



PERFORMANCE REPORT 2020 - 2024

CAPACITY

July 2020



making the difference

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Description & Analysis

Europe

The network had relatively strong traffic growth during July with 97% traffic increase compared to June 2020. Nevertheless, network traffic fell by 60.7% in July 2020 (compared to July 2019) because of the COVID-19 pandemic. Average daily traffic was 13,879 flights. The Top 5 Aircraft Operator groups (from February) were operating between 23% to 39% of July 2019 traffic levels. Ryanair operated the most flights: traffic increased from 3,567 flights in June to 32,774 flights in July. The Network Manager continued monitoring the operational situation, coordinated lifting of restrictions and held weekly Ad-hoc Coordination meetings to share network status with operational partners. There were some network flow protective measures in July which generated 23,500 minutes of ATFM delay: 69% were airport ATFM delays and 31% en-route.

The largest traffic reduction (compared to the same operational day of 2019) was 66.0% on 04 July 2020 with 11,087 flights. The busiest day was 31 July with 16,570 flights. Fridays were the busiest days throughout July.

Paris/Charles de Gaulle was the busiest airport with an average of 616 movements per day, followed by Amsterdam/Schiphol (541), Frankfurt/Main (496), Istanbul (425) and Athens (402).

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 July 2020, the Central Office for Delay Analysis (CODA) reported that the average delay per flight on departure was 6.1 minutes per flight - a decrease of 11.5 minutes per flight compared to July 2019.

7 % of the total delay can be attributable to air traffic control. Airlines caused 61% of the total delay, resulting from such issues as technical problems, staff shortages or turnaround times that are too tightly scheduled. Airports caused 7% of the delays while the rest (IATA Code 85,86,71-79,97-99) of around 26% can be allocated to other reasons (Source: CODA-Dashboard-07-2020, Date 08/09/2020).

FABEC

In the FABEC area, traffic decreased by 61.2% in July 2020 compared to the same month in 2019, leading to a 55.8% traffic decrease YTD. Traffic was down in a similar way in all ANSPs, from -62.7% in MUAC to -57.3% in skeyes. Airport traffic was down to a similar extent (-59.7% in the FABEC area) but with more disparities between ANSPs. Landings decreased by 64.5% in DFS, but "only" 54.3% in DSNA or 45.6% in ANA LUX.

In July 2020, Marseille TMA (2 671 min), Paris ACC (1 990 min), Bremen ACC (1 073 min), Zurich ACC (640 min) and Geneva ACC (294 min) were the units to generate en-route ATFM delays. In Marseille, delays were due to 'ATC-Capacity' (68%), 'Staffing' (19%), 'Airspace Management' (11%) and 'Aerodrome Capacity' (2%). In Paris, delays were due to 'ATC-Capacity' (90%) and 'Staffing' (10%); in Bremen, 'Weather' (63%) and 'ATC-Capacity' (37%); in Zurich, 'ATC-Capacity' (100%); and, in Geneva, 'Staffing' (63%) and 'ATC-Capacity' (37%).

Airport ATFM delays were mainly generated in Cannes-Mandelieu/LFMD (8 367 min), Paris Charles de Gaulle/LFPG (690 min), Berlin Tegel/EDDT (584 min), Geneva/LSGG (526 min) and Toussus-Le-Noble/LFPN (501 min). In Cannes Mandelieu, delays were due to 'Aerodrome Capacity' (54%) and 'ATC-Capacity' (46%). In Paris Charles De Gaulle, delays were due to 'Special Event' (100%); in Berlin Tegel, 'Aerodrome Capacity' (77%) and 'Staffing' (23%); in Geneva, 'Staffing' (82%) and 'Weather' (18%); in Toussus-Le-Noble, 'Staffing' (80%) and 'Special Event' (20%).

World - What Is The Status Of The Global Aviation Recovery (by Ayush Syal, August 23, 2020)?

According to an OAG (Official Aviation Guide) report, released on the 10th of August, global airline capacity has touched its peak post-coronavirus. Since the end of February, the aviation industry has reached its bottom and recovered from an unprecedented situation. Last week global capacity broke the 60 million mark precisely because of growth in specific regions. Nevertheless, it is still 50% of what it was last year. Although some sort of gradual recovery is expected now on, travel restrictions might make this stage a bit complicated.

Steps to recovery

The OAG report shares that in the next two weeks, the scheduled capacity is expected to increase by just over 5%, and by the end of August, touch 75 million mark. However, in times like this demand will fluctuate, and airlines will make last-minute adjustments to capacity. Any kind of predictions is hence not bound to be correct. Region-wise, six of the largest ten regional markets are still at just 40% or less of their pre-COVID level. Lower South America and Southwest Pacific are the worst hit in this sense. Surprisingly, some of these markets even reported a reduction in the week on week capacity. For example, in Mexico, there was a 15% reduction as Vivaaerobus reduced capacity on major routes. Eastern and Central Europe is now the closest regional market to its planned capacity levels. Russian Federation is at 99% of its January numbers while Ukraine is exceeding its past figures.

Country markets

China continues to be the largest country market, with over 15 million seats a week. Astonishingly, almost 99% of this capacity is just in the domestic sector. With the opening of international travel and demand, we can expect the Chinese airline industry to recover instantly. Capacity in the US has stayed stagnant over the last few weeks and doesn't show signs of considerable growth. Airline capacity in India burst out of zero in May, but since then has remained stagnant as the government regulates the market. Out of the top ten country markets, India is furthest away from its original capacity. The Philippines maintains its status as the worst-hit country market. This week's capacity is down by 91% as compared to the same value in January. Qatar and UAE are among the list too as Qatar Airways, Emirates and Etihad fail to find sufficient traffic.

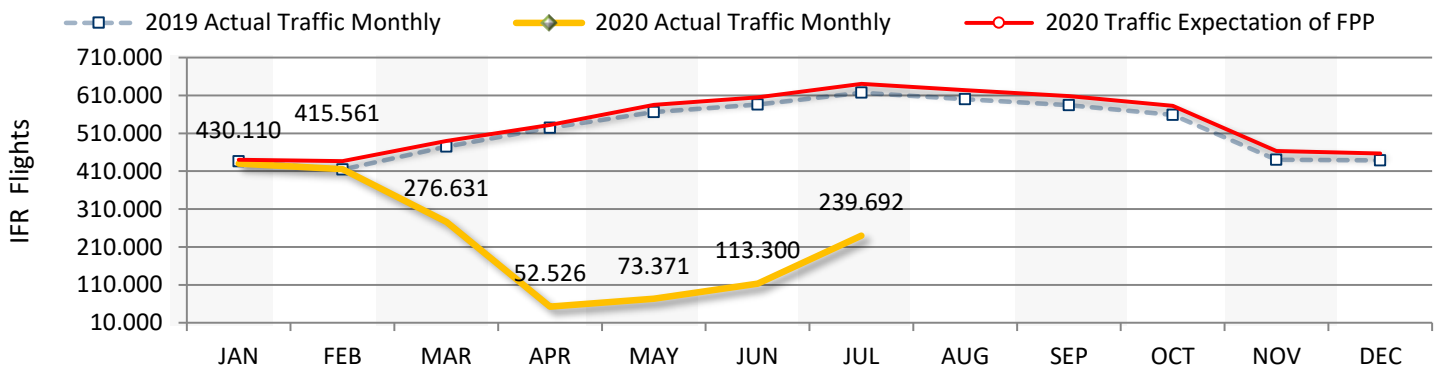
Airline-wise

There has been little change in capacity across the top ten airlines in the last week. Airline capacity in the Middle East is mostly hit because of the absence of A380 services. Aside from Southwest Airlines and Ryanair, who have added some 140,000 and 35,000 additional seats respectively this week, most airlines seem to have reached what could be their peak capacity week for the rest of the year. Many globally recognized airlines continue to remain almost grounded. Singapore Airlines will operate only 6% of its January capacity this week, while Cathay Pacific will operate just over 10%. The outlook for the coming winter season is gloomy. We remain at half of the capacity operated in January 2020; some 5,400 (22%) of all routes operated are currently not served. (Source: <https://simpleflying.com/global-aviation-recovery-status/>).

