

# **Performance Review Board**

## **Monitoring Report**

### **Austria - 2024**



**COPYRIGHT NOTICE  
AND DISCLAIMER**

© European Union, 2025

This document has been prepared for the European Commission by the Performance Review Board of the Single European Sky (PRB).

Reproduction is authorised provided the source is acknowledged. However, neither the European Commission, nor any person acting on its behalf, may be held responsible for the use which may be made of the information contained in this publication, or for any errors which may appear, despite careful preparation and checking.

## Contents

<b>1</b>	<b>OVERVIEW</b>	<b>2</b>
1.1	Contextual information.....	2
1.2	Traffic (En route traffic zone) .....	2
1.3	Safety (Main ANSP) .....	3
1.4	Environment (Member State) .....	4
1.5	Capacity (Member State).....	4
1.6	Cost-efficiency (En route/Terminal charging zone(s)) .....	6
<b>2</b>	<b>SAFETY - AUSTRIA</b>	<b>8</b>
2.1	PRB monitoring .....	8
2.2	Effectiveness of Safety Management (EoSM) (KPI#1) .....	8
2.3	Safety occurrences.....	9
2.4	Use of automated safety data recording system (ASDRS) (PI#3) .....	10
<b>3</b>	<b>ENVIRONMENT - AUSTRIA</b>	<b>11</b>
3.1	PRB monitoring .....	11
3.2	En route performance .....	11
3.3	Terminal performance.....	12
3.4	Civil-Military dimension .....	14
<b>4</b>	<b>CAPACITY - AUSTRIA</b>	<b>16</b>
4.1	PRB monitoring .....	16
4.2	En route performance .....	16
4.3	Terminal performance.....	19
<b>5</b>	<b>COST-EFFICIENCY - AUSTRIA</b>	<b>22</b>
5.1	PRB monitoring .....	22
5.2	En route charging zone .....	23
5.3	Terminal charging zone.....	27

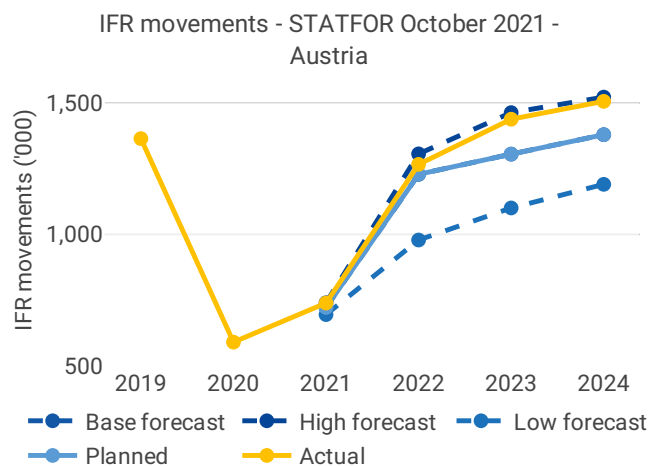
## 1 OVERVIEW

### 1.1 Contextual information

National performance plan adopted following Commission Decision (EU) 2022/774 of 13 April 2022

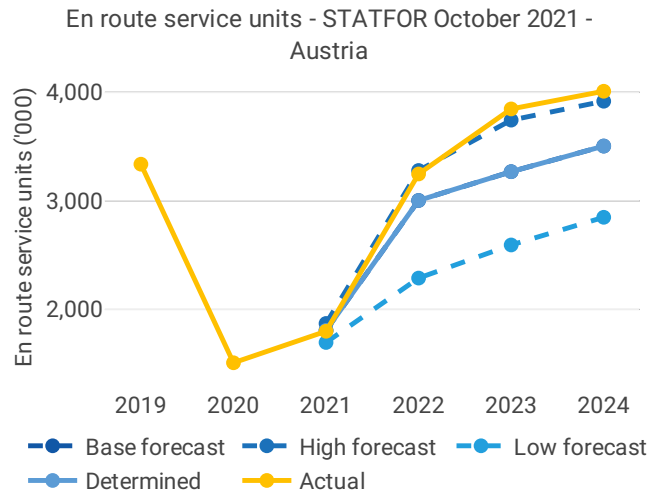
<p><b>List of ACCs</b> 1 Vienna ACC</p> <p><b>No of airports in the scope of the performance plan:</b></p> <ul style="list-style-type: none"> <li>• <math>\geq 80^{\circ}K</math> 1</li> <li>• <math>&lt; 80^{\circ}K</math> 5</li> </ul>	<p><b>Exchange rate (1 EUR=)</b> 2017: 1 EUR 2024: 1 EUR</p> <p><b>Share of Union-wide:</b></p> <ul style="list-style-type: none"> <li>• traffic (TSUs) 2024 3.0%</li> <li>• en route costs 2024 3.0%</li> </ul> <p><b>Share en route / terminal costs 2024</b> 81% / 19%</p> <p><b>En route charging zone(s)</b> Austria</p> <p><b>Terminal charging zone(s)</b> Austria</p>	<p><b>Main ANSP</b></p> <ul style="list-style-type: none"> <li>• Austro Control</li> </ul> <p><b>Other ANSPs</b> -</p> <p><b>MET Providers</b> -</p>
---	---	--

### 1.2 Traffic (En route traffic zone)



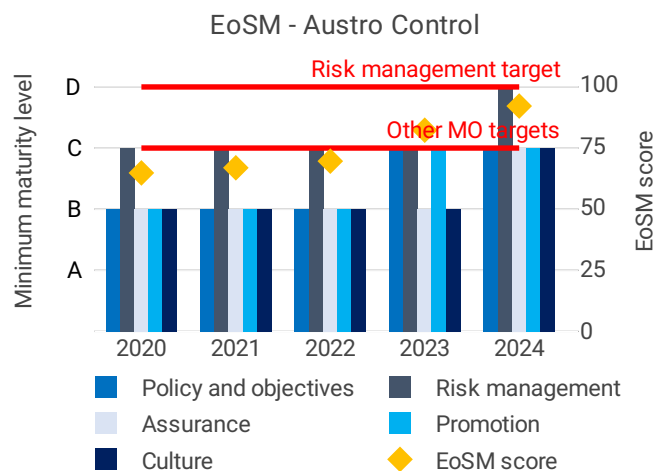
- Austria recorded 1,507K actual IFR movements in 2024, +4.7% compared to 2023 (1,439K).
- Actual 2024 IFR movements were +9.2% above the plan (1,380K).
- Actual 2024 IFR movements were +10.4% above the actual 2019 level (1,365K).





- Austria recorded 4,010K actual service units in 2024, +4.2% compared to 2023 (3,847K).
- Actual 2024 service units were +14.4% above the plan (3,505K).
- Actual 2024 service units are +20.1% above the actual 2019 level (3,338K).

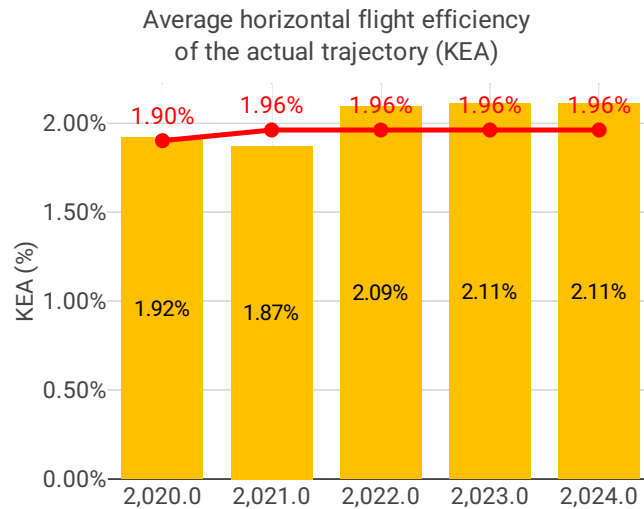
### 1.3 Safety (Main ANSP)



- Austro Control achieved the RP3 target maturity for all Management Objectives in 2024.
- The overall safety performance of the organisation was stable, with a single occurrence of runway incursion (RIs) and a marginally lower rate of separation minima infringements (SMIs) compared with 2023 at the Member State level.

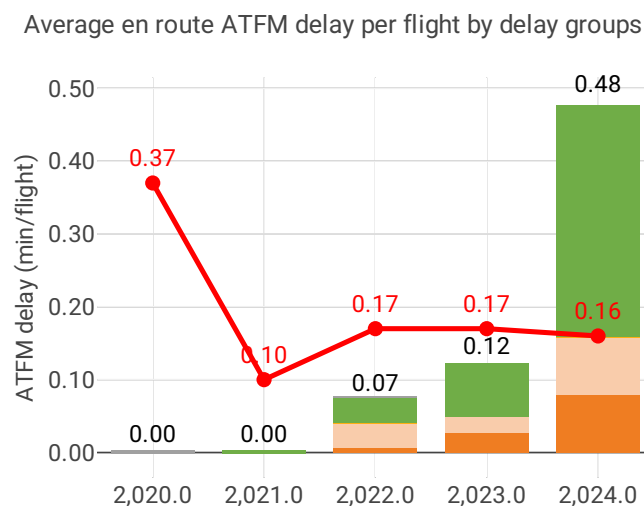


## 1.4 Environment (Member State)

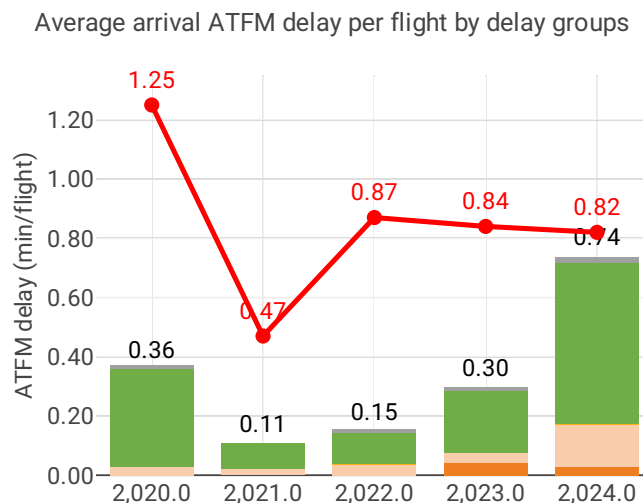


- Austria achieved a KEA performance of 2.11% compared to its target of 1.96% and did not contribute positively to the Union-wide target.
- The NSA states that the target was missed mainly due to increased traffic demand that exceeded the forecasts, shifted traffic flows caused by the Russian war of aggression against Ukraine (see below), frequent thunderstorms and cumulonimbus (CBs) during the summer and the individually optimised trajectories of flights not necessarily following the great circle.
- Both KEP and SCR remained stable in comparison to 2023.
- Only one out of six Austrian airports that are regulated reported terminal environment data.
- The share of CDO flights remained stable in 2024.
- Additional taxi out time decreased from 2.84 to 2.70 min/flight, while additional time in terminal airspace increased marginally from 1.08 to 1.17 min/flight.

