



Performance Review Body Monitoring Report

SES RP3 - 2021

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1 OVERVIEW

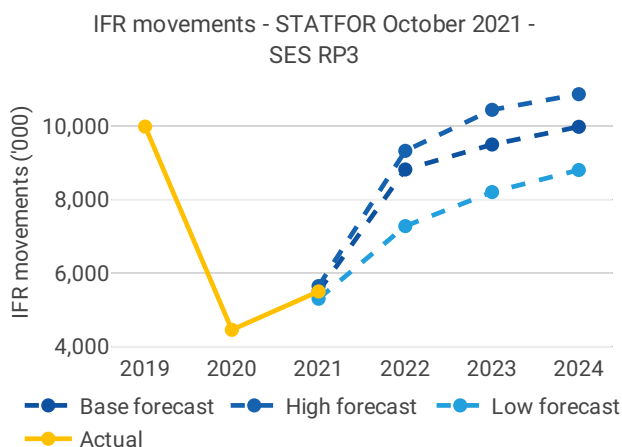
1.1 Contextual information

No of ACCs	49	Share en route / terminal costs 2021	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	42	Terminal charging zone(s)	26	No of MET Providers	26
• <80'K	103				

1.2 Main PRB findings - 2021

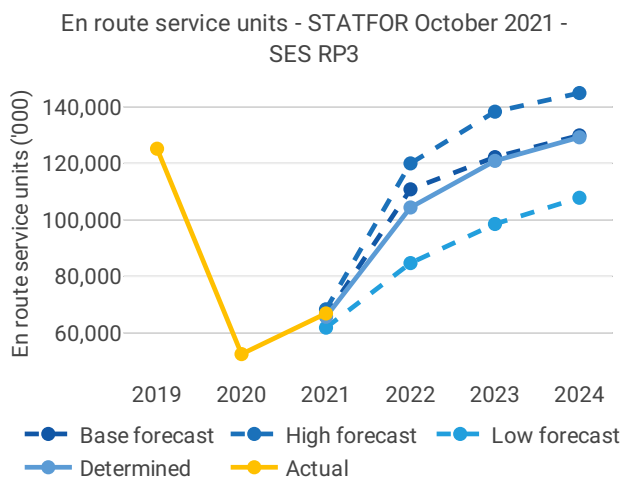
During the second year of the pandemic, ANSPs continued to react in different ways to the uncertainties and changing travel restrictions impacting air traffic. In 2021, ANSPs of the Member States handled about half of the number of flights compared to 2019 with some areas facing steep increases during the summer months. Unfortunately, once again, ANSPs were often not able to meet demand, not only causing delays but also extending horizontal flight routes, taxi times and time spent in terminal areas. Lack of money cannot explain this underperformance: ANSPs (overall) spent less money than foreseen in their performance plans. Those Member States with a substantial underspend should actively monitor ongoing actual versus planned expenditure and, where appropriate, lower their unit rate in 2023 to return unspent money.

1.3 Traffic (SES RP3 area)



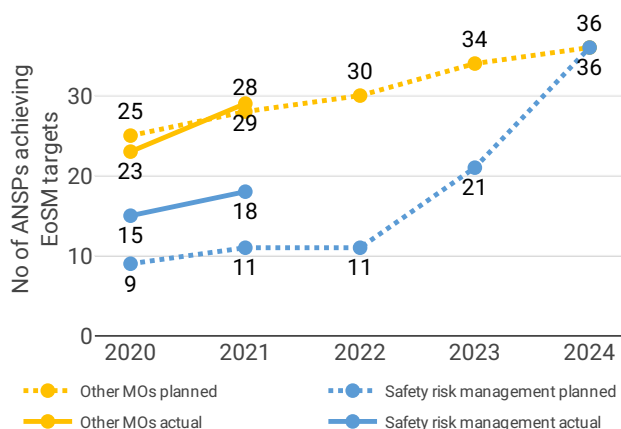
- 5,499K IFR movements were recorded in 2021 at SES level, +23% compared to 2020 (4,456K).

- Actual 2021 IFR movements represent 55% of the actual 2019 level (9,985K).



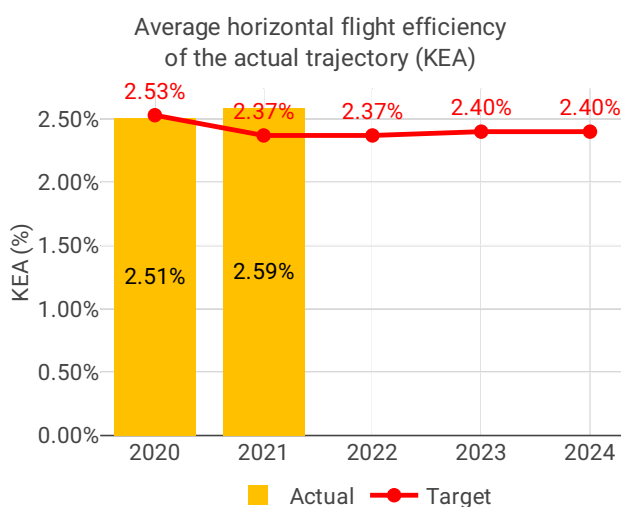
- 66,893K service units were recorded in 2021 at SES level, +27% compared to 2020 (52,500K).
- Actual 2021 service units were +2.1% above the plan (65,613K).
- Actual 2021 service units represent 54% of the actual 2019 level (125,158K).

1.4 Safety (SES RP3 area)



- Safety levels overall remained as before COVID-19.
- 17 ANSPs already achieved the RP3 targets for the effectiveness of safety management for all management objectives (two years before the end of RP3). The remaining 12 ANSPs are expected to meet them by the end of RP3.
- The rate of accidents and incidents remained in line with the trend over the past 10 years, continuously decreasing.

1.5 Environment (SES RP3 area)



- Despite the enduring low traffic levels, Union-wide horizontal flight efficiency (KEA) performance targets were not achieved in 2021. 16 Member States did not achieve their national reference values.
- Horizontal flight efficiency deteriorated with increasing traffic (still far below 2019 levels) and the rerouting of flights around the airspace of Belarus (from May 2021) and eastern Ukraine. The results for 2021 demonstrate that environmental performance depends on sufficient capacity and airspace availability.

• Most Member States should have been able to meet the targets because of lower traffic, practically no capacity hotspots and fewer restrictions network disruptions (strikes).

- Performance in the terminal area improved. Aircraft spent less additional time per flight in the terminal area (ASMA time), but additional taxi-out time increased compared to 2020. When comparing to 2019, the performance was much better (42% improvement).

- ### 1.6 Capacity (SES RP3 area)

ATFM delay (min/flight)

Year	Capacity	Staffing	Disruptions	Weather	Other non-ATC	Target
2020	0.10	0.05	0.15	0.00	0.06	0.90
2021	0.12	0.15	0.05	0.05	0.00	0.35
2022	-	-	-	-	-	0.50
2023	-	-	-	-	-	0.50
2024	-	-	-	-	-	0.50

Legend: Capacity, Staffing, Disruptions, Weather, Other non-ATC, Target

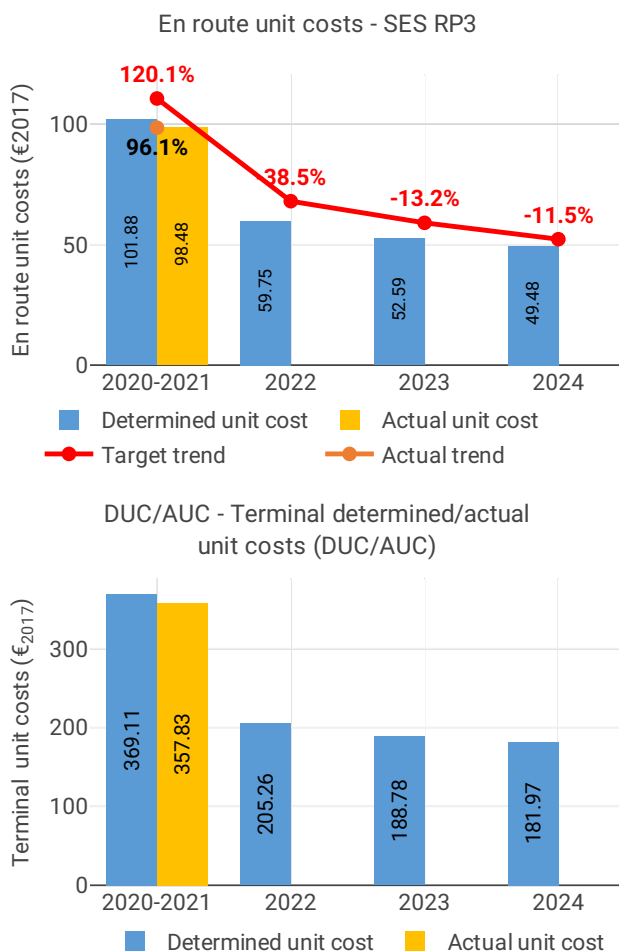
- Terminal capacity performance (arrival ATFM delay per flight) improved compared to 2020, despite increased traffic. However, the all-cause departure delay increased by more than 20% and amounted to over 12 minutes per flight.

