PRB | Performance review body of the single european sky

Performance Review Body Monitoring Report

Denmark - 2022

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1 OVERVIEW

1.1 Contextual information

National performance plan adopted following Commission Decision (EU) 2022/770 of 13 April 2022

List of ACCs 1
Copenhagen ACC

No of airports in the scope of the performance plan:
- **≥80'K** 1
- **<80'K** 0

Exchange rate (1 EUR=)
2017: 7.43692 DKK
2022: 7.43733 DKK

Share of Union-wide:
- **traffic (TSUs) 2022** 1.2%
- **en route costs 2022** 1.5%

Share en route / terminal costs 2022 81% / 19%

En route charging zone(s)
Denmark

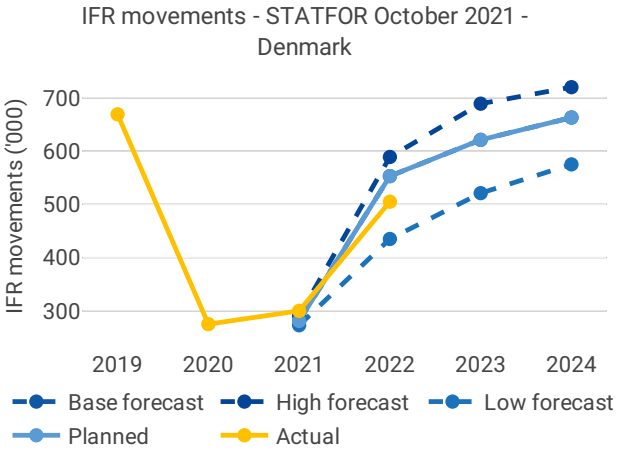
Terminal charging zone(s)
Denmark

Main ANSP
- NAVIAIR

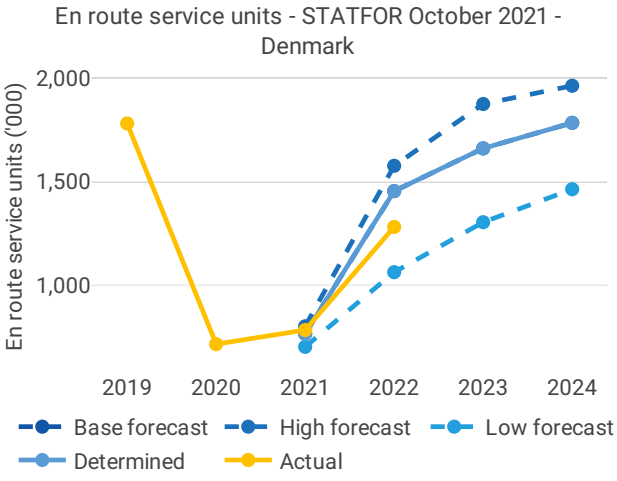
Other ANSPs
–

MET Providers
- DMI

1.2 Traffic (En route traffic zone)

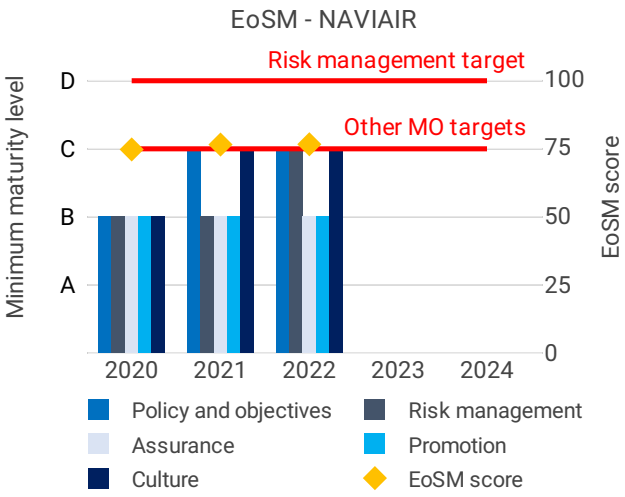


- Denmark recorded 505K actual IFR movements in 2022, +68% compared to 2021 (300K).
- Actual 2022 IFR movements were -8.8% below the plan (553K).
- Actual 2022 IFR movements represent 75% of the actual 2019 level (669K).



- Denmark recorded 1,282K actual en route service units in 2022, +63% compared to 2021 (785K).
- Actual 2022 service units were -12% below the plan (1,455K).
- Actual 2022 service units represent 72% of the actual 2019 level (1,781K).

1.3 Safety (Main ANSP)

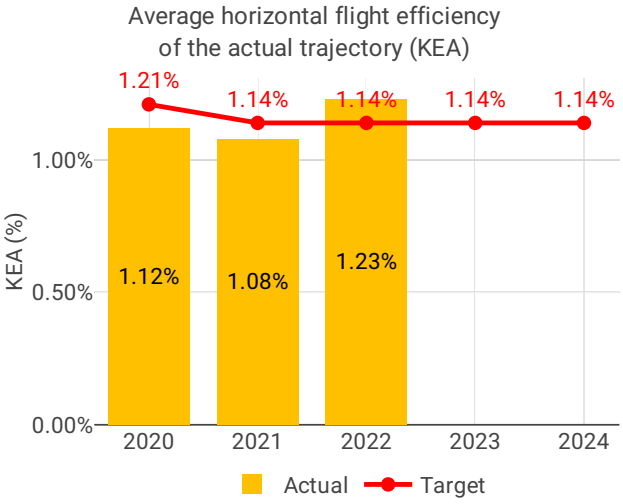


• NAVIAIR did not achieve the RP3 EoSM targets for three safety MOs and is falling behind its planned maturity levels on safety assurance, while still in line on safety risk management. The NSA monitored continuously safety performance of NAVIAIR through its oversight function.

• Denmark did not record any separation minima infringements (SMIs) and the rate of runway incursions per movement has significantly dropped in 2022, remaining below the Union-wide average.

• NAVIAIR could improve its safety management by implementing automated safety data recording systems.

1.4 Environment (Member State)



• Denmark achieved a KEA performance of 1.23% compared to its target of 1.14% and did not contribute positively to achieving the Union-wide target.

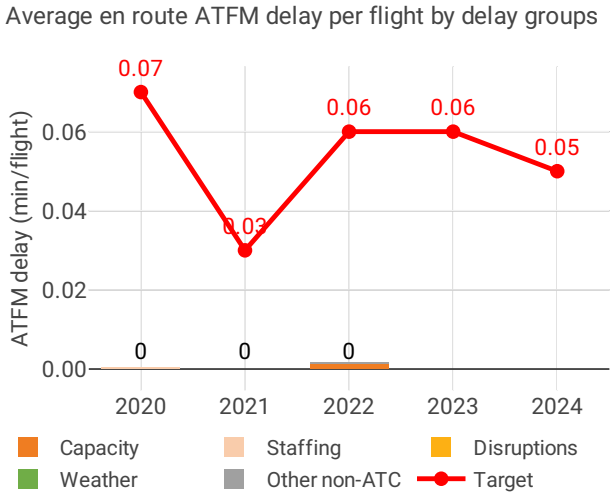
• The NSA states that there were no specific reasons why the performance target was not achieved.

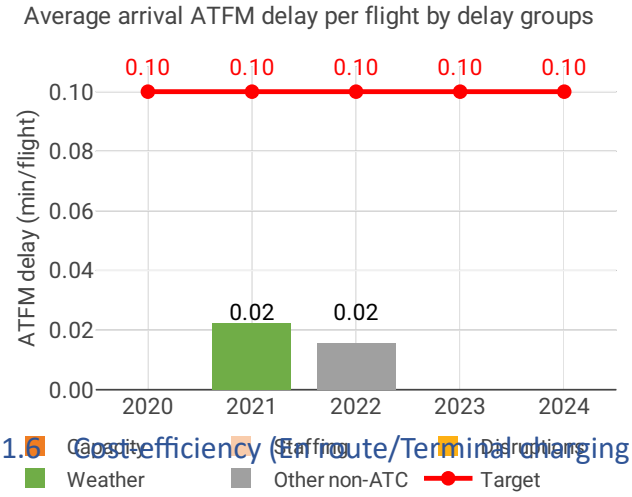
• SCR continued to deteriorate in 2022, while KEP remained similar to 2021.

• The share of CDO flights decreased by 2.15% compared to 2021.

• During 2022, additional time in terminal airspace increased from 0.52 to 0.78 min/flight, while additional taxi out time increased from 1.52 to 2.37 min/flight.

1.5 Capacity (Member State)





- Denmark registered zero minutes of average en route ATFM delay per flight during 2022, thus achieving the local target value of 0.06.

- The average number of IFR movements was 25% below 2019 levels in Denmark in 2022.

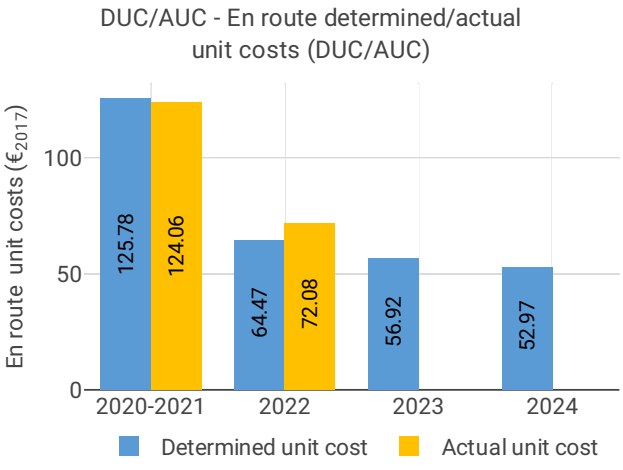
- The number of ATCOs in OPS is planned to decrease by 12% in Copenhagen ACC by the end of RP3. The actual number in 2022 was above the plan due to a higher trainee pass ratio and additional ATCO resources from the military.

