



# **Cost efficiency Consolidation methodology and status**

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# Cost efficiency: Target

- EU-wide target:
  - 3.5% per year = - 10.1% during RP1
- No FABEC cost efficiency target due to absence of FABEC Single Unit Rate
- National Cost efficiency targets in Annexes to the FABEC Performance Plan
- Regulation 691/2010, Article 5.2(e):  
Aggregated global figure demonstrating the FABEC cost efficiency effort on the basis of the national cost-efficiency targets

# Aggregated global figure demonstrating the FABEC cost efficiency effort



(reporting tables November 2010; to be updated)

	2011	2012	2013	2014
FABEC planned determined costs in real Euros 2009 (x1.000)	2,484,248	2,528,013	2,535,166	2,563,187
FABEC Forecast # total service units (x 1000)	36,559	37,836	38,864	39,867
FABEC planned weighted average determined unit rate in €	67.95	66.82	65.23	64.29
Change n/n+1 in %		-1.7%	-2.4%	-1.4%
FABEC intermediate values and targeted determined en route unit rate.	na	na	na	na
EU wide target and intermediate values in €	59.97	57.88	55.87	53.92

# Cost efficiency indications in RP1 in FABEC-area

(reporting tables November 2010; to be updated)

- Increase in forecasted # total service units: + 9%
- Increase in planned determined costs: + 3.2%
- Combined effect of changes in costs and # SUs:  
Decrease in planned aggregated determined en route unit  
rate: - 5.4%

As yet not possible to give indications about:

- planned national cost efficiency measures to be taken by  
ANSPs, MET-providers and States
- Targeted changes in the national determined en route unit  
rates

# FABEC Cost efficiency indicators FABEC

## Performance indicators (only for monitoring purposes)

- Determined en route cost/revenue:  
agreed maximum amount of costs per year during RP1
- Total en route cost per flight hour (no forward looking information):  
en route costs divided by number of flight hours
- Total economic cost per flight hour, per SU or per KM  
charged distance (no forward looking information):  
Charges + delay costs + flight inefficiency costs
- Determined terminal air navigation services unit rates:  
To be used as KPI from RP2 onwards

# Conclusions



- Tendencies in the FABEC Member States based on the November 2010 reporting tables:
  - a slight change in the determined costs
  - an increase in the traffic volume
  - As a combined effect of the changes in costs and # SUs: a decrease in the determined unit rate in real terms, mainly as an effect of the increase in # total SUs
  
- Targeted unit rates at the level of the national states still to be determined
  
- In coming month in all FABEC Member States: update of cost and traffic volume data