



Performance Review Body Monitoring Report

Malta - 2022

This report is automatically generated from: sesperformance.eu

**COPYRIGHT NOTICE
AND DISCLAIMER**

© European Union, 2025

This report has been prepared for the European Commission by the Performance Review Body of the Single European Sky (PRB).

Reproduction is authorised provided the source is acknowledged. However, neither the European Commission, nor any person acting on its behalf, may be held responsible for the use which may be made of the information contained in this publication, or for any errors which may appear, despite careful preparation and checking.

TABLE OF CONTENTS

1	OVERVIEW	3
1.1	Contextual information	3
1.2	Traffic (En route traffic zone)	3
1.3	Safety (Main ANSP)	4
1.4	Environment (Member State)	4
1.5	Capacity (Member State)	5
1.6	Cost-efficiency (En route/Terminal charging zone(s))	6
2	SAFETY - MALTA	6
2.1	PRB monitoring	6
2.2	Effectiveness of Safety Management (EoSM) (KPI#1)	7
2.3	Safety occurrences	7
2.4	Use of automated safety data recording system (ASDRS) (PI#3)	8
3	ENVIRONMENT - MALTA	8
3.1	PRB monitoring	8
3.2	En route performance	9
3.3	Terminal performance	10
3.4	Civil-Military dimension	11
4	CAPACITY - MALTA	12
4.1	PRB monitoring	12
4.2	En route performance	13
4.3	Terminal performance	14
5	COST-EFFICIENCY - MALTA	16
5.1	PRB monitoring	16
5.2	En route charging zone	16
5.3	Terminal charging zone	19

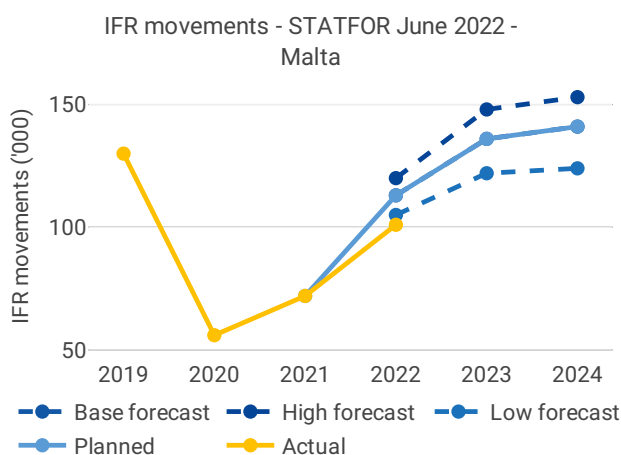
1 OVERVIEW

1.1 Contextual information

National performance plan adopted following Commission Decision (EU) 2022/2425 of 5 December 2022

List of ACCs	1	Exchange rate (1 EUR=)		Main ANSP	
Malta ACC		2017: 1 EUR		• MATS	
		2022: 1 EUR			
No of airports in the scope of the performance plan:		Share of Union-wide:		Other ANSPs	
• ≥80'K	0	• traffic (TSUs) 2022	0.6%	• Malta International Airport Plc.	
• <80'K	1	• en route costs 2022	0.3%		
		Share en route / terminal costs 2022	81% / 19%	MET Providers	
		En route charging zone(s)		–	
		Malta			
		Terminal charging zone(s)			
		Malta			

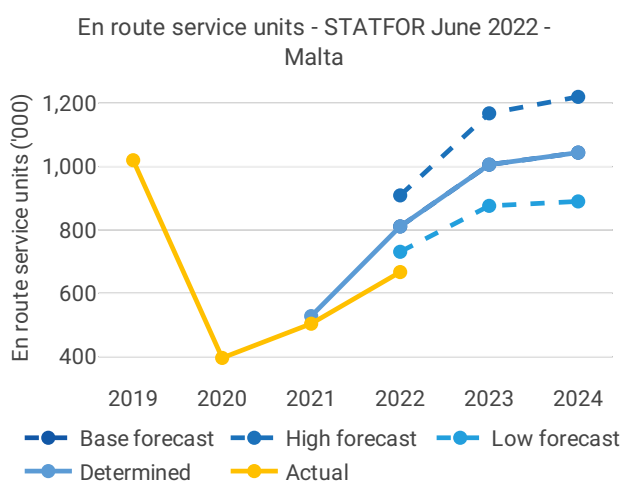
1.2 Traffic (En route traffic zone)



- Malta recorded 101K actual IFR movements in 2022, +39% compared to 2021 (72K).

- Actual 2022 IFR movements were -11% below the plan (113K).

- Actual 2022 IFR movements represent 77% of the actual 2019 level (130K).

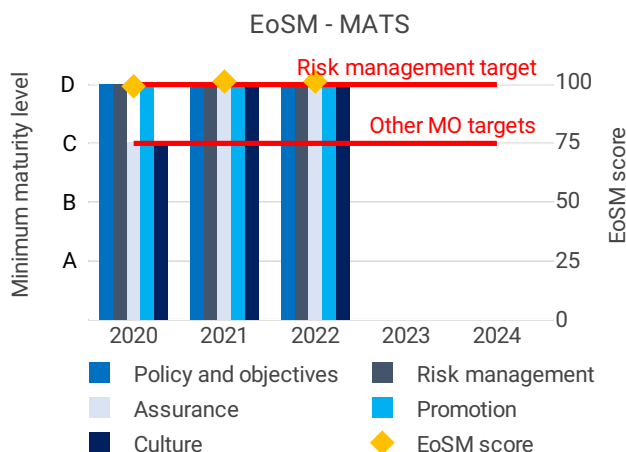


- Malta recorded 667K actual en route service units in 2022, +32% compared to 2021 (504K).

- Actual 2022 service units were -18% below the plan (811K).

- Actual 2022 service units represent 65% of the actual 2019 level (1,020K).

1.3 Safety (Main ANSP)

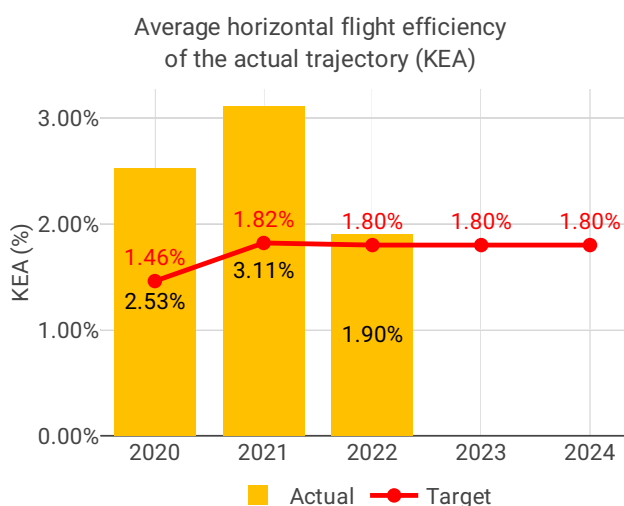


- MATS achieved its RP3 EoSM targets in 2020 and has since maintained this level.

- Despite a significant traffic increase in 2022, Malta's runway incursion rate decreased, demonstrating an improving trend. Malta did not record any separation minima infringements (SMIs).

- MATS could improve its safety management by implementing automated safety data recording systems.

1.4 Environment (Member State)



- Malta achieved a KEA performance of 1.90% compared to its target of 1.80% and did not contribute positively towards achieving the Union-wide target. Performance improved by 1.21 p.p. compared to 2021.

- The NSA states that despite the optimised route profiles, the sanctions imposed by Algeria and Morocco impacted the efficiency in its airspace.

- Both KEP and SCR improved compared to 2021.

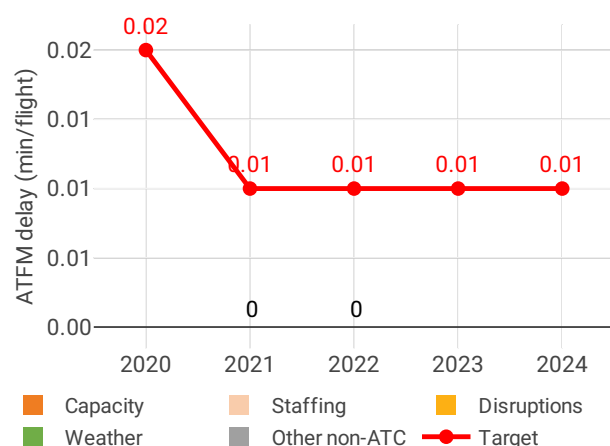
- The share of CDO flights increased by 4.24% compared to 2021.

- During 2022, additional time in terminal airspace increased from 0.62 to 0.67 min/flight, while additional taxi out time increased from 1.1 to 1.81 min/flight.

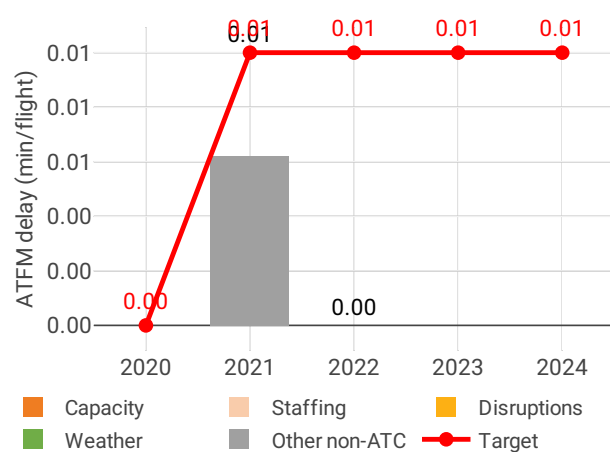
min/flight.

