



PERFORMANCE REPORT 2020 - 2024

CAPACITY

April 2020



making the difference

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Description & Analysis

Europe

Network traffic fell by 88.2% in April 2020 (compared to April 2019) due to the effect of the COVID-19 pandemic. Average daily traffic was in the region of 3,600 flights; around 30% was cargo and pax cargo operations. The Top 5 Aircraft Operator groups (from February) were operating some 90% fewer flights compared to April 2019.

The Network Manager continued monitoring the operational situation, coordinated lifting of restrictions and held weekly Ad-hoc Coordination meetings to share network status. In addition, NM led the preparation of the Recovery Plan that outlines how the network will achieve an orderly return to expected traffic and capacity levels in the coming months.

Again, there was an excellent level of cooperation between all operational partners.

There were a handful of network flow protective measures in April and fewer than 1,000 minutes of ATFM delay.

COVID-19 continued to affect network traffic throughout the month. There were 104,461 flights in April 2020 - 88.2% fewer than in April 2019.

NM estimates that around 800,000 flights did not operate in April. The largest traffic reduction (compared to the same operational day of 2019) was 92.0% on 12 April 2020 (Easter Sunday) with only 2,099 flights. The busiest day was 29 April with 4,567 flights. Most European countries had over 80% fewer flights in April, the exception being Norway at -63.8% with domestic flights representing approximately 75% of their traffic. All-Cargo and pax cargo flights represented close to 30% of all traffic throughout April.

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 April 2020, the Central Office for Delay Analysis (CODA) reported that the average delay per flight on departure was 19,5 minutes per flight - an increase of 7,9 minutes per flight compared to April 2019.

2 % of the total delay can be attributable to air traffic control. Airlines caused 78% of the total delay, resulting from such issues as technical problems, staff shortages or turnaround times that are too tightly scheduled. Airports caused 1% of the delays while the rest (IATA Code 85,86,71-79,97-99) of around 19% can be allocated to other reasons (Source: CODA-Dashboard-04-2020, Date 10/06/2020).

FABEC

In the FABEC area, traffic decreased by 90% in April 2020 compared to the same month in 2019, leading to a 36.5% traffic decrease YTD. Traffic was down in a similar way in all ANSPs, from -86% in skeyes to -93.3% in DSNA. Frankfurt was the busiest airport with an average of 218 movements per day. However, München airport lost 94.7% of its April traffic compared to the same period last year, Düsseldorf 94.6%, Zurich airport 93%, Paris CDG 90%, Amsterdam 89.4% or Frankfurt 85%.

In April 2020, Zurich ACC (207 min) was the only unit generating ATFM en-route delay, the reason was staffing and the reduction of staff due to COVID-19 measures. There was no ATFM airport delay generated in April in any of the FABEC airports.

Passenger demand beginning to recover, according to recent IATA data

After reaching the lowest recorded rate since records began in 1990 during April 2020, IATA data has outlined the beginning of an increase in passenger demand. Passenger demand in April 2020 (measured in revenue passenger kilometers, or RPKs), fell by 94.3 per cent, compared to April 2019. The fall was a direct result of the COVID-19-related travel restrictions that virtually shut down domestic and international air travel. This is a rate of decline that has never been seen in the history of IATA's traffic series, which dates to 1990.

More recently, figures show that daily flight totals rose by 30 per cent between the low point on 21 April and 27 May 2020. This is primarily in domestic operations and of a very low base (5.7 per cent of 2019 demand). While this uptick is not significant to the global dimension of the air transport industry, it does suggest that the industry has seen the bottom of the crisis, provided there is no recurrence. In addition, it is the very first signal of aviation beginning the likely long process of re-establishing connectivity.

IATA's Director General and CEO, Alexandre de Juniac, said: "April was a disaster for aviation as air travel almost entirely stopped. But April may also represent the nadir of the crisis. Flight numbers are increasing. Countries are beginning to lift mobility restrictions. Business confidence is showing improvement in key markets such as China, Germany and the US. These are positive signs as we start to rebuild the industry from a stand-still. The initial green shoots will take time – possibly years – to mature."

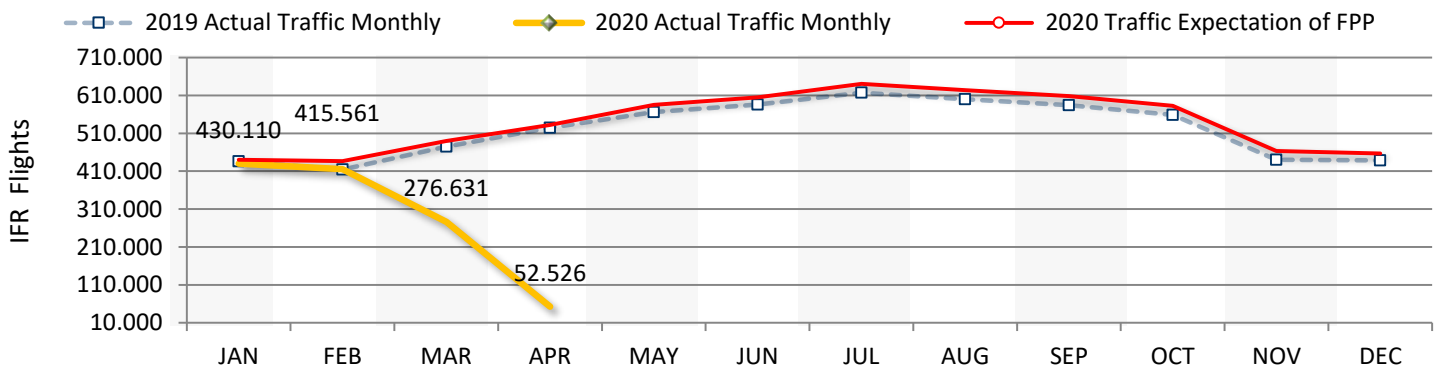
IATA calculated that, by the first week of April 2020, governments in 75 per cent of the markets tracked by IATA completely banned entry, while an additional 19 per cent had limited travel restrictions or compulsory quarantine requirements for international arrivals.

The initial flight increases have been concentrated in domestic markets. Data from late May 2020 shows that flight levels in Republic of Korea, China and Vietnam have risen to a point now only 22-28 per cent lower than in 2019. Searches for air travel on Google also were up 25 per cent by the end of May 2020 compared to the April 2020 low, although that's a rise from a very low base and is still 60 per cent lower than at the start of the year (<https://www.internationalairportreview.com/news/118195/passenger-demand-recovery-iata-data/>).

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	1.849.300
2020 Actual Traffic Monthly	430.110	415.561	276.631	52.526									1.174.828
Growth (%)	-1,3 %	0,3 %	-41,7 %	-90,0 %									-36,5 %
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 %									
2020 Traffic Cumulated (%)	-2,3 %	-3,5 %	-17,9 %	-38,1 %									

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.

