



Performance Review Body Monitoring Report

SES RP3 - 2020

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1 OVERVIEW

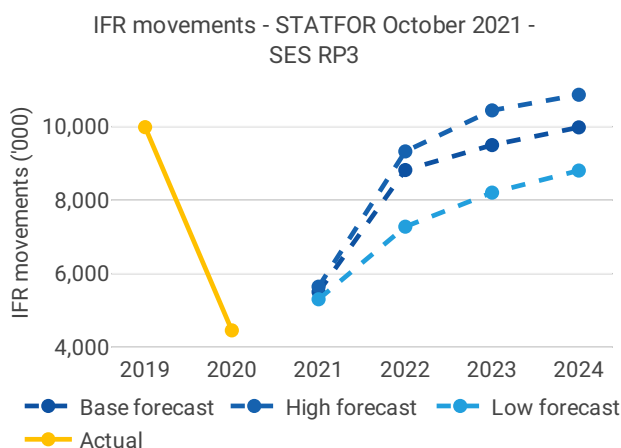
1.1 Contextual information

No of ACCs	49	Share en route / terminal costs 2020	83% / 17%	No of main ANSPs	29
No of airports in the scope of the performance plan:		En route charging zone(s)	29	No of other ANSPs	14
• ≥80'K	43	Terminal charging zone(s)	26	No of MET Providers	26
• <80'K	103				

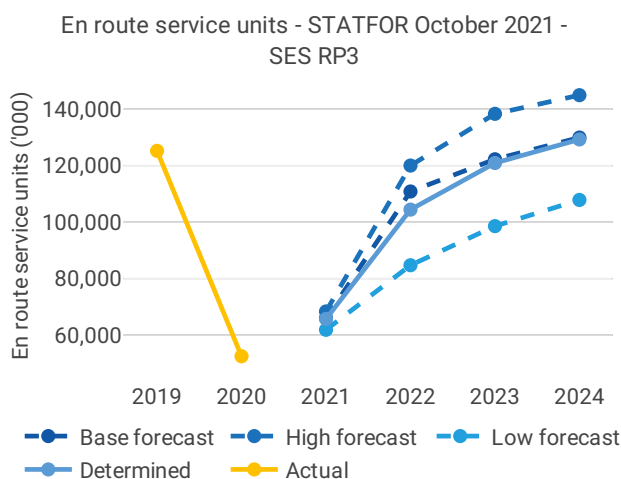
1.2 Main PRB findings - 2020

The data confirms the finding of the Interim Monitoring Report the PRB published in February 2021: ANSPs differed vastly in their reactions to the pandemic. While all ANSPs maintained their services, which remained a challenge during the pandemic, some showed little room for change against their plans prior to the pandemic and existing ways of working. Others by now have implemented new processes and adapted their structure. These mixed reactions are mirrored in the monitoring results.

1.3 Traffic (SES RP3 area)

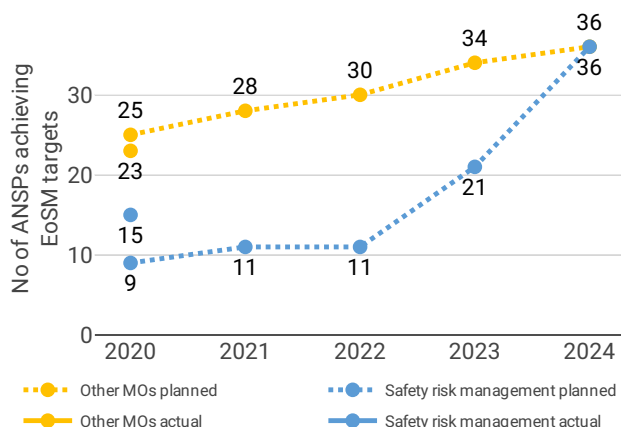


- 4,456 IFR movements were recorded in 2020 at SES level, -55% compared to 2019 (9,985K).



- 52,500K service units were recorded in 2020 at SES level, -58% compared to 2019 (125,158K).

1.4 Safety (SES RP3 area)

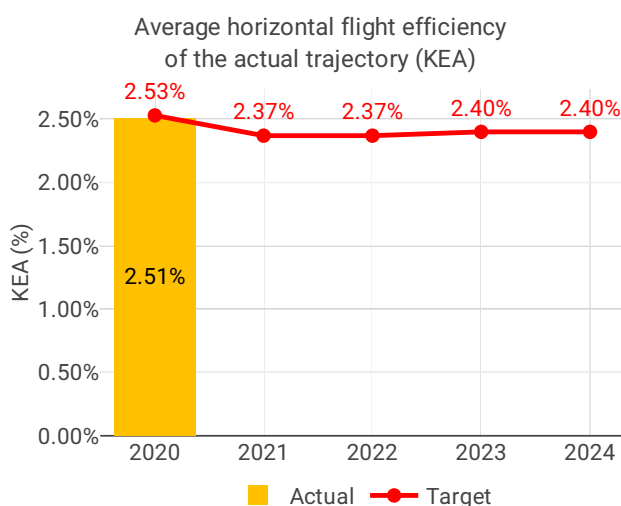


- Safety remains the highest priority and ANSPs handled safety well since the outbreak of the pandemic. Safety levels overall remained as before COVID-19.

- 13 ANSPs achieved the RP3 targets for the Effectiveness of Safety Management for all management objectives (based on the new revised questionnaire used in 2020).

- In view of the lower traffic levels, incidents and accidents related to the provision of air navigation services decreased, and the rate of occurrences remained stable compared to 2019.

1.5 Environment (SES RP3 area)



- Horizontal flight efficiency in the SES area improved with lower traffic and Member States met the 2020 Union-wide target. Lower traffic levels led to excess capacity and airspace users were able to fly more efficient routes, which contributed to the improvement of environmental performance.

- Performance would have been better if 11 Member States had achieved their expected contribution towards the Union-wide target.

- Data shows that structural problems continue to impact environmental performance: as soon as movements start to increase, extension of routes also increases even if traffic levels remain far below 2019 levels.

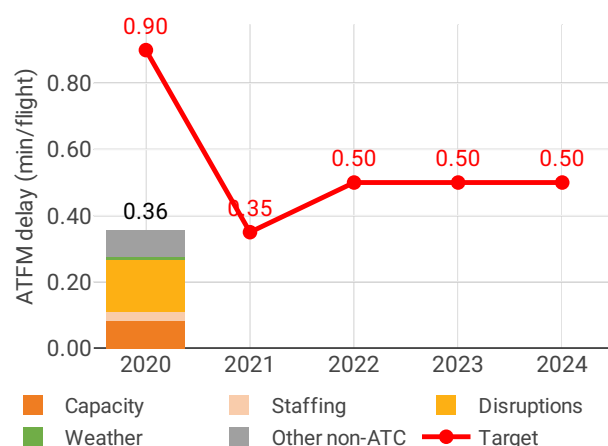
low 2019 levels.

- Airspace users should continue to plan shorter routes for their flights when they are made available by ANSPs.

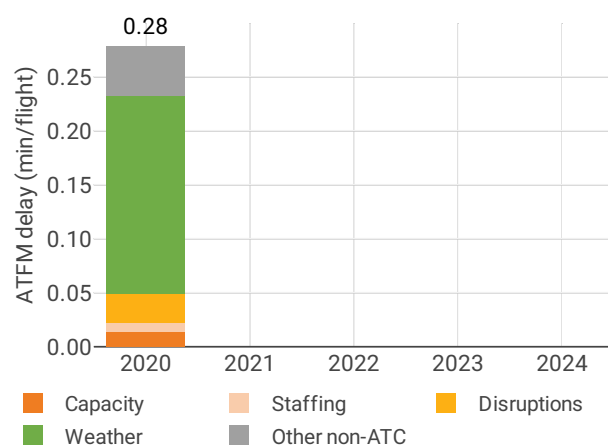
- Terminal performance (holding and taxiing times and continuous climb/descent operations) improved due to fewer movements, which caused less congestion at airports. Going forward, airports will need to offer more terminal capacity as traffic grows to maintain the improved performance.

1.6 Capacity (SES RP3 area)

Average en route ATFM delay per flight by delay groups



Average arrival ATFM delay per flight by delay groups



- From January to February 2020, traffic levels remained at forecasted levels – and capacity was insufficient. Like in 2018 and 2019, there were high delays during these “normal” months due to a lack of capacity, which indicates that the problems encountered in 2019 continued to affect performance in early 2020.

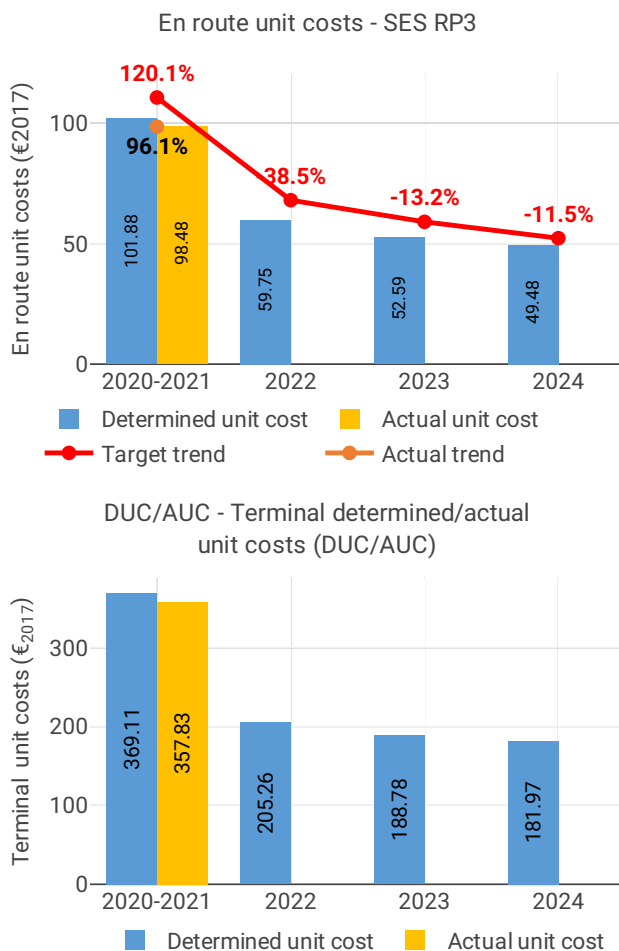
- After the sharp drop in traffic in March 2020, there were only minimal delays, which meant that most Member States/ANSPs achieved the 2020 delay breakdown values.

