffing remains at the discretion of the IAA ANSP.

3.3.2 - Capacity KPI #2: Terminal and airport ANS ATFM arrival delay per flight

a) National capacity performance targets

| | 2020A | 2020 | 2021 | 2022 | 2023 | 2024 |
|-------------------------|--|--------|--------|--------|--------|--------|
| | Actual | Target | Target | Target | Target | Target |
| National targets | 0.11 | 0.25 | 0.25 | 0.2 | 0.2 | 0.2 |
| Additional comments | The terminal capacity targets set for the IAA ANSP are unchanged from the original RP3 Performance Plan. | | | | | |

| Airport level | <i>EIDW-Dublin</i> | 0.14 | 0.25 | 0.25 | 0.20 | 0.20 | 0.20 |
|---------------|--|------|------|------|------|------|------|
| | Airport contribution to national targets | | | | | | |
| | <i>EICK-Cork</i> | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| | Airport contribution to national targets | | | | | | |
| | <i>EINN-Shannon</i> | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| | Airport contribution to national targets | | | | | | |

b) Contribution to the improvement of the European ATM network performance

The only Irish airport which generates arrival ATFM delay is Dublin Airport and almost all delay is not ANSP-attributable. In the original RP3 Performance Plan, the terminal capacity targets were set at a level consistent with the average minutes of delay per arrival at Dublin airport in RP2, with an improvement anticipated from when the second parallel runway was due to be operational. In 2020, despite lower levels of traffic, the average minutes of delay per arrival at Dublin airport was slightly lower than most years in RP2 though remained at a broadly consistent level and was attributed to the same causes (weather and aerodrome capacity). Therefore, given that the levels of arrival ATFM delay have remained broadly unchanged notwithstanding the traffic reduction, and most of the delay is not ANSP attributable in any case, we see no reason to revise these targets relative to the original RP3 Performance Plan.

The average level of arrival delay at Dublin Airport, in both 2019 and 2020, was low when compared across other major European airports (see figures 13.6 and 13.7 of the consultation document). This implies that the capacity targets set on the basis of this level of delay are low compared to other major European airports. Thus, the continued attainment of these targets will contribute positively to European ATM network performance, by incentivising a continuation of historic performance where no material ANSP-related arrival ATFM delay is generated.

For further detail, see in particular sections 10 and 13 of the consultation document.

** Refer to Annex Q, if necessary.*

c) Main measures put in place to achieve the target for terminal and airport ANS ATFM arrival delay per flight

In its published Business Plan, the IAA ANSP has outlined a number of ongoing initiatives to enable it to continue providing sufficient terminal capacity, including multi-ratings of ATCOs, flexible airspace sectorisation, 'crew-to-workload' staffing, the introduction of time-based separations at Dublin Airport, and the implementation of necessary procedures to facilitate parallel runway operations at Dublin airport once the new runway is complete in 2022. The IAA ANSP also plans to make (or has already made) a number of capital investments that will improve its ability to provide capacity, including, in particular, a number of COOPANS projects and the new control tower at Dublin Airport.

The NSA will monitor the implementation of these initiatives and will work to ensure sufficient measures are taken to comply with the targets. The NSA cost forecasts have been developed on the basis of providing sufficient resources to meet the forecast traffic levels, including the additional ATCOs which will be required to facilitate dual parallel runway operations at Dublin Airport, as well as investments in projects such as COOPANS, enhanced resilience of RADAR coverage in the Dublin TMA, and enhanced ASMGCS.

** Refer to Annex Q, if necessary.*

SECTION 3.4: COST-EFFICIENCY KPA

3.4 - Cost efficiency targets

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

En Route Charging Zone #x

- a) RP3 revised cost-efficiency performance targets (IR 2020/1627)
- b) Information on the baseline values for the determined costs and the determined unit costs
- c) Detailed justifications for the adjustments to the baseline values
- d) Where a deviation from the Union-wide performance targets is observed, please indicate if the NSA considers those deviations to be necessary and proportionate
- e) Main measures put in place to achieve the targets for determined unit cost (DUC) for en route ANS
- f) Findings of the verification by the NSA (under Art. 22(7) of IR 2019/317) of the compliance of the cost base for charges with the requirements of Article 15(2) of Reg. 550/2004 and Article 22 of IR 2019/317, and where applicable identification of corrections

3.4.2 - Cost efficiency KPI #2: Determined unit cost (DUC) for terminal ANS

Terminal Charging Zone #x

- a) RP3 revised cost-efficiency performance targets (IR 2020/1627)
- b) Information on the baseline values for the determined costs and the determined unit costs
- c) Detailed justifications for the adjustments to the baseline values
- d) Main measures put in place to achieve the targets for determined unit cost (DUC) for terminal ANS
- e) Findings of the verification by the NSA (under Art. 22(7) of IR 2019/317) of the compliance of the cost base for charges with the requirements of Article 15(2) of Reg. 550/2004 and Article 22 of IR 2019/317, and where applicable identification of

3.4.3 - Pension assumptions

3.4.3.1 Total pension costs

3.4.3.2 Assumptions for the "State" pension scheme

3.4.3.3 Assumptions for the occupational "Defined contributions" pension scheme

3.4.3.4 Assumptions for the occupational "Defined benefits" pension scheme

3.4.4 - Interest rate assumptions for loans financing the provision of air navigation services

3.4.5 - Restructuring costs

3.4.5.1 Restructuring costs from previous reference periods to be recovered in RP3

3.4.5.2 Restructuring costs planned for RP3

3.4.6 - Additional determined costs related to measures necessary to achieve the en route capacity targets

- a) Overall description of the measures necessary to achieve the en-route capacity targets for RP3, which induce additional costs
- b) Detailed information on the additional costs of measures necessary to achieve the capacity targets for RP3
- c) Detailed information on the additional costs of measures necessary to achieve the capacity targets for RP3 by nature by ANSP
- d) Demonstration that the deviation from the Union-wide targets is exclusively due to the additional determined costs related to measures necessary to achieve the performance targets in capacity

Annexes of relevance to this section

ANNEX A. REPORTING TABLES & ADDITIONAL INFORMATION (EN-ROUTE)

ANNEX B. REPORTING TABLES & ADDITIONAL INFORMATION (TERMINAL)

ANNEX F. BASELINE VALUES (COST-EFFICIENCY)

ANNEX H. RESTRUCTURING MEASURES AND COSTS

ANNEX M. COST ALLOCATION

ANNEX R. JUSTIFICATIONS FOR THE LOCAL COST-EFFICIENCY TARGETS

ANNEX U. VERIFICATION BY THE NSA OF THE COMPLIANCE OF THE COST BASE

NOTE: The following requirements as per Annex II, 3.3 are addressed in the Annexes A and B:

Point 3.3 (d) on cost-allocation;

Point 3.3 (e) on the return on equity and cost of capital;

Point 3.3 (f) on assumptions for pension costs and interest on debt for other entities, inflation forecast and adjustments beyond IFRS;

Point 3.3 (g) on adjustments to the unit rates carried over from previous reference periods;

Point 3.3 (h) on costs exempt from cost-sharing;

Point 3.3 (k) reporting tables and additional informations.

3.4 - Cost efficiency targets

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

En Route Charging Zone #1 - Ireland

a) RP3 revised cost-efficiency performance targets (IR 2020/1627)

| En route charging zone Ireland | Baseline 2014 | Baseline 2019 | RP3 revised cost-efficiency targets (determined 2020-2024) | | | | 2024 D vs. 2014 B | 2024 D vs. 2019 B |
|---|--------------------|--------------------|--|--------------------|--------------------|--------------------|----------------------|----------------------|
| | 2014 B | 2019 B | 2020/2021 D | 2022 D | 2023 D | 2024 D | | |
| Total en route costs in nominal terms (in national currency) | 102,560,732 | 116,761,000 | 206,954,114 | 122,043,859 | 128,495,142 | 130,067,459 | 26.8% | 11.4% |
| Total en route costs in real terms (in national currency at 2017 prices) | 102,637,427 | 115,313,068 | 203,105,125 | 117,309,120 | 121,632,184 | 121,134,397 | 18.0% | 5.0% |
| Total en route costs in real terms (in EUR2017) 1 | 102,637,427 | 115,313,068 | 203,105,125 | 117,309,120 | 121,632,184 | 121,134,397 | 18.0% | 5.0% |
| YoY variation | | | 76.1% | -42.2% | 3.7% | -0.4% | | |
| Total en route Service Units (TSU) | 3,893,473 | 4,606,517 | 4,059,963 | 3,202,365 | 4,038,945 | 4,725,720 | 21.4% | 2.6% |
| YoY variation | | | -11.9% | -21.1% | 26.1% | 17.0% | | |
| Real en route unit costs (in national currency at 2017 prices) | 26.36 | 25.03 | 50.03 | 36.63 | 30.11 | 25.63 | -2.8% | 2.4% |
| Real en route unit costs (in EUR2017) 1 | 26.36 | 25.03 | 50.03 | 36.63 | 30.11 | 25.63 | -2.8% | 2.4% |
| YoY variation | | | 99.8% | -26.8% | -17.8% | -14.9% | | |

| | |
|---------------------------------------|------|
| National currency | EUR |
| 1 Average exchange rate 2017 (1 EUR=) | 1.00 |

b) Information on the baseline values for the determined costs and the determined unit costs

