

# PRB Monitoring Report 2021

## Annex IV – Investments report

The 2021 monitoring consists of six reports:

1. PRB Monitoring Report 2021
2. Traffic light system for environmental performance
3. Annex I – Member States' factsheets
4. Annex II – Member States' detailed analysis for experts
5. Annex III – Safety report
6. **Annex IV – Investments report**

October 2022

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## 1 ABOUT THE DOCUMENT

- 1 The PRB Monitoring Report 2021 examines the performance of air navigation services (ANS) in Member States of the Single European Sky (SES). The SES area comprises EU Member States, Norway, and Switzerland (hereafter defined as Member States).
- 2 The PRB Annual Monitoring Report 2021 is complemented by:
  - Traffic light system for environmental performance (produced by the PRB);
  - Annex I – Member States’ factsheets (produced by the PRB);
  - Annex II – Member States’ detailed analysis for experts (produced by Eurocontrol);
  - Annex III – Safety report (produced by EASA); and
  - Annex IV – Investments report (this document).
- 3 This “Annex IV – Investments Report” monitors the ANS costs related to en route and terminal investments at Union-wide and air navigation service provider (ANSP) levels, as established in article 3(j) of the Commission Implementing Regulation (EU) 2019/317 (hereafter the Regulation).<sup>1</sup> The report also consolidates the available evidence of Union 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 ANSP or Member States shall reimburse the difference to airspace users, unless approved differently by the NSA based on justifications and consultations with airspace users;
  - 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 justifications and consultations with airspace users; and
  - Actual costs related to investments are above the determined costs by more than 5%, the difference should be borne by the ANSP or Member State.
- 5 The focus of this report is on monitoring the combined year 2020/2021 actual costs related to new major, other new, and existing investments against the determined costs included in the performance plans.<sup>2</sup> Moreover, the report also summarises other relevant information that Member States provided by 1<sup>st</sup> June 2022 as per Annex II of the Regulation:
  - The RP3 determined capital expenditure (CAPEX), included in the performance plans;
  - The actual costs for the combined year 2020/2021 related to investments (depreciation costs, cost of capital, and leasing costs) compared to the determined costs;<sup>3</sup>
  - The four main types of new major investments: (i) air traffic management (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 the common projects;<sup>4</sup>
  - Cross border/cross sectoral cooperation; and
  - The public funding received by ANSPs in 2020 and 2021.
- 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, while Section 3 focuses on new major investments

<sup>1</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>2</sup> For the Member States which received an inconsistency decision for the assessment of the performance plans submitted in November 2021, the data submitted in the performance plans of July 2022 was used. These Member States are Belgium-Luxembourg and thus FABEC, Cyprus, Greece, Latvia, Malta, Romania and Sweden.

<sup>3</sup> This report examines the cost of capital of fixed assets whereas Annexes I and II examine the total cost of capital (fixed and current assets).

<sup>4</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).

(types and expected benefits). Section 4 focuses on Union funding. Section 5 reports the Union-wide performance of cost-efficiency related to investments in the combined year 2020/2021. Finally, 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 public 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 in RP2 and RP3. Access to the dashboard can be requested.<sup>5</sup>

### 1.1 Data sources

- 8 The main data sources of this report are the "2021 monitoring reports" and the "2021 reporting tables"<sup>6</sup> submitted by Member States by 1<sup>st</sup> June 2022, as required by the Regulation, and the data on funding provided by the SESAR Deployment Manager.

#### 2021 monitoring reports

- 9 The 2021 monitoring reports submitted by the 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 2020 and 2021. 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.<sup>8</sup>
- 10 In addition to the costs related to investments, the 2021 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 2021 monitoring reports and the performance plans provide the planned entry into operation (EIO) date for each investment. In some

<sup>5</sup> Please send an email to [prb-office@prb.eusinglesky.eu](mailto:prb-office@prb.eusinglesky.eu) in order to acquire access to the dashboard.

<sup>6</sup> For the Member States which received an inconsistency decision for the assessment of the performance plans submitted in November 2021, the data submitted in the performance plans of July 2022 was used. These Member States are Belgium-Luxembourg and thus FABEC, Cyprus, Greece, Latvia, Malta, Romania and Sweden.

<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.

<sup>8</sup> Germany and Switzerland subtract from the total costs of investments 12.6M€<sub>2017</sub> and 15.4M€<sub>2017</sub> which are not paid by airspace users. When analysing the investment costs per category, this report subtracts both amounts from the existing investments.



cases, the 2021 monitoring reports report different EIO dates from the performance plans.

- 13 Finally, Austria noted in its monitoring report that its determined 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. However, Austria did not submit data on costs related to investments disaggregated into new (major and other) and existing investments.

### 2021 reporting tables

- 14 The 2021 reporting tables submitted by the Member States provide:
- Actual costs related to investments in 2020 and 2021 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, the SESAR Deployment Manager (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>9</sup>

## 1.2 Report limitations

- 16 This report compares actual costs in the combined year 2020/2021 against the determined costs included for the same years in the performance plans. However, it has to be considered that due

to the revision of the draft performance plans following the exceptional measures Regulation, the 2020 actual costs are equivalent to the determined ones. The difference is therefore attributable to the 2021 results.

- 17 Seven revised draft performance plans will need to be revised during 2022, the data from 2022 to 2024 related to such plans may change following the revisions.
- 18 In general, the report does not consider the operational expenditure (OPEX) related to CAPEX investments since most Member States do not provide details. The exception is France, which included planned and actual OPEX related to CAPEX in its 2021 monitoring report.<sup>10</sup>
- 19 The total actual and determined costs related to investments provided by Member States in the 2021 monitoring reports and 2021 reporting tables should match. However, this is not the case for some Member States (Table 1, next page). The discrepancies are caused by different costs related to investments reported by several Member States.
- 20 The quality of data included in the performance plans and monitoring reports varies across Member States. Due to limited information included in the monitoring data and due to Member States not reporting the actual delivery status of individual investments, it is difficult to report on the status of new major investments. Moreover, in most instances, the benefits expected from new major investments are not quantified. Often, the benefits expected are not detailed or not filled in the proper indicated fields. In order to provide a more meaningful analysis of the expected benefits of investments, the quality of data provided needs to improve. Moreover, the vast majority of the Member States do not provide a quantification of the expected benefits making impossible a quantitative monitoring of the impacts. This needs to improve to allow a greater understanding of the

<sup>9</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.

<https://ec.europa.eu/inea/en/welcome-to-innovation-networks-executive-agency>

<sup>10</sup> The French monitoring report included OPEX called "T3 Technic" in the total costs related to investments. This OPEX includes studies, project management, and expenses below 10K€<sub>2017</sub>. Due to French public accounting rules, "T3 Technic" costs cannot be included in the depreciation costs in the reporting tables and are registered in "other operating costs". As a result, the 2020/2021 determined costs of 638M€<sub>2017</sub> in the monitoring reports (including "T3 Technic" costs) are 171€<sub>2017</sub> higher than the 467M€<sub>2017</sub> submitted in the 2021 reporting tables.

potential for different investments to effectively increase capacity in a cost-efficient manner.

- 21 In the performance plans and monitoring reports, only new major investments have to be detailed and reported by project. However, new major investments are detailed for the specific reference period, being considered existing investments in the following reference period. This reporting approach complicates the monitoring of a specific major investment during its entire lifecycle. Indeed existing (and other new investments) are reported only as total amounts, making it difficult to have a clear understanding on the total investments of an ANSP.
- 22 The transparency of received funding has improved with the reporting tables for RP3, where a specific section details the payments received and reimbursed from 2014. However, as for the previous PRB reports, the data provided by the SDM and the data provided by Member States in their reporting tables cannot be fully reconciled. Indeed, the data reported under the performance and charging scheme is not fully aligned with the data of SDM/CINEA and Union funding is not always transparently reported. Examples of the

challenges to reconcile the Union funding data are the following:

- The actual SDM payments are not aligned in terms of time with the data reported by Member States. The payments from SDM to ANSPs are not for a specific calendar year, involving advance, interim, and final payments for a given project;
  - 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.
- 23 The limitations abovementioned should be taken into consideration and addressed when putting in place the regulatory framework for RP4. This would allow for a more transparent and meaningful monitoring and understanding of the relationship between cost and capacity.

Source	2020 determined costs (M€ <sub>2017</sub> )	2020 actual costs (M€ <sub>2017</sub> )	2021 determined costs (M€ <sub>2017</sub> )	2021 actual costs (M€ <sub>2017</sub> )
<b>2021 monitoring reports</b>	<b>987</b>	<b>985</b>	<b>994</b>	<b>990</b>
France difference <sup>11</sup>	93	93	78	97
Italy difference <sup>12</sup>	-81	-81	-58	-59
Remaining difference	-18	-22	-5	46
<b>2021 reporting tables</b>	<b>1,017</b>	<b>1,019</b>	<b>1,019</b>	<b>982</b>

Table 1 - Comparison of 2020 and 2021 costs related to investments included in the 2021 monitoring report and 2021 reporting tables (source: PRB elaboration of 2021 monitoring reports and 2021 reporting tables).

<sup>11</sup> The difference is due to the inclusion of planned and actual OPEX related to CAPEX in its 2021 monitoring report, while they cannot be included within depreciation costs in the reporting tables as from French public accounting rules.

<sup>12</sup> Italy reported 174M€<sub>2017</sub> of determined costs related to investment in its monitoring report and 313M€<sub>2017</sub> in its reporting tables for the combined year 2020/2021. Italy did not explain the difference between the two sources (139M€<sub>2017</sub>). The same applies to the difference of 140M€<sub>2017</sub> in actual costs (169M€<sub>2017</sub> vs 309M€<sub>2017</sub>).

## 2 RP3 CAPEX AND 2020/2021 COSTS RELATED TO INVESTMENTS

### 2.1 RP3 CAPEX

- 24 The total Union-wide en route and terminal RP3 determined CAPEX allocated to ANS for en route and terminal included in the performance plans amounts to 5.2B€, out of which 3.9B€ (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 +25%).
- 25 The majority of the Union-wide RP3 determined CAPEX allocated to ANS for en route and terminal included in the performance plans is planned by the main ANSPs (5.0B€, 96% of the total Union-wide RP3 planned CAPEX). 3.7B€ (74%) are determined for new major investments and 1.3B€ (26%) for other new investments.
- 26 The largest planned CAPEX is by far 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>13</sup>

- 27 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), and tower systems;<sup>14</sup>
  - Infrastructure: towers, buildings, and facilities;
  - CNS systems: communications, navigation, surveillance, meteorological, and multilateration (MLAT) systems;
  - Ancillary: aeronautical information management, MET systems, non-OPS equipment, IT systems; and
  - Other investments: aircraft (military), HR management, security/cyber security, R&D, digitalisation.

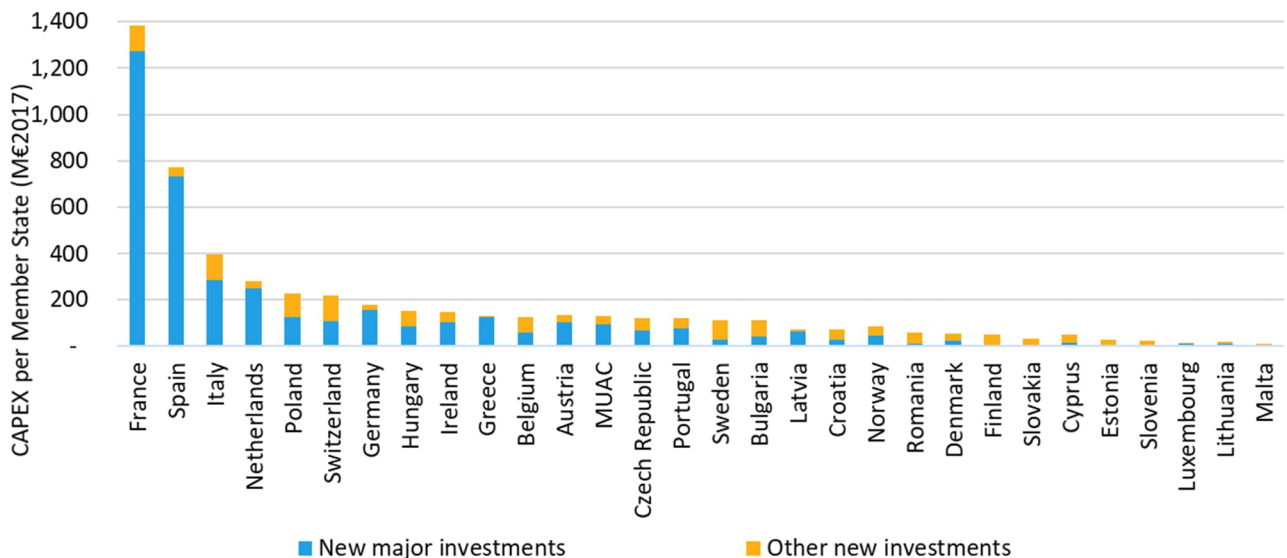


Figure 1 - RP3 determined CAPEX per Member State by value of investment (source: PRB elaboration of 2021 monitoring reports).

<sup>13</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>14</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. See: [https://cordis.europa.eu/programme/id/H2020\\_SESAR.IR-VLD.Wave1-19-2015](https://cordis.europa.eu/programme/id/H2020_SESAR.IR-VLD.Wave1-19-2015).

28 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.

	RP3 CAPEX (M€)	RP3 CAPEX (%)
ATM systems	1,820	47%
Infrastructure	1,035	27%
CNS	682	18%
Ancillary	124	3.2%
Other	188	4.9%
Unknown	13	0.3%

Table 2 - RP3 determined CAPEX by type of investment (source: PRB elaboration of the performance plans).<sup>15</sup>

29 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).

30 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);
- “Drone Detection System”, Germany (57M€, 5.5% of total determined Infrastructure CAPEX); and
- “01440701\_Campus”, Poland (39M€, 3.8% of total determined Infrastructure CAPEX).

31 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”, France (42M€, 6.1% of total determined CNS CAPEX).

32 New major investments are expected to impact the network at different levels. The total CAPEX for new major investments with an impact on

network functions is 1,640M€, for investments with an impact at local level is 1,735M€ and 934M€ for investments with a non-performance impact.

33 The total CAPEX for new major investments expected to bring benefits to the four KPAs is distributed as follows: 2,843M€ for investments benefiting safety, 1,900M€ for investments benefiting environment, 3,031M€ for investments benefiting capacity, and 2,269M€ for investments benefiting cost-efficiency.

34 New major investments are also expected 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 943M€, while investments with an impact on scalability have a total CAPEX of 100M€.

35 The total CAPEX for new major investments linked to the CP1 or the ATM Master Plan is 2,947M€, 76% of the total CAPEX of new major investments.

## 2.2 2020/2021 costs related to investments

36 As stated in the introduction of this document, costs related to investments are reported in the 2021 monitoring reports and in the 2021 reporting tables. Even though both data should match, the amounts provided by some Member States do not match either due to missing data or different values. The difference between the two sources for actuals 2020/2021 amounts to 26M€<sub>2017</sub> and it is mainly because of France and Italy.

37 This section focuses on i) the data reported in the 2021 monitoring reports (cost of investments detailed by new major, other new, and existing investments), and ii) the data reported in the 2021 reporting tables (cost of investments detailed by depreciation cost, cost of capital, and cost of leasing).

### New and existing investments

38 According to the 2021 monitoring reports, at Union-wide level for the combined year 2020/2021, the actual costs related to en route and terminal investments amounted to 1,975M€<sub>2017</sub>. These actual costs are slightly lower (-6.8M€<sub>2017</sub>, or -0.35%) than the determined costs (1,982M€<sub>2017</sub>).

<sup>15</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.

However, the difference between actual and determined costs varies among Member States, ranging between -22% for Malta and +9.6% for Poland.<sup>16</sup>

- 39 The total actual costs for the combined year 2020/2021 were composed mostly of existing investments (75%), followed by new major investments (19%), and other new investments (5.8%) (Table 3).
- 40 The total actual costs for the combined year 2020/2021 of new major investments (382M€<sub>2017</sub>, 19% of investment costs) are -13M€<sub>2017</sub> (-3.2%) lower compared to determined values (395M€<sub>2017</sub>). Determined new major investments amounts to 165 projects, out of which 85 (52%) are mandated by Regulation (EU) 2021/116 on the Common Project One (CP1) (see Section 3.2). Mandated new major investments may not easily be cancelled, postponed or changed in scope.
- 41 Regarding existing investments, the total actual costs for the combined year 2020/2021 (1,478M€<sub>2017</sub>, 75% of investment costs) is slightly lower (-4.7M€<sub>2017</sub> or -0.3%) than the determined values (1,482M€<sub>2017</sub>). Not all Member States reported details since the Regulation does not require it.
- 42 Finally, the total actual costs for the combined year 2020/2021 of other new investments (115M€<sub>2017</sub>, 5.8% of the total costs of investments) is +11M€<sub>2017</sub> (+10%) more compared to determined values (105M€<sub>2017</sub>).

Type of investment	2020/2021 determined costs (M€ <sub>2017</sub> )	2020/2021 actual costs (M€ <sub>2017</sub> )	Difference (M€ <sub>2017</sub> /%)
New major	395	382	-13/-3.2%
Other new	105	115	+11/+10%
Existing	1,482	1,478	-4.7/-0.3%
<b>Total</b>	<b>1,982</b>	<b>1,975</b>	<b>-6.8/-0.35%</b>

Table 3 – Comparison of 2020/2021 Union-wide actual versus determined costs related to investments – by type of investments. The data excludes Austria. (source: PRB elaboration of 2021 monitoring reports).<sup>17</sup>

- 43 At Union-wide level, the Member States who overspent most in costs related to investments compared to determined were: Poland (+7.1M€<sub>2017</sub>), France (+2.9M€<sub>2017</sub>), and Hungary (+2.8M€<sub>2017</sub>). Figure 2 (next page) shows the values for each Member State.<sup>18</sup>
- 44 The highest actual costs related to both en route and terminal investments for the combined year 2020/2021 are by far those of France (641M€<sub>2017</sub>, or 32% of total costs related to investments), followed by Spain (259M€<sub>2017</sub>, or 13%), Germany (176M€<sub>2017</sub>, or 8.9%), Italy (169M€<sub>2017</sub>, or 8.6%), and Switzerland (91M€<sub>2017</sub>, or 4.6%). The actual costs of investments for these five Member States amount to 1,337M€<sub>2017</sub> for the combined year 2020/2021, which represents 68% of the total actual costs of investments at Union-wide level.

<sup>16</sup> As for CAPEX values, it is not possible to allocate the cost of new and existing investments per Member State for MUAC. Similarly, the cost of new and existing investments of MUAC States does not include the MUAC values.

<sup>17</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.

<sup>18</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.



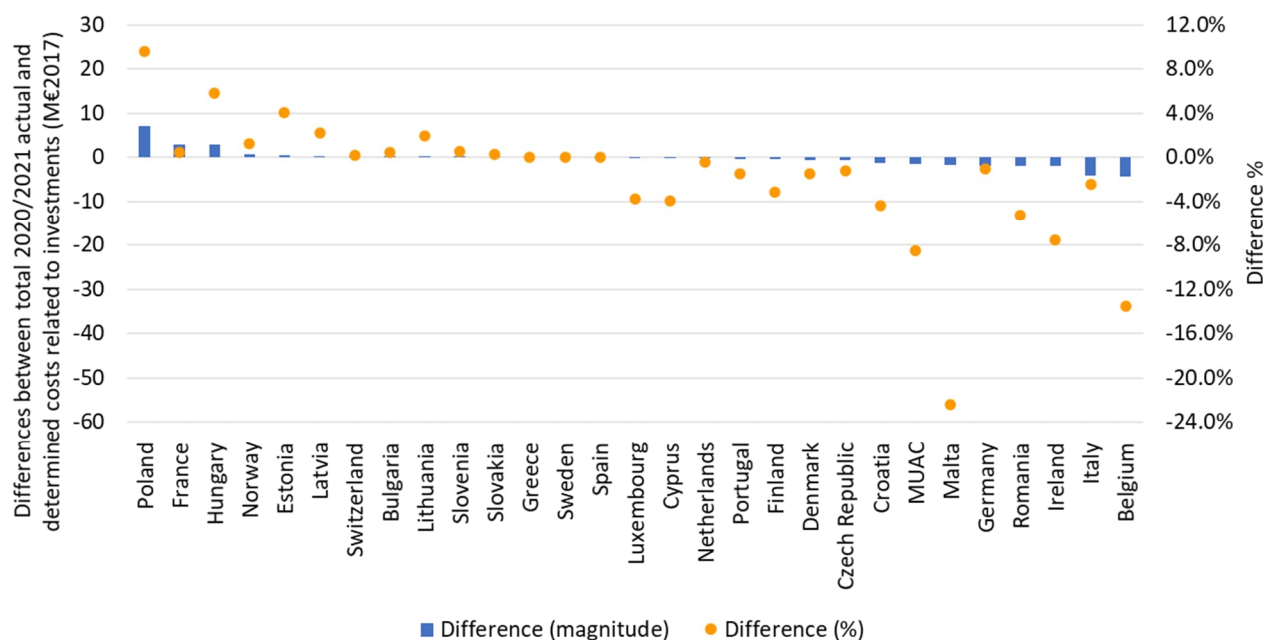


Figure 2 - 2020/2021 en route and terminal actual costs related to investments compared to the determined costs by Member State, sorted from highest to lowest actual cost difference in M€<sub>2017</sub> (source: PRB elaboration of 2021 monitoring reports).

### Depreciation, cost of capital, and leasing

- 45 According to the 2021 reporting tables submitted by the Member States, at Union-wide level for the combined year 2020/2021, the actual costs related to en route and terminal investments amounted to 2,000M€<sub>2017</sub>. These actual costs are -1.8% lower than the determined costs (2,036M€<sub>2017</sub>). This percentage difference is different from the values according to the 2021 monitoring reports (-0.35%).
- 46 The total actual costs for the combined year 2020/2021 was composed mostly of depreciation costs (78%), followed by cost of capital (21%), and leasing costs (0.8%). The allocation of actual costs between en route and terminal is 83%/17% (1,659M€<sub>2017</sub>/342M€<sub>2017</sub>).<sup>19</sup>
- 47 Compared to the determined costs, the largest percentage in actual costs is also represented by depreciation costs (78%), as shown in Table 4.

Investment costs by nature	2020/2021 determined costs (M€ <sub>2017</sub> )	2020/2021 actual costs (M€ <sub>2017</sub> )	Difference (M€ <sub>2017</sub> /%)
Depreciation	1,584	1,555	-29/ -1.9%
Cost of capital	437	427	-9.8/ -2.3%
Leasing costs	15	19	+3.3/ +22%
<b>Total</b>	<b>2,036</b>	<b>2,000</b>	<b>-36/ -1.8%</b>

Table 4 – Comparison of 2020/2021 Union-wide actual versus determined costs related to investments – by nature of costs. The data excludes Austria. (source: PRB elaboration of 2021 monitoring reports).<sup>20</sup>

- 48 As from the data from the 2021 reporting tables, the highest actual costs related to both en route and terminal investments for the combined year 2020/2021 are by far those of: France (451M€<sub>2017</sub>, followed by Italy (309M€<sub>2017</sub>), Spain (230M€<sub>2017</sub>), Germany (188M€<sub>2017</sub>), and Switzerland (91M€<sub>2017</sub>).

<sup>19</sup> There are four Member States that report en route leasing costs. The difference between actual and determined en route leasing costs for these Member States is: Finland (0.0%), Hungary (+43%), Poland (-2.2%), and Romania (+2.0%).

<sup>20</sup> The 2021 cost of capital value for en route and terminal in Germany is negative.



- 49 When analysing separately en route and terminal data, the results slightly differ. The top five Member States by actual costs related to en route investments for the combined year 2020/2021 are: France (381M€<sub>2017</sub>), Italy (260M€<sub>2017</sub>), Spain Continental (212M€<sub>2017</sub>), Germany (139M€<sub>2017</sub>), and Poland (64M€<sub>2017</sub>). The actual costs of these five Member States represent 64% of the en route Union-wide costs. Figure 3 shows the details for each Member State.<sup>21</sup>
- 50 69% (equivalent to -24M€<sub>2017</sub>) of the Union-wide underspending in costs related to en route investments compared to determined were realised by three Member States: France (-13M€<sub>2017</sub>, or -3.4%), Germany (-7.3M€<sub>2017</sub>, or -5.0%), and Italy (-2.9M€<sub>2017</sub>, or -1.1%).
- 51 The decrease in costs related to investments of France is driven by a decrease in depreciation, which was mainly due to the postponement of investments commissioning and because a part of the investment costs were transferred to project-related OPEX costs. The German NSA explained the decrease in costs related to investments stemming from a positive financial result (considering that Germany has no return on equity during RP3)

and the delay of some investments. For Italy, the NSA explained that the decrease is due to a reduction of the revenues through funding.

- 52 The Member States with the largest percentage reductions in actual costs compared to determined for en route costs are: Malta (-0.9M€<sub>2017</sub>, or -16%), Latvia (-0.5M€<sub>2017</sub>, or -6.3%), and Portugal (-1.1M€<sub>2017</sub>, or -5.5%).
- 53 Malta did not explain the difference between the values. The Latvian NSA explained that only ongoing projects proceeded as planned. For Portugal, the decrease is due to a postponement in the implementation of the new ATM System (TOPLIS – TOPSKY) as requested by the Network Manager in order to avoid simultaneous transitions of ATM systems with the Reims and Marseille ACCs (also planned for the beginning of 2022).

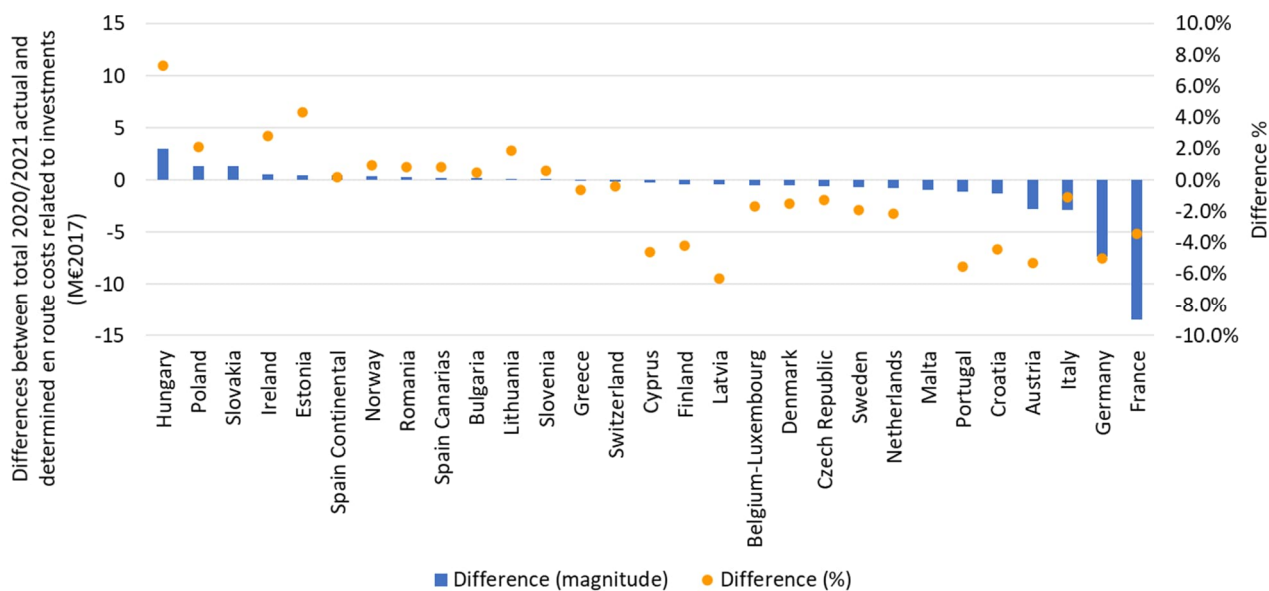


Figure 3 – 2020/2021 en route actual costs by Member State related to investments compared to the determined costs, sorted from highest to lowest actual cost difference in M€<sub>2017</sub> (source: PRB elaboration of 2021 reporting tables).

<sup>21</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.

- 54 On the other hand, 12 Member States had actual costs that were higher than determined. The Member States with the largest percentage increase in actual costs compared to determined for en route costs are: Slovakia (+1.3M€<sub>2017</sub>, or +10%), Hungary (+3.0M€<sub>2017</sub>, or +7.3%), and Estonia (+0.5M€<sub>2017</sub>, or +4.3%).
- 55 The NSA of Slovakia explained that the increase of costs related to investments is caused by the fact that determined costs of investments have been lowered by the amount underspent in RP2. The Hungarian NSA explained that the increase is driven by higher than planned property management fee (i.e. leasing fee). Estonia noted that the increase in the costs of investments was due to additional investment in equity by the shareholder.
- 56 Regarding the underspending on costs related to investments, most of the Member States have not specified when it will be reimbursed.
- 57 When analysing the actual costs related to terminal investments for the combined year 2020/2021, the data shows that the top five Member States by actual costs related to investments are the same as for en route: France (70M€<sub>2017</sub>), Italy (50M€<sub>2017</sub>), Germany (48M€<sub>2017</sub>), Switzerland (40M€<sub>2017</sub>), and Spain (18M€<sub>2017</sub>). The actual costs of these Member States represent 66% of the terminal Union-wide costs. Figure 4 (next page) shows the details for each Member State.
- 58 74% (equivalent to -8.6M€<sub>2017</sub>) of the Union-wide underspending in costs related to terminal investments compared to determined was realised by three Member States: Germany (-4.5M€<sub>2017</sub>, or -8.5%), France (-2.9M€<sub>2017</sub>, or -4.0%), and Ireland (-1.2M€<sub>2017</sub>, or -15%).
- 59 For Germany and France the reasons of the decreases in costs related to investment in terminal are the same than for en route. The Irish NSA explained that the difference was mainly due to a delay of the operational date of a new visual control tower at Dublin airport (initially planned in July 2021 and delayed to November 2021).
- 60 For terminal, the Member States with the largest percentage reductions in actual costs compared to determined are: Ireland (-1.2M€<sub>2017</sub>, or -15%), Malta (-0.2M€<sub>2017</sub>, or -9.0%), and Germany (-4.5M€<sub>2017</sub>, or -8.5%).
- 61 On the other hand, nine Member States had actual costs that were higher than the determined. The Member States with the largest percentage increase in actual costs compared to determined terminal costs are: Portugal (+0.5M€<sub>2017</sub>, or +6.9%), Romania (+0.2M€<sub>2017</sub>, or +5.5%), and Sweden (+55K€<sub>2017</sub>, or +3.0%).
- 62 The NSA of Portugal explained that there was higher investments than planned. Romania noted that depreciation was slightly higher than forecast, while the cost of capital was higher due to a change in the parameters used for calculating the return on equity, following the EC decision on the inconsistency of the performance plan. For Sweden, the increase in costs related to investments is due to the increase of the weighted average cost of capital.

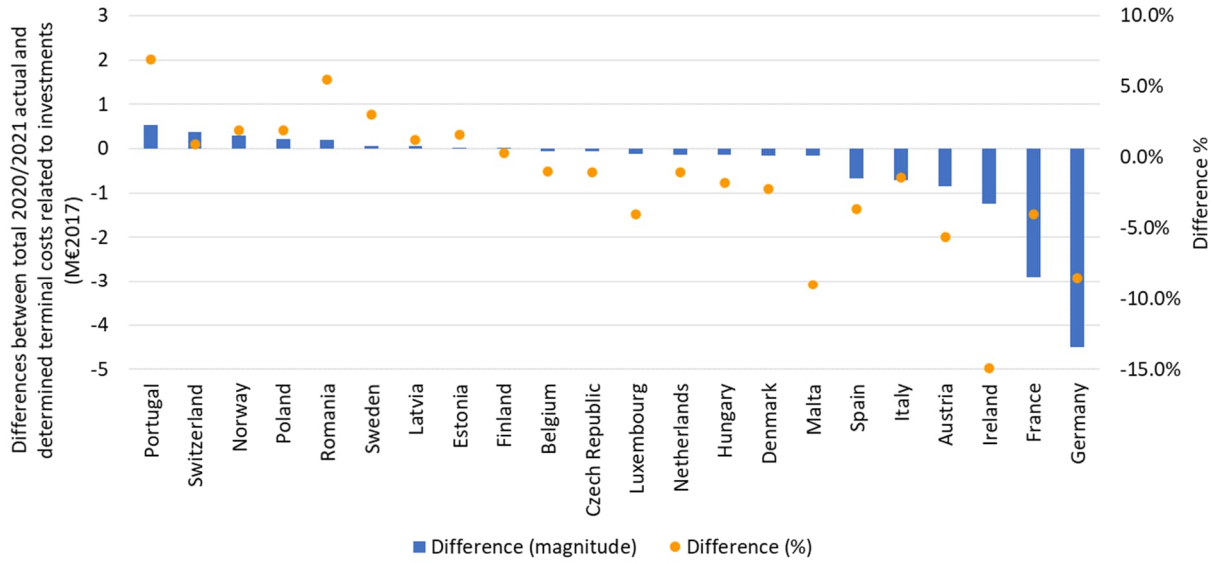


Figure 4 – 2020/2021 terminal actual costs by Member State related to investments compared to the determined costs, sorted from highest to lowest actual cost difference in M€<sub>2017</sub> (source: PRB elaboration of 2021 reporting tables).<sup>22</sup>

<sup>22</sup> The following Member States are not included since they do not have a terminal charging zone: Bulgaria, Croatia, Cyprus, Lithuania, Slovakia, Slovenia.

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

#### 3.1 Type of new major investments

63 The types of new major investments included in the RP3 performance plans are: ATM systems, infrastructure, CNS systems, ancillary, and other (Table 5, next page).<sup>23</sup>

64 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.

65 Out of the total actual costs of investments at Union-wide level for the combined year 2020/2021, 40% corresponds to ATM systems, 37% to infrastructure, 10% to CNS systems, 6.8% to ancillary, and 4.4% to other. One investment reported by Italy as "INTERVENTI NON PROGR. CNS/ATM", with actual costs equal to 1.2% of the total Union-wide new major investments, was marked as "unknown" in this report due to the limited technical description provided by Italy on the scope of the investment. The largest absolute underspending compared to determined costs corresponds to infrastructure investments (-7.9M€<sub>2017</sub>, or -5.3%).

66 Out of the total 165 new major investments at Union-wide level, 57 were categorised as being ATM systems. All Member States having new major investments, with the exception of Bulgaria, Lithuania, and Luxembourg, reported new major investments into ATM systems. The top three new major investments in ATM systems with the highest actual costs in the combined year 2020/2021 are:

- "COFLIGHT (FR)" in France (showing an overspending of +3.2M€<sub>2017</sub>);
- "4-FLIGHT" in France (showing an underspending of 2.8M€<sub>2017</sub>); and
- "NUOVO SISTEMA ATM ACC" in Italy (showing an overspending of +2.9M€<sub>2017</sub>).

67 Out of the total 166 new major investments at Union-wide level, 30 correspond to infrastructure investments. The top three new major investments in infrastructure with the largest actual costs in the combined year 2020/2021 are:

- "MCO and evol CNS/ATM" in France (showing an underspending of -8.4M€<sub>2017</sub>);
- "TORRI REMOTE" in Italy (showing an overspending of +0.3M€<sub>2017</sub>); and
- "NUOVE TWR/BT" in Italy (showing an underspending of -0.4M€<sub>2017</sub>).

68 A total of 58 new major investments was categorised as CNS systems. The top three investments in CNS systems with the largest actual costs in the combined year 2020/2021 are:

- "CSSIP" in France (showing an overspending of +0.8M€<sub>2017</sub>);
- "NVCS" in France (showing an underspending of -2.3M€<sub>2017</sub>); and
- "CENTRI RADIO TBT DEGLI ACCC" in Italy (showing a slight overspending of 38KM€<sub>2017</sub>).

69 10 new major investments deployed by seven Member States were categorised as ancillary. These projects represent only 6.8% of the total cost of investments related to new major investments.

<sup>23</sup> The investments are categorised disregarding their status of Common Project One (CP1) or otherwise.

Category	2020/2021 determined costs (M€ <sub>2017</sub> )	2020/2021 actual costs (M€ <sub>2017</sub> )	Actual vs determined (M€ <sub>2017</sub> )	Actual vs determined (%)	% of actual costs in total costs	Joint initiatives (% of actual costs in total costs)
ATM systems	152	153	+1.0	+0.7%	40%	25%
Infrastructure	150	142	-7.9	-5.3%	37%	0.2%
CNS systems	44	40	-4.1	-9.4%	10%	22%
Ancillary	27	26	-1.4	-5.0%	6.8%	55%
Other	16	17	+0.3	+1.9%	4.4%	3.0%
Unknown	5.0	4.5	-0.6	-11%	1.2%	0%
<b>Total</b>	<b>395</b>	<b>382</b>	<b>-12.7</b>	<b>-3.2%</b>	<b>100%</b>	<b>16%</b>

Table 5 – Categorisation of new major investments in the combined year 2020/2021 at Union-wide (source: PRB elaboration of 2021 monitoring reports).

### Cross-border or cross-sectoral cooperation

- 70 Out of the total 165 new major investments at Union-wide level, 28 were deployed under joint initiatives (e.g. cross-border or cross-sectoral cooperation). 15 Member States having new major investments reported new major investments deployed under joint initiatives.
- 71 The largest actual amounts deployed in the combined year 2020/2021 under joint initiatives correspond to ATM and ancillary systems. Within the Union-wide ATM systems related actual costs, 25% (38M€<sub>2017</sub>) corresponds to cross-border or cross-sectoral (ANS/airport) joint initiatives, out of which 88% (33M€<sub>2017</sub>) corresponds to:
- COFLIGHT (FR)<sup>24</sup> (27M€<sub>2017</sub>) in France;
  - COOPANS<sup>25</sup> in Austria, Croatia, Denmark, Ireland, and Sweden (4.8M€<sub>2017</sub>); and
  - PAGE<sup>26</sup> in Switzerland (1.9M€<sub>2017</sub>).
- 72 Only two new major investments (representing less than 1% of the total Union-wide actual cost of new major investments in infrastructure) deployed under joint initiatives had actual costs for the combined year 2020/2021 classified as infrastructure investments, being “U-Space Program”<sup>27</sup> (0.3M€<sub>2017</sub>) in Poland and “Expansion facilities/Polaris” (20K€<sub>2017</sub>) in the Netherlands.
- 73 Out of the actual costs of investments classified as CNS systems, 22% (8.9M€<sub>2017</sub>) corresponds to cross-border or cross-sectoral (ANS/airport) joint

initiatives, out of which 98% (8.7M€<sub>2017</sub>) corresponds to a new voice communication system in France implemented in cooperation with MUAC.

- 74 Regarding ancillary investments, 55% (14M€<sub>2017</sub>) corresponds to cross-border or cross-sectoral (ANS/airport) joint initiatives, out of which 63% (9M€<sub>2017</sub>) corresponds to an investment in meteorological satellites in Spain, in cooperation with EUMETSAT.

### 3.2 Expected benefits from new major investments

- 75 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 key performance areas (KPAs) of the performance and charging scheme (i.e. safety, environment, capacity, and cost-efficiency);
  - Interoperability and scalability of operations; and
  - The Common Project One (CP1) which supports the European ATM Master Plan.
- 76 Often, the benefits expected are not detailed or not filled in the proper indicated fields. And the vast majority of the Member States does not provide a quantification of the expected benefits making impossible a quantitative monitoring of

<sup>24</sup> Coflight is an FDPS implemented through cooperation of France and Italy. <https://www.ecologie.gouv.fr/en/coflight>.

<sup>25</sup> COOPANS is a partnership of Austria, Croatia, Denmark, Ireland, Portugal, and Sweden. <https://www.coopans.com/Home>.

<sup>26</sup> PAGE-1 is a partnership between Skyguide, together with the Geneva airport and the Federal Office of Civil Aviation (FOCA).

<sup>27</sup> “U-Space Program” (Poland) has been implemented in partnership with HAWK-E/Droneradar until the end of 2020.



the impacts. Moreover, only new major investments have to be detailed and reported by project. However, new major investments are detailed for the specific reference period, being considered existing investments in the following reference period. This reporting approach complicates the monitoring of a specific major investment during its entire lifecycle. Effective ways in which to correctly catalogue investments, to monitor their delivery in terms of cost and time and to calculate their contribution to achieving KPAs should be further explored in setting the regulatory framework for RP4.

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

- 77 Regulation (EU) 2021/116 art. 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".
- 78 The Union-wide actual costs in new major investments with expected positive network impact in the combined year 2020/2021 amount to 121M€<sub>2017</sub> (32% of the total Union-wide actual costs of new major investments). The largest new major investments expected to have network impact were "COFLIGHT (FR)" (France), "4-FLIGHT", and "Digital Tech (Spain).
- 79 Similarly, investments with expected positive local impact in the combined year 2020/2021 amount to 117M€<sub>2017</sub> (31% of the total Union-wide actual costs of new major investments). The largest new major investments with expected local impact are "COFLIGHT(FR)" and "SYSAT" (France), and "Digital Tech" (Spain).
- 80 Finally, the investments with positive non-performance impact in the combined year 2020/2021 amount to 71M€<sub>2017</sub> (19%). Examples of positive non-performance impact of investments are: resilience, continuity of operations, modernisation, and staff wellbeing.

#### Benefits to the four KPAs

- 81 The total actual costs in new major investments expected to bring benefits to the safety KPA in the combined year 2020/2021 is 291M€<sub>2017</sub> (76% 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 CNS systems (with a local impact).

- 82 With respect to the environment KPA, the actual costs related to new major investments in the combined year 2020/2021 amount to 114M€<sub>2017</sub> (30% 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 is classified as ATM systems with network and local impact.
- 83 For the capacity KPA, the total actual costs of new major investments expected to bring benefits in the combined year 2020/2021 was 317M€<sub>2017</sub> (83% 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.
- 84 Finally, the total actual costs of new major investments expected to bring benefits to the cost-efficiency KPA in the combined year 2020/2021 was 158M€<sub>2017</sub> (41% of the Union-wide actual costs of new major investments). These investments are expected to improve cost-efficiency by reducing the determined unit costs. The majority of investments expected to bring benefits to cost-efficiency was classified as ATM systems with local impact. However, Member States indicate that seven investments, corresponding to 1.1M€<sub>2017</sub>, ("New technical, ACC and tower building " in Latvia, "Aeronautical data management system - digitalization" in Lithuania, and five investments of ANSP EA in Spain) are expected to have a negative impact on cost-efficiency, by increasing determined costs, while not reducing any other costs. In the previous monitoring report, Germany reported the drone detection system as negatively impacting the cost-efficiency KPA. However, for the current monitoring period the investment



should bring a positive impact by “reducing risk and the impact of drone-induced airport closure”.

### *Interoperability and scalability of operations*

- 85 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.<sup>28</sup> Interoperability of systems is improved when a system is compatible between Member States, which facilitates the provision of services to airspace users.<sup>29</sup>
- 86 For the combined year 2020/2021, 12 Member States reported actual costs for new major investments improving interoperability of systems equal to 77M€<sub>2017</sub> (20% of the Union-wide actual costs of new major investments).
- 87 The majority of these investments corresponds to ATM systems (59M€<sub>2017</sub>, or 78% of investments expected to improve interoperability of systems), with the three largest ATM investments being: “4-FLIGHT” in France (22M€<sub>2017</sub>), a new ATM ACC system (“NUOVO SISTEMA ATM ACC”) in Italy (19M€<sub>2017</sub>), and “Digital Tech” in Spain (13M€<sub>2017</sub>).
- 88 Three Member States reported to have spent a total of 4.9M€<sub>2017</sub> in the combined year 2020/2021 (1.3% of the Union-wide actual costs of new major investments) in new major investments that are expected to improve scalability of operations.

### *Common Project One and ATM Master Plan*

- 89 Out of the Union-wide actual costs of new major investments for the combined year 2020/2021, 329M€<sub>2017</sub> (86%) are linked to Regulation (EU)

2021/116 on the Common Project One (CP1), which supports the European ATM Master Plan, out of which 174M€<sub>2017</sub> are mandated by the same Regulation. Article 4 of the abovementioned Regulation provides that Common projects shall “be consistent with and contribute to the European Union-wide performance targets”. At Union-wide level, there were similar levels of actual costs spent in the combined year 2020/2021 in new major investments with expected benefits in the KPAs of capacity and safety, as shown in paragraphs 81 to 84.

- 90 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 the combined year 2020/2021 is showed in Figure 5 (next page). 23 Member States reported costs of new major investments related to the CP1/ATM Master Plan in the combined year 2020/2021. The Member States with the largest actual costs of such investments in the combined year 2020/2021 were those of France (205M€<sub>2017</sub>), Italy (73M€<sub>2017</sub>), and Spain (20M€<sub>2017</sub>). The investment costs of the top three Member States represent 78% (297M€<sub>2017</sub>) of the total costs related to new major investments.
- 91 Eight Member States (Croatia, Cyprus, Hungary, Luxembourg, MUAC, Romania, Sweden, and Switzerland) reported that the entirety of the actual costs related to new major investments in the combined year 2020/2021 are costs of investments linked to (but not necessarily mandated by) the CP1/ATM Master Plan.

<sup>28</sup> [https://www.australasiantransportresearchforum.org.au/sites/default/files/ATRF2016\\_Full\\_papers\\_resubmission\\_137.pdf](https://www.australasiantransportresearchforum.org.au/sites/default/files/ATRF2016_Full_papers_resubmission_137.pdf).

<sup>29</sup> <https://www.easa.europa.eu/sites/default/files/dfu/events-docs-2011-09-20-GANIS-Factsheet-2011.pdf>.

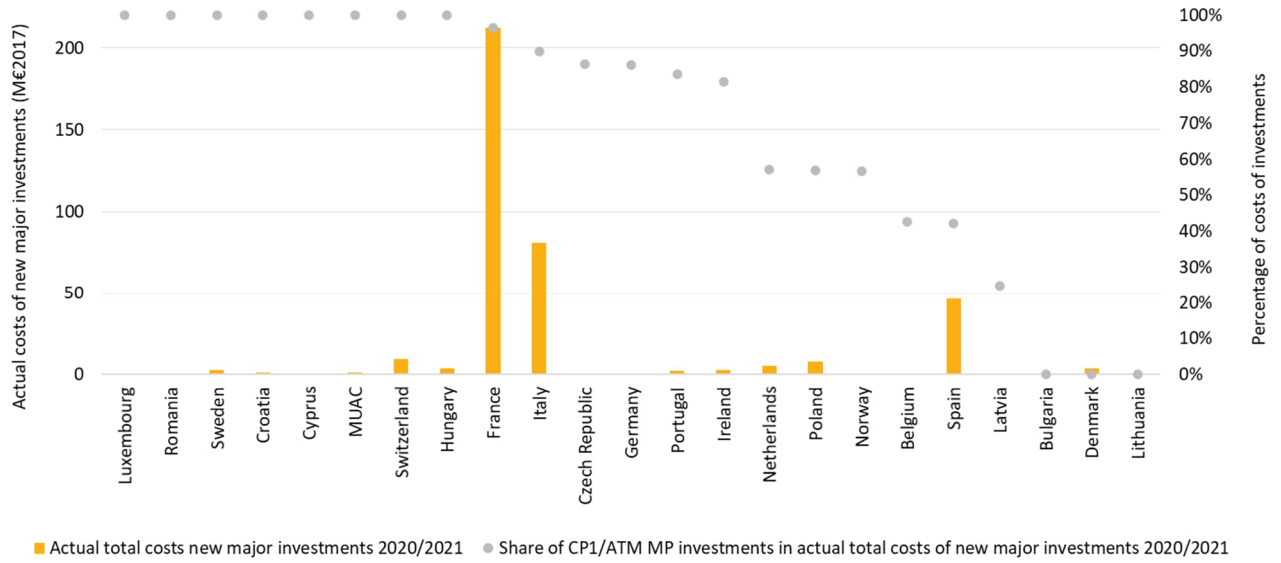


Figure 5 – 2020/2021 actual costs of investments linked to the CP1/ATM MP by Member State (source: PRB elaboration of 2021 reporting tables).

## 4 UNION FUNDING GRANTED AND DECLARED IN 2020/2021

- 92 Union funding supports coordinated investments in line with the European ATM Master Plan. As mentioned in Section 1.1, in order to analyse the Union funding granted and declared, this report has used two sources: (i) the declared awarded funding reported in the 2021 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). The two sources are not fully aligned mainly 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).
- 93 The total Union funding declared by Member States in the combined year 2020/2021 amounts to 7.5% of the total Union-wide actual costs related to investments, equivalent to 148M€<sub>2017</sub> (139M€<sub>2017</sub> for en route and 9.2M€<sub>2017</sub> for terminal), while the total SDM payments amounts to 113M€<sub>2017</sub> (5.7%). Therefore, at Union-wide level, the self-declared funds exceed the SDM payments by 36M€<sub>2017</sub> (in RP2 the self-declared funds also exceeded the SDM payments). However, for 11 Member States the SDM amounts are higher than the self-declared funding. For these Member States, the total gap between the two amounts is 33M€<sub>2017</sub>.
- 94 The Union funding declared by Member States in the 2021 reporting tables compared to the actual costs of investments in the combined year 2020/2021 per Member State is showed in Figure 6 (next page). The largest amounts of Union funding have been declared by Germany (40M€<sub>2017</sub>), Sweden (27M€<sub>2017</sub>), and Spain (24M€<sub>2017</sub>). In terms of share of funding compared to actual costs of investments, Sweden (71%), the Netherlands (47%), and Finland (29%) reported the highest percentage of Union funding.
- 95 According to SDM data (a subset of the Union funding provided by CINEA), Member States received a total funding of 113M€<sub>2017</sub> for investments in the combined year 2020/2021. The Member States that received most SDM funding are Germany (26M€<sub>2017</sub>, 23% of the total SDM funding), the Netherlands (21M€<sub>2017</sub>, 18%), and France (13M€<sub>2017</sub>, 12%).
- 96 The SDM data shows that eight Member States (Austria, Estonia, Greece, Ireland, Lithuania, Malta, MUAC<sup>30</sup>, and Slovakia<sup>31</sup>) received SDM funding for a total of 21M€<sub>2017</sub> but did not self-declare it. Due to the mismatches between the reporting of project titles that were awarded fundings (e.g. project references) and the new major investments naming, it is difficult to identify the sources of such differences.

<sup>30</sup> 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.

<sup>31</sup> According to SDM data Slovakia shows a negative amount of funding, amounting to -93K€<sub>2017</sub>.

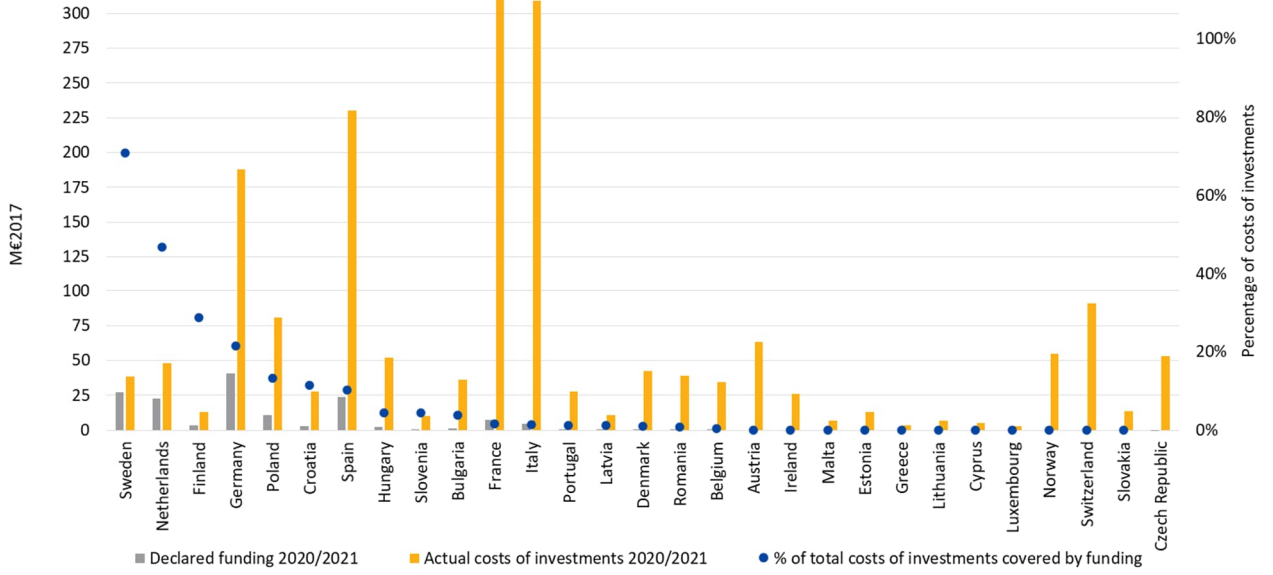


Figure 6 - Actual costs of investments vs funding declared per Member State in the combined year 2020/2021 (source: PRB elaboration of 2021 reporting tables).

## 5 CONCLUSIONS

- 97 At Union-wide level, it is unclear what the level of expenditure of the Member States is for the combined year 2020/2021 related to en route and terminal investments. According to the 2021 monitoring reports, Member States underspend -0.35%, while according to the 2021 reporting tables they underspend -1.8%. The Member States should correct any difference in the reporting aligning reporting tables and monitoring report.
- 98 At Member State level the differences between actual and determined are significant, ranging from -22% to +9.6% according to the monitoring reports. Such differences are considerable as the performance plans have been submitted at the end of 2021.
- 99 Despite ambitious plans for new major investments, the largest percentage of actual costs of investments for the combined year 2020/2021 was represented by the costs of existing investments (75%, or 1,478M€<sub>2017</sub>).
- 100 As mentioned in the report limitations, due to limited information included in the monitoring data and due to Member States not reporting the actual delivery status of individual investments, it is difficult to report on the status of new major investments. The PRB estimates, based on the information reported, that only 0.34M€<sub>2017</sub> (0.017%) of the value of mandatory investments are likely delayed compared to 0.02M€<sub>2017</sub> (0.001%) of the non-mandatory.
- 101 The limitations highlighted in the report should be taken into consideration and addressed when putting in place the regulatory framework for RP4. This would allow for a more transparent and meaningful monitoring and understanding of the relationship between cost-efficiency and other KPAs. Similarly, effective ways to report investments, to monitor their delivery in terms of cost and time, and to monitor their contribution to achieving KPIs should be further explored in setting the regulatory framework for RP4. The PRB will continue to monitor the evolution of the investment plans for the remaining years of RP3.

## 6 ANSP FACTSHEETS



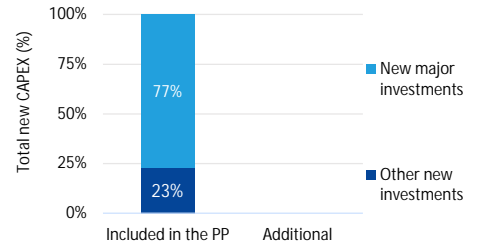
6.1 Austria - Austro Control

Austria underspent -3.4M€<sub>2017</sub> (-5%) in costs related to investments for en route and terminal in the combined year 2020/2021 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 the combined year 2020/2021.

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

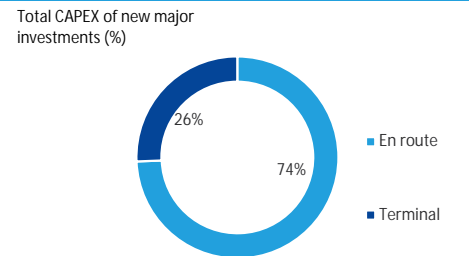
Determined and additional CAPEX by value of individual investments (M€<sub>2017</sub>) RP3

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	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	0%



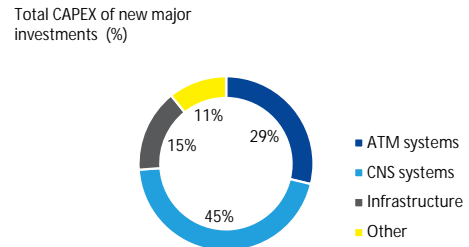
Determined CAPEX: en route and terminal (M€<sub>2017</sub>) RP3

Total CAPEX for new major investments	100.25	% of total
En route	74.54	74%
Terminal	25.71	26%

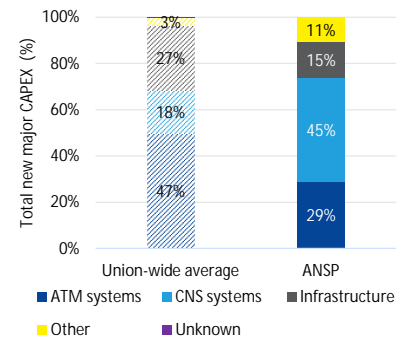
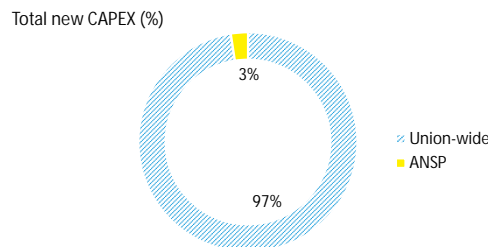
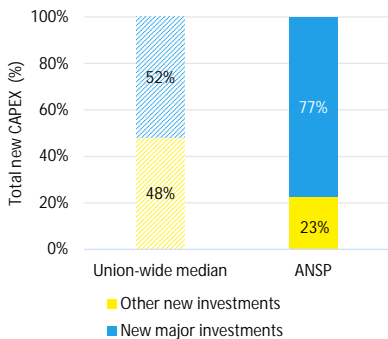


Determined CAPEX by type of investment (M€<sub>2017</sub>) RP3

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	0%



New CAPEX: 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 (31%), CNS systems (21%), infrastructure (24%), Other (21%), unknown (1%).

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.

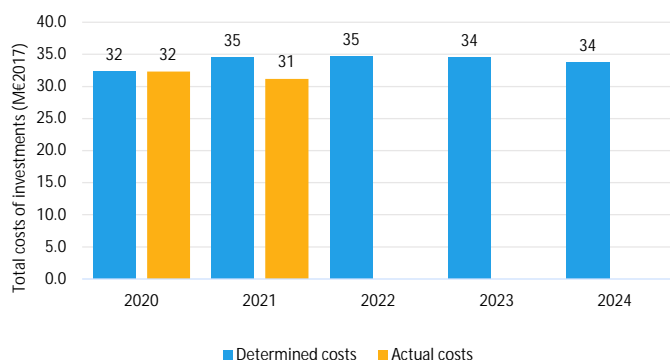
## COSTS RELATED TO INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN

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>66.90</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>
<i>% New major investments in total costs of investments</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>
<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>
<i>% Other new investments in total costs of investments</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>
<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>
<i>% Existing investments in total costs of investments</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>	<i>N/A</i>

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>63.52</b>
<b>New major Investments</b>	<b>Not reported</b>	<b>Not reported</b>	-	-	-	<b>Not reported</b>
<i>% New major investments in total costs of investments</i>	<i>N/A</i>	<i>N/A</i>	-	-	-	<i>N/A</i>
<b>Other new Investments</b>	<b>Not reported</b>	<b>Not reported</b>	-	-	-	<b>Not reported</b>
<i>% Other new investments in total costs of investments</i>	<i>N/A</i>	<i>N/A</i>	-	-	-	<i>N/A</i>
<b>Existing Investments</b>	<b>Not reported</b>	<b>Not reported</b>	-	-	-	<b>Not reported</b>
<i>% Existing investments in total costs of investments</i>	<i>N/A</i>	<i>N/A</i>	-	-	-	<i>N/A</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>(3.38)</b>	-	-	-	<b>(3.38)</b>
<b>New major Investments</b>	<b>Not reported</b>	<b>Not reported</b>	-	-	-	<b>Not reported</b>
<i>% change of actual with respect to determined</i>	<i>N/A</i>	<i>N/A</i>	-	-	-	<i>N/A</i>
<b>Other new Investments</b>	<b>Not reported</b>	<b>Not reported</b>	-	-	-	<b>Not reported</b>
<i>% change of actual with respect to determined</i>	<i>N/A</i>	<i>N/A</i>	-	-	-	<i>N/A</i>
<b>Existing Investments</b>	<b>Not reported</b>	<b>Not reported</b>	-	-	-	<b>Not reported</b>
<i>% change of actual with respect to determined</i>	<i>N/A</i>	<i>N/A</i>	-	-	-	<i>N/A</i>



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.

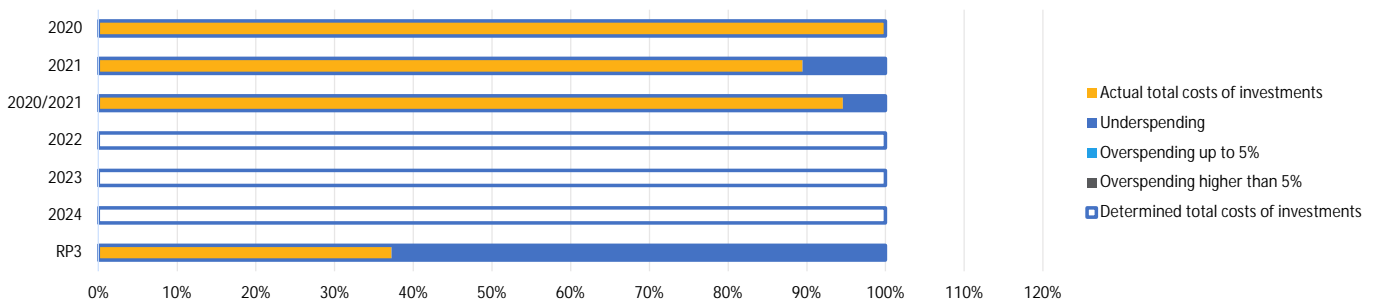
## COSTS RELATED TO INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN

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>48.93</b>
Depreciation	19.53	20.26	39.79	20.23	20.41	20.03	39.79
Cost of capital	4.16	4.99	9.14	5.07	4.90	4.69	9.14
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>23.69</b>	<b>22.58</b>	<b>46.27</b>	-	-	-	<b>46.27</b>
Depreciation	19.53	18.71	38.24	-	-	-	38.24
Cost of capital	4.16	3.87	8.03	-	-	-	8.03
Cost of leasing	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>(2.66)</b>	<b>(2.66)</b>	-	-	-	<b>(2.66)</b>
Depreciation	0	(1.55)	(1.55)	-	-	-	(1.55)
Cost of capital	0	(1.11)	(1.11)	-	-	-	(1.11)
Cost of leasing	0	0	0	-	-	-	0



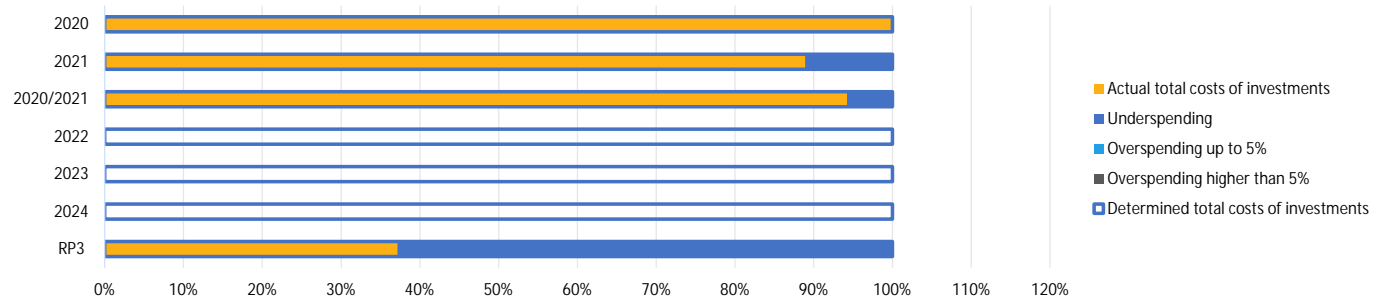
## COSTS RELATED TO INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN

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>14.15</b>
Depreciation	5.64	5.96	11.60	5.97	5.81	5.69	11.60
Cost of capital	1.12	1.43	2.55	1.49	1.42	1.37	2.55
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>6.77</b>	<b>6.57</b>	<b>13.33</b>	-	-	-	<b>13.33</b>
Depreciation	5.64	5.48	11.12	-	-	-	11.12
Cost of capital	1.12	1.09	2.21	-	-	-	2.21
Cost of leasing	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>(0.82)</b>	<b>(0.82)</b>	-	-	-	<b>(0.82)</b>
Depreciation	0	(0.48)	(0.48)	-	-	-	(0.48)
Cost of capital	0	(0.34)	(0.34)	-	-	-	(0.34)
Cost of leasing	0	0	0	-	-	-	0



Austria underspent -3.48M€<sub>2017</sub> in costs related to investments (-2.66M€<sub>2017</sub> in en route and -0.82M€<sub>2017</sub> in terminal) in the combined year 2020/2021. These amounts should be reimbursed to the airspace users through a reduction of the unit rate, according to article 28 of Regulation (EU) 2019/317.

<b>COSTS BY NEW MAJOR INVESTMENTS</b>	<b>AUSTRIA   Austro Control</b>
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<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>
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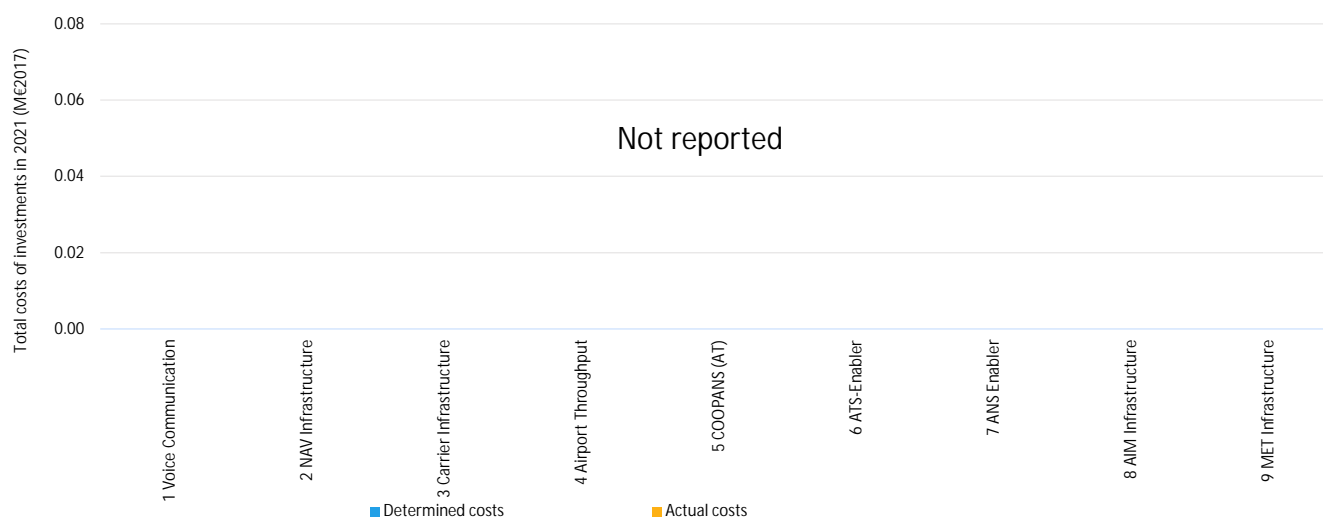
<b>Total costs of Investments</b>	2020D	2021D	2022D	2023D	2024D	RP3 to date
<b>Total costs of Investments</b>	-	-	-	-	-	-
1 Voice Communication	Not reported	Not reported	Not reported	Not reported	Not reported	-
2 NAV Infrastructure	Not reported	Not reported	Not reported	Not reported	Not reported	-
3 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	-

<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>
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<b>Total costs of Investments</b>	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	-

<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>
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<b>Total difference in costs of Investments</b>	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	-



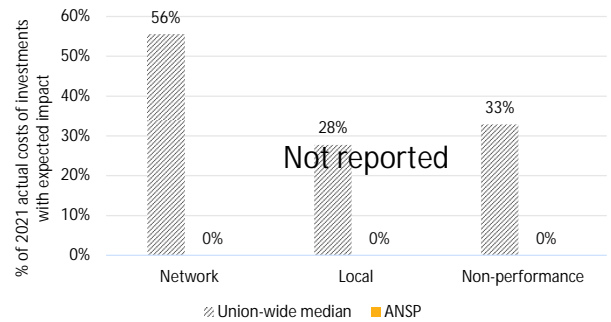
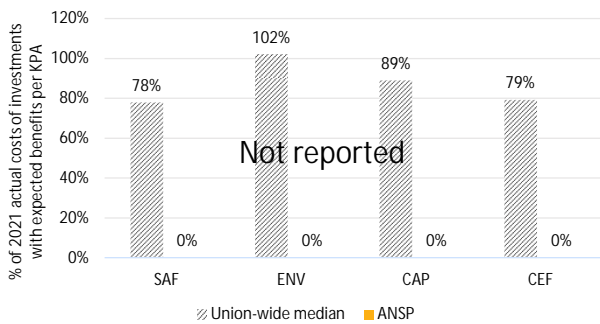
1. Determined costs comprise depreciation costs, cost of capital, and cost of leasing in the performance plans.

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.

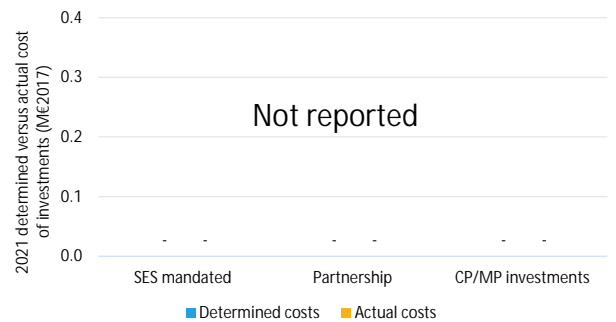
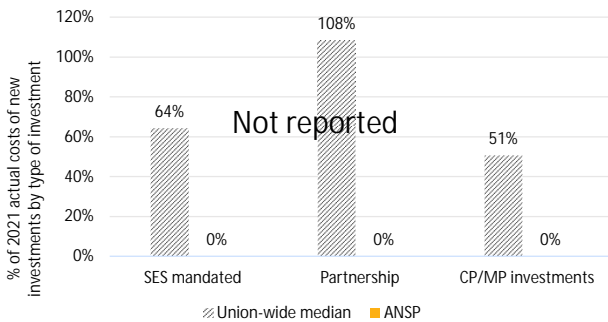
EXPECTED BENEFIT AND IMPACT PER NEW MAJOR INVESTMENT

#	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 system	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
9	MET Infrastructure	31/12/2024	Unknown	Yes	No	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

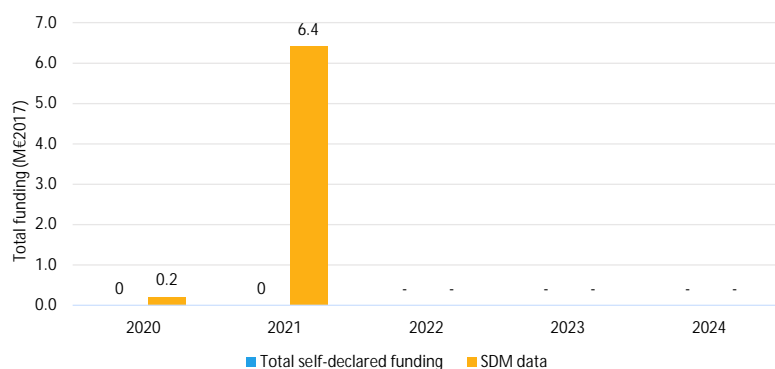
Due to the lack of information with regards to the costs of investments and the progression of the investments, the status of the investments reported by Austria is uncertain. The investments have been marked as "unknown".

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

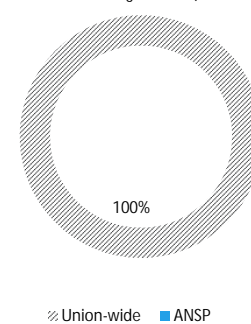
AUSTRIA | Austro Control

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

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>(6.62)</b>
Total included in the funding declaration (reporting tables)	0	0	-	-	-	0
SDM Payment	0.20	6.41	-	-	-	6.62



Declared funding in 2021 (M€2017)



Austria did not declare any funding received in the combined year 2020/2021, however SESAR Deployment Manager data indicates a payment of 6.6M€<sub>2017</sub> in the combined year 2020/2021.



The draft performance plan of FABEC is currently under revision. Belgium underspent -4.4M€<sub>2017</sub> (-13.5%) in costs related to investments for en route and terminal in the combined year 2020/2021 compared to the determined costs. Belgium planned four new major investments for RP3, all of which have started.

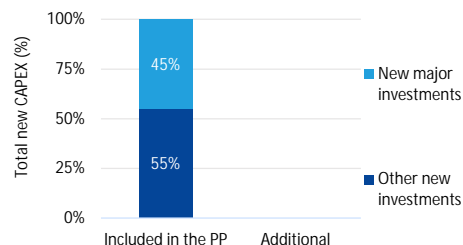
**CAPEX FOR NEW INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN**

**BELGIUM | Skeyes**

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

**RP3**

Total CAPEX for new investments	124.08	% of total
<b>New major investments (above 5M€ each)<sup>1</sup></b>	<b>55.81</b>	<b>45%</b>
Included in the performance plan	55.81	45%
Additional <sup>2</sup>	0	0%
<b>Other new investments (below 5M€ each)<sup>3</sup></b>	<b>68.27</b>	<b>55%</b>
Included in the performance plan	68.27	55%
Additional	0	0%

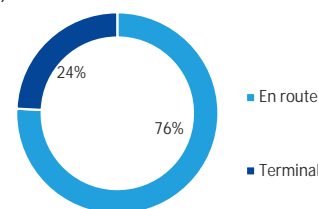


**Determined CAPEX: en route and terminal (M€<sub>2017</sub>)**

**RP3**

Total CAPEX for new major investments	55.81	% of total
En route	42.25	76%
Terminal	13.56	24%

Total CAPEX of new major investments (%)

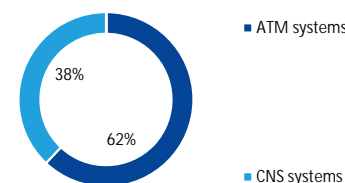


**Determined CAPEX by type of investment (M€<sub>2017</sub>)**

**RP3**

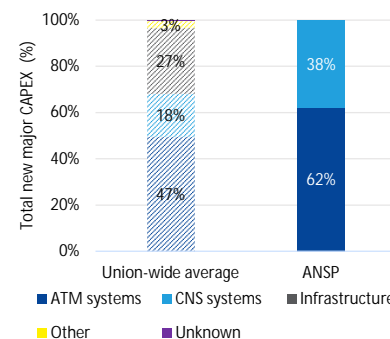
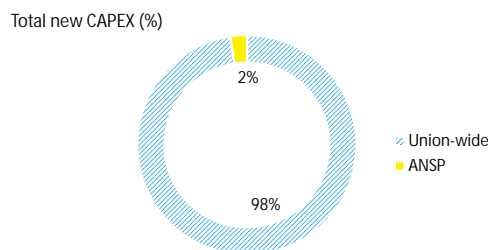
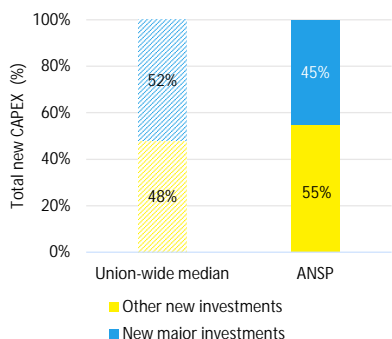
Total CAPEX for new major investments	55.81	% of total
ATM systems	34.62	62%
CNS systems	21.19	38%
Infrastructure	0	0%
Other	0	0%
Unknown	0	0%

Total CAPEX of new major investments (%)



**New CAPEX: 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 (31%), CNS systems (21%), infrastructure (24%), Other (21%), unknown (1%).

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.

