

Single European Sky

Implementing Rules for a Common Charging Scheme

Quantitative Study

Introduction

- Context : Preparation of Implementing Rules by the European Commission
- This simulation principally evaluates the financial impact of the introduction of harmonized terminal charges, calculated with a common formula
 $(MTOW/50)^{0.7}$ x Unit Rate of Charge

Methodology

- Air navigation charges (Route & Terminal Charges) have been calculated for all billed flights (chargeable and exempted) performed in April 2006
- 25 charging areas: EU Member States participating in the Multilateral System in April 2006 + Switzerland (LS), Norway (EN), Romania (LR) & Bulgaria (LB)
- Comparison of current air navigation charges with recalculated air navigation charges, based on reallocation criteria notified by States and on the new common formula for TNC
- Impact overview system wide per State & weight brackets (based on MTOW)
- Impact per user organisation and per weight brackets
- For European users (based on user organisations), impact presented per States & weight brackets

Main assumptions for route charges under the proposed implementing rules

- Cost allocation percentages notified by States – otherwise no change in current cost allocation
- Formula for route charges: 20 km reduction applied for landing and/or take-off in the territory of the 25 charging areas

General assumptions for terminal & aerodrome charges

■ Current TNC

- ✓ Data source for formula & unit rate: States, ANSPs' (Internet site), IATA Airport & Air Navigation Charges Manual
- ✓ Calculated by the CRCO with current formula
- ✓ Existing discounts have not been taken into account (positioning flights, freight, noise reduction, etc.)
- ✓ Where no TNC exists (Greece, Malta, Cyprus, Norway, Slovenia) : a theoretical TNC is calculated based on common weight factor (MTOW / 50) **0.70**
 - using the cost allocation estimated by the State
 - or by default, using the average proportion : Route 80% / TNC 20%

■ New TNC

- ✓ Weight factor: (MTOW / 50) **0.70**
- ✓ Cost allocation between Route Charges & TNC
 - ✓ Communicated by State in 2006 or 2005, or
 - ✓ Route 80% and TNC 20% (if no current TNC), or
 - ✓ No change (if no information received)

States replies and particularities

Area no	Area code	Current allocation		New allocation		Info date	Particularities
		Route	TNC	Route	TNC		
01	EB	84%	16%	unch	unch	2006	
02	ED	81%	19%	unch	unch	2006	
03	LF	82%	18%	unch	unch	2006	Billed by the CRCO
04	EG	81%	19%	unch	unch	2006	TNC based on 12 airports communicated by the U.K.
05	EH	62%	38%	80%	20%	2005	
06	EI	85%	15%	unch	unch	2006	Billed by the CRCO
07	LS	63%	37%	65%	35%	2006	
08	LP	84%	16%	unch	unch	---	
09	LO	81%	19%	85%	15%	2006	
10	LE	80%	20%	74%	26%	2005	Cost allocation provided in 2005
11	GC	78%	22%	69%	31%	2005	Cost allocation provided in 2005
13	LG	80%	20%	unch	unch	---	
15	LM	80%	20%	unch	unch	2006	
16	LI	91%	9%	unch	unch	2006	Billed by the CRCO
17	LC	100%	0%	80%	20%	2006	Soon TNC recovered separately
18	LH	94%	6%	78%	22%	2006	Billed by the CRCO
19	EN	52%	48%	62%	38%	2005	Cost allocation provided in 2005
20	EK	79%	21%	unch	unch	2006	Billed by the CRCO
21	LJ	80%	20%	unch	unch	---	
22	LR	91%	9%	unch	unch	2006	
23	LK	69%	31%	unch	unch	2006	
24	ES	85%	15%	unch	unch	2006	
25	LZ	90%	10%	unch	unch	2006	
27	LB	97%	3%	unch	unch	---	
30	EF	70%	30%	unch	unch	2006	

Route and TNC per charging area (all users)

