

Performance Review Board

Monitoring Report

Cyprus - 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 2026-06-29 (CY12465_CY12062_Cyprus RP4 AMR 2025 (revised 29.06.2026) Ver.1.0.xlsx) and the accompanying submission of en route and terminal (if applicable) reporting tables.

National performance plan adopted following Commission Decision (EU) 2025/1061 of 19 May 2025

List of ACCs 1
Nicosia ACC

Exchange rate (1 EUR=)
2022: 1 EUR
2025: 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) 2025** 1.5%
• **en route costs 2025** 0.8%

Other ANSPs
-

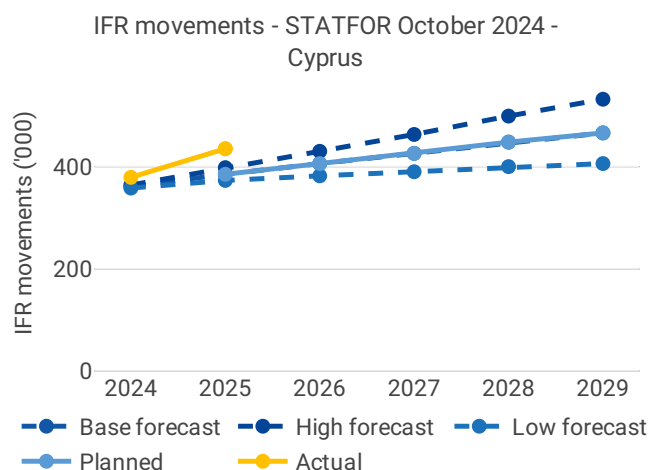
Share en route / terminal costs 2025 100% / 0%

MET Providers
• Department of Meteorology of the Ministry of Agriculture and Natural Resources

En route charging zone(s)
Cyprus

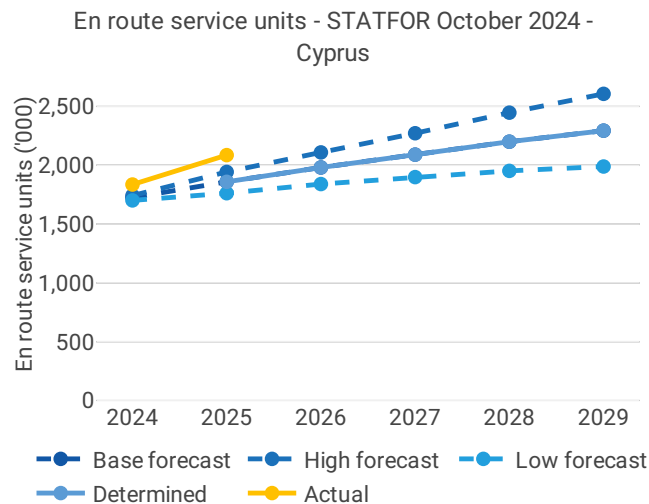
Terminal charging zone(s)
-

1.2 Traffic (En route traffic zone)



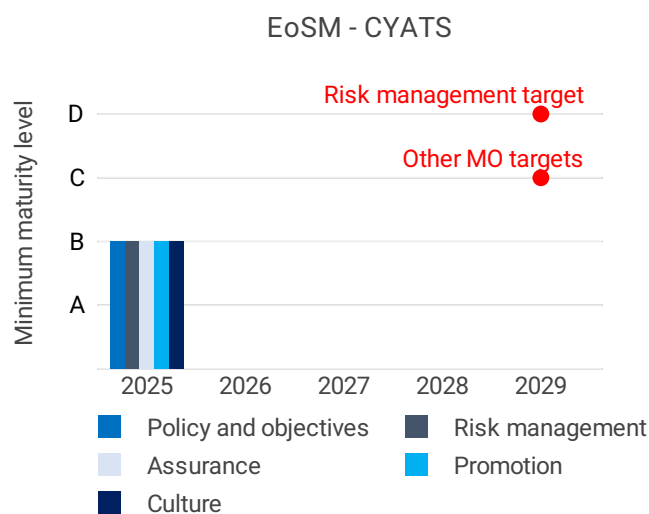
- Cyprus recorded 435K actual IFR movements in 2025, +14.8% compared to 2024 (379K).
- Actual 2025 IFR movements were +12.9% above the plan (385K).
- Actual 2025 IFR movements were +5.7% above the actual 2019 level (411K).





- Cyprus recorded 2,086K actual service units in 2025, +13.6% compared to 2024 (1,836K).
- Actual 2025 service units were +12.2% above the plan (1,859K).
- Actual 2025 service units are +0.9% above the actual 2019 level (2,068K).

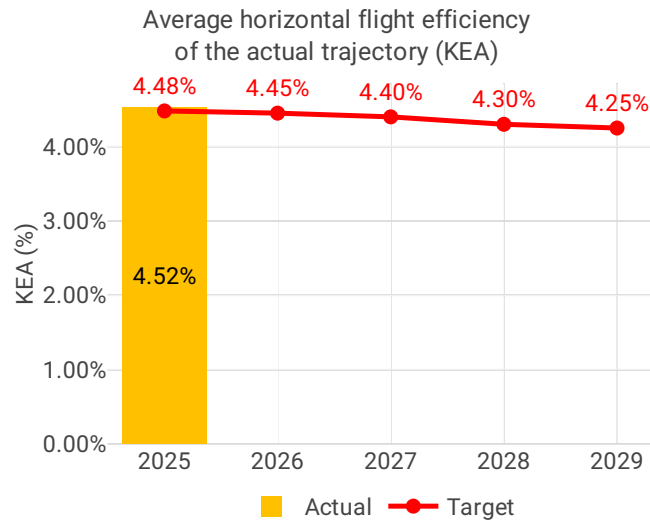
1.3 Safety (Main ANSP)



- In 2025, CYATS achieved the planned maturity levels set out in its performance plan for four out of five components. CYATS missed the planned level in the Safety Risk Management component of the EoSM.
- Cyprus has not included any airports in their RP4 performance plans, thus not reporting on runway incursions during the reference period.
- The rate of separation minima infringements (SMIs) at State level was 5.52, and at ANSP level 4.97. Both indicators were below the Union-wide average. When comparing to 2024, the rate of separation minima infringements has increased at both State level and at ANSP level.

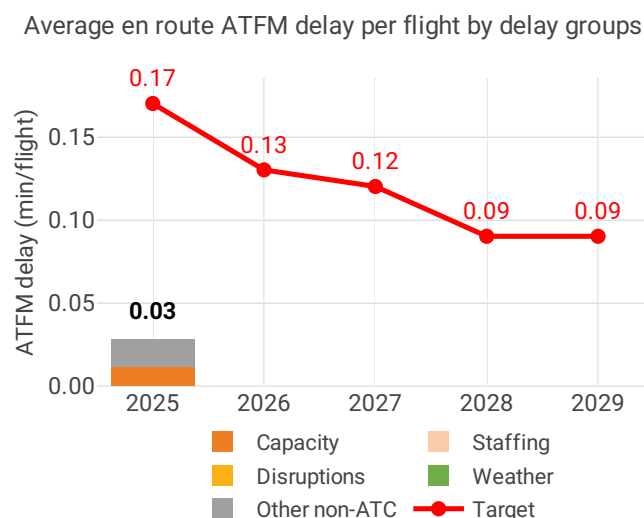


1.4 Environment (Member State)



- Cyprus registered a KEA performance of 4.52%. Their target of 4.48% was not achieved and Cyprus did not contribute positively to Union-wide performance. The NSA states the main reason for not meeting the target is the inability of Cyprus to optimise traffic flows in the entire Nicosia (FIR), and that most neighbouring non-EU ACC are not part of the European Route Network Improvement Plan.
- Both KEP and KES improved in comparison with 2024. The improvement in KES shows that Cyprus has improved the element of horizontal flight efficiency that is under its control.
- VFE of the actual trajectory was at 66.93%, which was below the average Union-wide average.
- No airports are included in the performance plan for monitoring.

