



PERFORMANCE REPORT 2020 - 2024

CAPACITY

January 2021



making the difference

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Description & Analysis

Europe

Traffic in January was down by -63.7% compared to January 2019. It was aligned with the scenario of -64% published by EUROCONTROL in January 2021. On average the network saw 9,241 flights/day. 03 January was the peak day (12,194 flights) with traffic at -53.5% of 2019 levels. Turkish Airlines was the busiest carrier in January with 577 flights/day, followed by Air France with 414 flights/day and Ryanair with 344 flights/day. There were some network flow protective measures in January that generated 34,755 minutes of ATFM delay. The measures were mainly applied at Madrid/Barajas airport due to weather.

Over January, most aircraft operators decreased their capacity compared to December 2020. Only a few increased, such as Iberia, Pegasus and DHL Express. All-Cargo remained the only segment recording growth and went up 4.4% in January 2021 (vs. January 2019). Charter and Business aviation went down -14.0% and -25.6% respectively. The traditional and low-cost segments, although totaling the majority of flights (respectively 46.5% and 18.2% of all flights), decreased by -67.7% and -81.6% respectively (vs. January 2019).

Amsterdam/Schiphol was the busiest airport with an average of 490 movements per day, followed by Paris Charles de Gaulle (459), Frankfurt/Main (426) and Istanbul/Sabiha Gökçen (332). Traffic increase at Liege airport was due to more Cargo traffic.

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 January 2021, the Central Office for Delay Analysis (CODA) reported that the average delay per flight on departure was 10.0 minutes per flight - an increase of 1.3 minutes per flight compared to January 2020. 5% of the total delay can be attributable to air traffic control. Airlines caused 48% of the total delay, resulting from such issues as technical problems, staff shortages or turnaround times that are too tightly scheduled. Airports caused 5% of the delays while the rest (IATA Code 85,86,71-79,97-99) of around 42% can be allocated to other reasons (Source: CODA Dashboard-12-2020, Date 09/03/2021).

FABEC

In the FABEC area, traffic decreased by 66.7% in January 2021 compared to the same month in 2020. Traffic was down in a similar way in all ANSPs, from -70.8% in skyguide to -61.7% in LVNL. Airport traffic was down to a comparable extent (-64.2% in the FABEC area) but with more disparities between ANSPs. Landings decreased by 73.1% in skyguide, 72.3% in DFS, but "only" 54.6% in ANA LUX or 55.4% in DSNA.

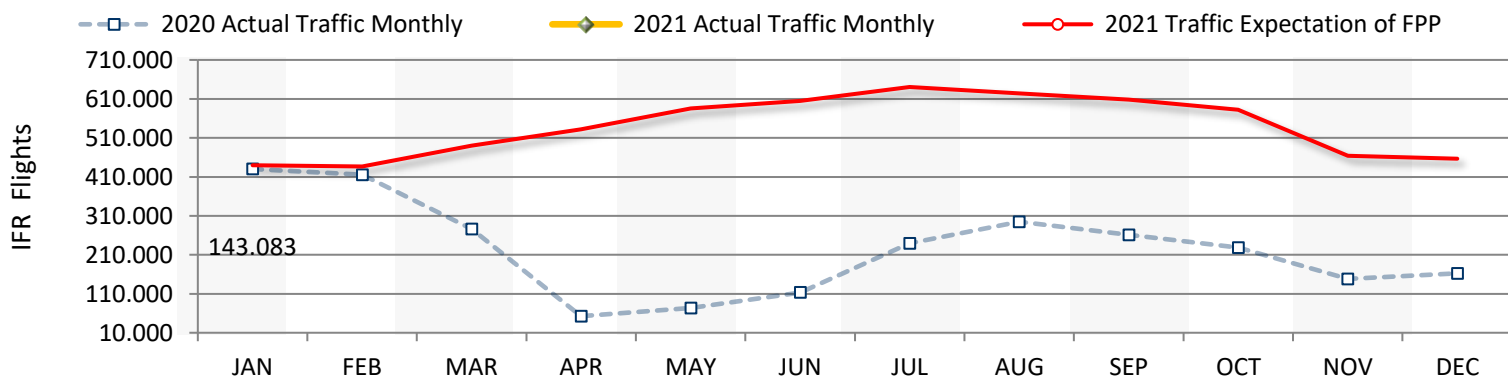
In January 2021, Marseille TMA (4 044 min) was the only unit to generate some en-route ATFM delays. Delays were due to 'ATC-Capacity' (95%) and 'Staffing' (5%).

Airport ATFM delays were mainly generated in Leipzig/Halle/EDDP (1 620 min), Avord/LFOA (852 min) and Nice Cote d'Azur/LFMN (822 min). In Leipzig/Halle/EDDP, delays were due to 'Weather' (100%); in Avord/LFOA, due to 'Aerodrome disruptions' (100%) and in Nice Cote d'Azur/LFMN due to 'Weather' (100%).