- The results of 2021 indicate that many ANSPs will not be able to provide the capacity needed to cope with higher traffic. Operational efficiency of capacity provision deteriorated further in 2021 compared to 2020, a trend which will have to be reversed in the remaining years of RP3.

Stacked bar chart showing ATFM delay (min./flight) by category for 2020 and 2021. The chart shows a decrease in total delay from 0.28 in 2020 to 0.24 in 2021. The categories are Capacity, Staffing, Disruptions, Weather, and Other non-ATC.

Year	Capacity	Staffing	Disruptions	Weather	Other non-ATC	Total
2020	0.01	0.01	0.03	0.18	0.05	0.28
2021	0.05	0.01	0.02	0.10	0.06	0.24

1.7 Cost-efficiency (SES RP3 area)



- In 2020/2021, Member States met the en route cost-efficiency Union-wide target.

- Union-wide en route actual costs in 2020/2021 were -2.3% below determined costs, while service units were +1.1% higher than planned. The discrepancy in costs is concerning, because Member States submitted their performance plans for 2021 in October of that year, and at a time they knew the actuals of more than half of 2021. Member States should have been able to plan their determined cost more accurately.

- The en route actual unit cost for airspace users (AUCU) has been -2.4% lower than the determined unit cost.

- The actual values of 2021 enable the calculation of the revenue gap ANSPs incurred during 2020/2021. The amount equals 5.6B €2017, which will be spread as an increase in the unit rates over five to seven years.

2 SAFETY - SES RP3

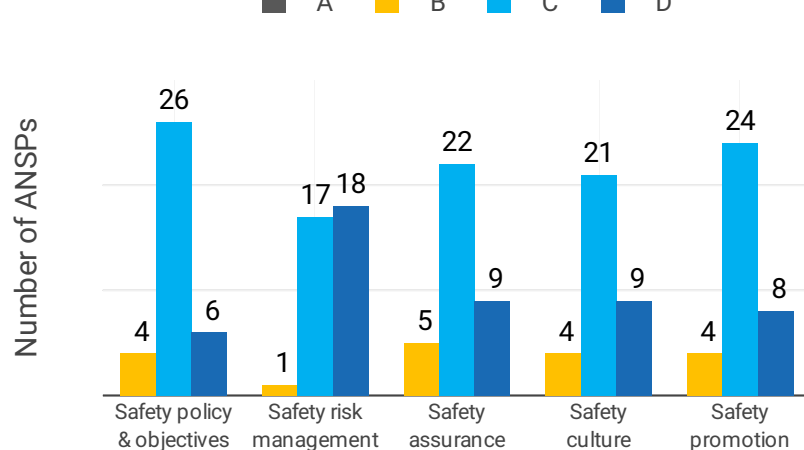
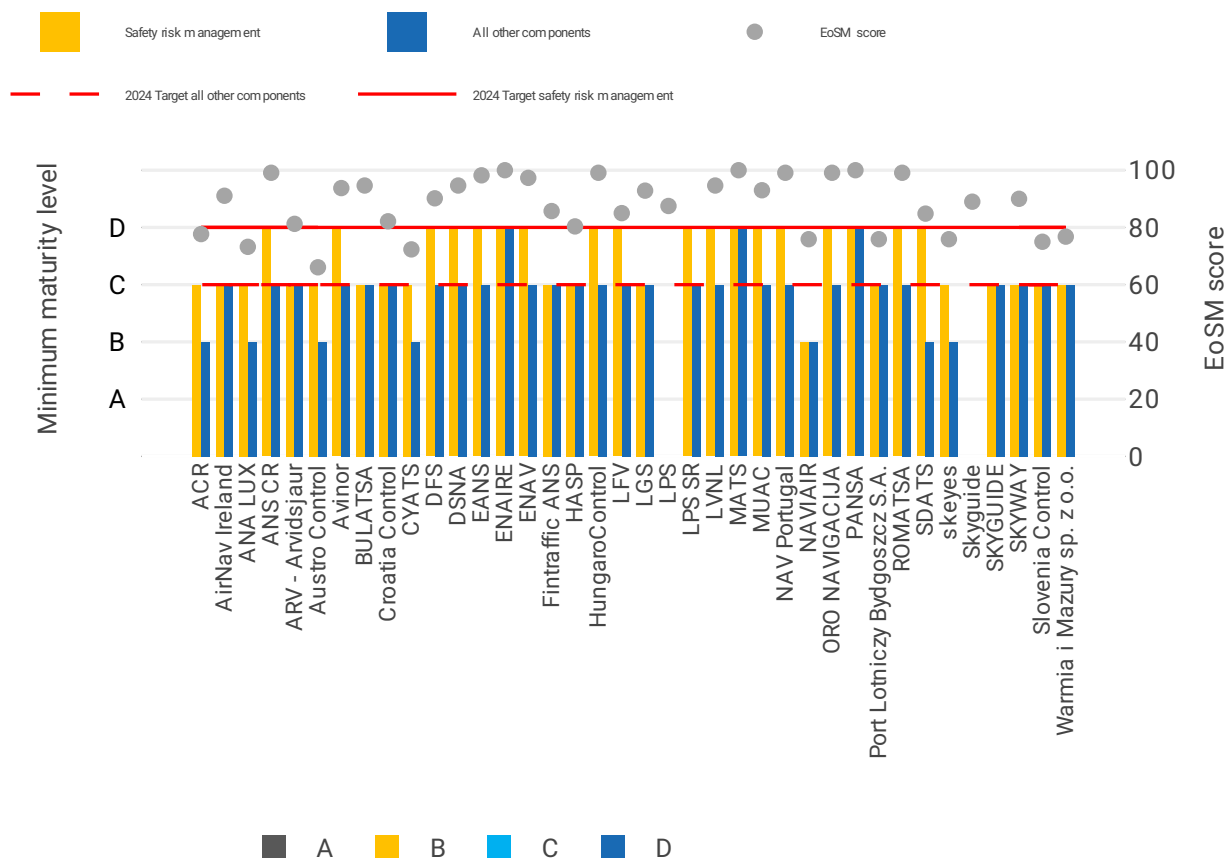
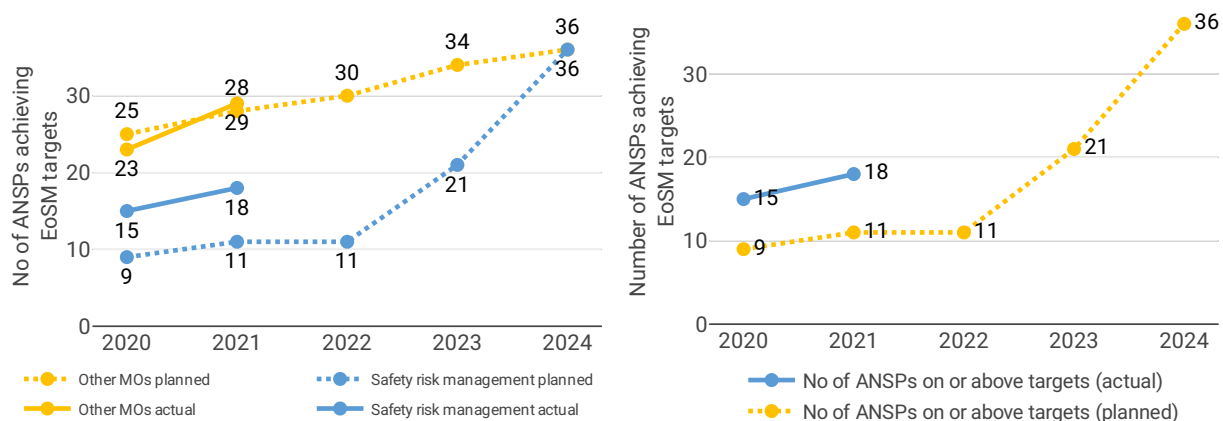
2.1 PRB monitoring

- Safety levels overall remained as before COVID-19.

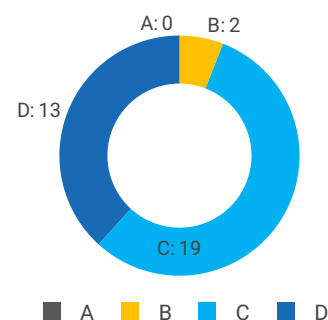
- 17 ANSPs already achieved the RP3 targets for the effectiveness of safety management for all management objectives (two years before the end of RP3). The remaining 12 ANSPs are expected to meet them by the end of RP3.

- The rate of accidents and incidents remained in line with the trend over the past 10 years, continuously decreasing.

