



PERFORMANCE REPORT 2020 - 2024

CAPACITY

December 2020



making the difference

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Description & Analysis

Europe

Traffic in December was down by -60% compared to December 2019, slightly below EUROCONTROL's December traffic scenario of -54%. This dip was due to the renewed lockdown across many European countries and severe travel restrictions imposed by several European countries on flights to/from the UK from 20 December. On average the network saw 10,355 flights/day. 18 December was the peak day (15,114 flights) with traffic at -50.1% of 2019 levels. On a yearly basis, traffic dropped by 55.2% in 2020 and ATFM delay dropped by 89% compared to 2019.

Additionally, several countries have imposed severe travel restrictions on flights to/from the UK from 20 December due to the spread of a new COVID variant in UK. Over December, most aircraft operators including low cost carriers increased their capacity compared to November 2020 apart from Ryanair and Turkish Airlines

Amsterdam/Schiphol was the busiest airport with an average of 535 movements per day, followed by IGA Istanbul airport (480), Paris/Charles de Gaulle (480), Frankfurt/Main (440) and London/Heathrow (418). Traffic increase at Liege airport was due to more Cargo traffic. At the end of December, All-Cargo surged to 13.8% above 2019 levels. Charter flights continued to recover, reaching -11.7% below 2019 levels. Business Aviation improved from -23.7% in November to -13.6% in December (vs. 2019). Low-Cost and Traditional Scheduled remained affected by renewed lockdown measures from the end of October and recorded -76.1% and -66.1% respectively (vs. December 2019).

Turkish Airlines was the busiest operator with, on average, 558 movements per day, followed by Ryanair (463), KLM (317) and Air France (341). DHL was the only airline with a traffic increase in December (+18.4%). Air France/KLM group was the busiest aircraft operator group compared to December 2019 with a total of 22,625 flights, which was a decrease of 59.8% compared to 2019. Compared to November 2020, Air France/KLM total flights increased from 18,631 flights to 22,625 flights (+21.4%), IAG Airlines increased by +37.6%, Ryanair group decreased by -17.1%, Lufthansa group increased by +1.6% and EasyJet group increased by +151%.

There were some protective measures in December and 9,629 minutes of ATFM delay. En-route delays accounted for 21.6% of these ATFM delays and airports 78.4%. The measures were mainly applied in Marseille TMA, Amsterdam/Schiphol, Zurich, Koeln/Bonn airports and Zurich ACC.

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 December 2020, 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 4.7 minutes per flight compared to December 2019. 6% of the total delay can be attributable to air traffic control. Airlines caused 58% of the total delay, resulting from such issues as technical problems, staff shortages or turnaround times that are too tightly scheduled. Airports caused 4% of the delays while the rest (IATA Code 85,86,71-79,97-99) of around 32% can be allocated to other reasons (Source: CODA Dashboard-12-2020, Date 28/01/2021).

FABEC

In the FABEC area, traffic decreased by 63% in December 2020 compared to the same month in 2019, leading to a 56.8% traffic decrease on a yearly basis compared to 2019. Traffic was down in a differentiated way in all ANSPs, from -66.4% in skyguide to -57.9% in LVNL. Airport traffic was down to a comparable extent (-61.5% in the FABEC area) but with even more disparities between ANSPs. Landings decreased by 68.6% in both DFS and skyguide, but 52.5% in skeyes or 51.2% in ANA LUX.

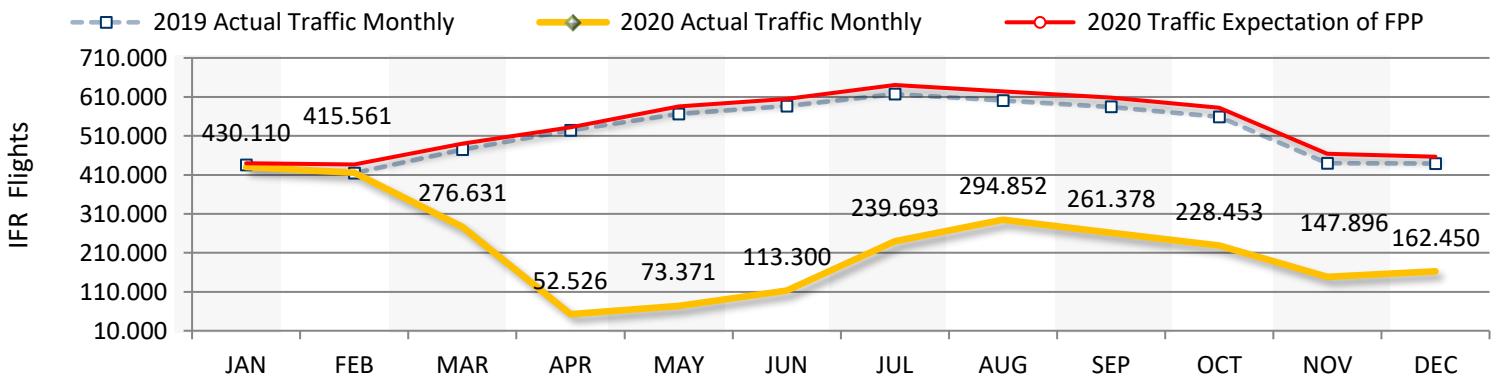
In December 2020, Marseille TMA (1 212 min) and Zurich ACC (574 min) were the only units to generate some en-route ATFM delays. In Marseille, delays were due to 'ATC-Capacity' (81%) and 'Staffing' (19%); whereas in Zurich, delays were due to 'ATC-Capacity' (88%) and 'Staffing' (12%).

Airport ATFM delays were mainly generated in Amsterdam/EHAM (1 145 min), Zurich/LSZH (1 090 min) and Koeln/Bonn/EDDK (729 min). In Amsterdam/EHAM, delays were due to 'Weather' (100%); in Zurich/LSZH, delays were also due to 'Weather' (100%) and in Koeln/Bonn/EDDK, 'Aerodrome Capacity – non-ATC' (95%) and 'Aerodrome Capacity – ATC' (5%).

