Performance Plan

Austria

Third Reference Period (2020-2024)

Status: Updated draft performance plan (Art. 13(2) of IR 2019/317)

Date of issue: 17.11.2021

Table of Content

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

Signatories

Performance plan details	
State name	Austria
Status of the Performance Plan	Updated draft performance plan (Art. 13(2) of IR 2019/317)
Date of issue	17.11.2021
Date of adoption of Draft Performance Plan	17.11.2021
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	
Mag. Elisabeth Landrichter, DGCA	

Additional comments	

Document change record		
Version	Date	Reason for change
0.1	02.08.2019	draft for consultation on 26.8.2019
0.2	02.09.2019	updates after stakeholder consultation (26.8.2019)
1.0	27.09.2019	updates after additional consultation in writing (16.9.2019) and release
2.0	14.11.2019	update in response to the EC/PRB completness check in accordance with Art. 13(1) of Reg(EU) 2019/317 (EC letter Ref. Ares(2019)6760094 - 31/10/2019)
2.1	09.08.2021	new draft PP after revision of RP3 EU-targets - for consultation
3.0	24.09.2021	updated plan after consultation (24.8.2021)- consultation results
4.0	17.11.2021	update in response to the EC/PRB completness check in accordance with Art. 13(1) of Reg(EU) 2019/317; The details of the update are provided in a side letter

SECTION 1: INTRODUCTION

1.1 The situation

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1 - INTRODUCTION

1.1 - The situation

NSA(s) responsible for drawing up the Performance Plan	NSA Austria - Federal Ministry for Climate Action, Environment, Energy, Mobility, Innovation and Technology Radetzkystraße 2, A- 1030 Vienna, Austria

1.1.1 - List of ANSPs and geographical coverage and services

Number of ANSPs	1

ANSP name	Services	Geographical scope
Austro Control	ATS, CNS, MET, AIS	FIR Vienna

Cross-border arrangements for the provision of ANS services

Number CB arrangements where ANSPs provide services in an other State	8

ANSPs providing services in the FIR of another State	
ANSP Name	Description and scope of the cross-border arrangement
DFS	UAC Karlsruhe - (1 LoA upper area), ACC München (1 LoA Branch South)
ANS CZ	ACC Prag (1 LoA)
LPS	ACC Bratislava (1 LoA)
Hungarocontrol	ACC Budapest (1 LoA)
CCL	ACC Zagreb (1 LoA)
Slovenia Control	ACC Ljubljana (1 LoA)
ENAV	ACC Padua (1 LoA)
Skuyguide	ACC Zürich (1 LoA)

Number CB arrangements where ANSPs from another State provide services in the State	8

ANSPs established in another Member State providing services in one or more of the State's FIRs	
ANSP Name	Description and scope of the cross-border arrangement
see above	

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	1

Entity name	Domain of activity	Rationale for inclusion in the Performance Plan
NSA Austria	ANS/ATM oversight	National Supervisory Authority in accordance with §120c of the Austrian Aviation Act

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	Austria

Terminal	Number of terminal charging zones	1

Terminal charging zone 1	Austria - TCZ

1.1.4 - Other general information relevant to the plan

not applicable

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
see detailed description under 3.3.1.b (en route capacity)

Additional comments
not applicable

1.2 - Traffic Forecasts

1.2.1 - En route

En route Charging zone 1	**Austria**
En route traffic forecast	Local forecast

Local Forecast	2017A	2018A	2019A	2020A	2021	2022	2023	2024	CAGR 2019-2024
IFR movements (thousands)	1.232	1.301	1.365	590	722	1.229	1.306	1.380	0,2%
IFR movements (yearly variation in %)		5,6%	4,9%	-56,8%	22,4%	70,1%	6,3%	5,7%	
En route service units (thousands)	2.974	3.198	3.338	1.509	1.807	3.004	3.269	3.505	1,0%
En route service units (yearly variation in %)		7,5%	4,4%	-54,8%	19,7%	66,3%	8,8%	7,2%	

Specific local factors justifying not using the STATFOR base forecasts (provide justification below or refer to Annex D for more detailed explanation)
Update Nov 2021: In accordince with the PRB advice of 8th October 2021, the plan was updated by selecting "Local foerecast" and entering the STATFOR Oct 2021 base forecast in the fields above. The use of the “local forecast” option in the performance plan template to include the STATFOR OCTOBER 2021 traffic figures is just a necessary technical vehicle. This will, of course, not turn the STATFOR figures into a genuine local traffic forecast

NOTE: Section 1.3 (Stakeholder Consultation) should include details on the consultation with airspace users' representatives and ANSPs concerned on the rationale for not using the STATFOR base forecasts.

1.2.2 - Terminal

Terminal Charging zone 1	**Austria - TCZ**
Terminal traffic forecast	Local forecast

Local Forecast	2017A	2018A	2019A	2020A	2021	2022	2023	2024	CAGR 2019-2024
IFR movements (thousands)	165,5	174,7	184,8	75,7	94,7	163,6	173,6	184,3	-0,1%
IFR movements (yearly variation in %)		5,6%	5,8%	-59,1%	25,2%	72,8%	6,1%	6,2%	
Terminal service units (thousands)	183,4	197,2	214,8	82,1	96,9	185,2	201,5	215,3	0,0%
Terminal service units (yearly variation in %)		7,5%	8,9%	-61,8%	18,0%	91,1%	8,8%	6,9%	

Specific local factors justifying not using the STATFOR base forecasts (provide justification below or refer to Annex D for more detailed explanation)
Update Nov 2021: In accordince with the PRB advice of 8th October 2021, the plan was updated by selecting "Local foerecast" and entering the STATFOR Oct 2021 base forecast in the fields above. The use of the “local forecast” option in the performance plan template to include the STATFOR OCTOBER 2021 traffic figures is just a necessary technical vehicle. This will, of course, not turn the STATFOR figures into a genuine local traffic forecast

NOTE: Section 1.3 (Stakeholder Consultation) should include details on the consultation with airspace users' representatives and ANSPs concerned on the rationale for not using the STATFOR base forecasts.

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
Safety: the regulation only foresees targets in the last year of RP3 (2024). Ambition is given by fullfilling additional EoSM sub-items., different from RP2. Environment: Austria has successfully implement free route; to ensure the target at European level, other States have to implement it as well. Airlines are ecnouraged to factually use the shortest routes when offerd, which is purely in their hands. Capacity: PRB refence values cannot be used as meaningful tagets, since severe weather situations are not considered in their setting. Showcases have been presented to explain why. Users in pricniple noted and understood the situation. PRB is encouraged to review the reference values for reasons given. Cost-Efficiance: AT outperformes the European targets which was positively and broadly acknowledged.