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	430.110
2021 Actual Traffic Monthly	143.083												143.083
Growth (%)	-66,7 %												-66,7 %
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 %												
2021 Traffic Cumulated (%)	-67,5 %												

2020 Actual Traffic Monthly and 2021 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.

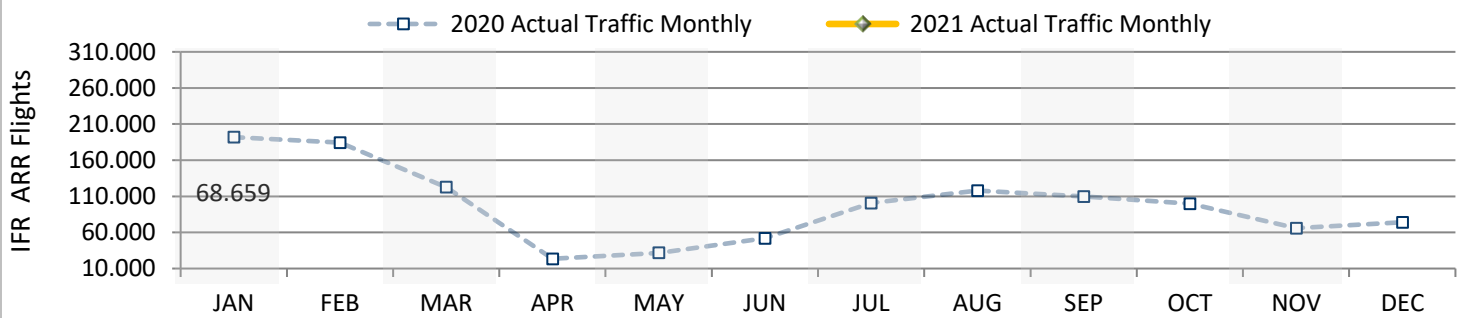


	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
skeyes													
2020 Actual Traffic Monthly	44.865	43.754	30.860	7.531	9.492	13.158	26.573	29.137	25.192	22.506	17.536	19.339	44.865
2021 Actual Traffic Monthly	16.463												16.463
Growth (%)	-63,3 %												-63,3 %
DFS													
2020 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	218.493
2021 Actual Traffic Monthly	69.223												69.223
Growth (%)	-68,3 %												-68,3 %
DSNA													
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	217.787
2021 Actual Traffic Monthly	74.364												74.364
Growth (%)	-65,9 %												-65,9 %
LVNL													
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	46.552
2021 Actual Traffic Monthly	17.808												17.808
Growth (%)	-61,7 %												-61,7 %
MUAC													
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	133.754
2021 Actual Traffic Monthly	44.474												44.474
Growth (%)	-66,7 %												-66,7 %
skyguide													
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	90.405
2021 Actual Traffic Monthly	26.405												26.405
Growth (%)	-70,8 %												-70,8 %

FABEC TRAFFIC DEVELOPMENT (*arrival*)

FABEC	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	191.890
2021 Actual Traffic Monthly	68.659												68.659
Growth (%)	-64,2 %												-64,2 %

2020 Monthly and 2021 Monthly values represent actual arrivals (source: PRU).



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
ANA LUX													
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	2.881
2021 Actual Traffic Monthly	1.307												1.307
Growth (%)	-54,6 %												-54,6 %

	skeyes												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	9.672
2021 Actual Traffic Monthly	4.154												4.154
Growth (%)	-57,1 %												-57,1 %

	DFS												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	75.120
2021 Actual Traffic Monthly	20.815												20.815
Growth (%)	-72,3 %												-72,3 %

	DSNA												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	67.407
2021 Actual Traffic Monthly	30.058												30.058
Growth (%)	-55,4 %												-55,4 %

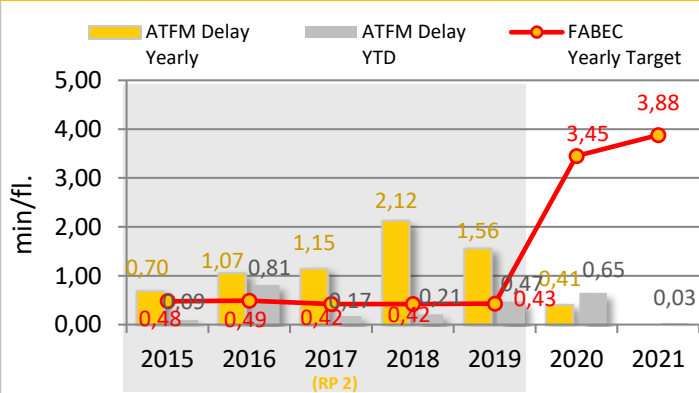
	LVNL												YTD
2020 Actual Traffic Monthly	19.188	17.938	12.953	2.274	3.146	4.383	8.362	12.014	11.506	10.112	7.696	8.300	19.188
2021 Actual Traffic Monthly	7.583												7.583
Growth (%)	-60,5 %												-60,5 %

	skyguide												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	17.622
2021 Actual Traffic Monthly	4.742												4.742
Growth (%)	-73,1 %												-73,1 %

