

#### Cost efficiency Aggregation of national cost efficiency targets

#### Ad van der Westen, MoT NL May 20th 2011

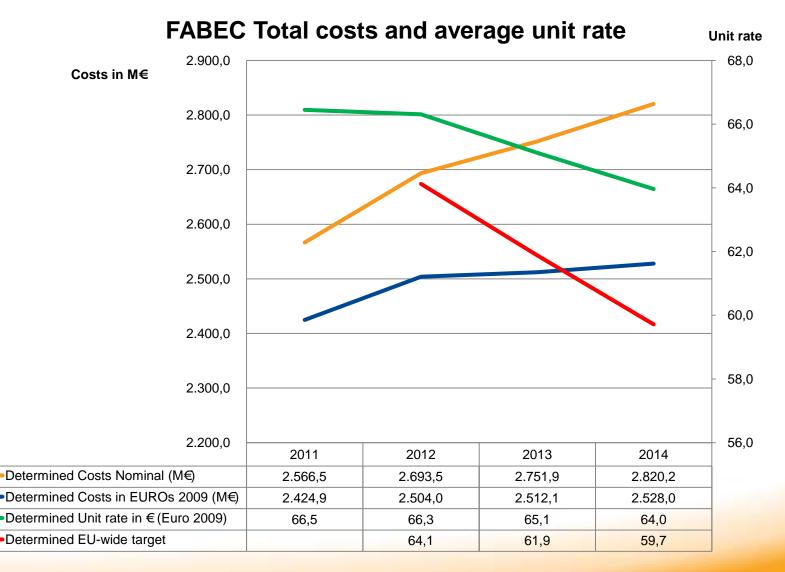


### **Cost efficiency: Target**



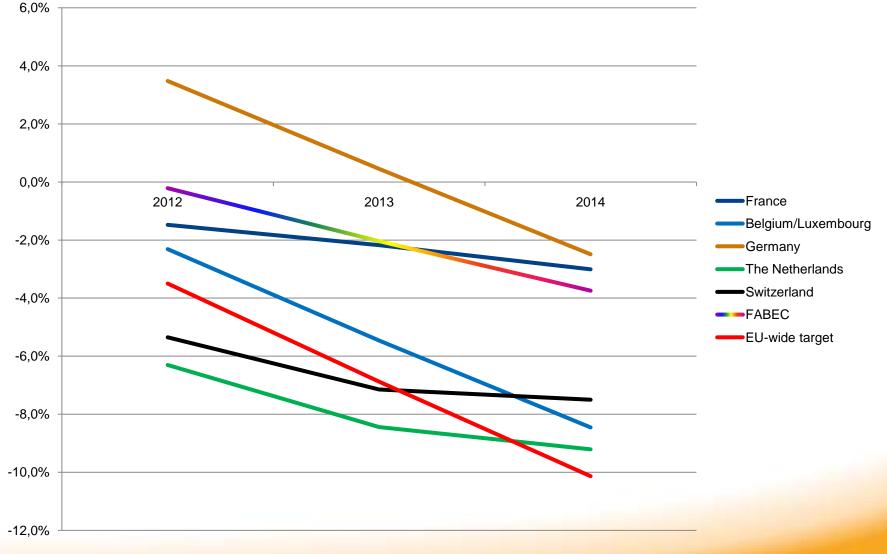
- EU-wide target:
  - 3,5% per year = 10,1% during RP1
- No FABEC cost efficiency target due to the absence of FABEC Single Unit Rate
- National Cost efficiency targets in Annexes to the FABEC Performance Plan
- Regulation 691/2010, Article 5.2(e): Aggregated global figure demonstrating the FABEC cost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