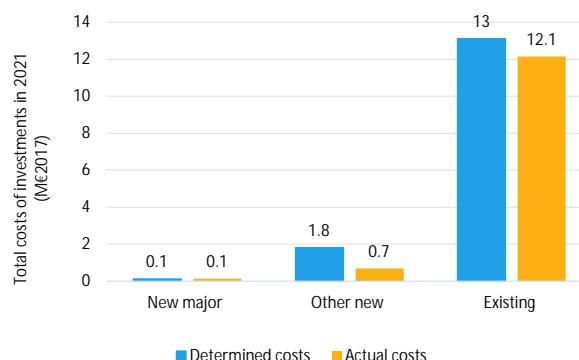
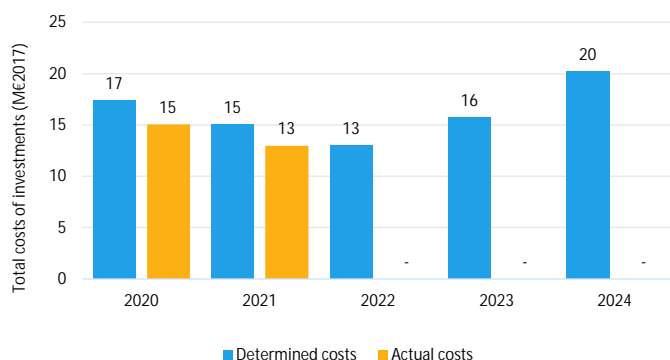
## COSTS RELATED TO INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN

BELGIUM | Skyes

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>17.36</b>	<b>15.04</b>	<b>12.98</b>	<b>15.72</b>	<b>20.19</b>	<b>32.40</b>
<b>New major Investments</b>	<b>0.02</b>	<b>0.12</b>	<b>0.31</b>	<b>1.62</b>	<b>3.32</b>	<b>0.13</b>
% New major investments in total costs of investments	0%	1%	2%	10%	16%	0%
<b>Other new Investments</b>	<b>0.83</b>	<b>1.82</b>	<b>1.29</b>	<b>2.88</b>	<b>6.35</b>	<b>2.64</b>
% Other new investments in total costs of investments	5%	12%	10%	18%	31%	8%
<b>Existing Investments</b>	<b>16.52</b>	<b>13.11</b>	<b>11.38</b>	<b>11.22</b>	<b>10.51</b>	<b>29.63</b>
% Existing investments in total costs of investments	95%	87%	88%	71%	52%	91%

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>28.03</b>
<b>New major Investments</b>	<b>0.02</b>	<b>0.13</b>	-	-	-	<b>0.14</b>
% New major investments in total costs of investments	0%	1%	-	-	-	1%
<b>Other new Investments</b>	<b>0.49</b>	<b>0.69</b>	-	-	-	<b>1.18</b>
% Other new investments in total costs of investments	3%	5%	-	-	-	4%
<b>Existing Investments</b>	<b>14.56</b>	<b>12.14</b>	-	-	-	<b>26.70</b>
% Existing investments in total costs of investments	97%	94%	-	-	-	95%

Actual minus determined costs (M€ <sub>2017</sub> )	2020	2021	2022	2023	2024	RP3 to date
<b>Total difference</b>	<b>(2.29)</b>	<b>(2.09)</b>	-	-	-	<b>(4.38)</b>
<b>New major Investments</b>	<b>0</b>	<b>0.01</b>	-	-	-	<b>0.01</b>
% change of actual with respect to determined	0%	8%	-	-	-	8%
<b>Other new Investments</b>	<b>(0.33)</b>	<b>(1.13)</b>	-	-	-	<b>(1.46)</b>
% change of actual with respect to determined	-40%	-62%	-	-	-	-55%
<b>Existing Investments</b>	<b>(1.96)</b>	<b>(0.97)</b>	-	-	-	<b>(2.93)</b>
% change of actual with respect to determined	-12%	-7%	-	-	-	-10%



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

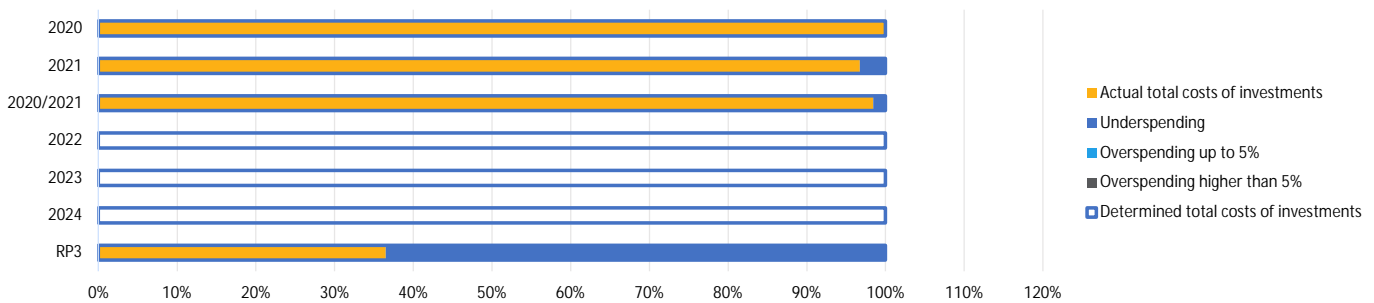
## COSTS RELATED TO INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN

BELGIUM - En route | Skyes

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>12.02</b>	<b>15.07</b>	<b>21.93</b>
Depreciation	10.03	9.04	19.07	8.51	8.87	11.06	19.07
Cost of capital	1.56	1.30	2.85	1.60	3.15	4.01	2.85
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>11.59</b>	<b>10.00</b>	<b>21.59</b>	-	-	-	<b>21.59</b>
Depreciation	10.03	8.77	18.80	-	-	-	18.80
Cost of capital	1.56	1.23	2.79	-	-	-	2.79
Cost of leasing	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>(0.34)</b>	<b>(0.34)</b>	-	-	-	<b>(0.34)</b>
Depreciation	0	(0.27)	(0.27)	-	-	-	(0.27)
Cost of capital	0	(0.07)	(0.07)	-	-	-	(0.07)
Cost of leasing	0	0	0	-	-	-	0



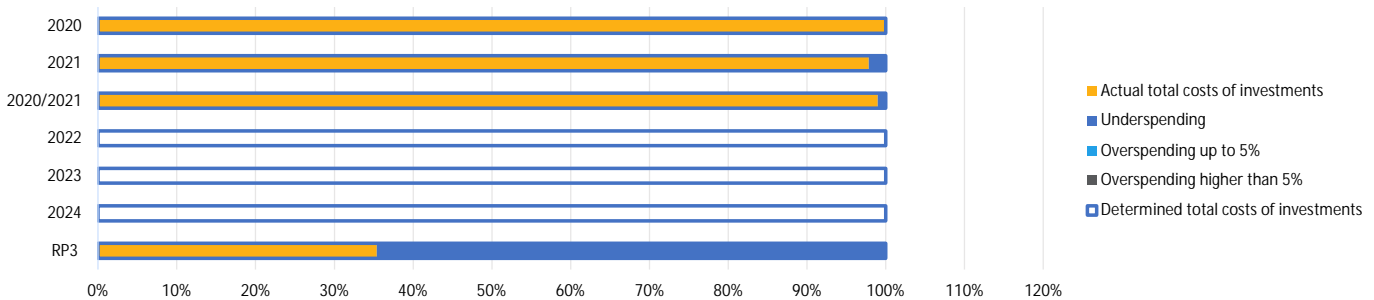
## COSTS RELATED TO INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN

BELGIUM - Terminal | Skyes

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>3.70</b>	<b>5.12</b>	<b>6.50</b>
Depreciation	3.01	2.64	5.66	2.43	2.80	3.79	5.66
Cost of capital	0.47	0.38	0.85	0.45	0.90	1.33	0.85
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>3.48</b>	<b>2.96</b>	<b>6.44</b>	-	-	-	<b>6.44</b>
Depreciation	3.01	2.59	5.60	-	-	-	5.60
Cost of capital	0.47	0.37	0.83	-	-	-	0.83
Cost of leasing	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>(0.07)</b>	<b>(0.07)</b>	-	-	-	<b>(0.07)</b>
Depreciation	0	(0.05)	(0.05)	-	-	-	(0.05)
Cost of capital	0	(0.02)	(0.02)	-	-	-	(0.02)
Cost of leasing	0	0	0	-	-	-	0



Belgium underspent -0.4M€<sub>2017</sub> in costs related to investments (-0.34M€<sub>2017</sub> in en route and -0.07M€<sub>2017</sub> in terminal) in the combined year 2020/2021. These amounts should be reimbursed to the airspace users through a reduction of the unit rate, according to article 28 of Regulation (EU) 2019/317.

The difference between the monitoring report and reporting tables is due to the update of the reporting tables used for the revision of the draft performance plan, July 2022.

## COSTS BY NEW MAJOR INVESTMENTS

BELGIUM | Skeyes

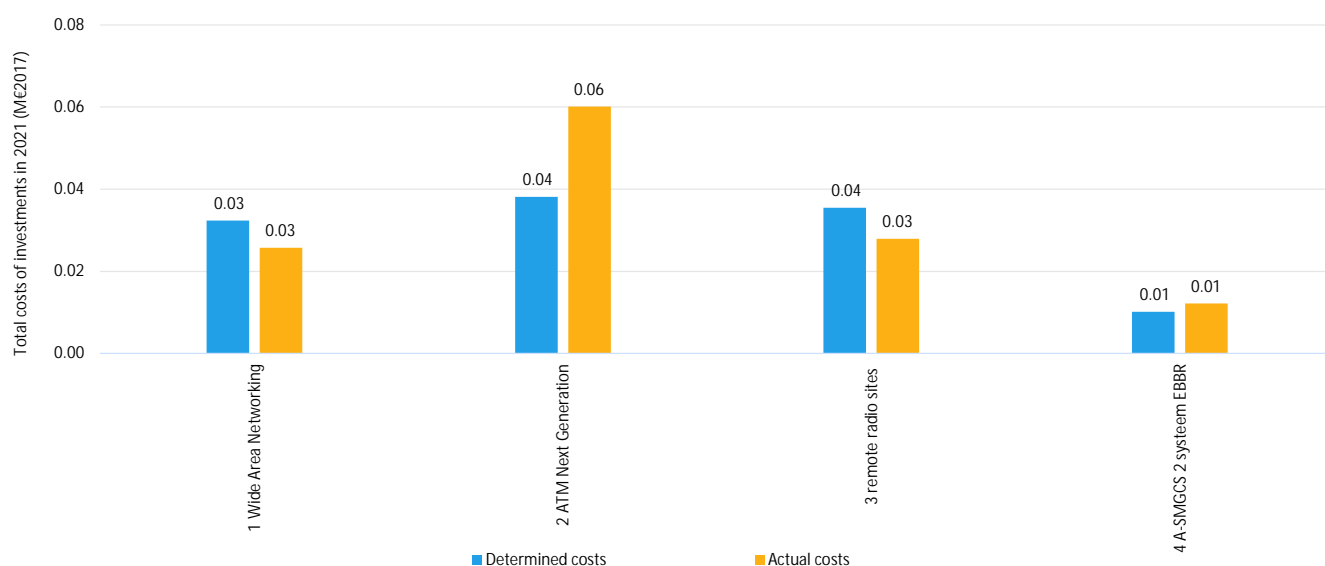
Determined costs (M€ <sub>2017</sub> ) <sup>1</sup>	2020D	2021D	2022D	2023D	2024D	RP3 to date
<b>Total costs of Investments</b>	<b>0.02</b>	<b>0.12</b>	<b>0.31</b>	<b>1.62</b>	<b>3.32</b>	<b>0.13</b>
1 Wide Area Networking	0.00	0.03	0.07	0.63	0.79	0.03
2 ATM Next Generation	0	0.04	0.14	0.42	0.87	0.04
3 remote radio sites	0.01	0.04	0.07	0.25	1.06	0.05
4 A-SMGCS 2 systeem EBBR	0.00	0.01	0.03	0.32	0.60	0.01

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>-</b>	<b>-</b>	<b>-</b>	<b>0.14</b>
1 Wide Area Networking	0.00	0.03	-	-	-	0.03
2 ATM Next Generation	0	0.06	-	-	-	0.06
3 remote radio sites	0.01	0.03	-	-	-	0.04
4 A-SMGCS 2 systeem EBBR	0.00	0.01	-	-	-	0.02

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>-</b>	<b>-</b>	<b>-</b>	<b>0.01</b>
1 Wide Area Networking	0.00	(0.01)	-	-	-	(0.01)
2 ATM Next Generation	0	0.02	-	-	-	0.02
3 remote radio sites	0.00	(0.01)	-	-	-	(0.01)
4 A-SMGCS 2 systeem EBBR	(0.00)	0.00	-	-	-	0.00



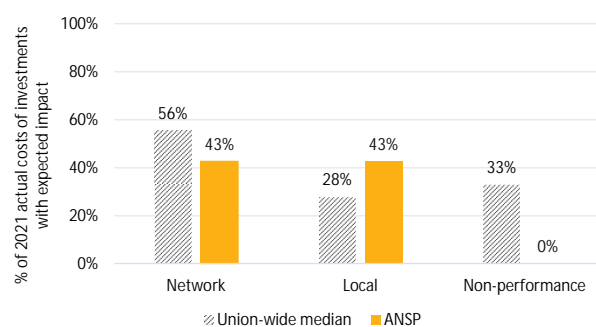
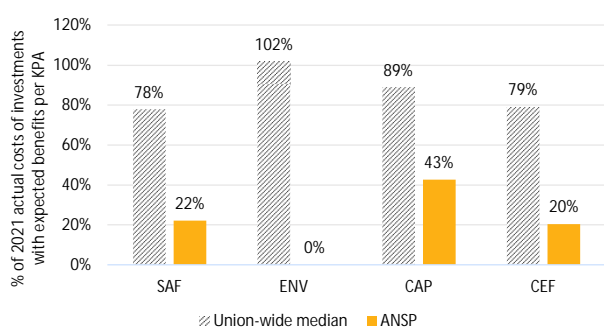
1. Determined costs comprise depreciation costs, cost of capital, and cost of leasing in the performance plans.

## EXPECTED BENEFIT AND IMPACT PER NEW MAJOR INVESTMENT

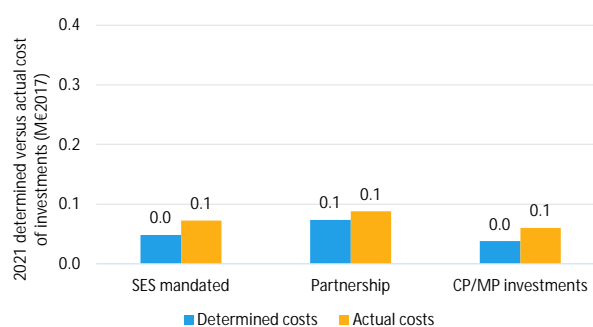
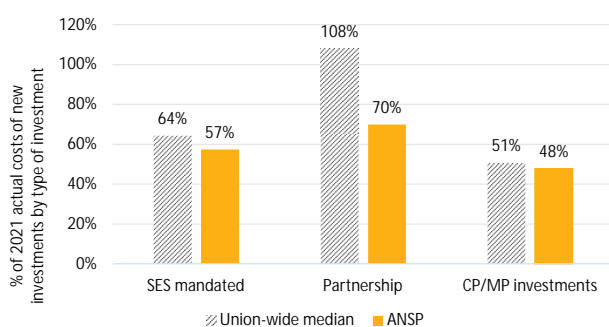
BELGIUM | Skyes

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

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



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



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

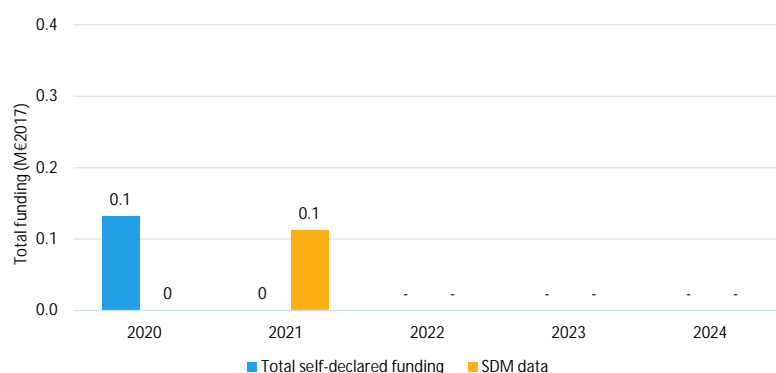
1. EOI date = Date of entry into operation

2. CP/MP = Common Project and Master Plan

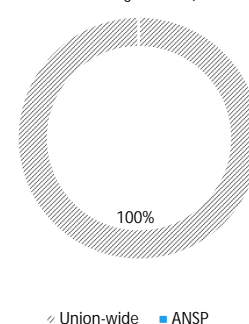
## PUBLIC FUNDING GRANTED FOR TOTAL CAPEX (CEF/TEN-T)

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</b>	-	-	-	<b>0.13</b>
<b>En route funding declared</b>	<b>0.13</b>	<b>0</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</i>	-	-	-	<i>0.06</i>
<i>Wide Area Networking</i>	<i>0.07</i>	<i>0</i>	-	-	-	<i>0.07</i>
<b>Terminal funding</b>	<b>0.01</b>	<b>0</b>	-	-	-	<b>0.01</b>
<i>Terminal funding that could not be assigned to a specific investment</i>	<i>0.01</i>	<i>0</i>	-	-	-	<i>0.01</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>0.13</b>	<b>(0.11)</b>	-	-	-	<b>0.02</b>
Total included in the funding declaration (reporting tables)	0.13	0	-	-	-	0.13
SDM Payment	0	0.11	-	-	-	0.11



Declared funding in 2021 (M€2017)



Belgium received 0.13M€<sub>2017</sub> funding in the combined year 2020/2021. The funding has been awarded for three projects, "MPLS WAN Project" (66K€<sub>2017</sub>), which could be linked to the new major investment "Wide Area Networking". The other two projects, "LARA integration in CANAC 2" "Initial WXXM Implementation on Belgocontrol systems" and "NewPENS Stakeholders contribution for the procurement and deployment of NewPENS - Part A: General Call", could not be directly linked to the list of investments included in the performance plan or the 2021 monitoring report.



## 6.3 Bulgaria - BULATSA

Bulgaria overspent +0.17M€<sub>2017</sub> (+0.5%) in costs related to investments for en route in the combined year 2020/2021 compared to the determined costs. Bulgaria planned three new major investments for RP3, two of which have started and one is expected to start in 2023.

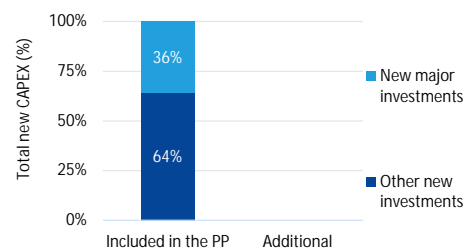
## CAPEX FOR NEW INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN

BULGARIA | BULATSA

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

RP3

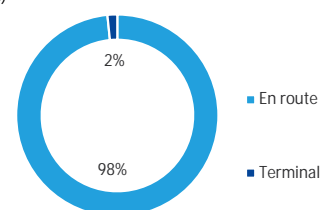
Total CAPEX for new investments	108.09	% of total
<b>New major investments (above 5M€ each)<sup>1</sup></b>	<b>38.82</b>	<b>36%</b>
Included in the performance plan	38.82	36%
Additional <sup>2</sup>	0	0%
<b>Other new investments (below 5M€ each)<sup>3</sup></b>	<b>69.27</b>	<b>64%</b>
Included in the performance plan	69.27	64%
Additional	0	0%

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

RP3

Total CAPEX for new major investments	38.82	% of total
En route	38.21	98%
Terminal	0.61	2%

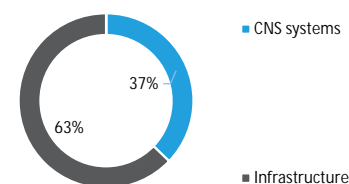
Total CAPEX of new major investments (%)

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

RP3

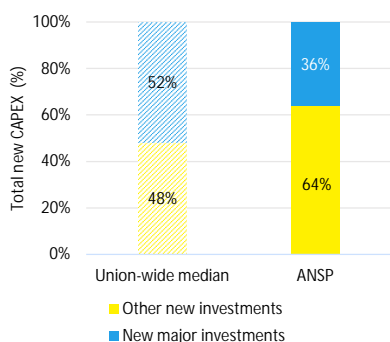
Total CAPEX for new major investments	38.82	% of total
ATM systems	0	0%
CNS systems	14.42	37%
Infrastructure	24.40	63%
Other	0	0%
Unknown	0	0%

Total CAPEX of new major investments (%)

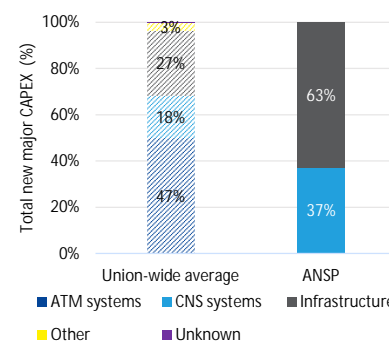
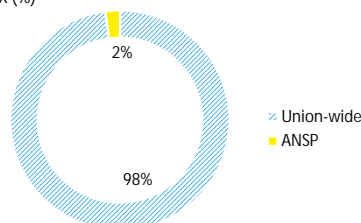


## New CAPEX: ANSP compared to Union-wide

RP3



Total new CAPEX (%)



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 (31%), CNS systems (21%), infrastructure (24%), Other (21%), unknown (1%).

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.

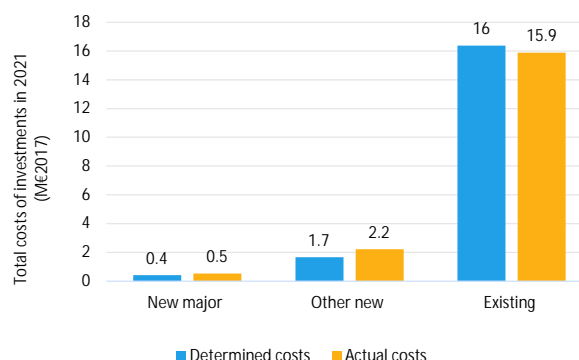
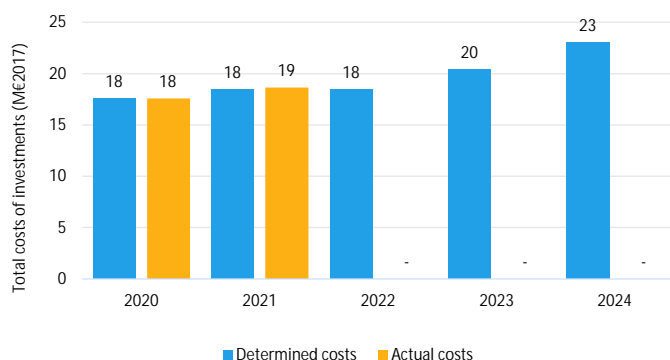
## COSTS RELATED TO INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN

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>36.05</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>0.56</b>
<i>% New major investments in total costs of investments</i>	1%	2%	3%	7%	14%	2%
<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>2.59</b>
<i>% Other new investments in total costs of investments</i>	5%	9%	19%	31%	38%	7%
<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>32.90</b>
<i>% Existing investments in total costs of investments</i>	94%	89%	78%	62%	49%	91%

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>36.22</b>
<b>New major Investments</b>	<b>0.15</b>	<b>0.54</b>	-	-	-	<b>0.68</b>
<i>% New major investments in total costs of investments</i>	1%	3%	-	-	-	2%
<b>Other new Investments</b>	<b>0.92</b>	<b>2.22</b>	-	-	-	<b>3.14</b>
<i>% Other new investments in total costs of investments</i>	5%	12%	-	-	-	9%
<b>Existing Investments</b>	<b>16.52</b>	<b>15.88</b>	-	-	-	<b>32.40</b>
<i>% Existing investments in total costs of investments</i>	94%	85%	-	-	-	89%

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>0.17</b>
<b>New major Investments</b>	<b>0</b>	<b>0.12</b>	-	-	-	<b>0.12</b>
<i>% change of actual with respect to determined</i>	0%	28%	-	-	-	21%
<b>Other new Investments</b>	<b>0</b>	<b>0.55</b>	-	-	-	<b>0.55</b>
<i>% change of actual with respect to determined</i>	0%	33%	-	-	-	21%
<b>Existing Investments</b>	<b>0</b>	<b>(0.50)</b>	-	-	-	<b>(0.50)</b>
<i>% change of actual with respect to determined</i>	0%	-3%	-	-	-	-2%

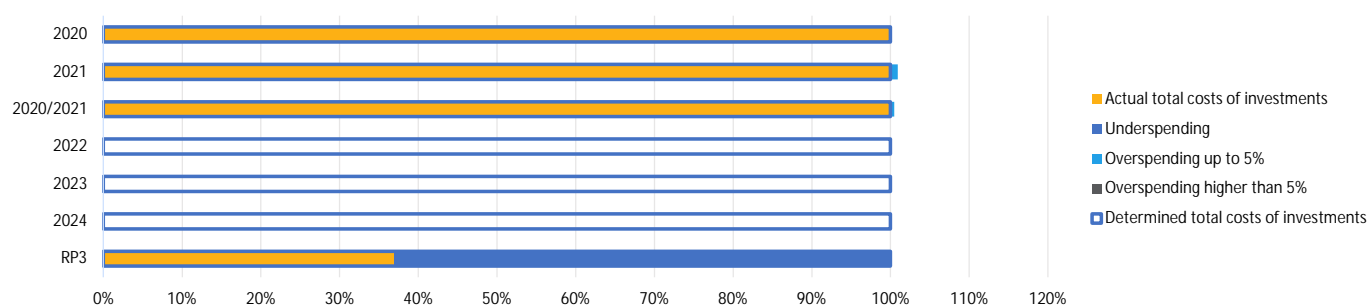


1. The performance plans include costs related to investments which comprise depreciation cost, cost of capital, and cost of leasing.

## COSTS RELATED TO INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN

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>36.05</b>
Depreciation	10.57	10.96	21.53	10.70	11.87	13.77	21.53
Cost of capital	7.02	7.50	14.52	7.72	8.48	9.28	14.52
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>17.59</b>	<b>18.63</b>	<b>36.22</b>	-	-	-	<b>36.22</b>
Depreciation	10.57	11.49	22.06	-	-	-	22.06
Cost of capital	7.02	7.14	14.16	-	-	-	14.16
Cost of leasing	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>0.17</b>	<b>0.17</b>	-	-	-	<b>0.17</b>
Depreciation	0	0.52	0.52	-	-	-	0.52
Cost of capital	0	(0.35)	(0.35)	-	-	-	(0.35)
Cost of leasing	0	0	0	-	-	-	0



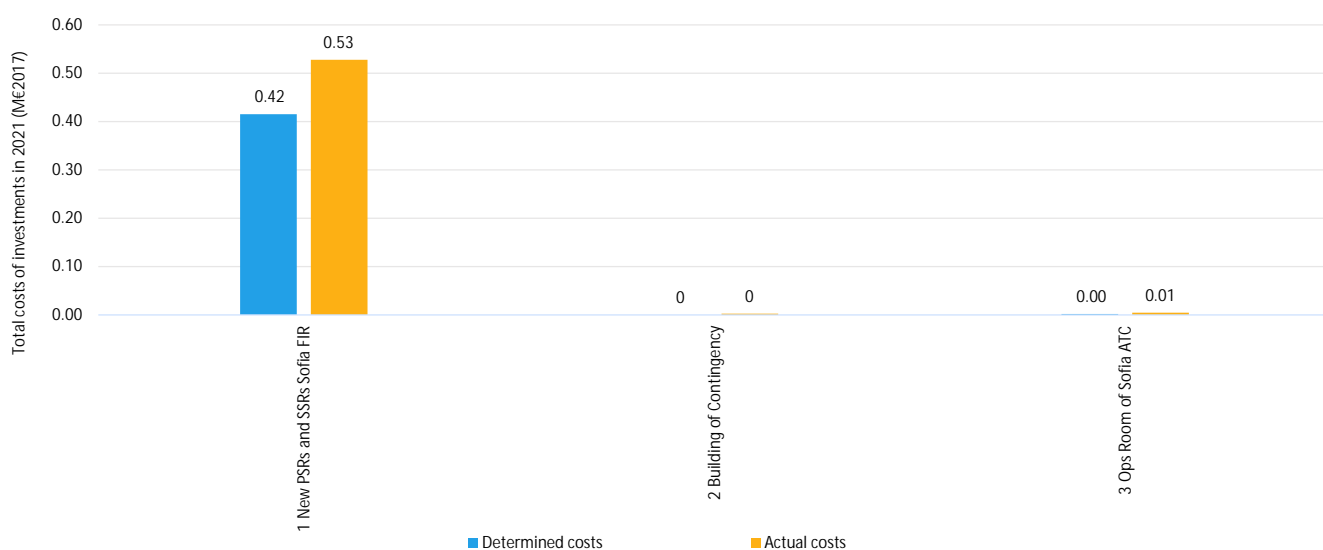
## COSTS BY NEW MAJOR INVESTMENTS

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>0.56</b>
1 New PSRs and SSRs East part of Sofia FIR	0.15	0.42	0.64	1.16	2.15	0.56
2 Building of Contingency and Data Center and Equipment	0	0	0	0.15	0.75	0
3 Reconstruction and modernization of the Ops Room Sofia ATC	0.00	0.00	0.00	0.10	0.22	0.00

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>0.68</b>
1 New PSRs and SSRs East part of Sofia FIR	0.15	0.53	-	-	-	0.67
2 Building of Contingency and Data Center and Equipment	0	0.00	-	-	-	0.00
3 Reconstruction and modernization of the Ops Room Sofia ATC	0.00	0.01	-	-	-	0.01

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>0.12</b>
1 New PSRs and SSRs East part of Sofia FIR	0	0.11	-	-	-	0.11
2 Building of Contingency and Data Center and Equipment	0	0.00	-	-	-	0.00
3 Reconstruction and modernization of the Ops Room Sofia ATC	0	0.00	-	-	-	0.00



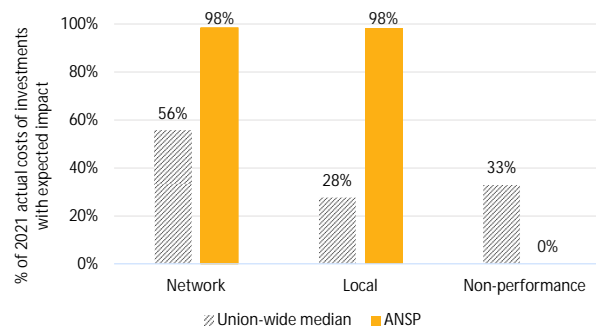
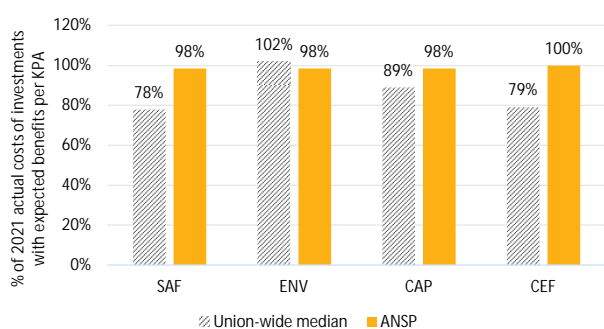
1. Determined costs comprise depreciation costs, cost of capital, and cost of leasing in the performance plans.

## EXPECTED BENEFIT AND IMPACT PER NEW MAJOR INVESTMENT

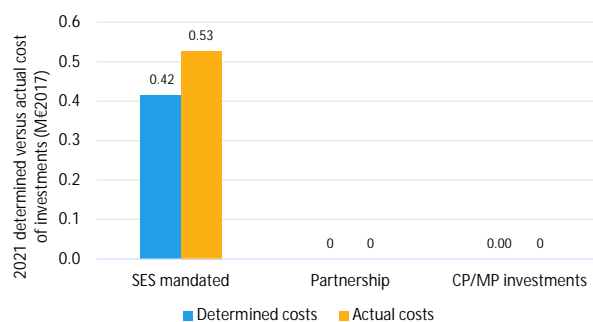
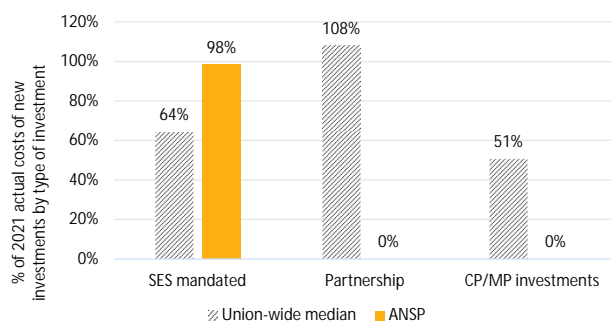
BULGARIA | BULATSA

#	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 system	CP/ MP <sup>2</sup>
1	New PSRs and SSRs East part of Sofia FIR	30/09/2023	Started	Yes	No	No	No	-
2	Building of Contingency and Data Center and Equipment	03/06/2024	Not started	No	No	No	No	-
3	Reconstruction and modernization of the Ops Room Sofia ATC	30/06/2025	Started	No	No	No	No	-



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

1. EOI date = Date of entry into operation

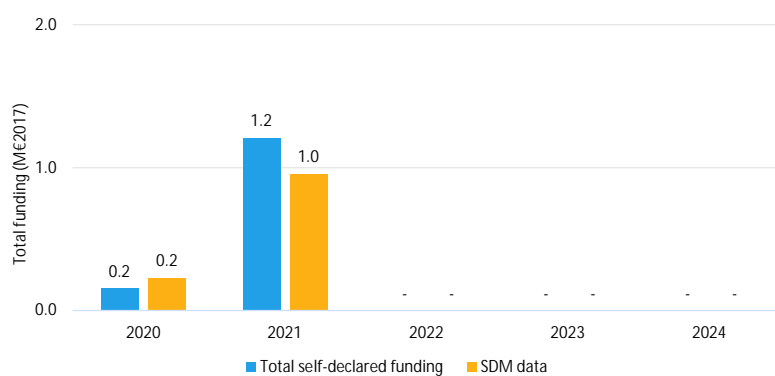
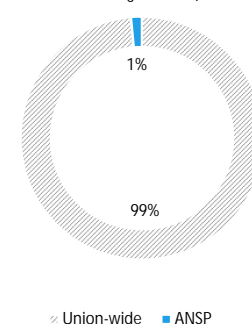
2. CP/MP = Common Project and Master Plan

## 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>1.37</b>
<b>En route funding declared</b>	<b>0.16</b>	<b>1.21</b>	-	-	-	<b>1.37</b>
<i>En route funding that could not be assigned to a specific investment</i>	<i>0.16</i>	<i>1.21</i>	-	-	-	<i>1.37</i>
<b>Terminal funding</b>	<b>0</b>	<b>0</b>	-	-	-	<b>0</b>
<i>Terminal funding that could not be assigned to a specific investment</i>	<i>0</i>	<i>0</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>(0.07)</b>	<b>0.25</b>	-	-	-	<b>0.18</b>
Total included in the funding declaration (reporting tables)	0.16	1.21	-	-	-	1.37
SDM Payment	0.23	0.96	-	-	-	1.19

Declared funding in 2021 (M€<sub>2017</sub>)

Bulgaria received 1.37M€<sub>2017</sub> funding in the combined year 2020/2021, for 12 investments, that could not be linked to the new major investments. SESAR Deployment Manager data indicates a payment of 1.19M€<sub>2017</sub> for the combined year 2020/2021.

6.4 Croatia - Croatia Control

Croatia underspent -1.3M€<sub>2017</sub> (-4.4%) in costs related to investments for en route in the combined year 2020/2021 compared to the determined costs. Croatia planned two new major investments for RP3, one of which has started and one is expected to start in 2022.

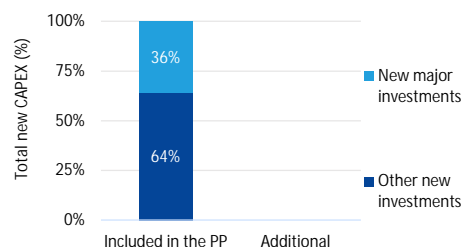
CAPEX FOR NEW INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN

CROATIA | Croatia Control

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

RP3

Total CAPEX for new investments	70.70	% of total
<b>New major investments (above 5M€ each)<sup>1</sup></b>	<b>25.42</b>	<b>36%</b>
Included in the performance plan	25.42	36%
Additional <sup>2</sup>	0	0%
<b>Other new investments (below 5M€ each)<sup>3</sup></b>	<b>45.29</b>	<b>64%</b>
Included in the performance plan	45.29	64%
Additional	0	0%

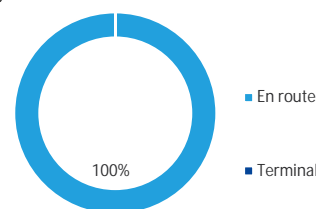


Determined CAPEX: en route and terminal (M€<sub>2017</sub>)

RP3

Total CAPEX for new major investments	25.42	% of total
En route	25.42	100%
Terminal	0	0%

Total CAPEX of new major investments (%)

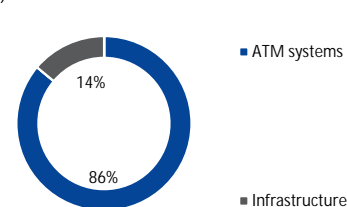


Determined CAPEX by type of investment (M€<sub>2017</sub>)

RP3

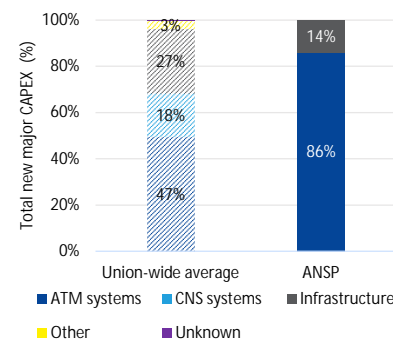
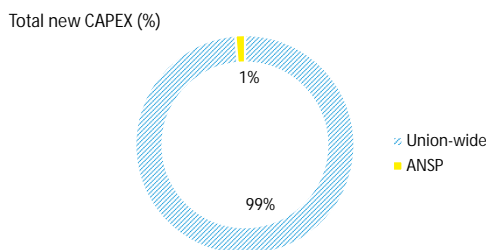
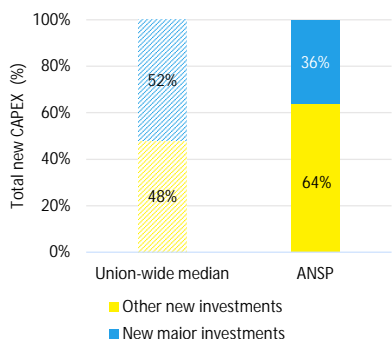
Total CAPEX for new major investments	25.42	% of total
ATM systems	21.89	86%
CNS systems	0	0%
Infrastructure	3.53	14%
Other	0	0%
Unknown	0	0%

Total CAPEX of new major investments (%)



New CAPEX: 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 (31%), CNS systems (21%), infrastructure (24%), Other (21%), unknown (1%).

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.



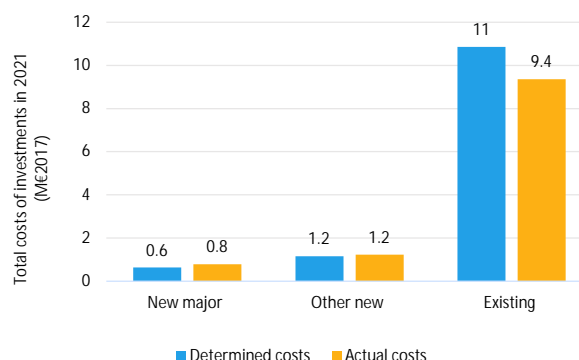
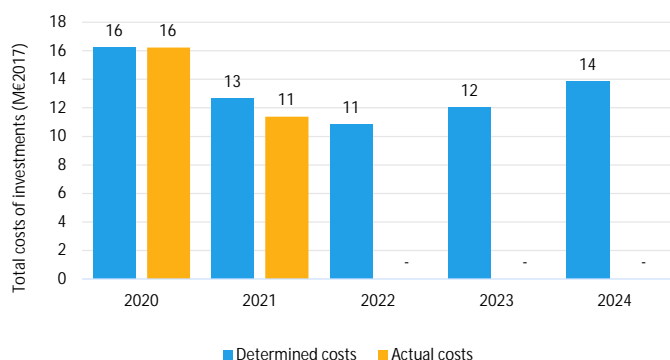
## COSTS RELATED TO INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN

CROATIA | Croatia Control

Determined costs: new and existing Investments (M€ <sub>2017</sub> ) <sup>1</sup>	2020D	2021D	2022D	2023D	2024D	RP3 to date
<b>Total costs</b>	<b>16.23</b>	<b>12.65</b>	<b>10.85</b>	<b>12.05</b>	<b>13.84</b>	<b>28.88</b>
<b>New major Investments</b>	<b>0.44</b>	<b>0.64</b>	<b>0.89</b>	<b>1.57</b>	<b>2.42</b>	<b>1.08</b>
% New major investments in total costs of investments	3%	5%	8%	13%	17%	4%
<b>Other new Investments</b>	<b>0.45</b>	<b>1.16</b>	<b>2.03</b>	<b>4.26</b>	<b>6.27</b>	<b>1.61</b>
% Other new investments in total costs of investments	3%	9%	19%	35%	45%	6%
<b>Existing Investments</b>	<b>15.34</b>	<b>10.86</b>	<b>7.93</b>	<b>6.22</b>	<b>5.14</b>	<b>26.19</b>
% Existing investments in total costs of investments	95%	86%	73%	52%	37%	91%

Actual costs: new and existing Investments (M€ <sub>2017</sub> )	2020A	2021A	2022A	2023A	2024A	RP3 to date
<b>Total costs</b>	<b>16.23</b>	<b>11.38</b>	-	-	-	<b>27.61</b>
<b>New major Investments</b>	<b>0.44</b>	<b>0.79</b>	-	-	-	<b>1.23</b>
% New major investments in total costs of investments	3%	7%	-	-	-	4%
<b>Other new Investments</b>	<b>0.45</b>	<b>1.23</b>	-	-	-	<b>1.68</b>
% Other new investments in total costs of investments	3%	11%	-	-	-	6%
<b>Existing Investments</b>	<b>15.34</b>	<b>9.36</b>	-	-	-	<b>24.70</b>
% Existing investments in total costs of investments	95%	82%	-	-	-	89%

Actual minus determined costs (M€ <sub>2017</sub> )	2020	2021	2022	2023	2024	RP3 to date
<b>Total difference</b>	<b>0</b>	<b>(1.27)</b>	-	-	-	<b>(1.27)</b>
<b>New major Investments</b>	<b>0</b>	<b>0.15</b>	-	-	-	<b>0.15</b>
% change of actual with respect to determined	0%	23%	-	-	-	14%
<b>Other new Investments</b>	<b>0</b>	<b>0.07</b>	-	-	-	<b>0.07</b>
% change of actual with respect to determined	0%	6%	-	-	-	4%
<b>Existing Investments</b>	<b>0</b>	<b>(1.49)</b>	-	-	-	<b>(1.49)</b>
% change of actual with respect to determined	0%	-14%	-	-	-	-6%

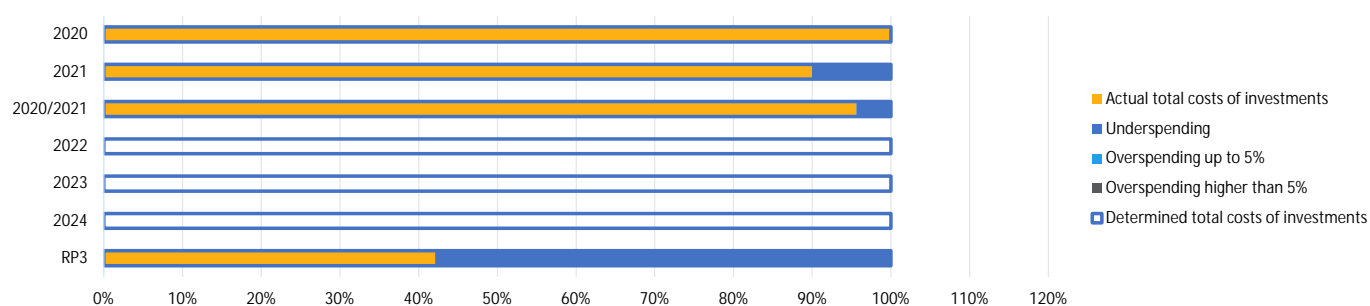


1. The performance plans include costs related to investments which comprise depreciation cost, cost of capital, and cost of leasing.

## COSTS RELATED TO INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN

CROATIA - En route | Croatia Control

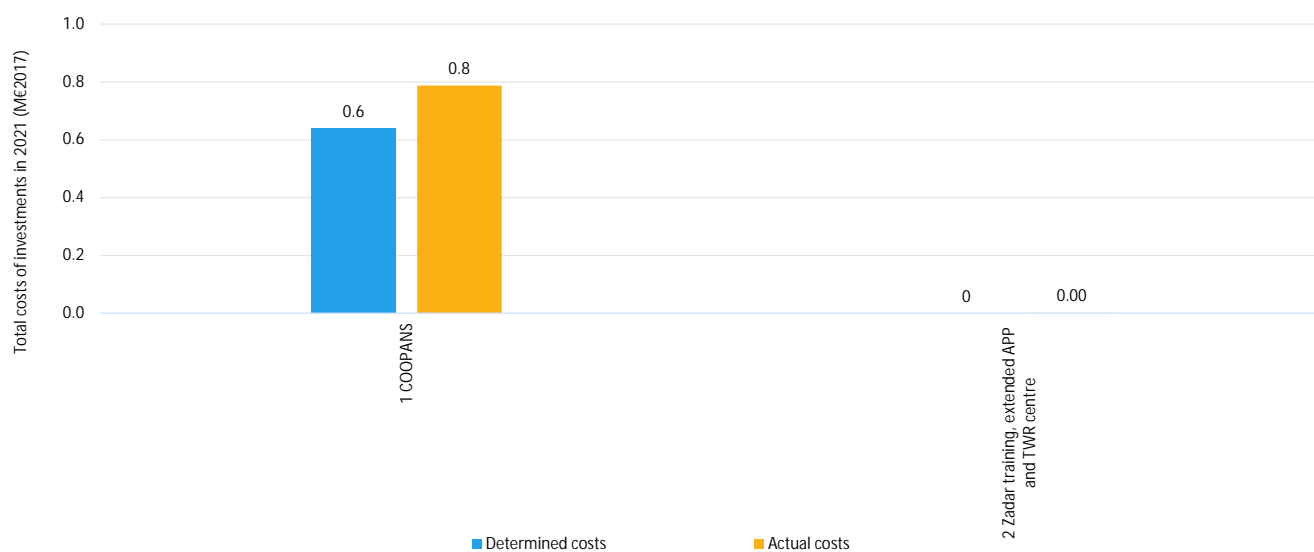
Determined costs by nature (M€ <sub>2017</sub> )	2020D	2021D	2020D/2021D	2022D	2023D	2024D	RP3 to date
<b>Total costs of new and existing Investments</b>	<b>16.23</b>	<b>12.65</b>	<b>28.88</b>	<b>10.85</b>	<b>12.05</b>	<b>13.84</b>	<b>28.88</b>
Depreciation	13.53	10.42	23.95	8.46	9.30	10.69	23.95
Cost of capital	2.69	2.24	4.93	2.40	2.75	3.15	4.93
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>16.23</b>	<b>11.38</b>	<b>27.61</b>	-	-	-	<b>27.61</b>
Depreciation	13.53	8.99	22.52	-	-	-	22.52
Cost of capital	2.69	2.39	5.09	-	-	-	5.09
Cost of leasing	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>(1.27)</b>	<b>(1.27)</b>	-	-	-	<b>(1.27)</b>
Depreciation	0	(1.43)	(1.43)	-	-	-	(1.43)
Cost of capital	0	0.15	0.15	-	-	-	0.15
Cost of leasing	0	0	0	-	-	-	0



Croatia did not establish a terminal charging zone for RP3.

Croatia underspent -1.27M€<sub>2017</sub> in costs related to investments in the combined year 2020/2021. This amount should be reimbursed to the airspace users through a reduction of the unit rate, according to article 28 of Regulation (EU) 2019/317.

COSTS BY NEW MAJOR INVESTMENTS						CROATIA   Croatia Control
<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>0.44</b>	<b>0.64</b>	<b>0.89</b>	<b>1.57</b>	<b>2.42</b>	<b>1.08</b>
1 COOPANS - sustainment and transition to digital ATM platform	0.44	0.64	0.89	1.52	2.29	1.08
2 Zadar training, extended APP and TWR centre	0	0	0.01	0.05	0.13	0
<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>0.44</b>	<b>0.79</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>1.23</b>
1 COOPANS - sustainment and transition to digital ATM platform	0.44	0.79	-	-	-	1.22
2 Zadar training, extended APP and TWR centre	0	0.00	-	-	-	0.00
<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>0.15</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>0.15</b>
1 COOPANS - sustainment and transition to digital ATM platform	0	0.15	-	-	-	0.15
2 Zadar training, extended APP and TWR centre	0	0.00	-	-	-	0.00

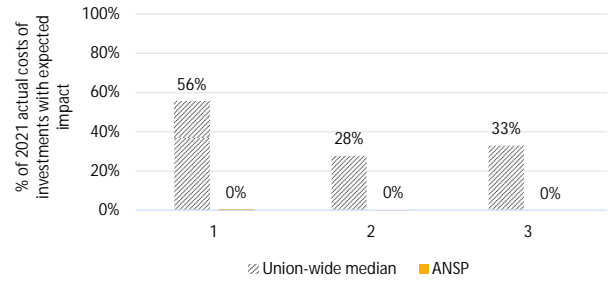
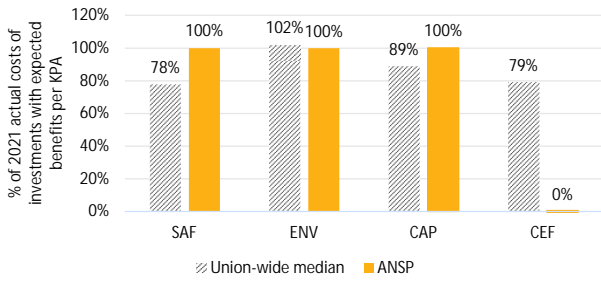


1. Determined costs comprise depreciation costs, cost of capital, and cost of leasing in the performance plans.

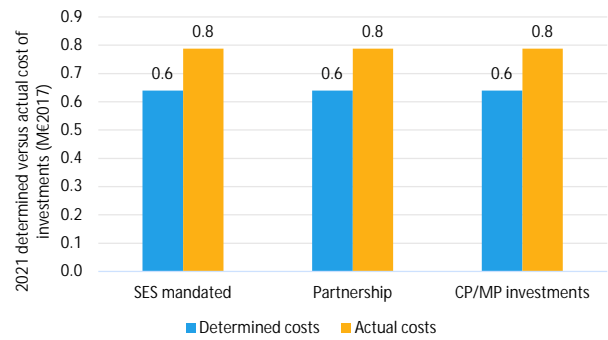
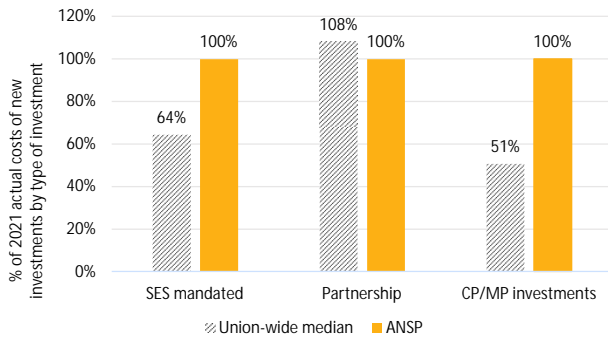
**EXPECTED BENEFIT AND IMPACT PER NEW MAJOR INVESTMENT** CROATIA | Croatia Control

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



#	New major Investments	EIO Date <sup>1</sup>	Status	SES Reg.	Partnership	ATM system	CP/ MP <sup>2</sup>
1	COOPANS - sustainment and transition to digital ATM platform	2020-2026	Started	Yes	Yes	Yes	CP
2	Zadar training, extended APP and TWR centre	2026	Not started	No	No	Yes	MP



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

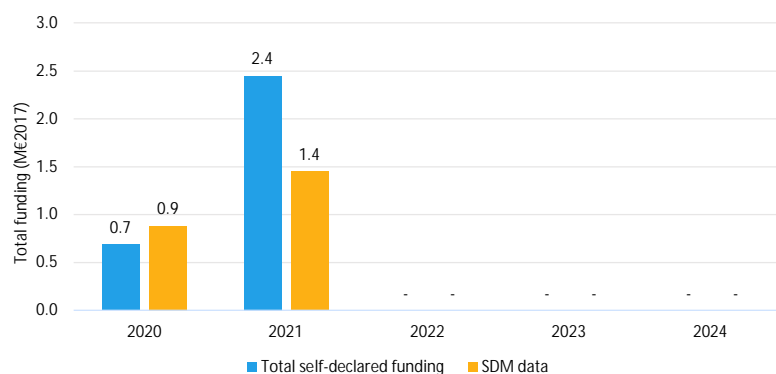
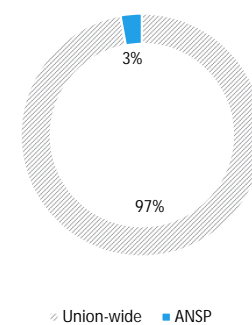
1. EOI date = Date of entry into operation

2. CP/MP = Common Project and Master Plan

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

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>3.14</b>
<b>En route funding declared</b>	<b>0.69</b>	<b>2.45</b>	-	-	-	<b>3.14</b>
<i>En route funding that could not be assigned to a specific investment</i>	<i>0.69</i>	<i>1.72</i>	-	-	-	<i>2.41</i>
<i>COOPANS - sustainment and transition to digital ATM platform</i>	<i>0</i>	<i>0.72</i>	-	-	-	<i>0.72</i>
<b>Terminal funding</b>	<b>0</b>	<b>0</b>	-	-	-	<b>0</b>
<i>Terminal funding that could not be assigned to a specific investment</i>	<i>0</i>	<i>0</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>(0.19)</b>	<b>1.00</b>	-	-	-	<b>0.80</b>
Total included in the funding declaration (reporting tables)	0.69	2.45	-	-	-	3.14
SDM Payment	0.88	1.45	-	-	-	2.33

Declared funding in 2021 (M€<sub>2017</sub>)

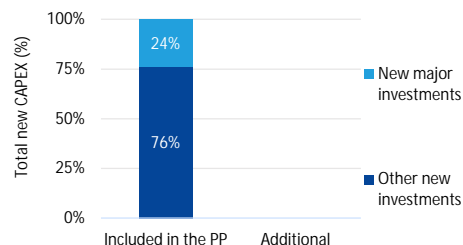
Croatia reported 3.14M€<sub>2017</sub> funding in the combined year 2020/2021, 0.72M€<sub>2017</sub> of which could be linked to "COOPANS - sustainment and transition to digital ATM platform". SESAR Deployment Manager data indicates a payment of 2.33M€<sub>2017</sub> for the combined year 2020/2021.

The draft performance plan of Cyprus is currently under revision. Cyprus underspent -0.16M€<sub>2017</sub> (-3.4%) in costs related to investments for en route in the combined year 2020/2021 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

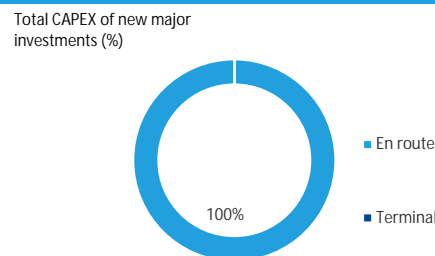
**Determined and additional CAPEX by value of individual investments (M€<sub>2017</sub>)** RP3

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%



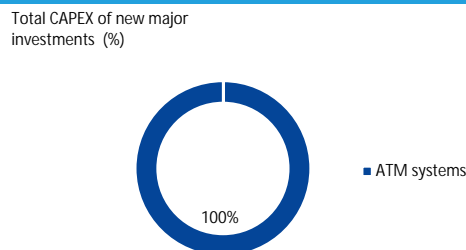
**Determined CAPEX: en route and terminal (M€<sub>2017</sub>)** RP3

Total CAPEX for new major investments	11.30	% of total
En route	11.30	100%
Terminal	0	0%

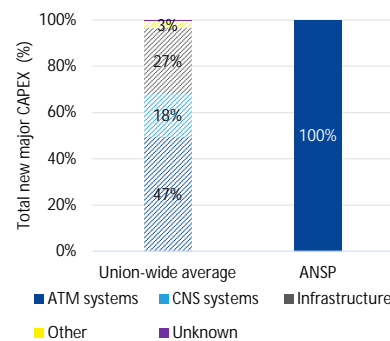
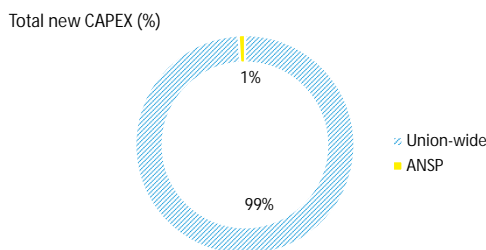
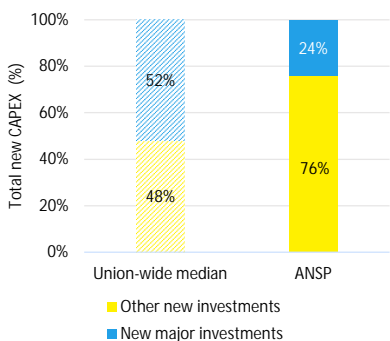


**Determined CAPEX by type of investment (M€<sub>2017</sub>)** RP3

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%



**New CAPEX: 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 (31%), CNS systems (21%), infrastructure (24%), Other (21%), unknown (1%).

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.

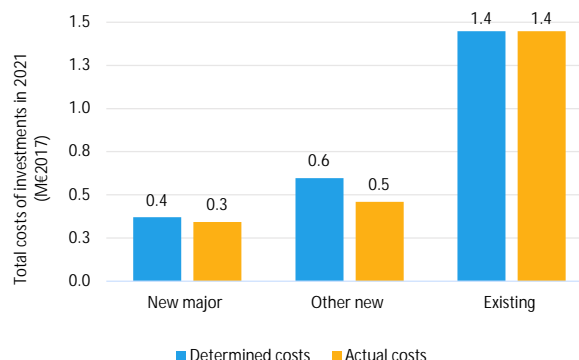
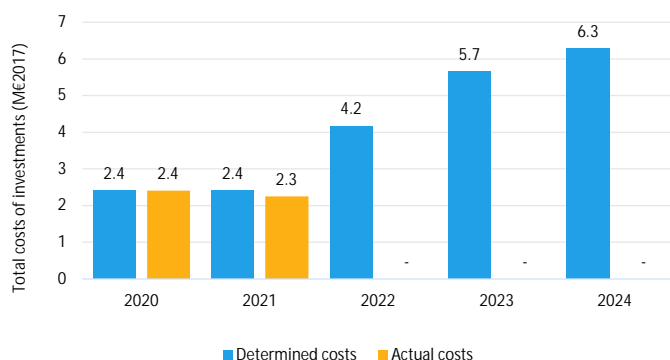
## COSTS RELATED TO INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN

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>4.82</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>0.50</b>
<i>% New major investments in total costs of investments</i>	<i>5%</i>	<i>15%</i>	<i>28%</i>	<i>29%</i>	<i>26%</i>	<i>10%</i>
<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>0.77</b>
<i>% Other new investments in total costs of investments</i>	<i>7%</i>	<i>25%</i>	<i>42%</i>	<i>51%</i>	<i>58%</i>	<i>16%</i>
<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>3.55</b>
<i>% Existing investments in total costs of investments</i>	<i>87%</i>	<i>60%</i>	<i>30%</i>	<i>20%</i>	<i>16%</i>	<i>74%</i>

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>4.66</b>
<b>New major Investments</b>	<b>0.13</b>	<b>0.34</b>	-	-	-	<b>0.47</b>
<i>% New major investments in total costs of investments</i>	<i>5%</i>	<i>15%</i>	-	-	-	<i>10%</i>
<b>Other new Investments</b>	<b>0.17</b>	<b>0.46</b>	-	-	-	<b>0.63</b>
<i>% Other new investments in total costs of investments</i>	<i>7%</i>	<i>20%</i>	-	-	-	<i>14%</i>
<b>Existing Investments</b>	<b>2.11</b>	<b>1.45</b>	-	-	-	<b>3.55</b>
<i>% Existing investments in total costs of investments</i>	<i>87%</i>	<i>64%</i>	-	-	-	<i>76%</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>(0.16)</b>	-	-	-	<b>(0.16)</b>
<b>New major Investments</b>	<b>0</b>	<b>(0.03)</b>	-	-	-	<b>(0.03)</b>
<i>% change of actual with respect to determined</i>	<i>0%</i>	<i>-7%</i>	-	-	-	<i>-5%</i>
<b>Other new Investments</b>	<b>0</b>	<b>(0.14)</b>	-	-	-	<b>(0.14)</b>
<i>% change of actual with respect to determined</i>	<i>0%</i>	<i>-23%</i>	-	-	-	<i>-18%</i>
<b>Existing Investments</b>	<b>0</b>	<b>(0.00)</b>	-	-	-	<b>(0.00)</b>
<i>% change of actual with respect to determined</i>	<i>0%</i>	<i>0%</i>	-	-	-	<i>0%</i>



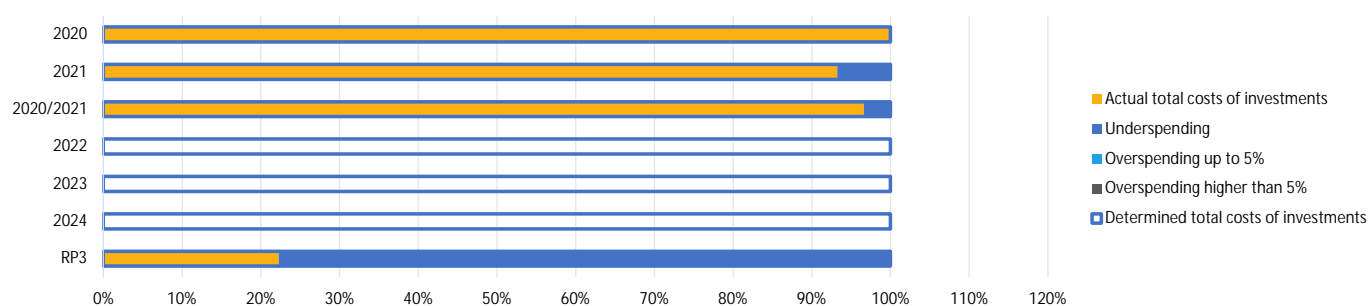
1. The performance plans include costs related to investments which comprise depreciation cost, cost of capital, and cost of leasing.



## COSTS RELATED TO INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN

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>4.82</b>
Depreciation	1.90	1.30	3.20	2.49	3.66	4.18	3.20
Cost of capital	0.51	1.11	1.62	1.67	2.01	2.11	1.62
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>4.66</b>
Depreciation	1.90	1.30	3.20	-	-	-	3.20
Cost of capital	0.51	0.95	1.46	-	-	-	1.46
Cost of leasing	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>(0.16)</b>
Depreciation	0	0	0	-	-	-	0.00
Cost of capital	0	(0.16)	(0.16)	-	-	-	(0.16)
Cost of leasing	0	0	0	-	-	-	0



Cyprus did not establish a terminal charging zone for RP3.

Cyprus underspent -0.16M€<sub>2017</sub> in costs related to investments in the combined year 2020/2021. This amount should be reimbursed to the airspace users through a reduction of the unit rate, according to article 28 of Regulation (EU) 2019/317.

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

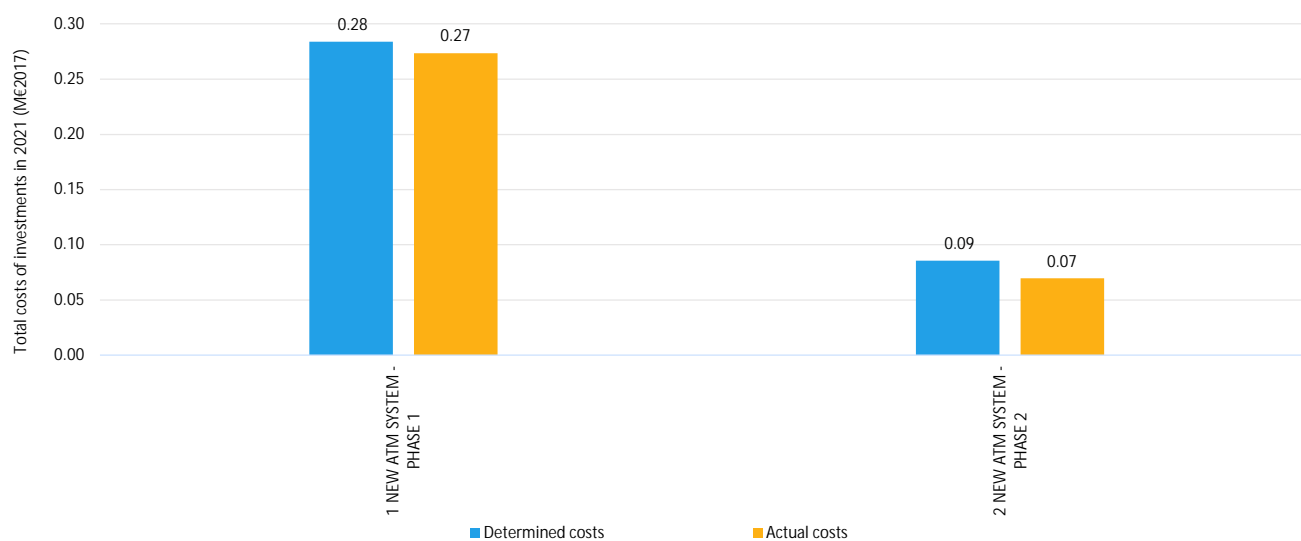
Determined costs (M€ <sub>2017</sub> ) <sup>1</sup>	2020D	2021D	2022D	2023D	2024D	RP3 to date
<b>Total costs of Investments</b>	<b>0.13</b>	<b>0.37</b>	<b>1.16</b>	<b>1.67</b>	<b>1.64</b>	<b>0.50</b>
1 NEW ATM SYSTEM - PHASE 1	0.13	0.28	0.90	0.88	0.87	0.41
2 NEW ATM SYSTEM - PHASE 2	0	0.09	0.26	0.79	0.78	0.09

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>0.47</b>
1 NEW ATM SYSTEM - PHASE 1	0.13	0.27	-	-	-	0.40
2 NEW ATM SYSTEM - PHASE 2	0	0.07	-	-	-	0.07

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>(0.03)</b>
1 NEW ATM SYSTEM - PHASE 1	0.00	(0.01)	-	-	-	(0.01)
2 NEW ATM SYSTEM - PHASE 2	0	(0.02)	-	-	-	(0.02)

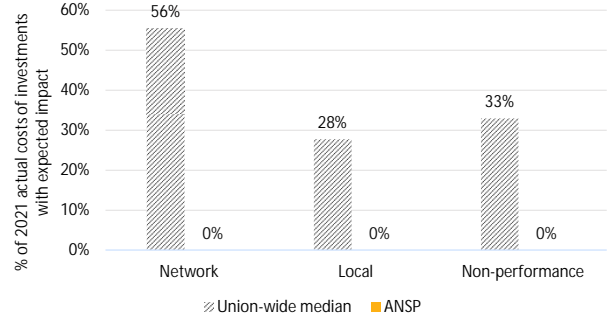
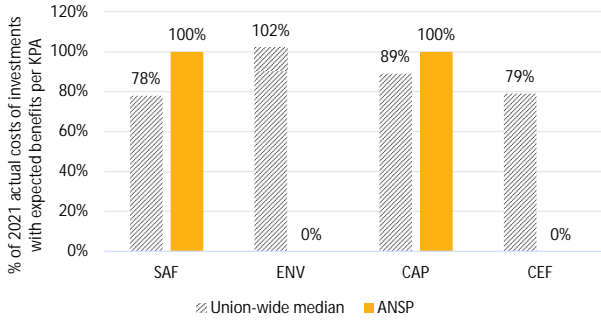


1. Determined costs comprise depreciation costs, cost of capital, and cost of leasing in the performance plans.

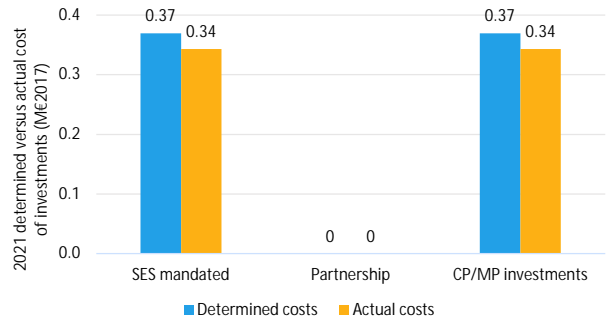
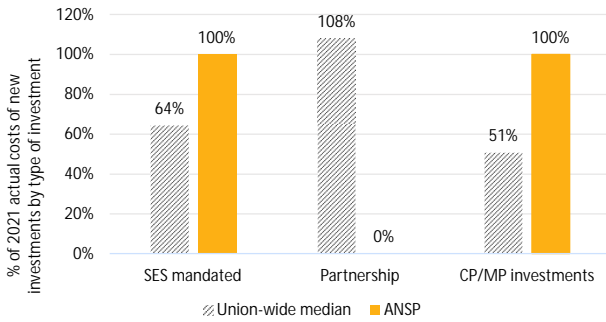
EXPECTED BENEFIT AND IMPACT PER NEW MAJOR INVESTMENT

#	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 system	CP/ MP <sup>2</sup>
1	NEW ATM SYSTEM - PHASE 1	01/01/2022	Started	Yes	No	Yes	MP
2	NEW ATM SYSTEM - PHASE 2	01/01/2023	Started	Yes	No	Yes	MP



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

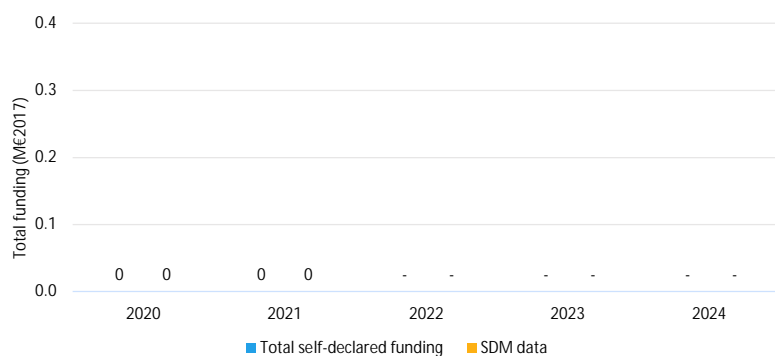
1. EOI date = Date of entry into operation

2. CP/MP = Common Project and Master Plan

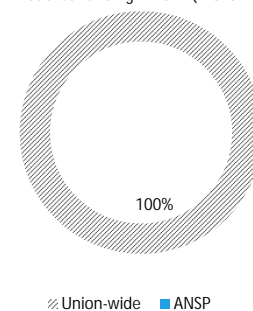
## PUBLIC FUNDING GRANTED FOR TOTAL CAPEX (CEF/TEN-T)

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</b>	<b>0</b>	-	-	-	<b>0</b>
<b>En route funding declared</b>	<b>0</b>	<b>0</b>	-	-	-	<b>0</b>
<i>En route funding that could not be assigned to a specific investment</i>	0	0	-	-	-	0
<b>Terminal funding</b>	<b>0</b>	<b>0</b>	-	-	-	<b>0</b>
<i>Terminal funding that could not be assigned to a specific investment</i>	0	0	-	-	-	0
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</b>	-	-	-	<b>0</b>
Total included in the funding declaration (reporting tables)	0	0	-	-	-	0
SDM Payment	0	0	-	-	-	0



Declared funding in 2021 (M€2017)

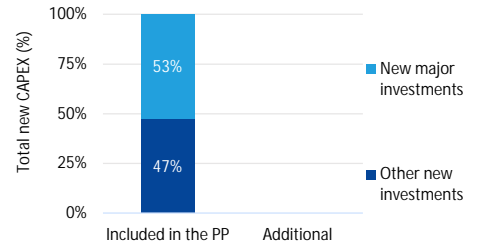


Czech Republic underspent -1.3M€<sub>2017</sub> (-1.3%) in costs related to investments for en route and terminal in the combined year 2020/2021 compared to the determined costs. Czech Republic planned three new major investments for RP3, all of which have started.

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

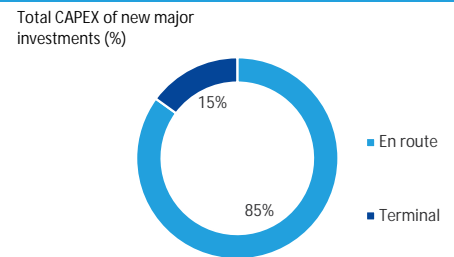
**Determined and additional CAPEX by value of individual investments (M€<sub>2017</sub>)** RP3

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%



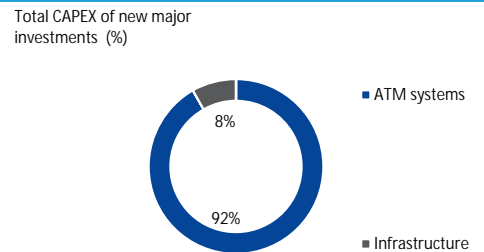
**Determined CAPEX: en route and terminal (M€<sub>2017</sub>)** RP3

Total CAPEX for new major investments	63.27	% of total
En route	53.82	85%
Terminal	9.45	15%

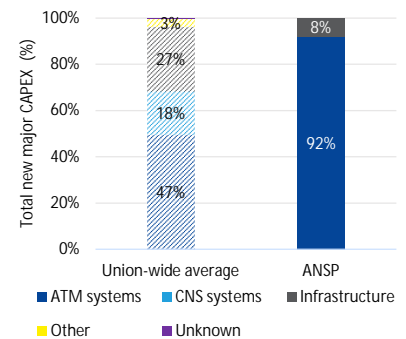
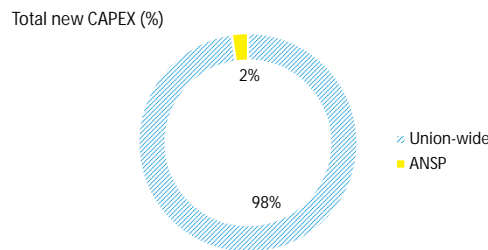
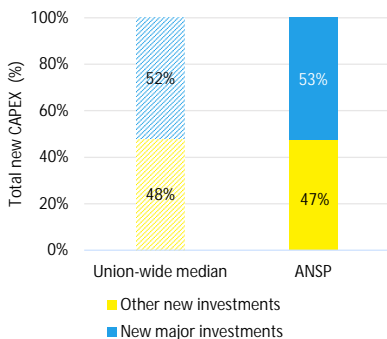


**Determined CAPEX by type of investment (M€<sub>2017</sub>)** RP3

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%



**New CAPEX: 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 (31%), CNS systems (21%), infrastructure (24%), Other (21%), unknown (1%).

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.