| En route charging zone Ireland | Baseline 2014 | Baseline 2019 | Actuals 2014 | Actuals 2019 | 2014 Baseline adjustments | 2019 Baseline adjustments |
|---|--------------------|--------------------|--------------|--------------|---------------------------|---------------------------|
| | 2014 B | 2019 B | 2014 A | 2019 A | | |
| Total en route costs in nominal terms (in national currency) | 102,560,732 | 116,761,000 | 102,560,732 | 114,371,000 | 0 | 2,390,000 |
| Total en route costs in real terms (in national currency at 2017 prices) | 102,637,427 | 115,313,068 | 102,637,427 | 112,951,852 | 0 | 2,361,216 |
| Total en route costs in real terms (in EUR2017) 1 | 102,637,427 | 115,313,068 | 102,637,427 | 112,951,852 | 0 | 2,361,216 |
| Total en route Service Units (TSU) | 3,893,473 | 4,606,517 | 3,922,499 | 4,640,860 | -29,026 | -34,342 |

c) Detailed justifications for the adjustments to the baseline values

c.1) Adjustments to the 2014 baseline value for the determined costs

| | |
|-----------------------|---|
| Number of adjustments | 0 |
|-----------------------|---|

c.2) Adjustments to the 2014 service units

| Impact of transition to actual route flown | Coefficient M2/M3 | Source | Service units |
|--|-------------------|--|---------------|
| | -0.74% | CRCO correction factor May 2019 (on 12 months) | -29,026 |

| | |
|--|----|
| Other adjustment to the 2014 service units | No |
|--|----|

| | |
|--|----------------|
| Total adjustments to the 2014 service units | -29,026 |
|--|----------------|

c.3) Adjustments to the 2019 baseline value for the determined costs

| | |
|-----------------------|---|
| Number of adjustments | 2 |
|-----------------------|---|

| Adjustment #1 | Entity name | Entity type | Nature | Costs nominal NC | Costs real NC | Costs EUR2017 |
|---|-----------------|-------------|--------|------------------|---------------|---------------|
| Actual cost correction | Met Éireann ASD | MET | Staff | 232000 | 228,332 | 228,332 |
| Description and justification of the adjustment | | | | | | |
| MET costs previously reported as 2019 actuals were costs charged (i.e. the determined cost), not costs incurred by MET ASD in 2019. This was an error, and the 2019 actual MET cost build up has now been validated by the NSA. To avoid confusion given the previously reported number, this is reported as a baseline adjustment to the 2019 actual. The 2019 baseline value has therefore been updated to reflect actual costs incurred by MET ASD, ensuring that all entities actual 2019 costs are used for the baseline value. Detail on this adjustment was included in the consultation material, and no objections or disagreement was observed. | | | | | | |
| Adjustment 1 (ENR) comprises the staff costs element of correcting this issue. | | | | | | |

| Adjustment #2 | Entity name | Entity type | Nature | Costs nominal NC | Costs real NC | Costs EUR2017 |
|---|-----------------|-------------|-----------------|------------------|---------------|---------------|
| Actual cost correction | Met Éireann ASD | MET | Other Operating | 2,158,000 | 2,123,884 | 2,123,884 |
| Description and justification of the adjustment | | | | | | |
| MET costs previously reported as 2019 actuals were costs charged (i.e. the determined cost), not costs incurred by MET ASD in 2019. This was an error, and the 2019 actual MET cost build up has now been validated by the NSA. To avoid confusion given the previously reported number, this is reported as a baseline adjustment to the 2019 actual. The 2019 baseline value has therefore been updated to reflect actual costs incurred by MET ASD, ensuring that all entities actual 2019 costs are used for the baseline value. Detail on this adjustment was included in the consultation material, and no objections or disagreement was observed. | | | | | | |
| Adjustment 2 (ENR) comprises the non-staff costs element of correcting this issue. | | | | | | |

| Total adjustments to the 2019 baseline value for the determined costs | Costs nominal NC | Costs real NC | Costs EUR2017 |
|---|------------------|---------------|---------------|
| | 2,390,000 | - | - |

Check cell not filling

c.4) Adjustments to the 2019 service units

| Impact of transition to actual route flown | Coefficient M2/M3 | Source | Service units |
|--|-------------------|--|---------------|
| | -0.74% | CRCO correction factor May 2019 (on 12 months) | -34,342 |

| | |
|--|----|
| Other adjustment to the 2019 service units | No |
|--|----|

| | |
|--|----------------|
| Total adjustments to the 2019 service units | -34,342 |
|--|----------------|

d) Description and justification of the consistency between local and Union-wide cost-efficiency targets

While the Performance Plan aligns with the Union-Wide target on Cost Efficiency, this is the case based on the current traffic forecasts used. In the event of materially lower forecasts, if the plan is updated in October/November, the plan is unlikely to align with the DUC targets.

The NSA considers that there are relevant local factors driving costs necessary to reliably achieve the capacity targets. The most obvious example is the delivery in 2020 of a contingency En-Route centre (CEROC), at a capital cost of €12m, which also drives additional costs in areas such as maintenance and utilities. In the absence of this facility, which was not in the cost base in 2019, the ANSP would be exposed to failure to meet the capacity targets in the event of an incident at the Ballycasey ACC. In the event that the Performance Plan no longer aligns with the DUC target following the revised traffic forecasts, the NSA will provide further information and quantification on this and other cost drivers associated with meeting the capacity target.

On the other hand, should the revised forecasts be higher, the DUC performance is likely to improve if it is updated.

Finally, we understand that the restructuring costs for 2021 can be excluded from the above figure for assessment of performance against the EU wide target, and have reflected this in our decision document DUC summary analysis.

* Refer to Annex R, if necessary.

e) Where a deviation from the Union-wide performance targets is observed, please indicate if the NSA considers those deviations to be necessary and proportionate under:

| | | |
|--|-----|--|
| Additional costs of measures necessary to achieve the capacity targets for RP3 | No | |
| Restructuring costs planned for RP3 | Yes | Detailed in part 3.4.5 of the performance plan |

f) Main measures put in place to achieve the targets for determined unit cost (DUC) for en route ANS

The NSA will monitor and validate actual cost efficiency performance, through the provision of regulated entity accounts and otherwise.

The NSA has set cost efficiency targets which are intended to be challenging but achievable for the IAA ANSP, while delivering the required level of service. Most of the cost risk, particularly for operating costs, is assigned to the IAA ANSP within the regulatory period. This is the primary incentive-based regulatory mechanism which creates an incentive for the IAA ANSP to incur efficient expenditure only, in order to increase profit. This is the main incentive measure in place to achieve or outperform the DUC for En Route ANS.

** Refer to Annex R, if necessary.*

g) Findings of the verification by the NSA (under Art. 22(7) of IR 2019/317) of the compliance of the cost base for charges with the requirements of Article 15(2) of Reg. 550/2004 and Article 22 of IR 2019/317, and where applicable identification of corrections applied to the cost base as a result of this verification

The NSA has verified that only eligible costs have been included in the unit rate calculations. All North Atlantic Communications (NAC) and non-ANS related costs have been omitted. Where appropriate, we have developed or adjusted the cost allocation methodologies between terminal, en route and NAC.

Based on our audit of MET costs in 2019, we discovered that the costs reported previously in the tables were the charged costs which differed from the actual costs. As such, the NSA has made a baseline adjustment to the MET staff and non-staff costs for 2019 to reflect the actual costs accurately.

The full details of this verification process have been provided in the Consultation Document of 30 July.

** Refer to Annex U, if necessary.*

3.4.2 - Cost efficiency KPI #2: Determined unit cost (DUC) for terminal ANS

Terminal Charging Zone #1 - Ireland - TCZ

a) RP3 revised cost-efficiency performance targets (IR 2020/1627)

| Terminal charging zone Ireland - TCZ | Baseline 2019 | RP3 revised cost-efficiency targets (determined 2020-2024) | | | | 2024 D vs. 2019 B |
|---|-------------------|--|-------------------|-------------------|-------------------|----------------------|
| | 2019 B | 2020/2021 D | 2022 D | 2023 D | 2024 D | |
| Total terminal costs in nominal terms (in national currency) | 25,609,000 | 40,756,578 | 27,521,214 | 30,314,899 | 31,332,655 | 22.4% |
| Total terminal costs in real terms (in national currency at 2017 prices) | 25,293,214 | 40,041,939 | 26,649,280 | 29,004,827 | 29,593,467 | 17.0% |
| Total terminal costs in real terms (in EUR2017) 1 | 25,293,214 | 40,041,939 | 26,649,280 | 29,004,827 | 29,593,467 | 17.0% |
| YoY variation | | 58.3% | -33.4% | 8.8% | 2.0% | |
| Total terminal Service Units (TNSU) | 187,709 | 147,215 | 136,070 | 163,328 | 188,290 | 0.3% |
| YoY variation | | -21.6% | -7.6% | 20.0% | 15.3% | |
| Real terminal unit costs (in national currency at 2017 prices) | 134.75 | 272.00 | 195.85 | 177.59 | 157.17 | 16.6% |
| Real terminal unit costs (in EUR2017) 1 | 134.75 | 272.00 | 195.85 | 177.59 | 157.17 | 16.6% |
| YoY variation | | 101.9% | -28.0% | -9.3% | -11.5% | |

| | |
|---------------------------------------|------|
| National currency | EUR |
| 1 Average exchange rate 2017 (1 EUR=) | 1.00 |

b) Information on the baseline values for the determined costs and the determined unit costs

