



Performance Review Body Monitoring Report

SES RP3 - 2020

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1 OVERVIEW

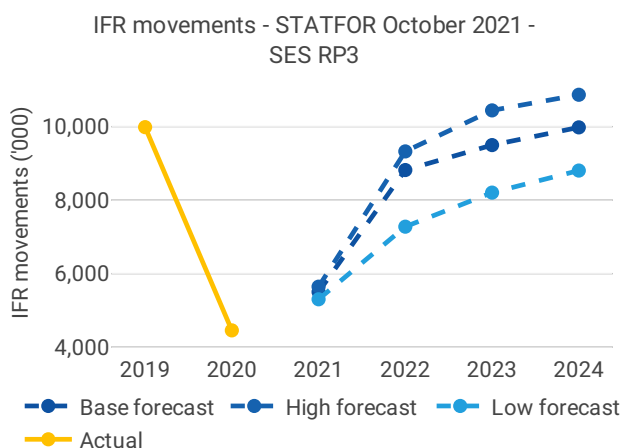
1.1 Contextual information

No of ACCs	49	Share en route / terminal costs 2020	83% / 17%	No of main ANSPs	29
No of airports in the scope of the performance plan:		En route charging zone(s)	29	No of other ANSPs	14
• ≥80'K	43	Terminal charging zone(s)	26	No of MET Providers	26
• <80'K	103				

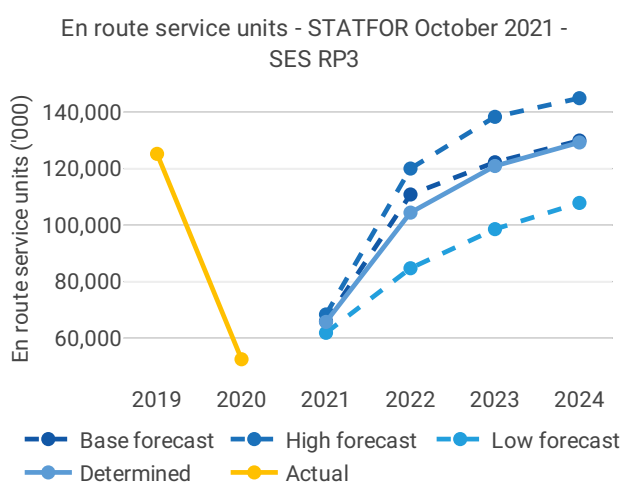
1.2 Main PRB findings - 2020

The data confirms the finding of the Interim Monitoring Report the PRB published in February 2021: ANSPs differed vastly in their reactions to the pandemic. While all ANSPs maintained their services, which remained a challenge during the pandemic, some showed little room for change against their plans prior to the pandemic and existing ways of working. Others by now have implemented new processes and adapted their structure. These mixed reactions are mirrored in the monitoring results.

1.3 Traffic (SES RP3 area)

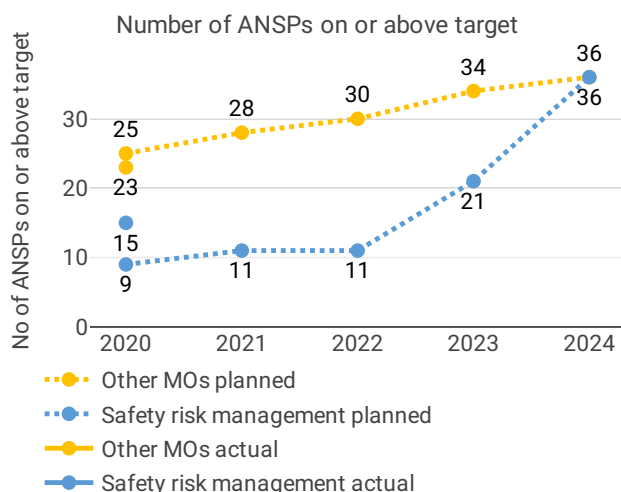


- 4,456 IFR movements were recorded in 2020 at SES level, -55% compared to 2019 (9,985K).



- 52,500K service units were recorded in 2020 at SES level, -58% compared to 2019 (125,158K).

1.4 Safety (SES RP3 area)

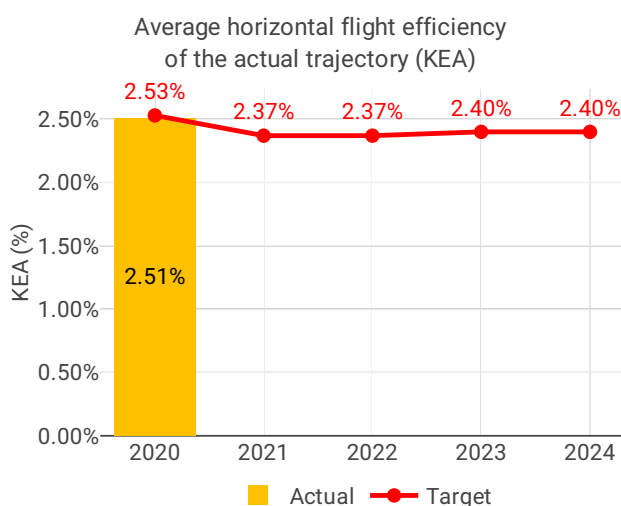


- Safety remains the highest priority and ANSPs handled safety well since the outbreak of the pandemic. Safety levels overall remained as before COVID-19.

- 13 ANSPs achieved the RP3 targets for the Effectiveness of Safety Management for all management objectives (based on the new revised questionnaire used in 2020).

- In view of the lower traffic levels, incidents and accidents related to the provision of air navigation services decreased, and the rate of occurrences remained stable compared to 2019.

