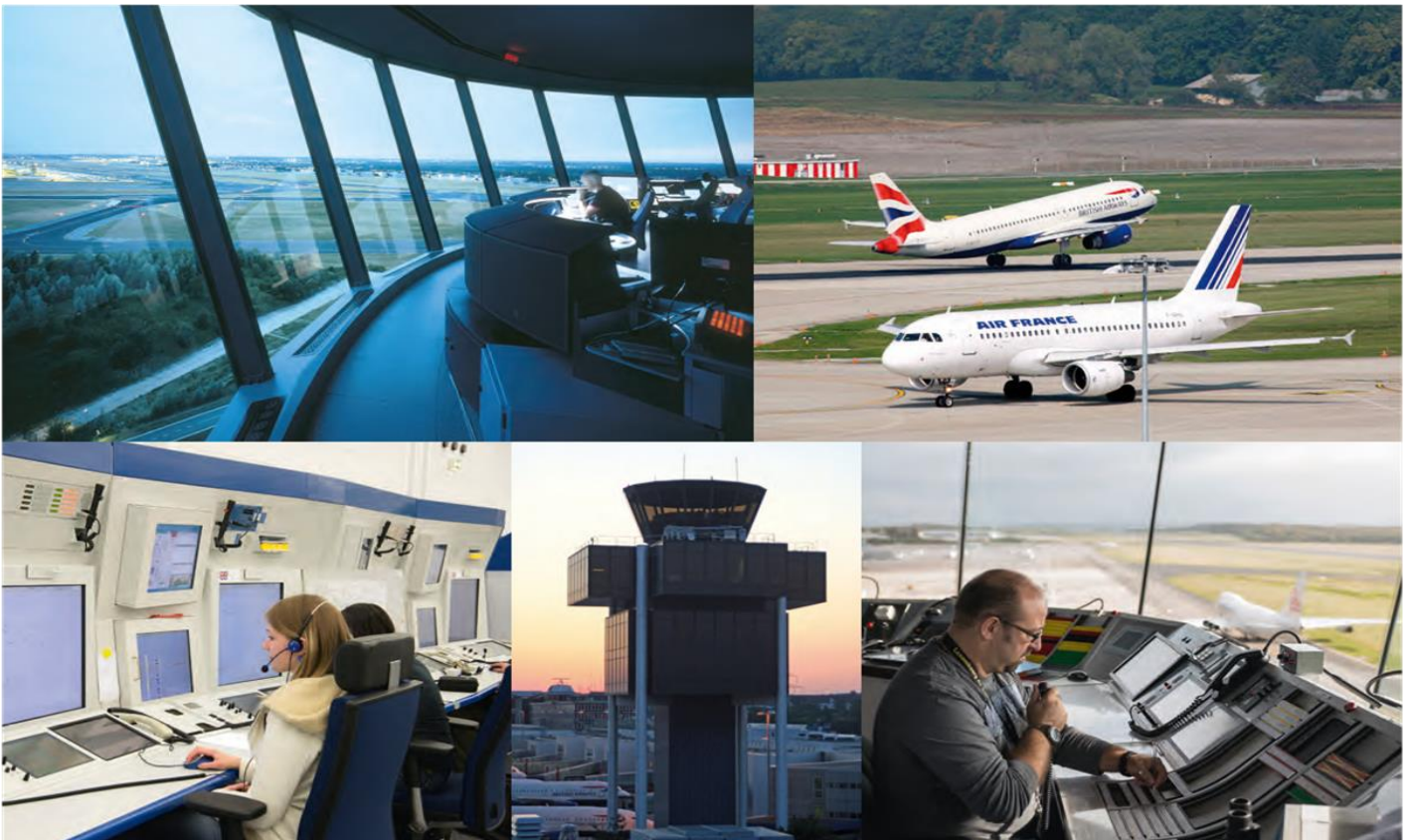




PERFORMANCE REPORT 2020 - 2024

CAPACITY

February 2020



making the difference

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Description & Analysis

Europe

Traffic in February 2020 decreased by 2.6% compared to February 2019 and was below the low forecast published in Autumn 2019. Six states added more than 20 flights daily to the network with Poland and Belgium/Luxembourg as the top contributors. Traffic fell in Germany and UK particularly on their domestic routes and the flow between them. There was also a significant traffic reduction between Europe and China from week 5 following the coronavirus crisis.

European flights continued to be affected by the ongoing economic slowdown, which added to adverse weather conditions in North-West Europe and the COVID-19 outbreak, contributed to a traffic decrease of 2.6% in average daily terms.

European flights to and from mainland China were down 61% in February and recorded 98 fewer daily flights. The most affected states in terms of average daily flights were Germany (-19), UK (-15), France (-14) and Italy (-11). The epidemic hit Italy in the second half of the month and airlines started to adjust their schedule to cancel or reduce operations to Northern Italian airports.

Six states contributed to the European local traffic growth, adding more than 20 daily flights to the network: Poland (+46), Belgium/Luxembourg (+30), Morocco (+29), Portugal (excl. Azores) (+29), Austria (+28), Hungary (+26).

At the other end of the scale, stormy weather conditions in North-West Europe severely affected operations in UK, Germany, Switzerland, France and the Netherlands. Internal flows continued to record fewer daily flights in several states. In February, 20 states recorded fewer daily flights. Amongst the external partners impacted by COVID-19, the following states recorded decreases in their flows from and to Europe: mainland China (-61.1%), Hong Kong (-19.9%) and Iran (-16.4%).

Five of the top ten aircraft operators flew more compared to February 2019. The operators with the highest traffic growth were Laudamotion, Jet2.com, Loganair, Air France and Wizzair. The highest traffic decreases were recorded by Norwegian Air International, Ukraine International, Eurowings, Flybe and Norwegian Air Shuttle. The increase in the number of flights for Air France follows the reintegration of HOP flights into AFR code. EasyJet Europe commenced use of their second operator code EJU at the start of the IATA summer season, resulting in a shift of flights from the EZY code. Jet2.com saw new aircraft join their fleet. The decrease in flights for Norwegian Air International follows company restructuring, as well as a reduction in flights following the Boeing 737 Max grounding.

The average en-route ATFM delay per flight in the NM area in February 2020 was 0.80 min/ft, which is above the corresponding monthly guideline value of 0.28 min/ft. The average YTD en-route ATFM delay per flight in 2020 in the NM area is 0.63 min/ft which is well above the corresponding guideline of 0.24 min (Source: NM).

Delays from the passengers' point of view

For February 2020, the Central Office for Delay Analysis (CODA) reported that the average delay per flight on departure was 10.6 minutes per flight - an increase of 0.4 minutes per flight compared to February 2019.

28% of the total delay can be attributable to air traffic control. Airlines caused 44% of the total delay, resulting from such issues as technical problems, staff shortages or turnaround times that are too tightly scheduled. Airports caused 5% of the delays while the rest (IATA Code 85,86,71-79,97-99) of around 23% can be allocated to other reasons (Source: CODA-Dashboard-02-2020, Date 02/04/2020).

