



Performance review body  
of the single european sky



# Performance Review Body Monitoring Report 2023

## Annex II – Investments report

The 2023 monitoring consists of three reports:

1. PRB Monitoring Report 2023
2. Annex I – Safety report
3. **Annex II – Investments report**

The 2023 monitoring is complemented by a [Digital dashboard](#), including a detailed analysis per Member State.

September 2024

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## 1 INTRODUCTION

- 1 The PRB Annual Monitoring Report 2023 analyses the performance of the air navigation services (ANS) of the Single European Sky (SES) in 2023 against targets which were revised following the COVID-19 pandemic and the related traffic restrictions that heavily impacted European and global aviation. The SES area comprises EU Member States, Norway, and Switzerland (hereafter defined as Member States).
- 2 The monitoring report is supported by two annexes (in addition to the web-based dashboard):<sup>1</sup>
  - Annex I – Safety report; and
  - Annex II – Investments report (this document).
- 3 This “Annex II – Investments Report” monitors the ANS costs related to en route and terminal investments at Union-wide and air navigation service provider (ANSP) level, as established in Article 3(j) of the Commission Implementing Regulation (EU) 2019/317 (hereafter the Regulation).<sup>2</sup> The report also consolidates the available evidence of funding of investments, including in the SES air traffic management (ATM) research and development (SESAR) project.
- 4 The identified under/overspending is indicative of the amounts that could be reimbursed/collected by ANSPs through adjustments in the unit rates as per Article 28 of the Regulation. Where during either a calendar year of the reference period or the whole reference period:
  - Actual costs related to investments are below the determined ones, the ANSPs or Member States shall reimburse the difference to airspace users, unless based on a detailed justification from the ANSP and after consultation with airspace users’ representatives, the NSA decides that the ANSP shall not reimburse a part of the resulting difference;
- Actual costs related to investments are above the determined costs by not more than 5%, the difference should be borne by the ANSP or Member State, unless approved differently by the NSA based on a detailed justification from the ANSP, in particular as regards the need to increase capacity, and consultations with airspace users; and
- Actual costs related to investments are above the determined costs by more than 5%, the difference beyond the 5% should be borne by the ANSP or Member State.
- 5 The focus of this report is on monitoring actual costs related to new major, other new, and existing investments against the determined costs included in the performance plans. Moreover, the report also summarises other relevant information that Member States provided by 1<sup>st</sup> June 2024 as per Annex II of the Regulation:
  - The third reference period (RP3) determined capital expenditure (CAPEX), included in the monitoring reports;<sup>3</sup>
  - The actual costs for 2023 related to investments (depreciation costs, cost of capital, and leasing costs) compared to the determined costs;<sup>4</sup>
  - The actual costs for RP3 to date related to investments compared to the determined costs;
  - The four main types of new major investments: (i) ATM systems; (ii) communications, navigation, and surveillance (CNS) systems; (iii) infrastructure; and (iv) other;
  - The expected benefits and justification of new major investments with respect to the European ATM Master Plan and common projects;<sup>5</sup>
  - Cross border/cross sectoral cooperation; and
  - The funding received by ANSPs in 2023.

<sup>1</sup> For the 2023 AMR, the Member States’ factsheet (i.e. previous Annex I) and the Member States’ detailed analysis for experts (i.e. previous Annex II) are presented in a revised form as a digital dashboard. The dashboard can be accessed [here](#).

<sup>2</sup> Commission Implementing Regulation (EU) 2019/317 of 11 February 2019 laying down a performance and charging scheme in the single European sky and repealing Implementing Regulations (EU) No 390/2013 and (EU) No 391/2013.

<sup>3</sup> This section has been updated to include the data from the final performance plan of Belgium-Luxembourg, adopted on the 22<sup>nd</sup> December 2023.

<sup>4</sup> This report examines the cost of capital of fixed assets whereas the Member States’ factsheet and the Member States’ detailed analysis for experts, which are now presented in a web-based dashboard, examine the total cost of capital (fixed and current assets).

<sup>5</sup> Article 15(a) of Regulation (EC) No 550/2004 of the European Parliament and of the Council of 10 March 2004 on the provision of air navigation services in the single European sky (the service provision Regulation).

- 6 This report is organised as follows:
- The remainder of Section 1 describes the data sources and the report limitations;
  - Section 2 analyses Union-wide CAPEX and costs related to investments;
  - Section 3 focuses on new major investments (types and expected benefits);
  - Section 4 focuses on funding;
  - Section 5 concludes the report and provides recommendations in light of the analyses conducted; and
  - Section 6 provides detailed factsheets by main ANSP per Member State including data on RP3 determined CAPEX, actual versus determined costs related to investments, details on individual new major investments, expected benefits of new major investments, and funding.
- 7 As a comprehensive investment monitoring activity, the PRB is also developing and maintaining the interactive “CAPEX dashboard”, which provides a granular, consolidated, and user-friendly overview of CAPEX reporting at project level, costs of investments, and funding data of RP2 and RP3. Access to the dashboard can be requested.<sup>6</sup>

### 1.1 Data sources

- 8 The main data sources of this report are the “2023 monitoring reports” and the June 2024 “reporting tables” submitted by Member States as required by the Regulation, and the data on funding provided by the SESAR Deployment Manager (SDM).

#### Monitoring reports

- 9 The monitoring reports submitted by Member States contain the RP3 determined costs related to investments by year for en route and terminal at ANSP level, as included in the performance plans. They also contain the actual costs of investments for the years 2020-2023. The costs related to investments comprise depreciation costs, cost of capital, and leasing costs. The monitoring reports present the costs related to investments broken down into the following three categories

according to the value of the investment and the reference period:

- “New major investments”, which are the acquisition, development, replacement, upgrade or leasing of fixed assets representing a total value over the whole lifetime of the assets greater than 5M€<sub>2017</sub> in real terms starting in RP3;<sup>7</sup>
  - “Other new investments”, which are short-term projects and/or activities whose total value over the whole lifetime of the assets do not exceed 5M€<sub>2017</sub> in real terms also starting in RP3; and
  - “Existing investments”, which started in the previous reference period(s) and still have costs related to investments associated to them.
- 10 In addition to the costs related to investments, the monitoring reports also contain the RP3 determined CAPEX at ANSP level for “new major” and “other new” investments included in the performance plans. As per Annex II of the Regulation, Member States also report the following information in relation to new major investments:
- Total value of each major investment;
  - The asset(s) acquired or developed; and
  - Information on the benefits of the investment for airspace users and on the results of the consultation of airspace users' representatives.
- 11 Moreover, in relation to new major investments in ATM systems, Member States report:
- Investments in new systems, overhaul of existing systems, and replacement investments; and
  - The justification of the relevance of each investment with reference to the European ATM Master Plan, and the common projects referred to in Article 15(a) of Regulation (EC) 550/2004.
- 12 The monitoring reports and the performance plans provide the planned entry into operation (EIO) date for each investment. In some cases, the

<sup>6</sup> Please send a request to [prb-office@prb.eusinglesky.eu](mailto:prb-office@prb.eusinglesky.eu) to access the CAPEX dashboard.

<sup>7</sup> These investments are also relevant and coherent with Commission Implementing Regulation (EU) 2021/116 of 1 February 2021 on the establishment of the Common Project One supporting the implementation of the European Air Traffic Management Master Plan provided for in Regulation (EC) No 550/2004 of the European Parliament and of the Council, amending Commission Implementing Regulation (EU) 409/2013 and repealing Commission Implementing Regulation (EU) 716/2014.

monitoring reports report different EIO dates compared to the performance plans.

- 13 Similarly to previous years, Austria did not submit data on costs related to investments disaggregated into new (major and other) and existing investments.

### Reporting tables

- 14 The reporting tables submitted by the Member States provide:
- Actual costs related to investments for the years 2020-2023 broken down by depreciation costs, cost of capital, and leasing costs per ANSP and en route/terminal charging zone in each Member State;
  - Adjustments in the unit rates regarding the under/overspending related to costs of investments;
  - Union funding received and reimbursed to users by charging zone disaggregated by year and individual investments; and
  - Total revenues received from Union funding and their yearly reimbursement.

### Data from the SESAR Deployment Manager

- 15 For monitoring purposes, SDM provides the PRB with data on the actual payments to ANSPs for projects in its scope. Specifically, SDM provides data on bank transfers related to the specific grant agreements with the European Climate, Infrastructure, and Environment Executive Agency (CINEA), formerly known as INEA.<sup>8</sup>

### 1.2 Report limitations

- 16 One of the primary limitations is the inconsistency in the quality of data provided in the monitoring reports across Member States. This inconsistency mainly arises from the different levels of detail in reporting CAPEX lines, as some Member States group multiple items under a single project, whereas others provide reports on individual CAPEX items. Additionally, the lack of information on the actual implementation status of individual investments poses challenges to accurately reporting on the progress of new major investments.

- 17 Moreover, despite the specific section in the reporting tables requesting details of the payments received and reimbursed since 2014, the data provided by the SDM and by Member States cannot be fully reconciled. Examples of the challenges to reconcile the Union funding data are the following:

- The actual data reported by the Member States are not aligned in terms of time with the SDM payments. This may be due to the clarifications of the reporting and reimbursement rules in RP3 compared to RP2, leading to compensations from one period to another. This may also be due to a different payment cycle posing a challenge to fully reconcile the amounts (e.g. advance, interim, and final payments for a given project); and
- Some Member States do not provide the fund declarations or references to the grant agreements that would facilitate the reconciliation; and CINEA allocates the grants of the Connecting Europe Facility (CEF) according to eligible expenses. For this reason, adjustments of grants to be paid may take place over the duration of the project across different instalments.

- 18 Lastly, the total actual and determined costs related to investments provided by Member States in the monitoring reports and reporting tables should match. However, this is not the case for some Member States (Table 1, next page).
- 19 Similarly to the 2022 Annual Monitoring Report, the PRB reiterates its recommendation urging the Member States to correct any difference in the reporting between the reporting tables and the monitoring reports.

<sup>8</sup> The Innovation and Networks Executive Agency (INEA) ceased operations on 31 March 2021. CINEA was established on 1 April 2021 to take over INEA's legacy portfolio as well as additional EU funding programmes. More information can be found [here](#).

Source	Determined costs (M€ <sub>2017</sub> )	Actual costs (M€ <sub>2017</sub> )
<b>Monitoring reports</b>	<b>1,188</b>	<b>1,129</b>
France difference	77	97
Italy difference	-24	-44
Remaining difference	-7	-8
<b>Reporting tables</b>	<b>1,143</b>	<b>1,084</b>

*Table 1– Comparison of 2023 costs related to investments included in the monitoring reports and reporting tables (source: PRB elaboration on monitoring reports and reporting tables).*

## 2 RP3 CAPEX AND COSTS RELATED TO INVESTMENTS

### 2.1 RP3 CAPEX

- 20 The total Union-wide en route and terminal RP3 determined CAPEX allocated to ANS included in the performance plans amounts to 5.2B€, out of which 3.8B€ (74%) are determined for new major investments and 1.4B€ (26%) for other new investments. The RP3 determined CAPEX is higher than the total Union-wide RP2 determined CAPEX (+0.35B€, or +7.3%) and RP2 actual (+0.8B€, or +18%).
- 21 The majority of the Union-wide RP3 determined CAPEX included in the performance plans is planned by the main ANSPs (5.0B€, 96% of the total Union-wide RP3 planned CAPEX). Other ANSPs and METSPs account for 126M€ (2.4%) and 85M€ (1.6%), respectively.
- 22 The largest planned CAPEX is reported by France (26% of the total Union-wide CAPEX), followed by Spain (15%), Italy (7.6%), and the Netherlands (5.4%). The RP3 determined CAPEX of those four Member States amounts to 2.8B€ and represents 54% of the total CAPEX at Union-wide level. The RP3 determined CAPEX at Member State level for en route and terminal is shown in Figure 1 (ordered from highest to lowest).<sup>9</sup>

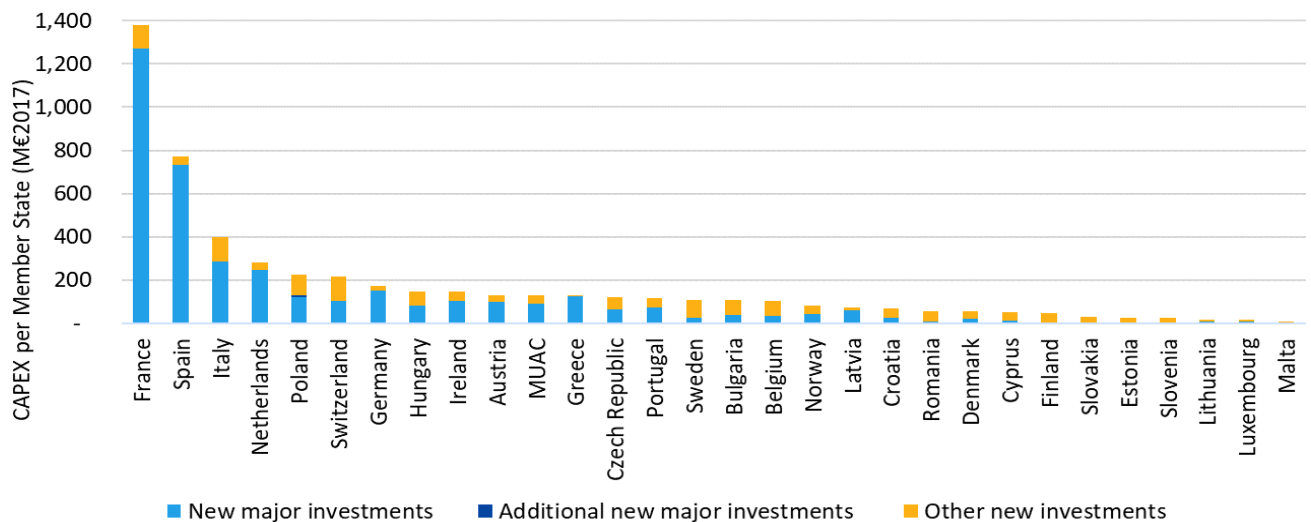


Figure 1 - RP3 determined CAPEX per Member State by value of investment (source: PRB elaboration on monitoring reports).

<sup>9</sup> The figure shows the CAPEX planned by MUAC since it is not possible to allocate its CAPEX per Member State. Similarly, the CAPEX of MUAC States does not include the MUAC values.

<sup>10</sup> The "CWP/HMI" project aims at delivering two SESAR solutions: (i) Workstation, service interface definition, and virtual centre concept; and (ii) workstation, controller productivity. More information can be found [here](#).

- 23 Based on the details and information included in the performance plans, the new major investments have been assigned to the following five categories: ATM, CNS, infrastructure, ancillary, and other. The following are examples of the investments comprised in each category:

- ATM systems: Arrival and departure management systems (AMAN/DMAN), contingency systems, data management, flight data processing systems (FDPS), recording systems, simulation interface, the CWP/HMI SESAR project (Controller Working Position)/(Human Machine Interface), as well as the implementation and modernization of ATM systems (such as Topsy or iCAS systems);<sup>10</sup>
- Infrastructure: Towers, buildings, and facilities;
- CNS systems: Communications, navigation, surveillance, and multilateration (MLAT) systems;
- Ancillary: Aeronautical information management, MET systems, non-OPS equipment, IT systems; and
- Other investments: Aircraft (e.g. civil/military), HR management, security/cyber security, R&D, digitalisation.



24 The ATM category is the largest with 1.8B€ planned CAPEX (47% of the total new major investments), followed by infrastructure (27%), and CNS (18%), as showed in Table 2.

Type of investment	RP3 CAPEX (M€)	RP3 CAPEX (%)
ATM systems	1,805	47%
Infrastructure	1,035	27%
CNS	677	18%
Ancillary	124	3.2%
Other	188	4.9%
Unknown <sup>11</sup>	13	0.3%

Table 2 – RP3 determined CAPEX by type of investment (source: PRB elaboration on the performance plans).

25 The top three new major investments in ATM systems with the largest determined CAPEX are:

- “Digital Tech”, Spain (307M€, 17% of total determined ATM CAPEX);
- “4-FLIGHT”, France (284M€, 16% of total determined ATM CAPEX); and
- “COFLIGHT”, France (126M€, 6.9% of total determined ATM CAPEX).

26 The top three new major investments in infrastructure with the largest determined CAPEX are:

- “MCO and evol CNS/ATM”, France (617M€, 60% of total determined Infrastructure CAPEX);<sup>12</sup>
- “Drone Detection System”, Germany (57M€, 5.5% of total determined Infrastructure CAPEX); and
- “01440701\_Campus”, Poland (39M€, 3.8% of total determined Infrastructure CAPEX).

27 The top three new major investments in CNS with the largest determined CAPEX are:

- “Digital Network”, Spain (104M€, 15% of total determined CNS CAPEX);
- “Technical COMM evolution”, Spain (60M€, 8.8% of total determined CNS CAPEX); and
- “NVCS” (New Voice Communication System), France (42M€, 6.1% of total determined CNS CAPEX).

28 New major investments are reported to impact the network at different levels. The total CAPEX for new major investments impacting network functions is 1,633M€, whereas investments affecting local areas amount to 1,728M€. The CAPEX for new and existing investments with a non-performance impact totals 934M€.

29 The total CAPEX for new major investments that are reported to bring benefits to the four key performance areas (KPA) is distributed as follows:

- 2,839M€ for investments benefitting safety;
- 1,900M€ for investments benefitting environment;
- 3,024M€ for investments benefitting capacity; and
- 2,267M€ for investments benefitting cost-efficiency.

30 New major investments are also reported to benefit interoperability and the scalability of operations, as detailed in Section 3.2. New major investments with impact on interoperability have a total CAPEX of 942M€, while investments with an impact on scalability have a total CAPEX of 101M€.

31 The total CAPEX for new major investments reported to be linked to the Common Project One (CP1) or the ATM Master Plan is 2,932M€, 76% of the total CAPEX of new major investments.

## 2.2 Costs related to investments

32 As stated in the introduction of this document, costs related to investments are reported in the 2023 monitoring reports and in the 2023 reporting tables. Even though the reported data should match, the amounts provided by some Member States do not correspond either due to missing data or different values. The difference between the two sources for actual costs in 2023 amounts to 45M€<sub>2017</sub>, and is mainly attributable to France and Italy.

33 This section focuses on i) the data reported in the 2023 monitoring reports (cost of investments detailed by new major, other new, and existing investments), and ii) the data reported in the reporting tables (cost of investments detailed by

<sup>11</sup> Investments with a total determined CAPEX of 13.5M€ (or 0.3% of the total determined RP3 CAPEX of new major investments at Union-wide level) could not be attributed to one of the five categories, due to the lack of details in the performance plans.

<sup>12</sup> MCO: Maintaining technical equipment in operational condition.

depreciation cost, cost of capital, and cost of leasing). It first focuses on data for 2023, and then summarises the data for RP3 to date (2020-2023).

#### *New and existing investments (monitoring reports)*

34 According to monitoring reports, at the Union-wide level, actual costs for en route and terminal investments in 2023 amounted to 1,100M€<sub>2017</sub>, which is -54M€<sub>2017</sub> (-4.9%) lower than the determined costs (1,154M€<sub>2017</sub>). This difference varied among Member States, with actual costs ranging from -87% below the determined level for Greece to +8.8% above the determined level for Slovakia.

35 The total actual costs for 2023 were composed mostly of existing investments (52%), followed by new major investments (36%), and other new investments (12%) (Table 3). Each category showed differences between the determined and actual costs, specifically:

- For existing investments, the total actual cost for 2023 (569M€<sub>2017</sub>) is -18M€<sub>2017</sub> (-3.1%) lower compared to the determined value (587M€<sub>2017</sub>).
- New major investments account for 394M€<sub>2017</sub> in 2023, -17M€<sub>2017</sub> (-4.2%) less compared to the determined value (411M€<sub>2017</sub>).<sup>13</sup>
- Finally, the total actual cost for other new investments (137M€<sub>2017</sub>) is -18M€<sub>2017</sub> (-12%) less compared to the determined value (155M€<sub>2017</sub>).

Type of investment	Determined costs (M€ <sub>2017</sub> )	Actual costs (M€ <sub>2017</sub> )	Difference (M€ <sub>2017</sub> /%)
New major	411	394	-17/-4.2%
Other new	155	140	-18/-12%
Existing	587	571	-18/-3.1%
<b>Total</b>	<b>1,154</b>	<b>1,100</b>	<b>-54/-4.9%</b>

Table 3 – Comparison of Union-wide costs related to investments in 2023 – by type of investments (source: PRB elaboration on monitoring reports).<sup>14</sup>

36 The Member States who overspent most in absolute costs related to investments compared to determined were Spain (+11M€<sub>2017</sub>), France (+7.6M€<sub>2017</sub>), and Sweden (+1.5M€<sub>2017</sub>). Figure 2 (next page) shows the values for each Member State.<sup>15</sup>

37 The highest actual costs related to both en route and terminal investments for 2023 are those of France (335M€<sub>2017</sub>, or 30% of total Union-wide costs related to investments), followed by Spain (165M€<sub>2017</sub>, or 15%), Italy (103M€<sub>2017</sub>, or 9.3%), Germany (94M€<sub>2017</sub>, or 8.5%), and Poland (47M€<sub>2017</sub>, or 4.2%). The actual costs of investments for these five Member States amount to 743M€<sub>2017</sub> for 2023, which represents 68% of the total actual costs of investments at Union-wide level.

38 When analysing the data for RP3 to date (2020-2023), the actual costs related to en route and terminal investments amounted to 4,119M€<sub>2017</sub>, which is -76M€<sub>2017</sub> lower (-1.8%) than determined. All types of investments registered lower amounts compared to the planned figures: Existing investments were -14M€<sub>2017</sub> lower, new major investments were -37M€<sub>2017</sub> lower, and other new investments were -26M€<sub>2017</sub> lower (Table 4, next page).

<sup>13</sup> As was the case in the 2022 Annual Monitoring Report, Sweden reports the actual costs associated with the existing investment projects "Project 7 - COOPANS (Topsky)" and "Project 8 - SUR (surveillance)" as distinct items in the monitoring report.

<sup>14</sup> This report deducted the technical adjustments reported by Germany and Switzerland from existing investments. Austria did not provide a breakdown of investments by new major, other new, and existing, and is therefore excluded from this analysis.

<sup>15</sup> The figure shows the actual costs of investments reported by MUAC since the monitoring reports submitted by Member States report the figures per ANSP and MUAC operates in more Member States. Similarly, the actual costs of investments of MUAC Member States does not include the MUAC values.

- 39 The differences between actual and determined costs since 2020 for the combined en route and terminal charging zones varies among Member States, ranging between -60% for Greece and +8.6% for Sweden.

Type of investment	RP3 to date determined costs (M€ <sub>2017</sub> )	RP3 to date actual costs (M€ <sub>2017</sub> )	Difference (M€ <sub>2017</sub> /%)
New major	1,119	1,082	-37/-3.3%
Other new	367	342	-26/-7.0%
Existing	2,709	2,695	-14/-0.5%
<b>Total</b>	<b>4,195</b>	<b>4,119</b>	<b>-76/-1.8%</b>

Table 4 – Comparison of RP3 to date Union-wide actual versus determined costs related to investments – by type of investments (source: PRB elaboration on monitoring reports).

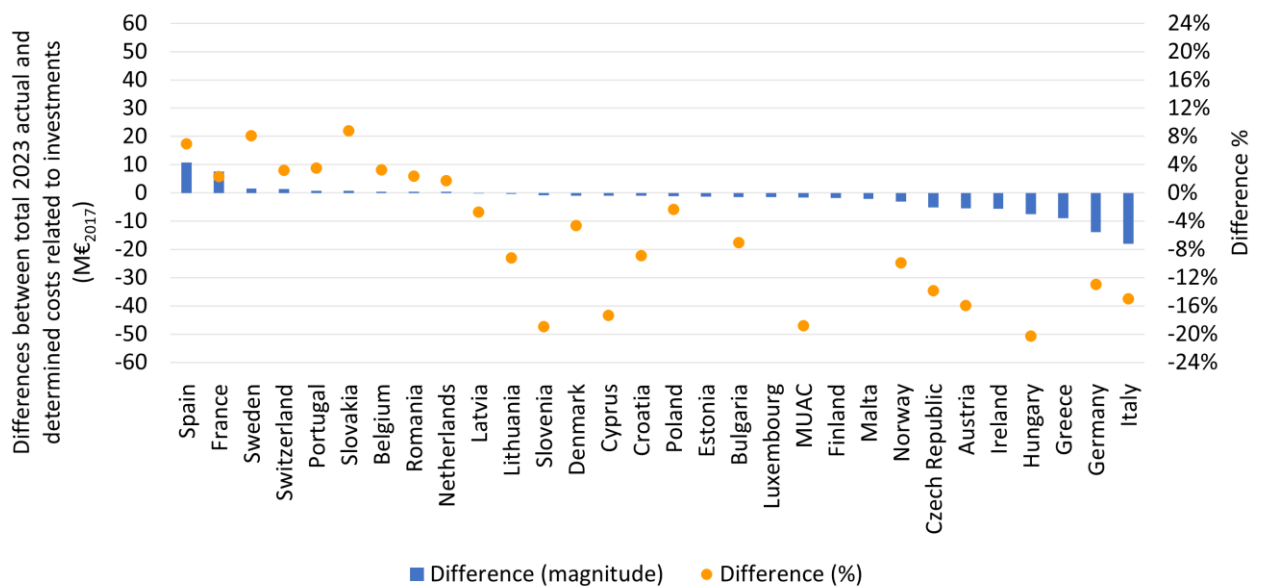


Figure 2 – 2023 en route and terminal actual costs related to investments compared to the determined costs by Member State, sorted from highest to lowest difference in actual cost (M€<sub>2017</sub>) (source: PRB elaboration on monitoring reports).

*Depreciation, cost of capital, and leasing (reporting tables)*

40 According to the reporting tables submitted by Member States, at Union-wide level for 2023, the actual costs related to en route and terminal investments amounted to 1,084M€<sub>2017</sub>. These actual costs are -5.1% lower than the determined costs (-59M€<sub>2017</sub>) (Table 5). This percentage difference is in line with the values reported in the monitoring reports (-4.9%).

Investment costs by nature	Determined costs (M€ <sub>2017</sub> )	Actual costs (M€ <sub>2017</sub> )	Difference (M€ <sub>2017</sub> /%)
Depreciation	897	823	-74/ -8.3%
Cost of capital	235	252	+17/ +7.2%
Leasing costs	10	8.8	-1.3/ -13%
<b>Total</b>	<b>1,143</b>	<b>1,084</b>	<b>-59/ -5.1%</b>

Table 5 – Comparison of Union-wide actual versus determined costs related to investments – by nature of costs (source: PRB elaboration on reporting tables)

41 The total actual costs for 2023 were composed mostly of depreciation costs (76%), followed by cost of capital (23%), and leasing costs (1%).<sup>16</sup> The allocation of actual costs between en route and terminal is 83%/17% (903M€<sub>2017</sub>/181M€<sub>2017</sub>).

42 The highest actual costs related to both en route and terminal investments for 2023 are those of: France (239M€<sub>2017</sub>, or 22% of total Union-wide costs related to investments), followed by Spain (Continental and Canarias) (165M€<sub>2017</sub>, or 15%), Italy (147M€<sub>2017</sub>, or 14%), Germany (99M€<sub>2017</sub>, or 9.2%), and Poland (47M€<sub>2017</sub>, or 4.3%).

43 Figure 3 shows the proportion of investment costs to total costs for each Member State in 2023, for both en route and terminal charging zones, as per reporting tables.<sup>17</sup> The proportion of actual investment costs to total costs at Union-wide level was 12.5%, which is -1.4 percentage points (p.p.) lower than the determined cost proportion (13.9%).

44 Greece registered the smallest proportion of actual and determined investment costs in total costs, with actual costs being only 0.8%, which was -4.1 p.p. below the determined level of 4.9%. On the other end of the spectrum, Czech Republic had the highest proportion of determined

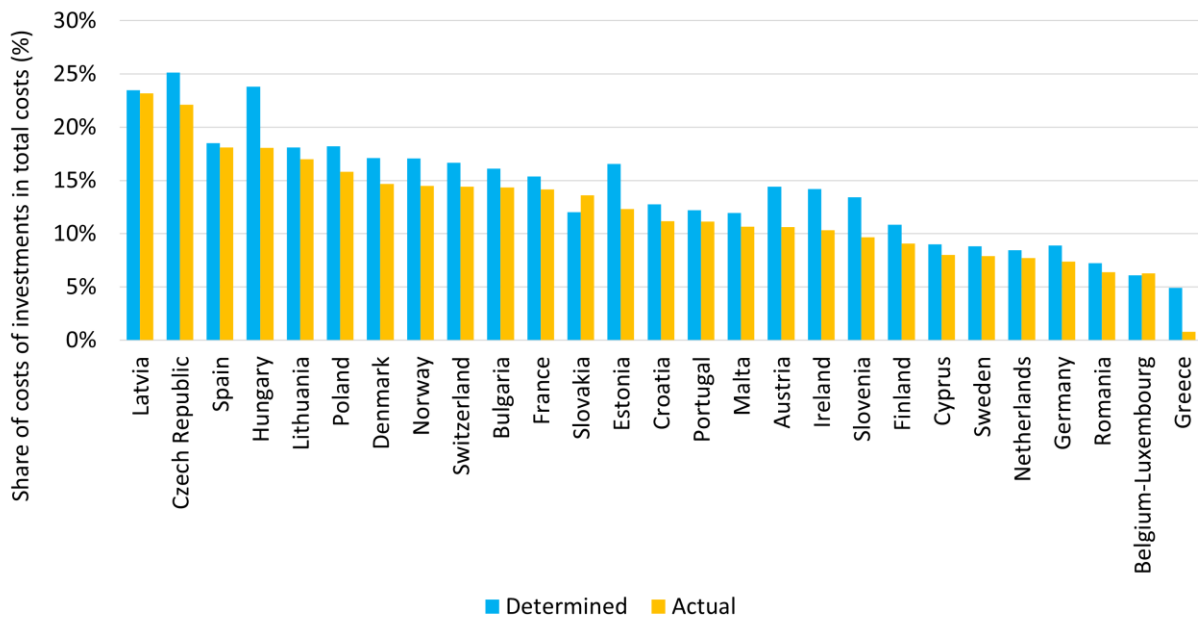


Figure 3 – Share of costs of investments to total costs for each Member State in 2023, for both en route and terminal charging zones (source: PRB elaboration on reporting tables).

<sup>16</sup> Leasing costs were reported by five Member States: Finland, Hungary, Poland, Romania, and Sweden. Finland reported the highest proportion of leasing costs in relation to its total investment costs at 40%, with Hungary next at 14%. Poland's leasing costs made up 4.8% of its total investment costs, while Romania and Sweden had leasing costs at 0.4% and 0.2% of their total investment costs, respectively.

<sup>17</sup> In the figure, Belgium-Luxembourg includes both the en route charging zone and the terminal charging zones for Belgium and Luxembourg.

investment costs (25%), but Latvia had the highest proportion of actual investment costs (23%).

- 45 When analysing the en route and terminal data separately, the results are slightly similar. The following paragraphs analyse first en route and then terminal separately.
- 46 The top five Member States by actual costs related to en route investments for 2023 are: France (205M€<sub>2017</sub>), Spain Continental (138M€<sub>2017</sub>), Italy (122M€<sub>2017</sub>), Germany (73M€<sub>2017</sub>), and Poland (38M€<sub>2017</sub>). The actual costs of these five Member States represent 64 % of the en route Union-wide costs. Figure 4 shows the details for each Member State.<sup>18</sup>
- 47 Around half (48%, equivalent to -27M€<sub>2017</sub>) of the Union-wide underspending in en route investments costs compared to determined were realised by three Member States: Germany (-11M€<sub>2017</sub>, or -13%), Greece (-8.6M€<sub>2017</sub>, or -85%), and France (-7.3M€<sub>2017</sub>, or -3.4%).
- 48 When analysing the percentage difference in en route charging zones, the Member States with the largest percentage reductions in actual costs compared to determined costs are: Greece (-8.6M€<sub>2017</sub>, or -85%), Estonia (-1.7M€<sub>2017</sub>, or -37%), and Finland (-1.9M€<sub>2017</sub>, or -32%).
- 49 The main reason for the decrease in costs related to investments is attributed to delays and postponements of the projects. France's costs

decreased due to a rescheduling of expenditures past 2024. Germany's reduction in costs is explained by the deferral of certain projects. In Greece, the actual costs are associated only with existing investments, as new projects from the performance plan were not fully implemented. Similarly, Estonia and Finland attribute the cost differences in new and existing investments to the postponement of investment projects, with both states compensating airspace users for the resulting cost discrepancies.

- 50 On the other hand, nine Member States had en route actual costs that were higher than determined. The Member States with the largest percentage difference for en route costs are: Slovakia (+2.3M€<sub>2017</sub>, or +31%), Spain Continental (+11M€<sub>2017</sub>, or +8.8%), and Sweden (+1.9M€<sub>2017</sub>, or +8.7%).
- 51 For Slovakia, the NSA indicated that the increase in costs of investments is attributed to the inflationary increase in the prices of new assets. For Spain, the NSA explains that actual cost of capital was significantly higher than determined as a result of a higher weighted average cost of capital rate (WACC) and a slight increase in the total asset base. The Swedish NSA has identified high inflation as the driving factor behind the increased valuation of pension debt, which is utilised for financing instead of loans.

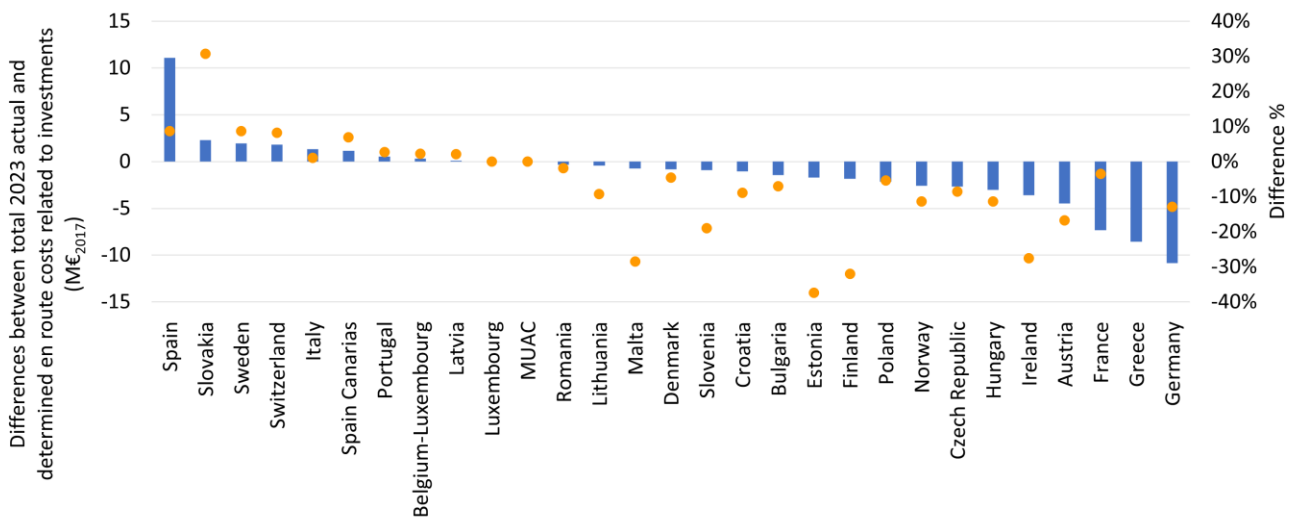


Figure 4 – 2023 en route actual costs by Member State related to investments compared to the determined costs, sorted from highest to lowest difference in actual cost (M€<sub>2017</sub>) (source: PRB elaboration on reporting tables).

<sup>18</sup> The figure presents the sum of all entities within a Member State. Belgium and Luxembourg are grouped together, as they form one en route charging zone. The actual costs of MUAC are included in the MUAC Member States.

- 52 When analysing the actual costs related to terminal investments for 2023, the data shows that the top five Member States by actual costs related to investments are: France (34M€<sub>2017</sub>), Germany (26M€<sub>2017</sub>), Italy (25M€<sub>2017</sub>), Switzerland (20M€<sub>2017</sub>), and Spain (9M€<sub>2017</sub>). The actual costs of these Member States represent 63% of the terminal Union-wide costs. Figure 5 shows the details for each Member State.
- 53 Most of the Union-wide underspending (69%, equivalent to -17M€<sub>2017</sub>) in terminal investments costs compared to determined was realised by three Member States: Germany (-7M€<sub>2017</sub>, or -21%), France (-5.3M€<sub>2017</sub>, or -14%), and Hungary (-4.5M€<sub>2017</sub>, or -43%).
- 54 For terminal, the Member States with the largest percentage reductions in actual costs compared to determined are: Greece (-0.5M€<sub>2017</sub>, or -91%), Hungary (-4.5M€<sub>2017</sub>, or -43%), and Malta (-0.3M€<sub>2017</sub>, or -33%).
- 55 Similarly to en route, the main reason for the decrease in actual investment costs compared to the determined figures in the terminal charging zone is due to delays and postponements. The NSA of Malta did not provide an explanation for the discrepancies in costs.
- 56 On the other hand, five Member States had actual terminal investment costs that were higher than the determined. The Member States with the largest percentage difference are: Estonia (+0.3M€<sub>2017</sub>, or +47%), Poland (+1.2M€<sub>2017</sub>, or +16%), and Italy (+0.7M€<sub>2017</sub>, or +2.9%). The NSAs of these Member States attributed the increase in actual costs compared to the determined costs to higher interest rates on debt than initially planned.

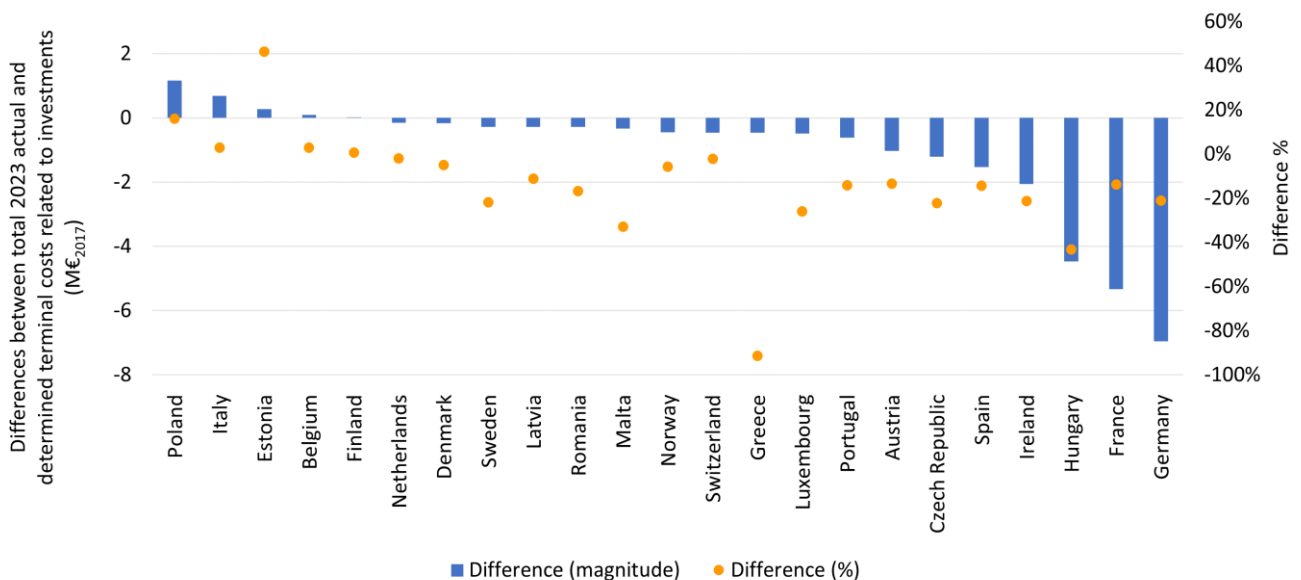


Figure 5 – 2023 terminal actual costs by Member State related to investments compared to the determined costs, sorted from highest to lowest difference in actual cost (M€<sub>2017</sub>) (source: PRB elaboration on reporting tables).<sup>19</sup>

<sup>19</sup> The following Member States are not included since they do not have a terminal charging zone: Bulgaria, Croatia, Cyprus, Lithuania, Slovakia, and Slovenia.

- 57 When analysing the data for RP3 to date (2020-2023), the actual costs related to en route and terminal investments amounted to 4,112M€<sub>2017</sub>, which is -133M€<sub>2017</sub> lower (-3.1%) than determined. This percentage difference deviates from the values reported in the monitoring reports (-1.8%). The differences between actual and determined costs varies among Member States, ranging between -57% for Greece and +20% for Slovakia.
- 58 The main driver contributing to the lower-than-planned investment costs for RP3 thus far is the decrease of actual depreciation costs (-164M€<sub>2017</sub>, or -4.9%). In contrast, the actual figures for cost of capital and leasing costs have surpassed the related determined costs by +3.3% and +6.1%, respectively (Table 6).

Investment costs by nature	RP3 to date determined costs (M€ <sub>2017</sub> )	RP3 to date actual costs (M€ <sub>2017</sub> )	Difference (M€ <sub>2017</sub> /%)
Depreciation	3,318	3,154	-164/ -4.9%
Cost of capital	892	921	+29/ +3.3%
Leasing costs	35	37	+2.1/ +6.1%
<b>Total</b>	<b>4,245</b>	<b>4,112</b>	<b>-133/ -3.1%</b>

Table 6 – Comparison of RP3 to date Union-wide actual versus determined costs related to investments – by nature of costs (source: PRB elaboration on reporting tables).

### 3 NEW MAJOR INVESTMENTS (EN ROUTE AND TERMINAL)

#### 3.1 Type of new major investments

59 Out of the total actual costs of investments at Union-wide level for 2023, 49% corresponds to ATM systems, 25% to infrastructure, 12% to CNS systems, 5% to ancillary, 7% to other, and 3% to unknown.<sup>20</sup> The largest absolute underspend compared to determined costs corresponds to Infrastructure projects (-25M€<sub>2017</sub>, or -21%). CNS systems display an underspend of -6.6M€<sub>2017</sub> (or -12%), while ATM systems have an underspend of -1.0M€<sub>2017</sub> (or -0.5%). The other types of new major investments display an overspend as shown in Table 7.

60 Out of the total 169 new major investments at Union-wide level, 59 were categorised as ATM systems. In 2023, nearly all Member States reported costs for new major investments into ATM systems, with the exception of Bulgaria, Finland, Estonia, Luxembourg, Malta, and Slovenia. The top three new major investments in ATM systems with the highest actual costs in 2023 are:

- “4-FLIGHT” in France (with actual cost of 45M€<sub>2017</sub> and an overspend of 11M€<sub>2017</sub>);
- “Digital Tech” in Spain (with actual cost of 30M€<sub>2017</sub> and an overspend of 6M€<sub>2017</sub>); and
- “COFLIGHT (FR)” in France (with actual cost of 23M€<sub>2017</sub> and an underspend of -1M€<sub>2017</sub>).

61 A total of 31 new major investments at Union-wide level correspond to infrastructure investments. The top three new major investments in infrastructure with the largest actual costs in 2023 are:

- “MCO and evol CNS/ATM” in France (with actual cost of 75M€<sub>2017</sub> and an underspend of -22M€<sub>2017</sub>);
- “TORRI REMOTE” in Italy (with actual cost of 6.2M€<sub>2017</sub> and an overspend of 3.3M€<sub>2017</sub>); and
- “Dublin Tower - Building” in Ireland (with actual cost of 3.2M€<sub>2017</sub> and an overspend of 0.2M€<sub>2017</sub>).

62 A total of 59 new major investments were categorised as CNS systems. The top three investments in CNS systems with the largest actual costs in 2023 are:

- “Digital Network” in Spain (with actual cost of 8.5M€<sub>2017</sub> and an underspend of -1.1 M€<sub>2017</sub>);
- “RADAR” in Italy (with actual cost of 8.0M€<sub>2017</sub> and an overspend of 4.1M€<sub>2017</sub>); and
- “NVCS” in France (with actual cost of 7.6M€<sub>2017</sub> and an overspend of 1M€<sub>2017</sub>).

Category	Determined costs (M€ <sub>2017</sub> )	Actual costs (M€ <sub>2017</sub> )	Actual vs determined (M€ <sub>2017</sub> )	Actual vs determined (%)	% of actual costs in total investment costs	Joint initiatives (% of actual costs in total costs)
ATM systems	194	193	-1.0	-0.5%	49%	24%
Infrastructure	123	97	-25	-21%	25%	0.1%
CNS systems	54	48	-6.6	-12%	12%	18%
Ancillary	14	19	+5.2	+37%	5%	44%
Other	24	26	+1.8	+7.6%	7%	5%
Unknown	2.2	11	+8.7	+398%	3%	0%
<b>Total</b>	<b>411</b>	<b>394</b>	<b>-17.2</b>	<b>-4.2%</b>	<b>100%</b>	<b>16%</b>

Table 7 – Categorisation of new major investments (source: PRB elaboration on monitoring reports).

<sup>20</sup> When investments relate to more than one category, they are classified into the category that they fit in most. For example, if one investment mostly relates to ATM systems but also include CNS systems and/or infrastructure (and vice versa), it will be categorised as ATM systems. The investments are categorised disregarding their status of Common Project One (CP1) or otherwise. Poland reported one additional new major investment compared to its performance plan. This investment is not included in this section as the relevant information is not available.



63 A total of 59 new major investments were categorised as CNS systems. The top three investments in CNS systems with the largest actual costs in 2023 are:

- “Digital Network” in Spain (with actual cost of 8.5M€<sub>2017</sub> and an underspend of -1.1 M€<sub>2017</sub>);
- “RADAR” in Italy (with actual cost of 8.0M€<sub>2017</sub> and an overspend of 4.1M€<sub>2017</sub>); and
- “NVCS” in France (with actual cost of 7.6M€<sub>2017</sub> and an overspend of 1M€<sub>2017</sub>).

64 Ten new major investments deployed by seven Member States were categorised as ancillary in 2023. These projects represent 4.9% of the total actual cost of investments related to new major investments.

65 France reported a significant overspend for new major investment “4-FLIGHT” (+11M€<sub>2017</sub>). The French NSA explains that this is due to a new strategy to accelerate the implementation of the system and to the development of a new version of the system implementing corrections to technical issues. France also reported a significant underspend for new major investments “MCO and evol CNS/ATM” (-22M€<sub>2017</sub>), and “SYSAT” (-6.9M€<sub>2017</sub>). Regarding the former, the NSA reports that the underspending is due to shifted priority to major ATM systems like “4-FLIGHT”. For “SYSAT”, the underspending is due to the delay of some expenditure to 2024 and subsequent years.

66 Switzerland reported a significant overspend (+8.6M€<sub>2017</sub>) for new major investment “Virtual Center”. The NSA has not provided a justification of the difference between the determined and the actual costs related to this investment.

### *Cross-border or cross-sectoral cooperation*

67 Out of the total 169 new major investments at Union-wide level, 28 were deployed under joint initiatives in 15 Member States (e.g. cross-border or cross-sectoral cooperation).

68 The largest actual amounts deployed in 2023 under reported joint initiatives correspond to ATM

and CNS systems. Within the Union-wide actual costs related to ATM systems, 24% (46M€<sub>2017</sub>) corresponds to cross-border or cross-sectoral (ANS/airport) joint initiatives, out of which 89% (41M€<sub>2017</sub>) corresponds to:

- COFLIGHT (FR)<sup>21</sup> (23M€<sub>2017</sub>) in France; and
- COOPANS<sup>22</sup> in Austria, Croatia, Denmark, Ireland, and Sweden (4.9M€<sub>2017</sub>), as well as for TOPLIS - TOPSKY ACC<sup>23</sup> in Portugal (13M€<sub>2017</sub>).

69 Out of the actual costs of investments classified as CNS systems, 18% (8.7M€<sub>2017</sub>) correspond to cross-border or cross-sectoral (ANS/airport) joint initiatives, out of which 87% (7.6M€<sub>2017</sub>) correspond to New Voice Communication System in France implemented in cooperation with MUAC.

### *3.2 Expected benefits from new major investments*

70 This section describes at Union-wide level and at Member State level four types of benefits from new major investments as reported by Member States. The benefits relate to:

- Network, local, and non-performance impact;
- The four KPAs of the performance and charging scheme (i.e. safety, environment, capacity, and cost-efficiency);
- Interoperability and scalability of operations; and
- CP1 which supports the European ATM Master Plan.

#### *Network, local, and non-performance impact*

71 Regulation (EU) 2021/116 Article 4(6) (b) and (c) provides that Common projects shall (i) “*identify any potential local or regional negative impact for any specific category of operational stakeholder*” and (ii) “*take account of the relevant deployment elements specified in the Network Strategy Plan and the Network Operations Plan of the Network Manager*”.

72 The Union-wide actual costs in new major investments with a reported expected positive network impact in 2023 amount to 163M€<sub>2017</sub> (41% of the

<sup>21</sup> COFLIGHT is an FDPS (Flight Data Processing Systems) implemented through cooperation of France and Italy. More information can be found [here](#).

<sup>22</sup> COOPANS is a partnership of the air navigation service providers of Austria, Croatia, Denmark, Ireland, Portugal, and Sweden. More information can be found [here](#).

<sup>23</sup> TOPLIS-TOPSKY is the implementation of the ATM system in Portugal.

total Union-wide actual costs of new major investments). The three largest new major investments expected to have network impact are: “4-FLIGHT” (France), “COFLIGHT (FR)” (France), and “Digital Tech” (Spain).

- 73 Costs of investments with an expected positive local impact amount to 171M€<sub>2017</sub> (43% of the total Union-wide actual costs of new major investments). The largest new major investments with expected local impact are and “COFLIGHT (FR)” (France), “Digital Tech” (Spain) and “ENAIRE's Digital Transformation” (Spain).
- 74 Finally, the costs of investments with positive non-performance impact amount to 95M€<sub>2017</sub> (24% of the total Union-wide actual costs of new major investments). Examples of positive non-performance impact of investments are: Resilience, continuity of operations, modernisation, and staff wellbeing. The largest new major investments with expected positive non-performance were the same as for expected positive impact (paragraph above).

#### *Benefits to the four KPAs*

- 75 The total actual costs in new major investments expected to bring benefits to the safety KPA in 2023 amount to 294M€<sub>2017</sub> (75% of the Union-wide actual costs of new major investments). As reported by the Member States, these investments are expected to improve safety through the effectiveness of safety management systems. The majority of investments expected to bring benefits to safety were classified as ATM systems (45%) and infrastructure (39%).
- 76 With respect to the environment KPA, the actual costs related to new major investments expected to bring benefits in 2023 amount to 191M€<sub>2017</sub> (49% of the Union-wide actual costs of new major investments). These investments are expected to improve the environment by reducing CO<sub>2</sub> emissions, such as investments aimed at reducing the flown trajectory to the shortest route, or related to the implementation of continuous climb and descent operations (CCO/CDO). The majority of investments expected to benefit the environment are classified as ATM systems, with network and local impact.

- 77 For the capacity KPA, the total actual costs of new major investments expected to bring benefits in was 319M€<sub>2017</sub> (81% of the Union-wide actual costs of new major investments). Member States reported that the investments are expected to reduce delays and to accommodate more traffic. The majority of investments expected to bring benefits to capacity were classified as ATM systems, with network and local impact.
- 78 Finally, the total actual costs of new major investments expected to bring benefits to the cost-efficiency KPA in 2023 was 230M€<sub>2017</sub> (58% of the Union-wide actual costs of new major investments). The majority of these investments are classified as ATM systems with local impact. However, Member States indicate that eight investments, corresponding to 1.0M€<sub>2017</sub>, (“New technical, ACC and tower building” in Latvia, “Aeronautical data management system – digitalization” in Lithuania, “New technical, ACC and tower building” in Lithuania, and five investments of ANSP EA in Spain) are expected to have a negative impact on cost-efficiency, by increasing determined costs.

#### *Interoperability and scalability of operations*

- 79 Interoperability of systems represents the ability of systems to provide services to and accept services from other systems and to use the services that are exchanged to enable them to operate effectively. Interoperability of systems is improved when a system is compatible between Member States, which facilitates the seamless provision of services to airspace users.<sup>24</sup> For 2023, nine Member States reported actual costs for new major investments improving interoperability of systems equal to 121M€<sub>2017</sub> (31% of the Union-wide actual costs of new major investments). The majority of these investments corresponds to ATM systems (106M€<sub>2017</sub>, or 88% of investments), with the three largest ATM investments being: “4-FLIGHT” in France (45M€<sub>2017</sub>), “Digital Tech” in Spain (30M€<sub>2017</sub>), and “TOPLIS - TOPSKY ACC” in Portugal (13M€<sub>2017</sub>).
- 80 Scalability is the ability to quickly react to unforeseen changes in the demand for services by adapting business processes, the use of resources and the size of the operation. Scalability means upward and downward adaptation, as required by the demand situation. Three Member States

<sup>24</sup> More information can be found [here](#).

reported to have spent a total of 6.7M€<sub>2017</sub> in 2023 in new major investments that are expected to improve scalability of operations. This represents 1.7% of the Union-wide actual costs of new major investments.

83 Six Member States (Croatia, Cyprus, Hungary, Luxembourg, Romania, and Slovakia) and MUAC reported that the entirety of the actual costs related to new major investments in 2023 are costs of investments linked to the CP1/ATM Master Plan.

*Common Project One and ATM Master Plan*

- 81 The total actual costs of investments mandated by the Regulation (EU) 2021/116 on the Common Project One amount to 200M€<sub>2017</sub> in 2023. When considering also the investments that are indicated in the performance plans as linked to the ATM Master Plan objectives, the amount equals 323M€<sub>2017</sub>. Altogether, the total actual costs of investments related to the CP1/ATM Master Plan represents 82% of the Union-wide actual costs of new major investments for 2023.
- 82 The share of new major investments linked to the CP1/ATM Master Plan in comparison to the total actual costs of new major investments at Member State level for 2023 is showed in Figure 6. 22 Member States reported costs of new major investments related to the CP1/ATM Master Plan in 2023. The Member States with the largest actual costs of such investments in 2023 were those of France (165M€<sub>2017</sub>), Italy (42M€<sub>2017</sub>), and Spain (41M€<sub>2017</sub>). The investment costs of the top three Member States represent 63% (248M€<sub>2017</sub>) of the total costs related to new major investments.

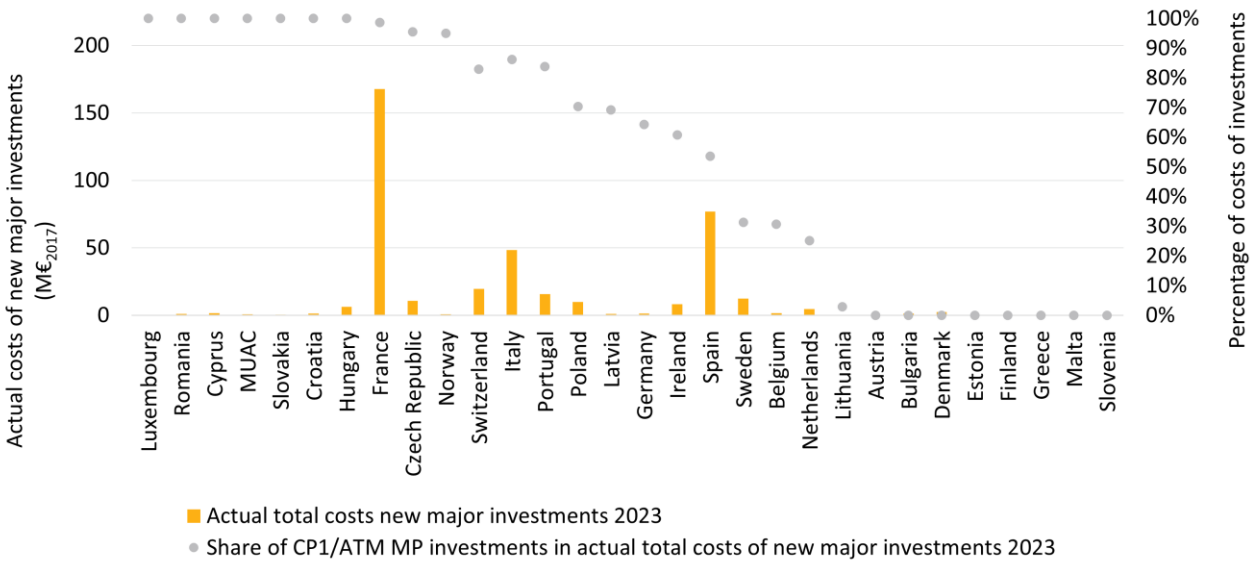


Figure 6 – 2023 actual costs of investments linked to the CP1/ATM MP by Member State (source: PRB elaboration on monitoring reports).

## 4 UNION FUNDING GRANTED AND DECLARED IN 2023

- 84 To analyse the Union funding granted and declared, this report has used two sources: (i) The declared awarded funding reported in the reporting tables and (ii) the SDM payments data (which provides actual payments of EU grants to ANSPs for SESAR projects and the project funding overview where ANSPs are implementing partners).<sup>25</sup> The two sources are not fully aligned due to a different payment cycle posing a challenge to fully reconcile the amounts (e.g. advance, interim, and final payments for a given project), and because part of the Union funding is not provided by SDM (e.g. funds provided directly from CINEA).
- 85 The total Union funding declared by Member States for 2023 amounts to 6.7% of the total Union-wide actual costs related to investments (73M€<sub>2017</sub>, 68M€<sub>2017</sub> for en route and 5M€<sub>2017</sub> for terminal). The total SDM payments amounts to 51M€<sub>2017</sub>, -22M€<sub>2017</sub> less than the self-declared funds (Table 8). However, for 15 Member States the SDM amounts are higher than the self-declared funding. For these Member States, the total gap between the two amounts is 17M€<sub>2017</sub>.
- 86 The Union funding declared by Member States in the reporting tables compared to the actual costs of investments in 2023 per Member State is showed in Figure 7 (next page). The largest amounts of Union funding have been declared by Spain (12M€<sub>2017</sub>), the Netherlands (11M€<sub>2017</sub>), and Germany (11M€<sub>2017</sub>). In terms of share of funding compared to actual costs of investments, Finland (86%), Croatia (42%), and the Netherlands (39%), reported the highest percentage of Union funding.
- 87 The Member States that received most SDM funding are: Germany (14M€<sub>2017</sub>, 27% of the total SDM funding), Czech Republic (8.5M€<sub>2017</sub>, 17%), and Spain (7.6M€<sub>2017</sub>, 15%).
- 88 The SDM data shows that ten Member States (Austria, Cyprus, Czech Republic, Estonia, Ireland, Lithuania, Malta, Portugal, Romania, and Slovakia) and MUAC received SDM funding for a total of 13M€<sub>2017</sub> but did not self-declare it. Due to the mismatches between the reporting of project

titles that were awarded funding (e.g. project references) and the new major investments naming, it is difficult to identify the sources of such differences.

- 89 When analysing the Union funding granted and declared for RP3 to date (2020-2023), the total Union funding declared by Member States amounts to 7% of the total Union-wide actual costs related to investments, equivalent to 289M€<sub>2017</sub> (268M€<sub>2017</sub> for en route and 20M€<sub>2017</sub> for terminal), while the total SDM payments amount to 237M€<sub>2017</sub> (Table 8).

	2020	2021	2022	2023	RP3 to date
<b>Self-declared funds (M€<sub>2017</sub>)</b>	65	84	66	73	289
<b>SDM payment (M€<sub>2017</sub>)</b>	13	100	74	51	237
<b>Difference (M€<sub>2017</sub>)</b>	-51	+16	+7.7	-22	-52

Table 8 – Self-declared funds vs SDM payments (source: PRB elaboration on reporting tables).

<sup>25</sup> The declared funding is provided in tables T4 of the reporting tables.

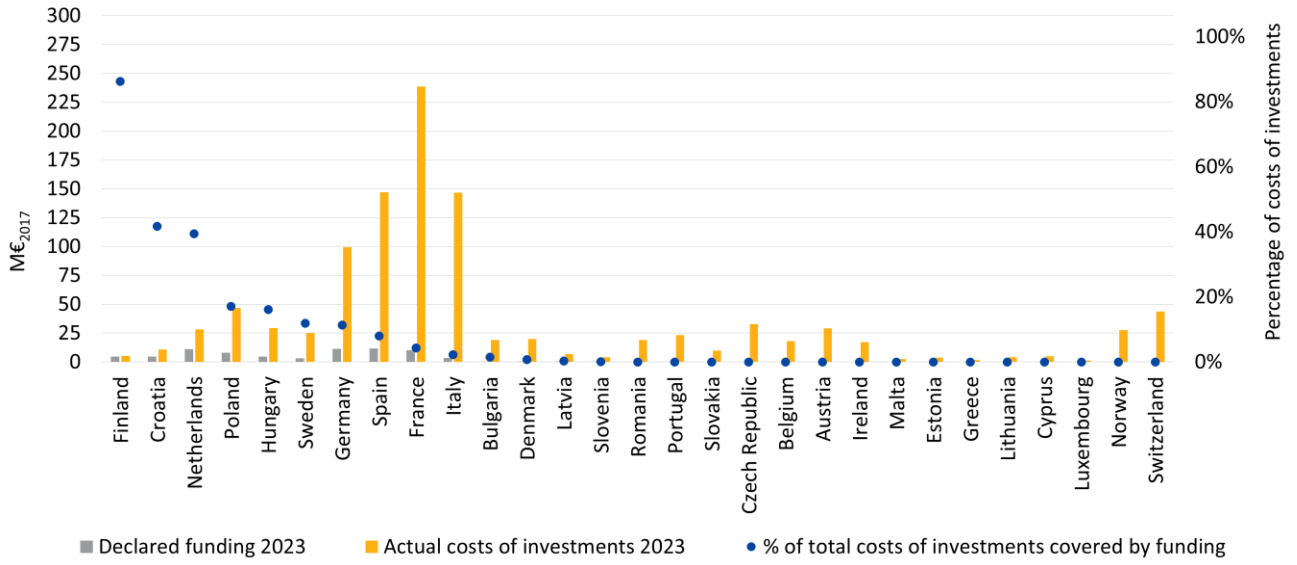


Figure 7 – Actual costs of investments vs funding declared per Member State in 2023 (source: PRB elaboration on reporting tables).<sup>26</sup>

<sup>26</sup> Spain consists of Spain Continental and Spain Canarias.

## 5 CONCLUSIONS

- 90 According to the Member States monitoring reports, at Union-wide level, the difference between actual and determined costs related to investments is -4.9%. The difference varies across Member States, ranging from -87% to +8.8%. When reporting the investments made in RP3 to date (2020-2023), based on the monitoring reports, Member States underspent -1.8%. The underspend in costs of investments widens to -3.1% when derived from the reporting tables.
- 91 The underspending in investment costs of some Member States suggests delays or partial implementation of the approved performance plans. The PRB will take into consideration the implementation of the RP3 performance plans when assessing the RP4 cost-efficiency targets and reiterates its recommendations made in the Annual Monitoring Reports of 2022 and 2021, urging those Member States that underspent to take immediate, adequate, and proportionate action to implement the relevant investment plans they committed to in their performance plans.
- 92 Similarly to the 2022 Annual Monitoring Report, there is a discrepancy between the amounts reported in the monitoring reports and the reporting tables. The PRB reiterates its recommendation urging the Member States to correct any difference in the reporting between the reporting tables and the monitoring reports.
- 93 The quality of data included in the monitoring reports should be improved to allow for more transparent and meaningful monitoring.

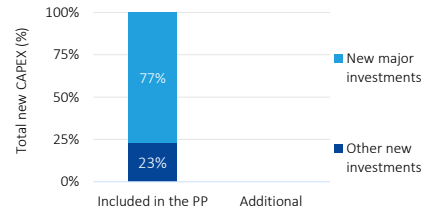
6.1 Austria – Austro Control

Austria underspent 5.5M€<sub>2017</sub> (-16%) in costs related to investments for en route and terminal in 2023 compared to the determined costs. Austria planned nine new major investments for RP3, however, it did not report the breakdown of the costs related to investments by new major, other new, and existing investments. The lack of detailed information does not permit to analyse the cost-efficiency performance by type of investment nor the status of delivery of new major investments in 2023.

CAPEX FOR NEW INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN AUSTRIA | Austro Control

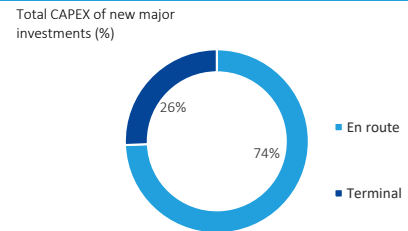
Determined and additional CAPEX by value of individual investments (M€<sub>2017</sub>) RP3

Total CAPEX for new investments	129,84	% of total
<b>New major investments (above 5M€ each)<sup>1</sup></b>	<b>100,25</b>	<b>77%</b>
Included in the performance plan	100,25	77%
Additional <sup>2</sup>	0,00	0%
<b>Other new investments (below 5M€ each)<sup>3</sup></b>	<b>29,59</b>	<b>23%</b>
Included in the performance plan	29,59	23%
Additional	0,00	0%



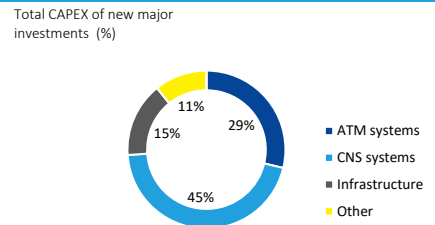
Determined CAPEX: en route and terminal (M€<sub>2017</sub>) RP3

Total CAPEX for new major investments	100,25	% of total
En route	74,54	74%
Terminal	25,71	26%

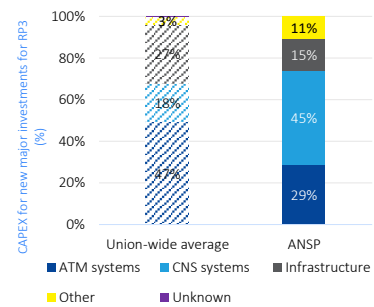
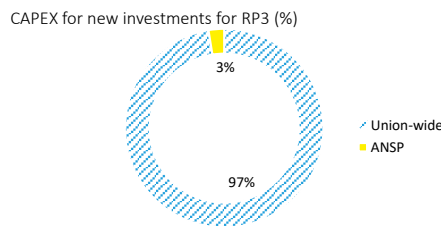
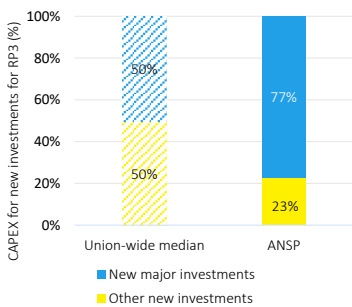


Determined CAPEX by type of investment (M€<sub>2017</sub>) RP3

Total CAPEX for new major investments	100,25	% of total
ATM systems	28,82	29%
CNS systems	45,28	45%
Infrastructure	15,36	15%
Other	10,79	11%
Unknown	0,00	0%



CAPEX for new investments: ANSP compared to Union-wide RP3



Unless otherwise stated, the Union-wide median values are reported as a measure of central tendency that is robust to outliers.

The Union-wide average values have a high standard deviation: ATM systems (33%), CNS systems (27%), infrastructure (21%), Other (1%), unknown (5%).

1. New major investments: "acquisition, development, replacement, upgrade, or leasing of fixed assets representing a total value over the whole lifetime of the assets greater than EUR 5 million in real terms" (Reg. 2019/317 art. 2 (13)).  
 2. Additional investments are those investments not foreseen as part of the performance plan.  
 3. Other new investments: new investments or replacements/upgrades of existing assets representing a total value over the whole lifetime of the asset below 5M€ in real terms.

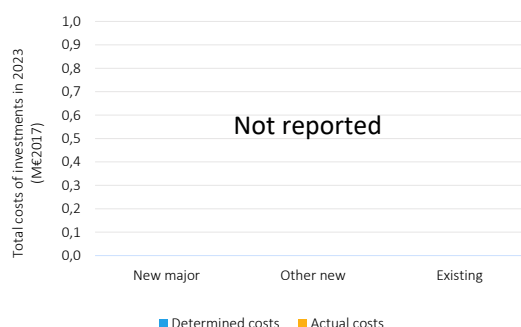
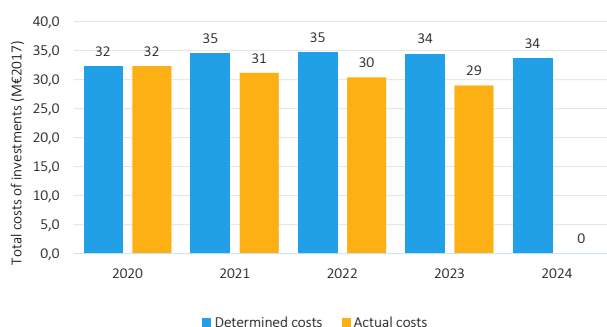
## COSTS RELATED TO INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN

AUSTRIA | Austro Control

Determined costs: new and existing investments (M€ <sub>2017</sub> ) <sup>1</sup>	2020D	2021D	2022D	2023D	2024D	RP3 to date
<b>Total costs</b>	<b>32,34</b>	<b>34,56</b>	<b>34,65</b>	<b>34,47</b>	<b>33,71</b>	<b>136,03</b>
<b>New major investments</b>	<b>Not reported</b>	<b>Not reported</b>	<b>Not reported</b>	<b>Not reported</b>	<b>Not reported</b>	<b>Not reported</b>
% New major investments in total costs of investments	N/A	N/A	N/A	N/A	N/A	N/A
<b>Other new investments</b>	<b>Not reported</b>	<b>Not reported</b>	<b>Not reported</b>	<b>Not reported</b>	<b>Not reported</b>	<b>Not reported</b>
% Other new investments in total costs of investments	N/A	N/A	N/A	N/A	N/A	N/A
<b>Existing investments</b>	<b>Not reported</b>	<b>Not reported</b>	<b>Not reported</b>	<b>Not reported</b>	<b>Not reported</b>	<b>Not reported</b>
% Existing investments in total costs of investments	N/A	N/A	N/A	N/A	N/A	N/A

Actual costs: new and existing investments (M€ <sub>2017</sub> )	2020A	2021A	2022A	2023A	2024A	RP3 to date
<b>Total costs</b>	<b>32,34</b>	<b>31,18</b>	<b>30,38</b>	<b>28,97</b>	-	<b>122,87</b>
<b>New major investments</b>	<b>Not reported</b>	<b>Not reported</b>	<b>Not reported</b>	<b>Not reported</b>	-	<b>Not reported</b>
% New major investments in total costs of investments	N/A	N/A	N/A	N/A	-	N/A
<b>Other new investments</b>	<b>Not reported</b>	<b>Not reported</b>	<b>Not reported</b>	<b>Not reported</b>	-	<b>Not reported</b>
% Other new investments in total costs of investments	N/A	N/A	N/A	N/A	-	N/A
<b>Existing investments</b>	<b>Not reported</b>	<b>Not reported</b>	<b>Not reported</b>	<b>Not reported</b>	-	<b>Not reported</b>
% Existing investments in total costs of investments	N/A	N/A	N/A	N/A	-	N/A

Actual minus determined costs (M€ <sub>2017</sub> )	2020	2021	2022	2023	2024	RP3 to date
<b>Total difference</b>	<b>0</b>	<b>(3,38)</b>	<b>(4,28)</b>	<b>(5,50)</b>	-	<b>(13,16)</b>
<b>New major investments</b>	<b>Not reported</b>	<b>Not reported</b>	<b>Not reported</b>	<b>Not reported</b>	-	<b>Not reported</b>
% change of actual with respect to determined	N/A	N/A	N/A	N/A	-	N/A
<b>Other new investments</b>	<b>Not reported</b>	<b>Not reported</b>	<b>Not reported</b>	<b>Not reported</b>	-	<b>Not reported</b>
% change of actual with respect to determined	N/A	N/A	N/A	N/A	-	N/A
<b>Existing investments</b>	<b>Not reported</b>	<b>Not reported</b>	<b>Not reported</b>	<b>Not reported</b>	-	<b>Not reported</b>
% change of actual with respect to determined	N/A	N/A	N/A	N/A	-	N/A



1. The performance plans include costs related to investments which comprise depreciation cost, cost of capital, and cost of leasing.

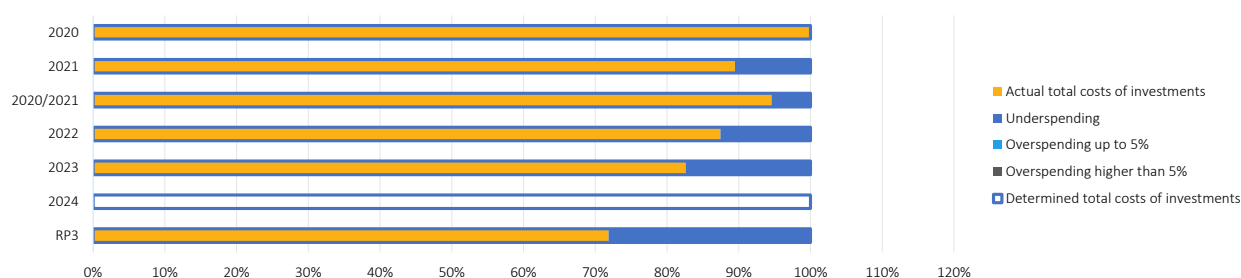
Austria did not provide a breakdown of the costs of investments by new major, other new, and existing investments.



## COSTS RELATED TO INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN

AUSTRIA - En route | Austro Control

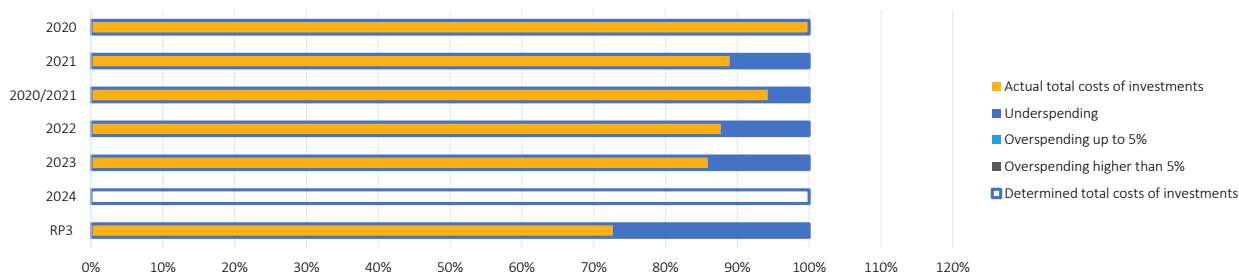
Determined costs by nature (M€ <sub>2017</sub> )	2020D	2021D	2020D/2021D	2022D	2023D	2024D	RP3 to date
<b>Total costs of new and existing investments</b>	<b>23,69</b>	<b>25,24</b>	<b>48,93</b>	<b>25,29</b>	<b>25,30</b>	<b>24,72</b>	<b>99,53</b>
Depreciation	19,53	20,26	39,79	20,23	20,41	20,03	80,42
Cost of capital	4,16	4,99	9,14	5,07	4,90	4,69	19,11
Cost of leasing	0,00	0,00	0,00	0,00	0,00	0,00	0,00
<b>Actual costs by nature (M€<sub>2017</sub>)</b>	<b>2020A</b>	<b>2021A</b>	<b>2020A/2021A</b>	<b>2022A</b>	<b>2023A</b>	<b>2024A</b>	<b>RP3 to date</b>
<b>Total costs of new and existing investments</b>	<b>23,69</b>	<b>22,58</b>	<b>46,27</b>	<b>22,12</b>	<b>20,90</b>	-	<b>89,28</b>
Depreciation	19,53	18,71	38,24	18,35	17,34	-	73,92
Cost of capital	4,16	3,87	8,03	3,77	3,56	-	15,36
Cost of leasing	0,00	0,00	0,00	0,00	0,00	-	-
<b>Actual minus determined costs (M€<sub>2017</sub>)</b>	<b>2020</b>	<b>2021</b>	<b>2020/2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>RP3 to date</b>
<b>Total difference</b>	<b>0,00</b>	<b>(2,66)</b>	<b>(2,66)</b>	<b>(3,18)</b>	<b>(4,40)</b>	-	<b>(10,24)</b>
Depreciation	0,00	(1,55)	(1,55)	(1,88)	(3,07)	-	(6,50)
Cost of capital	0,00	(1,11)	(1,11)	(1,30)	(1,34)	-	(3,75)
Cost of leasing	0,00	0,00	0,00	0,00	0,00	-	-



## COSTS RELATED TO INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN

AUSTRIA - Terminal | Austro Control

Determined costs by nature (M€ <sub>2017</sub> )	2020D	2021D	2020D/2021D	2022D	2023D	2024D	RP3 to date
<b>Total costs of new and existing investments</b>	<b>6,77</b>	<b>7,38</b>	<b>14,15</b>	<b>7,46</b>	<b>7,23</b>	<b>7,06</b>	<b>28,84</b>
Depreciation	5,64	5,96	11,60	5,97	5,81	5,69	23,38
Cost of capital	1,12	1,43	2,55	1,49	1,42	1,37	5,46
Cost of leasing	0,00	0,00	0,00	0,00	0,00	0,00	0,00
<b>Actual costs by nature (M€<sub>2017</sub>)</b>	<b>2020A</b>	<b>2021A</b>	<b>2020A/2021A</b>	<b>2022A</b>	<b>2023A</b>	<b>2024A</b>	<b>RP3 to date</b>
<b>Total costs of new and existing investments</b>	<b>6,77</b>	<b>6,57</b>	<b>13,33</b>	<b>6,54</b>	<b>6,21</b>	-	<b>26,08</b>
Depreciation	5,64	5,48	11,12	5,48	5,18	-	21,78
Cost of capital	1,12	1,09	2,21	1,06	1,03	-	4,30
Cost of leasing	0,00	0,00	0,00	0,00	0,00	0,00	0,00
<b>Actual minus determined costs (M€<sub>2017</sub>)</b>	<b>2020</b>	<b>2021</b>	<b>2020/2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>RP3 to date</b>
<b>Total difference</b>	<b>0,00</b>	<b>(0,82)</b>	<b>(0,82)</b>	<b>(0,92)</b>	<b>(1,02)</b>	-	<b>(2,76)</b>
Depreciation	0,00	(0,48)	(0,48)	(0,49)	(0,63)	-	(1,60)
Cost of capital	0,00	(0,34)	(0,34)	(0,43)	(0,39)	-	(1,16)
Cost of leasing	0,00	0,00	0,00	0,00	0,00	-	0,00



The total costs of investments included in the monitoring report do not match the total costs of investments included in the reporting tables.

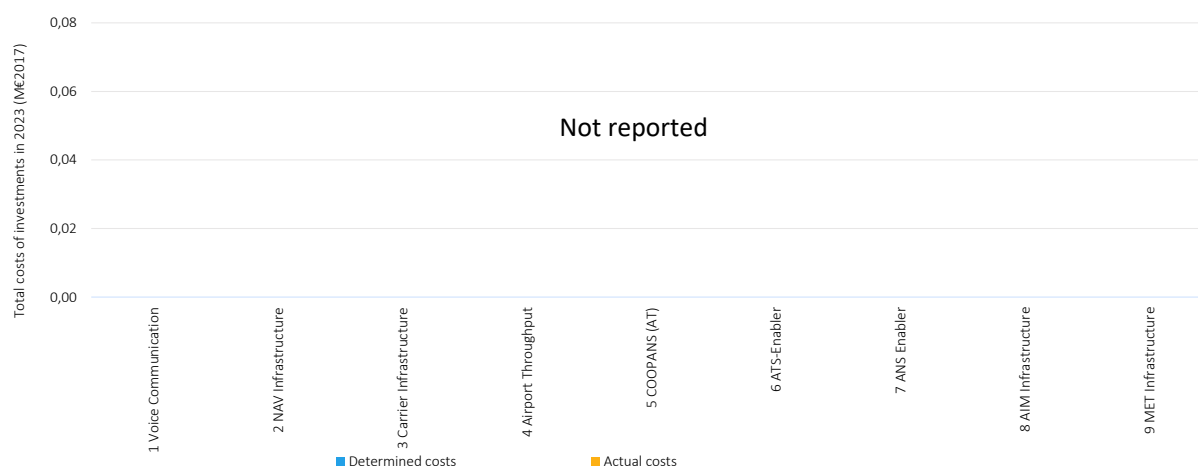
No explanation on the differences has been provided. Austria underspent 5.4M€<sub>2017</sub> in costs related to investments (-4.4M€<sub>2017</sub> in en route and -1M€<sub>2017</sub> in terminal) in 2023. For RP3 to date Austria underspent 13M€<sub>2017</sub> in costs related to investments. These amounts shall be reimbursed to the airspace users through a reduction of future unit rate(s), unless the NSA decides after consultation with the users, that the ANSP shall not reimburse a part of the difference according to article 28 of Regulation (EU) 2019/317. [17](#)

**COSTS BY NEW MAJOR INVESTMENTS** AUSTRIA | Austro Control

Determined costs (M€ <sub>2017</sub> ) <sup>1</sup>	2020D	2021D	2022D	2023D	2024D	RP3 to date
<b>Total costs of investments</b>	-	-	-	-	-	-
1 Voice Communication	Not reported	Not reported	Not reported	Not reported	Not reported	-
2 NAV Infrastructure	Not reported	Not reported	Not reported	Not reported	Not reported	-
3 Carrier Infrastructure	Not reported	Not reported	Not reported	Not reported	Not reported	-
4 Airport Throughput	Not reported	Not reported	Not reported	Not reported	Not reported	-
5 COOPANS (AT)	Not reported	Not reported	Not reported	Not reported	Not reported	-
6 ATS-Enabler	Not reported	Not reported	Not reported	Not reported	Not reported	-
7 ANS Enabler	Not reported	Not reported	Not reported	Not reported	Not reported	-
8 AIM Infrastructure	Not reported	Not reported	Not reported	Not reported	Not reported	-
9 MET Infrastructure	Not reported	Not reported	Not reported	Not reported	Not reported	-

Actual costs (M€ <sub>2017</sub> )	2020A	2021A	2022A	2023A	2024A	RP3 to date
<b>Total costs of investments</b>	-	-	-	-	-	-
1 Voice Communication	Not reported	Not reported	Not reported	Not reported	Not reported	-
2 NAV Infrastructure	Not reported	Not reported	Not reported	Not reported	Not reported	-
3 Carrier Infrastructure	Not reported	Not reported	Not reported	Not reported	Not reported	-
4 Airport Throughput	Not reported	Not reported	Not reported	Not reported	Not reported	-
5 COOPANS (AT)	Not reported	Not reported	Not reported	Not reported	Not reported	-
6 ATS-Enabler	Not reported	Not reported	Not reported	Not reported	Not reported	-
7 ANS Enabler	Not reported	Not reported	Not reported	Not reported	Not reported	-
8 AIM Infrastructure	Not reported	Not reported	Not reported	Not reported	Not reported	-
9 MET Infrastructure	Not reported	Not reported	Not reported	Not reported	Not reported	-

Actual minus determined costs of investments (M€ <sub>2017</sub> )	2020	2021	2022	2023	2024	RP3 to date
<b>Total difference in costs of investments</b>	-	-	-	-	-	-
1 Voice Communication	Not reported	Not reported	Not reported	Not reported	Not reported	-
2 NAV Infrastructure	Not reported	Not reported	Not reported	Not reported	Not reported	-
3 Carrier Infrastructure	Not reported	Not reported	Not reported	Not reported	Not reported	-
4 Airport Throughput	Not reported	Not reported	Not reported	Not reported	Not reported	-
5 COOPANS (AT)	Not reported	Not reported	Not reported	Not reported	Not reported	-
6 ATS-Enabler	Not reported	Not reported	Not reported	Not reported	Not reported	-
7 ANS Enabler	Not reported	Not reported	Not reported	Not reported	Not reported	-
8 AIM Infrastructure	Not reported	Not reported	Not reported	Not reported	Not reported	-
9 MET Infrastructure	Not reported	Not reported	Not reported	Not reported	Not reported	-



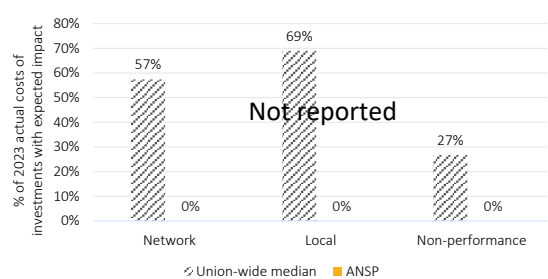
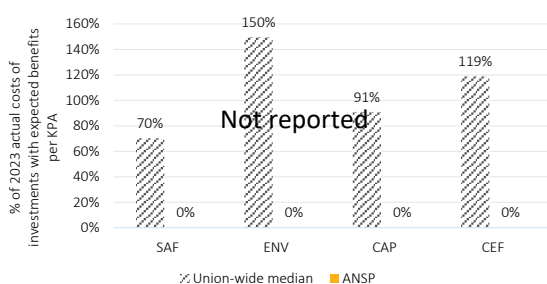
1. Determined costs comprise depreciation costs, cost of capital, and cost of leasing in the performance plans.

Austria did not report the costs related to individual new major investments. Austria noted in its monitoring report that new major investments are groups of smaller projects (below 5M€<sub>2017</sub>) that were presented as new major investments rather than other new investments for additional transparency.

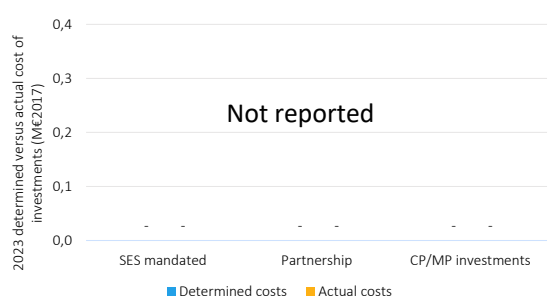
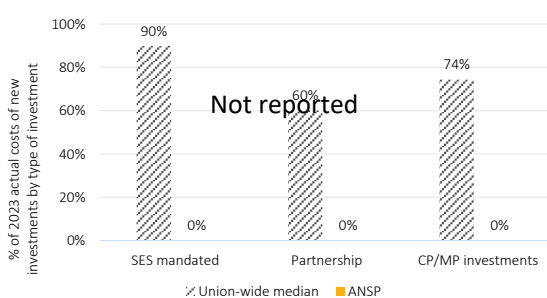
**EXPECTED BENEFIT AND IMPACT PER NEW MAJOR INVESTMENT** AUSTRIA | Austro Control

#	New major investments	Expected benefit per KPA			
		SAF	ENV	CAP	CEF
1	Voice Communication				
2	NAV Infrastructure				
3	Carrier Infrastructure	X		X	X
4	Airport Throughput	X		X	
5	COOPANS (AT)				X
6	ATS-Enabler				
7	ANS Enabler	X	X	X	X
8	AIM Infrastructure				
9	MET Infrastructure			X	

#	New major investments	Expected impact		
		Network	Local	Non-performance
1	Voice Communication			
2	NAV Infrastructure			
3	Carrier Infrastructure		X	X
4	Airport Throughput			
5	COOPANS (AT)			
6	ATS-Enabler			
7	ANS Enabler	X	X	X
8	AIM Infrastructure			
9	MET Infrastructure			



#	New major investments	EIO Date <sup>1</sup>	Status	SES Reg.	Partnership	ATM system	ATM sytem	CP/ MP <sup>2</sup>
1	Voice Communication	31/12/2024	Unknown	Yes	No	Yes	Yes	CP
2	NAV Infrastructure	31/12/2025	Unknown	Yes	No	No	No	MP
3	Carrier Infrastructure	31/12/2024	Unknown	No	No	Yes	Yes	MP
4	Airport Throughput	31/12/2024	Unknown	Yes	No	Yes	Yes	CP
5	COOPANS (AT)	31/12/2024	Unknown	Yes	Yes	Yes	Yes	CP
6	ATS-Enabler	31/12/2024	Unknown	Yes	No	Yes	Yes	CP
7	ANS Enabler	31/12/2024	Unknown	No	No	No	No	MP
8	AIM Infrastructure	31/12/2024	Unknown	Yes	No	Yes	Yes	CP



KPAs: SAF = Safety, ENV = Environment, CAP = Capacity, CEF = Cost-efficiency.

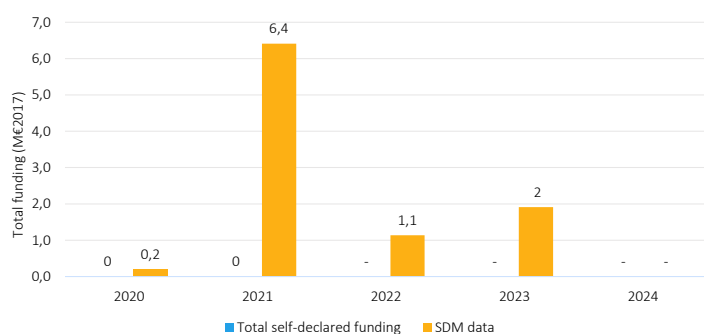
- EIO date = Date of entry into operation
- CP/MP = Common Project and Master Plan

Due to the lack of information with regards to the costs of investments and the progression of the investments, the status of the investments reported by Austria is uncertain. The investments have been marked as "unknown".

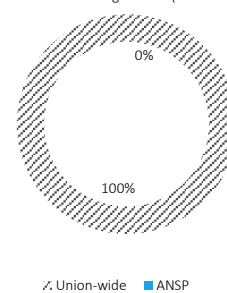
PUBLIC FUNDING GRANTED FOR TOTAL CAPEX (CEF/TEN-T) AUSTRIA | Austro Control

Actual funding declaration (M€ <sub>2017</sub> )	2020	2021	2022	2023	2024	RP3 to date
<b>Total funding declared</b>	<b>0,00</b>	<b>0,00</b>	<b>0,00</b>	<b>0,00</b>	<b>0,00</b>	<b>0,00</b>
En route funding declared	0,00	0,00	0,00	0,00	0,00	0,00
<i>En route funding that could not be assigned to a specific investment</i>	0,00	0,00	0,00	0,00	0,00	0,00
Terminal funding	0,00	0,00	0,00	0,00	0,00	0,00
<i>Terminal funding that could not be assigned to a specific investment</i>	0,00	0,00	0,00	0,00	0,00	0,00

Actual funding declaration vs payments (M€ <sub>2017</sub> )	2020	2021	2022	2023	2024	RP3 to date
<b>Difference between total funding declared vs received</b>	<b>(0,20)</b>	<b>-6,41</b>	<b>-1,14</b>	<b>-1,91</b>	<b>0,00</b>	<b>-9,66</b>
Total included in the funding declaration (reporting tables)	0,00	0,00	0,00	0,00	0,00	0,00
SDM Payment	0,20	6,41	1,14	1,91	0,00	9,66



Declared funding in 2023 (M€<sub>2017</sub>)



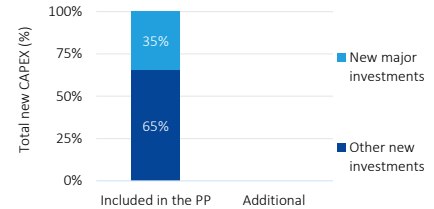
Austria did not declare any funding received in 2023, however SESAR Deployment Manager data indicates a payment of 1.9M€<sub>2017</sub> in 2023. For RP3 to date, Austria did not declare any funding, while SESAR Deployment Manager data indicates a payment of 9.7M€<sub>2017</sub>.

Belgium overspent 0.5M€<sub>2017</sub> (+3.3%) in costs related to investments for en route and terminal in 2023 compared to the determined costs. Belgium planned four new major investments for RP3, all of which have started.

Determined and additional CAPEX by value of individual investments (M€<sub>2017</sub>)

RP3

Total CAPEX for new investments	102,70	% of total
<b>New major investments (above 5M€ each)<sup>1</sup></b>	<b>35,47</b>	<b>35%</b>
Included in the performance plan	35,47	35%
Additional <sup>2</sup>	0,00	0%
<b>Other new investments (below 5M€ each)<sup>3</sup></b>	<b>67,23</b>	<b>65%</b>
Included in the performance plan	67,23	65%
Additional	0,00	0%

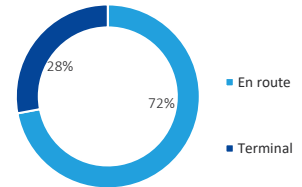


Determined CAPEX: en route and terminal (M€<sub>2017</sub>)

RP3

Total CAPEX for new major investments	35,47	% of total
En route	25,56	72%
Terminal	9,91	28%

Total CAPEX of new major investments (%)

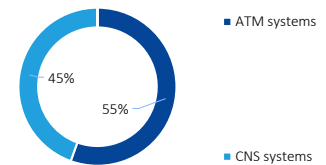


Determined CAPEX by type of investment (M€<sub>2017</sub>)

RP3

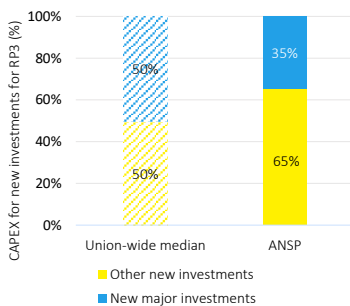
Total CAPEX for new major investments	35,47	% of total
ATM systems	19,69	55%
CNS systems	15,78	45%
Infrastructure	0,00	0%
Other	0,00	0%
Unknown	0,00	0%

Total CAPEX of new major investments (%)

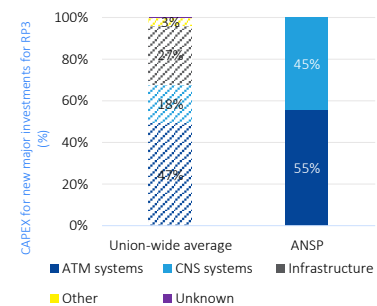
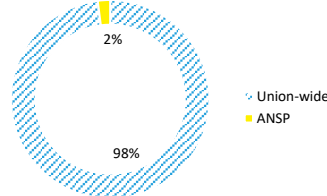


CAPEX for new investments: ANSP compared to Union-wide

RP3



CAPEX for new investments for RP3 (%)



Unless otherwise stated, the Union-wide median values are reported as a measure of central tendency that is robust to outliers.

The Union-wide average values have a high standard deviation: ATM systems (33%), CNS systems (27%), infrastructure (21%), Other (1%), unknown (5%).

1. New major investments: "acquisition, development, replacement, upgrade, or leasing of fixed assets representing a total value over the whole lifetime of the assets greater than EUR 5 million in real terms" (Reg. 2019/317 art. 2 (13)).
2. Additional investments are those investments not foreseen as part of the performance plan.
3. Other new investments: new investments or replacements/upgrades of existing assets representing a total value over the whole lifetime of the asset below 5M€ in real terms.

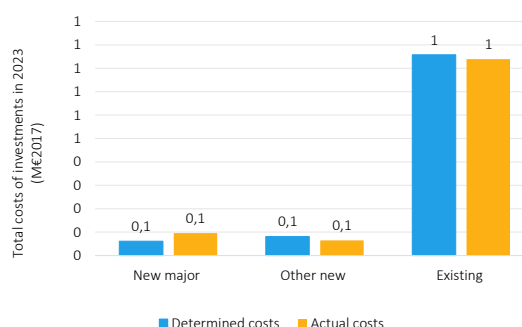
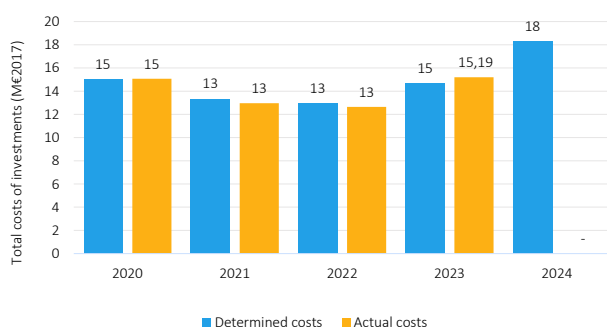
## COSTS RELATED TO INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN

BELGIUM | Skeyes

Determined costs: new and existing investments (M€ <sub>2017</sub> ) <sup>1</sup>	2020D	2021D	2022D	2023D	2024D	RP3 to date
<b>Total costs</b>	<b>15,07</b>	<b>13,36</b>	<b>12,98</b>	<b>14,71</b>	<b>18,31</b>	<b>56,12</b>
<b>New major investments</b>	<b>0,02</b>	<b>0,12</b>	<b>0,31</b>	<b>0,90</b>	<b>2,11</b>	<b>1,34</b>
% New major investments in total costs of investments	0%	1%	2%	6%	12%	2%
<b>Other new investments</b>	<b>1,22</b>	<b>1,43</b>	<b>1,43</b>	<b>1,19</b>	<b>1,25</b>	<b>5,27</b>
% Other new investments in total costs of investments	8%	11%	11%	8%	7%	9%
<b>Existing investments</b>	<b>13,84</b>	<b>11,81</b>	<b>11,24</b>	<b>12,62</b>	<b>14,95</b>	<b>49,51</b>
% Existing investments in total costs of investments	92%	88%	87%	86%	82%	88%

Actual costs: new and existing investments (M€ <sub>2017</sub> )	2020A	2021A	2022A	2023A	2024A	RP3 to date
<b>Total costs</b>	<b>15,07</b>	<b>12,95</b>	<b>12,65</b>	<b>15,19</b>	-	<b>55,87</b>
<b>New major investments</b>	<b>0,02</b>	<b>0,13</b>	<b>0,29</b>	<b>1,46</b>	-	<b>1,89</b>
% New major investments in total costs of investments	0%	1%	2%	10%	-	3%
<b>Other new investments</b>	<b>0,49</b>	<b>0,69</b>	<b>0,97</b>	<b>0,98</b>	-	<b>3,14</b>
% Other new investments in total costs of investments	3%	5%	8%	6%	-	6%
<b>Existing investments</b>	<b>14,56</b>	<b>12,14</b>	<b>11,39</b>	<b>12,75</b>	-	<b>50,84</b>
% Existing investments in total costs of investments	97%	94%	90%	84%	-	91%

Actual minus determined costs (M€ <sub>2017</sub> )	2020	2021	2022	2023	2024	RP3 to date
<b>Total difference</b>	<b>0,00</b>	<b>(0,40)</b>	<b>(0,33)</b>	<b>0,48</b>	-	<b>(0,25)</b>
<b>New major investments</b>	<b>0</b>	<b>0,01</b>	<b>(0,02)</b>	<b>0,56</b>	-	<b>0,55</b>
% change of actual with respect to determined	0%	8%	-8%	63%	-	41%
<b>Other new investments</b>	<b>(0,73)</b>	<b>(0,74)</b>	<b>(0,45)</b>	<b>(0,21)</b>	-	<b>(2,13)</b>
% change of actual with respect to determined	-59%	-52%	-32%	-18%	-	-40%
<b>Existing investments</b>	<b>0,73</b>	<b>0,33</b>	<b>0,15</b>	<b>0,13</b>	-	<b>1,33</b>
% change of actual with respect to determined	5%	3%	1%	1%	-	3%

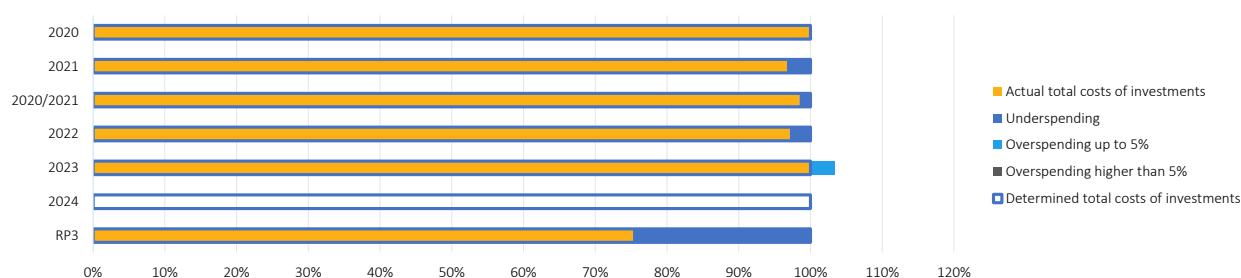


1. The performance plans include costs related to investments which comprise depreciation cost, cost of capital, and cost of leasing.