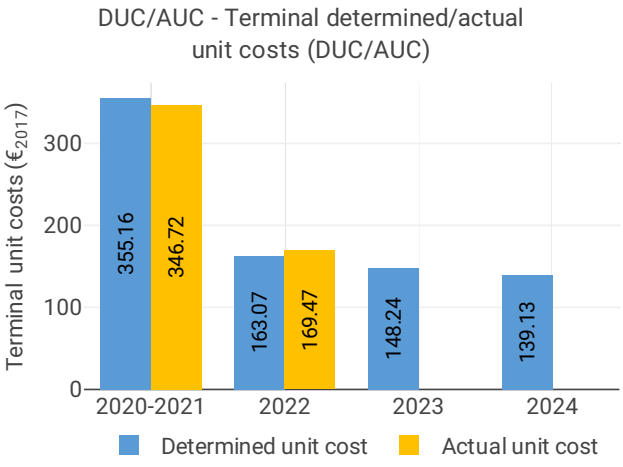
- The share of delayed flights with delays longer than 15 minutes in Denmark increased by 22.54 p.p. compared to 2021 and was higher than 2019 values.

- The yearly total of sector opening hours in Copenhagen ACC was 44,669 in 2022, showing no significant change compared to 2021. Sector opening hours are 0.1% below 2019 levels.

- Copenhagen ACC registered 9.84 IFR movements per one sector opening hour in 2022, being 23.8% below 2019 levels.

1.6 Cost-efficiency (En route/Terminal charging zone(s))





- The en route 2022 actual unit cost of Denmark was 72.63 €2017, 13% higher than the determined unit cost (64.47 €2017).3 The terminal 2022 actual unit cost was 169.47 €2017, 3.9% higher than the determined unit cost (163.07 €2017).

- The en route 2022 actual service units (1,282K) were 12% lower than the determined service units (1,455K).

- Despite variations within cost categories, the en route 2022 actual total costs were in line (-0.7 M€2017, or -0.7%) with the determined. Even though actual costs in nominal terms were slightly higher than determined mainly due to higher staff costs, actual costs in real terms were slightly lower than determined as a result of higher-than-expected inflation.

- NAVIAIR spent 19.4 M€2017 in 2022 related to costs of investments, 4.1% less than determined (20.2 M€2017), due to postponed and delayed investments.

- The en route actual unit cost incurred by users in 2022 was 74.37€, while the terminal actual unit cost incurred by users was 186.19€.

2 SAFETY - DENMARK

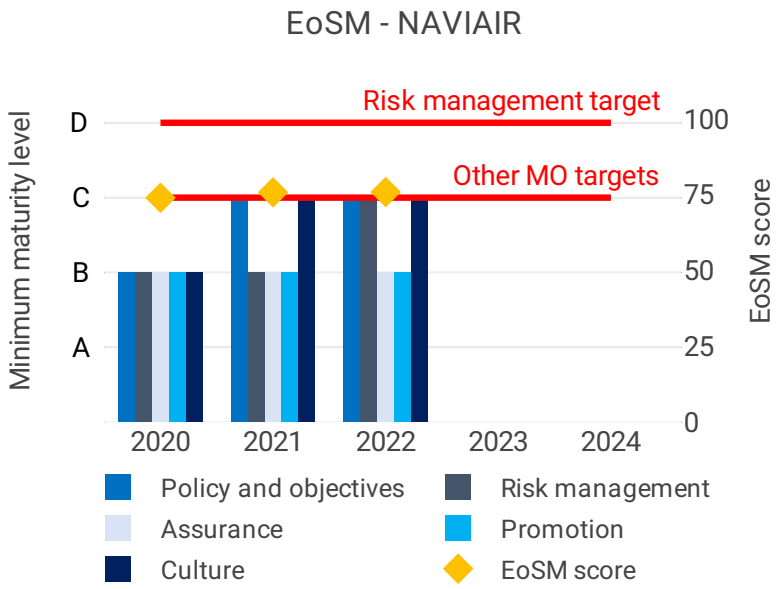
2.1 PRB monitoring

• NAVIAIR did not achieve the RP3 EoSM targets for three safety MOs and is falling behind its planned maturity levels on safety assurance, while still in line on safety risk management. The NSA monitored continuously safety performance of NAVIAIR through its oversight function.

• Denmark did not record any separation minima infringements (SMIs) and the rate of runway incursions per movement has significantly dropped in 2022, remaining below the Union-wide average.

• NAVIAIR could improve its safety management by implementing automated safety data recording systems.

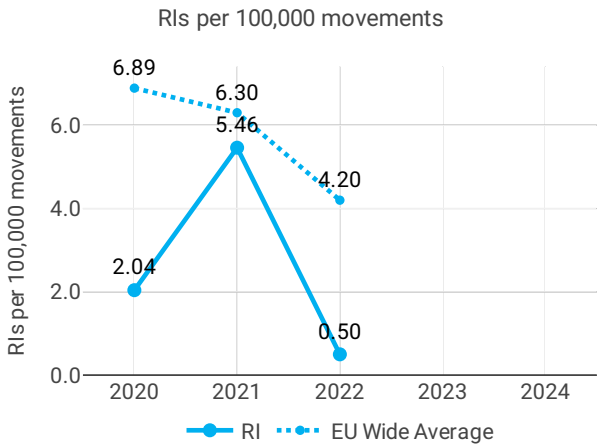
2.2 Effectiveness of Safety Management (EoSM) (KPI#1)

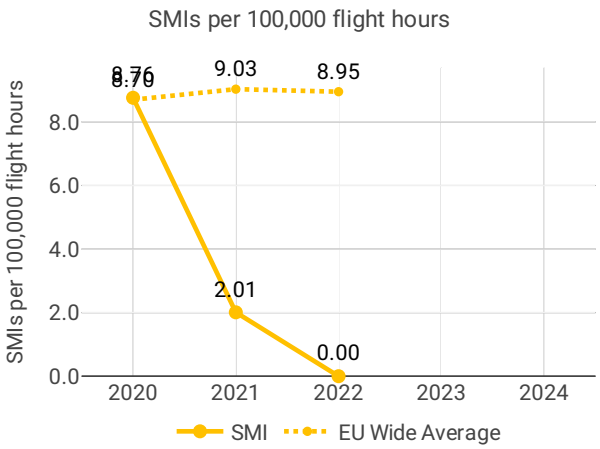


Focus on EoSM

Two out of five EoSM components of the ANSP meet the RP3 target level. Over 2022, some improvements were observed in "Safety Risk Management" but not sufficient to achieve the target. Six questions are still to be improved for the remaining components during RP3 to achieve the RP3 targets level.

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





3 ENVIRONMENT - DENMARK

3.1 PRB monitoring

• Denmark achieved a KEA performance of 1.23% compared to its target of 1.14% and did not contribute positively to achieving the Union-wide target.

• The NSA states that there were no specific reasons why the performance target was not achieved.

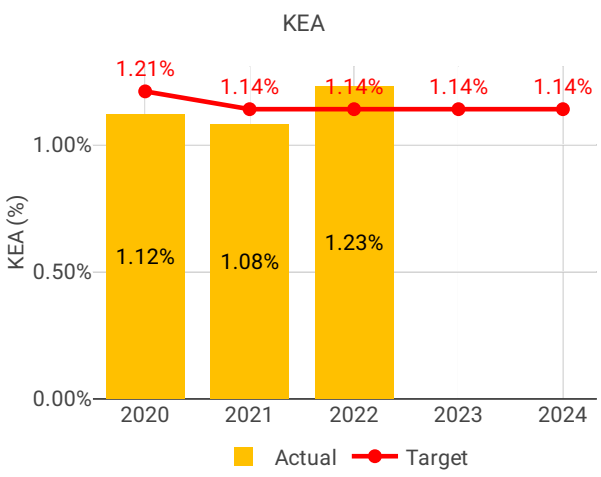
• SCR continued to deteriorate in 2022, while KEP remained similar to 2021.

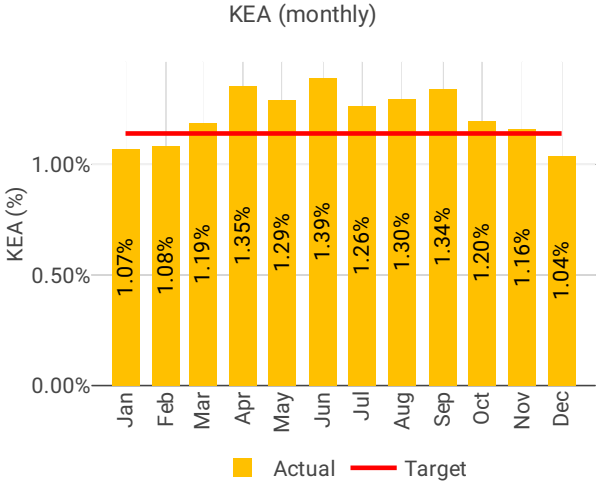
• The share of CDO flights decreased by 2.15% compared to 2021.