1.5 Capacity (Member State)

Average en route ATFM delay per flight by delay groups



Average arrival ATFM delay per flight by delay groups



- Malta registered zero minutes of average en route ATFM delay per flight during 2022, thus achieving the local target value of 0.01.

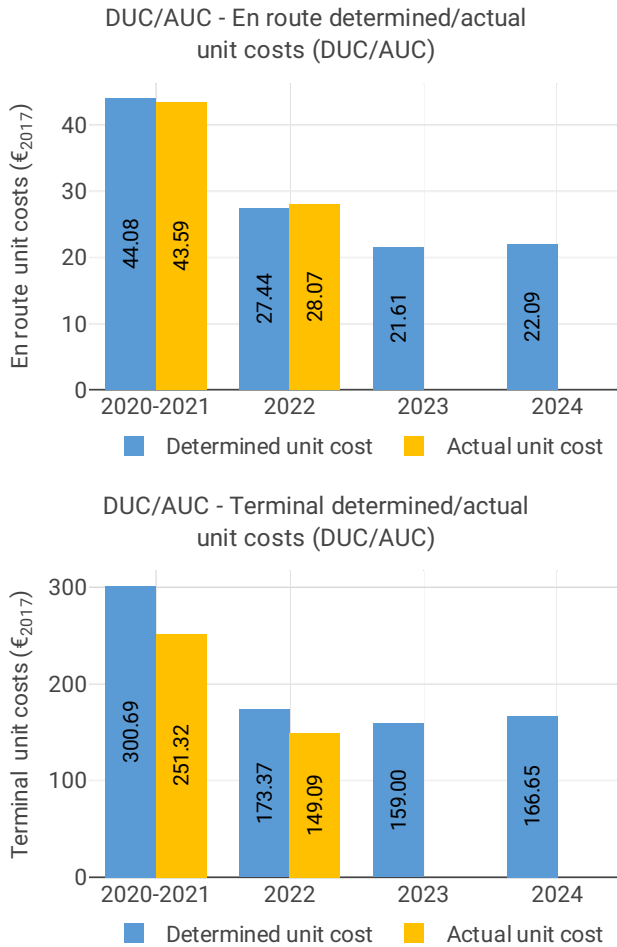
- The average number of IFR movements was 23% below 2019 levels in Malta in 2022.

- The number of ATCOs in OPS is planned to increase by 19% by the end of RP3, however, the actual value decreased in Malta ACC in 2022 due to lower-than-planned levels of recruitment and remained below the 2022 plan.

- The yearly total of sector opening hours in Malta ACC was 12,906 in 2022, showing a 21.4% increase compared to 2021. Sector opening hours are 6.4% below 2019 levels.

- Malta ACC registered 25.64 IFR movements per one sector opening hour in 2022, being 7.3% below 2019 levels.

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



- The en route 2022 actual unit cost of Malta was 27.83 €2017, +1.4% higher than the determined unit cost (27.44 €2017). The terminal 2022 actual unit cost was 114.43 €2017, 34% lower than the determined unit cost (173.37 €2017).

- The en route 2022 actual service units (667K) were -18% lower than the determined service units (811K).

- The en route 2022 actual total costs were 3.7 M€2017 (-17%) lower than determined. The reduction was mainly due to significant decreases in other operating costs (-2.7 M€2017, or -33%) and depreciation costs (-1.1 M€2017, or -39%). The NSA did not provide explanations for the variations of costs.

- MATS spent 2.5 M€2017 in 2022 related to costs of investments, -42% less than determined (4.3 M€2017), as a result of lower depreciation and cost of capital. The NSA did not provide an explanation for the substantial decrease.

- The discrepancies regarding costs of investments are significant. The PRB invites the NSA to analyse the discrepancies, identify their reasons, and the Member State to take immediate, adequate, and proportionate action to ensure the implementation of the investment plans to avoid future capacity gaps.

tation of the investment plans to avoid future capacity gaps.

- Malta did not provide the required data in time and with the required quality. The PRB recommends that the NSA put in place a solid process for reporting in order to fulfil the Regulation requirements.

- The en route actual unit cost incurred by users in 2022 was 34.39€, while the terminal actual unit cost incurred by users was 190.37€.

2 SAFETY - MALTA

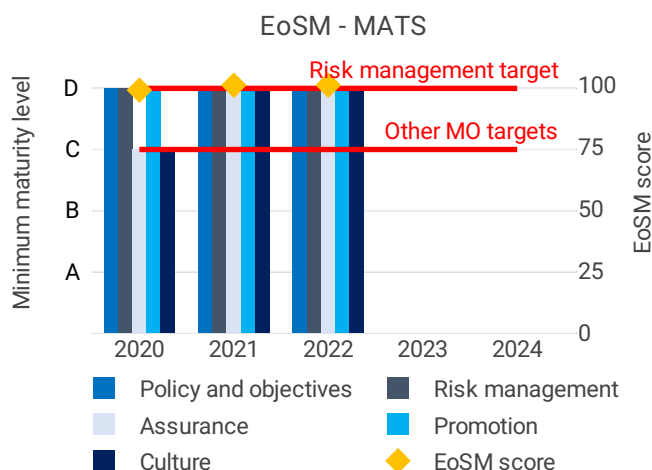
2.1 PRB monitoring

- MATS achieved its RP3 EoSM targets in 2020 and has since maintained this level.

- Despite a significant traffic increase in 2022, Malta's runway incursion rate decreased, demonstrating an improving trend. Malta did not record any separation minima infringements (SMIs).

- MATS could improve its safety management by implementing automated safety data recording systems.

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



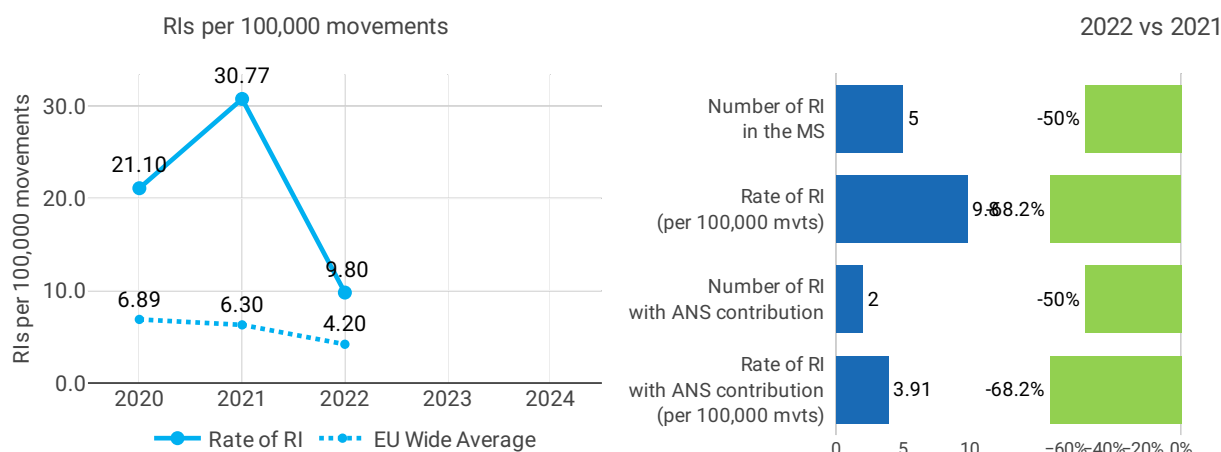
Focus on EoSM

All five EoSM components of the ANSP meet, or exceed, the RP3 target level. The maximum level of maturity has been retained for all components.

Detailed information on Safety performance monitoring for the year 2022 are included in Performance Review Body Monitoring Report 2022, Annex III – Safety report

2.3 Safety occurrences

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



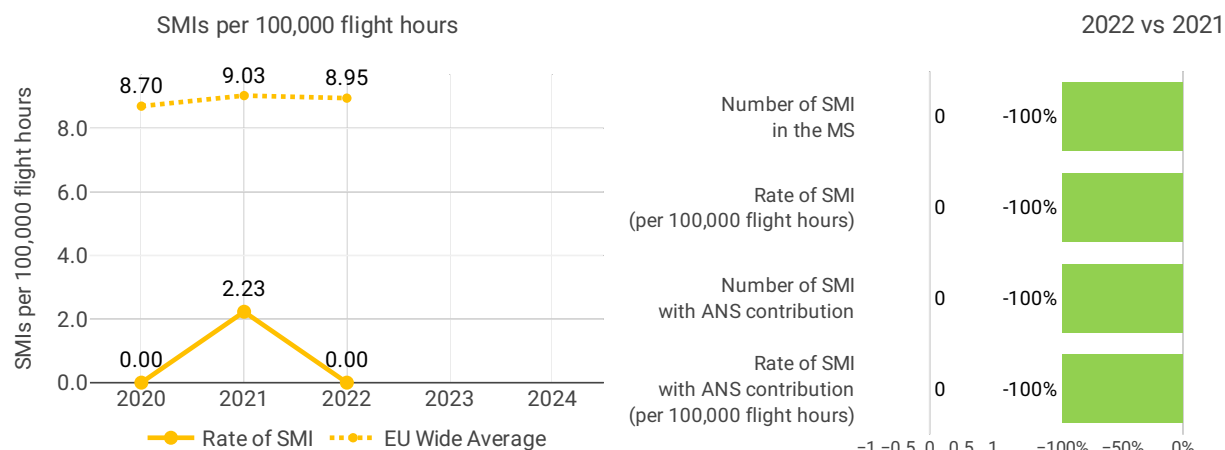
Rate of RIs per 100,000 airport movements - Malta

#	Airport name	APT movements	Number of RI	Rate RI per 100,000
1	Malta International	51,158	2	3.91

Focus on runway incursions

Detailed information on Safety performance monitoring for the year 2022 are included in Performance Review Body Monitoring Report 2022, Annex III – Safety report

2.3.2 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	MATS	40,016	44,905	62,700	NA	NA	NA	1	0	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	MATS	NA	22.3	0.0	NA	NA	NA	NA	-100%	NA	NA

Focus on separation minima

Detailed information on Safety performance monitoring for the year 2022 are included in Performance Review Body Monitoring Report 2022, Annex III – Safety report

2.3.3 Quality of occurrences reporting

Detailed information on Safety performance monitoring for the year 2022 are included in Performance Review Body Monitoring Report 2022, Annex III – Safety report

2.4 Use of automated safety data recording system (ASDRS) (PI#3)

2022	
For RIs	For SMIs
X	X

Detailed information on Safety performance monitoring for the year 2022 are included in Performance Review Body Monitoring Report 2022, Annex III – Safety report

3 ENVIRONMENT - MALTA

3.1 PRB monitoring

- Malta achieved a KEA performance of 1.90% compared to its target of 1.80% and did not contribute positively towards achieving the Union-wide target. Performance improved by 1.21 p.p. compared to 2021.