- The reduction of traffic resulted in excess capacity in 2020, indicating that ANSPs had only limited means to adapt their capacity to lower demand.

- Three Member States still failed to achieve their expected contribution to the Union-wide target: France, Spain, and Portugal.

- With reduced traffic, weather related delays disappeared suggesting that weather does not directly cause delays on its own. It is the combination of lack of capacity to deal with difficult weather situations and higher traffic demand that causes delays.

1.7 Cost-efficiency (SES RP3 area)



- The data submitted by Member States for 2020 shows that they reduced their costs by only 4% compared to 2019 actual costs (with 58% traffic decrease in service units).

- Compared to the draft 2019 performance plans submitted before COVID-19, Member States reduced their 2020 costs by 13%.

- ANSPs were aware of the sharp drop in traffic as early as March 2020, meaning that they had enough time to adapt and lower their costs for most of the year.

- With the sharp drop in revenues and Eurocontrol granting airspace users a delay to pay the air traffic management (ATM) charges for some months of 2020, ANSPs encountered a steep decline in revenues. The monitoring data shows that ANSPs managed the gap in revenues in different ways using either their own resources, loans or injection of equity by owners.

- A substantial gap in revenue remains, which airspace users will have to cover as of 2023 for many years. Given the dire financial situation of most of the airspace users, ANSPs should contribute to the recovery of European aviation by adapting their costs in their revised performance

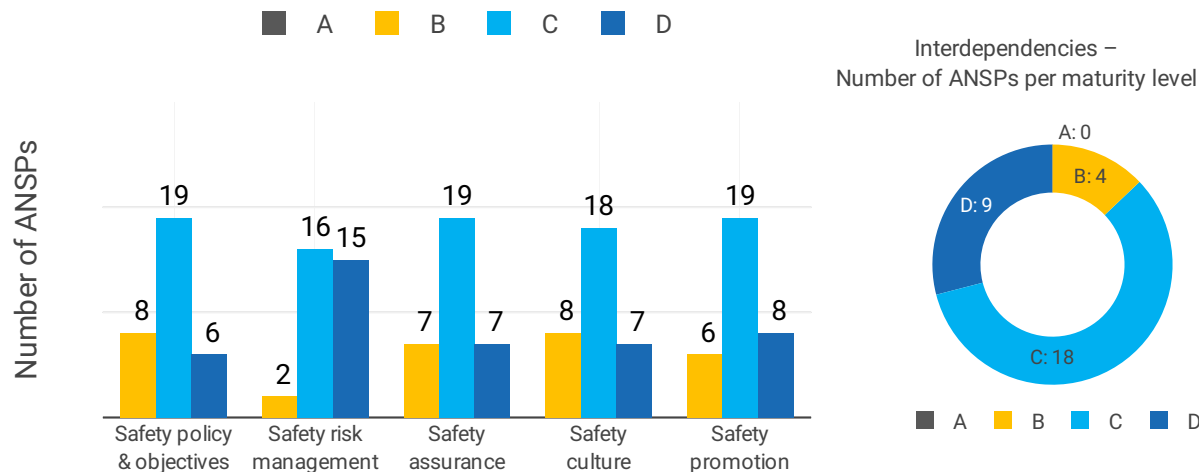
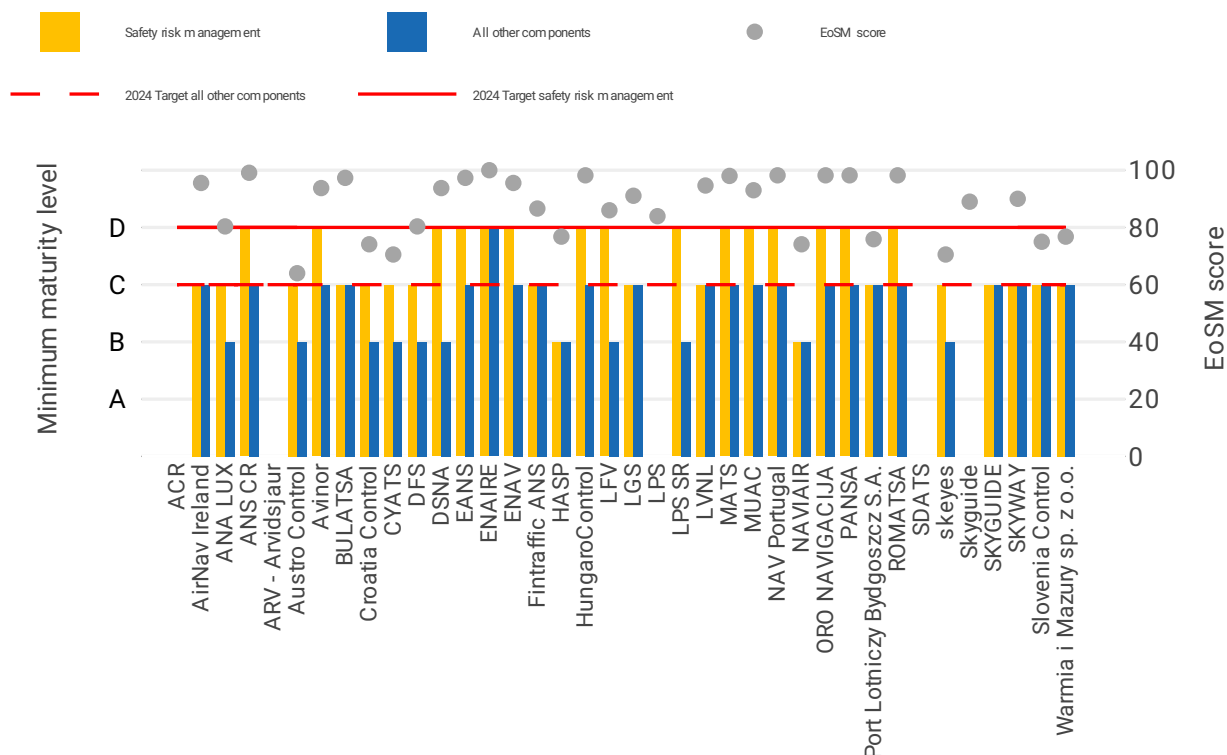
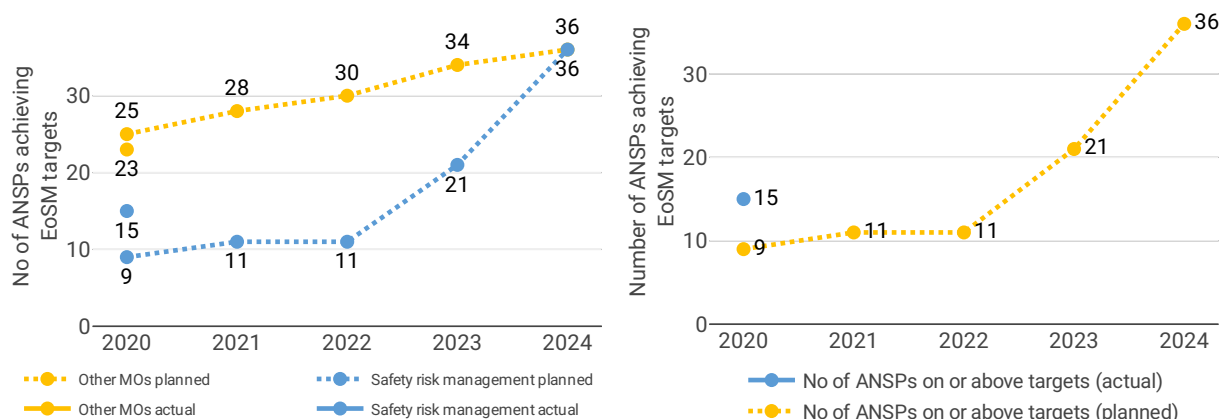
plans. The adjustment to the unit charges will come into effect as early as 2023 provided the Commission approves the revised performance plans.

2 SAFETY - SES RP3

2.1 PRB monitoring

- Safety remains the highest priority and ANSPs handled safety well since the outbreak of the pandemic. Safety levels overall remained as before COVID-19.
- 13 ANSPs achieved the RP3 targets for the Effectiveness of Safety Management for all management objectives (based on the new revised questionnaire used in 2020).
- In view of the lower traffic levels, incidents and accidents related to the provision of air navigation services decreased, and the rate of occurrences remained stable compared to 2019.