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	consulted and unchanged from RP1 and RP2
Maximum financial advantages and disadvantages for the mandatory incentive scheme on capacity	Yes	consulted and applied as in the regulation
Where applicable, decision to modulate performance targets for the purpose of pivot values to be used for the mandatory incentive scheme on capacity	No	
Symmetric range ("dead band") for the purpose of the mandatory incentive scheme on capacity	Yes	consulted and applied as in the regulation
Establishment or modification of charging zones	No	unchanged from RP1 and RP2
Establishment of determined costs included in the cost base for charges	Yes	consulted; CEF targets outperform European targets
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	consulted accordingly

1.3.3 - Consultation of stakeholder groups on the performance plan

#1 - ANSPs	
Stakeholder group composition	Austro Control SES Performance Team
Dates of main meetings / correspondence	24.8.2021
Main issues discussed	see chapter 1.3.1, 1.3.2
Actions agreed upon	as discussed during the meeting with all stakeholders
Points of disagreement and reasons	as discussed during the meeting with all stakeholders
Final outcome of the consultation	see chapter 1.3.2

Additional comments

#2 - Airspace Users	
Stakeholder group composition	IATA and other airlines (LHG, Austrian Airlines, EasyJet, Raynair, KLM)
Dates of main meetings / correspondence	24.8.2021
Main issues discussed	see chapter 1.3.1, 1.3.2

Actions agreed upon	as discussed during the meeting with all stakeholders
Points of disagreement and reasons	as discussed during the meeting with all stakeholders
Final outcome of the consultation	see chapter 1.3.2

Additional comments

#3 - Professional staff representative bodies	
Stakeholder group composition	Bundesarbeiterkammer
Dates of main meetings / correspondence	19.8.2021
Main issues discussed	Total Costs, Unit Cost in Real Terms & Staff Costs; hiring freeze,
Actions agreed upon	---
Points of disagreement and reasons	---
Final outcome of the consultation	response to some questions in writing

Additional comments

#4 - Airport operators	
Stakeholder group composition	Flughafen Wien
Dates of main meetings / correspondence	24.8.2021
Main issues discussed	see chapter 1.3.1, 1.3.2
Actions agreed upon	as discussed during the meeting with all stakeholders
Points of disagreement and reasons	as discussed during the meeting with all stakeholders
Final outcome of the consultation	see chapter 1.3.2

Additional comments

#5 - Airport coordinator	
Stakeholder group composition	Invited - no participation & excused
Dates of main meetings / correspondence	invited for main consultation 24.8.2021
Main issues discussed	---
Actions agreed upon	---
Points of disagreement and reasons	---
Final outcome of the consultation	---

Additional comments

#6 - Other (specify)	
Stakeholder group composition	

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 ≥ 80 000)

ICAO code	Airport name	Charging Zone	IFR air transport movements			
			2016	2017	2018	Average
LOWW	Vienna	Austria - TCZ	241.775	240.095	256.393	246.088

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

Number of airports	5		
ICAO code	Airport name	Charging Zone	Additional information
LOWS	Salzburg	Austria - TCZ	
LOWG	Graz	Austria - TCZ	
LOWI	Innsbruck	Austria - TCZ	
LOWL	Linz	Austria - TCZ	
LOWK	Klagenfurt	Austria - TCZ	

Additional comments
Airports under 1.4.2. are only added for the purpose of a single TCZ - see ch. 1.1.3

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 - Austro Control

2.1.1 - Summary of investments

2.1.2 - Detail of new major investments

2.1.3 - 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 - Austro Control

2.1.1 - Summary of investments

Number of new major investments	9

#	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	Voice Communication	18.328.711	18.328.711	**	**	**	**	**	4-15	80%	20%	31.12.2024
2	NAV Infrastructure	9.001.006	9.001.006	**	**	**	**	**	4-15	75%	25%	31.12.2025
3	Carrier Infrastructure	3.986.162	3.986.162	**	**	**	**	**	4-15	90%	10%	31.12.2024
4	Airport Throughput	13.959.936	13.959.936	**	**	**	**	**	4-15	10%	90%	31.12.2024
5	COOPANS	18.650.214	18.650.214	**	**	**	**	**	4-15	90%	10%	31.12.2024
6	ATS-Enabler	10.165.655	10.165.655	**	**	**	**	**	4-15	90%	10%	31.12.2024
7	ANS Enabler	15.363.225	15.363.225	**	**	**	**	**	4-15	85%	15%	31.12.2024
8	AIM Infrastructure	5.128.898	5.128.898	**	**	**	**	**	4-15	90%	10%	31.12.2024
9	MET Infrastructure	5.665.716	5.665.716	**	**	**	**	**	4-15	80%	20%	31.12.2024
Sub-total of **new major investments** above (1)		100.249.523	100.249.523	**	**	**	**	**				
Sub-total **other new investments** (2)		29.585.611	29.585.611	**	**	**	**	**		80%	20%	
Sub-total **existing investments** (3)				**	**	**	**	**		80%	20%	
Total new and existing investments (1) + (2) + (3)		129.835.134	129.835.134	32.340.057	34.559.866	34.654.562	34.472.981	33.705.463				

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

***Austria presents with the investment overview in the performance plan additional transparency on top of what is required by legislation. Clusters of additional smaller projects are presented (e.g. ATS enabler) which consist of HW and SW elements with different life-cycles and different entry into operation dates. Interactions of those projects further raises the complexity of presenting that data in the tables. Those clusters of projects could be removed again from the plan since their individual investments sum is below 5 MEUR. However, Austria has decided to keep that additional transparency in the PP.*

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	***Voice Communication***					Total value of the asset	***18.328.711 €***
Description of the asset	Keeping the voice communication system alive, total exchange of VCS for ENRO in RP3 followed by local Terminal Units and support of Military in RP4. Adaption of Voice- and Data-Recording (Compliance).						
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	Enable FRA and future operational solutions (e.g. RVT, Approach Center) Partly funded in EU-TM-0196-M.					
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
			AF3.1.4 AF3.2.1				

Benefits for airspace users and results of the consultation of airspace users' representatives	Voice Communication Systems over IP are enablers for new operational concepts (Remote Tower, Centralized Approach units) Investments in Radio Infrastructure close existing coverage gaps.	
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	PCP	AF3 - Flexible Airspace Management and Free Route Airspace COM11.1 and COM11.2 3.1.4 Management if dynamic airspace configurations

Name of new major investment 2	***NAV Infrastructure***					Total value of the asset		***9.001.006 €***
Description of the asset	Continue ILS EoL Exchange program (5) including infrastructure compliance . ILS exchange program stretched until 2025 to lower costs in RP3. EoL investments of 7 DMEs and Direction finders. Tbd: CNS-Rationalisation,…							
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	provide RNP based operations and conventional navigation services in terminal and EnRoute airspace Partly funded in EU-TM-0117-M and EU-TM-0137-W.						
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	
	AF1.2							
Benefits for airspace users and results of the consultation of airspace users' representatives	this investment enables NAV services as long as the transition to GBAS (Aircraft equippage, ground infrastructure) is not completed							
Joint investment / partnership	No	but way foreward to CNS rationalisation						
Investment in ATM systems	No							
If investment in ATM system, type?	Overhaul of	partially EoL replacement						
If investment in ATM system, Reference to European ATM Master Plan / PCP	Master Plan (non-PCP)	AF1.2 Enhanced Terminal Airspace using RNP Based Operations Performance-based navigation NAV 03.2 RNP 1 in TMA Operations						

Name of new major investment 3	***Carrier Infrastructure***	Total value of the asset ***3.986.162 €***
Description of the asset	Further development on Carrier Infrastructure to fit to future requirements (Capacity,…) and exchange of system constituents.	
The investment is mandated by a SES Regulation (i.e. PCP/CP1/Interoperability)?	No	but pre-requisit
Level of impact of the investment	Network	no major impact on network functions.
	Local	Maintain or improve resilience and bandwith to enable current and future capacity.
	Non-performance	without improvements, lack of resilience and bandwith expected, lack of connectivity
Quantitative impact per KPA	Safety	providing a more resiliant communication service
	Environment	-
	Capacity	Maintain or improve bandwith to enable current and future capacity.
	Cost Efficiency	reduced costs by fulfilling bandwith capacity requirement, leading to long term savings

Results of the consultation of airspace users' representatives	the Carrier Infrastructure is enabler for new operational concepts (Remote Tower, Centralized Approach Units)	
Joint investment / partnership	No	
Investment in ATM systems	Yes	see below
If investment in ATM system, type?	Overhaul of	Support Connectivity between COOPANS Topsky System in the Areal Center and the local approach units.
If investment in ATM system, Reference to European ATM Master Plan / PCP	Master Plan (non-PCP)	

