

Performance Review Board

Monitoring Report

Ireland - 2025



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1 OVERVIEW

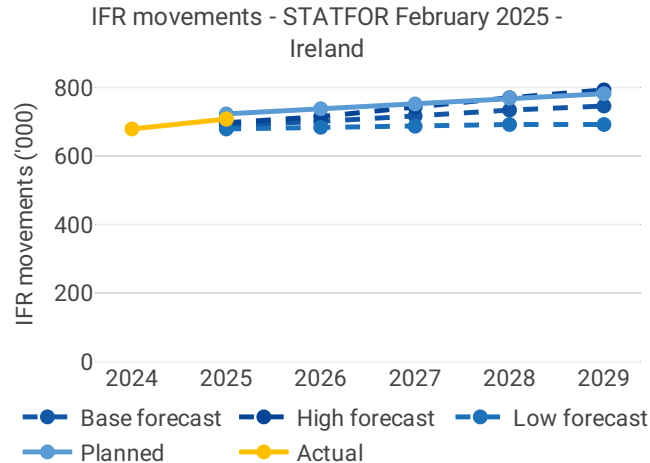
1.1 Contextual information

This document is based on the version of the Annual Monitoring Report file submitted by the state on 2026-06-29 (IE12467_AMR_Verification.xlsx) and the accompanying submission of en route and terminal (if applicable) reporting tables.

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

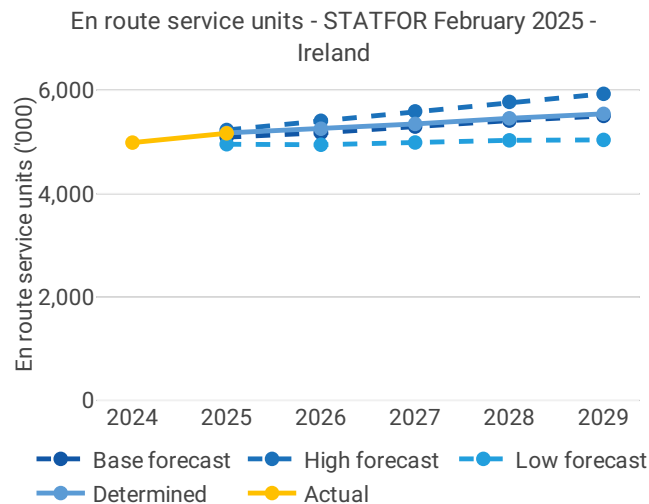
List of ACCs 2	Exchange rate (1 EUR=)	Main ANSP
Shannon ACC	2022: 1 EUR	• AirNav Ireland
Dublin ACC	2025: 1 EUR	
No of airports in the scope of the performance plan:	Share of Union-wide:	Other ANSPs
• ≥80'K 1	• traffic (TSUs) 2025 3.7%	-
• <80'K 2	• en route costs 2025 1.9%	
	Share en route / terminal costs 2025 81% / 19%	MET Providers
	En route charging zone(s)	• Met Eireann Aviation Services Division (ASD)
	Ireland	
	Terminal charging zone(s)	
	Ireland	

1.2 Traffic (En route traffic zone)



- Ireland recorded 708K actual IFR movements in 2025, +4.3% compared to 2024 (679K).
- Actual 2025 IFR movements were -2.1% below the plan (723K).
- Actual 2025 IFR movements were +9.6% above the actual 2019 level (647K).





- Ireland recorded 5,168K actual service units in 2025, +3.6% compared to 2024 (4,988K).
- Actual 2025 service units were in line with the plan (5,175K).
- Actual 2025 service units are +11.4% above the actual 2019 level (4,641K).

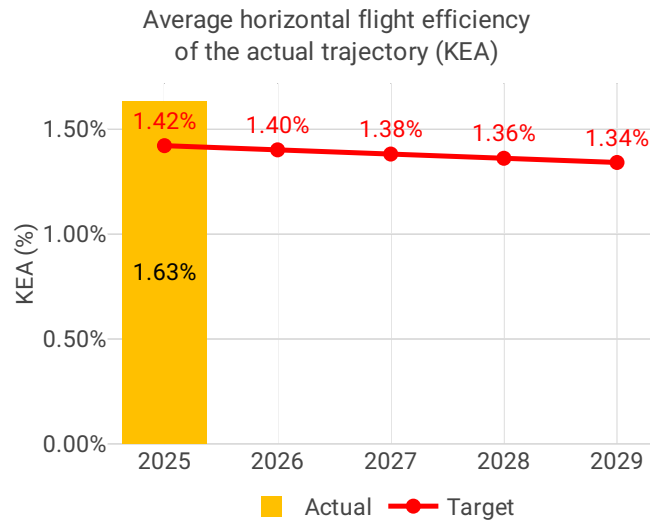
1.3 Safety (Main ANSP)



- In 2025, AirNav Ireland 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 0.29 and equal to the RIs with ANS contribution, with both indicators below the Union-wide average. The rate of RIs has decreased significantly compared to 2024 at both indicators.
- The rate of separation minima infringements (SMIs) at State level was 1.43, and at ANSP level 1.15. Both indicators were below the Union-wide average. The rate of SMIs has decreased compared to 2024 at both indicators.



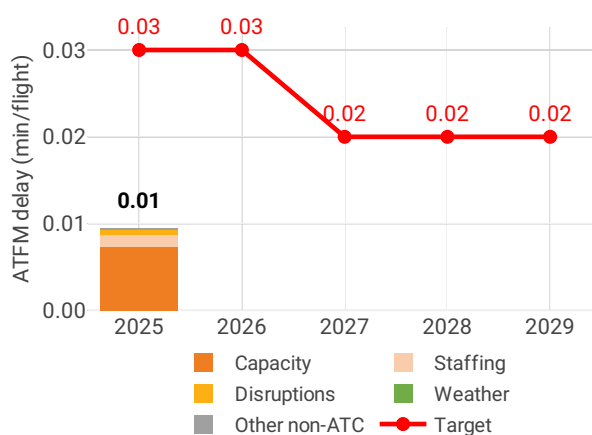
1.4 Environment (Member State)



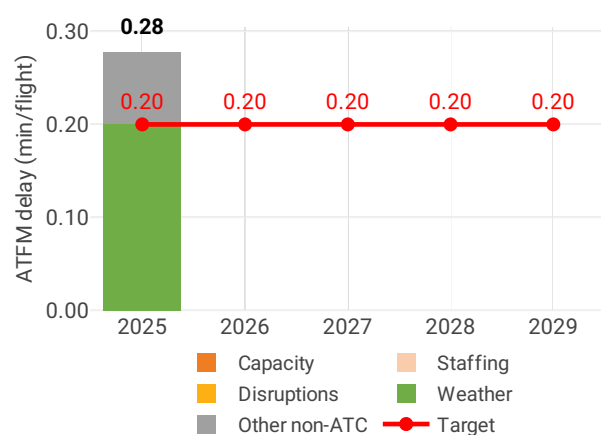
- Ireland registered a KEA performance of 1.63%. Their target of 1.42% was not achieved and Ireland did not contribute positively to Union-wide performance. The NSA states the main reasons for not meeting the target are changes outside of the control of AirNav Ireland. The changes include free route airspace implementation in the London FIR, changes in flight planning behaviour and traffic levels in the north Atlantic and the inclusion of Reykjavik FIR within the Eurocontrol reference area.
- Both KEP and KES degraded in comparison to 2024.
- VFE of the actual en route trajectory was 80.77%, which was better than the average Union-wide performance.
- The average time in level flight during descent deteriorated and during climb was stable compared to 2024.
- Additional taxi-out time and taxi in time were stable in 2025 compared to 2024.
- Additional time in the arrival sequencing and metering area deteriorated to 3.98 min/flight from 3.46 min/flight in 2024.

1.5 Capacity (Member State)

Average en route ATFM delay per flight by delay groups

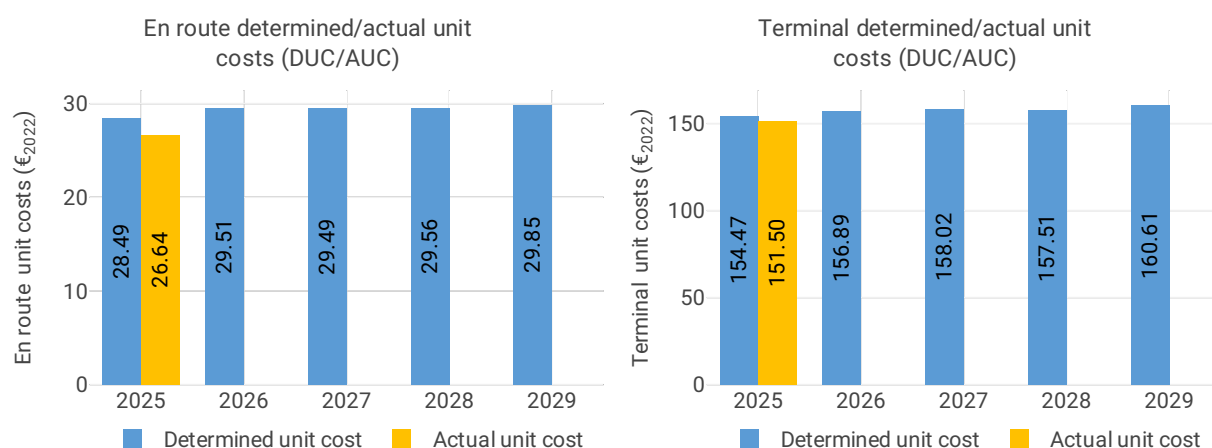


Average arrival ATFM delay per flight by delay groups



- Ireland registered 0.01 minutes of average en route ATFM delay per flight during 2025, which remained 0.01 after the post-ops adjustment process, thus achieving the local target value of 0.03. Delays in Ireland increased by 0.01 minutes per flight year-on-year.
- The share of delayed flights with delays longer than 15 minutes in Ireland increased by 10 percentage points compared to 2024 but was lower than 2019 values.
- The actual number of ATCOs in OPS was 240 FTEs, -15 FTEs below the planned level (255 FTEs).
- The yearly total of sector opening hours in Dublin ACC was 21,841, while in Shannon ACC these was 42,354. Both ACCs showed a -1% reduction compared to the sector opening hours in 2024
- Dublin and Shannon ACC registered some 12 IFR movements per sector opening hour in 2025, 6% above the 2024 level.
- Ireland registered an average airport arrival ATFM delay of 0.28 minutes per flight in 2025, thus not achieving the local target of 0.2 minutes. Compared to 2024, average arrival ATFM delays in Ireland were -0.04 minutes per flight lower in 2025.
- The main drivers of delays were weather, accounting for 0.20 of the total delays, and other non-ATC causes, responsible for 0.08.

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



- The en route 2025 actual unit cost of Ireland was 26.64€2022, -6.5% lower than the determined unit cost (28.49€2022). The terminal 2025 actual unit cost was 151.50€2022, -1.9% lower than the determined unit cost (154.47€2022).
- The en route 2025 actual service units (5.2M) were in line with the determined service units (5.2M).
- The en route 2025 actual total costs were -9.8M€2022 (-6.6%) lower than determined, with all cost categories registering lower-than-planned costs, except exceptional items. This decrease is mainly driven by the costs of AirNav Ireland. The largest difference for AirNav Ireland was in staff costs (-4.0M€2022, or -5.2%). The NSA attributed this decrease to the timing of recruitment and the 2025 pension in payment.



- A deviation from the criteria to achieve capacity targets was considered justified for Ireland. Actual costs for the measures necessary to achieve those targets were lower than determined (-5.4M€2022, or -41.9%), mainly due to lower staff costs (-4.7M€2022, or -51.8%) than planned.
- AirNav Ireland spent 16.3M€2022 in 2025 related to costs of investments for both en route and terminal charging zones, -19.4% less than determined (20.2M€2022). According to the NSA, this reduction is due to delays in project completions reflecting a shortfall in technical and operational resources.
- The en route actual unit cost incurred by users in 2025 was 28.89€ (-5.2% below the 2025 DUC), while the terminal actual unit cost incurred by users was 156.54€ (-4.3% below the 2025 DUC). The difference between the AUCU and the DUC is mainly driven by the investment costs in cost exempt from cost sharing for both terminal and en route charging zones, as well as financial incentives for the en route charging zone.