2.2 Actual versus planned number of ANSPs achieving the level of the EoSM targets for RP3 ahead of 2024



Focus on EoSM

Number of ANSPs on Target

In 2020, 20 ANSPs did not achieve the RP3 target of a minimum maturity level D in safety risk management and minimum maturity level C in all other management objectives. 20 ANSPs did not achieve the RP3 target of a minimum maturity level D in safety risk management and minimum maturity level C in all other management objectives. 10 Of those 20 ANSPs, eight ANSPs did not achieve the safety risk management and other MO targets, while the other 12 ANSPs achieved the target in either safety risk management or all other management objectives but not both.

Actual versus planned

For the safety risk management objective, the achieved levels were higher than Member States planned to achieve in their draft 2019 performance plans. Six ANSPs planned to achieve the safety risk management target in 2020, but 15 ANSPs reported achieving the target.

ANSPs achieving the targets and Score

- 15 out of 33 ANSPs achieved the 2024 RP3 target level D for safety risk management.
- 23 out of 33 ANSPs achieved the 2024 RP3 target level for all other MOs (the four management objectives other than safety risk management).
- 13 out of 33 ANSPs achieved the 2024 EoSM targets on all MOs for RP3.
- The average EoSM score achieved by all ANSPs is 88. The minimum score achieved by an individual ANSPs is 64, while the maximum EoSM score is 100.

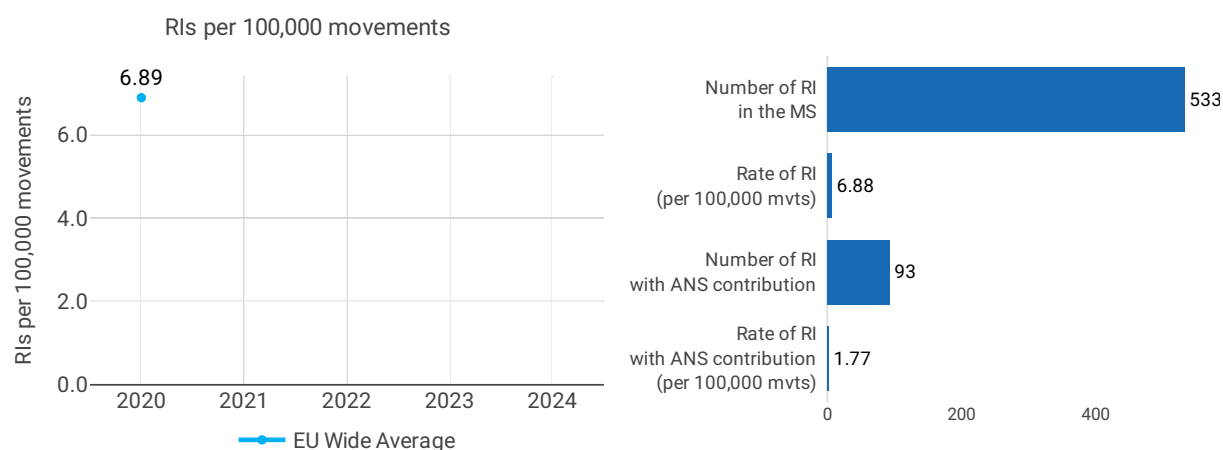
Number of ANSPs per Management Objective

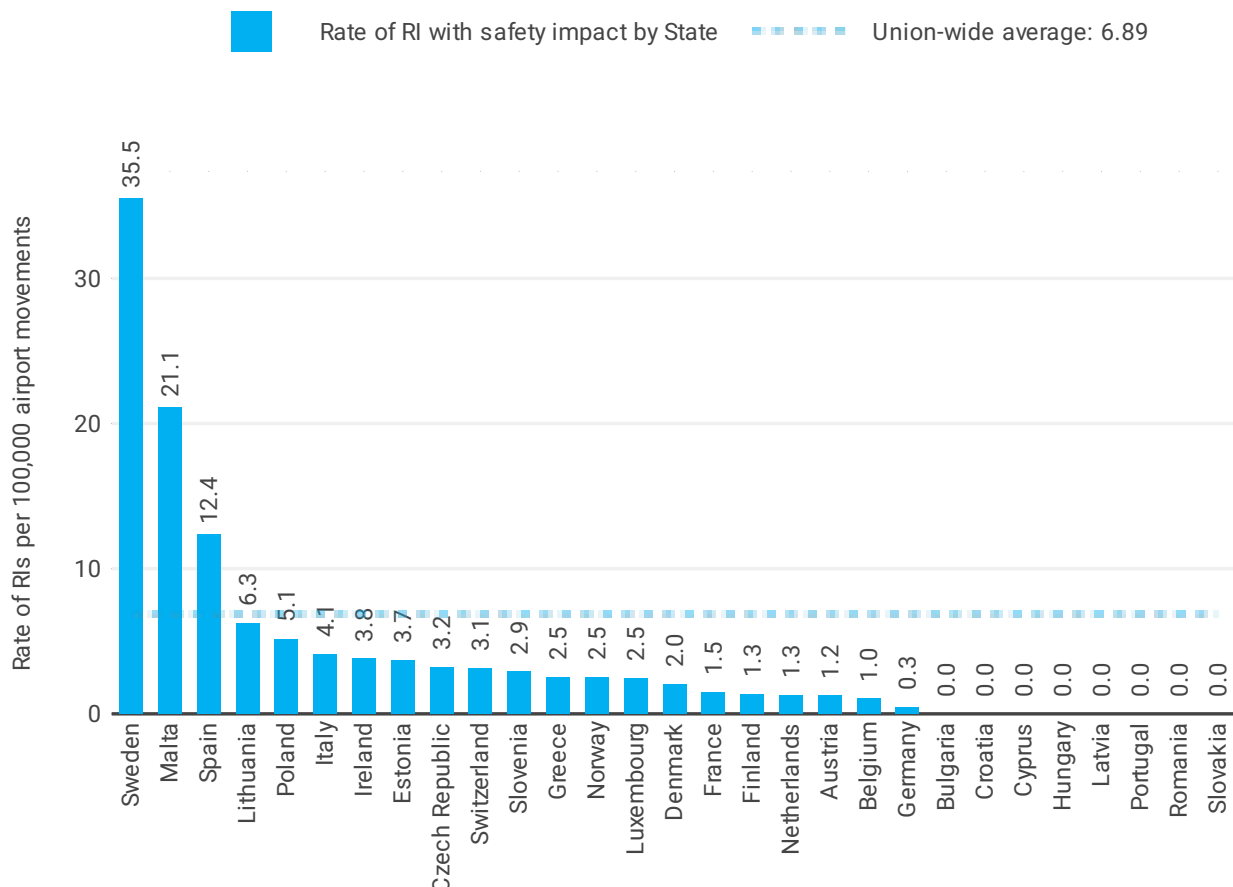
18 ANSPs did not reach the target level D for the safety risk management objective, eight ANSPs did not reach the safety culture and safety policy & objectives management objectives, seven ANSPs did not achieve the assurance management objective, and six ANSPs did not achieve the promotion management objective.

Interdependency

Majority of ANSPs are at maturity level C for interdependencies management objective. There is room for improvement since four ANSPs are at level B. interdependencies management objective is particularly important during and after the pandemic when the pressures to trade-off resources towards other business objectives of the organisation are intensified due to loss of traffic and revenues.

2.3 Rate of runway incursions (RIs) (PI#1)





Rate of RI per 100,000 airport movements

TOP 10 APTs in terms of movements					TOP 10 APTs in terms of number of RIs					TOP 10 APTs in terms of rate of RIs				
#	Airport name	APT mvts.	Number of RI	Rate RI per 100,000 mvts.	#	Airport name	APT mvts.	Number of RI	Rate RI per 100,000 mvts.	#	Airport name	APT mvts.	Number of RI	Rate RI per 100,000 mvts.
1	Amsterdam - Schiphol	241,400	0	0.00	1	Málaga	61,649	12	19.47	1	Bydgoszcz	2,109	2	94.83
2	Paris-Charles-de-Gaulle	220,880	3	1.36	2	Oslo - Gardermoe	125,428	4	3.19	2	Erfurt	9,731	0	20.55
3	Frankfurt	218,605	0	2.29	3	Paris-Charles-de-Gaulle	220,880	3	1.36	3	Málaga	61,649	12	19.47
4	Madrid - Barajas	165,662	1	0.60	4	Rouen	21,670	3	13.84	4	Berlin - Brandenburg	43,167	1	16.22
5	Munich	150,740	0	2.65	5	Trondheim	36,869	2	5.42	5	Rouen	21,670	3	13.84
6	Oslo - Gardermoe	125,428	4	3.19	6	Bydgoszcz	2,109	2	94.83	6	Saarbruecken	8,177	0	12.23
7	Barcelona	122,670	0	0.00	7	Krakow - Balice	27,087	2	7.38	7	Lille-Lesquin	20,608	2	9.70
8	Athina - Eleftherios Venizelos	109,145	0	0.00	8	Palma de Mallorca	76,978	2	2.60	8	Poznan - Lawica	10,833	1	9.23
9	Vienna	108,129	1	0.92	9	Perpignan-Rivesaltes	46,880	2	4.27	9	Bremen	26,338	NA	7.59
10	Zürich	105,403	2	1.90	10	Lille-Lesquin	20,608	2	9.70	10	Krakow - Balice	27,087	2	7.38

Focus on runway incursions

RI rate

In 2020, the rate of runway incursions reduced by almost 50%. This was expected since there were less aircraft in the skies due to COVID pandemic. The rates of runway incursion occurrences at Union-wide

level are sensitive to the number of movements which both fell significantly.