1.5 Capacity (Member State)

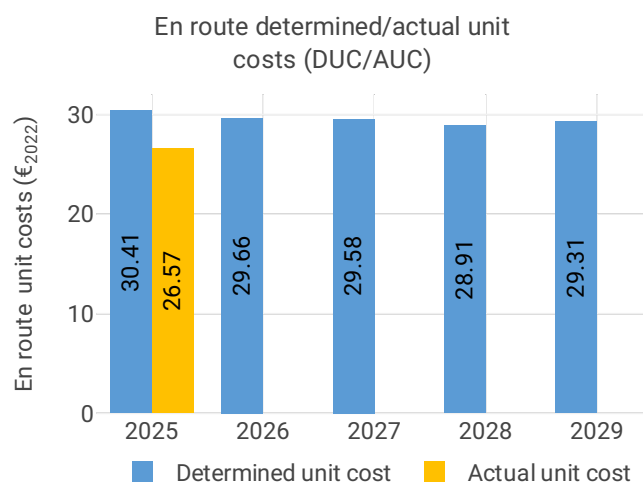


- Cyprus registered 0.03 minutes of average en route ATFM delay per flight during 2025, which remained 0.03 after the post-ops adjustment process, thus achieving the local target value of 0.17. Delays in Cyprus increased by 0.02 minutes per flight year-on-year.



- The number of ATCOs in OPS was 105, being below the 2025 plan in Nicosia ACC by -2 FTE.
- The yearly total of sector opening hours in Nicosia ACC was 29,851, showing a 8% increase compared to 2024.
- Nicosia ACC registered 14.57 IFR movements per one sector opening hour in 2025, 6% above the 2024 level.

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



- The en route 2025 actual unit cost of Cyprus was 26.57€2022, -12.6% lower than the determined unit cost (30.41€2022). Cyprus does not have a terminal charging zone.
- The en route 2025 actual service units (2.1M) were +12.2% higher than the determined service units (1.9M).
- The en route 2025 actual total costs were -1.1M€2022 (-1.9%) lower than determined with all cost categories registering lower-than-planned costs, except exceptional items. In particular, other operating costs (-0.4M€2022, or -2.5%) and depreciation (-0.3M€2022, or -8.4%) for DCAC Cyprus were lower than planned. This was mainly due to the postponement of certain CNS costs and security-related costs for the new ACC that have not been materialised, and delays in projects implementation.
- DCAC Cyprus costs of investments were 5.3M€2022 in 2025, -4.9% less than determined (5.6M€2022). According to the NSA, it is due to delays in the implementation of the secondary radar in Horteri, the upgrade of “AEROMED WEB” and “DME-DME infrastructure”.
- The en route actual unit cost incurred by users in 2025 was 29.19€ (-9.3% below the 2025 DUC). The difference between the AUCU and the DUC is mainly driven by the traffic adjustments.
- The en route regulatory result for DCAC Cyprus amounted to +4.5M€, or 9.8% of the 2025 revenue. This may indicate that the airspace users are charged for costs which have not materialised in 2025.

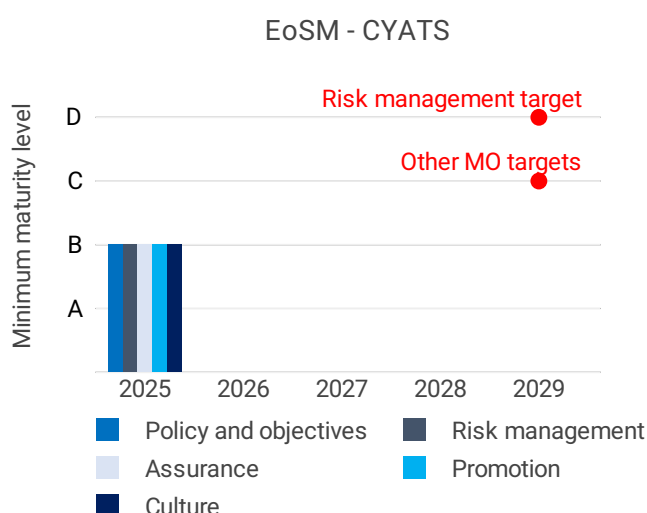


2 SAFETY - CYPRUS

2.1 PRB monitoring

- In 2025, CYATS achieved the planned maturity levels set out in its performance plan for four out of five components. CYATS missed the planned level in the Safety Risk Management component of the EoSM.
- Cyprus has not included any airports in their RP4 performance plans, thus not reporting on runway incursions during the reference period.
- The rate of separation minima infringements (SMIs) at State level was 5.52, and at ANSP level 4.97. Both indicators were below the Union-wide average. When comparing to 2024, the rate of separation minima infringements has increased at both State level and at ANSP level.

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



Focus on EoSM

In 2025, CYATS achieved the planned maturity levels set out in its performance plan for four out of five components. CYATS missed the planned level in the Safety Risk Management component of the EoSM.

As described in the monitoring report, the actual performance achieved in most areas was equal to the target set. Further improvements are needed in risk management aspects. The ANSP's actions aimed at improving its safety performance include:

- Nicosia ACC Safety Bulletins to personnel January -December 2025.
- Central SMS Alerts to the Nicosia ACC, data dissemination and facilitation to the dedicated safety committee meetings.
- NicACC safety committee meetings and corrective measures planning on personnel awareness.
- NicACC dedicated meeting with the NACC Supervisors.



- NicACC communication to all personnel on concertation and discipline.
- 2025 NicACC Theoretical and Practical Refresher Training. In the theoretical part all lessons learned from SMI analysis were presented and disseminated to NACC personnel. Furthermore, actions included the incorporation of human factor stressors and enhanced human error analysis within investigation reports.

In terms of underlying causes or circumstances leading to levels not being achieved, the monitoring report states that the staffing levels in the safety management unit have been degraded after the unforeseen departure of three officers which were hired a few years ago. A recruitment process to replace them has already been initiated by the ANSP.

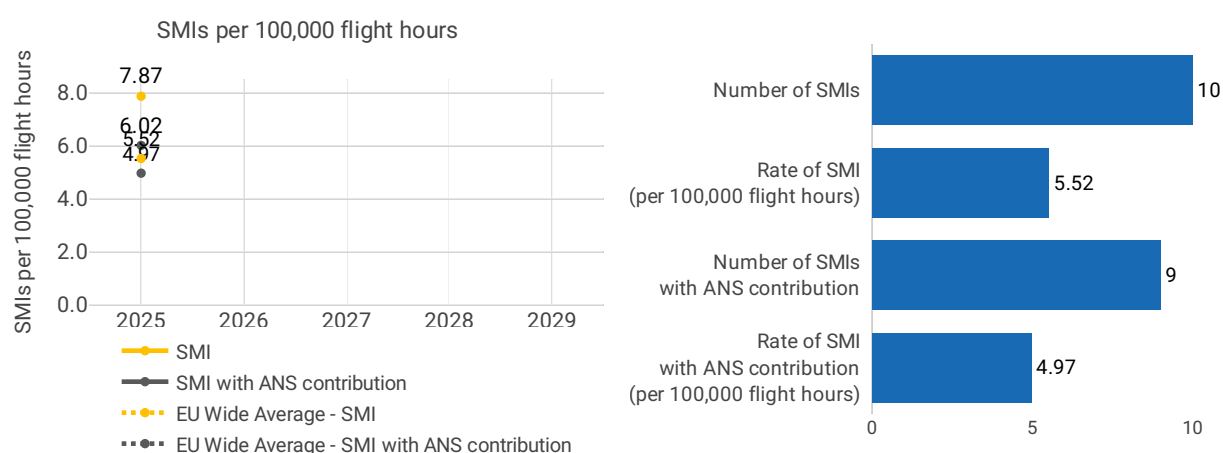
According to the monitoring report, the ANSP has mitigated this issue by assigning part-time SMS duties to operational staff.