## COSTS RELATED TO INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN

BELGIUM - En route | Skeyes

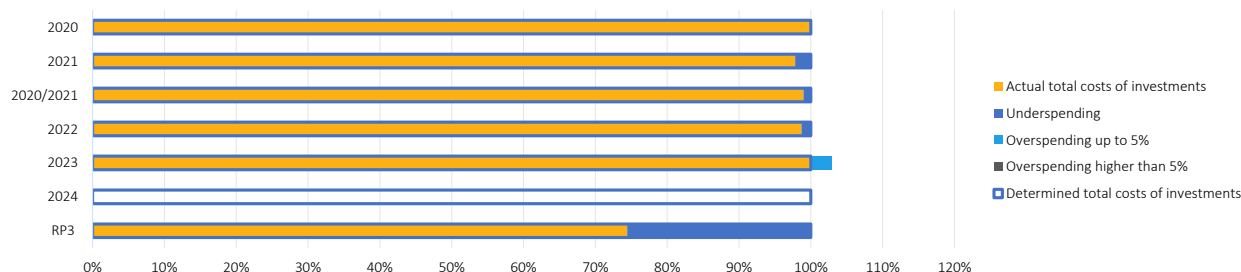
Determined costs by nature (M€ <sub>2017</sub> )	2020D	2021D	2020D/2021D	2022D	2023D	2024D	RP3 to date
<b>Total costs of new and existing investments</b>	<b>11,59</b>	<b>10,34</b>	<b>21,93</b>	<b>10,11</b>	<b>11,31</b>	<b>13,92</b>	<b>43,34</b>
Depreciation	10,03	9,04	19,07	8,51	9,05	10,96	36,64
Cost of capital	1,56	1,30	2,85	1,60	2,26	2,97	6,71
Cost of leasing	-	0,00	0,00	0,00	0,00	0,00	-
<b>Actual costs by nature (M€<sub>2017</sub>)</b>	<b>2020A</b>	<b>2021A</b>	<b>2020A/2021A</b>	<b>2022A</b>	<b>2023A</b>	<b>2024A</b>	<b>RP3 to date</b>
<b>Total costs of new and existing investments</b>	<b>11,59</b>	<b>10,00</b>	<b>21,59</b>	<b>9,82</b>	<b>11,69</b>	-	<b>43,10</b>
Depreciation	10,03	8,77	18,80	8,54	9,48	-	36,83
Cost of capital	1,56	1,23	2,79	1,27	2,21	-	6,27
Cost of leasing	0,00	0,00	0,00	0,00	0,00	-	-
<b>Actual minus determined costs (M€<sub>2017</sub>)</b>	<b>2020</b>	<b>2021</b>	<b>2020/2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>RP3 to date</b>
<b>Total difference</b>	<b>0,00</b>	<b>(0,34)</b>	<b>(0,34)</b>	<b>(0,29)</b>	<b>0,38</b>	-	<b>(0,25)</b>
Depreciation	0,00	(0,27)	(0,27)	0,03	0,43	-	0,19
Cost of capital	0,00	(0,07)	(0,07)	(0,32)	(0,05)	-	(0,44)
Cost of leasing	0,00	0,00	0,00	0,00	0,00	-	-



## COSTS RELATED TO INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN

BELGIUM - Terminal | Skeyes

Determined costs by nature (M€ <sub>2017</sub> )	2020D	2021D	2020D/2021D	2022D	2023D	2024D	RP3 to date
<b>Total costs of new and existing investments</b>	<b>3,48</b>	<b>3,02</b>	<b>6,50</b>	<b>2,87</b>	<b>3,40</b>	<b>4,38</b>	<b>12,78</b>
Depreciation	3,01	2,64	5,66	2,43	2,69	3,36	10,77
Cost of capital	0,47	0,38	0,85	0,45	0,71	1,02	2,01
Cost of leasing	0,00	0,00	0,00	0,00	0,00	0,00	-
<b>Actual costs by nature (M€<sub>2017</sub>)</b>	<b>2020A</b>	<b>2021A</b>	<b>2020A/2021A</b>	<b>2022A</b>	<b>2023A</b>	<b>2024A</b>	<b>RP3 to date</b>
<b>Total costs of new and existing investments</b>	<b>3,48</b>	<b>2,96</b>	<b>6,44</b>	<b>2,83</b>	<b>3,50</b>	-	<b>12,77</b>
Depreciation	3,01	2,59	5,60	2,47	2,87	-	10,94
Cost of capital	0,47	0,37	0,83	0,37	0,63	-	1,83
Cost of leasing	0,00	0,00	0,00	0,00	0,00	-	-
<b>Actual minus determined costs (M€<sub>2017</sub>)</b>	<b>2020</b>	<b>2021</b>	<b>2020/2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>RP3 to date</b>
<b>Total difference</b>	<b>0,00</b>	<b>(0,07)</b>	<b>(0,07)</b>	<b>(0,04)</b>	<b>0,10</b>	-	<b>(0,00)</b>
Depreciation	0,00	(0,05)	(0,05)	0,04	0,18	-	0,17
Cost of capital	0,00	(0,02)	(0,02)	(0,08)	(0,08)	-	(0,17)
Cost of leasing	0,00	0,00	0,00	0,00	0,00	-	-



Belgium overspent 0.5M€<sub>2017</sub> in costs related to investments (+0.4M€<sub>2017</sub> in en route and +0.1M€<sub>2017</sub> in terminal) in 2023. For RP3 to date Belgium underspent 0.3M€<sub>2017</sub> in costs related to investments. These amounts shall be reimbursed to the airspace users through a reduction of future unit rate(s), unless the NSA decides after consultation with the users, that the ANSP shall not reimburse a part of the difference according to article 28 of Regulation (EU) 2019/317.

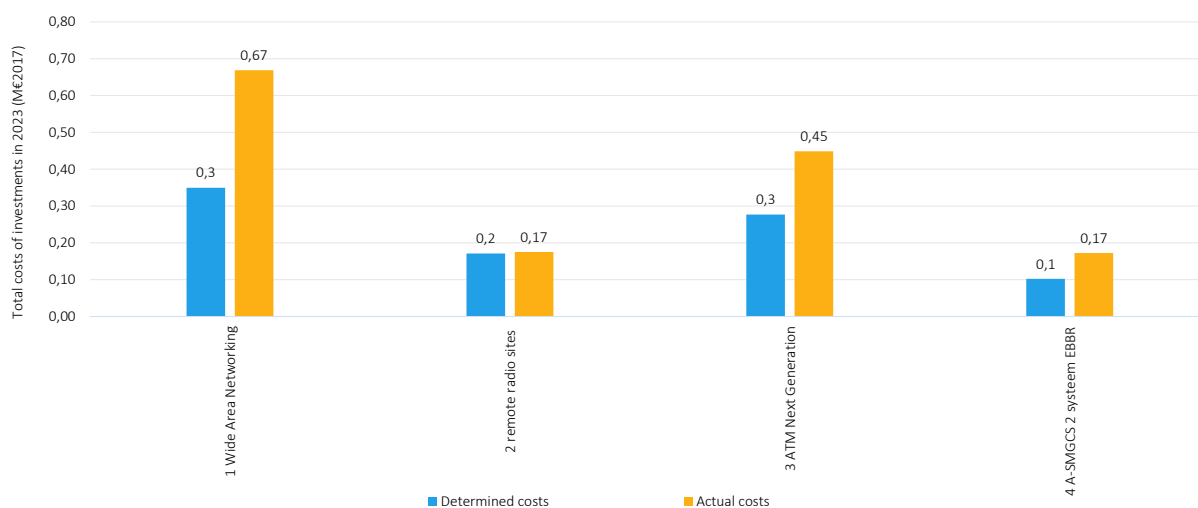
## COSTS BY NEW MAJOR INVESTMENTS

BELGIUM | Skeyes

Determined costs (M€ <sub>2017</sub> ) <sup>1</sup>	2020D	2021D	2022D	2023D	2024D	RP3 to date
<b>Total costs of investments</b>	<b>0,02</b>	<b>0,12</b>	<b>0,31</b>	<b>0,90</b>	<b>2,11</b>	<b>1,34</b>
1 Wide Area Networking	0,00	0,03	0,09	0,35	0,78	0,47
2 remote radio sites	0,01	0,04	0,10	0,17	0,69	0,32
3 ATM Next Generation	0,00	0,04	0,10	0,28	0,50	0,41
4 A-SMGCS 2 systeem EBBR	0,00	0,01	0,02	0,10	0,13	0,14

Actual costs (M€ <sub>2017</sub> )	2020A	2021A	2022A	2023A	2024A	RP3 to date
<b>Total costs of investments</b>	<b>0,02</b>	<b>0,13</b>	<b>0,29</b>	<b>1,46</b>	-	<b>1,89</b>
1 Wide Area Networking	0,00	0,03	0,05	0,67	-	0,74
2 remote radio sites	0,01	0,03	0,05	0,17	-	0,26
3 ATM Next Generation	0,00	0,06	0,13	0,45	-	0,64
4 A-SMGCS 2 systeem EBBR	0,00	0,01	0,06	0,17	-	0,25

Actual minus determined costs of investments (M€ <sub>2017</sub> )	2020	2021	2022	2023	2024	RP3 to date
<b>Total difference in costs of investments</b>	<b>0,00</b>	<b>0,01</b>	<b>(0,02)</b>	<b>0,56</b>	-	<b>0,55</b>
1 Wide Area Networking	0,00	(0,01)	(0,04)	0,32	-	0,27
2 remote radio sites	0,00	(0,01)	(0,05)	0,00	-	(0,05)
3 ATM Next Generation	0,00	0,02	0,03	0,17	-	0,22
4 A-SMGCS 2 systeem EBBR	(0,00)	0,00	0,04	0,07	-	0,11



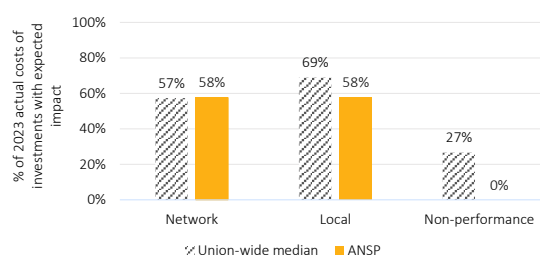
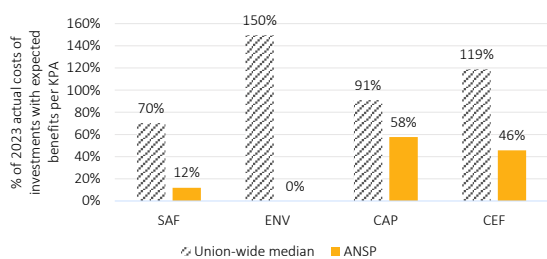
1. Determined costs comprise depreciation costs, cost of capital, and cost of leasing in the performance plans.



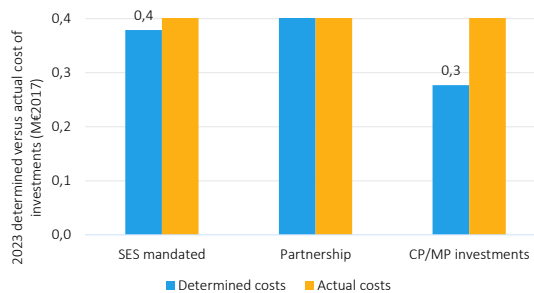
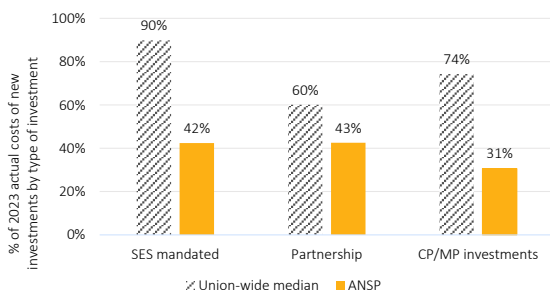
**EXPECTED BENEFIT AND IMPACT PER NEW MAJOR INVESTMENT** BELGIUM | Skeyes

#	New major investments	Expected benefit per KPA			
		SAF	ENV	CAP	CEF
1	Wide Area Networking			X	X
2	remote radio sites	X		X	
3	ATM Next Generation				
4	A-SMGCS 2 systeem EBBR				

#	New major investments	Expected impact		
		Network	Local	Non-performance
1	Wide Area Networking	X	X	
2	remote radio sites	X	X	
3	ATM Next Generation			
4	A-SMGCS 2 systeem EBBR			



#	New major investments	EIO Date <sup>1</sup>	Status	SES Reg.	Partnership	ATM system	
						ATM sytem	CP/ MP <sup>2</sup>
1	Wide Area Networking	2022-2024	Started	No	No	No	-
2	remote radio sites	2023-2027	Started	No	Yes	No	-
3	ATM Next Generation	2024-2025	Started	Yes	Yes	Yes	CP
4	A-SMGCS 2 systeem EBBR	2024-2026	Started	Yes	No	No	-



KPAs: SAF = Safety, ENV = Environment, CAP = Capacity, CEF = Cost-efficiency.  
 1. EOI date = Date of entry into operation  
 2. CP/MP = Common Project and Master Plan

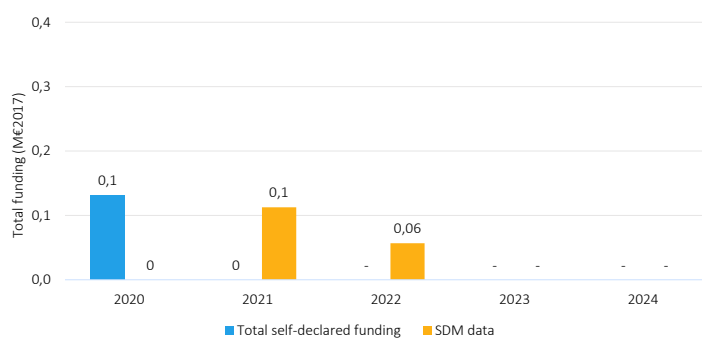
## PUBLIC FUNDING GRANTED FOR TOTAL CAPEX (CEF/TEN-T)

BELGIUM | Skeyes

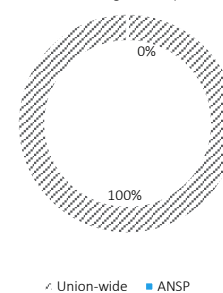
Actual funding declaration (M€ <sub>2017</sub> )	2020	2021	2022	2023	2024	RP3 to date
<b>Total funding declared</b>	<b>0,13</b>	<b>0,00</b>	<b>0,00</b>	<b>0,00</b>	-	<b>0,13</b>
<b>En route funding declared</b>	<b>0,13</b>	<b>0,00</b>	<b>0,00</b>	<b>0,00</b>	-	<b>0,13</b>
<i>En route funding that could not be assigned to a specific investment</i>	<i>0,06</i>	<i>0,00</i>	<i>0,00</i>	<i>0,00</i>	-	<i>0,06</i>
<b>Wide Area Networking</b>	<b>0,07</b>	<b>0,00</b>	<b>0,00</b>	<b>0,00</b>	-	<b>0,07</b>
<i>Terminal funding</i>	<i>0,01</i>	<i>0,00</i>	<i>0,00</i>	<i>0,00</i>	-	<i>0,01</i>
<b>Terminal funding that could not be assigned to a specific investment</b>	<b>0,01</b>	<b>0,00</b>	<b>0,00</b>	<b>0,00</b>	-	<b>0,01</b>

Actual funding declaration vs payments (M€ <sub>2017</sub> )	2020	2021	2022	2023	2024	RP3 to date
<b>Difference between total funding declared vs received</b>	<b>0,13</b>	<b>(0,11)</b>	<b>(0,06)</b>	<b>0,00</b>	-	<b>(0,04)</b>
Total included in the funding declaration (reporting tables)	0,13	0,00	0,00	0,00	-	0,13
SDM Payment	0,00	0,11	0,06	0,00	-	0,17



Declared funding in 2023 (M€2017)



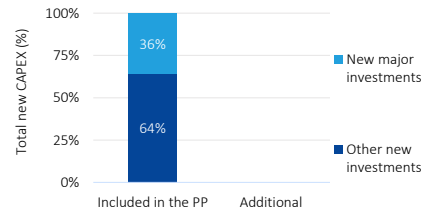
Belgium did not declare any funding received in 2023. For RP3 to date, Belgium declared 0.13M€<sub>2017</sub> of funding, while SESAR Deployment Manager data indicates a payment of 0.17M€<sub>2017</sub>.

Bulgaria underspent 1.4M€<sub>2017</sub> (-7%) in costs related to investments for en route in 2023 compared to the determined costs. Bulgaria planned three new major investments for RP3, all of which have started.

CAPEX FOR NEW INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN BULGARIA | BULATSA

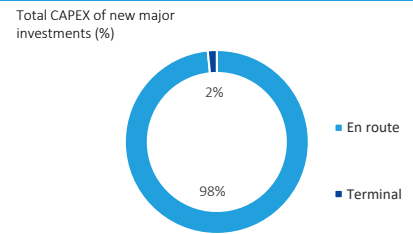
Determined and additional CAPEX by value of individual investments (M€<sub>2017</sub>) RP3

Total CAPEX for new investments	108,11	% of total
<b>New major investments (above 5M€ each)<sup>1</sup></b>	<b>38,83</b>	<b>36%</b>
Included in the performance plan	38,83	36%
Additional <sup>2</sup>	0	0%
<b>Other new investments (below 5M€ each)<sup>3</sup></b>	<b>69,28</b>	<b>64%</b>
Included in the performance plan	69,28	64%
Additional	0	0%



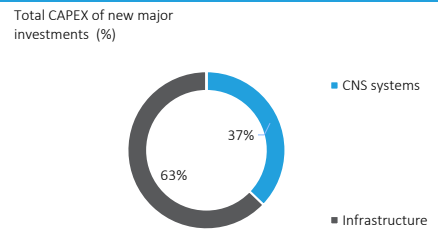
Determined CAPEX: en route and terminal (M€<sub>2017</sub>) RP3

Total CAPEX for new major investments	38,83	% of total
En route	38,22	98%
Terminal	0,61	2%

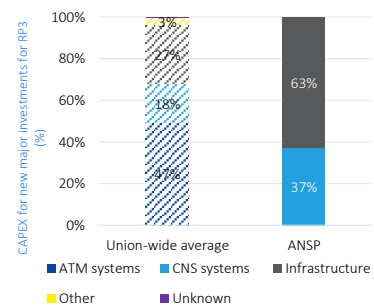
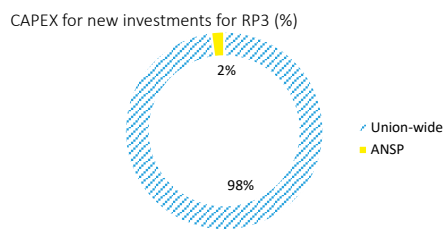
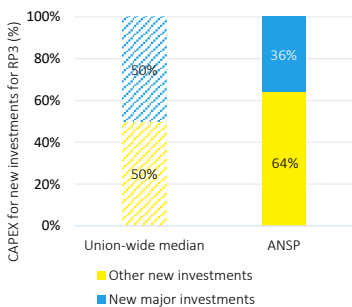


Determined CAPEX by type of investment (M€<sub>2017</sub>) RP3

Total CAPEX for new major investments	38,83	% of total
ATM systems	0	0%
CNS systems	14,43	37%
Infrastructure	24,41	63%
Other	0	0%
Unknown	0	0%



CAPEX for new investments: ANSP compared to Union-wide RP3



Unless otherwise stated, the Union-wide median values are reported as a measure of central tendency that is robust to outliers.

The Union-wide average values have a high standard deviation: ATM systems (33%), CNS systems (27%), infrastructure (21%), Other (1%), unknown (5%).

1. New major investments: "acquisition, development, replacement, upgrade, or leasing of fixed assets representing a total value over the whole lifetime of the assets greater than EUR 5 million in real terms" (Reg. 2019/317 art. 2 (13)).  
 2. Additional investments are those investments not foreseen as part of the performance plan.  
 3. Other new investments: new investments or replacements/upgrades of existing assets representing a total value over the whole lifetime of the asset below 5M€ in real terms.

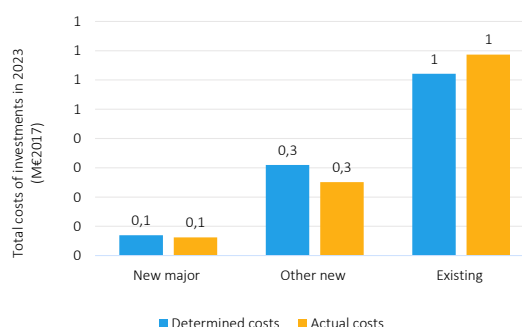
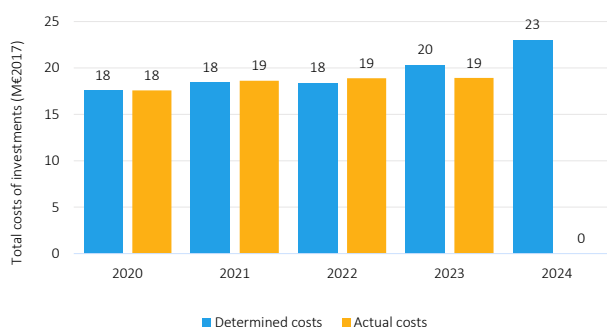
## COSTS RELATED TO INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN

BULGARIA | BULATSA

Determined costs: new and existing investments (M€ <sub>2017</sub> ) <sup>1</sup>	2020D	2021D	2022D	2023D	2024D	RP3 to date
<b>Total costs</b>	<b>17,59</b>	<b>18,46</b>	<b>18,42</b>	<b>20,36</b>	<b>23,06</b>	<b>74,82</b>
<b>New major investments</b>	<b>0,15</b>	<b>0,42</b>	<b>0,64</b>	<b>1,41</b>	<b>3,11</b>	<b>2,62</b>
% New major investments in total costs of investments	1%	2%	3%	7%	14%	3%
<b>Other new investments</b>	<b>0,92</b>	<b>1,66</b>	<b>3,50</b>	<b>6,30</b>	<b>8,75</b>	<b>12,38</b>
% Other new investments in total costs of investments	5%	9%	19%	31%	38%	17%
<b>Existing investments</b>	<b>16,52</b>	<b>16,38</b>	<b>14,28</b>	<b>12,65</b>	<b>11,20</b>	<b>59,83</b>
% Existing investments in total costs of investments	94%	89%	78%	62%	49%	80%

Actual costs: new and existing investments (M€ <sub>2017</sub> )	2020A	2021A	2022A	2023A	2024A	RP3 to date
<b>Total costs</b>	<b>17,59</b>	<b>18,63</b>	<b>18,89</b>	<b>18,92</b>	-	<b>74,03</b>
<b>New major investments</b>	<b>0,15</b>	<b>0,54</b>	<b>1,06</b>	<b>1,18</b>	-	<b>2,92</b>
% New major investments in total costs of investments	1%	3%	6%	6%	-	4%
<b>Other new investments</b>	<b>0,92</b>	<b>2,22</b>	<b>3,47</b>	<b>4,75</b>	-	<b>11,36</b>
% Other new investments in total costs of investments	5%	12%	18%	25%	-	15%
<b>Existing investments</b>	<b>16,52</b>	<b>15,88</b>	<b>14,36</b>	<b>12,99</b>	-	<b>59,75</b>
% Existing investments in total costs of investments	94%	85%	76%	69%	-	81%

Actual minus determined costs (M€ <sub>2017</sub> )	2020	2021	2022	2023	2024	RP3 to date
<b>Total difference</b>	<b>0</b>	<b>0,17</b>	<b>0,47</b>	<b>(1,43)</b>	-	<b>(0,79)</b>
<b>New major investments</b>	<b>0</b>	<b>0,12</b>	<b>0,42</b>	<b>(0,23)</b>	-	<b>0,30</b>
% change of actual with respect to determined	0%	28%	65%	-17%	-	12%
<b>Other new investments</b>	<b>0</b>	<b>0,55</b>	<b>(0,02)</b>	<b>(1,55)</b>	-	<b>(1,02)</b>
% change of actual with respect to determined	0%	33%	-1%	-25%	-	-8%
<b>Existing investments</b>	<b>0</b>	<b>(0,50)</b>	<b>0,08</b>	<b>0,35</b>	-	<b>(0,07)</b>
% change of actual with respect to determined	0%	-3%	1%	3%	-	0%

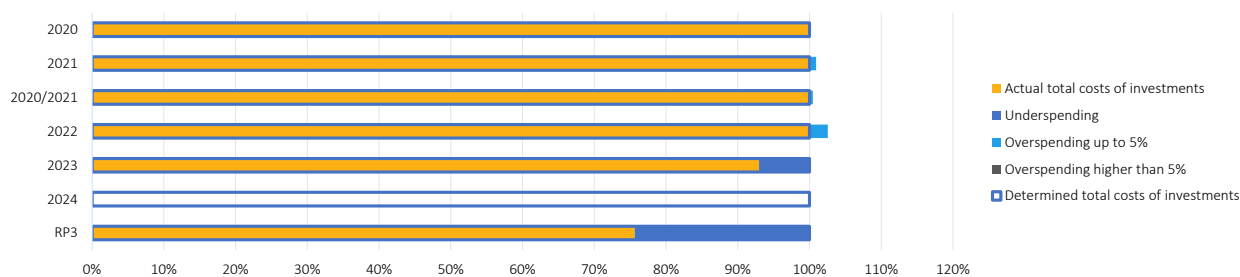


1. The performance plans include costs related to investments which comprise depreciation cost, cost of capital, and cost of leasing.

## COSTS RELATED TO INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN

BULGARIA - En route | BULATSA

Determined costs by nature (M€ <sub>2017</sub> )	2020D	2021D	2020D/2021D	2022D	2023D	2024D	RP3 to date
<b>Total costs of new and existing investments</b>	<b>17,59</b>	<b>18,46</b>	<b>36,05</b>	<b>18,42</b>	<b>20,36</b>	<b>23,06</b>	<b>74,82</b>
Depreciation	10,57	10,96	21,53	10,70	11,87	13,77	44,10
Cost of capital	7,02	7,50	14,52	7,72	8,48	9,28	30,72
Cost of leasing	0	0	0	0	0	0	0
<b>Actual costs by nature (M€<sub>2017</sub>)</b>	<b>2020A</b>	<b>2021A</b>	<b>2020A/2021A</b>	<b>2022A</b>	<b>2023A</b>	<b>2024A</b>	<b>RP3 to date</b>
<b>Total costs of new and existing investments</b>	<b>17,59</b>	<b>18,63</b>	<b>36,22</b>	<b>18,89</b>	<b>18,92</b>	-	<b>74,03</b>
Depreciation	10,57	11,49	22,06	11,95	11,73	-	45,74
Cost of capital	7,02	7,14	14,16	6,94	7,19	-	28,30
Cost of leasing	0	0	0	0	0	-	0
<b>Actual minus determined costs (M€<sub>2017</sub>)</b>	<b>2020</b>	<b>2021</b>	<b>2020/2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>RP3 to date</b>
<b>Total difference</b>	<b>0</b>	<b>0,17</b>	<b>0,17</b>	<b>0,47</b>	<b>(1,43)</b>	-	<b>(0,79)</b>
Depreciation	0	0,52	0,52	1,25	(0,14)	-	1,63
Cost of capital	0	(0,35)	(0,35)	(0,78)	(1,29)	-	(2,42)
Cost of leasing	0	0	0	0	0	-	0

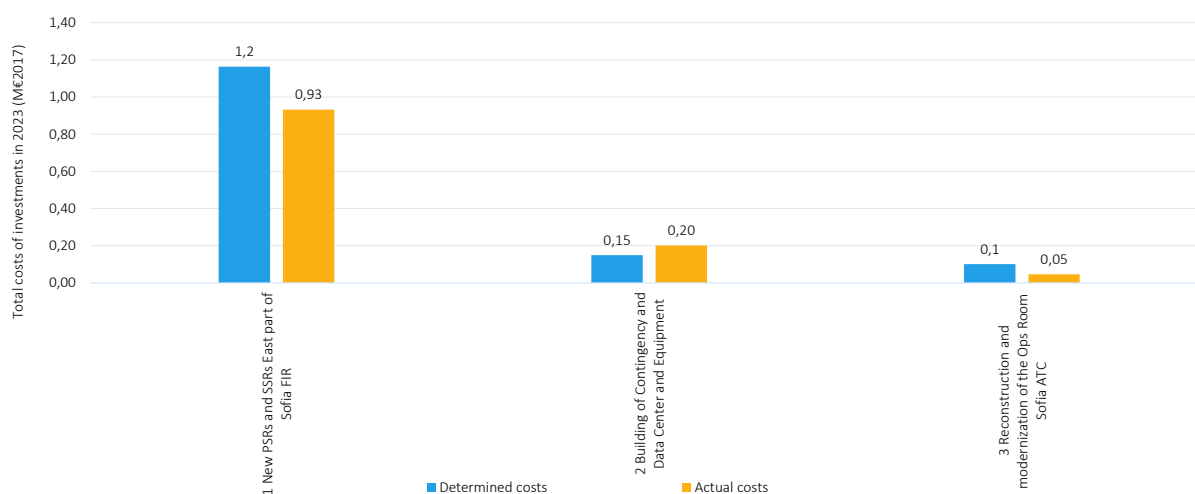


Bulgaria did not establish a terminal charging zone for RP3. Bulgaria underspent 1.4M€<sub>2017</sub> in costs related to investments in 2023. For RP3 to date Bulgaria underspent 0.8M€<sub>2017</sub> in costs related to investments. These amounts shall be reimbursed to the airspace users through a reduction of future unit rate(s), unless the NSA decides after consultation with the users, that the ANSP shall not reimburse a part of the difference according to article 28 of Regulation (EU) 2019/317. [\[1\]](#)

## COSTS BY NEW MAJOR INVESTMENTS

BULGARIA | BULATSA

Determined costs (M€ <sub>2017</sub> ) <sup>1</sup>	2020D	2021D	2022D	2023D	2024D	RP3 to date
<b>Total costs of investments</b>	<b>0,15</b>	<b>0,42</b>	<b>0,64</b>	<b>1,41</b>	<b>3,11</b>	<b>2,62</b>
1 New PSRs and SSRs East part of Sofia FIR	0,15	0,42	0,64	1,16	2,15	2,36
2 Building of Contingency and Data Center and Equipment	0	0	0	0,15	0,75	0,15
3 Reconstruction and modernization of the Ops Room Sofia ATC	0,00	0,00	0,00	0,10	0,22	0,11
Actual costs (M€ <sub>2017</sub> )	2020A	2021A	2022A	2023A	2024A	RP3 to date
<b>Total costs of investments</b>	<b>0,15</b>	<b>0,54</b>	<b>1,06</b>	<b>1,18</b>	-	<b>2,92</b>
1 New PSRs and SSRs East part of Sofia FIR	0,15	0,53	1,04	0,93	-	2,65
2 Building of Contingency and Data Center and Equipment	0	0,00	0,01	0,20	-	0,21
3 Reconstruction and modernization of the Ops Room Sofia ATC	0,00	0,01	0,01	0,05	-	0,06
Actual minus determined costs of investments (M€ <sub>2017</sub> )	2020	2021	2022	2023	2024	RP3 to date
<b>Total difference in costs of investments</b>	<b>0</b>	<b>0,12</b>	<b>0,42</b>	<b>(0,23)</b>	-	<b>0,30</b>
1 New PSRs and SSRs East part of Sofia FIR	0	0,11	0,41	(0,23)	-	0,29
2 Building of Contingency and Data Center and Equipment	0	0,00	0,01	0,05	-	0,06
3 Reconstruction and modernization of the Ops Room Sofia ATC	0	0,00	0,00	(0,05)	-	(0,05)



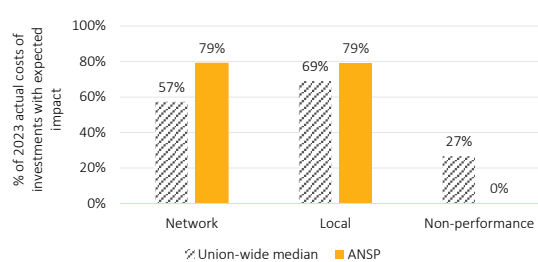
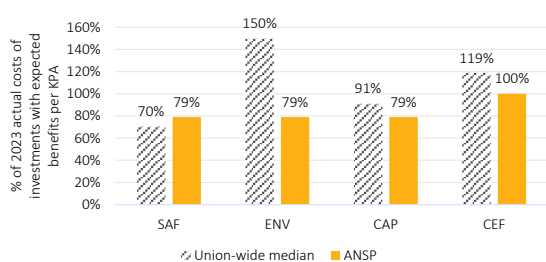
1. Determined costs comprise depreciation costs, cost of capital, and cost of leasing in the performance plans.

## EXPECTED BENEFIT AND IMPACT PER NEW MAJOR INVESTMENT

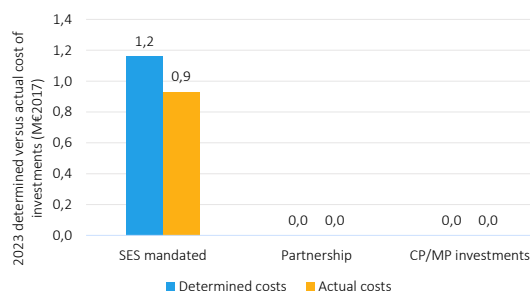
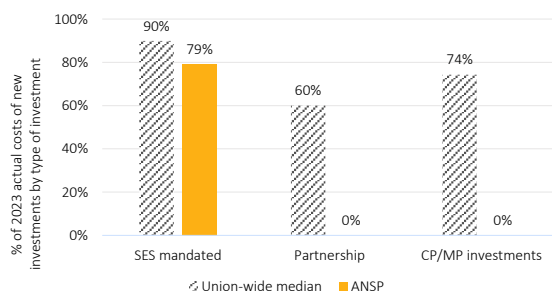
BULGARIA | BULATSA

#	New major investments	Expected benefit per KPA			
		SAF	ENV	CAP	CEF
1	New PSRs and SSRs East part of Sofia FIR	X	X	X	X
2	Building of Contingency and Data Center and Equipment				X
3	Reconstruction and modernization of the Ops Room Sofia ATC				X

#	New major investments	Expected impact		
		Network	Local	Non-performance
1	New PSRs and SSRs East part of Sofia FIR	X	X	
2	Building of Contingency and Data Center and Equipment			
3	Reconstruction and modernization of the Ops Room Sofia ATC			



#	New major investments	EIO Date <sup>1</sup>	Status	SES Reg.	Partnership	ATM system	
						ATM sytem	CP/MP <sup>2</sup>
1	New PSRs and SSRs East part of Sofia FIR	30/09/2023	Started	Yes	No	No	-
2	Building of Contingency and Data Center and Equipment	3/06/2024	Started	No	No	No	-
3	Reconstruction and modernization of the Ops Room Sofia ATC	30/06/2025	Started	No	No	No	-



KPAs: SAF = Safety, ENV = Environment, CAP = Capacity, CEF = Cost-efficiency.

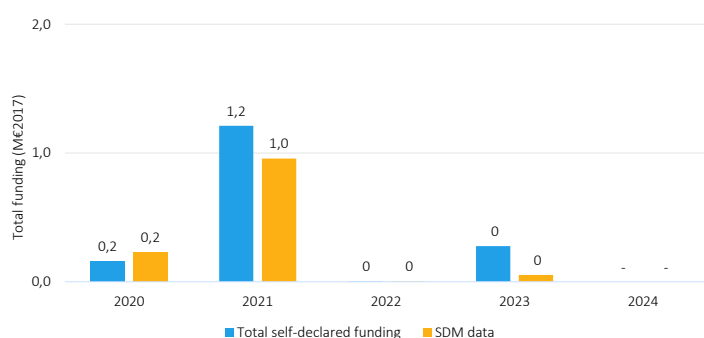
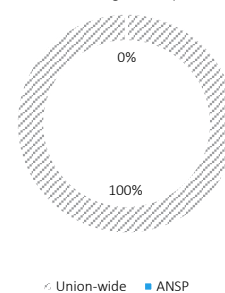
1. EOI date = Date of entry into operation

2. CP/MP = Common Project and Master Plan

PUBLIC FUNDING GRANTED FOR TOTAL CAPEX (CEF/TEN-T) BULGARIA | BULATSA

Actual funding declaration (M€ <sub>2017</sub> )	2020	2021	2022	2023	2024	RP3 to date
<b>Total funding declared</b>	<b>0,16</b>	<b>1,21</b>	<b>0,00</b>	<b>0,28</b>	-	<b>1,65</b>
En route funding declared	0,16	1,21	0,00	0,28	-	1,65
<i>En route funding that could not be assigned to a specific investment</i>	0,16	1,21	0,00	0,28	-	1,65
Terminal funding	0,00	0,00	0,00	0,00	-	-
Terminal funding that could not be assigned to a specific investment	0,00	0,00	0,00	0,00	-	-

Actual funding declaration vs payments (M€ <sub>2017</sub> )	2020	2021	2022	2023	2024	RP3 to date
<b>Difference between total funding declared vs received</b>	<b>(0,07)</b>	<b>0,25</b>	<b>(0,00)</b>	<b>0,22</b>	-	<b>0,40</b>
Total included in the funding declaration (reporting tables)	0,16	1,21	0,00	0,28	-	1,65
SDM Payment	0,23	0,96	0,00	0,05	-	1,24

Declared funding in 2023 (M€<sub>2017</sub>)

Bulgaria received 0.28M€<sub>2017</sub> funding in 2023, while SESAR Deployment Manager data indicate a payment of 54K€<sub>2017</sub> for 2023. For RP3 to date, Bulgaria declared 1.6M€<sub>2017</sub> of funding, while SESAR Deployment Manager data indicates a payment of 1.2M€<sub>2017</sub>.

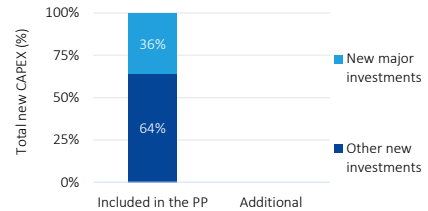


Croatia underspent 1.1M€<sub>2017</sub> (-8.9%) in costs related to investments for en route in 2023 compared to the determined costs. Croatia planned two new major investments for RP3, all of which have started.

**CAPEX FOR NEW INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN** CROATIA | Croatia Control

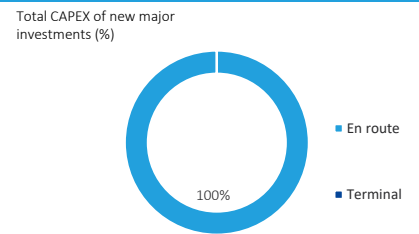
**Determined and additional CAPEX by value of individual investments (M€<sup>1</sup> & UNICHAR(8322)&UNICHAR(8320)&UNICHAR(8321)&UNICHAR(8327) &)** RP3

Total CAPEX for new investments	70,02	% of total
<b>New major investments (above 5M€ each)<sup>1</sup></b>	<b>25,17</b>	<b>36%</b>
Included in the performance plan	25,17	36%
Additional <sup>2</sup>	0	0%
<b>Other new investments (below 5M€ each)<sup>3</sup></b>	<b>44,85</b>	<b>64%</b>
Included in the performance plan	44,85	64%
Additional	0	0%



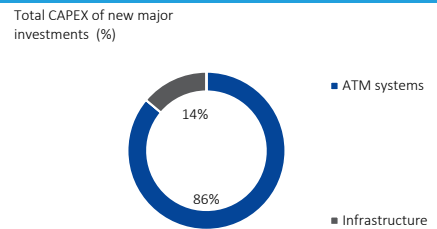
**Determined CAPEX: en route and terminal (M€<sup>1</sup> & UNICHAR(8322)&UNICHAR(8320)&UNICHAR(8321)&UNICHAR(8327) &)** RP3

Total CAPEX for new major investments	25,17	% of total
En route	25,17	100%
Terminal	0	0%

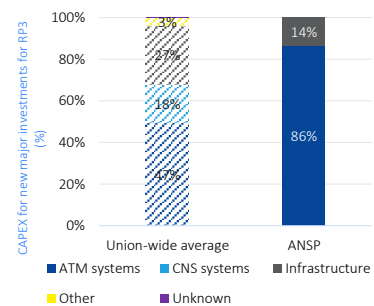
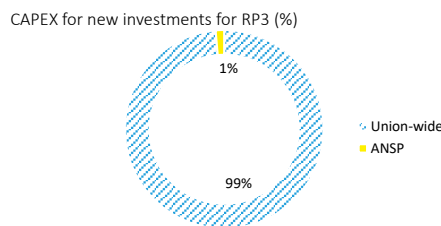
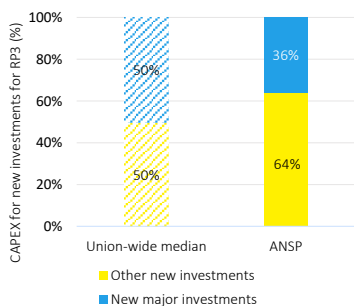


**Determined CAPEX by type of investment (M€<sup>1</sup> & UNICHAR(8322)&UNICHAR(8320)&UNICHAR(8321)&UNICHAR(8327) &)** RP3

Total CAPEX for new major investments	25,17	% of total
ATM systems	21,68	86%
CNS systems	0	0%
Infrastructure	3,50	14%
Other	0	0%
Unknown	0	0%



**CAPEX for new investments: ANSP compared to Union-wide** RP3



Unless otherwise stated, the Union-wide median values are reported as a measure of central tendency that is robust to outliers.

The Union-wide average values have a high standard deviation: ATM systems (33%), CNS systems (27%), infrastructure (21%), Other (1%), unknown (5%).

1. New major investments: "acquisition, development, replacement, upgrade, or leasing of fixed assets representing a total value over the whole lifetime of the assets greater than EUR 5 million in real terms" (Reg. 2019/317 art. 2 (13)).  
 2. Additional investments are those investments not foreseen as part of the performance plan.  
 3. Other new investments: new investments or replacements/upgrades of existing assets representing a total value over the whole lifetime of the asset below 5M€ in real terms.

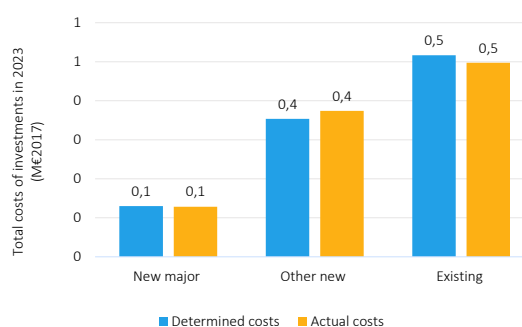
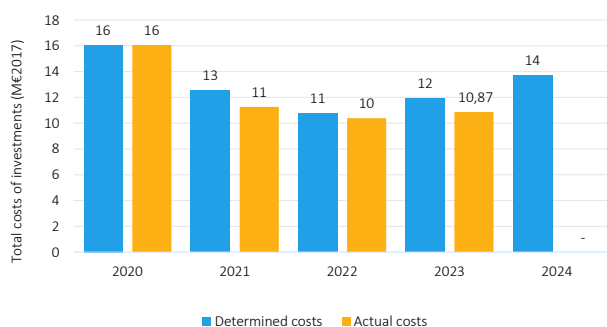
## COSTS RELATED TO INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN

CROATIA | Croatia Control

Determined costs: new and existing investments (M€" & UNICAR(8322)&UNICAR(8320))	2020D	2021D	2022D	2023D	2024D	RP3 to date
<b>Total costs</b>	<b>16,07</b>	<b>12,53</b>	<b>10,75</b>	<b>11,93</b>	<b>13,70</b>	<b>51,29</b>
<b>New major investments</b>	<b>0,43</b>	<b>0,63</b>	<b>0,88</b>	<b>1,55</b>	<b>2,40</b>	<b>3,50</b>
% New major investments in total costs of investments	3%	5%	8%	13%	17%	7%
<b>Other new investments</b>	<b>0,45</b>	<b>1,15</b>	<b>2,01</b>	<b>4,22</b>	<b>6,21</b>	<b>7,82</b>
% Other new investments in total costs of investments	3%	9%	19%	35%	45%	15%
<b>Existing investments</b>	<b>15,19</b>	<b>10,75</b>	<b>7,86</b>	<b>6,16</b>	<b>5,09</b>	<b>39,96</b>
% Existing investments in total costs of investments	95%	86%	73%	52%	37%	78%

Actual costs: new and existing investments (M€" & UNICAR(8322)&UNICAR(8320))	2020A	2021A	2022A	2023A	2024A	RP3 to date
<b>Total costs</b>	<b>16,07</b>	<b>11,27</b>	<b>10,38</b>	<b>10,87</b>	<b>-</b>	<b>48,60</b>
<b>New major investments</b>	<b>0,43</b>	<b>0,78</b>	<b>1,71</b>	<b>1,40</b>	<b>-</b>	<b>4,32</b>
% New major investments in total costs of investments	3%	7%	16%	13%	-	9%
<b>Other new investments</b>	<b>0,45</b>	<b>1,22</b>	<b>1,77</b>	<b>4,07</b>	<b>-</b>	<b>7,50</b>
% Other new investments in total costs of investments	3%	11%	17%	37%	-	15%
<b>Existing investments</b>	<b>15,19</b>	<b>9,27</b>	<b>6,90</b>	<b>5,41</b>	<b>-</b>	<b>36,78</b>
% Existing investments in total costs of investments	95%	82%	67%	50%	-	76%

Actual minus determined costs (M€" & UNICAR(8322)&UNICAR(8320)&UNICAR(8320))	2020	2021	2022	2023	2024	RP3 to date
<b>Total difference</b>	<b>0</b>	<b>(1,26)</b>	<b>(0,37)</b>	<b>(1,06)</b>	<b>-</b>	<b>(2,69)</b>
<b>New major investments</b>	<b>0</b>	<b>0,15</b>	<b>0,83</b>	<b>(0,16)</b>	<b>-</b>	<b>0,82</b>
% change of actual with respect to determined	0%	23%	94%	-10%	-	23%
<b>Other new investments</b>	<b>0</b>	<b>0,07</b>	<b>(0,24)</b>	<b>(0,15)</b>	<b>-</b>	<b>(0,32)</b>
% change of actual with respect to determined	0%	6%	-12%	-4%	-	-4%
<b>Existing investments</b>	<b>0</b>	<b>(1,48)</b>	<b>(0,95)</b>	<b>(0,75)</b>	<b>-</b>	<b>(3,18)</b>
% change of actual with respect to determined	0%	-14%	-12%	-12%	-	-8%

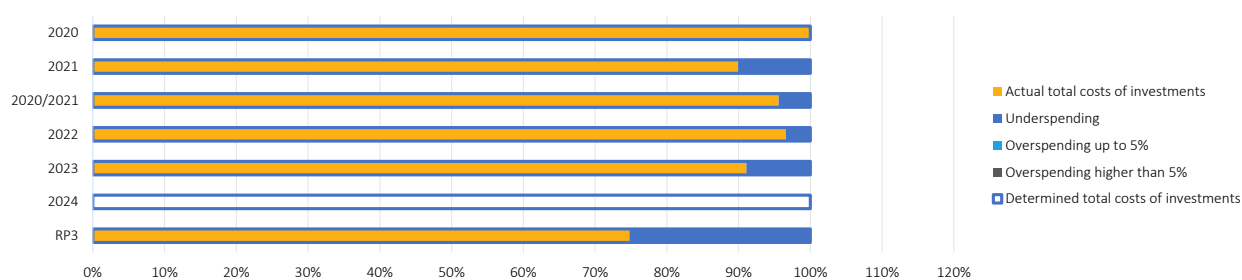


1. The performance plans include costs related to investments which comprise depreciation cost, cost of capital, and cost of leasing.

## COSTS RELATED TO INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN

CROATIA - En route | Croatia Control

Determined costs by nature (M€ <sup>n</sup> & UNICHAR(8322)&UNICHAR(832	2020D	2021D	2020D/2021D	2022D	2023D	2024D	RP3 to date
<b>Total costs of new and existing investments</b>	<b>16,07</b>	<b>12,53</b>	<b>28,60</b>	<b>10,75</b>	<b>11,93</b>	<b>13,70</b>	<b>51,29</b>
Depreciation	13,40	10,32	23,72	8,37	9,21	10,59	41,30
Cost of capital	2,67	2,22	4,88	2,37	2,73	3,12	9,98
Cost of leasing	0	0	0	0	0	0	0
<b>Actual costs by nature (M€<sup>n</sup> &amp; UNICHAR(8322)&amp;UNICHAR(8320)&amp;UI</b>	<b>2020A</b>	<b>2021A</b>	<b>2020A/2021A</b>	<b>2022A</b>	<b>2023A</b>	<b>2024A</b>	<b>RP3 to date</b>
<b>Total costs of new and existing investments</b>	<b>16,07</b>	<b>11,27</b>	<b>27,34</b>	<b>10,38</b>	<b>10,87</b>	-	<b>48,60</b>
Depreciation	13,40	8,90	22,31	7,92	8,20	-	38,44
Cost of capital	2,67	2,37	5,04	2,46	2,67	-	10,16
Cost of leasing	0	0	0	0	0	-	0
<b>Actual minus determined costs (M€<sup>n</sup> &amp; UNICHAR(8322)&amp;UNICHAR(</b>	<b>2020</b>	<b>2021</b>	<b>2020/2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>RP3 to date</b>
<b>Total difference</b>	<b>0</b>	<b>(1,26)</b>	<b>(1,26)</b>	<b>(0,37)</b>	<b>(1,06)</b>	-	<b>(2,69)</b>
Depreciation	0	(1,41)	(1,41)	(0,45)	(1,00)	-	(2,87)
Cost of capital	0	0,15	0,15	0,08	(0,06)	-	0,18
Cost of leasing	0	0	0	0	0	-	0

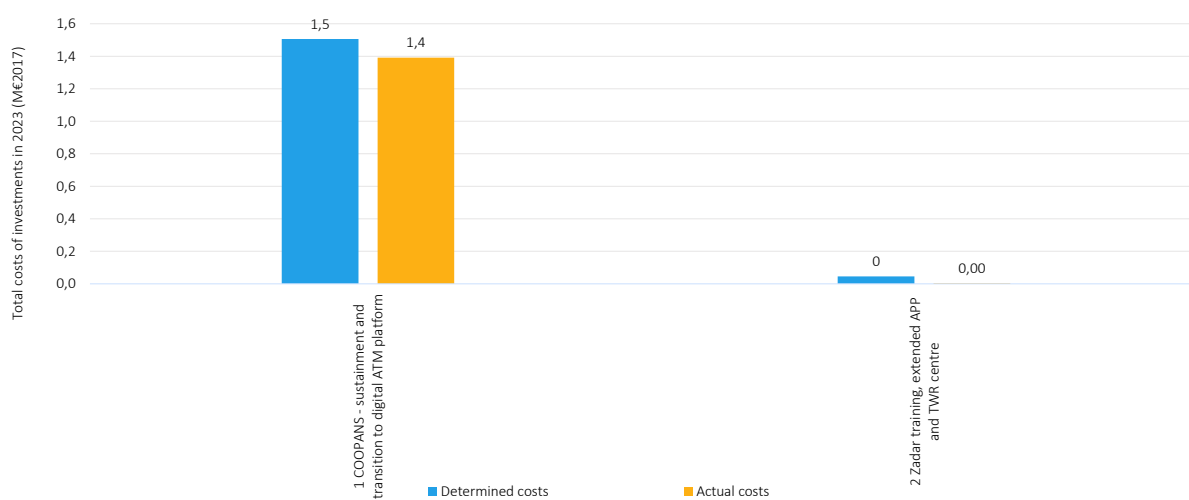


Croatia did not establish a terminal charging zone for RP3.

Croatia underspent 1.1M€<sub>2017</sub> in costs related to investments in 2023. For RP3 to date Croatia underspent 2.7M€<sub>2017</sub> in costs related to investments. These amounts shall be reimbursed to the airspace users through a reduction of future unit rate(s), unless the NSA decides after consultation with the users, that the ANSP shall not reimburse a part of the difference according to article 28 of Regulation (EU) 2019/317.

**COSTS BY NEW MAJOR INVESTMENTS** CROATIA | Croatia Control

Determined costs (M€ <sub>2017</sub> ) <sup>1</sup>	2020D	2021D	2022D	2023D	2024D	RP3 to date
<b>Total costs of investments</b>	<b>0,43</b>	<b>0,63</b>	<b>0,88</b>	<b>1,55</b>	<b>2,40</b>	<b>3,50</b>
1 COOPANS - sustainment and transition to digital ATM platform	0,43	0,63	0,88	1,51	2,27	3,45
2 Zadar training, extended APP and TWR centre	0	0	0,01	0,05	0,13	0,051
Actual costs (M€ <sub>2017</sub> )	2020A	2021A	2022A	2023A	2024A	RP3 to date
<b>Total costs of investments</b>	<b>0,43</b>	<b>0,78</b>	<b>1,71</b>	<b>1,40</b>	-	<b>4,32</b>
1 COOPANS - sustainment and transition to digital ATM platform	0,43	0,78	1,71	1,39	-	4,31
2 Zadar training, extended APP and TWR centre	0	0,00	0,00	0,00	-	0,00
Actual minus determined costs of investments (M€ <sub>2017</sub> )	2020	2021	2022	2023	2024	RP3 to date
<b>Total difference in costs of investments</b>	<b>0</b>	<b>0,15</b>	<b>0,83</b>	<b>(0,16)</b>	-	<b>0,82</b>
1 COOPANS - sustainment and transition to digital ATM platform	0	0,15	0,83	(0,12)	-	0,86
2 Zadar training, extended APP and TWR centre	0	0,00	(0,00)	(0,04)	-	(0,05)



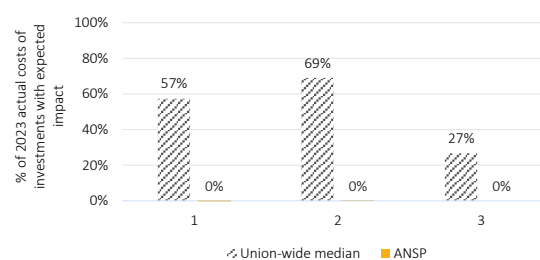
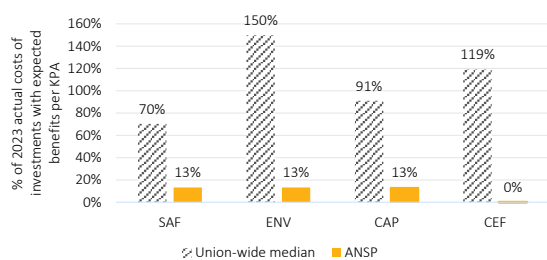
1. Determined costs comprise depreciation costs, cost of capital, and cost of leasing in the performance plans.

## EXPECTED BENEFIT AND IMPACT PER NEW MAJOR INVESTMENT

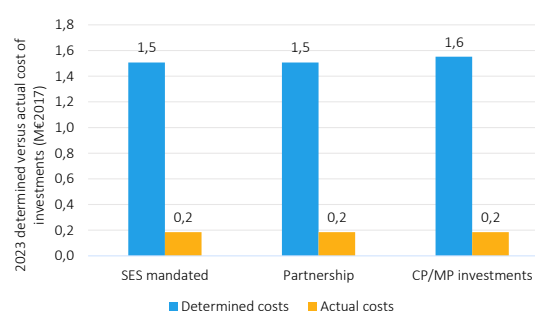
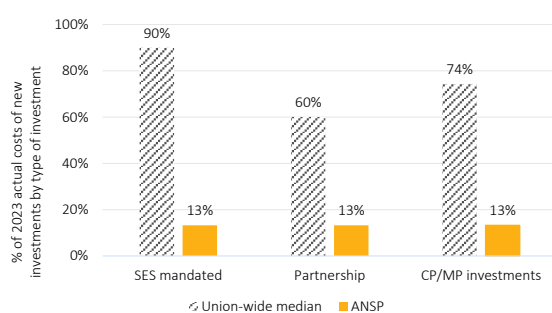
CROATIA | Croatia Control

#	New major investments	Expected benefit per KPA			
		SAF	ENV	CAP	CEF
1	COOPANS - sustaintment and transition to digital ATM platform	X	X	X	
2	Zadar training, extended APP and TWR centre	X		X	X

#	New major investments	Expected impact		
		Network	Local	Non-performance
1	COOPANS - sustaintment and transition to digital ATM platform			
2	Zadar training, extended APP and TWR centre	X	X	



#	New major investments	EIO Date <sup>1</sup>	Status	SES Reg.	Partnership	ATM system	
						ATM sytem	CP/MP <sup>2</sup>
1	COOPANS - sustaintment and transition to digital ATM platform	2020-2026	Started	Yes	Yes	Yes	CP
2	Zadar training, extended APP and TWR centre	2026	Started	No	No	Yes	MP



KPAs: SAF = Safety, ENV = Environment, CAP = Capacity, CEF = Cost-efficiency.

1. EOI date = Date of entry into operation

2. CP/MP = Common Project and Master Plan

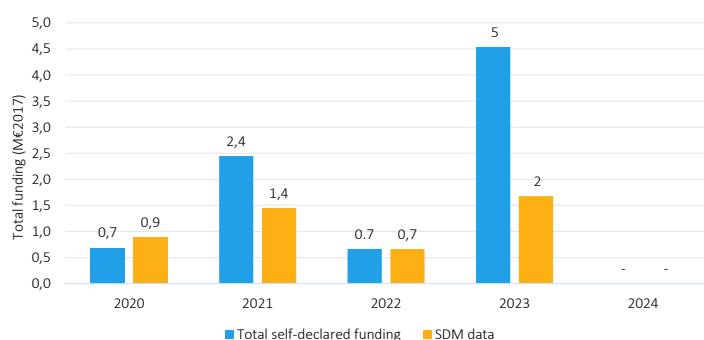
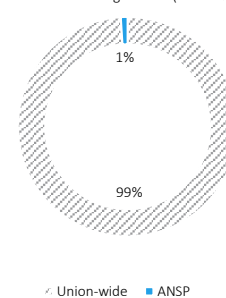
## PUBLIC FUNDING GRANTED FOR TOTAL CAPEX (CEF/TEN-T)

CROATIA | Croatia Control

Actual funding declaration (M€ <sub>2017</sub> )	2020	2021	2022	2023	2024	RP3 to date
<b>Total funding declared</b>	<b>0,69</b>	<b>2,45</b>	<b>0,67</b>	<b>4,54</b>	-	<b>8,34</b>
<b>En route funding declared</b>	<b>0,69</b>	<b>2,45</b>	<b>0,67</b>	<b>4,54</b>	-	<b>8,34</b>
<i>En route funding that could not be assigned to a specific investment</i>	<i>0,69</i>	<i>1,72</i>	<i>0,67</i>	<i>4,54</i>	-	<i>7,61</i>
<i>COOPANS - sustainment and transition to digital ATM platform</i>	<i>0,00</i>	<i>0,72</i>	<i>0,00</i>	<i>4,54</i>	-	<i>5,26</i>
<b>Terminal funding</b>	<b>0,00</b>	<b>0,00</b>	<b>0,00</b>	<b>0,00</b>	-	-
<i>Terminal funding that could not be assigned to a specific investment</i>	<i>0,00</i>	<i>0,00</i>	<i>0,00</i>	<i>0,00</i>	-	-

Actual funding declaration vs payments (M€ <sub>2017</sub> )	2020	2021	2022	2023	2024	RP3 to date
<b>Difference between total funding declared vs received</b>	<b>(0,19)</b>	<b>1,00</b>	<b>0,00</b>	<b>2,86</b>	-	<b>3,67</b>
Total included in the funding declaration (reporting tables)	0,69	2,45	0,67	4,54	-	8,34
SDM Payment	0,88	1,45	0,66	1,68	-	4,67

Declared funding in 2023 (M€<sub>2017</sub>)

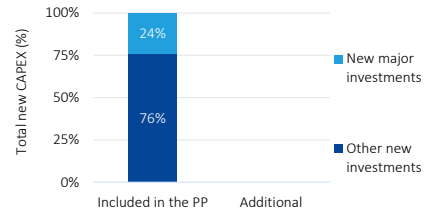
Croatia reported 4.5M€<sub>2017</sub> funding in 2023, this payment matches the data provided by the SESAR Deployment Manager. For RP3 to date, Croatia declared 8.3M€<sub>2017</sub> of funding, while SESAR Deployment Manager data indicates a payment of 4.7M€<sub>2017</sub>.

Cyprus underspent 0.9M€<sub>2017</sub> (-15%) in costs related to investments for en route in 2023 compared to the determined costs. Cyprus planned two new major investments for RP3, both of which have started.

**CAPEX FOR NEW INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN** CYPRUS | DCAC Cyprus

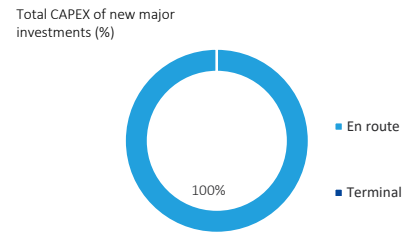
**Determined and additional CAPEX by value of individual investments (M€<sub>2017</sub>)** RP3

Total CAPEX for new investments	47,12	% of total
<b>New major investments (above 5M€ each)<sup>1</sup></b>	<b>11,30</b>	<b>24%</b>
Included in the performance plan	11,30	24%
Additional <sup>2</sup>	0	0%
<b>Other new investments (below 5M€ each)<sup>3</sup></b>	<b>35,83</b>	<b>76%</b>
Included in the performance plan	35,83	76%
Additional	0	0%



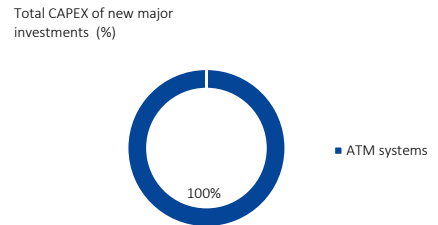
**Determined CAPEX: en route and terminal (M€<sub>2017</sub>)** RP3

Total CAPEX for new major investments	11,30	% of total
En route	11,30	100%
Terminal	0	0%

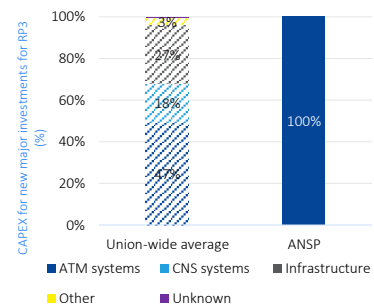
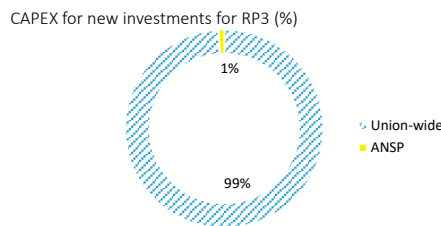
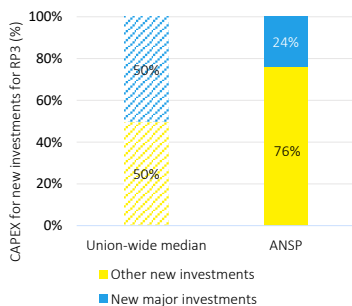


**Determined CAPEX by type of investment (M€<sub>2017</sub>)** RP3

Total CAPEX for new major investments	11,30	% of total
ATM systems	11,30	100%
CNS systems	0	0%
Infrastructure	0	0%
Other	0	0%
Unknown	0	0%



**CAPEX for new investments: ANSP compared to Union-wide** RP3



Unless otherwise stated, the Union-wide median values are reported as a measure of central tendency that is robust to outliers.

The Union-wide average values have a high standard deviation: ATM systems (33%), CNS systems (27%), infrastructure (21%), Other (1%), unknown (5%).

1. New major investments: "acquisition, development, replacement, upgrade, or leasing of fixed assets representing a total value over the whole lifetime of the assets greater than EUR 5 million in real terms" (Reg. 2019/317 art. 2 (13)).  
 2. Additional investments are those investments not foreseen as part of the performance plan.  
 3. Other new investments: new investments or replacements/upgrades of existing assets representing a total value over the whole lifetime of the asset below 5M€ in real terms.

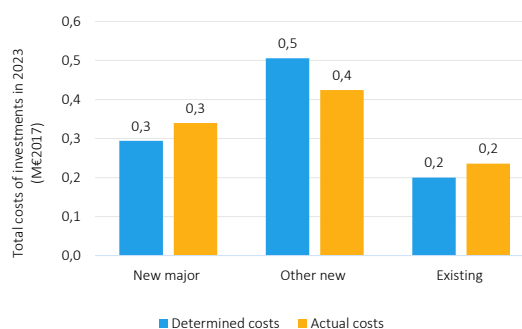
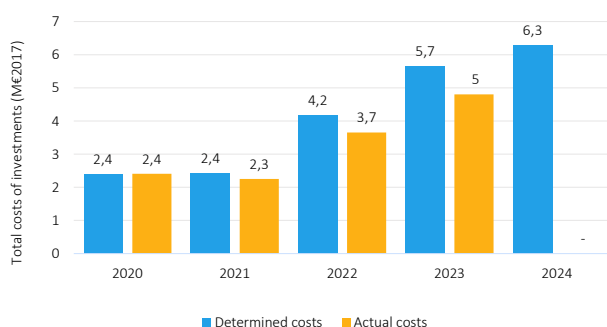
## COSTS RELATED TO INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN

CYPRUS | DCAC Cyprus

Determined costs: new and existing investments (M€ <sub>2017</sub> ) <sup>1</sup>	2020D	2021D	2022D	2023D	2024D	RP3 to date
<b>Total costs</b>	<b>2,41</b>	<b>2,41</b>	<b>4,17</b>	<b>5,67</b>	<b>6,29</b>	<b>14,65</b>
<b>New major investments</b>	<b>0,13</b>	<b>0,37</b>	<b>1,16</b>	<b>1,67</b>	<b>1,64</b>	<b>3,32</b>
% New major investments in total costs of investments	5%	15%	28%	29%	26%	23%
<b>Other new investments</b>	<b>0,17</b>	<b>0,60</b>	<b>1,76</b>	<b>2,87</b>	<b>3,64</b>	<b>5,40</b>
% Other new investments in total costs of investments	7%	25%	42%	51%	58%	37%
<b>Existing investments</b>	<b>2,11</b>	<b>1,45</b>	<b>1,25</b>	<b>1,13</b>	<b>1,01</b>	<b>5,93</b>
% Existing investments in total costs of investments	87%	60%	30%	20%	16%	40%

Actual costs: new and existing investments (M€ <sub>2017</sub> )	2020A	2021A	2022A	2023A	2024A	RP3 to date
<b>Total costs</b>	<b>2,41</b>	<b>2,25</b>	<b>3,65</b>	<b>4,80</b>	-	<b>13,12</b>
<b>New major investments</b>	<b>0,13</b>	<b>0,34</b>	<b>1,05</b>	<b>1,63</b>	-	<b>3,16</b>
% New major investments in total costs of investments	5%	15%	29%	34%	-	24%
<b>Other new investments</b>	<b>0,17</b>	<b>0,46</b>	<b>1,36</b>	<b>2,04</b>	-	<b>4,03</b>
% Other new investments in total costs of investments	7%	20%	37%	42%	-	31%
<b>Existing investments</b>	<b>2,11</b>	<b>1,45</b>	<b>1,25</b>	<b>1,13</b>	-	<b>5,93</b>
% Existing investments in total costs of investments	87%	64%	34%	24%	-	45%

Actual minus determined costs (M€ <sub>2017</sub> )	2020	2021	2022	2023	2024	RP3 to date
<b>Total difference</b>	<b>0</b>	<b>(0,16)</b>	<b>(0,51)</b>	<b>(0,86)</b>	-	<b>(1,54)</b>
<b>New major investments</b>	<b>0</b>	<b>(0,03)</b>	<b>(0,10)</b>	<b>(0,03)</b>	-	<b>(0,17)</b>
% change of actual with respect to determined	0%	-7%	-9%	-2%	-	-5%
<b>Other new investments</b>	<b>0</b>	<b>(0,14)</b>	<b>(0,41)</b>	<b>(0,83)</b>	-	<b>(1,37)</b>
% change of actual with respect to determined	0%	-23%	-23%	-29%	-	-25%
<b>Existing investments</b>	<b>0</b>	<b>(0,00)</b>	<b>0,00</b>	<b>(0,00)</b>	-	<b>(0,00)</b>
% change of actual with respect to determined	0%	0%	0%	0%	-	0%



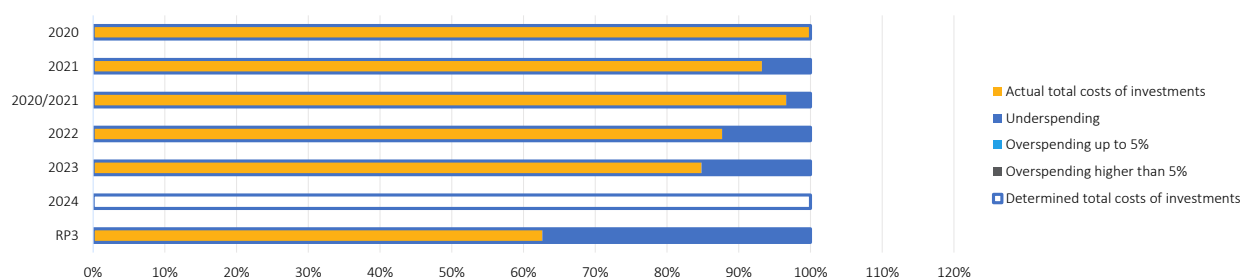
1. The performance plans include costs related to investments which comprise depreciation cost, cost of capital, and cost of leasing.



## COSTS RELATED TO INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN

CYPRUS - En route | DCAC Cyprus

Determined costs by nature (M€ <sub>2017</sub> )	2020D	2021D	2020D/2021D	2022D	2023D	2024D	RP3 to date
<b>Total costs of new and existing investments</b>	<b>2,41</b>	<b>2,41</b>	<b>4,82</b>	<b>4,17</b>	<b>5,67</b>	<b>6,29</b>	<b>14,65</b>
Depreciation	1,90	1,30	3,20	2,49	3,66	4,18	9,35
Cost of capital	0,51	1,11	1,62	1,67	2,01	2,11	5,30
Cost of leasing	0	0	0	0	0	0	0
Actual costs by nature (M€ <sub>2017</sub> )	2020A	2021A	2020A/2021A	2022A	2023A	2024A	RP3 to date
<b>Total costs of new and existing investments</b>	<b>2,41</b>	<b>2,25</b>	<b>4,66</b>	<b>3,65</b>	<b>4,80</b>	-	<b>13,12</b>
Depreciation	1,90	1,30	3,20	2,43	3,37	-	9,00
Cost of capital	0,51	0,95	1,46	1,22	1,44	-	4,12
Cost of leasing	0	0	0	0	0	-	0
Actual minus determined costs (M€ <sub>2017</sub> )	2020	2021	2020/2021	2022	2023	2024	RP3 to date
<b>Total difference</b>	<b>0</b>	<b>(0,16)</b>	<b>(0,16)</b>	<b>(0,51)</b>	<b>(0,86)</b>	-	<b>(1,54)</b>
Depreciation	0	0	0	(0,06)	(0,29)	-	(0,35)
Cost of capital	0	(0,16)	(0,16)	(0,45)	(0,57)	-	(1,19)
Cost of leasing	0	0	0	0	0	-	0



Cyprus did not establish a terminal charging zone for RP3.

Cyprus underspent 0.9M€<sub>2017</sub> in costs related to investments in 2023. For RP3 to date Cyprus underspent 1.5M€<sub>2017</sub> in costs related to investments. These amounts shall be reimbursed to the airspace users through a reduction of future unit rate(s), unless the NSA decides after consultation with the users, that the ANSP shall not reimburse a part of the difference according to article 28 of Regulation (EU) 2019/317. [17](#)

**COSTS BY NEW MAJOR INVESTMENTS** CYPRUS | DCAC Cyprus

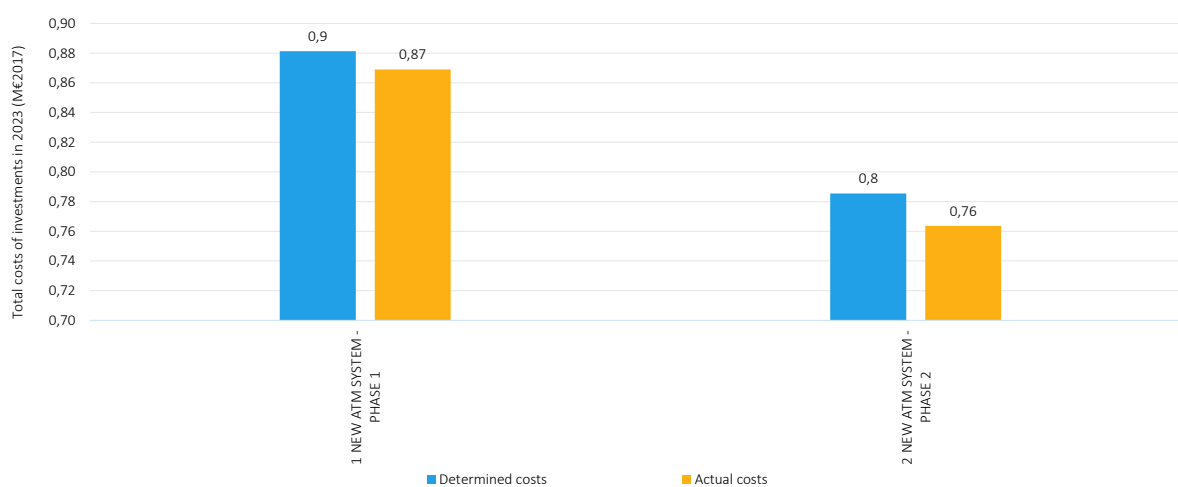
Determined costs (M€ <sub>2017</sub> ) <sup>1</sup>	2020D	2021D	2022D	2023D	2024D	RP3 to date
<b>Total costs of investments</b>	<b>0,13</b>	<b>0,37</b>	<b>1,16</b>	<b>1,67</b>	<b>1,64</b>	<b>3,32</b>
1 NEW ATM SYSTEM - PHASE 1	0,13	0,28	0,90	0,88	0,87	2,19
2 NEW ATM SYSTEM - PHASE 2	0	0,09	0,26	0,79	0,78	1,13

Actual costs (M€ <sub>2017</sub> )	2020A	2021A	2022A	2023A	2024A	RP3 to date
<b>Total costs of investments</b>	<b>0,13</b>	<b>0,34</b>	<b>1,05</b>	<b>1,63</b>	-	<b>3,16</b>
1 NEW ATM SYSTEM - PHASE 1	0,13	0,27	0,89	0,87	-	2,16
2 NEW ATM SYSTEM - PHASE 2	0	0,07	0,16	0,76	-	1,00

Actual minus determined costs of investments (M€ <sub>2017</sub> )	2020	2021	2022	2023	2024	RP3 to date
<b>Total difference in costs of investments</b>	<b>0,00</b>	<b>(0,03)</b>	<b>(0,10)</b>	<b>(0,03)</b>	-	<b>(0,17)</b>
1 NEW ATM SYSTEM - PHASE 1	0,00	(0,01)	(0,01)	(0,01)	-	(0,03)
2 NEW ATM SYSTEM - PHASE 2	0	(0,02)	(0,10)	(0,02)	-	(0,13)

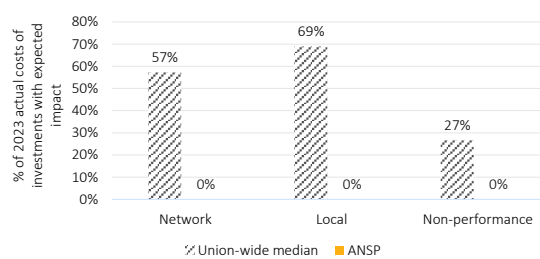
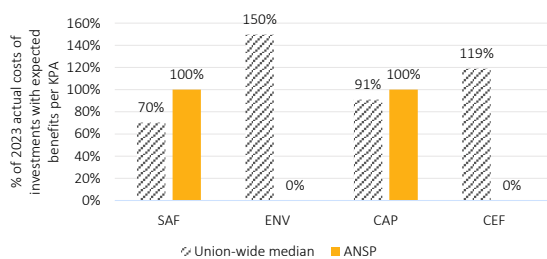


1. Determined costs comprise depreciation costs, cost of capital, and cost of leasing in the performance plans.

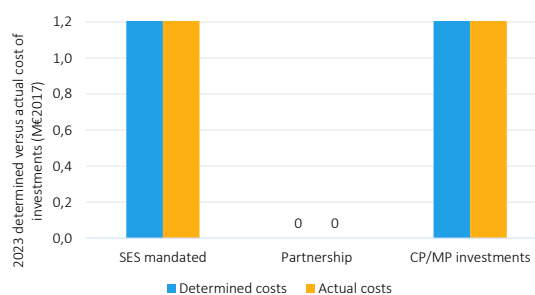
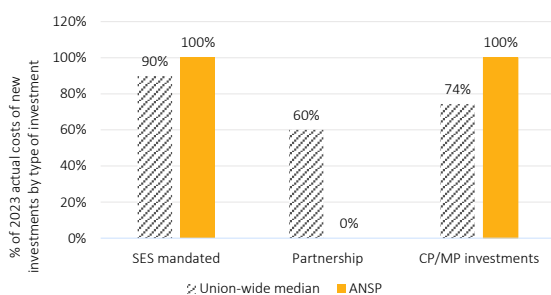
**EXPECTED BENEFIT AND IMPACT PER NEW MAJOR INVESTMENT** CYPRUS | DCAC Cyprus

#	New major investments	Expected benefit per KPA			
		SAF	ENV	CAP	CEF
1	NEW ATM SYSTEM - PHASE 1	X		X	
2	NEW ATM SYSTEM - PHASE 2	X		X	

#	New major investments	Expected impact		
		Network	Local	Non-performance
1	NEW ATM SYSTEM - PHASE 1			
2	NEW ATM SYSTEM - PHASE 2			



#	New major investments	EIO Date <sup>1</sup>	Status	SES Reg.	Partnership	ATM system	
						ATM sytem	CP/ MP <sup>2</sup>
1	NEW ATM SYSTEM - PHASE 1	1/01/2022	Started	Yes	No	Yes	MP
2	NEW ATM SYSTEM - PHASE 2	1/01/2023	Started	Yes	No	Yes	MP

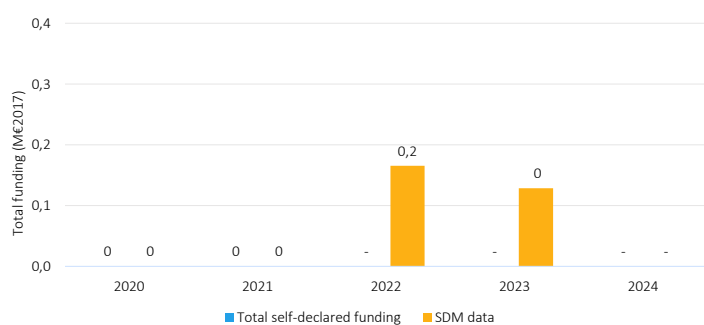


KPAs: SAF = Safety, ENV = Environment, CAP = Capacity, CEF = Cost-efficiency.  
 1. EOI date = Date of entry into operation  
 2. CP/MP = Common Project and Master Plan

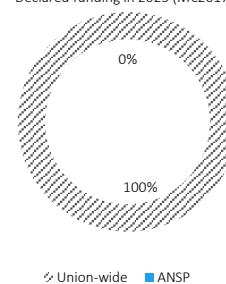
PUBLIC FUNDING GRANTED FOR TOTAL CAPEX (CEF/TEN-T) CYPRUS | DCAC Cyprus

Actual funding declaration (M€ <sub>2017</sub> )	2020	2021	2022	2023	2024	RP3 to date
<b>Total funding declared</b>	<b>0,00</b>	<b>0,00</b>	<b>0,00</b>	<b>0,00</b>	-	-
<b>En route funding declared</b>	<b>0,00</b>	<b>0,00</b>	<b>0,00</b>	<b>0,00</b>	-	-
<i>En route funding that could not be assigned to a specific investment</i>	<i>0,00</i>	<i>0,00</i>	<i>0,00</i>	<i>0,00</i>	-	-
<b>Terminal funding</b>	<b>0,00</b>	<b>0,00</b>	<b>0,00</b>	<b>0,00</b>	-	-
<i>Terminal funding that could not be assigned to a specific investment</i>	<i>0,00</i>	<i>0,00</i>	<i>0,00</i>	<i>0,00</i>	-	-

Actual funding declaration vs payments (M€ <sub>2017</sub> )	2020	2021	2022	2023	2024	RP3 to date
<b>Difference between total funding declared vs received</b>	<b>0,00</b>	<b>0,00</b>	<b>(0,17)</b>	<b>(0,13)</b>	-	<b>(0,29)</b>
Total included in the funding declaration (reporting tables)	0,00	0,00	0,00	0,00	-	-
SDM Payment	0,00	0,00	0,17	0,13	-	0,29



Declared funding in 2023 (M€<sub>2017</sub>)



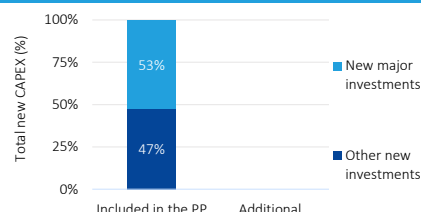
Cyprus did not declare any funding in 2023. However, SESAR Deployment Manager data indicate a payment of 0.1M€<sub>2017</sub> in 2023. For RP3 to date, Cyprus did not declare any funding, while SESAR Deployment Manager data indicates a payment of 0.3M€<sub>2017</sub>.

Czech Republic underspent 5.2M€<sub>2017</sub> (-14%) in costs related to investments for en route and terminal in 2023 compared to the determined costs. Czech Republic planned three new major investments for RP3, all of which have started.

**CAPEX FOR NEW INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN** CZECH REPUBLIC | ANS CR

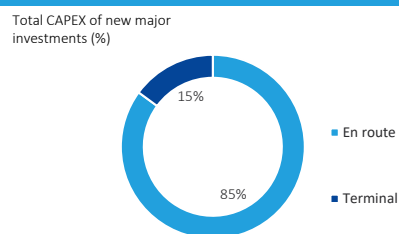
**Determined and additional CAPEX by value of individual investments (M€<sub>2017</sub>)** RP3

Total CAPEX for new investments	120,45	% of total
<b>New major investments (above 5M€ each)<sup>1</sup></b>	<b>63,27</b>	<b>53%</b>
Included in the performance plan	63,27	53%
Additional <sup>2</sup>	0	0%
<b>Other new investments (below 5M€ each)<sup>3</sup></b>	<b>57,18</b>	<b>47%</b>
Included in the performance plan	57,18	47%
Additional	0	0%



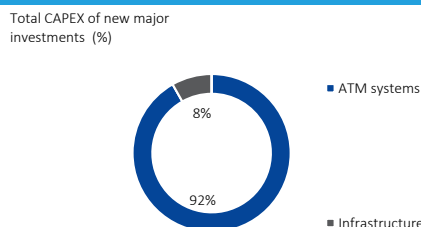
**Determined CAPEX: en route and terminal (M€<sub>2017</sub>)** RP3

Total CAPEX for new major investments	63,27	% of total
En route	53,82	85%
Terminal	9,45	15%

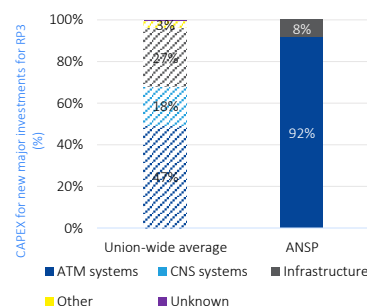
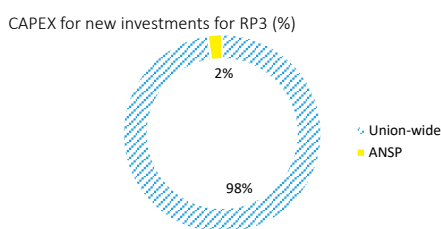
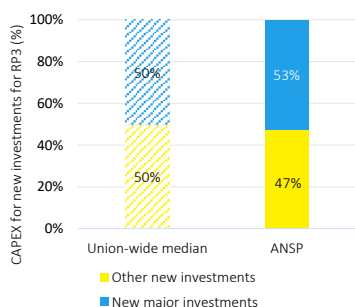


**Determined CAPEX by type of investment (M€<sub>2017</sub>)** RP3

Total CAPEX for new major investments	63,27	% of total
ATM systems	58,07	92%
CNS systems	0	0%
Infrastructure	5,19	8%
Other	0	0%
Unknown	0	0%



**CAPEX for new investments: ANSP compared to Union-wide** RP3



Unless otherwise stated, the Union-wide median values are reported as a measure of central tendency that is robust to outliers.

The Union-wide average values have a high standard deviation: ATM systems (33%), CNS systems (27%), infrastructure (21%), Other (1%), unknown (5%).

1. New major investments: "acquisition, development, replacement, upgrade, or leasing of fixed assets representing a total value over the whole lifetime of the assets greater than EUR 5 million in real terms" (Reg. 2019/317 art. 2 (13)).  
 2. Additional investments are those investments not foreseen as part of the performance plan.  
 3. Other new investments: new investments or replacements/upgrades of existing assets representing a total value over the whole lifetime of the asset below 5M€ in real terms.

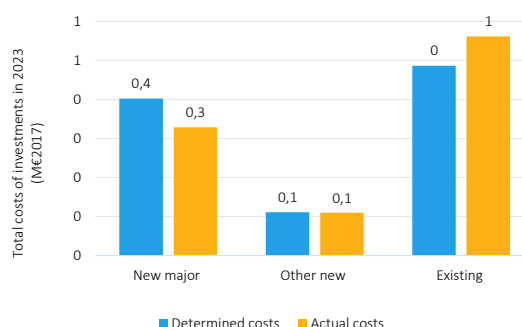
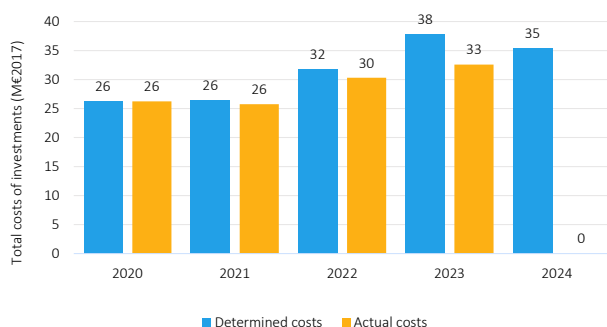
## COSTS RELATED TO INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN

CZECH REPUBLIC | ANS CR

Determined costs: new and existing investments (M€ <sub>2017</sub> ) <sup>1</sup>	2020D	2021D	2022D	2023D	2024D	RP3 to date
<b>Total costs</b>	<b>26,23</b>	<b>26,41</b>	<b>31,76</b>	<b>37,82</b>	<b>35,36</b>	<b>122,22</b>
<b>New major investments</b>	<b>0,08</b>	<b>0,09</b>	<b>7,51</b>	<b>15,22</b>	<b>19,22</b>	<b>22,91</b>
% New major investments in total costs of investments	0%	0%	24%	40%	54%	19%
<b>Other new investments</b>	<b>7,33</b>	<b>5,48</b>	<b>4,23</b>	<b>4,20</b>	<b>4,94</b>	<b>21,24</b>
% Other new investments in total costs of investments	28%	21%	13%	11%	14%	17%
<b>Existing investments</b>	<b>18,82</b>	<b>20,83</b>	<b>20,02</b>	<b>18,40</b>	<b>11,19</b>	<b>78,07</b>
% Existing investments in total costs of investments	72%	79%	63%	49%	32%	64%

Actual costs: new and existing investments (M€ <sub>2017</sub> )	2020A	2021A	2022A	2023A	2024A	RP3 to date
<b>Total costs</b>	<b>26,23</b>	<b>25,75</b>	<b>30,30</b>	<b>32,59</b>	-	<b>114,86</b>
<b>New major investments</b>	<b>0,08</b>	<b>0,09</b>	<b>7,70</b>	<b>10,71</b>	-	<b>18,59</b>
% New major investments in total costs of investments	0%	0%	25%	33%	-	16%
<b>Other new investments</b>	<b>7,33</b>	<b>5,37</b>	<b>2,87</b>	<b>3,57</b>	-	<b>19,13</b>
% Other new investments in total costs of investments	28%	21%	9%	11%	-	17%
<b>Existing investments</b>	<b>18,82</b>	<b>20,29</b>	<b>19,73</b>	<b>18,31</b>	-	<b>77,14</b>
% Existing investments in total costs of investments	72%	79%	65%	56%	-	67%

Actual minus determined costs (M€ <sub>2017</sub> )	2020	2021	2022	2023	2024	RP3 to date
<b>Total difference</b>	<b>0</b>	<b>(0,66)</b>	<b>(1,46)</b>	<b>(5,23)</b>	-	<b>(7,35)</b>
<b>New major investments</b>	<b>0</b>	<b>(0,00)</b>	<b>0,19</b>	<b>(4,50)</b>	-	<b>(4,32)</b>
% change of actual with respect to determined	0%	-2%	3%	-30%	-	-19%
<b>Other new investments</b>	<b>0</b>	<b>(0,11)</b>	<b>(1,36)</b>	<b>(0,63)</b>	-	<b>(2,11)</b>
% change of actual with respect to determined	0%	-2%	-32%	-15%	-	-10%
<b>Existing investments</b>	<b>0</b>	<b>(0,55)</b>	<b>(0,29)</b>	<b>(0,10)</b>	-	<b>(0,93)</b>
% change of actual with respect to determined	0%	-3%	-1%	-1%	-	-1%

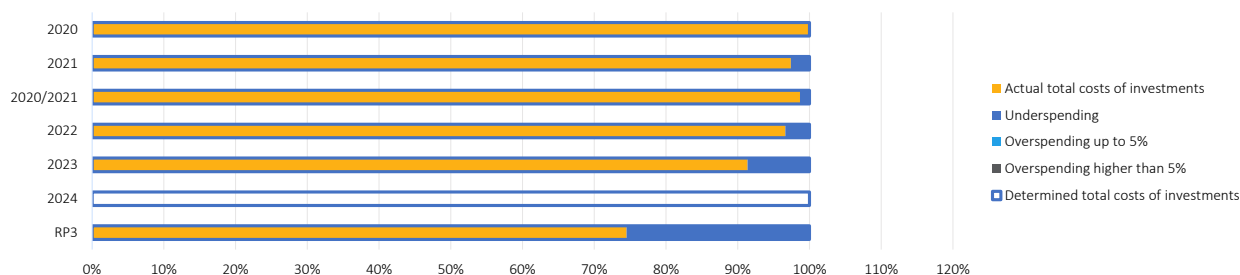


1. The performance plans include costs related to investments which comprise depreciation cost, cost of capital, and cost of leasing.

## COSTS RELATED TO INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN

CZECH REPUBLIC - En route | ANS CR

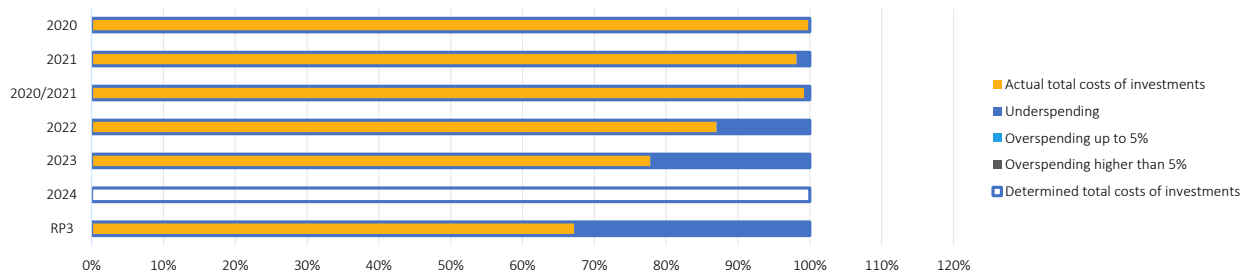
Determined costs by nature (M€ <sub>2017</sub> )	2020D	2021D	2020D/2021D	2022D	2023D	2024D	RP3 to date
<b>Total costs of new and existing investments</b>	<b>22,64</b>	<b>23,55</b>	<b>46,19</b>	<b>27,10</b>	<b>30,91</b>	<b>30,06</b>	<b>104,20</b>
Depreciation	16,67	16,92	33,60	20,41	22,94	22,15	76,95
Cost of capital	5,97	6,63	12,60	6,69	7,97	7,91	27,25
Cost of leasing	0	0	0	0	0	0	0
<b>Actual costs by nature (M€<sub>2017</sub>)</b>	<b>2020A</b>	<b>2021A</b>	<b>2020A/2021A</b>	<b>2022A</b>	<b>2023A</b>	<b>2024A</b>	<b>RP3 to date</b>
<b>Total costs of new and existing investments</b>	<b>22,64</b>	<b>22,94</b>	<b>45,58</b>	<b>26,18</b>	<b>28,25</b>	-	<b>100,01</b>
Depreciation	16,67	16,81	33,48	19,33	21,13	-	73,95
Cost of capital	5,97	6,13	12,10	6,85	7,11	-	26,06
Cost of leasing	0	0	0	0	0	-	0
<b>Actual minus determined costs (M€<sub>2017</sub>)</b>	<b>2020</b>	<b>2021</b>	<b>2020/2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>RP3 to date</b>
<b>Total difference</b>	<b>0</b>	<b>(0,61)</b>	<b>(0,61)</b>	<b>(0,91)</b>	<b>(2,67)</b>	-	<b>(4,19)</b>
Depreciation	0	(0,11)	(0,11)	(1,08)	(1,81)	-	(3,00)
Cost of capital	0	(0,50)	(0,50)	0,16	(0,86)	-	(1,19)
Cost of leasing	0	0	0	0	0	-	0



## COSTS RELATED TO INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN

CZECH REPUBLIC - Terminal | ANS CR

Determined costs by nature (M€ <sub>2017</sub> )	2020D	2021D	2020D/2021D	2022D	2023D	2024D	RP3 to date
<b>Total costs of new and existing investments</b>	<b>3,59</b>	<b>2,86</b>	<b>6,44</b>	<b>4,66</b>	<b>5,39</b>	<b>5,30</b>	<b>16,49</b>
Depreciation	3,59	2,86	6,44	3,77	4,19	4,09	14,41
Cost of capital	0	0	0	0,89	1,19	1,20	2,09
Cost of leasing	0	0	0	0	0	0	0
<b>Actual costs by nature (M€<sub>2017</sub>)</b>	<b>2020A</b>	<b>2021A</b>	<b>2020A/2021A</b>	<b>2022A</b>	<b>2023A</b>	<b>2024A</b>	<b>RP3 to date</b>
<b>Total costs of new and existing investments</b>	<b>3,59</b>	<b>2,80</b>	<b>6,39</b>	<b>4,06</b>	<b>4,19</b>	-	<b>14,64</b>
Depreciation	3,59	2,80	6,39	3,14	3,19	-	12,73
Cost of capital	0	0	0	0,91	1,00	-	1,91
Cost of leasing	0	0	0	0	0	-	0
<b>Actual minus determined costs (M€<sub>2017</sub>)</b>	<b>2020</b>	<b>2021</b>	<b>2020/2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>RP3 to date</b>
<b>Total difference</b>	<b>0</b>	<b>(0,05)</b>	<b>(0,05)</b>	<b>(0,61)</b>	<b>(1,20)</b>	-	<b>(1,86)</b>
Depreciation	0	(0,05)	(0,05)	(0,63)	(1,00)	-	(1,68)
Cost of capital	0	0	0	0,02	(0,20)	-	(0,17)
Cost of leasing	0	0	0	0	0	-	0



Czech Republic underspent 3.9M€<sub>2017</sub> in costs related to investments (-2.7M€<sub>2017</sub> in en route and -1.2M€<sub>2017</sub> in terminal) in 2023 according to the reporting tables. For RP3 to date Czech Republic underspent 7.4M€<sub>2017</sub> in costs related to investments. These amounts shall be reimbursed to the airspace users through a reduction of future unit rate(s), unless the NSA decides after consultation with the users, that the ANSP shall not reimburse a part of the difference according to article 28 of Regulation (EU) 2019/317. [M](#)

**COSTS BY NEW MAJOR INVESTMENTS** CZECH REPUBLIC | ANS CR

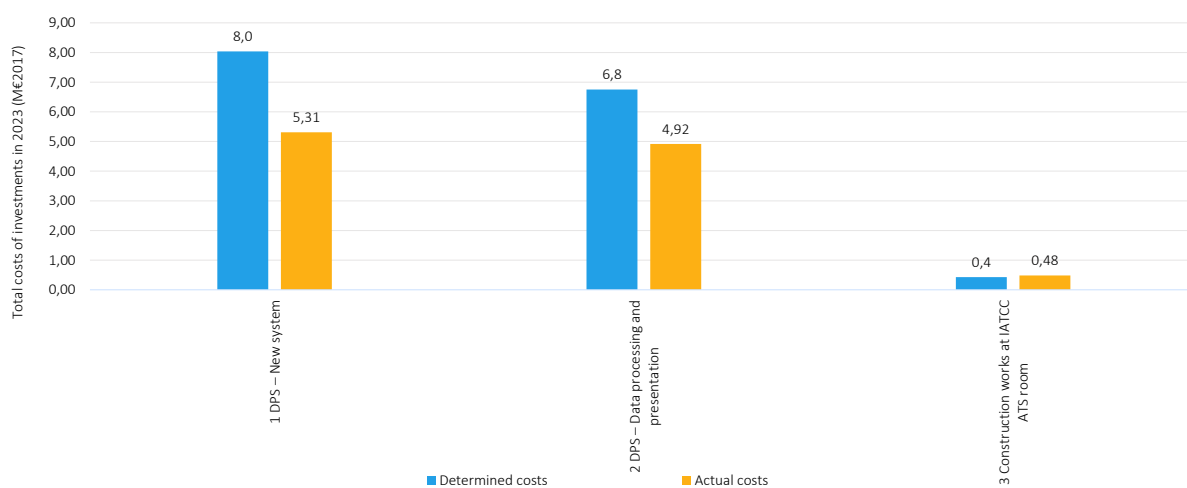
Determined costs (M€ <sub>2017</sub> ) <sup>1</sup>	2020D	2021D	2022D	2023D	2024D	RP3 to date
<b>Total costs of investments</b>	<b>0,08</b>	<b>0,09</b>	<b>7,51</b>	<b>15,22</b>	<b>19,22</b>	<b>22,91</b>
1 DPS – New system	0	0,03	4,32	8,04	10,03	12,39
2 DPS – Data processing and presentation	0,07	0,04	3,15	6,75	8,50	10,02
3 Construction works at IATCC ATS room	0,01	0,02	0,04	0,43	0,69	0,49

Actual costs (M€ <sub>2017</sub> )	2020A	2021A	2022A	2023A	2024A	RP3 to date
<b>Total costs of investments</b>	<b>0,08</b>	<b>0,09</b>	<b>7,70</b>	<b>10,71</b>	<b>-</b>	<b>18,59</b>
1 DPS – New system	0	0,03	4,36	5,31	-	9,70
2 DPS – Data processing and presentation	0,07	0,04	3,31	4,92	-	8,34
3 Construction works at IATCC ATS room	0,01	0,02	0,04	0,48	-	0,55

Actual minus determined costs of investments (M€ <sub>2017</sub> )	2020	2021	2022	2023	2024	RP3 to date
<b>Total difference in costs of investments</b>	<b>0</b>	<b>(0,00)</b>	<b>0,19</b>	<b>(4,50)</b>	<b>-</b>	<b>(4,32)</b>
1 DPS – New system	0	(0,00)	0,04	(2,72)	-	(2,69)
2 DPS – Data processing and presentation	0	(0,00)	0,15	(1,84)	-	(1,69)
3 Construction works at IATCC ATS room	0	(0,00)	0,00	0,06	-	0,06



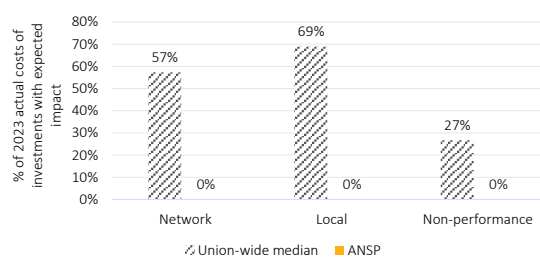
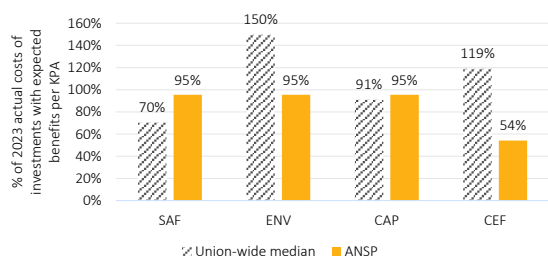
1. Determined costs comprise depreciation costs, cost of capital, and cost of leasing in the performance plans.