RI 2020-2021

For SPI1c and SPI1d (the rates of occurrences that only consider occurrences with ANS/CNS contribution), the rates are reduced to 5.1 and 1.8 for SMIs and RIs respectively. This indicates that ANS and CNS services contributed to fewer RIs than SMIs. In other words, ANSPs have greater influence and managerial control of ensuring separation between aircraft in the airspace than in preventing the incursionary presence of an aircraft, vehicle, or person on the runway of an airport.

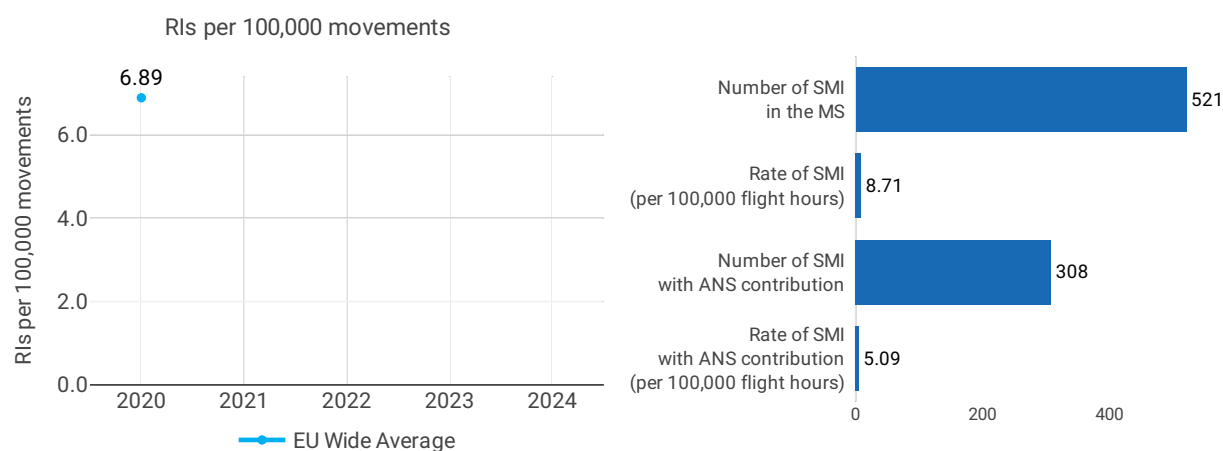
RI with Safety Impact by State

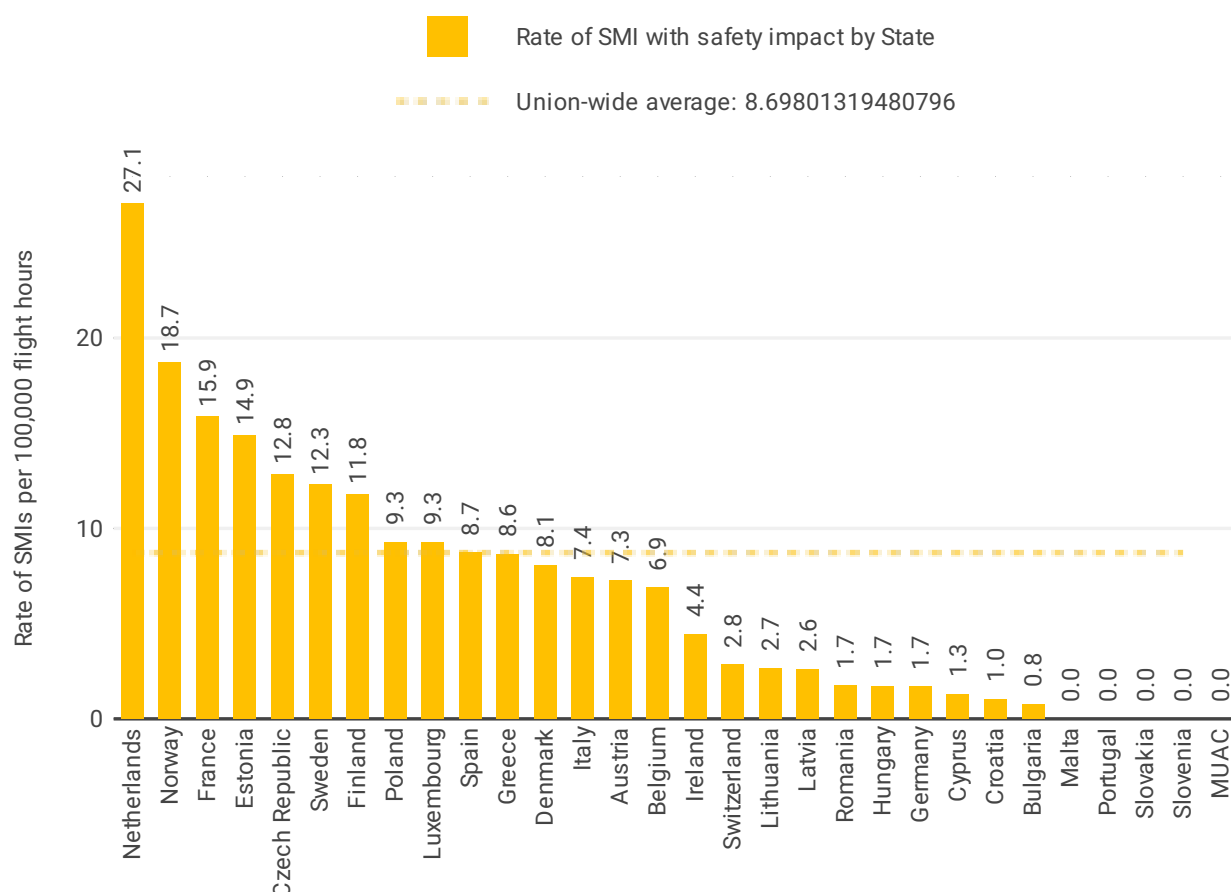
The highest rate occurred in Sweden (35.5), although Sweden declared it was not able to discriminate occurrences that had a safety impact and therefore reported all types of RIs regardless of the associated safety risk. This means that the number of RIs is higher and so the rate is not comparable to other Member States. On the contrary, five Member States (Cyprus, Hungary, Latvia, Portugal, and Romania) reported no RIs at their airports.

RI with Safety Impact by Airport

Out of 156 airports covered by the performance and charging scheme, only 44 airports reported RIs that had an ATS/CNS contribution. For better readability, the 112 airports included in the performance and charging scheme that reported no RIs are not shown in the figure. The majority of the 44 airports reported one or two RIs. This makes the rates of runway incursions at airports with a low number of movements very sensitive to the presence of occurrences.

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





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

#	State	Flight hours					Number of SMIs				
		2020	2021	2022	2023	2024	2020	2021	2022	2023	2024
1	France	1,051,941	NA	NA	NA	NA	133	NA	NA	NA	NA
2	Spain	741,278	NA	NA	NA	NA	25	NA	NA	NA	NA
3	Germany	700,899	NA	NA	NA	NA	6	NA	NA	NA	NA
4	Italy	494,359	NA	NA	NA	NA	26	NA	NA	NA	NA
5	Greece	276,276	NA	NA	NA	NA	24	NA	NA	NA	NA
6	Portugal	175,009	NA	NA	NA	NA	10	NA	NA	NA	NA
7	MUAC	289,985	NA	NA	NA	NA	5	NA	NA	NA	NA
8	Norway	235,547	NA	NA	NA	NA	27	NA	NA	NA	NA
9	Romania	171,847	NA	NA	NA	NA	3	NA	NA	NA	NA
10	Poland	221,029	NA	NA	NA	NA	8	NA	NA	NA	NA
11	Sweden	199,288	NA	NA	NA	NA	2	NA	NA	NA	NA
12	Austria	155,355	NA	NA	NA	NA	7	NA	NA	NA	NA
13	Hungary	116,008	NA	NA	NA	NA	2	NA	NA	NA	NA
14	Ireland	131,294	NA	NA	NA	NA	2	NA	NA	NA	NA
15	Switzerland	150,242	NA	NA	NA	NA	0	NA	NA	NA	NA
16	Croatia	106,693	NA	NA	NA	NA	0	NA	NA	NA	NA
17	Bulgaria	127,863	NA	NA	NA	NA	1	NA	NA	NA	NA
18	Czech Republic	113,261	NA	NA	NA	NA	7	NA	NA	NA	NA
19	Denmark	98,936	NA	NA	NA	NA	0	NA	NA	NA	NA
20	Cyprus	78,614	NA	NA	NA	NA	0	NA	NA	NA	NA
21	Netherlands	88,456	NA	NA	NA	NA	31	NA	NA	NA	NA
22	Belgium	55,762	NA	NA	NA	NA	1	NA	NA	NA	NA
23	Finland	57,321	NA	NA	NA	NA	0	NA	NA	NA	NA
24	Slovakia	41,055	NA	NA	NA	NA	0	NA	NA	NA	NA
25	Malta	40,016	NA	NA	NA	NA	0	NA	NA	NA	NA
26	Slovenia	28,029	NA	NA	NA	NA	0	NA	NA	NA	NA
27	Latvia	39,170	NA	NA	NA	NA	1	NA	NA	NA	NA
28	Lithuania	36,493	NA	NA	NA	NA	1	NA	NA	NA	NA
29	Estonia	33,558	NA	NA	NA	NA	4	NA	NA	NA	NA
30	Luxembourg	5,067	NA	NA	NA	NA	0	NA	NA	NA	NA