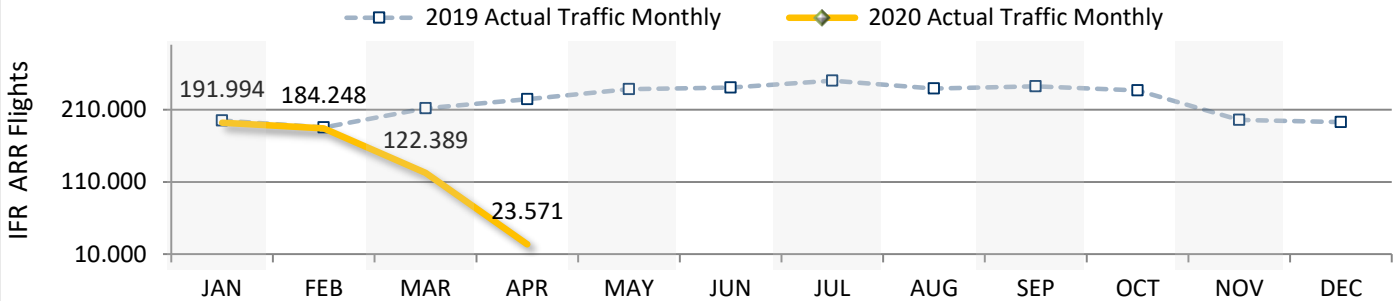


	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
skeyes													
2019 Actual Traffic Monthly	46.085	42.458	49.539	53.761	57.702	58.513	62.239	59.274	59.410	57.544	46.709	46.631	191.843
2020 Actual Traffic Monthly	44.865	43.754	30.860	7.531									127.010
Growth (%)	-2,6 %	3,1 %	-37,7 %	-86,0 %									-33,8 %
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	932.750
2020 Actual Traffic Monthly	218.493	209.352	141.583	32.194									601.622
Growth (%)	-1,6 %	-1,1 %	-41,2 %	-87,5 %									-35,5 %
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	958.763
2020 Actual Traffic Monthly	217.787	213.859	140.091	19.006									590.743
Growth (%)	-1,7 %	1,9 %	-42,7 %	-93,3 %									-38,4 %
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	194.459
2020 Actual Traffic Monthly	46.552	44.046	32.102	6.404									129.104
Growth (%)	1,0 %	-0,7 %	-36,4 %	-88,0 %									-33,6 %
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	570.684
2020 Actual Traffic Monthly	133.754	127.979	91.834	18.524									372.091
Growth (%)	-3,6 %	-1,0 %	-37,8 %	-88,0 %									-34,8 %
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	385.898
2020 Actual Traffic Monthly	90.405	88.622	52.617	8.004									239.648
Growth (%)	1,2 %	2,7 %	-47,2 %	-92,8 %									-37,9 %

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	816.537
2020 Actual Traffic Monthly	191.994	184.248	122.389	23.571									522.202
Growth (%)	-1,5 %	-0,6 %	-42,2 %	-89,5 %									-36,0 %

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	11.660
2020 Actual Traffic Monthly	2.880	2.741	1.942	564									8.127
Growth (%)	5,6 %	3,8 %	-35,4 %	-82,8 %									-30,3 %

	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	40.005
2020 Actual Traffic Monthly	9.686	9.401	6.802	2.282									28.171
Growth (%)	-1,2 %	6,5 %	-33,9 %	-79,4 %									-29,6 %

	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	328.689
2020 Actual Traffic Monthly	75.189	72.929	48.623	11.000									207.741
Growth (%)	-3,9 %	-3,9 %	-43,2 %	-87,6 %									-36,8 %

	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	284.507
2020 Actual Traffic Monthly	67.423	64.708	41.799	6.209									180.139
Growth (%)	1,0 %	2,2 %	-43,1 %	-92,3 %									-36,7 %

	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	78.837
2020 Actual Traffic Monthly	19.189	17.942	12.910	2.280									52.321
Growth (%)	1,0 %	-0,4 %	-36,6 %	-89,4 %									-33,6 %

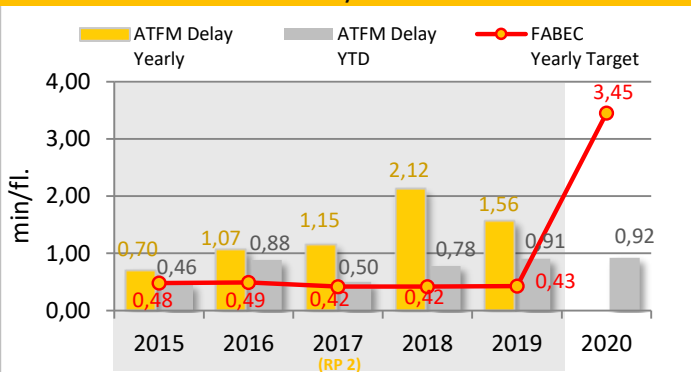
	skyguide												
2019 Actual Traffic Monthly	18.280	16.723	19.059	18.777	19.572	19.677	20.388	19.714	19.568	19.206	15.962	17.215	72.839
2020 Actual Traffic Monthly	17.627	16.527	10.313	1.236									45.703
Growth (%)	-3,6 %	-1,2 %	-45,9 %	-93,4 %									-37,3 %

