



PERFORMANCE REPORT 2020 - 2024

# CAPACITY

February 2021



making the difference

## Contents

Description & Analysis	3
FABEC TRAFFIC DEVELOPMENT ( <b>en-route</b> )	4
FABEC TRAFFIC DEVELOPMENT ( <b>arrival</b> )	5
KPI #1: <b>En-route</b> ATFM delay per controlled flight ( <b>FABEC</b> )	6
KPI #2: <b>Arrival</b> ATFM delay per controlled flight ( <b>FABEC</b> )	7
KPI #1: <b>En-route</b> ATFM delay per reason code ( <b>FABEC</b> )	8
KPI #1: <b>En-route</b> ATFM delay per controlled flight ( <b>ANSP</b> )	9
KPI #1: <b>En-route</b> ATFM delay per controlled flight ( <b>ACC</b> )	10
KPI #2: <b>Arrival</b> ATFM delay per reason code ( <b>FABEC</b> )	11
KPI #2: <b>Arrival</b> ATFM delay per controlled flight ( <b>ANSP</b> )	12
Glossary	13

## Description & Analysis

### Europe

Traffic in February was down by -66.1% compared to February 2019. It was above the scenario of -72% published by EUROCONTROL in January 2021. On average the network saw 8,955 flights/day. The peak day was 26 February (10,978 flights) with traffic at -62.4% of 2019 levels. Fridays were the busiest throughout February with an average of 10,688 flights.

Turkish Airlines was the busiest carrier in February with 596 flights/day, followed by Air France with 372 flights/day and Wideroe with 262 flights/day. DHL was the only airline with a traffic increase in February (+5.4%).

There were some network flow protective measures in February that generated 24,110 minutes of ATFM delay. The measures were mainly applied at Amsterdam/Schiphol airport due to snow.

All-cargo growth surged to 11.3% in February 2021 (vs. February 2019) and was the only segment consistently growing. Charter improved to -4.9% whereas business aviation went down -27.2% (vs. 2019). The traditional and low-cost segments remained severely depressed due to reinstated travel restrictions from the end of January and were down -71.6% and -87.1% respectively (vs. 2019).

EUROCONTROL NM estimates that around 495,000 flights did not operate in February. The largest traffic reduction (compared to the same operational day of 2019) was 69.9% on 07 February 2021 with 7,512 flights.

France (1,462 flights/day), Germany (1,402 flights/day) and Turkey (1,122 flights/day) recorded the highest traffic levels in the network. Paris/Charles de Gaulle was the busiest airport with an average of 439 movements per day followed by Frankfurt/Main (398) and Amsterdam/Schiphol (395). Traffic increase at Liege airport was due to more Cargo traffic.

Compared to January 2021, Air France/KLM total flights decreased from 23,949 flights to 17,722 flights (-35.1%), IAG Airlines decreased by -22.4%, Lufthansa group decreased by -28.9%, Easyjet group decreased by -21.9% and Ryanair group decreased by -60.4%.

*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 February 2021, 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 1.0 minutes per flight compared to February 2020. 5% of the total delay can be attributable to air traffic control. Airlines caused 50% 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-02-2021, Date 06/04/2021).

### FABEC

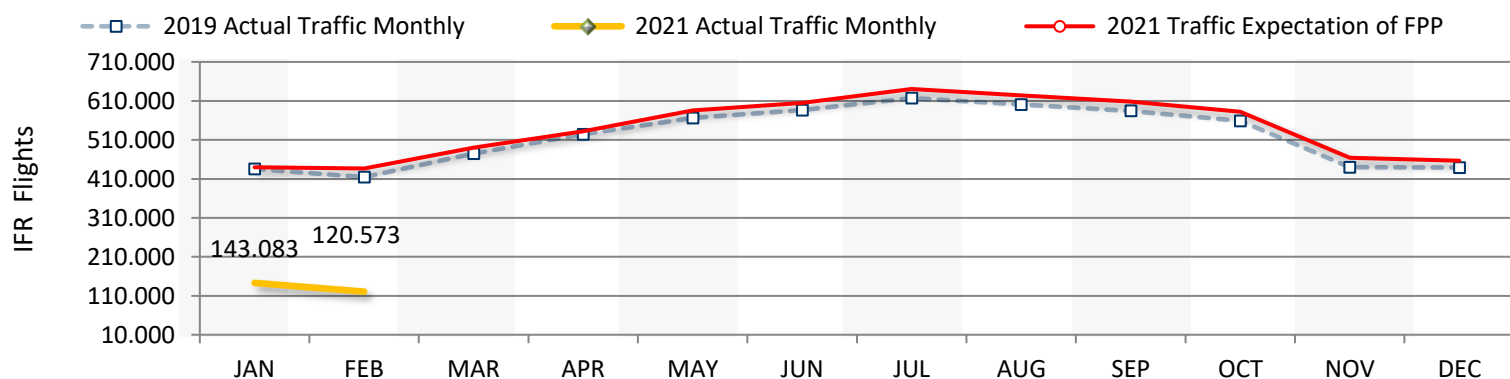
In the FABEC area, traffic decreased by 70.9% in February 2021 compared to the same month in 2019. Traffic was down in a similar way in all ANSPs, from -73.7% in skyguide to -66.8% in skeyes. Airport traffic was down to a comparable extent (-68.3% in the FABEC area) but with more disparities between ANSPs. Landings decreased by 77.8% in skyguide, 76.1% in DFS, but "only" 58.6% in skeyes, 58.4% in ANA LUX or 58.0% in DSNA.