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



Interdependencies –
Number of ANSPs per maturity level



Focus on EoSM

Number of ANSPs on Target

17 out of 36 ANSPs already achieved the RP3 targets in 2021, reaching minimum maturity level D in safety risk management and minimum maturity level C in all other management objectives. Among the remaining 19 ANSPs that have not yet achieved the targets, 13 require to improve only in one management area, whereas six ANSPs need to improve both in the safety risk management and other management objectives.

Between 2020 and 2021 three additional ANSPs were added to the performance scheme as part of the update of the performance plans (in Sweden). None of these achieved the targets in 2021 causing the number of ANSPs under the targets to decrease only by one.

Actual versus planned

Comparing the ANSPs' actual maturity levels of 2021 with the planned maturity levels in the performance plans, ANSPs are performing better than planned. Within the safety risk management area, 11 ANSPs planned to achieve the target level D, whereas 17 ANSPs have actually achieved the target. For other management objectives, 28 ANSPs planned to achieve the target, whereas 29 ANSPs have actually achieved it.

ANSPs achieving the targets and Score

- 18 out of 36 ANSPs achieved the 2024 RP3 target level D for safety risk management.
- 29 out of 36 ANSPs achieved the 2024 RP3 target level for all other MOs (the four management objectives other than safety risk management).
- 17 out of 36 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 ANSP is 66, while the maximum EoSM score is 100, which is already achieved by three ANSPs.

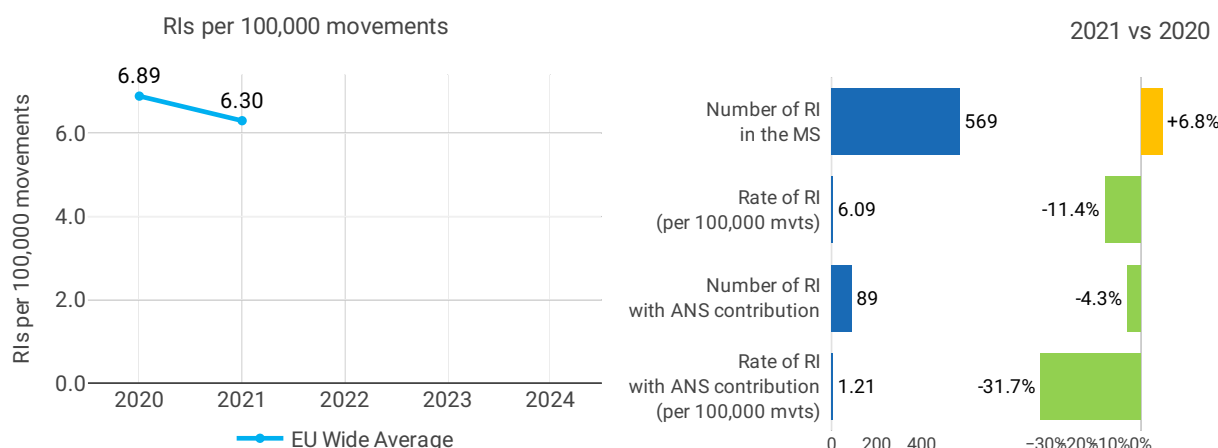
Number of ANSPs per Management Objective

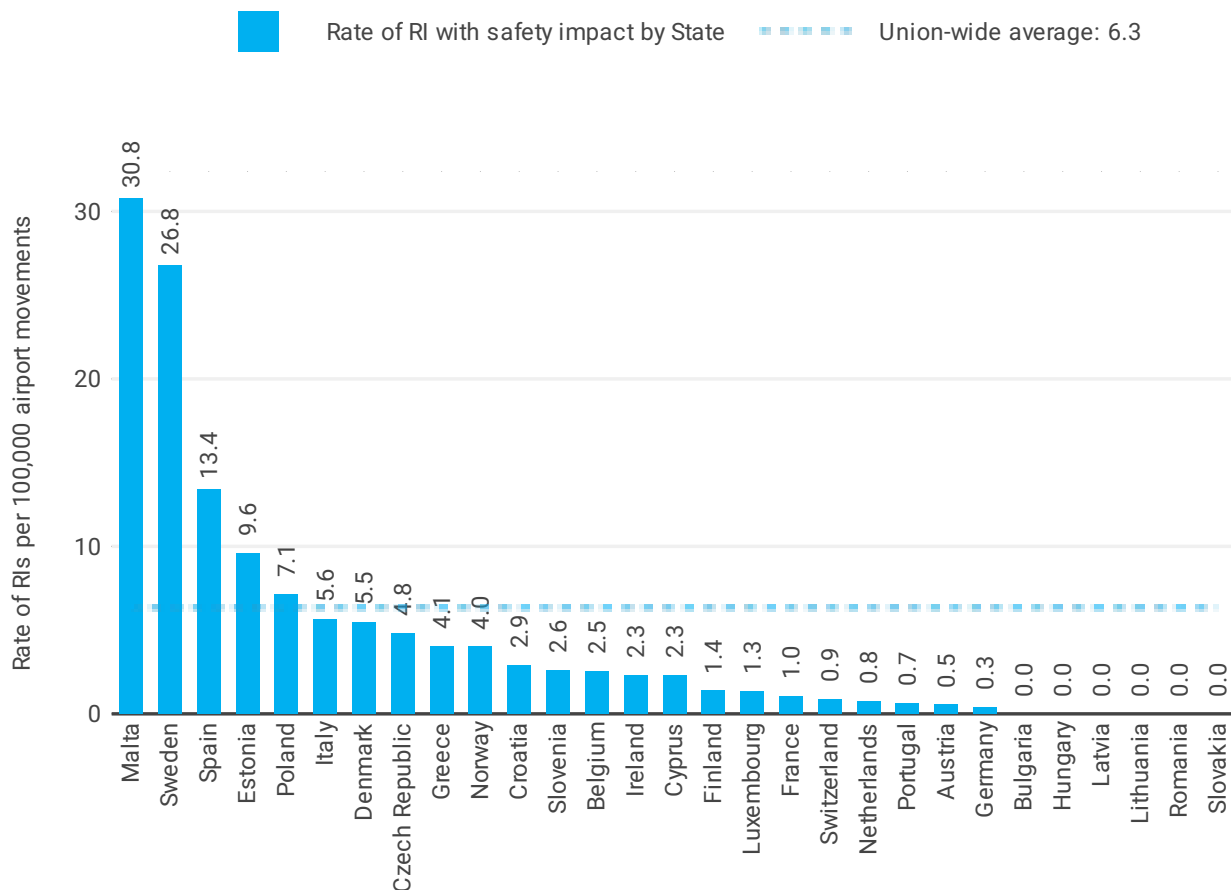
18 ANSPs did not reach the target level D for the safety risk management objective, four ANSPs did not reach the safety culture and safety policy & objectives management objectives, five ANSPs did not achieve the assurance management objective, and four ANSPs did not achieve the promotion management 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	280,455	2	0.71	1	Oslo - Gardermoe	125,392	8	6.38	1	Lodz - Lublinek	3,076	3	97.53
2	Frankfurt	261,966	0	0.00	2	Málaga	94,488	8	8.47	2	Bydgoszcz	2,135	1	46.84
3	Paris-Charles-de-Gaulle	256,293	5	1.95	3	Paris-Charles-de-Gaulle	256,293	5	1.95	3	Rzeszow - Jasionka	4,268	1	23.43
4	Madrid - Barajas	217,558	1	0.46	4	Prague	62,520	4	6.40	4	Tartu	6,075	1	16.46
5	Barcelona	163,733	3	1.83	5	Malta International	32,499	4	12.31	5	Poznan - Lawica	13,847	2	14.44
6	Cork	156,918	1	0.64	6	Krakow - Balice	32,925	3	9.11	6	Malta International	32,499	4	12.31
7	Athina - Eleftherios Venizelos	153,174	2	1.31	7	Lodz - Lublinek	3,076	3	97.53	7	Krakow - Balice	32,925	3	9.11
8	Munich	150,437	0	0.00	8	Warsaw	94,666	3	3.17	8	Málaga	94,488	8	8.47
9	Palma de Mallorca	141,324	3	2.12	9	Barcelona	163,733	3	1.83	9	Gdansk	25,444	2	7.86
10	Vienna	127,842	0	0.00	10	Palma de Mallorca	141,324	3	2.12	10	Prague	62,520	4	6.40

Focus on runway incursions

RI rate

Despite the traffic increase in 2021, the rate of runway incursions reduced compared with the rate in 2020.

RI 2020-2021

The increase in traffic levels in 2021 has not resulted in an increase of the indicators of all types of RIs. The rate of RIs of all types and with ANS contribution has decreased by 8.4% and 31.7%, respectively, while only the number of RIs increases (by 6.8%). The number of RIs with ANS contribution decreased by 4.3%.