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	3.618.736
2020 Actual Traffic Monthly	430.110	415.561	276.631	52.526	73.371	113.300	239.692						1.601.191
Growth (%)	-1,3 %	0,3 %	-41,7 %	-90,0 %	-87,0 %	-80,7 %	-61,2 %						-55,8 %
2020 Traffic Expectation of FPP	440.186	436.609	490.117	531.721	585.472	604.612	640.569	624.188	608.495	582.617	463.715	456.759	6.465.057
2020 Traffic Evolution (%)	-2,3 %	-4,8 %	-43,6 %	-90,1 %	-87,5 %	-81,3 %	-62,6 %						
2020 Traffic Cumulated (%)	-2,3 %	-3,5 %	-17,9 %	-38,1 %	-49,8 %	-55,9 %	-57,1 %						

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.

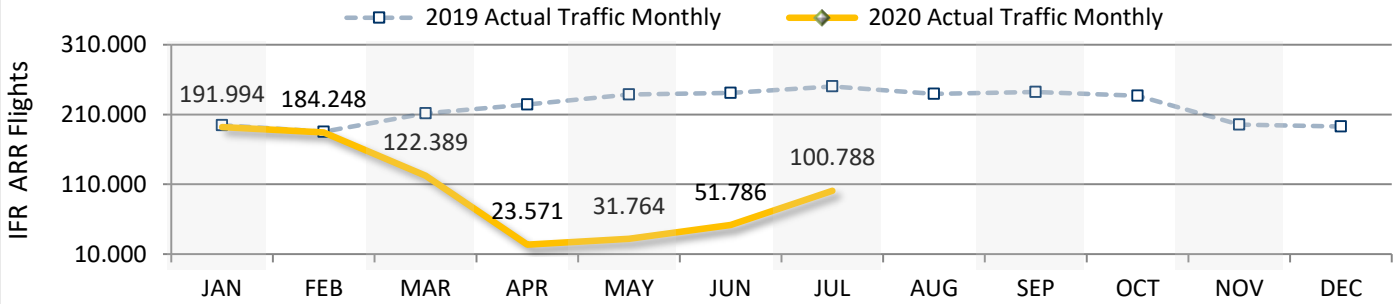


	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
skeyes													
2019 Actual Traffic Monthly	46.085	42.458	49.539	53.761	57.702	58.513	62.239	59.274	59.410	57.544	46.709	46.631	370.297
2020 Actual Traffic Monthly	44.865	43.754	30.860	7.531	9.492	13.158	26.574						176.234
Growth (%)	-2,6 %	3,1 %	-37,7 %	-86,0 %	-83,5 %	-77,5 %	-57,3 %						-52,4 %
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	1.800.684
2020 Actual Traffic Monthly	218.493	209.352	141.583	32.194	42.441	60.990	115.966						821.019
Growth (%)	-1,6 %	-1,1 %	-41,2 %	-87,5 %	-85,0 %	-78,7 %	-61,3 %						-54,4 %
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	1.923.408
2020 Actual Traffic Monthly	217.787	213.859	140.091	19.006	27.568	49.864	131.894						800.069
Growth (%)	-1,7 %	1,9 %	-42,7 %	-93,3 %	-90,9 %	-84,5 %	-61,2 %						-58,4 %
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	365.451
2020 Actual Traffic Monthly	46.552	44.046	32.102	6.404	9.188	12.648	22.853						173.793
Growth (%)	1,0 %	-0,7 %	-36,4 %	-88,0 %	-84,0 %	-77,4 %	-60,3 %						-52,4 %
MUAC													
2019 Actual Traffic Monthly	138.773	129.324	147.712	154.875	164.086	166.793	176.133	173.200	168.761	166.082	137.728	139.287	1.077.696
2020 Actual Traffic Monthly	133.754	127.979	91.834	18.524	24.874	32.882	65.761						495.608
Growth (%)	-3,6 %	-1,0 %	-37,8 %	-88,0 %	-84,8 %	-80,3 %	-62,7 %						-54,0 %
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	767.497
2020 Actual Traffic Monthly	90.405	88.622	52.617	8.004	11.569	20.805	50.662						322.684
Growth (%)	1,2 %	2,7 %	-47,2 %	-92,8 %	-90,4 %	-83,6 %	-62,0 %						-58,0 %

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	1.546.001
2020 Actual Traffic Monthly	191.994	184.248	122.389	23.571	31.764	51.786	100.788						706.540
Growth (%)	-1,5 %	-0,6 %	-42,2 %	-89,5 %	-86,7 %	-78,5 %	-59,7 %						-54,3 %

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	21.941
2020 Actual Traffic Monthly	2.880	2.741	1.942	564	696	1.111	1.856						11.790
Growth (%)	5,6 %	3,8 %	-35,4 %	-82,8 %	-79,8 %	-67,5 %	-45,6 %						-46,3 %

	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	76.053
2020 Actual Traffic Monthly	9.686	9.401	6.802	2.282	2.766	3.256	5.436						39.629
Growth (%)	-1,2 %	6,5 %	-33,9 %	-79,4 %	-76,5 %	-72,1 %	-56,9 %						-47,9 %

	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	618.019
2020 Actual Traffic Monthly	75.189	72.929	48.623	11.000	13.304	19.213	34.831						275.089
Growth (%)	-3,9 %	-3,9 %	-43,2 %	-87,6 %	-86,2 %	-79,8 %	-64,5 %						-55,5 %

	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	550.439
2020 Actual Traffic Monthly	67.423	64.708	41.799	6.209	9.982	20.162	42.454						252.737
Growth (%)	1,0 %	2,2 %	-43,1 %	-92,3 %	-88,2 %	-77,3 %	-54,3 %						-54,1 %

	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	147.073
2020 Actual Traffic Monthly	19.189	17.942	12.910	2.280	3.152	4.385	8.373						68.231
Growth (%)	1,0 %	-0,4 %	-36,6 %	-89,4 %	-86,3 %	-80,4 %	-63,5 %						-53,6 %

