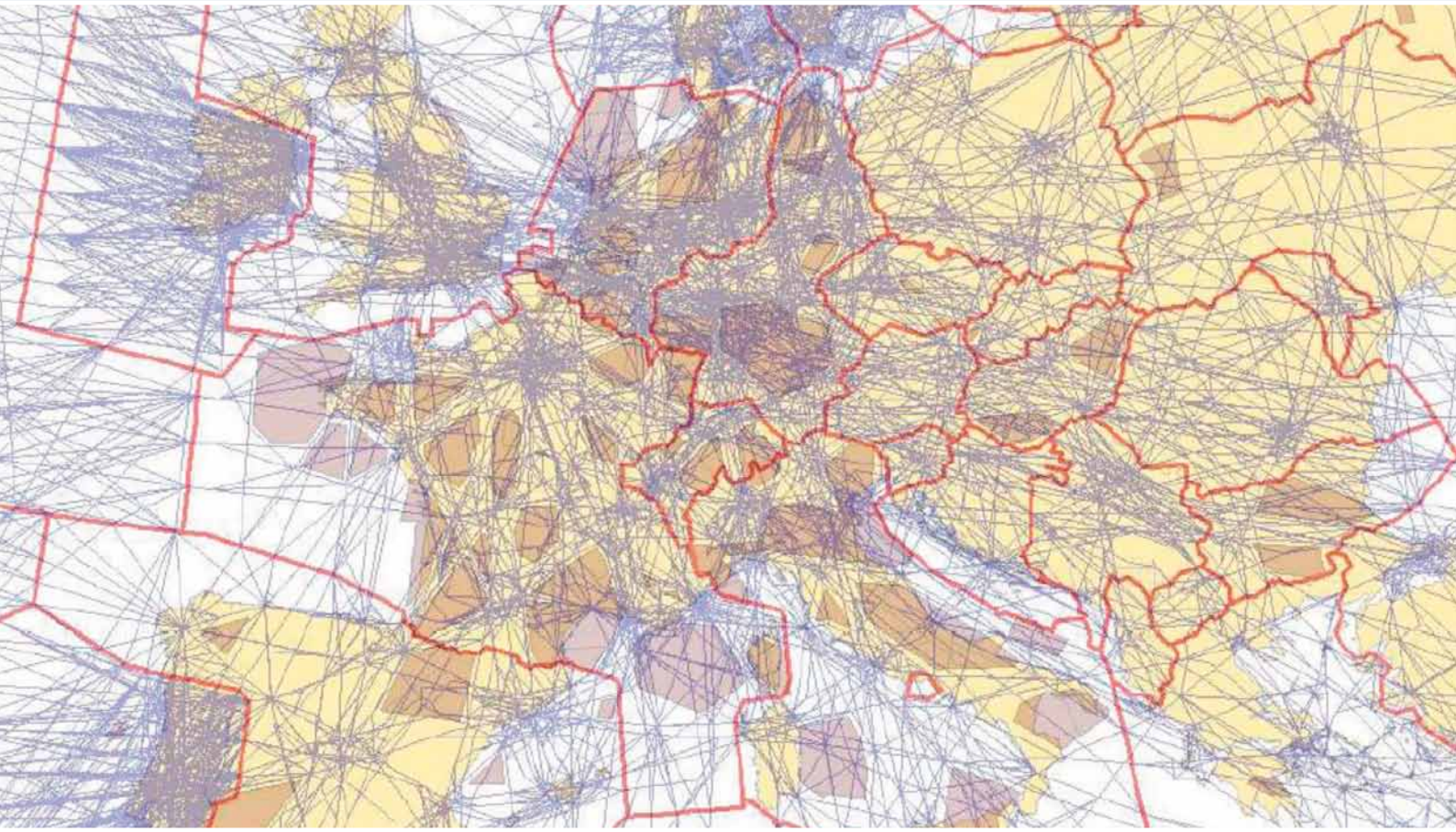
PRR 2013

Performance Review Report
Executive Summary

An Assessment of Air Traffic Management in Europe
during the Calendar Year 2013



Performance Review Commission | May 2014

EUROCONTROL

Background

This report has been produced by the Performance Review Commission (PRC). The PRC was established by the Permanent Commission of EUROCONTROL in accordance with the ECAC Institutional Strategy 1997. One objective of this strategy is "to introduce a strong, transparent and independent performance review and target setting system to facilitate more effective management of the European ATM system, encourage mutual accountability for system performance…"

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Notice

The PRC has made every effort to ensure that the information and analysis contained in this document are as accurate and complete as possible. Only information from quoted sources has been used and information relating to named parties has been checked with the parties concerned. Despite these precautions, should you find any errors or inconsistencies we would be grateful if you could please bring them to the PRU's attention.

