

Performance Review Board

Monitoring Report

Estonia - 2025



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1 OVERVIEW

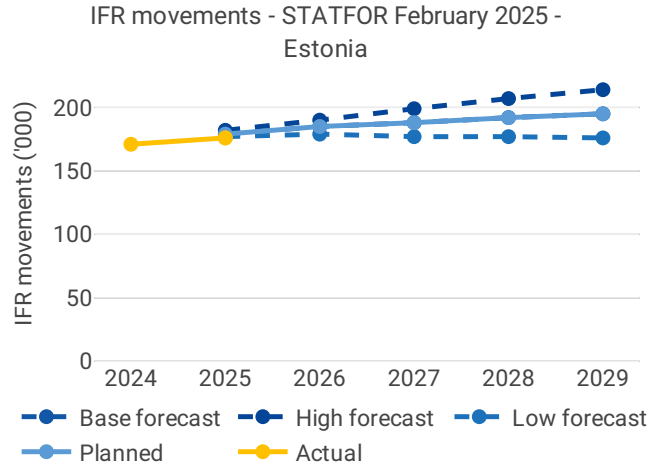
1.1 Contextual information

This document is based on the version of the Annual Monitoring Report file submitted by the state on 2026-06-26 (EE12450_Estonia AMR 2025 updated.xlsx) and the accompanying submission of en route and terminal (if applicable) reporting tables.

National performance plan adopted following Commission Decision (EU) 2025/1064 of 23 April 2026

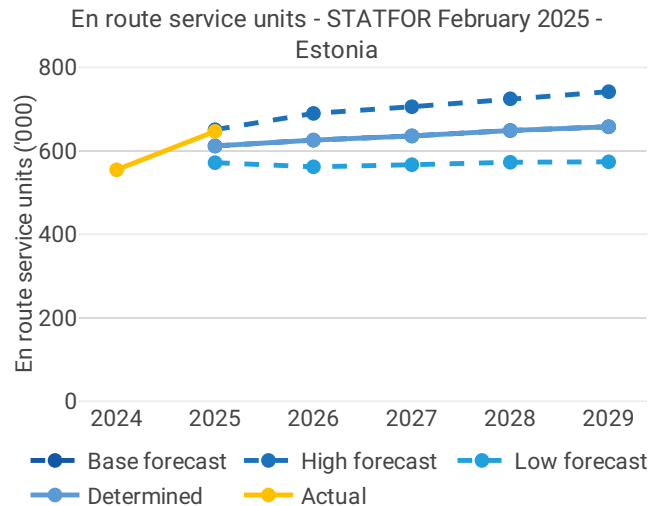
List of ACCs 1 Tallinn ACC	Exchange rate (1 EUR=) 2022: 1 EUR 2025: 1 EUR	Main ANSP • EANS
No of airports in the scope of the performance plan: • ≥80'K 0 • <80'K 0	Share of Union-wide: • traffic (TSUs) 2025 0.5% • en route costs 2025 0.4%	Other ANSPs -
	Share en route / terminal costs 2025 100% / 0%	MET Providers -
	En route charging zone(s) Estonia	
	Terminal charging zone(s) -	

1.2 Traffic (En route traffic zone)



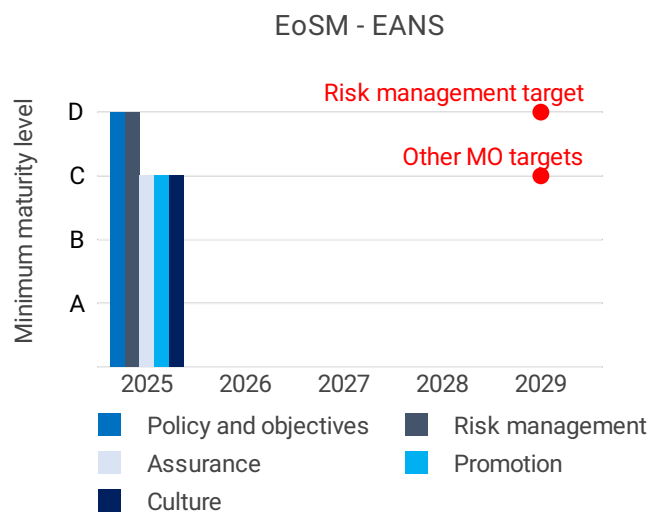
- Estonia recorded 176K actual IFR movements in 2025, +3.1% compared to 2024 (171K).
- Actual 2025 IFR movements were -1.8% below the plan (179K).
- Actual 2025 IFR movements were -23.0% below the actual 2019 level (229K).





- Estonia recorded 647K actual service units in 2025, +16.6% compared to 2024 (555K).
- Actual 2025 service units were +5.7% above the plan (612K).
- Actual 2025 service units are -28.2% below the actual 2019 level (901K).

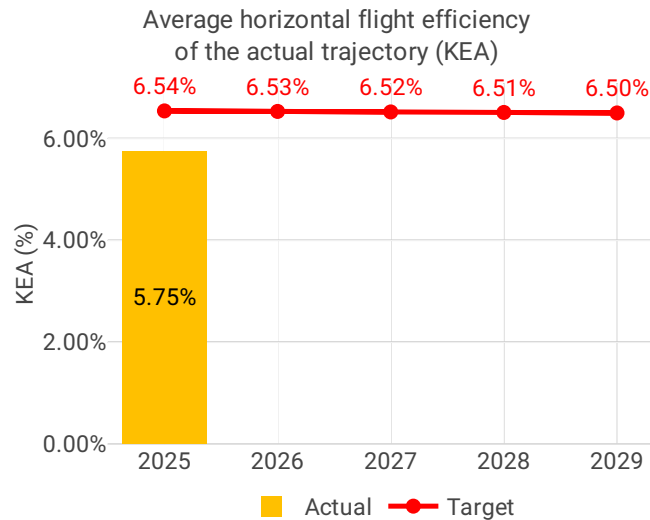
1.3 Safety (Main ANSP)



- In 2025, EANS achieved the planned maturity levels set out in its performance plan for all five components of the EoSM. In more detail, EANS exceeded the planned level in the area of Safety Policy and Objectives.
- Estonia 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 7.98, and at ANSP level 6.39. Both indicators were slightly higher than the Union-wide average.
- When comparing to 2024, the rate of separation minima infringements has increased at both State level and at ANSP level.