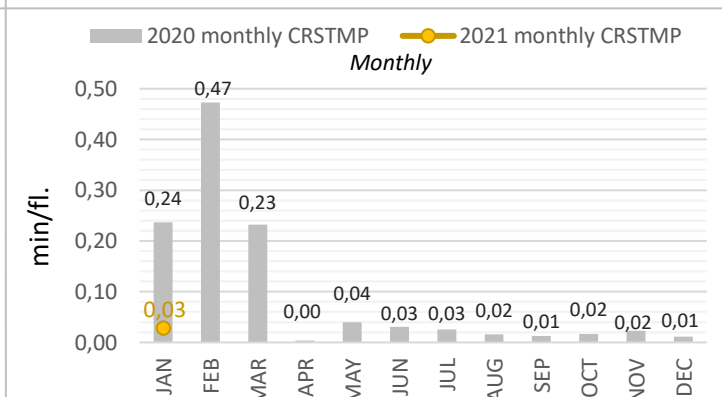
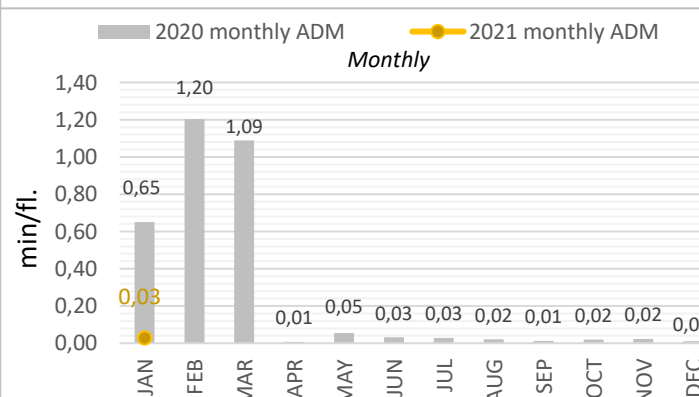
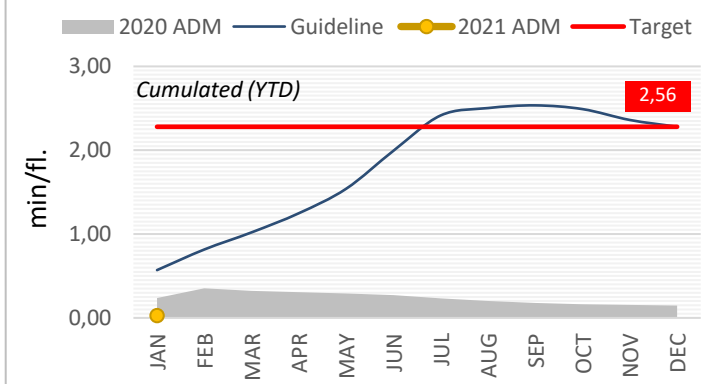
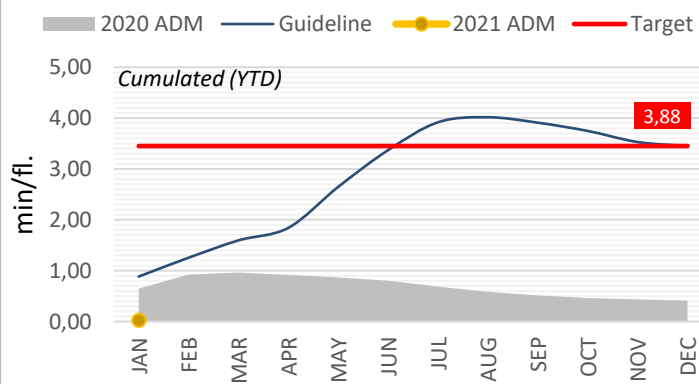
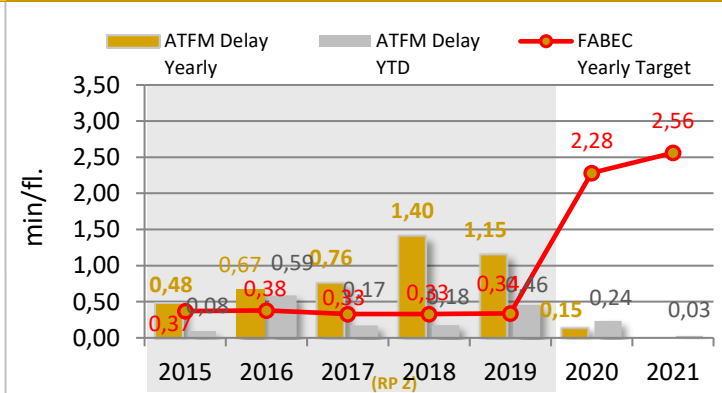
KPI #1: En-route ATFM delay per controlled flight (FABEC)

	YTD 2021	YTD 2020	YTD 2021	YTD 2020
En-route Delay All causes	0,03	0,65	0,03	0,24
FABEC Target (yearly value)	3,88		2,56	
Guideline	0,88		0,57	
Minute ('000) ALL causes	4	280	4	102
Diff. 2021 - 2020	- 98,5 %		- 96 %	
Traffic ('000)	143	430		
Diff. 2021 - 2020	- 66,7 %			
<i>Potential savings (*) due to underbid the delay Target</i>				
<i>(all Causes) in Mio EURO (YTD)</i> ▶ + 0,04				
<small>* Cost of ATFM-delay per min = 87 €</small>				

All Delay Causes



CRSTMP Delay Causes

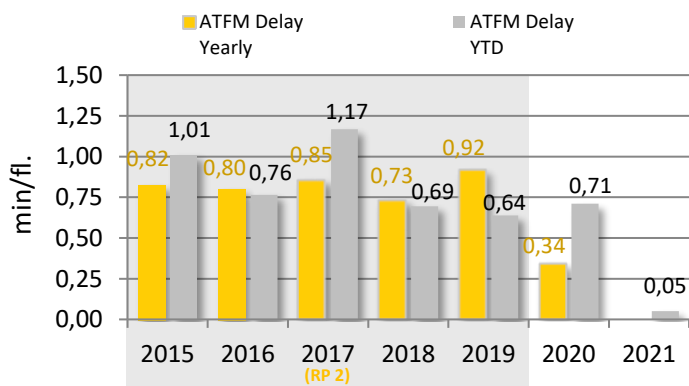


The guideline for the en-route ATFM delay per movement is a basic cumulative extrapolation of the previous three years monthly allocation and is designed to give an impression, how the YTD figures should be, in order to reach the yearly 2021 published targets (3,88 min per flight for all delay causes 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.