In terms of measures that the NSA intends to undertake to remedy the situation, the monitoring report states that the NSA has highlighted its concerns regarding the staffing of the ANSP's SMS Unit in the context of an ad hoc audit conducted in April 2025 and has asked the ANSP to expedite its corrective actions. Nevertheless, it should be noted that the ANSP remains a public sector entity and, in this respect, it does not directly manage the recruitment process (this is delegated, by the Constitution of the Republic to an independent government body). In general, the NSA is closely monitoring the effectiveness of the recommendations/actions decided via ad-hoc inspections and follow-up audits. For instance, a follow-up audit was conducted on February 2026 to verify the implementation of the ANSP's corrective actions.

Focus on runway incursions

Cyprus has not included any airports in their RP4 performance plans, thus not reporting on runway incursions during the reference period.

2.2.1 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	CYATS	181,135	NA	NA	NA	NA	9	NA	NA	NA	NA



		Rate of SMI with ANS contribution per 100,000 flight hours					% variation in rate of SMIs				
#	ANSP	2025	2026	2027	2028	2029	2025	2026	2027	2028	2029
1	CYATS	5	NA	NA	NA	NA					

Focus on separation minima

At State level, Cyprus reported 10 separation minima infringements (SMI) in their airspace during 2025. The rate of separation minima infringements was below Union-wide average (5.52 vs 7.87). At ANSP level, Cyprus reported 9 SMIs with ANS contribution. The rate of separation minima infringements at ANSP level was below the Union-wide average (4.97 vs 6.02).

When comparing to 2024, the rate of separation minima infringements has increased at both State level (5.52 vs 4.4) and at ANSP level (4.97 vs 4.41).

In terms of initiatives implemented or planned, the monitoring report states that the ANSP has actions aimed at managing SMI events and reversing the previously identified negative trend. These actions included the following:

- Nicosia ACC Safety Bulletins to personnel January -December 2025.
- Central SMS Alerts to the Nicosia ACC, data dissemination and facilitation to the dedicated NACC safety committee meetings.
- NicACC safety committee meetings and corrective measures planning on personnel awareness
- NicACC dedicated meeting with the NACC Supervisors.
- NicACC communication to all personnel on concertation and discipline.
- 2025 NACC Theoretical and Practical Refresher Training. In the theoretical part all lessons learned from SMI analysis were presented and disseminated to NACC personnel.

Furthermore, actions included the incorporation of human factor stressors and enhanced human error analysis within investigation reports.

The NSA notes in the monitoring report that it intends to monitor the effectiveness of the recommendations/actions decided via ad-hoc inspections and follow-up audits. For instance, a follow-up audit was conducted in February 2026 to verify the implementation of the ANSP's corrective actions.



