FABEC

PERFORMANCE REPORT 2015 - 2019

CAPACITY

November 2019

making the difference

Contents

Description & Analysis

Europe

Traffic in November 2019 decreased by 1.9% compared to November 2018 and was below the low forecast published in October 2019. The decrease reflected a deteriorating economic situation, trade tensions, political unrest along with the aftermath of the recent airline failures, namely Thomas Cook. Additionally, a two-day industrial action at Lufthansa (8-9 November) accelerated the decline in Germany's local traffic which was down 7% (-382 flights/day) in November. Only two states added more than 50 flights per day to the European local traffic growth (Turkey and Poland), owing mainly to their flows to and from: for Turkey (+70): Russian Federation (+25), Middle East (+17), Asia (India, Indonesia, Thailand, Malaysia) (+12), Germany (+11) and France (+10). However, Turkey's internal flow remained weak and saw 60 fewer flights per day; for Poland (+58): Ukraine (+10), Norway (+7), internal flow (+6), Netherlands (+5), UK (+4). The top five external partners in average daily flights on flows in both directions were the United States (865 flights, down 3.6%), the Russian Federation (748 flights, down 3.7%), the United Arab Emirates (352 flights, up 3.1%), Egypt (321 flights, up 12.3%) and Qatar (213 flights, up 4.7%). The airlines which added the most flights to the European network on a daily basis were Ryanair (+81 flights), Wizz Air Hungary (+77 flights), Jet2.com (+29 flights), Pegasus (+23 flights) and LOT (+12 flights).

The average en-route ATFM delay per flight in the NM area in November was 0.32 min/flt, which is above the corresponding monthly guideline value of 0.17 min/flt. The average YTD en-route ATFM delay per flight in 2019 in the NM area is 1.60 min/flt which is three times the corresponding guideline of 0.52 min (Source: NM).

Delays from the passengers' point of view

For November 2019 the Central Office for Delay Analysis (CODA) reported that the average delay per flight on departure was 8.5 minutes per flight - a decrease of 1.8 minutes per flight compared to November 2018.

25 % of the total delay, can be attributable to air traffic control. Airlines caused 56% of the total delay, resulting from such issues as technical problems, staff shortages or turnaround times that are too tightly scheduled. Airports caused 6% of the delays while the rest (IATA Code 85,86,71-79,97-99) of around 13% can be allocated to other reasons (Source: CODA-Digest-11-2019).

FABEC

In the FABEC area, traffic decreased by 3.0% in November 2019 compared to the same month in 2018, leading to a 1.2% traffic increase YTD. With this YTD traffic growth, the number of IFR flights is significantly above the STATFOR baseline scenario published in March 2015. The landings in the FABEC area (only the airports included in the performance plan) dropped down in November (-4.7%). The 2019 YTD arrival traffic evolution is now 0.5% higher than in 2018. All FABEC members saw a rather impressive traffic drop in November. DFS (-7.7%), skyguide (-5.3%), skeyes (-2.6%), DSNA (-2.4%) and LVNL (-1.4%) saw a decrease of their respective landings compared to last year.

The units with the highest ATFM en-route delay in November 2019 are Karlsruhe (69 716 min) and Marseille (26 190 min). In Karlsruhe, delays were due to 'ATC-Capacity' (70%), 'Staffing' (22%), 'Airspace Management' (5%) and 'Weather' (3%); in Marseille, 'Technical' (55%, radio frequency instability), 'Staffing' (37%), 'Weather' (3%), 'ATC-Capacity' (2%), 'Other' (1%) and 'Airspace Management' (1%). Bremen (15 532 min) and Langen (10 194 min) also induced delays in November, but to a lesser extent. In Bremen, delays were mainly due to 'ATC-Capacity' (53%), 'Staffing' (27%) and 'Airspace Management' (20%) and in Langen, mainly to 'Staffing' (70%) and 'ATC-Capacity' (24%).

The en-route ATFM delay per flight all causes reached 0.33 min/flt in November 2019 compared to 0.47 min/flt in 2018 (enhancement by 30%).

The YTD en-route ATFM delay per flight shows a significant improvement compared to last year (1.55 min/flt vs. 2.21 min/flt in 2018). This result is far above the YTD guideline value (0.45 min/flt). The YTD en-route ATFM delay CRSTMP causes reached 1.19 min/flt. This corresponds to a performance enhancement compared to last year (1.45 min/flt); this value is, as well, far above the guideline value estimated at the end of November (0.35 min/flt).

The Arrival ATFM delay per arrival movement all causes was significantly improved in November, from 0.62 min/flt in 2018 to 0.51 min/flt in 2019. The arrival ATFM delay per arrival flight CRSTMP causes slightly decreased in November (from 0.05 min/flt in 2018 to 0.04 min/flt in 2019).

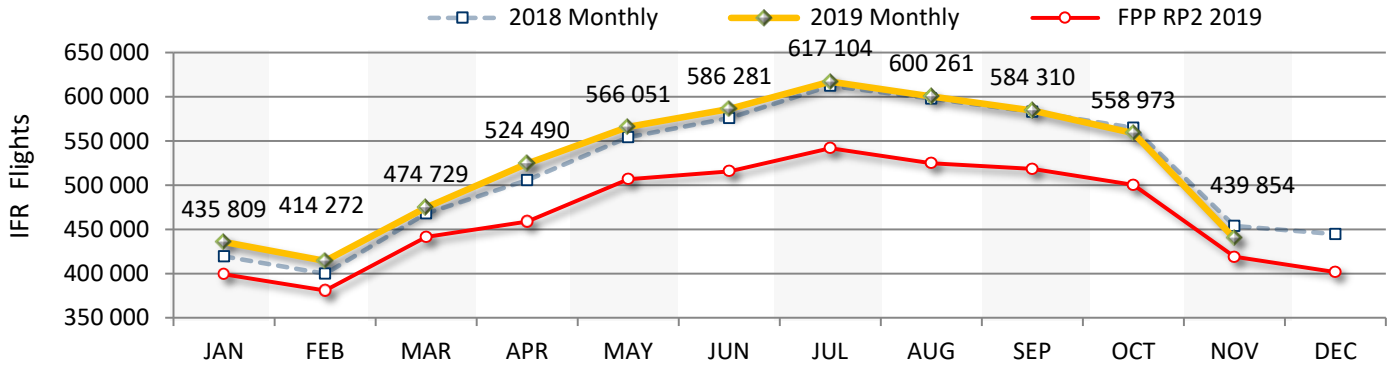
The airports with the highest ATFM delay in November 2019 – more than 10% of the total FABEC arrival delay – were Amsterdam/EHAM (45 521 min) and Frankfurt/EDDF (11 863 min). In Amsterdam, delays were due to 'Weather' (56%) and 'Aerodrome Capacity' (44%); in Frankfurt, 'Weather' (85%) and 'Staffing' (15%). After 11 months in 2019, LVNL, MUAC and skyguide are achieving their respective CRSTMP en-route ATFM delay target per flight whereas
skeyes, DFS and DSNA aren't. On the other hand, apart from LVNL, all FABEC members are currently achieving their respective CRSTMP Arrival ATFM delay target per arrival flight.

P.S.: In the context of both the eNM S19 delay re-attribution process and the post-ops performance adjustment, delays figures for all ANSPs are not consolidated yet.

FABEC TRAFFIC DEVELOPMENT (*en-route*)

FABEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
2018 Monthly	419 452	399 761	467 833	505 789	554 363	575 947	612 280	597 957	583 092	564 856	453 639	444 489	5 734 969
2019 Monthly	**435 809**	**414 272**	**474 729**	**524 490**	**566 051**	**586 281**	**617 104**	**600 261**	**584 310**	**558 973**	**439 854**		**5 802 134**
Growth (%)	3.9 %	3.6 %	1.5 %	3.7 %	2.1 %	1.8 %	0.8 %	0.4 %	0.2 %	-1.0 %	-3.0 %		1.2 %
FPP RP2 2019	399 183	380 820	441 248	458 778	506 547	515 400	541 767	524 918	518 262	500 254	419 096	401 552	**5 206 274**
2019 / RP2 (%) - Monthly	**9.2 %**	8.8 %	7.6 %	**14.3 %**	**11.7 %**	**13.8 %**	**13.9 %**	**14.4 %**	**12.7 %**	**11.7 %**	**5.0 %**		
2019 / RP2 (%) - Cumulated	9.2 %	9.0 %	8.5 %	10.1 %	10.5 %	11.1 %	11.6 %	11.9 %	12.0 %	12.0 %	11.4 %		

2018 Monthly and 2019 Monthly values represent actual movements (*source: PRU*). RP2 2019 represents the traffic forecast (STATFOR low- growth 02/2015) underpinning the FABEC Performance Plan, split into monthly values on the basis of a FABEC consolidated methodology.

