

Performance Review Board

Monitoring Report

Czech Republic - 2025



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1 OVERVIEW

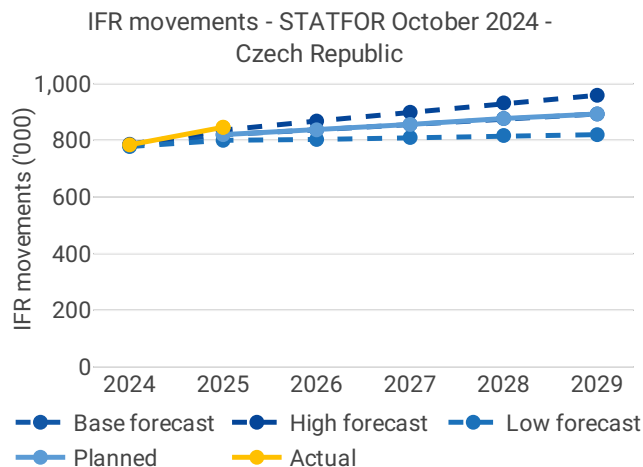
1.1 Contextual information

This document is based on the version of the Annual Monitoring Report file submitted by the state on 2026-08-25 (CZ12063_Czech Republic_AMR 2025_final_V2.0 srpen.xlsx) and the accompanying submission of en route and terminal (if applicable) reporting tables.

National performance plan adopted following Commission Decision (EU) 2025/1053 of 19 May 2025

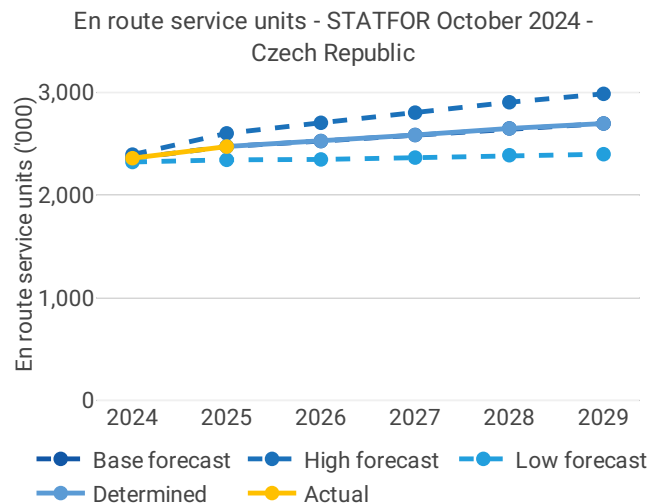
List of ACCs 1 Prague ACC	Exchange rate (1 EUR=) 2022: 24.5299 CZK 2025: 24.6596 CZK	Main ANSP • ANS CR
No of airports in the scope of the performance plan: • ≥80'K 1 • <80'K 0	Share of Union-wide: • traffic (TSUs) 2025 1.8% • en route costs 2025 2.0%	Other ANSPs -
	Share en route / terminal costs 2025 87% / 13%	MET Providers • CHMI
	En route charging zone(s) Czech Republic	
	Terminal charging zone(s) Czech Republic	

1.2 Traffic (En route traffic zone)



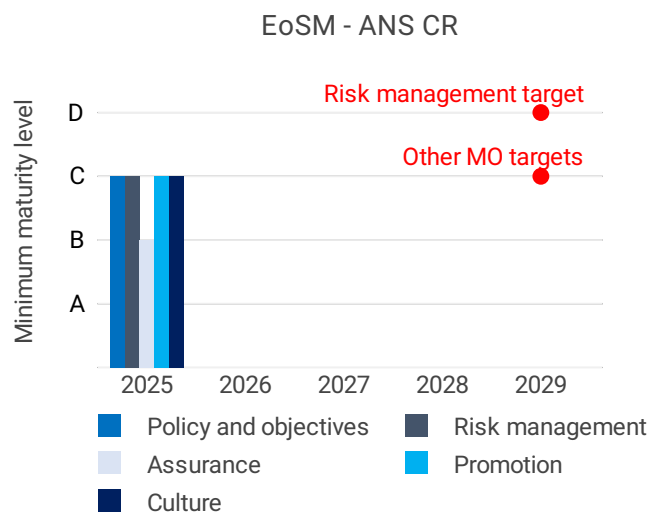
- Czech Republic recorded 846K actual IFR movements in 2025, +7.8% compared to 2024 (784K).
- Actual 2025 IFR movements were +3.2% above the plan (820K).
- Actual 2025 IFR movements were -2.5% below the actual 2019 level (867K).





- Czech Republic recorded 2,473K actual service units in 2025, +4.8% compared to 2024 (2,360K).
- Actual 2025 service units were in line with the plan (2,474K).
- Actual 2025 service units are -15.8% below the actual 2019 level (2,936K).

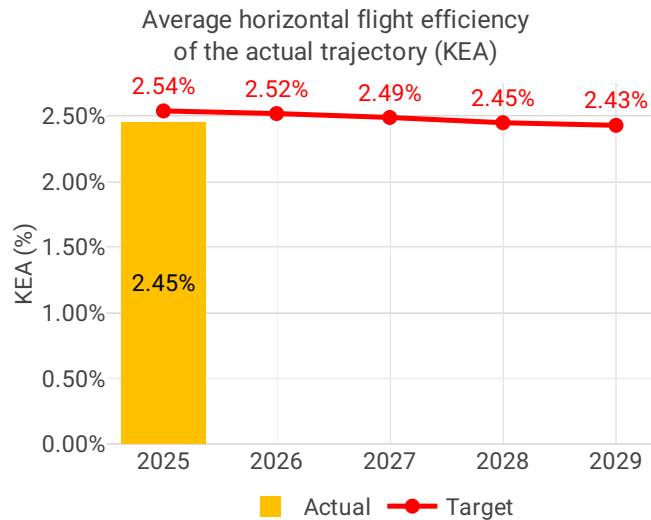
1.3 Safety (Main ANSP)



- In 2025, ANS CR achieved the planned maturity levels set out in its performance plan for all five components of the EoSM.
- On airport level, rate of runway incursions was 2.80, which was slightly higher than Union-wide average. The rate of runway incursions has decreased compared to 2024 at airport level.
- In 2025, Czech Republic reported 0 runway incursions (RI) with ANS contribution, compared to 2024 when 1 RI with ANS contribution was reported (rate of 0.75 in 2024).
- The rate of separation minima infringements (SMIs) at State level was 6.72, and at ANSP level 2.94. 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.



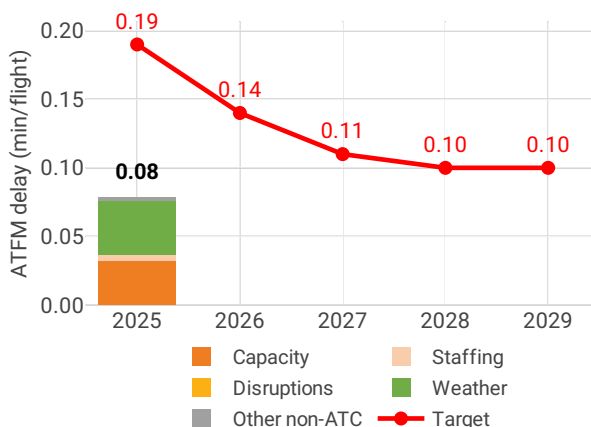
1.4 Environment (Member State)



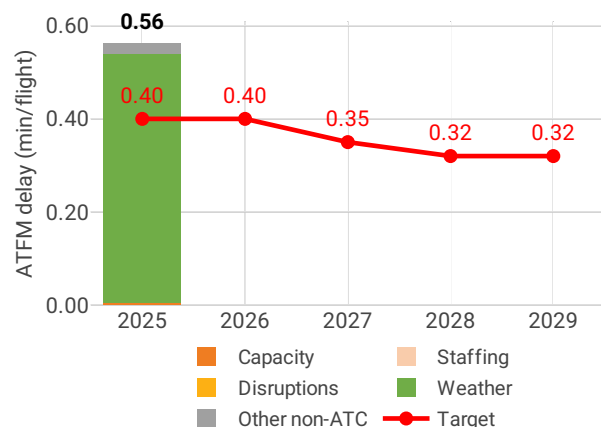
- The Czech Republic registered a KEA performance of 2.45% compared to its target of 2.54% and contributed positively towards achieving the Union-wide target. The NSA states the main reason for meeting the target is implementation of FRA, and CP1 projects, despite changes in traffic patterns at Praha (Prague) FIR (decrease of long-haul flights) negatively impacting the achievability of this KPI.
- Both KEP and KES remained stable compared to 2024.
- VFE of the actual trajectory was at 77.86%, which was better than the Union-wide average.
- The average time in level flight during descent and climb were both stable compared to 2024.
- Additional taxi-out time was 3.03 min/flight which degraded compared to 2024, and additional taxi-in time was 1.33 min/flight, which improved compared to 2024.
- Additional time in the arrival sequencing and metering area was 2.80 min/flight, which degraded compared to 2024.

1.5 Capacity (Member State)

Average en route ATFM delay per flight by delay groups

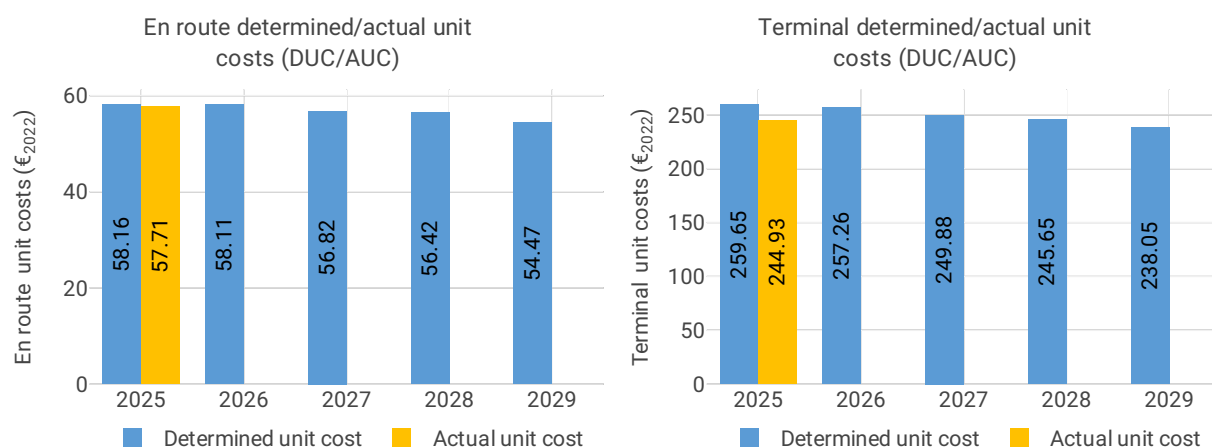


Average arrival ATFM delay per flight by delay groups



- Czech Republic registered 0.09 minutes of average en route ATFM delay per flight during 2025, which has been adjusted to 0.08 during the post-ops adjustment process, thus achieving the local target value of 0.19. Delays in Czech Republic decreased by -0.05 minutes per flight year-on-year. Delays were highest in June, July and August, mostly driven by weather and ATC capacity.
- The share of delayed flights with delays longer than 15 minutes in Czech Republic decreased by -11 percentage points compared to 2024.
- The number of ATCOs in OPS was 138, being below the 2025 plan in Prague ACC by -2 FTE.
- The yearly total of sector opening hours in Prague ACC was 53,537, showing a 26% increase compared to 2024.
- Prague ACC registered 14.34 IFR movements per sector opening hour in 2025. This is -14% below the ratio recorded in 2024.
- Czech Republic registered an average airport arrival ATFM delay of 0.56 minutes per flight in 2025, thus not achieving the local target of 0.4 minutes. Compared to 2024, average arrival ATFM delays in Czech Republic were 0.41 minutes per flight higher in 2025.
- The main driver of delays was weather, accounting for 0.53 of the total delays.