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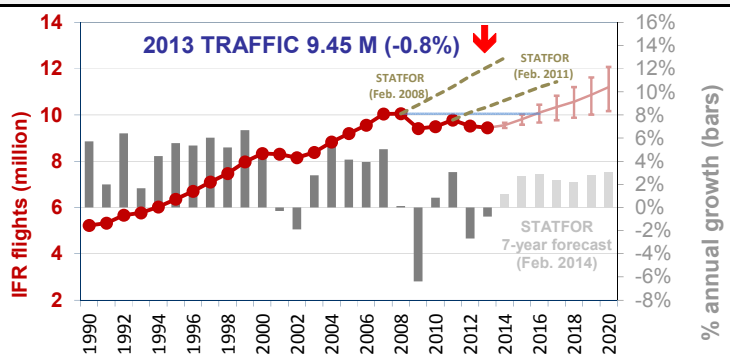
European ATM Performance

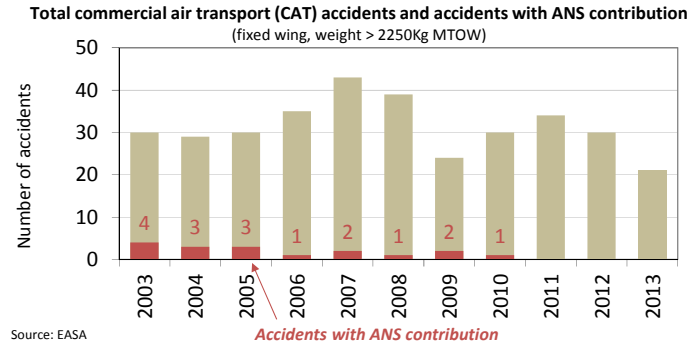
TRAFFIC



IFR flights	Eurocontrol	Variation
2013	9.45M	-0.8% ↓

Average daily IFR flights in Europe decreased by -0.8% in 2013 with notable regional variations in traffic evolution. For 2014, the STATFOR 7-year forecast expects the European flights to grow by +1.2% (baseline scenario) with an average annual growth rate of 2.6% between 2014 and 2019. At system level, traffic is expected to reach pre-economic crisis levels by 2016.

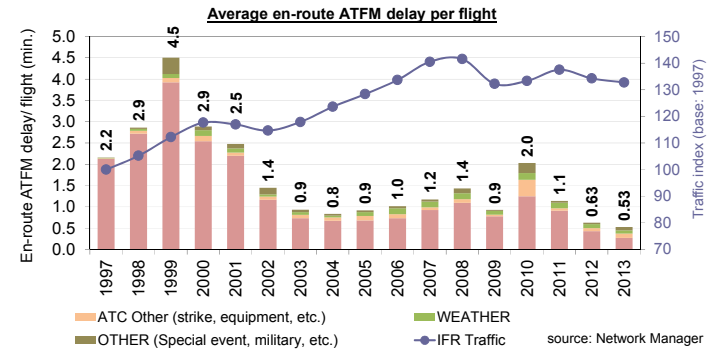
SAFETY



Accidents with ANS contribution	Eurocontrol	Variation
2013	0	-

After the increase between 2009 and 2011, total commercial air transport accidents continuously decreased again to the lowest level over the past 11 years in 2013.
Accidents with ANS contribution are rare in Europe and there were no accidents with ANS contribution over the past three years.

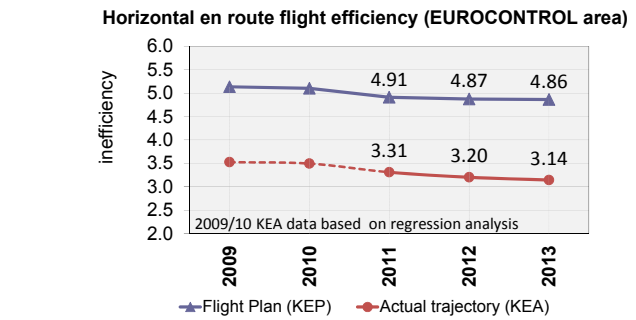
CAPACITY



En route ATFM delay per flight	Eurocontrol	Variation
2013	0.53	-0.1 min./flt. ↓

Albeit in the context of declining traffic, en-route ATFM delays decreased for the third consecutive year to 0.53 minutes per flight in 2013 which is the lowest level ever recorded. The most constraining ACCs in 2013 were Nicosia, Warsaw, Barcelona, and the Canarias.