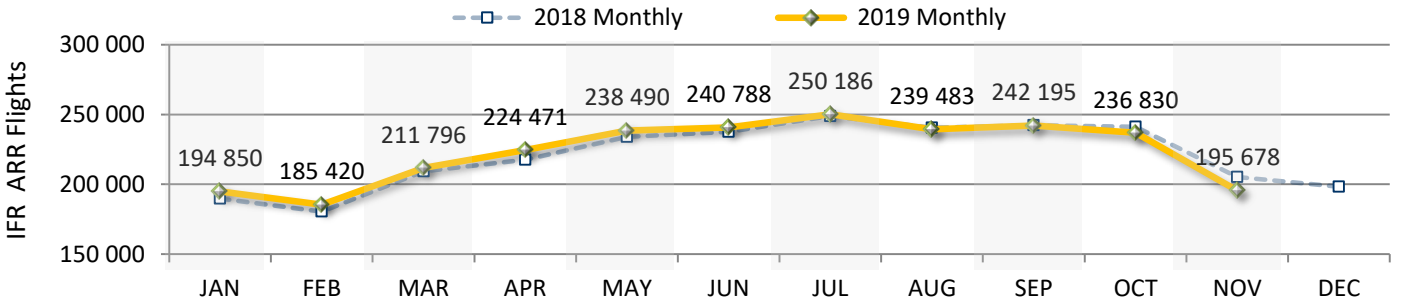


	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
skeyes													
2018 Monthly	44 799	42 925	50 291	54 227	58 645	60 296	63 039	61 022	60 111	58 879	48 221	47 119	602 455
2019 Monthly	**46 085**	**42 458**	**49 539**	**53 761**	**57 702**	**58 513**	**62 239**	**59 274**	**59 410**	**57 544**	**46 709**		**593 234**
Growth (%)	2.9 %	-1.1 %	-1.5 %	-0.9 %	-1.6 %	-3.0 %	-1.3 %	-2.9 %	-1.2 %	-2.3 %	-3.1 %		-1.5 %
DFS													
2018 Monthly	212 646	203 601	238 141	252 738	280 725	287 148	300 814	295 118	291 235	289 102	236 401	225 799	2 887 669
2019 Monthly	**222 009**	**211 766**	**240 686**	**258 289**	**282 291**	**286 199**	**299 444**	**292 210**	**291 681**	**284 915**	**225 050**		**2 894 540**
Growth (%)	4.4 %	4.0 %	1.1 %	2.2 %	0.6 %	-0.3 %	-0.5 %	-1.0 %	0.2 %	-1.4 %	-4.8 %		0.2 %
DSNA													
2018 Monthly	213 336	202 724	240 485	267 871	293 860	311 779	337 069	325 019	314 605	296 295	226 565	228 286	3 029 608
2019 Monthly	**221 573**	**209 836**	**244 322**	**283 032**	**302 429**	**321 951**	**340 265**	**329 402**	**313 806**	**292 190**	**221 663**		**3 080 469**
Growth (%)	3.9 %	3.5 %	1.6 %	5.7 %	2.9 %	3.3 %	0.9 %	1.3 %	-0.3 %	-1.4 %	-2.2 %		1.7 %
LVNL													
2018 Monthly	46 296	44 327	50 909	53 087	57 154	56 123	58 261	57 756	56 676	57 414	48 678	47 151	586 681
2019 Monthly	**46 111**	**44 366**	**50 512**	**53 470**	**57 492**	**55 907**	**57 593**	**57 195**	**56 974**	**57 181**	**47 564**		**584 365**
Growth (%)	-0.4 %	0.1 %	-0.8 %	0.7 %	0.6 %	-0.4 %	-1.1 %	-1.0 %	0.5 %	-0.4 %	-2.3 %		-0.4 %
MUAC													
2018 Monthly	135 713	126 950	147 139	154 380	168 707	168 910	176 472	173 216	168 749	168 395	142 381	141 678	1 731 012
2019 Monthly	**138 773**	**129 324**	**147 712**	**154 875**	**164 086**	**166 793**	**176 133**	**173 200**	**168 761**	**166 082**	**137 728**		**1 723 467**
Growth (%)	2.3 %	1.9 %	0.4 %	0.3 %	-2.7 %	-1.3 %	-0.2 %	0.0 %	0.0 %	-1.4 %	-3.3 %		-0.4 %
skyguide													
2018 Monthly	86 394	82 941	97 689	107 085	117 936	124 702	131 917	128 638	125 622	119 747	90 115	91 030	1 212 786
2019 Monthly	**89 334**	**86 268**	**99 645**	**110 651**	**120 991**	**127 214**	**133 394**	**127 821**	**124 023**	**115 533**	**86 141**		**1 221 015**
Growth (%)	3.4 %	4.0 %	2.0 %	3.3 %	2.6 %	2.0 %	1.1 %	-0.6 %	-1.3 %	-3.5 %	-4.4 %		0.7 %

FABEC TRAFFIC DEVELOPMENT (*arrival*)

FABEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
2018 Monthly	189 660	180 419	209 287	217 664	233 911	237 622	248 909	240 578	242 314	241 201	205 323	198 327	2 446 888
2019 Monthly	**194 850**	**185 420**	**211 796**	**224 471**	**238 490**	**240 788**	**250 186**	**239 483**	**242 195**	**236 830**	**195 678**		**2 460 187**
Growth (%)	2.7 %	2.8 %	1.2 %	3.1 %	2.0 %	1.3 %	0.5 %	-0.5 %	0.0 %	-1.8 %	-4.7 %		0.5 %

2018 Monthly and 2019 Monthly values represent actual arrivals (*source: PRU*).



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
							ANA LUX						
2018 Monthly	2 788	2 607	3 008	3 249	3 389	3 414	3 313	3 129	3 352	3 366	3 024	2 830	34 639
2019 Monthly	**2 728**	**2 640**	**3 007**	**3 285**	**3 451**	**3 420**	**3 410**	**3 160**	**3 445**	**3 466**	**3 150**		**35 162**
Growth (%)	-2.2 %	1.3 %	0.0 %	1.1 %	1.8 %	0.2 %	2.9 %	1.0 %	2.8 %	3.0 %	4.2 %		1.5 %
							skeyes						
2018 Monthly	9 676	9 263	10 646	11 094	11 701	11 711	12 477	12 046	11 860	11 367	10 594	9 826	122 435
2019 Monthly	**9 804**	**8 825**	**10 293**	**11 083**	**11 763**	**11 678**	**12 607**	**12 086**	**12 016**	**11 632**	**10 315**		**122 102**
Growth (%)	1.3 %	-4.7 %	-3.3 %	-0.1 %	0.5 %	-0.3 %	1.0 %	0.3 %	1.3 %	2.3 %	-2.6 %		-0.3 %
							DFS						
2018 Monthly	73 971	72 422	83 650	86 752	94 000	94 769	98 092	97 183	98 506	100 871	86 195	79 756	986 411
2019 Monthly	**78 274**	**75 894**	**85 673**	**88 848**	**96 254**	**95 027**	**98 049**	**95 422**	**98 321**	**97 898**	**79 529**		**989 189**
Growth (%)	5.8 %	4.8 %	2.4 %	2.4 %	2.4 %	0.3 %	0.0 %	-1.8 %	-0.2 %	-2.9 %	-7.7 %		0.3 %
							DSNA						
2018 Monthly	66 247	61 688	72 535	76 311	82 339	85 816	91 320	84 966	86 309	82 645	68 991	68 659	859 167
2019 Monthly	**66 766**	**63 317**	**73 401**	**81 023**	**84 477**	**88 656**	**92 799**	**86 055**	**86 206**	**81 851**	**67 332**		**871 883**
Growth (%)	0.8 %	2.6 %	1.2 %	6.2 %	2.6 %	3.3 %	1.6 %	1.3 %	-0.1 %	-1.0 %	-2.4 %		1.5 %
							LVNL						
2018 Monthly	18 970	17 932	20 586	21 404	22 907	22 339	23 347	23 315	22 640	23 022	19 660	19 505	236 122
2019 Monthly	**18 998**	**18 021**	**20 363**	**21 455**	**22 973**	**22 330**	**22 933**	**23 046**	**22 639**	**22 777**	**19 390**		**234 925**
Growth (%)	0.1 %	0.5 %	-1.1 %	0.2 %	0.3 %	0.0 %	-1.8 %	-1.2 %	0.0 %	-1.1 %	-1.4 %		-0.5 %
							skyguide						
2018 Monthly	18 008	16 507	18 862	18 854	19 575	19 573	20 360	19 939	19 647	19 930	16 859	17 751	208 114
2019 Monthly	**18 280**	**16 723**	**19 059**	**18 777**	**19 572**	**19 677**	**20 388**	**19 714**	**19 568**	**19 206**	**15 962**		**206 926**
Growth (%)	1.5 %	1.3 %	1.0 %	-0.4 %	0.0 %	0.5 %	0.1 %	-1.1 %	-0.4 %	-3.6 %	-5.3 %		-0.6 %