In February 2021, Marseille TMA (4 977 min), Zurich ACC (885 min), Paris ACC (680 min) and Reims ACC (596 min) were the units generating some en-route ATFM delays. In Marseille TMA, delays were due to 'ATC-Capacity' (80%), 'Weather' (12%) and 'Technical' (8%); in Zurich ACC, delays were due to 'ATC-Capacity' (100%); in Paris, 'ATC-Capacity' (66%) and 'Staffing' (34%); in Reims, 'ATC-Capacity' (53%) and 'Industrial Action-ATC' (47%).

Airport ATFM delays were mainly generated in Amsterdam/EHAM (11 385 min) and Leipzig/Halle/EDDP (1 334 min). In Amsterdam/EHAM, delays were due to 'Weather' (100%); in Leipzig/Halle/EDDP, delays were also exclusively due to 'Weather' (100%).

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

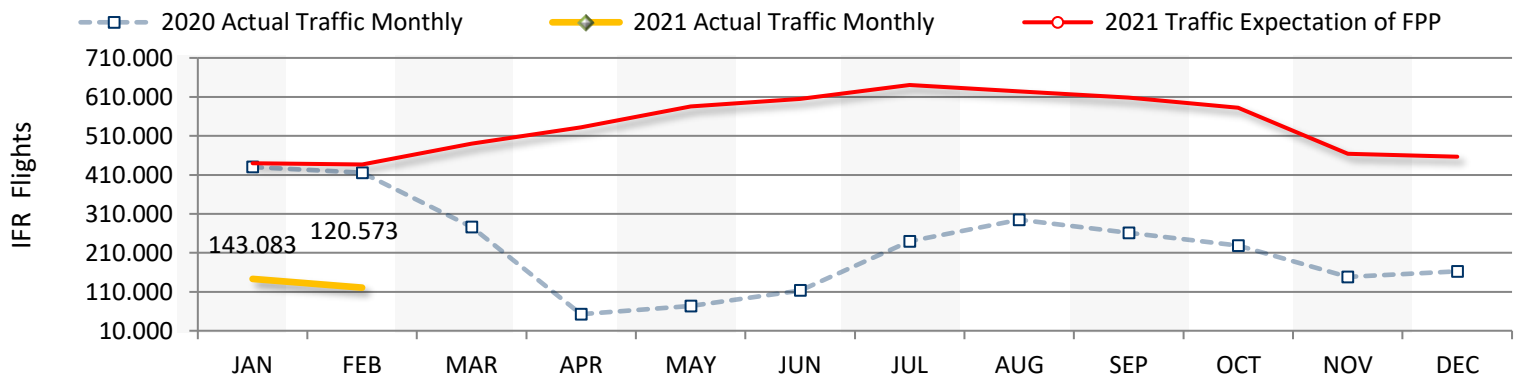
<b>FABEC</b>	<b>JAN</b>	<b>FEB</b>	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	<b>YTD</b>
2019 Actual Traffic Monthly	435.809	414.272	474.729	524.490	566.051	586.281	617.104	600.261	584.310	558.973	439.854	438.590	850.081
2021 Actual Traffic Monthly	<b>143.083</b>	<b>120.573</b>											<b>263.656</b>
Growth (%)	<b>-67,2 %</b>	<b>-70,9 %</b>											<b>-69,0 %</b>
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	<b>6.465.057</b>
2021 Traffic Evolution (%)	<b>-67,5 %</b>	<b>-72,4 %</b>											
2021 Traffic Cumulated (%)	<b>-67,5 %</b>	<b>-69,9 %</b>											