| Terminal charging zone Ireland - TCZ | Baseline 2019 | Actuals 2019 | 2019 Baseline adjustments |
|---|-------------------|--------------|------------------------------|
| | 2019 B | 2019 A | |
| Total terminal costs in nominal terms (in national currency) | 25,609,000 | 25,011,000 | 598,000 |
| Total terminal costs in real terms (in national currency at 2017 prices) | 25,293,214 | 24,704,668 | 588,546 |
| Total terminal costs in real terms (in EUR2017) 1 | 25,293,214 | 24,704,668 | 588,546 |
| Total terminal Service Units (TNSU) | 187,709 | 187,709 | 0 |

c) Detailed justifications for the adjustments to the baseline values

c.1) Adjustments to the 2019 baseline value for the determined costs

| | |
|-----------------------|---|
| Number of adjustments | 2 |
|-----------------------|---|

| Adjustment #1 | Entity name | Entity type | Nature | Costs nominal NC | Costs real NC | Costs EUR2017 |
|---|-----------------|-------------|--------|------------------|---------------|---------------|
| Actual cost correction | Met Éireann ASD | MET | Staff | 59,000 | 58,067 | 58,067 |
| Description and justification of the adjustment | | | | | | |
| MET costs previously reported as 2019 actuals were costs charged (i.e. the determined cost), not costs incurred by MET ASD in 2019. This was an error, and the 2019 actual MET cost build up has now been validated by the NSA. To avoid confusion given the previously reported number, this is reported as a baseline adjustment to the 2019 actual. The 2019 baseline value has therefore been updated to reflect actual costs incurred by MET ASD, ensuring that all entities actual 2019 costs are used for the baseline value. Detail on this adjustment was included in the consultation material, and no objections or disagreement was observed. | | | | | | |
| Adjustment 1 (TER) comprises the staff costs element of correcting this issue. | | | | | | |

| Adjustment #2 | Entity name | Entity type | Nature | Costs nominal NC | Costs real NC | Costs EUR2017 |
|---|-----------------|-------------|-----------------|------------------|---------------|---------------|
| Actual cost correction | Met Éireann ASD | MET | Other operating | 539,000 | 530,479 | 530,479 |
| Description and justification of the adjustment | | | | | | |
| MET costs previously reported as 2019 actuals were costs charged (i.e. the determined cost), not costs incurred by MET ASD in 2019. This was an error, and the 2019 actual MET cost build up has now been validated by the NSA. To avoid confusion given the previously reported number, this is reported as a baseline adjustment to the 2019 actual. The 2019 baseline value has therefore been updated to reflect actual costs incurred by MET ASD, ensuring that all entities actual 2019 costs are used for the baseline value. Detail on this adjustment was included in the consultation material, and no objections or disagreement was observed. | | | | | | |
| Adjustment 2 (TER) comprises the non-staff costs element of correcting this issue. | | | | | | |

| Total adjustments to the 2019 baseline value for the determined costs | Costs nominal NC | Costs real NC | Costs EUR2017 |
|---|------------------|---------------|---------------|
| | 598,000 | 588,546 | 588,546 |

c.2) Adjustments to the 2019 service units

| | |
|--------------------------------------|----|
| Adjustment to the 2014 service units | No |
|--------------------------------------|----|

d) Description and justification of the contribution of the the local targets to the performance of the European ATM network

Similar to the approach to En Route, the NSA has sought to develop Terminal cost forecasts on the basis of efficiently delivering the required level of capacity and safety performance. This maximises the value that the IAA ANSP terminal performance will add to the European ATM network in RP3 (and RP4, given the 2020/2021 revenue will continue to be recovered in RP4). Notwithstanding the reduction in traffic which necessarily impacts the Unit Rates, we estimate that the increase for 2022 relative to 2021 will be limited to c10%, and the rate will then decline slightly for 2023 and 2024.

* Refer to Annex R, if necessary.

e) Main measures put in place to achieve the targets for determined unit cost (DUC) for terminal ANS

The NSA will monitor and validate actual cost efficiency performance, through the provision of regulated entity accounts and otherwise.

The NSA has set cost efficiency targets which are intended to be challenging but achievable for the IAA ANSP, while delivering the required level of service. Most of the cost risk, particularly for operating costs, is assigned to the IAA ANSP within the regulatory period. This is the primary incentive-based regulatory mechanism which creates an incentive for the IAA ANSP to incur efficient expenditure only, in order to increase profit. This is the main incentive measure in place to achieve or outperform the DUC for Terminal ANS.

** Refer to Annex R, if necessary.*

f) Findings of the verification by the NSA (under Art. 22(7) of IR 2019/317) of the compliance of the cost base for charges with the requirements of Article 15(2) of Reg. 550/2004 and Article 22 of IR 2019/317, and where applicable identification of corrections applied to the cost base as a result of this verification

The NSA has ensured that only eligible costs are included in the terminal unit rate calculations. All costs relating to en route, NAC and non-ANS activities are excluded. As part of this process, we have developed or adjusted the cost allocations to terminal where appropriate.

Through the verification process, we found that MET costs in 2019 had previously been reported incorrectly. The costs that were included represented charged costs rather than actual costs, and this has now been corrected to reflect the actual costs.

The full details of this verification process have been provided in the Consultation Document of 30 July.

** Refer to Annex U, if necessary.*

3.4.3 - Pension assumptions

IAA

3.4.3.1 Total pension costs (in nominal terms in '000 national currency)

| Pension costs | 2020D | 2021D | 2020/2021D | 2022D | 2023D | 2024D |
|----------------------------|--------|--------|------------|--------|--------|--------|
| Total pension costs | 13,332 | 12,220 | 25,552 | 13,201 | 13,682 | 14,025 |
| En-route activity | 11,378 | 10,559 | 21,936 | 11,407 | 11,772 | 12,037 |
| Terminal activity | 1,954 | 1,661 | 3,615 | 1,793 | 1,911 | 1,989 |
| Other activities | | | - | | | |

3.4.3.2 Assumptions for the "State" pension scheme (in nominal terms in '000 national currency)

Are there different contribution rates for different staff categories? If yes, how many? Select

| <Staff category name> | 2020D | 2021D | 2020/2021D | 2022D | 2023D | 2024D |
|---|-------|-------|------------|-------|-------|-------|
| Total pensionable payroll to which this scheme applies | | | - | | | |
| Employer % contribution rate to this scheme | | | | | | |
| Total pension costs in respect of this scheme | | | - | | | |
| Number of employees the employer contributes for in this scheme | | | | | | |

Description on the relevant national pension regulations and pension accounting regulations on which the assumptions are based, as well as information whether changes of those regulations are to be expected during RP3
Not Applicable

Description of the assumptions underlying the calculations of pension costs comprised in the determined costs

Describe the actions taken ex-ante to manage the cost-risk (cost increase) associated with this item, as well as the actions taken to limit the impact of the unforeseen change on the costs to be passed on to airspace users

3.4.3.3 Assumptions for the occupational "Defined contributions" pension scheme (in nominal terms in '000 national currency)

Are there different contribution rates for different staff categories? If yes, how many? No

| <Staff category name> | 2020D | 2021D | 2020/2021D | 2022D | 2023D | 2024D |
|---|---|--------------|--------------|--------------|--------------|--------------|
| Total pensionable payroll to which this scheme applies | The IAA ANSP has advised that this data is commercially confidential, so it has not been made publically available. If required, the unredacted version of this tab can be provided directly to the PRB/EC on a confidential basis. | | | | | |
| Employer % contribution rate to this scheme | | | | | | |
| Total pension costs in respect of this scheme | 1,253 | 1,485 | 2,737 | 1,823 | 1,959 | 2,075 |
| Number of employees the employer contributes for in this scheme | 182 | 182 | | 204 | 218 | 243 |

Description on the relevant national pension regulations and pension accounting regulations on which the assumptions are based, as well as information whether changes of those regulations are to be expected during RP3
 This is a Hybrid scheme, with a defined benefit element up to a certain salary cap, and a defined contribution element thereafter.

 The ANSP has provided the following information to the NSA:

 It is assumed that annual pension costs are the amounts that will be paid over in contributions by the employer to the pension fund in each year of RP3. The percentage contribution has been determined by the schemes' actuary to be compliant with the requirement to fund the pension plan on an ongoing basis and on a Minimum Funding Standard basis.

Description of the assumptions underlying the calculations of pension costs comprised in the determined costs
 Information about pension costs as a proportion of staff salaries, and contribution rates, was provided by the ANSP. In the NSA forecasts, this was combined with the changing share of total staff in each year to derive an overall pension cost rate as a proportion of total salaries. An adjustment factor was then applied so that the proportions matched with the IAA ANSP business plan. The resulting pension cost rates were applied to the respective staff costs in each year to determine the pension costs.

Describe the actions taken ex-ante to manage the cost-risk (cost increase) associated with this item, as well as the actions taken to limit the impact of the unforeseen change on the costs to be passed on to airspace users

This pension scheme applies to all employees who joined the IAA since 01 January 2012. The defined benefit element of the scheme is capped. Employees currently contribute 4.5% per annum towards the funding of the defined benefit element of this scheme. Employees, whose pensionable pay exceeds the cap, contribute to a defined contribution scheme. Their contributions, up to a ceiling, are matched by the employer.