KPI #1: En-route ATFM delay per controlled flight (*FABEC*)

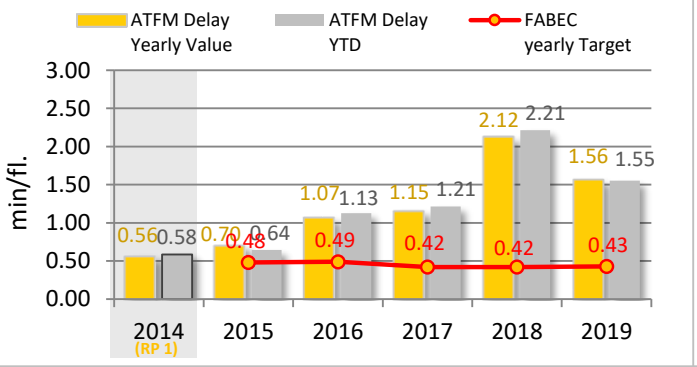
	YTD 2019	YTD 2018
En-route Delay All causes	**1.55**	2.21
FABEC Target *(yearly value)*	**0.43**	
Guideline	0.45	
Minute ('000) ALL causes	**9 004**	12 702
Diff. 2019 - 2018	- 29.1 %	
Traffic ('000)	**5 802**	5 735
Diff. 2019 - 2018	+ 1.2 %	

	YTD 2019	YTD 2018
En-route Delay CRSTMP causes	**1.19**	1.45
FABEC Target *(yearly value)*	**0.34**	
Guideline	0.35	
Minute ('000) CRSTMP causes	**6 900**	8 329
Diff. 2019 - 2018	- 17 %	

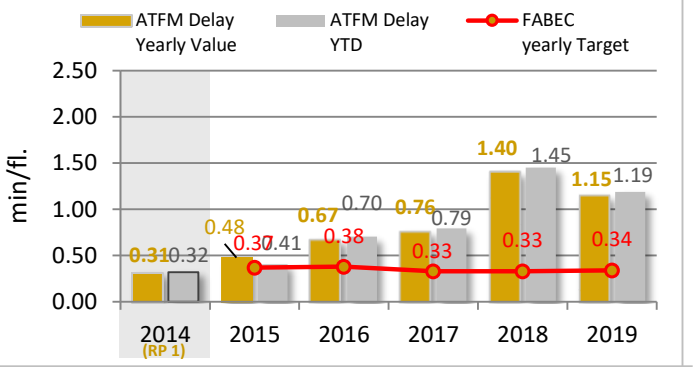
Potential savings (*) due to underbid the delay Target (all Causes) in Mio EURO (YTD) 0.0

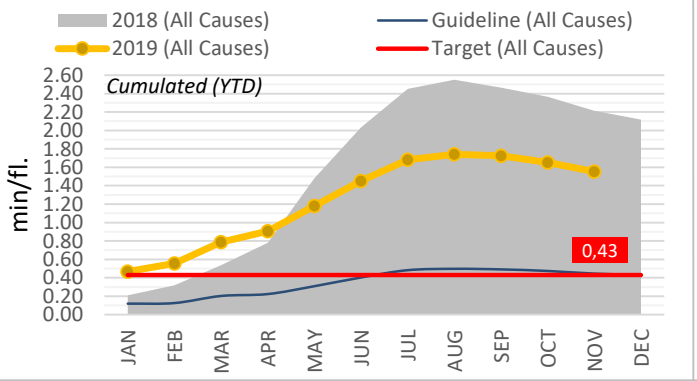
** Cost of ATFM-delay per min = 87 €*

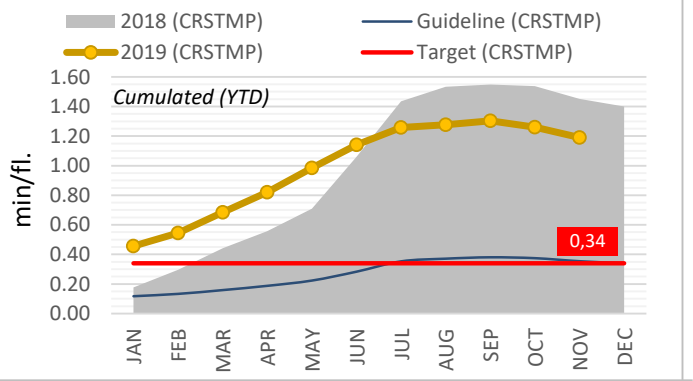
All Delay Causes

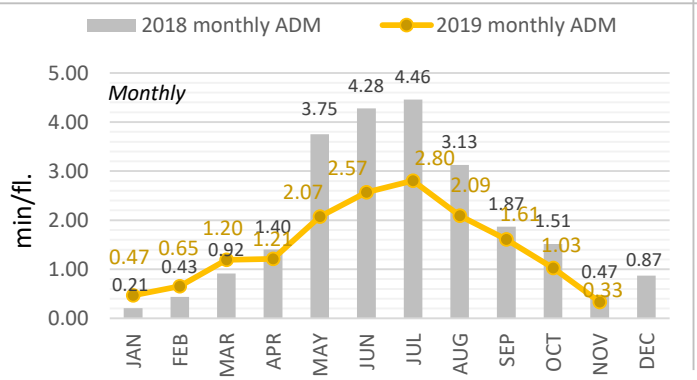


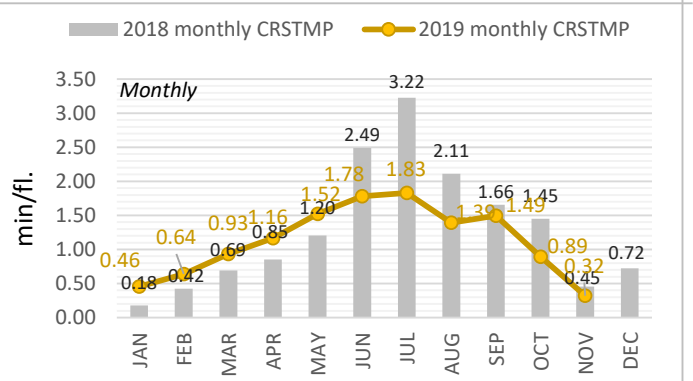
CRSTMP Delay Causes











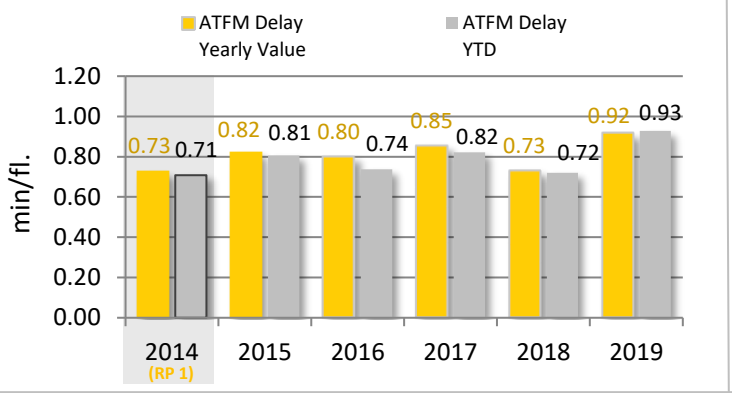
The guideline for the en-route ATFM delay per movement is a basic cumulative extrapolation of the previous three years monthly allocation and is designed to give an impression, how the YTD figures should be, in order to reach the yearly 2019 published targets (***0.43*** *min per flight for all delay causes* and ***0.34*** *min per flight for the delay causes CRSTMP*).

