

Performance Review Board

Monitoring Report

France - 2025



**COPYRIGHT NOTICE
AND DISCLAIMER**

© European Union, 2026

This document has been prepared for the European Commission by the Performance Review Board of the Single European Sky (PRB).

Reproduction is authorised provided the source is acknowledged. However, neither the European Commission, nor any person acting on its behalf, may be held responsible for the use which may be made of the information contained in this publication, or for any errors which may appear, despite careful preparation and checking.

Contents

1	OVERVIEW	2
1.1	Contextual information	2
1.2	Traffic (En route traffic zone)	2
1.3	Safety (Main ANSP)	3
1.4	Environment (Member State)	4
1.5	Capacity (Member State).....	5
1.6	Cost-efficiency (En route/Terminal charging zone(s))	6
2	SAFETY - FRANCE	8
2.1	PRB monitoring	8
2.2	Effectiveness of Safety Management (EoSM) (KPI#1)	8
2.3	Safety occurrences	11
3	ENVIRONMENT - FRANCE	14
3.1	PRB monitoring	14
3.2	En route performance	14
3.3	Terminal performance	18
3.4	Civil-Military dimension	23
4	CAPACITY - FRANCE	26
4.1	PRB monitoring	26
4.2	En route performance	27
4.3	Terminal performance	34
5	COST-EFFICIENCY - FRANCE	42
5.1	PRB monitoring	42
5.2	En route charging zone	42
5.3	Terminal charging zone - France Zone 1	48
5.4	Terminal charging zone - France Zone 2	53

1 OVERVIEW

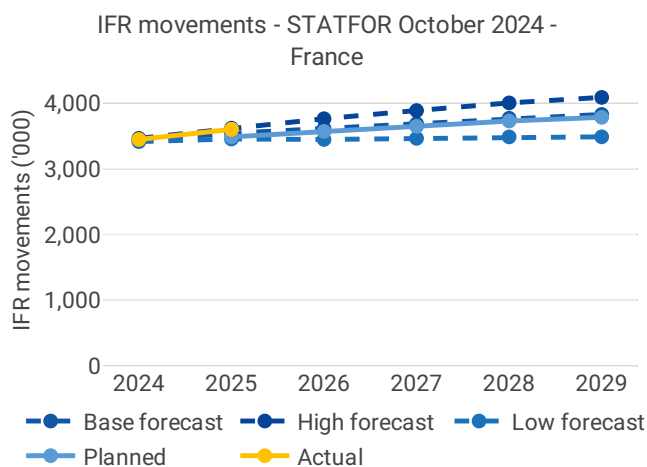
1.1 Contextual information

This document is based on the version of the Annual Monitoring Report file submitted by FABEC on 2026-07-15 (XF12503_FABEC AMR 2025 V1.1.xlsx) and the accompanying submission of en route and terminal (if applicable) reporting tables.

FAB draft revised performance plan currently under assessment

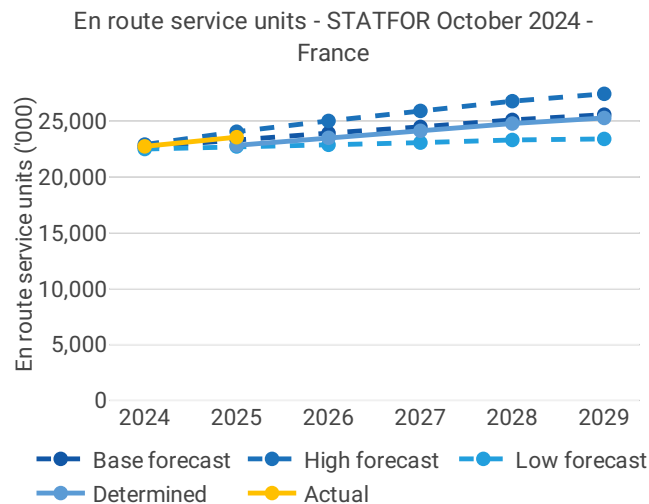
List of ACCs 5	Exchange rate (1 EUR=)	Main ANSP
Bordeaux ACC	2022: 1 EUR	• DSNA
Brest ACC	2025: 1 EUR	
Marseille ACC		Other ANSPs
Paris ACC	Share of Union-wide:	-
Reims ACC	• traffic (TSUs) 2025 17.0%	
	• en route costs 2025 20.1%	MET Providers
No of airports in the scope of the performance plan:	Share en route / terminal costs 2025 85% / 15%	• Météo France
• ≥80'K 4	En route charging zone(s)	
• <80'K 50	France	
	Terminal charging zone(s)	
	France Zone 1	
	France Zone 2	

1.2 Traffic (En route traffic zone)



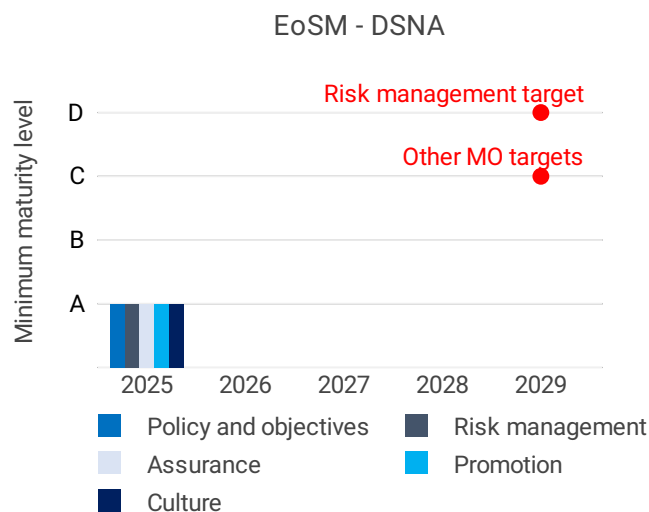
- France recorded 3,597K actual IFR movements in 2025, +4.5% compared to 2024 (3,443K).
- Actual 2025 IFR movements were +3.3% above the plan (3,482K).
- Actual 2025 IFR movements were +6.7% above the actual 2019 level (3,372K).





- France recorded 23,558K actual service units in 2025, +3.6% compared to 2024 (22,735K).
- Actual 2025 service units were +3.2% above the plan (22,827K).
- Actual 2025 service units are +8.2% above the actual 2019 level (21,782K).

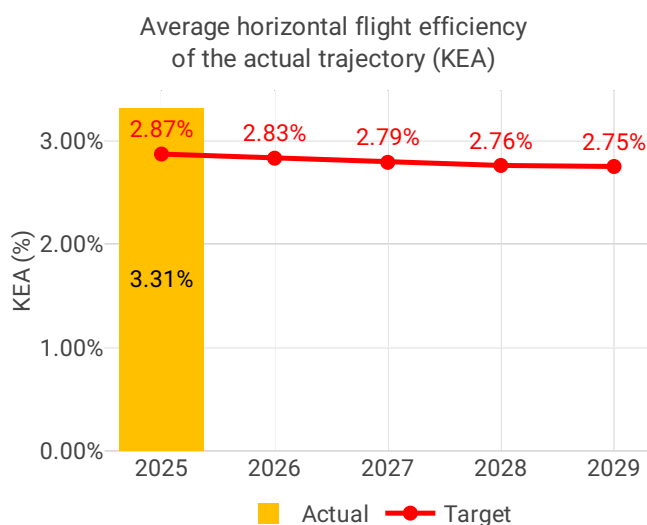
1.3 Safety (Main ANSP)



- In 2025, DSNA did not meet the planned maturity levels set out in its performance plan for any of the components of the EoSM.
- In more detail, DSNA scored A in all management objectives. Significant improvements are needed from DSNA to reach the EoSM targets by the end of RP4.
- The rate of runway incursions (RI) was 1.73 at airport level, lower than the Union-wide average, but slightly higher than the rate of RIs in 2024. The rate of RIs with ANS contribution was 0.69, lower than the Union-wide average, and stable rate compared to 2024.
- The rate of separation minima infringements (SMIs) at State level was 17.54, and at ANSP level 14.16. Both indicators were significantly above the Union-wide average. Compared to 2024, rate of SMI has increased slightly at State level and decreased slightly at ANSP level.



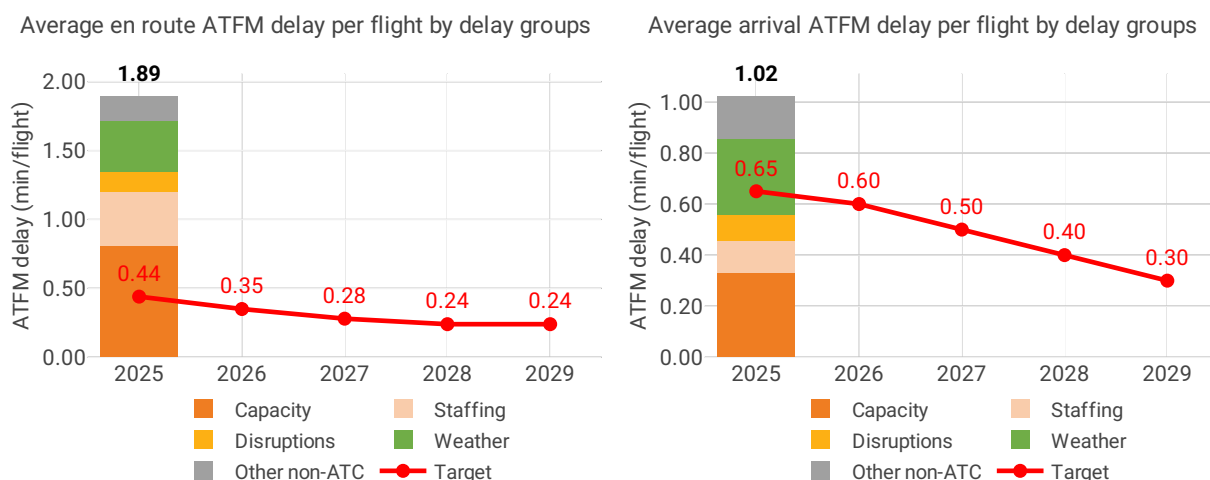
1.4 Environment (Member State)



- France registered a KEA performance of 3.31%. Their local breakdown value of 2.87% was not achieved. The performance of France contributed to FABEC not achieving the local target of 2.89% and, therefore, France did not contribute positively to Union-wide performance. The NSA states the main reasons for not meeting the target is the high traffic levels, ATFM delays during the Summer and traffic volatility. Remedial measures to improve KEA focus on increasing capacity and implementing the projects listed in the ERNIP.
- Both KEP and KES remained stable in comparison with 2024 with only a minor degradation in both indicators.
- VFE of the actual en route trajectory was at 79.4%, which was better than the average Union-wide performance.
- The average time in level flight during descent and climb were both stable compared to 2024, with minor variations in performance compared to 2024.
- Additional taxi-out time was 3.7 min/flight which deteriorated from 3.32 min/flight in 2024, and additional taxi-in time was 1.89 min/flight which deteriorated marginally compared to 1.83 min/flight in 2024.
- Additional time in the arrival sequencing and metering area deteriorated to 2.84 min/flight from 2.7 min/flight in 2024.
- Additional taxi out time data for Marseille airport has not been reported for 2025 despite being subject to monitoring as per the Regulation.



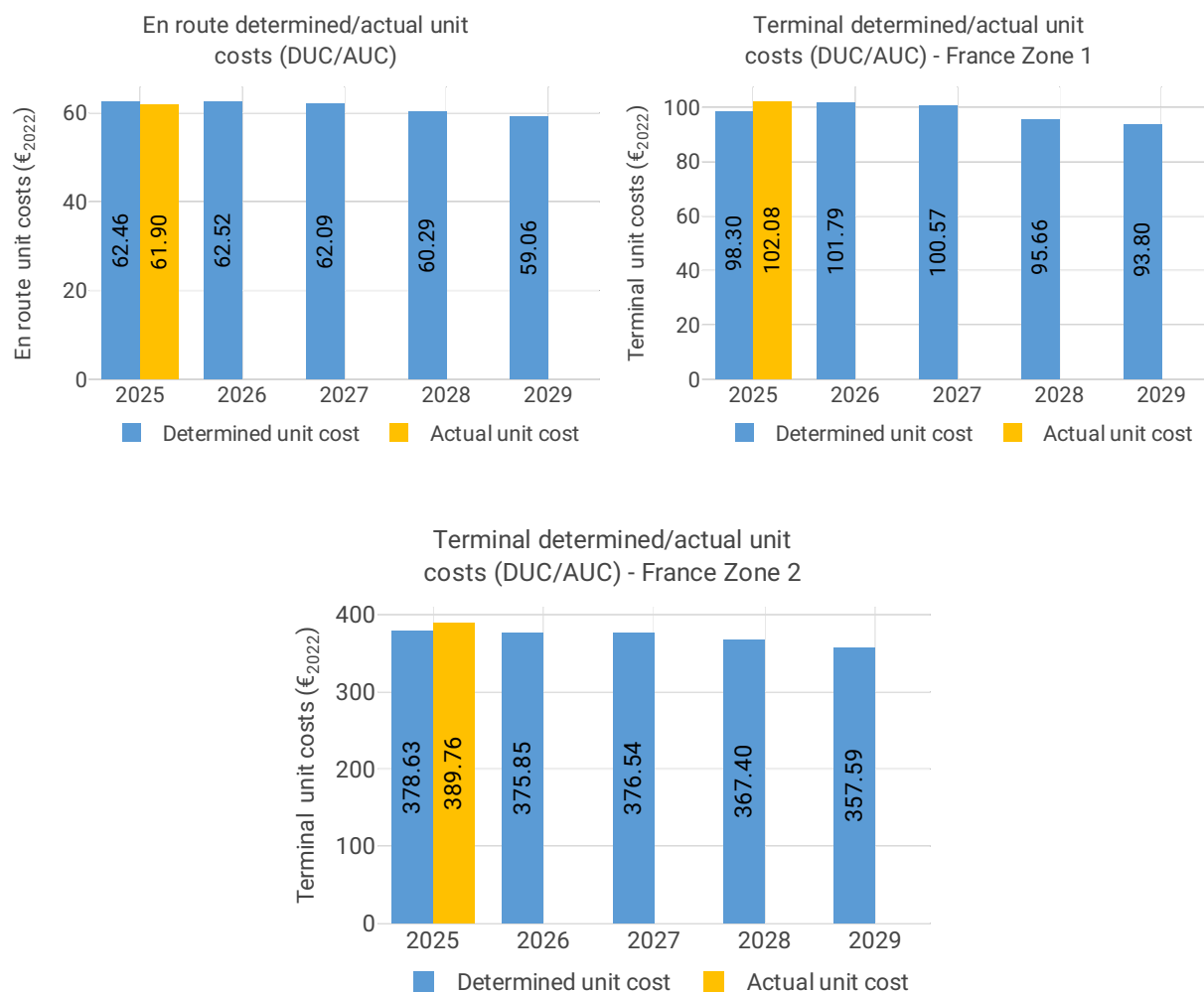
1.5 Capacity (Member State)



- France registered 1.90 minutes of average en route ATFM delay per flight during 2025, which has been adjusted to 1.89 during the post-ops adjustment process, thus not achieving the local target value of 0.44. Delays in France increased by 0.50 minutes per flight year-on-year.
- Delays were highest in July, with significant delays also recorded in May, June, August and September, mostly driven by ATC capacity and staffing as well as weather and disruptions.
- The share of delayed flights with delays longer than 15 minutes in France decreased by -1 percentage points compared to 2024 and was lower than 2019 values.
- Overall, the 2025 actual number of ATCOs in OPS across the five French ACCs was 1,379, which was 6% above the planned level (i.e. 1,299) by. The increase in the number of ATCOs, compared to the plan, was shared across all ACCs, with Bordeaux ACC being 12 FTE above the plan, Brest ACC 7 FTE, Marseille ACC 35 FTE, Paris ACC 21 FTE and Reims ACC 5 FTE.
- The yearly total number of sector opening hours in France in 2025 was 380,264, -12% below the total sector opening hours recorded in 2024. Brest and Marseille ACCs were the main contributors to this reduction (-29% and -17% respectively). Paris, Bordeaux and Reims ACCs recorded a number of sector opening hours only slightly lower than 2024 (-3%, -2% and -1% respectively).
- Brest and Reims ACCs recorded the highest ratio of IFR movements per sector opening hour in France in 2025, at 18.95 and 16.56 movements per sector opening hour respectively. Bordeaux, Marseille and Paris ACCs registered similar levels of IFR movements per sector opening hour, at 13.66, 13.44 and 13.69 respectively. In relative terms, IFR movements per sector opening hour increased significantly year-on-year for Brest and Marseille (+48% and +25%), while for the other three ACCs these remained relatively stable.
- France registered an average airport arrival ATFM delay of 1.02 minutes per flight in 2025, thus not achieving the local target of 0.65 minutes. Compared to 2024, average arrival ATFM delays in France were 0.39 minutes per flight higher in 2025.
- The main drivers of delays were ATC capacity, accounting for 0.33 of the total delays, and weather, responsible for 0.30.



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



- The en route 2025 actual unit cost of France was 61.90€2022, -0.9% lower than the determined unit cost (62.46€2022). The terminal zone 1 2025 actual unit cost was 102.08€2022, +3.8% higher than the determined unit cost (98.30€2022), while the terminal zone 2 2025 actual unit cost was 389.76€2022, +2.9% higher than the determined unit cost (378.63€2022).
- The en route 2025 actual service units (23.6M) were +3.2% higher than the determined service units (22.8M).
- The en route 2025 actual total costs were +32.5M€2022 (+2.3%) higher than determined. The higher costs are mainly driven by higher other operating costs (+18.2M€2022, or +6.0%) and depreciation (+17.9M€2022, or +11.7%) for DSN. The NSA explains that these increases reflect higher costs for maintaining legacy systems due to higher inflation, rising costs of investments, and the catch-up of delayed RP3 amortisation.
- DSN spent 237.8M€2022 in 2025 related to costs of investments for both en route and terminal charging zones, +4.0% more than determined (228.5M€2022). According to the NSA, this increase is mainly due to the catch-up of delayed RP3 amortisation.
- The en route actual unit cost incurred by users in 2025 was 65.74€ (-2.5% below the 2025 DUC). The terminal actual unit cost incurred by users was 187.70€ (+76.6% above the



2025 DUC) for the terminal zone 1, and 221.13€ (-46.4% below the 2025 DUC) for the terminal zone 2. The difference between the AUCU and the DUC for the terminal charging zones is mainly driven by cross-financing.

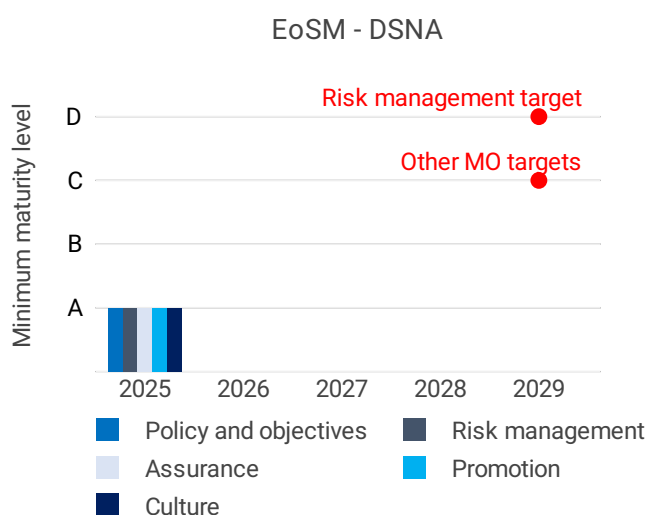


2 SAFETY - FRANCE

2.1 PRB monitoring

- In 2025, DSNA did not meet the planned maturity levels set out in its performance plan for any of the components of the EoSM.
- In more detail, DSNA scored A in all management objectives. Significant improvements are needed from DSNA to reach the EoSM targets by the end of RP4.
- The rate of runway incursions (RI) was 1.73 at airport level, lower than the Union-wide average, but slightly higher than the rate of RIs in 2024. The rate of RIs with ANS contribution was 0.69, lower than the Union-wide average, and stable rate compared to 2024.
- The rate of separation minima infringements (SMIs) at State level was 17.54, and at ANSP level 14.16. Both indicators were significantly above the Union-wide average. Compared to 2024, rate of SMI has increased slightly at State level and decreased slightly at ANSP level.

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



Focus on EoSM

In 2025, DSNA did not achieve the planned maturity levels set out in its performance plan for any of the components of the EoSM. DSNA scored A for all the safety management objectives and needs significant improvement for the EoSM in order to reach the targets by the end of RP4.

