

Performance Review Board

Monitoring Report

Austria - 2025



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1 OVERVIEW

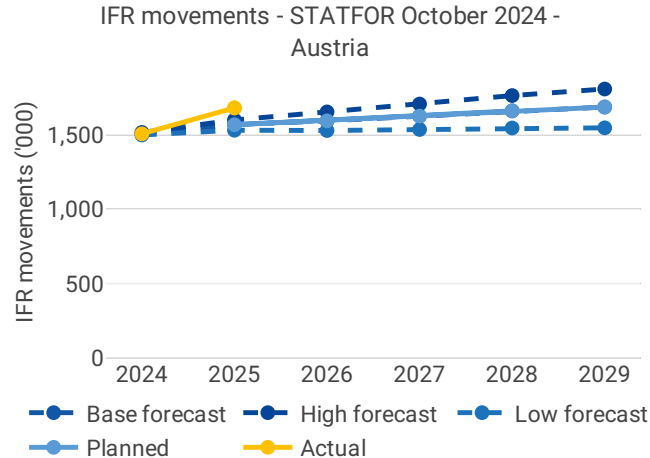
1.1 Contextual information

This document is based on the version of the Annual Monitoring Report file submitted by the state on 2026-06-02 (AT12268_AT12059_Austria_prefilled AMR 2025_v1.0.xlsx) and the accompanying submission of en route and terminal (if applicable) reporting tables.

National performance plan adopted following Commission Decision (EU) 2025/1057 of 19 May 2025

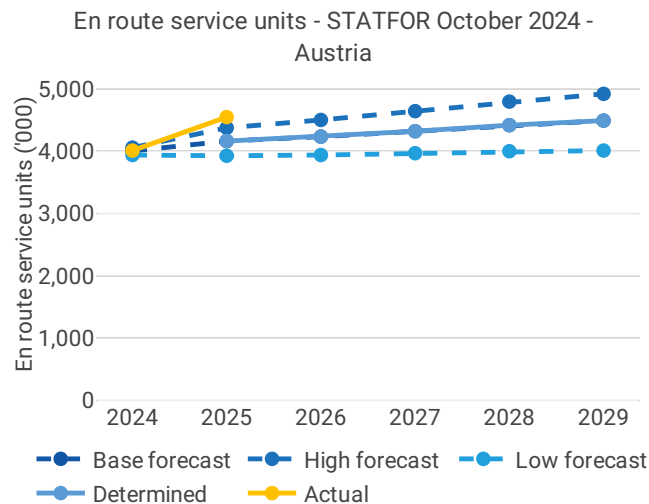
List of ACCs 1 Vienna ACC	Exchange rate (1 EUR=) 2022: 1 EUR 2025: 1 EUR	Main ANSP • Austro Control
No of airports in the scope of the performance plan: • ≥80'K 1 • <80'K 5	Share of Union-wide: • traffic (TSUs) 2025 3.3% • en route costs 2025 3.0%	Other ANSPs -
	Share en route / terminal costs 2025 81% / 19%	MET Providers -
	En route charging zone(s) Austria	
	Terminal charging zone(s) Austria	

1.2 Traffic (En route traffic zone)



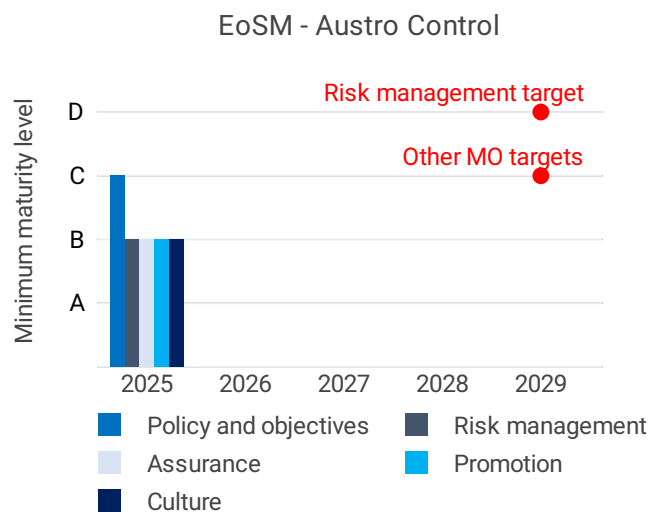
- Austria recorded 1,681K actual IFR movements in 2025, +11.5% compared to 2024 (1,507K).
- Actual 2025 IFR movements were +7.2% above the plan (1,568K).
- Actual 2025 IFR movements were +23.2% above the actual 2019 level (1,365K).





- Austria recorded 4,548K actual service units in 2025, +13.4% compared to 2024 (4,010K).
- Actual 2025 service units were +9.2% above the plan (4,163K).
- Actual 2025 service units are +36.2% above the actual 2019 level (3,338K).

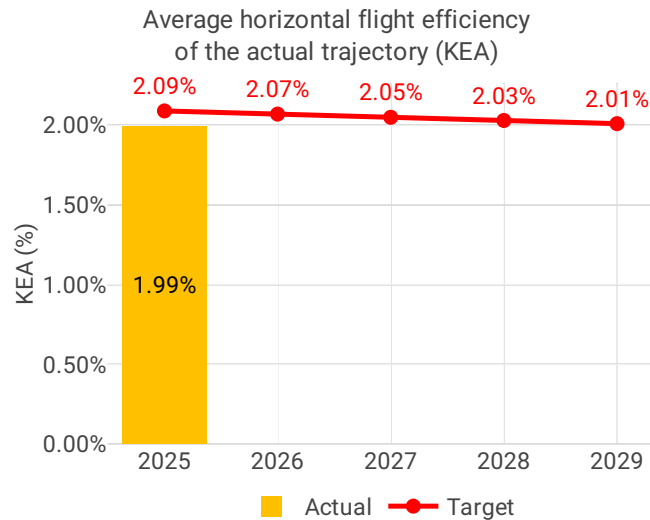
1.3 Safety (Main ANSP)



- In 2025, Austro Control achieved the planned maturity levels set out in its performance plan for all five components of the EoSM. In more detail, Austro Control exceeded the planned maturity level in the area of Safety Policy and Objectives.
- The rate of runway incursions (RI) at airport level was 2.57, which was below the Union-wide average (2.70). The rate of RIs at airport level has increased when comparing to 2024.
- The rate of separation minima infringements (SMIs) at State level was 4.95, lower than Union-wide average (7.87). The rate of SMIs has increased compared to 2024.
- Austria did not provide information on RIs with ANS contribution or SMIs at ANSP level.



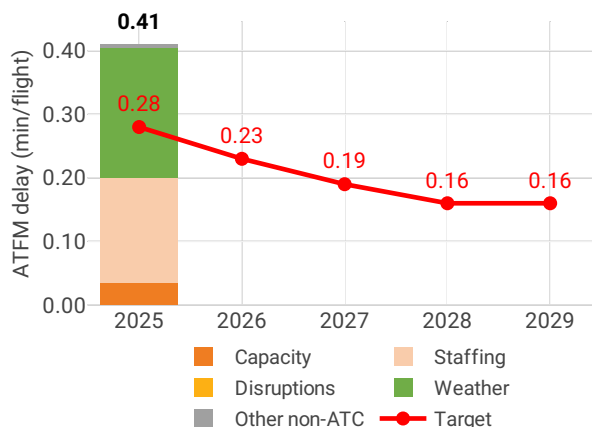
1.4 Environment (Member State)



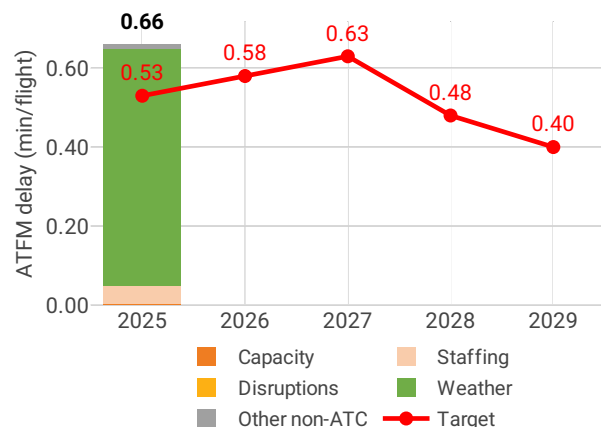
- Austria registered a KEA performance of 1.99% compared to its target of 2.09% and contributed positively towards achieving the Union-wide target. The NSA states that the target was achieved despite a challenging target and the substantially increased traffic.
- KEP and KES improved in comparison with 2024. The KES result shows that Austria has improved the element of horizontal flight efficiency that is under its control.
- VFE of the actual trajectory was at 77.0%, which was better than the Union-wide average.
- The average time in level flight during descent and climb were both stable compared to 2024, with a slight increase during the descent.
- Additional taxi-out time was 2.57 min/flight which improved marginally compared to 2024, and additional taxi-in time was 1.54 min/flight degraded compared to 1.41 min/flight in 2024.
- Additional time in the arrival sequencing and metering area remained stable at 2.80 min/flight.

1.5 Capacity (Member State)

Average en route ATFM delay per flight by delay groups

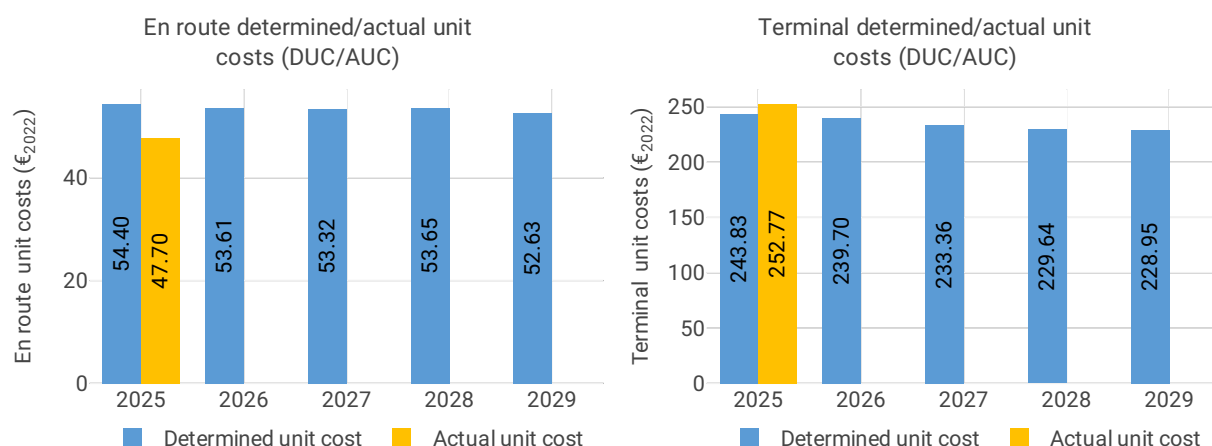


Average arrival ATFM delay per flight by delay groups



- Austria registered 0.39 minutes of average en route ATFM delay per flight during 2025, which has been adjusted to 0.41 during the post-ops adjustment process, thus not achieving the local target value of 0.28. Delays in Austria decreased by -0.07 minutes per flight year-on-year. Delays were highest in June, July and August, mostly driven by weather and staffing issues.
- The share of delayed flights with delays longer than 15 minutes in Austria decreased by -8 percentage points compared to 2024.
- Austria did not provide information on the actual number of ATCOs in OPS.
- The yearly total of sector opening hours in Vienna ACC was 60,294, showing a -3% decrease compared to 2024.
- Vienna ACC registered 20.63 IFR movements per sector opening hour in 2025, 16% above the 2024 level.
- Austria registered an average airport arrival ATFM delay of 0.66 minutes per flight in 2025, thus not achieving the local target of 0.53 minutes. Compared to 2024, average arrival ATFM delays in Austria were -0.08 minutes per flight lower in 2025. The main drivers of delays were weather, accounting for 0.60 minutes per flight of the total delays, and ATC staffing, responsible for 0.05 minutes per flight.