KPI #2: Arrival ATFM delay per controlled flight (*FABEC*)

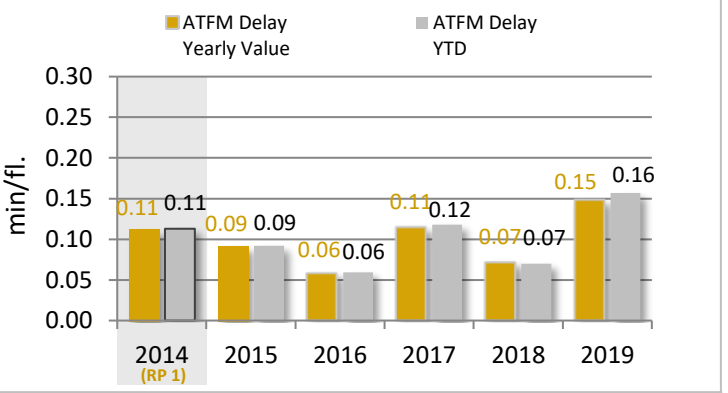
	YTD 2019	YTD 2018
Arrival Delay All causes	**0.93**	0.72
Diff. 2019 - 2018	+ 29 %	
Minute ('000) ALL causes	**2285**	1 762
Diff. 2019 - 2018	+ 30 %	
Traffic ('000)	**2 460**	2 447
Diff. 2019 - 2018	+ 0.5 %	

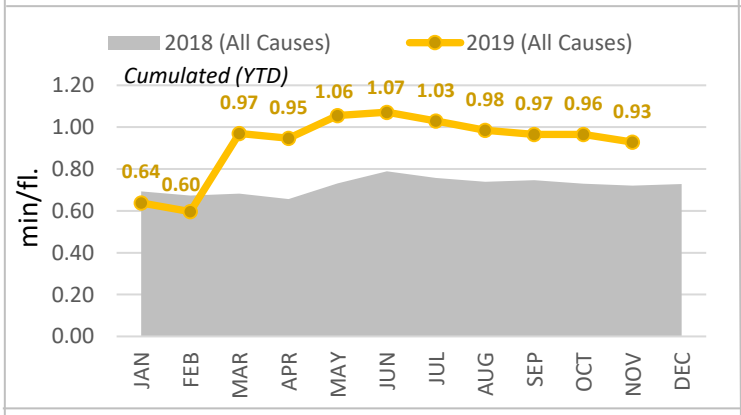
	YTD 2019	YTD 2018
Arrival Delay CRSTMP causes	**0.16**	0.07
Diff. 2019 - 2018	+ 124 %	
Minute ('000) CRSTMP causes	386	172
Diff. 2019 - 2018	+ 125 %	