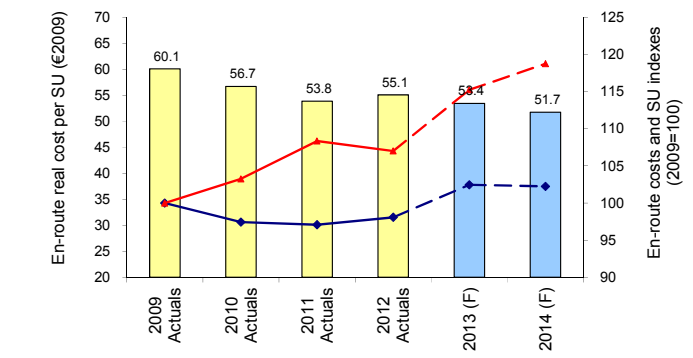
ENVIRONMENT



En route flight efficiency (vs. flight plan)	Eurocontrol	Variation
2013	4.86%	-.01%pt ↓

After the positive trend in previous years, horizontal en route flight efficiency (flight plan) in 2013 remained at a similar level as in 2012.
The gap between planned and actual trajectory differs significantly at European level and by State suggesting scope for improvement.

COSTS



En-route ANS costs per SU (€2009)	Eurocontrol	Variation
2012	55.1	+2.3% ↑

Real en-route unit cost deteriorated after two years of consecutive improvement (an increase of +2.3% in 2012 compared to 2011). At system level, 2012 was a year of decrease in traffic (-1.2%). At the same time, en-route ANS costs increased overall by +1.0%.

Introduction

PRR 2013 presents an assessment of the performance of European Air Navigation Services (ANS) for the calendar year 2013.

ANS in European Air Transport

Compared to 2012, average daily IFR flights in Europe decreased by -0.8% in 2013 with notable regional variations in traffic evolution. Despite the lower number of flights, load factors and average aircraft size continued to increase leading to a growth in passenger numbers.

For 2014, the STATFOR 7-year forecast published in February 2014 expects the European flights to grow by +1.2% in the baseline scenario (Low: -0.1%; High: +2.3%). The average annual growth rate between 2014 and 2019 is forecast to be at +2.6% with IFR flights expected to reach pre-economic crisis levels (2008) by 2016.

The high level evaluation of ANS performance in the European air transport context sets the scene for the more detailed analyses in the respective chapters of this report:

- Safety: After the increase between 2009 and 2011, total commercial air transport accidents continuously decreased again to the lowest level over the past 11 years in 2013. Accidents with ANS contribution are rare in Europe and there were no accidents with ANS contribution over the past three years. A more detailed analysis focusing on ANS safety performance is provided in Chapter 3.
- Capacity: Albeit in a context of declining traffic, the share of flight arriving within 15 minutes after the schedule (punctuality) reached an all-time high of 84.0% in 2013. The share of ANS-related primary delays in 2013 was 23.5% (i.e. 76.5% of primary delays were not due to ANS) which represents a further reduction compared to 2012. Continuing the positive trend observed over the past two years, en route and airport arrival ATFM delays continued to decrease by 17% and 20% respectively in 2013. A detailed analysis of operational ANS performance en route and at airports is provided in Chapter 4 and 5.
- Environment: Overall, the ANS-related impact on total aviation related fuel burn is estimated at 6% (equivalent to 0.2% of total European anthropogenic CO_2 emissions). All three ANS related indicators (additional taxi-out time, en route flight efficiency, additional ASMA time) showed an improvement with a positive impact on fuel burn. The reduction in total additional fuel burn is due to small improvements in unit fuel burn and a notable reduction of traffic compared to 2012.
- Cost-efficiency: En route ANS costs in the SES area increased by +1.3% in 2012 vs. 2011, which is well below initial plans in November 2011. Entry into force of the Single European Sky (SES) charging regime meant lower revenue than planned as traffic was lower than planned. For 2013, the latest projections indicate an increase in en route (+4.5%) and terminal ANS costs (+2.0%) in the SES area. As in 2012, actual costs for 2013 may be lower due to traffic risk sharing. A detailed analysis focusing on en route and terminal ANS cost-efficiency is provided in Chapter 6.