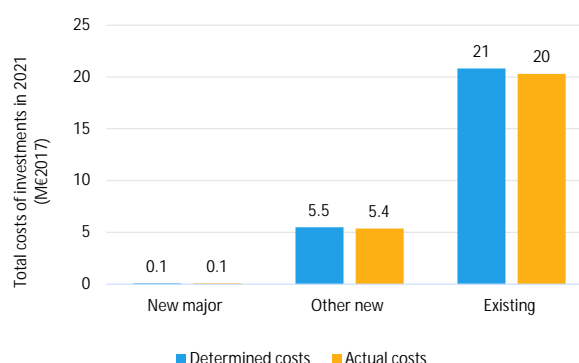
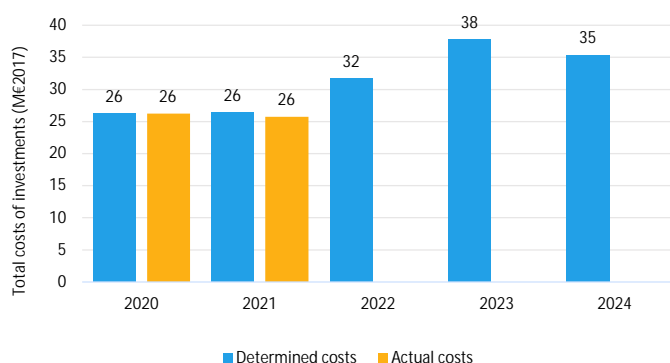
## COSTS RELATED TO INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN

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>52.64</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>0.18</b>
<i>% New major investments in total costs of investments</i>	<i>0%</i>	<i>0%</i>	<i>24%</i>	<i>40%</i>	<i>54%</i>	<i>0%</i>
<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>12.81</b>
<i>% Other new investments in total costs of investments</i>	<i>28%</i>	<i>21%</i>	<i>13%</i>	<i>11%</i>	<i>14%</i>	<i>24%</i>
<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>39.65</b>
<i>% Existing investments in total costs of investments</i>	<i>72%</i>	<i>79%</i>	<i>63%</i>	<i>49%</i>	<i>32%</i>	<i>75%</i>

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>51.97</b>
<b>New major Investments</b>	<b>0.08</b>	<b>0.09</b>	-	-	-	<b>0.17</b>
<i>% New major investments in total costs of investments</i>	<i>0%</i>	<i>0%</i>	-	-	-	<i>0%</i>
<b>Other new Investments</b>	<b>7.33</b>	<b>5.37</b>	-	-	-	<b>12.69</b>
<i>% Other new investments in total costs of investments</i>	<i>28%</i>	<i>21%</i>	-	-	-	<i>24%</i>
<b>Existing Investments</b>	<b>18.82</b>	<b>20.29</b>	-	-	-	<b>39.11</b>
<i>% Existing investments in total costs of investments</i>	<i>72%</i>	<i>79%</i>	-	-	-	<i>75%</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>(0.66)</b>	-	-	-	<b>(0.66)</b>
<b>New major Investments</b>	<b>0</b>	<b>(0.00)</b>	-	-	-	<b>(0.00)</b>
<i>% change of actual with respect to determined</i>	<i>0%</i>	<i>-2%</i>	-	-	-	<i>-1%</i>
<b>Other new Investments</b>	<b>0</b>	<b>(0.11)</b>	-	-	-	<b>(0.11)</b>
<i>% change of actual with respect to determined</i>	<i>0%</i>	<i>-2%</i>	-	-	-	<i>-1%</i>
<b>Existing Investments</b>	<b>0</b>	<b>(0.55)</b>	-	-	-	<b>(0.55)</b>
<i>% change of actual with respect to determined</i>	<i>0%</i>	<i>-3%</i>	-	-	-	<i>-1%</i>



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

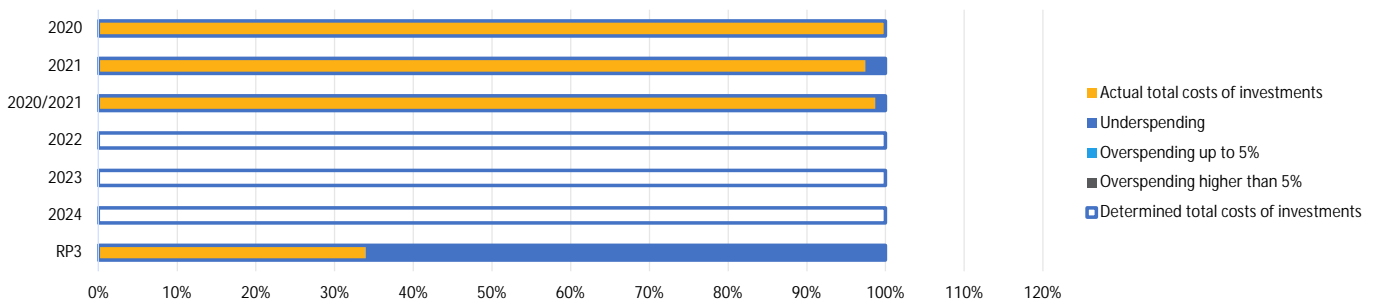
## COSTS RELATED TO INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN

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>46.19</b>
Depreciation	16.67	16.92	33.60	20.41	22.94	22.15	33.60
Cost of capital	5.97	6.63	12.60	6.69	7.97	7.91	12.60
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>22.64</b>	<b>22.94</b>	<b>45.58</b>	-	-	-	<b>45.58</b>
Depreciation	16.67	16.81	33.48	-	-	-	33.48
Cost of capital	5.97	6.13	12.10	-	-	-	12.10
Cost of leasing	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>(0.61)</b>	<b>(0.61)</b>	-	-	-	<b>(0.61)</b>
Depreciation	0	(0.11)	(0.11)	-	-	-	(0.11)
Cost of capital	0	(0.50)	(0.50)	-	-	-	(0.50)
Cost of leasing	0	0	0	-	-	-	0



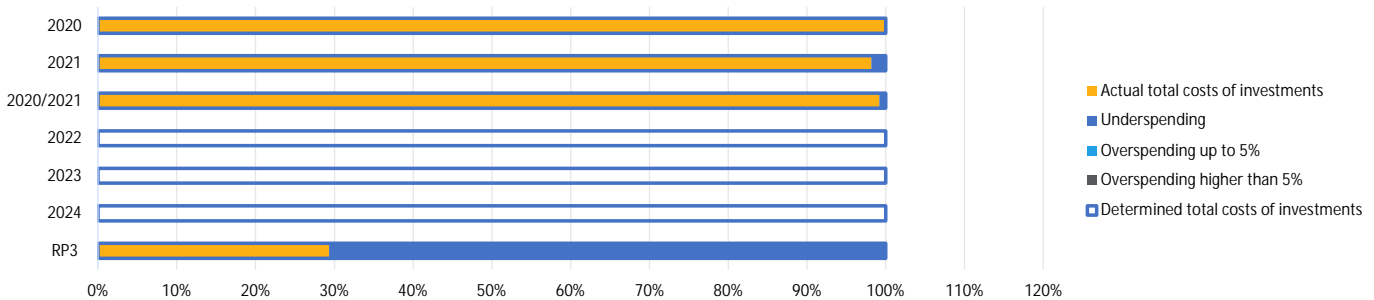
## COSTS RELATED TO INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN

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>6.44</b>
Depreciation	3.59	2.86	6.44	3.77	4.19	4.09	6.44
Cost of capital	0	0	0	0.89	1.19	1.20	0
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>3.59</b>	<b>2.80</b>	<b>6.39</b>	-	-	-	<b>6.39</b>
Depreciation	3.59	2.80	6.39	-	-	-	6.39
Cost of capital	0	0	0	-	-	-	0
Cost of leasing	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>(0.05)</b>
Depreciation	0	(0.05)	(0.05)	-	-	-	(0.05)
Cost of capital	0	0	0	-	-	-	0
Cost of leasing	0	0	0	-	-	-	0



Czech Republic underspent -0.66M€<sub>2017</sub> in costs related to investments (-0.61M€<sub>2017</sub> in en route and -0.05M€<sub>2017</sub> in terminal) in the combined year 2020/2021. These amounts should be reimbursed to the airspace users through a reduction of the unit rate, according to article 28 of Regulation (EU) 2019/317.



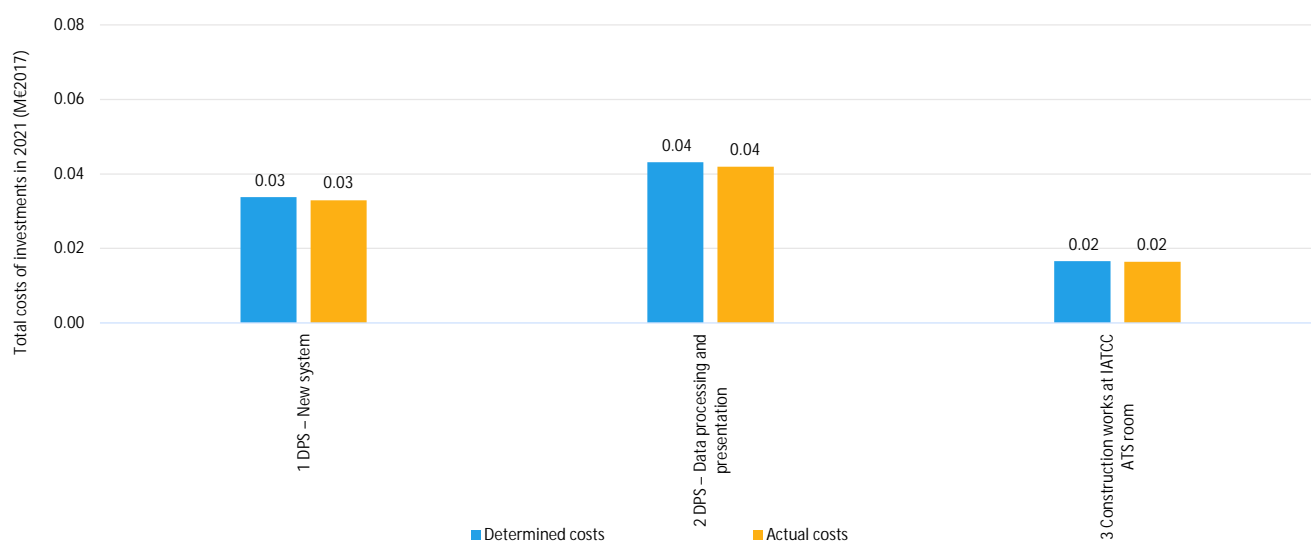
## COSTS BY NEW MAJOR INVESTMENTS

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>0.18</b>
1 DPS – New system	0	0.03	4.32	8.04	10.03	0.03
2 DPS – Data processing and presentation	0.07	0.04	3.15	6.75	8.50	0.12
3 Construction works at IATCC ATS room	0.01	0.02	0.04	0.43	0.69	0.02

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>0.17</b>
1 DPS – New system	0	0.03	-	-	-	0.03
2 DPS – Data processing and presentation	0.07	0.04	-	-	-	0.12
3 Construction works at IATCC ATS room	0.01	0.02	-	-	-	0.02

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>(0.00)</b>
1 DPS – New system	0	(0.00)	-	-	-	(0.00)
2 DPS – Data processing and presentation	0	(0.00)	-	-	-	(0.00)
3 Construction works at IATCC ATS room	0	(0.00)	-	-	-	(0.00)



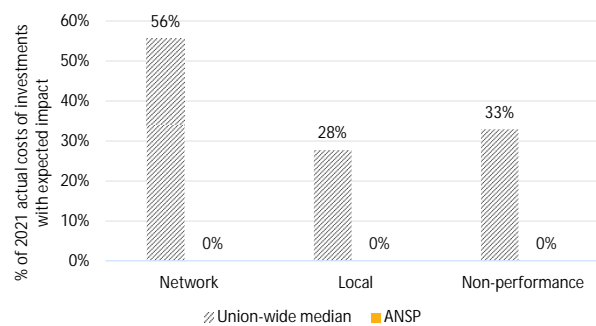
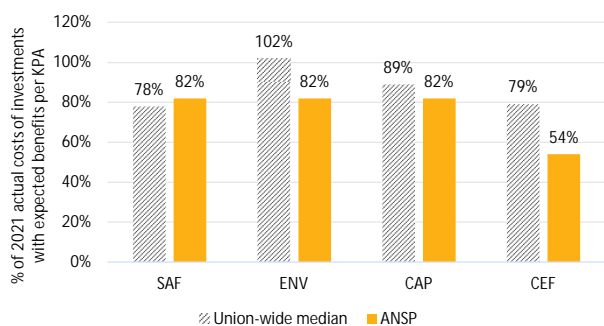
1. Determined costs comprise depreciation costs, cost of capital, and cost of leasing in the performance plans.

## EXPECTED BENEFIT AND IMPACT PER NEW MAJOR INVESTMENT

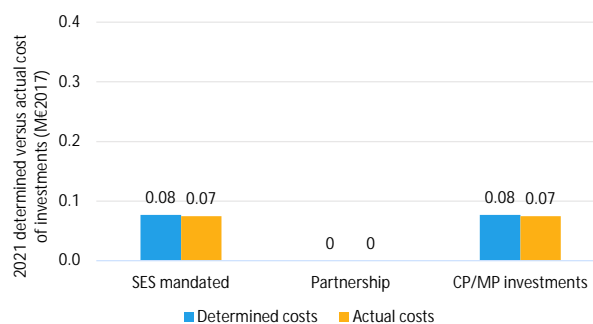
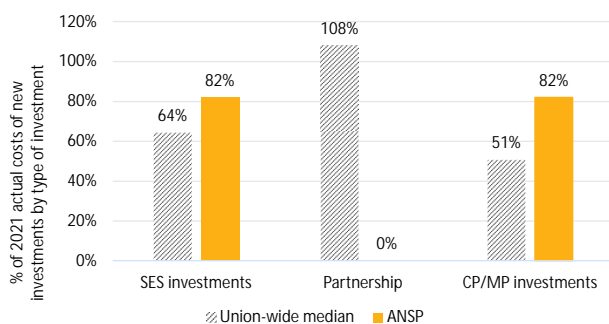
CZECH REPUBLIC | ANS CR

#	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	
						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

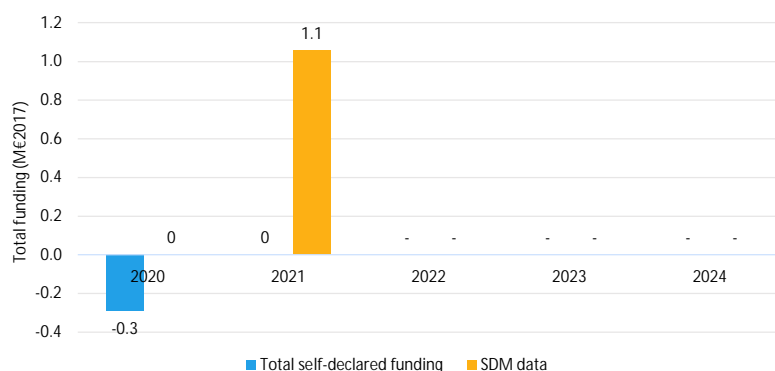
2. CP/MP = Common Project and Master Plan

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

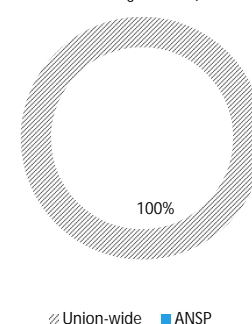
CZECH REPUBLIC | ANS CR

Actual funding declaration (M€ <sub>2017</sub> )	2020	2021	2022	2023	2024	RP3 to date
<b>Total funding declared</b>	<b>(0.29)</b>	<b>0</b>	-	-	-	<b>(0.29)</b>
<b>En route funding declared</b>	<b>(0.29)</b>	<b>0</b>	-	-	-	<b>(0.29)</b>
<i>En route funding that could not be assigned to a specific investment</i>	<i>(0.29)</i>	<i>0</i>	-	-	-	<i>(0.29)</i>
<b>Terminal funding</b>	<b>0</b>	<b>0</b>	-	-	-	<b>0</b>
<i>Terminal funding that could not be assigned to a specific investment</i>	<i>0</i>	<i>0</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>(0.29)</b>	<b>(1.06)</b>	-	-	-	<b>(1.35)</b>
Total included in the funding declaration (reporting tables)	(0.29)	0	-	-	-	(0.29)
SDM Payment	0	1.06	-	-	-	1.06



Declared funding in 2021 (M€2017)



Czech Republic reported that the amounts that have been reimbursed in the combined year 2020/2021 exceed the amounts received, therefore making the total funding negative. The amounts received and/or reimbursed correspond to 21 different projects. These projects could not be directly linked to the list of investments included in the performance plan or the 2021 monitoring report. However, SESAR Deployment Manager data indicates a payment of 1.06M€<sub>2017</sub> for the combined year 2020/2021.

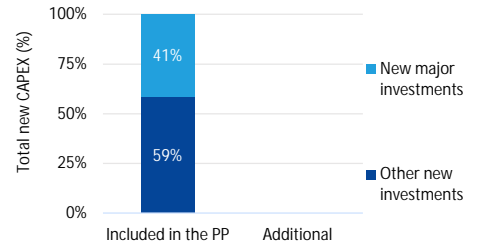
6.7 Denmark - NAVIAIR

Denmark underspent -0.59M€<sub>2017</sub> (-1.4%) in costs related to investments for en route and terminal in the combined year 2020/2021 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

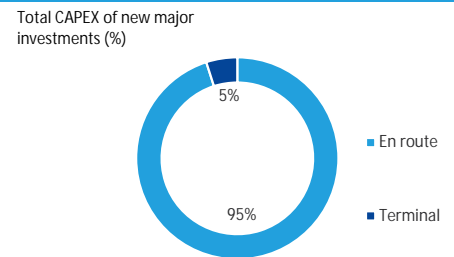
**Determined and additional CAPEX by value of individual investments (M€<sub>2017</sub>)** RP3

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%



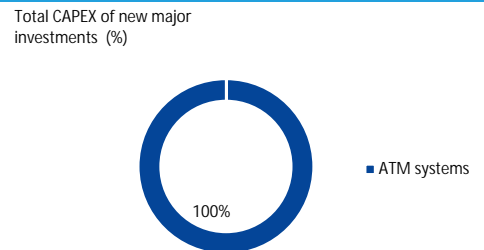
**Determined CAPEX: en route and terminal (M€<sub>2017</sub>)** RP3

Total CAPEX for new major investments	20.53	% of total
En route	19.51	95%
Terminal	1.03	5%

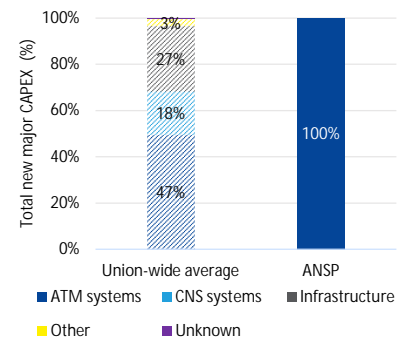
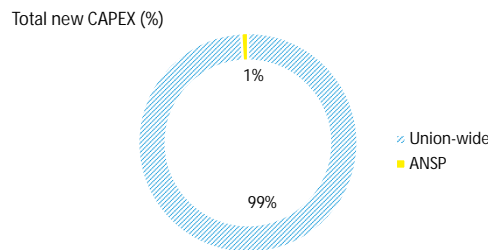
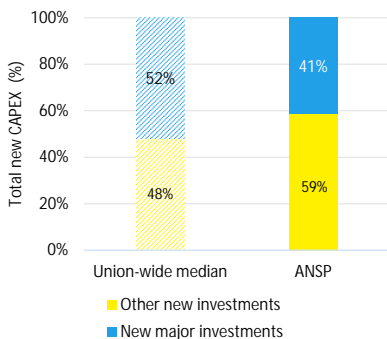


**Determined CAPEX by type of investment (M€<sub>2017</sub>)** RP3

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%



**New CAPEX: 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 (31%), CNS systems (21%), infrastructure (24%), Other (21%), unknown (1%).

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.

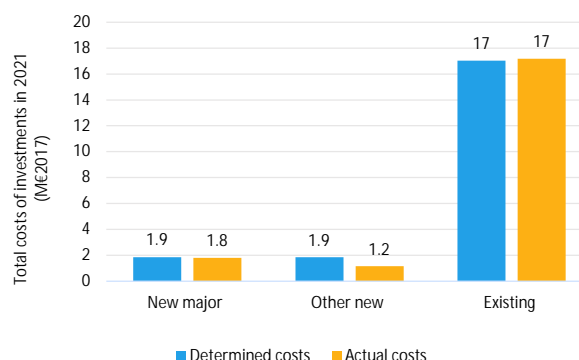
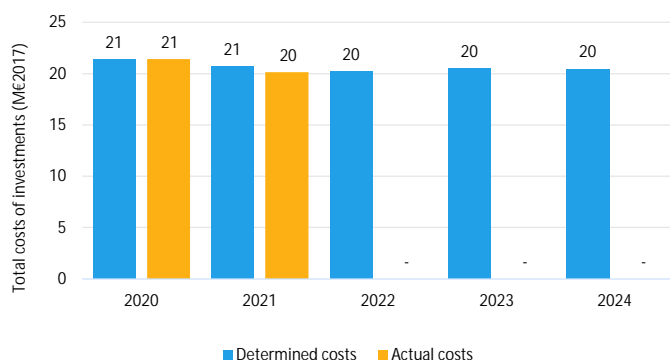
## COSTS RELATED TO INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN

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>42.15</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>3.58</b>
% New major investments in total costs of investments	8%	9%	11%	13%	17%	8%
<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>2.46</b>
% Other new investments in total costs of investments	3%	9%	13%	17%	18%	6%
<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>36.11</b>
% Existing investments in total costs of investments	89%	82%	76%	70%	65%	86%

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>41.56</b>
<b>New major Investments</b>	<b>1.72</b>	<b>1.81</b>	-	-	-	<b>3.53</b>
% New major investments in total costs of investments	8%	9%	-	-	-	8%
<b>Other new Investments</b>	<b>0.60</b>	<b>1.16</b>	-	-	-	<b>1.76</b>
% Other new investments in total costs of investments	3%	6%	-	-	-	4%
<b>Existing Investments</b>	<b>19.09</b>	<b>17.18</b>	-	-	-	<b>36.27</b>
% Existing investments in total costs of investments	89%	85%	-	-	-	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>(0.59)</b>	-	-	-	<b>(0.59)</b>
<b>New major Investments</b>	<b>0</b>	<b>(0.05)</b>	-	-	-	<b>(0.05)</b>
% change of actual with respect to determined	0%	-3%	-	-	-	-1%
<b>Other new Investments</b>	<b>0</b>	<b>(0.70)</b>	-	-	-	<b>(0.70)</b>
% change of actual with respect to determined	0%	-38%	-	-	-	-28%
<b>Existing Investments</b>	<b>0</b>	<b>0.16</b>	-	-	-	<b>0.16</b>
% change of actual with respect to determined	0%	1%	-	-	-	0.43%



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

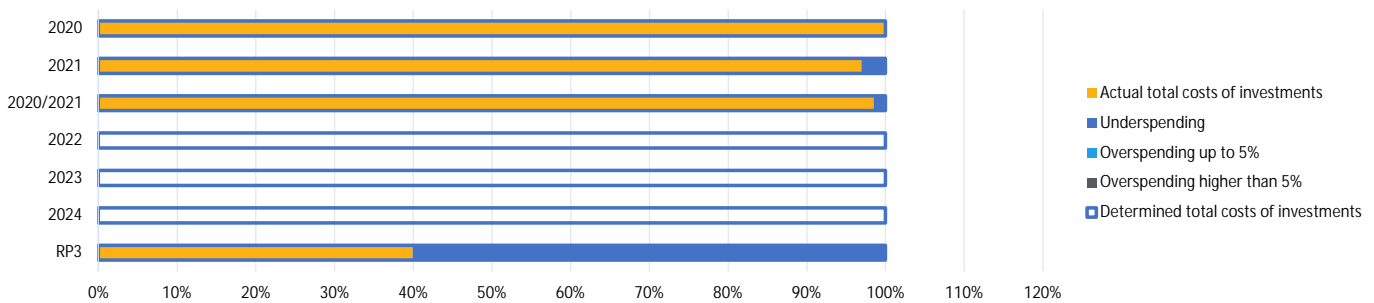
## COSTS RELATED TO INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN

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>34.79</b>
Depreciation	11.81	12.10	23.91	13.21	13.55	13.47	23.91
Cost of capital	5.82	5.05	10.88	3.64	3.59	3.61	10.88
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>34.26</b>
Depreciation	11.81	12.08	23.89	-	-	-	23.89
Cost of capital	5.82	4.55	10.37	-	-	-	10.37
Cost of leasing	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>(0.53)</b>
Depreciation	0	(0.02)	(0.02)	-	-	-	(0.02)
Cost of capital	0	(0.51)	(0.51)	-	-	-	(0.51)
Cost of leasing	0	0	0	-	-	-	0



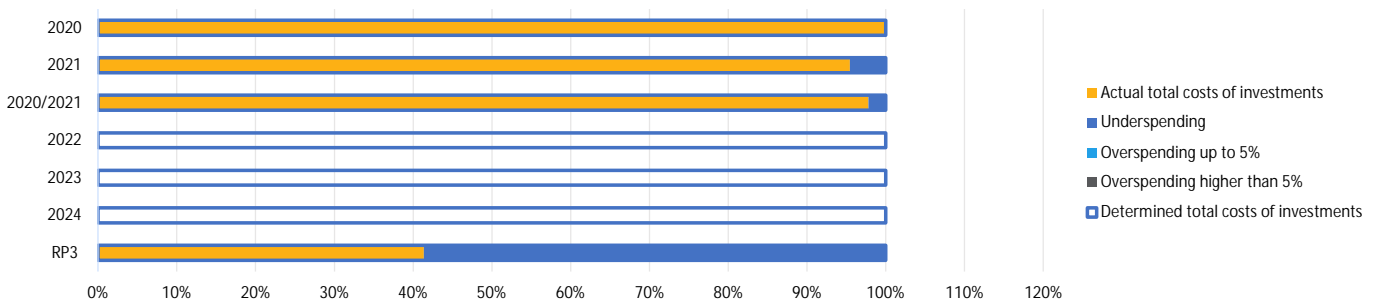
## COSTS RELATED TO INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN

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>7.37</b>
Depreciation	2.07	2.09	4.16	2.29	2.26	2.29	4.16
Cost of capital	1.72	1.49	3.21	1.08	1.06	1.07	3.21
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>7.20</b>
Depreciation	2.07	2.10	4.17	-	-	-	4.17
Cost of capital	1.72	1.32	3.04	-	-	-	3.04
Cost of leasing	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>(0.16)</b>
Depreciation	0	0.01	0.01	-	-	-	0.01
Cost of capital	0	(0.17)	(0.17)	-	-	-	(0.17)
Cost of leasing	0	0	0	-	-	-	0



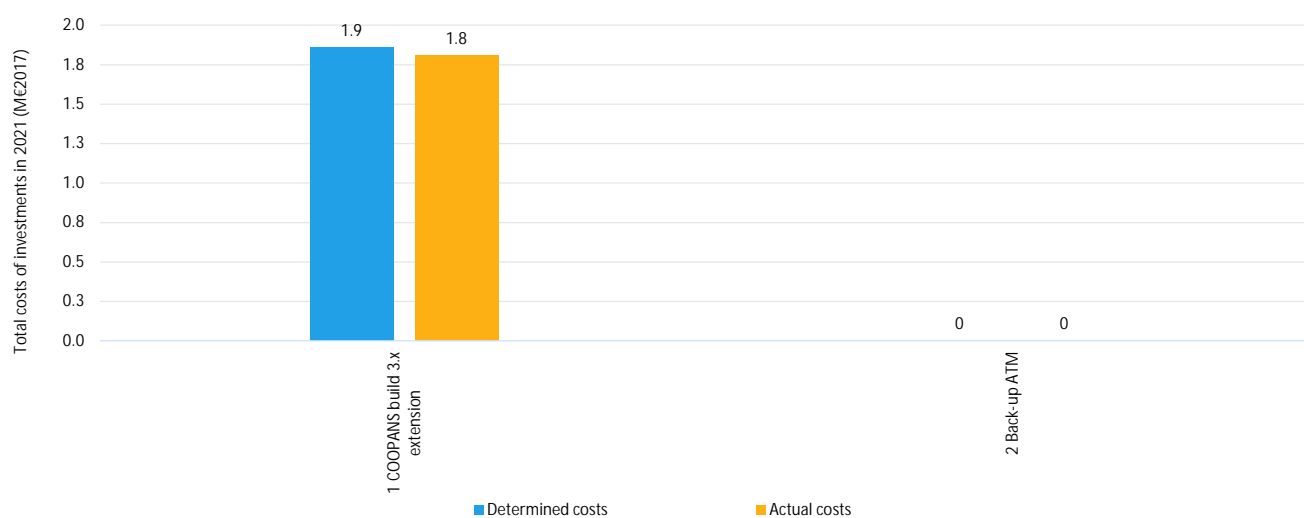
Denmark underspent -0.69M€<sub>2017</sub> in costs related to investments (-0.53M€<sub>2017</sub> in en route and -0.16M€<sub>2017</sub> in terminal) in the combined year 2020/2021. These amounts should be reimbursed to the airspace users through a reduction of the unit rate, according to article 28 of Regulation (EU) 2019/317.

<b>COSTS BY NEW MAJOR INVESTMENTS</b>	<b>DENMARK   NAVIAIR</b>
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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>3.58</b>
1 COOPANS build 3.x extension	1.72	1.86	2.13	2.65	3.16	3.58
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>3.53</b>
1 COOPANS build 3.x extension	1.72	1.81	-	-	-	3.53
2 Back-up ATM	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>(0.05)</b>
1 COOPANS build 3.x extension	0	(0.05)	-	-	-	(0.05)
2 Back-up ATM	0	0	-	-	-	0



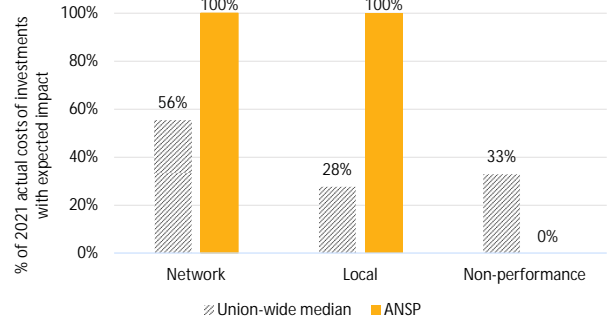
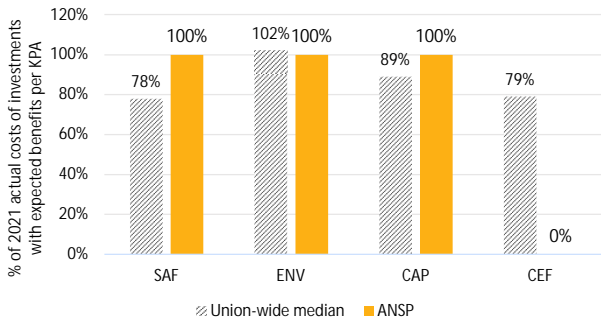
1. Determined costs comprise depreciation costs, cost of capital, and cost of leasing in the performance plans.



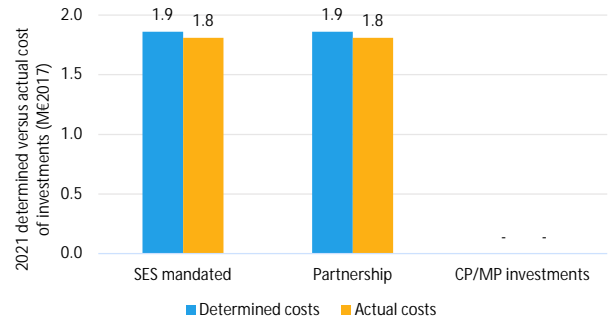
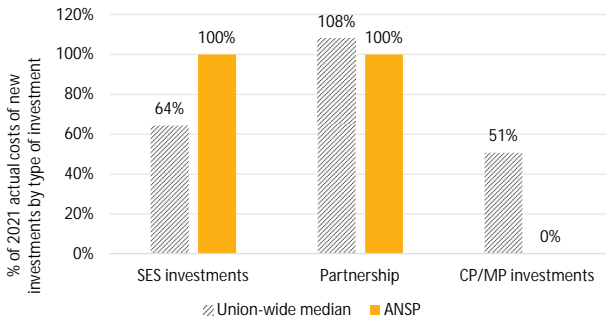
**EXPECTED BENEFIT AND IMPACT PER NEW MAJOR INVESTMENT** DENMARK | NAVIAIR

#	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	CP/ MP <sup>2</sup>
1	COOPANS build 3.x extension	01/07/2024	Started	Yes	Yes	Yes	-
2	Back-up ATM	01/01/2024	Not started	No	No	Yes	MP



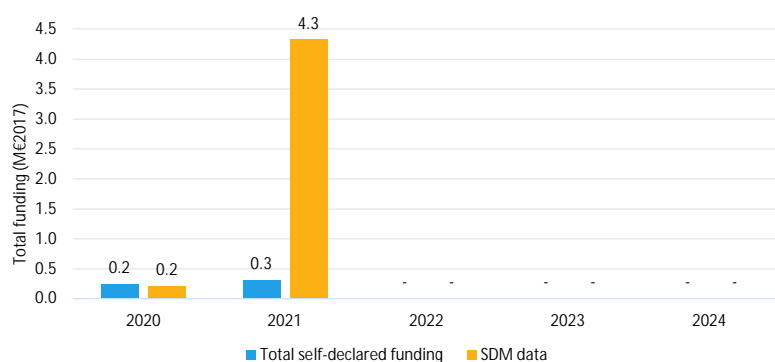
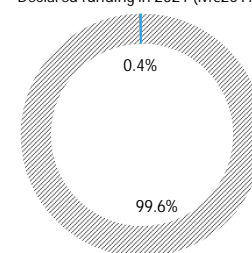
KPAs: SAF = Safety, ENV = Environment, CAP = Capacity, CEF = Cost-efficiency.  
 1. EOI date = Date of entry into operation  
 2. CP/MP = Common Project and Master Plan

## 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>0.55</b>
<b>En route funding declared</b>	<b>0.13</b>	<b>0.29</b>	-	-	-	<b>0.41</b>
<i>En route funding that could not be assigned to a specific investment</i>	<i>0.13</i>	<i>0.29</i>	-	-	-	0.41
<b>Terminal funding</b>	<b>0.11</b>	<b>0.02</b>	-	-	-	<b>0.13</b>
<i>Terminal funding that could not be assigned to a specific investment</i>	<i>0.11</i>	<i>0.02</i>	-	-	-	0.11

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>(4.00)</b>
Total included in the funding declaration (reporting tables)	0.23	0.31	-	-	-	0.55
SDM Payment	0.20	4.34	-	-	-	4.54

Declared funding in 2021 (M€<sub>2017</sub>)

▨ Union-wide ■ ANSP

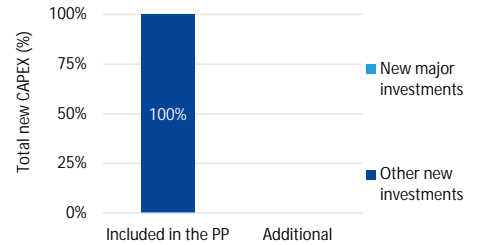
Denmark reported 0.41M€<sub>2017</sub> funding in the combined year 2020/2021. The funding was awarded for six projects, "Implementing harmonised SWIM (Y) solution in COOPANS ANSPs and general PCP compliance" (0.23M€<sub>2017</sub>), which could be linked to the new major investment "COOPANS build 3.x extension" and five other projects that could not be linked to a new major investment. However, SESAR Deployment Manager data indicates a payment of 4.54M€<sub>2017</sub> for the combined year 2020/2021.

Estonia overspent +0.49M€<sub>2017</sub> (+4%) in costs related to investments for en route and terminal in the combined year 2020/2021 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

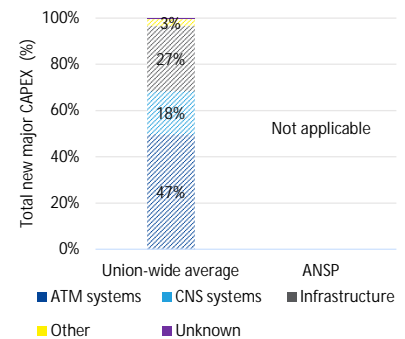
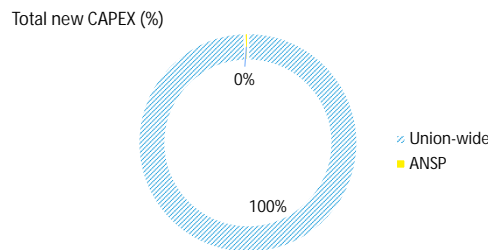
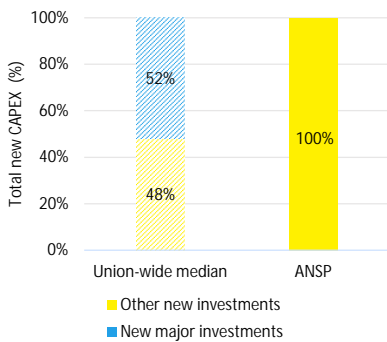
Not applicable

**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

**New CAPEX: 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 (31%), CNS systems (21%), infrastructure (24%), Other (21%), unknown (1%).

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.

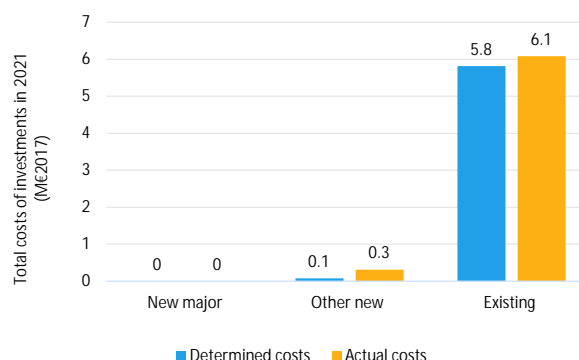
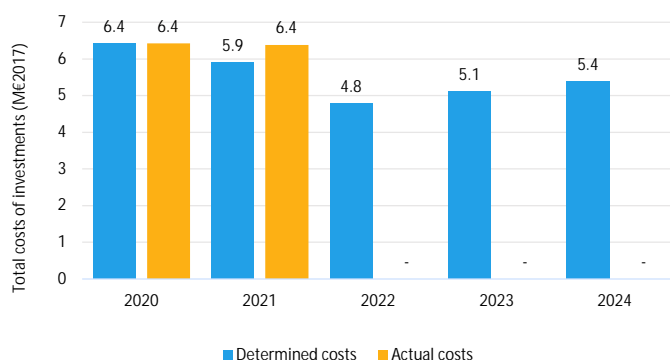
## COSTS RELATED TO INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN

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>12.31</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>0.08</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>1%</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>12.24</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>99%</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>12.81</b>
<b>New major Investments</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>
<b>Other new Investments</b>	<b>0</b>	<b>0.31</b>	-	-	-	<b>0.31</b>
<i>% Other new investments in total costs of investments</i>	<i>0%</i>	<i>5%</i>	-	-	-	<i>2%</i>
<b>Existing Investments</b>	<b>6.42</b>	<b>6.08</b>	-	-	-	<b>12.50</b>
<i>% Existing investments in total costs of investments</i>	<i>100%</i>	<i>95%</i>	-	-	-	<i>98%</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>0.49</b>
<b>New major Investments</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>
<b>Other new Investments</b>	<b>0</b>	<b>0.23</b>	-	-	-	<b>0.23</b>
<i>% change of actual with respect to determined</i>	<i>0%</i>	<i>297%</i>	-	-	-	<i>297%</i>
<b>Existing Investments</b>	<b>0</b>	<b>0.27</b>	-	-	-	<b>0.27</b>
<i>% change of actual with respect to determined</i>	<i>0%</i>	<i>5%</i>	-	-	-	<i>2%</i>



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

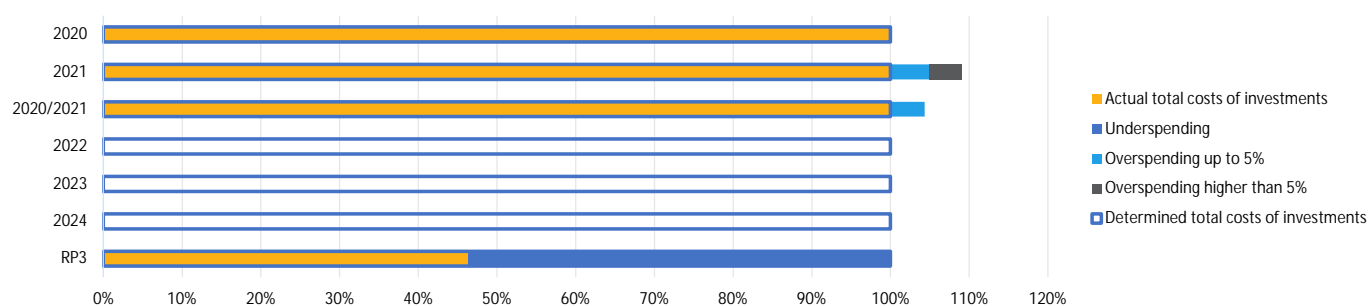
## COSTS RELATED TO INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN

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>10.83</b>
Depreciation	4.67	4.64	9.31	3.58	3.41	3.54	9.31
Cost of capital	0.97	0.55	1.52	0.65	1.11	1.23	1.52
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>11.30</b>
Depreciation	4.67	4.86	9.53	-	-	-	9.53
Cost of capital	0.97	0.80	1.77	-	-	-	1.77
Cost of leasing	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>0.47</b>
Depreciation	0	0.23	0.23	-	-	-	0.23
Cost of capital	0	0.25	0.25	-	-	-	0.25
Cost of leasing	0	0	0	-	-	-	0



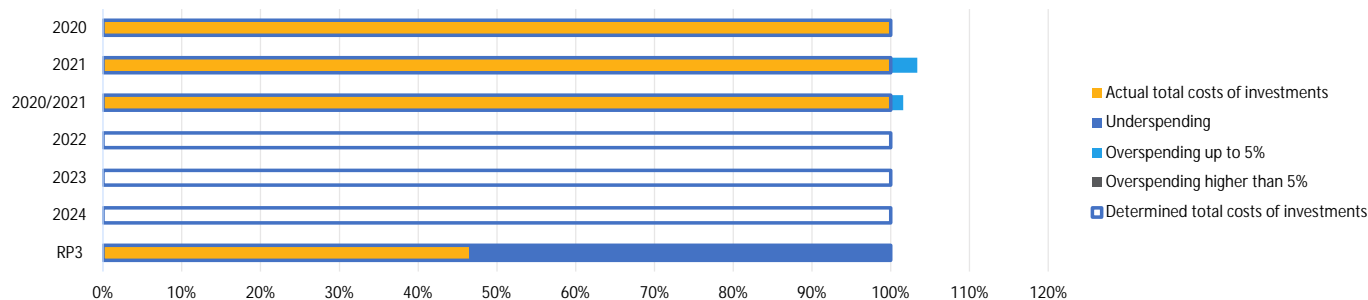
## COSTS RELATED TO INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN

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>1.49</b>
Depreciation	0.60	0.61	1.21	0.48	0.46	0.48	1.21
Cost of capital	0.19	0.09	0.28	0.07	0.13	0.15	0.28
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>0.79</b>	<b>0.72</b>	<b>1.51</b>	-	-	-	<b>1.51</b>
Depreciation	0.60	0.54	1.14	-	-	-	1.14
Cost of capital	0.19	0.18	0.37	-	-	-	0.37
Cost of leasing	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>0.02</b>
Depreciation	0	(0.07)	(0.07)	-	-	-	(0.07)
Cost of capital	0	0.09	0.09	-	-	-	0.09
Cost of leasing	0	0	0	-	-	-	0

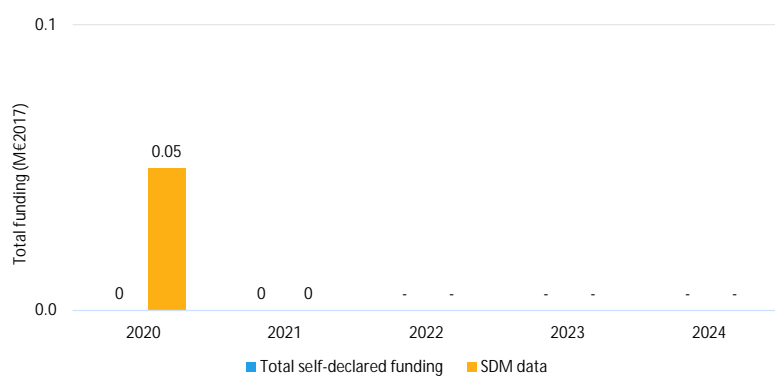


## PUBLIC FUNDING GRANTED FOR TOTAL CAPEX (CEF/TEN-T)

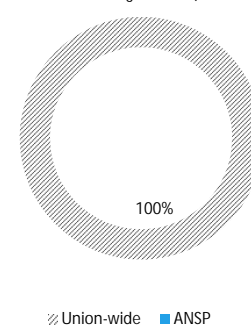
ESTONIA | EANS

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

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</b>	-	-	-	<b>(0.05)</b>
Total included in the funding declaration (reporting tables)	0	0	-	-	-	0
SDM Payment	0.05	0	-	-	-	0.05



Declared funding in 2021 (M€2017)



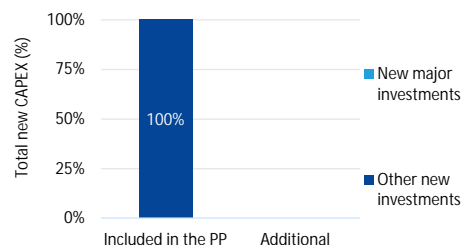
6.9 Finland - ANS Finland

Finland underspent -0.41M€<sub>2017</sub> (-3.1%) in costs related to investments for en route and terminal in the combined year 2020/2021 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

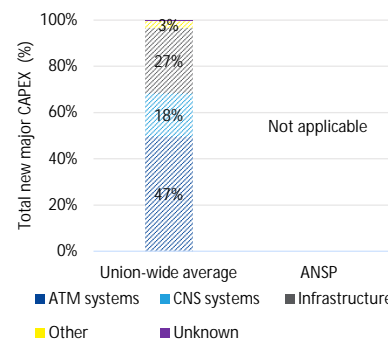
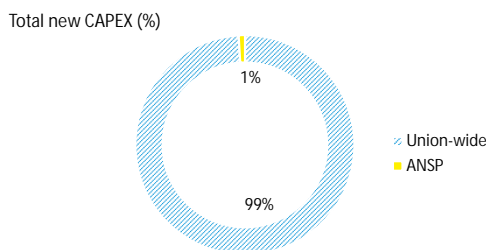
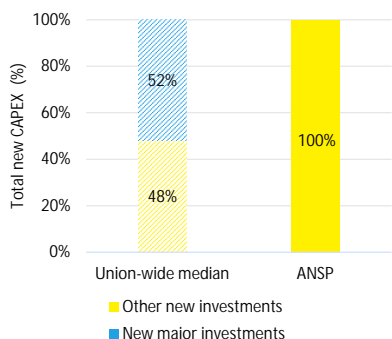
Not applicable

**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

**New CAPEX: 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 (31%), CNS systems (21%), infrastructure (24%), Other (21%), unknown (1%).

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.

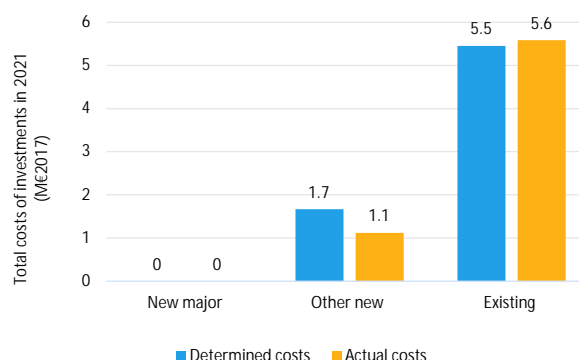
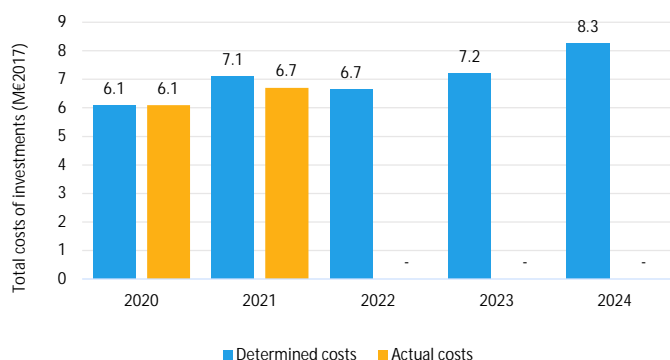
## COSTS RELATED TO INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN

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>13.21</b>
<b>New major Investments</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
% 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>2.44</b>
% Other new investments in total costs of investments	13%	23%	54%	68%	76%	18%
<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>10.77</b>
% Existing investments in total costs of investments	87%	77%	46%	32%	24%	82%

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>12.80</b>
<b>New major Investments</b>	<b>0</b>	<b>0</b>	-	-	-	<b>0</b>
% New major investments in total costs of investments	0%	0%	-	-	-	0%
<b>Other new Investments</b>	<b>0.78</b>	<b>1.12</b>	-	-	-	<b>1.89</b>
% Other new investments in total costs of investments	13%	17%	-	-	-	15%
<b>Existing Investments</b>	<b>5.32</b>	<b>5.58</b>	-	-	-	<b>10.90</b>
% Existing investments in total costs of investments	87%	83%	-	-	-	85%

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>(0.41)</b>
<b>New major Investments</b>	<b>0</b>	<b>0</b>	-	-	-	<b>0</b>
% change of actual with respect to determined	0%	0%	-	-	-	0%
<b>Other new Investments</b>	<b>0</b>	<b>(0.55)</b>	-	-	-	<b>(0.55)</b>
% change of actual with respect to determined	0%	-33%	-	-	-	-22%
<b>Existing Investments</b>	<b>0</b>	<b>0.13</b>	-	-	-	<b>0.13</b>
% change of actual with respect to determined	0%	2%	-	-	-	1%



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



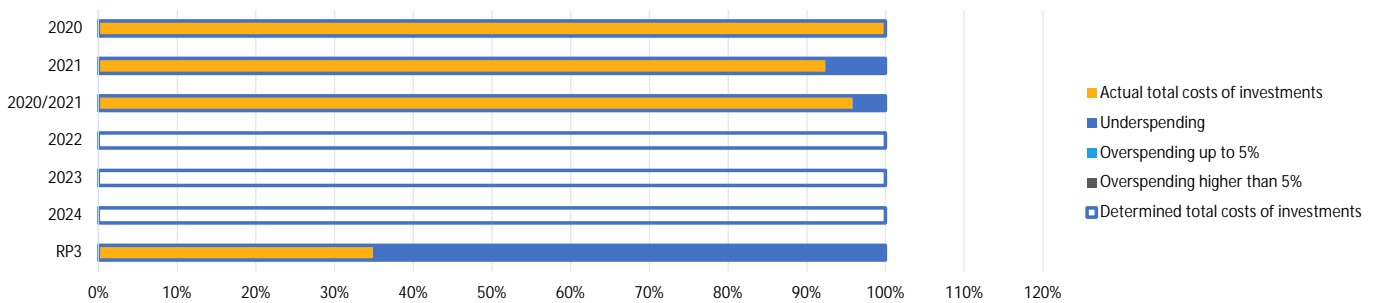
## COSTS RELATED TO INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN

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>10.13</b>
Depreciation	3.38	4.15	7.53	3.30	3.69	4.50	7.53
Cost of capital	0.55	0.72	1.27	1.01	1.15	1.23	1.27
Cost of leasing	0.66	0.68	1.34	0.88	0.94	1.01	1.34

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>9.71</b>
Depreciation	3.38	3.95	7.33	-	-	-	7.33
Cost of capital	0.55	0.49	1.04	-	-	-	1.04
Cost of leasing	0.66	0.68	1.34	-	-	-	1.34

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>(0.42)</b>
Depreciation	0	(0.20)	(0.20)	-	-	-	(0.20)
Cost of capital	0	(0.23)	(0.23)	-	-	-	(0.23)
Cost of leasing	0	(0.00)	(0.00)	-	-	-	(0.00)



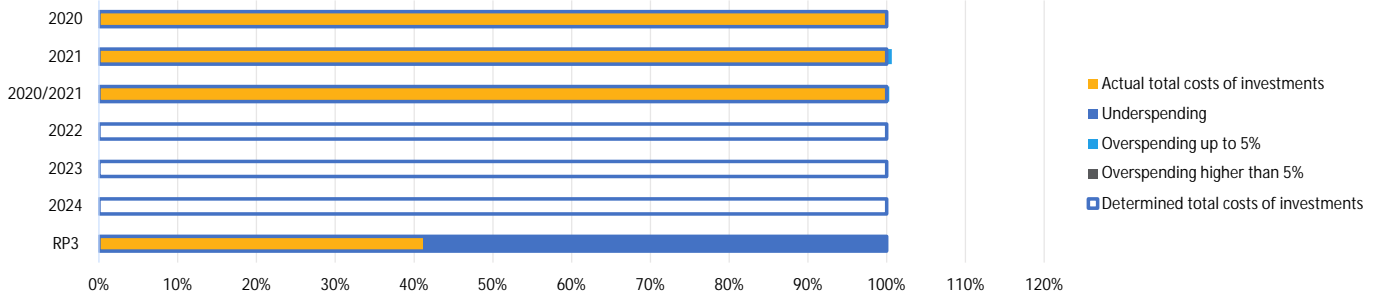
## COSTS RELATED TO INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN

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>3.08</b>
Depreciation	0.62	0.65	1.27	0.31	0.23	0.22	1.27
Cost of capital	0.11	0.09	0.20	0.08	0.07	0.06	0.20
Cost of leasing	0.78	0.82	1.60	1.08	1.14	1.23	1.60

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>3.09</b>
Depreciation	0.62	0.67	1.29	-	-	-	1.29
Cost of capital	0.11	0.09	0.19	-	-	-	0.19
Cost of leasing	0.78	0.82	1.60	-	-	-	1.60

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>0.01</b>
Depreciation	0	0.02	0.02	-	-	-	0.02
Cost of capital	0	(0.01)	(0.01)	-	-	-	(0.01)
Cost of leasing	0	(0.00)	(0.00)	-	-	-	(0.00)



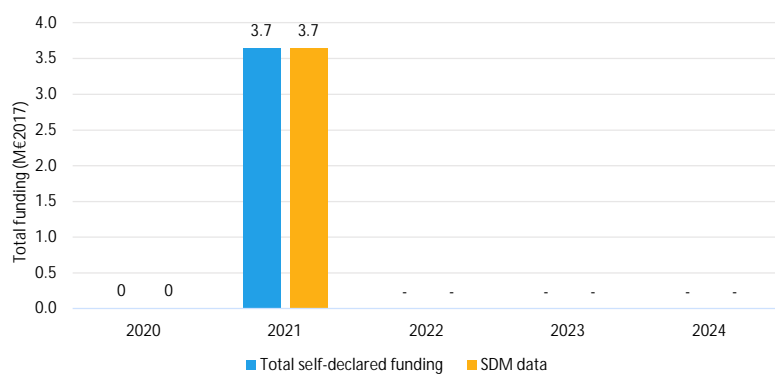
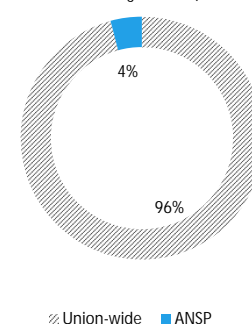
Finland underspent -0.42M€<sub>2017</sub> in costs related to investments in en route in the combined year 2020/2021. This amount should be reimbursed to the airspace users through a reduction of the unit rate, according to article 28 of Regulation (EU) 2019/317.

## 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>3.67</b>
<b>En route funding declared</b>	<b>0.01</b>	<b>3.66</b>	-	-	-	<b>3.67</b>
<i>En route funding that could not be assigned to a specific investment</i>	<i>0.01</i>	<i>3.66</i>	-	-	-	<i>3.67</i>
<b>Terminal funding</b>	<b>0</b>	<b>0</b>	-	-	-	<b>0</b>
<i>Terminal funding that could not be assigned to a specific investment</i>	<i>0</i>	<i>0</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</b>	<b>0</b>	-	-	-	<b>0</b>
Total included in the funding declaration (reporting tables)	0.01	3.66	-	-	-	3.67
SDM Payment	0.01	3.66	-	-	-	3.67

Declared funding in 2021 (M€<sub>2017</sub>)

The draft performance plan of FABEC is currently under revision. France underspent -15M€<sub>2017</sub> (-2.3%) in costs related to investments for en route and terminal in the combined year 2020/2021 compared to the determined costs. However, in the reporting tables France reported an underspending of -16M€<sub>2017</sub> due to different accounting rules being applied in the monitoring report and reporting tables to the part of the investments programme called "T3 Technic". France planned nine new major investments for RP3, all of which have started.

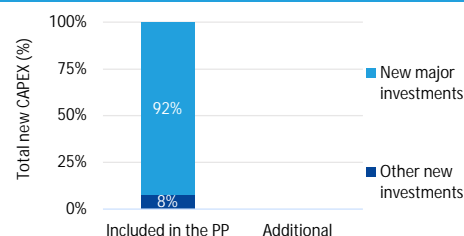
#### CAPEX FOR NEW INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN

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%

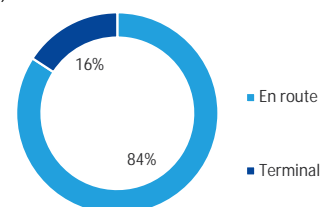


#### Determined CAPEX: en route and terminal (M€<sub>2017</sub>)

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 (%)

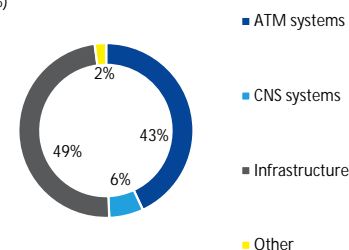


#### Determined CAPEX by type of investment (M€<sub>2017</sub>)

RP3

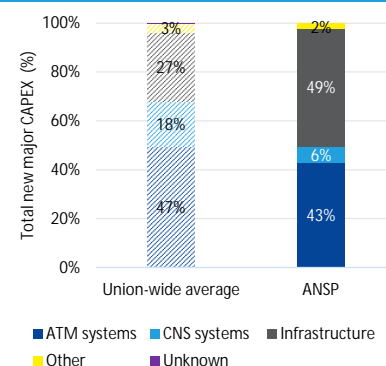
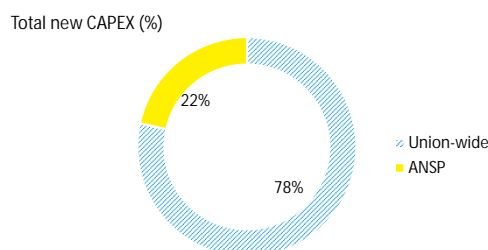
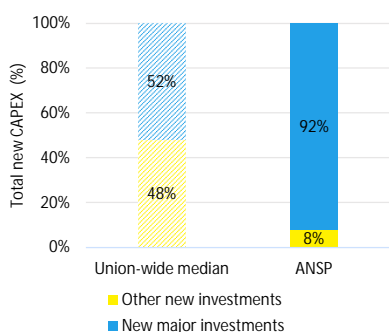
Total CAPEX for new major investments	1,272.73	% of total
ATM systems	547.70	43%
CNS systems	81.15	6%
Infrastructure	617.30	49%
Other	26.59	2%
Unknown	0	0%

Total CAPEX of new major investments (%)



#### New CAPEX: 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 (31%), CNS systems (21%), infrastructure (24%), Other (21%), unknown (1%).

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.

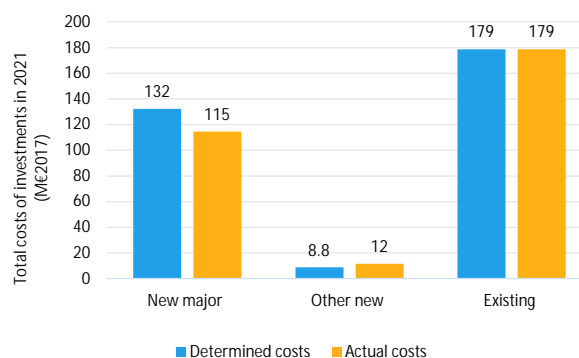
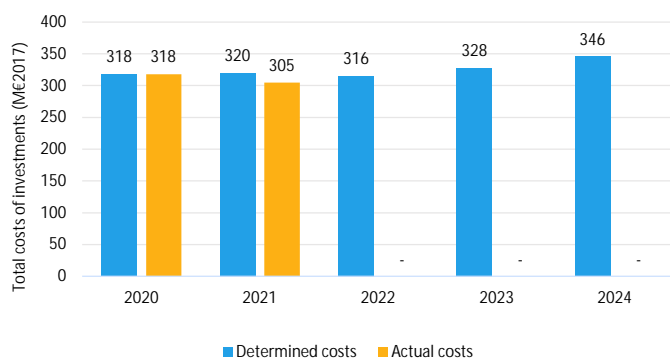
## COSTS RELATED TO INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN

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>637.94</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>229.99</b>
<i>% New major investments in total costs of investments</i>	<i>31%</i>	<i>41%</i>	<i>50%</i>	<i>58%</i>	<i>64%</i>	<i>36%</i>
<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>26.43</b>
<i>% Other new investments in total costs of investments</i>	<i>6%</i>	<i>3%</i>	<i>5%</i>	<i>4%</i>	<i>4%</i>	<i>4%</i>
<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>381.52</b>
<i>% Existing investments in total costs of investments</i>	<i>64%</i>	<i>56%</i>	<i>45%</i>	<i>37%</i>	<i>32%</i>	<i>60%</i>

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>622.95</b>
<b>New major Investments</b>	<b>97.62</b>	<b>114.58</b>	-	-	-	<b>212.19</b>
<i>% New major investments in total costs of investments</i>	<i>31%</i>	<i>38%</i>	-	-	-	<i>34%</i>
<b>Other new Investments</b>	<b>17.67</b>	<b>11.58</b>	-	-	-	<b>29.24</b>
<i>% Other new investments in total costs of investments</i>	<i>6%</i>	<i>4%</i>	-	-	-	<i>5%</i>
<b>Existing Investments</b>	<b>202.73</b>	<b>178.79</b>	-	-	-	<b>381.52</b>
<i>% Existing investments in total costs of investments</i>	<i>64%</i>	<i>59%</i>	-	-	-	<i>61%</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>(14.98)</b>	-	-	-	<b>(14.98)</b>
<b>New major Investments</b>	<b>0</b>	<b>(17.80)</b>	-	-	-	<b>(17.80)</b>
<i>% change of actual with respect to determined</i>	<i>0%</i>	<i>-13%</i>	-	-	-	<i>-8%</i>
<b>Other new Investments</b>	<b>0</b>	<b>2.82</b>	-	-	-	<b>2.82</b>
<i>% change of actual with respect to determined</i>	<i>0%</i>	<i>32%</i>	-	-	-	<i>11%</i>
<b>Existing Investments</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>



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

2. The costs included in the monitoring report of France include costs related to a part of the investment programme called "T3 Technic".

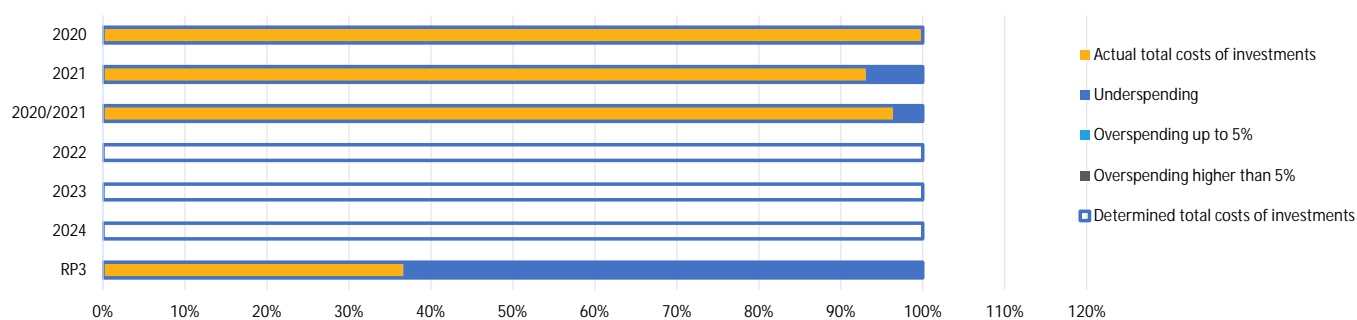
## COSTS RELATED TO INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN

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>366.38</b>
Depreciation	132.12	151.30	283.42	147.89	158.49	173.89	283.42
Cost of capital	43.56	39.40	82.96	39.49	39.52	39.04	82.96
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>353.08</b>
Depreciation	132.12	134.52	266.64	-	-	-	266.64
Cost of capital	43.56	42.87	86.43	-	-	-	86.43
Cost of leasing	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>(13.30)</b>
Depreciation	0	(16.78)	(16.78)	-	-	-	(16.78)
Cost of capital	0	3.47	3.47	-	-	-	3.47
Cost of leasing	0	0	0	-	-	-	0



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

2. The costs included in the reporting tables of France do not include costs related to a part of the investment programme called "T3 Technic". The costs are not included due "to some French State's specific public accounting rules, cannot be registered into depreciation costs and are recorded in other costs reoperating costs. This is the case of studies, assistance for project management, and expenses below the accounting threshold of € 10k."

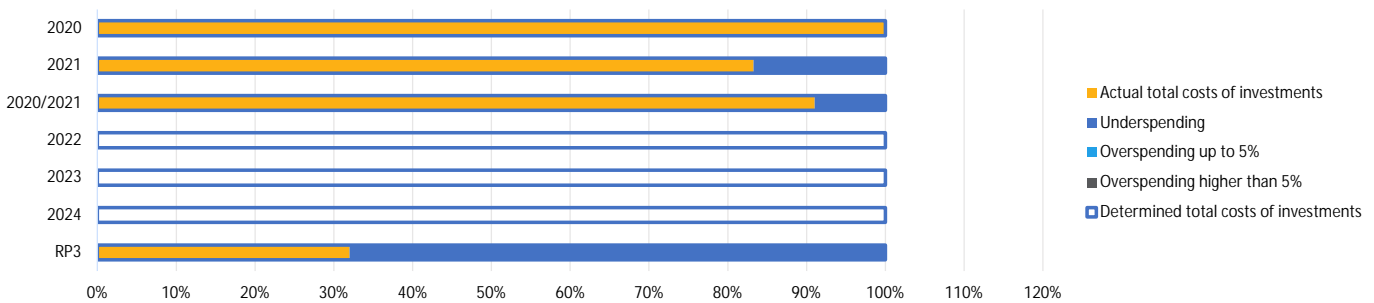
## COSTS RELATED TO INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN

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>24.51</b>
Depreciation	9.10	10.95	20.06	11.44	12.58	13.87	20.06
Cost of capital	2.26	2.20	4.46	2.41	2.48	2.44	4.46
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>22.32</b>
Depreciation	9.10	8.55	17.65	-	-	-	17.65
Cost of capital	2.26	2.40	4.67	-	-	-	4.67
Cost of leasing	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>(2.20)</b>
Depreciation	0	(2.40)	(2.40)	-	-	-	(2.40)
Cost of capital	0	0.21	0.21	-	-	-	0.21
Cost of leasing	0	0	0	-	-	-	0



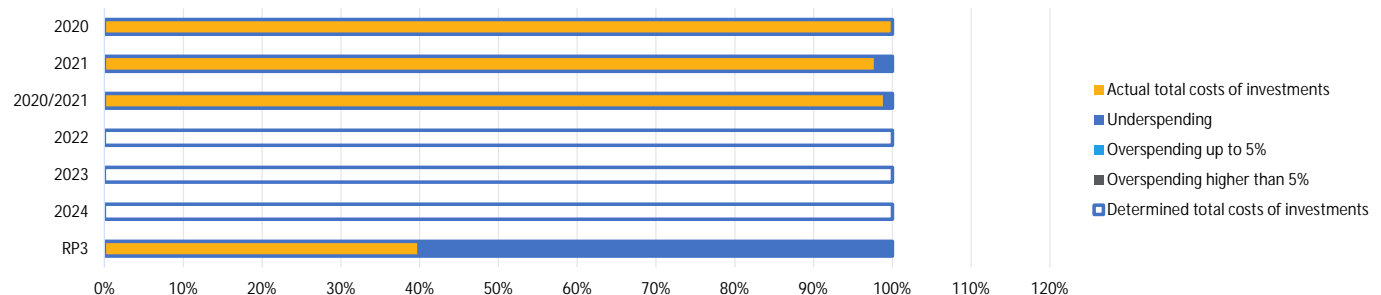
## COSTS RELATED TO INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN

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>40.35</b>
Depreciation	14.77	15.78	30.55	14.87	15.40	16.49	30.55
Cost of capital	5.01	4.80	9.80	4.63	4.48	4.31	9.80
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>39.86</b>
Depreciation	14.77	14.97	29.74	-	-	-	29.74
Cost of capital	5.01	5.12	10.13	-	-	-	10.13
Cost of leasing	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>(0.49)</b>
Depreciation	0	(0.81)	(0.81)	-	-	-	(0.81)
Cost of capital	0	0.32	0.32	-	-	-	0.32
Cost of leasing	0	0	0	-	-	-	0



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

2. The costs included in the reporting tables of France do not include costs related to a part of the investment programme called "T3 Technic". The costs are not included due "to some French State's specific public accounting rules, cannot be registered into depreciation costs and are recorded in other costs reoperating costs. This is the case of studies, assistance for project management, and expenses below the accounting threshold of € 10k."

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 -16M€<sub>2017</sub> in costs related to investments (-13.3M€<sub>2017</sub> in en route and -2.7M€<sub>2017</sub> in terminal) in the combined year 2020/2021. These amounts should be reimbursed to the airspace users through a reduction of the unit rate, according to article 28 of Regulation (EU) 2019/317.

## COSTS BY NEW MAJOR INVESTMENTS

FRANCE | DSNA

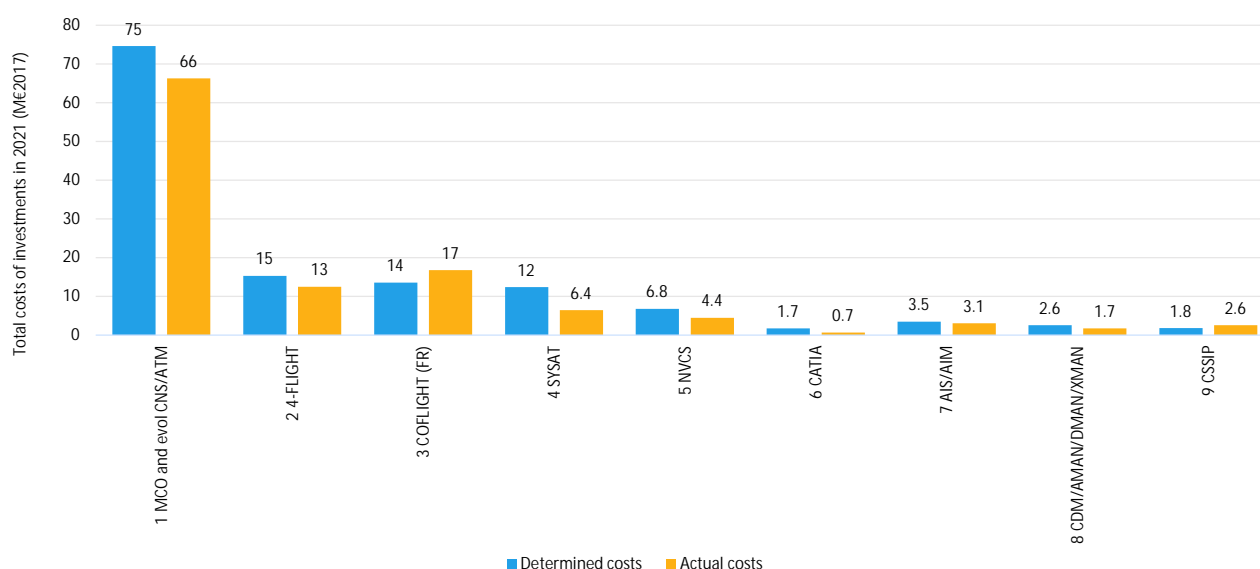
Determined costs (M€ <sub>2017</sub> ) <sup>1</sup>	2020D	2021D	2022D	2023D	2024D	RP3 to date
<b>Total costs of investments</b>	<b>97.62</b>	<b>132.38</b>	<b>159.23</b>	<b>190.40</b>	<b>220.51</b>	<b>229.99</b>
1 MCO and evol CNS/ATM	60.38	74.65	87.26	97.74	109.78	135.03
2 4-FLIGHT	9.80	15.29	24.49	33.29	41.99	25.09
3 COFLIGHT (FR)	10.02	13.59	18.89	24.45	28.57	23.60
4 SYSAT	5.34	12.44	14.32	15.43	16.17	17.78
5 NVCS	2.91	6.79	4.56	6.56	6.75	9.69
6 CATIA	0.59	1.72	2.84	5.35	8.12	2.31
7 AIS/AIM	2.29	3.50	3.12	3.42	4.05	5.79
8 CDM/AMAN/DMAN/XMAN	1.47	2.59	2.81	3.59	4.54	4.06
9 CSSIP	4.83	1.82	0.95	0.56	0.54	6.65

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>212.19</b>
1 MCO and evol CNS/ATM	60.38	66.29	-	-	-	126.68
2 4-FLIGHT	9.80	12.53	-	-	-	22.33
3 COFLIGHT (FR)	10.02	16.76	-	-	-	26.78
4 SYSAT	5.34	6.42	-	-	-	11.76
5 NVCS	2.91	4.45	-	-	-	7.35
6 CATIA	0.59	0.69	-	-	-	1.28
7 AIS/AIM	2.29	3.08	-	-	-	5.36
8 CDM/AMAN/DMAN/XMAN	1.47	1.75	-	-	-	3.22
9 CSSIP	4.83	2.60	-	-	-	7.44

## 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>(17.80)</b>
1 MCO and evol CNS/ATM	0	(8.36)	-	-	-	(8.36)
2 4-FLIGHT	0	(2.76)	-	-	-	(2.76)
3 COFLIGHT (FR)	0	3.18	-	-	-	3.18
4 SYSAT	0	(6.02)	-	-	-	(6.02)
5 NVCS	0	(2.34)	-	-	-	(2.34)
6 CATIA	0	(1.03)	-	-	-	(1.03)
7 AIS/AIM	0	(0.42)	-	-	-	(0.42)
8 CDM/AMAN/DMAN/XMAN	0	(0.84)	-	-	-	(0.84)
9 CSSIP	0	0.79	-	-	-	0.79

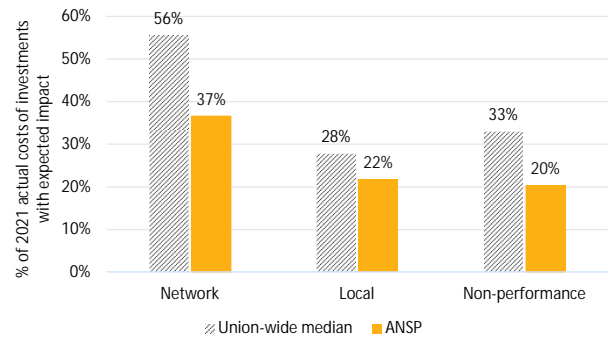
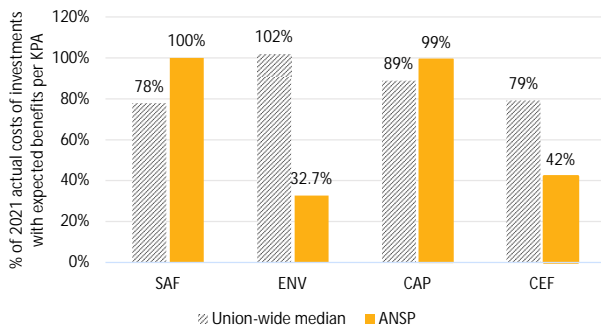


1. Determined costs comprise depreciation costs, cost of capital, and cost of leasing in the performance plans.

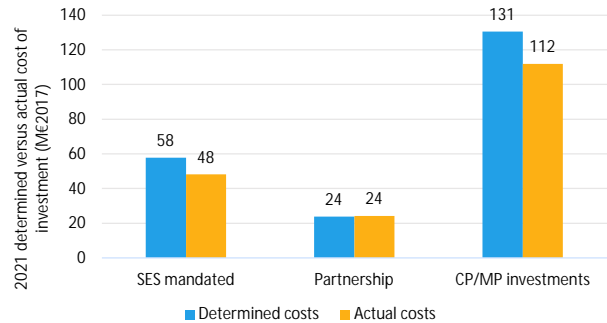
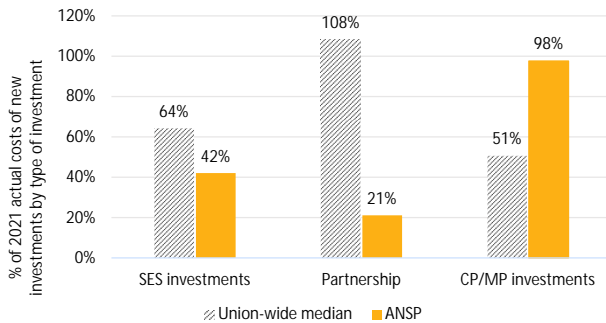
EXPECTED BENEFIT AND IMPACT PER NEW MAJOR INVESTMENT

#	New major 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

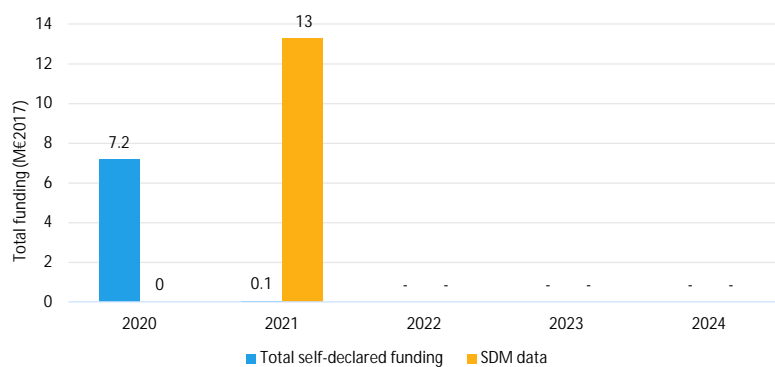


## PUBLIC FUNDING GRANTED FOR TOTAL CAPEX (CEF/TEN-T)

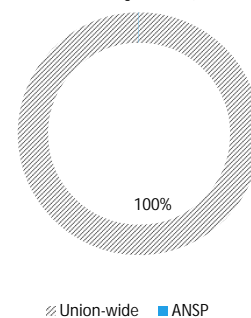
FRANCE | DSNA

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>0.06</b>	-	-	-	<b>7.24</b>
<b>En route funding declared</b>	<b>7.18</b>	<b>0.06</b>	-	-	-	<b>7.24</b>
<i>En route funding that could not be assigned to a specific investment</i>	<i>5.67</i>	<i>0.06</i>	-	-	-	<i>5.73</i>
<i>COFLIGHT (FR)</i>	<i>0.71</i>	<i>0</i>	-	-	-	<i>0.71</i>
<i>CDM/AMAN/DMAN/XMAN</i>	<i>0.80</i>	<i>0</i>	-	-	-	<i>0.80</i>
<b>Terminal funding</b>	<b>0</b>	<b>0</b>	-	-	-	<b>0</b>
<i>Terminal funding that could not be assigned to a specific investment</i>	<i>0</i>	<i>0</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>7.18</b>	<b>(13.21)</b>	-	-	-	<b>(6.03)</b>
Total included in the funding declaration (reporting tables)	7.18	0.06	-	-	-	7.24
SDM Payment	0	13.27	-	-	-	13.27



Declared funding in 2021 (M€2017)



France reported 7.2M€<sub>2017</sub> funding in the combined year 2020/2021. The funding was awarded for 39 projects. Some of these projects could be linked to the investments "COFLIGHT(FR)" and "CDM/DMAN/AMAN/XMAN". However, SESAR Deployment Manager data indicates a payment of 13.3M€<sub>2017</sub> in the combined year 2020/2021.

## 6.11 Germany - DFS

The draft performance plan of FABEC is currently under revision. Germany underspent -2M€<sub>2017</sub> (-1.1%) in costs related to investments for en route and terminal in the combined year 2020/2021 compared to the determined costs. However, in the reporting tables, Germany reported an underspending of -11.8M€<sub>2017</sub> (-6.7%). No explanation for the differences between the monitoring report and reporting tables has been provided. Germany planned nine new major investments for RP3, one of which has started, three have been postponed, and five have not started yet.