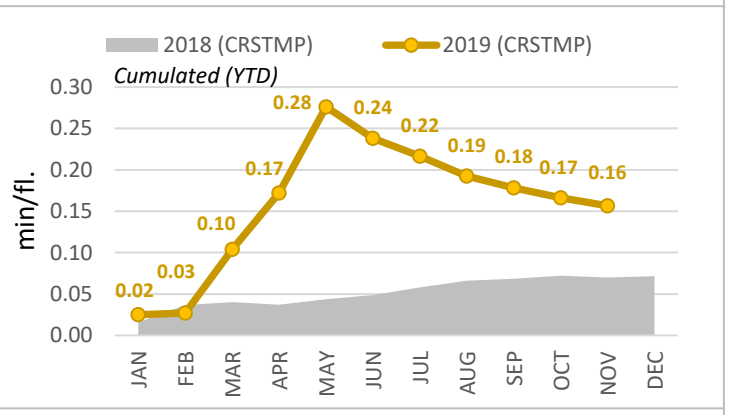
All Delay Causes

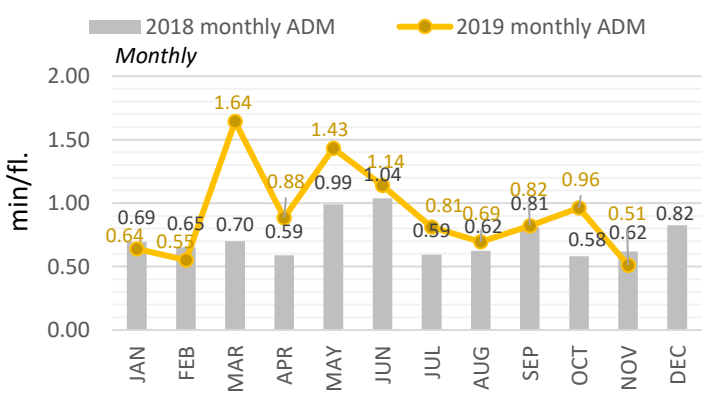


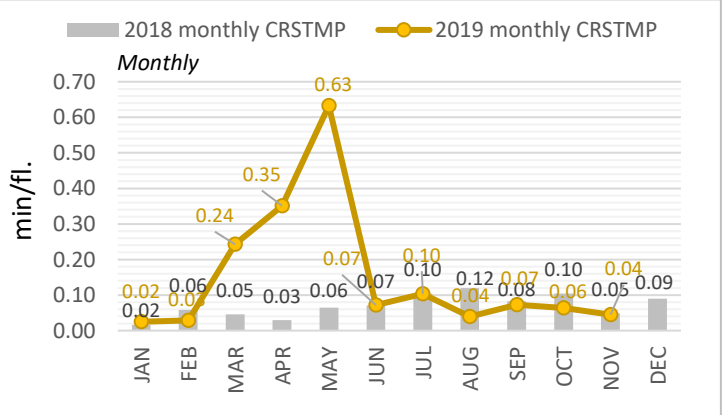
CRSTMP Delay Causes



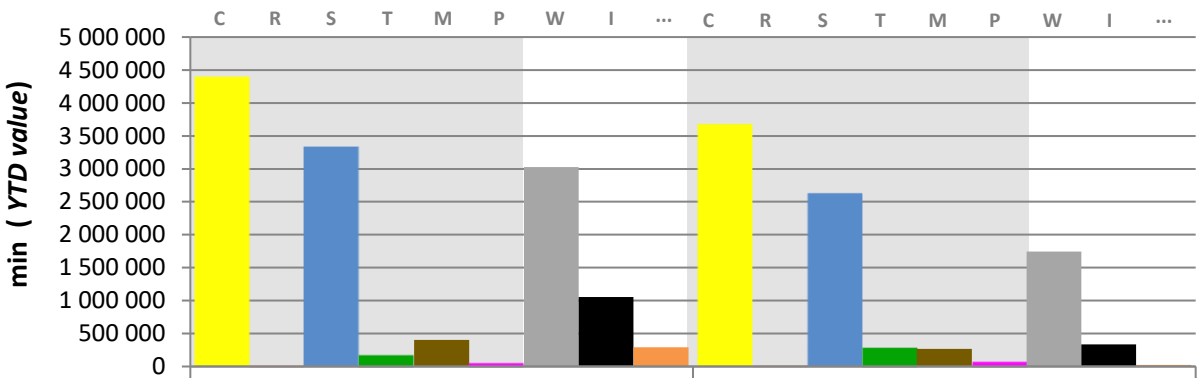




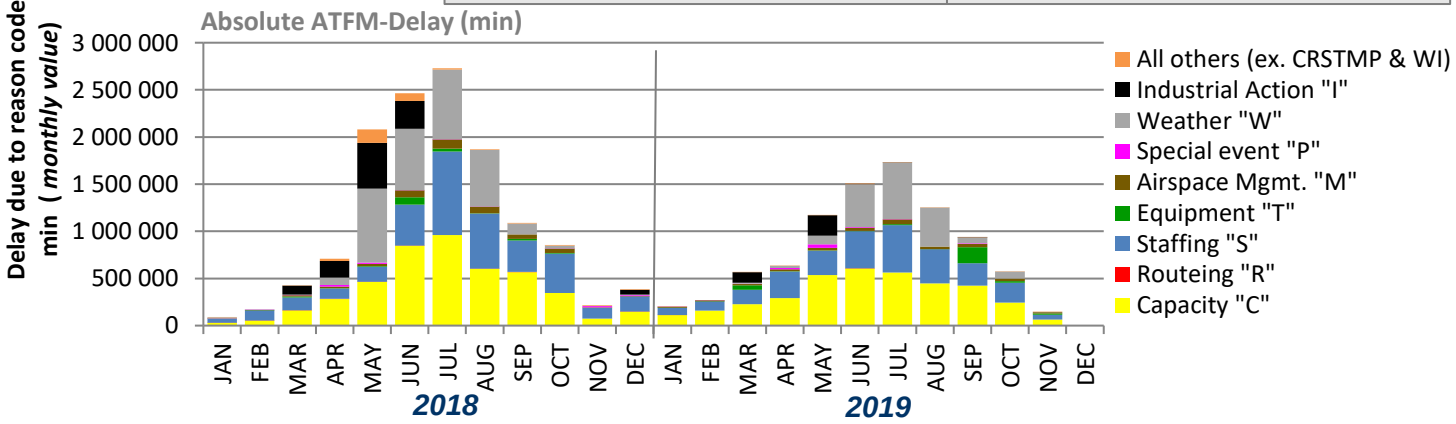


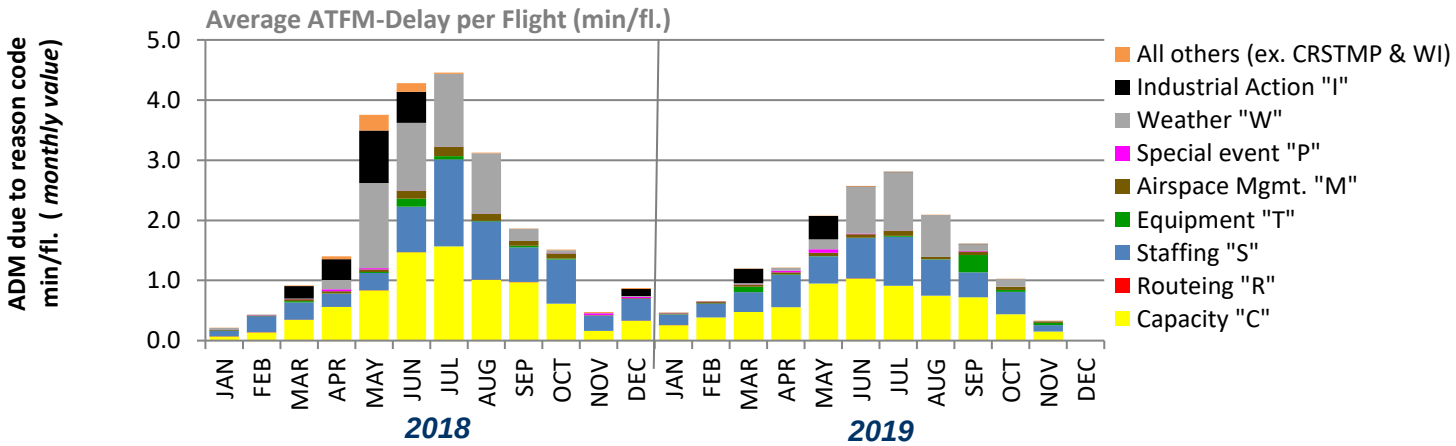


KPI #1: En-route ATFM delay per reason code (*FABEC*)

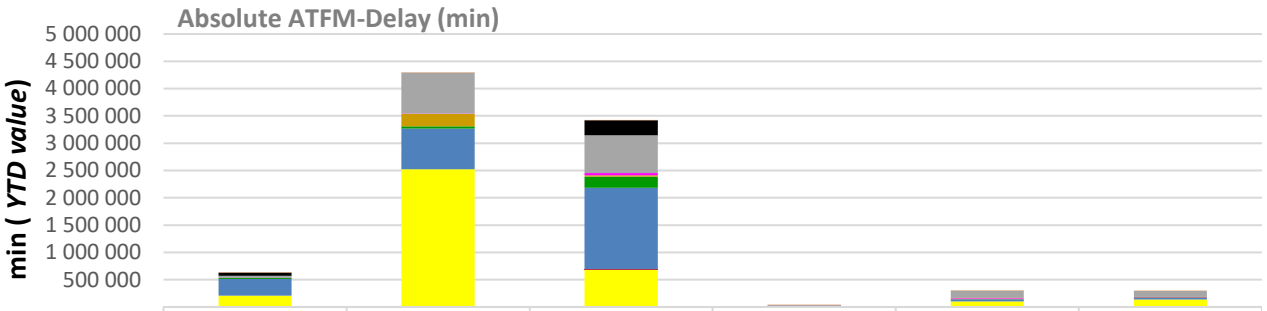


Delay due to reason code:	2018	2019
Capacity "C"	4 387 596	3 675 302
Routeing "R"	5 283	127
Staffing "S"	3 322 022	2 624 292
Equipment "T"	164 180	269 632
Airspace Mgmt. "M"	401 492	268 145
Special event "P"	48 077	62 946
Weather "W"	3 026 538	1 746 087
Industrial Action "I"	1 056 407	334 855
All others (ex. CRSTMP & WI)	290 076	22 597
CRSTMP:	**8 328 650**	**6 900 444**
TOTAL:	**12 701 671**	**9 003 983**



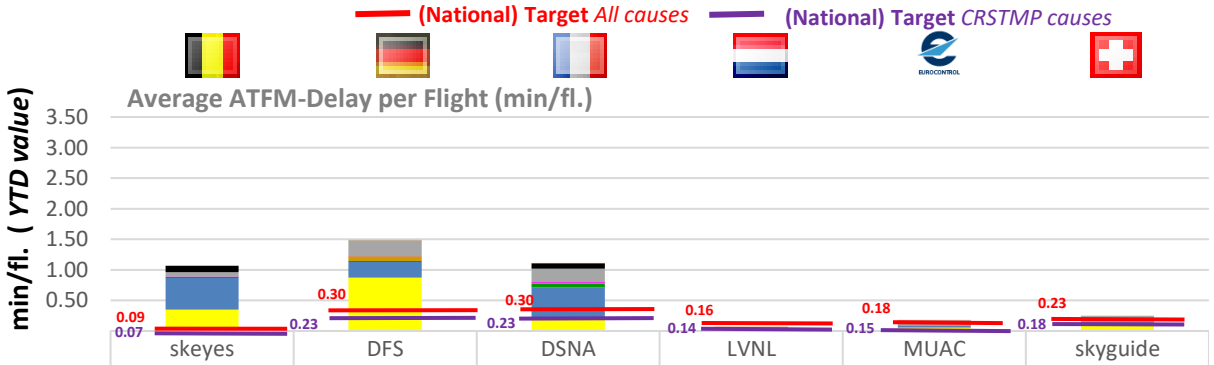


KPI #1: En-route ATFM delay per controlled flight (*ANSP*)



