



PERFORMANCE REPORT 2020 - 2024

CAPACITY

October 2020



making the difference

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Description & Analysis

Europe

October traffic was -56.4% (compared to October 2019) due to the effect of the COVID-19 pandemic. It was in line with the EUROCONTROL traffic scenarios. Average daily traffic was 13,797 flights. Since early September, traffic started to decrease and is expected to deteriorate with the second wave of the pandemic. Friday 09 October was the peak day (16,434 flights) and traffic levels reached 47.9% of 2019 levels. Ryanair remained the busiest carrier with 974 flights/day, followed by Turkish Airlines with 665 flights/day and Air France with 516 flights/day. Air France/KLM group was the busiest aircraft operator group compared to October 2019 with a total of 32,304 flights. Ryanair total flights decreased from 38,939 flights in September to 30,184 flights (-22%) in October. Air France/KLM group decreased by 12%, IAG Airlines by 6%, Lufthansa group by 10% and easyJet group by 38% compared to September 2020. There were some network flow protective measures in October that generated 39,870 minutes of ATFM delay. The measures were mainly applied in Athinai ACC and at Iraklion, Rodos, Paris/Le Bourget and Lisbon airports.

In the current circumstances, the NM will not report indicators on ATFM delay per flight until traffic recovers. (Source: NM).

Delays from the passengers' point of view

For October 2020, the Central Office for Delay Analysis (CODA) reported that the average delay per flight on departure was 4.9 minutes per flight - a decrease of 6.5 minutes per flight compared to October 2019. 13% of the total delay can be attributable to air traffic control. Airlines caused 53% of the total delay, resulting from such issues as technical problems, staff shortages or turnaround times that are too tightly scheduled. Airports caused 9% of the delays while the rest (IATA Code 85,86,71-79,97-99) of around 25% can be allocated to other reasons (Source: CODA-Dashboard-10-2020, Date 30/11/2020).

FABEC

In the FABEC area, traffic decreased by 59.1% in October 2020 compared to the same month in 2019, leading to a 55.5% traffic decrease YTD. Traffic was down in a similar way in all ANSPs, from -62.5% in skyguide to -56.1% in LVNL. Airport traffic was down to a comparable extent (-57.9% in the FABEC area) but with more disparities between ANSPs. Landings decreased by 65.8% in skyguide and 51.4% in DSNA or 48.6% in ANA LUX.

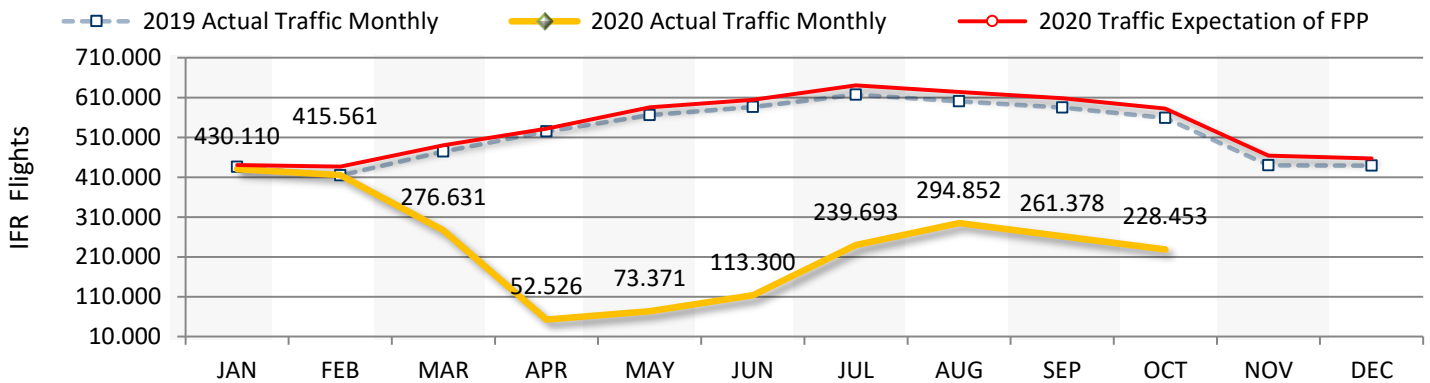
In October 2020, Marseille TMA (2 041 min), Zurich ACC (1 543 min) and Paris ACC (623 min) were the units to generate some en-route ATFM delays. In Marseille, delays were due to 'ATC-Capacity' (37%), 'Aerodrome-Services' (20%), 'Staffing' (19%), 'Equipment (ATC)' (19%), 'Other' (4%) and 'Aerodrome Capacity' (2%); in Zurich, delays were due to 'ATC-Capacity' (95%) and 'Staffing' (5%); in Paris, 'Staffing' (87%) and 'ATC-Capacity' (13%).

Airport ATFM delays were mainly generated in Paris Le Bourget/LFPB (2 684 min) and Perpignan-Rivesaltes/LFPM (1 474 min). In Paris Le Bourget/LFPB, delays were due to 'Staffing' (99%) and 'ATC-Capacity' (1%) and in Perpignan-Rivesaltes/LFPM, 'Staffing' (93%), 'ATC-Capacity' (7%) and 'Aerodrome-Capacity' (1%).

FABEC TRAFFIC DEVELOPMENT (*en-route*)

FABEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
2019 Actual Traffic Monthly	435.809	414.272	474.729	524.490	566.051	586.281	617.104	600.261	584.310	558.973	439.854	438.590	5.362.280
2020 Actual Traffic Monthly	430.110	415.561	276.631	52.526	73.371	113.300	239.693	294.852	261.378	228.453			2.385.875
Growth (%)	-1,3 %	0,3 %	-41,7 %	-90,0 %	-87,0 %	-80,7 %	-61,2 %	-50,9 %	-55,3 %	-59,1 %			-55,5 %
2020 Traffic Expectation of FPP	440.186	436.609	490.117	531.721	585.472	604.612	640.569	624.188	608.495	582.617	463.715	456.759	6.465.057
2020 Traffic Evolution (%)	-2,3 %	-4,8 %	-43,6 %	-90,1 %	-87,5 %	-81,3 %	-62,6 %	-52,8 %	-57,0 %	-60,8 %			
2020 Traffic Cumulated (%)	-2,3 %	-3,5 %	-17,9 %	-38,1 %	-49,8 %	-55,9 %	-57,1 %	-56,4 %	-56,5 %	-57,0 %			

2019 Actual Traffic Monthly and 2020 Actual Traffic Monthly values represent actual movements (*source: PRU*). It should be noted that the FPP is still being coordinated and it is therefore very likely that the traffic forecast will be adjusted.