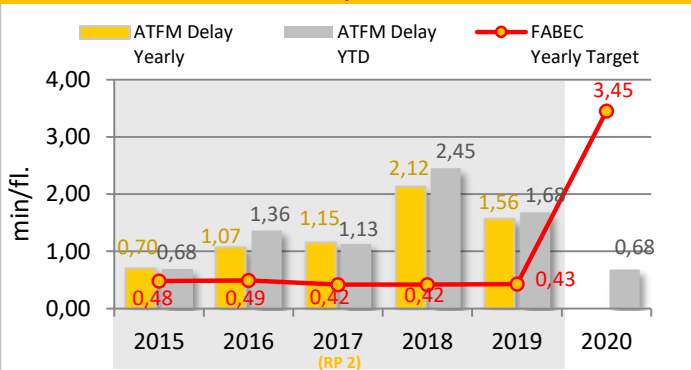
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
skyguide													
2019 Actual Traffic Monthly	18.280	16.723	19.059	18.777	19.572	19.677	20.388	19.714	19.568	19.206	15.962	17.215	132.476
2020 Actual Traffic Monthly	17.627	16.527	10.313	1.236	1.864	3.659	7.838						59.064
Growth (%)	-3,6 %	-1,2 %	-45,9 %	-93,4 %	-90,5 %	-81,4 %	-61,6 %						-55,4 %

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

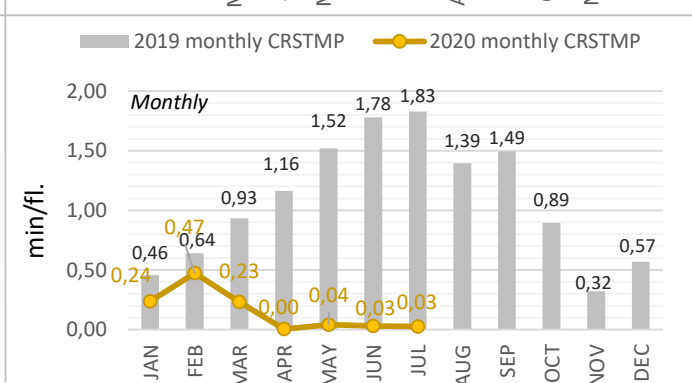
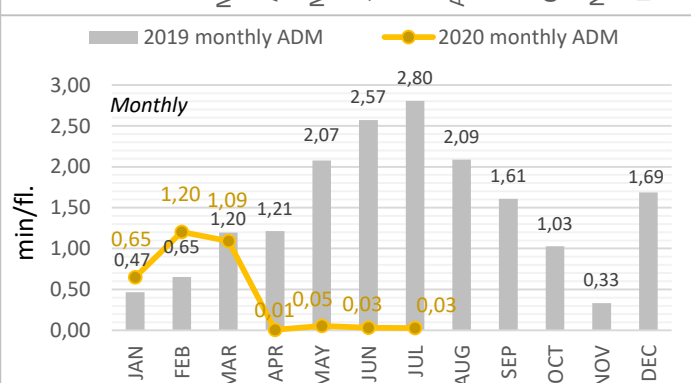
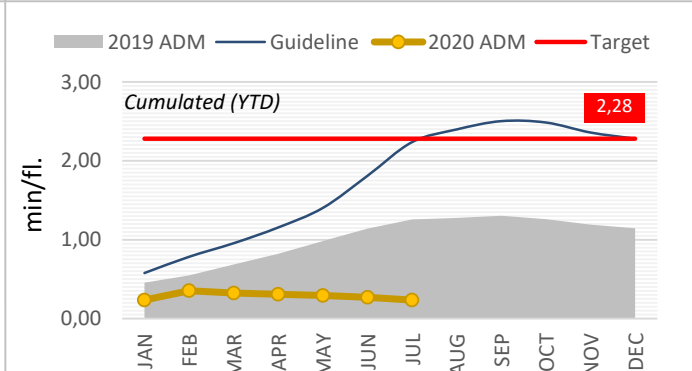
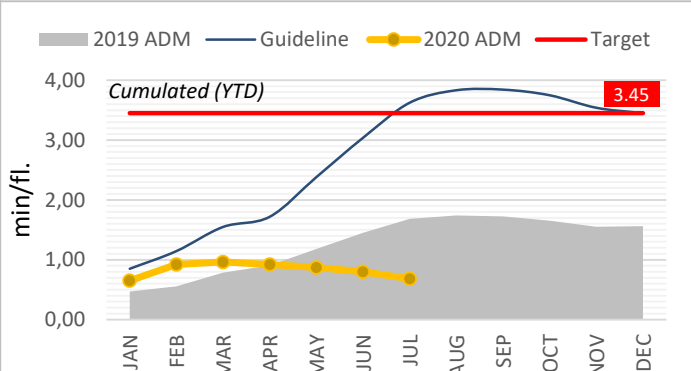
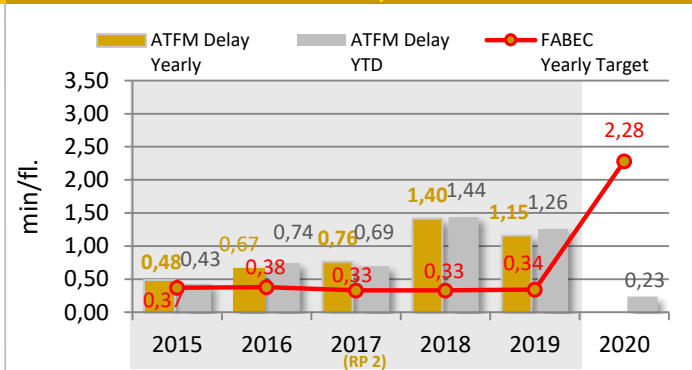
	YTD 2020	YTD 2019		YTD 2020	YTD 2019
En-route Delay All causes	0,68	1,68	En-route Delay CRSTMP causes	0,23	1,26
FABEC Target (yearly value)	3,45		FABEC Target (yearly value)	2,28	
Guideline	3,62		Guideline	2,24	
Minute ('000) ALL causes	1.096	6.089	Minute ('000) CRSTMP causes	375	4.550
Diff. 2020 - 2019	- 82,0 %		Diff. 2020 - 2019	- 92 %	
Traffic ('000)	1.601	3.619	<i>Potential savings (*) due to underbid the delay Target</i>		
Diff. 2020 - 2019	- 55,8 %		<i>(all Causes) in Mio EURO (YTD)</i> ▶ 0,0		

* Cost of ATFM-delay per min = 87 €

All Delay Causes



CRSTMP Delay Causes

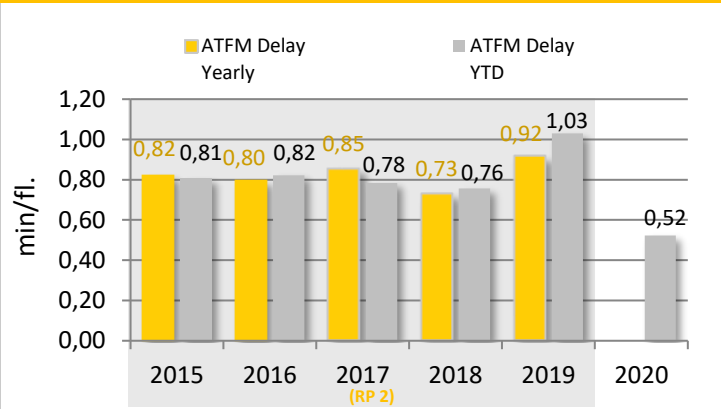


The guideline for the en-route ATFM delay per movement is a basic cumulative extrapolation of the previous three years monthly allocation and is designed to give an impression, how the YTD figures should be, in order to reach the yearly 2020 published targets (3,45 min per flight for all delay causes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

