Albcontrol, Albania

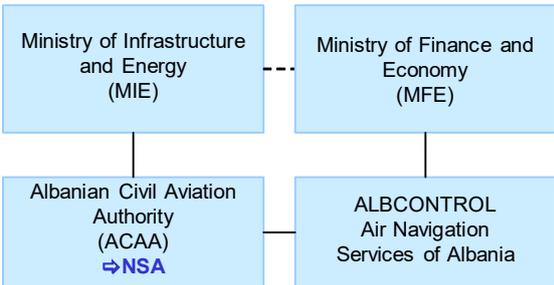## Air Navigation Services of Albania

http://www.albcontrol.al/

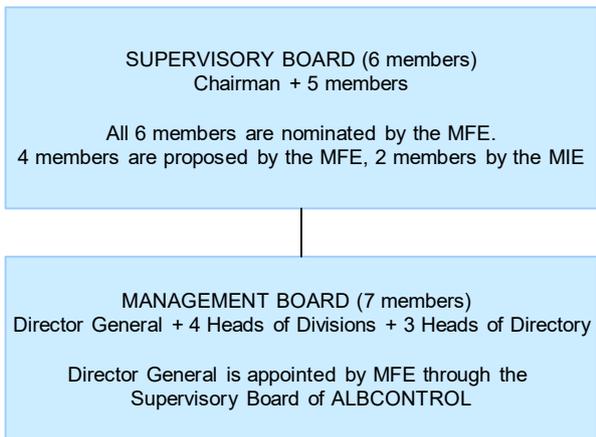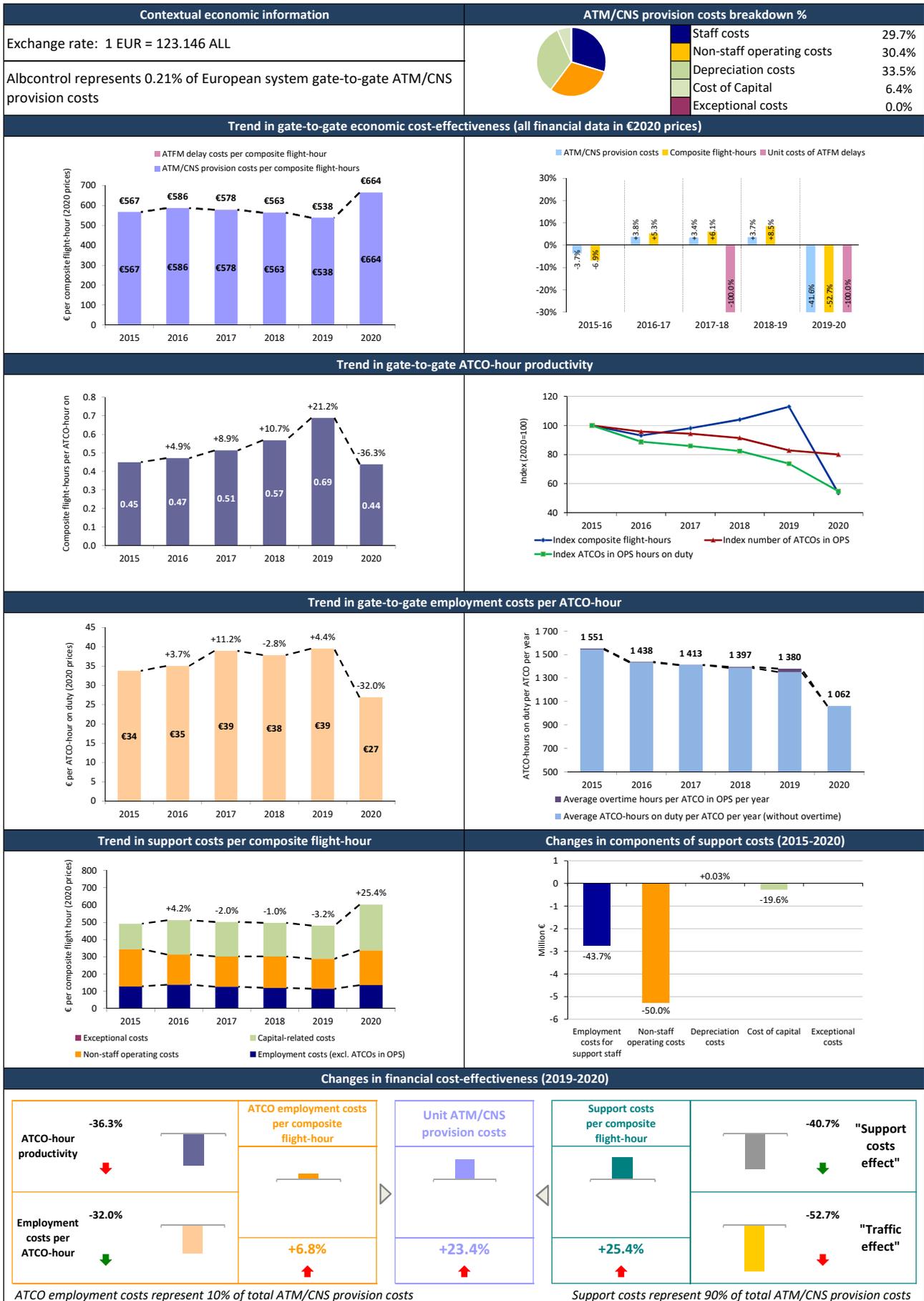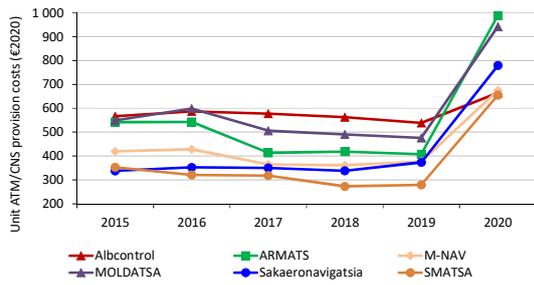### Institutional arrangements and links (2022)