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



- The en route 2025 actual unit cost of Czech Republic was 57.71€2022, -0.8% lower than the determined unit cost (58.16€2022). The terminal 2025 actual unit cost was 244.93€2022, -5.7% lower than the determined unit cost (259.65€2022).
- The en route 2025 actual service units (2.5M) were in line with the determined service units (2.5M).
- The en route 2025 actual total costs were -1.2M€2022 (-0.8%) lower than determined. This is mainly due to lower depreciation for ANS CR (-2.8M€2022, or -11.7%). The NSA explained that this decrease is due to the postponement of some of the system upgrades. This was partially compensated by higher staff costs than planned for ANS CR (+1.0M€2022, or +1.3%), due to compensation for inflation.



- ANS CR spent 32.7M€2022 in 2025 related to costs of investments for both en route and terminal charging zones, -8.8% less than determined (35.9M€2022). According to the NSA, it is mainly due to the postponement of some investments and reprioritisation of the investment plan after deciding to join other ANSPs for the procurement of an up-to-date ATM system.
- The en route actual unit cost incurred by users in 2025 was 64.07€ (-0.6% below the 2025 DUC), while the terminal actual unit cost incurred by users was 174.73€ (-39.8% below the 2025 DUC). The difference between the AUCU and the DUC for the terminal charging zone is mainly driven by the application of lower unit rate.

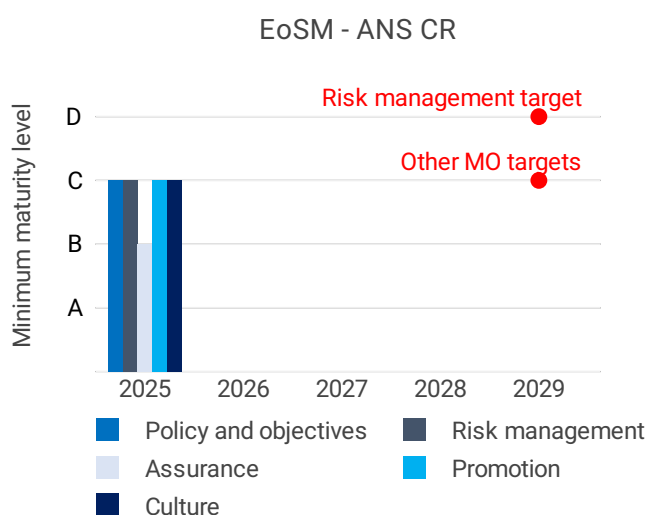


2 SAFETY - CZECH REPUBLIC

2.1 PRB monitoring

- In 2025, ANS CR achieved the planned maturity levels set out in its performance plan for all five components of the EoSM.
- On airport level, rate of runway incursions was 2.80, which was slightly higher than Union-wide average. The rate of runway incursions has decreased compared to 2024 at airport level.
- In 2025, Czech Republic reported 0 runway incursions (RI) with ANS contribution, compared to 2024 when 1 RI with ANS contribution was reported (rate of 0.75 in 2024).
- The rate of separation minima infringements (SMIs) at State level was 6.72, and at ANSP level 2.94. 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, ANS CR achieved the planned maturity levels set out in its performance plan for all five components of the EoSM.

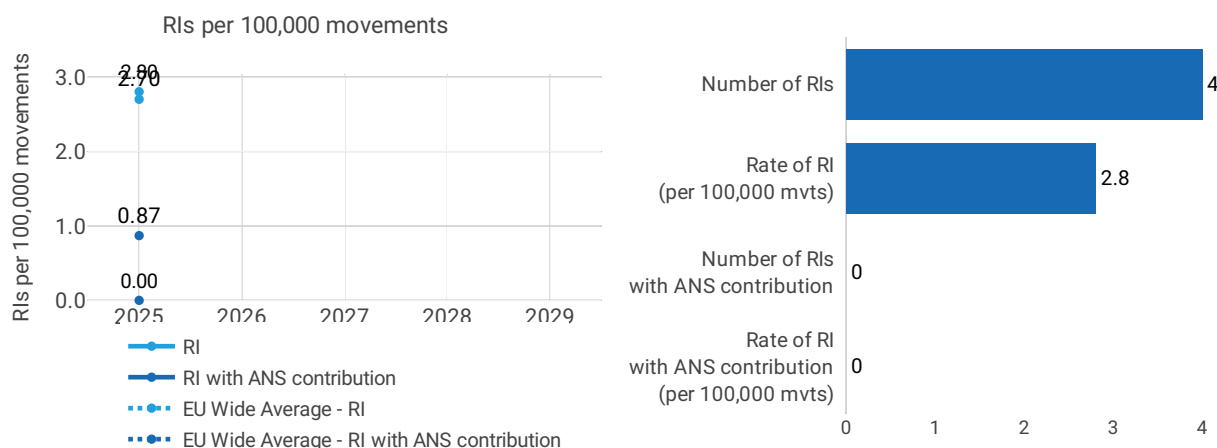
As described in the monitoring report, all components of the EoSM reached the required level. All the achieved levels were verified by NCA/NSA CZ during the assessment and audit held in March 2026.

As for the measures put in place to achieve the safety performance targets, the monitoring report states that requirements for training in safety, safety culture, human performance and just culture have been updated within the Safety Management Manual. Just Culture training is now done once in 3 years for all staff, including the managers. The employee receives the appropriate level of the training based on his/her position.



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 - Czech Republic

#	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	Prague	142,641	4	2.80	0	0.00

Focus on runway incursions

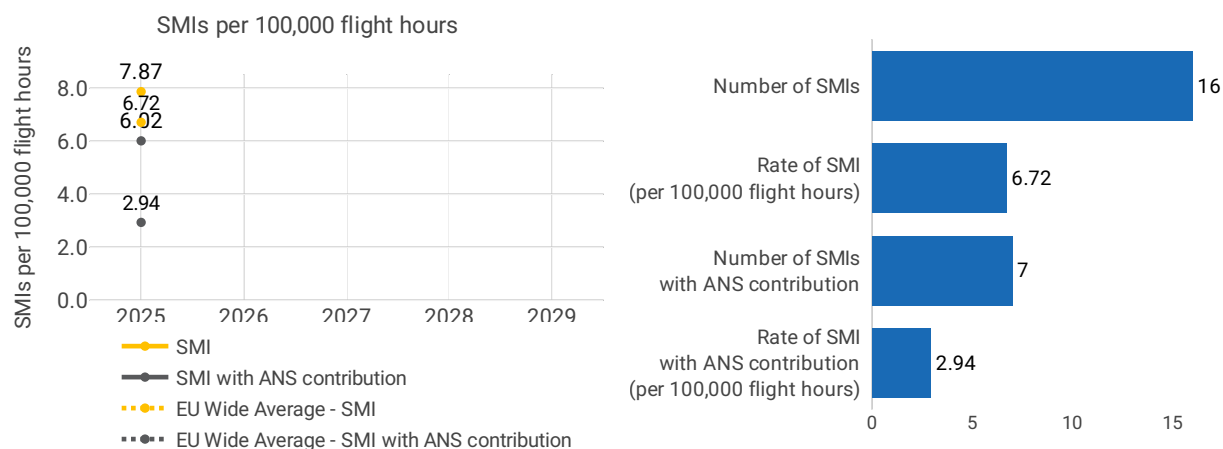
Czech Republic reported 4 runway incursions (RI) at Prague airport during 2025. When comparing the RIs at airport level to Union-wide level, Czech Republic was slightly higher than Union-wide average (2.80 vs 2.70). The rate of runway incursions has decreased compared to 2024 at airport level (2.80 vs 3.8).

In 2025, Czech Republic reported 0 runway incursions with ANS contribution, compared to 2024 when they reported 1 RI with ANS contribution (rate of 0.75 in 2024).

In terms of initiatives implemented or planned, the monitoring report lists the following initiatives for both RIs and SMIs: Continuous development of the Safety management system (SMS), continued development of all operational ATM systems and seminars for Airspace Users. Local Runway Safety Team meetings are regularly conducted, the ANS CR participated on these meetings. Operational safety within the provision of ATM/ANS services constitutes one of the principal agenda items of the Safety Boards conducted between the Czech CAA and ANS providers. In this context, four Safety Board meetings with ANS CR were held during 2025.



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	ANS CR	238,167	NA	NA	NA	NA	7	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	ANS CR	3	NA	NA	NA	NA					

Focus on separation minima

At State level, Czech Republic reported 16 separation minima infringements (SMI) in their airspace during 2025. The rate of separation minima infringements was below Union-wide average (6.72 vs 7.87). At ANSP level, Czech Republic reported 7 SMIs with ANS contribution. The rate of separation minima infringements at ANSP level was lower than Union-wide average (2.94 vs 6.02).

When comparing to 2024, the rate of separation minima infringements has increased at both State level (6.72 vs 3.85) and at ANSP level (2.94 vs 2.67).