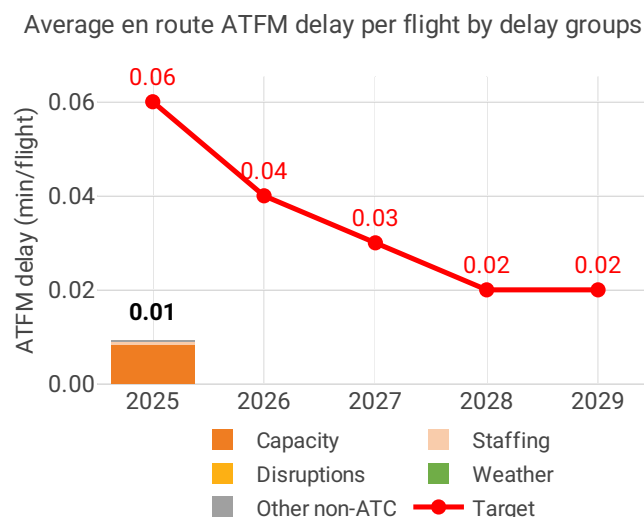


1.4 Environment (Member State)



- Estonia registered a KEA performance of 5.75% compared to its target of 6.54% and contributed positively towards achieving the Union-wide target. The NSA states the main reason for meeting the target is mainly driven by changes in traffic composition, such as Asian long-haul cargo traffic.
- Both KEP and KES improved in comparison with 2024. The improvement in KES shows that Estonia has improved the element of horizontal flight efficiency that is under its control.
- VFE of the actual trajectory was at 76.92%, which was better than the Union-wide average.
- No airports are included in the performance plan for monitoring.

1.5 Capacity (Member State)

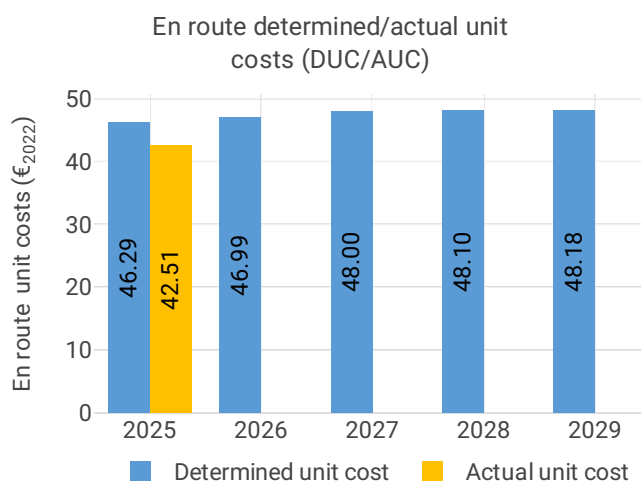


- Estonia registered 0.01 minutes of average en route ATFM delay per flight during 2025, which remained 0.01 after the post-ops adjustment process, thus achieving the local target value of 0.06. Delays in Estonia remained stable year-on-year.
- The number of ATCOs in OPS was 25 being above the 2025 plan in Tallinn ACC by 1 FTE.



- The yearly total of sector opening hours in Tallinn ACC was 10,494, showing a 0.2% increase compared to 2024.
- Tallinn ACC registered 15.90 IFR movements per sector opening hour in 2025, being 4% above the 2024 levels.

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



- The en route 2025 actual unit cost of Estonia was 42.51€2022, -8.2% lower than the determined unit cost (46.29€2022). Estonia does not have a terminal charging zone.
- The en route 2025 actual service units (0.65M) were +5.7% higher than the determined service units (0.61M).
- The en route 2025 actual total costs were -0.8M€2022 (-2.9%) lower than determined. This is mainly due to lower other operating costs for the NSA (-0.9M€2022, or -20.1%) and lower staff costs of EANS (-0.7M€2022, or -5.4%). According to the NSA the reduction in NSA other operating costs is mainly due to public sector cost containment measures and the optimisation of property-related costs, while the reduction in EANS staff costs results from a higher share of costs being allocated to terminal.
- EANS costs of investments were 4.3M€2022 in 2025, +15.7% more than determined (3.7M€2022). According to the NSA, this increase is attributed to a revision of the phasing of investment costs and depreciation reflecting earlier cost recognition.
- The en route actual unit cost incurred by users in 2025 was 49.47€ (-4.1% below the 2025 DUC). The difference between the AUCU and the DUC is mainly driven by traffic adjustments.
- The en route regulatory result for EANS amounted to +2.7M€, or 10.9% of the 2025 revenue. This may indicate that the airspace users are charged for costs which have not materialised in 2025.



2 SAFETY - ESTONIA

2.1 PRB monitoring

- In 2025, EANS achieved the planned maturity levels set out in its performance plan for all five components of the EoSM. In more detail, EANS exceeded the planned level in the area of Safety Policy and Objectives.
- Estonia 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 7.98, and at ANSP level 6.39. Both indicators were slightly higher than 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, EANS achieved the planned maturity levels set out in its performance plan for all five components of the EoSM. In more detail, EANS exceeded the planned level in the area of Safety Policy and Objectives.

As described in the monitoring report, Safety performance remained stable and in line with the established targets, demonstrating that the organisation has maintained the expected level of performance as confirmed by the ETA's Air Traffic Services and Aerodromes Unit. In the area of safety policy and objectives, the achieved performance exceeded the planned level, indicating positive development in the implementation and effectiveness of this area.

As for the measures put in place to achieve the safety performance targets, the monitoring report states that the achievement of the safety performance targets is primarily supported by the maturity of the existing SMS. This result demonstrates that the key safety management elements, processes and practices necessary to achieve the target level were already

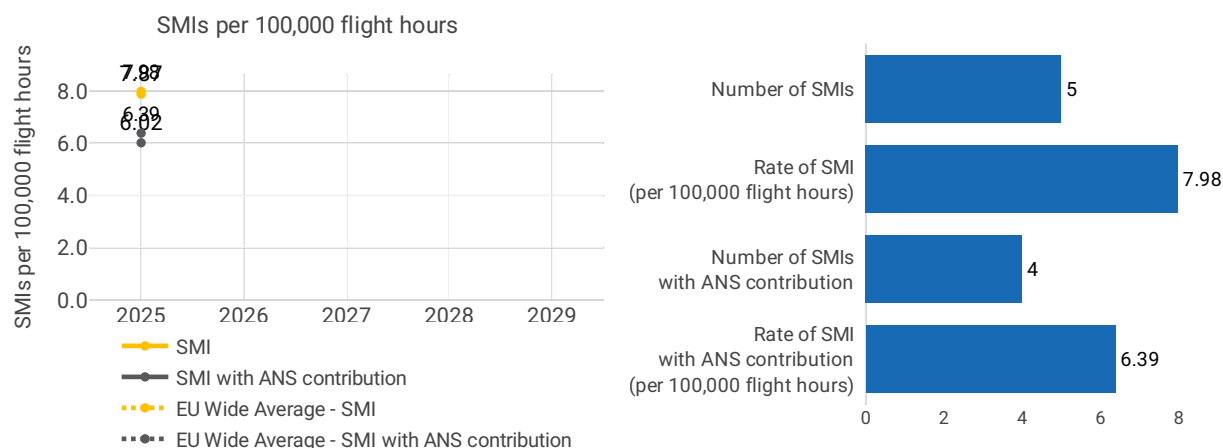


established and effectively implemented prior to the assessment, so no additional specific measures or corrective actions were required to reach these performance targets.

Focus on runway incursions

Estonia 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	EANS	62,640	NA	NA	NA	NA	4	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	EANS	6	NA	NA	NA	NA					

Focus on separation minima

At State level, Estonia reported 5 separation minima infringements (SMI) in their airspace during 2025. The rate of separation minima infringements was slightly higher than Union-wide average (7.98 vs 7.87). At ANSP level, Estonia reported 4 SMIs with ANS contribution. The rate of separation minima infringements at ANSP level was higher than the Union-wide average (6.39 vs 6.02).