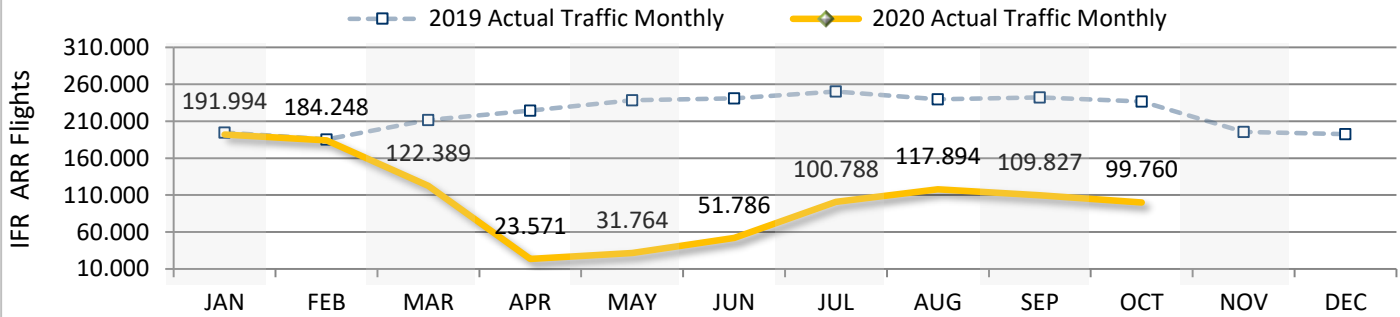


	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
skeyes													
2019 Actual Traffic Monthly	46.085	42.458	49.539	53.761	57.702	58.513	62.239	59.274	59.410	57.544	46.709	46.631	546.525
2020 Actual Traffic Monthly	44.865	43.754	30.860	7.531	9.492	13.158	26.573	29.137	25.192	22.506			253.068
Growth (%)	-2,6 %	3,1 %	-37,7 %	-86,0 %	-83,5 %	-77,5 %	-57,3 %	-50,8 %	-57,6 %	-60,9 %			-53,7 %
DFS													
2019 Actual Traffic Monthly	222.009	211.766	240.686	258.289	282.291	286.199	299.444	292.210	291.681	284.915	225.050	223.636	2.669.490
2020 Actual Traffic Monthly	218.493	209.352	141.583	32.194	42.441	60.990	115.966	139.327	132.000	118.171			1.210.517
Growth (%)	-1,6 %	-1,1 %	-41,2 %	-87,5 %	-85,0 %	-78,7 %	-61,3 %	-52,3 %	-54,7 %	-58,5 %			-54,7 %
DSNA													
2019 Actual Traffic Monthly	221.573	209.836	244.322	283.032	302.429	321.951	340.265	329.402	313.806	292.190	221.663	221.576	2.858.806
2020 Actual Traffic Monthly	217.787	213.859	140.091	19.006	27.568	49.864	131.897	166.442	134.236	111.919			1.212.669
Growth (%)	-1,7 %	1,9 %	-42,7 %	-93,3 %	-90,9 %	-84,5 %	-61,2 %	-49,5 %	-57,2 %	-61,7 %			-57,6 %
LVNL													
2019 Actual Traffic Monthly	46.111	44.366	50.512	53.470	57.492	55.907	57.593	57.195	56.974	57.181	47.564	47.298	536.801
2020 Actual Traffic Monthly	46.552	44.046	32.102	6.404	9.188	12.648	22.853	30.023	28.650	25.096			257.562
Growth (%)	1,0 %	-0,7 %	-36,4 %	-88,0 %	-84,0 %	-77,4 %	-60,3 %	-47,5 %	-49,7 %	-56,1 %			-52,0 %
MUAC													
2019 Actual Traffic Monthly	138.773	129.324	147.712	154.875	164.086	166.793	176.133	173.200	168.761	166.082	137.728	139.287	1.585.739
2020 Actual Traffic Monthly	133.754	127.979	91.834	18.524	24.874	32.882	65.762	86.306	79.956	71.184			733.055
Growth (%)	-3,6 %	-1,0 %	-37,8 %	-88,0 %	-84,8 %	-80,3 %	-62,7 %	-50,2 %	-52,6 %	-57,1 %			-53,8 %
skyguide													
2019 Actual Traffic Monthly	89.334	86.268	99.645	110.651	120.991	127.214	133.394	127.821	124.023	115.533	86.141	89.466	1.134.874
2020 Actual Traffic Monthly	90.405	88.622	52.617	8.004	11.569	20.805	50.662	62.083	51.333	43.305			479.405
Growth (%)	1,2 %	2,7 %	-47,2 %	-92,8 %	-90,4 %	-83,6 %	-62,0 %	-51,4 %	-58,6 %	-62,5 %			-57,8 %

FABEC TRAFFIC DEVELOPMENT (arrival)

FABEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
2019 Actual Traffic Monthly	194.850	185.420	211.796	224.471	238.490	240.788	250.186	239.483	242.195	236.830	195.678	192.743	2.264.509
2020 Actual Traffic Monthly	191.994	184.248	122.389	23.571	31.764	51.786	100.788	117.894	109.827	99.760			1.034.021
Growth (%)	-1,5 %	-0,6 %	-42,2 %	-89,5 %	-86,7 %	-78,5 %	-59,7 %	-50,8 %	-54,7 %	-57,9 %			-54,3 %

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													
2019 Actual Traffic Monthly	2.728	2.640	3.007	3.285	3.451	3.420	3.410	3.160	3.445	3.466	3.150	3.022	32.012
2020 Actual Traffic Monthly	2.880	2.741	1.942	564	696	1.111	1.856	1.878	1.810	1.780			17.258
Growth (%)	5,6 %	3,8 %	-35,4 %	-82,8 %	-79,8 %	-67,5 %	-45,6 %	-40,6 %	-47,5 %	-48,6 %			-46,1 %

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
skeyes													
2019 Actual Traffic Monthly	9.804	8.825	10.293	11.083	11.763	11.678	12.607	12.086	12.016	11.632	10.315	9.981	111.787
2020 Actual Traffic Monthly	9.686	9.401	6.802	2.282	2.766	3.256	5.436	5.650	4.946	4.857			55.082
Growth (%)	-1,2 %	6,5 %	-33,9 %	-79,4 %	-76,5 %	-72,1 %	-56,9 %	-53,3 %	-58,8 %	-58,2 %			-50,7 %

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
DFS													
2019 Actual Traffic Monthly	78.274	75.894	85.673	88.848	96.254	95.027	98.049	95.422	98.321	97.898	79.529	76.266	909.660
2020 Actual Traffic Monthly	75.189	72.929	48.623	11.000	13.304	19.213	34.831	39.692	39.174	36.670			390.625
Growth (%)	-3,9 %	-3,9 %	-43,2 %	-87,6 %	-86,2 %	-79,8 %	-64,5 %	-58,4 %	-60,2 %	-62,5 %			-57,1 %

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
DSNA													
2019 Actual Traffic Monthly	66.766	63.317	73.401	81.023	84.477	88.656	92.799	86.055	86.206	81.851	67.332	66.631	804.551
2020 Actual Traffic Monthly	67.423	64.708	41.799	6.209	9.982	20.162	42.454	49.573	44.823	39.786			386.919
Growth (%)	1,0 %	2,2 %	-43,1 %	-92,3 %	-88,2 %	-77,3 %	-54,3 %	-42,4 %	-48,0 %	-51,4 %			-51,9 %

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
LVNL													
2019 Actual Traffic Monthly	18.998	18.021	20.363	21.455	22.973	22.330	22.933	23.046	22.639	22.777	19.390	19.628	215.535
2020 Actual Traffic Monthly	19.189	17.942	12.910	2.280	3.152	4.385	8.373	12.008	11.519	10.107			101.865
Growth (%)	1,0 %	-0,4 %	-36,6 %	-89,4 %	-86,3 %	-80,4 %	-63,5 %	-47,9 %	-49,1 %	-55,6 %			-52,7 %