- The NSA states that despite the optimised route profiles, the sanctions imposed by Algeria and Morocco impacted the efficiency in its airspace.
- Both KEP and SCR improved compared to 2021.
- The share of CDO flights increased by 4.24% compared to 2021.
- During 2022, additional time in terminal airspace increased from 0.62 to 0.67 min/flight, while additional taxi out time increased from 1.1 to 1.81 min/flight.

3.2 En route performance

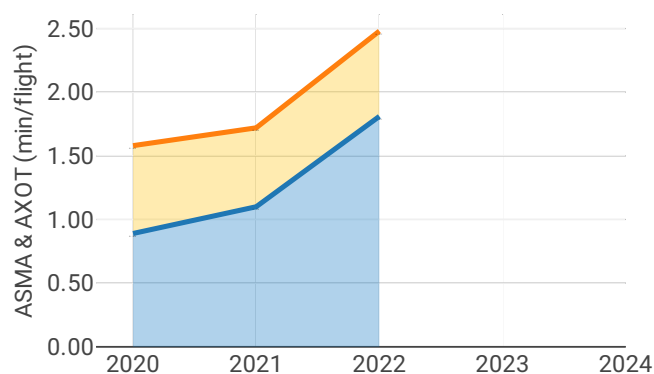
3.2.1 Horizontal flight efficiency of the actual trajectory (KEA) (KPI#1), of the last filed flight plan (KEP) (PI#1) & shortest constrained route (SCR) (PI#2)



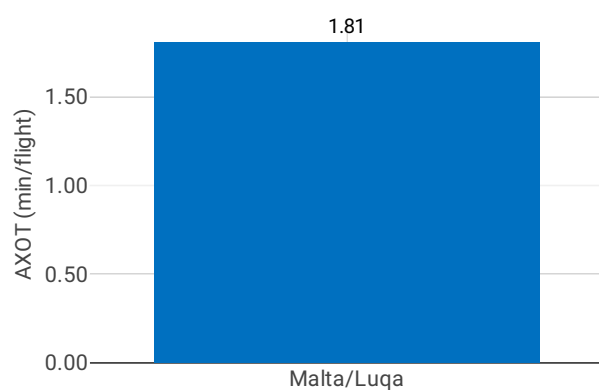
3.3 Terminal performance

3.3.1 Additional taxi-out time (AXOT) (PI#3) & Arrival Sequencing and Metering Area (ASMA) time (PI#4)

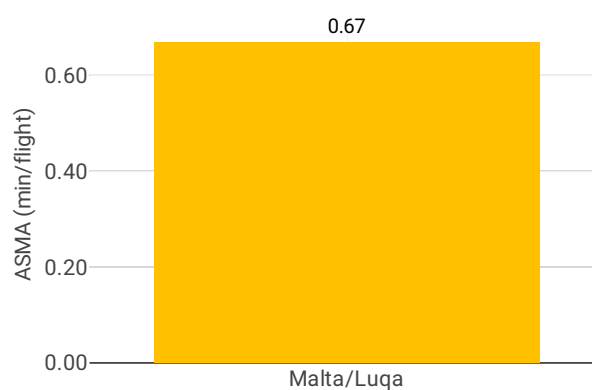
ASMA & AXOT



AXOT, main airport(s) - 2022



ASMA, main airport(s) - 2022



Focus on ASMA & AXOT

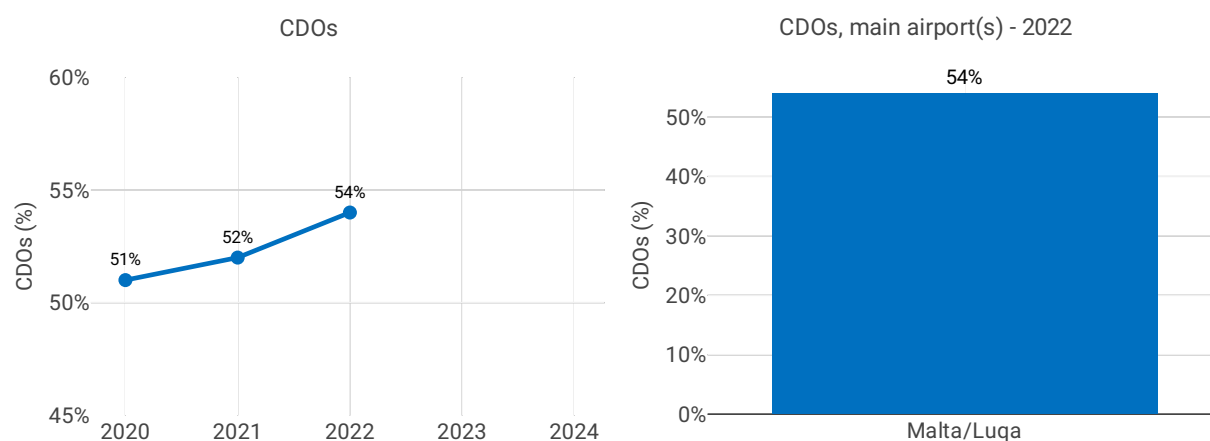
AXOT

This indicator is not monitored for airports below 80 000 IFR movements average during the 2016-2018 period, so it is not monitored for any airport in this state.

ASMA

This indicator is not monitored for airports below 80 000 IFR movements average during the 2016-2018 period, so it is not monitored for any airport in this state.

3.3.2 Share of arrivals applying continuous descent operations (CDOs) (PI#5)

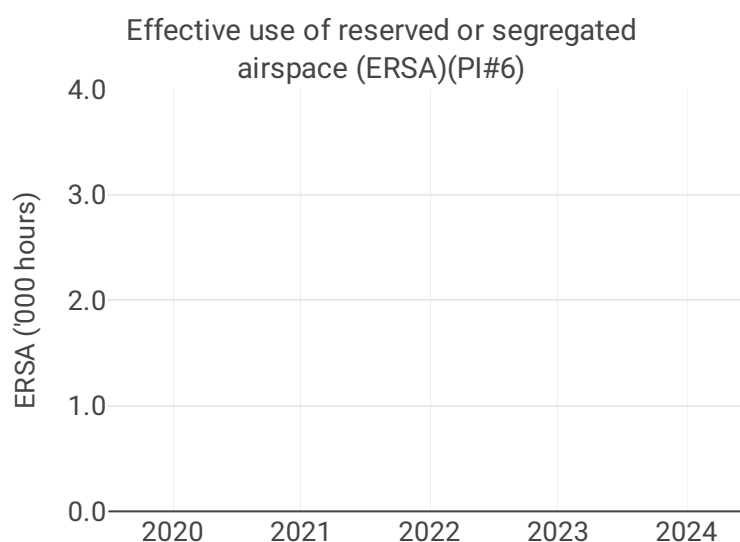


Focus CDOs

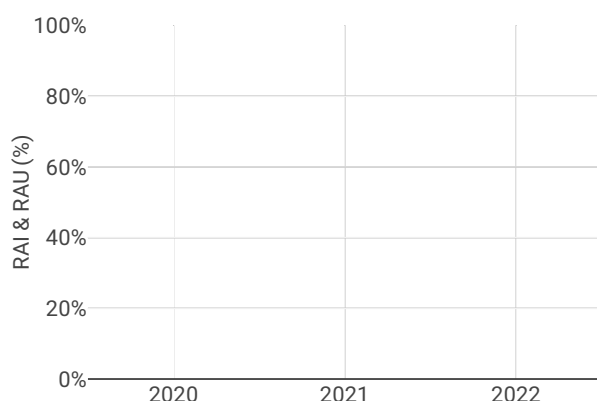
The share of CDO flights at Malta (LMML) increased slightly to 54.1% which is well above the overall RP3 value in 2022 (29.0%) and in the higher range of all observed values in 2022.