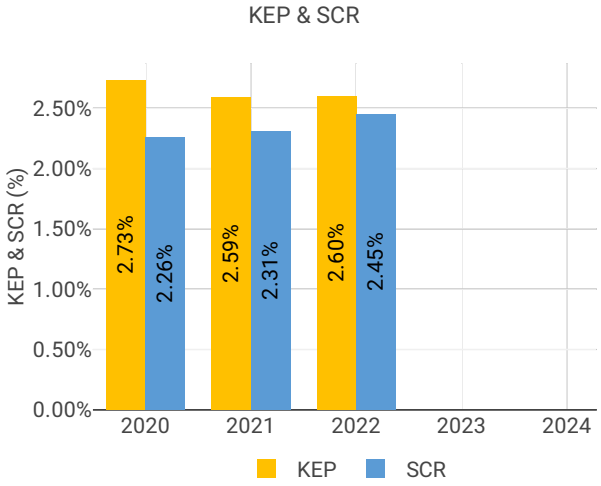
• During 2022, additional time in terminal airspace increased from 0.52 to 0.78 min/flight, while additional taxi out time increased from 1.52 to 2.37 min/flight.

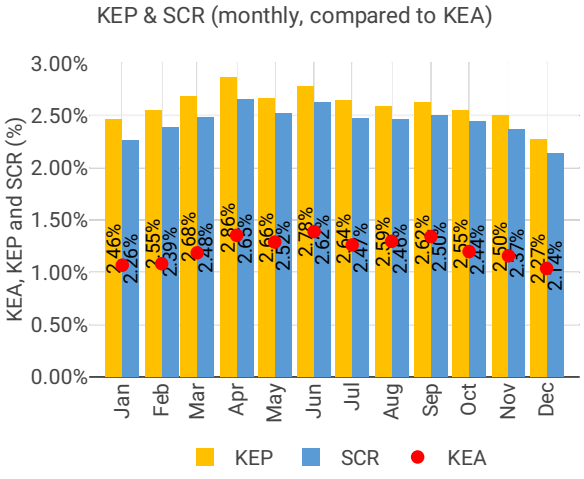
3.2 En route performance

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)



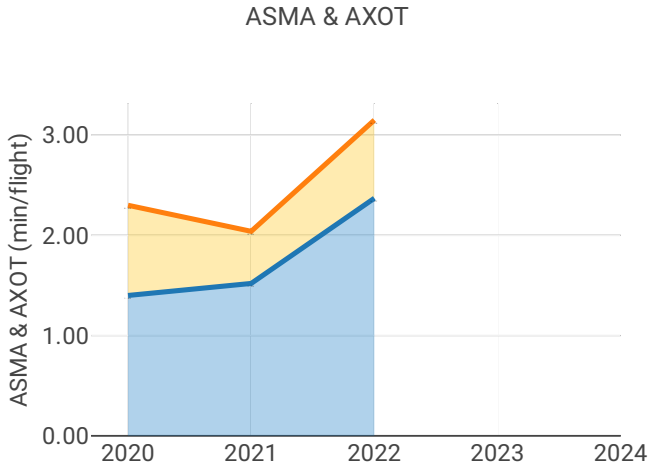


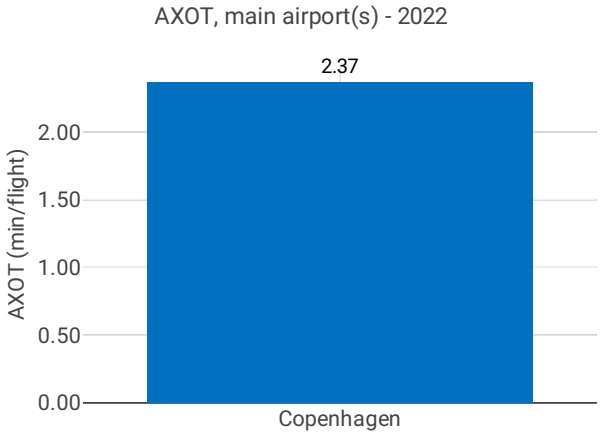


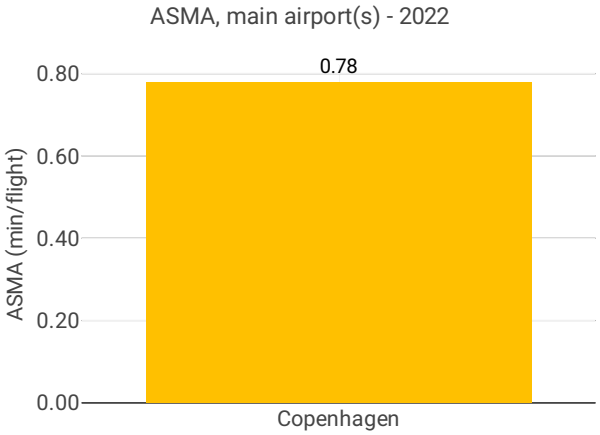


3.3 Terminal performance

3.3.1 Additional taxi-out time (AXOT) (PI#3) & Arrival Sequencing and Metering Area (ASMA) time (PI#4)







Focus on ASMA & AXOT

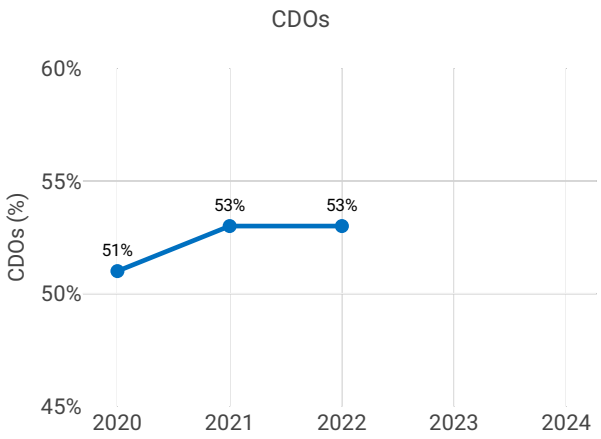
AXOT

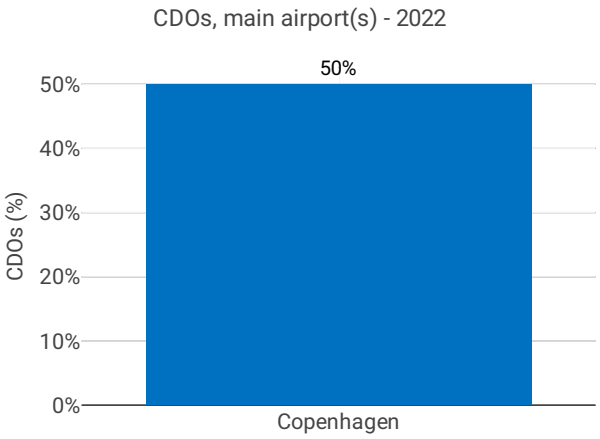
Additional taxi-out times at Copenhagen in 2022 were 9% lower than in 2019 but have significantly worsened compared to 2021 (EKCH; 2019: 2.59 min/dep.; 2020: 1.4 min/dep.; 2021: 1.52 min/dep.; 2022: 2.37 min/dep.)

ASMA

Additional ASMA times at Copenhagen in 2022 increased by 50% but still 27% lower than in 2019 (EKCH; 2019: 1.07 min/arr.; 2020: 0.9 min/arr.; 2021: 0.52 min/arr.; 2022: 0.78 min/arr.)

3.3.2 Share of arrivals applying continuous descent operations (CDOs) (PI#5)





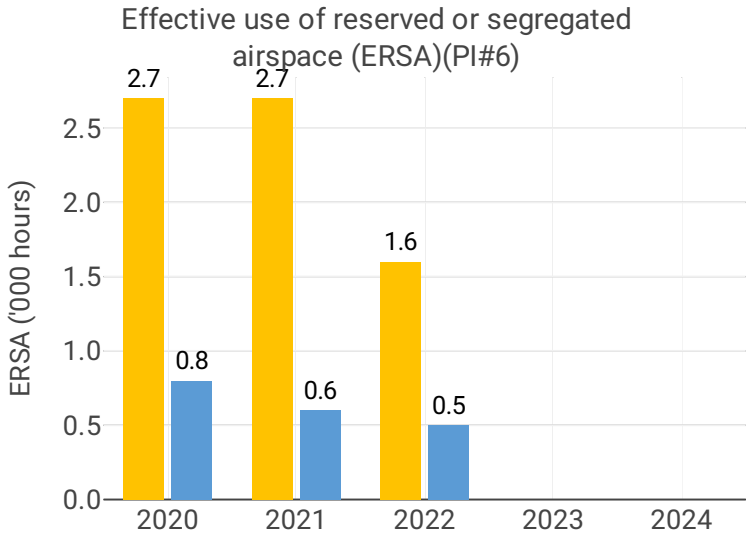
Focus CDOs

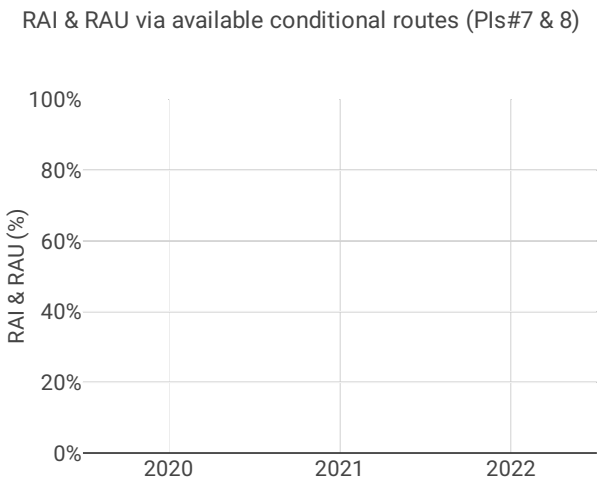
The share of CDO flights is 50.0% which is well above the overall RP3 value in 2022 (29.0%) and in the higher range of all observed values in 2022. It is however a slight decrease of 1.1 percentage points with respect to 2021.