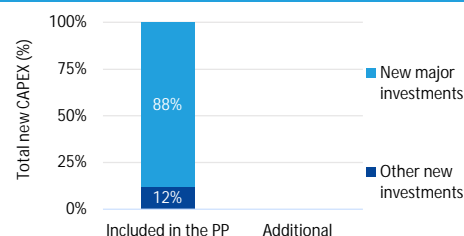
## CAPEX FOR NEW INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN

GERMANY | DFS

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

RP3

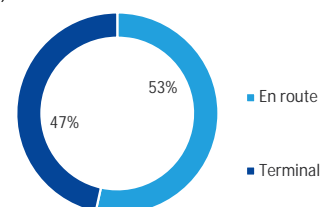
Total CAPEX for new Investments	174.27	% of total
<b>New major Investments (above 5M€ each)<sup>1</sup></b>	<b>152.99</b>	<b>88%</b>
Included in the performance plan	152.99	88%
Additional <sup>2</sup>	0	0%
<b>Other new Investments (below 5M€ each)<sup>3</sup></b>	<b>21.28</b>	<b>12%</b>
Included in the 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%

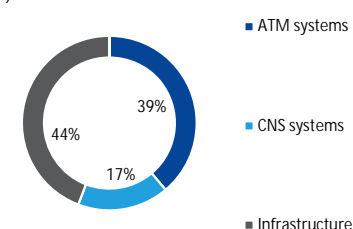
Total CAPEX of new major investments (%)

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

RP3

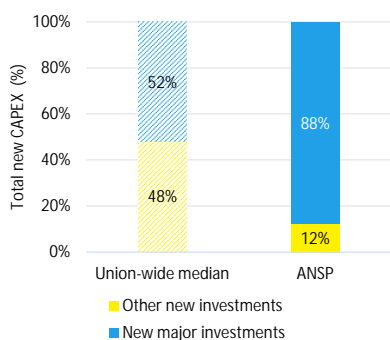
Total CAPEX for new major investments	152.99	% of total
ATM systems	59.42	39%
CNS systems	25.96	17%
Infrastructure	67.61	44%
Other	0	0%
Unknown	0	0%

Total CAPEX of new major investments (%)

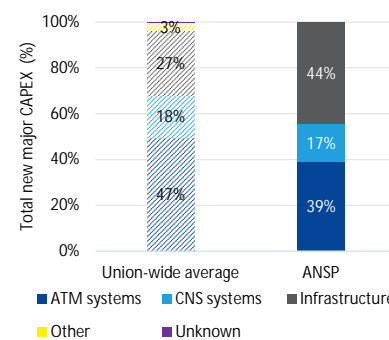
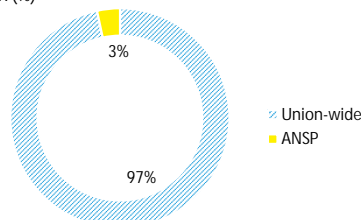


## New CAPEX: ANSP compared to Union-wide

RP3



Total new CAPEX (%)



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 (31%), CNS systems (21%), infrastructure (24%), Other (21%), unknown (1%).

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.

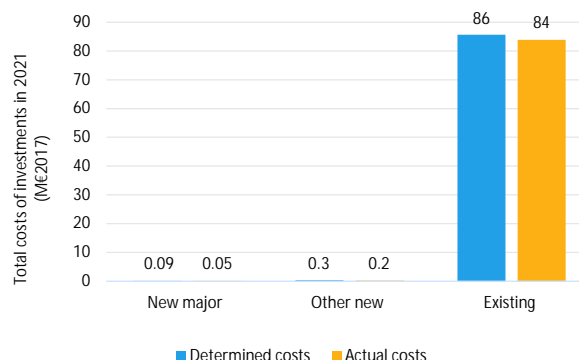
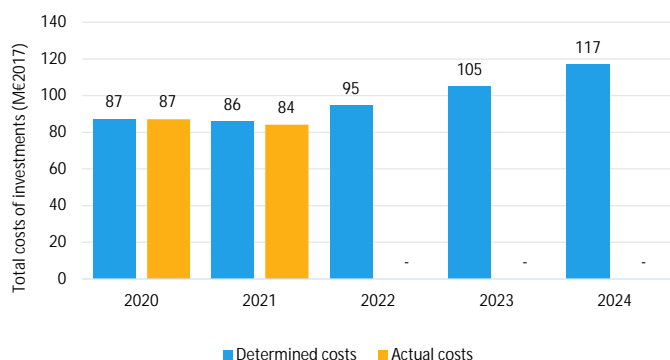
## COSTS RELATED TO INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN

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>173.30</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>0.11</b>
% New major investments in total costs of investments	0%	0%	1%	4%	9%	0%
<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>0.41</b>
% Other new investments in total costs of investments	0%	0%	1%	2%	2%	0%
<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>172.78</b>
% Existing investments in total costs of investments	100%	100%	98%	94%	89%	100%

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>171.32</b>
<b>New major Investments</b>	<b>0.02</b>	<b>0.05</b>	-	-	-	<b>0.06</b>
% New major investments in total costs of investments	0%	0%	-	-	-	0%
<b>Other new Investments</b>	<b>0.08</b>	<b>0.21</b>	-	-	-	<b>0.28</b>
% Other new investments in total costs of investments	0%	0%	-	-	-	0%
<b>Existing Investments</b>	<b>87.11</b>	<b>83.86</b>	-	-	-	<b>170.97</b>
% Existing investments in total costs of investments	100%	100%	-	-	-	100%

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>(1.97)</b>
<b>New major Investments</b>	<b>0</b>	<b>(0.05)</b>	-	-	-	<b>(0.05)</b>
% change of actual with respect to determined	0%	-50%	-	-	-	-42%
<b>Other new Investments</b>	<b>0</b>	<b>(0.12)</b>	-	-	-	<b>(0.12)</b>
% change of actual with respect to determined	0%	-37%	-	-	-	-30%
<b>Existing Investments</b>	<b>0</b>	<b>(1.80)</b>	-	-	-	<b>(1.80)</b>
% change of actual with respect to determined	0%	-2%	-	-	-	-1%



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 (-12M€<sub>2017</sub> in 2020 and -14M€<sub>2017</sub> in 2021 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.

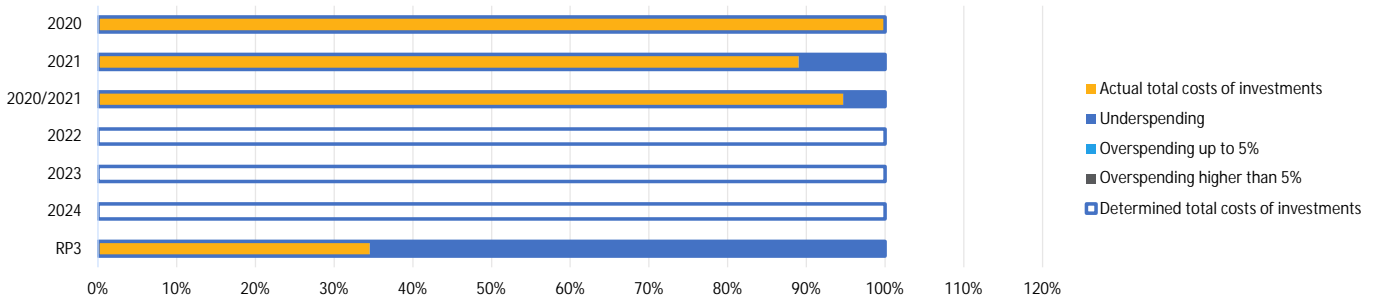
## COSTS RELATED TO INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN

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>136.17</b>
Depreciation	64.98	60.75	125.74	66.72	74.19	83.54	125.74
Cost of capital	5.05	5.39	10.43	4.52	4.51	3.92	10.43
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>70.03</b>	<b>58.87</b>	<b>128.90</b>	-	-	-	<b>128.90</b>
Depreciation	64.98	60.83	125.81	-	-	-	125.81
Cost of capital	5.05	(1.96)	3.09	-	-	-	3.09
Cost of leasing	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>(7.27)</b>	<b>(7.27)</b>	-	-	-	<b>(7.27)</b>
Depreciation	0	0.07	0.07	-	-	-	0.07
Cost of capital	0	(7.34)	(7.34)	-	-	-	(7.34)
Cost of leasing	0	0	0	-	-	-	0



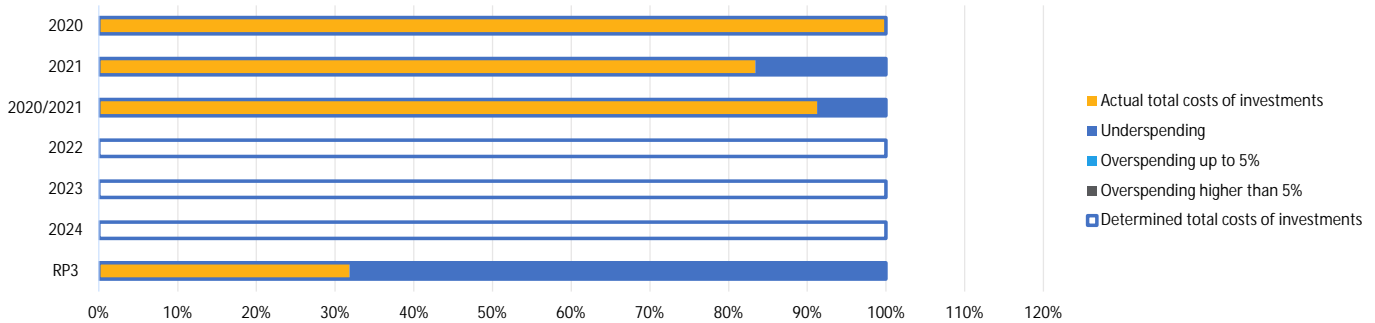
## COSTS RELATED TO INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN

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>51.46</b>
Depreciation	22.22	25.34	47.56	27.83	30.89	33.61	47.56
Cost of capital	2.03	1.87	3.90	1.31	1.30	1.22	3.90
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>24.25</b>	<b>22.69</b>	<b>46.94</b>	-	-	-	<b>46.94</b>
Depreciation	22.22	23.29	45.51	-	-	-	45.51
Cost of capital	2.03	(0.59)	1.43	-	-	-	1.43
Cost of leasing	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>(4.51)</b>	<b>(4.51)</b>	-	-	-	<b>(4.51)</b>
Depreciation	0	(2.05)	(2.05)	-	-	-	(2.05)
Cost of capital	0	(2.46)	(2.46)	-	-	-	(2.46)
Cost of leasing	0	0	0	-	-	-	0



Germany reported negative values for the terminal cost of capital in 2021. This is due to a combination of not charging the return on equity to the airspace users as "a decision taken by the Ministry of transport in order to minimise the impact of increasing unit rate for the airspace users" and a positive financial result in 2021.

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 -11.78M€<sub>2017</sub> in costs related to investments (-7.27M€<sub>2017</sub> in en route and -4.51M€<sub>2017</sub> in terminal) in the combined year 2020/2021. These amounts should be reimbursed to the airspace users through a reduction of the unit rate, according to article 28 of Regulation (EU) 2019/317.

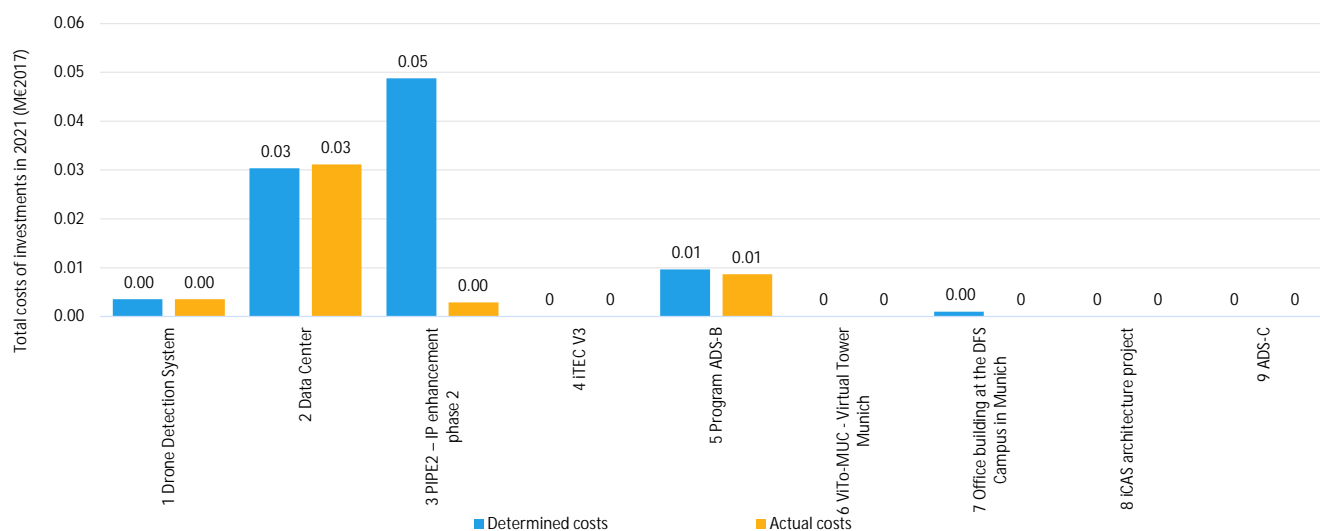
## COSTS BY NEW MAJOR INVESTMENTS

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>0.11</b>
1 Drone Detection System	0.00	0.00	0.00	1.21	4.78	0.01
2 Data Center	0.01	0.03	0.43	1.50	2.06	0.04
3 PIPE2 – IP enhancement phase 2	0	0.05	0.30	0.96	1.89	0.05
4 iTEC V3	0	0	0.04	0.24	0.55	0
5 Program ADS-B	0.01	0.01	0.07	0.19	0.46	0.02
6 ViTo-MUC - Virtual Tower Munich	0	0	0.04	0.22	0.44	0
7 New construction of an office building at the DFS Campus in Munich	0	0.00	0.03	0.08	0.17	0.00
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>0.06</b>
1 Drone Detection System	0.00	0.00	-	-	-	0.01
2 Data Center	0.01	0.03	-	-	-	0.04
3 PIPE2 – IP enhancement phase 2	0	0.00	-	-	-	0.00
4 iTEC V3	0	0	-	-	-	0
5 Program ADS-B	0.01	0.01	-	-	-	0.02
6 ViTo-MUC - Virtual Tower Munich	0	0	-	-	-	0
7 New construction of an office building at the DFS Campus in Munich	0	0	-	-	-	0
8 iCAS architecture project	0	0	-	-	-	0
9 ADS-C	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>(0.05)</b>
1 Drone Detection System	0	0	-	-	-	0
2 Data Center	0	0.00	-	-	-	0.00
3 PIPE2 – IP enhancement phase 2	0	(0.05)	-	-	-	(0.05)
4 iTEC V3	0	0	-	-	-	0
5 Program ADS-B	0	(0.00)	-	-	-	(0.00)
6 ViTo-MUC - Virtual Tower Munich	0	0	-	-	-	0
7 New construction of an office building at the DFS Campus in Munich	0	0	-	-	-	0
8 iCAS architecture project	0	0	-	-	-	0
9 ADS-C	0	0	-	-	-	0



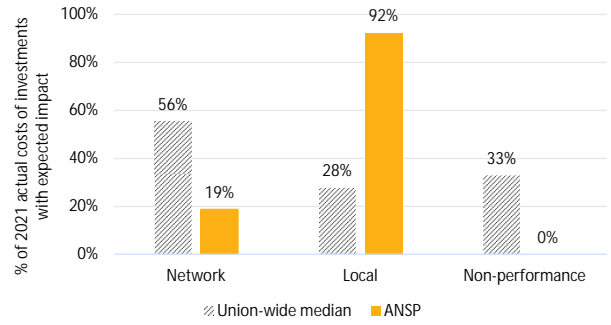
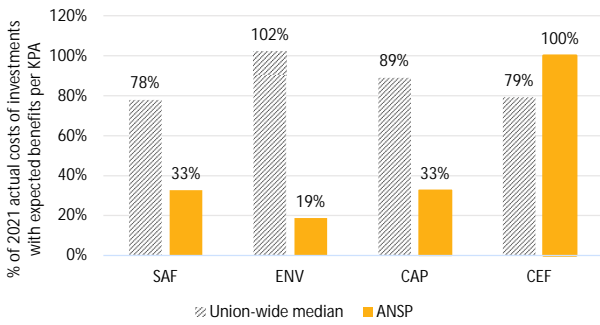
1. Determined costs comprise depreciation costs, cost of capital, and cost of leasing in the performance plans.

EXPECTED BENEFIT AND IMPACT PER NEW MAJOR INVESTMENT

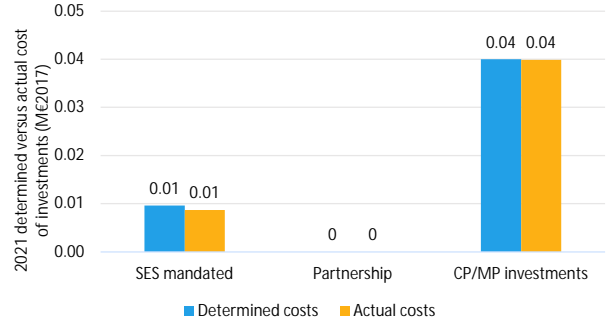
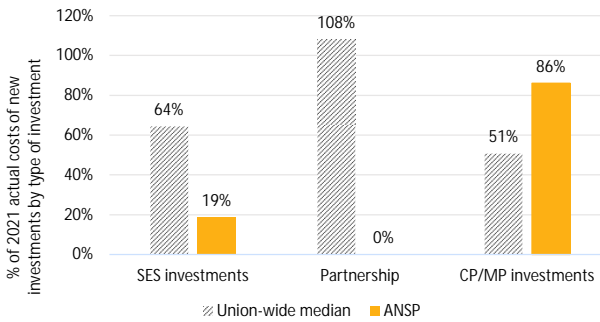
GERMANY | DFS

#	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	
						ATM sytem	CP/ MP <sup>2</sup>
1	Drone Detection System	2023-2028	Started	No	No	No	-
2	Data Center	01/01/2023	Postponed	No	No	Yes	MP
3	PIPE2 – IP enhancement phase 2	2027	Postponed	No	No	No	-
4	iTEC V3	2028	Not started	No	Yes	Yes	CP
5	Program ADS-B	2023-2025	Postponed	Yes	No	Yes	MP
6	ViTo-MUC - Virtual Tower Munich	2030	Not started	No	No	Yes	MP
7	New construction of an office building at the DFS Campus in Munich	01/11/2028	Not started	No	No	No	-
8	iCAS architecture project	01/12/2025	Not started	No	Yes	Yes	MP
9	ADS-C	01/07/2029	Not started	Yes	Yes	Yes	CP



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

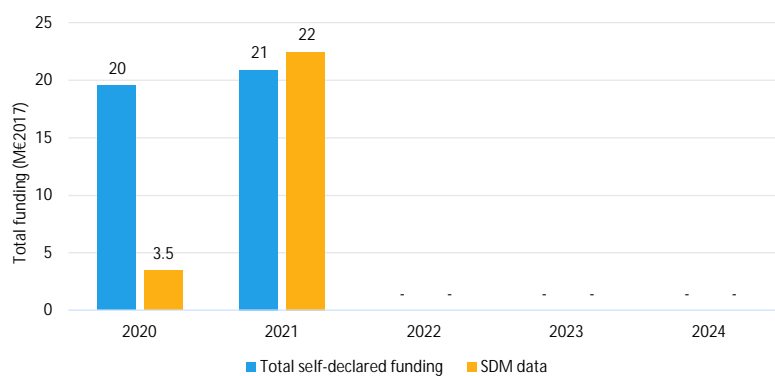
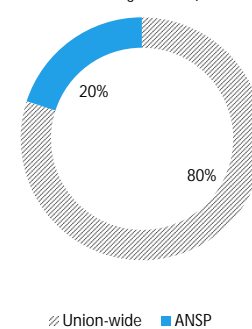
1. EOI date = Date of entry into operation

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>20.90</b>	-	-	-	<b>40.44</b>
<b>En route funding declared</b>	<b>17.60</b>	<b>19.26</b>	-	-	-	<b>36.86</b>
<i>En route funding that could not be assigned to a specific investment</i>	6.33	4.97	-	-	-	11.30
<i>iCAS architecture project</i>	11.26	14.29	-	-	-	25.55
<b>Terminal funding</b>	<b>1.94</b>	<b>1.64</b>	-	-	-	<b>3.58</b>
<i>Terminal funding that could not be assigned to a specific investment</i>	1.94	1.64	-	-	-	1.94
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>(1.56)</b>	-	-	-	<b>14.50</b>
Total included in the funding declaration (reporting tables)	19.54	20.90	-	-	-	40.44
SDM Payment	3.47	22.46	-	-	-	25.94

Declared funding in 2021 (M€<sub>2017</sub>)

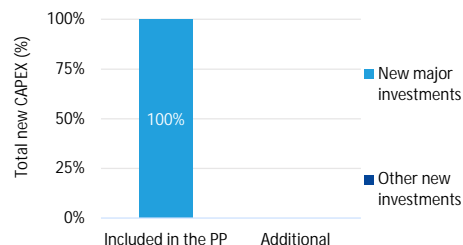
Germany reported 40.4M€<sub>2017</sub> funding in the combined year 2020/2021. The funding was awarded for several projects. Some of these projects could be linked to the investment "iCAS architecture project". SESAR Deployment Manager data indicates a payment of 25.9M€<sub>2017</sub> in the combined year 2020/2021.

The draft performance plan of Greece is currently under revision. The costs related to investments reported by Greece in the combined year 2020/2021 are in line with 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 | HASP

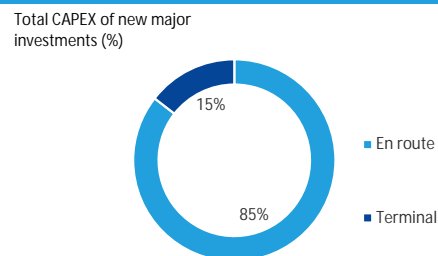
**Determined and additional CAPEX by value of individual investments (M€<sub>2017</sub>)** RP3

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%



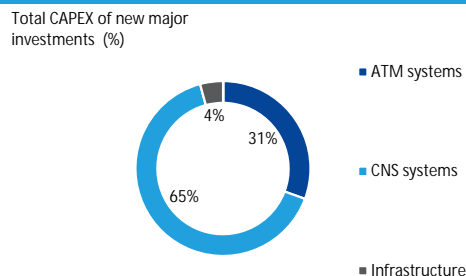
**Determined CAPEX: en route and terminal (M€<sub>2017</sub>)** RP3

Total CAPEX for new major investments	123.71	% of total
En route	105.77	85%
Terminal	17.94	15%

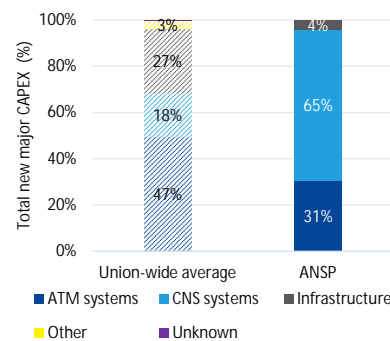
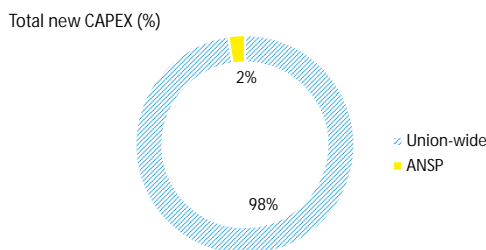
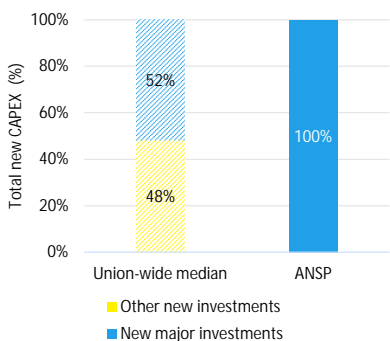


**Determined CAPEX by type of investment (M€<sub>2017</sub>)** RP3

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%



**New CAPEX: 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 (31%), CNS systems (21%), infrastructure (24%), Other (21%), unknown (1%).

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.



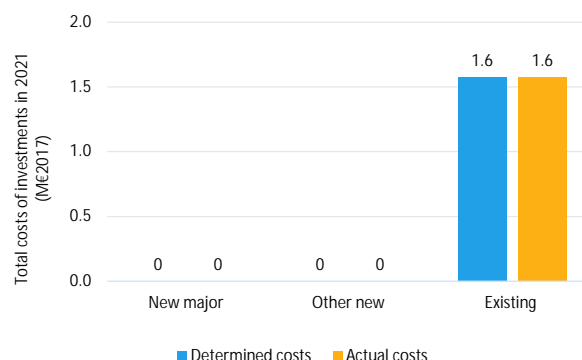
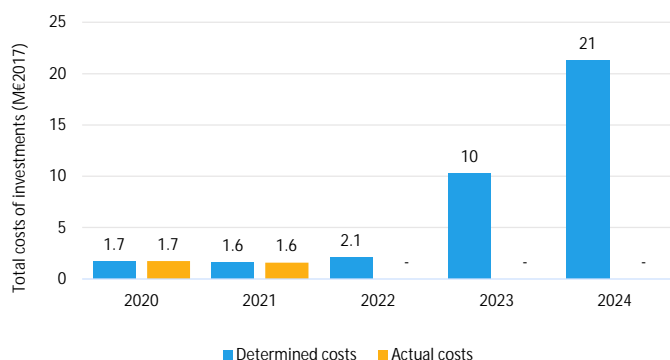
## COSTS RELATED TO INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN

GREECE | HASP

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>3.30</b>
<b>New major Investments</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8.09</b>	<b>19.44</b>	<b>0</b>
<i>% New major investments in total costs of investments</i>	<i>0%</i>	<i>0%</i>	<i>0%</i>	<i>79%</i>	<i>91%</i>	<i>0%</i>
<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>0.11</b>
<i>% Other new investments in total costs of investments</i>	<i>7%</i>	<i>0%</i>	<i>19%</i>	<i>8%</i>	<i>4%</i>	<i>3%</i>
<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>3.18</b>
<i>% Existing investments in total costs of investments</i>	<i>93%</i>	<i>100%</i>	<i>81%</i>	<i>13%</i>	<i>5%</i>	<i>97%</i>

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>3.30</b>
<b>New major Investments</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>
<b>Other new Investments</b>	<b>0.11</b>	<b>0</b>	-	-	-	<b>0.11</b>
<i>% Other new investments in total costs of investments</i>	<i>7%</i>	<i>0%</i>	-	-	-	<i>3%</i>
<b>Existing Investments</b>	<b>1.61</b>	<b>1.57</b>	-	-	-	<b>3.18</b>
<i>% Existing investments in total costs of investments</i>	<i>93%</i>	<i>100%</i>	-	-	-	<i>97%</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</b>	-	-	-	<b>0</b>
<b>New major Investments</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>
<b>Other new Investments</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>
<b>Existing Investments</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>



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

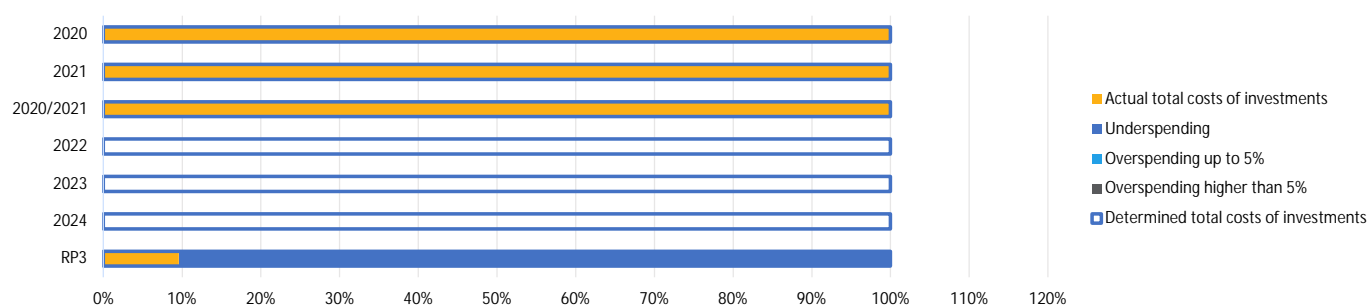
## COSTS RELATED TO INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN

GREECE - En route | HASP

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>3.20</b>
Depreciation	1.34	1.29	2.63	1.45	7.43	14.39	2.63
Cost of capital	0.34	0.23	0.57	0.18	2.30	4.45	0.57
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>1.67</b>	<b>1.52</b>	<b>3.20</b>	-	-	-	<b>3.20</b>
Depreciation	1.34	1.29	2.63	-	-	-	2.63
Cost of capital	0.34	0.23	0.57	-	-	-	0.57
Cost of leasing	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>
Depreciation	0	0	0	-	-	-	0
Cost of capital	0	0	0	-	-	-	0
Cost of leasing	0	0	0	-	-	-	0



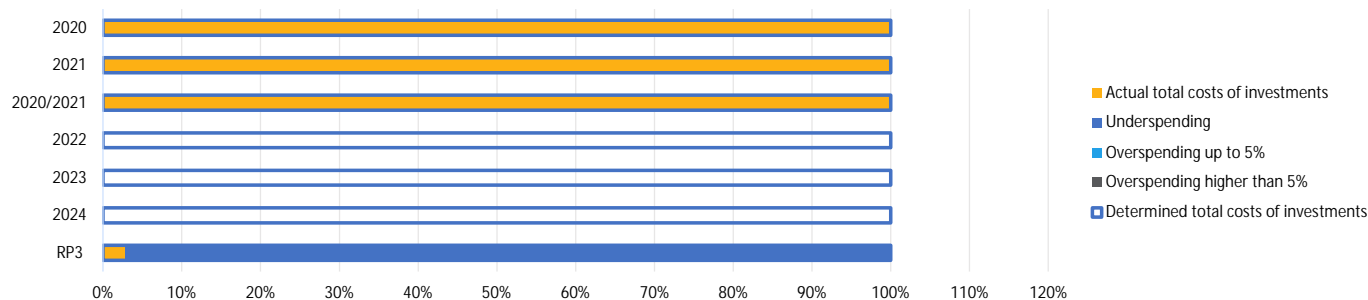
## COSTS RELATED TO INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN

GREECE - Terminal | HASP

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>0.10</b>
Depreciation	0.04	0.04	0.08	0.34	0.39	1.86	0.08
Cost of capital	0.01	0.01	0.02	0.11	0.11	0.60	0.02
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>0.10</b>
Depreciation	0.04	0.04	0.08	-	-	-	0.08
Cost of capital	0.01	0.01	0.02	-	-	-	0.02
Cost of leasing	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>
Depreciation	0	0	0	-	-	-	0
Cost of capital	0	0	0	-	-	-	0
Cost of leasing	0	0	0	-	-	-	0



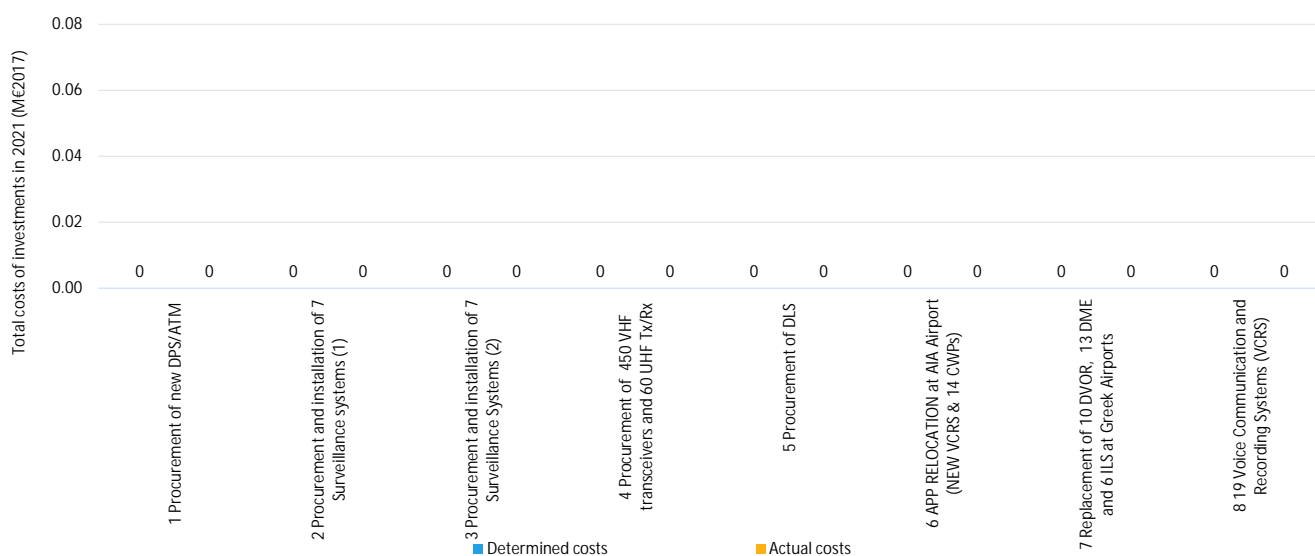
## COSTS BY NEW MAJOR INVESTMENTS

GREECE | HASP

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>0</b>
1 Procurement of new DPS/ATM	0	0	0	6.39	6.17	0
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 450 VHF transceivers and 60 UHF Tx/Rx	0	0	0	0.76	0.74	0
5 Procurement of DLS	0	0	0	0.94	0.91	0
6 APP RELOCATION at AIA Airport (NEW VCRS & 14 CWPs)	0	0	0	0	0.88	0
7 Replacement of 10 DVOR, 13 DME and 6 ILS at Greek Airports	0	0	0	0	1.50	0
8 Procurement of 19 Voice Communication and Recording Systems (VCRS) for 5 I	0	0	0	0	1.10	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>-</b>	<b>-</b>	<b>-</b>	<b>0</b>
1 Procurement of new DPS/ATM	0	0	-	-	-	0
2 Procurement and installation of 7 Surveillance systems (1)	0	0	-	-	-	0
3 Procurement and installation of 7 Surveillance Systems (2)	0	0	-	-	-	0
4 Procurement of 450 VHF transceivers and 60 UHF Tx/Rx	0	0	-	-	-	0
5 Procurement of DLS	0	0	-	-	-	0
6 APP RELOCATION at AIA Airport (NEW VCRS & 14 CWPs)	0	0	-	-	-	0
7 Replacement of 10 DVOR, 13 DME and 6 ILS at Greek Airports	0	0	-	-	-	0
8 Procurement of 19 Voice Communication and Recording Systems (VCRS) for 5 I	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>-</b>	<b>-</b>	<b>-</b>	<b>0</b>
1 Procurement of new DPS/ATM	0	0	-	-	-	0
2 Procurement and installation of 7 Surveillance systems (1)	0	0	-	-	-	0
3 Procurement and installation of 7 Surveillance Systems (2)	0	0	-	-	-	0
4 Procurement of 450 VHF transceivers and 60 UHF Tx/Rx	0	0	-	-	-	0
5 Procurement of DLS	0	0	-	-	-	0
6 APP RELOCATION at AIA Airport (NEW VCRS & 14 CWPs)	0	0	-	-	-	0
7 Replacement of 10 DVOR, 13 DME and 6 ILS at Greek Airports	0	0	-	-	-	0
8 Procurement of 19 Voice Communication and Recording Systems (VCRS) for 5 I	0	0	-	-	-	0



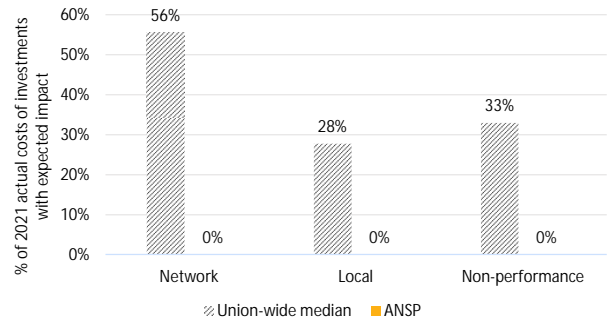
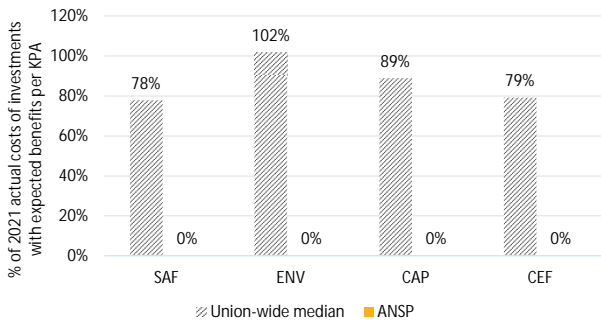
1. Determined costs comprise depreciation costs, cost of capital, and cost of leasing in the performance plans.

EXPECTED BENEFIT AND IMPACT PER NEW MAJOR INVESTMENT

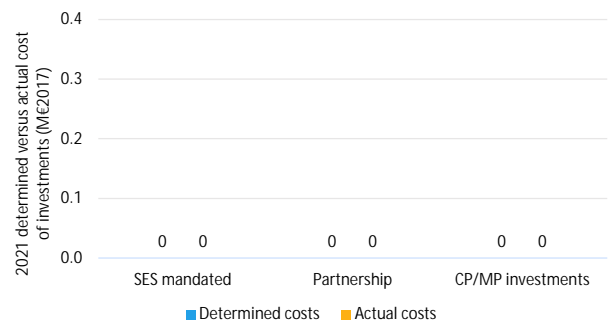
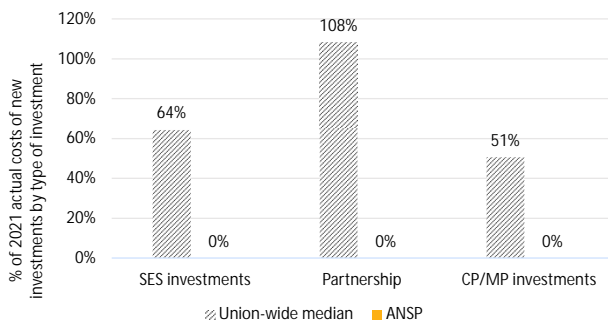
GREECE | HASP

#	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 450 VHF transceivers and 60 UHF Tx/Rx	X	X	X	X
5	Procurement of DLS	X	X	X	X
6	APP RELOCATION at AIA Airport (NEW VCRS & 14 CWP's)	X	X	X	X
7	Replacement of 10 DVOR, 13 DME and 6 ILS at Greek Airports	X	X	X	X
8	Procurement of 19 Voice Communication and Recording Systems (VCRS) for 5 Major and 14 National Airports	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 450 VHF transceivers and 60 UHF Tx/Rx		X	
5	Procurement of DLS		X	
6	APP RELOCATION at AIA Airport (NEW VCRS & 14 CWP's)	X	X	
7	Replacement of 10 DVOR, 13 DME and 6 ILS at Greek Airports		X	
8	Procurement of 19 Voice Communication and Recording Systems (VCRS) for 5 Major and 14 National Airports	X	X	



#	New major Investments	EIO Date <sup>1</sup>	Status	SES Reg.	Partnership	ATM system	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)	2023	Not started	Yes	No	Yes	MP
4	Procurement of 450 VHF transceivers and 60 UHF Tx/Rx	2022	Not started	No	No	No	-
5	Procurement of DLS	2022	Not started	Yes	No	No	-
6	APP RELOCATION at AIA Airport (NEW VCRS & 14 CWP's)	2022	Not started	No	No	No	-
7	Replacement of 10 DVOR, 13 DME and 6 ILS at Greek Airports	2023	Not started	Yes	No	Yes	MP
8	Procurement of 19 Voice Communication and Recording Systems (VCRS) for 5	2023	Not started	Yes	No	Yes	MP



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

1. EOI date = Date of entry into operation

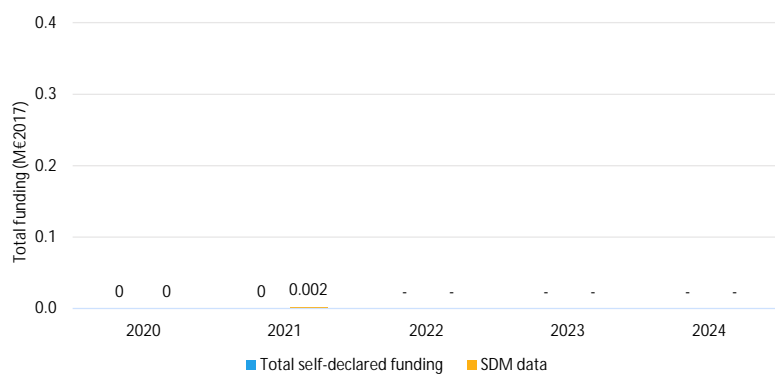
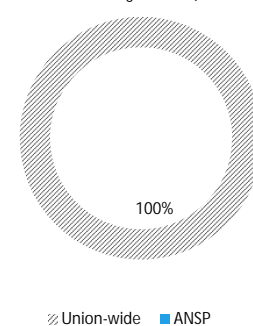
2. CP/MP = Common Project and Master Plan

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

GREECE | HASP

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

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>(0.00)</b>
Total included in the funding declaration (reporting tables)	0	0	-	-	-	0
SDM Payment	0	0.00	-	-	-	0.00

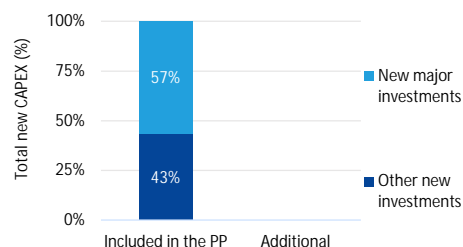
Declared funding in 2021 (M€<sub>2017</sub>)

Hungary overspent +2.9M€<sub>2017</sub> (+6%) in costs related to investments for en route and terminal in the combined year 2020/2021 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

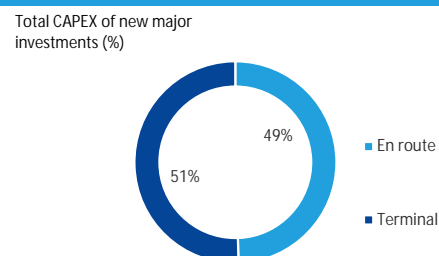
**Determined and additional CAPEX by value of individual investments (M€<sub>2017</sub>)** RP3

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%



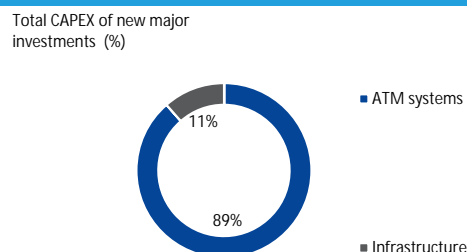
**Determined CAPEX: en route and terminal (M€<sub>2017</sub>)** RP3

Total CAPEX for new major investments	82.92	% of total
En route	41.03	49%
Terminal	41.89	51%

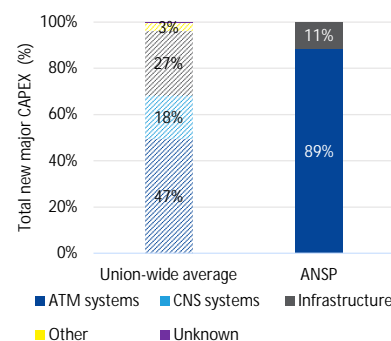
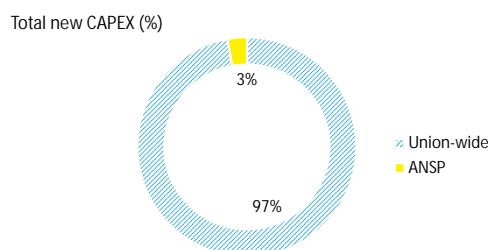
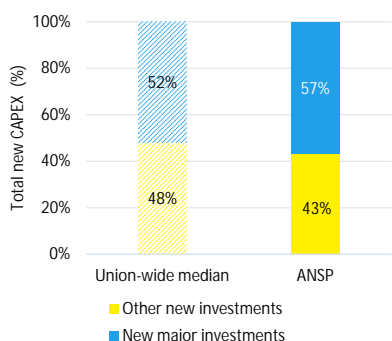


**Determined CAPEX by type of investment (M€<sub>2017</sub>)** RP3

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%



**New CAPEX: 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 (31%), CNS systems (21%), infrastructure (24%), Other (21%), unknown (1%).

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.

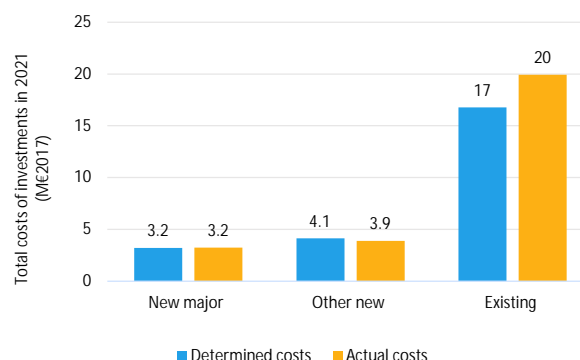
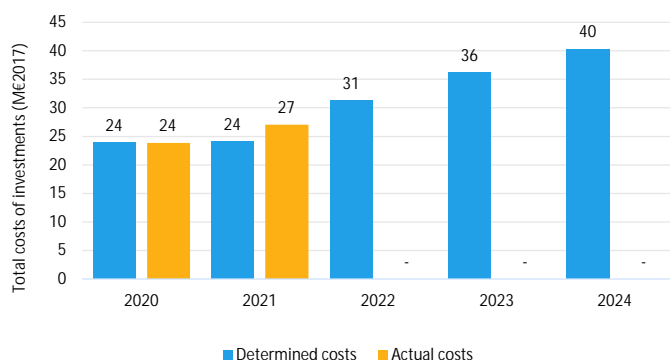
## COSTS RELATED TO INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN

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>47.97</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>3.81</b>
% New major investments in total costs of investments	3%	13%	19%	34%	41%	8%
<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>5.47</b>
% Other new investments in total costs of investments	6%	17%	24%	28%	30%	11%
<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>38.70</b>
% Existing investments in total costs of investments	92%	70%	57%	37%	29%	81%

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>50.86</b>
<b>New major Investments</b>	<b>0.60</b>	<b>3.22</b>	-	-	-	<b>3.82</b>
% New major investments in total costs of investments	3%	12%	-	-	-	8%
<b>Other new Investments</b>	<b>1.33</b>	<b>3.87</b>	-	-	-	<b>5.20</b>
% Other new investments in total costs of investments	6%	14%	-	-	-	10%
<b>Existing Investments</b>	<b>21.91</b>	<b>19.93</b>	-	-	-	<b>41.84</b>
% Existing investments in total costs of investments	92%	74%	-	-	-	82%

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>2.89</b>
<b>New major Investments</b>	<b>0</b>	<b>0.02</b>	-	-	-	<b>0.02</b>
% change of actual with respect to determined	0%	1%	-	-	-	0.46%
<b>Other new Investments</b>	<b>0</b>	<b>(0.27)</b>	-	-	-	<b>(0.27)</b>
% change of actual with respect to determined	0%	-6%	-	-	-	-5%
<b>Existing Investments</b>	<b>0</b>	<b>3.14</b>	-	-	-	<b>3.14</b>
% change of actual with respect to determined	0%	19%	-	-	-	8%



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

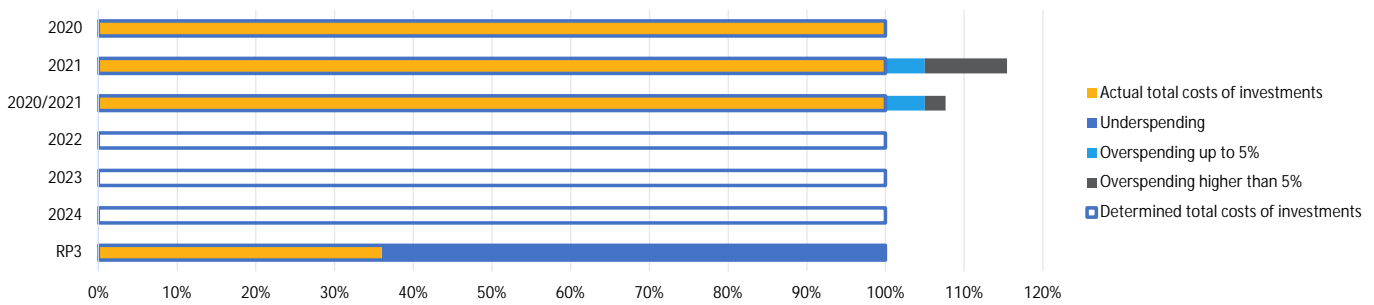
## COSTS RELATED TO INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN

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>39.70</b>
Depreciation	11.64	13.71	25.35	14.93	15.13	16.33	25.35
Cost of capital	2.73	3.87	6.60	5.34	5.71	6.40	6.60
Cost of leasing	5.66	2.08	7.74	5.03	5.11	5.00	7.74

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>42.73</b>
Depreciation	11.64	13.54	25.18	-	-	-	25.18
Cost of capital	2.73	3.72	6.45	-	-	-	6.45
Cost of leasing	5.66	5.44	11.10	-	-	-	11.10

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>3.04</b>
Depreciation	0	(0.17)	(0.17)	-	-	-	(0.17)
Cost of capital	0	(0.15)	(0.15)	-	-	-	(0.15)
Cost of leasing	0	3.35	3.35	-	-	-	3.35



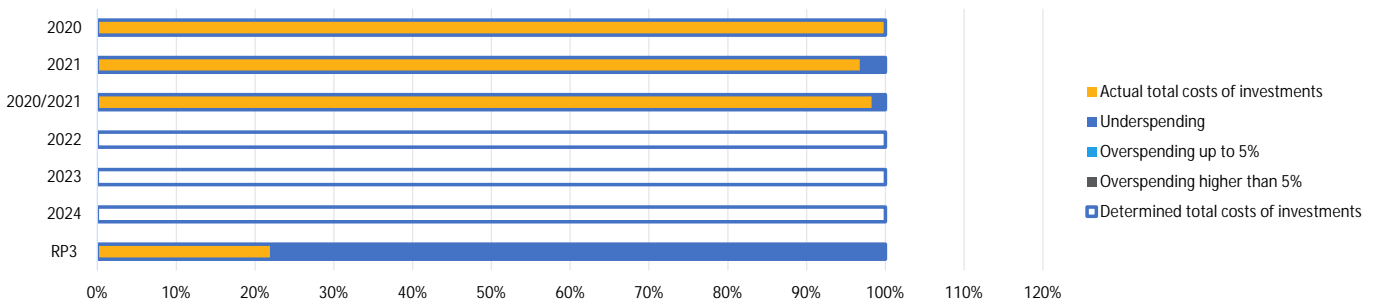
## COSTS RELATED TO INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN

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>8.27</b>
Depreciation	2.69	3.09	5.78	3.45	6.71	8.54	5.78
Cost of capital	0.60	0.88	1.47	1.82	2.81	3.28	1.47
Cost of leasing	0.52	0.50	1.02	0.76	0.78	0.75	1.02

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>8.13</b>
Depreciation	2.69	2.99	5.67	-	-	-	5.67
Cost of capital	0.60	0.91	1.50	-	-	-	1.50
Cost of leasing	0.52	0.43	0.95	-	-	-	0.95

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>(0.15)</b>
Depreciation	0	(0.11)	(0.11)	-	-	-	(0.11)
Cost of capital	0	0.03	0.03	-	-	-	0.03
Cost of leasing	0	(0.07)	(0.07)	-	-	-	(0.07)



Hungary underspent -0.15M€<sub>2017</sub> in costs related to investments in terminal in the combined year 2020/2021. This amount should be reimbursed to the airspace users through a reduction of the unit rate, according to article 28 of Regulation (EU) 2019/317.

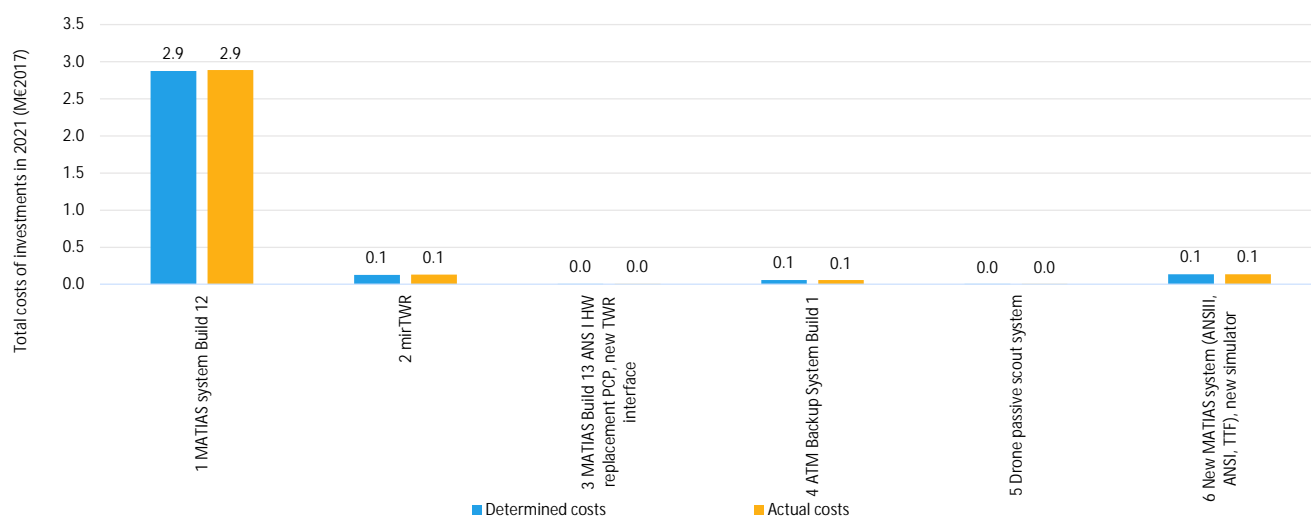


**COSTS BY NEW MAJOR INVESTMENTS** HUNGARY | HungaroControl

Determined costs (M€ <sub>2017</sub> ) <sup>1</sup>	2020D	2021D	2022D	2023D	2024D	RP3 to date
<b>Total costs of Investments</b>	<b>0.60</b>	<b>3.21</b>	<b>5.85</b>	<b>12.43</b>	<b>16.46</b>	<b>3.81</b>
1 MATIAS system Build 12	0.53	2.88	3.95	3.75	3.56	3.41
2 mirTWR	0.00	0.13	1.02	5.21	6.89	0.13
3 MATIAS Build 13 ANS I HW replacement PCP, new TWR interface	0	0.01	0.42	2.03	2.33	0.01
4 ATM Backup System Build 1	0.01	0.06	0.24	0.83	1.60	0.07
5 Drone passive scout system	0.00	0.00	0.04	0.44	1.10	0.00
6 New MATIAS system (ANSIII, ANSI, TTF), new simulator	0.05	0.14	0.17	0.17	0.97	0.19

Actual costs (M€ <sub>2017</sub> )	2020A	2021A	2022A	2023A	2024A	RP3 to date
<b>Total costs of Investments</b>	<b>0.60</b>	<b>3.22</b>	-	-	-	<b>3.82</b>
1 MATIAS system Build 12	0.53	2.89	-	-	-	3.42
2 mirTWR	0.00	0.13	-	-	-	0.13
3 MATIAS Build 13 ANS I HW replacement PCP, new TWR interface	0	0.01	-	-	-	0.01
4 ATM Backup System Build 1	0.01	0.06	-	-	-	0.07
5 Drone passive scout system	0.00	0.00	-	-	-	0.00
6 New MATIAS system (ANSIII, ANSI, TTF), new simulator	0.05	0.14	-	-	-	0.19

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>0.02</b>	-	-	-	<b>0.02</b>
1 MATIAS system Build 12	0	0.01	-	-	-	0.01
2 mirTWR	0	0.00	-	-	-	0.00
3 MATIAS Build 13 ANS I HW replacement PCP, new TWR interface	0	0.00	-	-	-	0.00
4 ATM Backup System Build 1	0	(0.00)	-	-	-	(0.00)
5 Drone passive scout system	0	0.00	-	-	-	0.00
6 New MATIAS system (ANSIII, ANSI, TTF), new simulator	0	0	-	-	-	0

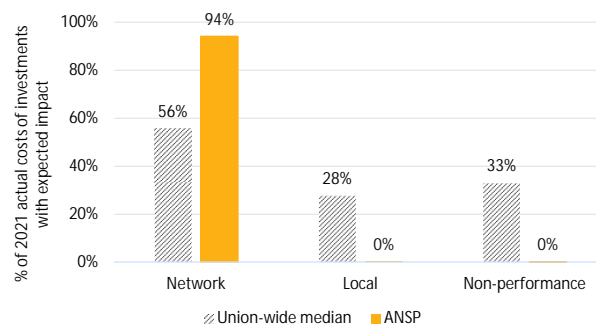
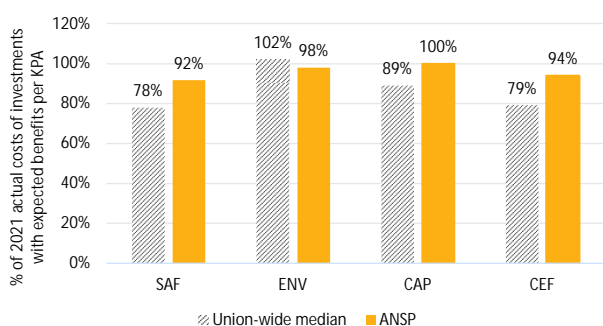


1. Determined costs comprise depreciation costs, cost of capital, and cost of leasing in the performance plans.

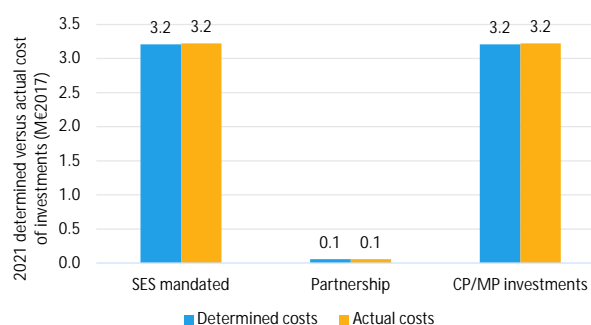
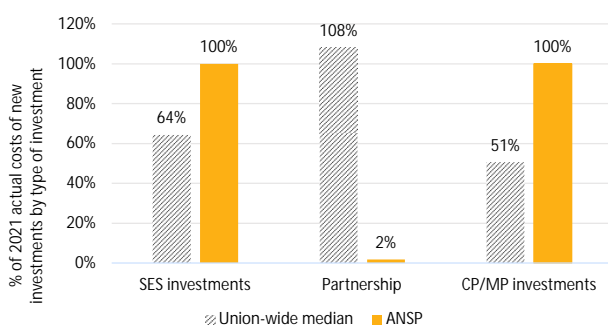
EXPECTED BENEFIT AND IMPACT PER NEW MAJOR INVESTMENT

#	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.

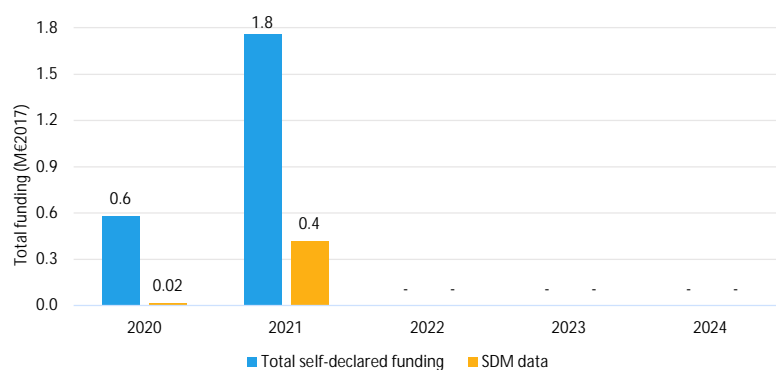
1. EOI date = Date of entry into operation

2. CP/MP = Common Project and Master Plan

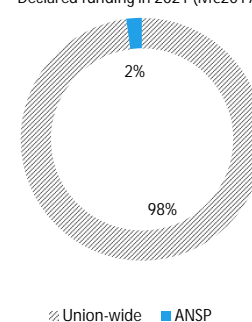
## PUBLIC FUNDING GRANTED FOR TOTAL CAPEX (CEF/TEN-T)

HUNGARY | HungaroControl

Actual funding declaration (M€ <sub>2017</sub> )	2020	2021	2022	2023	2024	RP3 to date
<b>Total funding declared</b>	<b>0.58</b>	<b>1.76</b>	-	-	-	<b>2.34</b>
<b>En route funding declared</b>	<b>0.50</b>	<b>1.51</b>	-	-	-	<b>2.01</b>
<i>En route funding that could not be assigned to a specific investment</i>	<i>0.50</i>	<i>1.51</i>	-	-	-	<i>2.01</i>
<b>Terminal funding</b>	<b>0.08</b>	<b>0.25</b>	-	-	-	<b>0.33</b>
<i>Terminal funding that could not be assigned to a specific investment</i>	<i>0.08</i>	<i>0.25</i>	-	-	-	<i>0.08</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>1.90</b>
Total included in the funding declaration (reporting tables)	0.58	1.76	-	-	-	2.34
SDM Payment	0.02	0	-	-	-	0



Declared funding in 2021 (M€2017)



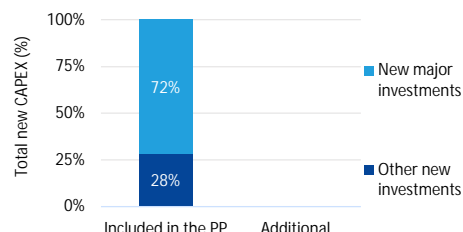
Hungary reported 2.3M€<sub>2017</sub> funding in the combined year 2020/2021. The funding was awarded for eight projects, which could not be directly linked to the new major investments. SESAR Deployment Manager data indicates a payment of 0.4M€<sub>2017</sub> in the combined year 2020/2021.

Ireland underspent -2M€<sub>2017</sub> (-7.9%) in costs related to investments for en route and terminal in the combined year 2020/2021 compared to the determined costs. However, according to the reporting tables, Ireland underspent -0.72M€<sub>2017</sub>. No explanation for the differences between the monitoring report and reporting tables has been provided. Ireland planned 10 new major investments for RP3, six of which have started, three are expected to start in 2023 and one in 2024.

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

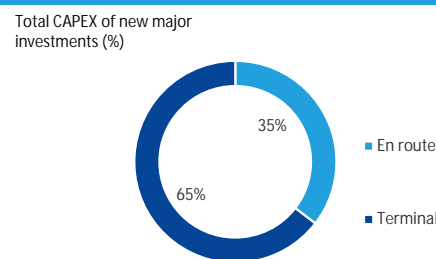
**Determined and additional CAPEX by value of individual investments (M€<sub>2017</sub>)** RP3

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%



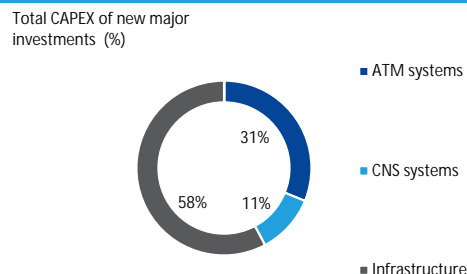
**Determined CAPEX: en route and terminal (M€<sub>2017</sub>)** RP3

Total CAPEX for new major investments	101.05	% of total
En route	35.83	35%
Terminal	65.22	65%

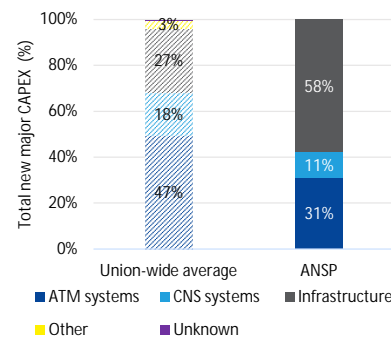
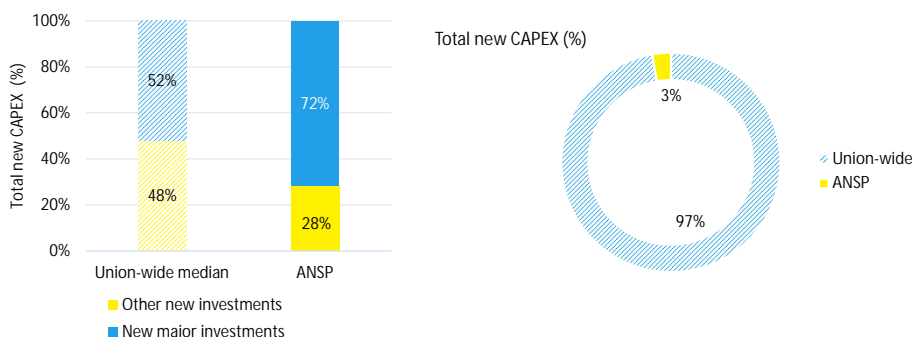


**Determined CAPEX by type of Investment (M€<sub>2017</sub>)** RP3

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%



**New CAPEX: 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 (31%), CNS systems (21%), infrastructure (24%), Other (21%), unknown (1%).

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.

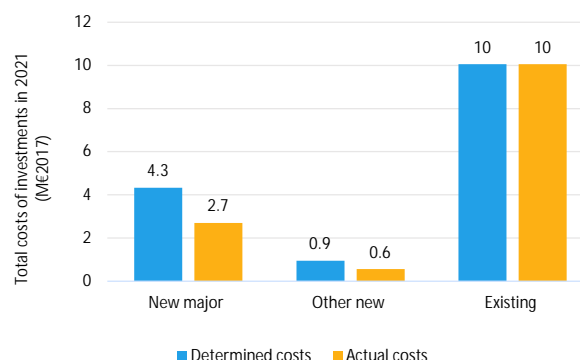
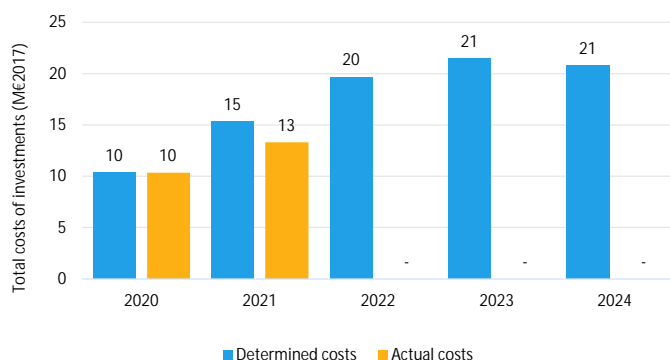
## COSTS RELATED TO INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN

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>25.68</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>4.46</b>
% New major investments in total costs of investments	1%	28%	40%	49%	54%	17%
<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>1.13</b>
% Other new investments in total costs of investments	2%	6%	19%	25%	31%	4%
<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>20.09</b>
% Existing investments in total costs of investments	97%	66%	41%	27%	15%	78%

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>23.65</b>
<b>New major Investments</b>	<b>0.13</b>	<b>2.69</b>	-	-	-	<b>2.82</b>
% New major investments in total costs of investments	1%	20%	-	-	-	12%
<b>Other new Investments</b>	<b>0.18</b>	<b>0.56</b>	-	-	-	<b>0.74</b>
% Other new investments in total costs of investments	2%	4%	-	-	-	3%
<b>Existing Investments</b>	<b>10.04</b>	<b>10.05</b>	-	-	-	<b>20.09</b>
% Existing investments in total costs of investments	97%	76%	-	-	-	85%

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>(2.02)</b>
<b>New major Investments</b>	<b>0</b>	<b>(1.64)</b>	-	-	-	<b>(1.64)</b>
% change of actual with respect to determined	0%	-38%	-	-	-	-37%
<b>Other new Investments</b>	<b>0</b>	<b>(0.39)</b>	-	-	-	<b>(0.39)</b>
% change of actual with respect to determined	0%	-41%	-	-	-	-34%
<b>Existing Investments</b>	<b>0</b>	<b>0.00</b>	-	-	-	<b>0.00</b>
% change of actual with respect to determined	0%	0%	-	-	-	0%



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

The actual costs of investments of 2020 and 2021 included in the monitoring report do not match the actual costs of investments of 2020 and 2021 included in the reporting tables. Despite the performance plan being submitted in November 2021, there are differences between the reporting tables also indicate differences between the determined and actual costs of investments of 2020. No explanation on the differences has been provided.

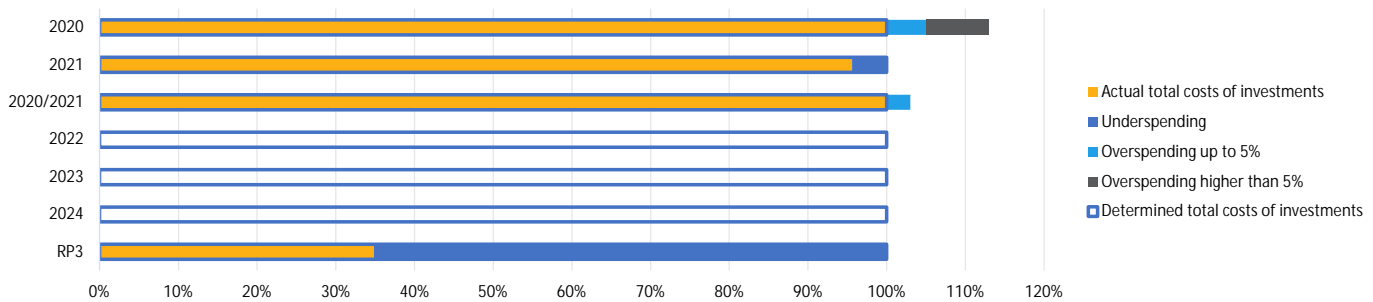
## COSTS RELATED TO INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN

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>17.55</b>
Depreciation	6.34	7.60	13.94	8.35	8.67	7.86	13.94
Cost of capital	1.14	2.46	3.61	2.88	3.34	3.26	3.61
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>18.07</b>
Depreciation	6.61	7.27	13.88	-	-	-	13.88
Cost of capital	1.85	2.35	4.20	-	-	-	4.20
Cost of leasing	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>0.52</b>
Depreciation	0.26	(0.33)	(0.07)	-	-	-	(0.07)
Cost of capital	0.70	(0.11)	0.59	-	-	-	0.59
Cost of leasing	0	0	0	-	-	-	0



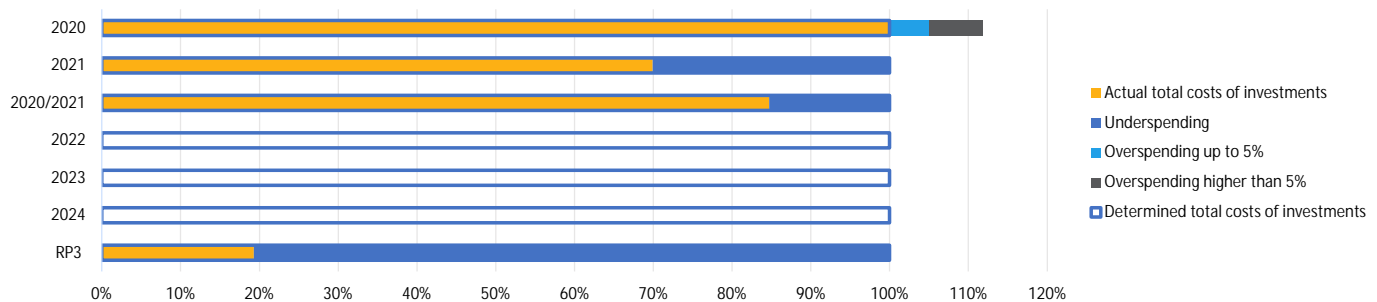
## COSTS RELATED TO INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN

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>8.13</b>
Depreciation	2.44	3.45	5.89	4.93	5.51	5.60	5.89
Cost of capital	0.43	1.81	2.24	3.52	3.98	4.06	2.24
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>3.21</b>	<b>3.68</b>	<b>6.89</b>	-	-	-	<b>6.89</b>
Depreciation	2.48	2.69	5.16	-	-	-	5.16
Cost of capital	0.73	0.99	1.72	-	-	-	1.72
Cost of leasing	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>(1.24)</b>
Depreciation	0.04	(0.77)	(0.73)	-	-	-	(0.73)
Cost of capital	0.30	(0.82)	(0.52)	-	-	-	(0.52)
Cost of leasing	0	0	0	-	-	-	0



The actual costs of investments of 2020 and 2021 included in the monitoring report do not match the actual costs of investments of 2020 and 2021 included in the reporting tables. Despite the performance plan being submitted in November 2021, there are differences between the reporting tables also indicate differences between the determined and actual costs of investments of 2020. No explanation on the differences has been provided.

Ireland underspent -1.24M€<sub>2017</sub> in costs related to investments in terminal in the combined year 2020/2021. This amount should be reimbursed to the airspace users through a reduction of the unit rate, according to article 28 of Regulation (EU) 2019/317.