The monitoring report states that in 2025, an internal evaluation project of the DSNA's SMS was conducted in light of the new EoSM questionnaire. The project yielded results below target for each of the five pillars for the year 2025:

- Safety policy: The EoSM rating of A is primarily due to the lack of formalization of responsibilities, accountability and authorizations related to the activities described in the SMS, as well as the absence of a validated SMS implementation plan.



- Safety risk management: DSNA does not have an established hazard reference framework, defined risk and safety levels, or formal processes for assessing risk or the effectiveness of a risk reduction mechanism.
- Safety assurance: the A rating is explained by the absence of a safety survey process.
- Safety promotion: the absence of a formalized skills framework prevents the formal assessment of these skills.
- Safety culture: the EoSM rating of A is primarily due to the absence of a recurring safety culture survey since 2011 and a lack of training on the principles of a just culture.

In terms of main measures put in place to achieve the safety performance targets, the monitoring report defines the following elements:

- Implementation of a SMS transformation program, with a dedicated program director, and a program structure based on industry standards (sponsor, steering committee, management of deliverables, schedules, human and financial resources, risk management, and interdependencies). This program will involve internal expertise within the various DSNA directions, both nationally and locally, as well as external resources (contracts with service providers).
- Strengthening the safety culture, through the implementation of a safety culture survey involving each DSNA employee, the results of which will identify the actions to be taken.
- Implementation of a contract with a qualified external service provider specializing in organizational and human factors, risk management, and safety management systems, to strengthen expertise in these areas and provide an external perspective.

In terms of remedial actions implemented or planned, as described in the monitoring report, DSNA SMS transformation program aims for the highest level of maturity realistically achievable within the allotted time for each pillar. However, the current state of the DSNA's SMS, as well as the constraints of the questionnaire (e.g., some processes must be reviewed once per reference period, with two reviews required to demonstrate compliance), will not allow the expected level to be reached before the next reference period: regarding safety risk management, the stated ambition for 2029 is not the D rating required by RP4. However, it is necessary to build the safety risk management activity from scratch and, in parallel, to carry out a profound cultural transformation, both within DSNA and in our relationships with our partners and subcontractors.

The NSA describes in the monitoring report that irrespective of the ANSP self assessment and taking due account of the NCA analysis, France confirms its ambition to meet the targets at the end of RP4. Considering DSNA failing to fully implement its RP3 EoSM corrective action plan and the impact on the RP4 EoSM 2025 actual performance, the NCA and the NSA will both closely monitor the progress of the transformation programme initiated by the DSNA, including covering the current forecasted gap (C vs D) with respect to Safety risk management at the end of RP4. An enhanced NSA - NCA coordination will be put in place over RP4 on the progress of the implementation of DSNA corrections and corrective actions. In parallel, the NCA's oversight will continue to highlight the various shortcomings in the maturity of the DSNA's SMS.

According to the annex for the monitoring report, this programme, named DSNA SMS 2030, inspired by the SMS implementation plans published by ICAO and EUROCONTROL-CANSO,



is structured into distinct phases. The objective of this programme is to install within DSNA, by the end of the current reference period, a compliant, effective and efficient SMS, as well as a positive and shared safety culture. The first phase, launched in the early months of 2026 and running until the end of that year, is dedicated to:

- Proposing solutions to address the main shortcomings identified and reclaim B-level as soon as possible on most pillars,
- Organizing the work of the subsequent phase by establishing a qualified team to carry out the remaining activities,
- Initiating foundational activities, such as conducting a safety culture survey, establishing a DSNA-wide hazard log, or reviewing the organization of the SMS, which will be completed during the second phase.

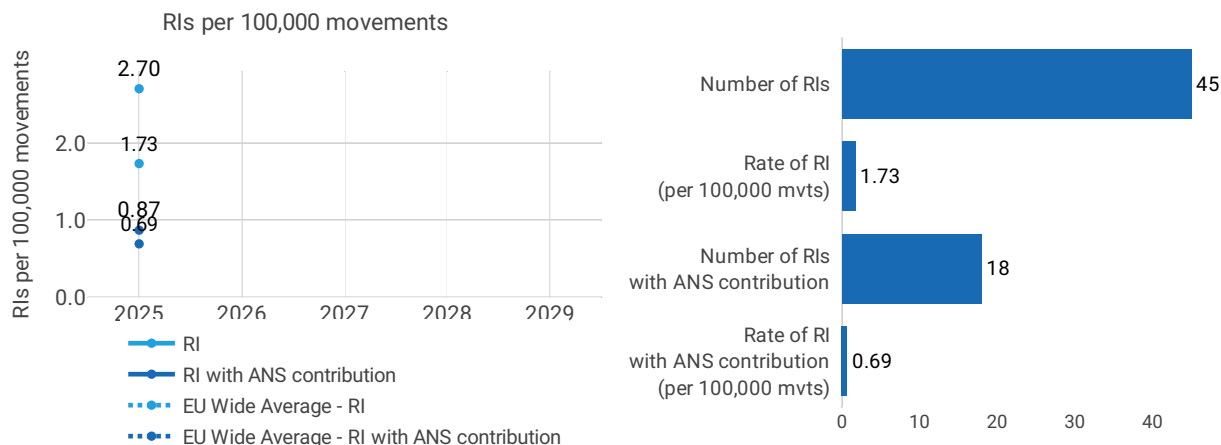
The second phase, with a duration of three years (2027–2029), aimed at achieving a “managed” or “resilient” level across all components of the SMS. Furthermore, the annex notes that as the first phase of the programme is currently underway and DSNA's Safety Management System (SMS) improvement is a top priority, DSNA has undertaken the following measures:

- Mobilisation of its management around the SMS and its reconstruction, the strengthening of the safety culture, and the reaffirmation of the essential leadership role of management in safety matters, through a management seminar dedicated to safety and the SMS that took place in December 2025. Following this seminar, all operational units are fully engaged in the SMS improvement process.
- Strengthening of the safety culture through the launch of a safety culture assessment involving all DSNA staff, the results of which will be used to identify areas for improvement and define appropriate actions. This initiative was presented to DSNA management and to staff representative organizations in February 2026.
- Establishment of a contract with a qualified external service provider specializing in organizational and human factors, risk management and safety management systems, to enhance expertise in these areas and provide an independent external perspective.



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 - France

#	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	Paris Charles de Gaulle	480,283	3	0.62	1	0.21
2	Paris Orly	218,813	1	0.46	1	0.46
3	Nice	169,202	5	2.96	4	2.36
4	Marseille	110,349	5	4.53	1	0.91
5	Bâle-Mulhouse	94,026	0	0.00	0	0.00
6	Lyon-Saint-Exupéry	93,719	2	2.13	1	1.07
7	Toulouse-Blagnac	79,041	2	2.53	1	1.27
8	Cannes-Mandelieu	72,678	1	1.38	0	0.00
9	Toussus-le-Noble	67,691	0	0.00	0	0.00
10	Nantes-Atlantique	65,027	2	3.08	0	0.00
11	Bordeaux-Mérignac	59,302	1	1.69	1	1.69
12	Paris-Le Bourget	58,736	0	0.00	0	0.00
13	Perpignan-Rivesaltes	55,074	1	1.82	0	0.00
14	Lyon-Bron	50,613	0	0.00	0	0.00
15	Avignon-Caumont	47,930	1	2.09	0	0.00
16	Beauvais-Tillé	47,294	0	0.00	0	0.00
17	Pau-Pyrénées	42,891	2	4.66	2	4.66
18	Brest-Bretagne	40,304	1	2.48	0	0.00
19	Rennes-Saint-Jacques	37,222	0	0.00	0	0.00
20	Grenoble-Alpes-Isère	36,628	0	0.00	0	0.00
21	Annecy-Meythet	34,441	2	5.81	2	5.81
22	Ajaccio-Napoléon-Bonaparte	34,357	0	0.00	0	0.00
23	Nîmes-Garons	33,484	0	0.00	0	0.00
24	Clermont-Ferrand-Auvergne	32,195	1	3.11	1	3.11
25	Chambéry-Aix-les-Bains	29,777	0	0.00	0	0.00
26	Biarritz-Pays Basque	28,487	2	7.02	0	0.00
27	Lille-Lesquin	27,868	0	0.00	0	0.00
28	Béziers-Vias	27,304	0	0.00	0	0.00
29	Bastia-Poretta	26,819	0	0.00	0	0.00



#	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
30	La Rochelle-Ile de Ré	26,529	0	0.00	1	3.77
31	Montpellier-Méditerranée	24,720	0	0.00	0	0.00
32	Strasbourg-Entzheim	24,059	1	4.16	1	4.16
33	Lorient-Lann Bihoué	22,398	1	4.46	0	0.00
34	Hyères-Le Palyvestre	22,157	5	22.57	0	0.00
35	Carcassonne-Salvaza	21,852	0	0.00	0	0.00
36	Limoges-Bellegarde	21,595	0	0.00	0	0.00
37	Caen-Carpiquet	21,106	0	0.00	0	0.00
38	Poitiers-Biard	18,383	1	5.44	0	0.00
39	Tarbes-Lourdes Pyrénées	17,934	0	0.00	0	0.00
40	Saint-Nazaire-Montoir	16,605	0	0.00	0	0.00
41	Tours-Val de Loire	16,036	0	0.00	0	0.00
42	Istres-Le-Tubé	15,959	4	25.06	0	0.00
43	Figari-Sud Corse	15,814	0	0.00	0	0.00
44	Bergerac-Dordogne-Périgord	15,074	0	0.00	0	0.00
45	Calvi-Sainte-Catherine	13,732	0	0.00	0	0.00
46	Quimper-Pluguffan	13,641	0	0.00	0	0.00
47	Deauville-Normandie	12,469	1	8.02	0	0.00
48	Brive-Souillac	10,766	0	0.00	0	0.00
49	Rodez-Aveyron	10,234	0	0.00	0	0.00
50	Châteauroux-Déols	10,097	0	0.00	0	0.00
51	Dôle-Tavaux	8,304	0	0.00	0	0.00
52	Châlons-Vatry	7,097	0	0.00	0	0.00
53	Albert-Bray	5,337	0	0.00	1	18.74
54	Metz-Nancy-Lorraine	4,266	0	0.00	0	0.00

Focus on runway incursions

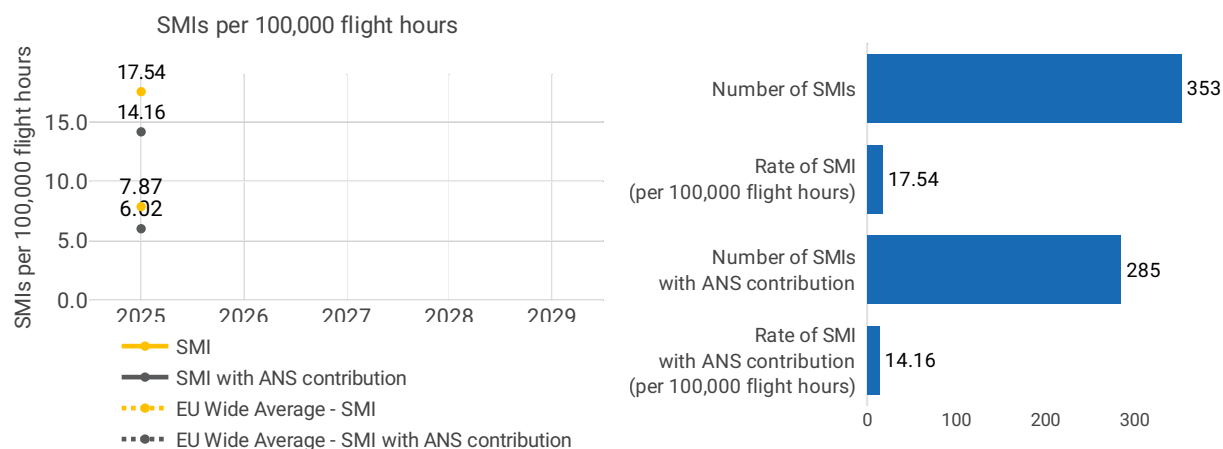
France reported 45 runway incursions (RI) during 2025 for all airports listed in the performance plans (54). When comparing the rate of RIs at airport level to Union-wide level, France was lower than Union-wide average (1.73 vs 2.70). The rate has increased compared to 2024 (1.73 vs 1.23).

France reported 18 runway incursions with ANS contribution in 2025. When comparing the rate of RIs at airport level with ANS contribution, France was lower than Union-wide average (0.69 vs 0.87). The rate remains stable compared to 2024 (0.69 vs 0.68).

As described in the monitoring report, in 2026 and beyond, DSNA has decided to prioritize runway incursion risk prevention by an action plan, which will be done in cooperation with all stakeholders (Airspace users, general aviation, aerodrome operators, State regulator, etc). Prevention of runway incursions is also considered one of France's key safety priorities. In this context, NSA actively monitors, as part of its oversight activities, the implementation of the DSNA action plan. Furthermore, DSNA has launched a modernization project for ASMGCS (Advanced Surface Movement Guidance and Control Systems) outside the Paris region, enabling the deployment of safety nets for France's major airports namely at Nice, Marseille, Lyon, Toulouse, Basel (Bâle-Mulhouse) from late 2028 until 2030.



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	DSNA	2,012,167	NA	NA	NA	NA	285	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	DSNA	14	NA	NA	NA	NA					

Focus on separation minima

At State level, France reported 353 separation minima infringements (SMI) in their airspace during 2025. The rate of separation minima infringements was significantly higher than Union-wide average (17.54 vs 7.87). At ANSP level, France reported 285 SMIs with ANS contribution. The rate of separation minima infringements at ANSP level was significantly higher than the Union-wide average (14.16 vs 6.02).

When comparing to 2024, the rate of separation minima infringements has increased at State level (17.54 vs 17.15) and decreased at ANSP level (14.16 vs 14.44).

In terms of initiatives implemented or planned, the monitoring report notes the implementation of the new ATM system named 4Flight for the ACCs, currently in operation at Reims (LFEE), Aix (LFMM), Paris (LFFF) and planned for Bordeaux (LFBB) and Brest (LFRR) in 2028 & 2029. This new system embarked new functionalities such as the TCT (Tactical Controller Tool) which allowed prevention of SMI. The number of SMI has significantly decreased for the ACC where 4F is in operation.

The NSA notes in the monitoring report that continuous oversight activities are carried out to monitor the effectiveness of safety nets within the 4F system, including through regular safety follow-up meetings.



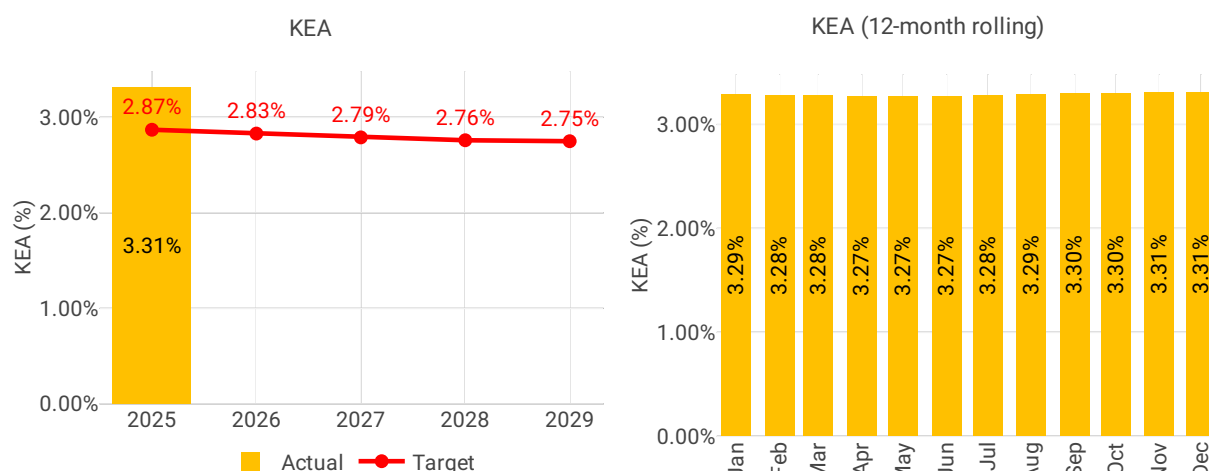
3 ENVIRONMENT - FRANCE

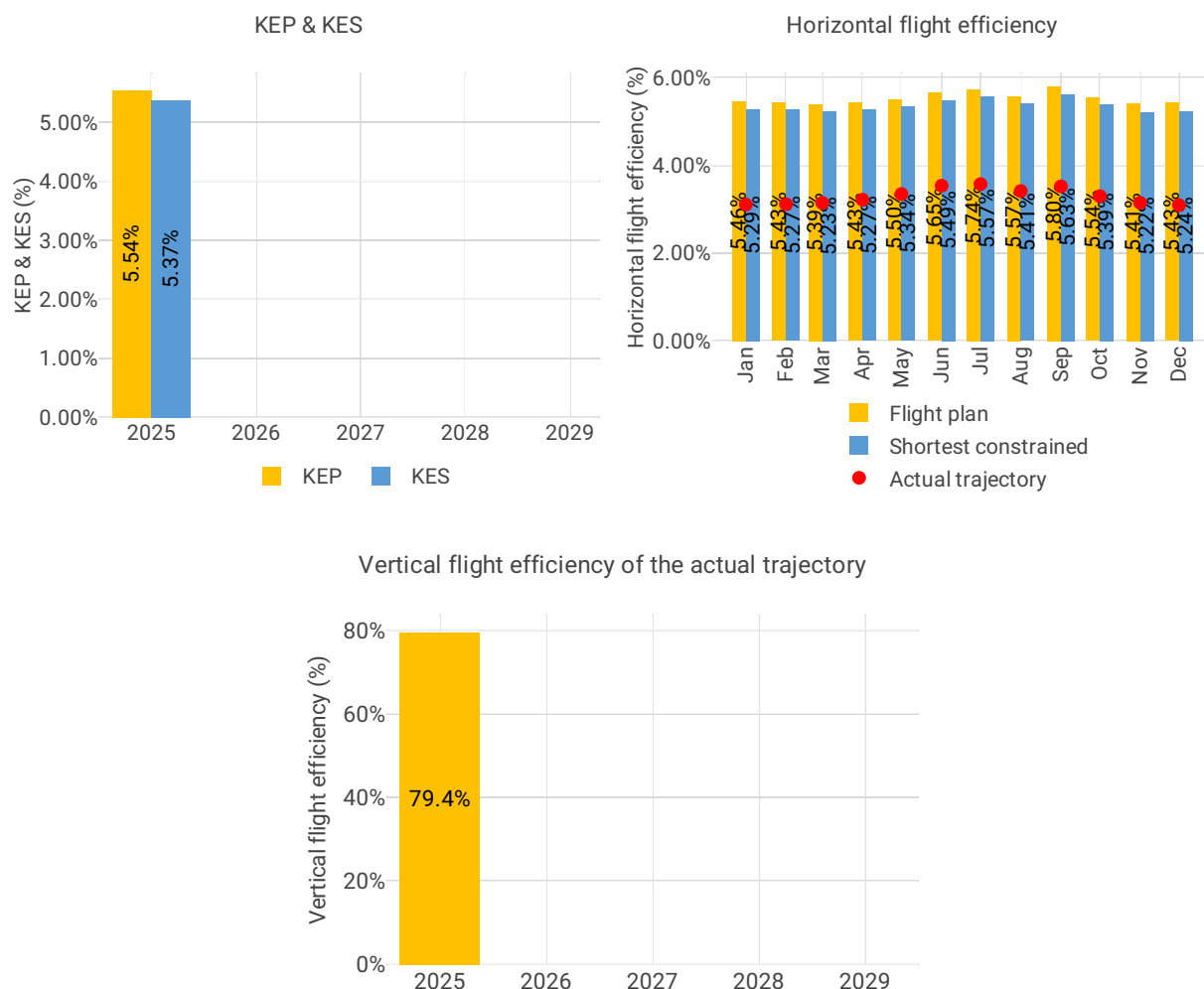
3.1 PRB monitoring

- France registered a KEA performance of 3.31%. Their local breakdown value of 2.87% was not achieved. The performance of France contributed to FABEC not achieving the local target of 2.89% and, therefore, France did not contribute positively to Union-wide performance. The NSA states the main reasons for not meeting the target is the high traffic levels, ATFM delays during the Summer and traffic volatility. Remedial measures to improve KEA focus on increasing capacity and implementing the projects listed in the ERNIP.
- Both KEP and KES remained stable in comparison with 2024 with only a minor degradation in both indicators.
- VFE of the actual en route trajectory was at 79.4%, which was better than the average Union-wide performance.
- The average time in level flight during descent and climb were both stable compared to 2024, with minor variations in performance compared to 2024.
- Additional taxi-out time was 3.7 min/flight which deteriorated from 3.32 min/flight in 2024, and additional taxi-in time was 1.89 min/flight which deteriorated marginally compared to 1.83 min/flight in 2024.
- Additional time in the arrival sequencing and metering area deteriorated to 2.84 min/flight from 2.7 min/flight in 2024.
- Additional taxi out time data for Marseille airport has not been reported for 2025 despite being subject to monitoring as per the Regulation.