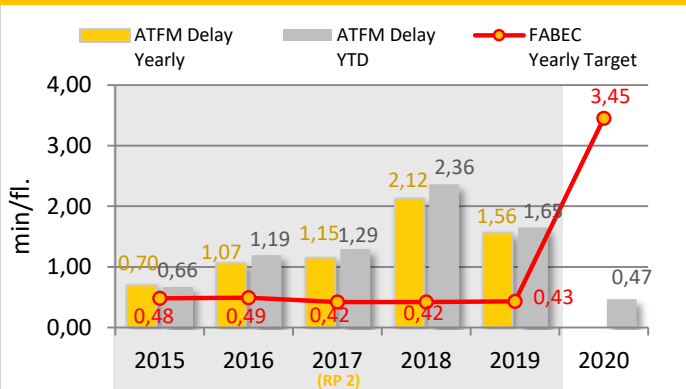
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
skyguide													
2019 Actual Traffic Monthly	18.280	16.723	19.059	18.777	19.572	19.677	20.388	19.714	19.568	19.206	15.962	17.215	190.964
2020 Actual Traffic Monthly	17.627	16.527	10.313	1.236	1.864	3.659	7.838	9.093	7.555	6.560			82.272
Growth (%)	-3,6 %	-1,2 %	-45,9 %	-93,4 %	-90,5 %	-81,4 %	-61,6 %	-53,9 %	-61,4 %	-65,8 %			-56,9 %

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

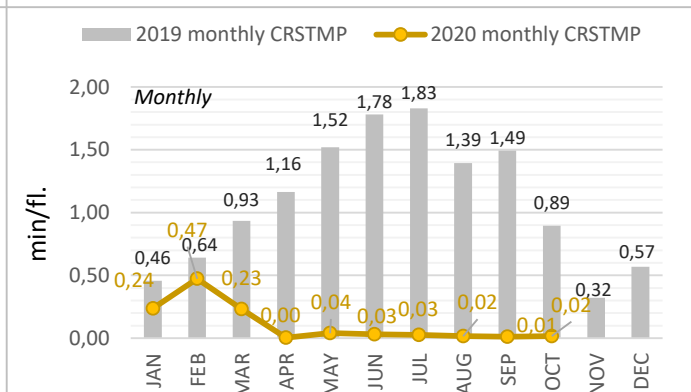
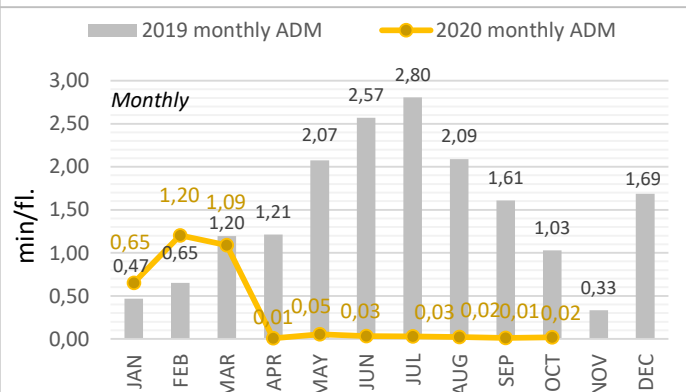
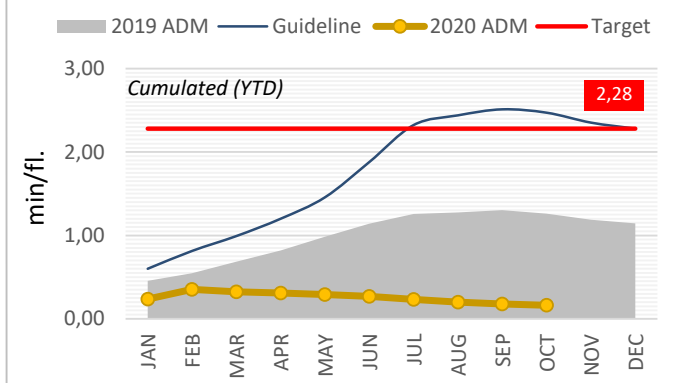
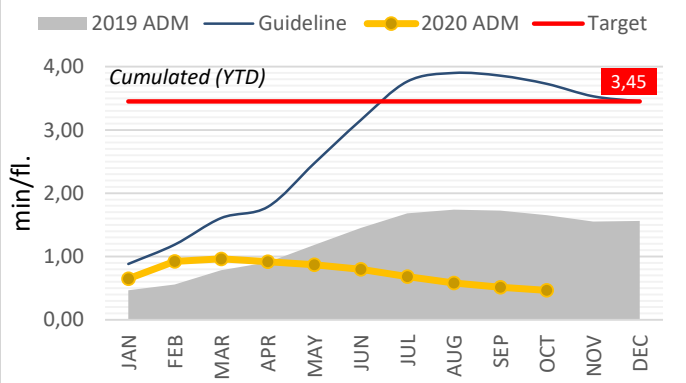
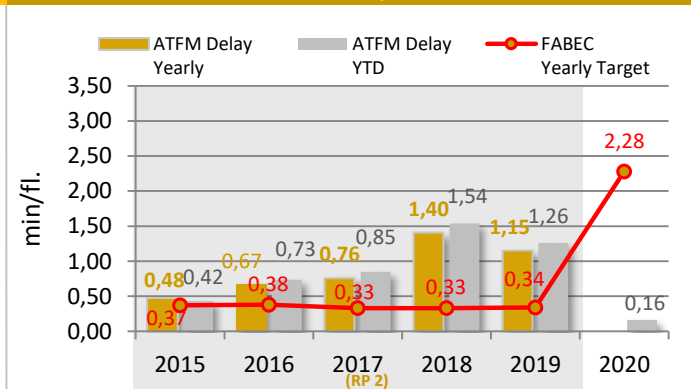
	YTD 2020	YTD 2019	YTD 2020	YTD 2019
En-route Delay All causes	0,47	1,65	0,16	1,26
FABEC Target (yearly value)	3,45		2,28	
Guideline	3,73		2,47	
Minute ('000) ALL causes	1.110	8.857	387	6.759
Diff. 2020 - 2019	- 87,5 %		- 94 %	
Traffic ('000)	2.386	5.362		
Diff. 2020 - 2019	- 55,5 %			
			<i>Potential savings (*) due to underbid the delay Target</i>	
			<i>(all Causes) in Mio EURO (YTD)</i> ▶ + 0,00	

** Cost of ATFM-delay per min = 87 €*

All Delay Causes



CRSTMP Delay Causes

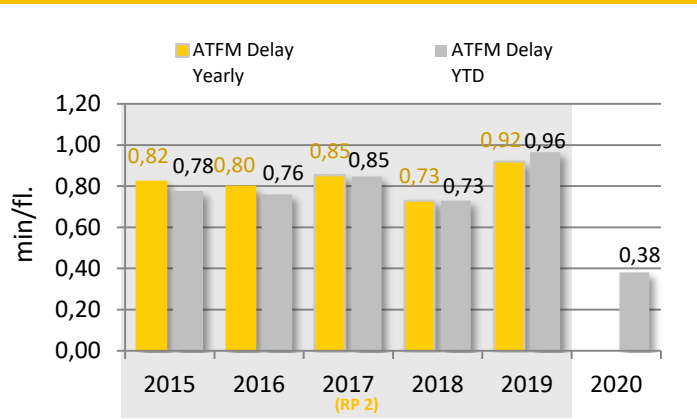


The guideline for the en-route ATFM delay per movement is a basic cumulative extrapolation of the previous three years monthly allocation and is designed to give an impression, how the YTD figures should be, in order to reach the yearly 2020 published targets (3,45 min per flight for all delay causes and 2,28 min per flight for the delay causes CRSTMP). It should be noted that the FPP is still being coordinated and it is therefore very likely that the target value will be adjusted.