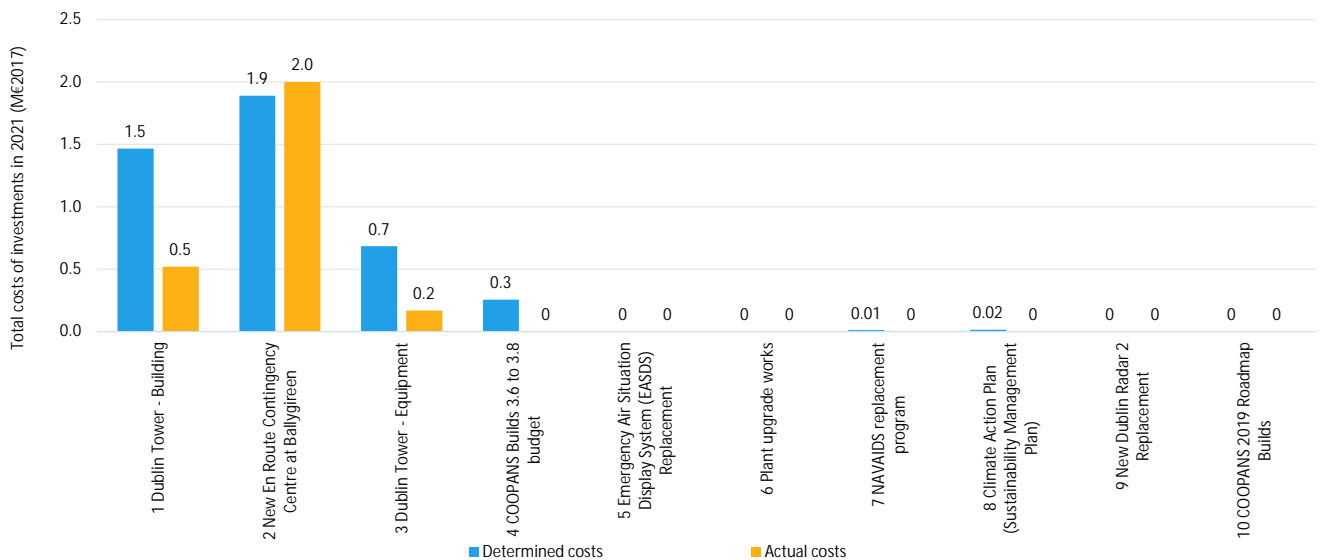
## COSTS BY NEW MAJOR INVESTMENTS

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>4.46</b>
1 Dublin Tower - Building	0	1.47	3.05	3.00	2.98	1.47
2 New En Route Contingency Centre at Ballygreen	0.13	1.89	1.86	1.81	1.72	2.02
3 Dublin Tower - Equipment	0	0.68	1.78	2.36	2.28	0.68
4 COOPANS Builds 3.6 to 3.8 budget	0	0.26	0.81	0.99	0.95	0.26
5 Emergency Air Situation Display System (EASDS) Replacement	0	0	0.16	0.95	1.02	0
6 Plant upgrade works	0	0	0.00	0.46	0.65	0
7 NAVAIDS replacement program	0	0.01	0.14	0.32	0.56	0.01
8 Climate Action Plan (Sustainability Management Plan)	0	0.02	0.08	0.27	0.50	0.02
9 New Dublin Radar 2 Replacement	0	0	0.06	0.26	0.25	0
10 COOPANS 2019 Roadmap Builds	0	0	0	0.02	0.26	0

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>2.82</b>
1 Dublin Tower - Building	0	0.52	-	-	-	0.52
2 New En Route Contingency Centre at Ballygreen	0.13	2.00	-	-	-	2.13
3 Dublin Tower - Equipment	0	0.17	-	-	-	0.17
4 COOPANS Builds 3.6 to 3.8 budget	0	0	-	-	-	0
5 Emergency Air Situation Display System (EASDS) Replacement	0	0	-	-	-	0
6 Plant upgrade works	0	0	-	-	-	0
7 NAVAIDS replacement program	0	0	-	-	-	0
8 Climate Action Plan (Sustainability Management Plan)	0	0	-	-	-	0
9 New Dublin Radar 2 Replacement	0	0	-	-	-	0
10 COOPANS 2019 Roadmap Builds	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>(1.35)</b>
1 Dublin Tower - Building	0	(0.95)	-	-	-	(0.95)
2 New En Route Contingency Centre at Ballygreen	(0.00)	0.11	-	-	-	0.11
3 Dublin Tower - Equipment	0	(0.51)	-	-	-	(0.51)
4 COOPANS Builds 3.6 to 3.8 budget	0	0	-	-	-	0
5 Emergency Air Situation Display System (EASDS) Replacement	0	0	-	-	-	0
6 Plant upgrade works	0	0	-	-	-	0
7 NAVAIDS replacement program	0	0	-	-	-	0
8 Climate Action Plan (Sustainability Management Plan)	0	0	-	-	-	0
9 New Dublin Radar 2 Replacement	0	0	-	-	-	0
10 COOPANS 2019 Roadmap Builds	0	0	-	-	-	0

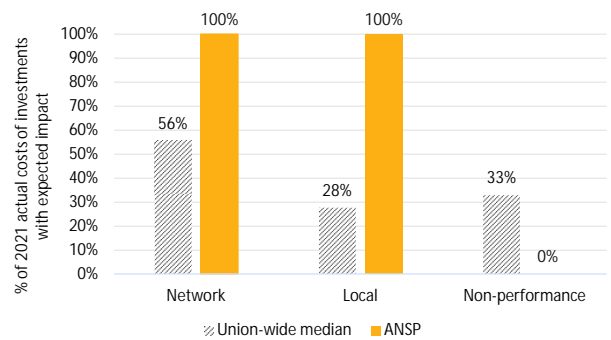
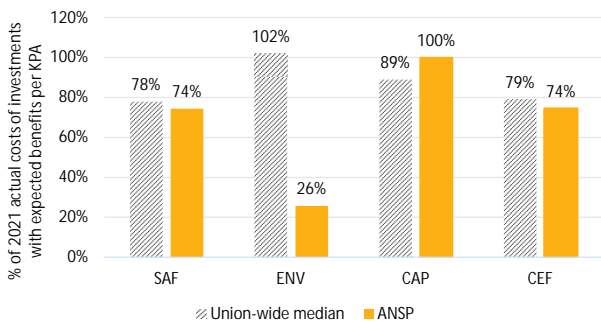


1. Determined costs comprise depreciation costs, cost of capital, and cost of leasing in the performance plans.

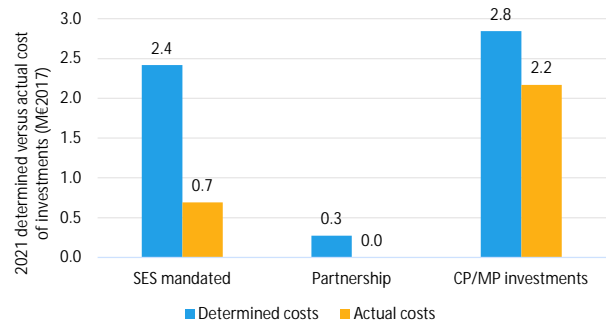
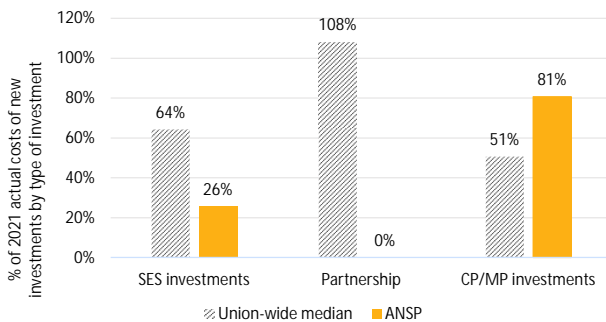
EXPECTED BENEFIT AND IMPACT PER NEW MAJOR INVESTMENT

#	New major Investments	Expected benefit per KPA			
		SAF	ENV	CAP	CEF
1	Dublin Tower - Building		X	X	
2	New En Route Contingency Centre at Ballygreen	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 Ballygreen	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
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	CP/ MP <sup>2</sup>
1	Dublin Tower - Building	2021	Started	Yes	No	No	-
2	New En Route Contingency Centre at Ballygreen	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	Not started	Yes	No	Yes	MP
6	Plant upgrade works	2021-2024	Not started	No	No	No	-
7	NAVAIDS replacement program	2021-2024	Started	Yes	No	Yes	MP
8	Climate Action Plan (Sustainability Management Plan)	2021-2024	Started	No	Yes	No	-
9	New Dublin Radar 2 Replacement	2022	Not started	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

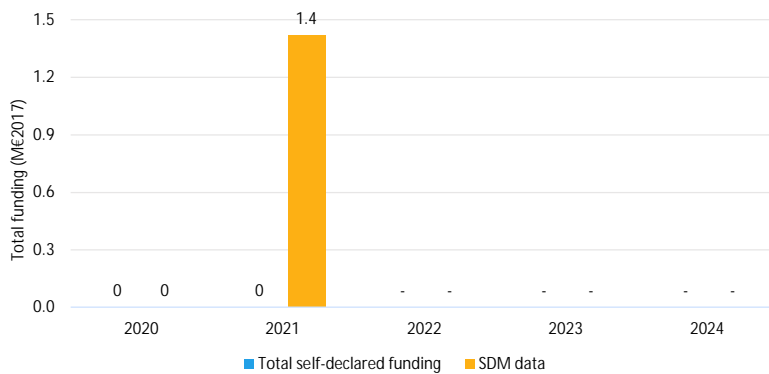
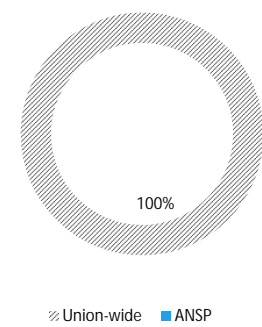
2. CP/MP = Common Project and Master Plan



## 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</b>	<b>0</b>	-	-	-	<b>0</b>
<b>En route funding declared</b>	<b>0</b>	<b>0</b>	-	-	-	<b>0</b>
<i>En route funding that could not be assigned to a specific investment</i>	0	0	-	-	-	0
<b>Terminal funding</b>	<b>0</b>	<b>0</b>	-	-	-	<b>0</b>
<i>Terminal funding that could not be assigned to a specific investment</i>	0	0	-	-	-	0
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>(1.42)</b>	-	-	-	<b>(1.42)</b>
Total included in the funding declaration (reporting tables)	0	0	-	-	-	0
SDM Payment	0	1.42	-	-	-	1.42

Declared funding in 2021 (M€<sub>2017</sub>)

Ireland did not report any funding in the combined year 2020/2021, however SESAR Deployment Manager data indicates a payment of 1.4M€<sub>2017</sub> in the combined year 2020/2021.

Italy underspent -3.8M€<sub>2017</sub> (-2.4%) in costs related to investments for en route and terminal in the combined year 2020/2021 compared to the determined costs. However, in the reporting tables, Italy reported an underspending of -3.1M€<sub>2017</sub> (-1.1%). 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.

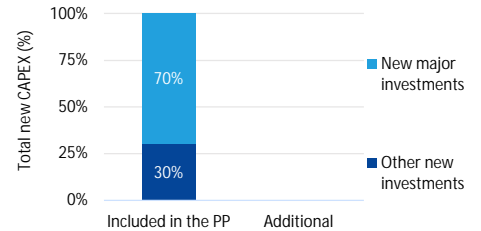
**CAPEX FOR NEW INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN**

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%

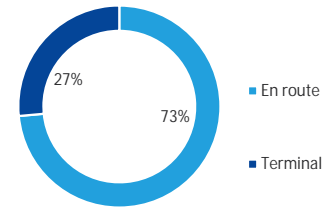


**Determined CAPEX: en route and terminal (M€<sub>2017</sub>)**

RP3

Total CAPEX for new major Investments	239.55	% of total
En route	176.04	73%
Terminal	63.51	27%

Total CAPEX of new major investments (%)

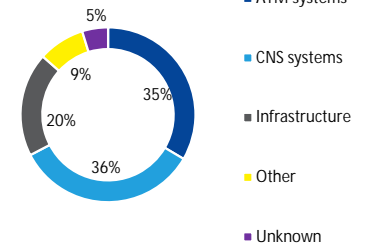


**Determined CAPEX by type of Investment (M€<sub>2017</sub>)**

RP3

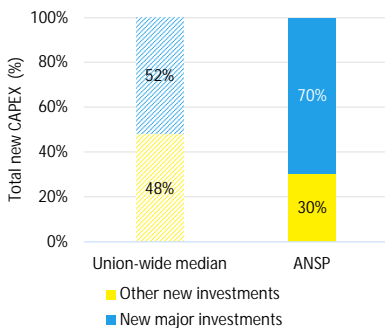
Total CAPEX for new major investments	271.08	% of total
ATM systems	95.03	35%
CNS systems	96.74	36%
Infrastructure	54.71	20%
Other	24.59	9%
Unknown	13.47	5%

Total CAPEX of new major investments (%)

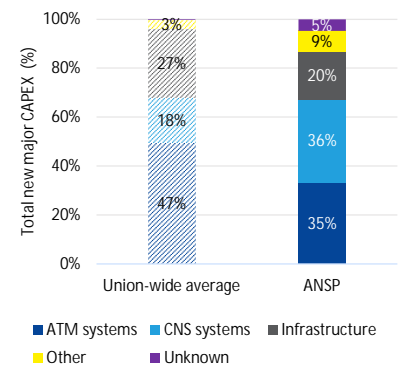
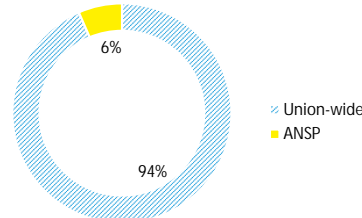


**New CAPEX: ANSP compared to Union-wide**

RP3



Total new CAPEX (%)



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.

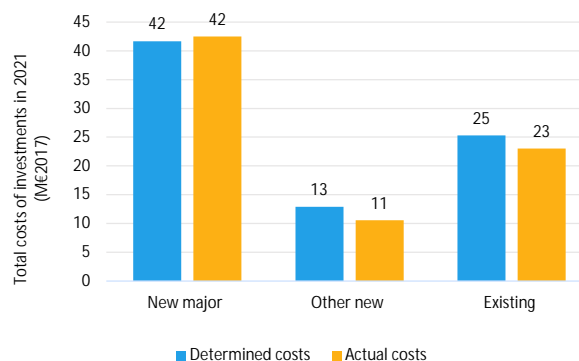
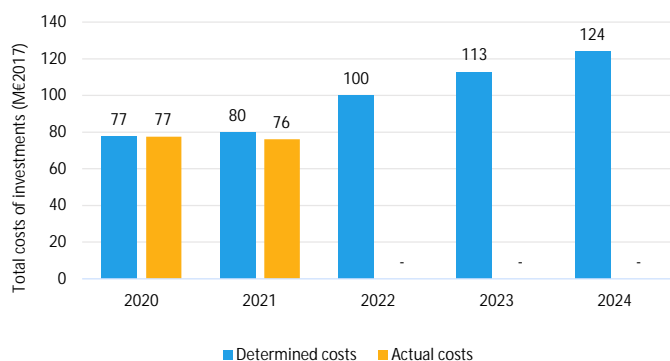
## COSTS RELATED TO INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN

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>157.32</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>79.26</b>
% New major investments in total costs of investments	48%	52%	47%	39%	55%	50%
<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>21.34</b>
% Other new investments in total costs of investments	11%	16%	21%	32%	21%	14%
<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>56.72</b>
% Existing investments in total costs of investments	41%	32%	31%	29%	24%	36%

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>153.56</b>
<b>New major Investments</b>	<b>37.58</b>	<b>42.49</b>	-	-	-	<b>80.08</b>
% New major investments in total costs of investments	48%	56%	-	-	-	52%
<b>Other new Investments</b>	<b>8.47</b>	<b>10.56</b>	-	-	-	<b>19.02</b>
% Other new investments in total costs of investments	11%	14%	-	-	-	12%
<b>Existing Investments</b>	<b>31.45</b>	<b>23.02</b>	-	-	-	<b>54.46</b>
% Existing investments in total costs of investments	41%	30%	-	-	-	35%

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>(3.76)</b>
<b>New major Investments</b>	<b>0</b>	<b>0.82</b>	-	-	-	<b>0.82</b>
% change of actual with respect to determined	0%	2%	-	-	-	1%
<b>Other new Investments</b>	<b>0</b>	<b>(2.32)</b>	-	-	-	<b>(2.32)</b>
% change of actual with respect to determined	0%	-18%	-	-	-	-11%
<b>Existing Investments</b>	<b>0</b>	<b>(2.26)</b>	-	-	-	<b>(2.26)</b>
% change of actual with respect to determined	0%	-9%	-	-	-	-4%



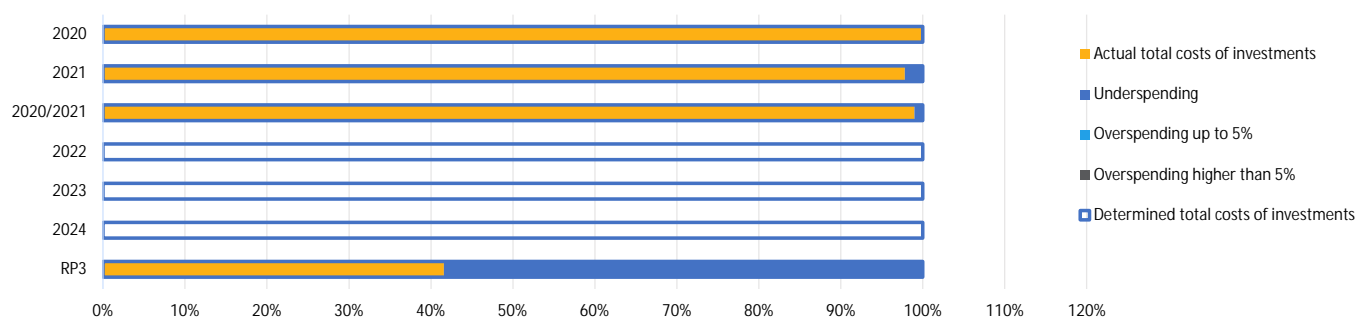
1. The performance plans include costs related to investments which comprise depreciation cost, cost of capital, and cost of leasing.

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>251.91</b>
Depreciation	91.26	84.94	176.20	88.77	88.98	89.12	176.20
Cost of capital	42.81	32.90	75.71	25.48	26.96	28.51	75.71
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>134.07</b>	<b>115.24</b>	<b>249.31</b>	-	-	-	<b>249.31</b>
Depreciation	91.26	82.38	173.64	-	-	-	173.64
Cost of capital	42.81	32.86	75.67	-	-	-	75.67
Cost of leasing	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>(2.60)</b>	<b>(2.60)</b>	-	-	-	<b>(2.60)</b>
Depreciation	0	(2.56)	(2.56)	-	-	-	(2.56)
Cost of capital	0	(0.05)	(0.05)	-	-	-	(0.05)
Cost of leasing	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.

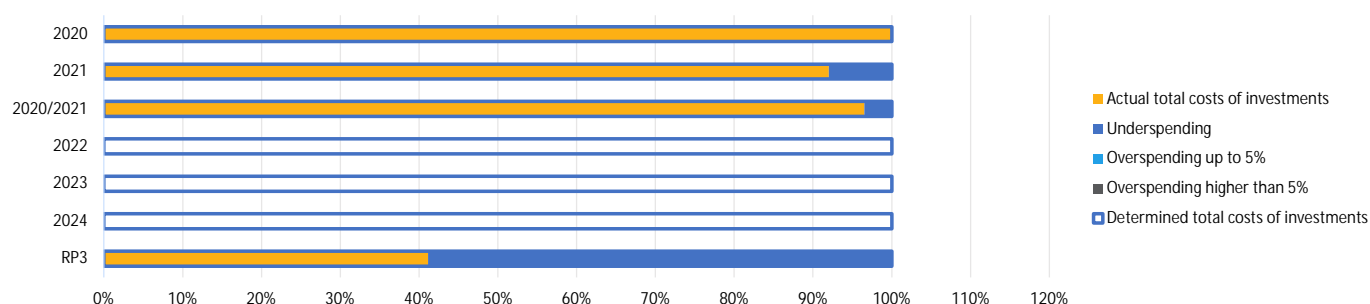
Italy underspent -2.6M€<sub>2017</sub> in costs related to investments in en route in the combined year 2020/2021. This amount should be reimbursed to the airspace users through a reduction of the unit rate, according to article 28 of Regulation (EU) 2019/317.

**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>20.16</b>
Depreciation	6.24	5.80	12.04	6.07	6.08	6.09	12.04
Cost of capital	5.18	2.94	8.12	2.69	2.97	3.23	8.12
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>8.05</b>	<b>19.46</b>	-	-	-	<b>19.46</b>
Depreciation	6.24	5.63	11.87	-	-	-	11.87
Cost of capital	5.18	2.42	7.59	-	-	-	7.59
Cost of leasing	0	0	0	-	-	-	0

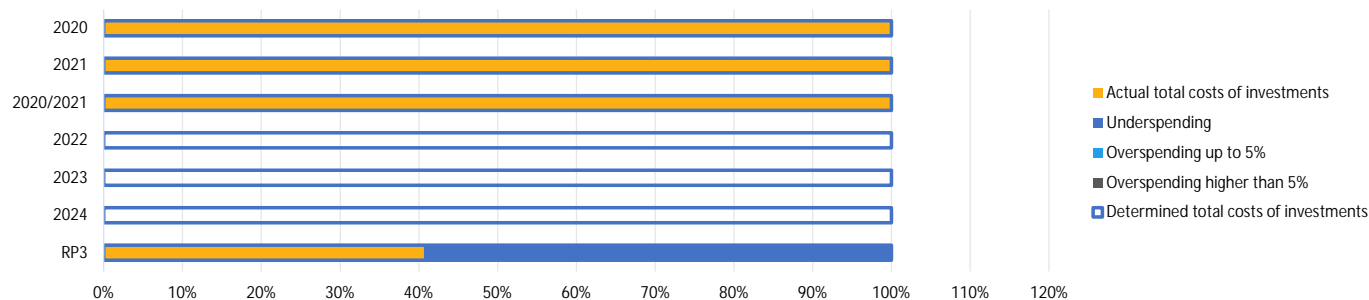
Actual minus determined costs (M€ <sub>2017</sub> )	2020	2021	2020/2021	2022	2023	2024	RP3 to date
<b>Total difference</b>	<b>0</b>	<b>(0.70)</b>	<b>(0.70)</b>	-	-	-	<b>(0.70)</b>
Depreciation	0	(0.17)	(0.17)	-	-	-	(0.17)
Cost of capital	0	(0.53)	(0.53)	-	-	-	(0.53)
Cost of leasing	0	0	0	-	-	-	0


**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>30.32</b>
Depreciation	11.58	10.78	22.37	11.27	11.30	11.31	22.37
Cost of capital	4.50	3.45	7.95	3.17	3.47	3.71	7.95
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>14.22</b>	<b>30.30</b>	-	-	-	<b>30.30</b>
Depreciation	11.58	10.46	22.05	-	-	-	22.05
Cost of capital	4.50	3.76	8.26	-	-	-	8.26
Cost of leasing	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>(0.02)</b>
Depreciation	0	(0.32)	(0.32)	-	-	-	(0.32)
Cost of capital	0	0.30	0.30	-	-	-	0.30
Cost of leasing	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 -0.72M€<sub>2017</sub> in costs related to investments in terminal in the combined year 2020/2021. This amount should be reimbursed to the airspace users through a reduction of the unit rate, according to article 28 of Regulation (EU) 2019/317.

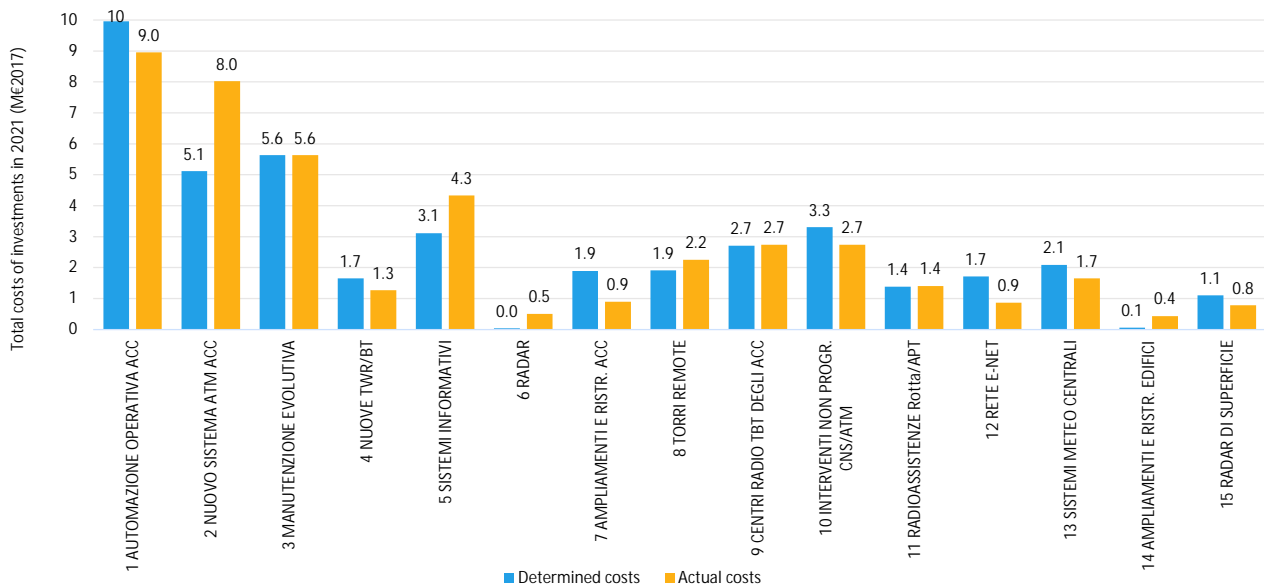
## COSTS BY NEW MAJOR INVESTMENTS ITALY | ENAV

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>79.26</b>
1 AUTOMAZIONE OPERATIVA ACC	4.70	9.96	10.24	8.04	7.77	14.66
2 NUOVO SISTEMA ATM ACC	10.86	5.11	2.32	5.02	6.59	15.98
3 MANUTENZIONE EVOLUTIVA	5.63	5.63	5.63	2.56	4.96	11.26
4 NUOVE TWR/BT	1.48	1.65	3.86	4.42	6.60	3.13
5 SISTEMI INFORMATIVI	3.76	3.12	3.68	2.39	4.08	6.87
6 RADAR	0.45	0.04	3.37	3.96	7.89	0.49
7 AMPLIAMENTI E RISTR. ACC	0.18	1.89	6.13	2.38	4.20	2.07
8 TORRI REMOTE	2.54	1.91	1.57	2.89	5.46	4.45
9 CENTRI RADIO TBT DEGLI ACC	1.17	2.71	2.35	3.41	4.34	3.88
10 INTERVENTI NON PROGR. CNS/ATM	1.73	3.31	1.57	2.18	4.68	5.03
11 RADIOASSISTENZE Rotta/APT	1.77	1.38	1.22	1.10	3.15	3.16
12 RETE E-NET	1.80	1.71	1.58	1.13	2.19	3.51
13 SISTEMI METEO CENTRALI	1.41	2.08	0.99	1.54	1.55	3.50
14 AMPLIAMENTI E RISTR. EDIFICI	0.07	0.06	1.61	2.72	3.08	0.13
15 RADAR DI SUPERFICIE	0.02	1.10	1.32	0.72	1.86	1.13
<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>80.08</b>
1 AUTOMAZIONE OPERATIVA ACC	4.70	8.96	-	-	-	13.66
2 NUOVO SISTEMA ATM ACC	10.86	8.02	-	-	-	18.89
3 MANUTENZIONE EVOLUTIVA	5.63	5.63	-	-	-	11.26
4 NUOVE TWR/BT	1.48	1.27	-	-	-	2.75
5 SISTEMI INFORMATIVI	3.76	4.33	-	-	-	8.09
6 RADAR	0.45	0.51	-	-	-	0.96
7 AMPLIAMENTI E RISTR. ACC	0.18	0.90	-	-	-	1.08
8 TORRI REMOTE	2.54	2.25	-	-	-	4.79
9 CENTRI RADIO TBT DEGLI ACC	1.17	2.74	-	-	-	3.91
10 INTERVENTI NON PROGR. CNS/ATM	1.73	2.74	-	-	-	4.46
11 RADIOASSISTENZE Rotta/APT	1.77	1.41	-	-	-	3.18
12 RETE E-NET	1.80	0.86	-	-	-	2.66
13 SISTEMI METEO CENTRALI	1.41	1.65	-	-	-	3.07
14 AMPLIAMENTI E RISTR. EDIFICI	0.07	0.44	-	-	-	0.50
15 RADAR DI SUPERFICIE	0.02	0.79	-	-	-	0.81

## 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>0.82</b>
1 AUTOMAZIONE OPERATIVA ACC	0	(1.00)	-	-	-	(1.00)
2 NUOVO SISTEMA ATM ACC	0	2.91	-	-	-	2.91
3 MANUTENZIONE EVOLUTIVA	0	0	-	-	-	0
4 NUOVE TWR/BT	0	(0.38)	-	-	-	(0.38)
5 SISTEMI INFORMATIVI	0	1.21	-	-	-	1.21
6 RADAR	0	0.47	-	-	-	0.47
7 AMPLIAMENTI E RISTR. ACC	0	(0.99)	-	-	-	(0.99)
8 TORRI REMOTE	0	0.34	-	-	-	0.34
9 CENTRI RADIO TBT DEGLI ACC	0	0.04	-	-	-	0.04
10 INTERVENTI NON PROGR. CNS/ATM	0	(0.57)	-	-	-	(0.57)
11 RADIOASSISTENZE Rotta/APT	0	0.02	-	-	-	0.02
12 RETE E-NET	0	(0.85)	-	-	-	(0.85)
13 SISTEMI METEO CENTRALI	0	(0.43)	-	-	-	(0.43)
14 AMPLIAMENTI E RISTR. EDIFICI	0	0.37	-	-	-	0.37
15 RADAR DI SUPERFICIE	0	(0.32)	-	-	-	(0.32)



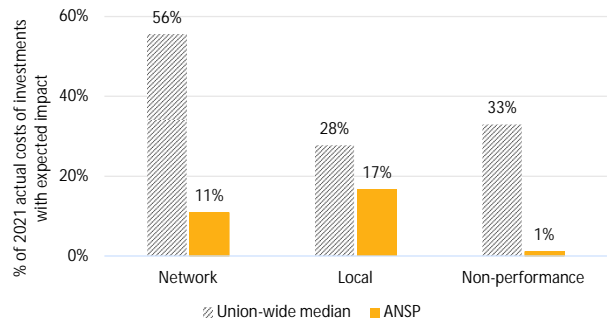
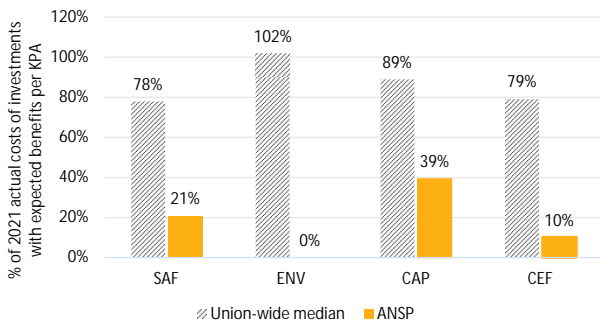
1. Determined costs comprise depreciation costs, cost of capital, and cost of leasing in the performance plans.

EXPECTED BENEFIT AND IMPACT PER NEW MAJOR INVESTMENT

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			

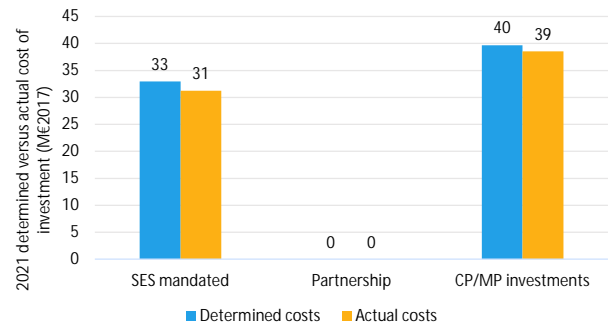
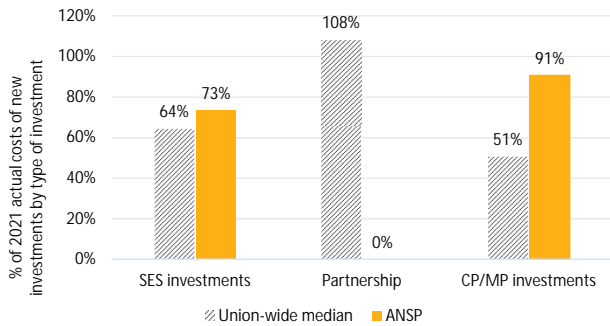




## EXPECTED IMPACT AND BENEFIT PER NEW MAJOR INVESTMENT

ITALY | ENAV

#	New major Investments	EIO Date <sup>1</sup>	Status	SES Reg.	Partnership	ATM system	
						ATM sytem	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

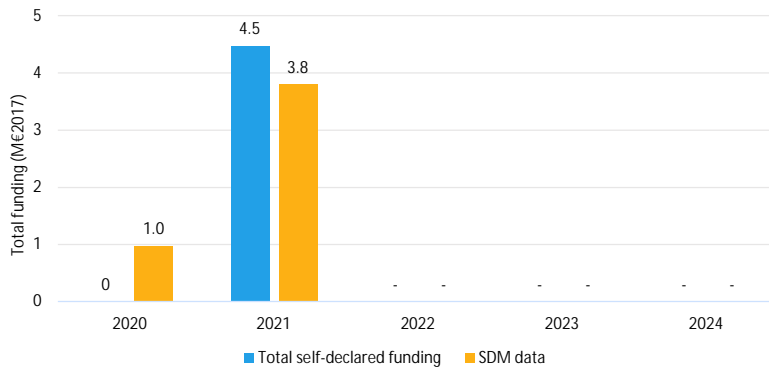
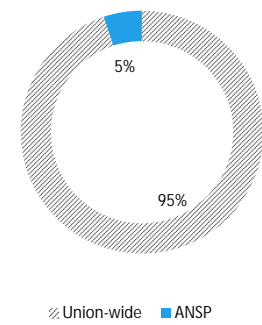
\*Italy did not report the date of entry into operation for the new major investments.

## 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>0</b>	<b>4.48</b>	-	-	-	<b>4.48</b>
<b>En route funding declared</b>	<b>0</b>	<b>4.48</b>	-	-	-	<b>4.48</b>
<i>En route funding that could not be assigned to a specific investment</i>	0	4.48	-	-	-	4.48
<b>Terminal funding</b>	<b>0</b>	<b>0</b>	-	-	-	<b>0</b>
<i>Terminal funding that could not be assigned to a specific investment</i>	0	0	-	-	-	0

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>(0.31)</b>
Total included in the funding declaration (reporting tables)	0	4.48	-	-	-	4.48
SDM Payment	0.98	3.80	-	-	-	4.78

Declared funding in 2021 (M€<sub>2017</sub>)

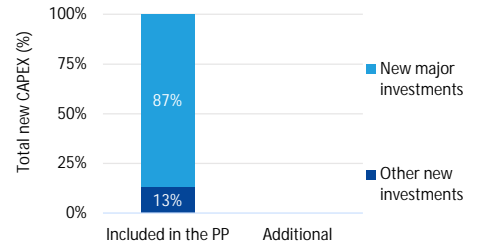
Italy reported 4.5M€<sub>2017</sub> funding in the combined year 2020/2021. The funding was awarded for nine projects, which could not be directly linked to the new major investments. SESAR Deployment Manager data indicates a payment of 4.8M€<sub>2017</sub> in the combined year 2020/2021.

The draft performance plan of Latvia is currently under revision. Latvia underspent -0.12M€<sub>2017</sub> (-1.1%) in costs related to investments for en route and terminal in the combined year 2020/2021 compared to the determined costs. Latvia planned four new major investments for RP3, three of which have started and one is expected to start in 2024.

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

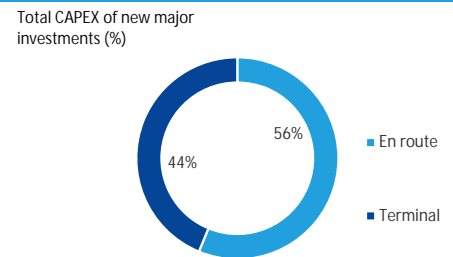
**Determined and additional CAPEX by value of individual investments (M€<sub>2017</sub>)** RP3

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%



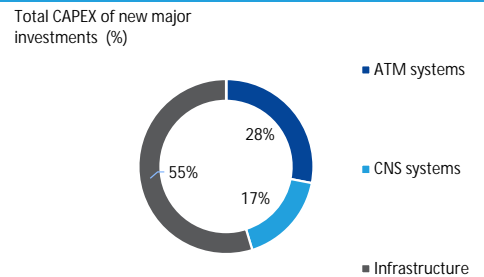
**Determined CAPEX: en route and terminal (M€<sub>2017</sub>)** RP3

Total CAPEX for new major investments	61.61	% of total
En route	34.63	56%
Terminal	26.98	44%

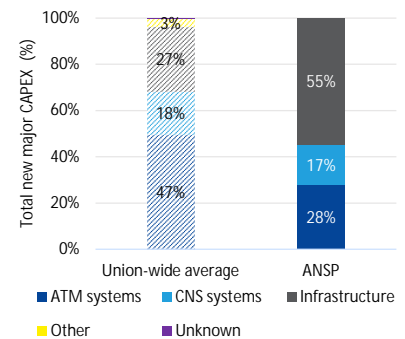
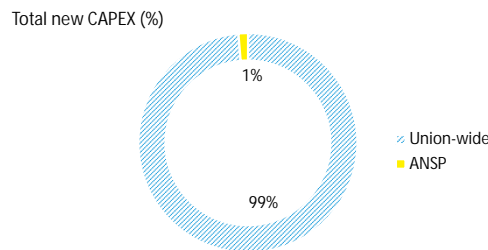
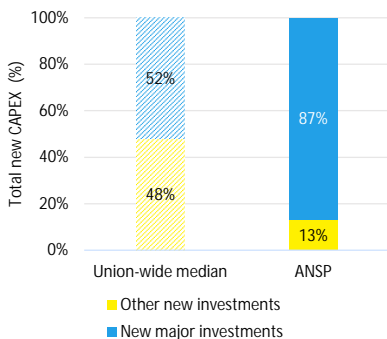


**Determined CAPEX by type of investment (M€<sub>2017</sub>)** RP3

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%



**New CAPEX: 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 (31%), CNS systems (21%), infrastructure (24%), Other (21%), unknown (1%).

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.

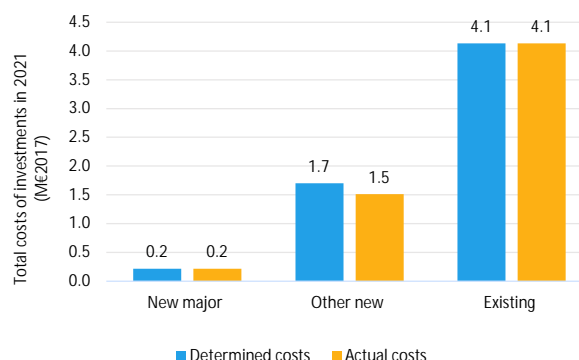
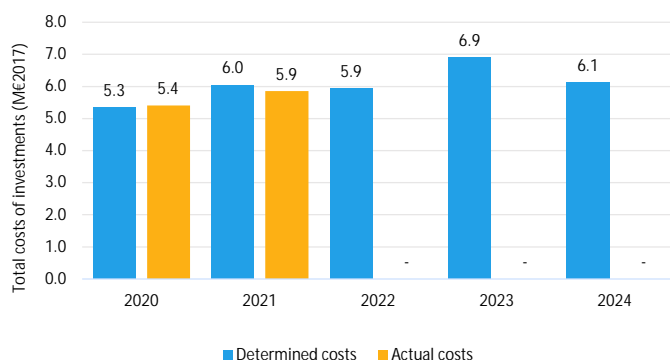
## COSTS RELATED TO INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN

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>11.39</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>0.33</b>
<i>% New major investments in total costs of investments</i>	<i>2%</i>	<i>4%</i>	<i>10%</i>	<i>18%</i>	<i>30%</i>	<i>3%</i>
<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>1.99</b>
<i>% Other new investments in total costs of investments</i>	<i>5%</i>	<i>28%</i>	<i>35%</i>	<i>45%</i>	<i>39%</i>	<i>17%</i>
<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>9.08</b>
<i>% Existing investments in total costs of investments</i>	<i>93%</i>	<i>68%</i>	<i>55%</i>	<i>36%</i>	<i>31%</i>	<i>80%</i>

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>11.27</b>
<b>New major Investments</b>	<b>0.11</b>	<b>0.21</b>	-	-	-	<b>0.33</b>
<i>% New major investments in total costs of investments</i>	<i>2%</i>	<i>4%</i>	-	-	-	<i>3%</i>
<b>Other new Investments</b>	<b>0.35</b>	<b>1.51</b>	-	-	-	<b>1.86</b>
<i>% Other new investments in total costs of investments</i>	<i>6%</i>	<i>26%</i>	-	-	-	<i>17%</i>
<b>Existing Investments</b>	<b>4.95</b>	<b>4.13</b>	-	-	-	<b>9.08</b>
<i>% Existing investments in total costs of investments</i>	<i>91%</i>	<i>71%</i>	-	-	-	<i>81%</i>

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>(0.12)</b>
<b>New major Investments</b>	<b>0</b>	<b>0.00</b>	-	-	-	<b>0.00</b>
<i>% change of actual with respect to determined</i>	<i>0%</i>	<i>0%</i>	-	-	-	<i>0%</i>
<b>Other new Investments</b>	<b>0.06</b>	<b>(0.19)</b>	-	-	-	<b>(0.12)</b>
<i>% change of actual with respect to determined</i>	<i>23%</i>	<i>-11%</i>	-	-	-	<i>-6%</i>
<b>Existing Investments</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>



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

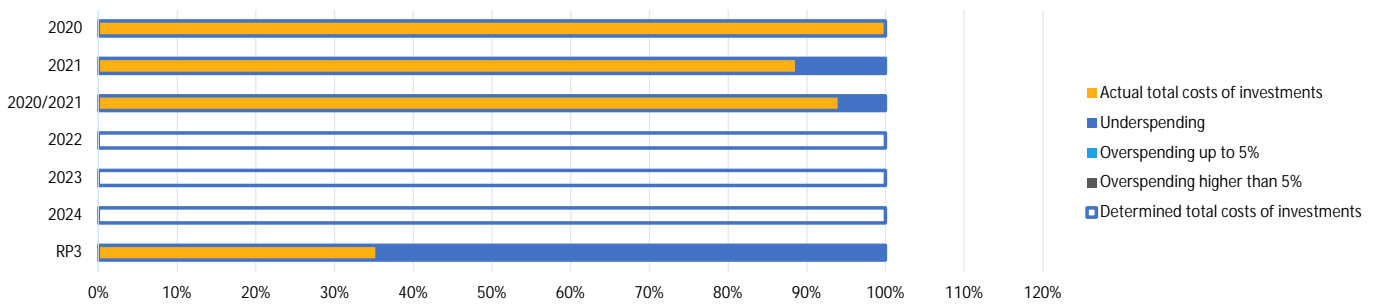
## COSTS RELATED TO INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN

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>7.04</b>
Depreciation	2.00	2.39	4.39	2.62	3.05	2.60	4.39
Cost of capital	1.30	1.35	2.65	1.14	1.33	1.03	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>3.30</b>	<b>3.31</b>	<b>6.61</b>	-	-	-	<b>6.61</b>
Depreciation	2.00	2.12	4.11	-	-	-	4.11
Cost of capital	1.30	1.19	2.49	-	-	-	2.49
Cost of leasing	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>(0.43)</b>	<b>(0.43)</b>	-	-	-	<b>(0.43)</b>
Depreciation	0	(0.27)	(0.27)	-	-	-	(0.27)
Cost of capital	0	(0.16)	(0.16)	-	-	-	(0.16)
Cost of leasing	0	0	0	-	-	-	0



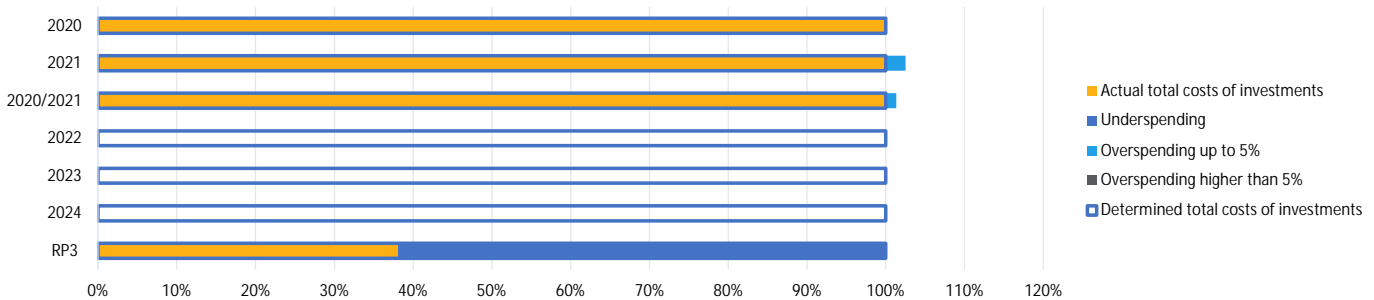
## COSTS RELATED TO INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN

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>4.36</b>
Depreciation	1.49	1.78	3.27	1.75	2.05	1.93	3.27
Cost of capital	0.56	0.53	1.09	0.44	0.47	0.58	1.09
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>2.05</b>	<b>2.37</b>	<b>4.41</b>	-	-	-	<b>4.41</b>
Depreciation	1.49	1.63	3.12	-	-	-	3.12
Cost of capital	0.56	0.73	1.30	-	-	-	1.30
Cost of leasing	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>0.06</b>	<b>0.06</b>	-	-	-	<b>0.06</b>
Depreciation	0	(0.15)	(0.15)	-	-	-	(0.15)
Cost of capital	0	0.21	0.21	-	-	-	0.21
Cost of leasing	0	0	0	-	-	-	0



Latvia underspent -0.43M€<sub>2017</sub> in costs related to investments in en route in the combined year 2020/2021. This amount should be reimbursed to the airspace users through a reduction of the unit rate, according to article 28 of Regulation (EU) 2019/317.

The difference between the monitoring report and reporting tables is due to the update of the reporting tables used for the revision of the draft performance plan, July 2022.

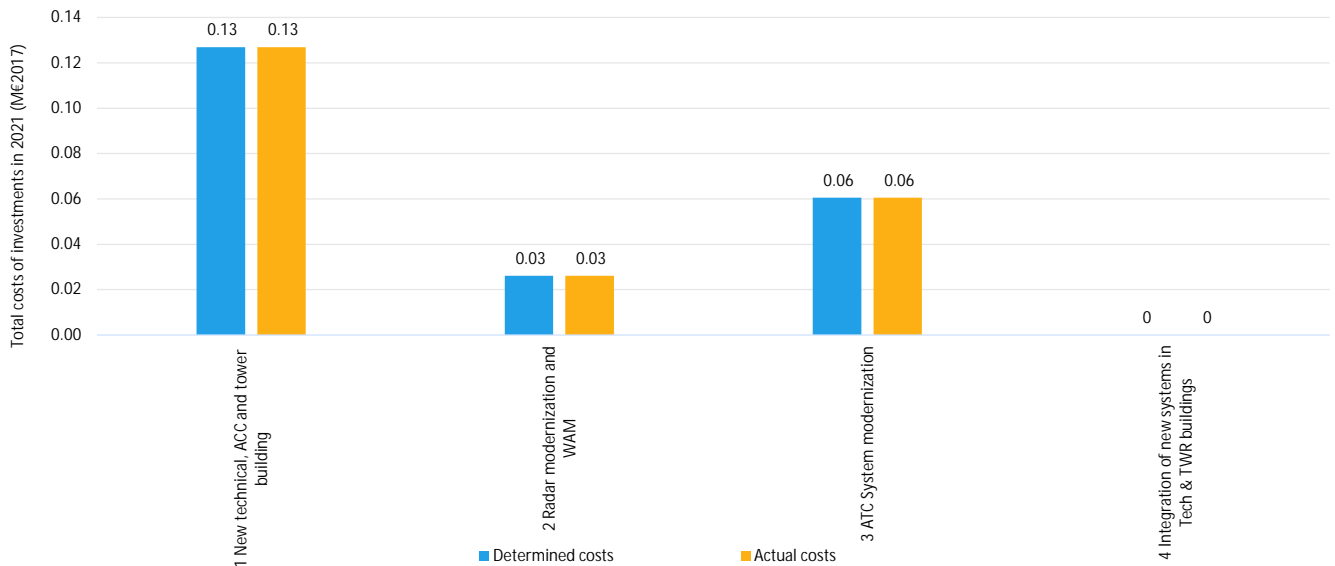
## COSTS BY NEW MAJOR INVESTMENTS

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>0.33</b>
1 New technical, ACC and tower building	0.09	0.13	0.14	0.31	0.66	0.22
2 Radar modernization and WAM	0	0.03	0.09	0.26	0.42	0.03
3 ATC System modernization	0.02	0.06	0.37	0.71	0.74	0.08
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>0.33</b>
1 New technical, ACC and tower building	0.09	0.13	-	-	-	0.22
2 Radar modernization and WAM	0	0.03	-	-	-	0.03
3 ATC System modernization	0.02	0.06	-	-	-	0.08
4 Integration of new systems in Tech & TWR buildings	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>0.00</b>
1 New technical, ACC and tower building	(0.00)	(0.00)	-	-	-	(0.00)
2 Radar modernization and WAM	0	0.00	-	-	-	0.00
3 ATC System modernization	(0.00)	(0.00)	-	-	-	(0.00)
4 Integration of new systems in Tech & TWR buildings	0	0	-	-	-	0

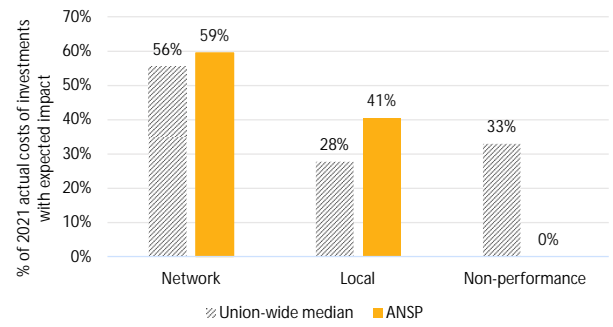
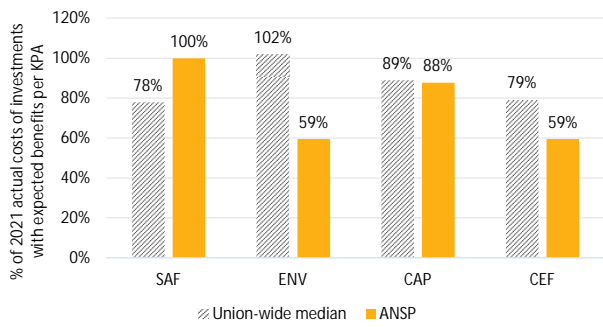


1. Determined costs comprise depreciation costs, cost of capital, and cost of leasing in the performance plans.

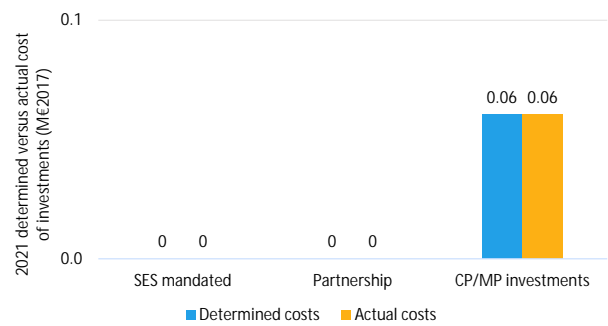
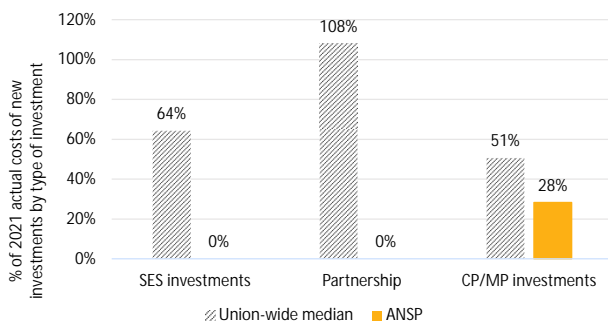
EXPECTED BENEFIT AND IMPACT PER NEW MAJOR INVESTMENT

#	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	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.

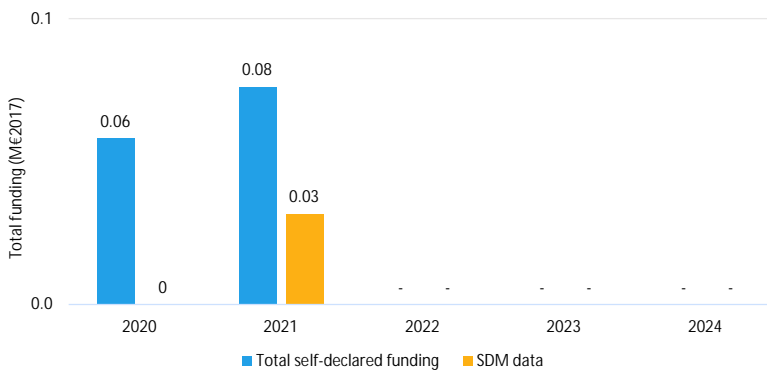
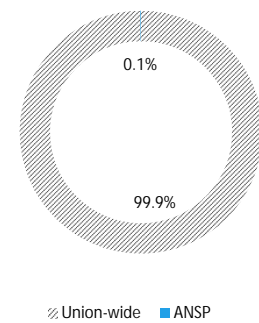
1. EOI date = Date of entry into operation

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>0.13</b>
<b>En route funding declared</b>	<b>0.03</b>	<b>0.05</b>	-	-	-	<b>0.08</b>
<i>En route funding that could not be assigned to a specific investment</i>	<i>0.03</i>	<i>0.05</i>	-	-	-	<i>0.08</i>
<b>Terminal funding</b>	<b>0.03</b>	<b>0.03</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>0.06</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>0.10</b>
Total included in the funding declaration (reporting tables)	0.06	0.08	-	-	-	0.13
SDM Payment	0	0.03	-	-	-	0.03

Declared funding in 2021 (M€<sub>2017</sub>)

Latvia reported 0.13M€<sub>2017</sub> funding in the combined year 2020/2021. The funding was awarded for the projects: "CPDLC (SF3)", "KPFI-16/131 (SF4)", "Borealis FRA Part-1 (SF5)", "Borealis FRA Part-2 (SF6)", and "DLS Impl. Path1 (SF8.2)". These projects could not be directly linked to the list of investments included in the performance plan or the 2021 monitoring report. SESAR Deployment Manager data indicates a payment of 30K€<sub>2017</sub> in the combined year 2020/2021.



Lithuania overspent +0.13M€<sub>2017</sub> (+2%) in costs related to investments for en route in the combined year 2020/2021 compared to the determined costs. Lithuania planned three new major investments for RP3, none of which have started.

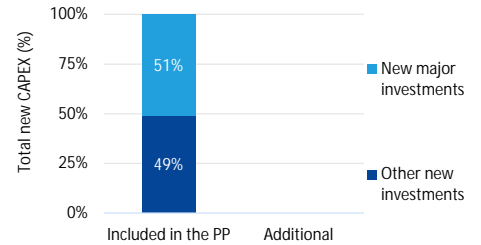
**CAPEX FOR NEW INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN**

LITHUANIA | SE Oro Navigacija

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

RP3

Total CAPEX for new investments	14.67	% of total
<b>New major investments (above 5M€ each)<sup>1</sup></b>	<b>7.51</b>	<b>51%</b>
Included in the performance plan	7.51	51%
Additional <sup>2</sup>	0	0%
<b>Other new investments (below 5M€ each)<sup>3</sup></b>	<b>7.16</b>	<b>49%</b>
Included in the performance plan	7.16	49%
Additional	0	0%

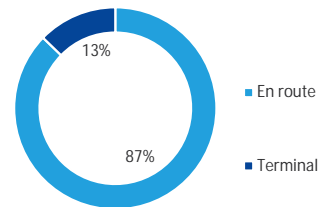


**Determined CAPEX: en route and terminal (M€<sub>2017</sub>)**

RP3

Total CAPEX for new major investments	7.51	% of total
En route	6.56	87%
Terminal	0.95	13%

Total CAPEX of new major investments (%)

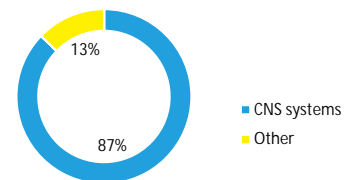


**Determined CAPEX by type of investment (M€<sub>2017</sub>)**

RP3

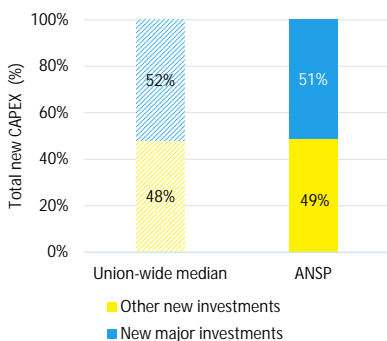
Total CAPEX for new major investments	7.51	% of total
ATM systems	0	0%
CNS systems	6.55	87%
Infrastructure	0	0%
Other	0.96	13%
Unknown	0	0%

Total CAPEX of new major investments (%)

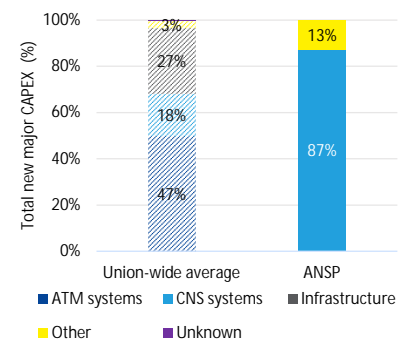
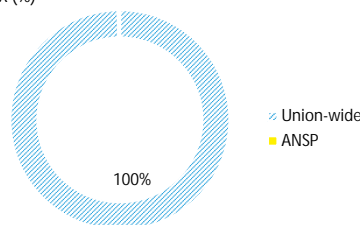


**New CAPEX: ANSP compared to Union-wide**

RP3



Total new CAPEX (%)



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

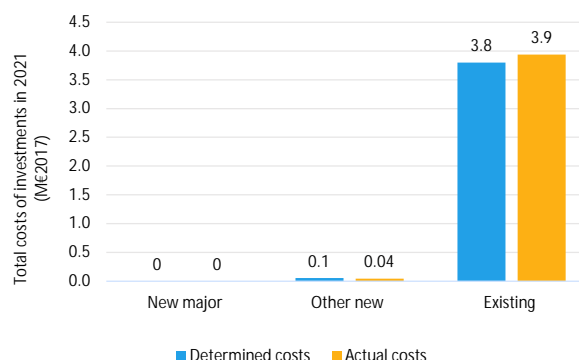
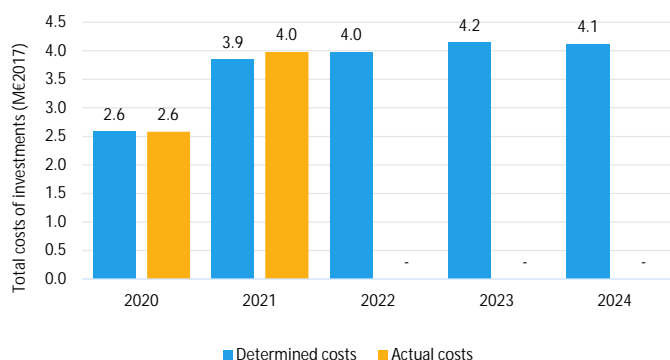
The Union-wide average values have a high standard deviation: ATM systems (31%), CNS systems (21%), infrastructure (24%), Other (21%), unknown (1%).

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.

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>3.85</b>	<b>3.98</b>	<b>4.15</b>	<b>4.12</b>	<b>6.43</b>
<b>New major Investments</b>	<b>0</b>	<b>0</b>	<b>0.01</b>	<b>0.09</b>	<b>0.33</b>	<b>0</b>
% New major investments in total costs of investments	0%	0%	0%	2%	8%	0%
<b>Other new Investments</b>	<b>0.03</b>	<b>0.06</b>	<b>0.36</b>	<b>0.54</b>	<b>0.64</b>	<b>0.08</b>
% Other new investments in total costs of investments	1%	1%	9%	13%	16%	1%
<b>Existing Investments</b>	<b>2.56</b>	<b>3.80</b>	<b>3.61</b>	<b>3.52</b>	<b>3.14</b>	<b>6.35</b>
% Existing investments in total costs of investments	99%	99%	91%	85%	76%	99%

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>6.56</b>
<b>New major Investments</b>	<b>0</b>	<b>0</b>	-	-	-	<b>0</b>
% New major investments in total costs of investments	0%	0%	-	-	-	0%
<b>Other new Investments</b>	<b>0.03</b>	<b>0.04</b>	-	-	-	<b>0.07</b>
% Other new investments in total costs of investments	1%	1%	-	-	-	1%
<b>Existing Investments</b>	<b>2.56</b>	<b>3.94</b>	-	-	-	<b>6.49</b>
% Existing investments in total costs of investments	99%	99%	-	-	-	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>0.13</b>	-	-	-	<b>0.13</b>
<b>New major Investments</b>	<b>0</b>	<b>0</b>	-	-	-	<b>0</b>
% change of actual with respect to determined	0%	0%	-	-	-	0%
<b>Other new Investments</b>	<b>0</b>	<b>(0.01)</b>	-	-	-	<b>(0.01)</b>
% change of actual with respect to determined	0%	-23%	-	-	-	-16%
<b>Existing Investments</b>	<b>0</b>	<b>0.14</b>	-	-	-	<b>0.14</b>
% change of actual with respect to determined	0%	4%	-	-	-	2%



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

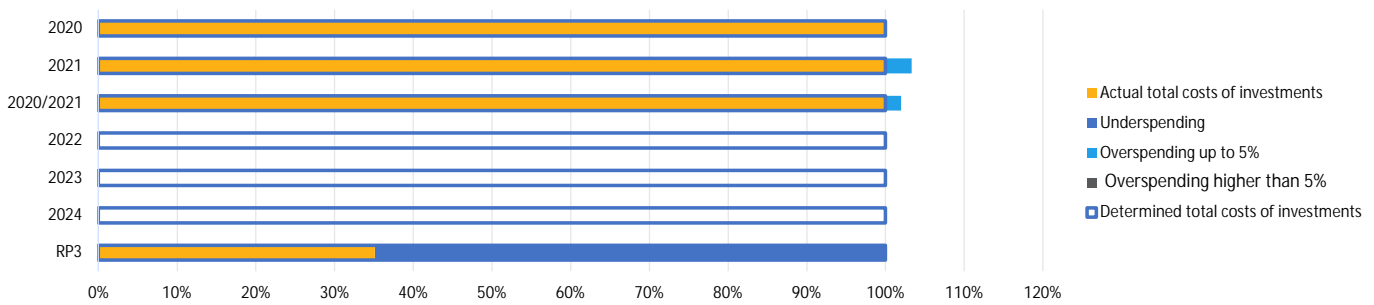
## COSTS RELATED TO INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN

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>3.98</b>	<b>4.15</b>	<b>4.12</b>	<b>6.43</b>
Depreciation	2.58	2.94	5.53	3.11	3.27	3.24	5.53
Cost of capital	0	0.91	0.91	0.87	0.88	0.87	0.91
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>6.56</b>
Depreciation	2.58	3.02	5.60	-	-	-	5.60
Cost of capital	0	0.96	0.96	-	-	-	0.96
Cost of leasing	0	0	0	-	-	-	0

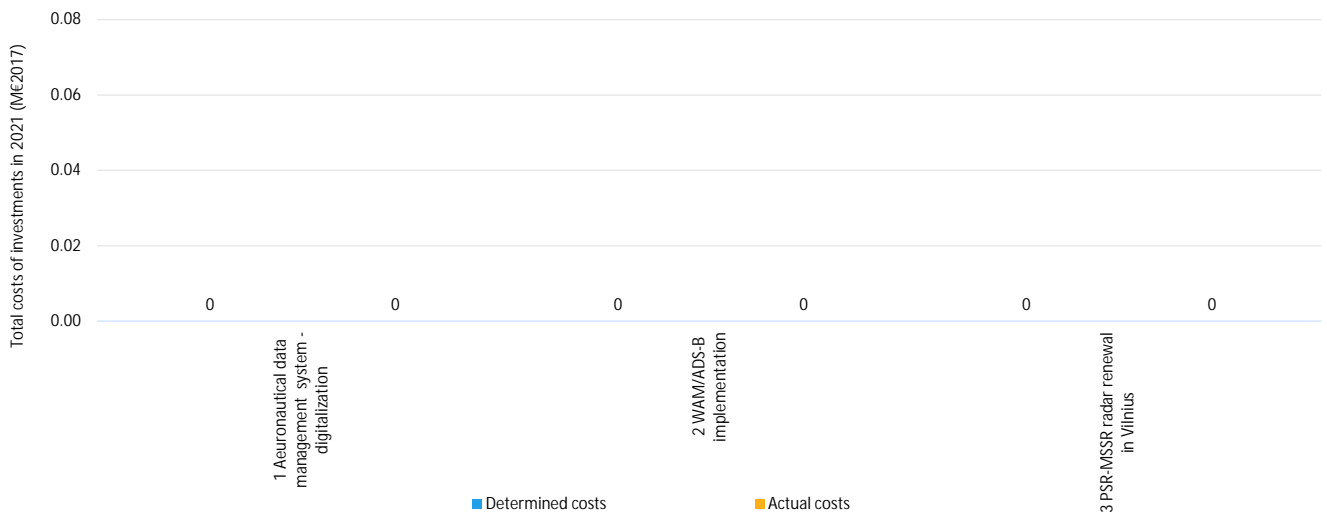
Actual minus determined costs (M€ <sub>2017</sub> )	2020	2021	2020/2021	2022	2023	2024	RP3 to date
<b>Total difference</b>	<b>0</b>	<b>0.13</b>	<b>0.13</b>	-	-	-	<b>0.13</b>
Depreciation	0	0.07	0.07	-	-	-	0.07
Cost of capital	0	0.06	0.06	-	-	-	0.06
Cost of leasing	0	0	0	-	-	-	0



## 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>0.01</b>	<b>0.09</b>	<b>0.33</b>	<b>0</b>
1 Aeeronautical data management system - digitalization	0	0	0.01	0.06	0.19	0
2 WAM/ADS-B implementation	0	0	0.00	0.03	0.14	0
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>-</b>	<b>-</b>	<b>-</b>	<b>0</b>
1 Aeeronautical data management system - digitalization	0	0	-	-	-	0
2 WAM/ADS-B implementation	0	0	-	-	-	0
3 PSR-MSSR radar renewal in Vilnius	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>-</b>	<b>-</b>	<b>-</b>	<b>0</b>
1 Aeeronautical data management system - digitalization	0	0	-	-	-	0
2 WAM/ADS-B implementation	0	0	-	-	-	0
3 PSR-MSSR radar renewal in Vilnius	0	0	-	-	-	0

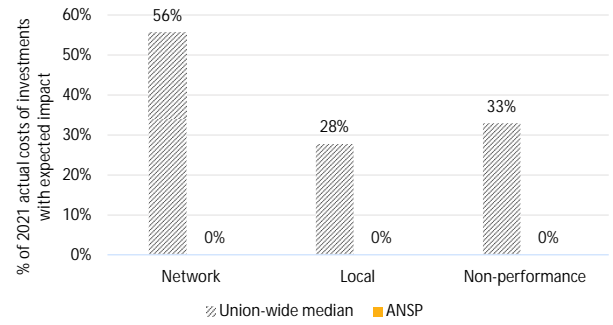
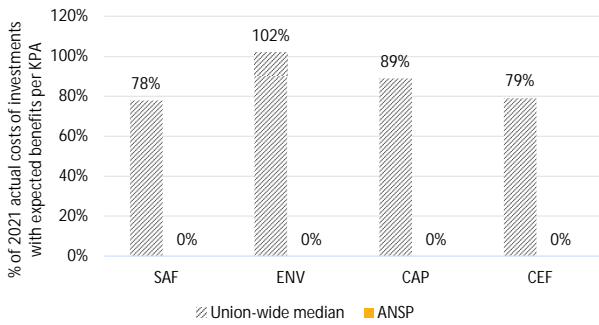


1. Determined costs comprise depreciation costs, cost of capital, and cost of leasing in the performance plans.

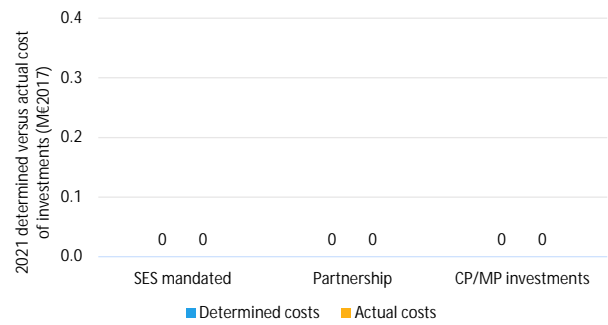
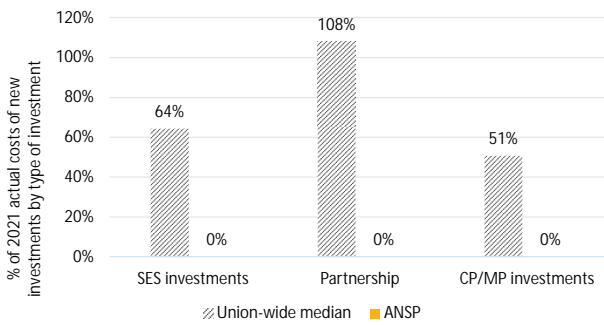
EXPECTED BENEFIT AND IMPACT PER NEW MAJOR INVESTMENT

#	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
						ATM system   CP/ MP <sup>2</sup>
1	Aeronautical data management system - digitalization	01/07/2023	Not started	No	No	No   -
2	WAM/ADS-B implementation	01/10/2024	Not started	No	No	No   -
3	PSR-MSSR radar renewal in Vilnius	01/07/2025	Not started	No	No	No   -



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

1. EOI date = Date of entry into operation

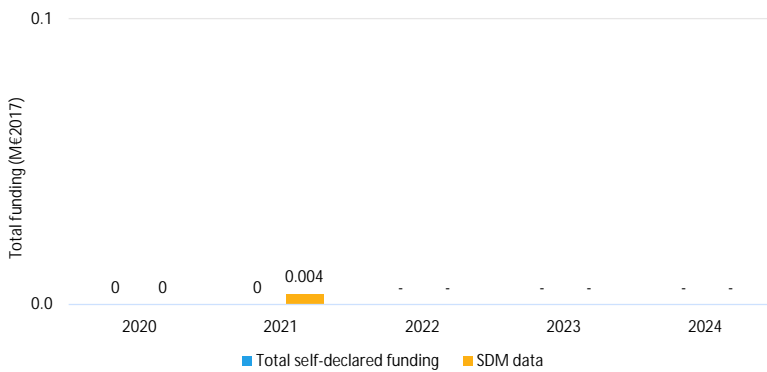
2. CP/MP = Common Project and Master Plan

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

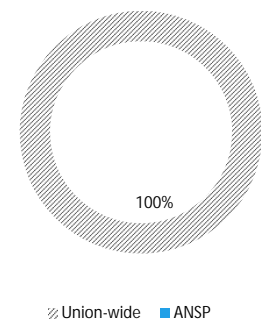
LITHUANIA | SE Oro Navigacija

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

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>(0.00)</b>
Total included in the funding declaration (reporting tables)	0	0	-	-	-	0
SDM Payment	0	0.00	-	-	-	0.00



Declared funding in 2021 (M€2017)

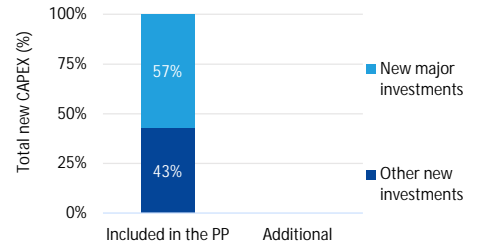


The draft performance plan of FABEC is currently under revision. Luxembourg underspent -0.17M€<sub>2017</sub> (-3.8%) in costs related to investments for en route and terminal in the combined year 2020/2021 compared to the determined costs. Luxembourg planned six new major investments for RP3, four of which have started, one is expected to start in 2023, and one in 2024.

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

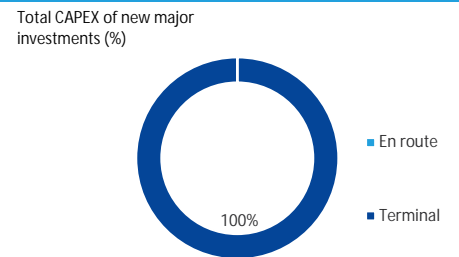
**Determined and additional CAPEX by value of individual investments (M€<sub>2017</sub>)** RP3

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%



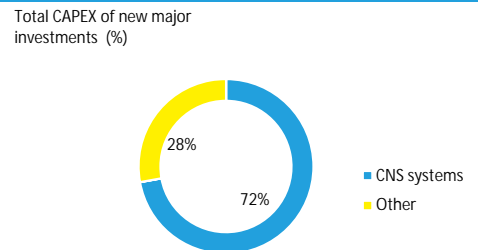
**Determined CAPEX: en route and terminal (M€<sub>2017</sub>)** RP3

Total CAPEX for new major investments	8.21	% of total
En route	0	0%
Terminal	8.21	100%

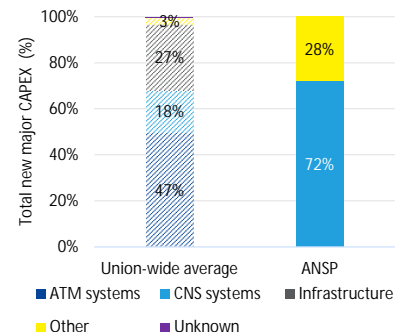
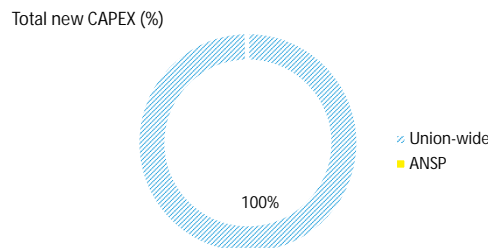
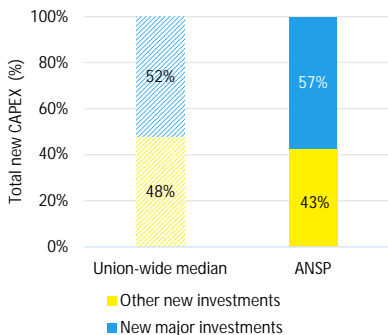


**Determined CAPEX by type of investment (M€<sub>2017</sub>)** RP3

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%



**New CAPEX: 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 (31%), CNS systems (21%), infrastructure (24%), Other (21%), unknown (1%).

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.

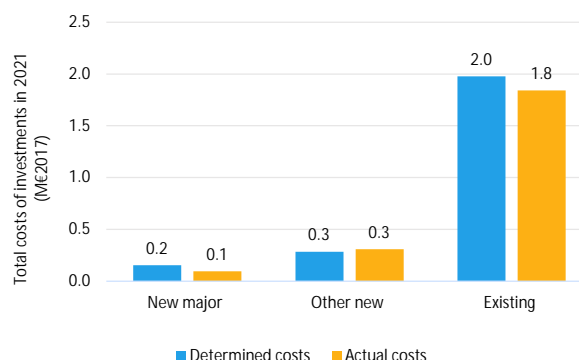
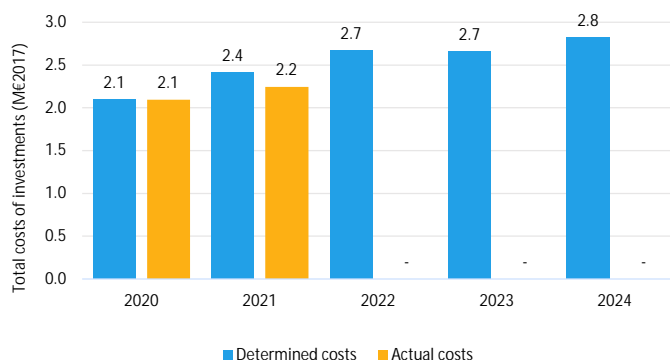
## COSTS RELATED TO INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN

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>4.51</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>0.19</b>
% New major investments in total costs of investments	2%	6%	7%	7%	12%	4%
<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>0.40</b>
% Other new investments in total costs of investments	6%	12%	11%	14%	17%	9%
<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>3.92</b>
% Existing investments in total costs of investments	93%	82%	82%	79%	71%	87%

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>4.34</b>
<b>New major Investments</b>	<b>0.04</b>	<b>0.10</b>	-	-	-	<b>0.13</b>
% New major investments in total costs of investments	2%	4%	-	-	-	3%
<b>Other new Investments</b>	<b>0.12</b>	<b>0.31</b>	-	-	-	<b>0.43</b>
% Other new investments in total costs of investments	6%	14%	-	-	-	10%
<b>Existing Investments</b>	<b>1.94</b>	<b>1.84</b>	-	-	-	<b>3.78</b>
% Existing investments in total costs of investments	93%	82%	-	-	-	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>(0.17)</b>	-	-	-	<b>(0.17)</b>
<b>New major Investments</b>	<b>0</b>	<b>(0.06)</b>	-	-	-	<b>(0.06)</b>
% change of actual with respect to determined	0%	-38%	-	-	-	-30%
<b>Other new Investments</b>	<b>(0.00)</b>	<b>0.03</b>	-	-	-	<b>0.03</b>
% change of actual with respect to determined	0%	9%	-	-	-	7%
<b>Existing Investments</b>	<b>0</b>	<b>(0.14)</b>	-	-	-	<b>(0.14)</b>
% change of actual with respect to determined	0%	-7%	-	-	-	-4%



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



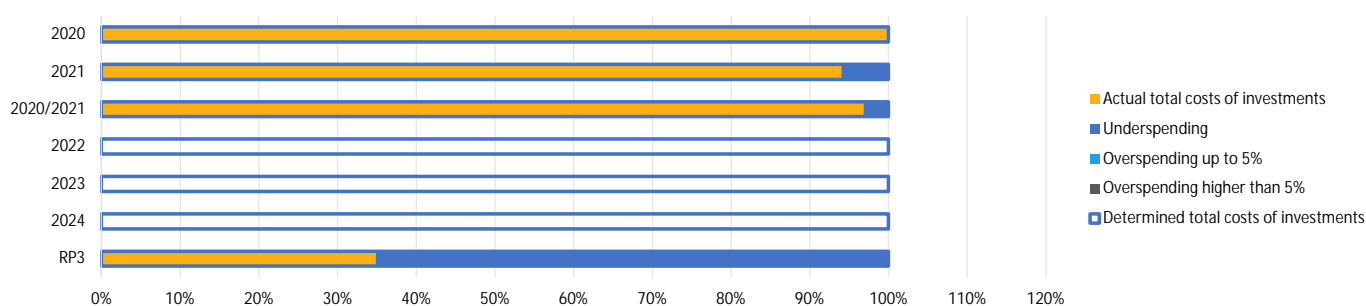
## COSTS RELATED TO INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN

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>0.80</b>	<b>0.79</b>	<b>0.83</b>	<b>1.36</b>
Depreciation	0.53	0.61	1.15	0.80	0.79	0.83	1.15
Cost of capital	0.11	0.11	0.21	-	-	-	0.21
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>1.32</b>
Depreciation	0.53	0.57	1.10	-	-	-	1.10
Cost of capital	0.11	0.11	0.21	-	-	-	0.21
Cost of leasing	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>(0.04)</b>
Depreciation	0	(0.04)	(0.04)	-	-	-	(0.04)
Cost of capital	0	0	0	-	-	-	0
Cost of leasing	0	0	0	-	-	-	0



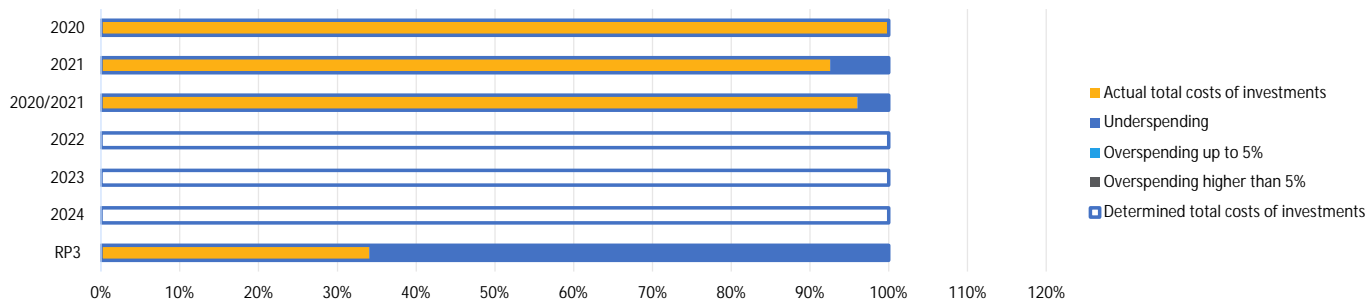
## COSTS RELATED TO INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN

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>1.87</b>	<b>1.87</b>	<b>1.99</b>	<b>3.15</b>
Depreciation	1.20	1.43	2.62	1.87	1.87	1.99	2.62
Cost of capital	0.26	0.27	0.53	-	-	-	0.53
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>3.03</b>
Depreciation	1.20	1.30	2.50	-	-	-	2.50
Cost of capital	0.26	0.27	0.53	-	-	-	0.53
Cost of leasing	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>(0.13)</b>
Depreciation	0.00	(0.13)	(0.13)	-	-	-	(0.13)
Cost of capital	0	0	0	-	-	-	0
Cost of leasing	0	0	0	-	-	-	0



Luxembourg underspent -0.17M€<sub>2017</sub> in costs related to investments (-0.04M€<sub>2017</sub> in en route and -0.13M€<sub>2017</sub> in terminal) in the combined year 2020/2021. These amounts should be reimbursed to the airspace users through a reduction of the unit rate, according to article 28 of Regulation (EU) 2019/317.

