



PERFORMANCE REPORT 2020 - 2024

CAPACITY

January 2020



making the difference

Contents

Description & Analysis	3
FABEC TRAFFIC DEVELOPMENT (en-route)	4
FABEC TRAFFIC DEVELOPMENT (arrival)	5
KPI #1: En-route ATFM delay per controlled flight (FABEC)	6
KPI #2: Arrival ATFM delay per controlled flight (FABEC)	7
KPI #1: En-route ATFM delay per reason code (FABEC)	8
KPI #1: En-route ATFM delay per controlled flight (ANSP)	9
KPI #1: En-route ATFM delay per controlled flight (ACC)	10
KPI #2: Arrival ATFM delay per reason code (FABEC)	11
KPI #2: Arrival ATFM delay per controlled flight (ANSP)	12
Glossary	13

Description & Analysis

Europe

Traffic in January 2020 decreased by 0.4% compared to January 2019 and was below the low forecast published in Autumn 2019. Only two states added more than 50 flights daily to the network with Poland and Austria as the top contributors: Poland (+74): internal flow (+14), Norway (+9), Ukraine (+9), UK (+7); Austria (+55): The Netherlands (+8), Israel (+5), Greece (+5), Portugal excl. Azores (+4), Italy (+4). Four states contributed to adding at least 25 daily flights (flows in both directions) to the network and they were: France (+38), Morocco (+30), Hungary (+28), Norway (+25). Conversely, the North-West European flow continued to record fewer daily flights affecting mostly the domestic traffic of Germany, UK and Sweden: Germany (-167), UK (-126), Canary Islands (-77), Sweden (-74).

NM estimates 3,500 flights didn't operate due to French industrial action. There was also a significant traffic variation between ECAC and China from week 5 2020, following the coronavirus crisis.

The top five external partners in average daily flights on flows in both directions were the United States (827 flights, up 0.5%), the Russian Federation (726 flights, down 0.3%), the United Arab Emirates (349 flights, down 0.2%), Egypt (291 flights, up 12.3%), and Qatar (218 flights, up 7.0%).

The airlines which added the most flights to the European network on a daily basis were Wizz Air Hungary (+73 flights), Ryanair (+49 flights), Logan Air (+34 flights), KLM (+27 flights) and Jet2.com (+23 flights).

The average en-route ATFM delay per flight in the NM area in January 2020 was 0.47 min/ft, which is above the corresponding monthly guideline value of 0.21 min/ft. (Source: NM).

Delays from the passengers' point of view

For January 2020, the Central Office for Delay Analysis (CODA) reported that the average delay per flight on departure was 8.8 minutes per flight - a decrease of 2.6 minutes per flight compared to January 2019.

24,5 % of the total delay can be attributable to air traffic control. Airlines caused 49% of the total delay, resulting from such issues as technical problems, staff shortages or turnaround times that are too tightly scheduled. Airports caused 5,7% of the delays while the rest (IATA Code 85,86,71-79,97-99) of around 20,8% can be allocated to other reasons (Source: CODA-Dashboard-01-2020, Date 12/03/2020).

FABEC

In the FABEC area, traffic decreased by 1.3% in January 2020 compared to the same month in 2019. The landings in the FABEC area (only the airports included in the performance plan) recorded a similar decrease (-1.5%). The main contributors to this decrease were DFS (-3.9%), skyguide (-3.6%) and skeyes (-1.2%) whereas both DSN and LVNL recorded a traffic increase (+1.0%).

The units with the highest ATFM en-route delay in January 2020 are Paris (61 695 min), Karlsruhe (53 311 min), Marseille (45 707 min) and Brest (38 496 min). In Paris, delays were due to 'Industrial Action' (90%), 'ATC-Capacity' (8%) and 'Staffing' (2%). In Karlsruhe, delays were due to 'ATC-Capacity' (72%), 'Staffing' (23%) and 'Airspace Management' (4%); in Marseille, 'Industrial Action' (95%) and 'Staffing' (5%); in Brest, 'Industrial Action' (100%).

Bordeaux (24 447 min) and Reims (13 187 min) also induced delays in January, but to a lesser extent. In Bordeaux, delays were mainly due to 'Industrial Action' (96%); in Reims, 'Staffing' (48%), 'ATC-Capacity' (27%) and 'Industrial Action' (25%).

The en-route ATFM delay per flight all causes reached 0.65 min/ft in January 2020 compared to 0.47 min/ft in 2019 (deterioration of 38%). This result is below the January guideline value (0.82 min/ft) which corresponds to the current status of the FABEC Performance Plan (not agreed yet). The January en-route ATFM delay CRSTMP causes reached 0.24 min/ft. This corresponds to a performance enhancement compared to last year (0.46 min/ft); this value is, as well, below the guideline value estimated for January (0.55 min/ft).

The Arrival ATFM delay per arrival movement all causes increased in January from 0.64 min/ft in 2019 to 0.71 min/ft in 2020. The arrival ATFM delay per arrival flight CRSTMP causes remained constant (0.02 min/ft in January).

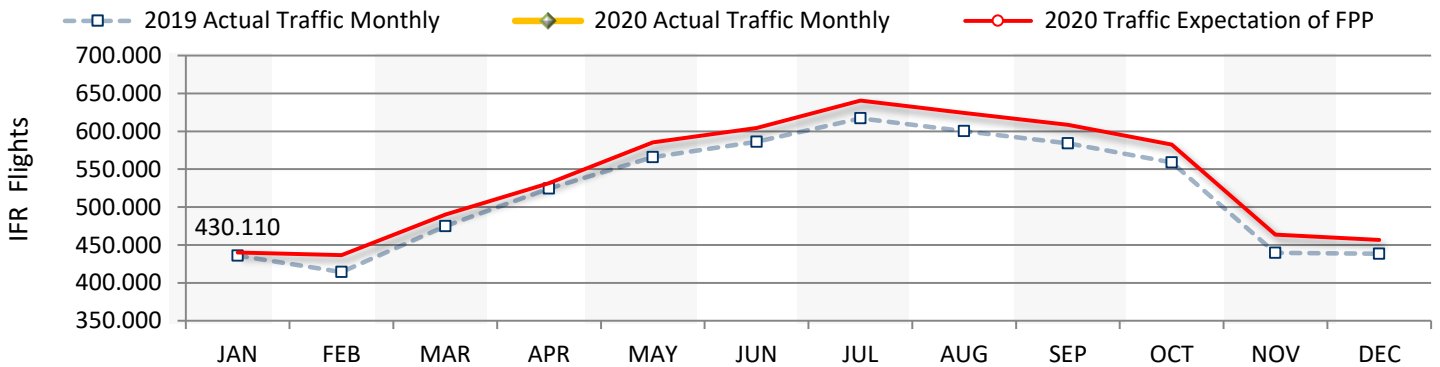
The airports with the highest ATFM delay in January 2020 – more than 10% of the total FABEC arrival delay – were Amsterdam/EHAM (34 805 min), Paris Orly/LFPO (16 732 min), Frankfurt/EDDF (12 541 min), Geneva/LSGG (12 202 min), Brussels/EBBR (11 587 min) and Zurich/LSZH (10 701 min). In Amsterdam, delays were due to 'Weather' (80%) and 'Aerodrome Capacity' (20%); in Paris Orly, delays were due to 'Industrial Action' (64%), 'Weather' (26%), 'Aerodrome Capacity' (8%), 'Aerodrome Services' (1%, work on taxi-way) and 'ATC-Capacity' (1%); in Frankfurt, 'Weather' (100%); in Geneva, 'Weather' (88%), 'Aerodrome Capacity' (6%), 'Staffing' (4%), 'ATC-Capacity' (2%); in Brussels, 'Weather' (94%) and 'Staffing' (6%); in Zurich, 'Weather' (60%), 'Aerodrome Capacity' (36%), 'Environment' (2%) and 'Special Event' (2%, World Economic Forum). After the first month in 2020, all FABEC members achieve both their respective CRSTMP en-route ATFM delay target per flight and their respective CRSTMP Arrival ATFM delay target per arrival flight.

