

Performance Review Board

Monitoring Report

Germany - 2025



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1 OVERVIEW

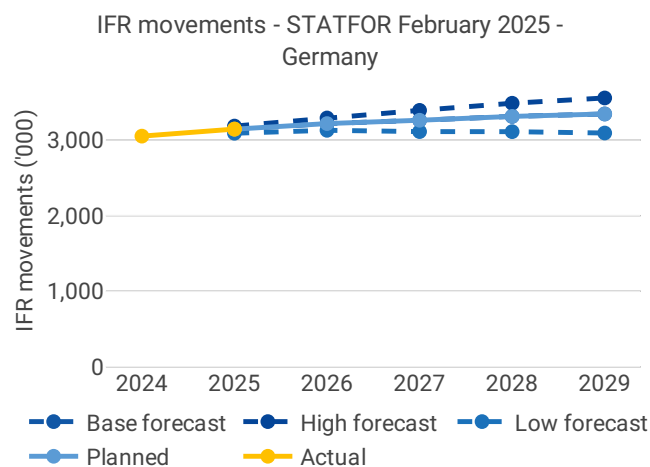
1.1 Contextual information

This document is based on the version of the Annual Monitoring Report file submitted by the state on 2026-07-15 (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

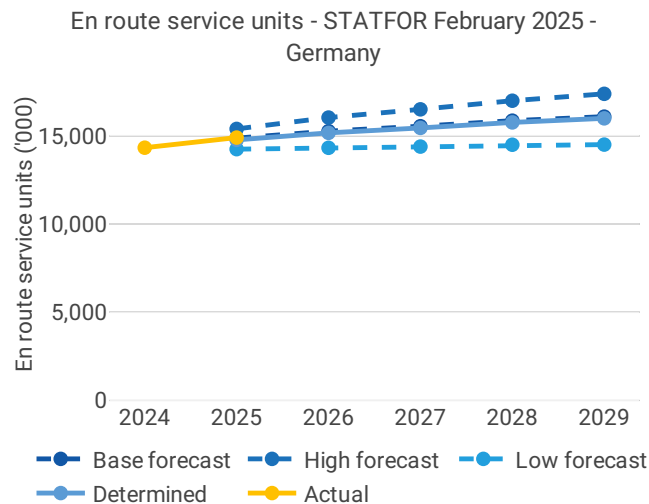
List of ACCs 4	Exchange rate (1 EUR=)	Main ANSP
Bremen ACC	2022: 1 EUR	• DFS
Langen ACC	2025: 1 EUR	
Karlsruhe UAC		Other ANSPs
Munich ACC		• MUAC
No of airports in the scope of the performance plan:	Share of Union-wide:	MET Providers
• ≥80'K 6	• traffic (TSUs) 2025 10.7%	• Deutscher Wetterdienst (DWD)
• <80'K 9	• en route costs 2025 14.7%	
	Share en route / terminal costs 2025 77% / 23%	
	En route charging zone(s)	
	Germany	
	Terminal charging zone(s)	
	Germany	

1.2 Traffic (En route traffic zone)



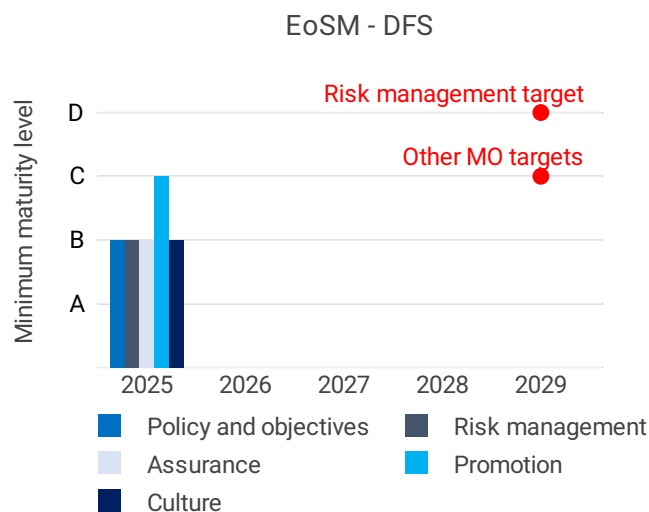
- Germany recorded 3,145K actual IFR movements in 2025, +3.0% compared to 2024 (3,052K).
- Actual 2025 IFR movements were in line with the plan (3,144K).
- Actual 2025 IFR movements were -7.3% below the actual 2019 level (3,394K).





- Germany recorded 14,897K actual service units in 2025, +4.0% compared to 2024 (14,324K).
- Actual 2025 service units were +0.9% above the plan (14,767K).
- Actual 2025 service units are -1.9% below the actual 2019 level (15,180K).

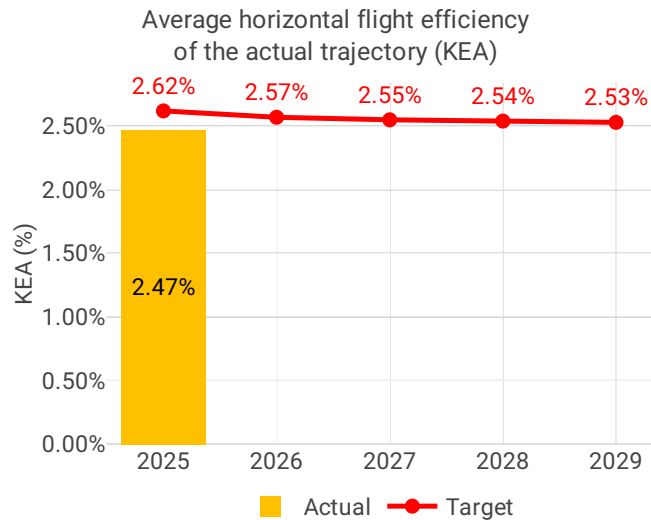
1.3 Safety (Main ANSP)



- In 2025, DFS achieved the planned maturity levels set out in its performance plan for all five components of the EoSM.
- The rate of runway incursions (RI) was 3.69 at airport level, higher than the Union-wide average.
- The rate of RIs with ANS contribution was 0.74, lower than the Union-wide average.
- The rate of separation minima infringements (SMIs) at State level was 1.82, and at ANSP level 2.00. Both indicators were below the Union-wide average. Compared to 2024, rate of SMI has increased at State level.
- In 2024, Germany reported 0 runway incursions and 0 SMIs at ANSP level.



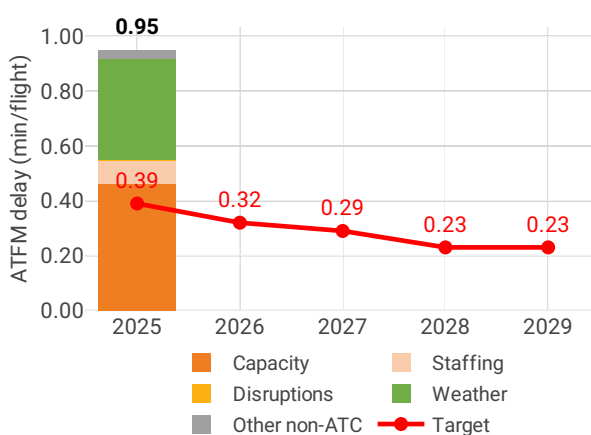
1.4 Environment (Member State)



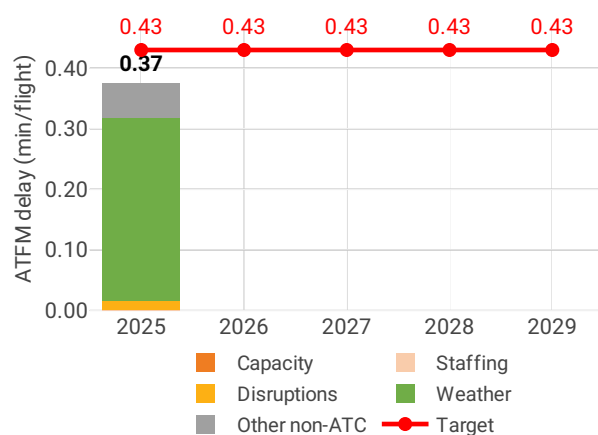
- Germany registered a KEA performance of 2.47% compared to the local breakdown value of 2.62%. Whilst the FABEC target was not achieved, Germany contributed positively towards Union-wide performance.
- Both KEP and KES remained improved in comparison with 2024. The improvement in KES shows that Germany has improved the element of horizontal flight efficiency that is under its control.
- VFE of the actual en route trajectory was at 77.2%, 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 deteriorations in performance compared to 2024.
- Additional taxi-out time was stable in 2025 compared to 2024 and additional taxi-in time was 1.75 min/flight which improved marginally compared to 1.83 min/flight in 2024.
- Additional time in the arrival sequencing and metering area deteriorated marginally to 2.64 min/flight from 2.53 min/flight in 2024.

1.5 Capacity (Member State)

Average en route ATFM delay per flight by delay groups

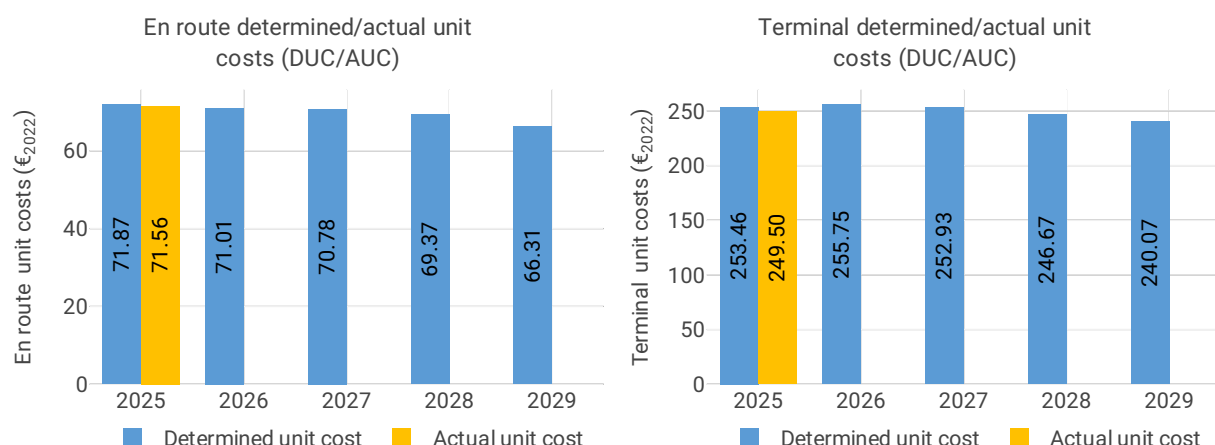


Average arrival ATFM delay per flight by delay groups



- Germany registered 0.89 minutes of average en route ATFM delay per flight during 2025, which has been adjusted to 0.95 during the post-ops adjustment process, thus not achieving the local target value of 0.39. Delays in Germany decreased by -0.61 minutes per flight year-on-year.
- Delays were highest in June and July, mostly driven by weather and ATC capacity.
- The share of delayed flights with delays longer than 15 minutes in Germany decreased by -7 percentage points compared to 2024.
- The 2025 actual number of ATCOs in OPS across the four German ACCs was 1,230, which was 1% above the planned level 1,217. Actual ATCOs in OPS were higher than the planned level for Langen ACC (+5%), while for Munich ACC this was -2% lower. For Karlsruhe UAC and Bremen ACC the actual number of ATCOs was in line with the planned level.
- The yearly total of sector opening hours across all the German ACCs was 424,216, -4% lower than in 2024. Bremen, Langen and Munich ACCs all had a reduction in sector opening hours by over -5% compared to 2024, while for Karlsruhe UAC the reduction was less marked (-1%).
- Bremen ACC registered 6.52 IFR movements per sector opening hour in 2025, being 7% above 2024 levels. Karlsruhe UAC registered 13.85 IFR movements per sector opening hour in 2025, 5% above 2024 levels. Langen ACC registered 10.24 IFR movements per sector opening hour in 2025, 10% above 2024 levels. Munich ACC registered 10.97 IFR movements per sector opening hour in 2025, 12% above the 2024 level.
- Germany registered an average airport arrival ATFM delay of 0.37 minutes per flight in 2025, thus achieving the local target of 0.43 minutes. Compared to 2024, average arrival ATFM delays in Germany were -0.09 minutes per flight lower in 2025.
- The main drivers of delays were weather, accounting for 0.30 of the total delays, and other non-ATC causes, responsible for 0.06.

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



- The en route 2025 actual unit cost of Germany was 71.56€2022, -0.4% lower than the determined unit cost (71.87€2022). The terminal 2025 actual unit cost was 249.50€2022, -1.6% lower than the determined unit cost (253.46€2022).



- The en route 2025 actual service units (14.9M) were +0.9% higher than the determined service units (14.8M).
- The en route 2025 actual total costs were slightly higher than determined (+4.6M€2022, or +0.4%). This was mainly driven by negative exceptional items for DFS that were included in the determined costs so that this amount would not be charged to airspace users, as it related to unspent depreciation costs from RP2 and was therefore not included in the actual costs (+10.3M€2022). It was also driven by higher other operating costs (+7.1M€2022, or +6.8%) than planned due to additional costs for IT-security and bad debt losses. This was partially compensated by lower depreciation (-7.1M€2022, or -11.4%) than planned, which the NSA attributed to changes in projects and product management.
- A deviation from the criteria to achieve capacity targets was considered justified for Germany. Actual costs for the measures necessary to achieve those targets were lower than determined (-14.1M€2022, or -28.1%), mainly due to lower staff costs (-12.2M€2022, or -42.2%) than planned.
- DFS spent 98.2M€2022 in 2025 related to costs of investments for both en route and terminal charging zones, -11.2% less than determined (110.6M€2022). According to the NSA, this reduction was mainly due to “interest income from temporarily invested fixed deposits” and changes in some projects.
- The en route actual unit cost incurred by users in 2025 was 77.21€ (-1.5% below the 2025 DUC), while the terminal actual unit cost incurred by users was 256.15€ (-7.7% below the 2025 DUC). The difference between the AUCU and the DUC for the terminal charging zone is mainly driven by the application of lower unit rate.