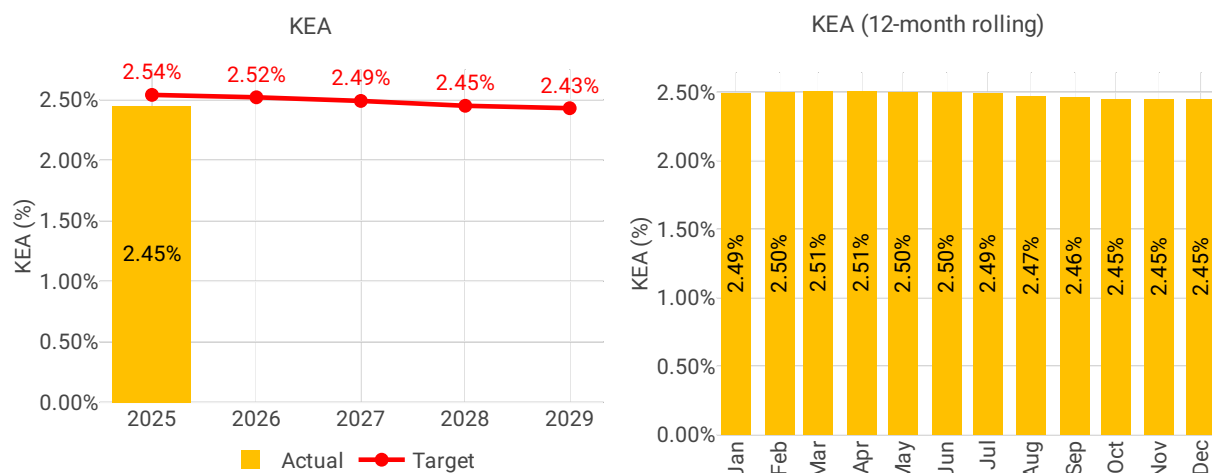
3 ENVIRONMENT - CZECH REPUBLIC

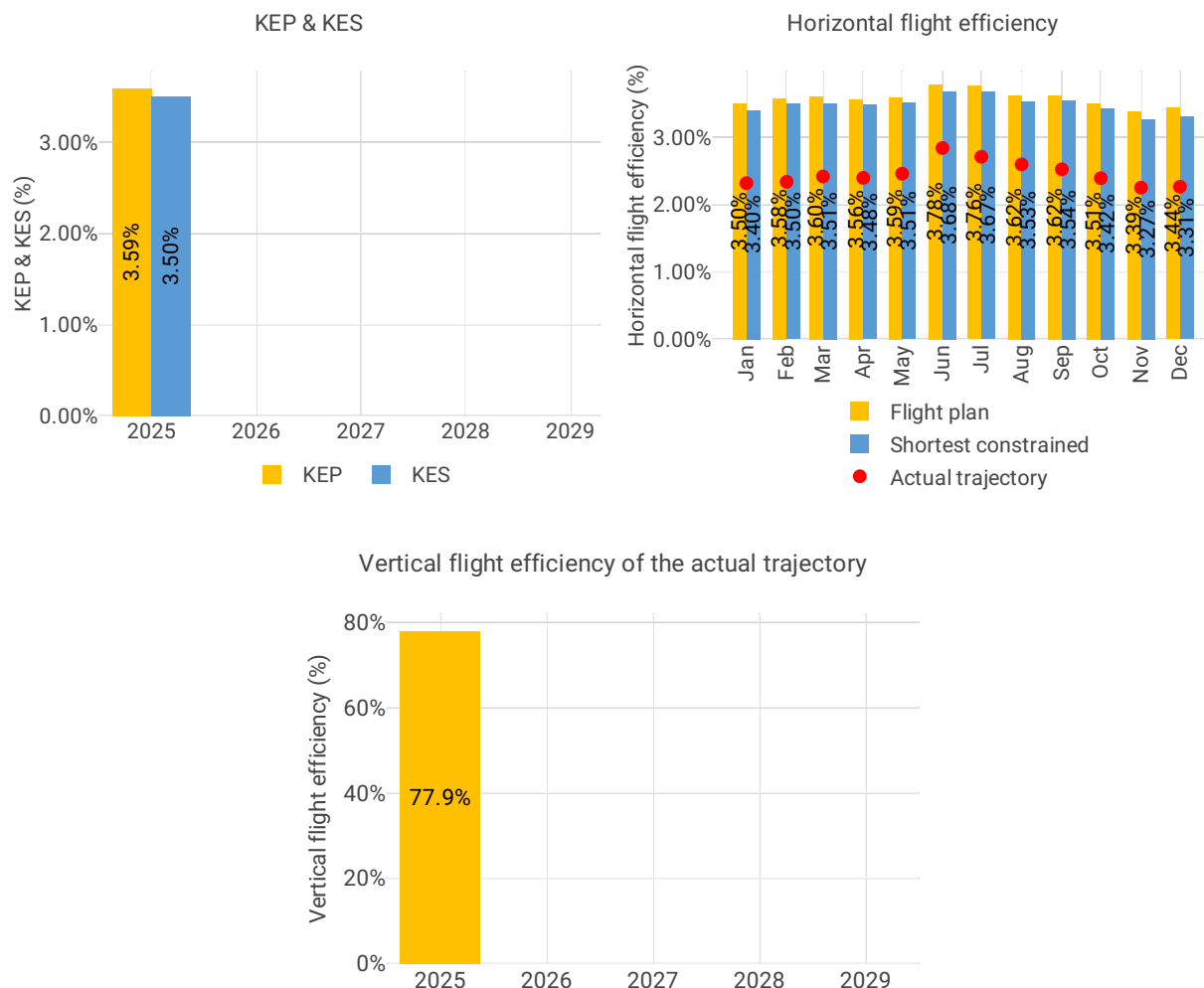
3.1 PRB monitoring

- The Czech Republic registered a KEA performance of 2.45% compared to its target of 2.54% and contributed positively towards achieving the Union-wide target. The NSA states the main reason for meeting the target is implementation of FRA, and CP1 projects, despite changes in traffic patterns at Praha (Prague) FIR (decrease of long-haul flights) negatively impacting the achievability of this KPI.
- Both KEP and KES remained stable compared to 2024.
- VFE of the actual trajectory was at 77.86%, which was better than the Union-wide average.
- The average time in level flight during descent and climb were both stable compared to 2024.
- Additional taxi-out time was 3.03 min/flight which degraded compared to 2024, and additional taxi-in time was 1.33 min/flight, which improved compared to 2024.
- Additional time in the arrival sequencing and metering area was 2.80 min/flight, which degraded compared to 2024.

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

In terms of value of the indicator, there has been continuous improvement from 2023 for both the KEA (from 2.61% in 2023 to 2.48% in 2024 to 2.45% in 2025) and the KEA corrected to take into consideration the effect of the conflict in Ukraine (from 2.26% in 2023 to 2.11% to 2024 to 2.08% in 2025). In terms of “ranking” those values place the Czech Republic in 12th and 14th place among the States.

The additional distance for the Czech Republic corresponds to 1.53% of the additional distance in the SES area (13th contribution). The value for the previous year was an almost identical 1.54% (same ranking).

Regarding the assessment of the achieved level of actual performance in the environment KPA, the NSA reports: *“The key performance indicator of horizontal efficiency has been met—the actual KEA value (2.45%) is 0.09 percentage points lower than the target value (2.54%). The ANS CR is creating the conditions for its fulfillment (since February 23, 2023, FRA has been implemented in the Czech Republic as part of SEE FRA (South East Europe Free Route Airspace). As of November 28, 2024, the Czech Free Route Airspace (FRA) within the SEE FRA (South East Europe Free Route Airspace) is interconnected with the BALTIC FRA and SECSI FRA. However, ANS CR has no control over many factors influencing the actual flight path. Tasks related to the implementation of CP1 projects and other projects contributing to the mitigation of the environmental impact of civil aviation were also successfully completed. This success was*



achieved despite changes in traffic patterns at LKAA (a decrease in long-haul flights), which had a negative impact on the achievability of this KPI."

Regarding the implementation of major operational or structural changes during the calendar year impacting performance in this key performance area, the NSA reports: *"Successful deployment of the new ATM master system during RP3 enabled further development and created the conditions for meeting the horizontal efficiency targets."*

A major project - CRONOS project (Step 2 and Step 2a, connections to Baltic FRA and SECSI FRA) was completed in November 2024. All internal objectives contributing to the KPA ENV were successfully met."

Regarding progress on the implementation of the measures committed to in the ERNIP, the NSA reports: *"Ongoing implementation of cross border projects, reduction of RAD."*

Regarding the follow up of the remedial measures indicated in the previous monitoring report(s), the NSA reports: *"No remedial measures were requested by NSA in the previous years."*

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: *"There is a minor year-on-year decline in this PI. The FRA over the Prague FIR has been implemented. Continuous monitoring of flight trajectories allowing to further fine tune RAD restrictions to allow as much flight planning flexibility as possible. Ongoing communication with airline operators to ensure they utilise FRA to their best benefit. Traffic restrictions (RAD restrictions, flow measures) in sectors of the adjacent ANSPs have negative impact. Airlines file suboptimal routings, sometimes for a reason (restrictions in other ACCs, avoiding regulated sectors, utilising better wind) sometimes for no known reason - inefficiencies in flight planning software. We try to actively communicate with AO and CFPSPs to avoid these cases."*

Since February 23, 2023, FRA has been applied in the Czech Republic as a part of SEE FRA. From November 28, 2024, the Czech free route airspace (FRA) within the SEE FRA (South East Europe Free Route Airspace) is connected with the BALTIC FRA and SECSI FRA (South East Common Sky Initiative Free Route Airspace)."

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: *"The value of this PI is essentially the same as last year and better than average of last 3 years. The FRA over the Prague FIR has been implemented. Continuous monitoring of flight trajectories allowing to further fine tune RAD restrictions to allow as much flight planning flexibility as possible. Ongoing communication with airline operators to ensure they utilise FRA to their best benefit. Traffic restrictions (RAD restrictions, flow measures) in sectors of the adjacent ANSPs have negative impact. Airlines file suboptimal routings, sometimes for a reason (restrictions in other ACCs, avoiding regulated sectors, utilising better wind) sometimes for no known reason - inefficiencies in flight planning software. We try to actively communicate with AO and CFPSPs to avoid these cases."*

Since February 23, 2023, FRA has been applied in the Czech Republic as a part of SEE FRA. From November 28, 2024, the Czech free route airspace (FRA) within the SEE FRA (South East Europe



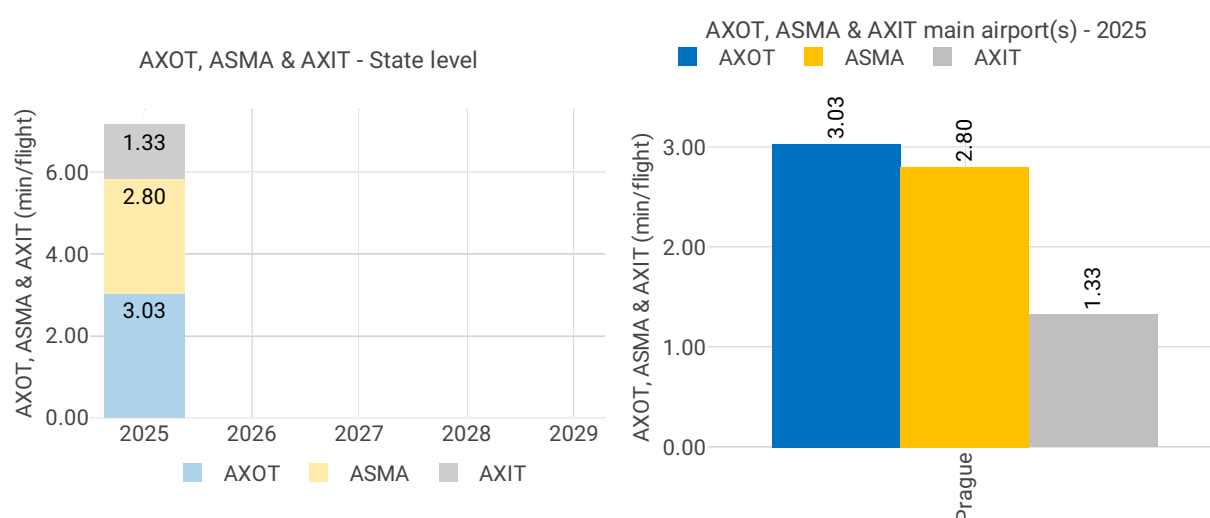
Free Route Airspace) is connected with the BALTIC FRA and SECSI FRA (South East Common Sky Initiative Free Route Airspace)."