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 absolute value of the indicator has seen a slight deterioration with respect to 2024, but with an improvement with respect to 2023. For KEA, it went from 3.33% in 2023 to 3.29% in 2024 to 3.31% in 2025. For the corrected KEA, it went from 3.30% in 2023 to 3.25% in 2024 to 3.27% in 2025. This places France in 17th position in terms of KEA and 25th position in terms of KEA corrected (2025).

France is the State with the highest average additional internal distance (7.16 km per flight) and average total additional distance (16.4 km per flight).

In terms of overall contribution to the total additional distance in the SES area, which is 21.74% in 2025, France is the one contributing the most.

Regarding the assessment of the achieved level of actual performance in the environment KPA, the NSA reports: *"In 2025, the target has not been met, as KEA reached a value of 3,32%, where the target was set at the value of 2,87%. Performance was quite similar to previous years, which is slightly better than in 2023."*

As it has already been the case during the previous years, there are strong interdependencies between horizontal flight efficiency, ATFM delays and traffic levels. In 2025, as it is described in the en route capacity monitoring chapters, the performance has still been impacted by capacity and staffing issues at Reims & Brest ACCS but mainly strongly impacted by Marseille ACCs low



performance and very high en route ATFM delays (see en route capacity chapter), generating major rerouting and longer routes for a large amount of flights."

Regarding the implementation of major operational or structural changes during the calendar year impacting performance in this key performance area, the NSA reports: *"Main measures addressing KEA underachievement in France are in the capacity field, by trying to enhanced DSNA ACC capacity issues which should enable better flight efficiency ; another important measure to be implemented in France will be the full enhanced FRA implementation as per CP1 regulation, which has progressed in 2025 and has been fully implemented above flight level 305 in all French airspace 19th March 2026. More details on measures to address both capacity and environment performance in France are given in the dedicated annex to this monitoring report (French capacity and environment remedial measures)."*

Regarding progress on the implementation of the measures committed to in the ERNIP, the NSA reports: *"DSNA is currently implementing ERNIP measures as planned; a major achievement is the full enhanced FRA implementation as per CP1 regulation, which has progressed in 2025 and has been fully implemented above flight level 305 in all French airspace 19th March 2026. A more detailed view on ERNIP measures implementation description by DSNA is provided in the dedicated annex to this monitoring report (French capacity and environment remedial measures)."*

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: *"High traffic levels and delays in Reims and Marseille - which is very much interdependent with HFE - and high peak traffic levels during Summer and traffic volatility in general, adverse weather condition had a negative impact on DSNA HFE performance in 2025."*

It should also be recalled that, regarding HFE, other stakeholders behaviour have an impact on the KPI : use of airspace by the military, fuel efficiency choices made by air space users, NM recommendation not to provide direct routes (flight it as it is planned concept), meteorological issues ... It is also recognized by the NM that KEA reduction is structurally limited (at European level, it should be difficult) to go under 2% with the current airspace structure).

DSNA is also implementing new projects and measures that should have a positive impact on environment but more in the vertical field or in line with better fuel efficiency."

Regarding recommendations to the ANSP to rectify the situation, the NSA reports: *"A specific meeting has been organized with DSNA in order to gather both explanations and information about remedial measures already launched and identify potential additional measures that could be implemented by DSNA in 2025 and beyond to tackle non temporary environment issues."*

The following recommendations / course of actions have been discussed and agreed with DSNA:

- Measures already identified, coordinated with the Network Manager and published in the ERNIP;*
- A set of specific remedial measures put in place by DSNA or already planned in 2025 to mitigate identified non temporary issues at the French ACCs have been presented to the French NSA and are listed in the table below and provided in more details in the dedicated annex to this monitoring report (French capacity and environment remedial measures). : the French NSA will be kept informed by DSNA of their timely implementation, of the expected benefit*



and of any issue in the implementation plan, and a follow-up meeting will be organized 2nd Semester 2026;

- An analysis of potential risks on 2025 and beyond underperformance has been carried over and required potential remedial measures to address such a situation have been discussed; they are also addressed hereafter and in the dedicated annex already mentioned, with the actions taken by the NSA to monitor future performance through its surveillance program. ""

Regarding remedial measures that have been / will be taken by the ANSP to rectify the situation, the NSA reports: "As already said, main measures to improve KEA achievements by DSNA rely on addressing capacity issues in order to provide better routing to airspace users in a less congested area. Other measures address the prioritisation of TRA use, the final and full implementation in France of the enhanced FRA as per CP1 (done 19th March 2026), dynamic RAD implementation but also measures addressing environment in general such as green operations implementation and the implementation of the GreenATM label at DSNA (level 3 reached in 2025).

Please refer to the dedicated annex to this monitoring report (French capacity and environment remedial measures) for more details."

Regarding the follow up of the remedial measures indicated in the previous monitoring report(s), the NSA reports: "As explained above, the French NSA is kept informed of any development related to the implementation of capacity and environment remedial and corrective measures. In particular:

- A follow-up meeting has been organized by the French NSA with DSNA operational directorate in May 2025 to check the implementation of the measures;

- The French NSA has been invited to the two yearly DSNA strategic users' consultation meetings held in 2025 and spring 2026 which include an update on all strategic and operational measures taken by DSNA to improve capacity and environment performances, prepare Summer season 2026 and on the investment program."

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: "2025 KEP achievement is quite similar to 2024 which had improved with regards to previous years (better planning, less transition plans, less industrial actions and lower delays, better KEA results). See 2.2.1.A KPI #1 for major changes implemented by the DSNA. Measures that improve KEA generally also improve KEP."

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: "See 2.2.1.A KPI #1 and 2.2.2.A PI #1 for major changes implemented by the ANSPs. Measures that improve KEA&KEP generally also improve KES.

For information on the monitoring of the effectiveness on performance, see 2.2.2.A PI #1."

Vertical flight efficiency

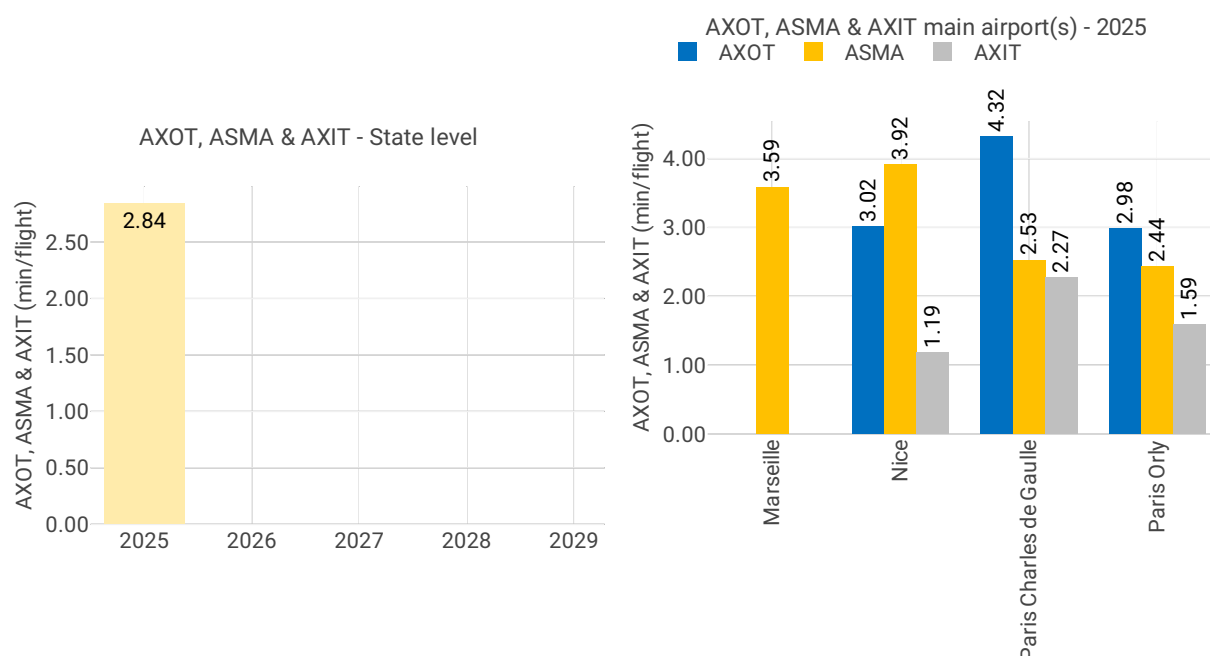


Regarding initiatives implemented or planned that will improve this PI and how does the NSA intend on monitoring their effectiveness on performance, the NSA reports: *“This indicator is new and no previous historic data is available to provide any sound analysis at this stage. The PI will be monitored during RP4 and the evolution of the achievements will enable comparisons, explanations, performance drivers identification and benchmarking in the next years of RP4.*

In addition, France is continuously working on improving CDO implementation and FUA improvements.”

3.3 Terminal performance

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



Airport level															
	Additional taxi-out time (PI#4)					Additional ASMA time (PI#6)					Additional taxi-in time (PI#5)				
Airport	2025	2026	2027	2028	2029	2025	2026	2027	2028	2029	2025	2026	2027	2028	2029
Marseille	NA	NA	NA	NA	NA	3.59	NA	NA	NA	NA	NA	NA	NA	NA	NA
Nice	3.02	NA	NA	NA	NA	3.92	NA	NA	NA	NA	1.19	NA	NA	NA	NA
Paris Charles de Gaulle	4.32	NA	NA	NA	NA	2.53	NA	NA	NA	NA	2.27	NA	NA	NA	NA
Paris Orly	2.98	NA	NA	NA	NA	2.44	NA	NA	NA	NA	1.59	NA	NA	NA	NA

Focus on AXOT, AXIT & ASMA

AXOT

Paris – Charles de Gaulle, Paris – Orly, Nice and Marseille are the only French airports subject to the monitoring of this indicator. It was not possible to calculate the indicator for Marseille due to lack of data reported by the airport.



Additional time in Paris – Charles de Gaulle in 2025 increased to 4.32 min/dep, 18% higher than 2024 value– last year of RP3 – of 3.67 min/dep.

Additional time in Paris – Orly in 2025 was equal to 2.98 min/dep, very close to 2024 value– last year of RP3 – of 2.99 min/dep.

Additional time in Nice in 2025 increased to 3.02 min/dep, 8% higher than 2024 value– last year of RP3 – of 2.80 min/dep.

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: *“The 2025 values show a deterioration for LFMN, LFPO and LFPG linked to the traffic increase and volatility, the overall DSNA ATC capacity performance but also impacted by works on the airport side.”*

Regarding the absence of data at airport level, the NSA reports: *“Regarding LFML (Marseille airport), the Airport data flow (APDF) has been implemented 2019 but with some technical issues regarding block data. Beginning 2020, when within the framework of a project on implementing A-CDM concept at Marseille airport, additional exchanges took place regarding lacking information (AOBT/AIBT) and how to provide it through the airport data flow but it could not be implemented during the covid 19 phase.*

Eurocontrol has contacted Marseille airport authorities to tackle the issue. The French NSA will support Eurocontrol and Marseille airport in order to identify remaining issues and implement the on block data provision as soon as possible.

Ongoing work with good progress has been made for the implementation of ECRA at LFML.”

AXIT

Paris – Charles de Gaulle, Paris – Orly, Nice and Marseille are the only French airports subject to the monitoring of this indicator. It was not possible to calculate the indicator for Marseille airport due to lack of data reported by the airport.

The additional time in 2025 was equal to 2.27 min/arr in Paris – Charles de Gaulle, 1.59 min/arr in Paris – Orly and 1.18 min/arr in Nice.

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 2025 values show a deterioration for LFMN, LFPO and LFPG linked to the traffic increase and volatility, the overall DSNA ATC capacity performance but also impacted by works on the airport side.”*

Regarding the absence of data at airport level, the NSA reports: *“Regarding LFML (Marseille airport), the Airport data flow (APDF) has been implemented 2019 but with some technical issues regarding block data. Beginning 2020, when within the framework of a project on implementing A-CDM concept at Marseille airport, additional exchanges took place regarding lacking information (AOBT/AIBT) and how to provide it through the airport data flow but it could not be implemented during the covid 19 phase.*



Eurocontrol has contacted Marseille airport authorities to tackle the issue. The French NSA will support Eurocontrol and Marseille airport in order to identify remaining issues and implement the on block data provision as soon as possible.

Ongoing work with good progress has been made for the implementation of ECRA at LFML.”

ASMA

Paris – Charles de Gaulle, Paris – Orly, Nice and Marseille are the only French airports subject to the monitoring of this indicator.

Additional time in Paris – Charles de Gaulle in 2025 increased to 2.53 min/arr, 14% higher than 2024 value– last year of RP3 – of 2.21 min/arr.

Additional time in Paris – Orly in 2025 increased to 2.44 min/arr, 7% higher than 2024 value– last year of RP3 – of 2.29 min/arr.

Additional time in Nice in 2025 decreased to 3.92 min/arr, 4% lower than 2024 value– last year of RP3 – of 4.07 min/arr.

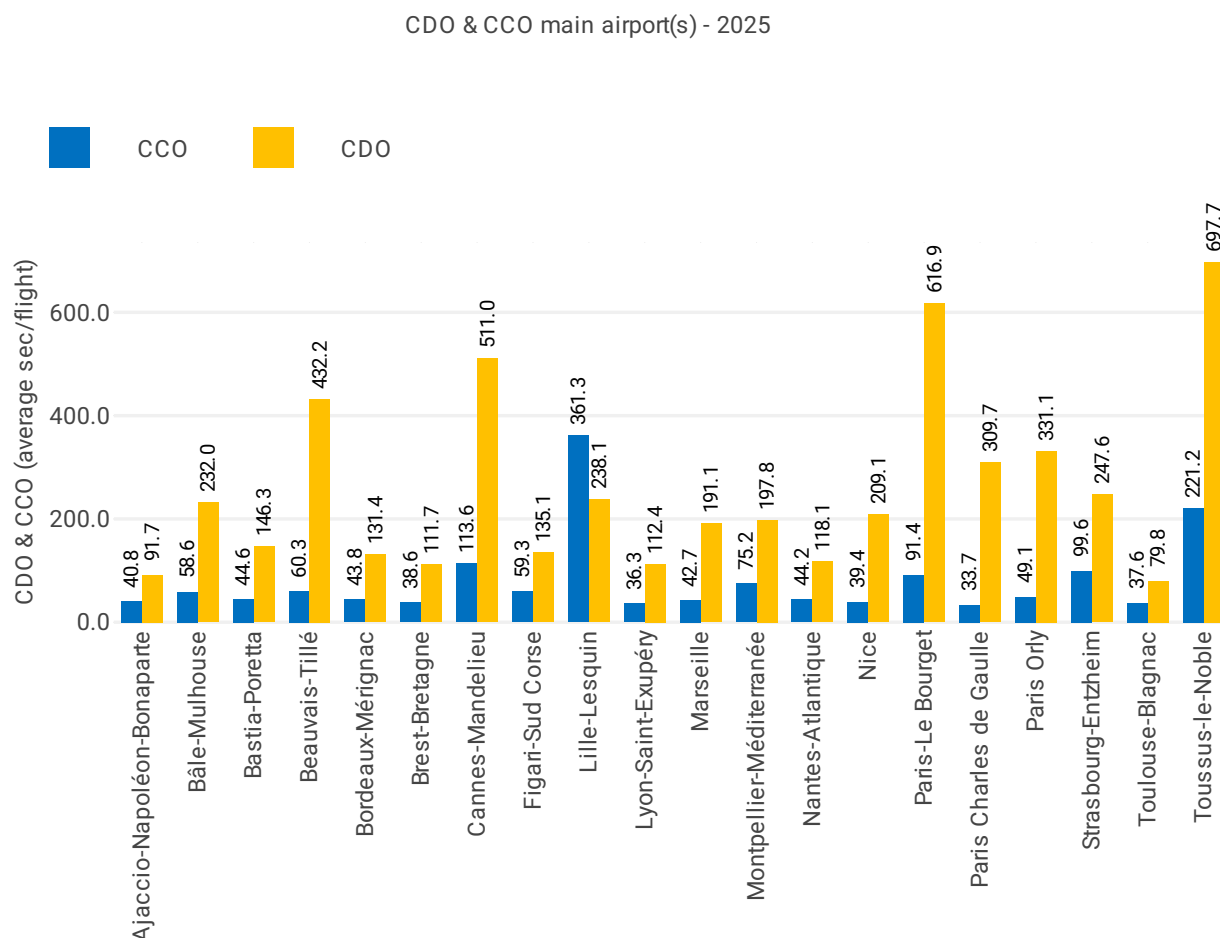
Additional time in Marseille in 2025 decreased to 3.59 min/dep, 3% lower than 2024 value– last year of RP3 – of 3.69 min/arr.

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: *“Values for LFPO and LFPG achievements are standard thanks to AMAN/XMAN implementation. Improved AMAN usage at LFMN and extended AMAN with LFMM should enable better results as from 2026.”*



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



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

Vertical flight efficiency of the descent

Compared to the overall RP4 average value (149.2 seconds per flight), average times flown level during descent are on average 115.3 seconds per flight higher in France. The highest average time flown level during descent happens at Toussus-le-Noble (LFPN) (697.7 seconds per flight), while the lowest happens at Toulouse-Blagnac (LFBO) (79.8 seconds per flight).

Regarding initiatives implemented or planned that will improve this PI and how does the NSA intend on monitoring their effectiveness on performance, the NSA reports: *“DSNA is continuously working on improving the vertical efficiency of descents and has set an objective to reduce the time spent in level flight (from the Top of Descent) by 25% compared to 2019. This aims to reduce both noise and fuel consumption at major airports.*

This initiative is being implemented locally through several projects:

- Implementation of PBN to final systems at LFPO and LFMN;
- Implementation of new approach trajectories at LFL (level-off time reduced by 10 seconds);



- At LFPG, a green slot for optimizing descent has been expanded, resulting in fuel savings of 40 to 80 kg for 150 to 200 flights each day;
- At LFPO, a similar system has been implemented, saving 10 seconds of level-off time;
- An experiment will take place in 2026 at LFST to facilitate Continuous Descent Operations (CDO)."

Vertical flight efficiency of the climb

Compared to the overall RP4 average value (34.8 seconds per flight), average times flown level during climb are on average 16.7 seconds per flight higher in France. The highest average time flown level during climb happens at Lille Airport (LFQQ) (361.3 seconds per flight), while the lowest happens at Paris Charles de Gaulle (LFPG) (33.7 seconds per flight).

Regarding initiatives implemented or planned that will improve this PI and how does the NSA intend on monitoring their effectiveness on performance, the NSA reports: *"The average time spent in level-off for climbing aircraft is much lower than for descending aircraft. This is explained by the fact that climbing aircraft depart from an airport and therefore diverge from a single point (whereas arriving aircraft converge toward one point). As a result, there are fewer conflicts between aircraft and, consequently, less need for level-offs.*

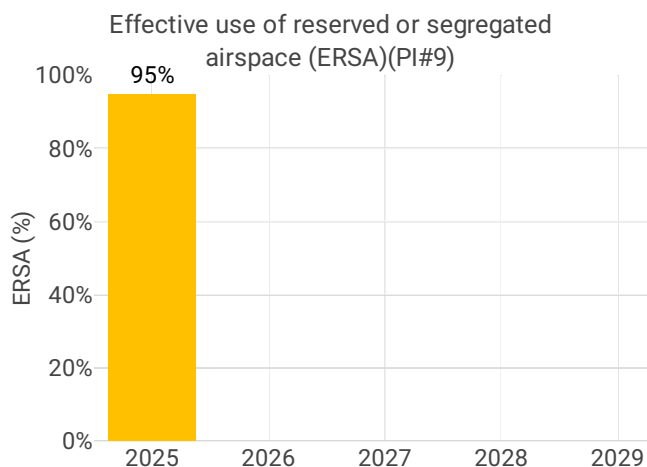
Nevertheless, some local initiatives have been implemented where potential improvements have been identified. This is the case in the Paris area, where LFPG and LFPO have worked on transfer conditions to the ACC to enable airlines to use software that computes the most fuel-efficient climb profile for each flight (as part of the HERON SESAR project)."