P.S.: In the context of both the eNM S20 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
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	435.809
2020 Actual Traffic Monthly	430.110												430.110
Growth (%)	-1,3 %												-1,3 %
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 %												
2020 Traffic Cumulated (%)	-2,3 %												

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.

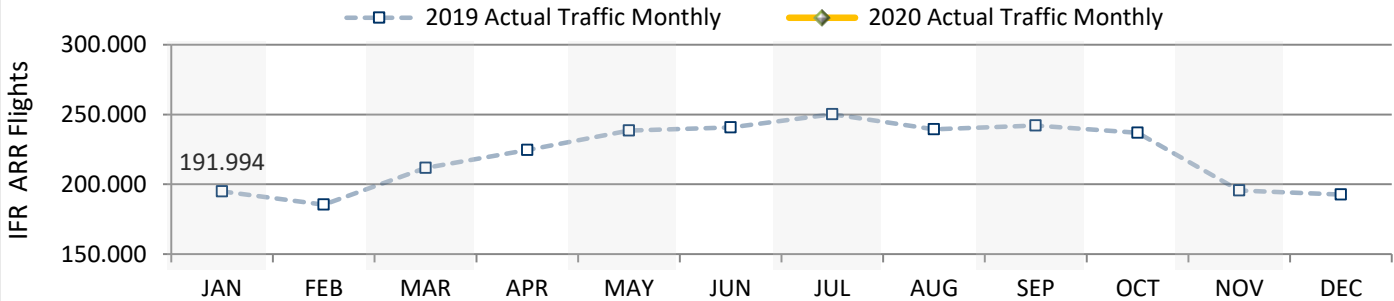


	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
skeyes													
2019 Actual Traffic Monthly	46.085	42.458	49.539	53.761	57.702	58.513	62.239	59.274	59.410	57.544	46.709	46.631	46.085
2020 Actual Traffic Monthly	44.865												44.865
Growth (%)	-2,6 %												-2,6 %
DFS													
2019 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	222.009
2020 Actual Traffic Monthly	218.493												218.493
Growth (%)	-1,6 %												-1,6 %
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	221.573
2020 Actual Traffic Monthly	217.787												217.787
Growth (%)	-1,7 %												-1,7 %
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	46.111
2020 Actual Traffic Monthly	46.552												46.552
Growth (%)	1,0 %												1,0 %
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	138.773
2020 Actual Traffic Monthly	133.754												133.754
Growth (%)	-3,6 %												-3,6 %
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	89.334
2020 Actual Traffic Monthly	90.405												90.405
Growth (%)	1,2 %												1,2 %

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	194.850
2020 Actual Traffic Monthly	191.994												191.994
Growth (%)	-1,5 %												-1,5 %

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													
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	2.728
2020 Actual Traffic Monthly	2.880												2.880
Growth (%)	5,6 %												5,6 %

	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	9.804
2020 Actual Traffic Monthly	9.686												9.686
Growth (%)	-1,2 %												-1,2 %

	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	78.274
2020 Actual Traffic Monthly	75.189												75.189
Growth (%)	-3,9 %												-3,9 %

	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	66.766
2020 Actual Traffic Monthly	67.423												67.423
Growth (%)	1,0 %												1,0 %

	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	18.998
2020 Actual Traffic Monthly	19.189												19.189
Growth (%)	1,0 %												1,0 %

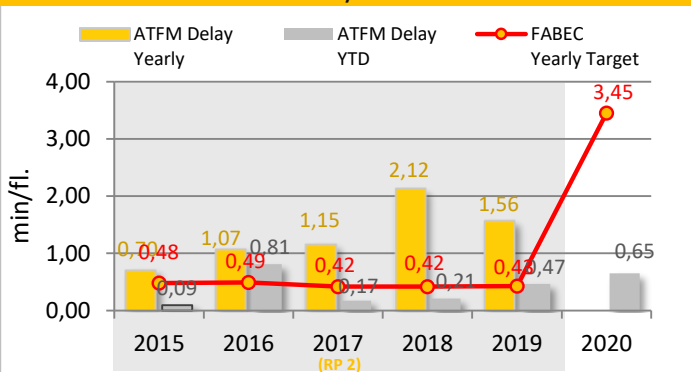
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
skyguide													
2019 Actual Traffic Monthly	18.280	16.723	19.059	18.777	19.572	19.677	20.388	19.714	19.568	19.206	15.962	17.215	18.280
2020 Actual Traffic Monthly	17.627												17.627
Growth (%)	-3,6 %												-3,6 %

