

Cost efficiency Aggregation of national cost efficiency targets

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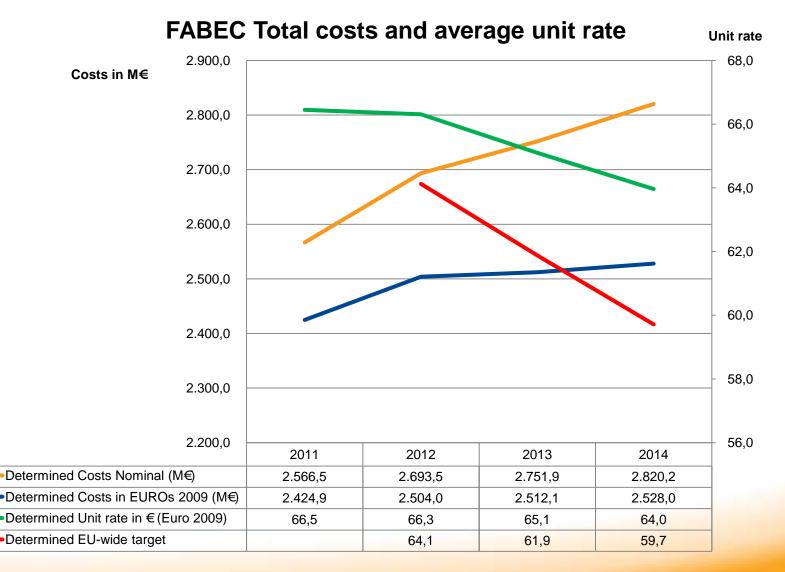


Cost efficiency: Target



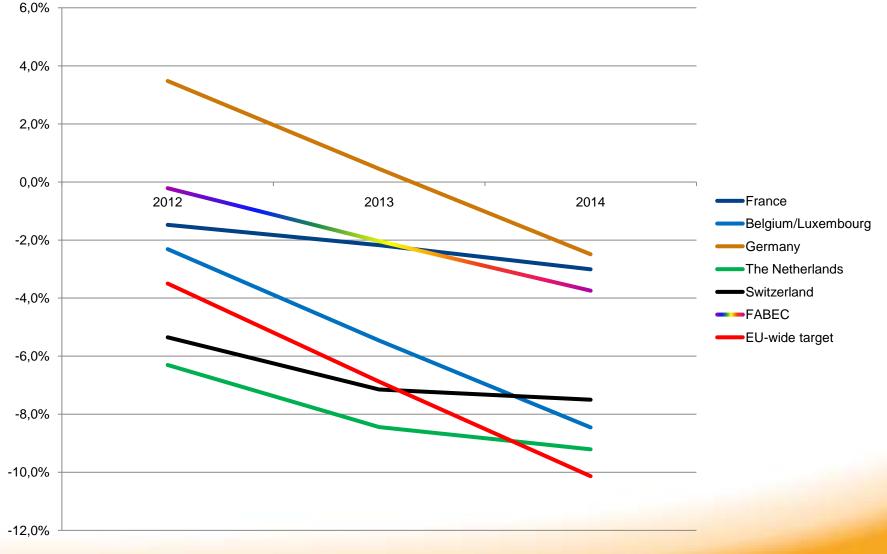
- EU-wide target:
 - 3,5% per year = 10,1% during RP1
- No FABEC cost efficiency target due to the absence of FABEC Single Unit Rate
- National Cost efficiency targets in Annexes to the FABEC Performance Plan
- Regulation 691/2010, Article 5.2(e): Aggregated global figure demonstrating the FABEC cost efficiency effort on the basis of the national cost-efficiency targets