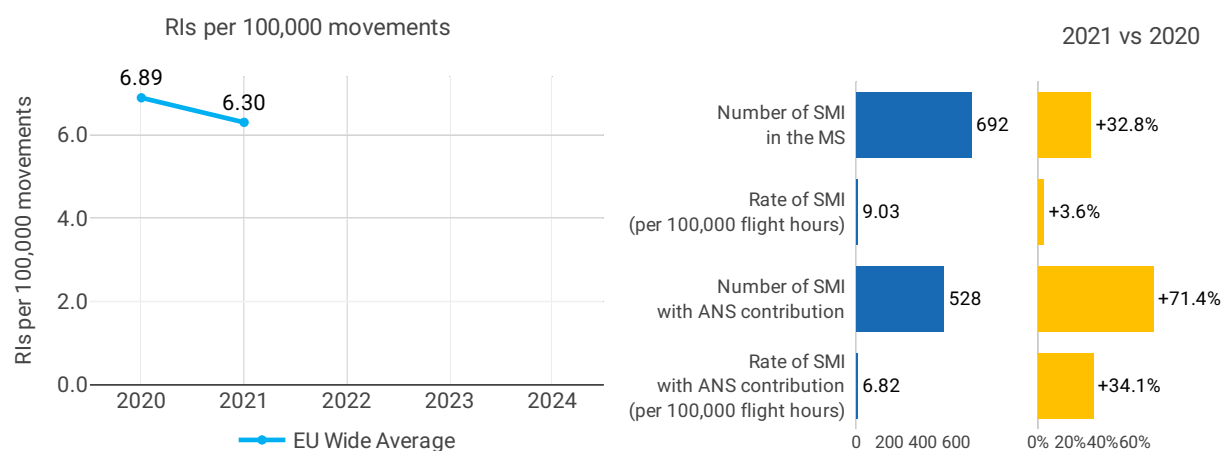
RI with Safety Impact by State

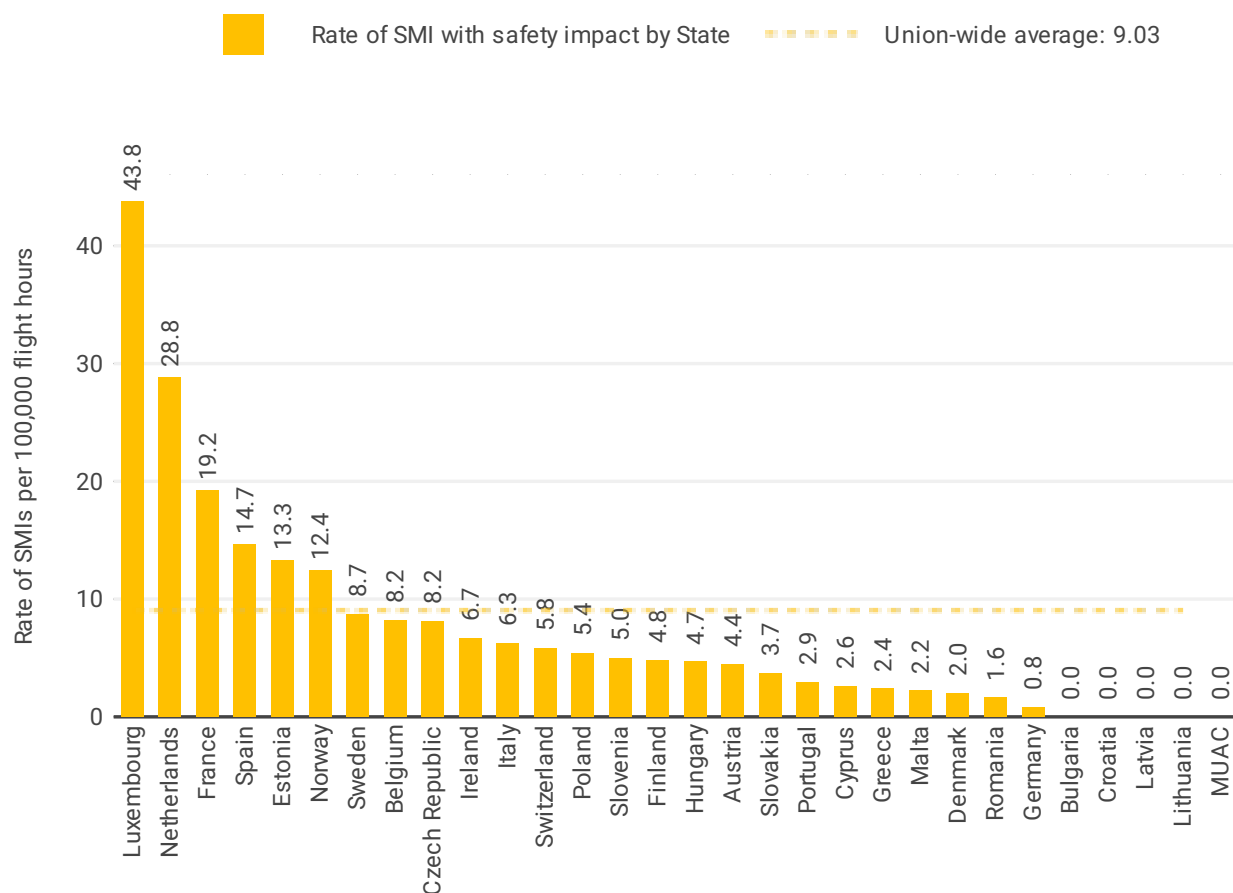
The highest rate occurred in Malta (30.77), followed by Sweden (26.8), although Sweden declared it was not able to differentiate occurrences that had a safety impact and therefore reported all types of RIs regardless of the associated safety risk. This means that the number of RIs in Sweden is higher, and so the rate is not comparable to other Member States. Some Member States are not shown in the figure. Bulgaria, Cyprus, Croatia, Lithuania, Slovenia and Slovakia did not include any airport in their performance plans and so are not obliged to report RIs. Four Member States (Sweden, Norway, Spain, Greece) reported the RIs at all airports within their territory, not exclusively those included in their performance plans, which may explain why three of these Member States show the highest rates in the graph.

RI with Safety Impact by Airport

Out of 146 airports included in the performance plans, only 41 airports reported RIs that had any ATS/CNS contribution. The majority of the 41 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. The airport with more than 80,000 movements and the highest rate of RIs at 8.5 per 100,000 movements is LEMG (Málaga) followed by LKPR (Prague) and ENGM (Oslo-Gardermoen) (6.4 per 100,000 movements each one). LEMG uses an automatic recording tool to identify RIs, which may have an effect on the number of reported events.

