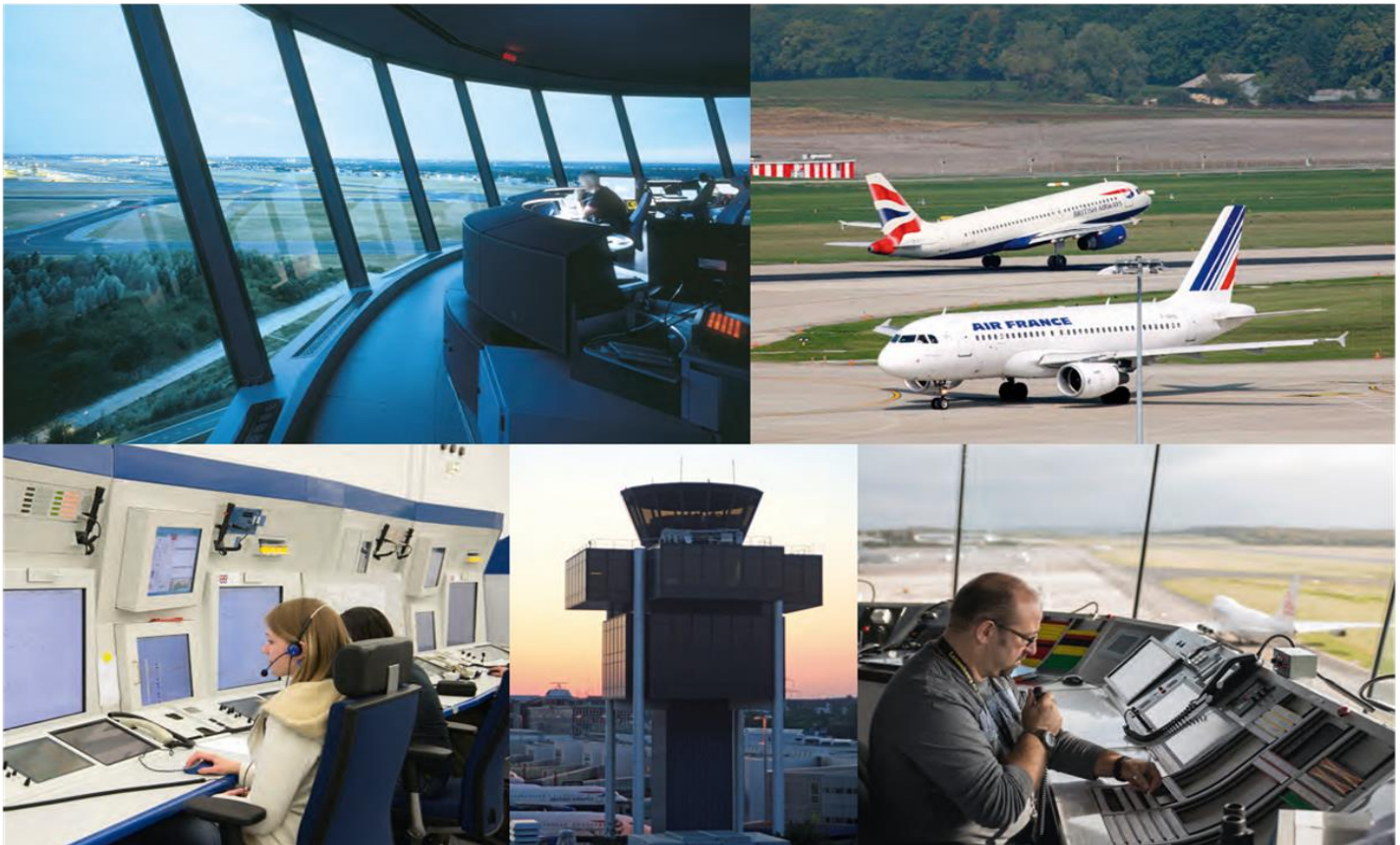




PERFORMANCE REPORT 2020 - 2024

# CAPACITY

October 2021



making the difference

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## Description & Analysis

### Europe

Traffic in October was at 73.3% of October 2019 levels. In October, the network traffic was aligned with the high end of the latest EUROCONTROL traffic scenarios published on 15 October 2021. On average, the network saw 23,231 flights/day. The peak day was 01 October (25,915 flights) with traffic at 75.4% of 2019 levels. Fridays were the busiest days throughout the month with an average of 25,656 flights/day. Ryanair remained by far the busiest carrier in October with on average 2,325 flights/day, followed by Turkish Airlines (1,195 flights/day), easyJet (1,060 flights/day) and Lufthansa (923 flights/day). The busiest airport was Amsterdam/Schiphol (1,065 flights/day), followed by IGA Istanbul (984 flights/day), Frankfurt/Main (968 flights/day) and Paris/Charles de Gaulle (865 flights/day).

Three market segments were above October 2019 traffic levels and they were Business Aviation (+25.3%), Charter (+12.6%) and All-Cargo (+4.2%). The Low-Cost segment continued to outpace Traditional Scheduled, but both segments stabilized at -27.0% and -39.4% respectively compared with October 2019.

Finland, Israel and Ireland remained the most impacted countries in terms of traffic reduction compared to 2019. Germany (4,186 flights/day), Spain (3,797 flights/day) and United Kingdom (3,634 flights/day) recorded the highest traffic levels in the network.

There was a total of 391,328 minutes of ATFM delay in October. The flow measures were mainly applied in Reims ACC, Karlsruhe UAC and Amsterdam/Schiphol airport. En-route delays accounted for 55.3% for these ATFM delays and airports for 44.7%. Network departure and arrival punctuality remained stable at around 79% and 81% respectively. With fewer airspace constraints, the network excess fuel burn indicator remained low compared to 2019 (Source: NM).

### Delays from the passengers' point of view

For Oktober 2021, the Central Office for Delay Analysis (CODA) reported that the average delay per flight on departure was 7.3 minutes per flight - an increase of 2.3 minutes per flight compared to Oktober 2020. 20% of the total delay can be attributable to air traffic control. Airlines caused 54% 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 24% can be allocated to other reasons (Source: CODA Dashboard-09-2021, Date 22/11/2021).

### FABEC

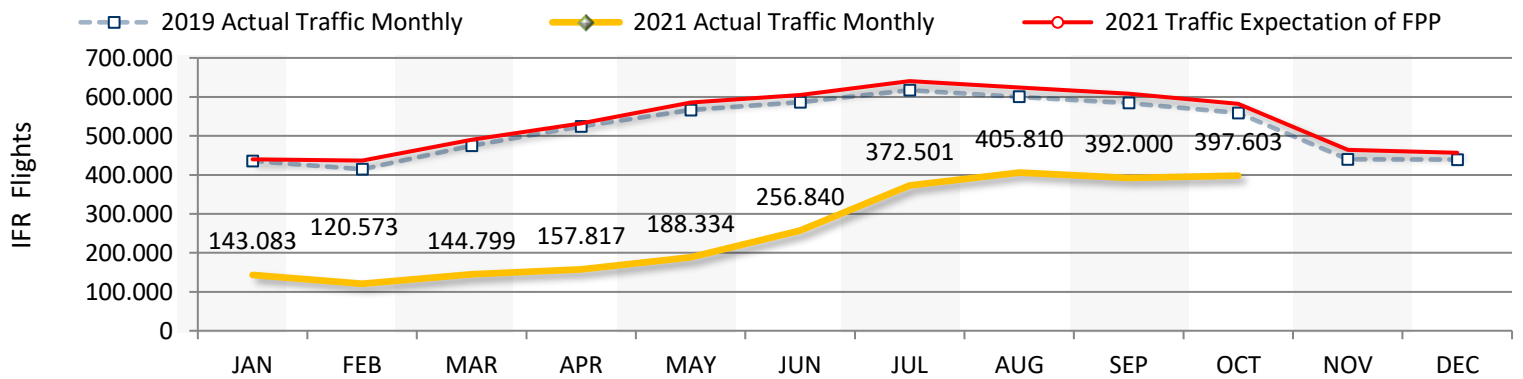
In the FABEC area, traffic decreased by 28.9% in October 2021 compared to the same month in 2019, leading to a 51.9% traffic decrease YTD. Traffic was down in a similar way in all ANSPs, from -31.1% in DFS, -29.3% in MUAC to -25.3% in DSNA or -24.3% in skyguide. Airport traffic was down to a similar extent (-31.0% in the FABEC area) but with more disparities between ANSPs. Landings decreased by 37.1% in DFS, 29.1% in skyguide, but "only" 26.1% in DSNA or 22.3% in ANA LUX.

In October 2021, Reims ACC (63 574 min), Karlsruhe UAC (45 153 min) and Bremen ACC (30 058 min) were the units to generate en-route ATFM delays. In Reims, delays were due to 'Staffing' (77%), 'ATC-Capacity' (22%) and 'Weather' (1%). In Karlsruhe, delays were due to 'ATC-Capacity' (70%), 'Staffing' (24%), 'Weather' (5%) and 'Airspace Management' (1%); in Bremen, 'ATC-Capacity' (75%), 'Staffing' (23%) and 'Weather' (2%).

Airport ATFM delays were mainly generated in Amsterdam/Schiphol/EHAM (33 712 min), Berlin-Brandenburg/EDDB (21 931 min), Frankfurt Main/EDDF (7 378 min) and Koeln-Bonn/EDDK (6 389 min). In Amsterdam Schiphol, delays were due to 'Weather' (93%), 'Aerodrome Capacity (non-ATC)' (5%), 'Aerodrome Capacity-ATC' (1%) and 'Aerodrome Services' (1%); in Berlin Brandenburg, 'Aerodrome Capacity (non-ATC)' (94%) and 'Weather' (6%); in Frankfurt Main, 'Weather' (100%); in Koeln-Bonn, 'Aerodrome Capacity (non-ATC)' (82%), 'Weather' (12%) and 'Aerodrome Services' (6%).