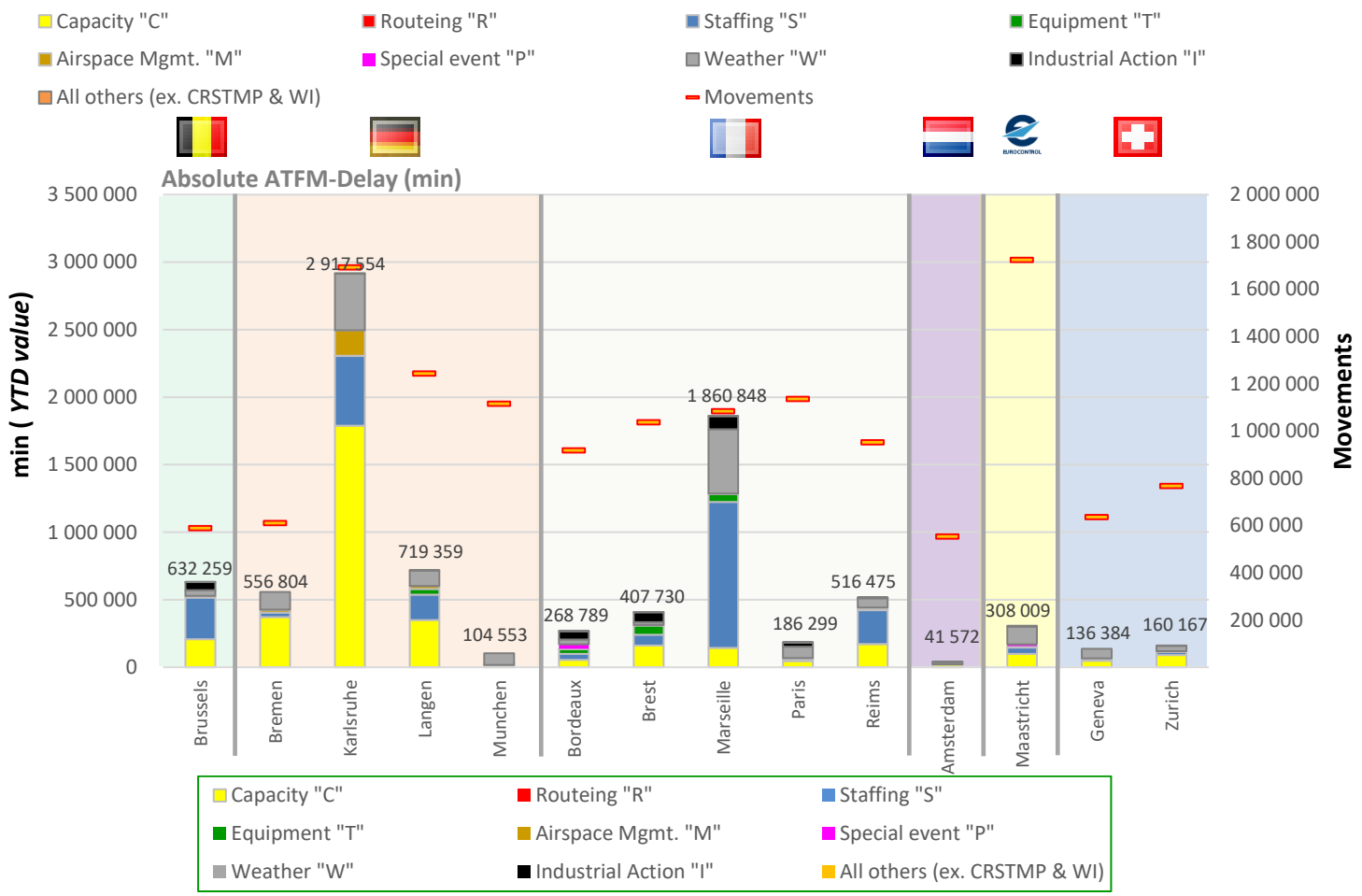
	skeyes	DFS	DSNA	LVNL	MUAC	skyguide
All others (ex. CRSTMP & WI)	731	5 620	6 770	1 701	6 469	1 306
Industrial Action "I"	61 717		273 138			
Weather "W"	41 021	752 400	692 045	17 248	132 550	110 823
Special event "P"	1 323	1 219	41 910	2 447	11 482	4 565
Airspace Mgmt. "M"		228 349	22 483		11 426	5 887
Equipment "T"	12 291	45 924	207 482			3 935
Staffing "S"	307 835	740 996	1 496 576	122	46 771	31 992
Routeing "R"			127			
Capacity "C"	207 341	2 523 762	686 791	20 054	99 311	138 043
CRSTMP:	**528 790**	**3 540 250**	**2 455 369**	**22 623**	**168 990**	**184 422**
TOTAL:	**632 259**	**4 298 270**	**3 427 322**	**41 572**	**308 009**	**296 551**

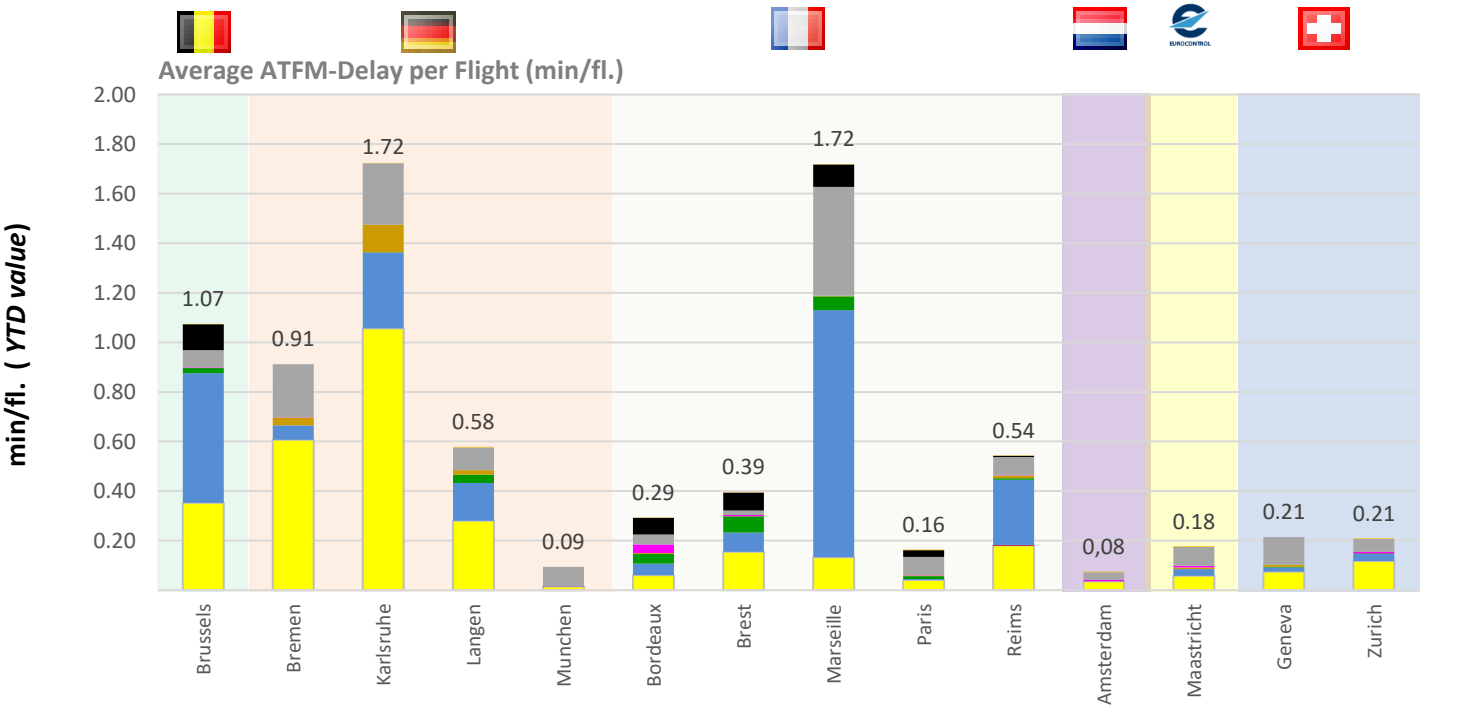
**Belgium and Luxembourg are in a common charging zone and FIR. There is no separate en-route delay figure and incentives/penalties are shared.*