1.5 Environment (SES RP3 area)



- Horizontal flight efficiency in the SES area improved with lower traffic and Member States met the 2020 Union-wide target. Lower traffic levels led to excess capacity and airspace users were able to fly more efficient routes, which contributed to the improvement of environmental performance.

- Performance would have been better if 11 Member States had achieved their expected contribution towards the Union-wide target.

- Data shows that structural problems continue to impact environmental performance: as soon as movements start to increase, extension of routes also increases even if traffic levels remain far below 2019 levels.

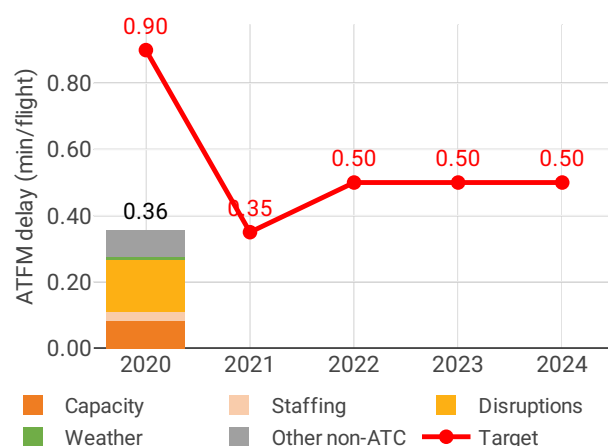
low 2019 levels.

- Airspace users should continue to plan shorter routes for their flights when they are made available by ANSPs.

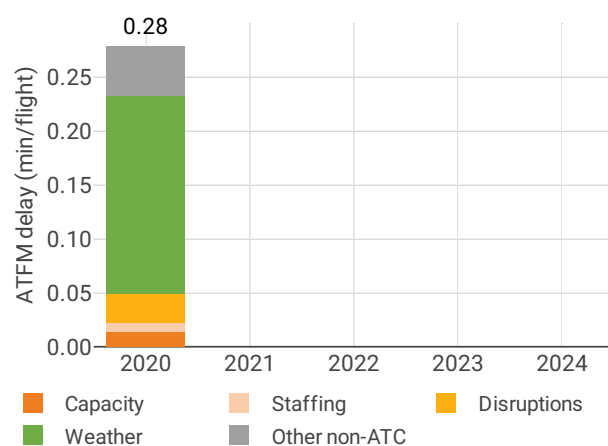
- Terminal performance (holding & taxiing times and continuous climb/descent operations) improved due to fewer movements, which caused less congestion at airports. Going forward, airports will need to offer more terminal capacity as traffic grows to maintain the improved performance.

1.6 Capacity (SES RP3 area)

Average en route ATFM delay per flight by delay groups



Average arrival ATFM delay per flight by delay groups



- From January to February 2020, traffic levels remained at forecasted levels – and capacity was insufficient. Like in 2018 and 2019, there were high delays during these “normal” months due to a lack of capacity, which indicates that the problems encountered in 2019 continued to affect performance in early 2020.

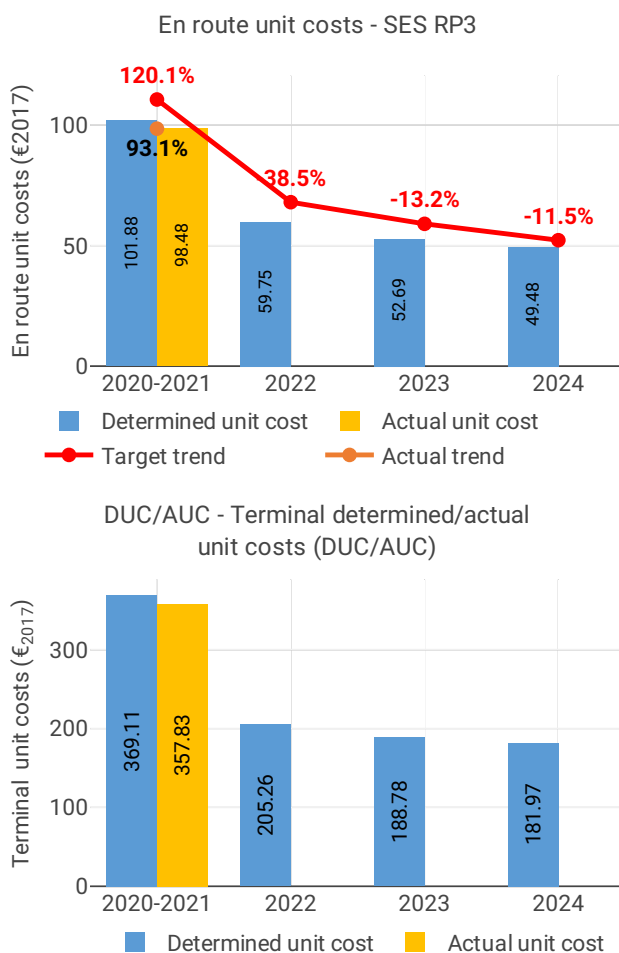
- After the sharp drop in traffic in March 2020, there were only minimal delays, which meant that most Member States/ANSPs achieved the 2020 delay breakdown values.

- The reduction of traffic resulted in excess capacity in 2020, indicating that ANSPs had only limited means to adapt their capacity to lower demand.

- Three Member States still failed to achieve their expected contribution to the Union-wide target: France, Spain, and Portugal.

- With reduced traffic, weather related delays disappeared suggesting that weather does not directly cause delays on its own. It is the combination of lack of capacity to deal with difficult weather situations and higher traffic demand that causes delays.

