



PERFORMANCE REPORT 2020 - 2024

CAPACITY

May 2020



making the difference

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Description & Analysis

Europe

Network traffic fell by 85.9% in May 2020 (compared to May 2019) due to the effect of the COVID-19 pandemic. Average daily traffic was in the region of 4,500 flights; around 27.5% was cargo and pax cargo operations. The Top 5 Aircraft Operator groups (from February) were operating some 90% fewer flights compared to May 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 produced a weekly Recovery Plan that outlined how the network is expected to achieve an orderly return to 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 May and around 5,500 minutes of ATFM delay.

COVID-19 continued to affect network traffic throughout the month. There were 138,825 flights in May 2020, - 85.9% fewer than in May 2019. NM estimates that around 840,000 flights did not operate in May. The largest traffic reduction (compared to the same operational day of 2019) was 94.0% on 02 May 2020 with only 2,451 flights. The busiest day was 27 May with 6,040 flights. Most European countries had over 80% fewer flights in May, the exception being Norway at -66.0% with domestic flights representing approximately 75% of their traffic.

Traffic increase at Istanbul/Atatürk is mainly due to ad-hoc cargo flights from China. DHL Express (178) was the busiest operator with 178 movements per day, followed by Widerøe (144), Lufthansa (106), Turkish Airlines (104) and Qatar (100). All-Cargo and pax cargo flights represented close to 27.5% of all traffic throughout May (Source: NM).

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 May 2020, the Central Office for Delay Analysis (CODA) reported that the average delay per flight on departure was 9.9 minutes per flight - a decrease of 2.4 minutes per flight compared to May 2019.

6 % of the total delay can be attributable to air traffic control. Airlines caused 70% of the total delay, resulting from such issues as technical problems, staff shortages or turnaround times that are too tightly scheduled. Airports caused 3% 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-04-2020, Date 01/07/2020).

FABEC

In the FABEC area, traffic decreased by 87% in May 2020 compared to the same month in 2019, leading to a 48.3% traffic decrease YTD. Traffic was down in a similar way in all ANSPs, from -91% in DSN to -83.5% in keyes. Frankfurt/Main was the busiest airport with an average of 252 movements per day, followed by Amsterdam/Schiphol (203) and Paris/Charles de Gaulle (190). (At European level, London/Heathrow (223) was second in this ranking).

In May 2020, Zurich (1,683 min) and Reims (326 min) were the only ACCs generating ATFM en-route delay. In Zurich, delays were due to 'ATC-Capacity' (96%) and 'Technical' (4%); in Reims, 'Staffing' (70%) and 'Other' (30%). Zurich/LSZH (212 min) was the only FABEC airport generating ATFM delays in May 2020; delays were due to 'Other'.

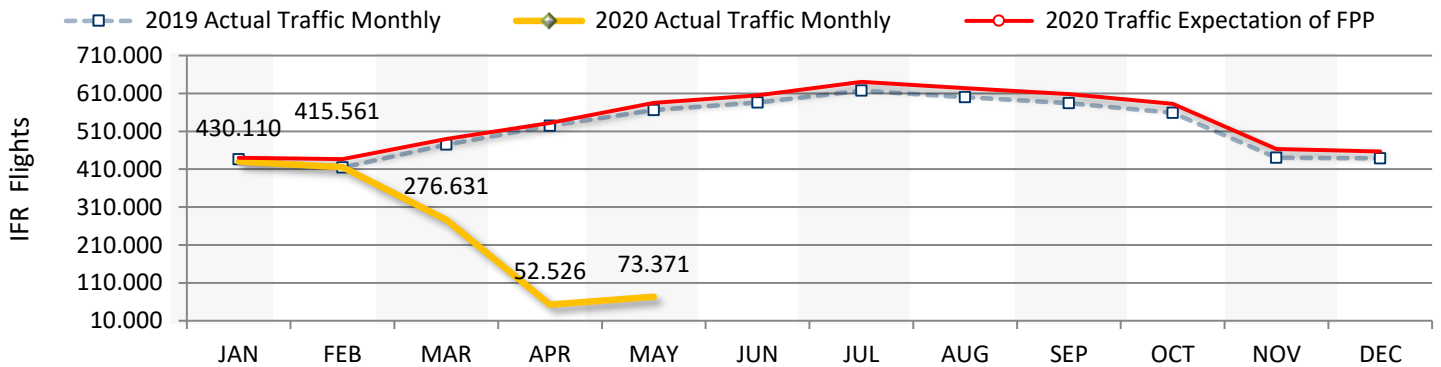
World – Global long-haul air travel unlikely to recover to pre-crisis levels before 2023

A recovery in global long-haul air travel to pre-coronavirus crisis levels is unlikely before 2023, the International Air Transport Association said, as airlines around the world resume flying this month after the pandemic forced countries into an unprecedented lockdown. "Long haul travel will be the last to recover," Brian Pearce, chief economist of IATA, told reporters at a virtual press conference on Tuesday. "We need to see further progress on containing the coronavirus for countries far apart to have the confidence to have inbound travelers from distant countries with the confidence that they're not importing Covid-19." Global airlines are forecast to lose a combined \$84 billion (Dh308.5bn) this year and almost \$16bn in 2021, more than three times the loss accrued after the 2008 financial crisis, according to IATA. The trade body, which represents some 290 carriers or 82 per cent of global air traffic, called on governments and aviation regulators to continue providing support for airlines as they face a grim winter season. The lobby group urged authorities to extend a waiver on airport slot rules into the winter schedule that begins in November to help carriers face the impact of Covid-19 on travel demand. Airport slot rules mean airlines need to operate at least 80 per cent of their scheduled slots at airports or lose their allocated capacity. The use-it-or-lose-it rule was temporarily suspended by various regulators during the summer season due to the extraordinary circumstances of the pandemic. Waiving the airport slots rule in winter is much needed for airlines as they face weak travel demand, low visibility on bookings and fragile profitability, Mr. Pearce said. Future demand is "highly uncertain" as bookings are down 82 per cent year-on-year, he said. According to an IATA survey conducted in May, only 40 per cent of passengers said they would fly within a few months of the pandemic subsiding, down from 60 per cent in April. The majority said they would wait six months before travelling, as consumers become more cautious, Mr. Pearce said. Compounding the problem is a marked change in booking patterns where travelers are booking their tickets much closer to their travel dates than ever before. Some 41 per cent of travelers are booking their flights within three days or less before departure, compared with 18 per cent in 2019. This means there is little visibility on future demand, making it more difficult for airlines to plan their schedules and deploy aircraft for the winter schedule in advance, Mr. Pearce said, highlighting the need for an extension on airport slot waivers. Without the waiver, "connectivity to long haul destinations will be at risk", he said. (Source: <https://www.thenational.ae/business/global-long-haul-air-travel-unlikely-to-recover-to-pre-crisis-levels-before-2023-1.1034574>, Jun 16, 2020).