Area		Route Charges				Terminal Charges				Current Allocation		New Allocation		Variation New vs Current
No	Code	Current €	New €	Delta €	Delta %	Current €	New €	Delta €	Delta %	Route	TNC	Route	TNC	
01	EB	12,697,412	12,697,412	0	0.00%	2,489,976	2,489,976	0	0.00%	84%	16%	84%	16%	0%
02	ED	58,786,140	58,786,140	0	0.00%	13,344,395	13,344,395	0	0.00%	81%	19%	81%	19%	0%
03	LF	81,256,875	81,256,875	0	0.00%	17,377,602	17,377,602	0	0.00%	82%	18%	82%	18%	0%
04	EG	65,249,008	65,249,008	0	0.00%	14,971,889	14,971,889	0	0.00%	81%	19%	81%	19%	0%
05	EH	10,046,841	12,876,503	2,829,662	28.16%	6,048,553	3,218,891	-2,829,662	-46.78%	62%	38%	80%	20%	0%
06	EI	8,280,418	8,280,418	0	0.00%	1,405,410	1,405,410	0	0.00%	85%	15%	85%	15%	0%
07	LS	7,721,796	7,969,151	247,355	3.20%	4,538,172	4,290,817	-247,355	-5.45%	63%	37%	65%	35%	0%
08	LP	10,647,665	10,647,665	0	0.00%	2,062,838	2,062,838	0	0.00%	84%	16%	84%	16%	0%
09	LO	10,578,251	11,151,431	573,180	5.42%	2,540,843	1,967,663	-573,180	-22.56%	81%	19%	85%	15%	0%
10	LE	51,109,014	46,990,387	-4,118,627	-8.06%	12,390,383	16,509,010	4,118,627	33.24%	80%	20%	74%	26%	0%
11	GC	9,079,800	8,078,001	-1,001,799	-11.03%	2,626,976	3,628,775	1,001,799	38.14%	78%	22%	69%	31%	0%
13	LG	13,710,011	13,710,011	0	0.00%	3,427,539	3,427,539	0	0.00%	80%	20%	80%	20%	0%
15	LM	875,747	875,747	0	0.00%	218,939	218,939	0	0.00%	80%	20%	80%	20%	0%
16	LI	43,368,505	43,368,505	0	0.00%	4,106,586	4,106,586	0	0.00%	91%	9%	91%	9%	0%
17	LC	3,148,486	2,519,051	-629,435	-19.99%	0	629,435	629,435	999.00%	100%	0%	80%	20%	0%
18	LH	4,608,730	3,838,288	-770,442	-16.72%	311,746	1,082,188	770,442	247.14%	94%	6%	78%	22%	0%
19	EN	6,022,339	7,180,021	1,157,682	19.22%	5,556,924	4,399,242	-1,157,682	-20.83%	52%	48%	62%	38%	0%
20	EK	6,257,125	6,257,125	0	0.00%	1,704,658	1,704,658	0	0.00%	79%	21%	79%	21%	0%
21	LJ	1,121,525	1,121,525	0	0.00%	280,377	280,377	0	0.00%	80%	20%	80%	20%	0%
22	LR	10,255,379	10,255,379	0	0.00%	956,014	956,014	0	0.00%	91%	9%	91%	9%	0%
23	LK	5,304,949	5,304,949	0	0.00%	2,395,398	2,395,398	0	0.00%	69%	31%	69%	31%	0%
24	ES	9,551,828	9,551,828	0	0.00%	1,667,698	1,667,698	0	0.00%	85%	15%	85%	15%	0%
25	LZ	2,236,424	2,236,424	0	0.00%	244,913	244,913	0	0.00%	90%	10%	90%	10%	0%
27	LB	5,161,818	5,161,818	0	0.00%	159,070	159,070	0	0.00%	97%	3%	97%	3%	0%
30	EF	2,385,548	2,385,548	0	0.00%	1,010,566	1,010,566	0	0.00%	70%	30%	70%	30%	0%
Total		439,461,632	437,749,208	-1,712,424	-0.39%	101,837,463	103,549,889	1,712,424	1.68%	81%	19%	81%	19%	0%

Summary per weight brackets (All users)

Weight brackets	Route Charges				Terminal Charges				Variation New vs Current
	Current €	New €	Delta €	Delta %	Current €	New €	Delta €	Delta %	
1-From 2 - below 5.7	1,238,016	1,239,878	1,862	0.15%	377,825	456,749	78,924	20.89%	5.0%
2-From 5.7 - below 20	11,467,637	11,517,252	49,615	0.43%	5,095,570	5,465,798	370,227	7.27%	2.5%
3-From 20 - below 50	39,742,622	39,842,682	100,060	0.25%	15,310,827	16,575,406	1,264,579	8.26%	2.5%
4-From 50 - below 80	205,342,805	204,217,622	-1,125,184	-0.55%	52,870,525	54,181,391	1,310,866	2.48%	0.1%
5-From 80 - below 100	23,263,739	22,962,536	-301,203	-1.29%	5,214,358	5,324,459	110,101	2.11%	-0.7%
6-From 100 - below 250	73,035,114	72,492,286	-542,827	-0.74%	11,509,491	11,011,817	-497,674	-4.32%	-1.2%
7- Above 250	85,371,700	85,476,952	105,252	0.12%	11,458,866	10,534,267	-924,599	-8.07%	-0.8%
Total	439,461,632	437,749,208	-1,712,424	-0.39%	101,837,463	103,549,888	1,712,424	1.68%	0.0%