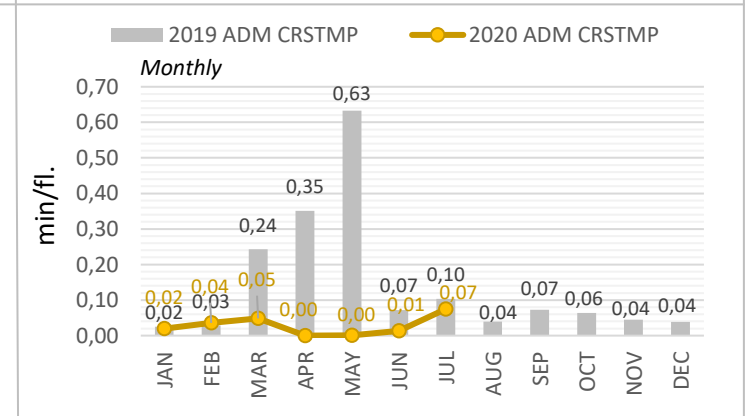
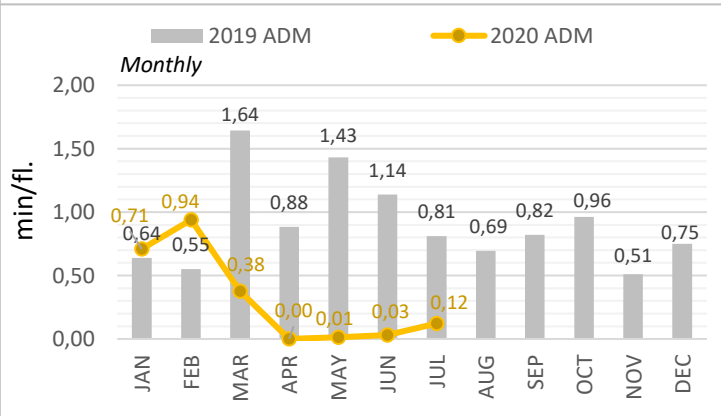
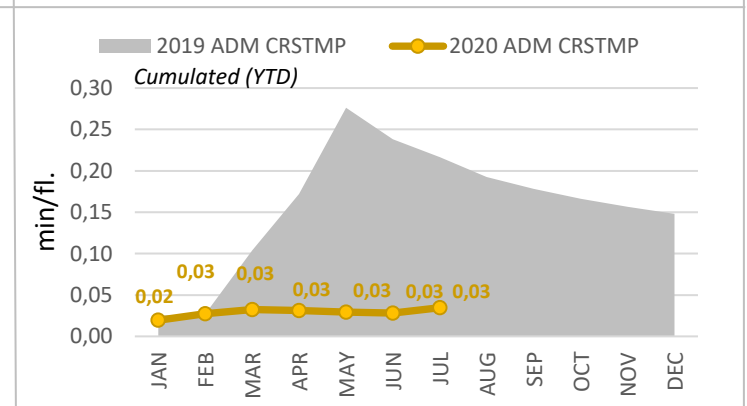
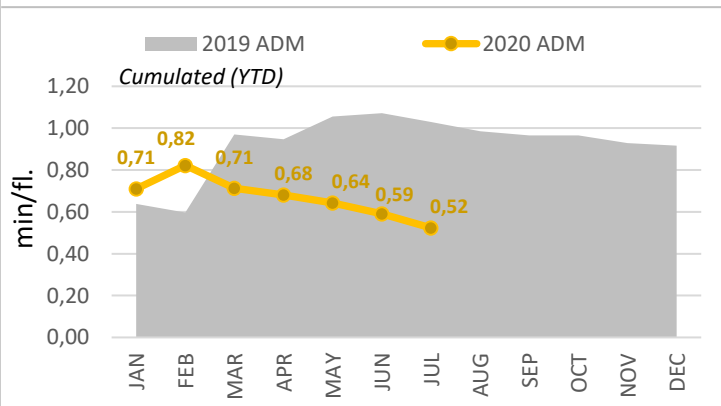
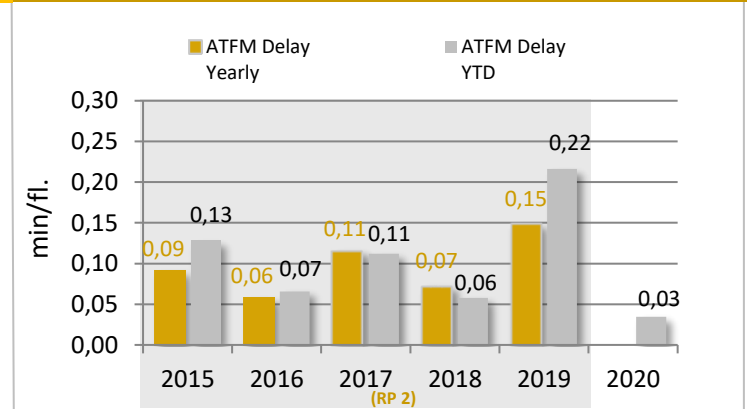
KPI #2: Arrival ATFM delay per controlled flight (FABEC)

	YTD 2020	YTD 2019		YTD 2020	YTD 2019
Arrival Delay All causes	0,52	1,03	Arrival Delay CRSTMP causes	0,03	0,22
<i>Diff. 2020 - 2019</i>	- 49 %		<i>Diff. 2020 - 2019</i>	- 84 %	
Minute ('000) ALL causes	370	1.592	Minute ('000) CRSTMP causes	24	334
<i>Diff. 2020 - 2019</i>	- 77 %		<i>Diff. 2020 - 2019</i>	- 93 %	
Traffic ('000)	707	1.546			
<i>Diff. 2020 - 2019</i>	- 54,3 %				