With the advent of the SES performance scheme, more precise data are becoming available (Correlated Position Reports and data provided directly by airport operators). The PRC decided to use the new data flows from this PRR onwards, which improves the accuracy of indicators but creates a discontinuity in time series and limits the geographical scope of the analysis to SES States and to the period 2011 to 2013 as the same level of data is presently not available for all EUROCONTROL States.

The Total economic cost concept presents a consolidated view of direct and estimated indirect costs borne by airspace users and enables a first assessment of interdependencies between KPAs outside safety. It is not an assessment of ANS inefficiencies and, inevitable margins of uncertainty need to be considered.

Safety (2012)

In 2013, there was no accident with ANS contribution. The number of reported ANS-related serious incidents decreased, and reached the lowest level in the past 11 years. In the period 2011-2013 the main ANS related serious incident categories remain losses of separation in the air, runway incursions and ATM/CNS occurrences.

Overall, performance review indicates high levels of safety in Europe, as only a very small portion of the total flights are reported as incidents (approximately 0.3%).

The level of occurrence reporting to EUROCONTROL Annual Summary Template (AST) reporting

mechanism is still unsatisfactory. There are three EUROCONTROL States not submitting the AST (Monaco, Turkey and Ukraine) and the level of reporting from seven States is still below the established baseline. However, it has to be noted that the number of ECAC Member States reporting increased to a record level of 36 in 2012.

The number of un-assessed incidents is still higher than the levels in 2007. This situation is of concern, not only for the outcome of the analysis at European level, but also for the national safety analysis and for the sustainability of the human reporting system. Further, safety occurrences provided by States to EUROCONTROL through the AST mechanism are often incomplete. This diminishes the capability of safety analysis at European level.

States should ensure the provision of sufficient capabilities to deal with the reporting, investigation, storing, classification and analysis of ATM safety occurrences.

Where no existing regulations are in place, States should support the inclusion of specific provisions regarding the severity classification of ATM occurrences in their safety regulatory framework.

There is an urgent need to accelerate the deployment of automatic safety data reporting/monitoring tools in Europe in order to improve trend analysis for identification of safety risks and measure the effectiveness of safety improvement action. They can also remove subjectivity and variability in reporting. Deployment of such tools should also improve the reporting culture and consequently the level of reporting. Therefore, States are encouraged to expedite deployment of automatic safety data reporting/monitoring tools.

In order to use data from automated safety data reporting/ monitoring tools at State, FAB or European level, the event triggers for each type of occurrence need to be harmonised. It is proposed that a pan-European harmonisation project is conducted to ensure that data can be shared and aggregated.

Operational En-route ANS Performance (2013)

En route ATFM delays in 2013 decreased for the third consecutive year. Overall, en route ATFM delays decreased by 17% from 0.63 to 0.53 minutes per flight in 2013 which is the lowest level ever recorded. It must also be stated that the level of traffic was less than in the two previous years.

While most ACCs in Europe provided sufficient capacity, there were four ACCs in 2013 with more than 30 days at delay levels above one minute per flight: Nicosia (198), Warsaw (62), Barcelona (40), and the Canarias (37). These four ‘constraining ACCs’ accounted for 28% of total en route ATFM delay in 2013 whilst handling just 6.9% of the traffic.

Investigation into the specific classification of ATFM delay highlighted inconsistency in how delays are assigned both in terms of the causal factor and the appropriate location. Such inconsistency is detrimental to performance improvement and there is a risk that this could lead to a financial impact on ANSPs due to incentive schemes. The PRC intends to do further investigation and reporting on this topic.

Although the amount of en route ATFM delay is at the lowest level ever recorded, in view of the exponential relationship between capacity constraints and delay, it is vital to plan and implement adequate capacity in advance of the expected growth in traffic.

After the positive trend in previous years, horizontal en route flight efficiency in 2013 remained at a similar level as in 2012. At European level, the observed level of en route flight inefficiency in 2013 was 4.86% for the filed flight plans with the actual trajectory being 1.7% better than the filed plans (3.14%).

