

Performance Review Board

Monitoring Report

MUAC - 2025



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1 OVERVIEW

1.1 Contextual information

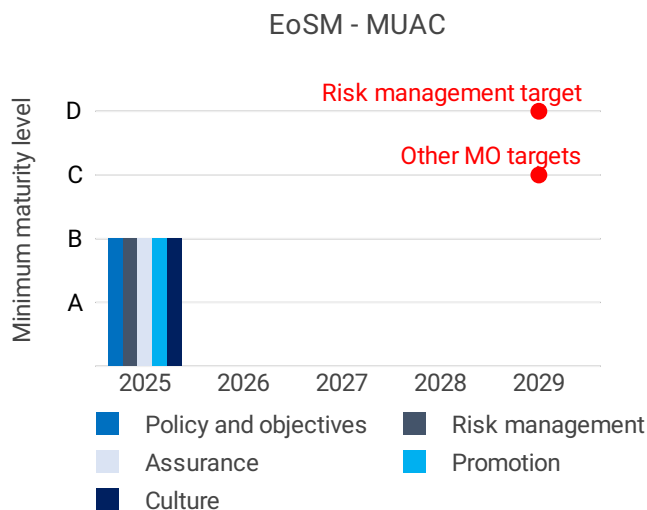
This document is based on the version of the Annual Monitoring Report file version XF12503_FABEC AMR 2025 V1.1.xlsx submitted by FABEC on 2026-07-15.

Provision of ATC services in the upper airspace across four States

Belgium/Luxembourg	Germany	• Belgium/Luxembourg	31%
Netherlands		• Germany	44%
		• Netherlands	25%

ACC Maastricht UAC

1.2 Safety

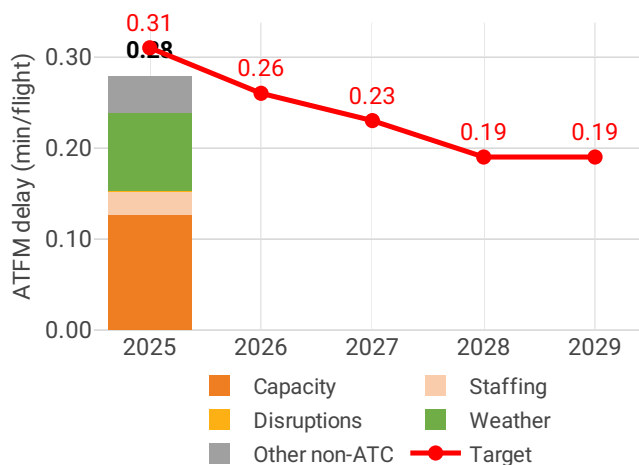


- In 2025, MUAC achieved the planned maturity levels set out in its performance plan for all five components of the EoSM.
- The rate of separation minima infringements (SMIs) at ANSP level was 0.31, below the Union-wide average. When comparing to 2024, the rate of separation minima infringements has decreased (0.31 vs 2.2).



1.3 Capacity

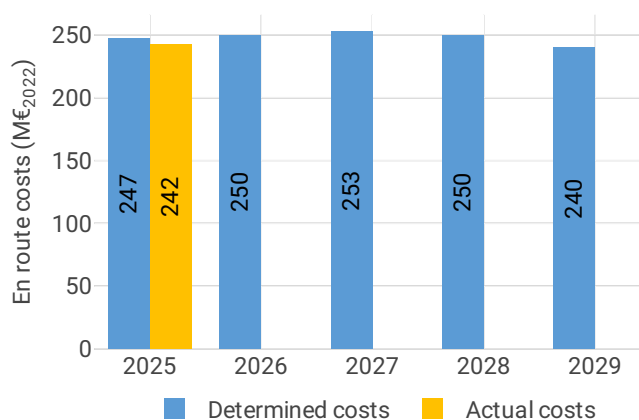
Average en route ATFM delay per flight by delay groups



- MUAC registered 0.28 minutes of average en route ATFM delay per flight during 2025, which remained 0.28 after the post-ops adjustment process, thus achieving the local target value of 0.31. Delays in MUAC increased by 0.10 minutes per flight year-on-year.
- Delays were highest in July, mostly driven by weather but with notable contributions from ATC capacity and non-ATC causes.
- The number of ATCOs in OPS was 302, being below the 2025 plan by -5 FTE.
- The yearly total of sector opening hours in MUAC was 66,069, showing a -2% decrease compared to 2024.
- MUAC registered 27.69 IFR movements per sector opening hour in 2025, +4% above the 2024 level.