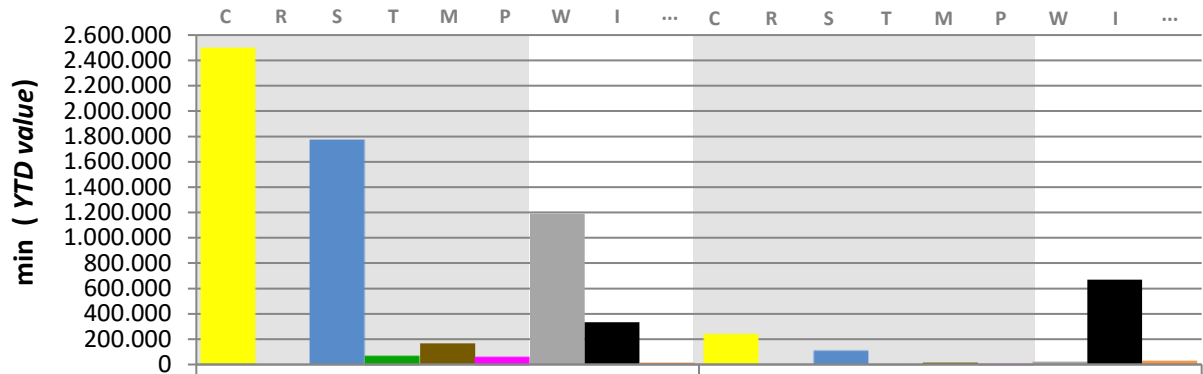
All Delay Causes



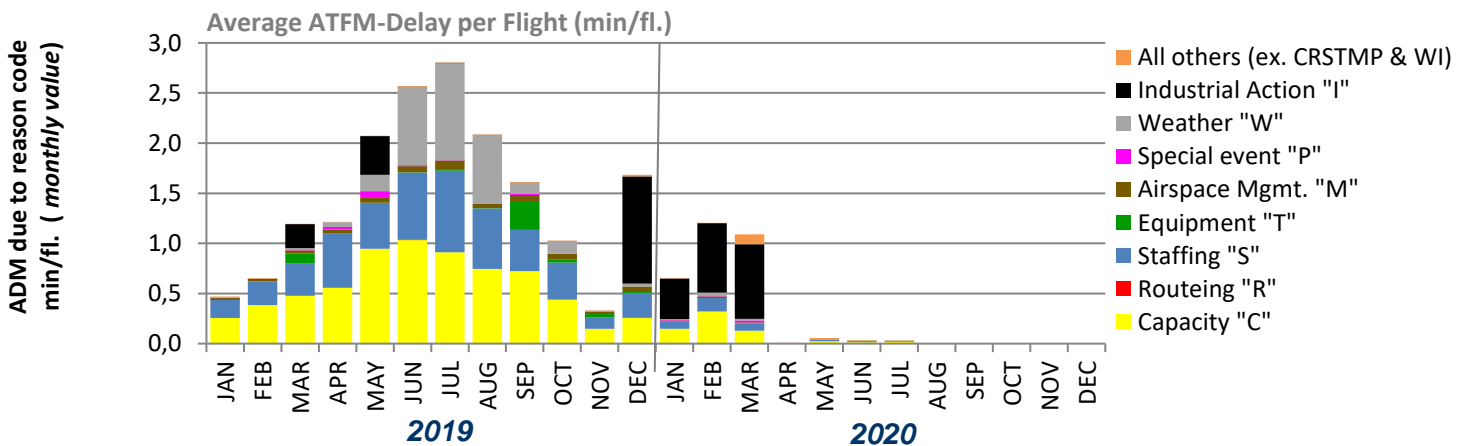
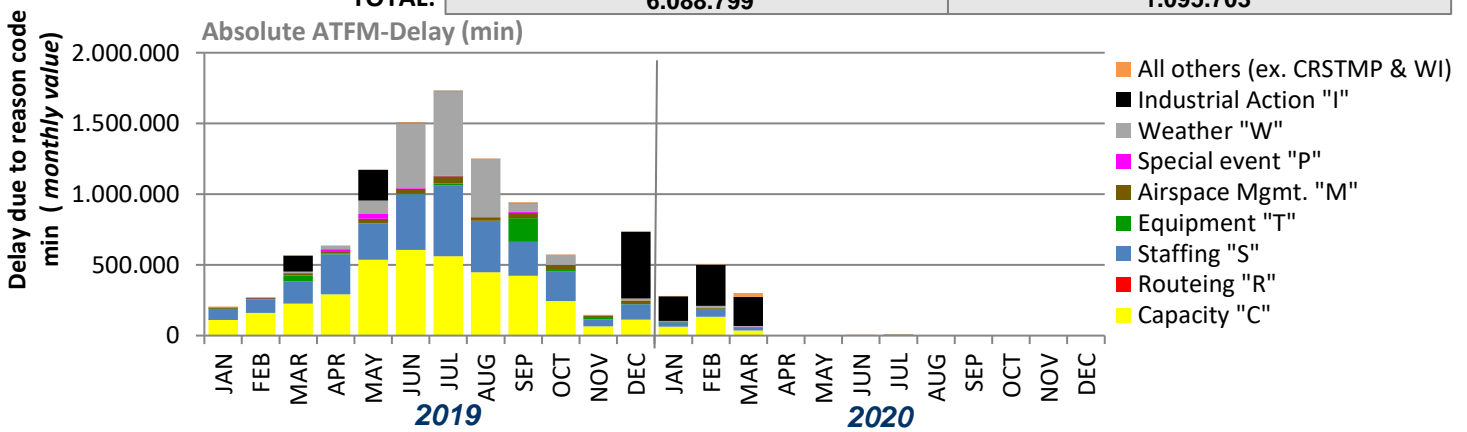
CRSTMP Delay Causes



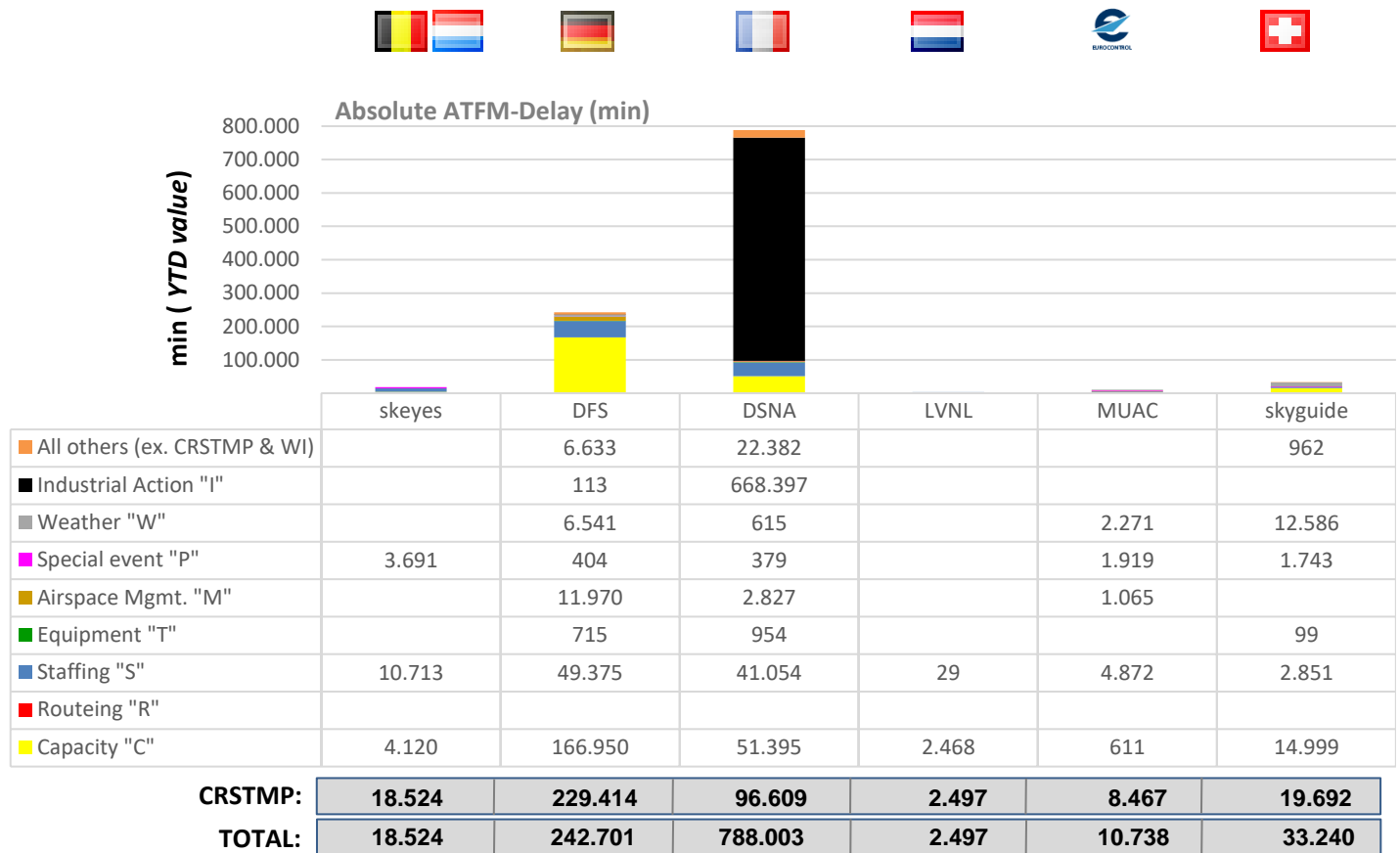
KPI #1: En-route ATFM delay per reason code (FABEC)