FABEC

In the FABEC area, traffic increased by 0.3% in February 2020 compared to the same month in 2019 (leap year effect as there is one additional day in 2020). The landings in the FABEC area (only the airports included in the performance plan) recorded a decrease (-0.6%). The main contributors to this decrease were DFS (-3.9%), skyguide (-1.2%) and LVNL (-0.4%) whereas both skeyes (+6.5%) and DSNA (+2.2%) recorded a traffic increase.

The en-route ATFM delay per flight all causes reached 1.20 min/ft in February 2020 compared to 0.65 min/ft in 2019 (deterioration of 85%). The YTD en-route ATFM delay per flight shows a deterioration of the performance compared with last year (0.92 min/ft in 2020 vs. 0.26 min/ft in 2019). This result is below the February guideline value (1.11 min/ft) which corresponds to the current status of the FABEC Performance Plan (not agreed yet). The February en-route ATFM delay CRSTMP causes reached 0.47 min/ft. This corresponds to a performance enhancement compared to last year (0.64 min/ft); the YTD value (0.35 min/ft) is, as well, below the guideline value estimated for February (0.76 min/ft).

The units with the highest ATFM en-route delay in February 2020 are Brest (114 379 min), Marseille (112 825 min) and Karlsruhe (101 593 min). In Brest, delays were due to 'Industrial Action' (97%), 'Staffing' (2%) and 'ATC-Capacity' (1%). In Marseille, delays were due to 'Industrial Action' (96%) and 'Staffing' (4%); in Karlsruhe, delays were due to 'ATC-Capacity' (74%), 'Staffing' (22%), 'Airspace Management' (2%) and 'Weather' (1%).

Paris (64 968 min), Reims (22 709 min) and Bremen (19 497) also induced delays in February, but to a lesser extent. In Paris, delays were mainly due to 'Industrial Action' (79%) and 'ATC-Capacity' (17%); in Reims, 'Staffing' (53%) and 'ATC-Capacity' (30%); in Bremen, 'ATC-Capacity' (73%) and 'Airspace Management' (17%).

The Arrival ATFM delay per arrival movement all causes increased in February from 0.55 min/ft in 2019 to 0.94 min/ft in 2020. The arrival ATFM delay per arrival flight CRSTMP causes slightly increased (0.03 min/ft in February 2019 vs. 0.04 min/ft in 2020).

The airports with the highest ATFM delay in February 2020 – more than 10% of the total FABEC arrival delay – were Amsterdam/EHAM (109 666 min) and Paris Orly/LFPO (15 848 min), Frankfurt/EDDF (12 541 min). In Amsterdam, delays were due to 'Weather' (97%) and 'Aerodrome Capacity' (3%); in Paris Orly, delays were due to 'Industrial Action' (64%), 'Weather' (29%), 'Aerodrome Capacity' (5%) and 'ATC-Capacity' (3%).

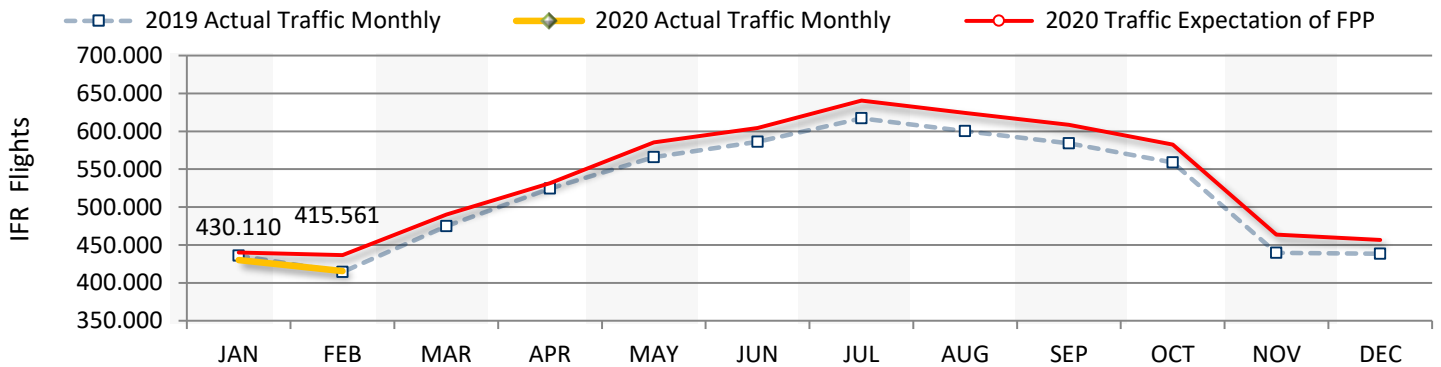
After the first 2 months in 2020, all FABEC members achieve both their respective CRSTMP en-route ATFM delay target per flight and their respective CRSTMP Arrival ATFM delay target per arrival flight as these targets are currently set in the draft Performance Plan.

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	850.081
2020 Actual Traffic Monthly	430.110	415.561											845.671
Growth (%)	-1,3 %	0,3 %											-0,5 %
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 %											
2020 Traffic Cumulated (%)	-2,3 %	-3,5 %											

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.

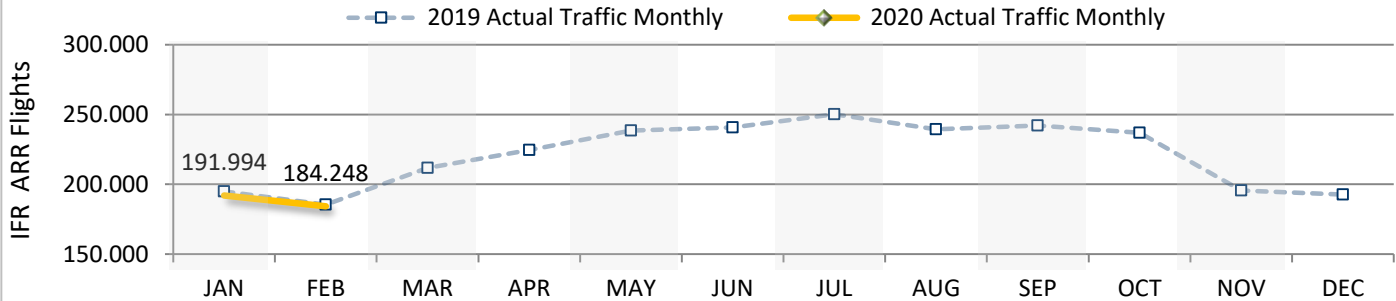


	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
skeyes													
2019 Actual Traffic Monthly	46.085	42.458	49.539	53.761	57.702	58.513	62.239	59.274	59.410	57.544	46.709	46.631	88.543
2020 Actual Traffic Monthly	44.865	43.754											88.619
Growth (%)	-2,6 %	3,1 %											0,1 %
DFS													
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	433.775
2020 Actual Traffic Monthly	218.493	209.352											427.845
Growth (%)	-1,6 %	-1,1 %											-1,4 %
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	431.409
2020 Actual Traffic Monthly	217.787	213.859											431.646
Growth (%)	-1,7 %	1,9 %											0,1 %
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	90.477
2020 Actual Traffic Monthly	46.552	44.046											90.598
Growth (%)	1,0 %	-0,7 %											0,1 %
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	268.097
2020 Actual Traffic Monthly	133.754	127.979											261.733
Growth (%)	-3,6 %	-1,0 %											-2,4 %
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	175.602
2020 Actual Traffic Monthly	90.405	88.622											179.027
Growth (%)	1,2 %	2,7 %											2,0 %