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: *"No formal initiatives were implemented, but if traffic permits the aircraft are allowed for vertically efficient routing."*

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															
Airport	Additional taxi-out time (PI#4)					Additional ASMA time (PI#6)					Additional taxi-in time (PI#5)				
	2025	2026	2027	2028	2029	2025	2026	2027	2028	2029	2025	2026	2027	2028	2029
Prague	3.03	NA	NA	NA	NA	2.8	NA	NA	NA	NA	1.33	NA	NA	NA	NA

Focus on AXOT, AXIT & ASMA

AXOT

The additional time in 2025 increased to 3.03 min/dep, 7% above the 2024 value – last year of RP3 – of 2.84 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: *"No formal initiatives were implemented. The development of PI #4 is mainly influenced by the volume of traffic (gradual return of traffic after the COVID-19 pandemic)."*



AXIT

The additional time in 2025 was equal to 1.33 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: *“The performance is not affected by ATC but mainly by taxiway configuration of the airport. In 2025 and 2026, major maintenance is being carried out on the main runway (RWY 06/24), which has a significant impact on this PI.”*

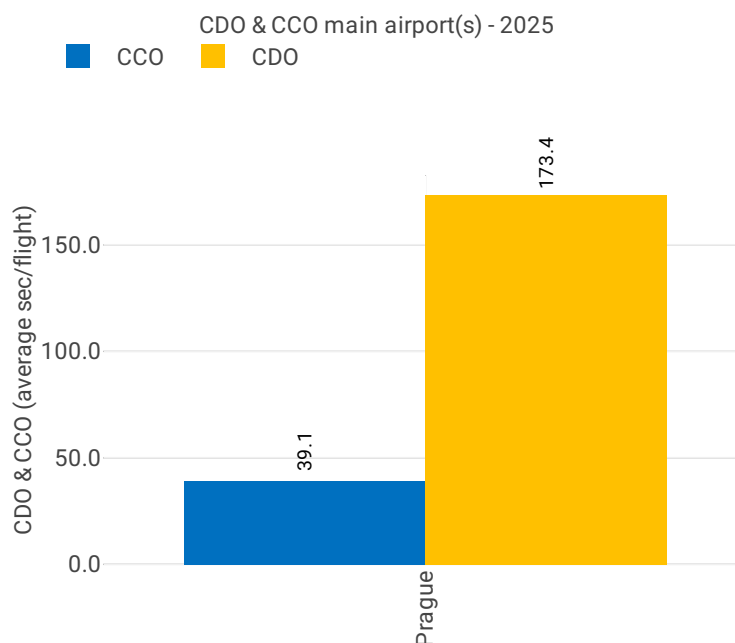
ASMA

The additional time in 2025 increased to 2.80 min/arr, 6% above the 2024 value – last year of RP3 – of 2.63 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: *“No formal initiatives were implemented, but if traffic permits the aircraft are allowed for direct routing. The YoY developemnt is caused by increasing traffic and its traffic pattern (in peak hours)”*

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), the average time flown level during descent is 24.2 seconds per flight higher in Czechia. Prague (LKPR) has an average time flown level of 173.4 seconds per flight during descent.



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: *“Share in percent of descents CDO - FUEL from ToD. There is no CDO officially published procedure in FIR Prague, but if traffic permits clearance are issued in order to allow CDO.”*

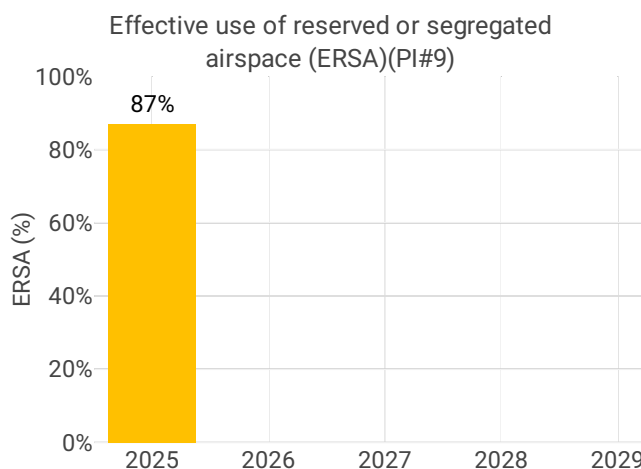
Vertical flight efficiency of the climb

Compared to the overall RP4 average value (34.8 seconds per flight), the average time flown level during climb is 4.3 seconds per flight higher in Czechia. Prague (LKPR) has an average time flown level of 39.1 seconds per flight during climb.

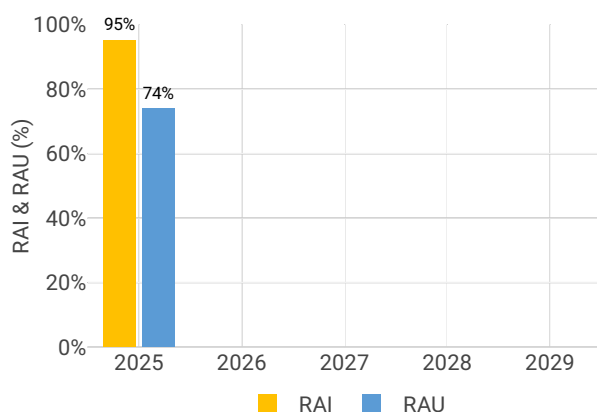
Regarding initiatives implemented or planned that will improve this PI and how does the NSA intend on monitoring their effectiveness on performance, the NSA reports: *“Share of FUEL - CCO to ToC. There is no CCO officially published procedure in FIR Prague, but if traffic permits clearance are issued in order to allow CCO.”*

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
Prague	39.1	NA	NA	NA	NA	173.4	NA	NA	NA	NA

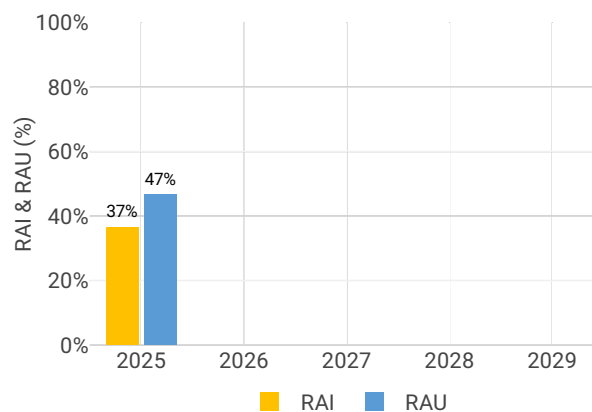
3.4 Civil-Military dimension



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

CZECH Republic reports a ratio of **38%**

- Total numbers of hours allocated & notified to NM: **62,245**
- Total number of hours used: **23,468**

Rate of planning via available airspace structures

CZECH Republic reports that: (Data source NM)

- the ratio of planning via available airspace structures is **37%** (via available restricted and segregated airspaces)
- the ratio of planning via available airspace structures is **95%** (via available conditional routes)

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: *"There are no data available in the Czech Republic"*

Rate of using available airspace structures

CZECH Republic reports that: (Data source NM)

- the ratio of the use of the available airspace structures is **47%** (via available restricted and segregated airspaces)
- the ratio of the use of the available airspace structures is **74%** (via available conditional routes)

CZECH Republic reports that there is no data available

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: *"There are no data available in the Czech Republic"*



4 CAPACITY - CZECH REPUBLIC

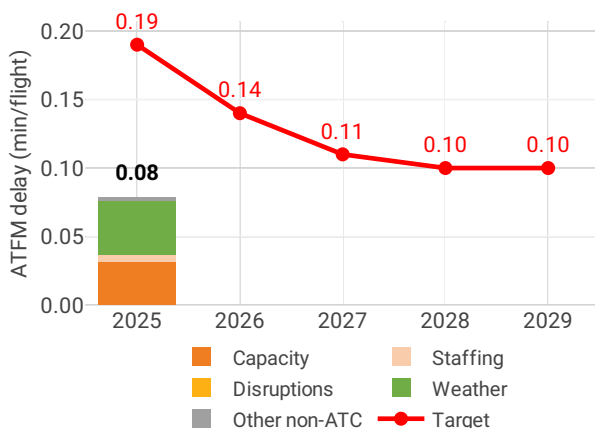
4.1 PRB monitoring

- Czech Republic registered 0.09 minutes of average en route ATFM delay per flight during 2025, which has been adjusted to 0.08 during the post-ops adjustment process, thus achieving the local target value of 0.19. Delays in Czech Republic decreased by -0.05 minutes per flight year-on-year. Delays were highest in June, July and August, mostly driven by weather and ATC capacity.
- The share of delayed flights with delays longer than 15 minutes in Czech Republic decreased by -11 percentage points compared to 2024.
- The number of ATCOs in OPS was 138, being below the 2025 plan in Prague ACC by -2 FTE.
- The yearly total of sector opening hours in Prague ACC was 53,537, showing a 26% increase compared to 2024.
- Prague ACC registered 14.34 IFR movements per sector opening hour in 2025. This is -14% below the ratio recorded in 2024.
- Czech Republic registered an average airport arrival ATFM delay of 0.56 minutes per flight in 2025, thus not achieving the local target of 0.4 minutes. Compared to 2024, average arrival ATFM delays in Czech Republic were 0.41 minutes per flight higher in 2025.
- The main driver of delays was weather, accounting for 0.53 of the total delays.

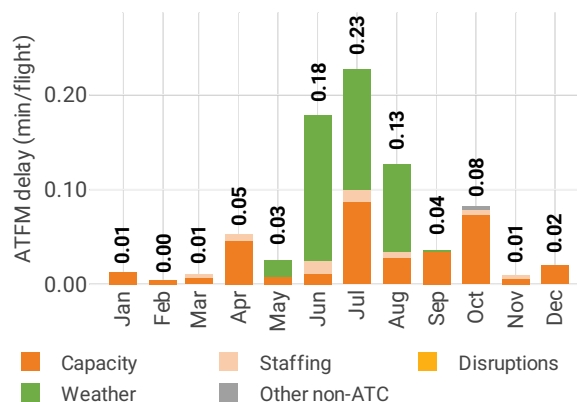
4.2 En route performance

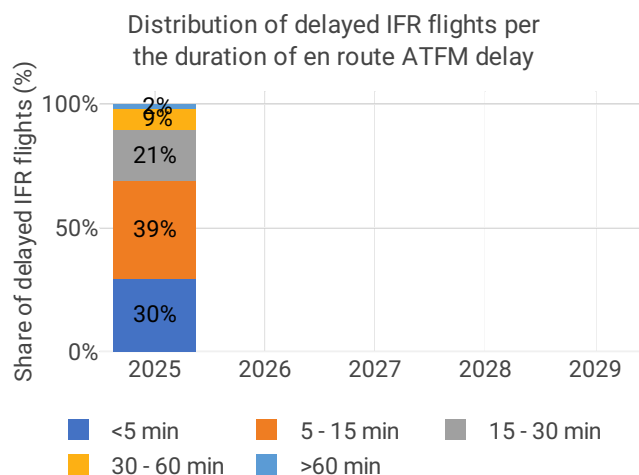
4.2.1 En route ATFM delay (KPI#1)

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

- Czech Republic had 846k flights in 2025, up from 784k flights in 2024.
- ANS CR applied en route ATFM regulations resulting in 67k minutes of delay, a reduction from the 101k minutes in 2024.
- As part of the strategic traffic re-orientation programme (S25/NTDM) operated by the Network Manager, there were 8k minutes of delay originating in Czech Republic re-attributed to other ANSPs.
- Under the auspices of the Route Network (RN) Scenarios during Capacity & Weather Based Operations between June and September 2025, there were 1k minutes of en route ATFM delay re-attributed to ANS CR; <1k minutes of delay originating in Czech Republic, were re-attributed to other ANSPs.
- When the above post-operations re-attributions are factored in, the total en route delay for ANS CR in 2025 was 59k minutes in 2025 down from 90k 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: *“Completion of the airspace optimization project - partial changes to the ACC Praha sectorization - increase of capacity*

Ongoing training of air traffic controllers and changes in training to achieve greater success rate

Continues development of the main ATM system TopSky,

Traffic volumes were in line with expectations and the performance plan, and there were no exceptional circumstances

Weather phenomena was rather favourable, including neighbouring countries.”