1.7 Cost-efficiency (SES RP3 area)



- The data submitted by Member States for 2020 shows that they reduced their costs by only 4% compared to 2019 actual costs (with 58% traffic decrease in service units).

- Compared to the draft 2019 performance plans submitted before COVID-19, Member States reduced their 2020 costs by 13%.

- ANSPs were aware of the sharp drop in traffic as early as March 2020, meaning that they had enough time to adapt and lower their costs for most of the year.

- With the sharp drop in revenues and Eurocontrol granting airspace users a delay to pay the air traffic management (ATM) charges for some months of 2020, ANSPs encountered a steep decline in revenues. The monitoring data shows that ANSPs managed the gap in revenues in different ways using either their own resources, loans or injection of equity by owners.

- A substantial gap in revenue remains, which airspace users will have to cover as of 2023 for many years. Given the dire financial situation of most of the airspace users, ANSPs should contribute to the recovery of European aviation by adapting their costs in their revised performance

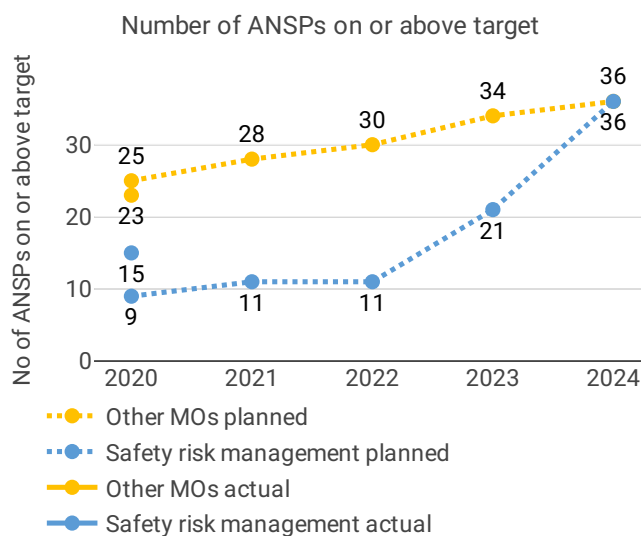
plans. The adjustment to the unit charges will come into effect as early as 2023 provided the Commission approves the revised performance plans.

2 SAFETY - SES RP3

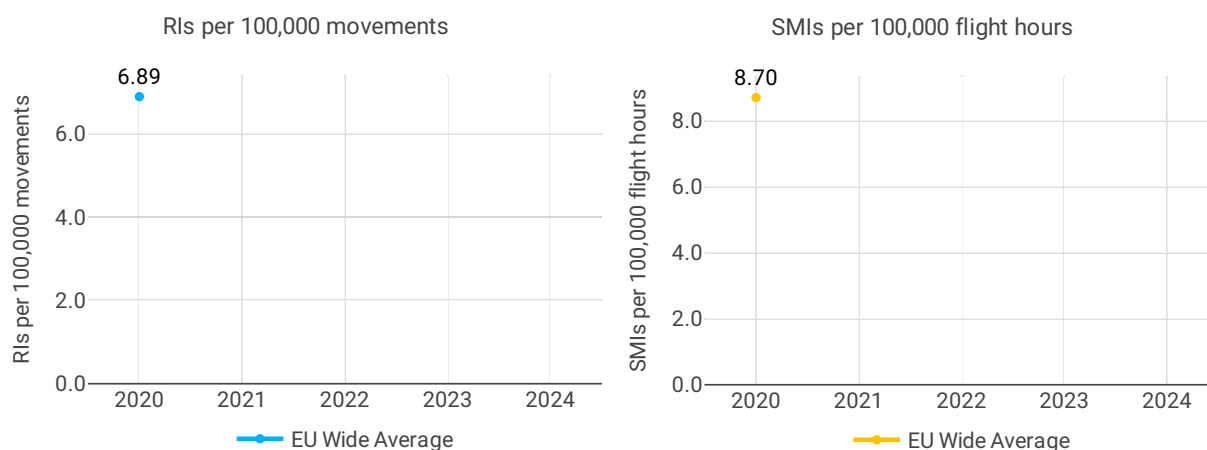
2.1 PRB monitoring

- Safety remains the highest priority and ANSPs handled safety well since the outbreak of the pandemic. Safety levels overall remained as before COVID-19.
- 13 ANSPs achieved the RP3 targets for the Effectiveness of Safety Management for all management objectives (based on the new revised questionnaire used in 2020).
- In view of the lower traffic levels, incidents and accidents related to the provision of air navigation services decreased, and the rate of occurrences remained stable compared to 2019.

2.2 Actual versus planned number of ANSPs achieving the level of the EoSM targets for RP3 ahead of 2024



2.3 Occurrences - Rate of runway incursions (RIs) (PI#1) & Rate of separation minima infringements (SMIs) (PI#2)



3 ENVIRONMENT - SES RP3

3.1 PRB monitoring

- Horizontal flight efficiency in the SES area improved with lower traffic and Member States met the 2020 Union-wide target. Lower traffic levels led to excess capacity and airspace users were able to fly more efficient routes, which contributed to the improvement of environmental performance.
- Performance would have been better if 11 Member States had achieved their expected contribution towards the Union-wide target.
- Data shows that structural problems continue to impact environmental performance: as soon as movements start to increase, extension of routes also increases even if traffic levels remain far below 2019 levels.
- Airspace users should continue to plan shorter routes for their flights when they are made available by ANSPs.
- Terminal performance (holding & taxiing times and continuous climb/descent operations) improved due to fewer movements, which caused less congestion at airports. Going forward, airports will need to offer more terminal capacity as traffic grows to maintain the improved performance.