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	380.270
2020 Actual Traffic Monthly	191.994	184.248											376.242
Growth (%)	-1,5 %	-0,6 %											-1,1 %

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	5.368
2020 Actual Traffic Monthly	2.880	2.741											5.621
Growth (%)	5,6 %	3,8 %											4,7 %

	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	18.629
2020 Actual Traffic Monthly	9.686	9.401											19.087
Growth (%)	-1,2 %	6,5 %											2,5 %

	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	154.168
2020 Actual Traffic Monthly	75.189	72.929											148.118
Growth (%)	-3,9 %	-3,9 %											-3,9 %

	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	130.083
2020 Actual Traffic Monthly	67.423	64.708											132.131
Growth (%)	1,0 %	2,2 %											1,6 %

	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	37.019
2020 Actual Traffic Monthly	19.189	17.942											37.131
Growth (%)	1,0 %	-0,4 %											0,3 %

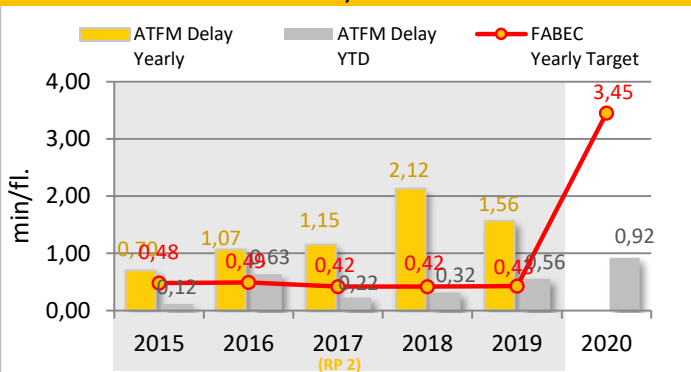
	skyguide												
2019 Actual Traffic Monthly	18.280	16.723	19.059	18.777	19.572	19.677	20.388	19.714	19.568	19.206	15.962	17.215	35.003
2020 Actual Traffic Monthly	17.627	16.527											34.154
Growth (%)	-3,6 %	-1,2 %											-2,4 %

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

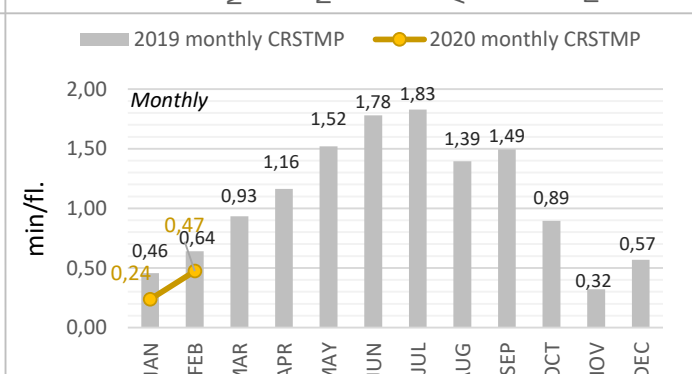
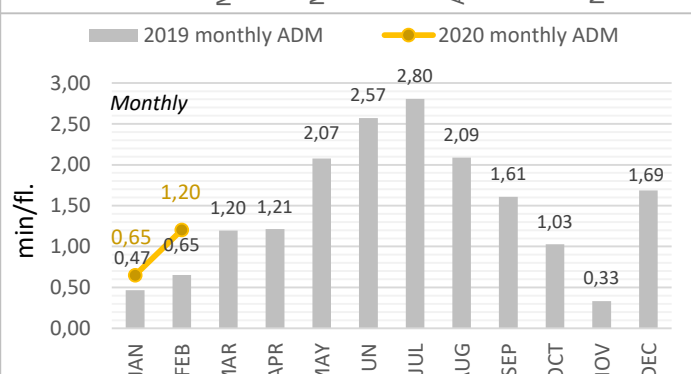
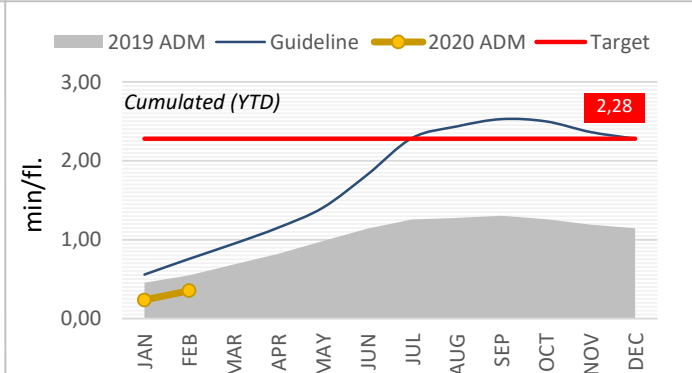
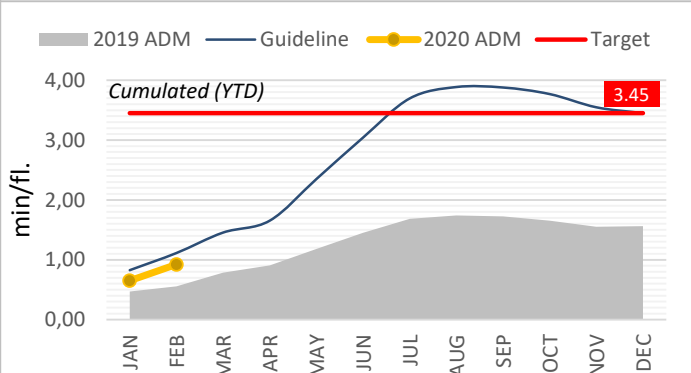
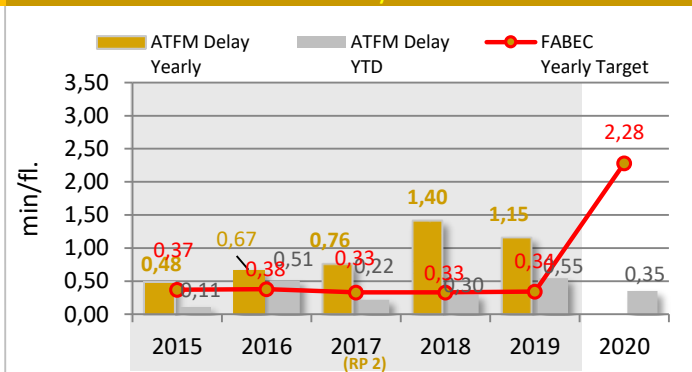
	YTD 2020	YTD 2019		YTD 2020	YTD 2019
En-route Delay All causes	0,92	0,56	En-route Delay CRSTMP causes	0,35	0,55
FABEC Target (yearly value)	3,45		FABEC Target (yearly value)	2,28	
Guideline	1,11		Guideline	0,76	
Minute ('000) ALL causes	779	474	Minute ('000) CRSTMP causes	298	464
Diff. 2020 - 2019	+ 64,6 %		Diff. 2020 - 2019	- 36 %	
Traffic ('000)	846	850	<i>Potential savings (*) due to underbid the delay Target</i>		
Diff. 2020 - 2019	- 0,5 %		<i>(all Causes) in Mio EURO (YTD)</i> ▶ 0,0		