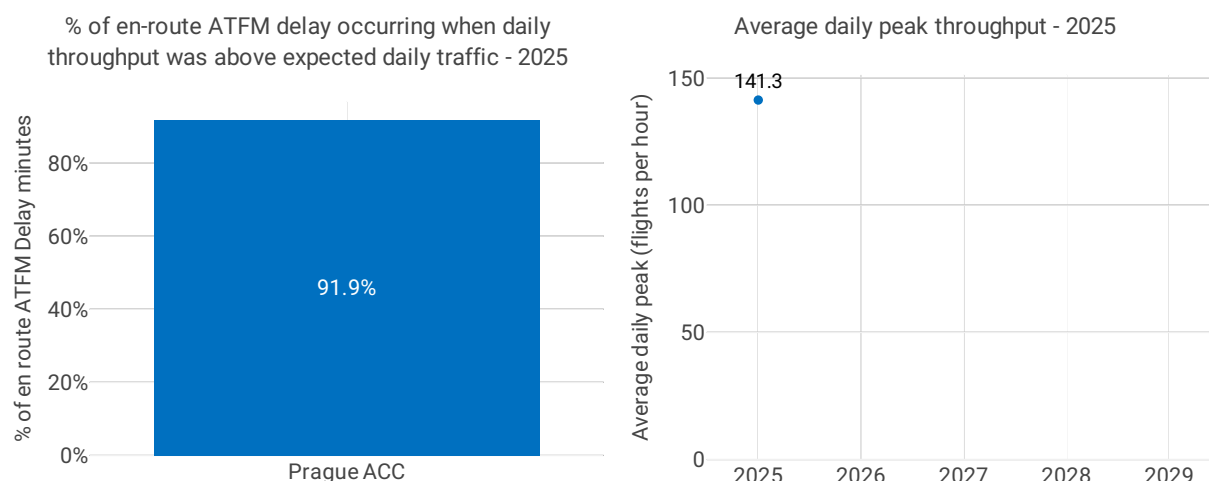
Regarding follow up of the remedial measures indicated in the previous monitoring report(s), the NSA reports: *“In 2024, this KPI target was slightly exceeded by 0.02. The higher delay was caused by a difference in the methodology used by ANS CR compared to the EUROCONTROL standard (ANS CR incorrectly allocated part of the en-route delay to the terminal segment). No corrective measures were necessary.”*



En route capacity incentive scheme

The Czech NSA reports a financial bonus for the ANSP of CZK 17,711,496 for en route capacity performance in 2025. A local incentive target was set at 0.19 min/flight, for all causes of delay, and an actual value of 0.08 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

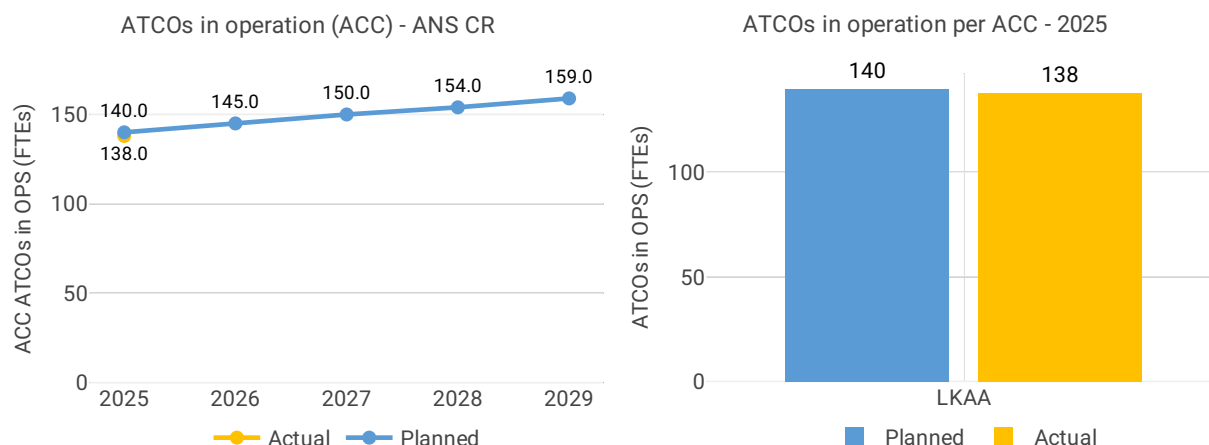
Percentage of total en route ATFM delay that occurred on days when the daily throughput was above the expected daily traffic

As background information on actual performance, the NSA reports: *“ATFM delays were recorded almost exclusively on days with higher-than-expected traffic levels, which indicates that the provider’s capacity planning was effective.”*

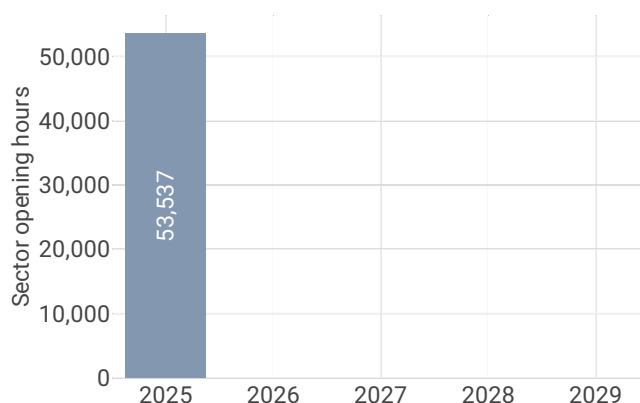
Annual weighted average of the daily peak throughput

As background information on actual performance, the NSA reports: *“Projects such as airspace optimization, new sectorization, and the continuing development of ATM systems are key to improving the capacity of ANS CR services”*

4.2.3 Other en route information



Sector opening hours - ANS CR



Focus on other en route information

As additional comments to ATCOs in the scope of the performance scheme, the NSA reports: *“The differences between the planned figures and the actual results are in the low single digits. On the other hand, the number of students in ATCO training courses is higher than expected, and the gap from the previous reference period is expected to be closed.”*

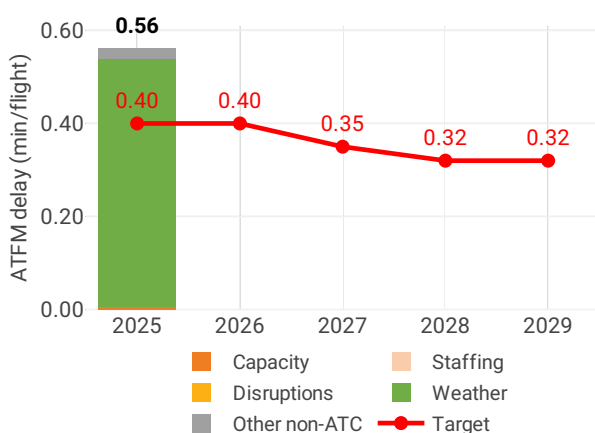
“The differences between the planned figures and the actual results are in the low single digits. On the other hand, the number of students in ATCO training courses is higher than expected, and the gap from the previous reference period is expected to be closed.”

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: *“ANS CR is gradually closing the gap in the recruitment of ATCOs planned during the RP3.”*

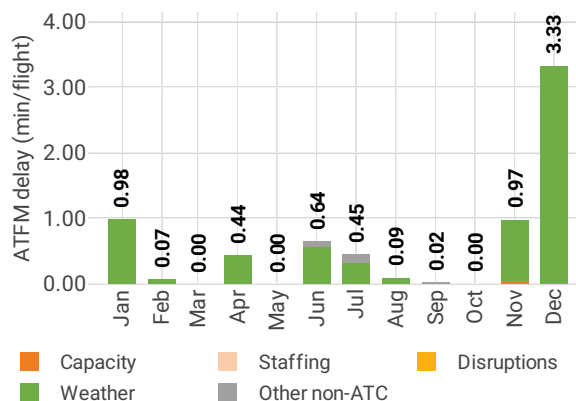
4.3 Terminal performance

4.3.1 Arrival ATFM delay (KPI#2)

Average arrival ATFM delay per flight by delay groups



Monthly distribution of arrival ATFM delay by delay groups - 2025



Focus on arrival ATFM delay

Arrival ATFM delay

Average ATFM arrival delay in Czech Republic was 0.56 min/arr in 2025, the first year of RP4. The performance has worsened compared to 2024, last year of RP3, when there were 0.15 min/arr. Despite this relevant increase – almost four times higher – around 50% of total ATFM arrival delay took place during December due to weather issues. Another 45% of it was also due to weather issues in punctual occasions.

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: *“The failure to meet the target is due solely to a few days throughout the year when, due to weather conditions, significant delays were recorded at LKPR. Since this involved only a few days, it does not make economic sense to build additional capacity to cover these fluctuations; therefore, no corrective measures have been established.”*

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 main reason for the delay was the weather occurred within a few days. The main reason was the bad weather, which lasted only a few days.”*

Regarding recommendations to the ANSP to rectify the situation, the NSA reports: *“Since this involved only a few days, it does not make economic sense to build additional capacity to cover these fluctuations; therefore, no corrective measures have been established.”*

Regarding remedial measures that have been / will be taken by the ANSP to rectify the situation, the NSA reports: *“As mentioned above, the failure to meet the target was due to several days of bad weather. From an economic perspective, it does not make sense to build additional capacity that will only be used for a few days a year; therefore, no remedial measures have been adopted or proposed.”*

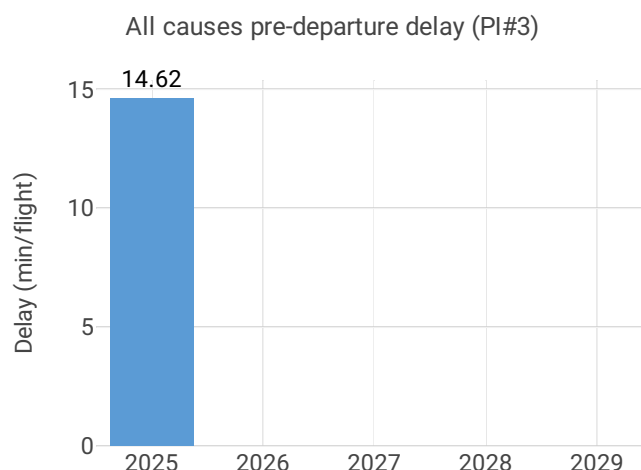
Regarding follow up of the remedial measures indicated in the previous monitoring report(s), the NSA reports: *“N/A the target was met in the previous reporting cycle.”*

Terminal capacity incentive scheme

In the first year of RP4, with an ATFM arrival delay of 0.56 min/arr, Czech Republic did not achieve the national target of 0.40 min/arr. The KPI is within the malus sliding range for the incentive scheme, resulting in an applicable penalty. As such, the NSA computes a penalty of -CZK 2,396,036.00.



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
Prague	0.56	NA	NA	NA	NA	97.2%	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
Prague	NA	NA	NA	NA	NA	14.6	NA	NA	NA	NA

Focus on other terminal performance indicators

ATFM slot adherence

ATFM slot adherence in 2025 was equal to 97.2%, the same as in 2024 value – last year of RP3. With regard to the 2.8% of flights that did not adhere, 0.9% were early and 1.9% 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: *“The slot adherence is the same as in the previous year and marginally better than in 2023. At the same time, it is clearly higher than required by the European regulation. ANS CR monitors the value on a monthly basis and continuously educates ATCOs.*

The ATFM slot adherence is part of the regular reporting on the implementation of the ANSP, which is sent quarterly to NSA.

NSA prepared ATFM monitoring report for CAA Director annually.”



ATC pre-departure delay

The calculation of the ATC pre-departure delay is based on the data provided by the airport operators through the Airport Operator Data Flow (APDF) which is properly implemented at Prague airport, the only Czech airport subject to RP4 monitoring.

However, there are several quality checks before EUROCONTROL can produce the final value which is established as the average minutes of pre-departure delay (delay in the actual off block time) associated to the IATA delay code 89 (through the APDF, for each delayed flight, the reasons for that delay have to be transmitted and coded according to IATA delay codes.