3.2 En route performance

3.2.1 Horizontal flight efficiency of the actual trajectory (KEA) (KPI#1), of the last filed flight plan (KEP) (PI#1) & shortest constrained route (SCR) (PI#2)



3.2.2 Summary of performance at local level

KEA (%)		
State	Target	Actual
Austria	1.90	1.96 X
Belgium	3.37	3.45 X
Bulgaria	1.95	2.55 X
Croatia	1.49	1.50 X
Cyprus	4.10	3.87 ✓
Czech Republic	2.26	2.19 ✓
Denmark	1.21	1.14 ✓
Estonia	1.33	1.23 ✓
Finland	0.97	0.93 ✓
France	2.90	3.25 X
Germany	2.81	2.41 ✓
Greece	1.94	2.49 X
Hungary	1.45	1.52 X
Ireland	1.56	1.13 ✓
Italy	2.83	2.87 X
Latvia	1.30	1.26 ✓
Lithuania	1.90	1.93 X
Malta	1.46	2.55 X
Netherlands	7.22	2.68 ✓
Norway	1.43	1.57 X
Poland	1.67	1.70 X
Portugal	1.76	1.83 X
Romania	1.55	2.17 X
Slovakia	2.10	2.24 X
Slovenia	1.68	1.55 ✓
Spain	3.23	3.16 ✓
Sweden	1.26	1.05 ✓
Switzerland	4.62	4.30 ✓

4 CAPACITY - SES RP3

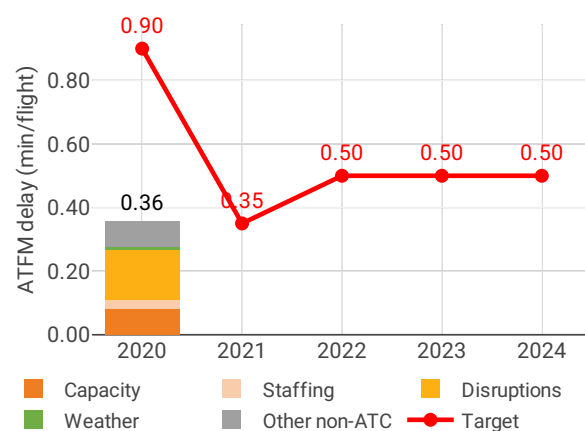
4.1 PRB monitoring

- From January to February 2020, traffic levels remained at forecasted levels – and capacity was insufficient. Like in 2018 and 2019, there were high delays during these “normal” months due to a lack of capacity, which indicates that the problems encountered in 2019 continued to affect performance in early 2020.
- After the sharp drop in traffic in March 2020, there were only minimal delays, which meant that most Member States/ANSPs achieved the 2020 delay breakdown values.
- The reduction of traffic resulted in excess capacity in 2020, indicating that ANSPs had only limited means to adapt their capacity to lower demand.
- Three Member States still failed to achieve their expected contribution to the Union-wide target: France, Spain, and Portugal.
- With reduced traffic, weather related delays disappeared suggesting that weather does not directly cause delays on its own. It is the combination of lack of capacity to deal with difficult weather situations and higher traffic demand that causes delays.

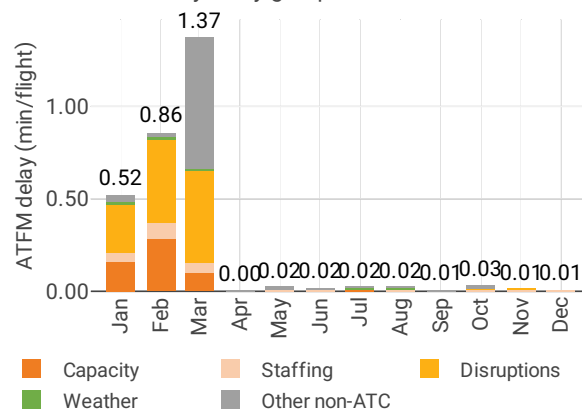
4.2 En route performance

4.2.1 En route ATFM delay (KPI#1)

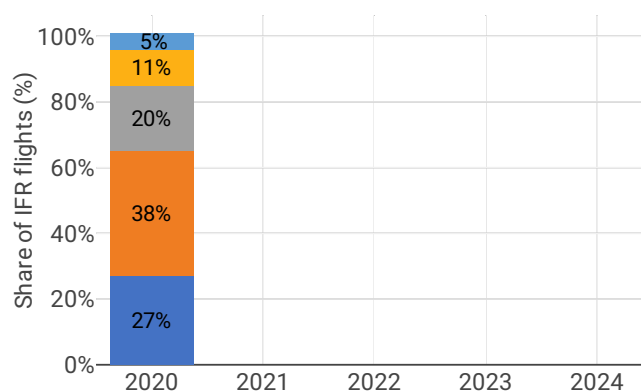
Average en route ATFM delay per flight by delay groups