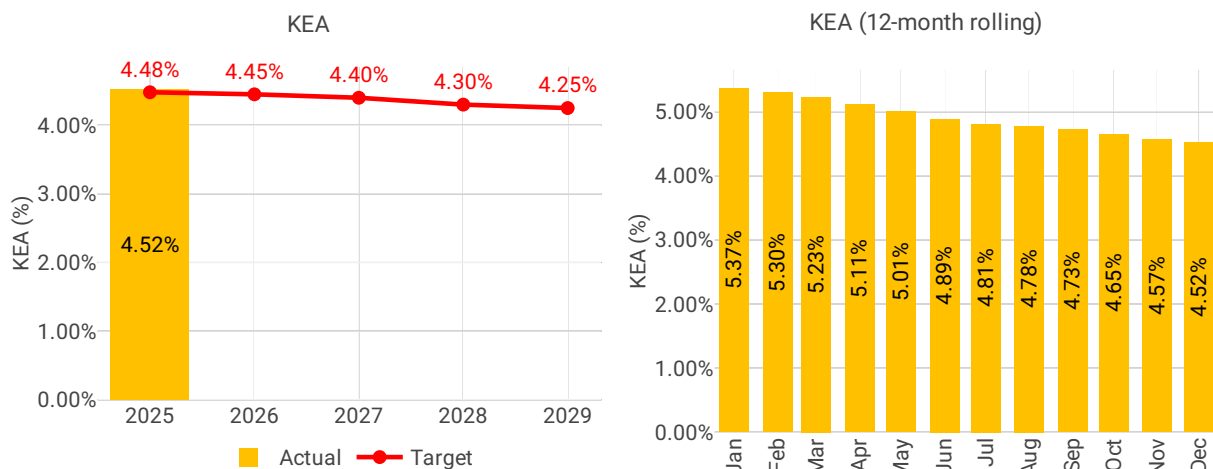
3 ENVIRONMENT - CYPRUS

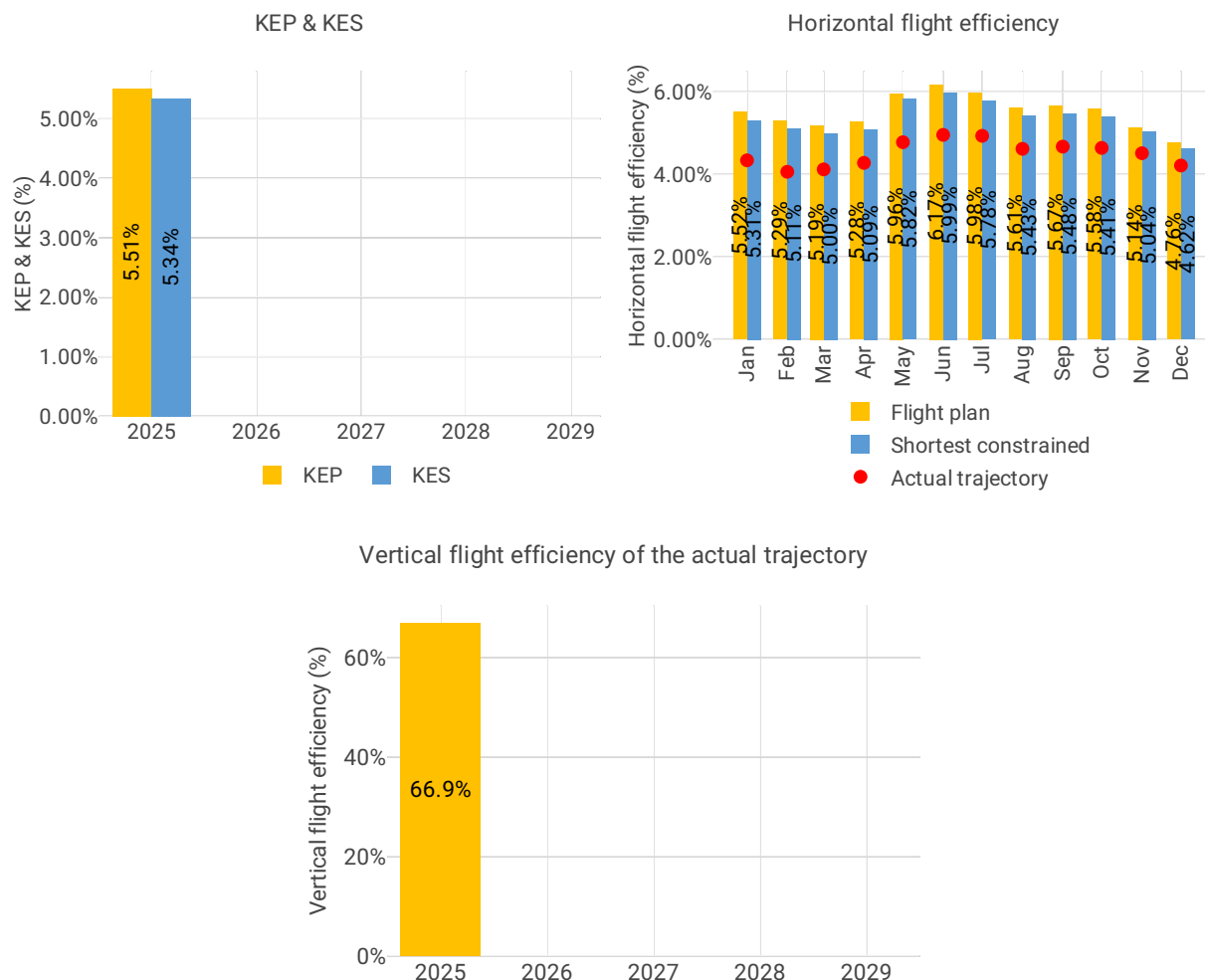
3.1 PRB monitoring

- Cyprus registered a KEA performance of 4.52%. Their target of 4.48% was not achieved and Cyprus did not contribute positively to Union-wide performance. The NSA states the main reason for not meeting the target is the inability of Cyprus to optimise traffic flows in the entire Nicosia (FIR), and that most neighbouring non-EU ACC are not part of the European Route Network Improvement Plan.
- Both KEP and KES improved in comparison with 2024. The improvement in KES shows that Cyprus has improved the element of horizontal flight efficiency that is under its control.
- VFE of the actual trajectory was at 66.93%, which was below the average Union-wide average.
- No airports are included in the performance plan for monitoring.

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

With respect to 2024, the value of the indicator has been improving in terms of both the KEA (from 5.43% in 2024 to 4.52% in 2025) and the KEA corrected to take into consideration the effect of the conflict in Ukraine (from 4.28% to 3.53%). In terms of “ranking” those values place Cyprus in 24th and 26th place among the States.

In terms of additional distance, the average per flight is 2.92km of internal additional distance (4th worst) out of 14.23km additional distance (6th worst).

The additional distance for Cyprus corresponds to 2.34% of the additional distance in the SES area (20th contribution). This value has been decreasing from 2.52% in 2024 (the ranking was the same).

Regarding the assessment of the achieved level of actual performance in the environment KPA, the NSA reports: *“The actual performance was almost in line with the PP targets.”*

Regarding the implementation of major operational or structural changes during the calendar year impacting performance in this key performance area, the NSA reports: *“The ANSP continues to work closely with the Network Manager so as to implement airspace restructuring projects and to improve further its performance with respect to the environmental.”*

FRA implementation in Nicosia FIR continues as planned.”



Regarding progress on the implementation of the measures committed to in the ERNIP, the NSA reports: *“The published flight efficiency plans (ERNIP) continue to be implemented in cooperation with the Network Manager. FRA implementation in Nicosia FIR continues as planned.”*

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 slight deviation from the optimum routing options is not attributed to the ANSP but to the inability of Cyprus to optimise traffic flows in the entire of Nicosia FIR (e.g. Turkey is not cooperating for additional airspace improvements).”*

It should be noted that most neighbouring ANSPs do not need to comply with EU law and EU instruments such as the ERNIP.”

Regarding recommendations to the ANSP to rectify the situation, the NSA reports: *“The ANSP should continue to work closely with the Network Manager to implement airspace restructuring projects and to improve, to the maximums extent possible, its enviromental efficiency.”*

Regarding remedial measures that have been / will be taken by the ANSP to rectify the situation, the NSA reports: *“The ANSP is not able, on its own, to optimise furhter the airspace structures in the entire Nicosia FIR, and particularly the northern part. It remains dependent on geopolitical developepments and the NM's initiatives for performing further optimisations.”*

KEP

No comment provided.

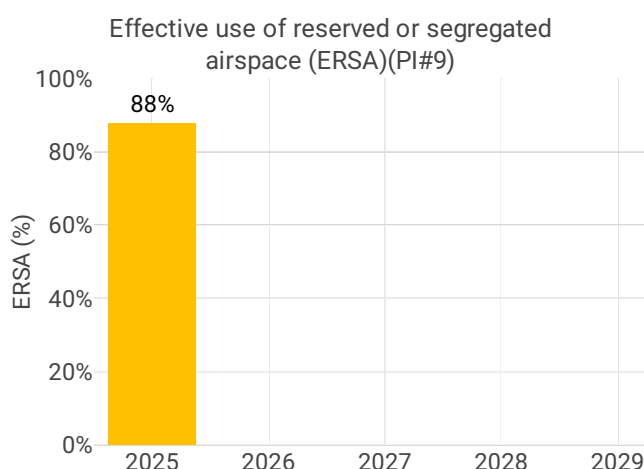
KES

No comment provided.

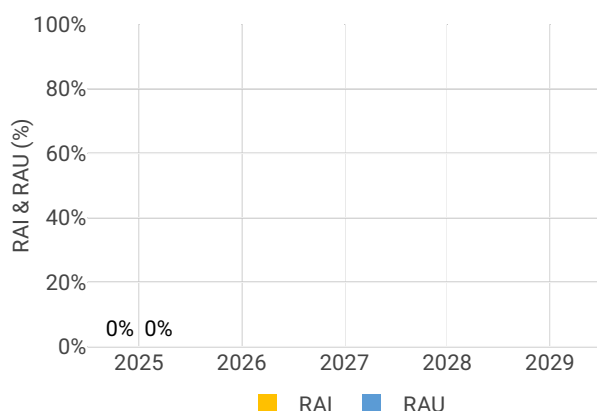
Vertical flight efficiency

No comment provided.

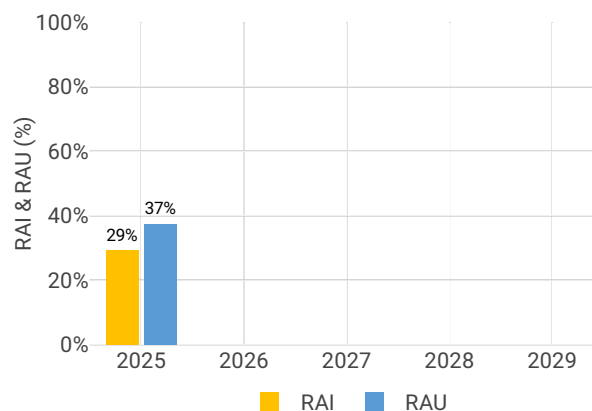
3.3 Civil-Military dimension



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



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



Focus on Civil-Military dimension

Effective use of reserved or segregated local airspace

CYPRUS reports a ratio of **88%** (data source NM)

Rate of planning via available airspace structures

CYPRUS reports that:

-The ratio of planning via available airspace structures is **29%** (via available restricted and segregated airspaces)

- No data provided regarding the ratio of planning airspace structures via available conditional routes (CDR)

Rate of using available airspace structures

CYPRUS reports that:

-The ratio of the use of the available airspace structures is **37%** (via available restricted and segregated airspaces)

- No data provided regarding the ratio of the use of available airspace structures via conditional routes (CDR)