	<b>JAN</b>	<b>FEB</b>	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	<b>YTD</b>
<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	88.543
2021 Actual Traffic Monthly	<b>16.463</b>	<b>14.094</b>											<b>30.557</b>
Growth (%)	<b>-64,3 %</b>	<b>-66,8 %</b>											<b>-65,5 %</b>
<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	433.775
2021 Actual Traffic Monthly	<b>69.223</b>	<b>58.987</b>											<b>128.210</b>
Growth (%)	<b>-68,8 %</b>	<b>-72,1 %</b>											<b>-70,4 %</b>
<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	431.409
2021 Actual Traffic Monthly	<b>74.364</b>	<b>60.927</b>											<b>135.291</b>
Growth (%)	<b>-66,4 %</b>	<b>-71,0 %</b>											<b>-68,6 %</b>
<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	90.477
2021 Actual Traffic Monthly	<b>17.808</b>	<b>13.733</b>											<b>31.541</b>
Growth (%)	<b>-61,4 %</b>	<b>-69,0 %</b>											<b>-65,1 %</b>
<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	268.097
2021 Actual Traffic Monthly	<b>44.474</b>	<b>34.373</b>											<b>78.847</b>
Growth (%)	<b>-68,0 %</b>	<b>-73,4 %</b>											<b>-70,6 %</b>
<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	175.602
2021 Actual Traffic Monthly	<b>26.405</b>	<b>22.687</b>											<b>49.092</b>
Growth (%)	<b>-70,4 %</b>	<b>-73,7 %</b>											<b>-72,0 %</b>

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

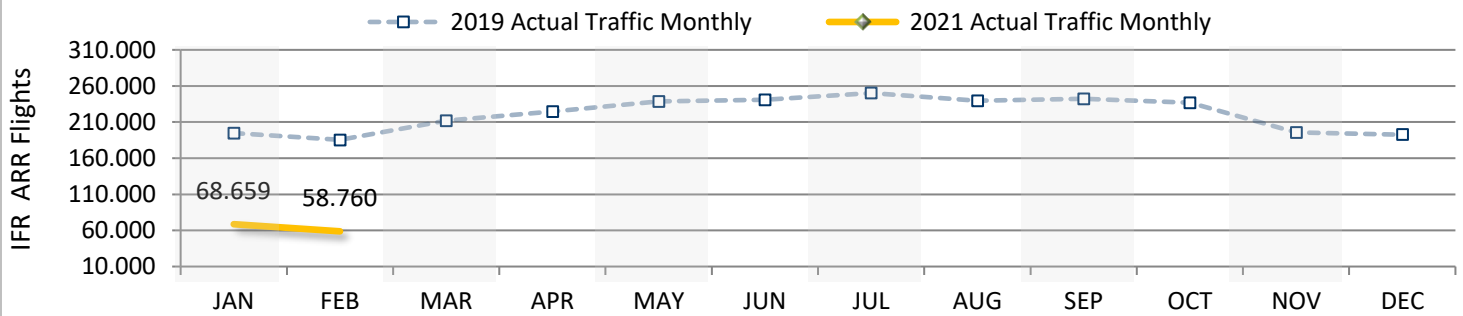
FABEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
2020 Actual Traffic Monthly	430.110	415.561	276.631	52.526	73.371	113.300	239.693	294.852	261.378	228.453	147.896	162.450	845.671
2021 Actual Traffic Monthly	<b>143.083</b>	<b>120.573</b>											<b>263.656</b>
Growth (%)	<b>-66,7 %</b>	<b>-71,0 %</b>											<b>-68,8 %</b>
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	<b>6.465.057</b>
2021 Traffic Evolution (%)	<b>-67,5 %</b>	<b>-72,4 %</b>											
2021 Traffic Cumulated (%)	<b>-67,5 %</b>	<b>-69,9 %</b>											



	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	88.619
2021 Actual Traffic Monthly	<b>16.463</b>	<b>14.094</b>											<b>30.557</b>
Growth (%)	<b>-63,3 %</b>	<b>-67,8 %</b>											<b>-65,5 %</b>
<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	427.845
2021 Actual Traffic Monthly	<b>69.223</b>	<b>58.987</b>											<b>128.210</b>
Growth (%)	<b>-68,3 %</b>	<b>-71,8 %</b>											<b>-70,0 %</b>
<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	431.646
2021 Actual Traffic Monthly	<b>74.364</b>	<b>60.927</b>											<b>135.291</b>
Growth (%)	<b>-65,9 %</b>	<b>-71,5 %</b>											<b>-68,7 %</b>
<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	90.598
2021 Actual Traffic Monthly	<b>17.808</b>	<b>13.733</b>											<b>31.541</b>
Growth (%)	<b>-61,7 %</b>	<b>-68,8 %</b>											<b>-65,2 %</b>
<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	261.733
2021 Actual Traffic Monthly	<b>44.474</b>	<b>34.373</b>											<b>78.847</b>
Growth (%)	<b>-66,7 %</b>	<b>-73,1 %</b>											<b>-69,9 %</b>
<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	179.027
2021 Actual Traffic Monthly	<b>26.405</b>	<b>22.687</b>											<b>49.092</b>
Growth (%)	<b>-70,8 %</b>	<b>-74,4 %</b>											<b>-72,6 %</b>