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

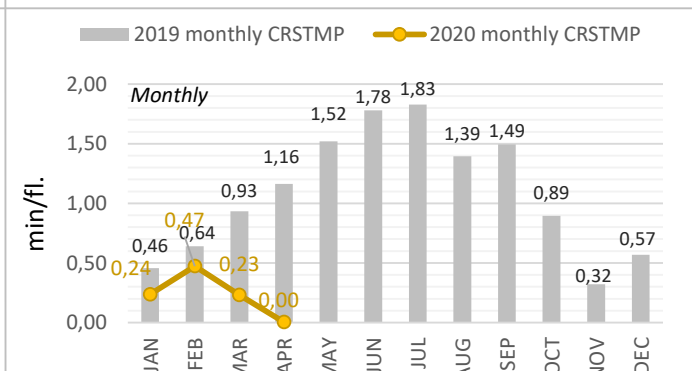
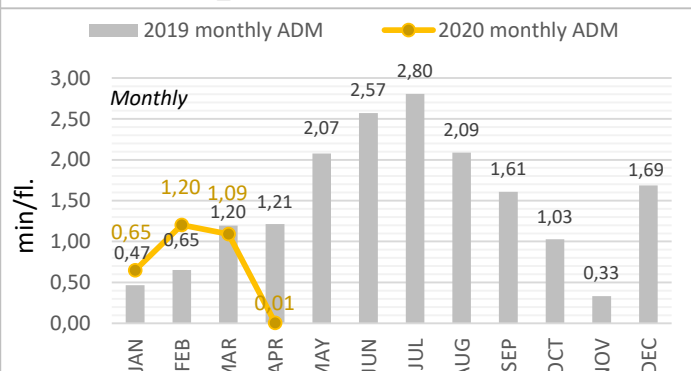
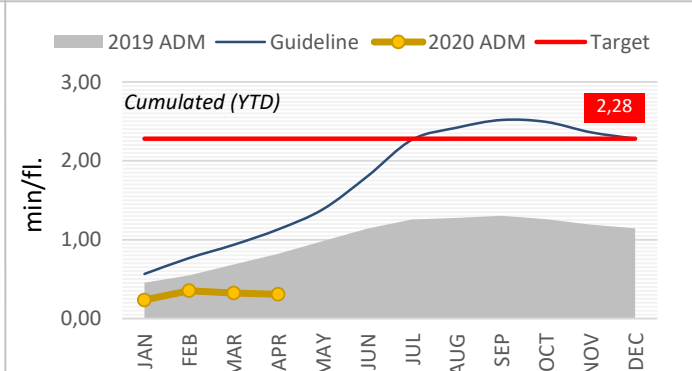
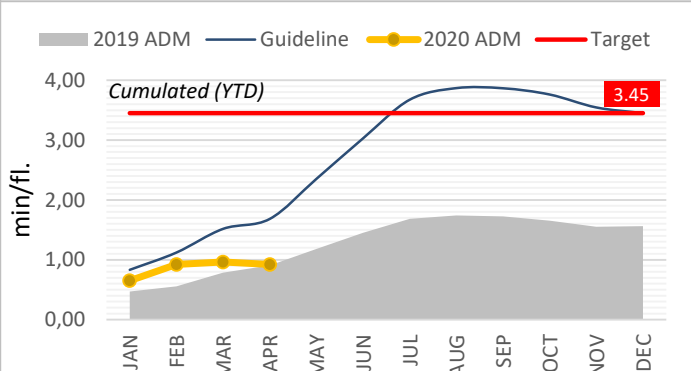
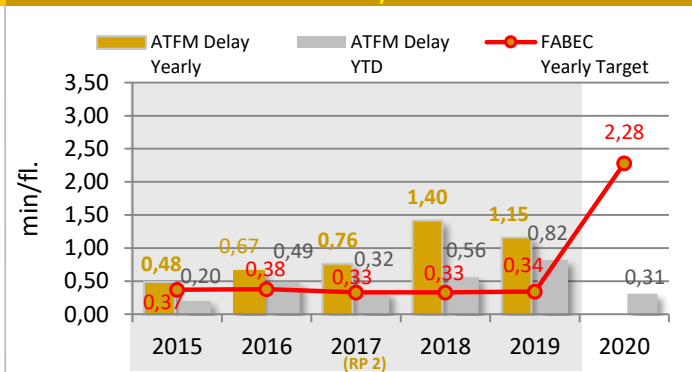
	YTD 2020	YTD 2019		YTD 2020	YTD 2019
En-route Delay All causes	0,92	0,91	En-route Delay CRSTMP causes	0,31	0,82
FABEC Target (yearly value)	3,45		FABEC Target (yearly value)	2,28	
Guideline	1,68		Guideline	1,13	
Minute ('000) ALL causes	1.081	1.677	Minute ('000) CRSTMP causes	363	1.517
Diff. 2020 - 2019	- 35,5 %		Diff. 2020 - 2019	- 76 %	
Traffic ('000)	1.175	1.849	<i>Potential savings (*) due to underbid the delay Target</i>		
Diff. 2020 - 2019	- 36,5 %		<i>(all Causes) in Mio EURO (YTD)</i> ▶ 0,0		

* Cost of ATFM-delay per min = 87 €

All Delay Causes



CRSTMP Delay Causes

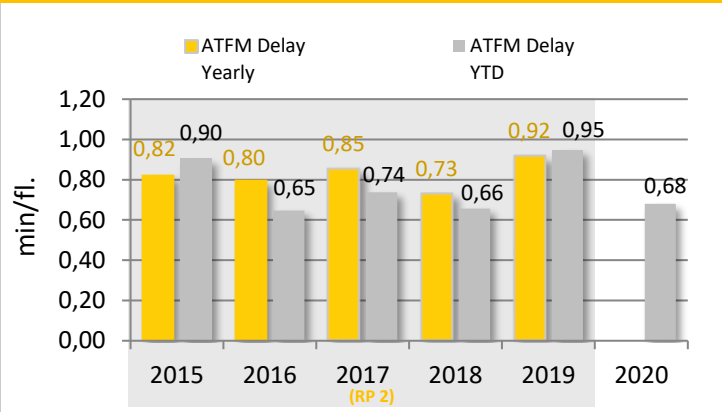


The guideline for the en-route ATFM delay per movement is a basic cumulative extrapolation of the previous three years monthly allocation and is designed to give an impression, how the YTD figures should be, in order to reach the yearly 2020 published targets (3,45 min per flight for all delay causes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