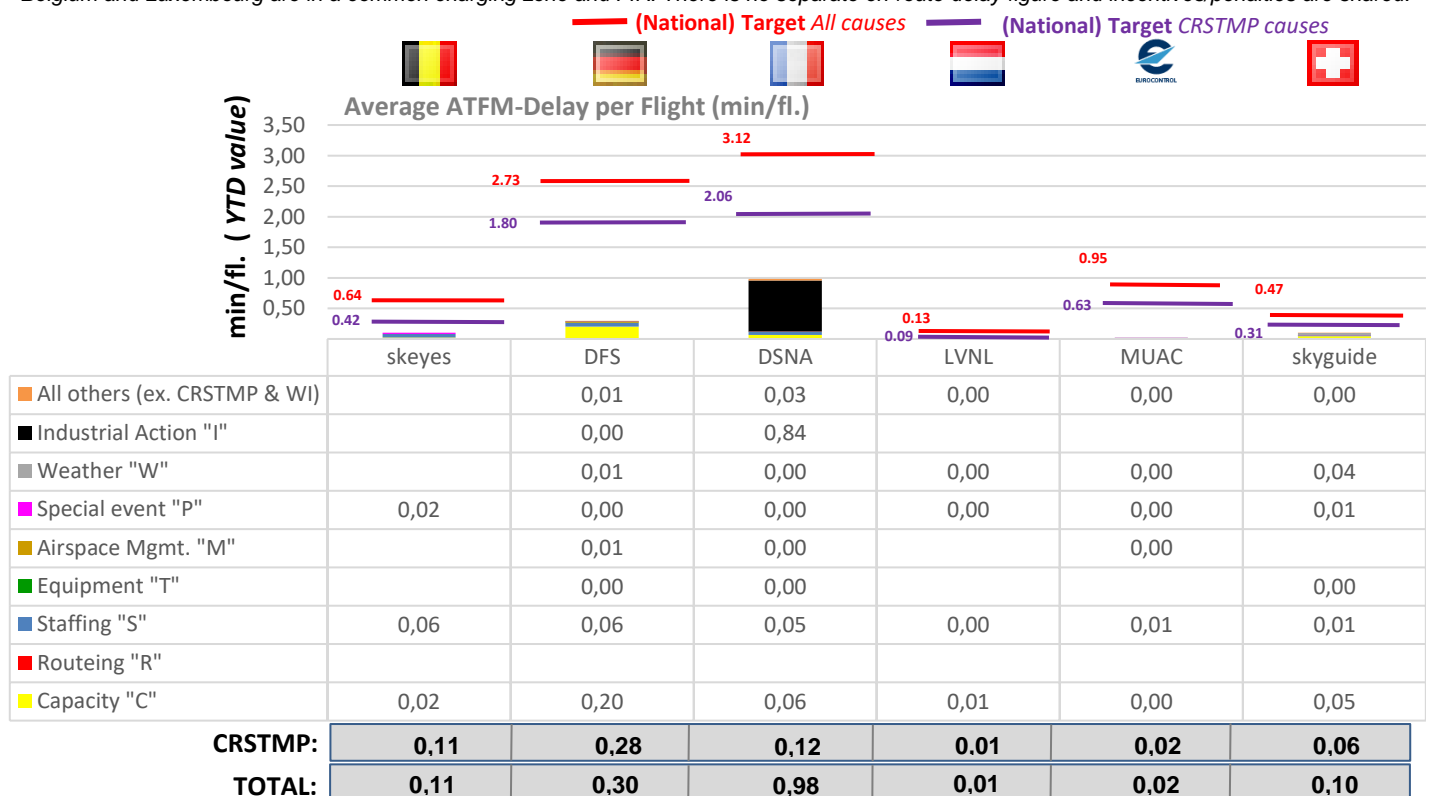
Delay due to reason code:	2019	2020
Capacity "C"	2.494.809	240.543
Routeing "R"	127	0
Staffing "S"	1.765.359	108.894
Equipment "T"	65.064	1.768
Airspace Mgmt. "M"	168.084	15.862
Special event "P"	56.857	8.136
Weather "W"	1.189.660	22.013
Industrial Action "I"	333.953	668.510
All others (ex. CRSTMP & WI)	14.886	29.977
CRSTMP:	4.550.300	375.203
TOTAL:	6.088.799	1.095.703



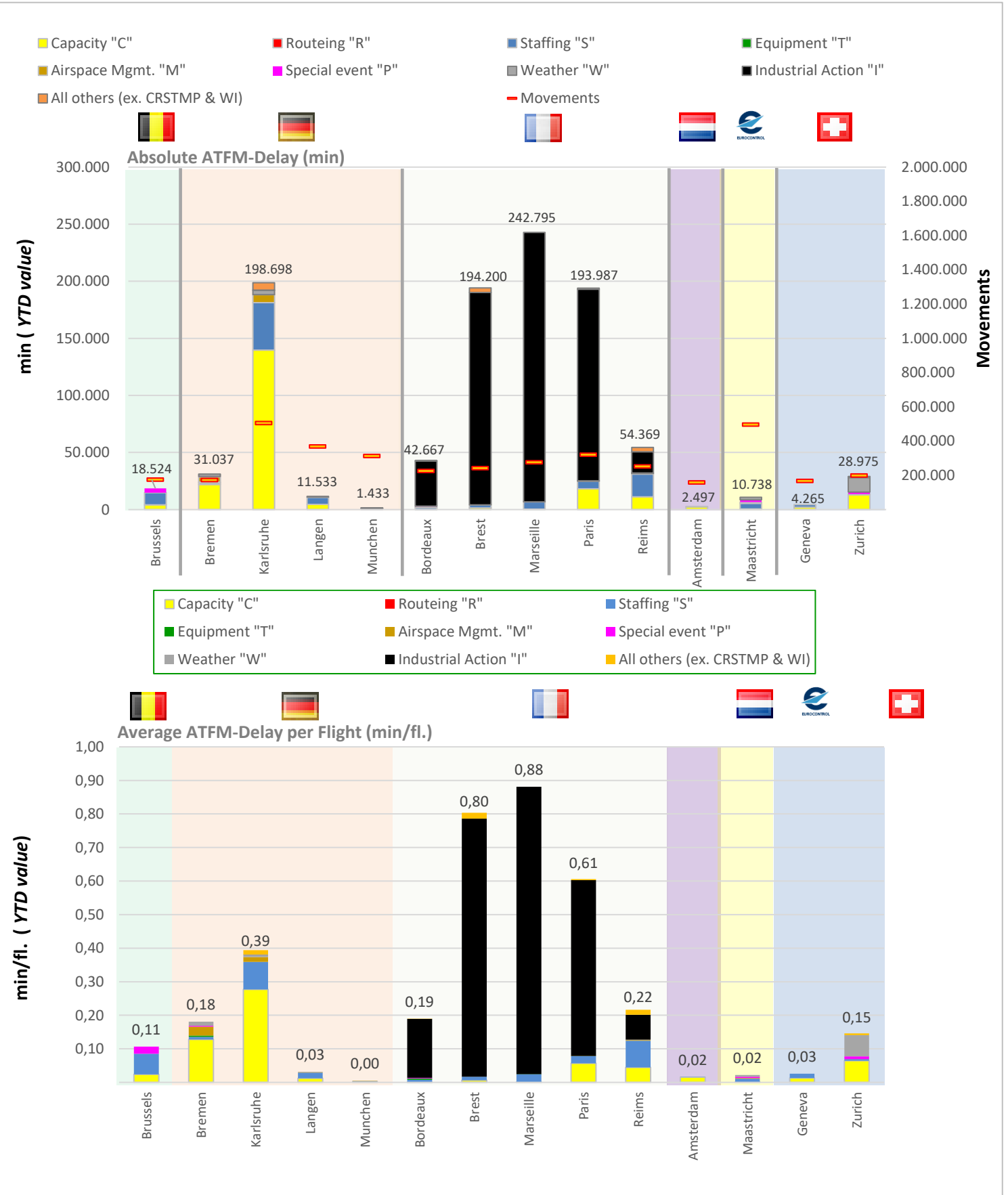
KPI #1: En-route ATFM delay per controlled flight (ANSP)