Costs and Unit rate development FABEC Member States

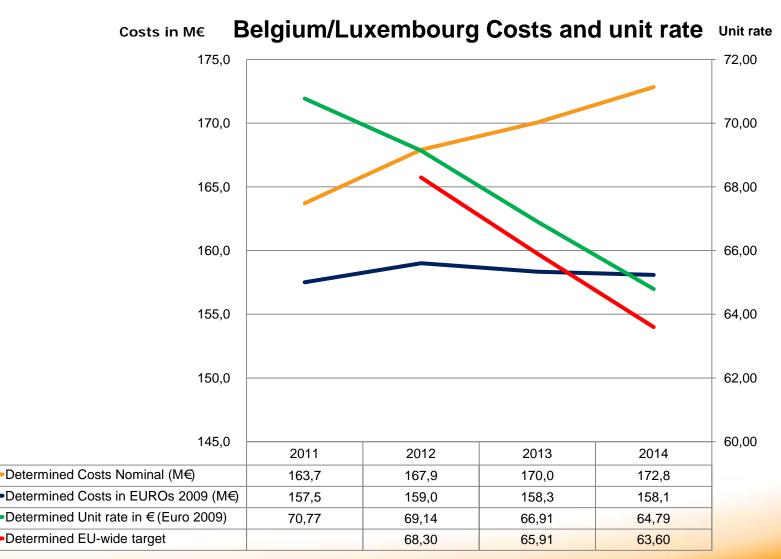


Individual member state's unit rate: cumulative change in RP1

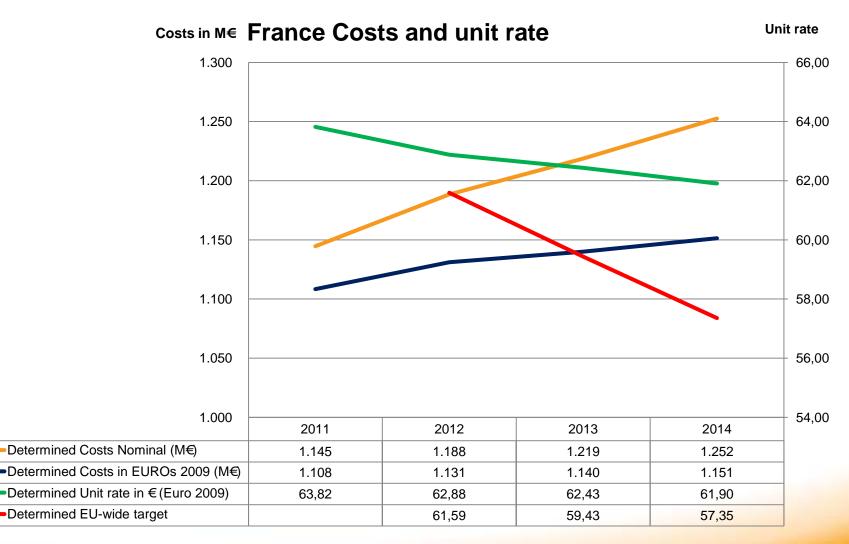




Costs and unit rate development FABEC Belgium/Luxembourg

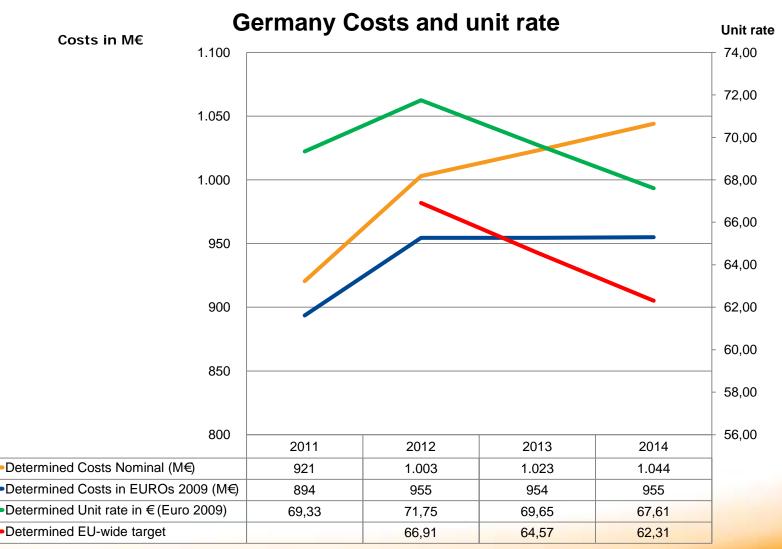


Costs and unit rate development FABEC



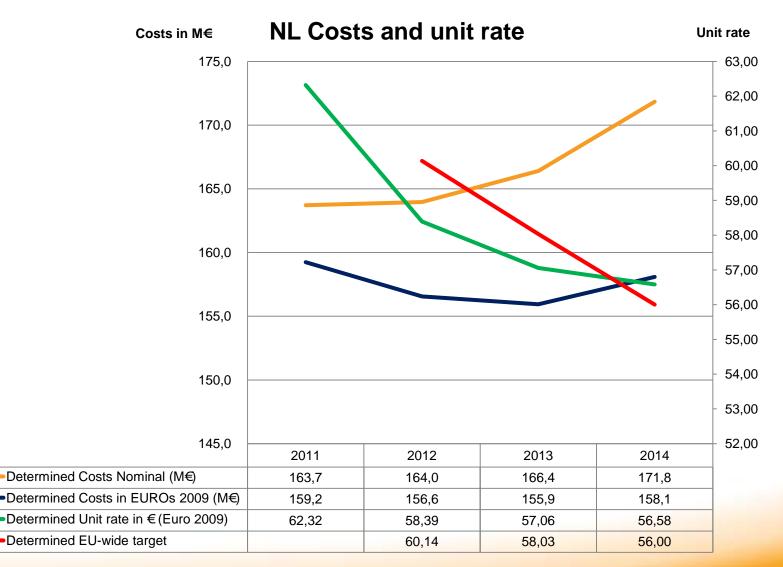
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Costs and unit rate development FABEC Germany

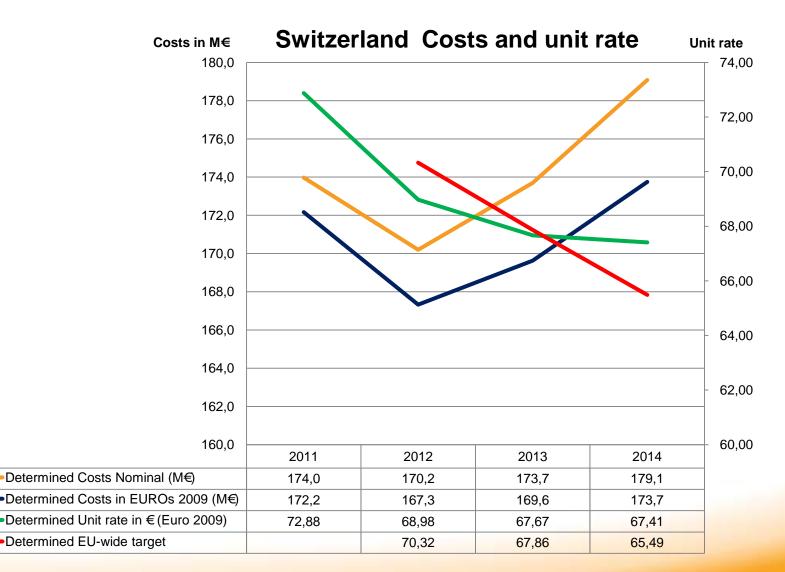


In regard of modified cost data from Eurocontrol, published on 24 May 2011, the german cost efficiency data has slightly changed.

Costs and unit rate development FABEC



Costs and unit rate development FABEC Switzerland





Cost efficiency development in RP1 in FABEC area

data updated in April/May 2011

- Increase in forecasted # total service units: + 8,3%
- Increase in planned determined costs (Euros 2009): + 4,2%
- Combined effect of changes in costs and # SUs: Decrease in targeted aggregated determined en route unit rate: - 3,7%

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 (only actual data): en route costs divided by number of flight hours
- Total economic cost per flight hour, per SU or per KM charged distance (only actual data): Charges + delay costs + flight inefficiency costs
- Determined terminal air navigation services unit rates: To be used as KPI from RP2 onwards