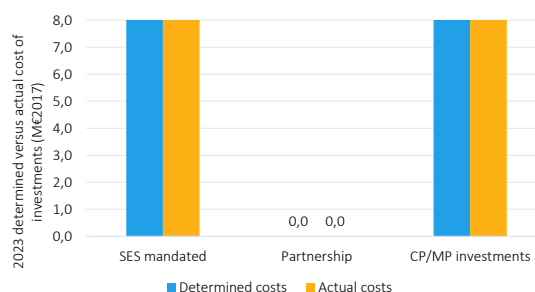
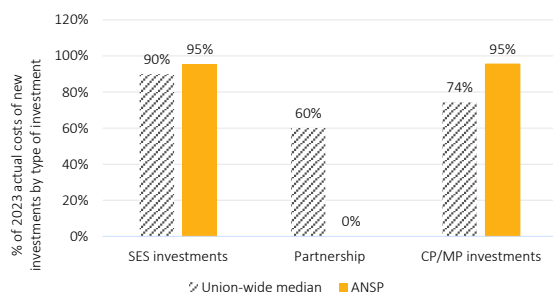
**EXPECTED BENEFIT AND IMPACT PER NEW MAJOR INVESTMENT** **CZECH REPUBLIC | ANS CR**

#	New major investments	Expected benefit per KPA			
		SAF	ENV	CAP	CEF
1	DPS – New system	X	X	X	X
2	DPS – Data processing and presentation	X	X	X	
3	Construction works at IATCC ATS room				X

#	New major investments	Expected impact		
		Network	Local	Non-performance
1	DPS – New system			
2	DPS – Data processing and presentation			
3	Construction works at IATCC ATS room			



#	New major investments	EIO Date <sup>1</sup>	Status	SES Reg.	Partnership	ATM system	CP/MP <sup>2</sup>
1	DPS – New system	2021-2024	Started	Yes	No	Yes	MP
2	DPS – Data processing and presentation	2020-2025	Started	Yes	No	Yes	MP
3	Construction works at IATCC ATS room	2020-2024	Started	No	No	No	-



KPAs: SAF = Safety, ENV = Environment, CAP = Capacity, CEF = Cost-efficiency.

1. EOI date = Date of entry into operation

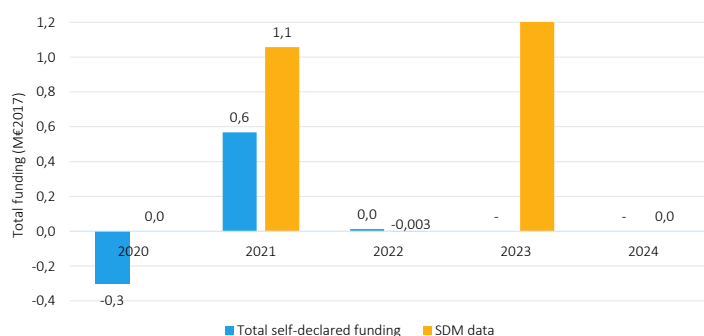
2. CP/MP = Common Project and Master Plan

## PUBLIC FUNDING GRANTED FOR TOTAL CAPEX (CEF/TEN-T)

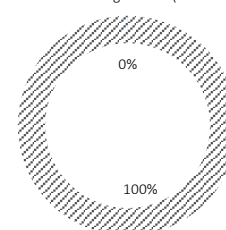
CZECH REPUBLIC | ANS CR

Actual funding declaration (M€ <sub>2017</sub> )	2020	2021	2022	2023	2024	RP3 to date
<b>Total funding declared</b>	<b>(0,30)</b>	<b>0,57</b>	<b>0,01</b>	<b>0,00</b>	-	<b>0,28</b>
<b>En route funding declared</b>	<b>(0,30)</b>	<b>0,57</b>	<b>0,01</b>	<b>0</b>	-	<b>0,28</b>
<i>En route funding that could not be assigned to a specific investment</i>	<i>(0,30)</i>	<i>0,57</i>	<i>0,01</i>	<i>0</i>	-	<i>0,28</i>
<b>Terminal funding</b>	<b>0,00</b>	<b>0,00</b>	<b>0,00</b>	<b>0,00</b>	-	<b>0</b>
<i>Terminal funding that could not be assigned to a specific investment</i>	<i>0,00</i>	<i>0,00</i>	<i>0,00</i>	<i>0,00</i>	-	<i>0</i>

Actual funding declaration vs payments (M€ <sub>2017</sub> )	2020	2021	2022	2023	2024	RP3 to date
<b>Difference between total funding declared vs received</b>	<b>(0,30)</b>	<b>(0,49)</b>	<b>0,01</b>	<b>(8,49)</b>	-	<b>(9,26)</b>
Total included in the funding declaration (reporting tables)	(0,30)	0,57	0,01	0,00	-	0,28
SDM Payment	0,00	1,06	(0,00)	8,49	-	9,54



Declared funding in 2023 (M€2017)



▨ Union-wide ■ ANSP

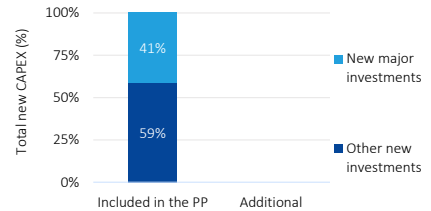
Czech Republic did not report any funding received in 2023. According to SDM data, Czech Republic received an amount of 8.5M€<sub>2017</sub>. For RP3 to date, Czech Republic declared 0.3M€<sub>2017</sub> of funding, while SESAR Deployment Manager data indicates a payment of 9.5M€<sub>2017</sub>.

Denmark underspent 0.7M€<sub>2017</sub> (-3.5%) in costs related to investments for en route and terminal in 2023 compared to the determined costs. Denmark planned two new major investments for RP3, one of which has started and one is expected to start in 2024.

**CAPEX FOR NEW INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN** DENMARK | NAVIAIR

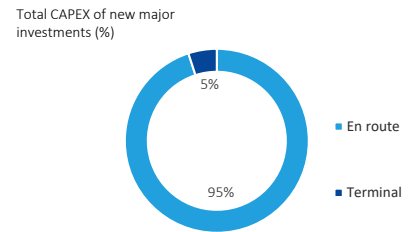
**Determined and additional CAPEX by value of individual investments (M€<sub>2017</sub>)** RP3

Total CAPEX for new investments	49,59	% of total
<b>New major investments (above 5M€ each)<sup>1</sup></b>	<b>20,53</b>	<b>41%</b>
Included in the performance plan	20,53	41%
Additional <sup>2</sup>	0	0%
<b>Other new investments (below 5M€ each)<sup>3</sup></b>	<b>29,06</b>	<b>59%</b>
Included in the performance plan	29,06	59%
Additional	0	0%



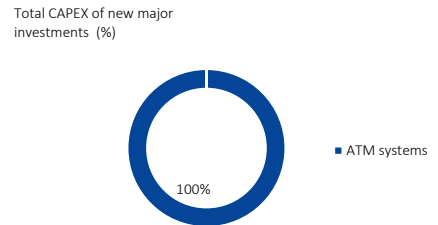
**Determined CAPEX: en route and terminal (M€<sub>2017</sub>)** RP3

Total CAPEX for new major investments	20,53	% of total
En route	19,51	95%
Terminal	1,03	5%

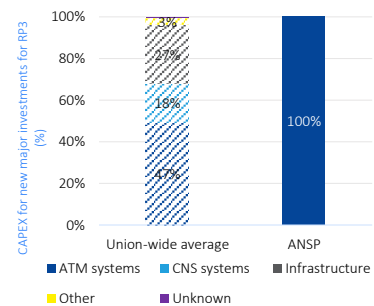
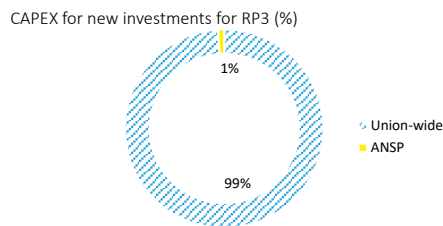
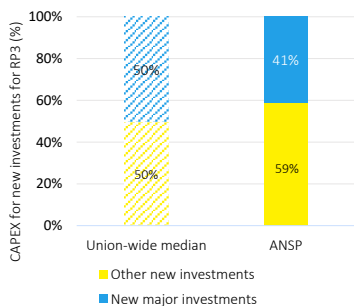


**Determined CAPEX by type of investment (M€<sub>2017</sub>)** RP3

Total CAPEX for new major investments	20,53	% of total
ATM systems	20,53	100%
CNS systems	0	0%
Infrastructure	0	0%
Other	0	0%
Unknown	0	0%



**CAPEX for new investments: ANSP compared to Union-wide** RP3



Unless otherwise stated, the Union-wide median values are reported as a measure of central tendency that is robust to outliers.

The Union-wide average values have a high standard deviation: ATM systems (33%), CNS systems (27%), infrastructure (21%), Other (1%), unknown (5%).

1. New major investments: "acquisition, development, replacement, upgrade, or leasing of fixed assets representing a total value over the whole lifetime of the assets greater than EUR 5 million in real terms" (Reg. 2019/317 art. 2 (13)).  
 2. Additional investments are those investments not foreseen as part of the performance plan.  
 3. Other new investments: new investments or replacements/upgrades of existing assets representing a total value over the whole lifetime of the asset below 5M€ in real terms.

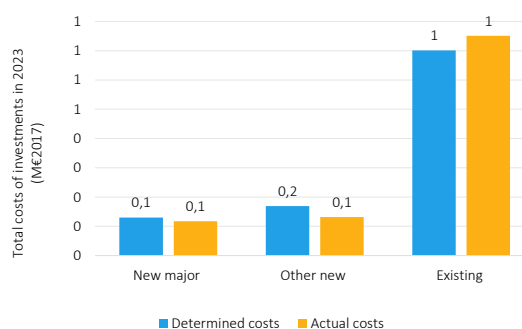
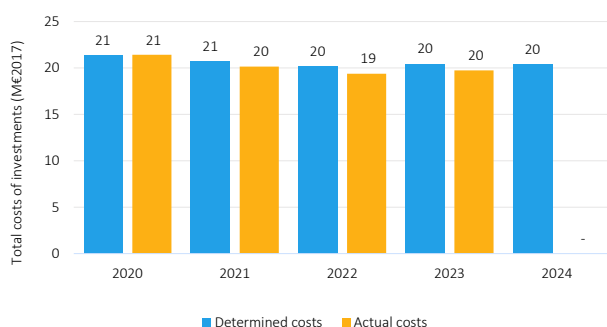
## COSTS RELATED TO INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN

DENMARK | NAVIAIR

Determined costs: new and existing investments (M€ <sub>2017</sub> ) <sup>1</sup>	2020D	2021D	2022D	2023D	2024D	RP3 to date
<b>Total costs</b>	<b>21,42</b>	<b>20,74</b>	<b>20,22</b>	<b>20,46</b>	<b>20,43</b>	<b>82,83</b>
<b>New major investments</b>	<b>1,72</b>	<b>1,86</b>	<b>2,13</b>	<b>2,65</b>	<b>3,53</b>	<b>8,36</b>
% New major investments in total costs of investments	8%	9%	11%	13%	17%	10%
<b>Other new investments</b>	<b>0,60</b>	<b>1,85</b>	<b>2,65</b>	<b>3,46</b>	<b>3,63</b>	<b>8,56</b>
% Other new investments in total costs of investments	3%	9%	13%	17%	18%	10%
<b>Existing investments</b>	<b>19,09</b>	<b>17,02</b>	<b>15,44</b>	<b>14,35</b>	<b>13,27</b>	<b>65,90</b>
% Existing investments in total costs of investments	89%	82%	76%	70%	65%	80%

Actual costs: new and existing investments (M€ <sub>2017</sub> )	2020A	2021A	2022A	2023A	2024A	RP3 to date
<b>Total costs</b>	<b>21,42</b>	<b>20,14</b>	<b>19,38</b>	<b>19,75</b>	-	<b>80,69</b>
<b>New major investments</b>	<b>1,72</b>	<b>1,81</b>	<b>2,17</b>	<b>2,32</b>	-	<b>8,02</b>
% New major investments in total costs of investments	8%	9%	11%	12%	-	10%
<b>Other new investments</b>	<b>0,60</b>	<b>1,16</b>	<b>1,18</b>	<b>2,60</b>	-	<b>5,54</b>
% Other new investments in total costs of investments	3%	6%	6%	13%	-	7%
<b>Existing investments</b>	<b>19,09</b>	<b>17,18</b>	<b>16,03</b>	<b>14,83</b>	-	<b>67,13</b>
% Existing investments in total costs of investments	89%	85%	83%	75%	-	83%

Actual minus determined costs (M€ <sub>2017</sub> )	2020	2021	2022	2023	2024	RP3 to date
<b>Total difference</b>	<b>0</b>	<b>(0,59)</b>	<b>(0,83)</b>	<b>(0,71)</b>	-	<b>(2,14)</b>
<b>New major investments</b>	<b>0</b>	<b>(0,05)</b>	<b>0,04</b>	<b>(0,34)</b>	-	<b>(0,35)</b>
% change of actual with respect to determined	0%	-3%	2%	-13%	-	-4%
<b>Other new investments</b>	<b>0</b>	<b>(0,70)</b>	<b>(1,46)</b>	<b>(0,86)</b>	-	<b>(3,02)</b>
% change of actual with respect to determined	0%	-38%	-55%	-25%	-	-35%
<b>Existing investments</b>	<b>0</b>	<b>0,16</b>	<b>0,59</b>	<b>0,48</b>	-	<b>1,23</b>
% change of actual with respect to determined	0%	1%	4%	3%	-	1,87%



1. The performance plans include costs related to investments which comprise depreciation cost, cost of capital, and cost of leasing.

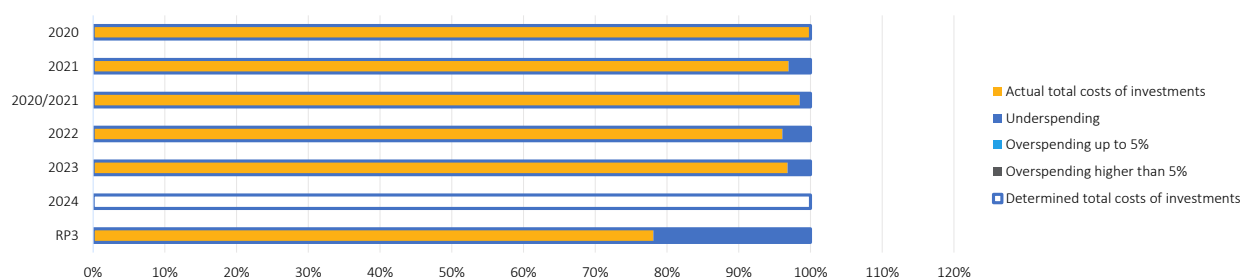
## COSTS RELATED TO INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN

DENMARK - En route | NAVIAIR

Determined costs by nature (M€ <sub>2017</sub> )	2020D	2021D	2020D/2021D	2022D	2023D	2024D	RP3 to date
<b>Total costs of new and existing investments</b>	<b>17,64</b>	<b>17,15</b>	<b>34,79</b>	<b>16,85</b>	<b>17,14</b>	<b>17,07</b>	<b>68,78</b>
Depreciation	11,81	12,10	23,91	13,21	13,55	13,47	50,67
Cost of capital	5,82	5,05	10,88	3,64	3,59	3,61	18,10
Cost of leasing	0	0	0	0	0	0	0

Actual costs by nature (M€ <sub>2017</sub> )	2020A	2021A	2020A/2021A	2022A	2023A	2024A	RP3 to date
<b>Total costs of new and existing investments</b>	<b>17,64</b>	<b>16,62</b>	<b>34,26</b>	<b>16,19</b>	<b>16,59</b>	-	<b>67,04</b>
Depreciation	11,81	12,08	23,89	12,45	12,73	-	49,08
Cost of capital	5,82	4,55	10,37	3,73	3,86	-	17,96
Cost of leasing	0	0	0	0	0	-	0

Actual minus determined costs (M€ <sub>2017</sub> )	2020	2021	2020/2021	2022	2023	2024	RP3 to date
<b>Total difference</b>	<b>0</b>	<b>(0,53)</b>	<b>(0,53)</b>	<b>(0,66)</b>	<b>(0,55)</b>	-	<b>(1,74)</b>
Depreciation	0	(0,02)	(0,02)	(0,76)	(0,82)	-	(1,59)
Cost of capital	0	(0,51)	(0,51)	0,10	0,27	-	(0,14)
Cost of leasing	0	0	0	0	0	-	0



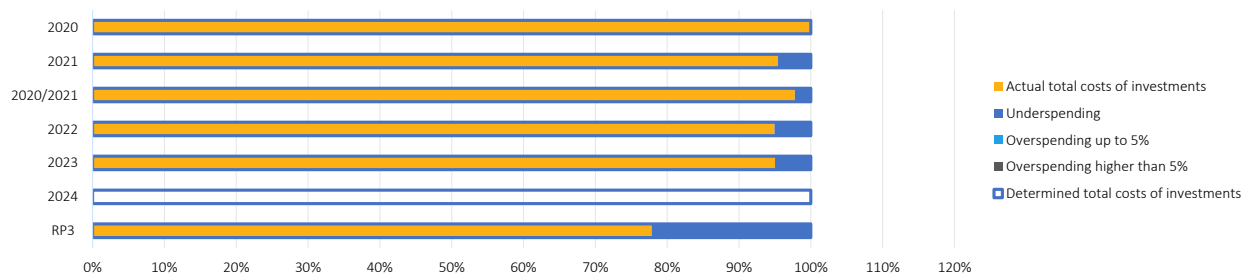
## COSTS RELATED TO INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN

DENMARK - Terminal | NAVIAIR

Determined costs by nature (M€ <sub>2017</sub> )	2020D	2021D	2020D/2021D	2022D	2023D	2024D	RP3 to date
<b>Total costs of new and existing investments</b>	<b>3,78</b>	<b>3,58</b>	<b>7,37</b>	<b>3,37</b>	<b>3,32</b>	<b>3,36</b>	<b>14,05</b>
Depreciation	2,07	2,09	4,16	2,29	2,26	2,29	8,70
Cost of capital	1,72	1,49	3,21	1,08	1,06	1,07	5,35
Cost of leasing	0	0	0	0	0	0	0

Actual costs by nature (M€ <sub>2017</sub> )	2020A	2021A	2020A/2021A	2022A	2023A	2024A	RP3 to date
<b>Total costs of new and existing investments</b>	<b>3,78</b>	<b>3,42</b>	<b>7,20</b>	<b>3,20</b>	<b>3,15</b>	-	<b>13,55</b>
Depreciation	2,07	2,10	4,17	2,12	2,03	-	8,32
Cost of capital	1,72	1,32	3,04	1,08	1,12	-	5,24
Cost of leasing	0	0	0	0	0	-	0

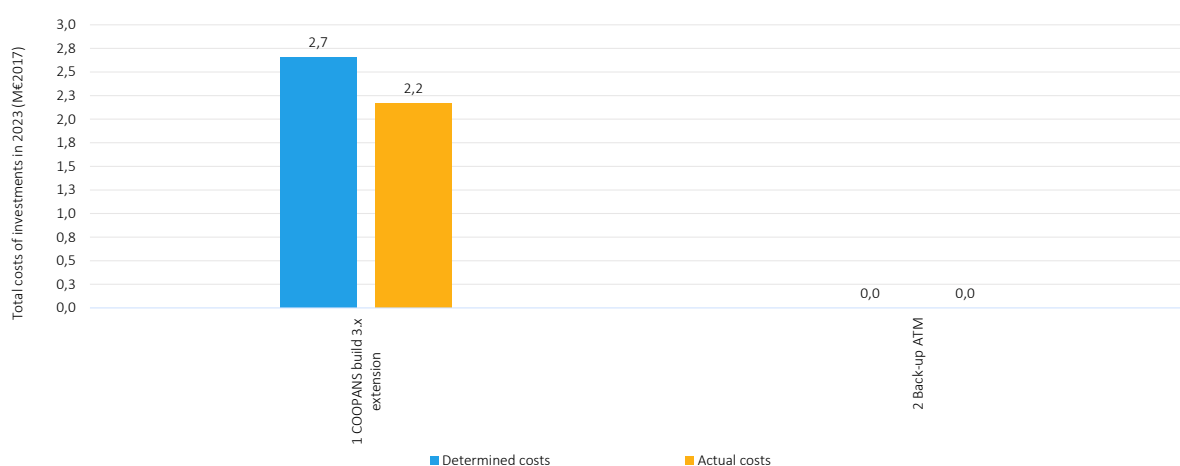
Actual minus determined costs (M€ <sub>2017</sub> )	2020	2021	2020/2021	2022	2023	2024	RP3 to date
<b>Total difference</b>	<b>0</b>	<b>(0,16)</b>	<b>(0,16)</b>	<b>(0,17)</b>	<b>(0,17)</b>	-	<b>(0,50)</b>
Depreciation	0	0,01	0,01	(0,17)	(0,22)	-	(0,39)
Cost of capital	0	(0,17)	(0,17)	0,00	0,06	-	(0,11)
Cost of leasing	0	0	0	0	0	-	0



Denmark underspent 0.7M€<sub>2017</sub> in costs related to investments (-0.5M€<sub>2017</sub> in en route and -0.2M€<sub>2017</sub> in terminal) in 2023. For RP3 to date Denmark underspent 2.1M€<sub>2017</sub> in costs related to investments. These amounts shall be reimbursed to the airspace users through a reduction of future unit rate(s), unless the NSA decides after consultation with the users, that the ANSP shall not reimburse a part of the difference according to article 28 of Regulation (EU) 2019/317. [\[1\]](#)

**COSTS BY NEW MAJOR INVESTMENTS** DENMARK | NAVIAIR

Determined costs (M€ <sub>2017</sub> ) <sup>1</sup>	2020D	2021D	2022D	2023D	2024D	RP3 to date
<b>Total costs of investments</b>	<b>1,72</b>	<b>1,86</b>	<b>2,13</b>	<b>2,65</b>	<b>3,53</b>	<b>8,36</b>
1 COOPANS build 3.x extension	1,72	1,86	2,13	2,65	3,16	8,36
2 Back-up ATM	0	0	0	0	0,37	0
Actual costs (M€ <sub>2017</sub> )	2020A	2021A	2022A	2023A	2024A	RP3 to date
<b>Total costs of investments</b>	<b>1,72</b>	<b>1,81</b>	<b>2,17</b>	<b>2,32</b>	-	<b>8,02</b>
1 COOPANS build 3.x extension	1,72	1,81	2,17	2,32	-	8,02
2 Back-up ATM	0	0	0	0	-	0
Actual minus determined costs of investments (M€ <sub>2017</sub> )	2020	2021	2022	2023	2024	RP3 to date
<b>Total difference in costs of investments</b>	<b>0</b>	<b>(0,05)</b>	<b>0,04</b>	<b>(0,34)</b>	-	<b>(0,35)</b>
1 COOPANS build 3.x extension	0	(0,05)	0,04	(0,33687)	-	(0,35)
2 Back-up ATM	0	0	0	0	-	0



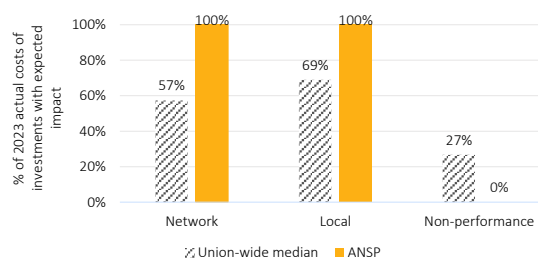
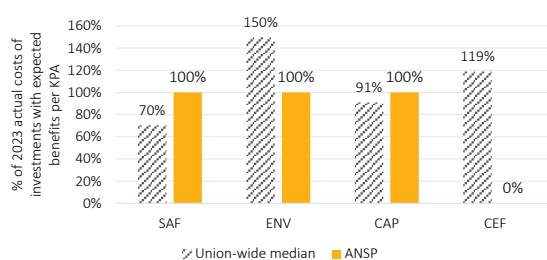
1. Determined costs comprise depreciation costs, cost of capital, and cost of leasing in the performance plans.

## EXPECTED BENEFIT AND IMPACT PER NEW MAJOR INVESTMENT

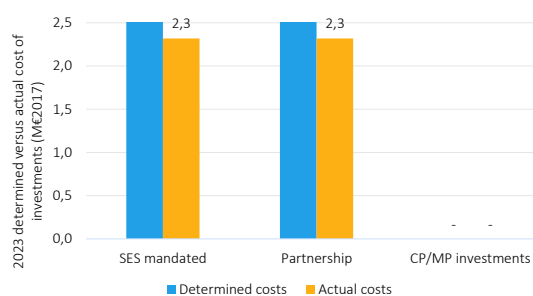
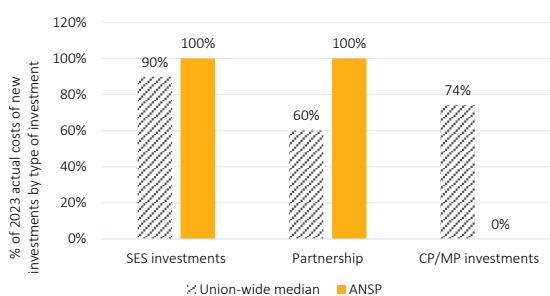
DENMARK | NAVIAIR

#	New major investments	Expected benefit per KPA			
		SAF	ENV	CAP	CEF
1	COOPANS build 3.x extension	X	X	X	
2	Back-up ATM	X	X	X	X

#	New major investments	Expected impact		
		Network	Local	Non-performance
1	COOPANS build 3.x extension	X	X	
2	Back-up ATM	X	X	



#	New major investments	EIO Date <sup>1</sup>	Status	SES Reg.	Partnership	ATM system	
						ATM system	CP/MP <sup>2</sup>
1	COOPANS build 3.x extension	1/07/2024	Started	Yes	Yes	Yes	-
2	Back-up ATM	1/01/2024	Not started	No	No	Yes	MP



KPAs: SAF = Safety, ENV = Environment, CAP = Capacity, CEF = Cost-efficiency.

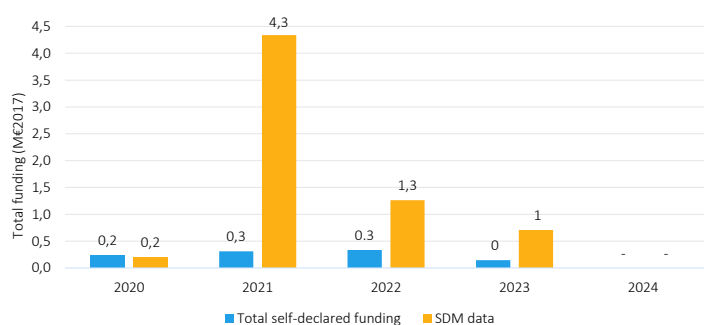
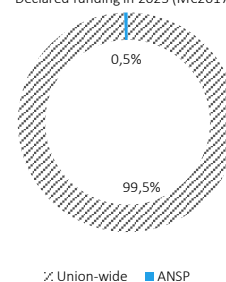
1. EOI date = Date of entry into operation

2. CP/MP = Common Project and Master Plan

## PUBLIC FUNDING GRANTED FOR TOTAL CAPEX (CEF/TEN-T) DENMARK | NAVIAIR

Actual funding declaration (M€ <sub>2017</sub> )	2020	2021	2022	2023	2024	RP3 to date
<b>Total funding declared</b>	<b>0,23</b>	<b>0,31</b>	<b>0,33</b>	<b>0,15</b>	-	<b>1,03</b>
<b>En route funding declared</b>	<b>0,13</b>	<b>0,29</b>	<b>0,24</b>	<b>0,09</b>	-	<b>0,74</b>
<i>En route funding that could not be assigned to a specific investment</i>	<i>0,13</i>	<i>0,29</i>	<i>0,24</i>	<i>0,09</i>	-	<i>0,74</i>
<b>Terminal funding</b>	<b>0,11</b>	<b>0,02</b>	<b>0,10</b>	<b>0,06</b>	-	<b>0,28</b>
<i>Terminal funding that could not be assigned to a specific investment</i>	<i>0,11</i>	<i>0,02</i>	<i>0,10</i>	<i>0,06</i>	-	<i>0,28</i>

Actual funding declaration vs payments (M€ <sub>2017</sub> )	2020	2021	2022	2023	2024	RP3 to date
<b>Difference between total funding declared vs received</b>	<b>0,03</b>	<b>(4,03)</b>	<b>(0,93)</b>	<b>(0,56)</b>	-	<b>(5,48)</b>
Total included in the funding declaration (reporting tables)	0,23	0,31	0,33	0,15	-	1,03
SDM Payment	0,20	4,34	1,26	0,71	-	6,51

Declared funding in 2023 (M€<sub>2017</sub>)

Denmark reported 0.1M€<sub>2017</sub> funding in 2023. However, SESAR Deployment Manager data indicates a payment of 0.7M€<sub>2017</sub> for 2023. For RP3 to date, Denmark declared 1M€<sub>2017</sub> of funding, while SESAR Deployment Manager data indicates a payment of 6.5M€<sub>2017</sub>.

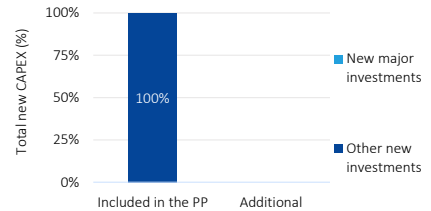


Estonia underspent 1.4M€<sub>2017</sub> (-28%) in costs related to investments for en route and terminal in 2023 compared to the determined costs. Estonia did not plan any new major investment for RP3.

**CAPEX FOR NEW INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN** ESTONIA | EANS

**Determined and additional CAPEX by value of individual investments (M€<sub>2017</sub>)** RP3

Total CAPEX for new investments	24,01	% of total
<b>New major investments (above 5M€ each)<sup>1</sup></b>	<b>0</b>	<b>0%</b>
Included in the performance plan	0	0%
Additional <sup>2</sup>	0	0%
<b>Other new investments (below 5M€ each)<sup>3</sup></b>	<b>24,01</b>	<b>100%</b>
Included in the performance plan	24,01	100%
Additional	0	0%



**Determined CAPEX: en route and terminal (M€<sub>2017</sub>)** RP3

Total CAPEX for new major investments	N/A	% of total
En route	N/A	N/A
Terminal	N/A	N/A

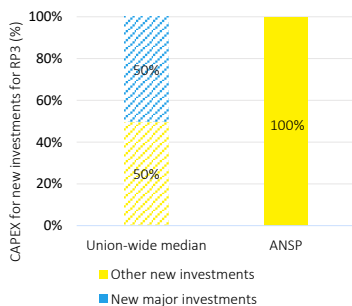
Not applicable

**Determined CAPEX by type of investment (M€<sub>2017</sub>)** RP3

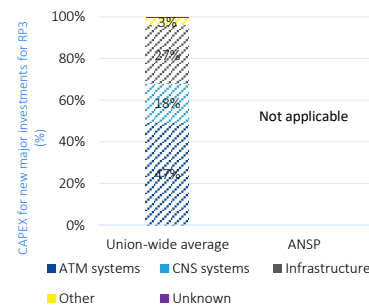
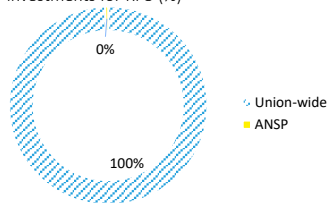
Total CAPEX for new major investments	N/A	% of total
ATM systems	N/A	N/A
CNS systems	N/A	N/A
Infrastructure	N/A	N/A
Other	N/A	N/A
Unknown	N/A	N/A

Not applicable

**CAPEX for new investments: ANSP compared to Union-wide** RP3



CAPEX for new investments for RP3 (%)



Unless otherwise stated, the Union-wide median values are reported as a measure of central tendency that is robust to outliers.

The Union-wide average values have a high standard deviation: ATM systems (33%), CNS systems (27%), infrastructure (21%), Other (1%), unknown (5%).

1. New major investments: "acquisition, development, replacement, upgrade, or leasing of fixed assets representing a total value over the whole lifetime of the assets greater than EUR 5 million in real terms" (Reg. 2019/317 art. 2 (13)).  
 2. Additional investments are those investments not foreseen as part of the performance plan.  
 3. Other new investments: new investments or replacements/upgrades of existing assets representing a total value over the whole lifetime of the asset below 5M€ in real terms.

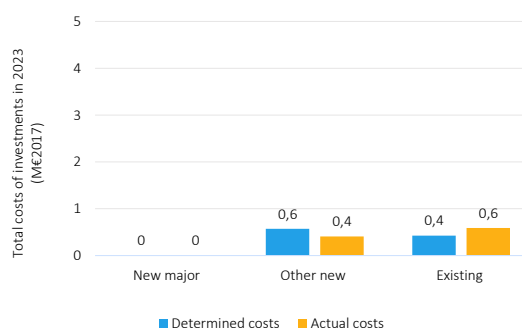
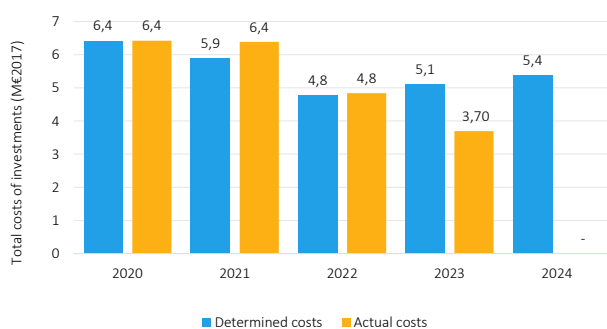
## COSTS RELATED TO INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN

ESTONIA | EANS

Determined costs: new and existing investments (M€ <sub>2017</sub> ) <sup>1</sup>	2020D	2021D	2022D	2023D	2024D	RP3 to date
<b>Total costs</b>	<b>6,42</b>	<b>5,89</b>	<b>4,79</b>	<b>5,11</b>	<b>5,39</b>	<b>22,21</b>
<b>New major investments</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<i>% New major investments in total costs of investments</i>	<i>0%</i>	<i>0%</i>	<i>0%</i>	<i>0%</i>	<i>0%</i>	<i>0%</i>
<b>Other new investments</b>	<b>0</b>	<b>0,08</b>	<b>0,94</b>	<b>2,93</b>	<b>3,59</b>	<b>3,94</b>
<i>% Other new investments in total costs of investments</i>	<i>0%</i>	<i>1%</i>	<i>20%</i>	<i>57%</i>	<i>67%</i>	<i>18%</i>
<b>Existing investments</b>	<b>6,42</b>	<b>5,81</b>	<b>3,85</b>	<b>2,18</b>	<b>1,80</b>	<b>18,27</b>
<i>% Existing investments in total costs of investments</i>	<i>100%</i>	<i>99%</i>	<i>80%</i>	<i>43%</i>	<i>33%</i>	<i>82%</i>

Actual costs: new and existing investments (M€ <sub>2017</sub> )	2020A	2021A	2022A	2023A	2024A	RP3 to date
<b>Total costs</b>	<b>6,42</b>	<b>6,39</b>	<b>4,84</b>	<b>3,70</b>	-	<b>21,35</b>
<b>New major investments</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	-	<b>0</b>
<i>% New major investments in total costs of investments</i>	<i>0%</i>	<i>0%</i>	<i>0%</i>	<i>0%</i>	-	<i>0%</i>
<b>Other new investments</b>	<b>0</b>	<b>0,31</b>	<b>0,95</b>	<b>1,51</b>	-	<b>2,76</b>
<i>% Other new investments in total costs of investments</i>	<i>0%</i>	<i>5%</i>	<i>20%</i>	<i>41%</i>	-	<i>13%</i>
<b>Existing investments</b>	<b>6,42</b>	<b>6,08</b>	<b>3,89</b>	<b>2,18</b>	-	<b>18,58</b>
<i>% Existing investments in total costs of investments</i>	<i>100%</i>	<i>95%</i>	<i>80%</i>	<i>59%</i>	-	<i>87%</i>

Actual minus determined costs (M€ <sub>2017</sub> )	2020	2021	2022	2023	2024	RP3 to date
<b>Total difference</b>	<b>0</b>	<b>0,49</b>	<b>0,05</b>	<b>(1,42)</b>	-	<b>(0,87)</b>
<b>New major investments</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	-	<b>0</b>
<i>% change of actual with respect to determined</i>	<i>0%</i>	<i>0%</i>	<i>0%</i>	<i>0%</i>	-	<i>0%</i>
<b>Other new investments</b>	<b>0</b>	<b>0,23</b>	<b>0,01</b>	<b>(1,42)</b>	-	<b>(1,18)</b>
<i>% change of actual with respect to determined</i>	<i>0%</i>	<i>297%</i>	<i>1%</i>	<i>-48%</i>	-	<i>-30%</i>
<b>Existing investments</b>	<b>0</b>	<b>0,27</b>	<b>0,04</b>	<b>0,00</b>	-	<b>0,31</b>
<i>% change of actual with respect to determined</i>	<i>0%</i>	<i>5%</i>	<i>1%</i>	<i>0%</i>	-	<i>2%</i>



1. The performance plans include costs related to investments which comprise depreciation cost, cost of capital, and cost of leasing.

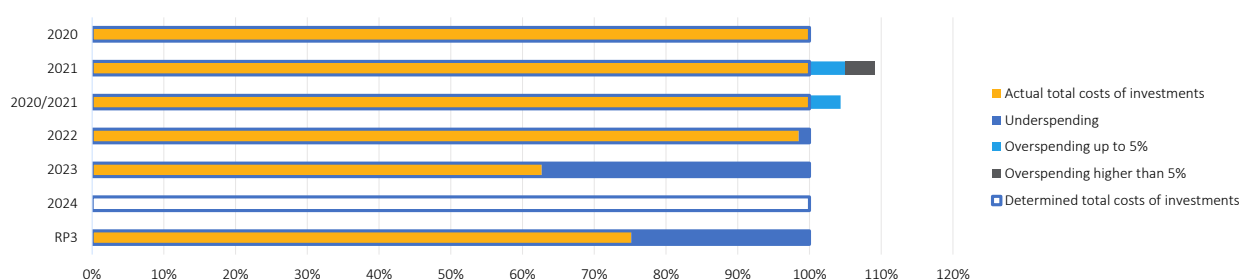
## COSTS RELATED TO INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN

ESTONIA - En route | EANS

Determined costs by nature (M€ <sub>2017</sub> )	2020D	2021D	2020D/2021D	2022D	2023D	2024D	RP3 to date
<b>Total costs of new and existing investments</b>	<b>5,63</b>	<b>5,19</b>	<b>10,83</b>	<b>4,23</b>	<b>4,52</b>	<b>4,77</b>	<b>19,58</b>
Depreciation	4,67	4,64	9,31	3,58	3,41	3,54	16,30
Cost of capital	0,97	0,55	1,52	0,65	1,11	1,23	3,28
Cost of leasing	0	0	0	0	0	0	0

Actual costs by nature (M€ <sub>2017</sub> )	2020A	2021A	2020A/2021A	2022A	2023A	2024A	RP3 to date
<b>Total costs of new and existing investments</b>	<b>5,63</b>	<b>5,66</b>	<b>11,30</b>	<b>4,17</b>	<b>2,83</b>	-	<b>18,30</b>
Depreciation	4,67	4,86	9,53	3,27	1,98	-	14,78
Cost of capital	0,97	0,80	1,77	0,90	0,85	-	3,52
Cost of leasing	0	0	0	0	0	-	0

Actual minus determined costs (M€ <sub>2017</sub> )	2020	2021	2020/2021	2022	2023	2024	RP3 to date
<b>Total difference</b>	<b>0</b>	<b>0,47</b>	<b>0,47</b>	<b>(0,06)</b>	<b>(1,69)</b>	-	<b>(1,28)</b>
Depreciation	0	0,23	0,23	(0,31)	(1,43)	-	(1,51)
Cost of capital	0	0,25	0,25	0,24	(0,26)	-	0,23
Cost of leasing	0	0	0	0	0	-	0



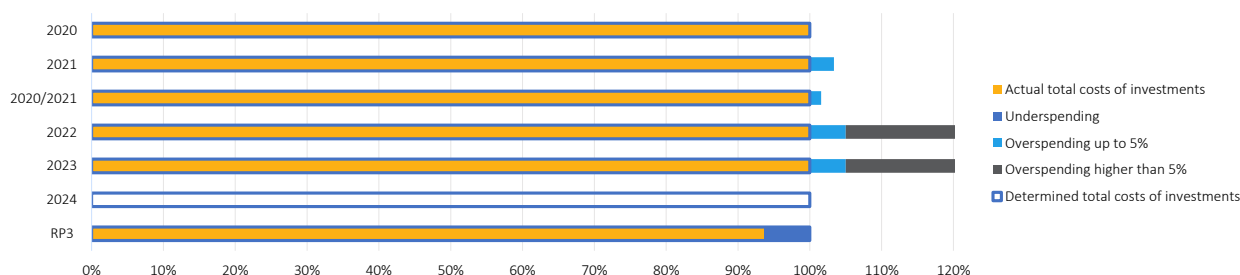
## COSTS RELATED TO INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN

ESTONIA - Terminal | EANS

Determined costs by nature (M€ <sub>2017</sub> )	2020D	2021D	2020D/2021D	2022D	2023D	2024D	RP3 to date
<b>Total costs of new and existing investments</b>	<b>0,79</b>	<b>0,70</b>	<b>1,49</b>	<b>0,55</b>	<b>0,59</b>	<b>0,62</b>	<b>2,63</b>
Depreciation	0,60	0,61	1,21	0,48	0,46	0,48	2,15
Cost of capital	0,19	0,09	0,28	0,07	0,13	0,15	0,48
Cost of leasing	0	0	0	0	0	0	0

Actual costs by nature (M€ <sub>2017</sub> )	2020A	2021A	2020A/2021A	2022A	2023A	2024A	RP3 to date
<b>Total costs of new and existing investments</b>	<b>0,79</b>	<b>0,72</b>	<b>1,51</b>	<b>0,67</b>	<b>0,86</b>	-	<b>3,05</b>
Depreciation	0,60	0,54	1,14	0,49	0,67	-	2,30
Cost of capital	0,19	0,18	0,37	0,18	0,19	-	0,74
Cost of leasing	0	0	0	0	0	-	0

Actual minus determined costs (M€ <sub>2017</sub> )	2020	2021	2020/2021	2022	2023	2024	RP3 to date
<b>Total difference</b>	<b>0</b>	<b>0,02</b>	<b>0,02</b>	<b>0,12</b>	<b>0,27</b>	-	<b>0,42</b>
Depreciation	0	(0,07)	(0,07)	0,01	0,21	-	0,15
Cost of capital	0	0,09	0,09	0,11	0,06	-	0,26
Cost of leasing	0	0	0	0	0	-	0

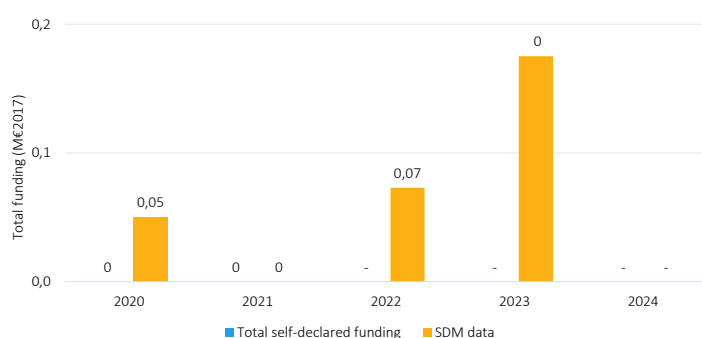
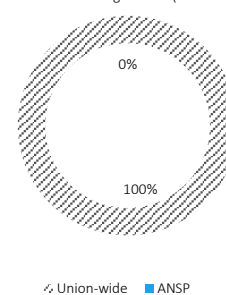


Estonia underspent 1.4M€<sub>2017</sub> in costs related to investments (-1.7M€<sub>2017</sub> in en route and +0.3M€<sub>2017</sub> in terminal) in 2023. For RP3 to date Estonia underspent 0,87M€<sub>2017</sub> in costs related to investments. These amounts shall be reimbursed to the airspace users through a reduction of future unit rate(s), unless the NSA decides after consultation with the users, that the ANSP shall not reimburse a part of the difference according to article 28 of Regulation (EU) 2019/317. ▣

## PUBLIC FUNDING GRANTED FOR TOTAL CAPEX (CEF/TEN-T)

ESTONIA | EANS

Actual funding declaration (M€ <sub>2017</sub> )	2020	2021	2022	2023	2024	RP3 to date
<b>Total funding declared</b>	<b>0,00</b>	<b>0,00</b>	<b>0,00</b>	<b>0,00</b>	-	-
<b>En route funding declared</b>	<b>0,00</b>	<b>0,00</b>	<b>0,00</b>	<b>0,00</b>	-	-
<i>En route funding that could not be assigned to a specific investment</i>	<i>0,00</i>	<i>0,00</i>	<i>0,00</i>	<i>0,00</i>	-	-
<b>Terminal funding</b>	<b>0,00</b>	<b>0,00</b>	<b>0,00</b>	<b>0,00</b>	-	-
<i>Terminal funding that could not be assigned to a specific investment</i>	<i>0,00</i>	<i>0,00</i>	<i>0,00</i>	<i>0,00</i>	-	-
Actual funding declaration vs payments (M€ <sub>2017</sub> )	2020	2021	2022	2023	2024	RP3 to date
<b>Difference between total funding declared vs received</b>	<b>(0,05)</b>	<b>0,00</b>	<b>(0,07)</b>	<b>(0,18)</b>	-	<b>(0,30)</b>
Total included in the funding declaration (reporting tables)	0,00	0,00	0,00	0,00	-	0,00
SDM Payment	0,05	0,00	0,07	0,18	-	0,30

Declared funding in 2023 (M€<sub>2017</sub>)

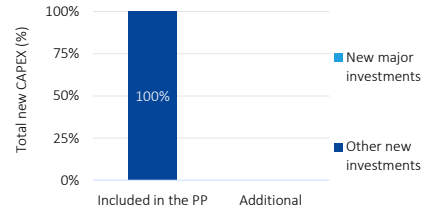
Estonia did not report any funding in 2023, however SESAR Deployment Manager data indicates a payment of 0.18M€<sub>2017</sub> in 2023. For RP3 to date, Estonia did not declare any funding, while SESAR Deployment Manager data indicates a payment of 0.3M€<sub>2017</sub>.

Finland underspent 1.8M€<sub>2017</sub> (-26%) in costs related to investments for en route and terminal in 2023 compared to the determined costs. Finland did not plan any new major investment for RP3.

**CAPEX FOR NEW INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN** FINLAND | ANS Finland

**Determined and additional CAPEX by value of individual investments (M€<sub>2017</sub>)** RP3

Total CAPEX for new investments	47,05	% of total
<b>New major investments (above 5M€ each)<sup>1</sup></b>	<b>0</b>	<b>0%</b>
Included in the performance plan	0	0%
Additional <sup>2</sup>	0	0%
<b>Other new investments (below 5M€ each)<sup>3</sup></b>	<b>47,05</b>	<b>100%</b>
Included in the performance plan	47,05	100%
Additional	0	0%



**Determined CAPEX: en route and terminal (M€<sub>2017</sub>)** RP3

Total CAPEX for new major investments	N/A	% of total
En route	N/A	N/A
Terminal	N/A	N/A

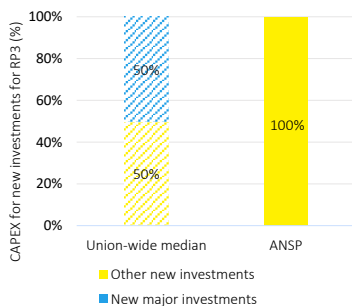
Not applicable

**Determined CAPEX by type of investment (M€<sub>2017</sub>)** RP3

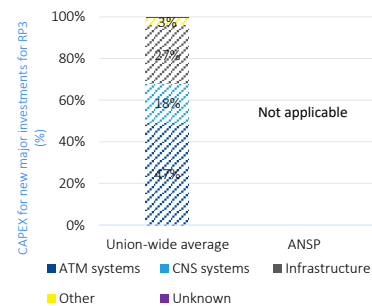
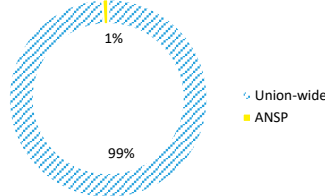
Total CAPEX for new major investments	N/A	% of total
ATM systems	N/A	N/A
CNS systems	N/A	N/A
Infrastructure	N/A	N/A
Other	N/A	N/A
Unknown	N/A	N/A

Not applicable

**CAPEX for new investments: ANSP compared to Union-wide** RP3



CAPEX for new investments for RP3 (%)



Unless otherwise stated, the Union-wide median values are reported as a measure of central tendency that is robust to outliers.

The Union-wide average values have a high standard deviation: ATM systems (33%), CNS systems (27%), infrastructure (21%), Other (1%), unknown (5%).

1. New major investments: "acquisition, development, replacement, upgrade, or leasing of fixed assets representing a total value over the whole lifetime of the assets greater than EUR 5 million in real terms" (Reg. 2019/317 art. 2 (13)).  
 2. Additional investments are those investments not foreseen as part of the performance plan.  
 3. Other new investments: new investments or replacements/upgrades of existing assets representing a total value over the whole lifetime of the asset below 5M€ in real terms.

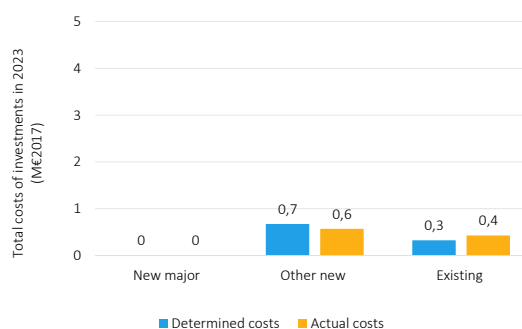
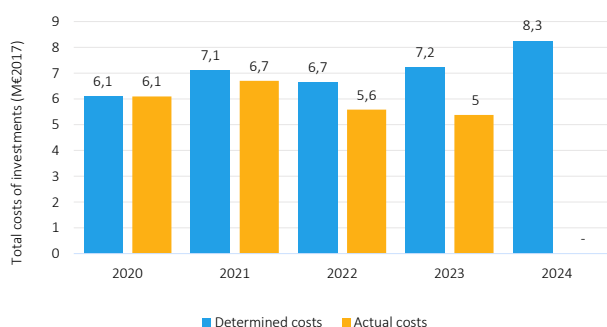
## COSTS RELATED TO INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN

FINLAND | ANS Finland

Determined costs: new and existing investments (M€ <sub>2017</sub> ) <sup>1</sup>	2020D	2021D	2022D	2023D	2024D	RP3 to date
<b>Total costs</b>	<b>6,10</b>	<b>7,12</b>	<b>6,66</b>	<b>7,22</b>	<b>8,26</b>	<b>27,09</b>
<b>New major investments</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
% New major investments in total costs of investments	0%	0%	0%	0%	0%	0%
<b>Other new investments</b>	<b>0,78</b>	<b>1,67</b>	<b>3,62</b>	<b>4,87</b>	<b>6,26</b>	<b>10,94</b>
% Other new investments in total costs of investments	13%	23%	54%	68%	76%	40%
<b>Existing investments</b>	<b>5,32</b>	<b>5,45</b>	<b>3,04</b>	<b>2,35</b>	<b>2,00</b>	<b>16,15</b>
% Existing investments in total costs of investments	87%	77%	46%	32%	24%	60%

Actual costs: new and existing investments (M€ <sub>2017</sub> )	2020A	2021A	2022A	2023A	2024A	RP3 to date
<b>Total costs</b>	<b>6,10</b>	<b>6,70</b>	<b>5,58</b>	<b>5,38</b>	-	<b>23,76</b>
<b>New major investments</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	-	<b>0</b>
% New major investments in total costs of investments	0%	0%	0%	0%	-	0%
<b>Other new investments</b>	<b>0,78</b>	<b>1,12</b>	<b>2,50</b>	<b>3,08</b>	-	<b>7,47</b>
% Other new investments in total costs of investments	13%	17%	45%	57%	-	31%
<b>Existing investments</b>	<b>5,32</b>	<b>5,58</b>	<b>3,08</b>	<b>2,30</b>	-	<b>16,29</b>
% Existing investments in total costs of investments	87%	83%	55%	43%	-	69%

Actual minus determined costs (M€ <sub>2017</sub> )	2020	2021	2022	2023	2024	RP3 to date
<b>Total difference</b>	<b>0</b>	<b>(0,41)</b>	<b>(1,08)</b>	<b>(1,84)</b>	-	<b>(3,33)</b>
<b>New major investments</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	-	<b>0</b>
% change of actual with respect to determined	0%	0%	0%	0%	-	0%
<b>Other new investments</b>	<b>0</b>	<b>(0,55)</b>	<b>(1,12)</b>	<b>(1,80)</b>	-	<b>(3,47)</b>
% change of actual with respect to determined	0%	-33%	-31%	-37%	-	-32%
<b>Existing investments</b>	<b>0</b>	<b>0,13</b>	<b>0,05</b>	<b>(0,04)</b>	-	<b>0,14</b>
% change of actual with respect to determined	0%	2%	2%	-2%	-	1%



1. The performance plans include costs related to investments which comprise depreciation cost, cost of capital, and cost of leasing.

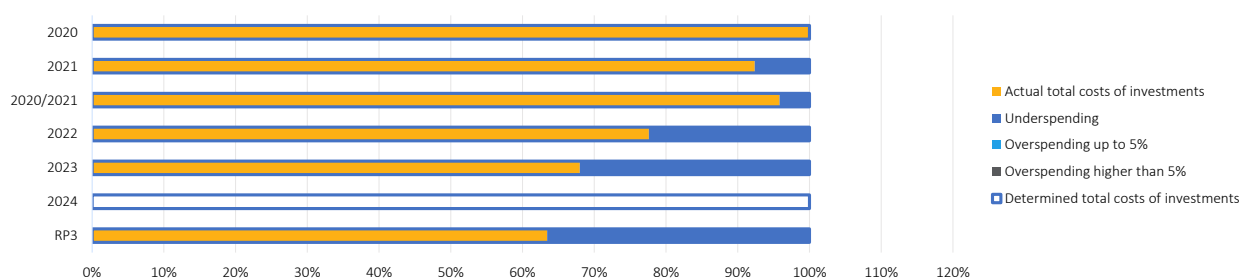
## COSTS RELATED TO INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN

FINLAND - En route | ANS Finland

Determined costs by nature (M€ <sub>2017</sub> )	2020D	2021D	2020D/2021D	2022D	2023D	2024D	RP3 to date
<b>Total costs of new and existing investments</b>	<b>4,58</b>	<b>5,55</b>	<b>10,13</b>	<b>5,18</b>	<b>5,78</b>	<b>6,74</b>	<b>21,10</b>
Depreciation	3,38	4,15	7,53	3,30	3,69	4,50	14,52
Cost of capital	0,55	0,72	1,27	1,01	1,15	1,23	3,43
Cost of leasing	0,66	0,68	1,34	0,88	0,94	1,01	3,15

Actual costs by nature (M€ <sub>2017</sub> )	2020A	2021A	2020A/2021A	2022A	2023A	2024A	RP3 to date
<b>Total costs of new and existing investments</b>	<b>4,58</b>	<b>5,13</b>	<b>9,71</b>	<b>4,02</b>	<b>3,93</b>	<b>-</b>	<b>17,66</b>
Depreciation	3,38	3,95	7,33	2,51	2,31	-	12,15
Cost of capital	0,55	0,49	1,04	0,53	0,64	-	2,21
Cost of leasing	0,66	0,68	1,34	0,98	0,99	-	3,30

Actual minus determined costs (M€ <sub>2017</sub> )	2020	2021	2020/2021	2022	2023	2024	RP3 to date
<b>Total difference</b>	<b>0</b>	<b>(0,42)</b>	<b>(0,42)</b>	<b>(1,16)</b>	<b>(1,85)</b>	<b>-</b>	<b>(3,44)</b>
Depreciation	0	(0,20)	(0,20)	(0,79)	(1,39)	-	(2,37)
Cost of capital	0	(0,23)	(0,23)	(0,47)	(0,51)	-	(1,22)
Cost of leasing	0	(0,00)	(0,00)	0,10	0,05	-	0,15



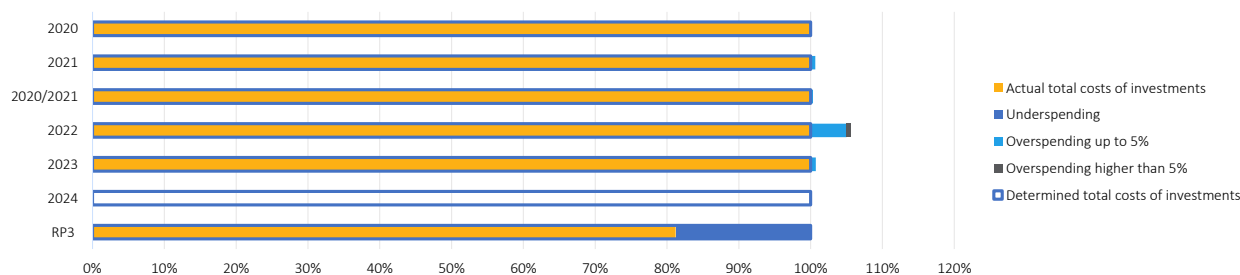
## COSTS RELATED TO INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN

FINLAND - Terminal | ANS Finland

Determined costs by nature (M€ <sub>2017</sub> )	2020D	2021D	2020D/2021D	2022D	2023D	2024D	RP3 to date
<b>Total costs of new and existing investments</b>	<b>1,51</b>	<b>1,57</b>	<b>3,08</b>	<b>1,47</b>	<b>1,44</b>	<b>1,51</b>	<b>5,99</b>
Depreciation	0,62	0,65	1,27	0,31	0,23	0,22	1,82
Cost of capital	0,11	0,09	0,20	0,08	0,07	0,06	0,35
Cost of leasing	0,78	0,82	1,60	1,08	1,14	1,23	3,82

Actual costs by nature (M€ <sub>2017</sub> )	2020A	2021A	2020A/2021A	2022A	2023A	2024A	RP3 to date
<b>Total costs of new and existing investments</b>	<b>1,51</b>	<b>1,58</b>	<b>3,09</b>	<b>1,56</b>	<b>1,45</b>	<b>-</b>	<b>6,09</b>
Depreciation	0,62	0,67	1,29	0,30	0,23	-	1,82
Cost of capital	0,11	0,09	0,19	0,07	0,05	-	0,31
Cost of leasing	0,78	0,82	1,60	1,18	1,17	-	3,96

Actual minus determined costs (M€ <sub>2017</sub> )	2020	2021	2020/2021	2022	2023	2024	RP3 to date
<b>Total difference</b>	<b>0</b>	<b>0,01</b>	<b>0,01</b>	<b>0,08</b>	<b>0,01</b>	<b>-</b>	<b>0,10</b>
Depreciation	0	0,02	0,02	(0,01)	(0,00)	-	0,01
Cost of capital	0	(0,01)	(0,01)	(0,01)	(0,02)	-	(0,04)
Cost of leasing	0	(0,00)	(0,00)	0,10	0,03	-	0,14

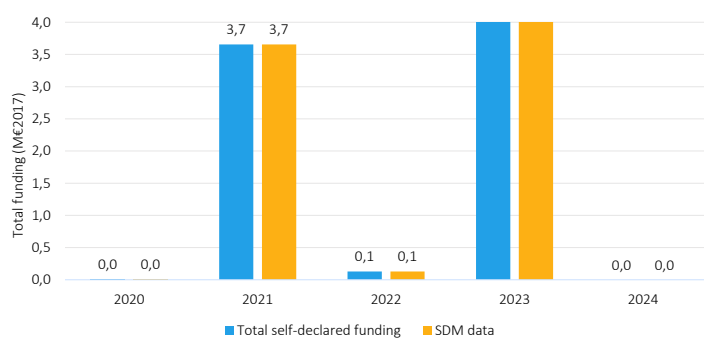
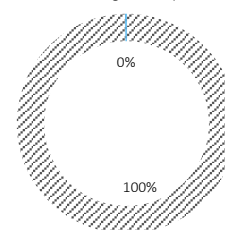


Finland underspent 1.8M€<sub>2017</sub> in costs related to investments (-1.9M€<sub>2017</sub> in en route and +0.01M€<sub>2017</sub> in terminal) in 2023. For RP3 to date Finland underspent 3.3M€<sub>2017</sub> in costs related to investments. These amounts shall be reimbursed to the airspace users through a reduction of future unit rate(s), unless the NSA decides after consultation with the users, that the ANSP shall not reimburse a part of the difference according to article 28 of Regulation (EU) 2019/317. [17](#)

## PUBLIC FUNDING GRANTED FOR TOTAL CAPEX (CEF/TEN-T) FINLAND | ANS Finland

Actual funding declaration (M€ <sub>2017</sub> )	2020	2021	2022	2023	2024	RP3 to date
<b>Total funding declared</b>	<b>0,01</b>	<b>3,66</b>	<b>0,13</b>	<b>4,64</b>	-	<b>8,43</b>
<b>En route funding declared</b>	<b>0,01</b>	<b>3,66</b>	<b>0,13</b>	<b>4,64</b>	-	<b>8,43</b>
<i>En route funding that could not be assigned to a specific investment</i>	<i>0,01</i>	<i>3,66</i>	<i>0,13</i>	<i>4,64</i>	-	<i>8,43</i>
<b>Terminal funding</b>	<b>0,00</b>	<b>0,00</b>	<b>0,00</b>	<b>0,00</b>	-	-
<i>Terminal funding that could not be assigned to a specific investment</i>	<i>0,00</i>	<i>0,00</i>	<i>0,00</i>	<i>0,00</i>	-	-

Actual funding declaration vs payments (M€ <sub>2017</sub> )	2020	2021	2022	2023	2024	RP3 to date
<b>Difference between total funding declared vs received</b>	-	<b>0,00</b>	<b>(0,00)</b>	<b>(0,00)</b>	-	<b>(0,00)</b>
Total included in the funding declaration (reporting tables)	0,01	3,66	0,13	4,64	-	8,43
SDM Payment	0,01	3,66	0,13	4,64	-	8,43

Declared funding in 2023 (M€<sub>2017</sub>)

Union-wide ANSP

Finland reported 4.6M€<sub>2017</sub> funding in 2023, which matches the data provided by the SESAR Deployment Manager. For RP3 to date, Finland declared 8.4M€<sub>2017</sub> of funding, which also matches the data provided by the SESAR Deployment Manager.

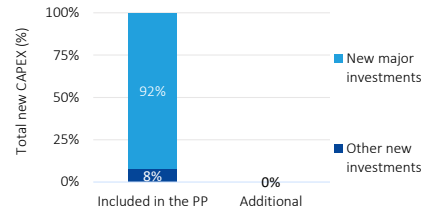


France underspent 13M€<sub>2017</sub> (-5.8%) in costs related to investments for en route and terminal in 2023 compared to the determined costs, according to the reporting tables. However, in the monitoring report France reported an underspending of 11M€<sub>2017</sub> (-3,5%) due to repriorization of investments. France planned nine new major investments for RP3, all of which have started.

**CAPEX FOR NEW INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN** FRANCE | DSNA

**Determined and additional CAPEX by value of individual investments (M€<sub>2017</sub>)** RP3

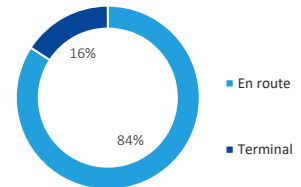
Total CAPEX for new investments	1,381,18	% of total
<b>New major investments (above 5M€ each)<sup>1</sup></b>	<b>1,272,73</b>	<b>92%</b>
Included in the performance plan	1,272,73	92%
Additional <sup>2</sup>	0	0%
<b>Other new investments (below 5M€ each)<sup>3</sup></b>	<b>108,45</b>	<b>8%</b>
Included in the performance plan	108,45	8%
Additional	0	0%



**Determined CAPEX: en route and terminal (M€<sub>2017</sub>)** RP3

Total CAPEX for new major investments	1,272,73	% of total
En route	1,071,12	84%
Terminal	201,62	16%

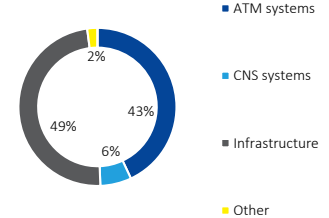
Total CAPEX of new major investments (%)



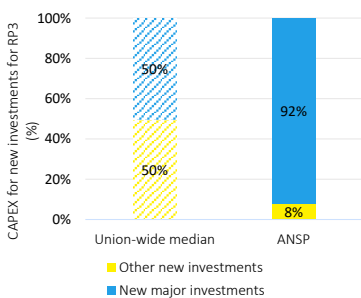
**Determined CAPEX by type of investment (M€<sub>2017</sub>)** RP3

Total CAPEX for new major investments	1,272,73	% of total
ATM systems	547,70	43%
CNS systems	81,15	6%
Infrastructure	617,30	49%
Other	26,59	2%
Unknown	0	0%

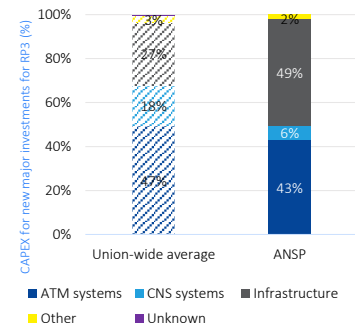
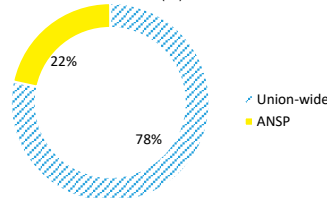
Total CAPEX of new major investments (%)



**CAPEX for new investments: ANSP compared to Union-wide** RP3



CAPEX for new investments for RP3 (%)



Unless otherwise stated, the Union-wide median values are reported as a measure of central tendency that is robust to outliers.

The Union-wide average values have a high standard deviation: ATM systems (33%), CNS systems (27%), infrastructure (21%), Other (1%), unknown (5%).

1. New major investments: "acquisition, development, replacement, upgrade, or leasing of fixed assets representing a total value over the whole lifetime of the assets greater than EUR 5 million in real terms" (Reg. 2019/317 art. 2 (13)).
2. Additional investments are those investments not foreseen as part of the performance plan.
3. Other new investments: new investments or replacements/upgrades of existing assets representing a total value over the whole lifetime of the asset below 5M€ in real terms.

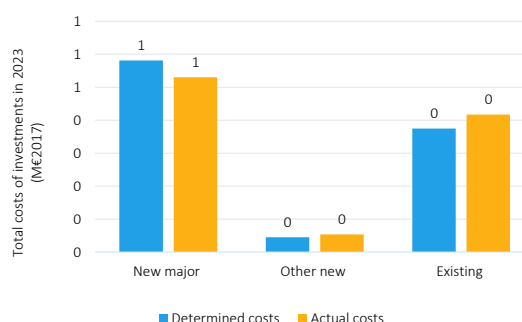
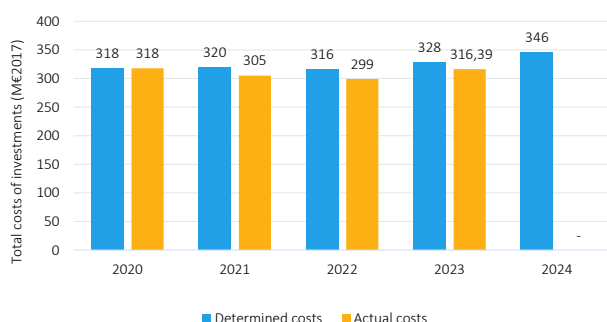
## COSTS RELATED TO INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN

FRANCE | DSNA

Determined costs: new and existing investments (M€ <sub>2017</sub> ) <sup>1</sup>	2020D	2021D	2022D	2023D	2024D	RP3 to date
<b>Total costs</b>	<b>318,02</b>	<b>319,92</b>	<b>315,50</b>	<b>327,80</b>	<b>346,08</b>	<b>1.281,24</b>
<b>New major investments</b>	<b>97,62</b>	<b>132,38</b>	<b>159,23</b>	<b>190,40</b>	<b>220,51</b>	<b>579,62</b>
% New major investments in total costs of investments	31%	41%	50%	58%	64%	45%
<b>Other new investments</b>	<b>17,67</b>	<b>8,76</b>	<b>14,90</b>	<b>14,66</b>	<b>14,52</b>	<b>55,99</b>
% Other new investments in total costs of investments	6%	3%	5%	4%	4%	4%
<b>Existing investments</b>	<b>202,73</b>	<b>178,79</b>	<b>141,37</b>	<b>122,73</b>	<b>111,06</b>	<b>645,62</b>
% Existing investments in total costs of investments	64%	56%	45%	37%	32%	50%

Actual costs: new and existing investments (M€ <sub>2017</sub> )	2020A	2021A	2022A	2023A	2024A	RP3 to date
<b>Total costs</b>	<b>318,02</b>	<b>304,94</b>	<b>299,18</b>	<b>316,39</b>	-	<b>1.238,52</b>
<b>New major investments</b>	<b>97,62</b>	<b>114,58</b>	<b>133,80</b>	<b>167,70</b>	-	<b>513,69</b>
% New major investments in total costs of investments	31%	38%	45%	53%	-	41%
<b>Other new investments</b>	<b>17,67</b>	<b>11,58</b>	<b>12,92</b>	<b>16,86</b>	-	<b>59,02</b>
% Other new investments in total costs of investments	6%	4%	4%	5%	-	5%
<b>Existing investments</b>	<b>202,73</b>	<b>178,79</b>	<b>152,46</b>	<b>131,84</b>	-	<b>665,81</b>
% Existing investments in total costs of investments	64%	59%	51%	42%	-	54%

Actual minus determined costs (M€ <sub>2017</sub> )	2020	2021	2022	2023	2024	RP3 to date
<b>Total difference</b>	<b>0</b>	<b>(14,98)</b>	<b>(16,32)</b>	<b>(11,40)</b>	-	<b>(42,71)</b>
<b>New major investments</b>	<b>0</b>	<b>(17,80)</b>	<b>(25,43)</b>	<b>(22,70)</b>	-	<b>(65,93)</b>
% change of actual with respect to determined	0%	-13%	-16%	-12%	-	-11%
<b>Other new investments</b>	<b>0</b>	<b>2,82</b>	<b>(1,98)</b>	<b>2,20</b>	-	<b>3,03</b>
% change of actual with respect to determined	0%	32%	-13%	15%	-	5%
<b>Existing investments</b>	<b>0</b>	<b>0</b>	<b>11,09</b>	<b>9,10</b>	-	<b>20,19</b>
% change of actual with respect to determined	0%	0%	8%	7%	-	3%



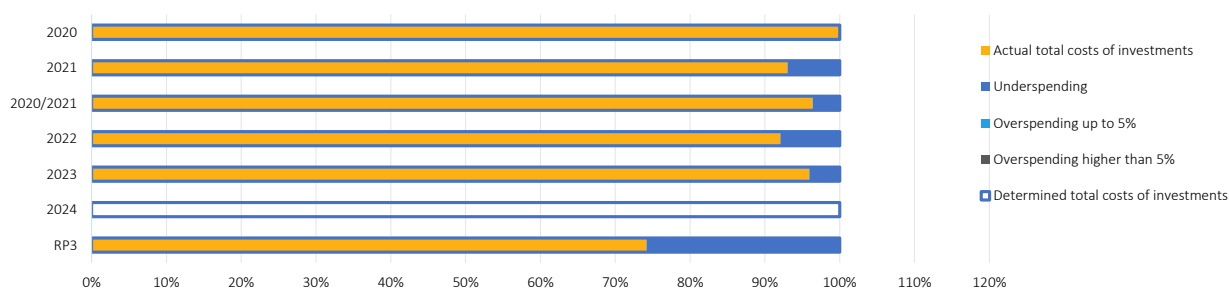
1. The performance plan costs related to investments comprise depreciation cost, cost of capital, and cost of leasing.

**COSTS RELATED TO INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN** FRANCE - En route | DSNA

Determined costs by nature (M€ <sub>2017</sub> ) <sup>1</sup>	2020D	2021D	2020D/2021D	2022D	2023D	2024D	RP3 to date
<b>Total costs of new and existing investments</b>	<b>175,68</b>	<b>190,70</b>	<b>366,38</b>	<b>187,38</b>	<b>198,01</b>	<b>212,93</b>	<b>751,77</b>
Depreciation	132,12	151,30	283,42	147,89	158,49	173,89	589,80
Cost of capital	43,56	39,40	82,96	39,49	39,52	39,04	161,97
Cost of leasing	0	0	0	0	0	0	0

Actual costs by nature (M€ <sub>2017</sub> )	2020A	2021A	2020A/2021A	2022A	2023A	2024A	RP3 to date
<b>Total costs of new and existing investments</b>	<b>175,68</b>	<b>177,40</b>	<b>353,08</b>	<b>172,52</b>	<b>189,96</b>	-	<b>715,55</b>
Depreciation	132,12	134,52	266,64	122,79	146,28	-	535,71
Cost of capital	43,56	42,87	86,43	49,72	43,68	-	179,84
Cost of leasing	0	0	0	0	0	-	0

Actual minus determined costs (M€ <sub>2017</sub> )	2020	2021	2020/2021	2022	2023	2024	RP3 to date
<b>Total difference</b>	<b>0</b>	<b>(13,30)</b>	<b>(13,30)</b>	<b>(14,87)</b>	<b>(8,05)</b>	-	<b>(36,22)</b>
Depreciation	0	(16,78)	(16,78)	(25,10)	(12,21)	-	(54,09)
Cost of capital	0	3,47	3,47	10,23	4,16	-	17,87
Cost of leasing	0	0	0	0	0	-	0



1. The data on costs of investments is based on the data submitted in the reporting tables.

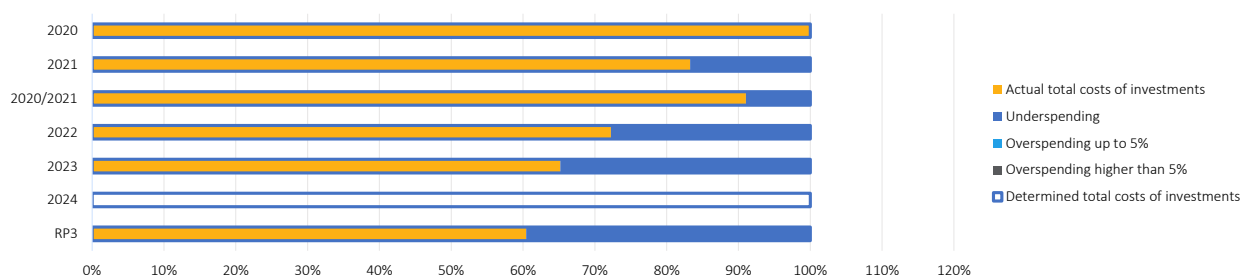
## COSTS RELATED TO INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN

FRANCE TCZ 1 - Terminal | DSNA

Determined costs by nature (M€ <sub>2017</sub> ) <sup>1</sup>	2020D	2021D	2020D/2021D	2022D	2023D	2024D	RP3 to date
<b>Total costs of new and existing investments</b>	<b>11,36</b>	<b>13,15</b>	<b>24,51</b>	<b>13,85</b>	<b>15,06</b>	<b>16,31</b>	<b>53,43</b>
Depreciation	9,10	10,95	20,06	11,44	12,58	13,87	44,08
Cost of capital	2,26	2,20	4,46	2,41	2,48	2,44	9,36
Cost of leasing	0	0	0	0	0	0	0

Actual costs by type of cost (M€ <sub>2017</sub> )	2020A	2021A	2020A/2021A	2022A	2023A	2024A	RP3 to date
<b>Total costs of new and existing investments</b>	<b>11,36</b>	<b>10,95</b>	<b>22,32</b>	<b>10,01</b>	<b>9,82</b>	-	<b>42,14</b>
Depreciation	9,10	8,55	17,65	7,66	7,78	-	33,09
Cost of capital	2,26	2,40	4,67	2,34	2,04	-	9,05
Cost of leasing	0	0	0	0	0	-	0

Actual minus determined costs (M€ <sub>2017</sub> )	2020	2021	2020/2021	2022	2023	2024	RP3 to date
<b>Total difference</b>	<b>0</b>	<b>(2,20)</b>	<b>(2,20)</b>	<b>(3,85)</b>	<b>(5,24)</b>	-	<b>(11,29)</b>
Depreciation	0	(2,40)	(2,40)	(3,78)	(4,80)	-	(10,98)
Cost of capital	0	0,21	0,21	(0,07)	(0,44)	-	(0,30)
Cost of leasing	0	0	0	0	0	-	0



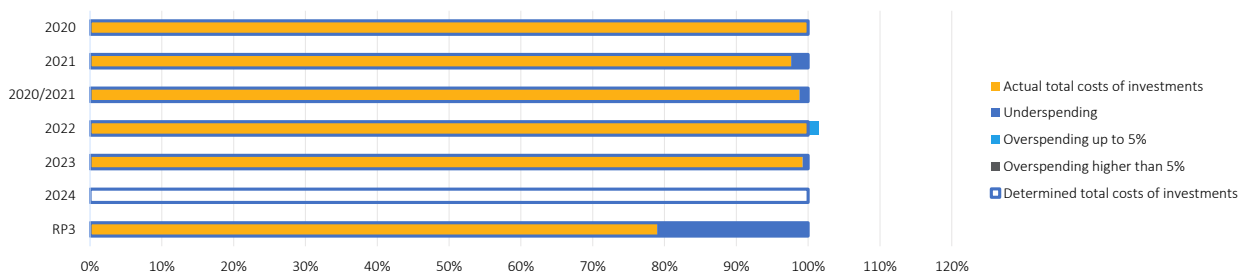
## COSTS RELATED TO INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN

FRANCE TCZ 2 - Terminal | DSNA

Determined costs by nature (M€ <sub>2017</sub> )	2020D	2021D	2020D/2021D	2022D	2023D	2024D	RP3 to date
<b>Total costs of new and existing investments</b>	<b>19,77</b>	<b>20,58</b>	<b>40,35</b>	<b>19,50</b>	<b>19,88</b>	<b>20,80</b>	<b>79,74</b>
Depreciation	14,77	15,78	30,55	14,87	15,40	16,49	60,82
Cost of capital	5,01	4,80	9,80	4,63	4,48	4,31	18,92
Cost of leasing	0	0	0	0	0	0	0

Actual costs by type of cost (M€ <sub>2017</sub> )	2020A	2021A	2020A/2021A	2022A	2023A	2024A	RP3 to date
<b>Total costs of new and existing investments</b>	<b>19,77</b>	<b>20,09</b>	<b>39,86</b>	<b>19,79</b>	<b>19,73</b>	-	<b>79,39</b>
Depreciation	14,77	14,97	29,74	14,42	14,62	-	58,78
Cost of capital	5,01	5,12	10,13	5,37	5,11	-	20,61
Cost of leasing	0	0	0	0	0	-	0

Actual minus determined costs (M€ <sub>2017</sub> )	2020	2021	2020/2021	2022	2023	2024	RP3 to date
<b>Total difference</b>	<b>0</b>	<b>(0,49)</b>	<b>(0,49)</b>	<b>0,29</b>	<b>(0,15)</b>	-	<b>(0,35)</b>
Depreciation	0	(0,81)	(0,81)	(0,44)	(0,78)	-	(2,03)
Cost of capital	0	0,32	0,32	0,74	0,63	-	1,69
Cost of leasing	0	0	0	0	0	-	0



1. The data on costs of investments is based on the data submitted in the reporting tables.

2. France established two terminal charging zones for RP3. TCZ 1 includes the Paris Charles de Gaulle and Paris Orly airports, while TCZ 2 includes the Nice Côte d'Azur, Lyon-Saint Exupéry, Marseille Provence, Toulouse-Blagnac and Basel-Mulhouse-Freiburg airports.

France underspent 13.4M€<sub>2017</sub> in costs related to investments (-8M€<sub>2017</sub> in en route and -5.4M€<sub>2017</sub> in terminal) in 2023. For RP3 to date France underspent 12M€<sub>2017</sub> in costs related to investments. These amounts shall be reimbursed to the airspace users through a reduction of future unit rate(s), unless the NSA decides after consultation with the users, that the ANSP shall not reimburse a part of the difference according to article 28 of Regulation (EU) 2019/317.

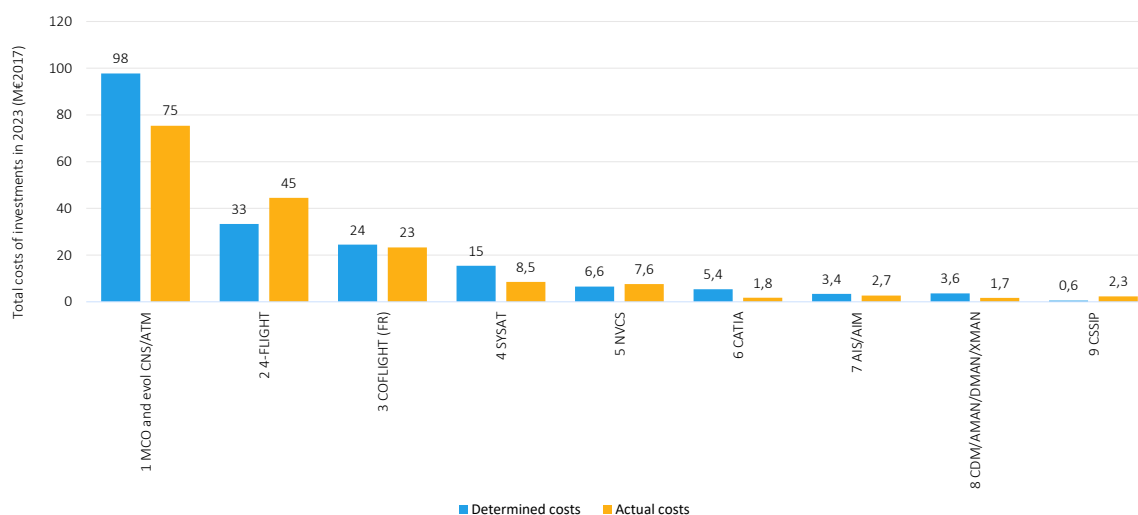
**COSTS BY NEW MAJOR INVESTMENTS** FRANCE | DSNA

Determined costs (M€ <sub>2017</sub> ) <sup>1</sup>	2020D	2021D	2022D	2023D	2024D	RP3 to date
<b>Total costs of investments</b>	<b>97,62</b>	<b>132,38</b>	<b>159,23</b>	<b>190,40</b>	<b>220,51</b>	<b>579,62</b>
1 MCO and evol CNS/ATM	60,38	74,65	87,26	97,74	109,78	320,03
2 4-FLIGHT	9,80	15,29	24,49	33,29	41,99	82,87
3 COFLIGHT (FR)	10,02	13,59	18,89	24,45	28,57	66,94
4 SYSAT	5,34	12,44	14,32	15,43	16,17	47,53
5 NVCS	2,91	6,79	4,56	6,56	6,75	20,82
6 CATIA	0,59	1,72	2,84	5,35	8,12	10,50
7 AIS/AIM	2,29	3,50	3,12	3,42	4,05	12,32
8 CDM/AMAN/DMAN/XMAN	1,47	2,59	2,81	3,59	4,54	10,46
9 CSSIP	4,83	1,82	0,95	0,56	0,54	8,15

Actual costs (M€ <sub>2017</sub> )	2020A	2021A	2022A	2023A	2024A	RP3 to date
<b>Total costs of investments</b>	<b>97,62</b>	<b>114,58</b>	<b>133,80</b>	<b>167,70</b>	-	<b>513,69</b>
1 MCO and evol CNS/ATM	60,38	66,29	77,22	75,41	-	279,30
2 4-FLIGHT	9,80	12,53	19,45	44,53	-	86,31
3 COFLIGHT (FR)	10,02	16,76	15,23	23,24	-	65,25
4 SYSAT	5,34	6,42	8,23	8,54	-	28,53
5 NVCS	2,91	4,45	6,02	7,59	-	20,96
6 CATIA	0,59	0,69	0,82	1,76	-	3,85
7 AIS/AIM	2,29	3,08	2,51	2,66	-	10,53
8 CDM/AMAN/DMAN/XMAN	1,47	1,75	1,32	1,66	-	6,19
9 CSSIP	4,83	2,60	3,00	2,32	-	12,76

**COSTS OF NEW MAJOR INVESTMENTS** FRANCE | DSNA

Actual minus determined costs of investments (M€ <sub>2017</sub> )	2020	2021	2022	2023	2024	RP3 to date
<b>Total difference in costs of investments</b>	<b>0</b>	<b>(17,80)</b>	<b>(25,43)</b>	<b>(22,70)</b>	-	<b>(65,93)</b>
1 MCO and evol CNS/ATM	0	(8,36)	(10,04)	(22,34)	-	(40,73)
2 4-FLIGHT	0	(2,76)	(5,04)	11,24	-	3,44
3 COFLIGHT (FR)	0	3,18	(3,66)	(1,21)	-	(1,69)
4 SYSAT	0	(6,02)	(6,09)	(6,90)	-	(19,01)
5 NVCS	0	(2,34)	1,46	1,03	-	0,15
6 CATIA	0	(1,03)	(2,02)	(3,60)	-	(6,65)
7 AIS/AIM	0	(0,42)	(0,60)	(0,76)	-	(1,78)
8 CDM/AMAN/DMAN/XMAN	0	(0,84)	(1,50)	(1,94)	-	(4,27)
9 CSSIP	0	0,79	2,06	1,76	-	4,61



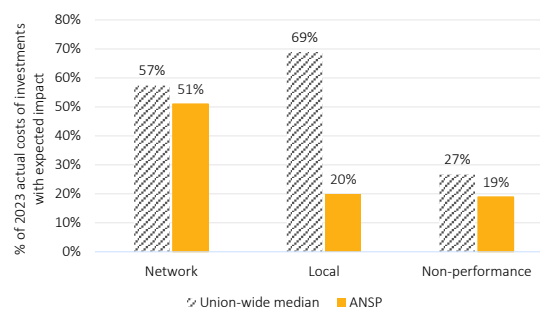
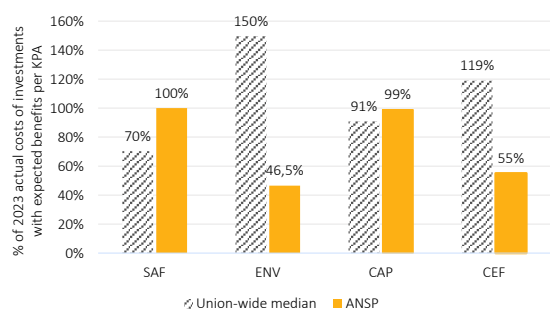
1. Determined costs comprise depreciation costs, cost of capital, and cost of leasing in the performance plans.

## EXPECTED BENEFIT AND IMPACT PER NEW MAJOR INVESTMENT

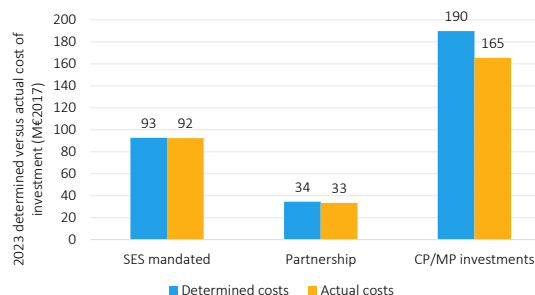
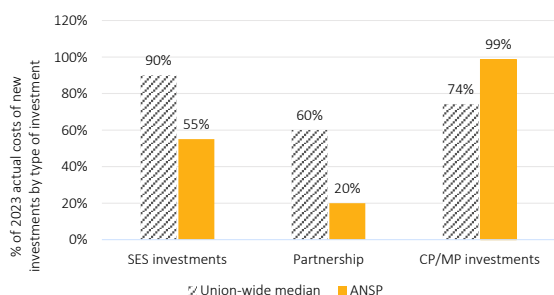
FRANCE | DSNA

#	Investments	Expected benefit per KPA			
		SAF	ENV	CAP	CEF
1	MCO and evol CNS/ATM	X		X	
2	4-FLIGHT	X	X	X	X
3	COFLIGHT (FR)	X	X	X	X
4	SYSAT	X	X	X	X
5	NVCS	X		X	X
6	CATIA	X			X
7	AIS/AIM	X		X	X
8	CDM/AMAN/DMAN/XMAN	X	X	X	X
9	CSSIP	X		X	X

#	New major investments	Expected impact		
		Network	Local	Non-performance
1	MCO and evol CNS/ATM			
2	4-FLIGHT	X		
3	COFLIGHT (FR)	X	X	X
4	SYSAT	X	X	X
5	NVCS	X		
6	CATIA			
7	AIS/AIM			
8	CDM/AMAN/DMAN/XMAN	X	X	
9	CSSIP			



#	New major investments	EIO Date <sup>1</sup>	Status	SES Reg.	Partnership	ATM system	
						ATM system	CP/MP <sup>2</sup>
1	MCO and evol CNS/ATM	Recurrent	Started	No	No	Yes	MP
2	4-FLIGHT	2021-2025	Started	Yes	No	Yes	MP
3	COFLIGHT (FR)	2021-2025	Started	Yes	Yes	Yes	MP
4	SYSAT	2021-2030	Started	Yes	No	Yes	MP
5	NVCS	2019-2025	Started	Yes	Yes	No	MP
6	CATIA	2021-2027	Started	Yes	No	Yes	MP
7	AIS/AIM	2018-2024	Started	Yes	Yes	Yes	MP
8	CDM/AMAN/DMAN/XMAN	From 2015	Started	Yes	No	Yes	MP
9	CSSIP	Up to 2022	Started	Yes	No	No	-



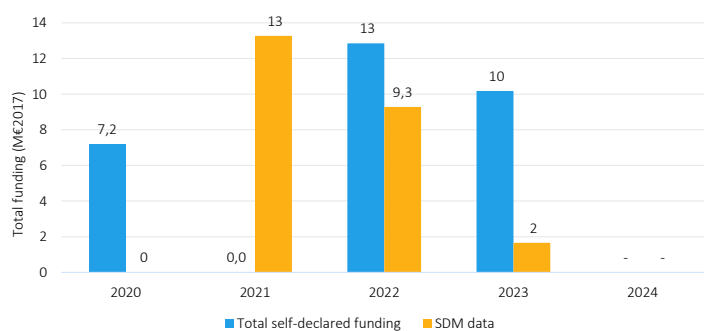
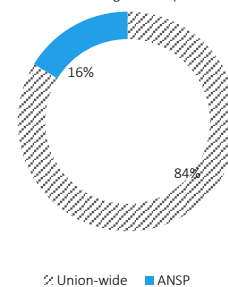
KPAs: SAF = Safety, ENV = Environment, CAP = Capacity, CEF = Cost-efficiency.

1. EOI date = Date of entry into operation

2. CP/MP = Common Project and Master Plan

## PUBLIC FUNDING GRANTED FOR TOTAL CAPEX (CEF/TEN-T) FRANCE | DSNA

Actual funding declaration (M€ <sub>2017</sub> )	2020	2021	2022	2023	2024	RP3 to date
<b>Total funding declared</b>	<b>7,18</b>	-	<b>12,85</b>	<b>10,18</b>	-	<b>30,22</b>
<b>En route funding declared</b>	<b>7,18</b>	0	<b>12,85</b>	<b>10,18</b>	-	<b>30,22</b>
<i>En route funding that could not be assigned to a specific investment</i>	5,67	0	12,85	10,18	-	28,71
<i>COFLIGHT (FR)</i>	0,71	0	0	0	-	0,71
<i>CDM/AMAN/DMAN/XMAN</i>	0,80	0	0	0	-	0,80
<b>Terminal funding</b>	0	0	0	0	-	-
<i>Terminal funding that could not be assigned to a specific investment</i>	0	0	0	0	-	-
<b>Actual funding declaration vs payments (M€<sub>2017</sub>)</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>RP3 to date</b>
<b>Difference between total funding declared vs received</b>	<b>7,18</b>	<b>(13,27)</b>	<b>3,58</b>	<b>8,52</b>	-	<b>6,01</b>
Total included in the funding declaration (reporting tables)	7,18	0	12,85	10,18	-	30,22
SDM Payment	0	13,27	9,28	1,66	-	24,21

Declared funding in 2023 (M€<sub>2017</sub>)

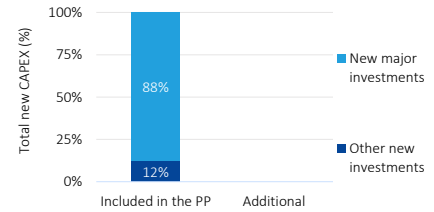
France reported 10M€<sub>2017</sub> funding in 2023, however SESAR Deployment Manager data indicates a payment of 1,7M€<sub>2017</sub> in 2023. For RP3 to date, France declared 30M€<sub>2017</sub> of funding, while SESAR Deployment Manager data indicates a payment of 24M€<sub>2017</sub>.

Germany underspent 17M€<sub>2017</sub> (-16%) in costs related to investments for en route and terminal in 2023 compared to the determined costs according to the reporting tables. However, in the monitoring reports, Germany reported an underspending of 14M€<sub>2017</sub> (-13%). No explanation for the differences between the monitoring report and reporting tables has been provided. Germany planned nine new major investments for RP3, five of which have started, two have not started, and two have been marked as delayed.

**CAPEX FOR NEW INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN** GERMANY | DFS

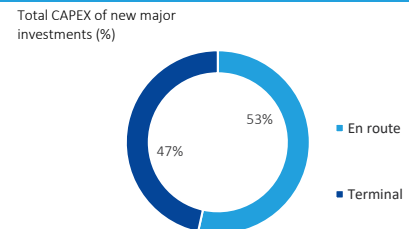
**Determined and additional CAPEX by value of individual investments (M€<sub>2017</sub>)** RP3

Total CAPEX for new investments	174,27	% of total
<b>New major investments (above 5M€ each)<sup>1</sup></b>	<b>152,99</b>	<b>88%</b>
Included in the performance plan	152,99	88%
Additional <sup>2</sup>	0	0%
<b>Other new investments (below 5M€ each)<sup>3</sup></b>	<b>21,28</b>	<b>12%</b>
Included in the performance plan	21,28	12%
Additional	0	0%



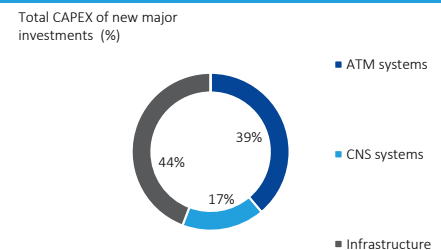
**Determined CAPEX: en route and terminal (M€<sub>2017</sub>)** RP3

Total CAPEX for new major investments	152,99	% of total
En route	81,79	53%
Terminal	71,20	47%

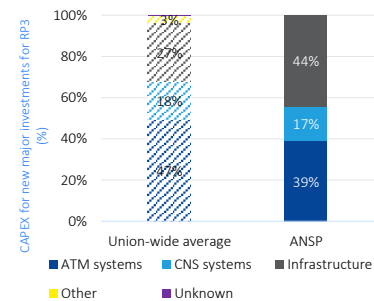
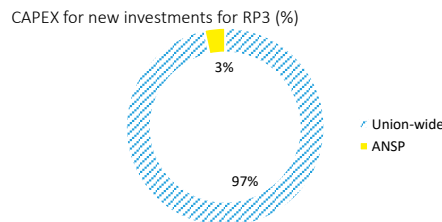
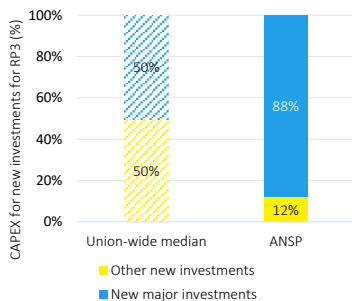


**Determined CAPEX by type of investment (M€<sub>2017</sub>)** RP3

Total CAPEX for new major investments	152,99	% of total
ATM systems	59,42	39%
CNS systems	25,96	17%
Infrastructure	67,61	44%
Other	0	0%
Unknown	0	0%



**CAPEX for new investments: ANSP compared to Union-wide** RP3



Unless otherwise stated, the Union-wide median values are reported as a measure of central tendency that is robust to outliers.

The Union-wide average values have a high standard deviation: ATM systems (33%), CNS systems (27%), infrastructure (21%), Other (1%), unknown (5%).

1. New major investments: "acquisition, development, replacement, upgrade, or leasing of fixed assets representing a total value over the whole lifetime of the assets greater than EUR 5 million in real terms" (Reg. 2019/317 art. 2 (13)).
2. Additional investments are those investments not foreseen as part of the performance plan.
3. Other new investments: new investments or replacements/upgrades of existing assets representing a total value over the whole lifetime of the asset below 5M€ in real terms.