The gap between planned and actual trajectory differs significantly by State which suggests scope for improvement. Additionally to the initiatives to improve flight efficiency, improved planning closer to the actual trajectory would improve predictability and also reduce required fuel load and thence reduce costs.

By the end of 2013, 23 of the 64 ACCs had implemented various steps of Free Route Operations. Clear benefits can be observed in areas where free route airspace has been implemented.

While route availability and changes in military activity appear to be contributing factors to the observed gap between filed and actual flight trajectory, more research is required to better understand all the contributing factors (flight planning, awareness of route availability, civil-military coordination, etc.). This requires however improvements in data collections for planned and actual airspace restrictions and planned and actual route availability.

Close civil military cooperation and coordination is a crucial enabler to improve capacity and flight efficiency

performance. A critical review of the application of the Flexible Use of Airspace (FUA) concept could help improving performance.

The evaluation of the impact of "out of area" traffic on ATM performance illustrated that "out of area" traffic introduces unpredictability in the network which can be improved through closer coordination and cooperation with States outside the EUROCONTROL area.

Operational ANS Performance at Airports (2013)

On average, movements at the top 30 airports in Europe decreased by 1.5% in 2013 and operational performance remained nearly unchanged as shown in table below.

Operational ANS performance at the top 30 airports		2012	2013
Inbound (minutes per arrival)	Airport arrival ATFM delay	0.9	0.8
	Additional ASMA time	2.1	2.2
Outbound (minutes per departure)	ATC pre-departure delay	0.5	0.6
	Additional taxi-out time	3.7	3.7

From an airport perspective, one indicator considered in isolation cannot be representative of the overall ANS performance. When performance is considered from a transversal perspective at airports, it appears to be better for arrival flows than for departures. This is expected in order to discharge the airspace and minimise fuel consumption airborne. On the inbound flow, Additional ASMA Time however remains relatively great compared to Airport Arrival ATFM Delay.

The Network Manager initiated a project in order to enhance the integration of airports into the ATM Network, mainly to exchange information during adverse weather conditions. The PRC will monitor performance improvements.

The PRU initiated some research on new performance indicators:

- Additional Taxi-in Time is being investigated as a very first step to the extension of the en-route-to-en-route performance perspective of airports. The trial needs to be validated with airport operators. The efficiency of turnaround and stand occupancy times should also be investigated from a global airport performance perspective, provided that data is available.
- Further research is required to understand and quantify the resilience of ANS to perturbations as well as associated disruption thresholds.
- Capacity indicators (additional ASMA and taxi-out time) are converted into environment indicators, enabling a better assessment of the emission impact of airport operations.

Higher level of details, comparability, consistency and lower ambiguity are expected as key benefits of receiving high-quality data also from non-SES airports. The PC's decision regarding the set-up of appropriate airport data flow at non-SES-airports should be implemented in full.

The airports, through the States, should be encouraged to use the sub-codes 89 as a standard. In parallel, the use of Target Start-Up Time (TSAT) and Target Off-Block Time (TOBT) available at A-CDM airports should be investigated as an alternative to (sub-) codes 89.

ANS Cost-efficiency (2012)

In a majority of States, traffic had decreased in 2012 compared to 2011 (-1.2% at system level) and turned out to be much lower than previously planned/forecasted (by -4.6% at system level). On the other hand, the total costs for providing en-route services increased by +1.0% in real terms compared to 2011 at system level, although they are lower than previously planned for 2012 (by -3.4%). As a result, at face value, the real en-route unit cost per service unit for 2012 increased by +2.3%.

However, the analysis shows that this deterioration in cost-efficiency performance is due to two factors which are not strictly related to the costs incurred in respect of en-route services provided in 2012, i.e. the impact of a one-off reduction in EUROCONTROL costs that occurred in 2011 in relation to International Financial Reporting Standards (IFRS) budgeting and special annex receipts, and the impact of increases in (accounting) provisions for future liabilities (mainly for pensions) reported as actual costs for 2012. If the effects of these two factors are excluded, the total actual costs for 2012 would have been lower by -1.5% compared to 2011 and would have therefore resulted in an improvement of the unit cost (decrease of -0.2%).