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

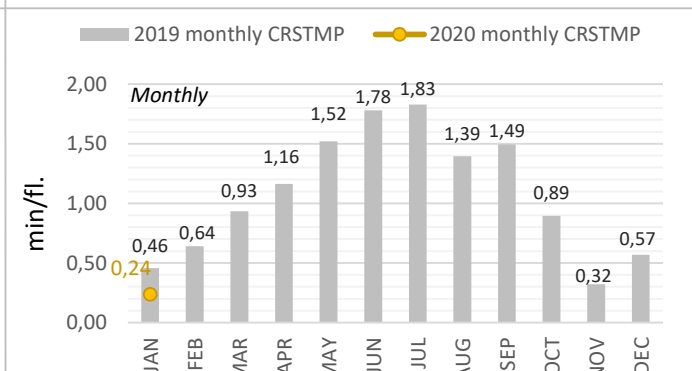
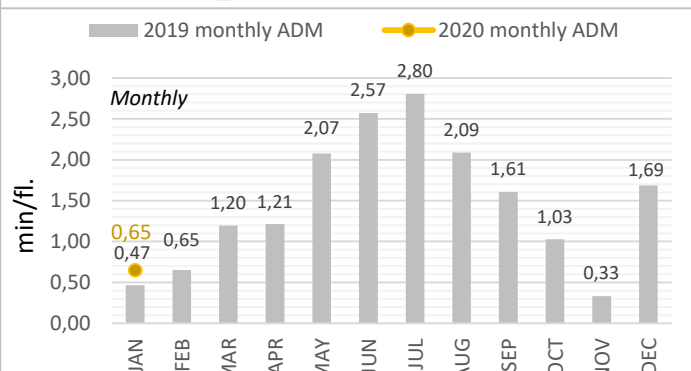
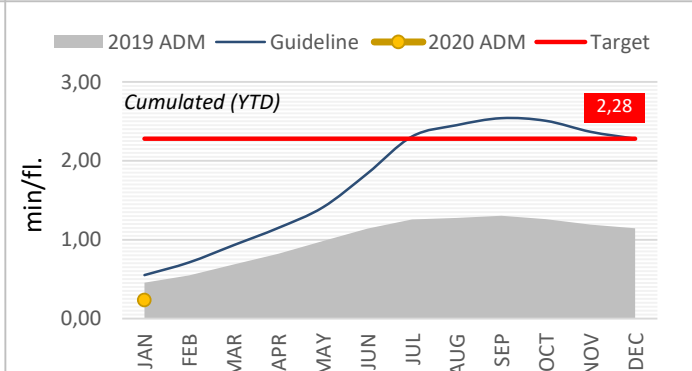
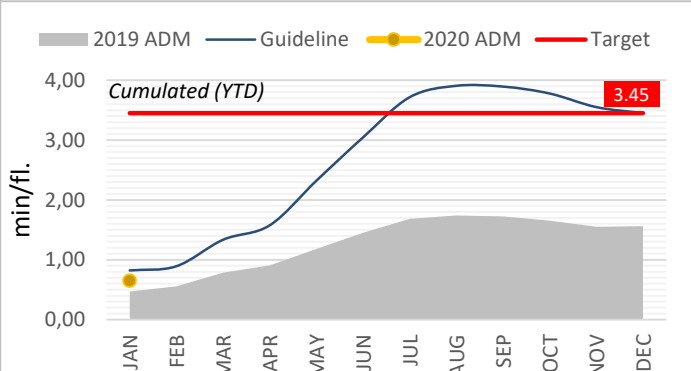
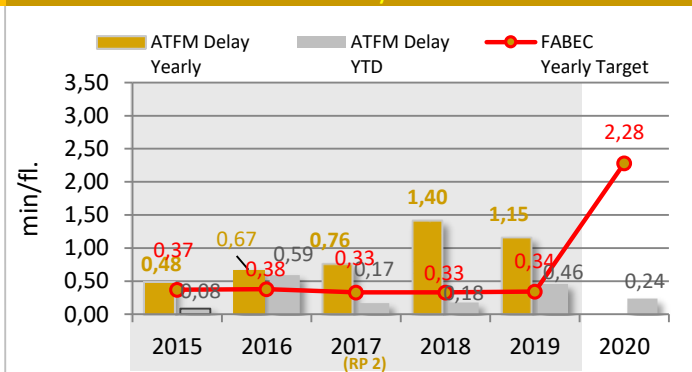
	YTD 2020	YTD 2019		YTD 2020	YTD 2019
En-route Delay All causes	0,65	0,47	En-route Delay CRSTMP causes	0,24	0,46
FABEC Target (yearly value)	3,45		FABEC Target (yearly value)	2,28	
Guideline	0,82		Guideline	0,55	
Minute ('000) ALL causes	280	204	Minute ('000) CRSTMP causes	102	199
Diff. 2020 - 2019	+ 37,2 %		Diff. 2020 - 2019	- 49 %	
Traffic ('000)	430	436	Potential savings (*) due to underbid the delay Target		
Diff. 2020 - 2019	- 1,3 %		(all Causes) in Mio EURO (YTD)	0,0	

* Cost of ATFM-delay per min = 87 €

All Delay Causes



CRSTMP Delay Causes

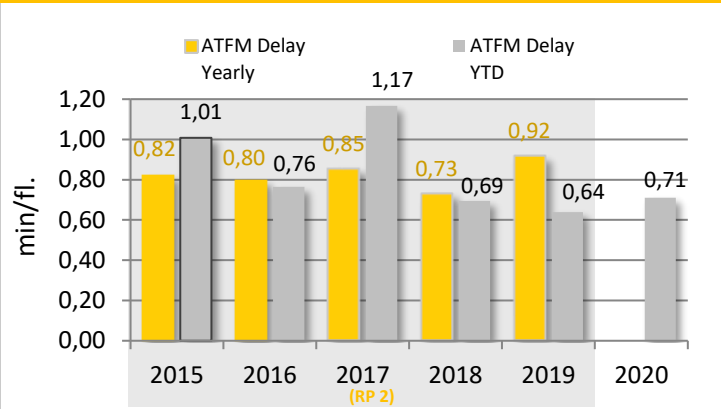


The guideline for the en-route ATFM delay per movement is a basic cumulative extrapolation of the previous three years monthly allocation and is designed to give an impression, how the YTD figures should be, in order to reach the yearly 2020 published targets (3,45 min per flight for all delay causes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