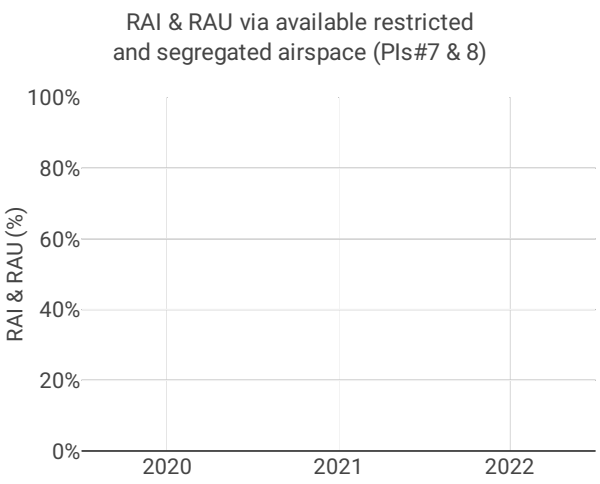
Airport level

	Additional taxi-out time (PI#3)					Additional ASMA time (PI#4)					Share of arrivals applying CDO (PI#5)				
Airport Name	2020	2021	2022	2023	2024	2020	2021	2022	2023	2024	2020	2021	2022	2023	2024
Copenhagen	1.40	1.52	2.37	NA	NA	0.90	0.52	0.78	NA	NA	50%	51%	50%	NA	NA

3.4 Civil-Military dimension







Focus on Civil-Military dimension

Update on Military dimension of the plan

The airspace design and procedures used are created in order to minimise the negative effects on the environmental performance.
FUA is fully implemented in Denmark, thus it is very hard to increase capacity any further. Denmark fulfils the capacity targets. An ongoing project of reconfiguration of airspace for the new F35 fighters, is seeking to minimise the potential negative effects from the enlarged airspace reservations.

Military - related measures implemented or planned to improve capacity

FUA is fully implemented in Denmark. NSA, ANSP and Military cooperates with the scope of further reduction of the impact of the military dimension. The development of Environment PI#6 is now positive.

Initiatives implemented or planned to improve PI#6

None, NSA monitors the performance via regularly reporting as well as FUA Level 1 where the NSA and the Military evaluates the performance with the scope of further improvement if possible.

Initiatives implemented or planned to improve PI#7

Neither Naviair or the NSA have this data available and have no plans to monitor this at local level but is using Eurocontrol numbers when available.
Free route airspace is implemented which is expected to decrease the use of CDR's.

Initiatives implemented or planned to improve PI#8

Neither Naviair or the NSA have this data available and have no plans to monitor this at local level but are using Eurocontrol numbers when available. Furthermore free route airspace is implemented.

4 CAPACITY - DENMARK

4.1 PRB monitoring

• Denmark registered zero minutes of average en route ATFM delay per flight during 2022, thus achieving the local target value of 0.06.

• The average number of IFR movements was 25% below 2019 levels in Denmark in 2022.

• The number of ATCOs in OPS is planned to decrease by 12% in Copenhagen ACC by the end of RP3. The actual number in 2022 was above the plan due to a higher trainee pass ratio and additional ATCO resources from the military.

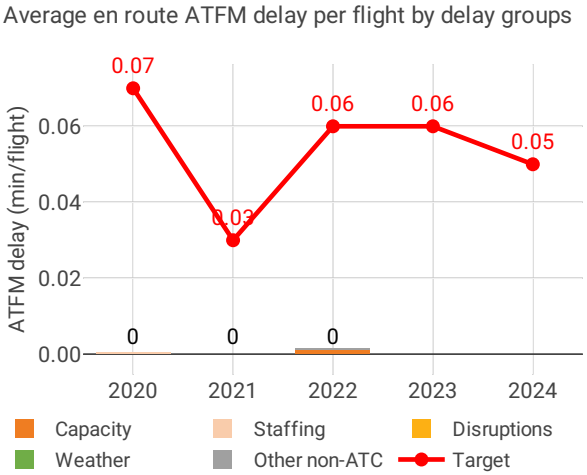
• The share of delayed flights with delays longer than 15 minutes in Denmark increased by 22.54 p.p. compared to 2021 and was higher than 2019 values.

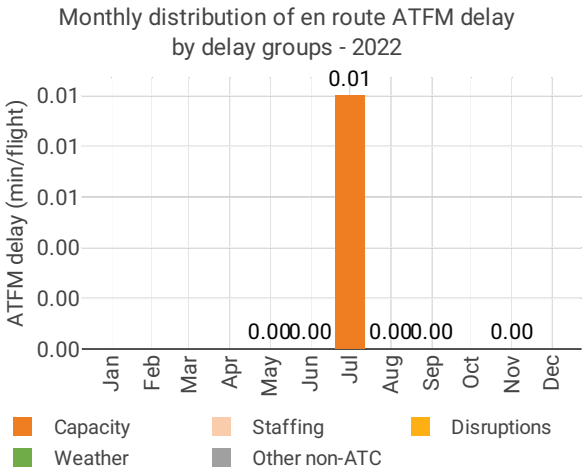
• The yearly total of sector opening hours in Copenhagen ACC was 44,669 in 2022, showing no significant change compared to 2021. Sector opening hours are 0.1% below 2019 levels.

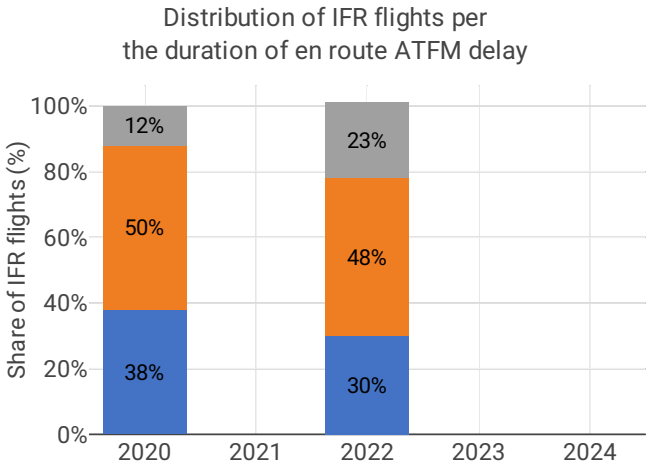
• Copenhagen ACC registered 9.84 IFR movements per one sector opening hour in 2022, being 23.8% below 2019 levels.

4.2 En route performance

4.2.1 En route ATFM delay (KPI#1)







Focus on en route ATFM delay

Summary of capacity performance

Denmark experienced an increase in traffic from 300k flights in 2021, to 505k flights in 2022, with almost zero ATFM in both years. However, traffic levels were still substantially below the 669k flights in 2019.

NSA's assessment of capacity performance

The last covid-19 restrictions were lifted in the early part of 2022 which fueled a significant demand for leisure airtravel over the summer, inspite of rising inflation, higher energy prices and uncertaincy about the future.
The demand for leisure travel continued to be strong thoughout the year as recession fears receded due to energy prices and inflation beginning to come down again. The somewhat unexpected strong rebound in airtraffic in 2022 lead to some capacity issues in airports and air traffic services. This has continued into 2023.
The capacity target has been met.

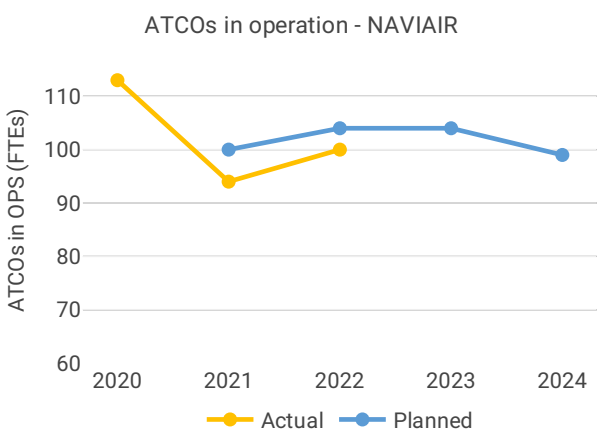
Monitoring process for capacity performance

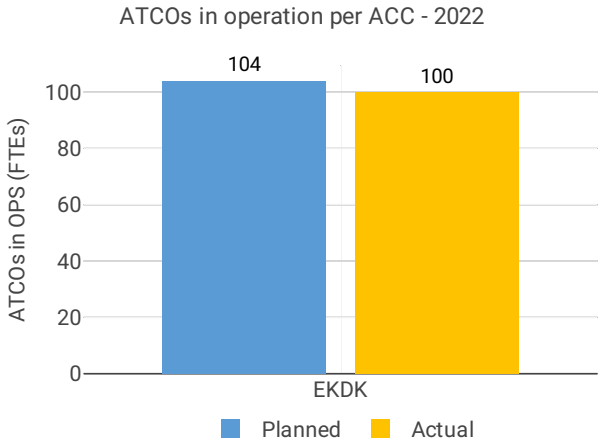
Capacity planning

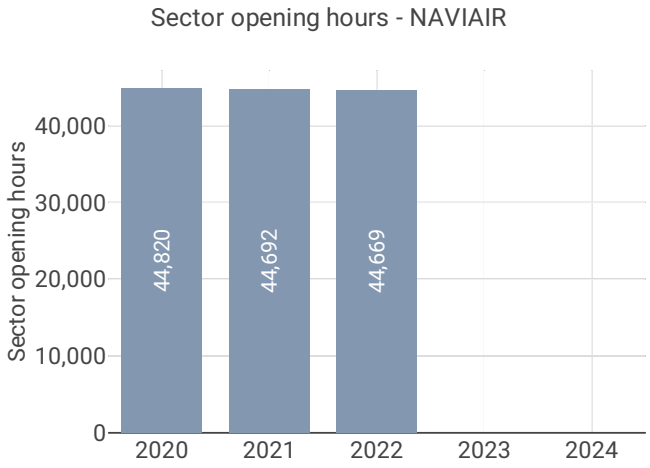
Application of Corrective Measures for Capacity (if applicable)

No corrective measures were required to date. When planning ahead the NSA sees no significant risk, however there are capacity constraints at the ANSP due to lack of ATCO resources despite the higher intake as described above. NSA is in dialogue with the ANSP to ensure the best possible capacity in the years ahead.