When comparing to 2024, the rate of separation minima infringements has increased at both State level (7.98 vs 4.87) and at ANSP level (6.39 vs 4.87).

As described in the monitoring report, Estonia notes that the occurrence rate remains very low in relation to the number of flights and separation minima infringements are therefore not addressed in the State Safety Plan. Earlier ATM system software updates for conflict detection are considered effective mitigation measures.



Furthermore, the monitoring report states that EANS continues to review incidents and implement corrective measures. The Estonian Transport Administration monitors their effectiveness through audits. Overall, the level remains low and the safety performance can be considered stable.



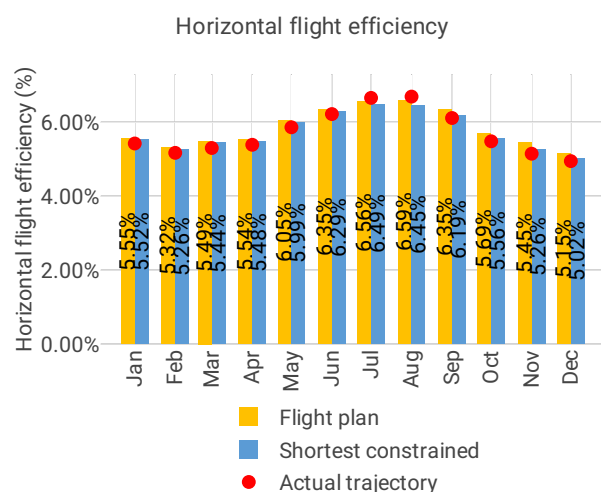
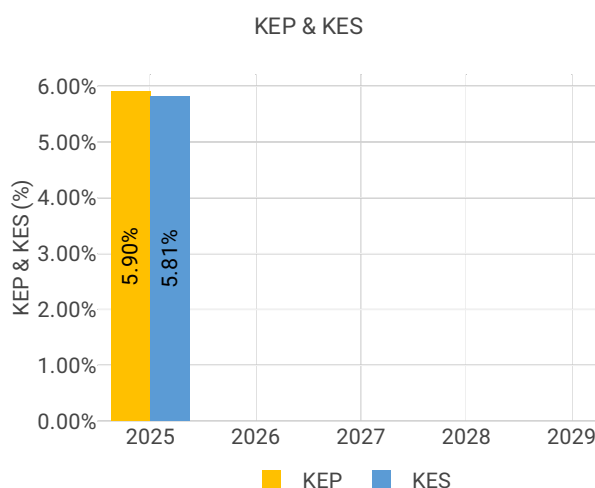
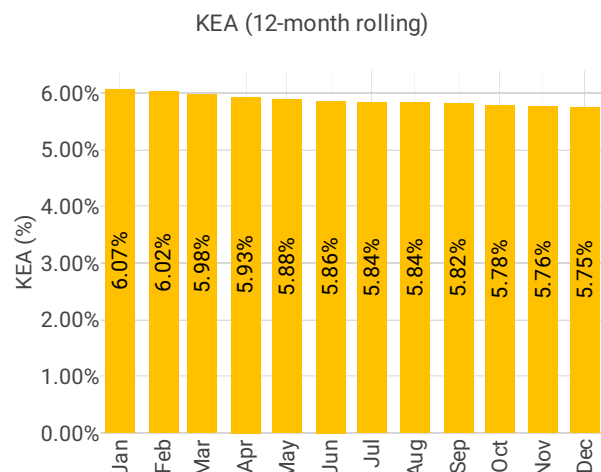
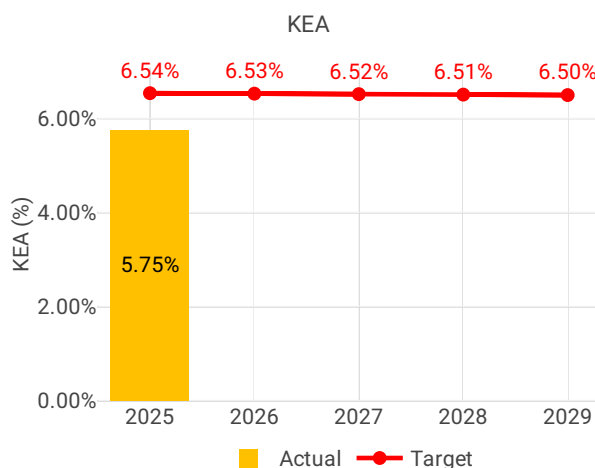
3 ENVIRONMENT - ESTONIA

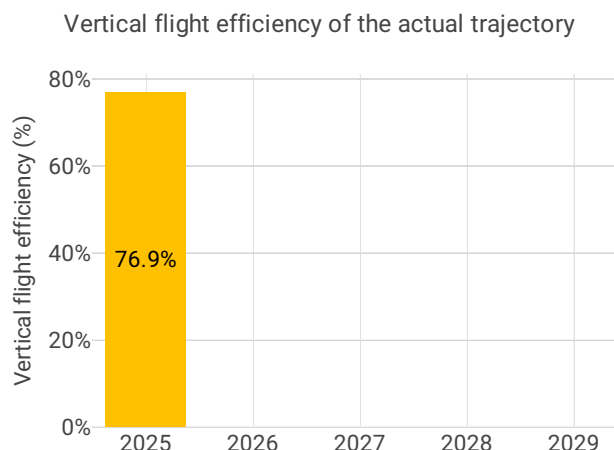
3.1 PRB monitoring

- Estonia registered a KEA performance of 5.75% compared to its target of 6.54% and contributed positively towards achieving the Union-wide target. The NSA states the main reason for meeting the target is mainly driven by changes in traffic composition, such as Asian long-haul cargo traffic.
- Both KEP and KES improved in comparison with 2024. The improvement in KES shows that Estonia has improved the element of horizontal flight efficiency that is under its control.
- VFE of the actual trajectory was at 76.92%, which was better than the 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

The value of the indicator has been improving over the last three years. For KEA, it went from 6.55% in 2023 to 6.14% in 2024 to 5.75 in 2025. For the corrected KEA, it went from 2.38% in 2023 to 2.25 in 2024 to 2.12 in 2025. This places Estonia as 3rd worse (26th) in terms of KEA, but as 18th in terms of KEA corrected in 2023 and 2024, and 16th in 2025.

This should also be put in perspective considering the overall contribution to the total additional distance, which is 0.75% in 2025, corresponding to the 5th lowest.