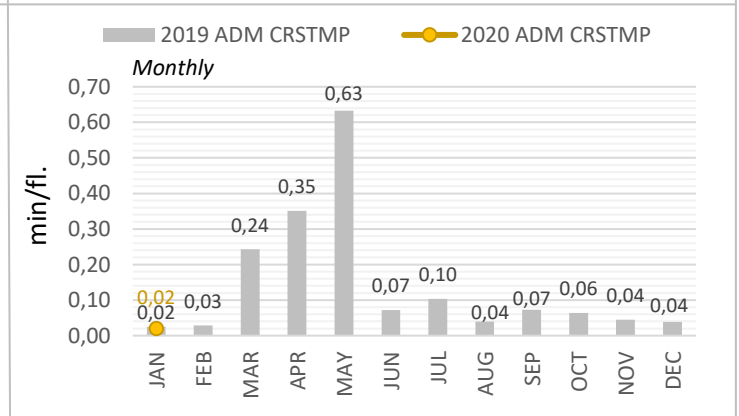
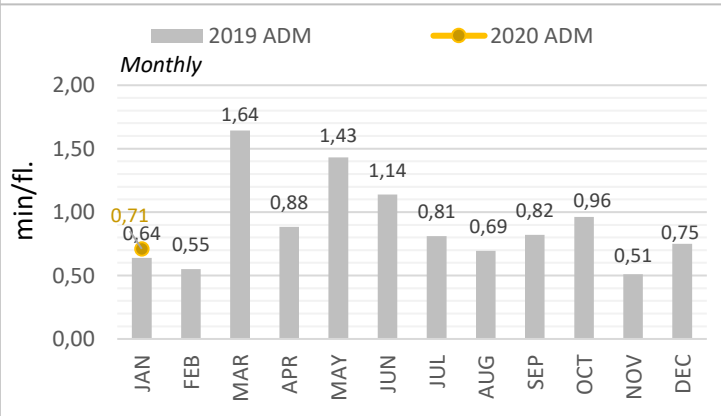
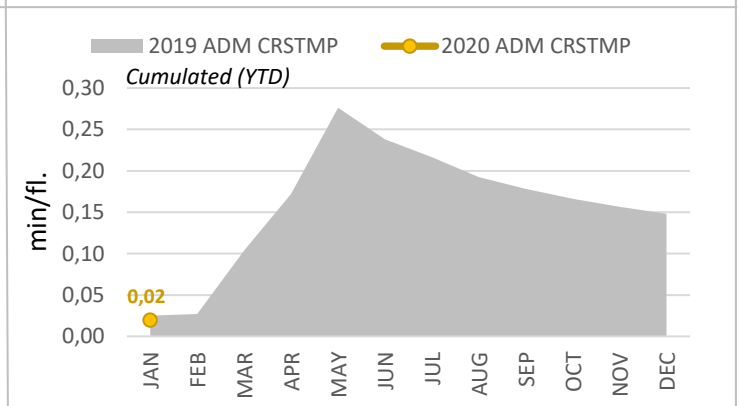
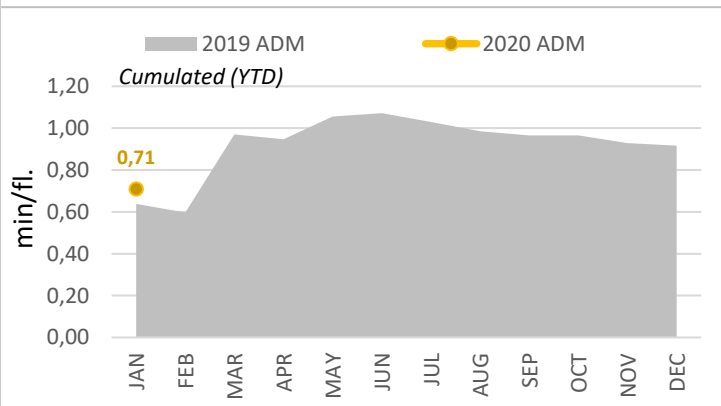
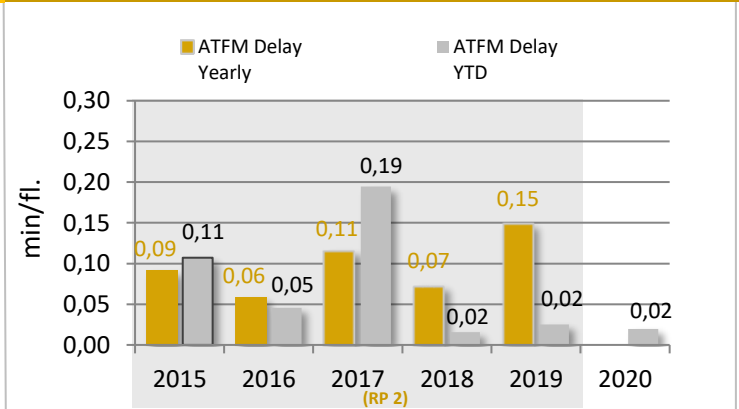
KPI #2: Arrival ATFM delay per controlled flight (FABEC)

	YTD 2020	YTD 2019	YTD 2020	YTD 2019
Arrival Delay All causes	0,71	0,64	0,02	0,02
<i>Diff. 2020 - 2019</i>	+ 11 %		- 22 %	
Minute ('000) ALL causes	136	124	4	5
<i>Diff. 2020 - 2019</i>	+ 10 %		- 23 %	
Traffic ('000)	192	195		
<i>Diff. 2020 - 2019</i>	- 1,5 %			

