

Performance Review Board

Monitoring Report

Cyprus - 2024



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1 OVERVIEW

1.1 Contextual information

National performance plan adopted following Commission Decision (EU) 2022/2422 of 5 December 2022

List of ACCs 1
Nicosia ACC

Exchange rate (1 EUR=)
2017: 1 EUR
2024: 1 EUR

Main ANSP
• DCAC Cyprus

No of airports in the scope of the performance plan:

- ≥80'K 0
- <80'K 0

Share of Union-wide:
• **traffic (TSUs) 2024** 1.4%
• **en route costs 2024** 0.9%

Other ANSPs
-

Share en route / terminal costs 2024 100% / 0%

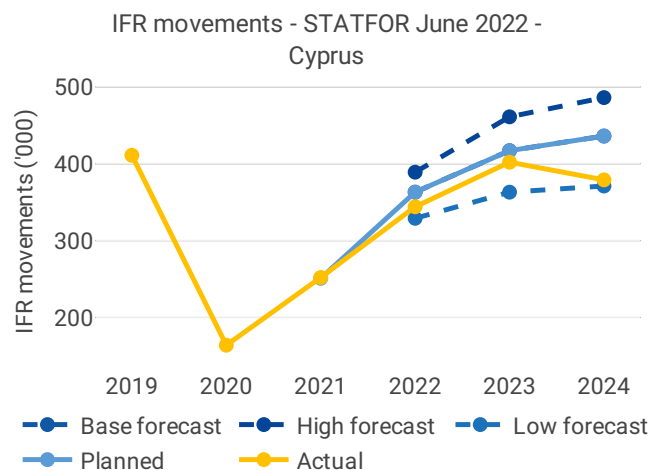
MET Providers

- Department of Meteorology of the Ministry of Agriculture and Natural Resources

En route charging zone(s)
Cyprus

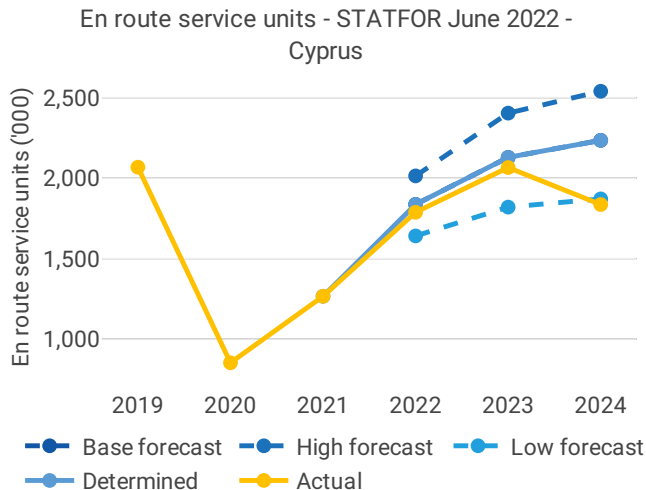
Terminal charging zone(s)
-

1.2 Traffic (En route traffic zone)



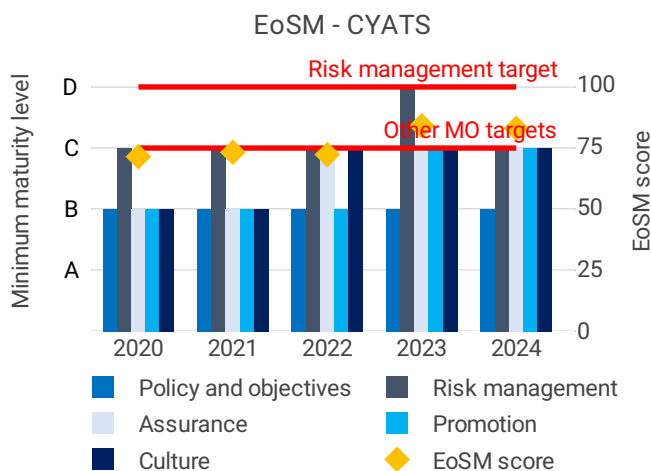
- Cyprus recorded 379K actual IFR movements in 2024, -5.7% compared to 2023 (402K).
- Actual 2024 IFR movements were -13.1% below the plan (436K).
- Actual 2024 IFR movements represent 96% of the actual 2019 level (411K).





- Cyprus recorded 1,836K actual service units in 2024, -11.1% compared to 2023 (2,066K).
- Actual 2024 service units were -17.9% below the plan (2,235K).
- Actual 2024 service units represent 89% of the actual 2019 level (2,068K).

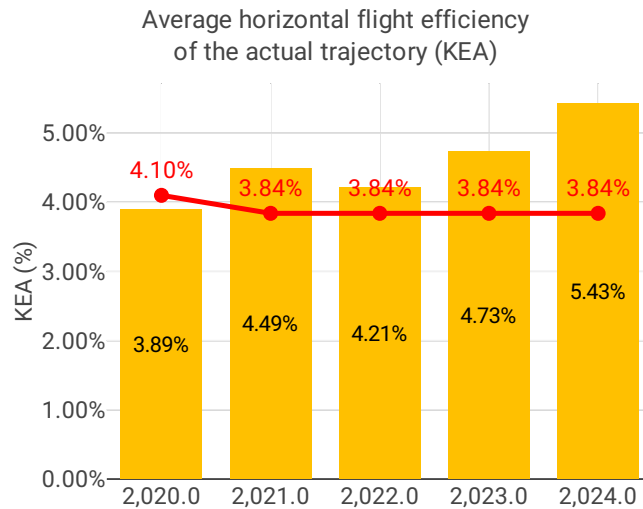
1.3 Safety (Main ANSP)



- Cyprus did not manage to improve sufficiently over RP3 and did not achieve the RP3 targets for two of the five Management Objectives. This most likely will cause challenges during RP4.
- Cyprus showed a low rate of runway incursions (RIs) over RP3. The numbers of separation minima infringements (SMIs) showed a notable increase in 2024, but the rate remained below the Union-wide average.
- Cyprus should ensure that the ANSP implements, in a timely and cost-efficient manner, the necessary additional measures such as enhanced processes, improved allocation of resources, targeted training, and systematic reviews. Without such actions, the achievement of the RP4 targets could be jeopardised.