## FABEC TRAFFIC DEVELOPMENT (*en-route*)

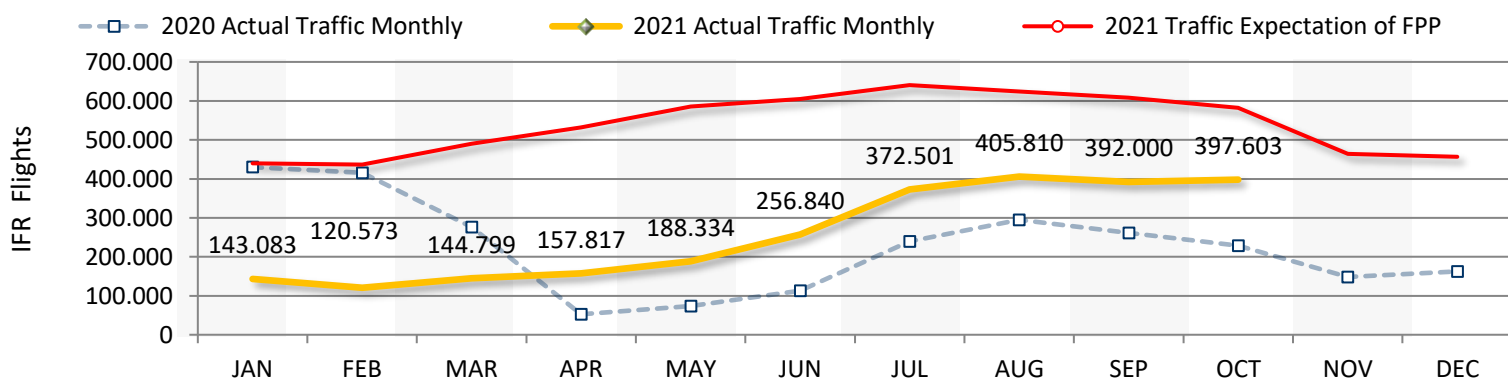
FABEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
2019 Actual Traffic Monthly	435.809	414.272	474.729	524.490	566.051	586.281	617.104	600.261	584.310	558.973	439.854	438.590	5.362.280
2021 Actual Traffic Monthly	143.083	120.573	144.799	157.817	188.334	256.840	372.501	405.810	392.000	397.603			2.579.360
Growth (%)	-67,2 %	-70,9 %	-69,5 %	-69,9 %	-66,7 %	-56,2 %	-39,6 %	-32,4 %	-32,9 %	-28,9 %			-51,9 %
2021 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
2021 Traffic Evolution (%)	-67,5 %	-72,4 %	-70,5 %	-70,3 %	-67,8 %	-57,5 %	-41,8 %	-35,0 %	-35,6 %	-31,8 %			
2021 Traffic Cumulated (%)	-67,5 %	-69,9 %	-70,1 %	-70,2 %	-69,6 %	-67,3 %	-62,9 %	-58,9 %	-56,0 %	-53,5 %			



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
<b>skeyes</b>													
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	546.525
2021 Actual Traffic Monthly	16.463	14.094	16.118	17.943	21.059	28.862	39.735	41.471	41.821	42.447			280.013
Growth (%)	-64,3 %	-66,8 %	-67,5 %	-66,6 %	-63,5 %	-50,7 %	-36,2 %	-30,0 %	-29,6 %	-26,2 %			-48,8 %
<b>DFS</b>													
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	2.669.490
2021 Actual Traffic Monthly	69.223	58.987	73.586	82.028	92.241	121.837	173.210	188.953	188.222	196.416			1.244.703
Growth (%)	-68,8 %	-72,1 %	-69,4 %	-68,2 %	-67,3 %	-57,4 %	-42,2 %	-35,3 %	-35,5 %	-31,1 %			-53,4 %
<b>DSNA</b>													
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	2.858.806
2021 Actual Traffic Monthly	74.364	60.927	71.495	78.739	101.198	144.886	217.301	233.949	219.460	218.318			1.420.637
Growth (%)	-66,4 %	-71,0 %	-70,7 %	-72,2 %	-66,5 %	-55,0 %	-36,1 %	-29,0 %	-30,1 %	-25,3 %			-50,3 %
<b>LVNL</b>													
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	536.801
2021 Actual Traffic Monthly	17.808	13.733	16.695	18.430	21.043	25.726	37.108	40.138	39.398	40.584			270.663
Growth (%)	-61,4 %	-69,0 %	-66,9 %	-65,5 %	-63,4 %	-54,0 %	-35,6 %	-29,8 %	-30,8 %	-29,0 %			-49,6 %
<b>MUAC</b>													
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	1.585.739
2021 Actual Traffic Monthly	44.474	34.373	41.453	46.276	52.330	69.124	98.093	109.221	110.820	117.451			723.615
Growth (%)	-68,0 %	-73,4 %	-71,9 %	-70,1 %	-68,1 %	-58,6 %	-44,3 %	-36,9 %	-34,3 %	-29,3 %			-54,4 %
<b>skyguide</b>													
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	1.134.874
2021 Actual Traffic Monthly	26.405	22.687	28.012	32.619	39.721	54.940	83.886	91.102	86.948	87.464			553.784
Growth (%)	-70,4 %	-73,7 %	-71,9 %	-70,5 %	-67,2 %	-56,8 %	-37,1 %	-28,7 %	-29,9 %	-24,3 %			-51,2 %

## FABEC TRAFFIC DEVELOPMENT (*en-route*)

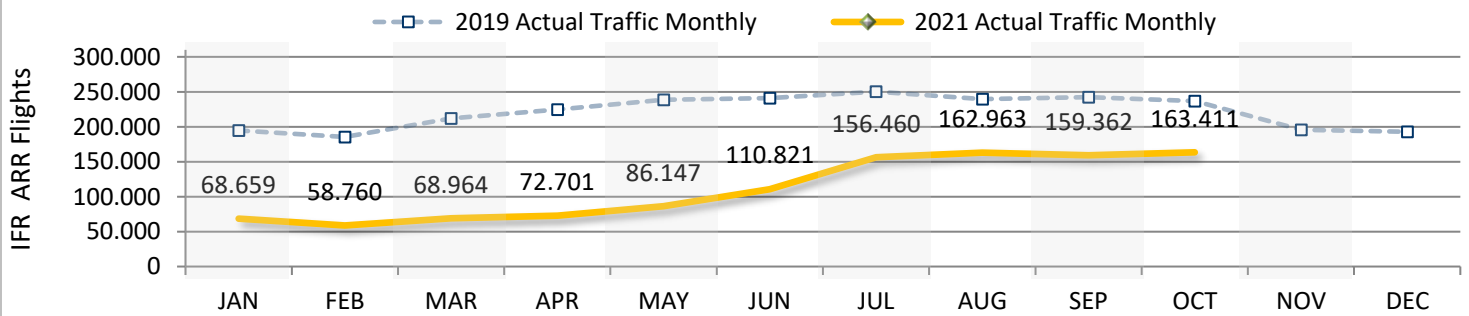
FABEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
2020 Actual Traffic Monthly	430.110	415.561	276.631	52.526	73.371	113.300	239.693	294.852	261.378	228.453	147.896	162.450	2.385.875
2021 Actual Traffic Monthly	143.083	120.573	144.799	157.817	188.334	256.840	372.501	405.810	392.000	397.603			2.579.360
Growth (%)	-66,7 %	-71,0 %	-47,7 %	200,5 %	156,7 %	126,7 %	55,4 %	37,6 %	50,0 %	74,0 %			8,1 %
2021 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
2021 Traffic Evolution (%)	-67,5 %	-72,4 %	-70,5 %	-70,3 %	-67,8 %	-57,5 %	-41,8 %	-35,0 %	-35,6 %	-31,8 %			
2021 Traffic Cumulated (%)	-67,5 %	-69,9 %	-70,1 %	-70,2 %	-69,6 %	-67,3 %	-62,9 %	-58,9 %	-56,0 %	-53,5 %			