## 1.5 Capacity (Member State)



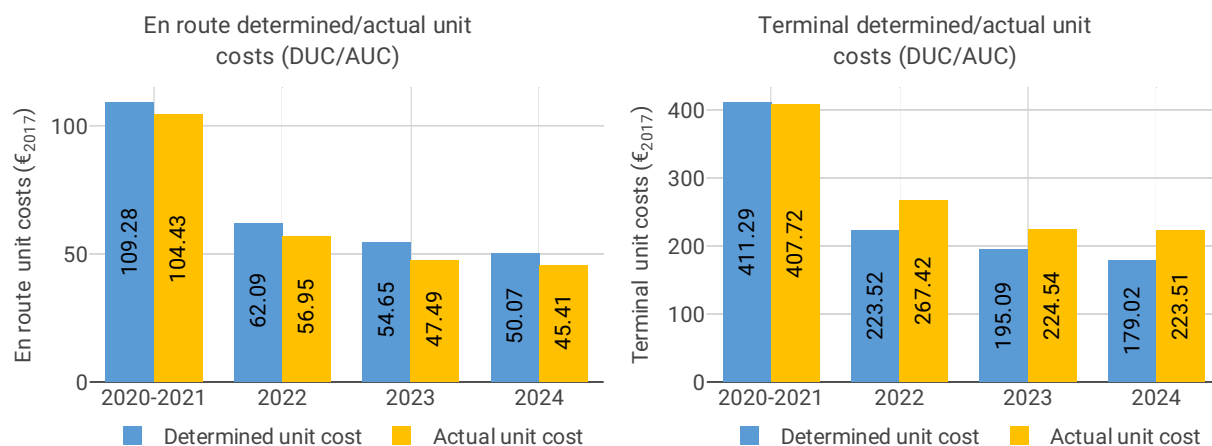
- Austria registered 0.51 minutes of average en route ATFM delay per flight during 2024, which has been adjusted to 0.48 during the post-ops adjustment process, thus not achieving the local target value of 0.16. Delays in Austria increased by 0.36 minutes per flight year-on-year.
- Delays were highest in July and August, mostly driven by adverse weather conditions.
- The share of delayed flights with delays longer than 15 minutes in Austria increased by 11 percentage points compared to 2023 and was higher than 2019 values.
- The average number of IFR movements was 13% above 2019 levels in Austria in 2024.
- The number of ATCOs in OPS is 139, being below the 2024 plan in Vienna by 1 FTE.
- The yearly total of sector opening hours in Vienna ACC was 62,024, showing a 2.4% increase compared to 2023. Sector opening hours are 11.8% above 2019 levels.
- Vienna ACC registered 17.77 IFR movements per one sector opening hour in 2024, being 5.8% above 2019 levels.



- Austria registered an average airport arrival ATFM delay of 0.74 minutes per flight in 2024, thus achieving the local target of 0.82 minutes.
- Compared to 2023, average arrival ATFM delays in Austria were 146% higher in 2024, while the number of IFR arrivals increased by 4%.
- The main drivers of delays were weather, accounting for 74% of total delays, and ATC staffing, responsible for 20%.



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



- The en route 2024 actual unit cost of Austria was 45.41€<sub>2017</sub>, -9.3% lower than the determined unit cost (50.07€<sub>2017</sub>). The terminal 2024 actual unit cost was 223.51€<sub>2017</sub>, +25% higher than the determined unit cost (179.02€<sub>2017</sub>).
- The en route 2024 actual service units (4.0M) were +14% higher than the determined service units (3.5M).
- The en route 2024 actual total costs were +6.6M€<sub>2017</sub> (+3.8%) higher than determined. This is mainly due to higher staff costs for Austro Control (+14M€<sub>2017</sub>, or +13%), partially compensated by lower costs in the other cost categories. The NSA attributed the impact on staff costs to higher traffic leading to higher overtime, and higher pension costs than determined.
- Austro Control costs of investments were 26M€<sub>2017</sub> in 2024 for both en route and terminal charging zones, -19% less than determined (32M€<sub>2017</sub>). According to the NSA, this reduction is due to delayed investments resulting from the prolonged impact of the COVID-19 pandemic. Through RP3, Austria has not provided an annual breakdown of the average net book value, depreciation, or leasing costs for any investment of Austro Control. There is therefore a lack of adequate and detailed information on investments to ensure transparency and compliance with reporting requirements.
- The en route actual unit cost incurred by users in 2024 was 57.28€ (+2.6% above the 2024 DUC), while the terminal actual unit cost incurred by users was 257.67€ (+29% above the 2024 DUC). The difference between the AUCU and the DUC for the terminal charging zone is mainly due to the inflation adjustment and cost risk sharing adjustment.
- Austria should provide all the required information regarding investments in RP4, in the context of the annual monitoring process and the cost-exempt reporting, to enhance transparency for airspace users.
- Austria should take additional measures to manage the cost-risk associated with pensions for RP4 in view of the difference between actual and determined pension costs observed during RP3.
- Austria did not report funding from Union assistance programmes in RP3, while SESAR Deployment Manager data indicates payments for 11M€ during the reference period. Austria



should review the facts and ensure that all appropriate reimbursements as other revenues are made as soon as practicable.

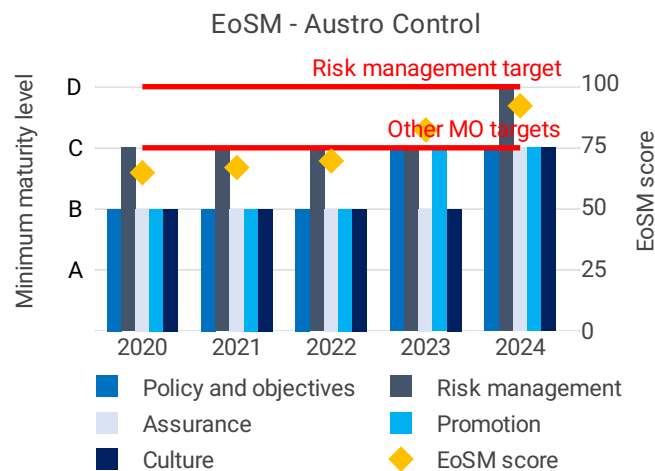


## 2 SAFETY - AUSTRIA

### 2.1 PRB monitoring

- Austro Control achieved the RP3 target maturity for all Management Objectives in 2024.
- The overall safety performance of the organisation was stable, with a single occurrence of runway incursion (RIs) and a marginally lower rate of separation minima infringements (SMIs) compared with 2023 at the Member State level.

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



### Focus on EoSM

All five components of the EoSM for the ANSP met the RP3 target level. In 2024, significant improvements were observed in “Safety Culture” and “Safety Assurance” enabling these areas to reach the target level.

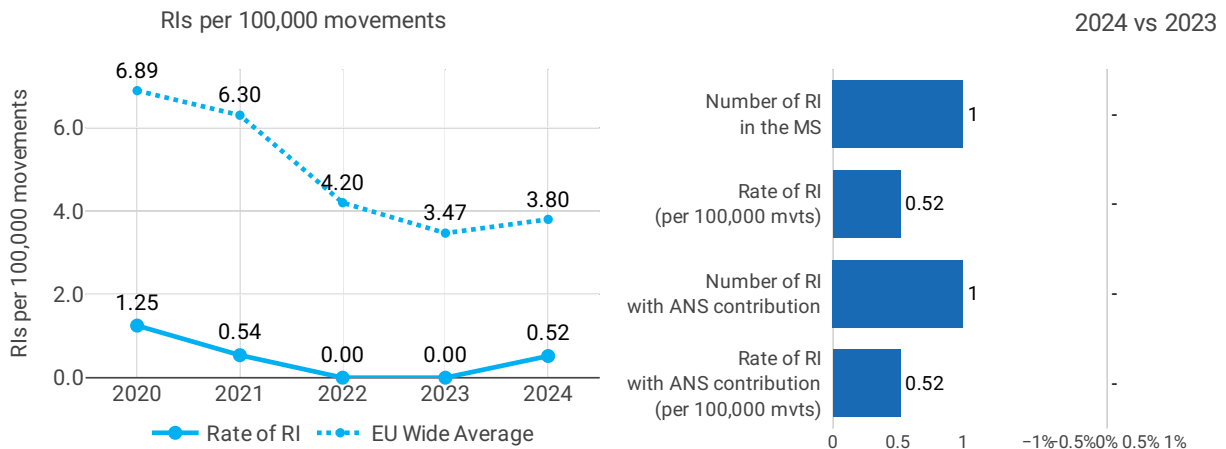
In 2024, Austro Control demonstrated significant progress in the areas of Safety Risk Management, Safety Assurance, and Safety Culture, successfully achieving all RP3 EoSM targets as set out in its performance plan. This continued the improvement recorded in 2023.

To support this achievement, Austro Control developed a comprehensive improvement plan outlining specific measures necessary to reach the expected maturity levels. These measures have been fully integrated into the organisation’s strategic planning, ensuring sustained progress and alignment with long-term safety objectives.



## 2.3 Safety occurrences

### 2.3.1 Rate of runway incursions (RIs) (PI#1)

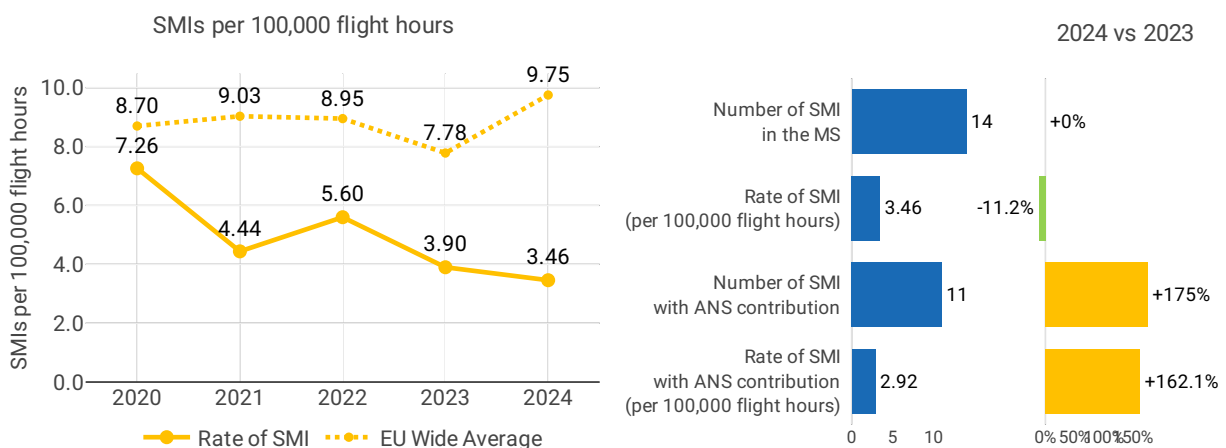


Rate of RIs per 100,000 airport movements - Austria				
#	Airport name	APT movements	Number of RI	Rate RI per 100,000
1	Vienna	123,831	1	0.81
2	Salzburg	23,317	0	0.00
3	Graz	14,692	0	0.00
4	Innsbruck	13,632	0	0.00
5	Linz	11,939	0	0.00
6	Klagenfurt	6,150	0	0.00

### Focus on runway incursions

The overall safety performance of the Member State was stable, with a single occurrence of runway incursion (RIs). Austria remained, in respect to Ris, well below the Union-wide average throughout RP3, with no or very few runway incursions seen.