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	1,415,222	NA	NA	NA	133	272	NA	NA	NA
2	Spain	741,278	954,783	NA	NA	NA	25	59	NA	NA	NA
3	Germany	700,899	952,606	NA	NA	NA	6	8	NA	NA	NA
4	Italy	494,359	747,998	NA	NA	NA	26	33	NA	NA	NA
5	Greece	276,276	418,381	NA	NA	NA	24	31	NA	NA	NA
6	Portugal	175,009	215,958	NA	NA	NA	10	13	NA	NA	NA
7	MUAC	289,985	311,843	NA	NA	NA	5	0	NA	NA	NA
8	Norway	235,547	257,160	NA	NA	NA	27	14	NA	NA	NA
9	Romania	171,847	247,561	NA	NA	NA	3	4	NA	NA	NA
10	Poland	221,029	278,330	NA	NA	NA	8	15	NA	NA	NA
11	Sweden	199,288	218,597	NA	NA	NA	2	19	NA	NA	NA
12	Austria	155,355	202,666	NA	NA	NA	7	9	NA	NA	NA
13	Hungary	116,008	149,648	NA	NA	NA	2	7	NA	NA	NA
14	Ireland	131,294	105,105	NA	NA	NA	2	7	NA	NA	NA
15	Switzerland	150,242	137,471	NA	NA	NA	0	2	NA	NA	NA
16	Croatia	106,693	155,957	NA	NA	NA	0	0	NA	NA	NA
17	Bulgaria	127,863	174,114	NA	NA	NA	1	0	NA	NA	NA
18	Czech Republic	113,261	135,047	NA	NA	NA	7	11	NA	NA	NA
19	Denmark	98,936	99,279	NA	NA	NA	0	2	NA	NA	NA
20	Cyprus	78,614	116,453	NA	NA	NA	0	3	NA	NA	NA
21	Netherlands	88,456	101,649	NA	NA	NA	31	47	NA	NA	NA
22	Belgium	55,762	134,413	NA	NA	NA	1	5	NA	NA	NA
23	Finland	57,321	62,275	NA	NA	NA	0	3	NA	NA	NA
24	Slovakia	41,055	54,376	NA	NA	NA	0	2	NA	NA	NA
25	Malta	40,016	44,905	NA	NA	NA	0	1	NA	NA	NA
26	Slovenia	28,029	40,145	NA	NA	NA	0	2	NA	NA	NA
27	Latvia	39,170	46,440	NA	NA	NA	1	0	NA	NA	NA
28	Lithuania	36,493	47,794	NA	NA	NA	1	0	NA	NA	NA
29	Estonia	33,558	37,464	NA	NA	NA	4	5	NA	NA	NA
30	Luxembourg	5,067	11,425	NA	NA	NA	0	3	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	19.2	NA	NA	NA	NA	+52%	NA	NA	NA
2	Spain	3.4	6.2	NA	NA	NA	NA	+83%	NA	NA	NA
3	Germany	0.9	0.8	NA	NA	NA	NA	-2%	NA	NA	NA
4	Italy	5.3	4.4	NA	NA	NA	NA	-16%	NA	NA	NA
5	Greece	8.7	7.4	NA	NA	NA	NA	-15%	NA	NA	NA
6	Portugal	5.7	6.0	NA	NA	NA	NA	+5%	NA	NA	NA
7	MUAC	1.7	0.0	NA	NA	NA	NA	-100%	NA	NA	NA
8	Norway	11.5	5.4	NA	NA	NA	NA	-53%	NA	NA	NA
9	Romania	1.8	1.6	NA	NA	NA	NA	-7%	NA	NA	NA
10	Poland	3.6	5.4	NA	NA	NA	NA	+49%	NA	NA	NA
11	Sweden	1.0	8.7	NA	NA	NA	NA	+769%	NA	NA	NA
12	Austria	4.5	4.4	NA	NA	NA	NA	-2%	NA	NA	NA
13	Hungary	1.7	4.7	NA	NA	NA	NA	+172%	NA	NA	NA
14	Ireland	1.5	6.7	NA	NA	NA	NA	+338%	NA	NA	NA
15	Switzerland	0.0	1.4	NA	NA	NA	NA	0%	NA	NA	NA
16	Croatia	0.0	0.0	NA	NA	NA	NA	0%	NA	NA	NA
17	Bulgaria	0.8	0.0	NA	NA	NA	NA	-100%	NA	NA	NA
18	Czech Republic	6.2	8.2	NA	NA	NA	NA	+32%	NA	NA	NA
19	Denmark	0.0	2.0	NA	NA	NA	NA	0%	NA	NA	NA
20	Cyprus	0.0	2.6	NA	NA	NA	NA	0%	NA	NA	NA
21	Netherlands	35.0	46.2	NA	NA	NA	NA	+32%	NA	NA	NA
22	Belgium	1.8	3.7	NA	NA	NA	NA	+108%	NA	NA	NA
23	Finland	0.0	4.8	NA	NA	NA	NA	0%	NA	NA	NA
24	Slovakia	0.0	3.7	NA	NA	NA	NA	0%	NA	NA	NA
25	Malta	0.0	2.2	NA	NA	NA	NA	0%	NA	NA	NA
26	Slovenia	0.0	5.0	NA	NA	NA	NA	0%	NA	NA	NA
27	Latvia	2.5	0.0	NA	NA	NA	NA	-100%	NA	NA	NA
28	Lithuania	2.7	0.0	NA	NA	NA	NA	-100%	NA	NA	NA
29	Estonia	11.9	13.3	NA	NA	NA	NA	+12%	NA	NA	NA
30	Luxembourg	0.0	26.3	NA	NA	NA	NA	0%	NA	NA	NA

Focus on separation minima

SMI

in 2021, the rate of separation minima infringements increased compared to the rate from 2020 .

SMI 2020-2021

The increase in traffic levels in 2021 has naturally resulted in an increase of SMI occurrences of types, namely regardless the factors involved and those with ANS contribution, by 32.8% and 71.45%, respectively. Similarly, the rates have experienced an increase of 3.6% and 34.1%, respectively. The increase of SMI with ANS contribution has experienced greater increase.

SMI by State

Only 24 ANSPs reported SMIs which had an ATS/CNS contribution. The highest rate of SMIs was in LVNL airspace (49.9 SMIs per 100,000 flight hours), which results from the third highest absolute numbers of occurrences (47 SMIs). The rate has also experienced an increase of 31.7% with respect to 2020. LVNL has a good record in the EoSM questionnaire having achieved the 2024 safety target in all objectives. Nevertheless, LVNL should not be complacent, and continue assessing occurrences and risk mitigate them according to their SMS, if necessary. The highest number of SMIs with ANS contribution occurred in DSNÁ's airspace (228), but the high number of controlled hours results in lower rate (16.7), but which is still above the Union average. The rate increased by 32,1 % with respect to 2020. DSNÁ should not be complacent, and continue assessing occurrences and risk mitigate them according to their SMS, if necessary. Other ANSPs with high rates and that experienced a high increase in 2021 are ANA LUX and skeyes. For both, it is noted that the number of controlled hours is relatively low, hence the sensitivity of the rate to variations in the number of SMIs. Their EoSM maturity levels are below target and with room for improvement. Both should monitor carefully SMIs in the next years, while improving the maturity of their SMS to achieve the EoSM target, 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 SMIs and RIs (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.

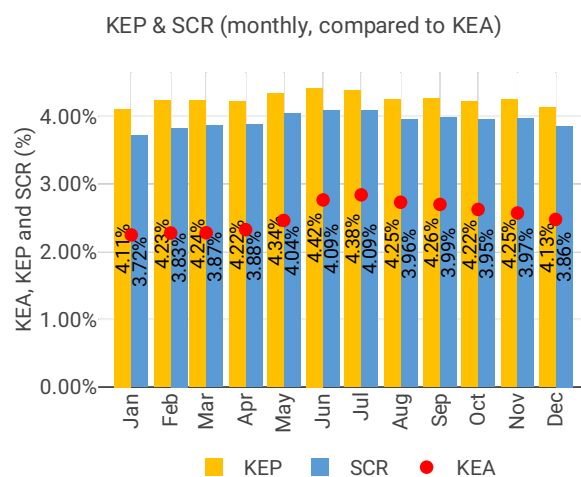
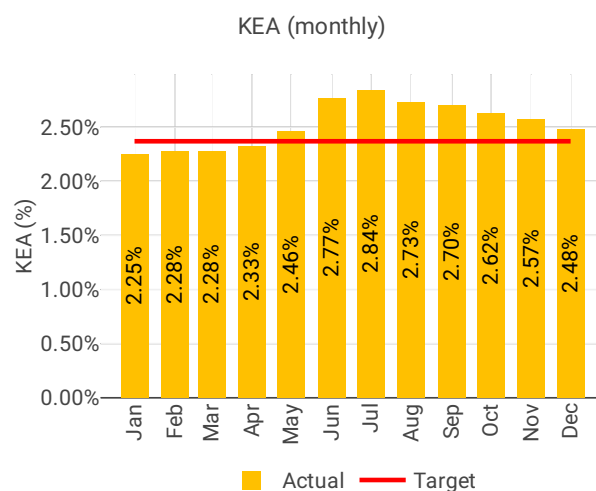
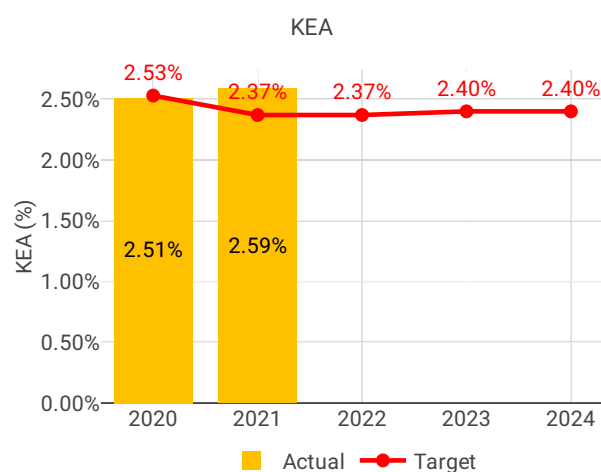
3 ENVIRONMENT - SES RP3

3.1 PRB monitoring

- Despite the enduring low traffic levels, Union-wide horizontal flight efficiency (KEA) performance targets were not achieved in 2021. 16 Member States did not achieve their national reference values.
- Horizontal flight efficiency deteriorated with increasing traffic (still far below 2019 levels) and the rerouting of flights around the airspace of Belarus (from May 2021) and eastern Ukraine. The results for 2021 demonstrate that environmental performance depends on sufficient capacity and airspace availability.
- Most Member States should have been able to meet the targets because of lower traffic, practically no capacity hotspots and fewer restrictions network disruptions (strikes).
- Performance in the terminal area improved. Aircraft spent less additional time per flight in the terminal area (ASMA time), but additional taxi-out time increased compared to 2020. When comparing to 2019, the performance was much better (42% improvement).
- In 2021, continuous descent operations performance slightly worsened (-2.2%) compared to 2020, but remained better than in 2019.
- The challenge for ANSPs and airports will be to achieve the performance targets as traffic grows and congestion returns.