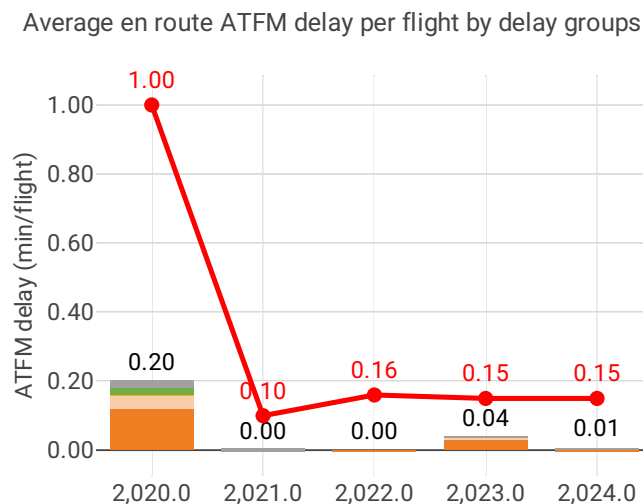


1.4 Environment (Member State)



- Cyprus achieved a KEA performance of 5.43% compared to its target of 3.84% and did not contribute positively towards achieving the Union-wide target.
- The NSA states that the target was not met due to the inability to optimise traffic flows in the entirety of the Nicosia FIR.
- Both KEP and SCR deteriorated in comparison to 2023.
- Cyprus has no airports regulated under the performance and charging scheme.

1.5 Capacity (Member State)

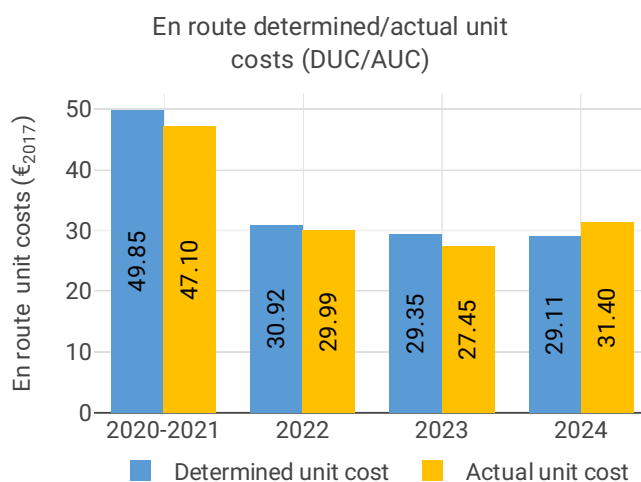


- Cyprus registered 0.01 minutes of average en route ATFM delay per flight during 2024, which remained 0.01 after the post-ops adjustment process, thus achieving the local target value of 0.15. Delays in Cyprus decreased by 0.03 minutes per flight year-on-year.
- Delays were highest in April and June, mainly due to the lack of ATC Capacity.
- The share of delayed flights with delays longer than 15 minutes in Cyprus decreased by 10 percentage points compared to 2023 and was lower than 2019 values.
- The average number of IFR movements was 8% below 2019 levels in Cyprus in 2024.



- The number of ATCOs in OPS is 100.5, being over the 2024 plan in Nicosia by 1 FTE.
- The yearly total of sector opening hours in Nicosia ACC was 27,580, showing a 2.6% increase compared to 2023. Sector opening hours are 6.7% below 2019 levels.
- Nicosia ACC registered 13.73 IFR movements per one sector opening hour in 2024, being 1.3% below 2019 levels.

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



- The en route 2024 actual unit cost of Cyprus was 31.40€2017, +7.9% higher than the determined unit cost (29.11€2017). Cyprus does not have a terminal charging zone.
- The en route 2024 actual service units (1.8M) were -18% lower than the determined service units (2.2M), mainly due to the current geopolitical situation in the Middle East, which significantly affected the traffic flows in Cyprus' airspace.
- The en route 2024 actual total costs were -7.4M€2017 (-11%) lower than determined with all cost categories registering lower-than-planned costs. In particular, other operating costs for DCAC Cyprus were -4.0M€2017 (or -23%) lower than planned, due to lower-than-expected subscription costs associated with datalink, training costs associated with the transition to the new ACC and communications, navigation and surveillance costs.
- DCAC Cyprus costs of investments were 5.2M€2017 in 2024, -18% less than determined (6.3M€2017). According to the NSA, this gap is due to delays in the implementation of certain projects and the cancellation of some investments, which were rescheduled to RP4.
- The en route actual unit cost incurred by users in 2024 was 37.68€ (+19% above the 2024 DUC), mainly due to lower traffic than expected.
- The en route regulatory result for DCAC Cyprus amounted to +6.6M€, or 14% of the 2024 revenue, mainly driven by the positive difference between determined and actual costs to be retained by the ANSP.
- Cyprus should ensure that any excessive regulatory result, including excess funds received by the ANSP due to the inflation mechanism, is either reinvested to improve the quality of services delivered to airspace users or reimbursed to them.

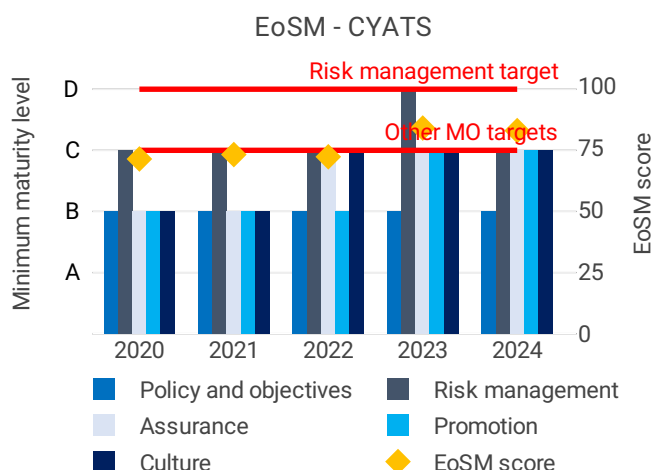


2 SAFETY - CYPRUS

2.1 PRB monitoring

- Cyprus did not manage to improve sufficiently over RP3 and did not achieve the RP3 targets for two of the five Management Objectives. This most likely will cause challenges during RP4.
- Cyprus showed a low rate of runway incursions (RIs) over RP3. The numbers of separation minima infringements (SMIs) showed a notable increase in 2024, but the rate remained below the Union-wide average.
- Cyprus should ensure that the ANSP implements, in a timely and cost-efficient manner, the necessary additional measures such as enhanced processes, improved allocation of resources, targeted training, and systematic reviews. Without such actions, the achievement of the RP4 targets could be jeopardised.

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



Focus on EoSM

Three EoSM components of the ANSP meet the RP3 target level. Over 2024, degradation was observed for one question for “Safety Risk Management” reducing the maturity of the component from level D to the level C, and consequently not achieving the target for this component. Additionally, the ANSP will need to improve four questions for “ Safety Policy and Objectives” to achieve RP3 targets.