### 2.3.2 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	Austro Control	155,355	202,666	317,434	359,408	377,098	7	9	14	4	11

#	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	Austro Control	5	4	4	1	3		-1%	-1%	-75%	+162%

### Focus on separation minima

The overall safety performance of the Member State was stable, with a marginal decrease in the number of SMIs at the State level. Austro Control recorded an increase in SMIs in 2024 compared with 2023. However, the rate of SMIs remains well below the Union-wide average.

Austria notes that a Human Performance Strategy was developed and is being implemented over the next 5 years to target improvements on the human element in ATM.

#### 2.3.3 Quality of occurrences reporting

n/a

#### 2.4 Use of automated safety data recording system (ASDRS) (PI#3)

Use of automated safety data recording system - 2024	
For RIs	For SMIs
X	X



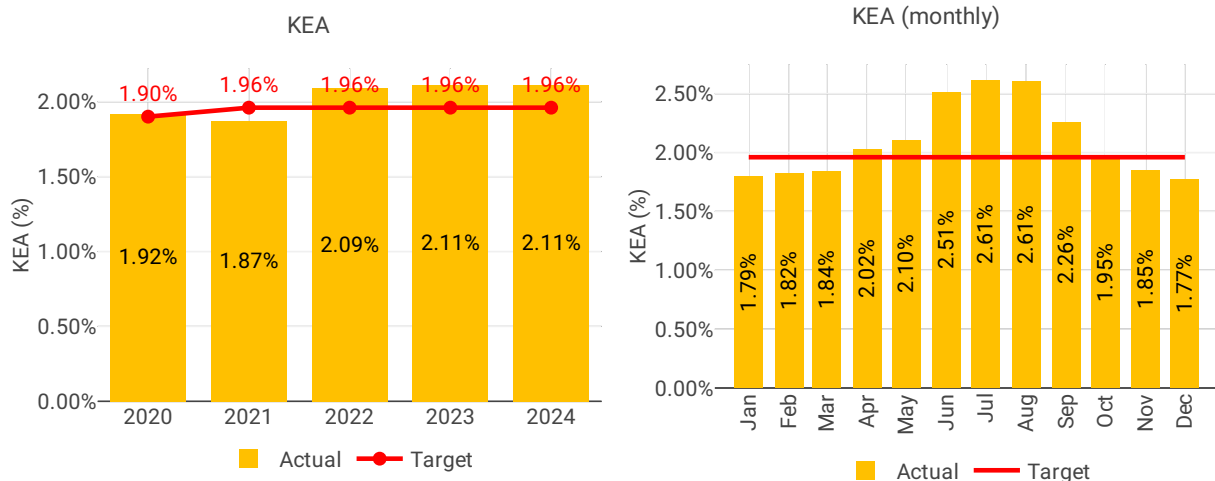
### 3 ENVIRONMENT - AUSTRIA

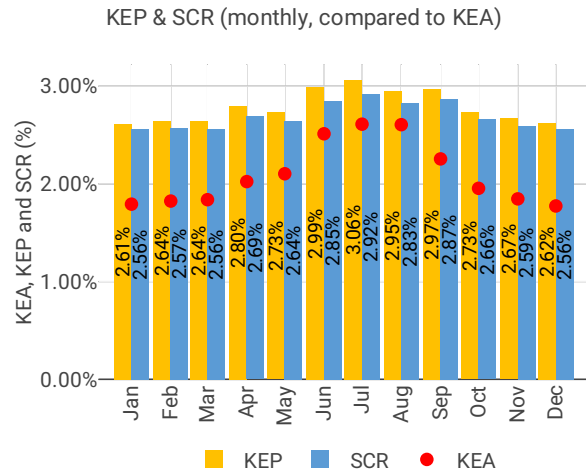
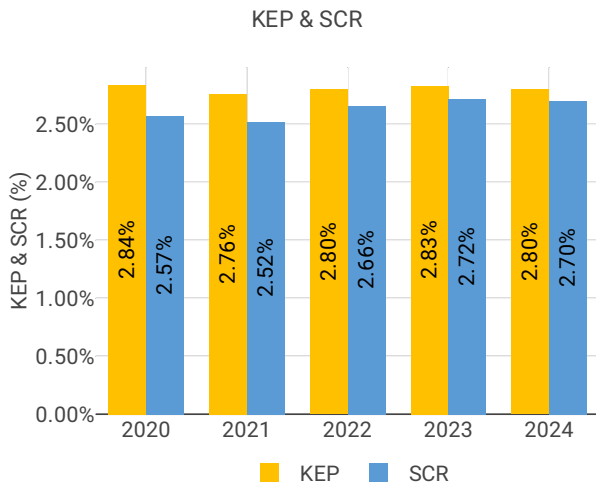
#### 3.1 PRB monitoring

- Austria achieved a KEA performance of 2.11% compared to its target of 1.96% and did not contribute positively to the Union-wide target.
- The NSA states that the target was missed mainly due to increased traffic demand that exceeded the forecasts, shifted traffic flows caused by the Russian war of aggression against Ukraine (see below), frequent thunderstorms and cumulonimbus (CBs) during the summer and the individually optimised trajectories of flights not necessarily following the great circle.
- Both KEP and SCR remained stable in comparison to 2023.
- Only one out of six Austrian airports that are regulated reported terminal environment data.
- The share of CDO flights remained stable in 2024.
- Additional taxi out time decreased from 2.84 to 2.70 min/flight, while additional time in terminal airspace increased marginally from 1.08 to 1.17 min/flight.

#### 3.2 En route performance

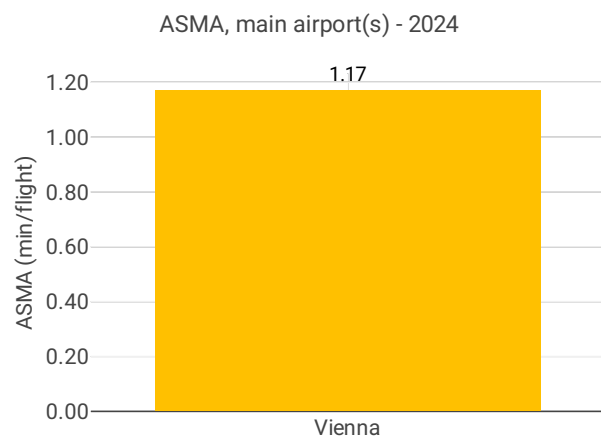
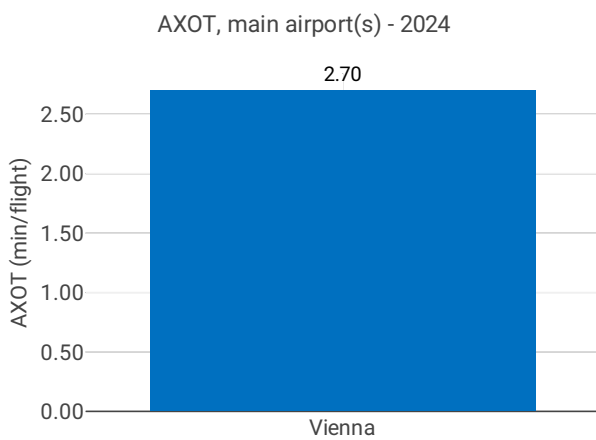
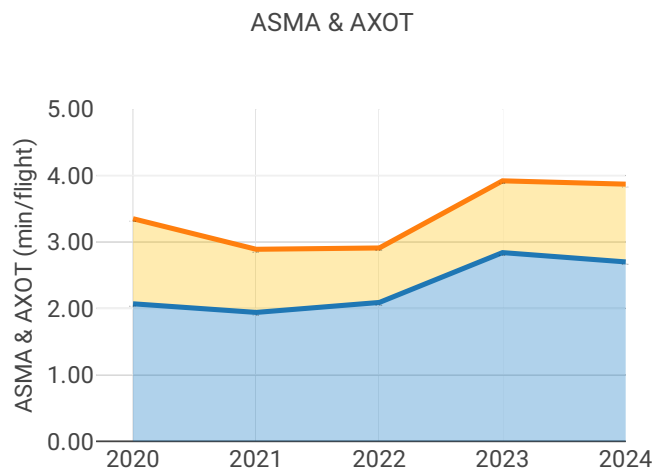
##### 3.2.1 Horizontal flight efficiency of the actual trajectory (KEA) (KPI#1), of the last filed flight plan (KEP) (PI#1) & shortest constrained route (SCR) (PI#2)





### 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 Vienna in 2024 decreased by 5% with respect to 2023 (LOWW; 2019: 3.1 min/dep.; 2020: 2.07 min/dep.; 2021: 1.94 min/dep.; 2022: 2.09 min/dep.; 2023: 2.84 min/dep.; 2024: 2.7 min/dep.)

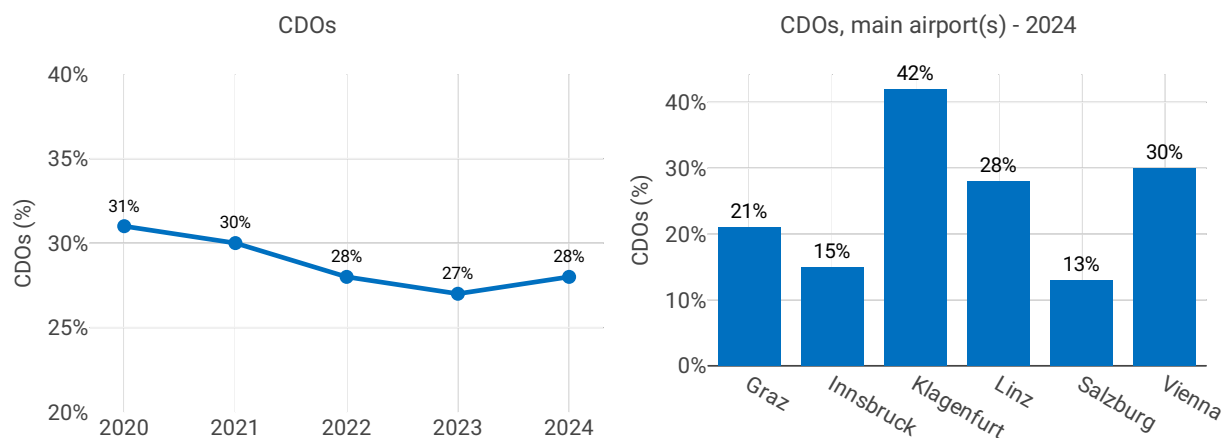
According to the Austrian monitoring report: *Partially construction works influenced ground movements. After Initial AOP was completed at the end of 2023, positive effects were shown.*

### ASMA

Additional ASMA times at Vienna increased by 8% in 2024 but remain lower than pre-COVID (LOWW; 2019: 2.13 min/arr.; 2020: 1.28 min/arr.; 2021: 0.95 min/arr.; 2022: 0.82 min/arr.; 2023: 1.08 min/arr.; 2024: 1.17 min/arr.)