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	2.415.351
2020 Actual Traffic Monthly	430.110	415.561	276.631	52.526	73.371								1.248.199
Growth (%)	-1,3 %	0,3 %	-41,7 %	-90,0 %	-87,0 %								-48,3 %
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 %	-4,8 %	-43,6 %	-90,1 %	-87,5 %								
2020 Traffic Cumulated (%)	-2,3 %	-3,5 %	-17,9 %	-38,1 %	-49,8 %								

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.

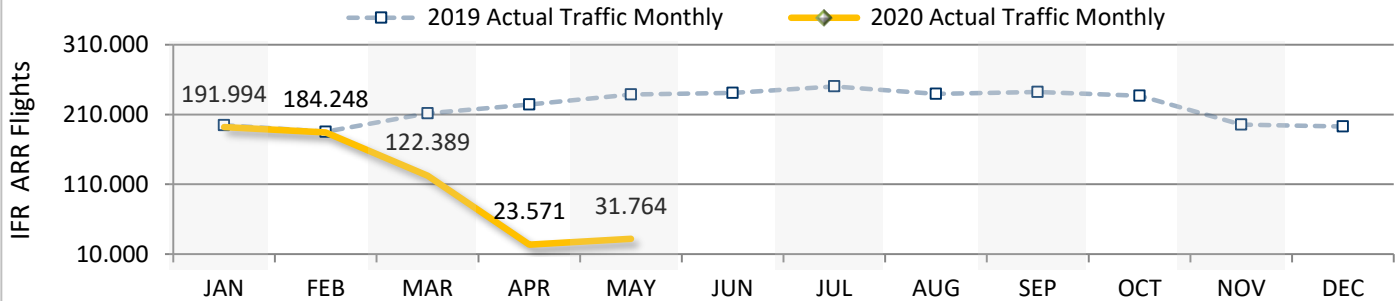


	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
skeyes													
2019 Actual Traffic Monthly	46.085	42.458	49.539	53.761	57.702	58.513	62.239	59.274	59.410	57.544	46.709	46.631	249.545
2020 Actual Traffic Monthly	44.865	43.754	30.860	7.531	9.492								136.502
Growth (%)	-2,6 %	3,1 %	-37,7 %	-86,0 %	-83,5 %								-45,3 %
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	1.215.041
2020 Actual Traffic Monthly	218.493	209.352	141.583	32.194	42.441								644.063
Growth (%)	-1,6 %	-1,1 %	-41,2 %	-87,5 %	-85,0 %								-47,0 %
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	1.261.192
2020 Actual Traffic Monthly	217.787	213.859	140.091	19.006	27.568								618.311
Growth (%)	-1,7 %	1,9 %	-42,7 %	-93,3 %	-90,9 %								-51,0 %
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	251.951
2020 Actual Traffic Monthly	46.552	44.046	32.102	6.404	9.188								138.292
Growth (%)	1,0 %	-0,7 %	-36,4 %	-88,0 %	-84,0 %								-45,1 %
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	734.770
2020 Actual Traffic Monthly	133.754	127.979	91.834	18.524	24.874								396.965
Growth (%)	-3,6 %	-1,0 %	-37,8 %	-88,0 %	-84,8 %								-46,0 %
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	506.889
2020 Actual Traffic Monthly	90.405	88.622	52.617	8.004	11.569								251.217
Growth (%)	1,2 %	2,7 %	-47,2 %	-92,8 %	-90,4 %								-50,4 %

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	1.055.027
2020 Actual Traffic Monthly	191.994	184.248	122.389	23.571	31.764								553.966
Growth (%)	-1,5 %	-0,6 %	-42,2 %	-89,5 %	-86,7 %								-47,5 %

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	15.111
2020 Actual Traffic Monthly	2.880	2.741	1.942	564	696								8.823
Growth (%)	5,6 %	3,8 %	-35,4 %	-82,8 %	-79,8 %								-41,6 %

	skeyes												YTD
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	51.768
2020 Actual Traffic Monthly	9.686	9.401	6.802	2.282	2.766								30.937
Growth (%)	-1,2 %	6,5 %	-33,9 %	-79,4 %	-76,5 %								-40,2 %

	DFS												YTD
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	424.943
2020 Actual Traffic Monthly	75.189	72.929	48.623	11.000	13.304								221.045
Growth (%)	-3,9 %	-3,9 %	-43,2 %	-87,6 %	-86,2 %								-48,0 %

	DSNA												YTD
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	368.984
2020 Actual Traffic Monthly	67.423	64.708	41.799	6.209	9.982								190.121
Growth (%)	1,0 %	2,2 %	-43,1 %	-92,3 %	-88,2 %								-48,5 %

	LVNL												YTD
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	101.810
2020 Actual Traffic Monthly	19.189	17.942	12.910	2.280	3.152								55.473
Growth (%)	1,0 %	-0,4 %	-36,6 %	-89,4 %	-86,3 %								-45,5 %

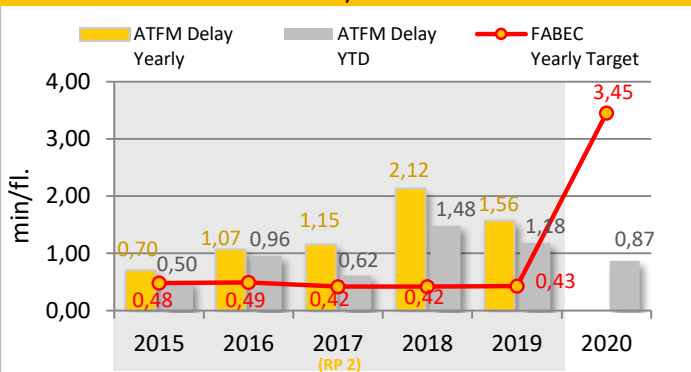
	skyguide												YTD
2019 Actual Traffic Monthly	18.280	16.723	19.059	18.777	19.572	19.677	20.388	19.714	19.568	19.206	15.962	17.215	92.411
2020 Actual Traffic Monthly	17.627	16.527	10.313	1.236	1.864								47.567
Growth (%)	-3,6 %	-1,2 %	-45,9 %	-93,4 %	-90,5 %								-48,5 %