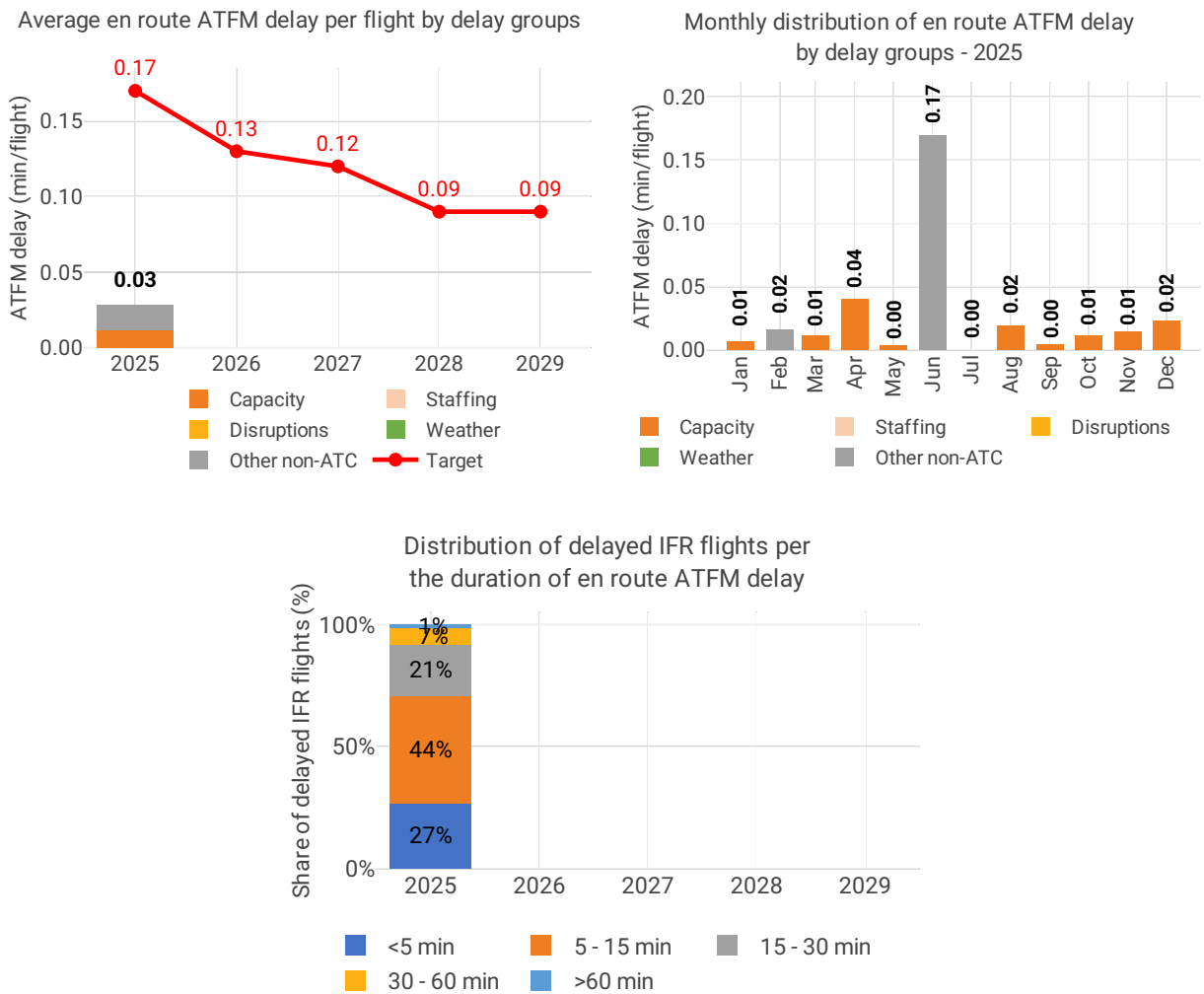
4 CAPACITY - CYPRUS

4.1 PRB monitoring

- Cyprus registered 0.03 minutes of average en route ATFM delay per flight during 2025, which remained 0.03 after the post-ops adjustment process, thus achieving the local target value of 0.17. Delays in Cyprus increased by 0.02 minutes per flight year-on-year.
- The number of ATCOs in OPS was 105, being below the 2025 plan in Nicosia ACC by -2 FTE.
- The yearly total of sector opening hours in Nicosia ACC was 29,851, showing a 8% increase compared to 2024.
- Nicosia ACC registered 14.57 IFR movements per one sector opening hour in 2025, 6% above the 2024 level.

4.2 En route performance

4.2.1 En route ATFM delay (KPI#1)



Focus on en route ATFM delay

En route ATFM delay

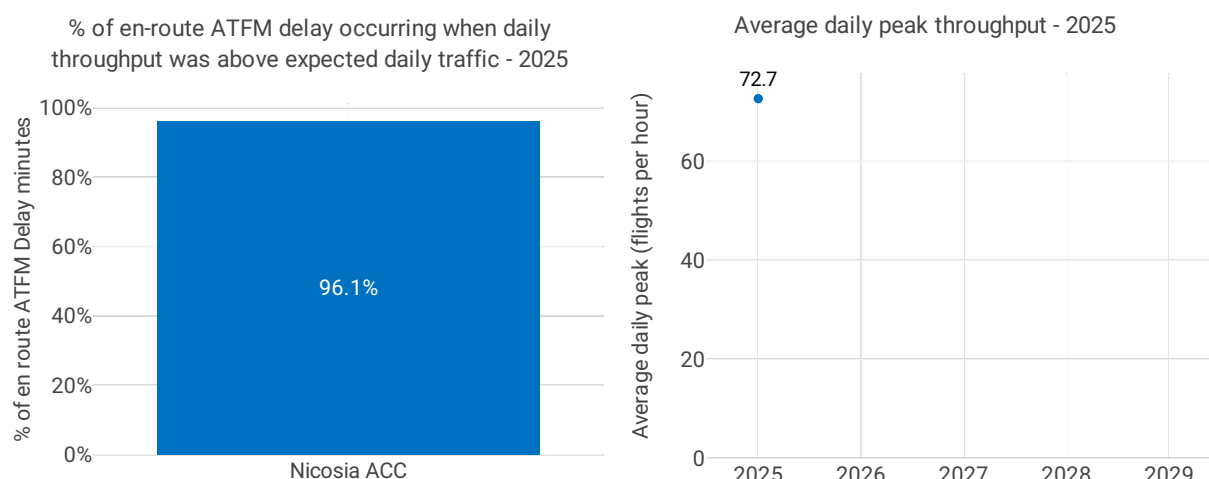
- Cyprus had 435k flights in 2025, up from 379k flights in 2024.
- DCAC Cyprus applied en route ATFM regulations resulting in 12k minutes of delay, an increase from the 2k minutes in 2024.

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 ANSP has duly implemented its capacity plan."*

En route capacity incentive scheme

The Cypriot NSA reports a financial bonus for the ANSP of €443,412 for en route capacity performance in 2025. A local incentive target was set at 0.17 min/flight, for all causes of delay, and an actual value of 0.03 mins/flight was achieved.