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	6.240.724
2020 Actual Traffic Monthly	430.110	415.561	276.631	52.526	73.371	113.300	239.693	294.852	261.378	228.453	147.896	162.450	2.696.221
Growth (%)	-1,3 %	0,3 %	-41,7 %	-90,0 %	-87,0 %	-80,7 %	-61,2 %	-50,9 %	-55,3 %	-59,1 %	-66,4 %	-63,0 %	-56,8 %
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 %	-68,1 %	-64,4 %	
2020 Traffic Cumulated (%)	-2,3 %	-3,5 %	-17,9 %	-38,1 %	-49,8 %	-55,9 %	-57,1 %	-56,4 %	-56,5 %	-57,0 %	-57,8 %	-58,3 %	

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.

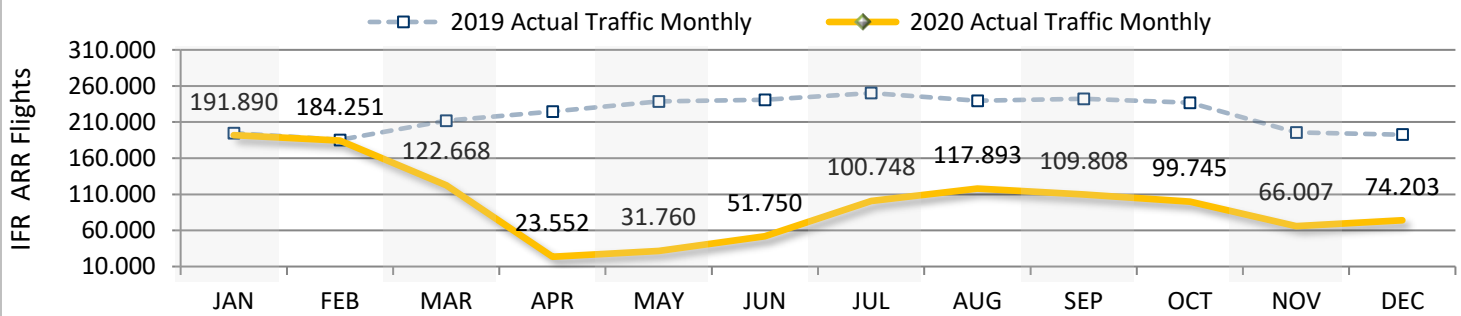


	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
skeyes													
2019 Actual Traffic Monthly	46.085	42.458	49.539	53.761	57.702	58.513	62.239	59.274	59.410	57.544	46.709	46.631	639.865
2020 Actual Traffic Monthly	44.865	43.754	30.860	7.531	9.492	13.158	26.573	29.137	25.192	22.506	17.536	19.339	289.943
Growth (%)	-2,6 %	3,1 %	-37,7 %	-86,0 %	-83,5 %	-77,5 %	-57,3 %	-50,8 %	-57,6 %	-60,9 %	-62,5 %	-58,5 %	-54,7 %
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	3.118.176
2020 Actual Traffic Monthly	218.493	209.352	141.583	32.194	42.441	60.990	115.966	139.327	132.000	118.171	77.513	79.398	1.367.428
Growth (%)	-1,6 %	-1,1 %	-41,2 %	-87,5 %	-85,0 %	-78,7 %	-61,3 %	-52,3 %	-54,7 %	-58,5 %	-65,6 %	-64,5 %	-56,1 %
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	3.302.045
2020 Actual Traffic Monthly	217.787	213.859	140.091	19.006	27.568	49.864	131.897	166.442	134.236	111.919	69.265	83.459	1.365.393
Growth (%)	-1,7 %	1,9 %	-42,7 %	-93,3 %	-90,9 %	-84,5 %	-61,2 %	-49,5 %	-57,2 %	-61,7 %	-68,8 %	-62,3 %	-58,7 %
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	631.663
2020 Actual Traffic Monthly	46.552	44.046	32.102	6.404	9.188	12.648	22.853	30.023	28.650	25.096	19.150	19.934	296.646
Growth (%)	1,0 %	-0,7 %	-36,4 %	-88,0 %	-84,0 %	-77,4 %	-60,3 %	-47,5 %	-49,7 %	-56,1 %	-59,7 %	-57,9 %	-53,0 %
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	1.862.754
2020 Actual Traffic Monthly	133.754	127.979	91.834	18.524	24.874	32.882	65.762	86.306	79.956	71.184	47.963	51.870	832.888
Growth (%)	-3,6 %	-1,0 %	-37,8 %	-88,0 %	-84,8 %	-80,3 %	-62,7 %	-50,2 %	-52,6 %	-57,1 %	-65,2 %	-62,8 %	-55,3 %
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	1.310.481
2020 Actual Traffic Monthly	90.405	88.622	52.617	8.004	11.569	20.805	50.662	62.083	51.333	43.305	25.675	30.073	535.153
Growth (%)	1,2 %	2,7 %	-47,2 %	-92,8 %	-90,4 %	-83,6 %	-62,0 %	-51,4 %	-58,6 %	-62,5 %	-70,2 %	-66,4 %	-59,2 %

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	2.652.930
2020 Actual Traffic Monthly	191.890	184.251	122.668	23.552	31.760	51.750	100.748	117.893	109.808	99.745	66.007	74.203	1.174.275
Growth (%)	-1,5 %	-0,6 %	-42,1 %	-89,5 %	-86,7 %	-78,5 %	-59,7 %	-50,8 %	-54,7 %	-57,9 %	-66,3 %	-61,5 %	-55,7 %

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	38.184
2020 Actual Traffic Monthly	2.881	2.739	1.943	563	694	1.112	1.856	1.881	1.808	1.778	1.456	1.476	20.187
Growth (%)	5,6 %	3,8 %	-35,4 %	-82,9 %	-79,9 %	-67,5 %	-45,6 %	-40,5 %	-47,5 %	-48,7 %	-53,8 %	-51,2 %	-47,1 %

	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	132.083
2020 Actual Traffic Monthly	9.672	9.405	6.820	2.284	2.770	3.248	5.434	5.647	4.944	4.860	4.195	4.738	64.017
Growth (%)	-1,3 %	6,6 %	-33,7 %	-79,4 %	-76,5 %	-72,2 %	-56,9 %	-53,3 %	-58,9 %	-58,2 %	-59,3 %	-52,5 %	-51,5 %