Monthly distribution of en route ATFM delay by delay groups - 2020



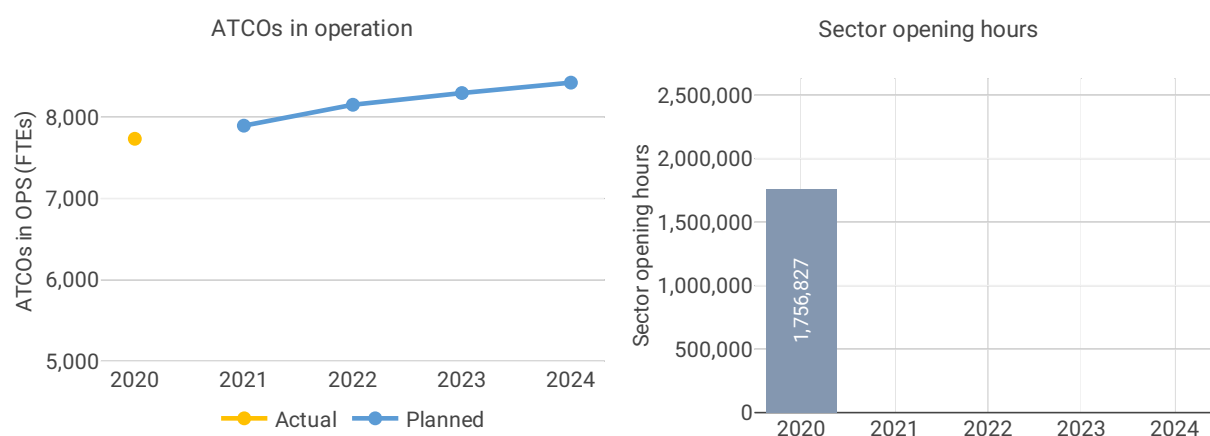
Distribution of IFR flights per the duration of en route ATFM delay



4.2.2 Summary of performance at local level

En route delay (min/flight)		
State	Target	Actual
Austria	0.370	0.00 ✓
Belgium	0.200	0.06 ✓
Bulgaria	0.170	0.00 ✓
Croatia	0.430	0.00 ✓
Cyprus	1.000	0.20 ✓
Czech Republic	0.200	0.00 ✓
Denmark	0.070	0.00 ✓
Estonia	0.050	0.00 ✓
Finland	0.090	0.00 ✓
France	3.120	0.61 ✓
Germany	3.450	0.18 ✓
Greece	0.340	0.02 ✓
Hungary	0.900	0.00 ✓
Ireland	0.070	0.00 ✓
Italy	0.250	0.01 ✓
Latvia	0.060	0.00 ✓
Lithuania	0.050	0.00 ✓
Malta	0.020	0.00 ✓
Netherlands	0.140	0.01 ✓
Norway	0.080	0.01 ✓
Poland	0.300	0.00 ✓
Portugal	0.230	0.25 ✗
Romania	0.140	0.00 ✓
Slovakia	0.600	0.00 ✓
Slovenia	0.230	0.00 ✓
Spain	0.470	0.40 ✓
Sweden	0.115	0.01 ✓
Switzerland	0.470	0.04 ✓

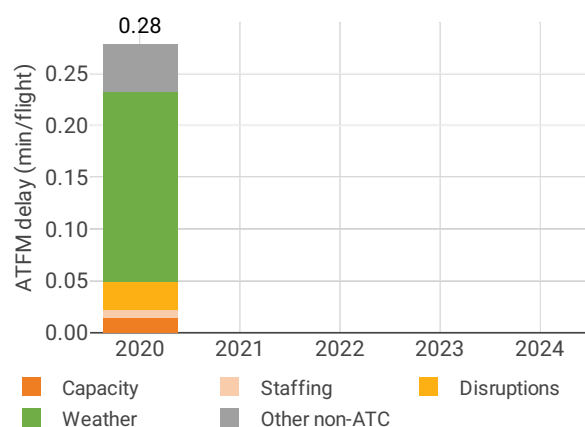
4.2.3 Other indicators



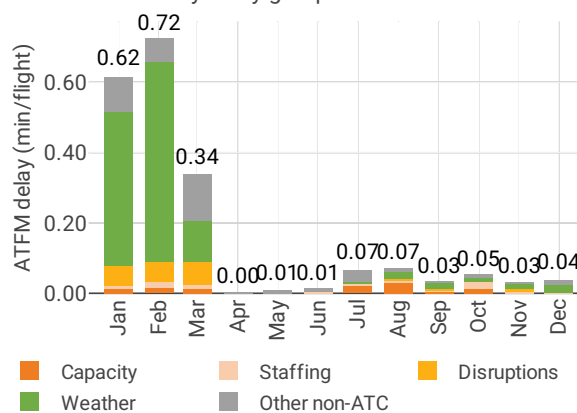
4.3 Terminal performance

4.3.1 Arrival ATFM delay (KPI#2)

Average arrival ATFM delay per flight by delay groups



Monthly distribution of arrival ATFM delay by delay groups - 2020

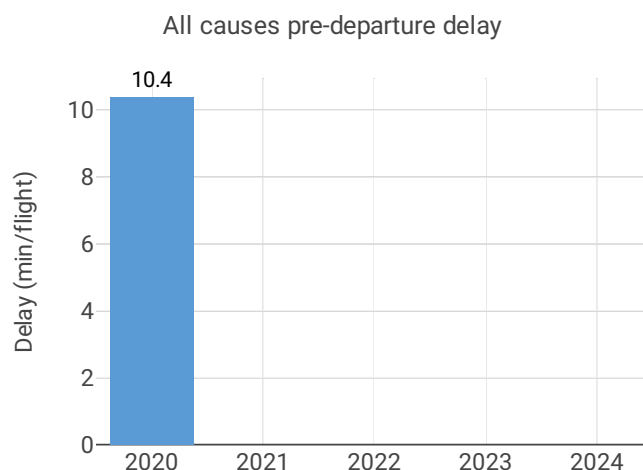


4.3.2 Summary of performance at local level

Arrival delay (min/flight)