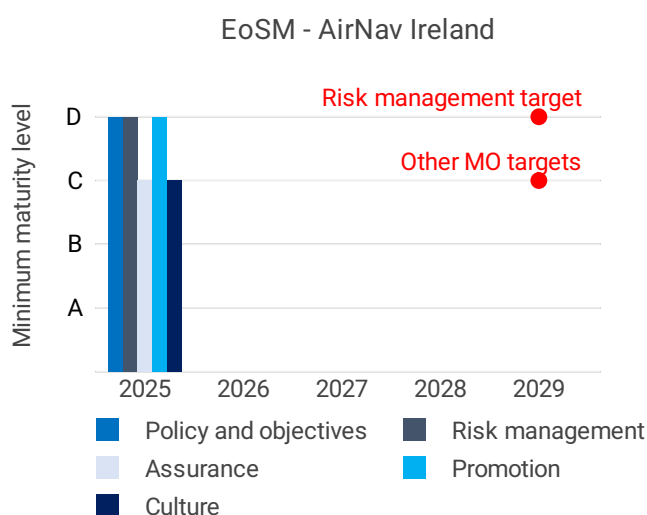


2 SAFETY - IRELAND

2.1 PRB monitoring

- In 2025, AirNav Ireland 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 0.29 and equal to the RIs with ANS contribution, with both indicators below the Union-wide average. The rate of RIs has decreased significantly compared to 2024 at both indicators.
- The rate of separation minima infringements (SMIs) at State level was 1.43, and at ANSP level 1.15. Both indicators were below the Union-wide average. The rate of SMIs has decreased compared to 2024 at both indicators.

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



Focus on EoSM

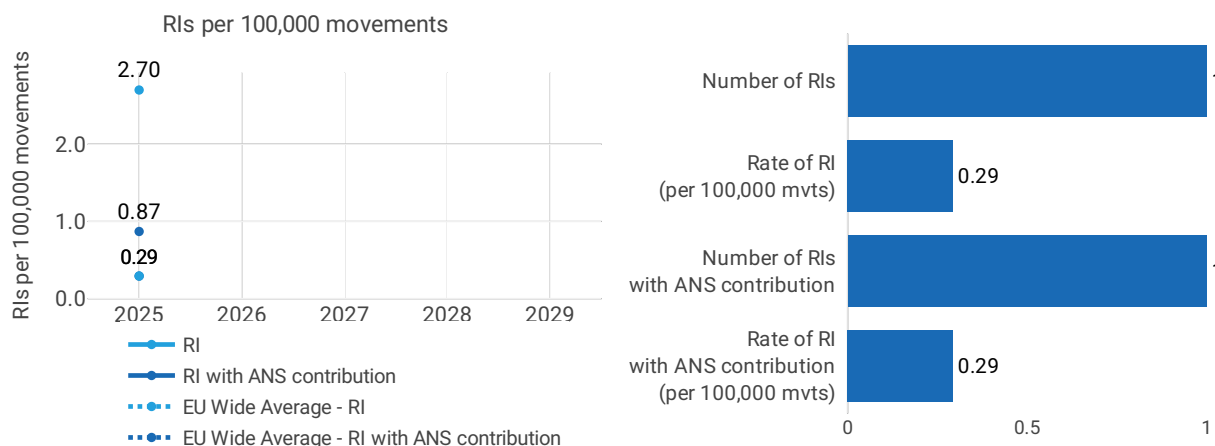
In 2025, AirNav Ireland achieved the planned maturity levels set out in its performance plan for all five components of the EoSM.

As described in the monitoring report, the competent authority conducted a review and verification of the ANSP 2025 EoSM questionnaire, based on the outcomes of the 2025 oversight cycle and the review of 2025 safety performance. Furthermore, the verification process resulted in the evidence supporting a number of verification points not being accepted as demonstrating the resilient level and therefore the safety assurance and safety culture components were downgraded one level to managed. However all targets were achieved.



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 - Ireland

#	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	Dublin	268,494	0	0.00	0	0.00
2	Cork	44,405	0	0.00	0	0.00
3	Shannon	28,620	1	3.49	1	3.49

Focus on runway incursions

Ireland reported 1 runway incursion (RI) at Shannon airport during 2025. When comparing the RIs at airport level to Union-wide level, Ireland was below the Union-wide average (0.29 vs 2.70).

Ireland reported 1 RI with ANS contribution in 2025. When comparing airport level with ANS contribution to the Union-wide level, Ireland was below the Union-wide average (0.29 vs 0.87).

The rate of runway incursions has decreased significantly compared to 2024 at both airport level (0.29 vs 5.16) and at ANS contribution-level (0.29 vs 2.35).

As described in the monitoring report, AirNav Ireland acknowledges that preventing runway incursions requires vigilance, technological advancements, and industry-wide collaboration to ensure runway safety. The organisation focuses on enhancing cooperation among airports, air traffic management, and airlines to reduce the risk of incursions. This approach includes continuous engagement and representation at both Local Runway Safety Teams and the IAA National Runway Safety Team, supporting the Global Action Plan for the Prevention of Runway Incursions, and addressing any gaps in current safety measures. Additionally, AirNav Ireland has received Board approval for the installation of advanced surface movement and guidance systems at Cork and Shannon Airports. AirNav Ireland has developed and implemented leading and lagging indicators to monitor the effectiveness of safety measures to prevent runway incursions. These indicators are reviewed at the Safety Review

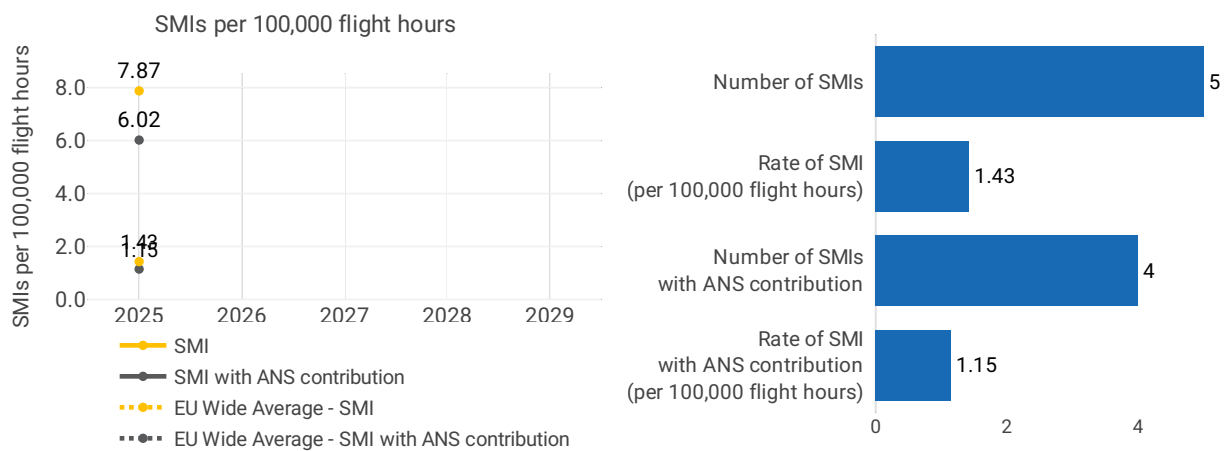


Board and through Safety Action Group. Runway incursions are documented on the enterprise risk register and monitored for safety assurance.

The NSA notes in the monitoring report that the NSA/NCA have for several years, including 2025, used the Event Risk Classification (ERC) of the ARMS Methodology for conducting its risk classification of mandatory occurrences reported by organisations. The ARMS (ERC) methodology is a similar assessment to ERCS, albeit a more simplified version. Of most significance, the ARMS risk scores are directly translatable to the common European risk classification scheme (ERCS) and therefore the data is verifiable. The State provides its data for safety performance indicators during 2024 based on ARMS (ERC) classifications. The NSA/NCA monitors a selection of appropriate Safety Performance Indicators (SPIs), including RI & SMI. For the defined SPIs, there are associated safety targets and alert thresholds in order to provide quantifiable measures for the maintenance and/or improvement of the level of safety for the air navigation services domain in Ireland. This methodology is developed to identify an Acceptable level of safety performance (AloSP) and is aligned with ICAO Doc 9859.

Furthermore, based on the NSA/NCA monitoring of RIs in 2025, via the above-described methodology, the rate of RIs was below the target set for 2025.

2.3.2 Rate of separation minima infringements (SMIs) (PI#2) and Rate of separation minima infringements with ANS contribution (PI#4)



Rate of SMI with ANS contribution per 100,000 flight hours

#	ANSP	Flight hours					Number of SMIs with ANS contribution				
		2025	2026	2027	2028	2029	2025	2026	2027	2028	2029
1	AirNav Ireland	348,569	NA	NA	NA	NA	4	NA	NA	NA	NA

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



Focus on separation minima

At State level, Ireland reported 5 separation minima infringements (SMI) in their airspace during 2025. The rate of separation minima infringements was below the Union-wide average (1.43 vs 7.87). At ANSP level, Ireland reported 4 SMIs with ANS contribution. The rate of separation minima infringements at ANSP level was below the Union-wide average (1.15 vs 6.02).

When comparing to 2024, the rate of separation minima infringements has decreased at both State level (1.43 vs 2.6) and at ANSP level (1.15 vs 2.33).

As described in the monitoring report, AirNav Ireland has integrated tools such as Final Approach Spacing, Tactical Control Tool, and Blindspot Detection. International collaboration among aviation stakeholders is important to harmonize standards and ensure consistent application of procedures across borders. AirNav Ireland supports EASA CAT CAG, D4S, and CANSO SAFOPS and Safety Teams. By focusing on preventive measures and promoting a culture of safety, AirNav Ireland aims to reduce risks and uphold the high standards needed for safe and efficient airspace operations. AirNav Ireland has developed and implemented leading and lagging indicators to monitor the effectiveness of safety measures to prevent SMI. These indicators are reviewed at the Safety Review Board and through Safety Action Group. SMIs are documented on the enterprise risk register and monitored for safety assurance.



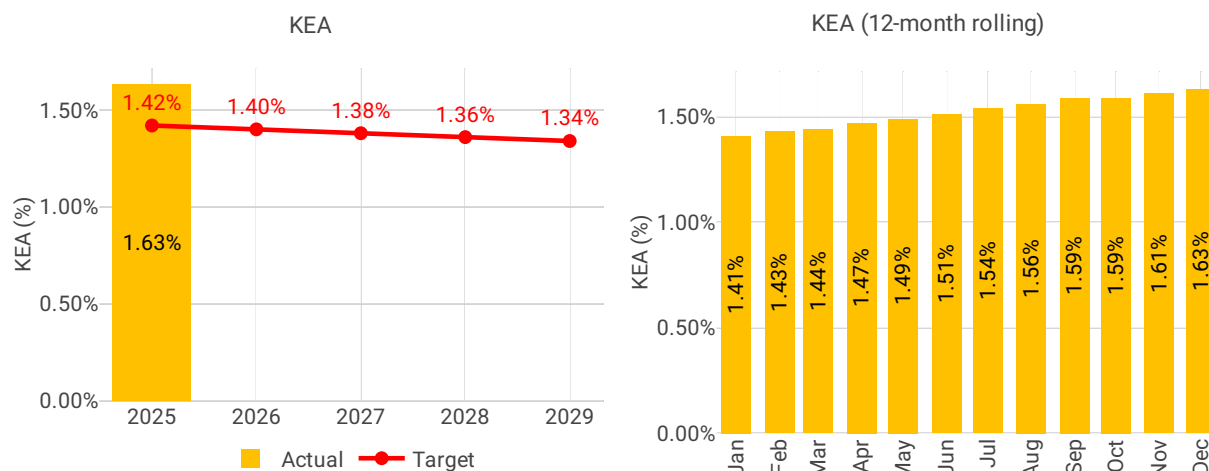
3 ENVIRONMENT - IRELAND

3.1 PRB monitoring

- Ireland registered a KEA performance of 1.63%. Their target of 1.42% was not achieved and Ireland did not contribute positively to Union-wide performance. The NSA states the main reasons for not meeting the target are changes outside of the control of AirNav Ireland. The changes include free route airspace implementation in the London FIR, changes in flight planning behaviour and traffic levels in the north Atlantic and the inclusion of Reykjavik FIR within the Eurocontrol reference area.
- Both KEP and KES degraded in comparison to 2024.
- VFE of the actual en route trajectory was 80.77%, which was better than the average Union-wide performance.
- The average time in level flight during descent deteriorated and during climb was stable compared to 2024.
- Additional taxi-out time and taxi in time were stable in 2025 compared to 2024.
- Additional time in the arrival sequencing and metering area deteriorated to 3.98 min/flight from 3.46 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

In terms of absolute values, there has been a slight degradation with respect to 2024 both in terms of KEA and the KEA corrected (KEA: 1.44% in 2023, 1.40% in 2024, 1.63% in 2025; corrected KEA: 1.42% in 2023, 1.38% in 2024, 1.60% in 2025).