However, sometimes the airport operator has no information concerning the reasons for the delay in the off block, or they cannot convert the reasons to the IATA delay codes. In those cases, the airport operator might:

- Not report any information about the reasons for the delay for that flight (unreported delay)
- Report a special code to indicate they do not have the information (code ZZZ)
- Report a special code to indicate they do not have the means to collect and/or translate the information (code 999)

To be able to calculate with a minimum of accuracy the PI for a given month, the minutes of delay that are not attributed to any IATA code reason should not exceed 40% of the total minutes of pre-departure delay observed at the airport.

Finally, to be able to produce the annual figure, at least 10 months of valid data is requested by EUROCONTROL.

As background information on actual performance, the NSA reports: *“This is the first time this PI has been reported, so it is not possible to compare its trends over time.”*

All causes pre-departure delay

Delay in 2025 decreased to 14.62 min/dep, 21% lower than 2024 value – last year of RP3 – of 18.51 min/dep.

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: *“The main causes of the delay are: En-route delay - 16,83 %; Airline delay - 14,87 %; Airport delay - 6,94 %; Weather - 5,19 %; Security & Immigration - 1,42 % and Reactionary - 54,78 %. The PI is better than in the previous years.”*

In the 2025 and 2026 season, a major reconstruction of the main RWY is underway and operational measures are being taken to improve the situation, which NSA closely monitors in regular meetings with the slot coordinator and with the airport operator. The measures described in last year’s report will continue to be further developed by the airport operator.”



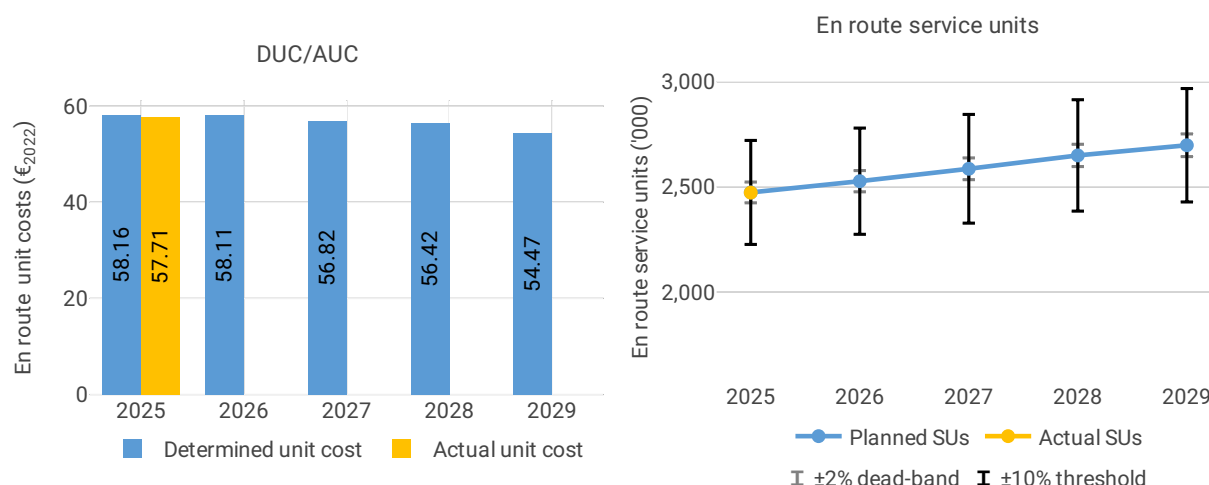
5 COST-EFFICIENCY - CZECH REPUBLIC

5.1 PRB monitoring

- The en route 2025 actual unit cost of Czech Republic was 57.71€2022, -0.8% lower than the determined unit cost (58.16€2022). The terminal 2025 actual unit cost was 244.93€2022, -5.7% lower than the determined unit cost (259.65€2022).
- The en route 2025 actual service units (2.5M) were in line with the determined service units (2.5M).
- The en route 2025 actual total costs were -1.2M€2022 (-0.8%) lower than determined. This is mainly due to lower depreciation for ANS CR (-2.8M€2022, or -11.7%). The NSA explained that this decrease is due to the postponement of some of the system upgrades. This was partially compensated by higher staff costs than planned for ANS CR (+1.0M€2022, or +1.3%), due to compensation for inflation.
- ANS CR spent 32.7M€2022 in 2025 related to costs of investments for both en route and terminal charging zones, -8.8% less than determined (35.9M€2022). According to the NSA, it is mainly due to the postponement of some investments and reprioritisation of the investment plan after deciding to join other ANSPs for the procurement of an up-to-date ATM system.
- The en route actual unit cost incurred by users in 2025 was 64.07€ (-0.6% below the 2025 DUC), while the terminal actual unit cost incurred by users was 174.73€ (-39.8% below the 2025 DUC). The difference between the AUCU and the DUC for the terminal charging zone is mainly driven by the application of lower unit rate.

5.2 En route charging zone

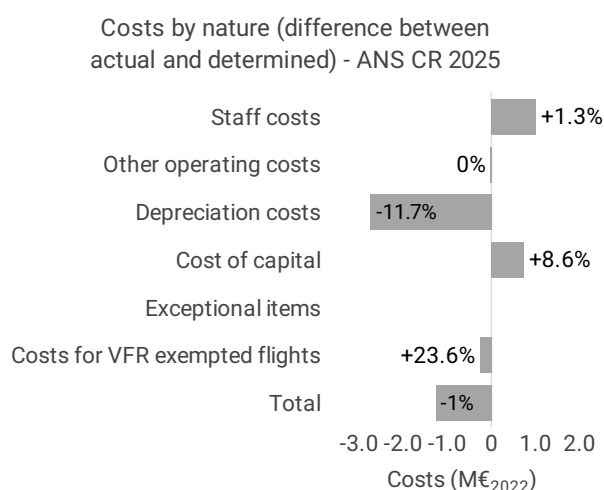
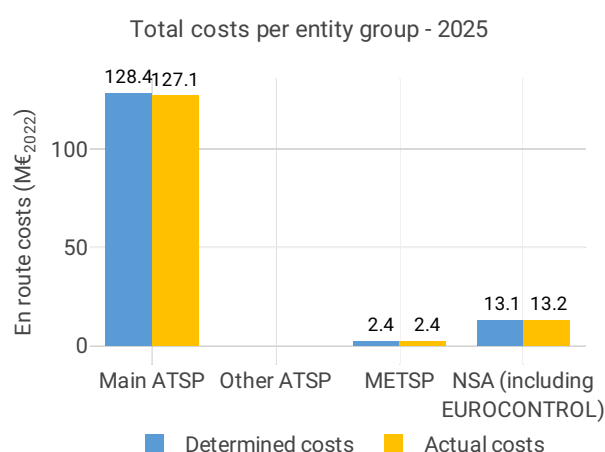
5.2.1 Unit cost (KPI#1)



Actual and determined data					
Total costs - nominal (M€)	2025	2026	2027	2028	2029
Determined costs	160.2	165.4	168.5	173.7	173.1
Actual costs	160.2	NA	NA	NA	NA
Difference costs	-0.1	NA	NA	NA	NA

Inflation assumptions	2025	2026	2027	2028	2029
Determined inflation rate	2.0%	2.0%	2.0%	2.0%	2.0%
Determined inflation index*	116.7	119	121.4	123.9	126.3
Actual inflation rate	2.3%	NA	NA	NA	NA
Actual inflation index*	117.7	NA	NA	NA	NA
Difference inflation index (p.p.)	+1	NA	NA	NA	NA

*100 = 2022



Focus on unit cost

AUC vs. DUC

In 2025, the en route AUC was -0.8% (or -10.94 CZK₂₀₂₂, -0.45 €₂₀₂₂) lower than the planned DUC. This results from the combination of slightly lower than planned en route costs in real terms (-0.8%, or -28.3 MCZK₂₀₂₂, -1.2 M€₂₀₂₂) and TSUs that are in line with the plan.

En route service units

The difference between actual and planned TSUs (-0.04%) falls inside the ±2% dead-band. Hence, the loss of en route revenues is borne by the ANSPs.

En route costs by entity

Actual real en route costs are -0.8% (-1.2 M€₂₀₂₂) lower than planned. This is the result of lower costs for the main ANSP, ANS CR (-1.0%, or -1.3 M€₂₀₂₂) and slightly higher costs for the NSA/EUROCONTROL (+0.3%) and the MET service provider (+2.8%, or +0.1 M€₂₀₂₂).



En route costs for the main ANSP (ANS CR) 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 ANS CR in 2025 (-1.0%, or -1.3 M€2022) result from:

- Higher than planned staff costs (+1.3%), mainly due to the high inflation experienced in 2022 and 2023 feeding through into employee compensation.
- Other operating costs consistent with the plan.
- Significantly lower than planned depreciation (-11.7%), mainly because some planned system upgrades were postponed.
- Significantly higher than planned cost of capital (+8.6%), mainly due to a higher proportion of equity financing, with equity being much more expensive than debt.
- Significantly higher than planned deduction for VFR exempted flights (+23.6%).

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

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

“The actual DUC was slightly lower than determined and the target was met.”

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:

“The lower actual DUC is result of situation where lower depreciation (cca 11 %) was not offset by an increase in personnel (cca 1,9 %) or other costs. On the top of that the inflation was higher than predicted.”

Recommendations formulated by the NSA to the ANSP (ANS CR) to rectify the situation and actions taken by the ANSP

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

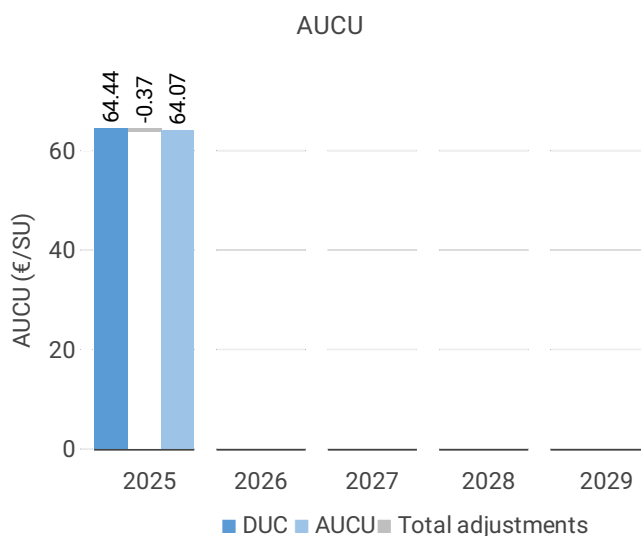
“To maintain the efforts keeping ANSP in healthy financial condition being able to cope the current challenges (not restoring traffic as expected and the war in Ukraine). ANSPs should continue its cost-cutting measures while not undermining future capacity and keep the achieved level of Safety.”

ANS CR reports the implementation of the following actions:

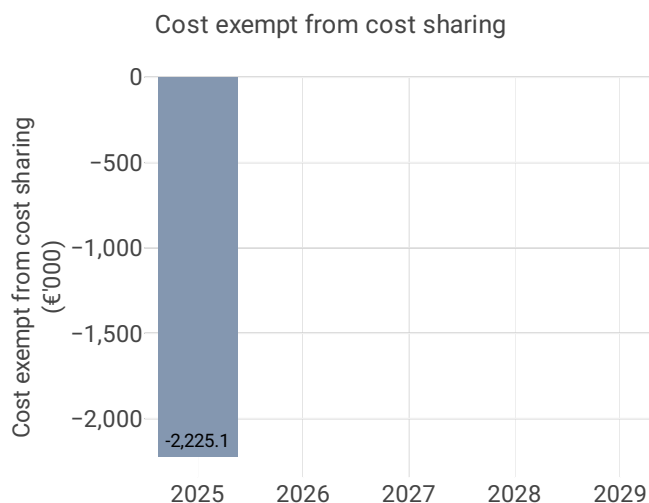
“ANS CR continues to cut costs while maintaining its ability to serve a larger volume of traffic. It is focusing on the scalability of its operations, which we consider essential in the current geopolitical situation. CHMI is a state-funded organization whose ability to respond flexibly is limited and its cost development depends mainly on government decision.”