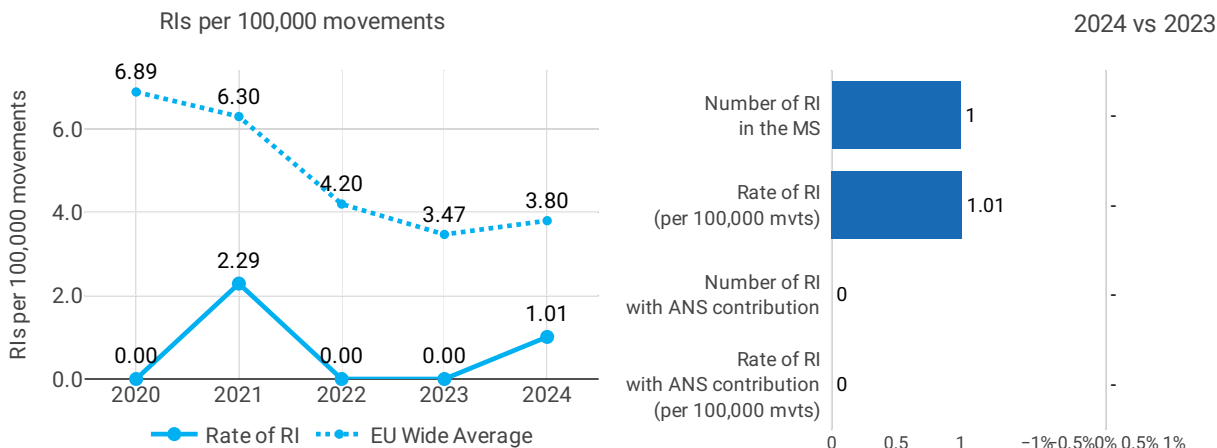
In 2023, DCAC Cyprus improved its performance in Safety Risk Management, successfully achieving the RP3 EoSM target for that Management Objective in 2023. However, in 2024, the achieved level was downgraded by the NSA to level C for one out of three questions

Over the entire RP3 period, DCAC Cyprus has shown no significant improvement in the area of Safety Policy and Objectives, which remains at a B level of maturity and lagged behind the performance as outlined in the performance plan.



2.3 Safety occurrences

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

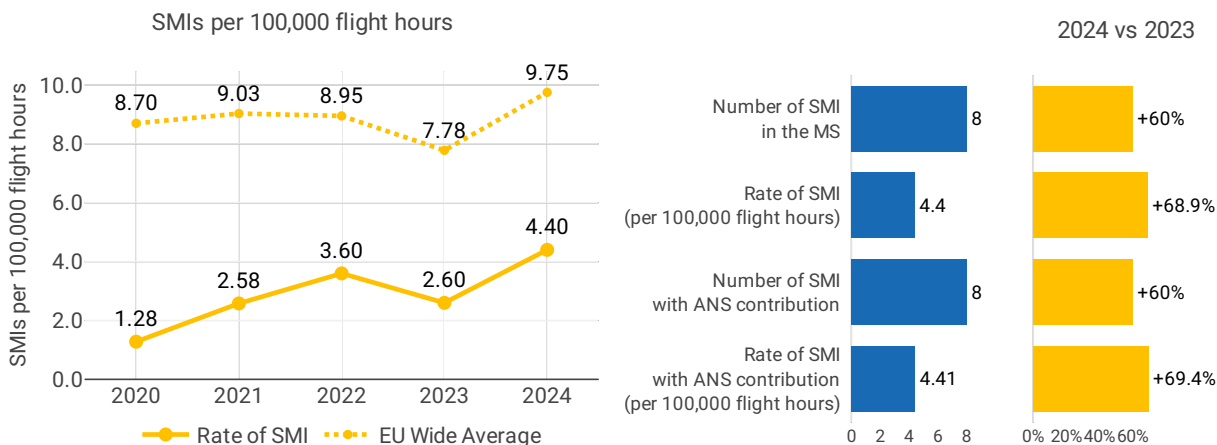


Rate of RIs per 100,000 airport movements - Cyprus				
#	Airport name	APT movements	Number of RI	Rate RI per 100,000
1	Larnaca	0	NA	NA
2	Papho	0	NA	NA

Focus on runway incursions

In 2024, Cyprus recorded one runway incursion and a notable increase in separation minima infringements. This led the NSA to conduct a human factors-focused audit, issue safety recommendations, and mandate targeted training to enhance SMS staff’s analysis of human performance-related safety occurrences.

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	CYATS	78,614	116,453	167,670	191,955	181,263	0	3	6	5	8



#	ANSP	Rate of SMI per 100,000 flight hours					% variation in rate of SMIs			
		2020	2021	2022	2023	2024	2020	2021	2022	2023
1	CYATS	0	3	4	3	4	0%	+39%	-27%	+69%

Focus on separation minima

In 2024, Cyprus recorded a notable increase in separation minima infringements and an increase in the rate of SMIs which though stayed below the Union-wide average.

An increase in occurrences led the NSA to conduct several audits in 2024 focusing on the causal factors (including human factor aspects) of the SMIs, as well as the implementation of the safety recommendations of the investigations. The NSA has mandated the delivery of specific human factors training to SMS staff so as to better analyse the root causes behind the serious safety occurrences and decided also to include human factors analysis in the NSA training plan so that its inspectors can better oversee the ANSP's efforts to minimise human errors within the ATC environment.

2.3.3 Quality of occurrences reporting

The NSA has in place the "NSA procedure for the monitoring of ANS Performance". According to this procedure, the NSA monitors the specific performance indicators twice a year. Based on these, the NSA analyses the trends and takes the necessary measures accordingly.