Name of new major investment 4	***Airport Throughput***					Total value of the asset		***13.959.936 €***
Description of the asset	Advanced Surface Movement Control System, Surveillance Sensors and related Systems Due to procurement constrains: new planning, new bundling of services & functionalities including ITWP							
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	Provide A-SMGCS improvements (especially Safety-Net improvements and Routing functionalities), Investments for TBS and Wake Vortex, AMAN/DMAN Coupling to meet capacity needs. New, revised plannig includes ITWP solutions. PCP Compliance planned in 2024 Partly funded in EU-TM-0196-M and EU-TM-0193-M.						
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	
		AF2.1 AF2.4 AF2.5						
Benefits for airspace users and results of the consultation of airspace users' representatives	improvement of procedures on ground and arrival/departure in capacity and safety							
Joint investment / partnership	No							
Investment in ATM systems	Yes	see below						
If investment in ATM system, type?	New system	The investments consists both in new and replacement of existing functionalities.						
If investment in ATM system, Reference to European ATM Master Plan / PCP	PCP	AF2 - Airport Integration and Throughput. Masterplan, Level 3 PCP: AOP12: Airport Safety Nets AOP11, FM05: Airport Operations Plan (AOP) and seamless integration with NOP AOP13: Automated assistance to ATCOs for surface movement Planning and Routing AOP13, ASP02: pre departure sequencing supported by route planning AOP10: Time-based separation MASTERPLAN, Level 3, non PCP AOP14: Remote Tower Services AOP05: DMAN Baseline for integrated AMAN DMAN (Airport-CDM) + Sesar Solutions						

Name of new major investment 5	***COOPANS***	Total value of the asset	***18.650.214 €***
Description of the asset	COOPANS TopSky ATM systems operated in Vienna with connected ATS units.		

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	COOPANS is in the process of planning the ATM systems modernisation, which will ensure continued and enhanced ATM services according to the needs of the stakeholders. This major investment covers ATM system modernisation and the "COOPANS Digital ATM Platform" (eg. to enable ADSP). Key enhancement will cover the replacement of the Flight Data processor (FDP), the improvement of the Human Machine Interface						
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	
	AF1.1	AF2.1 AF2.3 AF2.2	AF3.1 AF3.2	AF4.1 AF4.2 AF4.3 AF4.4	AF5.1 AF5.2 AF5.3 AF5.4 AF5.5 AF5.6	AF6.1		
Benefits for airspace users and results of the consultation of airspace users' representatives	Airspace Users trust on a modern, technically and operationally up-to-date as well as compliant ATM System with improved cost efficency.							
Joint investment / partnership	Yes	COOPANS						
Investment in ATM systems	Yes	COOPANS TopSky						
If investment in ATM system, type?	New system	The investments consists both in new and upgrades of existing systems.						
If investment in ATM system, Reference to European ATM Master Plan / PCP	PCP	AF1 - Extended AMAN and PBN in high density TMAs AF2 - Airport Integration and Throughput. TBS within the scope of COOPANS AF3 - Flexible Airspace Management and Free Route AF4 - Network Collaborative Management. INAP and LARA integration is within the scope of COOPANS AF5 - SWIM: ground-ground integration and flight data and aeronautical data management & sharing AF6 - Initial Trajectory Information Sharing: air-ground integration towards i4D with enhanced Flight Data Processing performances. Future impact on FDP is within the scope of COOPANS						

Name of new major investment 6	***ATS-Enabler***				Total value of the asset		***10.165.655 €***	
Description of the asset	Provide required ATS-Services to meet compliance, safety, capacity, security, environment, operational, service-resilience and ATCO-training goals, e.g. -New Requirements (Sub-Systems outside COOPANS-Topsky) - SWIM, LAN and Firewall adaptions,							
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	partly within AF5 mandated and positive impact on interoperability expected. Partly funded in EU-TM-0076-M and EU-TM-0117-M						
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	
					AF5.1 AF5.2			
Benefits for airspace users and results of the consultation of airspace users' representatives	Airspace users benefit from more resilient ATM-systems and improved technical capacity for ATCO trainings (Simulator)							
Joint investment / partnership	No	-						
Investment in ATM systems	Yes	see below						
If investment in ATM system, type?	Overhaul of	The investments new and upgrades/Replacement of existing systems.						
If investment in ATM system, Reference to European ATM Master Plan / PCP	PCP	AF5 - SWIM: ground-ground integration and flight data and aeronautical data management & sharing						

Name of new major investment 7	***ANS Enabler***		Total value of the asset	***15.363.225 €***
Description of the asset	ANS-Enabler are needed to provide required ANS-Services to meet compliance, safety, capacity, security, environment, service-resilience and operational goals, e.g. - Technical Monitoring and Control System TMCS			
The investment is mandated by a SES Regulation (i.e. PCP/CP1/Interoperability)?	No	this group is an important enabler to fulfill PCP requirements.		
Level of impact of the investment	Network	enabler to fulfill binding requirements and support of network functions.		
	Local	without investments für these enabler, massive degradation of ANS Services expected		
	Non-performance	without improvements, lack of resilience and performance expected.		
Quantitative impact per KPA	Safety	positive resilience impact expected		
	Environment	reduction of environmental impacts through use of optimized infrastructure		
	Capacity	New systems and tools enables more resilient services.		
	Cost Efficiency	Enhanced through use of more cost efficient solutions.		
Results of the consultation of airspace users' representatives	Airspace users benefit from more resilient ATM-systems			
Joint investment / partnership	No	-		
Investment in ATM systems	No	enabler for ANS services		
If investment in ATM system, type?	Overhaul of	partly EoL replacements included.		
If investment in ATM system, Reference to European ATM Master Plan / PCP	Master Plan (non-PCP)	supports the provision of different Master Plan activities.		

Name of new major investment 8	***AIM Infrastructure***					Total value of the asset	***5.128.898 €***
Description of the asset	Functional Evolutions, Infrastructure changes, Static Data Management evolution and electronic Terrain and Obstacle Database measures.						
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	AIM Infrastructure is enabler of the optimised ATM Network Services and part of the enabling Aviation Infrastructure, described in the ATM Masterplan. Partly funded in 2015-EU-TM-0196-M.					
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
	AF1.2			AF4.2	AF5.1 AF5.2 AF5.3 AF5.4 AF5.5 AF5.6		
Benefits for airspace users and results of the consultation of airspace users' representatives	Airspace users benefit from more resilient ATM-systems. Improved support for NMOC functionalities						
Joint investment / partnership	No	-					
Investment in ATM systems	Yes	AIM Infrastructure is part of the optimised ATM Network Services.					
If investment in ATM system, type?	Overhaul of	partly new functions and EoL investments					

If investment in ATM system, Reference to European ATM Master Plan / PCP	PCP	AF4 - Network Collaborative Management. INAP and LARA integration is within the scope of COOPANS AF5 - SWIM: ground-ground integration and flight data and aeronautical data management & sharing

Name of new major investment 9	***MET Infrastructure***				Total value of the asset		***5.665.716 €***
Description of the asset	ATS-Enabler are needed to provide required ATS-Services to meet compliance, safety, capacity, security, environment, operational and service-resilience goals, e.g. - Integrated Terminal Weather System - Infrastructure measures to enable TBS - MET Sensors incl. Weather Radar System - Service Evolution (incl ACWIS, POLARIS) towards automation - Evolution of tailored MET-Services for ATCOs						
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	MET Infrastructure is partly an enabler for TBS Partly funded in EU-TM-0196-M.					
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
		AF2.3			AF5.1 AF5.2 AF5.3 AF5.4 AF5.5 AF5.6		
Benefits for airspace users and results of the consultation of airspace users' representatives	improved MET services are able to support ATCOs in a well tailored way, which probably result in better or more resilient capacity						
Joint investment / partnership	No	-					
Investment in ATM systems	Yes	MET Infrastructure provides ATCOs with tailored solutions to meet compliance and operational benefits.					
If investment in ATM system, type?	New system	Enabler for TBS and other ATCO tools.					
If investment in ATM system, Reference to European ATM Master Plan / PCP	PCP	AOP10: Time Based Separation SAF11: Improve RWY safety by preventing RWY excursions (ICAO Annex 3, Meteorological Services for International Air Navigation)					

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

Investments in Surveillance Tools and Resilience, Communication improvements (VPN,Phones, …), Power Supply adaptions and EoL exchanges incl. Infrastructure and Cabeling, Service Desk improvements. Infrastructure for Remote Tower and Integrated Tower Working Positions. Investments for Continuity, Cyber Security and NIS-compliance.