4.2.2 Other indicators





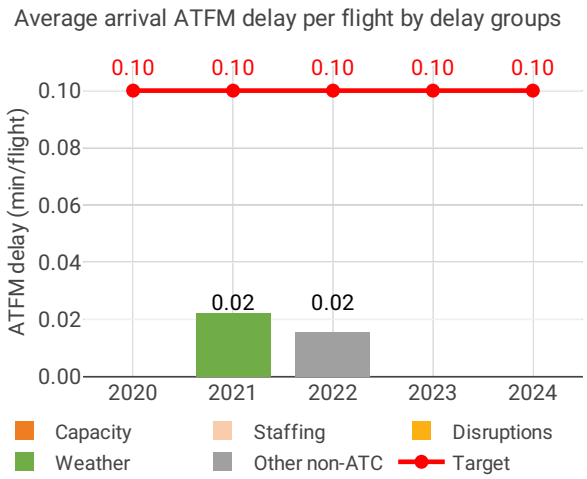


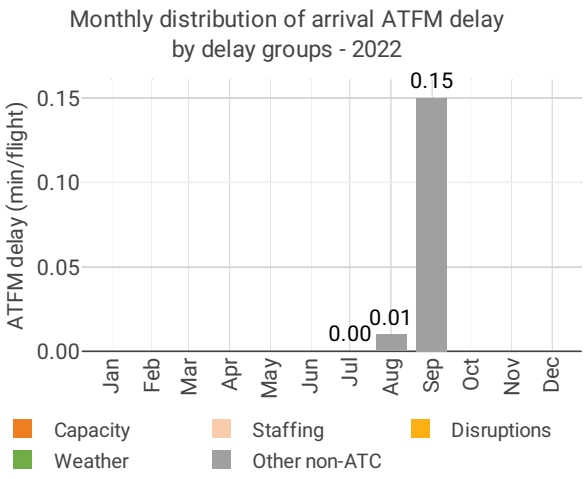
Focus on ATCOs in operations

Higher trainee pass-ratio and additional ATCO resources from Military than planned

4.3 Terminal performance

4.3.1 Arrival ATFM delay (KPI#2)





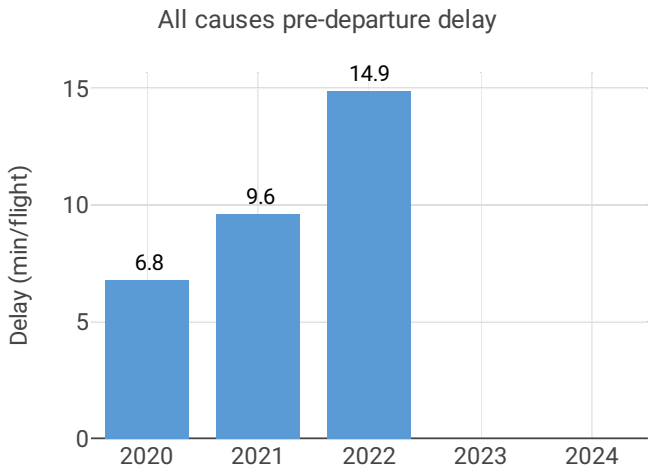
Focus on arrival ATFM delay

Denmark only has Copenhagen/Kastrup (EKCH) airport subject to RP3 monitoring for which the APDF is successfully established and the monitoring of the capacity indicators can be performed.
Traffic at this airport in 2022 is still 23% lower than in 2019, even if 84% higher than in 2021.
Average arrival ATFM delay in 2022 was 0.02 min/arr, same as in 2021.
ATFM slot adherence remained very high (2022: 98.9%; 2021: 99.2%).

Copenhagen, that in the last years had registered low delays, observed nearly zero delays in 2021 and 2022 (EKCH; 2019: 0.07 min/arr.; 2020: 0 min/arr; 2021: 0.02 min/arr.; 2022: 0.02 min/arr.)
All regulations were attributed to Aerodrome Capacity issues and concentrated mostly in September.
According to the Danish monitoring report: *There are capacity constraints at the TWR/APP unit in EKCH due to lack of ATCO resources, which as per today is expected to mean that the targets for 2023 will not be met. NSA is following up on the measures taken by the ANSP to ensure higher capacity in the years to come. The ANSP has moved ATCO resources from another unit to EKCH and the NSA is looking into different possibilities to facilitate higher mobility of ATCO's e.g. in relation to language barriers.*3. Arrival ATFM Delay – National TargetThe national target on arrival ATFM delay in 2022 was met.

Copenhagen's ATFM slot compliance in 2022 was 98.9%, a slight decrease but still outstanding performance. With regard to the 1.1% of flights that did not adhere, 1% was early and 0.1% was late.
According to the Danish monitoring report: Performance is stable. NSA monitors the performance via monthly reports from the ANSP, and yearly evaluation.

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



Airport level

	Avg arrival ATFM delay (KPI#2)				Slot adherence (PI#1)			
Airport name	2020	2021	2022	2023	2020	2021	2022	2023
Copenhagen	NA	0.02	0.02	NA	98.7%	99.2%	98.9%	NA%

	ATC pre departure delay (PI#2)				All causes pre departure delay (PI#3)			
Airport name	2020	2021	2022	2023	2020	2021	2022	2023
Copenhagen	0.02	0.13	0.04	NA	6.8	9.6	14.9	NA

Focus on performance indicators at airport level

ATFM slot adherence

ATC pre-departure delay at Copenhagen (EKCH: 2021: 0.13 min/dep; 2022: 0.04 min/dep) has decreased in 2022 and it is also below the pre-pandemic value (0.09 min/dep)

ATC pre-departure delay

The total (all causes) delay in the actual off block time at Copenhagen increased significantly in 2022 (EKCH: 2020: 6.79 min/dep.; 2021: 9.63 min/dep.; 2022: 14.9 min/dep.). The highest delays per flight were observed in June-July and December.

All causes pre-departure delay

No data available: airport operator data flow not established, or more than two months of missing / non-validated data

5 COST-EFFIENCY - DENMARK

5.1 PRB monitoring

• The en route 2022 actual unit cost of Denmark was 72.63 €2017, 13% higher than the determined unit cost (64.47 €2017).3 The terminal 2022 actual unit cost was 169.47 €2017, 3.9% higher than the determined unit cost (163.07 €2017).

• The en route 2022 actual service units (1,282K) were 12% lower than the determined service units (1,455K).

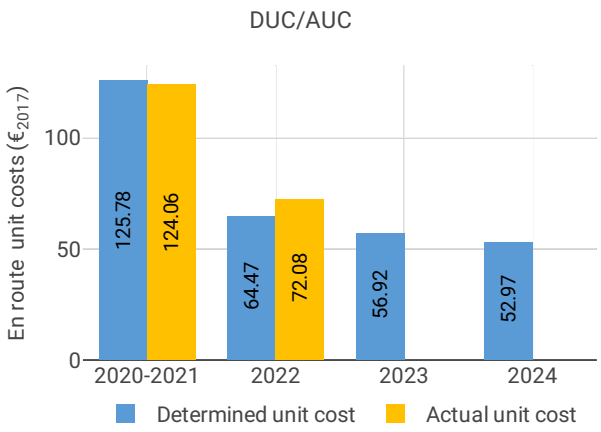
• Despite variations within cost categories, the en route 2022 actual total costs were in line (-0.7 M€2017, or -0.7%) with the determined. Even though actual costs in nominal terms were slightly higher than determined mainly due to higher staff costs, actual costs in real terms were slightly lower than determined as a result of higher-than-expected inflation.

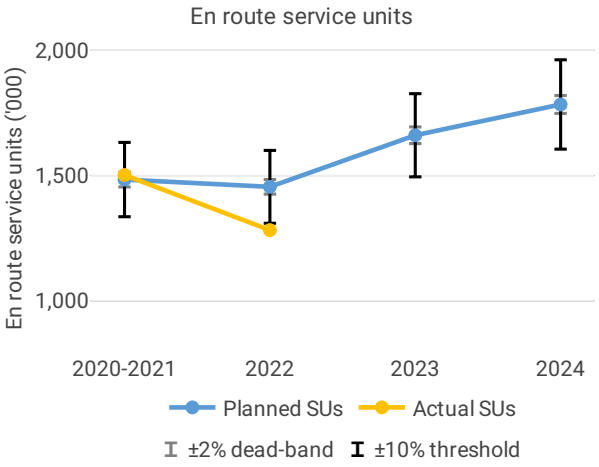
• NAVIAIR spent 19.4 M€2017 in 2022 related to costs of investments, 4.1% less than determined (20.2 M€2017), due to postponed and delayed investments.