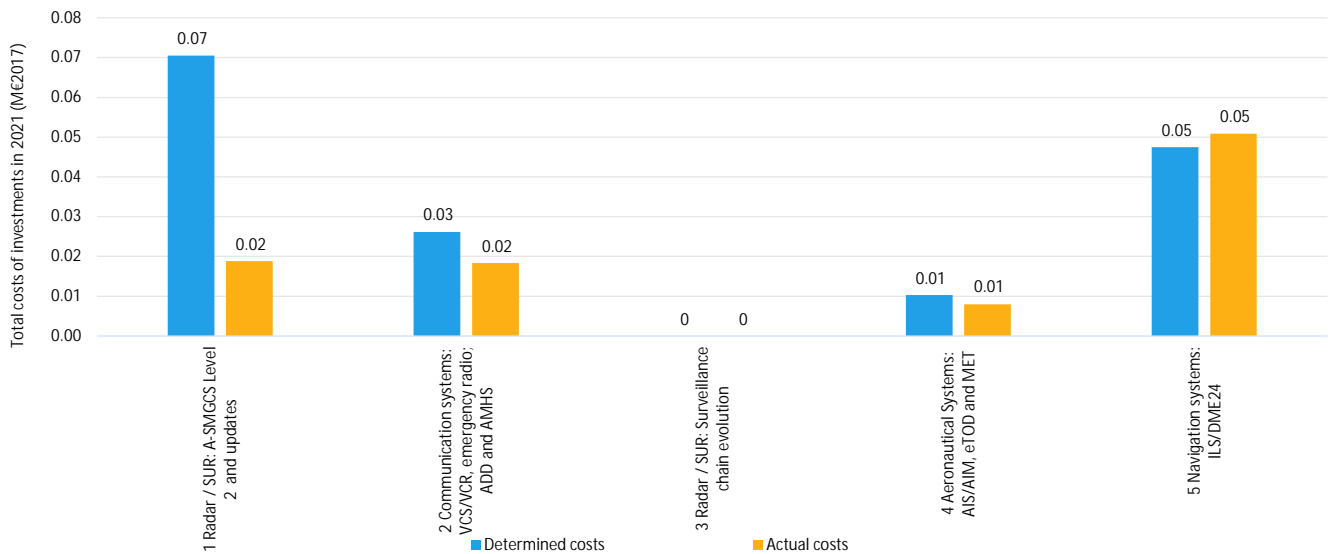
## COSTS BY NEW MAJOR INVESTMENTS

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>0.19</b>
1 Radar / SUR: A-SMGCS Level 2 and updates	0	0.07	0.11	0.11	0.11	0.07
2 Communication systems: VCS/VCR, emergency radio; ADD and AMHS	0.02	0.03	0.03	0.03	0.15	0.04
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	0.01
5 Navigation systems: ILS/DME24	0.02	0.05	0.04	0.04	0.04	0.07
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>0.13</b>
1 Radar / SUR: A-SMGCS Level 2 and updates	0	0.02	-	-	-	0.02
2 Communication systems: VCS/VCR, emergency radio; ADD and AMHS	0.02	0.02	-	-	-	0.04
3 Radar / SUR: Surveillance chain evolution	0	0	-	-	-	0
4 Aeronautical Systems: AIS/AIM, eTOD and MET	0.00	0.01	-	-	-	0.01
5 Navigation systems: ILS/DME24	0.02	0.05	-	-	-	0.07
6 Navigation systems: DVOR/DME DIK, DVOR/DME LUX	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>(0.06)</b>
1 Radar / SUR: A-SMGCS Level 2 and updates	0	(0.05)	-	-	-	(0.05)
2 Communication systems: VCS/VCR, emergency radio; ADD and AMHS	0.00	(0.01)	-	-	-	(0.01)
3 Radar / SUR: Surveillance chain evolution	0	0	-	-	-	0
4 Aeronautical Systems: AIS/AIM, eTOD and MET	0.00	(0.00)	-	-	-	(0.00)
5 Navigation systems: ILS/DME24	0.00	0.00	-	-	-	0.00
6 Navigation systems: DVOR/DME DIK, DVOR/DME LUX	0	0	-	-	-	0



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

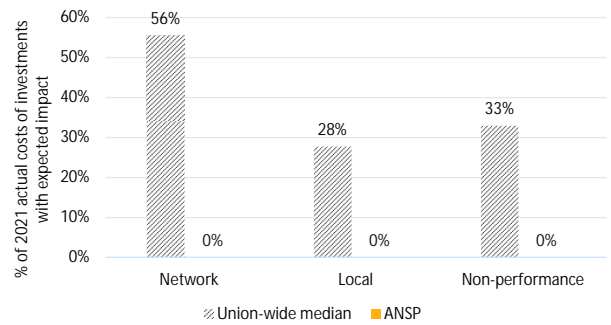
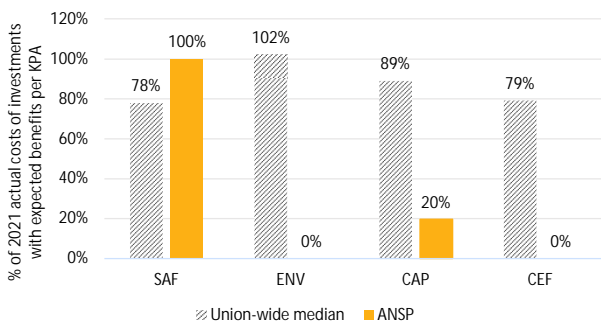
EXPECTED BENEFIT AND IMPACT PER NEW MAJOR INVESTMENT

# 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			

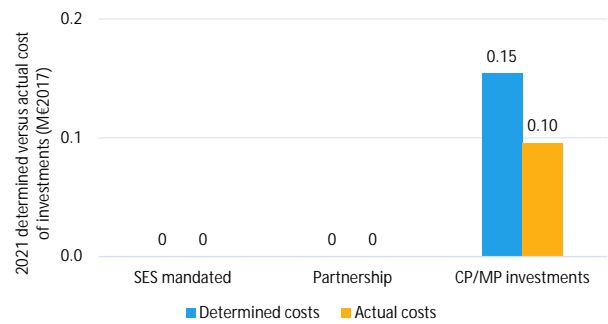
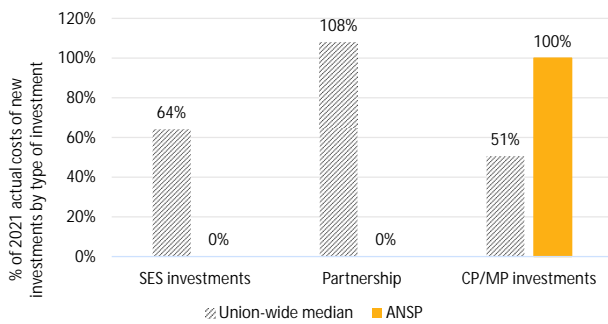
# New major Investments Expected Impact

	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

#	New major Investments	EIO Date <sup>1</sup>	Status	SES Reg.	Partnership	ATM system	
						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	2020-2024	Started	No	No	Yes	MP
3	Radar / SUR: Surveillance chain evolution	31/12/2024	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	2020-2024	Started	No	No	Yes	MP
6	Navigation systems: DVOR/DME DIK, DVOR/DME LUX	2022-2023	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

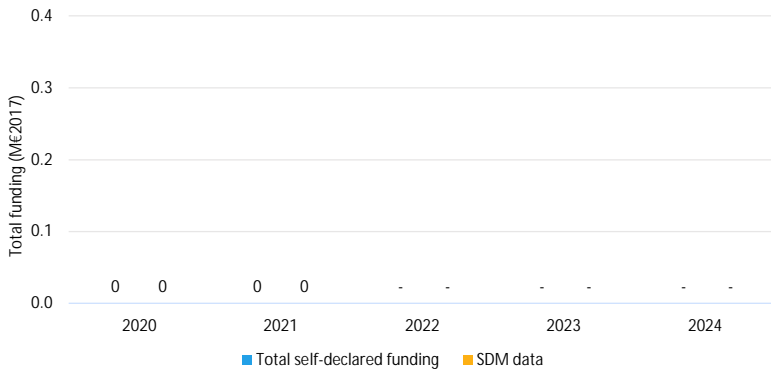
PUBLIC FUNDING GRANTED FOR TOTAL CAPEX (CEF/TEN-T)

LUXEMBOURG | ANA LUX

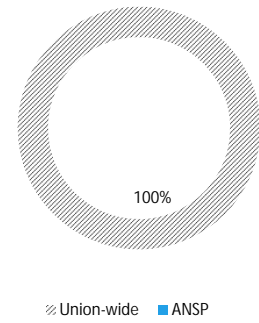
Actual funding declaration (M€ <sub>2017</sub> )	2020	2021	2022	2023	2024	RP3 to date
<b>Total funding declared</b>	<b>0</b>	<b>0</b>	-	-	-	<b>0</b>
<b>En route funding declared</b>	<b>0</b>	<b>0</b>	-	-	-	<b>0</b>
<i>En route funding that could not be assigned to a specific investment</i>	0	0	-	-	-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

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</b>	-	-	-	<b>0</b>
Total included in the funding declaration (reporting tables)	0	0	-	-	-	0
SDM Payment	0	0	-	-	-	0



Declared funding in 2021 (M€2017)



Luxembourg did not report any funding in the combined year 2020/2021.

The draft performance plan of Malta is currently under revision. Malta underspent -1.7M€<sub>2017</sub> (-22%) in costs related to investments for en route and terminal in the combined year 2020/2021 compared to determined costs. However, reporting tables indicate that Malta underspent -1.09M€<sub>2017</sub> (-15%) 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.

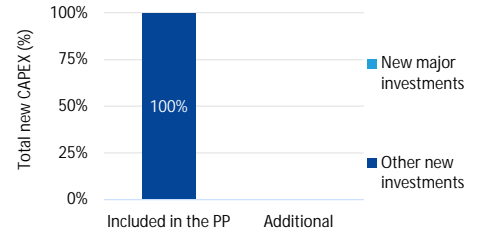
**CAPEX FOR NEW INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN**

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>)**

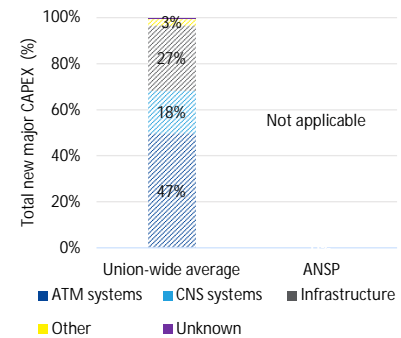
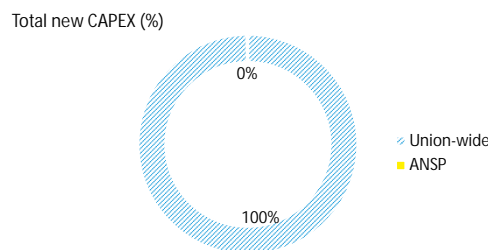
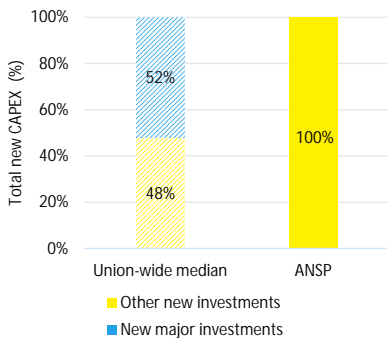
RP3

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

**New CAPEX: 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 (31%), CNS systems (21%), infrastructure (24%), Other (21%), unknown (1%).

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.

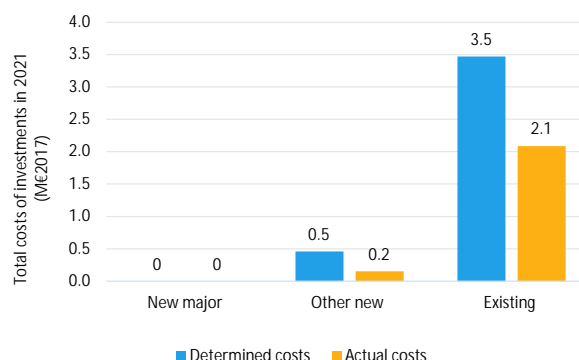
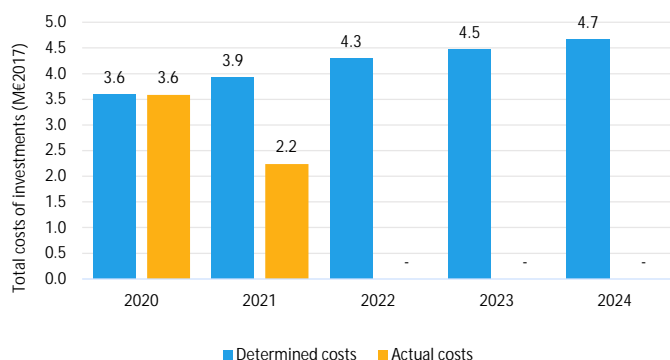
## COSTS RELATED TO INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN

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>7.52</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>0.57</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>8%</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>6.94</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>92%</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>5.83</b>
<b>New major Investments</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>
<b>Other new Investments</b>	<b>0.11</b>	<b>0.15</b>	-	-	-	<b>0.27</b>
<i>% Other new investments in total costs of investments</i>	<i>3%</i>	<i>7%</i>	-	-	-	<i>5%</i>
<b>Existing Investments</b>	<b>3.47</b>	<b>2.09</b>	-	-	-	<b>5.56</b>
<i>% Existing investments in total costs of investments</i>	<i>97%</i>	<i>93%</i>	-	-	-	<i>95%</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>(1.69)</b>
<b>New major Investments</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>
<b>Other new Investments</b>	<b>0</b>	<b>(0.30)</b>	-	-	-	<b>(0.30)</b>
<i>% change of actual with respect to determined</i>	<i>0%</i>	<i>-67%</i>	-	-	-	<i>-53%</i>
<b>Existing Investments</b>	<b>0</b>	<b>(1.38)</b>	-	-	-	<b>(1.38)</b>
<i>% change of actual with respect to determined</i>	<i>0%</i>	<i>-40%</i>	-	-	-	<i>-20%</i>



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.

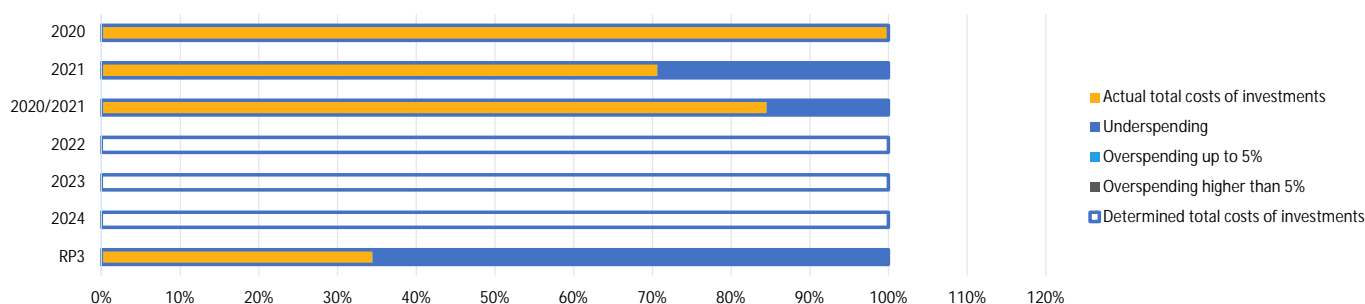
## COSTS RELATED TO INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN

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>5.98</b>
Depreciation	2.42	2.75	5.17	2.97	2.03	2.17	5.17
Cost of capital	0.40	0.40	0.81	0.49	0.52	0.54	0.81
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>2.23</b>	<b>5.05</b>	-	-	-	<b>5.05</b>
Depreciation	2.42	1.91	4.33	-	-	-	4.33
Cost of capital	0.40	0.32	0.72	-	-	-	0.72
Cost of leasing	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>(0.93)</b>	<b>(0.93)</b>	-	-	-	<b>(0.93)</b>
Depreciation	0	(0.84)	(0.84)	-	-	-	(0.84)
Cost of capital	0	(0.09)	(0.09)	-	-	-	(0.09)
Cost of leasing	0	0	0	-	-	-	0



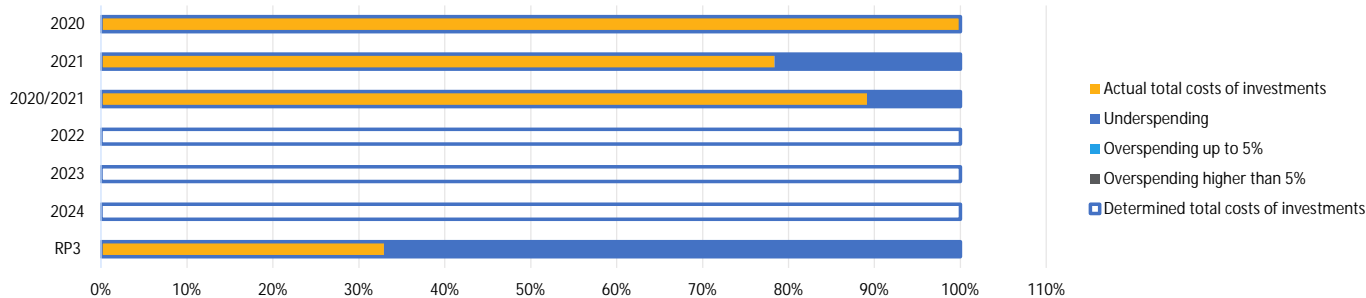
## COSTS RELATED TO INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN

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>1.54</b>
Depreciation	0.68	0.69	1.37	0.74	0.76	0.80	1.37
Cost of capital	0.08	0.08	0.17	0.10	0.11	0.11	0.17
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>0.60</b>	<b>1.37</b>	-	-	-	<b>1.37</b>
Depreciation	0.68	0.54	1.22	-	-	-	1.22
Cost of capital	0.08	0.06	0.15	-	-	-	0.15
Cost of leasing	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>(0.17)</b>	<b>(0.17)</b>	-	-	-	<b>(0.17)</b>
Depreciation	0	(0.15)	(0.15)	-	-	-	(0.15)
Cost of capital	0	(0.02)	(0.02)	-	-	-	(0.02)
Cost of leasing	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.

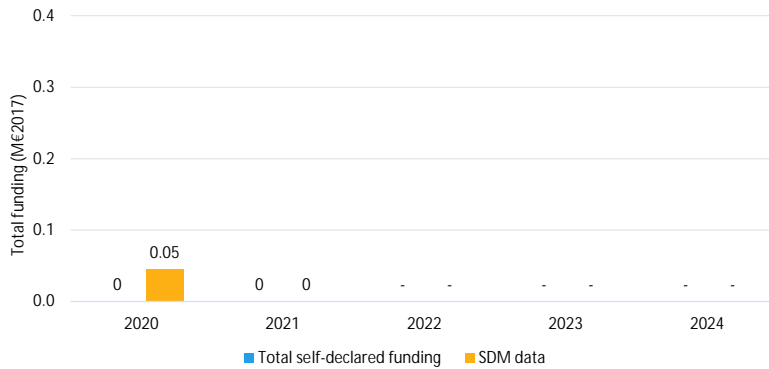
Malta underspent -1.09M€<sub>2017</sub> in costs related to investments (-0.93M€<sub>2017</sub> in en route and -0.17M€<sub>2017</sub> in terminal) in the combined year 2020/2021. These amounts should be reimbursed to the airspace users through a reduction of the unit rate, according to article 28 of Regulation (EU) 2019/317.

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

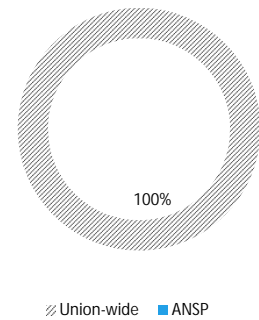
MALTA | MATS

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

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</b>	-	-	-	<b>(0.05)</b>
Total included in the funding declaration (reporting tables)	0	0	-	-	-	0
SDM Payment	0.05	0	-	-	-	0.05



Declared funding in 2021 (M€2017)





6.20 MUAC

The draft performance plan of FABEC is currently under revision. MUAC underspent -1.4M€<sub>2017</sub> (-8.6%) in the combined year 2020/2021 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.

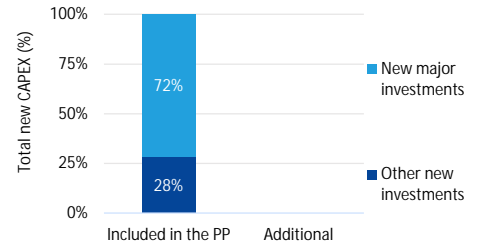
CAPEX FOR NEW INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN

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%

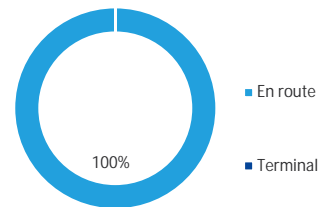


Determined CAPEX: en route and terminal (M€<sub>2017</sub>)

RP3

Total CAPEX for new major investments	91.62	% of total
En route	91.62	100%
Terminal	0	0%

Total CAPEX of new major investments (%)

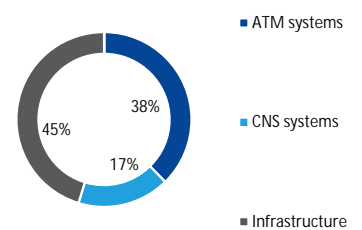


Determined CAPEX by type of investment (M€<sub>2017</sub>)

RP3

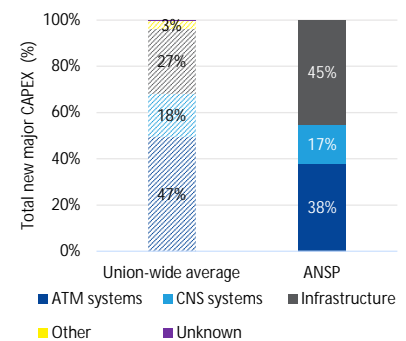
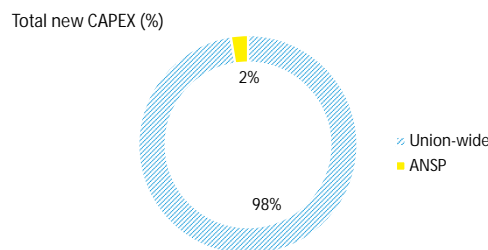
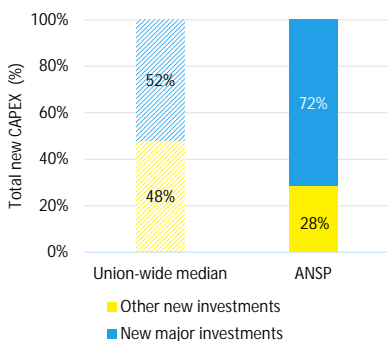
Total CAPEX for new major investments	91.62	% of total
ATM systems	34.50	38%
CNS systems	15.64	17%
Infrastructure	41.48	45%
Other	0	0%
Unknown	0	0%

Total CAPEX of new major investments (%)



New CAPEX: 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 (31%), CNS systems (21%), infrastructure (24%), Other (21%), unknown (1%).

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.

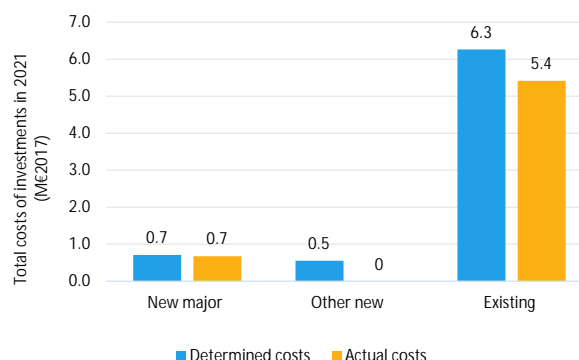
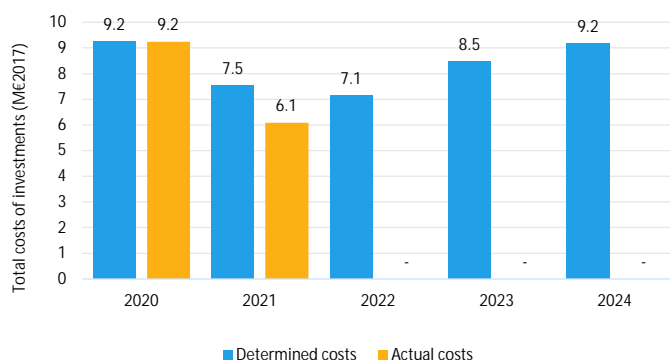
## COSTS RELATED TO INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN

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>16.77</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>1.37</b>
% New major investments in total costs of investments	7%	9%	10%	14%	13%	8%
<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>0.55</b>
% Other new investments in total costs of investments	0%	7%	17%	30%	42%	3%
<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>14.85</b>
% Existing investments in total costs of investments	93%	83%	73%	56%	45%	89%

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>15.33</b>
<b>New major Investments</b>	<b>0.66</b>	<b>0.68</b>	-	-	-	<b>1.34</b>
% New major investments in total costs of investments	7%	11%	-	-	-	9%
<b>Other new Investments</b>	<b>0</b>	<b>0</b>	-	-	-	<b>0</b>
% Other new investments in total costs of investments	0%	0%	-	-	-	0%
<b>Existing Investments</b>	<b>8.58</b>	<b>5.41</b>	-	-	-	<b>13.99</b>
% Existing investments in total costs of investments	93%	89%	-	-	-	91%

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>(1.43)</b>
<b>New major Investments</b>	<b>0</b>	<b>(0.03)</b>	-	-	-	<b>(0.03)</b>
% change of actual with respect to determined	0%	-4%	-	-	-	-2%
<b>Other new Investments</b>	<b>0</b>	<b>(0.55)</b>	-	-	-	<b>(0.55)</b>
% change of actual with respect to determined	0%	0%	-	-	-	-100%
<b>Existing Investments</b>	<b>0</b>	<b>(0.85)</b>	-	-	-	<b>(0.85)</b>
% change of actual with respect to determined	0%	-14%	-	-	-	-6%



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

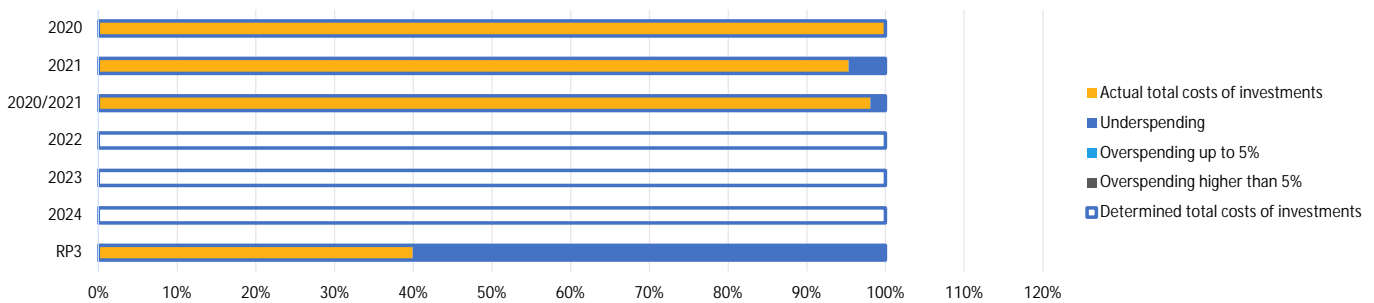
## COSTS RELATED TO INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN

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>7.82</b>	<b>8.45</b>	<b>15.65</b>
Depreciation	9.10	6.17	15.27	6.25	7.47	8.03	15.27
Cost of capital	0.14	0.24	0.38	0.30	0.35	0.41	0.38
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>9.24</b>	<b>6.10</b>	<b>15.35</b>	-	-	-	<b>15.35</b>
Depreciation	9.10	5.92	15.02	-	-	-	15.02
Cost of capital	0.14	0.18	0.33	-	-	-	0.33
Cost of leasing	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>(0.30)</b>	<b>(0.30)</b>	-	-	-	<b>(0.30)</b>
Depreciation	0	(0.25)	(0.25)	-	-	-	(0.25)
Cost of capital	0	(0.05)	(0.05)	-	-	-	(0.05)
Cost of leasing	0	0	0	-	-	-	0

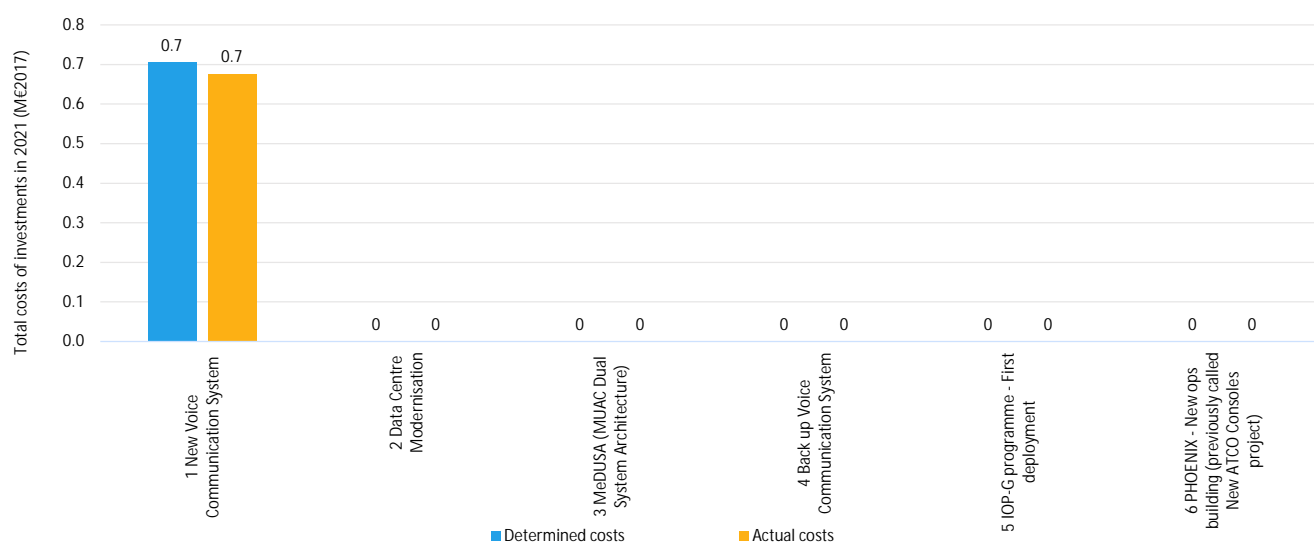


**COSTS BY NEW MAJOR INVESTMENTS** MUAC | MUAC

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>1.37</b>
1 New Voice Communication System	0.66	0.71	0.70	0.69	0.68	1.37
2 Data Centre Modernisation	0	0	0	0.51	0.51	0
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>1.34</b>
1 New Voice Communication System	0.66	0.68	-	-	-	1.34
2 Data Centre Modernisation	0	0	-	-	-	0
3 MeDUSA (MUAC Dual System Architecture)	0	0	-	-	-	0
4 Back up Voice Communication System	0	0	-	-	-	0
5 IOP-G programme - First deployment	0	0	-	-	-	0
6 PHOENIX - New ops building (previously called New ATCO Consoles project)	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>(0.03)</b>
1 New Voice Communication System	0	(0.03)	-	-	-	(0.03)
2 Data Centre Modernisation	0	0	-	-	-	0
3 MeDUSA (MUAC Dual System Architecture)	0	0	-	-	-	0
4 Back up Voice Communication System	0	0	-	-	-	0
5 IOP-G programme - First deployment	0	0	-	-	-	0
6 PHOENIX - New ops building (previously called New ATCO Consoles project)	0	0	-	-	-	0



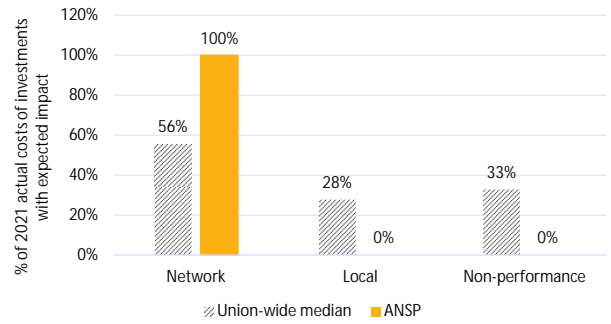
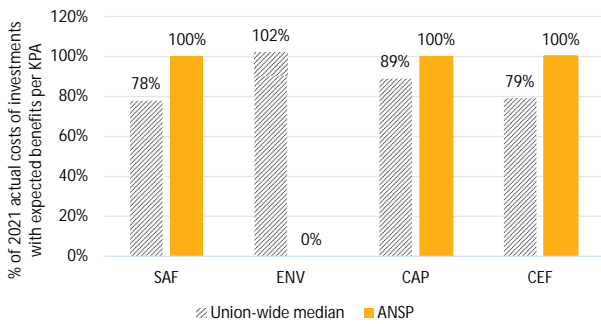
1. Determined costs comprise depreciation costs, cost of capital, and cost of leasing in the performance plans.

EXPECTED BENEFIT AND IMPACT PER NEW MAJOR INVESTMENT

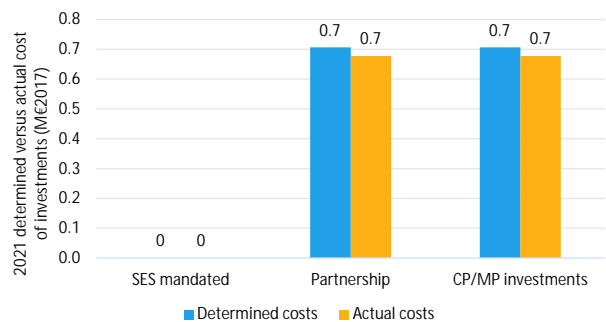
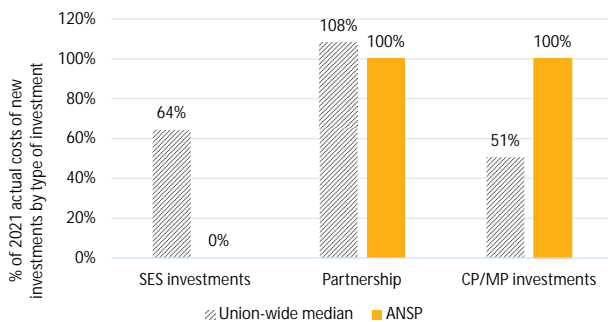
MUAC | MUAC

#	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.

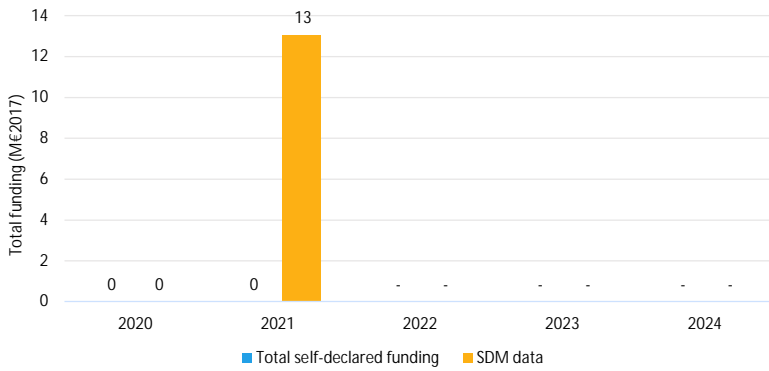
1. EOI date = Date of entry into operation

2. CP/MP = Common Project and Master Plan

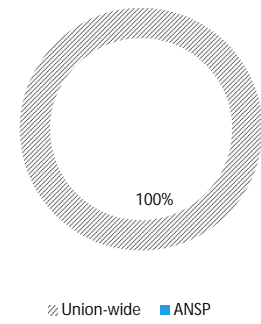
**PUBLIC FUNDING GRANTED FOR TOTAL CAPEX (CEF/TEN-T)** MUAC | MUAC

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

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>(13.06)</b>	-	-	-	<b>(13.06)</b>
Total included in the funding declaration (reporting tables)	0	0	-	-	-	0
SDM Payment	0	13.06	-	-	-	13.06



Declared funding in 2021 (M€2017)



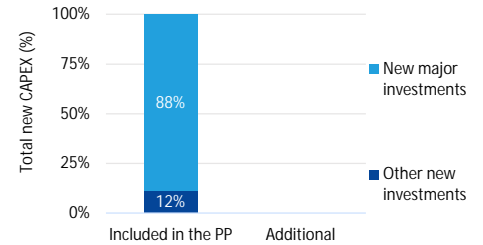
MUAC did not report any funding for the combined year 2020/2021, however SESAR Deployment Manager data indicates a payment of 13M€<sub>2017</sub> in 2021.

The draft performance plan of FABEC is currently under revision. The Netherlands underspent -0.23M€<sub>2017</sub> (-0.5%) in costs related to investments for en route and terminal in the combined year 2020/2021 compared to the determined costs. The Netherlands planned eight new major investments for RP3, all of which have started.

**CAPEX FOR NEW INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN** NETHERLANDS | LVNL

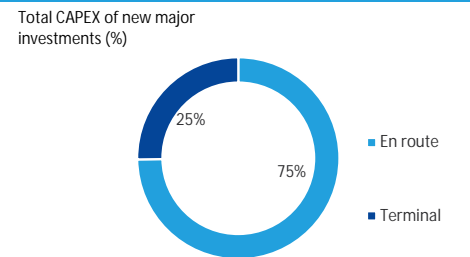
**Determined and additional CAPEX by value of individual investments (M€<sub>2017</sub>)** RP3

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%



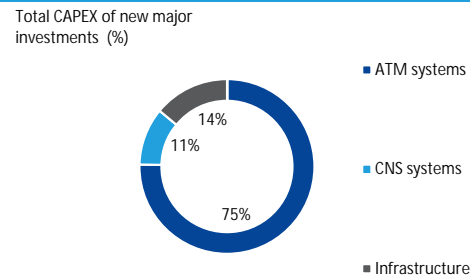
**Determined CAPEX: en route and terminal (M€<sub>2017</sub>)** RP3

Total CAPEX for new major investments	247.97	% of total
En route	185.50	75%
Terminal	62.48	25%

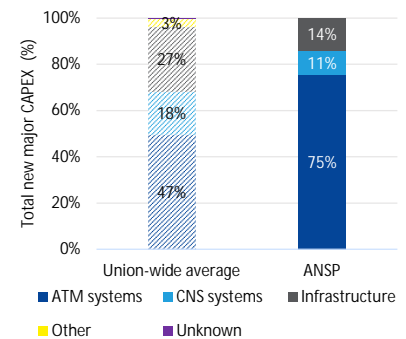
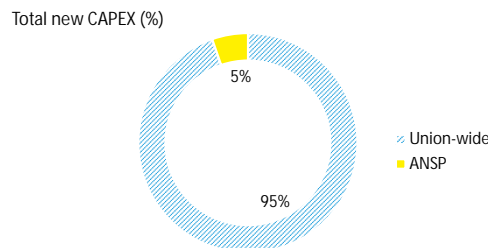
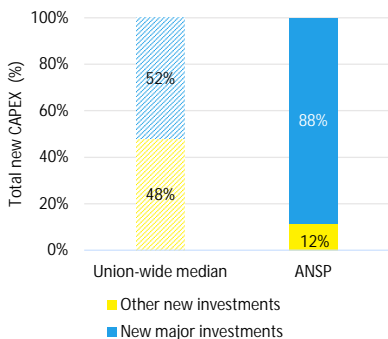


**Determined CAPEX by type of investment (M€<sub>2017</sub>)** RP3

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%



**New CAPEX: 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 (31%), CNS systems (21%), infrastructure (24%), Other (21%), unknown (1%).

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.

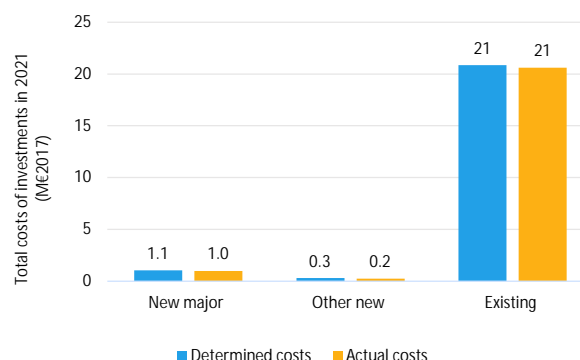
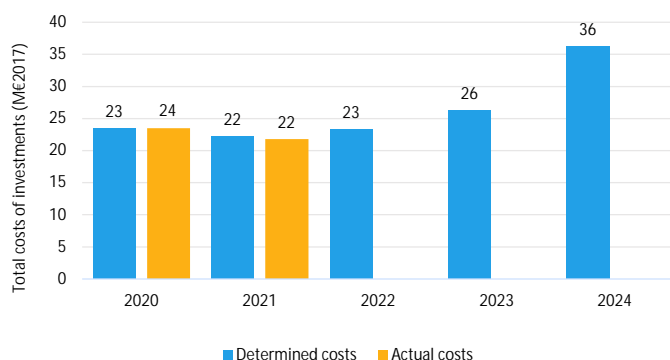
## COSTS RELATED TO INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN

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>45.56</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>5.18</b>
% New major investments in total costs of investments	18%	5%	11%	20%	42%	11%
<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>0.33</b>
% Other new investments in total costs of investments	0%	1%	6%	10%	8%	1%
<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>40.04</b>
% Existing investments in total costs of investments	82%	94%	83%	70%	50%	88%

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>45.32</b>
<b>New major Investments</b>	<b>4.28</b>	<b>0.98</b>	-	-	-	<b>5.25</b>
% New major investments in total costs of investments	18%	4%	-	-	-	12%
<b>Other new Investments</b>	<b>0.05</b>	<b>0.23</b>	-	-	-	<b>0.27</b>
% Other new investments in total costs of investments	0%	1%	-	-	-	1%
<b>Existing Investments</b>	<b>19.20</b>	<b>20.60</b>	-	-	-	<b>39.80</b>
% Existing investments in total costs of investments	82%	94%	-	-	-	88%

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>(0.23)</b>
<b>New major Investments</b>	<b>0.15</b>	<b>(0.08)</b>	-	-	-	<b>0.07</b>
% change of actual with respect to determined	4%	-7%	-	-	-	1%
<b>Other new Investments</b>	<b>0</b>	<b>(0.06)</b>	-	-	-	<b>(0.06)</b>
% change of actual with respect to determined	0%	-20%	-	-	-	-17%
<b>Existing Investments</b>	<b>0</b>	<b>(0.24)</b>	-	-	-	<b>(0.24)</b>
% change of actual with respect to determined	0%	-1%	-	-	-	-1%



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



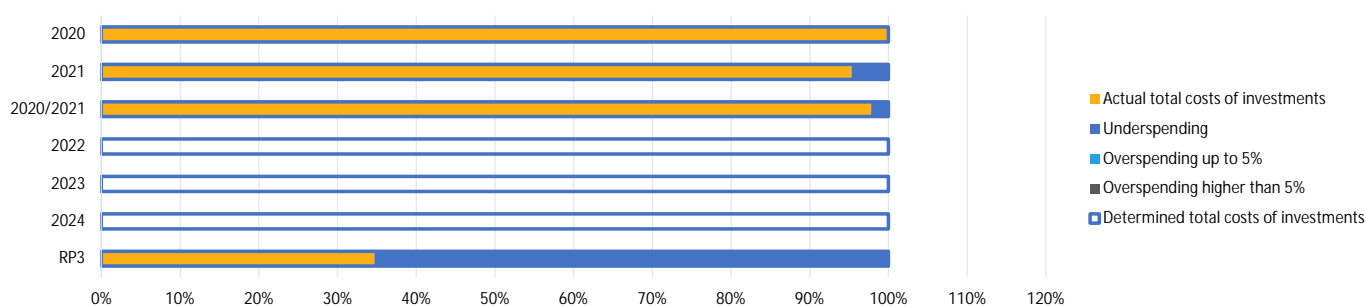
## COSTS RELATED TO INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN

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>33.20</b>
Depreciation	17.14	15.49	32.63	16.18	17.95	24.68	32.63
Cost of capital	0.30	0.27	0.57	0.29	0.58	0.82	0.57
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>17.44</b>	<b>15.02</b>	<b>32.46</b>	-	-	-	<b>32.46</b>
Depreciation	17.14	14.68	31.82	-	-	-	31.82
Cost of capital	0.30	0.34	0.64	-	-	-	0.64
Cost of leasing	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>(0.74)</b>	<b>(0.74)</b>	-	-	-	<b>(0.74)</b>
Depreciation	0	(0.81)	(0.81)	-	-	-	(0.81)
Cost of capital	0	0.07	0.07	-	-	-	0.07
Cost of leasing	0	0	0	-	-	-	0



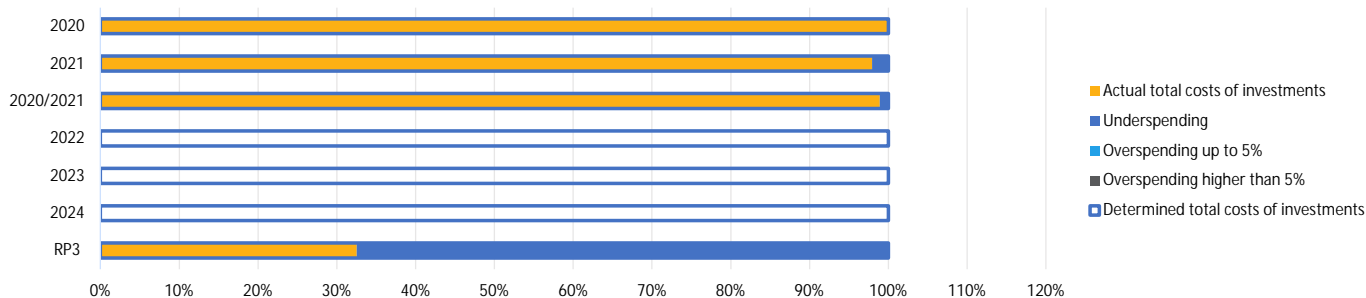
## COSTS RELATED TO INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN

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>12.36</b>
Depreciation	5.80	6.30	12.10	6.62	7.42	10.37	12.10
Cost of capital	0.13	0.12	0.25	0.14	0.29	0.41	0.25
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>5.94</b>	<b>6.29</b>	<b>12.22</b>	-	-	-	<b>12.22</b>
Depreciation	5.80	6.14	11.94	-	-	-	11.94
Cost of capital	0.13	0.15	0.28	-	-	-	0.28
Cost of leasing	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>(0.13)</b>
Depreciation	0	(0.16)	(0.16)	-	-	-	(0.16)
Cost of capital	0	0.03	0.03	-	-	-	0.03
Cost of leasing	0	0	0	-	-	-	0



The Netherlands underspent -0.87M€<sub>2017</sub> in costs related to investments (-0.74M€<sub>2017</sub> in en route and -0.13M€<sub>2017</sub> in terminal) in the combined year 2020/2021. These amounts should be reimbursed to the airspace users through a reduction of the unit rate, according to article 28 of Regulation (EU) 2019/317.

The difference between the monitoring report and reporting tables is due to the update of the reporting tables used for the revision of the draft performance plan, July 2022.

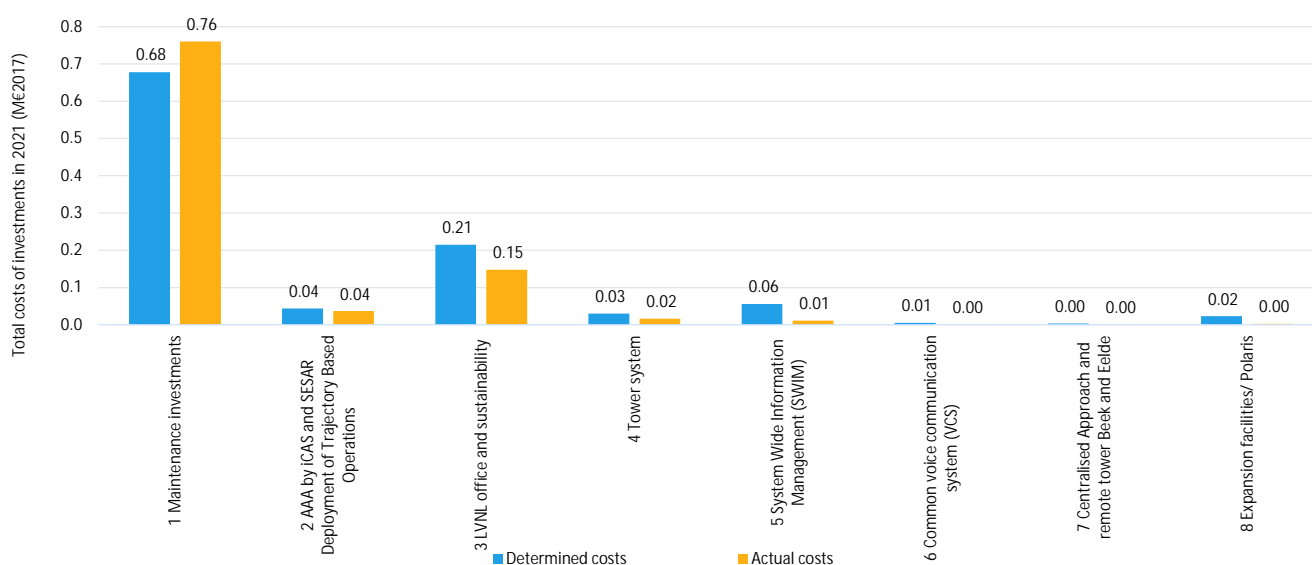
## COSTS BY NEW MAJOR INVESTMENTS

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>5.18</b>
1 Maintenance investments	1.15	0.68	1.25	3.18	4.49	1.83
2 Replacement of AAA by iCAS and SESAR Deployment of Trajectory Based Operat	1.09	0.04	0.05	0.09	7.47	1.14
3 LVNL office and sustainability	0.03	0.21	0.49	0.56	0.89	0.24
4 Tower system	1.26	0.03	0.24	0.22	0.20	1.29
5 System Wide Information Management (SWIM)	0.58	0.06	0.08	0.34	0.77	0.64
6 Common voice communication system (VCS)	0	0.01	0.31	0.72	0.70	0.01
7 Centralised Approach and remote tower Beek and Eelde	0	0.00	0.03	0.03	0.61	0.00
8 Expansion facilities/ Polaris	0.02	0.02	0.02	0.02	0.02	0.04

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>5.25</b>
1 Maintenance investments	1.30	0.76	-	-	-	2.06
2 Replacement of AAA by iCAS and SESAR Deployment of Trajectory Based Operat	1.09	0.04	-	-	-	1.13
3 LVNL office and sustainability	0.03	0.15	-	-	-	0.18
4 Tower system	1.26	0.02	-	-	-	1.28
5 System Wide Information Management (SWIM)	0.58	0.01	-	-	-	0.59
6 Common voice communication system (VCS)	0	0.00	-	-	-	0.00
7 Centralised Approach and remote tower Beek and Eelde	0	0.00	-	-	-	0.00
8 Expansion facilities/ Polaris	0.02	0.00	-	-	-	0.02

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>(0.08)</b>	-	-	-	<b>0.07</b>
1 Maintenance investments	0.15	0.08	-	-	-	0.23
2 Replacement of AAA by iCAS and SESAR Deployment of Trajectory Based Operat	(0.00)	(0.01)	-	-	-	(0.01)
3 LVNL office and sustainability	0	(0.07)	-	-	-	(0.07)
4 Tower system	0	(0.01)	-	-	-	(0.01)
5 System Wide Information Management (SWIM)	0	(0.05)	-	-	-	(0.05)
6 Common voice communication system (VCS)	0	(0.00)	-	-	-	(0.00)
7 Centralised Approach and remote tower Beek and Eelde	0	(0.00)	-	-	-	(0.00)
8 Expansion facilities/ Polaris	0	(0.02)	-	-	-	(0.02)



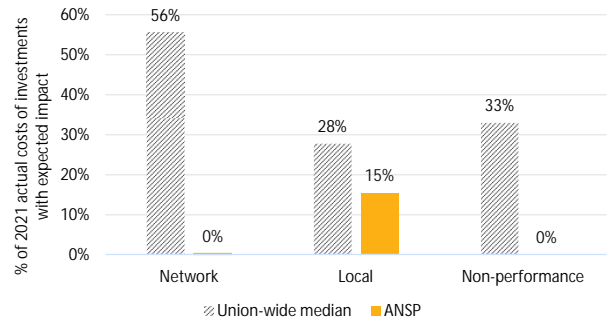
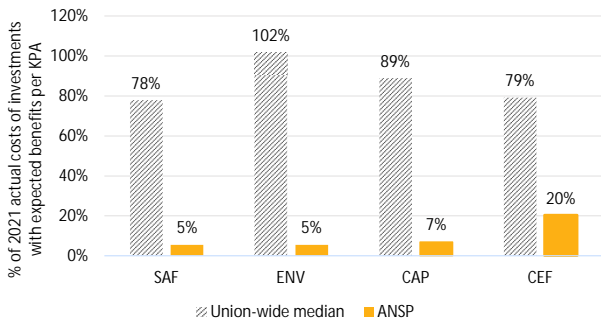
1. Determined costs comprise depreciation costs, cost of capital, and cost of leasing in the performance plans.

EXPECTED BENEFIT AND IMPACT PER NEW MAJOR INVESTMENT

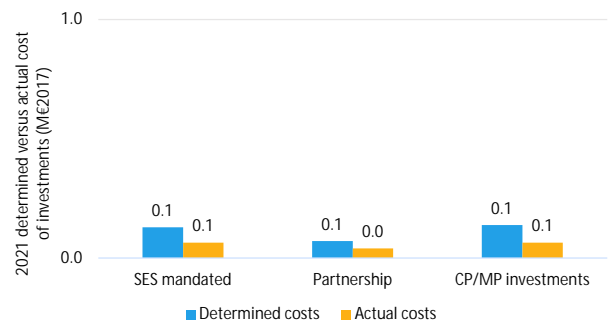
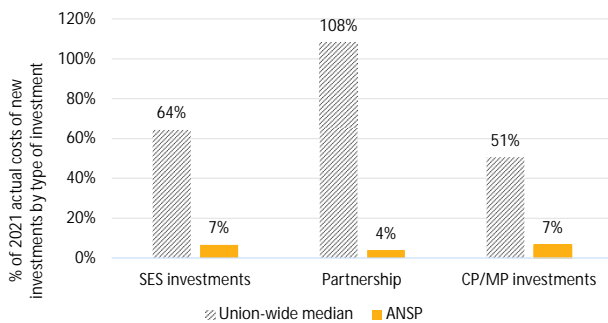
NETHERLANDS | LVNL

#	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	CP/ MP <sup>2</sup>
1	Maintenance investments	2020-2024	Started	No	No	Yes	-
2	Replacement of AAA by iCAS and SESAR Deployment of Trajectory Based Oper.	2023	Started	Yes	Yes	Yes	CP
3	LVNL office and sustainability	2020-2024	Started	No	No	No	-
4	Tower system	2020-2024	Started	Yes	No	Yes	CP
5	System Wide Information Management (SWIM)	2020-2024	Started	Yes	No	Yes	CP
6	Common voice communication system (VCS)	2022	Started	No	Yes	Yes	MP
7	Centralised Approach and remote tower Beek and Eelde	2024	Started	No	No	Yes	MP
8	Expansion facilities/ Polaris	2019-2024	Started	No	Yes	No	-



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

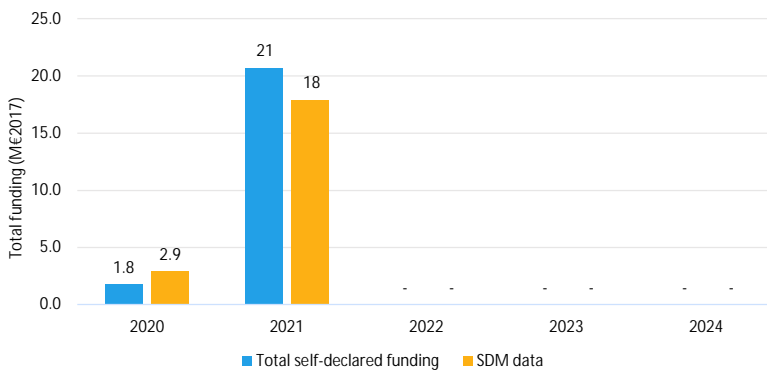
1. EOI date = Date of entry into operation

2. CP/MP = Common Project and Master Plan

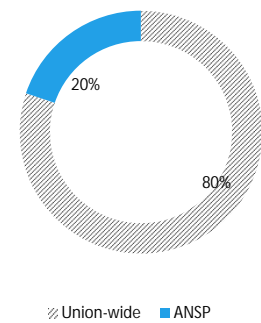
## PUBLIC FUNDING GRANTED FOR TOTAL CAPEX (CEF/TEN-T)

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>22.46</b>
<b>En route funding declared</b>	<b>2.02</b>	<b>18.95</b>	-	-	-	<b>20.97</b>
<i>En route funding that could not be assigned to a specific investment</i>	<i>(0.89)</i>	<i>18.95</i>	-	-	-	<i>18.06</i>
<i>Replacement of AAA by iCAS and SESAR Deployment of TBO</i>	<i>2.91</i>	<i>15.53</i>	-	-	-	<i>18.45</i>
<i>System Wide Information Management (SWIM)</i>	<i>0</i>	<i>0.27</i>	-	-	-	<i>0.27</i>
<b>Terminal funding</b>	<b>(0.25)</b>	<b>1.74</b>	-	-	-	<b>1.49</b>
<i>Terminal funding that could not be assigned to a specific investment</i>	<i>(0.25)</i>	<i>1.74</i>	-	-	-	<i>(0.25)</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>(1.14)</b>	<b>2.80</b>	-	-	-	<b>1.66</b>
Total included in the funding declaration (reporting tables)	1.77	20.69	-	-	-	22.46
SDM Payment	2.91	17.89	-	-	-	20.80



Declared funding in 2021 (M€2017)



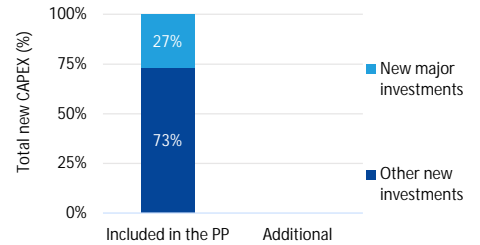
The Netherlands reported 22M€<sub>2017</sub> funding in the combined year 2020/2021. The funding was awarded for 18 different projects. Some of these projects could be directly linked to the investments "System Wide Information Management (SWIM)" and "Replacement of AAA by iCAS and SESAR Deployment of Trajectory Based Operations". SESAR Deployment Manager data indicates a payment of 21M€<sub>2017</sub> in the combined year 2020/2021.

Norway overspent +0.4M€<sub>2017</sub> (+1.0%) in costs related to investments in the combined year 2020/2021 compared to the determined costs. Norway planned two new major investments for RP3, one of which has started and one is expected to start in 2023.

**CAPEX FOR NEW INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN** NORWAY | Avinor

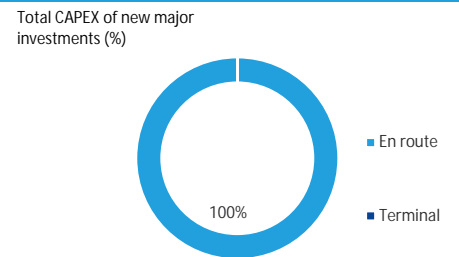
**Determined and additional CAPEX by value of individual investments (M€<sub>2017</sub>)** RP3

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%



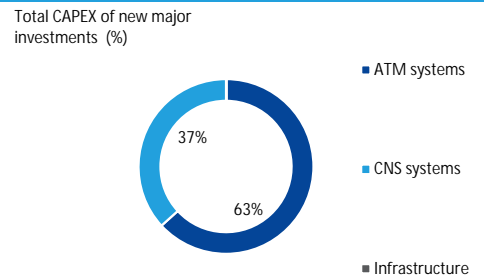
**Determined CAPEX: en route and terminal (M€<sub>2017</sub>)** RP3

Total CAPEX for new major investments	14.38	% of total
En route	14.38	100%
Terminal	0	0%

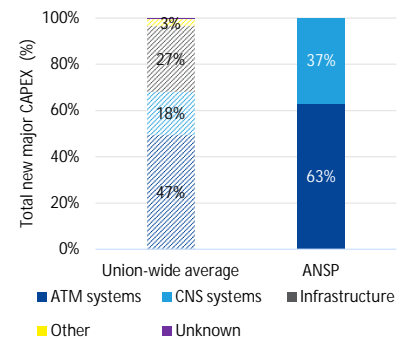
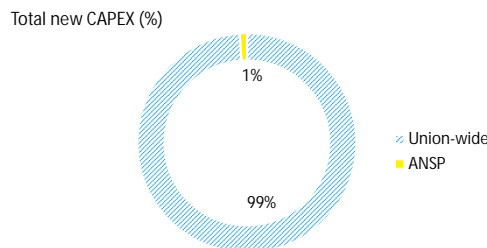
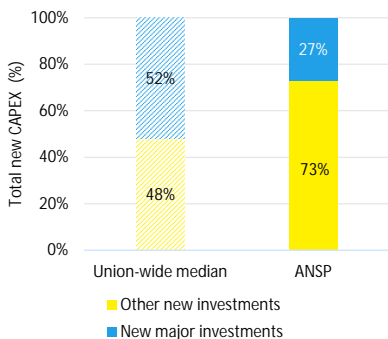


**Determined CAPEX by type of investment (M€<sub>2017</sub>)** RP3

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%



**New CAPEX: 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 (31%), CNS systems (21%), infrastructure (24%), Other (21%), unknown (1%).

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.

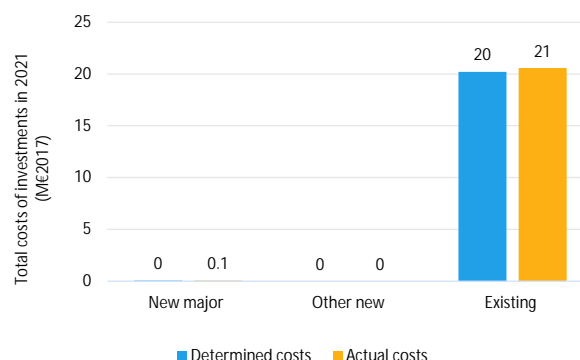
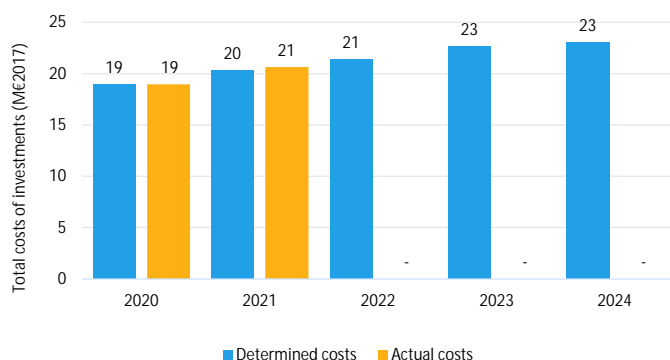
## COSTS RELATED TO INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN

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>39.22</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>0.05</b>
% New major investments in total costs of investments	0%	0%	2%	4%	8%	0%
<b>Other new Investments</b>	<b>0</b>	<b>0</b>	<b>0.72</b>	<b>1.41</b>	<b>2.29</b>	<b>0</b>
% Other new investments in total costs of investments	0%	0%	3%	6%	10%	0%
<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>39.18</b>
% Existing investments in total costs of investments	100%	100%	95%	90%	83%	100%

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>39.60</b>
<b>New major Investments</b>	<b>0</b>	<b>0.05</b>	-	-	-	<b>0.05</b>
% New major investments in total costs of investments	0%	0%	-	-	-	0%
<b>Other new Investments</b>	<b>0</b>	<b>0</b>	-	-	-	<b>0</b>
% Other new investments in total costs of investments	0%	0%	-	-	-	0%
<b>Existing Investments</b>	<b>18.97</b>	<b>20.58</b>	-	-	-	<b>39.55</b>
% Existing investments in total costs of investments	100%	100%	-	-	-	100%

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>0.38</b>
<b>New major Investments</b>	<b>0</b>	<b>0.01</b>	-	-	-	<b>0.01</b>
% change of actual with respect to determined	0%	15%	-	-	-	15%
<b>Other new Investments</b>	<b>0</b>	<b>0</b>	-	-	-	<b>0</b>
% change of actual with respect to determined	0%	0%	-	-	-	0%
<b>Existing Investments</b>	<b>0</b>	<b>0.37</b>	-	-	-	<b>0.37</b>
% change of actual with respect to determined	0%	2%	-	-	-	1%



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

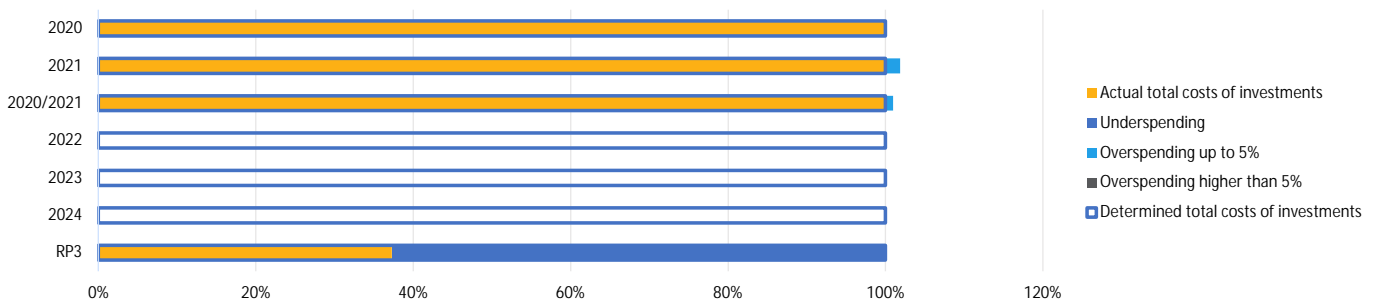
## COSTS RELATED TO INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN

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>39.22</b>
Depreciation	13.02	13.26	26.28	13.44	13.71	13.29	26.28
Cost of capital	5.95	6.99	12.94	7.94	8.93	9.78	12.94
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>39.60</b>
Depreciation	13.02	12.49	25.50	-	-	-	25.50
Cost of capital	5.95	8.15	14.10	-	-	-	14.10
Cost of leasing	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>0.38</b>
Depreciation	0	(0.78)	(0.78)	-	-	-	(0.78)
Cost of capital	0	1.15	1.15	-	-	-	1.15
Cost of leasing	0	0	0	-	-	-	0



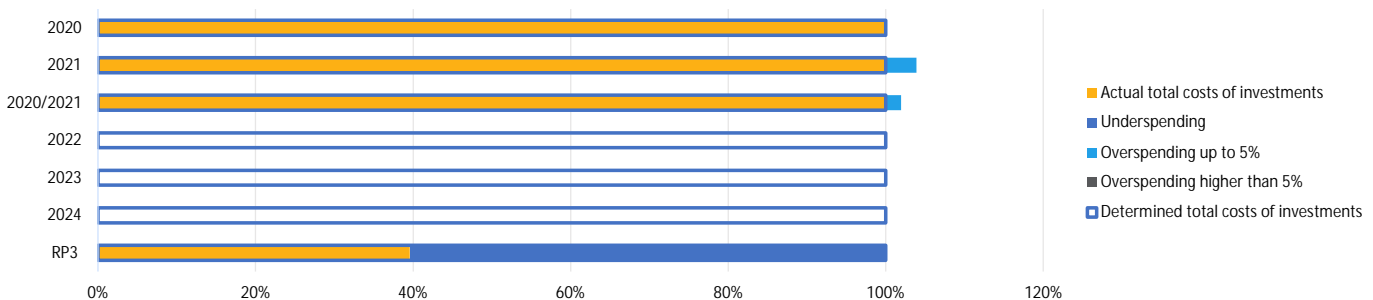
## COSTS RELATED TO INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN

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>14.84</b>
Depreciation	4.27	3.99	8.26	3.83	4.11	4.10	8.26
Cost of capital	3.24	3.34	6.58	3.36	3.75	4.24	6.58
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>15.12</b>
Depreciation	4.27	4.22	8.49	-	-	-	8.49
Cost of capital	3.24	3.39	6.63	-	-	-	6.63
Cost of leasing	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>0.29</b>
Depreciation	0	0.23	0.23	-	-	-	0.23
Cost of capital	0	0.05	0.05	-	-	-	0.05
Cost of leasing	0	0	0	-	-	-	0



## COSTS BY NEW MAJOR INVESTMENTS

NORWAY | Avinor

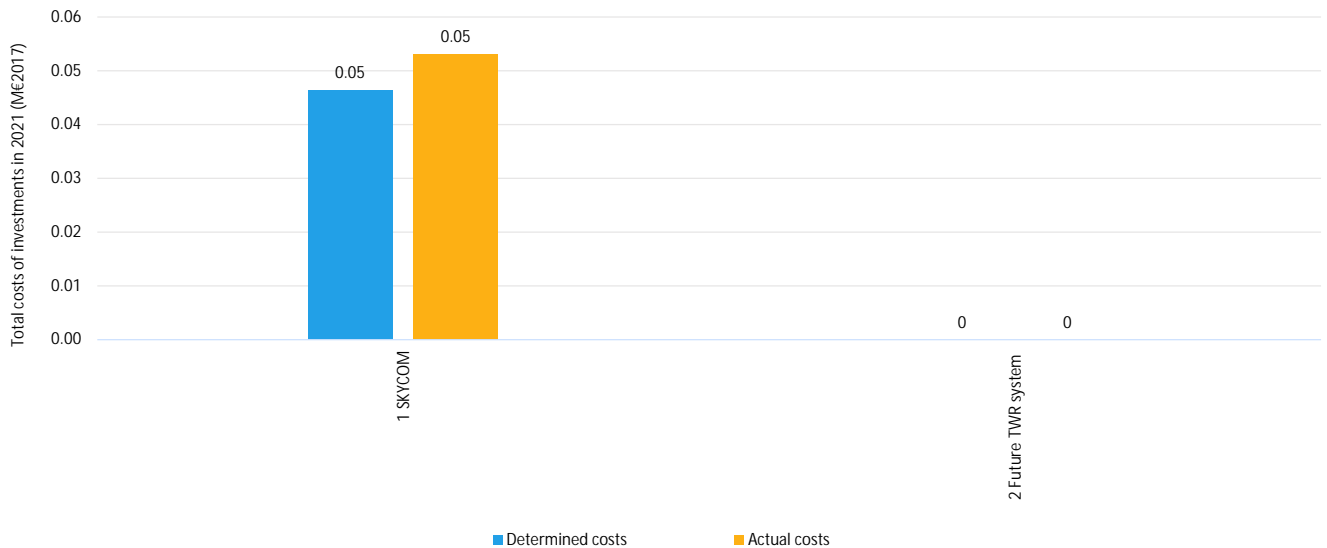
Determined costs (M€ <sub>2017</sub> ) <sup>1</sup>	2020D	2021D	2022D	2023D	2024D	RP3 to date
<b>Total costs of Investments</b>	<b>0</b>	<b>0.05</b>	<b>0.38</b>	<b>0.81</b>	<b>1.74</b>	<b>0.05</b>
1 SKYCOM	0	0.05	0.38	0.78	1.69	0.05
2 Future TWR system	0	0	0	0.03	0.05	0

Actual costs (M€ <sub>2017</sub> )	2020A	2021A	2022A	2023A	2024A	RP3 to date
<b>Total costs of Investments</b>	<b>0</b>	<b>0.05</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>0.05</b>
1 SKYCOM	0	0.05	-	-	-	0.05
2 Future TWR system	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>-</b>	<b>-</b>	<b>-</b>	<b>0.01</b>
1 SKYCOM	0	0.01	-	-	-	0.01
2 Future TWR system	0	0	-	-	-	0



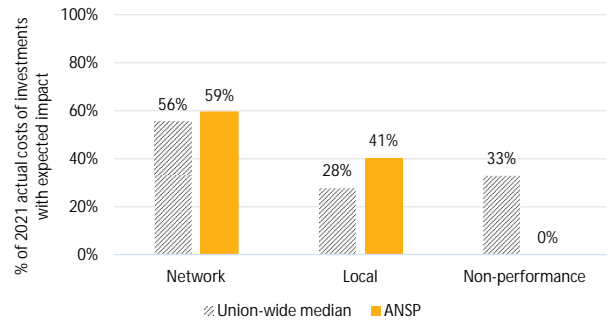
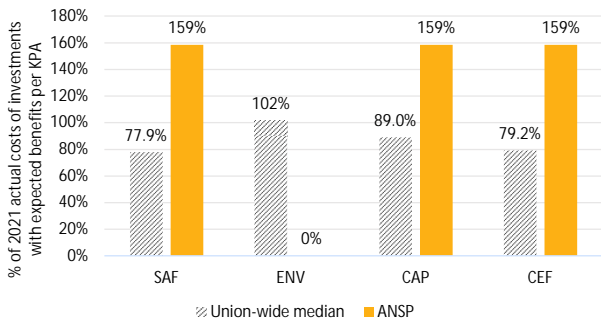
1. Determined costs comprise depreciation costs, cost of capital and cost of leasing in the performance plans.



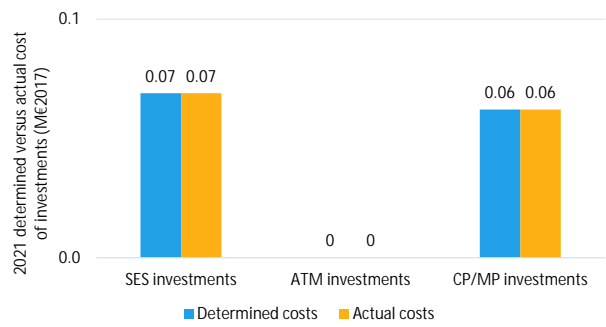
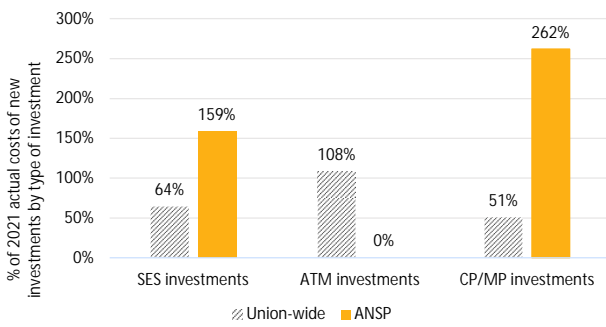
EXPECTED BENEFIT AND IMPACT PER NEW MAJOR INVESTMENT

#	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	
						ATM system	CP/ MP <sup>2</sup>
1	SKYCOM	01/09/2024	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

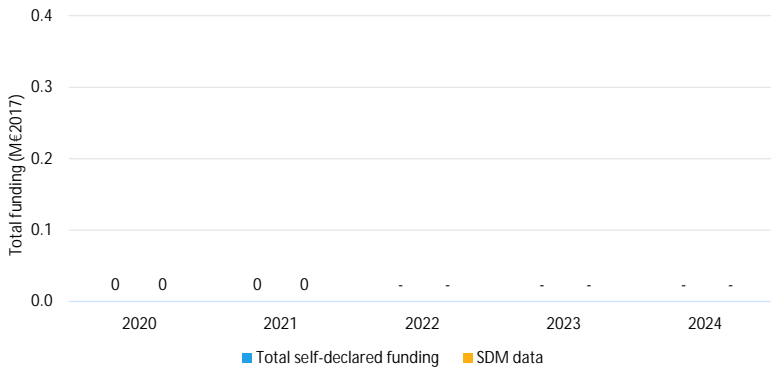
2. CP/MP = Common Project and Master Plan

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

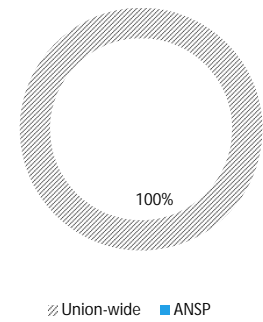
Actual funding declaration (M€ <sub>2017</sub> )	2020	2021	2022	2023	2024	RP3 to date
<b>Total funding declared</b>	<b>0</b>	<b>0</b>	-	-	-	<b>0</b>
<b>En route funding declared</b>	<b>0</b>	<b>0</b>	-	-	-	<b>0</b>
<i>En route funding that could not be assigned to a specific investment</i>	0	0	-	-	-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

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</b>	-	-	-	<b>0</b>
Total included in the funding declaration (reporting tables)	0	0	-	-	-	0
SDM Payment	0	0	-	-	-	0



Declared funding in 2021 (M€2017)



Poland overspent +7.1M€<sub>2017</sub> (+9.8%) in costs related to investments for en route and terminal in the combined year 2020/2021 compared to the determined costs. However, in the reporting tables, Poland reported an overspending of +1.6M€<sub>2017</sub> (+2.2%). The difference is due to new actual values in updated reporting tables. Poland planned 12 new major investments for RP3, 11 of which have started and one is expected to start in 2024.