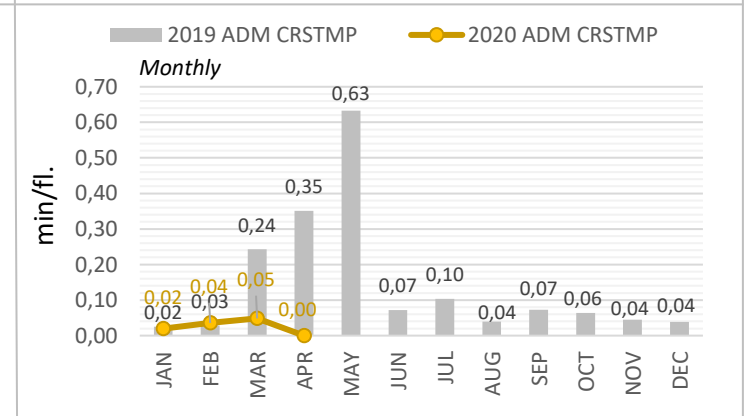
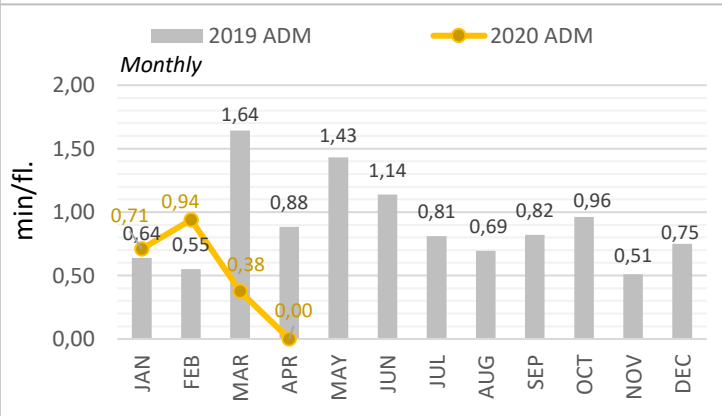
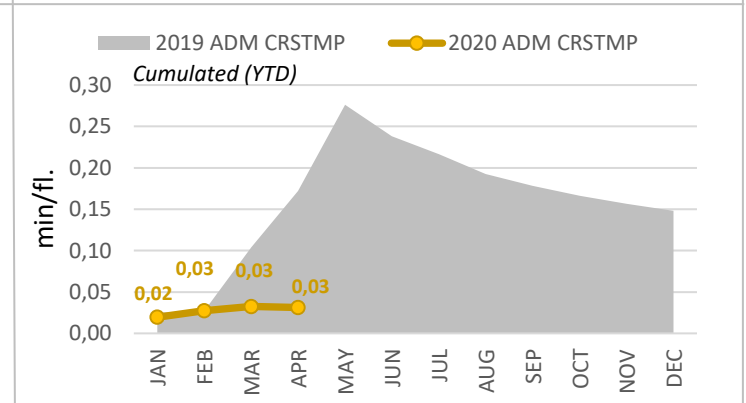
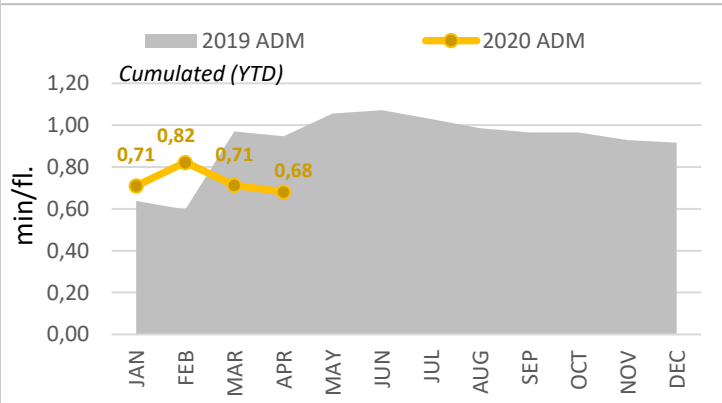
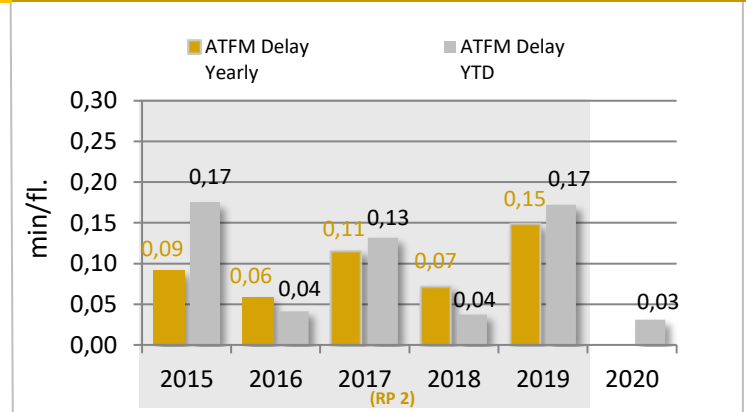
KPI #2: Arrival ATFM delay per controlled flight (FABEC)

	YTD 2020	YTD 2019		YTD 2020	YTD 2019
Arrival Delay All causes	0,68	0,95	Arrival Delay CRSTMP causes	0,03	0,17
<i>Diff. 2020 - 2019</i>	- 28 %		<i>Diff. 2020 - 2019</i>	- 82 %	
Minute ('000) ALL causes	356	773	Minute ('000) CRSTMP causes	16	140
<i>Diff. 2020 - 2019</i>	- 54 %		<i>Diff. 2020 - 2019</i>	- 88 %	
Traffic ('000)	522	817			
<i>Diff. 2020 - 2019</i>	- 36,0 %				