Part of the deterioration in 2025 must be ascribed to the inclusion of Iceland in the reference area. In any case, in 2025 those values mean that Ireland ranks 5th in terms of KEA and 7th in terms of corrected KEA.

In terms of contribution to the overall additional distance in the SES area, the value of Ireland is 0.93% (7th lowest contribution).

Regarding the assessment of the achieved level of actual performance in the environment KPA, the NSA reports: *"The KEA performance, as currently measured by EUROCONTROL, deteriorated in 2025 from 1.40% in 2024. We believe that this change in performance was correlated with other changes largely beyond the control of AirNav Ireland. These changes include:*

- Implementation of LD1 free route airspace in the London FIR;
- Changes in airline flight-planning behaviour and traffic levels using NAT airspace, driven by cost optimisation and achieving more efficient trajectories via TANGO and oceanic routings;



- Inclusion of the Reykjavik FIR within the EUROCONTROL measurement and reference area, with consequent methodological effects on achieved distance and KEA calculations.

AirNav Ireland's peer ranking remained in the top quartile among European ANSP performance on KEA (5th best) overall."

Regarding the implementation of major operational or structural changes during the calendar year impacting performance in this key performance area, the NSA reports: *"No. There has been no local structural changes that would impact the KEA score in Irish airspace."*

Regarding progress on the implementation of the measures committed to in the ERNIP, the NSA reports: *"Work continued on the Shannon FIR reorganisation. This included the removal of the last remaining routes (which were available for flight planning but not mandatory) and additional controlled airspace introduced at Ireland West airport to protect instrument flight procedures and facilitate CCO/CDO."*

Internal changes to a number of Shannon sectors were completed in order to assist the ANSP match sector design to traffic flows.

Work continued on the development of new IFP's and associated changes for the Shannon and Cork CTRs. This area continues to be a work in progress."

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: *"Both the Network Manager and AirNav Ireland were asked for assistance to assess of the drivers of KEA performance in Irish airspace. AirNav Ireland commissioned a KEA assessment, which subsequently identified three drivers which were correlated with the change in KEA performance observed in 2025 (highlighted above). The Network Manager corroborated this analysis, in particular airline flight planning, as a key driver in the change of KEA performance in 2025."*

Note the Network Manager also advised that all Member State's were assigned a KEA improvement target, which was capped for States which had already implemented free route airspace, or had limited opportunities to improve KEA performance beyond what was achieved in 2023."

Regarding recommendations to the ANSP to rectify the situation, the NSA reports: *"We expect AirNav Ireland to engage proactively with regulators in future when changes arise that have the potential to affect interdependencies and Ireland's environmental performance metrics. This includes early notification, assessment of impacts and options, and coordinated engagement with relevant external parties where appropriate."*

Regarding remedial measures that have been / will be taken by the ANSP to rectify the situation, the NSA reports: *"We have engaged the European Commission on a number of KEA related methodological queries linked to the expansion of the KEA reference area to include Reykjavik FIR."*

Regarding the follow up of the remedial measures indicated in the previous monitoring report(s), the NSA reports: *"A number of elements have been introduced as part of a low Level airspace review. AirNav Ireland also worked with the neighbouring ANSP on a new initiative on the Irish Sea interface. This included changes to some internal sectors and the introduction of a new boundary point (WETFI) on the Ireland UK boundary."*



KEP

Regarding initiatives implemented or planned that will improve this PI and how does the NSA intend on monitoring their effectiveness on performance, the NSA reports: *"There is Full Free Route in the Shannon FIR/UIR. The flight plan trajectory is determined by the airspace users' preferences as a free route airspace (FRA) concept of operations applies within Irish airspace. With the possible exception of some RADS for ATM purposes, inefficiencies in KEP result from factors outside of Irish airspace and therefore, outside of the ANSP's control.*

The ANSP will continue to monitor and review the KEP and factors that may impact the value. The ANSP continues to review RADs with neighbouring ANSPs with a view to identifying possible improvements in horizontal flight efficiency. Work continues on the feasibility of using Dynamic RADs. It is intended to work with NATS in the expansion of Nighttime Fuel Savings Routes in (NTFSR) in 2026. There are no capacity RADs in Irish FRA, the RADs applied are structural to protect adjacent airspace and to force efficient flight profiles, the adjacent ANSP has limited introduction of dynamic RAD (3). It is intended to have a full review of RADS post Summer 26."

KES

Regarding initiatives implemented or planned that will improve this PI and how does the NSA intend on monitoring their effectiveness on performance, the NSA reports: *"The flight plan trajectory within the EISN FIR is determined by the airspace users' preferences as a free route airspace (FRA) concept of operations applies within Irish airspace. Differences from the shortest constrained trajectory are therefore a result of the trajectory planned by the airspace user. Accordingly, inefficiencies in KES result from factors outside of Irish airspace and therefore, outside of the ANSP's control.*

The Low Level airspace review continued with the following completed and ongoing:

- 1. The removal of the last remaining routes (which were available for flight planning but not mandatory)*
- 2. Additional controlled airspace introduced at Ireland West airport to protect instrument flight procedures and facilitate CCO/CDO*

Work continued on the development of new IFP's and associated changes for the Shannon and Cork CTRs. This area continues to be a work in progress."

Vertical flight efficiency

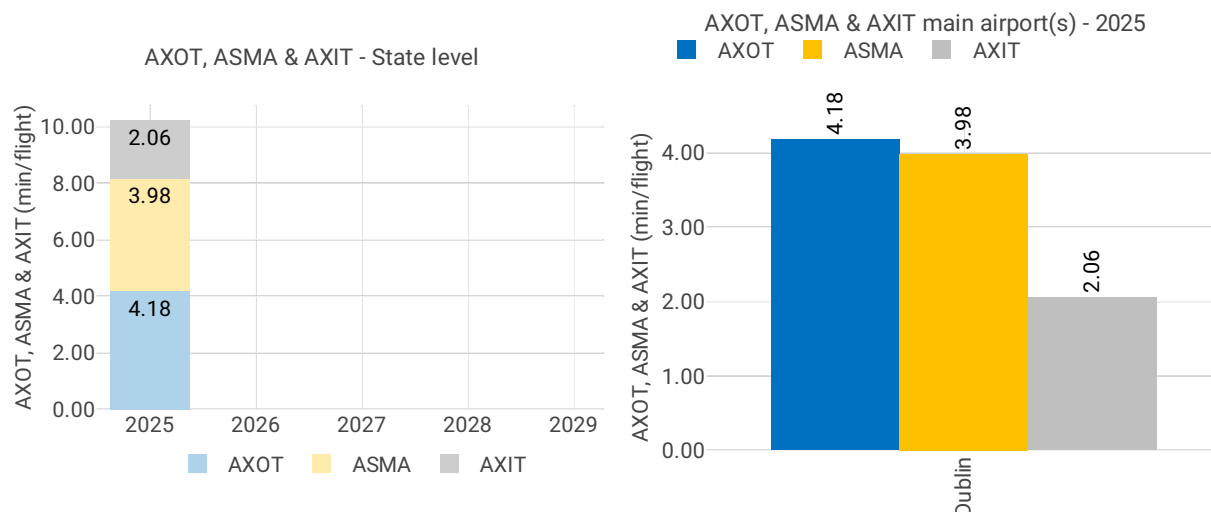
Regarding initiatives implemented or planned that will improve this PI and how does the NSA intend on monitoring their effectiveness on performance, the NSA reports: *"AirNav Ireland will continue to monitor this PI, however adjacent ANSP requirements does create limitations.*

It should be noted a FRA concept of operations applies in Irish airspace so the vertical profile of actual en-route trajectories is dependent on the levels planned by the airspace users, the cleared oceanic flight levels (cleared levels are provided by the UK's Prestwick Oceanic Control Centre) and any level restrictions placed on trajectories by neighbouring ANSPs."



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
Dublin	4.18	NA	NA	NA	NA	3.98	NA	NA	NA	NA	2.06	NA	NA	NA	NA

Focus on AXOT, AXIT & ASMA

AXOT

Dublin is the only Irish airport subject to the monitoring of this indicator. The additional time in 2025 was equal to 4.18 min/dep, the same as 2024 value – last year of RP3 (*using the new methodology*).

The average for RP4 airports subject to monitoring of this indicator across Member States in 2025 was 3.61 min/dep.

Regarding initiatives implemented or planned that will improve this PI and how does the NSA intend on monitoring their effectiveness on performance, the NSA reports: *“Dublin Airport is engaged in a project to implement A-CDM, with a T4 trial scheduled for October 2026. AirNav Ireland will continue to support Dublin Airport in the development of A-CDM.”*

AXIT

Dublin is the only Irish airport subject to the monitoring of this indicator. The additional time in 2025 was equal to 2.06 min/arr.

The average for RP4 airports subject to monitoring of this indicator across Member States in 2025 was 1.71 min/arr.



Regarding initiatives implemented or planned that will improve this PI and how does the NSA intend on monitoring their effectiveness on performance, the NSA reports: *“The additional time in the taxi-in phase is largely determined by the ongoing airfield works which can constrain the movement of aircraft around the airfield and also by the availability of stands/gates at which the arriving aircraft can park.”*

ASMA

Dublin is the only Irish airport subject to the monitoring of this indicator. The additional time in 2025 increased to 3.98 min/arr, above the 2024 value – last year of RP3 – of 3.46 min/arr (*using the new methodology*). This represents a 15% increment and results in the second highest additional time in terminal airspace of states included in RP4.

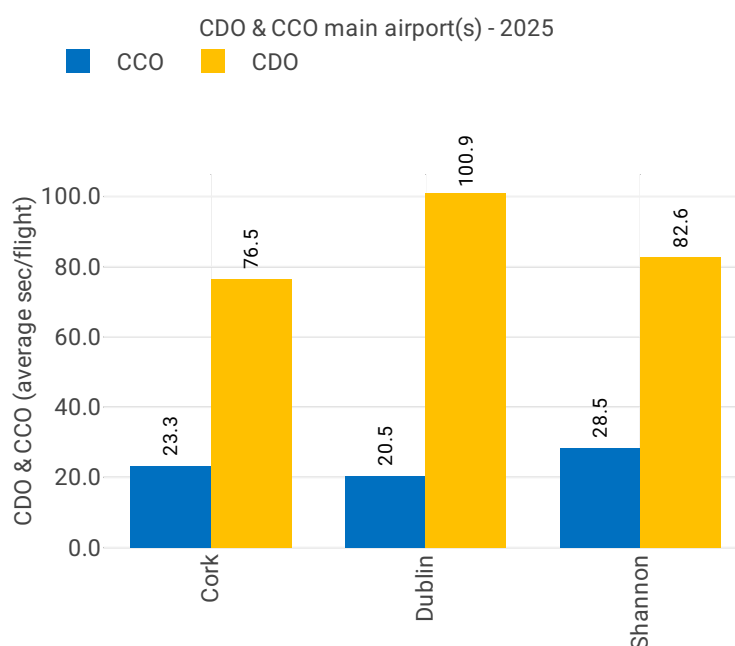
The average for RP4 airports subject to monitoring of this indicator across Member States in 2025 was 2.98 min/arr.