According to the Austrian monitoring report: *Compared to the traffic volume before COVID, ASMA has continuously improved. Arrival Manager Wien is implemented and operationally successful. High traffic values and severe weather conditions show influence on this PI.*

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



### Focus CDOs

Klagenfurt (LOWK) has the highest share of CDO flights in Austria: 41.6% which is higher than the overall RP3 value in 2024 (29.3%).

The other airports have 20-30% of CDO flights, except for Innsbruck (LOWI): 14.8% and Salzburg (LOWS): 13.0%.

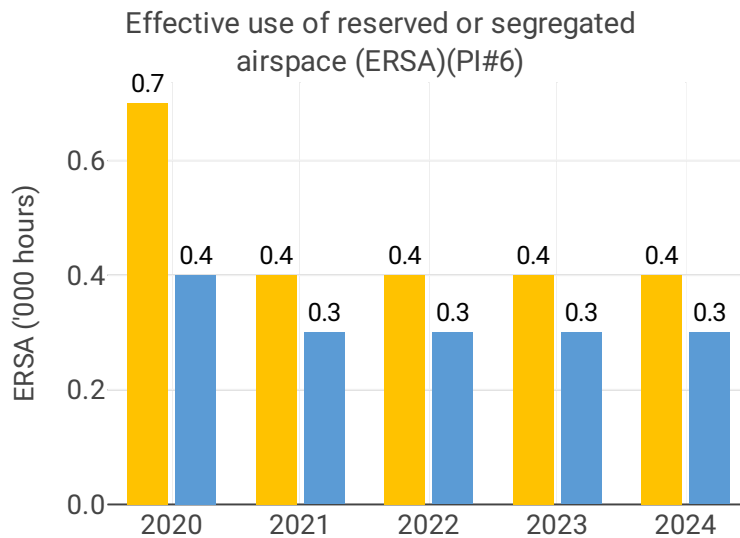
All airports have seen a (slight) increase of the share of CDO flights, except for Salzburg (LOWS) which had a decrease of 0.8 percentage points.

According to the Austrian monitoring report: *ATCO CDO awareness is assured, allowing to keep the CDO percentage value despite traffic increase. CDO trend is improving also to the fact, that airlines pay more attention to costs and fuel reduction.*

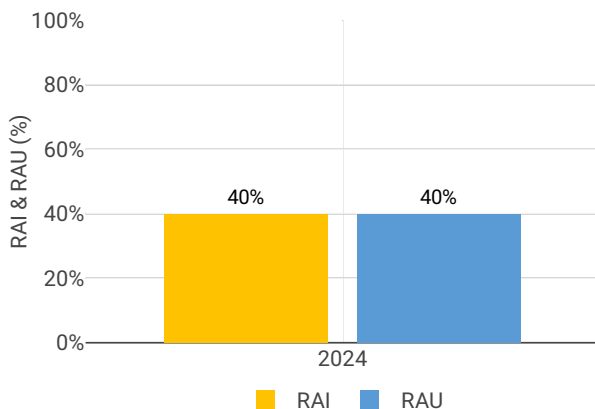


Airport level															
Airport	Additional taxi-out time (PI#3)					Additional ASMA time (PI#4)					Share of arrivals applying CDO (PI#5)				
	2020	2021	2022	2023	2024	2020	2021	2022	2023	2024	2020	2021	2022	2023	2024
Vienna	2.07	1.94	2.09	2.84	2.70	1.28	0.95	0.82	1.08	1.17	34%	32%	31%	30%	30%
Graz	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	28%	24%	24%	20%	21%
Innsbruck	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	22%	24%	16%	14%	15%
Klagenfurt	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	33%	27%	31%	31%	42%
Linz	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	31%	30%	29%	25%	28%
Salzburg	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA	16%	15%	14%	14%	13%

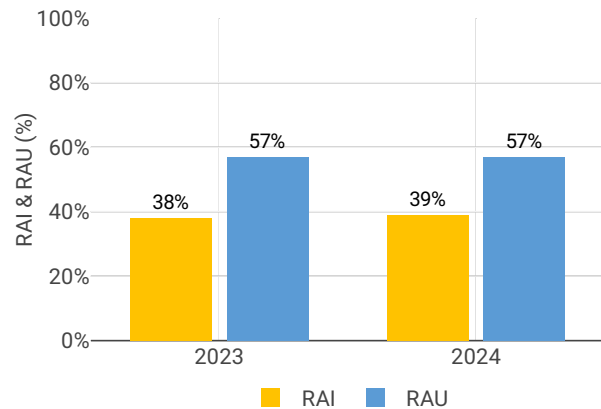
### 3.4 Civil-Military dimension



RAI & RAU via available conditional routes (PIs#7 & 8)



RAI & RAU via available restricted and segregated airspace (PIs#7 & 8)



### Focus on Civil-Military dimension

#### Update on Military dimension of the plan

FUA is fully implemented and in case of airspace reservation procedures are in place, that help to avoid circumnavigation of reserved areas. Military dimension has little to no impact on the environmental KPA, due to a highly efficient and flexible use of airspace with close military coordination.



**Military - related measures implemented or planned to improve capacity**

n/a

**Initiatives implemented or planned to improve PI#6**

It is a military decision how and when to use segregated airspace. AMC Vienna is actively involved to monitor the efficient use of MIL TRAs.

**Initiatives implemented or planned to improve PI#7**

No CDRs within FIR Wien and no constraints regarding FPLs through segregated airspaces.

**Initiatives implemented or planned to improve PI#8**

No CDRs applied in Austria. FUA in Austria allows original FPL filing through reserved airspace to a maximum possible extend.



## 4 CAPACITY - AUSTRIA

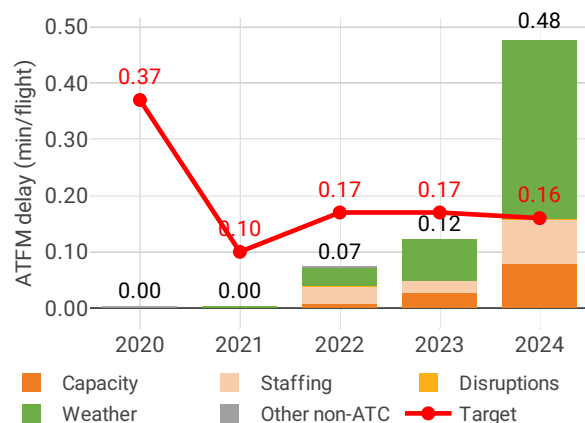
### 4.1 PRB monitoring

- Austria registered 0.51 minutes of average en route ATFM delay per flight during 2024, which has been adjusted to 0.48 during the post-ops adjustment process, thus not achieving the local target value of 0.16. Delays in Austria increased by 0.36 minutes per flight year-on-year.
- Delays were highest in July and August, mostly driven by adverse weather conditions.
- The share of delayed flights with delays longer than 15 minutes in Austria increased by 11 percentage points compared to 2023 and was higher than 2019 values.
- The average number of IFR movements was 13% above 2019 levels in Austria in 2024.
- The number of ATCOs in OPS is 139, being below the 2024 plan in Vienna by 1 FTE.
- The yearly total of sector opening hours in Vienna ACC was 62,024, showing a 2.4% increase compared to 2023. Sector opening hours are 11.8% above 2019 levels.
- Vienna ACC registered 17.77 IFR movements per one sector opening hour in 2024, being 5.8% above 2019 levels.
- Austria registered an average airport arrival ATFM delay of 0.74 minutes per flight in 2024, thus achieving the local target of 0.82 minutes.
- Compared to 2023, average arrival ATFM delays in Austria were 146% higher in 2024, while the number of IFR arrivals increased by 4%.
- The main drivers of delays were weather, accounting for 74% of total delays, and ATC staffing, responsible for 20%.

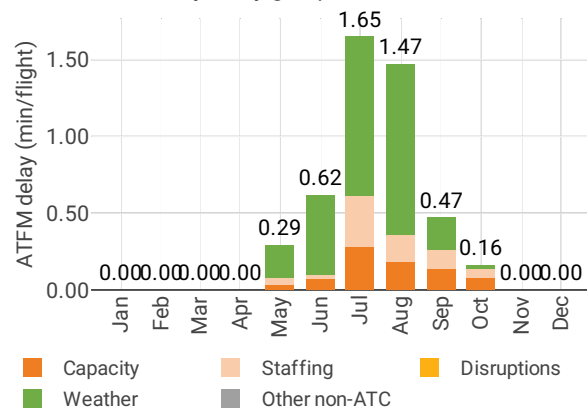
### 4.2 En route performance

#### 4.2.1 En route ATFM delay (KPI#1)

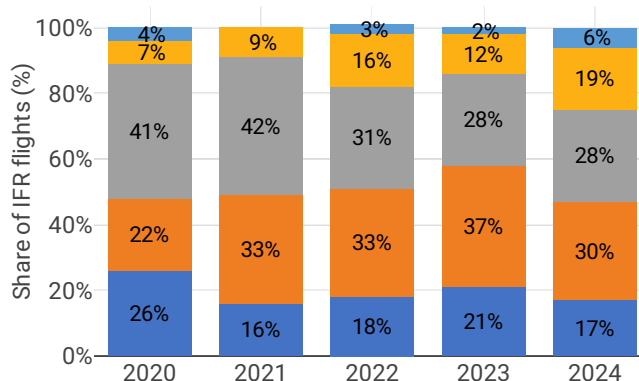
Average en route ATFM delay per flight by delay groups



Monthly distribution of en route ATFM delay by delay groups - 2024



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



## Focus on en route ATFM delay

### Summary of capacity performance

Traffic increased again in Austria; from 1439k flights in 2023 (already above the 2019 level of 1365k flights) to 1507k flights in 2024. Austro Control had 595k minutes of en-route ATFM delay, up from 147k minutes in 2023 (1530k minutes in 2019). There were an additional 41k minutes of en route delay, originating in Vienna ACC, that were re-attributed to DFS via the NM post operations delay attribution process, according to the NMB agreement for eNM/S24 measures, to ameliorate capacity shortfalls in Karlsruhe UAC.

### NSA's assessment of capacity performance

The target was missed mainly due to an increased traffic demand that substantially exceeded the forecasts; shifted traffic flows caused by the Russian war of aggression against Ukraine; frequent thunderstorms and CBs during the peak traffic period in summer, and the individually optimized trajectories of flights not necessarily following the great circle - despite an available comprehensive FRA.

### Monitoring process for capacity performance

Capacity and delays are regularly monitored on a daily, weekly, monthly and yearly basis.

### Capacity planning

Based on NM TFC predictions (STATFOR, NOP) capacity and performance are planned in terms of sector opening hours reflecting ATCO availability and TFC distribution.

### Application of Corrective Measures for Capacity (if applicable)

The target was missed mainly due to an increased traffic demand that exceeded the forecasts substantially, shifted traffic flows caused by the Russian war of aggression against Ukraine (see below), frequent thunderstorms and CBs, which mainly coincide with the peak traffic period in summer, and the individually optimized trajectories of flights not necessarily following the great circle.

No corrective measures were listed.