Ministry of Infrastructure and Energy (MIE)	Ministry of Finance and Economy (MFE)
Albanian Civil Aviation Authority (ACAA) ⇨NSA	ALBCONTROL Air Navigation Services of Albania

Status (2022)

- Since May 1999 NATA, now ALBCONTROL, is a joint-stock company
- 100% State owned

National Supervisory Authority (NSA):
Albanian Civil Aviation Authority (ACAA)

Body responsible for:

Safety Regulation
MIE and Albanian Civil Aviation Authority (ACAA)

Airspace Regulation
MIE and Albanian Civil Aviation Authority (ACAA)

Economic Regulation
Ministry of Finance and Economy (MFE)

Corporate governance structure (2022)

SUPERVISORY BOARD (6 members)
Chairman + 5 members

All 6 members are nominated by the MFE.
4 members are proposed by the MFE, 2 members by the MIE

MANAGEMENT BOARD (7 members)
Director General + 4 Heads of Divisions + 3 Heads of Directory

Director General is appointed by MFE through the Supervisory Board of ALBCONTROL

Albcontrol (2022)

CHAIRPERSON OF SUPERVISORY BOARD:
Albana Koçiu

DIRECTOR GENERAL OF ALBCONTROL:
Hantin Bonati

HEAD OF THE ATS DEPARTMENT:
Dritan Isaku

Scope of services (2020)

- ☑ GAT
- ☑ OAT
- ☑ Upper Airspace
- ☑ Lower Airspace
- ☐ Oceanic ANS
- ☑ MET

Operational ATS units (2020)

1 ACC (Tirana)
1 APP (Tirana)
1 TWR (Tirana)
1 AFIS (Tirana)

Key financial and operational figures (ACE 2020)

Gate-to-gate total revenues (M€)	15
Gate-to-gate total costs (M€)	19
Gate-to-gate ATM/CNS provision costs (M€)	17
Gate-to-gate total ATM/CNS assets(M€)	39
Gate-to-gate ANS total capex (M€)	1
ATCOs in OPS (FTEs)	56
Gate-to-gate total staff (incl. MET staff*)	332
Total IFR flight-hours controlled by ANSP ('000)	22
IFR airport movements controlled by ANSP ('000)	15
En-route sectors open at maximum configuration	3
Minutes of ATFM delays (post-OPS adjusted, '000)	0

* if applicable

Size (2020)

Size of controlled airspace: 36 000 km²

Albcontrol (Albania) – Cost-effectiveness KPIs (€2020)

Contextual economic information

Exchange rate: 1 EUR = 123.146 ALL

Albcontrol represents 0.21% of European system gate-to-gate ATM/CNS provision costs

ATM/CNS provision costs breakdown %

Staff costs	29.7%
Non-staff operating costs	30.4%
Depreciation costs	33.5%
Cost of Capital	6.4%
Exceptional costs	0.0%

Trend in gate-to-gate economic cost-effectiveness (all financial data in €2020 prices)

Legend: ATFM delay costs per composite flight-hour; ATM/CNS provision costs per composite flight-hours

€ per composite flight-hour (2020 prices):
- 2015: €567
- 2016: €586
- 2017: €578
- 2018: €563
- 2019: €538
- 2020: €664

Legend: ATM/CNS provision costs; Composite flight-hours; Unit costs of ATFM delays

Period	ATM/CNS provision costs	Composite flight-hours	Unit costs of ATFM delays
2015-16	-3.7%	-6.9%	
2016-17	+3.8%	+5.3%	
2017-18	+3.4%	+6.1%	-100.0%
2018-19	+3.7%	+8.5%	
2019-20	-41.6%	-52.7%	-100.0%

Trend in gate-to-gate ATCO-hour productivity

Composite flight-hours per ATCO-hour on duty:
- 2015: 0.45
- 2016: 0.47 (+4.9%)
- 2017: 0.51 (+8.9%)
- 2018: 0.57 (+10.7%)
- 2019: 0.69 (+21.2%)
- 2020: 0.44 (-36.3%)