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	1.96	1.87 ✓
Belgium	3.10	3.55 ✗
Bulgaria	2.25	2.48 ✗
Croatia	1.46	1.32 ✓
Cyprus	3.84	4.49 ✗
Czech Republic	2.05	2.03 ✓
Denmark	1.14	1.08 ✓
Estonia	1.22	1.43 ✗
Finland	0.88	0.77 ✓
France	2.92	3.25 ✗
Germany	2.31	2.31 ✓
Greece	2.00	2.54 ✗
Hungary	1.50	1.64 ✗
Ireland	1.13	1.01 ✓
Italy	2.67	2.79 ✗
Latvia	1.25	1.62 ✗
Lithuania	1.93	3.01 ✗
Malta	1.82	3.11 ✗
Netherlands	2.63	2.73 ✗
Norway	1.55	1.34 ✓
Poland	1.65	2.33 ✗
Portugal	1.80	1.65 ✓
Romania	2.10	2.22 ✗
Slovakia	2.15	2.29 ✗
Slovenia	1.55	1.48 ✓
Spain	3.08	3.30 ✗
Sweden	1.05	1.04 ✓
Switzerland	3.95	3.87 ✓

4 CAPACITY - SES RP3

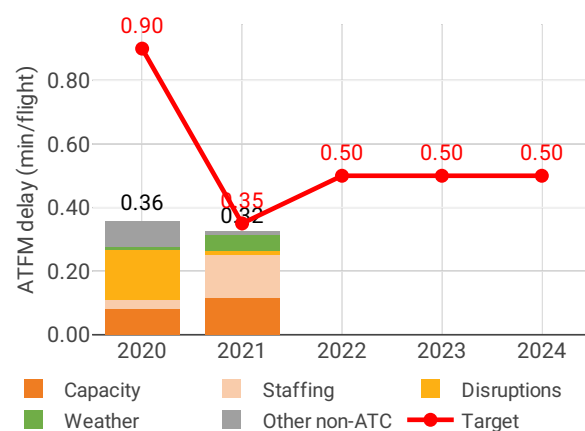
4.1 PRB monitoring

- ANSPs reached the en route capacity targets in 2021 due to lower traffic. Overall, ANSPs provided sufficient capacity to keep delays to the target (0.32 delay minutes per flight).
- Terminal capacity performance (arrival ATFM delay per flight) improved compared to 2020, despite increased traffic. However, the all-cause departure delay increased by more than 20% and amounted to over 12 minutes per flight.
- The results of 2021 indicate that many ANSPs will not be able to provide the capacity needed to cope with higher traffic. Operational efficiency of capacity provision deteriorated further in 2021 compared to 2020, a trend which will have to be reversed in the remaining years of RP3.

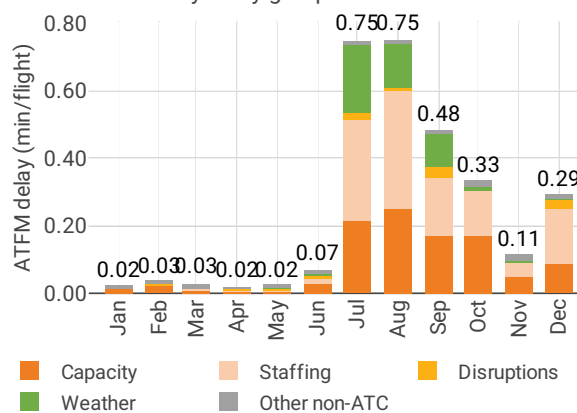
4.2 En route performance

4.2.1 En route ATFM delay (KPI#1)

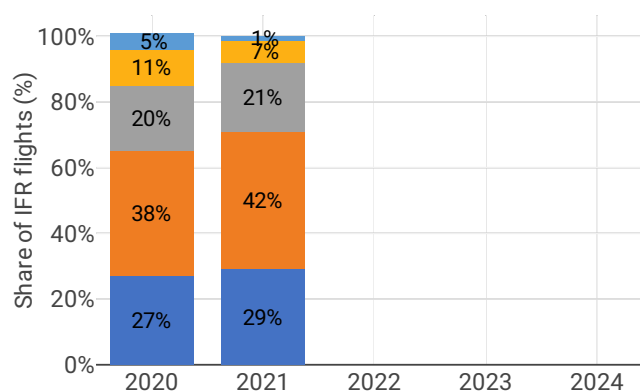
Average en route ATFM delay per flight by delay groups



Monthly distribution of en route ATFM delay by delay groups - 2021



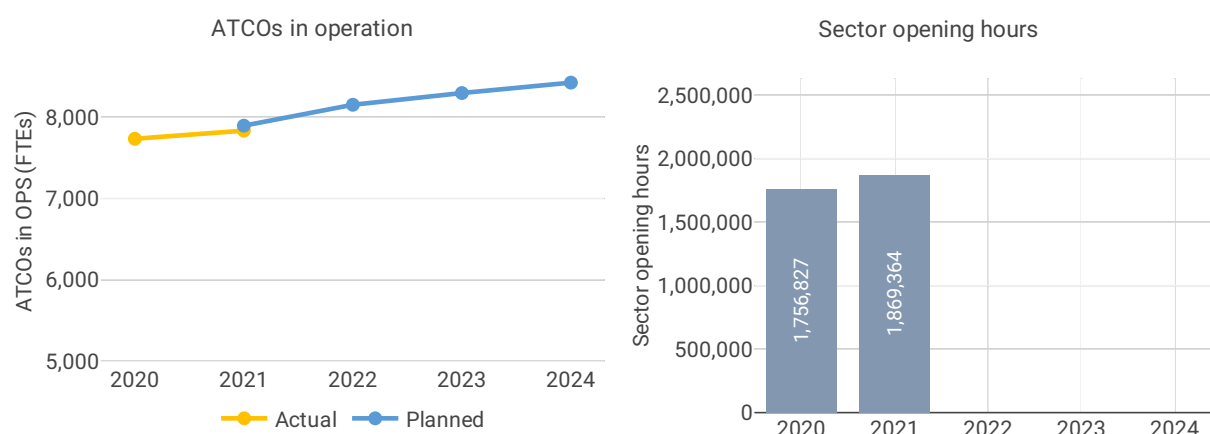
Distribution of IFR flights per the duration of en route ATFM delay



4.2.2 Summary of performance at local level

En route delay (min/flight)		
State	Target	Actual
Austria	0.10	0.00 ✓
Belgium	0.07	0.01 ✓
Bulgaria	0.04	0.00 ✓
Croatia	0.09	0.07 ✓
Cyprus	0.10	0.00 ✓
Czech Republic	0.06	0.01 ✓
Denmark	0.03	0.00 ✓
Estonia	0.01	0.00 ✓
Finland	0.03	0.00 ✓
France	0.18	0.46 ✗
Germany	0.22	0.24 ✗
Greece	0.32	0.43 ✗
Hungary	0.06	0.01 ✓
Ireland	0.01	0.00 ✓
Italy	0.07	0.05 ✓
Latvia	0.01	0.00 ✓
Lithuania	0.01	0.00 ✓
Malta	0.01	0.00 ✓
Netherlands	0.14	0.07 ✓
Norway	0.06	0.00 ✓
Poland	0.07	0.07 ✓
Portugal	0.09	0.07 ✓
Romania	0.02	0.00 ✓
Slovakia	0.05	0.00 ✓
Slovenia	0.05	0.00 ✓
Spain	0.12	0.09 ✓
Sweden	0.05	0.00 ✓
Switzerland	0.12	0.05 ✓

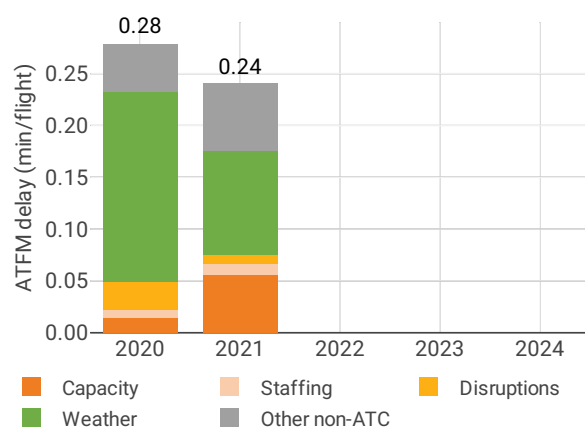
4.2.3 Other indicators



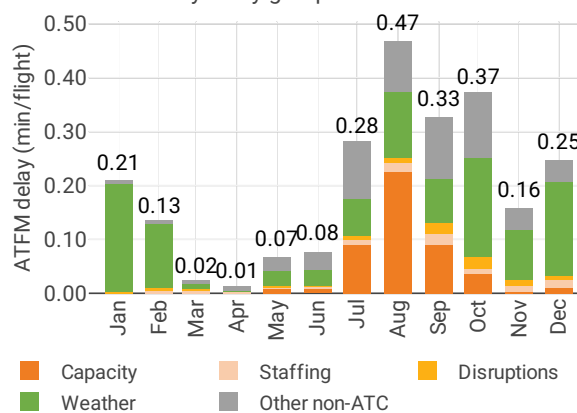
4.3 Terminal performance

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 - 2021

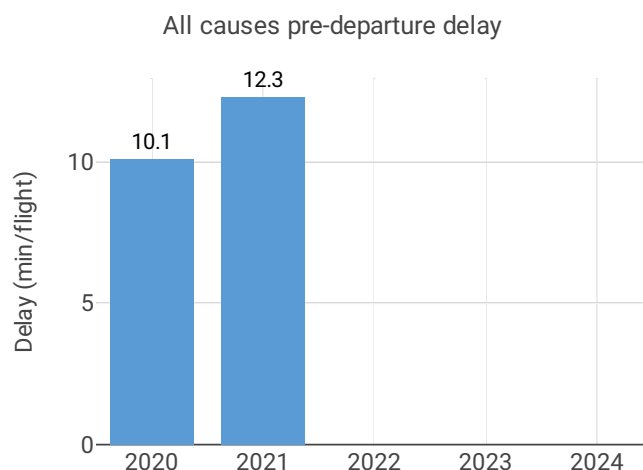


4.3.2 Summary of performance at local level

Arrival delay (min/flight)