Analysis per users' organisation

User Organisation	Route Charges				Terminal Charges				Current Allocation		New Allocation		New vs Current
	Current €	New €	Delta €	Delta %	Current €	New €	Delta €	Delta %	Route	TNC	Route	TNC	
AEA	172,937,577	172,583,263	-354,314	-0.20%	48,188,774	48,332,380	143,605	0.30%	78%	22%	78%	22%	-0.1%
ERAA	15,364,900	15,201,192	-163,708	-1.07%	6,971,118	8,291,110	1,319,992	18.94%	69%	31%	65%	35%	5.2%
AEA+ERAA	188,302,478	187,784,456	-518,022	-0.28%	55,159,892	56,623,490	1,463,598	2.65%	77%	23%	77%	23%	0.4%
EBAA	2,268,234	2,258,513	-9,722	-0.43%	618,075	567,719	-50,356	-8.15%	79%	21%	80%	20%	-2.1%
ELFAA	42,920,392	43,115,629	195,237	0.45%	9,608,307	9,558,668	-49,639	-0.52%	82%	18%	82%	18%	0.3%
IATA	294,072,083	293,176,324	-895,759	-0.30%	71,999,323	72,741,279	741,956	1.03%	80%	20%	80%	20%	0.0%
IACA	37,511,290	37,014,816	-496,474	-1.32%	5,854,317	5,890,437	36,119	0.62%	87%	13%	86%	14%	-1.1%
ATA	21,047,209	21,178,711	131,503	0.62%	2,789,516	2,556,314	-233,202	-8.36%	88%	12%	89%	11%	-0.4%
MIL	6,430,713	6,406,629	-24,083	-0.37%	664,822	908,116	243,293	36.60%	91%	9%	88%	12%	3.1%

Red = Will pay more

Blue = Will pay less

(No totals as one user may belong to several categories)

Variation NEW vs CURRENT system by weight brackets (All users)

Weight brackets	All users	AEA-ERAA	EBAA	ELFAA	Non-EU	IATA	IACA
1-From 2 - below 5.7	5.0%	-10.4%	-1.0%	0.0%	5.4%	-8.8%	0.0%
2-From 5.7 - below 20	2.5%	3.6%	-3.3%	15.2%	2.9%	2.4%	-4.9%
3-From 20 - below 50	2.5%	2.9%	0.1%	2.7%	1.3%	2.4%	1.0%
4-From 50 - below 80	0.1%	0.2%	2.7%	0.1%	-0.1%	0.1%	-1.3%
5-From 80 - below 100	-0.7%	-0.4%	-1.9%	-3.6%	-1.1%	-0.4%	-0.6%
6-From 100 - below 250	-1.2%	-0.7%	9.0%	-0.5%	-1.4%	-1.1%	-0.8%
7- Above 250	-0.8%	-1.1%	-3.8%	0.0%	-0.6%	-0.8%	-1.1%
Total	0.0%	0.4%	-2.1%	0.3%	-0.4%	0.0%	-1.1%