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



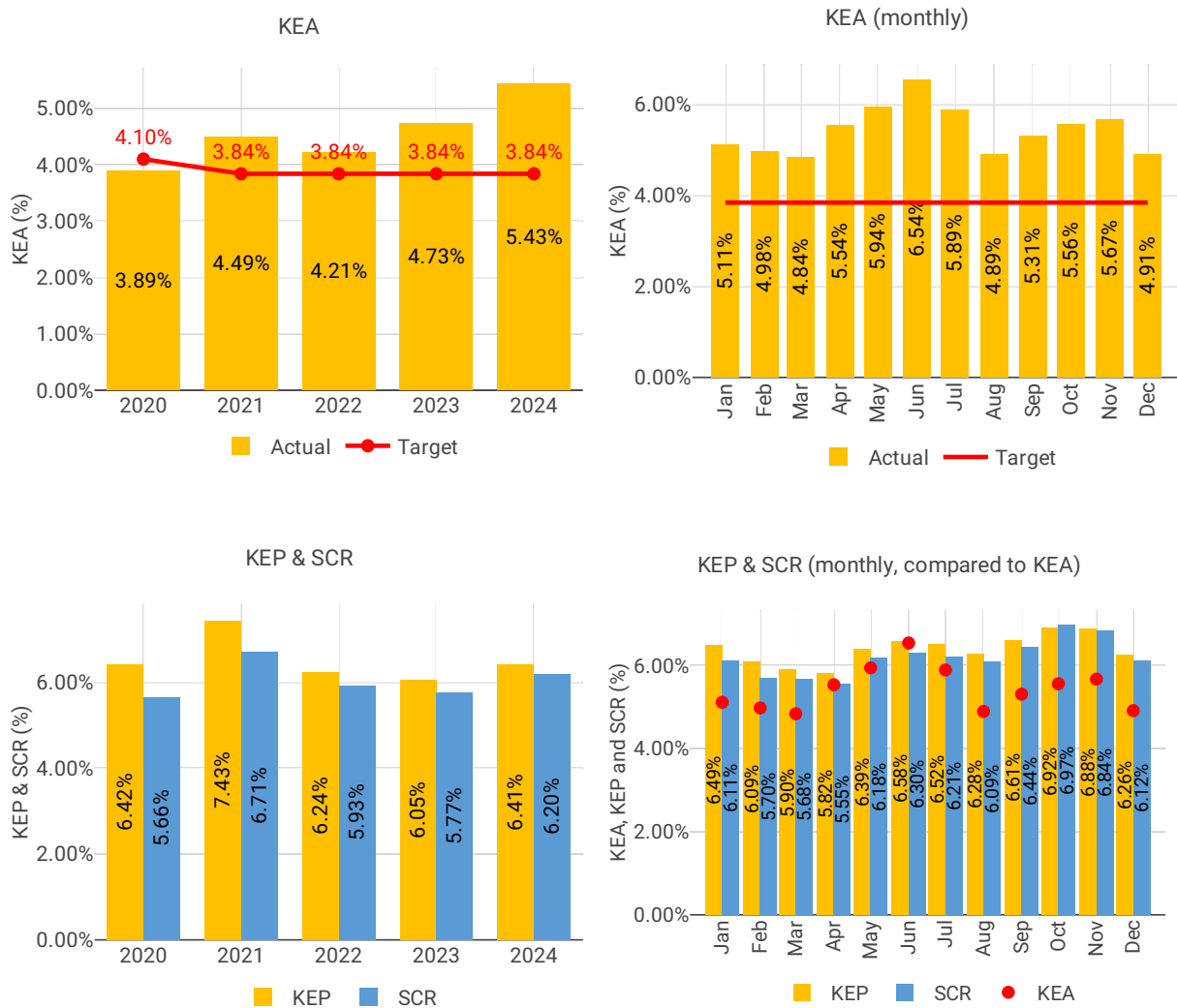
3 ENVIRONMENT - CYPRUS

3.1 PRB monitoring

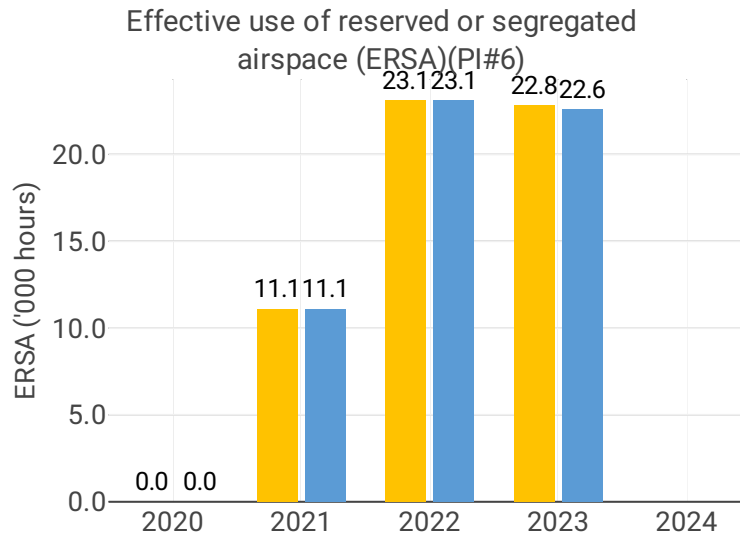
- Cyprus achieved a KEA performance of 5.43% compared to its target of 3.84% and did not contribute positively towards achieving the Union-wide target.
- The NSA states that the target was not met due to the inability to optimise traffic flows in the entirety of the Nicosia FIR.
- Both KEP and SCR deteriorated in comparison to 2023.
- Cyprus has no airports regulated under the performance and charging scheme.

3.2 En route performance

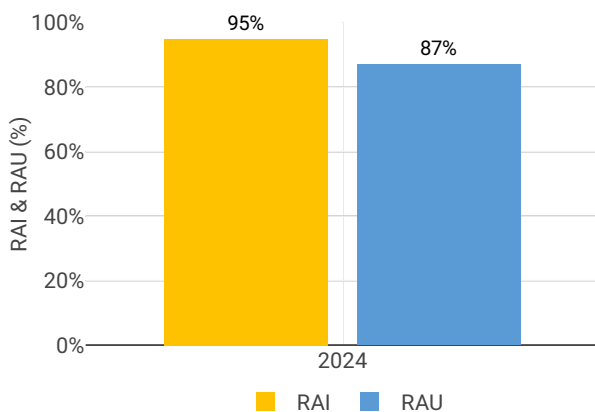
3.2.1 Horizontal flight efficiency of the actual trajectory (KEA) (KPI#1), of the last filed flight plan (KEP) (PI#1) & shortest constrained route (SCR) (PI#2)



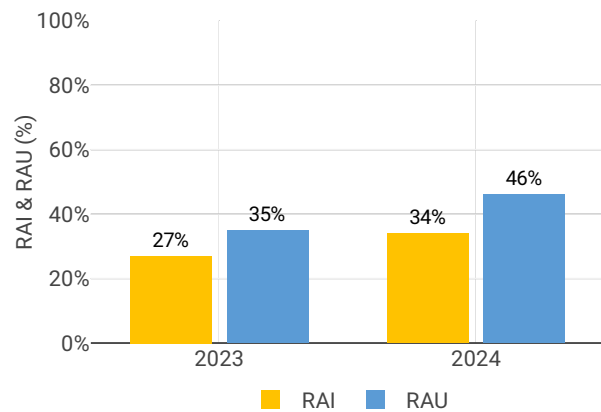
3.3 Civil-Military dimension



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

The air navigation services in Nicosia FIR are provided with reference to the arrangements which have been established through the implementation of regulation (EC) 2150/2005 “laying down common rules for the flexible use of airspace”. (see section 5, Application of FUA).

The implementation of the said Regulation has been achieved through the adoption of the “National Plan for the Implementation of FUA”, signed on the 2nd of July 2009. The implementation of the National FUA plan ensures to the maximum possible extent, the most efficient use of airspace, both by civil and military users.

The activities of the National Military Authorities are predominately executed over the National airspace. The cooperation between the national Civil and Military Authorities is excellent and the effect on civil aviation is minimal.

Over the high seas however, which constitute the majority of the Nicosia FIR, a number of foreign Military authorities, most commonly the Russian Navy, USA Navy, French Navy,



Israeli Air Force, British Air Force and Turkish military forces, regularly performed operational flights and exercises throughout 2024. Additionally, air carrier operations in Nicosia FIR combined with the different military authorities made it necessary to implement and upgrade the coordination among the willing authorities.

The activities of the British and Israeli forces were coordinated fairly well with the national authorities (AMC) keeping the adverse effect on ATS to minimal effect.