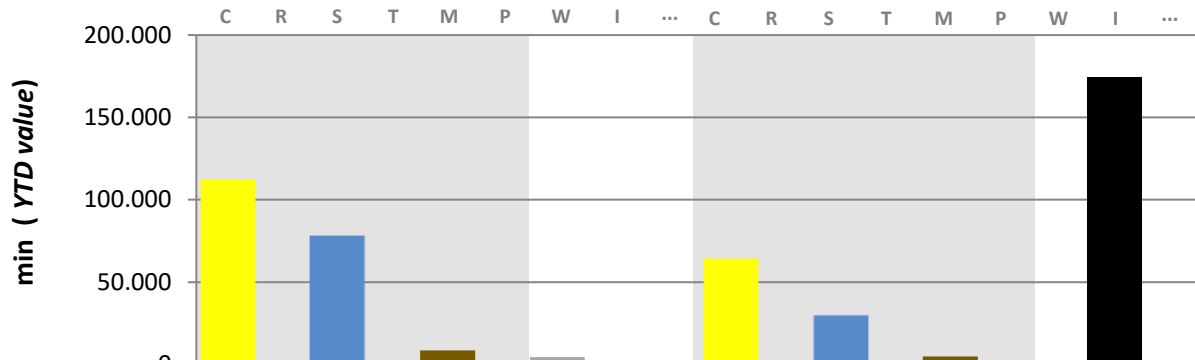
All Delay Causes



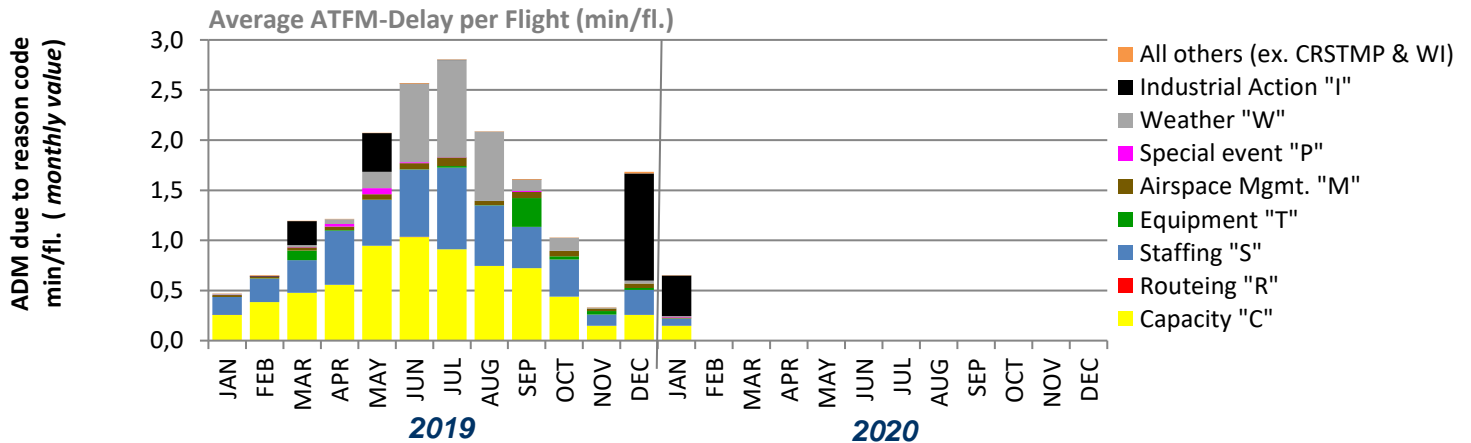
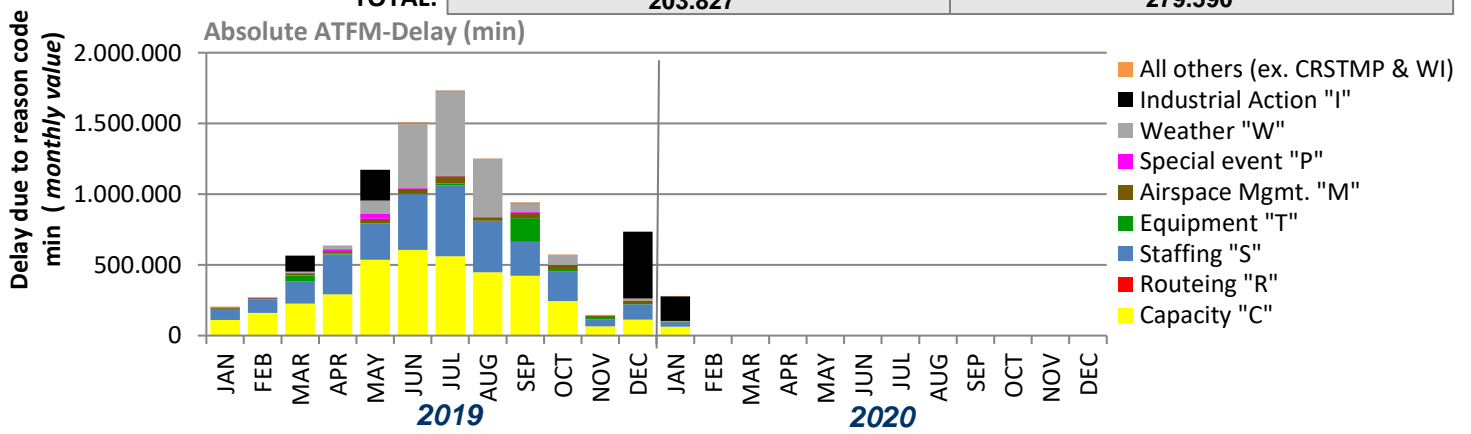
CRSTMP Delay Causes



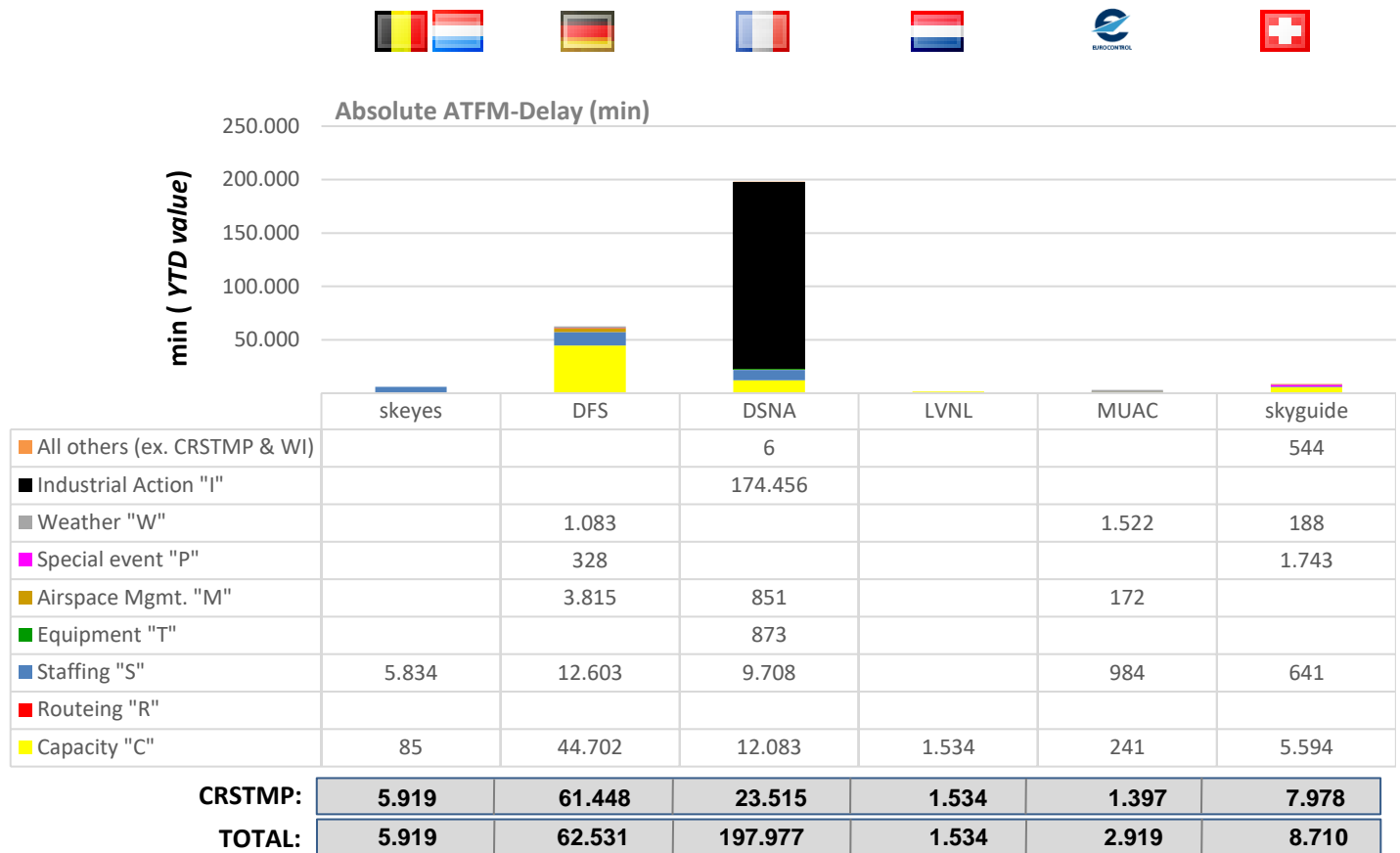
KPI #1: En-route ATFM delay per reason code (FABEC)