	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	1.065.455
2020 Actual Traffic Monthly	75.120	72.932	48.729	10.990	13.307	19.202	34.829	39.685	39.172	36.662	24.273	23.968	438.869
Growth (%)	-4,0 %	-3,9 %	-43,1 %	-87,6 %	-86,2 %	-79,8 %	-64,5 %	-58,4 %	-60,2 %	-62,6 %	-69,5 %	-68,6 %	-58,8 %

	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	938.514
2020 Actual Traffic Monthly	67.407	64.707	41.888	6.207	9.979	20.145	42.434	49.570	44.825	39.774	24.103	30.323	441.362
Growth (%)	1,0 %	2,2 %	-42,9 %	-92,3 %	-88,2 %	-77,3 %	-54,3 %	-42,4 %	-48,0 %	-51,4 %	-64,2 %	-54,5 %	-53,0 %

	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	254.553
2020 Actual Traffic Monthly	19.188	17.938	12.953	2.274	3.146	4.383	8.362	12.014	11.506	10.112	7.696	8.300	117.872
Growth (%)	1,0 %	-0,5 %	-36,4 %	-89,4 %	-86,3 %	-80,4 %	-63,5 %	-47,9 %	-49,2 %	-55,6 %	-60,3 %	-57,7 %	-53,7 %

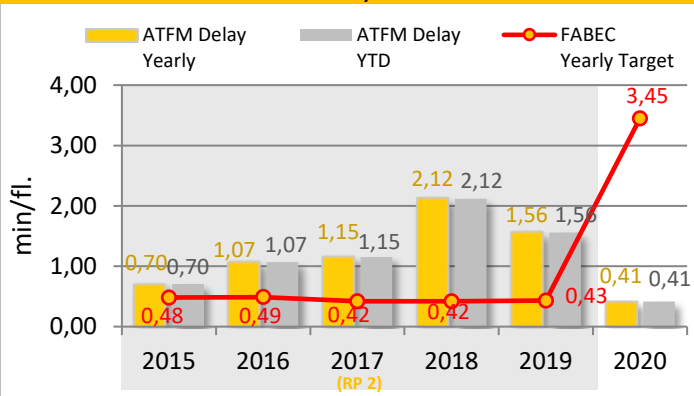
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
skyguide													
2019 Actual Traffic Monthly	18.280	16.723	19.059	18.777	19.572	19.677	20.388	19.714	19.568	19.206	15.962	17.215	224.141
2020 Actual Traffic Monthly	17.622	16.530	10.335	1.234	1.864	3.660	7.833	9.096	7.553	6.559	4.284	5.398	91.968
Growth (%)	-3,6 %	-1,2 %	-45,8 %	-93,4 %	-90,5 %	-81,4 %	-61,6 %	-53,9 %	-61,4 %	-65,8 %	-73,2 %	-68,6 %	-59,0 %

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

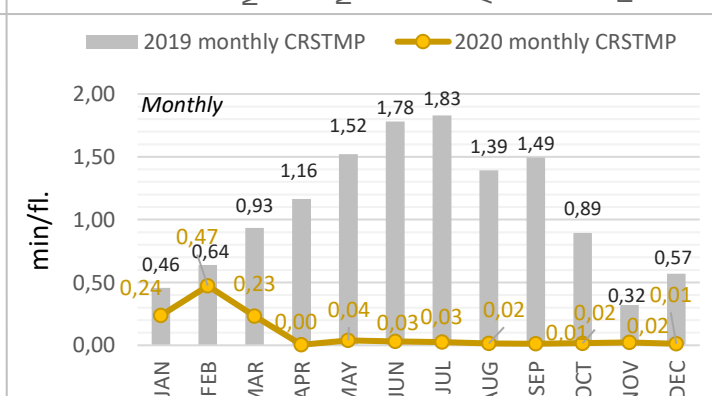
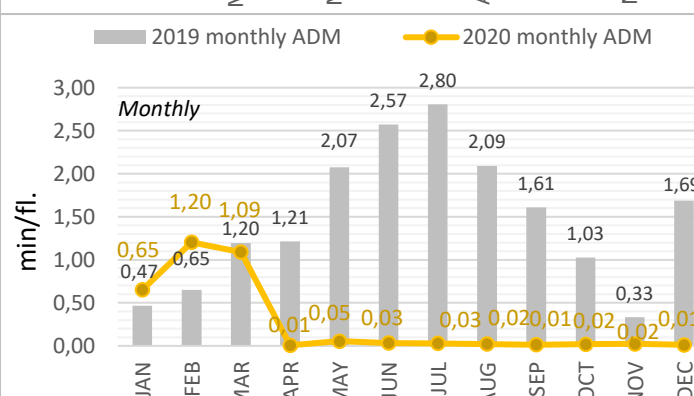
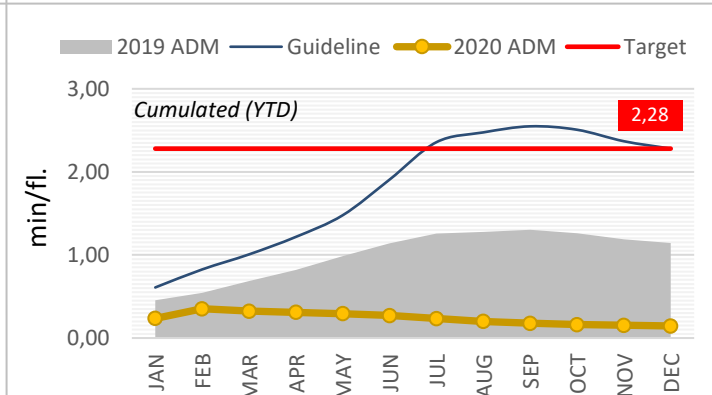
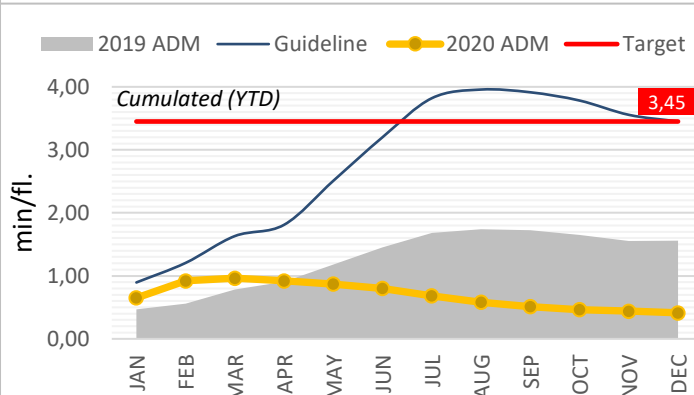
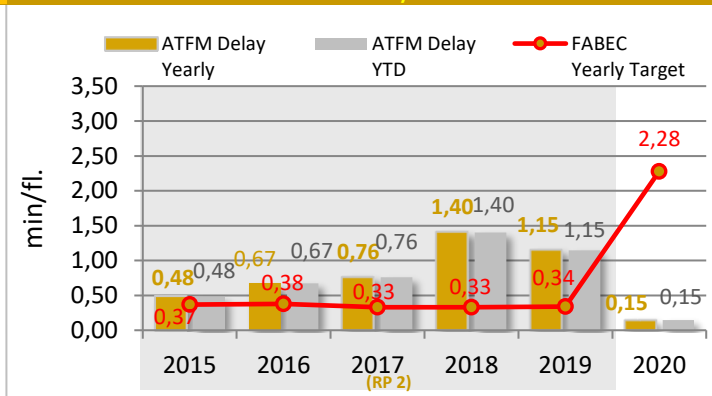
	YTD 2020	YTD 2019	YTD 2020	YTD 2019
En-route Delay All causes	0,41	1,56	0,15	1,15
FABEC Target (yearly value)	3,45		2,28	
Guideline	3,45		2,28	
Minute ('000) ALL causes	1.115	9.743	392	7.150
Diff. 2020 - 2019	- 88,6 %		- 95 %	
Traffic ('000)	2.696	6.241		
Diff. 2020 - 2019	- 56,8 %			
<i>Potential savings (*) due to underbid the delay Target (all Causes) in Mio EURO (YTD) + 0,01</i>				

