



Performance Review Body Monitoring Report

MUAC - 2023

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1 OVERVIEW

1.1 Contextual information

Provision of ATC services in the upper airspace across four States

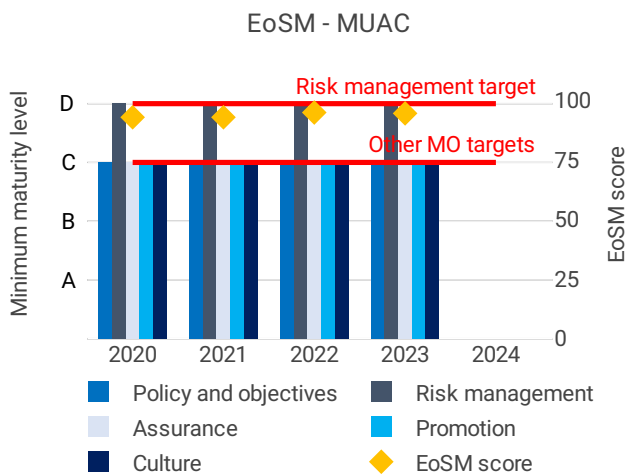
Belgium/Luxembourg
Germany
Netherlands

Allocation of actual en route costs

- Belgium/Luxembourg 34%
- Germany 47%
- Netherlands 19%

ACC Maastricht UAC

1.2 Safety

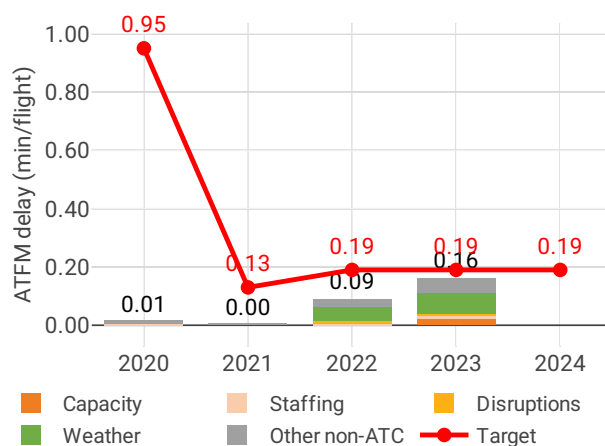


- MUAC achieved the EoSM RP3 targets already in 2020 and has maintained the maturity levels since then.

- MUAC recorded an increase in the rate of separation minima infringements compared with 2022.

1.3 Capacity

Average en route ATFM delay per flight by delay groups



- MUAC registered 0.16 minutes of average en route ATFM delay per flight during 2023, thus achieving the local target value of 0.19. Delays increased by 0.07 minutes per flight year-on-year.

- Most of the delays accumulated between June and October, mostly due adverse weather conditions and other, non-ATC related issues.

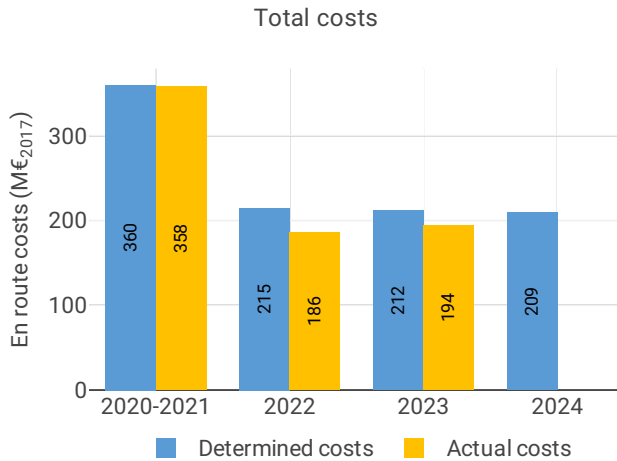
- The number of ATCOs in OPS is expected to increase by 6% by 2024, with the actual value being below the 2023 plan in Maastricht by 6 FTEs.

- The yearly total of sector opening hours in Maastricht ACC was 66,461, showing a 5.4% increase compared to 2022. Sector opening hours are 8.4%

below 2019 levels.

- Maastricht ACC registered 25.75 IFR movements per one sector opening hour in 2023, being 0.3% above 2019 levels.

1.4 Cost-efficiency



- MUAC actual costs amounted to 194 M€2017, -8.2% lower than the determined costs (212 M€2017) in 2023.