Index (2020=100): Index composite flight-hours; Index number of ATCOs in OPS; Index ATCOs in OPS hours on duty

Trend in gate-to-gate employment costs per ATCO-hour

€ per ATCO-hour on duty (2020 prices):
- 2015: €34
- 2016: €35 (+3.7%)
- 2017: €39 (+11.2%)
- 2018: €38 (-2.8%)
- 2019: €39 (+4.4%)
- 2020: €27 (-32.0%)

ATCO-hours on duty per ATCO per year:
- 2015: 1 551
- 2016: 1 438
- 2017: 1 413
- 2018: 1 397
- 2019: 1 380
- 2020: 1 062

Legend: Average overtime hours per ATCO in OPS per year; Average ATCO-hours on duty per ATCO per year (without overtime)

Trend in support costs per composite flight-hour

€ per composite flight hour (2020 prices):
- 2016: +4.2%
- 2017: -2.0%
- 2018: -1.0%
- 2019: -3.2%
- 2020: +25.4%

Legend: Exceptional costs; Capital-related costs; Non-staff operating costs; Employment costs (excl. ATCOs in OPS)

Changes in components of support costs (2015-2020)

Million €:
- Employment costs for support staff: -43.7%
- Non-staff operating costs: -50.0%
- Depreciation costs: +0.03%
- Cost of capital: -19.6%
- Exceptional costs:

Changes in financial cost-effectiveness (2019-2020)

- ATCO-hour productivity: -36.3%
- Employment costs per ATCO-hour: -32.0%
- ATCO employment costs per composite flight-hour: +6.8%
- Unit ATM/CNS provision costs: +23.4%
- Support costs per composite flight-hour: +25.4%
- "Support costs effect": -40.7%
- "Traffic effect": -52.7%

ATCO employment costs represent 10% of total ATM/CNS provision costs

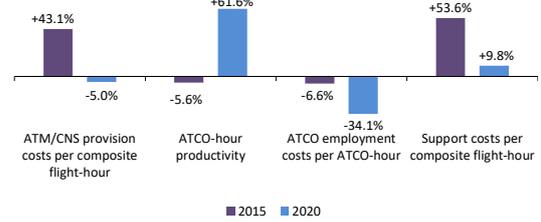Support costs represent 90% of total ATM/CNS provision costs
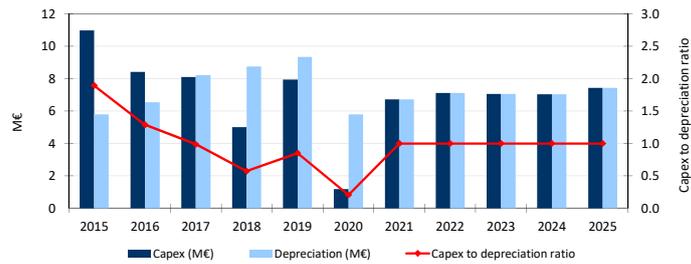
Albcontrol (Albania) – Cost-effectiveness KPIs (€2020)

Changes in unit gate-to-gate ATM/CNS provision costs within comparator group

Deviation from groups' weighted average

	ATM/CNS provision costs per composite flight-hour	ATCO-hour productivity	ATCO employment costs per ATCO-hour	Support costs per composite flight-hour
2015	+43.1%	-5.6%	-6.6%	+53.6%
2020	-5.0%	+61.6%	-34.1%	+9.8%

Legend: Albcontrol, ARMATS, M-NAV, MOLDATSA, Sakaeronavigatsia, SMATSA
■ 2015 ■ 2020

Capital expenditures and depreciation costs

■ Capex (M€) ■ Depreciation (M€) — Capex to depreciation ratio

Information on major capex projects and ATM systems upgrades/replacements

ATM	COM	NAV	SUR	Building	Other	Years	FDPS C: 2011*	RDPS C: 2011*	HMI C: 2011*	VCS C: 2011*
€14.9M (2014-2019)	€1.4M	€3.2M (2014-2016)		€0.7M (2014-2016)		2015				
	€2.5M		€0.9 M			2016				
	€0.9M	€1.8M				2017				
€4.8M					€1.5M	2018				
						2019				
						2020				
						2021				
€18.0M (2022-2026)			€4.9M	€0.3M	€1.3M**	2022				
						2023				
						2024				
						2025				

** This amount relates to MET

* C = Commissioning   ■ Upgrade   ■ Replacement

Focus on the top five capex projects

Project number	Name of the project	Domain	Capex spent between start and end dates (€M)	Start date	End date
1	Enhance ATM system	ATM	8.1	2022	2026
2	Replace ATM system hardware (procurement of hardware+ study /transition –Phase 1+Phase 2)	ATM	6.5	2023	2024
3	Upgrade new Skyline technology, free route airspace, stripless, surveillance, ATCO monitoring hours on duty and implement Skyline capability to process MLAT data	ATM	5.4	2016	2017
4	Upgrade of SW program in Skyline equipment	ATM	4.2	2014	2016
5	Implementation MLAT	SUR	3.8	2022	2024