3.4.3.4 Assumptions for the occupational "Defined benefits" pension scheme (in nominal terms in '000 national currency)

| | |
|---|-----|
| Does the ANSP assume liability for meeting future obligations for the occupational "Defined benefits" scheme? | Yes |
| Is the occupational "Defined benefits" pension scheme funded? | Yes |

| | 2020D | 2021D | 2020/2021D | 2022D | 2023D | 2024D |
|---|---|---------------|---------------|---------------|---------------|---------------|
| Total pensionable payroll to which this scheme applies | The IAA ANSP has advised that this data is commercially confidential, so it has not been made publically available. If required, the unredacted version of this tab can be provided directly to the PRB/EC on a confidential basis. | | | | | |
| Total pension costs in respect of this scheme | 12,079 | 10,735 | 22,815 | 11,377 | 11,724 | 11,950 |
| - in respect of regular pension costs | 12,079 | 10,735 | 22,815 | 11,377 | 11,724 | 11,950 |
| - in respect of non-recurring deficit repair | | | - | | | |
| - reported as staff costs (in reporting tables) | | | - | | | |
| - not reported as staff costs (in reporting tables): please use comment box | | | - | | | |
| Actuarial assumptions | | | | | | |
| % discount rate | This data may be commercially confidential, so it has not been made publically available. If required, the unredacted version of this tab can be provided directly to the PRB/EC on a confidential basis. | | | | | |
| % projected increase in benefits | | | | | | |
| % annual increase in salaries | | | | | | |
| % expected return on plan assets | | | | | | |
| Net funding surplus / deficit | | | | | | |
| Number of employees the employer contributes for in this scheme | Not available- IAA pension scheme covers all employees of the IAA. | | | | | |

Description on the relevant national pension regulations and pension accounting regulations on which the assumptions are based, as well as information whether changes of those regulations are to be expected during RP3

The ANSP has provided the following information to the NSA:

It is assumed that annual pension costs are the amounts that will be paid over in contributions by the employer to the pension fund in each year of RP3. The percentage contribution has been determined by the schemes' actuary to be compliant with the requirement to fund the pension plan on an ongoing basis and on a Minimum Funding Standard basis.

Description of the assumptions underlying the calculations of pension costs comprised in the determined costs

Information about pension costs as a proportion of staff salaries, and contribution rates, was provided by the ANSP. In the NSA forecasts, this was combined with the changing share of total staff in each year to derive an overall pension cost rate as a proportion of total salaries. An adjustment factor was then applied so that the proportions matched with the IAA ANSP business plan. The resulting pension cost rates were applied to the respective staff costs forecast in each year to determine the pension costs.

Where, in the Reporting Tables, some occupational "defined benefits" costs (e.g. interest expense related to pensions) are reported in other cost item(s) than staff costs, the cost item(s) should be indicated here below along with corresponding explanations.

Describe the actions taken ex-ante to manage the cost-risk (cost increase) associated with this item, as well as the actions taken to limit the impact of the unforeseen change on the costs to be passed on to airspace users

The ANSP has provided the following information to the NSA:

The main defined benefit pension scheme has been closed to new entrants since 01 January 2012. The Board of the IAA decided, and communicated to all staff and pension trustees, that there would be no further increases granted on pensions payable under the scheme with effect from 01 January 2015.

3.4.4 - Interest rate assumptions for loans financing the provision of air navigation services

IAA

Select number of loans Select

Interest rate assumptions for loans financing the provision of air navigation services
(Amounts in nominal terms in '000 national currency)

| Other loans | 2020D | 2021D | 2020/2021D | 2022D | 2023D | 2024D |
|----------------------------------|---|-------|------------|-------|-------|-------|
| Description | The dropdown menu does not provide an option for zero loans, as is currently the case for the IAA ANSP. The IAA ANSP has revolving credit facilities in place, but these have not, at this time, been drawn down. | | | | | |
| Remaining balance | | | | | | |
| Average weighted interest rate % | - | - | - | - | - | - |
| Interest amount | | | - | | | |

| Total loans | 2020D | 2021D | 2020/2021D | 2022D | 2023D | 2024D |
|----------------------------------|-------|-------|------------|-------|-------|-------|
| Total remaining balance | - | - | - | - | - | - |
| Average weighted interest rate % | - | - | - | - | - | - |
| Interest amount | - | - | - | - | - | - |

3.4.5 - Restructuring costs

3.4.5.1 Restructuring costs from previous reference periods to be recovered in RP3

| | |
|--|----|
| Restructuring costs from previous reference periods approved by the European Commission? | No |
|--|----|

3.4.5.2 Restructuring costs planned for RP3

| | |
|--|-----|
| Restructuring costs foreseen for RP3? | Yes |
| If yes, number of charging zones concerned | 1 |

IAA

a) Overall description of the restructuring measures planned for RP3

Staff costs (exceptional item) related to Voluntary Severance Scheme (VSS) and Voluntary Early Retirement (VER) for a total of 9 FTEs in 2021, as a result of the reduced staffing requirement arising from the impact of COVID-19. This was a significant one-off cost in 2021 related to compensating staff, with financial benefits for airspace users within RP3 as the level of overstaffing is reduced in 2021/2022/2023. The NSA has considered and assessed the respective payback periods for these measures as outlined below.

b) Where applicable, information on how the restructuring measures make use of shared services, ATM data services and/or how the measures contribute to infrastructure rationalisation

Not Applicable

c) Detailed information on the restructuring measures planned for RP3

| | |
|----------------------------------|---|
| Number of restructuring measures | 4 |
|----------------------------------|---|

| Measure #1 | 2020D | 2021D | 2020/2021D | 2022D | 2023D | 2024D |
|--|-------|---------|------------|-------|-------|-------|
| Associated restructuring costs (nominal terms in '000 national currency) | | 830,443 | 830,443 | | | |
| Description and justification of the restructuring measure | | | | | | |
| Voluntary Severance Scheme (ATCO) | | | | | | |
| Demonstration that the restructuring measure will deliver a net financial benefit to airspace users at the latest in the next reference period | | | | | | |
| Annual average staff cost saving of €500,200, with 2021 restructuring costs fully recouped by 2023. | | | | | | |
| Information on the impact of the restructuring measure on the key performance area of Safety | | | | | | |
| Information on the impact of the restructuring measure on the key performance area of Environment | | | | | | |
| Information on the impact of the restructuring measure on the key performance area of Capacity | | | | | | |

| Measure #2 | 2020D | 2021D | 2020/2021D | 2022D | 2023D | 2024D |
|--|-------|---------|------------|-------|-------|-------|
| Associated restructuring costs (nominal terms in '000 national currency) | | 100,000 | 100,000 | | | |
| Description and justification of the restructuring measure | | | | | | |
| Voluntary Early Retirement (ATCO) | | | | | | |
| Demonstration that the restructuring measure will deliver a net financial benefit to airspace users at the latest in the next reference period | | | | | | |
| Annual average staff cost saving of €100,040, with 2021 restructuring costs fully recouped by 2022. | | | | | | |
| Information on the impact of the restructuring measure on the key performance area of Safety | | | | | | |
| Information on the impact of the restructuring measure on the key performance area of Environment | | | | | | |
| Information on the impact of the restructuring measure on the key performance area of Capacity | | | | | | |

| Measure #3 | 2020D | 2021D | 2020/2021D | 2022D | 2023D | 2024D |
|--|-------|---------|------------|-------|-------|-------|
| Associated restructuring costs (nominal terms in '000 national currency) | | 250,380 | 250,380 | | | |
| Description and justification of the restructuring measure | | | | | | |
| Voluntary Severance Scheme (Station Manager) | | | | | | |
| Demonstration that the restructuring measure will deliver a net financial benefit to airspace users at the latest in the next reference period | | | | | | |
| Annual average staff cost saving of €135,190, with 2021 restructuring costs fully recouped by 2023. | | | | | | |
| Information on the impact of the restructuring measure on the key performance area of Safety | | | | | | |
| Information on the impact of the restructuring measure on the key performance area of Environment | | | | | | |
| Information on the impact of the restructuring measure on the key performance area of Capacity | | | | | | |

| Measure #4 | 2020D | 2021D | 2020/2021D | 2022D | 2023D | 2024D |
|--|-------|---------|------------|-------|-------|-------|
| Associated restructuring costs (nominal terms in '000 national currency) | | 108,000 | 108,000 | | | |
| Description and justification of the restructuring measure | | | | | | |
| Voluntary Severance Scheme (Data Assistant) | | | | | | |
| Demonstration that the restructuring measure will deliver a net financial benefit to airspace users at the latest in the next reference period | | | | | | |
| Annual average staff cost saving of €51,409, with 2021 restructuring costs fully recouped by 2023. | | | | | | |
| Information on the impact of the restructuring measure on the key performance area of Safety | | | | | | |
| Information on the impact of the restructuring measure on the key performance area of Environment | | | | | | |
| Information on the impact of the restructuring measure on the key performance area of Capacity | | | | | | |

| | 2020D | 2021D | 2020/2021D | 2022D | 2023D | 2024D |
|---|-------|-----------|------------|-------|-------|-------|
| Total restructuring costs by measures ('000 national currency) | - | 1,288,823 | 1,288,823 | - | - | - |

d) Detailed information on the restructuring costs by nature by charging zone

**Restructuring costs planned for RP3 by nature and by charging zone
(nominal terms in '000 national currency)**

| Ireland | 2020D | 2021D | 2020/2021D | 2022D | 2023D | 2024D |
|----------------------------------|-------|-----------|------------|-------|-------|-------|
| Staff | | | - | | | |
| of which, pension costs | | | - | | | |
| Other operating costs | | | - | | | |
| Depreciation | | | - | | | |
| Cost of capital | | | - | | | |
| Exceptional items | | 1,288,823 | 1,288,823 | | | |
| Total restructuring costs | - | 1,288,823 | 1,288,823 | - | - | - |

| | 2020D | 2021D | 2020/2021D | 2022D | 2023D | 2024D |
|--|-------|-----------|------------|-------|-------|-------|
| Total restructuring costs by charging zone ('000 national currency) | - | 1,288,823 | 1,288,823 | - | - | - |

Additional comments
 We understand that these costs can be excluded when assessing performance against the EU-wide DUC target, and have reflected this in the analysis in our decision document.