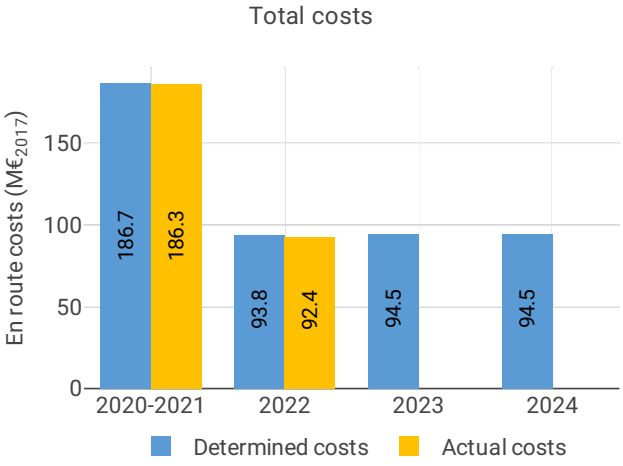
• The en route actual unit cost incurred by users in 2022 was 74.37€, while the terminal actual unit cost incurred by users was 186.19€.

5.2 En route charging zone

5.2.1 Unit cost (KPI#1)

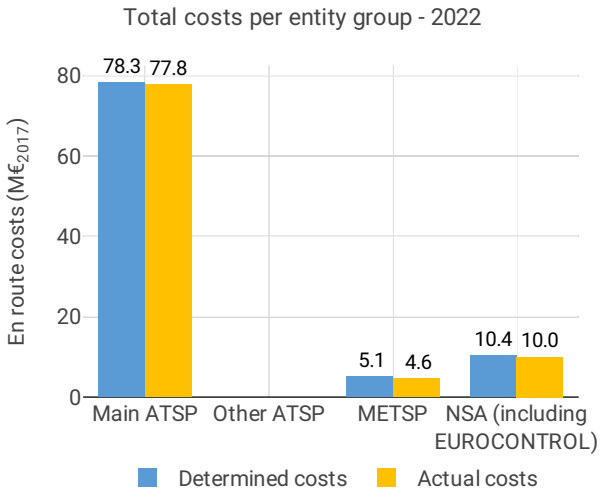


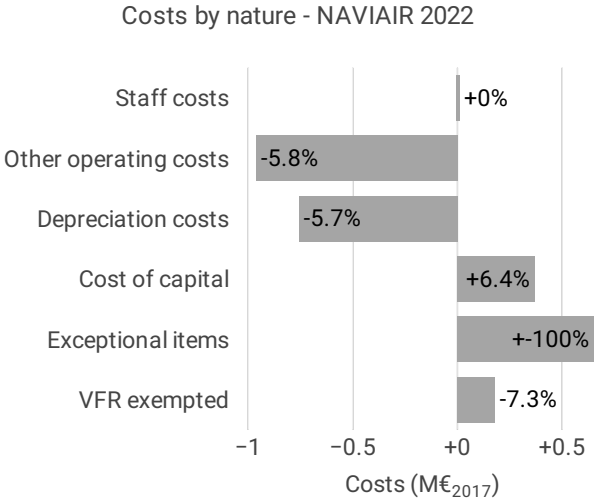




Actual and determined data

Total costs - nominal (M€)	2020-2021	2022	2023	2024
Actual costs	190	100	NA	NA
Determined costs	190	96	98	99
Difference costs	0	4	NA	NA
Inflation assumptions	**2020-2021**	**2022**	**2023**	**2024**
Determined inflation rate	NA	1.4%	1.5%	1.6%
Determined inflation index	NA	104.2	105.7	107.4
Actual inflation rate	NA	8.5%	NA	NA
Actual inflation index	NA	112.5	NA	NA
Difference inflation index (p.p.)	NA	+8.2	NA	NA





Focus on unit cost

AUC vs. DUC

In 2022, the en route AUC was +12.7% (or +60.75 DKK2017, +8.17 €2017) higher than the planned DUC. This results from the combination of significantly lower than planned TSUs (-11.9%) and slightly lower than planned en route costs in real terms (-0.7%, or -4.9 MDKK2017, -0.7 M€2017). It should be noted that actual inflation index in 2022 was +8.2 p.p. higher than planned.

En route service units

The difference between actual and planned TSUs (-11.9%) falls outside the ±10% threshold foreseen in the traffic risk sharing mechanism. The resulting loss of en route revenues is therefore shared between the ANSP and the airspace users, with the ANSP (NAVIAIR) bearing a loss of -3.2 M€2017.

En route costs by entity

Actual real en route costs are -0.7% (-0.7 M€2017) lower than planned. This is the result of lower costs for the MET service provider (-8.8%, or -0.4 M€2017) and the NSA/EUROCONTROL (-4.8%, or -0.5 M€2017). The costs for the main ANSP, NAVIAIR were slightly higher than planned (+0.4%, or +0.3 M€2017).

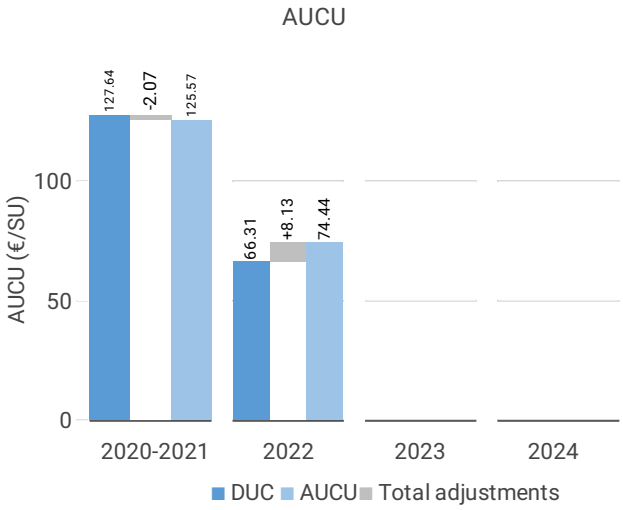
En route costs for the main ANSP at charging zone level

Slightly higher than planned en route costs in real terms for NAVIAIR in 2022 (+0.4%, or +0.3 M€2017) result from the combination of:

- Staff costs that remained in line with the plan in real terms. In nominal terms, staff costs were +7.9% higher than plan mainly due to the *"not realised effects from the implementation of the Strategy and more extra shifts"*;
- Lower other operating costs (-5.8%), mainly due to the inflation index impact (+8.2 p.p.) since in nominal terms other operating costs were slightly higher than planned (+1.6%);
- Lower depreciation (-5.7%), resulting from *"fewer and postponed investments, and later date of entry into operation than planned";*
- Higher cost of capital (+6.4%), resulting from the use of higher share of financing through equity than planned (54.8% instead of 46.3%) to compute actual cost of capital;
- No deduction through exceptional costs in 2022, which was foreseen in the PP reflecting a "top-down" approach applied by Denmark to contribute to the objective of cost-efficiency;

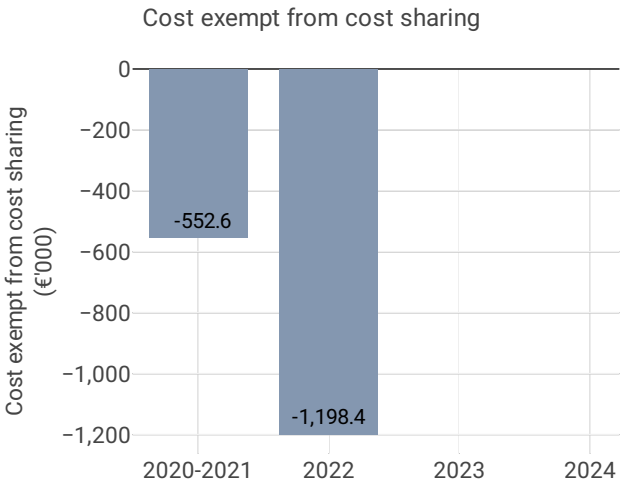
Note: It is understood that the relevant figures for 2022 will be slightly updated in the Monitoring Report 2023 following the correction of 2022 actual costs in the November 2023 reporting tables.

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



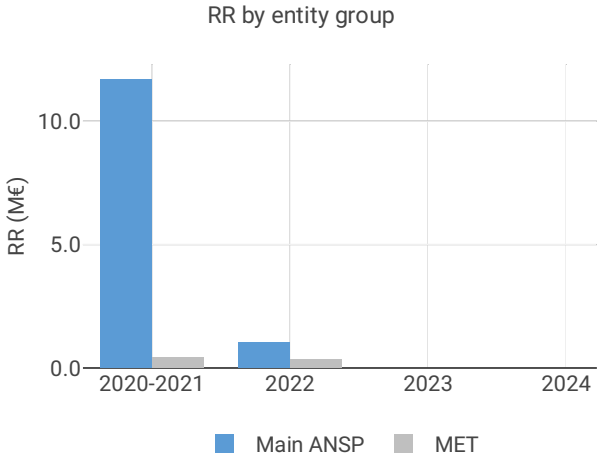
AUCU components (€/SU) – 2022

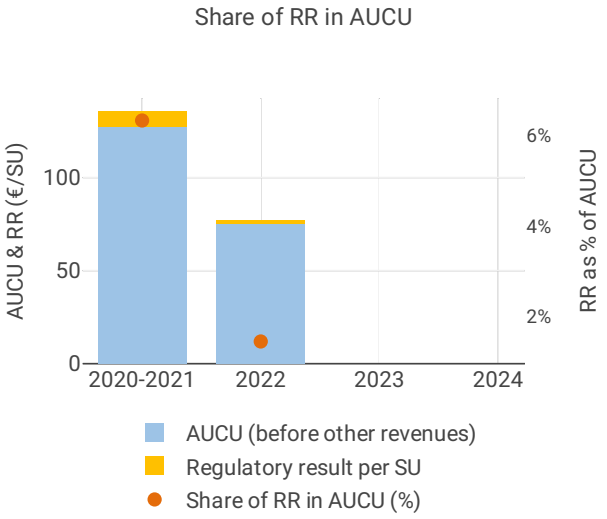
Components of the AUCU in 2022	€/SU
DUC	**66.31**
Inflation adjustment	4.10
Cost exempt from cost-sharing	-0.93
Traffic risk sharing adjustment	4.71
Traffic adj. (costs not TRS)	1.45
Finantial incentives	0.00
Modulation of charges	0.00
Cross-financing	0.00
Other revenues	-1.20
Application of lower unit rate	0.00
Total adjustments	8.13
AUCU	**74.44**
AUCU vs. DUC	**+12.3%**