Airport Name	Airport level														
	Additional taxi-out time (PI#3)					Additional ASMA time (PI#4)					Share of arrivals applying CDO (PI#5)				
	2020	2021	2022	2023	2024	2020	2021	2022	2023	2024	2020	2021	2022	2023	2024
Malta/Luqa	0.89	1.10	1.81	NA	NA	0.69	0.62	0.67	NA	NA	51%	52%	54%	NA	NA

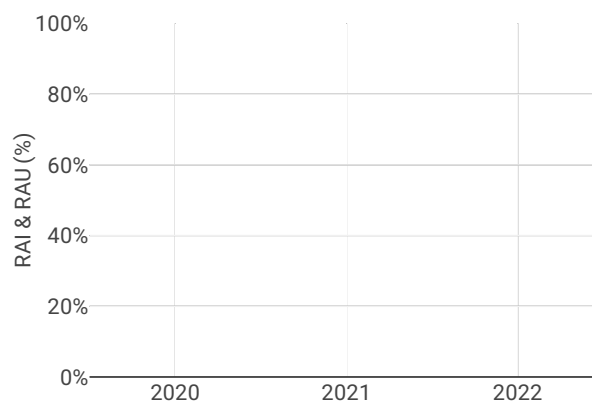
3.4 Civil-Military dimension



RAI & RAU via available conditional routes (PIs#7 & 8)



RAI & RAU via available restricted and segregated airspace (PIs#7 & 8)



Focus on Civil-Military dimension

Update on Military dimension of the plan

Military - related measures implemented or planned to improve capacity

Initiatives implemented or planned to improve PI#6

No permanent segregated airspace for LMMMACC.

Initiatives implemented or planned to improve PI#7

No permanent segregated airspace for LMMMACC.

Initiatives implemented or planned to improve PI#8

No permanent segregated airspace for LMMMACC.

4 CAPACITY - MALTA

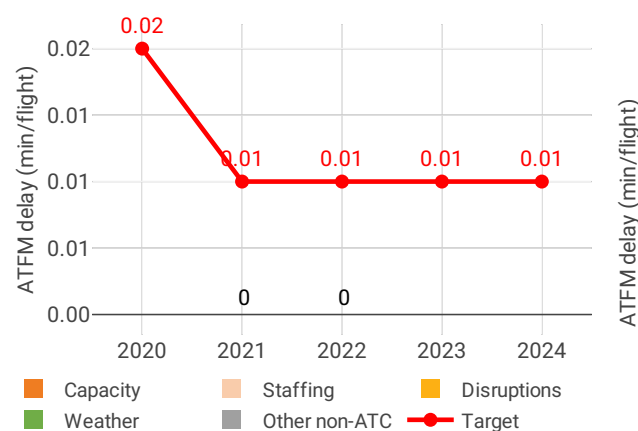
4.1 PRB monitoring

- Malta registered zero minutes of average en route ATFM delay per flight during 2022, thus achieving the local target value of 0.01.
- The average number of IFR movements was 23% below 2019 levels in Malta in 2022.
- The number of ATCOs in OPS is planned to increase by 19% by the end of RP3, however, the actual value decreased in Malta ACC in 2022 due to lower-than-planned levels of recruitment and remained below the 2022 plan.
- The yearly total of sector opening hours in Malta ACC was 12,906 in 2022, showing a 21.4% increase compared to 2021. Sector opening hours are 6.4% below 2019 levels.
- Malta ACC registered 25.64 IFR movements per one sector opening hour in 2022, being 7.3% below 2019 levels.

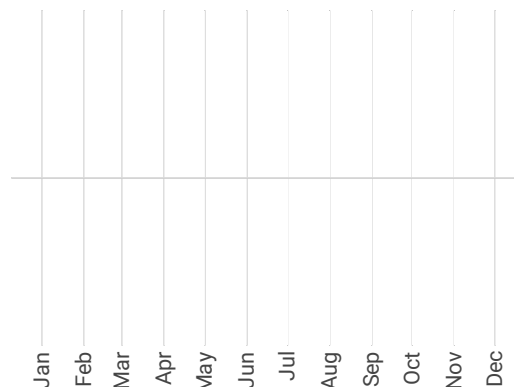
4.2 En route performance

4.2.1 En route ATFM delay (KPI#1)

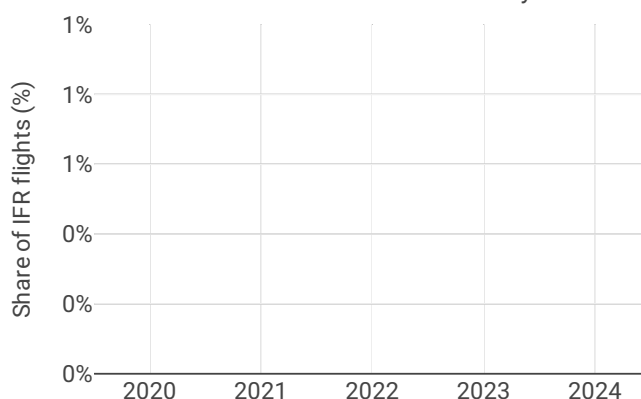
Average en route ATFM delay per flight by delay groups



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



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



Focus on en route ATFM delay

Summary of capacity performance

Malta experienced an increase in traffic from 72k flights in 2021, with zero ATFM delay, to 101k flights in 2022, also with zero en route ATFM delay.

Traffic levels were still substantially below the 130k flights in 2019.

NSA's assessment of capacity performance

While numbers are rebounding, the charging zones retain significant excess capacity availability.

Monitoring process for capacity performance

Actual values represent expected capacity targets.

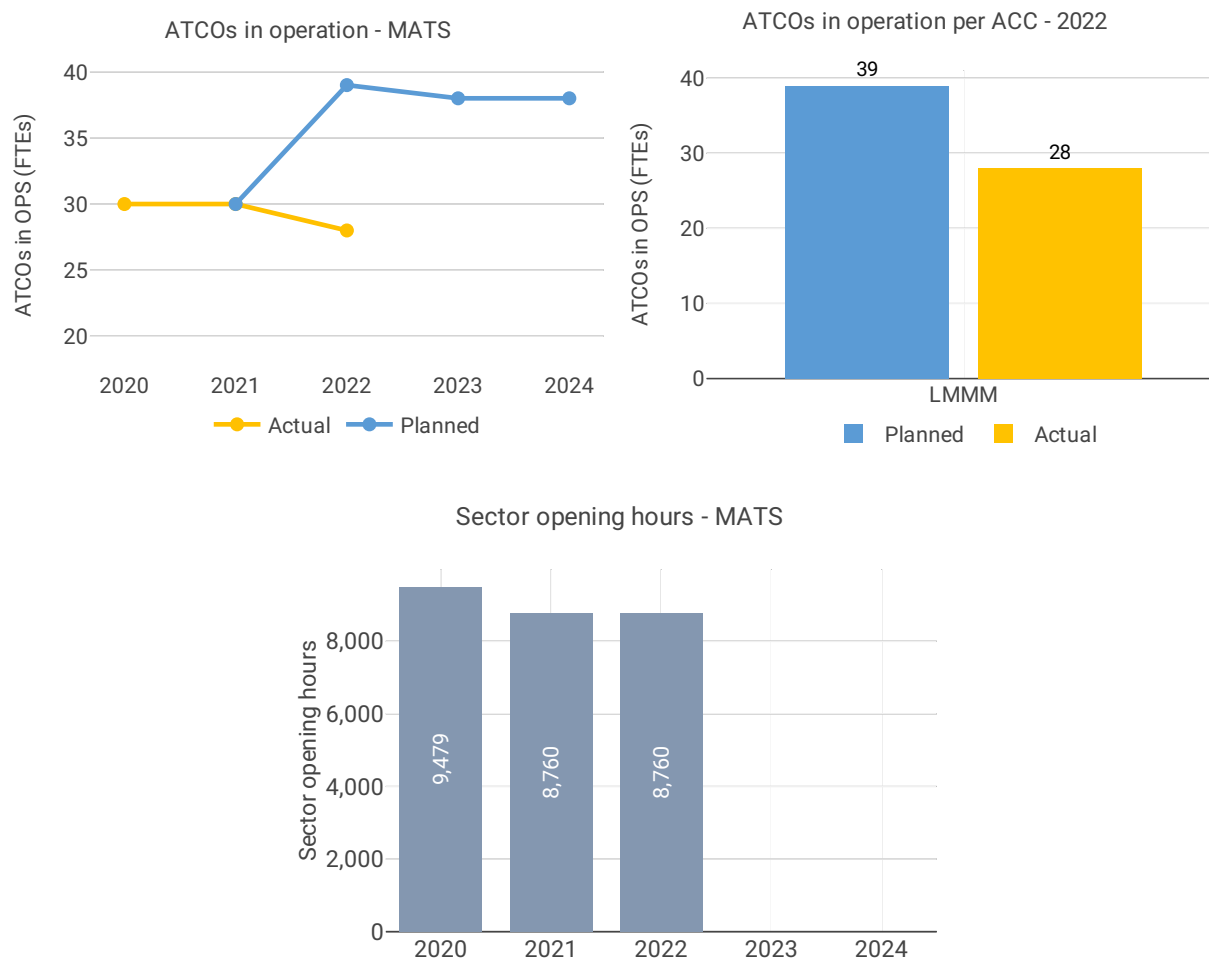
Capacity planning

No capacity issues identified for Malta en route airspace.

Application of Corrective Measures for Capacity (if applicable)

No data available.

