

Performance Review Board

Monitoring Report

Luxembourg - RP3



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1 OVERVIEW

1.1 Contextual information

National performance plan adopted following Commission Decision (EU) 2024/343 of 13 December 2023

List of ACCs 0

Exchange rate (1 EUR=)

2017: 1 EUR

2024: 1 EUR

Main ANSP

- ANA Lux

No of airports in the scope of the performance plan:

• ≥80'K 0

• <80'K 1

Share of Union-wide:

• traffic (TSUs) 2024 1.9%

• en route costs 2024 3.5%

Other ANSPs

- skeyes
- MUAC

Share en route / terminal

costs 2024 94% / 6%

MET Providers

-

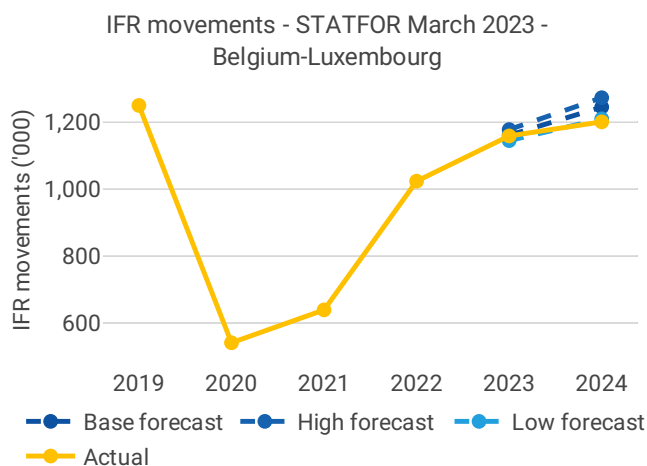
En route charging zone(s)

Belgium-Luxembourg

Terminal charging zone(s)

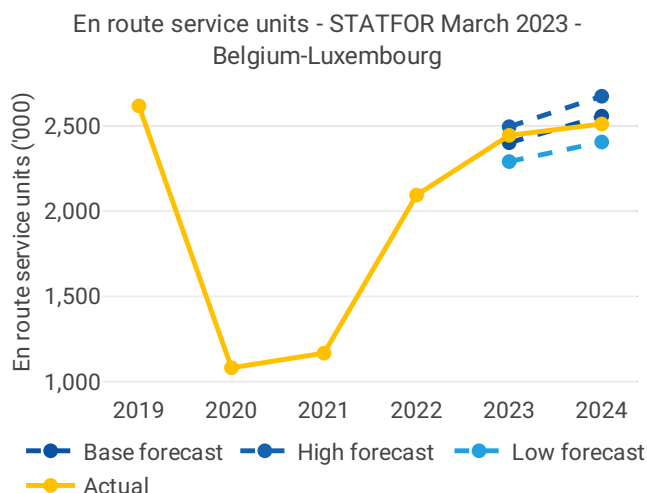
Luxembourg

1.2 Traffic (En route traffic zone)



- Actual IFR movements for Belgium-Luxembourg fell on average by -0.8% per year between 2019 and 2024.
- In the RP3 revised performance plan IFR movements were forecasted to remain stable (-0.1% per year). Planned traffic was in line with the STATFOR March 2023 base forecast.
- Over RP3, IFR movements for Belgium-Luxembourg remained below the 2019 pre-pandemic level.





- Belgium-Luxembourg actual en route service units fell on average by -0.8% per year between 2019 and 2024.
- Actual service units fell faster than in the RP3 revised performance plan (-0.5% per year). Planned traffic was in line with the STATFOR March 2023 base forecast.
- A total of 9,305K actual service units were recorded over RP3, in line with the aggregated planned value (9,308K).