* Cost of ATFM-delay per min = 87 €

All Delay Causes



CRSTMP Delay Causes



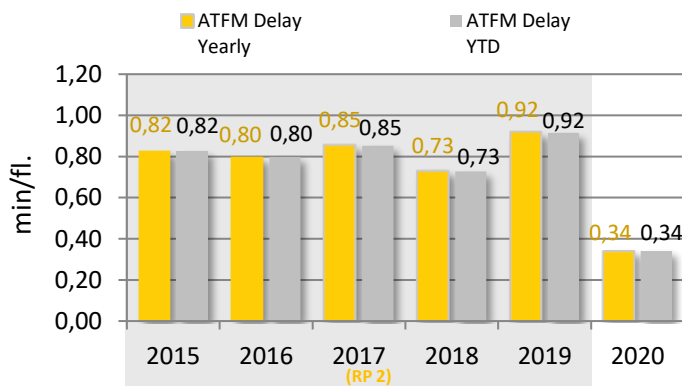
The guideline for the en-route ATFM delay per movement is a basic cumulative extrapolation of the previous three years monthly allocation and is designed to give an impression, how the YTD figures should be, in order to reach the yearly 2020 published targets (3,45 min per flight for all delay causes 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)

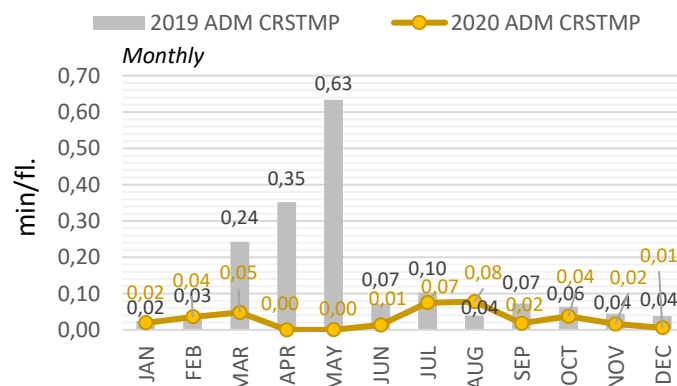
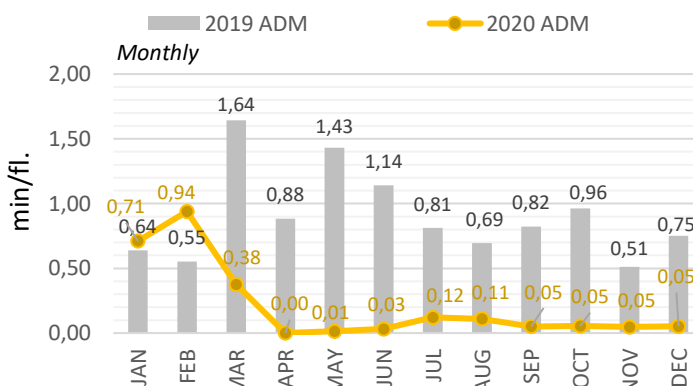
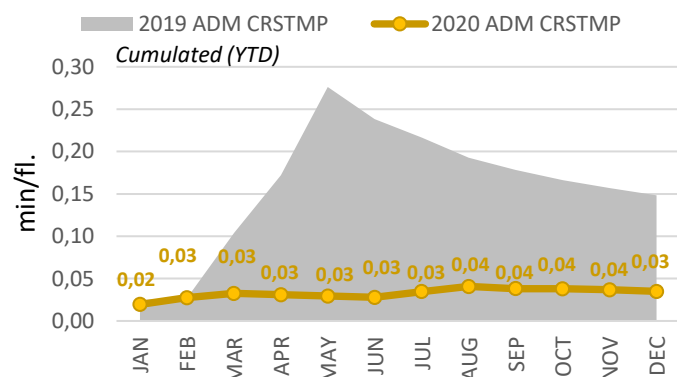
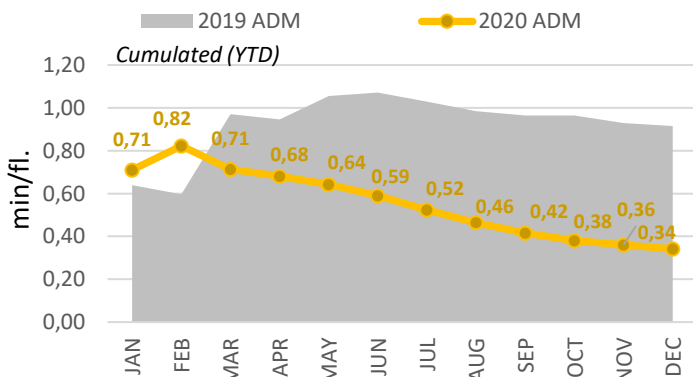
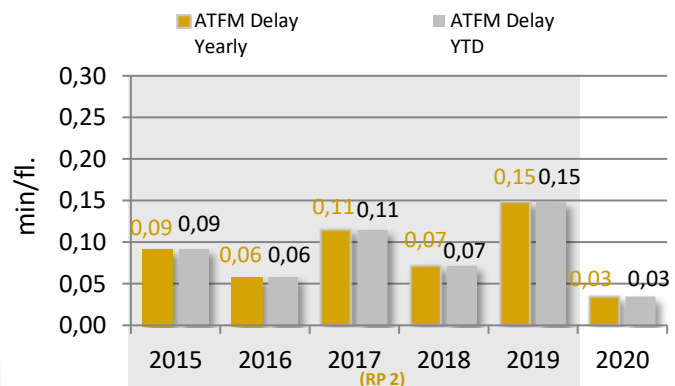
	YTD 2020	YTD 2019
Arrival Delay All causes	0,34	0,92
<i>Diff. 2020 - 2019</i>	- 63 %	
Minute ('000) ALL causes	401	2.430
<i>Diff. 2020 - 2019</i>	- 84 %	
Traffic ('000)	1.174	2.653
<i>Diff. 2020 - 2019</i>	- 55,7 %	