4.2.2 Other indicators

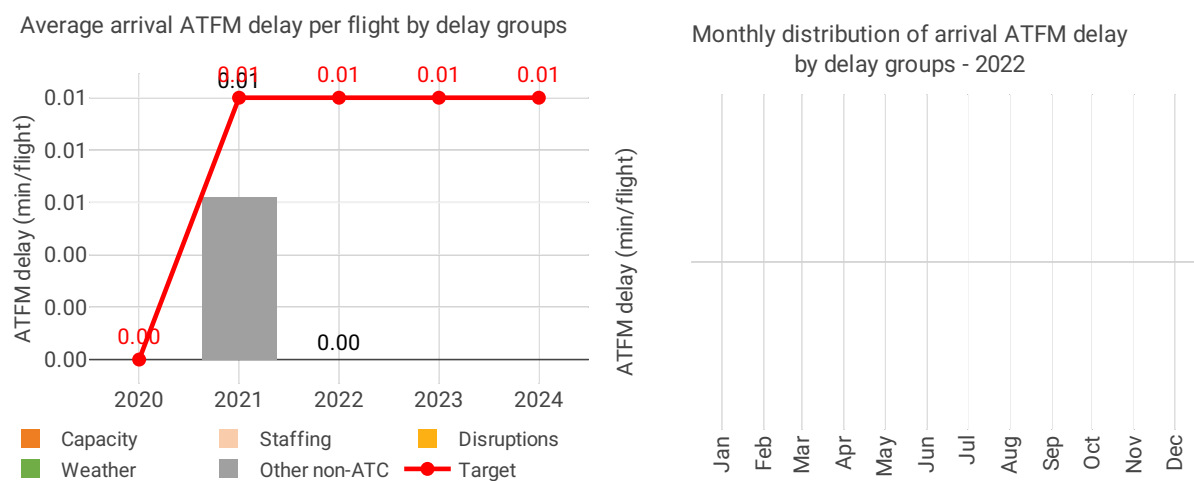


Focus on ATCOs in operations

Subsequent to COVID, recruitment of ATCOs has not been at the level planned for, due to high demand of these skills worldwide.

4.3 Terminal performance

4.3.1 Arrival ATFM delay (KPI#2)



Focus on arrival ATFM delay

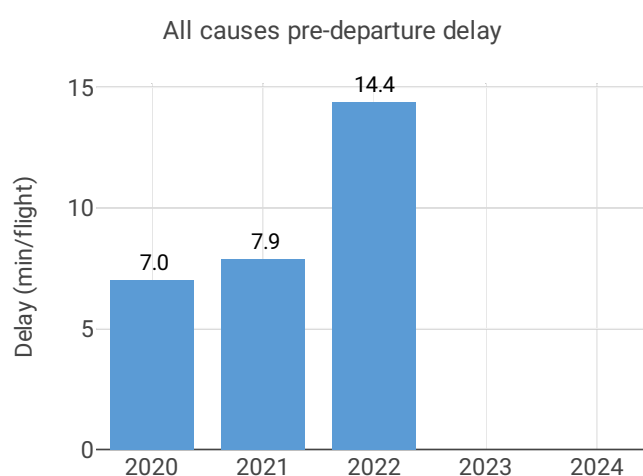
The scope of RP3 monitoring for Malta comprises the main airport (LMML), where traffic in 2022, regardless of an increase of 49% with respect to 2021, was still 17 % lower than in 2019. In accordance with IR (EU) 2019/317 and the traffic volume, pre-departure delays are not monitored at Malta and the capacity performance monitoring focuses on arrival ATFM delay and slot adherence.

Average arrival ATFM delays in 2022 was 0 min/arr, compared to 0.01 min/arr in 2021 and ATFM slot adherence remains high (2022: 96.6%; 2021: 96.6%).

No arrival ATFM delay was observed at Malta-Luqa (LMML) in 2022.3. Arrival ATFM Delay – National Target The national target on arrival ATFM delay in 2022 was met.

Malta's ATFM slot compliance was 96.6%. With regard to the 3.4% of flights that did not adhere, 1.3% was early and 2.1% was late.

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



Airport level										
Airport name	Avg arrival ATFM delay (KPI#2)					Slot adherence (PI#1)				
	2020	2021	2022	2023	2024	2020	2021	2022	2023	2024
Malta/Luqa	NA	0.01	NA	NA	NA	97.1%	96.6%	96.6%	NA%	NA%

Airport name	ATC pre departure delay (PI#2)					All causes pre departure delay (PI#3)				
	2020	2021	2022	2023	2024	2020	2021	2022	2023	2024
Malta/Luqa	0.04	0.01	0.21	NA	NA	7.0	7.9	14.4	NA	NA

Focus on performance indicators at airport level

ATFM slot adherence

This indicator is not monitored for airports below 80 000 IFR movements annual average during the 2016-2018 period, so it is not monitored for any airport in Malta.

ATC pre-departure delay

This indicator is not monitored for airports below 80 000 IFR movements annual average during the 2016-2018 period, so it is not monitored for any airport in Malta.

All causes pre-departure delay

No data available: airport operator data flow not established, or more than two months of missing / non-validated data