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

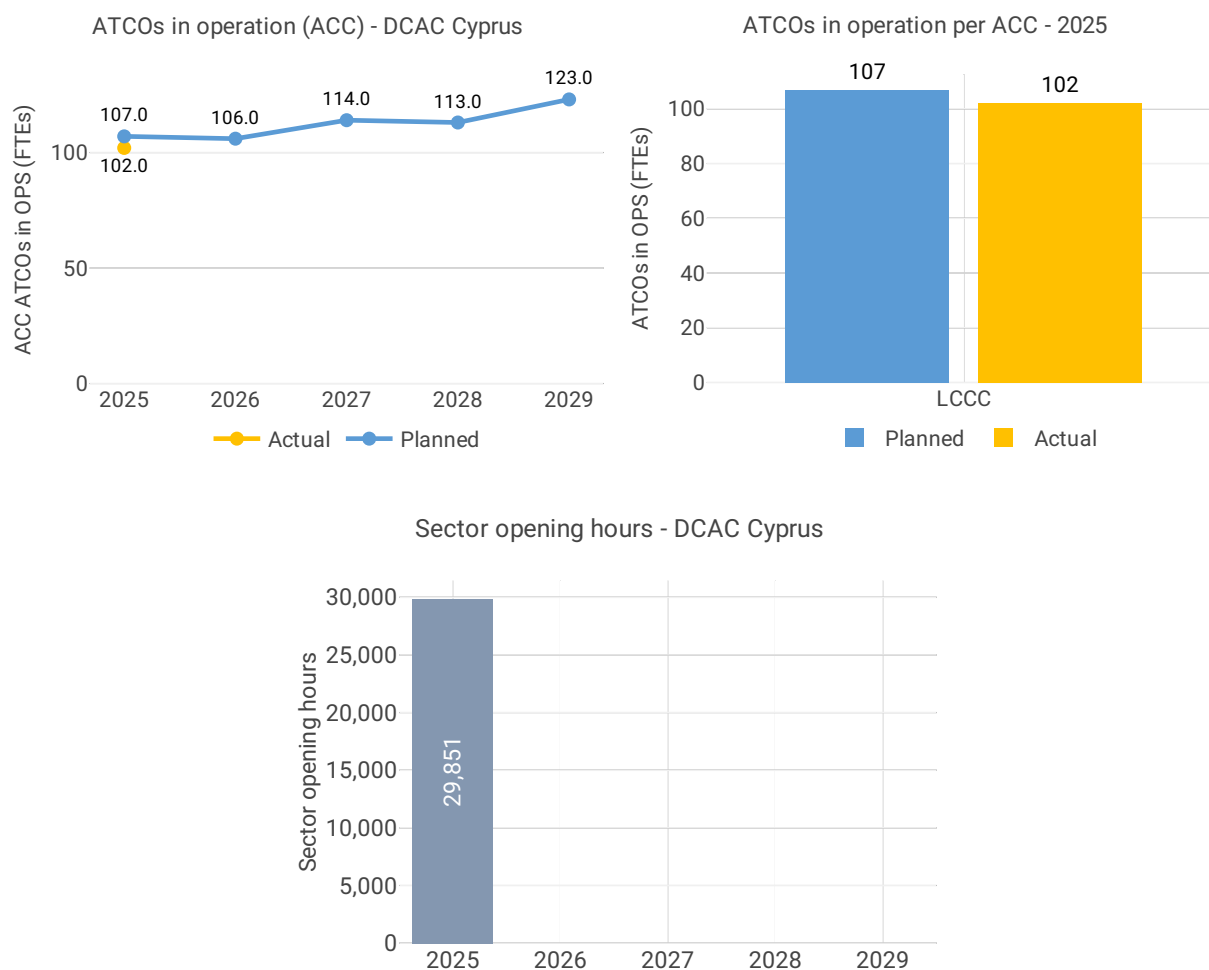
No comment provided.

Annual weighted average of the daily peak throughput

No comment provided.



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: *“By the end of 2025, the total number of operational Air Traffic Control Officers (ATCOs in OPS) employed by DCAC Cyprus stood at 142 (141.5 FTEs), compared to the 138 FTEs projected in the Performance Plan (PP). This deviation does not stem from an accelerated recruitment policy or unplanned hiring campaigns. It is the result of a data rectification and subsequent operational reassignments identified during the 2025 monitoring cycle:*

- *Statistical Omission (+6 ATCOs): the 2025 monitoring review revealed that six ATCOs executing mixed duties across two distinct operational units—the Area Control Centre (ACC) and the newly established Approach Unit—were erroneously omitted from the initial PP baseline headcount.*
- *Operational Reassignments (-2 ATCOs): This statistical increase was partially offset by the reassignment of two ATCOs to non-operational duties due to medical and other reasons. These two cases are additional to the reassignments already anticipated in the CY RP4 Performance Plan.*

The net operational impact of these two factors results in a factual increase of +3.5 FTEs compared to the Performance Plan. This correction ensures full transparency and accuracy in reporting the actual operational capacity.”



“Nicosia (LCCC ACC): The year-end ACC ATCOs (FTEs) of the Cyprus ATSp, at the end of 2025, stands at 101.5, falling short of the planned target of 107 — a variance of 5 FTEs. This shortfall is attributable to one ATCO retirement AND (mainly) a tactical operational decision regarding the extension of operating hours of the Approach Unit:

During the PR4 planning phase, it was anticipated that 5 Tower/Approach ATCOs would be transferred to the ACC by mid-2025. However, following a tactical reassessment, it was determined that retaining these personnel within the Approach Unit would yield greater operational benefit by facilitating an extension of that Unit's hours of operation. The expanded operating schedule of the new Approach Unit strengthens the ANSP's overall safety performance and indirectly enhances ACC capacity by absorbing a portion of the en-route sector workload, thereby offsetting the impact of the ACC staffing levels.

This proved to be a correct operational decision because, in the end, the capacity targets were met.”

Regarding the training process, including details on the effective failure rate and the process used to allocate newly qualified ATCOs between ACC, APP and TWR positions, the NSA reports: *“Selection and recruitment process for new ATCOs has commenced in 2025, however it will be completed within 2026 (due to long, bureaucratic administrative processes). New ATCO training is expected to begin before the end of 2026. This will shift ATCO planning forward by one year.”*



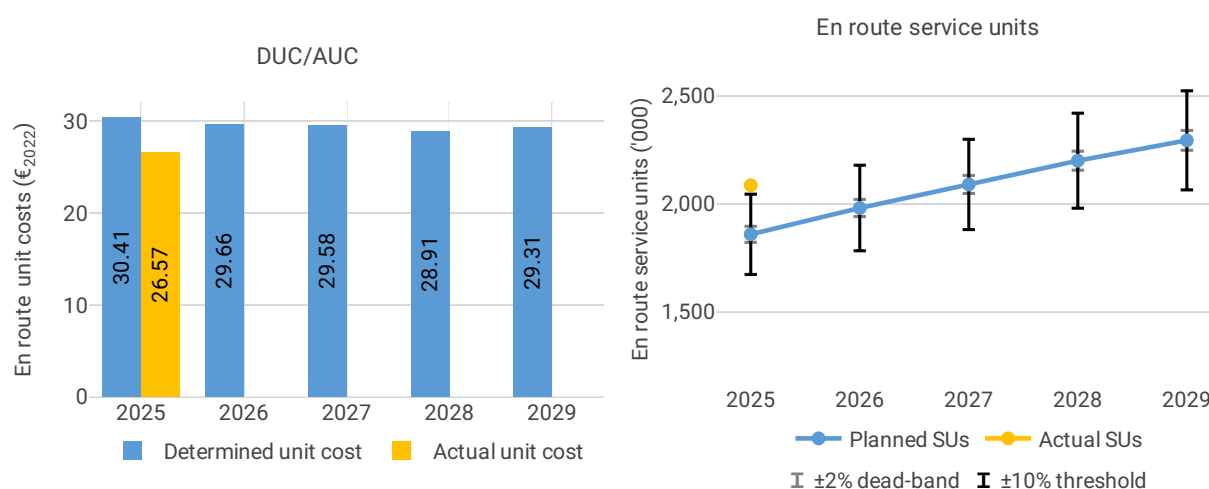
5 COST-EFFICIENCY - CYPRUS

5.1 PRB monitoring

- The en route 2025 actual unit cost of Cyprus was 26.57€2022, -12.6% lower than the determined unit cost (30.41€2022). Cyprus does not have a terminal charging zone.
- The en route 2025 actual service units (2.1M) were +12.2% higher than the determined service units (1.9M).
- The en route 2025 actual total costs were -1.1M€2022 (-1.9%) lower than determined with all cost categories registering lower-than-planned costs, except exceptional items. In particular, other operating costs (-0.4M€2022, or -2.5%) and depreciation (-0.3M€2022, or -8.4%) for DCAC Cyprus were lower than planned. This was mainly due to the postponement of certain CNS costs and security-related costs for the new ACC that have not been materialised, and delays in projects implementation.
- DCAC Cyprus costs of investments were 5.3M€2022 in 2025, -4.9% less than determined (5.6M€2022). According to the NSA, it is due to delays in the implementation of the secondary radar in Horteri, the upgrade of “AEROMED WEB” and “DME-DME infrastructure”.
- The en route actual unit cost incurred by users in 2025 was 29.19€ (-9.3% below the 2025 DUC). The difference between the AUCU and the DUC is mainly driven by the traffic adjustments.
- The en route regulatory result for DCAC Cyprus amounted to +4.5M€, or 9.8% 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

