



Airline Views -FABEC

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Progress...

- Feasibility **€7Bn** – Implementation **€700M** – Actual ???
- Same borders, same routes, same roles – **MORE COST**
- **Only** FAB to consult **without** a draft Performance Plan
- **Compensation** approach when a **Performance** approach is needed
- Lacking **transparency** and losing **trust**

Safety

- Some data sharing to date, but no identified synergies leading to cost-efficient or more effective oversight/ application
- EU targets must be achieved by FABEC
- EoSM, RAT (GND/ OVL), JC progressing at different speeds
- Transparency of individual NSA and ANSP proposal needed

Environment

- KEA target in line with Reference Values is strongly supported
- Projects planned in order to deliver strongly supported
- Historical performance suggests little confidence in FABEC to deliver:
 - Political
 - Financial
 - Social
- Robust plan and commitment at ANSP and state level is essential

Capacity & Incentive

- Enroute ATFM delay not in line with Reference Value is strongly opposed
- Projects planned to deliver are not identified
- CRSTMP limitation is not supported
- Incentive Scheme “best practice”:
 - Asymmetrical dead-band where bonus is harder to achieve than penalty
 - Ambitious/Realistic target based on sound analytics
 - Minimal revenue for RP2; limit risk as we learn
 - Achieve FAB target before any individual ANSP performance considered
- Current Incentive Scheme target and scheme not supported

Cost-Efficiency

- DC must be properly managed to achieve DUC in line with EU-wide target
 - EU-wide target currently not met based on available information.
 - Issues with pensions and extremely favorable conditions to staff need to be addressed.
- Base traffic case is most likely scenario to occur
- Capex must be adjusted for RP1 underspend, transparent, justified by robust CBA and phased to reflect historical performance
- Limited transparency from some states

Next Steps

- The AUs want very much for FABEC to succeed
- FABEC is desperately lacking ambition and a real plan
 1. Move more sectors to MUAC – vertical and lateral
 2. Progress airspace projects using the restructuring mechanism without delay
 3. Rationalize infrastructure across FABEC
 4. Consolidate support functions across FABEC
- **Can't or won't do it – break-up FABEC**



DISCUSSION