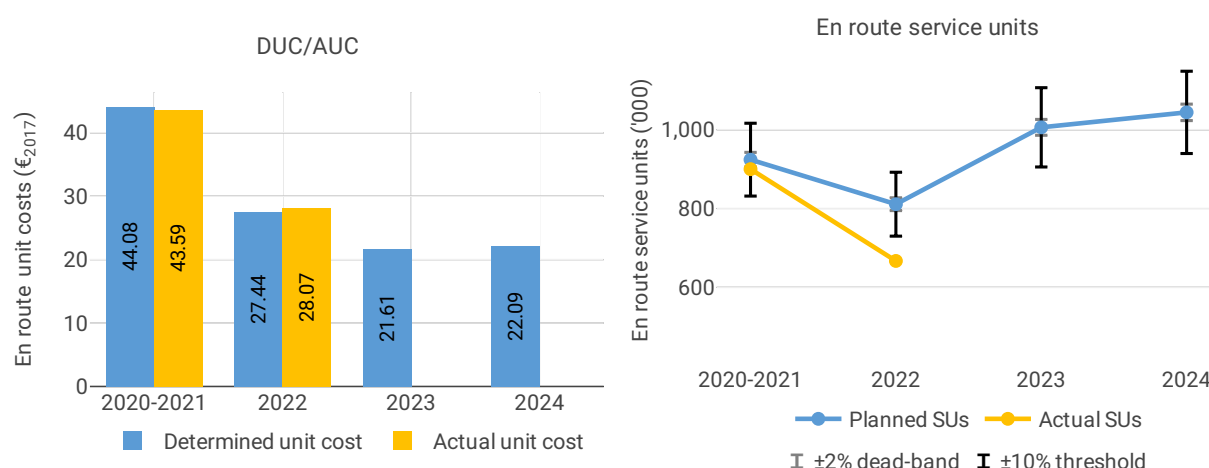
5 COST-EFFICIENCY - MALTA

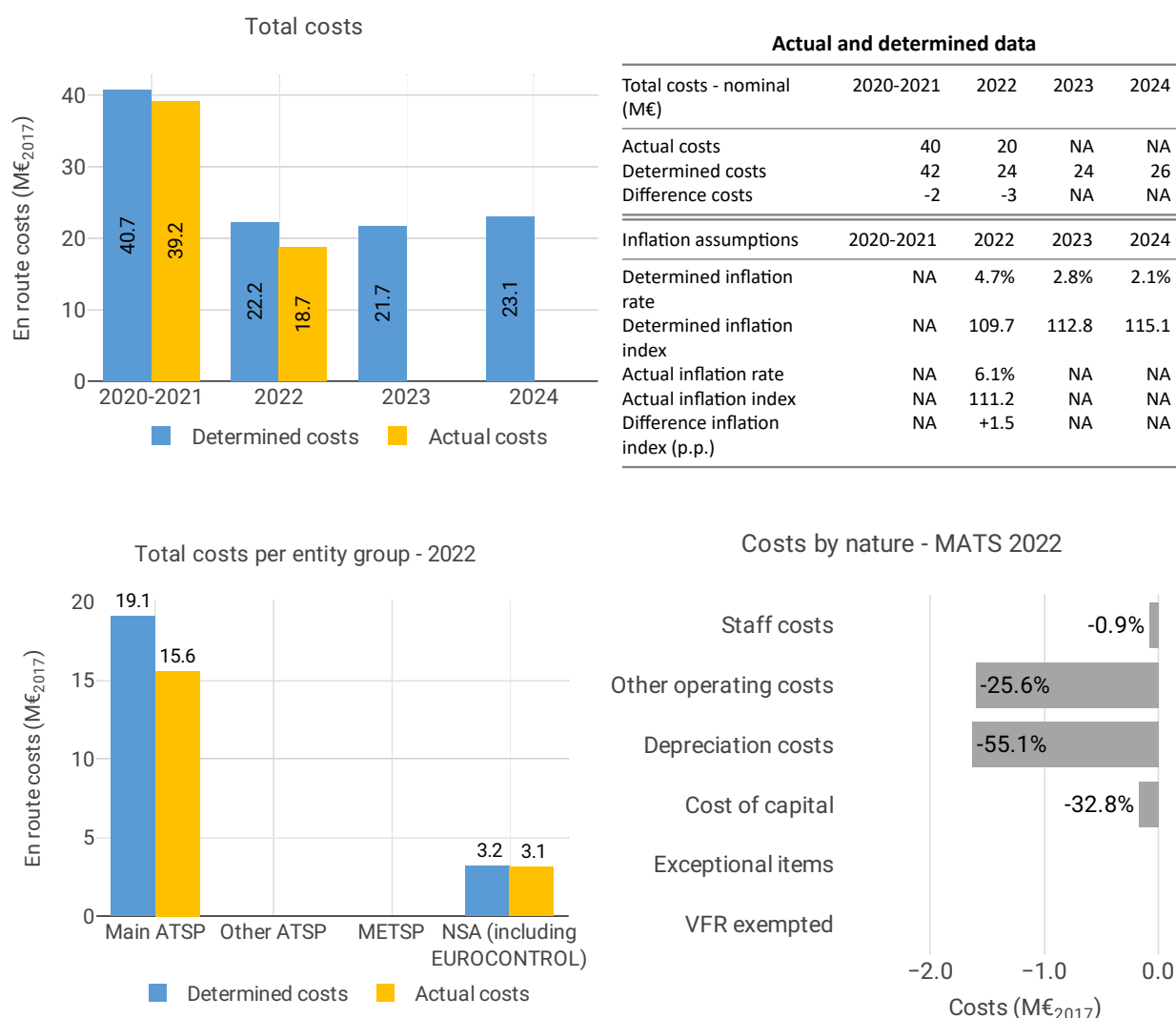
5.1 PRB monitoring

- The en route 2022 actual unit cost of Malta was 27.83 €2017, +1.4% higher than the determined unit cost (27.44 €2017). The terminal 2022 actual unit cost was 114.43 €2017, 34% lower than the determined unit cost (173.37 €2017).
- The en route 2022 actual service units (667K) were -18% lower than the determined service units (811K).
- The en route 2022 actual total costs were 3.7 M€2017 (-17%) lower than determined. The reduction was mainly due to significant decreases in other operating costs (-2.7 M€2017, or -33%) and depreciation costs (-1.1 M€2017, or -39%). The NSA did not provide explanations for the variations of costs.
- MATS spent 2.5 M€2017 in 2022 related to costs of investments, -42% less than determined (4.3 M€2017), as a result of lower depreciation and cost of capital. The NSA did not provide an explanation for the substantial decrease.
- The discrepancies regarding costs of investments are significant. The PRB invites the NSA to analyse the discrepancies, identify their reasons, and the Member State to take immediate, adequate, and proportionate action to ensure the implementation of the investment plans to avoid future capacity gaps.
- Malta did not provide the required data in time and with the required quality. The PRB recommends that the NSA put in place a solid process for reporting in order to fulfil the Regulation requirements.
- The en route actual unit cost incurred by users in 2022 was 34.39€, while the terminal actual unit cost incurred by users was 190.37€.

5.2 En route charging zone

5.2.1 Unit cost (KPI#1)





Focus on unit cost

AUC vs. DUC

In 2022, the en route AUC was +1.4% (or +0.39 M€2017) higher than the planned DUC. This results from the combination of significantly lower than planned TSUs (-17.8%) and significantly lower than the planned en route costs in real terms (-16.6%, or -3.7 M€2017).

En route service units

The difference between 2022 actual and planned TSUs (-17.8%) falls outside the $\pm 10\%$ threshold foreseen in the traffic risk sharing mechanism. The resulting loss of en route revenues is therefore shared between the ANSP and the airspace users, with the ANSP (MATS) bearing a loss of -0.8 M€2017.

En route costs by entity

The 2022 actual real en route costs are -16.6% (-3.7 M€2017) lower than planned. This is the result of lower costs for the main ANSP, MATS (-18.4%, or -3.5 M€2017) and lower NSA/EUROCONTROL costs (-5.7%, or -0.2 M€2017).

En route costs for the main ANSP at charging zone level

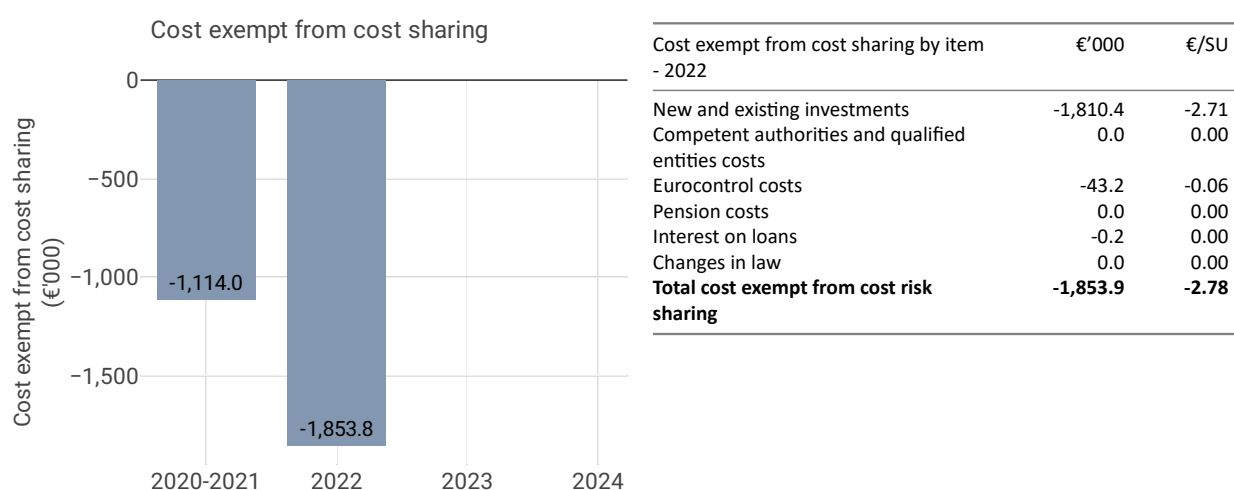
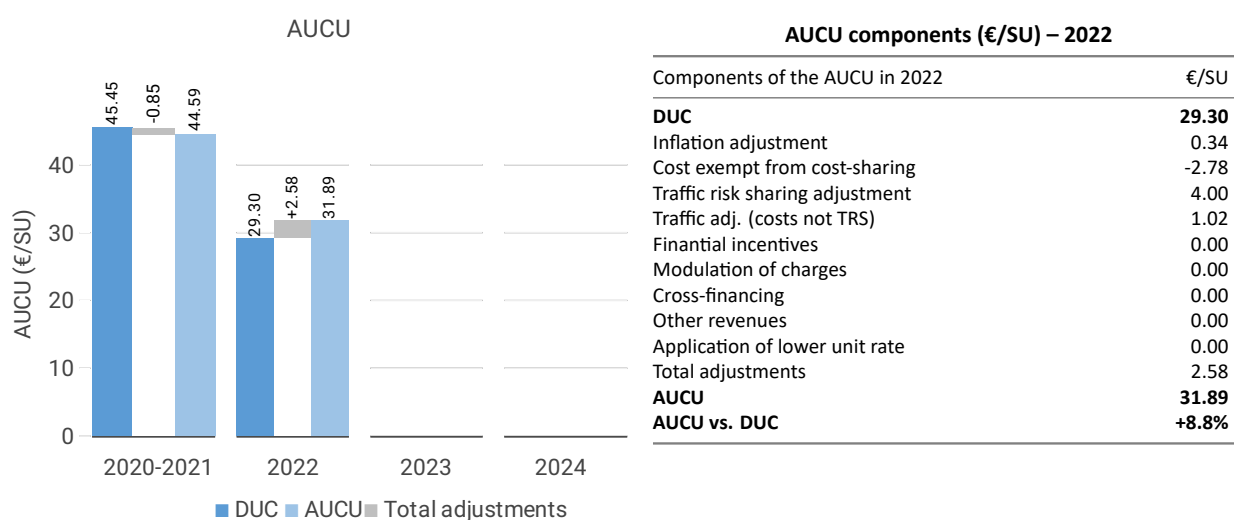
Significantly lower than planned en route costs in real terms for MATS in 2022 (-18.4%, or -3.5 M€2017) result from:

- Higher than planned staff costs (+3.4%, or +0.3 M€2017),
- Significantly lower than planned other operating costs (-40.0%, or -2.5 M€2017),
- Significantly lower than planned depreciation costs (-38.6%, or -1.1 M€2017),

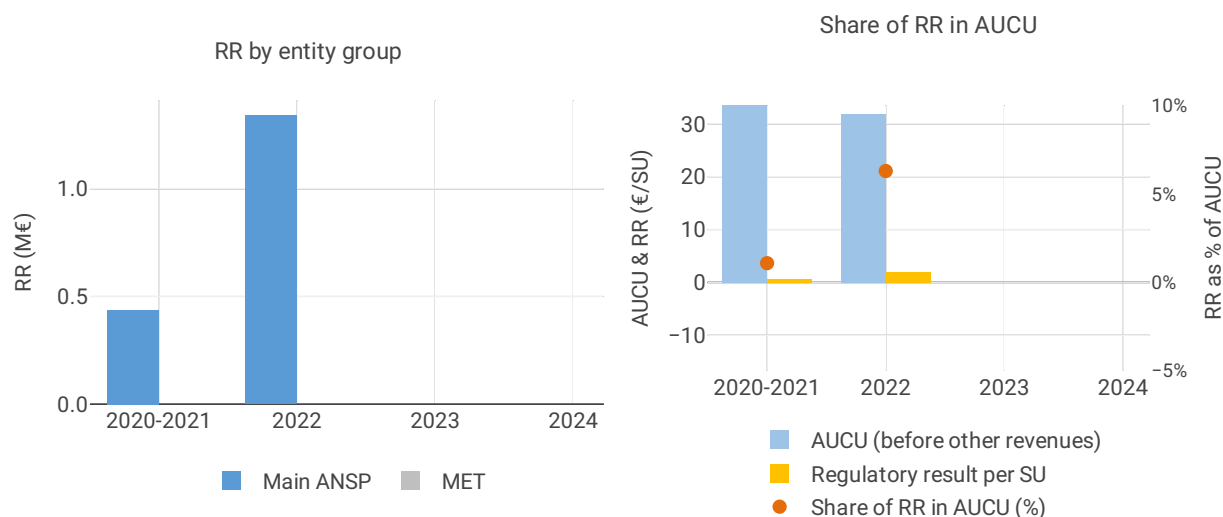
- lower than planned cost of capital (-33.7% or -0.2 M€2017).