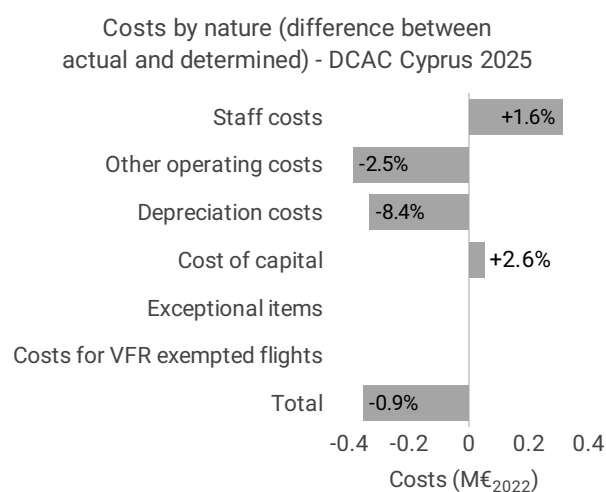
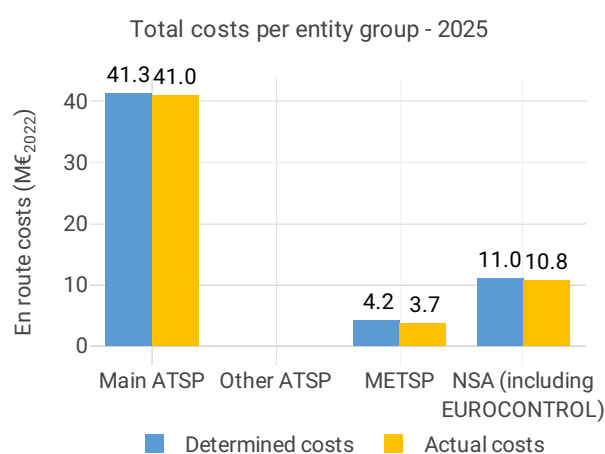
5.2.1 Unit cost (KPI#1)



Actual and determined data					
Total costs - nominal (M€)	2025	2026	2027	2028	2029
Determined costs	59.9	63.0	67.2	70.0	74.9
Actual costs	58.2	NA	NA	NA	NA
Difference costs	-1.6	NA	NA	NA	NA

Inflation assumptions	2025	2026	2027	2028	2029
Determined inflation rate	2.0%	2.0%	1.9%	1.9%	1.9%
Determined inflation index*	108.5	110.6	112.7	114.9	117.1
Actual inflation rate	0.8%	NA	NA	NA	NA
Actual inflation index*	107.1	NA	NA	NA	NA
Difference inflation index (p.p.)	-1.3	NA	NA	NA	NA

*100 = 2022



Focus on unit cost

AUC vs. DUC

In 2025, the en route AUC was -12.6% (or -3.84 €2022) lower than the planned DUC. This results from the combination of significantly higher than planned TSUs (+12.2%) and lower than planned en route costs in real terms (-1.9%, or -1.1 M€2022).

En route service units

The difference between actual and planned TSUs (+12.2%) 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 regulatory result).

En route costs by entity

Actual real en route costs are -1.9% (-1.1 M€2022) lower than planned. This is the result of lower costs for the MET service provider (-11.4%, or -0.5 M€2022), the main ANSP, DCAC Cyprus (-0.9%, or -0.4 M€2022) and the NSA/EUROCONTROL (-2.5%, or -0.3 M€2022).



En route costs for the main ANSP (DCAC Cyprus) at charging zone level

Based on the additional information to the en route reporting tables, the slightly lower than planned en route costs in real terms for DCAC Cyprus in 2025 (-0.9%, or -0.4 M€2022) result from:

- Higher than planned staff costs (+1.6%), mainly reflecting the impact of lower than planned inflation index (-1.3 p.p.) since costs in nominal terms were in line with the plan (+0.3%).
- Lower than planned other operating costs (-2.5%), mainly due to the postponement of some planned expenditures related to CNS and security of the new ACC.
- Significantly lower than planned depreciation (-8.4%), mainly due to delays to the implementation of planned projects (namely: *secondary Radar in Horteri; AEROMED WEB Upgrade; DME-DME infrastructure*).
- Higher than planned cost of capital (+2.6%), mainly due to prepayments for investments under construction (namely: *new ATM system – phase 4; new radar in Horteri; new primary and secondary Kionia radar and new Larnaca radar*).

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

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

“The actual costs are lower than the determined ones by 2.7% whilst the en route service units are higher than the forecast by 12.2%. The combination of the two parameters results to an actual unit cost (in real terms) which is lower than the determined unit cost (by 12.8%).”

[It should be noted that Cyprus submitted a revised Monitoring Report 2025 with the updated en route costs, but not all corresponding figures were updated in the analysis. As a result, some of the amounts indicated by the NSA cited above differ slightly from the amounts reported in the respective data tables in the same NSA Monitoring Report and in the submission of en route reporting tables (both of which are aligned).]

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 overall ANS costs are lower (by 2.9%) than the determined costs foreseen in the RP4 PP. This is broken down as follows: Main ANSP -1.9%; MET -12%; State/NSA -3.3%.

The main reasons for these deviations are:

- *Delays to or partial implementation of the recruitment plans of the ANSPs.*
- *Delays to or partial implementation of ANSPs’ organisational plans (leading to lower operating costs than those foreseen).*
- *Delays to or partial implementation of certain investments (leading to lower depreciation costs and cost of capital).”*



[It should be noted that Cyprus submitted a revised Monitoring Report 2025 with the updated en route costs, but not all corresponding figures were updated in the analysis. As a result, some of the amounts indicated by the NSA cited above differ slightly from the amounts reported in the respective data tables in the same NSA Monitoring Report and in the submission of en route reporting tables (both of which are aligned).]

Recommendations formulated by the NSA to the ANSP (DCAC Cyprus) to rectify the situation and actions taken by the ANSP

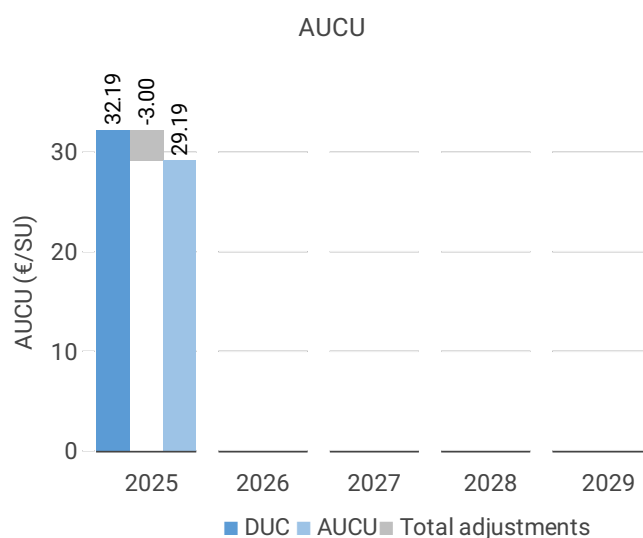
The NSA 2025 monitoring report indicates the following recommendations formulated by the NSA:

“Strong recommendations were made to the ANSPs to implement more consistently their plans regarding the investments.”