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

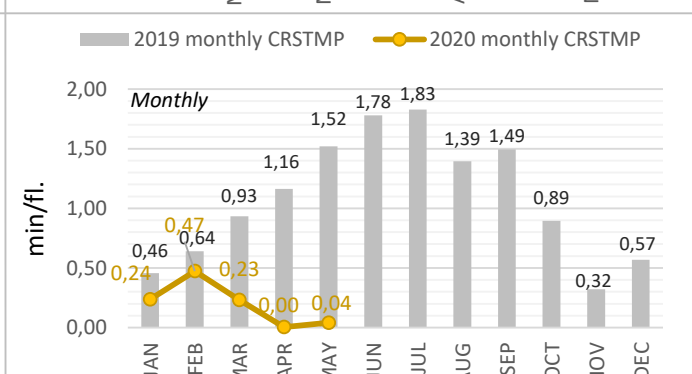
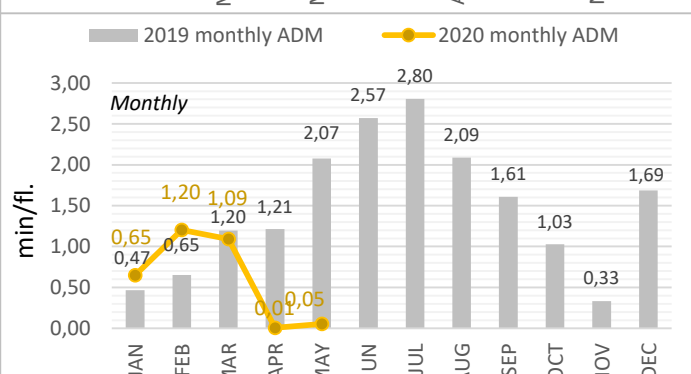
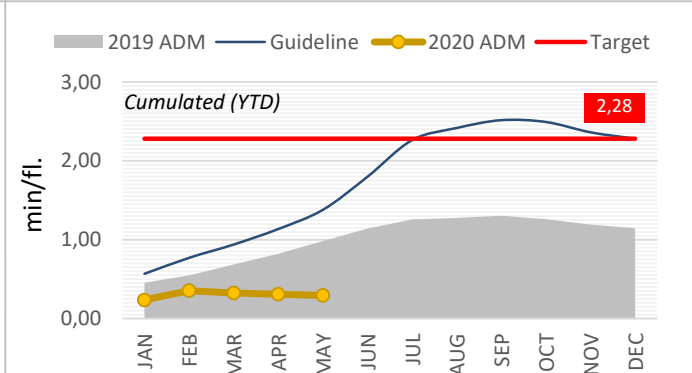
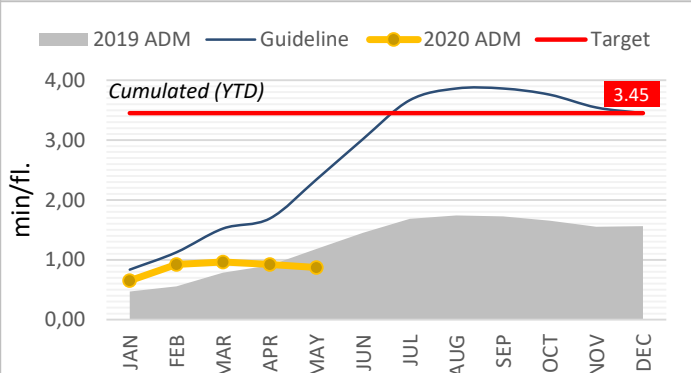
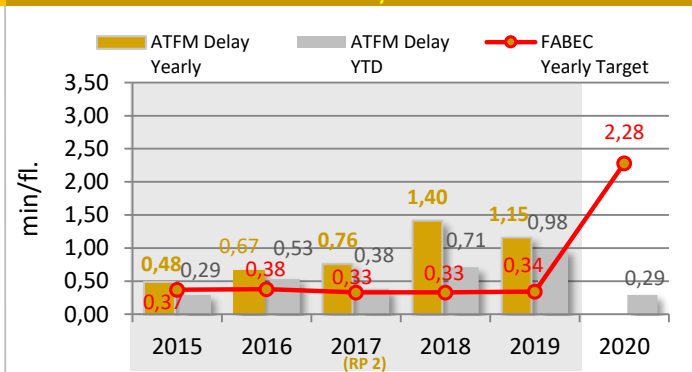
	YTD 2020	YTD 2019		YTD 2020	YTD 2019
En-route Delay All causes	0,87	1,18	En-route Delay CRSTMP causes	0,29	0,98
FABEC Target (yearly value)	3,45		FABEC Target (yearly value)	2,28	
Guideline	2,34		Guideline	1,38	
Minute ('000) ALL causes	1.085	2.851	Minute ('000) CRSTMP causes	366	2.378
Diff. 2020 - 2019	- 61,9 %		Diff. 2020 - 2019	- 85 %	
Traffic ('000)	1.248	2.415	<i>Potential savings (*) due to underbid the delay Target</i>		
Diff. 2020 - 2019	- 48,3 %		<i>(all Causes) in Mio EURO (YTD)</i> ▶ 0,0		

* Cost of ATFM-delay per min = 87 €

All Delay Causes



CRSTMP Delay Causes

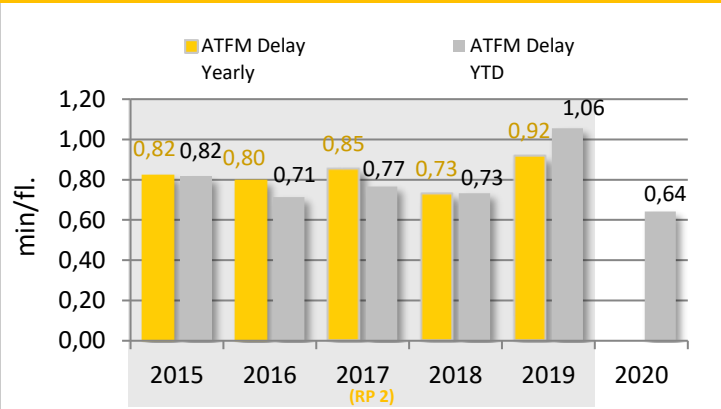


The guideline for the en-route ATFM delay per movement is a basic cumulative extrapolation of the previous three years monthly allocation and is designed to give an impression, how the YTD figures should be, in order to reach the yearly 2020 published targets (3,45 min per flight for all delay causes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