#	State	Rate of SMI per 100,000 flight hours					% variation in rate of SMIs				
		2020	2021	2022	2023	2024	2020	2021	2022	2023	2024
1	France	12.6	NA	NA	NA	NA	NA	NA	NA	NA	NA
2	Spain	3.4	NA	NA	NA	NA	NA	NA	NA	NA	NA
3	Germany	0.9	NA	NA	NA	NA	NA	NA	NA	NA	NA
4	Italy	5.3	NA	NA	NA	NA	NA	NA	NA	NA	NA
5	Greece	8.7	NA	NA	NA	NA	NA	NA	NA	NA	NA
6	Portugal	5.7	NA	NA	NA	NA	NA	NA	NA	NA	NA
7	MUAC	1.7	NA	NA	NA	NA	NA	NA	NA	NA	NA
8	Norway	11.5	NA	NA	NA	NA	NA	NA	NA	NA	NA
9	Romania	1.8	NA	NA	NA	NA	NA	NA	NA	NA	NA
10	Poland	3.6	NA	NA	NA	NA	NA	NA	NA	NA	NA
11	Sweden	1.0	NA	NA	NA	NA	NA	NA	NA	NA	NA
12	Austria	4.5	NA	NA	NA	NA	NA	NA	NA	NA	NA
13	Hungary	1.7	NA	NA	NA	NA	NA	NA	NA	NA	NA
14	Ireland	1.5	NA	NA	NA	NA	NA	NA	NA	NA	NA
15	Switzerland	0.0	NA	NA	NA	NA	NA	NA	NA	NA	NA
16	Croatia	0.0	NA	NA	NA	NA	NA	NA	NA	NA	NA
17	Bulgaria	0.8	NA	NA	NA	NA	NA	NA	NA	NA	NA
18	Czech Republic	6.2	NA	NA	NA	NA	NA	NA	NA	NA	NA
19	Denmark	0.0	NA	NA	NA	NA	NA	NA	NA	NA	NA
20	Cyprus	0.0	NA	NA	NA	NA	NA	NA	NA	NA	NA
21	Netherlands	35.0	NA	NA	NA	NA	NA	NA	NA	NA	NA
22	Belgium	1.8	NA	NA	NA	NA	NA	NA	NA	NA	NA
23	Finland	0.0	NA	NA	NA	NA	NA	NA	NA	NA	NA
24	Slovakia	0.0	NA	NA	NA	NA	NA	NA	NA	NA	NA
25	Malta	0.0	NA	NA	NA	NA	NA	NA	NA	NA	NA
26	Slovenia	0.0	NA	NA	NA	NA	NA	NA	NA	NA	NA
27	Latvia	2.5	NA	NA	NA	NA	NA	NA	NA	NA	NA
28	Lithuania	2.7	NA	NA	NA	NA	NA	NA	NA	NA	NA
29	Estonia	11.9	NA	NA	NA	NA	NA	NA	NA	NA	NA
30	Luxembourg	0.0	NA	NA	NA	NA	NA	NA	NA	NA	NA

Focus on separation minima

SMI

in 2020, the rate of separation minima infringements reduced by almost 50%. This was expected since there were less aircraft in the skies due to COVID pandemic. The separation minima infringement occurrences at Union-wide level are sensitive to the number of movements which both fell significantly

SMI 2020-2021

N/A

SMI by State

Only 20 ANSPs reported SMIs which had an ATS/CNS contribution. The highest rate occurred in the Netherlands (27.06), although it includes all infringements in MUAC due to unavailability of MUAC data split across the four Member States responsible for the airspace. On the opposite side, three Member States (Portugal, Slovenia, and Slovakia) reported no SMIs within their airspace. Note the highest rate of SMIs was in LVNL airspace (37.4 SMIs per 100,000 flight hours), which results from the second highest absolute numbers of occurrences (31 SMIs) and fewer flight-controlled hours than DSNA. LVNL has a good record in the EoS questionnaire having achieved the 2024 safety target in all objectives other than in the safety risk management objective, which is at level C. Nevertheless, LVNL should consider looking into the reasons contributing to this rate and take appropriate mitigating actions, if necessary.

2.5 Quality of occurrences reporting

Occurrence reporting quality

For the calculation of the indicators related to SMIs and RIs (SPI1a, SPI1b, SPI1c, and SPI1d), RP3 safety supporting material requires that occurrences data reported in the ECR under Commission Regulation (EU) No 376/2014 is used. However, so far in RP3, EASA has not been able to extract data from the ECR containing all needed information to compute the SPIs. This is because of the overall poor quality of the data uploaded to the ECR: A significant part of occurrences extracted from ECR did not contain information on

severity and risk, as required to compute the SPIs, and in many cases basic information was missing. Member States had to extract the occurrences from their own national databases with no further involvement from or verification by EASA. For the calculation of the indicators related to SMI and RI (SPI1a, SPI1b, SPI1c, and SPI1d), the occurrences that should be used in the computation of the different rates are only those that have a “safety impact”. Whether an occurrence has a safety impact or not should be determined by NSAs using the common European Risk Classification Scheme (ERCS), and by ANSPs through the severity classification using the Risk Analysis Tool (RAT). This information was barely found encoded in the ECR’s occurrences. While there has been some improvement, it is not such that the values may be calculated using ECR data as planned. It is likely that some have not applied the ERCS and RAT resulting in greater subjectivity in ANSP and NSA interpretations of what constitutes an occurrence that had a safety impact. Nevertheless, this does not invalidate the analysis, but it should be taken into consideration when interpreting the data.

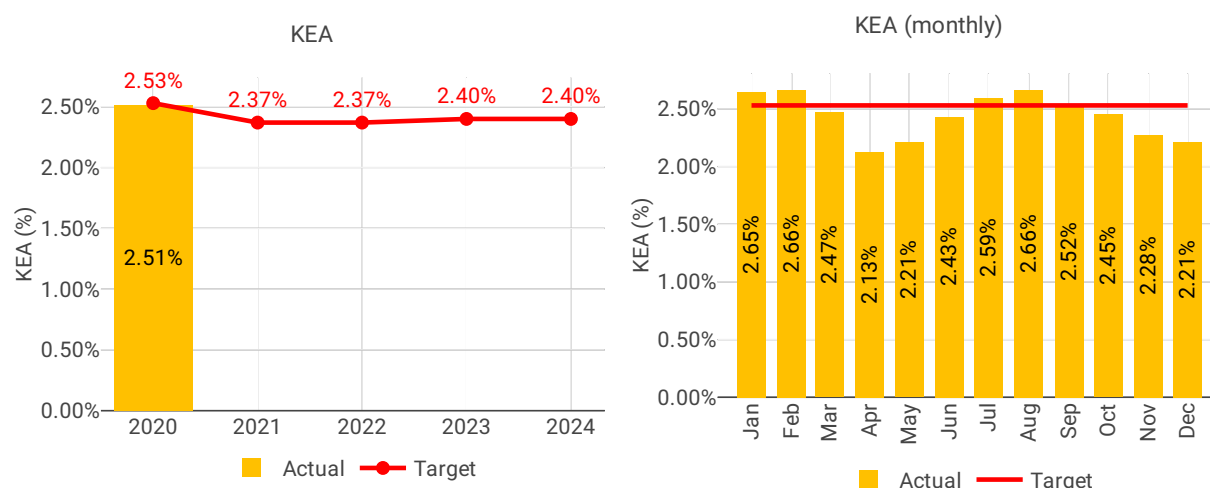
3 ENVIRONMENT - SES RP3

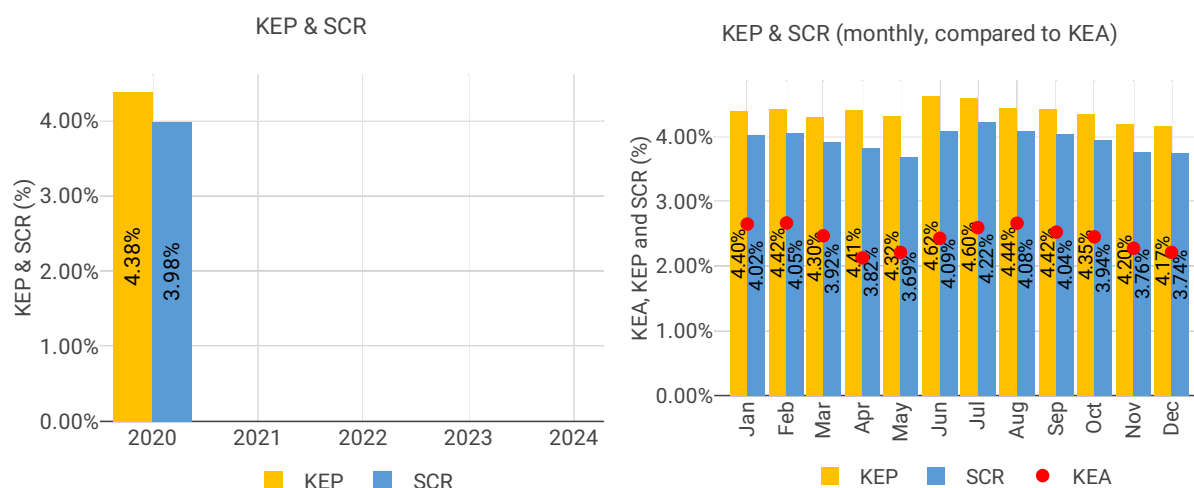
3.1 PRB monitoring

- Horizontal flight efficiency in the SES area improved with lower traffic and Member States met the 2020 Union-wide target. Lower traffic levels led to excess capacity and airspace users were able to fly more efficient routes, which contributed to the improvement of environmental performance.
- Performance would have been better if 11 Member States had achieved their expected contribution towards the Union-wide target.
- Data shows that structural problems continue to impact environmental performance: as soon as movements start to increase, extension of routes also increases even if traffic levels remain far below 2019 levels.
- Airspace users should continue to plan shorter routes for their flights when they are made available by ANSPs.
- Terminal performance (holding and taxiing times and continuous climb/descent operations) improved due to fewer movements, which caused less congestion at airports. Going forward, airports will need to offer more terminal capacity as traffic grows to maintain the improved performance.