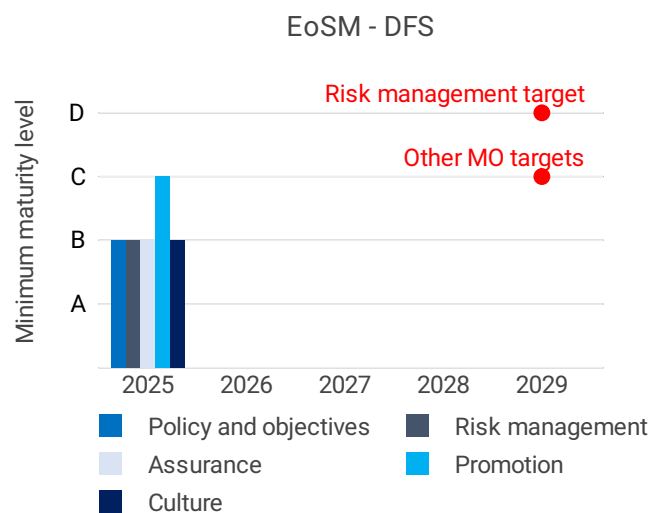


2 SAFETY - GERMANY

2.1 PRB monitoring

- In 2025, DFS achieved the planned maturity levels set out in its performance plan for all five components of the EoSM.
- The rate of runway incursions (RI) was 3.69 at airport level, higher than the Union-wide average.
- The rate of RIs with ANS contribution was 0.74, lower than the Union-wide average.
- The rate of separation minima infringements (SMIs) at State level was 1.82, and at ANSP level 2.00. Both indicators were below the Union-wide average. Compared to 2024, rate of SMI has increased at State level.
- In 2024, Germany reported 0 runway incursions and 0 SMIs at ANSP level.

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



Focus on EoSM

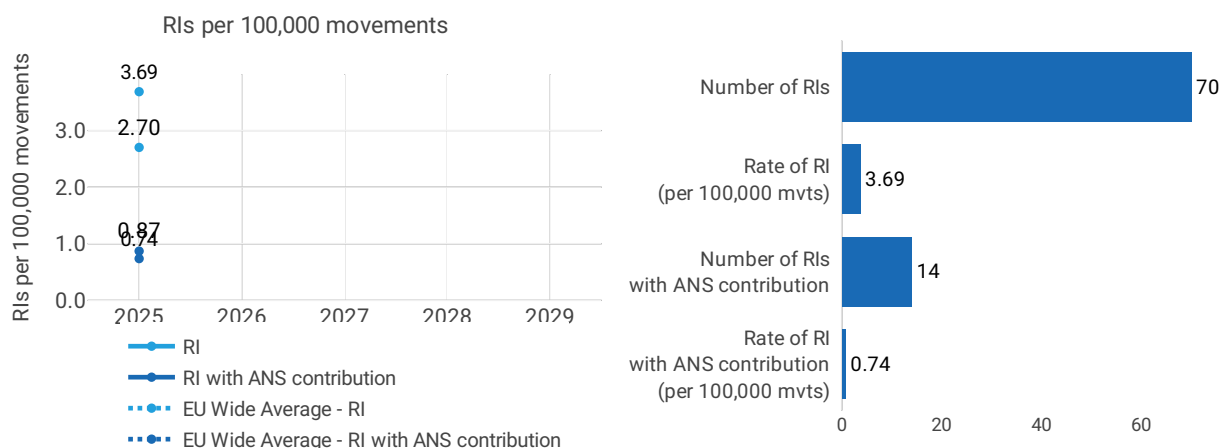
In 2025, DFS achieved the planned maturity levels set out in its performance plan for all five components of the EoSM.

In terms of measures put in place to achieve the safety levels, Germany states in the monitoring report that generally no measures necessary as intermediate targets reached.



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 - Germany

#	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	Frankfurt	465,242	6	1.29	3	0.64
2	Munich	340,618	14	4.11	1	0.29
3	Berlin Brandenburg	201,833	4	1.98	1	0.50
4	Dusseldorf	167,949	4	2.38	3	1.79
5	Hamburg	150,678	3	1.99	1	0.66
6	Cologne/Bonn	133,771	7	5.23	0	0.00
7	Stuttgart	102,316	2	1.95	2	1.95
8	Leipzig	83,561	1	1.20	0	0.00
9	Hannover	75,697	21	27.74	2	2.64
10	Nürnberg	56,297	3	5.33	1	1.78
11	Münster-Osnabrück	38,104	1	2.62	0	0.00
12	Bremen	35,819	0	0.00	0	0.00
13	Dresden	26,992	1	3.70	0	0.00
14	Saarbrücken	10,392	0	0.00	0	0.00
15	Erfurt	9,644	3	31.11	0	0.00

Focus on runway incursions

Germany reported 70 runway incursions (RI) during 2025 for all airports listed in the performance plans (15). When comparing the rate of RIs at airport level to Union-wide level, Germany was higher than Union-wide average (3.69 vs 2.70).

Germany reported 14 runway incursions with ANS contribution in 2025. When comparing the rate of RIs at airport level with ANS contribution, Germany was slightly lower than Union-wide average (0.74 vs 0.87).

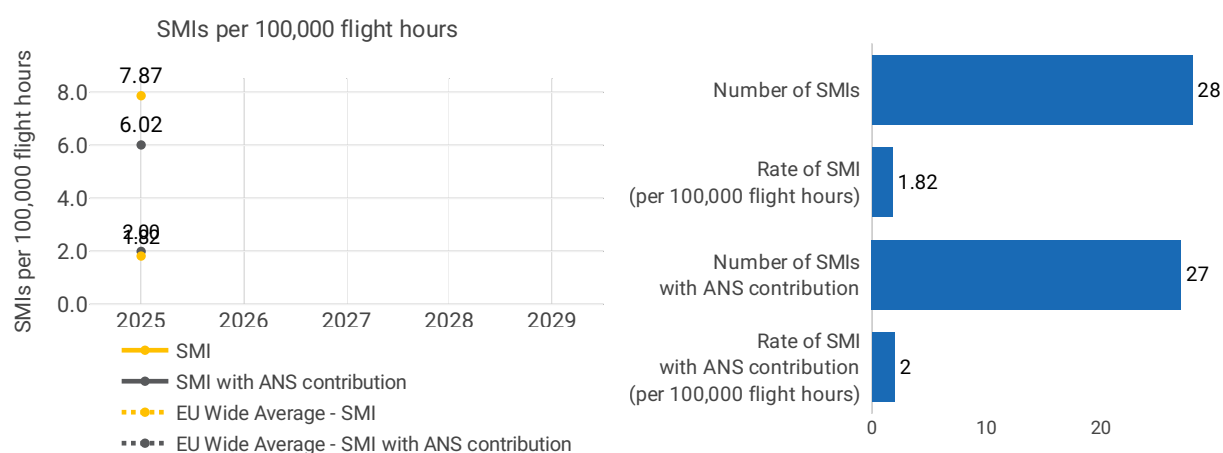
The rate of runway incursions at both levels has increased compared to 2024, when Germany reported 0 RIs.



As described in the monitoring report, as part of the occurrence management at DFS, each reported RI and SMI is analysed individually and, if necessary, lessons are derived from the insights and measures are developed to prevent recurrence of the safety-relevant event as far as possible. Furthermore, trend analyses are performed continuously, taking into consideration information from all SMS processes.

The monitoring report also states that BAF monitors the effectiveness following 373 and 376 of the applicable EU Regulation, ensuring that occurrence management and the derivation of safety measures are appropriately implemented.

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	DFS	1,350,353	NA	NA	NA	NA	27	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	DFS	2	NA	NA	NA	NA					

Focus on separation minima

At State level, Germany reported 28 separation minima infringements (SMI) in their airspace during 2025. The rate of separation minima infringements was lower than Union-wide average (1.82 vs 7.87). At ANSP level, Germany reported 27 SMIs with ANS contribution. The rate of separation minima infringements at ANSP level was lower than the Union-wide average (2.00 vs 6.02).

When comparing to 2024, the rate of separation minima infringements increased at State level (1.82 vs 0.78). Germany reported 0 SMI at ANSP level in 2024.



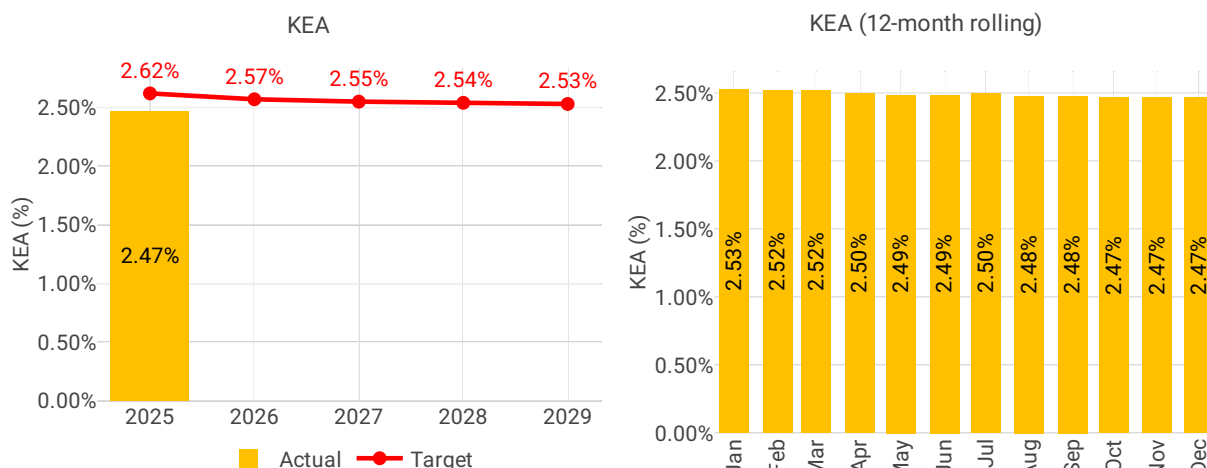
3 ENVIRONMENT - GERMANY

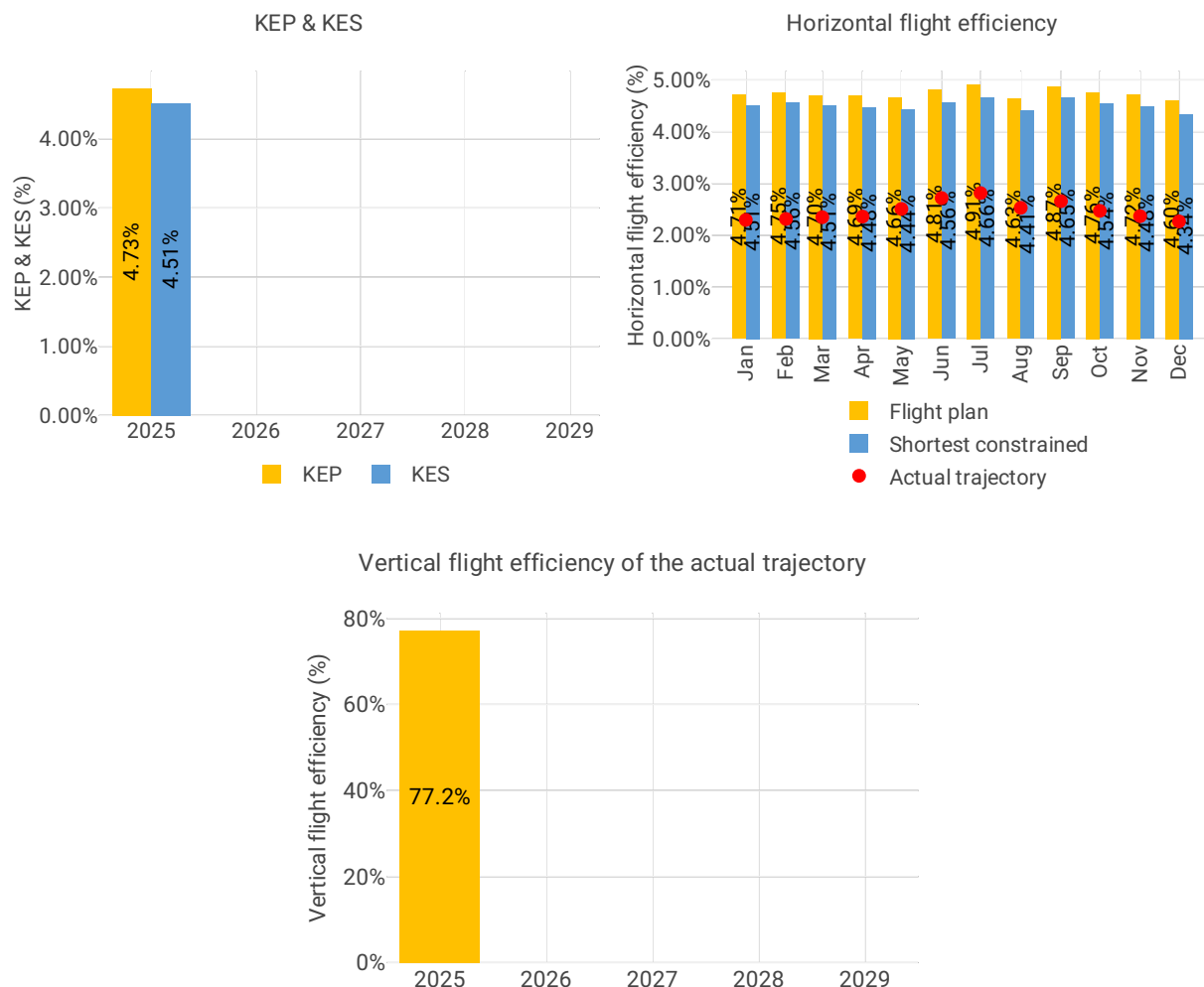
3.1 PRB monitoring

- Germany registered a KEA performance of 2.47% compared to the local breakdown value of 2.62%. Whilst the FABEC target was not achieved, Germany contributed positively to-wards Union-wide performance.
- Both KEP and KES remained improved in comparison with 2024. The improvement in KES shows that Germany has improved the element of horizontal flight efficiency that is under its control.
- VFE of the actual en route trajectory was at 77.2%, 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 deteriorations in performance compared to 2024.
- Additional taxi-out time was stable in 2025 compared to 2024 and additional taxi-in time was 1.75 min/flight which improved marginally compared to 1.83 min/flight in 2024.
- Additional time in the arrival sequencing and metering area deteriorated marginally to 2.64 min/flight from 2.53 min/flight in 2024.