3.4.6 - Additional determined costs related to measures necessary to achieve the en route capacity targets

| | |
|---|----|
| Additional costs of measures necessary to achieve the capacity targets for RP3? | No |
|---|----|

SECTION 3.5: ADDITIONAL KPIS / TARGETS

3.5 Additional KPIs / Targets

Annexes of relevance to this section

ANNEX J. OPTIONAL KPIS AND TARGETS

SECTION 3.6: DESCRIPTION OF KPAS INTERDEPENDENCIES AND TRADE-OFFS INCLUDING THE ASSUMPTIONS USED TO ASSESS THOSE TRADE-OFFS

3.6 - Description of KPAs interdependencies and trade-offs including the assumptions used to assess those trade-offs

3.6.1 - Interdependencies and trade-offs between safety and other KPAs

3.6.2 - Interdependencies and trade-offs between capacity and environment

3.6.3 - Interdependencies and trade-offs between cost-efficiency and capacity

3.6.4 - Other interdependencies and trade-offs

3.6 - Description of KPAs interdependencies and trade-offs including the assumptions used to assess those trade-offs

3.6.1 - Interdependencies and trade-offs between safety and other KPAs

a) Do the measures to reach the targets in the different KPAs require changes in the ANSP functional system that have safety implications? If yes, which mitigation measures are put in place?

The IAA ANSP has confirmed in its Business Plan that any decisions that include consideration of interdependencies or trade-offs between safety and other KPAs, will be managed such that the required level of safety performance will not be compromised.

b) What are the main assumptions used to assess the interdependencies between safety and other KPAs?

The required level of safety, capacity and environmental performance have been used as inputs to the level of determined costs forecast by the NSA in relation to, for example, staff headcount forecasts (which allow for increases associated with EU Regulation 2017/373 compliance measures) and capital investment requirements.

While, conceptually, a trade-off between safety KPA performance and other KPA performance is likely to exist, the importance of ensuring the required level of operational safety and safety management means that these trade-offs should not exist in practice. In the context of other KPAs, all necessary costs should be incurred in order to achieve the required level of safety performance, irrespective of whether the funds and resources associated with these costs could yield greater improvements in performance in other KPAs (or adversely affect

c) What metrics, other than those indicators described in the Regulation, are you monitoring during RP3 to ensure targets in the KPAs of capacity, environment, and cost-efficiency are not degrading safety?

The NSA monitors a range of Safety Performance Indicators (SPIs), including the rate of Runway Incursions and Separation Minima Infringements. For the defined SPIs, there are associated safety targets and alert thresholds to provide quantifiable measures for the maintenance and/or improvement of the level of safety for the air navigation services domain in Ireland. This methodology is developed to identify an Acceptable Level of Safety

d) Do targets allow trade-offs in operational decision making to managing resource shortfalls in order to preserve safety performance? Do targets restrict the release of staff for safety activities, such as training?

Historically, the IAA ANSP has achieved both its Environmental targets and En Route capacity targets, the latter by a large margin. This implies that if additional resources were required in order to maintain safety performance, the environmental and capacity KPA targets could, up to a point, still be achieved with fewer resources. However, as noted above, given safety performance is the primary priority, the resources required to maintain safety performance will be provided, even if this is at the expense of other KPA targets.

As noted above, the NSA forecasts are intended to allow the ANSP to efficiently meet the required level of

e) Has the State reviewed the ANSP financial and personnel resources that are needed to support safe ATC service provision through safety promotion, safety improvement, safety assurance and safety risk management after changes introduced to achieve targets in other KPAs? Please, explain.

As part of its regulatory oversight function, as well as using the required level of performance as inputs to the cost forecasts, the NSA has undertaken a financial viability and stress test assessment of the IAA ANSP. Based on financial projections, the IAA ANSP's coverage ratios are well within a sustainable range and, under a scenario of an unplanned +10% increase in operating costs, the ratios remain within a sustainable range (see the Decision document for further detail). Therefore, the NSA is confident that even in the event of a severe downside scenario where actual costs exceed Determined Costs, the permitted level of Determined Costs will generate a revenue stream which is sufficient to enable the financial viability of the ANSP and the achievement of the KPA targets. While we have set cost forecasts which we consider achievable, even if IAA ANSP is unable to fully meet the cost efficiency KPA targets, performance in the other KPAs does not need to be degraded.

It is therefore the NSA's view that, in the event that the IAA ANSP is unable to meet all KPA targets simultaneously, it is the actual cost efficiency performance against the DUC which should be degraded in the first instance, rather than capacity or environment performance. In all circumstances, the required level of

3.6.2 - Interdependencies and trade-offs between capacity and environment

While a trade-off between improving performance in either the capacity or environment KPA could exist (if improving one KPA meant forgoing improvements in the other), in practice it appears there is currently little or no trade-off between improving performance in either of these KPAs in Irish airspace.

Less capacity and more congested airspace implies that airspace users have less ability to use the most efficient flight routing and, conversely, more capacity implies more efficient flight paths can be achieved. Therefore, while performance in these KPAs appears to be interdependent, there does not appear to be an inherent trade-off.

It is possible, in some circumstances, particularly in very congested airspace, that the most efficient flightpath could have an adverse impact on capacity and increase delay; however, this does not appear to currently be the case in Irish airspace. The IAA ANSP stated in its RP3 Business Plan that the implementation of any measures

3.6.3 - Interdependencies and trade-offs between cost-efficiency and capacity

The relationship between cost efficiency and ANSP-attributable delay is likely to be largely long term; though incremental additional capacity can be provided in the short term, material increases in capacity can be provided by either by capital investment in infrastructure and/or training of additional ATCOs, both with long lead times. The IAA ANSP stated within its RP3 Business Plan that if staffing levels fall, there is likely to be increased delays in peak months later in RP3, implying staffing levels are primary driver of the interdependency between capacity and cost efficiency.

Ideally, capacity targets should be set at the optimum point where the marginal cost associated any additional reduction in delay exceeds the marginal economic benefits associated with any further delay reduction, in line with the PRB's economic cost of delay concept.

Throughout RP2, Ireland's ANSP-attributable delay was close to zero and was significantly below target, and although the capacity reference values and targets have been reduced for RP3, Ireland's delay is not projected to exceed the new targets in RP3 – due in part to the fact traffic is projected to remain below 2019 levels throughout most of RP3. Based on current levels of delay and the PRB targets, the IAA ANSP appears to be operating at a point where there is limited scope for further reduction in delay and the monetary costs associated with this are likely to exceed the value of any savings in terms of the cost of delay.

3.6.4 - Other interdependencies and trade-offs



SECTION 4: CROSS-BORDER INITIATIVES AND SESAR IMPLEMENTATION

4.1 - Cross-border initiatives and synergies

4.1.1 - Planned or implemented cross-border initiatives at the level of ANSPs

4.1.2 - Investment synergies achieved at FAB level or through other cross-border initiatives

4.2 - Deployment of SESAR Common Projects

4.3 - Change management

Annexes of relevance to this section

ANNEX N. CROSS-BORDER INITIATIVES

4.1 - Cross-border initiatives and synergies

4.1.1 - Planned or implemented cross-border initiatives at the level of ANSPs

| | |
|------------------------------------|---|
| Number of cross-border initiatives | 4 |
|------------------------------------|---|

| Initiative #1 | |
|-------------------------------|--|
| Name | COOPANS |
| Description | COOPANS is an international partnership that includes the IAA ANSP and ANSPs from five other countries (Austria, Croatia, Denmark, Portugal and Sweden). COOPANS has a common managerial approach, whereby the six ANSPs act as one organisation together with the supplier (Thales). |
| Expected performance benefits | <p>The partnership allows for the delivery of common ATM systems and functionality intended to steadily enhance safety and productivity. This also allows for economies of scale and common ATM systems, as 'builds', or packages of functionality, are agreed by the COOPANS Board, allowing for common development, integration, deployment, and maintenance. System incidents that occur in one ANSP can be remedied across all the partners, before they cause service interruptions for other ANSPs. The NSA has allowed for costs for further COOPANS investments over RP3.</p> <p>The IAA ANSP has estimated that, as a result of the COOPANS partnership it has saved €50m since 2011, although this figure has not been validated by the NSA.</p> |

| Initiative #2 | |
|-------------------------------|---|
| Name | Borealis |
| Description | Borealis is an alliance of ANSPs from Ireland, Denmark, Estonia, Finland, Iceland, Latvia, Norway, Sweden and the UK. Borealis Alliance focuses on cooperation between the member ANSPs. The alliance is an enabler of joint initiatives to improve flight efficiency and reduce environmental impact, delivered across the whole area. |
| Expected performance benefits | The most significant benefit in RP3 will be the facilitation of the implementation of cross border FRA across northern Europe, stretching from the eastern boundary of the North Atlantic to the western boundary of Russian airspace in the North of Europe. NATS is planning to introduce FRA on a phased basis from December 2021. FRA within NATS airspace will complete the roll out of cross border FRA across the entire airspace of the Borealis nine-member states. As explained in relation to the Environment KPA, the implementation of UK FRA is expected to be a significant enabler in improved KEA performance by the IAA ANSP. |