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 (SCR) (PI#2)





3.2.2 Summary of performance at local level

KEA (%)		
State	Target	Actual
Austria	1.90	1.92 X
Belgium	3.37	3.37 ✓
Bulgaria	1.95	2.55 X
Croatia	1.49	1.47 ✓
Cyprus	4.10	3.89 ✓
Czech Republic	2.26	2.18 ✓
Denmark	1.21	1.12 ✓
Estonia	1.33	1.21 ✓
Finland	0.97	0.88 ✓
France	2.90	3.25 X
Germany	2.81	2.37 ✓
Greece	1.94	2.51 X
Hungary	1.45	1.51 X
Ireland	1.56	1.11 ✓
Italy	2.83	2.85 X
Latvia	1.30	1.24 ✓
Lithuania	1.90	1.90 ✓
Malta	1.46	2.53 X
Netherlands	7.22	2.63 ✓
Norway	1.43	1.52 X
Poland	1.67	1.67 ✓
Portugal	1.76	1.79 X
Romania	1.55	2.17 X
Slovakia	2.10	2.22 X
Slovenia	1.68	1.51 ✓
Spain	3.23	3.11 ✓
Sweden	1.26	1.03 ✓
Switzerland	4.62	4.21 ✓

4 CAPACITY - SES RP3

4.1 PRB monitoring

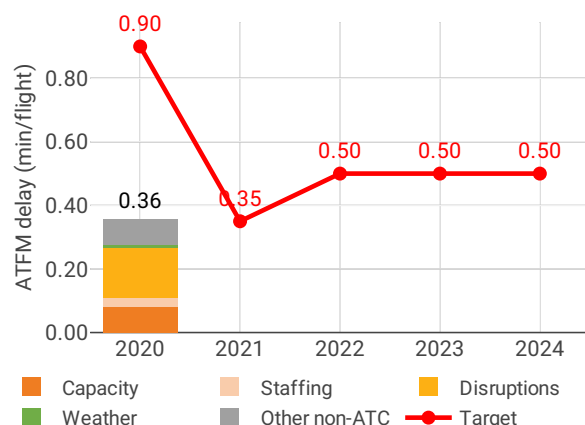
- From January to February 2020, traffic levels remained at forecasted levels – and capacity was insufficient. Like in 2018 and 2019, there were high delays during these “normal” months due to a lack of capacity, which indicates that the problems encountered in 2019 continued to affect performance in early 2020.
- After the sharp drop in traffic in March 2020, there were only minimal delays, which meant that most Member States/ANSPs achieved the 2020 delay breakdown values.
- The reduction of traffic resulted in excess capacity in 2020, indicating that ANSPs had only limited means to adapt their capacity to lower demand.

- Three Member States still failed to achieve their expected contribution to the Union-wide target: France, Spain, and Portugal.
- With reduced traffic, weather related delays disappeared suggesting that weather does not directly cause delays on its own. It is the combination of lack of capacity to deal with difficult weather situations and higher traffic demand that causes delays.

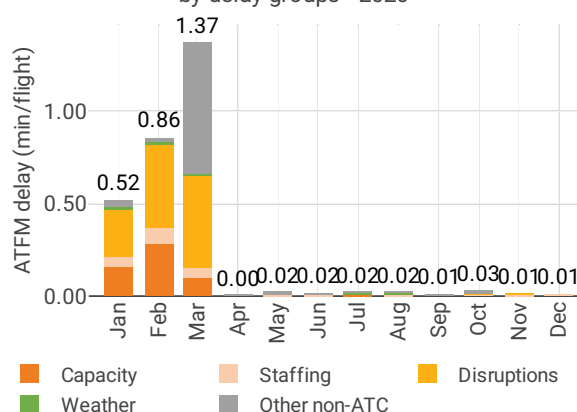
4.2 En route performance

4.2.1 En route ATFM delay (KPI#1)

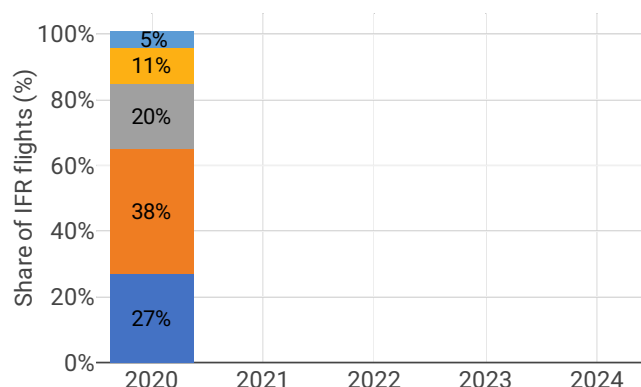
Average en route ATFM delay per flight by delay groups



Monthly distribution of en route ATFM delay by delay groups - 2020



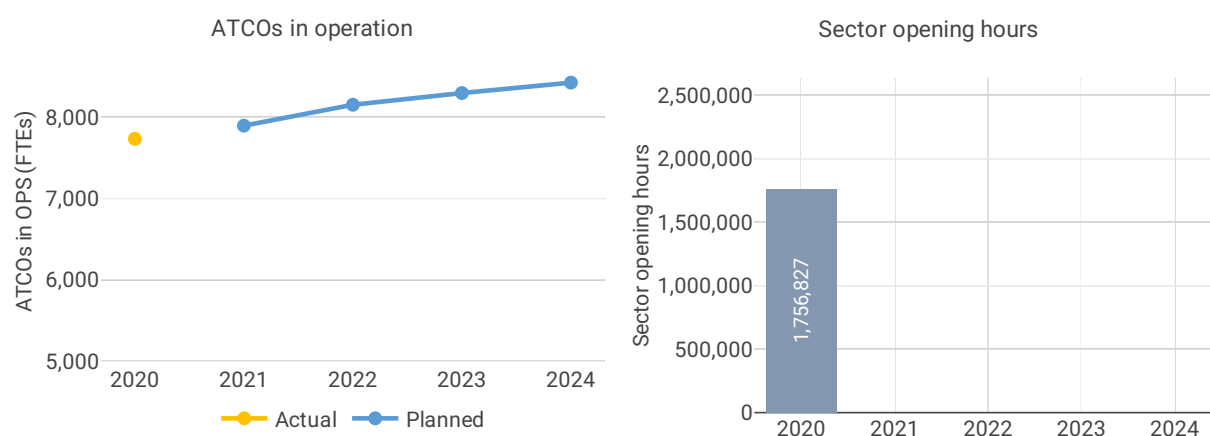
Distribution of IFR flights per the duration of en route ATFM delay



4.2.2 Summary of performance at local level

En route delay (min/flight)		
State	Target	Actual
Austria	0.370	0.00 ✓
Belgium	0.200	0.06 ✓
Bulgaria	0.170	0.00 ✓
Croatia	0.430	0.00 ✓
Cyprus	1.000	0.20 ✓
Czech Republic	0.200	0.00 ✓
Denmark	0.070	0.00 ✓
Estonia	0.050	0.00 ✓
Finland	0.090	0.00 ✓
France	3.120	0.61 ✓
Germany	3.450	0.18 ✓
Greece	0.340	0.02 ✓
Hungary	0.900	0.00 ✓
Ireland	0.070	0.00 ✓
Italy	0.250	0.01 ✓
Latvia	0.060	0.00 ✓
Lithuania	0.050	0.00 ✓
Malta	0.020	0.00 ✓
Netherlands	0.140	0.01 ✓
Norway	0.080	0.01 ✓
Poland	0.300	0.00 ✓
Portugal	0.230	0.25 ✗
Romania	0.140	0.00 ✓
Slovakia	0.600	0.00 ✓
Slovenia	0.230	0.00 ✓
Spain	0.470	0.40 ✓
Sweden	0.115	0.01 ✓
Switzerland	0.470	0.04 ✓