State	Target	Actual
Austria	0.47	0.11 ✓
Belgium	1.08	0.04 ✓
Czech Republic	0.40	0.01 ✓
Denmark	0.10	0.02 ✓
Estonia	0.00	0.00 ✓
Finland	0.21	0.10 ✓
France	0.40	0.23 ✓
Germany	0.45	0.28 ✓
Greece	0.90	1.63 ✗
Hungary	0.05	0.00 ✓
Ireland	0.25	0.01 ✓
Italy	0.41	0.03 ✓
Latvia	0.02	0.02 ✓
Luxembourg	0.12	0.14 ✗
Malta	0.01	0.01 ✓
Netherlands	1.40	0.54 ✓
Norway	0.50	0.01 ✓
Poland	0.02	0.00 ✓
Portugal	0.90	0.58 ✓
Romania	0.50	0.00 ✓
Spain	0.44	0.19 ✓
Sweden	0.05	0.00 ✓
Switzerland	1.03	0.37 ✓

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

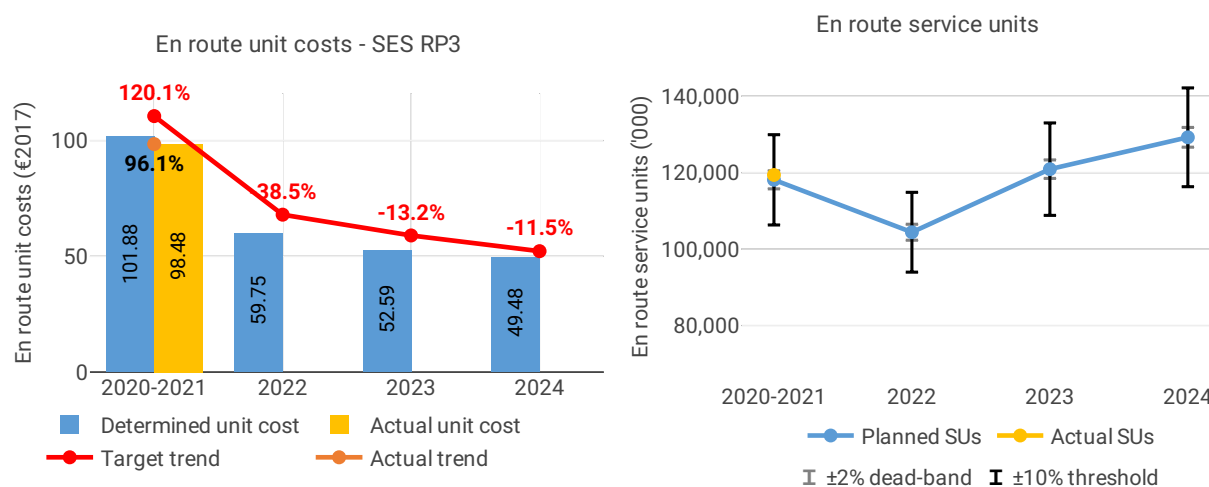


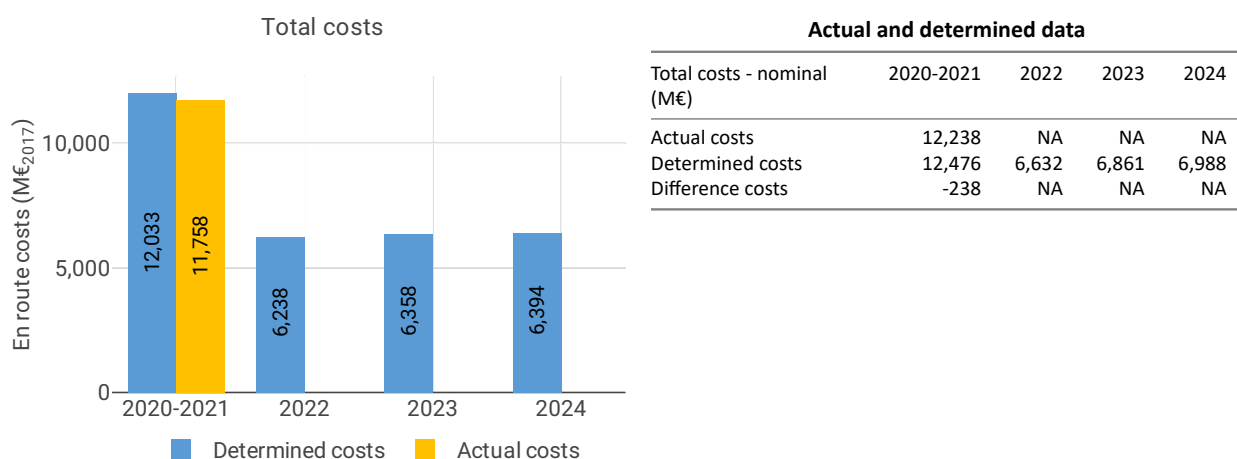
5 COST-EFFICIENCY - SES RP3

5.1 PRB monitoring

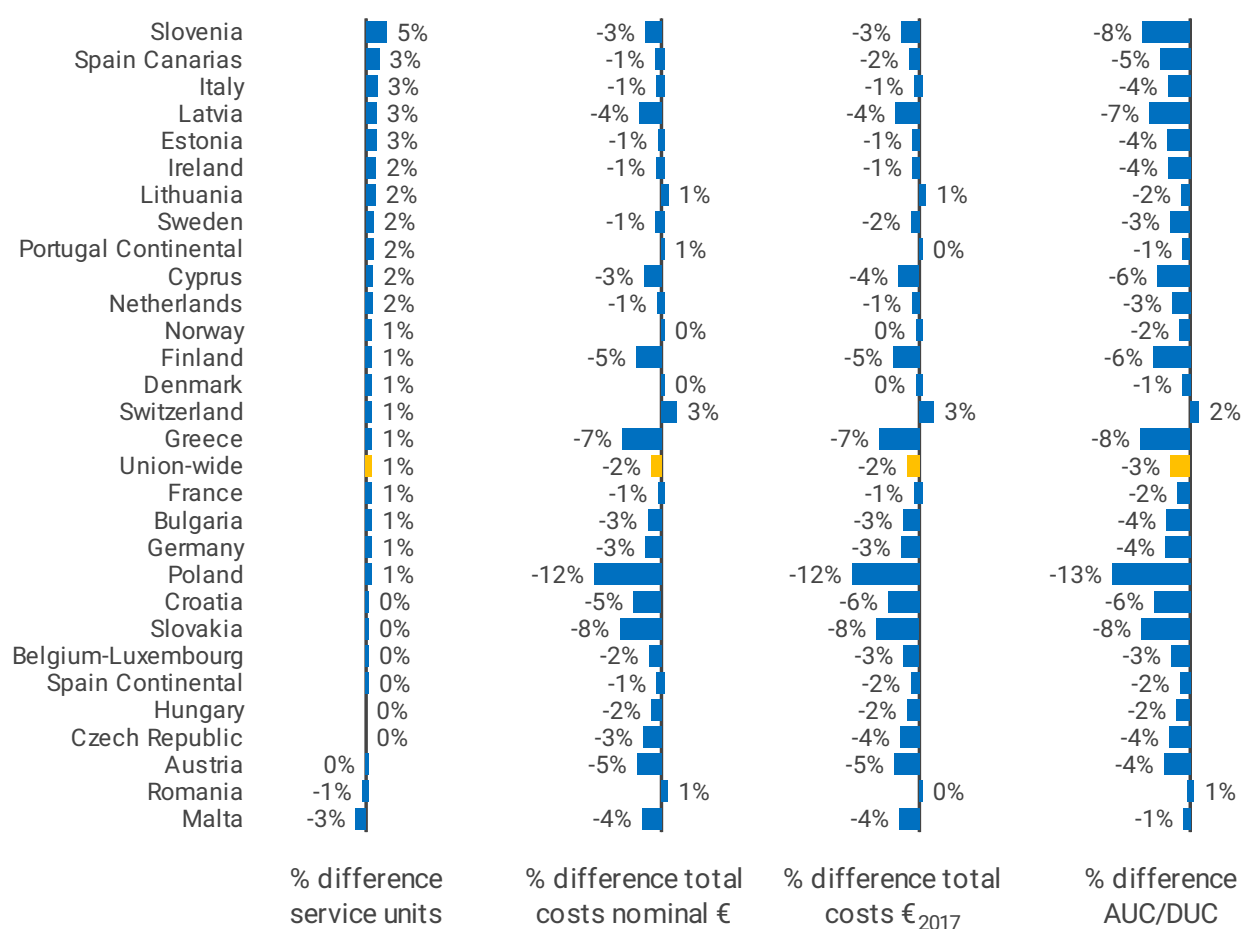
- In 2020/2021, Member States met the en route cost-efficiency Union-wide target.
- Union-wide en route actual costs in 2020/2021 were -2.3% below determined costs, while service units were +1.1% higher than planned. The discrepancy in costs is concerning, because Member States submitted their performance plans for 2021 in October of that year, and at a time they knew the actuals of more than half of 2021. Member States should have been able to plan their determined cost more accurately.
- The en route actual unit cost for airspace users (AUCU) has been -2.4% lower than the determined unit cost.
- The actual values of 2021 enable the calculation of the revenue gap ANSPs incurred during 2020/2021. The amount equals 5.6B €2017, which will be spread as an increase in the unit rates over five to seven years.