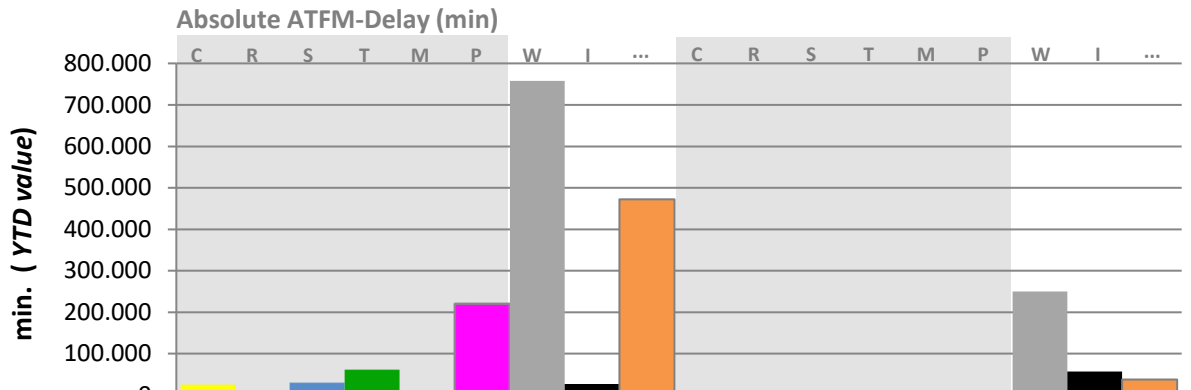
*Belgium and Luxembourg are in a common charging zone and FIR. There is no separate en-route delay figure and incentives/penalties are shared.



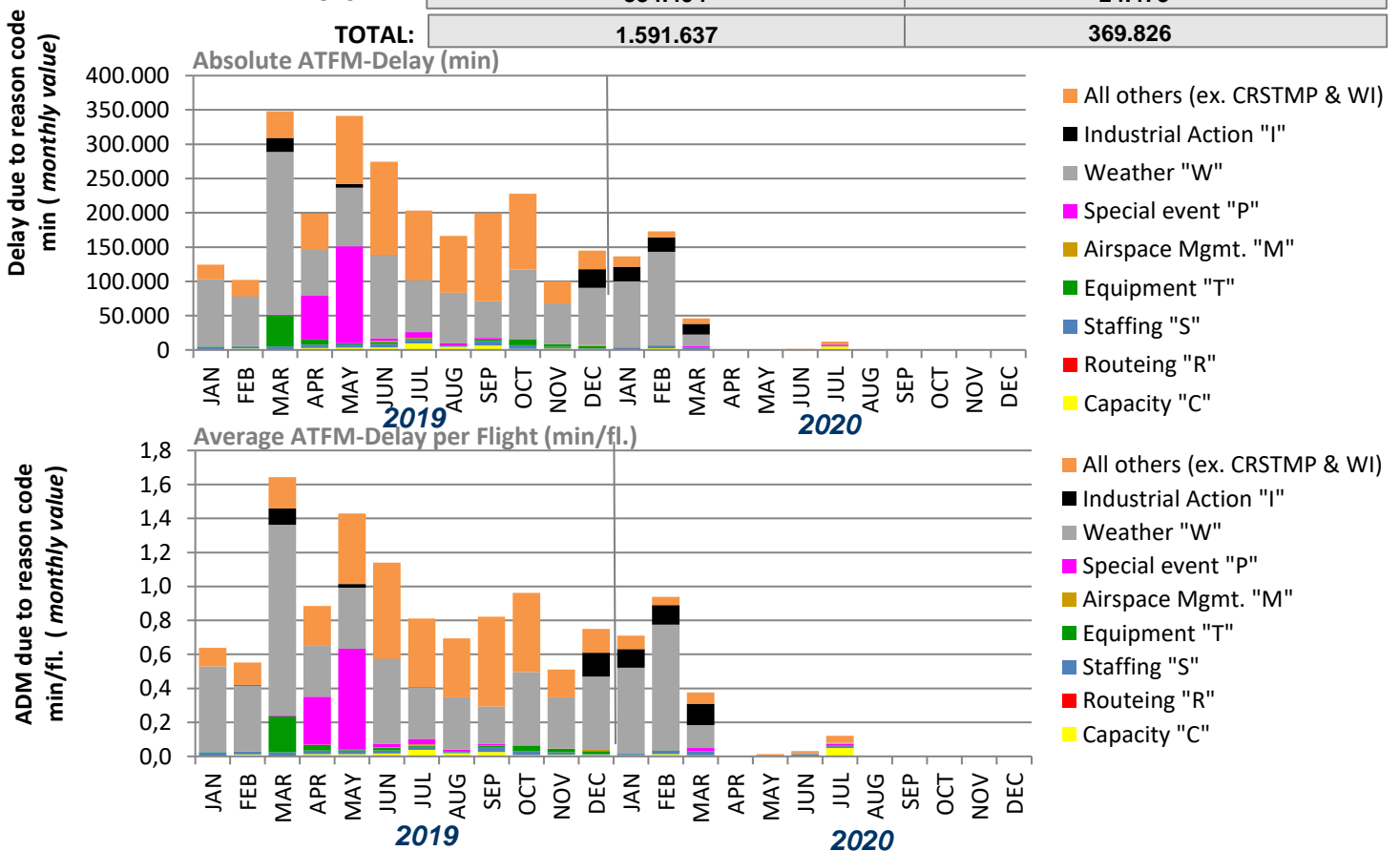
KPI #1: En-route ATFM delay per controlled flight (ACC)