The most significant impact on ATS is caused by the refusal of the Turkish authorities to coordinate or cooperate with Cyprus on the conduct of any military activities in Nicosia FIR. Turkish activity NOTAMS are issued by non-authorized entities relevant to these activities thus imposing a significant level of uncertainty on ATM management in Nicosia FIR adversely affecting capacity. A regular phenomenon is the penetration of Nicosia FIR or Cyprus National airspace in violation to ICAO procedures thus increasing the workload on ATC staff and hence having a detrimental effect on airspace capacity.

The geopolitical unrest in the South East Mediterranean region gave rise to the number of USA, Russian and Israeli operational flights (OAT). These flights were rarely coordinated with the ATS authorities thus causing additional workload to ACC staff and requiring route deviations by civilian airline operators. In this respect, it was not possible for operators to always follow the most “environment-friendly” routes. Nevertheless, the situation in RP3 was better than previous RPs, as a results of the continues efforts for better coordination with British and Israeli military authorities, enhanced cooperation among AMC/ATC units and aircraft carriers operating in the area.

Military - related measures implemented or planned to improve capacity

At the moment, no measures are foreseen since the military and geopolitical developments are not under the control of the ANSP.

Initiatives implemented or planned to improve PI#6

n/a

Initiatives implemented or planned to improve PI#7

Whilst the % appears low (implying a “not-so-efficient” management of airspace), the State considers that, the actual effect of airspace reservations is quite low. Airspace reservations are done after coordination of the AMC with the military entities operating over high-seas. Most reservations are made at FL250 or below and do not impact the vast majority of civil en-route traffic.

It is clarified that the analysis above does not apply in case of actual military operations taking place in the high seas within Nicosia FIR. Such operations DO impact GAT.

In any case, the NSA monitors the effectiveness of the performance via its routine documented oversight processes.



Initiatives implemented or planned to improve PI#8

Whilst the % appears low (implying a “not-so-efficient” management of airspace), the State considers that, the actual effect of airspace reservations is quite low. Airspace reservations are done after coordination of the AMC with the military entities operating over high-seas. Most reservations are made at FL250 or below and do not impact the vast majority of civil en-route traffic.

It is clarified that the analysis above does not apply in case of actual military operations taking place in the high seas within Nicosia FIR. Such operations DO impact GAT.

In any case, the NSA monitors the effectiveness of the performance via its routine documented oversight processes.



4 CAPACITY - CYPRUS

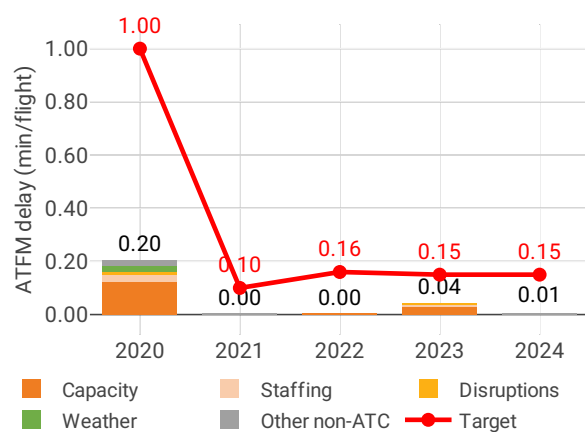
4.1 PRB monitoring

- Cyprus registered 0.01 minutes of average en route ATFM delay per flight during 2024, which remained 0.01 after the post-ops adjustment process, thus achieving the local target value of 0.15. Delays in Cyprus decreased by 0.03 minutes per flight year-on-year.
- Delays were highest in April and June, mainly due to the lack of ATC Capacity.
- The share of delayed flights with delays longer than 15 minutes in Cyprus decreased by 10 percentage points compared to 2023 and was lower than 2019 values.
- The average number of IFR movements was 8% below 2019 levels in Cyprus in 2024.
- The number of ATCOs in OPS is 100.5, being over the 2024 plan in Nicosia by 1 FTE.
- The yearly total of sector opening hours in Nicosia ACC was 27,580, showing a 2.6% increase compared to 2023. Sector opening hours are 6.7% below 2019 levels.
- Nicosia ACC registered 13.73 IFR movements per one sector opening hour in 2024, being 1.3% below 2019 levels.

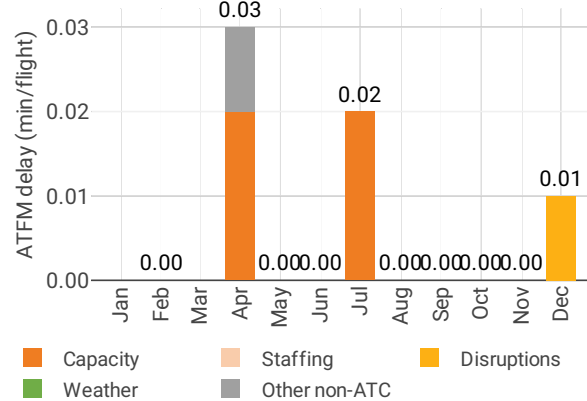
4.2 En route performance

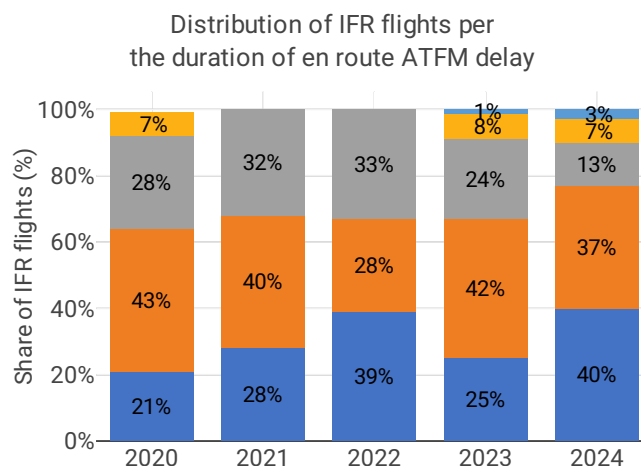
4.2.1 En route ATFM delay (KPI#1)

Average en route ATFM delay per flight by delay groups



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





Focus on en route ATFM delay

Summary of capacity performance

Cyprus experienced an decrease in traffic from 402k flights in 2023, with 15k minutes of en route ATFM delays, to 379k flights in 2024 with 2k minutes of en- route ATFM delay. For reference, in 2019, Cyprus handled 411k flights but had 485k minutes of en-route ATFM delays.

NSA's assessment of capacity performance

Capacity performance in 2024 was satisfactory and the relevant targets were achieved. To some extent this is attributed to the "lower than anticipated" traffic demand. However, towards the end of 2024, traffic demand picked up significantly whilst delays remained close to zero. In this respect, the outlook for capacity performance in RP4 remains optimistic.