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
<b>skeyes</b>													
2020 Actual Traffic Monthly	44.865	43.754	30.860	7.531	9.492	13.158	26.573	29.137	25.192	22.506	17.536	19.339	253.068
2021 Actual Traffic Monthly	16.463	14.094	16.118	17.943	21.059	28.862	39.735	41.471	41.821	42.447			280.013
Growth (%)	-63,3 %	-67,8 %	-47,8 %	138,3 %	121,9 %	119,3 %	49,5 %	42,3 %	66,0 %	88,6 %			10,6 %
<b>DFS</b>													
2020 Actual Traffic Monthly	218.493	209.352	141.583	32.194	42.441	60.990	115.966	139.327	132.000	118.171	77.513	79.398	1.210.517
2021 Actual Traffic Monthly	69.223	58.987	73.586	82.028	92.241	121.837	173.210	188.953	188.222	196.416			1.244.703
Growth (%)	-68,3 %	-71,8 %	-48,0 %	154,8 %	117,3 %	99,8 %	49,4 %	35,6 %	42,6 %	66,2 %			2,8 %
<b>DSNA</b>													
2020 Actual Traffic Monthly	217.787	213.859	140.091	19.006	27.568	49.864	131.897	166.442	134.236	111.919	69.265	83.459	1.212.669
2021 Actual Traffic Monthly	74.364	60.927	71.495	78.739	101.198	144.886	217.301	233.949	219.460	218.318			1.420.637
Growth (%)	-65,9 %	-71,5 %	-49,0 %	314,3 %	267,1 %	190,6 %	64,8 %	40,6 %	63,5 %	95,1 %			17,1 %
<b>LVNL</b>													
2020 Actual Traffic Monthly	46.552	44.046	32.102	6.404	9.188	12.648	22.853	30.023	28.650	25.096	19.150	19.934	257.562
2021 Actual Traffic Monthly	17.808	13.733	16.695	18.430	21.043	25.726	37.108	40.138	39.398	40.584			270.663
Growth (%)	-61,7 %	-68,8 %	-48,0 %	187,8 %	129,0 %	103,4 %	62,4 %	33,7 %	37,5 %	61,7 %			5,1 %
<b>MUAC</b>													
2020 Actual Traffic Monthly	133.754	127.979	91.834	18.524	24.874	32.882	65.762	86.306	79.956	71.184	47.963	51.870	733.055
2021 Actual Traffic Monthly	44.474	34.373	41.453	46.276	52.330	69.124	98.093	109.221	110.820	117.451			723.615
Growth (%)	-66,7 %	-73,1 %	-54,9 %	149,8 %	110,4 %	110,2 %	49,2 %	26,6 %	38,6 %	65,0 %			-1,3 %
<b>skyguide</b>													
2020 Actual Traffic Monthly	90.405	88.622	52.617	8.004	11.569	20.805	50.662	62.083	51.333	43.305	25.675	30.073	479.405
2021 Actual Traffic Monthly	26.405	22.687	28.012	32.619	39.721	54.940	83.886	91.102	86.948	87.464			553.784
Growth (%)	-70,8 %	-74,4 %	-46,8 %	307,5 %	243,3 %	164,1 %	65,6 %	46,7 %	69,4 %	102,0 %			15,5 %

## FABEC TRAFFIC DEVELOPMENT (*arrival*)

<b>FABEC</b>	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	2.264.509
2021 Actual Traffic Monthly	<b>68.659</b>	<b>58.760</b>	<b>68.964</b>	<b>72.701</b>	<b>86.147</b>	<b>110.821</b>	<b>156.460</b>	<b>162.963</b>	<b>159.362</b>	<b>163.411</b>			<b>1.108.248</b>
Growth (%)	<b>-64,8 %</b>	<b>-68,3 %</b>	<b>-67,4 %</b>	<b>-67,6 %</b>	<b>-63,9 %</b>	<b>-54,0 %</b>	<b>-37,5 %</b>	<b>-32,0 %</b>	<b>-34,2 %</b>	<b>-31,0 %</b>			<b>-51,1 %</b>



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
<b>ANA LUX</b>													
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	32.012
2021 Actual Traffic Monthly	<b>1.307</b>	<b>1.097</b>	<b>1.270</b>	<b>1.451</b>	<b>1.677</b>	<b>1.957</b>	<b>2.362</b>	<b>2.447</b>	<b>2.603</b>	<b>2.694</b>			<b>18.865</b>
Growth (%)	<b>-52,1 %</b>	<b>-58,4 %</b>	<b>-57,8 %</b>	<b>-55,8 %</b>	<b>-51,4 %</b>	<b>-42,8 %</b>	<b>-30,7 %</b>	<b>-22,6 %</b>	<b>-24,4 %</b>	<b>-22,3 %</b>			<b>-41,1 %</b>

	<b>skeyes</b>												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	111.787
2021 Actual Traffic Monthly	<b>4.154</b>	<b>3.655</b>	<b>4.074</b>	<b>4.379</b>	<b>5.095</b>	<b>6.322</b>	<b>8.419</b>	<b>8.799</b>	<b>8.622</b>	<b>8.480</b>			<b>61.999</b>
Growth (%)	<b>-57,6 %</b>	<b>-58,6 %</b>	<b>-60,4 %</b>	<b>-60,5 %</b>	<b>-56,7 %</b>	<b>-45,9 %</b>	<b>-33,2 %</b>	<b>-27,2 %</b>	<b>-28,2 %</b>	<b>-27,1 %</b>			<b>-44,5 %</b>

	<b>DFS</b>												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	909.660
2021 Actual Traffic Monthly	<b>20.815</b>	<b>18.158</b>	<b>23.398</b>	<b>25.886</b>	<b>28.960</b>	<b>36.973</b>	<b>52.200</b>	<b>55.684</b>	<b>57.467</b>	<b>61.619</b>			<b>381.160</b>
Growth (%)	<b>-73,4 %</b>	<b>-76,1 %</b>	<b>-72,7 %</b>	<b>-70,9 %</b>	<b>-69,9 %</b>	<b>-61,1 %</b>	<b>-46,8 %</b>	<b>-41,6 %</b>	<b>-41,6 %</b>	<b>-37,1 %</b>			<b>-58,1 %</b>

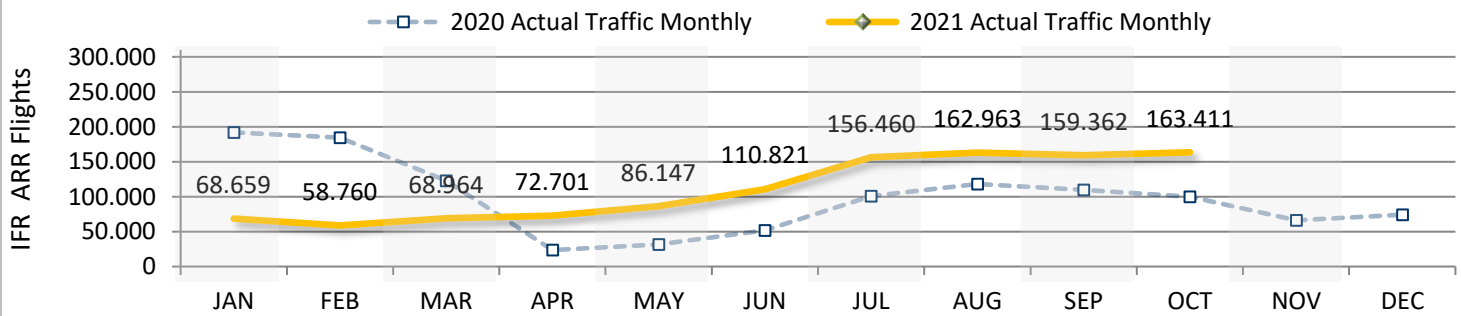
	<b>DSNA</b>												YTD
2019 Actual Traffic Monthly	66.766	63.317	73.401	81.023	84.477	88.656	92.799	86.055	86.206	81.851	67.332	66.631	804.551
2021 Actual Traffic Monthly	<b>30.058</b>	<b>26.603</b>	<b>29.318</b>	<b>28.379</b>	<b>35.836</b>	<b>47.349</b>	<b>65.705</b>	<b>66.191</b>	<b>61.823</b>	<b>60.497</b>			<b>451.759</b>
Growth (%)	<b>-55,0 %</b>	<b>-58,0 %</b>	<b>-60,1 %</b>	<b>-65,0 %</b>	<b>-57,6 %</b>	<b>-46,6 %</b>	<b>-29,2 %</b>	<b>-23,1 %</b>	<b>-28,3 %</b>	<b>-26,1 %</b>			<b>-43,8 %</b>

	<b>LVNL</b>												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	215.535
2021 Actual Traffic Monthly	<b>7.583</b>	<b>5.531</b>	<b>6.437</b>	<b>7.215</b>	<b>8.290</b>	<b>10.212</b>	<b>15.217</b>	<b>16.532</b>	<b>15.854</b>	<b>16.496</b>			<b>109.367</b>
Growth (%)	<b>-60,1 %</b>	<b>-69,3 %</b>	<b>-68,4 %</b>	<b>-66,4 %</b>	<b>-63,9 %</b>	<b>-54,3 %</b>	<b>-33,6 %</b>	<b>-28,3 %</b>	<b>-30,0 %</b>	<b>-27,6 %</b>			<b>-49,3 %</b>

	<b>skyguide</b>												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	190.964
2021 Actual Traffic Monthly	<b>4.742</b>	<b>3.716</b>	<b>4.467</b>	<b>5.391</b>	<b>6.289</b>	<b>8.008</b>	<b>12.557</b>	<b>13.310</b>	<b>12.993</b>	<b>13.625</b>			<b>85.098</b>
Growth (%)	<b>-74,1 %</b>	<b>-77,8 %</b>	<b>-76,6 %</b>	<b>-71,3 %</b>	<b>-67,9 %</b>	<b>-59,3 %</b>	<b>-38,4 %</b>	<b>-32,5 %</b>	<b>-33,6 %</b>	<b>-29,1 %</b>			<b>-55,4 %</b>

## FABEC TRAFFIC DEVELOPMENT (*arrival*)

<b>FABEC</b>	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
2020 Actual Traffic Monthly	191.890	184.251	122.668	23.552	31.760	51.750	100.748	117.893	109.808	99.745	66.007	74.203	1.034.065
2021 Actual Traffic Monthly	<b>68.659</b>	<b>58.760</b>	<b>68.964</b>	<b>72.701</b>	<b>86.147</b>	<b>110.821</b>	<b>156.460</b>	<b>162.963</b>	<b>159.362</b>	<b>163.411</b>			<b>1.108.248</b>
Growth (%)	<b>-64,2 %</b>	<b>-68,1 %</b>	<b>-43,8 %</b>	<b>208,7 %</b>	<b>171,2 %</b>	<b>114,1 %</b>	<b>55,3 %</b>	<b>38,2 %</b>	<b>45,1 %</b>	<b>63,8 %</b>			<b>7,2 %</b>