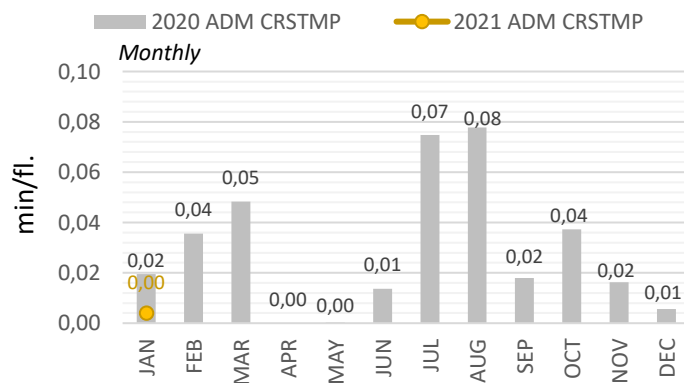
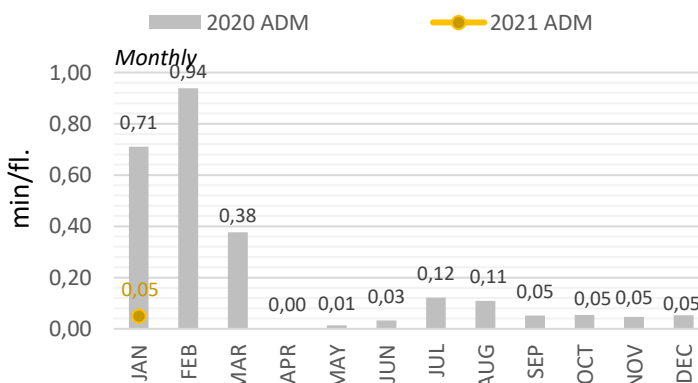
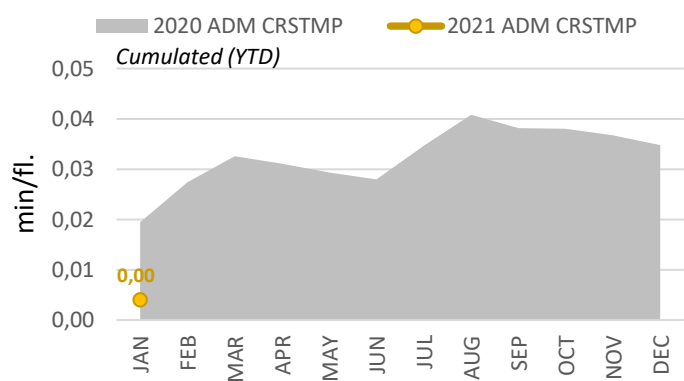
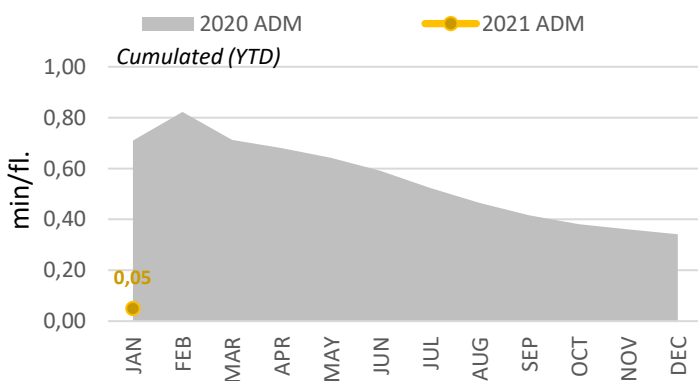
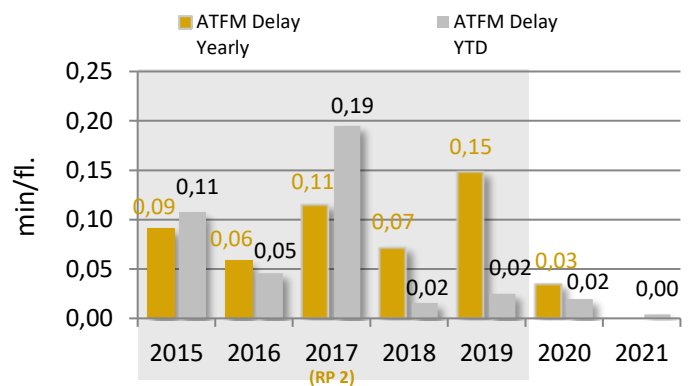
KPI #2: Arrival ATFM delay per controlled flight (FABEC)

	YTD 2021	YTD 2020	YTD 2021	YTD 2020	
Arrival Delay All causes	0,05	0,71	Arrival Delay CRSTMP causes	0,00	0,02
<i>Diff. 2021 - 2020</i>	- 93 %		<i>Diff. 2021 - 2020</i>	- 79 %	
Minute ('000) ALL causes	3	136	Minute ('000) CRSTMP causes	0	4
<i>Diff. 2021 - 2020</i>	- 97 %		<i>Diff. 2021 - 2020</i>	- 93 %	
Traffic ('000)	69	192			
<i>Diff. 2021 - 2020</i>	- 64,2 %				