5.2 En route charging zone

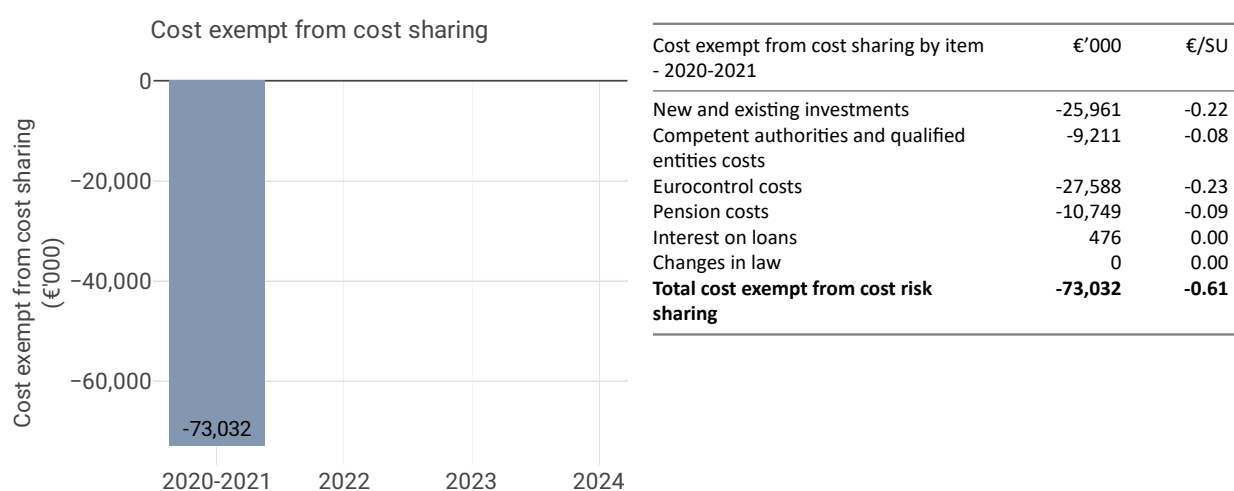
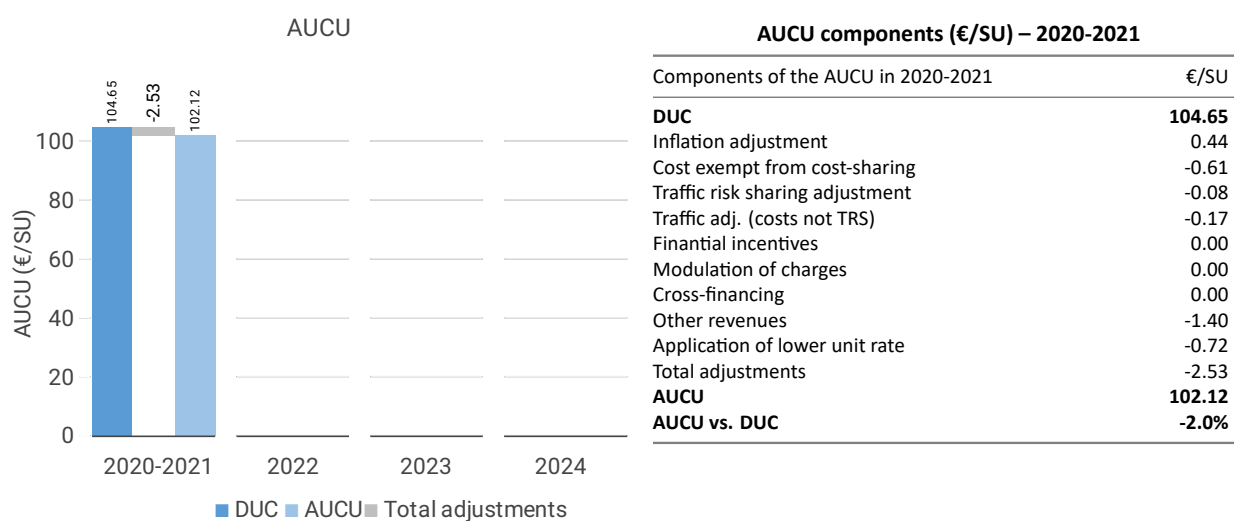




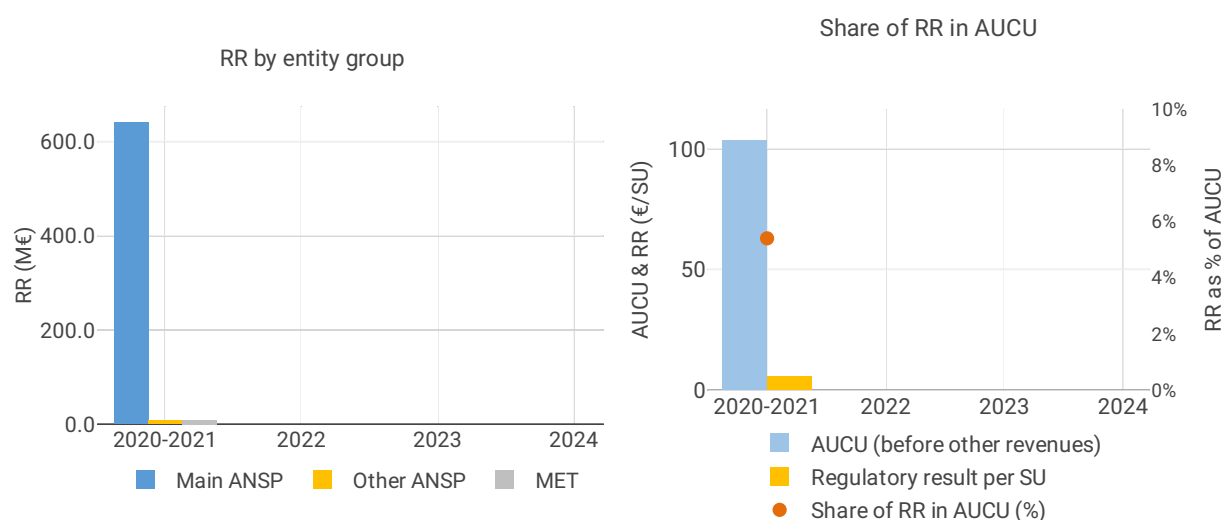
5.2.1 Summary of performance at local level



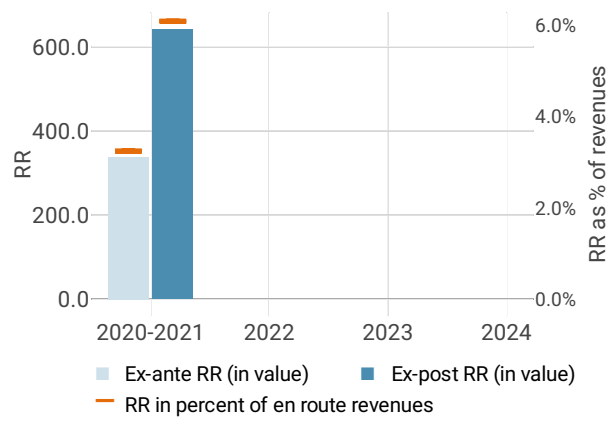
5.2.2 Actual unit cost incurred by the users (AUCU) (PI#1)



5.2.3 Regulatory result (RR)



RR - Main ANSPs



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

