POLSKA AGENCJA ŻEGLUGI POWIETRZNEJ
POLISH AIR NAVIGATION SERVICES AGENCY

High Level Conference
Implementation of the Single European Sky
and its extension to Third Countries
organized by the Polish Presidency of the Council of the EU,
the European Commission and the European Economic and Social Committee

Warsaw, 28th November 2011



FABaltic'a

PEGASUS_21
ATM system
Poland

Polish Air Navigation Services Agency

Scope of activity

PANSA is a certified entity designated by the Minister of Infrastructure by virtue of the Aviation Law Act and European Community law to ensure air navigation services in the airspace of FIR Warszawa.

- PANSA is statutorily mandated to provide air traffic services and other air navigation services (ANS), including:
- communication services,
- navigation services,
- surveillance services,
- aeronautical information services.

On top of that, PANSA:

- provides airspace users with the meteorological information generated by entities holding relevant authorizations,
- designs flight procedures,
- performs flight-inspections of aeronautical communication, navigation and surveillance systems,
- provides training and consultation in the ANS-related field,
- carries out R&D activity in the ANS-related field,
- deals with infrastructure acquisition, maintenance and modernization.

Our Mission

To provide high-quality, user and environment friendly air navigation services.

Our Vision

To strengthen PANSA's position in Europe as an economically competitive air navigation services provider offering top safety and quality se rvices in response to the airspace users' expectations.

Strategic goals

The key strategic guideline underlying the Agency's activity involves the development of an effective, economically efficient and competitive European business entity ensuring high-level air traffic safety in compliance with the requirements of the international and national law.

PANSA's strategic guideline will be accomplished through the following strategic goals:

1) To maintaining high-level air traffic safety

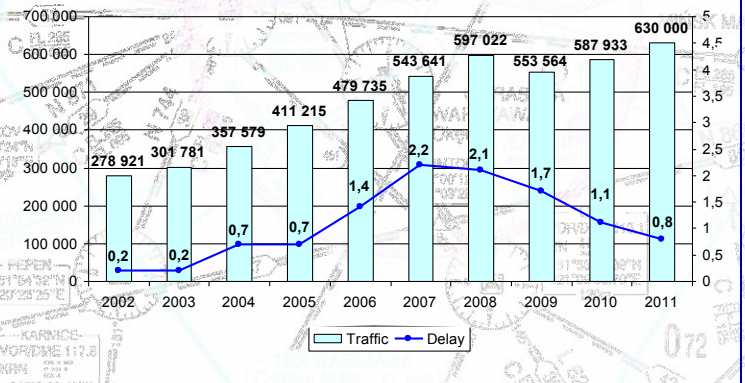
2) To provide the required airspace capacity

3) To reduce adverse environmental impact

4) To optimize cost-effectiveness

PANSA's operational performance

Actions, initiated by PANSA in the previous years aimed at improving air traffic flow and capacity management (ATFCM) in ACC EPWW contributed in 2010 to the improvement of the capacity indicator and a reduction of an average delay in the air traffic down to 1,1 min/flight, which is particularly praiseworthy if the increased air traffic in 2010 is taken into account.



Source: Own development

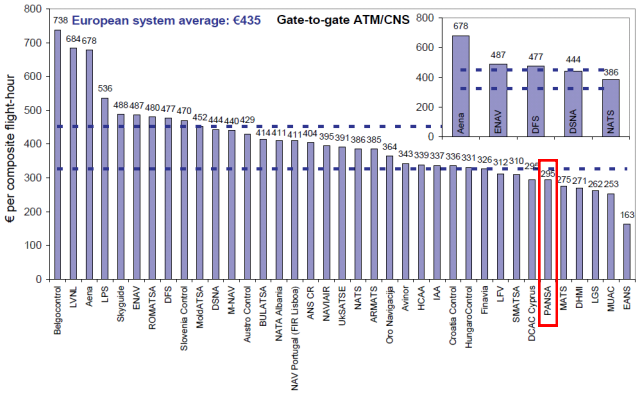
The first nine months of 2011 saw a further improvement of a reduction of an average delay in the air traffic down to 0,8 min/flight while the traffic was on the increase. It is expected that the delay indicator remains below 1 min/flight for the whole year.