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



- The en route 2025 actual unit cost of Austria was 47.70€₂₀₂₂, -12.3% lower than the determined unit cost (54.40€₂₀₂₂). The terminal 2025 actual unit cost was 252.77€₂₀₂₂, +3.7% higher than the determined unit cost (243.83€₂₀₂₂).
- The en route 2025 actual service units (4.5M) were +9.2% higher than the determined service units (4.2M).
- The en route 2025 actual total costs were -9.5M€₂₀₂₂ (-4.2%) lower than determined. This is mainly due to lower other operating costs for Austro Control (-7.4M€₂₀₂₂, or -30.4%), partially compensated by higher staff costs than planned (+5.3M€₂₀₂₂, or 3.7%). The NSA explained that the decrease in other operating costs is attributable to renegotiation of contracts, lower energy and external support costs, and delays in the investment plan.



- Austro Control spent 26.1M€2022 in 2025 related to costs of investments for both en route and terminal charging zones, -14.5% less than determined (30.5M€2022). According to the NSA, this reduction is due to delayed investments resulting from the prolonged impact of the COVID-19 pandemic, as well as supplier issues affecting some projects, which led to a later than planned operational readiness.
- The en route actual unit cost incurred by users in 2025 was 60.56€ (in line with the 2025 DUC), while the terminal actual unit cost incurred by users was 297.62€ (+9.2% above the 2025 DUC). The difference between the AUCU and the DUC for the terminal charging zone is mainly driven by pension costs in cost exempt from cost sharing.
- The en route regulatory result for Austro Control amounted to +33.1M€, or 13.3% of the 2025 revenue. This may indicate that the airspace users are charged for costs which have not materialised in 2025.

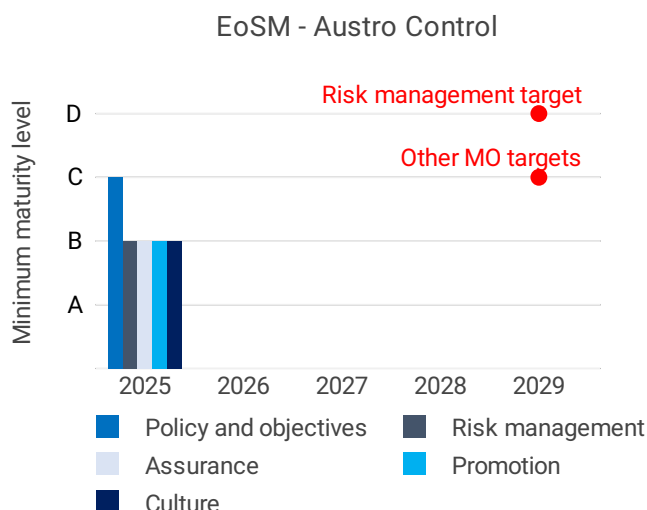


2 SAFETY - AUSTRIA

2.1 PRB monitoring

- In 2025, Austro Control achieved the planned maturity levels set out in its performance plan for all five components of the EoSM. In more detail, Austro Control exceeded the planned maturity level in the area of Safety Policy and Objectives.
- The rate of runway incursions (RI) at airport level was 2.57, which was below the Union-wide average (2.70). The rate of RIs at airport level has increased when comparing to 2024.
- The rate of separation minima infringements (SMIs) at State level was 4.95, lower than Union-wide average (7.87). The rate of SMIs has increased compared to 2024.
- Austria did not provide information on RIs with ANS contribution or SMIs at ANSP level.

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



Focus on EoSM

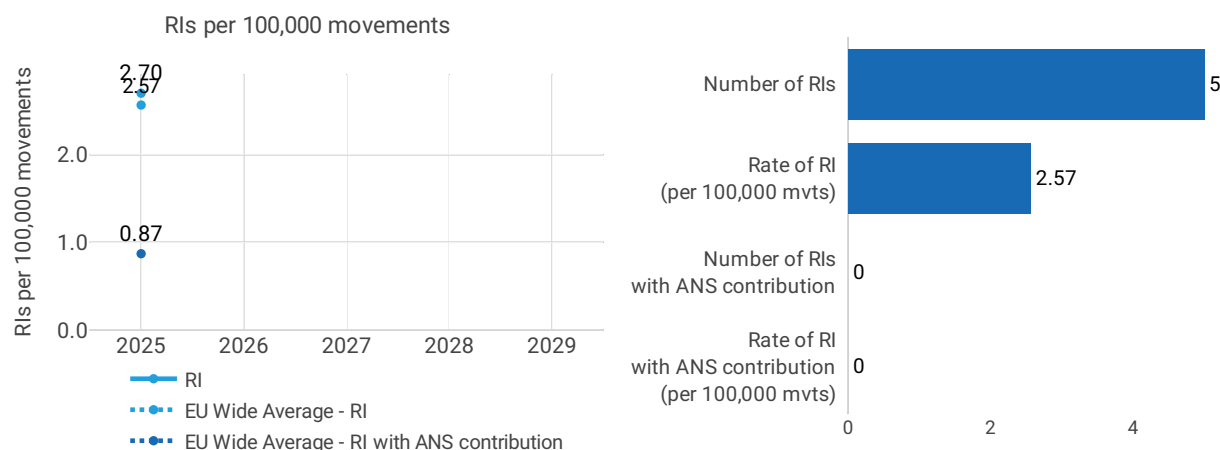
Austro Control achieved the planned maturity levels for 2025 for all components of the effectiveness of safety management (EoSM) and exceeded their planned levels for Safety Policy and Objectives. Austro Control needs to improve in the other 4 components to reach the targets by the end of RP4.

As described in the monitoring report, the verification of the proposed ANSP answers has been conducted by the NCA/NSA in the course of an EoSM audit held on the January 22, 2026. All EoSM targets from the national performance plan have been fully met by Austro Control GmbH. In terms of main measures put in place to achieve the safety performance targets, the report states that since improvements are needed by the end of the RP4, the ANSP has recognized the need to establish a project. Therefore, the specific work packages will be defined over the next few months. The project is scheduled to launch in 2026 and run through the end of 2029. A project update will be provided to the steering committee at least twice a year, and progress will also be closely monitored and overseen by the NCA/NSA.



2.3 Safety occurrences

2.3.1 Rate of runway incursions (RIs) (PI#1) and Rate of runway incursion with ANS contribution (PI#3)



Rate of RIs per 100,000 airport movements - Austria

#	Airport name	APT movements	Number of RI	Rate RI per 100,000	Number of RI with ANS contribution	Rate RI per 100,000 with ANS contribution
1	Vienna	126,833	3	2.37		0.00
2	Salzburg	23,240	0	0.00		0.00
3	Graz	13,911	1	7.19		0.00
4	Innsbruck	13,805	1	7.24		0.00
5	Linz	11,818	0	0.00		0.00
6	Klagenfurt	5,197	0	0.00		0.00

Focus on runway incursions

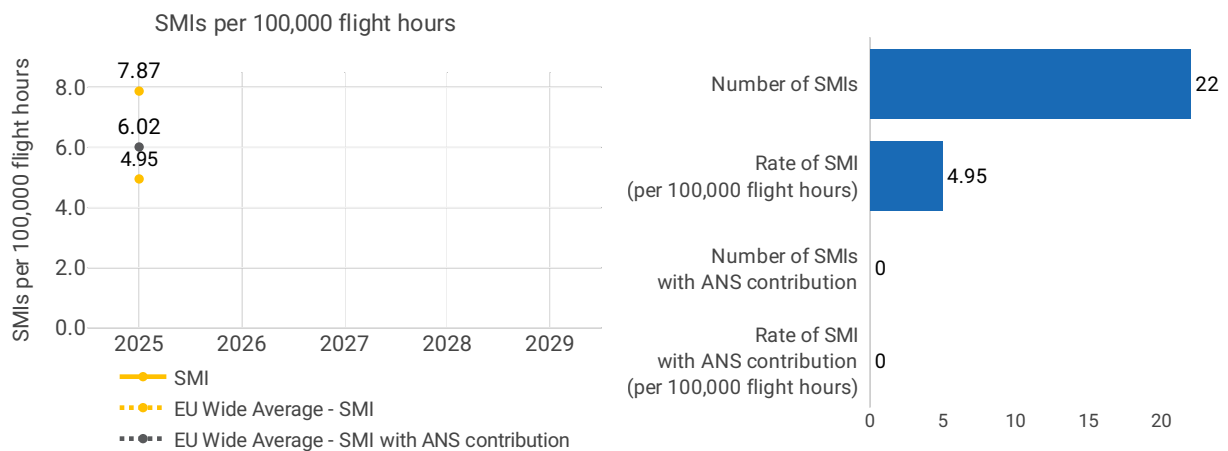
Austria reported 5 runway incursions (RI) during 2025 for all airports listed in the performance plans (6). When comparing the rate of RIs at airport level to Union-wide level, Austria was below the Union-wide average (2.57 vs 2.70). The rate has increased compared to 2024 (2.57 vs 0.52).

Austria did not provide information on RIs with ANS contribution in the monitoring report.

As described in the monitoring report, runway safety issues are discussed at continued ATC OPS meetings and Local Runway Safety Teams meetings.



2.3.2 Rate of separation minima infringements (SMIs) (PI#2) and Rate of separation minima infringements with ANS contribution (PI#4)



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

#	ANSP	Flight hours					Number of SMIs with ANS contribution				
		2025	2026	2027	2028	2029	2025	2026	2027	2028	2029
1	Austro Control	NA	NA	NA	NA	NA	NA	NA	NA	NA	NA

#	ANSP	Rate of SMI with ANS contribution per 100,000 flight hours					% variation in rate of SMIs				
		2025	2026	2027	2028	2029	2025	2026	2027	2028	2029
1	Austro Control	NA	NA	NA	NA	NA					

Focus on separation minima

Austria reported 22 separation minima infringements (SMI) in their airspace during 2025. The rate of separation minima infringements was lower than the Union-wide average (4.95 vs 7.87). When comparing to 2024, the rate of SMIs has increased at State level (4.95 vs 3.46).

Austria did not provide information on SMIs with ANS contribution in the monitoring report.

As described in the monitoring report, the NSA monitoring is conducted through regular ongoing oversight activities, in particular the comprehensive audit conducted in fall of each year.



