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Safety KPIs and PIs under the SES Performance Scheme

1. Purpose


- 1.1 This Notice is to advise Air Traffic Management and Air Navigation Service Providers of developments to Single European Sky legislation focused on Safety Key Performance Indicators (SKPIs) and Safety Performance Indicators (SPIs), as contained within the performance and charging scheme in the single European sky.
- 1.2 It is intended that this notice will be amended as necessary in line with relevant emerging developments. This notice will remain in force until cancelled by a further notice.

2. Evolution of the Regulatory Requirements for the Performance Scheme

Commission Regulation (EU) No 691/2010 laid down requirements for a performance scheme for air navigation services and network functions. This regulation provided for KPIs for a number of areas including safety. Following on from Regulation No 691/2010 safety KPIs were developed further to facilitate their adoption prior to the first reference period (RP1) which covered the period 1st January 2012 to 31st December 2014. This activity culminated in the publication of Regulation (EU) No 1216/2011 on 24 November 2011 amending Regulation (EU) No 691/2010 to include further elaboration on the three safety KPIs. Regulations 691/2010 and 1216/2011 were repealed with effect from 1st January 2015 under EU Regulation 390/2013 for Reference Period 2 (RP2) of the SES Performance Scheme (2015-2019).

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 became applicable in January 2020 for Reference Period 3.

Currently the Performance Plan for Reference Period 4 (RP4) of the Single European Sky performance and charging framework, which runs from 2025 to 2029 is being finalised. The RP4 Performance Plan covers En Route air navigation services in the Shannon Flight Information Region (FIR) and Shannon Upper Information Region (UIR). It also covers

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Terminal services provided at Dublin, Shannon and Cork airports. The charging zones are therefore unchanged relative to RP3. This S notice will be updated to reflect the new reporting period in due course.

3. Implementing Regulation (EU) 2019/317

This Regulation lays down the measures for the functioning of the performance and charging schemes for air navigation services and network functions. It applies to the provision of air navigation services and network functions for general air traffic within the International Civil Aviation Organization ('ICAO') European ('EUR') region, where Member States are responsible for the provision of air navigation services.

Annex I describes the Key Performance Indicators (KPIs) for target setting and indicators for monitoring, including a safety KPI and safety performance indicators (SPIs), at union level and at local level.

At local level they are as follows;


Safety Key performance indicator (SKPI)

The level of the effectiveness of safety management in accordance with point 1.1 of Section 1. For the purposes of this indicator, 'local' means at the level of air navigation service providers.

Section 1, point 1.1 states

The minimum level of the effectiveness of safety management to be achieved by air navigation service providers certified to provide air traffic services. This KPI measures the level of implementation of the following safety management objectives:

- (a) safety policy and objectives;*
- (b) safety risk management;*
- (c) safety assurance;*
- (d) safety promotion; (e) safety culture.*

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Safety Performance Indicators (SPIs)

(a) The rate of runway incursions at airports located in a Member State, calculated as the total number of runway incursions with a safety impact that occurred at those airports divided by the total number of IFR and VFR movements at those airports.

(b) The rate of separation minima infringements within the airspace of all controlling air traffic services units in a Member State, calculated as the total number of separation minima infringements with a safety impact that occurred in that airspace divided by the total number of controlled flight hours within that airspace.


(c) The rate of runway incursions at an airport calculated as the total number of runway incursions with any contribution from air traffic services or CNS services with a safety impact that occurred at that airport divided by the total number of IFR and VFR movements at that airport.

(d) The rate of separation minima infringements within the airspace where the air navigation service provider provides air traffic services, calculated as the total number of separation minima infringements with any contribution from air traffic services, or CNS services with a safety impact divided by the total number of controlled flight hours within that airspace.

(e) Where automated safety data recording systems are implemented, the use of these systems by the air navigation service providers, as a component of their safety risk management framework, for the purposes of gathering, storing and near-real time analyses of data related to, as a minimum, separation minima infringements and runway incursions.

The indicators for monitoring referred to in this point shall be calculated for the whole calendar year and for each year of the reference period.

For the purposes of the indicators set out in points (a) and (c), 'local' means at airport level. For the purposes of the indicator set out in point (b), 'local' means at national level. For the purposes of the indicator.

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4. **SKPI - Actions for Irish ATM/ANS Providers**

Only accountable organisations subject to the provisions of the Performance Regulation are required to measure and report against the European SKPI . Therefore, only the ANI service provider is required to measure and report against this European Safety KPI.

EoSM


Effectiveness of safety management (EoSM) by the ANI service provider, will be measured through the completion of annual questionnaires. The questionnaires shall then require to be verified by the CA.

5. **Safety Performance Indicators for Monitoring - Actions for ATM/ANS Providers**

Only accountable organisations subject to the provisions of the Performance Regulation are required to measure and report against the European safety indicators for monitoring during the reporting period. Therefore, only the ANI ATM/ANS provider is required to measure and report against this European safety performance indicators (SPIs).

The RIs included in the SPI are those that occur at the airports included by the Member States in their performance plans, where the airports to be considered are specified. Article 1(3) of Commission Implementing Regulation (EU) 2019/317 establishes the minimum list of airports as those airports in the territory of the Member State with 80 000 IFR movements or more. Additional airports may be included in the performance plans according to Article 1(4) of the same Regulation.

For the calculation of the indicators related to SMIs and RIs within the scope of Commission Implementing Regulation (EU) 2019/317, the occurrence data is to be provided through the occurrence reporting mechanism under Regulation (EU) No 376/2014 and submitted to the European Central Repository (ECR). Therefore, ANSPs and the CA must ensure that the information provided through occurrence reporting under Regulation (EU) No 376/2014 contains the information needed to compute the performance indicators for monitoring SMIs and RIs. In particular, information must be coded and reported as per AMC3 to Regulation (EU) 2019/317.

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EASA will retrieve the data available in the ECR in order to calculate preliminary figures for the SPIs for monitoring SMLs and RIs. Member States will receive an analysis report sent by EASA based on the data submitted and coded by them, containing the number of applicable occurrences in their territory in the previous year. Member States will review this analysis report, confirm the occurrence numbers presented in the report, and respond to any EASA observations.

6. Additional National Safety Performance Monitoring Measures

The Irish CA has published further information on the process it employs to monitor safety performance (Reference S.17: State Safety Performance Monitoring of ATM/ANS). For a number of additional safety indicators, a set of associated safety targets/alert criteria have been set as a reference for safety performance monitoring purposes.

7. Further Information

Currently the Performance Plan for Reference Period 4 (RP4) of the Single European Sky performance and charging framework, which runs from 2025 to 2029 is being finalised. The RP4 Performance Plan covers En Route air navigation services in the Shannon Flight Information Region (FIR) and Shannon Upper Information Region (UIR). It also covers Terminal services provided at Dublin, Shannon and Cork airports. The charging zones are therefore unchanged relative to RP3. This S notice will be updated to reflect the new reporting period in due course.

Requests for further information on the contents of this notice should be addressed to: ansdinfo@iaa.ie

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