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: *“AirNav Ireland is working with the airlines at Dublin airport to reduce the frequency of early arrivals at the airport, which will reduce the number of early arriving aircraft placed in the hold prior to 07:00 local time to facilitate a focus on the 1st wave of departures, in keeping with the Network Manager’s operational priorities which is in turn supported by airlines. The Dublin Airport Planning Group established a subgroup suggested by the ANSP to progress improvements in this area.*

A review of the Dublin airspace is ongoing and includes:

- *Review of and update to IFP’s as required to ensure regulatory compliance*
- *Interface meetings have taken place between Shannon and Dublin to review current procedures with a view to improving day to day operations as well as lay the ground work for future changes and developments. Work will continue in this area in 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 51.7 seconds per flight lower in Ireland. The highest average time flown level during descent happens at Dublin (EIDW) (100.9 seconds per flight), while the lowest happens at Cork (EICK) (76.5 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: *“AirNav Ireland is engaging key airlines about Continuous Descent Operations (CDO) performance at Irish airports where it provides ATM services. The data highlights a significant difference in CDO achieved by airlines and as a result there is significant potential to improve overall CDO performance.”*

AirNav Ireland has established an environmental taskforce to support improved environmental performance, with increased monitoring, trials and a review of airspace changes that may be required to further facilitate airlines improve CDO.

Trials conducted at Shannon and Cork airports in 2024 provided useful information to the ANSP in the context of development of timebound procedures. Airlines serving Cork during the first 30 days of the trial advised of fuel savings of approx. 21,000 Kgs. The output from the trials is under discussion as part of the low-level airspace review and associated changes to the Shannon and Cork CTRs.”

Vertical flight efficiency of the climb

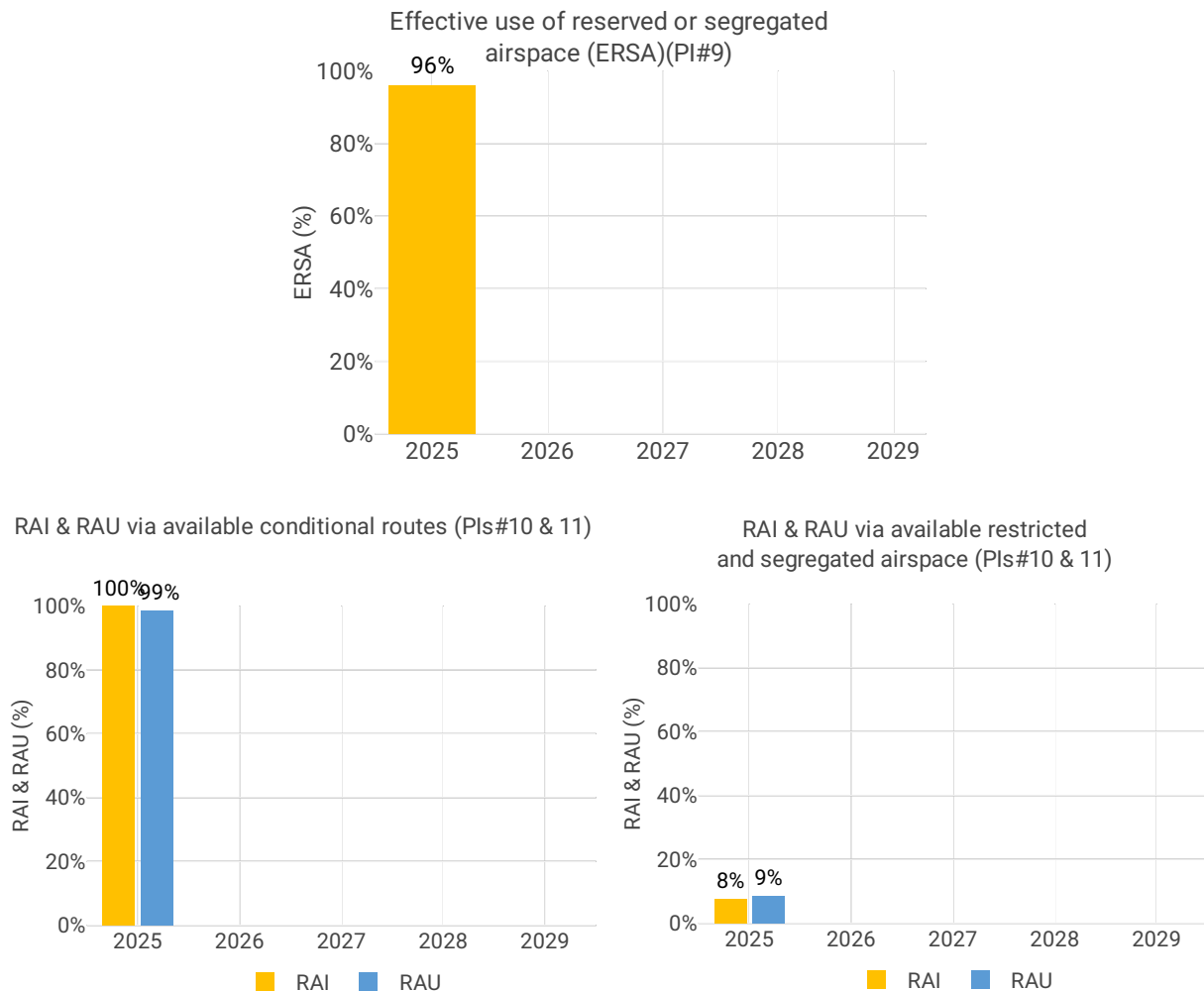
Compared to the overall RP4 average value (34.8 seconds per flight), average times flown level during climb are on average 13.5 seconds per flight lower in Ireland. The highest average time flown level during climb happens at Shannon (EINN) (28.5 seconds per flight), while the lowest happens at Dublin (EIDW) (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: *“The ANSP has engaged its largest customers on their Continuous Climb Operations (CCO) performance at Irish airports where it provides ATM services. The rate of CCO largely depends on the agreed levels at which an aircraft may be handed over to the neighbouring FIR and the ANSP will continue to work with its counterparts to agree levels which allow departing aircraft to climb at their optimum rate without levelling off.”*

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
Cork	23.3	NA	NA	NA	NA	76.5	NA	NA	NA	NA
Dublin	20.5	NA	NA	NA	NA	100.9	NA	NA	NA	NA
Shannon	28.5	NA	NA	NA	NA	82.6	NA	NA	NA	NA



3.4 Civil-Military dimension



Focus on Civil-Military dimension

Effective use of reserved or segregated local airspace

IRELAND reports a ratio of **100%**

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: *"Monitoring of this area is conducted as part of the Ireland FUA policy"*

Rate of planning via available airspace structures

IRELAND, reports that has no data available.

Regarding initiatives implemented or planned that will improve this PI and how does the NSA intend on monitoring their effectiveness on performance, the NSA reports: *"Due to the limited number of activations, it is estimated that approx 0.04% of flights are impacted by this."*

"There are no CDR's in place in Ireland."

Rate of using available airspace structures

IRELAND, reports that has no data available.



Regarding initiatives implemented or planned that will improve this PI and how does the NSA intend on monitoring their effectiveness on performance, the NSA reports: *“Due to the limited number of activations, it is estimated that approx 0.04% of flights are impacted by this.*

There are no CDR's in place in Ireland.”



4 CAPACITY - IRELAND

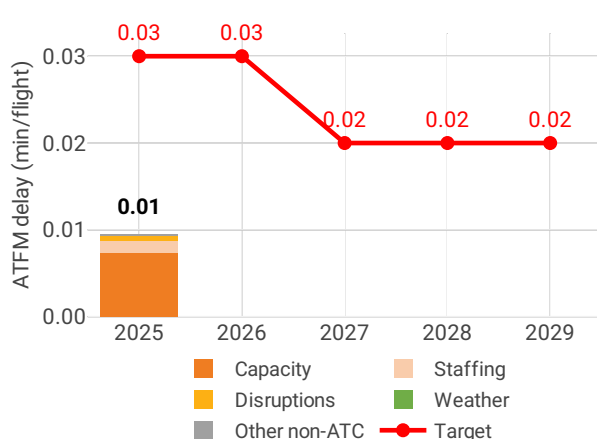
4.1 PRB monitoring

- Ireland registered 0.01 minutes of average en route ATFM delay per flight during 2025, which remained 0.01 after the post-ops adjustment process, thus achieving the local target value of 0.03. Delays in Ireland increased by 0.01 minutes per flight year-on-year.
- The share of delayed flights with delays longer than 15 minutes in Ireland increased by 10 percentage points compared to 2024 but was lower than 2019 values.
- The actual number of ATCOs in OPS was 240 FTEs, -15 FTEs below the planned level (255 FTEs).
- The yearly total of sector opening hours in Dublin ACC was 21,841, while in Shannon ACC these was 42,354. Both ACCs showed a -1% reduction compared to the sector opening hours in 2024
- Dublin and Shannon ACC registered some 12 IFR movements per sector opening hour in 2025, 6% above the 2024 level.
- Ireland registered an average airport arrival ATFM delay of 0.28 minutes per flight in 2025, thus not achieving the local target of 0.2 minutes. Compared to 2024, average arrival ATFM delays in Ireland were -0.04 minutes per flight lower in 2025.
- The main drivers of delays were weather, accounting for 0.20 of the total delays, and other non-ATC causes, responsible for 0.08.

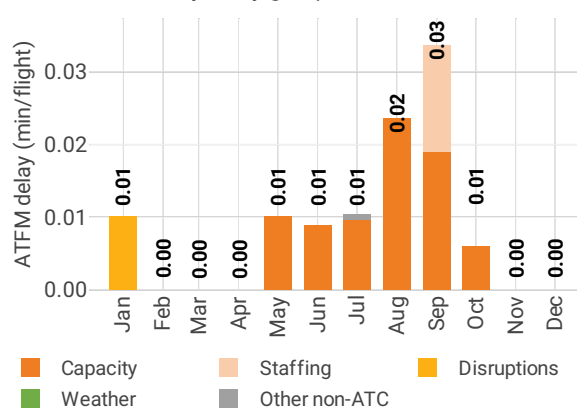
4.2 En route performance

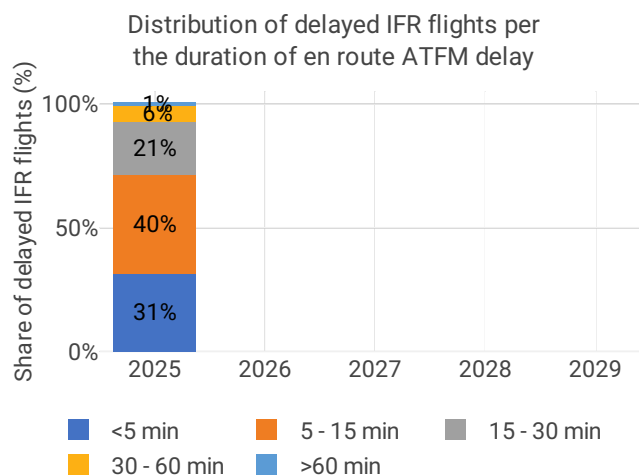
4.2.1 En route ATFM delay (KPI#1)

Average en route ATFM delay per flight by delay groups



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





Focus on en route ATFM delay

En route ATFM delay

- Ireland had 616k flights in 2025, up from the 587k flights in 2024.
- AirNav Ireland applied en route ATFM regulations resulting in <7k minutes of delay.