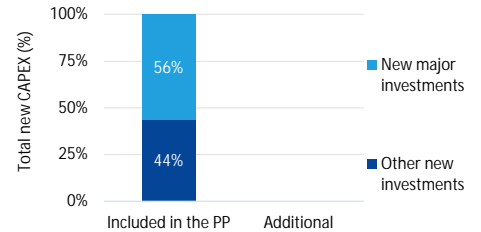
CAPEX FOR NEW INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN

POLAND | PANSa

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

RP3

Total CAPEX for new Investments	217.95	% of total
<b>New major investments (above 5M€ each)<sup>1</sup></b>	<b>122.39</b>	<b>56%</b>
Included in the performance plan	122.39	56%
Additional <sup>2</sup>	0	0%
<b>Other new Investments (below 5M€ each)<sup>3</sup></b>	<b>95.56</b>	<b>44%</b>
Included in the performance plan	95.56	44%
Additional	0	0%

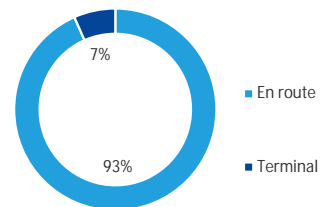


Determined CAPEX: en route and terminal (M€<sub>2017</sub>)

RP3

Total CAPEX for new major investments	122.39	% of total
En route	114.22	93%
Terminal	8.17	7%

Total CAPEX of new major investments (%)

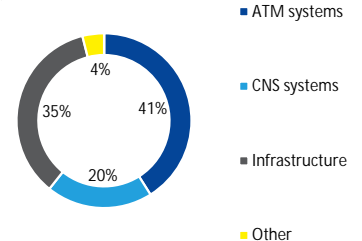


Determined CAPEX by type of investment (M€<sub>2017</sub>)

RP3

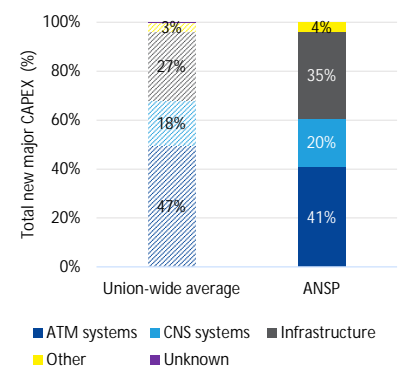
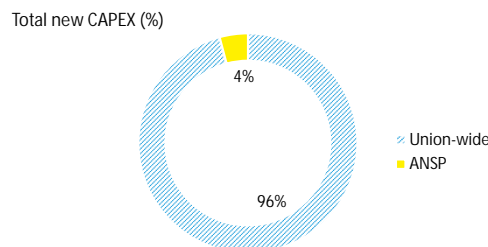
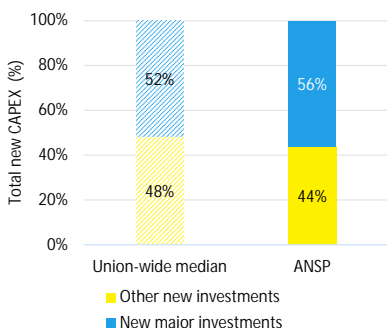
Total CAPEX for new major Investments	122.39	% of total
ATM systems	50.25	41%
CNS systems	24.10	20%
Infrastructure	43.15	35%
Other	4.89	4%
Unknown	0	0%

Total CAPEX of new major investments (%)



New CAPEX: 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.

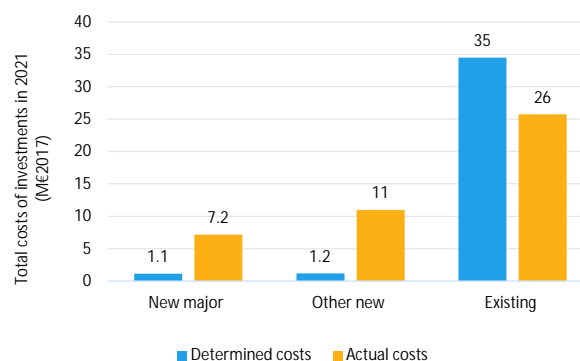
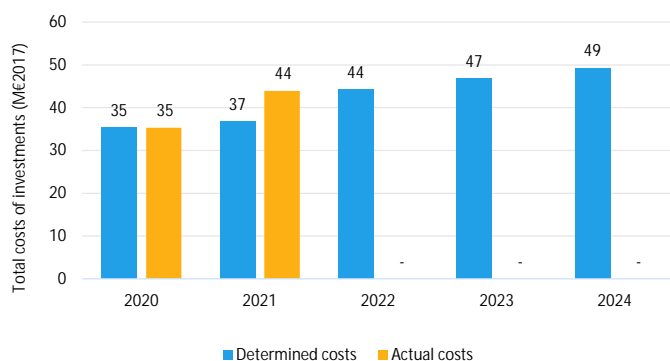
## COSTS RELATED TO INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN

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>72.08</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>1.82</b>
<i>% New major investments in total costs of investments</i>	<i>2%</i>	<i>3%</i>	<i>7%</i>	<i>11%</i>	<i>17%</i>	<i>3%</i>
<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>1.64</b>
<i>% Other new investments in total costs of investments</i>	<i>1%</i>	<i>3%</i>	<i>10%</i>	<i>17%</i>	<i>21%</i>	<i>2%</i>
<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>68.63</b>
<i>% Existing investments in total costs of investments</i>	<i>97%</i>	<i>94%</i>	<i>83%</i>	<i>72%</i>	<i>63%</i>	<i>95%</i>

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>43.90</b>	-	-	-	<b>79.18</b>
<b>New major Investments</b>	<b>0.69</b>	<b>7.18</b>	-	-	-	<b>7.87</b>
<i>% New major investments in total costs of investments</i>	<i>2%</i>	<i>16%</i>	-	-	-	<i>10%</i>
<b>Other new Investments</b>	<b>0.48</b>	<b>10.98</b>	-	-	-	<b>11.46</b>
<i>% Other new investments in total costs of investments</i>	<i>1%</i>	<i>25%</i>	-	-	-	<i>14%</i>
<b>Existing Investments</b>	<b>34.12</b>	<b>25.74</b>	-	-	-	<b>59.85</b>
<i>% Existing investments in total costs of investments</i>	<i>97%</i>	<i>59%</i>	-	-	-	<i>76%</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>7.10</b>	-	-	-	<b>7.10</b>
<b>New major Investments</b>	<b>0</b>	<b>6.06</b>	-	-	-	<b>6.06</b>
<i>% change of actual with respect to determined</i>	<i>0%</i>	<i>539%</i>	-	-	-	<i>333%</i>
<b>Other new Investments</b>	<b>0</b>	<b>9.82</b>	-	-	-	<b>9.82</b>
<i>% change of actual with respect to determined</i>	<i>0%</i>	<i>846%</i>	-	-	-	<i>600%</i>
<b>Existing Investments</b>	<b>0</b>	<b>(8.78)</b>	-	-	-	<b>(8.78)</b>
<i>% change of actual with respect to determined</i>	<i>0%</i>	<i>-25%</i>	-	-	-	<i>-13%</i>



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. The difference is due to new actual values in updated reporting tables.

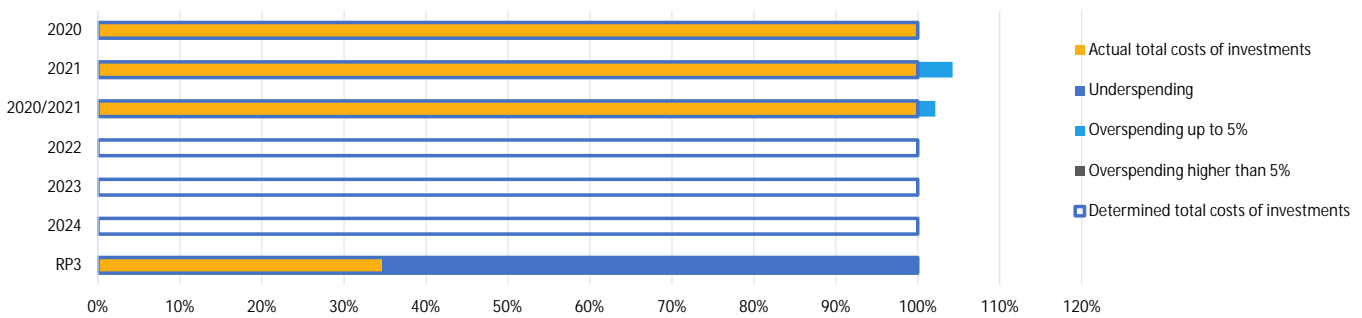
## COSTS RELATED TO INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN

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>61.63</b>
Depreciation	23.17	23.47	46.64	24.64	25.54	26.61	46.64
Cost of capital	5.90	6.20	12.10	11.49	12.92	14.21	12.10
Cost of leasing	1.41	1.48	2.89	1.56	1.63	1.63	2.89

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>30.48</b>	<b>32.48</b>	<b>62.96</b>	-	-	-	<b>62.96</b>
Depreciation	23.17	24.57	47.74	-	-	-	47.74
Cost of capital	5.90	6.48	12.39	-	-	-	12.39
Cost of leasing	1.41	1.42	2.83	-	-	-	2.83

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>1.32</b>	<b>1.32</b>	-	-	-	<b>1.32</b>
Depreciation	0	1.10	1.10	-	-	-	1.10
Cost of capital	0	0.29	0.29	-	-	-	0.29
Cost of leasing	0	(0.06)	(0.06)	-	-	-	(0.06)



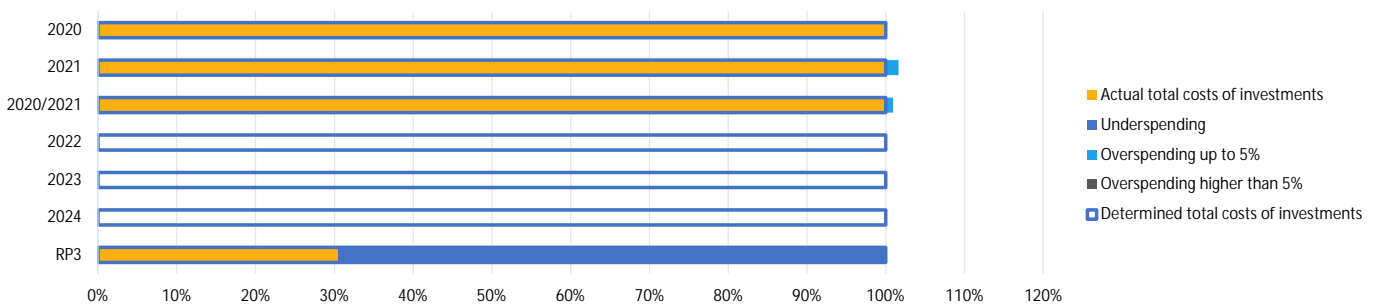
## COSTS RELATED TO INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN

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>2.29</b>
Depreciation	0.76	0.98	1.74	1.07	1.09	1.22	1.74
Cost of capital	0.18	0.23	0.41	0.46	0.52	0.63	0.41
Cost of leasing	0.05	0.09	0.14	0.09	0.10	0.10	0.14

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>2.32</b>
Depreciation	0.76	1.00	1.76	-	-	-	1.76
Cost of capital	0.18	0.24	0.42	-	-	-	0.42
Cost of leasing	0.05	0.09	0.14	-	-	-	0.14

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>
Depreciation	0	0.02	0.02	-	-	-	0.02
Cost of capital	0	0.01	0.01	-	-	-	0.01
Cost of leasing	0	(0.00)	(0.00)	-	-	-	(0.00)



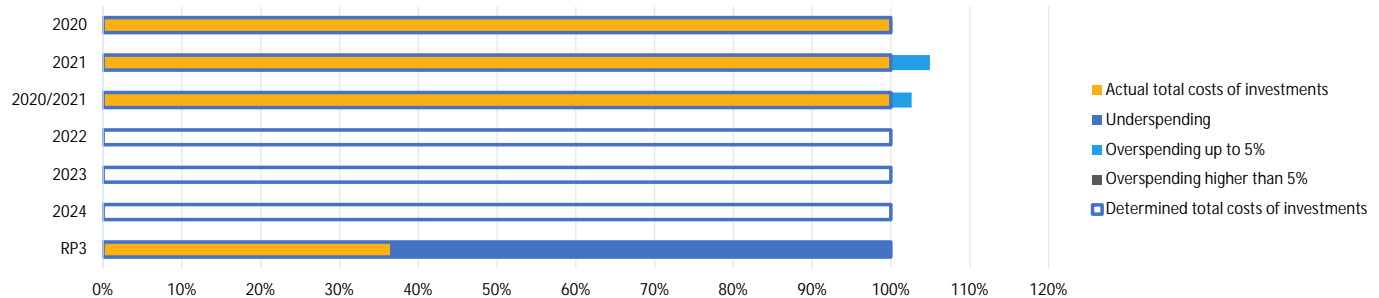
## COSTS RELATED TO INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN

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>8.15</b>
Depreciation	2.90	3.26	6.15	3.20	3.27	3.25	6.15
Cost of capital	0.71	0.79	1.51	1.41	1.43	1.39	1.51
Cost of leasing	0.20	0.29	0.49	0.29	0.29	0.28	0.49

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>8.37</b>
Depreciation	2.90	3.44	6.33	-	-	-	6.33
Cost of capital	0.71	0.84	1.55	-	-	-	1.55
Cost of leasing	0.20	0.28	0.49	-	-	-	0.49

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>0.21</b>
Depreciation	0	0.18	0.18	-	-	-	0.18
Cost of capital	0	0.04	0.04	-	-	-	0.04
Cost of leasing	0	(0.01)	(0.01)	-	-	-	(0.01)



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

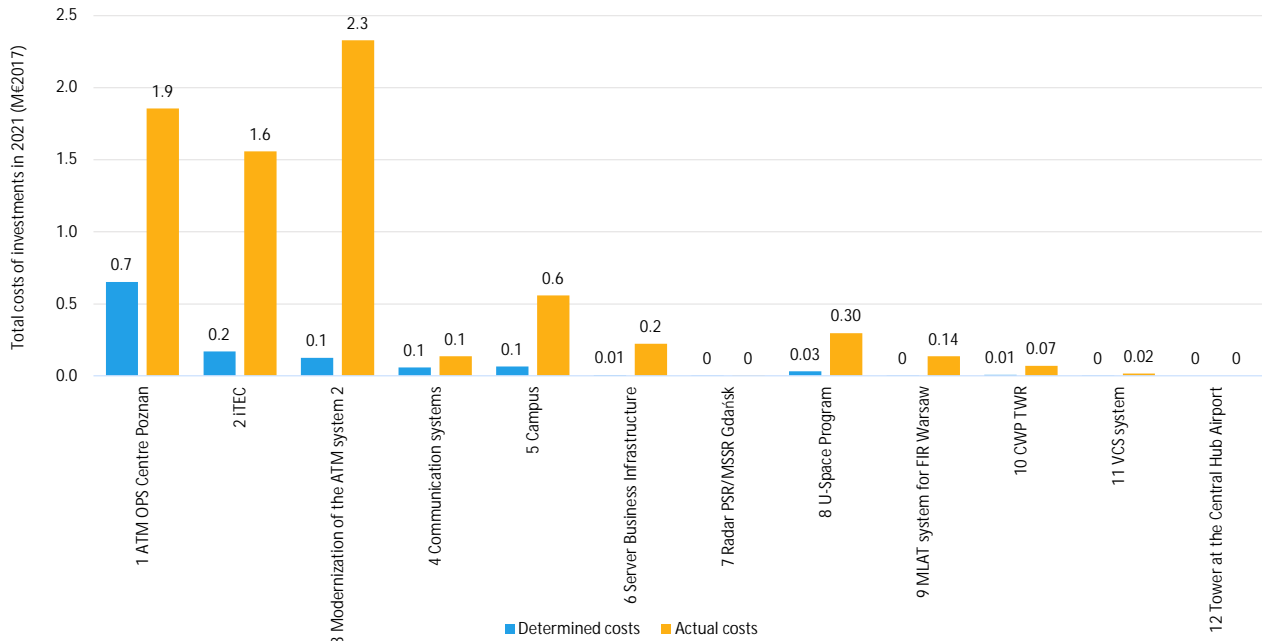
Determined costs (M€ <sub>2017</sub> ) <sup>1</sup>	2020D	2021D	2022D	2023D	2024D	RP3 to date
<b>Total costs of Investments</b>	<b>0.69</b>	<b>1.12</b>	<b>3.11</b>	<b>5.21</b>	<b>8.19</b>	<b>1.82</b>
1 21440701_ATM_OPS_Centre_Poznan	0.48	0.65	1.19	1.19	1.19	1.13
2 03440701_iTEC	0.11	0.17	0.47	0.99	1.37	0.28
3 IT430900_Modernization_of_the_ATM_system_2	0.03	0.13	0.61	0.90	0.88	0.15
4 02440701_Communication_systems	0.01	0.06	0.37	0.65	0.98	0.07
5 01440701_Campus	0.06	0.06	0.12	0.42	1.35	0.12
6 IT430404_Server_Business_Infrastructure	0	0.01	0.11	0.49	0.97	0.01
7 IT430803_Radar_PSR/MSSR_Gdańsk	0.00	0.00	0.02	0.16	0.54	0.00
8 IP470701_U-Space_Program	0.01	0.03	0.11	0.18	0.25	0.04
9 IT440732_MLAT_system_for_FIR_Warsaw	0	0.00	0.02	0.09	0.41	0.00
10 IR470209_CWP_TWR	0.00	0.01	0.07	0.08	0.11	0.01
11 06440701_VCS_system	0	0.00	0.03	0.06	0.14	0.00
12 IT170202_Tower_at_the_Central_Hub_Airport	0	0	0	0	0.00	0

Actual costs (M€ <sub>2017</sub> )	2020A	2021A	2022A	2023A	2024A	RP3 to date
<b>Total costs of Investments</b>	<b>0.69</b>	<b>7.18</b>	-	-	-	<b>7.87</b>
1 21440701_ATM_OPS_Centre_Poznan	0.48	1.86	-	-	-	2.34
2 03440701_iTEC	0.11	1.56	-	-	-	1.66
3 IT430900_Modernization_of_the_ATM_system_2	0.03	2.33	-	-	-	2.36
4 02440701_Communication_systems	0.01	0.14	-	-	-	0.15
5 01440701_Campus	0.06	0.56	-	-	-	0.62
6 IT430404_Server_Business_Infrastructure	0	0.22	-	-	-	0.22
7 IT430803_Radar_PSR/MSSR_Gdańsk	0.00	0.00	-	-	-	0.00
8 IP470701_U-Space_Program	0.01	0.30	-	-	-	0.30
9 IT440732_MLAT_system_for_FIR_Warsaw	0	0.14	-	-	-	0.14
10 IR470209_CWP_TWR	0.00	0.07	-	-	-	0.07
11 06440701_VCS_system	0	0.02	-	-	-	0.02
12 IT170202_Tower_at_the_Central_Hub_Airport	0	0	-	-	-	0

## 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>6.06</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>6.06</b>
1 21440701_ATM_OPS_Centre_Poznan	0	1.20	-	-	-	1.20
2 03440701_iTEC	(0)	1.39	-	-	-	1.39
3 IT430900_Modernization_of_the_ATM_system_2	0	2.20	-	-	-	2.20
4 02440701_Communication_systems	0	0.08	-	-	-	0.08
5 01440701_Campus	(0)	0.49	-	-	-	0.49
6 IT430404_Server_Business_Infrastructure	0	0.22	-	-	-	0.22
7 IT430803_Radar_PSR/MSSR_Gdańsk	0	(0.00)	-	-	-	(0.00)
8 IP470701_U-Space_Program	(0)	0.27	-	-	-	0.27
9 IT440732_MLAT_system_for_FIR_Warsaw	0	0.14	-	-	-	0.14
10 IR470209_CWP_TWR	0	0.06	-	-	-	0.06
11 06440701_VCS_system	0	0.01	-	-	-	0.01
12 IT170202_Tower_at_the_Central_Hub_Airport	0	0	-	-	-	0



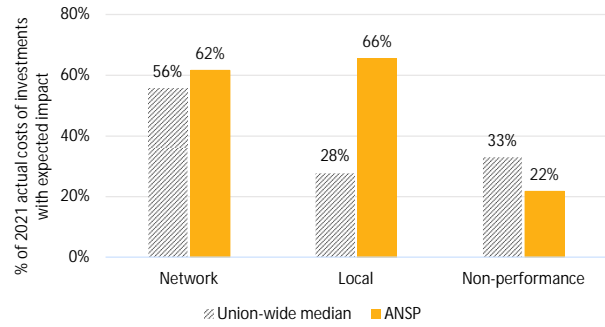
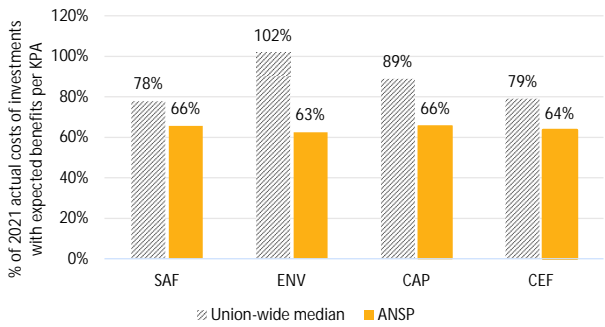
1. Determined costs comprise depreciation costs, cost of capital, and cost of leasing in the performance plans.



EXPECTED BENEFIT AND IMPACT PER NEW MAJOR INVESTMENT

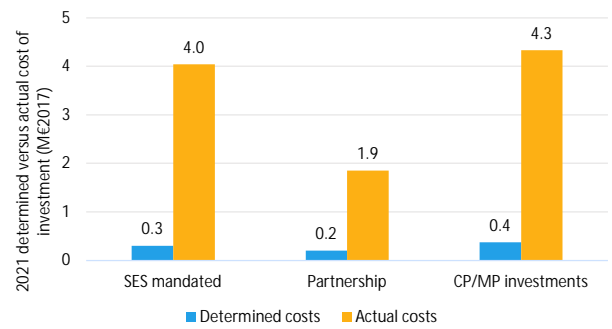
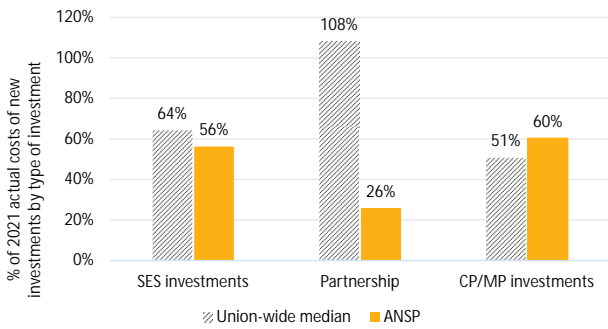
#	New major Investments	Expected benefit per KPA			
		SAF	ENV	CAP	CEF
1	21440701_ATM_OPS_Centre_Poznan	X	X	X	X
2	03440701_iTEC	X	X	X	X
3	IT430900_Modernization_of_the_ATM_system_2				
4	02440701_Communication_systems	X		X	
5	01440701_Campus	X	X	X	X
6	IT430404_Server_Business_Infrastructure	X	X	X	X
7	IT430803_Radar_PSR/MSSR_Gdarisk				
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_Gdarisk			
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

#	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	-



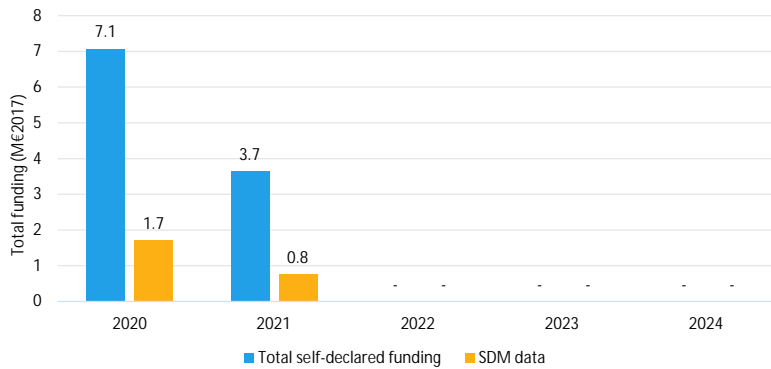
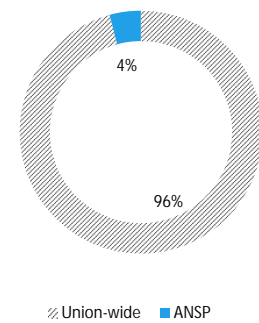
KPAs: SAF = Safety, ENV = Environment, CAP = Capacity, CEF = Cost-efficiency.  
 1. EOI date = Date of entry into operation  
 2. CP/MP = Common Project and Master Plan

## 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>10.74</b>
<b>En route funding declared</b>	<b>6.20</b>	<b>3.23</b>	-	-	-	<b>9.42</b>
<i>En route funding that could not be assigned to a specific investment</i>	<i>6.20</i>	<i>3.23</i>	-	-	-	<i>9.42</i>
<b>Terminal funding</b>	<b>0.89</b>	<b>0.42</b>	-	-	-	<b>1.31</b>
<i>Terminal funding that could not be assigned to a specific investment</i>	<i>0.89</i>	<i>0.42</i>	-	-	-	<i>0.89</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>5.37</b>	<b>2.89</b>	-	-	-	<b>8.26</b>
Total included in the funding declaration (reporting tables)	7.09	3.65	-	-	-	10.74
SDM Payment	1.72	0.76	-	-	-	2.48

Declared funding in 2021 (M€<sub>2017</sub>)

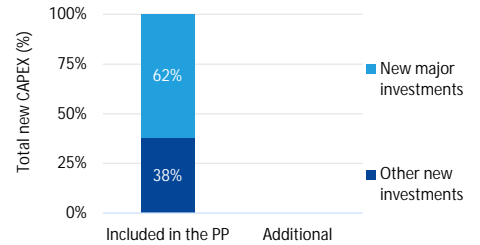
Poland reported 10.7M€<sub>2017</sub> of funding in the combined year 2020/2021 for 28 projects, however none could be linked to a new major investment. SESAR Deployment Manager data indicates a payment of 2.5M€<sub>2017</sub> in the combined year 2020/2021.

Portugal underspent -0.4M€<sub>2017</sub> (-1.6%) in costs related to investments for en route and terminal in the combined year 2020/2021 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

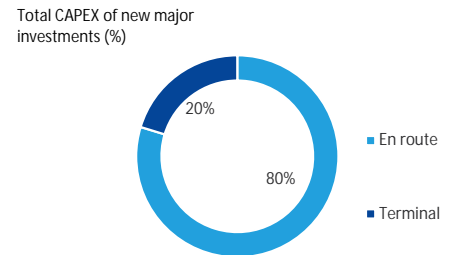
**Determined and additional CAPEX by value of individual investments (M€<sub>2017</sub>)** RP3

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%



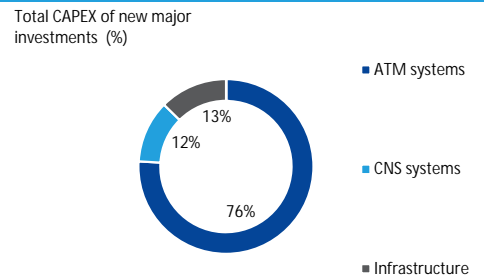
**Determined CAPEX: en route and terminal (M€<sub>2017</sub>)** RP3

Total CAPEX for new major investments	73.02	% of total
En route	58.18	80%
Terminal	14.85	20%

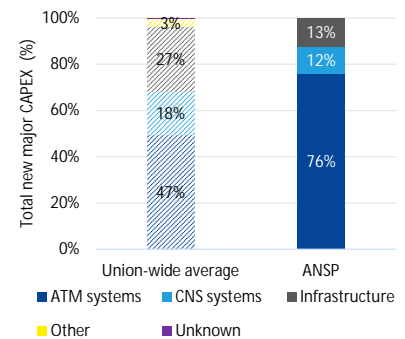
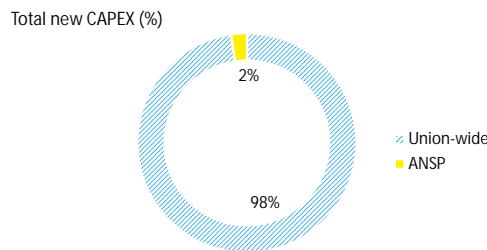
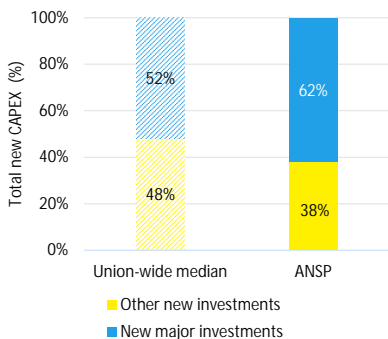


**Determined CAPEX by type of investment (M€<sub>2017</sub>)** RP3

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%



**New CAPEX: 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 (31%), CNS systems (21%), infrastructure (24%), Other (21%), unknown (1%).

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.

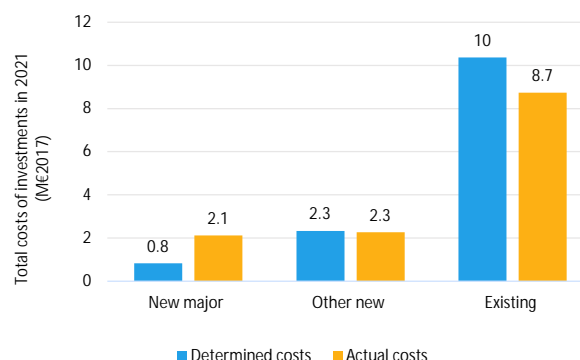
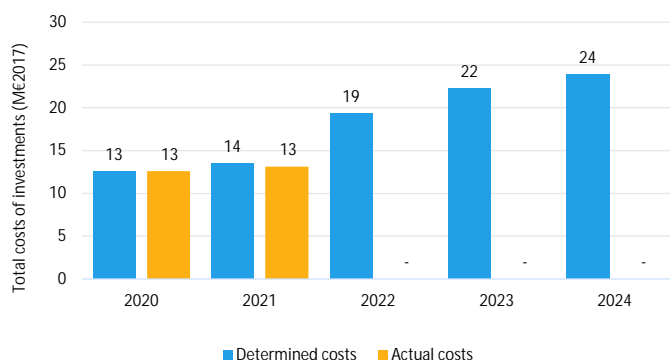
## COSTS RELATED TO INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN

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>26.13</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>0.83</b>
% New major investments in total costs of investments	0%	6%	31%	53%	55%	3%
<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>3.50</b>
% Other new investments in total costs of investments	9%	17%	17%	18%	19%	13%
<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>21.81</b>
% Existing investments in total costs of investments	91%	77%	52%	29%	27%	83%

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>25.73</b>
<b>New major Investments</b>	<b>0</b>	<b>2.12</b>	-	-	-	<b>2.12</b>
% New major investments in total costs of investments	0%	16%	-	-	-	8%
<b>Other new Investments</b>	<b>1.17</b>	<b>2.27</b>	-	-	-	<b>3.44</b>
% Other new investments in total costs of investments	9%	17%	-	-	-	13%
<b>Existing Investments</b>	<b>11.44</b>	<b>8.74</b>	-	-	-	<b>20.17</b>
% Existing investments in total costs of investments	91%	67%	-	-	-	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>(0.41)</b>	-	-	-	<b>(0.41)</b>
<b>New major Investments</b>	<b>0</b>	<b>1.28</b>	-	-	-	<b>1.28</b>
% change of actual with respect to determined	0%	155%	-	-	-	155%
<b>Other new Investments</b>	<b>0</b>	<b>(0.06)</b>	-	-	-	<b>(0.06)</b>
% change of actual with respect to determined	0%	-3%	-	-	-	-2%
<b>Existing Investments</b>	<b>0</b>	<b>(1.63)</b>	-	-	-	<b>(1.63)</b>
% change of actual with respect to determined	0%	-16%	-	-	-	-7%



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

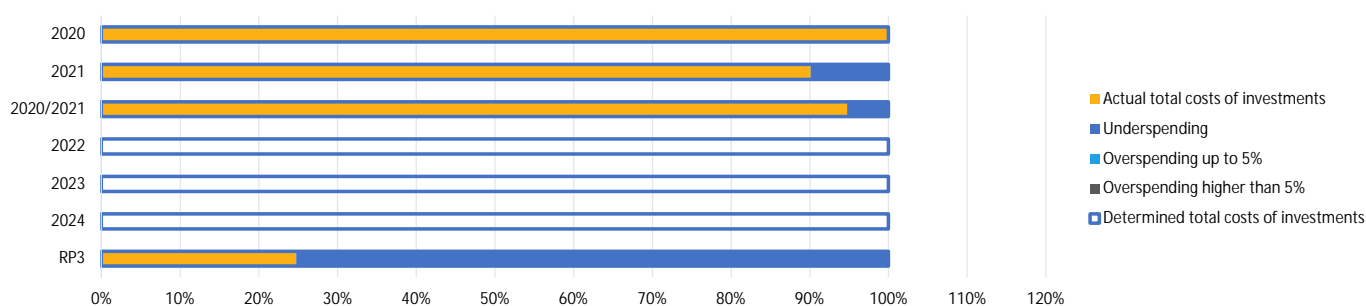
## COSTS RELATED TO INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN

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>18.69</b>
Depreciation	7.61	7.44	15.05	13.23	15.37	16.30	15.05
Cost of capital	1.15	2.49	3.64	2.57	2.80	2.65	3.64
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>17.71</b>
Depreciation	7.61	7.57	15.18	-	-	-	15.18
Cost of capital	1.15	1.38	2.53	-	-	-	2.53
Cost of leasing	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>(0.98)</b>
Depreciation	0	0.13	0.13	-	-	-	0.13
Cost of capital	0	(1.11)	(1.11)	-	-	-	(1.11)
Cost of leasing	0	0	0	-	-	-	0



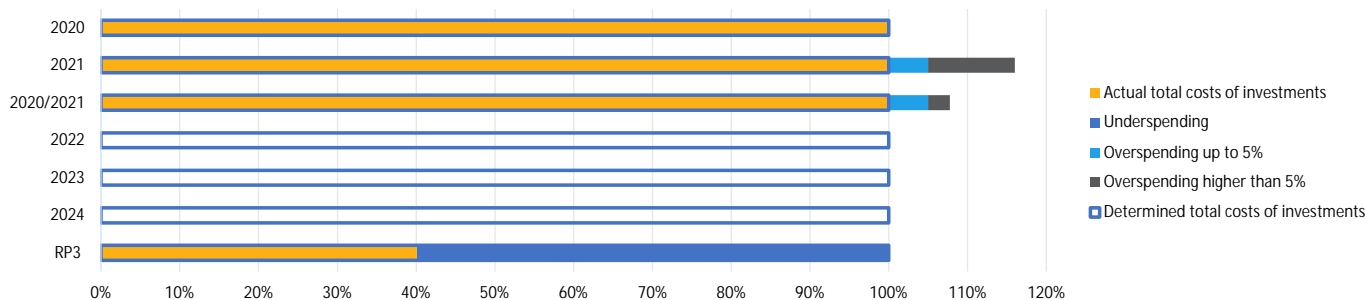
## COSTS RELATED TO INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN

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>7.44</b>
Depreciation	3.11	2.92	6.03	3.01	3.46	4.05	6.03
Cost of capital	0.73	0.67	1.41	0.51	0.66	0.87	1.41
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>8.02</b>
Depreciation	3.11	3.25	6.36	-	-	-	6.36
Cost of capital	0.73	0.92	1.66	-	-	-	1.66
Cost of leasing	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>0.58</b>
Depreciation	0	0.33	0.33	-	-	-	0.33
Cost of capital	0	0.25	0.25	-	-	-	0.25
Cost of leasing	0	0	0	-	-	-	0



Portugal underspent -0.98M€<sub>2017</sub> in costs related to investments in en route in the combined year 2020/2021. This amount should be reimbursed to the airspace users through a reduction of the unit rate, according to article 28 of Regulation (EU) 2019/317.

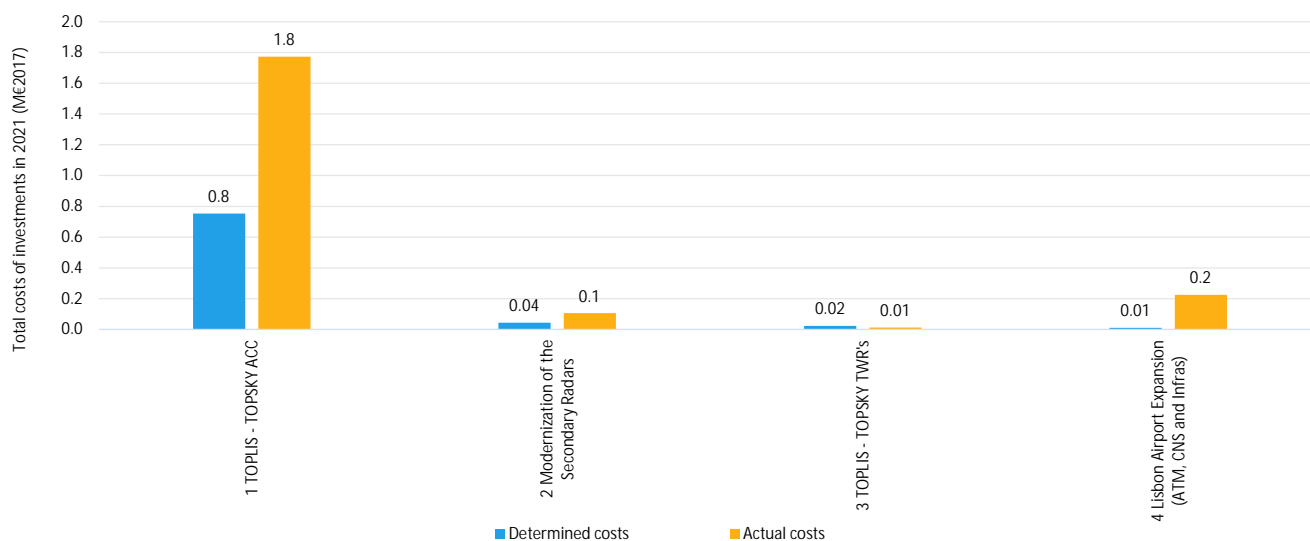
## COSTS BY NEW MAJOR INVESTMENTS

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>0.83</b>
1 TOPLIS - TOPSKY ACC	0	0.75	5.24	10.23	10.61	0.75
2 Modernization of the Secondary Radars	0	0.04	0.39	0.83	1.07	0.04
3 TOPLIS - TOPSKY TWR's	0	0.02	0.35	0.79	0.94	0.02
4 Lisbon Airport Expansion (ATM, CNS and Infras)	0	0.01	0.02	0.03	0.43	0.01

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>-</b>	<b>-</b>	<b>-</b>	<b>2.12</b>
1 TOPLIS - TOPSKY ACC	0	1.77	-	-	-	1.77
2 Modernization of the Secondary Radars	0	0.11	-	-	-	0.11
3 TOPLIS - TOPSKY TWR's	0	0.01	-	-	-	0.01
4 Lisbon Airport Expansion (ATM, CNS and Infras)	0	0.22	-	-	-	0.22

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>-</b>	<b>-</b>	<b>-</b>	<b>1.28</b>
1 TOPLIS - TOPSKY ACC	0	1.02	-	-	-	1.02
2 Modernization of the Secondary Radars	0	0.06	-	-	-	0.06
3 TOPLIS - TOPSKY TWR's	0	(0.01)	-	-	-	(0.01)
4 Lisbon Airport Expansion (ATM, CNS and Infras)	0	0.21	-	-	-	0.21



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

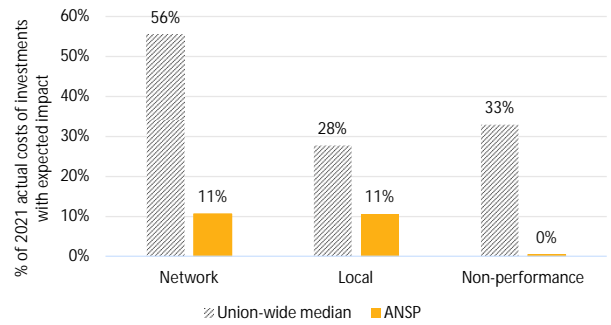
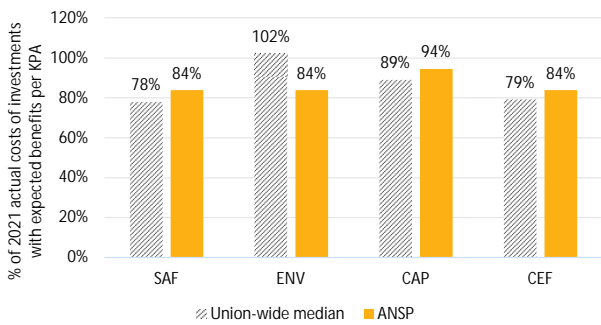
EXPECTED BENEFIT AND IMPACT PER NEW MAJOR INVESTMENT

# 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	

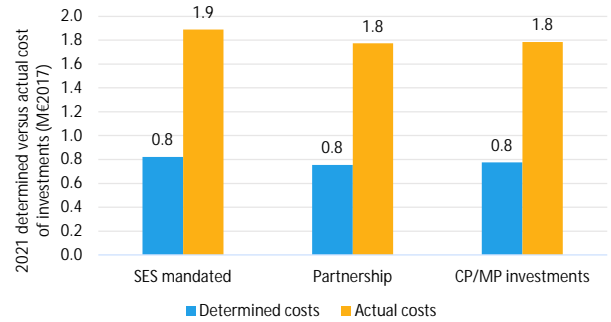
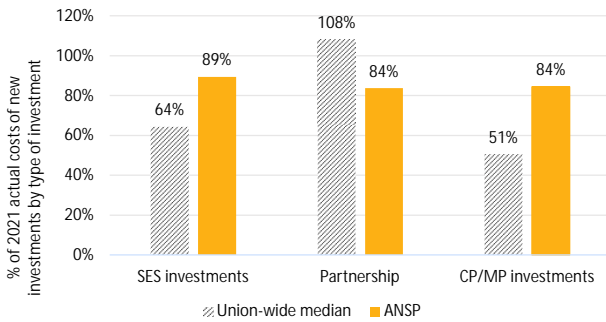
# New major Investments Expected Impact

	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

	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	2021-2023	Started	Yes	No	Yes	MP
4 Lisbon Airport Expansion (ATM, CNS and Infras)	2021-2022	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

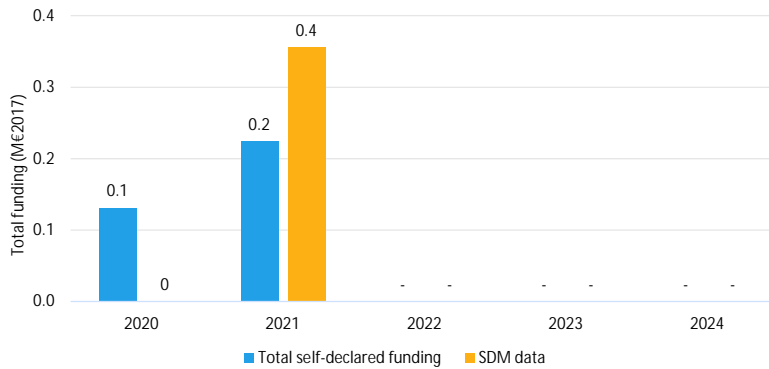


## PUBLIC FUNDING GRANTED FOR TOTAL CAPEX (CEF/TEN-T)

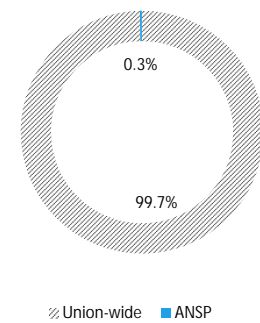
PORTUGAL | NAV Portugal

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>0.36</b>
<b>En route funding declared</b>	<b>0.12</b>	<b>0.21</b>	-	-	-	<b>0.34</b>
<i>En route funding that could not be assigned to a specific investment</i>	<i>0.12</i>	<i>0.21</i>	-	-	-	0.34
<b>Terminal funding</b>	<b>0.01</b>	<b>0.01</b>	-	-	-	<b>0.02</b>
<i>Terminal funding that could not be assigned to a specific investment</i>	<i>0.01</i>	<i>0.01</i>	-	-	-	0.01

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>0.00</b>
Total included in the funding declaration (reporting tables)	0.13	0.22	-	-	-	0.36
SDM Payment	0	0.36	-	-	-	0.36



Declared funding in 2021 (M€2017)



Portugal and SESAR Deployment Manager reported 0.36M€<sub>2017</sub> funding in the combined year 2020/2021. The funding was awarded for the project "ADS-B Deployment in SW FAB" (Two ADS-B stations and the sharing of one with Spain). This project could not be directly linked to the list of investments included in the performance plan or the 2021 monitoring report.

The draft performance plan of Romania is currently under revision. Romania underspent -2M€<sub>2017</sub> (-5.3%) in costs related to investments for en route and terminal in the combined year 2020/2021 compared to the determined costs. According to the reporting tables, Romania overspent 0.5M€<sub>2017</sub> in the combined year 2020/2021. The difference between the monitoring report and the reporting tables is due to the update of the reporting tables used for the revision of the draft performance plan, July 2022. Romania planned one new major investment for RP3, which has started.

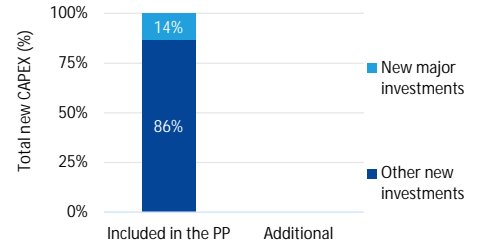
CAPEX FOR NEW INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN

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%

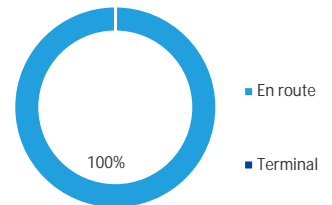


Determined CAPEX: en route and terminal (M€<sub>2017</sub>)

RP3

Total CAPEX for new major Investments	7.36	% of total
En route	7.36	100%
Terminal	0	0%

Total CAPEX of new major investments (%)

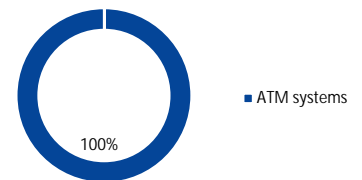


Determined CAPEX by type of Investment (M€<sub>2017</sub>)

RP3

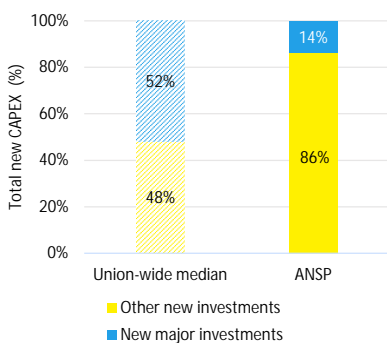
Total CAPEX for new major Investments	7.36	% of total
ATM systems	7.36	100%
CNS systems	0	0%
Infrastructure	0	0%
Other	0	0%
Unknown	0	0%

Total CAPEX of new major investments (%)

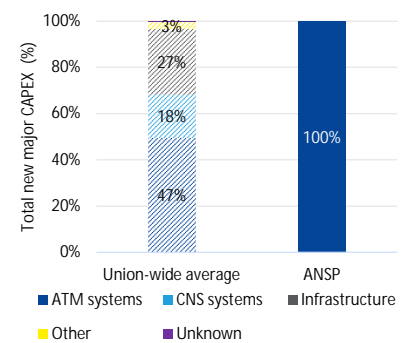
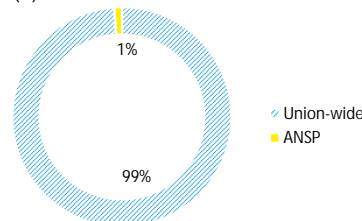


New CAPEX: ANSP compared to Union-wide

RP3



Total new CAPEX (%)



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 (31%), CNS systems (21%), infrastructure (24%), Other (21%), unknown (1%).

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.

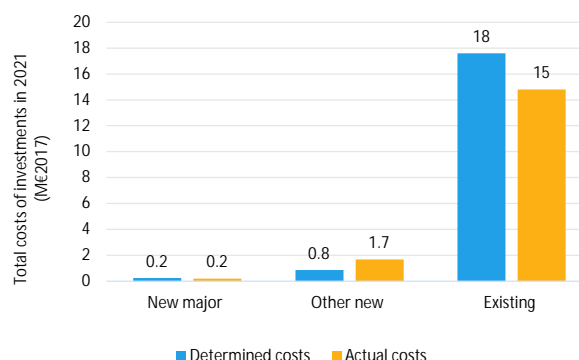
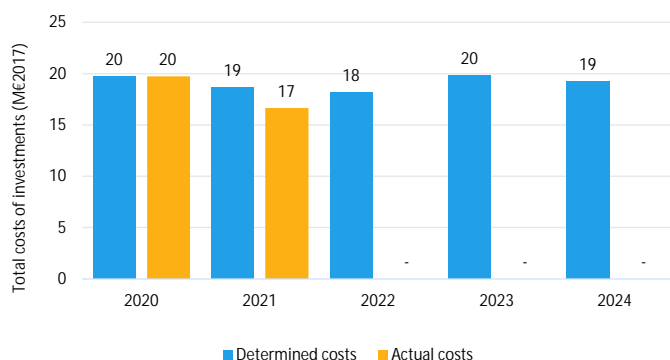
## COSTS RELATED TO INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN

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>38.40</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>0.24</b>
% New major investments in total costs of investments	0%	1%	5%	5%	5%	1%
<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>1.00</b>
% Other new investments in total costs of investments	1%	5%	8%	18%	28%	3%
<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>37.16</b>
% Existing investments in total costs of investments	99%	94%	86%	76%	67%	97%

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>36.38</b>
<b>New major Investments</b>	<b>0.01</b>	<b>0.18</b>	-	-	-	<b>0.19</b>
% New major investments in total costs of investments	0%	1%	-	-	-	1%
<b>Other new Investments</b>	<b>3.53</b>	<b>1.67</b>	-	-	-	<b>5.20</b>
% Other new investments in total costs of investments	18%	10%	-	-	-	14%
<b>Existing Investments</b>	<b>16.19</b>	<b>14.80</b>	-	-	-	<b>30.99</b>
% Existing investments in total costs of investments	82%	89%	-	-	-	85%

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>(2.02)</b>
<b>New major Investments</b>	<b>(0.00)</b>	<b>(0.05)</b>	-	-	-	<b>(0.05)</b>
% change of actual with respect to determined	0%	-22%	-	-	-	-21%
<b>Other new Investments</b>	<b>3.37</b>	<b>0.83</b>	-	-	-	<b>4.20</b>
% change of actual with respect to determined	2145%	97%	-	-	-	418%
<b>Existing Investments</b>	<b>(3.37)</b>	<b>(2.80)</b>	-	-	-	<b>(6.17)</b>
% change of actual with respect to determined	-17%	-16%	-	-	-	-17%



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

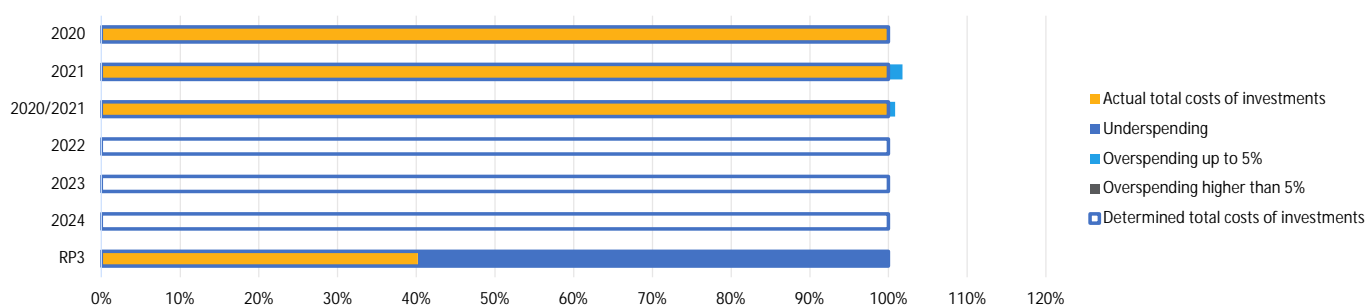
## COSTS RELATED TO INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN

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>34.71</b>
Depreciation	8.84	8.80	17.64	9.99	10.27	9.86	17.64
Cost of capital	8.94	8.01	16.96	6.73	7.78	7.58	16.96
Cost of leasing	0.05	0.05	0.11	0.06	0.06	0.06	0.11

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>17.84</b>	<b>17.16</b>	<b>35.01</b>	-	-	-	<b>35.01</b>
Depreciation	8.84	8.99	17.83	-	-	-	17.83
Cost of capital	8.94	8.12	17.06	-	-	-	17.06
Cost of leasing	0.05	0.06	0.11	-	-	-	0.11

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>0.30</b>	<b>0.30</b>	-	-	-	<b>0.30</b>
Depreciation	0	0.19	0.19	-	-	-	0.19
Cost of capital	0	0.11	0.11	-	-	-	0.11
Cost of leasing	0	0.00	0.00	-	-	-	0.00



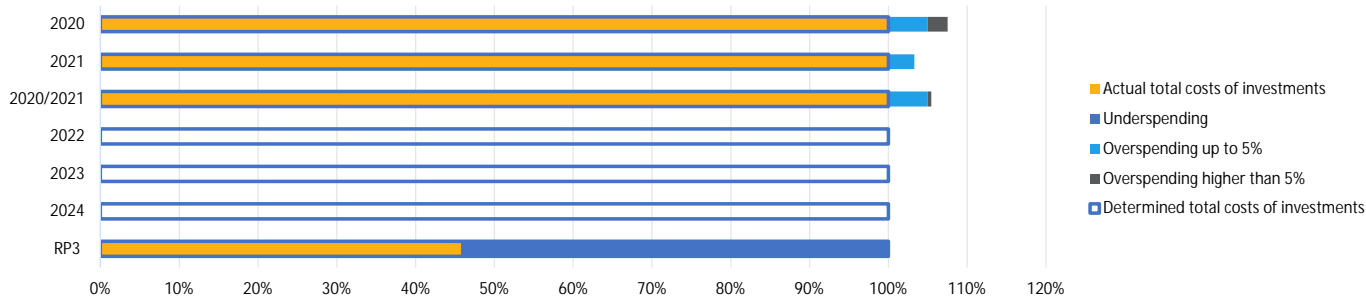
## COSTS RELATED TO INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN

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>3.69</b>
Depreciation	0.91	1.00	1.91	0.87	0.99	1.03	1.91
Cost of capital	0.96	0.80	1.76	0.55	0.68	0.65	1.76
Cost of leasing	0.01	0.01	0.02	0.01	0.01	0.01	0.02

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>2.03</b>	<b>1.87</b>	<b>3.90</b>	-	-	-	<b>3.90</b>
Depreciation	0.91	1.02	1.93	-	-	-	1.93
Cost of capital	0.96	0.84	1.81	-	-	-	1.81
Cost of leasing	0.15	0.01	0.16	-	-	-	0.16

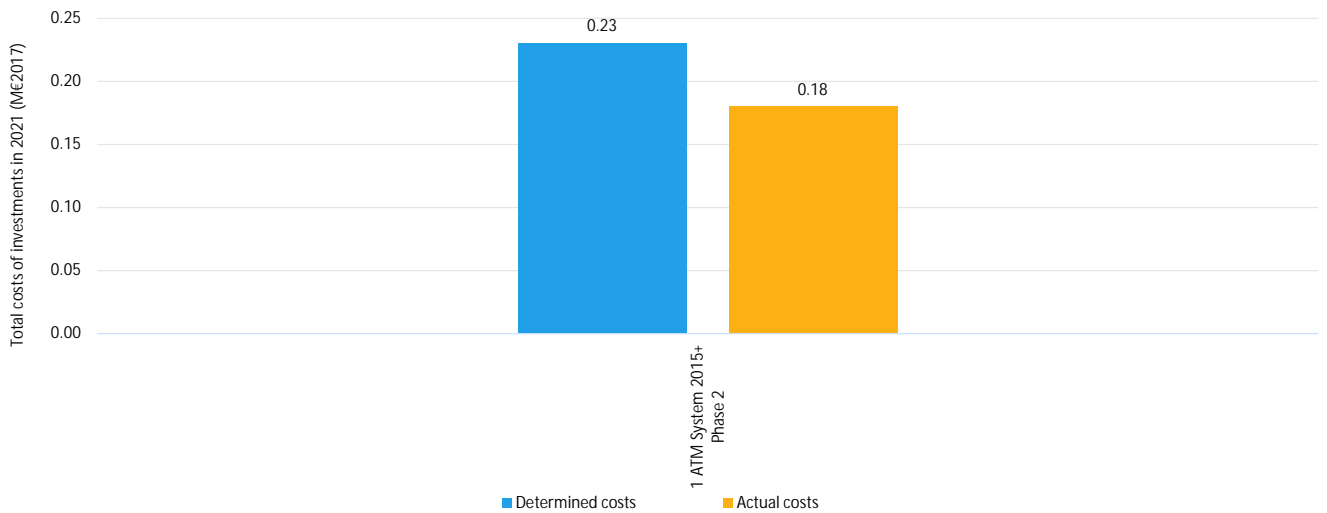
Actual minus determined costs (M€ <sub>2017</sub> )	2020	2021	2020/2021	2022	2023	2024	RP3 to date
<b>Total difference</b>	<b>0.14</b>	<b>0.06</b>	<b>0.20</b>	-	-	-	<b>0.20</b>
Depreciation	0	0.02	0.02	-	-	-	0.02
Cost of capital	0	0.04	0.04	-	-	-	0.04
Cost of leasing	0.14	(0.00)	0.14	-	-	-	0.14



According to the reporting tables, Romania overspent 0.5M€<sub>2017</sub> in the combined year 2020/2021. The difference between the monitoring report and the reporting tables is due to the update of the reporting tables used for the revision of the draft performance plan, July 2022.

COSTS BY NEW MAJOR INVESTMENTS	ROMANIA   ROMATSA
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Determined costs (M€ <sub>2017</sub> ) <sup>1</sup>	2020D	2021D	2022D	2023D	2024D	RP3 to date
<b>Total costs of Investments</b>	<b>0.01</b>	<b>0.23</b>	<b>0.97</b>	<b>1.09</b>	<b>1.01</b>	<b>0.24</b>
1 ATM System 2015+ Phase 2	0.01	0.23	0.97	1.09	1.01	0.24
Actual costs (M€ <sub>2017</sub> )	2020A	2021A	2022A	2023A	2024A	RP3 to date
<b>Total costs of Investments</b>	<b>0.01</b>	<b>0.18</b>	-	-	-	<b>0.19</b>
1 ATM System 2015+ Phase 2	0.01	0.18	-	-	-	0.19
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>(0.05)</b>	-	-	-	<b>(0.05)</b>
1 ATM System 2015+ Phase 2	(0.00)	(0.05)	-	-	-	(0.05)

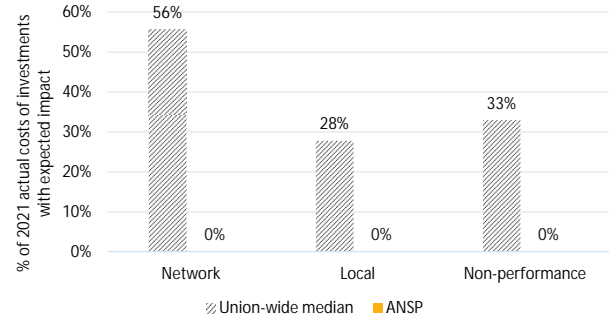
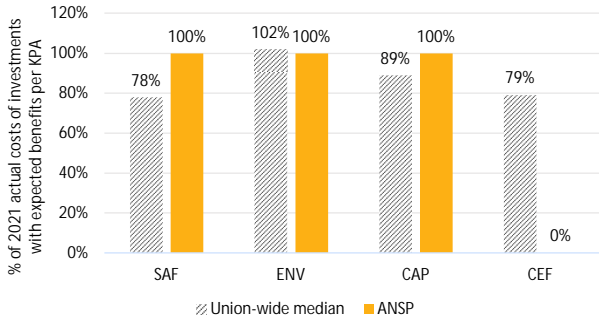


1. Determined costs comprise depreciation costs, cost of capital, and cost of leasing in the performance plans.

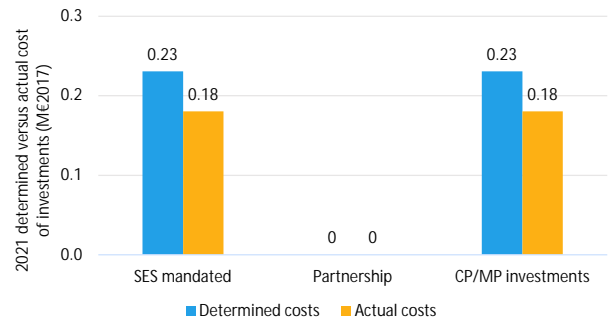
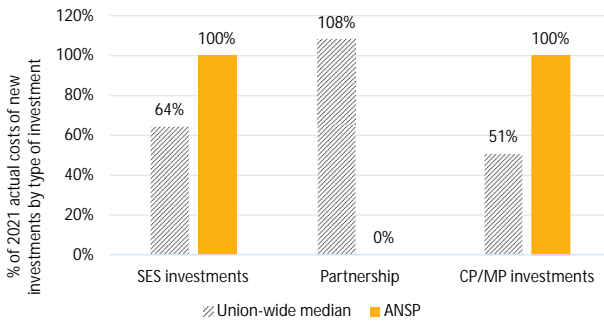
EXPECTED BENEFIT AND IMPACT PER NEW MAJOR INVESTMENT

#	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

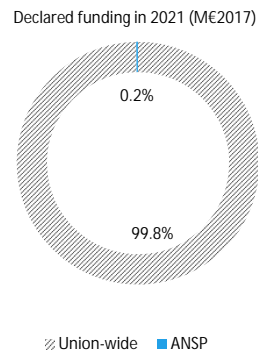
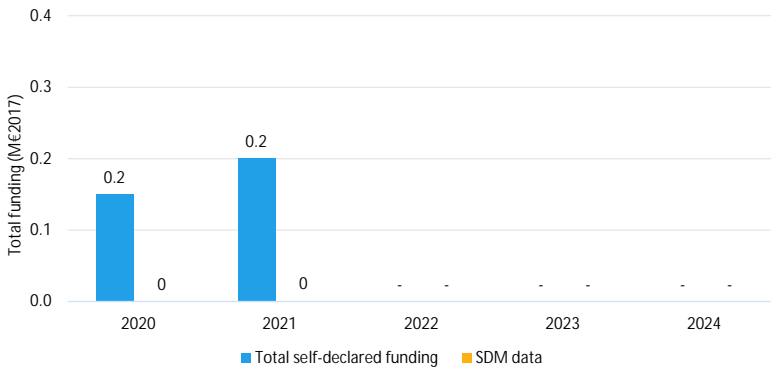


KPAs: SAF = Safety, ENV = Environment, CAP = Capacity, CEF = Cost-efficiency.  
 1. EOI date = Date of entry into operation  
 2. CP/MP = Common Project and Master Plan

**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>0.20</b>	-	-	-	<b>0.35</b>
<b>En route funding declared</b>	<b>0.15</b>	<b>0.20</b>	-	-	-	<b>0.35</b>
<i>En route funding that could not be assigned to a specific investment</i>	<i>0.15</i>	<i>0.20</i>	-	-	-	<i>0.35</i>
<b>Terminal funding</b>	<b>0</b>	<b>0</b>	-	-	-	<b>0</b>
<i>Terminal funding that could not be assigned to a specific investment</i>	<i>0</i>	<i>0</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>0.15</b>	<b>0.20</b>	-	-	-	<b>0.35</b>
Total included in the funding declaration (reporting tables)	0.15	0.20	-	-	-	0.35
SDM Payment	0	0.00	-	-	-	0.00



Romania reported 0.35M€<sub>2017</sub> funding in the combined year 2020/2021. SESAR Deployment Manager data indicates no payment in the combined year 2020/2021.

Slovakia underspent -0.05M€<sub>2017</sub> (-0.3%) in costs related to investments for en route in the combined year 2020/2021 compared to the determined costs. However, in the reporting tables, Slovakia reported an overspending of +1.3M€<sub>2017</sub> (+10%). Slovakia planned one new major investment for RP3, which was marked as delayed.

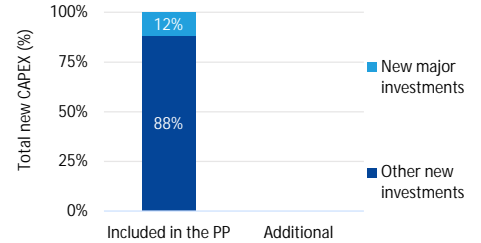
**CAPEX FOR NEW INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN**

**SLOVAKIA | LPS SR**

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

**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%

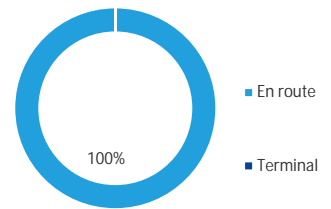


**Determined CAPEX: en route and terminal (M€<sub>2017</sub>)**

**RP3**

Total CAPEX for new major investments	3.69	% of total
En route	3.69	100%
Terminal	0	0%

Total CAPEX of new major investments (%)

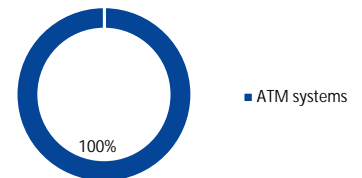


**Determined CAPEX by type of investment (M€<sub>2017</sub>)**

**RP3**

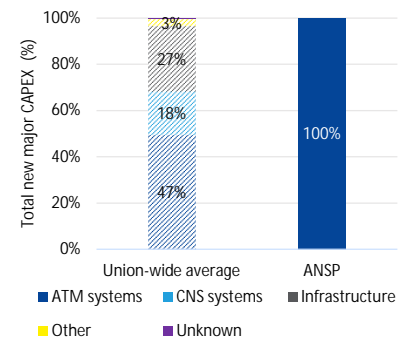
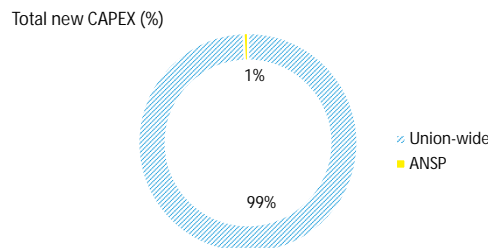
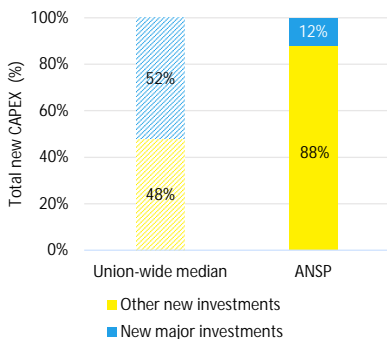
Total CAPEX for new major investments	3.69	% of total
ATM systems	3.69	100%
CNS systems	0	0%
Infrastructure	0	0%
Other	0	0%
Unknown	0	0%

Total CAPEX of new major investments (%)



**New CAPEX: 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 (31%), CNS systems (21%), infrastructure (24%), Other (21%), unknown (1%).

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.



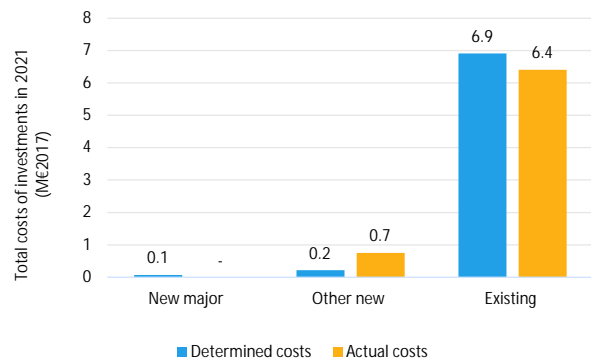
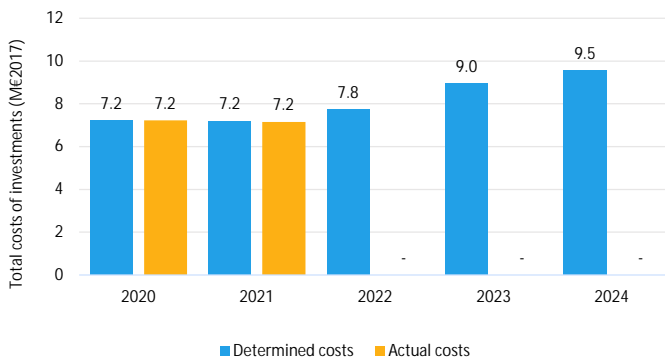
## COSTS RELATED TO INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN

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>14.43</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>0.07</b>
% New major investments in total costs of investments	0%	1%	5%	6%	5%	0%
<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>0.50</b>
% Other new investments in total costs of investments	4%	3%	15%	30%	39%	3%
<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>13.86</b>
% Existing investments in total costs of investments	96%	96%	80%	65%	55%	96%

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>14.38</b>
<b>New major Investments</b>	<b>0</b>	<b>0</b>	-	-	-	<b>0</b>
% New major investments in total costs of investments	0%	0%	-	-	-	0%
<b>Other new Investments</b>	<b>0.28</b>	<b>0.75</b>	-	-	-	<b>1.03</b>
% Other new investments in total costs of investments	4%	10%	-	-	-	7%
<b>Existing Investments</b>	<b>6.94</b>	<b>6.41</b>	-	-	-	<b>13.35</b>
% Existing investments in total costs of investments	96%	90%	-	-	-	93%

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>(0.05)</b>
<b>New major Investments</b>	<b>0</b>	<b>0</b>	-	-	-	<b>0</b>
% change of actual with respect to determined	0%	0%	-	-	-	-100%
<b>Other new Investments</b>	<b>0</b>	<b>0.53</b>	-	-	-	<b>0.53</b>
% change of actual with respect to determined	0%	245%	-	-	-	106%
<b>Existing Investments</b>	<b>0</b>	<b>(0.51)</b>	-	-	-	<b>(0.51)</b>
% change of actual with respect to determined	0%	-7%	-	-	-	-4%



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

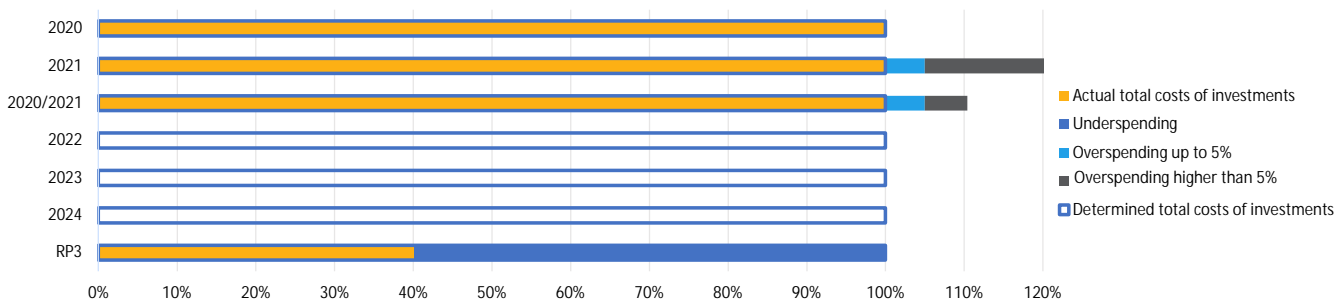
## COSTS RELATED TO INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN

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>12.45</b>
Depreciation	4.87	4.00	8.87	4.59	5.67	6.38	8.87
Cost of capital	1.79	1.79	3.58	1.76	1.78	1.62	3.58
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>13.74</b>
Depreciation	4.87	5.26	10.13	-	-	-	10.13
Cost of capital	1.79	1.82	3.61	-	-	-	3.61
Cost of leasing	0	0	0	-	-	-	0

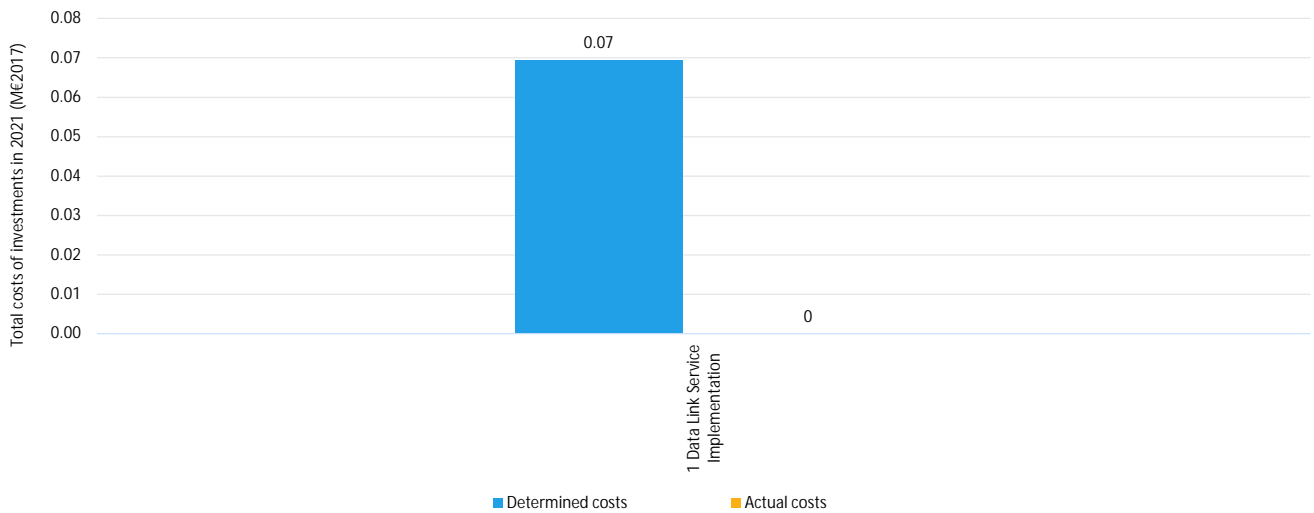
Actual minus determined costs (M€ <sub>2017</sub> )	2020	2021	2020/2021	2022	2023	2024	RP3 to date
<b>Total difference</b>	<b>0</b>	<b>1.29</b>	<b>1.29</b>	-	-	-	<b>1.29</b>
Depreciation	0	1.26	1.26	-	-	-	1.26
Cost of capital	0	0.03	0.03	-	-	-	0.03
Cost of leasing	0	0	0	-	-	-	0



## COSTS BY NEW MAJOR INVESTMENTS

SLOVAKIA | LPS SR

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>0.07</b>	<b>0.38</b>	<b>0.53</b>	<b>0.52</b>	<b>0.07</b>
1 Data Link Service Implementation	0	0.07	0.38	0.53	0.52	0.07
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>-</b>	<b>-</b>	<b>-</b>	<b>0</b>
1 Data Link Service Implementation	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>(0.07)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>(0.07)</b>
1 Data Link Service Implementation	0	(0.07)	-	-	-	(0.07)

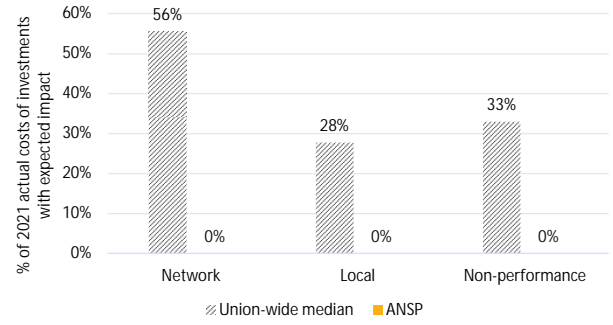
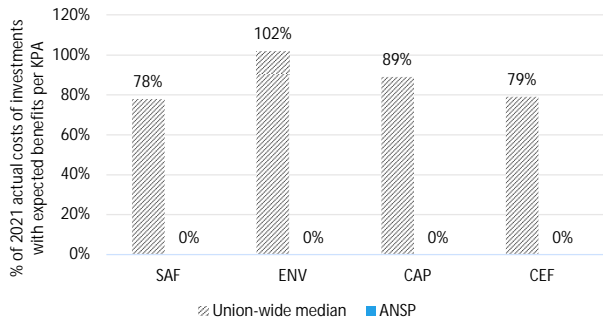


1. Determined costs comprise depreciation costs, cost of capital, and cost of leasing in the performance plans.

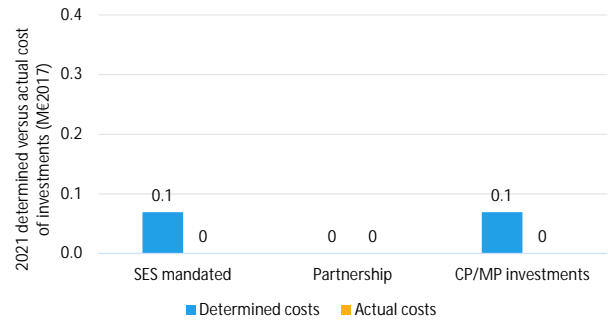
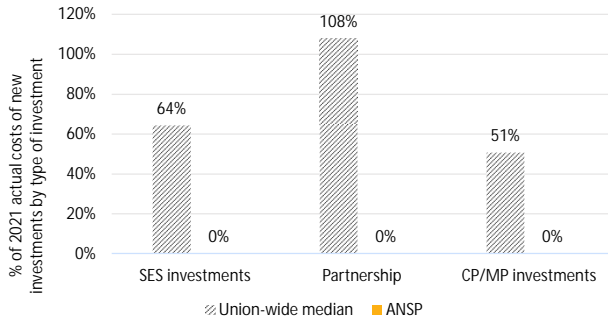
EXPECTED BENEFIT AND IMPACT PER NEW MAJOR INVESTMENT

#	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	
						ATM system	CP/ MP <sup>2</sup>
1	Data Link Service Implementation	30/04/2022	Delayed	Yes	No	Yes	MP



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

1. EOI date = Date of entry into operation

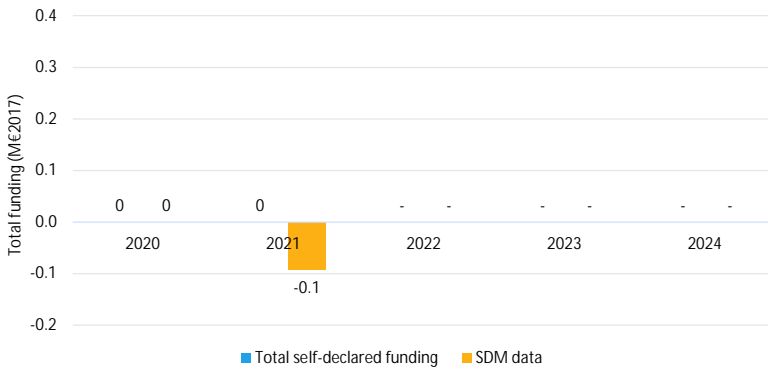
2. CP/MP = Common Project and Master Plan

The new major investment has been marked as delayed, as it has not received funds in the combined year 2020/2021.