## FABEC TRAFFIC DEVELOPMENT (*arrival*)

<b>FABEC</b>	<b>JAN</b>	<b>FEB</b>	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	<b>YTD</b>
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	380.270
2021 Actual Traffic Monthly	<b>68.659</b>	<b>58.760</b>											<b>127.419</b>
Growth (%)	<b>-64,8 %</b>	<b>-68,3 %</b>											<b>-66,5 %</b>



	<b>JAN</b>	<b>FEB</b>	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	<b>YTD</b>
<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	5.368
2021 Actual Traffic Monthly	<b>1.307</b>	<b>1.097</b>											<b>2.404</b>
Growth (%)	<b>-52,1 %</b>	<b>-58,4 %</b>											<b>-55,2 %</b>

	<b>skeyes</b>												<b>YTD</b>
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	18.629
2021 Actual Traffic Monthly	<b>4.154</b>	<b>3.655</b>											<b>7.809</b>
Growth (%)	<b>-57,6 %</b>	<b>-58,6 %</b>											<b>-58,1 %</b>

	<b>DFS</b>												<b>YTD</b>
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	154.168
2021 Actual Traffic Monthly	<b>20.815</b>	<b>18.158</b>											<b>38.973</b>
Growth (%)	<b>-73,4 %</b>	<b>-76,1 %</b>											<b>-74,7 %</b>

	<b>DSNA</b>												<b>YTD</b>
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	130.083
2021 Actual Traffic Monthly	<b>30.058</b>	<b>26.603</b>											<b>56.661</b>
Growth (%)	<b>-55,0 %</b>	<b>-58,0 %</b>											<b>-56,4 %</b>

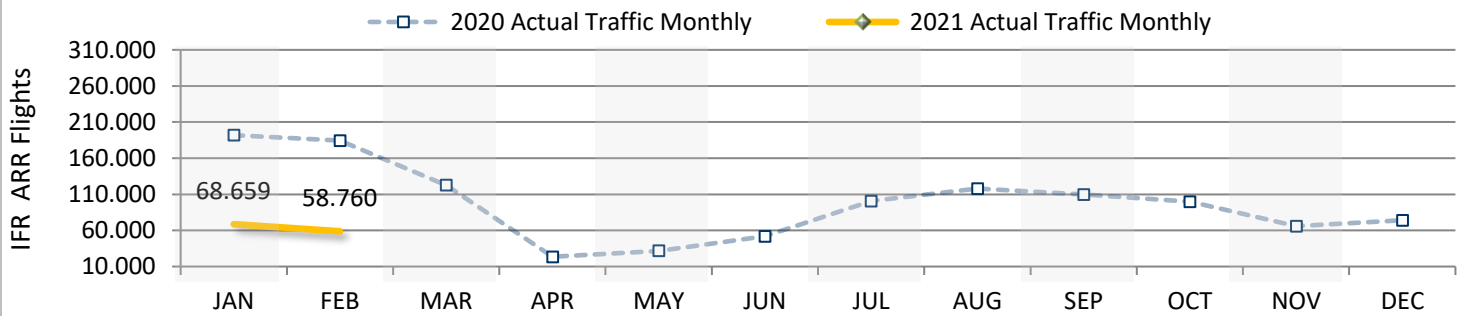
	<b>LVNL</b>												<b>YTD</b>
2019 Actual Traffic Monthly	18.998	18.021	20.363	21.455	22.973	22.330	22.933	23.046	22.639	22.777	19.390	19.628	37.019
2021 Actual Traffic Monthly	<b>7.583</b>	<b>5.531</b>											<b>13.114</b>
Growth (%)	<b>-60,1 %</b>	<b>-69,3 %</b>											<b>-64,6 %</b>

	<b>skyguide</b>												<b>YTD</b>
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	35.003
2021 Actual Traffic Monthly	<b>4.742</b>	<b>3.716</b>											<b>8.458</b>
Growth (%)	<b>-74,1 %</b>	<b>-77,8 %</b>											<b>-75,8 %</b>



## FABEC TRAFFIC DEVELOPMENT (*arrival*)

<b>FABEC</b>	<b>JAN</b>	<b>FEB</b>	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	<b>YTD</b>
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	376.141
2021 Actual Traffic Monthly	<b>68.659</b>	<b>58.760</b>											<b>127.419</b>
Growth (%)	<b>-64,2 %</b>	<b>-68,1 %</b>											<b>-66,1 %</b>