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

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

		2020A	2020	2021	2022	2023	2024
		Actual	Target	Target	Target	Target	Target
Austro Control	Safety policy and objectives	*B*	B	B	B	B	C
	Safety risk management	*C*	C	C	C	C	D
	Safety assurance	*B*	B	B	B	B	C
	Safety promotion	*B*	B	B	B	B	C
	Safety culture	*B*	B	B	B	B	C
	Additional comments	National targets are consistent with the EU targets of Decision (EU) 2021/891 which require consistency in 2024.					

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

n/a

** Refer to Annex O, if necessary.*

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

National targets are consistent with the EU targets of Decision (EU) 2021/891 which require consistency in 2024. The new EOSM model for RP3 is different from RP2 with a higher level of ambition. The target considers development and implementation activities from 2020-2023 to reach the 2024 Union targets. Existing measures need to be maintained and adapted to suit the new EOSM model. Ressources are invested for compliance with Reg. (EU) 2017/373 in the area of SRM contributing towards improved maturity in the safety management objective safety risk management. Furthermore activities need to be implemented in the area of safety culture, especially training and awareness. Safety cooperation will be strenghtened further by intensifying cross border safety surveys.

** 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	*1,92%*	n/a	1,96%	1,96%	1,96%	1,96%

	2020	2021	2022	2023	2024
	Target	Target	Target	Target	Target
National targets	1,90%	1,96%	1,96%	1,96%	1,96%

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

Austria has implemented Free Route Airspace within ACC Vienna unlimited from GND/FL095 up to the Upper State Border.
Moreover, the Free Route Airspace was extended beyond the FIR border to the South/East including Slovenia, Croatia, Bosnia-Hercegovina and SerbiaMontenegro (SECSI FRA).
Airspace Users within this FRA Area are free to file Flight Plans following the great circle as close as possible.
The national KEA reference values are clean and thus only theoretical values, based on the following assumptions:
no influence derived from reserved and seggregated areas (MIL, High Level Gliders, a.o.)
no influence derived from severe weather conditions
no influence derived from ECAC wide NM measures, affecting the traffic flows and hence influencing the preferred short route scenario
Significant assumptions as described above are out of the Austrian / ANSP's area of influence.
Due to the permanently increasing traffic complexity within the Austrian FRA airspace, specific constraints need to be applied and adapted via RAD measures, in order to offer the required capacity.

** Refer to Annex P, if necessary.*

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

Advanced FUA (AFUA) implementation in place and continuously monitored by means of KPI for efficent use of TRAs in in close cooperation with MIL;
in close cooperation with NM, the Free Route Airspace is planned to get extended within the FAB CE and beyond in the course of RP3;
Implementation of LARA tool (Air Space Management Support Tool in cooperation with MIL and NM)

** 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	0,10	0,17	0,17	0,16

	2020	2021	2022	2023	2024
	Target	Target	Target	Target	Target
National targets	n/a	0,10	0,17	0,17	0,16

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

Update Nov 2021:
The en route reference values for Austria do not provide for a realistic and reachable target setting for the following reasons:

- The reference values do not consider severe weather phenomena per legal definition, although they have caused up to 40% of delays in Austria as monitoring and assessment by the NSA and the NM has shown. It is likely that these effects will also occur in lower traffic scenarios.

- At the time of updating this performance plan, the traffic numbers have been significantly increased with STATFOR Oct 2021 (up to 28%) and the EC requested Member States to update their plans by adopting those numbers without having provided any updated reference values which were formed about a year before, at the bottom of the traffic numbers due to the crisis.

It is obvious, that this mismatching and overly ambitious reference values are neither realistic, nor reachable.

However, in order to demonstrate commitment to the SES performance scheme and to strive for the highest levels of ambition, Austria decides to set the national targets in line with the reference values.

Consequently, the capacity incentive scheme is adapted in such a manner, that penalties do not hit the ANSP for unrealistic und unreachable reference and target values. The planned number of ATCOs for ACC has been revised and consequently increased until 2024, based on the actual recruitment figures and revised TRG organisation plans. Additional capacity measures, such as ATM System functionalities, airspace planning enhancements and improved sector management features are subject to urgent deployment and implementation.

** Refer to Annex Q, if necessary.*

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

- continuous recruiting and training of ATCOs
- flexible and centralised rostering
- permanent improvement of flow management activities
- continued effort to increase staffing levels
- continued alignment of traffic demand and sector opening times at sector group level
- Network weather mitigation measures with implementation of the eNM/ANSPs proposed measures
- Central/South East Europe airspace restructuring project

** Refer to Annex Q, if necessary.*

d) ATCO planning

	Actual			Planning			
Vienna (LOVV ACC)	2018	2019	2020	2021	2022	2023	2024
Number of additional ATCOs in OPS planned to start working in the OPS room (FTEs)	6	6	4	8	6	9	7
Number of ATCOs in OPS planned to stop working in the OPS room (FTEs)	2,75	4	5,5	0	2,55	7	7
Number of ATCOs in OPS planned to be operational **at year-end (FTEs)**	125,35	130,81	128,71	134,86	138,31	140,31	140,31

Additional comments
The total "Number of ATCOs in OPS planned to be operational at year-end (FTEs)" does also include part time work and parental leave on top of new and leaving ATCOs. *With version 4.0 of the PP, the ATCO planning figures have been increased reflecting the revised STATFOR of Oct 2021.*

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		*0,36*	1,25	0,47	0,87	0,84	0,82
Additional comments							

Airport level	***LOWW-Vienna***	*0,49*	1,27	0,50	0,90	0,88	0,86
	Airport contribution to national targets						
	LOWS-Salzburg	*0,04*	0,11	0,06	0,09	0,09	0,09
	Airport contribution to national targets						
	LOWG-Graz	*0,00*	0,01	0,01	0,01	0,01	0,01
	Airport contribution to national targets						
	LOWI-Innsbruck	*0,18*	0,15	0,10	0,12	0,12	0,12
	Airport contribution to national targets						
	LOWL-Linz	*0,00*	0,01	0,01	0,01	0,01	0,01
	Airport contribution to national targets						
	LOWK-Klagenfurt	*0,00*	0,01	0,01	0,01	0,01	0,01
	Airport contribution to national targets						

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

eAMAN implementation, AMAN/DMAN coupling, initial Airport Operations Plan (AOP)

update Nov 2021 in response to the consistency question of the EC-Letter: The principle of the national target for airports is per definition:
The sum of all airport ATFM delays divided by number of all arriving flights.