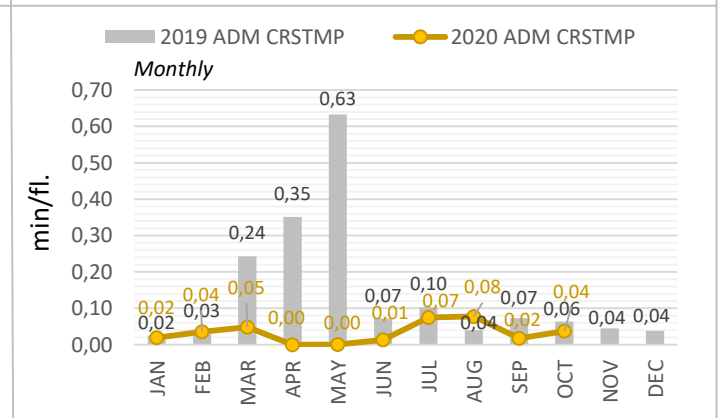
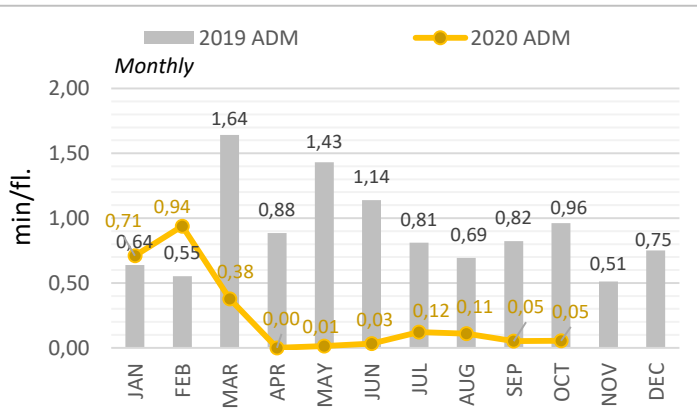
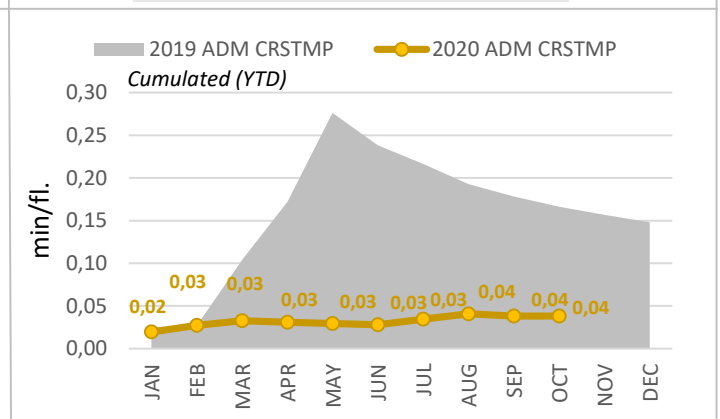
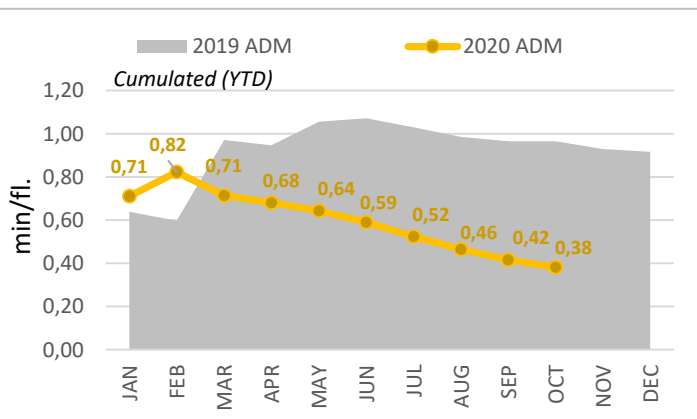
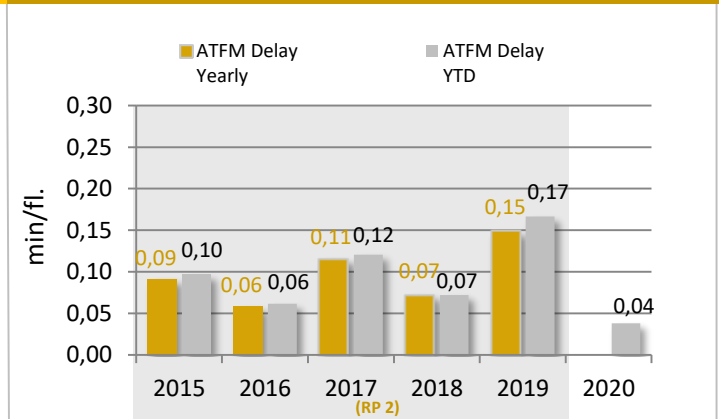
KPI #2: Arrival ATFM delay per controlled flight (FABEC)

	YTD 2020	YTD 2019		YTD 2020	YTD 2019
Arrival Delay All causes	0,38	0,96	Arrival Delay CRSTMP causes	0,04	0,17
Diff. 2020 - 2019	- 61 %		Diff. 2020 - 2019	- 77 %	
Minute ('000) ALL causes	394	2.185	Minute ('000) CRSTMP causes	39	377
Diff. 2020 - 2019	- 82 %		Diff. 2020 - 2019	- 90 %	
Traffic ('000)	1.034	2.265			
Diff. 2020 - 2019	- 54,3 %				