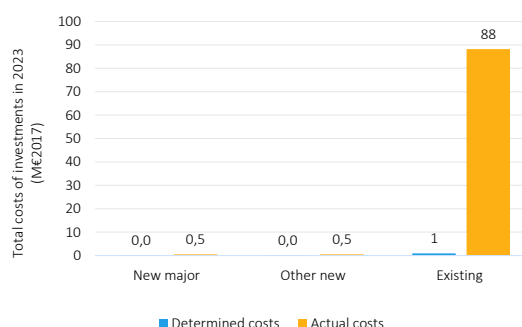
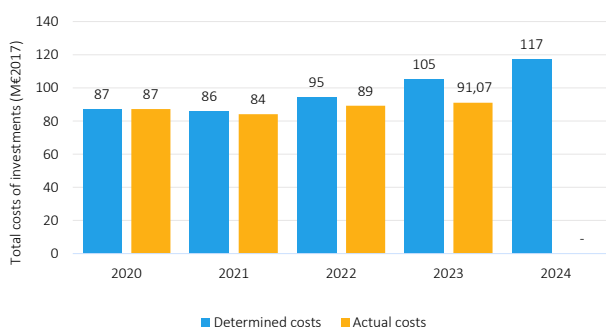
## COSTS RELATED TO INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN

GERMANY | DFS

Determined costs: new and existing investments (M€ <sub>2017</sub> ) <sup>1</sup>	2020D	2021D	2022D	2023D	2024D	RP3 to date
<b>Total costs</b>	<b>87,21</b>	<b>86,09</b>	<b>94,55</b>	<b>105,07</b>	<b>117,15</b>	<b>372,92</b>
<b>New major investments</b>	<b>0,02</b>	<b>0,09</b>	<b>0,92</b>	<b>4,40</b>	<b>10,34</b>	<b>5,43</b>
% New major investments in total costs of investments	0%	0%	1%	4%	9%	1%
<b>Other new investments</b>	<b>0,08</b>	<b>0,33</b>	<b>0,99</b>	<b>1,63</b>	<b>2,23</b>	<b>3,03</b>
% Other new investments in total costs of investments	0%	0%	1%	2%	2%	1%
<b>Existing investments</b>	<b>87,11</b>	<b>85,67</b>	<b>92,63</b>	<b>99,04</b>	<b>104,58</b>	<b>364,45</b>
% Existing investments in total costs of investments	100%	100%	98%	94%	89%	98%

Actual costs: new and existing investments (M€ <sub>2017</sub> )	2020A	2021A	2022A	2023A	2024A	RP3 to date
<b>Total costs</b>	<b>87,21</b>	<b>84,12</b>	<b>89,20</b>	<b>91,07</b>	-	<b>351,60</b>
<b>New major investments</b>	<b>0,02</b>	<b>0,05</b>	<b>0,50</b>	<b>1,38</b>	-	<b>1,94</b>
% New major investments in total costs of investments	0%	0%	1%	2%	-	1%
<b>Other new investments</b>	<b>0,08</b>	<b>0,21</b>	<b>0,54</b>	<b>1,12</b>	-	<b>1,95</b>
% Other new investments in total costs of investments	0%	0%	1%	1%	-	1%
<b>Existing investments</b>	<b>87,11</b>	<b>83,86</b>	<b>88,16</b>	<b>88,57</b>	-	<b>347,71</b>
% Existing investments in total costs of investments	100%	100%	99%	97%	-	99%

Actual minus determined costs (M€ <sub>2017</sub> )	2020	2021	2022	2023	2024	RP3 to date
<b>Total difference</b>	<b>0</b>	<b>(1,97)</b>	<b>(5,35)</b>	<b>(14,00)</b>	-	<b>(21,32)</b>
<b>New major investments</b>	<b>0</b>	<b>(0,05)</b>	<b>(0,42)</b>	<b>(3,02)</b>	-	<b>(3,49)</b>
% change of actual with respect to determined	0%	-50%	-46%	-69%	-	-64%
<b>Other new investments</b>	<b>0</b>	<b>(0,12)</b>	<b>(0,46)</b>	<b>(0,51)</b>	-	<b>(1,09)</b>
% change of actual with respect to determined	0%	-37%	-46%	-31%	-	-36%
<b>Existing investments</b>	<b>0</b>	<b>(1,80)</b>	<b>(4,47)</b>	<b>(10,47)</b>	-	<b>(16,74)</b>
% change of actual with respect to determined	0%	-2%	-5%	-11%	-	-5%



1. The performance plans include costs related to investments which comprise depreciation cost, cost of capital, and cost of leasing.

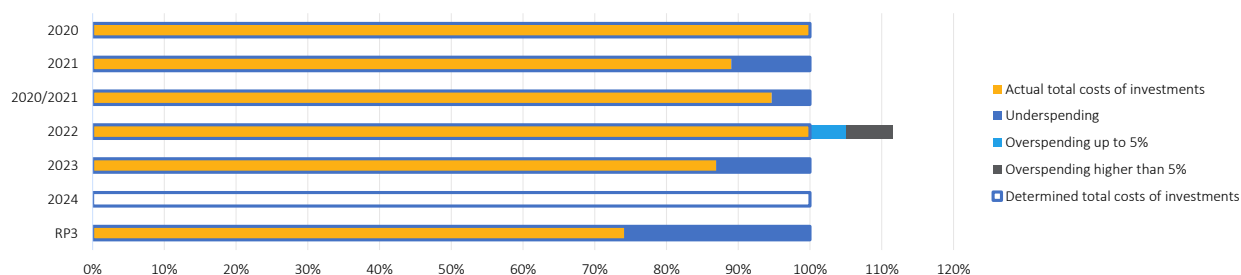
Germany included adjustments to the determined and actual costs of investments, under the name of 'Experience-based DFS management correction'. These adjustments have been deducted from the costs of existing investments (-14M€<sub>2017</sub> in 2023 for determined values).

The total costs of investments included in the monitoring report do not match the total costs of investments included in the reporting tables. No explanation on the differences has been provided.

## COSTS RELATED TO INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN

GERMANY - En route | DFS

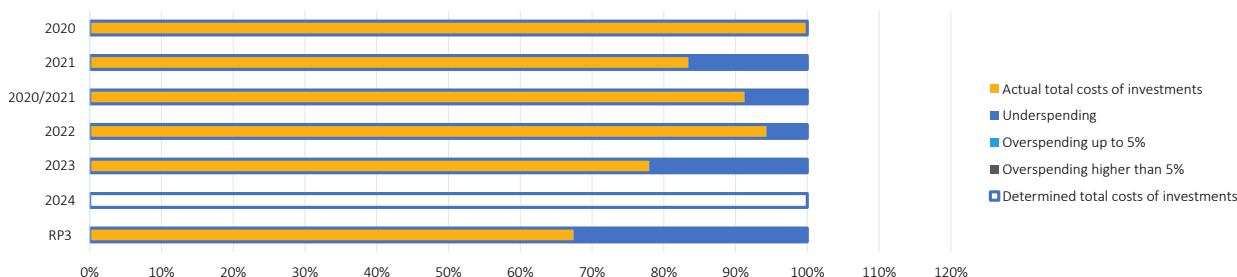
Determined costs by nature (M€ <sub>2017</sub> )	2020D	2021D	2020D/2021D	2022D	2023D	2024D	RP3 to date
<b>Total costs of new and existing investments</b>	<b>70,03</b>	<b>66,14</b>	<b>136,17</b>	<b>71,24</b>	<b>78,69</b>	<b>87,46</b>	<b>286,10</b>
Depreciation	64,98	60,75	125,74	66,72	74,19	83,54	266,64
Cost of capital	5,05	5,39	10,43	4,52	4,51	3,92	19,46
Cost of leasing	0	0	0	0	0	0	0
<b>Actual costs by nature (M€<sub>2017</sub>)</b>	<b>2020A</b>	<b>2021A</b>	<b>2020A/2021A</b>	<b>2022A</b>	<b>2023A</b>	<b>2024A</b>	<b>RP3 to date</b>
<b>Total costs of new and existing investments</b>	<b>70,03</b>	<b>58,87</b>	<b>128,90</b>	<b>79,40</b>	<b>68,38</b>	-	<b>276,68</b>
Depreciation	64,98	60,83	125,81	66,13	66,60	-	258,53
Cost of capital	5,05	(1,96)	3,09	13,27	1,79	-	18,15
Cost of leasing	0	0	0	0	0	-	0
<b>Actual minus determined costs (M€<sub>2017</sub>)</b>	<b>2020</b>	<b>2021</b>	<b>2020/2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>RP3 to date</b>
<b>Total difference</b>	<b>0</b>	<b>(7,27)</b>	<b>(7,27)</b>	<b>8,16</b>	<b>(10,31)</b>	-	<b>(9,42)</b>
Depreciation	0	0,07	0,07	(0,59)	(7,59)	-	(8,11)
Cost of capital	0	(7,34)	(7,34)	8,76	(2,72)	-	(1,31)
Cost of leasing	0	0	0	0	0	-	0



## COSTS RELATED TO INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN

GERMANY - Terminal | DFS

Determined costs by nature (M€ <sub>2017</sub> )	2020D	2021D	2020D/2021D	2022D	2023D	2024D	RP3 to date
<b>Total costs of new and existing investments</b>	<b>24,25</b>	<b>27,21</b>	<b>51,46</b>	<b>29,14</b>	<b>32,19</b>	<b>34,83</b>	<b>112,78</b>
Depreciation	22,22	25,34	47,56	27,83	30,89	33,61	106,28
Cost of capital	2,03	1,87	3,90	1,31	1,30	1,22	6,51
Cost of leasing	0	0	0	0	0	0	0
<b>Actual costs by nature (M€<sub>2017</sub>)</b>	<b>2020A</b>	<b>2021A</b>	<b>2020A/2021A</b>	<b>2022A</b>	<b>2023A</b>	<b>2024A</b>	<b>RP3 to date</b>
<b>Total costs of new and existing investments</b>	<b>24,25</b>	<b>22,69</b>	<b>46,94</b>	<b>27,48</b>	<b>25,09</b>	-	<b>99,51</b>
Depreciation	22,22	23,29	45,51	23,07	24,48	-	93,07
Cost of capital	2,03	(0,59)	1,43	4,40	0,61	-	6,44
Cost of leasing	0	0	0	0	0	-	0
<b>Actual minus determined costs (M€<sub>2017</sub>)</b>	<b>2020</b>	<b>2021</b>	<b>2020/2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>RP3 to date</b>
<b>Total difference</b>	<b>0</b>	<b>(4,51)</b>	<b>(4,51)</b>	<b>(1,66)</b>	<b>(7,10)</b>	-	<b>(13,27)</b>
Depreciation	0	(2,05)	(2,05)	(4,75)	(6,41)	-	(13,21)
Cost of capital	0	(2,46)	(2,46)	3,09	(0,69)	-	(0,06)
Cost of leasing	0	0	0	0	0	-	0



The total costs of investments included in the monitoring report do not match the total costs of investments included in the reporting tables. No explanation on the differences has been provided.

Germany underspent 17.1M€<sub>2017</sub> in costs related to investments (-10M€<sub>2017</sub> in en route and -7.1M€<sub>2017</sub> in terminal) in 2023. For RP3 to date Germany underspent 23M€<sub>2017</sub> in costs related to investments. These amounts shall be reimbursed to the airspace users through a reduction of future unit rate(s), unless the NSA decides after consultation with the users, that the ANSP shall not reimburse a part of the difference according to article 28 of Regulation (EU) 2019/317. <sup>14</sup>

<sup>14</sup>

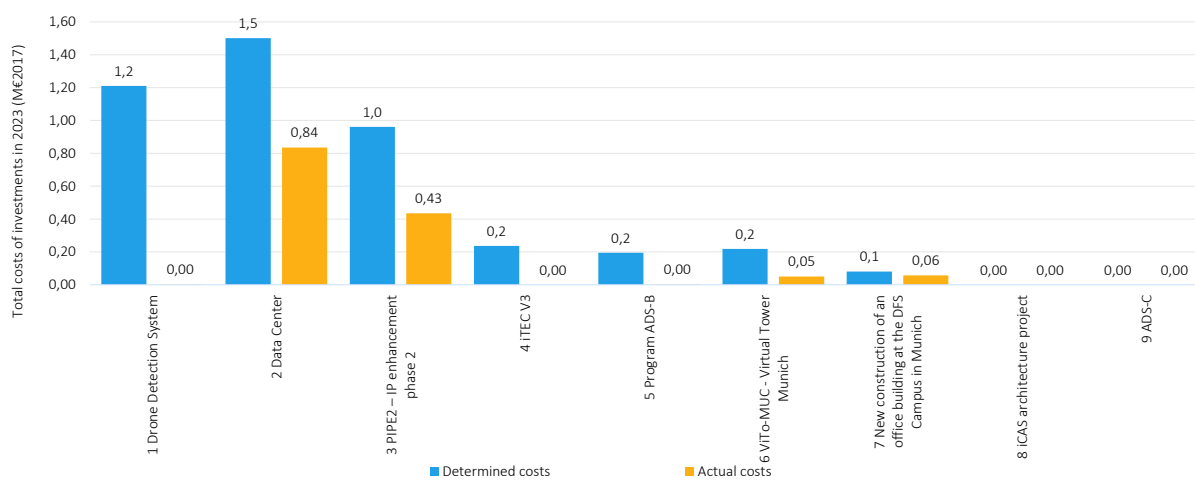
## COSTS BY NEW MAJOR INVESTMENTS

GERMANY | DFS

Determined costs (M€ <sub>2017</sub> ) <sup>1</sup>	2020D	2021D	2022D	2023D	2024D	RP3 to date
<b>Total costs of investments</b>	<b>0,02</b>	<b>0,09</b>	<b>0,92</b>	<b>4,40</b>	<b>10,34</b>	<b>5,43</b>
1 Drone Detection System	0,00	0,00	0,00	1,21	4,78	1,22
2 Data Center	0,01	0,03	0,43	1,50	2,06	1,97
3 PIPE2 – IP enhancement phase 2	0	0,05	0,30	0,96	1,89	1,31
4 iTEC V3	0	0	0,04	0,24	0,55	0,28
5 Program ADS-B	0,01	0,01	0,07	0,19	0,46	0,28
6 ViTo-MUC - Virtual Tower Munich	0	0	0,04	0,22	0,44	0,26
7 New construction of an office building at the DFS Campus in Munich	0	0,00	0,03	0,08	0,17	0,11
8 iCAS architecture project	0	0	0	0	0	0
9 ADS-C	0	0	0	0	0	0

Actual costs (M€ <sub>2017</sub> )	2020A	2021A	2022A	2023A	2024A	RP3 to date
<b>Total costs of investments</b>	<b>0,02</b>	<b>0,05</b>	<b>0,50</b>	<b>1,38</b>	<b>-</b>	<b>1,94</b>
1 Drone Detection System	0,00	0,00	0,00	0,00	-	0,01
2 Data Center	0,01	0,03	0,29	0,84	-	1,16
3 PIPE2 – IP enhancement phase 2	0	0,00	0,19	0,43	-	0,63
4 iTEC V3	0	0	0	0	-	0
5 Program ADS-B	0,01	0,01	0,01	0,00	-	0,03
6 ViTo-MUC - Virtual Tower Munich	0	0	0	0,05	-	0,05
7 New construction of an office building at the DFS Campus in Munich	0	0	0,01	0,06	-	0,06
8 iCAS architecture project	0	0	0	0	-	0
9 ADS-C	0	0	0	0	-	0

Actual minus determined costs of investments (M€ <sub>2017</sub> )	2020	2021	2022	2023	2024	RP3 to date
<b>Total difference in costs of investments</b>	<b>0</b>	<b>(0,05)</b>	<b>(0,34)</b>	<b>(2,79)</b>	<b>0</b>	<b>(3,17)</b>
1 Drone Detection System	0	0	0	(1,21)	-	(1,21)
2 Data Center	0	0,00	(0,14)	(0,67)	-	(0,81)
3 PIPE2 – IP enhancement phase 2	0	(0,05)	(0,11)	(0,53)	-	(0,68)
4 iTEC V3	0	0	0	0	-	0
5 Program ADS-B	0	(0,00)	(0,06)	(0,19)	-	(0,26)
6 ViTo-MUC - Virtual Tower Munich	0	0	0	(0,17)	-	(0,17)
7 New construction of an office building at the DFS Campus in Munich	0	0	(0,03)	(0,02)	-	(0,05)
8 iCAS architecture project	0	0	0	0	-	0
9 ADS-C	0	0	0	0	-	0

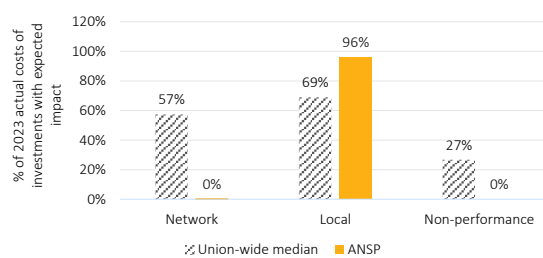
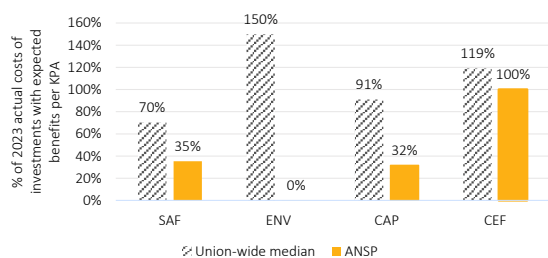


1. Determined costs comprise depreciation costs, cost of capital, and cost of leasing in the performance plans.

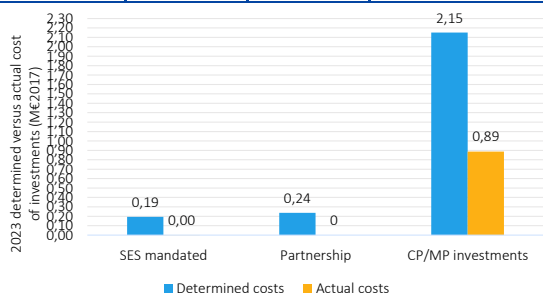
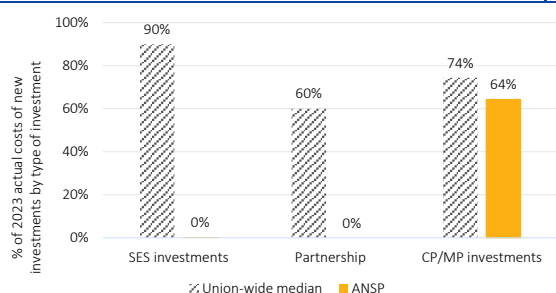
**EXPECTED BENEFIT AND IMPACT PER NEW MAJOR INVESTMENT** GERMANY | DFS

#	New major investments	Expected benefit per KPA			
		SAF	ENV	CAP	CEF
1	Drone Detection System	X		X	X
2	Data Center				X
3	PIPE2 – IP enhancement phase 2	X		X	X
4	iTEC V3	X	X	X	X
5	Program ADS-B	X	X	X	X
6	ViTo-MUC - Virtual Tower Munich	X			X
7	New construction of an office building at the DFS Campus in Munich				X
8	iCAS architecture project				X
9	ADS-C	X	X	X	X

#	New major investments	Expected impact		
		Network	Local	Non-performance
1	Drone Detection System			
2	Data Center		X	
3	PIPE2 – IP enhancement phase 2		X	
4	iTEC V3	X	X	
5	Program ADS-B	X	X	
6	ViTo-MUC - Virtual Tower Munich		X	
7	New construction of an office building at the DFS Campus in Munich			
8	iCAS architecture project	X	X	
9	ADS-C	X	X	



#	New major investments	EIO Date <sup>1</sup>	Status	SES Reg.	Partnership	ATM system	CP/MP <sup>2</sup>
1	Drone Detection System	2027-2033	Started	No	No	No	-
2	Data Center	1/07/2024	Started	No	No	Yes	MP
3	PIPE2 – IP enhancement phase 2	2027	Started	No	No	No	-
4	iTEC V3	2028	Delayed	No	Yes	Yes	CP
5	Program ADS-B	2023-2028	Started	Yes	No	Yes	MP
6	ViTo-MUC - Virtual Tower Munich	2030	Delayed	No	No	Yes	MP
7	New construction of an office building at the DFS Campus in Munich	2027	Started	No	No	No	-
8	iCAS architecture project	1/12/2025	Not started	No	Yes	Yes	MP
9	ADS-C	1/01/2028	Not started	Yes	Yes	Yes	CP

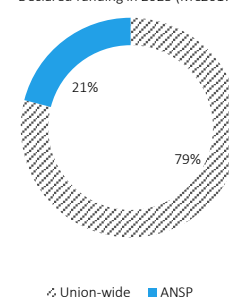


KPAs: SAF = Safety, ENV = Environment, CAP = Capacity, CEF = Cost-efficiency.  
 1. EOI date = Date of entry into operation  
 2. CP/MP = Common Project and Master Plan

## PUBLIC FUNDING GRANTED FOR TOTAL CAPEX (CEF/TEN-T)

GERMANY | DFS

Actual funding declaration (M€ <sub>2017</sub> )	2020	2021	2022	2023	2024	RP3 to date
<b>Total funding declared</b>	<b>19,54</b>	<b>20,84</b>	<b>17,59</b>	<b>11,24</b>	-	<b>69,21</b>
<b>En route funding declared</b>	<b>17,60</b>	<b>19,26</b>	<b>16,57</b>	<b>10,51</b>	-	<b>63,93</b>
<i>En route funding that could not be assigned to a specific investment</i>	6,33	5,87	4,95	10,51	-	27,67
<i>iCAS architecture project</i>	11,26	13,39	11,62	10,51	-	46,77
<b>Terminal funding</b>	<b>1,94</b>	<b>1,58</b>	<b>1,02</b>	<b>0,74</b>	-	<b>5,28</b>
<i>Terminal funding that could not be assigned to a specific investment</i>	1,94	1,58	1,02	0,74	-	5,28
Actual funding declaration vs payments (M€ <sub>2017</sub> )	2020	2021	2022	2023	2024	RP3 to date
<b>Difference between total funding declared vs received</b>	<b>16,07</b>	<b>(1,62)</b>	<b>3,95</b>	<b>(2,57)</b>	-	<b>15,83</b>
Total included in the funding declaration (reporting tables)	19,54	20,84	17,59	11,24	-	69,21
SDM Payment	3,47	22,46	13,63	13,82	-	53,39

Declared funding in 2023 (M€<sub>2017</sub>)

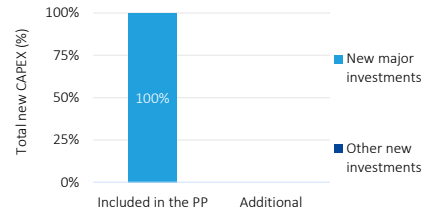
Germany reported 11M€<sub>2017</sub> funding in 2023. SESAR Deployment Manager data indicates a payment of 14M€<sub>2017</sub> in 2023. For RP3 to date, Germany declared 69M€<sub>2017</sub> of funding, while SESAR Deployment Manager data indicates a payment of 53.4M€<sub>2017</sub>.

Greece underspent 9M€<sub>2017</sub> (-87%) in costs related to investments for en route and terminal in 2023 compared to the determined costs. Greece planned eight new major investments for RP3, none of which have started.

**CAPEX FOR NEW INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN** GREECE | HCAA

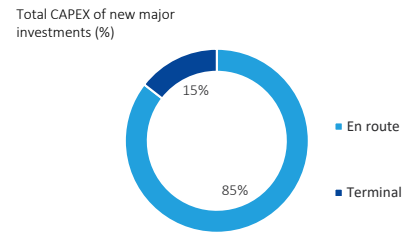
**Determined and additional CAPEX by value of individual investments (M€<sub>2017</sub>)** RP3

Total CAPEX for new investments	123,71	% of total
<b>New major investments (above 5M€ each)<sup>1</sup></b>	<b>123,71</b>	<b>100%</b>
Included in the performance plan	123,71	100%
Additional <sup>2</sup>	0	0%
<b>Other new investments (below 5M€ each)<sup>3</sup></b>	<b>0</b>	<b>0%</b>
Included in the performance plan	0	0%
Additional	0	0%



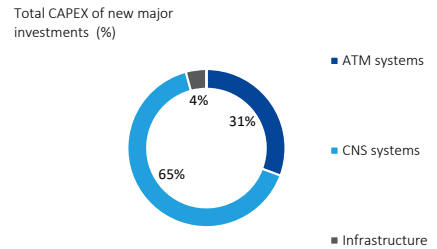
**Determined CAPEX: en route and terminal (M€<sub>2017</sub>)** RP3

Total CAPEX for new major investments	123,71	% of total
En route	105,77	85%
Terminal	17,94	15%

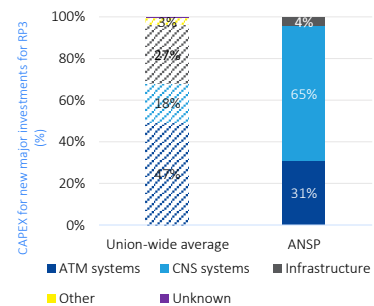
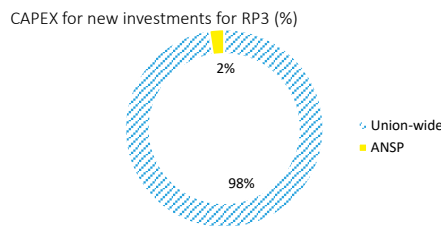
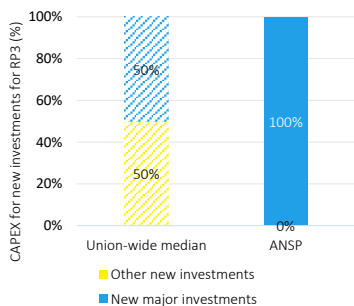


**Determined CAPEX by type of investment (M€<sub>2017</sub>)** RP3

Total CAPEX for new major investments	123,71	% of total
ATM systems	37,94	31%
CNS systems	80,56	65%
Infrastructure	5,21	4%
Other	0	0%
Unknown	0	0%



**CAPEX for new investments: ANSP compared to Union-wide** RP3



Unless otherwise stated, the Union-wide median values are reported as a measure of central tendency that is robust to outliers.

The Union-wide average values have a high standard deviation: ATM systems (33%), CNS systems (27%), infrastructure (21%), Other (1%), unknown (5%).

1. New major investments: "acquisition, development, replacement, upgrade, or leasing of fixed assets representing a total value over the whole lifetime of the assets greater than EUR 5 million in real terms" (Reg. 2019/317 art. 2 (13)).  
 2. Additional investments are those investments not foreseen as part of the performance plan.  
 3. Other new investments: new investments or replacements/upgrades of existing assets representing a total value over the whole lifetime of the asset below 5M€ in real terms.

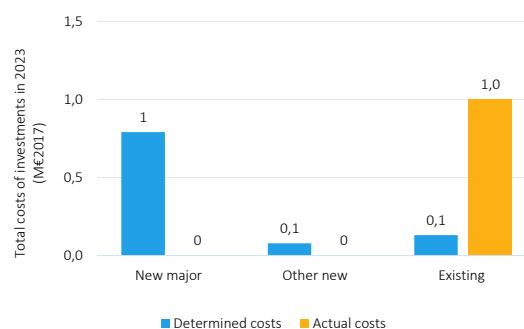
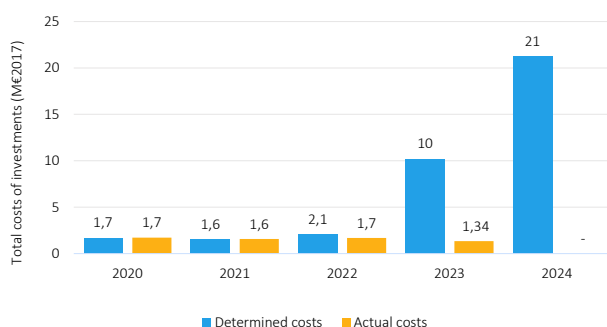
## COSTS RELATED TO INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN

GREECE | HCAA

Determined costs: new and existing investments (M€ <sub>2017</sub> ) <sup>1</sup>	2020D	2021D	2022D	2023D	2024D	RP3 to date
<b>Total costs</b>	<b>1,73</b>	<b>1,57</b>	<b>2,07</b>	<b>10,23</b>	<b>21,31</b>	<b>15,60</b>
<b>New major investments</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8,09</b>	<b>19,44</b>	<b>8,09</b>
% New major investments in total costs of investments	0%	0%	0%	79%	91%	52%
<b>Other new investments</b>	<b>0,11</b>	<b>0</b>	<b>0,40</b>	<b>0,80</b>	<b>0,77</b>	<b>1,31</b>
% Other new investments in total costs of investments	7%	0%	19%	8%	4%	8%
<b>Existing investments</b>	<b>1,61</b>	<b>1,57</b>	<b>1,67</b>	<b>1,34</b>	<b>1,10</b>	<b>6,20</b>
% Existing investments in total costs of investments	93%	100%	81%	13%	5%	40%

Actual costs: new and existing investments (M€ <sub>2017</sub> )	2020A	2021A	2022A	2023A	2024A	RP3 to date
<b>Total costs</b>	<b>1,73</b>	<b>1,57</b>	<b>1,67</b>	<b>1,34</b>	<b>-</b>	<b>6,31</b>
<b>New major investments</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>-</b>	<b>0</b>
% New major investments in total costs of investments	0%	0%	0%	0%	-	0%
<b>Other new investments</b>	<b>0,11</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>-</b>	<b>0,11</b>
% Other new investments in total costs of investments	7%	0%	0%	0%	-	2%
<b>Existing investments</b>	<b>1,61</b>	<b>1,57</b>	<b>1,67</b>	<b>1,34</b>	<b>-</b>	<b>6,20</b>
% Existing investments in total costs of investments	93%	100%	100%	100%	-	98%

Actual minus determined costs (M€ <sub>2017</sub> )	2020	2021	2022	2023	2024	RP3 to date
<b>Total difference</b>	<b>0</b>	<b>0</b>	<b>(0,40)</b>	<b>(8,89)</b>	<b>-</b>	<b>(9,29)</b>
<b>New major investments</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>0</b>
% change of actual with respect to determined	0%	0%	0%	0%	-	-100,00%
<b>Other new investments</b>	<b>0</b>	<b>0</b>	<b>(0,40)</b>	<b>-</b>	<b>-</b>	<b>(0,40)</b>
% change of actual with respect to determined	0%	0%	-100%	-100%	-	-91%
<b>Existing investments</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>-</b>	<b>0</b>
% change of actual with respect to determined	0%	0%	0%	0%	-	0%



1. The performance plans include costs related to investments which comprise depreciation cost, cost of capital, and cost of leasing.

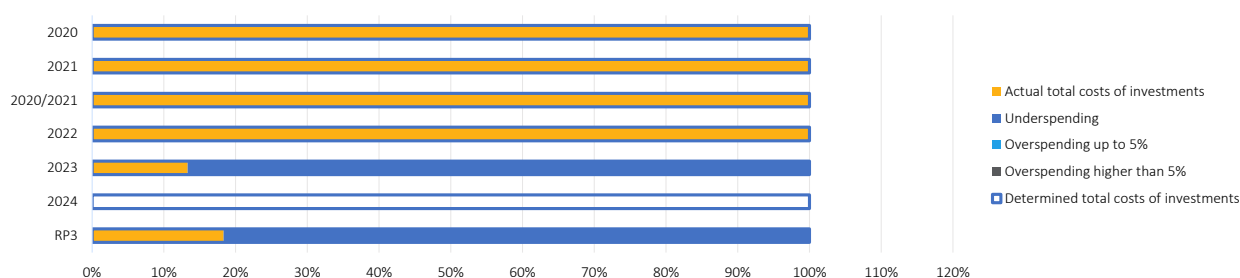
## COSTS RELATED TO INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN

GREECE - En route | HCAA

Determined costs by nature (M€ <sub>2017</sub> )	2020D	2021D	2020D/2021D	2022D	2023D	2024D	RP3 to date
<b>Total costs of new and existing investments</b>	<b>1,67</b>	<b>1,52</b>	<b>3,20</b>	<b>1,63</b>	<b>9,73</b>	<b>18,85</b>	<b>14,56</b>
Depreciation	1,34	1,29	2,63	1,45	7,43	14,39	11,50
Cost of capital	0,34	0,23	0,57	0,18	2,30	4,45	3,05
Cost of leasing	0	0	0	0	0	0	0

Actual costs by nature (M€ <sub>2017</sub> )	2020A	2021A	2020A/2021A	2022A	2023A	2024A	RP3 to date
<b>Total costs of new and existing investments</b>	<b>1,67</b>	<b>1,52</b>	<b>3,20</b>	<b>1,63</b>	<b>1,29</b>	<b>-</b>	<b>6,12</b>
Depreciation	1,34	1,29	2,63	1,45	1,17	-	5,25
Cost of capital	0,34	0,23	0,57	0,18	0,12	-	0,87
Cost of leasing	0	0	0	0	-	-	0

Actual minus determined costs (M€ <sub>2017</sub> )	2020	2021	2020/2021	2022	2023	2024	RP3 to date
<b>Total difference</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>(8,43)</b>	<b>-</b>	<b>(8,43)</b>
Depreciation	0	0	0	0	(6,25)	-	(6,25)
Cost of capital	0	0	0	0	(2,18)	-	(2,18)
Cost of leasing	0	0	0	0	-	-	0



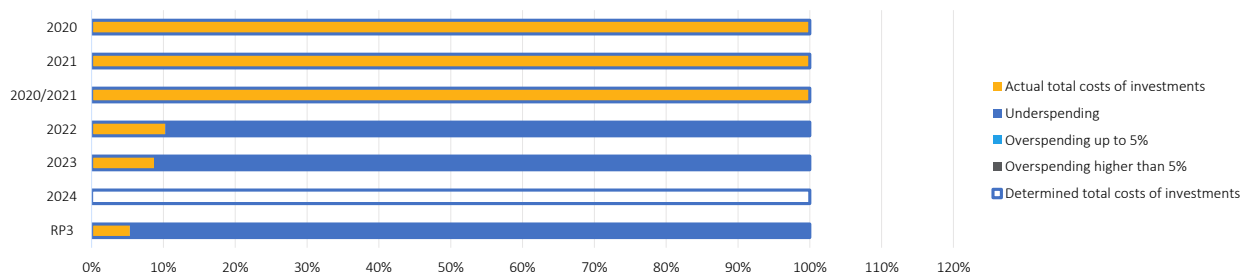
## COSTS RELATED TO INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN

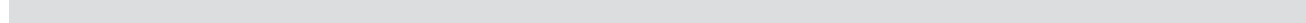
GREECE - Terminal | HCAA

Determined costs by nature (M€ <sub>2017</sub> )	2020D	2021D	2020D/2021D	2022D	2023D	2024D	RP3 to date
<b>Total costs of new and existing investments</b>	<b>0,05</b>	<b>0,05</b>	<b>0,10</b>	<b>0,45</b>	<b>0,50</b>	<b>2,46</b>	<b>1,05</b>
Depreciation	0,04	0,04	0,08	0,34	0,39	1,86	0,81
Cost of capital	0,01	0,01	0,02	0,11	0,11	0,60	0,24
Cost of leasing	0	0	0	0	0	0	0

Actual costs by nature (M€ <sub>2017</sub> )	2020A	2021A	2020A/2021A	2022A	2023A	2024A	RP3 to date
<b>Total costs of new and existing investments</b>	<b>0,05</b>	<b>0,05</b>	<b>0,10</b>	<b>0,05</b>	<b>0,04</b>	<b>-</b>	<b>0,19</b>
Depreciation	0,04	0,04	0,08	0,04	0,04	-	0,16
Cost of capital	0,01	0,01	0,02	0,01	0,00	-	0,03
Cost of leasing	0	0	0	0	-	-	0

Actual minus determined costs (M€ <sub>2017</sub> )	2020	2021	2020/2021	2022	2023	2024	RP3 to date
<b>Total difference</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>(0,40)</b>	<b>(0,46)</b>	<b>-</b>	<b>(0,86)</b>
Depreciation	0	0	0	(0,30)	(0,35)	-	(0,65)
Cost of capital	0	0	0	(0,10)	(0,11)	-	(0,21)
Cost of leasing	0	0	0	0	-	-	0



Greece underspent 8.9M€<sub>2017</sub> in costs related to investments (-8.4M€<sub>2017</sub> in en route and -0.5M€<sub>2017</sub> in terminal) in 2023. For RP3 to date Greece underspent 9.3M€<sub>2017</sub> in costs related to investments. These amounts shall be reimbursed to the airspace users through a reduction of future unit rate(s), unless the NSA decides after consultation with the users, that the ANSP shall not reimburse a part of the difference according to article 28 of Regulation (EU) 2019/317. 



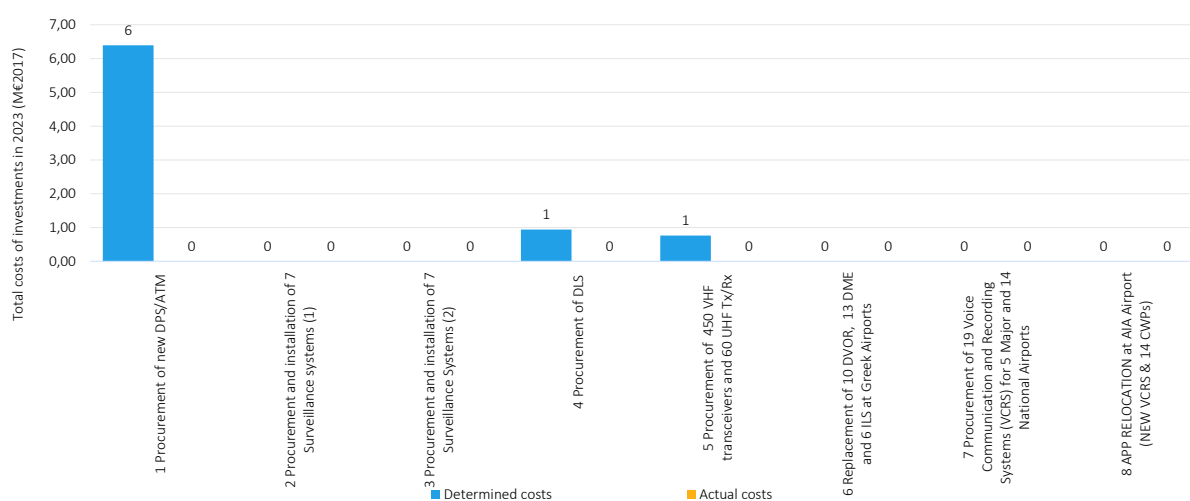
## COSTS BY NEW MAJOR INVESTMENTS

GREECE | HCAA

Determined costs (M€ <sub>2017</sub> ) <sup>1</sup>	2020D	2021D	2022D	2023D	2024D	RP3 to date
<b>Total costs of investments</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8,09</b>	<b>19,44</b>	<b>8,09</b>
1 Procurement of new DPS/ATM	0	0	0	6,39	6,17	6,39
2 Procurement and installation of 7 Surveillance systems (1)	0	0	0	0	5,56	0
3 Procurement and installation of 7 Surveillance Systems (2)	0	0	0	0	2,59	0
4 Procurement of DLS	0	0	0	0,94	0,91	0,94
5 Procurement of 450 VHF transceivers and 60 UHF Tx/Rx	0	0	0	0,76	0,74	0,76
6 Replacement of 10 DVOR, 13 DME and 6 ILS at Greek Airports	0	0	0	0	1,50	0
7 Procurement of 19 Voice Communication and Recording Systems (VCRS) for 5 Major and 14 National Airports	0	0	0	0	1,10	0
8 APP RELOCATION at AIA Airport (NEW VCRS & 14 CWP's)	0	0	0	0	0,88	0

Actual costs (M€ <sub>2017</sub> )	2020A	2021A	2022A	2023A	2024A	RP3 to date
<b>Total costs of investments</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>0</b>
1 Procurement of new DPS/ATM	0	0	0	0	-	0
2 Procurement and installation of 7 Surveillance systems (1)	0	0	0	0	-	0
3 Procurement and installation of 7 Surveillance Systems (2)	0	0	0	0	-	0
4 Procurement of DLS	0	0	0	0	-	0
5 Procurement of 450 VHF transceivers and 60 UHF Tx/Rx	0	0	0	0	-	0
6 Replacement of 10 DVOR, 13 DME and 6 ILS at Greek Airports	0	0	0	0	-	0
7 Procurement of 19 Voice Communication and Recording Systems (VCRS) for 5 Major and 14 National Airports	0	0	0	0	-	0
8 APP RELOCATION at AIA Airport (NEW VCRS & 14 CWP's)	0	0	0	0	-	0

Actual minus determined costs of investments (M€ <sub>2017</sub> )	2020	2021	2022	2023	2024	RP3 to date
<b>Total difference in costs of investments</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>0</b>
1 Procurement of new DPS/ATM	0	0	0	0	-	0
2 Procurement and installation of 7 Surveillance systems (1)	0	0	0	0	-	0
3 Procurement and installation of 7 Surveillance Systems (2)	0	0	0	0	-	0
4 Procurement of DLS	0	0	0	0	-	0
5 Procurement of 450 VHF transceivers and 60 UHF Tx/Rx	0	0	0	0	-	0
6 Replacement of 10 DVOR, 13 DME and 6 ILS at Greek Airports	0	0	0	0	-	0
7 Procurement of 19 Voice Communication and Recording Systems (VCRS) for 5 Major and 14 National Airports	0	0	0	0	-	0
8 APP RELOCATION at AIA Airport (NEW VCRS & 14 CWP's)	0	0	0	0	-	0



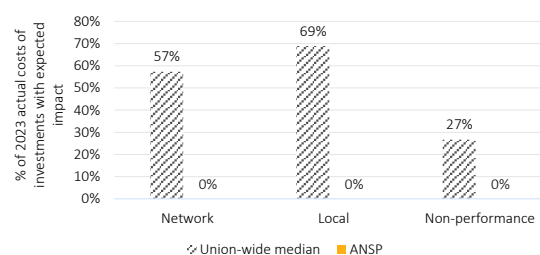
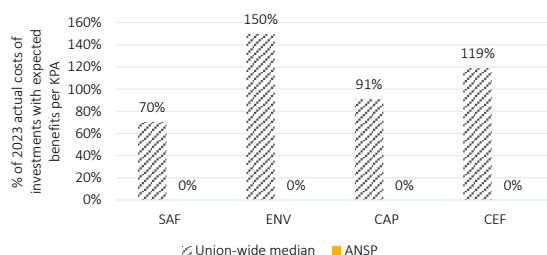
1. Determined costs comprise depreciation costs, cost of capital, and cost of leasing in the performance plans.

## EXPECTED BENEFIT AND IMPACT PER NEW MAJOR INVESTMENT

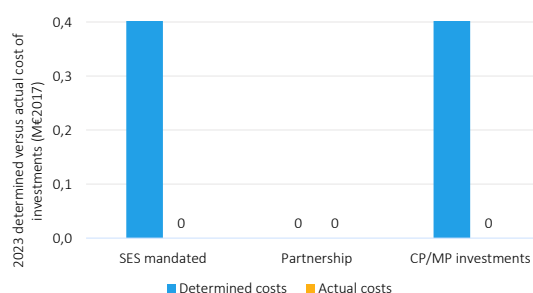
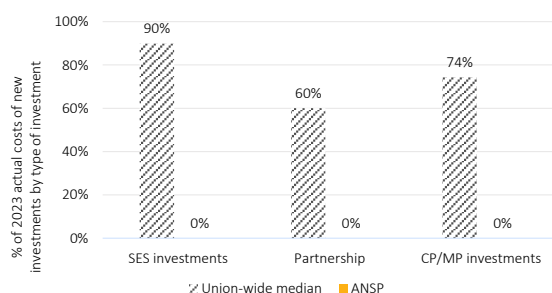
GREECE | HCAA

#	New major investments	Expected benefit per KPA			
		SAF	ENV	CAP	CEF
1	Procurement of new DPS/ATM	X	X	X	X
2	Procurement and installation of 7 Surveillance systems (1)	X	X	X	X
3	Procurement and installation of 7 Surveillance Systems (2)	X	X	X	X
4	Procurement of DLS	X	X	X	X
5	Procurement of 450 VHF transceivers and 60 UHF Tx/Rx	X	X	X	X
6	Replacement of 10 DVOR, 13 DME and 6 ILS at Greek Airports	X	X	X	X
7	Procurement of 19 Voice Communication and Recording Systems (VCRS) for 5 Major and 14 National Airports	X	X	X	X
8	APP RELOCATION at AIA Airport (NEW VCRS & 14 CWPs)	X	X	X	X

#	New major investments	Expected impact		
		Network	Local	Non-performance
1	Procurement of new DPS/ATM	X	X	
2	Procurement and installation of 7 Surveillance systems (1)	X	X	
3	Procurement and installation of 7 Surveillance Systems (2)	X	X	
4	Procurement of DLS		X	
5	Procurement of 450 VHF transceivers and 60 UHF Tx/Rx		X	
6	Replacement of 10 DVOR, 13 DME and 6 ILS at Greek Airports		X	
7	Procurement of 19 Voice Communication and Recording Systems (VCRS) for 5 Major and 14 National Airports	X	X	
8	APP RELOCATION at AIA Airport (NEW VCRS & 14 CWPs)	X	X	



#	New major investments	EIO Date <sup>1</sup>	Status	SES Reg.	Partnership	ATM system	
						ATM sytem	CP/MP <sup>2</sup>
1	Procurement of new DPS/ATM	2023	Not started	Yes	No	Yes	MP
2	Procurement and installation of 7 Surveillance systems (1)	2024	Not started	Yes	No	Yes	MP
3	Procurement and installation of 7 Surveillance Systems (2)	2024	Not started	Yes	No	Yes	MP
4	Procurement of DLS	2023	Not started	Yes	No	No	-
5	Procurement of 450 VHF transceivers and 60 UHF Tx/Rx	2023	Not started	No	No	No	-
6	Replacement of 10 DVOR, 13 DME and 6 ILS at Greek Airports	2024	Not started	Yes	No	No	MP
7	Procurement of 19 Voice Communication and Recording Systems (VCRS) for 5 Major and 14 National Airports	2024	Not started	Yes	No	Yes	MP
8	APP RELOCATION at AIA Airport (NEW VCRS & 14 CWPs)	2024	Not started	No	Click to select	Click to select	-



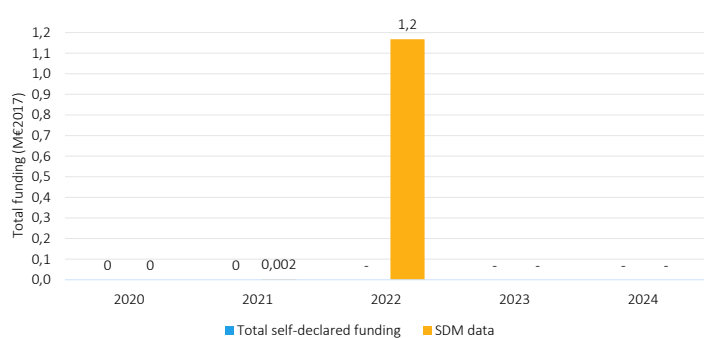
KPAs: SAF = Safety, ENV = Environment, CAP = Capacity, CEF = Cost-efficiency.

1. EOI date = Date of entry into operation

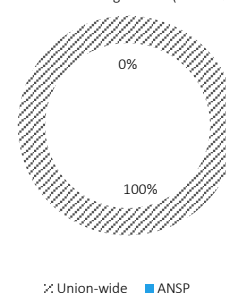
2. CP/MP = Common Project and Master Plan

PUBLIC FUNDING GRANTED FOR TOTAL CAPEX (CEF/TEN-T) GREECE | HCAA

Actual funding declaration (M€ <sub>2017</sub> )	2020	2021	2022	2023	2024	RP3 to date
<b>Total funding declared</b>	-	-	-	-	-	-
<b>En route funding declared</b>	-	-	-	-	-	-
<i>En route funding that could not be assigned to a specific investment</i>	-	-	-	-	-	-
<b>Terminal funding</b>	-	-	-	-	-	-
<i>Terminal funding that could not be assigned to a specific investment</i>	-	-	-	-	-	-
Actual funding declaration vs payments (M€ <sub>2017</sub> )	2020	2021	2022	2023	2024	RP3 to date
<b>Difference between total funding declared vs received</b>	-	(0,00)	(1,17)	-	-	(1,17)
Total included in the funding declaration (reporting tables)	-	-	-	-	-	-
SDM Payment	-	0,00	1,17	-	-	1,17



Declared funding in 2023 (M€2017)



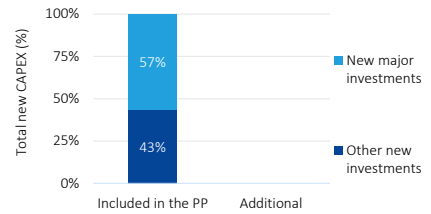
Greece did not report any funding in 2023, which is in line with the SESAR Deployment Manager data indicates for 2023. For RP3 to date, Greece did not declare any funding, while SESAR Deployment Manager data indicates a payment of 1.2M€<sub>2017</sub>.

Hungary underspent 7.5M€<sub>2017</sub> (-21%) in costs related to investments for en route and terminal in 2023 compared to the determined costs. Hungary planned six new major investments for RP3, all of which have started.

**CAPEX FOR NEW INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN** HUNGARY | HungaroControl

**Determined and additional CAPEX by value of individual investments (M€<sub>2017</sub>)** RP3

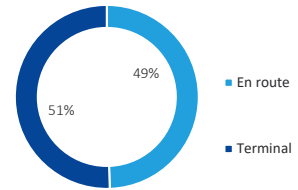
Total CAPEX for new investments	146,67	% of total
<b>New major investments (above 5M€ each)<sup>1</sup></b>	<b>82,92</b>	<b>57%</b>
Included in the performance plan	82,92	57%
Additional <sup>2</sup>	0	0%
<b>Other new investments (below 5M€ each)<sup>3</sup></b>	<b>63,75</b>	<b>43%</b>
Included in the performance plan	63,75	43%
Additional	0	0%



**Determined CAPEX: en route and terminal (M€<sub>2017</sub>)** RP3

Total CAPEX for new major investments	82,92	% of total
En route	41,03	49%
Terminal	41,89	51%

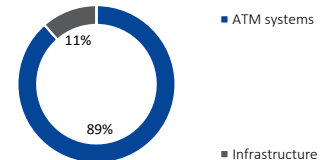
Total CAPEX of new major investments (%)



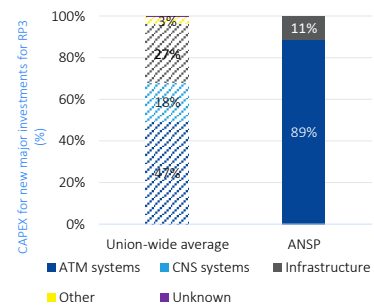
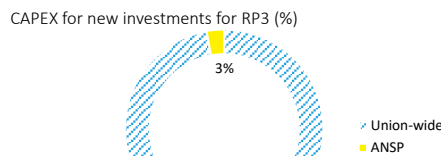
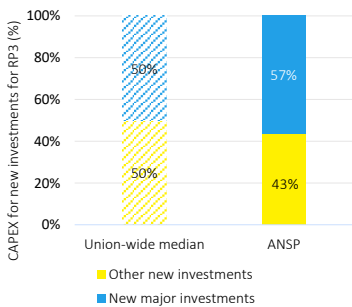
**Determined CAPEX by type of investment (M€<sub>2017</sub>)** RP3

Total CAPEX for new major investments	82,92	% of total
ATM systems	73,43	89%
CNS systems	0	0%
Infrastructure	9,49	11%
Other	0	0%
Unknown	0	0%

Total CAPEX of new major investments (%)



**CAPEX for new investments: ANSP compared to Union-wide** RP3



Unless otherwise stated, the Union-wide median values are reported as a measure of central tendency that is robust to outliers.

The Union-wide average values have a high standard deviation: ATM systems (33%), CNS systems (27%), infrastructure (21%), Other (1%), unknown (5%).

1. New major investments: "acquisition, development, replacement, upgrade, or leasing of fixed assets representing a total value over the whole lifetime of the assets greater than EUR 5 million in real terms" (Reg. 2019/317 art. 2 (13)).  
 2. Additional investments are those investments not foreseen as part of the performance plan.  
 3. Other new investments: new investments or replacements/upgrades of existing assets representing a total value over the whole lifetime of the asset below 5M€ in real terms.

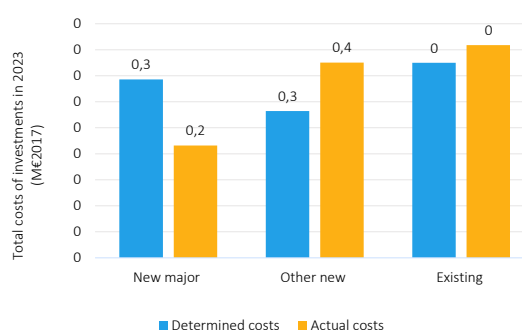
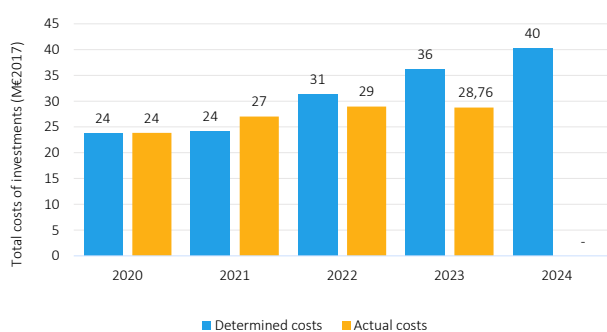
## COSTS RELATED TO INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN

HUNGARY | HungaroControl

Determined costs: new and existing investments (M€ <sub>2017</sub> ) <sup>1</sup>	2020D	2021D	2022D	2023D	2024D	RP3 to date
<b>Total costs</b>	<b>23,84</b>	<b>24,14</b>	<b>31,32</b>	<b>36,24</b>	<b>40,32</b>	<b>115,54</b>
<b>New major investments</b>	<b>0,60</b>	<b>3,21</b>	<b>5,85</b>	<b>12,43</b>	<b>16,46</b>	<b>22,09</b>
% New major investments in total costs of investments	3%	13%	19%	34%	41%	19%
<b>Other new investments</b>	<b>1,33</b>	<b>4,14</b>	<b>7,56</b>	<b>10,23</b>	<b>12,14</b>	<b>23,26</b>
% Other new investments in total costs of investments	6%	17%	24%	28%	30%	20%
<b>Existing investments</b>	<b>21,91</b>	<b>16,79</b>	<b>17,90</b>	<b>13,59</b>	<b>11,72</b>	<b>70,19</b>
% Existing investments in total costs of investments	92%	70%	57%	37%	29%	61%

Actual costs: new and existing investments (M€ <sub>2017</sub> )	2020A	2021A	2022A	2023A	2024A	RP3 to date
<b>Total costs</b>	<b>23,84</b>	<b>27,03</b>	<b>28,96</b>	<b>28,76</b>	-	<b>108,58</b>
<b>New major investments</b>	<b>0,60</b>	<b>3,22</b>	<b>4,71</b>	<b>6,21</b>	-	<b>14,74</b>
% New major investments in total costs of investments	3%	12%	16%	22%	-	14%
<b>Other new investments</b>	<b>1,33</b>	<b>3,87</b>	<b>4,83</b>	<b>10,80</b>	-	<b>20,83</b>
% Other new investments in total costs of investments	6%	14%	17%	38%	-	19%
<b>Existing investments</b>	<b>21,91</b>	<b>19,93</b>	<b>19,43</b>	<b>11,76</b>	-	<b>73,02</b>
% Existing investments in total costs of investments	92%	74%	67%	41%	-	67%

Actual minus determined costs (M€ <sub>2017</sub> )	2020	2021	2022	2023	2024	RP3 to date
<b>Total difference</b>	<b>0</b>	<b>2,89</b>	<b>(2,36)</b>	<b>(7,48)</b>	-	<b>(6,95)</b>
<b>New major investments</b>	<b>0</b>	<b>0,02</b>	<b>(1,15)</b>	<b>(6,22)</b>	-	<b>(7,35)</b>
% change of actual with respect to determined	0%	1%	-20%	-50%	-	-33,27%
<b>Other new investments</b>	<b>0</b>	<b>(0,27)</b>	<b>(2,73)</b>	<b>0,57</b>	-	<b>(2,44)</b>
% change of actual with respect to determined	0%	-6%	-36%	6%	-	-10%
<b>Existing investments</b>	<b>0</b>	<b>3,14</b>	<b>1,52</b>	<b>(1,83)</b>	-	<b>2,83</b>
% change of actual with respect to determined	0%	19%	9%	-13%	-	4%



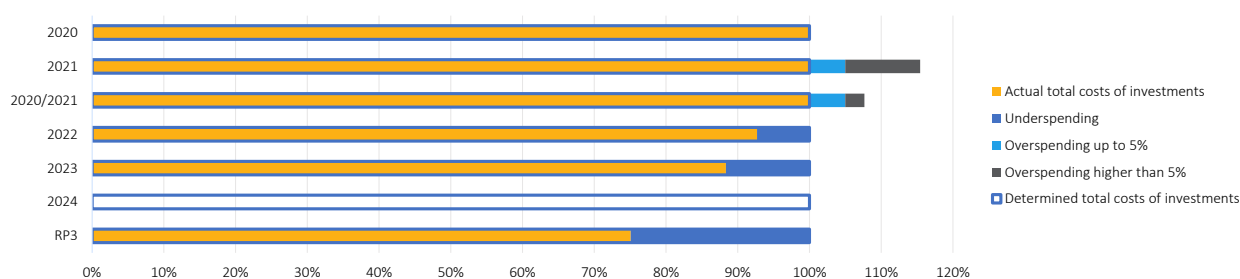
1. The performance plans include costs related to investments which comprise depreciation cost, cost of capital, and cost of leasing.

**COSTS RELATED TO INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN** HUNGARY - En route | HungaroControl

Determined costs by nature (M€ <sub>2017</sub> )	2020D	2021D	2020D/2021D	2022D	2023D	2024D	RP3 to date
<b>Total costs of new and existing investments</b>	<b>20,03</b>	<b>19,66</b>	<b>39,70</b>	<b>25,29</b>	<b>25,95</b>	<b>27,74</b>	<b>90,94</b>
Depreciation	11,64	13,71	25,35	14,93	15,13	16,33	55,41
Cost of capital	2,73	3,87	6,60	5,34	5,71	6,40	17,65
Cost of leasing	5,66	2,08	7,74	5,03	5,11	5,00	17,88

Actual costs by nature (M€ <sub>2017</sub> )	2020A	2021A	2020A/2021A	2022A	2023A	2024A	RP3 to date
<b>Total costs of new and existing investments</b>	<b>20,03</b>	<b>22,70</b>	<b>42,73</b>	<b>23,44</b>	<b>22,93</b>	-	<b>89,10</b>
Depreciation	11,64	13,54	25,18	13,47	13,81	-	52,47
Cost of capital	2,73	3,72	6,45	4,89	5,39	-	16,73
Cost of leasing	5,66	5,44	11,10	5,08	3,72	-	19,90

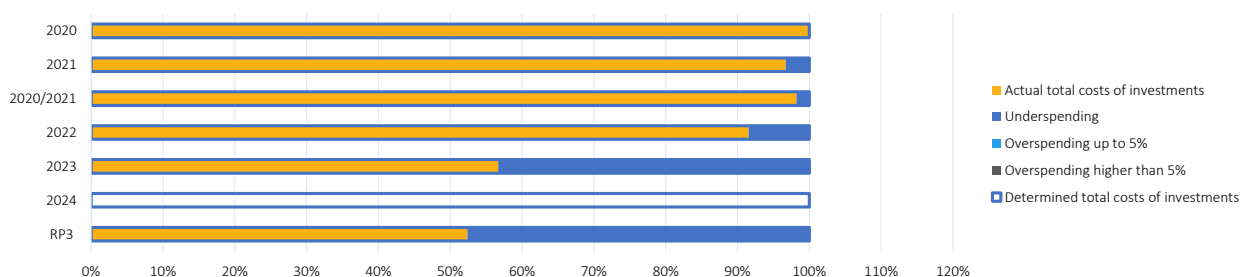
Actual minus determined costs (M€ <sub>2017</sub> )	2020	2021	2020/2021	2022	2023	2024	RP3 to date
<b>Total difference</b>	<b>0</b>	<b>3,04</b>	<b>3,04</b>	<b>(1,85)</b>	<b>(3,02)</b>	-	<b>(1,84)</b>
Depreciation	0	(0,17)	(0,17)	(1,46)	(1,31)	-	(2,94)
Cost of capital	0	(0,15)	(0,15)	(0,44)	(0,32)	-	(0,92)
Cost of leasing	0	3,35	3,35	0,05	(1,39)	-	2,02


**COSTS RELATED TO INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN** HUNGARY - Terminal | HungaroControl

Determined costs by nature (M€ <sub>2017</sub> )	2020D	2021D	2020D/2021D	2022D	2023D	2024D	RP3 to date
<b>Total costs of new and existing investments</b>	<b>3,80</b>	<b>4,47</b>	<b>8,27</b>	<b>6,03</b>	<b>10,29</b>	<b>12,58</b>	<b>24,60</b>
Depreciation	2,69	3,09	5,78	3,45	6,71	8,54	15,94
Cost of capital	0,60	0,88	1,47	1,82	2,81	3,28	6,10
Cost of leasing	0,52	0,50	1,02	0,76	0,78	0,75	2,56

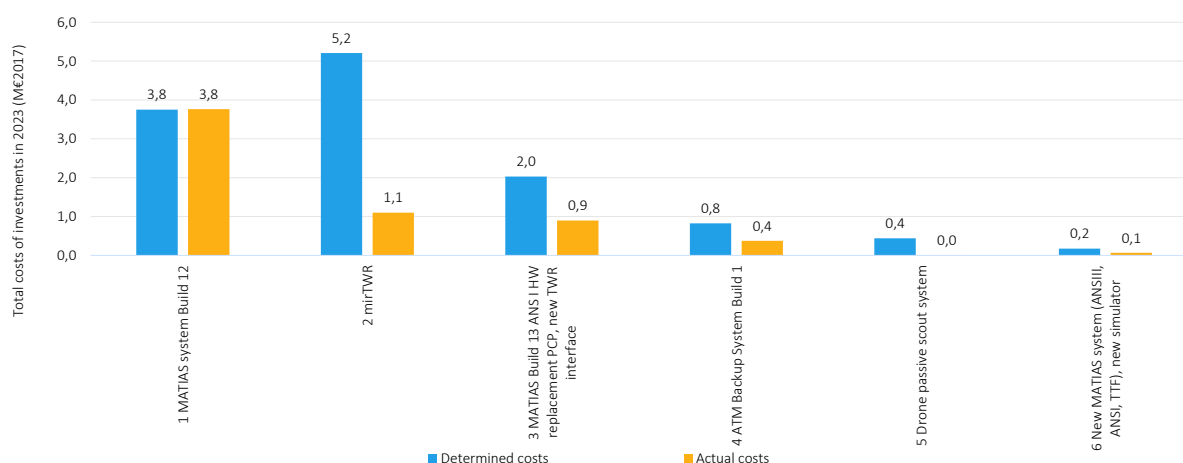
Actual costs by nature (M€ <sub>2017</sub> )	2020A	2021A	2020A/2021A	2022A	2023A	2024A	RP3 to date
<b>Total costs of new and existing investments</b>	<b>3,80</b>	<b>4,33</b>	<b>8,13</b>	<b>5,52</b>	<b>5,83</b>	-	<b>19,48</b>
Depreciation	2,69	2,99	5,67	3,19	2,95	-	11,81
Cost of capital	0,60	0,91	1,50	1,69	2,36	-	5,55
Cost of leasing	0,52	0,43	0,95	0,64	0,52	-	2,12

Actual minus determined costs (M€ <sub>2017</sub> )	2020	2021	2020/2021	2022	2023	2024	RP3 to date
<b>Total difference</b>	<b>0</b>	<b>(0,15)</b>	<b>(0,15)</b>	<b>(0,51)</b>	<b>(4,46)</b>	-	<b>(5,12)</b>
Depreciation	0	(0,11)	(0,11)	(0,26)	(3,76)	-	(4,13)
Cost of capital	0	0,03	0,03	(0,13)	(0,44)	-	(0,54)
Cost of leasing	0	(0,07)	(0,07)	(0,12)	(0,25)	-	(0,45)



Hungary underspent 7.5M€<sub>2017</sub> in costs related to investments (-3M€<sub>2017</sub> in en route and -4.5M€<sub>2017</sub> in terminal) in 2023. For RP3 to date Hungary underspent 7M€<sub>2017</sub> in costs related to investments. ■

COSTS BY NEW MAJOR INVESTMENTS							HUNGARY   HungaroControl
<b>Determined costs (M€<sub>2017</sub>)<sup>1</sup></b>	<b>2020D</b>	<b>2021D</b>	<b>2022D</b>	<b>2023D</b>	<b>2024D</b>	<b>RP3 to date</b>	
<b>Total costs of investments</b>	<b>0,60</b>	<b>3,21</b>	<b>5,85</b>	<b>12,43</b>	<b>16,46</b>	<b>22,09</b>	
1 MATIAS system Build 12	0,53	2,88	3,95	3,75	3,56	11,11	
2 mirTWR	0,00	0,13	1,02	5,21	6,89	6,36	
3 MATIAS Build 13 ANS I HW replacement PCP, new TWR interface	0	0,01	0,42	2,03	2,33	2,46	
4 ATM Backup System Build 1	0,01	0,06	0,24	0,83	1,60	1,14	
5 Drone passive scout system	0,00	0,00	0,04	0,44	1,10	0,48	
6 New MATIAS system (ANSIII, ANSI, TTF), new simulator	0,05	0,14	0,17	0,17	0,97	0,54	
<b>Actual costs (M€<sub>2017</sub>)</b>	<b>2020A</b>	<b>2021A</b>	<b>2022A</b>	<b>2023A</b>	<b>2024A</b>	<b>RP3 to date</b>	
<b>Total costs of investments</b>	<b>0,60</b>	<b>3,22</b>	<b>4,71</b>	<b>6,21</b>	<b>-</b>	<b>14,74</b>	
1 MATIAS system Build 12	0,53	2,89	3,52	3,76	-	10,71	
2 mirTWR	0,00	0,13	0,54	1,10	-	1,77	
3 MATIAS Build 13 ANS I HW replacement PCP, new TWR interface	0	0,01	0,27	0,90	-	1,17	
4 ATM Backup System Build 1	0,01	0,06	0,21	0,38	-	0,66	
5 Drone passive scout system	0,00	0,00	0,00	0,00	-	0,00	
6 New MATIAS system (ANSIII, ANSI, TTF), new simulator	0,05	0,14	0,17	0,07	-	0,43	
<b>Actual minus determined costs of investments (M€<sub>2017</sub>)</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>RP3 to date</b>	
<b>Total difference in costs of investments</b>	<b>0</b>	<b>0,02</b>	<b>(1,15)</b>	<b>(6,22)</b>	<b>-</b>	<b>(7,35)</b>	
1 MATIAS system Build 12	0	0,01	(0,43)	0,01	-	(0,40)	
2 mirTWR	0	0,00	(0,49)	(4,11)	-	(4,59)	
3 MATIAS Build 13 ANS I HW replacement PCP, new TWR interface	0	0,00	(0,15)	(1,13)	-	(1,28)	
4 ATM Backup System Build 1	0	(0,00)	(0,03)	(0,45)	-	(0,48)	
5 Drone passive scout system	0	0,00	(0,04)	(0,44)	-	(0,48)	
6 New MATIAS system (ANSIII, ANSI, TTF), new simulator	0	0	0,00	(0,10)	-	(0,10)	

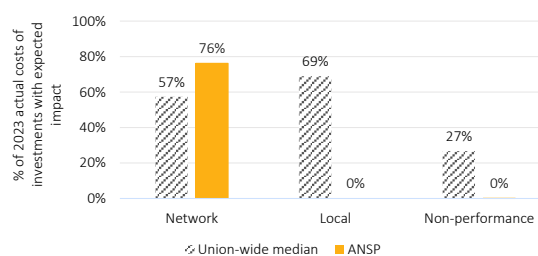
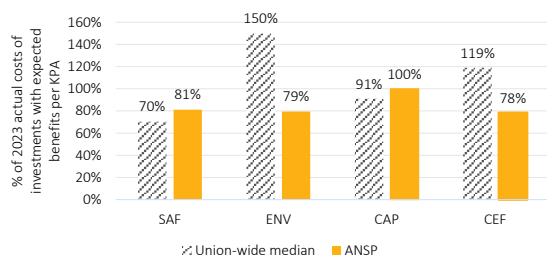


1. Determined costs comprise depreciation costs, cost of capital, and cost of leasing in the performance plans.

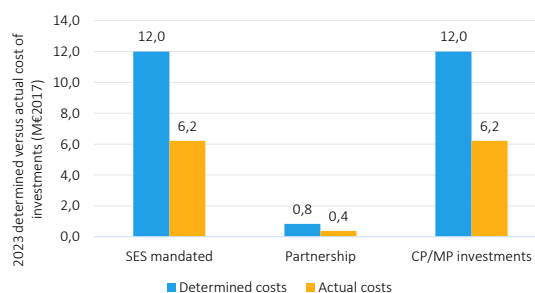
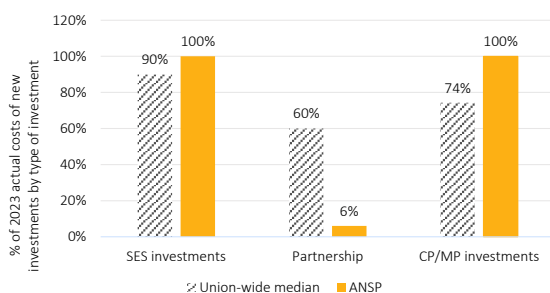
**EXPECTED BENEFIT AND IMPACT PER NEW MAJOR INVESTMENT** HUNGARY | HungaroControl

#	New major Investments	Expected benefit per KPA			
		SAF	ENV	CAP	CEF
1	MATIAS system Build 12	X	X	X	X
2	mirTWR		X	X	X
3	MATIAS Build 13 ANS I HW replacement PCP, new TWR interface	X		X	
4	ATM Backup System Build 1	X		X	
5	Drone passive scout system	X	X	X	X
6	New MATIAS system (ANSIII, ANSI, TTF), new simulator		X	X	

#	New major investments	Expected impact		
		Network	Local	Non-performance
1	MATIAS system Build 12	X		
2	mirTWR			
3	MATIAS Build 13 ANS I HW replacement PCP, new TWR interface	X		
4	ATM Backup System Build 1			
5	Drone passive scout system	X	X	X
6	New MATIAS system (ANSIII, ANSI, TTF), new simulator	X		



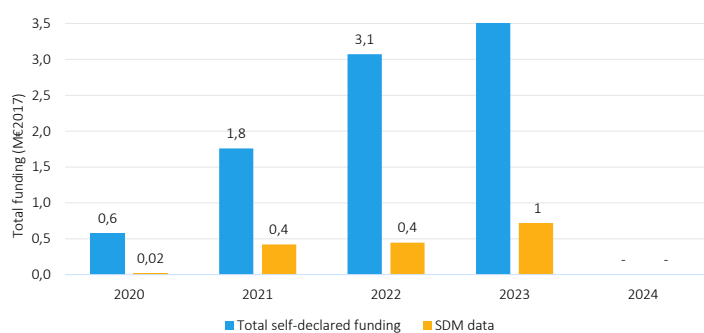
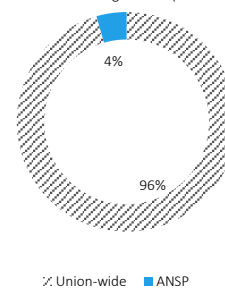
#	New major investments	EIO Date <sup>1</sup>	Status	SES Reg.	Partnership	ATM system	
						ATM system	CP/MP <sup>2</sup>
1	MATIAS system Build 12	26/04/2021	Started	Yes	No	Yes	CP
2	mirTWR	30/09/2021	Started	Yes	No	Yes	CP
3	MATIAS Build 13 ANS I HW replacement PCP, new TWR interface	31/03/2023	Started	Yes	No	Yes	CP
4	ATM Backup System Build 1	31/08/2023	Started	Yes	Yes	Yes	MP
5	Drone passive scout system	30/04/2023	Started	No	No	Yes	-
6	New MATIAS system (ANSIII, ANSI, TTF), new simulator	31/12/2026	Started	Yes	No	Yes	CP



KPAs: SAF = Safety, ENV = Environment, CAP = Capacity, CEF = Cost-efficiency.  
 1. EOI date = Date of entry into operation  
 2. CP/MP = Common Project and Master Plan



PUBLIC FUNDING GRANTED FOR TOTAL CAPEX (CEF/TEN-T)						HUNGARY   HungaroControl
<b>Actual funding declaration (M€<sub>2017</sub>)</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>RP3 to date</b>
<b>Total funding declared</b>	<b>0,58</b>	<b>1,76</b>	<b>3,07</b>	<b>4,75</b>	-	<b>10,17</b>
<b>En route funding declared</b>	<b>0,50</b>	<b>1,51</b>	<b>2,64</b>	<b>4,08</b>	-	<b>8,74</b>
<i>En route funding that could not be assigned to a specific investment</i>	<i>0,50</i>	<i>1,51</i>	<i>2,64</i>	<i>4,08</i>	-	<i>8,74</i>
<b>Terminal funding</b>	<b>0,08</b>	<b>0,25</b>	<b>0,43</b>	<b>0,67</b>	-	<b>1,43</b>
<i>Terminal funding that could not be assigned to a specific investment</i>	<i>0,08</i>	<i>0,25</i>	<i>0,43</i>	<i>0,67</i>	-	<i>1,43</i>
<b>Actual funding declaration vs payments (M€<sub>2017</sub>)</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>RP3 to date</b>
<b>Difference between total funding declared vs received</b>	<b>0,56</b>	<b>1,34</b>	<b>2,63</b>	<b>4,03</b>	-	<b>8,56</b>
Total included in the funding declaration (reporting tables)	0,58	1,76	3,07	4,75	-	10,17
SDM Payment	0,02	0,42	0,44	0,72	-	1,60

Declared funding in 2023 (M€<sub>2017</sub>)

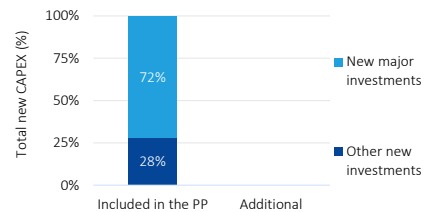
Hungary reported 4.8M€<sub>2017</sub> funding in 2023. SESAR Deployment Manager data indicates a payment of 0.72M€<sub>2017</sub> in 2023. For RP3 to date, Hungary declared 10.2M€<sub>2017</sub> of funding, while SESAR Deployment Manager data indicates a payment of 1.6M€<sub>2017</sub>.

Ireland underspent 5.5M€<sub>2017</sub> (-26%) in costs related to investments for en route and terminal in 2023 compared to the determined costs. Ireland planned 10 new major investments for RP3, five of which have started, one has not started, and four have been marked as delayed.

**CAPEX FOR NEW INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN** IRELAND | IAA ANSP

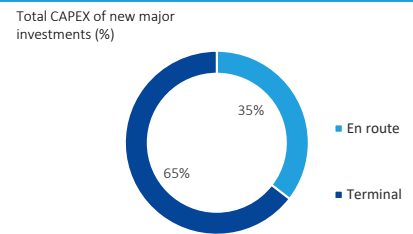
**Determined and additional CAPEX by value of individual investments (M€<sub>2017</sub>)** RP3

Total CAPEX for new investments	140,90	% of total
<b>New major investments (above 5M€ each)<sup>1</sup></b>	<b>101,05</b>	<b>72%</b>
Included in the performance plan	101,05	72%
Additional <sup>2</sup>	0	0%
<b>Other new investments (below 5M€ each)<sup>3</sup></b>	<b>39,85</b>	<b>28%</b>
Included in the performance plan	39,85	28%
Additional	0	0%



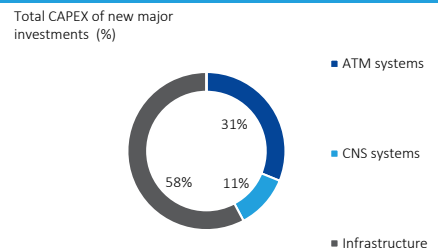
**Determined CAPEX: en route and terminal (M€<sub>2017</sub>)** RP3

Total CAPEX for new major investments	101,05	% of total
En route	35,83	35%
Terminal	65,22	65%

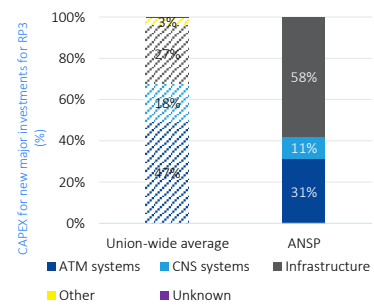
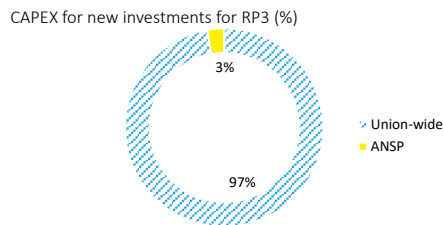
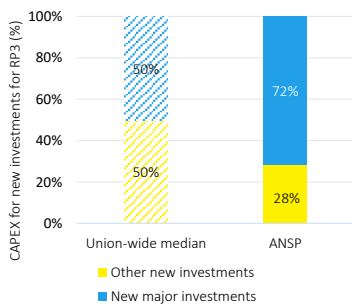


**Determined CAPEX by type of investment (M€<sub>2017</sub>)** RP3

Total CAPEX for new major investments	101,05	% of total
ATM systems	31,47	31%
CNS systems	11,20	11%
Infrastructure	58,38	58%
Other	0	0%
Unknown	0	0%



**CAPEX for new investments: ANSP compared to Union-wide** RP3



Unless otherwise stated, the Union-wide median values are reported as a measure of central tendency that is robust to outliers.

The Union-wide average values have a high standard deviation: ATM systems (33%), CNS systems (27%), infrastructure (21%), Other (1%), unknown (5%).

1. New major investments: "acquisition, development, replacement, upgrade, or leasing of fixed assets representing a total value over the whole lifetime of the assets greater than EUR 5 million in real term s" (Reg. 2019/317 art. 2 (13)).  
 2. Additional investments are those investments not foreseen as part of the performance plan.  
 3. Other new investments: new investments or replacements/upgrades of existing assets representing a total value over the whole lifetime of the asset below 5M€ in real terms.

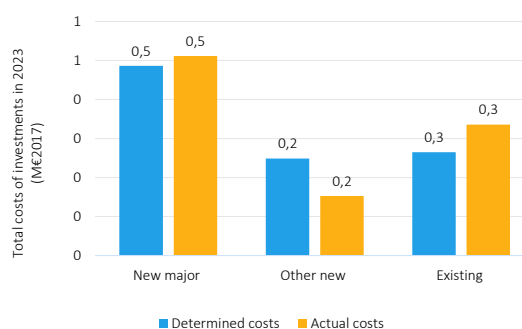
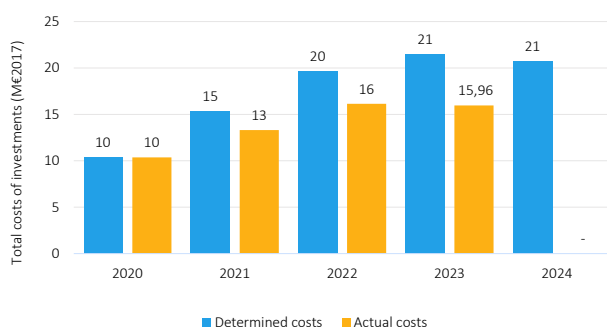
## COSTS RELATED TO INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN

IRELAND | IAA ANSP

Determined costs: new and existing investments (M€ <sub>2017</sub> ) <sup>1</sup>	2020D	2021D	2022D	2023D	2024D	RP3 to date
<b>Total costs</b>	<b>10,36</b>	<b>15,32</b>	<b>19,68</b>	<b>21,50</b>	<b>20,78</b>	<b>66,85</b>
<b>New major investments</b>	<b>0,13</b>	<b>4,33</b>	<b>7,94</b>	<b>10,46</b>	<b>11,18</b>	<b>22,86</b>
% New major investments in total costs of investments	1%	28%	40%	49%	54%	34%
<b>Other new investments</b>	<b>0,18</b>	<b>0,95</b>	<b>3,64</b>	<b>5,35</b>	<b>6,45</b>	<b>10,12</b>
% Other new investments in total costs of investments	2%	6%	19%	25%	31%	15%
<b>Existing investments</b>	<b>10,04</b>	<b>10,05</b>	<b>8,09</b>	<b>5,70</b>	<b>3,14</b>	<b>33,88</b>
% Existing investments in total costs of investments	97%	66%	41%	27%	15%	51%

Actual costs: new and existing investments (M€ <sub>2017</sub> )	2020A	2021A	2022A	2023A	2024A	RP3 to date
<b>Total costs</b>	<b>10,36</b>	<b>13,30</b>	<b>16,13</b>	<b>15,96</b>	-	<b>55,75</b>
<b>New major investments</b>	<b>0,13</b>	<b>2,69</b>	<b>7,02</b>	<b>8,17</b>	-	<b>18,01</b>
% New major investments in total costs of investments	1%	20%	44%	51%	-	32%
<b>Other new investments</b>	<b>0,18</b>	<b>0,56</b>	<b>1,65</b>	<b>2,44</b>	-	<b>4,82</b>
% Other new investments in total costs of investments	2%	4%	10%	15%	-	9%
<b>Existing investments</b>	<b>10,04</b>	<b>10,05</b>	<b>7,47</b>	<b>5,36</b>	-	<b>32,92</b>
% Existing investments in total costs of investments	97%	76%	46%	34%	-	59%

Actual minus determined costs (M€ <sub>2017</sub> )	2020	2021	2022	2023	2024	RP3 to date
<b>Total difference</b>	<b>0</b>	<b>(2,02)</b>	<b>(3,54)</b>	<b>(5,53)</b>	-	<b>(11,10)</b>
<b>New major investments</b>	<b>0</b>	<b>(1,64)</b>	<b>(0,92)</b>	<b>(2,29)</b>	-	<b>(4,84)</b>
% change of actual with respect to determined	0%	-38%	-12%	-22%	-	-21%
<b>Other new investments</b>	<b>0</b>	<b>(0,39)</b>	<b>(2,00)</b>	<b>(2,91)</b>	-	<b>(5,29)</b>
% change of actual with respect to determined	0%	-41%	-55%	-54%	-	-52%
<b>Existing investments</b>	<b>0</b>	<b>0,00</b>	<b>(0,63)</b>	<b>(0,34)</b>	-	<b>(0,97)</b>
% change of actual with respect to determined	0%	0%	-8%	-6%	-	-3%



1. The performance plans include costs related to investments which comprise depreciation cost, cost of capital, and cost of leasing.

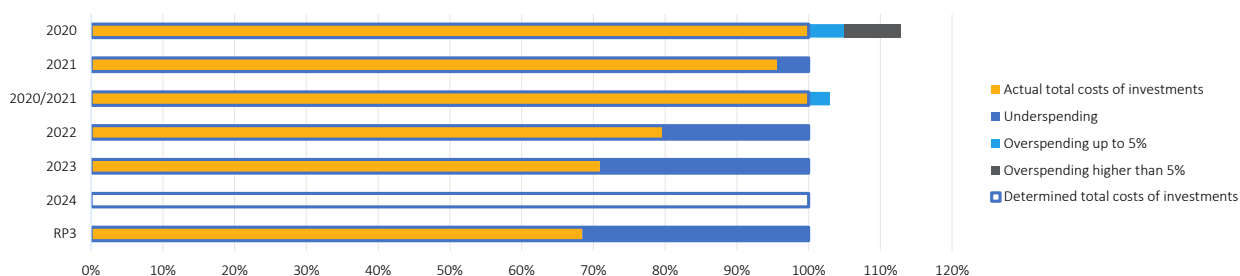
## COSTS RELATED TO INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN

IRELAND - En route | IAA ANSP

Determined costs by nature (M€ <sub>2017</sub> )	2020D	2021D	2020D/2021D	2022D	2023D	2024D	RP3 to date
<b>Total costs of new and existing investments</b>	<b>7,48</b>	<b>10,06</b>	<b>17,55</b>	<b>11,23</b>	<b>12,01</b>	<b>11,11</b>	<b>40,79</b>
Depreciation	6,34	7,60	13,94	8,35	8,67	7,86	30,96
Cost of capital	1,14	2,46	3,61	2,88	3,34	3,26	9,82
Cost of leasing	0	0	0	0	0	0	0

Actual costs by nature (M€ <sub>2017</sub> )	2020A	2021A	2020A/2021A	2022A	2023A	2024A	RP3 to date
<b>Total costs of new and existing investments</b>	<b>8,45</b>	<b>9,62</b>	<b>18,07</b>	<b>8,94</b>	<b>8,52</b>	-	<b>35,52</b>
Depreciation	6,61	7,27	13,88	6,66	6,33	-	26,87
Cost of capital	1,85	2,35	4,20	2,27	2,19	-	8,66
Cost of leasing	0	0	0	0	0	-	0

Actual minus determined costs (M€ <sub>2017</sub> )	2020	2021	2020/2021	2022	2023	2024	RP3 to date
<b>Total difference</b>	<b>0,97</b>	<b>(0,44)</b>	<b>0,52</b>	<b>(2,29)</b>	<b>(3,49)</b>	-	<b>(5,26)</b>
Depreciation	0,26	(0,33)	(0,07)	(1,69)	(2,35)	-	(4,10)
Cost of capital	0,70	(0,11)	0,59	(0,61)	(1,15)	-	(1,16)
Cost of leasing	0	0	0	0	0	-	0



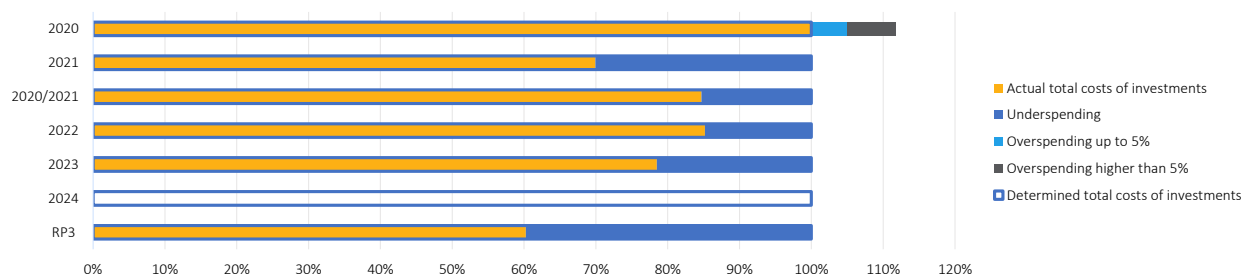
## COSTS RELATED TO INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN

IRELAND - Terminal | IAA ANSP

Determined costs by nature (M€ <sub>2017</sub> )	2020D	2021D	2020D/2021D	2022D	2023D	2024D	RP3 to date
<b>Total costs of new and existing investments</b>	<b>2,87</b>	<b>5,26</b>	<b>8,13</b>	<b>8,45</b>	<b>9,49</b>	<b>9,67</b>	<b>26,07</b>
Depreciation	2,44	3,45	5,89	4,93	5,51	5,60	16,33
Cost of capital	0,43	1,81	2,24	3,52	3,98	4,06	9,74
Cost of leasing	0	0	0	0	0	0	0

Actual costs by nature (M€ <sub>2017</sub> )	2020A	2021A	2020A/2021A	2022A	2023A	2024A	RP3 to date
<b>Total costs of new and existing investments</b>	<b>3,21</b>	<b>3,68</b>	<b>6,89</b>	<b>7,20</b>	<b>7,45</b>	-	<b>21,53</b>
Depreciation	2,48	2,69	5,16	3,90	4,04	-	13,10
Cost of capital	0,73	0,99	1,72	3,30	3,41	-	8,43
Cost of leasing	0	0	0	0	0	-	0

Actual minus determined costs (M€ <sub>2017</sub> )	2020	2021	2020/2021	2022	2023	2024	RP3 to date
<b>Total difference</b>	<b>0,34</b>	<b>(1,58)</b>	<b>(1,24)</b>	<b>(1,25)</b>	<b>(2,04)</b>	-	<b>(4,54)</b>
Depreciation	0,04	(0,77)	(0,73)	(1,03)	(1,47)	-	(3,23)
Cost of capital	0,30	(0,82)	(0,52)	(0,22)	(0,57)	-	(1,31)
Cost of leasing	0	0	0	0	0	-	0



Ireland underspent 5.5M€<sub>2017</sub> in costs related to investments (-3.5M€<sub>2017</sub> in en route and -2M€<sub>2017</sub> in terminal) in 2023. For RP3 to date Ireland underspent 11M€<sub>2017</sub> in costs related to investments. These amounts shall be reimbursed to the airspace users through a reduction of future unit rate(s), unless the NSA decides after consultation with the users, that the ANSP shall not reimburse a part of the difference according to article 28 of Regulation (EU) 2019/317.

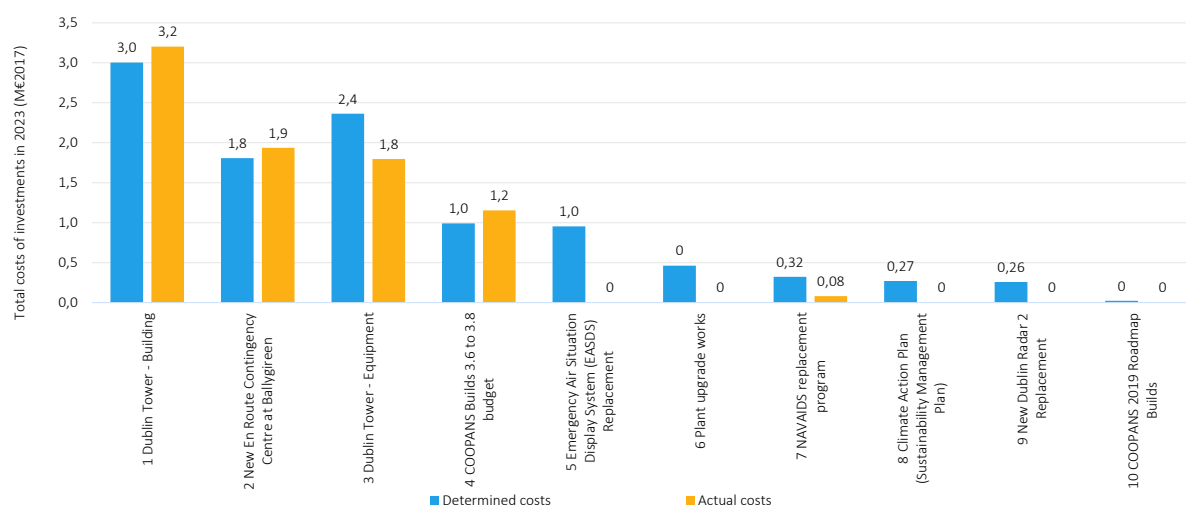
## COSTS BY NEW MAJOR INVESTMENTS

IRELAND | IAA ANSP

Determined costs (M€ <sub>2017</sub> ) <sup>1</sup>	2020D	2021D	2022D	2023D	2024D	RP3 to date
<b>Total costs of investments</b>	<b>0,13</b>	<b>4,33</b>	<b>7,94</b>	<b>10,46</b>	<b>11,18</b>	<b>22,86</b>
1 Dublin Tower - Building	0	1,47	3,05	3,00	2,98	7,52
2 New En Route Contingency Centre at Ballygireen	0,13	1,89	1,86	1,81	1,72	5,70
3 Dublin Tower - Equipment	0	0,68	1,78	2,36	2,28	4,83
4 COOPANS Builds 3.6 to 3.8 budget	0	0,26	0,81	0,99	0,95	2,05
5 Emergency Air Situation Display System (EASDS) Replacement	0	0	0,16	0,95	1,02	1,11
6 Plant upgrade works	0	0	0,00	0,46	0,65	0,46
7 NAVAIDS replacement program	0	0,01	0,14	0,32	0,56	0,48
8 Climate Action Plan (Sustainability Management Plan)	0	0,02	0,08	0,27	0,50	0,36
9 New Dublin Radar 2 Replacement	0	0	0,06	0,26	0,25	0,32
10 COOPANS 2019 Roadmap Builds	0	0	0	0,02	0,26	0,02

Actual costs (M€ <sub>2017</sub> )	2020A	2021A	2022A	2023A	2024A	RP3 to date
<b>Total costs of investments</b>	<b>0,13</b>	<b>2,69</b>	<b>7,02</b>	<b>8,17</b>	<b>-</b>	<b>18,01</b>
1 Dublin Tower - Building	0	0,52	3,15	3,20	-	6,87
2 New En Route Contingency Centre at Ballygireen	0,13	2,00	1,86	1,94	-	5,93
3 Dublin Tower - Equipment	0	0,17	1,36	1,80	-	3,33
4 COOPANS Builds 3.6 to 3.8 budget	0	0	0,62	1,15	-	1,77
5 Emergency Air Situation Display System (EASDS) Replacement	0	0	0	0	-	0
6 Plant upgrade works	0	0	0	0	-	0
7 NAVAIDS replacement program	0	0	0,03	0,08	-	0,12
8 Climate Action Plan (Sustainability Management Plan)	0	0	0	0	-	0
9 New Dublin Radar 2 Replacement	0	0	0	0	-	0
10 COOPANS 2019 Roadmap Builds	0	0	0	0	-	0

Actual minus determined costs of investments (M€ <sub>2017</sub> )	2020	2021	2022	2023	2024	RP3 to date
<b>Total difference in costs of investments</b>	<b>(0,00)</b>	<b>(1,35)</b>	<b>(0,62)</b>	<b>(0,32)</b>	<b>-</b>	<b>(2,29)</b>
1 Dublin Tower - Building	0	(0,95)	0,10	0,20	-	(0,65)
2 New En Route Contingency Centre at Ballygireen	(0,00)	0,11	(0,00)	0,13	-	0,24
3 Dublin Tower - Equipment	0	(0,51)	(0,42)	(0,57)	-	(1,50)
4 COOPANS Builds 3.6 to 3.8 budget	0	0	(0,19)	0,16	-	(0,0304)
5 Emergency Air Situation Display System (EASDS) Replacement	0	0	0	0	-	0
6 Plant upgrade works	0	0	0	0	-	0
7 NAVAIDS replacement program	0	0	(0,11)	(0,24)	-	(0,3505)
8 Climate Action Plan (Sustainability Management Plan)	0	0	0	0	-	0
9 New Dublin Radar 2 Replacement	0	0	0	0	-	0
10 COOPANS 2019 Roadmap Builds	0	0	0	0	-	0

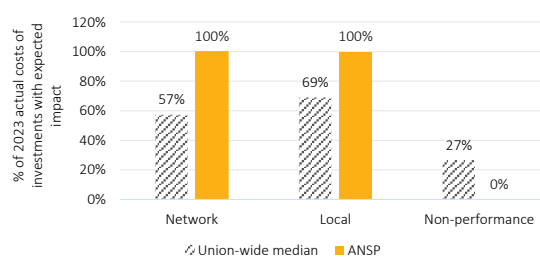
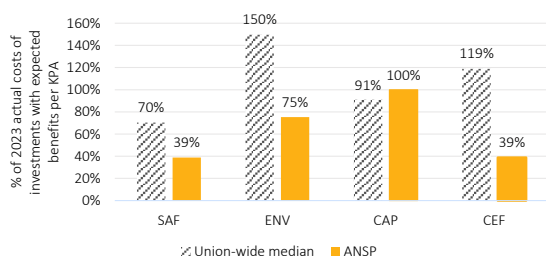


1. Determined costs comprise depreciation costs, cost of capital, and cost of leasing in the performance plans.

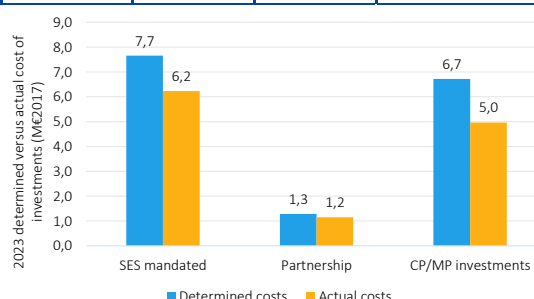
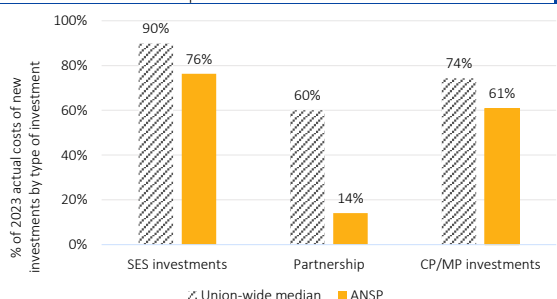
**EXPECTED BENEFIT AND IMPACT PER NEW MAJOR INVESTMENT** IRELAND | IAA ANSP

#	New major investments	Expected benefit per KPA			
		SAF	ENV	CAP	CEF
1	Dublin Tower - Building		X	X	
2	New En Route Contingency Centre at Ballygireen	X		X	X
3	Dublin Tower - Equipment		X	X	
4	COOPANS Builds 3.6 to 3.8 budget	X	X	X	X
5	Emergency Air Situation Display System (EASDS) Replacement	X			
6	Plant upgrade works			X	X
7	NAVAIDS replacement program	X		X	X
8	Climate Action Plan (Sustainability Management Plan)				X
9	New Dublin Radar 2 Replacement	X	X	X	X
10	COOPANS 2019 Roadmap Builds	X	X	X	X

#	New major investments	Expected impact		
		Network	Local	Non-performance
1	Dublin Tower - Building	X	X	
2	New En Route Contingency Centre at Ballygireen	X	X	
3	Dublin Tower - Equipment	X	X	
4	COOPANS Builds 3.6 to 3.8 budget	X	X	
5	Emergency Air Situation Display System (EASDS) Replacement	X	X	
6	Plant upgrade works		X	X
7	NAVAIDS replacement program	X	X	
8	Climate Action Plan (Sustainability Management Plan)			X
9	New Dublin Radar 2 Replacement	X	X	
10	COOPANS 2019 Roadmap Builds	X	X	



#	New major investments	EIO Date <sup>1</sup>	Status	SES Reg.	Partnership	ATM system	
						ATM system	CP/MP <sup>2</sup>
1	Dublin Tower - Building	2021	Started	Yes	No	No	-
2	New En Route Contingency Centre at Ballygireen	2020	Started	No	No	Yes	MP
3	Dublin Tower - Equipment	2021	Started	Yes	No	Yes	MP
4	COOPANS Builds 3.6 to 3.8 budget	2021-2023	Started	Yes	Yes	Yes	CP
5	Emergency Air Situation Display System (EASDS) Replacement	2023	Delayed	Yes	No	Yes	MP
6	Plant upgrade works	2021-2024	Delayed	No	No	No	-
7	NAVAIDS replacement program	2021-2024	Started	Yes	No	Yes	MP
8	Climate Action Plan (Sustainability Management Plan)	2021-2024	Delayed	No	Yes	No	-
9	New Dublin Radar 2 Replacement	2022	Delayed	No	No	Yes	MP
10	COOPANS 2019 Roadmap Builds	2023-2024	Not started	Yes	Yes	Yes	CP

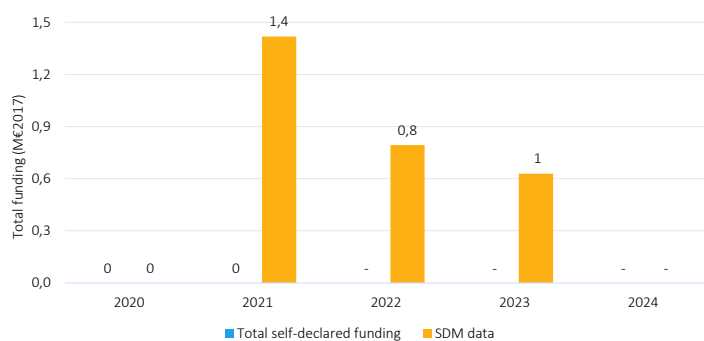
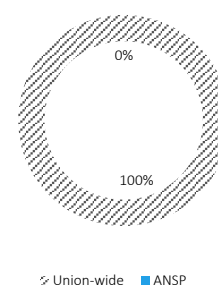


KPAs: SAF = Safety, ENV = Environment, CAP = Capacity, CEF = Cost-efficiency.