* Cost of ATFM-delay per min = 87 €

All Delay Causes



CRSTMP Delay Causes

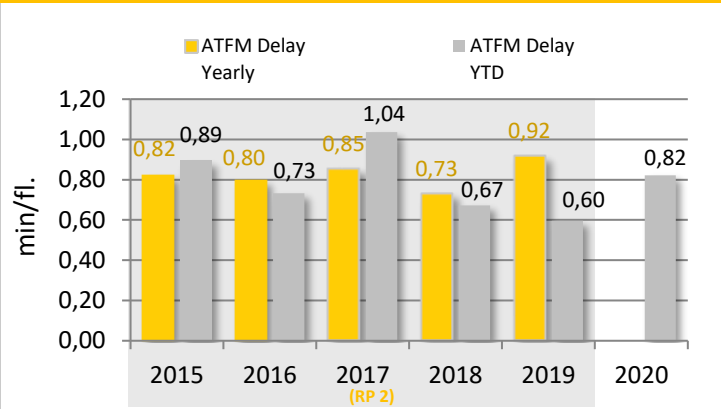


The guideline for the en-route ATFM delay per movement is a basic cumulative extrapolation of the previous three years monthly allocation and is designed to give an impression, how the YTD figures should be, in order to reach the yearly 2020 published targets (3,45 min per flight for all delay causes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

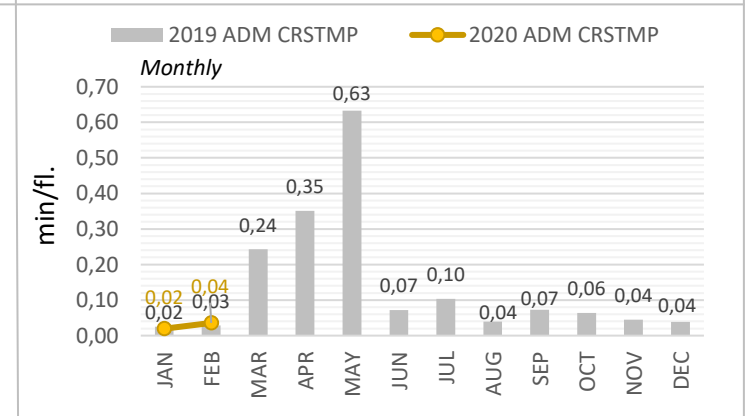
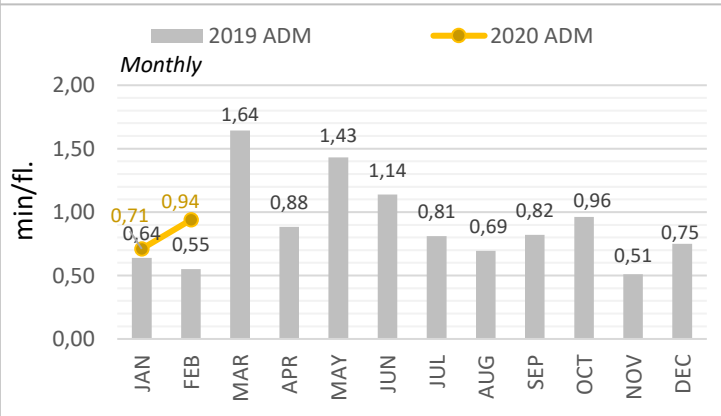
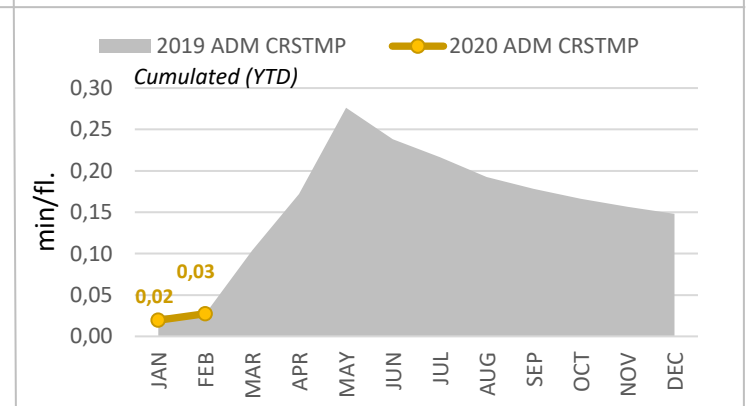
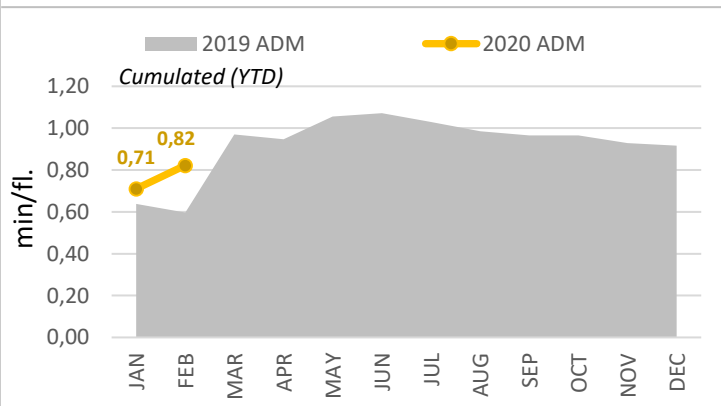
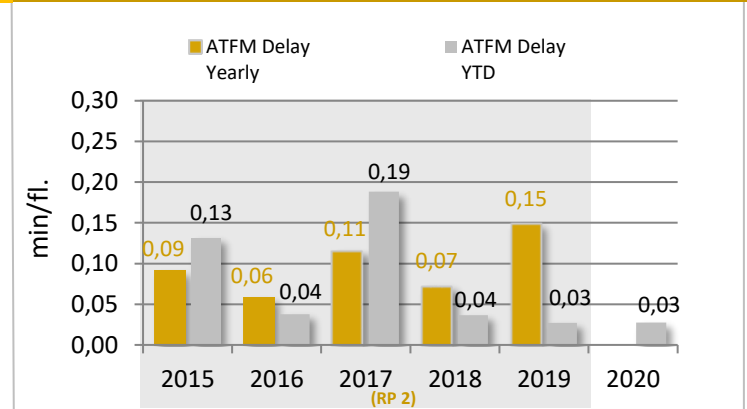
KPI #2: Arrival ATFM delay per controlled flight (FABEC)