	YTD 2020	YTD 2019
Arrival Delay CRSTMP causes	0,03	0,15
<i>Diff. 2020 - 2019</i>	- 77 %	
Minute ('000) CRSTMP causes	41	393
<i>Diff. 2020 - 2019</i>	- 90 %	

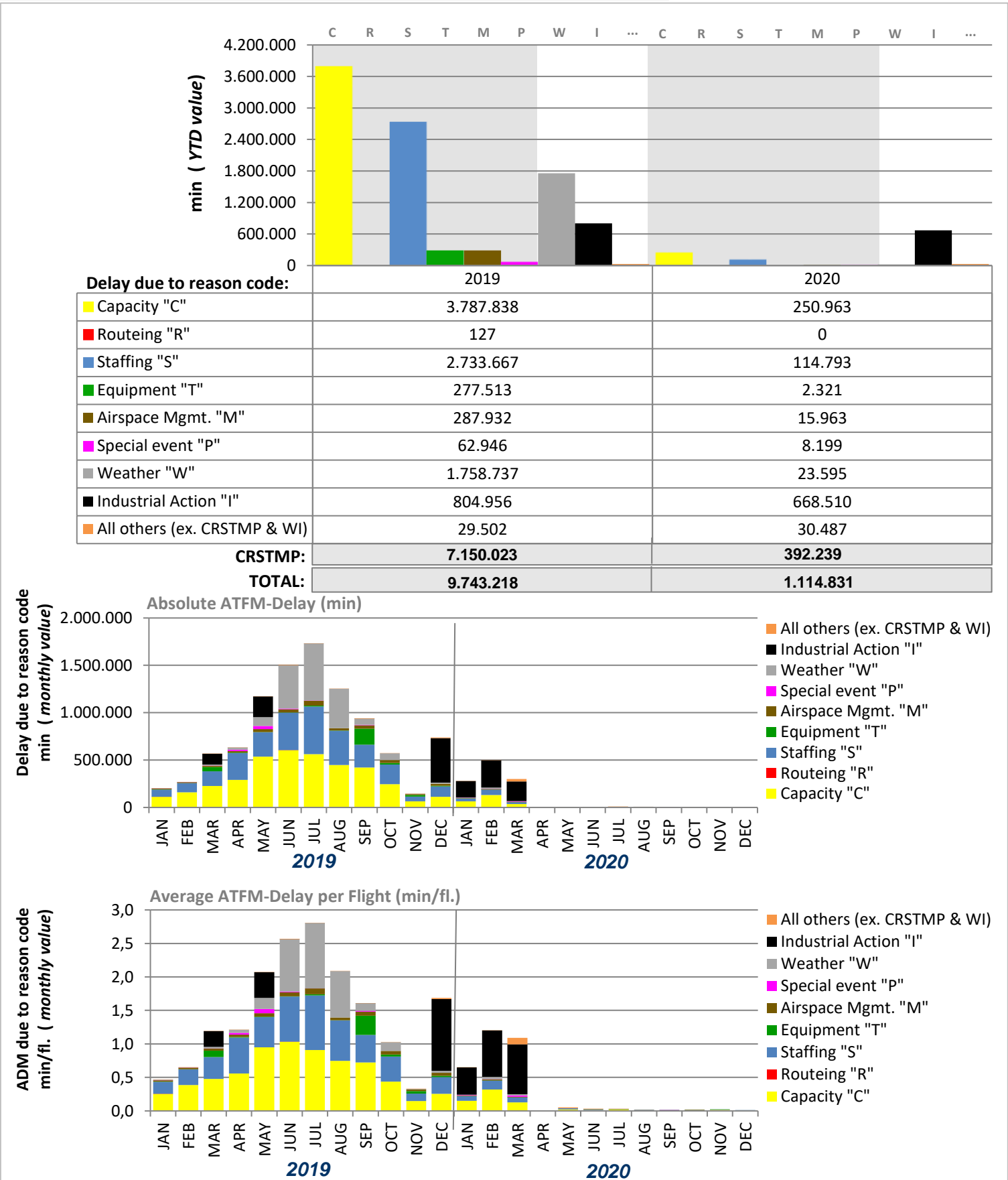
All Delay Causes



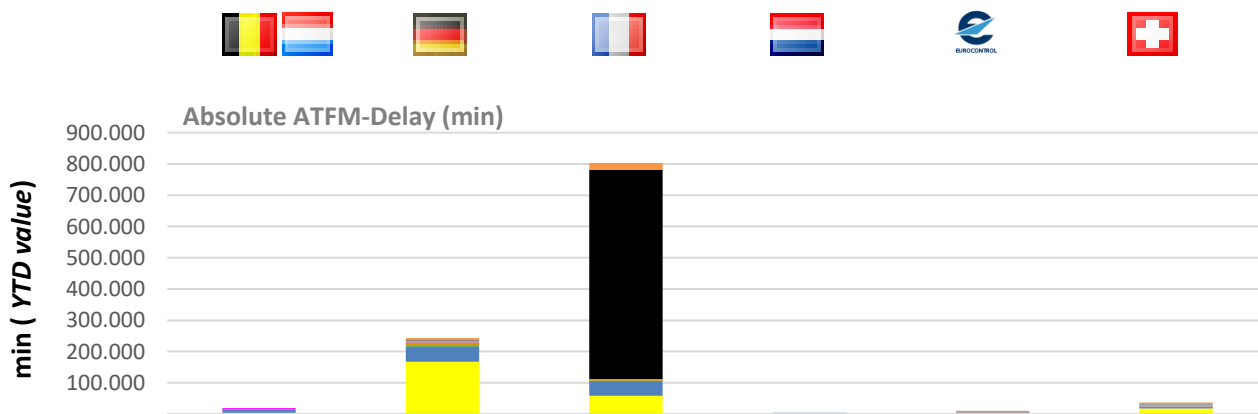
CRSTMP Delay Causes



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



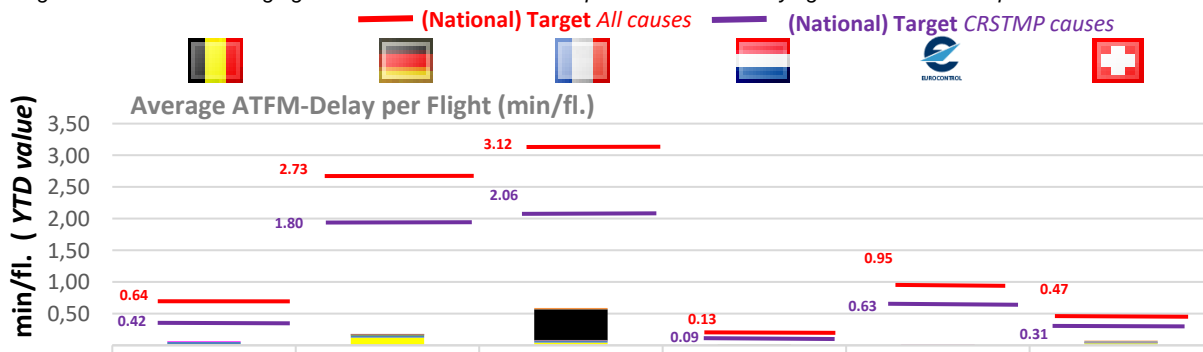
KPI #1: En-route ATFM delay per controlled flight (ANSP)



	skeyes	DFS	DSNA	LVNL	MUAC	skyguide
All others (ex. CRSTMP & WI)		6.633	22.892			962
Industrial Action "I"		113	668.397			