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
<b>ANA LUX</b>													
2020 Actual Traffic Monthly	2.881	2.739	1.943	563	694	1.112	1.856	1.881	1.808	1.778	1.456	1.476	17.255
2021 Actual Traffic Monthly	<b>1.307</b>	<b>1.097</b>	<b>1.270</b>	<b>1.451</b>	<b>1.677</b>	<b>1.957</b>	<b>2.362</b>	<b>2.447</b>	<b>2.603</b>	<b>2.694</b>			<b>18.865</b>
Growth (%)	<b>-54,6 %</b>	<b>-59,9 %</b>	<b>-34,6 %</b>	<b>157,7 %</b>	<b>141,6 %</b>	<b>76,0 %</b>	<b>27,3 %</b>	<b>30,1 %</b>	<b>44,0 %</b>	<b>51,5 %</b>			<b>9,3 %</b>

	<b>skeyes</b>												YTD
2020 Actual Traffic Monthly	9.672	9.405	6.820	2.284	2.770	3.248	5.434	5.647	4.944	4.860	4.195	4.738	55.084
2021 Actual Traffic Monthly	<b>4.154</b>	<b>3.655</b>	<b>4.074</b>	<b>4.379</b>	<b>5.095</b>	<b>6.322</b>	<b>8.419</b>	<b>8.799</b>	<b>8.622</b>	<b>8.480</b>			<b>61.999</b>
Growth (%)	<b>-57,1 %</b>	<b>-61,1 %</b>	<b>-40,3 %</b>	<b>91,7 %</b>	<b>83,9 %</b>	<b>94,6 %</b>	<b>54,9 %</b>	<b>55,8 %</b>	<b>74,4 %</b>	<b>74,5 %</b>			<b>12,6 %</b>

	<b>DFS</b>												YTD
2020 Actual Traffic Monthly	75.120	72.932	48.729	10.990	13.307	19.202	34.829	39.685	39.172	36.662	24.273	23.968	390.628
2021 Actual Traffic Monthly	<b>20.815</b>	<b>18.158</b>	<b>23.398</b>	<b>25.886</b>	<b>28.960</b>	<b>36.973</b>	<b>52.200</b>	<b>55.684</b>	<b>57.467</b>	<b>61.619</b>			<b>381.160</b>
Growth (%)	<b>-72,3 %</b>	<b>-75,1 %</b>	<b>-52,0 %</b>	<b>135,5 %</b>	<b>117,6 %</b>	<b>92,5 %</b>	<b>49,9 %</b>	<b>40,3 %</b>	<b>46,7 %</b>	<b>68,1 %</b>			<b>-2,4 %</b>

	<b>DSNA</b>												YTD
2020 Actual Traffic Monthly	67.407	64.707	41.888	6.207	9.979	20.145	42.434	49.570	44.825	39.774	24.103	30.323	386.936
2021 Actual Traffic Monthly	<b>30.058</b>	<b>26.603</b>	<b>29.318</b>	<b>28.379</b>	<b>35.836</b>	<b>47.349</b>	<b>65.705</b>	<b>66.191</b>	<b>61.823</b>	<b>60.497</b>			<b>451.759</b>
Growth (%)	<b>-55,4 %</b>	<b>-58,9 %</b>	<b>-30,0 %</b>	<b>357,2 %</b>	<b>259,1 %</b>	<b>135,0 %</b>	<b>54,8 %</b>	<b>33,5 %</b>	<b>37,9 %</b>	<b>52,1 %</b>			<b>16,8 %</b>

	<b>LVNL</b>												YTD
2020 Actual Traffic Monthly	19.188	17.938	12.953	2.274	3.146	4.383	8.362	12.014	11.506	10.112	7.696	8.300	101.876
2021 Actual Traffic Monthly	<b>7.583</b>	<b>5.531</b>	<b>6.437</b>	<b>7.215</b>	<b>8.290</b>	<b>10.212</b>	<b>15.217</b>	<b>16.532</b>	<b>15.854</b>	<b>16.496</b>			<b>109.367</b>
Growth (%)	<b>-60,5 %</b>	<b>-69,2 %</b>	<b>-50,3 %</b>	<b>217,3 %</b>	<b>163,5 %</b>	<b>133,0 %</b>	<b>82,0 %</b>	<b>37,6 %</b>	<b>37,8 %</b>	<b>63,1 %</b>			<b>7,4 %</b>

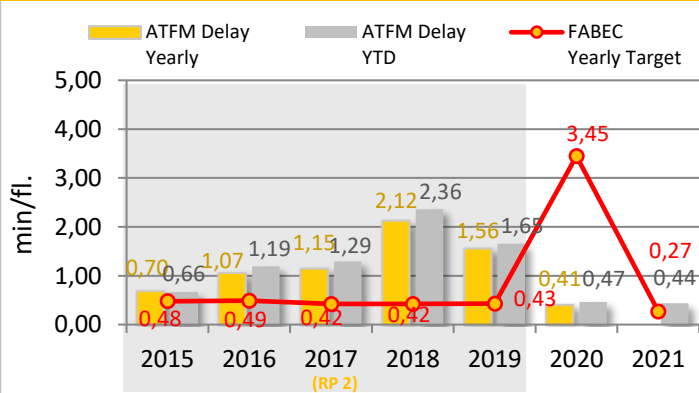
	<b>skyguide</b>												YTD
2020 Actual Traffic Monthly	17.622	16.530	10.335	1.234	1.864	3.660	7.833	9.096	7.553	6.559	4.284	5.398	82.286
2021 Actual Traffic Monthly	<b>4.742</b>	<b>3.716</b>	<b>4.467</b>	<b>5.391</b>	<b>6.289</b>	<b>8.008</b>	<b>12.557</b>	<b>13.310</b>	<b>12.993</b>	<b>13.625</b>			<b>85.098</b>
Growth (%)	<b>-73,1 %</b>	<b>-77,5 %</b>	<b>-56,8 %</b>	<b>336,9 %</b>	<b>237,4 %</b>	<b>118,8 %</b>	<b>60,3 %</b>	<b>46,3 %</b>	<b>72,0 %</b>	<b>107,7 %</b>			<b>3,4 %</b>

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

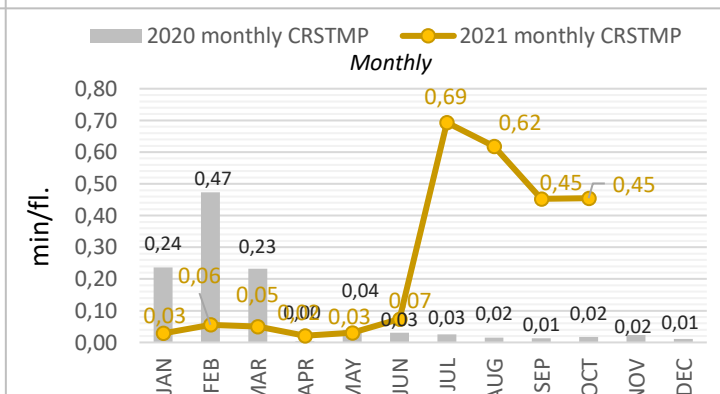
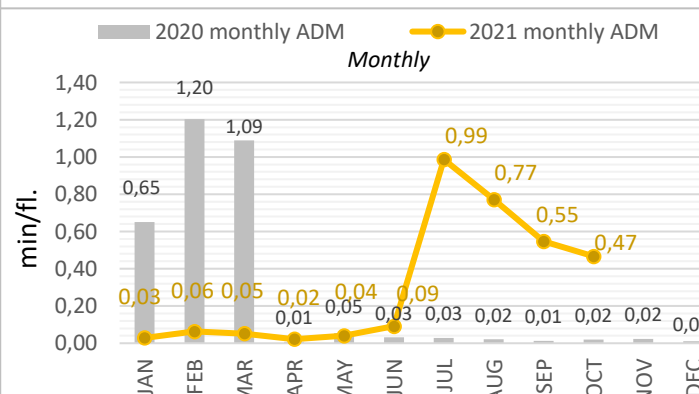
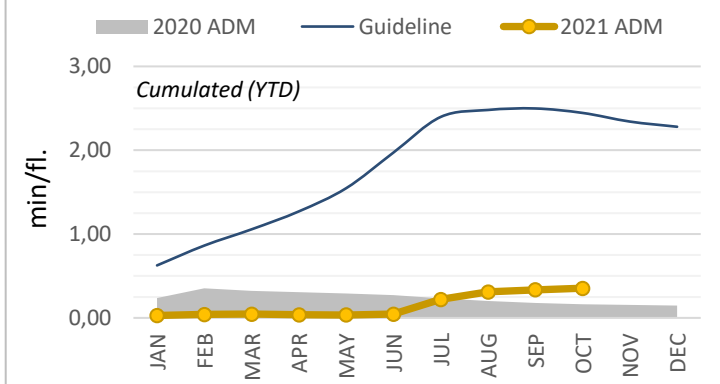
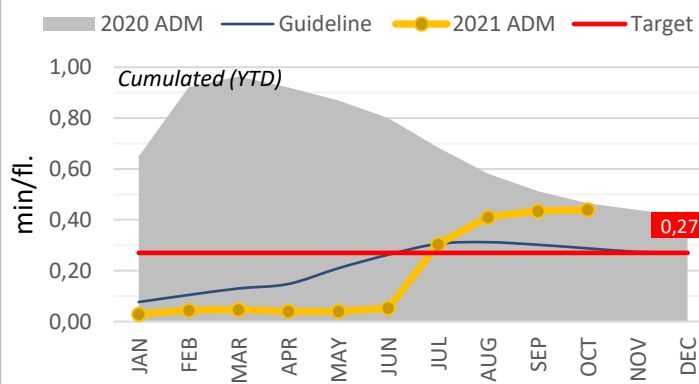
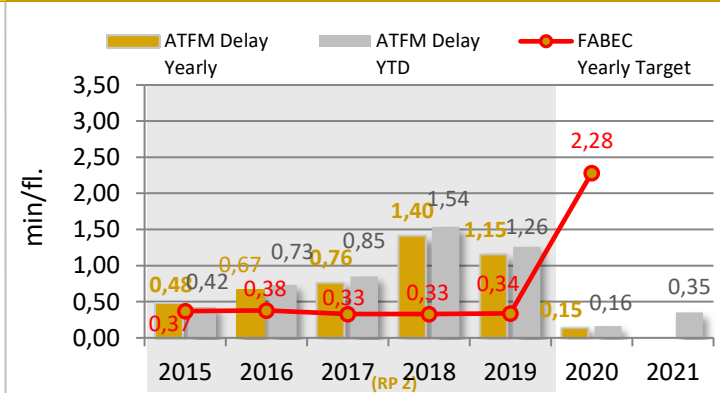
	YTD 2021	YTD 2020	YTD 2021	YTD 2020
<b>En-route Delay All causes</b>	<b>0,44</b>	0,47	<b>En-route Delay CRSTMP causes</b>	<b>0,35</b>
FABEC Target (yearly value)	<b>0,27</b>		FABEC Target (yearly value)	<b>n.a.</b>
Guideline	0,29		Guideline	2,45
Minute ('000) ALL causes	<b>1.134</b>	1.110	Minute ('000) CRSTMP causes	<b>913</b>
Diff. 2021 - 2020	+ 2,2 %		Diff. 2021 - 2020	+ 136 %
Traffic ('000)	<b>2.579</b>	2.386	<i>Potential savings (*) due to underbid the delay Target</i>	
Diff. 2021 - 2020	+ 8,1 %		<i>(all Causes) in Mio EURO (YTD)</i> <span style="color: green;">▶</span> + 0,00	