3.2 En route performance

3.2.1 Horizontal flight efficiency of the actual trajectory (KEA) (KPI#1), of the last filed flight plan (KEP) (PI#1) , shortest constrained route (KES) (PI#2) and vertical flight efficiency of the actual trajectory (VFE) (PI#3)





Focus on en route performance

KEA

The absolute value of the indicator has been improving year on year from 2023 to 2025 for both KEA and the KEA corrected for the influence of the war in Ukraine (2.69% in 2023, 2.53% in 2024 and 2.47% in 2025 for KEA; 2.53% in 2023, 2.36% in 2024 and 2.30% in 2025 for the corrected KEA). These values correspond to a ranking of 13th for KEA and 19th for corrected KEA (all three years in both cases).

In terms of overall contribution to the additional distance in the SES area, the value of Germany is 9.18% (4th highest). The value went down from 10.28% in 2023 and 9.55% in 2024.

Regarding the assessment of the achieved level of actual performance in the environment KPA, the NSA reports: *"In 2025, the target in the KPA environment has been met, as KEA reached a value of 2,47 %. This value is 0,15 percentage points below the target, and also below the KEA value of 2024 (2,53 p.p.)."*

Source of above shown values: SES DB (<https://www.sesperformance.eu/dataportal/vis/2025/>)

Regarding the implementation of major operational or structural changes during the calendar year impacting performance in this key performance area, the NSA reports: *"In 2025, ten out of thirteen AIRACs have been used for several route changes. The PYXIS/ZEBRA implementation in March 2025 was successful improving the overall capacity in Bremen ACC and*



Maastricht UAC with increased MME (military mission effectiveness). Throughout the year en-route and RAD updates were implemented to accompany the various PBN implementations for several airports in accordance with CP1.

Besides that, the major change has been made through flight plan adherence. In 2025, air traffic controllers were instructed not to issue non-standard flight level clearances or shortcuts in order to avoid undermining regulated airspace."

Regarding progress on the implementation of the measures committed to in the ERNIP, the NSA reports: *"DFS confirms that all planned ERNIP measures have been implemented as foreseen."*

Regarding the follow up of the remedial measures indicated in the previous monitoring report(s), the NSA reports: *"The status of the following measures indicated in previous monitoring reports changed:*

- 1. ERL/DON sector optimization: The division level between 2nd and 3rd sector has been raised. That measure has proven successful.*
- 2. Karlsruhe UAC re-design sector group South Part 1: The old sectors ISA and CHI have been merged to form the new AMM sector. As fewer personnel is needed to monitor that new sector an increase in capacity was achieved. Implementation was finished March 2026.*
- 3. Karlsruhe UAC re-design sector group South Part 2: Lateral optimization of ERL/DON sectors is currently in planning.*

The status of further indicated measures hasn't changed compared to the 2024 monitoring report."

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: *"In 2025, ten out of thirteen AIRACs have been used for several route changes. The PYXIS/ZEBRA implementation in March 2025 was successful improving the overall capacity in Bremen ACC and Maastricht UAC with increased MME (military mission effectiveness). Throughout the year en-route and RAD updates were implemented to accompany the various PBN implementations for several airports in accordance with CP1.*

Besides that, the major change has been made through flight plan adherence. In 2025, air traffic controllers were instructed not to issue non-standard flight level clearances or shortcuts in order to avoid undermining regulated airspace."

KES

Regarding initiatives implemented or planned that will improve this PI and how does the NSA intend on monitoring their effectiveness on performance, the NSA reports: *"In 2025, ten out of thirteen AIRACs have been used for several route changes. The PYXIS/ZEBRA implementation in March 2025 was successful improving the overall capacity in Bremen ACC and Maastricht UAC with increased MME (military mission effectiveness). Throughout the year en-route and RAD updates were implemented to accompany the various PBN implementations for several airports in accordance with CP1.*



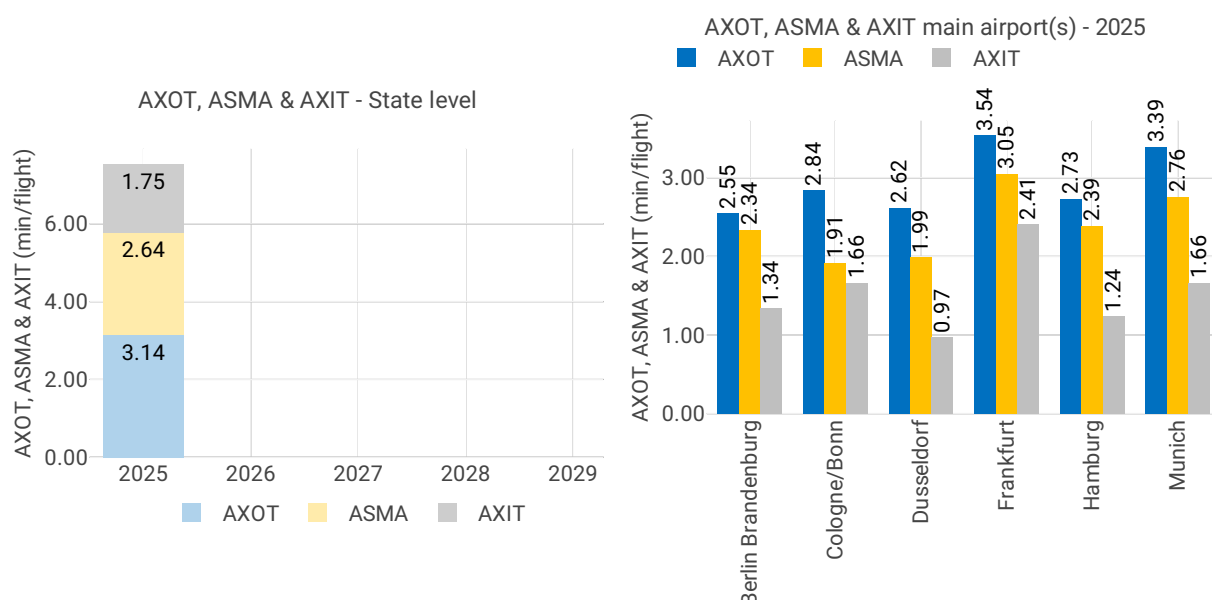
Besides that, the major change has been made through flight plan adherence. In 2025, air traffic controllers were instructed not to issue non-standard flight level clearances or shortcuts in order to avoid undermining regulated airspace.”

Vertical flight efficiency

Regarding initiatives implemented or planned that will improve this PI and how does the NSA intend on monitoring their effectiveness on performance, the NSA reports: “No additional procedures are currently planned or being considered. Continuous Descent Operations (CDO) are applied within the framework of published procedures whenever traffic conditions allow.”

3.3 Terminal performance

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



Airport level															
Airport	Additional taxi-out time (PI#4)					Additional ASMA time (PI#6)					Additional taxi-in time (PI#5)				
	2025	2026	2027	2028	2029	2025	2026	2027	2028	2029	2025	2026	2027	2028	2029
Berlin Brandenburg	2.55	NA	NA	NA	NA	2.34	NA	NA	NA	NA	1.34	NA	NA	NA	NA
Cologne/Bonn	2.84	NA	NA	NA	NA	1.91	NA	NA	NA	NA	1.66	NA	NA	NA	NA
Dusseldorf	2.62	NA	NA	NA	NA	1.99	NA	NA	NA	NA	0.97	NA	NA	NA	NA
Frankfurt	3.54	NA	NA	NA	NA	3.05	NA	NA	NA	NA	2.41	NA	NA	NA	NA
Hamburg	2.73	NA	NA	NA	NA	2.39	NA	NA	NA	NA	1.24	NA	NA	NA	NA
Munich	3.39	NA	NA	NA	NA	2.76	NA	NA	NA	NA	1.66	NA	NA	NA	NA



Focus on AXOT, AXIT & ASMA

AXOT

Six German airports are subject to the monitoring of this indicator: Frankfurt, Munich, Berlin, Düsseldorf, Hamburg and Cologne/Bonn. Variations compared to 2024 stayed between plus/minus 5%, with the exception of Hamburg (+8%).

Additional time in Frankfurt in 2025 decreased to 3.54 min/dep, 4% lower than 2024 value – last year of RP3 – of 3.67 min/dep.

Additional time in Munich in 2025 increased to 3.39 min/dep, 5% higher than 2024 value – last year of RP3 – of 3.23 min/dep.

Additional time in Berlin in 2025 was equal to 2.55 min/dep, very close to 2024 value – last year of RP3 – of 2.61 min/dep.

Additional time in Düsseldorf in 2025 decreased to 2.62 min/dep, 5% lower than 2024 value – last year of RP3 – of 2.77 min/dep.

Additional time in Hamburg in 2025 increased to 2.73 min/dep, 8% higher than 2024 value – last year of RP3 – of 2.52 min/dep.

Additional time in Cologne-Bonn in 2025 decreased to 2.84 min/dep, 5% lower than 2024 value – last year of RP3 – of 2.98 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: *“DFS is constantly optimising its approach system in order to improve capacity (open STARS) and to reduce detours (adjustments in IAPs during PBN transition).”*

DFS does not collect the data for the formation of this PI.”

AXIT

Six German airports are subject to the monitoring of this indicator: Frankfurt, Munich, Berlin, Düsseldorf, Hamburg and Cologne/Bonn. In most cases there was less than 0.1 minutes of difference compared to 2024.

The additional time in 2025 was equal to 2.41 min/arr in Frankfurt, 1.66 min/arr in Munich, 1.34 in Berlin, 0.97 min/arr in Düsseldorf, 1.24 min/arr in Hamburg and 1.66 min/arr in Cologne/Bonn.

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: *“DFS is constantly optimising its approach system in order to improve capacity (open STARS) and to reduce detours (adjustments in IAPs during PBN transition).”*



ASMA

Six German airports are subject to the monitoring of this indicator: Frankfurt, Munich, Berlin, Düsseldorf, Hamburg and Cologne/Bonn. In most cases there was less than 0.1 minutes of difference compared to 2024.

Additional time in Frankfurt in 2025 increased to 3.05 min/arr, 6% higher than 2024 value – last year of RP3 – of 2.87 min/arr.

Additional time in Munich in 2025 increased to 2.76 min/arr, 6% higher than 2024 value – last year of RP3 – of 2.61 min/arr.

Additional time in Hamburg in 2025 was equal to 2.39 min/arr, very close to 2024 value – last year of RP3 – of 2.34 min/arr.

Additional time in Berlin in 2025 was equal to 2.34 min/arr, very close to 2024 value – last year of RP3 – of 2.38 min/arr.

Additional time in Düsseldorf in 2025 was equal to 1.99 min/arr, very close to 2024 value – last year of RP3 – of 1.95 min/arr.

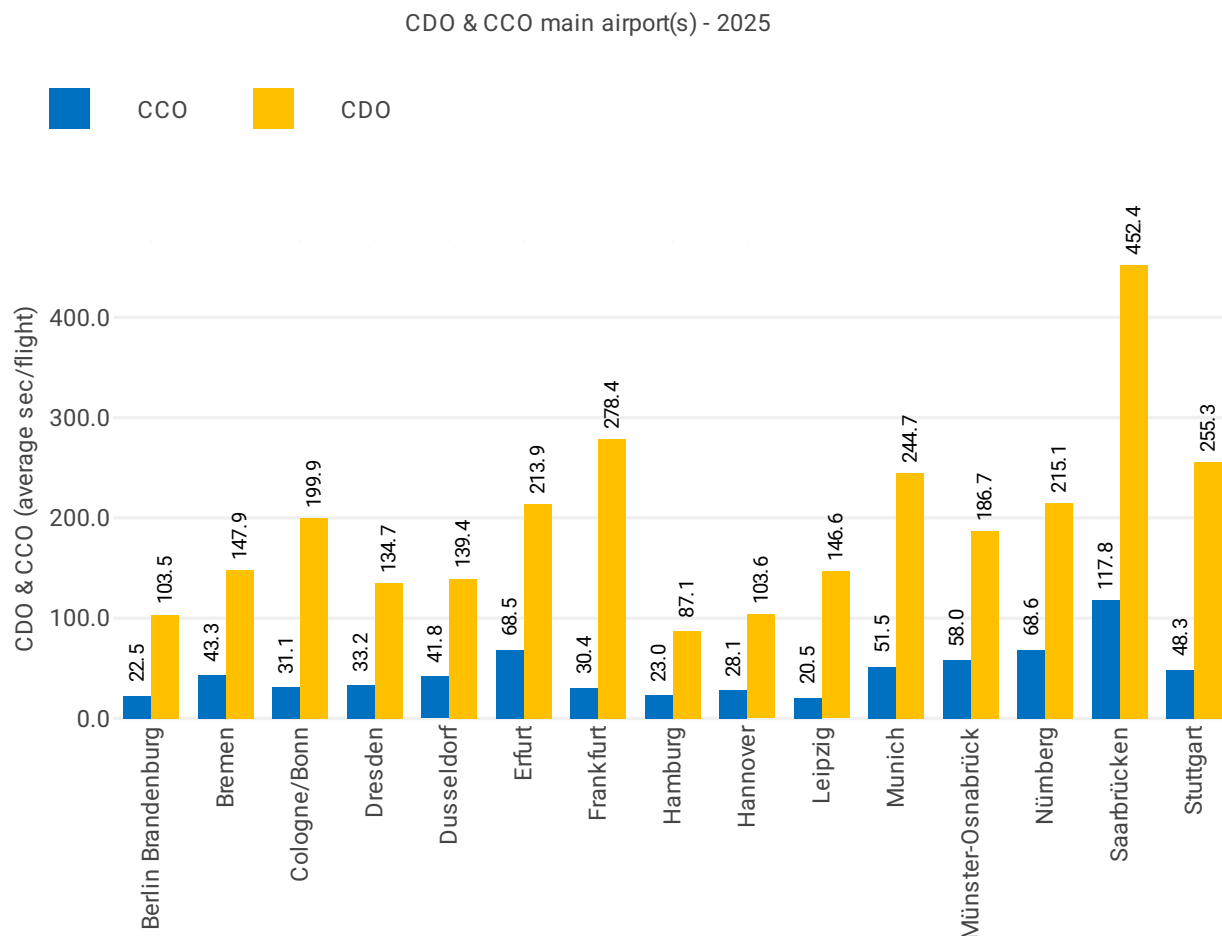
Additional time in Cologne-Bonn in 2025 was equal to 1.91 min/arr, very close to 2024 value – last year of RP3 – of 1.98 min/arr.