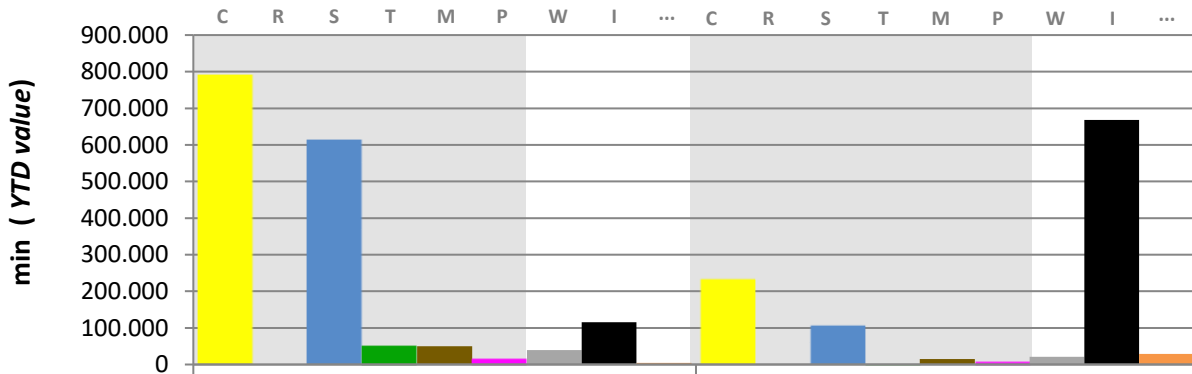
All Delay Causes



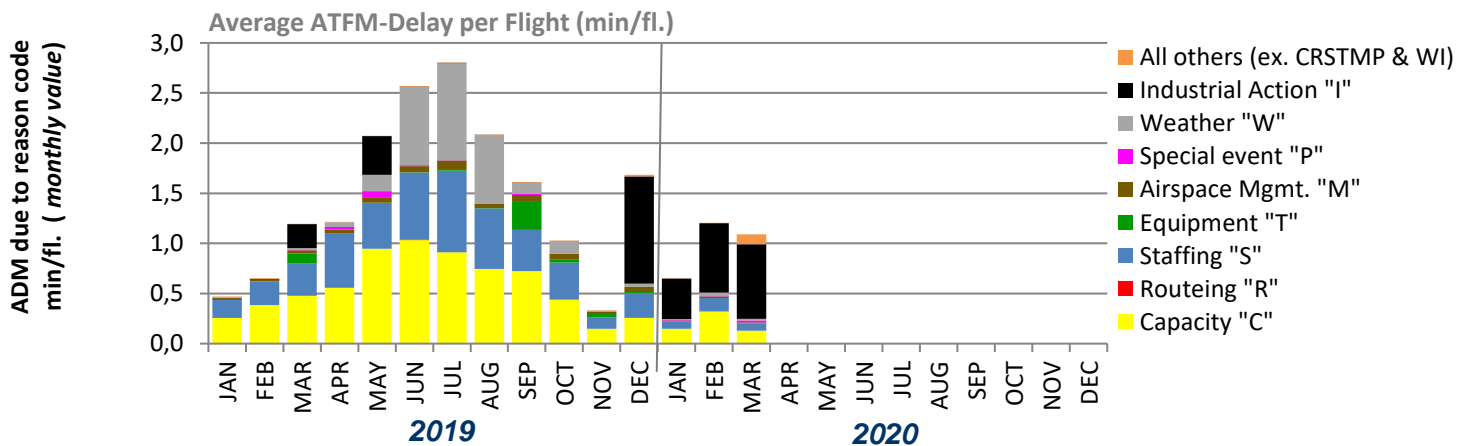
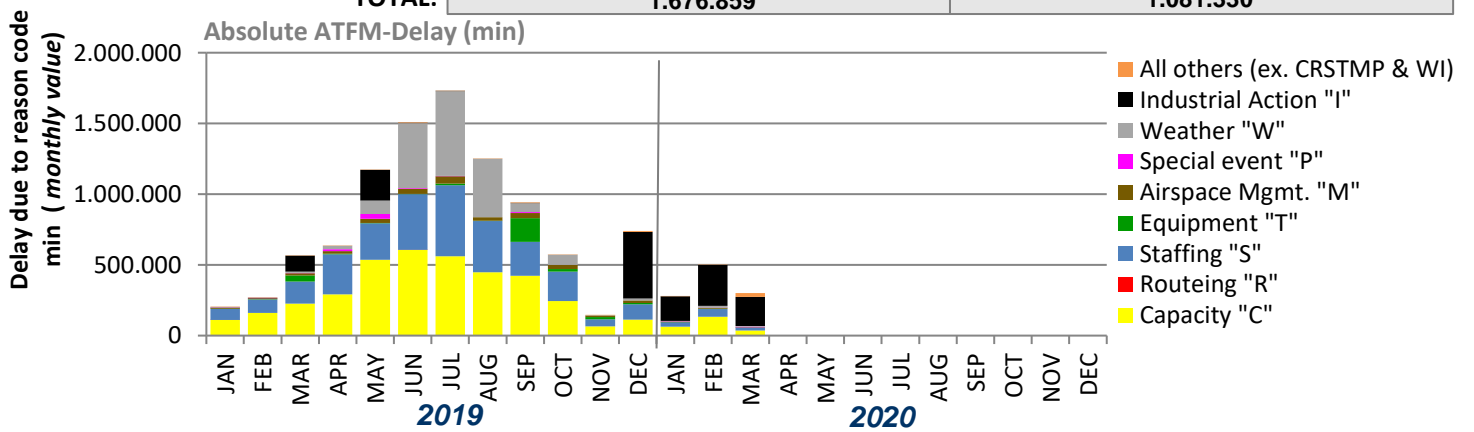
CRSTMP Delay Causes



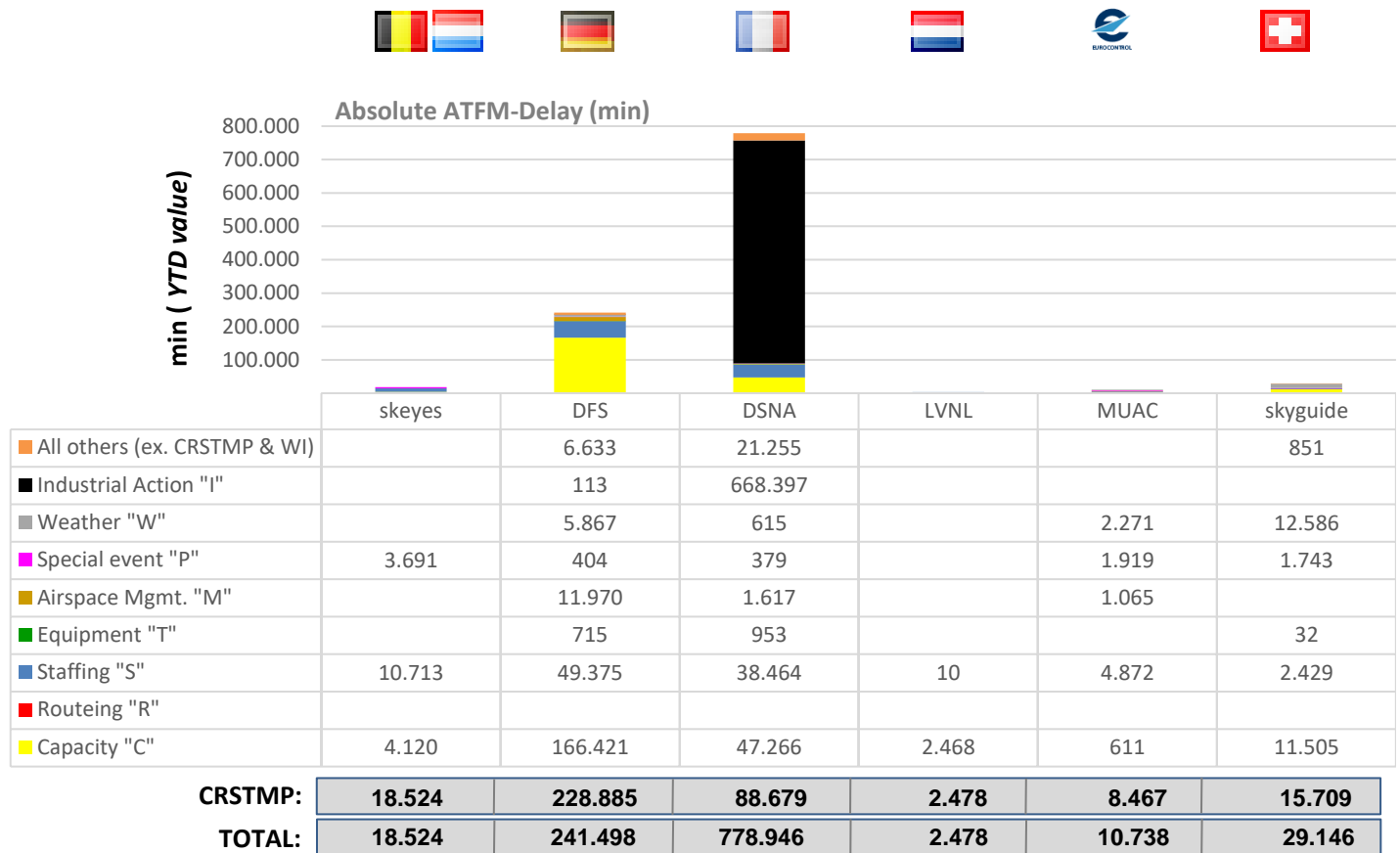
KPI #1: En-route ATFM delay per reason code (FABEC)



