



**Consultation:**

**Work Plan to Establish an**

**Irish Air Navigation Services Performance Plan**

**for the Fourth Reference Period 2025-2029 ('RP4')**

15 June 2023

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## 1. About this Consultation

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- 1.1 The Irish Aviation Authority (IAA) is the civil aviation regulator for Ireland. Until 1 May 2023, the Commission for Aviation Regulation (CAR) was Ireland's independent economic aviation regulator. From 1 May 2023, pursuant to the Air Navigation and Transport Act 2022, CAR was dissolved and its aviation regulatory functions were transferred with the aviation regulatory functions of the IAA. Consequently, the IAA is now the single Irish NSA, with responsibility for the development and submission of a draft Air Navigation Services Performance Plan as provided for by Commission Implementing Regulation (EU) 2019/317, "the Regulation".<sup>1</sup>
- 1.2 The current Performance Plan will expire at the end of 2024, and a new Performance Plan for Reference Period 4 (RP4) will take effect. In this document, we are consulting with stakeholders on our work plan ahead of our submission to the European Commission of a revised draft performance plan for RP4, which is expected to be required by 1 October 2024.
- 1.3 We are seeking written responses by **14 July 2023** on the proposals set out in this document. Responses should be marked 'Response to consultation on timeline for developing RP4 Performance Plan' and sent by email to [consultation@iaa.ie](mailto:consultation@iaa.ie).
- 1.4 Ordinarily we place all submissions received on our website. If a submission contains confidential material, it should be clearly marked as confidential and a redacted version suitable for publication should also be provided. While we endeavour to ensure that information on our website is up to date and accurate, we accept no responsibility in relation to the accuracy or completeness of our website and expressly exclude any warranty or representations as to its accuracy or completeness.
- 1.5 We will use the feedback from stakeholders to decide on our final work plan. We welcome feedback in respect of either the timeline, or the proposed contents of the various steps outlined.

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<sup>1</sup> [COMMISSION IMPLEMENTING REGULATION \(EU\) 2019/ 317 - of 11 February 2019 - laying down a performance and charging scheme in the single European sky and repealing Implementing Regulations \(EU\) No 390 / 2013 and \(EU\) No 391 / 2013 \(europa.eu\)](#)

## 2. Proposed Timeline

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- 2.1 The proposed timeline assumes that the existing Regulation continues to govern the process. We note that, should there be changes to the requirements outside of the IAA's control, or other unanticipated events or delays, it may be necessary to amend the timelines.

### 1 June 2023: Submission of Initial Traffic Forecast and Cost Estimates

- 2.2 On 1 June 2023, we provided initial information in respect of traffic forecasts and initial cost data of the Irish air navigation service provider (AirNav Ireland), Meteorological services provider (MET) and NSA/State costs covering RP4, as per Article 9 of Regulation 2019/317, to the European Commission.
- 2.3 This information will support the work of the European Commission on the preparation of EU-wide targets.

### June 2023: Consultation on Proposed Timelines (this document)

- 2.4 Now, in June 2023, we publish this consultation to set out a proposed timeline for the development of the RP4 Performance Plan. Stakeholder feedback received following this consultation will be used to decide on a final work plan.

### December 2023: Publication of Issues Paper

- 2.5 In December 2023, we plan to publish an 'Issues Paper' on the proposed methodologies for developing the RP4 Performance Plan. The Issues Paper is proposed to include:
- An objective review of outturn performance relative to the RP3 plan and underlying assumptions and forecasts, including back-casting, where appropriate. For example, we will analyse if traffic and inflation had been perfectly forecast over 2022 and 2023, what costs would we have forecast, and in which areas these costs are higher/lower than outturn costs. We will consider whether there are any lessons to be learned from RP3 ahead of the RP4 forecasts.
  - An overview of proposed approaches to establishing the building blocks of the price control and their interaction with other KPAs.
  - A review of cost allocation methodologies, and any proposed changes in these relative to RP3.
  - Discussion of the Union-wide target ranges. These ranges are expected to be published by 1 October 2023, in accordance with the Regulation.
- 2.6 We expect to begin to issue data requests to regulated entities in August or September this year, in relation to the Issues Paper analysis and/or initial work on RP4 forecasting inputs.
- 2.7 Following the publication of the Issues Paper, we propose to allow one month for responses.

## **March 2024: Provision of Draft Business Plans from ANI and MET ASD to IAA**

- 2.8 In March 2024, we propose that the Draft Business Plans, including Investment Plans, from ANI and MET ASD are provided to the IAA. This will be necessary to support our ongoing development of the draft Performance Plan for consultation, while also providing the Regulated Entities with some further time to make updates or amendments ahead of finalisation of the Business Plans in May.
- 2.9 As was the case for the revised RP3 Performance Plan, the IAA will provide the regulated entities with a guidance note in respect of material to include in the Business Plan. The Business Plans from RP3 are published on our website.<sup>2</sup> We consider that the scope and content of these remains broadly appropriate for RP4, however we welcome any comments in respect of material which respondents believe should or should not be included.

## **May 2024: Provision of Final Business Plans to the IAA for Publication**

- 2.10 In May 2024, we propose that the Final Business Plans from ANI and MET ASD are provided to the IAA. Publishable versions should also be provided.
- 2.11 This follows the Draft Business Plan submission in March and allows for any necessary adjustments to be made following the IAA's review of the Draft Business Plans.

## **June 2024: Publication by IAA of Draft Decision on Draft RP4 Performance Plan**

- 2.12 In June 2024, the IAA will publish its Draft Decision on the Draft RP4 Performance Plan. This will set out our proposals in respect of the key building blocks of the price control, including traffic, operating costs, and capital costs, as well as proposed targets under the four Key Performance Areas of Safety, Capacity, Environment, and Cost Efficiency.
- 2.13 We propose to provide between six weeks and two months for written responses to be provided, depending on the exact timing of publication.

## **July 2024: Consultation Meeting on Draft Decision on Draft Performance Plan**

- 2.14 In July 2024, we plan to hold a consultation meeting (or meetings) with stakeholders, as required by the Regulation. The IAA will present its Draft Decision on the Draft Performance Plan during this meeting and invite feedback from attendees.
- 2.15 We will hold this meeting at least three weeks after publication of the Draft Decision in June. This timeline is as required under Article 24 of Implementing

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<sup>2</sup> <https://www.iaa.ie/commercial-aviation/economic-regulation/air-navigation-charges/performance-plan-with-revised-targets-for-rp3>

Regulation 2019/317.

## 1 October 2024: Submission of Draft RP4 Performance Plan and Publication of IAA Final Decision

2.16 We will submit the Draft RP4 Performance Plan for Ireland by 1 October 2024, as required by the Regulation. We will also publish the IAA Final Decision on the Performance Plan, which will set out how we have taken into account the stakeholder feedback received on the Draft Decision, where we have made changes, and why/why not. Chart 2.1 summarises the proposed timeline.

**Chart 2.1: Proposed Timeline of Consultation on the Draft RP4 Plan**



Source: IAA