1.4 Cost-efficiency

Total costs



- MUAC actual costs amounted to 242.2M€2022, -1.9% lower than the determined (247.0M€2022) in 2025.



- MUAC actual costs were allocated across the four Member States in the following way in 2025: Germany (107.3M€2022, 44.3%), Belgium (72.8M€2022, 30.1%), the Netherlands (59.8M€2022, 24.7%), and Luxembourg (2.3M€2022, 0.9%).

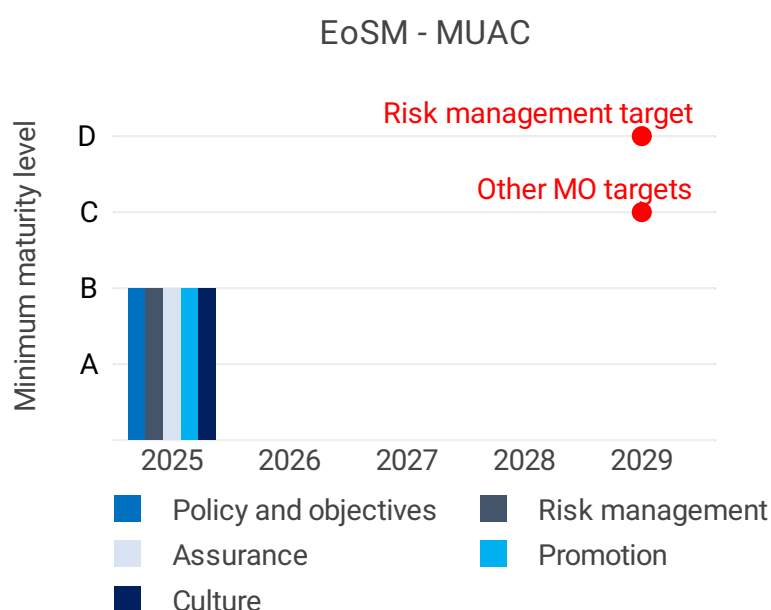


2 SAFETY - MUAC

2.1 PRB monitoring

- In 2025, MUAC achieved the planned maturity levels set out in its performance plan for all five components of the EoSM.
- The rate of separation minima infringements (SMIs) at ANSP level was 0.31, below the Union-wide average. When comparing to 2024, the rate of separation minima infringements has decreased (0.31 vs 2.2).

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



Focus on EoSM

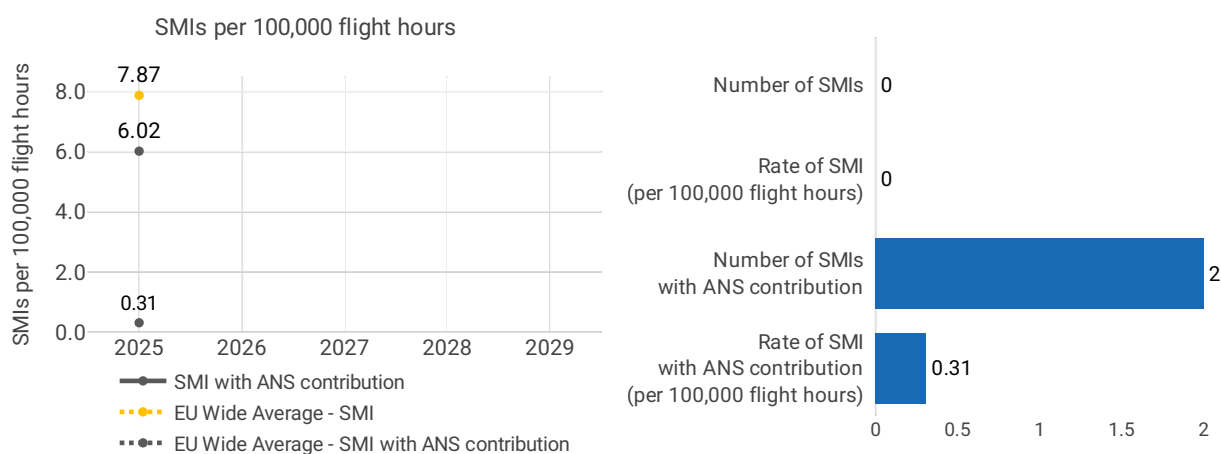
In 2025, MUAC achieved the planned maturity levels set out in its performance plan for all five components of the EoSM.