Regarding the assessment of the achieved level of actual performance in the environment KPA, the NSA reports: *“The slight improvement in KEA in 2025 is mainly driven by changes in traffic composition. Asian longhaul cargo traffic has contributed positively to the aggregated KEA value. The effects of sanctions and the continued closure of Russian airspace remain unchanged and the resulting rerouting patterns have stabilised.”*

Regarding the implementation of major operational or structural changes during the calendar year impacting performance in this key performance area, the NSA reports: *“No major operational or structural changes in 2025.”*

Regarding progress on the implementation of the measures committed to in the ERNIP, the NSA reports: *“FRA is fully implemented in Estonia. Preparations for the implementation of FINEST continued in 2025. The impact on environmental KPIs will be assessed once the first sector becomes operational in 2027. The Borealis ENV WG met in 2025 and discussions focused on environmental performance indicators, including contrails, as well as the exchange of best practices and enhanced collaboration among participating ANSPs.”*

Regarding the follow up of the remedial measures indicated in the previous monitoring report(s), the NSA reports: *“The situation remains unchanged compared to the previous reporting period. The main factors affecting KEA remain outside the control of both the ANSP and the NSA.”*



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: *“The difference between planned and actual trajectories (KEA-KEP = - 0,15 pp) indicates that operational measures already contribute positively to performance as flights are on average slightly more efficient than planned.*

Key initiatives supporting this performance include the implementation of FRA and the use of direct routings by ATC.”

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 narrow gap between KEP and KES indicates that flight planning is already highly optimised, operating close to the best achievable trajectories within the existing constraints.”*

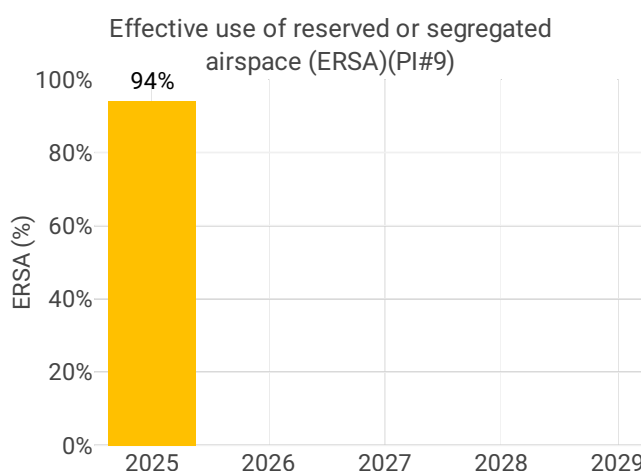
Vertical flight efficiency

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: *“VFE indicator for Estonia is strongly influenced by structural characteristics of the airspace, including the relatively small size, proximity to airports in neighbouring countries and the high proportion of climb and descent phases within the FIR.*

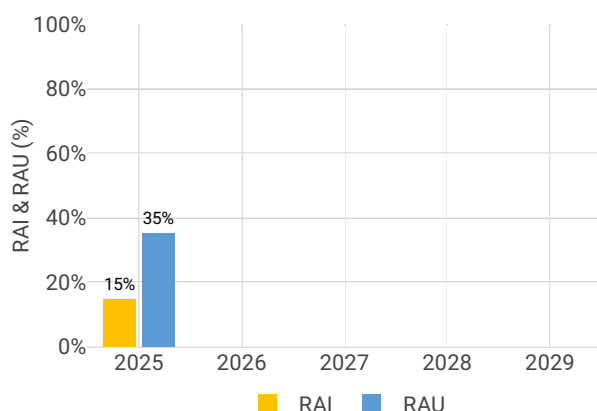
Analysis provided by the ANSP indicates that a significant proportion (approx 90%) of cases where aircraft operates below the planned cruise level during cruise phase are attributable to airline or pilot operational choices rather than ATC constraints. These include requests for lower levels due to aircraft weight, operational considerations or more favourable wind conditions. It is also common practice for some operators to submit standard flight plans and then request adjusted flight levels depending on daily conditions.

The focus of ongoing and planned initiatives is on improving the understanding and interpretation of the indicator.”

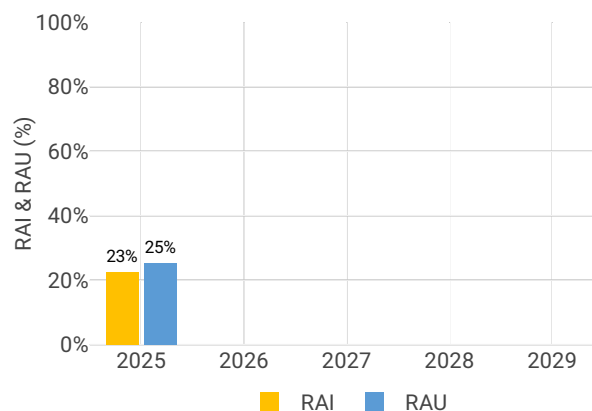
3.3 Civil-Military dimension



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

ESTONIA reports a ratio of **94%** (NM data source)

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 reported ratio is based on NM data. Data for this indicator is currently not systematically collected at the required level of detail. Work is ongoing to establish appropriate data collection. The NM data based ERSA value indicates a high level of effectiveness in the use of reserved or segregated airspace, suggesting that airspace allocation is generally well aligned with actual operational needs. NSA will continue to monitor this indicator for trends."*

Rate of planning via available airspace structures

Comment

ESTONIA mentions that the Data used and reported comes from NM.

(Data source NM)

- the ratio of planning via available airspace structures is **23%** (via available restricted and segregated airspaces)
- the ratio of planning via available airspace structures is **15%** (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: *"The reported ratio is based on NM data. Data for this indicator is currently not systematically collected at the required level of detail. Work is ongoing to establish appropriate data collection. The NM data based RAI value can be considered good, given the operational constraints in the region. NSA will continue to monitor this indicator for trends."*



Rate of using available airspace structures

ESTONIA mentions that the Data used and reported comes from NM.

(Data source NM)

- the ratio of the used of the available airspace structures is **25%** (via available restricted and segregated airspaces)
- the ratio of the use of the available airspace structures is **35%** (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: *"The reported ratio is based on NM data. Data for this indicator is currently not systematically collected at the required level of detail. Work is ongoing to establish appropriate data collection. The NM data based RAU value indicates that available opportunities are utilised effectively, and the results can be considered good in light of the operational constraints in the region. NSA will continue to monitor this indicator for trends."*



