



Performance Review Body Monitoring Report

MUAC - 2022

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1 OVERVIEW

1.1 Contextual information

Provision of ATC services in the upper airspace across four States

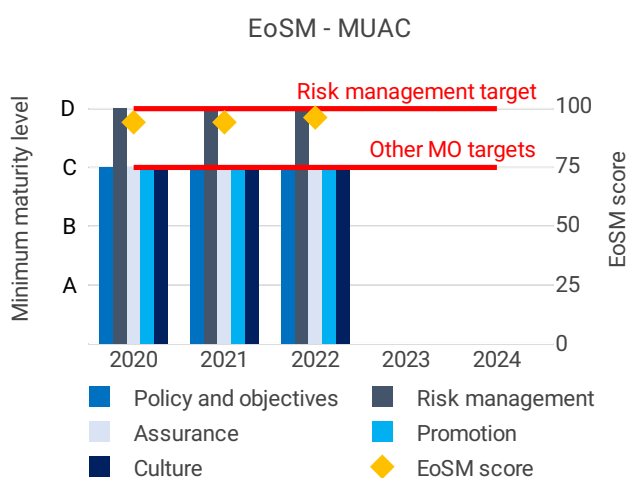
Belgium/Luxembourg
Germany
Netherlands

Allocation of actual en route costs

- Belgium/Luxembourg 34%
- Germany 47%
- Netherlands 19%

ACC Maastricht UAC

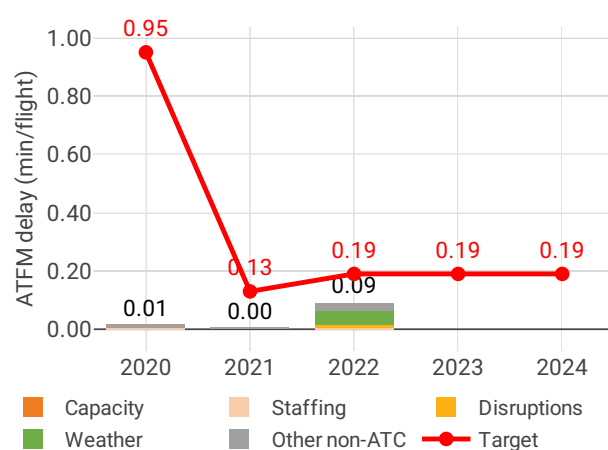
1.2 Safety



- MUAC achieved its RP3 EoSM target levels in 2021 and continued to further improve safety performance by increasing to level D in two areas.

1.3 Capacity

Average en route ATFM delay per flight by delay groups



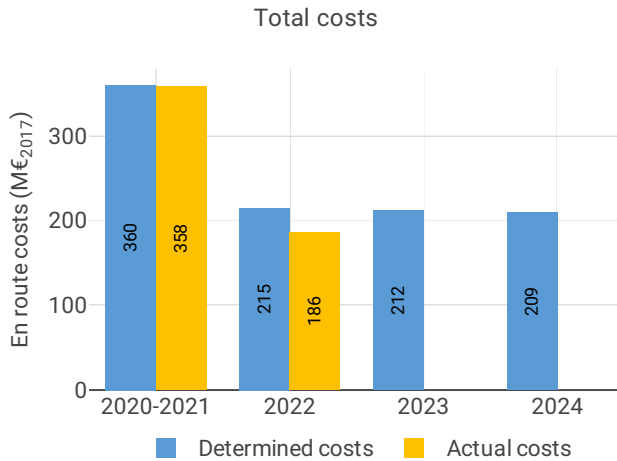
- Maastricht UAC registered 0.05 minutes of average en route ATFM delay per flight during 2022 contributing positively to achieving the national targets of Belgium/Luxembourg, Germany, and the Netherlands.

- The average number of IFR movements was on average 17% below 2019 levels for MUAC.

- Traffic is expected to grow in the coming years, reaching 2019 levels in 2024. The number of ATCOs in OPS is planned to increase, however, due to the more-than-anticipated number of ATCOs stopping working in OPS, actual values remain 5% below the plan.

- The limited amount of en route ATFM delays were due to ATC-related disruptions and other, non-ATC causes, and occurred mostly during March, May, and June in 2022.

1.4 Cost-efficiency



- MUAC 2022 actual costs amounted to 186 M€2017, -13% lower than the determined costs for the year (215 M€2017).