	<b>JAN</b>	<b>FEB</b>	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	<b>YTD</b>
<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	5.620
2021 Actual Traffic Monthly	<b>1.307</b>	<b>1.097</b>											<b>2.404</b>
Growth (%)	<b>-54,6 %</b>	<b>-59,9 %</b>											<b>-57,2 %</b>

	<b>skeyes</b>												<b>YTD</b>
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	19.077
2021 Actual Traffic Monthly	<b>4.154</b>	<b>3.655</b>											<b>7.809</b>
Growth (%)	<b>-57,1 %</b>	<b>-61,1 %</b>											<b>-59,1 %</b>

	<b>DFS</b>												<b>YTD</b>
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	148.052
2021 Actual Traffic Monthly	<b>20.815</b>	<b>18.158</b>											<b>38.973</b>
Growth (%)	<b>-72,3 %</b>	<b>-75,1 %</b>											<b>-73,7 %</b>

	<b>DSNA</b>												<b>YTD</b>
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	132.114
2021 Actual Traffic Monthly	<b>30.058</b>	<b>26.603</b>											<b>56.661</b>
Growth (%)	<b>-55,4 %</b>	<b>-58,9 %</b>											<b>-57,1 %</b>

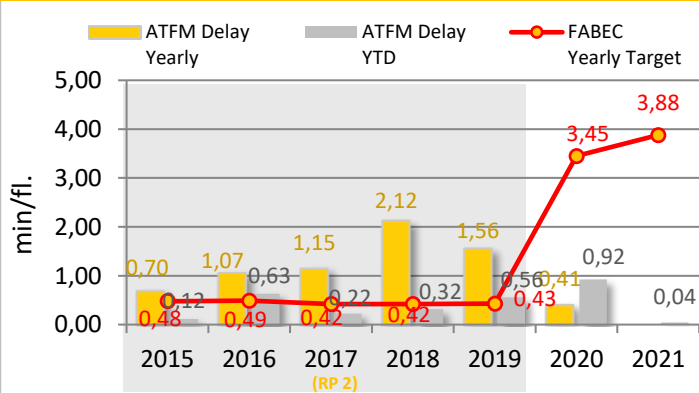
	<b>LVNL</b>												<b>YTD</b>
2020 Actual Traffic Monthly	19.188	17.938	12.953	2.274	3.146	4.383	8.362	12.014	11.506	10.112	7.696	8.300	37.126
2021 Actual Traffic Monthly	<b>7.583</b>	<b>5.531</b>											<b>13.114</b>
Growth (%)	<b>-60,5 %</b>	<b>-69,2 %</b>											<b>-64,7 %</b>

	<b>skyguide</b>												<b>YTD</b>
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	34.152
2021 Actual Traffic Monthly	<b>4.742</b>	<b>3.716</b>											<b>8.458</b>
Growth (%)	<b>-73,1 %</b>	<b>-77,5 %</b>											<b>-75,2 %</b>