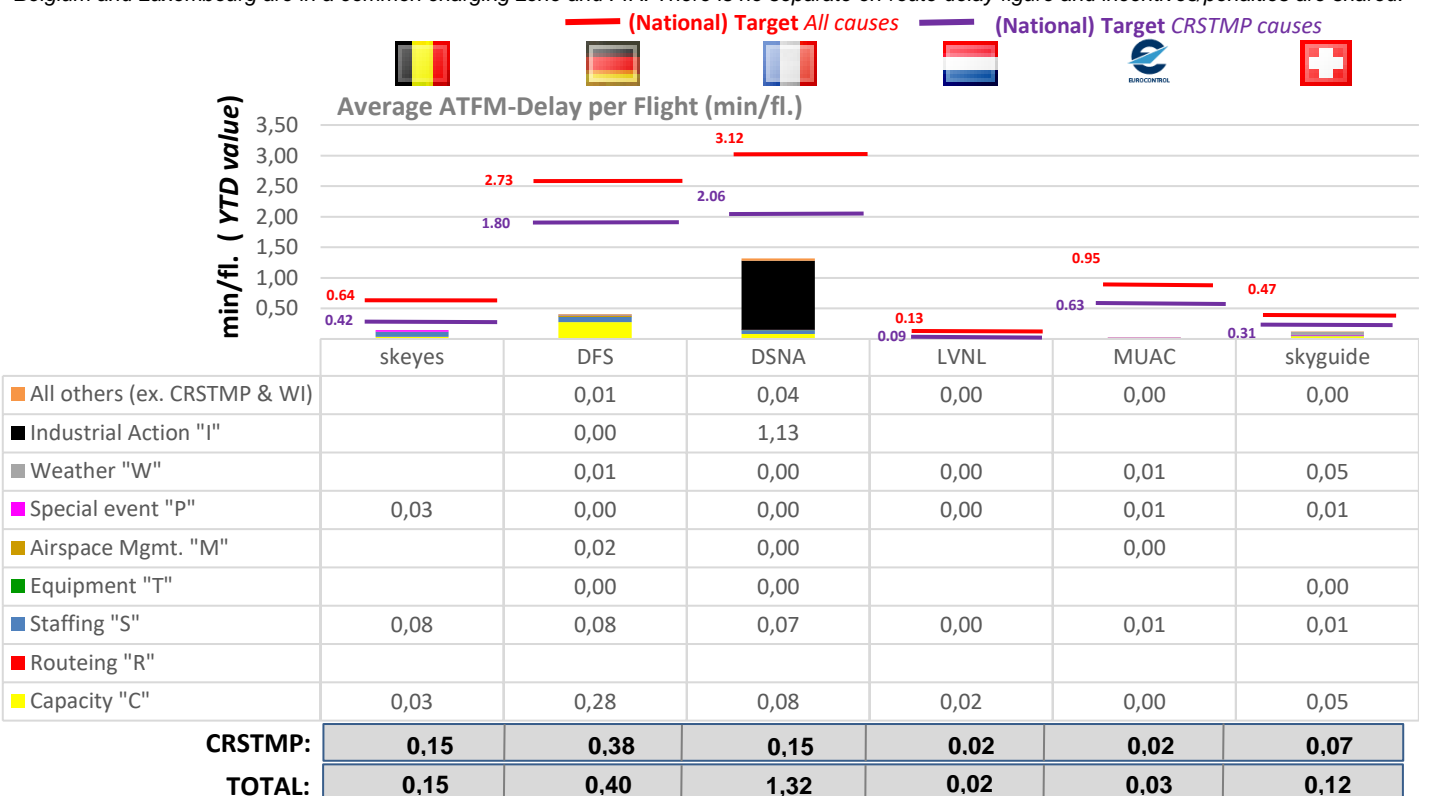
Delay due to reason code:	2019	2020
Capacity "C"	790.577	232.391
Routeing "R"	12	0
Staffing "S"	611.270	105.863
Equipment "T"	49.906	1.700
Airspace Mgmt. "M"	50.328	14.652
Special event "P"	15.304	8.136
Weather "W"	39.284	21.339
Industrial Action "I"	115.617	668.510
All others (ex. CRSTMP & WI)	4.561	28.739
CRSTMP:	1.517.397	362.742
TOTAL:	1.676.859	1.081.330



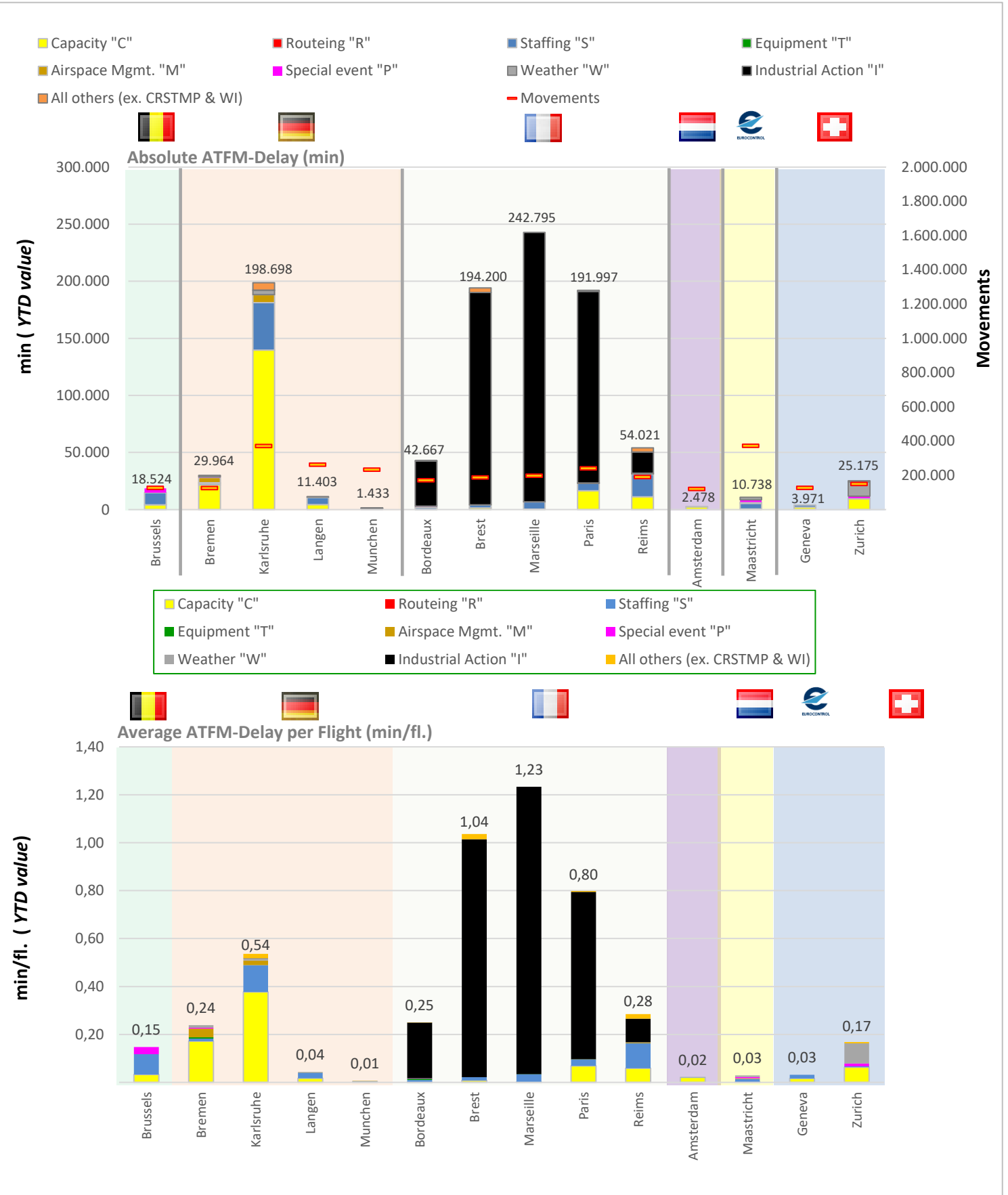
KPI #1: En-route ATFM delay per controlled flight (ANSP)



