

Commission Implementing Decision (EU) 2015/1056 of 30 June 2015 concerning the inconsistency of certain targets included in the national or functional airspace block plan submitted by Switzerland pursuant to Regulation (EC) No 549/2004 of the European Parliament and of the Council with the Union-wide performance targets for the second reference period and setting out recommendations for the revision of those targets (notified under document C(2015) 4407) (Only the French, German and Italian texts are authentic) (Text with EEA relevance)

*Article 1*

The performance targets concerning the key performance areas of capacity and cost-efficiency included in the FABEC performance plan submitted by Switzerland pursuant to Regulation (EC) No 549/2004, as incorporated into the Agreement, listed in the Annex, are inconsistent with the Union-wide performance targets for the second reference period set out in Implementing Decision 2014/132/EU.

*Article 2*

Switzerland, as regards FABEC, should take the necessary measures to ensure that its national supervisory authority proposes revised performance targets concerning the key performance areas of capacity and cost-efficiency, in accordance with Articles 3 and 4.

*Article 3*

The performance targets in the key performance area of capacity submitted by Switzerland as regards FABEC should be revised downwards. As a minimum, those targets should be in accordance with the respective FAB reference values set out in the Network Operations Plan. The revision of those performance targets should take account of the remediation or mitigation measures designed to ensure that the relevant FAB reference values are respected, specified in the Network Operations Plan.

*Article 4*

The performance targets in the key performance area of cost-efficiency expressed in *en route* determined unit costs submitted by Switzerland as regards FABEC should be revised downwards to a level that is in line with the reduction of the average *en route* determined unit costs on Union level over the second reference period and over the combined period of the first and the second reference period. That downwards revision should include a reduction in *en route* determined costs over the second reference period and a revision of the forecasted traffic expressed in service units.

*Article 5*

This Decision is addressed to the Swiss Confederation.

Done at Brussels, 30 June 2015.

*For the Commission*

Violeta BULC

*Member of the Commission*

**Changes to legislation:**

There are currently no known outstanding effects for the Commission Implementing Decision (EU) 2015/1056.