** 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

eAMAN implementation, AMAN/DMAN coupling, initial Airport Operations Plan (AOP)

** 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

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 beyong 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 - Austria

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

En route charging zone Name of the CZ	Baseline 2014 2014 B	Baseline 2019 2019 B	RP3 revised cost-efficiency targets (determined 2020-2024) 2020/2021 D	 2022 D	 2023 D	 2024 D	2024 D vs. 2014 B	2024 D vs. 2019 B
Total en route costs in nominal terms (in national currency)	177.517.876	216.362.306	380.743.371	201.741.388	196.174.218	195.739.912	10,3%	-9,5%
Total en route costs in real terms (in national currency at 2017 prices)	183.193.776	210.092.391	**362.274.823**	**186.498.664**	**178.662.064**	**175.470.975**	-4,2%	-16,5%
Total en route costs in real terms (in EUR2017) [1]	183.193.776	210.092.391	362.274.823	186.498.664	178.662.064	175.470.975	-4,2%	-16,5%
YoY variation			72,4%	-48,5%	-4,2%	-1,8%		
Total en route Service Units (TSU)	2.634.546	3.324.643	3.315.198	3.003.888	3.268.998	3.504.613	33,0%	5,4%
YoY variation			-0,3%	-9,4%	8,8%	7,2%		
Real en route unit costs (in national currency at 2017 prices)	**69,54**	**63,19**	**109,28**	**62,09**	**54,65**	**50,07**	-28,0%	-20,8%
Real en route unit costs (in EUR2017) [1]	69,54	63,19	109,28	62,09	54,65	50,07	-28,0%	-20,8%
YoY variation			72,9%	-43,2%	-12,0%	-8,4%		

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 Name of the CZ	Baseline 2014 2014 B	Baseline 2019 2019 B	Actuals 2014 2014 A	Actuals 2019 2019 A	2014 Baseline adjustments	2019 Baseline adjustments
Total en route costs in nominal terms (in national currency)	177.517.876	216.362.306	177.517.876	216.362.306	0	0
Total en route costs in real terms (in national currency at 2017 prices)	**183.193.776**	**210.092.391**	183.193.776	210.092.391	0	0
Total en route costs in real terms (in EUR2017) [1]	183.193.776	210.092.391	183.193.776	210.092.391	0	0
Total en route Service Units (TSU)	2.634.546	3.324.643	2.645.392	3.338.330	-10.846	-13.687

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

	Coefficient M2/M3	Source	Service units
Impact of transition to actual route flown	-0,41%	CRCO correction factor May 2019 (on 12 months)	-10.846

Other adjustment to the 2014 service units	No

Total adjustments to the 2014 service units	-10.846

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

Number of adjustments	0

c.4) Adjustments to the 2019 service units

Impact of transition to actual route flown	Coefficient M2/M3	Source	Service units
	-0,41%	CRCO correction factor May 2019 (on 12 months)	-13.687

Other adjustment to the 2019 service units	No

Total adjustments to the 2019 service units	-13.687

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

The current performance plan of Austria contributes to the performance of the European ATM network by providing the local terminal capacity and at the same time reducing the DUC.

** 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	No	

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

The plan is being based on latest actual figures and Austria will monitor its implementation with the integrated management system and management tools and -as proven with RP1 and RP2- mitigation measures would be taken and monitored in case of deviations from the performance plan.

** 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

** Refer to Annex U, if necessary.*

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

Terminal Charging Zone #1 - Austria - TCZ

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

Terminal charging zone Name of the CZ	Baseline 2019 2019 B	RP3 revised cost-efficiency targets (determined 2020-2024) 2020/2021 D	 2022 D	 2023 D	 2024 D	2024 D vs. 2019 B
Total terminal costs in nominal terms (in national currency)	**45.704.921**	78.157.289	44.823.694	43.225.405	43.083.154	**-5,7%**
Total terminal costs in real terms (in national currency at 2017 prices)	**44.359.264**	**74.359.191**	**41.398.122**	**39.302.081**	**38.540.503**	**-13,1%**
Total terminal costs in real terms (in EUR2017) [1]	**44.359.264**	**74.359.191**	**41.398.122**	**39.302.081**	**38.540.503**	**-13,1%**
YoY variation		67,6%	-44,3%	-5,1%	-1,9%	
Total terminal Service Units (TNSU)	217.677	180.795	185.206	201.458	215.289	-1,1%
YoY variation		-16,9%	2,4%	8,8%	6,9%	
Real terminal unit costs (in national currency at 2017 prices)	**203,78**	**411,29**	**223,52**	**195,09**	**179,02**	**-12,2%**
Real terminal unit costs (in EUR2017) [1]	**203,78**	**411,29**	**223,52**	**195,09**	**179,02**	**-12,2%**
YoY variation		101,8%	-45,7%	-12,7%	-8,2%	

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 Name of the CZ	Baseline 2019 2019 B	Actuals 2019 2019 A	2019 Baseline adjustments
Total terminal costs in nominal terms (in national currency)	45.704.921	45.704.921	0
Total terminal costs in real terms (in national currency at 2017 prices)	**44.359.264**	44.359.264	0
Total terminal costs in real terms (in EUR2017) [1]	44.359.264	44.359.264	0
Total terminal Service Units (TNSU)	217.677	217.677	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	0

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

The current performance plan of Austria contributes to the performance of the European ATM network by providing the local terminal capacity and at the same time reducing the DUC which is in line with the enroute performance plan.

** 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 plan is being based on latest actual figures and Austria will monitor its implementation with the integrated management system and management tools and -as proven with RP1 and RP2- mitigation measures would be taken and monitored in case of deviations from the performance plan.

** 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

** Refer to Annex U, if necessary.*

3.4.3 - Pension assumptions

Austro Control

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	**18.882**	**22.497**	41.379	25.398	**25.250**	24.863
En-route activity	14.856	17.700	32.556	19.983	19.866	19.561
Terminal activity	2.780	3.312	6.092	3.739	3.718	3.661
Other activities	1.246	1.485	2.731	1.676	1.666	1.641

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?	No

<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
Update Nov 2021: The mandatory state pension scheme is applicable for all employees located in Austria. The rate for the employer is 12,55 % up to a limit of (73,080 € in 2019; adapted yearly by law) and is part of the Austrian social security scheme. The costs are reported as expenses for social security and not as pension costs in line with the reporting standards. State pension contributions are are not subject to fluctuations and are recorded as a statutory social expense together with health, accident and unemployment insurance contributions. These are recorded with the normal salary block at cost center level and cannot be presented without disproportionate additional administrative effort.

Description of the assumptions underlying the calculations of pension costs comprised in the determined costs
not applicable

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
not applicable

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?	Yes-2

"Second collective agreement pension scheme"	2020D	2021D	2020/2021D	2022D	2023D	2024D
Total pensionable payroll to which this scheme applies	42.533	45.167	87.700	48.000	51.667	55.667
Employer % contribution rate to this scheme	3	3		3	3	3
Total pension costs in respect of this scheme	**1.276**	**1.355**	**2.631**	**1.440**	**1.550**	**1.670**
Number of employees the employer contributes for in this scheme	550	565		590	625	660

"Employee provident fund scheme"	2020D	2021D	2020/2021D	2022D	2023D	2024D
Total pensionable payroll to which this scheme applies	47.255	47.712	94.967	49.346	50.654	52.288
Employer % contribution rate to this scheme	1,53	1,53		1,53	1,53	1,53
Total pension costs in respect of this scheme	**723**	**730**	**1.453**	**755**	**775**	**800**
Number of employees the employer contributes for in this scheme	580	620		655	690	720

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
"Second collective agreement pension scheme": Payments to the pension fund for employees joining the company after end of year 1996, regulated by the second collective agreement to Austro Control. First payments after 5 year qualifying period. Amount of 3% of the gross basic salary. "Employee provident fund scheme" (former termination benefit scheme):

Description of the assumptions underlying the calculations of pension costs comprised in the determined costs
Assumptions are based on the actual medium-term plans (staff numbers and inflation rate) of the company.