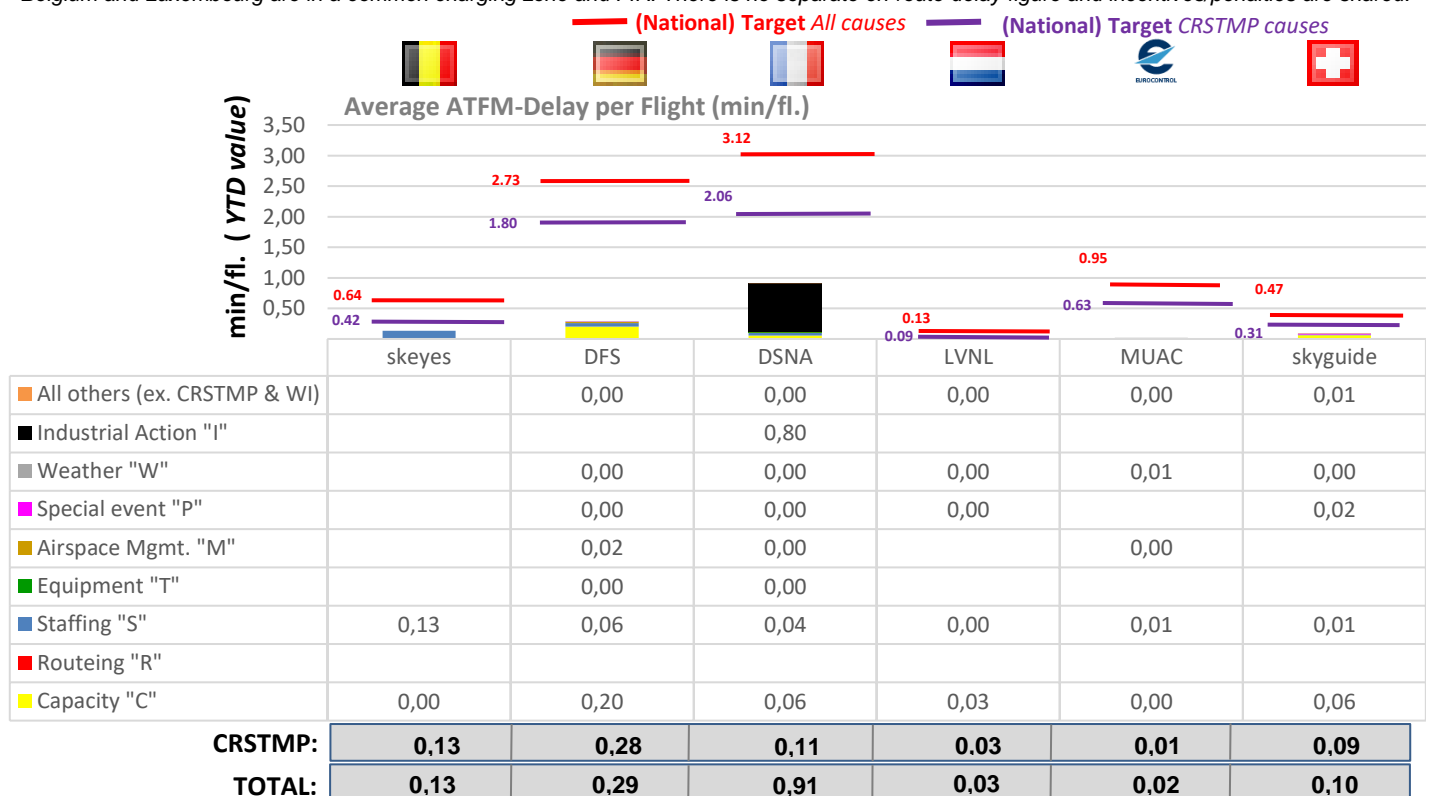
Delay due to reason code:	2019	2020
Capacity "C"	111.710	64.239
Routeing "R"	12	0
Staffing "S"	77.788	29.770
Equipment "T"	753	873
Airspace Mgmt. "M"	8.579	4.838
Special event "P"	21	2.071
Weather "W"	4.393	2.793
Industrial Action "I"	0	174.456
All others (ex. CRSTMP & WI)	571	550
CRSTMP:	198.863	101.791
TOTAL:	203.827	279.590



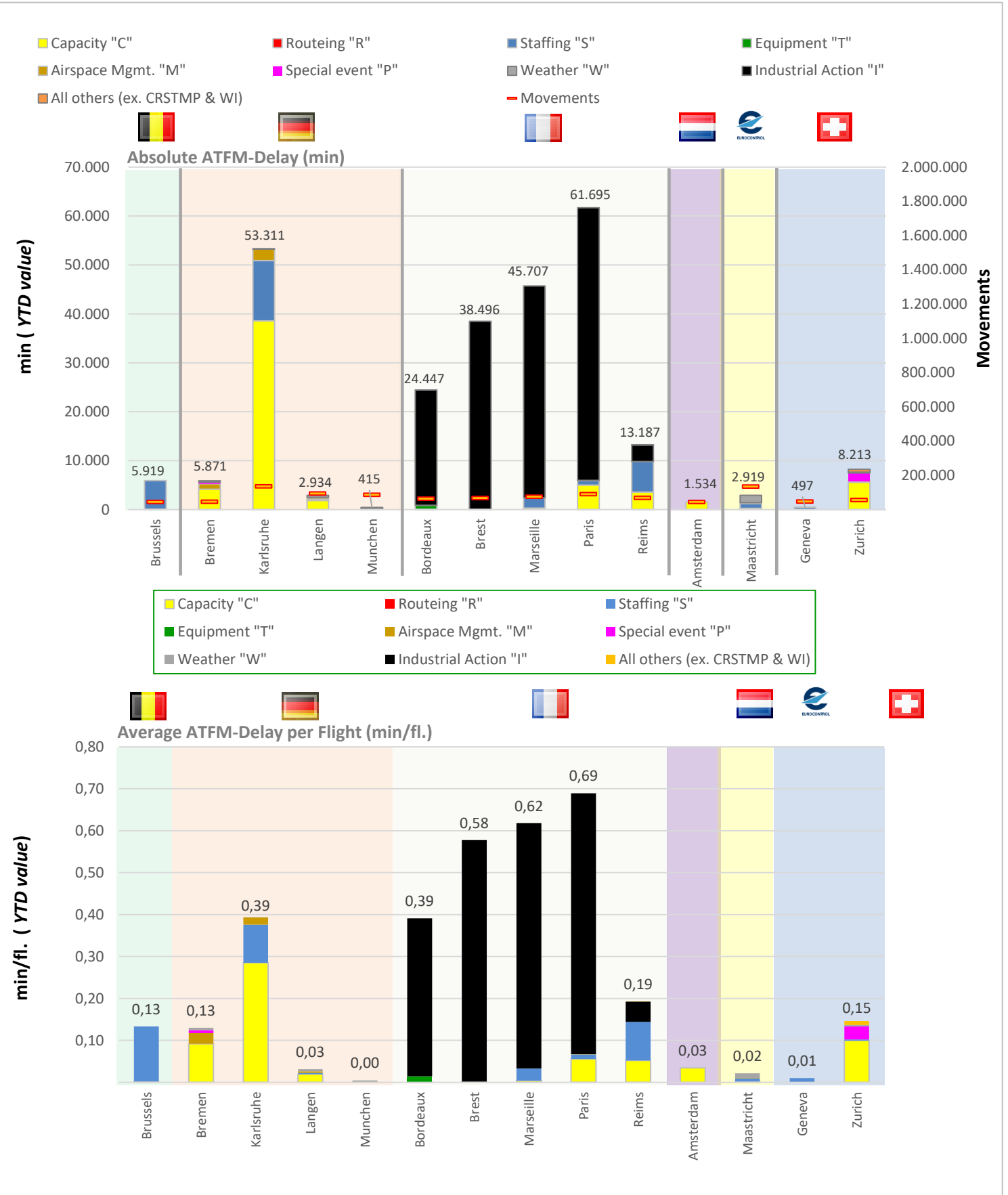
KPI #1: En-route ATFM delay per controlled flight (ANSP)