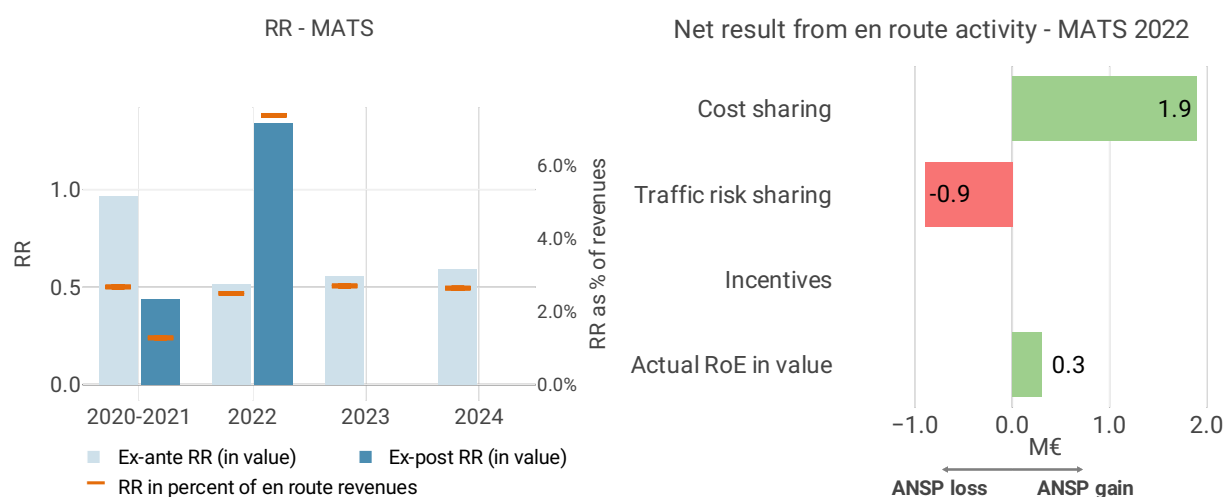
There are no explanations available in the Additional information to the reporting tables regarding the differences between the 2022 determined and actual costs.

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



5.2.3 Regulatory result (RR)





Focus on regulatory result

MATS net gain on activity in the Malta en route charging zone in the year 2022

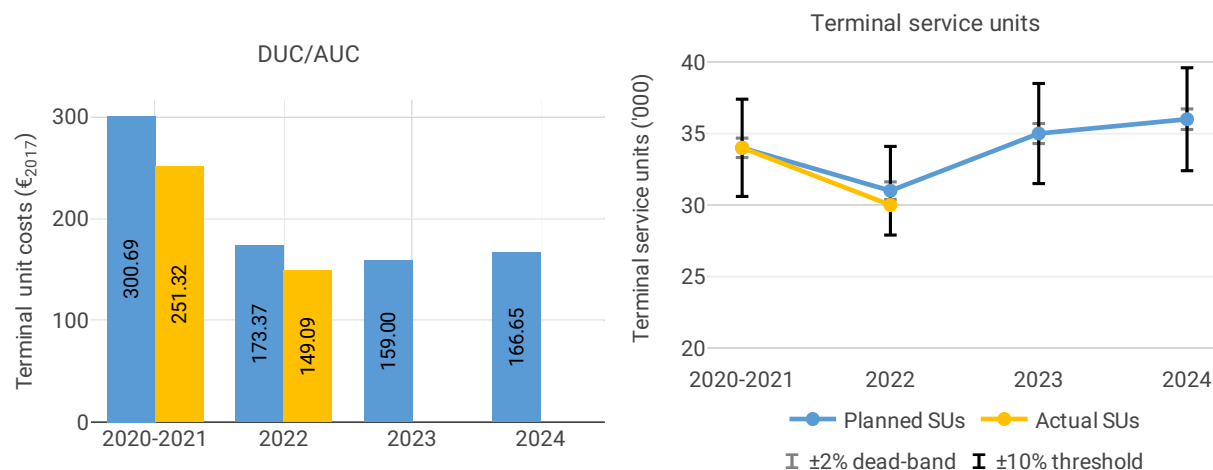
MATS reported a net gain of +2.9 M€, as a combination of a gain of +3.8 M€ arising from the cost sharing mechanism and a loss of -0.9 M€ arising from the traffic risk sharing mechanism.

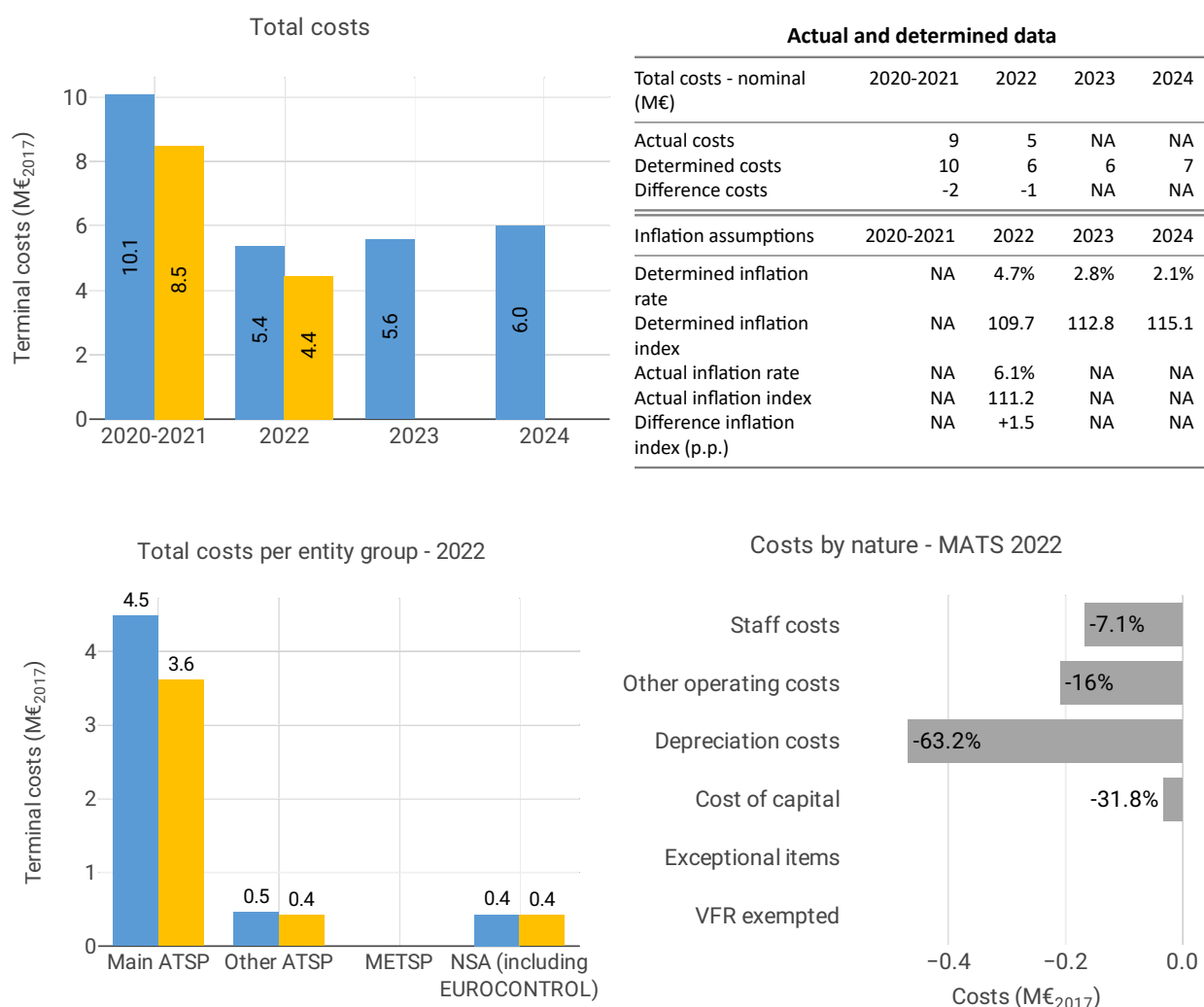
MATS overall regulatory results (RR) for the en route activity

Ex-post, the overall RR taking into account the net gain from the en route activity mentioned above (+2.9 M€) and the actual RoE (+0.5 M€) amounts to +3.4 M€ (17.0% of the en route revenues). The resulting ex-post rate of return on equity is 26.6%, which is higher than the 4.0% planned in the PP.

5.3 Terminal charging zone

5.3.1 Unit cost (KPI#1)





Focus on unit cost

AUC vs. DUC

In 2022, the terminal AUC was -34.0% (or -58.95 €2017) lower than the planned DUC. This results from the combination of significantly lower than planned terminal costs in real terms (-36.6%, or -2.0 M€2017) and lower than planned TNSUs (-3.9%).

Terminal service units

The difference between the 2022 actual and planned TNSUs (-3.9%) falls outside the $\pm 2\%$ dead band, but does not exceed the $\pm 10\%$ threshold foreseen in the traffic risk sharing mechanism. The resulting loss of terminal revenues is therefore shared between the ATSP and the airspace users, with the ATSP (MATS) bearing a loss of -0.1 M€2017.

Terminal costs by entity

The 2022 actual real terminal costs are -36.6% (-2.0 M€2017) lower than planned. This is the result of lower costs for the main ANSP, MATS (-42.6%, or -1.9 M€2017), the other ANSP (MIA, -10.1%, or -0.05 M€2017) and the NSA (-2.1%, or 0.01 M€2017).