Weather "W"		6.541	2.197		2.271	12.586
Special event "P"	3.691	404	442		1.919	1.743
Airspace Mgmt. "M"		11.970	2.827		1.166	
Equipment "T"		715	1.468			138
Staffing "S"	10.713	49.375	46.793	29	4.872	3.011
Routeing "R"						
Capacity "C"	4.120	166.950	58.433	2.468	611	18.381

CRSTMP:	18.524	229.414	109.963	2.497	8.568	23.273
TOTAL:	18.524	242.701	803.449	2.497	10.839	36.821

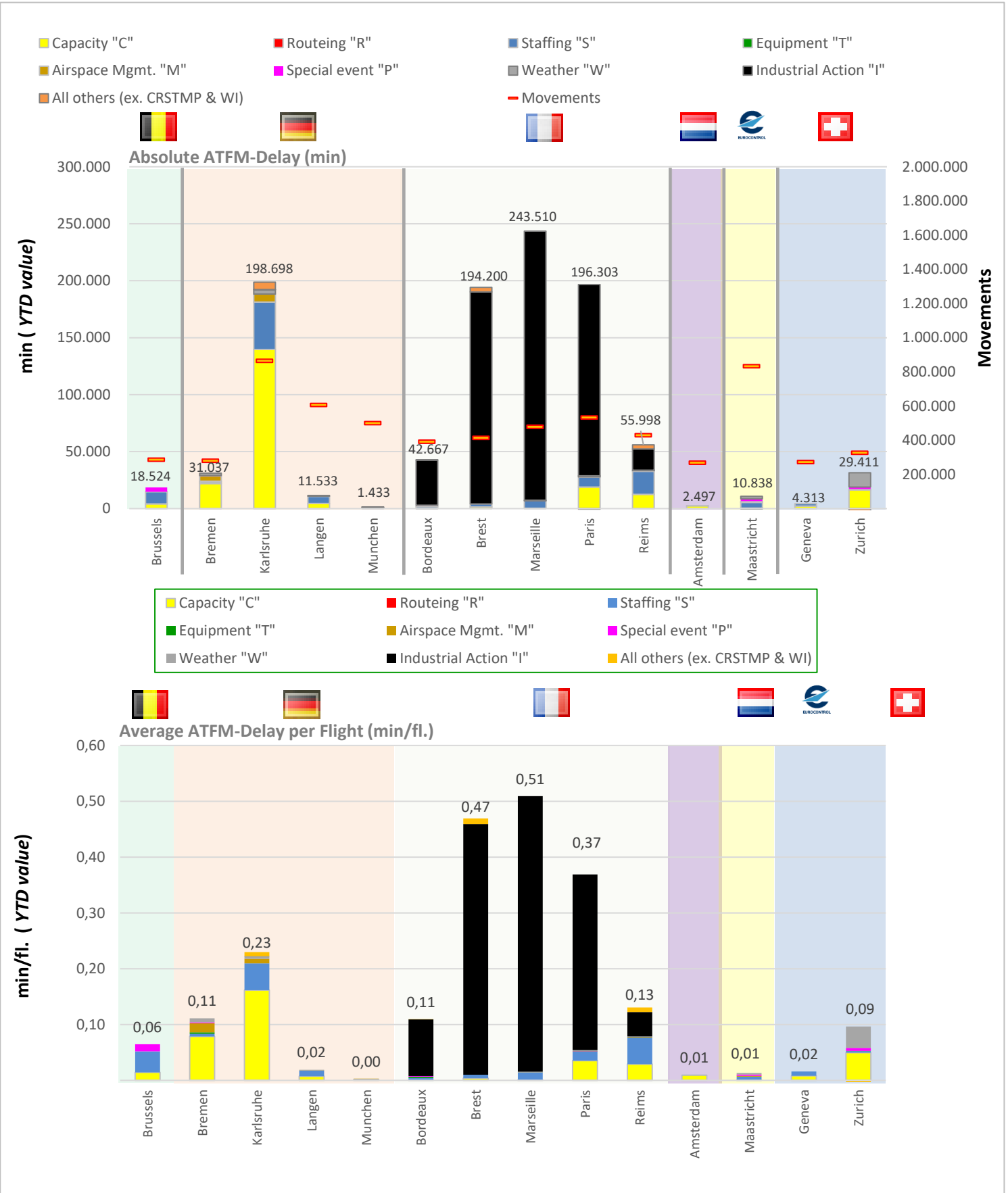
*Belgium and Luxembourg are in a common charging zone and FIR. There is no separate en-route delay figure and incentives/penalties are shared.