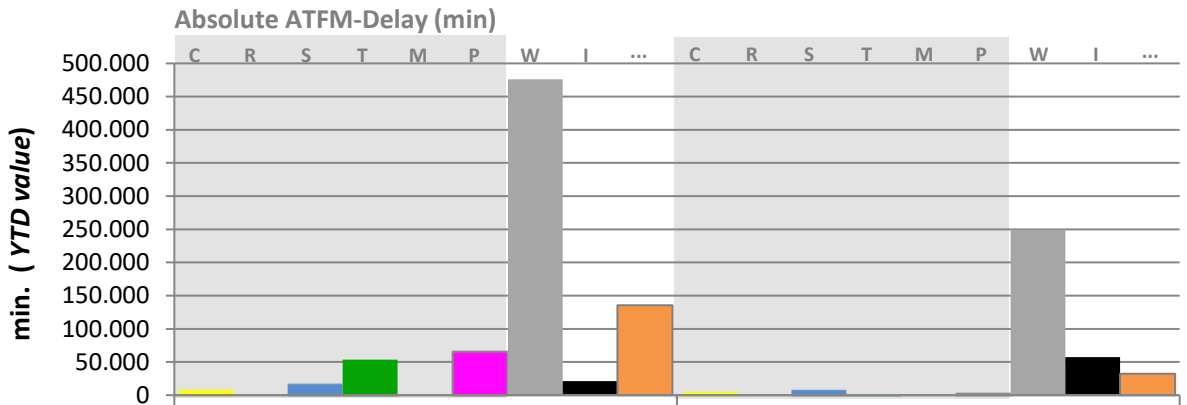
*Belgium and Luxembourg are in a common charging zone and FIR. There is no separate en-route delay figure and incentives/penalties are shared.



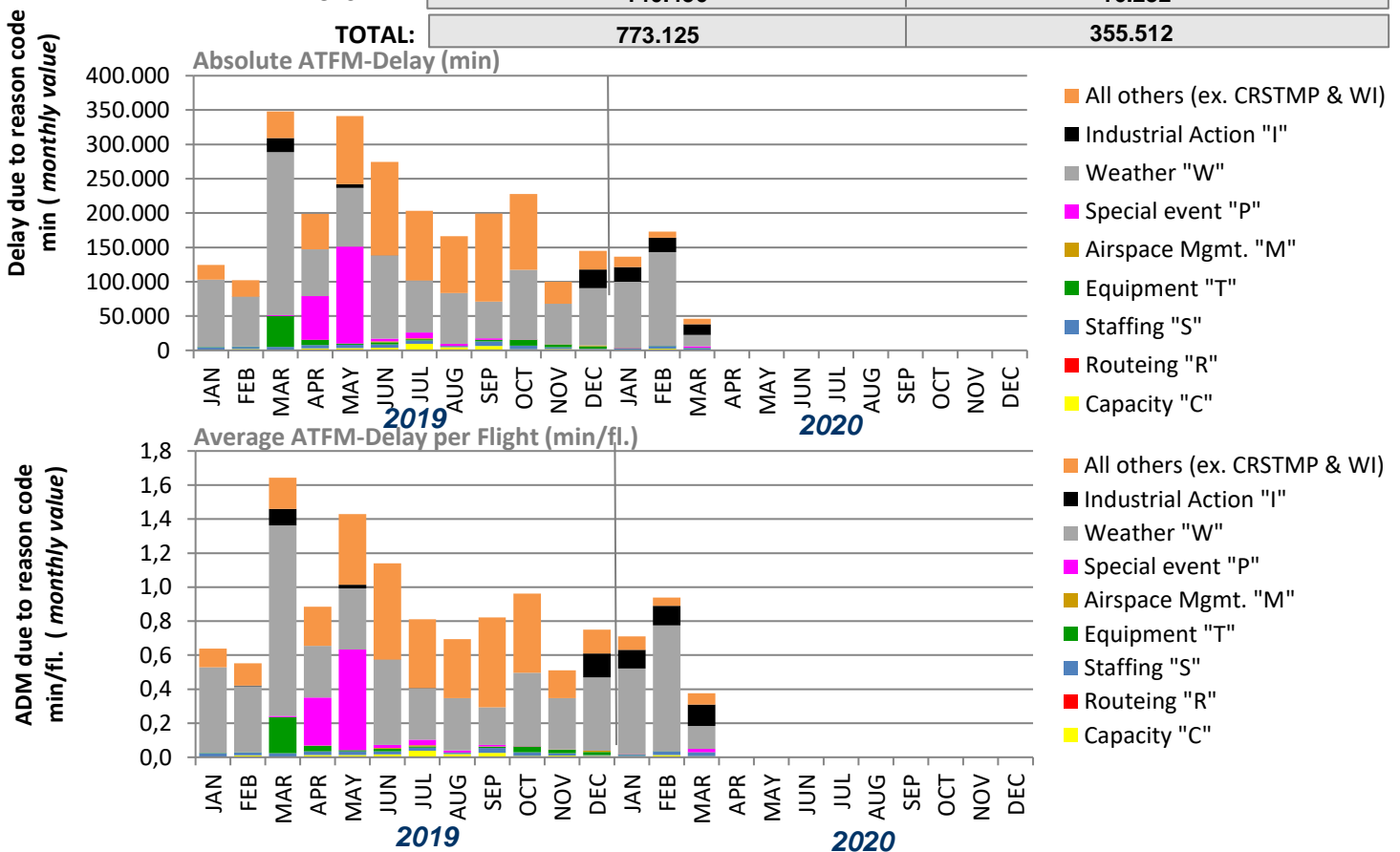
KPI #1: En-route ATFM delay per controlled flight (ACC)