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	64.44
Inflation adjustment	0.38
Cost exempt from cost sharing	-0.90
Traffic risk sharing adjustment	0.00
Traffic adjustment (costs not TRS)	0.00
Financial incentives	0.29
Modulation of charges	0.00
Cross-financing	0.00
Other revenues	-0.14
Application of lower unit rate	-0.01
Total adjustments	-0.37
AUCU	64.07
AUCU vs. DUC	-0.6%



Cost exempt from cost sharing – 2025		
Cost exempt from cost sharing by item - 2025	€'000	€/SU
New and existing investments	-2,244.4	-0.91
Competent authorities and qualified entities costs	-35.2	-0.01
Eurocontrol costs	72.2	0.03
Pension costs	-16.2	-0.01
Interest on loans	-1.4	0.00
Changes in law	0.0	0.00
Total cost exempt from cost risk sharing	-2,225.1	-0.90

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 (1 579.89 CZK or 64.07 €) is -0.6% lower than the nominal DUC (1 589.13 CZK or 64.44 €) which includes DUC initially charged: 1 590.60 CZK (or 64.50 €), and DUC to be charged retroactively: -1.47 CZK (or -0.06 €). The difference between the AUCU and the nominal DUC (-9.24 CZK/SU or -0.37 €/SU) is due to:

- the positive inflation adjustment resulting from higher than planned inflation (+9.33 CZK/SU or +0.38 €/SU);
- the impact of adjustments resulting from the costs exempted from cost sharing mechanism (-22.19 CZK/SU or -0.90 €/SU). It should be noted that the NSA of the Czech Republic decided not to charge the difference in pension costs for 2025 to the airspace users (some +1.2 MCZK, corresponding to -0.48 CZK/SU or -0.02 €/SU).
- the addition of the traffic adjustment (+0.06 CZK/SU or +0.002 €/SU) for the costs not subject to traffic risk sharing;
- the impact of financial incentives (+7.16 CZK/SU or +0.29 €/SU);
- the deduction of other revenues (-3.39 CZK/SU or -0.14 €/SU); and,
- the application of a lower unit rate as foreseen in Art. 29(6) in year 2025 (-0.21 CZK/SU or -0.01 €/SU).

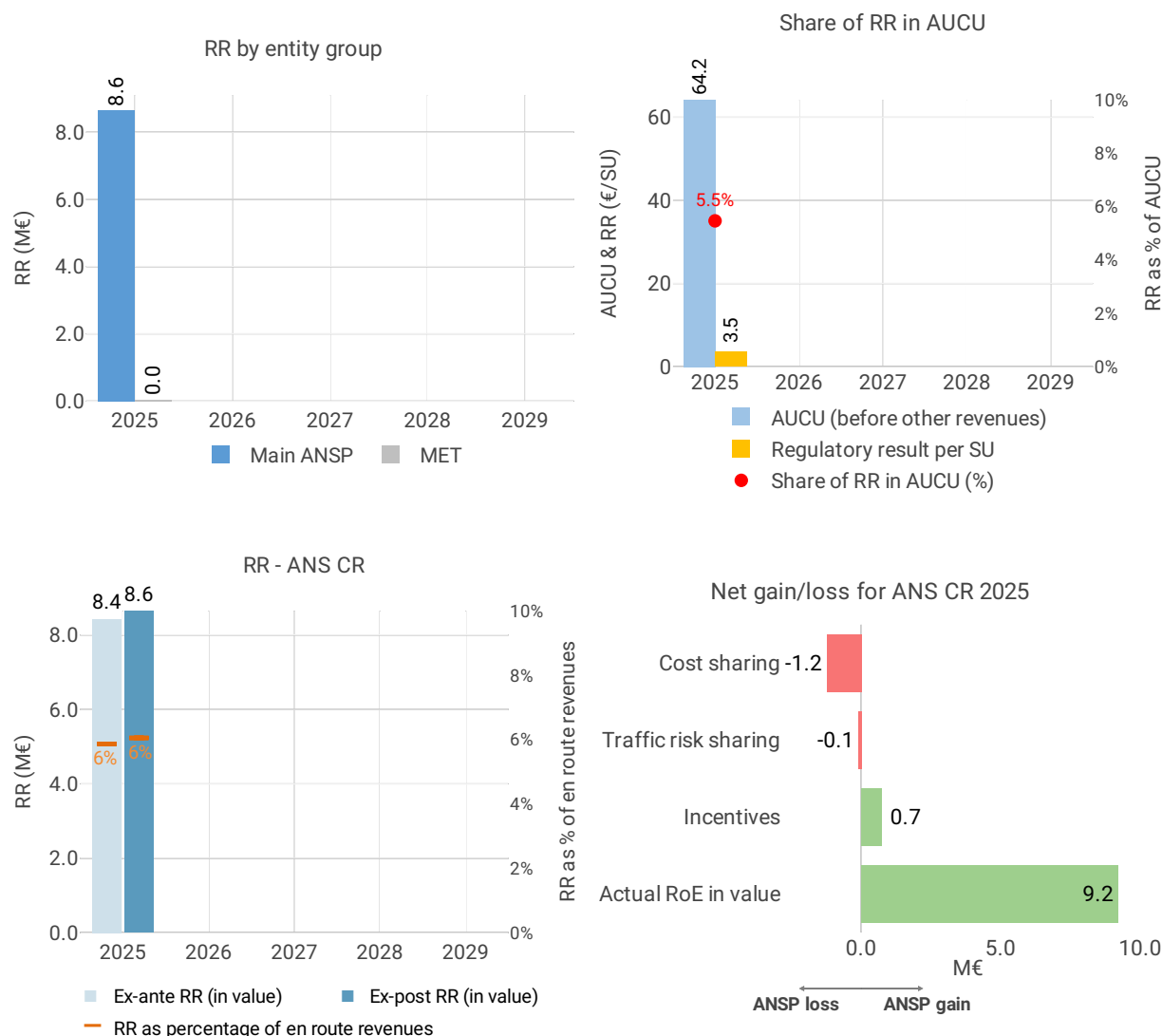
The share of the regulatory result (see next sub-section) in the AUCU (before the deduction of other revenues) is 5.5%.

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

ANS CR net gain/loss on activity in the Czech Republic en route charging zone in 2025

ANS CR reported a net loss of -0.6 M€, as a combination of a loss of -1.2 M€ arising from the cost sharing mechanism, with a loss of -0.1 M€ arising from the traffic risk sharing mechanism and a gain of +0.7 M€ relating to financial incentives.

ANS CR overall regulatory result (RR) for the en route activity

Ex-post, the overall RR, taking into account the net loss from the en route activity mentioned above (-0.6 M€) and the actual RoE (+9.2 M€), amounts to +8.6 M€ (6.1% of the en route revenues). The resulting ex-post rate of return on equity is 7.7%, which is lower than the 8.2% planned in the PP (see also Note 1 below).

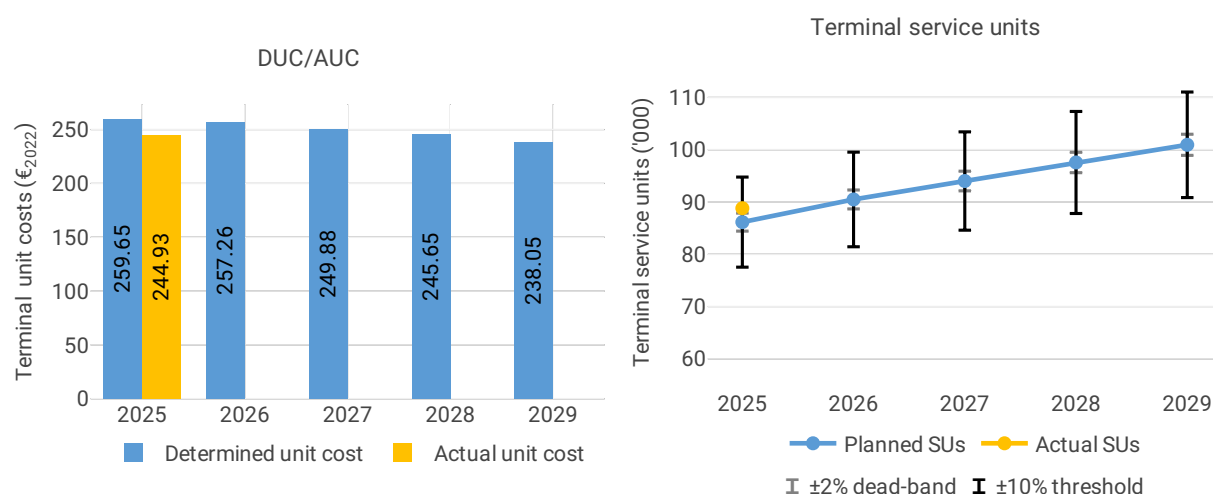
Note 1

The ex-post RR does not take into account the application of the lower unit rate as per Art. 29.6 (loss in revenues amounts to -0.5 MCZK or less than -0.1 M€ for 2025).



5.3 Terminal charging zone

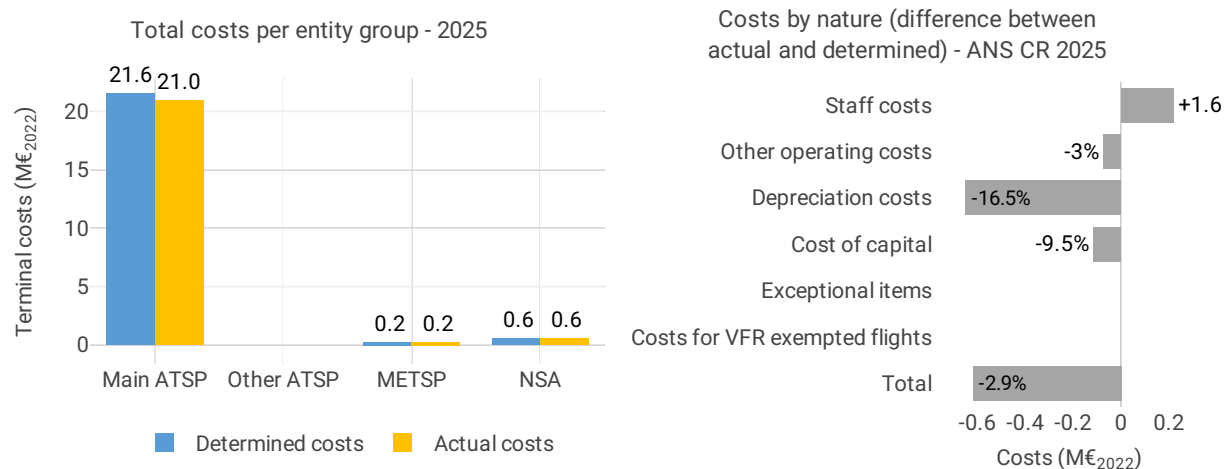
5.3.1 Unit cost (KPI#1)



Actual and determined data					
Total costs - nominal (M€)	2025	2026	2027	2028	2029
Determined costs	25.1	26.5	27.1	28.0	28.5
Actual costs	24.7	NA	NA	NA	NA
Difference costs	-0.4	NA	NA	NA	NA

Inflation assumptions	2025	2026	2027	2028	2029
Determined inflation rate	2.0%	2.0%	2.0%	2.0%	2.0%
Determined inflation index*	116.7	119	121.4	123.9	126.3
Actual inflation rate	2.3%	NA	NA	NA	NA
Actual inflation index*	117.7	NA	NA	NA	NA
Difference inflation index (p.p.)	+1	NA	NA	NA	NA

*100 = 2022



Focus on unit cost



AUC vs. DUC

In 2025, the terminal AUC was -5.7% (or -361.02 CZK2022, -14.72 €2022) lower than the planned DUC. This results from the combination of higher than planned TNSUs (+3.1%) and lower than planned terminal costs in real terms (-2.8%, or -15.1 MCZK2022, -0.6 M€2022).