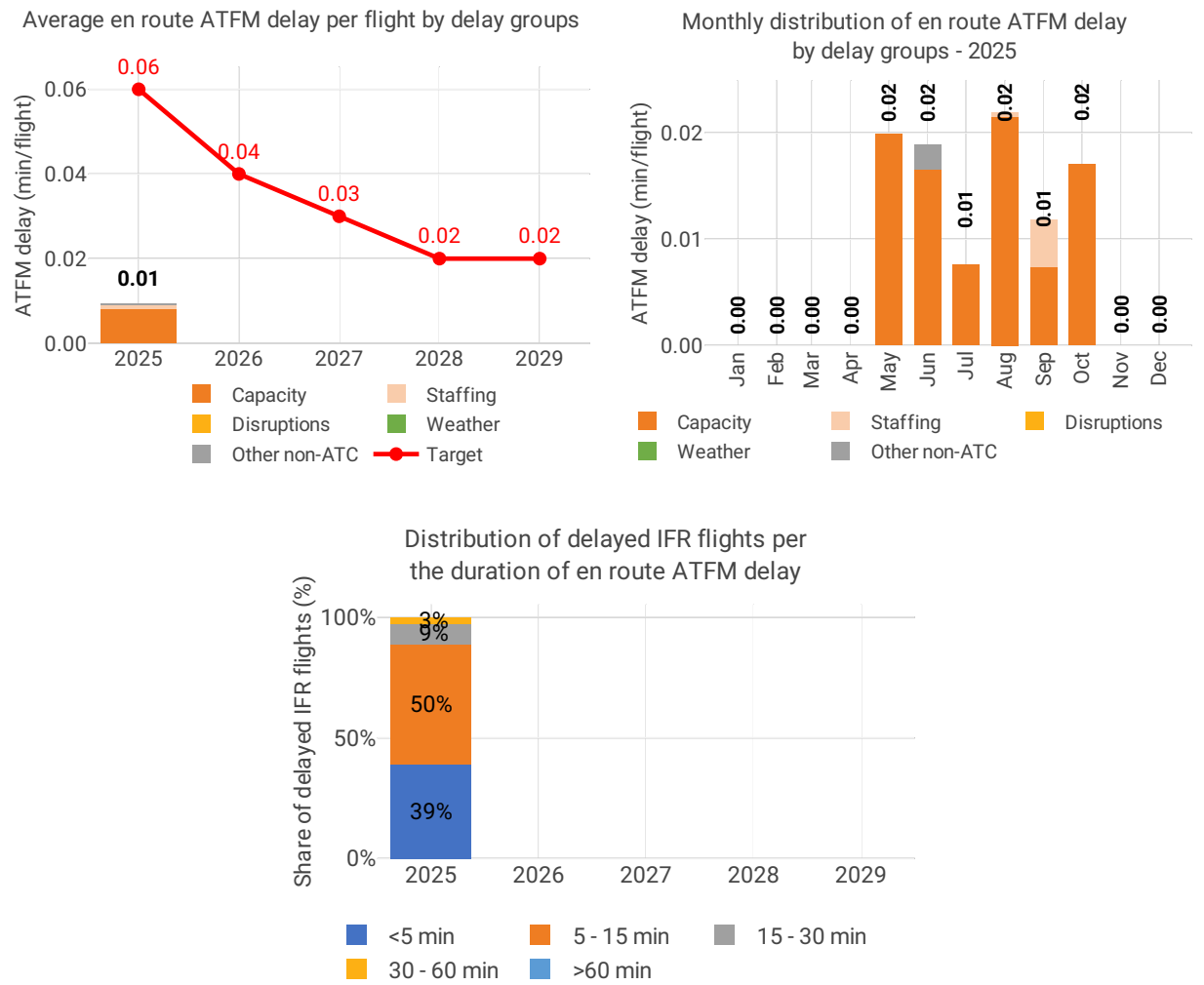
4 CAPACITY - ESTONIA

4.1 PRB monitoring

- Estonia registered 0.01 minutes of average en route ATFM delay per flight during 2025, which remained 0.01 after the post-ops adjustment process, thus achieving the local target value of 0.06. Delays in Estonia remained stable year-on-year.
- The number of ATCOs in OPS was 25 being above the 2025 plan in Tallinn ACC by 1 FTE.
- The yearly total of sector opening hours in Tallinn ACC was 10,494, showing a 0.2% increase compared to 2024.
- Tallinn ACC registered 15.90 IFR movements per sector opening hour in 2025, being 4% above the 2024 levels.

4.2 En route performance

4.2.1 En route ATFM delay (KPI#1)



Focus on en route ATFM delay

En route ATFM delay

- Estonia had 176k flights in 2025, up from 170k flights in 2024.
- EANS applied en route ATFM regulations resulting in <2k minutes of delay

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 actual performance is better than the target value of 0,06. This reflects the continued low level of traffic in the Estonian airspace influenced by the geopolitical situation in the region. The low level of delay shows that capacity is not a limiting factor and that the system is able to absorb traffic demand, including a moderate increase in flights driven by Asian cargo operations."*

Regarding the description of the adjustments to the capacity plan included in adopted performance plan, the NSA reports: *"When setting the performance targets for RP4 Estonia adopted a cautious and forward looking approach."*

This approach reflects the significant uncertainty related to traffic development in the region due to the impact of geopolitical and trade developments. Estonia has experienced a substantial reduction in traffic in recent years, but future developments remain uncertain, including the possibility of traffic recovery or sudden changes in traffic flows.

Therefore, maintaining a more conservative target ensures that sufficient capacity is planned and preserved to accommodate potential increases in demand.

NSA will continue to monitor traffic evolution and capacity utilisation and if needed will assess whether adjustments to the capacity plan are required in the future."

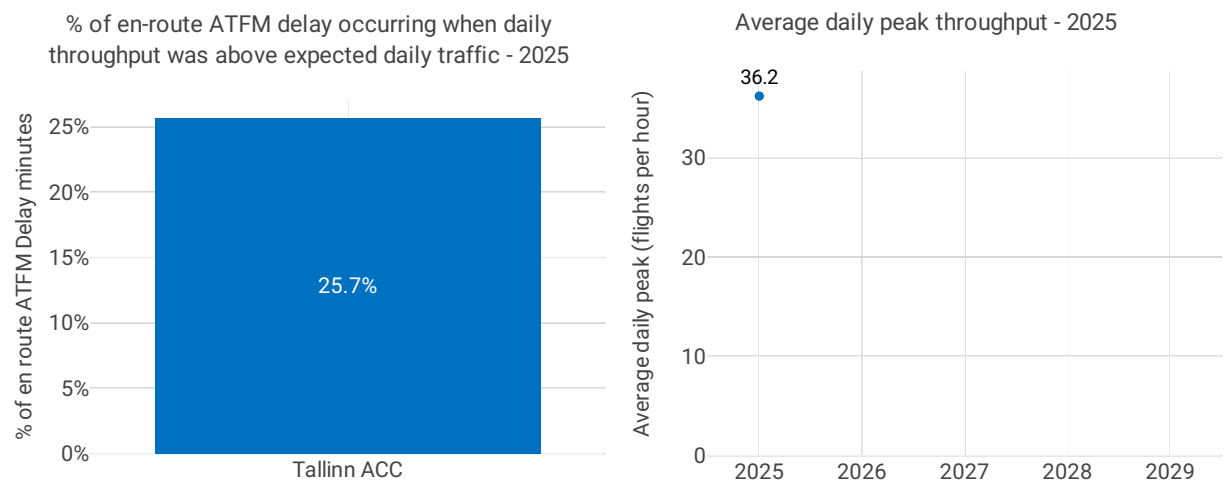
Regarding follow up of the remedial measures indicated in the previous monitoring report(s), the NSA reports: *"In 2025 the number of ATCO fatigue related reports decreased, indicating an improvement compared to the previous year. This suggests that the increased focus on fatigue management, including targeted monitoring and Fatigue Safety Action Group recommendations has contributed to mitigating fatigue related risks."*

En route capacity incentive scheme

The en route capacity incentive scheme described in the Estonia performance plan does not foresee any possibility of a bonus. Therefore, even though EANS surpassed the required level of en route capacity performance, no financial bonus is applicable.