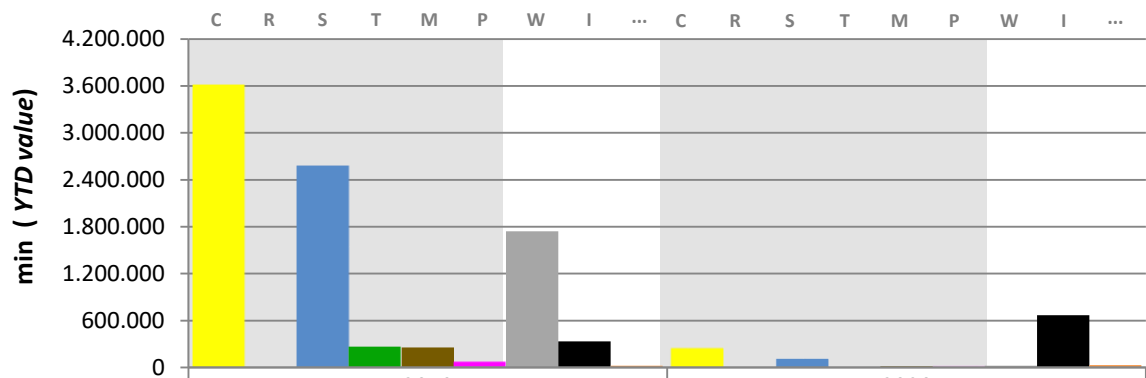
All Delay Causes



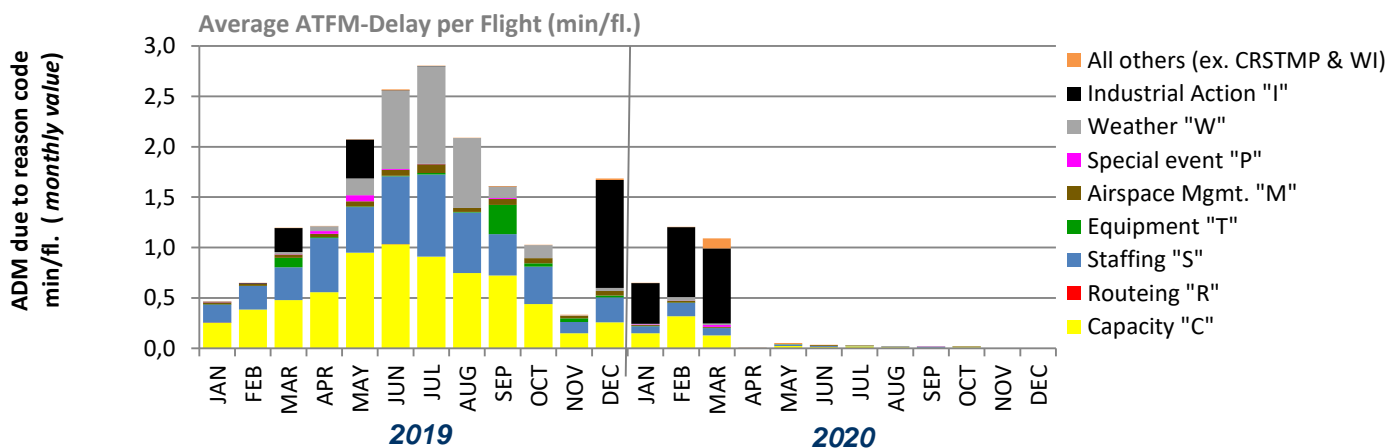
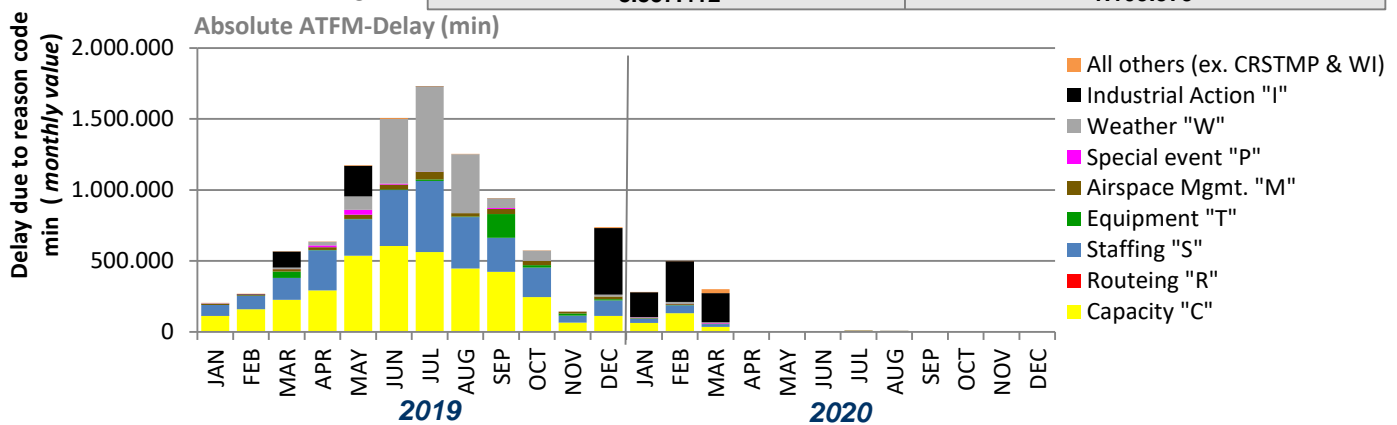
CRSTMP Delay Causes



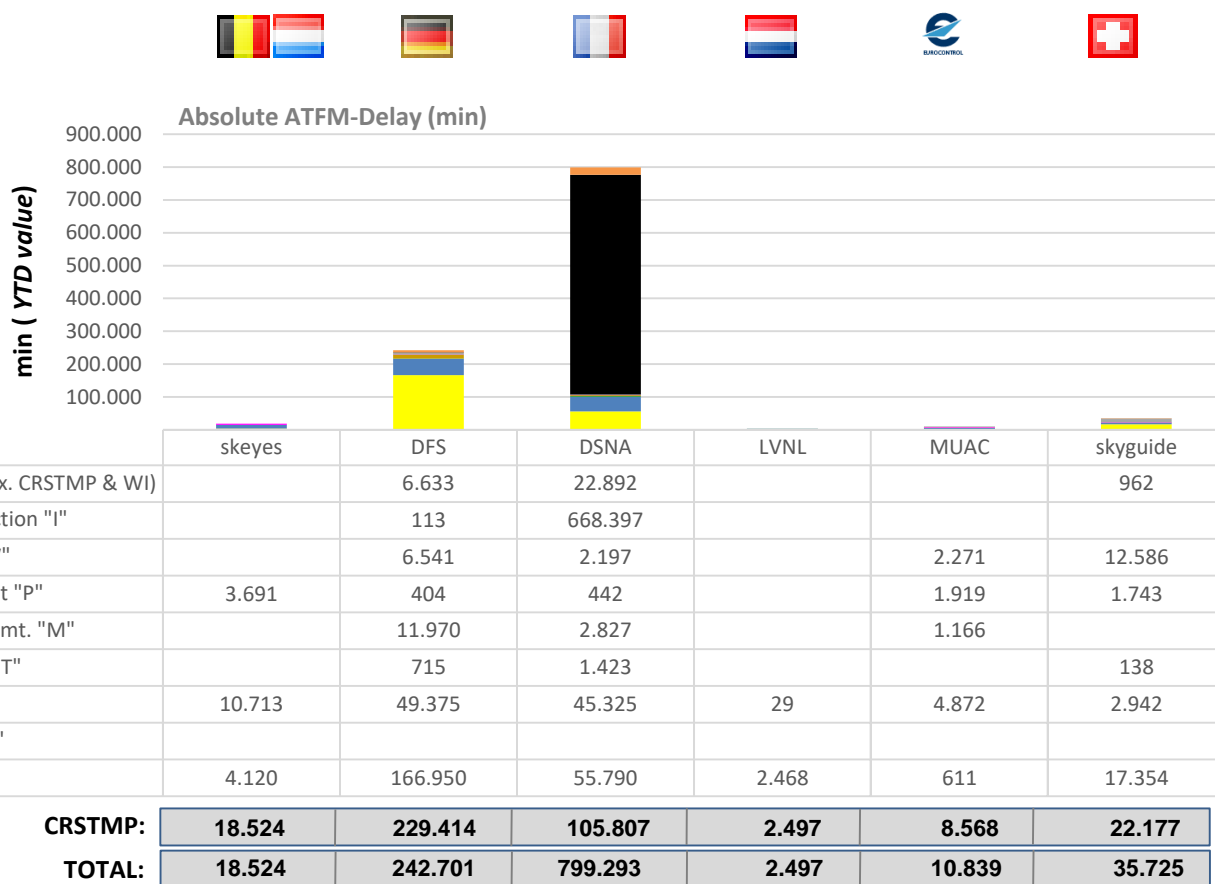
KPI #1: En-route ATFM delay per reason code (FABEC)