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
Albert-Bray	107.4	NA	NA	NA	NA	400.0	NA	NA	NA	NA
Bordeaux-Mérignac	43.8	NA	NA	NA	NA	131.4	NA	NA	NA	NA
Bergerac-Dordogne-Périgord	80.2	NA	NA	NA	NA	235.8	NA	NA	NA	NA
La Rochelle-Ile de Ré	83.8	NA	NA	NA	NA	302.5	NA	NA	NA	NA
Poitiers-Biard	79.2	NA	NA	NA	NA	449.0	NA	NA	NA	NA
Limoges-Bellegarde	60.4	NA	NA	NA	NA	242.0	NA	NA	NA	NA
Toulouse-Blagnac	37.6	NA	NA	NA	NA	79.8	NA	NA	NA	NA
Pau-Pyrénées	50.2	NA	NA	NA	NA	157.8	NA	NA	NA	NA
Tarbes-Lourdes Pyrénées	53.7	NA	NA	NA	NA	121.4	NA	NA	NA	NA
Biarritz-Pays Basque	41.2	NA	NA	NA	NA	117.4	NA	NA	NA	NA
Rodez-Aveyron	52.0	NA	NA	NA	NA	210.1	NA	NA	NA	NA
Dôle-Tavaux	89.4	NA	NA	NA	NA	646.8	NA	NA	NA	NA
Metz-Nancy-Lorraine	103.5	NA	NA	NA	NA	430.5	NA	NA	NA	NA
Bastia-Poretta	44.6	NA	NA	NA	NA	146.3	NA	NA	NA	NA
Calvi-Sainte-Catherine	78.9	NA	NA	NA	NA	234.8	NA	NA	NA	NA
Figari-Sud Corse	59.3	NA	NA	NA	NA	135.1	NA	NA	NA	NA
Ajaccio-Napoléon-Bonaparte	40.8	NA	NA	NA	NA	91.7	NA	NA	NA	NA
Chambéry-Aix-les-Bains	75.8	NA	NA	NA	NA	395.3	NA	NA	NA	NA
Clermont-Ferrand-Auvergne	69.4	NA	NA	NA	NA	186.4	NA	NA	NA	NA
Lyon-Saint-Exupéry	36.3	NA	NA	NA	NA	112.4	NA	NA	NA	NA
Annecy-Meythet	107.8	NA	NA	NA	NA	332.1	NA	NA	NA	NA

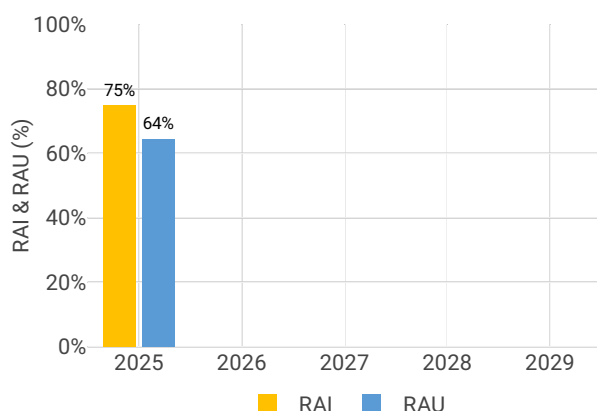


Airport	Avg. duration in climb (PI#8)					Avg. duration in descent (PI#7)				
	2025	2026	2027	2028	2029	2025	2026	2027	2028	2029
Grenoble-Alpes-Isère	65.6	NA	NA	NA	NA	312.4	NA	NA	NA	NA
Châteauroux-Déols	126.9	NA	NA	NA	NA	449.4	NA	NA	NA	NA
Lyon-Bron	74.4	NA	NA	NA	NA	219.0	NA	NA	NA	NA
Cannes-Mandelieu	113.6	NA	NA	NA	NA	511.0	NA	NA	NA	NA
Istres-Le-Tubé	66.6	NA	NA	NA	NA	216.8	NA	NA	NA	NA
Carcassonne-Salvaza	73.7	NA	NA	NA	NA	264.6	NA	NA	NA	NA
Marseille	42.7	NA	NA	NA	NA	191.1	NA	NA	NA	NA
Nice	39.4	NA	NA	NA	NA	209.1	NA	NA	NA	NA
Perpignan-Rivesaltes	99.7	NA	NA	NA	NA	221.2	NA	NA	NA	NA
Montpellier-Méditerranée	75.2	NA	NA	NA	NA	197.8	NA	NA	NA	NA
Béziers-Vias	92.3	NA	NA	NA	NA	293.4	NA	NA	NA	NA
Avignon-Caumont	106.9	NA	NA	NA	NA	379.1	NA	NA	NA	NA
Beauvais-Tillé	60.3	NA	NA	NA	NA	432.2	NA	NA	NA	NA
Châlons-Vatry	144.6	NA	NA	NA	NA	342.1	NA	NA	NA	NA
Tours-Val de Loire	68.8	NA	NA	NA	NA	323.5	NA	NA	NA	NA
Paris-Le Bourget	91.4	NA	NA	NA	NA	616.9	NA	NA	NA	NA
Paris Charles de Gaulle	33.7	NA	NA	NA	NA	309.7	NA	NA	NA	NA
Toussus-le-Noble	221.2	NA	NA	NA	NA	697.7	NA	NA	NA	NA
Paris Orly	49.1	NA	NA	NA	NA	331.1	NA	NA	NA	NA
Lille-Lesquin	361.3	NA	NA	NA	NA	238.1	NA	NA	NA	NA
Brest-Bretagne	38.6	NA	NA	NA	NA	111.7	NA	NA	NA	NA
Deauville-Normandie	136.4	NA	NA	NA	NA	449.1	NA	NA	NA	NA
Lorient-Lann Bihoué	35.7	NA	NA	NA	NA	186.2	NA	NA	NA	NA
Caen-Carpiquet	155.4	NA	NA	NA	NA	378.7	NA	NA	NA	NA
Rennes-Saint-Jacques	47.4	NA	NA	NA	NA	104.4	NA	NA	NA	NA
Quimper-Pluguffan	73.8	NA	NA	NA	NA	472.4	NA	NA	NA	NA
Nantes-Atlantique	44.2	NA	NA	NA	NA	118.1	NA	NA	NA	NA
Saint-Nazaire-Montoir	47.8	NA	NA	NA	NA	178.7	NA	NA	NA	NA
Bâle-Mulhouse	58.6	NA	NA	NA	NA	232.0	NA	NA	NA	NA
Brive-Souillac	41.6	NA	NA	NA	NA	286.5	NA	NA	NA	NA
Strasbourg-Entzheim	99.6	NA	NA	NA	NA	247.6	NA	NA	NA	NA
Hyères-Le Palyvestre	82.1	NA	NA	NA	NA	193.0	NA	NA	NA	NA
Nîmes-Garons	95.0	NA	NA	NA	NA	309.9	NA	NA	NA	NA

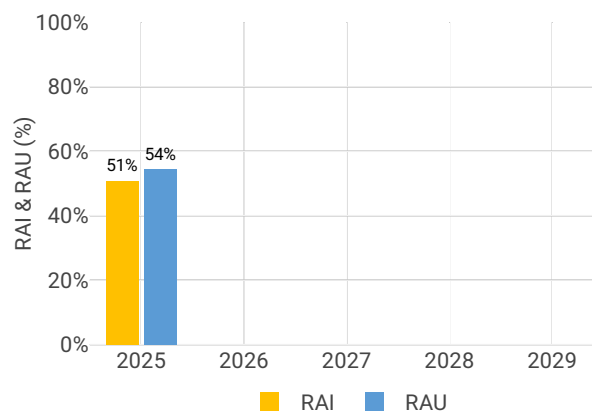
3.4 Civil-Military dimension



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

FRANCE reports a ratio of **94.63%**

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: *“For FABEC the data was retrieved from: <https://www.sesperformance.eu/dataportal/data/>. The guidance material states that the data for PI #9, #10, and #11 should be provided by the Network Manager. However, the data is not complete, only the ratios are provided by NM and on a state level (not on the ACC level). Therefore, the data is only provided at a state level (ratios only).”*

Rate of planning via available airspace structures

FRANCE reports that:

- The ratio of planning via available airspace structures is **50.81%** (via available restricted and segregated airspaces)
- The ratio of planning via available airspace structures is **74.86%** (via available conditional routes – CDR)

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: *“For FABEC the data was retrieved from: <https://www.sesperformance.eu/dataportal/data/>. The guidance material states that the data for PI #9, #10, and #11 should be provided by the Network Manager. However, the data is not complete, only the ratios are provided by NM and on a state level (not on the ACC level). Therefore, the data is only provided at a state level (ratios only).”*

Rate of using available airspace structures

FRANCE reports that:

- The ratio of the use of the available airspace structures is **54.30%** (via available restricted and segregated airspaces)
- The ratio of the use of the available airspace structures is **64.41%** (via available conditional routes – CDR)



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: *“For FABEC the data was retrieved from: <https://www.sesperformance.eu/dataportal/data/>. The guidance material states that the data for PI #9, #10, and #11 should be provided by the Network Manager. However, the data is not complete, only the ratios are provided by NM and on a state level (not on the ACC level). Therefore, the data is only provided at a state level (ratios only).”*



4 CAPACITY - FRANCE

4.1 PRB monitoring

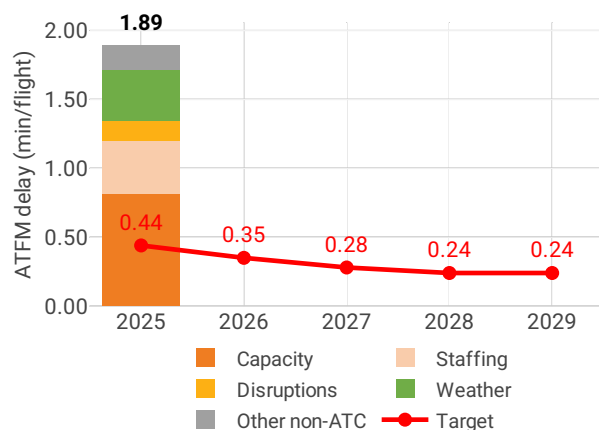
- France registered 1.90 minutes of average en route ATFM delay per flight during 2025, which has been adjusted to 1.89 during the post-ops adjustment process, thus not achieving the local target value of 0.44. Delays in France increased by 0.50 minutes per flight year-on-year.
- Delays were highest in July, with significant delays also recorded in May, June, August and September, mostly driven by ATC capacity and staffing as well as weather and disruptions.
- The share of delayed flights with delays longer than 15 minutes in France decreased by -1 percentage points compared to 2024 and was lower than 2019 values.
- Overall, the 2025 actual number of ATCOs in OPS across the five French ACCs was 1,379, which was 6% above the planned level (i.e. 1,299) by. The increase in the number of ATCOs, compared to the plan, was shared across all ACCs, with Bordeaux ACC being 12 FTE above the plan, Brest ACC 7 FTE, Marseille ACC 35 FTE, Paris ACC 21 FTE and Reims ACC 5 FTE.
- The yearly total number of sector opening hours in France in 2025 was 380,264, -12% below the total sector opening hours recorded in 2024. Brest and Marseille ACCs were the main contributors to this reduction (-29% and -17% respectively). Paris, Bordeaux and Reims ACCs recorded a number of sector opening hours only slightly lower than 2024 (-3%, -2% and -1% respectively).
- Brest and Reims ACCs recorded the highest ratio of IFR movements per sector opening hour in France in 2025, at 18.95 and 16.56 movements per sector opening hour respectively. Bordeaux, Marseille and Paris ACCs registered similar levels of IFR movements per sector opening hour, at 13.66, 13.44 and 13.69 respectively. In relative terms, IFR movements per sector opening hour increased significantly year-on-year for Brest and Marseille (+48% and +25%), while for the other three ACCs these remained relatively stable.
- France registered an average airport arrival ATFM delay of 1.02 minutes per flight in 2025, thus not achieving the local target of 0.65 minutes. Compared to 2024, average arrival ATFM delays in France were 0.39 minutes per flight higher in 2025.
- The main drivers of delays were ATC capacity, accounting for 0.33 of the total delays, and weather, responsible for 0.30.



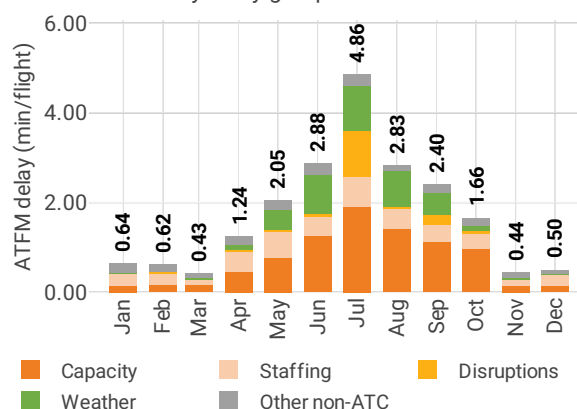
4.2 En route performance

4.2.1 En route ATFM delay (KPI#1)

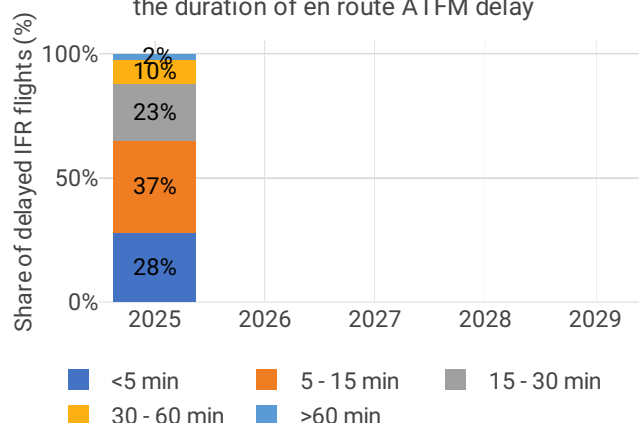
Average en route ATFM delay per flight by delay groups



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



Distribution of delayed IFR flights per the duration of en route ATFM delay



Focus on en route ATFM delay

En route ATFM delay

- France had 3,597k flights in 2025, up from 3,443k flights in 2024.
- The French ANSP, DSNA, applied en route ATFM regulations resulting in 6,640k minutes of delay in 2025, a significant increase from the 4,737k minutes in 2024.
- As part of the strategic traffic re-orientation programme (S25/NTDM) operated by the Network Manager, there were 17k minutes of en route ATFM delay reattributed to DSNA; 73k minutes of delay originating in France were re-attributed to other ANSPs.
- Under the auspices of the Route Network (RN) Scenarios during Capacity & Weather Based Operations between June and September 2025, an additional 8k minutes of en route ATFM delay were re-attributed to DSNA – with 19k minutes of delay originating in France, being re-attributed to other ANSPs.
- A further 10k minutes of delay were reattributed to DSNA due restrictions stemming from the 4-flight implementation onloading adjacent ANSPs.



- Following the NM post operations re-attributions process, DSNA were responsible for 6,610k minutes of en route ATFM delay in 2025, a significant increase from the 4,709k 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: *“For DSNA, the main source of delay was the Marseille area, due to the reasons capacity and staffing followed by weather delay and some industrial action; severe convective weather during the summer season resulted in sustained and repeated capacity reductions. Traffic demand continued to increase in 2025, further amplifying the impact of weather-driven disruptions. Reims and Brest ACCs also contributed to the under performance due traffic increase, structural capacity limits (Reims ACC) and to the impact of the preparation of the implementation of 4-FLIGHT (ATCO training at Brest ACC).”*

Regarding the description of the adjustments to the capacity plan included in adopted performance plan, the NSA reports: *“For DSNA, NOP 2025-2029 was revised just before Summer, reducing planned capacity for Summer 2025.”*

NOP 2026 shows that bottlenecks are identified and that DSNA ACCs have delays forecast higher than their reference values and identifies remedial measures that will have to be implemented. In addition, some new measures are under examination resulting from the recommendations of an audit run by Eurocontrol and requested by the French NSA regarding Marseille ACC 2025 bad performance. Identification of quick wins for Summer 2026 will be done and additional mid/long terms remedial measures may be identified and inserted in the future updated versions of RP4 yearly NOP or rolling NOP.”

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: *“According to the French NSA analysis, the main reason in 2025 for delays are linked to:*

- *capacity and staffing issues in a first in a context of growing traffic (all French ACC have recovered 2019 traffic levels already in 2024, with additional increase in 2025 : the 8 highest traffic days ever were reached between 26th June and 1st August 2025 in France, with a peak 18th July with 11 963 IFR flights) and additional volatility, weather delays still very high in 2025, impact of industrial action (mainly for two days of strikes : 3rd & 4th July 2025) even if limited by the benefits of the implementation since 2024 of a new law for ATC industrial action management (5% of 2025 all causes total delays);*
- *In particular delays have been exceptionally high at Marseille ACC due to the combined effects of capacity and staffing issues (lack of ATCOs), severe weather and industrial action impact during the Summer period, social tension resulting from the local implementation of the new social agreement signed in May 2024. The under performance has been particularly strong in the East area of Marseille ACC, leading to the launching by the French NSA of an audit run by Eurocontrol;*
- *In addition Reims ACC the 2025 traffic increase since 2019 has been very high and the centre is also facing structural capacity issues: some Reims ACC elementary sectors are currently reaching their maximum capacity, which means that this has to be addressed not only with additional resources but through major structural changes (airspace redesign);*



- It should also be noted that Brest ACC has also capacity and staffing issues due to the preparation of the implementation of the new ATM system 4-FLIGHT (training of ATCOs) and to the traffic increase.

Corrective and remedial measures were taken to address actual en route capacity underachievement, presented and discussed with the French NSA. The synthesis of these measures are presented below and detailed in a dedicated annex to this report (French capacity and environment remedial measures).

With regard to this 2025 underperformance, a financial penalty will be applied to DSNA and deducted from the 2027 cost base to reduce the 2027 en route unit rate. See the incentive section for the detailed calculation."

Regarding recommendations to the ANSP to rectify the situation, the NSA reports: "A dedicated meeting has been organized with DSNA in order to gather both explanations and information about remedial measures already launched and identify potential additional measures that could be implemented by DSNA in 2026 and beyond to tackle non temporary capacity issues.

The following recommendations / course of actions have been discussed and agreed with DSNA:

- General remedial measures already identified, coordinated with the Network Manager and to be published in the NOP 2026-2029 for the 5 French ACC should be implemented as soon as possible;

- A set of specific remedial measures put in place by DSNA or already planned in 2025 to mitigate identified non temporary issues at the French ACCs have been presented and discussed with the French NSA and are listed in the table below and detailed in a dedicated annex to this report (French capacity and environment remedial measures): the French NSA will be kept informed by DSNA of their timely implementation, of the expected benefit and of any potential issue in the implementation plan, and a follow-up meeting will be organized 2nd Semester 2026;

- An analysis of potential risks on 2026 and beyond underperformance has been carried over and required potential remedial measures to address such a situation have been discussed and will also be closely monitored : in particular, the French NSA has launched in July 2025 an audit, run by Eurocontrol, regarding Marseille ACC 2025 under performance : the recommendations figuring in the final report will be analysed by the FR NSA and DSNA will be asked to provide feedback on potential quick-wins (in particular for Summer 2026), feasibility, implementation timeline and potential extension to other DSNA ACCs.

A synthesis of all those remedial measures are presented below and detailed in the annex to this report already mentioned above."

Regarding remedial measures that have been / will be taken by the ANSP to rectify the situation, the NSA reports: "Main remedial measures already identified and under implementation by DSNA to remedy the current capacity result from the implementation of the DSNA 2030 Strategy, the new social agreement signed in May 2024, the potential outcome of the audit launched in July 2025 by the French NSA on Marseille ACC 2025 underperformance run by Eurocontrol.

Those remedial measures mainly consist of:



- the implementation of new densified rostering schemes,
- the finalization of the implementation of 4-FLIGHT, the new DSNA ATM system in the 2 remaining ACCs (Brest and Bordeaux),
- changes in ATCO initial and continuing training, transfer of sector FL 115-195 from ACCs to APPs,
- implementation of the new social agreement (including massive ATCO recruitment plan),
- new pretactical processes to address meteorological adverse conditions and reduce MET delays,
- new law on industrial action management, implementation of dedicated systems providing nominative means of recording the presence of controllers on premises and at the CWP,
- major French upper airspace redesign, identification of measures resulting from the recommendations provided in the Eurocontrol audit report on Marseille ACC underperformance (including quick-wins for Summer 2026).

These measures are detailed in the dedicated annex attached to this report (French capacity and environment remedial measures)."