The volatility of the (accounting) provisions raises concerns in the context of charging and performance, as changes in these provisions do not necessarily represent costs directly attributable to the provision of ANS in the year in which they are recorded. Moreover, these changes in provisions, especially when related to pensions, can be significant in size and thereby influence significantly the resulting cost-efficiency indicator, which may no longer reflect the adjustment of costs to the traffic context and the genuine cost-efficiency performance of States/ANSPs or even the Pan-European system as a whole. For those States under the "determined costs" method, these increases may also significantly impact the future amounts charged to airspace users if deemed eligible as exemptions from cost-sharing in accordance with the SES Charging Regulation. For this reason, it is recommended to evaluate how genuine cash payments rather than accounting accruals payments could be recognised in the calculations of pension costs for charging purposes.

For the SES States, 2012 is the first year of application of the "determined costs" method with specific risk-sharing arrangements defined in the charging regulation aiming at incentivising economic performance. For the other nine EUROCONTROL States participating in the Route Charges System, the "full cost-recovery method" continued to apply in 2012. As this is the first year of application of the two methods in parallel, it is not yet possible to identify whether different trends and behaviour exist between the SES States and the other States in the Route Charges System and to draw any firm conclusions.

A recent revision (November 2013) of the "EUROCONTROL Principles for establishing the cost-base for en route charges and the calculation of the unit rates" gives the possibility for the States which are not bound by the SES to opt for either the "full cost-recovery method" or the "determined costs method". It can therefore be expected that some non-SES States will apply the "determined costs method" in the future, given the incentive possibilities offered by this method. The supervision and assessment of the level of the "determined costs" and associated unit rates charged to users is an integral part of the "determined costs method". It requires Performance Plans to be drawn-up, covering all the different KPAs and potential interdependencies and proper ex-ante assessments carried out by an independent body.

Plans and forecasts for 2013-2014 show a decrease in the real en-route unit cost of -3.1% p.a. compared to actual 2012. Such a reduction is driven by high traffic forecasts made at the time of adopting the RP1 Performance Plans for the SES States. As the traffic will not materialise, States will need to adapt their 2013 and 2014 actual costs to the new traffic context to avoid significant increases in their unit costs and, for the SES States, to avoid significant losses in RP1.

2015-2019 preliminary figures currently show moderate growth in traffic and stabilisation in costs over the period. These forecasts will however have to be adapted so as to be collectively consistent with the EU-wide targets adopted for the SES States for the RP2 period. It would be advisable that the other EUROCONTROL States which are not bound by the SES Regulations aim at following consistent trends with the SES States.

High level analysis of terminal ANS costs indicates that, between 2011 and 2012, terminal ANS unit costs in real terms fell (-2.0%) for the third year in a row. The decrease in unit costs mainly reflects a reduction in terminal ANS costs in real terms (-3.4%) in a context of traffic decrease (-1.4%, TNSU).

Moreover, compared to what was foreseen for the year 2012 (November 2011 Reporting), actual terminal ANS costs are some -4.9% lower than planned. As the similar trend is also observed for en-route, at system level there were no significant cost reallocation from en-route towards terminal, and the cost-efficiency improvement due to the SES target setting on en-route is likely to also have had a positive impact on terminal ANS costs, mainly due to the level of shared/common costs.

A terminal navigation service units (TNSU) forecast was produced by STATFOR for the first time in 2013 (March 2013). This forecast has been used to compute SES trends in terminal ANS unit costs until the end of RP1. Plans and forecasts for 2013-2014 indicate slightly decreasing unit costs (-0.4% p.a.) compared to 2012 actual data.

A number of differences (i.e. the number and size of aerodromes, the traffic levels and complexity, the scope of ANS provided, the charging policy including the applied cost allocation between en-route and terminal) introduce comparability issues when analysing and benchmarking terminal ANS performance levels across States/Terminal Charging Zone (TCZ)/airports.

Differences in cost-allocation can affect the analysis of en-route and terminal cost-efficiency. It is therefore important to keep a gate-to-gate perspective when monitoring ANSP cost-efficiency performance.

ANSP high level benchmarking analysis indicates that the lower unit economic costs observed at Pan-European system level for the year 2012 (-4.8%) mainly reflects a reduction in ATFM delays compared to

2011 (-39.3%) while gate-to-gate unit ATM/CNS provision costs rose by +1.7%. The increase in unit ATM/CNS provision costs is mainly due to the fact that in 2012, ATCO employment costs rose faster (+1.3%) than ATCO-hour productivity (+0.3%) while unit support costs increased (+2.0%) in a context of traffic decrease (-1.9%).