| Initiative #3 | |
|-------------------------------|---|
| Name | Entry Point North |
| Description | Entry Point North is a global ATS training academy that offers a wide portfolio of services to aspiring and operational air traffic controllers, air traffic service officers, air traffic safety electronics personnel, administrative personnel and other aviation related personnel. It has locations in Ireland, Sweden, Hungary, Denmark, Spain and Belgium. |
| Expected performance benefits | In terms of efficiencies during RP3, the sharing of training costs and common overheads ultimately ensures that training is received at a reduced cost. The IAA ANSP has previously estimated the direct and indirect benefit at around €5m compared to tailoring bespoke training in-house, although the cost of training is currently reduced due to COVID-19 related measures. |

| Initiative #4 | |
|-------------------------------|---|
| Name | Aireon ALERT |
| Description | Aireon ALERT uses Aireon's space-based ADS-B data and is operated by the IAA ANSP. Other ANSPs, airlines, regulators and search and rescue organizations can use Aireon ALERT to ensure search and rescue personnel have the most accurate aircraft position data available when responding to an incident, regardless of global location. ANSPs, Commercial Aircraft Operators/Airlines, Search & Rescue organizations and regulators can all register for free. |
| Expected performance benefits | <p>This cross border initiative enhances the ability of Search and Rescue personnel to respond effectively to an incident.</p> <p>More generally, the IAA ANSP involvement in the Aireon Space Based ADS-B partnership has the potential to deliver significant enhancements in productivity and efficiency in the delivery of air traffic services albeit in the medium and longer term.</p> |

| Additional comments |
|---------------------|
| |

4.1.2 - Investment synergies achieved at FAB level or through other cross-border initiatives

| Details of synergies in terms of common infrastructure and common procurement |
|---|
| |

As outlined above, COOPANS has provided for the delivery of common systems within the member ANSPs since 2011. The IAA ANSP has estimated that this has led to savings of €50m for the IAA ANSP alone to date.

4.2 - Deployment of SESAR Common Projects

4.2.1 - Common Project One (CP1)

| | |
|--|--|
| CP1 ATM Functionality (CP1-AF) / Sub functionality (CP1-s-AF) | Recent and expected progress |
| CP1-AF1 - Extended AMAN and Integrated AMAN/DMAN in High-Density TMAs | |
| CP1-s-AF1.1 AMAN extended to en-route airspace | Basic AMAN is already implemented. AMAN Upgrade to include Extended Horizon function: In so far as possible information is exchanged in support of AMAN, and this objective is recorded as closed subject to further development between NATS and the IAA ANSP, in support of the LAMP 2 Project. |
| CP1-s-AF1.2 AMAN/DMAN Integration | Enhanced AMAN/DMAN Integration is planned by 2023. It is being addressed in line with Implementation Objectives ATC 15.1 and ATC 15.2. |
| CP1-AF2 - Airport Integration and Throughput | |
| CP1-s-AF2.1 DMAN synchronised with predeparture sequencing | Initial DMAN is already implemented. Electronic Flight Strips (EFS) is already implemented. Time Based Separation (TBS) is planned and expected to be completed in Dec 2023. Basic A-CDM is already implemented. A-SMGCS Level 1 and 2 is already implemented. |
| CP1-s-AF2.2.1 Initial airport operations plan (iAOP) | Initial Airport Operations Plan (AOP) is planned. Implementation will be separately addressed following full implementation of A-CDM. daa (Dublin Airport operator) is seeking funding in a collaboration with another European airport for an implementation date by 2023. Also being engaged are the MET service provider for Ireland, MET Eireann. It is expected to be completed in September 2022. |
| CP1-s-AF2.2.2 Airport operations plan (AOP) | See above, this is subsequent to the iAOP. |
| CP1-s-AF2.3 Airport safety nets | Airport Safety Nets associated with A-SMGCS (Level 2) is to be addressed after Dublin Airport North Runway becomes operational in 2022. Vehicle systems contributing to Airport Safety Nets (Part A) is to be addressed after North Runway becomes operational. |
| CP1-AF3 - Flexible Airspace Management and Free Route Airspace | |
| CP1-s-AF3.1 Airspace management and advanced flexible use of airspace | ASM Tool to support AFUA Objective was planned for end 2019 completion, in conjunction with NATS, as part of the FAB integrated network management function, through use of LARA. NATS software is awaiting deployment in Shannon ACC and in line with LoA arrangements with the NM. Delivery is delayed pending rollout of LARA in IAA as part of the UK/IRL FAB AMC function. The IAA ANSP has a signed LARA Agreement in place with the NM and is awaiting a final technical solution for rollout, from NATS (likely to be a VPN solution). Planned implementation including rollout of a LARA PC, for IAA ANSP is expected Q3 2021. ASM Management of real time airspace data is planned. It is expected to be completed in December 2021. Full rolling ASM/ATFCM process and ASM information sharing is not planned. Management of Dynamic Airspace Configurations is already implemented. |
| CP1-s-AF3.2 Free route airspace | Upgrade of ATM systems (NM, ANSPs, Aus) to support Direct Routings (DCTs) and Free Routing Airspace (FRA) is already implemented. Published Direct Routings (DCTs) is already implemented. Free Route Airspace is already implemented in Irish controlled airspace. IAA ANSP is working with NATS on the implementation of Direct Route Airspace in part of Scottish airspace. |
| CP1-AF4 - Network Collaborative Management | |

| | |
|---|---|
| CP1-s-AF4.1 Enhanced short-term ATFCM measures | <p>STAM Phase I is already implemented.</p> <p>STAM Phase 2 is planned. Currently, IAA ANSP and NATS agree manually applied STAMs as required. Automation of this process in consultation with NM (centrally through the IRL/UK FAB FMP), will be examined in consultation between the FAB partners and the NM, utilizing B2B functionality. It is expected to be completed in Dec 2021.</p> |
| CP1-s-AF4.2 Collaborative NOP | <p>Interactive Rolling NOP is planned. Dialogue is on-going between NATS and the IAA ANSP with a view to approval of a LARA connection with UK IAA LARA being connected to the Swanwick server. This process is being addressed jointly by Ireland and the UK as FAB partners through the IRL-UK FAB at AMC level. The Irish Military is also included in this process.</p> <p>The implementation date was planned for Q4-2020, however the IAA ANSP advises that due to constraints as a result of COVID-19, this objective is expected to be delivered by end Q2-2021. It is expected to be completed in 2021.</p> <p>Interface ATM systems to NM systems is being addressed in line with on going development of ATM systems within the IAA ANSP. In addition data is shared where required to meet stakeholder requirements.</p> <p>The IAA ANSP has provided a general comment that it is still unclear as to what level this capability will be required by IAA ANSP when LARA is expected to deliver much of what is required for this objective. This is under review for update in the 2021 LSSIP Report, i.e. integration of LARA into COOPANS systems.</p> |
| CP1-s-AF4.3 Automated support for traffic complexity assessment | Traffic Complexity tools is ongoing. Expected completion is December 2021. |
| CP1-s-AF4.4 AOP/NOP integration | AOP/NOP information sharing is not yet planned. |
| CP1-AF5 - SWIM | |
| CP1-s-AF5.1 Common infrastructure components | <p>PENS 1: Pan-European Network Service version 1 is already implemented.</p> <p>NewPENS: New Pan-European Network Service is completed.</p> |
| CP1-s-AF5.2 SWIM yellow profile technical infrastructure and specifications | <p>Stakeholders Internet Protocol Compliance is planned. It is expected to be completed in Dec 2022.</p> <p>Stakeholders SWIM Infrastructures Components is ongoing. It is expected to be completed in Dec 2023.</p> <p>Stakeholders SWIM PKI and Cybersecurity is planned. It is expected to be completed in Dec 2023.</p> |
| CP1-s-AF5.3 Aeronautical information exchange | Upgrade/Implement Aeronautical Information Exchange System/Service is planned. It is expected to be completed in Dec 2025. |
| CP1-s-AF5.4 Meteorological information exchange | Upgrade/Implement Meteorological Information Exchange System/Service is planned. It is expected to be completed in Dec 2024. |
| CP1-s-AF5.5 Cooperative network information exchange | Upgrade/Implement Cooperative Network Information Exchange System/Service is planned. It is expected to be completed in Dec 2023. |
| CP1-s-AF5.6 Flight information exchange (yellow profile) | Upgrade/Implement Flight Information Exchange System/Service supported by Yellow Profile is in the planning phase. It is expected to be completed in March 2025. |
| CP1-AF6 - Initial Trajectory Information Sharing | |
| CP1-s-AF6.1 Initial air-ground trajectory information sharing | <p>ATN B1 based services in ATSP domain is already implemented.</p> <p>ATN B2 based services in ATSP domain is not yet planned.</p> |
| CP1-s-AF6.2 Network Manager trajectory information enhancement | |
| CP1-s-AF6.3 Initial trajectory information sharing ground distribution | A/G and G/G Multi Frequency DL Network in defined European Service Areas (Country Level) is already implemented. |

4.3 - Change management

Change management practices and transition plans for the entry into service of major airspace changes or for ATM system improvements, aimed at minimising any negative impact on the network performance

The NSA will oversee the requisite change management protocols pursuant to Implementing Regulation 373/2017, including reviews of changes to the functional system. These are an integral part of the Regulatory Oversight framework and Safety Management System (SMS). The IAA ANSP Change Management protocols are applied to every aspect of ANS activity.