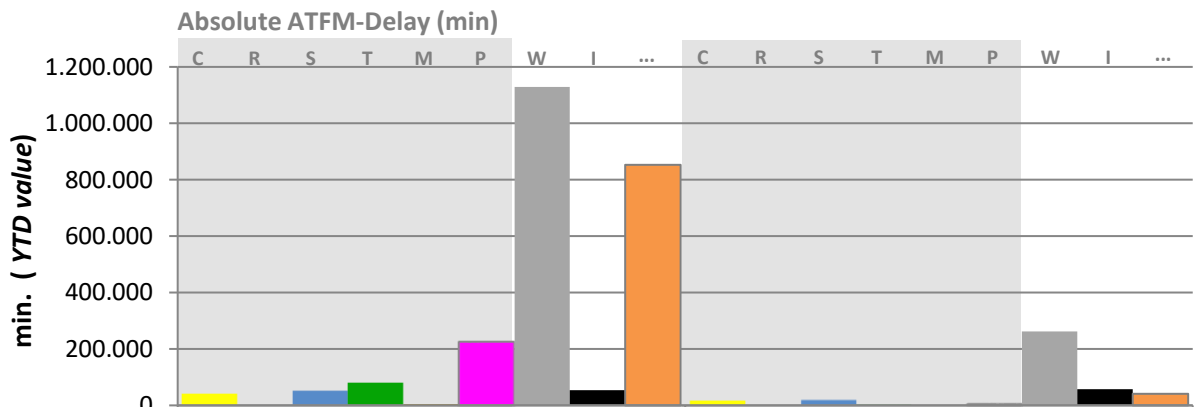
	skeyes	DFS	DSNA	LVNL	MUAC	skyguide
All others (ex. CRSTMP & WI)		0,00	0,02	0,00	0,00	0,00
Industrial Action "I"		0,00	0,49			
Weather "W"		0,00	0,00	0,00	0,00	0,02
Special event "P"	0,01	0,00	0,00	0,00	0,00	0,00
Airspace Mgmt. "M"		0,01	0,00		0,00	
Equipment "T"		0,00	0,00			0,00
Staffing "S"	0,04	0,04	0,03	0,00	0,01	0,01
Routeing "R"						
Capacity "C"	0,01	0,12	0,04	0,01	0,00	0,03