Monitoring process for capacity performance

The NSA has in place the "NSA procedure for the monitoring of ANS Performance". According to this procedure, the NSA monitors at quarterly intervals the average minutes of enroute ATFM (Air Traffic Flow Management) delay per flight. Based on this, the NSA analyzes the trends and mandates the application of corrective measures (if needed).

Capacity planning

Capacity planning is done in consultation with the Network Manager. The results achieved are in accordance with the required performance.

Application of Corrective Measures for Capacity (if applicable)

During the period of the transfer to the new ACC, which began in late 2024 and was completed in early 2025, some traffic delays had been expected. However, those were of temporary nature and eventually were very minimal (almost zero). As the transfer was planned and executed during a low traffic period, the effect on the European Network was negligible. Efforts were made so that any activities related to the transfer e.g. shadowing operations, were planned with the aim of absorbing the minimal amount of HR and to allow, to the maximum degree possible, the continuous provision of ATC service.

An effort to modify the ATCO employment contract (the, so called, "scheme of services") is ongoing. The aim of the modification will be to significantly reduce the period between recruitment and assuming operational duties. In any case, the recruitment plan for new ATCOs



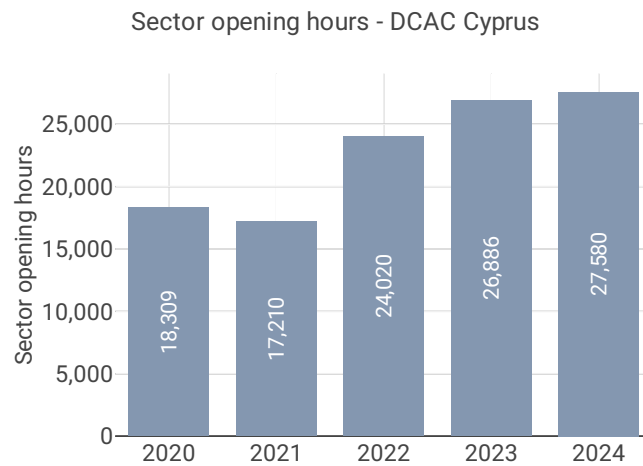
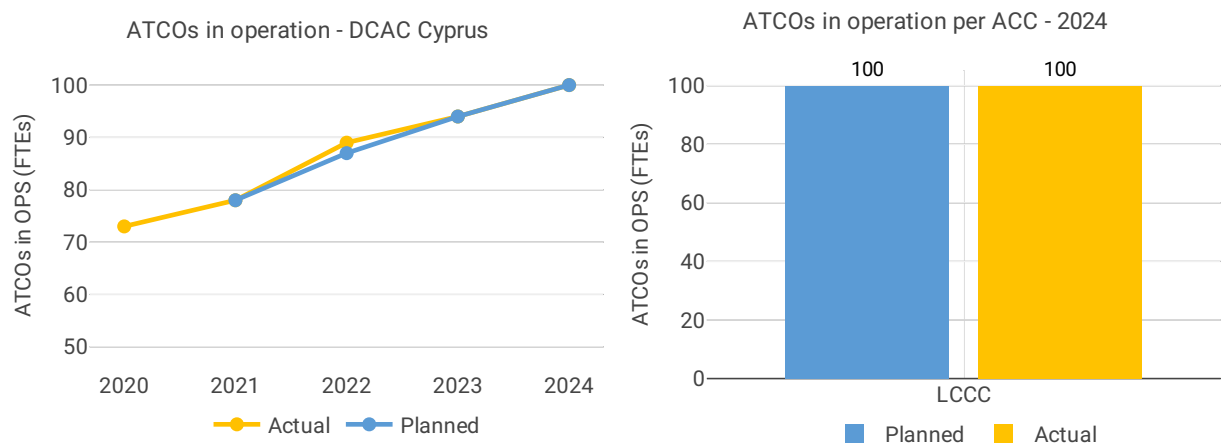
will continue to be implemented so that the en-route service will continue to be provided without significant capacity constraints.

En route Capacity Incentive Scheme

DCAC Cyprus: According to the incentive scheme defined in the monitoring report, the ANSP is due a bonus of €502 448.

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

Nicosia ACC: The manpower plan has been duly implemented.