According to the monitoring report, MUAC has implemented several work packages of RP4 safety roadmap across 2025 to achieve the intermediate target. Concretely, a thorough revision of MUAC safety training ensuring training is tailored towards the function. Furthermore, MUAC has updated MUAC charter, that contains the safety policy and implemented an automatic trigger to review this either once per reporting period or if a new Director is appointed. Furthermore, MUAC has defined a RP4 safety roadmap to ensure they can achieve the intermediate and final target of RP4. This is monitored every two weeks on a working level and reported upon at quarterly basis to management to ensure activities remain on track and/or if there is a need to (re-)prioritise.



2.3 Safety occurrences

2.3.1 Rate of separation minima infringements (SMIs) (PI#2)



Rate of SMI with ANS contribution per 100,000 flight hours											
		Flight hours					Number of SMIs with ANS contribution				
#	ANSP	2025	2026	2027	2028	2029	2025	2026	2027	2028	2029
1	MUAC	645,144	NA	NA	NA	NA	2	NA	NA	NA	NA

		Rate of SMI with ANS contribution per 100,000 flight hours					% variation in rate of SMIs				
#	ANSP	2025	2026	2027	2028	2029	2025	2026	2027	2028	2029
1	MUAC	0	NA	NA	NA	NA					

Focus on separation minima

As MUAC is not a Member State, separation minima infringements occurrences reported on State level are included in the respective Member State figures (1 for Germany and 1 for Netherlands).

For ANSP level, 2 SMIs were reported with ANS contribution. The rate of separation minima infringements at ANSP level was lower than the Union-wide average (0.31 vs 6.02).

When comparing to 2024, the rate of separation minima infringements has decreased at ANSP level (0.31 vs 2.2).

According to the monitoring report, MUAC is continuously monitoring closely this PI by means of boards, investigation teams, defined thresholds to ensure a thorough follow up, etc. In case a threshold is reached or breached additional investigation will be launched to look into any systemic issues. This is in addition to the recommendations originating from the investigations of the individual incidents. Furthermore, 4NSA oversight activities are continuously monitoring the processes.



3 CAPACITY - MUAC

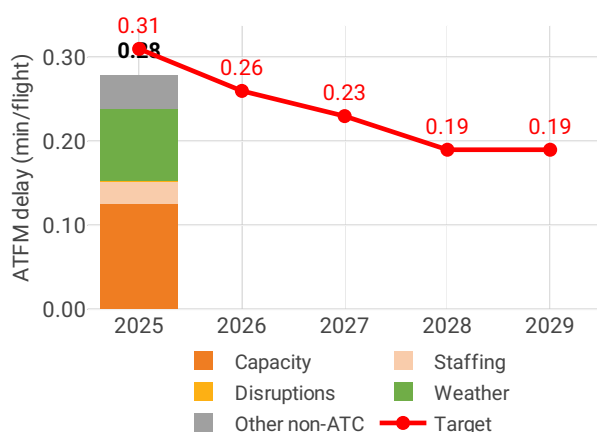
3.1 PRB monitoring

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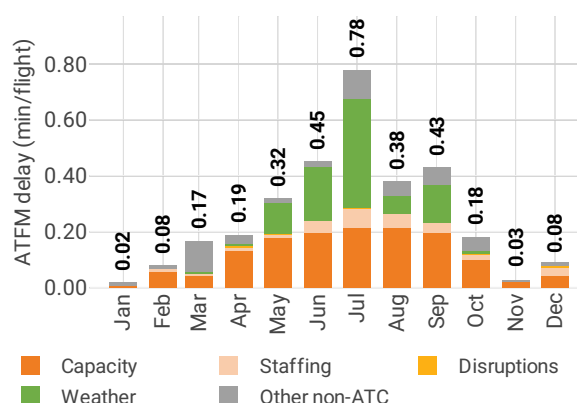
3.2 En route performance