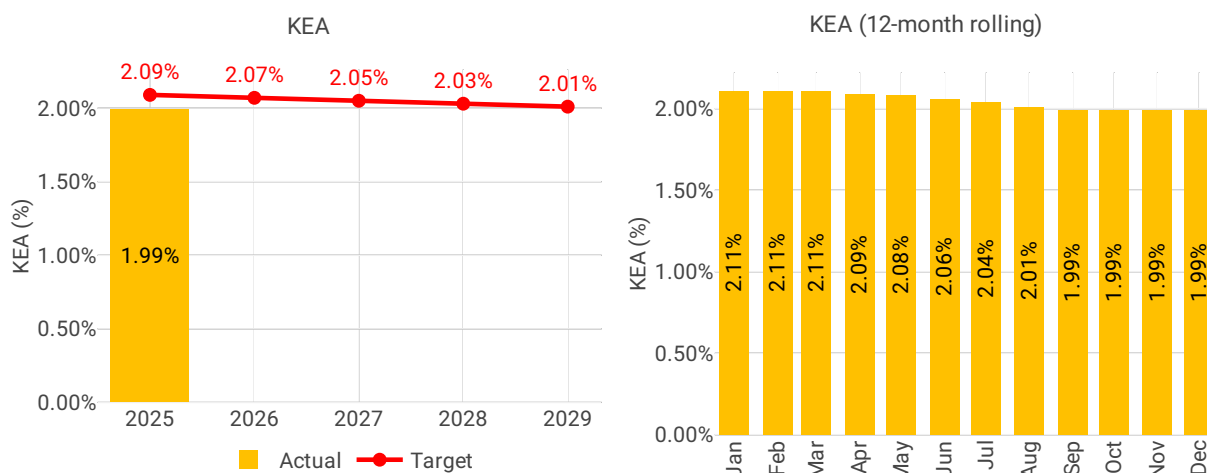
3 ENVIRONMENT - AUSTRIA

3.1 PRB monitoring

- Austria registered a KEA performance of 1.99% compared to its target of 2.09% and contributed positively towards achieving the Union-wide target. The NSA states that the target was achieved despite a challenging target and the substantially increased traffic.
- KEP and KES improved in comparison with 2024. The KES result shows that Austria has improved the element of horizontal flight efficiency that is under its control.
- VFE of the actual trajectory was at 77.0%, which was better than the Union-wide average.
- The average time in level flight during descent and climb were both stable compared to 2024, with a slight increase during the descent.
- Additional taxi-out time was 2.57 min/flight which improved marginally compared to 2024, and additional taxi-in time was 1.54 min/flight degraded compared to 1.41 min/flight in 2024.
- Additional time in the arrival sequencing and metering area remained stable at 2.80 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 (KES) (PI#2) and vertical flight efficiency of the actual trajectory (VFE) (PI#3)





Focus on en route performance

KEA

The value of the indicator has been improving in terms of both the KEA (from 2.11% in 2023 to 1.99% in 2025) and the KEA corrected to take into consideration the effect of the conflict in Ukraine (from 1.93% to 1.8%). In terms of “ranking” those values place Austria in 9th and 12th place among the States.

The additional distance for Austria corresponds to 2.28% of the additional distance in the SES area (19th contribution).

Regarding the assessment of the achieved level of actual performance in the environment KPA, the NSA reports: *“The KEA value has been achieved despite a challenging target and the substantially increased traffic.”*

Regarding the implementation of major operational or structural changes during the calendar year impacting performance in this key performance area, the NSA reports: *“Full FRA is active since 2016, offering throughout possibilities to fly shortest routes.”*

Regarding progress on the implementation of the measures committed to in the ERNIP, the NSA reports: *“Since March 2024, FRAIT and SECSIFRA are operating in terms of cross border FRA.”*



Regarding the follow up of the remedial measures indicated in the previous monitoring report(s), the NSA reports: *"Weather forecasting is undergoing continuous improvement"*

KEP

Regarding initiatives implemented or planned that will improve this PI and how does the NSA intend on monitoring their effectiveness on performance, the NSA reports: *"These data are provided by the NM and cannot be verified by AT."*

KES

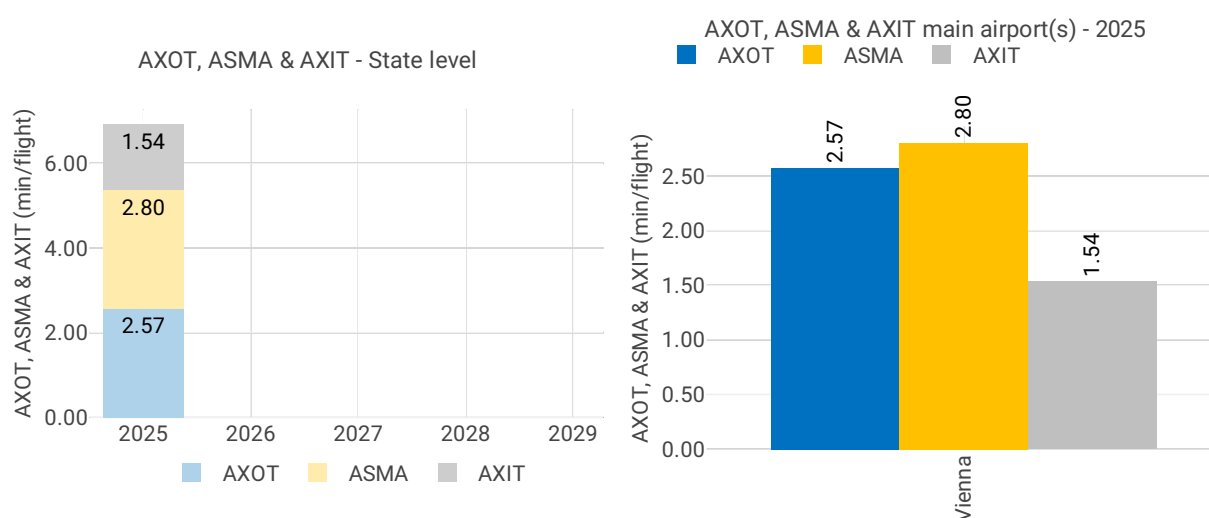
Regarding initiatives implemented or planned that will improve this PI and how does the NSA intend on monitoring their effectiveness on performance, the NSA reports: *"These data are provided by the NM and cannot be verified by AT."*

Vertical flight efficiency

Regarding initiatives implemented or planned that will improve this PI and how does the NSA intend on monitoring their effectiveness on performance, the NSA reports: *"These data are provided by the NM and cannot be verified by AT."*

3.3 Terminal performance

3.3.1 Additional taxi-out time (AXOT) (PI#4), Additional taxi-in time (AXIT) (PI#5) & Arrival Sequencing and Metering Area (ASMA) time (PI#6)



Airport level															
	Additional taxi-out time (PI#4)					Additional ASMA time (PI#6)					Additional taxi-in time (PI#5)				
Airport	2025	2026	2027	2028	2029	2025	2026	2027	2028	2029	2025	2026	2027	2028	2029
Vienna	2.57	NA	NA	NA	NA	2.8	NA	NA	NA	NA	1.54	NA	NA	NA	NA



Focus on AXOT, AXIT & ASMA

AXOT

Vienna is the only Austrian airport subject to the monitoring of this indicator. The additional time in 2025 was equal to 2.57 min/dep, very close to 2024 value – last year of RP3 – of 2.64 min/dep (*using the new methodology*).

The average for RP4 airports subject to monitoring of this indicator across Member States in 2025 was 3.61 min/dep.

Regarding initiatives implemented or planned that will improve this PI and how does the NSA intend on monitoring their effectiveness on performance, the NSA reports: *“These data are provided by the NM and cannot be verified by AT.”*

AXIT

Vienna is the only Austrian airport subject to the monitoring of this indicator, newly introduced in RP4. The additional time in 2025 was equal to 1.54 min/arr.

The average for RP4 airports subject to monitoring of this indicator across Member States in 2025 was 1.71 min/arr.

Regarding initiatives implemented or planned that will improve this PI and how does the NSA intend on monitoring their effectiveness on performance, the NSA reports: *“These data are provided by the NM and cannot be verified by AT.”*

ASMA

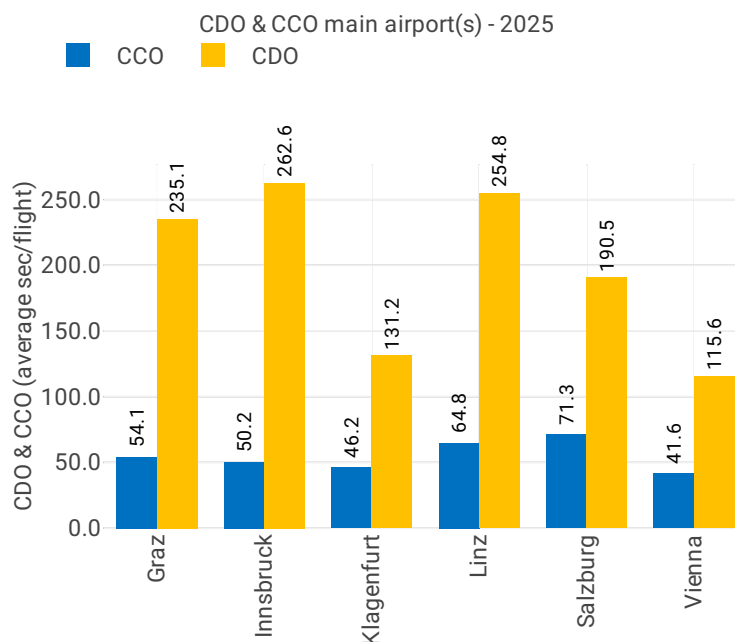
Vienna is the only Austrian airport subject to the monitoring of this indicator. The additional time in 2025 resulted in 2.80 min/arr, very close to the 2024 value – last year of RP3 – of 2.79 min/arr (*using the new methodology*).

The average for RP4 airports subject to monitoring of this indicator across Member States in 2025 was 2.98 min/arr.

Regarding initiatives implemented or planned that will improve this PI and how does the NSA intend on monitoring their effectiveness on performance, the NSA reports: *“These data are provided by the NM and cannot be verified by AT.”*



3.3.2 Vertical flight efficiency of the descent (PI#7) and of the climb (PI#8)



Focus on vertical flight efficiency of the descent and of the climb

Vertical flight efficiency of the descent

Compared to the overall RP4 average value (149.2 seconds per flight), average times flown level during descent are on average 11.4 seconds per flight lower in Austria. The highest average time flown level during descent happens at Innsbruck (LOWI) (262.6 seconds per flight), while the lowest happens at Vienna (LOWW) (115.6 seconds per flight).

Regarding initiatives implemented or planned that will improve this PI and how does the NSA intend on monitoring their effectiveness on performance, the NSA reports: *“These data are provided by the NM and cannot be verified by AT.”*

Vertical flight efficiency of the climb

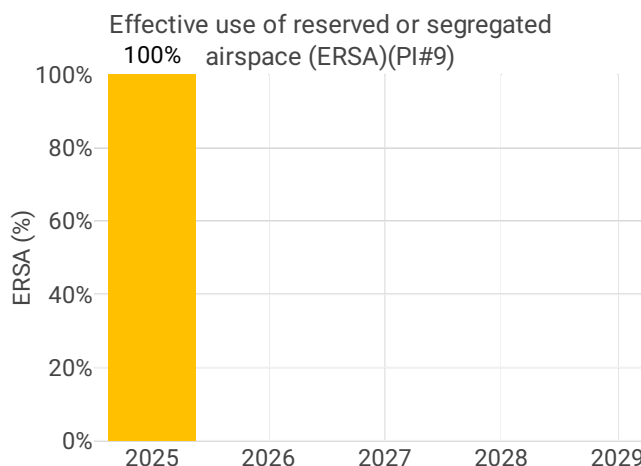
Compared to the overall RP4 average value (34.8 seconds per flight), average times flown level during climb are on average 10.9 seconds per flight higher in Austria. The highest average time flown level during climb happens at Salzburg (LOWS) (71.3 seconds per flight), while the lowest happens at Vienna (LOWW) (41.6 seconds per flight).