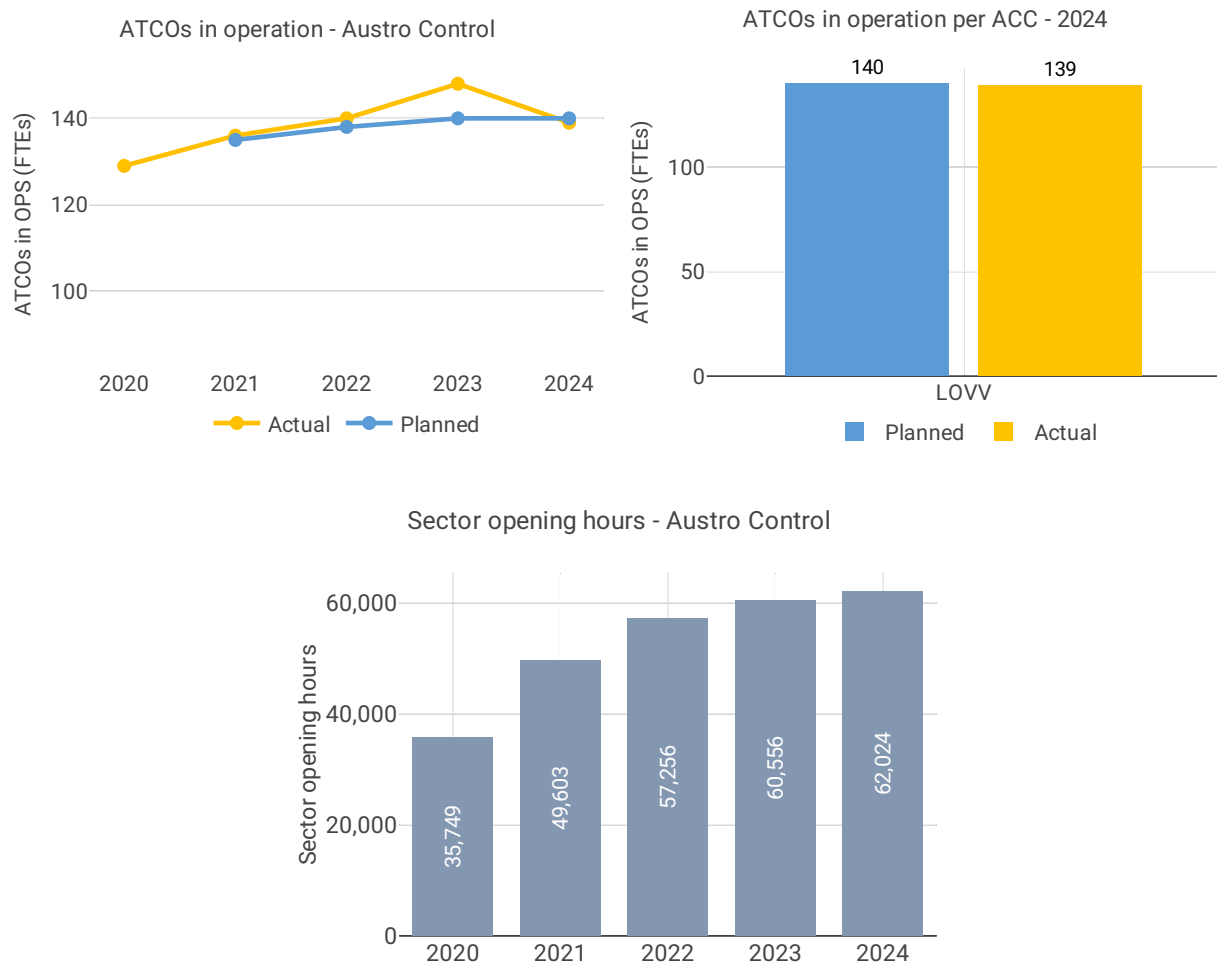


## En route Capacity Incentive Scheme

**Austro Control:** The Austrian NSA reports that a penalty of €854 753 is due for failure to meet the 2024 national en route capacity target.

In accordance with Article 3(3)(a) of Implementing Regulation (EU) 2020/1627: The incentive scheme shall cover only the calendar years 2022 to 2024.

### 4.2.2 Other indicators



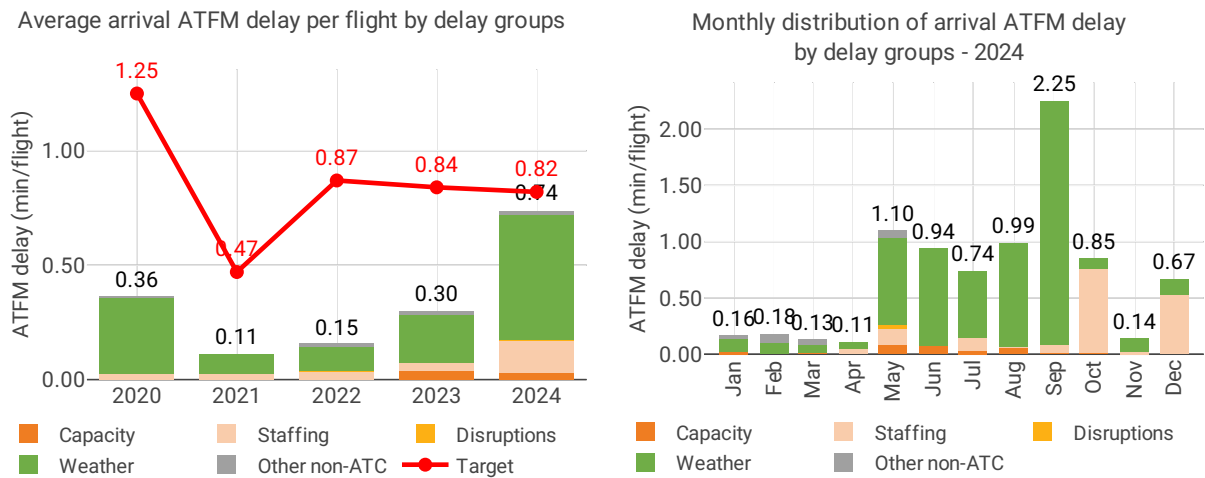
## Focus on ATCOs in operations

ATCO training courses and resources were exploited to the maximum extent, but not all trainees passed the courses. The rate of retiring ATCOs was higher than expected and non-OPS activities increased likewise.



## 4.3 Terminal performance

### 4.3.1 Arrival ATFM delay (KPI#2)



### Focus on arrival ATFM delay

Austria identified six airports as subject to RP3 monitoring. According to the traffic figures at these 4 airports, only Vienna (LOWW) must be monitored for pre-departure delays. The Airport Operator Data Flow, necessary for the monitoring of these pre-departure delays, is correctly established where required and the monitoring of all capacity indicators can be performed. In global, traffic level at these airports increased by +3.9% in 2024 compared to 2023 but it was still 13% below 2019 level. ATFM slot adherence improved (2024: 99.1%; 2023: 98.8%).

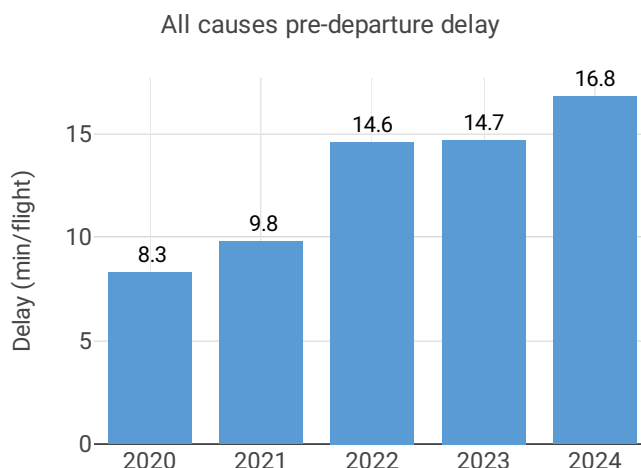
Average arrival ATFM delays in 2024 was 0.74 min/arr, compared to 0.30 min/arr in 2023, reaching a value close to the target, but still below. Only Vienna and Innsbruck registered delays in 2024. Vienna observed a drastic increase, driving the national average and evolution (LOWW: 2019: 0.91 min/arr.; 2020: 0.49 min/arr.; 2021: 0.14 min/arr.; 2022: 0.19 min/arr.; 2023: 0.32 min/arr.; 2024: 0.91 min/arr.). At Vienna 75% of these delays were attributed to weather, 20% to ATC staffing issues and 4% to ATC capacity.

According to the Austrian monitoring report: *Extreme WXC (CB and TS) situations were encountered at LOWW between May and September. Due to Ukraine war: Less flights entering TMA Wien from the east.*

The Austrian performance plan sets a national target on arrival ATFM delay for 2024 of 0.82 min/arr. This target was met with an actual performance of 0.74 min/arr. The actual arrival ATFM delay (0.74 min/arr) falls within the deadband for the Austrian incentive scheme [0.615-1.025] so no penalty or bonus applies.



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



Airport level										
Airport name	Avg arrival ATFM delay (KPI#2)					Slot adherence (PI#1)				
	2020	2021	2022	2023	2024	2020	2021	2022	2023	2024
Graz	NA	NA	NA	NA	NA	98.5%	98.0%	99.4%	99.1%	99.6%
Innsbruck	0.18	0.09	0.17	0.52	0.47	93.9%	96.5%	95.3%	95.5%	94.9%
Klagenfurt	NA	NA	NA	NA	NA	97.6%	98.0%	98.4%	98.4%	98.9%
Linz	NA	NA	NA	NA	NA	100.0%	97.2%	98.3%	98.2%	99.2%
Salzburg	0.04	NA	0.00	0.26	0.00	88.4%	92.3%	95.7%	96.4%	97.2%
Vienna	0.49	0.14	0.19	0.32	0.91	97.4%	98.1%	99.3%	99.4%	99.4%

Airport name	ATC pre departure delay (PI#2)					All causes pre departure delay (PI#3)				
	2020	2021	2022	2023	2024	2020	2021	2022	2023	2024
Graz	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
Innsbruck	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
Klagenfurt	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
Linz	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
Salzburg	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA
Vienna	0.75	0.63	0.92	0.97	0.62	8.3	9.8	14.6	14.7	16.8

## Focus on performance indicators at airport level

### ATFM slot adherence

All Austrian airports showed adherence close to or above 95% and the national average was 99.1%, (compared to 98.8% last year). With regard to the 0.9% of flights that did not adhere, 0.8% were early and 0.1% were late.

According to the Austrian monitoring report: *ATFM slot adherence at all Austrian airports has reached an extremely high and stable value. Especially in LOWW, the CDM procedure and initial AOP has enabled the very high and continuous adherence level.*



**ATC pre-departure delay**

Vienna is the only Austrian airport subject to the monitoring of this indicator. The performance improved in 2024 (LOWW; 2019: 1.56 min/dep.; 2020: 0.75 min/dep.; 2021: 0.63 min/dep.; 2022: 0.92 min/dep.; 2023: 0.97 min/dep.; 2024: 0.63 min/dep.) and remained under 2019 values.

According to the Austrian monitoring report: *Performance is stable and has been improved even in comparison to traffic volumes of previous years, including 2019 and 2018. Main reason is full implementation of airport CDM and initial AOP.*

**All causes pre-departure delay**

Vienna is the only Austrian airport subject to the monitoring of this indicator. The total (all causes) delay in the actual off block time at Vienna in 2023 was 16.8 min/dep., higher than the previous year (14.74 min/dep.)