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: *“DFS is constantly optimising its approach system in order to improve capacity (open STARS) and to reduce detours (adjustments in IAPs during PBN transition).”*



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 53.9 seconds per flight higher in Germany. The highest average time flown level during descent happens at Saarbrücken (EDDR) (452.4 seconds per flight), while the lowest happens at Hamburg (EDDH) (87.1 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: *“No additional procedures are currently planned or being considered. Continuous Descent Operations (CDO) are applied within the framework of published procedures whenever traffic conditions allow.*

The NSA is monitoring the KPA Environment by regularly checking the current performance by using the existing dashboards.

Source of above shown values: SES DB (<https://www.sesperformance.eu/dataportal/vis/2025/>)“



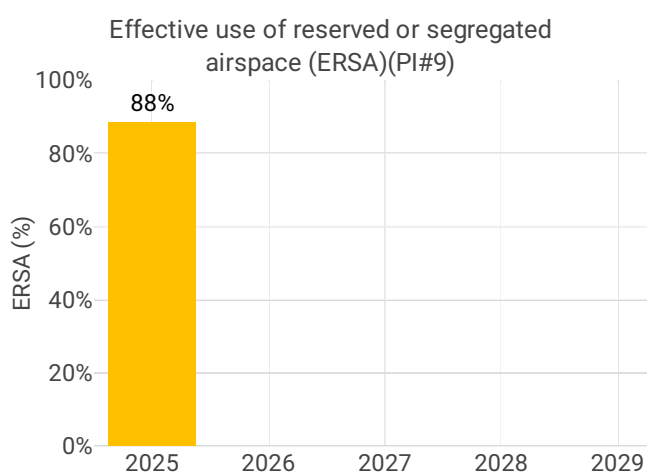
Vertical flight efficiency of the climb

Compared to the overall RP4 average value (34.8 seconds per flight), average times flown level during climb are on average 1.7 seconds per flight higher in Germany. The highest average time flown level during climb happens at Saarbrücken (EDDR) (117.8 seconds per flight), while the lowest happens at Leipzig (EDDP) (20.5 seconds per flight).

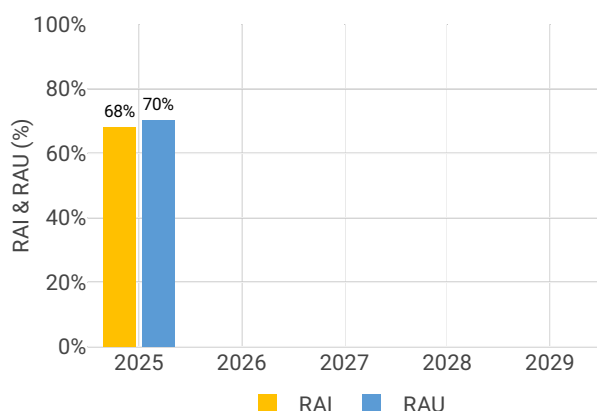
Regarding initiatives implemented or planned that will improve this PI and how does the NSA intend on monitoring their effectiveness on performance, the NSA reports: *“No additional procedures are currently planned or being considered. Continuous Climb Operations (CCO) are applied within the framework of published procedures whenever traffic conditions allow.”*

Airport level										
Airport	Avg. duration in climb (PI#8)					Avg. duration in descent (PI#7)				
	2025	2026	2027	2028	2029	2025	2026	2027	2028	2029
Berlin Brandenburg	22.5	NA	NA	NA	NA	103.5	NA	NA	NA	NA
Dresden	33.2	NA	NA	NA	NA	134.7	NA	NA	NA	NA
Erfurt	68.5	NA	NA	NA	NA	213.9	NA	NA	NA	NA
Frankfurt	30.4	NA	NA	NA	NA	278.4	NA	NA	NA	NA
Münster-Osnabrück	58.0	NA	NA	NA	NA	186.7	NA	NA	NA	NA
Hamburg	23.0	NA	NA	NA	NA	87.1	NA	NA	NA	NA
Cologne/Bonn	31.1	NA	NA	NA	NA	199.9	NA	NA	NA	NA
Düsseldorf	41.8	NA	NA	NA	NA	139.4	NA	NA	NA	NA
Munich	51.5	NA	NA	NA	NA	244.7	NA	NA	NA	NA
Nürnberg	68.6	NA	NA	NA	NA	215.1	NA	NA	NA	NA
Leipzig	20.5	NA	NA	NA	NA	146.6	NA	NA	NA	NA
Saarbrücken	117.8	NA	NA	NA	NA	452.4	NA	NA	NA	NA
Stuttgart	48.3	NA	NA	NA	NA	255.3	NA	NA	NA	NA
Hannover	28.1	NA	NA	NA	NA	103.6	NA	NA	NA	NA
Bremen	43.3	NA	NA	NA	NA	147.9	NA	NA	NA	NA

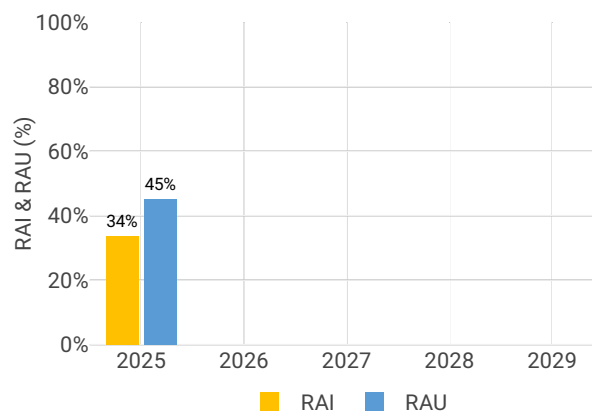
3.4 Civil-Military dimension



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

GERMANY reports a ratio of **88.43%**

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: *"FUA is integrated for the entire German airspace. Taking operational requirements into account DFS utilizes the available airspace for routing aircraft as much as possible."*

The NSA is monitoring the KPA by regularly checking the current performance using the existing dashboards."

Rate of planning via available airspace structures

GERMANY reports that:

- The ratio of planning via available airspace structures is **33.50%** (via available restricted and segregated airspaces)
- The ratio of planning via available airspace structures is **68.13%** (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: *"FUA is integrated for the entire German airspace. Taking operational requirements into account DFS offers the available airspace to airspace users for planning as much as possible."*

The NSA is monitoring the KPA by regularly checking the current performance using the existing dashboards."

Rate of using available airspace structures

GERMANY reports that:

- The ratio of the use of the available airspace structures is **45.07%** (via available restricted and segregated airspaces)
- The ratio of the use of the available airspace structures is **70.35%** (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: *"FUA is integrated for the entire German airspace. Taking operational requirements into account DFS utilizes the available airspace for routing aircraft as much as possible.*

The NSA is monitoring the KPA by regularly checking the current performance using the existing dashboards."



4 CAPACITY - GERMANY

4.1 PRB monitoring

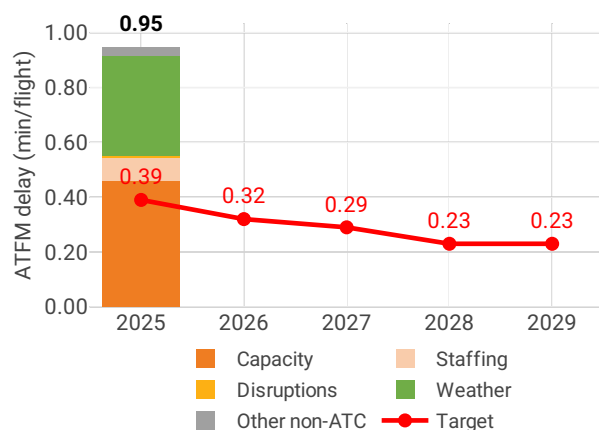
- Germany registered 0.89 minutes of average en route ATFM delay per flight during 2025, which has been adjusted to 0.95 during the post-ops adjustment process, thus not achieving the local target value of 0.39. Delays in Germany decreased by -0.61 minutes per flight year-on-year.
- Delays were highest in June and July, mostly driven by weather and ATC capacity.
- The share of delayed flights with delays longer than 15 minutes in Germany decreased by -7 percentage points compared to 2024.
- The 2025 actual number of ATCOs in OPS across the four German ACCs was 1,230, which was 1% above the planned level 1,217. Actual ATCOs in OPS were higher than the planned level for Langen ACC (+5%), while for Munich ACC this was -2% lower. For Karlsruhe UAC and Bremen ACC the actual number of ATCOs was in line with the planned level.
- The yearly total of sector opening hours across all the German ACCs was 424,216, -4% lower than in 2024. Bremen, Langen and Munich ACCs all had a reduction in sector opening hours by over -5% compared to 2024, while for Karlsruhe UAC the reduction was less marked (-1%).
- Bremen ACC registered 6.52 IFR movements per sector opening hour in 2025, being 7% above 2024 levels. Karlsruhe UAC registered 13.85 IFR movements per sector opening hour in 2025, 5% above 2024 levels. Langen ACC registered 10.24 IFR movements per sector opening hour in 2025, 10% above 2024 levels. Munich ACC registered 10.97 IFR movements per sector opening hour in 2025, 12% above the 2024 level.
- Germany registered an average airport arrival ATFM delay of 0.37 minutes per flight in 2025, thus achieving the local target of 0.43 minutes. Compared to 2024, average arrival ATFM delays in Germany were -0.09 minutes per flight lower in 2025.
- The main drivers of delays were weather, accounting for 0.30 of the total delays, and other non-ATC causes, responsible for 0.06.



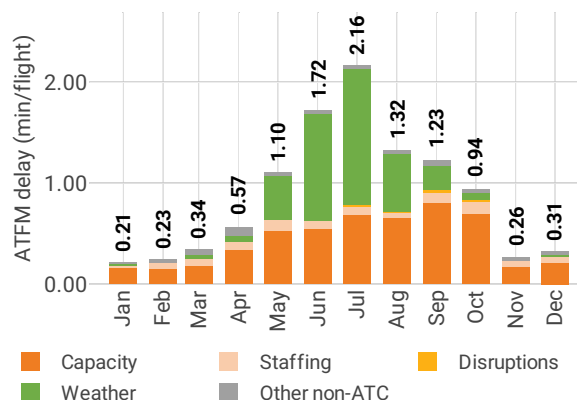
4.2 En route performance

4.2.1 En route ATFM delay (KPI#1)

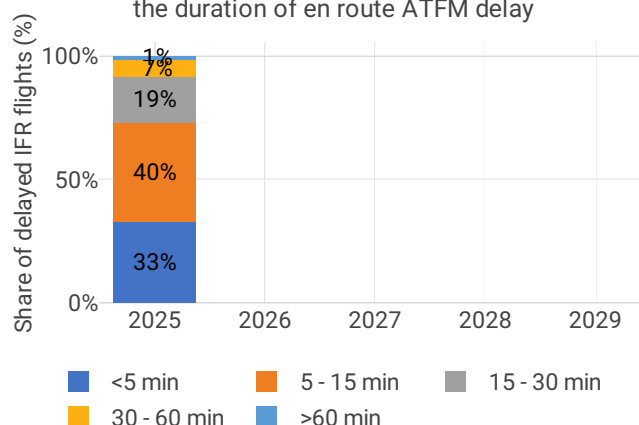
Average en route ATFM delay per flight by delay groups



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

- Germany had 3,145k flights in 2025, up from 3,052k flights in 2024.
- En route ANSPs in Germany, DFS and MUAC (Hannover sector group), applied en route ATFM regulations resulting in 2,651k minutes of delay in 2025, a significant decrease from the 4,057k minutes in 2024.
- Following the NM post operations re-attributions process, the en route ANSPs in Germany were responsible for 2,817k minutes of en route ATFM delay, compared to 4,467k 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 DFS, the performance shortfall was primarily driven by capacity reasons and adverse weather conditions (convective*



activity in summer, fog and winter precipitation) as well as isolated technical issues. Notwithstanding the missed target, DFS achieved a significant improvement compared to 2024, demonstrating for the second year in a row the continued effectiveness of the measures implemented in previous years, even against a backdrop of rising traffic and increased military airspace activity."