Regarding follow up of the remedial measures indicated in the previous monitoring report(s), the NSA reports: *"The French NSA is kept informed of any development related to the implementation of capacity and environment remedial and corrective measures. In particular:*

- *A follow-up meeting has been organized by the French NSA with DSNA operational directorate in May 2025 to check the implementation of the previous remedial measures;*
- *The French NSA has been invited to the yearly DSNA strategic users' consultation meetings held in 2025 (2) and in May 2026 which include an update on all strategic and operational measures taken by DSNA to improve capacity and environment performances, prepare Summer season and on the investment program;*
- *The French NSA is also involved in the capacity planning process run by the Network Manager together with DSNA during Winter 2025/2026 in order to prepare the updated 2026-2029 European Network Operations Plan;*
- *According to the French NSA review, all remedial measures indicated in the previous monitoring report have been implemented or are under implementation for mid/long terms ones. In addition, an additional action has been decided during Summer 2025 by the French NSA to launch an audit (run by Eurocontrol) on 2025 Marseille ACC underperformance."*

En route capacity incentive scheme

The FABEC NSAs report that, because the overall FABEC capacity incentive target was missed, no FABEC ANSP could be eligible for a bonus. However, financial penalties could still be imposed.

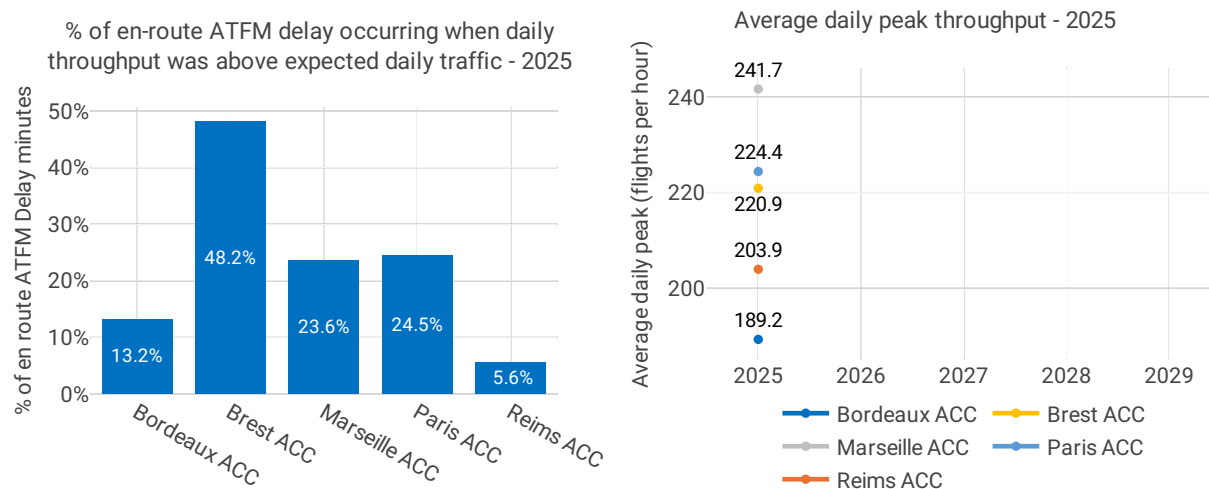
For DSNA, the local incentive target for en route ATFM delays, due to CRSTMP causes only, was set at 0.28 mins/flight, (with a deadband of +/- 0.045 mins).

The FABEC NSAs report an achieved CRSTMP performance, for DSNA, of 1.38 mins/flight using data from the ansperformance.eu dashboard including post ops adjustments. [NB The attribution of original delay causes on the ansperformance.eu dashboard is unverified.]



Subsequently, DSN is liable for a financial penalty of € 6,889,117 for its 2025 en route capacity performance.

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: *“Even if this PI has been introduced for RP4, Particularly during Spring 2025, Brest ACC saw an actual traffic higher than what was expected in the NOP.”*

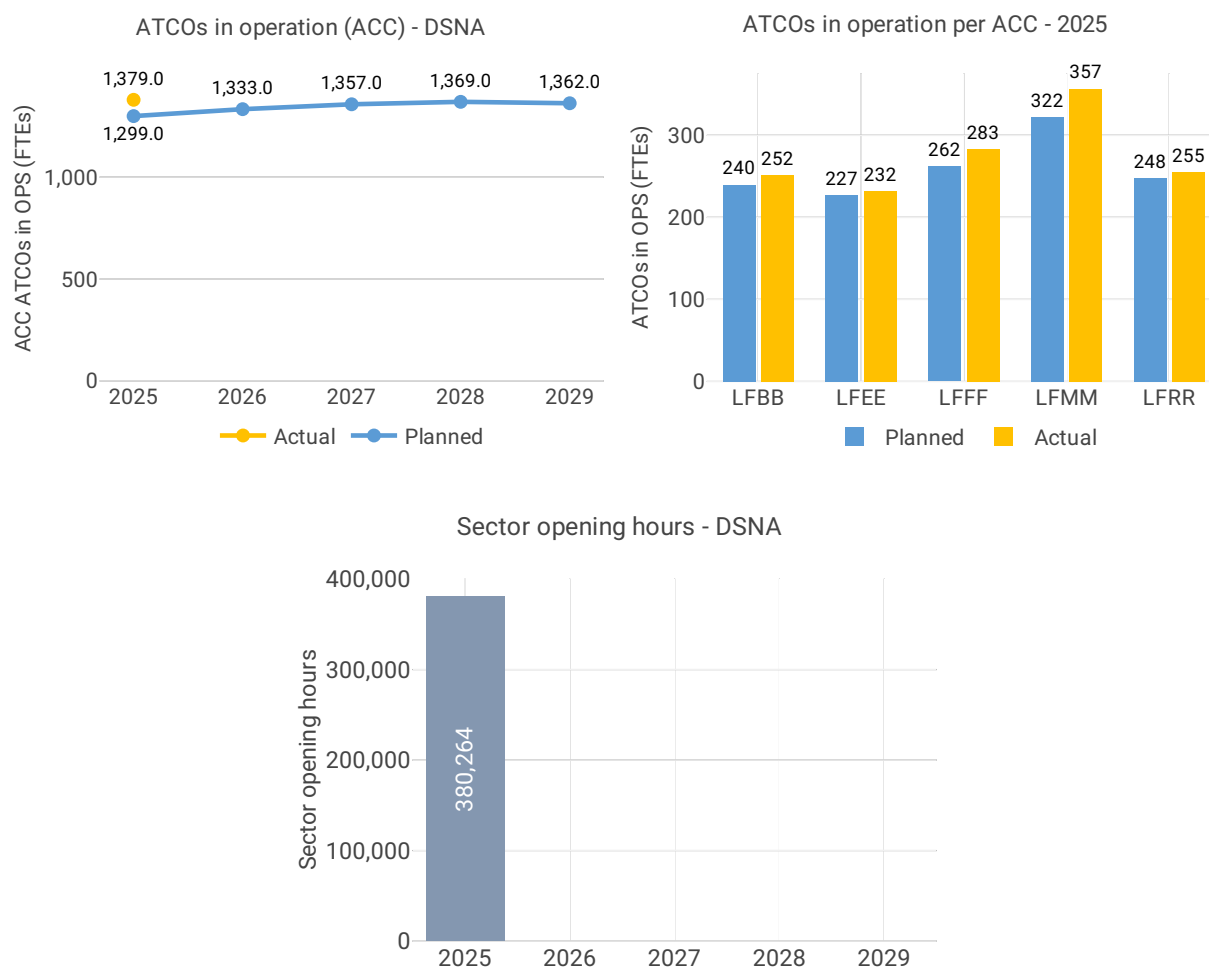
To be noted for Reims ACC, the traffic figures have been influenced by the alignment of the border at the interface with MUAC. The project was planned but the effect itself on the traffic counts was not expected in the NOP.”

Annual weighted average of the daily peak throughput

As background information on actual performance, the NSA reports: *“Even if this PI has been introduced for RP4, compared with 2024 available values, 2025 calculation shows an improvement for LFBB (+2%), LFMM(+3%), LFRR (+5%) and LFFF(+5%). The values for LFEE (-6%) are influenced by the alignment of the border at the interface with MUAC which had an impact on the traffic counts.”*



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: *"It is well understood that ATCO hiring and assignment is one of the major driver for current capacity and staffing issues solving. Nevertheless, DSNA considers that they cannot be considered as a commitment due to the high level of uncertainties related to such ATCO recruitment plans management. These figures, even when provided on annual basis, can only be regarded as snapshot information, i.e. a situation at one point in time which does not guarantee a realistic view throughout the entire duration of RP4: technically the ATCO planning is and will always be subject to change. In addition, for ANSPs having more than one national ACC, ATCO hiring plan are managed at ANSP level but changes in traffic volumes or flows and volatility or local human resources factors can influence the assignment to different ACCs and the details of the planned evolution of ATCO numbers can also be socially sensitive."*

There are many factors with a high level of uncertainty that have an impact on the ATCO planning: first of all there are classical uncertainty factors of general staff planning like the actual rate of retirement, the absence rate of employees, as well as maternity and parent leave. Moreover, ATCOs mobility has become a severe issue recently, leading to high rate of unforeseen leaves.



Another factor which cannot be significantly mitigated further impacting the availability of ATCOs is the number of suitable applicants, the failure rate of the theoretical training at the academies and the success rate during the on-the-job training phases of trainees.

The final retirement age is set by law, but ANSPs can only assume a certain amount of people opting out/in. It is common culture now that companies offer varying working hours to enable employees to adjust their work to different phases of their life. Again, ANSPs can only assume a certain amount of people opting in/out. On top of all that, future social agreements will significantly determine the ATCO availability per person and by that the total available FTE.

Any benchmarking should also consider that the demographic situation can also evolve and might require to hire to an extent not aligned to the traffic demand. FTE refers to a different amount of working time per year/ANSP and are not harmonised among ANSPs but are subject to national laws and labour regulations.

It should also be noted that some social agreements regarding numbers of additional ATCO to be recruited during RP4 and working conditions (salaries, extra hours, rostering) could be renegotiated after the submission of this FABEC performance plan. Outcomes of such negotiations will have an impact on those values.

In addition, it should be noted that DSNA and the French NSA are currently working on an update of the methodology used to compute these ATCO in OPS FTE values for RP4 monitoring, especially ATCO in OPS at APP/TWR and on other duties, which individual monitoring is quite new and still needs to be finetuned and harmonized.

DSNA ongoing plan is to reduce and consolidate the number of APP, reducing the number of ATCO in OPS at APP and prioritize ACC assignment for ATCOs during RP4."

"As planned, during RP3 and along RP4, DSNA strategy is to recruit and train as much ATCO as possible to fill the staffing gap at ACCs and also to consolidate and reduce the number of APP centres in order to reduce ATCO in OPS at APP and reassign them to ACCs where and when possible.

2025 ATCO in OPS values are increasing."

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 training process is organized as follows :

- 2 years for the initial training,

- 3 years in average at the unit training (with an objectif to come to 2 years unit training in 2027).

During the two years initial training, ATCOs will get Tower, Approach and Area Licenseing for both procedural and radar qualifications. (ADC, APP, APS, ACP, ACS). They are then liable to work in every control center DSNA has in charge.

Initial Training is sub-contracted to a Training Organisation called ENAC in Toulouse (French school). DSNA takes an important part in this initial Training since ATCOs from DSNA (60 in 2024) are dedicated to work as instructors for the school and DSNA is also participated in handling the examination for ratings.



Once they finish school and initial training, ATCOs are dedicated to one ATC unit and 90% of them go to ACCs or biggest Airport units (Roissy, Orly, Nice, ...), when 10% go to units with human resource shortage.

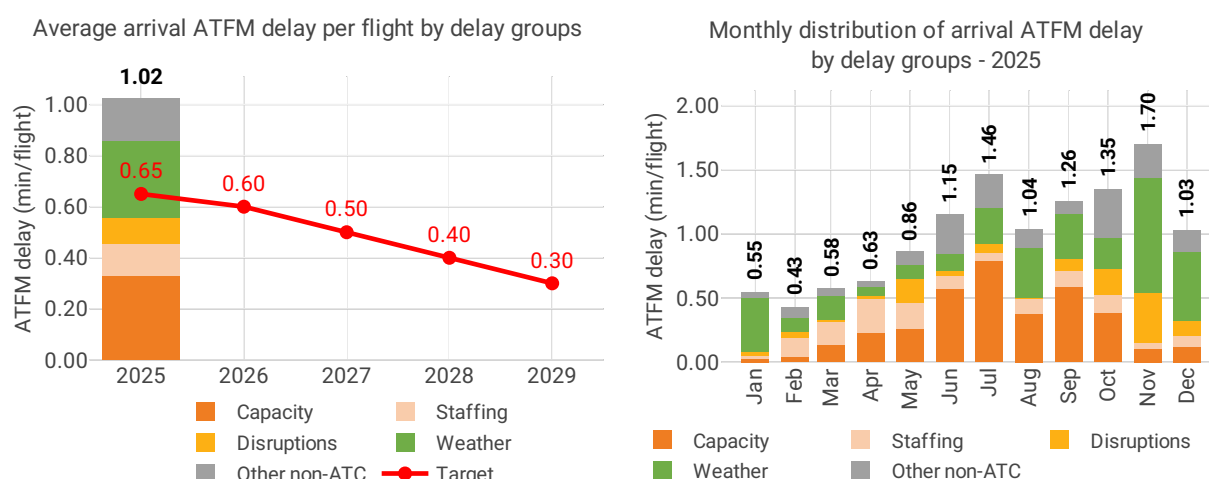
In Airports units, when ATCOs are qualified in TOWER positions, they work on their own on these sectors half time while still on unit training for approach, before having their full unit training enabling them to work both approach and tower.

The DSNA average failure rate is around 8% amongst the population who started initial training till full unit training. It is around 9% if only unit training is considered.

Since ATCOs leave ENAC school with all ratings on their licence, DSNA offers to people failing their unit training in ACCs or biggest airports a chance to qualify in regional airport."

4.3 Terminal performance

4.3.1 Arrival ATFM delay (KPI#2)



Focus on arrival ATFM delay

Arrival ATFM delay

Average ATFM arrival delay in France was 1.02 min/arr in 2025, the first year of RP4. The performance has worsened compared to 2024, last year of RP3, when there were 0.63 min/arr.

The national average is primarily driven by delays at Nice airport, which suffered 4.12 min/arr compared to 1.71 min/arr in 2024, an increase over 140% due to staffing and capacity-demand balancing issues. Nice presents the third highest ATFM Arrival delay across RP4 airports.

Other main airports presented results close to ~1 min/arr: Paris – Charles de Gaulle (0.93 min/arr compared to 0.32 min/arr in 2024), Paris-Orly (0.90 compared to 1.38 min/arr in 2024), Marseille (1.36 min/arr compared to 0.50 min/arr in 2024) and Toulouse (0.78 min/arr compared to 0.39 min/arr in 2024).

Lyon showed almost no delay (0.01 min/arr) and the average for the remaining 48 airports was 0.51 min/arr.



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: *“2025 underperformance is due to the combination of locally significant traffic (2025 French is now often well above 2019 levels at many French airports), understaffing (CDG, Nice, Basel, Toulouse, Bordeaux, etc.) and the MET impact.*

In particular, regarding main airports having underperformed against their indicative breakdown values, in addition to understaffing concerns, the following concerns have been noted in 2025:

- Charles-de-Gaulle airport: +0.73min/flt above the indicative breakdown value. The delays in CDG in 2025 were mainly due to Weather (56%) which was particularly impacting during Q4 2025 and Aerodrome Capacity outside of ATC (26%) followed by ATC Staffing (10%).

- Nice airport : +2.32min/flts above the indicative breakdown value. The delays in 2025 are due to a combination of a lack of staffing or flexibility regarding the rosters and an imbalance between the capacity and the demand mainly due to BA/GA traffic slot management during commercial peak hours. In addition, beyond the strong recovery in traffic and staffing issues and despite the implementation of adapted rostering and the modification of airport coordination parameters in the middle of Summer, it is also necessary to take into account, even if the impact on airport capacity has been limited, the precautionary safety limitation measures implemented following the serious incident of September 21, for which an investigation is still underway.

- Marseille airport: +0.76min/flt above the indicative breakdown value. The delays in 2025 are mainly due to a technical issue with the ground radar during Q4 and the preparation for the new APP ops room that opened early 2026. These events are responsible for around 70% of the total delay.

These measures stipulate, for example, that in a dual-runway configuration, at night, and possibly when runway lighting must be activated during the day due to low visibility, only precision approach procedures may be used. In particular, procedures RNP A and D, which normally aim to avoid urban areas, are prohibited.

Regarding some local staffing issues, it should be recalled that, during the previous years, in order to address the en route staffing and capacity issues due to ATCO shortages in some DSNA ACCs, priority has been given to recruiting, training and assigning staff to the 5 French ACCs. In that context, some DSNA approaches and towers are now progressively also experiencing locally staff shortages.”

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: *“See above”*

Regarding recommendations to the ANSP to rectify the situation, the NSA reports: *“A dedicated meeting has been organized with DSNA in order to gather both explanations and information about remedial measures already launched and identify potential additional measures that could be implemented by DSNA in 2026 and beyond to tackle non temporary capacity issues.*



The following recommendations / course of actions have been discussed and agreed with DSNA:

- General remedial measures already identified;

- A set of specific remedial measures put in place by DSNA or already planned in 2025 to mitigate identified non temporary issues at the French airports have been presented and discussed with the French NSA and are listed in the table below : the French NSA will be kept informed by DSNA of their timely implementation, of the expected benefit and of any potential issue in the implementation plan, and a follow-up meeting will be organized 2nd Semester 2026;

A synthesis of all those remedial measures are presented below and detailed in the annex to this report already mentioned above."

Regarding remedial measures that have been / will be taken by the ANSP to rectify the situation, the NSA reports: "Main remedial measures already identified and under implementation by DSNA to remedy the current capacity result from the implementation of the DSNA 2030 Strategy and the new social agreement signed in May 2024.

Those remedial measures consist of :

- A territorial organization of control units in the lower airspace : in order to reduce the duration of training and to reinforce the capacity of DSNA ACCs, the sectors dealing with flights between flight levels 115 and 195 will be progressively transferred to APP units ; at the same time a consolidation plan of APP units is ongoing with the objective to reduce their number ; in addition, in order to optimise the work of ATCOs at APP units by refocusing on the core business, 2 Flight Information Centres (North and South) will be created to provide Flight Information Services within about 20 flight information sectors instead of 50 at present and armed by dedicated DSNA FIS Officers instead of ATCOs ; regarding TWR control, DSNA ATC services will be closed and AFIS services provided by airports operators will progressively be implemented at 6 small airports as from 2028.

- The implementation of the new social agreement signed in May 2024 : it includes new organization of services, staffing levels and recruitments, additional flexibility of rostering schemes, updated assignement policy for ACCs and APPs etc.

- The implementation of new densified rostering scheme : possibility of using options that are activated according to the local context of balance between traffic demand and capacity : densified rostering at certain time of the year, additional densified rostering for specific weekdays during the densification period, flexible shift hours for a fixed number of days, additional limitation of leave entitlement during traffic peak periods : flexibility measures applied as follown :

- Option 1 : LFKJ, LFMN, LFBO, LFPO, LFPG, LFMT, LFML, LFLL, TFFF, TFFR

- Option 1+ : LFMN, LFPG, LFML

- Option 2bis : LFSB, LFLL, LFML, LFMT, LFRS, LFMN, LFST, LFPB, LFBO, LFBD, LFPO

- Option 3-2 : LFMN, LFKJ, LFKB



- The implementation of new ATM systems at major airports : iATS (Only new ATC system) the safety study validated by the NCA for planned operational assessment phases 1 & 2 allows the current operational use with positive feedback; regarding SYSAT G2 (new ATC system for regional airports): planned implementation of TWR ASMGCS/EFS in Nice 2027, Marseilles/Lyon 2028, Bâle/Toulouse 2029. Next phases for TWR EFS in Bordeaux by 2031, Strasbourg/Montpellier by 2032, Lille/Nantes by 2033, Ajaccio/Bastia by 2034. Nice APP EFS is expected to be deployed by 2033 as well.

- A new law on industrial action management in France : two days notice for ATCO and minimum services have been redefined wrt the number of sectors / services operated and a scope update of the ACC and airports concerned will be implemented as from beginning of 2024. New procedures for industrial action management have been introduced and minimum service rules updated. This implementation should limit the number of industrial actions and reduce their impact on airspace users.

- The implementation of dedicated systems providing nominative means of recording the presence of controllers on premises and at the CWP.

- Regarding the airports already mentioned regarding their underperformance when compared to their indicative breakdown values : for all these units, additional flexibility measures are introduced to improve sectors offer in particular early morning and evening and better slot management thanks to airport CDM regarding the Business Jet slots. Staffing issues are also addressed on the longer term (for example at Nice airport).

Regarding 2026, airport work both at LFPO (with a runway closure) and LFPG in the morning will have an impact on the performance."