According to the Austrian monitoring report: *Increasing traffic caused additional 'all cause departure delays per flight'. No ATC departure delays have been applied.*



## 5 COST-EFFICIENCY - AUSTRIA

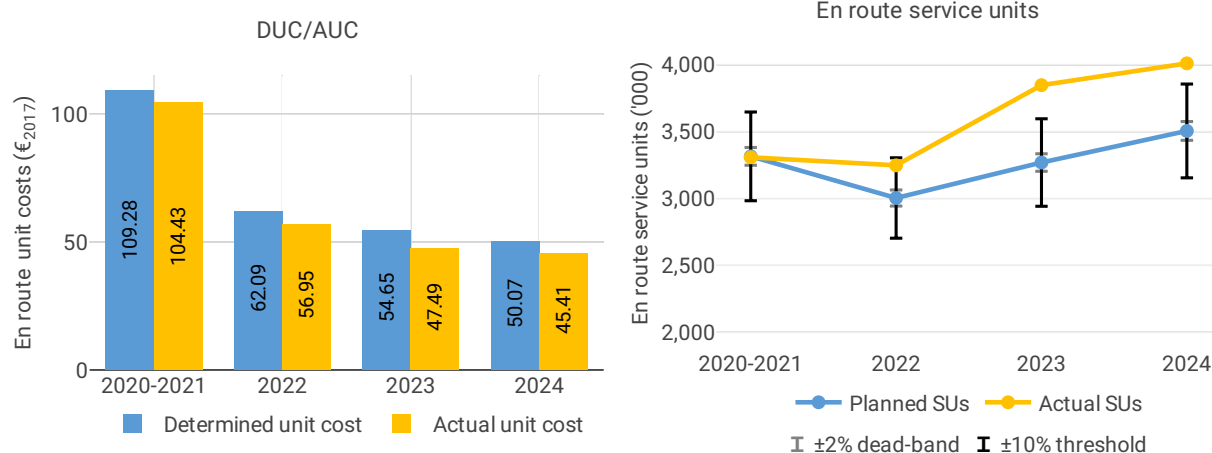
### 5.1 PRB monitoring

- The en route 2024 actual unit cost of Austria was 45.41€2017, -9.3% lower than the determined unit cost (50.07€2017). The terminal 2024 actual unit cost was 223.51€2017, +25% higher than the determined unit cost (179.02€2017).
- The en route 2024 actual service units (4.0M) were +14% higher than the determined service units (3.5M).
- The en route 2024 actual total costs were +6.6M€2017 (+3.8%) higher than determined. This is mainly due to higher staff costs for Austro Control (+14M€2017, or+13%), partially compensated by lower costs in the other cost categories. The NSA attributed the impact on staff costs to higher traffic leading to higher overtime, and higher pension costs than determined.
- Austro Control costs of investments were 26M€2017 in 2024 for both en route and terminal charging zones, -19% less than determined (32M€2017). According to the NSA, this reduction is due to delayed investments resulting from the prolonged impact of the COVID-19 pandemic. Through RP3, Austria has not provided an annual breakdown of the average net book value, depreciation, or leasing costs for any investment of Austro Control. There is therefore a lack of adequate and detailed information on investments to ensure transparency and compliance with reporting requirements.
- The en route actual unit cost incurred by users in 2024 was 57.28€ (+2.6% above the 2024 DUC), while the terminal actual unit cost incurred by users was 257.67€ (+29% above the 2024 DUC). The difference between the AUCU and the DUC for the terminal charging zone is mainly due to the inflation adjustment and cost risk sharing adjustment.
- Austria should provide all the required information regarding investments in RP4, in the context of the annual monitoring process and the cost-exempt reporting, to enhance transparency for airspace users.
- Austria should take additional measures to manage the cost-risk associated with pensions for RP4 in view of the difference between actual and determined pension costs observed during RP3.
- Austria did not report funding from Union assistance programmes in RP3, while SESAR Deployment Manager data indicates payments for 11M€ during the reference period. Austria should review the facts and ensure that all appropriate reimbursements as other revenues are made as soon as practicable.



## 5.2 En route charging zone

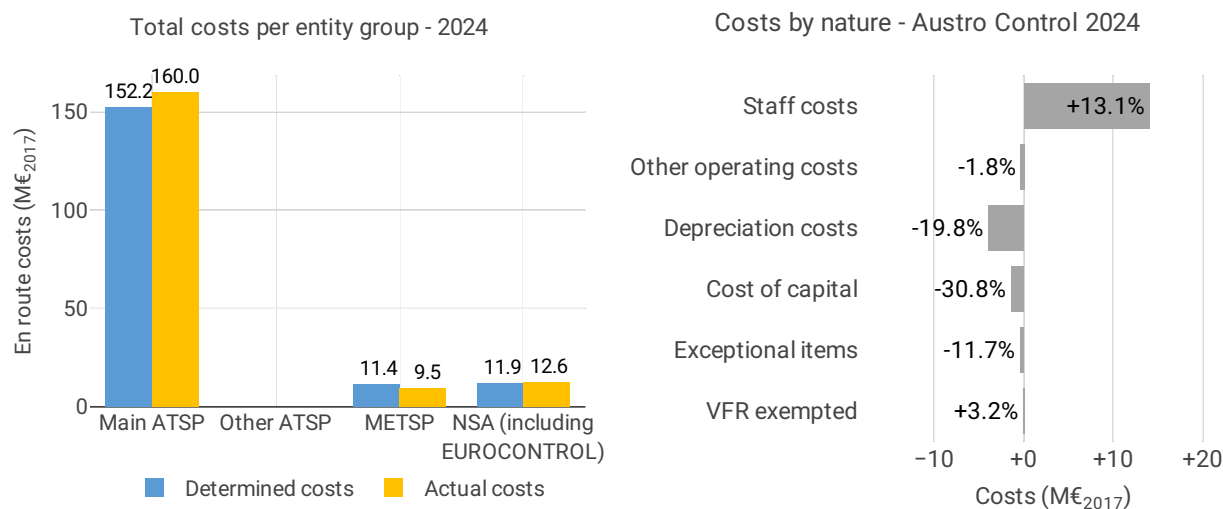
### 5.2.1 Unit cost (KPI#1)



#### Actual and determined data

Total costs - nominal (M€)	2020-2021	2022	2023	2024
Actual costs	363	211	221	227
Determined costs	381	202	196	196
Difference costs	-17	9	25	31

Inflation assumptions	2020-2021	2022	2023	2024
Determined inflation rate	NA	2.5%	2.0%	2.0%
Determined inflation index	NA	110.3	112.5	114.8
Actual inflation rate	NA	8.6%	7.7%	2.9%
Actual inflation index	NA	117.3	126.3	130
Difference inflation index (p.p.)	NA	+7	+13.8	+15.3



## Focus on unit cost

### AUC vs. DUC

In 2024, the en route AUC was -9.3% (or -4.66 €2017) lower than the planned DUC. This results from the combination of significantly higher than planned TSUs (+14.4%) and higher than planned en route costs in real terms (+3.8%, or +6.6 M€2017). It should be noted that the actual inflation index in 2024 was +15.3 p.p. higher than planned.

### En route service units

The difference between actual and planned TSUs (+14.4%) falls outside the  $\pm 10\%$  threshold foreseen in the traffic risk sharing mechanism. The resulting gain of additional en route revenues is therefore shared between the ANSP and the airspace users (see the main ANSP gain in Box 11).

### En route costs by entity

Actual real en route costs are +3.8% (+6.6 M€2017) higher than planned. This is the result of higher costs for the main ANSP, Austro Control (+5.2%, or +7.9 M€2017) and the NSA/EUROCONTROL (+5.7%, or +0.7 M€2017) and lower costs for the MET service provider (-16.9%, or -1.9 M€2017).

### En route costs for the main ANSP at charging zone level

Significantly higher than planned en route costs in real terms for Austro Control in 2024 (+5.2%, or +7.9 M€2017) result from:

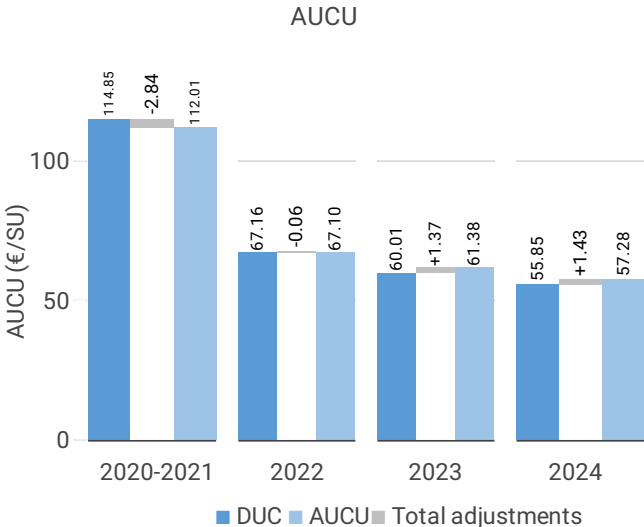
- Significantly higher staff costs (+13.1% or +28.2 % in nominal terms), due to overtime hours to cope with increased traffic, the impact of inflation and higher pension costs than planned,
- Lower other operating costs (-1.8%), due to the impact of the inflation index (+15.3 p.p.) since in nominal terms other operating costs were above planned by +11.2%,
- Significantly lower depreciation (-19.8%), reflecting delays in investments due to COVID,
- Significantly lower cost of capital (-30.8%), reflecting delayed investments and “*short-term financing conditions of the Republic of Austria, due to which the average net working capital was subject to interest at 0% in 2024*”,
- Significantly lower exceptional costs (-11.7%), due to the inflation index (+15.3 p.p.) since in nominal terms the actual costs were equal to those planned, and
- A higher deduction for VFR exempted flights (+3.2%).

### RP3 summary

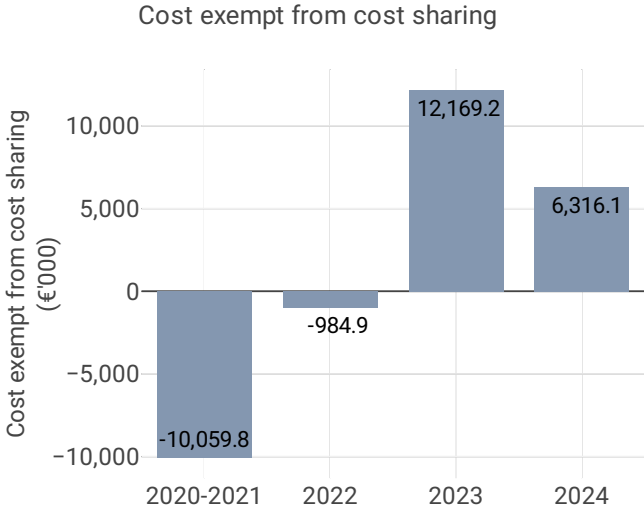
When considering the whole of RP3 (2020-2024) for Austria en route charging zone, actual TSUs are +10.1% higher than planned, while actual costs in real terms are -0.9% lower than the determined costs (some -7.7 M€2017). As a result, the weighted average actual unit cost over RP3 (62.11 €2017) is -9.9% lower than planned in the PP (68.96 €2017).