Regarding initiatives implemented or planned that will improve this PI and how does the NSA intend on monitoring their effectiveness on performance, the NSA reports: *“These data are provided by the NM and cannot be verified by AT.”*

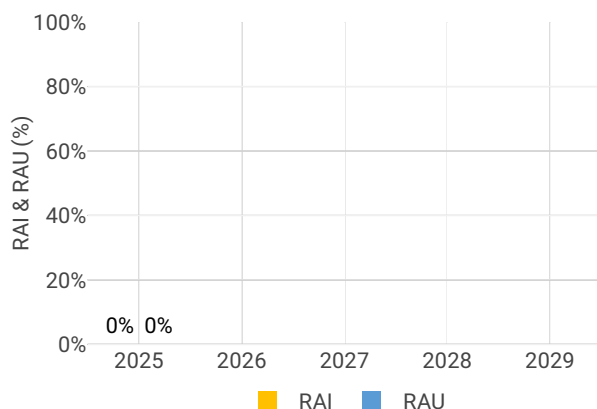
Airport level										
	Avg. duration in climb (PI#8)					Avg. duration in descent (PI#7)				
Airport	2025	2026	2027	2028	2029	2025	2026	2027	2028	2029
Graz	54.1	NA	NA	NA	NA	235.1	NA	NA	NA	NA
Innsbruck	50.2	NA	NA	NA	NA	262.6	NA	NA	NA	NA
Klagenfurt	46.2	NA	NA	NA	NA	131.2	NA	NA	NA	NA
Linz	64.8	NA	NA	NA	NA	254.8	NA	NA	NA	NA
Salzburg	71.3	NA	NA	NA	NA	190.5	NA	NA	NA	NA
Vienna	41.6	NA	NA	NA	NA	115.6	NA	NA	NA	NA



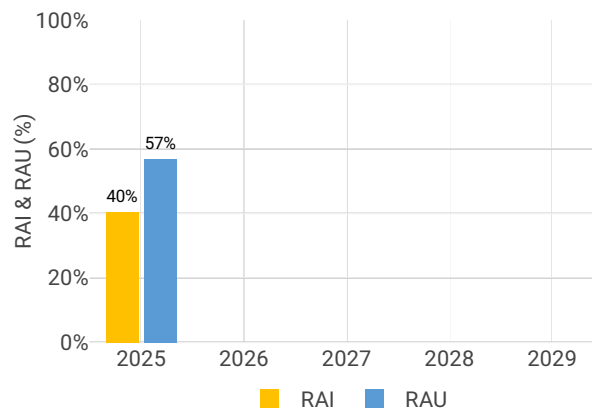
3.4 Civil-Military dimension



RAI & RAU via available conditional routes (PIs#10 & 11)



RAI & RAU via available restricted and segregated airspace (PIs#10 & 11)



Focus on Civil-Military dimension

Effective use of reserved or segregated local airspace

AUSTRIA reports a ratio equal to **100%**.

- Total number of hours allocated & notified to NM: **491**
- Total number of hours used: **489**

Regarding initiatives implemented or planned that will improve this PI and how does the NSA intend on monitoring their effectiveness on performance, the NSA reports: *"See detailed reporting of MIL air space usage data iaw IR (EU) 2150/2005 and IR (EU) 2019/317"*

Rate of planning via available airspace structures

AUSTRIA reports that there is no data available

Rate of using available airspace structures

AUSTRIA reports that there is no data available



4 CAPACITY - AUSTRIA

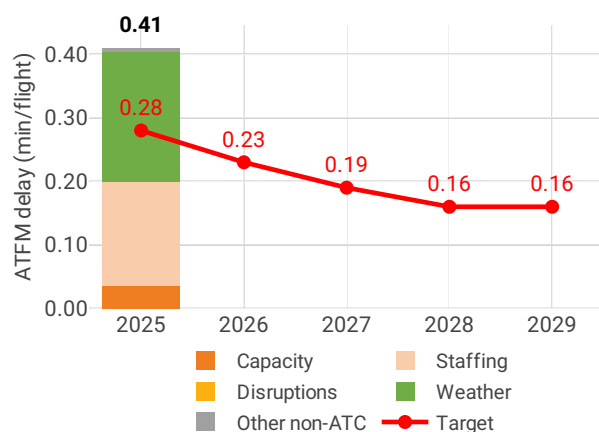
4.1 PRB monitoring

- Austria registered 0.39 minutes of average en route ATFM delay per flight during 2025, which has been adjusted to 0.41 during the post-ops adjustment process, thus not achieving the local target value of 0.28. Delays in Austria decreased by -0.07 minutes per flight year-on-year. Delays were highest in June, July and August, mostly driven by weather and staffing issues.
- The share of delayed flights with delays longer than 15 minutes in Austria decreased by -8 percentage points compared to 2024.
- Austria did not provide information on the actual number of ATCOs in OPS.
- The yearly total of sector opening hours in Vienna ACC was 60,294, showing a -3% decrease compared to 2024.
- Vienna ACC registered 20.63 IFR movements per sector opening hour in 2025, 16% above the 2024 level.
- Austria registered an average airport arrival ATFM delay of 0.66 minutes per flight in 2025, thus not achieving the local target of 0.53 minutes. Compared to 2024, average arrival ATFM delays in Austria were -0.08 minutes per flight lower in 2025. The main drivers of delays were weather, accounting for 0.60 minutes per flight of the total delays, and ATC staffing, responsible for 0.05 minutes per flight.

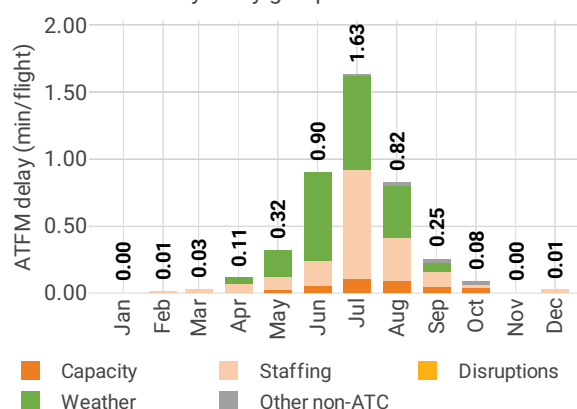
4.2 En route performance

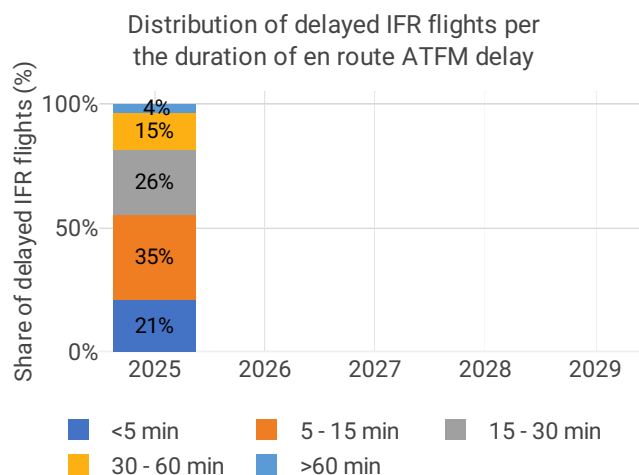
4.2.1 En route ATFM delay (KPI#1)

Average en route ATFM delay per flight by delay groups



Monthly distribution of en route ATFM delay by delay groups - 2025





Focus on en route ATFM delay

En route ATFM delay

- Austria had 1,681k flights in 2025, up from 1,507k flights in 2024.
- Austro Control applied en route ATFM regulations resulting in 549k minutes of delay, a reduction from the 641k minutes in 2024.
- As part of the strategic traffic re-orientation programme (S25/NTDM) operated by the Network Manager, there were 27k minutes of en route ATFM delay reattributed to Austro Control; 12k minutes of delay originating in Vienna ACC were re-attributed to other ANSPs.
- Under the auspices of the Route Network (RN) Scenarios during Capacity & Weather Based Operations between June and September 2025, an additional 13k minutes of en route ATFM delay were re-attributed to Austro Control – with <1k minutes of delay, originating in Vienna ACC, being re-attributed to other ANSPs.
- A further 3k of en route ATFM delay was reclassified, through the NM post-operations process, as airport ATFM delay and re-attributed to Vienna airport instead of Vienna ACC/APP.
- When the above post-operations re-attributions are factored in, the total en route delay for Austro Control in 2025 was 573k minutes in 2025, down from 595k minutes in 2024.

Regarding the reasons and circumstances resulting in the achieved level of actual performance of the en route ATFM delay per flight KPI, the NSA reports: *“The delay targets for RP4 have been deemed unrealistic and unachievable from the onset. The target was missed mainly due to the substantial increase in traffic, that is higher than the forecast on which the PP was based. It has to be noted that the KPI was reduced by approx. 15% compared to the preceding year.”*

Regarding the identification and analysis by the NSA of the underlying reasons or circumstances having led to the performance target not being achieved, the NSA reports: *“The capacity planning of Austro Control was based on the forecasts that had been used for the performance planning in the preceding year. These forecasts have proven too low and the target was missed mainly due to an increased traffic demand that exceeded the forecasts substantially.”*



Regarding recommendations to the ANSP to rectify the situation, the NSA reports: *“It is recommended to continue the ATCO recruitment initiative as well as the development of the new ATM system, which are both ongoing and are expected to contribute to capacity increases on the long term.”*

Regarding remedial measures that have been / will be taken by the ANSP to rectify the situation, the NSA reports: *“No measures beyond the above-mentioned initiatives are feasible on the short term.”*

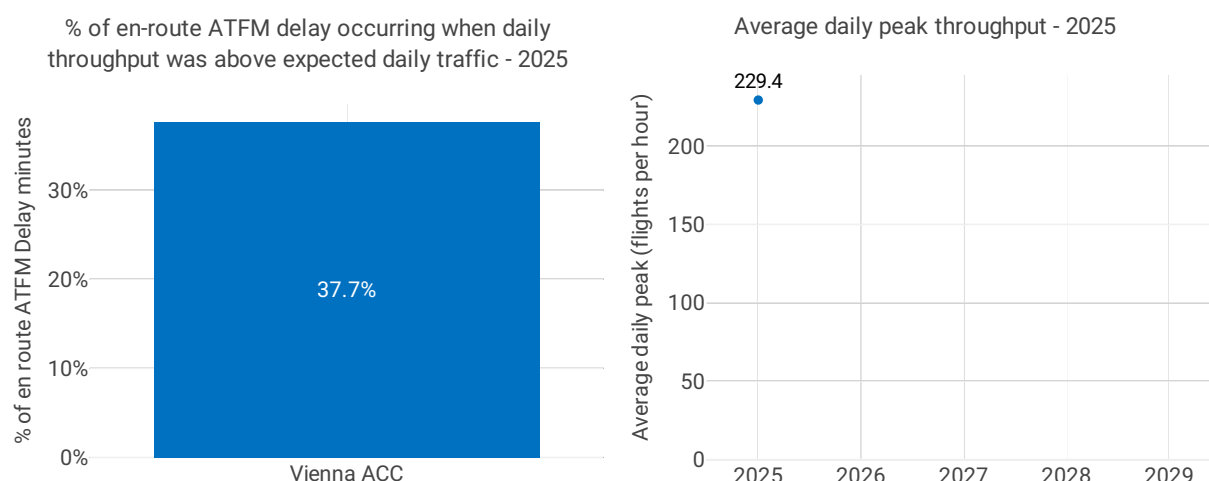
En route capacity incentive scheme

The Austrian NSA reports a financial penalty of €1,120,177 for the ANSP because of the 2025 performance. The local incentive target for en route ATFM delays, due to CRSTMP causes only, was set at 0.14 mins/flight.