Regarding follow up of the remedial measures indicated in the previous monitoring report(s), the NSA reports: "Regarding France and DSNA:

The French NSA is kept informed of any development related to the implementation of capacity and environment remedial and corrective measures. In particular:

- A follow-up meeting has been organized by the French NSA with DSNA operational directorate in May 2025 to check the implementation of the previous remedial measures;

- The French NSA has been invited to the yearly DSNA strategic users' consultation meetings held in 2025 (2) and in May 2026 which include an update on all strategic and operational measures taken by DSNA to improve capacity and environment performances, prepare Summer season and on the investment program;

- According to the NSA review, all remedial measures indicated in the previous monitoring report have been implemented or are under implementation for mid/long terms ones. In addition, an additional action has been decided during Summer 2025 by the French NSA to launch an audit (run by Eurocontrol) on 2025 Marseille ACC underperformance."

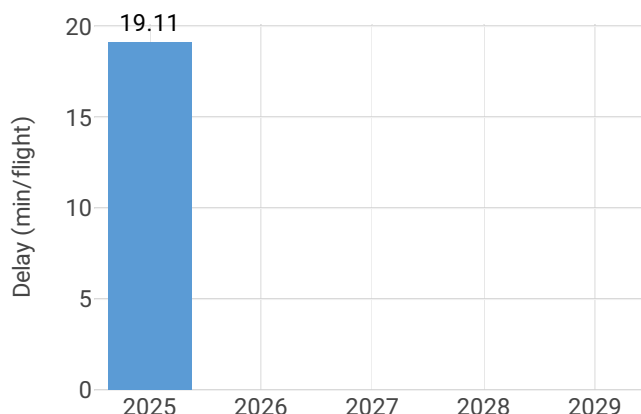
Terminal capacity incentive scheme

In the first year of RP4, with an ATFM arrival delay of 1.02 min/arr, France did not achieve the national target of 0.65 min/arr. However, the pivot value for incentives (0.29 min/arr) is limited to CRSTMP delay causes. As CRSTMP delay of 0.58 min/arr falls beyond the malus sliding range for the incentive scheme, maximum penalty of 0.5% applies. As such, the NSA calculates a penalty of EUR 1,289,894.83.



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

All causes pre-departure delay (PI#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
Ajaccio-Napoléon-Bonaparte	0.04	NA	NA	NA	NA	90.2%	NA	NA	NA	NA
Albert-Bray	0.00	NA	NA	NA	NA	86.4%	NA	NA	NA	NA
Annecy-Meythet	0.36	NA	NA	NA	NA	88.9%	NA	NA	NA	NA
Avignon-Caumont	1.36	NA	NA	NA	NA	90.4%	NA	NA	NA	NA
Bastia-Poretta	0.01	NA	NA	NA	NA	88.3%	NA	NA	NA	NA
Beauvais-Tillé	0.40	NA	NA	NA	NA	88.6%	NA	NA	NA	NA
Bergerac-Dordogne-Périgord	0.00	NA	NA	NA	NA	90.9%	NA	NA	NA	NA
Biarritz-Pays Basque	0.00	NA	NA	NA	NA	92.0%	NA	NA	NA	NA
Bordeaux-Mérignac	0.89	NA	NA	NA	NA	92.4%	NA	NA	NA	NA
Brest-Bretagne	0.00	NA	NA	NA	NA	90.1%	NA	NA	NA	NA
Brive-Souillac	0.00	NA	NA	NA	NA	84.6%	NA	NA	NA	NA
Bâle-Mulhouse	0.03	NA	NA	NA	NA	92.9%	NA	NA	NA	NA
Béziers-Vias	0.00	NA	NA	NA	NA	80.7%	NA	NA	NA	NA
Caen-Carpiquet	0.09	NA	NA	NA	NA	92.0%	NA	NA	NA	NA
Calvi-Sainte-Catherine	0.07	NA	NA	NA	NA	92.8%	NA	NA	NA	NA
Cannes-Mandelieu	3.08	NA	NA	NA	NA	96.6%	NA	NA	NA	NA
Carcassonne-Salvaza	0.00	NA	NA	NA	NA	86.8%	NA	NA	NA	NA
Chambéry-Aix-les-Bains	1.04	NA	NA	NA	NA	83.6%	NA	NA	NA	NA
Châlons-Vatry	0.00	NA	NA	NA	NA	74.1%	NA	NA	NA	NA
Châteauroux-Déols	0.00	NA	NA	NA	NA	90.9%	NA	NA	NA	NA
Clermont-Ferrand-Auvergne	0.00	NA	NA	NA	NA	86.5%	NA	NA	NA	NA
Deauville-Normandie	0.22	NA	NA	NA	NA	89.7%	NA	NA	NA	NA
Dôle-Tavaux	0.00	NA	NA	NA	NA	89.2%	NA	NA	NA	NA
Figari-Sud Corse	0.30	NA	NA	NA	NA	93.2%	NA	NA	NA	NA
Grenoble-Alpes-Isère	1.21	NA	NA	NA	NA	87.5%	NA	NA	NA	NA



	Avg arrival ATFM delay (KPI#2)					Slot adherence (PI#1)				
Airport name	2025	2026	2027	2028	2029	2025	2026	2027	2028	2029
Hyères-Le Palyvestre	0.70	NA	NA	NA	NA	89.4%	NA	NA	NA	NA
Istres-Le-Tubé	0.00	NA	NA	NA	NA	84.0%	NA	NA	NA	NA
La Rochelle-Ile de Ré	0.00	NA	NA	NA	NA	89.7%	NA	NA	NA	NA
Lille-Lesquin	0.01	NA	NA	NA	NA	92.1%	NA	NA	NA	NA
Limoges-Bellegarde	0.02	NA	NA	NA	NA	80.1%	NA	NA	NA	NA
Lorient-Lann Bihoué	0.00	NA	NA	NA	NA	88.9%	NA	NA	NA	NA
Lyon-Bron	0.00	NA	NA	NA	NA	86.2%	NA	NA	NA	NA
Lyon-Saint-Exupéry	0.01	NA	NA	NA	NA	89.1%	NA	NA	NA	NA
Marseille	1.36	NA	NA	NA	NA	86.8%	NA	NA	NA	NA
Metz-Nancy-Lorraine	0.17	NA	NA	NA	NA	83.9%	NA	NA	NA	NA
Montpellier-Méditerranée	0.01	NA	NA	NA	NA	88.4%	NA	NA	NA	NA
Nantes-Atlantique	0.51	NA	NA	NA	NA	95.8%	NA	NA	NA	NA
Nice	4.12	NA	NA	NA	NA	87.5%	NA	NA	NA	NA
Nîmes-Garons	0.12	NA	NA	NA	NA	86.3%	NA	NA	NA	NA
Paris Charles de Gaulle	0.93	NA	NA	NA	NA	95.3%	NA	NA	NA	NA
Paris Orly	0.90	NA	NA	NA	NA	93.4%	NA	NA	NA	NA
Paris-Le Bourget	1.49	NA	NA	NA	NA	97.5%	NA	NA	NA	NA
Pau-Pyrénées	0.00	NA	NA	NA	NA	88.5%	NA	NA	NA	NA
Perpignan-Rivesaltes	0.07	NA	NA	NA	NA	87.1%	NA	NA	NA	NA
Poitiers-Biard	0.02	NA	NA	NA	NA	81.6%	NA	NA	NA	NA
Quimper-Pluguffan	0.00	NA	NA	NA	NA	92.6%	NA	NA	NA	NA
Rennes-Saint-Jacques	0.00	NA	NA	NA	NA	92.4%	NA	NA	NA	NA
Rodez-Aveyron	0.00	NA	NA	NA	NA	89.4%	NA	NA	NA	NA
Saint-Nazaire-Montoir	0.00	NA	NA	NA	NA	97.4%	NA	NA	NA	NA
Strasbourg-Entzheim	0.21	NA	NA	NA	NA	89.2%	NA	NA	NA	NA
Tarbes-Lourdes Pyrénées	0.20	NA	NA	NA	NA	91.5%	NA	NA	NA	NA
Toulouse-Blagnac	0.78	NA	NA	NA	NA	93.3%	NA	NA	NA	NA
Tours-Val de Loire	0.21	NA	NA	NA	NA	72.6%	NA	NA	NA	NA
Toussus-le-Noble	2.87	NA	NA	NA	NA	89.7%	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
Marseille	0.27	NA	NA	NA	NA	19.0	NA	NA	NA	NA
Nice	0.56	NA	NA	NA	NA	22.1	NA	NA	NA	NA
Paris Charles de Gaulle	NA	NA	NA	NA	NA	19.5	NA	NA	NA	NA
Paris Orly	0.60	NA	NA	NA	NA	16.2	NA	NA	NA	NA

Focus on other terminal performance indicators

ATFM slot adherence



ATFM slot adherence in 2025 was equal to 91.7%, very close to 2024 value – last year of RP3 – of 91.2%. With regard to the 8.3% of flights that did not adhere, 4.7% were early and 3.6% were late.

Although the regulatory requirement is to have a slot adherence above 80%, most of the airports above 20,000 IFR departures showed adherence above 90%; only Nice, Marseille and Lyon present values between 85% and 90%. All airports with traffic up to 20,000 IFR departures (including Paris Beauvais) showed a 100% adherence.

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: *“All reported airports are in line with the requirements. The PI is still progressing of +0,5% in 2025, overall and particularly at LFPO (+3,3%), LFBO (+3%), LFML (+2,5%), LFLL (+1,3%). However LFPG (-0,6%) and LFMN (-0,4%) saw a slight deterioration. DSNA and its units monitor the CTOT compliance in real time thanks to CDM@DSNA website.”*

ATC pre-departure delay

Paris – Charles de Gaulle, Paris – Orly, Nice and Marseille are the only French airports subject to the monitoring of this indicator.

The share of unidentified delay reported by Paris - Charles de Gaulle was above 40% for more than 2 months in the year during the entire RP3, preventing the calculation of this indicator for this airport.

Delay in Paris – Orly in 2025 decreased to 0.60 min/dep, 21% lower than 2024 value– last year of RP3 – of 0.76 min/dep.

Delay in Nice in 2025 was equal to 0.56 min/dep, very close to 2024 value– last year of RP3 – of 0.59 min/dep.

Delay in Marseille in 2025 was equal to 0.27 min/dep, very close to 2024 value– last year of RP3 – of 0.21 min/dep.

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

As background information on actual performance, the NSA reports: *“Performance evolution is linked with the overall traffic evolution and general ATC terminal performance. In 2025, the situation improved at LFPO, and LFMN despite their respective delay situation.”*

Regarding the absence of data at airport level, the NSA reports: *“In 2025, again the quality threshold for unidentified delays has not reached the 50% quality threshold at Roissy Charles de Gaulle airport to validate the 2025 data flow, the 1st condition for publication. This airport currently mainly uses the code [ZZZ], which indicates that ATCOs have not always the information about the origin of the various delays. This situation has still to be examined in detail with the ad-hoc airport and DSNA experts in order to find a solution to fix this recurrent issue for RP4.”*



All causes pre-departure delay

Paris – Charles de Gaulle, Paris – Orly, Nice and Marseille are the only French airports subject to the monitoring of this indicator.

Delay in Paris – Charles de Gaulle in 2025 decreased to 19.52 min/dep, 5% lower than 2024 value– last year of RP3 – of 20.60 min/dep.

Delay in Paris – Orly in 2025 decreased to 16.19 min/dep, 14% lower than 2024 value– last year of RP3 – of 18.74 min/dep.

Delay in Nice in 2025 increased to 22.14 min/dep, 9% higher than 2024 value– last year of RP3 – of 20.22 min/dep. Nice had the second highest departure delay from all causes among RP4 airports.

Delay in Marseille in 2025 was equal to 18.97 min/dep, very close to 2024 value– last year of RP3 – of 18.88 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: *“Regarding ATC part of the delays and related corrective measures, please do refer to 2.3.1.B. KPI#2.*

The values reflect the difficulties encountered in LFMN last year mainly due to staffing issues.

LFPG (-1,08) and LFPO (-2,55) improved.”

Regarding the absence of data at airport level, the NSA reports: *“All cause departure delay is very generic and ATFM delay is only a small contributor. Departure delay can be generated by ATFM en-route delay (not only local airport, but the complete Network) but also reactionary and turnaround delay, technical issues with the aircraft, airport operations, problems with passengers and or luggage, etc. In other words, it is not always possible to address a specific reason as this delay is quite generic. It would be more interesting to check the overall ANSP share against the share of the other network stakeholders (airports and AOs) and also show the weather induced subshare.”*



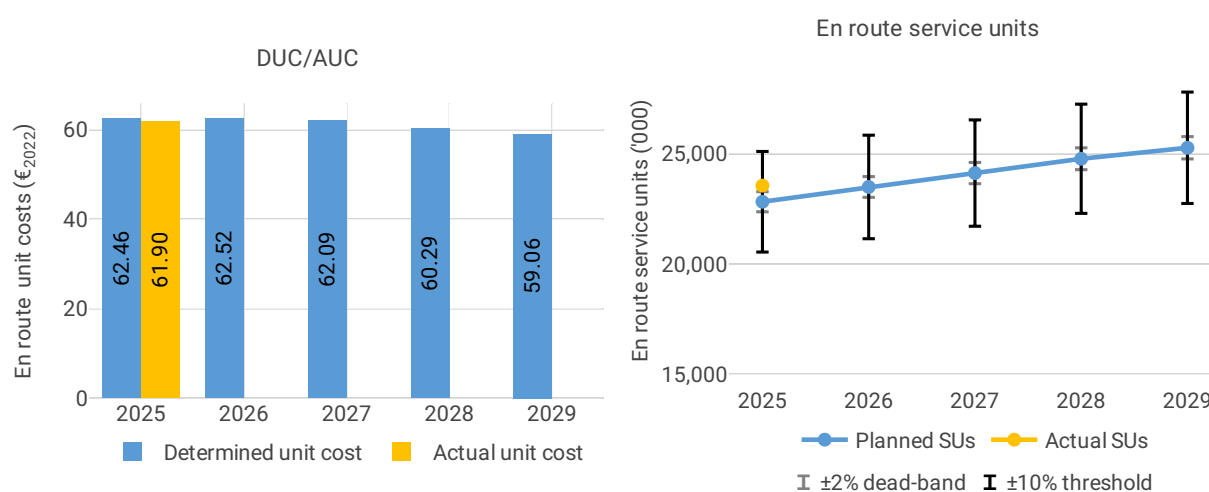
5 COST-EFFICIENCY - FRANCE

5.1 PRB monitoring

- The en route 2025 actual unit cost of France was 61.90€2022, -0.9% lower than the determined unit cost (62.46€2022). The terminal zone 1 2025 actual unit cost was 102.08€2022, +3.8% higher than the determined unit cost (98.30€2022), while the terminal zone 2 2025 actual unit cost was 389.76€2022, +2.9% higher than the determined unit cost (378.63€2022).
- The en route 2025 actual service units (23.6M) were +3.2% higher than the determined service units (22.8M).
- The en route 2025 actual total costs were +32.5M€2022 (+2.3%) higher than determined. The higher costs are mainly driven by higher other operating costs (+18.2M€2022, or +6.0%) and depreciation (+17.9M€2022, or +11.7%) for DSNA. The NSA explains that these increases reflect higher costs for maintaining legacy systems due to higher inflation, rising costs of investments, and the catch-up of delayed RP3 amortisation.
- DSNA spent 237.8M€2022 in 2025 related to costs of investments for both en route and terminal charging zones, +4.0% more than determined (228.5M€2022). According to the NSA, this increase is mainly due to the catch-up of delayed RP3 amortisation.
- The en route actual unit cost incurred by users in 2025 was 65.74€ (-2.5% below the 2025 DUC). The terminal actual unit cost incurred by users was 187.70€ (+76.6% above the 2025 DUC) for the terminal zone 1, and 221.13€ (-46.4% below the 2025 DUC) for the terminal zone 2. The difference between the AUCU and the DUC for the terminal charging zones is mainly driven by cross-financing.

5.2 En route charging zone

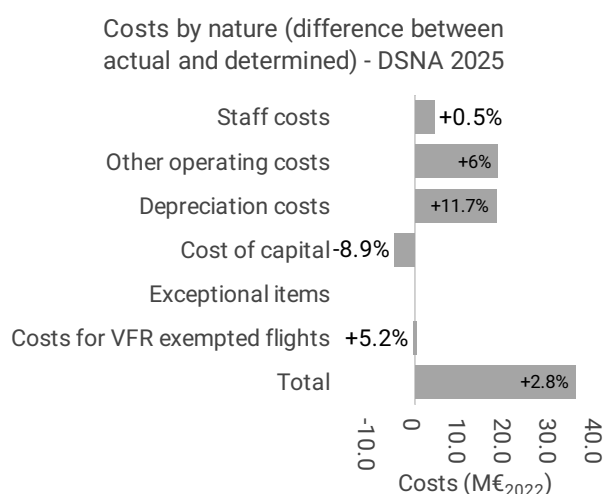
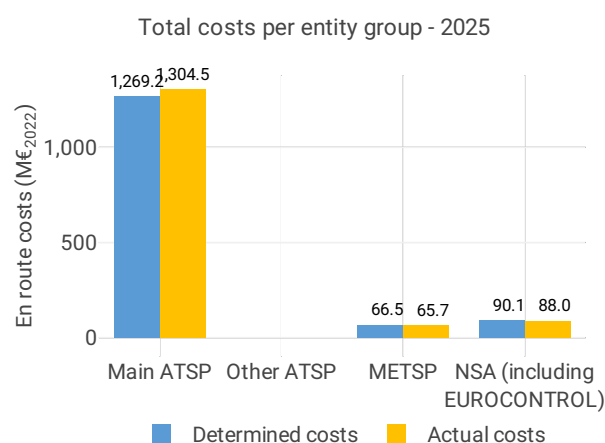
5.2.1 Unit cost (KPI#1)



Actual and determined data					
Total costs - nominal (M€)	2025	2026	2027	2028	2029
Determined costs	1,539.7	1,609.7	1,664.9	1,683.0	1,703.8
Actual costs	1,561.7	NA	NA	NA	NA
Difference costs	22.0	NA	NA	NA	NA

Inflation assumptions	2025	2026	2027	2028	2029
Determined inflation rate	1.8%	1.8%	1.8%	1.8%	1.7%
Determined inflation index*	110.2	112.2	114.2	116.3	118.2
Actual inflation rate	0.9%	NA	NA	NA	NA
Actual inflation index*	109.1	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 -0.9% (or -0.56 €2022) lower than the planned DUC. This results from the combination of higher than planned TSUs (+3.2%) and higher than planned en route costs in real terms (+2.3%, or +32.5 M€2022).

En route service units

The difference between actual and planned TSUs (+3.2%) falls outside the $\pm 2\%$ dead-band, but does not exceed the $\pm 10\%$ threshold foreseen in the traffic risk sharing mechanism. The resulting gain of additional en route revenues is therefore shared between the ANSP and the airspace users (see the main ANSP regulatory result).

En route costs by entity

Actual real en route costs are +2.3% (+32.5 M€2022) higher than planned. This is the result of higher costs for the main ANSP, DSNA (+2.8%, or +35.4 M€2022) and lower costs for the MET service provider (-1.2%, or -0.8 M€2022) and the NSA/EUROCONTROL (-2.3%, or -2.1 M€2022).



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

Based on the additional information to the en route reporting tables, the higher than planned en route costs in real terms for DSNA in 2025 (+2.8%, or +35.4 M€2022) result from:

- Slightly higher than planned staff costs (+0.5%), mainly reflecting the impact of lower than planned inflation index (-1.1 p.p.) since costs in nominal terms were slightly below plan (-0.5%).
- Significantly higher than planned other operating costs (+6.0%), due to higher costs of MCO (costs related to legacy systems maintenance) linked to the operational program of DSNA, impacted (with some delays) by the high inflation of the previous years.
- Significantly higher than planned depreciation (+11.7%), due to higher cost of investments and catching up with delayed RP3 amortization.
- Significantly lower than planned cost of capital (-8.9%) due to a lower NBV of fixed assets (-13.0%) combined with a lower than planned weighted average cost of capital rate, mainly resulting from a lower average interest on debt.
- Significantly higher than planned deduction for VFR exempted flights (+5.2%).