\* 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 2021 published targets (3,88 min per flight for all delay causes and 2,56 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.

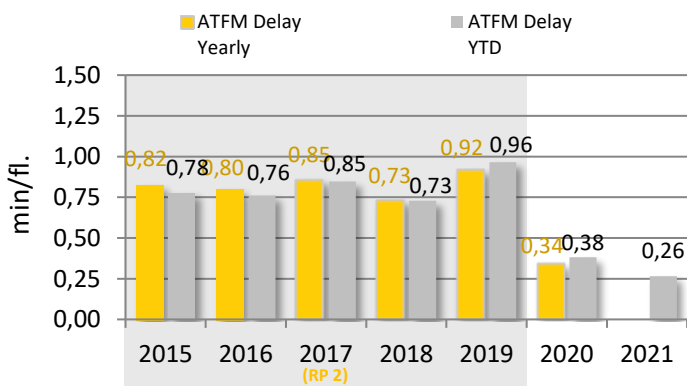


## KPI #2: Arrival ATFM delay per controlled flight (FABEC)

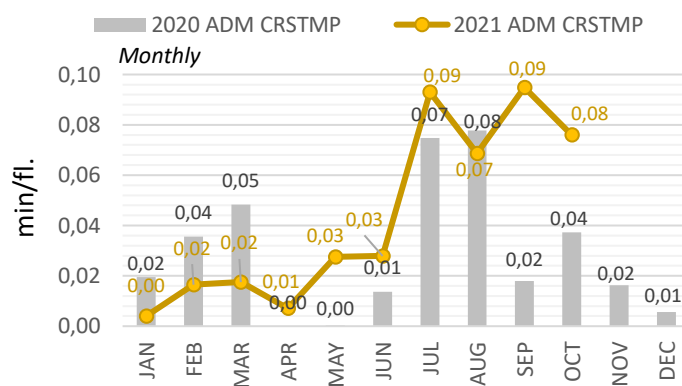
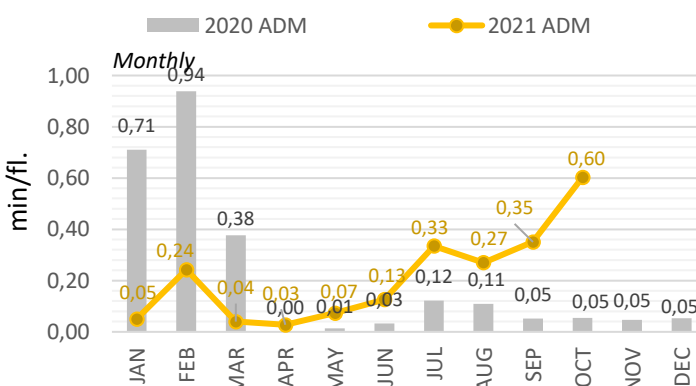
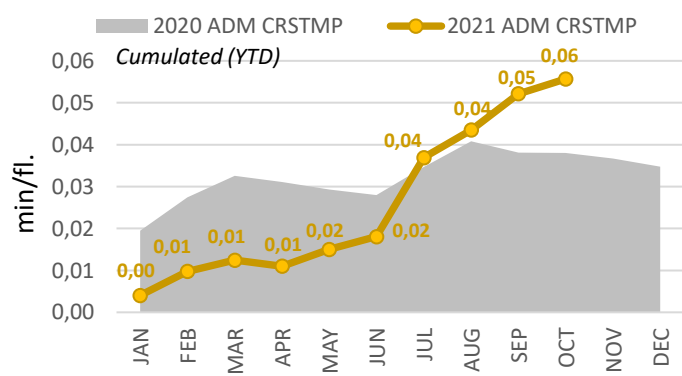
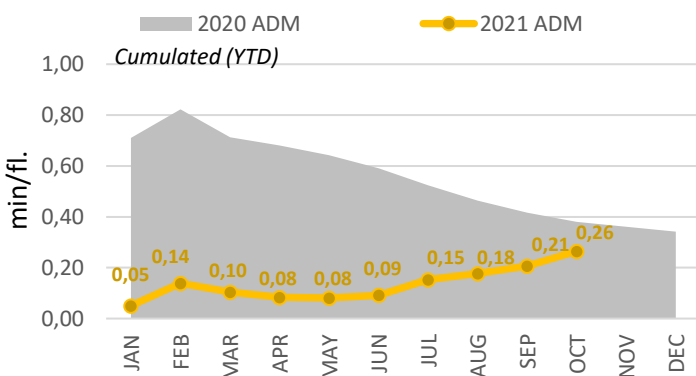
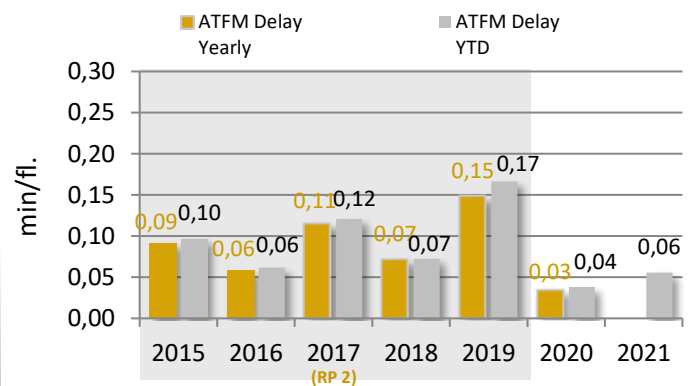
	YTD 2021	YTD 2020
<b>Arrival Delay All causes</b>	<b>0,26</b>	0,38
Diff. 2021 - 2020	- 30 %	
<b>Minute ('000) ALL causes</b>	<b>294</b>	394
Diff. 2021 - 2020	- 25 %	
<b>Traffic ('000)</b>	<b>1.108</b>	1.034
Diff. 2021 - 2020	+ 7,2 %	

	YTD 2021	YTD 2020
<b>Arrival Delay CRSTMP causes</b>	<b>0,06</b>	0,04
Diff. 2021 - 2020	+ 46 %	
<b>Minute ('000) CRSTMP causes</b>	<b>62</b>	39
Diff. 2021 - 2020	+ 57 %	