Regarding the description of the adjustments to the capacity plan included in adopted performance plan, the NSA reports: *"For DFS, the NOP 2025-2029 did not identify capacity bottlenecks requiring plan adjustments."*

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: *"With 'Capacity' and 'Staffing', both most prominent delay reasons directly attributable to the performance of the ANSP could be reduced in minutes by more than 30% and over 35% in minutes per flight. Despite this, DFS' en route capacity performance was not in line with the guideline value in all months of the year 2025. An increase of traffic and overall complexity during the summer months, the capacity targets got further out of reach. This represents not only the complexity of the airspaces under DFS' control, which is also intensified with increased military operations, but also shows that there are still relevant capacity issues to be solved. Those are addressed by the planned capacity measures as described in the performance plan, in the NOP and possible further measures which DFS is strongly encouraged to develop in cooperation with NM during the course of RP4, where the chance arises."*

The mechanism for the monitoring of the capacity development and the implementation of the capacity measures of the RP4 performance plan is described in a dedicated annex to this report (Annex DE - Capacity - Monitoring of Performance and Capacity Measures (DFS))."

Regarding recommendations to the ANSP to rectify the situation, the NSA reports: *"DFS is recommended to timely continue the implementation of the planned capacity measures and to provide maximum transparency on the progress, while also to identifying possible temporary capacity shortfalls, expected to derive from the implementation of some measures."*

Regarding remedial measures that have been / will be taken by the ANSP to rectify the situation, the NSA reports: *"Development of a web based weather-phenomena presentation aligned with the needs of operational services, integrating trends and forecasts, to create a shared situational awareness across the U/ACC and to enhance both internal communication and communication with stakeholders."*

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.

Individual en route incentive targets were set for both DFS and MUAC (global).

For DFS, the local incentive target for en route ATFM delays, due to CRSTMP causes only, was set at 0.26 mins/flight, (with a deadband of +/- 0.05 mins).

The FABEC NSAs report an achieved CRSTMP performance, for DFS, of 0.57 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.]



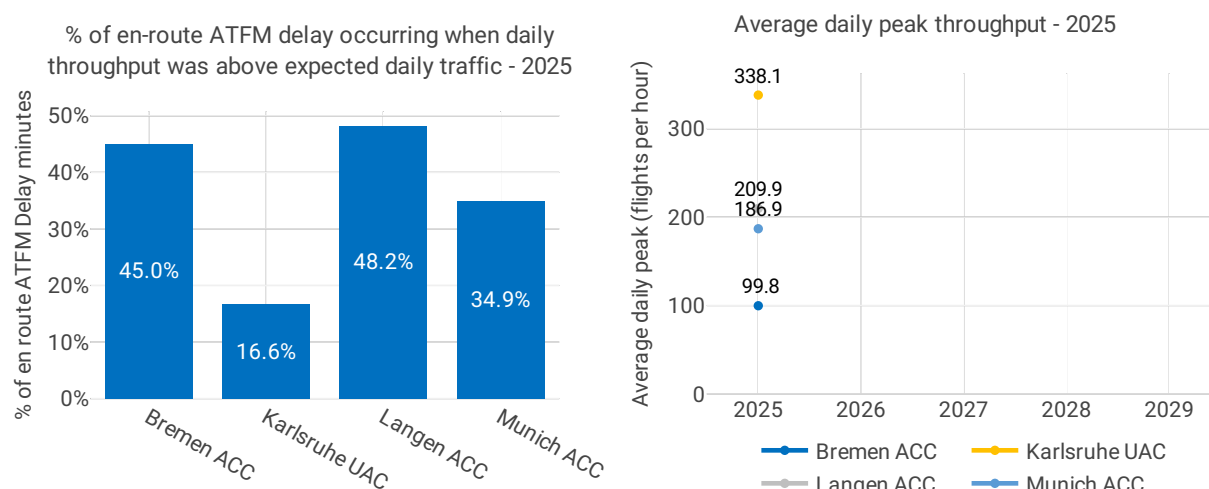
Subsequently, DFS is liable for a financial penalty of € 4,809,209 for its 2025 en route capacity performance.

For MUAC, the local incentive target for en route AFTM delays, due to CRSTMP causes only, was set at 0.19 mins/flight, (with a deadband of +/- 0.04 mins).

The FABEC NSAs report an achieved CRSTMP performance, for MUAC, of 0.18 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.]

The en route incentive capacity performance for MUAC fell inside the deadband, where no malus is applicable.

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



Focus en route performance indicators at ACC level

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

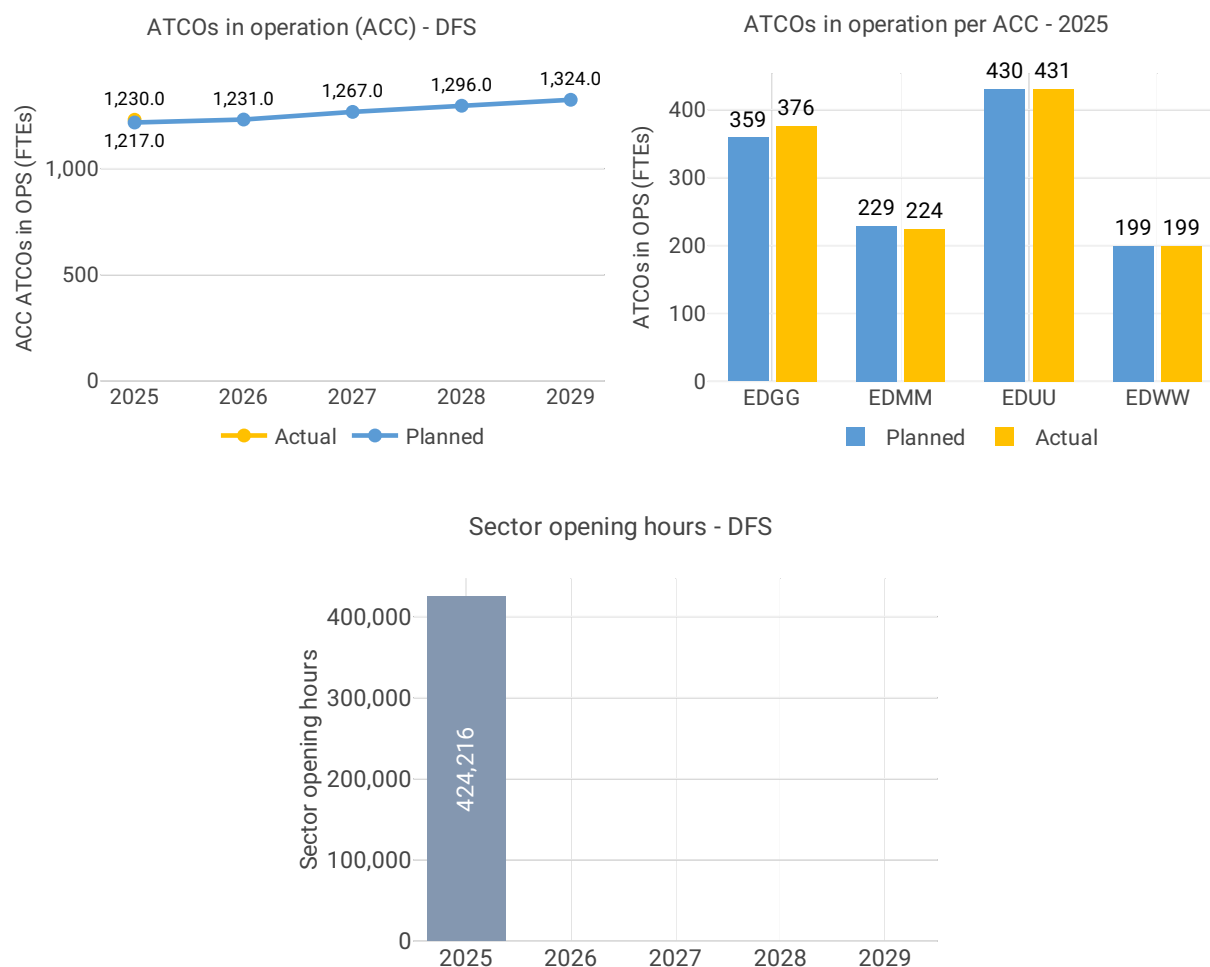
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Annual weighted average of the daily peak throughput

As background information on actual performance, the NSA reports: *“With the specifics of traffic in the different airspaces under their responsibilities, the values are hardly comparable between different area control centres. This indicator will therefore become more interesting during the course of RP4. Yet, already the comparison of the values for EDWW, EDUU, EDGG, EDMM show, that not only did they handle more traffic with less delay, especially in the categories capacity and staffing, but also did the throughput increase by between 2,7% (EDWW) and 14,8% (EDUU). The German NSA concludes that the additional traffic did at least to a relevant degree occur in peak hours, which makes the development of CAP KPI#1 even more noticeable.”*



4.2.3 Other en route information



Focus on other en route information

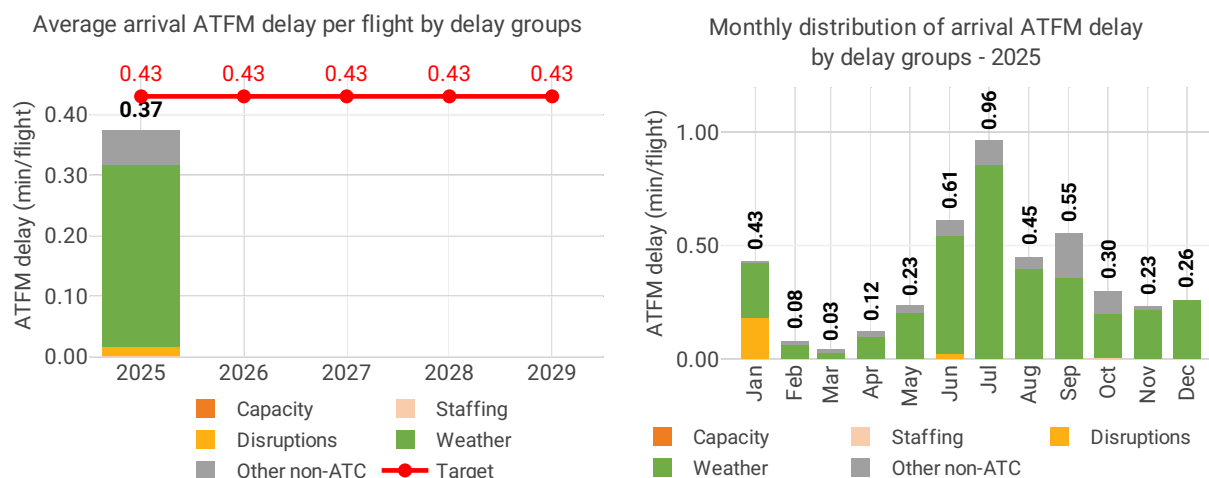
“The number of ATCOs who are planned to stop working in the OPS room consists of people finishing their operational career and of an approximation of unplanned leaves. Planned and actual number of ATCOs in OPS also contain planned or actual temporary absences (such as training for bigger system changes and others) which may increase or decrease over the years, and which are not depicted in the template. This may lead to differences in the numbers of actual ATCOs in ops, which are not directly explainable from the template. Yet, the numbers are considered the most accurate presentation of ATCOs in ops. A more detailed view on the development of the operationally available ATCOs in OPS is part of the continuous monitoring approach of the NSA as described in the dedicated Annex DE.”

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: *““Entering the training program” describes the number of ATCO-trainees starting at the academy. “ATCOs completing the training program” are those finishing their respective unit training at the ATC branches with different lengths in training dependent on sector group or center added to the institutional training. The average success-rate in DFS is appr. 90% at the academy (IT – initial training) and varies in between 60%-90% dependent on the respective sector-family or tower-branch (UT – unit training).”*



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 Germany was 0.37 min/arr in 2025, the first year of RP4. The performance has improved compared to 2024, last year of RP3, when there were 0.46 min/arr.

The national average is primarily driven by Frankfurt airport, which suffered 0.87 min/arr compared to 1.15 min/arr in 2024. After this improvement, Frankfurt met its individual 2025 target of 0.90 min/arr. The other main airport, Munich, also met its target (0.43 min/arr) by presenting 0.36 min/arr.

Cologne/Bonn airport delay was only slightly above 2024 (0.56 vs 0.53 min/arr), while the rest of airports in RP4 all had between zero (e.g. Hannover, Nuremberg) and 0.16 min/arr (Leipzig).

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

Regarding the reasons and circumstances resulting in the achieved level of actual performance of the arrival ATFM delay per flight KPI, the NSA reports: *“The performance in 2025 regarding KPI#2 at German airports was within the target and showed a slight improvement compared to the previous year. 80% of the ATFM arrival delay were caused by adverse weather situations. Delays directly attributable to the performance of the ANSP occurred in isolated events.”*

Regarding remedial measures that have been / will be taken by the ANSP to rectify the situation, the NSA reports: *“Any remaining staffing issues at DFS are tackled with the intensified ATCO recruitment and training. Technical issues regarding voice-/radio communication and radio in tower EDDF derived from a faulty software update. The issue was solved with another update at the beginning of 2026.”*

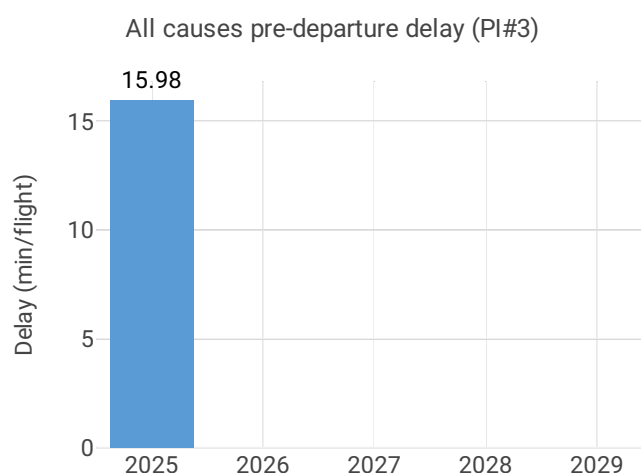


Regarding follow up of the remedial measures indicated in the previous monitoring report(s), the NSA reports: *“The agreed collaborative weather mitigation measures at EDDF developed in 2025 are being monitored and further developed. Together with the other remedial measures, it is subject to monitoring by the German NSA.”*

Terminal capacity incentive scheme

In the first year of RP4, with an ATFM arrival delay of 0.37 min/arr, Germany achieved the national target of 0.43 min/arr. However, the pivot value for incentives (0.006 min/arr) is limited to CRSTMP delay causes. As CRSTMP delay of 0.018 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 1,716,947.73.