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
not applicable

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

First collective agreement pension scheme	2020D	2021D	2020/2021D	2022D	2023D	2024D
Total pensionable payroll to which this scheme applies			-			
Total pension costs in respect of this scheme	**10.873**	**9.066**	19.939	**9.405**	**9.192**	**9.047**
- in respect of regular pension costs			-			
- in respect of non-recurring deficit repair			-			
- reported as staff costs (in reporting tables)	7.851	6.696	14.547	6.480	6.330	6.205
- not reported as staff costs (in reporting tables): please use comment box	3.022	2.370	5.392	2.925	2.862	2.842
Actuarial assumptions						
% discount rate	1,20%	1,50%		1,50%	1,50%	1,50%
% projected increase in benefits						
% annual increase in salaries	1,40%	1,70%		1,70%	1,70%	1,70%
% expected return on plan assets	1,20%	1,50%		1,50%	1,50%	1,50%
Net funding surplus / deficit			-			
Number of employees the employer contributes for in this scheme						

	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						

" ATCO´s collective agreement early retirement pension scheme"	2020D	2021D	2020/2021D	2022D	2023D	2024D
Total pensionable payroll to which this scheme applies			-			
Total pension costs in respect of this scheme	**13.066**	**9.647**	22.713	**10.306**	**10.352**	**10.157**
- in respect of regular pension costs			-			
- in respect of non-recurring deficit repair			-			
- reported as staff costs (in reporting tables)	11.151	8.099	19.250	8.156	8.143	7.897
- not reported as staff costs (in reporting tables): please use comment box	1.915	1.548	3.463	2.150	2.209	2.260
Actuarial assumptions						
% discount rate	1,00%	1,30%		1,30%	1,30%	1,30%
% projected increase in benefits						
% annual increase in salaries	1,40%	1,70%		1,70%	1,70%	1,70%
% expected return on plan assets						
Net funding surplus / deficit			-			
Number of employees the employer contributes for in this scheme	422	426		430	431	432

"Collective agreement termination benefits scheme	2020D	2021D	2020/2021D	2022D	2023D	2024D
Total pensionable payroll to which this scheme applies			-			
Total pension costs in respect of this scheme	**-7.056**	**1.699**	- 5.357	**3.492**	**3.381**	**3.189**
- in respect of regular pension costs			-			
- in respect of non-recurring deficit repair			-			
- reported as staff costs (in reporting tables)	-7.970	1.154	- 6.816	2.712	2.611	2.451
- not reported as staff costs (in reporting tables): please use comment box	914	545	1.459	780	770	738
Actuarial assumptions						
% discount rate	0,70%	1,00%		1,00%	1,00%	1,00%
% projected increase in benefits						
% annual increase in salaries	1,40%	1,70%		1,70%	1,70%	1,70%
% expected return on plan assets						
Net funding surplus / deficit			-			
Number of employees the employer contributes for in this scheme	540	510		487	458	425

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
Austro Control has a defined benefit pension scheme, where a specific amount of benefit (linked to current salary) is offered to the employees (entering Company's service before 01/01/1997) at the time of retirement depending on the years of working duration. Therefore Austro Control and the employees contribute to a multi-employer pension plan/funds. Austro Control continues to bear the investment risk associated with this scheme. Undershooting the assumption would and does result in an obligation to make top-up payments.

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

The IFRS method (IAS19) of accounting for employee benefit provisions was adopted in 2008. The actuaries' reports (on a yearly basis) are prepared using the projected unit credit method in accordance with IFRS principles and with appropriate interest rates (of long term rate of return of top rated corporates bonds). Annual increases in salaries in accordance with the inflation rates and additional biennial increments are assumed, together with annual pension increase also in accordance with the inflation rate. For air traffic controllers, pensionable age has been taken at 57 years, and for all other employees at 64 years.

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.
All interest costs related to pension costs (including termination benefits and early retirement) are reported (in contrary to the reporting standards) in staff 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
Applying accounting standard IAS 19 leading to yearly changes/updates in parameters (e.g. discount rate) and performance of the pension funds cannot be influenced by NSA or ANSP. The cost- risk can be managed only by increasing the salarys in a moderate percentage. The defined benefits termination scheme and the defined pension benefits scheme are closed systems and all new staff is in the defined contributions system (exept the early retirement of ATCO´s).

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

Austro Control

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	not applicable as no loans are planned for RP3 which impact the cost base					
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?	No

Additional comments

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?
Changes to the functional ANS system are assessed according to adopted safety assessment methodologies wich are compliant to the legislative requirements in place. Changes to reach targets and improve the performance in the other KPAs are regularely made. Safety imlications are identified in the course of the safety assessment process which is carried out during the RP3 and not the years before. Also costs for mitigation measures cannot be foreseen.

b) What are the main assumptions used to assess the interdependencies between safety and other KPAs?
safety vs. cost efficiency: As a main assumption, no additional costs on top of the RP3 budget plans for safety will arise for safety measures durig RP3. The level of safety will at least be maintained throughout RP3 and the safety targets as set out in this plan will be reached without extra costs. safety vs. capacity: Increases in the capacity will not degrade the level of safety and implementation measures for safety will not arise on top of the planned costs as foreseen in the budget for safety. safety vs. environment: Improvements in the ENV KPA will not degrade the level of safety. No additional costs for safety measures for ENV on top of the planned RP3 safety budget will arise.

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?
Occurrence reports are monitored by causes linked to CAP, CEF and ENV

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?
The increasing traffic exceeding the predicted STATFOR TFC scenarios can only be handled with additional staff. The required trade-offs are applied in terms of ATCO over hours, whereas during peak hours there is a definite need to restrict traffic due to staff shortfalls. Safety activities and safety performance are not subject to trade-offs.

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.
Yes, the review of the EOSM performance and adequate staff level is conducted by the NSA on a regular basis.

3.6.2 - Interdependencies and trade-offs between capacity and environment

At some airports dialogue fora have been established. In general it is observed, that environmental protection measures have a direct impact on capacity.
Apart from political reasons like the Ukrainian/Syrian/Iran crises, leading to traffic shifts in the central part of Europe, mainly weather induced routings and detours reveal that actual trajectories flown do not always follow the required optimized great circle routings, as foreseen for the KPI. There is a strong, unswayable effect, where actually flown trajectories distort the required KEA indicator. In addition, following the capacity shortfalls in Western Europe (Karlsruhe, a.o), traffic flows are shifted to avoid these congested areas to minimize delays, creating new bottlenecks as a consequence and impacting the KEA indicator in Central / South East Europe.
Airspace changes including environmental improvements are defined and regularly updated in NM ERNIP.

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

update Nov 2021:
As the latest traffic forecast (STATFOR Oct.2021) predicts a high traffic growth rate until 2024, capacity is considered the main focus to be looked at during the next years to come. Capacity enhancements are based on
- HR staff,
- ATM system capabilities and functionalities, and
- airspace design / planning / management and corresponding procedures.
HR:
The trade-off needs to be established between the optimum capacity at a given time and the actual traffic. Following that, the prediction of traffic is the main pivotal element of the relation between cost-efficiency and capacity. Capacity is definitely not as volatile as airlines may adapt their business plans and as traffic develops.
The existing gap, i.e. trade-off, needs to be buffered. E.g. in low traffic periods, evoking an ATCO overhead, ATCOs need to be deployed in a TRG and SIM environment, during high traffic periods respectively, ATCOs need to be activated on the basis of additional short and mid term over hours.
ATM System development:
A couple of ATM System developments is scheduled for implementation by 2024. In accordance with the above mentioned gap analysis - hence traffic evolution - these investments and projects may be re-scheduled, whereas earlier implementations cannot be granted to avoid stranded costs.
Airspace / Procedures:
Various airspace initiatives are currently in the pipeline (ERNIP proposals in cooperation with ECTL NM), but also bilateral improvements and procedures will be put into operation.

Specific measures may be taken by the Network Manager which partly have significant impact on traffic shifts. The eNM measures and their impact cannot be totally predicted by local service provider, hence local planning runs the risk to contradict a different demand as influenced by NM measures. This situation is likely to dillute cost-efficiency and awareness has to prevail when setting targets not only on local but also on Europen level.
Capacity is close to the upper limit and any further build-up results in a disproportionate increase in costs.