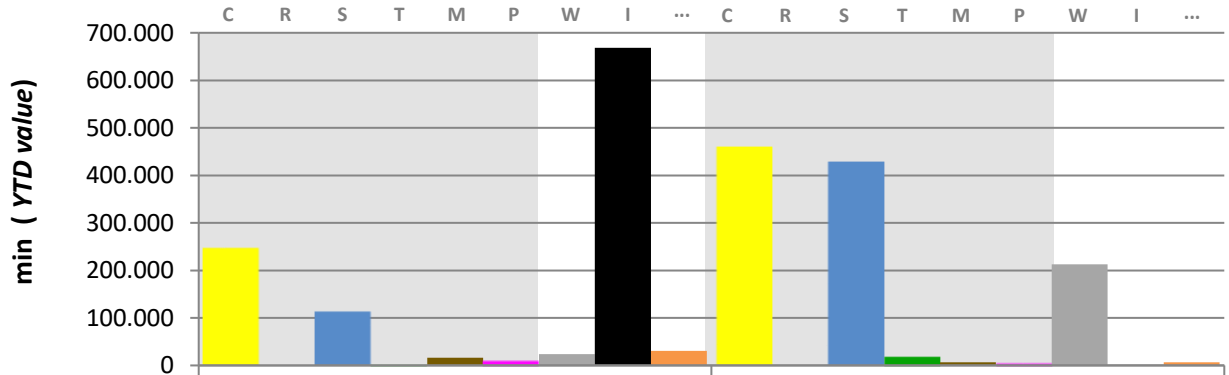
### All Delay Causes



### CRSTMP Delay Causes

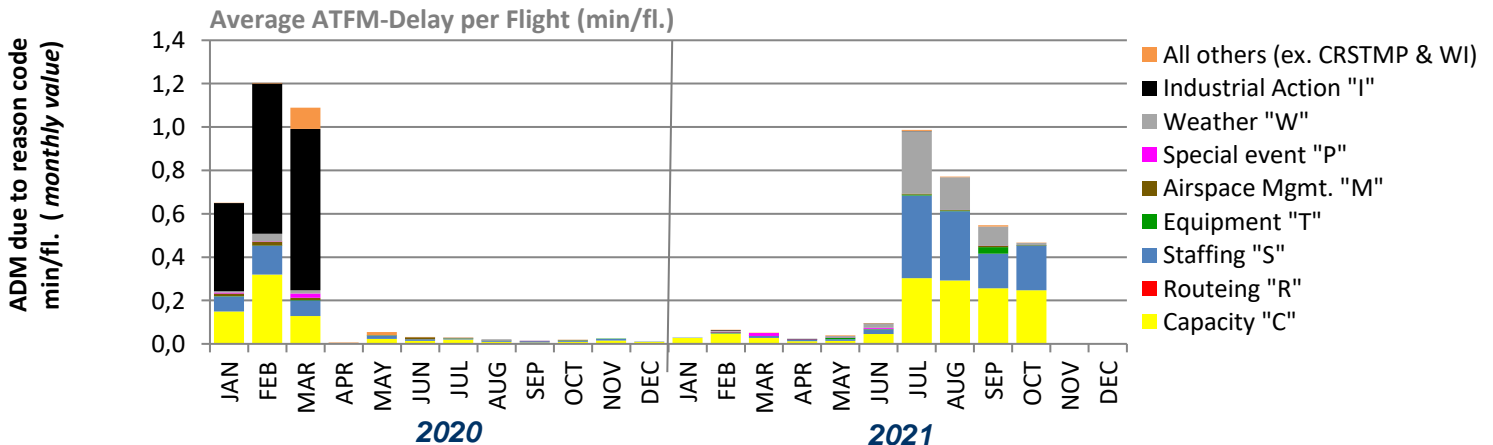
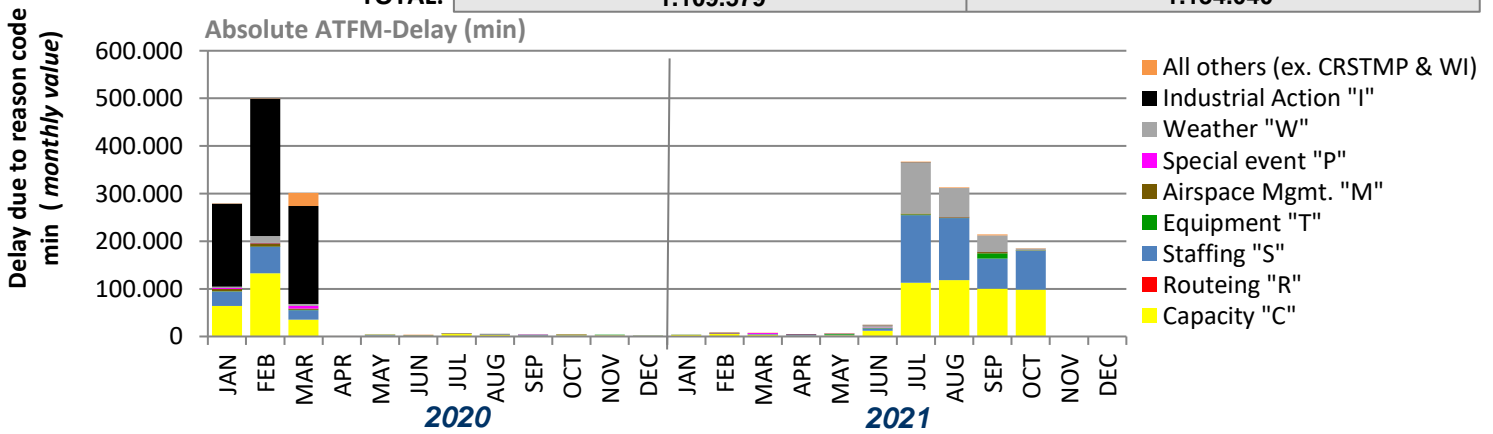


## KPI #1: En-route ATFM delay per reason code (FABEC)

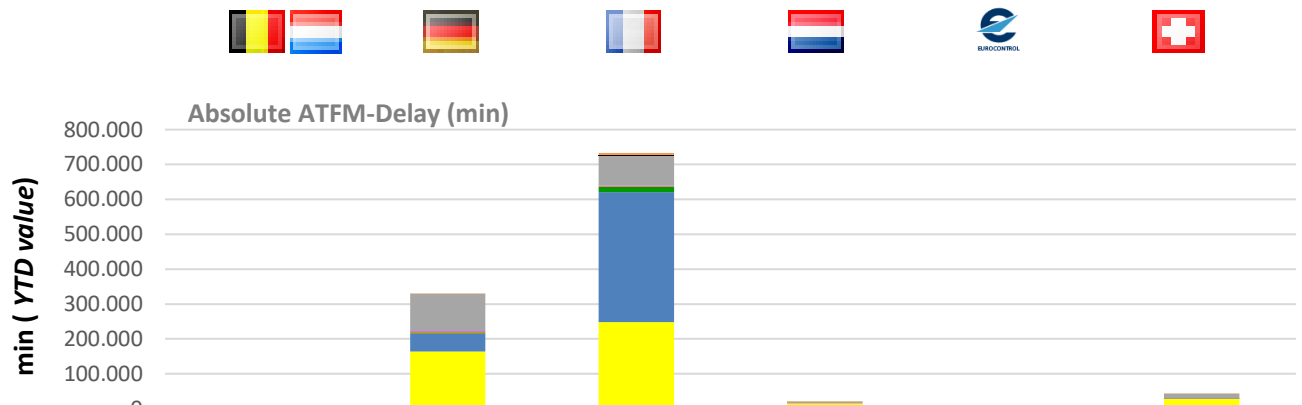


### Delay due to reason code:

	2020	2021
Capacity "C"	247.293	459.751
Routeing "R"	0	0
Staffing "S"	113.256	426.454
Equipment "T"	2.276	16.923
Airspace Mgmt. "M"	15.963	6.282
Special event "P"	8.199	3.828
Weather "W"	23.595	212.985
Industrial Action "I"	668.510	1.274
All others (ex. CRSTMP & WI)	30.487	6.543
<b>CRSTMP:</b>	<b>386.987</b>	<b>913.238</b>
<b>TOTAL:</b>	<b>1.109.579</b>	<b>1.134.040</b>



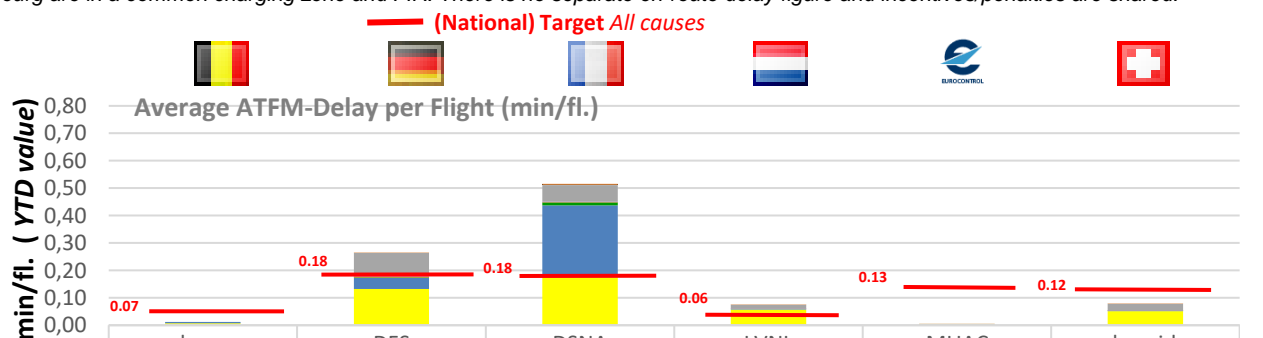
## KPI #1: En-route ATFM delay per controlled flight (ANSP)



	skeyes	DFS	DSNA	LVNL	MUAC	skyguide
All others (ex. CRSTMP & WI)		423	5.311	319	257	233
Industrial Action "I"			1.274			
Weather "W"		107.988	86.472	4.259	179	14.087
Special event "P"		1.393	2.182	189		64
Airspace Mgmt. "M"		4.034	1.829		419	
Equipment "T"		180	15.552		781	410
Staffing "S"	1.242	51.907	372.099	504	642	60
Routeing "R"						
Capacity "C"	2.067	164.236	248.229	15.533	996	28.690

<b>CRSTMP:</b>	<b>3.309</b>	<b>221.750</b>	<b>639.891</b>	<b>16.226</b>	<b>2.838</b>	<b>29.224</b>
<b>TOTAL:</b>	<b>3.309</b>	<b>330.161</b>	<b>732.948</b>	<b>20.804</b>	<b>3.274</b>	<b>43.544</b>