The IAA ANSP has noted that there is close co-operation at Network level with Eurocontrol (and NATS) to ensure the cross-border impact of significant changes are effectively managed.

SECTION 5: TRAFFIC RISK SHARING ARRANGEMENTS AND INCENTIVE SCHEMES

5.1 - Traffic risk sharing parameters

- 5.1.1 Traffic risk sharing - En route charging zones
- 5.1.2 Traffic risk sharing - Terminal charging zones

5.2 - Capacity incentive schemes

- 5.2.1 - Capacity incentive scheme - Enroute
 - 5.2.1.1 Parameters for the calculation of financial advantages or disadvantages - Enroute
 - 5.2.1.2 Rationale and justification - Enroute
- 5.2.2 - Capacity incentive scheme - Terminal
 - 5.2.2.1 Parameters for the calculation of financial advantages or disadvantages - Terminal
 - 5.2.2.2 Rationale and justification - Terminal

5.3 - Optional incentives

Annexes of relevance to this section

- ANNEX G. PARAMETERS FOR THE TRAFFIC RISK SHARING
- ANNEX I. PARAMETERS FOR THE MANDATORY CAPACITY INCENTIVES
- ANNEX K. OPTIONAL INCENTIVE SCHEMES

5.1 - Traffic risk sharing

5.1.1 Traffic risk sharing - En route charging zones

| Ireland | | | Traffic risk-sharing parameters adapted? | | no | |
|---------------------|-----------|-------------------|--|--------------------------------|-------------------------------|---------------------------------|
| | | | Service units lower than plan | Service units higher than plan | | |
| | Dead band | Risk sharing band | % loss to be recovered | Max. charged if SUs 10% < plan | % additional revenue returned | Min. returned if SUs 10% > plan |
| Standard parameters | ±2.00% | ±10.0% | 70.0% | 5.6% | 70.0% | 5.6% |

5.1.2 Traffic risk sharing - Terminal charging zones

| Ireland - TCZ | | | Traffic risk-sharing parameters adapted? | | no | |
|---------------------|-----------|-------------------|--|--------------------------------|-------------------------------|---------------------------------|
| | | | Service units lower than plan | Service units higher than plan | | |
| | Dead band | Risk sharing band | % loss to be recovered | Max. charged if SUs 10% < plan | % additional revenue returned | Min. returned if SUs 10% > plan |
| Standard parameters | ±2.00% | ±10.0% | 70.0% | 5.6% | 70.0% | 5.6% |

5.2 - Capacity incentive schemes

5.2.1 - Capacity incentive scheme - Enroute

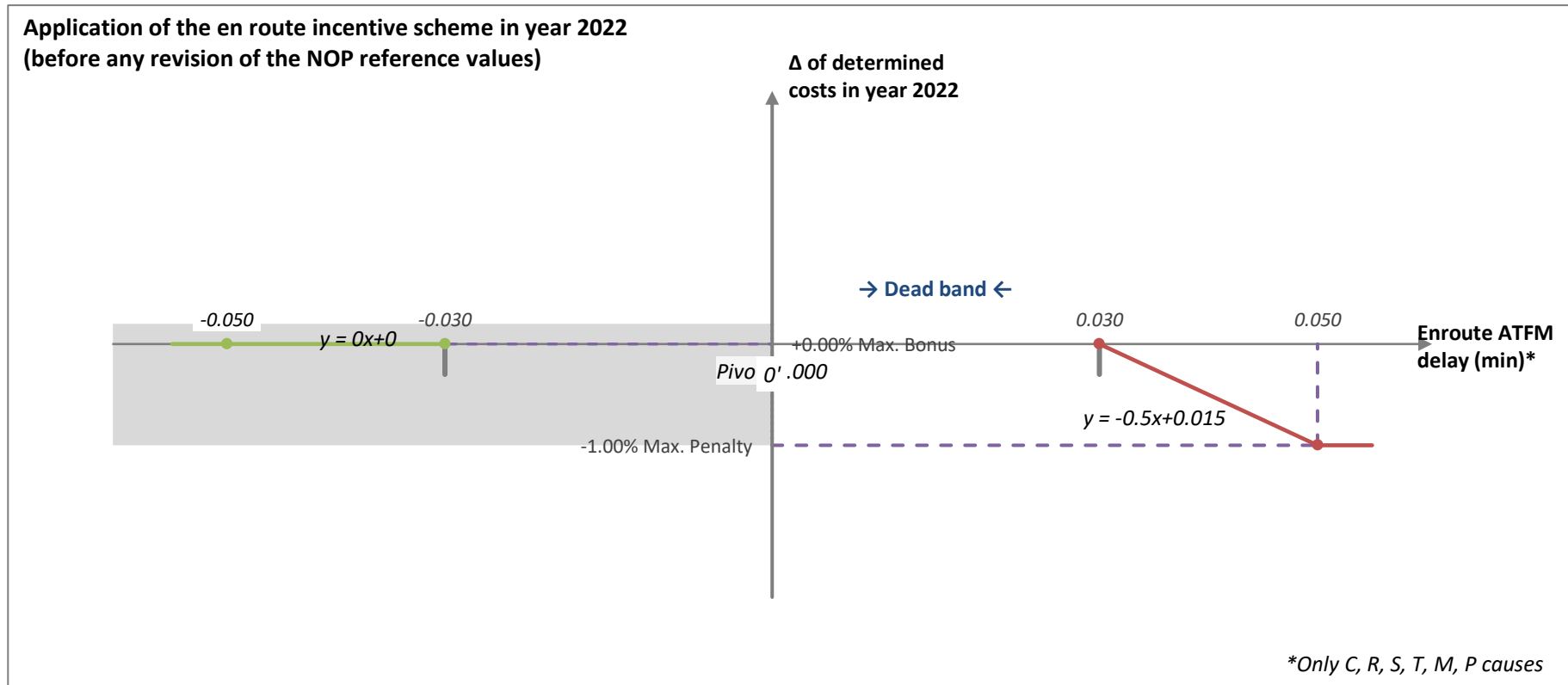
5.2.1.1 Parameters for the calculation of financial advantages or disadvantages - Enroute

| Enroute | Expressed in | Value |
|------------------------------|-----------------|------------|
| Dead band Δ | fraction of min | ±0.030 min |
| Max bonus (≤2%) | % of DC | 0.00% |
| Max penalty (≥ Max bonus) | % of DC | 1.00% |
| The pivot values for RP3 are | modulated | |

IAA

| | 2020 | 2021 | 2022 | 2023 | 2024 |
|--|-----------------------|------|-------------|-------------|-------------|
| NOP reference values (mins of ATFM delay per flight) | | | 0.03 | 0.03 | 0.03 |
| Alert threshold (Δ Ref. value in fraction of min) | | | ±0.050 | ±0.050 | ±0.050 |
| Performance Plan targets (mins of ATFM delay per flight) | | | 0.03 | 0.03 | 0.03 |
| Pivot values for RP3 (mins of ATFM delay per flight)* | | | 0.00 | 0.00 | 0.00 |
| Financial advantages / disadvantages | Dead band range | | [0-0.03] | [0-0.03] | [0-0.03] |
| | Bonus sliding range | | n/a | n/a | n/a |
| | Penalty sliding range | | [0.03-0.05] | [0.03-0.05] | [0.03-0.05] |

* When modulation applies, these figures are only indicative as they will be updated annually on the basis of the November n-1 NOP and the methodology described in 5.2.1.2.a2 below. The pivot values for year n have to be notified to the EC by 1 January n.



5.2.1.2 Rationale and justification - Enroute

| | |
|---|-----|
| Indicate which of the principles below will be applied for the modulation of the pivot values for the whole RP3: | |
| a) In order to enable significant and unforeseen changes in traffic to be taken into account: | |
| a.1) The pivot value for year n is the reference value from the November release of year n-1 of the NOP. | No |
| a.2) The pivot value for year n is informed by the November release of the year n-1 of the NOP and calculated according to the following principles and formulas:** | No |
| The pivot value has been set as part of a penalty-only incentive scheme in order to disincentivise worse performance, as described above. | |
| b) The scope of the incentives is limited to delay causes related to ATC capacity, ATC routing, ATC staffing, ATC equipment, airspace management and special events with the codes C, R, S, T, M and P of the ATFCM user manual. If yes, provide below a justification for this decision and an explanation of how the pivot values are calculated. | Yes |
| In addition to the desire to specify a penalty-only incentive scheme that disincentivises worse performance, the pivot value has been set at zero based on historic levels of ANSP-attributable ATFM delay. | |