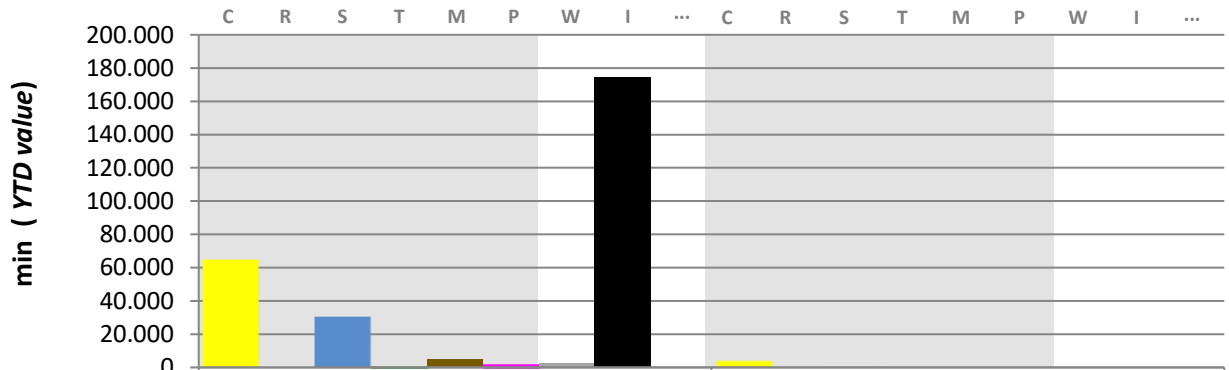
All Delay Causes



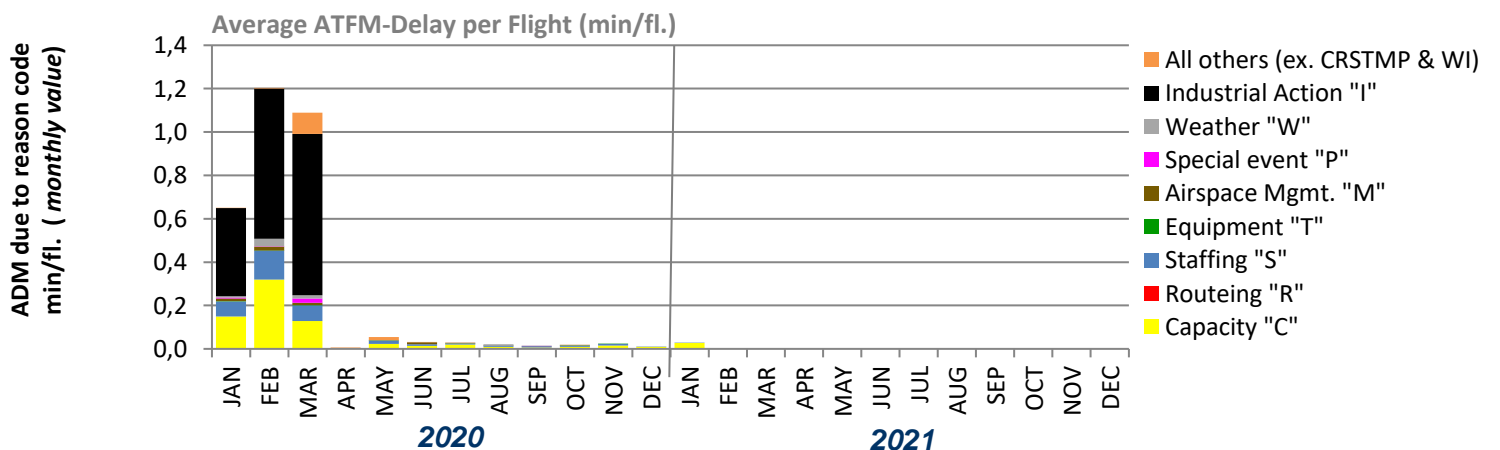
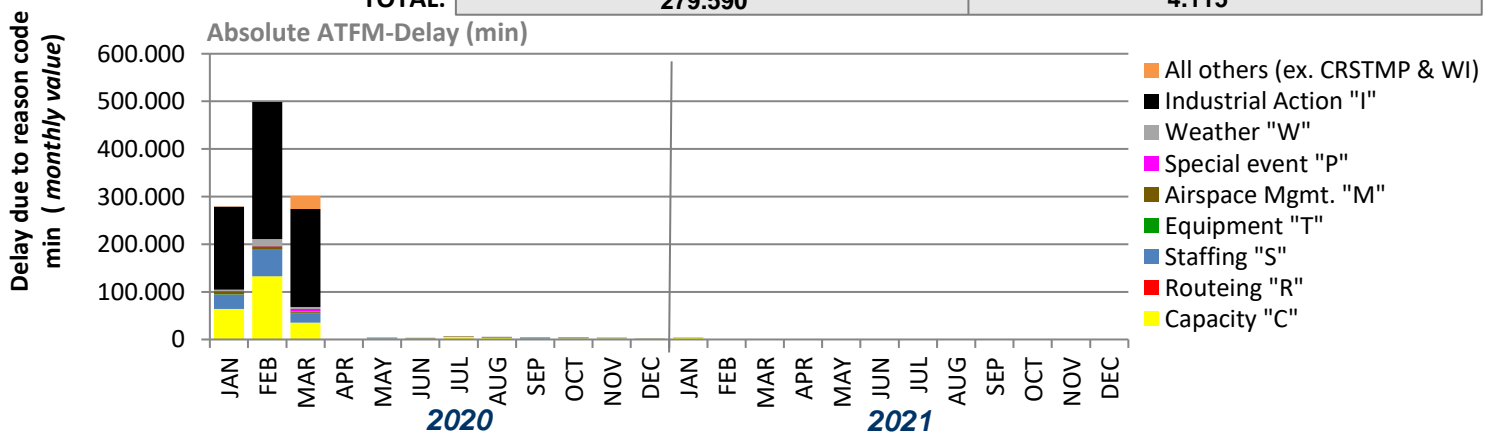
CRSTMP Delay Causes