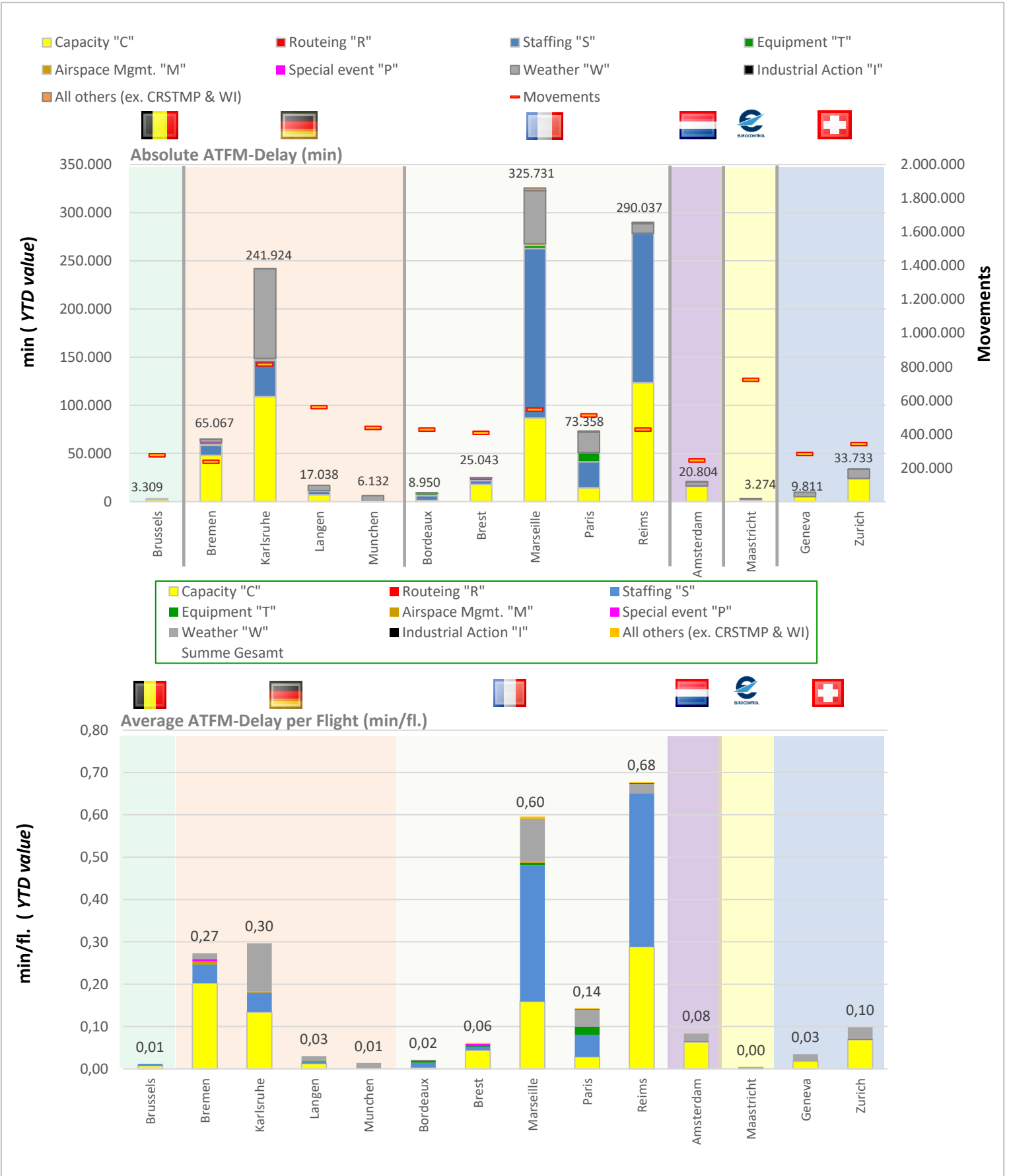
\*Belgium and Luxembourg are in a common charging zone and FIR. There is no separate en-route delay figure and incentives/penalties are shared.



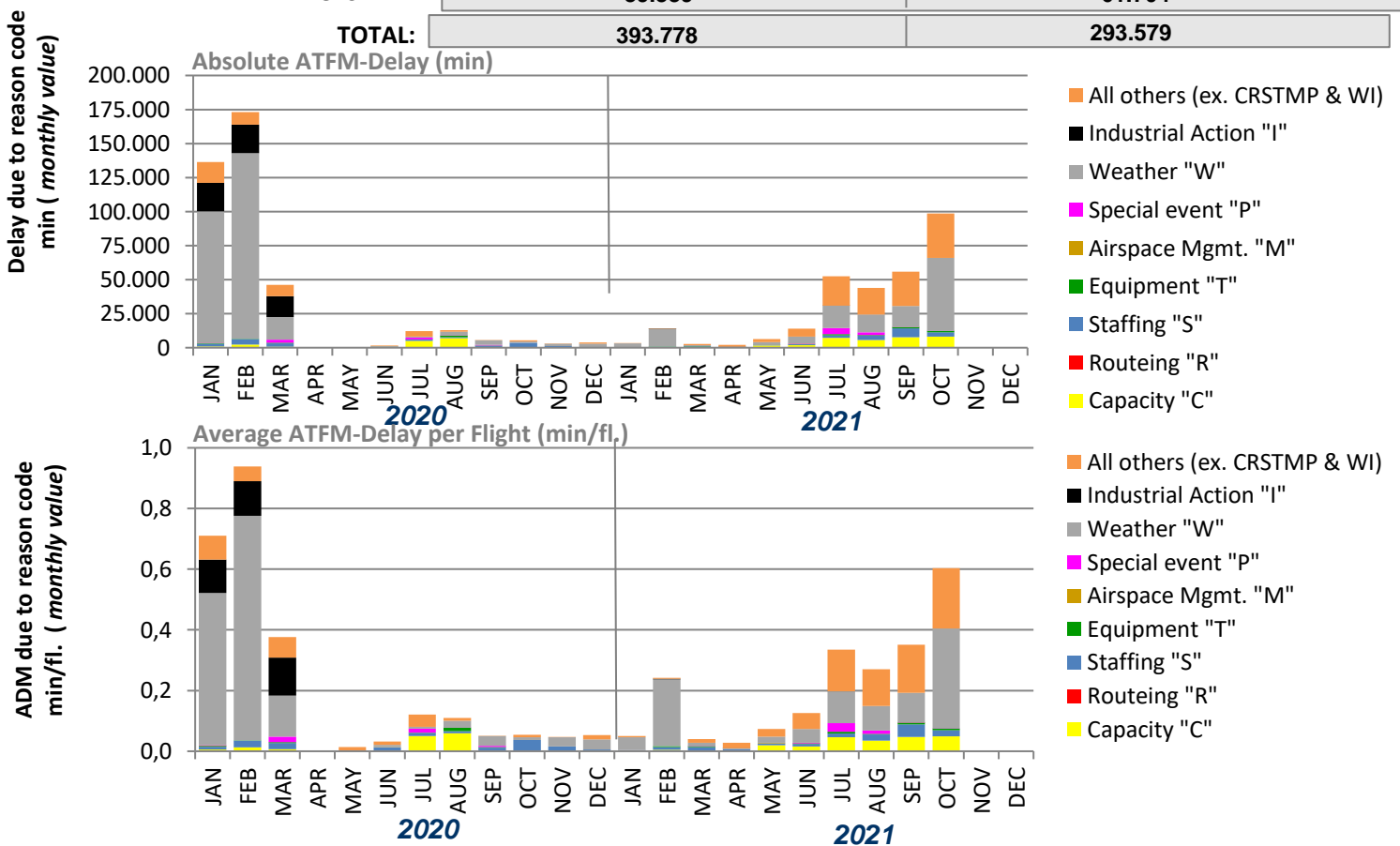
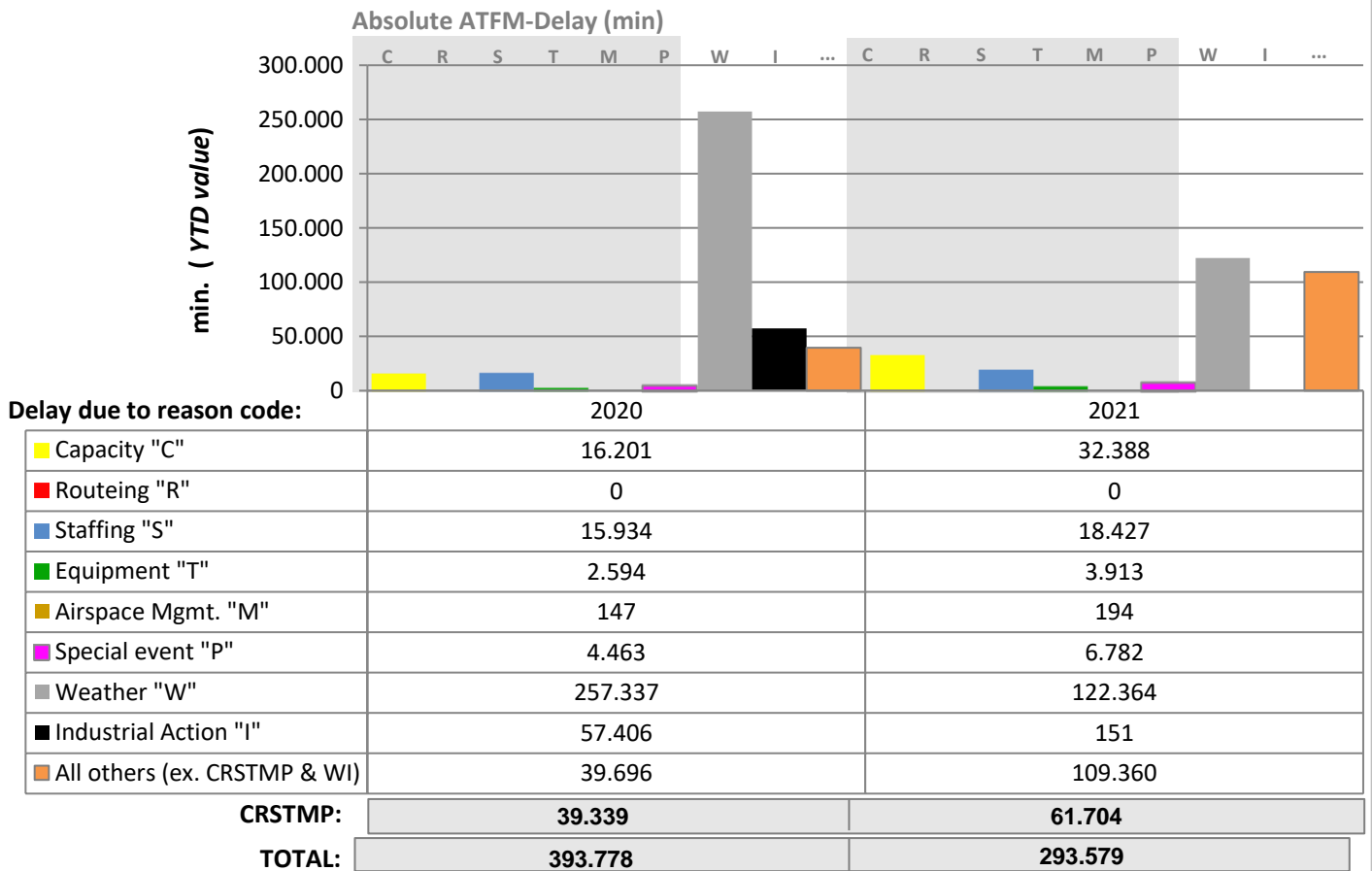
	skeyes	DFS	DSNA	LVNL	MUAC	skyguide
All others (ex. CRSTMP & WI)		0,00	0,00	0,00	0,00	0,00
Industrial Action "I"			0,00			
Weather "W"		0,09	0,06	0,02	0,00	0,03
Special event "P"		0,00	0,00	0,00		0,00
Airspace Mgmt. "M"		0,00	0,00		0,00	
Equipment "T"		0,00	0,01		0,00	0,00
Staffing "S"	0,00	0,04	0,26	0,00	0,00	0,00
Routeing "R"						
Capacity "C"	0,01	0,13	0,17	0,06	0,00	0,05