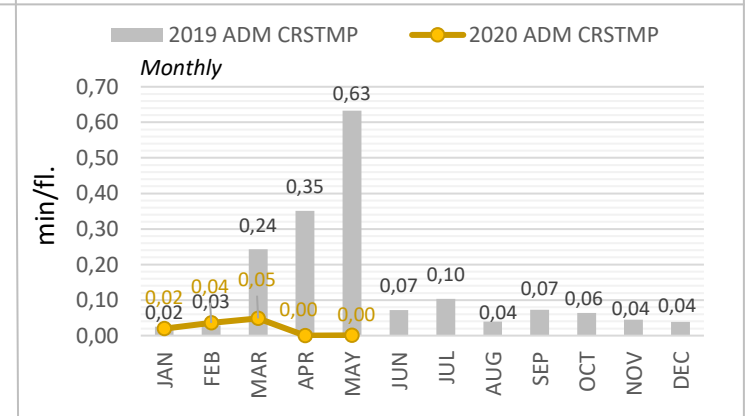
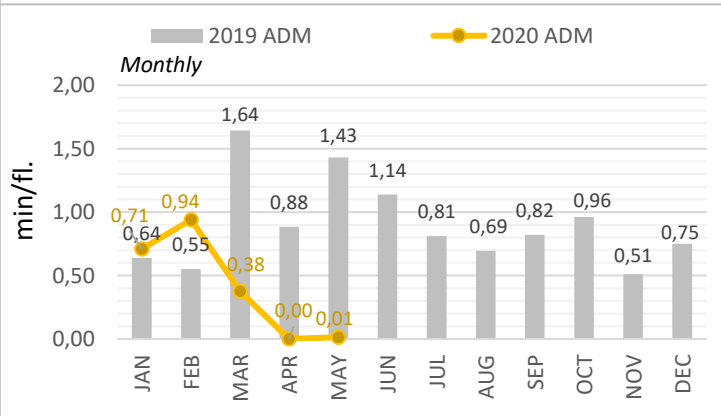
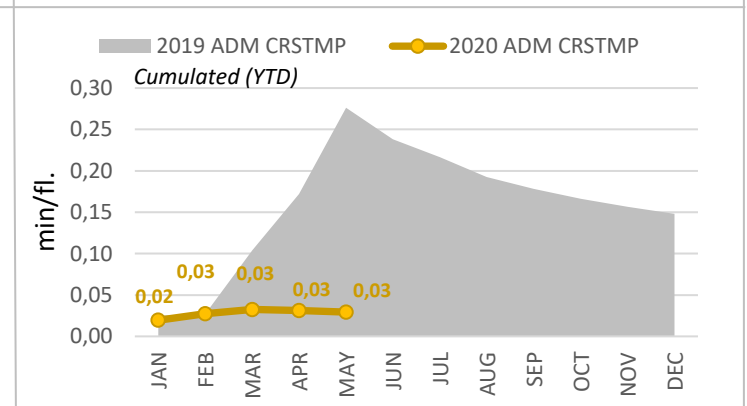
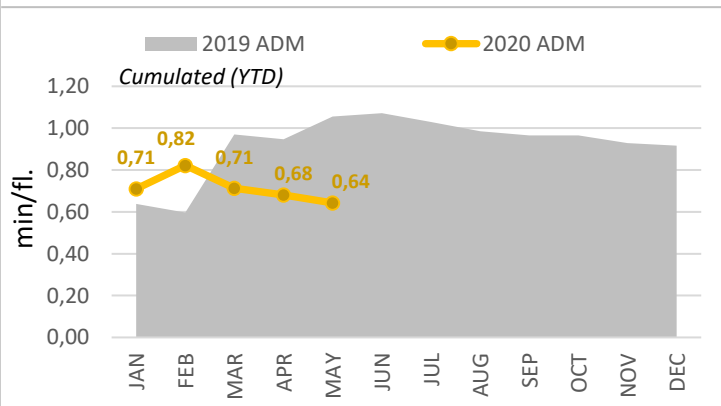
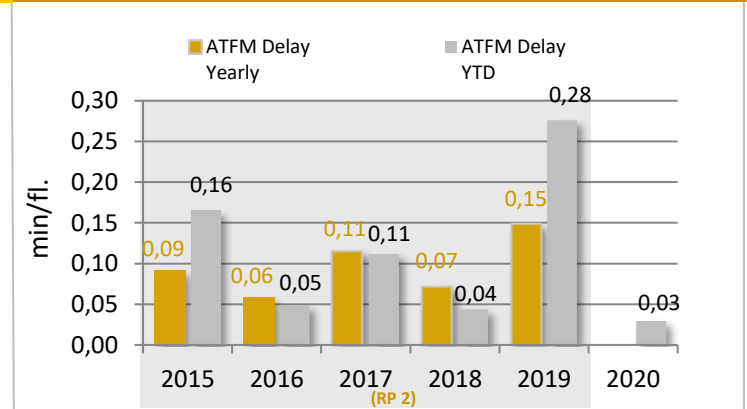
KPI #2: Arrival ATFM delay per controlled flight (FABEC)

	YTD 2020	YTD 2019	YTD 2020	YTD 2019
Arrival Delay All causes	0,64	1,06	0,03	0,28
<i>Diff. 2020 - 2019</i>	- 39 %		- 89 %	
Minute ('000) ALL causes	356	1.114	16	291
<i>Diff. 2020 - 2019</i>	- 68 %		- 94 %	
Traffic ('000)	554	1.055		
<i>Diff. 2020 - 2019</i>	- 47,5 %			