PRC Recommendations 2013

The Provisional Council is invited to:	*Rationale for the recommendation*
a. **note** the PRC's Performance Review Report for 2013 (PRR 2013) and to submit it to the Permanent Commission;	
b. **encourage** States to review their State Safety Programmes and Safety Plans to ensure that major risks are being addressed;	*Although the accident statistics show a reduction in ANS related accidents in recent years, serious incident statistics demonstrate that mid-air collision and runway incursion accidents could still occur.*
c. **urge** those States that have not yet done so to implement the Provisional Council's Decisions 8.1 b and c (PC 39, May 2013) as a matter of urgency;	*The 2011 PRC recommendations requesting improvement in safety data reporting and safety data quality are not yet adequately implemented and therefore are reiterated as last year.*
d. **request** States to ensure that sufficient resources are made available for: (i) the reporting, investigation, storing, and analysis of ATM safety occurrences; and, (ii) the risk assessment and hence, severity classification of all reported ATM safety occurrences;	*The number of un-assessed incidents is increasing since 2007. This situation is of concern, not only for the outcome of the analysis at European level, but also for the national safety analysis.*
e. **urge** States to support the inclusion of specific provisions regarding the severity classification of ATM occurrences in their safety regulatory framework;	*Where no existing regulations are in place, States should support the inclusion of specific provisions regarding the severity classification of ATM occurrences in their safety regulatory framework.*
f. **encourage** States to expedite the deployment of automatic safety data reporting/monitoring tools in Europe to improve the identification of safety risks and to measure the effectiveness of safety improvement action;	*There is an urgent need to accelerate the deployment of automatic safety data reporting tools to improve the identification of safety risks and measure the effectiveness of safety improvement action. Deployment of such tools should also improve the reporting culture and consequently the level of reporting.*
g. **request** the Director General to initiate a pan-European harmonisation project, in order to use data from automated safety data reporting/monitoring tools at State, FAB or European level, because the event triggers for each type of occurrence need to be harmonised;	*There is a need to conduct a pan-European harmonisation project to ensure that data can be shared and aggregated.*
h. **urge** the States and ANSPs to ensure that updated information on airspace and route availability is transmitted to the Network Manager in a timely manner and made available to airspace users for flight planning purposes;	*The analysis reveals a considerable gap between flight plan and actual flight trajectories with an impact on fuel burn (additional carriage) and capacity (lower level of predictability of operations).* *To reduce the gap there is a need to ensure that the Network Manager and airspace users are continuously supplied with the latest information on airspace and route availability.*
i. **request** the Director General to initiate the development of tools to identify the shortest route available at the time the flight commences;	*Due to the lack of information on route availability, it is presently not possible to identify the shortest available route at the time the flight commences.*
j. **urge** States to ensure an accurate and consistent classification of ATFM delays to enable constraints on European ATM to be correctly identified and resolved or mitigated;	*Investigation into the specific classification of ATFM delay highlighted inconsistency in how delays are assigned both in terms of the causal factor and the appropriate location. Such inconsistency is detrimental to performance improvement.*
k. **urge** the Director General to work with non-ECAC States to improve the predictability of traffic entering the EUROCONTROL area, in order to improve the service being provided to air traffic within the	*"Out of area" flights show a lower level of predictability with an impact on safety, service quality and capacity utilisation in the periphery of the EUROCONTROL area. An enhanced exchange of information would help improving the*