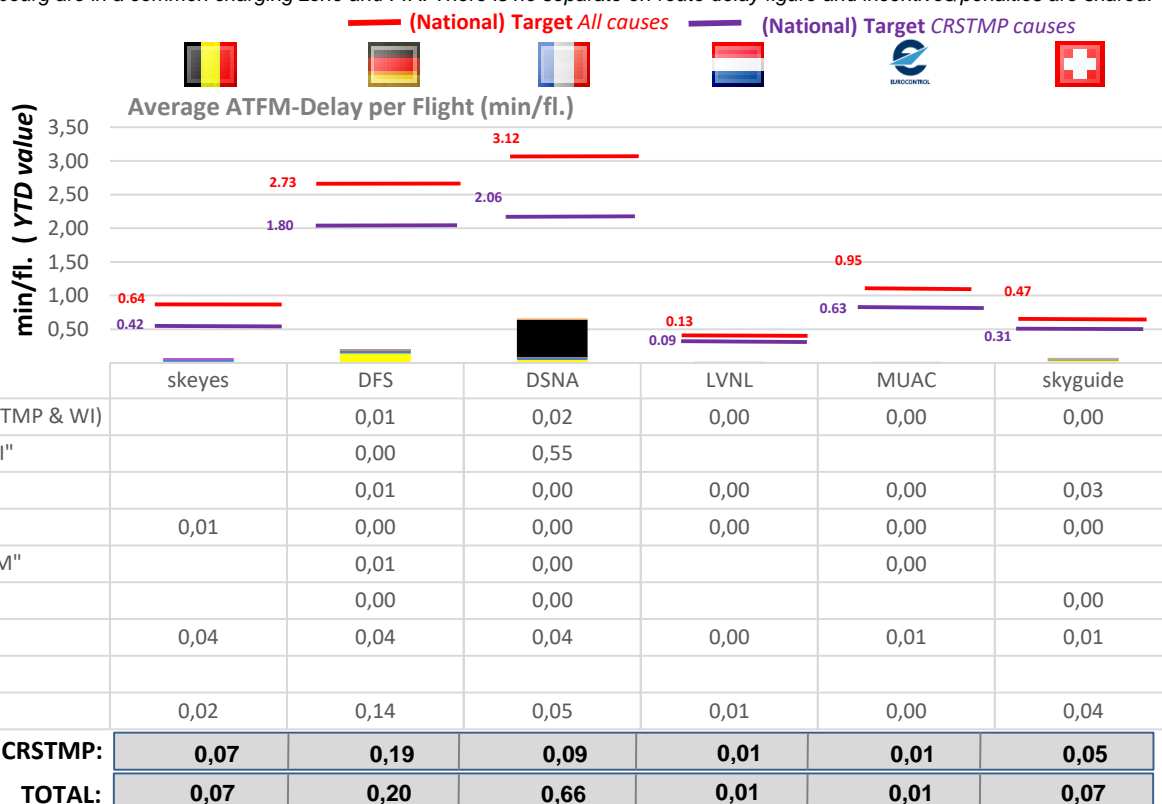
Delay due to reason code:	2019	2020
Capacity "C"	3.609.962	247.293
Routeing "R"	127	0
Staffing "S"	2.575.373	113.256
Equipment "T"	253.567	2.276
Airspace Mgmt. "M"	257.207	15.963
Special event "P"	62.946	8.199
Weather "W"	1.742.726	23.595
Industrial Action "I"	334.855	668.510
All others (ex. CRSTMP & WI)	20.649	30.487
CRSTMP:	6.759.182	386.987
TOTAL:	8.857.412	1.109.579



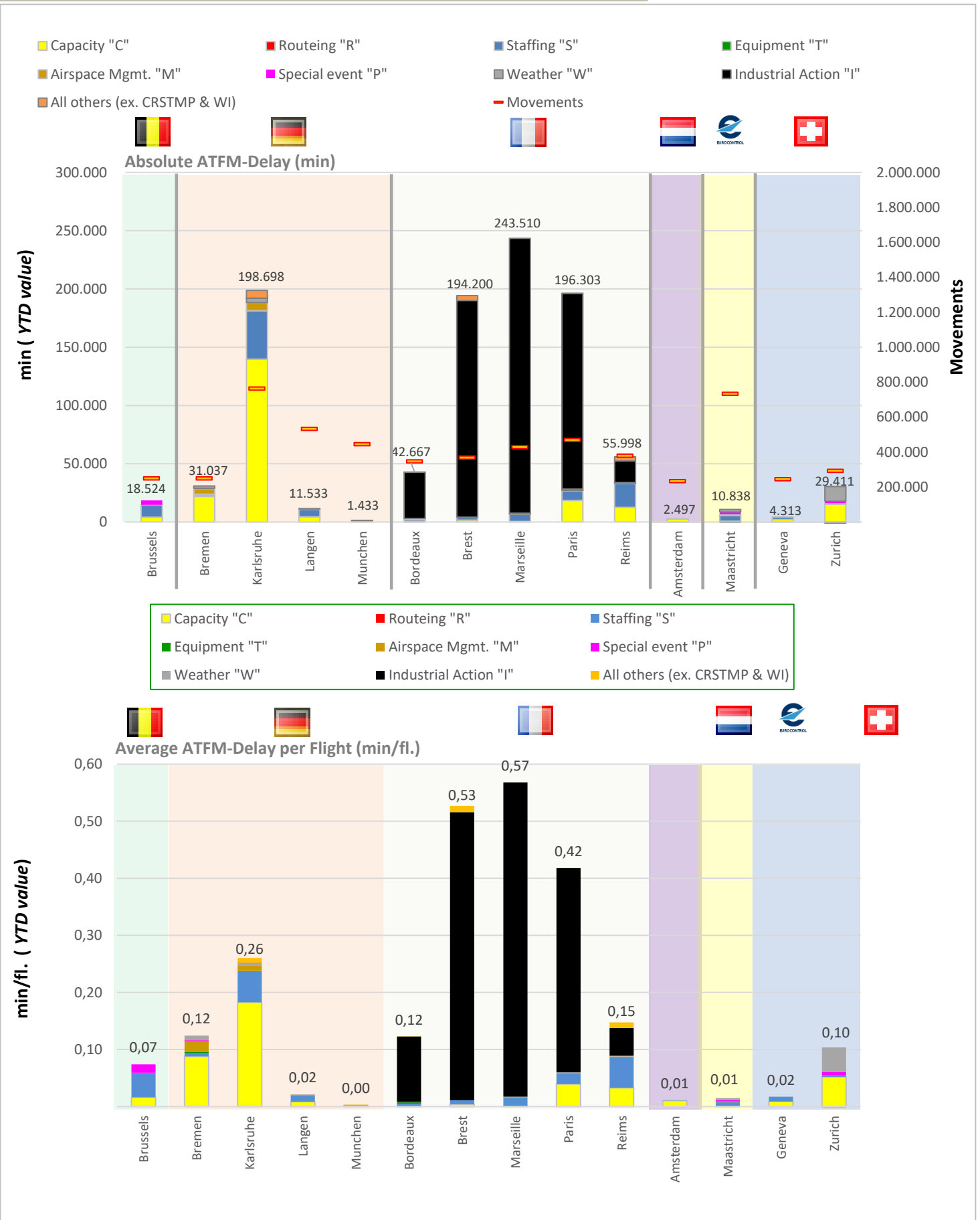
KPI #1: En-route ATFM delay per controlled flight (ANSP)