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

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

“2025 en route actual unit cost is lower than the target (-0.9%) due to a combination of actuals costs in line with the determined (slight increase by 2.3% at 2022 prices with a 2025 actual inflation lower than planned) and an increase in traffic (+3.2%)”

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:

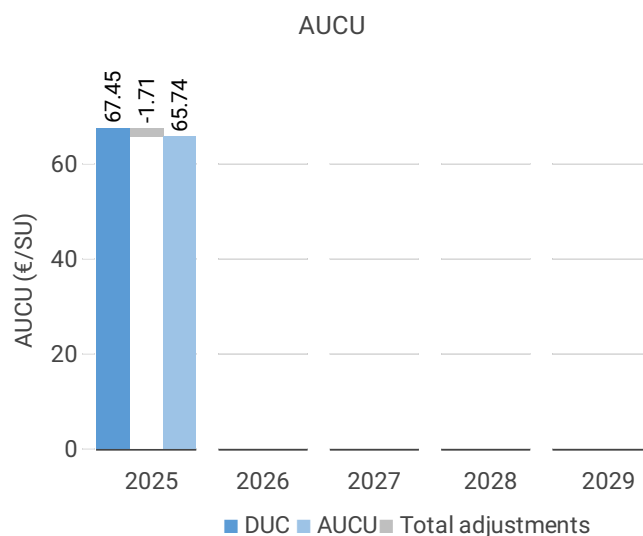
“Staff costs are in line with the plan, where opex and capex costs are higher than planned, mainly due to a good implementation of DSNA investments, catching-up with previous year (investments costs used to be lower than planned during RP3, excepted for year 2024), despite a cost of capital lower than planned, due to a lower than planned average interest rate for loans in 2025 and a decrease in the net book value fixed assets base.”

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

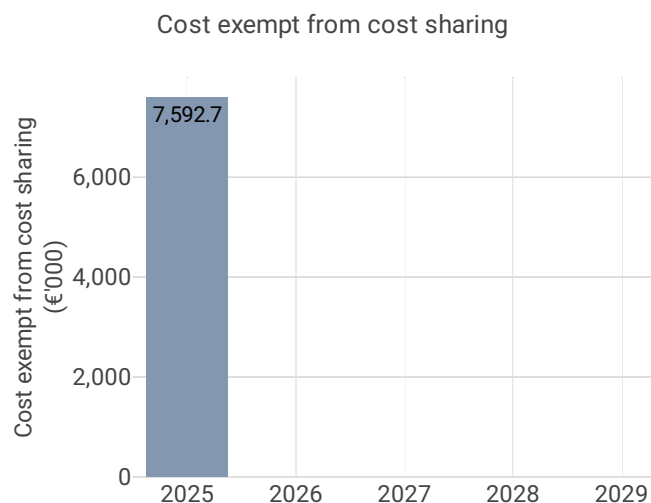
The NSA 2025 monitoring report indicates that the NSA did not propose any specific recommendations.



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	67.45
Inflation adjustment	-0.52
Cost exempt from cost sharing	0.32
Traffic risk sharing adjustment	-0.49
Traffic adjustment (costs not TRS)	-0.22
Financial incentives	-0.29
Modulation of charges	0.00
Cross-financing	0.00
Other revenues	-0.51
Application of lower unit rate	0.00
Total adjustments	-1.71
AUCU	65.74
AUCU vs. DUC	-2.5%



Cost exempt from cost sharing – 2025		
Cost exempt from cost sharing by item - 2025	€'000	€/SU
New and existing investments	10,520.0	0.45
Competent authorities and qualified entities costs	-1,277.2	-0.05
Eurocontrol costs	-819.6	-0.03
Pension costs	0.0	0.00
Interest on loans	-830.5	-0.04
Changes in law	0.0	0.00
Total cost exempt from cost risk sharing	7,592.7	0.32

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 (65.74 €) is -2.5% lower than the nominal DUC (67.45 €). The difference between these two figures (-1.71 €/SU) is due to:

- the negative inflation adjustment resulting from lower than planned inflation (-0.52 €/SU);
- the impact of adjustments resulting from the costs exempted from cost sharing mechanism (+0.32 €/SU);
- the deduction of the traffic risk sharing adjustments (-0.49 €/SU);
- the deduction of the traffic adjustment (-0.22 €/SU) for the costs not subject to traffic risk sharing;
- the impact of financial incentives (-0.29 €/SU); and,
- the deduction of other revenues (-0.51 €/SU).

The share of the regulatory result (see next sub-section) in the AUCU (before the deduction of other revenues) is 1.9%.

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

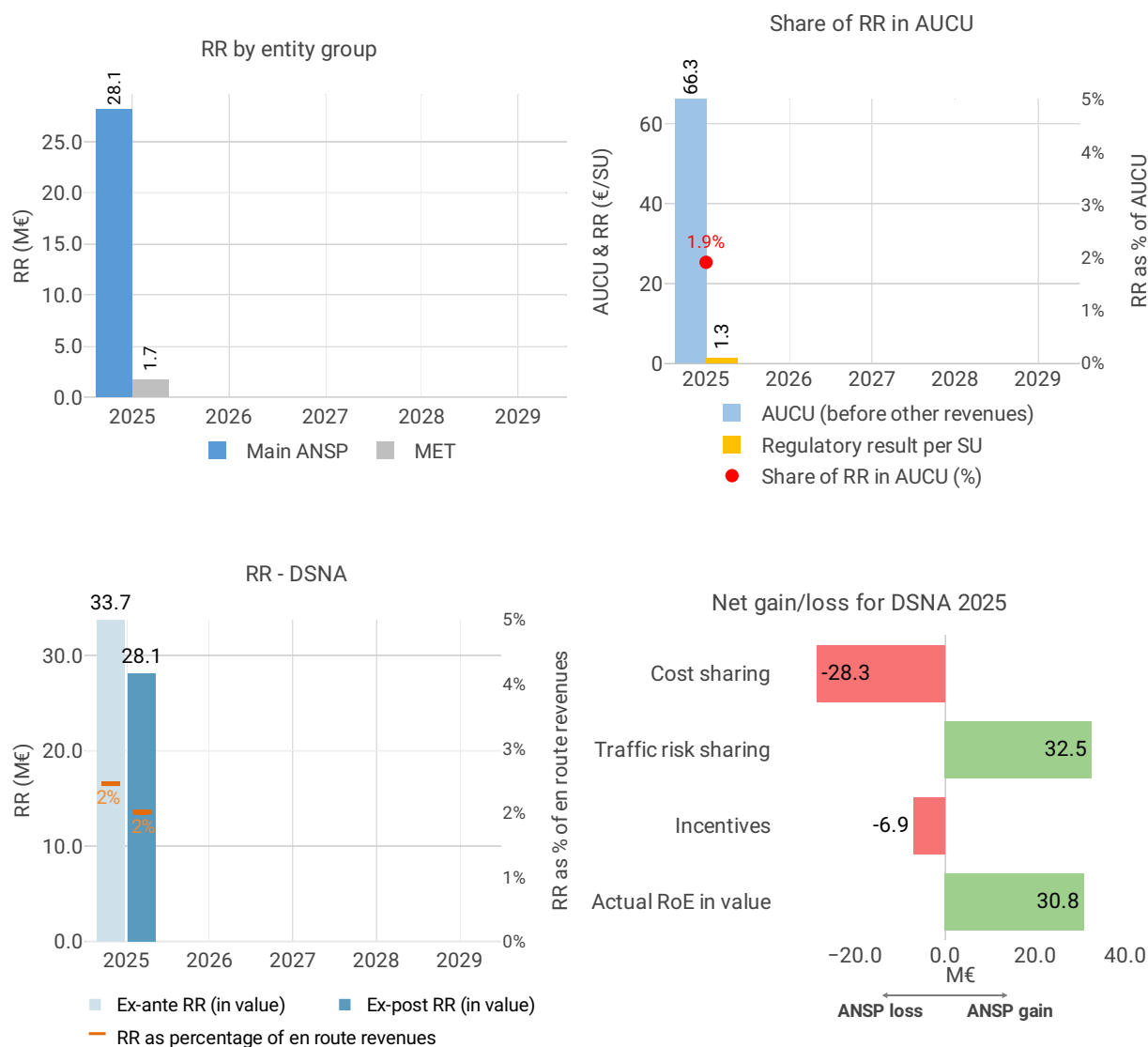
The NSA of France provides the following information regarding the initiatives:

"Actual unit cost incurred by users for en route ANS are better than planned for year 2025. The FR NSA will continue to closely monitor this PI during RP4. [...]"

In addition, it is recalled that the French NSA has opted for a carry-over to RP4 based on an assessment over the whole RP4 iaw Art 28(4) & (6)."



5.2.3 Regulatory result (RR)



Focus on regulatory result

DSNA net gain/loss on activity in the France en route charging zone in 2025

DSNA reported a net loss of -2.7 M€, as a combination of a loss of -28.3 M€ arising from the cost sharing mechanism, with a gain of +32.5 M€ arising from the traffic risk sharing mechanism and a loss of -6.9 M€ relating to financial incentives.

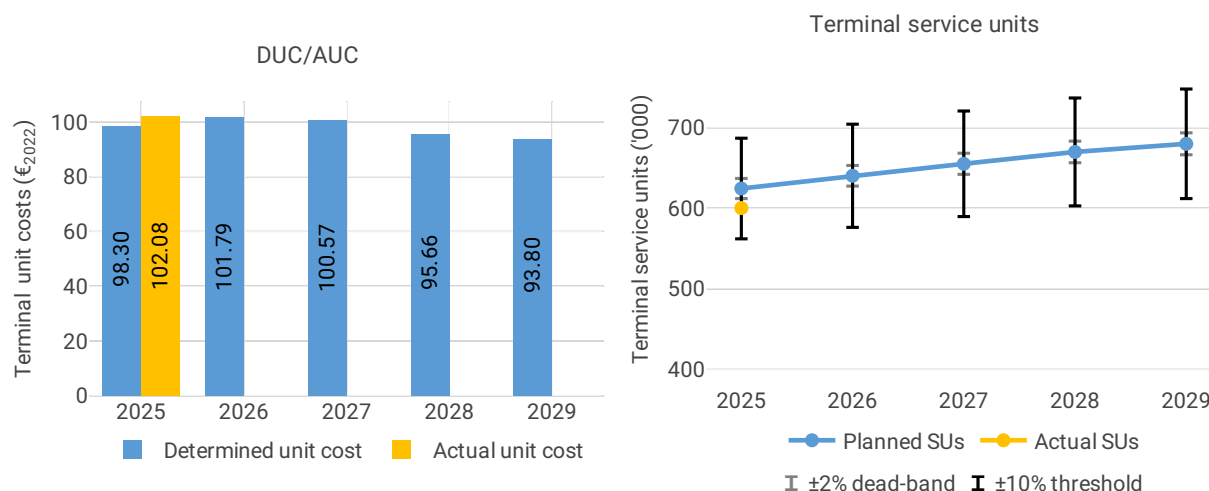
DSNA overall regulatory result (RR) for the en route activity

Ex-post, the overall RR, taking into account the net loss from the en route activity mentioned above (-2.7 M€) and the actual RoE (+30.8 M€), amounts to +28.1 M€ (2.0% of the en route revenues). The resulting ex-post rate of return on equity is 12.1%, which is higher than the 10.5% planned in the PP.



5.3 Terminal charging zone - France Zone 1

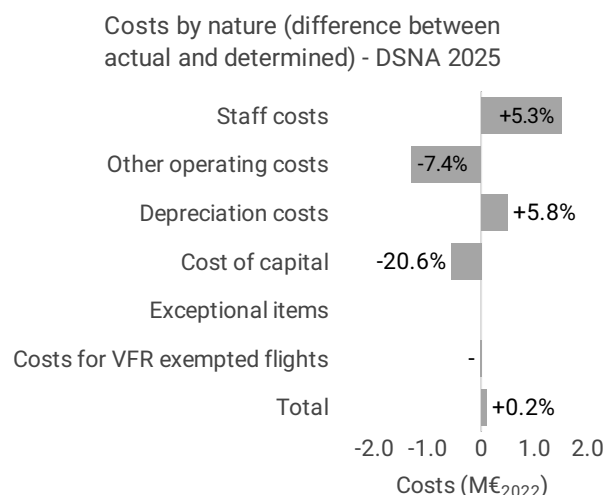
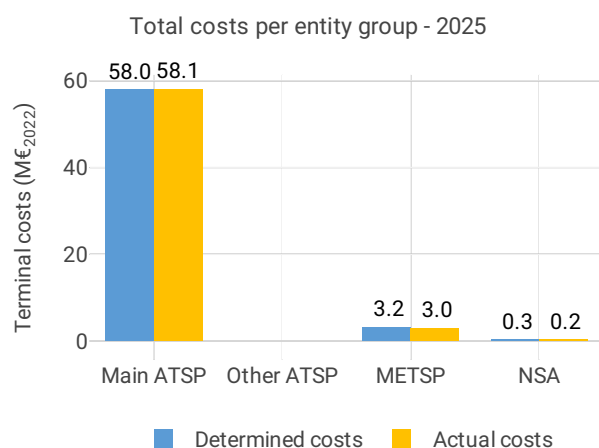
5.3.1 Unit cost (KPI#1)



Actual and determined data					
Total costs - nominal (M€)	2025	2026	2027	2028	2029
Determined costs	66.4	71.5	73.3	72.3	72.9
Actual costs	65.7	NA	NA	NA	NA
Difference costs	-0.6	NA	NA	NA	NA

Inflation assumptions	2025	2026	2027	2028	2029
Determined inflation rate	1.8%	1.8%	1.8%	1.8%	1.7%
Determined inflation index*	110.2	112.2	114.2	116.3	118.2
Actual inflation rate	0.9%	NA	NA	NA	NA
Actual inflation index*	109.1	NA	NA	NA	NA
Difference inflation index (p.p.)	-1.1	NA	NA	NA	NA

*100 = 2022



Focus on unit cost



AUC vs. DUC

In 2025, the terminal AUC was +3.8% (or +3.78 M€2022) higher than the planned DUC. This results from the combination of lower than planned TNSUs (-3.9%) and slightly lower than planned terminal costs in real terms (-0.2%, or -0.1 M€2022).

Terminal service units

The difference between actual and planned TNSUs (-3.9%) falls outside the $\pm 2\%$ dead-band, but does not exceed the $\pm 10\%$ threshold foreseen in the traffic risk sharing mechanism. The resulting loss of 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 -0.2% (-0.1 M€2022) lower than planned. This is the result of lower costs for the MET service provider (-5.5%, or -0.2 M€2022) and the NSA (-19.3%, or -0.1 M€2022) and slightly higher costs for the main ANSP, DSNA (+0.2%, or +0.1 M€2022).

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

Based on the additional information to the terminal reporting tables, the slightly higher than planned terminal costs in real terms for DSNA in 2025 (+0.2%, or +0.1 M€2022) result from:

- Significantly higher than planned staff costs (+5.3%), mainly due to an increase in staff wages in line with the new social agreement as well as higher pension costs due to an increase in the national index of CAS Pension (state-managed pension scheme applicable to DSNA) as decided by the French government in 2025.
- Significantly lower than planned other operating costs (-7.4%), due to delays in the recognition of some operational expenses related to the implementation of projects in CDG and Orly (new ATC systems).
- Significantly higher than planned depreciation (+5.8%), due to higher cost of investments and catching up with delayed RP3 amortization.
- Significantly lower than planned cost of capital (-20.6%), due to lower NBV of fixed assets (-25.4%) combined with a lower than planned weighted average cost of capital rate, mainly resulting from lower average interest on debt.
- The deduction of costs for VFR exempted flights which were not included in the determined costs.

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

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

“Actual costs are in line with determined costs (only -0.2% at 2022 prices). Actual unit cost is slightly higher than the target (+3.8% at 2022 prices).”



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

The NSA provides the following explanation:

“Regarding the actual unit costs, 2025 achievement is slightly higher than the target, but this is due to the difference between the actual traffic compared to the STATFOR forecast (-3,9%). The domestic traffic is recovering at a slower pace than expected, compared to international and overflights.”

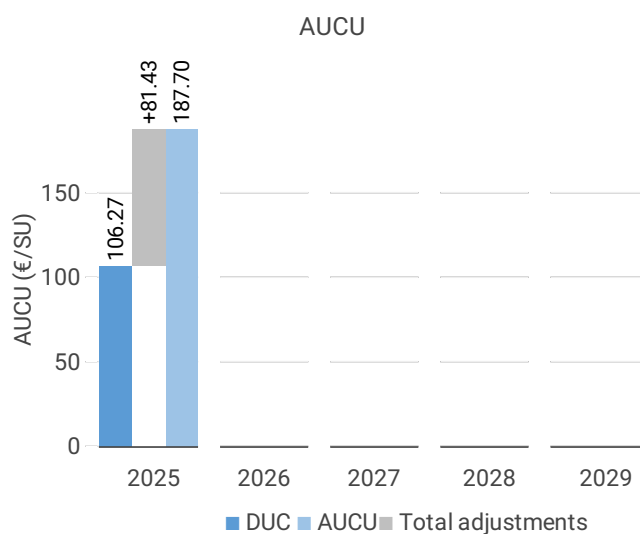
Recommendations formulated by the NSA to the ANSP (DSNA) to rectify the situation and actions taken by the ANSP

The NSA indicates that:

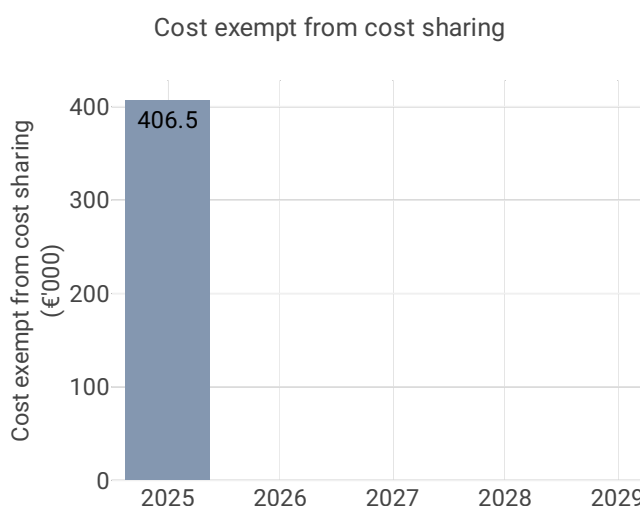
“No specific recommendation is made by the French NSA at this stage regarding costs, as actual costs are perfectly in line with determined costs for 2025.

Regarding the actual unit costs, 2025 achievement is slightly higher than the target, but this is due to the difference between the actual traffic compared to the STATFOR forecast (-3,9%). The domestic traffic is recovering at a slower pace than expected, compared to international and overflights.”

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	106.27
Inflation adjustment	-0.89
Cost exempt from cost sharing	0.68
Traffic risk sharing adjustment	1.37
Traffic adjustment (costs not TRS)	0.24
Financial incentives	-0.52
Modulation of charges	0.00
Cross-financing	83.30
Other revenues	-2.75
Application of lower unit rate	0.00
Total adjustments	81.43
AUCU	187.70
AUCU vs. DUC	+ 76.6%



Cost exempt from cost sharing – 2025		
Cost exempt from cost sharing by item - 2025	€'000	€/SU
New and existing investments	-148.8	-0.25
Competent authorities and qualified entities costs	-51.8	-0.09
Eurocontrol costs	0.0	0.00
Pension costs	664.0	1.11
Interest on loans	-56.9	-0.09
Changes in law	0.0	0.00
Total cost exempt from cost risk sharing	406.5	0.68

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 (187.70 €) is +76.6% higher than the nominal DUC (106.27 €). The difference between these two figures (+81.43 €/SU) is due to:



- the negative inflation adjustment resulting from lower than planned inflation (-0.89 €/SU);
- the impact of adjustments resulting from the costs exempted from cost sharing mechanism (+0.68 €/SU);
- the addition of the traffic risk sharing adjustments (+1.37 €/SU);
- the addition of the traffic adjustment (+0.24 €/SU) for the costs not subject to traffic risk sharing;
- the impact of financial incentives (-0.52 €/SU);
- cross-financing between terminal charging zones 1 and 2 (+83.30 €/SU); and,
- the deduction of other revenues (-2.75 €/SU).

The share of the regulatory result (see next sub-section) in the AUCU (before the deduction of other revenues) is -0.1%.