Red = Will pay more

Blue = Will pay less

Scheduled European aviation AEA & ERAA

Area		Route Charges				Terminal Charges				Current Allocation		New Allocation		Variation New vs Current
No	Code	Current €	New €	Delta €	Delta %	Current €	New €	Delta €	Delta %	Route	TNC	Route	TNC	
01	EB	5,608,939	5,608,939	0	0.00%	1,079,691	1,210,354	130,663	12.10%	84%	16%	82%	18%	2.0%
02	ED	28,025,904	28,025,904	0	0.00%	7,067,555	6,867,288	-200,267	-2.83%	80%	20%	80%	20%	-0.6%
03	LF	35,175,270	35,175,270	0	0.00%	10,435,290	10,483,086	47,796	0.46%	77%	23%	77%	23%	0.1%
04	EG	26,583,436	26,583,436	0	0.00%	6,045,823	6,377,581	331,758	5.49%	81%	19%	81%	19%	1.0%
05	EH	4,706,203	6,031,690	1,325,488	28.16%	3,670,306	1,922,734	-1,747,573	-47.61%	56%	44%	76%	24%	-5.0%
06	EI	3,447,115	3,447,115	0	0.00%	705,347	694,216	-11,131	-1.58%	83%	17%	83%	17%	-0.3%
07	LS	3,908,123	4,033,313	125,190	3.20%	2,996,814	2,831,314	-165,500	-5.52%	57%	43%	59%	41%	-0.6%
08	LP	4,004,605	4,004,605	0	0.00%	1,270,099	1,293,623	23,525	1.85%	76%	24%	76%	24%	0.4%
09	LO	5,274,136	5,559,914	285,778	5.42%	1,819,723	1,398,724	-420,998	-23.14%	74%	26%	80%	20%	-1.9%
10	LE	21,646,522	19,902,134	-1,744,388	-8.06%	6,948,166	9,390,115	2,441,949	35.15%	76%	24%	68%	32%	2.4%
11	GC	3,594,203	3,197,645	-396,558	-11.03%	848,627	1,255,259	406,633	47.92%	81%	19%	72%	28%	0.2%
13	LG	4,844,042	4,844,042	0	0.00%	2,532,210	2,532,210	0	0.00%	66%	34%	66%	34%	0.0%
15	LM	268,204	268,204	0	0.00%	165,073	165,073	0	0.00%	62%	38%	62%	38%	0.0%
16	LI	16,769,668	16,769,668	0	0.00%	1,757,705	1,857,936	100,230	5.70%	91%	9%	90%	10%	0.5%
17	LC	924,271	739,493	-184,777	-19.99%	0	278,727	278,727	999.00%	100%	0%	73%	27%	10.2%
18	LH	1,851,024	1,541,588	-309,436	-16.72%	211,624	725,935	514,311	243.03%	90%	10%	68%	32%	9.9%
19	EN	1,980,332	2,361,013	380,682	19.22%	1,718,904	1,360,802	-358,102	-20.83%	54%	46%	63%	37%	0.6%
20	EK	3,427,723	3,427,723	0	0.00%	1,163,454	1,185,543	22,089	1.90%	75%	25%	74%	26%	0.5%
21	LJ	580,763	580,763	0	0.00%	236,505	236,505	0	0.00%	71%	29%	71%	29%	0.0%
22	LR	3,388,974	3,388,974	0	0.00%	831,373	839,979	8,605	1.04%	80%	20%	80%	20%	0.2%
23	LK	2,243,223	2,243,223	0	0.00%	1,638,783	1,670,772	31,990	1.95%	58%	42%	57%	43%	0.8%
24	ES	5,333,049	5,333,049	0	0.00%	1,008,162	1,028,485	20,323	2.02%	84%	16%	84%	16%	0.3%
25	LZ	888,104	888,104	0	0.00%	36,395	44,814	8,419	23.13%	96%	4%	95%	5%	0.9%
27	LB	1,963,735	1,963,735	0	0.00%	87,129	86,418	-711	-0.82%	96%	4%	96%	4%	0.0%
30	EF	1,864,910	1,864,910	0	0.00%	885,133	885,997	864	0.10%	68%	32%	68%	32%	0.0%
Total		188,302,478	187,784,456	-518,022	-0.28%	55,159,892	56,623,490	1,463,598	2.65%	77%	23%	77%	23%	0.4%

Summary per weight brackets AEA & ERAA

Weight brackets	Route Charges				Terminal Charges				Variation New vs Current
	Current €	New €	Delta €	Delta %	Current €	New €	Delta €	Delta %	
1-From 2 - below 5.7	9,835	9,990	155	1.57%	6,407	4,562	-1,844	-28.78%	-10.4%
2-From 5.7 - below 20	3,836,107	3,886,284	50,177	1.31%	2,872,558	3,066,176	193,619	6.74%	3.6%
3-From 20 - below 50	28,236,768	28,284,525	47,757	0.17%	11,763,170	12,856,811	1,093,641	9.30%	2.9%
4-From 50 - below 80	86,191,036	85,757,257	-433,779	-0.50%	27,810,481	28,498,223	687,743	2.47%	0.2%
5-From 80 - below 100	12,667,037	12,537,021	-130,016	-1.03%	3,511,446	3,583,995	72,550	2.07%	-0.4%
6-From 100 - below 250	17,403,840	17,380,070	-23,770	-0.14%	3,252,636	3,132,590	-120,046	-3.69%	-0.7%
7- Above 250	39,957,854	39,929,309	-28,545	-0.07%	5,943,196	5,481,132	-462,064	-7.77%	-1.1%
Total	188,302,478	187,784,456	-518,022	-0.28%	55,159,892	56,623,490	1,463,598	2.65%	0.4%