- 1. EOI date = Date of entry into operation
- 2. CP/MP = Common Project and Master Plan

## PUBLIC FUNDING GRANTED FOR TOTAL CAPEX (CEF/TEN-T) IRELAND | IAA ANSP

Actual funding declaration (M€ <sub>2017</sub> )	2020	2021	2022	2023	2024	RP3 to date
<b>Total funding declared</b>	<b>0,00</b>	<b>0,00</b>	<b>0,00</b>	<b>0,00</b>	-	<b>0,00</b>
<b>En route funding declared</b>	<b>0,00</b>	<b>0,00</b>	<b>0,00</b>	<b>0,00</b>	-	<b>0,00</b>
<i>En route funding that could not be assigned to a specific investment</i>	<i>0,00</i>	<i>0,00</i>	<i>0,00</i>	<i>0,00</i>	-	<i>0,00</i>
<b>Terminal funding</b>	<b>0,00</b>	<b>0,00</b>	<b>0,00</b>	<b>0,00</b>	-	<b>0,00</b>
<i>Terminal funding that could not be assigned to a specific investment</i>	<i>0,00</i>	<i>0,00</i>	<i>0,00</i>	<i>0,00</i>	-	<i>0,00</i>
<b>Actual funding declaration vs payments (M€<sub>2017</sub>)</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>RP3 to date</b>
<b>Difference between total funding declared vs received</b>	<b>0,00</b>	<b>(1,42)</b>	<b>(0,79)</b>	<b>(0,63)</b>	-	<b>(2,84)</b>
Total included in the funding declaration (reporting tables)	0,00	0,00	0,00	0,00	-	0,00
SDM Payment	0,00	1,42	0,79	0,63	-	2,84

Declared funding in 2023 (M€<sub>2017</sub>)

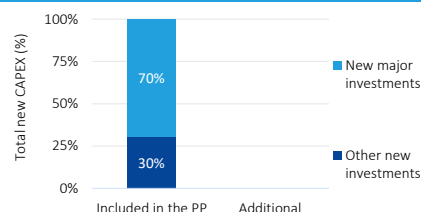
Ireland did not report any funding in 2023, however SESAR Deployment Manager data indicates a payment of 0.63M€<sub>2017</sub> in 2023. For RP3 to date, Ireland did not declare any funding, while SESAR Deployment Manager data indicates a payment of 2.8M€<sub>2017</sub>.

Italy overspent 1.8M€<sub>2017</sub> (1%) in costs related to investments for en route and terminal in 2023 compared to the determined costs according to the reporting tables. However, in the monitoring reports, Italy reported an underspending of 18.4M€<sub>2017</sub> (-16%). Italy did not explain the reason for the difference in the reported amounts. Italy planned 15 new major investments for RP3, all of which have started.

CAPEX FOR NEW INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN ITALY | ENAV

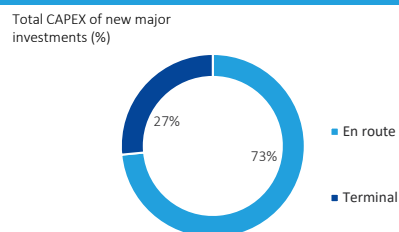
Determined and additional CAPEX by value of individual investments (M€<sub>2017</sub>) RP3

Total CAPEX for new investments	344,19	% of total
<b>New major investments (above 5M€ each)<sup>1</sup></b>	<b>239,55</b>	<b>70%</b>
Included in the performance plan	239,55	70%
Additional <sup>2</sup>	0	0%
<b>Other new investments (below 5M€ each)<sup>3</sup></b>	<b>104,65</b>	<b>30%</b>
Included in the performance plan	104,65	30%
Additional	0	0%



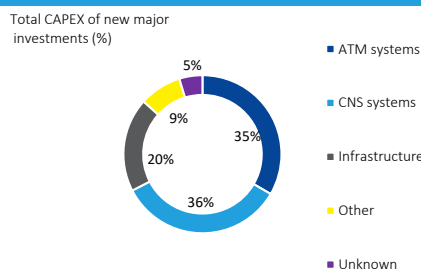
Determined CAPEX: en route and terminal (M€<sub>2017</sub>) RP3

Total CAPEX for new major investments	239,55	% of total
En route	176,04	73%
Terminal	63,51	27%

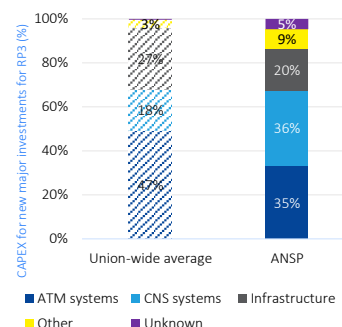
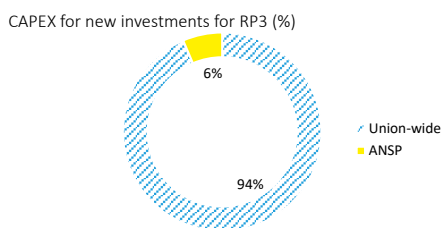
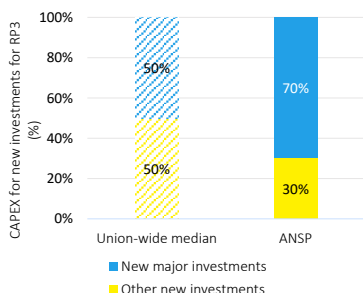


Determined CAPEX by type of investment (M€<sub>2017</sub>) RP3

Total CAPEX for new major investments	271,08	% of total
ATM systems	95,03	35%
CNS systems	96,74	36%
Infrastructure	54,71	20%
Other	24,59	9%
Unknown	13,47	5%



CAPEX for new investments: ANSP compared to Union-wide RP3



Unless otherwise stated, the Union-wide median values are reported as a measure of central tendency that is robust to outliers.

1. New major investments: "acquisition, development, replacement, upgrade, or leasing of fixed assets representing a total value over the whole lifetime of the assets greater than EUR 5 million in real terms" (Reg. 2019/317 art. 2 (13)).  
 2. Additional investments are those investments not foreseen as part of the performance plan.  
 3. Other new investments: new investments or replacements/upgrades of existing assets representing a total value over the whole lifetime of the asset below 5M€ in real terms.



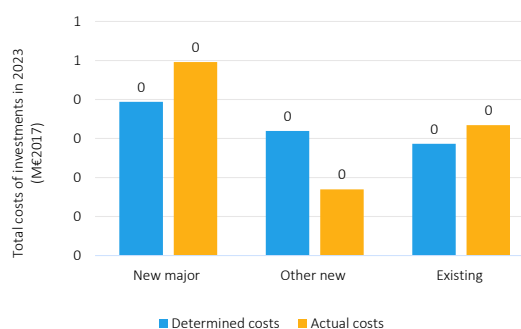
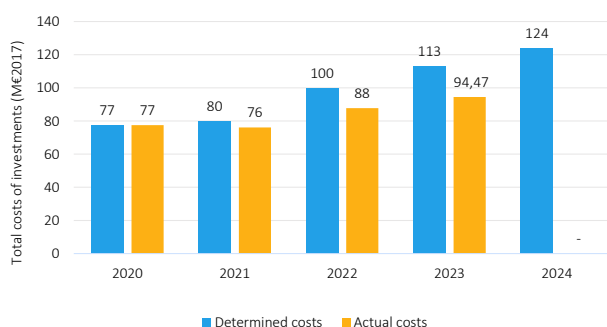
## COSTS RELATED TO INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN

ITALY | ENAV

Determined costs: new and existing investments (M€ <sub>2017</sub> ) <sup>1</sup>	2020D	2021D	2022D	2023D	2024D	RP3 to date
<b>Total costs</b>	<b>77,49</b>	<b>79,82</b>	<b>99,97</b>	<b>112,87</b>	<b>123,97</b>	<b>370,15</b>
<b>New major investments</b>	<b>37,58</b>	<b>41,68</b>	<b>47,43</b>	<b>44,46</b>	<b>68,39</b>	<b>171,15</b>
% New major investments in total costs of investments	48%	52%	47%	39%	55%	46%
<b>Other new investments</b>	<b>8,47</b>	<b>12,87</b>	<b>21,27</b>	<b>36,05</b>	<b>25,99</b>	<b>78,66</b>
% Other new investments in total costs of investments	11%	16%	21%	32%	21%	21%
<b>Existing investments</b>	<b>31,45</b>	<b>25,27</b>	<b>31,27</b>	<b>32,36</b>	<b>29,59</b>	<b>120,34</b>
% Existing investments in total costs of investments	41%	32%	31%	29%	24%	33%

Actual costs: new and existing investments (M€ <sub>2017</sub> )	2020A	2021A	2022A	2023A	2024A	RP3 to date
<b>Total costs</b>	<b>77,49</b>	<b>76,07</b>	<b>87,76</b>	<b>94,47</b>	-	<b>335,79</b>
<b>New major investments</b>	<b>37,58</b>	<b>42,49</b>	<b>44,71</b>	<b>46,87</b>	-	<b>171,66</b>
% New major investments in total costs of investments	48%	56%	51%	50%	-	51%
<b>Other new investments</b>	<b>8,47</b>	<b>10,56</b>	<b>16,52</b>	<b>16,02</b>	-	<b>51,56</b>
% Other new investments in total costs of investments	11%	14%	19%	17%	-	15%
<b>Existing investments</b>	<b>31,45</b>	<b>23,02</b>	<b>26,53</b>	<b>31,58</b>	-	<b>112,57</b>
% Existing investments in total costs of investments	41%	30%	30%	33%	-	34%

Actual minus determined costs (M€ <sub>2017</sub> )	2020	2021	2022	2023	2024	RP3 to date
<b>Total difference</b>	<b>0</b>	<b>(3,76)</b>	<b>(12,21)</b>	<b>(18,40)</b>	-	<b>(34,36)</b>
<b>New major investments</b>	<b>0</b>	<b>0,82</b>	<b>(2,72)</b>	<b>2,40</b>	-	<b>0,50</b>
% change of actual with respect to determined	0%	2%	-6%	5%	-	0%
<b>Other new investments</b>	<b>0</b>	<b>(2,32)</b>	<b>(4,75)</b>	<b>(20,02)</b>	-	<b>(27,09)</b>
% change of actual with respect to determined	0%	-18%	-22%	-56%	-	-34%
<b>Existing investments</b>	<b>0</b>	<b>(2,26)</b>	<b>(4,74)</b>	<b>(0,77)</b>	-	<b>(7,77)</b>
% change of actual with respect to determined	0%	-9%	-15%	-2%	-	-6%



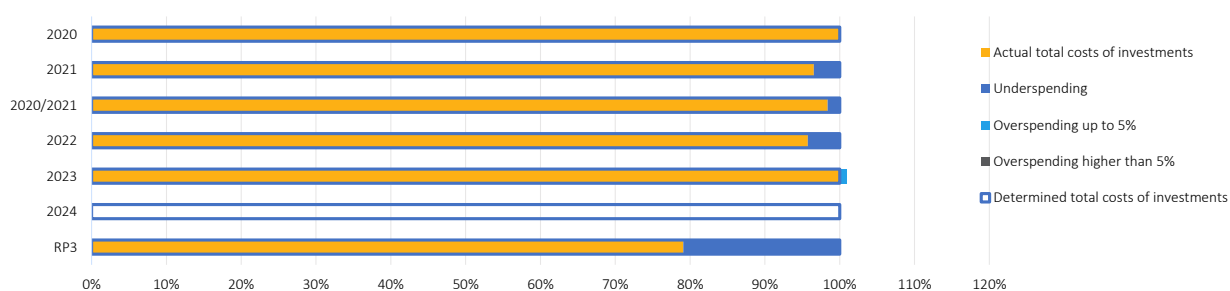
1. The performance plans include costs related to investments which comprise depreciation cost, cost of capital, and cost of leasing.

The total costs of investments included in the monitoring report do not match the total costs of investments included in the reporting tables. No explanation on the differences has been provided.

## COSTS RELATED TO INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN

ITALY - En route | ENAV

Determined costs by nature (M€ <sub>2017</sub> )	2020D	2021D	2020D/2021D	2022D	2023D	2024D	RP3 to date
<b>Total costs of new and existing investments</b>	<b>134,07</b>	<b>117,84</b>	<b>251,91</b>	<b>114,25</b>	<b>115,94</b>	<b>117,63</b>	<b>482,10</b>
Depreciation	91,26	84,94	176,20	88,77	88,98	89,12	353,94
Cost of capital	42,81	32,90	75,71	25,48	26,96	28,51	128,16
Cost of leasing	0	0	0	0	0	0	0
<b>Actual costs by nature (M€<sub>2017</sub>)</b>	<b>2020A</b>	<b>2021A</b>	<b>2020A/2021A</b>	<b>2022A</b>	<b>2023A</b>	<b>2024A</b>	<b>RP3 to date</b>
<b>Total costs of new and existing investments</b>	<b>134,07</b>	<b>113,77</b>	<b>247,84</b>	<b>109,39</b>	<b>117,07</b>	-	<b>474,29</b>
Depreciation	91,26	82,38	173,64	80,16	79,53	-	333,33
Cost of capital	42,81	31,39	74,20	29,23	37,54	-	140,96
Cost of leasing	0	0	0	0	0	-	0
<b>Actual minus determined costs (M€<sub>2017</sub>)</b>	<b>2020</b>	<b>2021</b>	<b>2020/2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>RP3 to date</b>
<b>Total difference</b>	<b>0</b>	<b>(4,07)</b>	<b>(4,07)</b>	<b>(4,86)</b>	<b>1,13</b>	-	<b>(7,81)</b>
Depreciation	0	(2,56)	(2,56)	(8,61)	(9,45)	-	(20,61)
Cost of capital	0	(1,52)	(1,52)	3,74	10,58	-	12,80
Cost of leasing	0	0	0	0	0	-	0



The total costs of investments included in the monitoring report do not match the total costs of investments included in the reporting tables. No explanation on the differences has been provided. Italy underspent 18.4M€<sub>2017</sub> in costs related to investments in en route in 2023. For RP3 to date Italy underspent 34.4M€<sub>2017</sub> in costs related to investments in en route. These amounts shall be reimbursed to the airspace users through a reduction of future unit rate(s), unless the NSA decides after consultation with the users, that the ANSP shall not reimburse a part of the difference according to article 28 of Regulation (EU) 2019/317. [M](#)

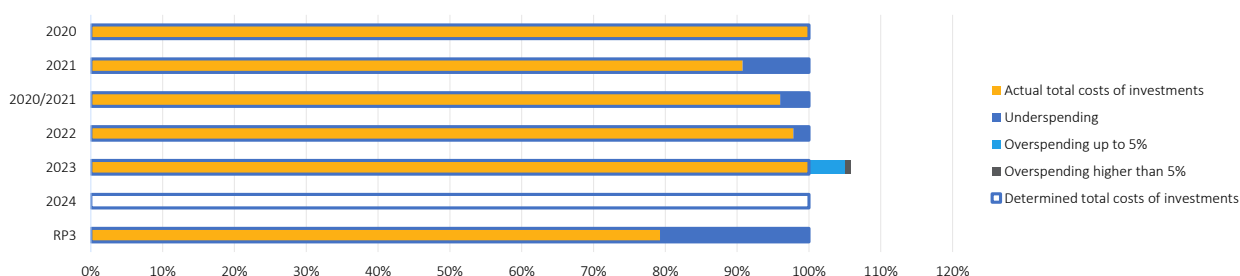
## COSTS RELATED TO INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN

ITALY TCZ 1 - Terminal | ENAV

Determined costs by nature (M€ <sub>2017</sub> )	2020D	2021D	2020D/2021D	2022D	2023D	2024D	RP3 to date
<b>Total costs of new and existing investments</b>	<b>11,41</b>	<b>8,75</b>	<b>20,16</b>	<b>8,75</b>	<b>9,05</b>	<b>9,32</b>	<b>37,96</b>
Depreciation	6,24	5,80	12,04	6,07	6,08	6,09	24,19
Cost of capital	5,18	2,94	8,12	2,69	2,97	3,23	13,77
Cost of leasing	0	0	0	0	0	0	0

Actual costs by type of cost (M€ <sub>2017</sub> )	2020A	2021A	2020A/2021A	2022A	2023A	2024A	RP3 to date
<b>Total costs of new and existing investments</b>	<b>11,41</b>	<b>7,94</b>	<b>19,35</b>	<b>8,56</b>	<b>9,57</b>	-	<b>37,48</b>
Depreciation	6,24	5,63	11,87	5,48	5,44	-	22,79
Cost of capital	5,18	2,31	7,48	3,08	4,13	-	14,70
Cost of leasing	0	0	0	0	0	-	0

Actual minus determined costs (M€ <sub>2017</sub> )	2020	2021	2020/2021	2022	2023	2024	RP3 to date
<b>Total difference</b>	<b>0</b>	<b>(0,81)</b>	<b>(0,81)</b>	<b>(0,19)</b>	<b>0,52</b>	-	<b>(0,48)</b>
Depreciation	0	(0,17)	(0,17)	(0,59)	(0,64)	-	(1,40)
Cost of capital	0	(0,64)	(0,64)	0,39	1,16	-	0,92
Cost of leasing	0	0	0	0	0	-	0



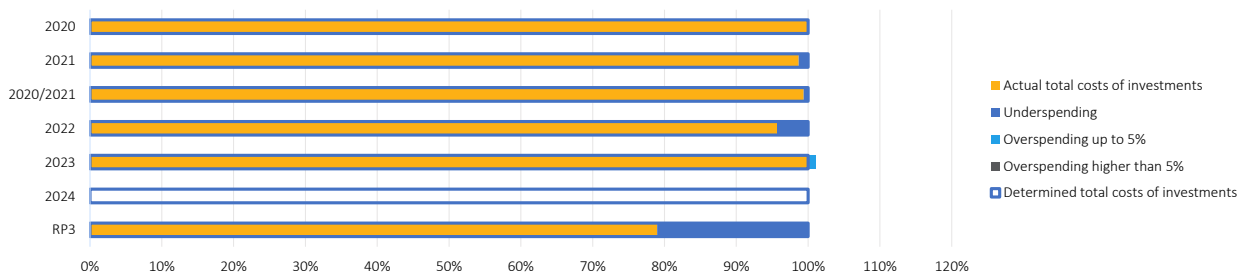
## COSTS RELATED TO INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN

ITALY TCZ 2 - Terminal | ENAV

Determined costs by nature (M€ <sub>2017</sub> )	2020D	2021D	2020D/2021D	2022D	2023D	2024D	RP3 to date
<b>Total costs of new and existing investments</b>	<b>16,08</b>	<b>14,24</b>	<b>30,32</b>	<b>14,44</b>	<b>14,77</b>	<b>15,03</b>	<b>59,53</b>
Depreciation	11,58	10,78	22,37	11,27	11,30	11,31	44,93
Cost of capital	4,50	3,45	7,95	3,17	3,47	3,71	14,59
Cost of leasing	0	0	0	0	0	0	0

Actual costs by type of cost (M€ <sub>2017</sub> )	2020A	2021A	2020A/2021A	2022A	2023A	2024A	RP3 to date
<b>Total costs of new and existing investments</b>	<b>16,08</b>	<b>14,05</b>	<b>30,13</b>	<b>13,82</b>	<b>14,93</b>	-	<b>58,88</b>
Depreciation	11,58	10,46	22,05	10,18	10,10	-	42,32
Cost of capital	4,50	3,59	8,09	3,64	4,83	-	16,56
Cost of leasing	0	0	0	0	0	-	0

Actual minus determined costs (M€ <sub>2017</sub> )	2020	2021	2020/2021	2022	2023	2024	RP3 to date
<b>Total difference</b>	<b>0</b>	<b>(0,19)</b>	<b>(0,19)</b>	<b>(0,62)</b>	<b>0,16</b>	-	<b>(0,65)</b>
Depreciation	0	(0,32)	(0,32)	(1,09)	(1,20)	-	(2,61)
Cost of capital	0	0,13	0,13	0,47	1,36	-	1,96
Cost of leasing	0	0	0	0	0	-	0



Italy established two terminal charging zones for RP3. TCZ 1 includes the Roma Fiumicino airport, while TCZ 2 includes the Milano Malpensa, Milano Bergamo, Milano Linate, and Venice Marco Polo airports.

The total costs of investments included in the monitoring report do not match the total costs of investments included in the reporting tables. No explanation on the differences has been provided. Italy underspent 0.7M€<sub>2017</sub> in costs related to investments in terminal in 2023. For RP3 to date Italy underspent 1.1M€<sub>2017</sub> in costs related to investments in terminal. These amounts shall be reimbursed to the airspace users through a reduction of future unit rate(s), unless the NSA decides after consultation with the users, that the ANSP shall not reimburse a part of the difference according to article 28 of Regulation (EU) 2019/317.<sup>10</sup>

<sup>10</sup>

## COSTS BY NEW MAJOR INVESTMENTS

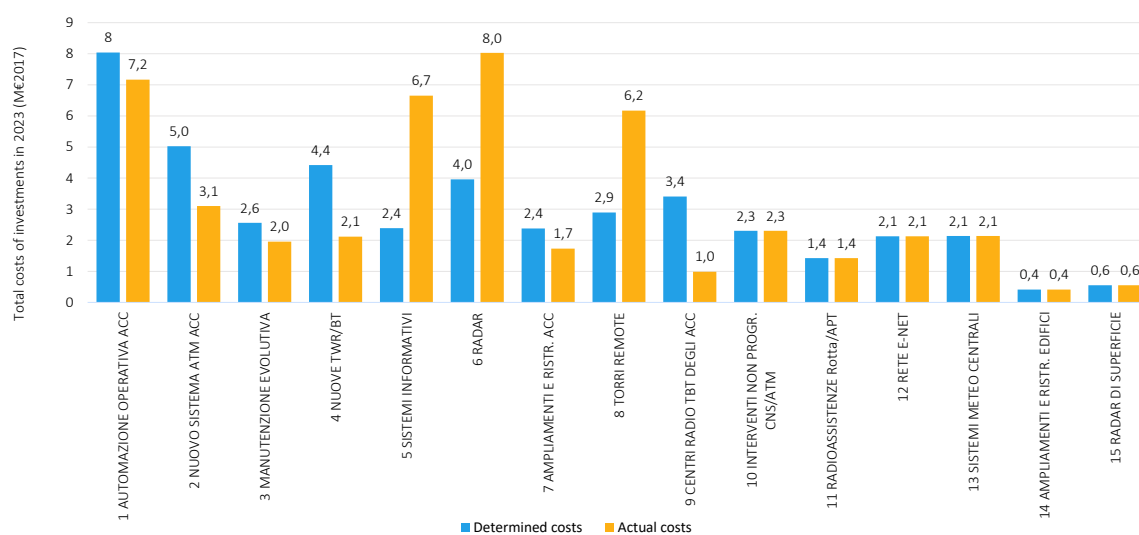
ITALY | ENAV

Determined costs (M€ <sub>2017</sub> ) <sup>1</sup>	2020D	2021D	2022D	2023D	2024D	RP3 to date
<b>Total costs of investments</b>	<b>37,58</b>	<b>41,68</b>	<b>47,43</b>	<b>44,46</b>	<b>68,39</b>	<b>171,15</b>
1 AUTOMAZIONE OPERATIVA ACC	4,70	9,96	10,24	8,04	7,77	32,94
2 NUOVO SISTEMA ATM ACC	10,86	5,11	2,32	5,02	6,59	23,32
3 MANUTENZIONE EVOLUTIVA	5,63	5,63	5,63	2,56	4,96	19,45
4 NUOVE TWR/BT	1,48	1,65	3,86	4,42	6,60	11,41
5 SISTEMI INFORMATIVI	3,76	3,12	3,68	2,39	4,08	12,95
6 RADAR	0,45	0,04	3,37	3,96	7,89	7,81
7 AMPLIAMENTI E RISTR. ACC	0,18	1,89	6,13	2,38	4,20	10,59
8 TORRI REMOTE	2,54	1,91	1,57	2,89	5,46	8,92
9 CENTRI RADIO TBT DEGLI ACC	1,17	2,71	2,35	3,41	4,34	9,64
10 INTERVENTI NON PROGR. CNS/ATM	1,73	3,31	1,57	2,18	4,68	8,79
11 RADIOASSISTENZE Rotta/APT	1,77	1,38	1,22	1,10	3,15	5,48
12 RETE E-NET	1,80	1,71	1,58	1,13	2,19	6,22
13 SISTEMI METEO CENTRALI	1,41	2,08	0,99	1,54	1,55	6,02
14 AMPLIAMENTI E RISTR. EDIFICI	0,07	0,06	1,61	2,72	3,08	4,46
15 RADAR DI SUPERFICIE	0,02	1,10	1,32	0,72	1,86	3,17
<b>Actual costs (M€<sub>2017</sub>)</b>	<b>2020A</b>	<b>2021A</b>	<b>2022A</b>	<b>2023A</b>	<b>2024A</b>	<b>RP3 to date</b>
<b>Total costs of investments</b>	<b>37,58</b>	<b>42,49</b>	<b>44,71</b>	<b>46,87</b>	<b>0</b>	<b>171,66</b>
1 AUTOMAZIONE OPERATIVA ACC	4,70	8,96	5,40	7,17	-	26,23
2 NUOVO SISTEMA ATM ACC	10,86	8,02	5,56	3,10	-	27,55
3 MANUTENZIONE EVOLUTIVA	5,63	5,63	5,63	1,96	-	18,85
4 NUOVE TWR/BT	1,48	1,27	2,54	2,12	-	7,41
5 SISTEMI INFORMATIVI	3,76	4,33	6,16	6,65	-	20,90
6 RADAR	0,45	0,51	3,77	8,03	-	12,75
7 AMPLIAMENTI E RISTR. ACC	0,18	0,90	1,49	1,73	-	4,29
8 TORRI REMOTE	2,54	2,25	1,52	6,17	-	12,48
9 CENTRI RADIO TBT DEGLI ACC	1,17	2,74	2,79	0,99	-	7,69
10 INTERVENTI NON PROGR. CNS/ATM	1,73	2,74	1,36	2,31	-	8,12
11 RADIOASSISTENZE Rotta/APT	1,77	1,41	1,71	1,42	-	6,31
12 RETE E-NET	1,80	0,86	1,65	2,13	-	6,45
13 SISTEMI METEO CENTRALI	1,41	1,65	2,21	2,14	-	7,41
14 AMPLIAMENTI E RISTR. EDIFICI	0,07	0,44	0,35	0,41	-	1,26
15 RADAR DI SUPERFICIE	0,02	0,79	2,58	0,55	-	3,94

## COSTS OF NEW MAJOR INVESTMENTS

ITALY | ENAV

Actual minus determined costs of investments (M€ <sub>2017</sub> )	2020	2021	2022	2023	2024	RP3 to date
<b>Total difference in costs of investments</b>	<b>0</b>	<b>0,82</b>	<b>(2,72)</b>	<b>2,40</b>	<b>0</b>	<b>0,50</b>
1 AUTOMAZIONE OPERATIVA ACC	0	(1,00)	(4,84)	(0,88)	-	(6,71)
2 NUOVO SISTEMA ATM ACC	0	2,91	3,24	(1,92)	-	4,23
3 MANUTENZIONE EVOLUTIVA	0	0	0	(0,60)	-	(0,60)
4 NUOVE TWR/BT	0	(0,38)	(1,32)	(2,30)	-	(4,00)
5 SISTEMI INFORMATIVI	0	1,21	2,48	4,26	-	7,95
6 RADAR	0	0,47	0,40	4,07	-	4,94
7 AMPLIAMENTI E RISTR. ACC	0	(0,99)	(4,65)	(0,65)	-	(6,29)
8 TORRI REMOTE	0	0,34	(0,05)	3,27	-	3,56
9 CENTRI RADIO TBT DEGLI ACC	0	0,04	0,44	(2,42)	-	(1,94)
10 INTERVENTI NON PROGR. CNS/ATM	0	(0,57)	(0,22)	0,12	-	(0,67)
11 RADIOASSISTENZE Rotta/APT	0	0,02	0,49	0,32	-	0,84
12 RETE E-NET	0	(0,85)	0,08	1,00	-	0,23
13 SISTEMI METEO CENTRALI	0	(0,43)	1,23	0,60	-	1,40
14 AMPLIAMENTI E RISTR. EDIFICI	0	0,37	(1,26)	(2,31)	-	(3,19)
15 RADAR DI SUPERFICIE	0	(0,32)	1,25	(0,17)	-	0,77



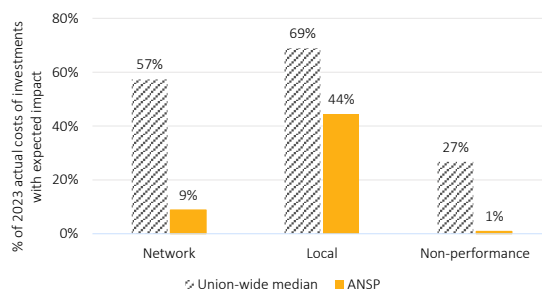
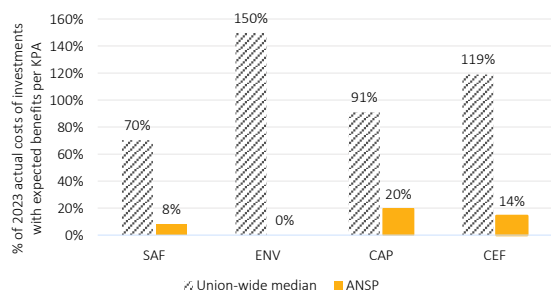
1. Determined costs comprise depreciation costs, cost of capital, and cost of leasing in the performance plans.

## EXPECTED BENEFIT AND IMPACT PER NEW MAJOR INVESTMENT

ITALY | ENAV

#	New major investments	Expected benefit per KPA			
		SAF	ENV	CAP	CEF
1	AUTOMAZIONE OPERATIVA ACC				
2	NUOVO SISTEMA ATM ACC	X		X	
3	MANUTENZIONE EVOLUTIVA			X	
4	NUOVE TWR/BT				
5	SISTEMI INFORMATIVI				X
6	RADAR				
7	AMPLIAMENTI E RISTR. ACC				
8	TORRI REMOTE				
9	CENTRI RADIO TBT DEGLI ACC				
10	INTERVENTI NON PROGR. CNS/ATM				
11	RADIOASSISTENZE Rotta/APT			X	
12	RETE E-NET			X	
13	SISTEMI METEO CENTRALI				
14	AMPLIAMENTI E RISTR. EDIFICI				
15	RADAR DI SUPERFICIE	X		X	

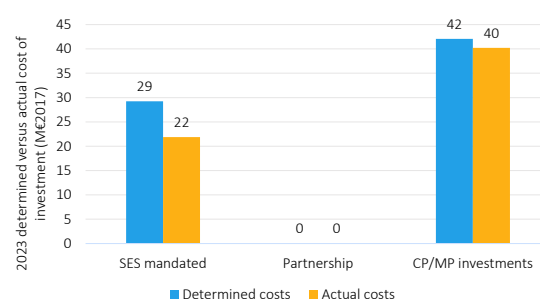
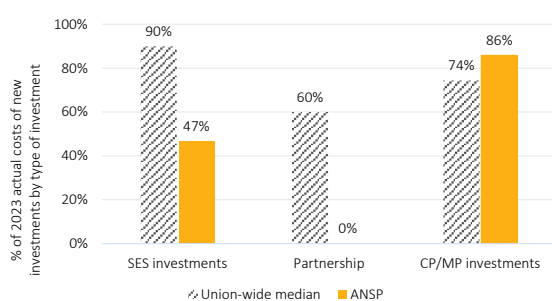
#	New major investments	Expected impact		
		Network	Local	Non-performance
1	AUTOMAZIONE OPERATIVA ACC			
2	NUOVO SISTEMA ATM ACC			
3	MANUTENZIONE EVOLUTIVA			
4	NUOVE TWR/BT			
5	SISTEMI INFORMATIVI		X	
6	RADAR		X	
7	AMPLIAMENTI E RISTR. ACC			
8	TORRI REMOTE		X	
9	CENTRI RADIO TBT DEGLI ACC			
10	INTERVENTI NON PROGR. CNS/ATM	X		
11	RADIOASSISTENZE Rotta/APT	X		
12	RETE E-NET			
13	SISTEMI METEO CENTRALI			
14	AMPLIAMENTI E RISTR. EDIFICI	X		X
15	RADAR DI SUPERFICIE			



## EXPECTED IMPACT AND BENEFIT PER NEW MAJOR INVESTMENT

ITALY | ENAV

#	New major investments	EIO Date <sup>1</sup>	Status	SES Reg.	Partnership	ATM system	
						ATM system	CP/ MP <sup>2</sup>
1	AUTOMAZIONE OPERATIVA ACC	Unknown*	Started	Yes	No	Yes	CP
2	NUOVO SISTEMA ATM ACC	Unknown*	Started	Yes	No	Yes	CP
3	MANUTENZIONE EVOLUTIVA	Unknown*	Started	Yes	No	Yes	MP
4	NUOVE TWR/BT	Unknown*	Started	Yes	No	Yes	MP
5	SISTEMI INFORMATIVI	Unknown*	Started	No	No	No	-
6	RADAR	Unknown*	Started	No	No	Yes	MP
7	AMPLIAMENTI E RISTR. ACC	Unknown*	Started	Yes	No	No	MP
8	TORRI REMOTE	Unknown*	Started	No	No	Yes	MP
9	CENTRI RADIO TBT DEGLI ACC	Unknown*	Started	Yes	No	Yes	CP
10	INTERVENTI NON PROGR. CNS/ATM	Unknown*	Started	No	No	Yes	CP
11	RADIOASSISTENZE Rotta/APT	Unknown*	Started	No	No	Yes	MP
12	RETE E-NET	Unknown*	Started	Yes	No	Yes	CP
13	SISTEMI METEO CENTRALI	Unknown*	Started	Yes	No	Yes	CP
14	AMPLIAMENTI E RISTR. EDIFICI	Unknown*	Started	No	No	No	MP
15	RADAR DI SUPERFICIE	Unknown*	Started	Yes	No	Yes	MP



KPAs: SAF = Safety, ENV = Environment, CAP = Capacity, CEF = Cost-efficiency.

1. EOI date = Date of entry into operation

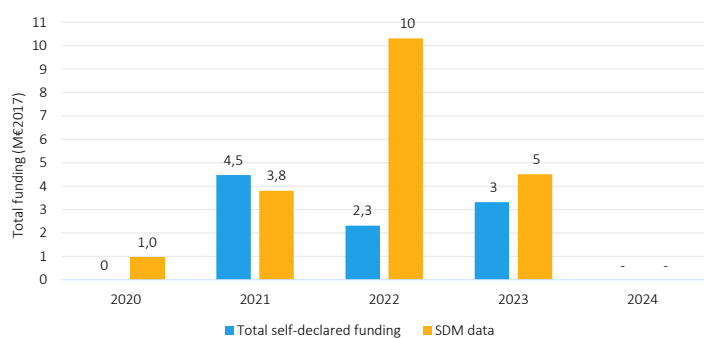
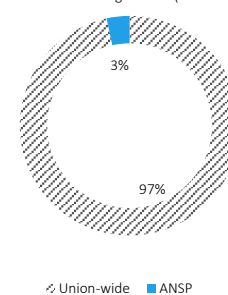
2. CP/MP = Common Project and Master Plan

\*Italy did not report the date of entry into operation for the new major investments.

## PUBLIC FUNDING GRANTED FOR TOTAL CAPEX (CEF/TEN-T)

ITALY | ENAV

Actual funding declaration (M€ <sub>2017</sub> )	2020	2021	2022	2023	2024	RP3 to date
<b>Total funding declared</b>	-	<b>4,48</b>	<b>2,31</b>	<b>3,32</b>	-	<b>10,11</b>
<b>En route funding declared</b>	-	<b>4,48</b>	<b>2,31</b>	<b>3,32</b>	-	<b>10,11</b>
<i>En route funding that could not be assigned to a specific investment</i>	-	4,48	2,31	3,32	-	10,11
<b>Terminal funding</b>	-	-	-	-	-	-
<i>Terminal funding that could not be assigned to a specific investment</i>	-	-	-	-	-	-
Actual funding declaration vs payments (M€ <sub>2017</sub> )	2020	2021	2022	2023	2024	RP3 to date
<b>Difference between total funding declared vs received</b>	<b>(0,98)</b>	<b>0,67</b>	<b>(8,00)</b>	<b>(1,19)</b>	-	<b>(9,49)</b>
Total included in the funding declaration (reporting tables)	-	4,48	2,31	3,32	-	10,11
SDM Payment	0,98	3,80	10,31	4,51	-	19,60

Declared funding in 2023 (M€<sub>2017</sub>)

Italy reported 3.3M€<sub>2017</sub> funding in 2023. However SESAR Deployment Manager data indicates a payment of 4.5M€<sub>2017</sub> in 2023. For RP3 to date, Italy declared 10M€<sub>2017</sub> of funding, while SESAR Deployment Manager data indicates a payment of 20M€<sub>2017</sub>.

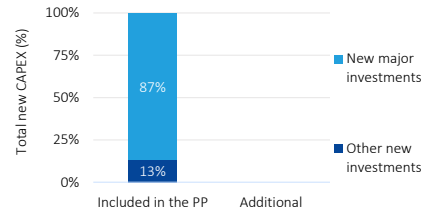


Latvia underspent 0.2M€<sub>2017</sub> (-2.4%) in costs related to investments for en route and terminal in 2023 compared to the determined costs. Latvia planned four new major investments for RP3, three of which have started and one has not started yet.

**CAPEX FOR NEW INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN** LATVIA | LGS

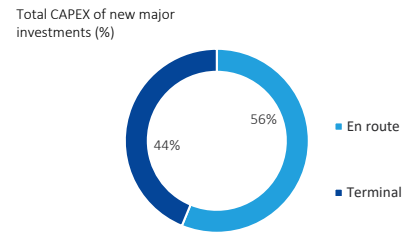
**Determined and additional CAPEX by value of individual investments (M€<sub>2017</sub>)** RP3

Total CAPEX for new investments	70,98	% of total
<b>New major investments (above 5M€ each)<sup>1</sup></b>	<b>61,61</b>	<b>87%</b>
Included in the performance plan	61,61	87%
Additional <sup>2</sup>	0	0%
<b>Other new investments (below 5M€ each)<sup>3</sup></b>	<b>9,37</b>	<b>13%</b>
Included in the performance plan	9,37	13%
Additional	0	0%



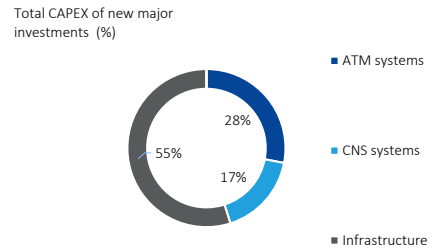
**Determined CAPEX: en route and terminal (M€<sub>2017</sub>)** RP3

Total CAPEX for new major investments	61,61	% of total
En route	34,63	56%
Terminal	26,98	44%

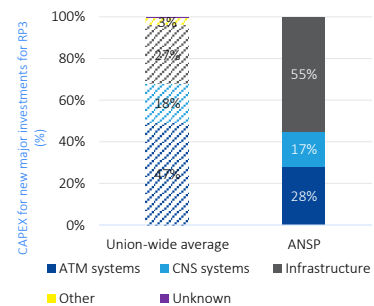
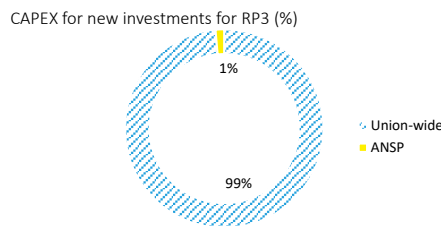
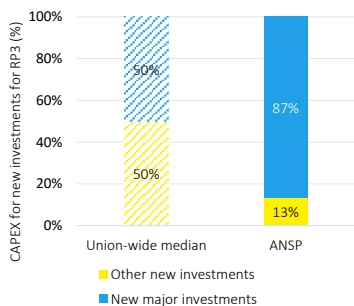


**Determined CAPEX by type of investment (M€<sub>2017</sub>)** RP3

Total CAPEX for new major investments	61,61	% of total
ATM systems	17,26	28%
CNS systems	10,53	17%
Infrastructure	33,83	55%
Other	0	0%
Unknown	0	0%



**CAPEX for new investments: ANSP compared to Union-wide** RP3



Unless otherwise stated, the Union-wide median values are reported as a measure of central tendency that is robust to outliers.

The Union-wide average values have a high standard deviation: ATM systems (33%), CNS systems (27%), infrastructure (21%), Other (1%), unknown (5%).

1. New major investments: "acquisition, development, replacement, upgrade, or leasing of fixed assets representing a total value over the whole lifetime of the assets greater than EUR 5 million in real terms" (Reg. 2019/317 art. 2 (13)).  
 2. Additional investments are those investments not foreseen as part of the performance plan.  
 3. Other new investments: new investments or replacements/upgrades of existing assets representing a total value over the whole lifetime of the asset below 5M€ in real terms.

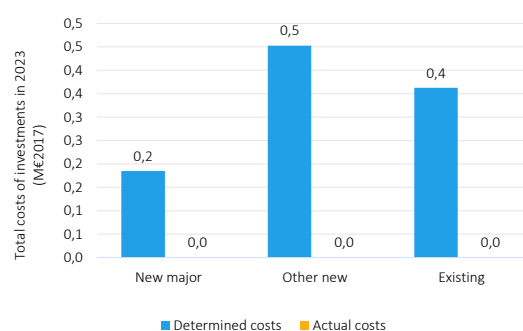
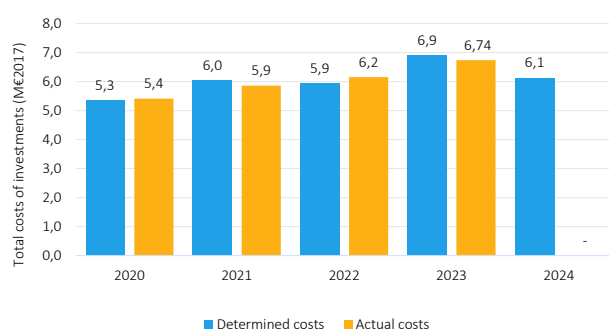
## COSTS RELATED TO INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN

LATVIA | LGS

Determined costs: new and existing investments (M€ <sub>2017</sub> ) <sup>1</sup>	2020D	2021D	2022D	2023D	2024D	RP3 to date
<b>Total costs</b>	<b>5,35</b>	<b>6,05</b>	<b>5,95</b>	<b>6,90</b>	<b>6,14</b>	<b>24,25</b>
<b>New major investments</b>	<b>0,11</b>	<b>0,21</b>	<b>0,59</b>	<b>1,28</b>	<b>1,87</b>	<b>2,19</b>
% New major investments in total costs of investments	2%	4%	10%	18%	30%	9%
<b>Other new investments</b>	<b>0,28</b>	<b>1,70</b>	<b>2,06</b>	<b>3,12</b>	<b>2,38</b>	<b>7,17</b>
% Other new investments in total costs of investments	5%	28%	35%	45%	39%	30%
<b>Existing investments</b>	<b>4,95</b>	<b>4,13</b>	<b>3,30</b>	<b>2,50</b>	<b>1,89</b>	<b>14,89</b>
% Existing investments in total costs of investments	93%	68%	55%	36%	31%	61%

Actual costs: new and existing investments (M€ <sub>2017</sub> )	2020A	2021A	2022A	2023A	2024A	RP3 to date
<b>Total costs</b>	<b>5,41</b>	<b>5,86</b>	<b>6,15</b>	<b>6,74</b>	-	<b>24,16</b>
<b>New major investments</b>	<b>0,11</b>	<b>0,21</b>	<b>0,59</b>	<b>1,09</b>	-	<b>2,00</b>
% New major investments in total costs of investments		4%	10%	-	-	8%
<b>Other new investments</b>	<b>0,35</b>	<b>1,51</b>	<b>2,26</b>	<b>3,15</b>	-	<b>7,27</b>
% Other new investments in total costs of investments	6%	26%	37%	-	-	30%
<b>Existing investments</b>	<b>4,95</b>	<b>4,13</b>	<b>3,30</b>	<b>2,50</b>	-	<b>14,89</b>
% Existing investments in total costs of investments	91%	71%	54%	-	-	62%

Actual minus determined costs (M€ <sub>2017</sub> )	2020	2021	2022	2023	2024	RP3 to date
<b>Total difference</b>	<b>0,06</b>	<b>(0,19)</b>	<b>0,20</b>	<b>(0,17)</b>	-	<b>(0,09)</b>
<b>New major investments</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>(0,19)</b>	-	<b>(0,19)</b>
% change of actual with respect to determined	0%	0%	0%	-15%	-	-9%
<b>Other new investments</b>	<b>0,06</b>	<b>(0,19)</b>	<b>0,20</b>	<b>0,02</b>	-	<b>0,10</b>
% change of actual with respect to determined	23%	-11%	10%	1%	-	1%
<b>Existing investments</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0,00</b>	-	<b>0,00</b>
% change of actual with respect to determined	0%	0%	0%	0%	-	0%

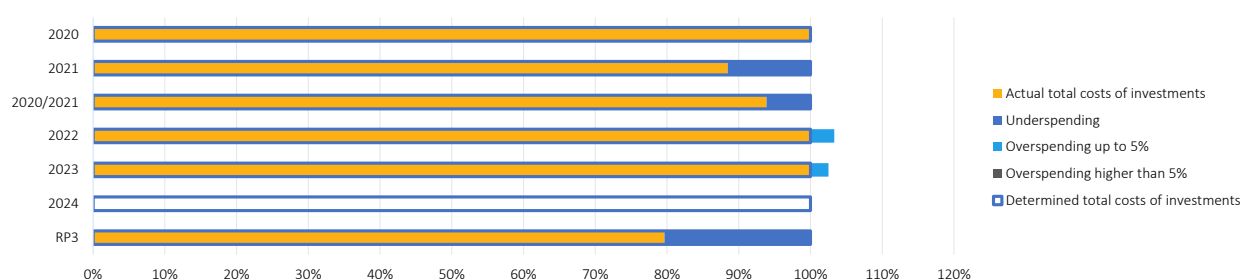


1. The performance plans include costs related to investments which comprise depreciation cost, cost of capital, and cost of leasing.

## COSTS RELATED TO INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN

LATVIA - En route | LGS

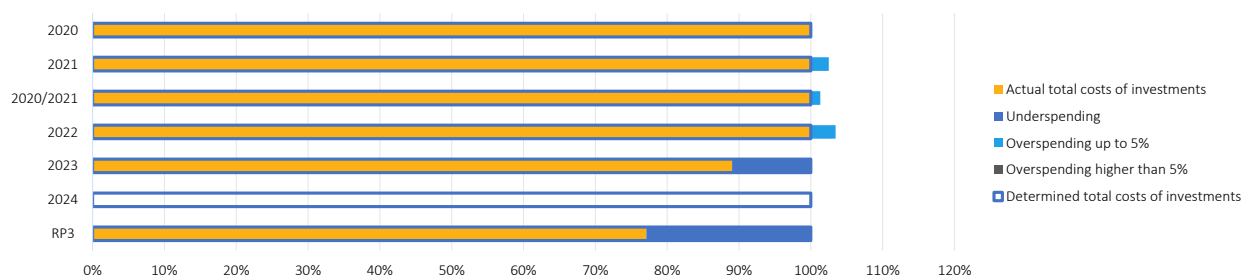
Determined costs by nature (M€ <sub>2017</sub> )	2020D	2021D	2020D/2021D	2022D	2023D	2024D	RP3 to date
<b>Total costs of new and existing investments</b>	<b>3,30</b>	<b>3,74</b>	<b>7,04</b>	<b>3,75</b>	<b>4,38</b>	<b>3,63</b>	<b>15,17</b>
Depreciation	2,00	2,39	4,39	2,62	3,05	2,60	10,06
Cost of capital	1,30	1,35	2,65	1,14	1,33	1,03	5,11
Cost of leasing	0	0	0	0	0	0	0
<b>Actual costs by nature (M€<sub>2017</sub>)</b>	<b>2020A</b>	<b>2021A</b>	<b>2020A/2021A</b>	<b>2022A</b>	<b>2023A</b>	<b>2024A</b>	<b>RP3 to date</b>
<b>Total costs of new and existing investments</b>	<b>3,30</b>	<b>3,31</b>	<b>6,61</b>	<b>3,88</b>	<b>4,49</b>	-	<b>14,98</b>
Depreciation	2,00	2,12	4,11	2,81	3,48	-	10,40
Cost of capital	1,30	1,19	2,49	1,07	1,01	-	4,58
Cost of leasing	0	0	0	0	0	-	0
<b>Actual minus determined costs (M€<sub>2017</sub>)</b>	<b>2020</b>	<b>2021</b>	<b>2020/2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>RP3 to date</b>
<b>Total difference</b>	<b>0</b>	<b>(0,43)</b>	<b>(0,43)</b>	<b>0,12</b>	<b>0,11</b>	-	<b>(0,20)</b>
Depreciation	0	(0,27)	(0,27)	0,19	0,42	-	0,34
Cost of capital	0	(0,16)	(0,16)	(0,07)	(0,31)	-	(0,54)
Cost of leasing	0	0	0	0	0	-	0



## COSTS RELATED TO INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN

LATVIA - Terminal | LGS

Determined costs by nature (M€ <sub>2017</sub> )	2020D	2021D	2020D/2021D	2022D	2023D	2024D	RP3 to date
<b>Total costs of new and existing investments</b>	<b>2,05</b>	<b>2,31</b>	<b>4,36</b>	<b>2,20</b>	<b>2,52</b>	<b>2,51</b>	<b>9,08</b>
Depreciation	1,49	1,78	3,27	1,75	2,05	1,93	7,07
Cost of capital	0,56	0,53	1,09	0,44	0,47	0,58	2,01
Cost of leasing	0	0	0	0	0	0	0
<b>Actual costs by nature (M€<sub>2017</sub>)</b>	<b>2020A</b>	<b>2021A</b>	<b>2020A/2021A</b>	<b>2022A</b>	<b>2023A</b>	<b>2024A</b>	<b>RP3 to date</b>
<b>Total costs of new and existing investments</b>	<b>2,05</b>	<b>2,37</b>	<b>4,41</b>	<b>2,27</b>	<b>2,25</b>	-	<b>8,93</b>
Depreciation	1,49	1,63	3,12	1,77	1,74	-	6,63
Cost of capital	0,56	0,73	1,30	0,50	0,51	-	2,31
Cost of leasing	0	0	0	0	0	-	0
<b>Actual minus determined costs (M€<sub>2017</sub>)</b>	<b>2020</b>	<b>2021</b>	<b>2020/2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>RP3 to date</b>
<b>Total difference</b>	<b>0</b>	<b>0,06</b>	<b>0,06</b>	<b>0,08</b>	<b>(0,28)</b>	-	<b>(0,14)</b>
Depreciation	0	(0,15)	(0,15)	0,02	(0,31)	-	(0,44)
Cost of capital	0	0,21	0,21	0,06	0,03	-	0,30
Cost of leasing	0	0	0	0	0	-	0



Latvia underspent 0.2M€<sub>2017</sub> in costs related to investments (+0.1M€<sub>2017</sub> overspent in en route and -0.3M€<sub>2017</sub> underspent in terminal) in 2023. For RP3 to date, Latvia underspent 0.1M€<sub>2017</sub>.

## COSTS BY NEW MAJOR INVESTMENTS

LATVIA | LGS

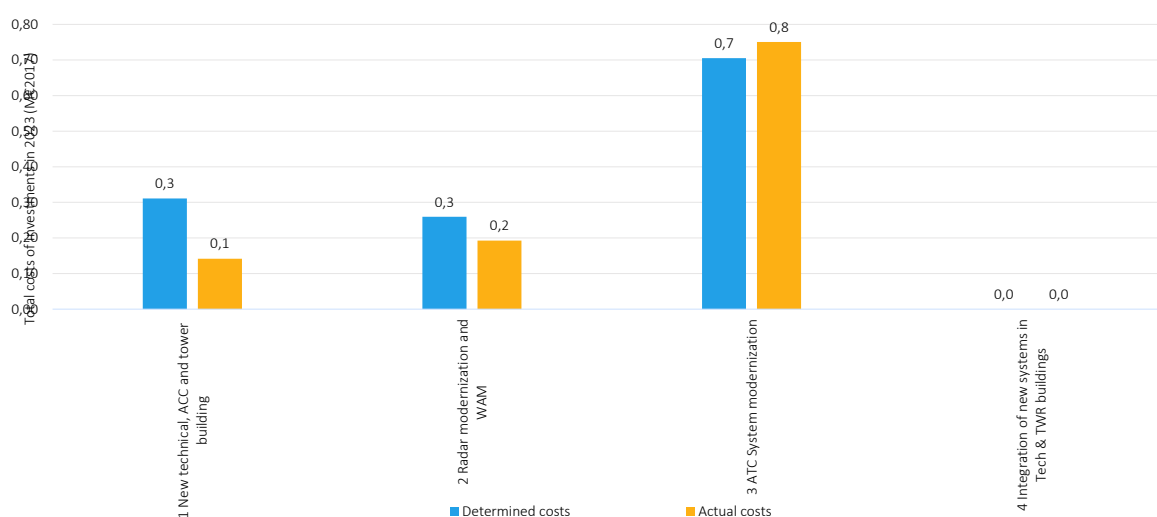
Determined costs (M€ <sub>2017</sub> ) <sup>1</sup>	2020D	2021D	2022D	2023D	2024D	RP3 to date
<b>Total costs of investments</b>	<b>0,11</b>	<b>0,21</b>	<b>0,59</b>	<b>1,28</b>	<b>1,87</b>	<b>2,19</b>
1 New technical, ACC and tower building	0,09	0,13	0,14	0,31	0,66	0,67
2 Radar modernization and WAM	0	0,03	0,09	0,26	0,42	0,37
3 ATC System modernization	0,02	0,06	0,37	0,71	0,74	1,15
4 Integration of new systems in Tech & TWR buildings	0	0	0	0	0,05	0

Actual costs (M€ <sub>2017</sub> )	2020A	2021A	2022A	2023A	2024A	RP3 to date
<b>Total costs of investments</b>	<b>0,11</b>	<b>0,21</b>	<b>0,59</b>	<b>1,09</b>	-	<b>2,00</b>
1 New technical, ACC and tower building	0,09	0,13	0,14	0,14	-	0,50
2 Radar modernization and WAM	0	0,03	0,09	0,19	-	0,30
3 ATC System modernization	0,02	0,06	0,37	0,75	-	1,20
4 Integration of new systems in Tech & TWR buildings	0	0	0	-	-	0

Actual minus determined costs of investments (M€ <sub>2017</sub> )	2020	2021	2022	2023	2024	RP3 to date
<b>Total difference in costs of investments</b>	<b>(0,00)</b>	<b>0,00</b>	<b>0</b>	<b>(0,19)</b>	-	<b>(0,19)</b>
1 New technical, ACC and tower building	(0,00)	(0,00)	0	(0,17)	-	(0,17)
2 Radar modernization and WAM	0	0,00	0	(0,07)	-	(0,07)
3 ATC System modernization	(0,00)	(0,00)	0	0,05	-	0,05
4 Integration of new systems in Tech & TWR buildings	0	0	0	0	-	0

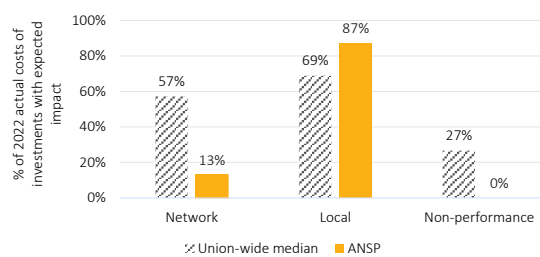
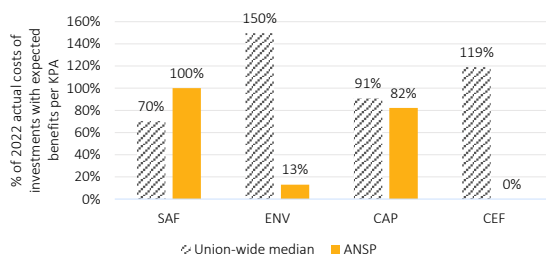


1. Determined costs comprise depreciation costs, cost of capital, and cost of leasing in the performance plans.

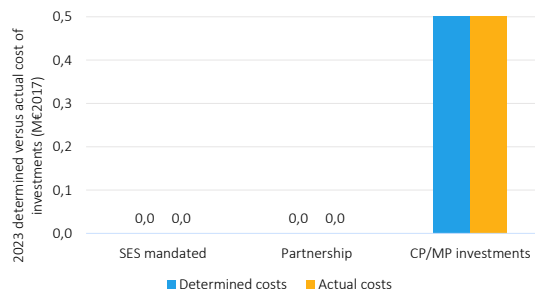
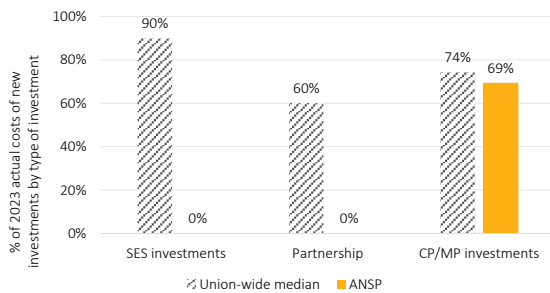
**EXPECTED BENEFIT AND IMPACT PER NEW MAJOR INVESTMENT** LATVIA | LGS

#	New major investments	Expected benefit per KPA			
		SAF	ENV	CAP	CEF
1	New technical, ACC and tower building	X	X	X	(-X)
2	Radar modernization and WAM	X			
3	ATC System modernization	X		X	
4	Integration of new systems in Tech & TWR buildings	X	X	X	X

#	New major investments	Expected impact		
		Network	Local	Non-performance
1	New technical, ACC and tower building	X		
2	Radar modernization and WAM		X	
3	ATC System modernization		X	
4	Integration of new systems in Tech & TWR buildings		X	



#	New major investments	EIO Date <sup>1</sup>	Status	SES Reg.	Partnership	ATM system	
						ATM sytem	CP/ MP <sup>2</sup>
1	New technical, ACC and tower building	2027	Started	No	No	No	-
2	Radar modernization and WAM	2026-2029	Started	No	No	No	-
3	ATC System modernization	2027	Started	No	No	Yes	MP
4	Integration of new systems in Tech & TWR buildings	2027	Not started	No	No	Yes	MP



KPAs: SAF = Safety, ENV = Environment, CAP = Capacity, CEF = Cost-efficiency.  
 1. EOI date = Date of entry into operation  
 2. CP/MP = Common Project and Master Plan

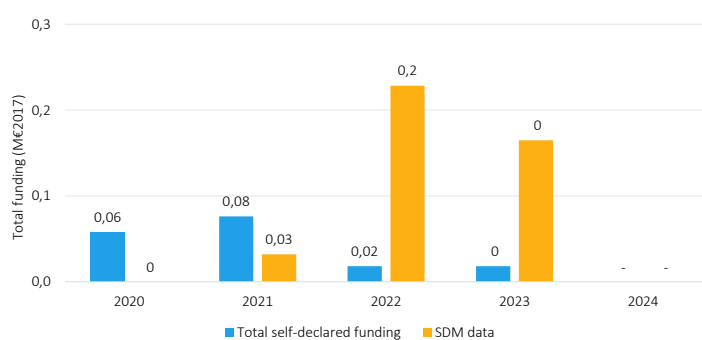
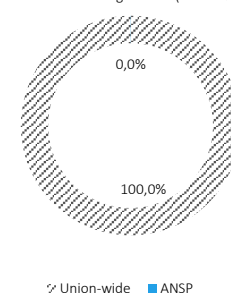
## PUBLIC FUNDING GRANTED FOR TOTAL CAPEX (CEF/TEN-T)

LATVIA | LGS

Actual funding declaration (M€ <sub>2017</sub> )	2020	2021	2022	2023	2024	RP3 to date
<b>Total funding declared</b>	<b>0,06</b>	<b>0,08</b>	<b>0,02</b>	<b>0,02</b>	-	<b>0,17</b>
<b>En route funding declared</b>	<b>0,03</b>	<b>0,05</b>	<b>0,02</b>	<b>0,02</b>	-	<b>0,11</b>
<i>En route funding that could not be assigned to a specific investment</i>	<i>0,03</i>	<i>0,05</i>	<i>0,02</i>	<i>0,02</i>	-	<i>0,11</i>
<b>Terminal funding</b>	<b>0,03</b>	<b>0,03</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0,06</b>
<i>Terminal funding that could not be assigned to a specific investment</i>	<i>0,03</i>	<i>0,03</i>	<i>0,00</i>	<i>0,00</i>	-	<i>0,06</i>

Actual funding declaration vs payments (M€ <sub>2017</sub> )	2020	2021	2022	2023	2024	RP3 to date
<b>Difference between total funding declared vs received</b>	<b>0,06</b>	<b>0,04</b>	<b>(0,21)</b>	<b>(0,15)</b>	-	<b>(0,25)</b>
Total included in the funding declaration (reporting tables)	0,06	0,08	0,02	0,02	-	0,17
SDM Payment	0,00	0,03	0,23	0,16	-	0,43

Declared funding in 2023 (M€<sub>2017</sub>)

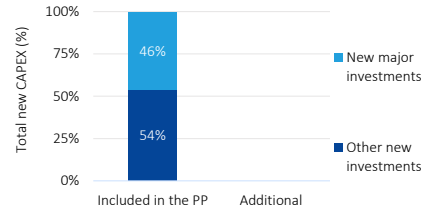
Latvia reported 0.02M€<sub>2017</sub> funding in 2023. However, SESAR Deployment Manager data indicates a payment of 0.16M€<sub>2017</sub> in 2023. For RP3 to date, Latvia declared 0.17M€<sub>2017</sub> of funding, while SESAR Deployment Manager data indicates a payment of 0.43M€<sub>2017</sub>.

Lithuania underspent 0.43M€<sub>2017</sub> (-10%) in costs related to investments for en route in 2023 compared to the determined costs. Lithuania planned three new major investments for RP3, one of which has started.

**CAPEX FOR NEW INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN** LITHUANIA | SE Oro Navigacija

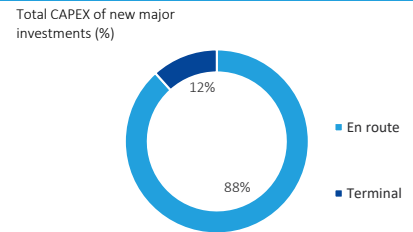
Determined and additional CAPEX by value of individual investments (M€<sub>2017</sub>) RP3

Total CAPEX for new investments	15,08	% of total
<b>New major investments (above 5M€ each)<sup>1</sup></b>	<b>6,95</b>	<b>46%</b>
Included in the performance plan	6,95	46%
Additional <sup>2</sup>	0	0%
<b>Other new investments (below 5M€ each)<sup>3</sup></b>	<b>8,13</b>	<b>54%</b>
Included in the performance plan	8,13	54%
Additional	0	0%



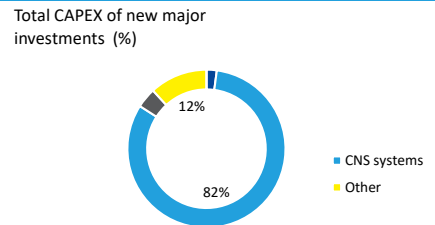
Determined CAPEX: en route and terminal (M€<sub>2017</sub>) RP3

Total CAPEX for new major investments	7,56	% of total
En route	6,68	88%
Terminal	0,88	12%

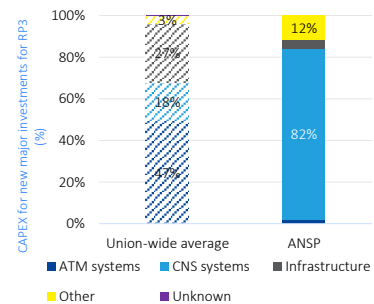
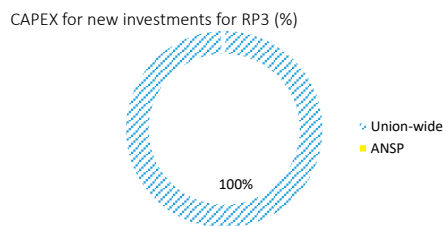
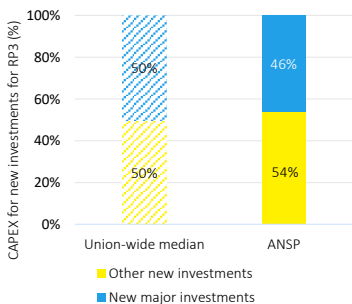


Determined CAPEX by type of investment (M€<sub>2017</sub>) RP3

Total CAPEX for new major investments	8,12	% of total
ATM systems	0,17	2%
CNS systems	6,65	82%
Infrastructure	0,33	4%
Other	0,96	12%
Unknown	0	0%



CAPEX for new investments: ANSP compared to Union-wide RP3



Unless otherwise stated, the Union-wide median values are reported as a measure of central tendency that is robust to outliers.

The Union-wide average values have a high standard deviation: ATM systems (33%), CNS systems (27%), infrastructure (21%), Other (1%), unknown (5%).

1. New major investments: "acquisition, development, replacement, upgrade, or leasing of fixed assets representing a total value over the whole lifetime of the assets greater than EUR 5 million in real terms" (Reg. 2019/317 art. 2 (13)).
2. Additional investments are those investments not foreseen as part of the performance plan.
3. Other new investments: new investments or replacements/upgrades of existing assets representing a total value over the whole lifetime of the asset below 5ME in real terms.

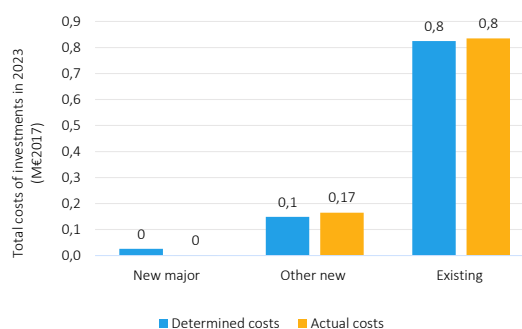
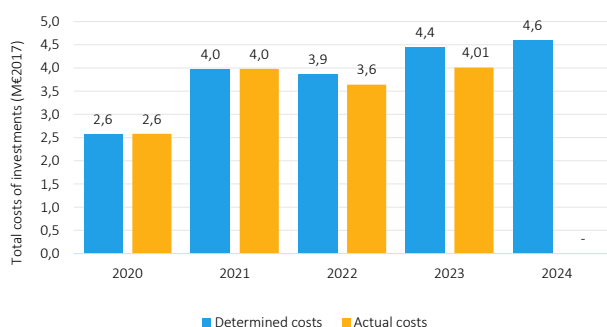
## COSTS RELATED TO INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN

LITHUANIA | SE Oro Navigacija

Determined costs: new and existing investments (M€ <sub>2017</sub> ) <sup>1</sup>	2020D	2021D	2022D	2023D	2024D	RP3 to date
<b>Total costs</b>	<b>2,58</b>	<b>3,98</b>	<b>3,88</b>	<b>4,44</b>	<b>4,61</b>	<b>14,88</b>
<b>New major investments</b>	<b>0</b>	<b>0</b>	<b>0,00</b>	<b>0,12</b>	<b>0,30</b>	<b>0,12</b>
% New major investments in total costs of investments	0%	0%	0%	3%	7%	1%
<b>Other new investments</b>	<b>0,03</b>	<b>0,06</b>	<b>0,16</b>	<b>0,66</b>	<b>1,06</b>	<b>0,90</b>
% Other new investments in total costs of investments	1%	1%	4%	15%	23%	6%
<b>Existing investments</b>	<b>2,56</b>	<b>3,92</b>	<b>3,71</b>	<b>3,66</b>	<b>3,25</b>	<b>13,86</b>
% Existing investments in total costs of investments	99%	99%	96%	82%	70%	93%

Actual costs: new and existing investments (M€ <sub>2017</sub> )	2020A	2021A	2022A	2023A	2024A	RP3 to date
<b>Total costs</b>	<b>2,58</b>	<b>3,98</b>	<b>3,64</b>	<b>4,01</b>	-	<b>14,21</b>
<b>New major investments</b>	<b>0</b>	<b>0</b>	<b>0,00</b>	<b>0,00</b>	-	<b>0,00</b>
% New major investments in total costs of investments	0%	0%	0%	0%	-	0%
<b>Other new investments</b>	<b>0,03</b>	<b>0,04</b>	<b>0,17</b>	<b>0,66</b>	-	<b>0,90</b>
% Other new investments in total costs of investments	1%	1%	5%	17%	-	6%
<b>Existing investments</b>	<b>2,56</b>	<b>3,94</b>	<b>3,47</b>	<b>3,34</b>	-	<b>13,31</b>
% Existing investments in total costs of investments	99%	99%	95%	83%	-	94%

Actual minus determined costs (M€ <sub>2017</sub> )	2020	2021	2022	2023	2024	RP3 to date
<b>Total difference</b>	<b>0</b>	<b>(0,00)</b>	<b>(0,24)</b>	<b>(0,43)</b>	-	<b>(0,67)</b>
<b>New major investments</b>	<b>0</b>	<b>0</b>	<b>(0,00)</b>	<b>(0,11)</b>	-	<b>(0,12)</b>
% change of actual with respect to determined	0%	0%	-58%	-99%	-	-97%
<b>Other new investments</b>	<b>0</b>	<b>(0,01)</b>	<b>0,01</b>	<b>(0,00)</b>	-	<b>(0,01)</b>
% change of actual with respect to determined	0%	-25%	7%	0%	-	-1%
<b>Existing investments</b>	<b>0</b>	<b>0,01</b>	<b>(0,24)</b>	<b>(0,32)</b>	-	<b>(0,55)</b>
% change of actual with respect to determined	0%	0%	-7%	-9%	-	-4%



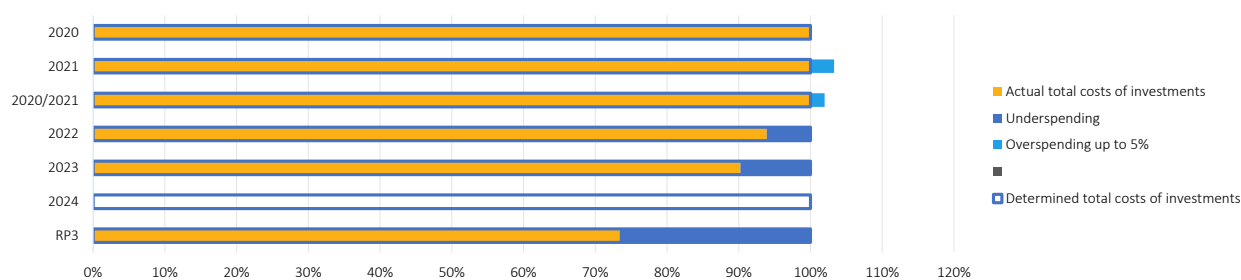
1. The performance plans include costs related to investments which comprise depreciation cost, cost of capital, and cost of leasing.




## COSTS RELATED TO INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN

LITHUANIA - En route | SE Oro Navigacija

Determined costs by nature (M€ <sub>2017</sub> )	2020D	2021D	2020D/2021D	2022D	2023D	2024D	RP3 to date
<b>Total costs of new and existing investments</b>	<b>2,58</b>	<b>3,85</b>	<b>6,43</b>	<b>3,88</b>	<b>4,44</b>	<b>4,61</b>	<b>14,75</b>
Depreciation	2,58	2,94	5,53	3,00	2,95	3,07	11,47
Cost of capital	0	0,91	0,91	0,87	1,50	1,54	3,28
Cost of leasing	0	0	0	0	0	0	0
Actual costs by nature (M€ <sub>2017</sub> )	2020A	2021A	2020A/2021A	2022A	2023A	2024A	RP3 to date
<b>Total costs of new and existing investments</b>	<b>2,58</b>	<b>3,98</b>	<b>6,56</b>	<b>3,64</b>	<b>4,01</b>	-	<b>14,21</b>
Depreciation	2,58	3,02	5,60	2,80	2,78	-	11,18
Cost of capital	0	0,96	0,96	0,84	1,22	-	3,03
Cost of leasing	0	0	0	0	0	-	0
Actual minus determined costs (M€ <sub>2017</sub> )	2020	2021	2020/2021	2022	2023	2024	RP3 to date
<b>Total difference</b>	<b>0</b>	<b>0,13</b>	<b>0,13</b>	<b>(0,24)</b>	<b>(0,43)</b>	-	<b>(0,54)</b>
Depreciation	0	0,07	0,07	(0,21)	(0,16)	-	(0,30)
Cost of capital	0	0,06	0,06	(0,03)	(0,27)	-	(0,25)
Cost of leasing	0	0	0	0	0	-	0



Lithuania did not establish a terminal charging zone for RP3.

Lithuania underspent 0.4M€<sub>2017</sub> in costs related to investments in 2023. For RP3 to date Lithuania underspent 0.7M€<sub>2017</sub> in costs related to investments. These amounts shall be reimbursed to the airspace users through a reduction of future unit rate(s), unless the NSA decides after consultation with the users, that the ANSP shall not reimburse a part of the difference according to article 28 of Regulation (EU) 2019/317. 

**COSTS BY NEW MAJOR INVESTMENTS** LITHUANIA | SE Oro Navigacija

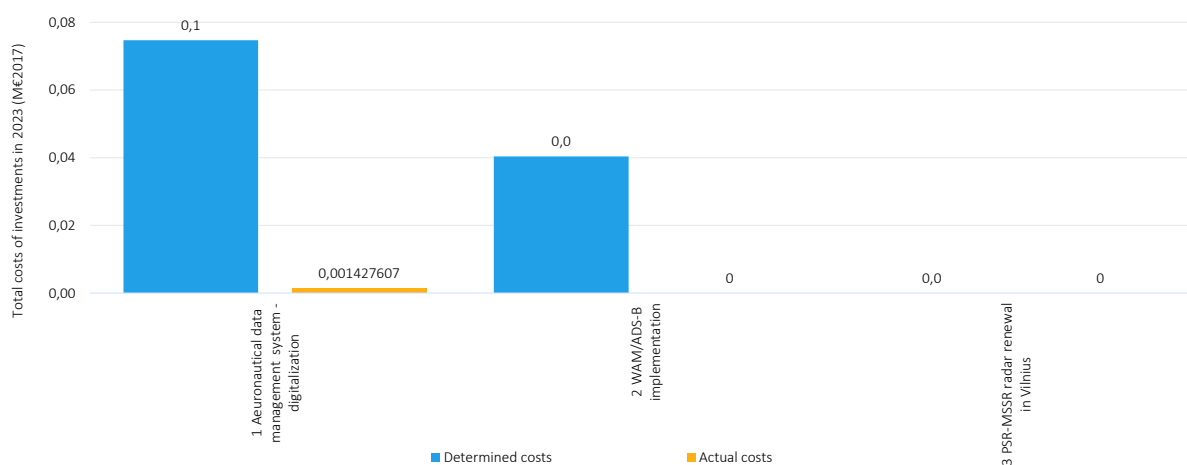
Determined costs (M€ <sub>2017</sub> ) <sup>1</sup>	2020D	2021D	2022D	2023D	2024D	RP3 to date
<b>Total costs of investments</b>	<b>0</b>	<b>0</b>	<b>0,00</b>	<b>0,12</b>	<b>0,30</b>	<b>0,12</b>
1 Aeronautical data management system - digitalization	0	0	0,005	0,07	0,14	0,08
2 WAM/ADS-B implementation	0	0	0	0,04	0,15	0,04
3 PSR-MSSR radar renewal in Vilnius	0	0	0	0	0,01	0

Actual costs (M€ <sub>2017</sub> )	2020A	2021A	2022A	2023A	2024A	RP3 to date
<b>Total costs of investments</b>	<b>0</b>	<b>0</b>	<b>0,00</b>	<b>0,00</b>	<b>-</b>	<b>0,00</b>
1 Aeronautical data management system - digitalization	0	0	0,002	0,00	-	0,00
2 WAM/ADS-B implementation	0	0	0	0	-	0
3 PSR-MSSR radar renewal in Vilnius	0	0	0	0	-	0

Actual minus determined costs of investments (M€ <sub>2017</sub> )	2020	2021	2022	2023	2024	RP3 to date
<b>Total difference in costs of investments</b>	<b>0</b>	<b>0</b>	<b>(0,00)</b>	<b>(0,07)</b>	<b>-</b>	<b>(0,08)</b>
1 Aeronautical data management system - digitalization	0	0	(0,00)	(0,07)	-	(0,08)
2 WAM/ADS-B implementation	0	0	0	0	-	0
3 PSR-MSSR radar renewal in Vilnius	0	0	0	0	-	0

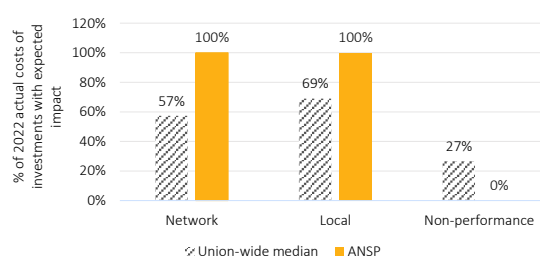
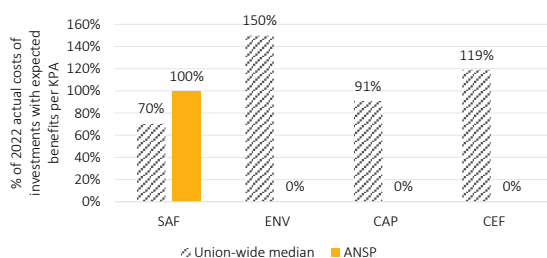


1. Determined costs comprise depreciation costs, cost of capital, and cost of leasing in the performance plans.

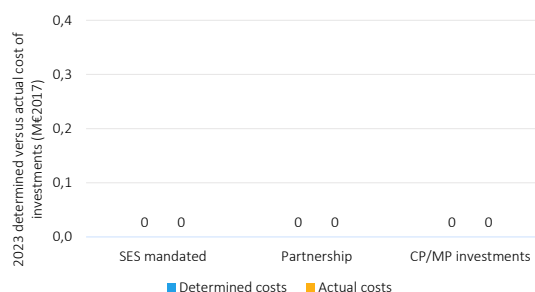
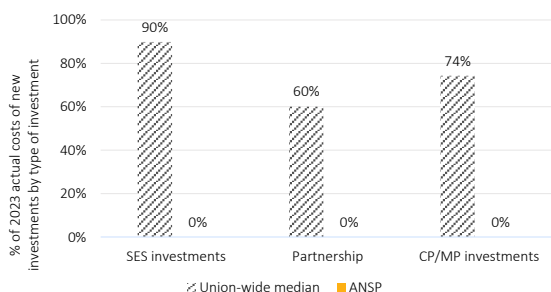
**EXPECTED BENEFIT AND IMPACT PER NEW MAJOR INVESTMENT** LITHUANIA | SE Oro Navigacija

#	New major investments	Expected benefit per KPA			
		SAF	ENV	CAP	CEF
1	Aeronautical data management system - digitalization	X			(-X)
2	WAM/ADS-B implementation	X			X
3	PSR-MSSR radar renewal in Vilnius	X			X

#	New major investments	Expected impact		
		Network	Local	Non-performance
1	Aeronautical data management system - digitalization	X	X	
2	WAM/ADS-B implementation	X	X	
3	PSR-MSSR radar renewal in Vilnius		X	



#	New major investments	EIO Date <sup>1</sup>	Status	SES Reg.	Partnership	ATM system	CP/MP <sup>2</sup>
1	Aeronautical data management system - digitalization	1/12/2023	Started	No	No	No	-
2	WAM/ADS-B implementation	1/10/2024	Not started	No	No	No	-
3	PSR-MSSR radar renewal in Vilnius	2025	Not started	No	No	No	-



KPAs: SAF = Safety, ENV = Environment, CAP = Capacity, CEF = Cost-efficiency.  
 1. EOI date = Date of entry into operation  
 2. CP/MP = Common Project and Master Plan

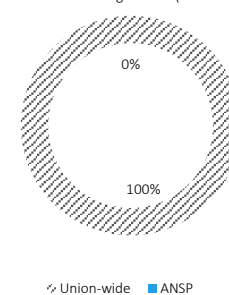
## PUBLIC FUNDING GRANTED FOR TOTAL CAPEX (CEF/TEN-T)

LITHUANIA | SE Oro Navigacija

Actual funding declaration (M€ <sub>2017</sub> )	2020	2021	2022	2023	2024	RP3 to date
<b>Total funding declared</b>	-	-	-	-	-	-
<b>En route funding declared</b>	-	-	-	-	-	-
<i>En route funding that could not be assigned to a specific investment</i>	-	-	-	-	-	-
<b>Terminal funding</b>	-	-	-	-	-	-
<i>Terminal funding that could not be assigned to a specific investment</i>	-	-	-	-	-	-
Actual funding declaration vs payments (M€ <sub>2017</sub> )	2020	2021	2022	2023	2024	RP3 to date
<b>Difference between total funding declared vs received</b>	<b>0</b>	<b>(0,00)</b>	<b>(0,15)</b>	<b>(0,11)</b>	-	<b>(0,26)</b>
Total included in the funding declaration (reporting tables)	0	0	0	0	-	0
SDM Payment	0	0,00	0,15	0,11	-	0,26



Declared funding in 2023 (M€2017)



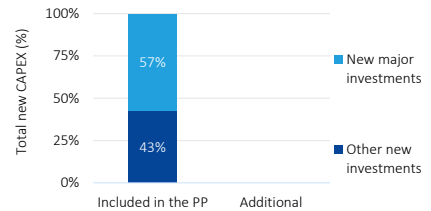
Lithuania did not report any funding in 2023, however SDM data indicates a payment of 0.11M€<sub>2017</sub> in 2023. For RP3 to date, Lithuania did not declare any funding, while SESAR Deployment Manager data indicates a payment of 0.26M€<sub>2017</sub>.

Luxembourg underspent 1.6M€<sub>2017</sub> (-59%) in costs related to investments for en route and terminal in 2023 compared to the determined costs. Luxembourg planned six new major investments for RP3, four of which have started.

**CAPEX FOR NEW INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN** LUXEMBOURG | ANA LUX

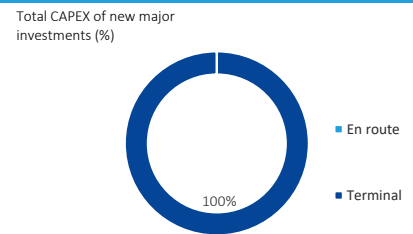
**Determined and additional CAPEX by value of individual investments (M€<sub>2017</sub>)** RP3

Total CAPEX for new investments	14,34	% of total
<b>New major investments (above 5M€ each)<sup>1</sup></b>	<b>8,21</b>	<b>57%</b>
Included in the performance plan	8,21	57%
Additional <sup>2</sup>	0	0%
<b>Other new investments (below 5M€ each)<sup>3</sup></b>	<b>6,13</b>	<b>43%</b>
Included in the performance plan	6,13	43%
Additional	0	0%



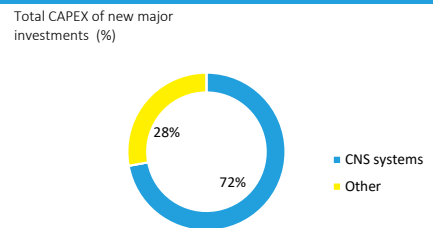
**Determined CAPEX: en route and terminal (M€<sub>2017</sub>)** RP3

Total CAPEX for new major investments	8,21	% of total
En route	0	0%
Terminal	8,21	100%

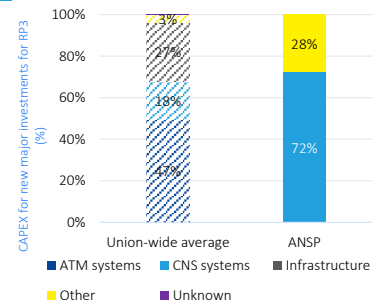
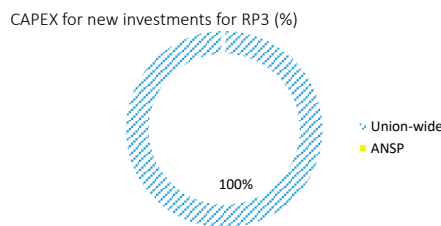
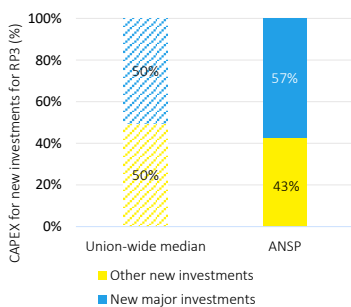


**Determined CAPEX by type of investment (M€<sub>2017</sub>)** RP3

Total CAPEX for new major investments	8,21	% of total
ATM systems	0	0%
CNS systems	5,92	72%
Infrastructure	0	0%
Other	2,29	28%
Unknown	0	0%



**CAPEX for new investments: ANSP compared to Union-wide** RP3



Unless otherwise stated, the Union-wide median values are reported as a measure of central tendency that is robust to outliers.

The Union-wide average values have a high standard deviation: ATM systems (33%), CNS systems (27%), infrastructure (21%), Other (1%), unknown (5%).

1. New major investments: "acquisition, development, replacement, upgrade, or leasing of fixed assets representing a total value over the whole lifetime of the assets greater than EUR 5 million in real terms" (Reg. 2019/317 art. 2 (13)).  
 2. Additional investments are those investments not foreseen as part of the performance plan.  
 3. Other new investments: new investments or replacements/upgrades of existing assets representing a total value over the whole lifetime of the asset below 5M€ in real terms.

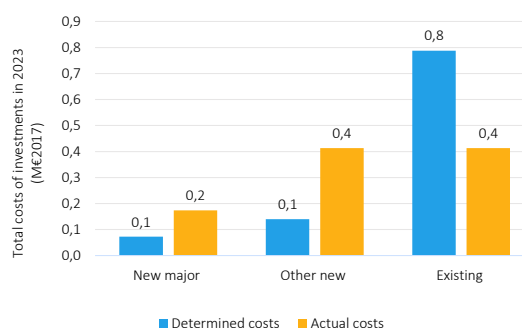
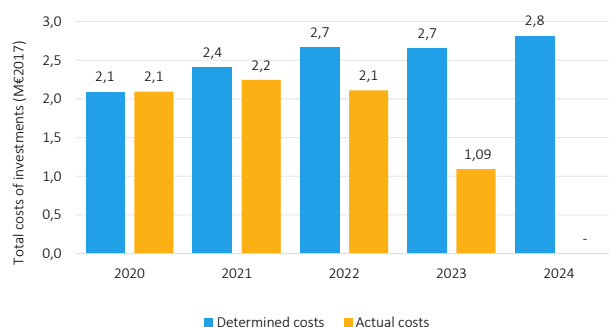
## COSTS RELATED TO INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN

LUXEMBOURG | ANA LUX

Determined costs: new and existing investments (M€ <sub>2017</sub> ) <sup>1</sup>	2020D	2021D	2022D	2023D	2024D	RP3 to date
<b>Total costs</b>	<b>2,09</b>	<b>2,42</b>	<b>2,67</b>	<b>2,66</b>	<b>2,82</b>	<b>9,84</b>
<b>New major investments</b>	<b>0,04</b>	<b>0,15</b>	<b>0,18</b>	<b>0,19</b>	<b>0,34</b>	<b>0,565994</b>
% New major investments in total costs of investments	2%	6%	7%	7%	12%	6%
<b>Other new investments</b>	<b>0,12</b>	<b>0,28</b>	<b>0,29</b>	<b>0,37</b>	<b>0,49</b>	<b>1,06</b>
% Other new investments in total costs of investments	6%	12%	11%	14%	17%	11%
<b>Existing investments</b>	<b>1,94</b>	<b>1,98</b>	<b>2,20</b>	<b>2,09</b>	<b>1,99</b>	<b>8,21</b>
% Existing investments in total costs of investments	93%	82%	82%	79%	71%	83%

Actual costs: new and existing investments (M€ <sub>2017</sub> )	2020A	2021A	2022A	2023A	2024A	RP3 to date
<b>Total costs</b>	<b>2,09</b>	<b>2,25</b>	<b>2,11</b>	<b>1,09</b>	-	<b>7,54</b>
<b>New major investments</b>	<b>0,04</b>	<b>0,10</b>	<b>0,19</b>	<b>0,19</b>	-	<b>0,51</b>
% New major investments in total costs of investments	2%	4%	9%	17%	-	7%
<b>Other new investments</b>	<b>0,12</b>	<b>0,31</b>	<b>0,36</b>	<b>0,45</b>	-	<b>1,24</b>
% Other new investments in total costs of investments	6%	14%	17%	41%	-	16%
<b>Existing investments</b>	<b>1,94</b>	<b>1,84</b>	<b>1,56</b>	<b>0,45</b>	-	<b>5,79</b>
% Existing investments in total costs of investments	93%	82%	74%	41%	-	77%

Actual minus determined costs (M€ <sub>2017</sub> )	2020	2021	2022	2023	2024	RP3 to date
<b>Total difference</b>	<b>0</b>	<b>(0,17)</b>	<b>(0,56)</b>	<b>(1,57)</b>	-	<b>(2,30)</b>
<b>New major investments</b>	<b>0</b>	<b>(0,06)</b>	<b>0,01</b>	<b>(0,00)</b>	-	<b>(0,05)</b>
% change of actual with respect to determined	0%	-38%	4%	-1%	-	-10%
<b>Other new investments</b>	<b>(0,00)</b>	<b>0,03</b>	<b>0,07</b>	<b>0,08</b>	-	<b>0,18</b>
% change of actual with respect to determined	0%	9%	26%	21%	-	17%
<b>Existing investments</b>	<b>0</b>	<b>(0,14)</b>	<b>(0,64)</b>	<b>(1,64)</b>	-	<b>(2,42)</b>
% change of actual with respect to determined	0%	-7%	-29%	-78%	-	-29%

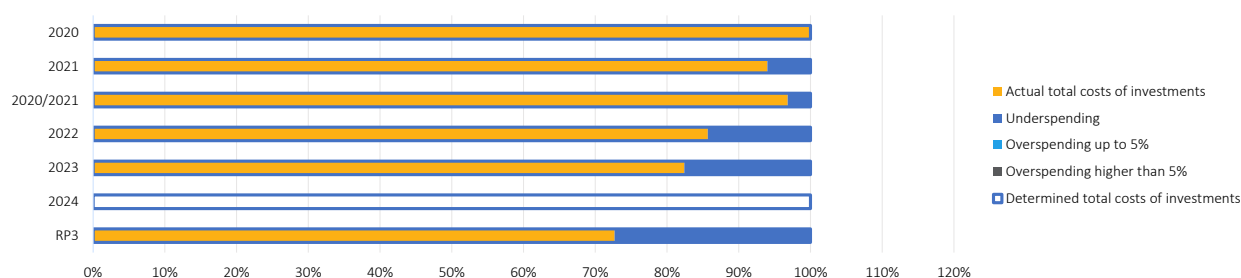


1. The performance plans include costs related to investments which comprise depreciation cost, cost of capital, and cost of leasing.

## COSTS RELATED TO INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN

LUXEMBOURG - En route | ANA LUX

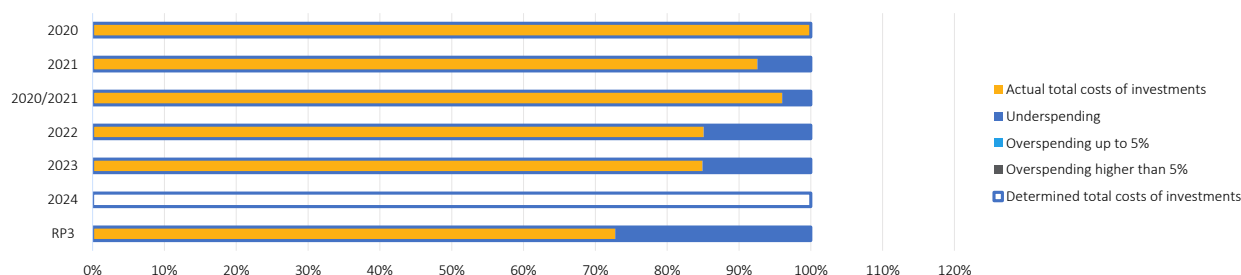
Determined costs by nature (M€ <sub>2017</sub> )	2020D	2021D	2020D/2021D	2022D	2023D	2024D	RP3 to date
<b>Total costs of new and existing investments</b>	<b>0,64</b>	<b>0,72</b>	<b>1,36</b>	<b>1,12</b>	<b>1,32</b>	<b>0,83</b>	<b>3,80</b>
Depreciation	0,53	0,61	1,15	0,80	0,79	0,83	2,74
Cost of capital	0,11	0,11	0,21	0,32	0,53	-	1,06
Cost of leasing	0	0	0	0	0	0	0
Actual costs by nature (M€ <sub>2017</sub> )	2020A	2021A	2020A/2021A	2022A	2023A	2024A	RP3 to date
<b>Total costs of new and existing investments</b>	<b>0,64</b>	<b>0,68</b>	<b>1,32</b>	<b>0,96</b>	<b>1,09</b>	-	<b>3,36</b>
Depreciation	0,53	0,57	1,10	0,64	0,56	-	2,30
Cost of capital	0,11	0,11	0,21	0,32	0,53	-	1,07
Cost of leasing	0	0	0	0	0	-	0
Actual minus determined costs (M€ <sub>2017</sub> )	2020	2021	2020/2021	2022	2023	2024	RP3 to date
<b>Total difference</b>	<b>0,00</b>	<b>(0,04)</b>	<b>(0,04)</b>	<b>(0,16)</b>	<b>(0,23)</b>	-	<b>(0,44)</b>
Depreciation	0	(0,04)	(0,04)	(0,16)	(0,23)	-	(0,44)
Cost of capital	0	0	0	0	0,00	-	0
Cost of leasing	0	0	0	0	0	-	0



## COSTS RELATED TO INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN

LUXEMBOURG - Terminal | ANA LUX

Determined costs by nature (M€ <sub>2017</sub> )	2020D	2021D	2020D/2021D	2022D	2023D	2024D	RP3 to date
<b>Total costs of new and existing investments</b>	<b>1,46</b>	<b>1,69</b>	<b>3,15</b>	<b>2,67</b>	<b>3,19</b>	<b>1,99</b>	<b>9,01</b>
Depreciation	1,20	1,43	2,62	1,87	1,87	1,99	6,36
Cost of capital	0,26	0,27	0,53	0,80	1,32	-	2,65
Cost of leasing	0	0	0	0	0	0	0
Actual costs by nature (M€ <sub>2017</sub> )	2020A	2021A	2020A/2021A	2022A	2023A	2024A	RP3 to date
<b>Total costs of new and existing investments</b>	<b>1,46</b>	<b>1,57</b>	<b>3,03</b>	<b>2,27</b>	<b>2,71</b>	-	<b>8,01</b>
Depreciation	1,20	1,30	2,50	1,47	1,38	-	5,35
Cost of capital	0,26	0,27	0,53	0,80	1,33	-	2,65
Cost of leasing	0	0	0	0	0	-	0
Actual minus determined costs (M€ <sub>2017</sub> )	2020	2021	2020/2021	2022	2023	2024	RP3 to date
<b>Total difference</b>	<b>0,00</b>	<b>(0,13)</b>	<b>(0,13)</b>	<b>(0,40)</b>	<b>(0,48)</b>	-	<b>(1,01)</b>
Depreciation	0,00	(0,13)	(0,13)	(0,40)	(0,48)	-	(1,01)
Cost of capital	0	0	0	0	0,00	-	0
Cost of leasing	0	0	0	0	0	-	0



The total costs of investments included in the monitoring report do not match the total costs of investments included in the reporting tables. No explanation on the differences has been provided.

Luxembourg underspent 0.71M€<sub>2017</sub> in costs related to investments (-0.23M€<sub>2017</sub> in en route and -0.48M€<sub>2017</sub> in terminal) in 2023. For RP3 to date Luxembourg underspent 1.5M€<sub>2017</sub> in costs related to investments. These amounts shall be reimbursed to the airspace users through a reduction of future unit rate(s), unless the NSA decides after consultation with the users, that the ANSP shall not reimburse a part of the difference according to article 28 of Regulation (EU) 2019/317. [1](#)

## COSTS BY NEW MAJOR INVESTMENTS

LUXEMBOURG | ANA LUX

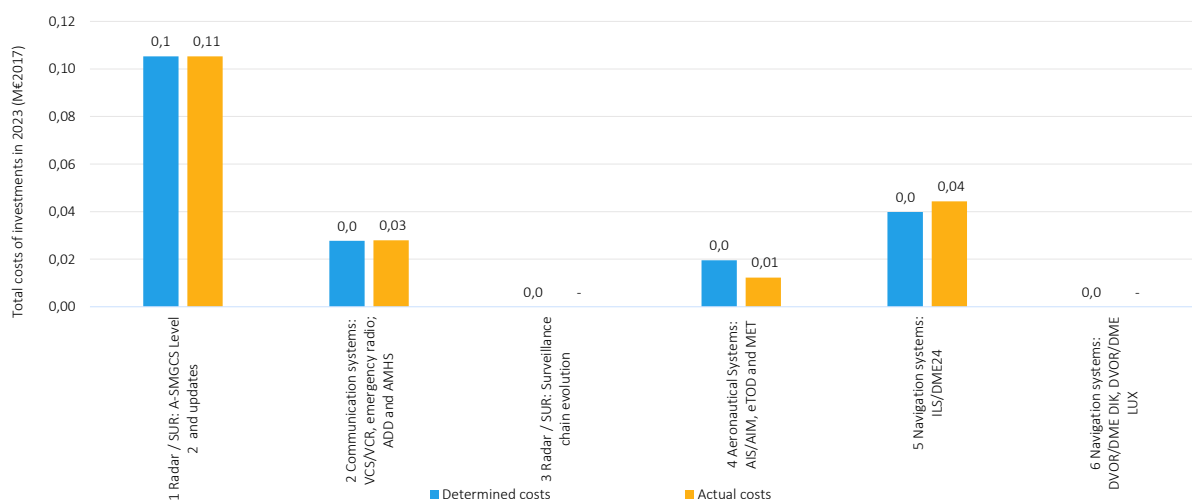
Determined costs (M€ <sub>2017</sub> ) <sup>1</sup>	2020D	2021D	2022D	2023D	2024D	RP3 to date
<b>Total costs of investments</b>	<b>0,04</b>	<b>0,15</b>	<b>0,18</b>	<b>0,19</b>	<b>0,34</b>	<b>0,57</b>
1 Radar / SUR: A-SMGCS Level 2 and updates	0	0,07	0,11	0,11	0,11	0,28
2 Communication systems: VCS/VCR, emergency radio; ADD and AMHS	0,02	0,03	0,03	0,03	0,15	0,10
3 Radar / SUR: Surveillance chain evolution	0	0	0	0	0	0
4 Aeronautical Systems: AIS/AIM, eTOD and MET	0,00	0,01	0,01	0,02	0,03	0,04
5 Navigation systems: ILS/DME24	0,02	0,05	0,04	0,04	0,04	0,15
6 Navigation systems: DVOR/DME DIK, DVOR/DME LUX	0	0	0	0	0,02	0

Actual costs (M€ <sub>2017</sub> )	2020A	2021A	2022A	2023A	2024A	RP3 to date
<b>Total costs of investments</b>	<b>0,04</b>	<b>0,10</b>	<b>0,19</b>	<b>0,19</b>	-	<b>0,51</b>
1 Radar / SUR: A-SMGCS Level 2 and updates	0	0,02	0,11	0,11	-	0,23
2 Communication systems: VCS/VCR, emergency radio; ADD and AMHS	0,02	0,02	0,03	0,03	-	0,09
3 Radar / SUR: Surveillance chain evolution	0	0	0	0	-	0
4 Aeronautical Systems: AIS/AIM, eTOD and MET	0,00	0,01	0,01	0,01	-	0,03
5 Navigation systems: ILS/DME24	0,02	0,05	0,04	0,04	-	0,16
6 Navigation systems: DVOR/DME DIK, DVOR/DME LUX	0	0	0	0	-	0

Actual minus determined costs of investments (M€ <sub>2017</sub> )	2020	2021	2022	2023	2024	RP3 to date
<b>Total difference in costs of investments</b>	<b>0,00</b>	<b>(0,06)</b>	<b>0,01</b>	<b>(0,00)</b>	-	<b>(0,05)</b>
1 Radar / SUR: A-SMGCS Level 2 and updates	0	(0,05)	0	0	-	(0,05)
2 Communication systems: VCS/VCR, emergency radio; ADD and AMHS	0,00	(0,01)	(0,00)	0,00	-	(0,01)
3 Radar / SUR: Surveillance chain evolution	0	0	0	0	-	0
4 Aeronautical Systems: AIS/AIM, eTOD and MET	0,00	(0,00)	0,00	(0,01)	-	(0,01)
5 Navigation systems: ILS/DME24	0,00	0,00	0,00	0,00	-	0,01
6 Navigation systems: DVOR/DME DIK, DVOR/DME LUX	0	0	0	0	-	0



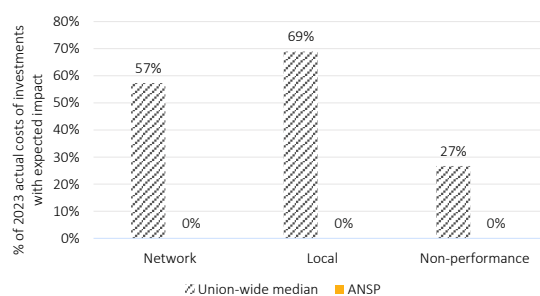
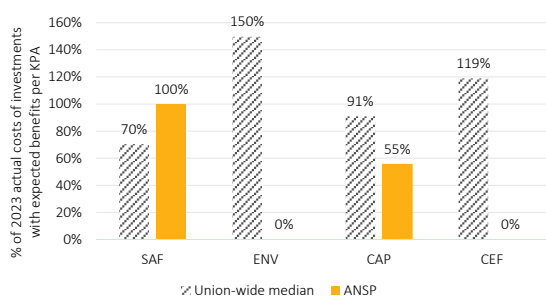
1. Determined costs comprise depreciation costs, cost of capital, and cost of leasing in the performance plans.