Regarding the reasons and circumstances resulting in the achieved level of actual performance of the en route ATFM delay per flight KPI, the NSA reports: *“Average en route ATFM delay per overflight was 0.01 minutes per flight, consistent with the target and broadly in line with previous years. A Eurocontrol CAPAN study is taking place during 2026 to examine operations at Dublin ACC and Shannon ACC. The IAA and AirNav Ireland meet regularly to discuss the performance indicators, including ATFM delay.”*

Regarding the description of the adjustments to the capacity plan included in adopted performance plan, the NSA reports: *“The NSA has introduced an additional capacity incentive scheme which aims to incentivise the ANSP to meet its ATCO and ATSEP hiring targets.”*

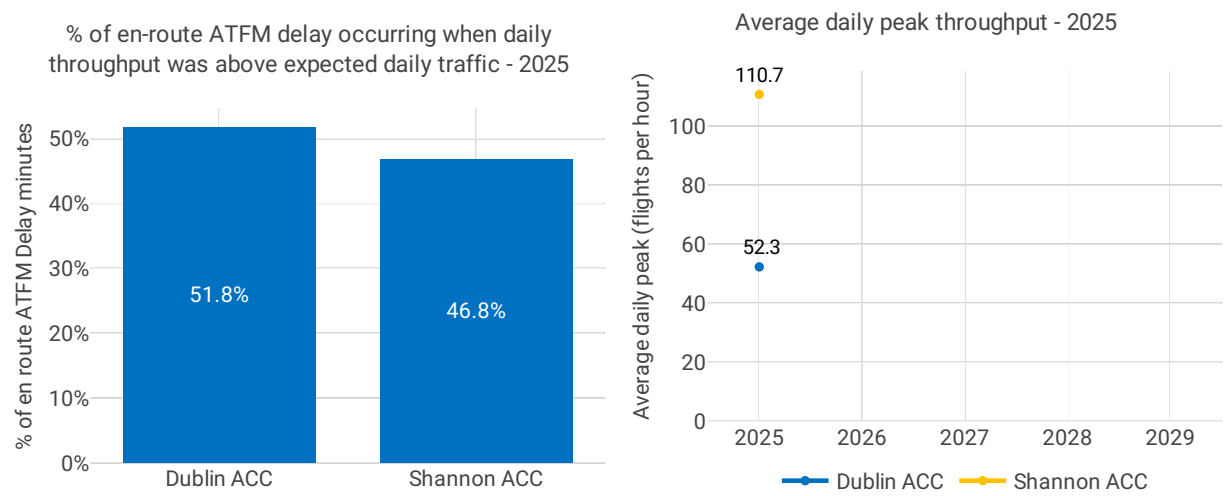
Regarding the identification and analysis by the NSA of the underlying reasons or circumstances having led to the performance target not being achieved, the NSA reports: *“N/A.”*

En route capacity incentive scheme

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



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



Focus en route performance indicators at ACC level

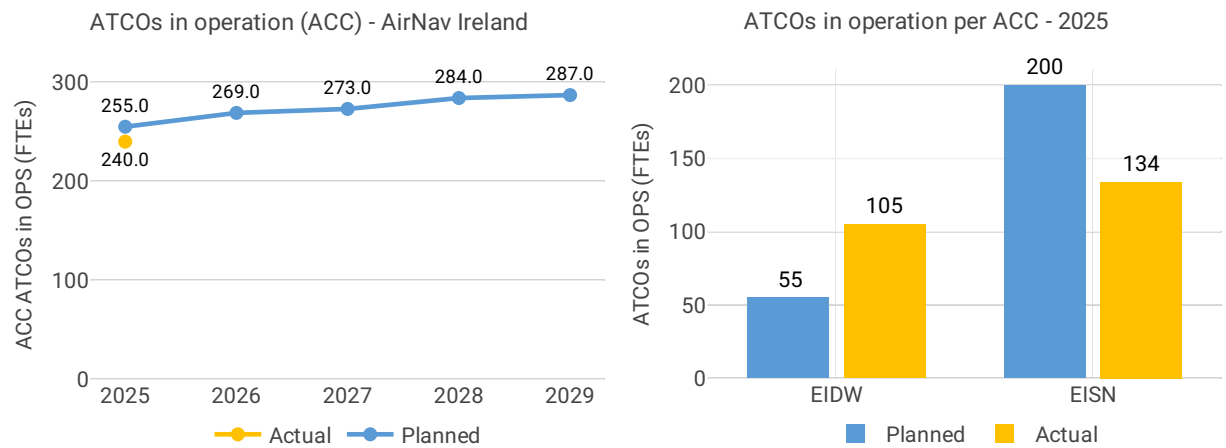
Percentage of total en route ATFM delay that occurred on days when the daily throughput was above the expected daily traffic

As background information on actual performance, the NSA reports: *“It is anticipated that En-route ATFM Delay will be further reduced with the application of Occupancy Regulations rather than Entry Count Regulations in the En-Route environment.”*

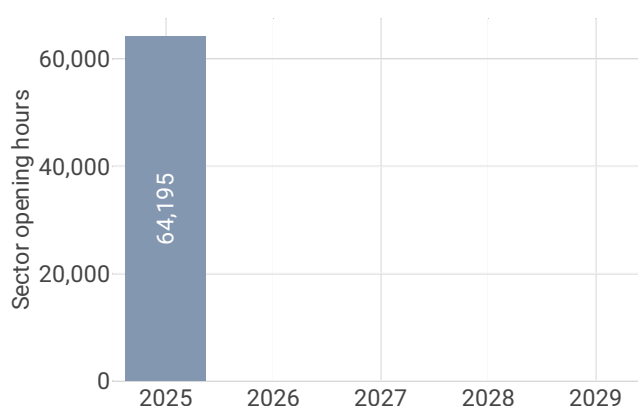
Annual weighted average of the daily peak throughput

No comment provided.

4.2.3 Other en route information



Sector opening hours - AirNav Ireland



Focus on other en route information

As additional comments to ATCOs in the scope of the performance scheme, the NSA reports: *"The number of ATCOs split by ACC, APP and TWR is the combined total across four service units (Dublin, SNN ENR, CTBU & STBU). The number of ATCOs in ops allocated to the en route cost base relates to Dublin (EIDW) and Shannon (EISN) only. The figures are the Average FTE ATCOs over 2025."*

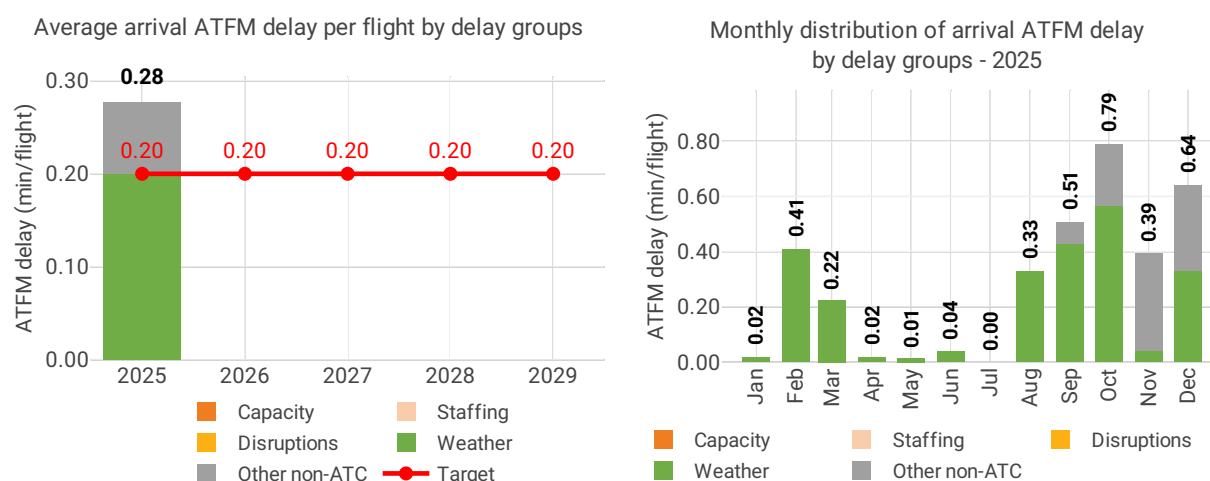
Regarding the training process, including details on the effective failure rate and the process used to allocate newly qualified ATCOs between ACC, APP and TWR positions, the NSA reports: *"The calculations are based on a 70% pass rate. Operational decisions as regards the allocation of ATCOs to the various control centres is a matter for AirNav Ireland, based on need. ATCOs are typically multi-rated and assigned to locations, rather than being limited to being assigned to ACC, APP, or TWR positions. In some cases, for example, ATCOs at the Dublin control centre are licensed for all three of ACC, APP, and TWR positions, which is intended to allow for the provision of flexible, scalable, and cost effective capacity."*

The training process for ATCOs is partially outsourced to Entry Point North. In relation to licensed training such as unit endorsement training or continuation training, AirNav Ireland is contracted by EPN to provide this training service (unit endorsement training has to be completed by an ATCO rated in that unit). On the job training is provided by AirNav Ireland. Other aspects of the training process (e.g., initial assessments) are carried out by AirNav Ireland without any involvement of EPN."



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 Ireland was 0.28 min/arr in 2025, the first year of RP4. The performance remains very close to 2024, last year of RP3, when there were 0.32 min/arr.

2025 delays took place mainly at Dublin airport (0.33 min/arr) as Cork (0.01 min/arr) and Shannon (0.00 min/arr) had very little to no delay.

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: *“In 2025, average terminal delay at the relevant airports (Dublin, Shannon and Cork) was 0.28 minutes per arriving flight, considering RP4 CRSTMP Performance Targets subtracting the non-CRSTMP delay from the actual delay was 0.00 minutes per arriving flights.*

Of the 42,442 minutes delay, the primary causes were 30,601 minutes due Weather, Aerodrome Capacity 10,709 minutes (the most significant cause due Runway Displaced threshold works).”

Regarding the identification and analysis by the NSA of the underlying reasons or circumstances having led to the performance target not being achieved, the NSA reports: *“The IAA notes that ATFM delay minutes were primarily caused by weather and aerodrome related issues. Consistent with historic patterns, only a small proportion of ATFM arrival delay was directly ANSP attributable.”*

Regarding recommendations to the ANSP to rectify the situation, the NSA reports: *“Continue efforts to increase ATCO staffing levels at least in line with the Performance Plan forecasts, and review measures which might be possible to reduce the extent of weather related delay.”*



Regarding remedial measures that have been / will be taken by the ANSP to rectify the situation, the NSA reports: *“AirNav Ireland will continue its efforts to increase ATCO levels throughout the period of RP4. The capacity incentive scheme introduced by the IAA aims to incentivise AirNav to meet the performance plan targets.”*

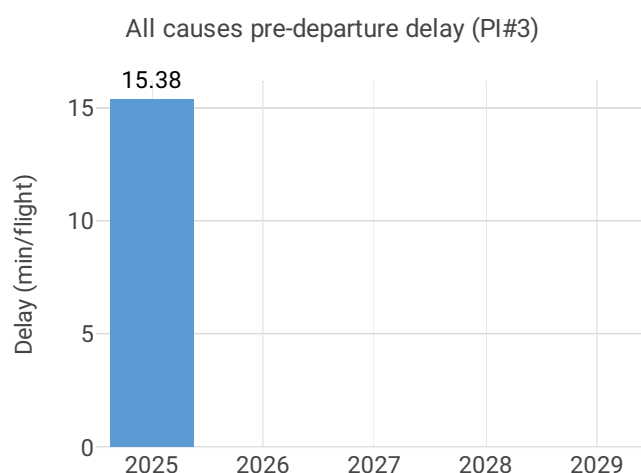
Regarding follow up of the remedial measures indicated in the previous monitoring report(s), the NSA reports: *“The IAA meets quarterly with AirNav Ireland to discuss progress with its hiring targets.”*

Terminal capacity incentive scheme

In the first year of RP4, with an ATFM arrival delay of 0.28 min/arr, Ireland did not achieve the national target of 0.20 min/arr.