	YTD 2020	YTD 2019	YTD 2020	YTD 2019
Arrival Delay All causes	0,82	0,60	Arrival Delay CRSTMP causes	0,03
<i>Diff. 2020 - 2019</i>	+ 38 %		<i>Diff. 2020 - 2019</i>	+ 2 %
Minute ('000) ALL causes	309	227	Minute ('000) CRSTMP causes	10
<i>Diff. 2020 - 2019</i>	+ 36 %		<i>Diff. 2020 - 2019</i>	+ 1 %
Traffic ('000)	376	380		
<i>Diff. 2020 - 2019</i>	- 1,1 %			

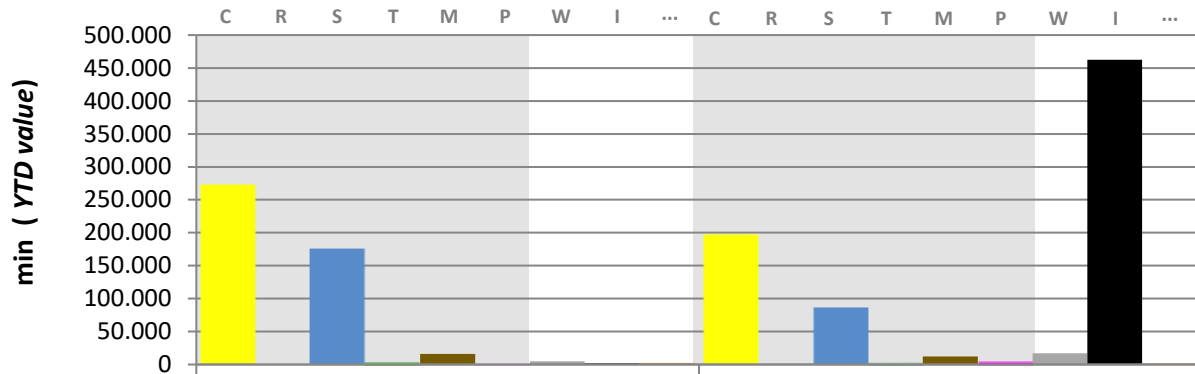
All Delay Causes



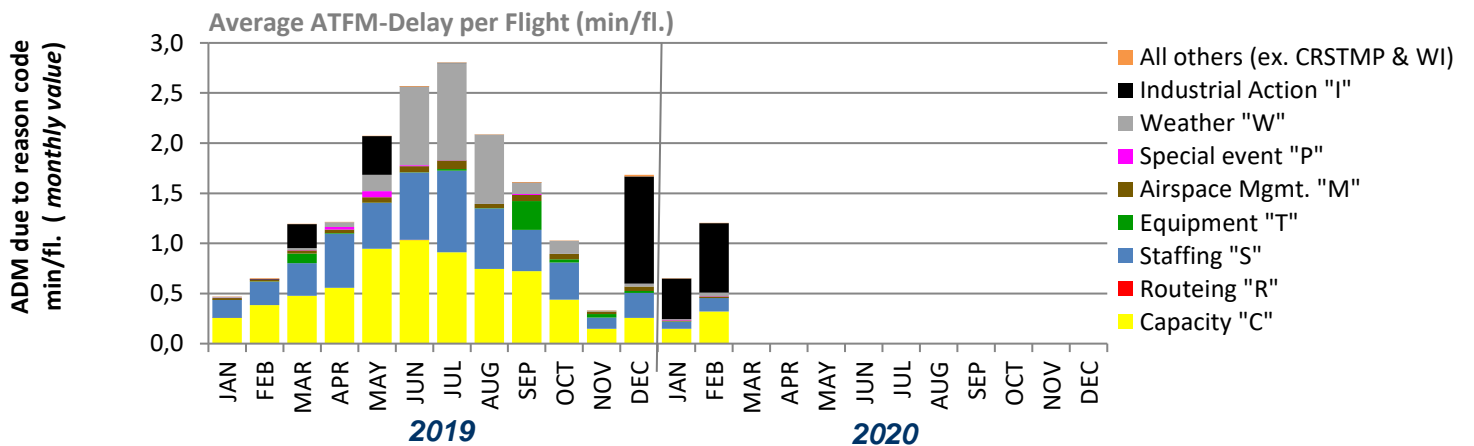
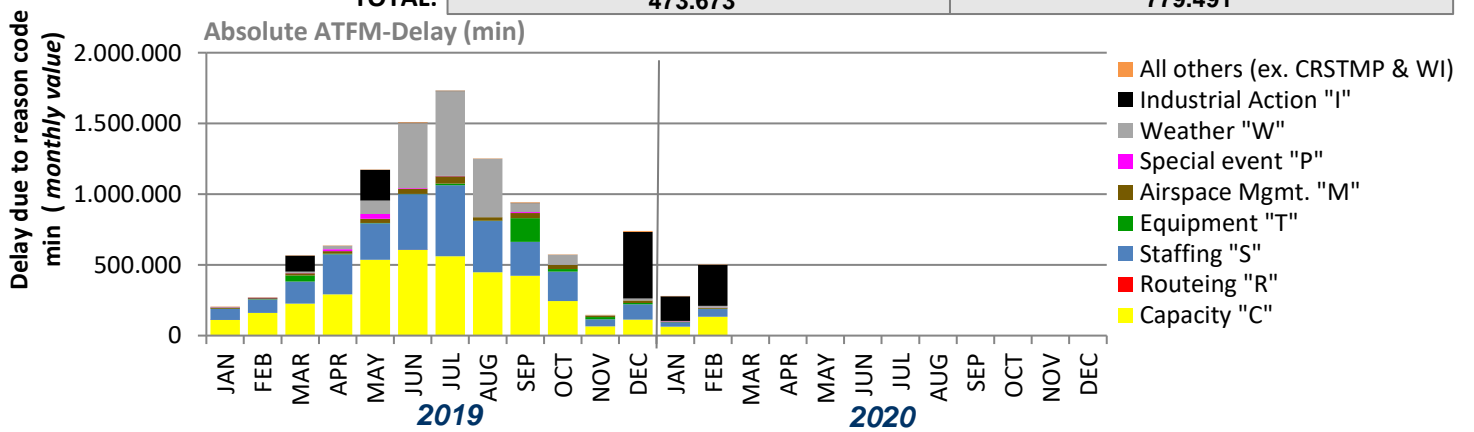
CRSTMP Delay Causes