The NSA reports an achieved CRSTMP performance of 0.20 mins/flight using data from the ansperformance.eu dashboard including post ops adjustments.

[NB The attribution of original delay causes on the ansperformance.eu dashboard is unverified]

4.2.2 En route performance indicators at ACC level (PI#4-5)



Focus en route performance indicators at ACC level

Percentage of total en route ATFM delay that occurred on days when the daily throughput was above the expected daily traffic

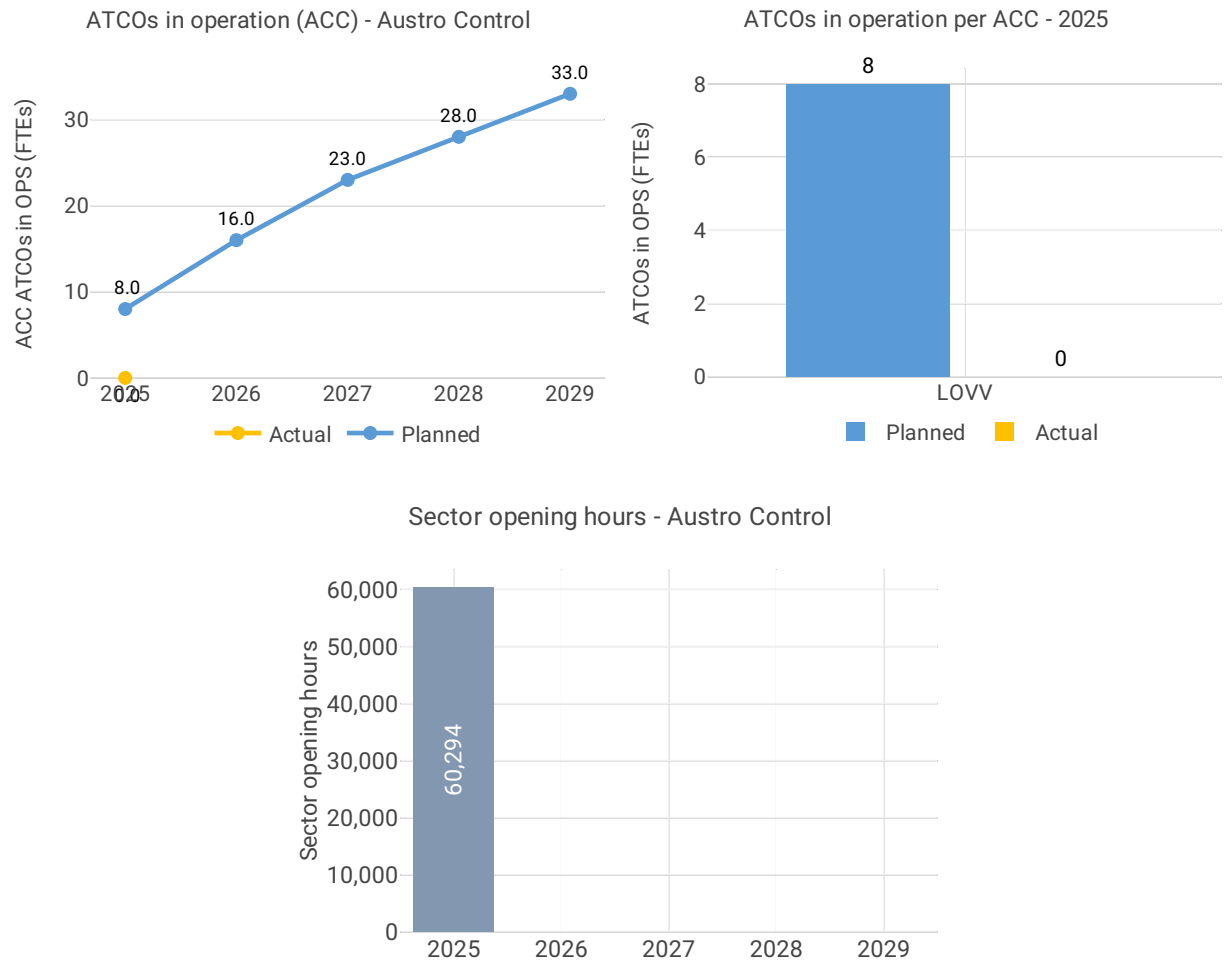
As background information on actual performance, the NSA reports: *“Prefilled data have not been reviewed”*

Annual weighted average of the daily peak throughput

As background information on actual performance, the NSA reports: *“Prefilled data have not been reviewed”*



4.2.3 Other en route information

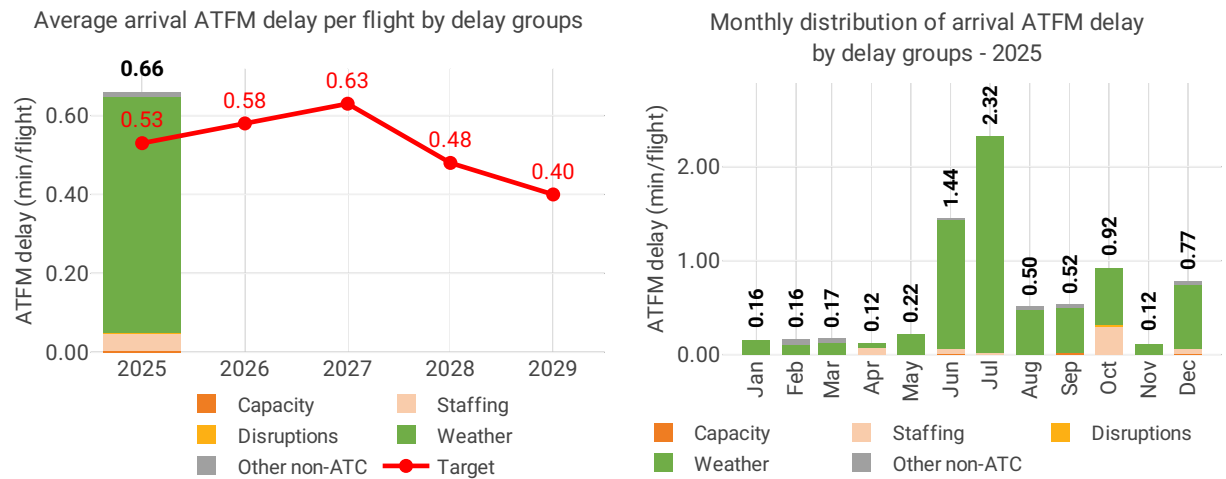


Focus on other en route information

As additional comments to ATCOs in the scope of the performance scheme, the NSA reports: *"Teil des ACE Report"*

4.3 Terminal performance

4.3.1 Arrival ATFM delay (KPI#2)



Focus on arrival ATFM delay

Arrival ATFM delay

Average ATFM arrival delay in Austria was 0.66 min/arr in 2025, the first year of RP4. The performance has improved compared to 2024, last year of RP3, when there were 0.74 min/arr.

The 2025 result was mainly driven by weather regulations in the months of June to October at Vienna and Innsbruck, with very little delay at other Austrian airports included in the performance plan.

The average for RP4 airports subject to monitoring of ATFM Arrival delay across Member States in 2025 was 0.97 min/arr.

Regarding the reasons and circumstances resulting in the achieved level of actual performance of the arrival ATFM delay per flight KPI, the NSA reports: *“Extreme WXC (CB and TS) situations were encountered at LOWW between May and September. 97% of the delays are attributable to adverse weather.”*

Regarding the identification and analysis by the NSA of the underlying reasons or circumstances having led to the performance target not being achieved, the NSA reports: *“Despite a 10% improvement of the delay performance (at national level and for LOWW) it has proven impossible to achieve the targets, which are much lower than in the preceding year. The adverse weather conditions - in particular in LOWW - were the main contributing factor.”*

Regarding recommendations to the ANSP to rectify the situation, the NSA reports: *“None”*

Regarding remedial measures that have been / will be taken by the ANSP to rectify the situation, the NSA reports: *“No measures, since weather impacts are inherently unpredictable and unavoidable.”*

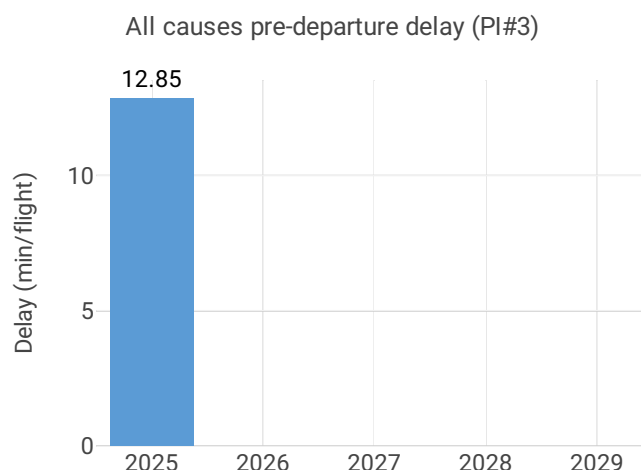
Terminal capacity incentive scheme

In the first year of RP4, with an ATFM Arr delay of 0.66 min/arr, Austria did not achieve the national target of 0.53 min/arr. The KPI falls within the deadband for the incentive scheme, meaning that no bonus or penalty applies.

While national targets were always met during RP3, it has to be noted that in 2024 the target was higher, at 0.82 min/arr.



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



Airport level										
	Avg arrival ATFM delay (KPI#2)					Slot adherence (PI#1)				
Airport name	2025	2026	2027	2028	2029	2025	2026	2027	2028	2029
Graz	0.00	NA	NA	NA	NA	99.7%	NA	NA	NA	NA
Innsbruck	0.39	NA	NA	NA	NA	94.6%	NA	NA	NA	NA
Klagenfurt	0.00	NA	NA	NA	NA	98.9%	NA	NA	NA	NA
Linz	0.00	NA	NA	NA	NA	98.7%	NA	NA	NA	NA
Salzburg	0.03	NA	NA	NA	NA	97.4%	NA	NA	NA	NA
Vienna	0.82	NA	NA	NA	NA	99.2%	NA	NA	NA	NA

	ATC pre departure delay (PI#2)					All causes pre departure delay (PI#3)				
Airport name	2025	2026	2027	2028	2029	2025	2026	2027	2028	2029
Vienna	0.67	NA	NA	NA	NA	12.8	NA	NA	NA	NA

Focus on other terminal performance indicators

ATFM slot adherence

ATFM slot adherence in 2025 was equal to 98.9%, very close to 2024 value – last year of RP3 – of 99.1%. The main airport, Vienna, achieved 99.5% adherence. With regard to the 1.1% of flights that did not adhere, 0.9% were early and 0.2% were late.

The average for RP4 airports subject to monitoring of ATFM slot adherence across Member States in 2025 was 96.3%.

