

Performance Review Board

Monitoring Report

Netherlands - RP3



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Contents

1	OVERVIEW	2
1.1	Contextual information.....	2
1.2	Traffic (En route traffic zone)	2
1.3	Safety (Main ANSP)	3
1.4	Environment (Member State)	4
1.5	Capacity (Member State).....	4
1.6	Cost-efficiency (En route/Terminal charging zone(s))	5

1 OVERVIEW

1.1 Contextual information

National performance plan adopted following Commission Decision (EU) 2023/179 of 14 December 2022

List of ACCs 1
Amsterdam ACC

No of airports in the scope of the performance plan:

- $\geq 80^{\circ}K$ 1
- $< 80^{\circ}K$ 3

Exchange rate (1 EUR=)
2017: 1 EUR
2024: 1 EUR

Share of Union-wide:

- traffic (TSUs) 2024 2.4%
- en route costs 2024 3.8%

Share en route / terminal costs 2024 77% / 23%

En route charging zone(s)
Netherlands

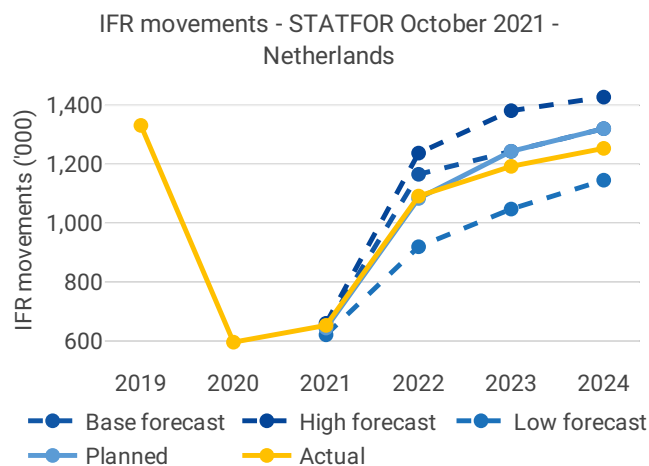
Terminal charging zone(s)
Netherlands

Main ANSP
• LVNL

Other ANSPs
• MUAC

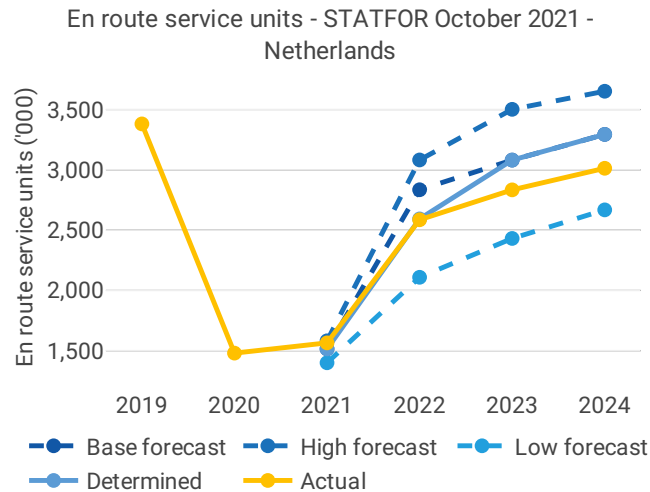
MET Providers
• Royal Netherlands Meteorological Institute (KNMI)

1.2 Traffic (En route traffic zone)



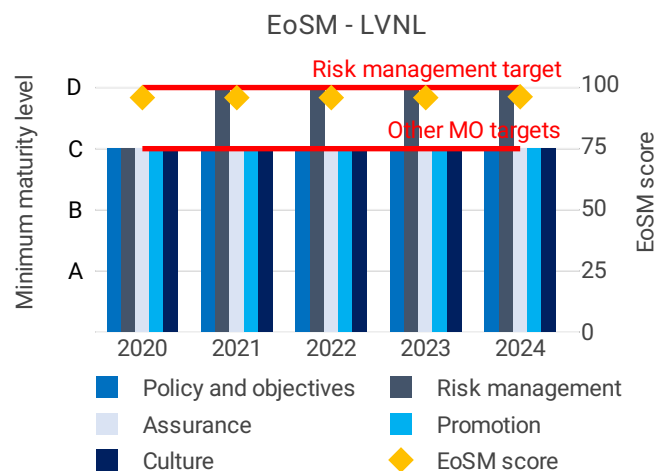
- Actual IFR movements for the Netherlands fell on average by -1.2% per year between 2019 and 2024.
- In the RP3 revised performance plan IFR movements were forecast to remain stable (-0.2% per year). Planned traffic for RP3 was based on a local forecast.
- Over RP3, IFR movements for the Netherlands remained below the 2019 pre-pandemic level.