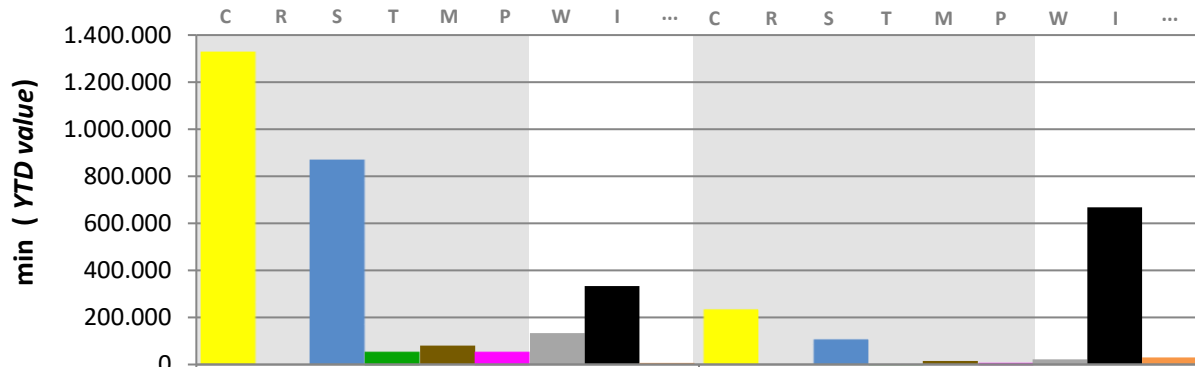
All Delay Causes



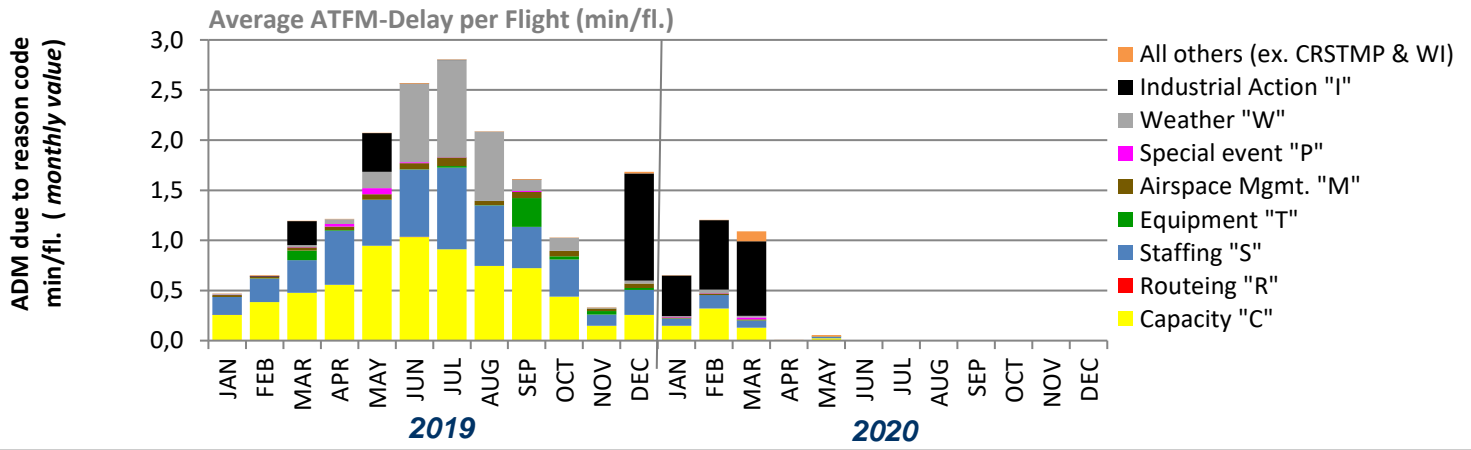
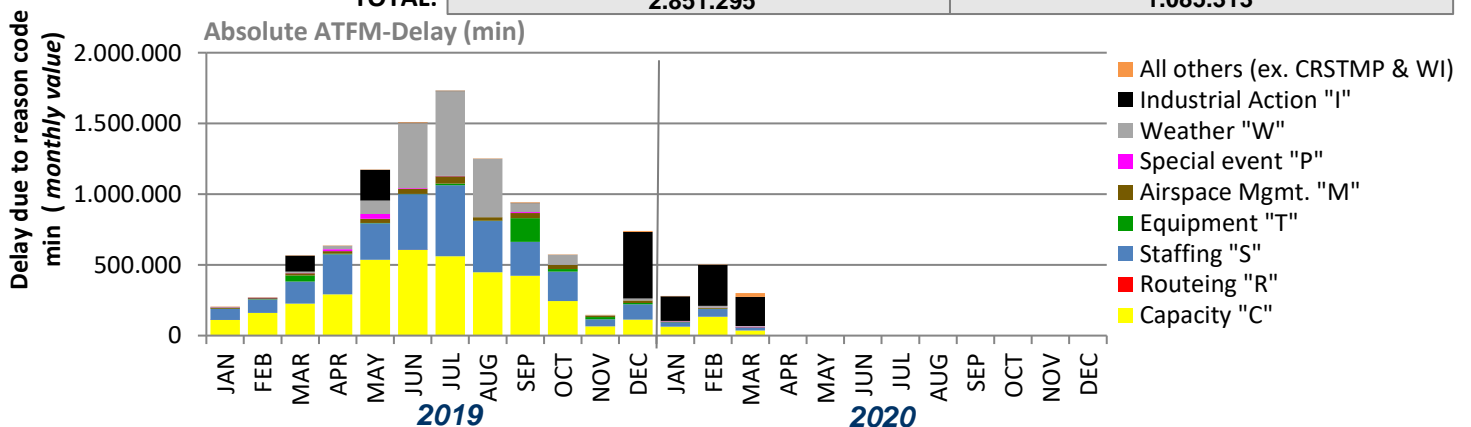
CRSTMP Delay Causes