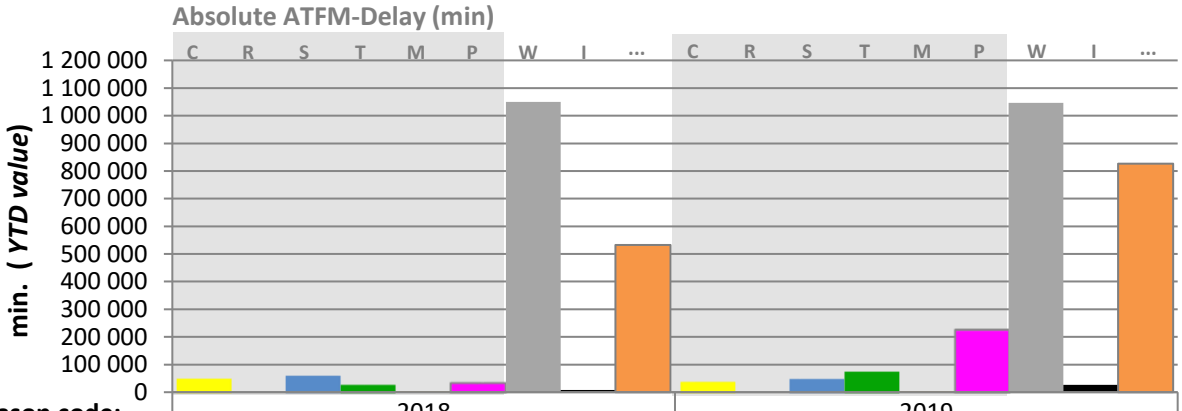
	skeyes	DFS	DSNA	LVNL	MUAC	skyguide
All others (ex. CRSTMP & WI)	0.00	0.00	0.00	0.00	0.00	0.00
Industrial Action "I"	0.10		0.09			
Weather "W"	0.07	0.26	0.22	0.03	0.08	0.09
Special event "P"	0.00	0.00	0.01	0.00	0.01	0.00
Airspace Mgmt. "M"		0.08	0.01		0.01	0.00
Equipment "T"	0.02	0.02	0.07			0.00
Staffing "S"	0.52	0.26	0.49	0.00	0.03	0.03
Routeing "R"			0.00			
Capacity "C"	0.35	0.87	0.22	0.03	0.06	0.11
CRSTMP:	**0.89**	**1.22**	**0.80**	**0.04**	**0.10**	**0.15**
TOTAL:	**1.07**	**1.48**	**1.11**	**0.07**	**0.18**	**0.24**

KPI #1: En-route ATFM delay per controlled flight (*ACC*)

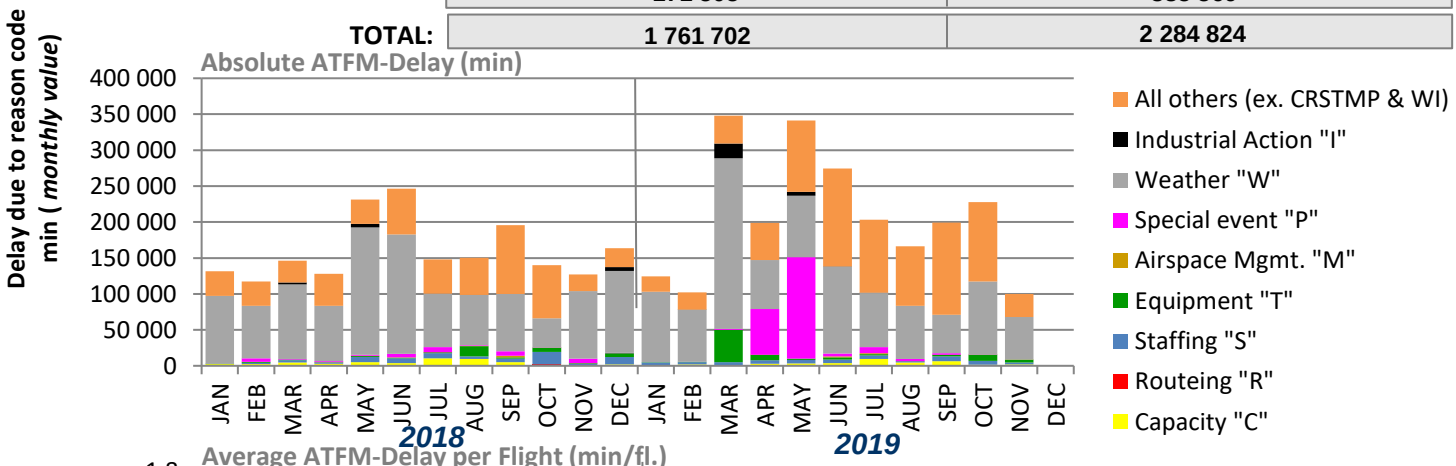


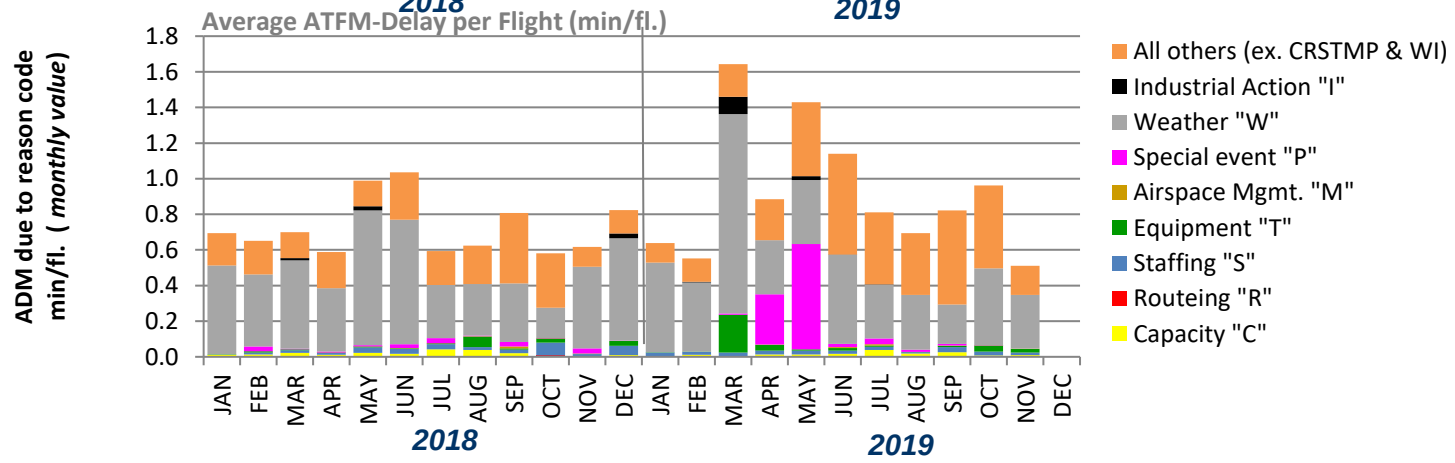


KPI #2: Arrival ATFM delay per reason code (*FABEC*)

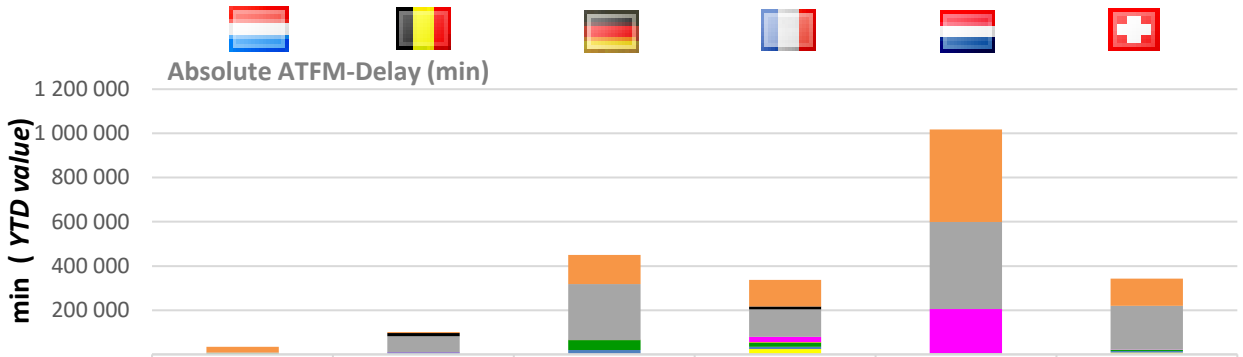


Delay due to reason code:	2018	2019
Capacity "C"	48 519	38 039
Routeing "R"	54	0
Staffing "S"	56 184	46 329
Equipment "T"	29 338	74 268
Airspace Mgmt. "M"	3 380	3 407
Special event "P"	34 030	223 526
Weather "W"	1 050 397	1 046 337
Industrial Action "I"	7 836	26 955
All others (ex. CRSTMP & WI)	531 964	825 963
CRSTMP:	**171 505**	**385 569**
TOTAL:	**1 761 702**	**2 284 824**