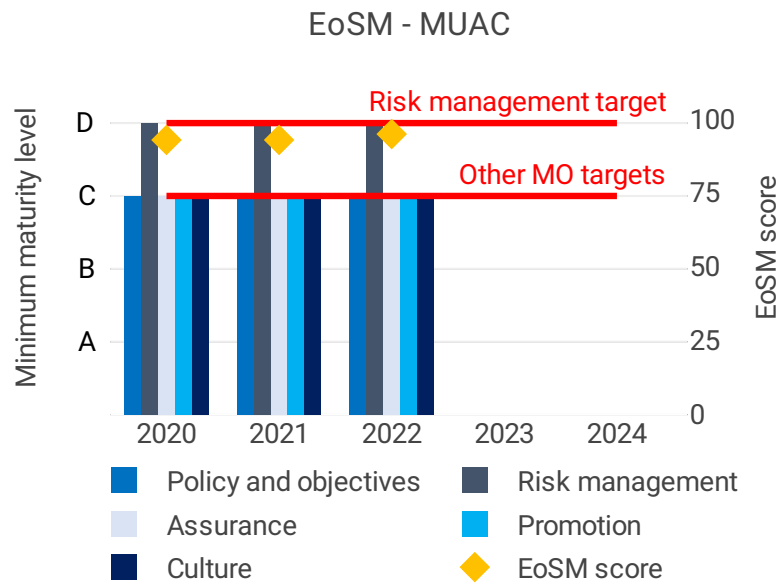
- Actual 2022 MUAC costs were allocated across the four Member States in the following way: Belgium 33%, Luxembourg 1%, Germany 47%, the Netherlands 19%.

2 SAFETY - MUAC

2.1 PRB monitoring

- MUAC achieved its RP3 EoSM target levels in 2021 and continued to further improve safety performance by increasing to level D in two areas.

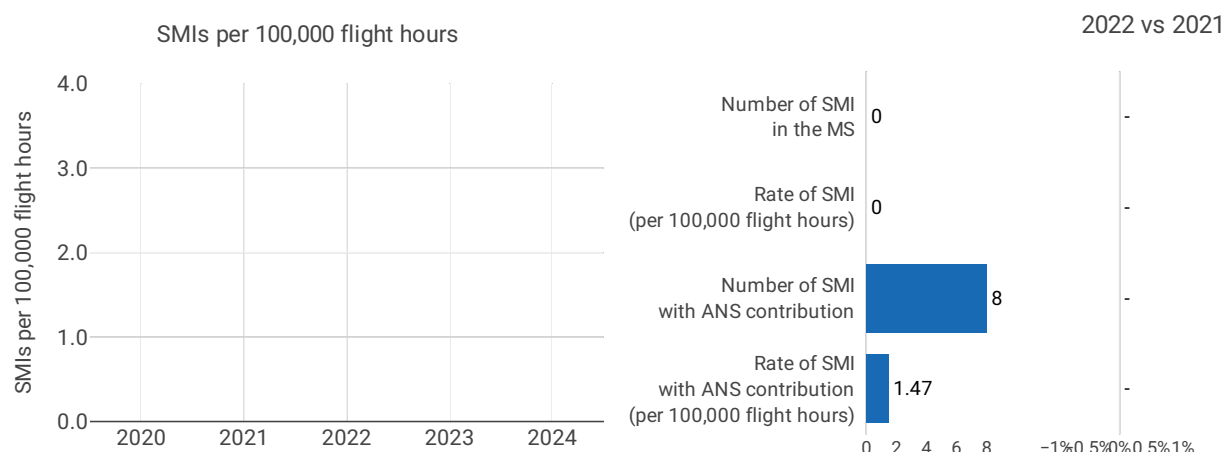
2.2 Effectiveness of Safety Management (EoSM) (KPI#1)



Focus on EoSM

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

#	ANSP	Flight hours					Number of SMIs				
		2020	2021	2022	2023	2024	2020	2021	2022	2023	2024
1	MUAC	289,985	311,843	545,651	NA	NA	5	0	8	NA	NA

#	ANSP	Rate of SMI per 100,000 flight hours					% variation in rate of SMIs				
		2020	2021	2022	2023	2024	2020	2021	2022	2023	2024
1	MUAC	1.7	0.0	1.5	NA	NA	NA	-100%	0%	NA	NA