- Actual en route service units for the Netherlands fell on average by -2.3% per year between 2019 and 2024.
- Actual service units fell faster than planned in the RP3 revised performance plan (-0.5% per year). Planned traffic for RP3 was based on a local forecast.
- A total of 11,478K actual service units were recorded over RP3, -4.1% below the aggregated planned value (11,963K).

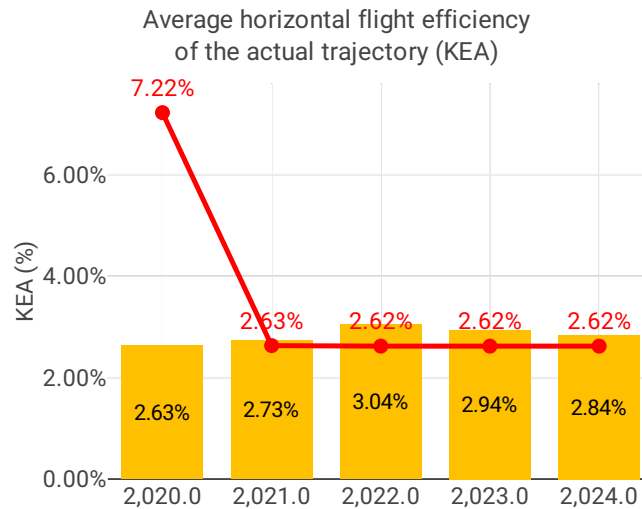
1.3 Safety (Main ANSP)



- LVNL achieved its RP3 EoSM targets levels already in 2021 and maintained these levels since then.
- The Netherlands did not provide monitoring data for separation minima infringements (SMIs) at the Member State level. The Netherlands provide data on SMIs for LVNL, recording a marginal decrease in the rate of SMIs from 2023 to 2024.
- The Netherlands recorded no runway incursion in 2024, which is a reduction from the 6 occurrences in 2023.

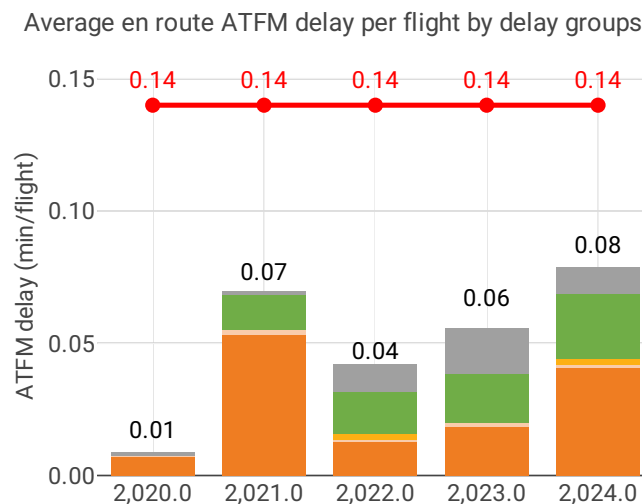


1.4 Environment (Member State)



- Environmental performance in the Netherlands deteriorated during RP3. KEA increased from 2.63% in 2020 to 2.84% in 2024 with a peak of 2.94% in 2023.
- The Netherlands achieved the KEA target in one year of RP3, in 2020, during the low-traffic Covid-19 period.
- The NSA noted that the main factors contributed to KEA deteriorating during the period were the re-routing around the reserved areas for the military exercises and to internal and external issues such as weather effects and maintenance at Schiphol airport.
- KEP improved from 4.95% to 4.64% and SCR improved from 4.60% to 4.45% during RP3.
- The share of CDO flights deteriorated from 29.28% to 24.44% during RP3.
- Additional taxi out time deteriorated from 1.78 to 3.56 min/flight and additional time in terminal airspace deteriorated from 1.02 to 1.23 min/flight during RP3.

1.5 Capacity (Member State)



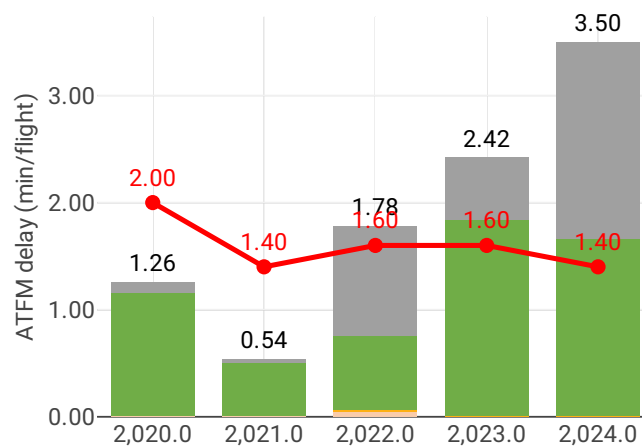
- The Netherlands accumulated a total of 130,594 en-route ATFM delay minutes within the RP3 timeframe, reaching the highest level of total delay minutes generated in 2024. During



RP3, the Netherlands accounted for 0.24% of the total delays at Union level. Compared to RP2, total delay minutes decreased by 53%.