European Business Aviation EBAA

Area		Route Charges				Terminal Charges				Current Allocation		New Allocation		Variation New vs Current
No	Code	Current €	New €	Delta €	Delta %	Current €	New €	Delta €	Delta %	Route	TNC	Route	TNC	
01	EB	78,984	78,984	0	0.00%	6,377	11,541	5,164	80.97%	93%	7%	87%	13%	6.0%
02	ED	285,758	285,758	0	0.00%	63,052	45,656	-17,396	-27.59%	82%	18%	86%	14%	-5.0%
03	LF	570,776	570,776	0	0.00%	92,027	131,939	39,912	43.37%	86%	14%	81%	19%	6.0%
04	EG	289,493	289,493	0	0.00%	225,436	117,029	-108,407	-48.09%	56%	44%	71%	29%	-21.1%
05	EH	40,951	52,485	11,534	28.16%	9,442	8,949	-493	-5.22%	81%	19%	85%	15%	21.9%
06	EI	19,782	19,782	0	0.00%	3,226	5,118	1,892	58.64%	86%	14%	79%	21%	8.2%
07	LS	75,283	77,695	2,412	3.20%	96,588	83,112	-13,476	-13.95%	44%	56%	48%	52%	-6.4%
08	LP	29,198	29,198	0	0.00%	4,879	7,986	3,106	63.67%	86%	14%	79%	21%	9.1%
09	LO	54,298	57,240	2,942	5.42%	21,913	12,925	-8,988	-41.02%	71%	29%	82%	18%	-7.9%
10	LE	285,974	262,929	-23,045	-8.06%	37,658	67,897	30,239	80.30%	88%	12%	79%	21%	2.2%
11	GC	14,829	13,192	-1,636	-11.03%	1,228	2,152	925	75.34%	92%	8%	86%	14%	-4.4%
13	LG	73,639	73,639	0	0.00%	14,728	14,728	0	0.00%	83%	17%	83%	17%	0.0%
15	LM	1,746	1,746	0	0.00%	582	582	0	0.00%	75%	25%	75%	25%	0.0%
16	LI	259,804	259,804	0	0.00%	12,077	16,198	4,121	34.12%	96%	4%	94%	6%	1.5%
17	LC	16,424	13,140	-3,283	-19.99%	0	2,813	2,813	999.00%	100%	0%	82%	18%	-2.9%
18	LH	12,473	10,388	-2,085	-16.72%	2,137	6,865	4,728	221.29%	85%	15%	60%	40%	18.1%
19	EN	17,899	21,340	3,441	19.22%	4,214	3,336	-878	-20.83%	81%	19%	86%	14%	11.6%
20	EK	22,944	22,944	0	0.00%	1,085	1,520	435	40.07%	95%	5%	94%	6%	1.8%
21	LJ	6,879	6,879	0	0.00%	1,115	1,115	0	0.00%	86%	14%	86%	14%	0.0%
22	LR	28,150	28,150	0	0.00%	9,479	9,295	-184	-1.95%	75%	25%	75%	25%	-0.5%
23	LK	20,666	20,666	0	0.00%	6,135	9,059	2,924	47.66%	77%	23%	70%	30%	10.9%
24	ES	34,141	34,141	0	0.00%	621	3,352	2,730	439.41%	98%	2%	91%	9%	7.9%
25	LZ	9,669	9,669	0	0.00%	826	1,149	323	39.09%	92%	8%	89%	11%	3.1%
27	LB	12,960	12,960	0	0.00%	608	793	185	30.44%	96%	4%	94%	6%	1.4%
30	EF	5,513	5,513	0	0.00%	2,641	2,609	-31	-1.19%	68%	32%	68%	32%	-0.4%
Total		2,268,234	2,258,513	-9,722	-0.43%	618,075	567,719	-50,356	-8.15%	79%	21%	80%	20%	-2.1%