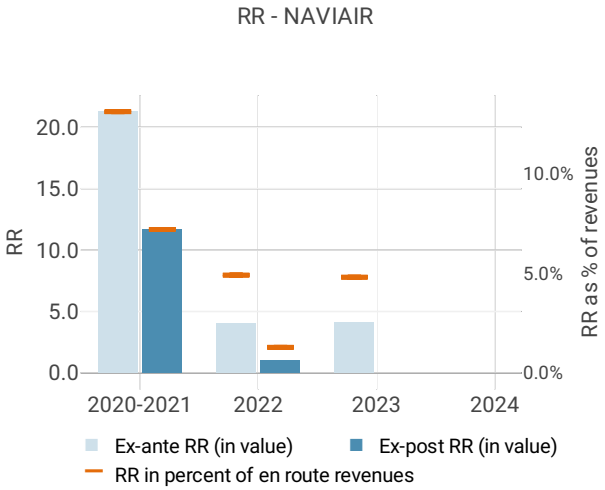


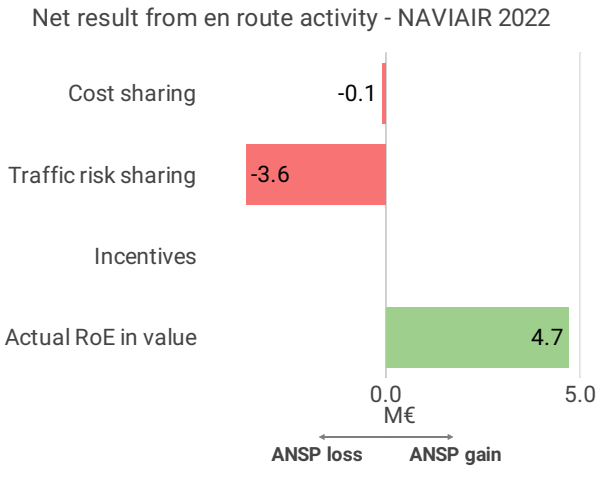
Cost exempt from cost sharing by item - 2022	€'000	€/SU
New and existing investments	-791.7	-0.62
Competent authorities and qualified entities costs	-795.5	-0.62
Eurocontrol costs	388.7	0.30
Pension costs	0.0	0.00
Interest on loans	0.0	0.00
Changes in law	0.0	0.00
Total cost exempt from cost risk sharing	**-1,198.4**	**-0.93**

5.2.3 Regulatory result (RR)









Focus on regulatory result

NAVIAIR net gain on activity in the Denmark en route charging zone in the year 2022

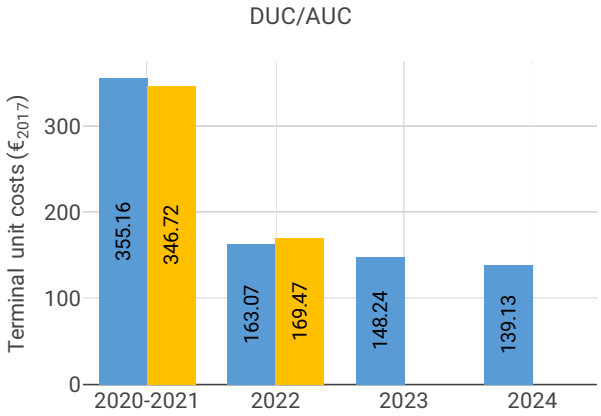
NAVIAIR reported a net loss of -34.1 MDKK, as a combination of a loss of -7.6 MDKK arising from the cost sharing mechanism, with a loss of -26.4 MDKK arising from the traffic risk sharing mechanism.

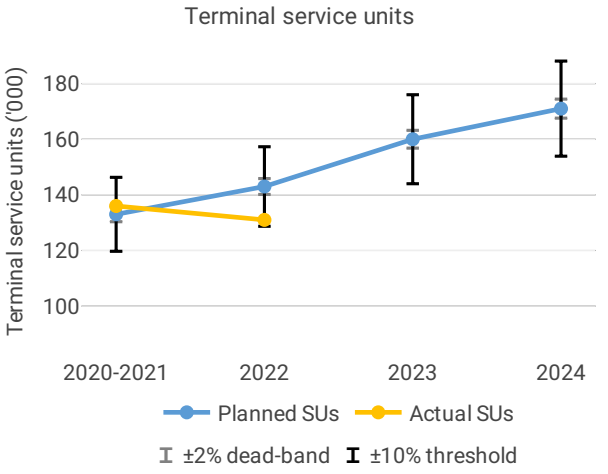
NAVIAIR overall regulatory results (RR) for the en route activity

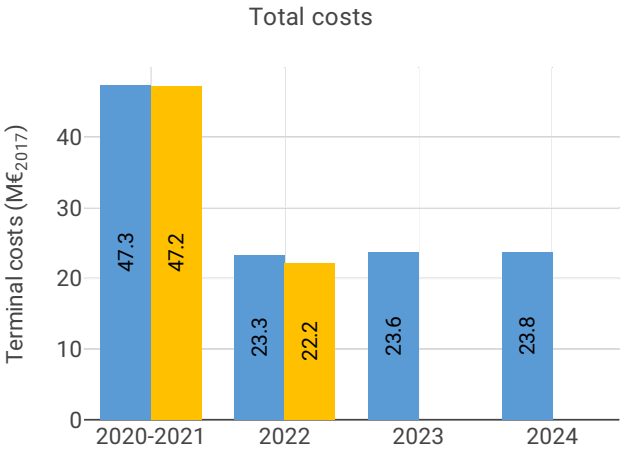
Ex-post, the overall RR taking into account the net loss from the en route activity mentioned above (-34.1 MDKK) and the actual RoE (+35.2 MDKK) amounts to +1.1 MDKK (0.2% of the en route revenues). The resulting ex-post rate of return on equity is 0.2%, which is lower than the 5.0% planned in the PP.

5.3 Terminal charging zone

5.3.1 Unit cost (KPI#1)

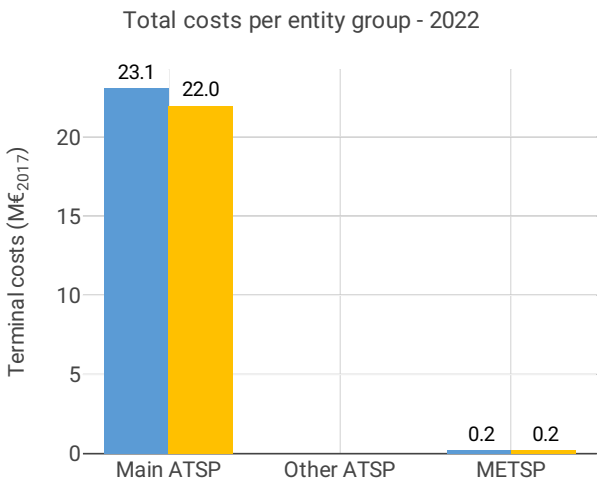


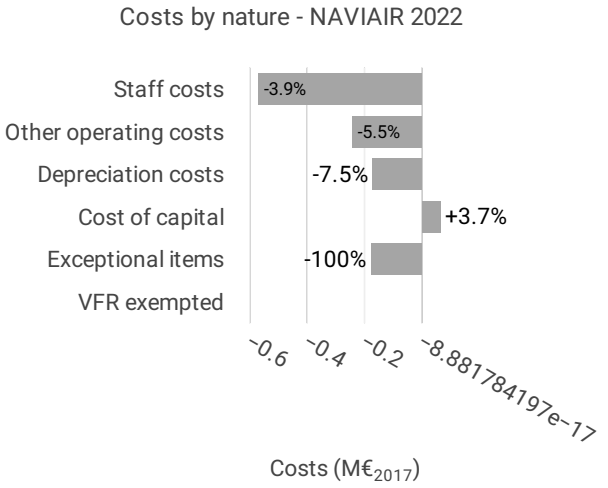




Actual and determined data

Total costs - nominal (M€)	2020-2021	2022	2023	2024
Actual costs	48	24	NA	NA
Determined costs	48	24	25	25
Difference costs	0	0	NA	NA
Inflation assumptions	**2020-2021**	**2022**	**2023**	**2024**
Determined inflation rate	NA	1.4%	1.5%	1.6%
Determined inflation index	NA	104.2	105.7	107.4
Actual inflation rate	NA	8.5%	NA	NA
Actual inflation index	NA	112.5	NA	NA
Difference inflation index (p.p.)	NA	+8.2	NA	NA





Focus on unit cost

AUC vs. DUC

In 2022, the terminal AUC was +3.9% (or +47.57 DKK2017, +6.4 €2017) higher than the planned DUC. This results from the combination of significantly lower than planned TNSUs (-8.2%) and lower than planned terminal costs in real terms (-4.6%, or -7.9 MDKK2017, -1.1 M€2017). It should be noted that actual inflation index in 2022 was +8.2 p.p. higher than planned.