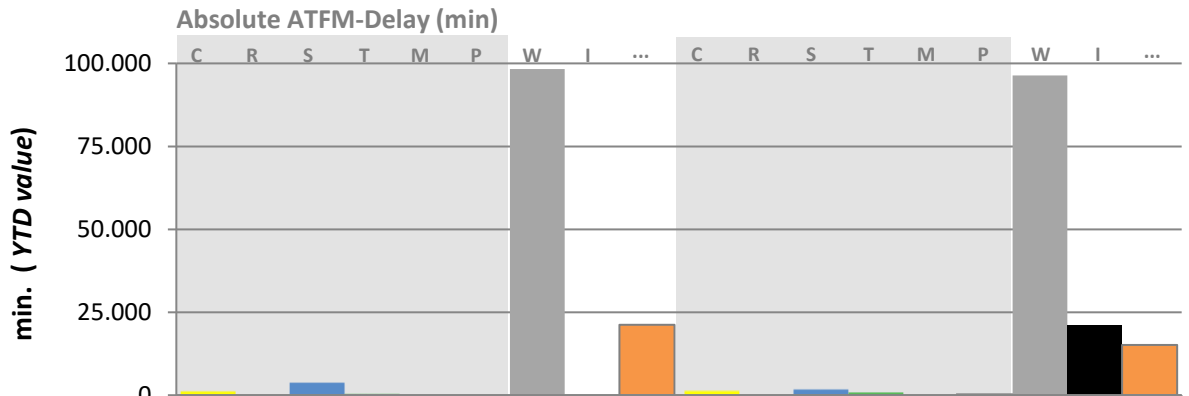
*Belgium and Luxembourg are in a common charging zone and FIR. There is no separate en-route delay figure and incentives/penalties are shared.



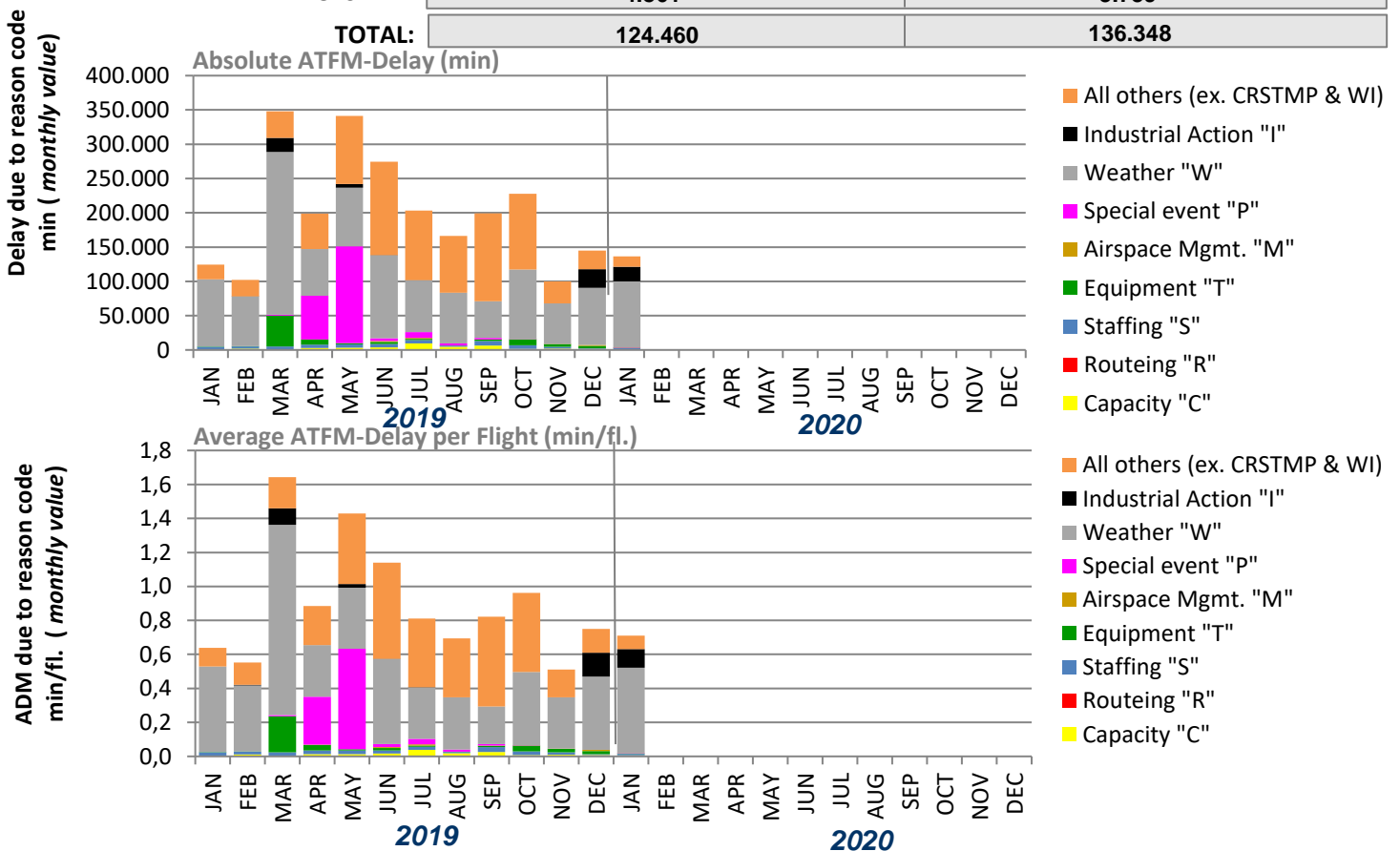
KPI #1: En-route ATFM delay per controlled flight (ACC)