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



Airport level										
	Avg arrival ATFM delay (KPI#2)					Slot adherence (PI#1)				
Airport name	2025	2026	2027	2028	2029	2025	2026	2027	2028	2029
Berlin Brandenburg	0.10	NA	NA	NA	NA	99.5%	NA	NA	NA	NA
Bremen	0.01	NA	NA	NA	NA	95.6%	NA	NA	NA	NA
Cologne/Bonn	0.56	NA	NA	NA	NA	98.5%	NA	NA	NA	NA
Dresden	0.00	NA	NA	NA	NA	98.4%	NA	NA	NA	NA
Dusseldorf	0.05	NA	NA	NA	NA	98.9%	NA	NA	NA	NA
Erfurt	0.00	NA	NA	NA	NA	96.2%	NA	NA	NA	NA
Frankfurt	0.87	NA	NA	NA	NA	97.8%	NA	NA	NA	NA
Hamburg	0.01	NA	NA	NA	NA	97.9%	NA	NA	NA	NA
Hannover	0.00	NA	NA	NA	NA	98.2%	NA	NA	NA	NA
Leipzig	0.16	NA	NA	NA	NA	98.5%	NA	NA	NA	NA
Munich	0.36	NA	NA	NA	NA	95.5%	NA	NA	NA	NA
Münster-Osnabrück	0.00	NA	NA	NA	NA	98.2%	NA	NA	NA	NA
Nürnberg	0.00	NA	NA	NA	NA	98.0%	NA	NA	NA	NA
Saarbrücken	0.00	NA	NA	NA	NA	98.4%	NA	NA	NA	NA
Stuttgart	0.11	NA	NA	NA	NA	98.5%	NA	NA	NA	NA



Airport name	ATC pre departure delay (PI#2)					All causes pre departure delay (PI#3)				
	2025	2026	2027	2028	2029	2025	2026	2027	2028	2029
Berlin Brandenburg	0.40	NA	NA	NA	NA	16.0	NA	NA	NA	NA
Cologne/Bonn	NA	NA	NA	NA	NA	17.6	NA	NA	NA	NA
Dusseldorf	0.11	NA	NA	NA	NA	14.2	NA	NA	NA	NA
Frankfurt	0.13	NA	NA	NA	NA	18.9	NA	NA	NA	NA
Hamburg	0.37	NA	NA	NA	NA	14.4	NA	NA	NA	NA
Munich	0.02	NA	NA	NA	NA	12.8	NA	NA	NA	NA

Focus on other terminal performance indicators

ATFM slot adherence

ATFM slot adherence in 2025 was equal to 97.8%, very close to 2024 value – last year of RP3 – of 97.6%. With regard to the 2.2% of flights that did not adhere, 1.7% were early and 0.5% were late.

All airports showed adherence above 95%; highest adherence was observed at Berlin Brandenburg (99.5%) and lowest at Munich (95.5%).

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

As background information on actual performance, the NSA reports: *“The performance on national level as well as at the different airports has been stable with slight improvements. The consistently high proportion of well over 95% of regulated flights that departed within the Slot Tolerance Window demonstrates that the established procedures and processes at the airports are fit for purpose. Further measures are currently not intended.”*

ATC pre-departure delay

Six German airports are subject to the monitoring of this indicator: Frankfurt, Munich, Berlin, Düsseldorf, Hamburg and Cologne/Bonn. However, the share of unidentified delay reported by Cologne/Bonn was above 40% for more than 2 months in the year 2025, preventing the calculation of this indicator for this airport.

Delay in Frankfurt in 2025 was equal to 0.13 min/dep, very close to 2024 value – last year of RP3 – of 0.11 min/dep.

Delay in Munich in 2025 was equal to 0.02 min/dep, whereas in 2024 - last year of RP3 – there was no reported ATC pre-departure delay.

Delay in Berlin in 2025 was equal to 0.40 min/dep, very close to 2024 value – last year of RP3 – of 0.39 min/dep.

Delay in Düsseldorf in 2025 was equal to 0.11 min/dep, the same as 2024 value– last year of RP3.

Delay in Hamburg in 2025 was equal to 0.37 min/dep, very close to 2024 value– last year of RP3 – of 0.42 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: *“This data is not collected by DFS.”*

No indicator specific initiatives are planned by DFS.”

Regarding the absence of data at airport level, the NSA reports: *“Among the relevant airports of the German TNC charging zone, again in 2025, EDDK was the only one which could not produce sufficiently reliable data. To the knowledge of the German NSA, in order to improve the situation EUROCONTROL regularly contacts the airports to check on the status of the reporting and provide support in the final correct implementation of the APDF. EUROCONTROL is also part of an ACI sub-group (APN) that includes several airports and informs them regularly on data provision issues. While the NSA is in favour of a solution of this issue, currently and due to prioritisation, no extra activities are planned by the NSA itself.”*

All causes pre-departure delay

Six German airports are subject to the monitoring of this indicator: Frankfurt, Munich, Berlin, Düsseldorf, Hamburg and Cologne/Bonn. All of them have decreased their average pre-departure delay by at least 10% and in one case up to a 35% reduction.

Delay in Frankfurt in 2025 decreased to 18.88 min/dep, 19% lower than 2024 value – last year of RP3 – of 23.17 min/dep.

Delay in Munich in 2025 decreased to 12.83 min/dep, 35% lower than 2024 value – last year of RP3 – of 19.66 min/dep.

Delay in Berlin in 2025 decreased to 16.04 min/dep, 10% lower than 2024 value – last year of RP3 – of 17.82 min/dep.

Delay in Düsseldorf in 2025 decreased to 14.19 min/dep, 15% lower than 2024 value – last year of RP3 – of 16.74 min/dep.

Delay in Hamburg in 2025 decreased to 14.42 min/dep, 22% lower than 2024 value – last year of RP3 – of 18.48 min/dep.

Delay in Cologne/Bonn in 2025 decreased to 17.61 min/dep, 20% lower than 2024 value – last year of RP3 – of 21.97 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: *“This data is not collected by DFS.”*

No indicator specific initiatives were planned by DFS.”

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.”*



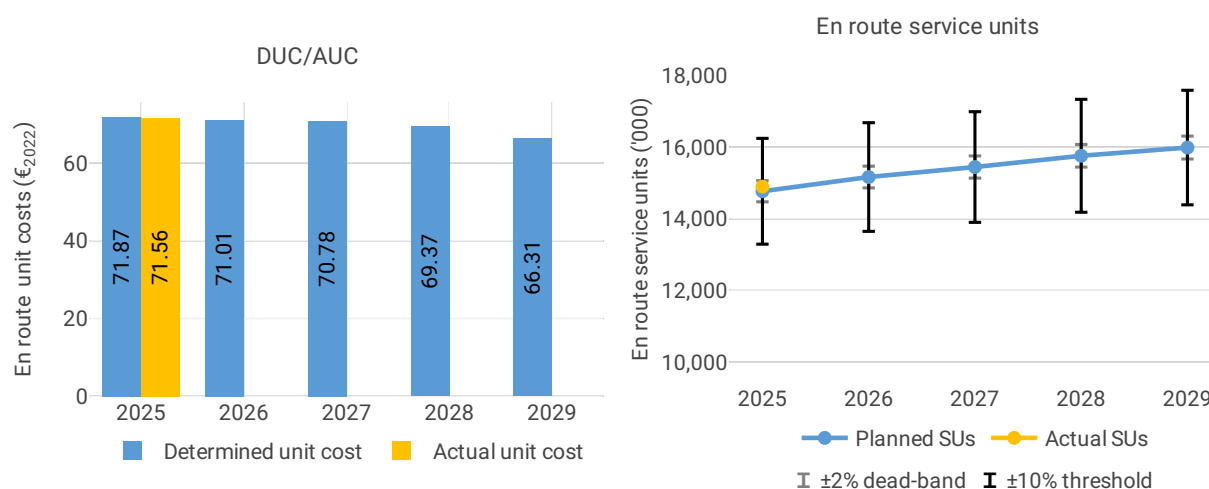
5 COST-EFFICIENCY - GERMANY

5.1 PRB monitoring

- The en route 2025 actual unit cost of Germany was 71.56€2022, -0.4% lower than the determined unit cost (71.87€2022). The terminal 2025 actual unit cost was 249.50€2022, -1.6% lower than the determined unit cost (253.46€2022).
- The en route 2025 actual service units (14.9M) were +0.9% higher than the determined service units (14.8M).
- The en route 2025 actual total costs were slightly higher than determined (+4.6M€2022, or+0.4%). This was mainly driven by negative exceptional items for DFS that were included in the determined costs so that this amount would not be charged to airspace users, as it related to unspent depreciation costs from RP2 and was therefore not included in the actual costs (+10.3M€2022). It was also driven by higher other operating costs (+7.1M€2022, or +6.8%) than planned due to additional costs for IT-security and bad debt losses. This was partially compensated by lower depreciation (-7.1M€2022, or -11.4%) than planned, which the NSA attributed to changes in projects and product management.
- A deviation from the criteria to achieve capacity targets was considered justified for Germany. Actual costs for the measures necessary to achieve those targets were lower than determined (-14.1M€2022, or -28.1%), mainly due to lower staff costs (-12.2M€2022, or -42.2%) than planned.
- DFS spent 98.2M€2022 in 2025 related to costs of investments for both en route and terminal charging zones, -11.2% less than determined (110.6M€2022). According to the NSA, this reduction was mainly due to “interest income from temporarily invested fixed deposits” and changes in some projects.
- The en route actual unit cost incurred by users in 2025 was 77.21€ (-1.5% below the 2025 DUC), while the terminal actual unit cost incurred by users was 256.15€ (-7.7% below the 2025 DUC). The difference between the AUCU and the DUC for the terminal charging zone is mainly driven by the application of lower unit rate.

5.2 En route charging zone

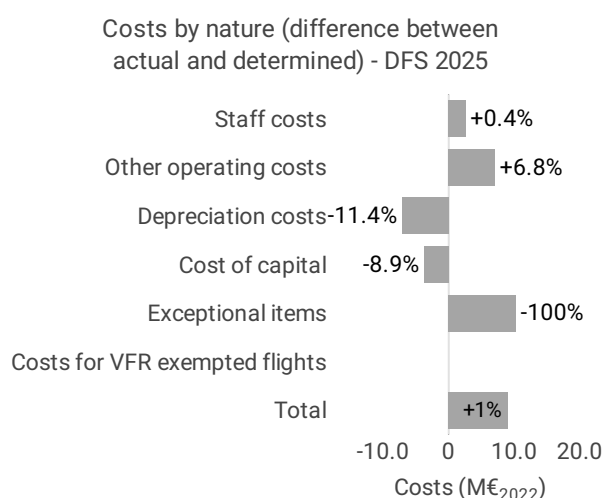
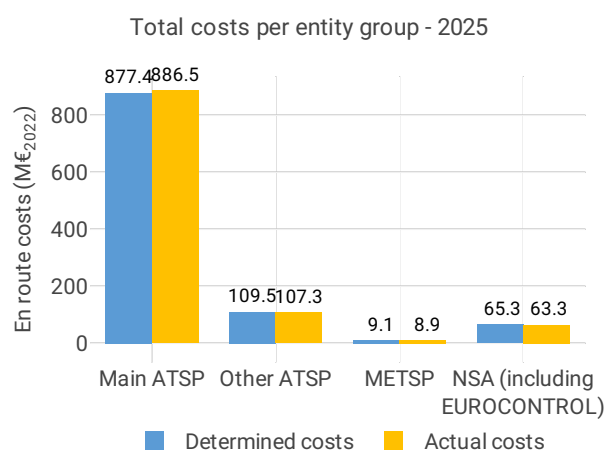
5.2.1 Unit cost (KPI#1)



Actual and determined data					
Total costs - nominal (M€)	2025	2026	2027	2028	2029
Determined costs	1,158.1	1,193.6	1,232.0	1,253.8	1,242.1
Actual costs	1,166.7	NA	NA	NA	NA
Difference costs	8.6	NA	NA	NA	NA

Inflation assumptions	2025	2026	2027	2028	2029
Determined inflation rate	2.1%	1.9%	2.1%	2.2%	2.2%
Determined inflation index*	110.9	113	115.4	118	120.5
Actual inflation rate	2.3%	NA	NA	NA	NA
Actual inflation index*	111.1	NA	NA	NA	NA
Difference inflation index (p.p.)	+0.2	NA	NA	NA	NA

*100 = 2022



Focus on unit cost

AUC vs. DUC

In 2025, the en route AUC was -0.4% (or -0.31 €2022) lower than the planned DUC. This results from the combination of slightly higher than planned TSUs (+0.9%) and slightly higher than planned en route costs in real terms (+0.4%, or +4.6 M€2022).

En route service units

The difference between actual and planned TSUs (+0.9%) falls inside the $\pm 2\%$ dead-band. Hence, the gain of additional en route revenues is kept by the ANSPs.

En route costs by entity

Actual real en route costs are +0.4% (+4.6 M€2022) higher than planned. This is the result of higher costs for the main ANSP, DFS (+1.0%, or +9.1 M€2022) and lower costs for the other ANSP (MUAC, -2.0%, or -2.2 M€2022), the MET service provider (-2.1%, or -0.2 M€2022) and the NSA/EUROCONTROL (-3.1%, or -2.1 M€2022).