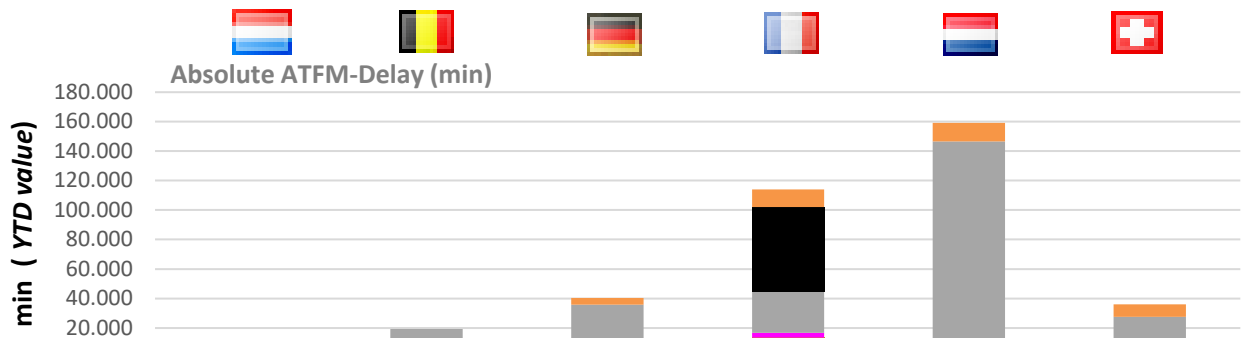
KPI #2: Arrival ATFM delay per reason code (FABEC)



Delay due to reason code:	2019	2020
Capacity "C"	23.637	9.187
Routeing "R"	0	0
Staffing "S"	30.144	10.101
Equipment "T"	59.454	1.105
Airspace Mgmt. "M"	2.970	147
Special event "P"	218.289	3.935
Weather "W"	757.744	250.310
Industrial Action "I"	26.955	57.406
All others (ex. CRSTMP & WI)	472.444	37.635
CRSTMP:	334.494	24.475
TOTAL:	1.591.637	369.826



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



	ANA LUX	skeyes	DFS	DSNA	LVNL	skyguide
All others (ex. CRSTMP & WI)			4.479	12.086	12.710	8.360
Industrial Action "I"				57.406		
Weather "W"	1.134	17.673	34.929	27.824	145.897	22.853
Special event "P"		375		3.298		262
Airspace Mgmt. "M"				147		
Equipment "T"				1.105		
Staffing "S"		1.200	410	4.423		4.068
Routeing "R"						
Capacity "C"			450	7.766	574	397
CRSTMP:		1.575	860	16.739	574	4.727
TOTAL:	1.134	19.248	40.268	114.055	159.181	35.940



	ANA LUX	skeyes	DFS	DSNA	LVNL	skyguide
All others (ex. CRSTMP & WI)		0,00	0,02	0,05	0,19	0,14
Industrial Action "I"				0,23		
Weather "W"	0,10	0,45	0,13	0,11	2,14	0,39
Special event "P"		0,01	0,00	0,01	0,00	0,00
Airspace Mgmt. "M"				0,00		
Equipment "T"				0,00	0,00	
Staffing "S"		0,03	0,00	0,02		0,07
Routeing "R"						
Capacity "C"			0,00	0,03	0,01	0,01
CRSTMP:	0,00	0,04	0,00	0,07	0,01	0,08
TOTAL:	0,10	0,49	0,15	0,45	2,33	0,61

Glossary

KPI #1:

KPI #1 is set by IR (EU) 2019/317 and is expressed in minutes per flight. The EU-wide targets set for RP3 for this indicator are for 2020: 0.9 min/fl., 2021: 0.9 min/fl., 2022: 0.7 min/fl., 2023: 0.5 min/fl., 2024: 0.5 min/fl.

The targets set at FABEC level are as follows for the indicator 'En-route ATFM delay (all regulation causes) per controlled flight' for 2020: 3.45 min/fl., 2021: 3.88 min/fl., 2022: 3.61 min/fl., 2023: 2.19 min/fl., 2024: 1.78 min/fl.

The targets set at FABEC level are as follows for the indicator 'En-route ATFM delay (CRSTMP regulation causes) per controlled flight' for 2020: 2.28 min/fl., 2021: 2.56 min/fl., 2022: 2.38 min/fl., 2023: 1.45 min/fl., 2024: 1.17 min/fl.

KPI #2:

KPI #2 is set by IR (EU) 2019/317 and is expressed in minutes per flight. For this indicator, no targets have been defined at EU and FABEC level for RP3. The targets have been set at local level.

Cause	CODE	Guidelines for Application
ATC Capacity	C	En Route: Demand exceeds or complexity reduces declared or expected ATC capacity Airport: Demand exceeds declared or expected ATC capacity.
ATC Industrial Action	I	Reduction in any capacity due to industrial action by ATC staff
ATC Routeings	R	Network solutions / scenarios used to balance demand and capacity
ATC Staffing	S	Unplanned staff shortage reducing expected capacity.
ATC Equipment	T	Reduction of expected or declared capacity due to the non-availability or degradation of equipment used to provide an ATC service.
Accident / Incident	A	Reduction of expected ATC capacity due to an aircraft accident / incident.
Aerodrome Capacity	G	Reduction in declared or expected capacity due to the degradation or non-availability of infrastructure at an airport. e.g. Work in Progress, shortage of aircraft stands etc. Or when demand exceeds expected aerodrome capacity.
Equipment NON ATC- to be Aerodrome Services	E	Reduced capacity due to the degradation or non-availability of support equipment at an airport e.g. Fire Service, De-icing / snow removal equipment or other ground handling equipment.
Industrial Action NON ATC	N	A reduction in expected / planned capacity due to industrial action by non ATC personnel.
Airspace Management	M	Reduction in declared or expected capacity following changes in airspace / route availability due to small scale military activity.
Special Event	P	Reduction in planned, declared or expected capacity or when demand exceeds the above capacities as a result of a major sporting, governmental or social event. It may also be used for ATM system upgrades and transitions. Large multinational military exercises may also use this reason. This category should only be used with prior approval during the planning process.
Weather	W	Reduction in expected capacity due to any weather phenomena. This includes where weather impacts airport infrastructure capacity, but where aerodrome services are operating as planned / expected.
Environmental Issues	V	Reduction in any capacity or when demand exceeds any capacity due to agreed local noise, runway usage or similar procedures. This category should only be used with prior agreement in the planning process.
Other	O	This should only be used in exceptional circumstances when no other category is sufficient. An explanatory ANM remark MUST be given to allow post ops analysis.

CRSTMP:

ATC Capacity (**C**), ATC Routeings (**R**), ATC Staffing (**S**), ATC Equipment (**T**), Airspace Management (**M**), Special Event (**P**); a set of regulation codes which are defined in the Common Charging Scheme Regulation (IR 2019/317) and subject to financial incentive.

Note: Arrival figures (traffic and delay) do only include EBBR and EBLG for Belgium and only EHAM for the Netherlands.

TABLE OF ABBREVIATIONS

ADM - Average en-route ATFM Delay per Movement

ANSP - Air Navigation Service Provider

ATFM - Air Traffic Flow Management

ANM - Aeronautical Notification Message

FABEC - Functional Airspace Block Europe Central

ATM - Air Traffic Management

PRU - Performance Review Unit

YTD - Year to Date value

FPP - FABEC Performance Plan

CODA - Central Office for Delay Analysis

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Notice

The FABEC PMG has made every effort to ensure that the information and analysis contained in this document are as accurate and complete as possible.

Only information from quoted sources has been used and information relating to named parties has been checked with the parties concerned.

Despite these precautions, should you find any errors or inconsistencies we would be grateful if you could please bring them to the FABEC PMGs attention.