Summary per weight brackets

EBAA

Weight brackets	Route Charges				Terminal Charges				Variation New vs Current
	Current €	New €	Delta €	Delta %	Current €	New €	Delta €	Delta %	
1-From 2 - below 5.7	43,680	42,464	-1,217	-2.79%	13,232	13,853	621	4.69%	-1.0%
2-From 5.7 - below 20	1,483,089	1,476,668	-6,420	-0.43%	455,653	397,230	-58,424	-12.82%	-3.3%
3-From 20 - below 50	581,537	578,217	-3,320	-0.57%	117,605	121,503	3,898	3.31%	0.1%
4-From 50 - below 80	114,132	114,974	843	0.74%	23,967	26,866	2,899	12.09%	2.7%
5-From 80 - below 100	15,857	15,587	-269	-1.70%	2,097	2,028	-69	-3.27%	-1.9%
6-From 100 - below 250	19,355	19,823	468	2.42%	2,055	3,505	1,450	70.59%	9.0%
7- Above 250	10,585	10,779	194	1.83%	3,467	2,735	-732	-21.11%	-3.8%
Total	2,268,234	2,258,513	-9,722	-0.43%	618,075	567,719	-50,356	-8.15%	-2.1%

European Low Fare Airlines ELFAA

Area		Route Charges				Terminal Charges				Current Allocation		New Allocation		Variation New vs Current
No	Code	Current €	New €	Delta €	Delta %	Current €	New €	Delta €	Delta %	Route	TNC	Route	TNC	
01	EB	1,538,137	1,538,137	0	0.00%	3,887	4,208	321	8.26%	100%	0%	100%	0%	0.0%
02	ED	5,999,010	5,999,010	0	0.00%	836,430	808,694	-27,736	-3.32%	88%	12%	88%	12%	-0.4%
03	LF	10,601,549	10,601,549	0	0.00%	978,749	1,016,085	37,337	3.81%	92%	8%	91%	9%	0.3%
04	EG	10,205,398	10,205,398	0	0.00%	2,924,316	2,985,257	60,941	2.08%	78%	22%	77%	23%	0.5%
05	EH	1,402,623	1,797,668	395,044	28.16%	820,976	335,158	-485,818	-59.18%	63%	37%	84%	16%	-4.1%
06	EI	228,937	228,937	0	0.00%	401,844	428,375	26,530	6.60%	36%	64%	35%	65%	4.2%
07	LS	887,179	915,599	28,419	3.20%	118,672	112,278	-6,393	-5.39%	88%	12%	89%	11%	2.2%
08	LP	465,106	465,106	0	0.00%	128,433	135,754	7,321	5.70%	78%	22%	77%	23%	1.2%
09	LO	489,098	515,599	26,502	5.42%	86,029	69,522	-16,507	-19.19%	85%	15%	88%	12%	1.7%
10	LE	4,592,277	4,222,208	-370,069	-8.06%	1,081,584	1,457,512	375,928	34.76%	81%	19%	74%	26%	0.1%
11	GC	138,443	123,169	-15,275	-11.03%	66,793	89,902	23,109	34.60%	67%	33%	58%	42%	3.8%
13	LG	199,862	199,862	0	0.00%	82,521	82,521	0	0.00%	71%	29%	71%	29%	0.0%
15	LM	748	748	0	0.00%	2,707	2,707	0	0.00%	22%	78%	22%	78%	0.0%
16	LI	2,965,141	2,965,141	0	0.00%	325,504	397,490	71,987	22.12%	90%	10%	88%	12%	2.2%
17	LC	11,327	9,063	-2,264	-19.99%	0	1,020	1,020	999.00%	100%	0%	90%	10%	-11.0%
18	LH	72,452	60,340	-12,112	-16.72%	30,179	108,247	78,068	258.68%	71%	29%	36%	64%	64.3%
19	EN	754,259	899,251	144,992	19.22%	886,418	701,749	-184,669	-20.83%	46%	54%	56%	44%	-2.4%
20	EK	909,593	909,593	0	0.00%	226,438	237,095	10,657	4.71%	80%	20%	79%	21%	0.9%
21	LJ	39,370	39,370	0	0.00%	12,418	12,418	0	0.00%	76%	24%	76%	24%	0.0%
22	LR	73,652	73,652	0	0.00%	0	0	0	0.00%	100%	0%	100%	0%	0.0%
23	LK	353,932	353,932	0	0.00%	213,108	205,581	-7,527	-3.53%	62%	38%	63%	37%	-1.3%
24	ES	758,126	758,126	0	0.00%	177,261	171,238	-6,023	-3.40%	81%	19%	82%	18%	-0.6%
25	LZ	105,308	105,308	0	0.00%	148,122	141,265	-6,858	-4.63%	42%	58%	43%	57%	-2.7%
27	LB	64,095	64,095	0	0.00%	3,910	3,760	-150	-3.84%	94%	6%	94%	6%	-0.2%
30	EF	64,770	64,770	0	0.00%	52,009	50,831	-1,178	-2.26%	55%	45%	56%	44%	-1.0%
Total		42,920,392	43,115,629	195,237	0.45%	9,608,307	9,558,668	-49,639	-0.52%	82%	18%	82%	18%	0.3%