En route costs for the main ANSP (DFS) 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 DFS in 2025 (+1.0%, or +9.1 M€2022) result from:

- Slightly higher than planned staff costs (+0.4%), due to *“additional costs for special payments to increase capacity provision”*.
- Significantly higher than planned other operating costs (+6.8%), due to *“additional IT security costs and higher bad debt losses”*.
- Significantly lower than planned depreciation (-11.4%), mainly *“due to changes in the projects MaRS, iCAS Lower Airspace as well as in the product management ATS-LAN”*.
- Significantly lower than planned cost of capital (-8.9%), which is understood to mainly reflect the fact that the actual cost of capital is netted off using an *“interest income from temporarily invested fixed deposits”* (see also the analysis of Regulatory Result for details).
- No deduction of exceptional costs which were included as part of the determined cost-base for DFS for 2025 (negative amount). This negative amount of -11.4 M€ (in nominal terms) which was used to reduce the chargeable cost base for 2025 is understood to be related to depreciation costs charged to the airspace users but not spent during RP2.

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

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

“There are no major deviations between determined and actual enroute costs. Slightly lower costs and higher than determined traffic led to lower actual unit costs. Overall actual costs for NSA, MUAC and MET were below determined costs while DFS incurred higher actual costs.

Note: The determined costs for DFS in 2025 included an exceptional item for depreciation costs charged but not spent during RP2. They lowered the amounts charged to airspace users in 2025 but aren't reflected in the actual costs structure of the given year”

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:

“In 2025, DFS had higher than expected personnel costs, which can be attributed to incentivised extra ATCO shifts, and other operating costs, mainly for additional IT-security costs and bad debt losses. Depreciation and costs of capital were below planned levels as interest on temporarily invested fixed deposits was generated and projects were changed. Main changes to projects include MaRS, iCAS Lower Airspace and the product management ATS-LAN. Parts of the project PIPE2 were postponed due to resource constraints and a longer than anticipated internal decision process.

MUAC experienced slightly rising staff costs mainly attributable to pension costs. The other operating costs were lower than expected as cost containment measures in multiple areas were implemented, expenditure reprioritized and procurement processes experienced slight delays.



MET costs are below determined costs as changes in interest rates led to lower pension costs while the other operating costs rose slightly.

Changes in NSA costs are mainly rooted within expenses for personnel as actual staffing level is below the planned staffing level."

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

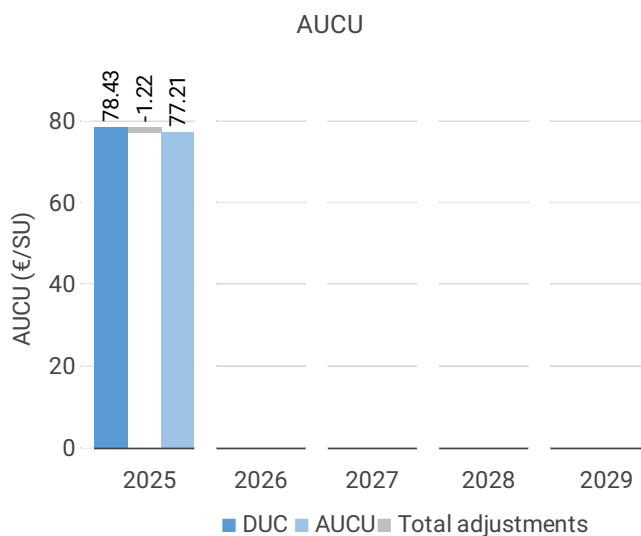
The NSA 2025 monitoring report indicates the following recommendations formulated by the NSA:

"As regards DFS the NSA recommends adhering to planned investment schedules more strictly and monitoring upcoming delays in project schedules more closely."

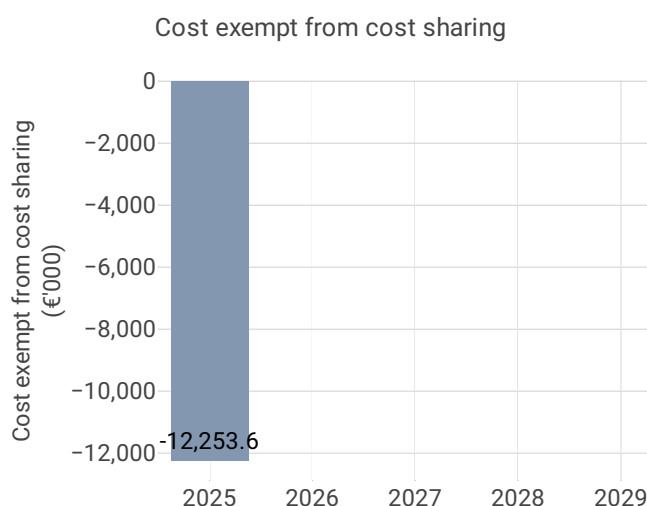
DFS reports the implementation of the following actions:

"DFS is committed to adhering to the investment schedule as laid out in the performance plan and implementing planned measures on time. Any shortfalls are analysed and, if possible, actively managed to minimize delays in current and future investment implementation."

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	78.43
Inflation adjustment	0.13
Cost exempt from cost sharing	-0.82
Traffic risk sharing adjustment	0.00
Traffic adjustment (costs not TRS)	-0.04
Financial incentives	-0.32
Modulation of charges	0.00
Cross-financing	0.00
Other revenues	-0.15
Application of lower unit rate	0.00
Total adjustments	-1.22
AUCU	77.21
AUCU vs. DUC	-1.5%



Cost exempt from cost sharing – 2025		
Cost exempt from cost sharing by item - 2025	€'000	€/SU
New and existing investments	-7,819.3	-0.52
Competent authorities and qualified entities costs	-2,086.3	-0.14
Eurocontrol costs	36.7	0.00
Pension costs	-2,304.8	-0.15
Interest on loans	0.0	0.00
Changes in law	-80.0	-0.01
Total cost exempt from cost risk sharing	-12,253.6	-0.82

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 (77.21 €) is -1.5% lower than the nominal DUC (78.43 €) which includes DUC initially charged: 79.83 €, and DUC to be charged retroactively: -1.40 €. The difference between the AUCU and the nominal DUC (-1.22 €/SU) is due to:



- the positive inflation adjustment resulting from higher than planned inflation (+0.13 €/SU);
- the impact of adjustments resulting from the costs exempted from cost sharing mechanism (-0.82 €/SU);
- the deduction of the traffic adjustment (-0.04 €/SU) for the costs not subject to traffic risk sharing;
- the impact of financial incentives (-0.32 €/SU); and,
- the deduction of other revenues (-0.15 €/SU).

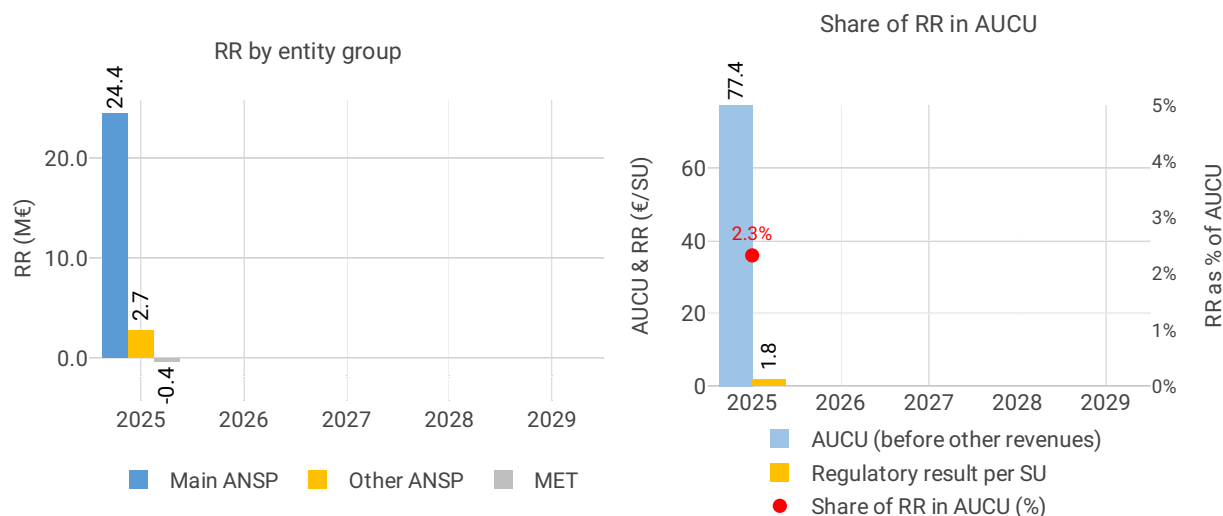
The share of the regulatory result (see next sub-section) in the AUCU (before the deduction of other revenues) is 2.3%.

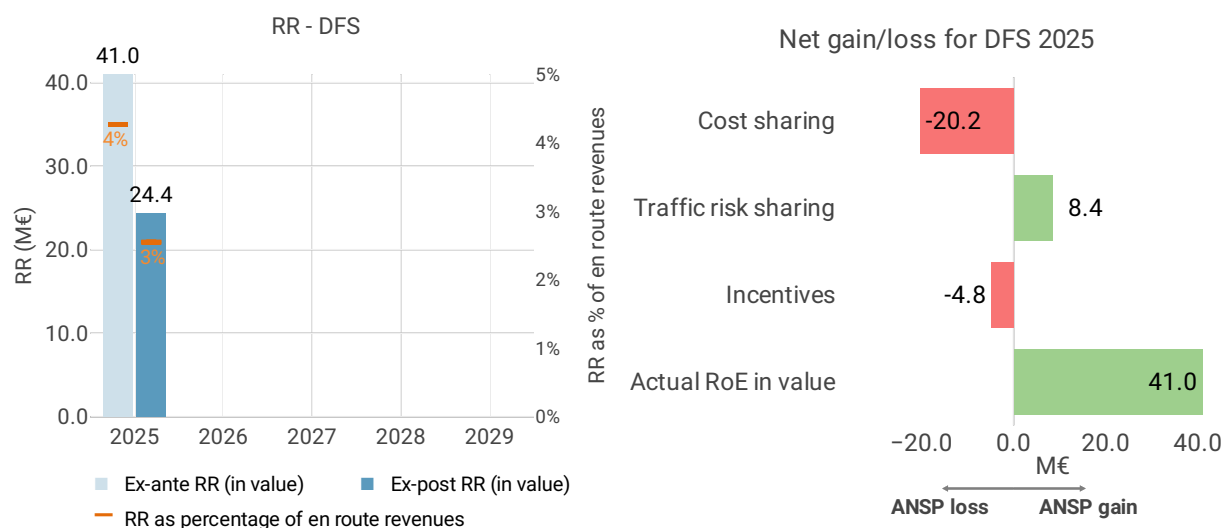
Initiatives implemented or planned that will improve this PI reported by the NSA

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

“During the last years the PI was primarily influenced by adjustments for traffic risk sharing and inflation as well as the incurred malus from the incentive scheme. The indicator is monitored on an ongoing basis while the possibility and necessity of a regulatory adjustment through Art. 29(6) is being assessed respectively.”

5.2.3 Regulatory result (RR)





Focus on regulatory result

DFS net gain/loss on activity in the Germany en route charging zone in 2025

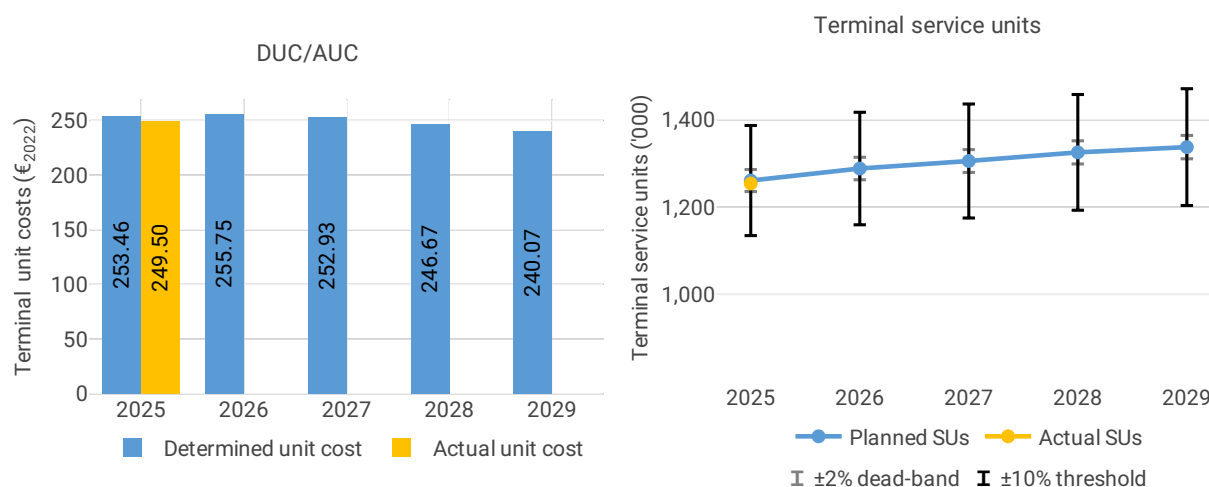
DFS reported a net loss of -16.6 M€, as a combination of a loss of -20.2 M€ arising from the cost sharing mechanism, with a gain of +8.4 M€ arising from the traffic risk sharing mechanism and a loss of -4.8 M€ relating to financial incentives.

DFS 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 (-16.6 M€) and the actual RoE (+41.0 M€), amounts to +24.4 M€ (2.5% of the en route revenues). The resulting ex-post rate of return on equity is 3.1%, which is lower than the 6.2% planned in the PP.