CRSTMP:	0,06	0,17	0,08	0,01	0,01	0,04
TOTAL:	0,06	0,18	0,59	0,01	0,01	0,07

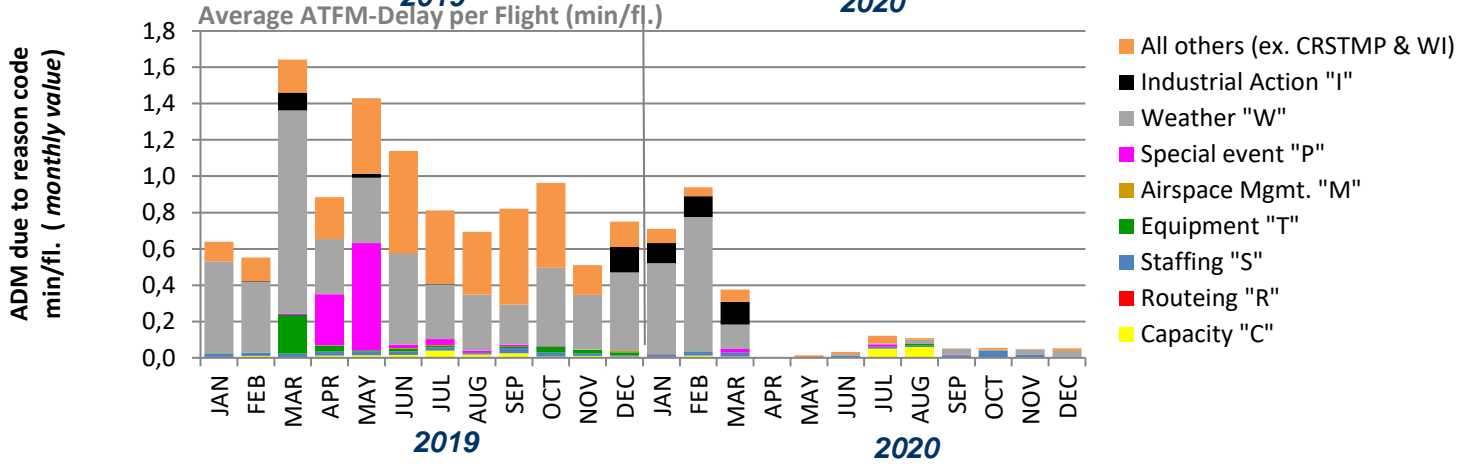
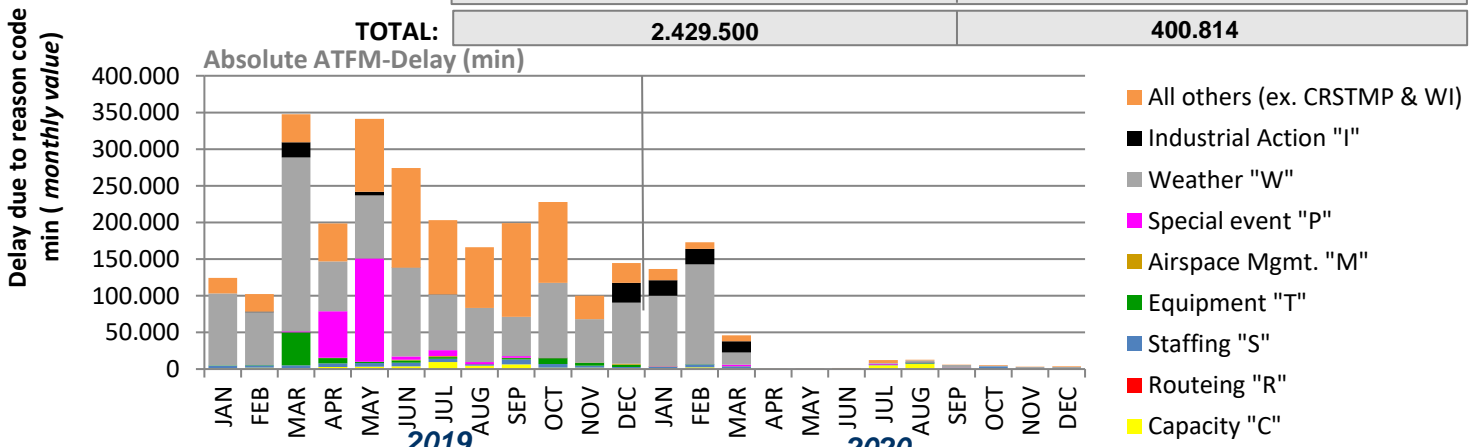
KPI #1: En-route ATFM delay per controlled flight (ACC)



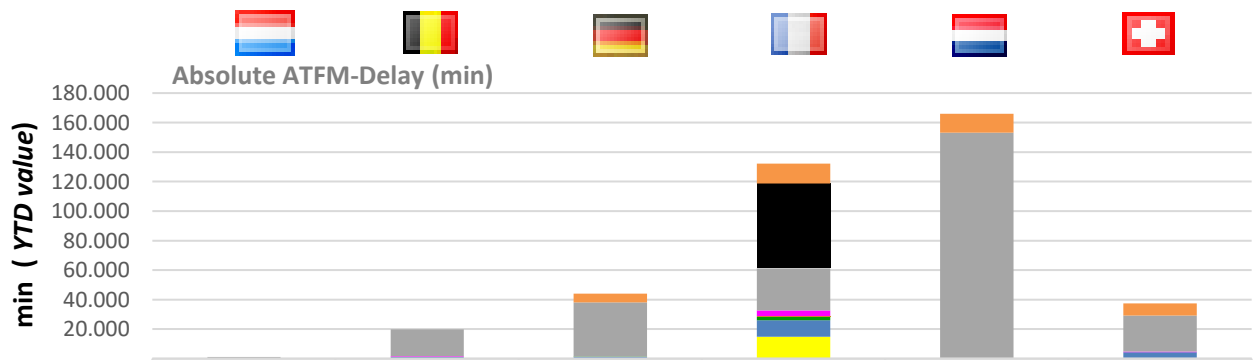
KPI #2: Arrival ATFM delay per reason code (FABEC)



Delay due to reason code:	2019	2020
Capacity "C"	39.395	16.412
Routeing "R"	0	0
Staffing "S"	47.585	17.219
Equipment "T"	77.576	2.594
Airspace Mgmt. "M"	4.859	147
Special event "P"	223.526	4.463
Weather "W"	1.129.446	261.750
Industrial Action "I"	54.044	57.406
All others (ex. CRSTMP & WI)	853.069	40.823
CRSTMP:	392.941	40.835
TOTAL:	2.429.500	400.814



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



	ANA LUX	skeyes	DFS	DSNA	LVNL	skyguide
All others (ex. CRSTMP & WI)			6.093	13.660	12.710	8.360
Industrial Action "I"				57.406		
Weather "W"	1.134	18.215	36.728	28.597	152.679	24.397
Special event "P"		375		3.826		262
Airspace Mgmt. "M"				147		
Equipment "T"			85	2.509		
Staffing "S"		1.200	703	11.248		4.068
Routeing "R"						
Capacity "C"			546	14.895	574	397
CRSTMP:		1.575	1.334	32.625	574	4.727
TOTAL:	1.134	19.790	44.155	132.288	165.963	37.484



	ANA LUX	skeyes	DFS	DSNA	LVNL	skyguide
All others (ex. CRSTMP & WI)			0,01	0,03	0,11	0,09
Industrial Action "I"				0,13		
Weather "W"	0,06	0,28	0,08	0,06	1,30	0,27
Special event "P"		0,01	0,00	0,01	0,00	0,00
Airspace Mgmt. "M"				0,00		
Equipment "T"			0,00	0,01	0,00	
Staffing "S"		0,02	0,00	0,03		0,04
Routeing "R"						
Capacity "C"			0,00	0,03	0,00	0,00
CRSTMP:	0,00	0,02	0,00	0,07	0,00	0,05
TOTAL:	0,06	0,31	0,10	0,30	1,41	0,41

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.