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



Focus en route performance indicators at ACC level

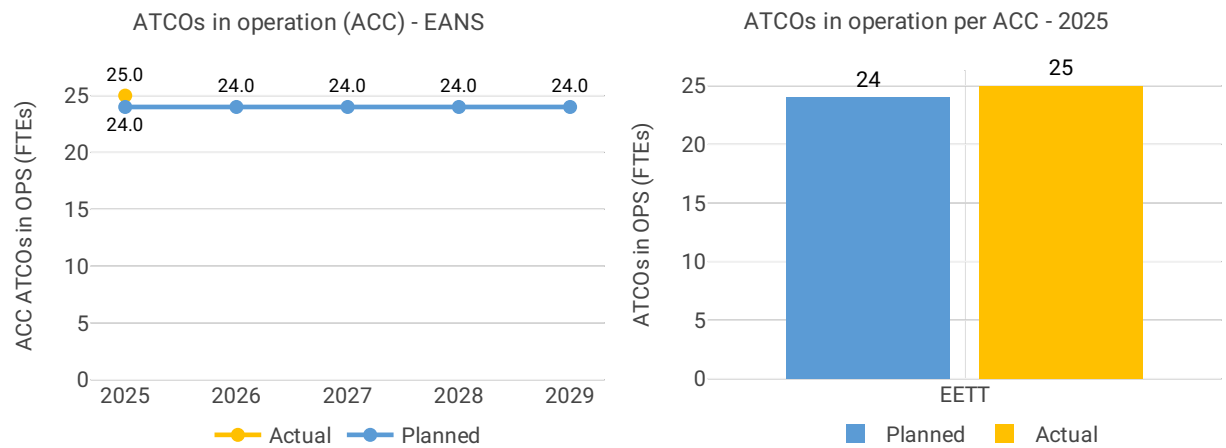
Percentage of total en route ATFM delay that occurred on days when the daily throughput was above the expected daily traffic

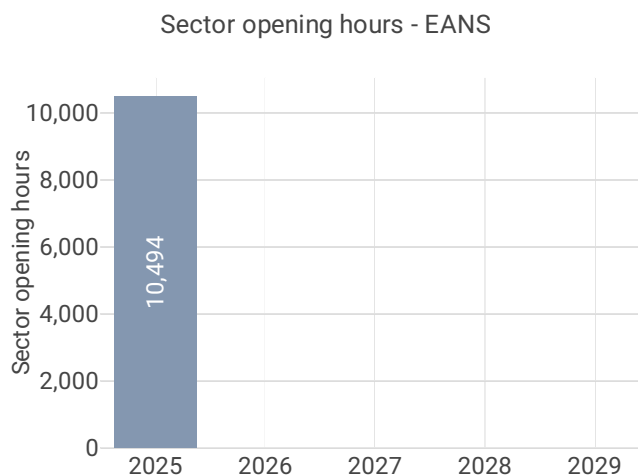
As background information on actual performance, the NSA reports: *“Given the very low level of en-route ATFM delay per flight (0,01), this indicator reflects the distribution of a marginal amount of delay rather than a structural capacity issue. Therefore, no specific measures are considered necessary at this stage. NSA will continue monitoring the evolution of this indicator.”*

Annual weighted average of the daily peak throughput

As background information on actual performance, the NSA reports: *“Given the very low level of ATFM delay in Estonia, the current throughput can be considered sufficient to accommodate traffic demand. As no historical data is available, no assessment of trends can be made at this stage. NSA will continue monitoring this indicator in future reporting cycles to assess its development over time and its usefulness for capacity analysis.”*

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: *"In 2025, the ANSP employed a total of 39 ATCO FTEs in operations (OPS) allocated to the en route cost base. This consists of 25 FTEs in ACC, 14 FTEs in APP, and 0 FTEs in TWR. Additionally, 14 FTEs were allocated to other duties."*

"ACC ATCO FTEs are based on the actual working hours report, showing 25 FTEs operational at the ACC level in 2025. Since no new ACC ATCOs were recruited, this means more working hours were dedicated to ACC operations, resulting in a corresponding reduction in other OPS and non-OPS (ADMIN) sectors."

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: *"The allocation of air traffic controllers is based on traffic volume forecasts."*

In 2025, one trainee who started training in 2024 did not successfully complete the course. The low rate of possible failures is because pre-COVID ATCOs are prioritised restoring competences."

Unit training for EETN ADC is 90 hours, but not less than 1 month and EETN APS and ACS 180 hours, but not less than 3 months. Unit training is carried out by EANS. Unit training consists of transitional, simulator and on-the-job training phases."

ATCO Basic training is carried out annually by the Estonian Aviation Academy, ensuring availability of candidates for future operational needs."



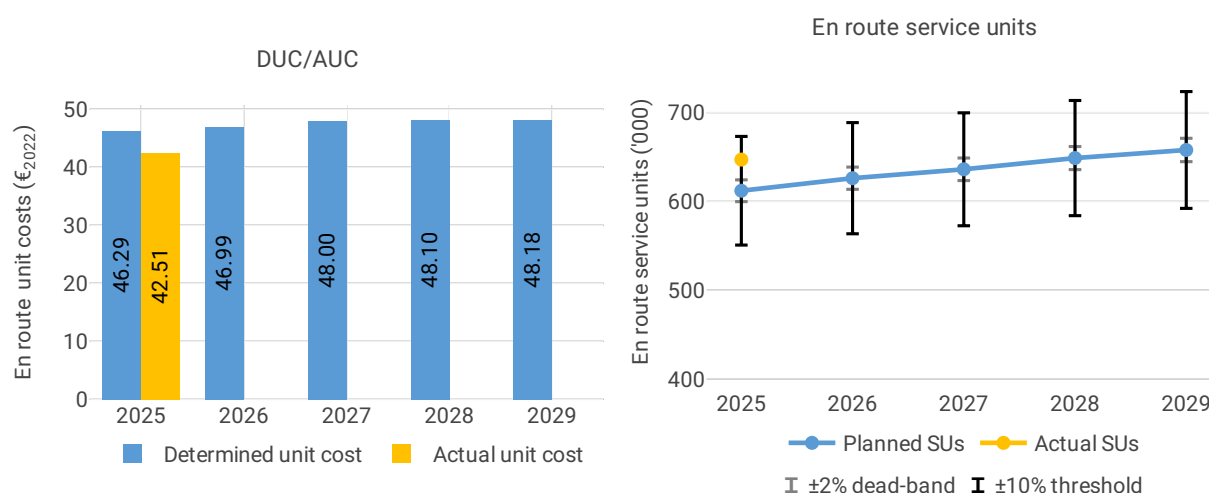
5 COST-EFFICIENCY - ESTONIA

5.1 PRB monitoring

- The en route 2025 actual unit cost of Estonia was 42.51€2022, -8.2% lower than the determined unit cost (46.29€2022). Estonia does not have a terminal charging zone.
- The en route 2025 actual service units (0.65M) were +5.7% higher than the determined service units (0.61M).
- The en route 2025 actual total costs were -0.8M€2022 (-2.9%) lower than determined. This is mainly due to lower other operating costs for the NSA (-0.9M€2022, or -20.1%) and lower staff costs of EANS (-0.7M€2022, or -5.4%). According to the NSA the reduction in NSA other operating costs is mainly due to public sector cost containment measures and the optimisation of property-related costs, while the reduction in EANS staff costs results from a higher share of costs being allocated to terminal.
- EANS costs of investments were 4.3M€2022 in 2025, +15.7% more than determined (3.7M€2022). According to the NSA, this increase is attributed to a revision of the phasing of investment costs and depreciation reflecting earlier cost recognition.
- The en route actual unit cost incurred by users in 2025 was 49.47€ (-4.1% below the 2025 DUC). The difference between the AUCU and the DUC is mainly driven by traffic adjustments.
- The en route regulatory result for EANS amounted to +2.7M€, or 10.9% 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