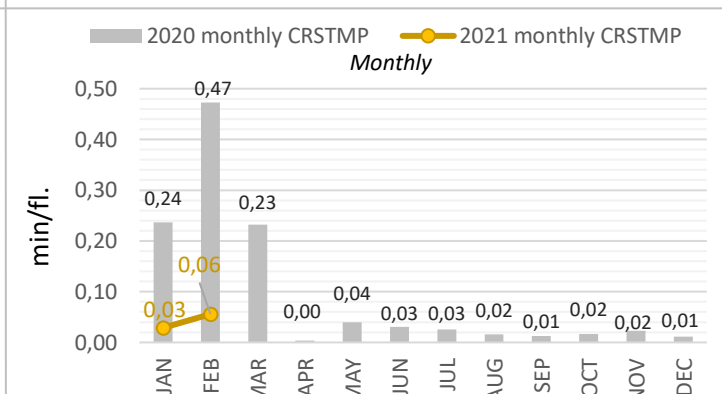
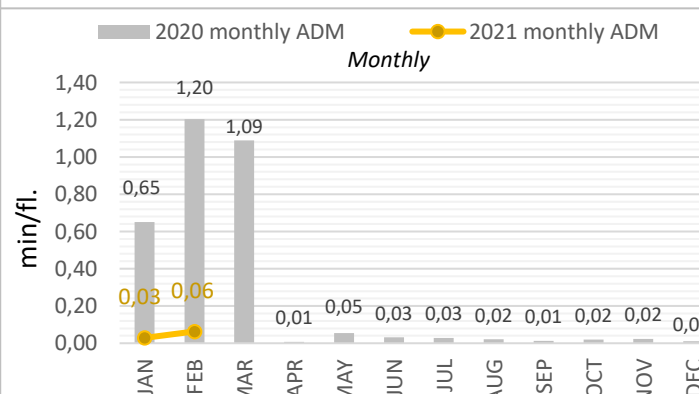
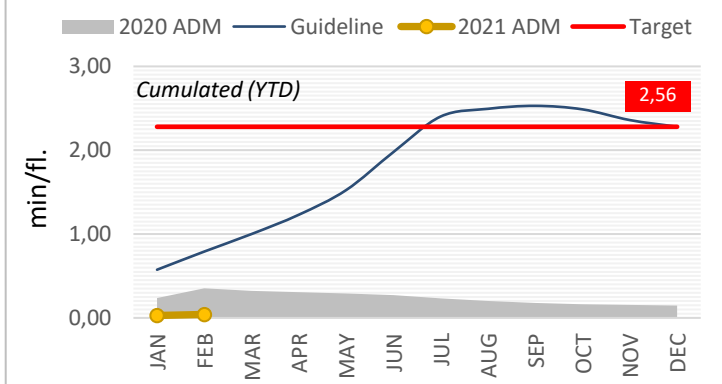
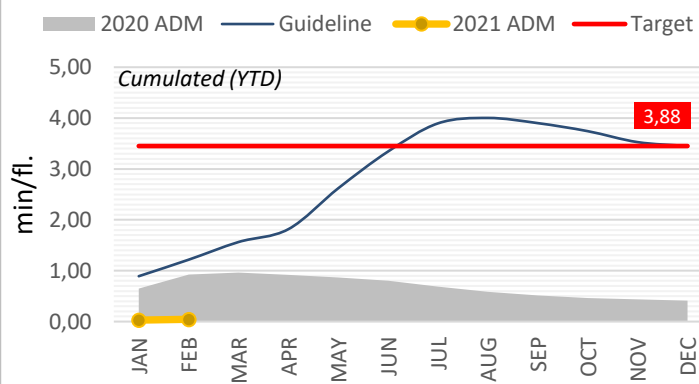
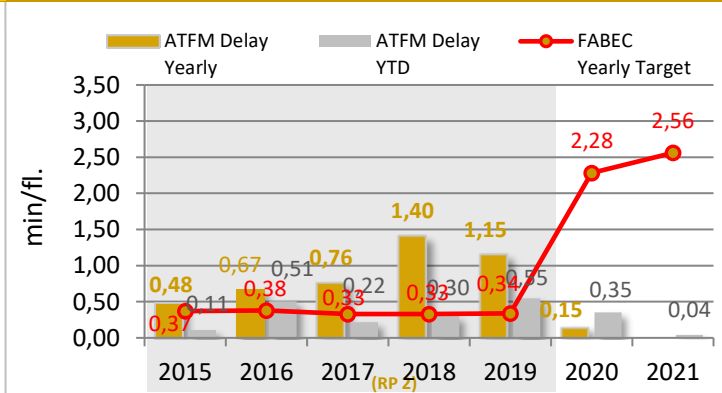
## KPI #1: En-route ATFM delay per controlled flight (FABEC)

	YTD 2021	YTD 2020	YTD 2021	YTD 2020
<b>En-route Delay All causes</b>	<b>0,04</b>	0,92	<b>0,04</b>	0,35
FABEC Target (yearly value)	<b>3,88</b>		<b>2,56</b>	
Guideline	1,22		0,79	
Minute ('000) ALL causes	<b>12</b>	779	<b>11</b>	298
Diff. 2021 - 2020	- 98,5 %		- 96 %	
Traffic ('000)	<b>264</b>	846		
Diff. 2021 - 2020	- 68,8 %			
<i>Potential savings (*) due to underbid the delay Target</i>				
<i>(all Causes) in Mio EURO (YTD)</i> <span style="color: green;">▶</span> + 0,04				
<small>* Cost of ATFM-delay per min = 87 €</small>				

### All Delay Causes



### CRSTMP Delay Causes



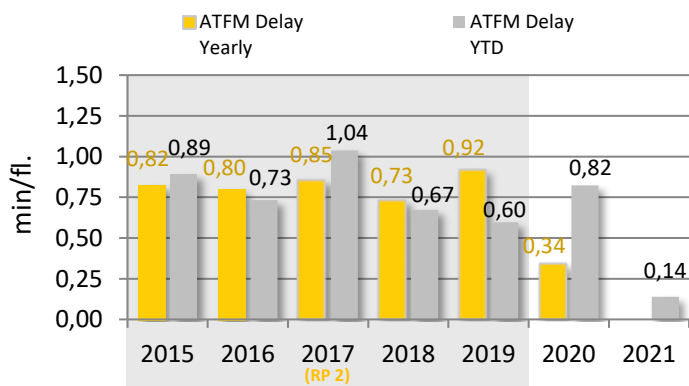
The guideline for the en-route ATFM delay per movement is a basic cumulative extrapolation of the previous three years monthly allocation and is designed to give an impression, how the YTD figures should be, in order to reach the yearly 2021 published targets (3,88 min per flight for all delay causes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