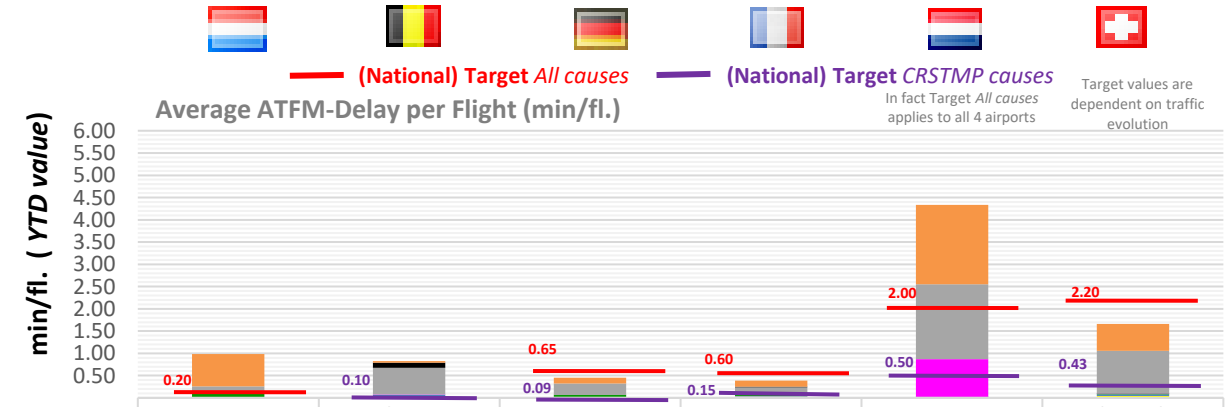




KPI #2: Arrival ATFM delay per controlled flight (*ANSP*)



	ANA LUX	skeyes	DFS	DSNA	LVNL	skyguide
All others (ex. CRSTMP & WI)	25 677	4 352	132 275	120 365	419 161	124 133
Industrial Action "I"		13 915		13 040		
Weather "W"	3 488	73 196	252 846	124 756	394 019	198 032
Special event "P"		268		22 328	199 918	1 012
Airspace Mgmt. "M"			147	3 260		
Equipment "T"	5 545		45 021	19 024	706	3 972
Staffing "S"		8 549	17 430	10 627	1 588	8 135
Routeing "R"						
Capacity "C"		535	2 842	23 847	2 709	8 106
CRSTMP:	**5 545**	**9 352**	**65 440**	**79 086**	**204 921**	**21 225**
TOTAL:	**34 710**	**100 815**	**450 561**	**337 247**	**1 018 101**	**343 390**



	ANA LUX	skeyes	DFS	DSNA	LVNL	skyguide
All others (ex. CRSTMP & WI)	0.73	0.04	0.13	0.14	1.78	0.60
Industrial Action "I"		0.11		0.01		
Weather "W"	0.10	0.60	0.26	0.14	1.68	0.96
Special event "P"		0.00	0.00	0.03	0.85	0.00
Airspace Mgmt. "M"			0.00	0.00		
Equipment "T"	0.16		0.05	0.02	0.00	0.02
Staffing "S"		0.07	0.02	0.01	0.01	0.04
Routeing "R"						
Capacity "C"		0.00	0.00	0.03	0.01	0.04
CRSTMP:	**0.16**	**0.08**	**0.07**	**0.09**	**0.87**	**0.10**
TOTAL:	**0.99**	**0.83**	**0.46**	**0.39**	**4.33**	**1.66**

Glossary

KPI #1:

KPI #1 is set by IR (EU) 390/2013 and is expressed in minutes per flight. For this indicator, the EU-wide target set for each year of RP2 is 0.50 min/fl.
The targets set at FABEC level are as follows for the indicator 'En-route ATFM delay (all regulation causes) per controlled flight' for **2015**: 0,48 min/fl., **2016**: 0.42 min/fl., **2017**: 0.42 min/fl., **2018**: 0.42 min/fl., **2019**: 0.43 min/fl.
The targets set at FABEC level are as follows for the indicator 'En-route ATFM delay (CRSTMP regulation causes) per controlled flight' for **2015**: 0.37 min/fl., **2016**: 0.33 min/fl., **2017**: 0.33 min/fl., **2018**: 0.33 min/fl., **2019**: 0.34 min/fl.

KPI #2:

KPI #2 is set by IR (EU) 390/2013 and is expressed in minutes per flight. For this indicator, no targets have been defined at EU and FABEC level for RP2. The targets have been set at local level.

Cause	CODE	Guidelines for Application
ATC Capacity	**C**	En Route: Demand exceeds or complexity reduces declared or expected ATC capacity Airport: Demand exceeds declared or expected ATC capacity.
ATC Industrial Action	**I**	Reduction in any capacity due to industrial action by ATC staff
ATC Routeings	**R**	Network solutions / scenarios used to balance demand and capacity
ATC Staffing	**S**	Unplanned staff shortage reducing expected capacity.
ATC Equipment	**T**	Reduction of expected or declared capacity due to the non-availability or degradation of equipment used to provide an ATC service.
Accident / Incident	**A**	Reduction of expected ATC capacity due to an aircraft accident / incident.
Aerodrome Capacity	**G**	Reduction in declared or expected capacity due to the degradation or non-availability of infrastructure at an airport, e.g. Work in Progress, shortage of aircraft stands etc. Or when demand exceeds expected aerodrome capacity.
Equipment NON ATC- to be Aerodrome Services	**E**	Reduced capacity due to the degradation or non-availability of support equipment at an airport e.g. Fire Service, De-icing / snow removal equipment or other ground handling equipment.
Industrial Action NON ATC	**N**	A reduction in expected / planned capacity due to industrial action by non ATC personnel.
Airspace Management	**M**	Reduction in declared or expected capacity following changes in airspace / route availability due to small scale military activity.
Special Event	**P**	Reduction in planned, declared or expected capacity or when demand exceeds the above capacities as a result of a major sporting, governmental or social event. It may also be used for ATM system upgrades and transitions. Large multinational military exercises may also use this reason. This category should only be used with prior approval during the planning process.
Weather	**W**	Reduction in expected capacity due to any weather phenomena. This includes where weather impacts airport infrastructure capacity, but where aerodrome services are operating as planned / expected.
Environmental Issues	**V**	Reduction in any capacity or when demand exceeds any capacity due to agreed local noise, runway usage or similar procedures. This category should only be used with prior agreement in the planning process.
Other	**O**	This should only be used in exceptional circumstances when no other category is sufficient. An explanatory ANM remark MUST be given to allow post ops analysis.

CRSTMP:

ATC Capacity (**C**), ATC Routeings (**R**), ATC Staffing (**S**), ATC Equipment (**T**), Airspace Management (**M**), Special Event (**P**);
a set of regulation codes which are defined in the Common Charging Scheme Regulation (IR 391/2013) and subject to financial incentive.

Note: Arrival figures (traffic and delay) do only include EBBR and EBLG for Belgium and only EHAM for the Netherlands.

TABLE OF ABBREVIATIONS

ADM - Average en-route ATFM Delay per Movement
ANSP - Air Navigation Service Provider
ATFM - Air Traffic Flow Management
ANM - Aeronautical Notification Message
FABEC - Functional Airspace Block Europe Central
ATM - Air Traffic Management
PRU - Performance Review Unit
YTD - Year to Date value
FPP - FABEC Performace Plan
CODA - Central Office for Delay Analysis

FABEC Performance Report Capacity:

Editor: **FABEC PMG**

Sources: **EUROCONTROL, FABEC ANSPs**

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Notice

The FABEC PMG has made every effort to ensure that the information and analysis contained in this document are as accurate and complete as possible.

Only information from quoted sources has been used and information relating to named parties has been checked with the parties concerned.

Despite these precautions, should you find any errors or inconsistencies we would be grateful if you could please bring them to the FABEC PMGs attention.