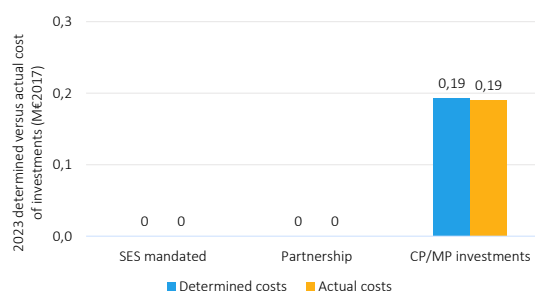
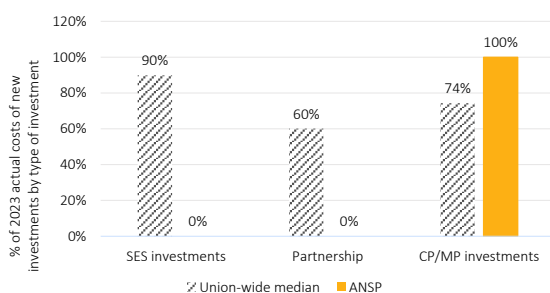
**EXPECTED BENEFIT AND IMPACT PER NEW MAJOR INVESTMENT** LUXEMBOURG | ANA LUX

#	New major investments	Expected benefit per KPA			
		SAF	ENV	CAP	CEF
1	Radar / SUR: A-SMGCS Level 2 and updates	X		X	
2	Communication systems: VCS/VCR, emergency radio; ADD and AMHS	X			
3	Radar / SUR: Surveillance chain evolution				
4	Aeronautical Systems: AIS/AIM, eTOD and MET	X			
5	Navigation systems: ILS/DME24	X			
6	Navigation systems: DVOR/DME DIK, DVOR/DME LUX	X			

#	New major investments	Expected impact		
		Network	Local	Non-performance
1	Radar / SUR: A-SMGCS Level 2 and updates			
2	Communication systems: VCS/VCR, emergency radio; ADD and AMHS			
3	Radar / SUR: Surveillance chain evolution			
4	Aeronautical Systems: AIS/AIM, eTOD and MET			
5	Navigation systems: ILS/DME24			
6	Navigation systems: DVOR/DME DIK, DVOR/DME LUX			



#	New major investments	EIO Date <sup>1</sup>	Status	SES Reg.	Partnership	ATM system	CP/MP <sup>2</sup>
1	Radar / SUR: A-SMGCS Level 2 and updates	31/12/2021	Started	No	No	Yes	MP
2	Communication systems: VCS/VCR, emergency radio; ADD and AMHS	2021-2024	Started	No	No	Yes	MP
3	Radar / SUR: Surveillance chain evolution	31/12/2023	Not started	No	No	Yes	-
4	Aeronautical Systems: AIS/AIM, eTOD and MET	31/12/2021	Started	No	No	Yes	MP
5	Navigation systems: ILS/DME24	2021-2025	Started	No	No	Yes	MP
6	Navigation systems: DVOR/DME DIK, DVOR/DME LUX	31/12/2024	Not started	No	No	Yes	-

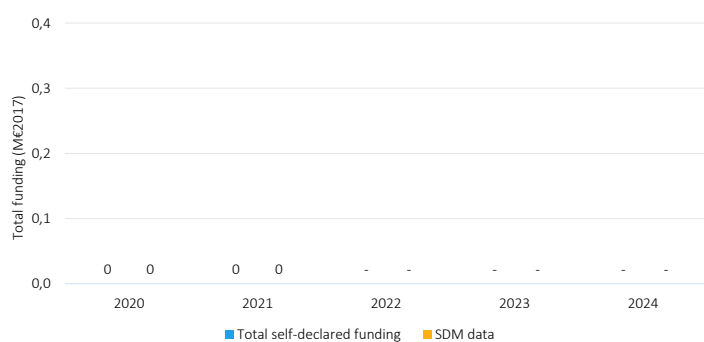


KPAs: SAF = Safety, ENV = Environment, CAP = Capacity, CEF = Cost-efficiency.  
 1. EOI date = Date of entry into operation  
 2. CP/MP = Common Project and Master Plan

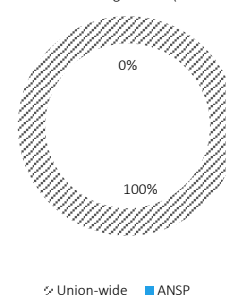
## PUBLIC FUNDING GRANTED FOR TOTAL CAPEX (CEF/TEN-T)

LUXEMBOURG | ANA LUX

Actual funding declaration (M€ <sub>2017</sub> )	2020	2021	2022	2023	2024	RP3 to date
<b>Total funding declared</b>	-	-	-	-	-	-
<b>En route funding declared</b>	-	-	-	-	-	-
<i>En route funding that could not be assigned to a specific investment</i>	-	-	-	-	-	-
<i>Terminal funding</i>	-	-	-	-	-	-
<i>Terminal funding that could not be assigned to a specific investment</i>	-	-	-	-	-	-
Actual funding declaration vs payments (M€ <sub>2017</sub> )	2020	2021	2022	2023	2024	RP3 to date
<b>Difference between total funding declared vs received</b>	-	-	-	-	-	-
Total included in the funding declaration (reporting tables)	-	-	-	-	-	-
SDM Payment	-	-	-	-	-	-



Declared funding in 2023 (M€2017)



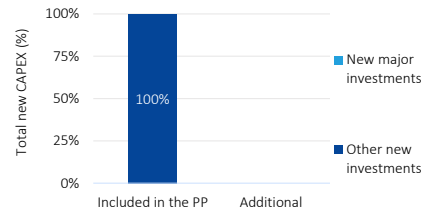
Luxembourg did not report any funding in 2023, which matches the data from SESAR Deployment Manager. The same applies for RP3 to date.

Malta underspent 1.1 M€2017 (-32%) in costs related to investments for en route and terminal in 2023 compared to determined costs, according to the reporting tables. However, the monitoring reports indicate that Malta underspent 2.2M€2017 (-48%) compared to the determined costs. No explanation for the differences between the monitoring report and reporting tables has been provided. Malta did not plan any new major investments for RP3.

**CAPEX FOR NEW INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN MALTA | MATS**

**Determined and additional CAPEX by value of individual investments (M€<sub>2017</sub>) RP3**

Total CAPEX for new investments	8,29	% of total
<b>New major investments (above 5M€ each)<sup>1</sup></b>	<b>0</b>	<b>0%</b>
Included in the performance plan	0	0%
Additional <sup>2</sup>	0	0%
<b>Other new investments (below 5M€ each)<sup>3</sup></b>	<b>8,29</b>	<b>100%</b>
Included in the performance plan	8,29	100%
Additional	0	0%



**Determined CAPEX: en route and terminal (M€<sub>2017</sub>) RP3**

Total CAPEX for new major investments	N/A	% of total
En route	N/A	N/A
Terminal	N/A	N/A

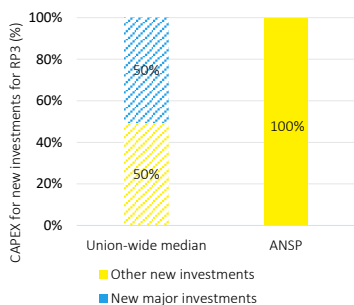
Not applicable

**Determined CAPEX by type of investment (M€<sub>2017</sub>) RP3**

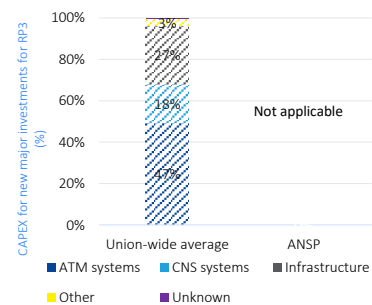
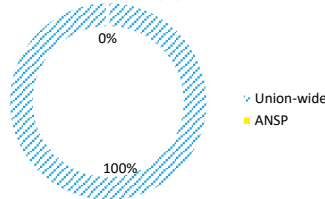
Total CAPEX for new major investments	N/A	% of total
ATM systems	N/A	N/A
CNS systems	N/A	N/A
Infrastructure	N/A	N/A
Other	N/A	N/A
Unknown	N/A	N/A

Not applicable

**CAPEX for new investments: ANSP compared to Union-wide RP3**



CAPEX for new investments for RP3 (%)



Unless otherwise stated, the Union-wide median values are reported as a measure of central tendency that is robust to outliers.

The Union-wide average values have a high standard deviation: ATM systems (33%), CNS systems (27%), infrastructure (21%), Other (1%), unknown (5%).

1. New major investments: "acquisition, development, replacement, upgrade, or leasing of fixed assets representing a total value over the whole lifetime of the assets greater than EUR 5 million in real terms" (Reg. 2019/317 art. 2 (13)).  
 2. Additional investments are those investments not foreseen as part of the performance plan.  
 3. Other new investments: new investments or replacements/upgrades of existing assets representing a total value over the whole lifetime of the asset below 5M€ in real terms.

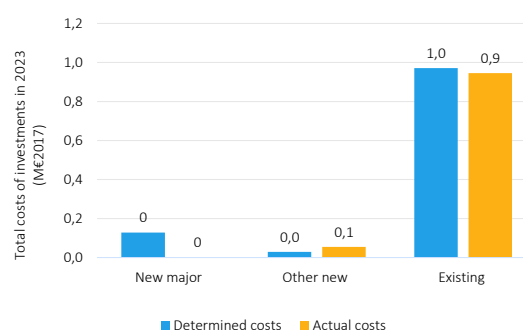
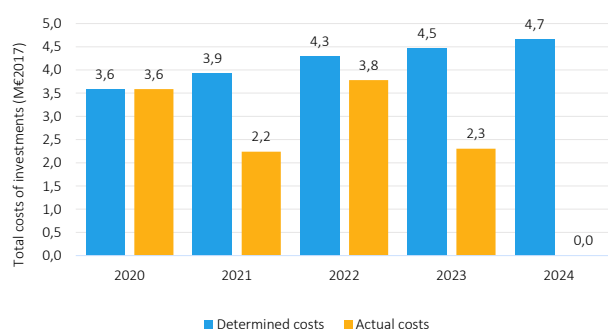
## COSTS RELATED TO INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN

MALTA | MATS

Determined costs: new and existing investments (M€ <sub>2017</sub> ) <sup>1</sup>	2020D	2021D	2022D	2023D	2024D	RP3 to date
<b>Total costs</b>	<b>3,59</b>	<b>3,93</b>	<b>4,29</b>	<b>4,47</b>	<b>4,66</b>	<b>16,27</b>
<b>New major investments</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<i>% New major investments in total costs of investments</i>	<i>0%</i>	<i>0%</i>	<i>0%</i>	<i>0%</i>	<i>0%</i>	<i>0%</i>
<b>Other new investments</b>	<b>0,11</b>	<b>0,46</b>	<b>0,38</b>	<b>0,13</b>	<b>0,27</b>	<b>1,08</b>
<i>% Other new investments in total costs of investments</i>	<i>3%</i>	<i>12%</i>	<i>9%</i>	<i>3%</i>	<i>6%</i>	<i>7%</i>
<b>Existing investments</b>	<b>3,47</b>	<b>3,47</b>	<b>3,91</b>	<b>4,34</b>	<b>4,39</b>	<b>15,19</b>
<i>% Existing investments in total costs of investments</i>	<i>97%</i>	<i>88%</i>	<i>91%</i>	<i>97%</i>	<i>94%</i>	<i>93%</i>

Actual costs: new and existing investments (M€ <sub>2017</sub> )	2020A	2021A	2022A	2023A	2024A	RP3 to date
<b>Total costs</b>	<b>3,59</b>	<b>2,24</b>	<b>3,78</b>	<b>2,30</b>	<b>-</b>	<b>11,92</b>
<b>New major investments</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>0</b>
<i>% New major investments in total costs of investments</i>	<i>0%</i>	<i>0%</i>	<i>0%</i>	<i>0%</i>	<i>-</i>	<i>0%</i>
<b>Other new investments</b>	<b>0,11</b>	<b>0,15</b>	<b>0,14</b>	<b>0,13</b>	<b>-</b>	<b>0,53</b>
<i>% Other new investments in total costs of investments</i>	<i>3%</i>	<i>7%</i>	<i>4%</i>	<i>5%</i>	<i>-</i>	<i>4%</i>
<b>Existing investments</b>	<b>3,47</b>	<b>2,09</b>	<b>3,64</b>	<b>2,18</b>	<b>-</b>	<b>11,38</b>
<i>% Existing investments in total costs of investments</i>	<i>97%</i>	<i>93%</i>	<i>96%</i>	<i>95%</i>	<i>-</i>	<i>96%</i>

Actual minus determined costs (M€ <sub>2017</sub> )	2020	2021	2022	2023	2024	RP3 to date
<b>Total difference</b>	<b>0</b>	<b>(1,69)</b>	<b>(0,51)</b>	<b>(2,16)</b>	<b>-</b>	<b>(4,36)</b>
<b>New major investments</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>-</b>	<b>0</b>
<i>% change of actual with respect to determined</i>	<i>0%</i>	<i>0%</i>	<i>0%</i>	<i>0%</i>	<i>-</i>	<i>0%</i>
<b>Other new investments</b>	<b>0</b>	<b>(0,30)</b>	<b>(0,24)</b>	<b>(0,00)</b>	<b>-</b>	<b>(0,55)</b>
<i>% change of actual with respect to determined</i>	<i>0%</i>	<i>-67%</i>	<i>-63%</i>	<i>-2%</i>	<i>-</i>	<i>-51%</i>
<b>Existing investments</b>	<b>0</b>	<b>(1,38)</b>	<b>(0,27)</b>	<b>(2,16)</b>	<b>-</b>	<b>(3,81)</b>
<i>% change of actual with respect to determined</i>	<i>0%</i>	<i>-40%</i>	<i>-7%</i>	<i>-50%</i>	<i>-</i>	<i>-25%</i>



1. The performance plans include costs related to investments which comprise depreciation cost, cost of capital, and cost of leasing.

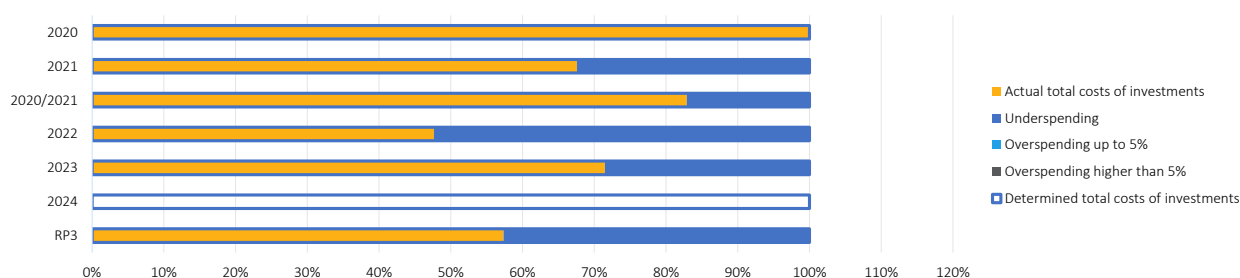
## COSTS RELATED TO INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN

MALTA - En route | MATS

Determined costs by nature (M€ <sub>2017</sub> )	2020D	2021D	2020D/2021D	2022D	2023D	2024D	RP3 to date
<b>Total costs of new and existing investments</b>	<b>2,82</b>	<b>3,16</b>	<b>5,98</b>	<b>3,46</b>	<b>2,54</b>	<b>2,71</b>	<b>11,98</b>
Depreciation	2,42	2,75	5,17	2,97	2,03	2,17	10,16
Cost of capital	0,40	0,40	0,81	0,49	0,52	0,54	1,82
Cost of leasing	0	0	0	0	0	0	0

Actual costs by nature (M€ <sub>2017</sub> )	2020A	2021A	2020A/2021A	2022A	2023A	2024A	RP3 to date
<b>Total costs of new and existing investments</b>	<b>2,82</b>	<b>2,13</b>	<b>4,96</b>	<b>1,65</b>	<b>1,82</b>	-	<b>8,42</b>
Depreciation	2,42	1,81	4,23	1,33	1,51	-	7,07
Cost of capital	0,40	0,33	0,73	0,32	0,31	-	1,35
Cost of leasing	0	0	0	0	0	-	0

Actual minus determined costs (M€ <sub>2017</sub> )	2020	2021	2020/2021	2022	2023	2024	RP3 to date
<b>Total difference</b>	<b>0</b>	<b>(1,02)</b>	<b>(1,02)</b>	<b>(1,81)</b>	<b>(0,72)</b>	-	<b>(3,56)</b>
Depreciation	0	(0,94)	(0,94)	(1,63)	(0,52)	-	(3,10)
Cost of capital	0	(0,08)	(0,08)	(0,18)	(0,21)	-	(0,46)
Cost of leasing	0	0	0	0	0	-	0



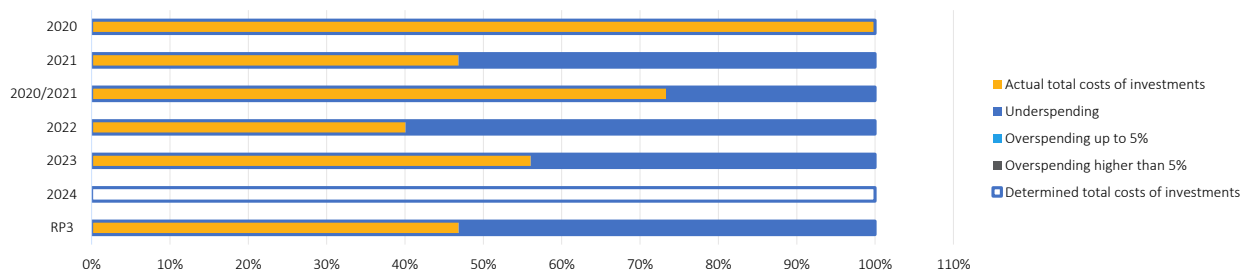
## COSTS RELATED TO INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN

MALTA - Terminal | MATS

Determined costs by nature (M€ <sub>2017</sub> )	2020D	2021D	2020D/2021D	2022D	2023D	2024D	RP3 to date
<b>Total costs of new and existing investments</b>	<b>0,77</b>	<b>0,77</b>	<b>1,54</b>	<b>0,84</b>	<b>0,87</b>	<b>0,92</b>	<b>3,24</b>
Depreciation	0,68	0,69	1,37	0,74	0,76	0,80	2,87
Cost of capital	0,08	0,08	0,17	0,10	0,11	0,11	0,37
Cost of leasing	0	0	0	0	0	0	0

Actual costs by nature (M€ <sub>2017</sub> )	2020A	2021A	2020A/2021A	2022A	2023A	2024A	RP3 to date
<b>Total costs of new and existing investments</b>	<b>0,77</b>	<b>0,36</b>	<b>1,13</b>	<b>0,34</b>	<b>0,49</b>	-	<b>1,95</b>
Depreciation	0,68	0,29	0,98	0,27	0,42	-	1,67
Cost of capital	0,08	0,07	0,15	0,06	0,06	-	0,28
Cost of leasing	0	0	0	0	0	-	0

Actual minus determined costs (M€ <sub>2017</sub> )	2020	2021	2020/2021	2022	2023	2024	RP3 to date
<b>Total difference</b>	<b>0</b>	<b>(0,41)</b>	<b>(0,41)</b>	<b>(0,50)</b>	<b>(0,38)</b>	-	<b>(1,30)</b>
Depreciation	0	(0,39)	(0,39)	(0,47)	(0,34)	-	(1,20)
Cost of capital	0	(0,02)	(0,02)	(0,04)	(0,04)	-	(0,09)
Cost of leasing	0	0	0	0	0	-	0

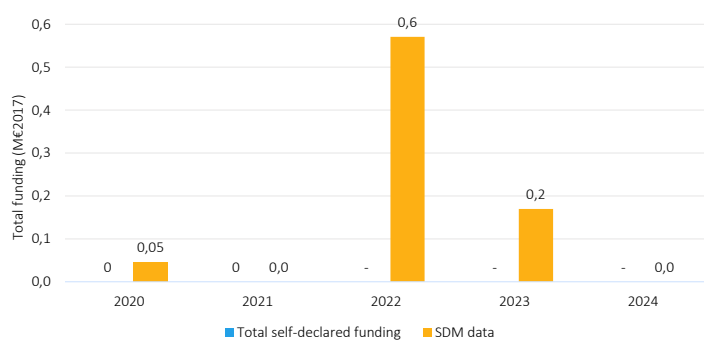


The total costs of investments included in the monitoring report do not match the total costs of investments included in the reporting tables. No explanation on the differences has been provided.

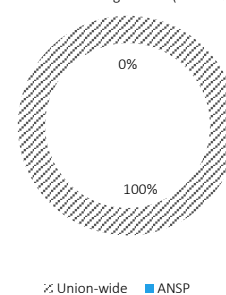
Malta underspent 1.1M€<sub>2017</sub> in costs related to investments (-0.72M€<sub>2017</sub> in en route and -0.38M€<sub>2017</sub> in terminal) in 2023. For RP3 to date, Malta underspent 4.9M€<sub>2017</sub> in costs related to investments. These amounts shall be reimbursed to the airspace users through a reduction of future unit rate(s), unless the NSA decides after consultation with the users, that the ANSP shall not reimburse a part of the difference according to article 28 of Regulation (EU) 2019/317. [17](#)

PUBLIC FUNDING GRANTED FOR TOTAL CAPEX (CEF/TEN-T) MALTA | MATS

Actual funding declaration (M€ <sub>2017</sub> )	2020	2021	2022	2023	2024	RP3 to date
<b>Total funding declared</b>	-	-	-	-	-	-
<b>En route funding declared</b>	-	-	-	-	-	-
<i>En route funding that could not be assigned to a specific investment</i>	-	-	-	-	-	-
<b>Terminal funding</b>	-	-	-	-	-	-
<i>Terminal funding that could not be assigned to a specific investment</i>	-	-	-	-	-	-
Actual funding declaration vs payments (M€ <sub>2017</sub> )	2020	2021	2022	2023	2024	RP3 to date
<b>Difference between total funding declared vs received</b>	<b>(0,05)</b>	<b>0,00</b>	<b>(0,57)</b>	<b>(0,17)</b>	-	<b>(0,79)</b>
Total included in the funding declaration (reporting tables)	0,00	0,00	0,00	0,00	-	-
SDM Payment	0,05	0,00	0,57	0,17	-	0,79



Declared funding in 2023 (M€2017)



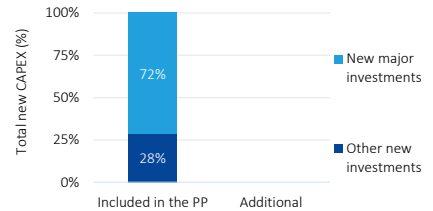
Malta did not report any funding in 2023, however SESAR Deployment Manager data indicates a payment of 0.17M€<sub>2017</sub> in 2023. For RP3 to date, Malta did not declare any funding, while SESAR Deployment Manager data indicates a payment of 0.79M€<sub>2017</sub>.

This factsheet is based on information within the latest submitted draft performance plans for the four MUAC States . MUAC underspent 1.6M€<sub>2017</sub> (-19%) in 2023 in costs related to investments compared to the determined costs. MUAC planned six new major investments for RP3, one of which has started and five have not started yet.

**CAPEX FOR NEW INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN** MUAC | MUAC

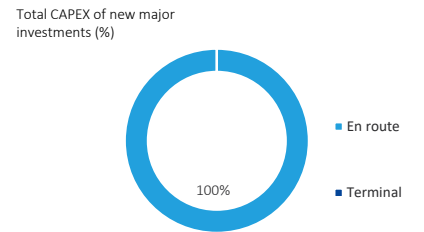
**Determined and additional CAPEX by value of individual investments (M€<sub>2017</sub>)** RP3

Total CAPEX for new investments	128,13	% of total
<b>New major investments (above 5M€ each)<sup>1</sup></b>	<b>91,62</b>	<b>72%</b>
Included in the performance plan	91,62	72%
Additional <sup>2</sup>	0	0%
<b>Other new investments (below 5M€ each)<sup>3</sup></b>	<b>36,51</b>	<b>28%</b>
Included in the performance plan	36,51	28%
Additional	0	0%



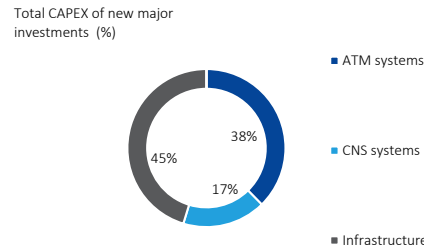
**Determined CAPEX: en route and terminal (M€<sub>2017</sub>)** RP3

Total CAPEX for new major investments	91,62	% of total
En route	91,62	100%
Terminal	0	0%

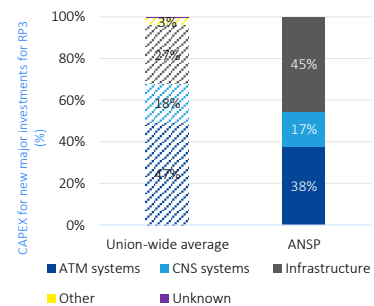
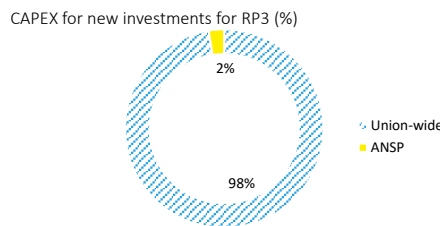
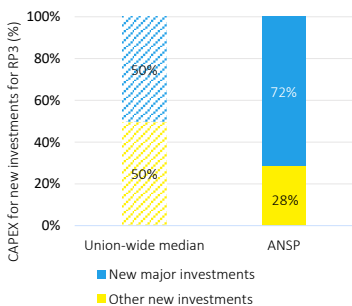


**Determined CAPEX by type of investment (M€<sub>2017</sub>)** RP3

Total CAPEX for new major investments	91,62	% of total
ATM systems	34,50	38%
CNS systems	15,64	17%
Infrastructure	41,48	45%
Other	0	0%
Unknown	0	0%



**CAPEX for new investments: ANSP compared to Union-wide** RP3



Unless otherwise stated, the Union-wide median values are reported as a measure of central tendency that is robust to outliers.

The Union-wide average values have a high standard deviation: ATM systems (33%), CNS systems (27%), infrastructure (21%), Other (1%), unknown (5%).

1. New major investments: "acquisition, development, replacement, upgrade, or leasing of fixed assets representing a total value over the whole lifetime of the assets greater than EUR 5 million in real terms" (Reg. 2019/317 art. 2 (13)).
2. Additional investments are those investments not foreseen as part of the performance plan.
3. Other new investments: new investments or replacements/upgrades of existing assets representing a total value over the whole lifetime of the asset below 5M€ in real terms.

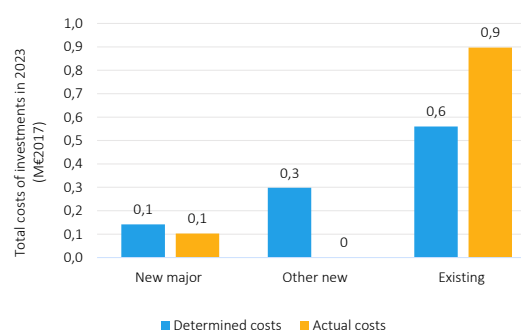
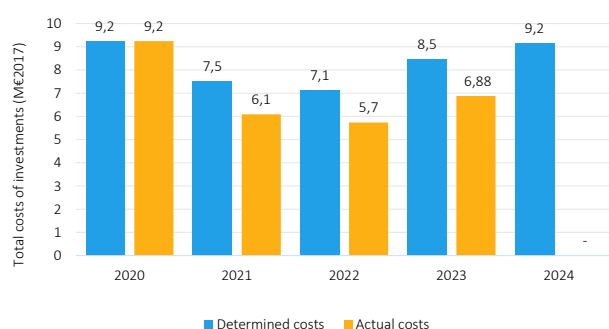
## COSTS RELATED TO INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN

MUAC | MUAC

Determined costs: new and existing investments (M€ <sub>2017</sub> ) <sup>1</sup>	2020D	2021D	2022D	2023D	2024D	RP3 to date
<b>Total costs</b>	<b>9,24</b>	<b>7,52</b>	<b>7,13</b>	<b>8,47</b>	<b>9,16</b>	<b>32,37</b>
<b>New major investments</b>	<b>0,66</b>	<b>0,71</b>	<b>0,70</b>	<b>1,20</b>	<b>1,19</b>	<b>3,27</b>
% New major investments in total costs of investments	7%	9%	10%	14%	13%	10%
<b>Other new investments</b>	<b>0</b>	<b>0,55</b>	<b>1,21</b>	<b>2,52</b>	<b>3,84</b>	<b>4,28</b>
% Other new investments in total costs of investments	0%	7%	17%	30%	42%	13%
<b>Existing investments</b>	<b>8,58</b>	<b>6,27</b>	<b>5,23</b>	<b>4,74</b>	<b>4,13</b>	<b>24,82</b>
% Existing investments in total costs of investments	93%	83%	73%	56%	45%	77%

Actual costs: new and existing investments (M€ <sub>2017</sub> )	2020A	2021A	2022A	2023A	2024A	RP3 to date
<b>Total costs</b>	<b>9,24</b>	<b>6,09</b>	<b>5,74</b>	<b>6,88</b>	-	<b>27,95</b>
<b>New major investments</b>	<b>0,66</b>	<b>0,68</b>	<b>0,70</b>	<b>0,71</b>	-	<b>2,75</b>
% New major investments in total costs of investments	7%	11%	12%	10%	-	10%
<b>Other new investments</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	-	<b>0</b>
% Other new investments in total costs of investments	0%	0%	0%	0%	-	0%
<b>Existing investments</b>	<b>8,58</b>	<b>5,41</b>	<b>5,03</b>	<b>6,17</b>	-	<b>25,19</b>
% Existing investments in total costs of investments	93%	89%	88%	90%	-	90%

Actual minus determined costs (M€ <sub>2017</sub> )	2020	2021	2022	2023	2024	RP3 to date
<b>Total difference</b>	<b>0</b>	<b>(1,43)</b>	<b>(1,40)</b>	<b>(1,59)</b>	-	<b>(4,43)</b>
<b>New major investments</b>	<b>0</b>	<b>(0,03)</b>	<b>0,01</b>	<b>(0,50)</b>	-	<b>(0,52)</b>
% change of actual with respect to determined	0%	-4%	1%	-41%	-	-16%
<b>Other new investments</b>	<b>0</b>	<b>(0,55)</b>	<b>0</b>	<b>0</b>	-	<b>(0,55)</b>
% change of actual with respect to determined	0%	0%	0%	0%	-	-100%
<b>Existing investments</b>	<b>0</b>	<b>(0,85)</b>	<b>(0,20)</b>	<b>1,43</b>	-	<b>0,37</b>
% change of actual with respect to determined	0%	-14%	-4%	30%	-	2%



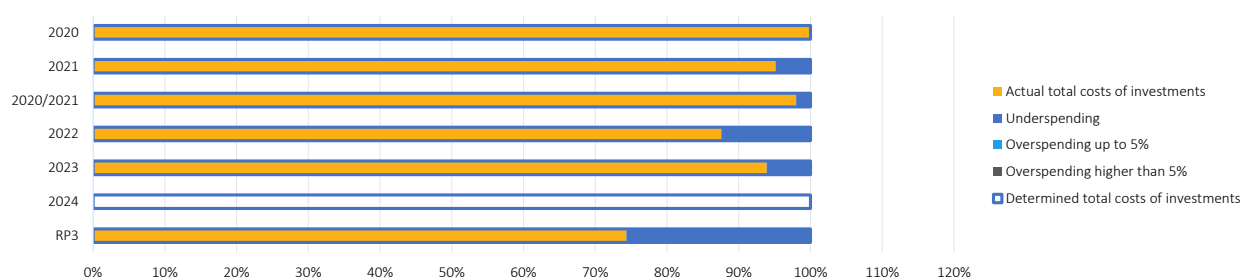
1. The performance plans include costs related to investments which comprise depreciation cost, cost of capital, and cost of leasing.



## COSTS RELATED TO INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN

MUAC - En route | MUAC

Determined costs by nature (M€ <sub>2017</sub> )	2020D	2021D	2020D/2021D	2022D	2023D	2024D	RP3 to date
<b>Total costs of new and existing investments</b>	<b>9,24</b>	<b>6,40</b>	<b>15,65</b>	<b>6,55</b>	<b>7,32</b>	<b>8,08</b>	<b>29,52</b>
Depreciation	9,10	6,17	15,27	6,25	7,00	7,55	28,52
Cost of capital	0,14	0,24	0,38	0,30	0,33	0,53	1,00
Cost of leasing	0	0	0	0	0	0	0
<b>Actual costs by nature (M€<sub>2017</sub>)</b>	<b>2020A</b>	<b>2021A</b>	<b>2020A/2021A</b>	<b>2022A</b>	<b>2023A</b>	<b>2024A</b>	<b>RP3 to date</b>
<b>Total costs of new and existing investments</b>	<b>9,24</b>	<b>6,09</b>	<b>15,33</b>	<b>5,74</b>	<b>6,88</b>	-	<b>27,95</b>
Depreciation	9,10	5,92	15,02	5,57	6,11	-	26,70
Cost of capital	0,14	0,17	0,31	0,17	0,76	-	1,24
Cost of leasing	0	0	0	0	0	-	0
<b>Actual minus determined costs (M€<sub>2017</sub>)</b>	<b>2020</b>	<b>2021</b>	<b>2020/2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>RP3 to date</b>
<b>Total difference</b>	<b>0</b>	<b>(0,31)</b>	<b>(0,31)</b>	<b>(0,82)</b>	<b>(0,45)</b>	-	<b>(1,58)</b>
Depreciation	0	(0,25)	(0,25)	(0,69)	(0,88)	-	(1,82)
Cost of capital	0	(0,07)	(0,07)	(0,13)	0,43	-	0,24
Cost of leasing	0	0	0	0	0	-	0



Any under/overspending by MUAC is reimbursed to or collected from airspace users as part of the charging zones of Belgium-Luxembourg, the Netherlands, and Germany.

**COSTS BY NEW MAJOR INVESTMENTS** MUAC | MUAC

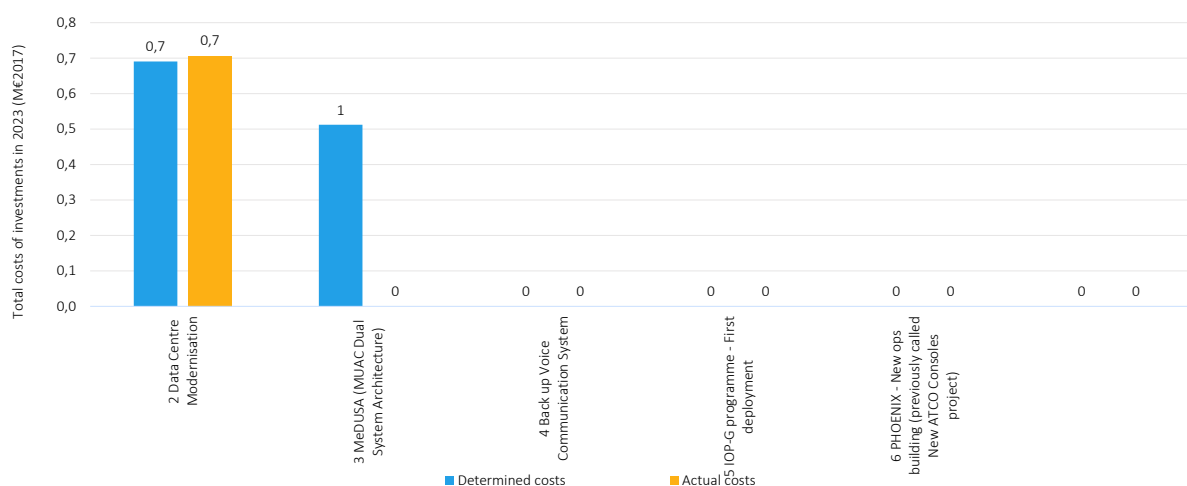
Determined costs (M€ <sub>2017</sub> ) <sup>1</sup>	2020D	2021D	2022D	2023D	2024D	RP3 to date
<b>Total costs of investments</b>	<b>0,66</b>	<b>0,71</b>	<b>0,70</b>	<b>1,20</b>	<b>1,19</b>	<b>3,27</b>
1 New Voice Communication System	0,66	0,71	0,70	0,69	0,68	2,76
2 Data Centre Modernisation	0	0	0	0,51	0,51	0,51
3 MeDUSA (MUAC Dual System Architecture)	0	0	0	0	0	0
4 Back up Voice Communication System	0	0	0	0	0	0
5 IOP-G programme - First deployment	0	0	0	0	0	0
6 PHOENIX - New ops building (previously called New ATCO Consoles project)	0	0	0	0	0	0

Actual costs (M€ <sub>2017</sub> )	2020A	2021A	2022A	2023A	2024A	RP3 to date
<b>Total costs of investments</b>	<b>0,66</b>	<b>0,68</b>	<b>0,70</b>	<b>0,71</b>	<b>-</b>	<b>2,75</b>
1 New Voice Communication System	0,66	0,68	0,70	0,71	-	2,75
2 Data Centre Modernisation	0	0	0	0	-	0
3 MeDUSA (MUAC Dual System Architecture)	0	0	0	0	-	0
4 Back up Voice Communication System	0	0	0	0	-	0
5 IOP-G programme - First deployment	0	0	0	0	-	0
6 PHOENIX - New ops building (previously called New ATCO Consoles project)	0	0	0	0	-	0

Actual minus determined costs of investments (M€ <sub>2017</sub> )	2020	2021	2022	2023	2024	RP3 to date
<b>Total difference in costs of investments</b>	<b>0</b>	<b>(0,03)</b>	<b>0,01</b>	<b>0,02</b>	<b>-</b>	<b>(0,01)</b>
1 New Voice Communication System	0	(0,03)	0,01	0,02	-	(0,01)
2 Data Centre Modernisation	0	0	0	0	-	0
3 MeDUSA (MUAC Dual System Architecture)	0	0	0	0	-	0
4 Back up Voice Communication System	0	0	0	0	-	0
5 IOP-G programme - First deployment	0	0	0	0	-	0
6 PHOENIX - New ops building (previously called New ATCO Consoles project)	0	0	0	0	-	0

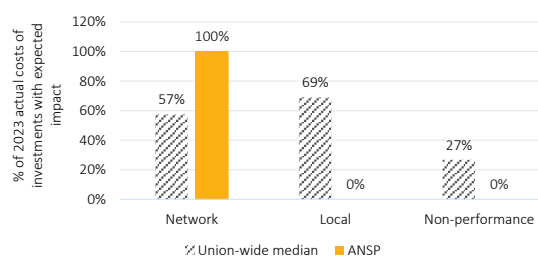
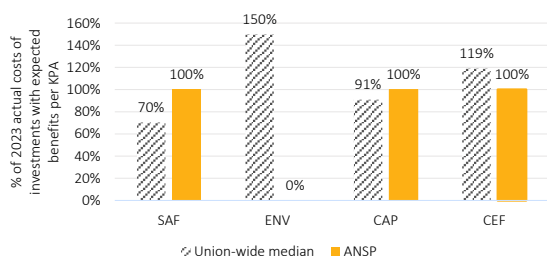


1. Determined costs comprise depreciation costs, cost of capital, and cost of leasing in the performance plans.

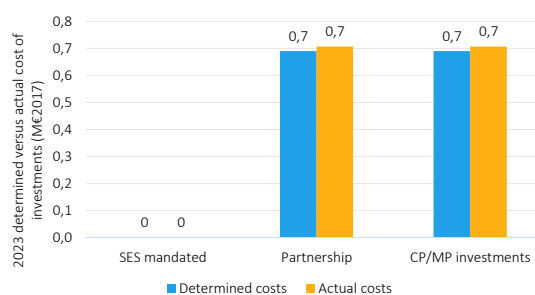
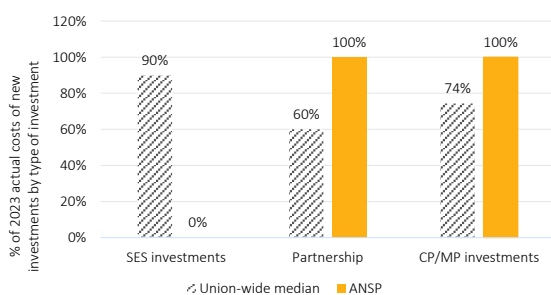
**EXPECTED BENEFIT AND IMPACT PER NEW MAJOR INVESTMENT** MUAC | MUAC

#	New major investments	Expected benefit per KPA			
		SAF	ENV	CAP	CEF
1	New Voice Communication System	X		X	X
2	Data Centre Modernisation	X	X	X	
3	MeDUSA (MUAC Dual System Architecture)			X	
4	Back up Voice Communication System				X
5	IOP-G programme - First deployment	X	X		X
6	PHOENIX - New ops building (previously called New ATCO Consoles project)		X	X	

#	New major investments	Expected impact		
		Network	Local	Non-performance
1	New Voice Communication System	X		
2	Data Centre Modernisation			X
3	MeDUSA (MUAC Dual System Architecture)		X	
4	Back up Voice Communication System			
5	IOP-G programme - First deployment			
6	PHOENIX - New ops building (previously called New ATCO Consoles project)		X	



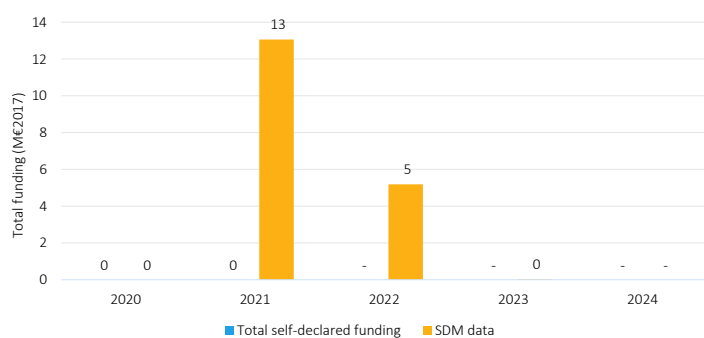
#	New major investments	EIO Date <sup>1</sup>	Status	SES Reg.	Partnership	ATM system	CP/MP <sup>2</sup>
1	New Voice Communication System	2017	Started	No	Yes	Yes	MP
2	Data Centre Modernisation	2023	Not started	No	No	No	-
3	MeDUSA (MUAC Dual System Architecture)	2025	Not started	No	No	Yes	MP
4	Back up Voice Communication System	2027	Not started	No	No	Yes	MP
5	IOP-G programme - First deployment	2029	Not started	Yes	Yes	Yes	CP
6	PHOENIX - New ops building (previously called New ATCO Consoles project)	2026	Not started	No	No	No	-



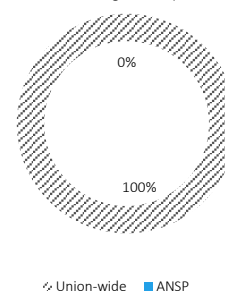
KPAs: SAF = Safety, ENV = Environment, CAP = Capacity, CEF = Cost-efficiency.  
 1. EOI date = Date of entry into operation  
 2. CP/MP = Common Project and Master Plan

**PUBLIC FUNDING GRANTED FOR TOTAL CAPEX (CEF/TEN-T)** MUAC | MUAC

Actual funding declaration (M€ <sub>2017</sub> )	2020	2021	2022	2023	2024	RP3 to date
<b>Total funding declared</b>	-	-	-	-	-	-
<b>En route funding declared</b>	-	-	-	-	-	-
<i>En route funding that could not be assigned to a specific investment</i>	-	-	-	-	-	-
<b>Terminal funding</b>	-	-	-	-	-	-
<i>Terminal funding that could not be assigned to a specific investment</i>	-	-	-	-	-	-
Actual funding declaration vs payments (M€ <sub>2017</sub> )	2020	2021	2022	2023	2024	RP3 to date
<b>Difference between total funding declared vs received</b>	<b>0,00</b>	<b>(13,06)</b>	<b>(5,19)</b>	<b>(0,03)</b>	-	<b>(18,28)</b>
Total included in the funding declaration (reporting tables)	0,00	0,00	0,00	0,00	-	-
SDM Payment	0,00	13,06	5,19	0,03	-	18,28



Declared funding in 2023 (M€2017)



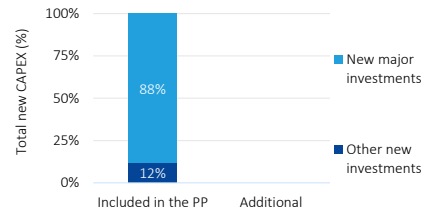
The reporting tables submitted by the Member States include the funding received at charging zone level. MUAC is included in three different charging zones (Belgium-Luxembourg, Germany, and the Netherlands), however the reporting tables do not specify the entity (ANSP) that received the funding. The SESAR Deployment Manager reports the data by ANSP, indicating a payment of 0.03M€<sub>2017</sub> for MUAC.

The actual costs related to investments of the Netherlands for en route and terminal in 2023 are in line with to the determined costs. The Netherlands planned eight new major investments for RP3, six of which have started, and two have been marked as delayed.

**CAPEX FOR NEW INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN** NETHERLANDS | LVNL

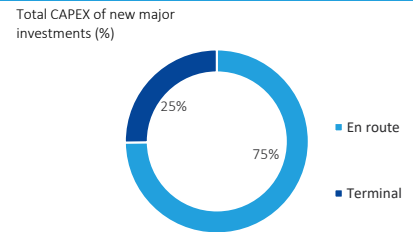
**Determined and additional CAPEX by value of individual investments (M€<sub>2017</sub>)** RP3

Total CAPEX for new investments	280,56	% of total
<b>New major investments (above 5M€ each)<sup>1</sup></b>	<b>247,97</b>	<b>88%</b>
Included in the performance plan	247,97	88%
Additional <sup>2</sup>	0	0%
<b>Other new investments (below 5M€ each)<sup>3</sup></b>	<b>32,58</b>	<b>12%</b>
Included in the performance plan	32,58	12%
Additional	0	0%



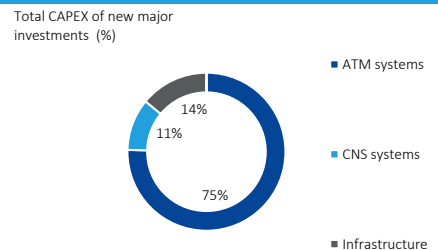
**Determined CAPEX: en route and terminal (M€<sub>2017</sub>)** RP3

Total CAPEX for new major investments	247,97	% of total
En route	185,50	75%
Terminal	62,48	25%

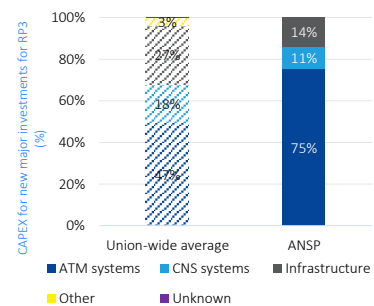
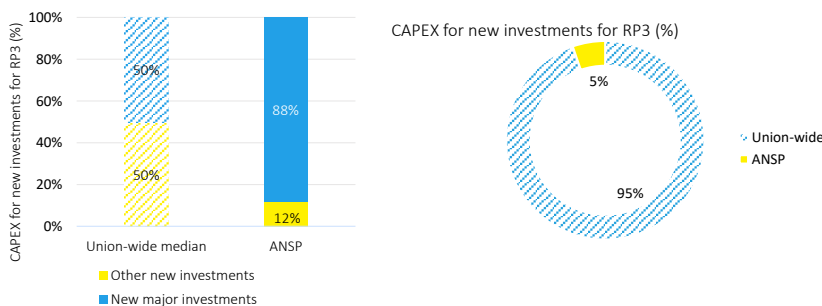


**Determined CAPEX by type of investment (M€<sub>2017</sub>)** RP3

Total CAPEX for new major investments	247,97	% of total
ATM systems	186,89	75%
CNS systems	26,37	11%
Infrastructure	34,72	14%
Other	0	0%
Unknown	0	0%



**CAPEX for new investments: ANSP compared to Union-wide** RP3



Unless otherwise stated, the Union-wide median values are reported as a measure of central tendency that is robust to outliers.

The Union-wide average values have a high standard deviation: ATM systems (33%), CNS systems (27%), infrastructure (21%), Other (1%), unknown (5%).

1. New major investments: "acquisition, development, replacement, upgrade, or leasing of fixed assets representing a total value over the whole lifetime of the assets greater than EUR 5 million in real terms" (Reg. 2019/317 art. 2 (13)).  
 2. Additional investments are those investments not foreseen as part of the performance plan.  
 3. Other new investments: new investments or replacements/upgrades of existing assets representing a total value over the whole lifetime of the asset below 5M€ in real terms.

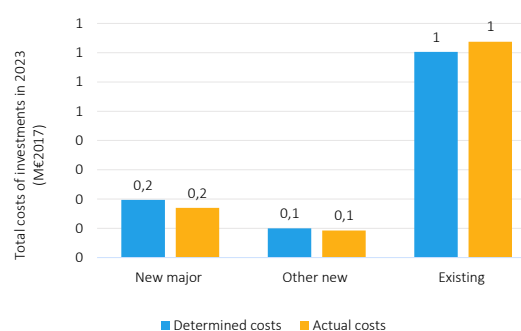
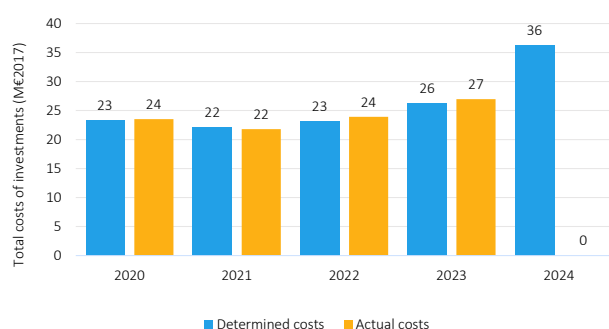
## COSTS RELATED TO INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN

NETHERLANDS | LVNL

Determined costs: new and existing investments (M€ <sub>2017</sub> ) <sup>1</sup>	2020D	2021D	2022D	2023D	2024D	RP3 to date
<b>Total costs</b>	<b>23,37</b>	<b>22,18</b>	<b>23,23</b>	<b>26,23</b>	<b>36,27</b>	<b>95,02</b>
<b>New major investments</b>	<b>4,13</b>	<b>1,05</b>	<b>2,45</b>	<b>5,17</b>	<b>15,16</b>	<b>12,81</b>
% New major investments in total costs of investments	18%	5%	11%	20%	42%	13%
<b>Other new investments</b>	<b>0,05</b>	<b>0,29</b>	<b>1,41</b>	<b>2,62</b>	<b>2,93</b>	<b>4,36</b>
% Other new investments in total costs of investments	0%	1%	6%	10%	8%	5%
<b>Existing investments</b>	<b>19,20</b>	<b>20,84</b>	<b>19,37</b>	<b>18,44</b>	<b>18,19</b>	<b>77,85</b>
% Existing investments in total costs of investments	82%	94%	83%	70%	50%	82%

Actual costs: new and existing investments (M€ <sub>2017</sub> )	2020A	2021A	2022A	2023A	2024A	RP3 to date
<b>Total costs</b>	<b>23,52</b>	<b>21,80</b>	<b>23,92</b>	<b>26,97</b>	-	<b>96,21</b>
<b>New major investments</b>	<b>4,28</b>	<b>0,98</b>	<b>3,00</b>	<b>4,58</b>	-	<b>12,82</b>
% New major investments in total costs of investments	18%	4%	13%	17%	-	13%
<b>Other new investments</b>	<b>0,05</b>	<b>0,23</b>	<b>1,02</b>	<b>2,49</b>	-	<b>3,79</b>
% Other new investments in total costs of investments	0%	1%	4%	9%	-	4%
<b>Existing investments</b>	<b>19,20</b>	<b>20,60</b>	<b>19,90</b>	<b>19,90</b>	-	<b>79,59</b>
% Existing investments in total costs of investments	82%	94%	83%	74%	-	83%

Actual minus determined costs (M€ <sub>2017</sub> )	2020	2021	2022	2023	2024	RP3 to date
<b>Total difference</b>	<b>0,15</b>	<b>(0,38)</b>	<b>0,69</b>	<b>0,73</b>	-	<b>1,19</b>
<b>New major investments</b>	<b>0,15</b>	<b>(0,08)</b>	<b>0,55</b>	<b>(0,60)</b>	-	<b>0,02</b>
% change of actual with respect to determined	4%	-7%	22%	-12%	-	0%
<b>Other new investments</b>	<b>0</b>	<b>(0,06)</b>	<b>(0,39)</b>	<b>(0,13)</b>	-	<b>(0,57)</b>
% change of actual with respect to determined	0%	-20%	-27%	-5%	-	-13%
<b>Existing investments</b>	<b>0</b>	<b>(0,24)</b>	<b>0,53</b>	<b>1,46</b>	-	<b>1,74</b>
% change of actual with respect to determined	0%	-1%	3%	8%	-	2%

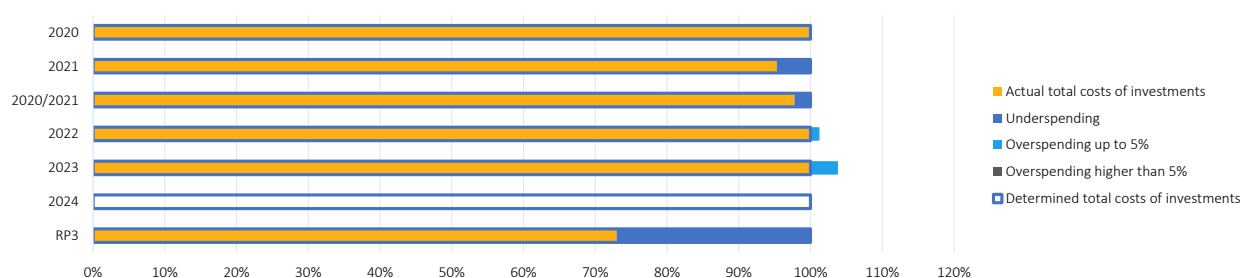


1. The performance plans include costs related to investments which comprise depreciation cost, cost of capital, and cost of leasing.

## COSTS RELATED TO INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN

NETHERLANDS - En route | LVNL

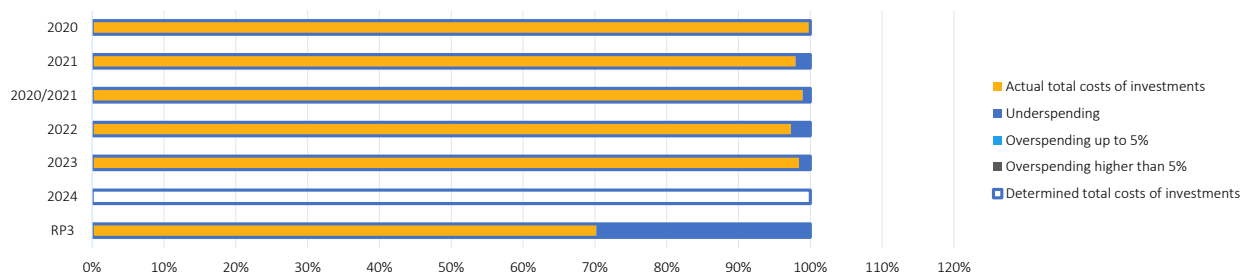
Determined costs by nature (M€ <sub>2017</sub> )	2020D	2021D	2020D/2021D	2022D	2023D	2024D	RP3 to date
<b>Total costs of new and existing investments</b>	<b>17,44</b>	<b>15,76</b>	<b>33,20</b>	<b>16,47</b>	<b>18,53</b>	<b>25,50</b>	<b>68,19</b>
Depreciation	17,14	15,49	32,63	16,18	17,95	24,68	66,75
Cost of capital	0,30	0,27	0,57	0,29	0,58	0,82	1,44
Cost of leasing	0	0	0	0	0	0	0
<b>Actual costs by nature (M€<sub>2017</sub>)</b>	<b>2020A</b>	<b>2021A</b>	<b>2020A/2021A</b>	<b>2022A</b>	<b>2023A</b>	<b>2024A</b>	<b>RP3 to date</b>
<b>Total costs of new and existing investments</b>	<b>17,44</b>	<b>15,02</b>	<b>32,46</b>	<b>16,68</b>	<b>19,23</b>	-	<b>68,37</b>
Depreciation	17,14	14,68	31,82	16,51	18,64	-	66,97
Cost of capital	0,30	0,34	0,64	0,17	0,59	-	1,40
Cost of leasing	0	0	0	0	0	-	0
<b>Actual minus determined costs (M€<sub>2017</sub>)</b>	<b>2020</b>	<b>2021</b>	<b>2020/2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>RP3 to date</b>
<b>Total difference</b>	<b>0</b>	<b>(0,74)</b>	<b>(0,74)</b>	<b>0,21</b>	<b>0,71</b>	-	<b>0,18</b>
Depreciation	0	(0,81)	(0,81)	0,33	0,69	-	0,22
Cost of capital	0	0,07	0,07	(0,12)	0,01	-	(0,04)
Cost of leasing	0	0	0	0	0	-	0



## COSTS RELATED TO INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN

NETHERLANDS - Terminal | LVNL

Determined costs by nature (M€ <sub>2017</sub> )	2020D	2021D	2020D/2021D	2022D	2023D	2024D	RP3 to date
<b>Total costs of new and existing investments</b>	<b>5,94</b>	<b>6,42</b>	<b>12,36</b>	<b>6,76</b>	<b>7,71</b>	<b>10,77</b>	<b>26,83</b>
Depreciation	5,80	6,30	12,10	6,62	7,42	10,37	26,15
Cost of capital	0,13	0,12	0,25	0,14	0,29	0,41	0,68
Cost of leasing	0	0	0	0	0	0	0
<b>Actual costs by nature (M€<sub>2017</sub>)</b>	<b>2020A</b>	<b>2021A</b>	<b>2020A/2021A</b>	<b>2022A</b>	<b>2023A</b>	<b>2024A</b>	<b>RP3 to date</b>
<b>Total costs of new and existing investments</b>	<b>5,94</b>	<b>6,29</b>	<b>12,22</b>	<b>6,58</b>	<b>7,59</b>	-	<b>26,39</b>
Depreciation	5,80	6,14	11,94	6,51	7,33	-	25,78
Cost of capital	0,13	0,15	0,28	0,08	0,26	-	0,62
Cost of leasing	0	0	0	0	0	-	0
<b>Actual minus determined costs (M€<sub>2017</sub>)</b>	<b>2020</b>	<b>2021</b>	<b>2020/2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>RP3 to date</b>
<b>Total difference</b>	<b>0</b>	<b>(0,13)</b>	<b>(0,13)</b>	<b>(0,18)</b>	<b>(0,12)</b>	-	<b>(0,44)</b>
Depreciation	0	(0,16)	(0,16)	(0,11)	(0,09)	-	(0,37)
Cost of capital	0	0,03	0,03	(0,07)	(0,03)	-	(0,07)
Cost of leasing	0	0	0	0	0	-	0



The actual costs related to investments of the Netherlands for en route and terminal in 2023 are in line with to the determined costs. For RP3 to date, the Netherlands overspent 1.2M€<sub>2017</sub> in costs related to investments. These amounts shall be reimbursed to the airspace users through a reduction of future unit rate(s), unless the NSA decides after consultation with the users, that the ANSP shall not reimburse a part of the difference according to article 28 of Regulation (EU) 2019/317.

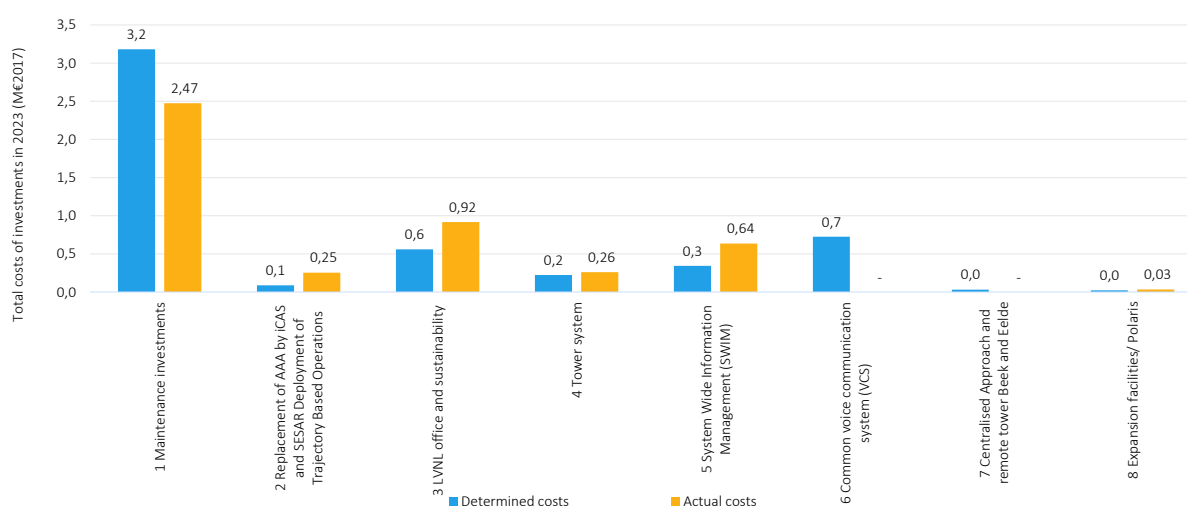
## COSTS BY NEW MAJOR INVESTMENTS

NETHERLANDS | LVNL

Determined costs (M€ <sub>2017</sub> ) <sup>1</sup>	2020D	2021D	2022D	2023D	2024D	RP3 to date
<b>Total costs of investments</b>	<b>4,13</b>	<b>1,05</b>	<b>2,45</b>	<b>5,17</b>	<b>15,16</b>	<b>12,81</b>
1 Maintenance investments	1,15	0,68	1,25	3,18	4,49	6,26
2 Replacement of AAA by iCAS and SESAR Deployment of Trajectory Based Opera	1,09	0,04	0,05	0,09	7,47	1,27
3 LVNL office and sustainability	0,03	0,21	0,49	0,56	0,89	1,29
4 Tower system	1,26	0,03	0,24	0,22	0,20	1,75
5 System Wide Information Management (SWIM)	0,58	0,06	0,08	0,34	0,77	1,06
6 Common voice communication system (VCS)	0	0,01	0,31	0,72	0,70	1,03
7 Centralised Approach and remote tower Beek and Eelde	0	0,00	0,03	0,03	0,61	0,06
8 Expansion facilities/ Polaris	0,02	0,02	0,02	0,02	0,02	0,09

Actual costs (M€ <sub>2017</sub> )	2020A	2021A	2022A	2023A	2024A	RP3 to date
<b>Total costs of investments</b>	<b>4,28</b>	<b>0,98</b>	<b>3,00</b>	<b>4,58</b>	-	<b>12,82</b>
1 Maintenance investments	1,30	0,76	1,47	2,47	-	6,00
2 Replacement of AAA by iCAS and SESAR Deployment of Trajectory Based Opera	1,09	0,04	0,27	0,25	-	1,65
3 LVNL office and sustainability	0,03	0,15	0,64	0,92	-	1,73
4 Tower system	1,26	0,02	0,25	0,26	-	1,79
5 System Wide Information Management (SWIM)	0,58	0,01	0,34	0,64	-	1,56
6 Common voice communication system (VCS)	0	0	0	0	-	0
7 Centralised Approach and remote tower Beek and Eelde	0	0	0	0	-	0
8 Expansion facilities/ Polaris	0,02	0,00	0,03	0,03	-	0,09

Actual minus determined costs of investments (M€ <sub>2017</sub> )	2020	2021	2022	2023	2024	RP3 to date
<b>Total difference in costs of investments</b>	<b>0,15</b>	<b>(0,07)</b>	<b>0,88</b>	<b>0,16</b>	-	<b>1,11</b>
1 Maintenance investments	0,15	0,08	0,23	(0,71)	-	(0,25)
2 Replacement of AAA by iCAS and SESAR Deployment of Trajectory Based Opera	(0,00)	(0,01)	0,22	0,17	-	0,38
3 LVNL office and sustainability	0	(0,07)	0,15	0,36	-	0,44
4 Tower system	0	(0,01)	0,02	0,04	-	0,04
5 System Wide Information Management (SWIM)	0	(0,05)	0,26	0,29	-	0,51
6 Common voice communication system (VCS)	0	0	0	0	-	0
7 Centralised Approach and remote tower Beek and Eelde	0	0	0	0	-	0
8 Expansion facilities/ Polaris	0	(0,02)	0,01	0,01	-	0,00



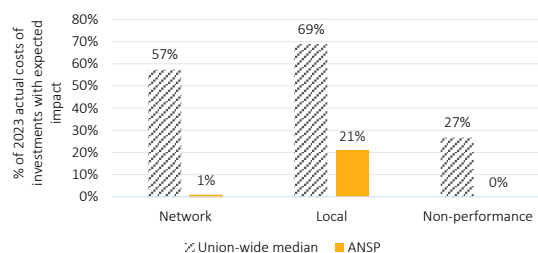
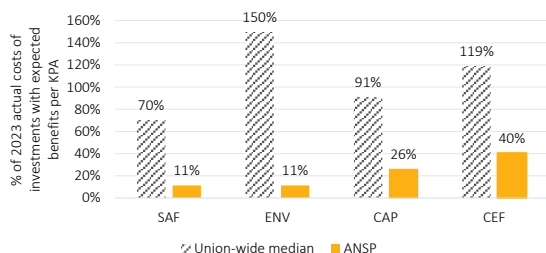
1. Determined costs comprise depreciation costs, cost of capital, and cost of leasing in the performance plans.



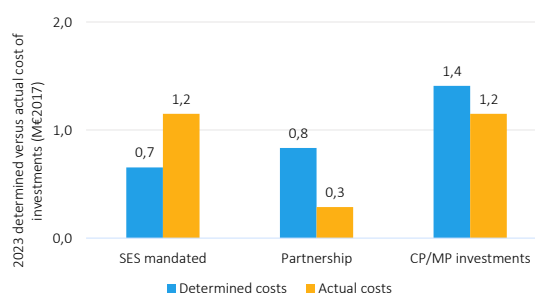
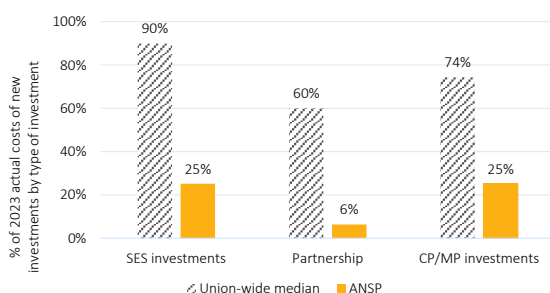
**EXPECTED BENEFIT AND IMPACT PER NEW MAJOR INVESTMENT** **NETHERLANDS | LVNL**

#	New major investments	Expected benefit per KPA			
		SAF	ENV	CAP	CEF
1	Maintenance investments				
2	Replacement of AAA by iCAS and SESAR Deployment of Trajectory Based Operations	X	X	X	X
3	LVNL office and sustainability				X
4	Tower system	X	X	X	
5	System Wide Information Management (SWIM)			X	X
6	Common voice communication system (VCS)	X		X	X
7	Centralised Approach and remote tower Beek and Eelde				X
8	Expansion facilities/ Polaris			X	X

#	New major investments	Expected impact		
		Network	Local	Non-performance
1	Maintenance investments			
2	Replacement of AAA by iCAS and SESAR Deployment of Trajectory Based Operations			
3	LVNL office and sustainability		X	
4	Tower system			
5	System Wide Information Management (SWIM)			
6	Common voice communication system (VCS)	X	X	
7	Centralised Approach and remote tower Beek and Eelde		X	
8	Expansion facilities/ Polaris	X	X	



#	New major investments	EIO Date <sup>1</sup>	Status	SES Reg.	Partnership	ATM system	ATM sytem	CP/ MP <sup>2</sup>
1	Maintenance investments	2020-2024	Started	No	No	Yes	Yes	-
2	Replacement of AAA by iCAS and SESAR Deployment of Trajectory Based Operations	2023	Started	Yes	Yes	Yes	Yes	CP
3	LVNL office and sustainability	2020-2024	Started	No	No	No	No	-
4	Tower system	2020-2024	Started	Yes	No	Yes	Yes	CP
5	System Wide Information Management (SWIM)	2020-2024	Started	Yes	No	Yes	Yes	CP
6	Common voice communication system (VCS)	2022	Delayed	No	Yes	Yes	Yes	MP
7	Centralised Approach and remote tower Beek and Eelde	2024	Delayed	No	No	Yes	Yes	MP
8	Expansion facilities/ Polaris	2019-2024	Started	No	Yes	No	No	-



KPAs: SAF = Safety, ENV = Environment, CAP = Capacity, CEF = Cost-efficiency.

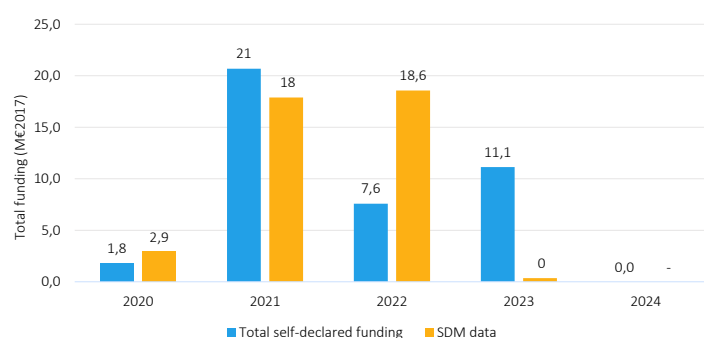
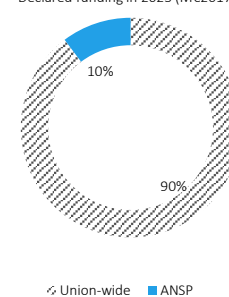
1. EOI date = Date of entry into operation
2. CP/MP = Common Project and Master Plan

The new major investments 6 and 7 have been marked as delayed, as the Netherlands did not report actual costs so far, while costs were determined for those investments.

PUBLIC FUNDING GRANTED FOR TOTAL CAPEX (CEF/TEN-T) NETHERLANDS | LVNL

Actual funding declaration (M€ <sub>2017</sub> )	2020	2021	2022	2023	2024	RP3 to date
<b>Total funding declared</b>	<b>1,77</b>	<b>20,69</b>	<b>7,58</b>	<b>11,14</b>	-	<b>41,18</b>
<b>En route funding declared</b>	<b>2,02</b>	<b>18,95</b>	<b>5,10</b>	<b>9,85</b>	-	<b>35,92</b>
<i>En route funding that could not be assigned to a specific investment</i>	<i>(0,89)</i>	<i>18,95</i>	<i>5,10</i>	<i>9,85</i>	-	<i>33,01</i>
<b>Replacement of AAA by ICAS and SESAR Deployment of TBO</b>	<b>2,91</b>	<b>15,53</b>	<b>5,10</b>	<b>9,85</b>	-	<b>33,40</b>
<i>System Wide Information Management (SWIM)</i>	<i>0</i>	<i>0,27</i>	<i>5,10</i>	<i>9,85</i>	-	<i>15,22</i>
<b>Terminal funding</b>	<b>(0,25)</b>	<b>1,74</b>	<b>2,47</b>	<b>1,30</b>	-	<b>5,26</b>
<i>Terminal funding that could not be assigned to a specific investment</i>	<i>(0,25)</i>	<i>1,74</i>	<i>2,47</i>	<i>1,30</i>	-	<i>5,26</i>

Actual funding declaration vs payments (M€ <sub>2017</sub> )	2020	2021	2022	2023	2024	RP3 to date
<b>Difference between total funding declared vs received</b>	<b>(1,14)</b>	<b>2,80</b>	<b>(11,00)</b>	<b>10,79</b>	-	<b>1,46</b>
Total included in the funding declaration (reporting tables)	1,77	20,69	7,58	11,14	-	41,18
SDM Payment	2,91	17,89	18,57	0,35	-	39,72

Declared funding in 2023 (M€<sub>2017</sub>)

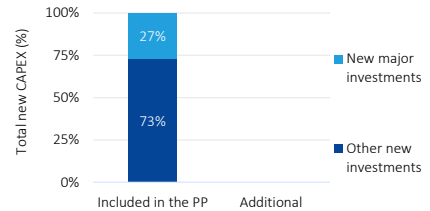
The Netherlands reported 11M€<sub>2017</sub> funding in 2023. SESAR Deployment Manager data indicates a payment of 0.35M€<sub>2017</sub> in 2023. For RP3 to date, the Netherlands declared 41M€<sub>2017</sub> of funding, while SESAR Deployment Manager data indicates a payment of 40M€<sub>2017</sub>.

Norway underspent 1.6M€<sub>2017</sub> (-7%) in costs related to investments in 2023 compared to the determined costs. Norway planned two new major investments for RP3, one of which has started.

**CAPEX FOR NEW INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN** NORWAY | Avinor

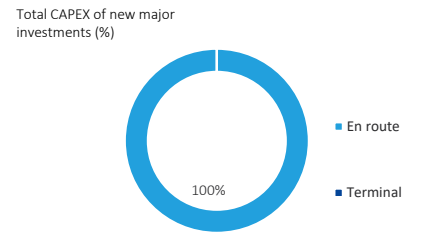
**Determined and additional CAPEX by value of individual investments (M€<sub>2017</sub>)** RP3

Total CAPEX for new investments	53,57	% of total
<b>New major investments (above 5M€ each)<sup>1</sup></b>	<b>14,38</b>	<b>27%</b>
Included in the performance plan	14,38	27%
Additional <sup>2</sup>	0	0%
<b>Other new investments (below 5M€ each)<sup>3</sup></b>	<b>39,20</b>	<b>73%</b>
Included in the performance plan	39,20	73%
Additional	0	0%



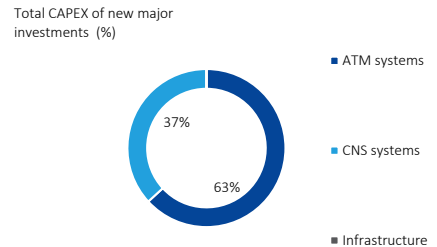
**Determined CAPEX: en route and terminal (M€<sub>2017</sub>)** RP3

Total CAPEX for new major investments	14,38	% of total
En route	14,38	100%
Terminal	0	0%

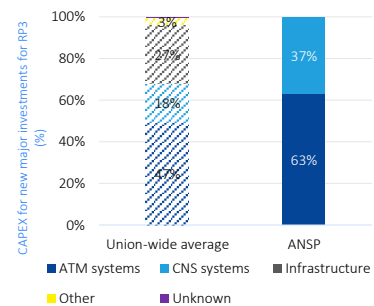
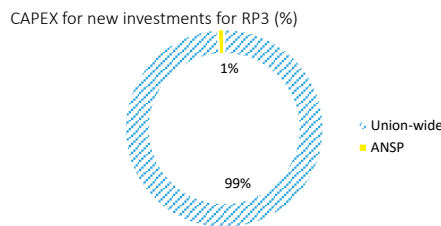
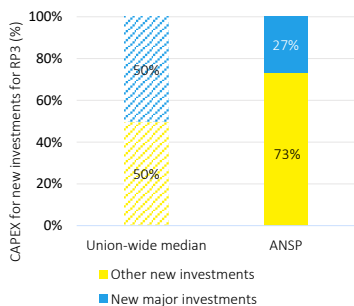


**Determined CAPEX by type of investment (M€<sub>2017</sub>)** RP3

Total CAPEX for new major investments	41,92	% of total
ATM systems	26,48	63%
CNS systems	15,44	37%
Infrastructure	0	0%
Other	0	0%
Unknown	0	0%



**CAPEX for new investments: ANSP compared to Union-wide** RP3



Unless otherwise stated, the Union-wide median values are reported as a measure of central tendency that is robust to outliers.

The Union-wide average values have a high standard deviation: ATM systems (33%), CNS systems (27%), infrastructure (21%), Other (1%), unknown (5%).

1. New major investments: "acquisition, development, replacement, upgrade, or leasing of fixed assets representing a total value over the whole lifetime of the assets greater than EUR 5 million in real terms" (Reg. 2019/317 art. 2 (13)).
2. Additional investments are those investments not foreseen as part of the performance plan.
3. Other new investments: new investments or replacements/upgrades of existing assets representing a total value over the whole lifetime of the asset below 5M€ in real terms.

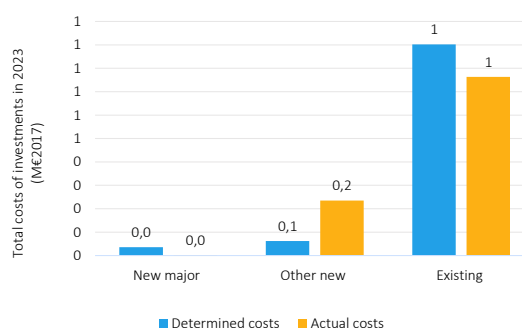
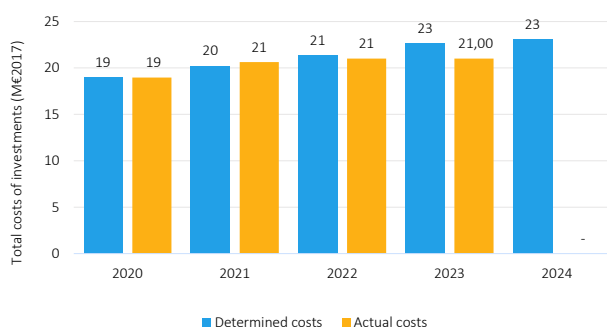
## COSTS RELATED TO INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN

NORWAY | Avinor

Determined costs: new and existing investments (M€ <sub>2017</sub> ) <sup>1</sup>	2020D	2021D	2022D	2023D	2024D	RP3 to date
<b>Total costs</b>	<b>18,97</b>	<b>20,26</b>	<b>21,37</b>	<b>22,64</b>	<b>23,07</b>	<b>83,24</b>
<b>New major investments</b>	<b>0</b>	<b>0,05</b>	<b>0,38</b>	<b>0,81</b>	<b>1,74</b>	<b>1,24</b>
% New major investments in total costs of investments	0%	0%	2%	4%	8%	1%
<b>Other new investments</b>	<b>0</b>	<b>0</b>	<b>0,72</b>	<b>1,41</b>	<b>2,29</b>	<b>2,13</b>
% Other new investments in total costs of investments	0%	0%	3%	6%	10%	3%
<b>Existing investments</b>	<b>18,97</b>	<b>20,21</b>	<b>20,28</b>	<b>20,42</b>	<b>19,03</b>	<b>79,87</b>
% Existing investments in total costs of investments	100%	100%	95%	90%	83%	96%

Actual costs: new and existing investments (M€ <sub>2017</sub> )	2020A	2021A	2022A	2023A	2024A	RP3 to date
<b>Total costs</b>	<b>18,97</b>	<b>20,64</b>	<b>21,00</b>	<b>21,00</b>	<b>-</b>	<b>81,61</b>
<b>New major investments</b>	<b>0</b>	<b>0,05</b>	<b>0,04</b>	<b>0,04</b>	<b>-</b>	<b>0,13</b>
% New major investments in total costs of investments	0%	0%	0%	0%	-	0%
<b>Other new investments</b>	<b>0</b>	<b>0</b>	<b>4,93</b>	<b>4,93</b>	<b>-</b>	<b>9,87</b>
% Other new investments in total costs of investments	0%	0%	23%	23%	-	12%
<b>Existing investments</b>	<b>18,97</b>	<b>20,58</b>	<b>16,03</b>	<b>16,03</b>	<b>-</b>	<b>71,61</b>
% Existing investments in total costs of investments	100%	100%	76%	76%	-	88%

Actual minus determined costs (M€ <sub>2017</sub> )	2020	2021	2022	2023	2024	RP3 to date
<b>Total difference</b>	<b>0</b>	<b>0,38</b>	<b>(0,37)</b>	<b>(1,64)</b>	<b>-</b>	<b>(1,63)</b>
<b>New major investments</b>	<b>0</b>	<b>0,01</b>	<b>(0,34)</b>	<b>(0,77)</b>	<b>-</b>	<b>(1,11)</b>
% change of actual with respect to determined	0%	15%	-90%	-95%	-	-89%
<b>Other new investments</b>	<b>0</b>	<b>0</b>	<b>4,22</b>	<b>3,52</b>	<b>-</b>	<b>7,74</b>
% change of actual with respect to determined	0%	0%	588%	250%	-	364%
<b>Existing investments</b>	<b>0</b>	<b>0,37</b>	<b>(4,25)</b>	<b>(4,39)</b>	<b>-</b>	<b>(8,26)</b>
% change of actual with respect to determined	0%	2%	-21%	-21%	-	-10%



1. The performance plans include costs related to investments which comprise depreciation cost, cost of capital and cost of leasing.

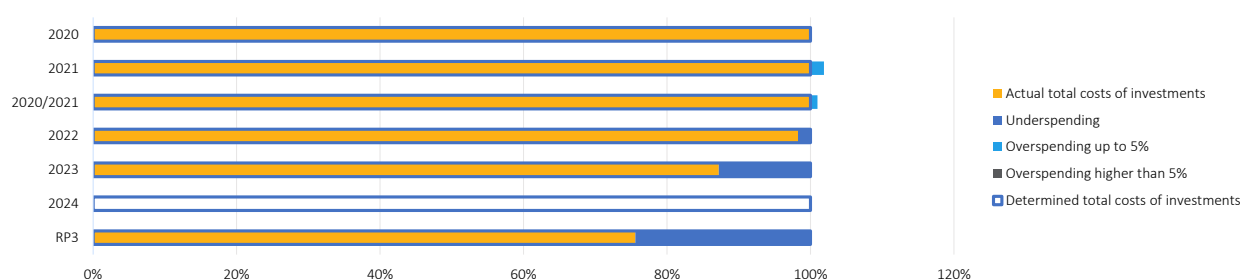
## COSTS RELATED TO INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN

NORWAY - En route | Avinor

Determined costs by nature (M€ <sub>2017</sub> )	2020D	2021D	2020D/2021D	2022D	2023D	2024D	RP3 to date
<b>Total costs of new and existing investments</b>	<b>18,97</b>	<b>20,26</b>	<b>39,22</b>	<b>21,37</b>	<b>22,64</b>	<b>23,07</b>	<b>83,24</b>
Depreciation	13,02	13,26	26,28	13,44	13,71	13,29	53,42
Cost of capital	5,95	6,99	12,94	7,94	8,93	9,78	29,82
Cost of leasing	0	0	0	0	0	0	0

Actual costs by nature (M€ <sub>2017</sub> )	2020A	2021A	2020A/2021A	2022A	2023A	2024A	RP3 to date
<b>Total costs of new and existing investments</b>	<b>18,97</b>	<b>20,64</b>	<b>39,60</b>	<b>21,00</b>	<b>19,74</b>	-	<b>80,35</b>
Depreciation	13,02	12,49	25,50	11,92	8,67	-	46,10
Cost of capital	5,95	8,15	14,10	9,08	11,07	-	34,25
Cost of leasing	0	0	0	0	0	-	0

Actual minus determined costs (M€ <sub>2017</sub> )	2020	2021	2020/2021	2022	2023	2024	RP3 to date
<b>Total difference</b>	<b>0</b>	<b>0,38</b>	<b>0,38</b>	<b>(0,37)</b>	<b>(2,90)</b>	-	<b>(2,89)</b>
Depreciation	0	(0,78)	(0,78)	(1,51)	(5,04)	-	(7,32)
Cost of capital	0	1,15	1,15	1,14	2,14	-	4,43
Cost of leasing	0	0	0	0	0	-	0



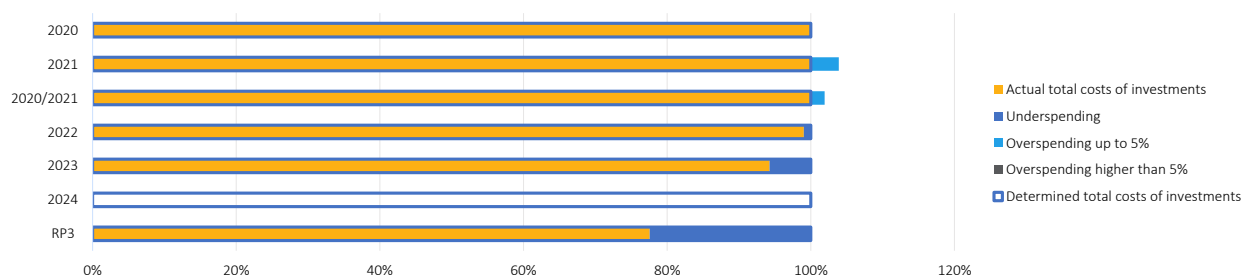
## COSTS RELATED TO INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN

NORWAY - Terminal | Avinor

Determined costs by nature (M€ <sub>2017</sub> )	2020D	2021D	2020D/2021D	2022D	2023D	2024D	RP3 to date
<b>Total costs of new and existing investments</b>	<b>7,51</b>	<b>7,33</b>	<b>14,84</b>	<b>7,19</b>	<b>7,86</b>	<b>8,34</b>	<b>29,89</b>
Depreciation	4,27	3,99	8,26	3,83	4,11	4,10	16,20
Cost of capital	3,24	3,34	6,58	3,36	3,75	4,24	13,68
Cost of leasing	0	0	0	0	0	0	0

Actual costs by nature (M€ <sub>2017</sub> )	2020A	2021A	2020A/2021A	2022A	2023A	2024A	RP3 to date
<b>Total costs of new and existing investments</b>	<b>7,51</b>	<b>7,61</b>	<b>15,12</b>	<b>7,12</b>	<b>7,41</b>	-	<b>29,65</b>
Depreciation	4,27	4,22	8,49	3,74	4,51	-	16,75
Cost of capital	3,24	3,39	6,63	3,38	2,89	-	12,90
Cost of leasing	0	0	0	0	0	-	0

Actual minus determined costs (M€ <sub>2017</sub> )	2020	2021	2020/2021	2022	2023	2024	RP3 to date
<b>Total difference</b>	<b>0</b>	<b>0,29</b>	<b>0,29</b>	<b>(0,07)</b>	<b>(0,45)</b>	-	<b>(0,24)</b>
Depreciation	0	0,23	0,23	(0,08)	0,40	-	0,55
Cost of capital	0	0,05	0,05	0,01	(0,85)	-	(0,78)
Cost of leasing	0	0	0	0	0	-	0

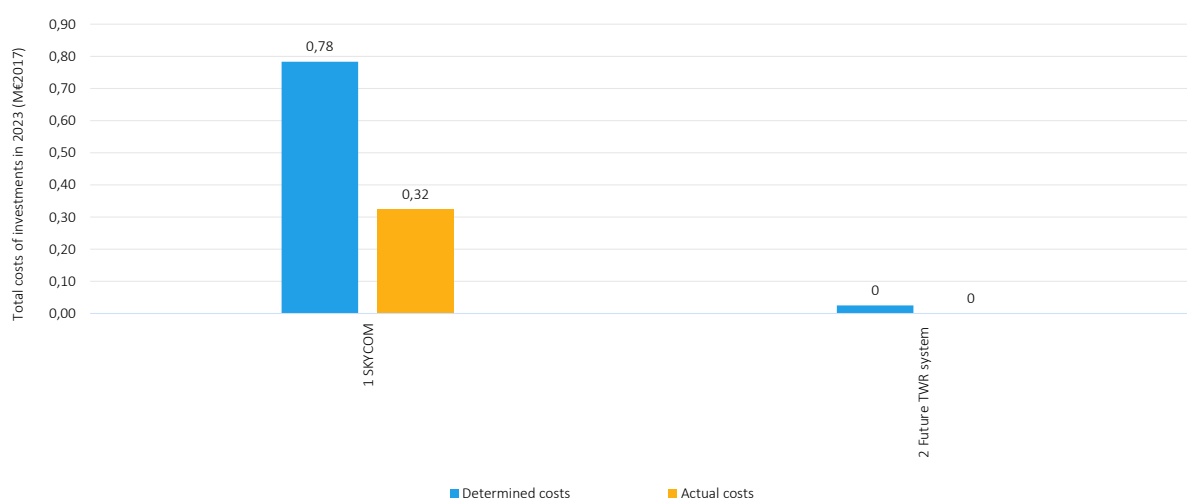


The total costs of investments included in the monitoring report do not match the total costs of investments included in the reporting tables. No explanation on the differences has been provided.

Norway underspent 3.4M€<sub>2017</sub> in costs related to investments (-2.9M€<sub>2017</sub> in en route and -0.45M€<sub>2017</sub> in terminal) in 2023. However, for RP3 to date, Norway underspent 2.3M€<sub>2017</sub> in costs related to investments.

**COSTS BY NEW MAJOR INVESTMENTS** NORWAY | Avinor

Determined costs (M€ <sub>2017</sub> ) <sup>1</sup>	2020D	2021D	2022D	2023D	2024D	RP3 to date
<b>Total costs of investments</b>	<b>0</b>	<b>0,05</b>	<b>0,38</b>	<b>0,81</b>	<b>1,74</b>	<b>1,24</b>
1 SKYCOM	0	0,05	0,38	0,78	1,69	1,21
2 Future TWR system	0	0	0	0,03	0,05	0,03
Actual costs (M€ <sub>2017</sub> )	2020A	2021A	2022A	2023A	2024A	RP3 to date
<b>Total costs of investments</b>	<b>0</b>	<b>0,05</b>	<b>0,04</b>	<b>0,32</b>	-	<b>0,42</b>
1 SKYCOM	0	0,05	0,04	0,32	-	0,42
2 Future TWR system	0	0	0	0	-	0
Actual minus determined costs of investments (M€ <sub>2017</sub> )	2020	2021	2022	2023	2024	RP3 to date
<b>Total difference in costs of investments</b>	<b>0</b>	<b>0,01</b>	<b>(0,34)</b>	<b>(0,46)</b>	-	<b>(0,80)</b>
1 SKYCOM	0	0,01	(0,34)	(0,46)	-	(0,80)
2 Future TWR system	0	0	0	0	-	0

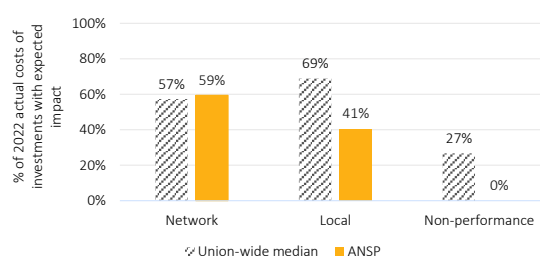
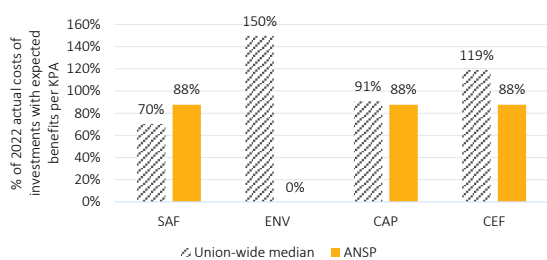


1. Determined costs comprise depreciation costs, cost of capital and cost of leasing in the performance plans.

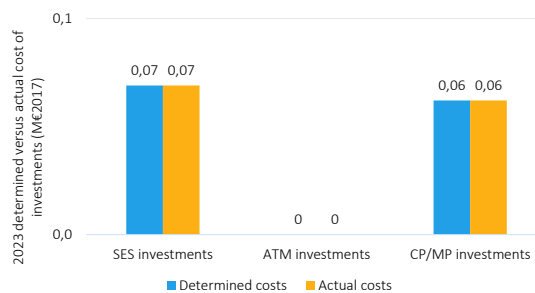
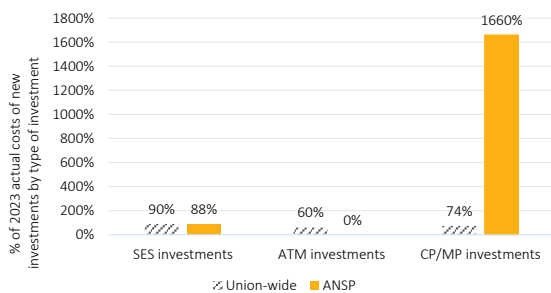
**EXPECTED BENEFIT AND IMPACT PER NEW MAJOR INVESTMENT** NORWAY | Avinor

#	New major investments	Expected benefit per KPA			
		SAF	ENV	CAP	CEF
1	SKYCOM				
2	Future TWR system				

#	New major investments	Expected impact		
		Network	Local	Non-performance
1	SKYCOM		X	X
2	Future TWR system		X	X



#	New major investments	EIO Date <sup>1</sup>	Status	SES Reg.	Partnership	ATM system	CP/MP <sup>2</sup>
1	SKYCOM	1/09/2024	Started	No	No	No	MP
2	Future TWR system	Unknown	Not started	No	No	No	CP

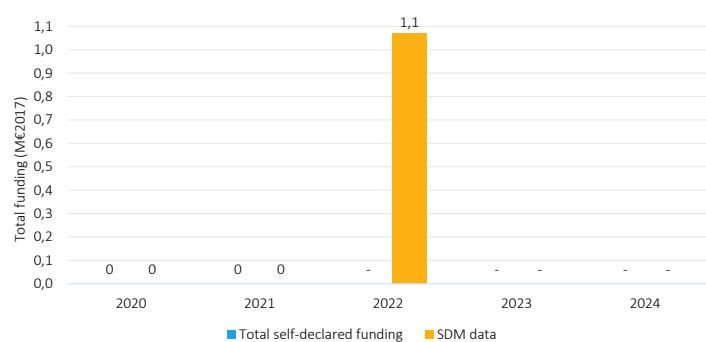
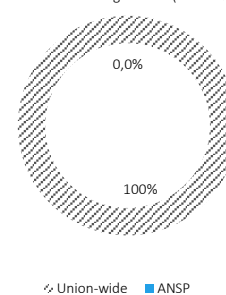


KPAs: SAF = Safety, ENV = Environment, CAP = Capacity, CEF = Cost-efficiency.  
 1. EOI date = Date of entry into operation  
 2. CP/MP = Common Project and Master Plan

## PUBLIC FUNDING GRANTED FOR TOTAL CAPEX (CEF/TEN-T)

NORWAY | Avinor

Actual funding declaration (M€ <sub>2017</sub> )	2020	2021	2022	2023	2024	RP3 to date
<b>Total funding declared</b>	-	-	-	-	-	-
<b>En route funding declared</b>	-	-	-	-	-	-
<i>En route funding that could not be assigned to a specific investment</i>	-	-	-	-	-	-
<b>Terminal funding</b>	-	-	-	-	-	-
<i>Terminal funding that could not be assigned to a specific investment</i>	-	-	-	-	-	-
Actual funding declaration vs payments (M€ <sub>2017</sub> )	2020	2021	2022	2023	2024	RP3 to date
<b>Difference between total funding declared vs received</b>	<b>0,00</b>	<b>0,00</b>	<b>(1,07)</b>	<b>0,00</b>	<b>-</b>	<b>(1,07)</b>
Total included in the funding declaration (reporting tables)	0,00	0,00	0,00	0,00	-	-
SDM Payment	0,00	0,00	1,07	0,00	-	1,07

Declared funding in 2023 (M€<sub>2017</sub>)

Norway did not report any funding in 2023. SESAR Deployment Manager data indicates no payment in 2023. For RP3 to date, Norway declared no funding, while SESAR Deployment Manager data indicates a payment of 1.1M€<sub>2017</sub>.

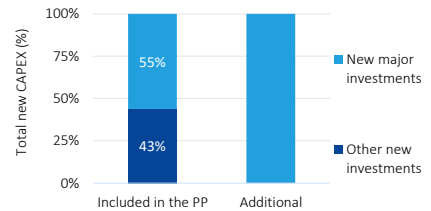


Poland underspent 2.28M€<sub>2017</sub> (-4.9%) in costs related to investments for en route and terminal in 2023 compared to the determined costs. Poland planned 13 new major investments for RP3, 12 of which have started and one is expected to start in 2024. Poland planned one additional new major investment compared to its performance plan, which has started.

**CAPEX FOR NEW INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN** POLAND | PANSA

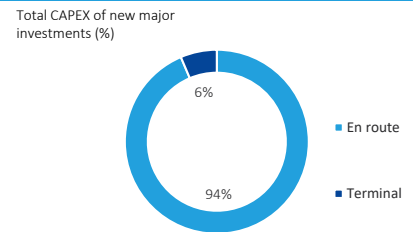
**Determined and additional CAPEX by value of individual investments (M€<sub>2017</sub>)** RP3

Total CAPEX for new investments	223,33	% of total
<b>New major investments (above 5M€ each)<sup>1</sup></b>	<b>127,78</b>	<b>57%</b>
Included in the performance plan	122,39	55%
Additional <sup>2</sup>	5,39	2%
<b>Other new investments (below 5M€ each)<sup>3</sup></b>	<b>95,56</b>	<b>43%</b>
Included in the performance plan	95,56	43%
Additional	0	0%



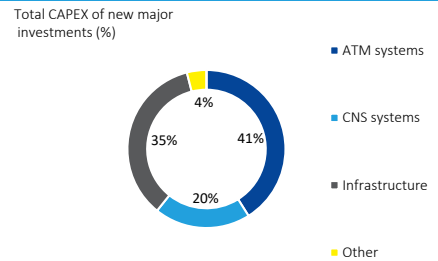
**Determined CAPEX: en route and terminal (M€<sub>2017</sub>)** RP3

Total CAPEX for new major investments	127,78	% of total
En route	119,61	94%
Terminal	8,17	6%

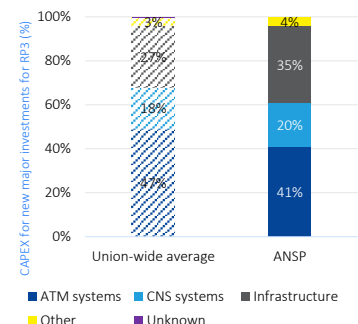
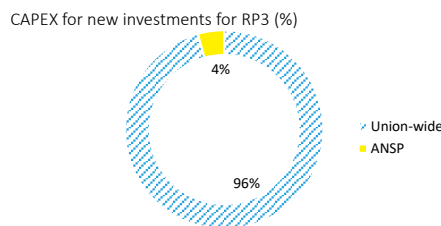
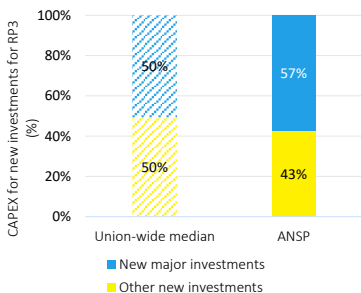


**Determined CAPEX by type of investment (M€<sub>2017</sub>)** RP3

Total CAPEX for new major investments	122,39	% of total
ATM systems	50,25	41%
CNS systems	24,10	20%
Infrastructure	43,15	35%
Other	4,89	4%
Unknown	0	0%



**CAPEX for new investments: ANSP compared to Union-wide** RP3



Unless otherwise stated, the Union-wide median values are reported as a measure of central tendency that is robust to outliers.