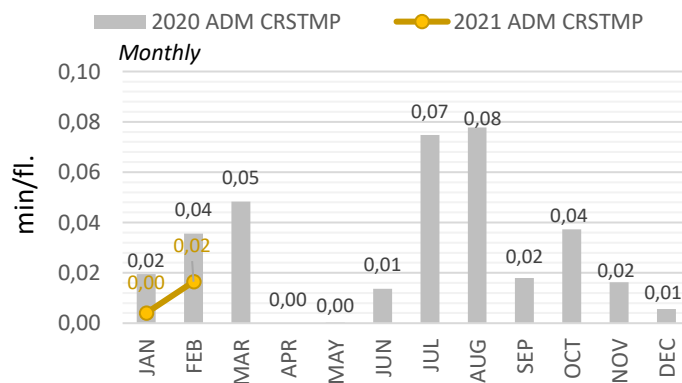
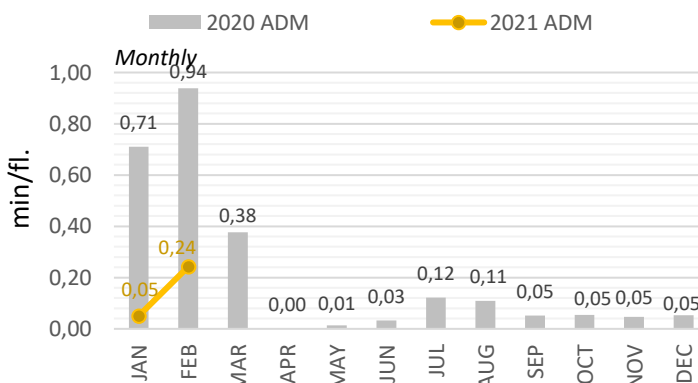
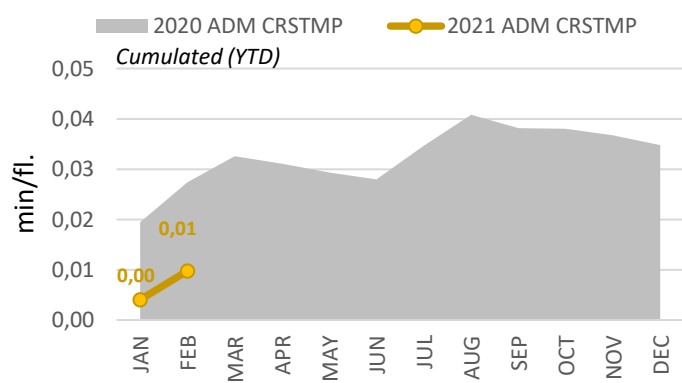
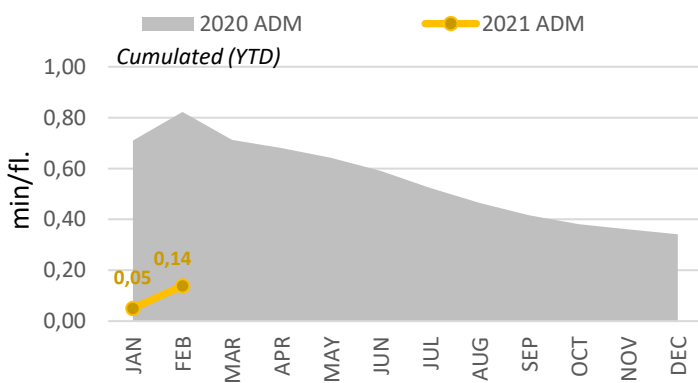
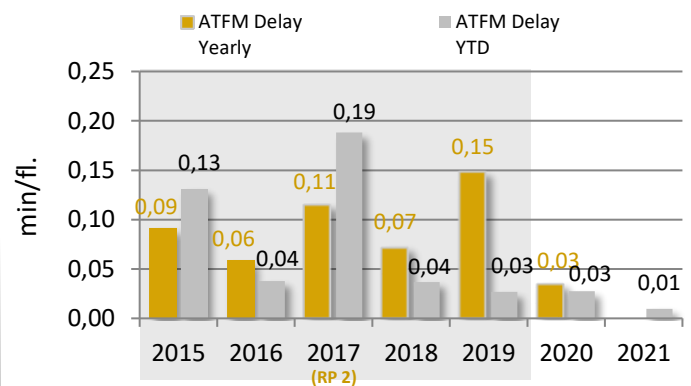
## KPI #2: Arrival ATFM delay per controlled flight (FABEC)