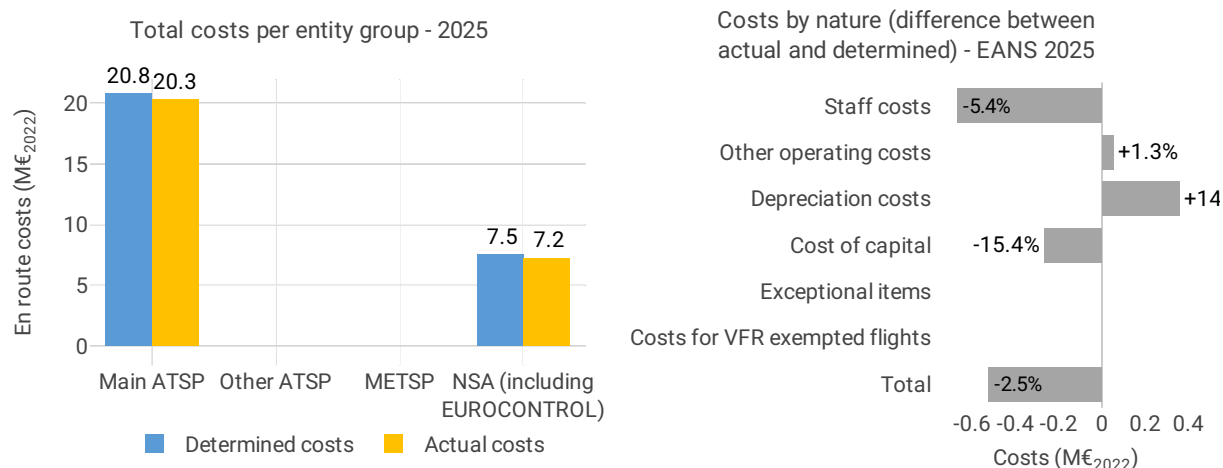
5.2.1 Unit cost (KPI#1)



Actual and determined data					
Total costs - nominal (M€)	2025	2026	2027	2028	2029
Determined costs	31.6	33.6	35.4	36.8	37.9
Actual costs	30.5	NA	NA	NA	NA
Difference costs	-1.1	NA	NA	NA	NA

Inflation assumptions	2025	2026	2027	2028	2029
Determined inflation rate	5.8%	3.9%	3.2%	2.6%	2.4%
Determined inflation index*	119.7	124.4	128.3	131.7	134.8
Actual inflation rate	4.8%	NA	NA	NA	NA
Actual inflation index*	118.6	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 -8.2% (or -3.78 €2022) lower than the planned DUC. This results from the combination of significantly higher than planned TSUs (+5.7%) and lower than planned en route costs in real terms (-2.9%, or -0.8 M€2022).

En route service units

The difference between actual and planned TSUs (+5.7%) 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 -2.9% (-0.8 M€2022) lower than planned. This is the result of lower than planned costs for the main ANSP, EANS (-2.5%, or -0.5 M€2022) and the NSA/EUROCONTROL (-3.9%, or -0.3 M€2022).



En route costs for the main ANSP (EANS) 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 EANS in 2025 (-2.5%, or -0.5 M€2022) result from:

- Significantly lower than planned staff costs (-5.4%), mainly due to a higher share of costs being allocated to the Terminal Navigation Charges cost base.
- Slightly higher than planned other operating costs (+1.3%).
- Significantly higher than planned depreciation (+14.1%), due to several major investment projects being brought forward compared to the original investment plan, meaning that investment costs and related depreciation have been recognised earlier than planned.
- Significantly lower than planned cost of capital (-15.4%) due to “*lower actual asset base subject to return, as some planned investments were still in progress at year-end and not yet fully included in the regulatory asset base*”.

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

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

“The actual unit cost in real terms (42.51) is significantly lower than the Determined Unit Cost (DUC, 46.29). This demonstrates strong cost efficiency and outperformance against the plan at the charging zone level (-14.2% vs. a planned -6.6%). This result is further supported by a higher volume of service units delivered (647.1 vs. 612.0) and lower-than-expected inflation, as well as cost containment measures influenced by broader public sector expenditure constraints.”

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:

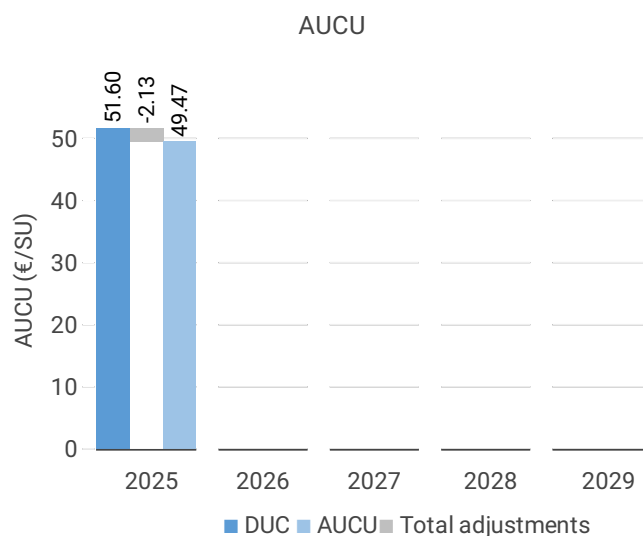
“Actual total costs in nominal terms are lower than determined costs (30 460 vs. 31 580). The main savings come from other operating costs (8 483 vs. 9 386), cost of capital (1 466 vs. 1 734), and slightly lower staff costs (16 831 vs. 17 088), which offset higher than planned depreciation (3 679 vs. 3 373). The deviation is not expected to have a negative impact on the following years as it reflects timing effects rather than structural changes.”