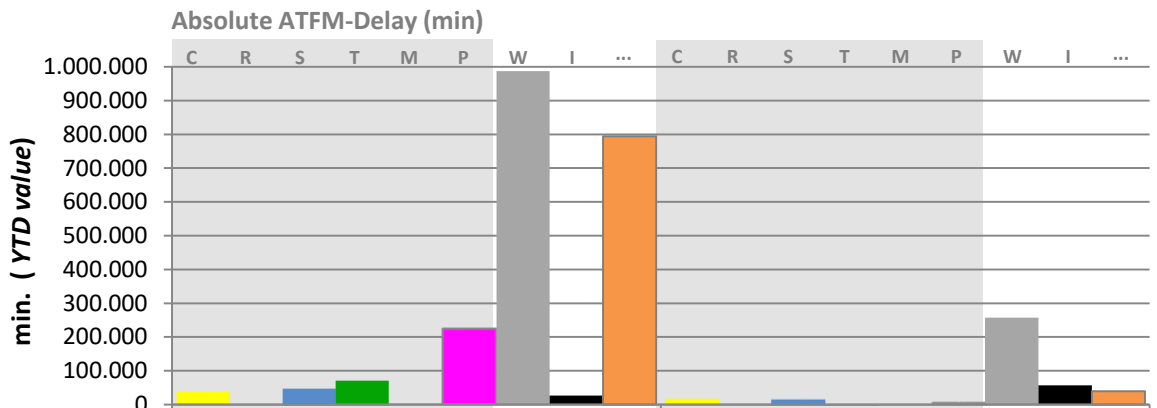
*Belgium and Luxembourg are in a common charging zone and FIR. There is no separate en-route delay figure and incentives/penalties are shared.



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

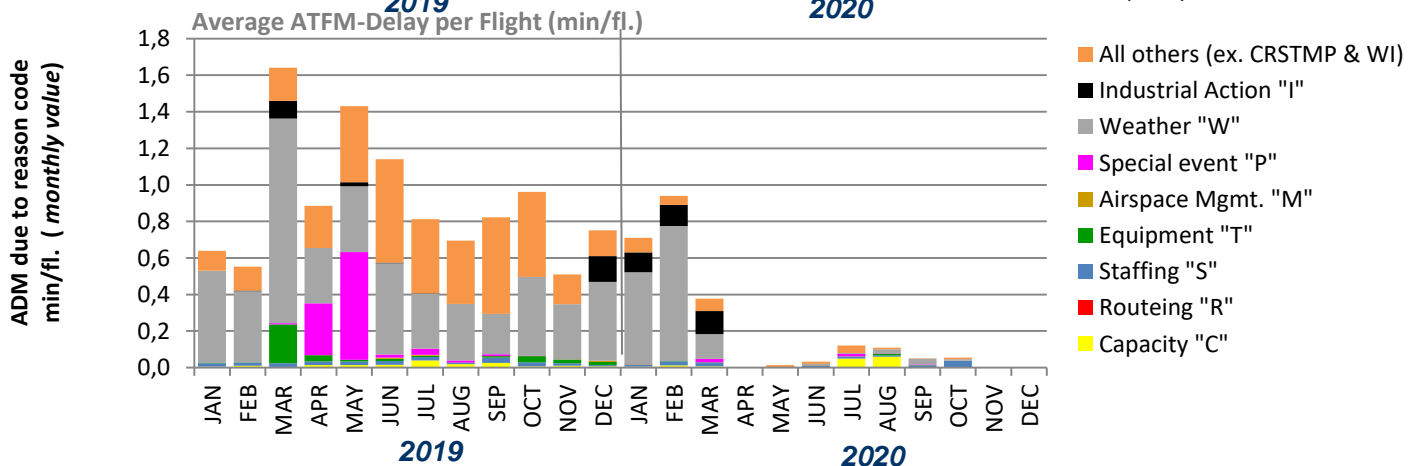
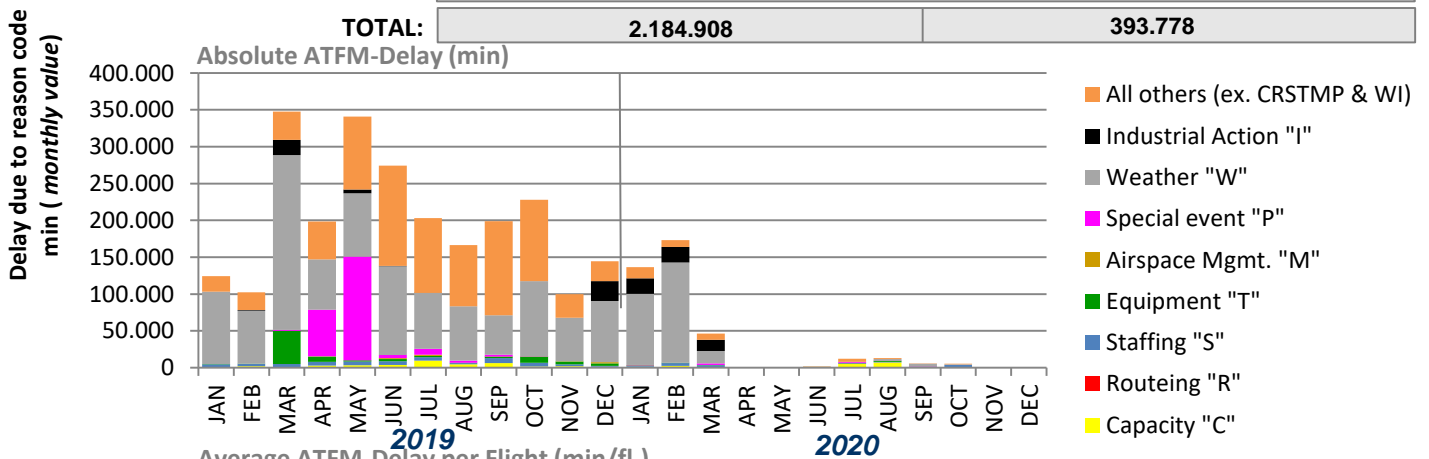


KPI #2: Arrival ATFM delay per reason code (FABEC)