However, the pivot value for incentives (0.10 min/arr) is limited to CRSTMP delay causes. As there was no CRSTMP delay (0.00 min/arr), the maximum bonus applies, nevertheless the maximum bonus is 0% as per the Performance Plan. As such, the NSA computes a bonus of EUR 0.00.

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



Airport level										
	Avg arrival ATFM delay (KPI#2)					Slot adherence (PI#1)				
Airport name	2025	2026	2027	2028	2029	2025	2026	2027	2028	2029
Cork	0.01	NA	NA	NA	NA	97.9%	NA	NA	NA	NA
Dublin	0.33	NA	NA	NA	NA	98.5%	NA	NA	NA	NA
Shannon	0.00	NA	NA	NA	NA	97.0%	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
Dublin	0.86	NA	NA	NA	NA	15.4	NA	NA	NA	NA



Focus on other terminal performance indicators

ATFM slot adherence

ATFM slot adherence in 2025 was equal to 98.3%, very close to 2024 value – last year of RP3 – of 98.0%. With regard to the 1.7% of flights that did not adhere, 1.2% were early and 0.5% were late.

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

As background information on actual performance, the NSA reports: *“The ANSP monitors ATFM Slot adherence on an ongoing basis. The ANSP's performance on a national level shows a slight improvement on previous years which is largely driven by Dublin Airport. The performance at Cork and Shannon is slightly down on 2024.”*

ATC pre-departure delay

Dublin is the only Irish airport subject to the monitoring of this indicator. The delay in 2025 was equal to 0.86 min/dep. This figure cannot be compared to RP3 values from 2024 as last year reporting quality was not good enough to compute this PI. Reporting quality improved as of November 2024, allowing for the calculation of 2025 values.

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: *“There was no delay attributed to ATC Capacity or Staffing at Dublin Airport. However, there are 3 dominant east-bound departure flows, ENDEQ, BOFUM, DEXEN. The ANSP is in discussions with adjacent ANSP to have increased access via DEXEN/Y124 and the North Wales Military Training Area. Dublin departures are affected by Regulation mainly in LAKES Sector, and airports Amsterdam, Heathrow and Gatwick”*

All causes pre-departure delay

Dublin is the only Irish airport subject to the monitoring of this indicator. The delay in 2025 decreased to 15.38 min/dep, 11% lower than the value of 2024 – last year of RP3 – of 17.32 min/dep.

The average for RP4 airports subject to monitoring of all causes pre-departure delay across Member States in 2025 was 16.47 min/dep.

As background information on actual performance, the NSA reports: *“The PI continues to improve. 15.38 represents a reduction in delay minutes relative to 2024 (17.32).”*



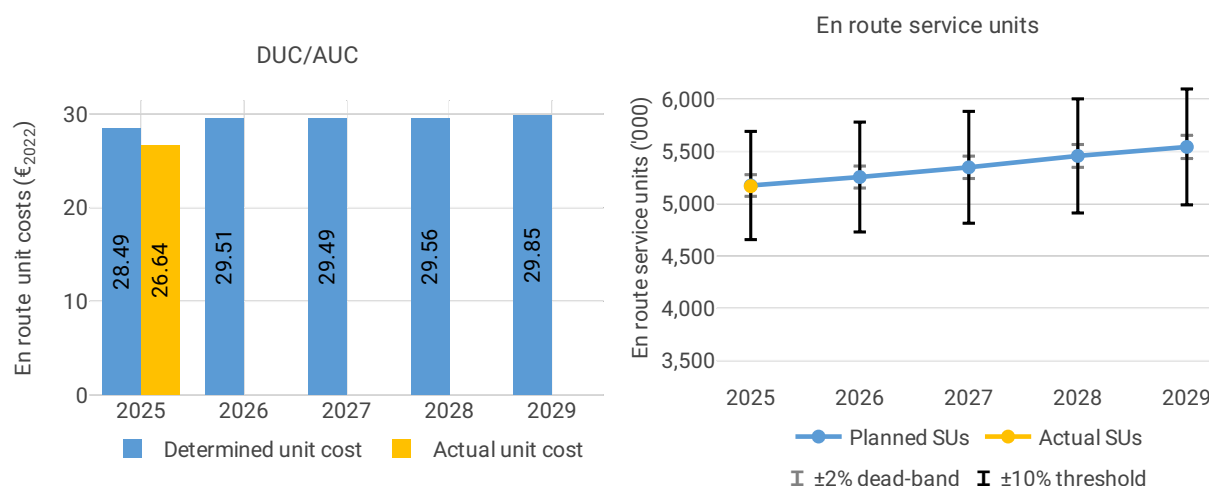
5 COST-EFFICIENCY - IRELAND

5.1 PRB monitoring

- The en route 2025 actual unit cost of Ireland was 26.64€2022, -6.5% lower than the determined unit cost (28.49€2022). The terminal 2025 actual unit cost was 151.50€2022, -1.9% lower than the determined unit cost (154.47€2022).
- The en route 2025 actual service units (5.2M) were in line with the determined service units (5.2M).
- The en route 2025 actual total costs were -9.8M€2022 (-6.6%) lower than determined, with all cost categories registering lower-than-planned costs, except exceptional items. This decrease is mainly driven by the costs of AirNav Ireland. The largest difference for AirNav Ireland was in staff costs (-4.0M€2022, or -5.2%). The NSA attributed this decrease to the timing of recruitment and the 2025 pension in payment.
- A deviation from the criteria to achieve capacity targets was considered justified for Ireland. Actual costs for the measures necessary to achieve those targets were lower than determined (-5.4M€2022, or -41.9%), mainly due to lower staff costs (-4.7M€2022, or -51.8%) than planned.
- AirNav Ireland spent 16.3M€2022 in 2025 related to costs of investments for both en route and terminal charging zones, -19.4% less than determined (20.2M€2022). According to the NSA, this reduction is due to delays in project completions reflecting a shortfall in technical and operational resources.
- The en route actual unit cost incurred by users in 2025 was 28.89€ (-5.2% below the 2025 DUC), while the terminal actual unit cost incurred by users was 156.54€ (-4.3% below the 2025 DUC). The difference between the AUCU and the DUC is mainly driven by the investment costs in cost exempt from cost sharing for both terminal and en route charging zones, as well as financial incentives for the en route charging zone.

5.2 En route charging zone

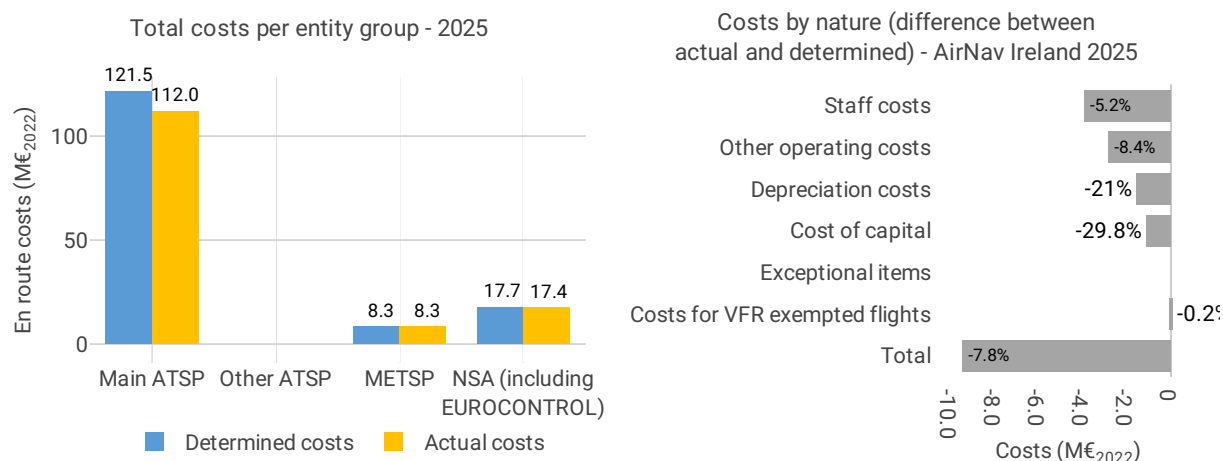
5.2.1 Unit cost (KPI#1)



Actual and determined data					
Total costs - nominal (M€)	2025	2026	2027	2028	2029
Determined costs	157.6	168.0	173.0	179.6	187.0
Actual costs	147.5	NA	NA	NA	NA
Difference costs	-10.1	NA	NA	NA	NA

Inflation assumptions	2025	2026	2027	2028	2029
Determined inflation rate	1.9%	1.7%	1.8%	1.9%	2.0%
Determined inflation index*	108.6	110.4	112.4	114.5	116.9
Actual inflation rate	2.1%	NA	NA	NA	NA
Actual inflation index*	108.8	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 -6.5% (or -1.85 €2022) lower than the planned DUC. This results from the combination of significantly lower than planned en route costs in real terms (-6.6%, or -9.8 M€2022) and slightly lower than planned TSUs (-0.1%).

En route service units

The difference between actual and planned TSUs (-0.1%) falls inside the ±2% dead-band. Hence, the loss of en route revenues is borne by the ANSPs.

En route costs by entity

Actual real en route costs are -6.6% (-9.8 M€2022) lower than planned. This is the result of lower costs for the main ANSP, AirNav Ireland (-7.8%, or -9.5 M€2022), the NSA/EUROCONTROL (-1.4%, or -0.3 M€2022) and the MET service provider (-0.2%, or -0.02 M€2022).

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

Based on the additional information to the en route reporting tables, the significantly lower than planned en route costs in real terms for AirNav Ireland in 2025 (-7.8%, or -9.5 M€2022) result from:



- Significantly lower than planned staff costs (-5.2%), mainly due to the timing of recruitment and the timing of the 2025 pension payment. In line with the RP4 decision, a headcount rebate applies when actual ATCO and engineering headcount is below forecast. For 2025, this payroll rebate amounts to 3.7 M€ (nominal terms) and will be returned to airspace users in 2027 through a reduction in the en route unit rate.
- Significantly lower than planned other operating costs (-8.4%), where *“other operating costs comprise training, systems and equipment maintenance, telecommunications, spares, power and administration costs including rent and rates, insurance, security, building repairs and maintenance.”*
- Significantly lower than planned depreciation (-21.0%), mainly reflecting *“a shortfall in technical and operational resources necessary to deliver capital projects.”*
- Significantly lower than planned cost of capital (-29.8%), mainly *“due to delays in project completions as outlined above.”*
- Slightly lower than planned deduction for VFR exempted flights (-0.2%).

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

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

“The actual unit cost in real terms was 6.5% lower than forecast. Total En Route costs in nominal terms were 6% below the forecast level included in the RP4 Performance Plan. Nominal costs were lower than forecast for each of AirNav Ireland, MET and the NSA, including lower than determined Eurocontrol costs. Total En Route costs in real terms were 6.6% below the forecast level, together with service units close to forecast this led to an outperformance of the DUC by 6.5%.”

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

The NSA provides the following explanation for the differences between actual and determined costs in the charging zone:

“The lower than determined level of costs was driven by AirNav Ireland's delay in recruitment. The challenges faced by AirNav Ireland in recruiting engineers and ATCOs had a negative knock-on impact to it delivering its proposed capital investment programme. Under the RP4 decision, where actual ATCO and engineering headcount is below forecast, a headcount rebate applies. For 2025, this payroll rebate amounts to €3.7 million and will be returned to airspace users in 2027 through a reduction in the en route unit rate.”