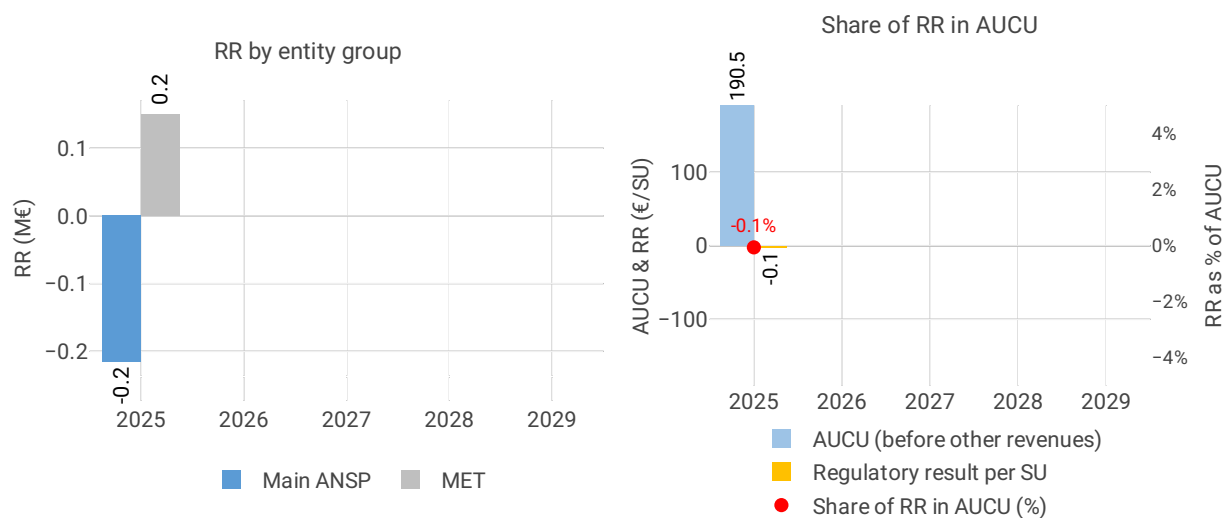
Initiatives implemented or planned that will improve this PI reported by the NSA

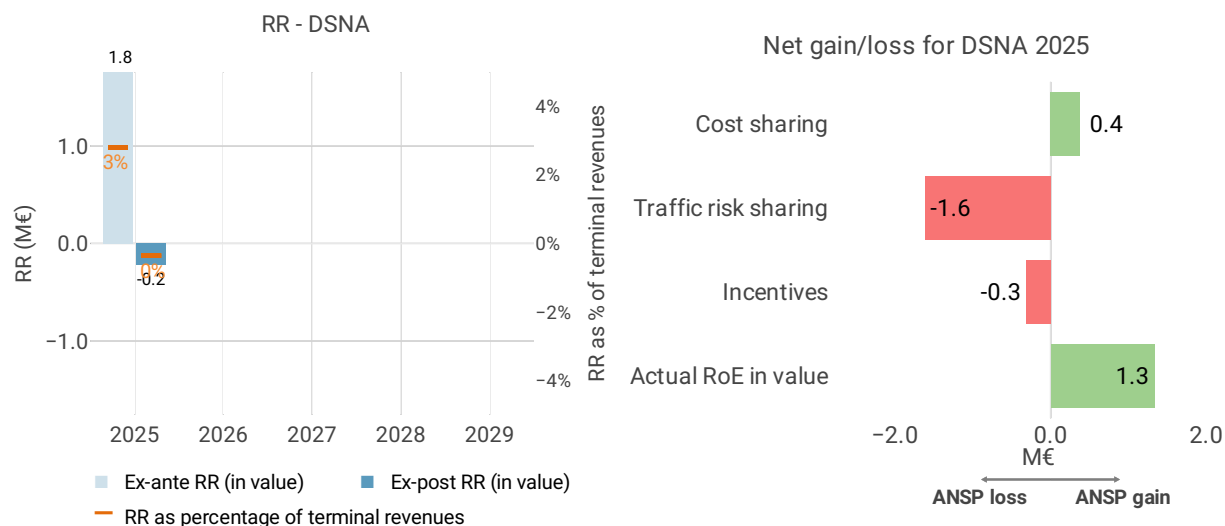
The NSA of France provides the following information regarding the initiatives:

“Please note that the cost exempt from cost-risk sharing [...], it is recalled that the French NSA has opted for a carry-over to RP4 based on an assessment over the whole RP4 iaw Art 28(4) & (6).

The terminal unit costs of both CZ1 and CZ2 have to be analyzed together due to the cross-financing (CZ2 unit cost incurred by the users is much lower than planned, while CZ1 is much higher). The evolution over RP4 will be closely monitored by the French NSA, taking into account the impact of a traffic lower than the performance plan traffic forecast (-1.9% for CZ2 and -3.9% for CZ1).”

5.3.3 Regulatory result (RR)





Focus on regulatory result

DSNA net gain/loss on activity in the France Zone 1 terminal charging zone in 2025

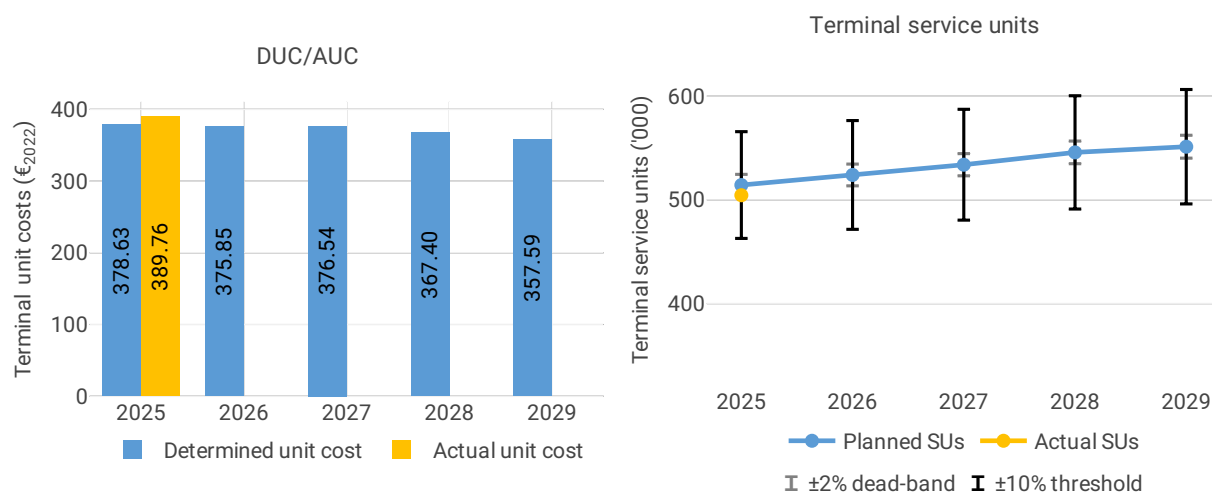
DSNA reported a net loss of -1.5 M€, as a combination of a gain of +0.4 M€ arising from the cost sharing mechanism, with a loss of -1.6 M€ arising from the traffic risk sharing mechanism and a loss of -0.3 M€ relating to financial incentives.

DSNA overall regulatory result (RR) for the terminal activity

Ex-post, the overall RR, taking into account the net loss from the terminal activity mentioned above (-1.5 M€) and the actual RoE (+1.3 M€), amounts to -0.2 M€ (-0.4% of the terminal revenues). The resulting ex-post rate of return on equity is negative (-2.1%), compared to the 10.5% planned in the PP.

5.4 Terminal charging zone - France Zone 2

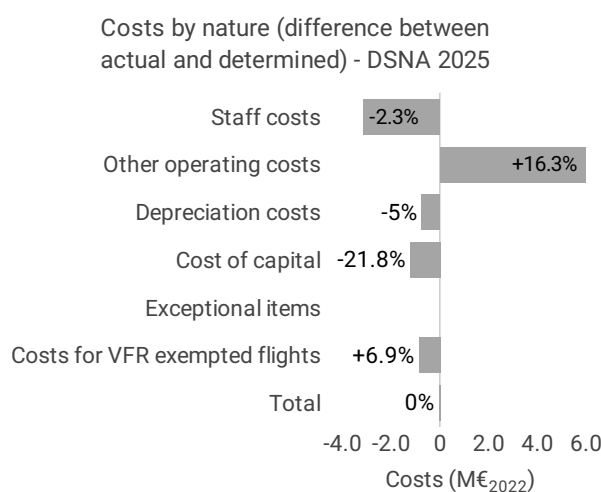
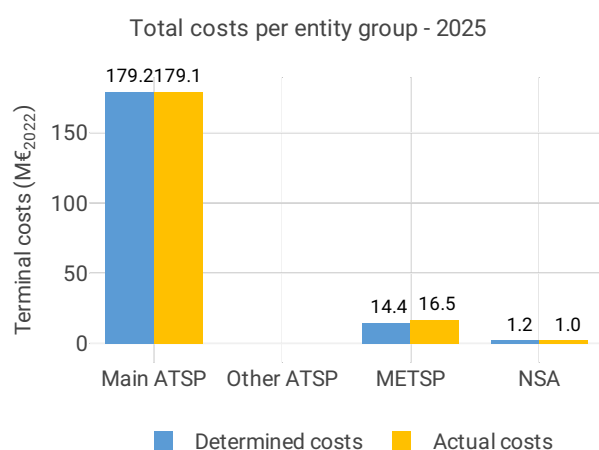
5.4.1 Unit cost (KPI#1)



Actual and determined data					
Total costs - nominal (M€)	2025	2026	2027	2028	2029
Determined costs	212.0	217.8	225.8	228.5	227.8
Actual costs	212.3	NA	NA	NA	NA
Difference costs	0.3	NA	NA	NA	NA

Inflation assumptions	2025	2026	2027	2028	2029
Determined inflation rate	1.8%	1.8%	1.8%	1.8%	1.7%
Determined inflation index*	110.2	112.2	114.2	116.3	118.2
Actual inflation rate	0.9%	NA	NA	NA	NA
Actual inflation index*	109.1	NA	NA	NA	NA
Difference inflation index (p.p.)	-1.1	NA	NA	NA	NA

*100 = 2022



Focus on unit cost

AUC vs. DUC

In 2025, the terminal AUC was +2.9% (or +11.12 €2022) higher than the planned DUC. This results from the combination of lower than planned TNSUs (-1.9%) and higher than planned terminal costs in real terms (+1.0%, or +1.9 M€2022).

Terminal service units

The difference between actual and planned TNSUs (-1.9%) falls inside the $\pm 2\%$ dead-band. Hence, the loss of terminal revenues is borne by the ANSPs.

Terminal costs by entity

Actual real terminal costs are +1.0% (+1.9 M€2022) higher than planned. This is the result of higher costs for the MET service provider (+15.1%, or +2.2 M€2022) and lower costs for the main ANSP, DSNA (-0.03%, or -0.1 M€2022) and the NSA (-19.1%, or -0.2 M€2022).

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

Based on the additional information to the terminal reporting tables, the slightly lower than planned terminal costs in real terms for DSNA in 2025 (-0.03%, or -0.1 M€2022) result from:



- Lower than planned staff costs (-2.3%), mainly due to the late implementation of some of the measures stipulated in the new social agreement (related for example to new working arrangements and new flexible rostering schemes).
- Significantly higher than planned other operating costs (+16.3%), mainly due to acceleration of some operational expenses relating to ATC projects in the main regional airports.
- Lower than planned depreciation (-5.0%), mainly due to catching up with delayed RP3 amortization.
- Significantly lower than planned cost of capital (-21.8%), due to lower NBV of fixed assets (-23.9%) combined with a lower than planned weighted average cost of capital rate, mainly resulting from lower average interest on debt.
- Significantly higher than planned deduction for VFR exempted flights (+6.9%).

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

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

"Actual costs are in line with determined costs (only +1% at 2022 prices).

Actual unit cost is slightly higher than the target (+2.9% at 2022 prices)."

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

The NSA provides the following explanation:

"Regarding the actual unit costs, 2025 achievement is slightly higher than the target, but this is due to the difference between the actual traffic compared to the STATFOR forecast (-1,9%). The domestic traffic is recovering at a slower pace than expected, compared to international and overflights."

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

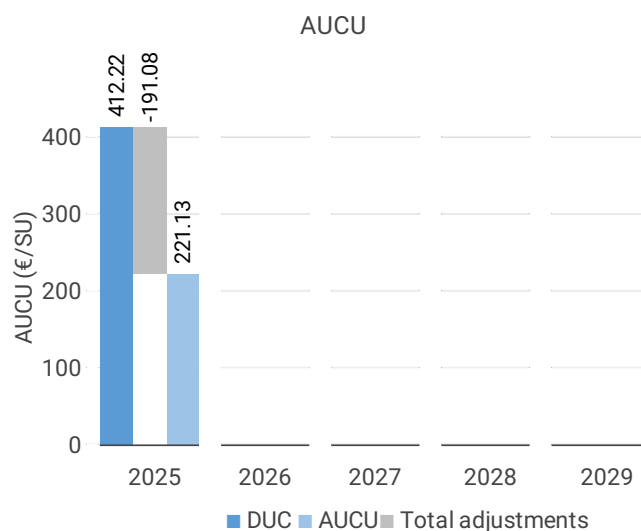
The NSA indicates that:

"No specific recommendation is made by the French NSA regarding costs, as actual costs are perfectly in line with determined costs for 2025.

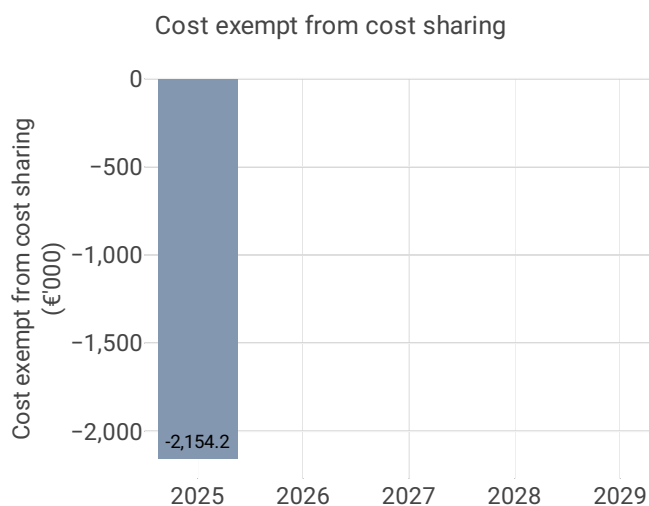
Regarding the actual unit costs, 2025 achievement is slightly higher than the target, but this is due to the difference between the actual traffic compared to the STATFOR forecast (-1,9%). The domestic traffic is recovering at a slower pace than expected, compared to international and overflights."



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



AUCU components (€/SU) – 2025	
Components of the AUCU in 2025	€/SU
DUC	412.22
Inflation adjustment	-3.66
Cost exempt from cost sharing	-4.27
Traffic risk sharing adjustment	0.00
Traffic adjustment (costs not TRS)	0.63
Financial incentives	-1.94
Modulation of charges	0.00
Cross-financing	-99.12
Other revenues	-82.73
Application of lower unit rate	0.00
Total adjustments	-191.08
AUCU	221.13
AUCU vs. DUC	-46.4%



Cost exempt from cost sharing – 2025		
Cost exempt from cost sharing by item - 2025	€'000	€/SU
New and existing investments	-1,841.3	-3.65
Competent authorities and qualified entities costs	-227.1	-0.45
Eurocontrol costs	0.0	0.00
Pension costs	0.0	0.00
Interest on loans	-85.8	-0.17
Changes in law	0.0	0.00
Total cost exempt from cost risk sharing	-2,154.2	-4.27

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 (221.13 €) is -46.4% lower than the nominal DUC (412.22 €). The difference between these two figures (-191.08 €/SU) is due to:

- the negative inflation adjustment resulting from lower than planned inflation (-3.66 €/SU);
- the impact of adjustments resulting from the costs exempted from cost sharing mechanism (-4.27 €/SU);
- the addition of the traffic adjustment (+0.63 €/SU) for the costs not subject to traffic risk sharing;
- the impact of financial incentives (-1.94 €/SU);
- cross-financing between terminal charging zones 1 and 2 (-99.12 €/SU); and,
- the deduction of other revenues (-82.73 €/SU).

The share of the regulatory result (see next sub-section) in the AUCU (before the deduction of other revenues) is -4.0%.

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

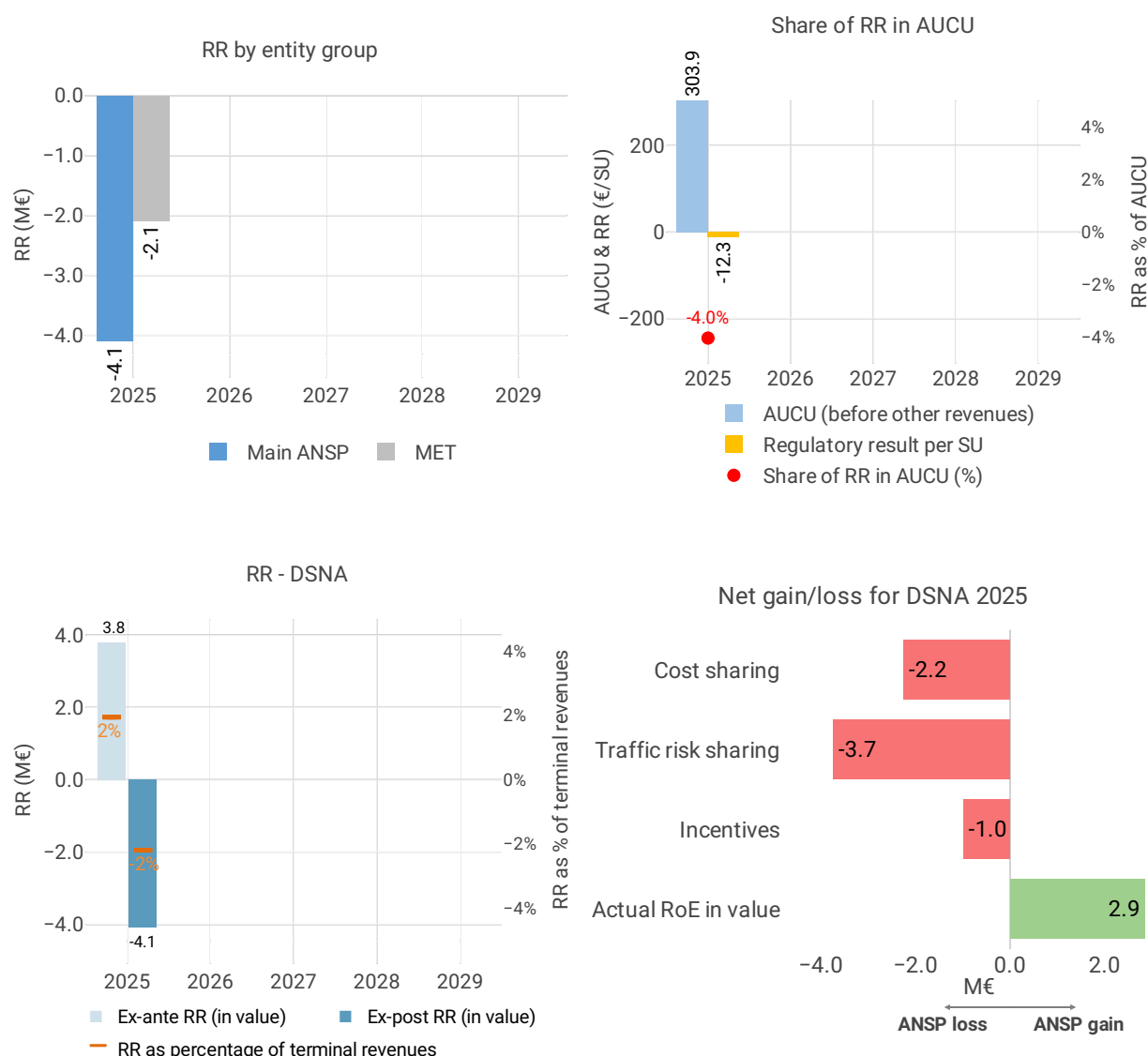
The NSA of France provides the following information regarding the initiatives:

“Please note that the cost exempt from cost-risk sharing [...], it is recalled that the French NSA has opted for a carry-over to RP4 based on an assessment over the whole RP4 iaw Art 28(4) & (6).

The terminal unit costs of both CZ1 and CZ2 have to be analyzed together due to the cross-financing (CZ2 unit cost incurred by the users is much lower than planned, while CZ1 is much higher). The evolution over RP4 will be closely monitored by the French NSA, taking into account the impact of a traffic lower than the performance plan traffic forecast (-1.9% for CZ2 and -3.9% for CZ1).”



5.4.3 Regulatory result (RR)



Focus on regulatory result

DSNA net gain/loss on activity in the France Zone 2 terminal charging zone in 2025

DSNA reported a net loss of -7.0 M€, as a combination of a loss of -2.2 M€ arising from the cost sharing mechanism, with a loss of -3.7 M€ arising from the traffic risk sharing mechanism and a loss of -1.0 M€ relating to financial incentives.

DSNA overall regulatory result (RR) for the terminal activity

Ex-post, the overall RR, taking into account the net loss from the terminal activity mentioned above (-7.0 M€) and the actual RoE (+2.9 M€), amounts to -4.1 M€ (-2.2% of the terminal revenues). The resulting ex-post rate of return on equity is negative (-18.9%), compared to the 10.5% planned in the PP.