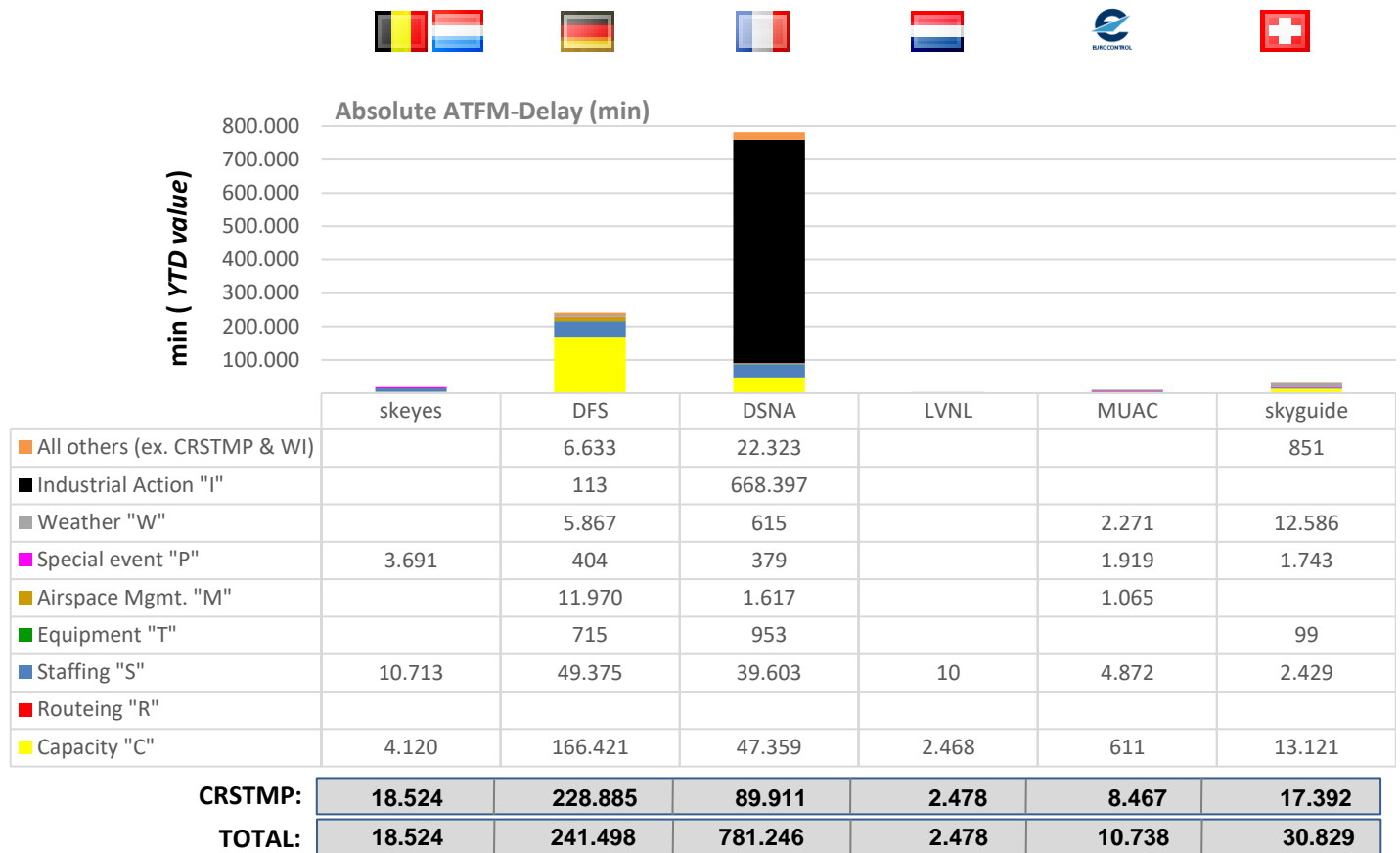
KPI #1: En-route ATFM delay per reason code (FABEC)



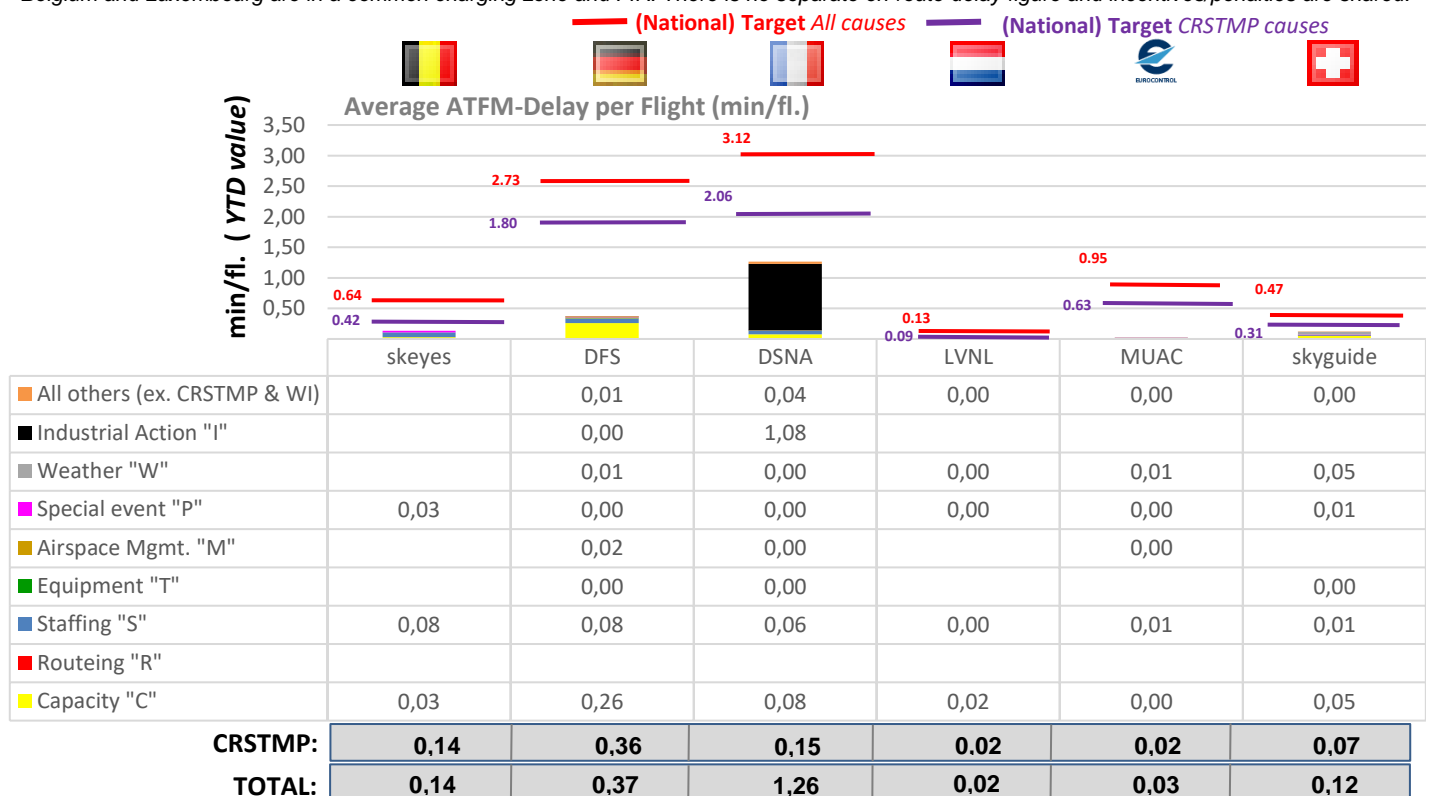
Delay due to reason code:	2019	2020
Capacity "C"	1.326.996	234.100
Routeing "R"	12	0
Staffing "S"	868.340	107.002
Equipment "T"	52.461	1.767
Airspace Mgmt. "M"	80.212	14.652
Special event "P"	49.773	8.136
Weather "W"	132.962	21.339
Industrial Action "I"	333.526	668.510
All others (ex. CRSTMP & WI)	7.013	29.807
CRSTMP:	2.377.794	365.657
TOTAL:	2.851.295	1.085.313