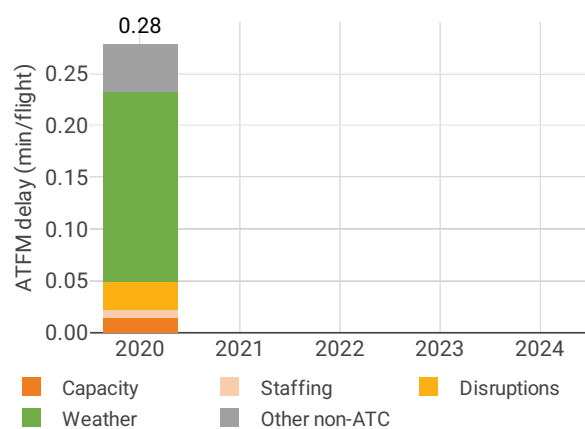
4.2.3 Other indicators



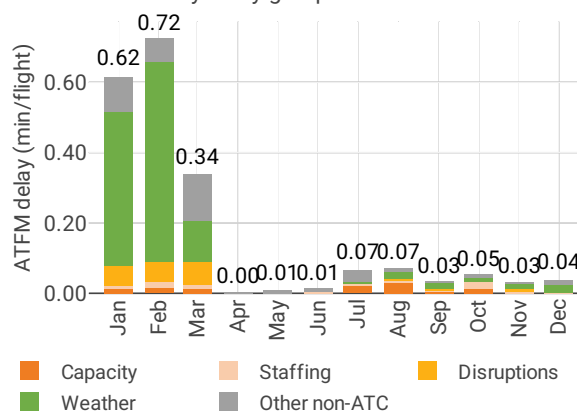
4.3 Terminal performance

4.3.1 Arrival ATFM delay (KPI#2)

Average arrival ATFM delay per flight by delay groups



Monthly distribution of arrival ATFM delay by delay groups - 2020

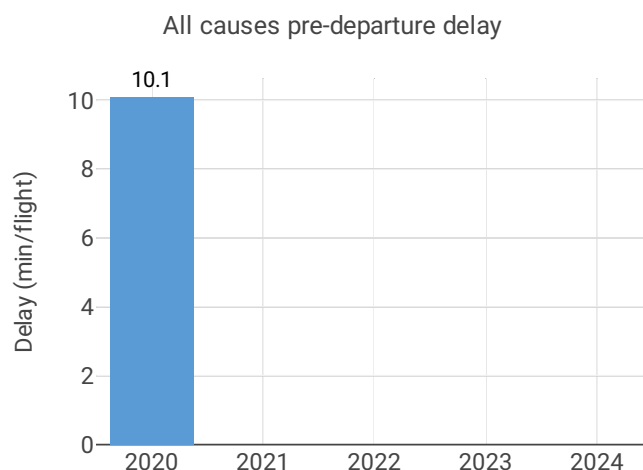


4.3.2 Summary of performance at local level

Arrival delay (min/flight)

State	Target	Actual
Austria	1.25	0.36 ✓
Belgium	1.82	0.38 ✓
Czech Republic	0.37	0.09 ✓
Denmark	0.10	0.00 ✓
Estonia	0.00	0.00 ✓
Finland	0.39	0.20 ✓
France	0.40	0.30 ✓
Germany	0.66	0.10 ✓
Greece	1.20	0.04 ✓
Hungary	0.05	0.08 ✗
Ireland	0.25	0.11 ✓
Italy	0.41	0.04 ✓
Latvia	0.02	0.00 ✓
Luxembourg	0.12	0.06 ✓
Malta	0.00	0.00 ✓
Netherlands	2.00	1.26 ✓
Norway	0.50	0.03 ✓
Poland	0.45	0.02 ✓
Portugal	3.12	0.97 ✓
Romania	0.50	0.00 ✓
Spain	0.91	0.30 ✓
Sweden	0.35	0.00 ✓
Switzerland	1.94	0.55 ✓

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

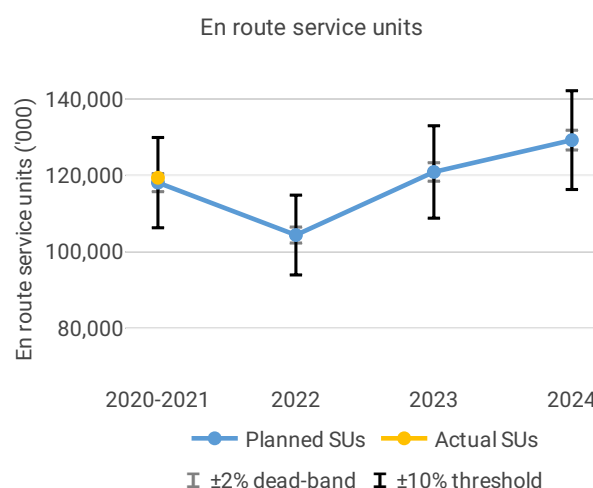
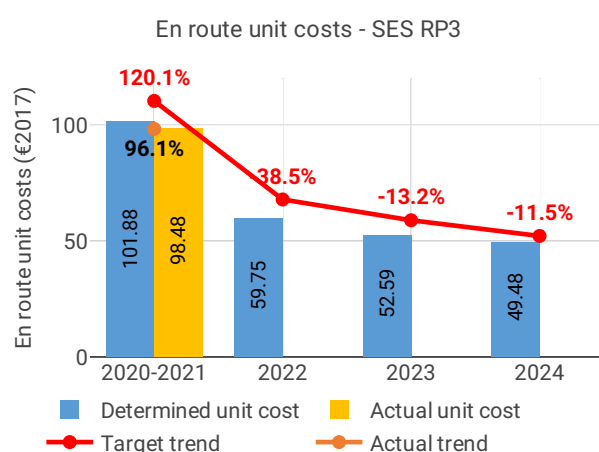


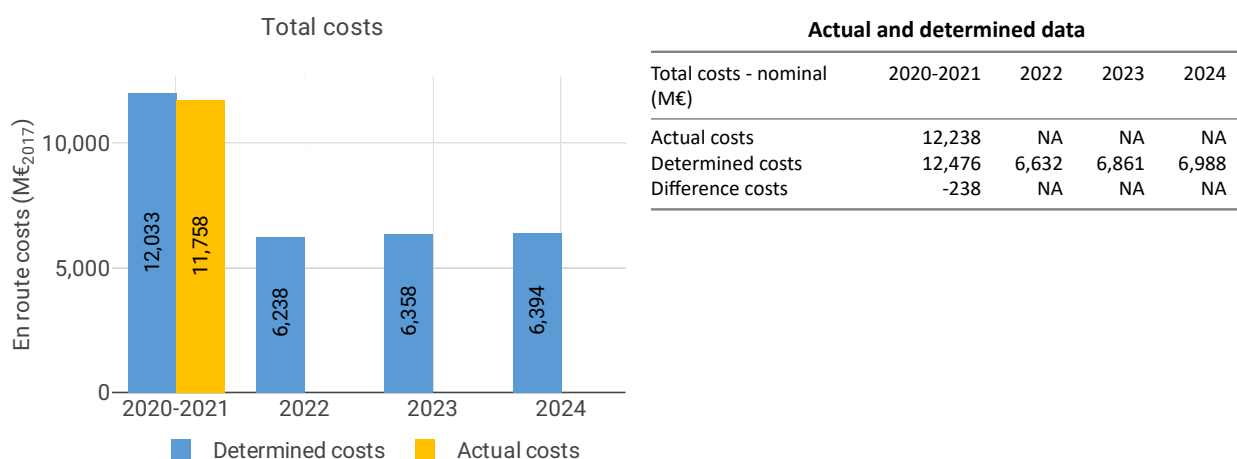
5 COST-EFFICIENCY - SES RP3

5.1 PRB monitoring

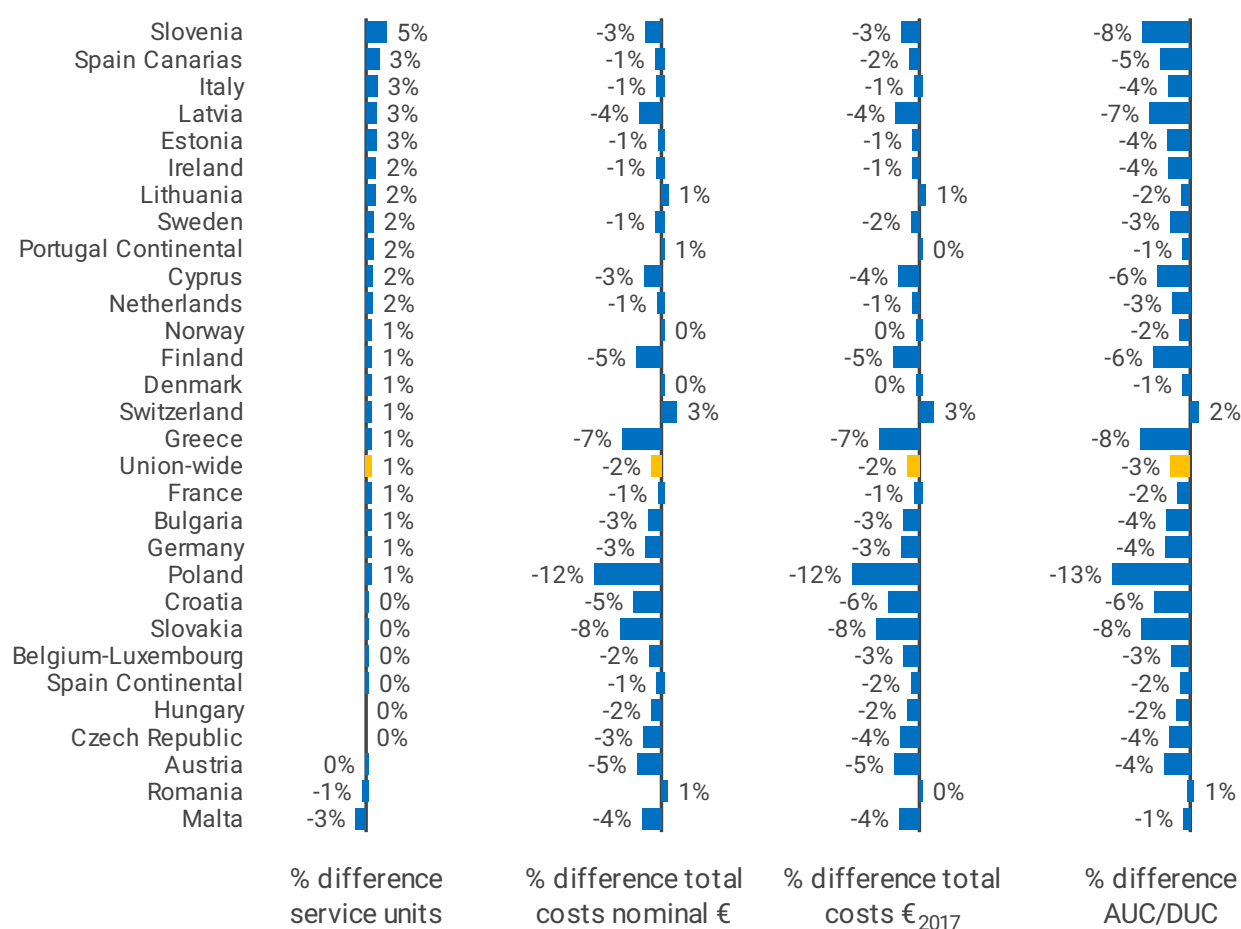
- The data submitted by Member States for 2020 shows that they reduced their costs by only 4% compared to 2019 actual costs (with 58% traffic decrease in service units).
- Compared to the draft 2019 performance plans submitted before COVID-19, Member States reduced their 2020 costs by 13%.
- ANSPs were aware of the sharp drop in traffic as early as March 2020, meaning that they had enough time to adapt and lower their costs for most of the year.
- With the sharp drop in revenues and Eurocontrol granting airspace users a delay to pay the air traffic management (ATM) charges for some months of 2020, ANSPs encountered a steep decline in revenues. The monitoring data shows that ANSPs managed the gap in revenues in different ways using either their own resources, loans or injection of equity by owners.
- A substantial gap in revenue remains, which airspace users will have to cover as of 2023 for many years. Given the dire financial situation of most of the airspace users, ANSPs should contribute to the recovery of European aviation by adapting their costs in their revised performance plans. The adjustment to the unit charges will come into effect as early as 2023 provided the Commission approves the revised performance plans.