Terminal costs for the main ANSP at charging zone level

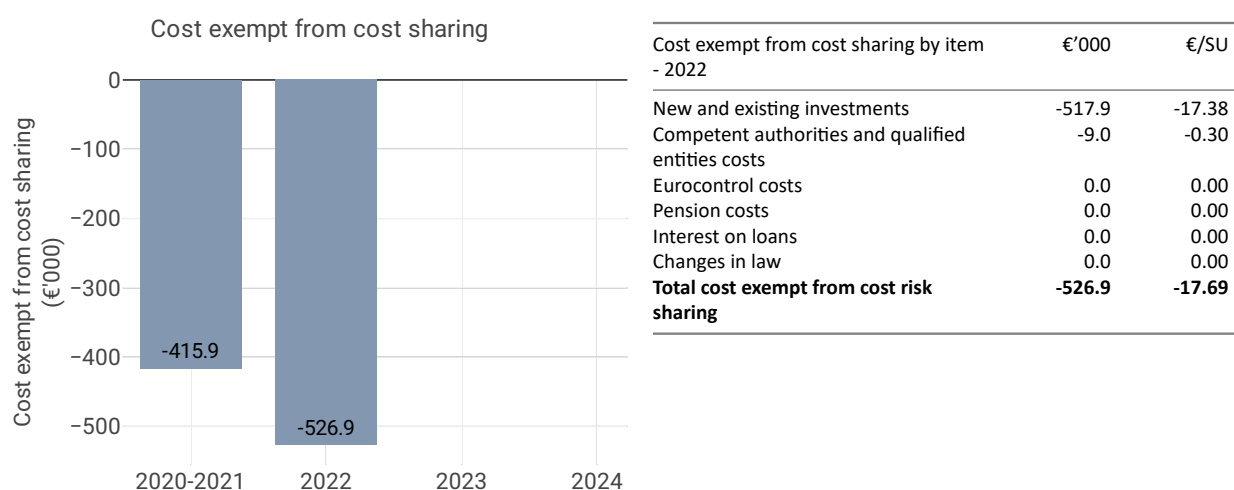
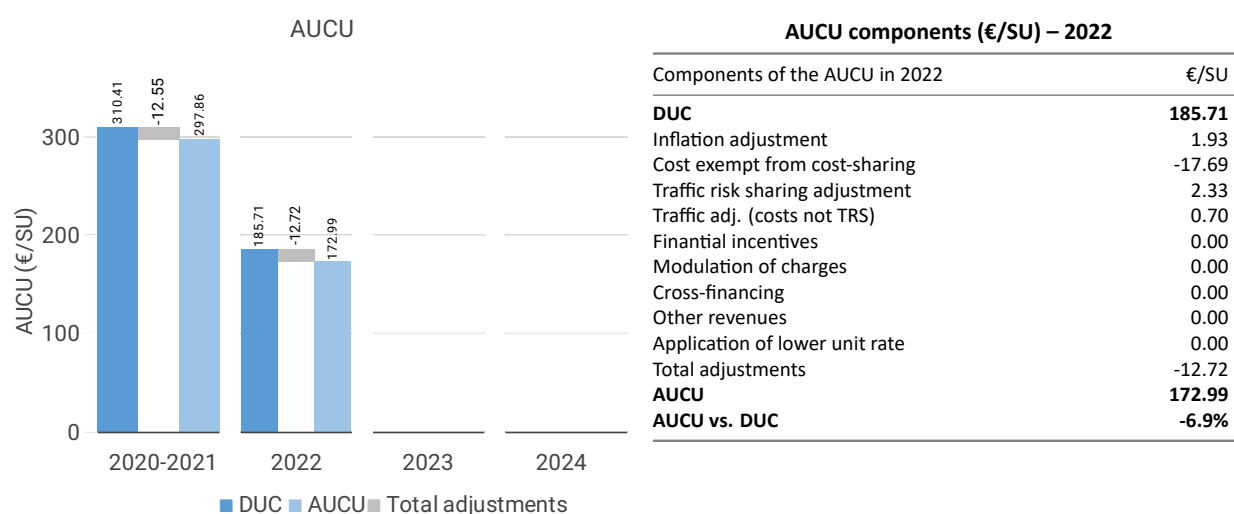
Significantly lower than planned terminal costs in real terms for MATS in 2022 (-42.6%, or -1.9 M€2017) result from:

- Significantly lower than planned staff costs (-38.2%, or -0.9 M€2017), "due to the fact that during 2022 some ATCOs obtained the area licence and a portion of their wages was apportioned to en route."
- Significantly lower than planned other operating costs (-58.0%, or -0.8 M€2017),
- Lower than planned depreciation costs (-30.7%, or -0.2 M€2017), "due to the fact that the actual realised

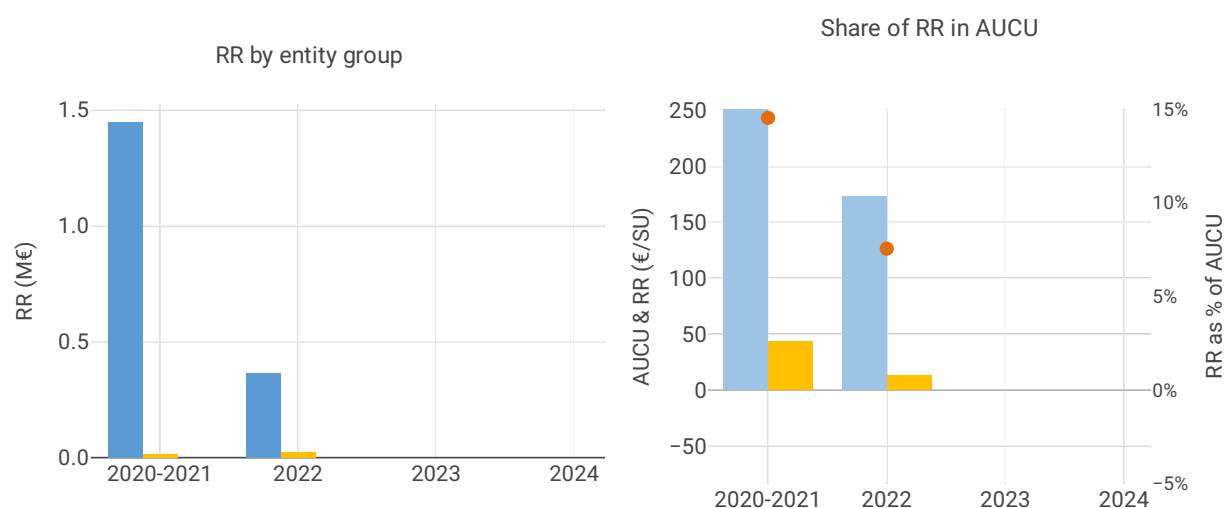
CAPEX was much lower than anticipated.”

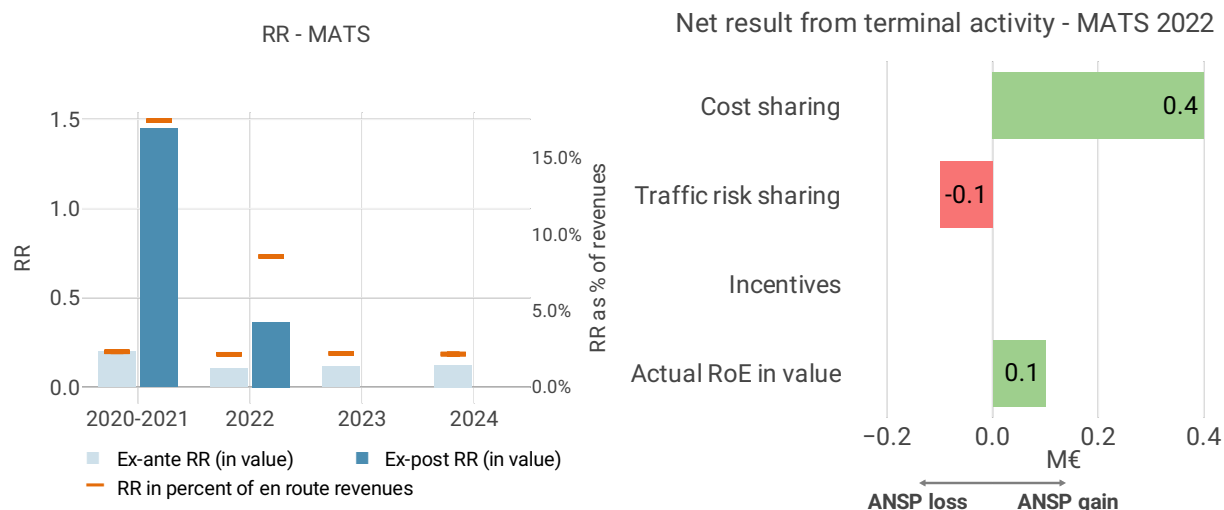
- Lower than planned cost of capital (-32.6%, or -0.03 M€2017), mainly due to significantly lower asset base.

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



5.3.3 Regulatory result (RR)





Focus on regulatory result

MATS net gain on activity in the Malta terminal charging zone in the year 2022

MATS reported a net gain of +2.0 M€, as a combination of a gain of +2.1 M€ arising from the cost sharing mechanism, with a loss of -0.1 M€ arising from the traffic risk sharing mechanism.

MATS overall regulatory results (RR) for the terminal activity

Ex-post, the overall RR taking into account the net gain from the terminal activity mentioned above (+2.0 M€) and the actual RoE (+0.1 M€) amounts to +2.0 M€ (42.9% of the terminal revenues). The resulting ex-post rate of return on equity is 115.8%, which is higher than the 4.0% planned in the PP.