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

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

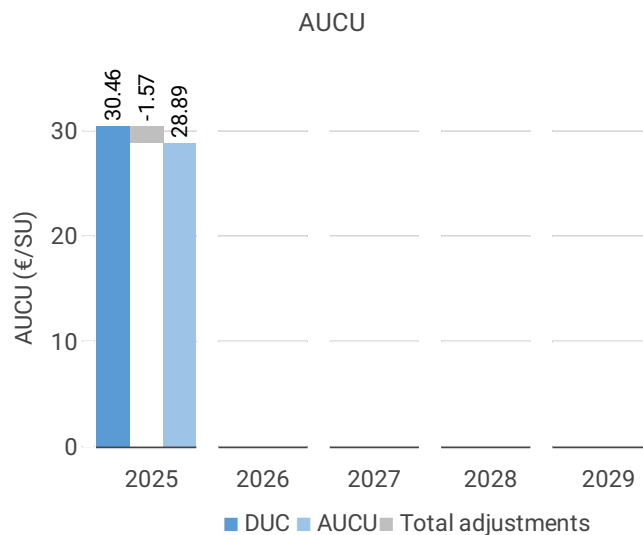
“Continue efforts to hire engineers and ATCOs. This will allow AirNav to allocate resources to its capex programme.”

AirNav Ireland reports the implementation of the following actions:



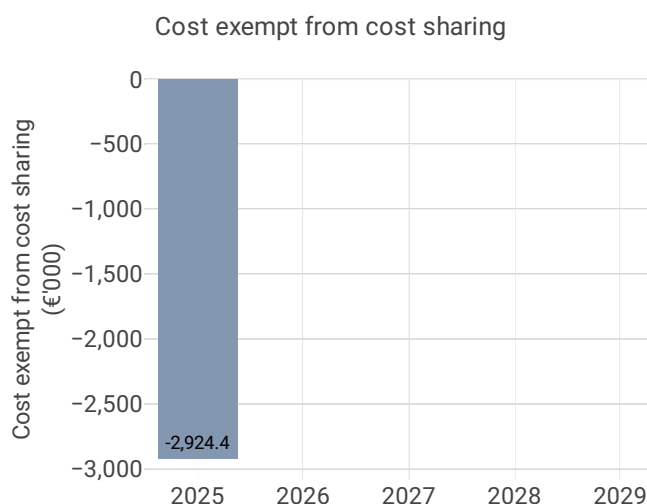
“The ANSP will return any unspent capex to users in RP5. The Unit rate will also be adjusted downwards in 2027 to account for the under delivery of ATCOs and engineers in 2025.”

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	30.46
Inflation adjustment	0.05
Cost exempt from cost sharing	-0.57
Traffic risk sharing adjustment	0.00
Traffic adjustment (costs not TRS)	0.01
Financial incentives	-0.71
Modulation of charges	0.00
Cross-financing	0.00
Other revenues	-0.35
Application of lower unit rate	0.00
Total adjustments	-1.57
AUCU	28.89
AUCU vs. DUC	-5.2%





Cost exempt from cost sharing – 2025

Cost exempt from cost sharing by item - 2025	€'000	€/SU
New and existing investments	-2,675.6	-0.52
Competent authorities and qualified entities costs	-154.4	-0.03
Eurocontrol costs	-94.4	-0.02
Pension costs	0.0	0.00
Interest on loans	0.0	0.00
Changes in law	0.0	0.00
Total cost exempt from cost risk sharing	-2,924.4	-0.57

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 (28.89 €) is -5.2% lower than the nominal DUC (30.46 €) which includes DUC initially charged: 30.86 €, and DUC to be charged retroactively: -0.40 €. The difference between the AUCU and the nominal DUC (-1.57 €/SU) is due to:

- the positive inflation adjustment resulting from higher than planned inflation (+0.05 €/SU);
- the impact of adjustments resulting from the costs exempted from cost sharing mechanism (-0.57 €/SU);
- the addition of the traffic adjustment (+0.01 €/SU) for the costs not subject to traffic risk sharing;
- the impact of financial incentives (-0.71 €/SU); and,
- the deduction of other revenues (-0.35 €/SU).

The share of the regulatory result (see next sub-section) in the AUCU (before the deduction of other revenues) is 4.1%.

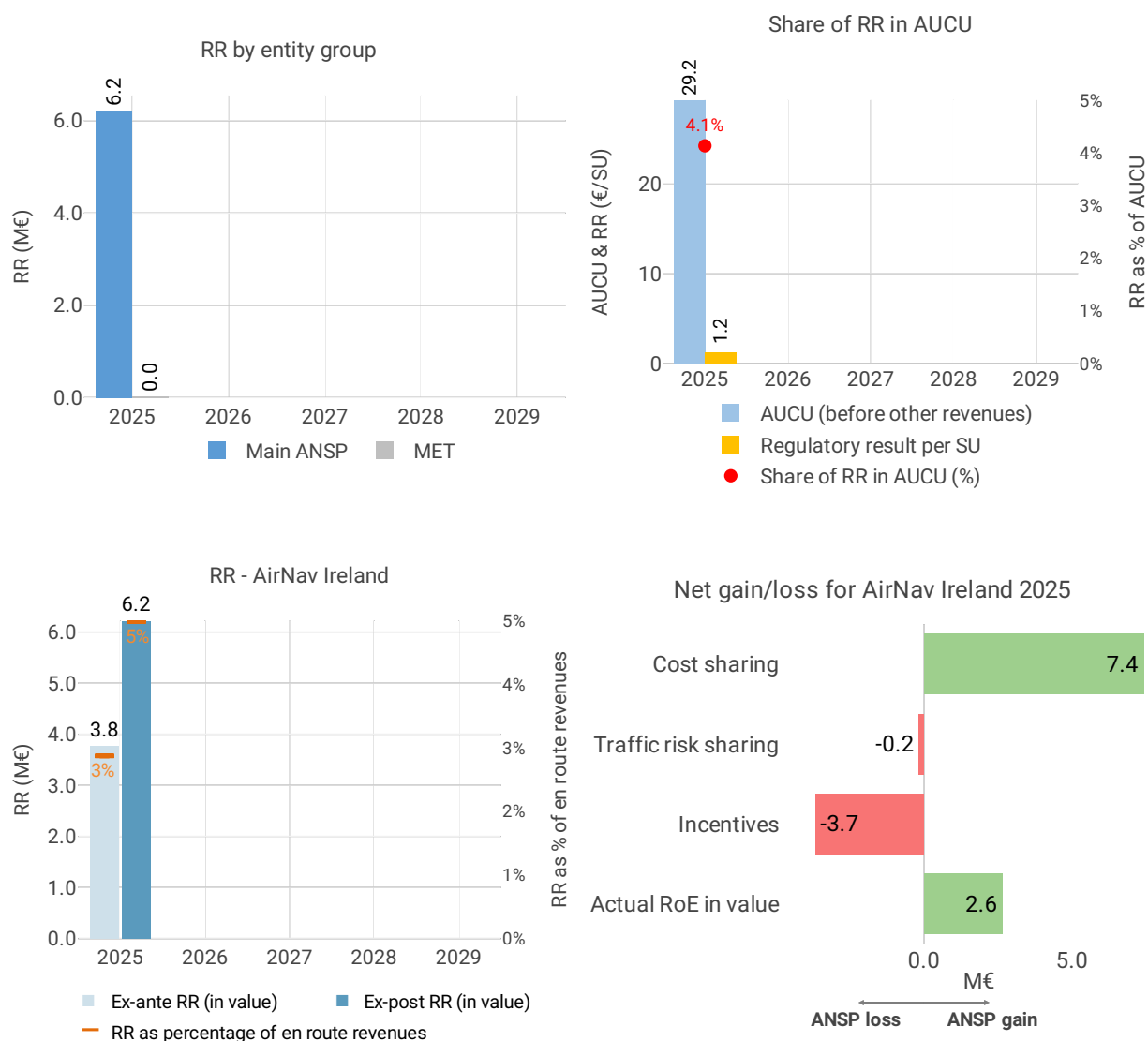


Initiatives implemented or planned that will improve this PI reported by the NSA

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

“These adjustments, as outlined above, are as per the Regulation. Their correct application will continue to be monitored by the NSA.”

5.2.3 Regulatory result (RR)



Focus on regulatory result

AirNav Ireland net gain/loss on activity in the Ireland en route charging zone in 2025

AirNav Ireland reported a net gain of +3.6 M€, as a combination of a gain of +7.4 M€ arising from the cost sharing mechanism, with a loss of -0.2 M€ arising from the traffic risk sharing mechanism and a loss of -3.7 M€ relating to financial incentives.

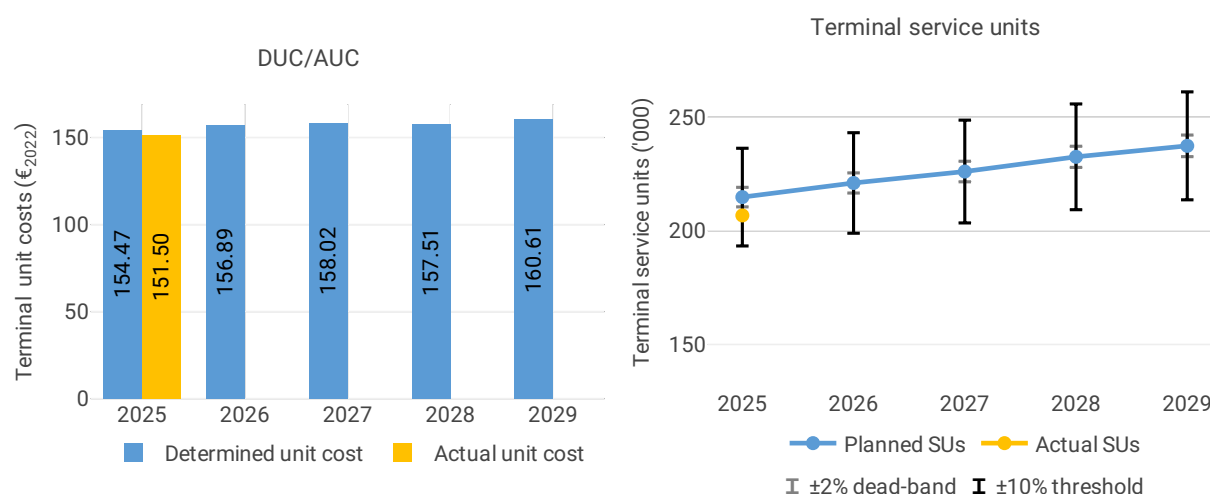


AirNav Ireland overall regulatory result (RR) for the en route activity

Ex-post, the overall RR, taking into account the net gain from the en route activity mentioned above (+3.6 M€) and the actual RoE (+2.6 M€), amounts to +6.2 M€ (5.0% of the en route revenues). The resulting ex-post rate of return on equity is 14.7%, which is higher than the 6.3% planned in the PP.

5.3 Terminal charging zone

5.3.1 Unit cost (KPI#1)



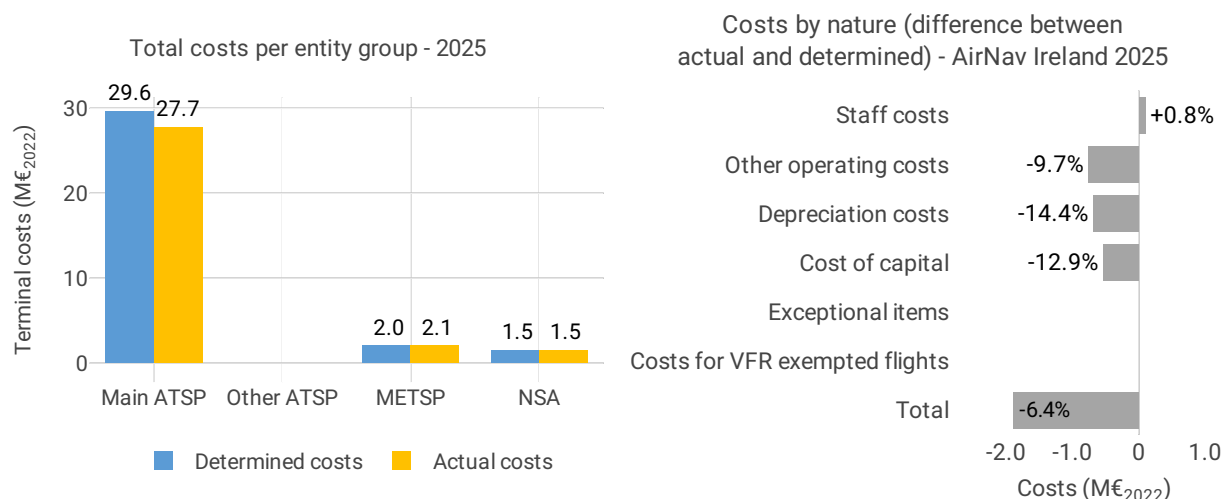
Actual and determined data

Total costs - nominal (M€)	2025	2026	2027	2028	2029
Determined costs	35.1	37.1	38.6	40.1	42.2
Actual costs	33.3	NA	NA	NA	NA
Difference costs	-1.9	NA	NA	NA	NA

Inflation assumptions	2025	2026	2027	2028	2029
Determined inflation rate	1.9%	1.7%	1.8%	1.9%	2.0%
Determined inflation index*	108.6	110.4	112.4	114.5	116.9
Actual inflation rate	2.1%	NA	NA	NA	NA
Actual inflation index*	108.8	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 -1.9% (or -2.97 €₂₀₂₂) lower than the planned DUC. This results from the combination of significantly lower than planned terminal costs in real terms (-5.6%, or -1.9 M€₂₀₂₂) and lower than planned TNSUs (-3.7%).