5.2 En route charging zone

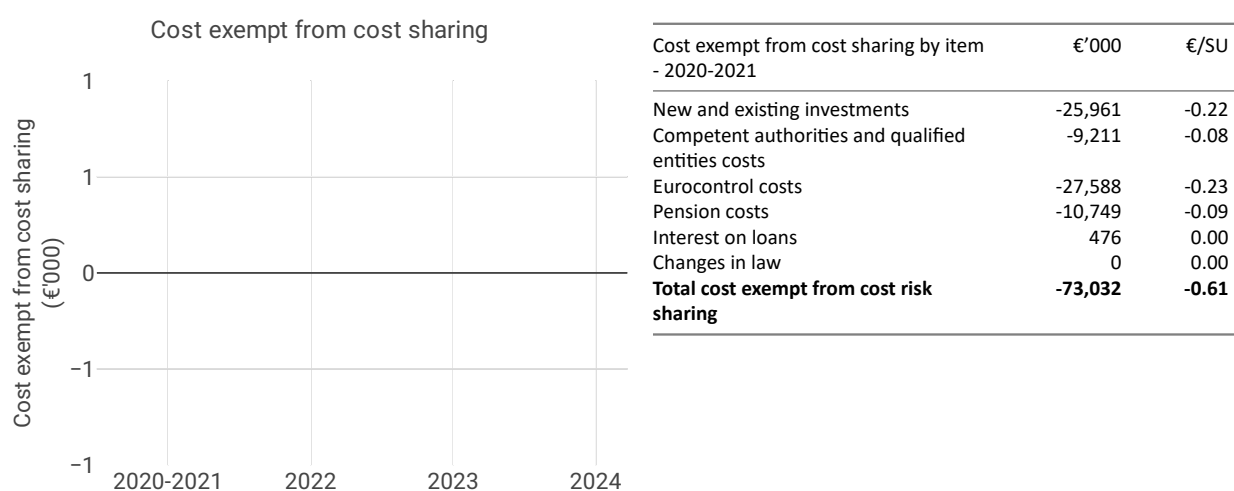
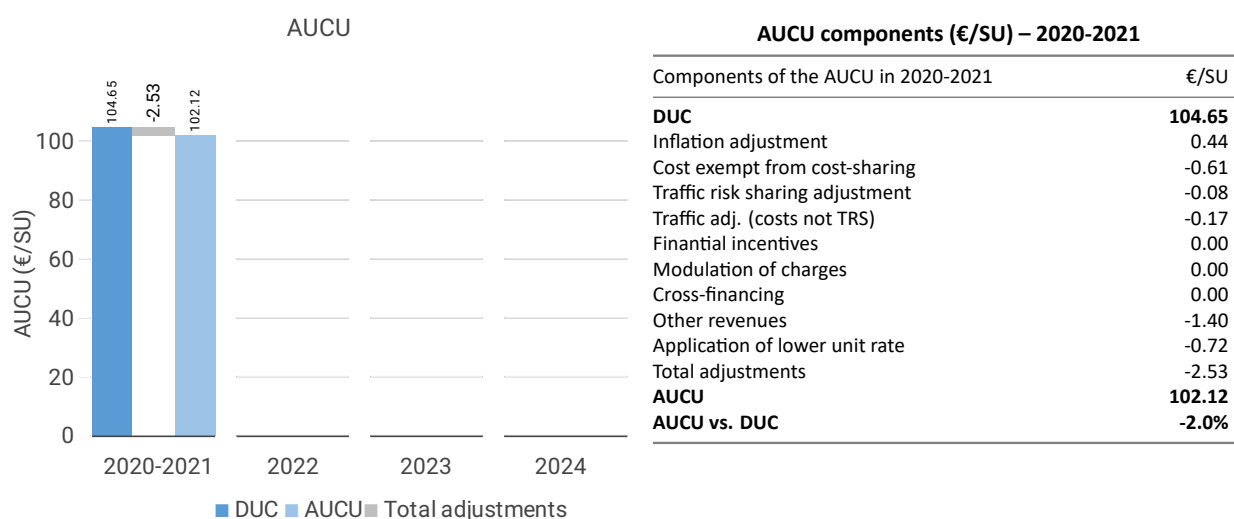




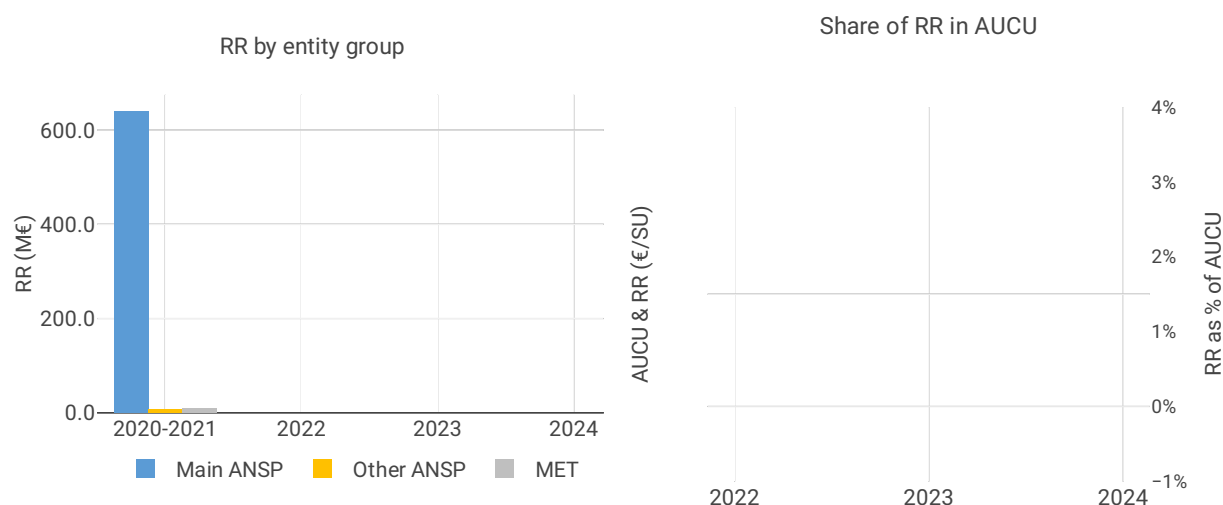
5.2.1 Summary of performance at local level



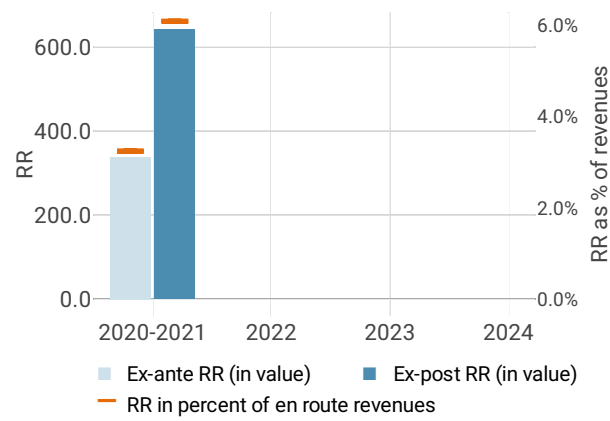
5.2.2 Actual unit cost incurred by the users (AUCU) (PI#1)



5.2.3 Regulatory result (RR)



RR - Main ANSPs



Net result from en route activity - Main ANSPs 2020-2021