PANSA's performance versus other European ANSPs' results

PANSA is actively involved in the benchmarking process measuring its performance results against other air navigation services providers' records, both at the European and global level.

One of the key indicators describing the ANSPs' performance is the so-called general cost-efficiency indicator according to EUROCONTROL/PRU methodology (costs of ATM/CNS services provision per composite flight hours). In 2009 the indicator for PANSA amounted to circa EUR 295, whereas the European average amounted to EUR 435. The chart below compares the ANSPs in Europe in terms of cost effectiveness factor:

Financial cost effectiveness in Europe in 2009

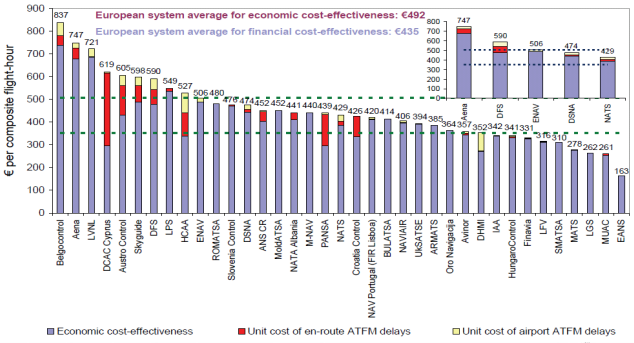


Source: ACE Benchmarking Report 2009, Eurocontrol/PRU, June 2011.

In terms of the economic cost-effectiveness, which takes into account both financial cost effectiveness increased by the cost of generated delays, in 2009 the indicator for PANSA amounted to EUR 439, whereas the European system average for ANSPs amounted to EUR 494.



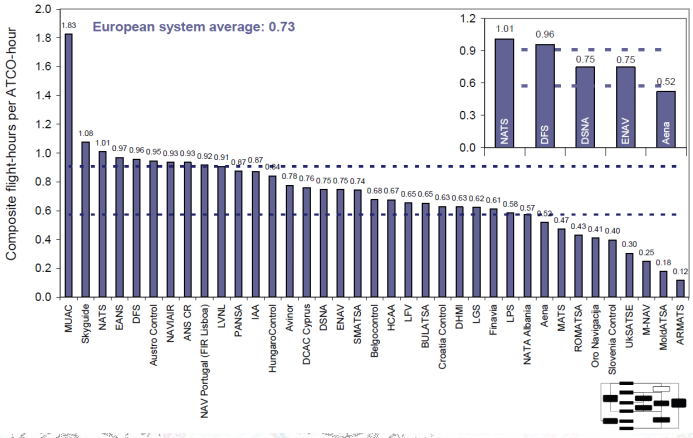
Economic cost effectiveness in Europe in 2009



Source: ACE Benchmarking Report 2009, Eurocontrol/PRU, June 2011.

The productivity of ATCO for PANSA proved one of the highest against other ANSPs across Europe.

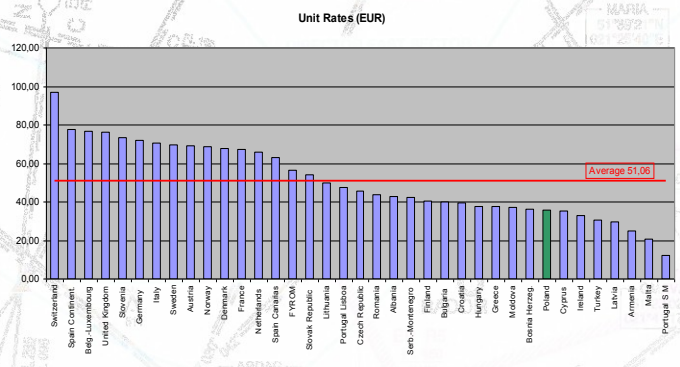
ATCO-hour productivity



Source: ACE Benchmarking Report 2009, Eurocontrol/PRU, June 2011.

The unit rate of en-route charges for the airspace falling in PANSA's responsibility is one of the lowest in Europe and as of November 2011 amounts to EUR 35,81 while the European average is EUR 51,06.

Unit rates



Source: Eurocontrol/CRCO, November 2011



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