3.6.4 - Other interdependencies and trade-offs

Weather phenomena have a strong impact on the actual trajectories flown wich causes deviations impacting the KEA indicator.
On top of unpredicable NM measures, the NSA could set regulatory measures with an impact on the KPAs capacity, cost efficiency and environment.

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	3

Initiative #1	
Name	SECSI FRA
Description	Cross border Free Route Initiative FIR Wien has established Free Route Airspace from GND to FL660 / Upper State Boundary. In cooperation with the following States, a seamless Free Route Airspace has been implemented from various FLs (GND/FL205) up to FL660: Austria Slovenia Croatia Bosnia and Hercegovina Serbia Montenegro.
Expected performance benefits	Update Nov 2021: Improved KEP and KEA values plus offer to Aircraft Operators to file individually optimized trajectories. Savings per day are up to 1.940 NM in flight distance, 285 minutes in flight time, a reduction in fuel consumption of 8,000 kg and a reduction in CO2 emissions of 25,500kg.

Initiative #2	
Name	SECSI FRA plus ALBCONTROL and M-NAV
Description	As of 2nd of DEC 2021, Albania and Northern Macedonia will form part of the SECSI FRA entity.
Expected performance benefits	Update Nov 2021: Improved KEP and KEA values plus offer to Aircraft Operators to file individually optimized trajectories. Performance benefits will be evaluated by NM at a later stage.

Initiative #3	
Name	ERNIP Proposals at NM
Description	Eurocontrol-NM runs all European Airspace Projects and proposals in close cooperation with ANSPs and AO. All known projects and proposals can be found in FABCE context plus
Expected performance benefits	as assessed by NM

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

4.2 - Deployment of SESAR Common Projects

4.2.1 - Common Project One (CP1) ref to national LSSIP - updated Nov 2021

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-AF1.1.1. ATM sub-functionality on arrival management extended to en-route airspace	Apart from the implementation of the basic AMAN tool, which has been put into operation in November 2018, the upgrade of the ATC System (TopSky/COOPANS) will coherently support the functionality of an Extended AMAN (AMA messages to be processed and likewise to be distributed, plus processing of those data, providing the most accurate trajectory prediction information available) Concluding, the Extended AMAN is considered as a collaberative project with all adjacent partners / ATC Units concerned, plus Network Manager. Timeframe to become fully operational with all eligible ATC Units is estimated till end 2024 at the latest.
CP1-s-AF1.1.2. ATM sub-functionality on AMAN/DMAN Integration	According to CP1, AMAN/DMAN is not foreseen for Vienna /LOWW. Nonetheless a dedicated planning initiative has been set up, in order to achieve synergies in the area of airport throughputs. No concrete time schedule has been initiated yet.
CP1-AF2 - Airport Integration and Throughput	
CP1-s-AF2.1.1. ATM sub-functionality on Departure Management Synchronised with Pre-departure sequencing	Departure management synchronised with pre-departure sequencing by the implementation with target date of 31 December 2022; Basis is A-CDM
CP1-s-AF2.1.2. ATM sub-functionality on airport operations plan	Based on the current CDM Agreements and the principles of 'AIRPORT NETWORK INTEGRATION / Concept for establishment of an Airport Operations Plan' ed.1.1, further planning with regard to the Initial AOP will continue and be set up in coordination with all relevant Stakeholders by end 2021. An initial draft AOP Dashboard is available, and the final deployment is scheduled by end of 2023.
CP1-s-AF2.1.3. ATM sub-functionality on airport safety nets	Main functions of the safety net requiremetns have been already implemented, the target date of end of Dec. 2025 will be met.
CP1-AF3 - Flexible Airspace Management and Free Route Airspace	
CP1-s-AF3.1.1. ATM sub-	ASM System 'LARA' planned to be implemented by Q4/2022
CP1-s-AF3.1.2. ATM sub-functionality on free route airspace	Free Route Airspace has been implemented since 2016 with H24 from GND to FL660. Actual cross border application is defined as SECSI FRA Agreement.
CP1-AF4 - Network Collaborative Management	
CP1-s-AF4.1.1. ATM sub-	Fully applied
CP1-s-AF4.1.2. ATM sub-functionality: Collaborative NOP	Vienna iAOP systems planned to be adapted as collaborativ NOP till Dec. 2023
CP1-s-AF4.1.3. ATM sub-functionality on automated support for traffic complexity Assessment	Dependent on the actual NM OPS Excellence Project: •Harmonisation of Complexity models (finalisation in 2022) •Harmonisation of Complexity tools (late 2022 start)
CP1-s-AF4.1.4. ATM sub-functionality: AOP/NOP integration	Vienna AOP planned to be fully integrated with NOP by Dec. 2027
CP1-AF5 - SWIM	
CP1-s-AF5.1.1. ATM sub-functionality on Common infrastructure components	The common components are to be implemented by a common service provider and shall be used by the operational stakeholders. A use of the SWIM Registry is foreseen as soon as operational SWIM services are being deployed by ACG. The common PKI will be applied, but the actual implementation is covered by s-AF5.2.
CP1-s-AF5.1.2. ATM sub-functionality on SWIM yellow profile technical infrastructure and specifications	A blueprint of the SWIM TI implementation architecture has been developed together with the COOPANS partners. Currently the business as well as the operation model for the infrastructure implementation are being assessed. With regard to the use of the common PKI, the use cases and the requirements are being assessed.

CP1-s-AF5.1.3. ATM sub-functionality on Aeronautical information exchange	The list of services applicable to ACG has been identified. For these service it was evaluated, whether existing NM services and applications will be used, whether they are currently available at existing systems or whether adaptations are required. Based on the business and operating model selected in s-AF5.2, the required implementation decisions will be taken.
CP1-s-AF5.1.4. ATM sub-functionality on Meteorological information exchange	The list of services applicable to ACG has been identified. For these service it was evaluated, whether they are currently available at existing systems or whether adaptations are required. Based on the business and operating model selected in s-AF5.2, the required implementation decisions will be taken.
CP1-s-AF5.1.5. ATM sub-functionality on Cooperative network information exchange	The list of services applicable to ACG has been identified. For these service it was evaluated, whether existing NM services and applications will be used, whether they are currently available at existing systems or whether adaptations are required. Based on the business and operating model selected in s-AF5.2, the required implementation decisions will be taken.
CP1-s-AF5.1.6. ATM sub-functionality on flight information exchange (Yellow profile)	The list of services applicable to ACG has been identified. For these service it was evaluated, whether they are currently available at existing systems or whether adaptations are required. Based on the business and operating model selected in s-AF5.2, the required implementation decisions will be taken.
CP1-AF6 - Initial Trajectory Information Sharing	
CP1-s-AF6.1.1. ATM sub-functionality on initial air-ground trajectory information sharing	ATC System enhancements for initial air-ground information sharing (EPP) are ongoing for final implementation by target date Q4/2027 at the latest.
CP1-s-AF6.1.2. ATM sub-functionality on Network Manager trajectory information enhancement	N/A for ATSP
CP1-s-AF6.1.3. ATM sub-functionality on initial trajectory information sharing ground distribution	ATS providers and the Network Manager must ensure that they enable initial trajectory information sharing above flight level 285 by the implementation target date of 31 December 2027. Austro Control plans are fully aligned to achieve this target.
CP1-s-AF6.3 Initial trajectory information sharing ground distribution	ATS providers and the Network Manager must ensure that they enable initial trajectory information sharing above flight level 285 by the implementation target date of 31 December 2027. Austro Control plans are fully aligned to achieve this target.