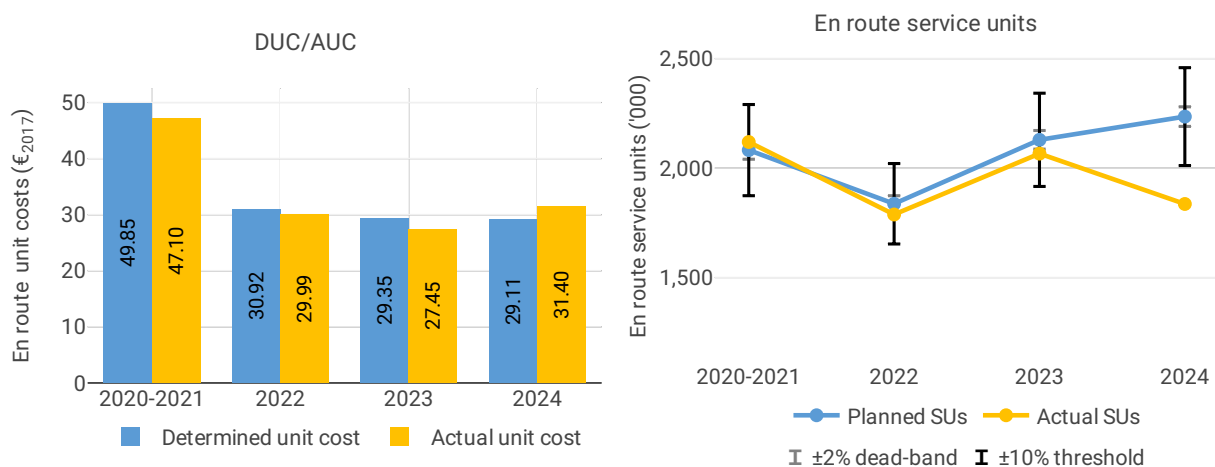
5 COST-EFFICIENCY - CYPRUS

5.1 PRB monitoring

- The en route 2024 actual unit cost of Cyprus was 31.40€2017, +7.9% higher than the determined unit cost (29.11€2017). Cyprus does not have a terminal charging zone.
- The en route 2024 actual service units (1.8M) were -18% lower than the determined service units (2.2M), mainly due to the current geopolitical situation in the Middle East, which significantly affected the traffic flows in Cyprus' airspace.
- The en route 2024 actual total costs were -7.4M€2017 (-11%) lower than determined with all cost categories registering lower-than-planned costs. In particular, other operating costs for DCAC Cyprus were -4.0M€2017 (or -23%) lower than planned, due to lower-than-expected subscription costs associated with datalink, training costs associated with the transition to the new ACC and communications, navigation and surveillance costs.
- DCAC Cyprus costs of investments were 5.2M€2017 in 2024, -18% less than determined (6.3M€2017). According to the NSA, this gap is due to delays in the implementation of certain projects and the cancellation of some investments, which were rescheduled to RP4.
- The en route actual unit cost incurred by users in 2024 was 37.68€ (+19% above the 2024 DUC), mainly due to lower traffic than expected.
- The en route regulatory result for DCAC Cyprus amounted to +6.6M€, or 14% of the 2024 revenue, mainly driven by the positive difference between determined and actual costs to be retained by the ANSP.
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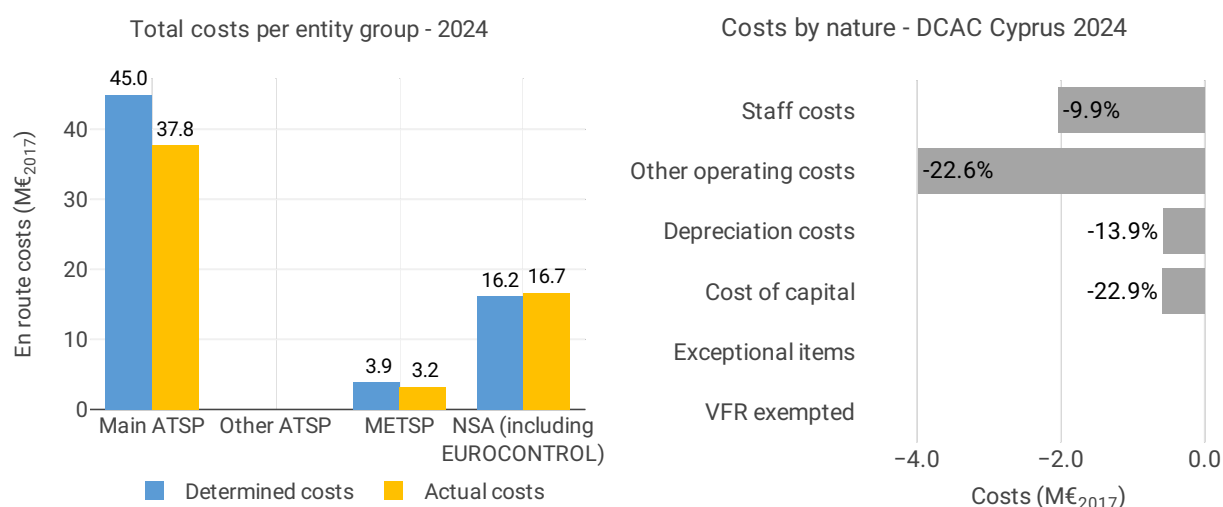
5.2 En route charging zone

5.2.1 Unit cost (KPI#1)



Actual and determined data				
Total costs - nominal (M€)	2020-2021	2022	2023	2024
Actual costs	101	58	62	64
Determined costs	105	60	67	71
Difference costs	-3	-2	-5	-6

Inflation assumptions	2020-2021	2022	2023	2024
Determined inflation rate	NA	5.3%	2.3%	2.0%
Determined inflation index	NA	109.1	111.6	113.9
Actual inflation rate	NA	8.1%	3.9%	2.3%
Actual inflation index	NA	112	116.4	119.1
Difference inflation index (p.p.)	NA	+2.9	+4.8	+5.2



Focus on unit cost

AUC vs. DUC

In 2024, the en route AUC was +7.9% (or +2.29 €2017) higher than the planned DUC. This results from the combination of significantly lower than planned TSUs (-17.8%) and significantly lower than planned en route costs in real terms (-11.4%, or -7.4 M€2017). It should be noted that the actual inflation index was +5.2 p.p. higher than planned.

En route service units

The difference between 2024 actual and planned TSUs (-17.8%) 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 (see the main ANSP loss in Box 11).

En route costs by entity

The 2024 actual real en route costs are -11.4% (or -7.4 M€2017) lower than planned. This is the result of lower costs than planned for the main ANSP, DCAC Cyprus (-16.0%, or -7.2 M€2017) and the MET service provider (-17.1%, or -0.7 M€2017) and higher costs than planned for the NSA/EUROCONTROL (+2.8%, or +0.5 M€2017).



En route costs for the main ANSP at charging zone level

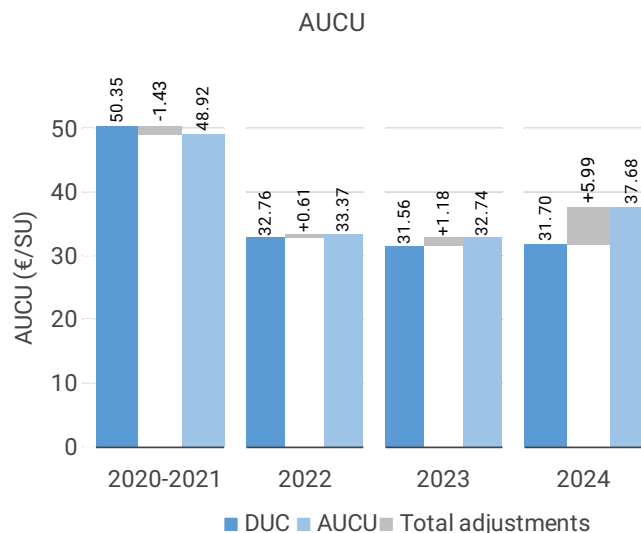
Significantly lower than planned en route costs in real terms for DCAC Cyprus in 2024 (-16.0%, or -7.2 M€2017) result from:

- Significantly lower than planned staff costs (-9.9% or -2.0 M€2017), mainly due to “*an unforeseen change in the national pension law which came into effect in 2023 and affected public sector employees hired after 2011*”
- Significantly lower than planned other operating costs (-22.6% or -4.0 M€2017), mainly due to “*lower than foreseen subscription costs associated with datalink, lower training costs associated with the transition in the new ACC and lower CNS costs (...)*”;
- Significantly lower than planned depreciation (-13.9%), mainly due to “*delays in implementation of certain projects, the reallocation of costs of one particular investment and the cancellation of (...) investments (...) rescheduled for RP4*”
- Significantly lower than planned cost of capital (-22.9%), reported to be due to the above.