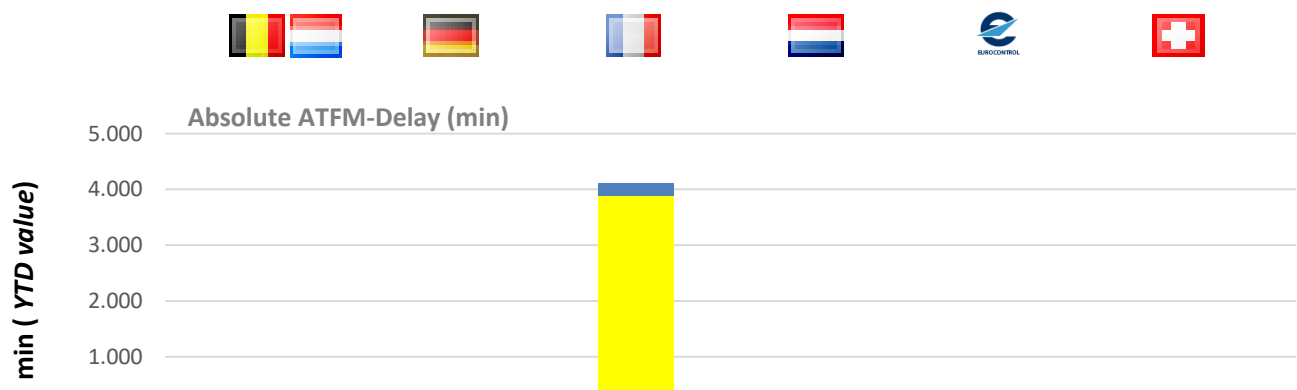
KPI #1: En-route ATFM delay per reason code (FABEC)



Delay due to reason code:	2020	2021
Capacity "C"	64.239	3.894
Routeing "R"	0	0
Staffing "S"	29.770	221
Equipment "T"	873	0
Airspace Mgmt. "M"	4.838	0
Special event "P"	2.071	0
Weather "W"	2.793	0
Industrial Action "I"	174.456	0
All others (ex. CRSTMP & WI)	550	0
CRSTMP:	101.791	4.115
TOTAL:	279.590	4.115



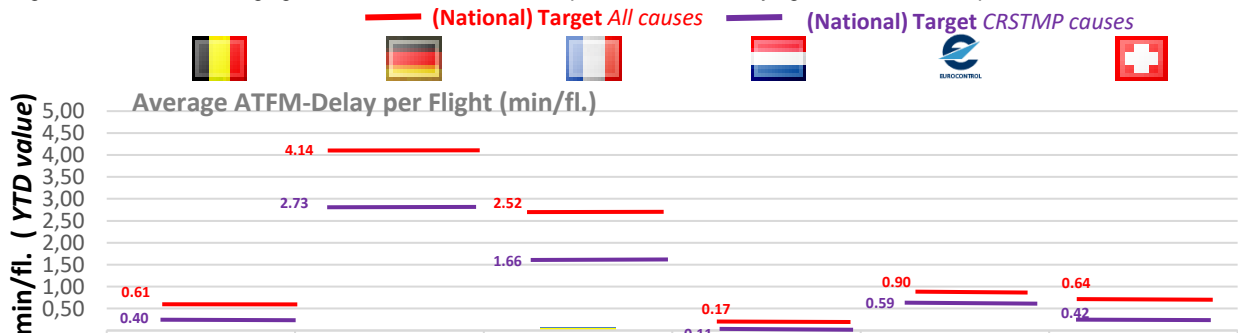
KPI #1: En-route ATFM delay per controlled flight (ANSP)



	skeyes	DFS	DSNA	LVNL	MUAC	skyguide
All others (ex. CRSTMP & WI)						
Industrial Action "I"						
Weather "W"						
Special event "P"						
Airspace Mgmt. "M"						
Equipment "T"						
Staffing "S"			221			
Routeing "R"						
Capacity "C"			3.894			