State	Target	Actual
Austria	1.25	0.36 ✓
Belgium	1.82	0.38 ✓
Bulgaria	NA	
Croatia	NA	
Cyprus	NA	
Czech Republic	0.37	0.09 ✓
Denmark	0.10	0.00 ✓
Estonia	0.00	0.00 ✓
Finland	0.39	0.20 ✓
France	0.40	0.30 ✓
Germany	0.66	0.10 ✓
Greece	1.20	0.04 ✓
Hungary	0.05	0.08 ✗
Ireland	0.25	0.11 ✓
Italy	0.41	0.04 ✓
Latvia	0.02	0.00 ✓
Lithuania	NA	
Luxembourg	0.12	0.06 ✓
Malta	0.00	0.00 ✓
Netherlands	2.00	1.26 ✓
Norway	0.50	0.03 ✓
Poland	0.45	0.02 ✓
Portugal	3.12	0.97 ✓
Romania	0.50	0.00 ✓
Slovakia	NA	
Slovenia	NA	
Spain	0.91	0.30 ✓
Sweden	0.35	0.00 ✓
Switzerland	1.94	0.55 ✓

4.3.3 Other terminal performance indicators (PI#1-3)

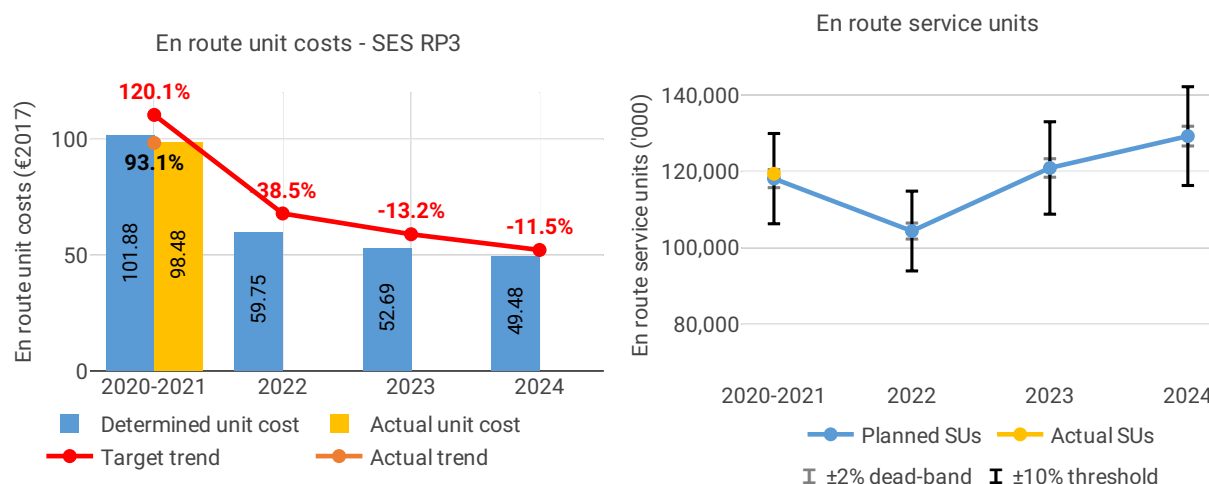


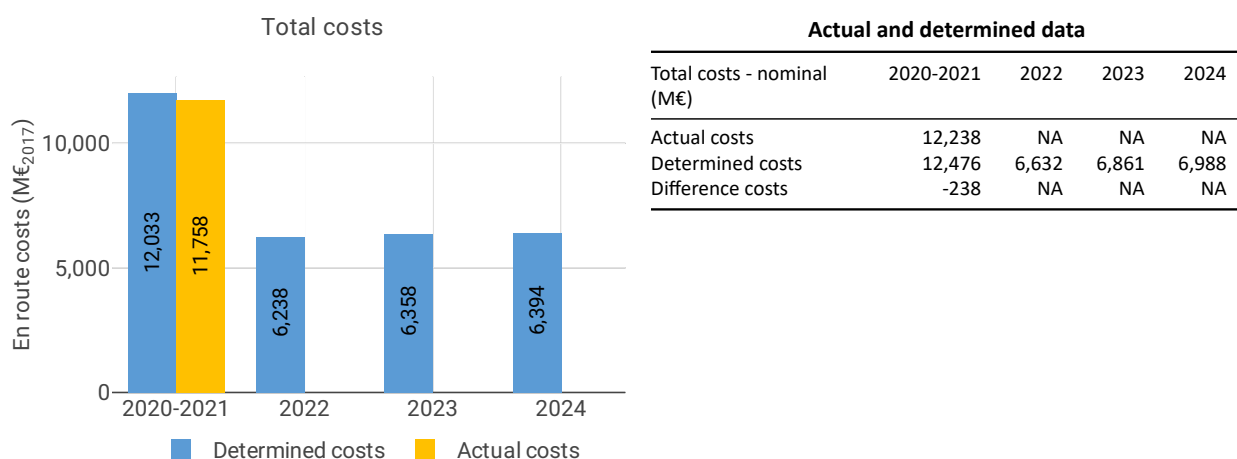
5 COST-EFFICIENCY - SES RP3

5.1 PRB monitoring

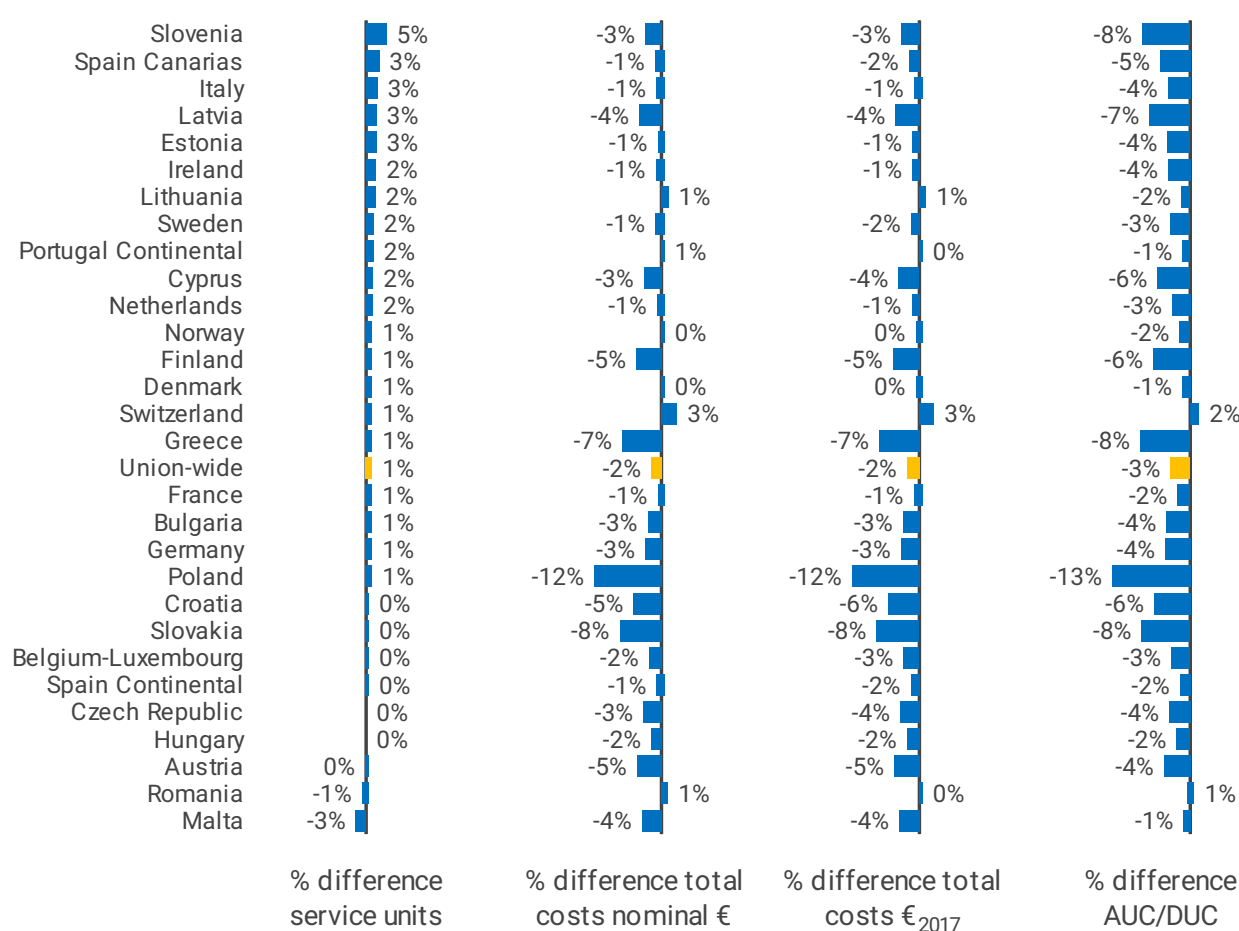
- The data submitted by Member States for 2020 shows that they reduced their costs by only 4% compared to 2019 actual costs (with 58% traffic decrease in service units).
- Compared to the draft 2019 performance plans submitted before COVID-19, Member States reduced their 2020 costs by 13%.
- ANSPs were aware of the sharp drop in traffic as early as March 2020, meaning that they had enough time to adapt and lower their costs for most of the year.
- With the sharp drop in revenues and Eurocontrol granting airspace users a delay to pay the air traffic management (ATM) charges for some months of 2020, ANSPs encountered a steep decline in revenues. The monitoring data shows that ANSPs managed the gap in revenues in different ways using either their own resources, loans or injection of equity by owners.
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5.2 En route charging zone