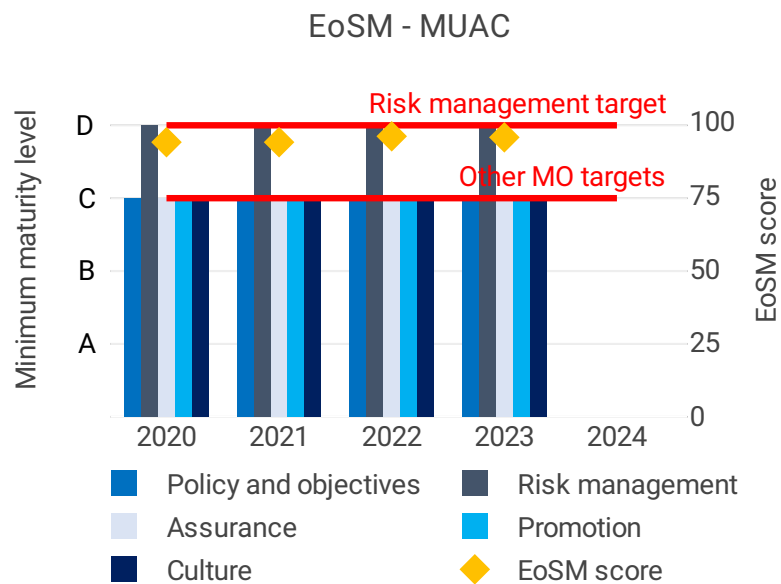
- MUAC actual costs were allocated across the four Member States in the following way in 2023: Germany (91 M€2017, 47%), Belgium (65 M€2017, 33%), the Netherlands (37 M€2017, 19%), and Luxembourg (2 M€2017, 1.0%).

2 SAFETY - MUAC

2.1 PRB monitoring

- MUAC achieved the EoSM RP3 targets already in 2020 and has maintained the maturity levels since then.
- MUAC recorded an increase in the rate of separation minima infringements compared with 2022.

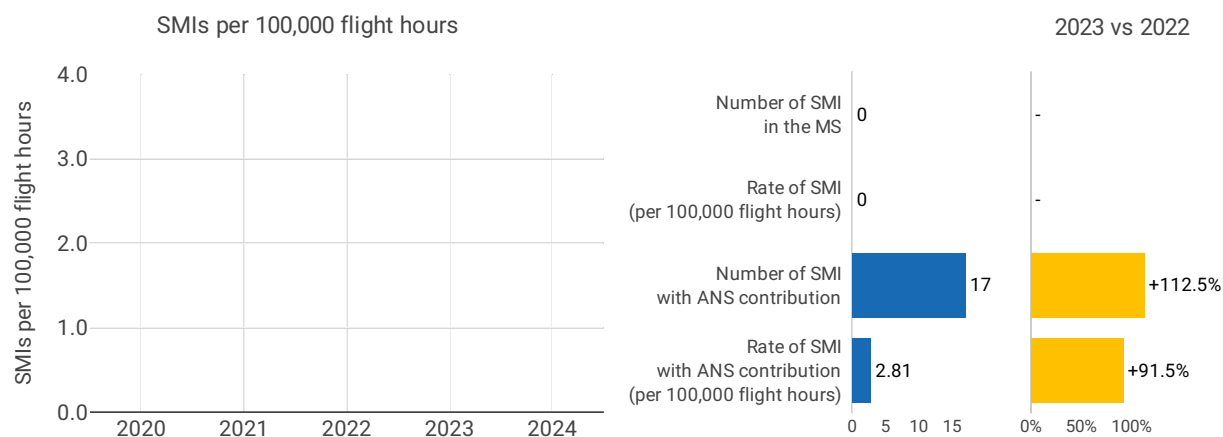
2.2 Effectiveness of Safety Management (EoSM) (KPI#1)



Focus on EoSM

2.3 Safety occurrences

2.3.1 Rate of separation minima infringements (SMIs) (PI#2)



Rate of SMI with ANS contribution per 100,000 flight hours

#	ANSP	Flight hours					Number of SMIs				
		2020	2021	2022	2023	2024	2020	2021	2022	2023	2024
1	MUAC	289,985	311,843	545,651	605,633	NA	5	0	8	17	NA

#	ANSP	Rate of SMI per 100,000 flight hours					% variation in rate of SMIs				
		2020	2021	2022	2023	2024	2020	2021	2022	2023	2024
1	MUAC	1.7	0.0	1.5	2.8	NA	NA	-100%	0%	+91%	NA