CRSTMP:	0		4.115			
TOTAL:	0		4.115			

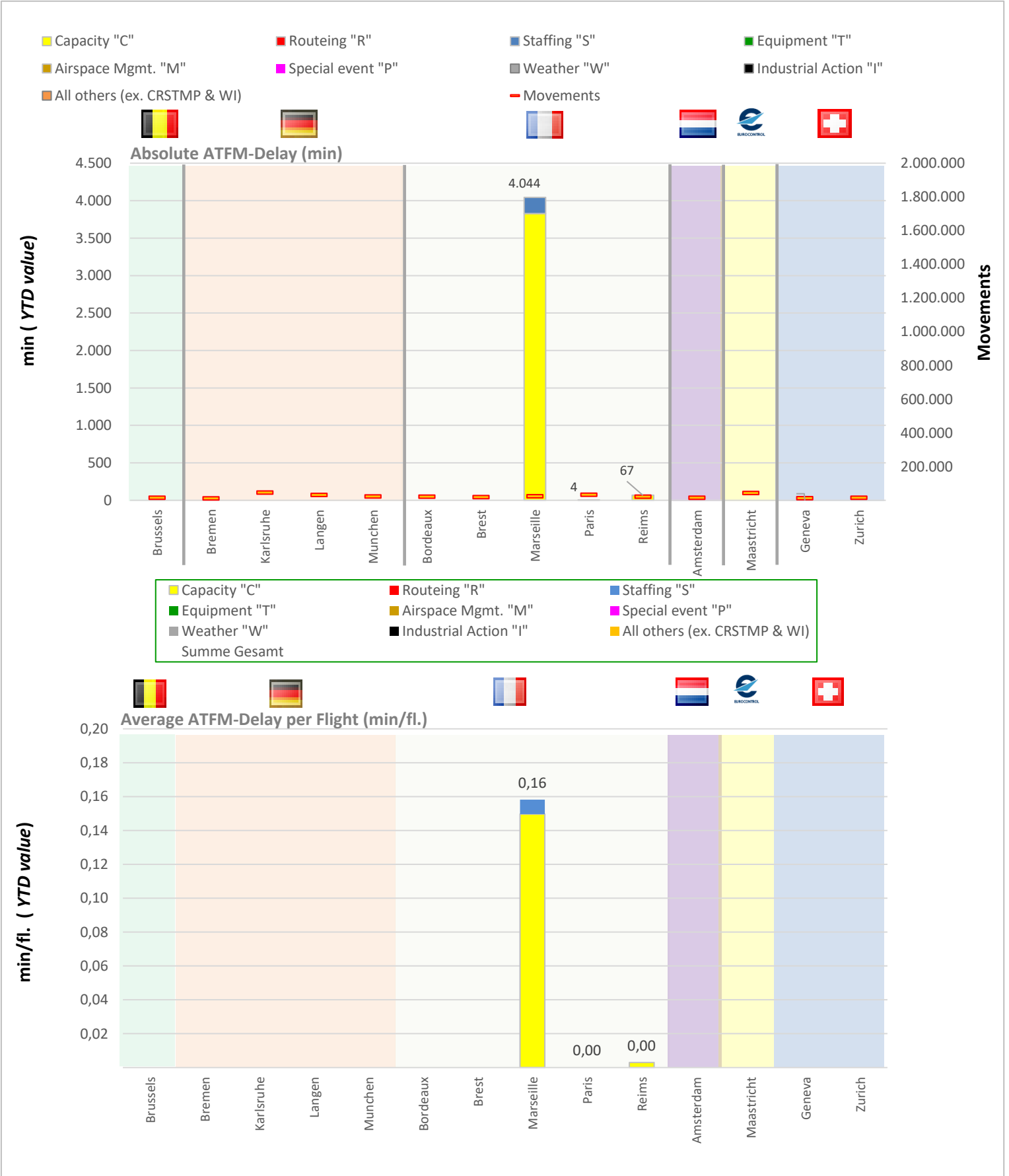
*Belgium and Luxembourg are in a common charging zone and FIR. There is no separate en-route delay figure and incentives/penalties are shared.



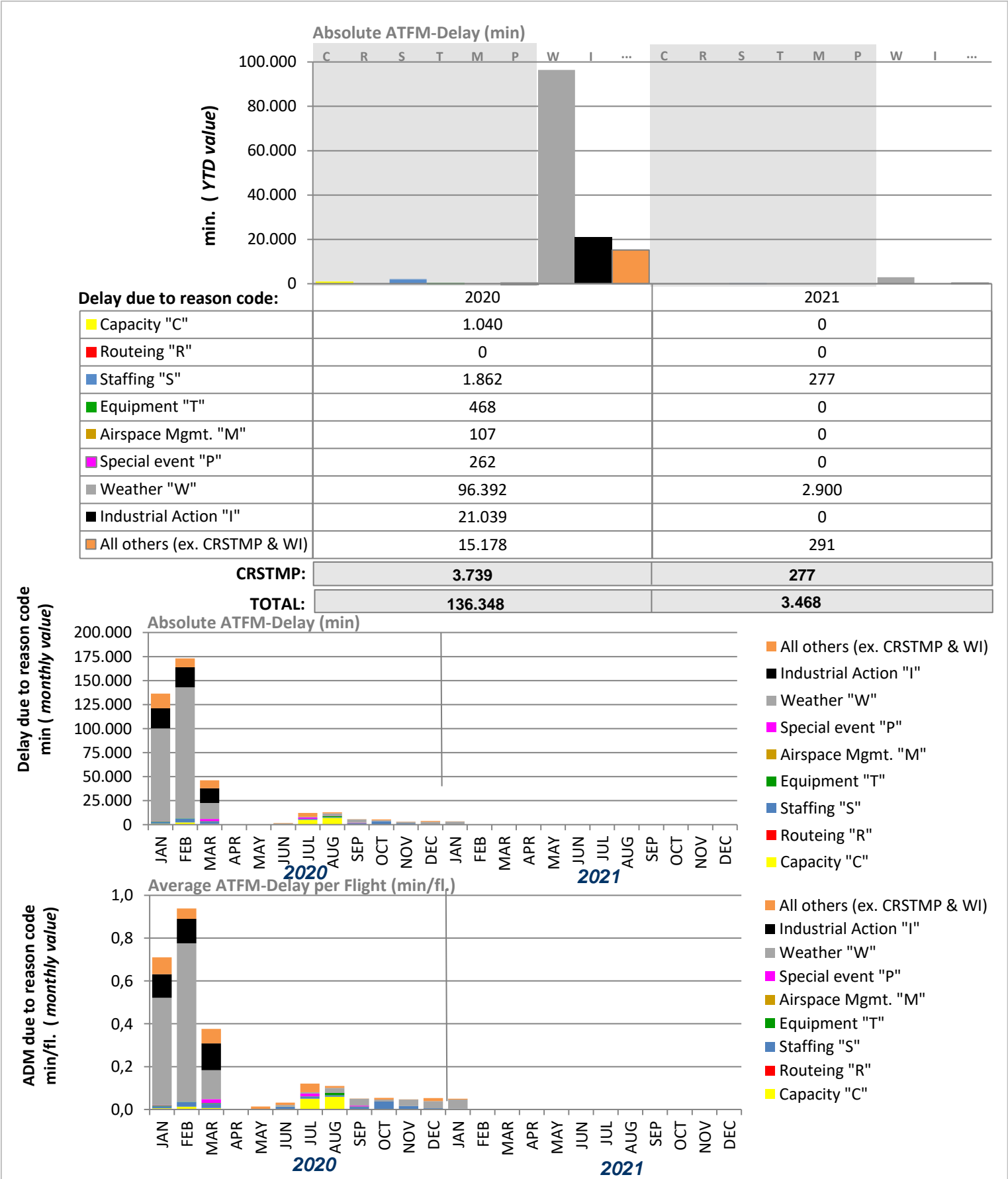
	skeyes	DFS	DSNA	LVNL	MUAC	skyguide
All others (ex. CRSTMP & WI)						
Industrial Action "I"						
Weather "W"		0,00	0,00	0,00	0,00	
Special event "P"		0,00	0,00	0,00		0,00
Airspace Mgmt. "M"					0,00	
Equipment "T"		0,00	0,00			
Staffing "S"		0,00	0,00	0,00	0,00	0,00
Routeing "R"						
Capacity "C"	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