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

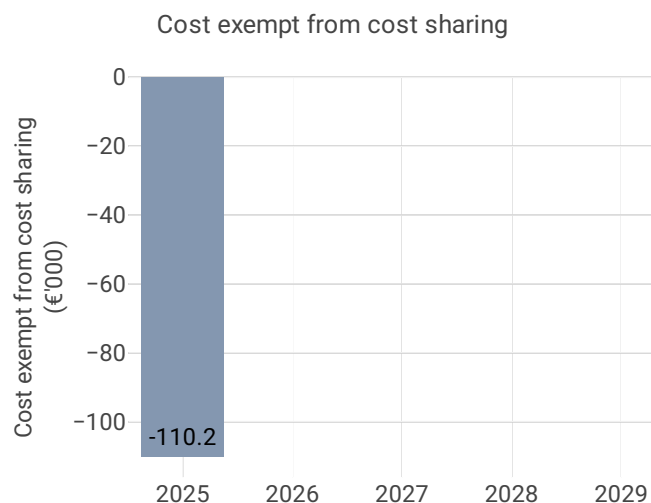
The NSA 2025 monitoring report indicates that “*No corrective measures are considered necessary.*”



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	51.60
Inflation adjustment	-0.29
Cost exempt from cost sharing	-0.17
Traffic risk sharing adjustment	-0.96
Traffic adjustment (costs not TRS)	-0.69
Financial incentives	0.00
Modulation of charges	0.00
Cross-financing	0.00
Other revenues	-0.02
Application of lower unit rate	0.00
Total adjustments	-2.13
AUCU	49.47
AUCU vs. DUC	-4.1%



Cost exempt from cost sharing – 2025		
Cost exempt from cost sharing by item - 2025	€'000	€/SU
New and existing investments	184.4	0.28
Competent authorities and qualified entities costs	-280.6	-0.43
Eurocontrol costs	-14.0	-0.02
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	-110.2	-0.17

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 (49.47 €) is -4.1% lower than the nominal DUC (51.60 €) which includes DUC initially charged: 57.43 €, and DUC to be charged retroactively: -5.83 €. The difference between the AUCU and the nominal DUC (-2.13 €/SU) is due to:

- the negative inflation adjustment resulting from lower than planned inflation (-0.29 €/SU);
- the impact of adjustments resulting from the costs exempted from cost sharing mechanism (-0.17 €/SU);
- the deduction of the traffic risk sharing adjustments (-0.96 €/SU);
- the deduction of the traffic adjustment (-0.69 €/SU) for the costs not subject to traffic risk sharing; and,
- the deduction of other revenues (-0.02 €/SU).

The share of the regulatory result (see next sub-section) in the AUCU (before the deduction of other revenues) is 8.4%.

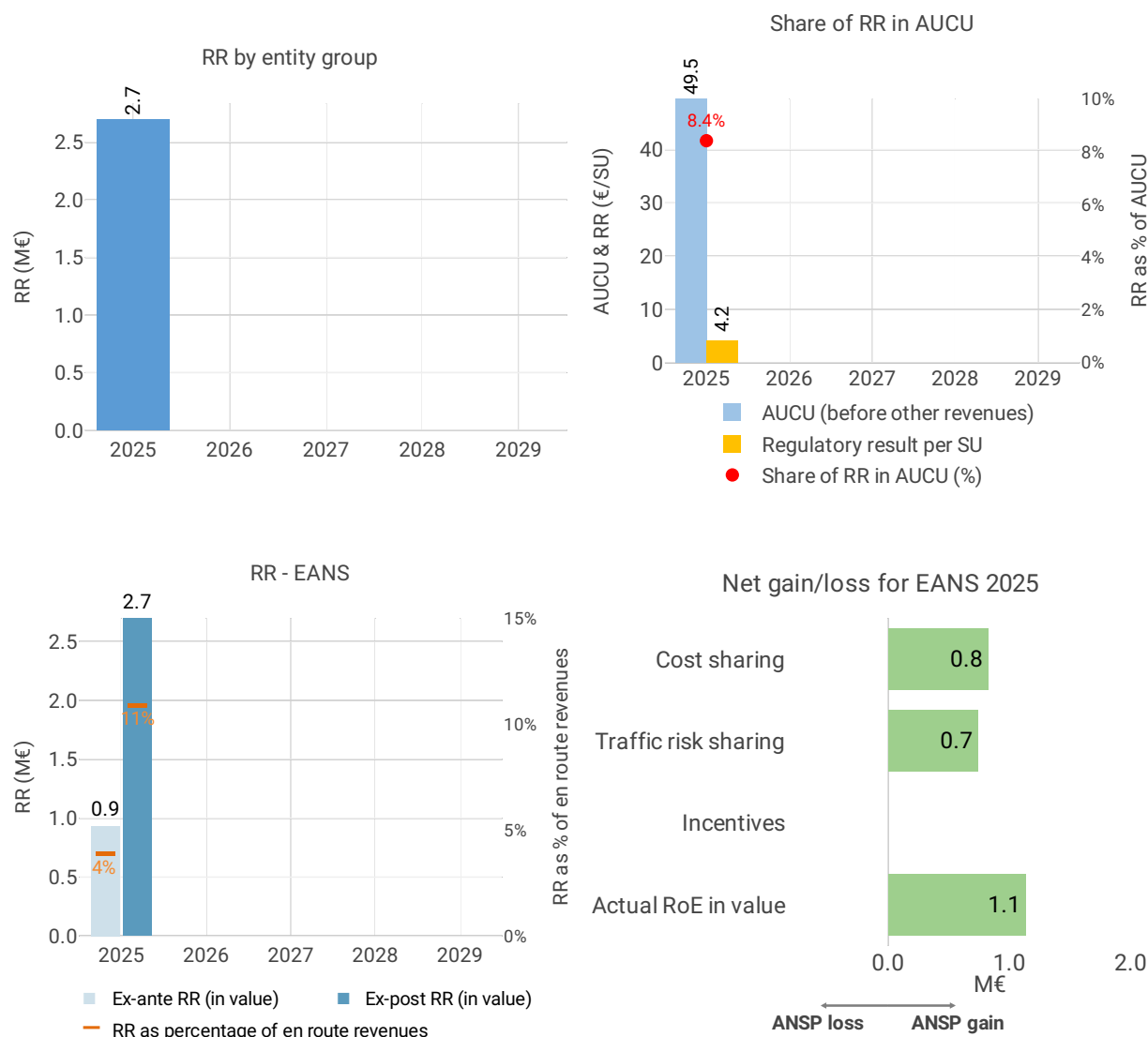
Initiatives implemented or planned that will improve this PI reported by the NSA

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

“The performance is mainly driven by traffic developments and the application of the cost and risk sharing mechanisms defined in the regulatory framework. Lower than expected costs influenced by wider public sector cost containment measures have also contributed to the outcome.”



5.2.3 Regulatory result (RR)



Focus on regulatory result

EANS net gain/loss on activity in the Estonia en route charging zone in 2025

EANS reported a net gain of +1.6 M€, as a combination of a gain of +0.8 M€ arising from the cost sharing mechanism, with a gain of +0.7 M€ arising from the traffic risk sharing mechanism.

EANS 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 (+1.6 M€) and the actual RoE (+1.1 M€), amounts to +2.7 M€ (10.9% of the en route revenues). The resulting ex-post rate of return on equity is 17.4%, which is much higher than the 7.3% planned in the PP.