As background information on actual performance, the NSA reports: *“Prefilled data have not been reviewed”*

ATC pre-departure delay

Vienna is the only Austrian airport subject to the monitoring of this indicator. The delay in 2025 increased to 0.67 min/dep, slightly higher to the value of 2024 – last year of RP3 – 0.63 min/dep.

The average for RP4 airports subject to monitoring of ATC pre-departure delay across Member States and for which enough data is available in 2025 was 0.74 min/dep.



As background information on actual performance, the NSA reports: *"Prefilled data have not been reviewed"*

All causes pre-departure delay

Vienna is the only Austrian airport subject to the monitoring of this indicator. The delay in 2025 decreased to 12.85 min/dep, lower than the value of 2024 – last year of RP3 – 16.8 min/dep, a reduction of 24%.

The average for RP4 airports subject to monitoring of all causes pre-departure delay across Member States in 2025 was 16.47 min/dep.

As background information on actual performance, the NSA reports: *"Prefilled data have not been reviewed"*



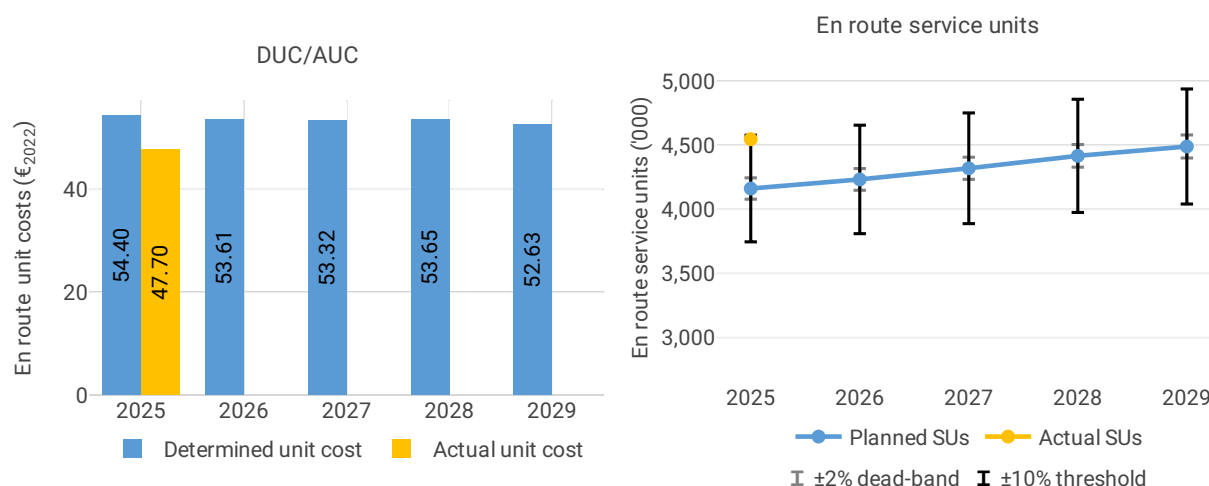
5 COST-EFFICIENCY - AUSTRIA

5.1 PRB monitoring

- The en route 2025 actual unit cost of Austria was 47.70€2022, -12.3% lower than the determined unit cost (54.40€2022). The terminal 2025 actual unit cost was 252.77€2022, +3.7% higher than the determined unit cost (243.83€2022).
- The en route 2025 actual service units (4.5M) were +9.2% higher than the determined service units (4.2M).
- The en route 2025 actual total costs were -9.5M€2022 (-4.2%) lower than determined. This is mainly due to lower other operating costs for Austro Control (-7.4M€2022, or -30.4%), partially compensated by higher staff costs than planned (+5.3M€2022, or 3.7%). The NSA explained that the decrease in other operating costs is attributable to renegotiation of contracts, lower energy and external support costs, and delays in the investment plan.
- Austro Control spent 26.1M€2022 in 2025 related to costs of investments for both en route and terminal charging zones, -14.5% less than determined (30.5M€2022). According to the NSA, this reduction is due to delayed investments resulting from the prolonged impact of the COVID-19 pandemic, as well as supplier issues affecting some projects, which led to a later than planned operational readiness.
- The en route actual unit cost incurred by users in 2025 was 60.56€ (in line with the 2025 DUC), while the terminal actual unit cost incurred by users was 297.62€ (+9.2% above the 2025 DUC). The difference between the AUCU and the DUC for the terminal charging zone is mainly driven by pension costs in cost exempt from cost sharing.
- The en route regulatory result for Austro Control amounted to +33.1M€, or 13.3% of the 2025 revenue. This may indicate that the airspace users are charged for costs which have not materialised in 2025.

5.2 En route charging zone

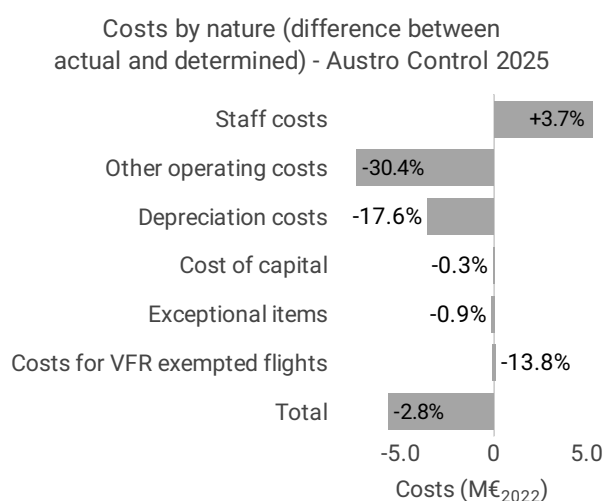
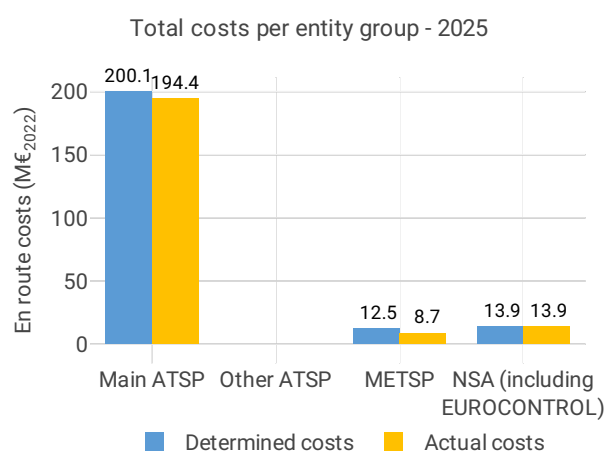
5.2.1 Unit cost (KPI#1)



Actual and determined data					
Total costs - nominal (M€)	2025	2026	2027	2028	2029
Determined costs	252.0	257.4	265.8	277.7	280.3
Actual costs	243.7	NA	NA	NA	NA
Difference costs	-8.4	NA	NA	NA	NA

Inflation assumptions	2025	2026	2027	2028	2029
Determined inflation rate	2.5%	2.3%	2.1%	2.1%	2.1%
Determined inflation index*	113.7	116.4	118.8	121.3	123.8
Actual inflation rate	3.6%	NA	NA	NA	NA
Actual inflation index*	114.8	NA	NA	NA	NA
Difference inflation index (p.p.)	+1.1	NA	NA	NA	NA

*100 = 2022



Focus on unit cost

AUC vs. DUC

In 2025, the en route AUC was -12.3% (or -6.70 €2022) lower than the planned DUC. This results from the combination of significantly higher than planned TSUs (+9.2%) and lower than planned en route costs in real terms (-4.2%, or -9.5 M€2022).

En route service units

The difference between actual and planned TSUs (+9.2%) falls outside the $\pm 2\%$ dead-band but does not exceed 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 regulatory result).

En route costs by entity

Actual real en route costs are -4.2% (-9.5 M€2022) lower than planned. This is the result of lower costs for the main ANSP, Austro Control (-2.8%, or -5.7 M€2022) and the MET service provider (-30.7%, or -3.8 M€2022), while the cost for NSA/EUROCONTROL are in line with the plan (+0.01%).



En route costs for the main ANSP (Austro Control) at charging zone level

Based on the additional information to the en route reporting tables, the lower than planned en route costs in real terms for Austro Control in 2025 (-2.8%, or -5.7 M€2022) result from:

- Higher than planned staff costs (+3.7%), mainly reflecting higher than foreseen inflation and its effects on pension costs. Additional traffic also increased overtime charges, while later than foreseen hiring of staff in support roles partly mitigated the increase.
- Significantly lower than planned other operating costs (-30.4%), mainly due to one-off effects from previous years, renegotiated contracts, lower energy costs and delays in the investment plan as well as lower than planned external support costs.
- Significantly lower than planned depreciation (-17.6%), reflecting the delayed operational readiness of major investments, notably the new Voice Communication System and ATC One.
- Slightly lower than planned cost of capital (-0.3%), mainly due to lower than planned investment-related cost of capital, reflecting delays in the investment programme. This was partly offset by higher than planned cost of capital for net current assets.
- Slightly lower than planned exceptional costs (-0.9%) due to the effect of higher than planned inflation index (+1.1 p.p.) since in nominal terms the actual costs were in line with those planned.
- Significantly lower than planned deduction for VFR exempted flights (-13.8%).

Assessment of the actual performance in the charging zone reported by the NSA

The NSA of Austria provides the following overall assessment of the actual performance in 2025 at charging zone level:

“Lower costs together with a higher inflation and more traffic than determined led to lower real en route unit costs”.

Explanation of the differences between actual and determined costs at charging zone level reported by the NSA

The NSA provides the following explanation for the differences between actual and determined costs in the charging zone:

“Total personnel costs are above plan due to higher pension costs, but can be partially offset by lower headcount levels, particularly among non-ops employees. Within other operating expenses, the highly volatile energy costs play a significant role. Lower depreciation due to later than determined operational readiness of some investments.”

Recommendations formulated by the NSA to the ANSP (Austro Control) to rectify the situation and actions taken by the ANSP

The NSA 2025 monitoring report indicates the following recommendations formulated by the NSA:

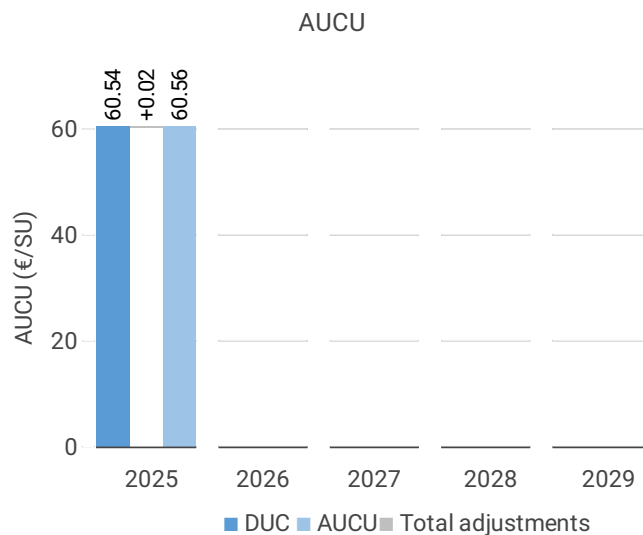
“The investment monitoring by the ANSP will be impacted by a directive from the NSA.”