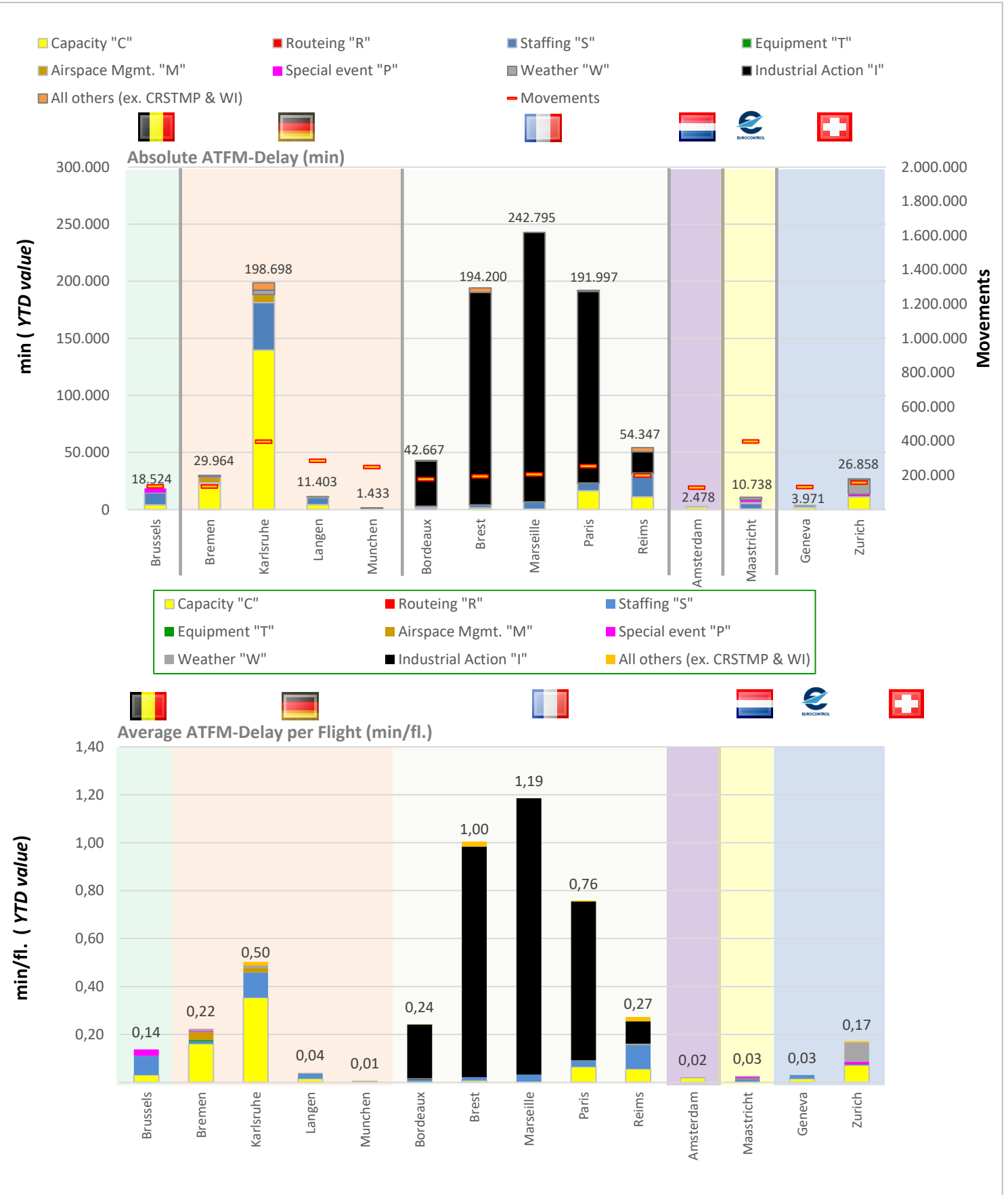
KPI #1: En-route ATFM delay per controlled flight (ANSP)



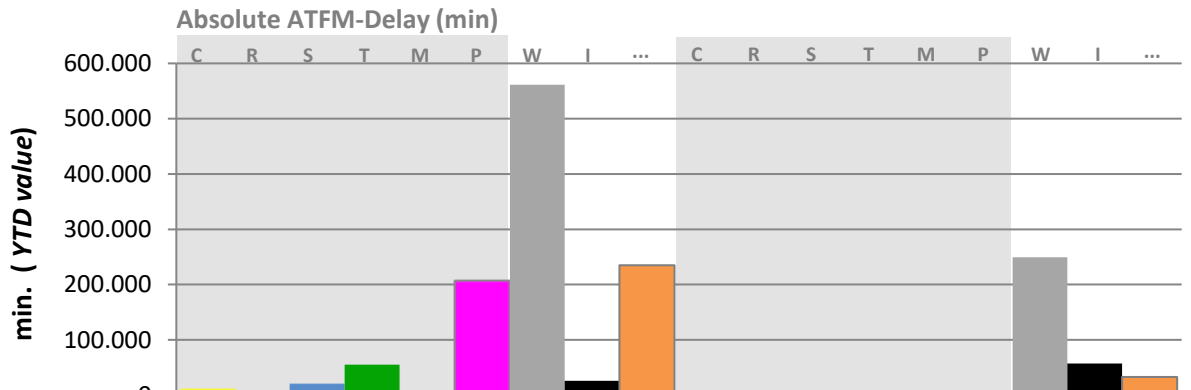
*Belgium and Luxembourg are in a common charging zone and FIR. There is no separate en-route delay figure and incentives/penalties are shared.



