



Views from the airlines

**FAB EC Consultation
20 May 2011**

To represent, lead and serve the airline industry





Workshop - 4 April...

- 55% of European air traffic
- 3 out of top 5 European hubs (6 out of top 10)
- EUR 3 billion in annual charges and > EUR 3 billion installed asset value
- Ambition level: *'if FAB EC does not seek to meet / exceed EU-wide targets then it cannot be a success'*



FAB EC - Is it delivering?

➤ Treaty in place		➤ Flight Efficiency	
➤ Governance structure		➤ Capacity target	
➤ FAB level consultation		➤ Cost Efficiency target	

Capacity...

- PRB economic optimum is 0,2 min/flt and proposed 0,35min/flt
- Users asked for a target 0,2 min/flt
- EC Decision = 0,5 min/flt for a EU wide target
 - Eurocontrol determines FABEC target must be 0,4min/flt.
 - FABEC States' propose 0,5min/flt.
 - The EU target will slide from 0,5 to 0,56min/flt (if all other ANSPs respect Eurocontrol targets)



Cost efficiency...

- PRB proposed -4.5% p.a. (baseline 2009)
- Users determined more was achievable and necessary for RP1
- Watered-down target of -3.5% p.a. was determined (from 2011) = -10.1% during RP1
- FAB EC propose 0.9% p.a. = -2.6% during RP1
- This will make it near impossible to meet EU-wide target (even if others meet/exceed -3.5%)



Conclusions...



- FAB EC proposed performance targets will endanger SES II
- The issue appears to be lack of will and commitment - not operational
- Urgent action is required to improve proposed performance targets
- There is no time for further procrastination