Austro Control reports the implementation of the following actions:



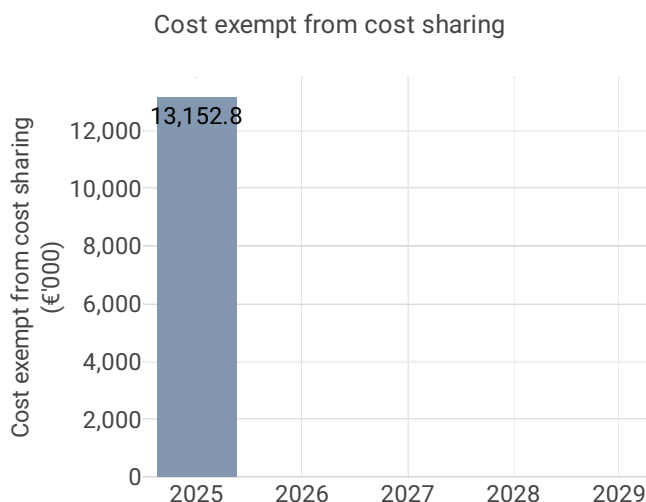
“Currently a different investment monitoring and reporting is being implemented by the ANSP.”

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



AUCU components (€/SU) – 2025	
Components of the AUCU in 2025	€/SU
DUC	60.54
Inflation adjustment	0.44
Cost exempt from cost sharing	2.89
Traffic risk sharing adjustment	-2.50
Traffic adjustment (costs not TRS)	-0.57
Financial incentives	-0.25
Modulation of charges	0.00
Cross-financing	0.00
Other revenues	0.00
Application of lower unit rate	0.00
Total adjustments	0.02
AUCU	60.56
AUCU vs. DUC	+ 0.0%





Cost exempt from cost sharing – 2025

Cost exempt from cost sharing by item - 2025	€'000	€/SU
New and existing investments	-4,304.1	-0.95
Competent authorities and qualified entities costs	131.4	0.03
Eurocontrol costs	-129.6	-0.03
Pension costs	17,455.0	3.84
Interest on loans	0.0	0.00
Changes in law	0.0	0.00
Total cost exempt from cost risk sharing	13,152.8	2.89

Focus on AUCU

En route AUCU monitoring at charging zone level

The actual en route unit cost incurred by airspace users (AUCU) in respect of activities performed in 2025 (60.56 €) is in line with the nominal DUC (60.54 €). This is due to:

- the positive inflation adjustment resulting from higher than planned inflation (+0.44 €/SU);
- the impact of adjustments resulting from the costs exempted from cost sharing mechanism (+2.89 €/SU);
- the deduction of the traffic risk sharing adjustments (-2.50 €/SU);
- the deduction of the traffic adjustment (-0.57 €/SU) for the costs not subject to traffic risk sharing; and,
- the impact of financial incentives (-0.25 €/SU).

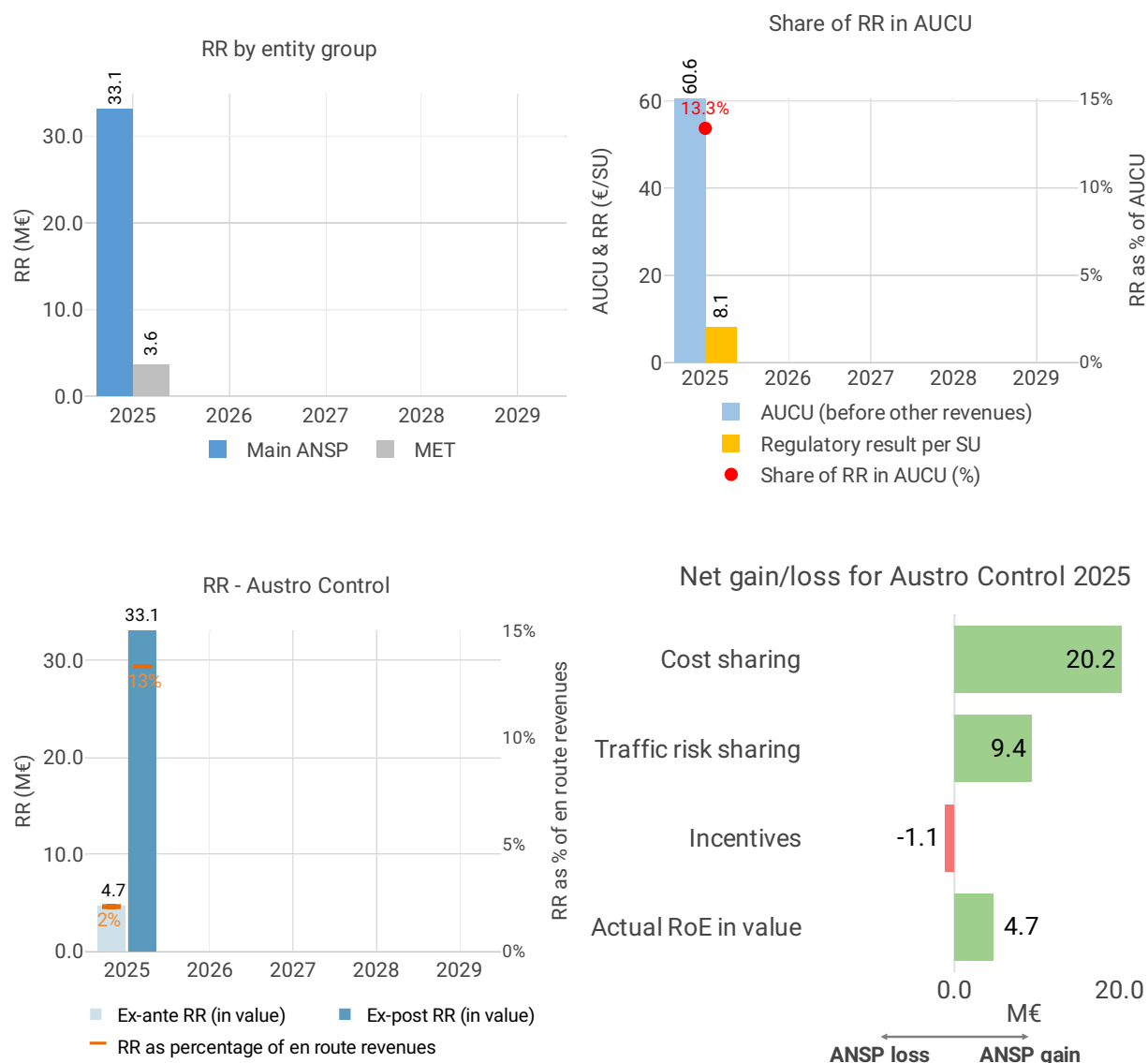
The share of the regulatory result (see next sub-section) in the AUCU (before the deduction of other revenues) is 13.3%.

Initiatives implemented or planned that will improve this PI reported by the NSA

No information on such initiatives was provided in the NSA 2025 Monitoring Report.



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 2025

Austro Control reported a net gain of +28.4 M€, as a combination of a gain of +20.2 M€ arising from the cost sharing mechanism, with a gain of +9.4 M€ arising from the traffic risk sharing mechanism and a loss of -1.1 M€ relating to financial incentives. See also Note 1 below.

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 (+28.4 M€) and the actual RoE (+4.7 M€), amounts to +33.1 M€ (13.3% of the en route revenues). The resulting ex-post rate of return on equity is 28.3%, which is higher than the 4.0% planned in the PP. See also Note 1 below.

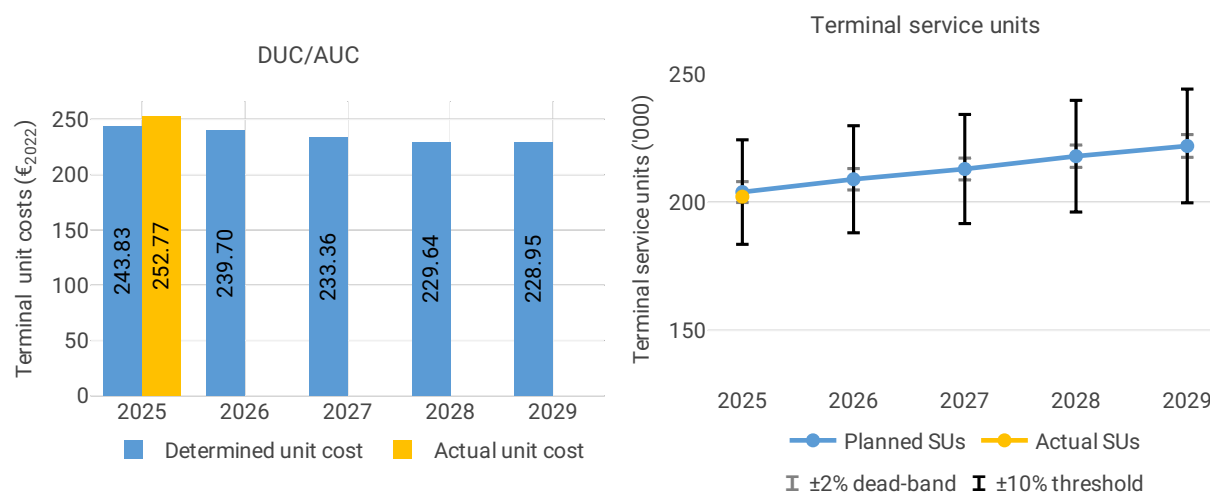
Note 1



The analysis presented above excludes the costs of meteorological services provided by Austro Control since MET figures are disclosed separately in en route reporting tables.

5.3 Terminal charging zone

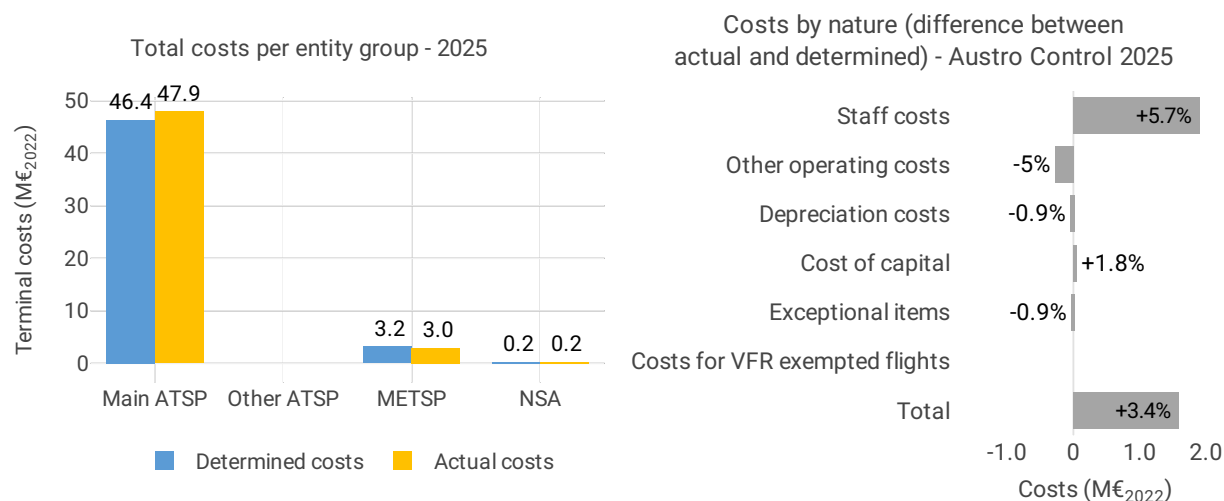
5.3.1 Unit cost (KPI#1)



Actual and determined data					
Total costs - nominal (M€)	2025	2026	2027	2028	2029
Determined costs	55.6	57.2	57.7	59.2	61.2
Actual costs	57.6	NA	NA	NA	NA
Difference costs	2.0	NA	NA	NA	NA

Inflation assumptions	2025	2026	2027	2028	2029
Determined inflation rate	2.5%	2.3%	2.1%	2.1%	2.1%
Determined inflation index*	113.7	116.4	118.8	121.3	123.8
Actual inflation rate	3.6%	NA	NA	NA	NA
Actual inflation index*	114.8	NA	NA	NA	NA
Difference inflation index (p.p.)	+1.1	NA	NA	NA	NA

*100 = 2022



Focus on unit cost

AUC vs. DUC

In 2025, the terminal AUC was +3.7% (or +8.95 M€2022) higher than the planned DUC. This results from the combination of higher than planned terminal costs in real terms (+2.8%, or +1.4 M€2022) and slightly lower than planned TNSUs (-0.9%).