** Refer to Annex I, if necessary.

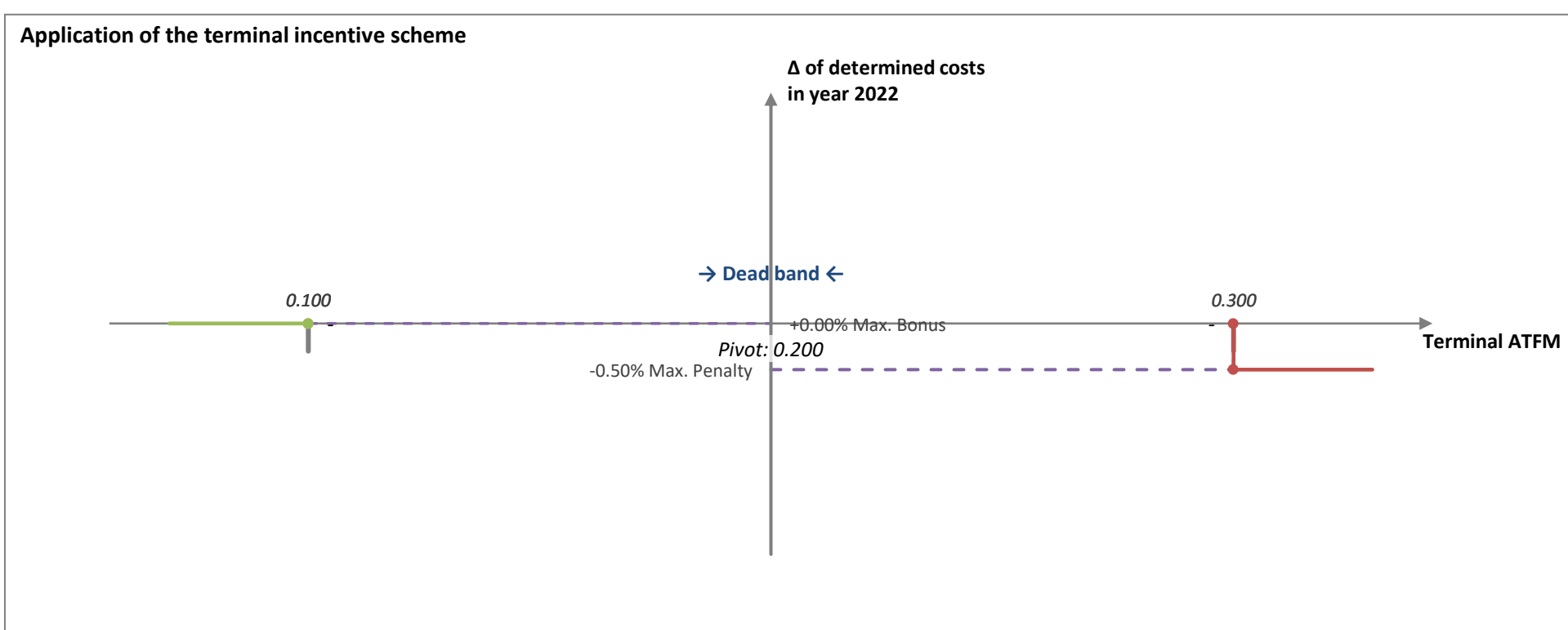
5.2.2 - Capacity incentive scheme - Terminal

5.2.2.1 Parameters for the calculation of financial advantages or disadvantages - Terminal

| Terminal | Expressed in | Value |
|--|--------------|--------------|
| Dead band Δ | % | $\pm 50.0\%$ |
| Bonus/penalty range (% of pivot value) | % | $\pm 50\%$ |
| Max bonus | % of DC | 0.00% |
| Max penalty | % of DC | 0.50% |
| The pivot values for RP3 are | modulated | |

| | 2020 | 2021 | 2022 | 2023 | 2024 |
|--|-----------------------|------|-------------|-------------|-------------|
| Performance Plan targets (mins of ATFM delay per flight) | | | 0.2 | 0.2 | 0.2 |
| Bonus/penalty range Δ (in fraction of min) | | | ± 0.100 | ± 0.100 | ± 0.100 |
| Pivot values for RP3 (mins of ATFM delay per flight)* | | | 0.20 | 0.20 | 0.20 |
| Financial advantages / disadvantages | Dead band range | | [0.1-0.3] | [0.1-0.3] | [0.1-0.3] |
| | Bonus sliding range | | [0.1-0.1] | [0.1-0.1] | [0.1-0.1] |
| | Penalty sliding range | | [0.3-0.3] | [0.3-0.3] | [0.3-0.3] |

* When modulation applies, these figures are only indicative as they will be updated annually on the basis of the methodology described in 5.2.1.2.a below. The pivot values for year n have to be notified to the EC by 1 January n .



5.2.2.2 Rationale and justification - Terminal

Explain how the bonus and penalties are going to be apportioned between the different terminal charging zones and ANSPs providing services in each of them**

N/A

** Refer to Annex I, if necessary.

Indicate which of the principles below will be applied for the modulation of the pivot values for the whole RP3:

a) The pivot value for year n is modulated in order to enable significant and unforeseen changes in traffic to be taken into account and is based on the principles explained below:** No

N/A

b) The scope of the incentives is limited to delay causes related to ATC capacity, ATC routing, ATC staffing, ATC equipment, airspace management and special events with the codes C, R, S, T, M and P of the ATFCM user manual. If yes, provide below a justification for this decision and an explanation of how the pivot values are calculated. No

Historically, the ANSP has had no control over the vast majority (c. 98%) of ATFM arrival delay. While it is possible to modulate the pivot value based on ANSP-attributable ATFM arrival delay, we understand it is not possible to implement an ANSP-attributable capacity incentive scheme, which would be more appropriate. For example, if the pivot value were set at zero, the ANSP would still pay penalties based on historic levels of delay, as the level of total ATFM delay would be beyond the threshold. Therefore, the deadband has been set as wide as possible around the pivot value (which is set at the level of the delay target), and bonus and penalty payments minimised, in order to avoid, as far as possible, the ANSP being rewarded or penalised for things that are largely not within its control.

** Refer to Annex I, if necessary.

SECTION 6: IMPLEMENTATION OF THE PERFORMANCE PLAN

6.1 Monitoring of the implementation plan

6.2 Non-compliance with targets during the reference period

6 - IMPLEMENTATION OF THE PERFORMANCE PLAN

6.1 Monitoring of the implementation plan

Description of the processes put in place by the NSA to monitor the implementation of the Performance Plan including the yearly monitoring of all KPIs and PIs defined in Annex I of the Regulation and a description of the data sources

The NSAs will monitor the performance of the accountable entities on an ongoing basis. On safety, the NSA will continue to conduct an annual review of the EoSM questionnaire, based on actual outcomes each year, and impose remedial measures in any areas of noncompliance with the KPA. The NSA also monitors a range of Safety Performance Indicators (SPIs), including the rate of Runway Incursions and Separation Minima Infringements. For the defined SPIs, there are associated safety targets and alert thresholds to provide quantifiable measures for the maintenance and/or improvement of the level of safety for the air navigation services domain in Ireland.

The NSA will continue to monitor the performance on Capacity and KEA (based on data provided by the NM) and strive to ensure sufficient measures are taken to seek to meet the performance targets. The NSA will hold regular meetings with the ANSP at Dublin Airport to review data on taxi-time and ASMA metrics and discuss any ATM factors that may impact performance.

On cost efficiency, the NSA will monitor actual costs and financial performance through review of regulated entity accounts and audits of the eligibility of reported actual costs. In the context of capital programme underdelivery in RP2, and in line with good practice economic regulation, the NSA will publish regular updates on the progress on delivery of the capital investment programme, and a comparison to our forecasts.

6.2 Non-compliance with targets during the reference period

Description of the processes put in place and measures to be applied by the NSA to address the situation where targets are not reached during the reference period

If any performance shortfalls are identified the NSA shall make enquiries with the entity concerned, identify causes and potential corrective measures. The NSA will then monitor the implementation and impact of the corrective measures to determine their effectiveness. All protocols for reporting variances and corrective measures to other stakeholders or oversight bodies will be formally documented.

7 - ANNEXES

ANNEX A. REPORTING TABLES & ADDITIONAL INFORMATION (EN-ROUTE)

ANNEX A.x - En route Charging Zone #x

ANNEX B. REPORTING TABLES & ADDITIONAL INFORMATION (TERMINAL)

ANNEX B.x - Terminal Charging Zone #x

ANNEX C. CONSULTATION

ANNEX D. LOCAL TRAFFIC FORECASTS

ANNEX E. INVESTMENTS

ANNEX F. BASELINE VALUES (COST-EFFICIENCY)

ANNEX G. PARAMETERS FOR THE TRAFFIC RISK SHARING

ANNEX H. RESTRUCTURING MEASURES AND COSTS

ANNEX I. PARAMETERS FOR THE MANDATORY CAPACITY INCENTIVES

ANNEX J. OPTIONAL KPIs AND TARGETS

ANNEX K. OPTIONAL INCENTIVE SCHEMES

ANNEX L. JUSTIFICATION FOR SIMPLIFIED CHARGING SCHEME

ANNEX M. COST ALLOCATION

ANNEX N. CROSS-BORDER INITIATIVES

ANNEX O. JUSTIFICATIONS FOR THE LOCAL SAFETY TARGETS

ANNEX P. JUSTIFICATIONS FOR THE LOCAL ENVIRONMENT TARGETS

ANNEX Q. JUSTIFICATIONS FOR THE LOCAL CAPACITY TARGETS

ANNEX R. JUSTIFICATIONS FOR THE LOCAL COST-EFFICIENCY TARGETS

ANNEX S. INTERDEPENDENCIES

ANNEX T. OTHER MATERIAL

ANNEX U. VERIFICATION BY THE NSA OF THE COMPLIANCE OF THE COST BASE

ANNEX Z. CORRECTIVE MEASURES*

** Only as per Article 15(6) of the Regulation*

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