## Costs and Unit rate development FABEC Member States

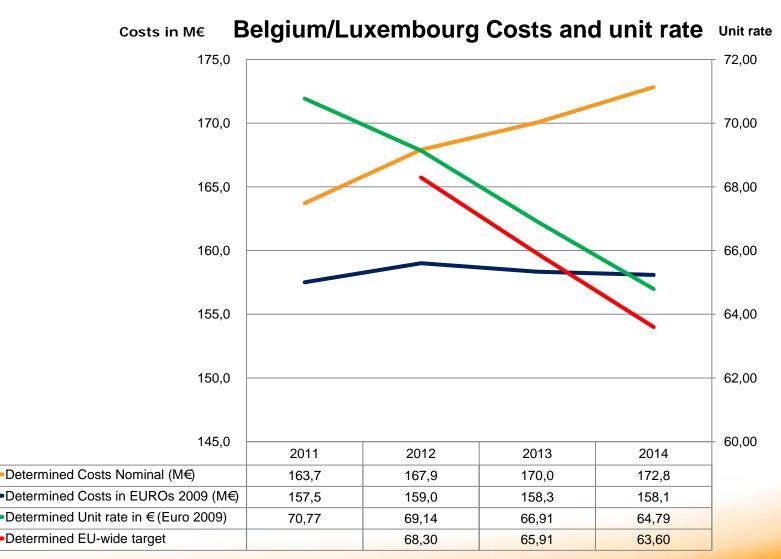


### Individual member state's unit rate: cumulative change in RP1

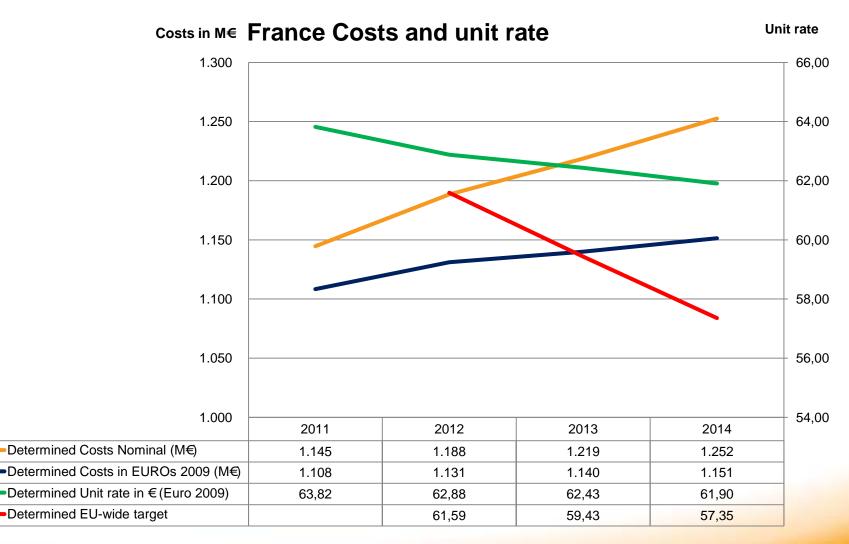




## Costs and unit rate development FABEC Belgium/Luxembourg

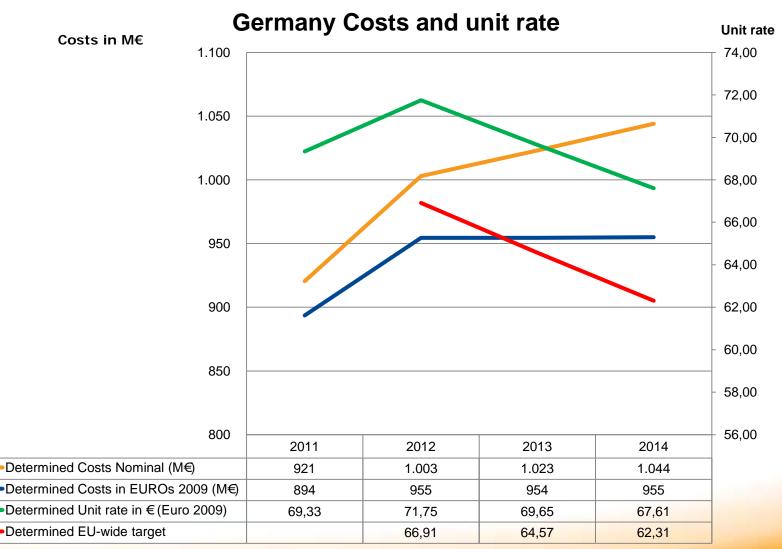


## Costs and unit rate development FABEC



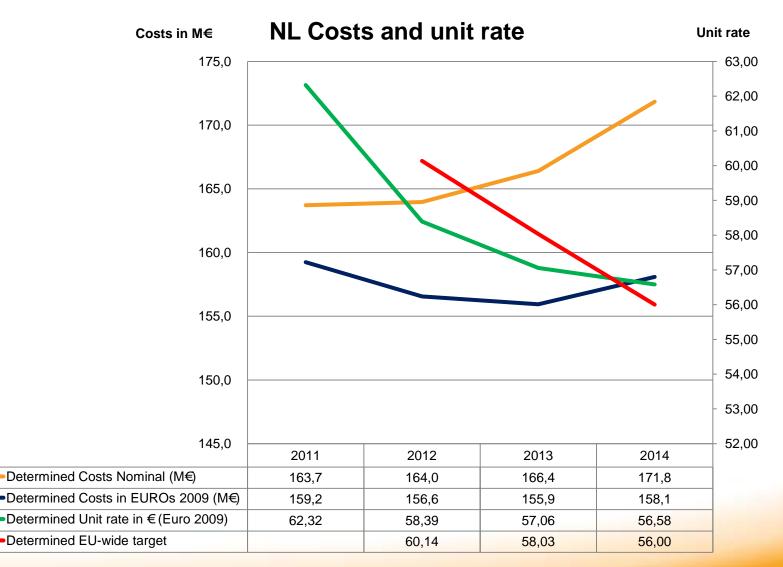
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# Costs and unit rate development FABEC Germany

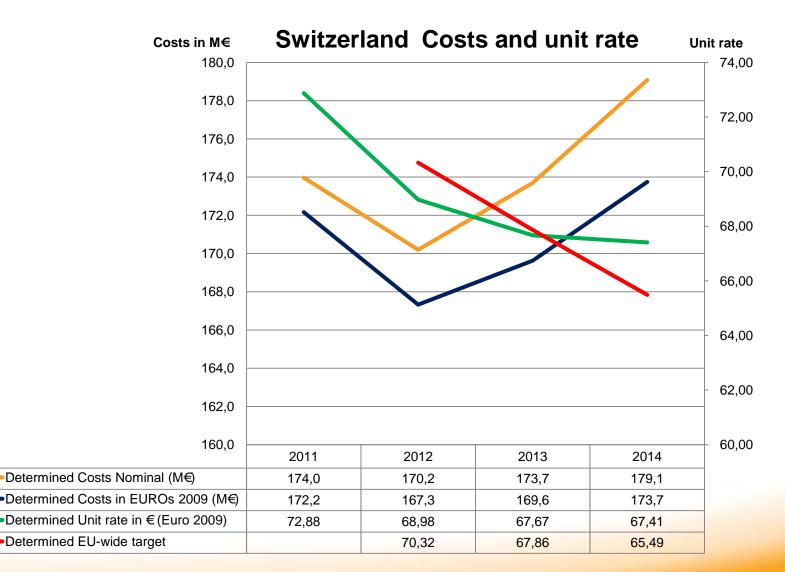


In regard of modified cost data from Eurocontrol, published on 24 May 2011, the german cost efficiency data has slightly changed.

## 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