3.2.1 En route ATFM delay (KPI#1)

Average en route ATFM delay per flight by delay groups

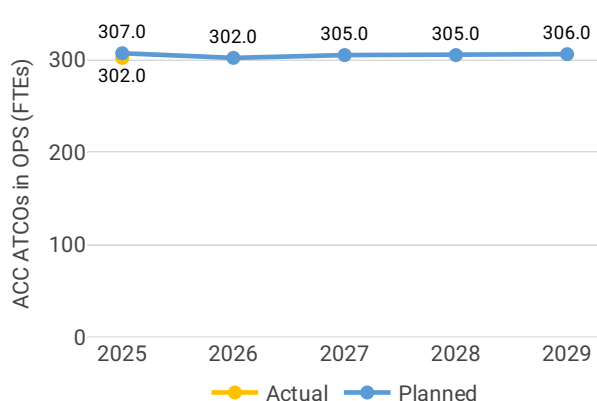


Monthly distribution of en route ATFM delay by delay groups - 2025

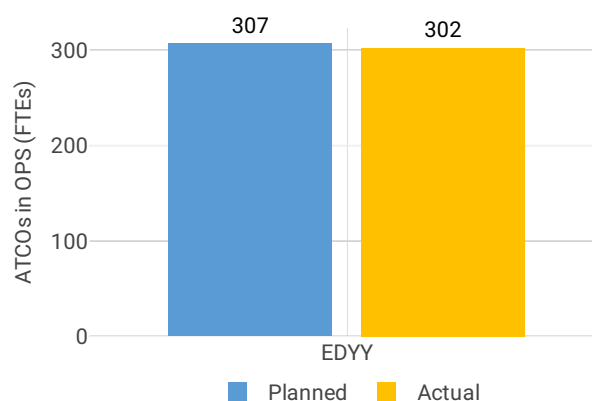


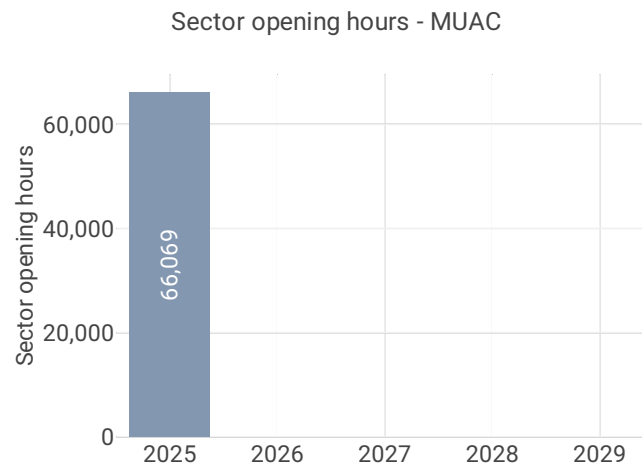
3.2.2 Other indicators

ATCOs in operation (ACC) - MUAC



ATCOs in operation per ACC - 2025





Focus on ATCOs in operations

As additional comments to ATCOs in the scope of the performance scheme, the NSA reports: *“The number of ATCOs in OPS is lower than planned due to the higher than anticipated ATCOs who stopped working in OPS. As there is flexibility for the ATCOs in deciding to retire (between 55 and 57), it is difficult to accurately plan the outflow.”*

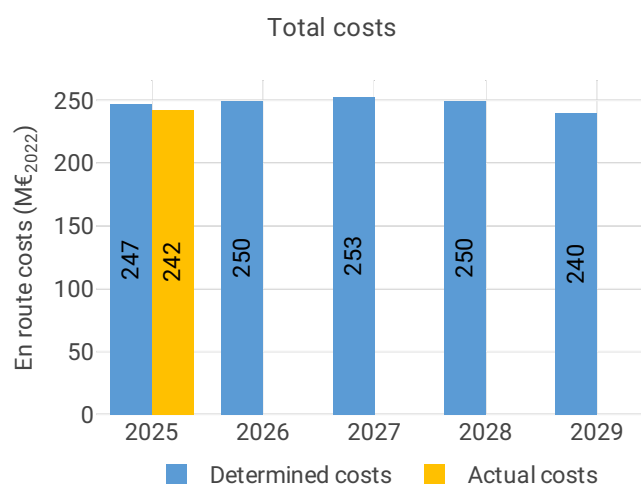


4 COST-EFFICIENCY - MUAC

4.1 PRB monitoring

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4.2 Total costs



Actual and determined data					
Total costs - nominal (M€)	2025	2026	2027	2028	2029
Determined costs	272.1	280.7	289.6	291.8	285.7
Actual costs	267.2	NA	NA	NA	NA
Difference costs	-4.9	NA	NA	NA	NA