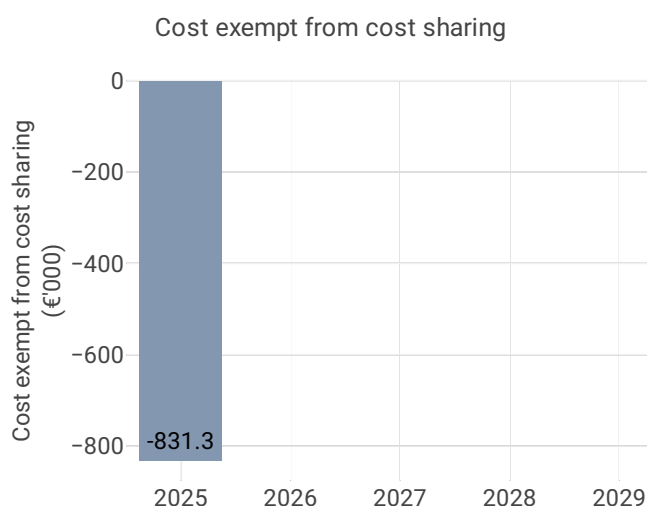
DCAC Cyprus reports the implementation of the following actions:

“The ANSPs' Annual Plans will be modified so as to catch-up with the delayed investments.”

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	32.19
Inflation adjustment	-0.25
Cost exempt from cost sharing	-0.40
Traffic risk sharing adjustment	-1.66
Traffic adjustment (costs not TRS)	-0.91
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	-3.00
AUCU	29.19
AUCU vs. DUC	-9.3%



Cost exempt from cost sharing – 2025		
Cost exempt from cost sharing by item - 2025	€'000	€/SU
New and existing investments	-558.1	-0.27
Competent authorities and qualified entities costs	-244.6	-0.12
Eurocontrol costs	-28.6	-0.01
Pension costs	0.0	0.00
Interest on loans	0.0	0.00
Changes in law	0.0	0.00
Total cost exempt from cost risk sharing	-831.3	-0.40

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 (29.19 €) is -9.3% lower than the nominal DUC (32.19 €). The difference between the AUCU and the nominal DUC (-3.00 €/SU) is due to:



- the negative inflation adjustment resulting from lower than planned inflation (-0.25 €/SU);
- the impact of adjustments resulting from the costs exempted from cost sharing mechanism (-0.40 €/SU);
- the deduction of the traffic risk sharing adjustments (-1.66 €/SU);
- the deduction of the traffic adjustment (-0.91 €/SU) for the costs not subject to traffic risk sharing; and,
- the impact of financial incentives (+0.21 €/SU).

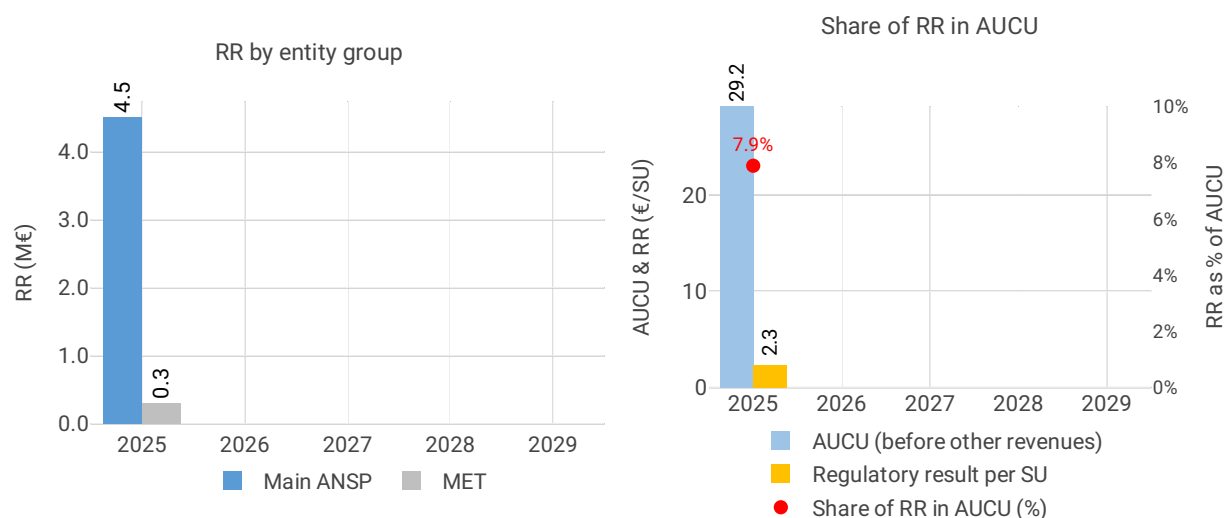
The share of the regulatory result (see next sub-section) in the AUCU (before the deduction of other revenues) is 7.9%.

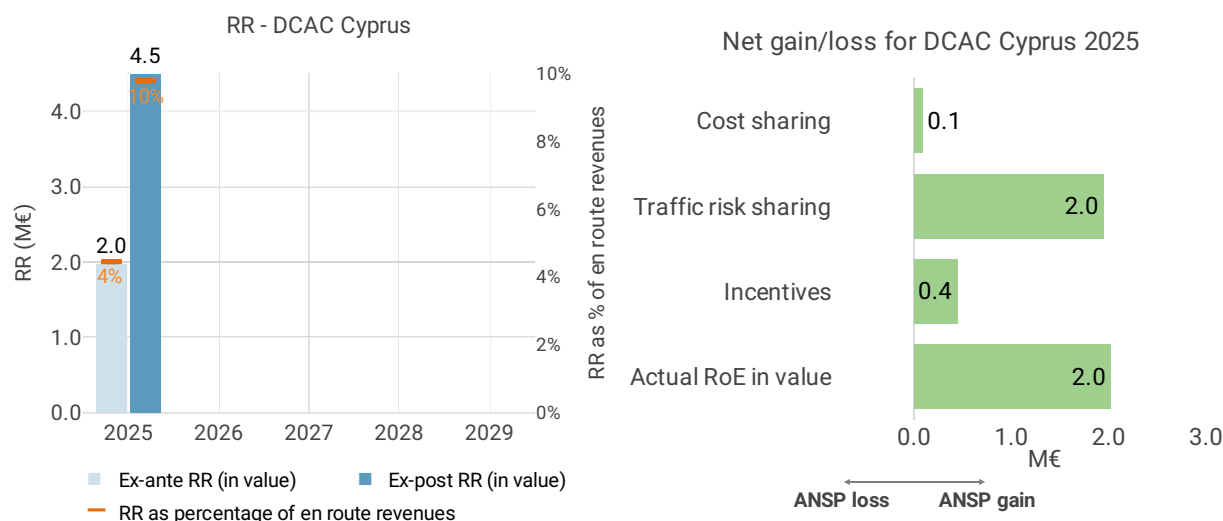
Initiatives implemented or planned that will improve this PI reported by the NSA

The NSA of Cyprus provides the following information regarding the initiatives:

“The NSA conducts regular audits and inspections to verify the progress of the planned investments and to mandate for application of corrective measures (if and when the delays in investments are attributed to the ANSP).”

5.2.3 Regulatory result (RR)





Focus on regulatory result

DCAC Cyprus net gain/loss on activity in the Cyprus en route charging zone in 2025

DCAC Cyprus reported a net gain of +2.5 M€, as a combination of a gain of +0.1 M€ arising from the cost sharing mechanism, with a gain of +2.0 M€ arising from the traffic risk sharing mechanism and a gain of +0.4 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 (+2.5 M€) and the actual RoE (+2.0 M€), amounts to +4.5 M€ (9.8% of the en route revenues). The resulting ex-post rate of return on equity is 11.8%, which is higher than the 5.3% planned in the PP.