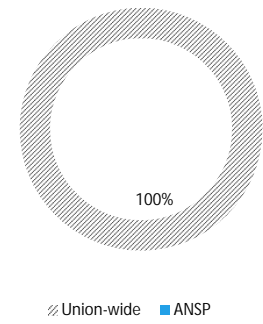
**PUBLIC FUNDING GRANTED FOR TOTAL CAPEX (CEF/TEN-T) SLOVAKIA | LPS SR**

Actual funding declaration (M€ <sub>2017</sub> )	2020	2021	2022	2023	2024	RP3 to date
<b>Total funding declared</b>	<b>0</b>	<b>0</b>	-	-	-	<b>0</b>
<b>En route funding declared</b>	<b>0</b>	<b>0</b>	-	-	-	<b>0</b>
<i>En route funding that could not be assigned to a specific investment</i>	0	0	-	-	-	0
<b>Terminal funding</b>	<b>0</b>	<b>0</b>	-	-	-	<b>0</b>
<i>Terminal funding that could not be assigned to a specific investment</i>	0	(0.09)	-	-	-	0

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>0.09</b>	-	-	-	<b>0.09</b>
Total included in the funding declaration (reporting tables)	0	0	-	-	-	0
SDM Payment	0	(0.09)	-	-	-	(0.09)



Declared funding in 2021 (M€2017)



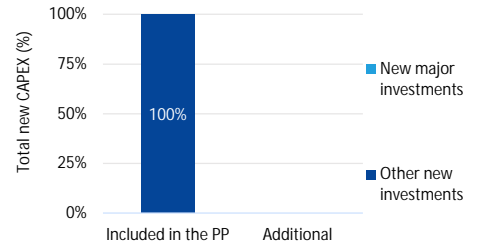
Slovakia did not declare any funding for the combined year 2020/2021.

Slovenia overspent +0.05M€<sub>2017</sub> (+0.5%) in costs related to investments for en route in the combined year 2020/2021 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

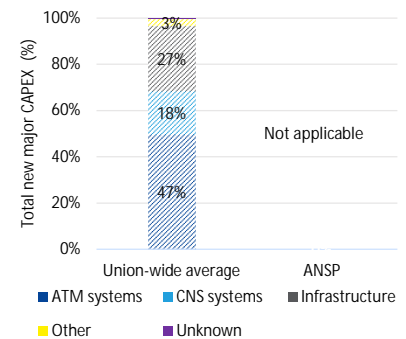
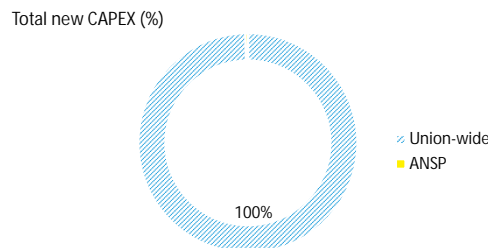
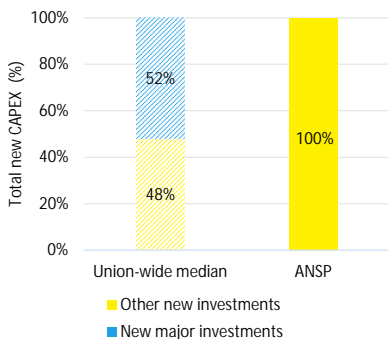
Not applicable

**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

**New CAPEX: 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.

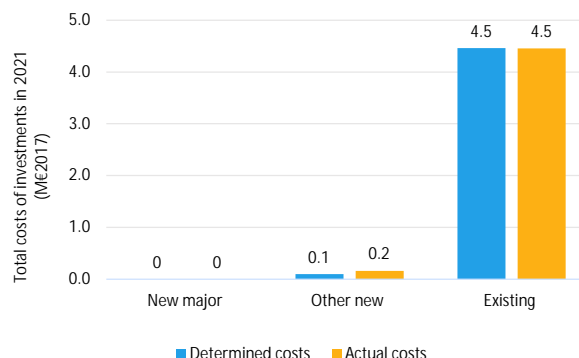
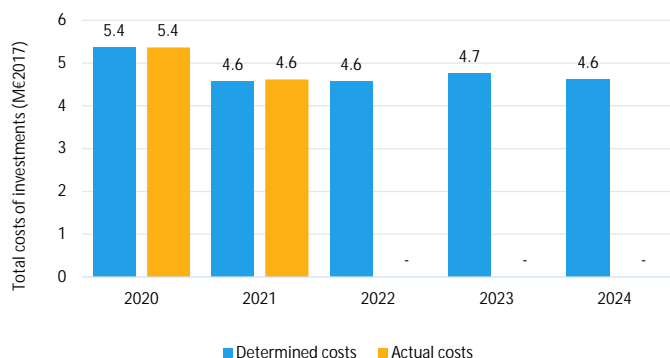
The Union-wide average values have a high standard deviation: ATM systems (31%), CNS systems (21%), infrastructure (24%), Other (21%), unknown (1%).

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.

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>9.92</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>0.10</b>
% Other new investments in total costs of investments	0%	2%	14%	40%	53%	1%
<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>9.83</b>
% Existing investments in total costs of investments	100%	98%	86%	60%	47%	99%

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>9.98</b>
<b>New major Investments</b>	<b>0</b>	<b>0</b>	-	-	-	<b>0</b>
% New major investments in total costs of investments	0%	0%	-	-	-	0%
<b>Other new Investments</b>	<b>0</b>	<b>0.16</b>	-	-	-	<b>0.16</b>
% Other new investments in total costs of investments	0%	3%	-	-	-	2%
<b>Existing Investments</b>	<b>5.36</b>	<b>4.46</b>	-	-	-	<b>9.82</b>
% Existing investments in total costs of investments	100%	97%	-	-	-	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>0.05</b>	-	-	-	<b>0.05</b>
<b>New major Investments</b>	<b>0</b>	<b>0</b>	-	-	-	<b>0</b>
% change of actual with respect to determined	0%	0%	-	-	-	0%
<b>Other new Investments</b>	<b>0</b>	<b>0.06</b>	-	-	-	<b>0.06</b>
% change of actual with respect to determined	0%	60%	-	-	-	60%
<b>Existing Investments</b>	<b>0.00</b>	<b>(0.00)</b>	-	-	-	<b>(0.00)</b>
% change of actual with respect to determined	0%	0%	-	-	-	-0.04%



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

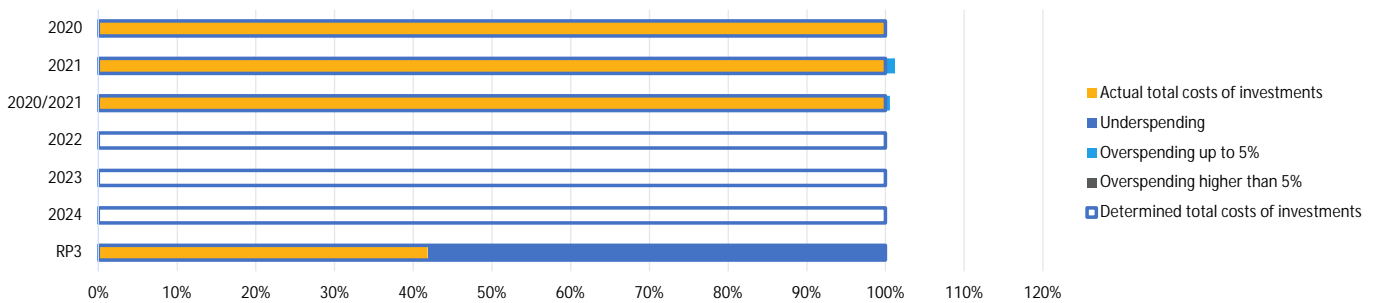
## COSTS RELATED TO INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN

SLOVENIA - En route | Slovenla 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>5.36</b>	<b>4.56</b>	<b>9.92</b>	<b>4.57</b>	<b>4.75</b>	<b>4.61</b>	<b>9.92</b>
Depreciation	3.80	3.27	7.07	3.24	3.31	3.16	7.07
Cost of capital	1.57	1.29	2.85	1.33	1.44	1.45	2.85
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>5.36</b>	<b>4.61</b>	<b>9.98</b>	-	-	-	<b>9.98</b>
Depreciation	3.80	3.37	7.16	-	-	-	7.16
Cost of capital	1.57	1.25	2.82	-	-	-	2.82
Cost of leasing	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>0.05</b>
Depreciation	0	0.09	0.09	-	-	-	0.09
Cost of capital	0	(0.04)	(0.04)	-	-	-	(0.04)
Cost of leasing	0	0	0	-	-	-	0



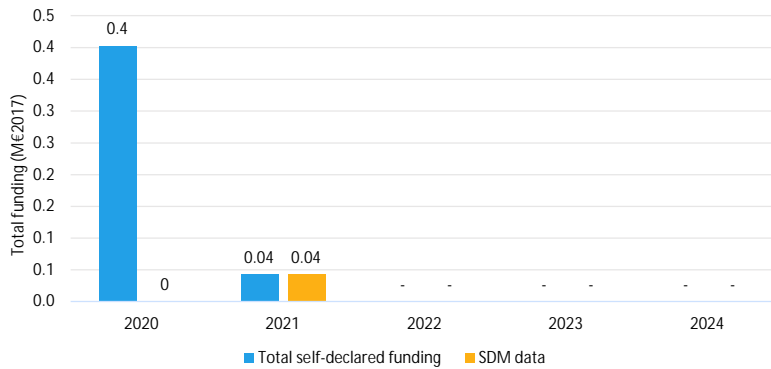


## PUBLIC FUNDING GRANTED FOR TOTAL CAPEX (CEF/TEN-T)

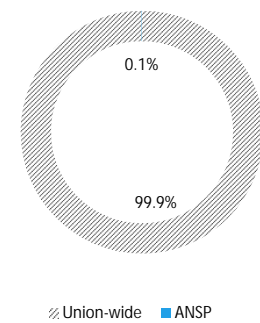
SLOVENIA | Slovenia Control

Actual funding declaration (M€ <sub>2017</sub> )	2020	2021	2022	2023	2024	RP3 to date
<b>Total funding declared</b>	<b>0.40</b>	<b>0.04</b>	-	-	-	<b>0.45</b>
<b>En route funding declared</b>	<b>0.40</b>	<b>0.04</b>	-	-	-	<b>0.45</b>
<i>En route funding that could not be assigned to a specific investment</i>	<i>0.40</i>	<i>0.04</i>	-	-	-	<i>0.45</i>
<b>Terminal funding</b>	<b>0</b>	<b>0</b>	-	-	-	<b>0</b>
<i>Terminal funding that could not be assigned to a specific investment</i>	<i>0</i>	<i>0.04</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>0.40</b>	<b>(0.00)</b>	-	-	-	<b>0.40</b>
Total included in the funding declaration (reporting tables)	0.40	0.04	-	-	-	0.45
SDM Payment	0	0.04	-	-	-	0.04



Declared funding in 2021 (M€2017)



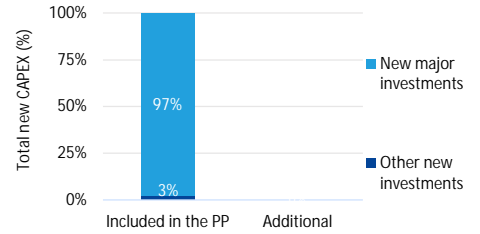
Slovenia reported 0.45M€<sub>2017</sub> funding in the combined year 2020/2021. The funding was awarded for the project "SLOWAM". SESAR Deployment Manager data indicates a payment of 0.04M€<sub>2017</sub> in the combined year 2020/2021.

Spain underspent -1.09M€<sub>2017</sub> (-0.5%) in costs related to investments for en route and terminal in the combined year 2020/2021 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

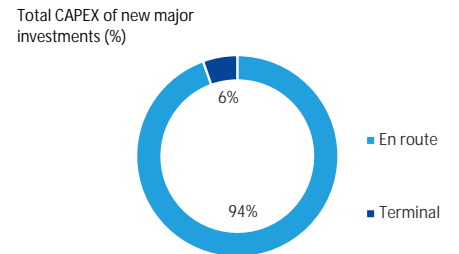
**Determined and additional CAPEX by value of individual investments (M€<sub>2017</sub>)** RP3

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%



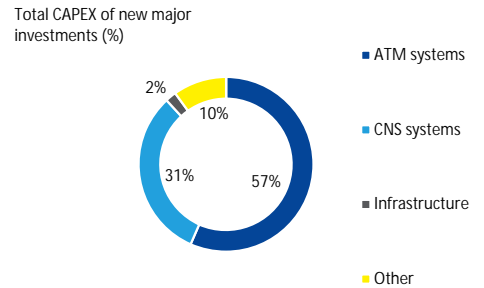
**Determined CAPEX: en route and terminal (M€<sub>2017</sub>)** RP3

Total CAPEX for new major investments	646.02	% of total
En route	610.32	94%
Terminal	35.70	6%

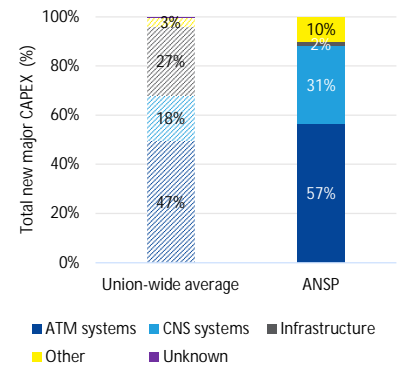
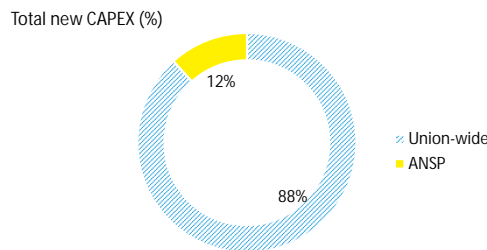
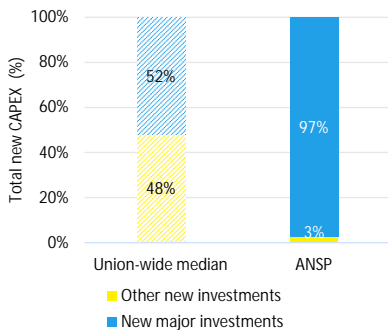


**Determined CAPEX by type of Investment (M€<sub>2017</sub>)** RP3

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%



**New CAPEX: 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.

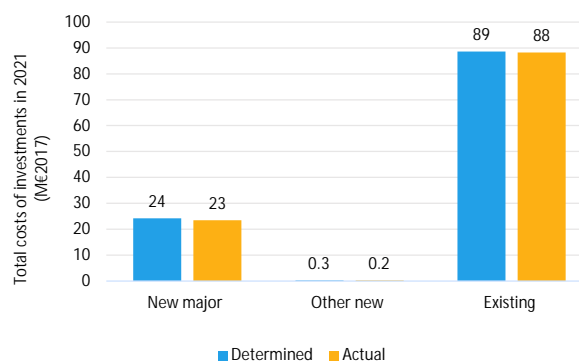
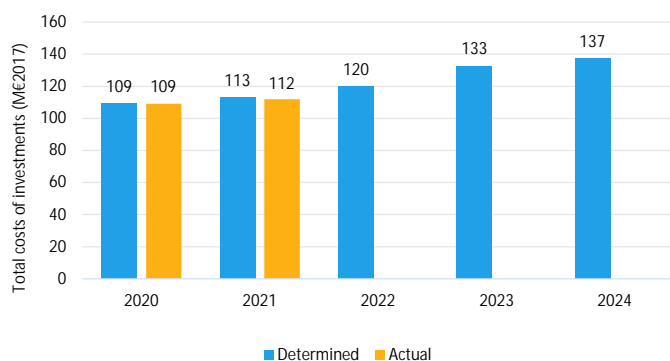
## COSTS RELATED TO INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN

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>222.05</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>37.06</b>
% New major investments in total costs of investments	12%	21%	36%	50%	62%	17%
<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>0.34</b>
% Other new investments in total costs of investments	0%	0%	1%	1%	2%	0%
<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>184.65</b>
% Existing investments in total costs of investments	88%	78%	63%	49%	36%	83%

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>220.97</b>
<b>New major Investments</b>	<b>12.92</b>	<b>23.43</b>	-	-	-	<b>36.36</b>
% New major investments in total costs of investments	12%	21%	-	-	-	16%
<b>Other new Investments</b>	<b>0.08</b>	<b>0.19</b>	-	-	-	<b>0.27</b>
% Other new investments in total costs of investments	0%	0%	-	-	-	0%
<b>Existing Investments</b>	<b>96.05</b>	<b>88.29</b>	-	-	-	<b>184.34</b>
% Existing investments in total costs of investments	88%	79%	-	-	-	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>(1.09)</b>	-	-	-	<b>(1.09)</b>
<b>New major Investments</b>	<b>0</b>	<b>(0.71)</b>	-	-	-	<b>(0.71)</b>
% change of actual with respect to determined	0%	-3%	-	-	-	-2%
<b>Other new Investments</b>	<b>0</b>	<b>(0.07)</b>	-	-	-	<b>(0.07)</b>
% change of actual with respect to determined	0%	-26%	-	-	-	-20%
<b>Existing Investments</b>	<b>0</b>	<b>(0.31)</b>	-	-	-	<b>(0.31)</b>
% change of actual with respect to determined	0%	-0.35%	-	-	-	-0.17%



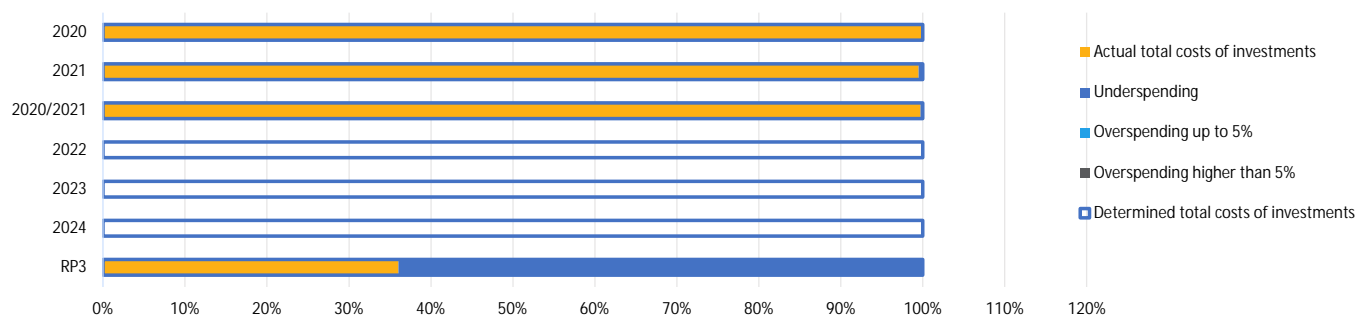
1. The performance plans include costs related to investments which comprise depreciation cost, cost of capital, and cost of leasing.

**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>183.07</b>
Depreciation	66.64	69.63	136.28	74.49	85.01	87.80	136.28
Cost of capital	22.95	23.84	46.79	25.00	25.26	25.95	46.79
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>182.58</b>
Depreciation	66.64	70.08	136.72	-	-	-	136.72
Cost of capital	22.95	22.90	45.85	-	-	-	45.85
Cost of leasing	0	0	0	-	-	-	0

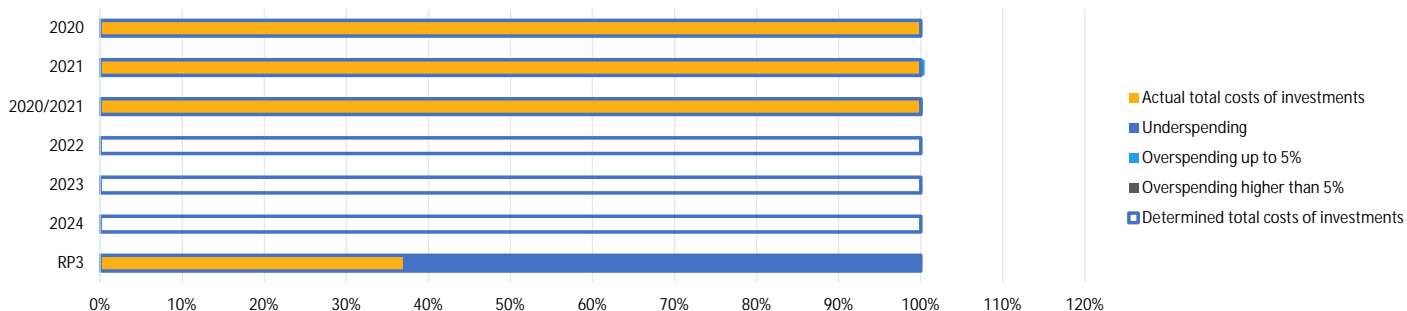
Actual minus determined costs (M€ <sub>2017</sub> )	2020	2021	2020/2021	2022	2023	2024	RP3 to date
<b>Total difference</b>	<b>0</b>	<b>(0.49)</b>	<b>(0.49)</b>	-	-	-	<b>(0.49)</b>
Depreciation	0	0.45	0.45	-	-	-	0.45
Cost of capital	0	(0.94)	(0.94)	-	-	-	(0.94)
Cost of leasing	0	0	0	-	-	-	0


**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>22.65</b>
Depreciation	8.51	8.12	16.63	8.41	9.12	10.05	16.63
Cost of capital	2.93	3.09	6.02	3.49	3.72	3.95	6.02
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>22.70</b>
Depreciation	8.51	8.47	16.98	-	-	-	16.98
Cost of capital	2.93	2.79	5.72	-	-	-	5.72
Cost of leasing	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>0.05</b>
Depreciation	0	0.35	0.35	-	-	-	0.35
Cost of capital	0	(0.30)	(0.30)	-	-	-	(0.30)
Cost of leasing	0	0	0	-	-	-	0



Spain underspent -0.49M€<sub>2017</sub> in costs related to investments in the Continental en route charging zone in the combined year 2020/2021. This amount should be reimbursed to the airspace users through a reduction of the unit rate, according to article 28 of Regulation (EU) 2019/317.

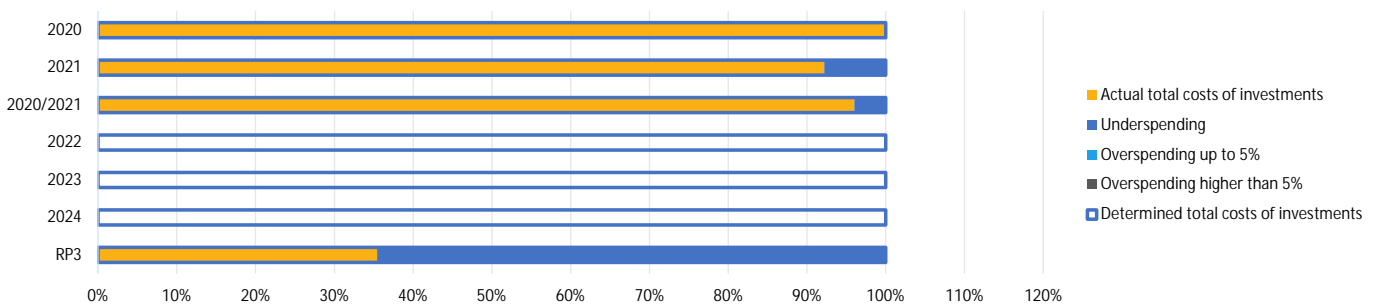
## COSTS RELATED TO INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN

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>16.34</b>
Depreciation	6.19	6.34	12.53	6.66	7.45	7.52	12.53
Cost of capital	1.83	1.98	3.81	2.08	2.09	2.16	3.81
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>15.69</b>
Depreciation	6.19	5.95	12.15	-	-	-	12.15
Cost of capital	1.83	1.72	3.54	-	-	-	3.54
Cost of leasing	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>(0.65)</b>
Depreciation	0	(0.39)	(0.39)	-	-	-	(0.39)
Cost of capital	0	(0.27)	(0.27)	-	-	-	(0.27)
Cost of leasing	0	0	0	-	-	-	0



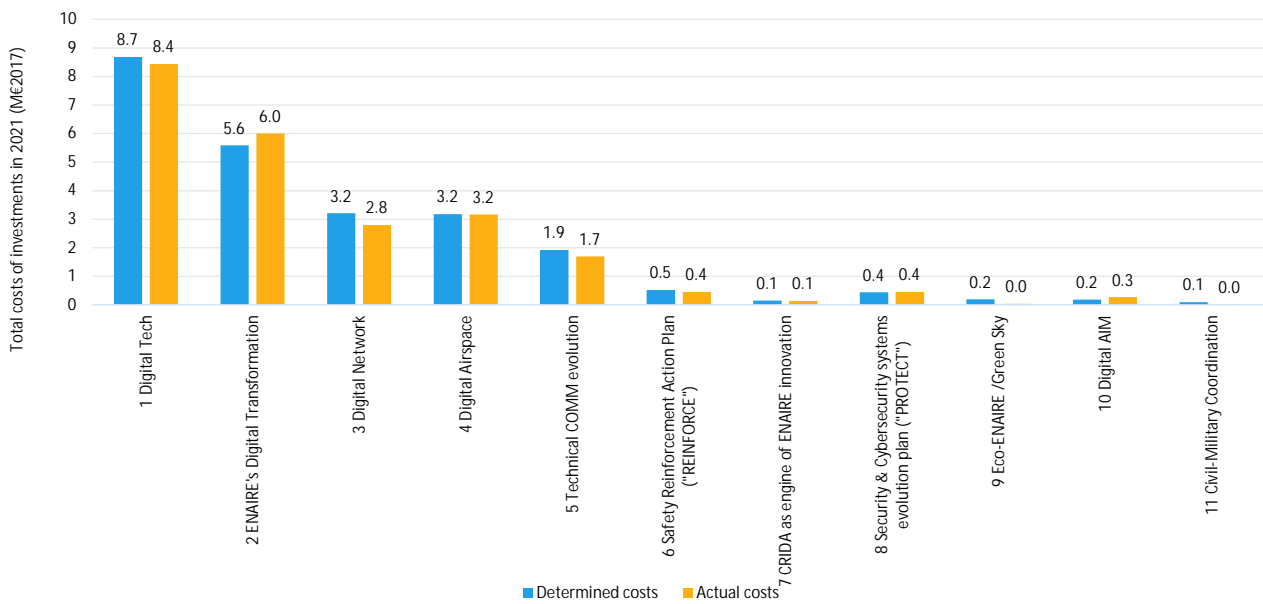
Spain underspent -0.65M€<sub>2017</sub> in costs related to investments in terminal in the combined year 2020/2021. This amount should be reimbursed to the airspace users through a reduction of the unit rate, according to article 28 of Regulation (EU) 2019/317.

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>37.06</b>
1 Digital Tech	4.52	8.68	15.27	23.96	35.09	13.20
2 ENAIRE's Digital Transformation	3.40	5.59	8.54	11.28	13.26	9.00
3 Digital Network	0.71	3.20	5.78	9.62	11.71	3.92
4 Digital Airspace	2.42	3.18	5.19	7.42	9.03	5.60
5 Technical COMM evolution (&basis for future concepts such as ADSP)	1.57	1.92	4.95	7.71	8.91	3.49
6 Safety Reinforcement Action Plan ("REINFORCE")	0.05	0.52	0.90	1.33	1.52	0.57
7 CRIDA as engine of ENAIRE innovation	0.02	0.14	0.84	1.23	1.67	0.17
8 Security & Cybersecurity systems evolution plan ("PROTECT")	0.11	0.44	0.78	1.11	1.47	0.55
9 Eco-ENAIRE /Green Sky	0.01	0.19	0.51	0.99	1.07	0.21
10 Digital AIM	0.10	0.18	0.43	0.76	1.08	0.27
11 Civil-Military Coordination	0.00	0.10	0.23	0.26	0.27	0.10
<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>36.36</b>
1 Digital Tech	4.52	8.44	-	-	-	12.96
2 ENAIRE's Digital Transformation	3.40	6.00	-	-	-	9.40
3 Digital Network	0.71	2.80	-	-	-	3.51
4 Digital Airspace	2.42	3.16	-	-	-	5.59
5 Technical COMM evolution (&basis for future concepts such as ADSP)	1.57	1.70	-	-	-	3.26
6 Safety Reinforcement Action Plan ("REINFORCE")	0.05	0.45	-	-	-	0.50
7 CRIDA as engine of ENAIRE innovation	0.02	0.14	-	-	-	0.16
8 Security & Cybersecurity systems evolution plan ("PROTECT")	0.11	0.45	-	-	-	0.56
9 Eco-ENAIRE /Green Sky	0.01	0.03	-	-	-	0.05
10 Digital AIM	0.10	0.27	-	-	-	0.37
11 Civil-Military Coordination	0.00	0.00	-	-	-	0.00

## COSTS OF NEW MAJOR INVESTMENTS

SPAIN | ENAIRE

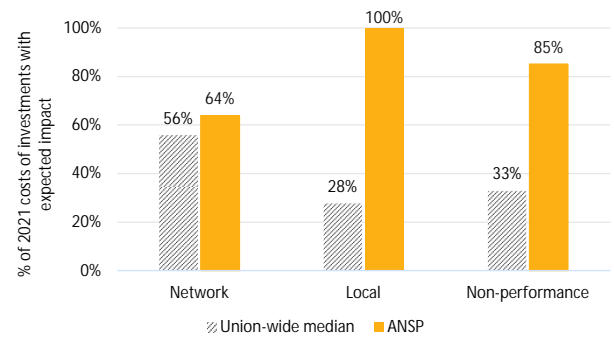
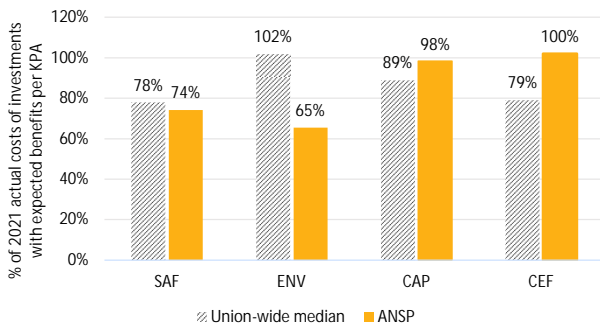
Actual minus determined costs of Investments (M€ <sub>2017</sub> )	2020	2021	2022	2023	2024	RP3 to date
<b>Total difference in costs of investments</b>	<b>0.00</b>	<b>(0.71)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>(0.71)</b>
1 Digital Tech	0.00	(0.24)	-	-	-	(0.24)
2 ENAIRE's Digital Transformation	0.00	0.41	-	-	-	0.41
3 Digital Network	0.00	(0.41)	-	-	-	(0.41)
4 Digital Airspace	(0.00)	(0.01)	-	-	-	(0.01)
5 Technical COMM evolution (&basis for future concepts such as ADSP)	0.00	(0.23)	-	-	-	(0.23)
6 Safety Reinforcement Action Plan ("REINFORCE")	(0.00)	(0.07)	-	-	-	(0.07)
7 CRIDA as engine of ENAIRE innovation	(0.00)	(0.01)	-	-	-	(0.01)
8 Security & Cybersecurity systems evolution plan ("PROTECT")	(0.00)	0.01	-	-	-	0.01
9 Eco-ENAIRE /Green Sky	0.00	(0.16)	-	-	-	(0.16)
10 Digital AIM	0.00	0.10	-	-	-	0.10
11 Civil-Military Coordination	(0.00)	(0.09)	-	-	-	(0.09)



EXPECTED BENEFIT AND IMPACT PER NEW MAJOR INVESTMENT

#	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	

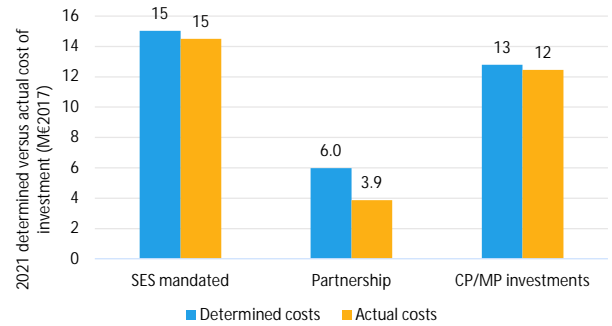
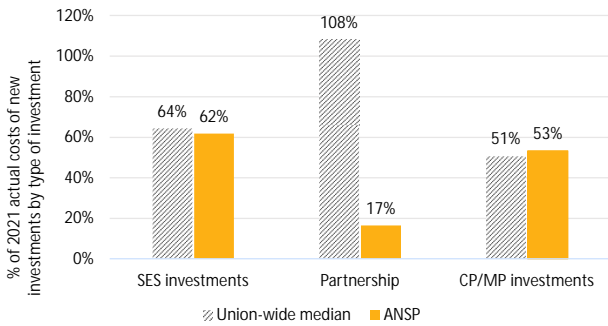
#	New major investments	Expected Impact		
		Network	Local	Non-performance
1	Digital Tech	X	X	X
2	ENAIRE's Digital Transformation		X	X
3	Digital Network		X	X
4	Digital Airspace	X	X	
5	Technical COMM evolution (&basis for future concepts such as ADSP)	X	X	X
6	Safety Reinforcement Action Plan ("REINFORCE")	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

#	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	2021-2026	Started	No	No	No	-
10	Digital AIM	2021-2028	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

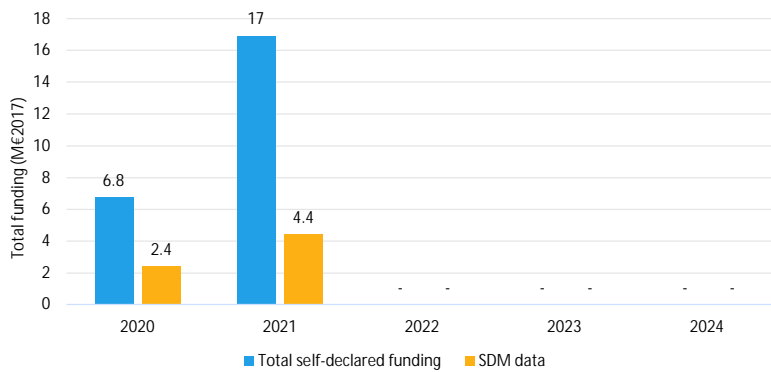
2. CP/MP = Common Project and Master Plan

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

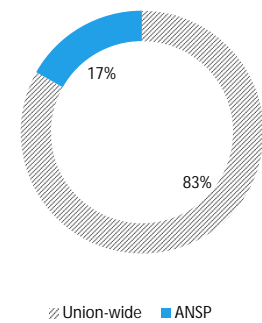
SPAIN | ENAIRE

Actual funding declaration (M€ <sub>2017</sub> )	2020	2021	2022	2023	2024	RP3 to date
<b>Total funding declared</b>	<b>6.76</b>	<b>16.92</b>	-	-	-	<b>23.68</b>
<b>En route funding declared</b>	<b>6.16</b>	<b>15.73</b>	-	-	-	<b>21.90</b>
<i>En route funding that could not be assigned to a specific investment</i>	<i>6.16</i>	<i>15.73</i>	-	-	-	<i>21.90</i>
<b>Terminal funding</b>	<b>0.59</b>	<b>1.19</b>	-	-	-	<b>1.78</b>
<i>Terminal funding that could not be assigned to a specific investment</i>	<i>0.59</i>	<i>1.19</i>	-	-	-	<i>1.78</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>4.36</b>	<b>12.48</b>	-	-	-	<b>16.84</b>
Total included in the funding declaration (reporting tables)	6.76	16.92	-	-	-	23.68
SDM Payment	2.40	4.44	-	-	-	6.84



Declared funding in 2021 (M€2017)



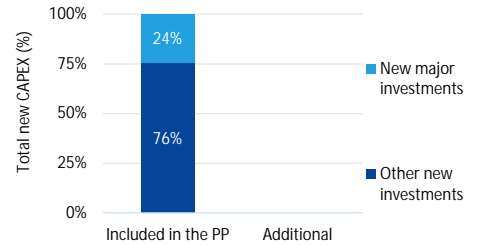
Spain reported 23.7M€<sub>2017</sub> in the combined year 2020/2021. The funding was awarded for 41 projects, however these projects could not be linked to the new major investments. SESAR Deployment Manager data indicates a payment of 6.8M€<sub>2017</sub> in the combined year 2020/2021.

The draft performance plan of Sweden is currently under revision. The costs related to investments reported by Sweden in the combined year 2020/2021 are in line with the determined costs. However, in the reporting tables, Sweden reported an underspending of -0.4M€<sub>2017</sub> (-1.3%). No explanation for the differences between the monitoring report and the reporting tables has been provided. Sweden planned three new major investments for RP3, one of which has been completed, one has been marked as delayed and one has not started.

**CAPEX FOR NEW INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN** SWEDEN | LFV

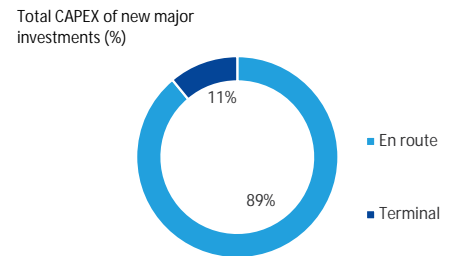
**Determined and additional CAPEX by value of individual investments (M€<sub>2017</sub>)** RP3

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%



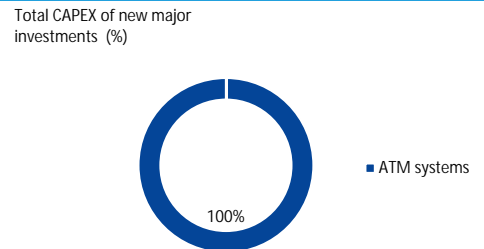
**Determined CAPEX: en route and terminal (M€<sub>2017</sub>)** RP3

Total CAPEX for new major investments	26.73	% of total
En route	23.74	89%
Terminal	2.98	11%

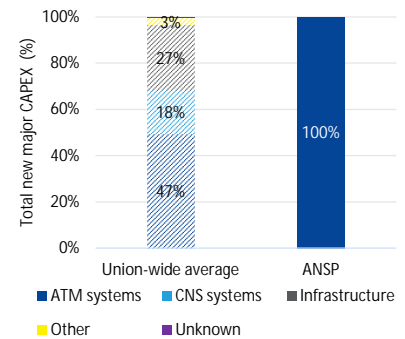
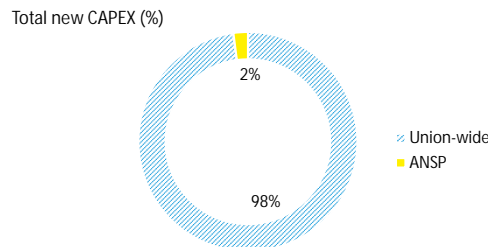
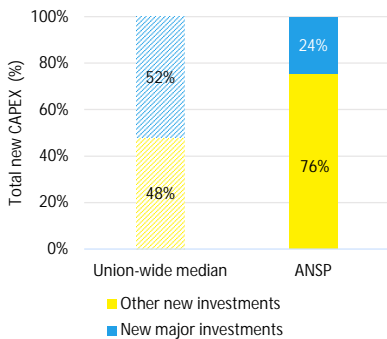


**Determined CAPEX by type of investment (M€<sub>2017</sub>)** RP3

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%



**New CAPEX: 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 (31%), CNS systems (21%), infrastructure (24%), Other (21%), unknown (1%).

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.

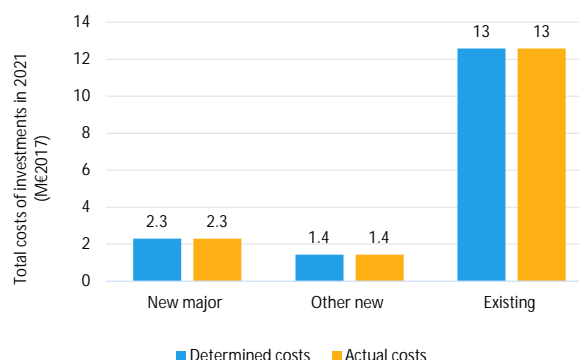
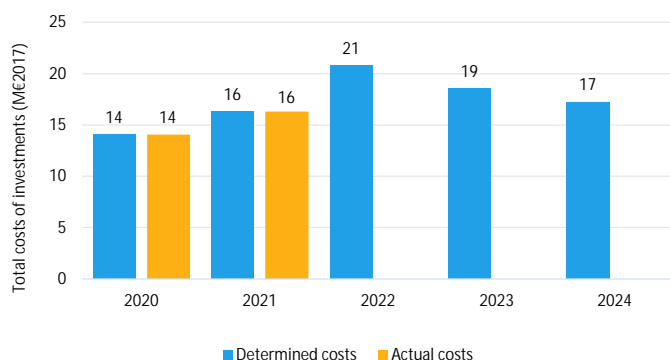
## COSTS RELATED TO INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN

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>30.37</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>2.75</b>
% New major investments in total costs of investments	3%	14%	13%	14%	15%	9%
<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>2.59</b>
% Other new investments in total costs of investments	8%	9%	35%	40%	47%	9%
<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>25.03</b>
% Existing investments in total costs of investments	89%	77%	52%	47%	39%	82%

Actual costs: new and existing Investments (M€ <sub>2017</sub> )	2020A	2021A	2022A	2023A	2024A	RP3 to date
<b>Total costs</b>	<b>14.06</b>	<b>16.31</b>	-	-	-	<b>30.37</b>
<b>New major Investments</b>	<b>0.44</b>	<b>2.30</b>	-	-	-	<b>2.75</b>
% New major investments in total costs of investments	3%	14%	-	-	-	9%
<b>Other new Investments</b>	<b>1.17</b>	<b>1.43</b>	-	-	-	<b>2.59</b>
% Other new investments in total costs of investments	8%	9%	-	-	-	9%
<b>Existing Investments</b>	<b>12.45</b>	<b>12.58</b>	-	-	-	<b>25.03</b>
% Existing investments in total costs of investments	89%	77%	-	-	-	82%

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>(0.00)</b>
<b>New major Investments</b>	<b>0</b>	<b>(0.00)</b>	-	-	-	<b>(0.00)</b>
% change of actual with respect to determined	0%	(0)	-	-	-	0%
<b>Other new Investments</b>	<b>0</b>	<b>0.00</b>	-	-	-	<b>0.00</b>
% change of actual with respect to determined	0%	0	-	-	-	0%
<b>Existing Investments</b>	<b>0</b>	<b>(0.00)</b>	-	-	-	<b>(0.00)</b>
% change of actual with respect to determined	0%	(0)	-	-	-	0%



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.

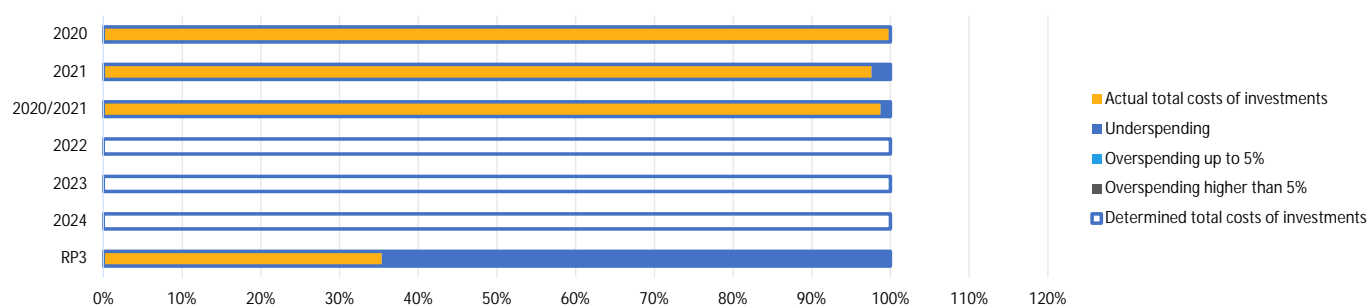
## COSTS RELATED TO INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN

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>32.24</b>
Depreciation	13.87	14.93	28.81	15.86	16.19	15.46	28.81
Cost of capital	1.21	2.21	3.43	4.85	2.84	2.62	3.43
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>31.83</b>
Depreciation	13.87	14.19	28.07	-	-	-	28.07
Cost of capital	1.21	2.54	3.76	-	-	-	3.76
Cost of leasing	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>(0.41)</b>
Depreciation	0	(0.74)	(0.74)	-	-	-	(0.74)
Cost of capital	0	0.33	0.33	-	-	-	0.33
Cost of leasing	0	0	0	-	-	-	0



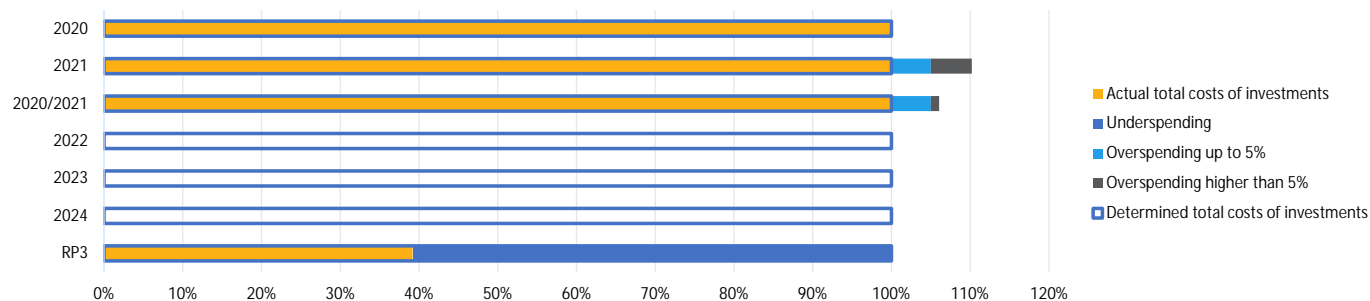
## COSTS RELATED TO INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN

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>0.15</b>
Depreciation	0	0	0	0	0	0	0
Cost of capital	0.06	0.09	0.15	0.09	0.09	0.08	0.15
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>0.16</b>
Depreciation	0	0	0	-	-	-	0
Cost of capital	0.06	0.10	0.16	-	-	-	0.16
Cost of leasing	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>0.01</b>
Depreciation	0	0	0	-	-	-	0
Cost of capital	0	0.01	0.01	-	-	-	0.01
Cost of leasing	0	0	0	-	-	-	0



The costs related to investments in the terminal charging zone of Sweden are out of the scope of this report since they are not attributed to the main ANSP.

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 underspent -0.41M€<sub>2017</sub> in costs related to investments in en route in the combined year 2020/2021. This amount should be reimbursed to the airspace users through a reduction of the unit rate, according to article 28 of Regulation (EU) 2019/317.

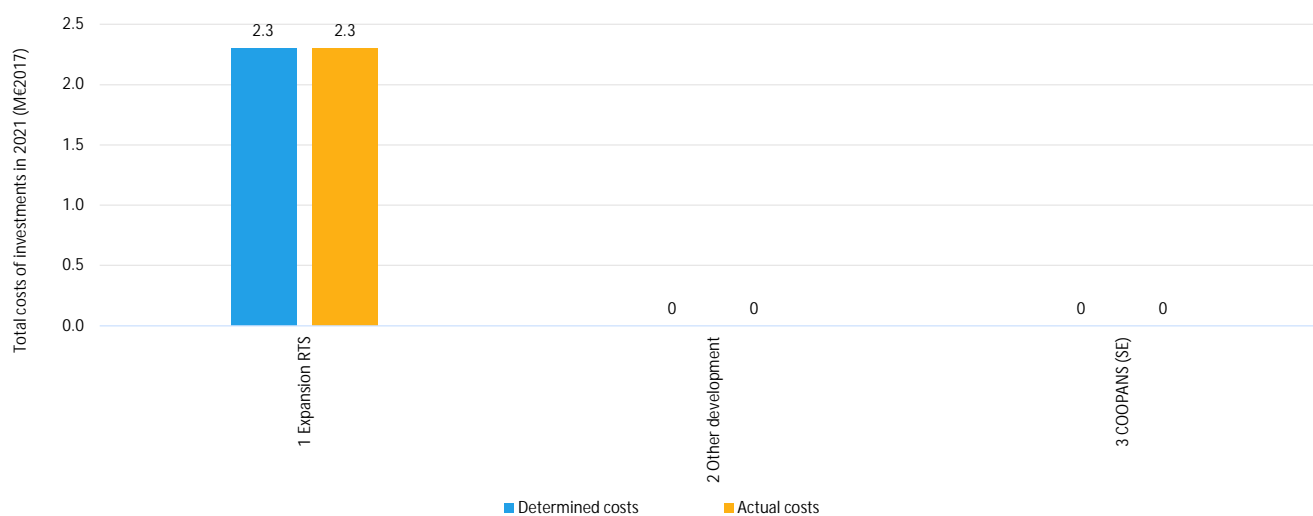
## COSTS BY NEW MAJOR INVESTMENTS

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>2.75</b>
1 Expansion RTS	0.44	2.30	2.74	2.38	2.27	2.75
2 Other development	0	0	0.02	0.06	0.14	0
3 COOPANS (SE)	0	0	0.01	0.06	0.15	0

Actual costs (M€ <sub>2017</sub> )	2020A	2021A	2022A	2023A	2024A	RP3 to date
<b>Total costs of Investments</b>	<b>0.44</b>	<b>2.30</b>	-	-	-	<b>2.75</b>
1 Expansion RTS	0.44	2.30	-	-	-	2.75
2 Other development	0	0	-	-	-	0
3 COOPANS (SE)	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>(0.00)</b>	-	-	-	<b>(0.00)</b>
1 Expansion RTS	0	(0.00)	-	-	-	(0.00)
2 Other development	0	0	-	-	-	0
3 COOPANS (SE)	0	0	-	-	-	0



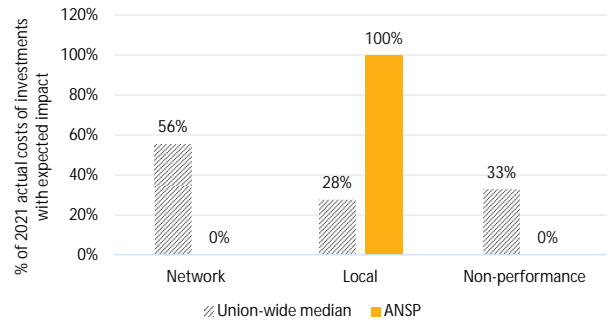
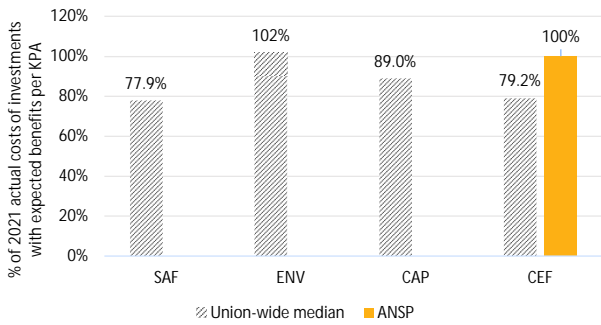
1. Determined costs comprise depreciation costs, cost of capital, and cost of leasing in the performance plans.

EXPECTED BENEFIT AND IMPACT PER NEW MAJOR INVESTMENT

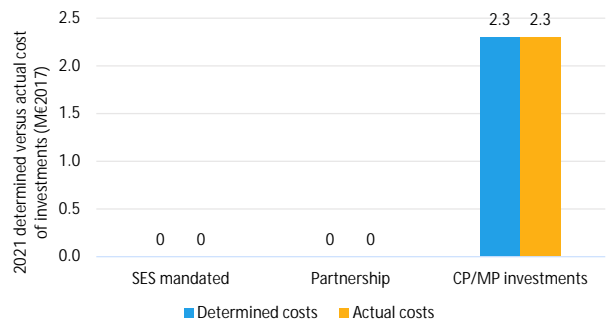
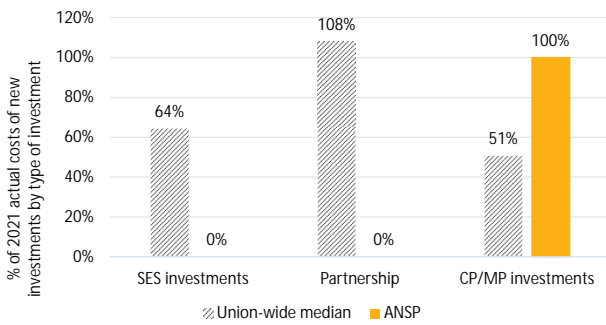
SWEDEN | LfV

#	New major Investments	Expected benefit per KPA			
		SAF	ENV	CAP	CEF
1	Expansion RTS				X
2	Other development				
3	COOPANS (SE)				

#	New major Investments	Expected Impact		
		Network	Local	Non-performance
1	Expansion RTS		X	
2	Other development			
3	COOPANS (SE)			



#	New major Investments	EIO Date <sup>1</sup>	Status	SES Reg.	Partnership	ATM system	
						ATM system	CP/ MP <sup>2</sup>
1	Expansion RTS	2019-2021	Completed	No	No	Yes	MP
2	Other development	Unknown	Delayed	No	No	Yes	MP
3	COOPANS (SE)	Unknown	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

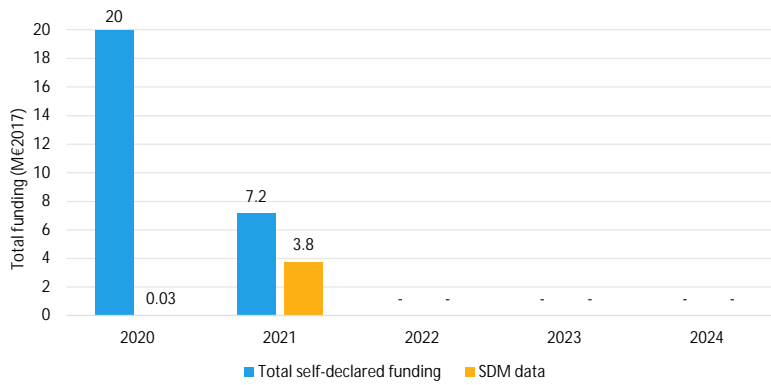
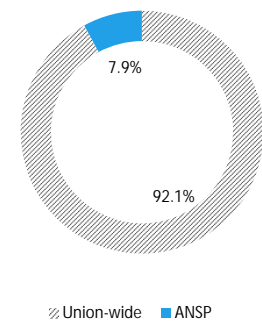
One investment has been marked as delayed, due to not recording actual costs of investments in the combined year 2020/2021.

## 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>27.12</b>
<b>En route funding declared</b>	<b>19.87</b>	<b>6.78</b>	-	-	-	<b>26.65</b>
<i>En route funding that could not be assigned to a specific investment</i>	12.44	4.61	-	-	-	17.05
<i>Expansion RTS</i>	6.69	1.85	-	-	-	8.54
<i>COOPANS (SE)</i>	0.75	0.31	-	-	-	1.06
<b>Terminal funding</b>	<b>0.08</b>	<b>0.39</b>	-	-	-	<b>0.47</b>
<i>Terminal funding that could not be assigned to a specific investment</i>	0.08	0.39	-	-	-	0.47

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>23.33</b>
Total included in the funding declaration (reporting tables)	19.95	7.17	-	-	-	27.12
SDM Payment	0.03	3.76	-	-	-	3.80

Declared funding in 2021 (M€<sub>2017</sub>)

Sweden reported 27.1M€<sub>2017</sub> in the combined year 2020/2021. The funding was awarded for 26 projects. Part of this funding could be linked to the investments "Expansion RTS" and "COOPANS". SESAR Deployment Manager data indicates a payment of 3.8M€<sub>2017</sub> in the combined year 2020/2021.

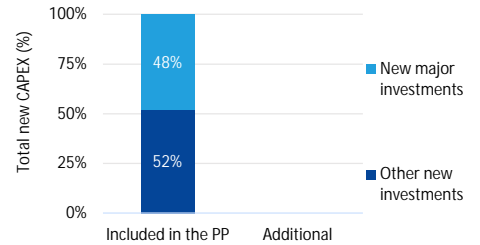


The draft performance plan of FABEC is currently under revision. Switzerland overspent +0.17M€<sub>2017</sub> (+0.2%) in costs related to investments for en route and terminal in the combined year 2020/2021 compared to the determined costs. Switzerland planned eight new major investments for RP3, all of which have started.

**CAPEX FOR NEW INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN** SWITZERLAND | Skyguide

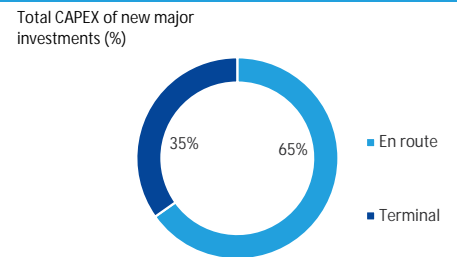
**Determined and additional CAPEX by value of individual investments (M€<sub>2017</sub>)** RP3

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%



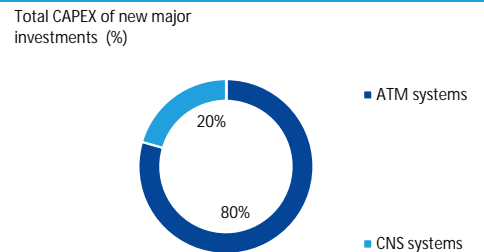
**Determined CAPEX: en route and terminal (M€<sub>2017</sub>)** RP3

Total CAPEX for new major investments	103.14	% of total
En route	67.21	65%
Terminal	35.93	35%

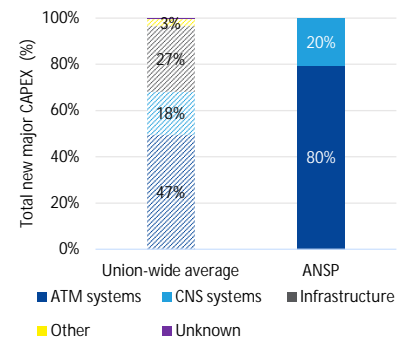
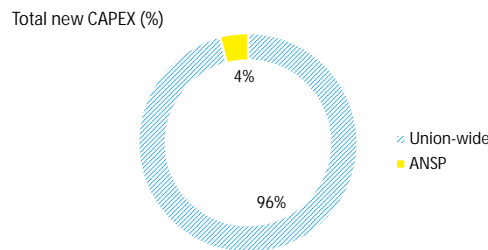
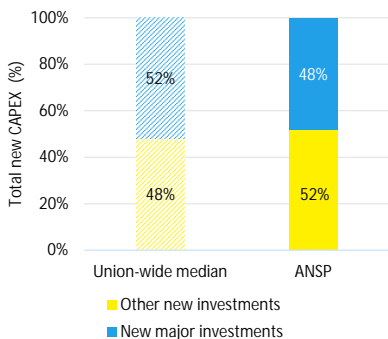


**Determined CAPEX by type of investment (M€<sub>2017</sub>)** RP3

Total CAPEX for new major investments	103.14	% of total
ATM systems	82.04	80%
CNS systems	21.10	20%
Infrastructure	0	0%
Other	0	0%
Unknown	0	0%



**New CAPEX: 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 (31%), CNS systems (21%), infrastructure (24%), Other (21%), unknown (1%).

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.

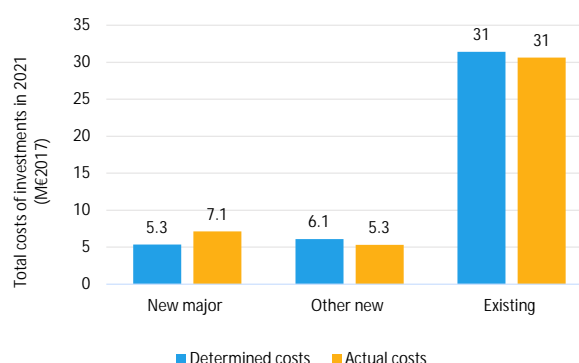
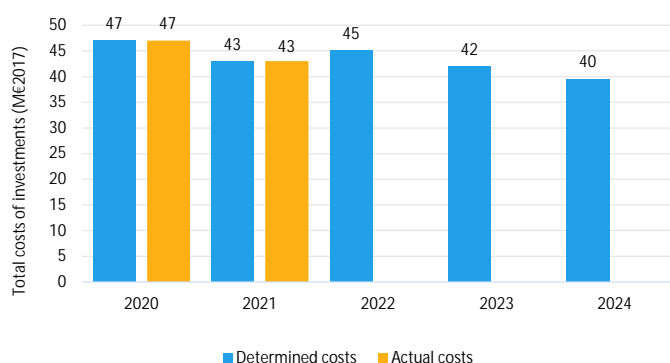
## COSTS RELATED TO INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN

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>89.88</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>7.46</b>
% New major investments in total costs of investments	5%	12%	20%	27%	30%	8%
<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>8.05</b>
% Other new investments in total costs of investments	4%	14%	19%	26%	33%	9%
<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>74.37</b>
% Existing investments in total costs of investments	91%	73%	60%	47%	36%	83%

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>90.06</b>
<b>New major Investments</b>	<b>2.12</b>	<b>7.14</b>	-	-	-	<b>9.27</b>
% New major investments in total costs of investments	5%	17%	-	-	-	10%
<b>Other new Investments</b>	<b>1.95</b>	<b>5.29</b>	-	-	-	<b>7.24</b>
% Other new investments in total costs of investments	4%	12%	-	-	-	8%
<b>Existing Investments</b>	<b>42.94</b>	<b>30.61</b>	-	-	-	<b>73.55</b>
% Existing investments in total costs of investments	91%	71%	-	-	-	82%

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>0.17</b>
<b>New major Investments</b>	<b>0</b>	<b>1.81</b>	-	-	-	<b>1.81</b>
% change of actual with respect to determined	0%	0.34	-	-	-	24%
<b>Other new Investments</b>	<b>0</b>	<b>(0.82)</b>	-	-	-	<b>(0.82)</b>
% change of actual with respect to determined	0%	(0.13)	-	-	-	-10%
<b>Existing Investments</b>	<b>0</b>	<b>(0.82)</b>	-	-	-	<b>(0.82)</b>
% change of actual with respect to determined	0%	(0.03)	-	-	-	-1%



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 "Amounts not financed by users of Swiss FIR". These adjustments have been deducted from the costs of existing investments (-11M€<sub>2017</sub> in 2020 and -13M€<sub>2017</sub> in 2021 for the determined values).

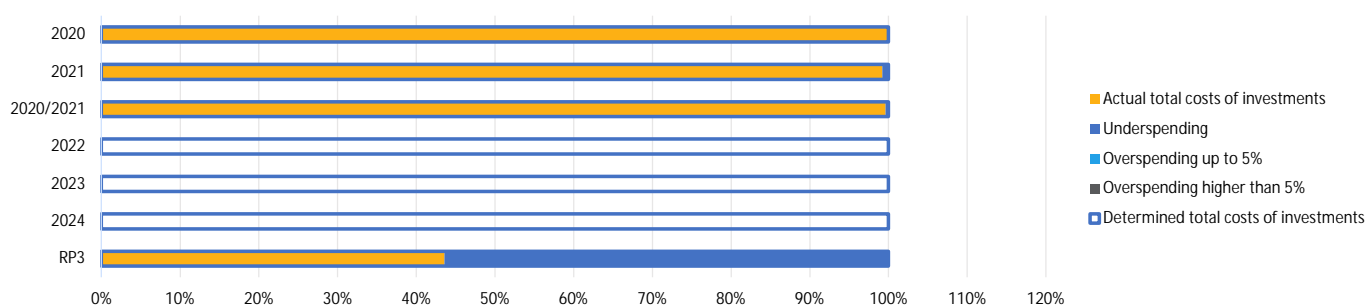
## COSTS RELATED TO INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN

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>50.78</b>
Depreciation	23.43	21.09	44.52	21.19	18.98	17.28	44.52
Cost of capital	3.32	2.94	6.26	2.93	2.61	2.38	6.26
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>50.59</b>
Depreciation	23.43	20.99	44.42	-	-	-	44.42
Cost of capital	3.32	2.85	6.17	-	-	-	6.17
Cost of leasing	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>(0.19)</b>
Depreciation	0	(0.10)	(0.10)	-	-	-	(0.10)
Cost of capital	0	(0.09)	(0.09)	-	-	-	(0.09)
Cost of leasing	0	0	0	-	-	-	0



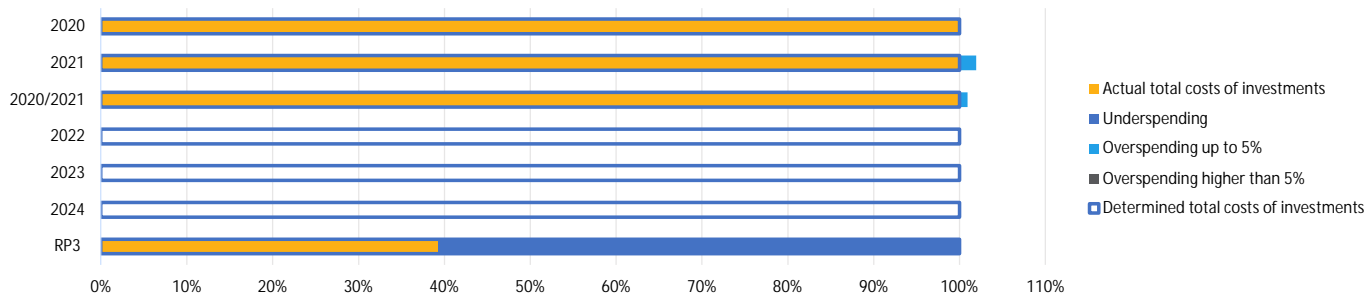
## COSTS RELATED TO INVESTMENTS INCLUDED IN THE PERFORMANCE PLAN

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>39.10</b>
Depreciation	17.06	15.61	32.67	17.88	17.55	17.19	32.67
Cost of capital	3.21	3.23	6.44	3.11	2.91	2.71	6.44
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>39.47</b>
Depreciation	17.06	16.25	33.31	-	-	-	33.31
Cost of capital	3.21	2.95	6.16	-	-	-	6.16
Cost of leasing	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>0.37</b>
Depreciation	0	0.64	0.64	-	-	-	0.64
Cost of capital	0	(0.28)	(0.28)	-	-	-	(0.28)
Cost of leasing	0	0	0	-	-	-	0



Switzerland underspent -0.19M€<sub>2017</sub> in costs related to investments in en route in the combined year 2020/2021. This amount should be reimbursed to the airspace users through a reduction of the unit rate, according to article 28 of Regulation (EU) 2019/317.

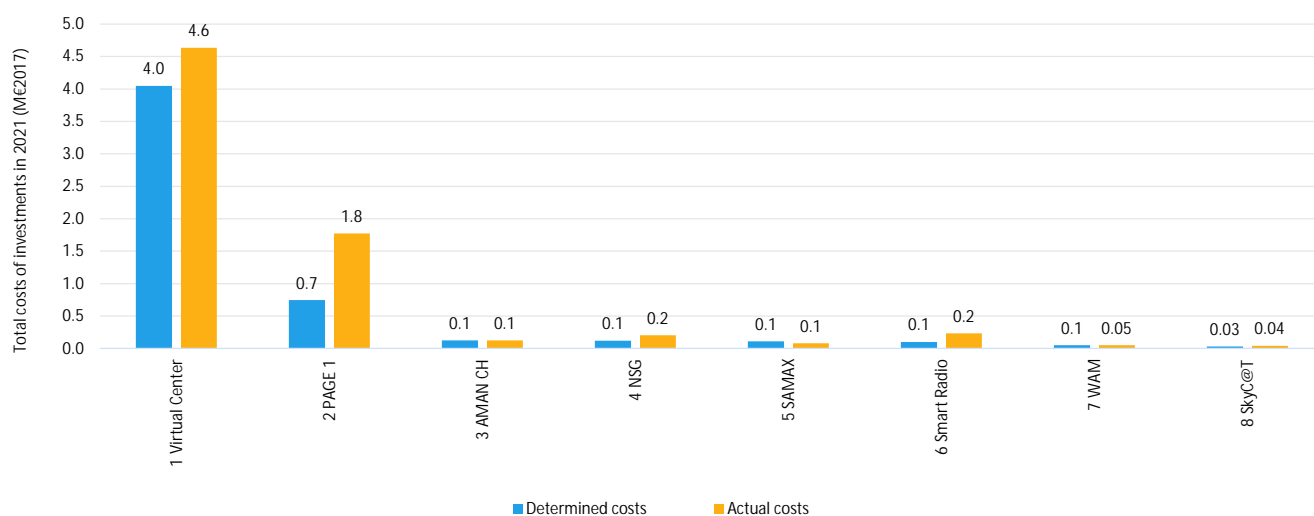
## COSTS BY NEW MAJOR INVESTMENTS

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>7.46</b>
1 Virtual Center	1.66	4.05	6.71	7.17	7.70	5.71
2 PAGE 1	0.15	0.75	1.27	1.24	1.21	0.90
3 AMAN CH	0.07	0.12	0.15	0.89	0.94	0.19
4 NSG	0.09	0.12	0.14	0.87	0.85	0.21
5 SAMAX	0.06	0.11	0.39	0.47	0.46	0.17
6 Smart Radio	0.07	0.10	0.31	0.30	0.30	0.17
7 WAM	0.01	0.05	0.11	0.34	0.37	0.06
8 SkyC@T	0.01	0.03	0.06	0.08	0.11	0.04

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>9.27</b>
1 Virtual Center	1.66	4.64	-	-	-	6.30
2 PAGE 1	0.15	1.78	-	-	-	1.93
3 AMAN CH	0.07	0.13	-	-	-	0.20
4 NSG	0.09	0.20	-	-	-	0.29
5 SAMAX	0.06	0.08	-	-	-	0.14
6 Smart Radio	0.07	0.23	-	-	-	0.30
7 WAM	0.01	0.05	-	-	-	0.06
8 SkyC@T	0.01	0.04	-	-	-	0.05

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>1.81</b>
1 Virtual Center	0.00	0.59	-	-	-	0.59
2 PAGE 1	(0.00)	1.03	-	-	-	1.03
3 AMAN CH	0	0.00	-	-	-	0.00
4 NSG	0.00	0.08	-	-	-	0.08
5 SAMAX	0	(0.03)	-	-	-	(0.03)
6 Smart Radio	(0.00)	0.13	-	-	-	0.13
7 WAM	0.00	(0.00)	-	-	-	(0.00)
8 SkyC@T	0.00	0.01	-	-	-	0.01

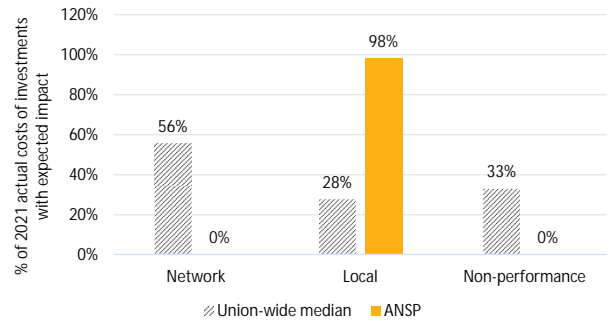
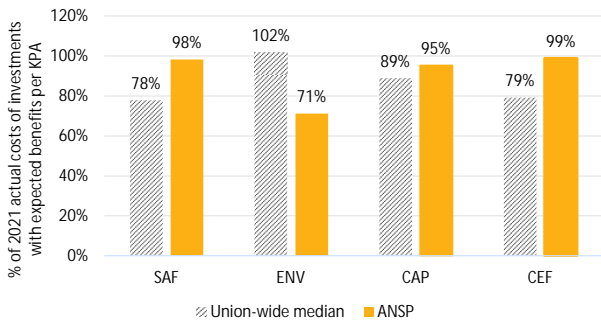


1. Determined costs comprise depreciation costs, cost of capital, and cost of leasing in the performance plans.

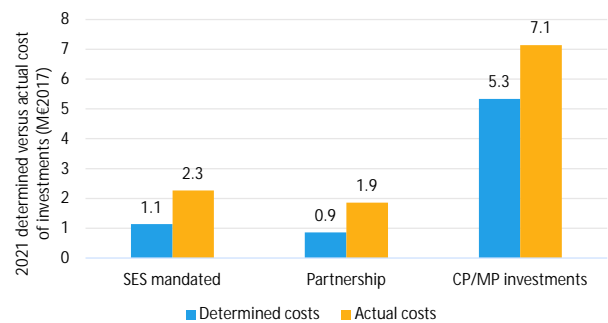
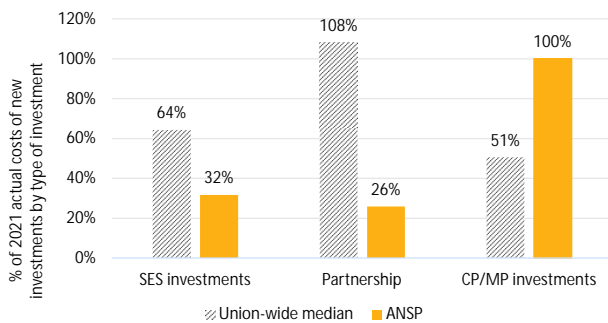
EXPECTED BENEFIT AND IMPACT PER NEW MAJOR INVESTMENT

#	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	CP/ MP <sup>2</sup>
1	Virtual Center	2024	Started	No	No	ATM system	MP
2	PAGE 1	2018-2022	Started	Yes	Yes	Yes	MP
3	AMAN CH	01/05/2022	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

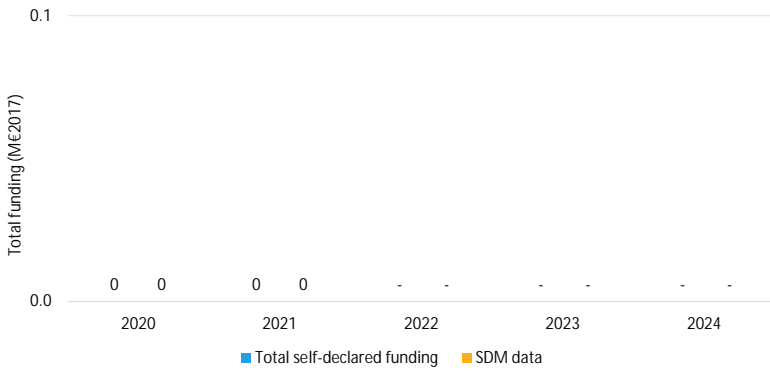
2. CP/MP = Common Project and Master Plan

PUBLIC FUNDING GRANTED FOR TOTAL CAPEX (CEF/TEN-T) SWITZERLAND | Skyguide

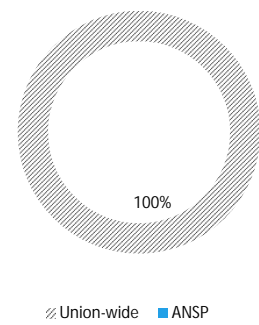
Actual funding declaration (M€ <sub>2017</sub> )	2020	2021	2022	2023	2024	RP3 to date
<b>Total funding declared</b>	<b>0</b>	<b>0</b>	-	-	-	<b>0</b>
<b>En route funding declared</b>	<b>0</b>	<b>0</b>	-	-	-	<b>0</b>
<i>En route funding that could not be assigned to a specific investment</i>	0	0	-	-	-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

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</b>	-	-	-	<b>0</b>
Total included in the funding declaration (reporting tables)	0	0	-	-	-	0
SDM Payment	0	0	-	-	-	0



Declared funding in 2021 (M€2017)



Switzerland did not report any funding in the combined year 2020/2021.