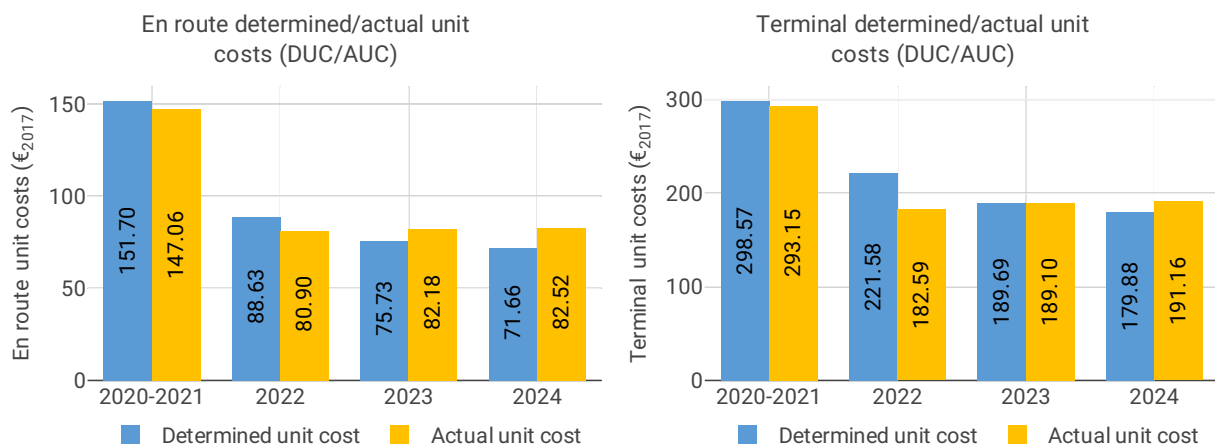
- The Netherlands met its en-route ATFM delay targets in each year of the third reference period.
- In RP3, the main drivers of en-route ATFM delays in the Netherlands were ATC capacity (61%) and Weather (23%).
- Over RP3, 25% of delayed flights in the Netherlands experienced delays longer than 15 minutes, representing a decrease of 8 percentage points compared to RP2.
- In the Netherlands, the total number of ATCOs in OPS over the RP3 period decreased by 9 FTEs, representing an 10% decrease compared to 2019. The Netherlands fell short of the planned ATCO numbers by 1 FTE by the end of RP3.

Average arrival ATFM delay per flight by delay groups



- Netherlands accumulated a total of 2,196,777 arrival ATFM delay minutes within the RP3 timeframe, reaching the highest level of total delay minutes generated in 2024. Compared to RP2, total terminal delay minutes decreased by 29%.
- In RP3, the leading drivers of arrival ATFM delays in the Netherlands were Weather and other non-ATC related causes, representing 59% and 40% of total delay minutes.

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



- In the first half of the RP3 period, the en route actual unit costs for The Netherlands were lower than the determined unit costs because of the lower-than-expected total costs. However, after 2022, the costs were higher than expected, mainly because traffic levels were lower than anticipated.
- The en route actual total costs for RP3 (1,139M€2017) were lower than determined (by -15M€2017, or -1.3%). The difference in total costs is mainly driven by lower staff costs (-36M€2017, or -6.7%), compensated by higher other operating costs (-30M€2017, or +17%) recorded by LVNL.
- The total RP3 en route regulatory result for LVNL amounted to -6.4M€. The loss is mainly attributable to the cost risk sharing mechanism, in particular the negative difference between determined and actual costs to be borne by the ANSP.
- Throughout the RP3 period, the terminal actual unit costs of The Netherlands were lower than the determined unit costs, except in 2024. This was mainly due to costs being lower than expected, except for 2024 when costs were higher.
- The terminal actual total costs for RP3 (340M€2017) were lower than determined (by -8.4M€2017, or -2.4%). The reduction in total costs is mainly driven by lower other operating costs (-6.5M€2017, or -9.0%), but compensated by higher cost of capital (+5.9M€2017) recorded by LVNL.
- The total RP3 terminal regulatory result for LVNL amounted to 8.6M€. The difference is mainly attributable to the positive inflation adjustment due to higher than planned inflation. The regulatory result amounted to 2.2% of the total planned terminal revenues.