The Union-wide average values have a high standard deviation: ATM systems (33%), CNS systems (27%), infrastructure (21%), Other (1%), unknown (5%).

1. New major investments: "acquisition, development, replacement, upgrade, or leasing of fixed assets representing a total value over the whole lifetime of the assets greater than EUR 5 million in real terms" (Reg. 2019/317 art. 2 (13)).
2. Additional investments are those investments not foreseen as part of the performance plan.
3. Other new investments: new investments or replacements/upgrades of existing assets representing a total value over the whole lifetime of the asset below 5M€ in real terms.

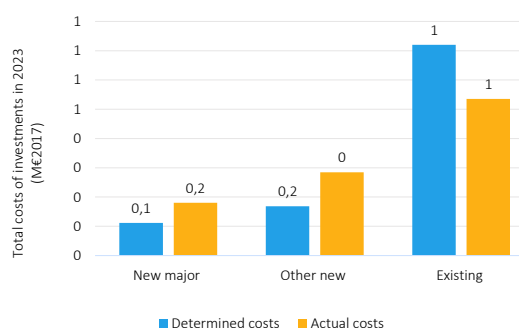
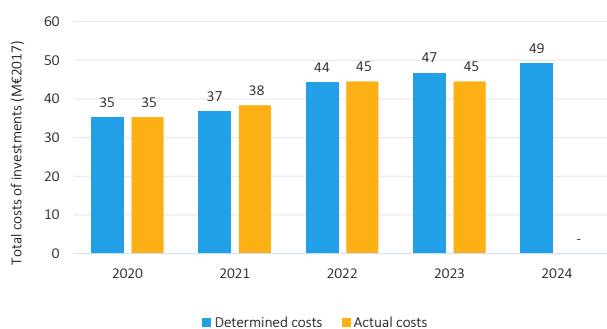
## COSTS RELATED TO INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN

POLAND | PANSA

Determined costs: new and existing investments (M€ <sub>2017</sub> ) <sup>1</sup>	2020D	2021D	2022D	2023D	2024D	RP3 to date
<b>Total costs</b>	<b>35,28</b>	<b>36,80</b>	<b>44,22</b>	<b>46,78</b>	<b>49,32</b>	<b>163,09</b>
<b>New major investments</b>	<b>0,69</b>	<b>1,12</b>	<b>3,11</b>	<b>5,21</b>	<b>8,19</b>	<b>10,14</b>
% New major investments in total costs of investments	2%	3%	7%	11%	17%	6%
<b>Other new investments</b>	<b>0,48</b>	<b>1,16</b>	<b>4,37</b>	<b>7,88</b>	<b>10,16</b>	<b>13,88</b>
% Other new investments in total costs of investments	1%	3%	10%	17%	21%	9%
<b>Existing investments</b>	<b>34,12</b>	<b>34,51</b>	<b>36,74</b>	<b>33,70</b>	<b>30,97</b>	<b>139,07</b>
% Existing investments in total costs of investments	97%	94%	83%	72%	63%	85%

Actual costs: new and existing investments (M€ <sub>2017</sub> )	2020A	2021A	2022A	2023A	2024A	RP3 to date
<b>Total costs</b>	<b>35,28</b>	<b>38,35</b>	<b>44,50</b>	<b>44,50</b>	-	<b>162,64</b>
<b>New major investments</b>	<b>0,69</b>	<b>5,75</b>	<b>8,03</b>	<b>8,03</b>	-	<b>22,50</b>
% New major investments in total costs of investments	2%	15%	18%	18%	-	14%
<b>Other new investments</b>	<b>0,48</b>	<b>9,66</b>	<b>12,66</b>	<b>12,66</b>	-	<b>35,45</b>
% Other new investments in total costs of investments	1%	25%	28%	28%	-	22%
<b>Existing investments</b>	<b>34,12</b>	<b>22,95</b>	<b>23,81</b>	<b>23,81</b>	-	<b>104,69</b>
% Existing investments in total costs of investments	97%	60%	54%	54%	-	64%

Actual minus determined costs (M€ <sub>2017</sub> )	2020	2021	2022	2023	2024	RP3 to date
<b>Total difference</b>	<b>0</b>	<b>1,56</b>	<b>0,28</b>	<b>(2,28)</b>	-	<b>(0,44)</b>
<b>New major investments</b>	<b>0</b>	<b>4,63</b>	<b>4,92</b>	<b>2,82</b>	-	<b>12,36</b>
% change of actual with respect to determined	0%	412%	158%	54%	-	122%
<b>Other new investments</b>	<b>0</b>	<b>8,50</b>	<b>8,29</b>	<b>4,78</b>	-	<b>21,57</b>
% change of actual with respect to determined	0%	732%	190%	61%	-	155%
<b>Existing investments</b>	<b>0</b>	<b>(11,57)</b>	<b>(12,93)</b>	<b>(9,88)</b>	-	<b>(34,38)</b>
% change of actual with respect to determined	0%	-34%	-35%	-29%	-	-25%



1. The performance plans include costs related to investments which comprise depreciation cost, cost of capital, and cost of leasing.

## COST RELATED TO INVESTMENTS: PERFORMANCE PLAN AND ADDITIONAL INVESTMENTS

POLAND | PANSA

Determined costs: determined and additional investments (M€ <sub>2017</sub> ) <sup>1</sup>	2020D	2021D	2022D	2023D	2024D	RP3 to date
<b>Total costs of investments</b>	<b>35,28</b>	<b>36,80</b>	<b>44,24</b>	<b>46,92</b>	<b>49,80</b>	<b>35,28</b>
<b>Performance plan</b>	<b>35,28</b>	<b>36,80</b>	<b>44,22</b>	<b>46,78</b>	<b>49,32</b>	<b>35,28</b>
<i>New major investments</i>	0,69	1,12	3,11	5,21	8,19	0,69
<i>Other new investments</i>	0,48	1,16	4,37	7,88	10,16	0,48
<i>Existing investments</i>	34,12	34,51	36,74	33,70	30,97	34,12
<b>Additional<sup>2</sup></b>	<b>0,00</b>	<b>0,00</b>	<b>0,02</b>	<b>0,14</b>	<b>0,48</b>	<b>0,64</b>
<i>Additional new major investments</i>	0,00	0,00	0,02	0,14	0,48	0,64
<i>Additional other new investments</i>	0,00	0,00	0,00	0,00	-	-

Actual costs: determined and additional investments (M€ <sub>2017</sub> )	2020A	2021A	2022A	2023A	2024A	RP3 to date
<b>Total costs of investments</b>	<b>35,28</b>	<b>38,36</b>	<b>44,50</b>	<b>45,94</b>	-	<b>35,28</b>
<b>Performance plan</b>	<b>35,28</b>	<b>38,35</b>	<b>44,50</b>	<b>45,92</b>	-	<b>35,28</b>
<i>New major investments</i>	0,69	5,75	8,03	9,89	-	0,69
<i>Other new investments</i>	0,48	9,66	12,66	13,45	-	0,48
<i>Existing investments</i>	34,12	22,95	23,81	22,59	-	34,12
<b>Additional</b>	<b>0,00</b>	<b>0,00</b>	<b>0,00</b>	<b>0,01</b>	-	<b>0,02</b>
<i>Additional new major investments</i>	0,00	0,00	0,00	0,01	-	0,02
<i>Additional other new investments</i>	0,00	0,00	0,00	0,00	-	-

Actual versus determined costs (M€ <sub>2017</sub> )	2020	2021	2022	2023	2024	RP3
<b>Total difference</b>	<b>0,00</b>	<b>1,56</b>	<b>0,26</b>	<b>(0,99)</b>	<b>(49,80)</b>	-
<b>Performance plan</b>	<b>0,00</b>	<b>1,56</b>	<b>0,28</b>	<b>(0,86)</b>	-	-
<i>New major investments</i>	0,00	4,63	4,92	4,68	-	-
<i>Other new investments</i>	0,00	8,50	8,29	5,57	-	-
<i>Existing investments</i>	0,00	(11,57)	(12,93)	(11,11)	-	-
<b>Additional</b>	<b>0,00</b>	<b>0,00</b>	<b>0,00</b>	<b>0,01</b>	-	-
<i>Additional new major investments</i>	0,00	0,00	0,00	0,01	-	-
<i>Additional other new investments</i>	0,00	0,00	0,00	0,00	-	-

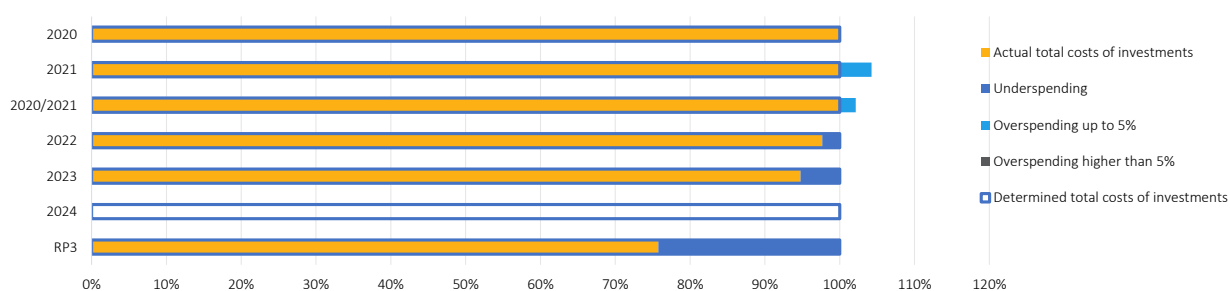
1. The performance plan costs related to investments comprise depreciation cost, cost of capital and cost of leasing.

2. Additional investments are those investments not foreseen as part of the performance plan.

## COSTS RELATED TO INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN

POLAND - En route | PANSA

Determined costs by nature (M€ <sub>2017</sub> )	2020D	2021D	2020D/2021D	2022D	2023D	2024D	RP3 to date
<b>Total costs of new and existing investments</b>	<b>30,48</b>	<b>31,15</b>	<b>61,63</b>	<b>37,69</b>	<b>40,08</b>	<b>42,45</b>	<b>139,41</b>
Depreciation	23,17	23,47	46,64	24,64	25,54	26,61	96,82
Cost of capital	5,90	6,20	12,10	11,49	12,92	14,21	36,51
Cost of leasing	1,41	1,48	2,89	1,56	1,63	1,63	6,09
<b>Actual costs by nature (M€<sub>2017</sub>)</b>	<b>2020A</b>	<b>2021A</b>	<b>2020A/2021A</b>	<b>2022A</b>	<b>2023A</b>	<b>2024A</b>	<b>RP3 to date</b>
<b>Total costs of new and existing investments</b>	<b>30,48</b>	<b>32,48</b>	<b>62,96</b>	<b>36,81</b>	<b>37,98</b>	<b>-</b>	<b>137,76</b>
Depreciation	23,17	24,57	47,74	23,54	23,67	-	94,95
Cost of capital	5,90	6,48	12,39	11,82	12,58	-	36,79
Cost of leasing	1,41	1,42	2,83	1,46	1,73	-	6,02
<b>Actual minus determined costs (M€<sub>2017</sub>)</b>	<b>2020</b>	<b>2021</b>	<b>2020/2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>RP3 to date</b>
<b>Total difference</b>	<b>0</b>	<b>1,32</b>	<b>1,32</b>	<b>(0,88)</b>	<b>(2,10)</b>	<b>-</b>	<b>(1,65)</b>
Depreciation	0	1,10	1,10	(1,10)	(1,87)	-	(1,87)
Cost of capital	0	0,29	0,29	0,33	(0,33)	-	0,28
Cost of leasing	0	(0,06)	(0,06)	(0,11)	0,10	-	(0,07)



Poland underspent 2.3M€<sub>2017</sub> in costs related to investments in en route in 2023. For RP3 to date Poland underspent 0.4M€<sub>2017</sub> in costs related to investments in en route. These amounts shall be reimbursed to the airspace users through a reduction of future unit rate(s), unless the NSA decides after consultation with the users, that the ANSP shall not reimburse a part of the difference according to article 28 of Regulation (EU) 2019/317. [\[1\]](#)

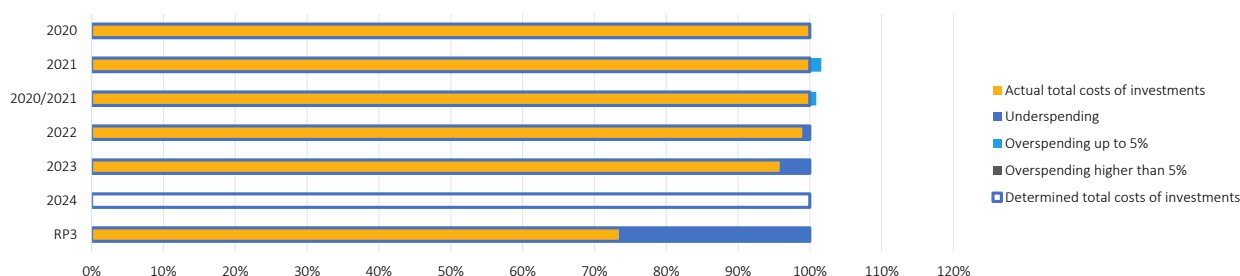
## COSTS RELATED TO INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN

POLAND TCZ 1 - Terminal | PANSA

Determined costs by nature (M€ <sub>2017</sub> )	2020D	2021D	2020D/2021D	2022D	2023D	2024D	RP3 to date
<b>Total costs of new and existing investments</b>	<b>0,99</b>	<b>1,30</b>	<b>2,29</b>	<b>1,63</b>	<b>1,71</b>	<b>1,95</b>	<b>5,63</b>
Depreciation	0,76	0,98	1,74	1,07	1,09	1,22	3,90
Cost of capital	0,18	0,23	0,41	0,46	0,52	0,63	1,40
Cost of leasing	0,05	0,09	0,14	0,09	0,10	0,10	0,34

Actual costs by type of cost (M€ <sub>2017</sub> )	2020A	2021A	2020A/2021A	2022A	2023A	2024A	RP3 to date
<b>Total costs of new and existing investments</b>	<b>0,99</b>	<b>1,32</b>	<b>2,32</b>	<b>1,61</b>	<b>1,64</b>	-	<b>5,56</b>
Depreciation	0,76	1,00	1,76	1,04	1,06	-	3,86
Cost of capital	0,18	0,24	0,42	0,47	0,49	-	1,38
Cost of leasing	0,05	0,09	0,14	0,10	0,09	-	0,33

Actual minus determined costs (M€ <sub>2017</sub> )	2020	2021	2020/2021	2022	2023	2024	RP3 to date
<b>Total difference</b>	<b>0</b>	<b>0,02</b>	<b>0,02</b>	<b>(0,02)</b>	<b>(0,07)</b>	-	<b>(0,07)</b>
Depreciation	0	0,02	0,02	(0,03)	(0,03)	-	(0,04)
Cost of capital	0	0,01	0,01	0,01	(0,04)	-	(0,02)
Cost of leasing	0	(0,00)	(0,00)	0,00	(0,01)	-	(0,01)



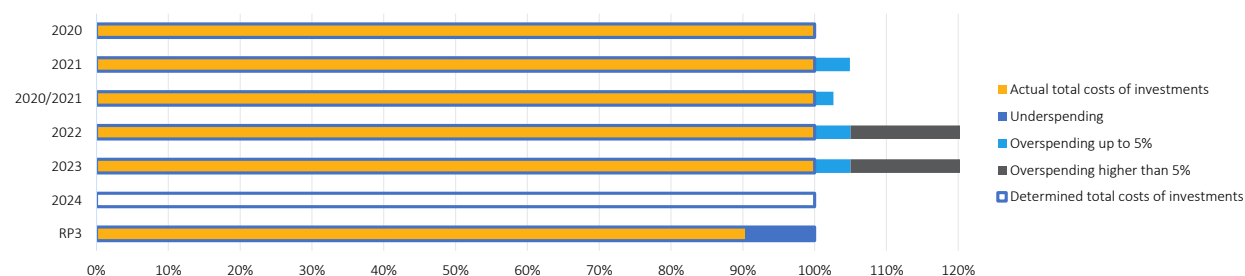
## COSTS RELATED TO INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN

POLAND TCZ 2 - Terminal | PANSA

Determined costs by nature (M€ <sub>2017</sub> )	2020D	2021D	2020D/2021D	2022D	2023D	2024D	RP3 to date
<b>Total costs of new and existing investments</b>	<b>3,81</b>	<b>4,34</b>	<b>8,15</b>	<b>4,90</b>	<b>4,99</b>	<b>4,92</b>	<b>18,04</b>
Depreciation	2,90	3,26	6,15	3,20	3,27	3,25	12,63
Cost of capital	0,71	0,79	1,51	1,41	1,43	1,39	4,35
Cost of leasing	0,20	0,29	0,49	0,29	0,29	0,28	1,07

Actual costs by type of cost (M€ <sub>2017</sub> )	2020A	2021A	2020A/2021A	2022A	2023A	2024A	RP3 to date
<b>Total costs of new and existing investments</b>	<b>3,81</b>	<b>4,56</b>	<b>8,37</b>	<b>6,08</b>	<b>6,30</b>	-	<b>20,75</b>
Depreciation	2,90	3,44	6,33	3,98	3,98	-	14,29
Cost of capital	0,71	0,84	1,55	1,78	1,90	-	5,23
Cost of leasing	0,20	0,28	0,49	0,31	0,42	-	1,22

Actual minus determined costs (M€ <sub>2017</sub> )	2020	2021	2020/2021	2022	2023	2024	RP3 to date
<b>Total difference</b>	<b>0</b>	<b>0,21</b>	<b>0,21</b>	<b>1,18</b>	<b>1,31</b>	-	<b>2,70</b>
Depreciation	0	0,18	0,18	0,78	0,71	-	1,66
Cost of capital	0	0,04	0,04	0,37	0,47	-	0,88
Cost of leasing	0	(0,01)	(0,01)	0,02	0,14	-	0,15



Poland established two terminal charging zones for RP3. TCZ 1 includes the Warsaw Chopin airport, while TCZ 2 includes the Bydgoszcz, Gdańsk Im. Lecha Wałęsy, Kraków-Balice, Katowice-Pyrzowice, Lublin, Łódź, Warszawa/Modlin, Poznań-Ławica, Radom-Sadków, Rzeszów-Jasionka, Szczecin-Goleniów, Wrocław-Strachowice, Zielona Góra-Babimost, Olsztyn-Mazury airports.

## COSTS BY NEW MAJOR INVESTMENTS

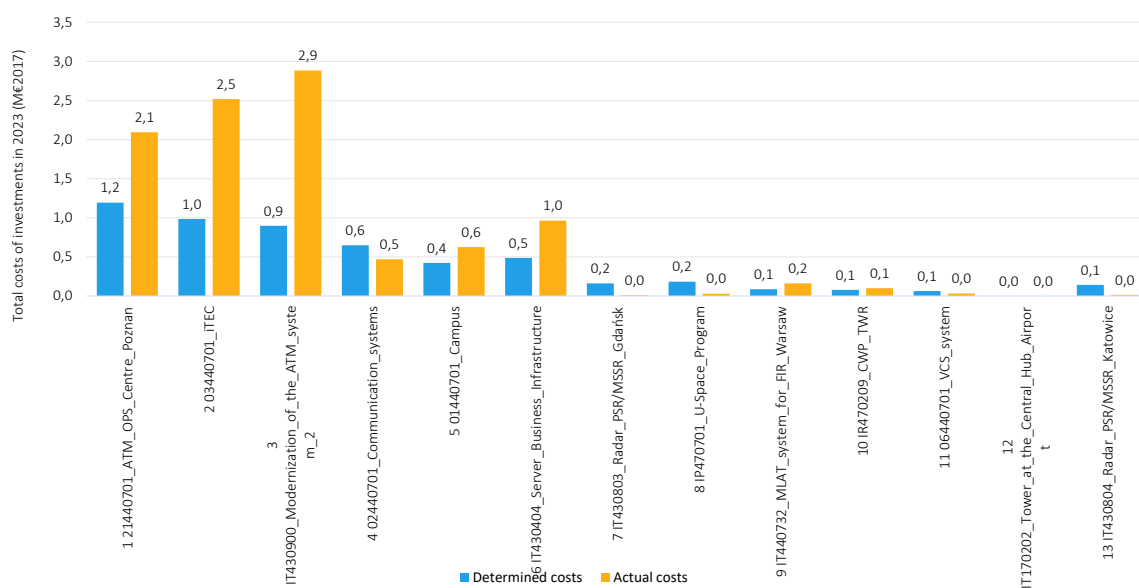
POLAND | PANSA

Determined costs (M€ <sub>2017</sub> ) <sup>1</sup>	2020D	2021D	2022D	2023D	2024D	RP3 to date
<b>Total costs of investments</b>	<b>0,69</b>	<b>1,12</b>	<b>3,13</b>	<b>5,35</b>	<b>8,67</b>	<b>10,30</b>
1 21440701_ATM_OPS_Centre_Poznan	0,48	0,65	1,19	1,19	1,19	3,51
2 03440701 ITEC	0,11	0,17	0,47	0,99	1,37	1,74
3 <b>IT430900_Modernization_of_the_ATM_system_2</b>	0,03	0,13	0,61	0,90	0,88	1,66
4 02440701_Communication_systems	0,01	0,06	0,37	0,65	0,98	1,09
5 01440701_Campus	0,06	0,06	0,12	0,42	1,35	0,67
6 IT430404_Server_Business_Infrastructure	0	0,01	0,11	0,49	0,97	0,60
7 IT430803_Radar_PSR/MSSR_Gdańsk	0,00	0,00	0,02	0,16	0,54	0,19
8 IP470701_U-Space_Program	0,01	0,03	0,11	0,18	0,25	0,33
9 IT440732_MLAT_system_for_FIR_Warsaw	0	0,00	0,02	0,09	0,41	0,10
10 IR470209_CWP_TWR	0,00	0,01	0,07	0,08	0,11	0,16
11 06440701_VCS_system	0	0,00	0,03	0,06	0,14	0,09
12 IT170202_Tower_at_the_Central_Hub_Airport	0	0	0	0	0,00	0
13 IT430804_Radar_PSR/MSSR_Katowice	0	0	0,02	0,14	0,48	0,16
<b>Actual costs (M€<sub>2017</sub>)</b>	<b>2020A</b>	<b>2021A</b>	<b>2022A</b>	<b>2023A</b>	<b>2024A</b>	<b>RP3 to date</b>
<b>Total costs of investments</b>	<b>0,69</b>	<b>5,75</b>	<b>8,03</b>	<b>9,90</b>	<b>0</b>	<b>24,38</b>
1 21440701_ATM_OPS_Centre_Poznan	0,48	1,43	2,10	2,09	-	6,10
2 03440701 ITEC	0,11	1,35	2,12	2,52	-	6,09
3 IT430900_Modernization_of_the_ATM_system_2	0,03	2,08	2,18	2,89	-	7,18
4 02440701_Communication_systems	0,01	0,10	0,34	0,47	-	0,91
5 01440701_Campus	0,06	0,32	0,60	0,63	-	1,61
6 IT430404_Server_Business_Infrastructure	0	0,21	0,42	0,96	-	1,59
7 IT430803_Radar_PSR/MSSR_Gdańsk	0,00	0,00	0,00	0,01	-	0,01
8 IP470701_U-Space_Program	0,01	0,07	0,02	0,03	-	0,12
9 IT440732_MLAT_system_for_FIR_Warsaw	0	0,11	0,14	0,16	-	0,41
10 IR470209_CWP_TWR	0,00	0,06	0,09	0,10	-	0,25
11 06440701_VCS_system	0	0,02	0,04	0,03	-	0,08
12 IT170202_Tower_at_the_Central_Hub_Airport	0	0	0	0	-	0
13 IT430804_Radar_PSR/MSSR_Katowice	0	0,00	0,00	0,01	-	0,02

## COSTS OF NEW MAJOR INVESTMENTS

POLAND | PANSA

Actual minus determined costs of investments (M€ <sub>2017</sub> )	2020	2021	2022	2023	2024	RP3 to date
<b>Total difference in costs of investments</b>	<b>0</b>	<b>4,63</b>	<b>4,90</b>	<b>4,55</b>	<b>0</b>	<b>14,08</b>
1 21440701_ATM_OPS_Centre_Poznan	0	0,78	0,91	0,90	-	2,58
2 03440701 ITEC	(0)	1,18	1,64	1,53	-	4,35
3 IT430900_Modernization_of_the_ATM_system_2	0	1,96	1,57	1,99	-	5,52
4 02440701_Communication_systems	0	0,04	(0,03)	(0,18)	-	(0,17)
5 01440701_Campus	(0)	0,26	0,48	0,20	-	0,94
6 IT430404_Server_Business_Infrastructure	0	0,21	0,31	0,48	-	0,99
7 IT430803_Radar_PSR/MSSR_Gdarisk	0	(0,00)	(0,02)	(0,15)	-	(0,17)
8 IP470701_U-Space_Program	(0)	0,04	(0,09)	(0,15)	-	(0,21)
9 IT440732_MLAT_system_for_FIR_Warsaw	0	0,11	0,12	0,07	-	0,31
10 IR470209_CWP_TWR	0	0,05	0,02	0,02	-	0,09
11 06440701_VCS_system	0	0,01	0,01	(0,03)	-	(0,01)
12 IT170202_Tower_at_the_Central_Hub_Airport	0	0	0	0	-	0
13 IT430804_Radar_PSR/MSSR_Katowice	0	0,00	(0,02)	(0,13)	-	(0,14)



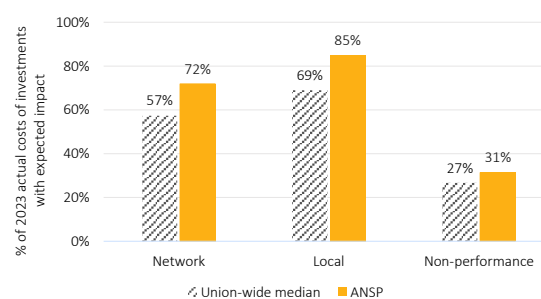
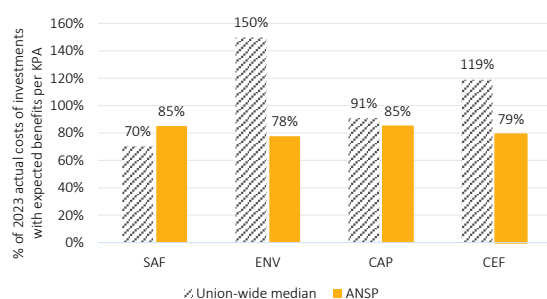
1. Determined costs comprise depreciation costs, cost of capital, and cost of leasing in the performance plans.

## EXPECTED BENEFIT AND IMPACT PER NEW MAJOR INVESTMENT

POLAND | PANSA

#	New major investments	Expected benefit per KPA			
		SAF	ENV	CAP	CEF
1	21440701_ATM_OPS_Centre_Poznan	X	X	X	X
2	03440701_iTEC	X	X	X	X
3	IT430900_Modernization_of_the_ATM_system_2				
4	02440701_Communication_systems	X		X	
5	01440701_Campus	X	X	X	X
6	IT430404_Server_Business_Infrastructure	X	X	X	X
7	IT430803_Radar_PSR/MSSR_Gdańsk				
8	IP470701_U-Space_Program	X	X	X	X
9	IT440732_MLAT_system_for_FIR_Warsaw				
10	IR470209_CWP_TWR	X		X	X
11	06440701_VCS_system	X		X	
12	IT170202_Tower_at_the_Central_Hub_Airport	X		X	X

#	New major Investments	Expected impact		
		Network	Local	Non-performance
1	21440701_ATM_OPS_Centre_Poznan	X	X	
2	03440701_iTEC	X	X	X
3	IT430900_Modernization_of_the_ATM_system_2			
4	02440701_Communication_systems	X	X	
5	01440701_Campus	X	X	
6	IT430404_Server_Business_Infrastructure		X	
7	IT430803_Radar_PSR/MSSR_Gdańsk			
8	IP470701_U-Space_Program	X	X	
9	IT440732_MLAT_system_for_FIR_Warsaw			
10	IR470209_CWP_TWR		X	
11	06440701_VCS_system	X	X	
12	IT170202_Tower_at_the_Central_Hub_Airport	X	X	

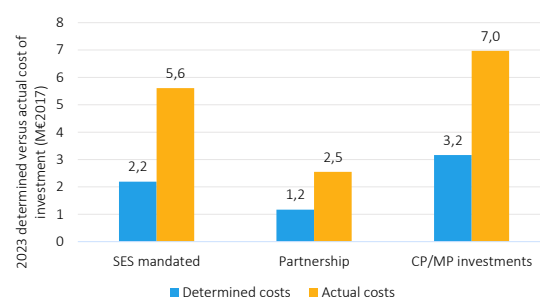
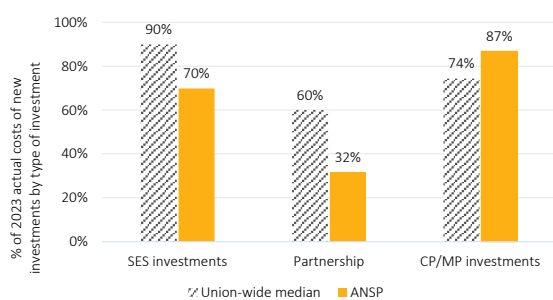




## EXPECTED IMPACT AND BENEFIT PER NEW MAJOR INVESTMENT

POLAND | PANSA

#	New major investments	EIO Date <sup>1</sup>	Status	SES Reg.	Partnership	ATM system	CP/MP <sup>2</sup>
1	21440701_ATM_OPS_Centre_Poznan	2021-2022	Started	No	No	No	-
2	03440701_iTEC	After RP3	Started	Yes	Yes	Yes	MP
3	IT430900_Modernization_of_the_ATM_system_2	2022	Started	Yes	No	Yes	MP
4	02440701_Communication_systems	2024	Started	No	No	No	MP
5	01440701_Campus	After RP3	Started	No	No	No	-
6	IT430404_Server_Business_Infrastructure	Recurring	Started	No	No	Yes	MP
7	IT430803_Radar_PSR/MSSR_Gdańsk	2024	Started	Yes	No	No	-
8	IP470701_U-Space_Program	After RP3	Started	No	Yes	No	-
9	IT440732_MLAT_system_for_FIR_Warsaw	After RP3	Started	Yes	No	No	-
10	IR470209_CWP_TWR	After RP3	Started	No	No	No	MP
11	06440701_VCS_system	After RP3	Started	Yes	No	No	MP
12	IT170202_Tower_at_the_Central_Hub_Airport	After RP3	Not started	No	No	No	-



KPAs: SAF = Safety, ENV = Environment, CAP = Capacity, CEF = Cost-efficiency.

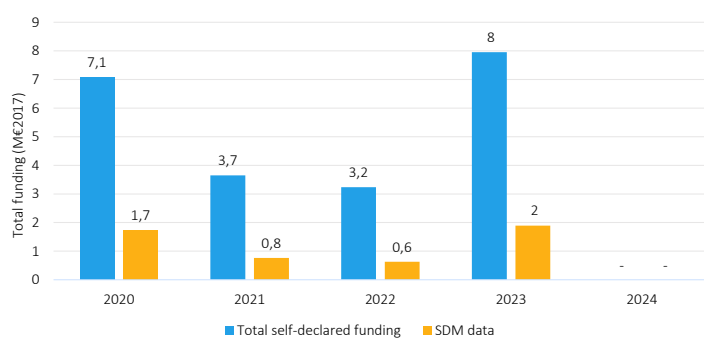
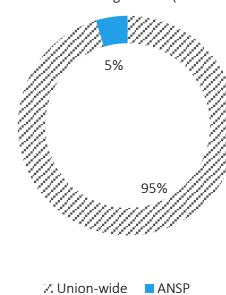
1. EOI date = Date of entry into operation

2. CP/MP = Common Project and Master Plan

PUBLIC FUNDING GRANTED FOR TOTAL CAPEX (CEF/TEN-T) POLAND | PANSA

Actual funding declaration (M€ <sub>2017</sub> )	2020	2021	2022	2023	2024	RP3 to date
<b>Total funding declared</b>	<b>7,09</b>	<b>3,65</b>	<b>3,24</b>	<b>7,95</b>	-	<b>21,92</b>
<b>En route funding declared</b>	<b>6,20</b>	<b>3,23</b>	<b>2,74</b>	<b>6,49</b>	-	<b>18,66</b>
<i>En route funding that could not be assigned to a specific investment</i>	6,20	3,23	2,74	6,49	-	18,66
<b>Terminal funding</b>	<b>0,89</b>	<b>0,42</b>	<b>0,49</b>	<b>1,46</b>	<b>0</b>	<b>3,27</b>
<i>Terminal funding that could not be assigned to a specific investment</i>	0,89	0,42	0,49	1,46	-	3,27

Actual funding declaration vs payments (M€ <sub>2017</sub> )	2020	2021	2022	2023	2024	RP3 to date
<b>Difference between total funding declared vs received</b>	<b>5,37</b>	<b>2,89</b>	<b>2,61</b>	<b>6,06</b>	-	<b>16,93</b>
Total included in the funding declaration (reporting tables)	7,09	3,65	3,24	7,95	-	21,92
SDM Payment	1,72	0,76	0,63	1,89	-	5,00

Declared funding in 2023 (M€<sub>2017</sub>)

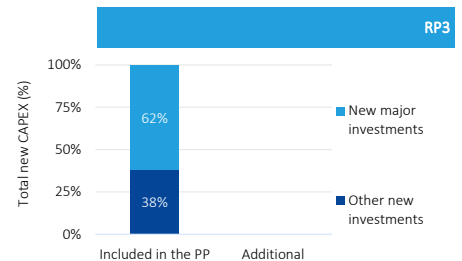
Poland reported 8M€<sub>2017</sub> of funding in 2023. However SESAR Deployment Manager data indicates a payment of 1.9M€<sub>2017</sub> in 2023. For RP3 to date, Poland declared 22M€<sub>2017</sub> of funding, while SESAR Deployment Manager data indicates a payment of 5M€<sub>2017</sub>.

Portugal overspent 3.1M€<sub>2017</sub> (13.7%) in costs related to investments for en route and terminal in 2023 compared to the determined costs. Portugal planned four new major investments for RP3, all of which have started.

**CAPEX FOR NEW INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN** PORTUGAL | NAV Portugal

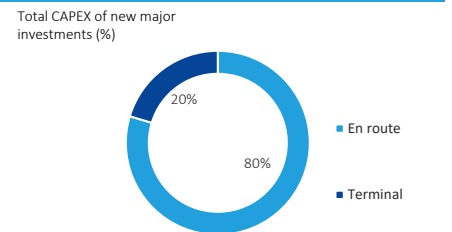
**Determined and additional CAPEX by value of individual investments (M€<sub>2017</sub>)**

Total CAPEX for new investments	118,08	% of total
<b>New major investments (above 5M€ each)<sup>1</sup></b>	<b>73,02</b>	<b>62%</b>
Included in the performance plan	73,02	62%
Additional <sup>2</sup>	0	0%
<b>Other new investments (below 5M€ each)<sup>3</sup></b>	<b>45,06</b>	<b>38%</b>
Included in the performance plan	45,06	38%
Additional	0	0%



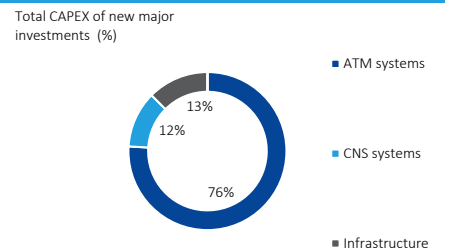
**Determined CAPEX: en route and terminal (M€<sub>2017</sub>)** RP3

Total CAPEX for new major investments	73,02	% of total
En route	58,18	80%
Terminal	14,85	20%

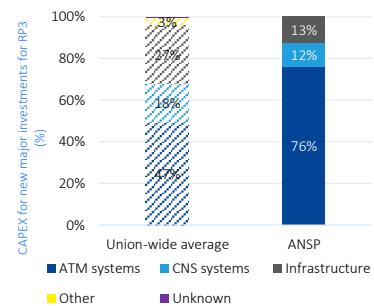
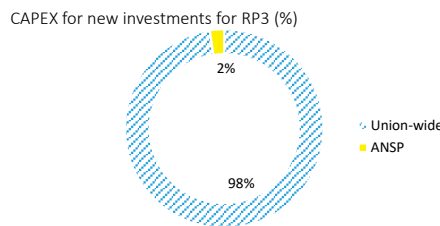
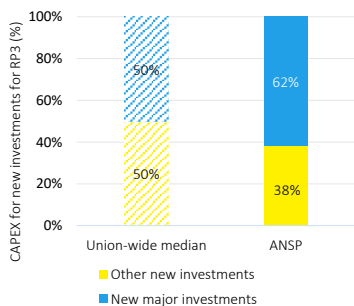


**Determined CAPEX by type of investment (M€<sub>2017</sub>)** RP3

Total CAPEX for new major investments	73,02	% of total
ATM systems	55,46	76%
CNS systems	8,43	12%
Infrastructure	9,13	13%
Other	0	0%
Unknown	0	0%



**CAPEX for new investments: ANSP compared to Union-wide** RP3



Unless otherwise stated, the Union-wide median values are reported as a measure of central tendency that is robust to outliers.

The Union-wide average values have a high standard deviation: ATM systems (33%), CNS systems (27%), infrastructure (21%), Other (1%), unknown (5%).

1. New major investments: "acquisition, development, replacement, upgrade, or leasing of fixed assets representing a total value over the whole lifetime of the assets greater than EUR 5 million in real terms" (Reg. 2019/317 art. 2 (13)).  
 2. Additional investments are those investments not foreseen as part of the performance plan.  
 3. Other new investments: new investments or replacements/upgrades of existing assets representing a total value over the whole lifetime of the asset below 5M€ in real terms.

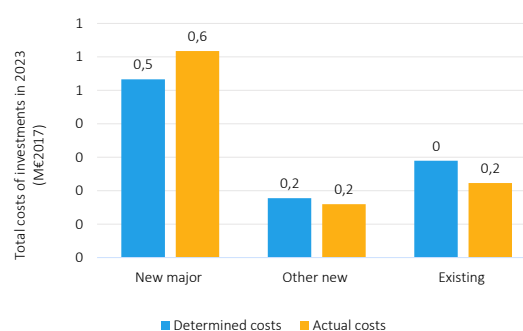
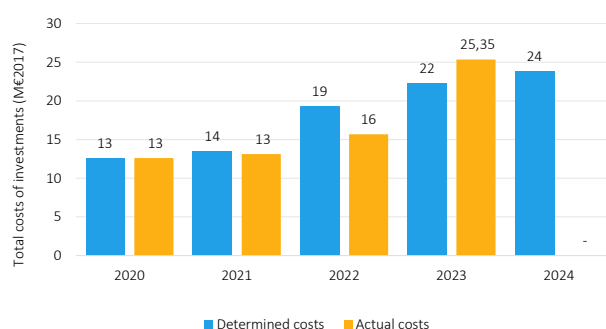
## COSTS RELATED TO INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN

PORTUGAL | NAV Portugal

Determined costs: new and existing investments (M€ <sub>2017</sub> ) <sup>1</sup>	2020D	2021D	2022D	2023D	2024D	RP3 to date
<b>Total costs</b>	<b>12,60</b>	<b>13,53</b>	<b>19,31</b>	<b>22,29</b>	<b>23,87</b>	<b>67,74</b>
<b>New major investments</b>	<b>0</b>	<b>0,83</b>	<b>6,00</b>	<b>11,88</b>	<b>13,04</b>	<b>18,71</b>
% New major investments in total costs of investments	0%	6%	31%	53%	55%	28%
<b>Other new investments</b>	<b>1,17</b>	<b>2,33</b>	<b>3,28</b>	<b>3,96</b>	<b>4,46</b>	<b>10,73</b>
% Other new investments in total costs of investments	9%	17%	17%	18%	19%	16%
<b>Existing investments</b>	<b>11,44</b>	<b>10,37</b>	<b>10,04</b>	<b>6,45</b>	<b>6,37</b>	<b>38,29</b>
% Existing investments in total costs of investments	91%	77%	52%	29%	27%	57%

Actual costs: new and existing investments (M€ <sub>2017</sub> )	2020A	2021A	2022A	2023A	2024A	RP3 to date
<b>Total costs</b>	<b>12,60</b>	<b>13,13</b>	<b>15,68</b>	<b>25,35</b>	-	<b>66,76</b>
<b>New major investments</b>	<b>0</b>	<b>2,12</b>	<b>5,99</b>	<b>15,66</b>	-	<b>23,76</b>
% New major investments in total costs of investments	0%	16%	38%	62%	-	36%
<b>Other new investments</b>	<b>1,17</b>	<b>2,27</b>	<b>4,05</b>	<b>4,05</b>	-	<b>11,54</b>
% Other new investments in total costs of investments	9%	17%	26%	16%	-	17%
<b>Existing investments</b>	<b>11,44</b>	<b>8,74</b>	<b>5,65</b>	<b>5,65</b>	-	<b>31,47</b>
% Existing investments in total costs of investments	91%	67%	36%	22%	-	47%

Actual minus determined costs (M€ <sub>2017</sub> )	2020	2021	2022	2023	2024	RP3 to date
<b>Total difference</b>	<b>0</b>	<b>(0,41)</b>	<b>(3,63)</b>	<b>3,06</b>	-	<b>(0,98)</b>
<b>New major investments</b>	<b>0</b>	<b>1,28</b>	<b>(0,01)</b>	<b>3,77</b>	-	<b>5,05</b>
% change of actual with respect to determined	0%	155%	0%	32%	-	27%
<b>Other new investments</b>	<b>0</b>	<b>(0,06)</b>	<b>0,77</b>	<b>0,09</b>	-	<b>0,80</b>
% change of actual with respect to determined	0%	-3%	23%	2%	-	7%
<b>Existing investments</b>	<b>0</b>	<b>(1,63)</b>	<b>(4,39)</b>	<b>(0,81)</b>	-	<b>(6,83)</b>
% change of actual with respect to determined	0%	-16%	-44%	-12%	-	-18%



1. The performance plans include costs related to investments which comprise depreciation cost, cost of capital, and cost of leasing.

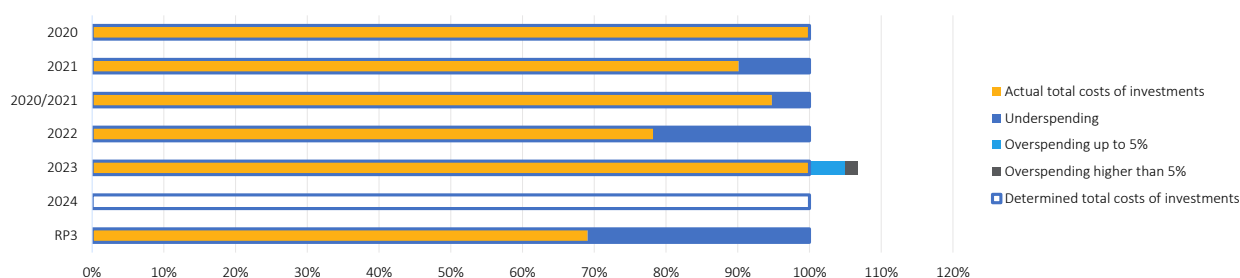
## COSTS RELATED TO INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN

PORTUGAL - En route | NAV Portugal

Determined costs by nature (M€ <sub>2017</sub> )	2020D	2021D	2020D/2021D	2022D	2023D	2024D	RP3 to date
<b>Total costs of new and existing investments</b>	<b>8,76</b>	<b>9,93</b>	<b>18,69</b>	<b>15,80</b>	<b>18,17</b>	<b>18,95</b>	<b>52,67</b>
Depreciation	7,61	7,44	15,05	13,23	15,37	16,30	43,65
Cost of capital	1,15	2,49	3,64	2,57	2,80	2,65	9,01
Cost of leasing	0	0	0	0	0	0	0

Actual costs by nature (M€ <sub>2017</sub> )	2020A	2021A	2020A/2021A	2022A	2023A	2024A	RP3 to date
<b>Total costs of new and existing investments</b>	<b>8,76</b>	<b>8,95</b>	<b>17,71</b>	<b>12,35</b>	<b>19,40</b>	-	<b>49,47</b>
Depreciation	7,61	7,57	15,18	10,48	17,17	-	42,83
Cost of capital	1,15	1,38	2,53	1,87	2,24	-	6,64
Cost of leasing	0	0	0	0	0	-	0

Actual minus determined costs (M€ <sub>2017</sub> )	2020	2021	2020/2021	2022	2023	2024	RP3 to date
<b>Total difference</b>	<b>0</b>	<b>(0,98)</b>	<b>(0,98)</b>	<b>(3,45)</b>	<b>1,23</b>	-	<b>(3,20)</b>
Depreciation	0	0,13	0,13	(2,75)	1,80	-	(0,82)
Cost of capital	0	(1,11)	(1,11)	(0,70)	(0,57)	-	(2,38)
Cost of leasing	0	0	0	0	0	-	0



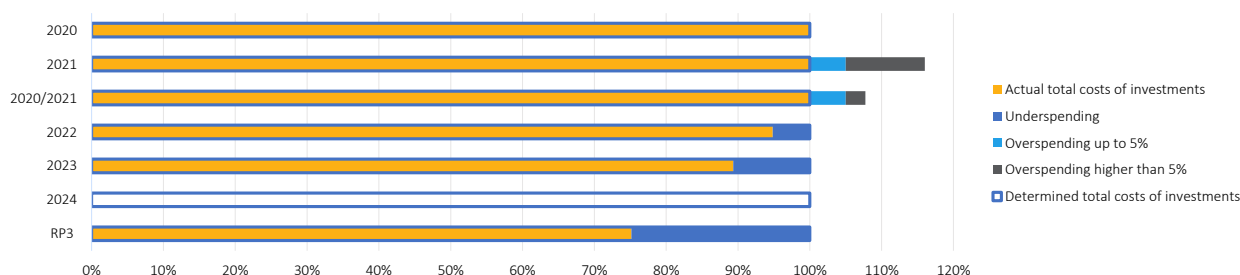
## COSTS RELATED TO INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN

PORTUGAL - Terminal | NAV Portugal

Determined costs by nature (M€ <sub>2017</sub> )	2020D	2021D	2020D/2021D	2022D	2023D	2024D	RP3 to date
<b>Total costs of new and existing investments</b>	<b>3,84</b>	<b>3,60</b>	<b>7,44</b>	<b>3,51</b>	<b>4,12</b>	<b>4,92</b>	<b>15,07</b>
Depreciation	3,11	2,92	6,03	3,01	3,46	4,05	12,50
Cost of capital	0,73	0,67	1,41	0,51	0,66	0,87	2,57
Cost of leasing	0	0	0	0	0	0	0

Actual costs by nature (M€ <sub>2017</sub> )	2020A	2021A	2020A/2021A	2022A	2023A	2024A	RP3 to date
<b>Total costs of new and existing investments</b>	<b>3,84</b>	<b>4,17</b>	<b>8,02</b>	<b>3,33</b>	<b>3,68</b>	-	<b>15,03</b>
Depreciation	3,11	3,25	6,36	2,87	3,31	-	12,54
Cost of capital	0,73	0,92	1,66	0,46	0,37	-	2,49
Cost of leasing	0	0	0	0	0	-	0

Actual minus determined costs (M€ <sub>2017</sub> )	2020	2021	2020/2021	2022	2023	2024	RP3 to date
<b>Total difference</b>	<b>0</b>	<b>0,58</b>	<b>0,58</b>	<b>(0,18)</b>	<b>(0,44)</b>	-	<b>(0,04)</b>
Depreciation	0	0,33	0,33	(0,13)	(0,15)	-	0,04
Cost of capital	0	0,25	0,25	(0,05)	(0,29)	-	(0,09)
Cost of leasing	0	0	0	0	0	-	0



The total costs of investments included in the monitoring report do not match the total costs of investments included in the reporting tables. No explanation on the differences has been provided.

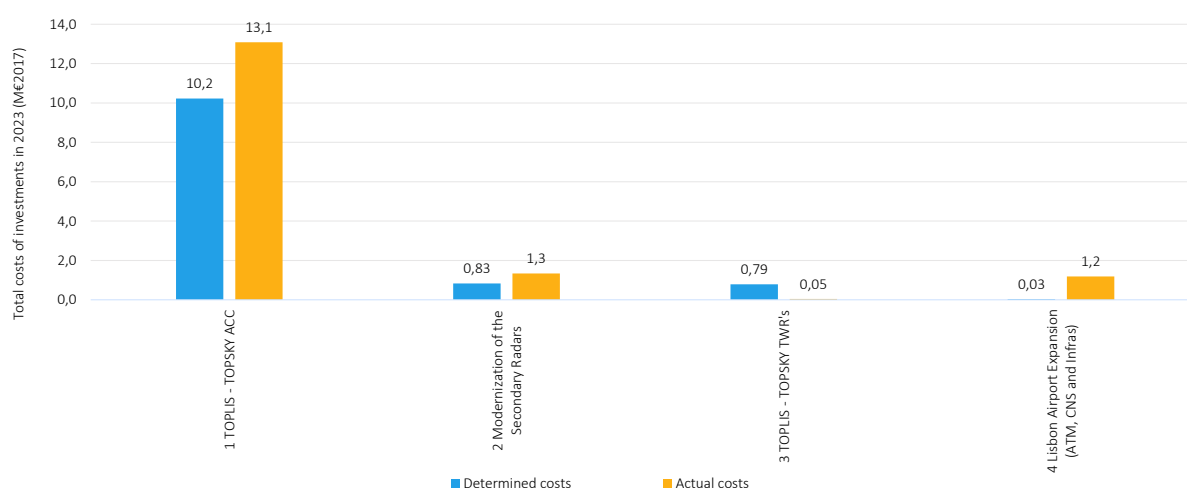
Portugal overspent 0.8M€<sub>2017</sub> in costs related to investments (overspent of +1.2M€<sub>2017</sub> in en route and underspent of -0.4M€<sub>2017</sub> in terminal) in 2023. For RP3 to date, Portugal underspent 3.2M€<sub>2017</sub> in costs related to investments. These amounts shall be reimbursed to the airspace users through a reduction of future unit rate(s), unless the NSA decides after consultation with the users, that the ANSP shall not reimburse a part of the difference according to article 28 of Regulation (EU) 2019/317. [M](#)

**COSTS BY NEW MAJOR INVESTMENTS** PORTUGAL | NAV Portugal

Determined costs (M€ <sub>2017</sub> ) <sup>1</sup>	2020D	2021D	2022D	2023D	2024D	RP3 to date
<b>Total costs of investments</b>	<b>0</b>	<b>0,83</b>	<b>6,00</b>	<b>11,88</b>	<b>13,04</b>	<b>18,71</b>
1 TOPLIS - TOPSKY ACC	0	0,75	5,24	10,23	10,61	16,22
2 Modernization of the Secondary Radars	0	0,04	0,39	0,83	1,07	1,26
3 TOPLIS - TOPSKY TWR's	0	0,02	0,35	0,79	0,94	1,17
4 Lisbon Airport Expansion (ATM, CNS and Infrass)	0	0,01	0,02	0,03	0,43	0,06

Actual costs (M€ <sub>2017</sub> )	2020A	2021A	2022A	2023A	2024A	RP3 to date
<b>Total costs of investments</b>	<b>0</b>	<b>2,12</b>	<b>5,99</b>	<b>15,66</b>	<b>-</b>	<b>23,76</b>
1 TOPLIS - TOPSKY ACC	0	1,77	4,93	13,09	-	19,79
2 Modernization of the Secondary Radars	0	0,11	0,54	1,34	-	1,98
3 TOPLIS - TOPSKY TWR's	0	0,01	0,02	0,05	-	0,08
4 Lisbon Airport Expansion (ATM, CNS and Infrass)	0	0,22	0,50	1,18	-	1,91

Actual minus determined costs of investments (M€ <sub>2017</sub> )	2020	2021	2022	2023	2024	RP3 to date
<b>Total difference in costs of investments</b>	<b>0</b>	<b>1,28</b>	<b>(0,01)</b>	<b>3,77</b>	<b>-</b>	<b>5,05</b>
1 TOPLIS - TOPSKY ACC	0	1,02	(0,31)	2,86	-	3,57
2 Modernization of the Secondary Radars	0	0,06	0,15	0,50	-	0,72
3 TOPLIS - TOPSKY TWR's	0	(0,01)	(0,33)	(0,74)	-	(1,09)
4 Lisbon Airport Expansion (ATM, CNS and Infrass)	0	0,21	0,48	1,15	-	1,85

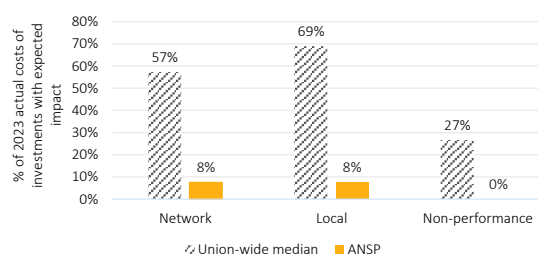
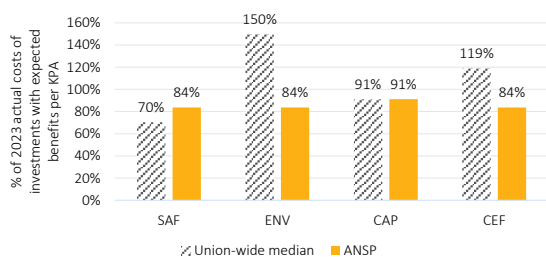


1. Determined costs comprise depreciation costs, cost of capital, and cost of leasing in the performance plans.

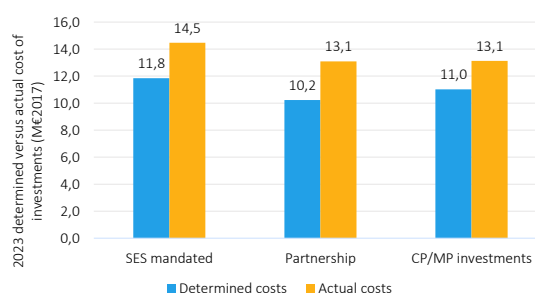
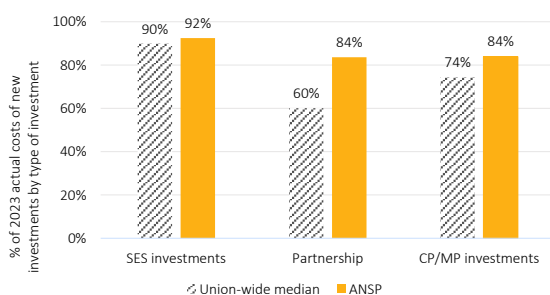
**EXPECTED BENEFIT AND IMPACT PER NEW MAJOR INVESTMENT** PORTUGAL | NAV Portugal

#	New major investments	Expected benefit per KPA			
		SAF	ENV	CAP	CEF
1	TOPLIS - TOPSKY ACC	X	X	X	X
2	Modernization of the Secondary Radars				
3	TOPLIS - TOPSKY TWR's				
4	Lisbon Airport Expansion (ATM, CNS and Infras)			X	

#	New major investments	Expected impact		
		Network	Local	Non-performance
1	TOPLIS - TOPSKY ACC			
2	Modernization of the Secondary Radars			
3	TOPLIS - TOPSKY TWR's			
4	Lisbon Airport Expansion (ATM, CNS and Infras)	X	X	



#	New major Investments	EIO Date <sup>1</sup>	Status	SES Reg.	Partnership	ATM system	CP/MP <sup>2</sup>
1	TOPLIS - TOPSKY ACC	2021-2022	Started	Yes	Yes	Yes	CP
2	Modernization of the Secondary Radars	2021-2023	Started	Yes	No	No	-
3	TOPLIS - TOPSKY TWR's	2021-2022	Started	Yes	No	Yes	MP
4	Lisbon Airport Expansion (ATM, CNS and Infras)	2021-2024	Started	No	No	Yes	-



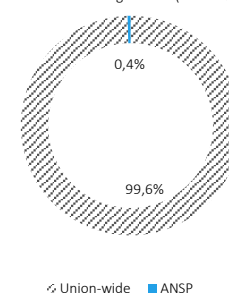
KPAs: SAF = Safety, ENV = Environment, CAP = Capacity, CEF = Cost-efficiency.  
 1. EOI date = Date of entry into operation  
 2. CP/MP = Common Project and Master Plan

## PUBLIC FUNDING GRANTED FOR TOTAL CAPEX (CEF/TEN-T)

PORTUGAL | NAV Portugal

Actual funding declaration (M€ <sub>2017</sub> )	2020	2021	2022	2023	2024	RP3 to date
<b>Total funding declared</b>	<b>0,13</b>	<b>0,22</b>	<b>0,30</b>	<b>0,00</b>	-	<b>0,65</b>
En route funding declared	0,12	0,21	0,28	0,00	-	0,62
<i>En route funding that could not be assigned to a specific investment</i>	0,12	0,21	0,28	0,00	-	0,62
Terminal funding	0,01	0,01	0,01	0,00	0	0,03
<i>Terminal funding that could not be assigned to a specific investment</i>	0,01	0,01	0,01	0,00	-	0,03

Actual funding declaration vs payments (M€ <sub>2017</sub> )	2020	2021	2022	2023	2024	RP3 to date
<b>Difference between total funding declared vs received</b>	<b>0,13</b>	<b>(0,13)</b>	<b>0,14</b>	<b>(0,30)</b>	-	<b>(0,16)</b>
Total included in the funding declaration (reporting tables)	0,13	0,22	0,30	0,00	-	0,65
SDM Payment	0,00	0,36	0,16	0,30	-	0,81

Declared funding in 2023 (M€<sub>2017</sub>)

Portugal reported no funding in 2023. SESAR Deployment Manager data indicates a payment of 0.3M€<sub>2017</sub> in 2023. For RP3 to date, Portugal declared 0.65M€<sub>2017</sub> of funding, while SESAR Deployment Manager data indicates a payment of 0.81M€<sub>2017</sub>.

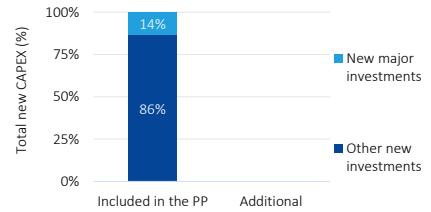


Romania underspent 1.9M€<sub>2017</sub> (-9.6%) in costs related to investments for en route and terminal in 2023 compared to the determined costs. Romania planned one new major investment for RP3, which has started.

**CAPEX FOR NEW INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN** ROMANIA | ROMATSA

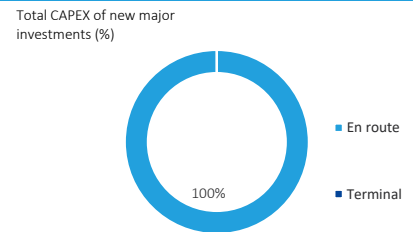
**Determined and additional CAPEX by value of individual investments (M€<sub>2017</sub>)** RP3

Total CAPEX for new investments	54,50	% of total
<b>New major investments (above 5M€ each)<sup>1</sup></b>	<b>7,36</b>	<b>14%</b>
Included in the performance plan	7,36	14%
Additional <sup>2</sup>	0	0%
<b>Other new investments (below 5M€ each)<sup>3</sup></b>	<b>47,14</b>	<b>86%</b>
Included in the performance plan	47,14	86%
Additional	0	0%



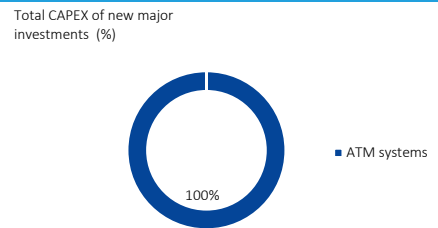
**Determined CAPEX: en route and terminal (M€<sub>2017</sub>)** RP3

Total CAPEX for new major investments	7,36	% of total
En route	7,36	100%
Terminal	0	0%

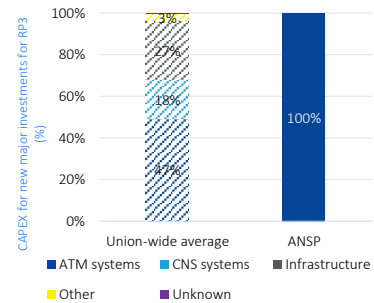
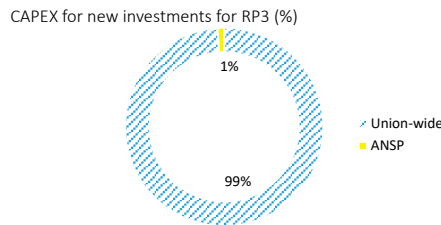
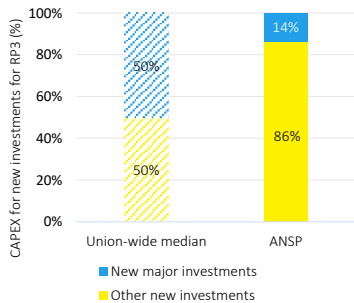


**Determined CAPEX by type of investment (M€<sub>2017</sub>)** RP3

Total CAPEX for new major investments	7,36	% of total
ATM systems	7,36	100%
CNS systems	0	0%
Infrastructure	0	0%
Other	0	0%
Unknown	0	0%



**CAPEX for new investments: ANSP compared to Union-wide** RP3



Unless otherwise stated, the Union-wide median values are reported as a measure of central tendency that is robust to outliers.

The Union-wide average values have a high standard deviation: ATM systems (33%), CNS systems (27%), infrastructure (21%), Other (1%), unknown (5%).

1. New major investments: "acquisition, development, replacement, upgrade, or leasing of fixed assets representing a total value over the whole lifetime of the assets greater than EUR 5 million in real terms" (Reg. 2019/317 art. 2 (13)).
2. Additional investments are those investments not foreseen as part of the performance plan.
3. Other new investments: new investments or replacements/upgrades of existing assets representing a total value over the whole lifetime of the asset below 5M€ in real terms.

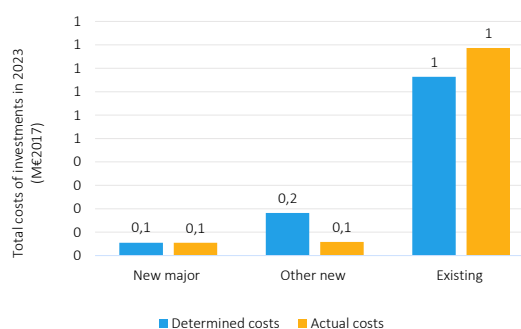
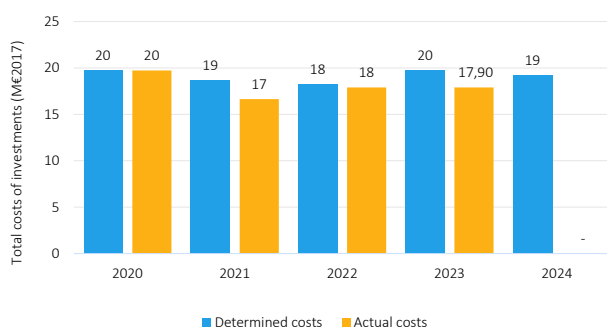
## COSTS RELATED TO INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN

ROMANIA | ROMATSA

Determined costs: new and existing investments (M€ <sub>2017</sub> ) <sup>1</sup>	2020D	2021D	2022D	2023D	2024D	RP3 to date
<b>Total costs</b>	<b>19,73</b>	<b>18,67</b>	<b>18,21</b>	<b>19,79</b>	<b>19,19</b>	<b>76,40</b>
<b>New major investments</b>	<b>0,01</b>	<b>0,23</b>	<b>0,97</b>	<b>1,09</b>	<b>1,01</b>	<b>2,29</b>
% New major investments in total costs of investments	0%	1%	5%	5%	5%	3%
<b>Other new investments</b>	<b>0,16</b>	<b>0,85</b>	<b>1,53</b>	<b>3,59</b>	<b>5,30</b>	<b>6,13</b>
% Other new investments in total costs of investments	1%	5%	8%	18%	28%	8%
<b>Existing investments</b>	<b>19,56</b>	<b>17,60</b>	<b>15,71</b>	<b>15,11</b>	<b>12,88</b>	<b>67,98</b>
% Existing investments in total costs of investments	99%	94%	86%	76%	67%	89%

Actual costs: new and existing investments (M€ <sub>2017</sub> )	2020A	2021A	2022A	2023A	2024A	RP3 to date
<b>Total costs</b>	<b>19,73</b>	<b>16,65</b>	<b>17,90</b>	<b>17,90</b>	-	<b>72,18</b>
<b>New major investments</b>	<b>0,01</b>	<b>0,18</b>	<b>0,98</b>	<b>0,98</b>	-	<b>2,15</b>
% New major investments in total costs of investments	0%	1%	5%	5%	-	3%
<b>Other new investments</b>	<b>3,53</b>	<b>1,67</b>	<b>1,05</b>	<b>1,05</b>	-	<b>7,29</b>
% Other new investments in total costs of investments	18%	10%	6%	6%	-	10%
<b>Existing investments</b>	<b>16,19</b>	<b>14,80</b>	<b>15,87</b>	<b>15,87</b>	-	<b>62,74</b>
% Existing investments in total costs of investments	82%	89%	89%	89%	-	87%

Actual minus determined costs (M€ <sub>2017</sub> )	2020	2021	2022	2023	2024	RP3 to date
<b>Total difference</b>	<b>0</b>	<b>(2,02)</b>	<b>(0,31)</b>	<b>(1,89)</b>	-	<b>(4,23)</b>
<b>New major investments</b>	<b>(0,00)</b>	<b>(0,05)</b>	<b>0,01</b>	<b>(0,11)</b>	-	<b>(0,14)</b>
% change of actual with respect to determined	0%	-22%	1%	-10%	-	-6%
<b>Other new investments</b>	<b>3,37</b>	<b>0,83</b>	<b>(0,48)</b>	<b>(2,55)</b>	-	<b>1,17</b>
% change of actual with respect to determined	2145%	97%	-32%	-71%	-	19%
<b>Existing investments</b>	<b>(3,37)</b>	<b>(2,80)</b>	<b>0,16</b>	<b>0,76</b>	-	<b>(5,25)</b>
% change of actual with respect to determined	-17%	-16%	1%	5%	-	-8%

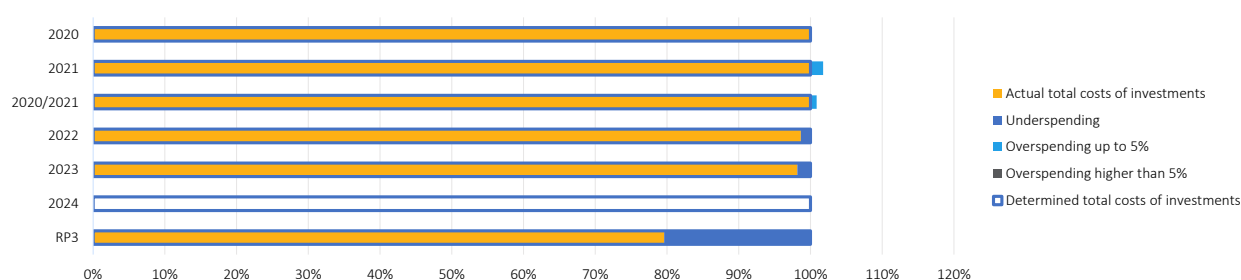


1. The performance plans include costs related to investments which comprise depreciation cost, cost of capital, and cost of leasing.

## COSTS RELATED TO INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN

ROMANIA - En route | ROMATSA

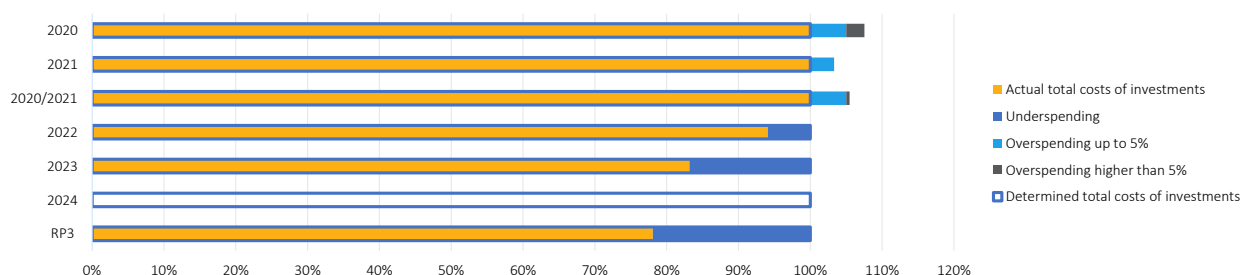
Determined costs by nature (M€ <sub>2017</sub> )	2020D	2021D	2020D/2021D	2022D	2023D	2024D	RP3 to date
<b>Total costs of new and existing investments</b>	<b>17,84</b>	<b>16,87</b>	<b>34,71</b>	<b>16,78</b>	<b>18,11</b>	<b>17,50</b>	<b>69,59</b>
Depreciation	8,84	8,80	17,64	9,99	10,27	9,86	37,91
Cost of capital	8,94	8,01	16,96	6,73	7,78	7,58	31,47
Cost of leasing	0,05	0,05	0,11	0,06	0,06	0,06	0,22
<b>Actual costs by nature (M€<sub>2017</sub>)</b>	<b>2020A</b>	<b>2021A</b>	<b>2020A/2021A</b>	<b>2022A</b>	<b>2023A</b>	<b>2024A</b>	<b>RP3 to date</b>
<b>Total costs of new and existing investments</b>	<b>17,84</b>	<b>17,16</b>	<b>35,01</b>	<b>16,55</b>	<b>17,78</b>	-	<b>69,34</b>
Depreciation	8,84	8,99	17,83	10,04	10,27	-	38,14
Cost of capital	8,94	8,12	17,06	6,45	7,44	-	30,96
Cost of leasing	0,05	0,06	0,11	0,07	0,07	-	0,24
<b>Actual minus determined costs (M€<sub>2017</sub>)</b>	<b>2020</b>	<b>2021</b>	<b>2020/2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>RP3 to date</b>
<b>Total difference</b>	<b>0</b>	<b>0,30</b>	<b>0,30</b>	<b>(0,23)</b>	<b>(0,33)</b>	-	<b>(0,26)</b>
Depreciation	0	0,19	0,19	0,04	(0,00)	-	0,23
Cost of capital	0	0,11	0,11	(0,28)	(0,34)	-	(0,51)
Cost of leasing	0	0,00	0,00	0,01	0,01	-	0,02



## COSTS RELATED TO INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN

ROMANIA - Terminal | ROMATSA

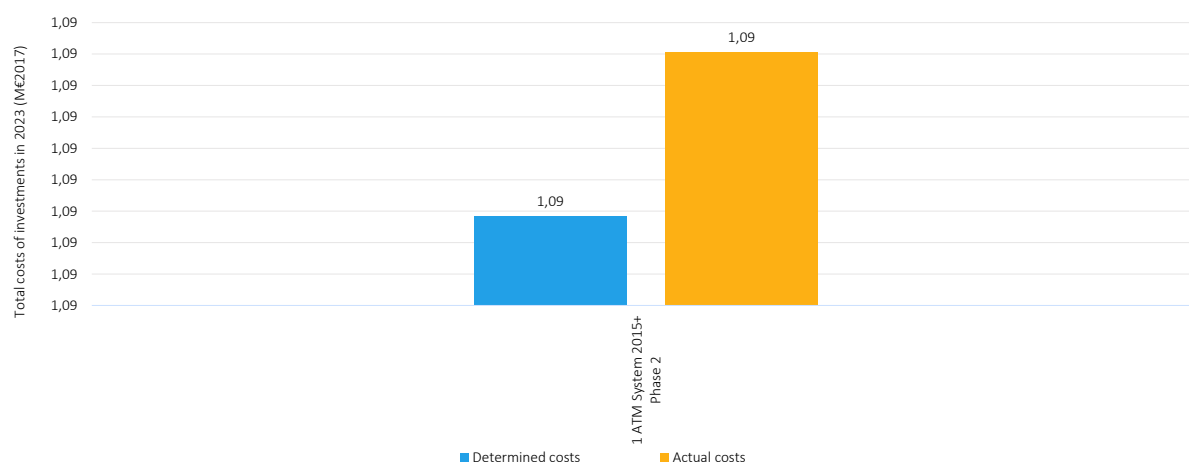
Determined costs by nature (M€ <sub>2017</sub> )	2020D	2021D	2020D/2021D	2022D	2023D	2024D	RP3 to date
<b>Total costs of new and existing investments</b>	<b>1,89</b>	<b>1,81</b>	<b>3,69</b>	<b>1,43</b>	<b>1,68</b>	<b>1,70</b>	<b>6,81</b>
Depreciation	0,91	1,00	1,91	0,87	0,99	1,03	3,77
Cost of capital	0,96	0,80	1,76	0,55	0,68	0,65	3,00
Cost of leasing	0,01	0,01	0,02	0,01	0,01	0,01	0,04
<b>Actual costs by nature (M€<sub>2017</sub>)</b>	<b>2020A</b>	<b>2021A</b>	<b>2020A/2021A</b>	<b>2022A</b>	<b>2023A</b>	<b>2024A</b>	<b>RP3 to date</b>
<b>Total costs of new and existing investments</b>	<b>2,03</b>	<b>1,87</b>	<b>3,90</b>	<b>1,35</b>	<b>1,40</b>	-	<b>6,64</b>
Depreciation	0,91	1,02	1,93	0,86	0,81	-	3,59
Cost of capital	0,96	0,84	1,81	0,48	0,58	-	2,87
Cost of leasing	0,15	0,01	0,16	0,01	0,01	-	0,18
<b>Actual minus determined costs (M€<sub>2017</sub>)</b>	<b>2020</b>	<b>2021</b>	<b>2020/2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>RP3 to date</b>
<b>Total difference</b>	<b>0,14</b>	<b>0,06</b>	<b>0,20</b>	<b>(0,08)</b>	<b>(0,28)</b>	-	<b>(0,17)</b>
Depreciation	0	0,02	0,02	(0,01)	(0,19)	-	(0,18)
Cost of capital	0	0,04	0,04	(0,08)	(0,10)	-	(0,13)
Cost of leasing	0,14	(0,00)	0,14	(0,00)	(0,00)	-	0,14



Romania underspent 0.6M€<sub>2017</sub> in costs related to investments (-0.33M€<sub>2017</sub> in en route and -0.28M€<sub>2017</sub> in terminal) in 2023. For RP3 to date, Romania underspent 0.4M€<sub>2017</sub> in costs related to investments. ■

■

COSTS BY NEW MAJOR INVESTMENTS						ROMANIA   ROMATSA
<b>Determined costs (M€<sub>2017</sub>)<sup>1</sup></b>	2020D	2021D	2022D	2023D	2024D	RP3 to date
<b>Total costs of investments</b>	<b>0,01</b>	<b>0,23</b>	<b>0,97</b>	<b>1,09</b>	<b>1,01</b>	<b>2,29</b>
1 ATM System 2015+ Phase 2	0,01	0,23	0,97	1,09	1,01	2,29
<b>Actual costs (M€<sub>2017</sub>)</b>	2020A	2021A	2022A	2023A	2024A	RP3 to date
<b>Total costs of investments</b>	<b>0,01</b>	<b>0,18</b>	<b>0,98</b>	<b>1,09</b>	-	<b>2,26</b>
1 ATM System 2015+ Phase 2	0,01	0,18	0,98	1,09	-	2,26
<b>Actual minus determined costs of investments (M€<sub>2017</sub>)</b>	2020	2021	2022	2023	2024	RP3 to date
<b>Total difference in costs of investments</b>	<b>(0,00)</b>	<b>(0,05)</b>	<b>0,01</b>	<b>0,00</b>	-	<b>(0,04)</b>
1 ATM System 2015+ Phase 2	(0,00)	(0,05)	0,01	0,00	-	(0,04)

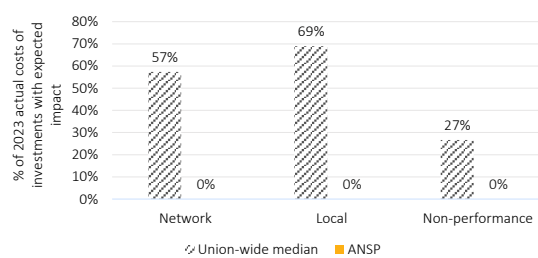
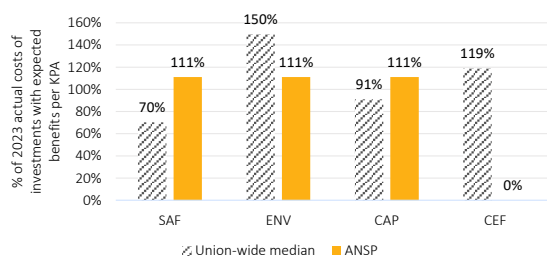


1. Determined costs comprise depreciation costs, cost of capital, and cost of leasing in the performance plans.

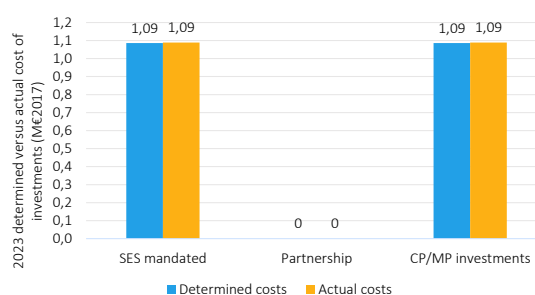
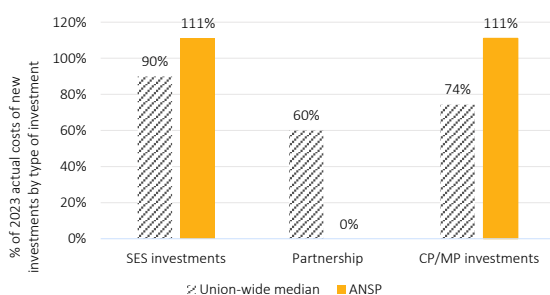
**EXPECTED BENEFIT AND IMPACT PER NEW MAJOR INVESTMENT** ROMANIA | ROMATSA

#	New major investments	Expected benefit per KPA			
		SAF	ENV	CAP	CEF
1	ATM System 2015+ Phase 2	X	X	X	

#	New major investments	Expected impact		
		Network	Local	Non-performance
1	ATM System 2015+ Phase 2			



#	New major investments	EIO Date <sup>1</sup>	Status	SES Reg.	Partnership	ATM system	
						ATM system	CP/MP <sup>2</sup>
1	ATM System 2015+ Phase 2	30/11/2021	Started	Yes	No	Yes	CP



KPAs: SAF = Safety, ENV = Environment, CAP = Capacity, CEF = Cost-efficiency.

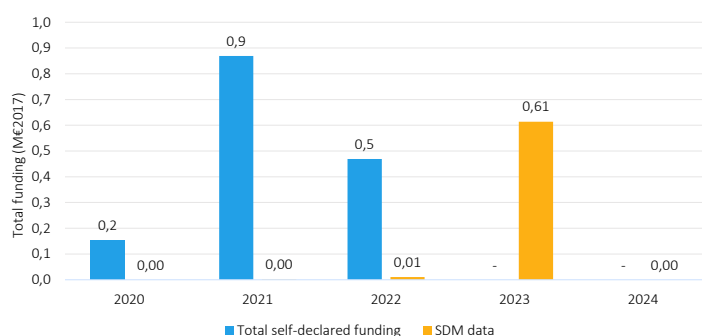
1. EOI date = Date of entry into operation

2. CP/MP = Common Project and Master Plan

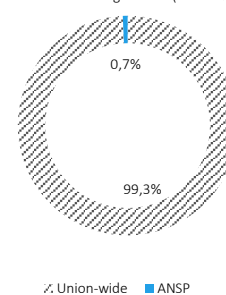
## PUBLIC FUNDING GRANTED FOR TOTAL CAPEX (CEF/TEN-T) ROMANIA | ROMATSA

Actual funding declaration (M€ <sub>2017</sub> )	2020	2021	2022	2023	2024	RP3 to date
<b>Total funding declared</b>	<b>0,15</b>	<b>0,87</b>	<b>0,47</b>	<b>0,00</b>	-	<b>1,49</b>
<b>En route funding declared</b>	<b>0,15</b>	<b>0,76</b>	<b>0,47</b>	<b>0</b>	-	<b>1,38</b>
<i>En route funding that could not be assigned to a specific investment</i>	<i>0,15</i>	<i>0,76</i>	<i>0,47</i>	<i>0</i>	-	<i>1,38</i>
<b>Terminal funding</b>	<b>0,00</b>	<b>0,11</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0,12</b>
<i>Terminal funding that could not be assigned to a specific investment</i>	<i>0,00</i>	<i>0,11</i>	<i>0</i>	<i>0</i>	-	<i>0,12</i>

Actual funding declaration vs payments (M€ <sub>2017</sub> )	2020	2021	2022	2023	2024	RP3 to date
<b>Difference between total funding declared vs received</b>	<b>0,15</b>	<b>0,87</b>	<b>0,46</b>	<b>(0,61)</b>	-	<b>0,87</b>
Total included in the funding declaration (reporting tables)	0,15	0,87	0,47	0,00	-	1,49
SDM Payment	0,00	0,00	0,01	0,61	-	0,63



Declared funding in 2023 (M€2017)



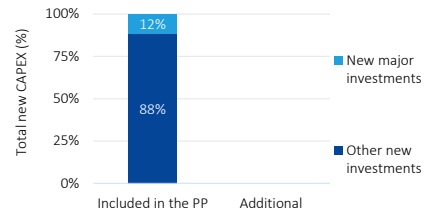
Romania reported no funding in 2023. SESAR Deployment Manager data indicates a payment of 0.61M€<sub>2017</sub> in 2023. For RP3 to date, Romania declared 1.5M€<sub>2017</sub> of funding, while SESAR Deployment Manager data indicates a payment of 0.63M€<sub>2017</sub>.

Slovakia overspent 2.3M€2017 31% in costs related to investments for en route in 2023 compared to the determined costs according to the reporting tables. However, in the monitoring report Slovakia reported an overspending of 0.79M€2017 (8.8%). Slovakia planned one new major investment for RP3, which has started.

CAPEX FOR NEW INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN SLOVAKIA | LPS SR

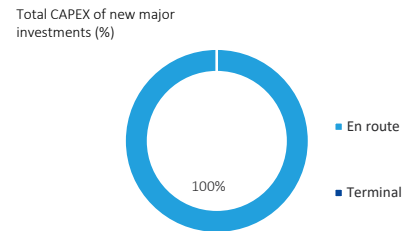
Determined and additional CAPEX by value of individual investments (M€2017) RP3

Total CAPEX for new investments	31,35	% of total
<b>New major investments (above 5M€ each)<sup>1</sup></b>	<b>3,69</b>	<b>12%</b>
Included in the performance plan	3,69	12%
Additional <sup>2</sup>	0	0%
<b>Other new investments (below 5M€ each)<sup>3</sup></b>	<b>27,66</b>	<b>88%</b>
Included in the performance plan	27,66	88%
Additional	0	0%



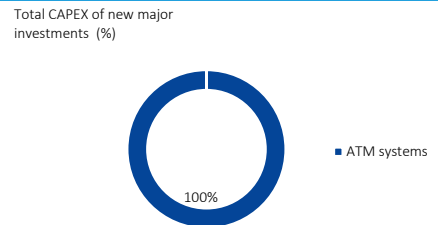
Determined CAPEX: en route and terminal (M€2017) RP3

Total CAPEX for new major investments	3,69	% of total
En route	3,69	100%
Terminal	0	0%

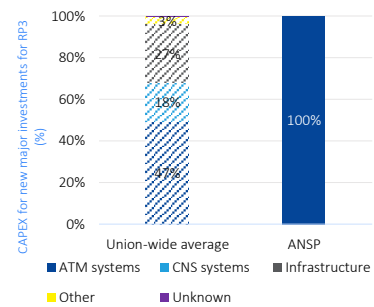
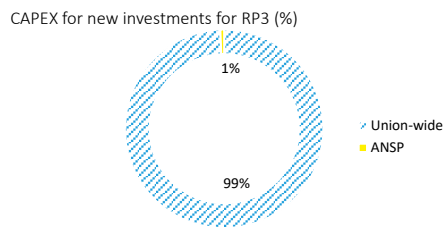
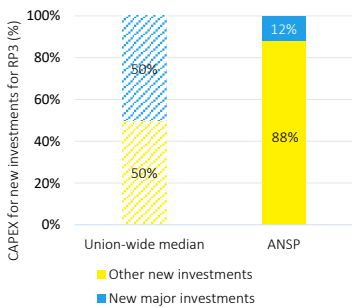


Determined CAPEX by type of investment (M€2017) RP3

Total CAPEX for new major investments	3,69	% of total
ATM systems	3,69	100%
CNS systems	0	0%
Infrastructure	0	0%
Other	0	0%
Unknown	0	0%



CAPEX for new investments: ANSP compared to Union-wide RP3



Unless otherwise stated, the Union-wide median values are reported as a measure of central tendency that is robust to outliers.

The Union-wide average values have a high standard deviation: ATM systems (33%), CNS systems (27%), infrastructure (21%), Other (1%), unknown (5%).

1. New major investments: "acquisition, development, replacement, upgrade, or leasing of fixed assets representing a total value over the whole lifetime of the assets greater than EUR 5 million in real terms" (Reg. 2019/317 art. 2 (13)).  
 2. Additional investments are those investments not foreseen as part of the performance plan.  
 3. Other new investments: new investments or replacements/upgrades of existing assets representing a total value over the whole lifetime of the asset below 5M€ in real terms.

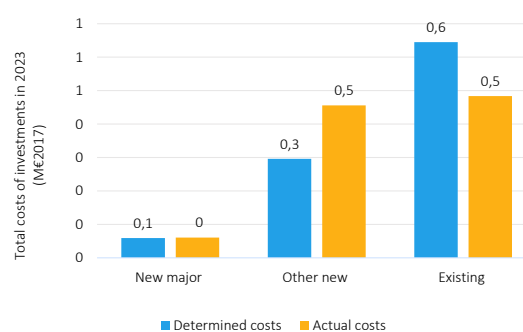
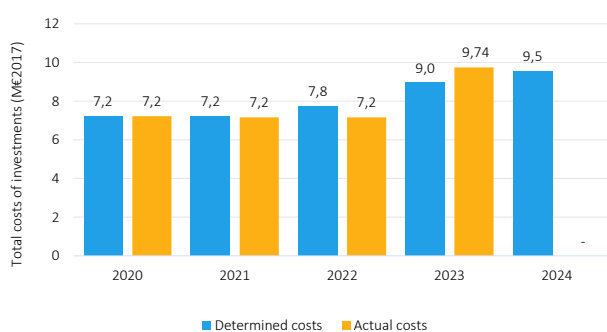
## COSTS RELATED TO INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN

SLOVAKIA | LPS SR

Determined costs: new and existing investments (M€ <sub>2017</sub> ) <sup>1</sup>	2020D	2021D	2022D	2023D	2024D	RP3 to date
<b>Total costs</b>	<b>7,22</b>	<b>7,20</b>	<b>7,75</b>	<b>8,95</b>	<b>9,55</b>	<b>31,13</b>
<b>New major investments</b>	<b>0</b>	<b>0,07</b>	<b>0,38</b>	<b>0,53</b>	<b>0,52</b>	<b>0,98</b>
% New major investments in total costs of investments	0%	1%	5%	6%	5%	3%
<b>Other new investments</b>	<b>0,28</b>	<b>0,22</b>	<b>1,17</b>	<b>2,65</b>	<b>3,74</b>	<b>4,32</b>
% Other new investments in total costs of investments	4%	3%	15%	30%	39%	14%
<b>Existing investments</b>	<b>6,94</b>	<b>6,92</b>	<b>6,20</b>	<b>5,78</b>	<b>5,29</b>	<b>25,83</b>
% Existing investments in total costs of investments	96%	96%	80%	65%	55%	83%

Actual costs: new and existing investments (M€ <sub>2017</sub> )	2020A	2021A	2022A	2023A	2024A	RP3 to date
<b>Total costs</b>	<b>7,22</b>	<b>7,16</b>	<b>7,16</b>	<b>9,74</b>	-	<b>31,28</b>
<b>New major investments</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0,59</b>	-	<b>0,59</b>
% New major investments in total costs of investments	0%	0%	0%	6%	-	2%
<b>Other new investments</b>	<b>0,28</b>	<b>0,75</b>	<b>0,75</b>	<b>4,44</b>	-	<b>6,22</b>
% Other new investments in total costs of investments	4%	10%	10%	46%	-	20%
<b>Existing investments</b>	<b>6,94</b>	<b>6,41</b>	<b>6,41</b>	<b>4,71</b>	-	<b>24,47</b>
% Existing investments in total costs of investments	96%	90%	90%	48%	-	78%

Actual minus determined costs (M€ <sub>2017</sub> )	2020	2021	2022	2023	2024	RP3 to date
<b>Total difference</b>	<b>0</b>	<b>(0,05)</b>	<b>(0,59)</b>	<b>0,79</b>	-	<b>0,15</b>
<b>New major investments</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0,06</b>	-	<b>0,06</b>
% change of actual with respect to determined	0%	0%	0%	12%	-	-40%
<b>Other new investments</b>	<b>0</b>	<b>0,53</b>	<b>(0,43)</b>	<b>1,79</b>	-	<b>1,90</b>
% change of actual with respect to determined	0%	245%	-36%	68%	-	44%
<b>Existing investments</b>	<b>0</b>	<b>(0,51)</b>	<b>0,21</b>	<b>(1,06)</b>	-	<b>(1,36)</b>
% change of actual with respect to determined	0%	-7%	3%	-18%	-	-5%



1. The performance plans include costs related to investments which comprise depreciation cost, cost of capital, and cost of leasing.

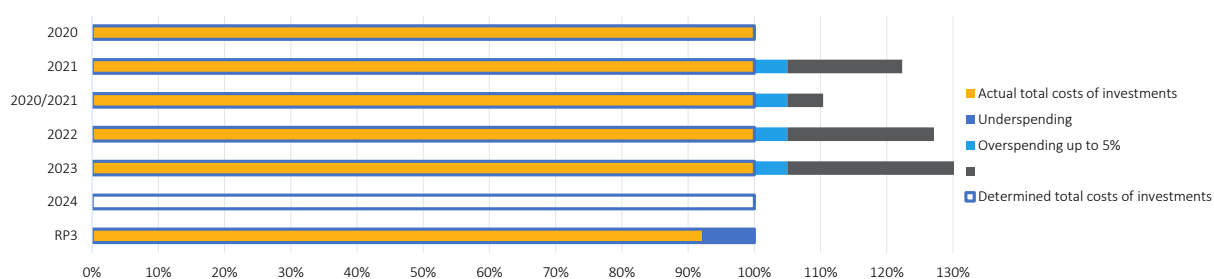


COSTS RELATED TO INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN SLOVAKIA - En route | LPS SR

Determined costs by nature (M€ <sub>2017</sub> )	2020D	2021D	2020D/2021D	2022D	2023D	2024D	RP3 to date
<b>Total costs of new and existing investments</b>	<b>6,66</b>	<b>5,79</b>	<b>12,45</b>	<b>6,35</b>	<b>7,45</b>	<b>8,00</b>	<b>26,24</b>
Depreciation	4,87	4,00	8,87	4,59	5,67	6,38	19,13
Cost of capital	1,79	1,79	3,58	1,76	1,78	1,62	7,12
Cost of leasing	0	0	0	0	0	0	0

Actual costs by nature (M€ <sub>2017</sub> )	2020A	2021A	2020A/2021A	2022A	2023A	2024A	RP3 to date
<b>Total costs of new and existing investments</b>	<b>6,66</b>	<b>7,08</b>	<b>13,74</b>	<b>8,07</b>	<b>9,74</b>	-	<b>31,55</b>
Depreciation	4,87	5,26	10,13	6,11	7,45	-	23,69
Cost of capital	1,79	1,82	3,61	1,96	2,29	-	7,86
Cost of leasing	0	0	0	0	0	-	0

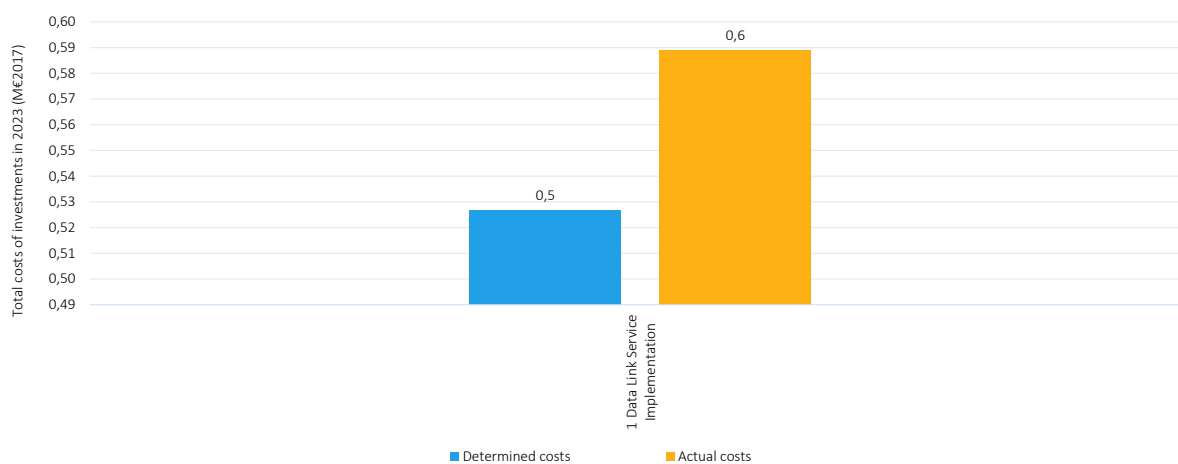
Actual minus determined costs (M€ <sub>2017</sub> )	2020	2021	2020/2021	2022	2023	2024	RP3 to date
<b>Total difference</b>	<b>0</b>	<b>1,29</b>	<b>1,29</b>	<b>1,72</b>	<b>2,29</b>	-	<b>5,31</b>
Depreciation	0	1,26	1,26	1,53	1,78	-	4,57
Cost of capital	0	0,03	0,03	0,20	0,51	-	0,74
Cost of leasing	0	0	0	0	0	-	0



Slovakia did not establish a terminal charging zone for RP3.

Slovakia underspent 0.8M€<sub>2017</sub> in costs related to investments in 2023. For RP3 to date, Slovakia underspent 0.1M€<sub>2017</sub> in costs related to investments. These amounts shall be reimbursed to the airspace users through a reduction of future unit rate(s), unless the NSA decides after consultation with the users, that the ANSP shall not reimburse a part of the difference according to article 28 of Regulation (EU) 2019/317.

COSTS BY NEW MAJOR INVESTMENTS							SLOVAKIA   LPS SR
<b>Determined costs (M€<sub>2017</sub>)<sup>1</sup></b>	<b>2020D</b>	<b>2021D</b>	<b>2022D</b>	<b>2023D</b>	<b>2024D</b>	<b>RP3 to date</b>	
<b>Total costs of investments</b>	<b>0</b>	<b>0,07</b>	<b>0,38</b>	<b>0,53</b>	<b>0,52</b>	<b>0,98</b>	
1 Data Link Service Implementation	0	0,07	0,38	0,53	0,52	0,98	
<b>Actual costs (M€<sub>2017</sub>)</b>	<b>2020A</b>	<b>2021A</b>	<b>2022A</b>	<b>2023A</b>	<b>2024A</b>	<b>RP3 to date</b>	
<b>Total costs of investments</b>	<b>0</b>	<b>0</b>	<b>0,15</b>	<b>0,59</b>	<b>-</b>	<b>0,74</b>	
1 Data Link Service Implementation	0	0	0,15	0,59	-	0,74	
<b>Actual minus determined costs of investments (M€<sub>2017</sub>)</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>RP3 to date</b>	
<b>Total difference in costs of investments</b>	<b>0</b>	<b>(0,07)</b>	<b>(0,23)</b>	<b>0,06</b>	<b>-</b>	<b>(0,24)</b>	
1 Data Link Service Implementation	0	(0,07)	(0,23)	0,06	-	(0,24)	

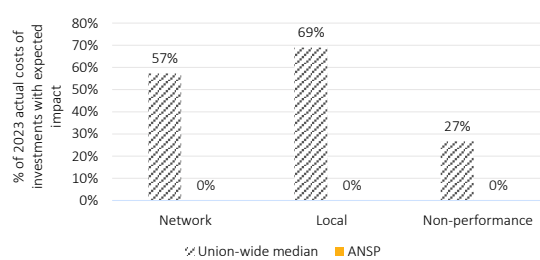
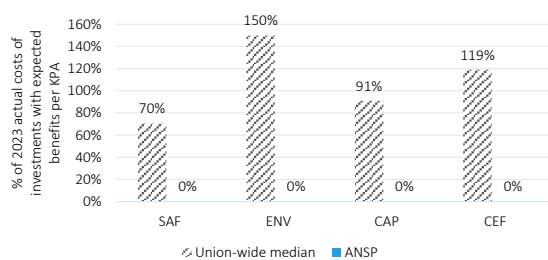


1. Determined costs comprise depreciation costs, cost of capital, and cost of leasing in the performance plans.

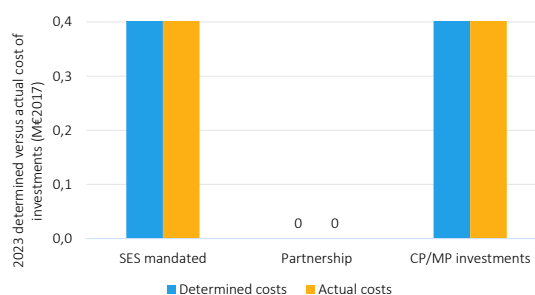
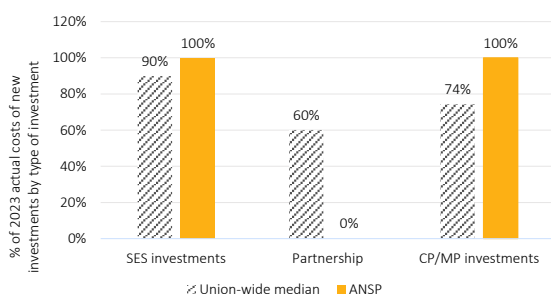
**EXPECTED BENEFIT AND IMPACT PER NEW MAJOR INVESTMENT** SLOVAKIA | LPS SR

#	New major investments	Expected benefit per KPA			
		SAF	ENV	CAP	CEF
1	Data Link Service Implementation				

#	New major investments	Expected impact		
		Network	Local	Non-performance
1	Data Link Service Implementation			

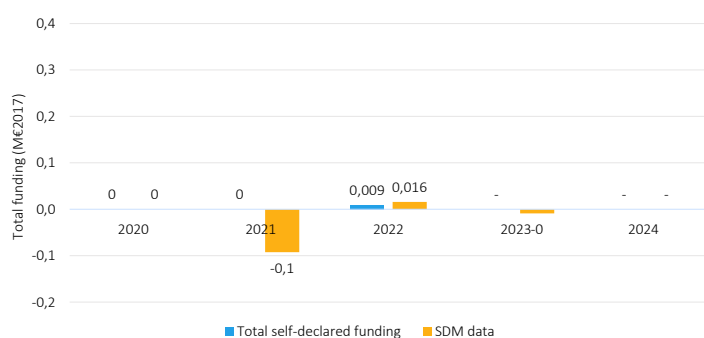
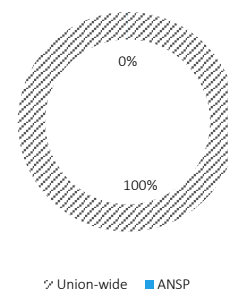


#	New major investments	EIO Date <sup>1</sup>	Status	SES Reg.	Partnership	ATM system	CP/MP <sup>2</sup>
1	Data Link Service Implementation	30/04/2022	Started	Yes	No	Yes	MP



KPAs: SAF = Safety, ENV = Environment, CAP = Capacity, CEF = Cost-efficiency.  
 1. EOI date = Date of entry into operation  
 2. CP/MP = Common Project and Master Plan

PUBLIC FUNDING GRANTED FOR TOTAL CAPEX (CEF/TEN-T)						SLOVAKIA   LPS SR
<b>Actual funding declaration (M€<sub>2017</sub>)</b>						
	2020	2021	2022	2023	2024	RP3 to date
<b>Total funding declared</b>	<b>0,00</b>	<b>0,00</b>	<b>0,01</b>	<b>(0,01)</b>	-	<b>(0,00)</b>
<b>En route funding declared</b>	<b>0,00</b>	<b>0,00</b>	<b>0,01</b>	<b>0,00</b>	-	<b>0,01</b>
<i>En route funding that could not be assigned to a specific investment</i>	<i>0,00</i>	<i>0,00</i>	<i>0,01</i>	<i>0,00</i>	-	<i>0,01</i>
<b>Terminal funding</b>	<b>0,00</b>	<b>0,00</b>	<b>0,00</b>	<b>(0,01)</b>	-	<b>(0,01)</b>
<i>Terminal funding that could not be assigned to a specific investment</i>	<i>0,00</i>	<i>0,00</i>	<i>0,00</i>	<i>(0,01)</i>	-	<i>(0,01)</i>
<b>Actual funding declaration vs payments (M€<sub>2017</sub>)</b>						
	2020	2021	2022	2023	2024	RP3 to date
<b>Difference between total funding declared vs received</b>	<b>0,00</b>	<b>0,09</b>	<b>(0,01)</b>	<b>0,01</b>	-	<b>0,09</b>
Total included in the funding declaration (reporting tables)	0,00	0,00	0,01	0,00	-	0,01
SDM Payment	0,00	(0,09)	0,02	(0,01)	-	(0,09)

Declared funding in 2023 (M€<sub>2017</sub>)

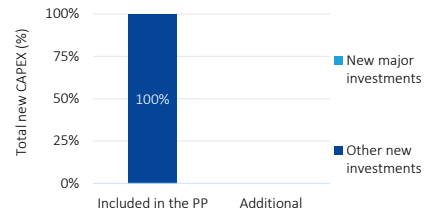
Slovakia reported no funding in 2023. SESAR Deployment Manager data indicates a payment of 0.01M€<sub>2017</sub> in 2023. For RP3 to date, Slovakia declared 0.01M€<sub>2017</sub> of funding, while SESAR Deployment Manager data indicates a negative payment of 0.09M€<sub>2017</sub>.