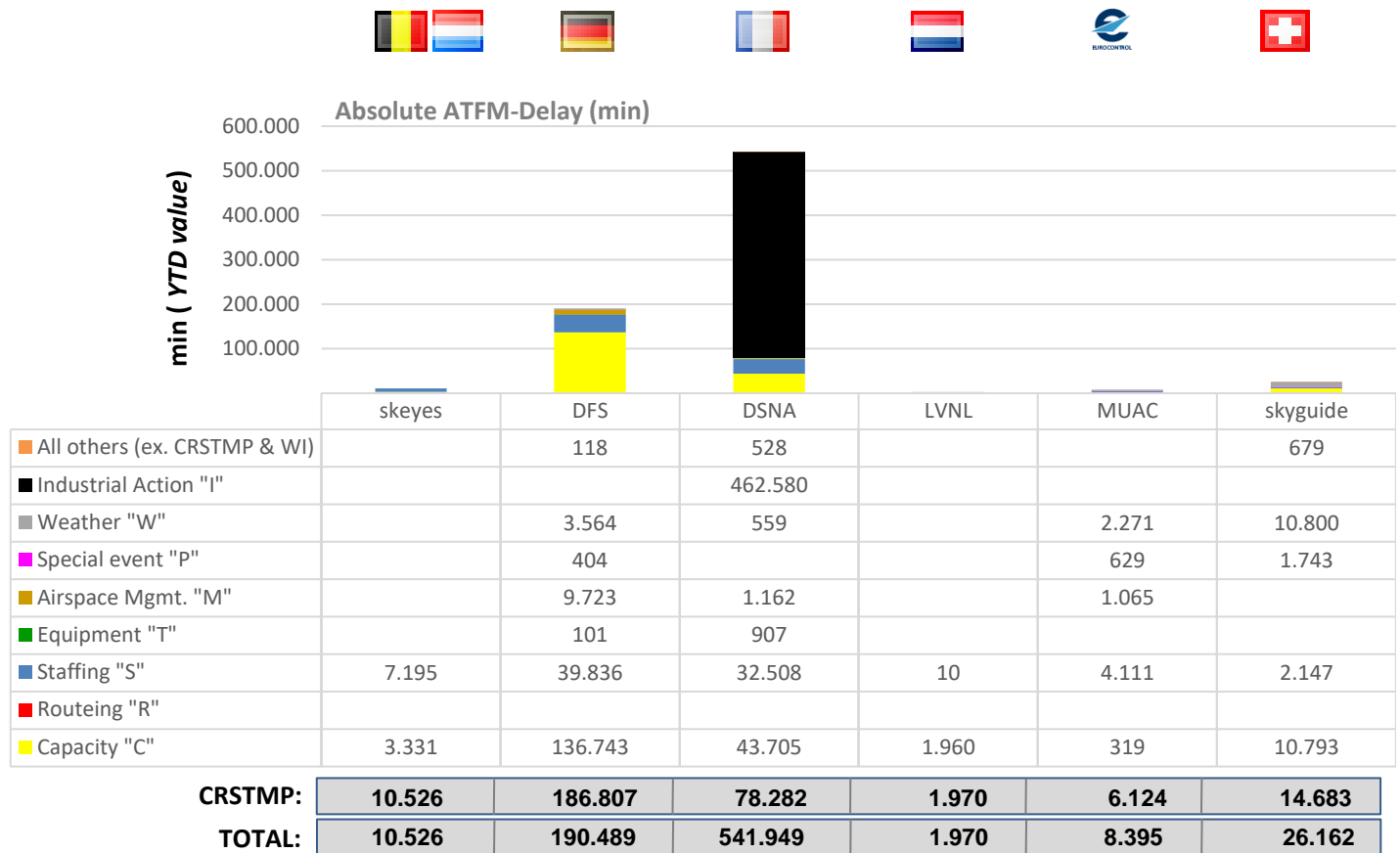
KPI #1: En-route ATFM delay per reason code (FABEC)



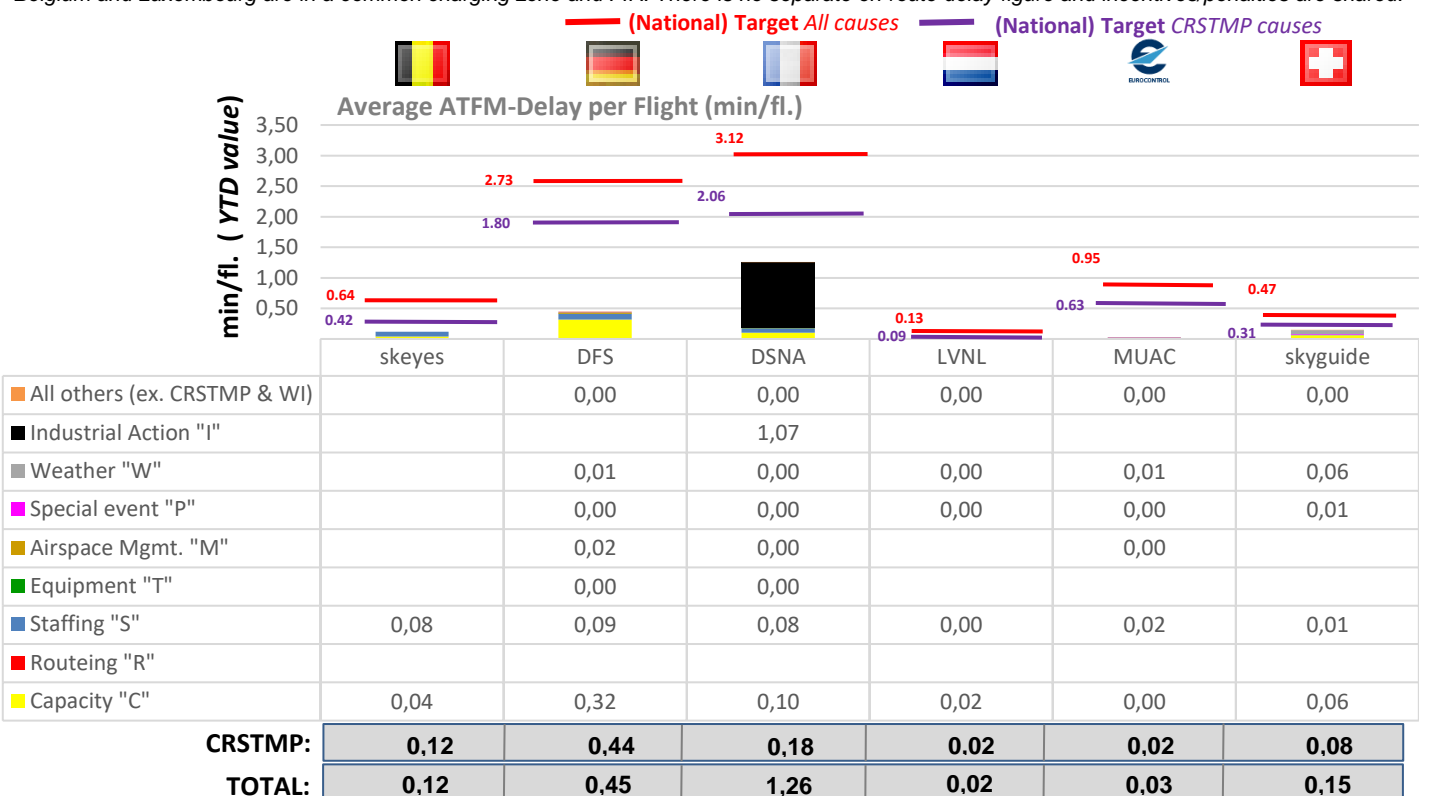
Delay due to reason code:	2019	2020
Capacity "C"	271.495	196.851
Routeing "R"	12	0
Staffing "S"	174.373	85.807
Equipment "T"	1.550	1.008
Airspace Mgmt. "M"	16.140	11.950
Special event "P"	400	2.776
Weather "W"	4.848	17.194
Industrial Action "I"	2.213	462.580
All others (ex. CRSTMP & WI)	2.642	1.325
CRSTMP:	463.970	298.392
TOTAL:	473.673	779.491