Terminal service units

The difference between actual and planned TNSUs (-3.7%) falls outside the $\pm 2\%$ dead-band, but does not exceed the $\pm 10\%$ threshold foreseen in the traffic risk sharing mechanism. The resulting 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 -5.6% (-1.9 M€₂₀₂₂) lower than planned. This is the result of lower costs for the main ANSP, AirNav Ireland (-6.4%, or -1.9 M€₂₀₂₂) and higher costs for the NSA (+0.2%, or +0.003 M€₂₀₂₂), the MET service provider (+1.4%, or +0.03 M€₂₀₂₂).

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

Based on the additional information to the terminal reporting tables, the significantly lower than planned terminal costs in real terms for AirNav Ireland in 2025 (-6.4%, or -1.9 M€₂₀₂₂) result from:

- Slightly higher than planned staff costs (+0.8%).
- Significantly lower than planned other operating costs (-9.7%), where “other operating costs comprise training, systems and equipment maintenance, telecommunications, spares, power and administration costs including rent and rates, insurance, security, building repairs and maintenance.”
- Significantly lower than planned depreciation (-14.4%), mainly reflecting “a shortfall in technical and operational resources necessary to deliver capital projects.”
- Significantly lower than planned cost of capital (-12.9%), mainly “due to delays in project completions as outlined above.”



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

"The actual unit cost was 1.9% below forecast. Total nominal terminal costs for 2025 were 5.3% below the forecast level, and the real total terminal cost was 5.6% below the level forecast in the Performance Plan. The lower total real costs were mitigated by a 3.7% reduction in TNSUs but still resulted in a DUC outperformance of 1.9%."

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

"The ANSP's total operating costs were 9.5% lower than forecast. This comprises training, systems and equipment maintenance, telecommunications, spares, power and administration costs including rent and rates, insurance, security, building repairs and maintenance. Depreciation costs for ANI and the NSA were below determined. For the NSA this relates to a later than expected capitalisation of the largest investment. For AirNav Ireland, actual capital costs of both depreciation and cost of capital were lower than determined due to delays in project completions."

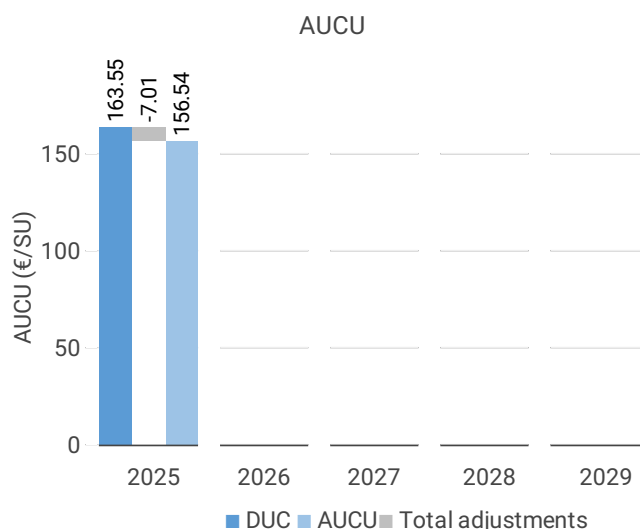
Recommendations formulated by the NSA to the ANSP (AirNav Ireland) to rectify the situation and actions taken by the ANSP

"Continue efforts to hire engineers and ATCOs. This will allow ANI to allocate resources to its capex programme."

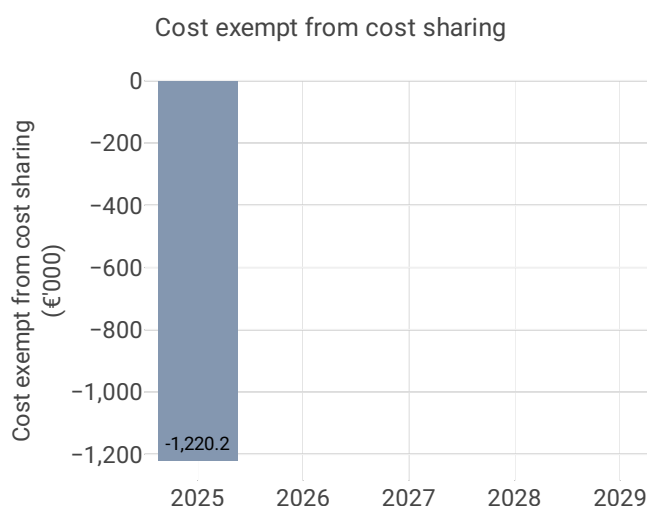
AirNav Ireland reports the implementation of the following actions:

"The ANSP will return any costs associated with unspent capex to users in RP5."

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	163.55
Inflation adjustment	0.22
Cost exempt from cost sharing	-5.90
Traffic risk sharing adjustment	1.86
Traffic adjustment (costs not TRS)	0.67
Financial incentives	0.00
Modulation of charges	0.00
Cross-financing	0.00
Other revenues	-3.87
Application of lower unit rate	0.00
Total adjustments	-7.01
AUCU	156.54
AUCU vs. DUC	-4.3%



Cost exempt from cost sharing – 2025		
Cost exempt from cost sharing by item - 2025	€'000	€/SU
New and existing investments	-1,223.4	-5.92
Competent authorities and qualified entities costs	3.2	0.02
Eurocontrol costs	0.0	0.00
Pension costs	0.0	0.00
Interest on loans	0.0	0.00
Changes in law	0.0	0.00
Total cost exempt from cost risk sharing	-1,220.1	-5.90

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 (156.54 €) is -4.3% lower than the nominal DUC (163.55 €) which includes DUC initially charged: 167.39 €, and DUC to be charged retroactively: -3.85 €. The difference between the AUCU and the nominal DUC (-7.01 €/SU) is due to:



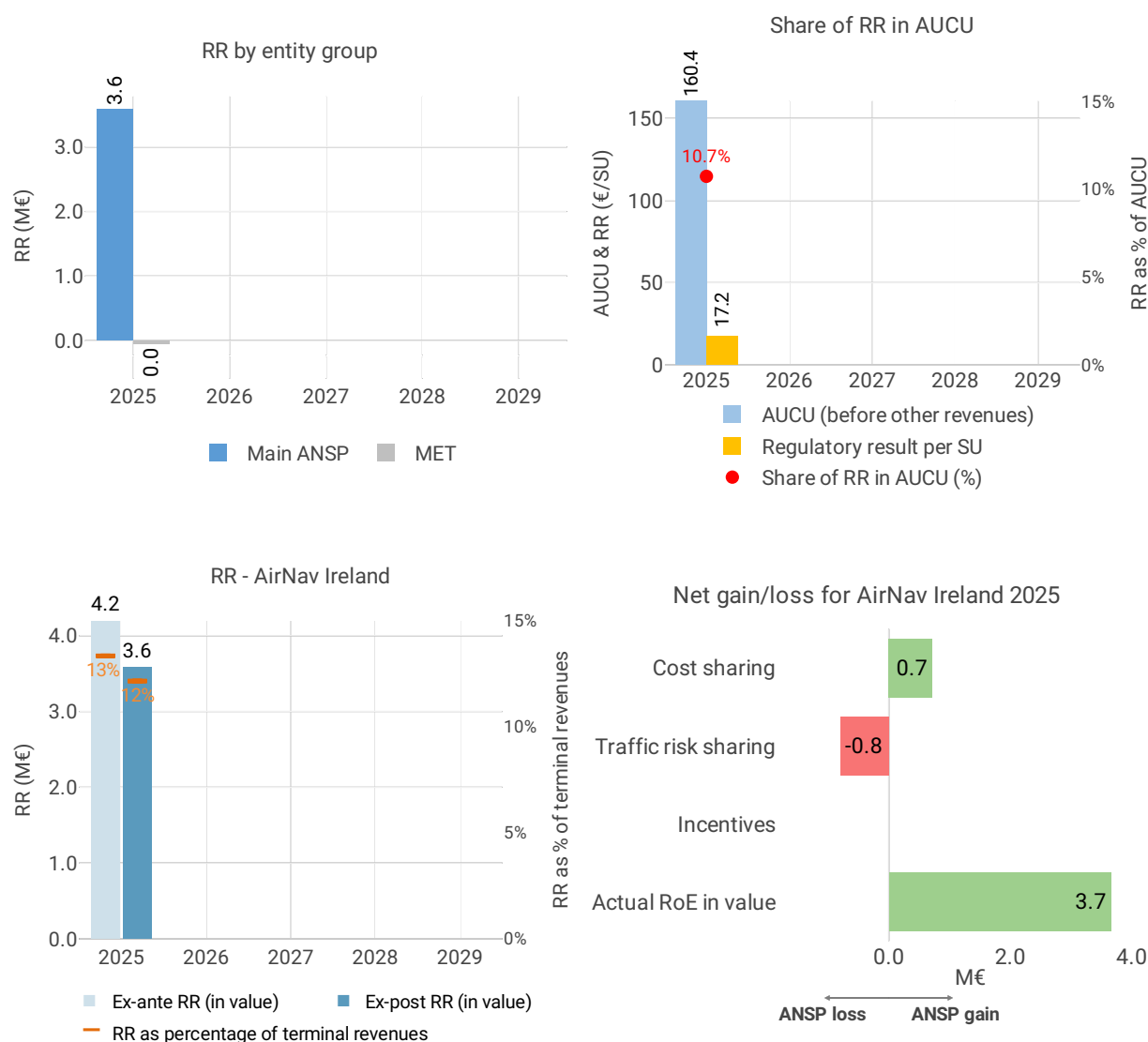
- the positive inflation adjustment resulting from higher than planned inflation (+0.22 €/SU);
- the impact of adjustments resulting from the costs exempted from cost sharing mechanism (-5.90 €/SU);
- the addition of the traffic risk sharing adjustments (+1.86 €/SU);
- the addition of the traffic adjustment (+0.67 €/SU) for the costs not subject to traffic risk sharing; and,
- the deduction of other revenues (-3.87 €/SU).

The share of the regulatory result (see next sub-section) in the AUCU (before the deduction of other revenues) is 10.7%.

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

“These adjustments, as outlined above, are as per the Regulation. Their correct application will continue to be monitored by the NSA.”

5.3.3 Regulatory result (RR)



Focus on regulatory result

AirNav Ireland net gain/loss on activity in the Ireland terminal charging zone in 2025

AirNav Ireland reported a net loss of -0.1 M€, as a combination of a gain of +0.7 M€ arising from the cost sharing mechanism, with a loss of -0.8 M€ arising from the traffic risk sharing mechanism.

AirNav Ireland 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 (-0.1 M€) and the actual RoE (+3.7 M€), amounts to +3.6 M€ (12.2% of the terminal revenues). The resulting ex-post rate of return on equity is 6.1%, which is slightly lower than the 6.3% planned in the PP.