Summary per weight brackets ELFAA

Weight brackets	Route Charges				Terminal Charges				Variation New vs Current
	Current €	New €	Delta €	Delta %	Current €	New €	Delta €	Delta %	
1-From 2 - below 5.7	0	0	0	0.00%	0	0	0	0.00%	0.0%
2-From 5.7 - below 20	68,447	68,531	83	0.12%	35,550	51,315	15,765	44.35%	15.2%
3-From 20 - below 50	1,858,041	1,852,217	-5,824	-0.31%	408,848	476,515	67,667	16.55%	2.7%
4-From 50 - below 80	40,951,289	41,152,401	201,112	0.49%	9,153,694	9,020,852	-132,843	-1.45%	0.1%
5-From 80 - below 100	1,767	1,769	2	0.09%	790	697	-93	-11.73%	-3.6%
6-From 100 - below 250	40,847	40,712	-136	-0.33%	9,424	9,289	-135	-1.44%	-0.5%
7- Above 250	0	0	0	0.00%	0	0	0	0.00%	0.0%
Total	42,920,392	43,115,629	195,237	0.45%	9,608,307	9,558,668	-49,639	-0.52%	0.3%

Non-EU users and all other remaining users

Area		Route Charges				Terminal Charges				Current Allocation		New Allocation		Variation New vs Current
No	Code	Current €	New €	Delta €	Delta %	Current €	New €	Delta €	Delta %	Route	TNC	Route	TNC	
01	EB	5,471,351	5,471,351	0	0.00%	1,400,021	1,263,873	-136,148	-9.72%	80%	20%	81%	19%	-2.0%
02	ED	24,475,468	24,475,468	0	0.00%	5,377,358	5,622,757	245,399	4.56%	82%	18%	81%	19%	0.8%
03	LF	34,909,281	34,909,281	0	0.00%	5,871,536	5,746,491	-125,045	-2.13%	86%	14%	86%	14%	-0.3%
04	EG	28,170,681	28,170,681	0	0.00%	5,776,314	5,492,023	-284,291	-4.92%	83%	17%	84%	16%	-0.8%
05	EH	3,897,064	4,994,660	1,097,596	28.16%	1,547,828	952,050	-595,778	-38.49%	72%	28%	84%	16%	9.2%
06	EI	4,584,583	4,584,583	0	0.00%	294,992	277,701	-17,292	-5.86%	94%	6%	94%	6%	-0.4%
07	LS	2,851,210	2,942,544	91,334	3.20%	1,326,099	1,264,113	-61,986	-4.67%	68%	32%	70%	30%	0.7%
08	LP	6,148,756	6,148,756	0	0.00%	659,427	625,475	-33,952	-5.15%	90%	10%	91%	9%	-0.5%
09	LO	4,760,719	5,018,677	257,958	5.42%	613,178	486,491	-126,687	-20.66%	89%	11%	91%	9%	2.4%
10	LE	24,584,241	22,603,116	-1,981,124	-8.06%	4,322,976	5,593,486	1,270,511	29.39%	85%	15%	80%	20%	-2.5%
11	GC	5,332,325	4,743,995	-588,330	-11.03%	1,710,329	2,281,461	571,132	33.39%	76%	24%	68%	32%	-0.2%
13	LG	8,592,468	8,592,468	0	0.00%	798,080	798,080	0	0.00%	92%	8%	92%	8%	0.0%
15	LM	605,048	605,048	0	0.00%	50,577	50,577	0	0.00%	92%	8%	92%	8%	0.0%
16	LI	23,373,891	23,373,891	0	0.00%	2,011,300	1,834,962	-176,338	-8.77%	92%	8%	93%	7%	-0.7%
17	LC	2,196,464	1,757,354	-439,110	-19.99%	0	346,876	346,876	999.00%	100%	0%	84%	16%	-4.2%
18	LH	2,672,780	2,225,971	-446,809	-16.72%	67,806	241,141	173,335	255.63%	98%	2%	90%	10%	-10.0%
19	EN	3,269,850	3,898,417	628,567	19.22%	2,947,388	2,333,354	-614,034	-20.83%	53%	47%	63%	37%	0.2%
20	EK	1,896,864	1,896,864	0	0.00%	313,680	280,501	-33,180	-10.58%	86%	14%	87%	13%	-1.5%
21	LJ	494,513	494,513	0	0.00%	30,338	30,338	0	0.00%	94%	6%	94%	6%	0.0%
22	LR	6,764,604	6,764,604	0	0.00%	115,161	106,740	-8,421	-7.31%	98%	2%	98%	2%	-0.1%
23	LK	2,687,129	2,687,129	0	0.00%	537,373	509,986	-27,387	-5.10%	83%	17%	84%	16%	-0.8%
24	ES	3,426,512	3,426,512	0	0.00%	481,654	464,624	-17,030	-3.54%	88%	12%	88%	12%	-0.4%
25	LZ	1,233,342	1,233,342	0	0.00%	59,569	57,685	-1,884	-3.16%	95%	5%	96%	4%	-0.1%
27	LB	3,121,028	3,121,028	0	0.00%	67,424	68,099	676	1.00%	98%	2%	98%	2%	0.0%
30	EF	450,355	450,355	0	0.00%	70,782	71,128	345	0.49%	86%	14%	86%	14%	0.1%
Total		205,970,529	204,590,611	-1,379,918	-0.67%	36,451,189	36,800,012	348,821	0.96%	85%	15%	85%	15%	-0.4%