EUROCONTROL area;	*situation.*
l. **encourage** States to fully implement Airport Collaborative Decision Making (A-CDM) including Departure Planning Information (DPI) exchange with Network Operations at congested airports, in line with the related European Single Sky ImPlementation Plan and the Network Manager Performance Plan;	*A-CDM is an enabler for improving the efficiency of the departure flow management at airports and also ensures a better integration of airports into the ATM network which improves network predictability and the utilisation of available resources.*
m. **recall** its decision g) and f) at PC 39 (May 2013) encouraging those States not bound by the provisions of the SES performance scheme to provide Correlated Position Reports and data on operations at key airports (>70 000 movements), using the standards described in the SES legislation, to enable EUROCONTROL-wide data collection and ANS performance review to be harmonised;	*Presently data provision in EUROCONTROL States is not harmonised. The recommendation aims at achieving a harmonised CPR (30 seconds radar update rate) and airport data collection following the standards laid out in the SES legislation. The claim is supported by sections in the en route chapter (flight efficiency) and in the airport chapter.*
n. **encourage** those States not bound by the provisions of the SES performance scheme that wish to apply the "determined costs" method to provide for independent supervision by their national authority and a meaningful consultation with airspace users and to take due account of the level and ambition of performance improvements expected for SES States;	*A recent revision (November 2013) of the "EUROCONTROL Principles for establishing the cost-base for en route charges and the calculation of the unit rates" gives the possibility for the States which are not bound by the SES to opt for either the "full cost-recovery method" or the "determined costs method". It can therefore be expected that some non-SES States will apply the "determined costs method" in the future, given the incentive possibilities offered by this method. The supervision by their national authority and assessment of the level of the "determined costs" and associated unit rates charged to users is an integral part of the "determined costs method".*
o. **urge** States to take due account of the fairness, cost-relatedness and appropriateness of a strict application of International Financial Reporting Standards when establishing air navigation cost-bases and charges.	*The volatility of the (accounting) provisions raises concerns in the context of charging and performance, whereas increases or decreases in these provisions do not necessarily represent costs directly attributable to the provision of ANS in the year in which they are recorded. Moreover, these increases or decreases in provisions, especially when related to pensions, can be significant in size and thereby influence significantly the resulting cost-efficiency indicator, which may no longer reflect the adjustment of costs to the traffic context and the genuine cost-efficiency performance of States/ANSPs or even the Pan-European system as a whole.*

About the Performance Review Commission

The Performance Review Commission (PRC) provides independent advice on European Air Traffic Management (ATM) Performance to the EUROCONTROL Commission through the Provisional Council.

The PRC was established in 1998, following the adoption of the European Civil Aviation Conference (ECAC) Institutional Strategy the previous year. A key feature of this Strategy is that "*an independent Performance Review System covering all aspects of ATM in the ECAC area will be established to put greater emphasis on performance and improved cost-effectiveness, in response to objectives set at a political level*".

The PRC reviews the performance of the European ATM System under various Key Performance Areas. It proposes performance targets, assesses to what extent agreed targets and high-level objectives are met and seeks to ensure that they are achieved. The PRC/PRU analyses and benchmarks the cost-effectiveness and productivity of Air Navigation Service Providers in its annual ATM cost-effectiveness (ACE) Benchmarking reports. It also produces ad hoc reports on specific subjects.

Through its reports, the PRC seeks to assist stakeholders in understanding from a global perspective why, where, when, and possibly how, ATM performance should be improved, in knowing which areas deserve special attention, and in learning from past successes and mistakes. The spirit of these reports is neither to praise nor to criticise, but to help everyone involved in effectively improving performance in the future.

The PRC holds 5 plenary meetings a year, in addition to taskforce and ad hoc meetings. The PRC also consults with stakeholders on specific subjects.

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PRC Members must have senior professional experience of air traffic management (planning, technical, operational or economic aspects) and/or safety or economic regulation in one or more of the following areas: government regulatory bodies, air navigation services, airports, aircraft operations, military, research and development.

Once appointed, PRC Members must act completely independently of States, national and international organisations.

The Performance Review Unit (PRU) supports the PRC and operates administratively under, but independently of, the EUROCONTROL Agency. The PRU's e-mail address is PRU@eurocontrol.int.

The PRC can be contacted via the PRU or through its website www.eurocontrol.int/prc.

PRC PROCESSES

The PRC reviews ATM performance issues on its own initiative, at the request of the deliberating bodies of EUROCONTROL or of third parties. As already stated, it produces annual Performance Review Reports, ACE reports and ad hoc reports.

The PRC gathers relevant information, consults concerned parties, draws conclusions, and submits its reports and recommendations for decision to the Permanent Commission, through the Provisional Council. PRC publications can be found at www.eurocontrol.int/prc where copies can also be ordered.

PERFORMANCE REVIEW BODY OF THE SINGLE EUROPEAN SKY

EUROCONTROL, through the PRC supported by the PRU, is designated as the PRB of the Single European Sky performance scheme. The designation is valid until 30 June 2015. The PRB Chairman -Mr. Peter Griffiths - was appointed separately by the European Commission. His designation is also valid until 30 June 2015. To contact the PRB please send an e-mail to: PRB_Chairman@eurocontrol.int.

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