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

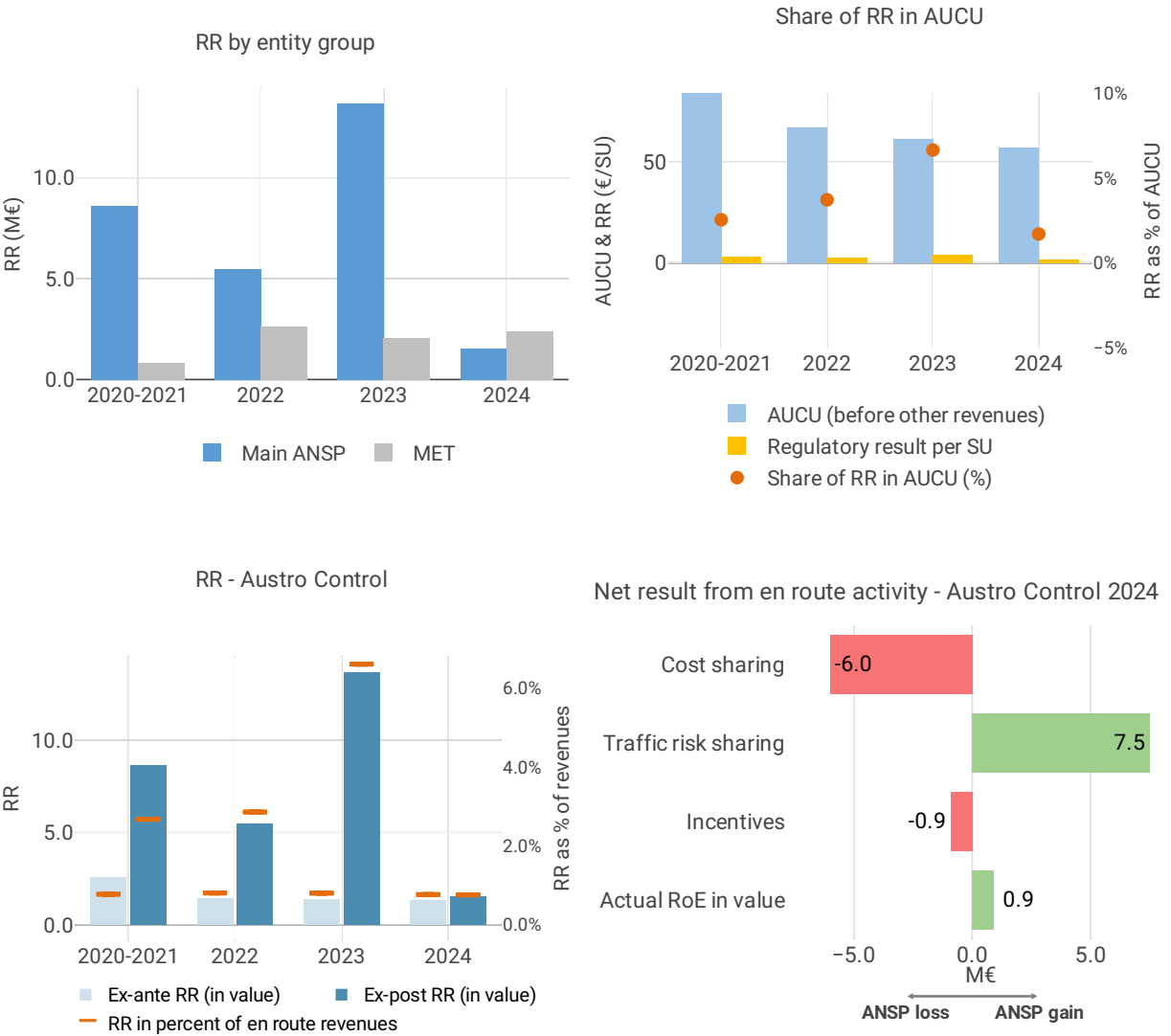


AUCU components (€/SU) - 2024	
<b>Components of the AUCU in 2024</b>	<b>€/SU</b>
<b>DUC</b>	<b>55.85</b>
Inflation adjustment	5.23
Cost exempt from cost-sharing	1.58
Traffic risk sharing adjustment	-4.27
Traffic adj. (costs not TRS)	-0.89
Financial incentives	-0.21
Modulation of charges	0.00
Cross-financing	0.00
Other revenues	0.00
Application of lower unit rate	0.00
Total adjustments	1.43
<b>AUCU</b>	<b>57.28</b>
<b>AUCU vs. DUC</b>	<b>+ 2.6%</b>



Cost exempt from cost sharing – 2024		
Cost exempt from cost sharing by item - 2024	€'000	€/SU
New and existing investments	-5,455.6	-1.36
Competent authorities and qualified entities costs	-82.9	-0.02
Eurocontrol costs	759.3	0.19
Pension costs	11,095.4	2.77
Interest on loans	0.0	0.00
Changes in law	0.0	0.00
<b>Total cost exempt from cost risk sharing</b>	<b>6,316.1</b>	<b>1.58</b>

5.2.3 Regulatory result (RR)



**Focus on regulatory result**

**Austro Control net gain/loss on activity in the Austria en route charging zone in the year 2024**



Austro Control reported a net gain of +0.6 M€, as a combination of a loss of -6.0 M€ arising from the cost sharing mechanism, with a gain of +7.5 M€ arising from the traffic risk sharing mechanism and a loss of -0.9 M€ relating to financial incentives.

### Austro Control overall regulatory result (RR) for the en route activity

Ex-post, the overall RR taking into account the net gain from the en route activity mentioned above (+0.6 M€) and the actual RoE (+0.9 M€) amounts to +1.5 M€ (0.8% of the en route revenues). The resulting ex-post rate of return on equity is 12.3%, which is higher than the 7.3% planned in the PP.

### RP3 summary

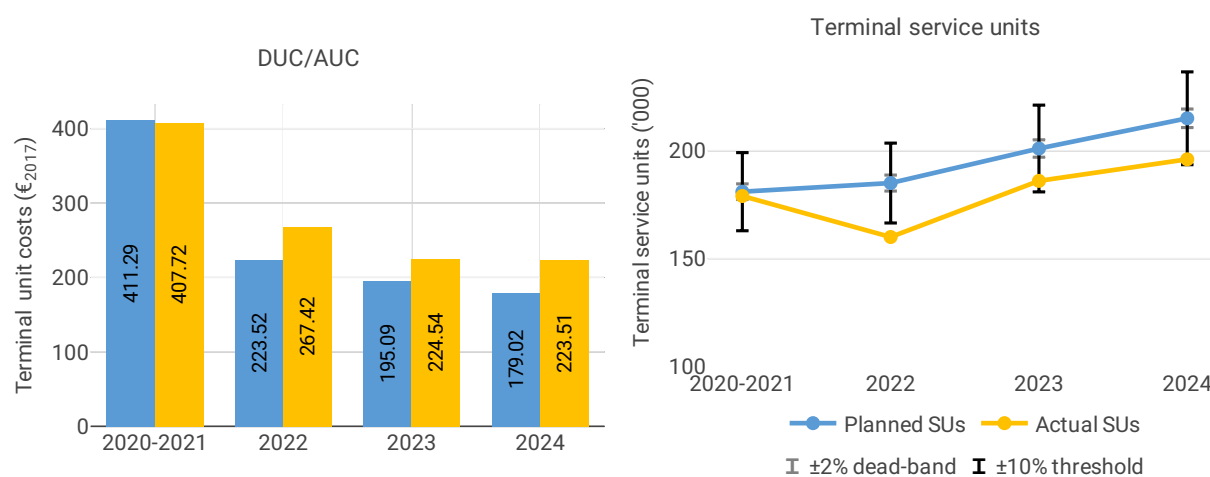
When considering the whole of RP3 (2020-2024), Austro Control generated a cumulative gain in respect of cost sharing of +3.0 M€, as actual total costs for RP3 were lower than planned. The traffic risk sharing mechanism generated a gain of +21.1 M€. Adding the actual RoE (+5.2 M€ over RP3) leads to an overall regulatory result of +29.3 M€, which corresponds to an average ex-post rate of return on equity of 40.9% (compared to 7.3% initially planned in the PP).

**Note 1:** The analysis presented in items 11 to 13 excludes MET services of Austro Control since MET data are disclosed separately in en route and terminal reporting tables. The regulatory result of Austro Control's MET services is shown in item 14.

**Note 2:** Ex-ante and ex-post RoE are computed based on the notional gearing of 85% debt used in the Performance Plan for RP3. The actual gearing of Austro Control should be reported.

## 5.3 Terminal charging zone

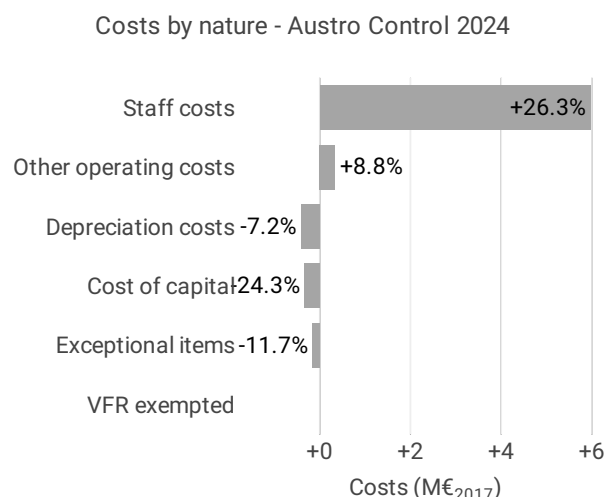
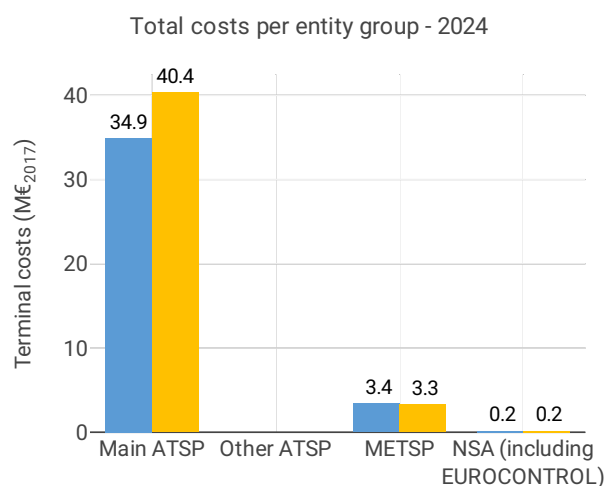
### 5.3.1 Unit cost (KPI#1)



Actual and determined data				
Total costs - nominal (M€)	2020-2021	2022	2023	2024
Actual costs	77	49	51	55
Determined costs	78	45	43	43
Difference costs	-1	4	8	12



Inflation assumptions	2020-2021	2022	2023	2024
Determined inflation rate	NA	2.5%	2.0%	2.0%
Determined inflation index	NA	110.3	112.5	114.8
Actual inflation rate	NA	8.6%	7.7%	2.9%
Actual inflation index	NA	117.3	126.3	130
Difference inflation index (p.p.)	NA	+7	+13.8	+15.3



## Focus on unit cost

### AUC vs. DUC

In 2024, the terminal AUC was +24.9% (or +44.49 €2017) higher than the planned DUC. This results from the combination of significantly higher than planned terminal costs in real terms (+13.7%, or +5.3 M€2017) and significantly lower than planned TNSUs (-8.9%). It should be noted that the actual inflation index in 2024 was +15.3 p.p. higher than planned.