Summary per weight brackets non-EU users and all other remaining users

Weight brackets	Route Charges				Terminal Charges				Variation New vs Current
	Current €	New €	Delta €	Delta %	Current €	New €	Delta €	Delta %	
1-From 2 - below 5.7	1,184,501	1,187,424	2,924	0.25%	358,187	438,334	80,147	22.38%	5.4%
2-From 5.7 - below 20	6,079,994	6,085,769	5,775	0.09%	1,731,809	1,951,077	219,268	12.66%	2.9%
3-From 20 - below 50	9,066,277	9,127,724	61,447	0.68%	3,021,205	3,120,578	99,373	3.29%	1.3%
4-From 50 - below 80	78,086,348	77,192,989	-893,359	-1.14%	15,882,383	16,635,450	753,068	4.74%	-0.1%
5-From 80 - below 100	10,579,078	10,408,159	-170,918	-1.62%	1,700,026	1,737,738	37,712	2.22%	-1.1%
6-From 100 - below 250	55,571,071	55,051,681	-519,389	-0.93%	8,245,377	7,866,434	-378,943	-4.60%	-1.4%
7- Above 250	45,403,261	45,536,864	133,604	0.29%	5,512,204	5,050,400	-461,804	-8.38%	-0.6%
Total	205,970,529	204,590,611	-1,379,918	-0.67%	36,451,189	36,800,011	348,821	0.96%	-0.4%

Conclusion (1)

- ✚ **System wide**, the introduction of harmonised formula for terminal charges would result in a **moderate increase in TNC** mainly due to the re-allocation of costs between route & TNC (**no cross-subsidies**) rather than to the introduction of a new formula
- ✚ This statement is confirmed by the *summary by weight brackets* showing that
 - ✚ Aircraft below 50 metric tons would still pay more charges, even with a TNC formula in their favour
 - ✚ Aircraft above 50 metric tons would pay less charges as en-route would no longer subsidise TNC

Conclusion (2)

- ↪ **European scheduled** carriers would be **affected negatively** by the latter conclusion (AEA+ERA: +0.4%, with a particular impact on ERAA: +5.2%). This increase is caused by the reallocation of costs from en route to TNC
- ↪ **European Business Aviation** would see their overall level of **charges decrease** as they would benefit both, for route charges from the absence of cross-subsidies and for TNC by the new formula (Impact of aircraft weight is stronger than the impact of reallocation of costs from route to TNC)
- ↪ **Low Fare Airlines** would almost **not be affected** by the introduction of the new formula

Conclusion (3)

- ✚ The conclusions are drawn system wide and therefore do not look into each **State individually**, where **significant variations may exist**
- ✚ The detailed tables in this study will allow each aircraft operator to evaluate the impact of the common TNC formula and abolition of cross-subsidies on his particular business pattern :
 - ✚ Business category (Based on membership to a user organisation)
 - ✚ Weight (Aircraft fleet)
 - ✚ Routes (States of departure)

End of the presentation

Questions ?