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
A change management programme for major changes is typically part of roadmaps and programms prescribed in PCP, Masterplan Level 3 (LSSIP), COOPANS, FAB CE and others. Basis is a systematic and continuous planning cycle process allowing to detect operational needs and requirements as well as prioritization and initiation of changes. Changes to functional systems are subject to a safety (support) assessment iaw. Reg(EU) 373/2017 (relevant process documentation is approved by the NSA to meet the requirements). Changes are managed by means of a project structure or, if possible, as standardized transition tasks. Verification and validation takes place, i.e. by shadow modes, FAT, SAT, simulations, user tests etc. to avoid any negative impacts. [updated 11.11.2021]

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

Austria			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

Austria - 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

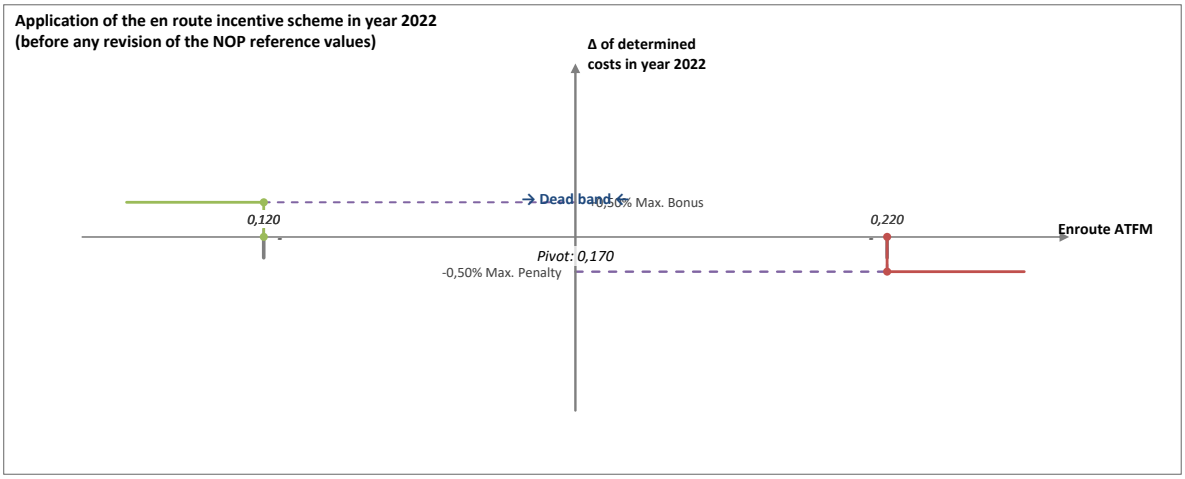
5.2.1 - Capacity incentive scheme - Enroute

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

Enroute	Expressed in	Value
Dead band Δ	fraction of min	±0,050 min
Max bonus (≤2%)	*% of DC*	0,50%
Max penalty (≥ Max bonus)	*% of DC*	0,50%
The pivot values for RP3 are	fixed	

Austro Control

		2020	2021	2022	2023	2024
NOP reference values (mins of ATFM delay per flight)				0,17	0,17	0,16
Alert threshold (Δ Ref. value in fraction of min)				±0,050	±0,050	±0,050
Performance Plan targets (mins of ATFM delay per flight)				0,17	0,17	0,16
Pivot values for RP3 (mins of ATFM delay per flight)				0,17	0,17	0,16
Financial advantages / disadvantages	Dead band range			[0,12-0,22]	[0,12-0,22]	[0,11-0,21]
	Bonus sliding range			[0,12-0,12]	[0,12-0,12]	[0,11-0,11]
	Penalty sliding range			[0,22-0,22]	[0,22-0,22]	[0,21-0,21]



5.2.1.2 Rationale and justification - Enroute

If the pivot values are different that the values in the NOP, explain rationale for the difference and method of calculation**
n.a.

*** Refer to Annex I, if necessary.*

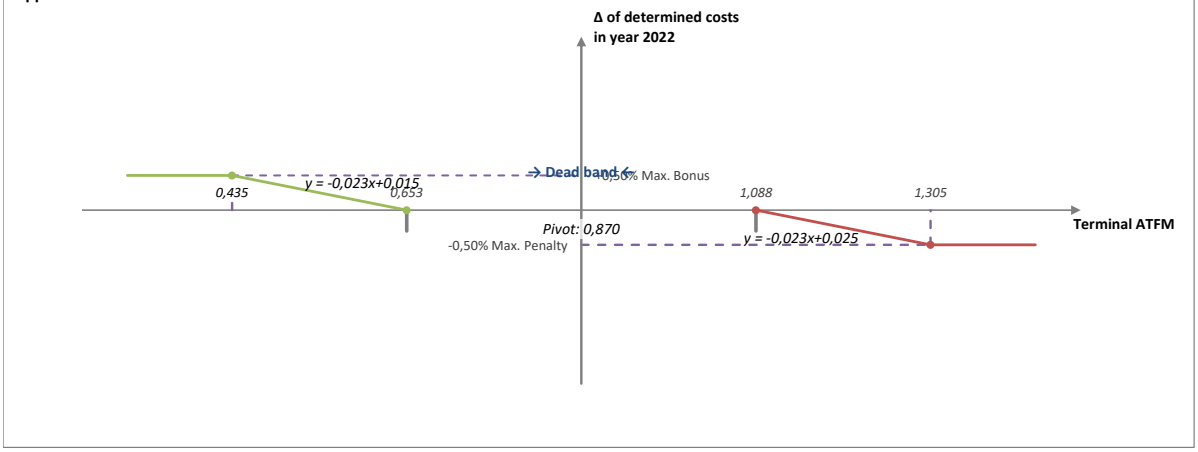
5.2.2 - Capacity incentive scheme - Terminal

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

Terminal	Expressed in	Value
Dead band Δ	%	±25,0%
Bonus/penalty range (% of pivot value)	*%*	±50%
Max bonus	*% of DC*	0,50%
Max penalty	*% of DC*	0,50%
The pivot values for RP3 are	fixed	

		2020	2021	2022	2023	2024
Performance Plan targets (mins of ATFM delay per flight)				0,87	0,84	0,82
Bonus/penalty range Δ (in fraction of min)				±0,435	±0,420	±0,410
Pivot values for RP3 (mins of ATFM delay per flight)				0,87	0,84	0,82
Financial advantages / disadvantages	Dead band range			[0,653-1,088]	[0,63-1,05]	[0,615-1,025]
	Bonus sliding range			[0,435-0,653]	[0,42-0,63]	[0,41-0,615]
	Penalty sliding range			[1,088-1,305]	[1,05-1,26]	[1,025-1,23]

Application of the terminal incentive scheme



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**
there is only one charging zone

*** 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 BMK as the NSA for Austria monitors the performance of air navigation services provided in Austria, with a view to assessing whether the performance targets contained in the performance plans are met. If the BMK finds that those targets are not met, or risk not being met, it immediately informs the Commission thereof. Without undue delay the BMK will set the appropriate measures and communicates them to the Commission. Not later than 1 June of each year, the BMK will report to the Commission the results of the monitoring over the preceeding year in regard to all KPIs and PIs defined in Annex I of Reg(EU) 2019/317. For that purpose the BMK requests the submission of relevant data to be accessible by the ANSP. In addition data sources will be supplemented by data accessible through the PRB, EUROCONTROL NM and EASA in order to validate the monitoring results.

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
In case of a target is not met, the BMK identifies the root cause, applies corrective measures designed to address the issue and subsequently informs the European Commission in accordance with Art. 37, Reg. (EU) 2019/317. After application of the measure, the BMK validates the suitability of the measure. For the appropriate design of a corrective measure, the BMK may involve the EC, the PRB, the EUROCONTROL NM or EASA as appropriate. The results of the corrective measures are to be documented in the yearly monitoring report to the EC.

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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