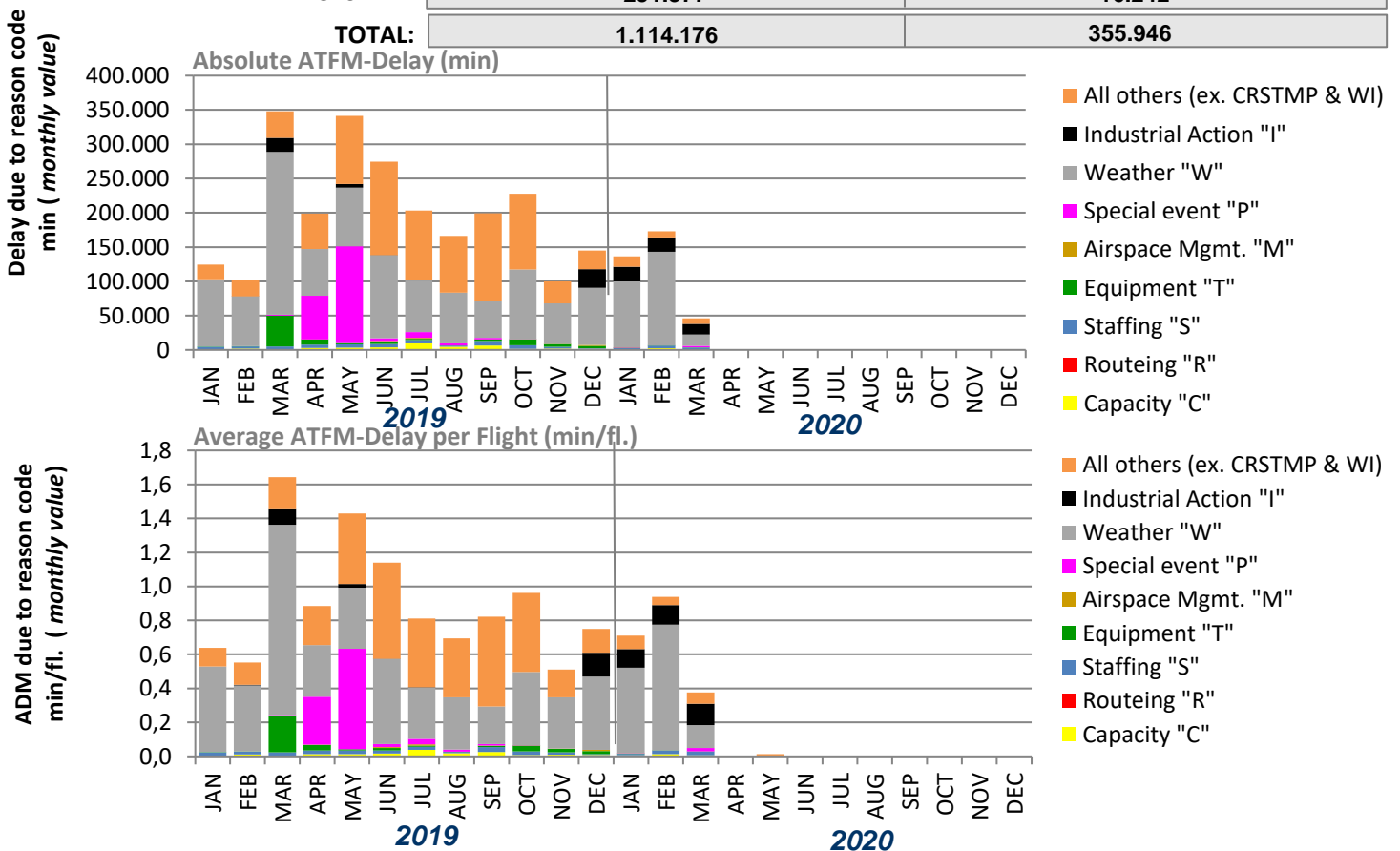
KPI #1: En-route ATFM delay per controlled flight (ACC)



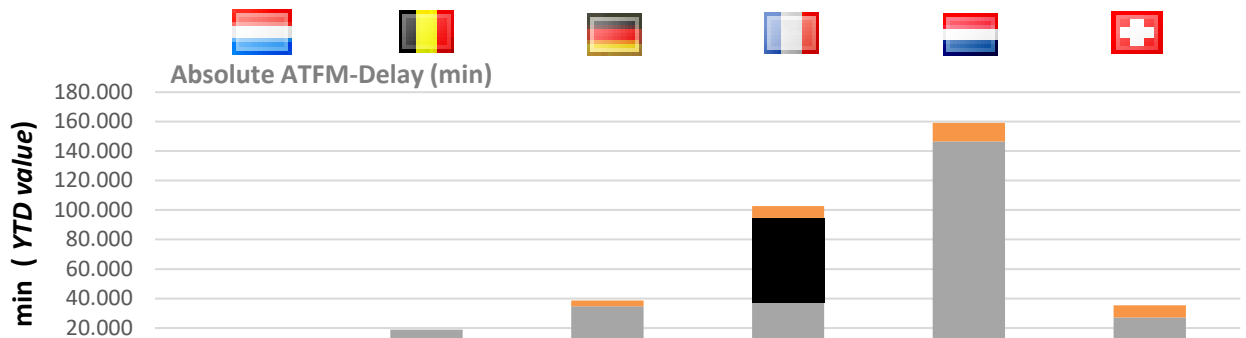
KPI #2: Arrival ATFM delay per reason code (FABEC)



Delay due to reason code:	2019	2020
Capacity "C"	10.070	4.150
Routeing "R"	0	0
Staffing "S"	20.822	8.450
Equipment "T"	54.553	981
Airspace Mgmt. "M"	206	107
Special event "P"	205.726	2.554
Weather "W"	561.685	249.354
Industrial Action "I"	26.314	57.406
All others (ex. CRSTMP & WI)	234.800	32.944
CRSTMP:	291.377	16.242
TOTAL:	1.114.176	355.946



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



	ANA LUX	skeyes	DFS	DSNA	LVNL	skyguide
All others (ex. CRSTMP & WI)			3.910	7.964	12.710	8.360
Industrial Action "I"				57.406		
Weather "W"	1.134	17.288	34.484	27.793	145.897	22.758
Special event "P"		375		1.917		262
Airspace Mgmt. "M"				107		
Equipment "T"				981		
Staffing "S"		1.200	302	3.311		3.637
Routeing "R"						
Capacity "C"				3.179	574	397
CRSTMP:		1.575	302	9.495	574	4.296
TOTAL:	1.134	18.863	38.696	102.658	159.181	35.414



	ANA LUX	skeyes	DFS	DSNA	LVNL	skyguide
All others (ex. CRSTMP & WI)		0,00	0,02	0,04	0,23	0,18
Industrial Action "I"				0,30		
Weather "W"	0,13	0,56	0,16	0,15	2,63	0,48
Special event "P"		0,01	0,00	0,01	0,00	0,01
Airspace Mgmt. "M"				0,00		
Equipment "T"				0,01	0,00	
Staffing "S"		0,04	0,00	0,02		0,08
Routeing "R"						
Capacity "C"				0,02	0,01	0,01
CRSTMP:	0,00	0,05	0,00	0,05	0,01	0,09
TOTAL:	0,13	0,61	0,18	0,54	2,87	0,74

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

FABEC Performance Report Capacity:

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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.