Focus on separation minima

2.3.2 Quality of occurrences reporting

3 CAPACITY - MUAC

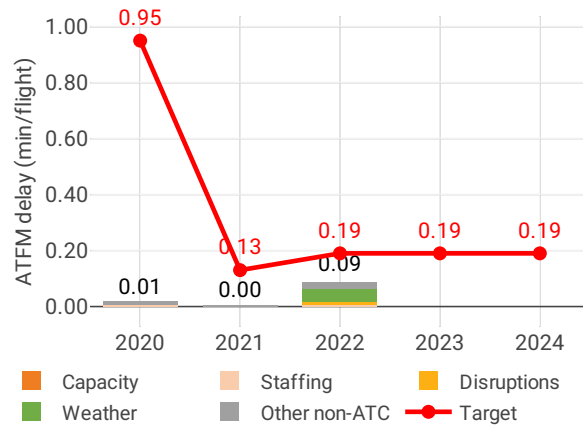
3.1 PRB monitoring

- Maastricht UAC registered 0.05 minutes of average en route ATFM delay per flight during 2022 contributing positively to achieving the national targets of Belgium/Luxembourg, Germany, and the Netherlands.
- The average number of IFR movements was on average 17% below 2019 levels for MUAC.
- Traffic is expected to grow in the coming years, reaching 2019 levels in 2024. The number of ATCOs in OPS is planned to increase, however, due to the more-than-anticipated number of ATCOs stopping working in OPS, actual values remain 5% below the plan.
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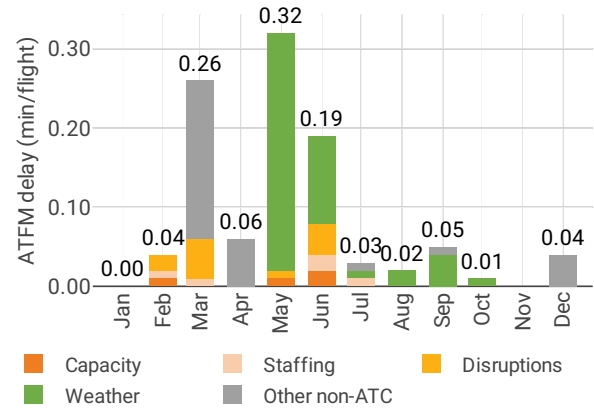
3.2 En route performance

3.2.1 En route ATFM delay (KPI#1)

Average en route ATFM delay per flight by delay groups

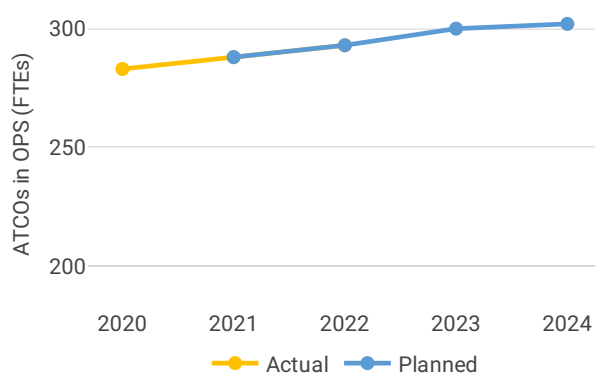


Monthly distribution of en route ATFM delay by delay groups - 2022

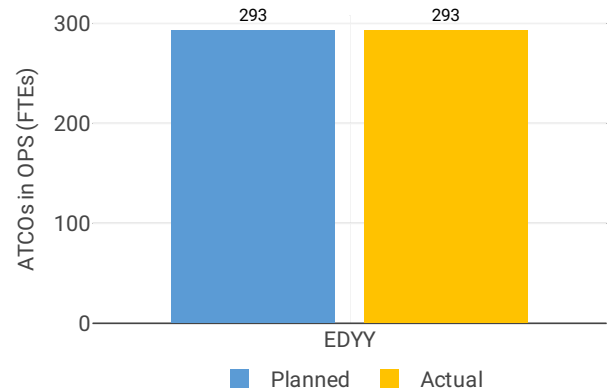


3.2.2 Other indicators

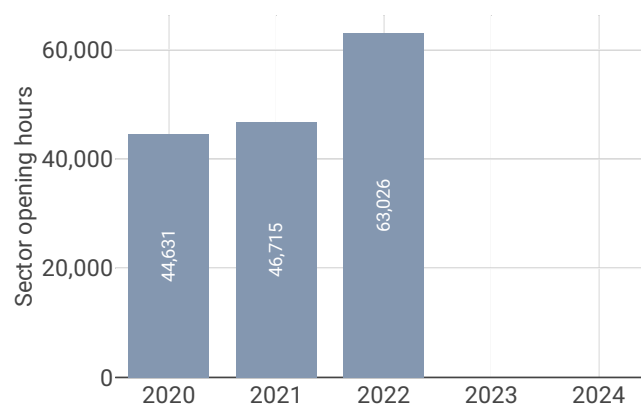
ATCOs in operation - MUAC



ATCOs in operation per ACC - 2022



Sector opening hours - MUAC



4 COST-EFFICIENCY - MUAC

4.1 PRB monitoring

- MUAC 2022 actual costs amounted to 186 M€2017, -13% lower than the determined costs for the year (215 M€2017).

- Actual 2022 MUAC costs were allocated across the four Member States in the following way: Belgium 33%, Luxembourg 1%, Germany 47%, the Netherlands 19%.

4.2 Total costs