Slovenia underspent 0.89M€<sub>2017</sub> (-19%) in costs related to investments for en route in 2022 compared to the determined costs. Slovenia did not plan any new major investments for RP3.

CAPEX FOR NEW INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN SLOVENIA | Slovenia Control

Determined and additional CAPEX by value of individual investments (M€<sub>2017</sub>) RP3

Total CAPEX for new investments	18,58	% of total
<b>New major investments (above 5M€ each)<sup>1</sup></b>	<b>0</b>	<b>0%</b>
Included in the performance plan	0	0%
Additional <sup>2</sup>	0	0%
<b>Other new investments (below 5M€ each)<sup>3</sup></b>	<b>18,58</b>	<b>100%</b>
Included in the performance plan	18,58	100%
Additional	0	0%



Determined CAPEX: en route and terminal (M€<sub>2017</sub>) RP3

Total CAPEX for new major investments	N/A	% of total
En route	N/A	N/A
Terminal	N/A	N/A

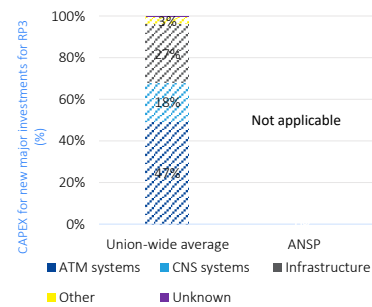
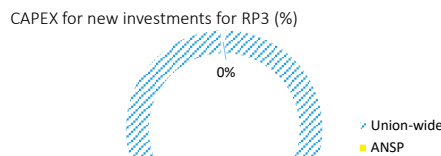
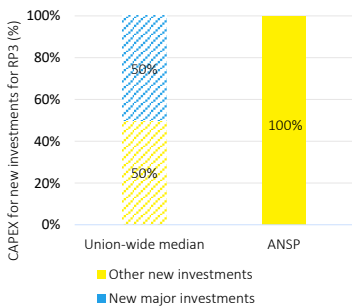
Not applicable

Determined CAPEX by type of investment (M€<sub>2017</sub>) RP3

Total CAPEX for new major investments	N/A	% of total
ATM systems	N/A	N/A
CNS systems	N/A	N/A
Infrastructure	N/A	N/A
Other	N/A	N/A
Unknown	N/A	N/A

Not applicable

CAPEX for new investments: ANSP compared to Union-wide RP3



Unless otherwise stated, the Union-wide median values are reported as a measure of central tendency that is robust to outliers.

The Union-wide average values have a high standard deviation: ATM systems (33%), CNS systems (27%), infrastructure (21%), Other (1%), unknown (5%).

1. New major investments: "acquisition, development, replacement, upgrade, or leasing of fixed assets representing a total value over the whole lifetime of the assets greater than EUR 5 million in real terms" (Reg. 2019/317 art. 2 (13)).  
 2. Additional investments are those investments not foreseen as part of the performance plan.  
 3. Other new investments: new investments or replacements/upgrades of existing assets representing a total value over the whole lifetime of the asset below 5M€ in real terms.

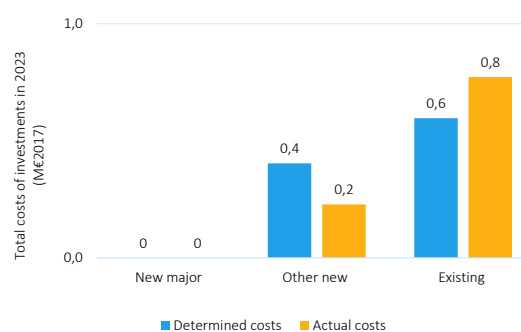
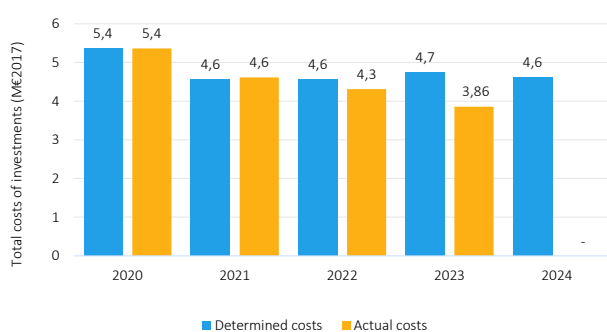
## COSTS RELATED TO INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN

SLOVENIA | Slovenia Control

Determined costs: new and existing investments (M€ <sub>2017</sub> ) <sup>1</sup>	2020D	2021D	2022D	2023D	2024D	RP3 to date
<b>Total costs</b>	<b>5,36</b>	<b>4,56</b>	<b>4,57</b>	<b>4,75</b>	<b>4,61</b>	<b>19,25</b>
<b>New major investments</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
% New major investments in total costs of investments	0%	0%	0%	0%	0%	0%
<b>Other new investments</b>	<b>0</b>	<b>0,10</b>	<b>0,64</b>	<b>1,92</b>	<b>2,46</b>	<b>2,66</b>
% Other new investments in total costs of investments	0%	2%	14%	40%	53%	14%
<b>Existing investments</b>	<b>5,36</b>	<b>4,46</b>	<b>3,93</b>	<b>2,83</b>	<b>2,15</b>	<b>16,59</b>
% Existing investments in total costs of investments	100%	98%	86%	60%	47%	86%

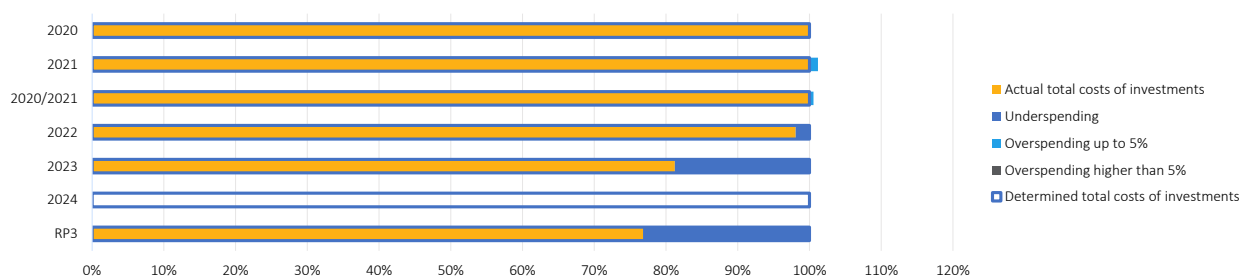
Actual costs: new and existing investments (M€ <sub>2017</sub> )	2020A	2021A	2022A	2023A	2024A	RP3 to date
<b>Total costs</b>	<b>5,36</b>	<b>4,61</b>	<b>4,31</b>	<b>3,86</b>	-	<b>18,15</b>
<b>New major investments</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	-	<b>0</b>
% New major investments in total costs of investments	0%	0%	0%	0%	-	0%
<b>Other new investments</b>	<b>0</b>	<b>0,16</b>	<b>0,46</b>	<b>0,88</b>	-	<b>1,50</b>
% Other new investments in total costs of investments	0%	3%	11%	23%	-	8%
<b>Existing investments</b>	<b>5,36</b>	<b>4,46</b>	<b>3,85</b>	<b>2,98</b>	-	<b>16,65</b>
% Existing investments in total costs of investments	100%	97%	89%	77%	-	92%

Actual minus determined costs (M€ <sub>2017</sub> )	2020	2021	2022	2023	2024	RP3 to date
<b>Total difference</b>	<b>0</b>	<b>0,05</b>	<b>(0,26)</b>	<b>(0,89)</b>	-	<b>(1,10)</b>
<b>New major investments</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	-	<b>0</b>
% change of actual with respect to determined	0%	0%	0%	0%	-	0%
<b>Other new investments</b>	<b>0</b>	<b>0,06</b>	<b>(0,18)</b>	<b>(1,04)</b>	-	<b>(1,16)</b>
% change of actual with respect to determined	0%	60%	-29%	-54%	-	-44%
<b>Existing investments</b>	<b>0,00</b>	<b>(0,00)</b>	<b>(0,08)</b>	<b>0,14</b>	-	<b>0,06</b>
% change of actual with respect to determined	0%	0%	-2%	5%	-	0,38%



1. The performance plans include costs related to investments which comprise depreciation cost, cost of capital, and cost of leasing.

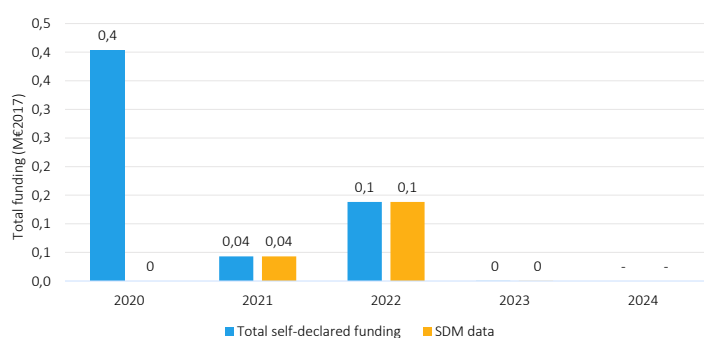
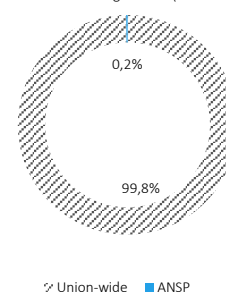
COSTS RELATED TO INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN				SLOVENIA - En route   Slovenia Control			
<b>Determined costs by nature (M€<sub>2017</sub>)</b>							
	2020D	2021D	2020D/2021D	2022D	2023D	2024D	RP3 to date
<b>Total costs of new and existing investments</b>	<b>5,36</b>	<b>4,56</b>	<b>9,92</b>	<b>4,57</b>	<b>4,75</b>	<b>4,61</b>	<b>19,25</b>
Depreciation	3,80	3,27	7,07	3,24	3,31	3,16	13,62
Cost of capital	1,57	1,29	2,85	1,33	1,44	1,45	5,63
Cost of leasing	0	0	0	0	0	0	0
<b>Actual costs by nature (M€<sub>2017</sub>)</b>							
	2020A	2021A	2020A/2021A	2022A	2023A	2024A	RP3 to date
<b>Total costs of new and existing investments</b>	<b>5,36</b>	<b>4,61</b>	<b>9,98</b>	<b>4,48</b>	<b>3,86</b>	-	<b>18,32</b>
Depreciation	3,80	3,37	7,16	3,32	2,73	-	13,21
Cost of capital	1,57	1,25	2,82	1,17	1,13	-	5,11
Cost of leasing	0	0	0	0	0	-	0
<b>Actual minus determined costs (M€<sub>2017</sub>)</b>							
	2020	2021	2020/2021	2022	2023	2024	RP3 to date
<b>Total difference</b>	<b>0</b>	<b>0,05</b>	<b>0,05</b>	<b>(0,09)</b>	<b>(0,89)</b>	-	<b>(0,93)</b>
Depreciation	0	0,09	0,09	0,08	(0,58)	-	(0,41)
Cost of capital	0	(0,04)	(0,04)	(0,17)	(0,31)	-	(0,51)
Cost of leasing	0	0	0	0	0	-	0



Slovenia did not establish a terminal charging zone for RP3.

Slovenia underspent 0.9M€<sub>2017</sub> in costs related to investments in 2023. For RP3 to date, Slovenia underspent 1.1M€<sub>2017</sub> in costs related to investments. These amounts shall be reimbursed to the airspace users through a reduction of future unit rate(s), unless the NSA decides after consultation with the users, that the ANSP shall not reimburse a part of the difference according to article 28 of Regulation (EU) 2019/317. [7](#)

PUBLIC FUNDING GRANTED FOR TOTAL CAPEX (CEF/TEN-T)						SLOVENIA   Slovenia Control
<b>Actual funding declaration (M€<sub>2017</sub>)</b>						
	2020	2021	2022	2023	2024	RP3 to date
<b>Total funding declared</b>	<b>0,40</b>	<b>0,04</b>	<b>0,14</b>	<b>0,00</b>	<b>-</b>	<b>0,58</b>
<b>En route funding declared</b>	<b>0,40</b>	<b>0,04</b>	<b>0,14</b>	<b>0,00</b>	<b>-</b>	<b>0,58</b>
<i>En route funding that could not be assigned to a specific investment</i>	<i>0,40</i>	<i>0,04</i>	<i>0,14</i>	<i>0,00</i>	<i>-</i>	<i>0,58</i>
<b>Terminal funding</b>	<b>0,00</b>	<b>0,00</b>	<b>0,00</b>	<b>0,00</b>	<b>-</b>	<b>0,00</b>
<i>Terminal funding that could not be assigned to a specific investment</i>	<i>0,00</i>	<i>0,00</i>	<i>0,00</i>	<i>0,00</i>	<i>-</i>	<i>0,00</i>
<b>Actual funding declaration vs payments (M€<sub>2017</sub>)</b>						
	2020	2021	2022	2023	2024	RP3 to date
<b>Difference between total funding declared vs received</b>	<b>0,40</b>	<b>(0,00)</b>	<b>0,00</b>	<b>0,00</b>	<b>-</b>	<b>0,40</b>
Total included in the funding declaration (reporting tables)	0,40	0,04	0,14	0,00	-	0,58
SDM Payment	0	0,04	0,14	0,00	-	0,18

Declared funding in 2023 (M€<sub>2017</sub>)

Slovenia reported no funding in 2023, which corresponds to the data provided by the SESAR Deployment manager. For RP3 to date, Slovenia declared 0.58M€<sub>2017</sub> of funding, while SESAR Deployment Manager data indicates a payment of 0.18M€<sub>2017</sub>.

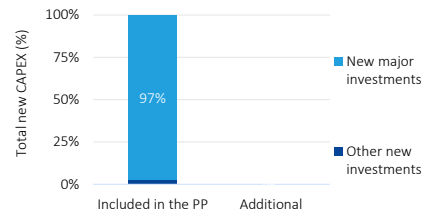


Spain overspent 8.5M€<sub>2017</sub> (6.4%) in costs related to investments for en route and terminal in 2023 compared to the determined costs. Spain planned 11 new major investments for RP3, all of which have started.

**CAPEX FOR NEW INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN** SPAIN | ENAIRE

**Determined and additional CAPEX by value of individual investments (M€<sub>2017</sub>)** RP3

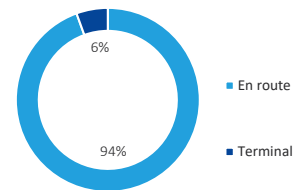
Total CAPEX for new investments	663,68	% of total
<b>New major investments (above 5M€ each)<sup>1</sup></b>	<b>646,02</b>	<b>97%</b>
Included in the performance plan	646,02	97%
Additional <sup>2</sup>	0	0%
<b>Other new investments (below 5M€ each)<sup>3</sup></b>	<b>17,66</b>	<b>3%</b>
Included in the performance plan	17,66	3%
Additional	0	0%



**Determined CAPEX: en route and terminal (M€<sub>2017</sub>)** RP3

Total CAPEX for new major investments	646,02	% of total
En route	610,32	94%
Terminal	35,70	6%

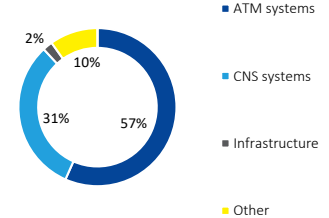
Total CAPEX of new major investments (%)



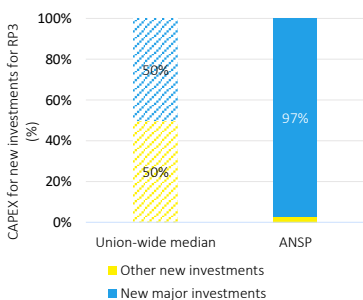
**Determined CAPEX by type of investment (M€<sub>2017</sub>)** RP3

Total CAPEX for new investments	546,08	% of total
ATM systems	309,28	57%
CNS systems	171,84	31%
Infrastructure	11,13	2%
Other	53,83	10%
Unknown	0	0%

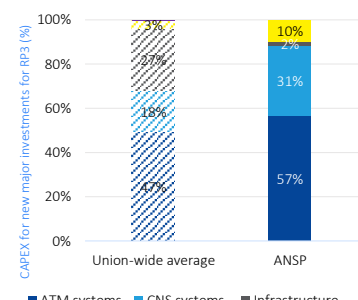
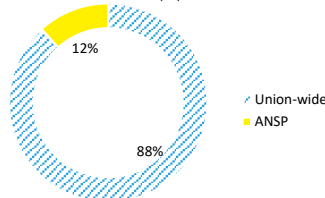
Total CAPEX of new major investments (%)



**CAPEX for new investments: ANSP compared to Union-wide** RP3



CAPEX for new investments for RP3 (%)



Unless otherwise stated, the Union-wide median values are reported as a measure of central tendency that is robust to outliers.

The Union-wide average values have a high standard deviation: ATM systems (33%), CNS systems (27%), infrastructure (21%), Other (1%), unknown (5%).

1. New major investments: "acquisition, development, replacement, upgrade, or leasing of fixed assets representing a total value over the whole lifetime of the assets greater than EUR 5 million in real terms" (Reg. 2019/317 art. 2 (13)).  
 2. Additional investments are those investments not foreseen as part of the performance plan.  
 3. Other new investments: new investments or replacements/upgrades of existing assets representing a total value over the whole lifetime of the asset below 5M€ in real terms.

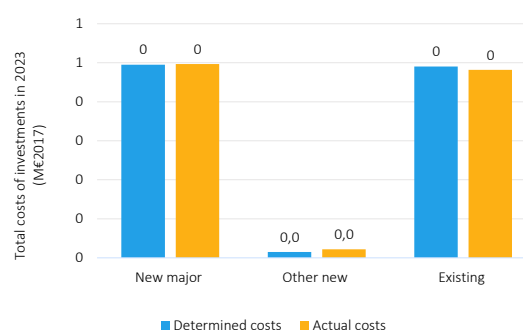
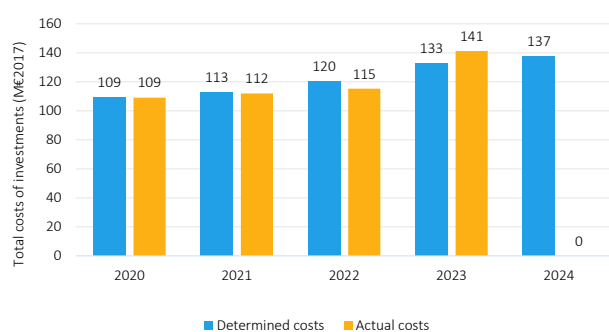
## COSTS RELATED TO INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN

SPAIN | ENAIRE

Determined costs: new and existing investments (M€ <sub>2017</sub> ) <sup>1</sup>	2020D	2021D	2022D	2023D	2024D	RP3 to date
<b>Total costs</b>	<b>109,06</b>	<b>113,00</b>	<b>120,13</b>	<b>132,64</b>	<b>137,43</b>	<b>474,82</b>
<b>New major investments</b>	<b>12,92</b>	<b>24,14</b>	<b>43,41</b>	<b>65,66</b>	<b>85,07</b>	<b>146,14</b>
% New major investments in total costs of investments	12%	21%	36%	50%	62%	31%
<b>Other new investments</b>	<b>0,08</b>	<b>0,26</b>	<b>1,01</b>	<b>1,96</b>	<b>2,47</b>	<b>3,32</b>
% Other new investments in total costs of investments	0%	0%	1%	1%	2%	1%
<b>Existing investments</b>	<b>96,05</b>	<b>88,60</b>	<b>75,71</b>	<b>65,01</b>	<b>49,89</b>	<b>325,37</b>
% Existing investments in total costs of investments	88%	78%	63%	49%	36%	69%

Actual costs: new and existing investments (M€ <sub>2017</sub> )	2020A	2021A	2022A	2023A	2024A	RP3 to date
<b>Total costs</b>	<b>109,06</b>	<b>111,91</b>	<b>115,23</b>	<b>141,18</b>	-	<b>477,38</b>
<b>New major investments</b>	<b>12,92</b>	<b>23,43</b>	<b>38,92</b>	<b>70,11</b>	-	<b>145,38</b>
% New major investments in total costs of investments	12%	21%	34%	50%	-	30%
<b>Other new investments</b>	<b>0,08</b>	<b>0,19</b>	<b>0,43</b>	<b>3,06</b>	-	<b>3,77</b>
% Other new investments in total costs of investments	0%	0%	0%	2%	-	1%
<b>Existing investments</b>	<b>96,05</b>	<b>88,29</b>	<b>75,88</b>	<b>68,01</b>	-	<b>328,23</b>
% Existing investments in total costs of investments	88%	79%	66%	48%	-	69%

Actual minus determined costs (M€ <sub>2017</sub> )	2020	2021	2022	2023	2024	RP3 to date
<b>Total difference</b>	<b>0</b>	<b>(1,09)</b>	<b>(4,90)</b>	<b>8,53</b>	-	<b>2,55</b>
<b>New major investments</b>	<b>0</b>	<b>(0,71)</b>	<b>(4,49)</b>	<b>4,44</b>	-	<b>(0,76)</b>
% change of actual with respect to determined	0%	-3%	-10%	7%	-	-1%
<b>Other new investments</b>	<b>0</b>	<b>(0,07)</b>	<b>(0,58)</b>	<b>1,10</b>	-	<b>0,46</b>
% change of actual with respect to determined	0%	-26%	-57%	56%	-	14%
<b>Existing investments</b>	<b>0</b>	<b>(0,31)</b>	<b>0,17</b>	<b>2,99</b>	-	<b>2,85</b>
% change of actual with respect to determined	0%	-0,35%	0%	5%	-	0,88%



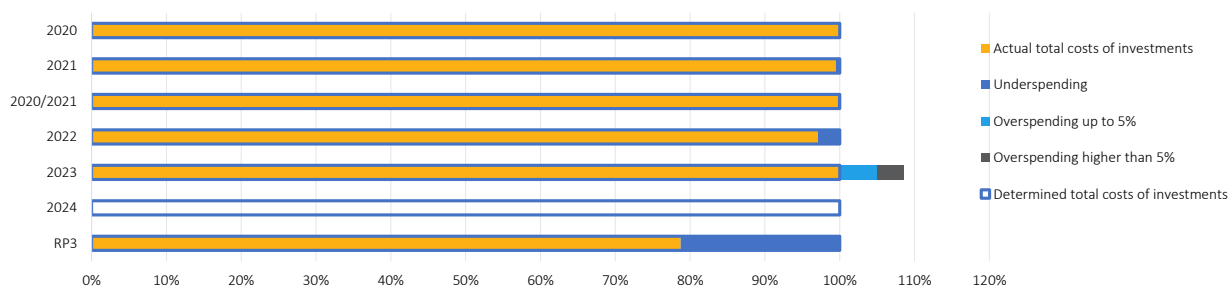
1. The performance plans include costs related to investments which comprise depreciation cost, cost of capital, and cost of leasing.

COSTS RELATED TO INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN SPAIN CONTINENTAL - En route | ENAIRE

Determined costs by nature (M€ <sub>2017</sub> ) <sup>1</sup>	2020D	2021D	2020D/2021D	2022D	2023D	2024D	RP3 to date
<b>Total costs of new and existing investments</b>	<b>89,59</b>	<b>93,47</b>	<b>183,07</b>	<b>99,50</b>	<b>110,27</b>	<b>113,75</b>	<b>392,83</b>
Depreciation	66,64	69,63	136,28	74,49	85,01	87,80	295,78
Cost of capital	22,95	23,84	46,79	25,00	25,26	25,95	97,05
Cost of leasing	0	0	0	0	0	0	0

Actual costs by nature (M€ <sub>2017</sub> )	2020A	2021A	2020A/2021A	2022A	2023A	2024A	RP3 to date
<b>Total costs of new and existing investments</b>	<b>89,59</b>	<b>92,98</b>	<b>182,58</b>	<b>96,60</b>	<b>119,70</b>	-	<b>398,88</b>
Depreciation	66,64	70,08	136,72	73,18	86,31	-	296,21
Cost of capital	22,95	22,90	45,85	23,42	33,39	-	102,67
Cost of leasing	0	0	0	0	0	-	0

Actual minus determined costs (M€ <sub>2017</sub> )	2020	2021	2020/2021	2022	2023	2024	RP3 to date
<b>Total difference</b>	<b>0</b>	<b>(0,49)</b>	<b>(0,49)</b>	<b>(2,89)</b>	<b>9,43</b>	-	<b>6,05</b>
Depreciation	0	0,45	0,45	(1,31)	1,30	-	0,43
Cost of capital	0	(0,94)	(0,94)	(1,58)	8,13	-	5,62
Cost of leasing	0	0	0	0	0	-	0

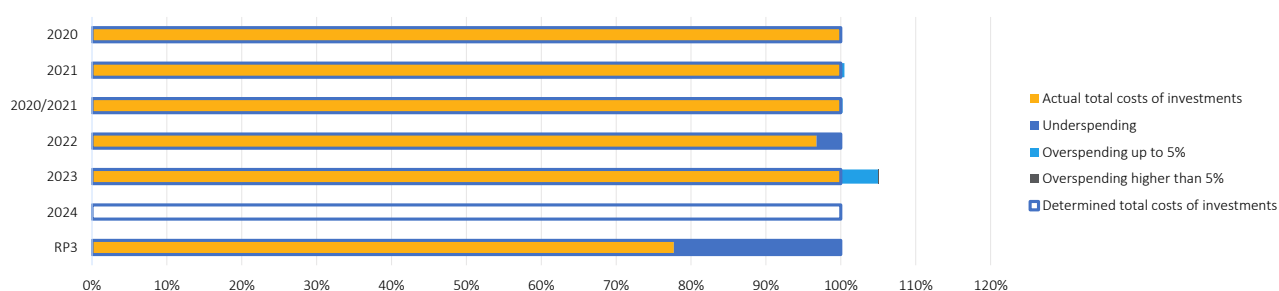


**COSTS RELATED TO INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN** SPAIN GRAN CANARIA - En route | ENAIRE

Determined costs by nature (M€ <sub>2017</sub> )	2020D	2021D	2020D/2021D	2022D	2023D	2024D	RP3 to date
<b>Total costs of new and existing investments</b>	<b>11,44</b>	<b>11,20</b>	<b>22,65</b>	<b>11,90</b>	<b>12,84</b>	<b>14,01</b>	<b>47,38</b>
Depreciation	8,51	8,12	16,63	8,41	9,12	10,05	34,16
Cost of capital	2,93	3,09	6,02	3,49	3,72	3,95	13,23
Cost of leasing	0	0	0	0	0	0	0

Actual costs by type of cost (M€ <sub>2017</sub> )	2020A	2021A	2020A/2021A	2022A	2023A	2024A	RP3 to date
<b>Total costs of new and existing investments</b>	<b>11,44</b>	<b>11,26</b>	<b>22,70</b>	<b>11,51</b>	<b>13,50</b>	-	<b>47,71</b>
Depreciation	8,51	8,47	16,98	8,77	9,62	-	35,37
Cost of capital	2,93	2,79	5,72	2,74	3,88	-	12,34
Cost of leasing	0	0	0	0	0	-	0

Actual minus determined costs (M€ <sub>2017</sub> )	2020	2021	2020/2021	2022	2023	2024	RP3 to date
<b>Total difference</b>	<b>0</b>	<b>0,05</b>	<b>0,05</b>	<b>(0,39)</b>	<b>0,66</b>	-	<b>0,32</b>
Depreciation	0	0,35	0,35	0,36	0,50	-	1,21
Cost of capital	0	(0,30)	(0,30)	(0,74)	0,15	-	(0,89)
Cost of leasing	0	0	0	0	0	-	0



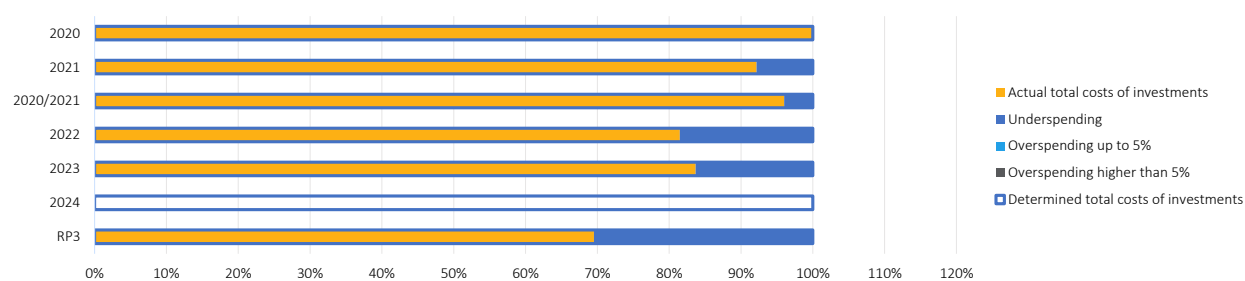
Spain overspent 9.4M€<sub>2017</sub> in costs related to investments in the Continental en route charging zone and 0.66M€<sub>2017</sub> in the Gran Canaria en route charging zone in 2023. For RP3 to date, Spain en route Continental overspent 6.1M€<sub>2017</sub> in costs related to investments, and Spain en route Gran Canaria overspent 0.32M€<sub>2017</sub>. These amounts shall be reimbursed to the airspace users through a reduction of future unit rate(s), unless the NSA decides after consultation with the users, that the ANSP shall not reimburse a part of the difference according to article 28 of Regulation (EU) 2019/317.


**COSTS RELATED TO INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN** SPAIN - Terminal | ENAIRE

Determined costs by nature (M€ <sub>2017</sub> )	2020D	2021D	2020D/2021D	2022D	2023D	2024D	RP3 to date
<b>Total costs of new and existing investments</b>	<b>8,02</b>	<b>8,32</b>	<b>16,34</b>	<b>8,73</b>	<b>9,53</b>	<b>9,67</b>	<b>34,61</b>
Depreciation	6,19	6,34	12,53	6,66	7,45	7,52	26,63
Cost of capital	1,83	1,98	3,81	2,08	2,09	2,16	7,98
Cost of leasing	0	0	0	0	0	0	0

Actual costs by type of cost (M€ <sub>2017</sub> )	2020A	2021A	2020A/2021A	2022A	2023A	2024A	RP3 to date
<b>Total costs of new and existing investments</b>	<b>8,02</b>	<b>7,67</b>	<b>15,69</b>	<b>7,12</b>	<b>7,98</b>	-	<b>30,79</b>
Depreciation	6,19	5,95	12,15	5,55	5,88	-	23,58
Cost of capital	1,83	1,72	3,54	1,57	2,10	-	7,21
Cost of leasing	0	0	0	0	0	-	0

Actual minus determined costs (M€ <sub>2017</sub> )	2020	2021	2020/2021	2022	2023	2024	RP3 to date
<b>Total difference</b>	<b>0</b>	<b>(0,65)</b>	<b>(0,65)</b>	<b>(1,62)</b>	<b>(1,55)</b>	-	<b>(3,82)</b>
Depreciation	0	(0,39)	(0,39)	(1,11)	(1,56)	-	(3,06)
Cost of capital	0	(0,27)	(0,27)	(0,51)	0,01	-	(0,77)
Cost of leasing	0	0	0	0	0	-	0

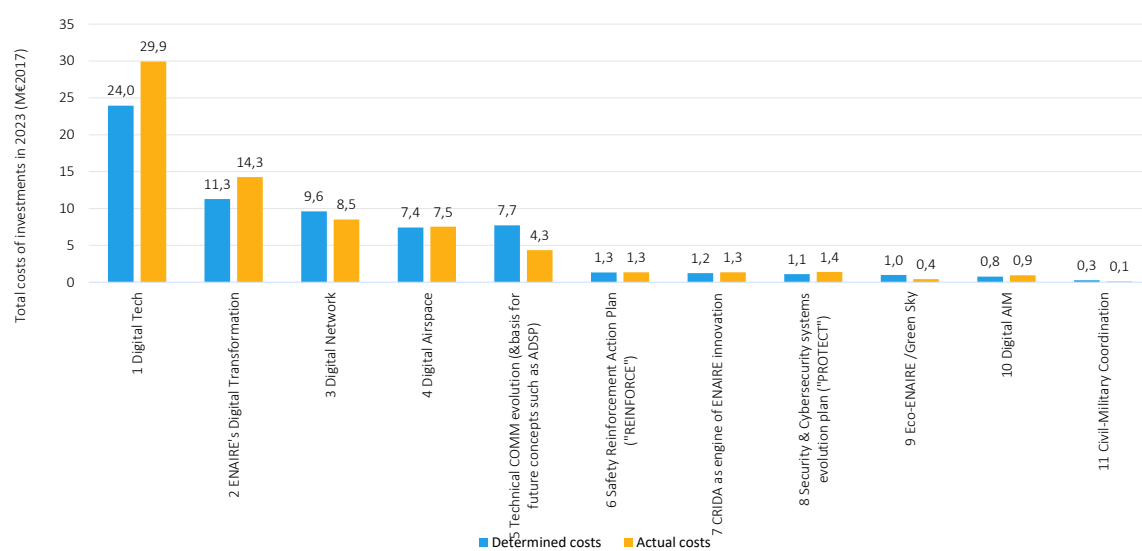


Spain underspent 1.6M€<sub>2017</sub> in costs related to investments in terminal in 2023. For RP3 to date, Spain underspent 3.8M€<sub>2017</sub> in costs related to investments. These amounts shall be reimbursed to the airspace users through a reduction of future unit rate(s), unless the NSA decides after consultation with the users, that the ANSP shall not reimburse a part of the difference according to article 28 of Regulation (EU) 2019/317. 

COSTS BY NEW MAJOR INVESTMENTS						SPAIN   ENAIRE	
Determined costs (M€ <sub>2017</sub> ) <sup>1</sup>	2020D	2021D	2022D	2023D	2024D	RP3 to date	
<b>Total costs of investments</b>	<b>12,92</b>	<b>24,14</b>	<b>43,41</b>	<b>65,66</b>	<b>85,07</b>	<b>146,14</b>	
1 Digital Tech	4,52	8,68	15,27	23,96	35,09	52,42	
2 ENAIRE's Digital Transformation	3,40	5,59	8,54	11,28	13,26	28,81	
3 Digital Network	0,71	3,20	5,78	9,62	11,71	19,32	
4 Digital Airspace	2,42	3,18	5,19	7,42	9,03	18,21	
5 Technical COMM evolution (&basis for future concepts such as ADSP)	1,57	1,92	4,95	7,71	8,91	16,14	
6 Safety Reinforcement Action Plan ("REINFORCE")	0,05	0,52	0,90	1,33	1,52	2,81	
7 CRIDA as engine of ENAIRE innovation	0,02	0,14	0,84	1,23	1,67	2,24	
8 Security & Cybersecurity systems evolution plan ("PROTECT")	0,11	0,44	0,78	1,11	1,47	2,44	
9 Eco-ENAIRE /Green Sky	0,01	0,19	0,51	0,99	1,07	1,71	
10 Digital AIM	0,10	0,18	0,43	0,76	1,08	1,46	
11 Civil-Military Coordination	0,00	0,10	0,23	0,26	0,27	0,59	
<b>Actual costs (M€<sub>2017</sub>)</b>	<b>2020A</b>	<b>2021A</b>	<b>2022A</b>	<b>2023A</b>	<b>2024A</b>	<b>RP3 to date</b>	
<b>Total costs of investments</b>	<b>12,92</b>	<b>23,43</b>	<b>38,92</b>	<b>70,11</b>	-	<b>145,38</b>	
1 Digital Tech	4,52	8,44	12,88	29,93	-	55,77	
2 ENAIRE's Digital Transformation	3,40	6,00	9,43	14,27	-	33,11	
3 Digital Network	0,71	2,80	5,76	8,50	-	17,77	
4 Digital Airspace	2,42	3,16	4,64	7,52	-	17,75	
5 Technical COMM evolution (&basis for future concepts such as ADSP)	1,57	1,70	2,71	4,34	-	10,31	
6 Safety Reinforcement Action Plan ("REINFORCE")	0,05	0,45	0,90	1,35	-	2,75	
7 CRIDA as engine of ENAIRE innovation	0,02	0,14	0,80	1,34	-	2,30	
8 Security & Cybersecurity systems evolution plan ("PROTECT")	0,11	0,45	0,83	1,38	-	2,78	
9 Eco-ENAIRE /Green Sky	0,01	0,03	0,12	0,42	-	0,59	
10 Digital AIM	0,10	0,27	0,67	0,95	-	1,98	
11 Civil-Military Coordination	0,00	0,00	0,15	0,11	-	0,27	

COSTS OF NEW MAJOR INVESTMENTS SPAIN | ENAIRE

Actual minus determined costs of investments (M€ <sub>2017</sub> )	2020	2021	2022	2023	2024	RP3 to date
<b>Total difference in costs of investments</b>	<b>0,00</b>	<b>(0,71)</b>	<b>(4,49)</b>	<b>4,44</b>	<b>-</b>	<b>(0,76)</b>
1 Digital Tech	0,00	(0,24)	(2,38)	5,97	-	3,35
2 ENAIRE's Digital Transformation	0,00	0,41	0,90	2,99	-	4,30
3 Digital Network	0,00	(0,41)	(0,01)	(1,13)	-	(1,54)
4 Digital Airspace	(0,00)	(0,01)	(0,54)	0,11	-	(0,45)
5 Technical COMM evolution (&basis for future concepts such as ADSP)	0,00	(0,23)	(2,24)	(3,37)	-	(5,83)
6 Safety Reinforcement Action Plan ("REINFORCE")	(0,00)	(0,07)	(0,00)	0,02	-	(0,06)
7 CRIDA as engine of ENAIRE innovation	(0,00)	(0,01)	(0,04)	0,10	-	0,06
8 Security & Cybersecurity systems evolution plan ("PROTECT")	(0,00)	0,01	0,05	0,28	-	0,34
9 Eco-ENAIRE /Green Sky	0,00	(0,16)	(0,39)	(0,57)	-	(1,12)
10 Digital AIM	0,00	0,10	0,24	0,19	-	0,52
11 Civil-Military Coordination	(0,00)	(0,09)	(0,08)	(0,15)	-	(0,32)

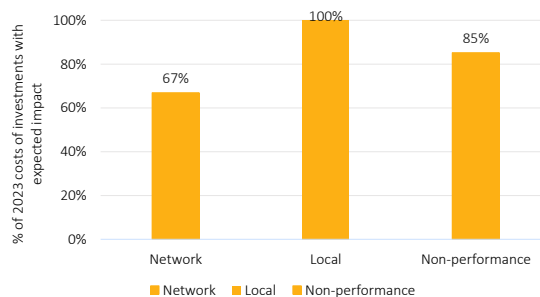
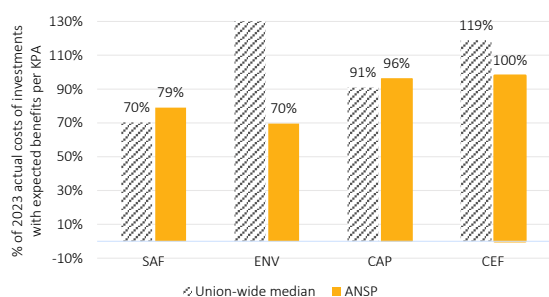


1. Determined costs comprise depreciation costs, cost of capital, and cost of leasing in the performance plans.

EXPECTED BENEFIT AND IMPACT PER NEW MAJOR INVESTMENT SPAIN | ENAIRE

#	New major investments	Expected benefit per KPA			
		SAF	ENV	CAP	CEF
1	Digital Tech	X	X	X	X
2	ENAIRE's Digital Transformation			X	X
3	Digital Network	X	X	X	X
4	Digital Airspace	X	X	X	X
5	Technical COMM evolution (&basis for future concepts such as ADSP)	X		X	X
6	Safety Reinforcement Action Plan ("REINFORCE")	X			
7	CRIDA as engine of ENAIRE innovation	X	X	X	X
8	Security & Cybersecurity systems evolution plan ("PROTECT")	X		X	X
9	Eco-ENAIRE /Green Sky		X		X
10	Digital AIM	X	X		X
11	Civil-Military Coordination	X	X	X	

#	New major investments	Expected impact		
		Network	Local	Non-performance
1	Digital Tech	X	X	X
2	ENAIRE's Digital Transformation		X	X
3	Digital Network		X	X
4	Digital Airspace	X	X	
5	Technical COMM evolution (&basis for future concepts such as ADSP)	X	X	X
6	Safety Reinforcement Action Plan ("REINFORCE")	X	X	
7	CRIDA as engine of ENAIRE innovation	X	X	X
8	Security & Cybersecurity systems evolution plan ("PROTECT")	X	X	
9	Eco-ENAIRE /Green Sky		X	X
10	Digital AIM	X	X	X
11	Civil-Military Coordination	X	X	

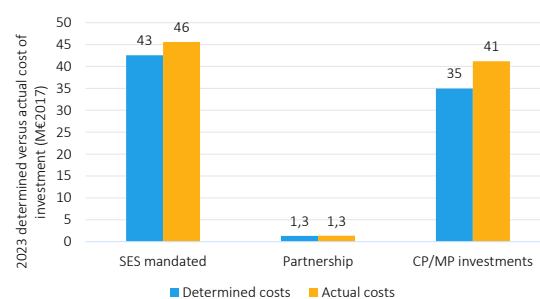
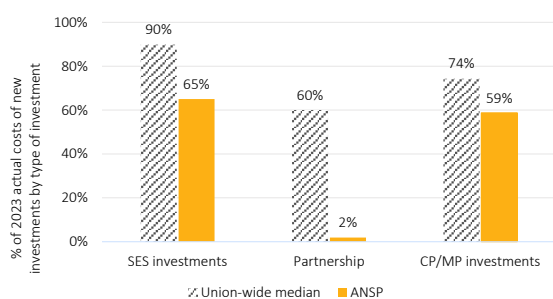




## EXPECTED IMPACT AND BENEFIT PER NEW MAJOR INVESTMENT

SPAIN | ENAIRE

#	New major investments	EIO Date <sup>1</sup>	Status	SES Reg.	Partnership	ATM system	CP/MP <sup>2</sup>
1	Digital Tech	2021-2028	Started	Yes	No	Yes	CP
2	ENAIRE's Digital Transformation	2021-2028	Started	No	No	No	-
3	Digital Network	2021-2028	Started	No	No	No	-
4	Digital Airspace	2021-2028	Started	Yes	No	Yes	CP
5	Technical COMM evolution (&basis for future concepts such as ADSP)	2021-2028	Started	Yes	No	Yes	-
6	Safety Reinforcement Action Plan ("REINFORCE")	2021-2028	Started	Yes	Yes	Yes	CP
7	CRIDA as engine of ENAIRE innovation	2021-2026	Started	No	No	Yes	CP
8	Security & Cybersecurity systems evolution plan ("PROTECT")	2021-2028	Started	Yes	No	Yes	-
9	Eco-ENAIRE /Green Sky	2021-2028	Started	No	No	No	-
10	Digital AIM	2021-2026	Started	Yes	No	Yes	CP
11	Civil-Military Coordination	2021-2028	Started	Yes	No	Yes	CP

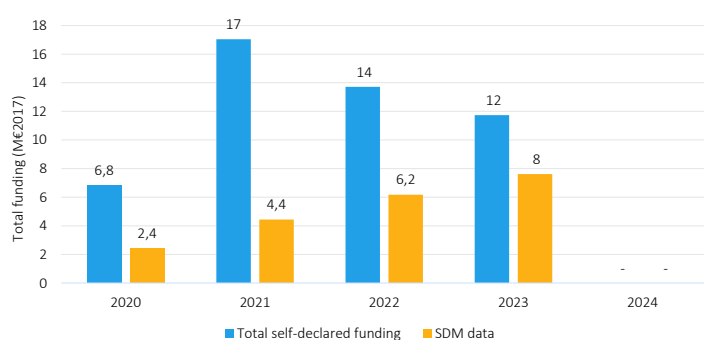
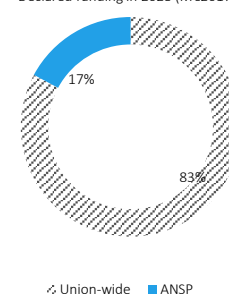


KPAs: SAF = Safety, ENV = Environment, CAP = Capacity, CEF = Cost-efficiency.

1. EOI date = Date of entry into operation

2. CP/MP = Common Project and Master Plan

PUBLIC FUNDING GRANTED FOR TOTAL CAPEX (CEF/TEN-T)						SPAIN   ENAIRE
<b>Actual funding declaration (M€<sub>2017</sub>)</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>RP3 to date</b>
<b>Total funding declared</b>	<b>6,83</b>	<b>17,05</b>	<b>13,71</b>	<b>11,74</b>	-	<b>49,33</b>
<b>En route funding declared</b>	<b>6,24</b>	<b>15,85</b>	<b>12,23</b>	<b>11,03</b>	-	<b>45,35</b>
<i>En route funding that could not be assigned to a specific investment</i>	<i>6,24</i>	<i>15,85</i>	<i>12,23</i>	<i>11,03</i>	-	<i>45,35</i>
<b>Terminal funding</b>	<b>0,59</b>	<b>1,20</b>	<b>1,48</b>	<b>0,70</b>	-	<b>3,98</b>
<i>Terminal funding that could not be assigned to a specific investment</i>	<i>0,59</i>	<i>1,20</i>	<i>1,48</i>	<i>0,70</i>	-	<i>3,98</i>
<b>Actual funding declaration vs payments (M€<sub>2017</sub>)</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>RP3 to date</b>
<b>Difference between total funding declared vs received</b>	<b>4,44</b>	<b>12,61</b>	<b>7,54</b>	<b>4,12</b>	-	<b>28,70</b>
Total included in the funding declaration (reporting tables)	6,83	17,05	13,71	11,74	-	49,33
SDM Payment	2,40	4,44	6,17	7,62	-	20,63

Declared funding in 2023 (M€<sub>2017</sub>)

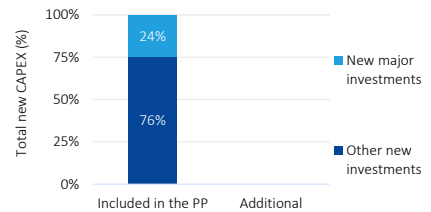
Spain reported 12M€<sub>2017</sub> in 2023. However SESAR Deployment Manager data indicates a payment of 7.6M€<sub>2017</sub> in 2023. For RP3 to date, Spain declared 49M€<sub>2017</sub> of funding, while SESAR Deployment Manager data indicates a payment of 21M€<sub>2017</sub>.

Sweden reported an overspending of 1.5M€<sub>2017</sub> (8.1%) in costs related to investments for en route and terminal in 2023 compared to the determined costs. Sweden planned three new major investments for RP3, one of which has started and two have been marked as delayed. Sweden has reported additional costs compared to the approved performance plan for new major investments (Project 7 - COOPANS (Topsky) and Project 8 - SUR (surveillance)), which do not seem to have been approved by the NSA and which do not match with the reporting tables.

CAPEX FOR NEW INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN SWEDEN | LFV

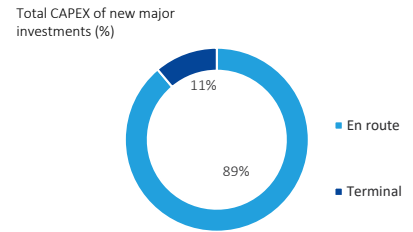
Determined and additional CAPEX by value of individual investments (M€<sub>2017</sub>) RP3

Total CAPEX for new investments	109,28	% of total
<b>New major investments (above 5M€ each)<sup>1</sup></b>	<b>26,73</b>	<b>24%</b>
Included in the performance plan	26,73	24%
Additional <sup>2</sup>	0	0%
<b>Other new investments (below 5M€ each)<sup>3</sup></b>	<b>82,55</b>	<b>76%</b>
Included in the performance plan	82,55	76%
Additional	0	0%



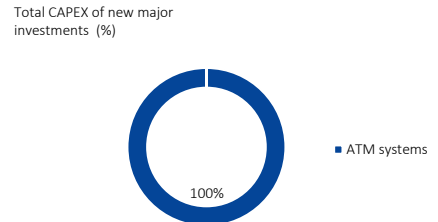
Determined CAPEX: en route and terminal (M€<sub>2017</sub>) RP3

Total CAPEX for new major investments	26,73	% of total
En route	23,74	89%
Terminal	2,98	11%

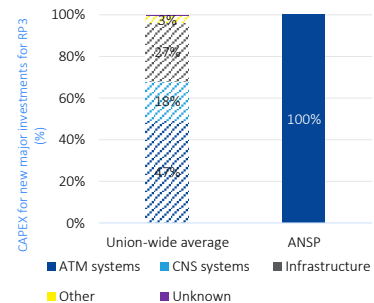
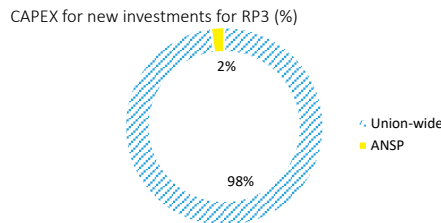
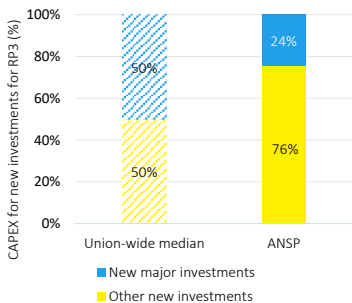


Determined CAPEX by type of investment (M€<sub>2017</sub>) RP3

Total CAPEX for new major investments	26,73	% of total
ATM systems	26,73	100%
CNS systems	0	0%
Infrastructure	0	0%
Other	0	0%
Unknown	0	0%



CAPEX for new investments: ANSP compared to Union-wide RP3



Unless otherwise stated, the Union-wide median values are reported as a measure of central tendency that is robust to outliers.

The Union-wide average values have a high standard deviation: ATM systems (33%), CNS systems (27%), infrastructure (21%), Other (1%), unknown (5%).

1. New major investments: "acquisition, development, replacement, upgrade, or leasing of fixed assets representing a total value over the whole lifetime of the assets greater than EUR 5 million in real terms" (Reg. 2019/317 art. 2 (13)).  
 2. Additional investments are those investments not foreseen as part of the performance plan.  
 3. Other new investments: new investments or replacements/upgrades of existing assets representing a total value over the whole lifetime of the asset below 5M€ in real terms.

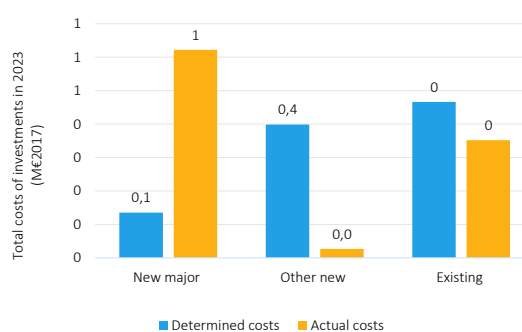
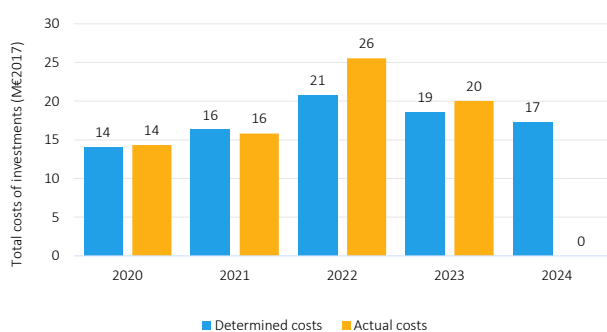
## COSTS RELATED TO INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN

SWEDEN | LFV

Determined costs: new and existing investments (M€ <sub>2017</sub> ) <sup>1</sup>	2020D	2021D	2022D	2023D	2024D	RP3 to date
<b>Total costs</b>	<b>14,06</b>	<b>16,31</b>	<b>20,81</b>	<b>18,53</b>	<b>17,22</b>	<b>69,70</b>
<b>New major investments</b>	<b>0,44</b>	<b>2,30</b>	<b>2,76</b>	<b>2,50</b>	<b>2,56</b>	<b>8,01</b>
% New major investments in total costs of investments	3%	14%	13%	14%	15%	11%
<b>Other new investments</b>	<b>1,17</b>	<b>1,43</b>	<b>7,29</b>	<b>7,38</b>	<b>8,02</b>	<b>17,27</b>
% Other new investments in total costs of investments	8%	9%	35%	40%	47%	25%
<b>Existing investments</b>	<b>12,45</b>	<b>12,58</b>	<b>10,75</b>	<b>8,64</b>	<b>6,64</b>	<b>44,42</b>
% Existing investments in total costs of investments	89%	77%	52%	47%	39%	64%

Actual costs: new and existing investments (M€ <sub>2017</sub> )	2020A	2021A	2022A	2023A	2024A	RP3 to date
<b>Total costs</b>	<b>14,33</b>	<b>15,80</b>	<b>25,54</b>	<b>20,03</b>	-	<b>75,71</b>
<b>New major investments</b>	<b>8,71</b>	<b>9,81</b>	<b>13,52</b>	<b>12,46</b>	-	<b>44,50</b>
% New major investments in total costs of investments	61%	62%	53%	62%	-	59%
<b>Other new investments</b>	<b>0,75</b>	<b>0,48</b>	<b>0,76</b>	<b>0,53</b>	-	<b>2,53</b>
% Other new investments in total costs of investments	5%	3%	3%	3%	-	3%
<b>Existing investments</b>	<b>4,87</b>	<b>5,51</b>	<b>11,26</b>	<b>7,04</b>	-	<b>28,68</b>
% Existing investments in total costs of investments	34%	35%	44%	35%	-	38%

Actual minus determined costs (M€ <sub>2017</sub> )	2020	2021	2022	2023	2024	RP3 to date
<b>Total difference</b>	<b>0,27</b>	<b>(0,50)</b>	<b>4,73</b>	<b>1,51</b>	-	<b>6,00</b>
<b>New major investments</b>	<b>8,26</b>	<b>7,51</b>	<b>10,76</b>	<b>9,95</b>	-	<b>36,49</b>
% change of actual with respect to determined	1864%	3	389%	397%	-	455%
<b>Other new investments</b>	<b>(0,41)</b>	<b>(0,95)</b>	<b>(6,53)</b>	<b>(6,85)</b>	-	<b>(14,74)</b>
% change of actual with respect to determined	-35%	(1)	-90%	-93%	-	-85%
<b>Existing investments</b>	<b>(7,58)</b>	<b>(7,07)</b>	<b>0,50</b>	<b>(1,60)</b>	-	<b>(15,74)</b>
% change of actual with respect to determined	-61%	(1)	5%	-18%	-	-35%



1. The performance plans include costs related to investments which comprise depreciation cost, cost of capital, and cost of leasing.

The total costs of investments included in the monitoring report do not match the total costs of investments included in the reporting tables. No explanation on the differences has been provided.

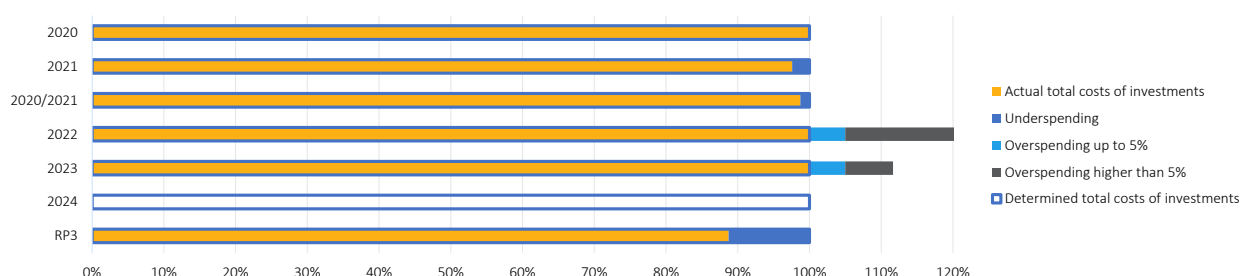
Sweden has reported additional costs compared to the approved performance plan for new major investments (Project 7 - COOPANS (Topsky) and Project 8 - SUR (surveillance)), which do not seem to have been approved by the NSA and which do not match with the reporting tables.

**COSTS RELATED TO INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN** SWEDEN - En route | LFV

Determined costs by nature (M€ <sub>2017</sub> )	2020D	2021D	2020D/2021D	2022D	2023D	2024D	RP3 to date
<b>Total costs of new and existing investments</b>	<b>15,09</b>	<b>17,15</b>	<b>32,24</b>	<b>20,71</b>	<b>19,03</b>	<b>18,08</b>	<b>71,97</b>
Depreciation	13,87	14,93	28,81	15,86	16,19	15,46	60,86
Cost of capital	1,21	2,21	3,43	4,85	2,84	2,62	11,12
Cost of leasing	0	0	0	0	0	0	0

Actual costs by nature (M€ <sub>2017</sub> )	2020A	2021A	2020A/2021A	2022A	2023A	2024A	RP3 to date
<b>Total costs of new and existing investments</b>	<b>15,09</b>	<b>16,74</b>	<b>31,83</b>	<b>26,81</b>	<b>21,25</b>	-	<b>79,89</b>
Depreciation	13,87	14,19	28,07	18,72	16,58	-	63,36
Cost of capital	1,21	2,54	3,76	8,09	4,67	-	16,52
Cost of leasing	0	0	0	0	0,00	-	0,00

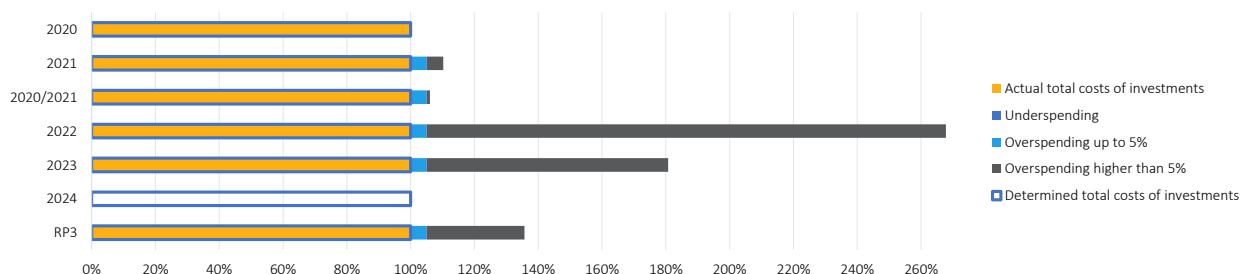
Actual minus determined costs (M€ <sub>2017</sub> )	2020	2021	2020/2021	2022	2023	2024	RP3 to date
<b>Total difference</b>	<b>0</b>	<b>(0,41)</b>	<b>(0,41)</b>	<b>6,11</b>	<b>2,22</b>	-	<b>7,91</b>
Depreciation	0	(0,74)	(0,74)	2,86	0,39	-	2,51
Cost of capital	0	0,33	0,33	3,25	1,83	-	5,40
Cost of leasing	0	0	0	0	0,00	-	0,00


**COSTS RELATED TO INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN** SWEDEN - Terminal | LFV

Determined costs by nature (M€ <sub>2017</sub> )	2020D	2021D	2020D/2021D	2022D	2023D	2024D	RP3 to date
<b>Total costs of new and existing investments</b>	<b>0,06</b>	<b>0,09</b>	<b>0,15</b>	<b>0,09</b>	<b>0,09</b>	<b>0,08</b>	<b>0,33</b>
Depreciation	0	0	0	0	0	0	0
Cost of capital	0,06	0,09	0,15	0,09	0,09	0,08	0,33
Cost of leasing	0	0	0	0	0	0	0

Actual costs by nature (M€ <sub>2017</sub> )	2020A	2021A	2020A/2021A	2022A	2023A	2024A	RP3 to date
<b>Total costs of new and existing investments</b>	<b>0,06</b>	<b>0,10</b>	<b>0,16</b>	<b>0,24</b>	<b>0,16</b>	-	<b>0,57</b>
Depreciation	0	0	0	0	0	-	0
Cost of capital	0,06	0,10	0,16	0,24	0,16	-	0,57
Cost of leasing	0	0	0	0	0	-	0

Actual minus determined costs (M€ <sub>2017</sub> )	2020	2021	2020/2021	2022	2023	2024	RP3 to date
<b>Total difference</b>	<b>0</b>	<b>0,01</b>	<b>0,01</b>	<b>0,15</b>	<b>0,07</b>	-	<b>0,23</b>
Depreciation	0	0	0	0	0	-	0
Cost of capital	0	0,01	0,01	0,15	0,07	-	0,23
Cost of leasing	0	0	0	0	0	-	0



The total costs of investments included in the monitoring report do not match the total costs of investments included in the reporting tables. No explanation on the differences has been provided.

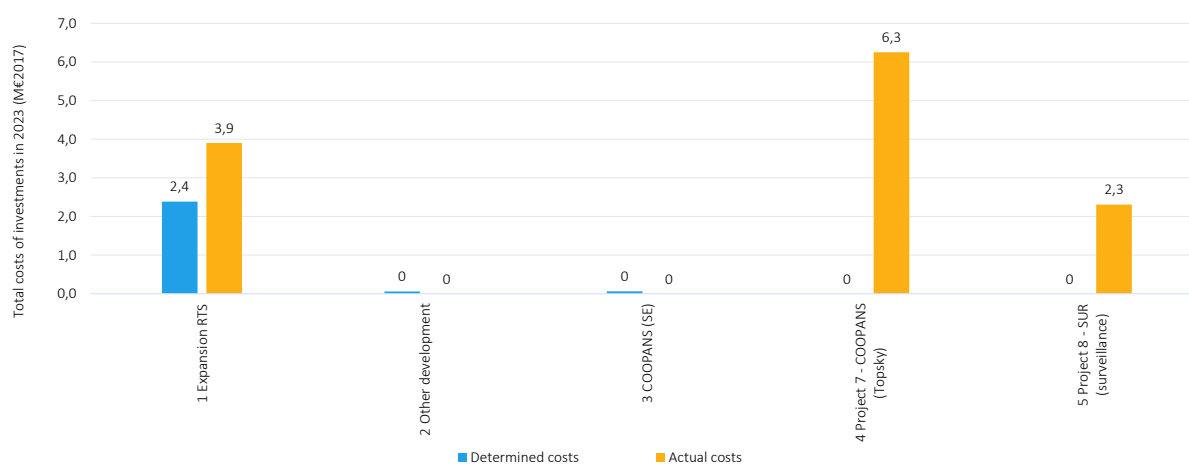
Sweden overspent 2.3M€<sub>2017</sub> in costs related to investments (+2.2M€<sub>2017</sub> in en route and +0.07M€<sub>2017</sub> in terminal) in 2023. For RP3 to date, Sweden overspent 8.1M€<sub>2017</sub> in costs related to investments.

**COSTS BY NEW MAJOR INVESTMENTS** SWEDEN | LFV

Determined costs (M€ <sub>2017</sub> ) <sup>1</sup>	2020D	2021D	2022D	2023D	2024D	RP3 to date
<b>Total costs of investments</b>	<b>0,44</b>	<b>2,30</b>	<b>2,76</b>	<b>2,50</b>	<b>2,56</b>	<b>8,01</b>
1 Expansion RTS	0,44	2,30	2,74	2,38	2,27	7,87
2 Other development	0	0	0,02	0,06	0,14	0,08
3 COOPANS (SE)	0	0	0,01	0,06	0,15	0,07
4 Project 7 - COOPANS (Topsky)	0	0	0	0	0	0
5 Project 8 - SUR (surveillance)	0	0	0	0	0	0

Actual costs (M€ <sub>2017</sub> )	2020A	2021A	2022A	2023A	2024A	RP3 to date
<b>Total costs of investments</b>	<b>8,71</b>	<b>9,81</b>	<b>13,52</b>	<b>12,46</b>	-	<b>44,50</b>
1 Expansion RTS	0,40	2,19	4,03	3,90	-	10,53
2 Other development	0	0	0	0	-	0
3 COOPANS (SE)	0	0	0	0	-	0
4 Project 7 - COOPANS (Topsky)	6,73	5,37	6,40	6,25	-	24,75
5 Project 8 - SUR (surveillance)	1,58	2,25	3,10	2,31	-	9,23

Actual minus determined costs of investments (M€ <sub>2017</sub> )	2020	2021	2022	2023	2024	RP3 to date
<b>Total difference in costs of investments</b>	<b>8,26</b>	<b>7,51</b>	<b>10,79</b>	<b>10,07</b>	-	<b>36,64</b>
1 Expansion RTS	(0,04)	(0,11)	1,30	1,52	-	2,66
2 Other development	0	0	0	0	-	0
3 COOPANS (SE)	0	0	0	0	-	0
4 Project 7 - COOPANS (Topsky)	6,73	5,37	6,40	6,25	-	24,75
5 Project 8 - SUR (surveillance)	1,58	2,25	3,10	2,31	-	9,23



1. Determined costs comprise depreciation costs, cost of capital, and cost of leasing in the performance plans.

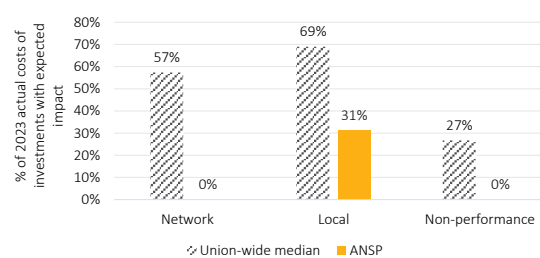
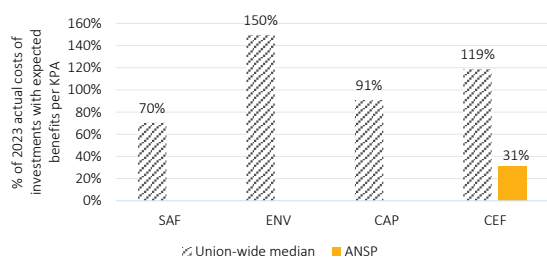
Sweden has reported additional costs compared to the approved performance plan for new major investments (Project 7 - COOPANS (Topsky) and Project 8 - SUR (surveillance)), which do not seem to have been approved by the NSA and which do not match with the reporting tables.

## EXPECTED BENEFIT AND IMPACT PER NEW MAJOR INVESTMENT

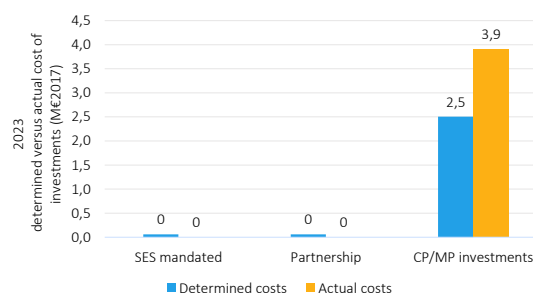
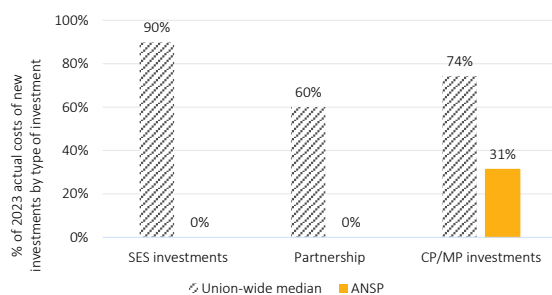
SWEDEN | LFV

#	New major investments	Expected benefit per KPA			
		SAF	ENV	CAP	CEF
1	Expansion RTS				X
2	Other development				
3	COOPANS (SE)				
4	Project 7 - COOPANS (Topsky)	Unknown	Unknown	Unknown	Unknown
5	Project 8 - SUR (surveillance)	Unknown	Unknown	Unknown	Unknown

#	New major investments	Expected impact		
		Network	Local	Non-performance
1	Expansion RTS		X	
2	Other development			
3	COOPANS (SE)			
4	Project 7 - COOPANS (Topsky)	Unknown	Unknown	Unknown
5	Project 8 - SUR (surveillance)	Unknown	Unknown	Unknown



#	New major investments	EIO Date <sup>1</sup>	Status	SES Reg.	Partnership	ATM system	
						ATM sytem	CP/MP <sup>2</sup>
1	Expansion RTS	2019-2021	Started	No	No	Yes	MP
2	Other development	Unknown	Delayed	No	No	Yes	MP
3	COOPANS (SE)	Unknown	Delayed	Yes	Yes	Yes	CP
4	Project 7 - COOPANS (Topsky)	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown
5	Project 8 - SUR (surveillance)	Unknown	Unknown	Unknown	Unknown	Unknown	Unknown



KPAs: SAF = Safety, ENV = Environment, CAP = Capacity, CEF = Cost-efficiency.

1. EOI date = Date of entry into operation
2. CP/MP = Common Project and Master Plan

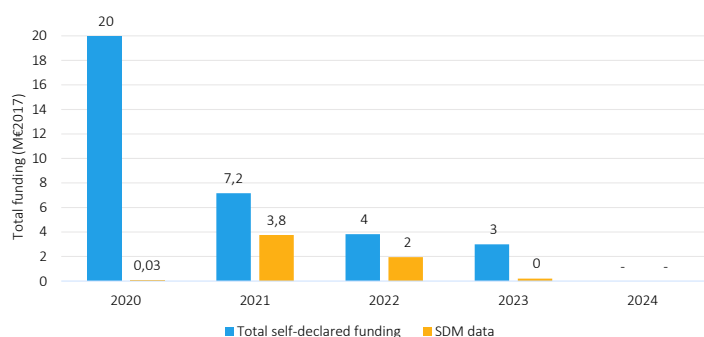
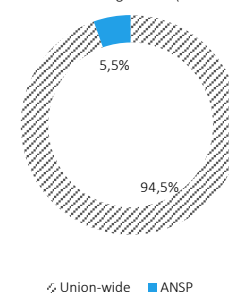
Sweden has reported additional costs compared to the approved performance plan for new major investments (Project 7 - COOPANS (Topsky) and Project 8 - SUR (surveillance)), which do not seem to have been approved by the NSA and which do not match with the reporting tables.

The new major investments 2 and 3 have been marked as delayed, as Sweden did not report actual costs so far, while costs were determined for those investments.

## PUBLIC FUNDING GRANTED FOR TOTAL CAPEX (CEF/TEN-T) SWEDEN | LFV

Actual funding declaration (M€ <sub>2017</sub> )	2020	2021	2022	2023	2024	RP3 to date
<b>Total funding declared</b>	<b>19,95</b>	<b>7,17</b>	<b>3,82</b>	<b>2,99</b>	-	<b>33,94</b>
<b>En route funding declared</b>	<b>19,87</b>	<b>6,78</b>	<b>3,56</b>	<b>2,99</b>	-	<b>33,21</b>
<i>En route funding that could not be assigned to a specific investment</i>	12,44	4,61	3,56	2,99	-	23,61
<i>Expansion RTS</i>	6,69	1,85	1,85	1,85	-	12,24
<i>COOPANS (SE)</i>	0,75	0,31	0,31	0,31	-	1,69
<b>Terminal funding</b>	<b>0,08</b>	<b>0,39</b>	<b>0,26</b>	<b>0</b>	<b>0</b>	<b>0,73</b>
<i>Terminal funding that could not be assigned to a specific investment</i>	0,08	0,39	0,26	-	-	0,73

Actual funding declaration vs payments (M€ <sub>2017</sub> )	2020	2021	2022	2023	2024	RP3 to date
<b>Difference between total funding declared vs received</b>	<b>19,92</b>	<b>3,41</b>	<b>1,86</b>	<b>2,80</b>	-	<b>27,99</b>
Total included in the funding declaration (reporting tables)	19,95	7,17	3,82	2,99	-	33,94
SDM Payment	0,03	3,76	1,96	0,20	-	5,95

Declared funding in 2023 (M€<sub>2017</sub>)

Sweden reported 3M€<sub>2017</sub> in 2023. SESAR Deployment Manager data indicates a payment of 0.2M€<sub>2017</sub> in 2023. For RP3 to date, Sweden declared 34M€<sub>2017</sub> of funding, while SESAR Deployment Manager data indicates a payment of 6M€<sub>2017</sub>.

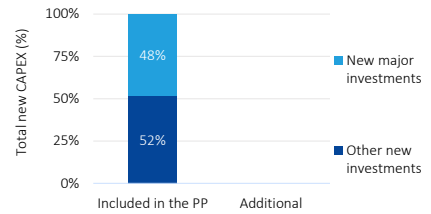


Switzerland overspent 1.4M€<sub>2017</sub> (3.4%) in costs related to investments for en route and terminal in 2023 compared to the determined costs. Switzerland planned eight new major investments for RP3, all of which have started.

CAPEX FOR NEW INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN SWITZERLAND | Skyguide

Determined and additional CAPEX by value of individual investments (M€<sub>2017</sub>) RP3

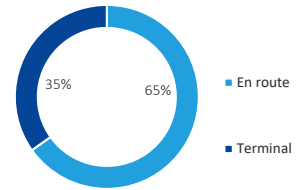
Total CAPEX for new investments	214,85	% of total
<b>New major investments (above 5M€ each)<sup>1</sup></b>	<b>103,14</b>	<b>48%</b>
Included in the performance plan	103,14	48%
Additional <sup>2</sup>	0	0%
<b>Other new investments (below 5M€ each)<sup>3</sup></b>	<b>111,71</b>	<b>52%</b>
Included in the performance plan	111,71	52%
Additional	0	0%



Determined CAPEX: en route and terminal (M€<sub>2017</sub>) RP3

Total CAPEX for new major investments	103,14	% of total
En route	67,21	65%
Terminal	35,93	35%

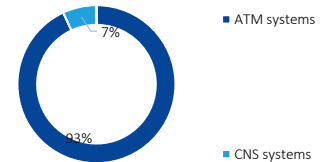
Total CAPEX of new major investments (%)



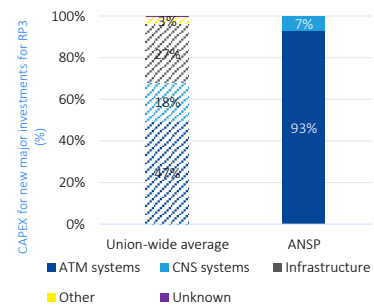
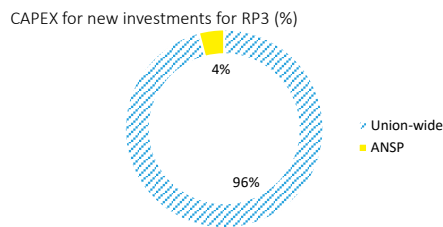
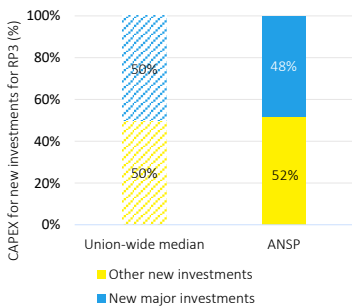
Determined CAPEX by type of investment (M€<sub>2017</sub>) RP3

Total CAPEX for new major investments	66,50	% of total
ATM systems	61,90	93%
CNS systems	4,60	7%
Infrastructure	0	0%
Other	0	0%
Unknown	0	0%

Total CAPEX of new major investments (%)



CAPEX for new investments: ANSP compared to Union-wide RP3



Unless otherwise stated, the Union-wide median values are reported as a measure of central tendency that is robust to outliers.

The Union-wide average values have a high standard deviation: ATM systems (33%), CNS systems (27%), infrastructure (21%), Other (1%), unknown (5%).

1. New major investments: "acquisition, development, replacement, upgrade, or leasing of fixed assets representing a total value over the whole lifetime of the assets greater than EUR 5 million in real terms" (Reg. 2019/317 art. 2 (13)).  
 2. Additional investments are those investments not foreseen as part of the performance plan.  
 3. Other new investments: new investments or replacements/upgrades of existing assets representing a total value over the whole lifetime of the asset below 5M€ in real terms.

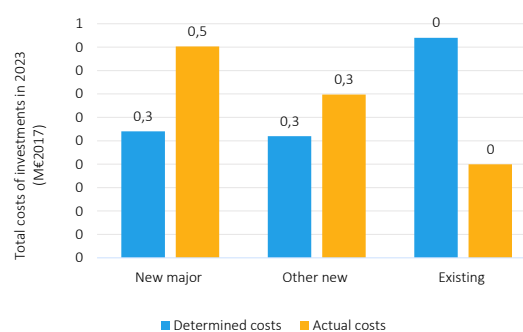
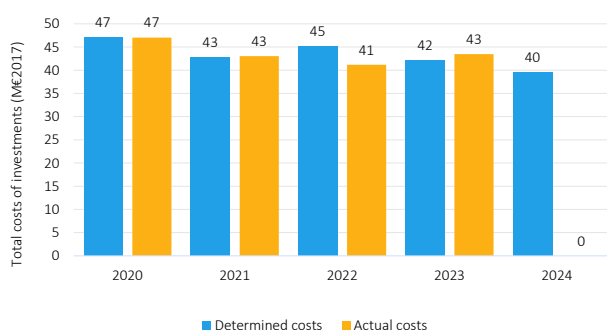
## COSTS RELATED TO INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN

SWITZERLAND | Skyguide

Determined costs: new and existing investments (M€ <sub>2017</sub> ) <sup>1</sup>	2020D	2021D	2022D	2023D	2024D	RP3 to date
<b>Total costs</b>	<b>47,01</b>	<b>42,87</b>	<b>45,11</b>	<b>42,04</b>	<b>39,56</b>	<b>177,03</b>
<b>New major investments</b>	<b>2,12</b>	<b>5,34</b>	<b>9,13</b>	<b>11,36</b>	<b>11,94</b>	<b>27,94</b>
% New major investments in total costs of investments	5%	12%	20%	27%	30%	16%
<b>Other new investments</b>	<b>1,95</b>	<b>6,11</b>	<b>8,71</b>	<b>10,92</b>	<b>13,23</b>	<b>27,68</b>
% Other new investments in total costs of investments	4%	14%	19%	26%	33%	16%
<b>Existing investments</b>	<b>42,94</b>	<b>31,43</b>	<b>27,28</b>	<b>19,76</b>	<b>14,38</b>	<b>121,41</b>
% Existing investments in total costs of investments	91%	73%	60%	47%	36%	69%

Actual costs: new and existing investments (M€ <sub>2017</sub> )	2020A	2021A	2022A	2023A	2024A	RP3 to date
<b>Total costs</b>	<b>47,01</b>	<b>43,04</b>	<b>41,18</b>	<b>43,46</b>	-	<b>174,70</b>
<b>New major investments</b>	<b>2,12</b>	<b>7,14</b>	<b>7,07</b>	<b>19,62</b>	-	<b>35,96</b>
% New major investments in total costs of investments	5%	17%	17%	45%	-	21%
<b>Other new investments</b>	<b>1,95</b>	<b>5,29</b>	<b>7,38</b>	<b>15,16</b>	-	<b>29,77</b>
% Other new investments in total costs of investments	4%	12%	18%	35%	-	17%
<b>Existing investments</b>	<b>42,94</b>	<b>30,61</b>	<b>26,73</b>	<b>8,68</b>	-	<b>108,96</b>
% Existing investments in total costs of investments	91%	71%	65%	20%	-	62%

Actual minus determined costs (M€ <sub>2017</sub> )	2020	2021	2022	2023	2024	RP3 to date
<b>Total difference</b>	<b>0</b>	<b>0,17</b>	<b>(3,92)</b>	<b>1,42</b>	-	<b>(2,33)</b>
<b>New major investments</b>	<b>0</b>	<b>1,81</b>	<b>(2,05)</b>	<b>8,27</b>	-	<b>8,02</b>
% change of actual with respect to determined	0%	0,34	-23%	73%	-	29%
<b>Other new investments</b>	<b>0</b>	<b>(0,82)</b>	<b>(1,33)</b>	<b>4,23</b>	-	<b>2,09</b>
% change of actual with respect to determined	0%	(0,13)	-15%	39%	-	8%
<b>Existing investments</b>	<b>0</b>	<b>(0,82)</b>	<b>(0,54)</b>	<b>(11,09)</b>	-	<b>(12,45)</b>
% change of actual with respect to determined	0%	(0,03)	-2%	-56%	-	-10%



1. The performance plans include costs related to investments which comprise depreciation cost, cost of capital, and cost of leasing.

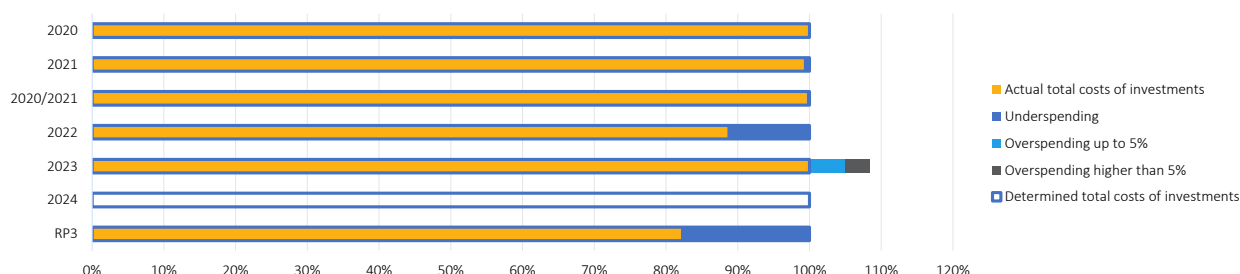
Switzerland included adjustments to the determined and actual costs of investments, under the name of "Financed outside Swiss FIR". These adjustments have been deducted from the costs of existing investments (12M€<sub>2017</sub> in 2023 for the determined values).

COSTS RELATED TO INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN SWITZERLAND - En route | Skyguide

Determined costs by nature (M€ <sub>2017</sub> )	2020D	2021D	2020D/2021D	2022D	2023D	2024D	RP3 to date
<b>Total costs of new and existing investments</b>	<b>26,75</b>	<b>24,03</b>	<b>50,78</b>	<b>24,12</b>	<b>21,59</b>	<b>19,67</b>	<b>96,49</b>
Depreciation	23,43	21,09	44,52	21,19	18,98	17,28	84,68
Cost of capital	3,32	2,94	6,26	2,93	2,61	2,38	11,80
Cost of leasing	0	0	0	0	0	0	0

Actual costs by nature (M€ <sub>2017</sub> )	2020A	2021A	2020A/2021A	2022A	2023A	2024A	RP3 to date
<b>Total costs of new and existing investments</b>	<b>26,75</b>	<b>23,84</b>	<b>50,59</b>	<b>21,36</b>	<b>23,41</b>	-	<b>95,35</b>
Depreciation	23,43	20,99	44,42	18,69	20,29	-	83,39
Cost of capital	3,32	2,85	6,17	2,67	3,12	-	11,96
Cost of leasing	0	0	0	0	0	-	0

Actual minus determined costs (M€ <sub>2017</sub> )	2020	2021	2020/2021	2022	2023	2024	RP3 to date
<b>Total difference</b>	<b>0</b>	<b>(0,19)</b>	<b>(0,19)</b>	<b>(2,76)</b>	<b>1,82</b>	-	<b>(1,14)</b>
Depreciation	0	(0,10)	(0,10)	(2,50)	1,31	-	(1,29)
Cost of capital	0	(0,09)	(0,09)	(0,26)	0,51	-	0,16
Cost of leasing	0	0	0	0	0	-	0

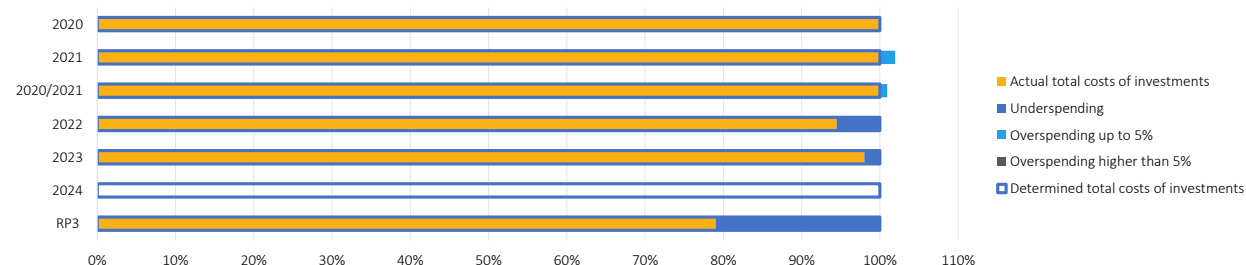


COSTS RELATED TO INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN SWITZERLAND - Terminal | Skyguide

Determined costs by nature (M€ <sub>2017</sub> )	2020D	2021D	2020D/2021D	2022D	2023D	2024D	RP3 to date
<b>Total costs of new and existing investments</b>	<b>20,27</b>	<b>18,84</b>	<b>39,10</b>	<b>20,99</b>	<b>20,46</b>	<b>19,89</b>	<b>80,55</b>
Depreciation	17,06	15,61	32,67	17,88	17,55	17,19	68,10
Cost of capital	3,21	3,23	6,44	3,11	2,91	2,71	12,45
Cost of leasing	0	0	0	0	0	0	0

Actual costs by nature (M€ <sub>2017</sub> )	2020A	2021A	2020A/2021A	2022A	2023A	2024A	RP3 to date
<b>Total costs of new and existing investments</b>	<b>20,27</b>	<b>19,20</b>	<b>39,47</b>	<b>19,83</b>	<b>20,05</b>	-	<b>79,35</b>
Depreciation	17,06	16,25	33,31	16,97	17,01	-	67,29
Cost of capital	3,21	2,95	6,16	2,86	3,04	-	12,06
Cost of leasing	0	0	0	0	0	-	0

Actual minus determined costs (M€ <sub>2017</sub> )	2020	2021	2020/2021	2022	2023	2024	RP3 to date
<b>Total difference</b>	<b>0</b>	<b>0,37</b>	<b>0,37</b>	<b>(1,16)</b>	<b>(0,40)</b>	-	<b>(1,20)</b>
Depreciation	0	0,64	0,64	(0,92)	(0,54)	-	(0,81)
Cost of capital	0	(0,28)	(0,28)	(0,25)	0,13	-	(0,39)
Cost of leasing	0	0	0	0	0	-	0



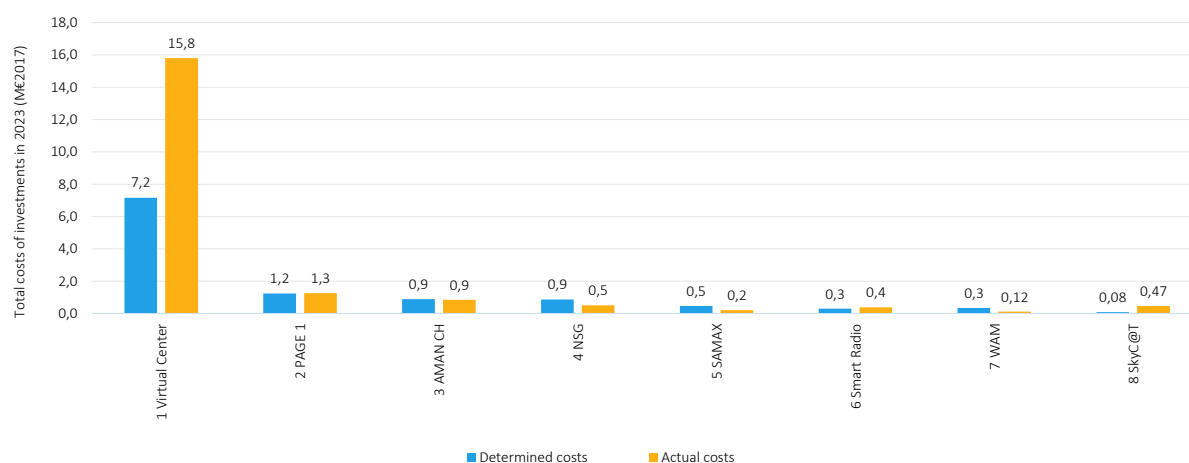
Switzerland overspent 1.4M€<sub>2017</sub> in costs related to investments (overspent of +1.8M€<sub>2017</sub> in en route and underspent of -0.4M€<sub>2017</sub> in terminal) in 2023. For RP3 to date, Switzerland underspent 2.3M€<sub>2017</sub> in costs related to investments. These amounts shall be reimbursed to the airspace users through a reduction of future unit rate(s), unless the NSA decides after consultation with the users, that the ANSP shall not reimburse a part of the difference according to article 28 of Regulation (EU) 2019/317. [M](#)

**COSTS BY NEW MAJOR INVESTMENTS** SWITZERLAND | Skyguide

Determined costs (M€ <sub>2017</sub> ) <sup>1</sup>	2020D	2021D	2022D	2023D	2024D	RP3 to date
<b>Total costs of investments</b>	<b>2,12</b>	<b>5,34</b>	<b>9,13</b>	<b>11,36</b>	<b>11,94</b>	<b>27,94</b>
1 Virtual Center	1,66	4,05	6,71	7,17	7,70	19,59
2 PAGE 1	0,15	0,75	1,27	1,24	1,21	3,40
3 AMAN CH	0,07	0,12	0,15	0,89	0,94	1,23
4 NSG	0,09	0,12	0,14	0,87	0,85	1,22
5 SAMAX	0,06	0,11	0,39	0,47	0,46	1,02
6 Smart Radio	0,07	0,10	0,31	0,30	0,30	0,78
7 WAM	0,01	0,05	0,11	0,34	0,37	0,51
8 SkyC@T	0,01	0,03	0,06	0,08	0,11	0,18

Actual costs (M€ <sub>2017</sub> )	2020A	2021A	2022A	2023A	2024A	RP3 to date
<b>Total costs of investments</b>	<b>2,12</b>	<b>7,14</b>	<b>7,07</b>	<b>19,62</b>	-	<b>35,96</b>
1 Virtual Center	1,66	4,64	4,74	15,80	-	26,84
2 PAGE 1	0,15	1,78	1,01	1,26	-	4,20
3 AMAN CH	0,07	0,13	0,17	0,85	-	1,22
4 NSG	0,09	0,20	0,42	0,51	-	1,22
5 SAMAX	0,06	0,08	0,15	0,21	-	0,50
6 Smart Radio	0,07	0,23	0,40	0,39	-	1,09
7 WAM	0,01	0,05	0,09	0,12	-	0,26
8 SkyC@T	0,01	0,04	0,10	0,47	-	0,63

Actual minus determined costs of investments (M€ <sub>2017</sub> )	2020	2021	2022	2023	2024	RP3 to date
<b>Total difference in costs of investments</b>	<b>0,00</b>	<b>1,81</b>	<b>(2,05)</b>	<b>8,27</b>	-	<b>8,02</b>
1 Virtual Center	0,00	0,59	(1,97)	8,64	-	7,25
2 PAGE 1	(0,00)	1,03	(0,26)	0,02	-	0,80
3 AMAN CH	0	0,00	0,02	(0,03)	-	(0,01)
4 NSG	0,00	0,08	0,27	(0,36)	-	(0,00)
5 SAMAX	0	(0,03)	(0,24)	(0,25)	-	(0,52)
6 Smart Radio	(0,00)	0,13	0,10	0,09	-	0,31
7 WAM	0,00	(0,00)	(0,02)	(0,23)	-	(0,25)
8 SkyC@T	0,00	0,01	0,04	0,39	-	0,44

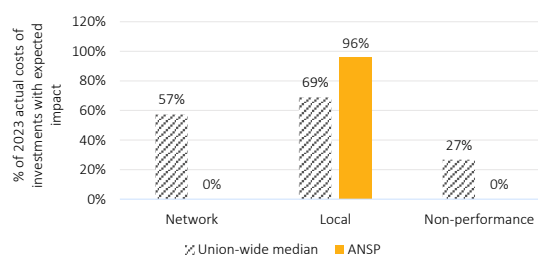
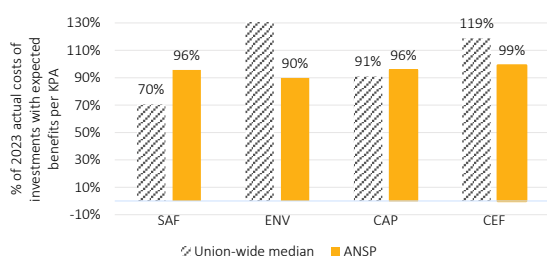


1. Determined costs comprise depreciation costs, cost of capital, and cost of leasing in the performance plans.

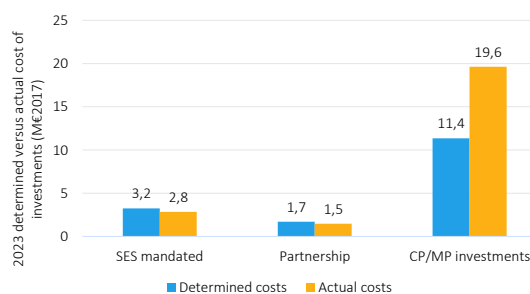
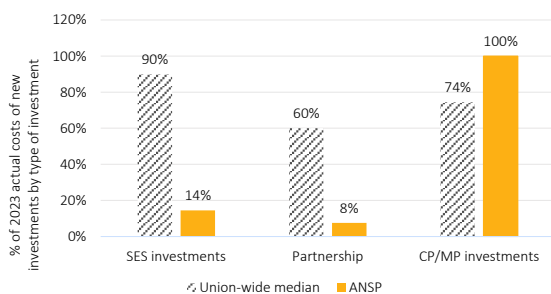
EXPECTED BENEFIT AND IMPACT PER NEW MAJOR INVESTMENT SWITZERLAND | Skyguide

#	New major Investments	Expected benefit per KPA			
		SAF	ENV	CAP	CEF
1	Virtual Center	X	X	X	X
2	PAGE 1	X		X	X
3	AMAN CH		X	X	X
4	NSG	X			X
5	SAMAX	X			
6	Smart Radio	X	X	X	X
7	WAM	X	X		X
8	SkyC@T	X	X	X	X

#	New major investments	Expected impact		
		Network	Local	Non-performance
1	Virtual Center		X	
2	PAGE 1		X	
3	AMAN CH			
4	NSG		X	
5	SAMAX		X	
6	Smart Radio		X	
7	WAM		X	
8	SkyC@T		X	

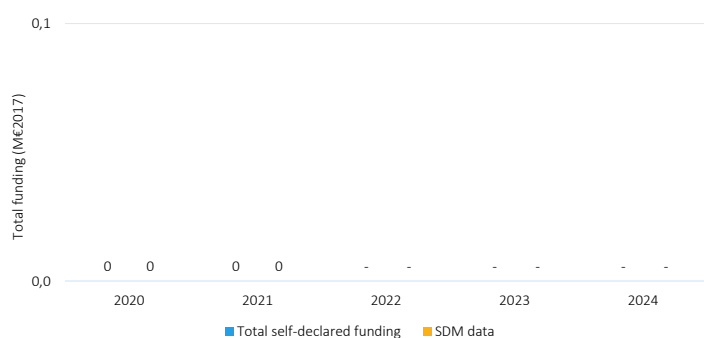


#	New major investments	EIO Date <sup>1</sup>	Status	SES Reg.	Partnership	ATM system	
						ATM system	CP/MP <sup>2</sup>
1	Virtual Center	2024	Started	No	No	Yes	MP
2	PAGE 1	2018-2022	Started	Yes	Yes	Yes	MP
3	AMAN CH	1/05/2022	Started	Yes	No	Yes	MP
4	NSG	2022	Started	No	No	Yes	MP
5	SAMAX	2021-2022	Started	Yes	Yes	Yes	CP
6	Smart Radio	2021	Started	Yes	No	Yes	CP
7	WAM	2022-2027	Started	Yes	No	Yes	CP
8	SkyC@T	2024	Started	No	No	Yes	MP

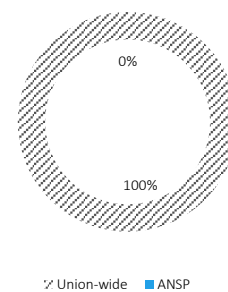


KPAs: SAF = Safety, ENV = Environment, CAP = Capacity, CEF = Cost-efficiency.  
 1. EOI date = Date of entry into operation  
 2. CP/MP = Common Project and Master Plan

PUBLIC FUNDING GRANTED FOR TOTAL CAPEX (CEF/TEN-T)						SWITZERLAND   Skyguide
<b>Actual funding declaration (M€<sub>2017</sub>)</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>RP3 to date</b>
<b>Total funding declared</b>	-	-	-	-	-	-
<b>En route funding declared</b>	-	-	-	-	-	-
<i>En route funding that could not be assigned to a specific investment</i>	-	-	-	-	-	-
<b>Terminal funding</b>	-	-	-	-	-	-
<i>Terminal funding that could not be assigned to a specific investment</i>	-	-	-	-	-	-
<b>Actual funding declaration vs payments (M€<sub>2017</sub>)</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>RP3 to date</b>
<b>Difference between total funding declared vs received</b>	-	-	-	-	-	-
Total included in the funding declaration (reporting tables)	-	-	-	-	-	-
SDM Payment	-	-	-	-	-	-



Declared funding in 2023 (M€2017)



Switzerland did not report any funding in 2023, which matches with the SESAR Deployment Manager data. The same applies for RP3 to date.