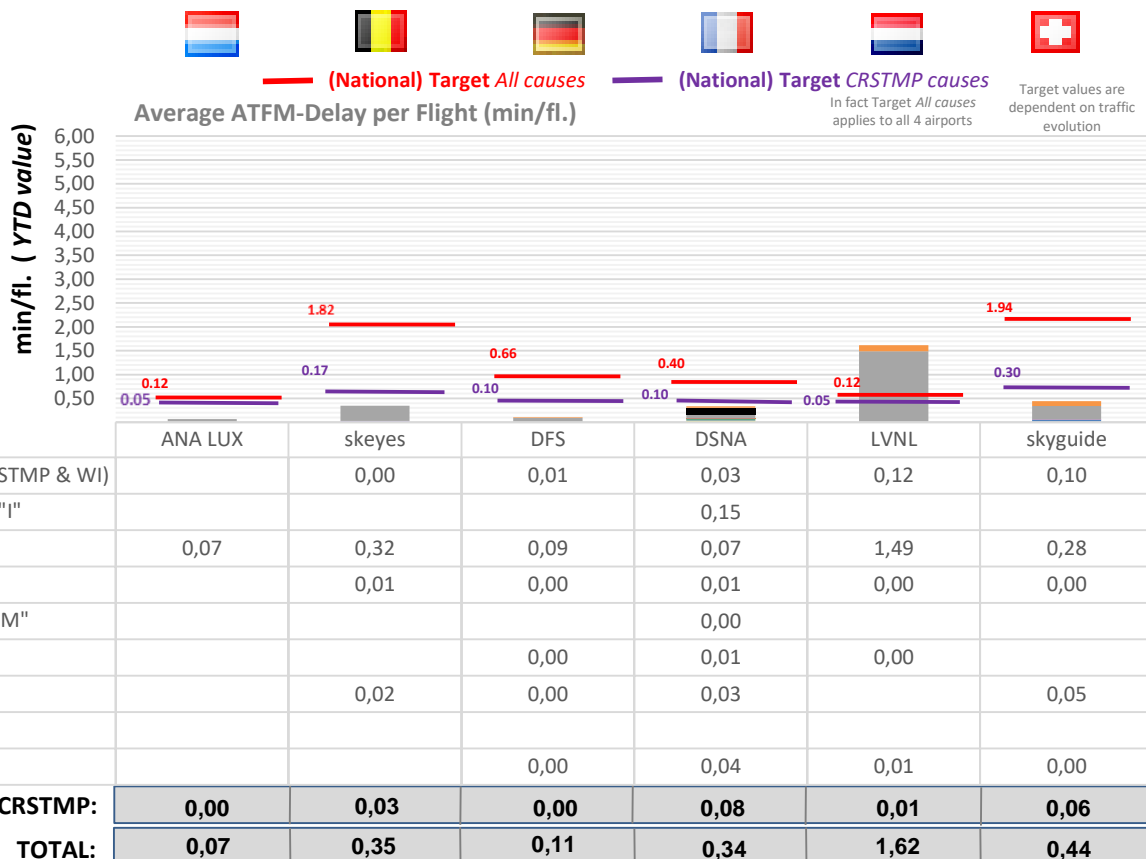
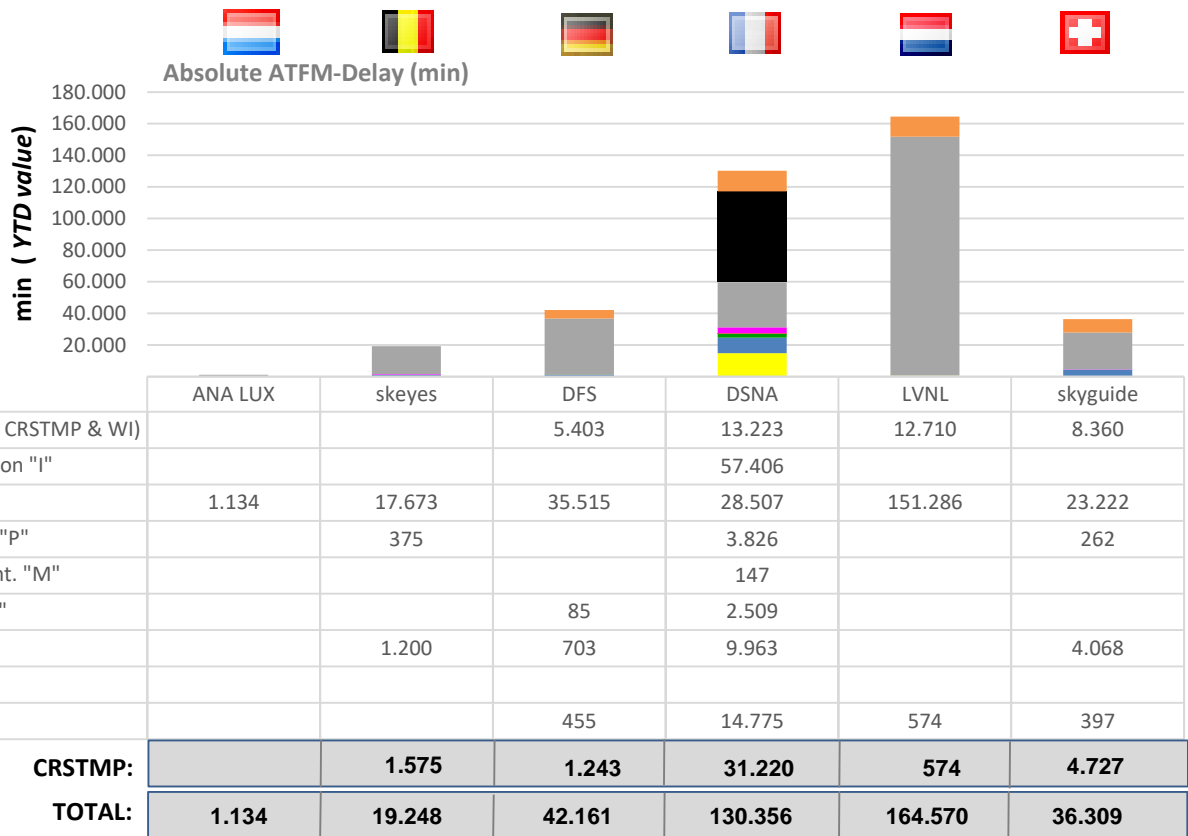


Delay due to reason code:	2019	2020
Capacity "C"	36.021	16.201
Routeing "R"	0	0
Staffing "S"	43.793	15.934
Equipment "T"	70.296	2.594
Airspace Mgmt. "M"	3.134	147
Special event "P"	223.526	4.463
Weather "W"	987.245	257.337
Industrial Action "I"	26.955	57.406
All others (ex. CRSTMP & WI)	793.938	39.696

CRSTMP:	376.770	39.339
TOTAL:	2.184.908	393.778



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



Glossary

KPI #1:

KPI #1 is set by IR (EU) 2019/317 and is expressed in minutes per flight. The EU-wide targets set for RP3 for this indicator are for 2020: 0.9 min/fl., 2021: 0.9 min/fl., 2022: 0.7 min/fl., 2023: 0.5 min/fl., 2024: 0.5 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 2020: 3.45 min/fl., 2021: 3.88 min/fl., 2022: 3.61 min/fl., 2023: 2.19 min/fl., 2024: 1.78 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 2020: 2.28 min/fl., 2021: 2.56 min/fl., 2022: 2.38 min/fl., 2023: 1.45 min/fl., 2024: 1.17 min/fl.

KPI #2:

KPI #2 is set by IR (EU) 2019/317 and is expressed in minutes per flight. For this indicator, no targets have been defined at EU and FABEC level for RP3. 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 2019/317) 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 Performance Plan

CODA - Central Office for Delay Analysis

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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.