### Terminal service units

The difference between actual and planned TNSUs (-8.9%) falls outside the  $\pm 2\%$  dead-band, but does not exceed the  $\pm 10\%$  threshold foreseen in the traffic risk sharing mechanism. The resulting loss of terminal revenues is therefore shared between the ANSP and the airspace users (see the main ANSP loss in Box 11).

### Terminal costs by entity

Actual real terminal costs are +13.7% (+5.3 M€2017) higher than planned. This is the result of higher costs for the main ANSP, Austro Control (+15.5%, or +5.4 M€2017) and the NSA (+0.9%) and lower costs for the MET service provider (-4.0%, or -0.1 M€2017).

### Terminal costs for the main ANSP at charging zone level

Significantly higher than planned terminal costs in real terms for Austro Control in 2024 (+15.5%, or +5.4 M€2017) result from:

- Significantly higher staff costs (+26.3% or +43.1% in nominal terms), “impacted by inflation and pension costs which were much higher than determined. A cost cutting due account for lower traffic has been hampered by the opening-times of the airports and could not bring substantial savings under the assumption that staff shall be retained”,

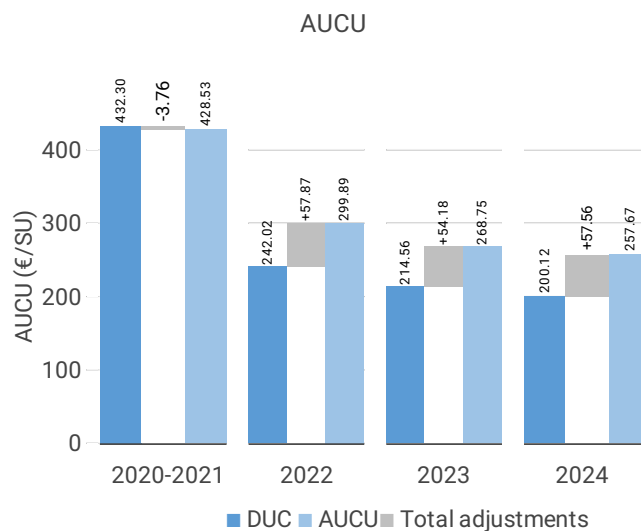


- Significantly higher other operating costs (+8.8% or +23.3% in nominal terms), “due to local circumstances at units and including inflation effects”,
- Significantly lower depreciation (-7.2%) reflecting delays in investments due to COVID,
- Significantly lower cost of capital (-24.3%), “due to the short-term financing conditions of the Republic of Austria, the average net working capital was subject to interest at 0% in 2024”,
- Significantly lower exceptional costs (-11.7%), due to the inflation index (+15,3 p.p.) since in nominal terms the actual costs are equal to planned.

### RP3 summary

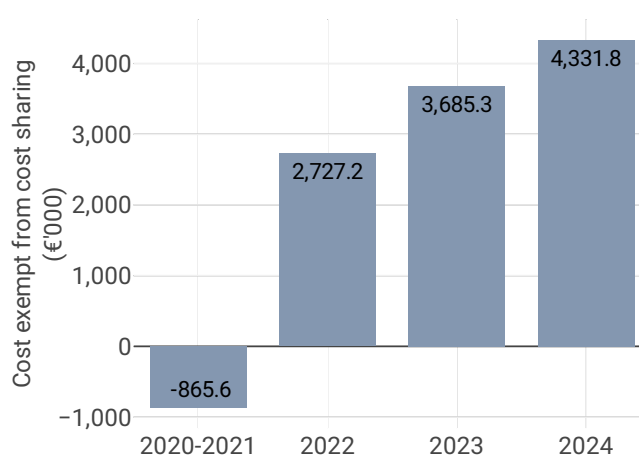
When considering the whole of RP3 (2020-2024) for Austria terminal charging zone , actual TNSUs are -7.8% lower than planned, while actual costs in real terms are +4.0% higher than the determined costs (some +7.8 M€2017). As a result, the weighted average actual unit cost over RP3 (279.20 €2017) is +12.9% higher than planned in the PP (247.33 €2017).

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



AUCU components (€/SU) – 2024	
<b>Components of the AUCU in 2024</b>	<b>€/SU</b>
<b>DUC</b>	<b>200.12</b>
Inflation adjustment	23.97
Cost exempt from cost-sharing	22.09
Traffic risk sharing adjustment	9.65
Traffic adj. (costs not TRS)	1.84
Financial incentives	0.00
Modulation of charges	0.00
Cross-financing	0.00
Other revenues	0.00
Application of lower unit rate	0.00
Total adjustments	57.56
<b>AUCU</b>	<b>257.67</b>
<b>AUCU vs. DUC</b>	<b>+ 28.8%</b>

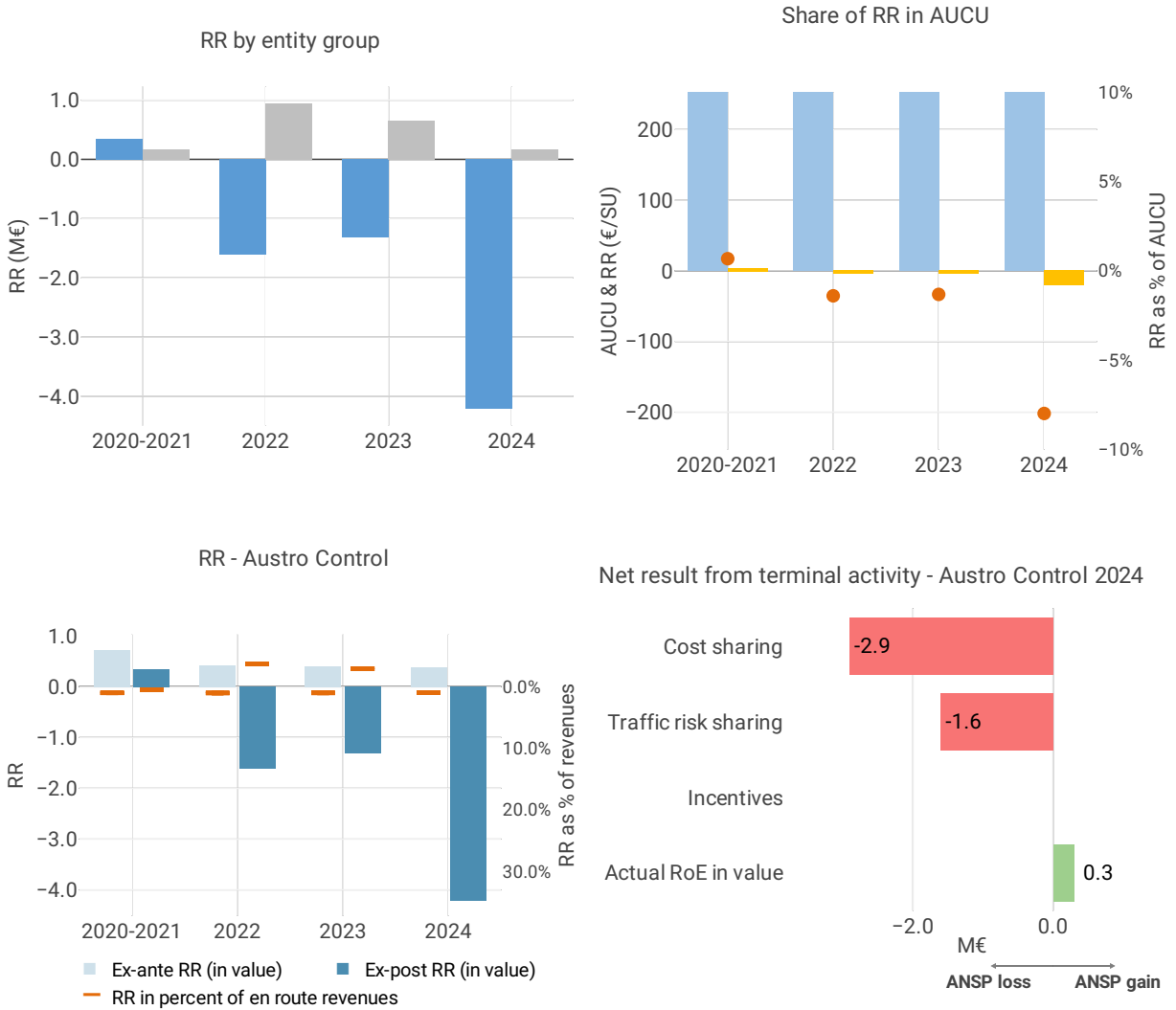
Cost exempt from cost sharing



Cost exempt from cost sharing – 2024		
<b>Cost exempt from cost sharing by item - 2024</b>	<b>€'000</b>	<b>€/SU</b>
New and existing investments	-748.1	-3.82
Competent authorities and qualified entities costs	1.7	0.01
Eurocontrol costs	0.0	0.00
Pension costs	5,078.2	25.90
Interest on loans	0.0	0.00
Changes in law	0.0	0.00
<b>Total cost exempt from cost risk sharing</b>	<b>4,331.8</b>	<b>22.09</b>



5.3.3 Regulatory result (RR)



**Focus on regulatory result**

**Austro Control net gain/loss on activity in the Austria terminal charging zone in the year 2024**

Austro Control reported a net loss of -4.5 M€, as a combination of a loss of -2.9 M€ arising from the cost sharing mechanism, with a loss of -1.6 M€ arising from the traffic risk sharing mechanism.

**Austro Control overall regulatory result (RR) for the terminal activity**

Ex-post, the overall RR taking into account the net loss from the terminal activity mentioned above (-4.5 M€) and the actual RoE (+0.3 M€) amounts to -4.2 M€ (-9.1% of the terminal revenues). The resulting ex-post rate of return on equity is -105.6%, which is lower than the 7.3% planned in the PP.

**RP3 summary**

When considering the whole of RP3 (2020-2024), Austro Control generated a cumulative loss in respect of cost sharing of -2.9 M€, as actual total costs for RP3 were higher than



planned. The traffic risk sharing mechanism generated a loss of -5.6 M€. Adding the gain of +0.2 M€ to be retained by the ATSP in respect of financial incentives and the actual RoE (+1.5 M€ over RP3) leads to an overall regulatory result of -6.8 M€, which corresponds to an average ex-post rate of return on equity of -33.0% (compared to 7.3% initially planned in the PP).

**Note 1:** The analysis presented in items 11 to 13 excludes MET services of Austro Control since MET data are disclosed separately in en route and terminal reporting tables. The regulatory result of Austro Control's MET services is shown in item 14.

**Note 2:** Ex-ante and ex-post RoE are computed based on the notional gearing of 85% debt used in the Performance Plan for RP3. The actual gearing of Austro Control should be reported.

