

## Notification of European Commission's Consultation on Revised RP3 Targets

- 1.1 On 1 March 2021, the PRB (Performance Review Body) published its advice to the European Commission (EC) on revised Union-wide performance targets for RP3 and the PRB Monitoring Report 2020 on the Financial and Operational Impact of COVID-19 on the SES. Both documents can be found [here](#) (you need to create a user ID to access).
- 1.2 The draft Commission Implementing Decision setting revised Union-wide performance targets for the air traffic management network for RP3 (2020-2024) and repealing Implementing Decision (EU) 2019/903 were also published on the Better Regulation Portal, which is open for comment until **15 March 2021**, [here](#).
- 1.3 As a result of the impact of COVID-19, the PRB stated that it had revised the Union-wide targets in the context of safety remaining the highest priority, 50% less traffic than in previous years, the need for Air Navigation Service Providers (ANSPs) to deliver environmental and capacity performance improvements and need for cost levels to reflect the forecasted duration of the downturn of traffic due to the pandemic. The PRB has advised the Commission to use the November 2020 STATFOR Scenario 2 as the basis for the revision of the targets.
- 1.4 The PRB advice to the Commission on revisions to the targets in each of the key performance areas (KPAs) is as follows:
- **Safety KPA:** The previous RP3 Union-wide safety management targets should be retained.
  - **Environment KPA:** The Union-wide, and Ireland's, target on horizontal flight efficiency (KEA) targets should be more efficient (from 2021).
  - **Capacity KPA:** The Union-wide, and Ireland's, ATFM delay minutes per flight should be reduced (from 2021).
  - **Cost-efficiency KPA:** The year-on-year change to the average Union-wide determined unit cost (DUC) should be revised upwards for the combined 2020/2021 period and downwards for the remainder of RP3. The year-on-year change to the Union-wide, and Ireland's, DUC should start from a baseline of 2019 actual values. In broad terms, this would mean that determined costs, union wide, should be set no greater than 90% of 2019 actual costs for each year of RP3.
- 1.5 The PRB has also advised that the previous RP3 alert thresholds (beyond which Member States may request a revision of the performance targets) and comparator groups (used to benchmark the DUC) should be retained.
- 1.6 The changes to the KPA targets are shown in the table below; environment and capacity targets are set at a national level and cost-efficiency targets are set at a union-wide level.

Target	2020	2021	2022	2023	2024
<b>Environment: KEA (Ireland)</b>					
Previous	1.56%	1.54%	1.53%	1.53%	1.53%
Revised	1.56%	1.13%	1.13%	1.13%	1.13%
<b>Capacity: ATFM delay minutes per flight (Ireland)</b>					
Previous	0.07	0.07	0.07	0.04	0.03
Revised	0.07	0.01	0.03	0.03	0.03
<b>Cost-efficiency: DUC YoY% change (Union-wide)</b>					
Previous	-1.9%	-1.9%	-1.9%	-1.9%	-1.9%
Revised	+104.2%	-36.5%	-15.0%	-12.4%	

*Note: the DUC target is per unit, and so, while the proposal is that total costs should fall in 2020 (and remain constant thereafter), the unit cost would increase in 2020 due to the lower volume of traffic, and reduce thereafter as traffic grows.*