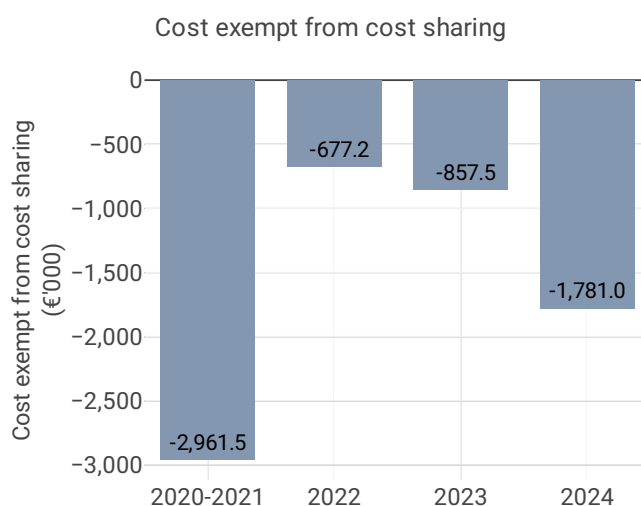
RP3 summary

When considering the whole of RP3 (2020-2024) for the Cyprus en route charging zone, the actual TSUs are -5.7% lower than planned, while actual costs in real terms are -7.1% lower than the determined costs (some -20.4 M€2017) over RP3. As a result, the weighted average actual unit cost over RP3 (34.29 €2017) is -1.4% lower than planned in the PP (34.79 €2017).

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



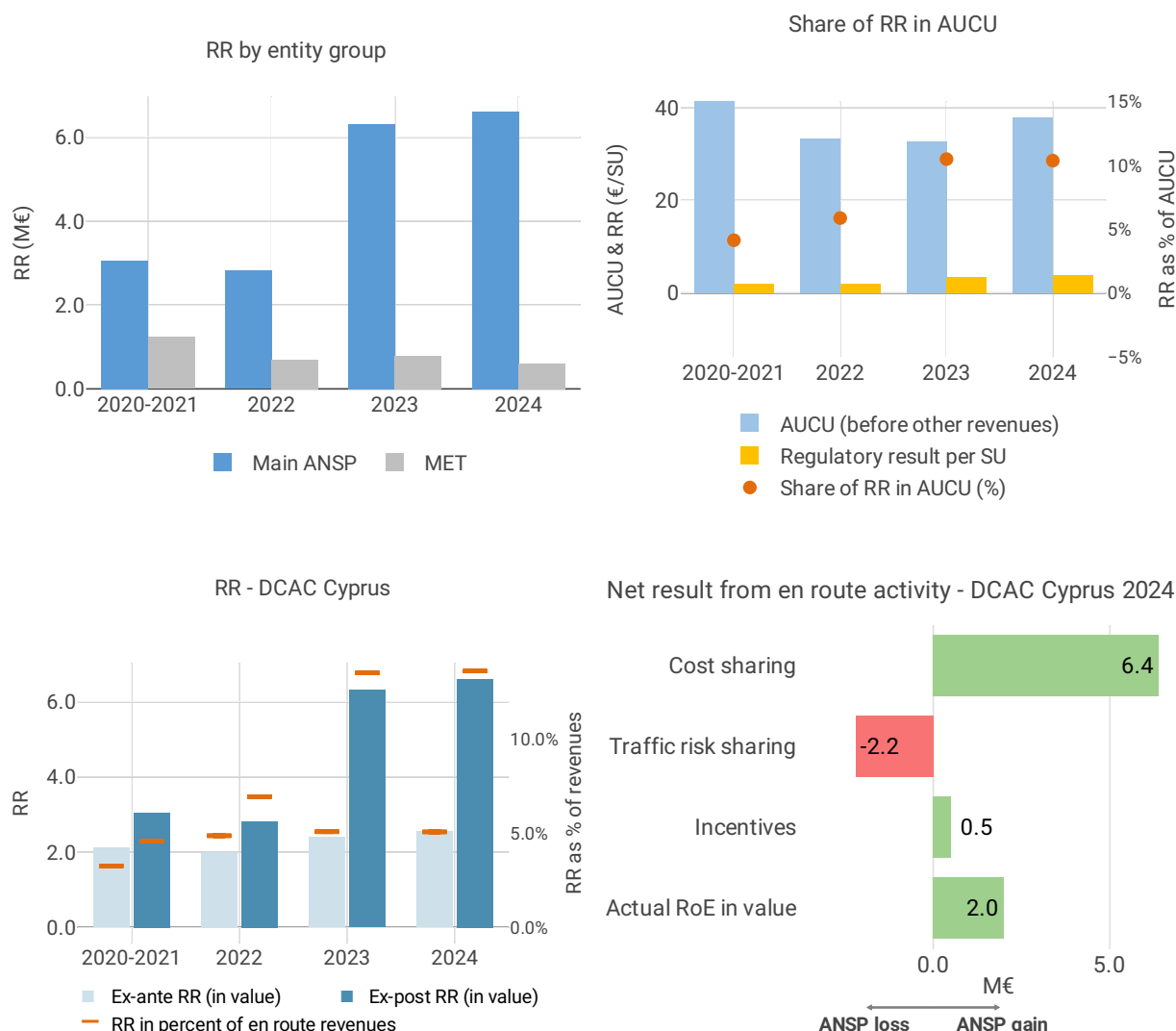
AUCU components (€/SU) – 2024	
Components of the AUCU in 2024	€/SU
DUC	31.70
Inflation adjustment	1.18
Cost exempt from cost-sharing	-0.97
Traffic risk sharing adjustment	3.68
Traffic adj. (costs not TRS)	2.00
Financial incentives	0.27
Modulation of charges	0.00
Cross-financing	0.00
Other revenues	-0.17
Application of lower unit rate	0.00
Total adjustments	5.99
AUCU	37.68
AUCU vs. DUC	+ 18.9%



Cost exempt from cost sharing – 2024		
Cost exempt from cost sharing by item - 2024	€'000	€/SU
New and existing investments	-1,278.3	-0.70
Competent authorities and qualified entities costs	369.0	0.20
Eurocontrol costs	88.8	0.05
Pension costs	-960.5	-0.52
Interest on loans	0.0	0.00
Changes in law	0.0	0.00
Total cost exempt from cost risk sharing	-1,781.0	-0.97



5.2.3 Regulatory result (RR)



Focus on regulatory result

DCAC Cyprus net gain on activity in the Cyprus en route charging zone in the year 2024

DCAC Cyprus reported a net gain of +4.6 M€, as a combination of a gain of +6.4 M€ arising from the cost sharing mechanism, with a loss of -2.2 M€ arising from the traffic risk sharing mechanism and a gain of +0.5 M€ relating to financial incentives.

DCAC Cyprus 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 (+4.6 M€) and the actual RoE (+2.0 M€) amounts to +6.6 M€ (13.6% of the en route revenues). The resulting ex-post rate of return on equity is 19.2%, which is higher than the 5.7% planned in the PP.

RP3 summary

When considering the whole of RP3 (2020-2024), DCAC Cyprus generated a cumulative gain in respect of cost sharing of +13.6 M€, as actual total costs for RP3 were lower than planned.



The traffic risk sharing mechanism generated a loss of -3.1 M€. Adding the gain of +1.0 M€ to be retained by the ATSP in respect of financial incentives and the actual RoE (+7.2 M€ over RP3) leads to an overall regulatory result of +18.8 M€, which corresponds to an average ex-post rate of return on equity of 13.4% (compared to 5.2% initially planned in the PP).