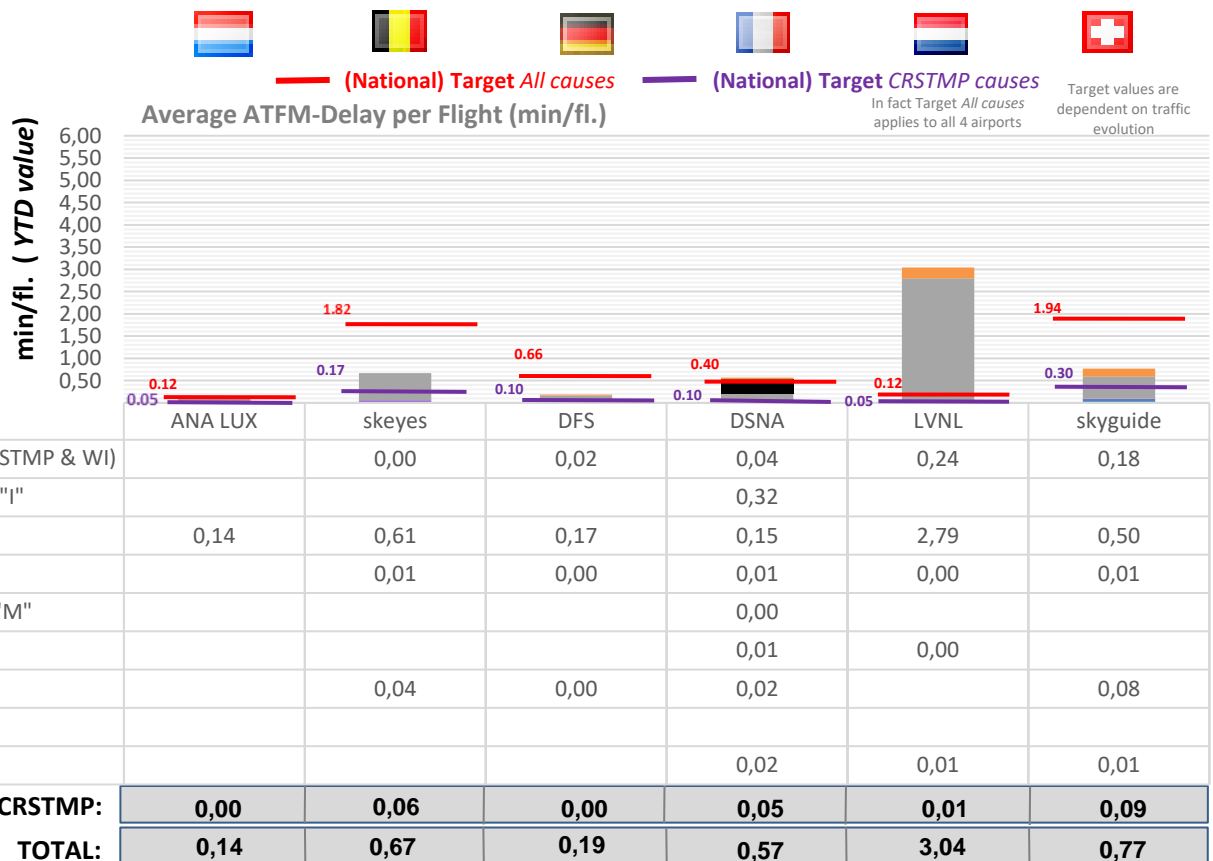
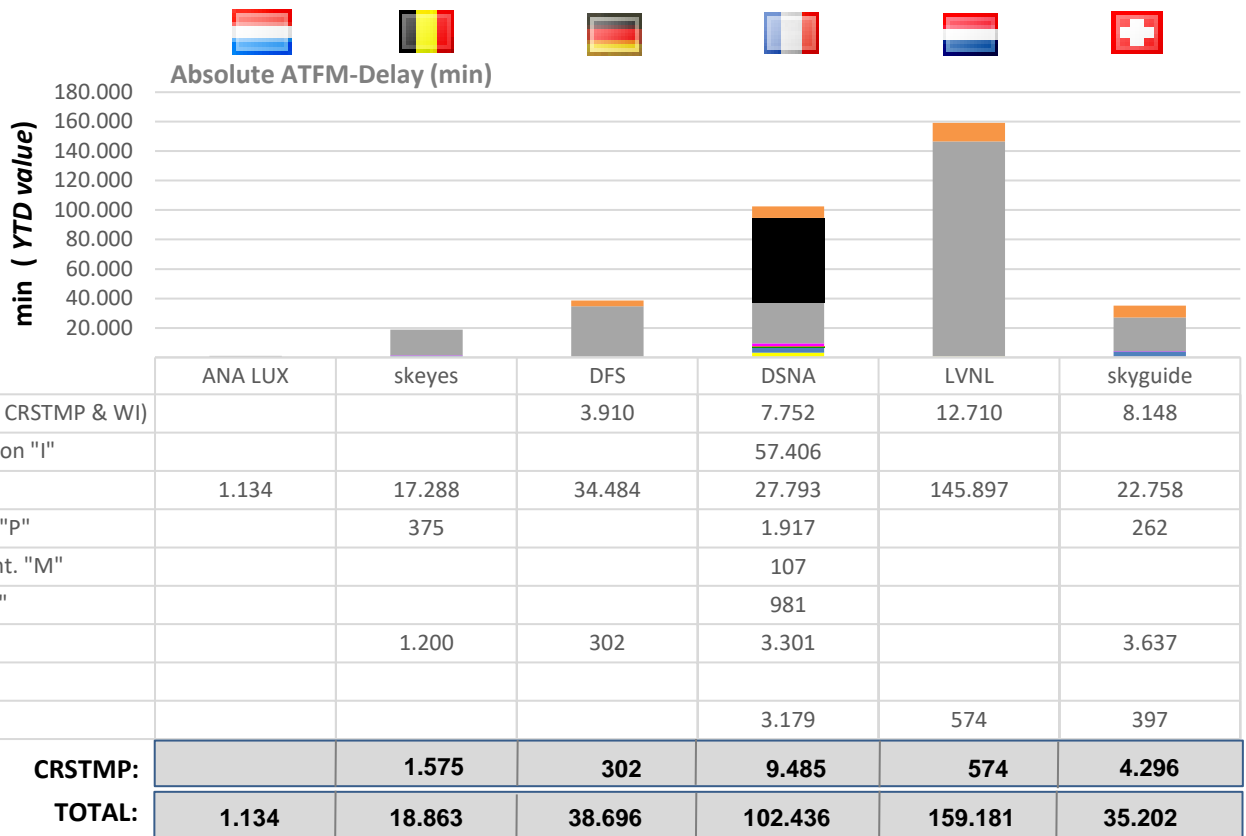
KPI #2: Arrival ATFM delay per reason code (FABEC)



Delay due to reason code:	2019	2020
Capacity "C"	6.713	4.150
Routeing "R"	0	0
Staffing "S"	15.845	8.440
Equipment "T"	52.849	981
Airspace Mgmt. "M"	206	107
Special event "P"	64.843	2.554
Weather "W"	475.871	249.354
Industrial Action "I"	21.201	57.406
All others (ex. CRSTMP & WI)	135.597	32.520
CRSTMP:	140.456	16.232
TOTAL:	773.125	355.512



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: April 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.