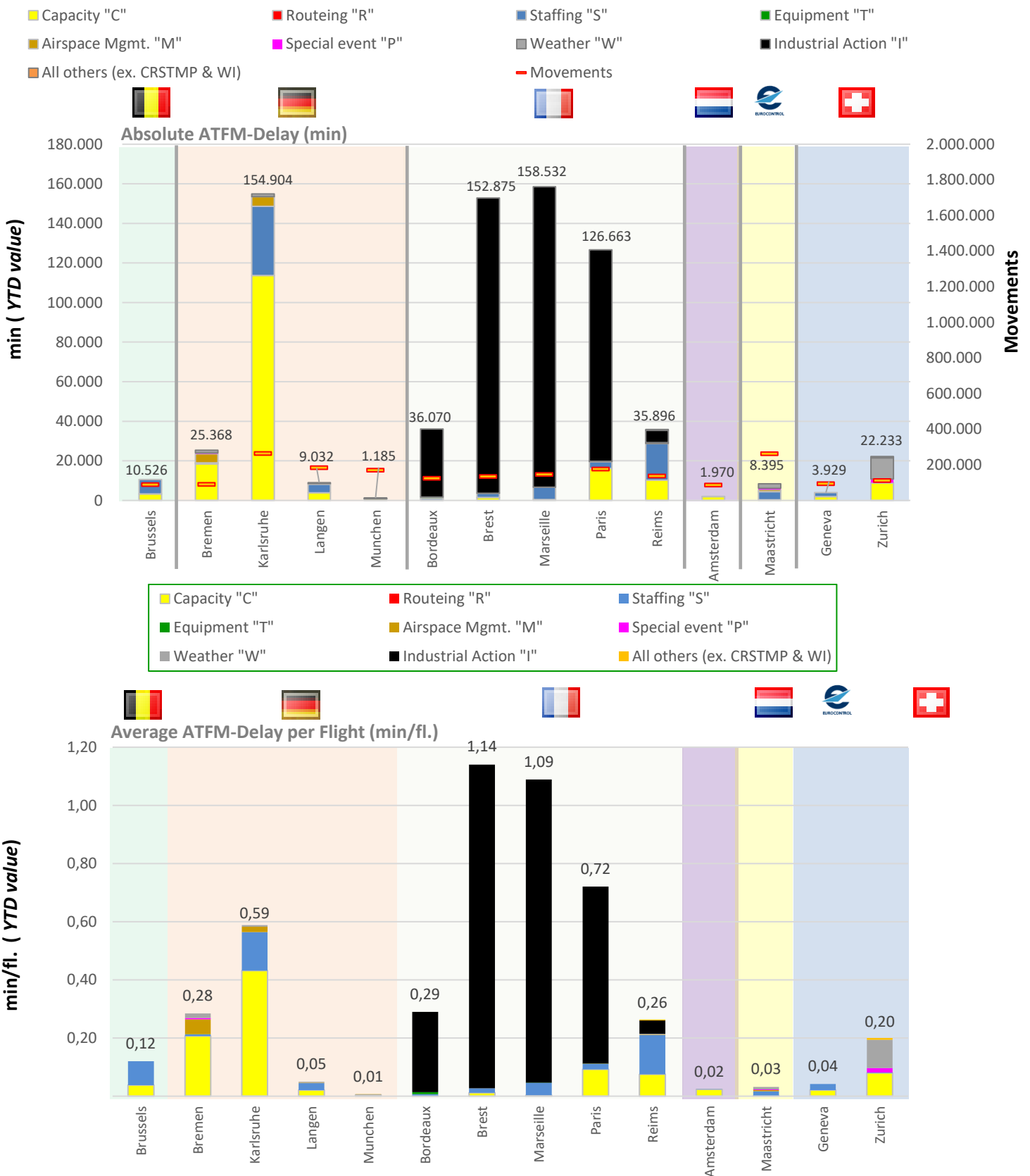
KPI #1: En-route ATFM delay per controlled flight (ANSP)



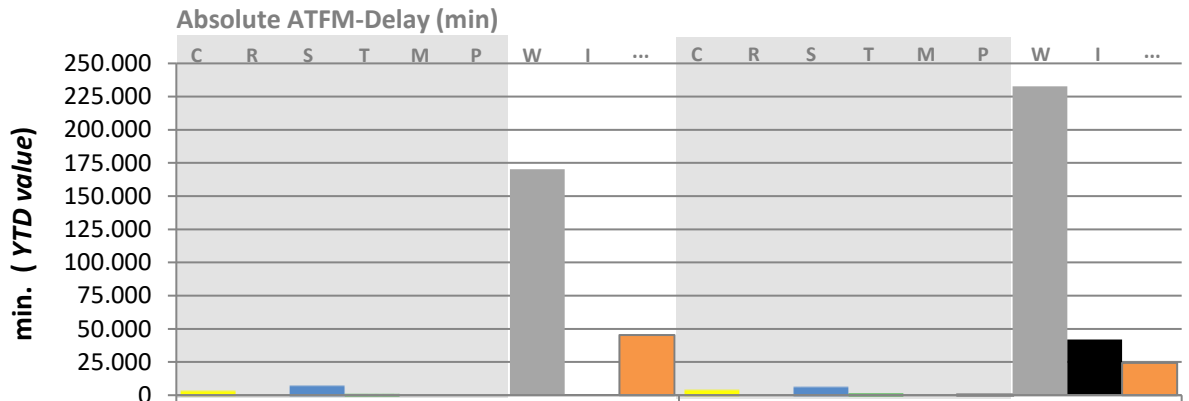
*Belgium and Luxembourg are in a common charging zone and FIR. There is no separate en-route delay figure and incentives/penalties are shared.