Focus on separation minima

2.3.2 Quality of occurrences reporting

3 CAPACITY - MUAC

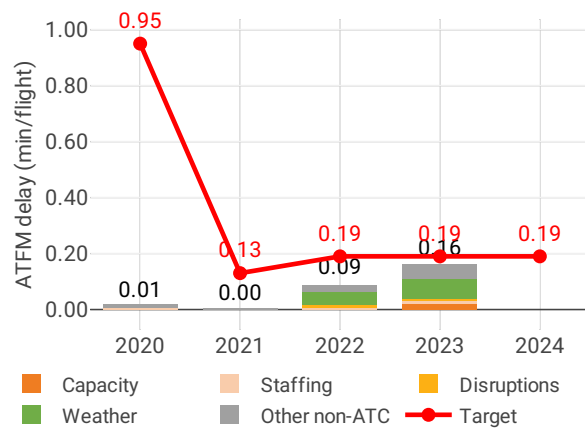
3.1 PRB monitoring

- MUAC registered 0.16 minutes of average en route ATFM delay per flight during 2023, thus achieving the local target value of 0.19. Delays increased by 0.07 minutes per flight year-on-year.
- Most of the delays accumulated between June and October, mostly due adverse weather conditions and other, non-ATC related issues.
- The number of ATCOs in OPS is expected to increase by 6% by 2024, with the actual value being below the 2023 plan in Maastricht by 6 FTEs.
- The yearly total of sector opening hours in Maastricht ACC was 66,461, showing a 5.4% increase compared to 2022. Sector opening hours are 8.4% below 2019 levels.
- Maastricht ACC registered 25.75 IFR movements per one sector opening hour in 2023, being 0.3% above 2019 levels.

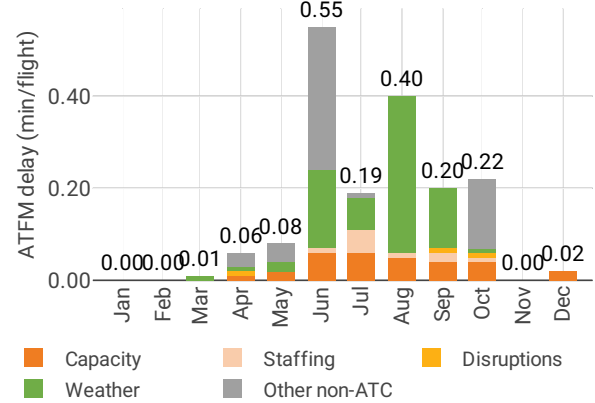
3.2 En route performance

3.2.1 En route ATFM delay (KPI#1)

Average en route ATFM delay per flight by delay groups

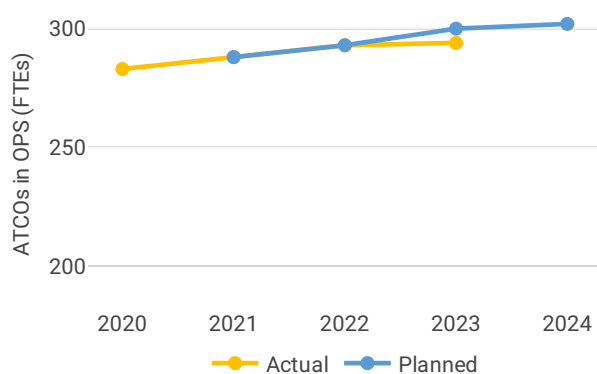


Monthly distribution of en route ATFM delay by delay groups - 2023

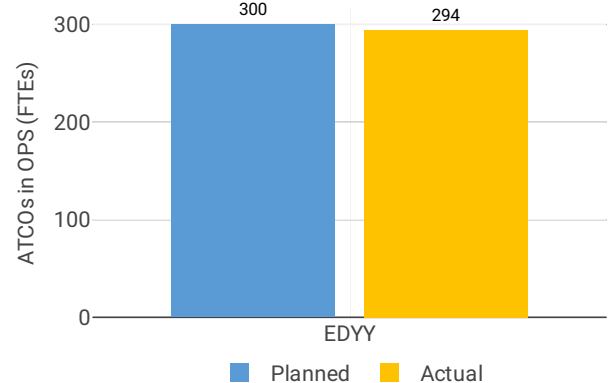


3.2.2 Other indicators

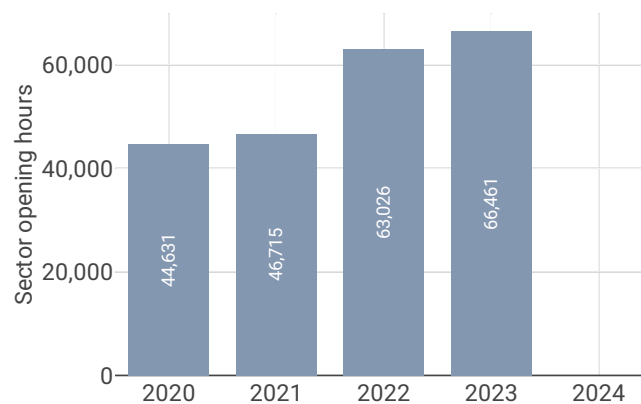
ATCOs in operation - MUAC



ATCOs in operation per ACC - 2023



Sector opening hours - MUAC



4 COST-EFFICIENCY - MUAC

4.1 PRB monitoring

- MUAC actual costs amounted to 194 M€2017, -8.2% lower than the determined costs (212 M€2017) in 2023.

- MUAC actual costs were allocated across the four Member States in the following way in 2023: Germany (91 M€2017, 47%), Belgium (65 M€2017, 33%), the Netherlands (37 M€2017, 19%), and Luxembourg (2 M€2017, 1.0%).

4.2 Total costs