Terminal service units

The difference between actual and planned TNSUs (-8.2%) falls outside the ±2% dead band, but does not exceed the ±10% threshold foreseen in the traffic risk sharing mechanism. The resulting loss of terminal revenues is therefore shared between the ANSP and the airspace users, with the ANSP (NAVIAIR) bearing a loss of -0.8 M€2017.

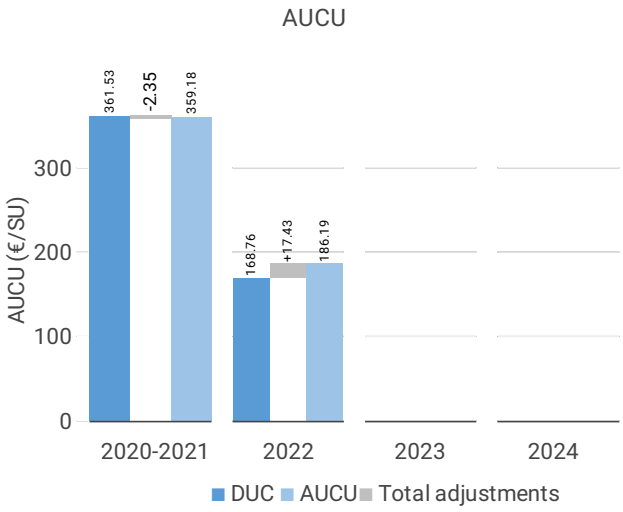
Terminal costs by entity

Actual real terminal costs are -4.6% (-1.1 M€2017) lower than planned. This is the result of lower costs for the main ANSP, NAVIAIR (-4.8%, or -1.1 M€2017) and higher costs for the MET service provider (+18.6%, or +0.04 M€2017).

Terminal costs for the main ANSP at charging zone level

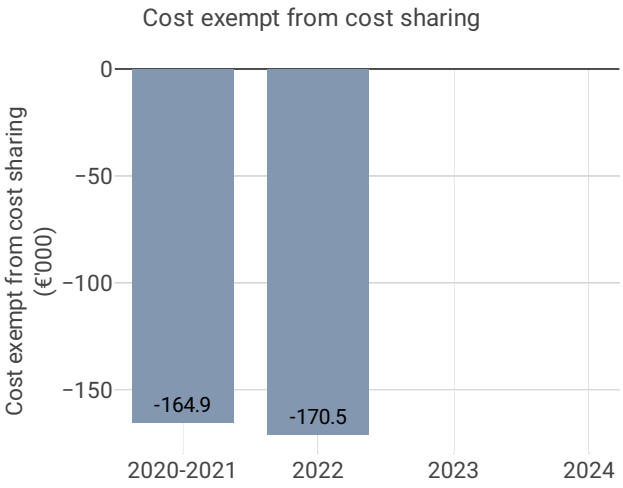
Lower than planned terminal costs in real terms for NAVIAIR in 2022 (-4.8%, or -1.1 M€2017) result from:
- Lower staff costs (-3.9%), mainly due to the inflation index impact (+8.2 p.p.) since in nominal terms staff costs were higher than planned (+3.6%);
- Significantly lower other operating costs (-5.5%), mainly due to the inflation index impact (+8.2 p.p.) since in nominal terms other operating costs were slightly higher than planned (+1.9%);
- Significantly lower depreciation (-7.5%), resulting from *"fewer and postponed investments, and later date of entry into operation than planned"*;
- Higher cost of capital (+3.7%), due to the use of higher share of financing through equity than planned (56.0% instead of 50.2%) to compute actual cost of capital; and,
- No deduction through exceptional costs in 2022, which was foreseen in the PP reflecting a "top-down" approach applied by Denmark to contribute to the objective of cost-efficiency.

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



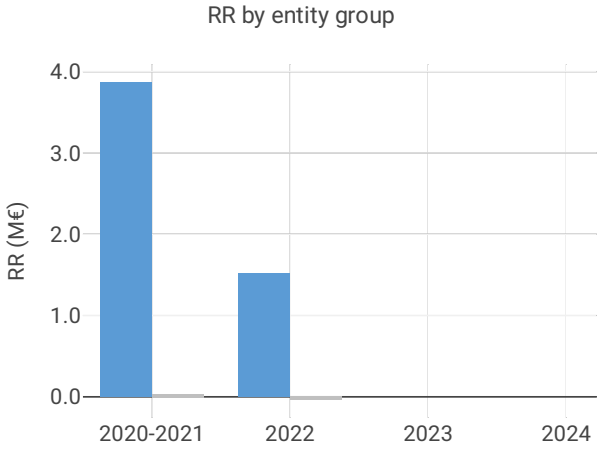
AUCU components (€/SU) – 2022

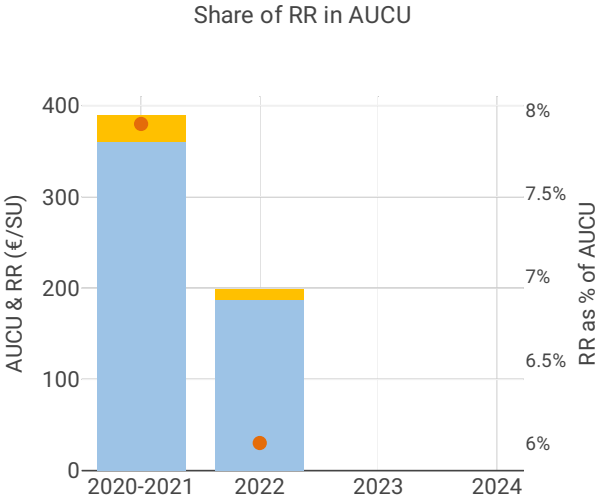
Components of the AUCU in 2022	€/SU
DUC	**168.76**
Inflation adjustment	12.11
Cost exempt from cost-sharing	-1.30
Traffic risk sharing adjustment	7.88
Traffic adj. (costs not TRS)	0.12
Finantial incentives	0.00
Modulation of charges	0.00
Cross-financing	0.00
Other revenues	-1.38
Application of lower unit rate	0.00
Total adjustments	17.43
AUCU	**186.19**
AUCU vs. DUC	**+10.3%**

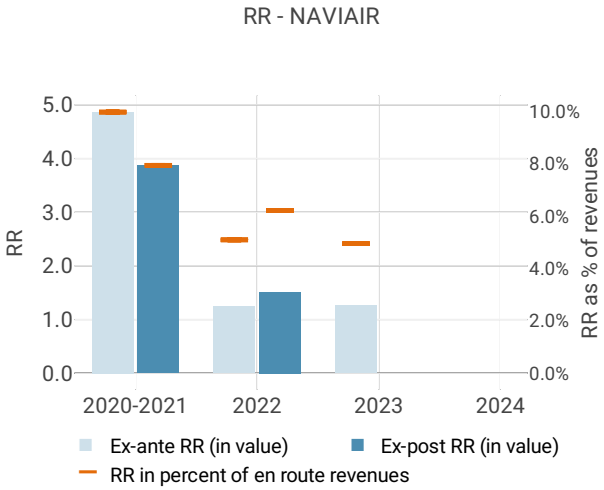


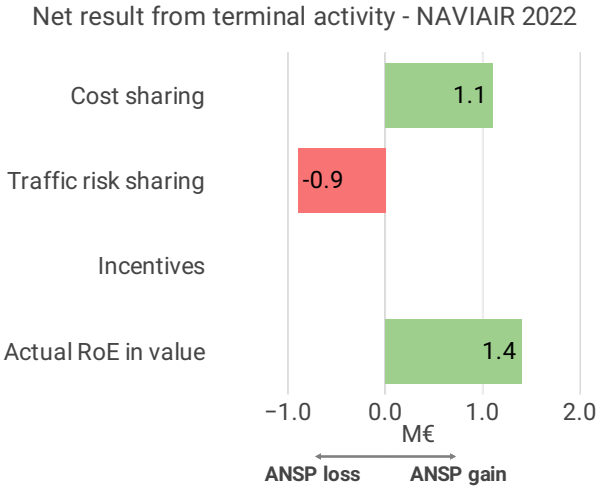
Cost exempt from cost sharing by item - 2022	€'000	€/SU
New and existing investments	-170.5	-1.30
Competent authorities and qualified entities costs	0.0	0.00
Eurocontrol costs	0.0	0.00
Pension costs	0.0	0.00
Interest on loans	0.0	0.00
Changes in law	0.0	0.00
Total cost exempt from cost risk sharing	**-170.5**	**-1.30**

5.3.3 Regulatory result (RR)









Focus on regulatory result

NAVIAIR net gain on activity in the Denmark terminal charging zone in the year 2022

NAVIAIR reported a net gain of +1.0 MDKK, as a combination of a gain of +7.8 MDKK arising from the cost sharing mechanism and a loss of -6.8 MDKK arising from the traffic risk sharing mechanism.

NAVIAIR overall regulatory results (RR) for the terminal activity

Ex-post, the overall RR taking into account the net gain from the terminal activity mentioned above (+1.0 MDKK) and the actual RoE (+10.3 MDKK) amounts to +11.3 MDKK (6.2% of the terminal revenues). The resulting ex-post rate of return on equity is 5.5%, which is higher than the 5.0% planned in the PP.