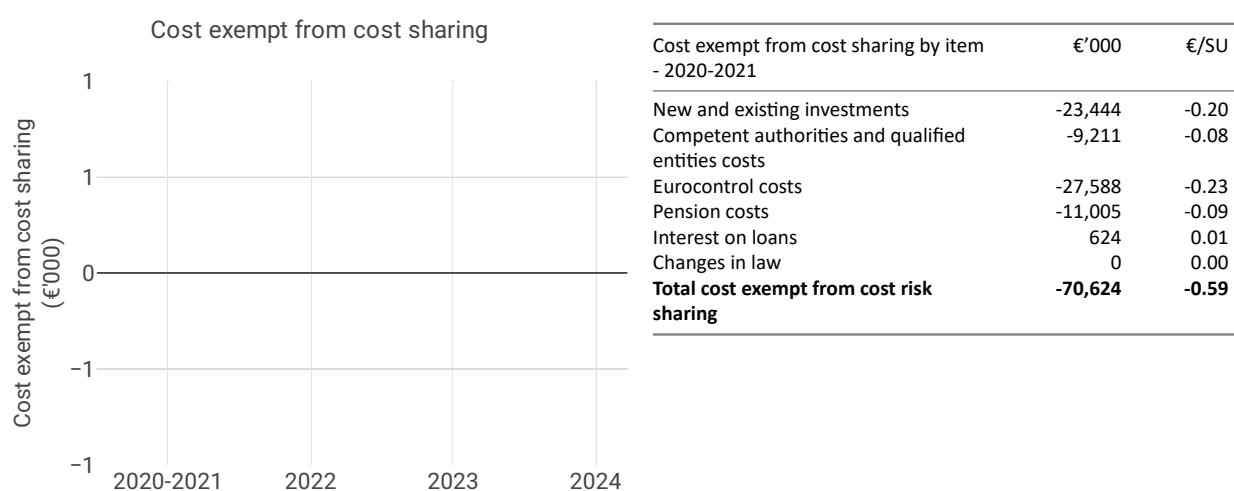
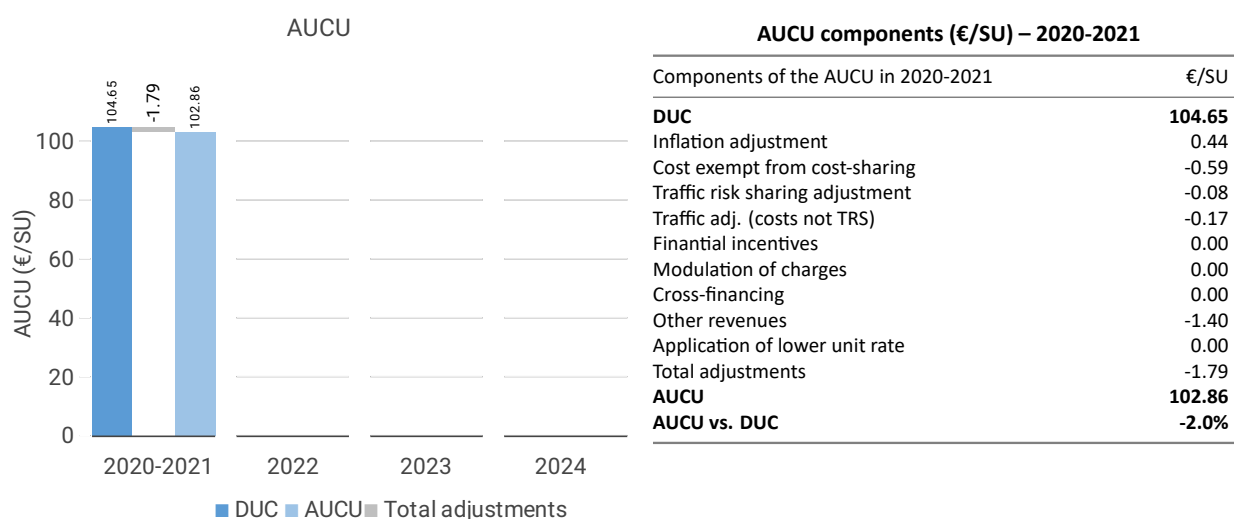




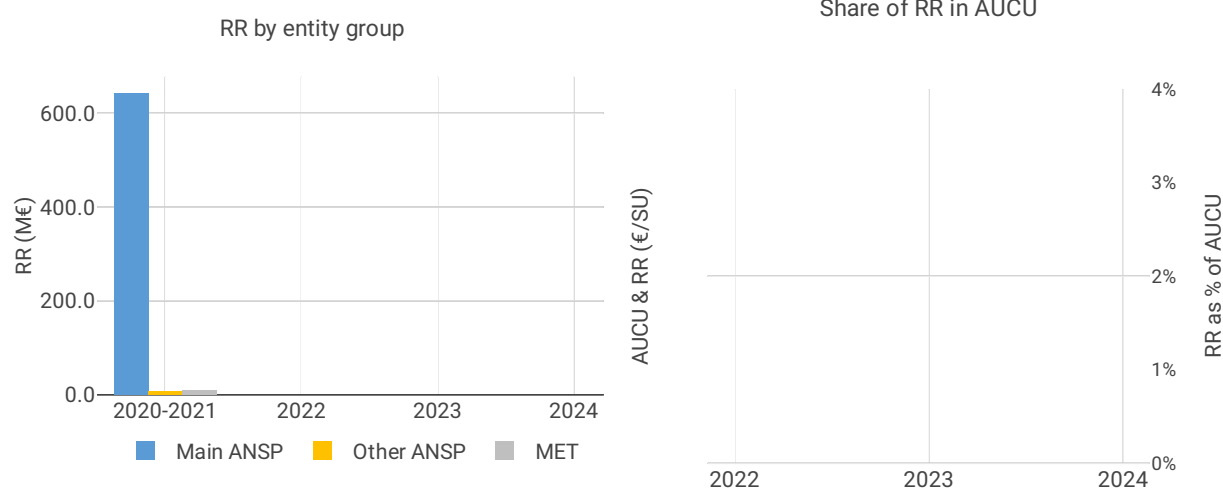
5.2.1 Summary of performance at local level



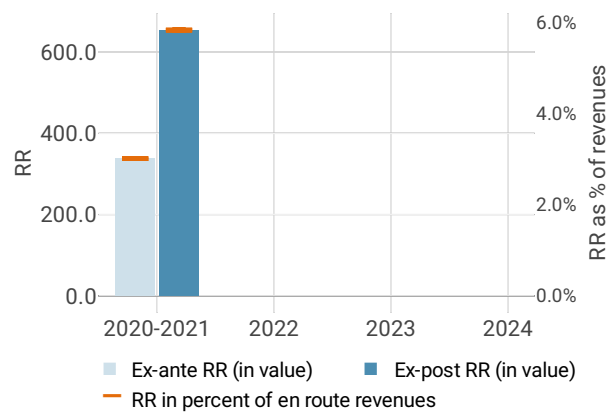
5.2.2 Actual unit cost incurred by the users (AUCU) (PI#1)



5.2.3 Regulatory result (RR)



RR - Main ANSPs



Net result from en route activity - Main ANSPs 2020-2021