1.3 Safety (Main ANSP)

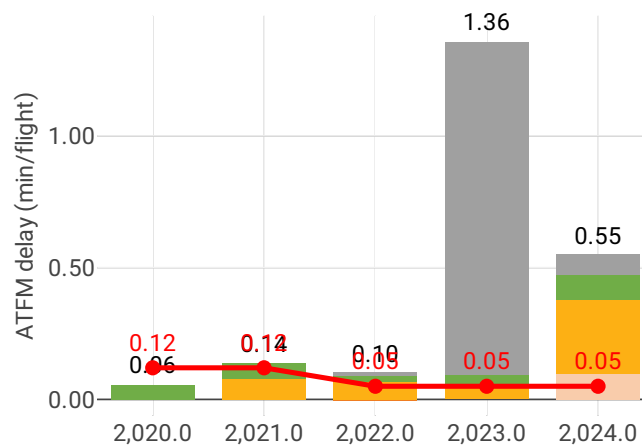


- ANA Lux recorded difficulties in progressing the EoSM in line with the performance plan. ANA Lux achieved the RP3 targets in four out of five Management Objectives in 2024, with Safety Risk Management missing the target on two out of three questions.
- Luxembourg recorded a decrease in the rate of runway incursions and a significant increase in the rate of separation minima infringements.
- Luxembourg should ensure that the ANSP implements, in a timely and cost-efficient manner, the necessary additional measures such as enhanced processes, improved allocation of resources, targeted training, and systematic reviews. Without such actions, the achievement of the RP4 targets could be jeopardised.



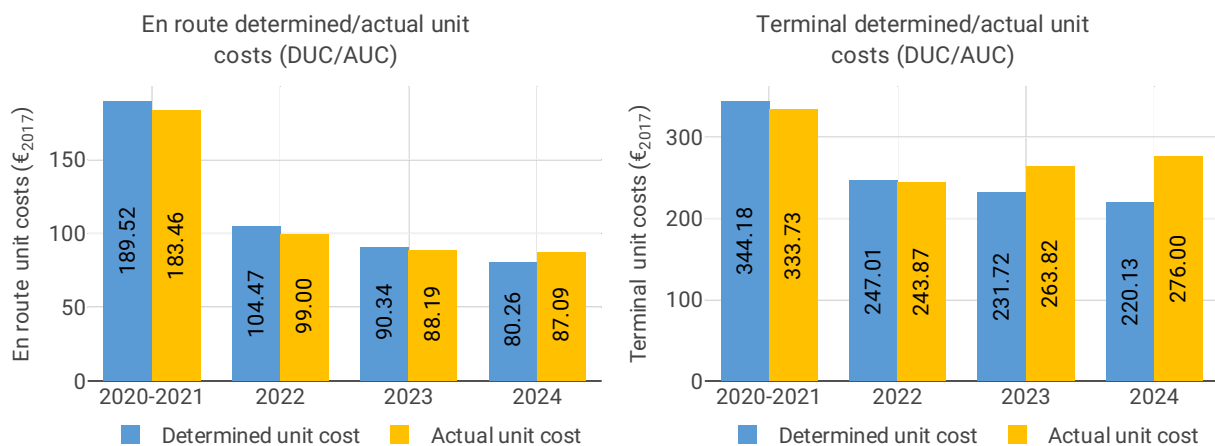
1.4 Capacity (Member State)

Average arrival ATFM delay per flight by delay groups



- Luxembourg accumulated a total of 76,477 arrival ATFM delay minutes within the RP3 timeframe, reaching the highest level of total delay minutes generated in 2023. Compared to RP2, total terminal delay minutes increased by 66%.
- In RP3, the leading drivers of arrival ATFM delays in Luxembourg were other non-ATC related causes and ATC Disruptions, representing 63% and 21% of total delay minutes.

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



- Over RP3, the terminal actual unit cost of Luxembourg was higher than determined, resulting from a lower than determined terminal actual unit cost in the first half of the period and a significantly higher one in the second half. This was due to a combination of higher costs and lower traffic levels than expected.
- Terminal actual total costs for RP3 (71M€2017) were higher than determined (by +1.3€2017, or +1.9%). This is mainly driven by ANA Luxembourg higher staff costs (+2.7M€2017, or +6.2%) than planned.
- The total RP3 terminal regulatory result for ANA Luxembourg amounted to -5.2M€. The loss is mainly attributable to the negative difference between determined and actual costs to be borne by the ANSP.