Terminal service units

The difference between actual and planned TNSUs (+3.1%) 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 terminal revenues is therefore shared between the ANSP and the airspace users (see the main ANSP regulatory result).

Terminal costs by entity

Actual real terminal costs are -2.8% (-0.6 M€2022) lower than planned. This is the result of lower costs for the main ANSP, ANS CR (-2.9%, or -0.6 M€2022) and the NSA (-0.7%) and higher costs for the MET service provider (+2.9%).

Terminal costs for the main ANSP (ANS CR) at charging zone level

Based on the additional information to the terminal reporting tables, the lower than planned terminal costs in real terms for ANS CR in 2025 (-2.9%, or -0.6 M€2022) result from:

- Slightly higher than planned staff costs (+1.6%), mainly due to the high inflation experienced in 2022 and 2023 feeding through into employee compensation.
- Lower than planned other operating costs (-3.0%), mainly due to cost containment measures introduced by ANS CR.
- Significantly lower than planned depreciation (-16.5%), mainly because some planned system upgrades were postponed.
- Significantly lower than planned cost of capital (-9.5%), mainly due to a gap in some investments resulting in a lower NBV of fixed assets.

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

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

“The actual DUC was lower than determined and the target was met.”

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:

“The slightly higher staff costs were offset by savings in the other cost categories and by higher than determined traffic.”



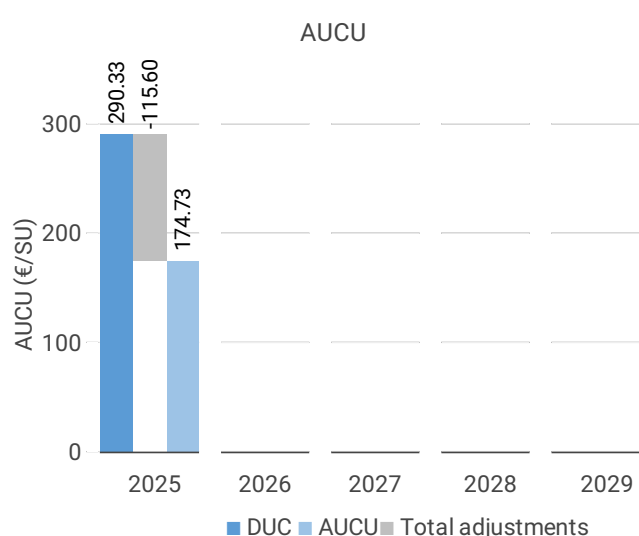
Recommendations formulated by the NSA to the ANSP (ANS CR) to rectify the situation and actions taken by the ANSP

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

“To maintain the efforts keeping ANSP in healthy financial condition being able to cope the current and future challenges. ANSPs should continue its cost-cutting measures while not undermining future capacity.”

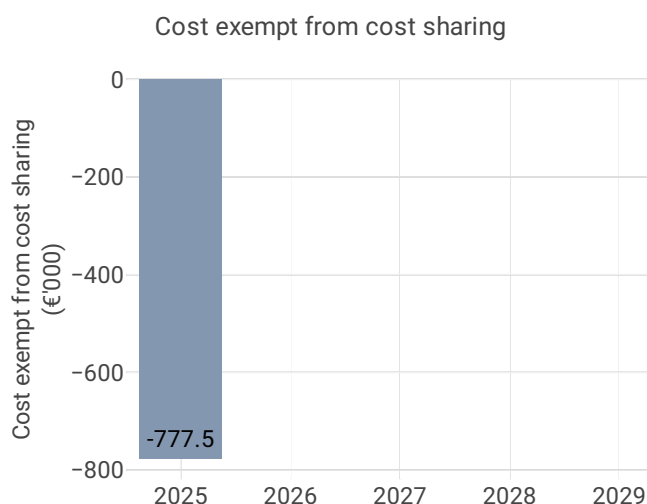
No information was provided by the ANSP in the NSA 2025 Monitoring Report regarding actions taken.

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	290.33
Inflation adjustment	1.78
Cost exempt from cost sharing	-8.75
Traffic risk sharing adjustment	-2.07
Traffic adjustment (costs not TRS)	-0.29
Financial incentives	-2.12
Modulation of charges	0.00
Cross-financing	0.00
Other revenues	-23.54
Application of lower unit rate	-80.62
Total adjustments	-115.60
AUCU	174.73
AUCU vs. DUC	-39.8%





Cost exempt from cost sharing – 2025

Cost exempt from cost sharing by item - 2025	€'000	€/SU
New and existing investments	-771.8	-8.69
Competent authorities and qualified entities costs	-4.1	-0.05
Eurocontrol costs	0.0	0.00
Pension costs	-1.5	-0.02
Interest on loans	-0.2	0.00
Changes in law	0.0	0.00
Total cost exempt from cost risk sharing	-777.5	-8.75

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 (4 308.75 CZK or 174.73 €) is -39.8% lower than the nominal DUC (7 159.41 CZK or 290.33 €). The difference between these two figures (-2 850.66 CZK/SU or -115.60 €/SU) is due to:

- the positive inflation adjustment resulting from higher than planned inflation (+43.97 CZK/SU or +1.78 €/SU);
- the impact of adjustments resulting from the costs exempted from cost sharing mechanism (-215.88 CZK/SU or -8.75 €/SU). It should be noted that the NSA of the Czech Republic decided not to charge the difference in pension costs for 2025 to the airspace users (some +1.5 MCZK, corresponding to -16.37 CZK/SU or -0.66 €/SU).
- the deduction of the traffic risk sharing adjustments (-51.04 CZK/SU or -2.07 €/SU);
- the deduction of the traffic adjustment (-7.03 CZK/SU or -0.29 €/SU) for the costs not subject to traffic risk sharing;
- the impact of financial incentives (-52.25 CZK/SU or -2.12 €/SU);
- the deduction of other revenues (-580.43 CZK/SU or -23.54 €/SU); and,



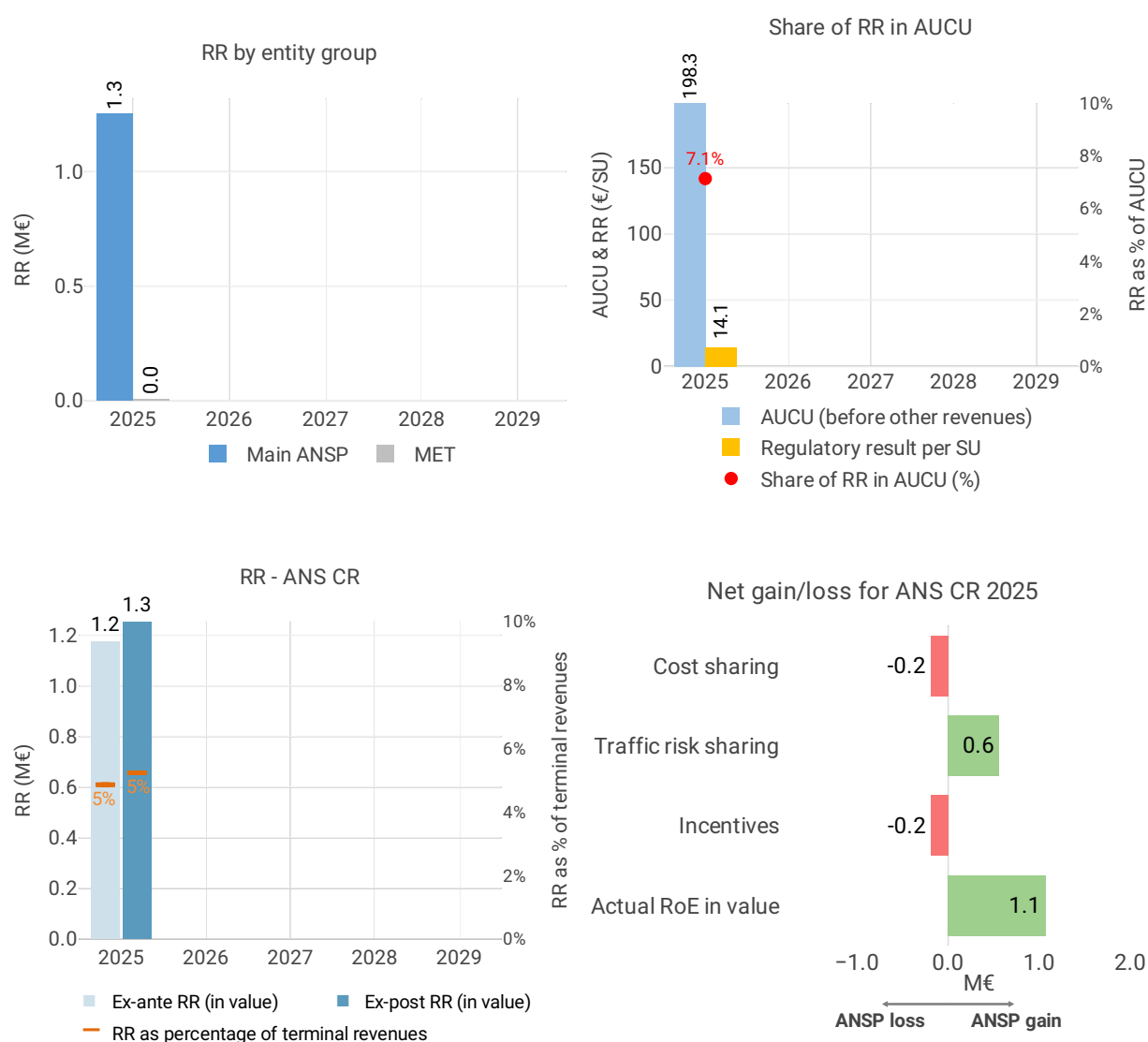
- the application of a lower unit rate as foreseen in Art. 29(6) in year 2025(-1 988.00 CZK/SU or -80.62 €/SU).

The share of the regulatory result (see next sub-section) in the AUCU (before the deduction of other revenues) is 7.1%.

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

ANS CR net gain/loss on activity in the Czech Republic terminal charging zone in 2025

ANS CR reported a net gain of +0.2 M€, as a combination of a loss of -0.2 M€ arising from the cost sharing mechanism, with a gain of +0.6 M€ arising from the traffic risk sharing mechanism and a loss of -0.2 M€ relating to financial incentives.



ANS CR 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 (+0.2 M€) and the actual RoE (+1.1 M€), amounts to +1.3 M€ (5.2% of the terminal revenues). The resulting ex-post rate of return on equity is 9.7%, which is higher than the 8.2% planned in the PP (see also Note 1 below).

Note 1

The ex-post RR does not take into account the application of the lower terminal unit rate as per Art. 29.6 (loss of revenue amounts to -7.2 M€ for 2025).