Terminal service units

The difference between actual and planned TNSUs (-0.9%) falls inside the $\pm 2\%$ dead-band. Hence, the loss of terminal revenues is borne by the ANSPs.

Terminal costs by entity

Actual real terminal costs are +2.8% (+1.4 M€2022) higher than planned. This is the result of higher costs for the main ANSP, Austro Control (+3.4%, or +1.6 M€2022) and the NSA (+19.1%, or +0.03 M€2022) and lower costs for the MET service provider (-7.8%, or -0.3 M€2022).

Terminal costs for the main ANSP (Austro Control) at charging zone level

Based on the additional information to the terminal reporting tables, the higher than planned terminal costs in real terms for Austro Control in 2025 (+3.4%, or +1.6 M€2022) result from:

- Significantly higher than planned staff costs (+5.7%), mainly due to higher than foreseen inflation and its effects on pension costs.
- Lower than planned other operating costs (-5.0%).
- Slightly lower than planned depreciation (-0.9%).
- Slightly higher than planned cost of capital (+1.8%).
- Slightly lower than planned exceptional costs (-0.9%), due to the effect of higher than planned inflation index (+1.1 p.p.) since in nominal terms the actual costs were equal to those planned.

Assessment of the actual performance in the charging zone reported by the NSA

The NSA of Austria provides the following overall assessment of the actual performance in 2025 at charging zone level:

“Higher costs together with a higher inflation and less traffic than determined led to higher real en route unit costs.”

[It should be noted that the extract from the NSA 2025 monitoring report cited above refers to “en-route” whereas it is reported under “terminal ANS” section of the report.]

Explanation of the differences between actual and determined costs at charging zone level reported by the NSA

The NSA provides the following explanation for the differences between actual and determined costs in the charging zone:

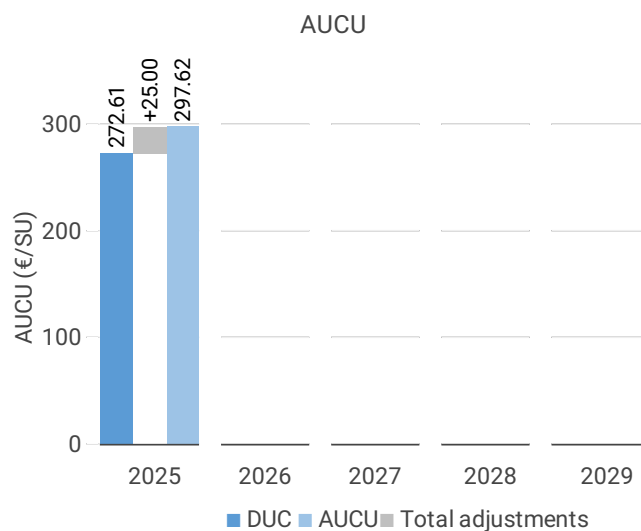
“Actual staff costs have been influenced by the higher than determined pension costs which are not within the ANSPs direct influence.”



Recommendations formulated by the NSA to the ANSP (Austro Control) to rectify the situation and actions taken by the ANSP

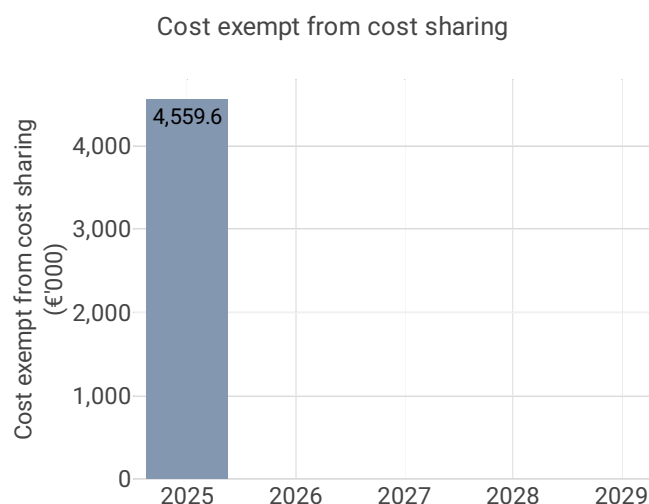
No information was provided in the NSA 2025 Monitoring Report.

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



AUCU components (€/SU) – 2025	
Components of the AUCU in 2025	€/SU
DUC	272.61
Inflation adjustment	2.29
Cost exempt from cost sharing	22.55
Traffic risk sharing adjustment	0.00
Traffic adjustment (costs not TRS)	0.17
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	25.00
AUCU	297.62
AUCU vs. DUC	+ 9.2%





Cost exempt from cost sharing – 2025

Cost exempt from cost sharing by item - 2025	€'000	€/SU
New and existing investments	-170.3	-0.84
Competent authorities and qualified entities costs	32.3	0.16
Eurocontrol costs	0.0	0.00
Pension costs	4,697.6	23.23
Interest on loans	0.0	0.00
Changes in law	0.0	0.00
Total cost exempt from cost risk sharing	4,559.6	22.55

Focus on AUCU

Terminal AUCU monitoring at charging zone level

The actual terminal unit cost incurred by airspace users (AUCU) in respect of activities performed in 2025 (297.62 €) is +9.2% higher than the nominal DUC (272.61 €). The difference between these two figures (+25.00 €/SU) is due to:

- the positive inflation adjustment resulting from higher than planned inflation (+2.29 €/SU);
- the impact of adjustments resulting from the costs exempted from cost sharing mechanism (+22.55 €/SU); and,
- the addition of the traffic adjustment (+0.17 €/SU) for the costs not subject to traffic risk sharing.

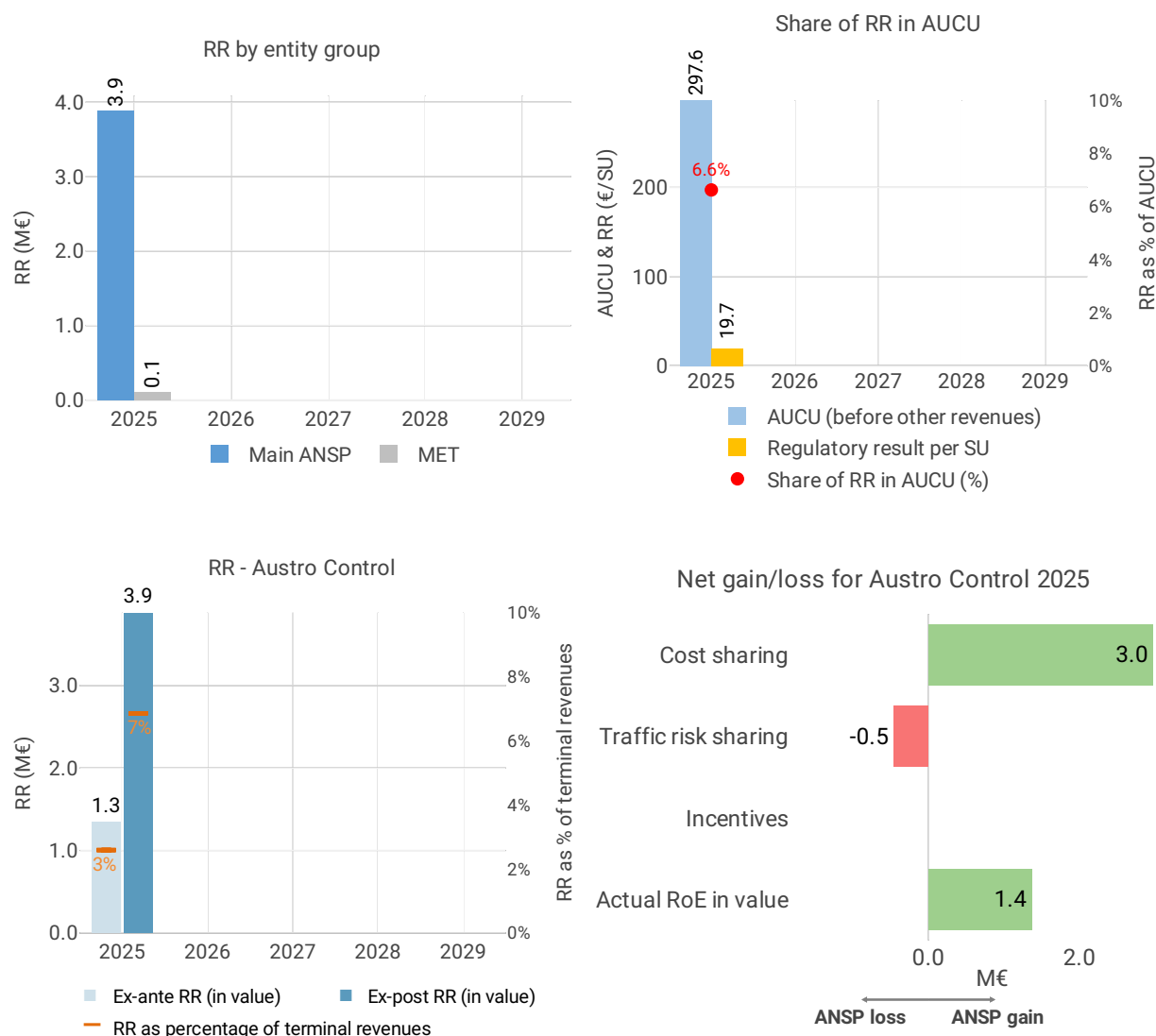
The share of the regulatory result (see next sub-section) in the AUCU (before the deduction of other revenues) is 6.6%.

Initiatives implemented or planned that will improve this PI reported by the NSA

No information on such initiatives was provided in the NSA 2025 Monitoring Report.



5.3.3 Regulatory result (RR)



Focus on regulatory result

Austro Control net gain/loss on activity in the Austria terminal charging zone in 2025

Austro Control reported a net gain of +2.5 M€, as a combination of a gain of +3.0 M€ arising from the cost sharing mechanism, with a loss of -0.5 M€ arising from the traffic risk sharing mechanism. See also Note 1 below.

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

Ex-post, the overall RR, taking into account the net gain from the terminal activity mentioned above (+2.5 M€) and the actual RoE (+1.4 M€), amounts to +3.9 M€ (6.9% of the terminal revenues). The resulting ex-post rate of return on equity is 11.4%, which is higher than the 4.0% planned in the PP. See also Note 1 below.

Note 1

The analysis presented above excludes the costs of meteorological services provided by Austro Control since MET figures are disclosed separately in terminal reporting tables.