CRSTMP:	0,00		0,06			
TOTAL:	0,00		0,06			

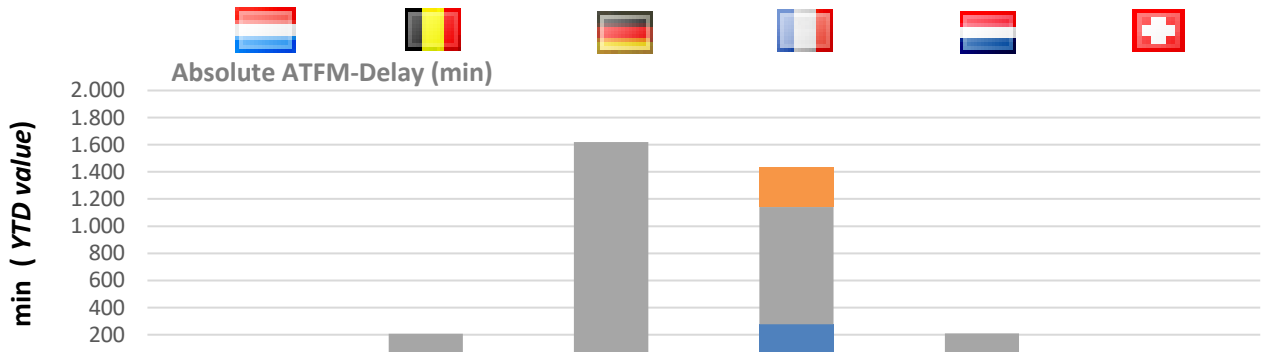
KPI #1: En-route ATFM delay per controlled flight (ACC)



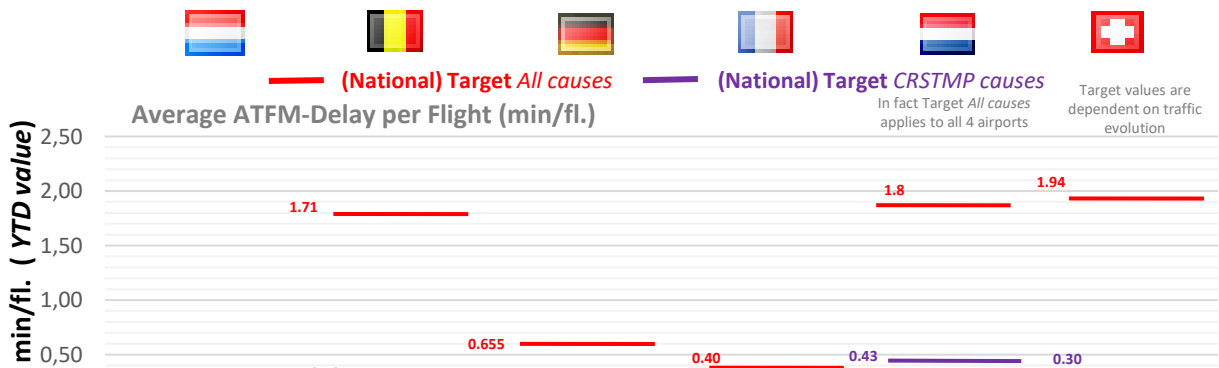
KPI #2: Arrival ATFM delay per reason code (FABEC)



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



	ANA LUX	skeyes	DFS	DSNA	LVNL	skyguide
All others (ex. CRSTMP & WI)				291		
Industrial Action "I"						
Weather "W"		206	1.620	865	209	
Special event "P"						
Airspace Mgmt. "M"						
Equipment "T"						
Staffing "S"				277		
Routeing "R"						
Capacity "C"						
CRSTMP:				277		
TOTAL:		206	1.620	1.433	209	



	ANA LUX	skeyes	DFS	DSNA	LVNL	skyguide
All others (ex. CRSTMP & WI)		0,00	0,00	0,01	0,00	0,00
Industrial Action "I"						
Weather "W"	0,00	0,05	0,08	0,03	0,03	0,00
Special event "P"			0,00		0,00	
Airspace Mgmt. "M"						
Equipment "T"				0,00	0,00	
Staffing "S"				0,01		0,00
Routeing "R"						
Capacity "C"				0,00	0,00	0,00
CRSTMP:				0,01		
TOTAL:		0,05	0,08	0,05	0,03	

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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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.