<b>CRSTMP:</b>	<b>0,01</b>	<b>0,18</b>	<b>0,45</b>	<b>0,06</b>	<b>0,00</b>	<b>0,05</b>
<b>TOTAL:</b>	<b>0,01</b>	<b>0,27</b>	<b>0,52</b>	<b>0,08</b>	<b>0,00</b>	<b>0,08</b>

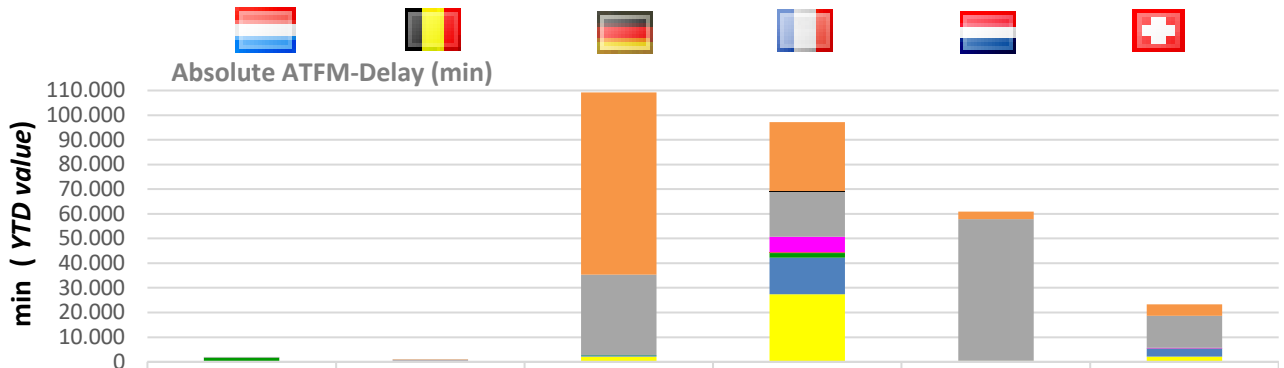
## KPI #1: En-route ATFM delay per controlled flight (ACC)



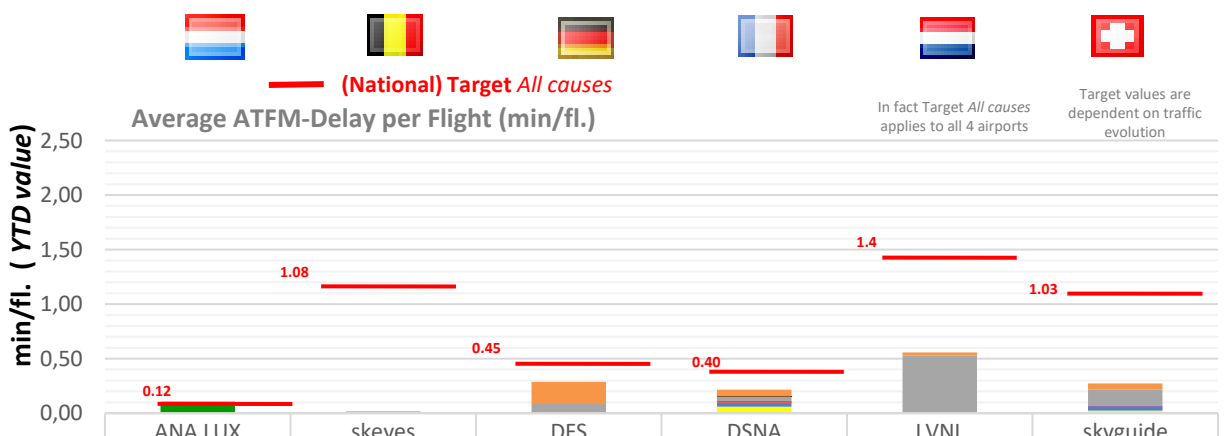
## KPI #2: Arrival ATFM delay per reason code (FABEC)



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



	ANA LUX	skeyes	DFS	DSNA	LVNL	skyguide
All others (ex. CRSTMP & WI)		20	73.935	27.881	2.956	4.568
Industrial Action "I"				151		
Weather "W"	259	577	32.523	18.452	57.480	13.073
Special event "P"		239		6.362		181
Airspace Mgmt. "M"				194		
Equipment "T"	1.771		100	1.873		169
Staffing "S"			507	14.812		3.108
Routeing "R"						
Capacity "C"		171	2.166	27.454	417	2.180
<b>CRSTMP:</b>	<b>1.771</b>	<b>410</b>	<b>2.773</b>	<b>50.695</b>	<b>417</b>	<b>5.638</b>
<b>TOTAL:</b>	<b>2.030</b>	<b>1.007</b>	<b>109.231</b>	<b>97.179</b>	<b>60.853</b>	<b>23.279</b>



	ANA LUX	skeyes	DFS	DSNA	LVNL	skyguide
All others (ex. CRSTMP & WI)		0,00	0,19	0,06	0,03	0,05
Industrial Action "I"				0,00		
Weather "W"	0,01	0,01	0,09	0,04	0,53	0,15
Special event "P"		0,00	0,00	0,01	0,00	0,00
Airspace Mgmt. "M"				0,00		
Equipment "T"	0,09		0,00	0,00	0,00	0,00
Staffing "S"			0,00	0,03		0,04
Routeing "R"						
Capacity "C"		0,00	0,01	0,06	0,00	0,03
<b>CRSTMP:</b>	<b>0,09</b>	<b>0,01</b>	<b>0,01</b>	<b>0,11</b>	<b>0,00</b>	<b>0,07</b>
<b>TOTAL:</b>	<b>0,11</b>	<b>0,02</b>	<b>0,29</b>	<b>0,22</b>	<b>0,56</b>	<b>0,27</b>

In fact Target All causes applies to all 4 airports  
Target values are dependent on traffic evolution

## 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: 0,35 min/fl., 2022: 0.5 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**: 0.27 min/fl., **2022**: 0.37 min/fl., **2023**: 0.37 min/fl., **2024**: 0.37 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**: n.a., **2021**: n.a., **2022**: 0.24 min/fl., **2023**: 0.24 min/fl., **2024**: 0.24 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	<b>C</b>	En Route: Demand exceeds or complexity reduces declared or expected ATC capacity Airport: Demand exceeds declared or expected ATC capacity.
ATC Industrial Action	<b>I</b>	Reduction in any capacity due to industrial action by ATC staff
ATC Routeings	<b>R</b>	Network solutions / scenarios used to balance demand and capacity
ATC Staffing	<b>S</b>	Unplanned staff shortage reducing expected capacity.
ATC Equipment	<b>T</b>	Reduction of expected or declared capacity due to the non-availability or degradation of equipment used to provide an ATC service.
Accident / Incident	<b>A</b>	Reduction of expected ATC capacity due to an aircraft accident / incident.
Aerodrome Capacity	<b>G</b>	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	<b>E</b>	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	<b>N</b>	A reduction in expected / planned capacity due to industrial action by non ATC personnel.
Airspace Management	<b>M</b>	Reduction in declared or expected capacity following changes in airspace / route availability due to small scale military activity.
Special Event	<b>P</b>	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	<b>W</b>	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	<b>V</b>	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	<b>O</b>	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:

Editor: FABEC PMG

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Status: October 2021

[www.FABEC.eu](http://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 PMG's attention.