5.3 Terminal charging zone

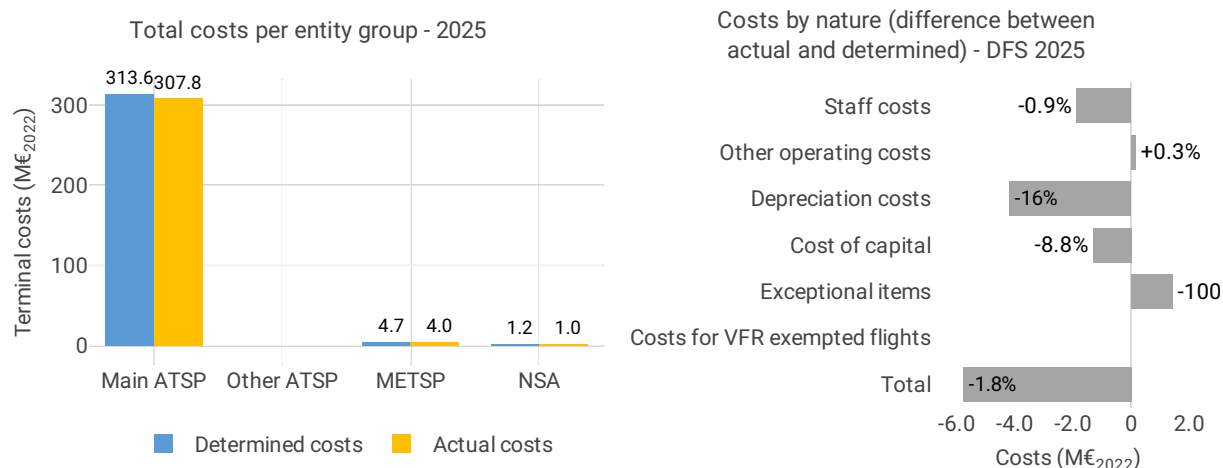
5.3.1 Unit cost (KPI#1)



Actual and determined data					
Total costs - nominal (M€)	2025	2026	2027	2028	2029
Determined costs	349.7	366.5	373.8	377.0	377.2
Actual costs	343.6	NA	NA	NA	NA
Difference costs	-6.2	NA	NA	NA	NA

Inflation assumptions	2025	2026	2027	2028	2029
Determined inflation rate	2.1%	1.9%	2.1%	2.2%	2.2%
Determined inflation index*	110.9	113	115.4	118	120.5
Actual inflation rate	2.3%	NA	NA	NA	NA
Actual inflation index*	111.1	NA	NA	NA	NA
Difference inflation index (p.p.)	+0.2	NA	NA	NA	NA

*100 = 2022



Focus on unit cost

AUC vs. DUC

In 2025, the terminal AUC was -1.6% (or -3.96 €2022) lower than the planned DUC. This results from the combination of lower than planned terminal costs in real terms (-2.1%, or -6.7 M€2022) and slightly lower than planned TNSUs (-0.5%).

Terminal service units

The difference between actual and planned TNSUs (-0.5%) falls inside the $\pm 2\%$ dead-band. Hence, the loss of terminal revenues is borne by the ANSPs.

Terminal costs by entity

Actual real terminal costs are -2.1% (-6.7 M€2022) lower than planned. This is the result of lower costs for the main ANSP, DFS (-1.8%, or -5.8 M€2022), the MET service provider (-15.0%, or -0.7 M€2022) and the NSA (-15.0%, or -0.2 M€2022).

Terminal costs for the main ANSP (DFS) 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 DFS in 2025 (-1.8%, or -5.8 M€2022) result from:

- Slightly lower than planned staff costs (-0.9%), mainly due to lower than planned ATC staff.



- Slightly higher than planned other operating costs (+0.3%).
- Significantly lower than planned depreciation (-16.0%), mainly due to “*changes in the projects MaRS and TANGe*”.
- Significantly lower than planned cost of capital (-8.8%), which is understood to mainly reflect the fact that the actual cost of capital is netted off using an “*interest income from temporarily invested fixed deposits*” (see also the analysis of Regulatory Result for details).
- No deduction of exceptional costs which were included as part of the determined cost-base for DFS for 2025 (negative amount). This negative amount of -1.6 M€ (in nominal terms) which was used to reduce the chargeable cost base for 2025 is understood to be related to depreciation costs charged to the airspace users but not spent during RP2.

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

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

“Actual overall costs were below determined costs in 2025 mainly due to depreciation. Staff costs and costs of capital were also below respective determined values but to a lesser extend. Actual unit costs were below DUC but lower than expected traffic partially offset the positive cost development.

Note: The determined costs for DFS in 2025 included an exceptional item for depreciation costs charged but not spent during RP2. They lowered the amounts charged to airspace users in 2025 but aren't reflected in the actual costs structure of the given year.”

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:

“DFS: Lower than planned staff costs are rooted in a reduced number of ATCOs. The largest cost reduction is observed within depreciation due to changes and delays in the projects MaRS and TANGe. Lower costs of capital stems from higher-than-expected interest income on temporarily invested fixed deposits.

DWD: Staff costs, especially pension costs, were below planned values and are the main contributor to lower actual costs.

NSA: Changes in actual costs are mainly rooted in expenses for personnel as actual staffing level is below the planned staffing level. Furthermore, costs for temporary workers are shown within other operating costs instead of staff costs which slightly increased the other operating costs.”

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

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

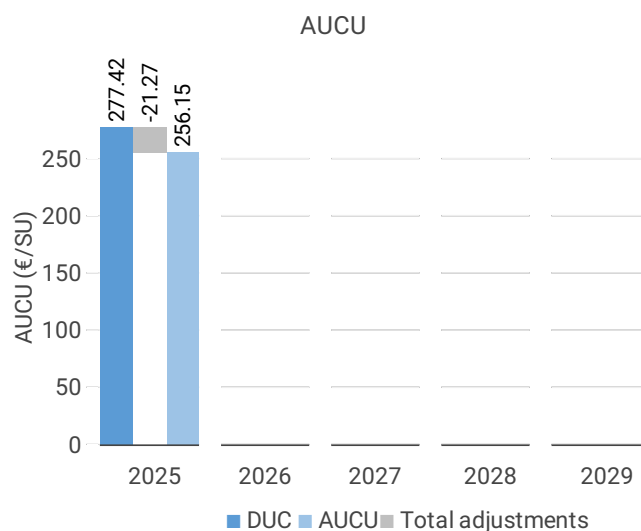
“As regards DFS, the NSA recommends adhering to planned investment schedules more strictly and monitoring upcoming delays in project schedules more closely.”



DFS reports the implementation of the following actions:

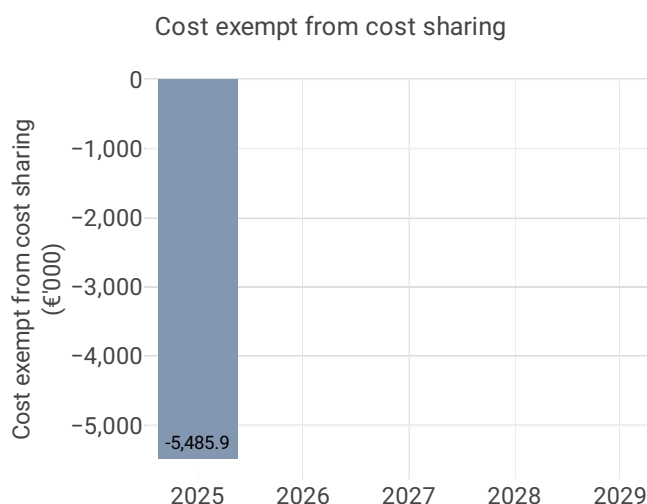
“DFS is committed to adhering to the investment schedule as laid out in the performance plan and implementing planned measures on time. Any shortfalls are analysed and, if possible, actively managed to minimise delays in current and future investment implementation.”

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	277.42
Inflation adjustment	0.48
Cost exempt from cost sharing	-4.37
Traffic risk sharing adjustment	0.00
Traffic adjustment (costs not TRS)	0.03
Financial incentives	-1.37
Modulation of charges	0.00
Cross-financing	0.00
Other revenues	-0.41
Application of lower unit rate	-15.63
Total adjustments	-21.27
AUCU	256.15
AUCU vs. DUC	-7.7%





Cost exempt from cost sharing – 2025

Cost exempt from cost sharing by item - 2025	€'000	€/SU
New and existing investments	-4,305.6	-3.43
Competent authorities and qualified entities costs	-180.7	-0.14
Eurocontrol costs	0.0	0.00
Pension costs	-971.3	-0.77
Interest on loans	0.0	0.00
Changes in law	-28.3	-0.02
Total cost exempt from cost risk sharing	-5,485.9	-4.37

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 (256.15 €) is -7.7% lower than the nominal DUC (277.42 €) which includes DUC initially charged: 281.64 €, and DUC to be charged retroactively: -4.22 €. The difference between the AUCU and the nominal DUC (-21.27 €/SU) is due to:

- the positive inflation adjustment resulting from higher than planned inflation (+0.48 €/SU);
- the impact of adjustments resulting from the costs exempted from cost sharing mechanism (-4.37 €/SU);
- the addition of the traffic adjustment (+0.03 €/SU) for the costs not subject to traffic risk sharing;
- the impact of financial incentives (-1.37 €/SU);
- the deduction of other revenues (-0.41 €/SU); and,
- the application of a lower unit rate as foreseen in Art. 29(6) in year 2025 (-15.63 €/SU).

The share of the regulatory result (see next sub-section) in the AUCU (before the deduction of other revenues) is 3.8%.

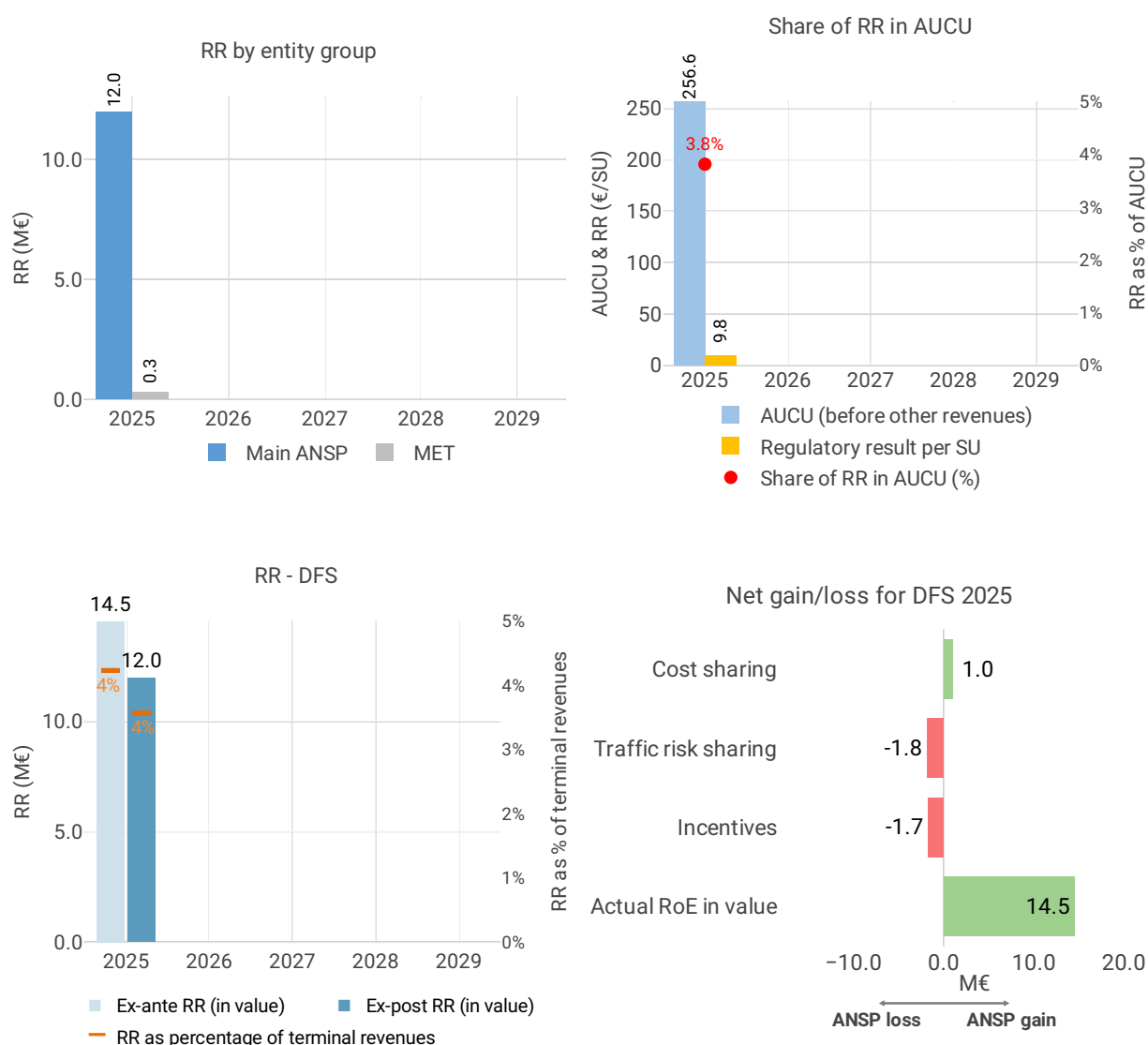


Initiatives implemented or planned that will improve this PI reported by the NSA

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

“During the last years the PI was primarily influenced by regulatory adjustments according to Art. 29 (6), adjustments for traffic risk sharing and inflation as well as the incurred malus from the incentive scheme. The indicator is monitored on an ongoing basis while the possibility and necessity of a regulatory adjustment through Art. 29(6) is being assessed respectively. Art. 29(6) has been used to lower unit rates multiple times in the past years.”

5.3.3 Regulatory result (RR)



Focus on regulatory result

DFS net gain/loss on activity in the Germany terminal charging zone in 2025

DFS reported a net loss of -2.6 M€, as a combination of a gain of +1.0 M€ arising from the cost sharing mechanism, with a loss of -1.8 M€ arising from the traffic risk sharing mechanism and a loss of -1.7 M€ relating to financial incentives.



DFS 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 (-2.6 M€) and the actual RoE (+14.5 M€), amounts to +12.0 M€ (3.6% of the terminal revenues). The resulting ex-post rate of return on equity is 5.8%, which is lower than the 8.2% planned in the PP. See also Note 1 below.

Note 1

The ex-post RR does not take into account the application of a lower unit rate in 2025 as per Art. 29.6 (the loss in revenues corresponds to -19.6 M€ for 2025).