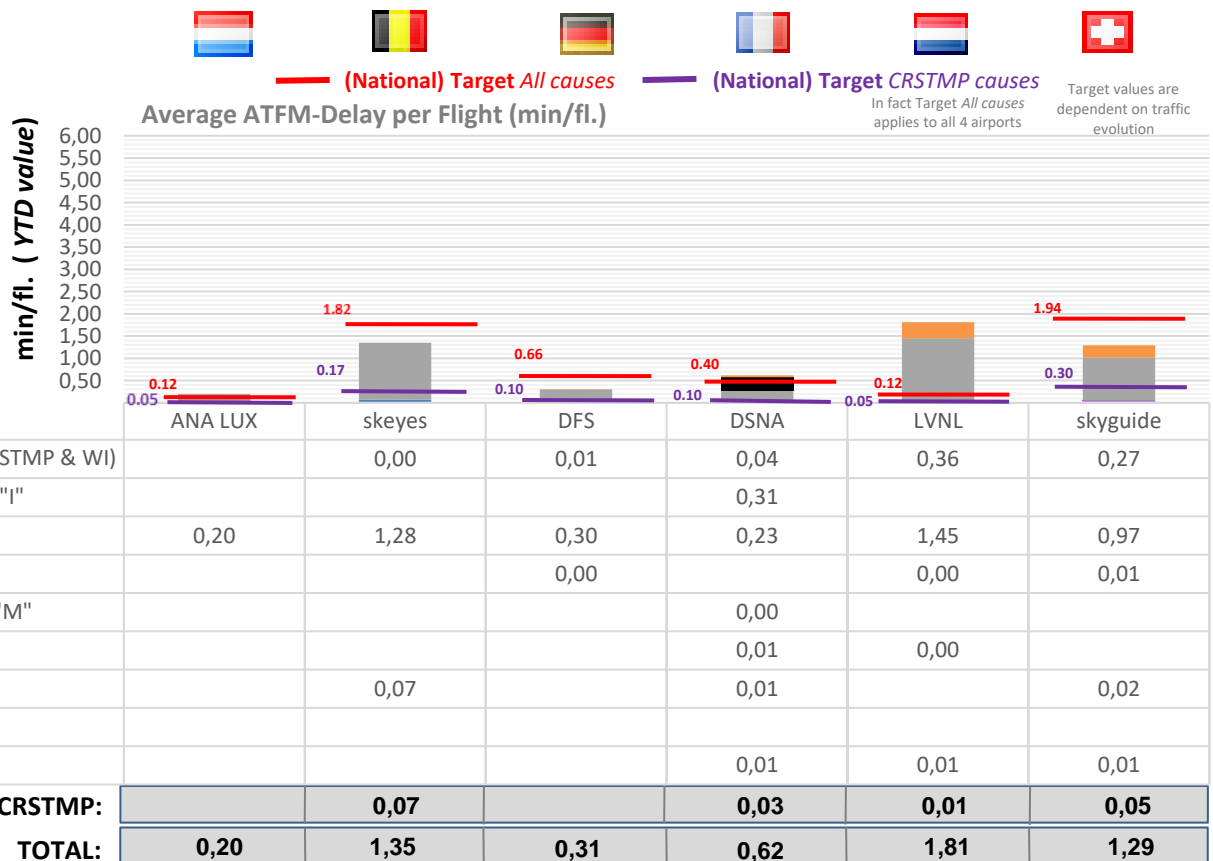
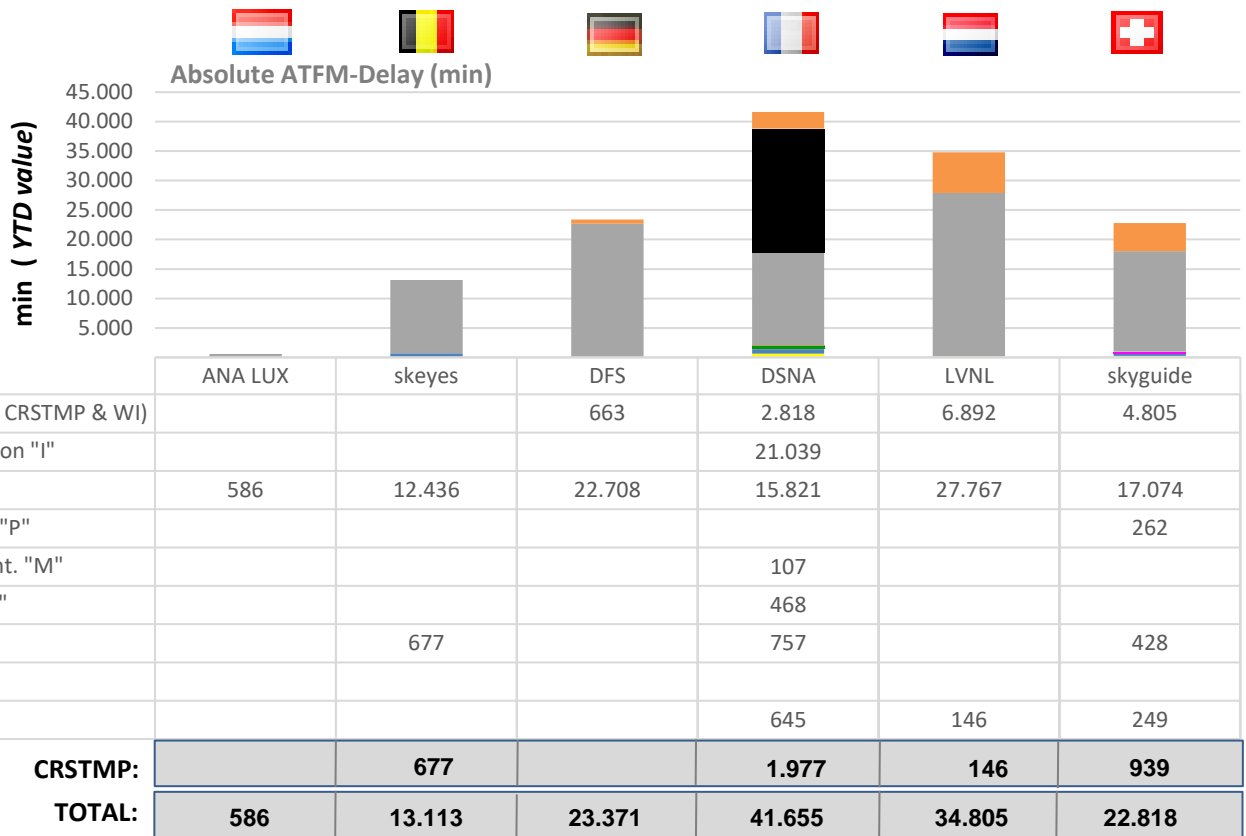
KPI #2: Arrival ATFM delay per reason code (FABEC)



Delay due to reason code:	2019	2020
Capacity "C"	948	1.040
Routeing "R"	0	0
Staffing "S"	3.677	1.862
Equipment "T"	236	468
Airspace Mgmt. "M"	0	107
Special event "P"	0	262
Weather "W"	98.328	96.392
Industrial Action "I"	0	21.039
All others (ex. CRSTMP & WI)	21.271	15.178
CRSTMP:	4.861	3.739
TOTAL:	124.460	136.348



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



Glossary

KPI #1:

KPI #1 is set by IR (EU) 317/2019 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) 317/2019 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 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 Performance Plan
CODA - Central Office for Delay Analysis

FABEC Performance Report Capacity:

Editor: FABEC PMG
Sources: EUROCONTROL, FABEC ANSPs
Status: January 2020

www.FABEC.eu

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.