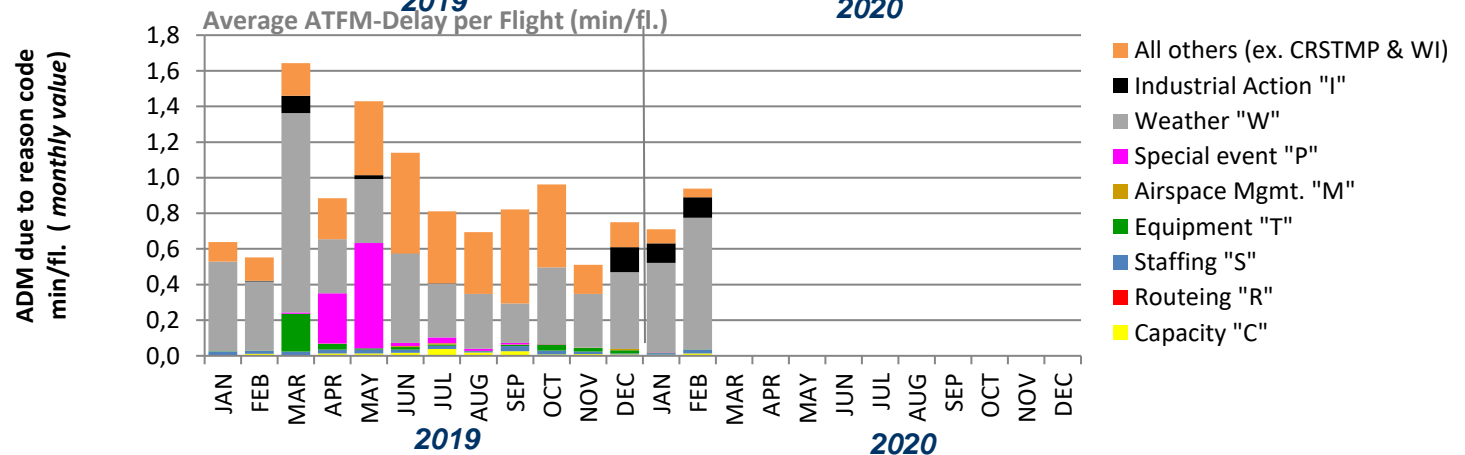
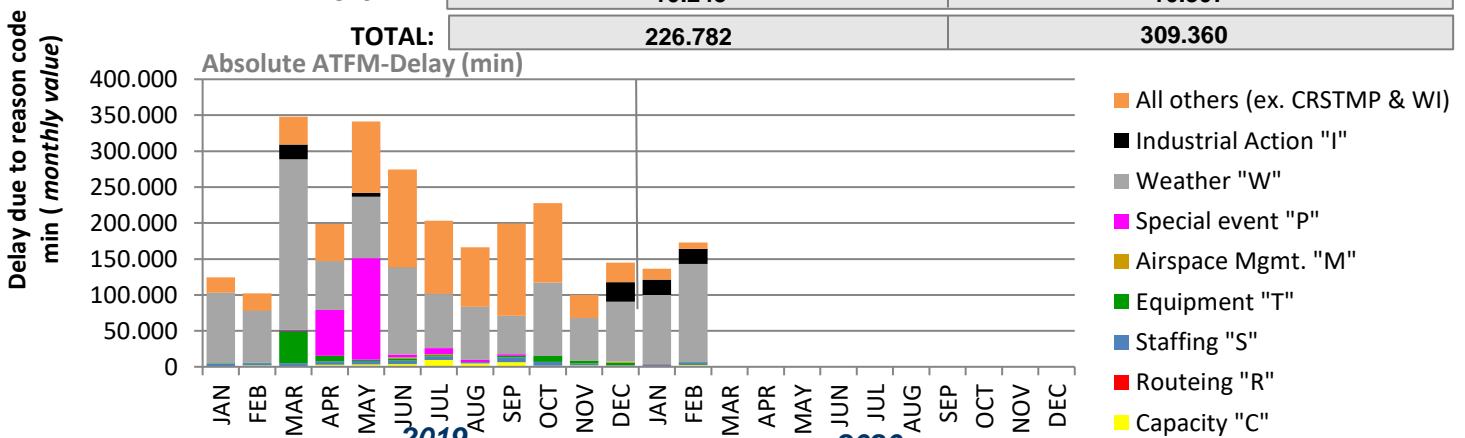
KPI #1: En-route ATFM delay per controlled flight (ACC)



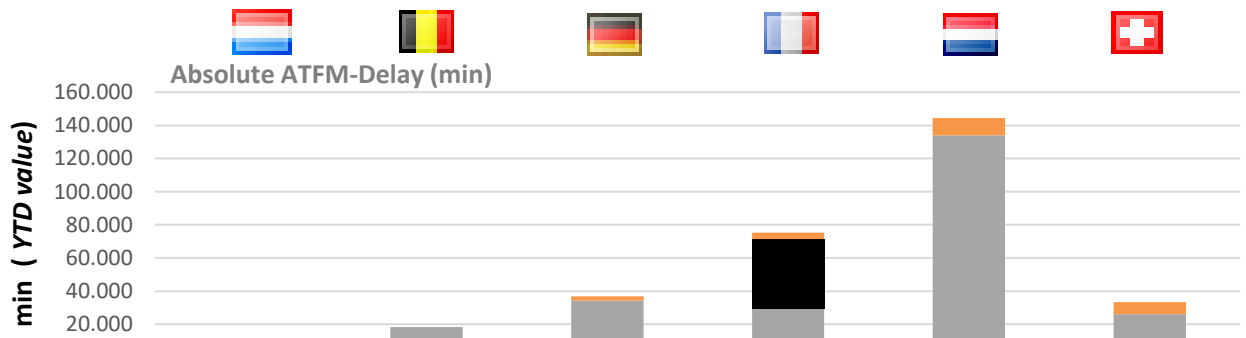
KPI #2: Arrival ATFM delay per reason code (FABEC)



Delay due to reason code:	2019	2020
Capacity "C"	2.949	3.335
Routing "R"	0	0
Staffing "S"	6.792	5.946
Equipment "T"	504	657
Airspace Mgmt. "M"	0	107
Special event "P"	0	262
Weather "W"	170.380	232.752
Industrial Action "I"	787	42.056
All others (ex. CRSTMP & WI)	45.370	24.245
CRSTMP:	10.245	10.307
TOTAL:	226.782	309.360



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



	ANA LUX	skeyes	DFS	DSNA	LVNL	skyguide
All others (ex. CRSTMP & WI)			2.675	3.728	10.581	7.261
Industrial Action "I"				42.056		
Weather "W"	1.113	17.108	33.939	24.863	133.624	22.105
Special event "P"						262
Airspace Mgmt. "M"				107		
Equipment "T"				657		
Staffing "S"		1.200	302	1.118		3.326
Routeing "R"						
Capacity "C"				2.672	266	397
CRSTMP:		1.200	302	4.554	266	3.985
TOTAL:	1.113	18.308	36.916	75.201	144.471	33.351



	ANA LUX	skeyes	DFS	DSNA	LVNL	skyguide
All others (ex. CRSTMP & WI)		0,00	0,02	0,03	0,28	0,21
Industrial Action "I"				0,32		
Weather "W"	0,20	0,90	0,23	0,19	3,60	0,65
Special event "P"			0,00		0,00	0,01
Airspace Mgmt. "M"				0,00		
Equipment "T"				0,00	0,00	
Staffing "S"		0,06	0,00	0,01		0,10
Routeing "R"						
Capacity "C"				0,02	0,01	0,01
CRSTMP:	0,00	0,06	0,00	0,03	0,01	0,12
TOTAL:	0,20	0,96	0,25	0,57	3,89	0,98

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

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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.