	YTD 2021	YTD 2020	YTD 2021	YTD 2020
<b>Arrival Delay All causes</b>	<b>0,14</b>	0,82	<b>Arrival Delay CRSTMP causes</b>	<b>0,01</b>
<i>Diff. 2021 - 2020</i>	- 83 %		<i>Diff. 2021 - 2020</i>	- 64 %
<b>Minute ('000) ALL causes</b>	<b>18</b>	309	<b>Minute ('000) CRSTMP causes</b>	<b>1</b>
<i>Diff. 2021 - 2020</i>	- 94 %		<i>Diff. 2021 - 2020</i>	- 88 %
<b>Traffic ('000)</b>	<b>127</b>	376		
<i>Diff. 2021 - 2020</i>	- 66,1 %			

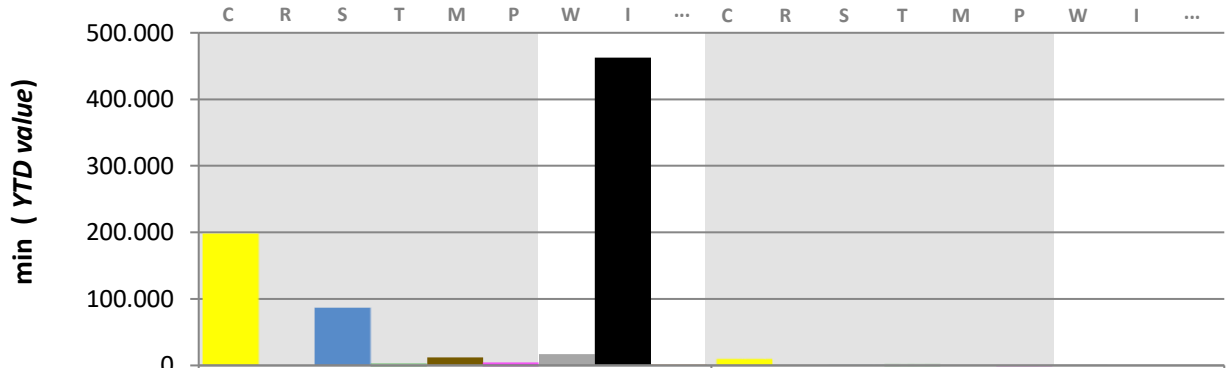
### All Delay Causes



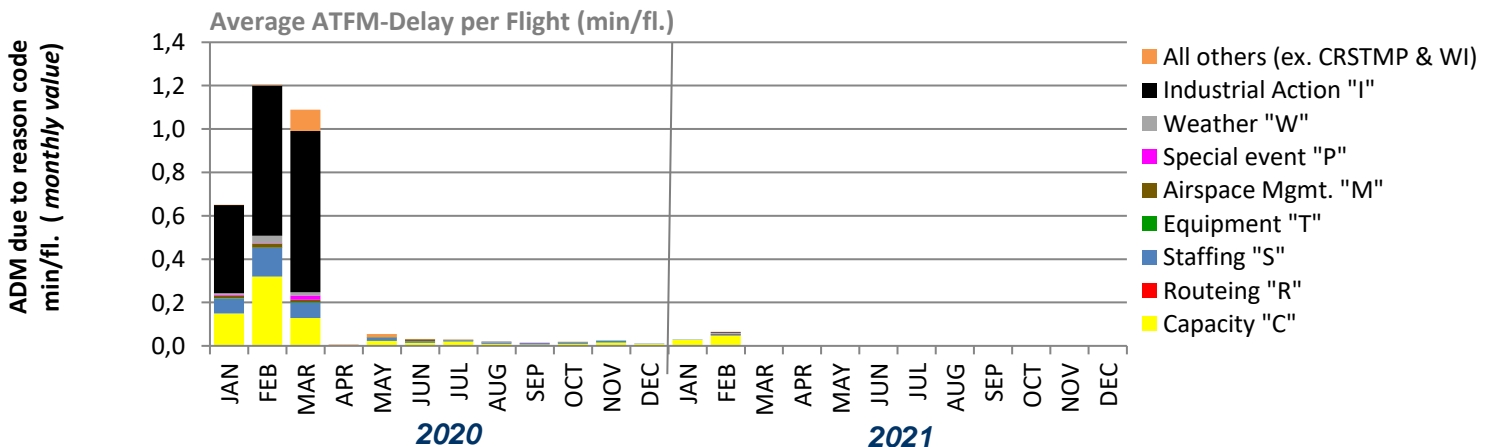
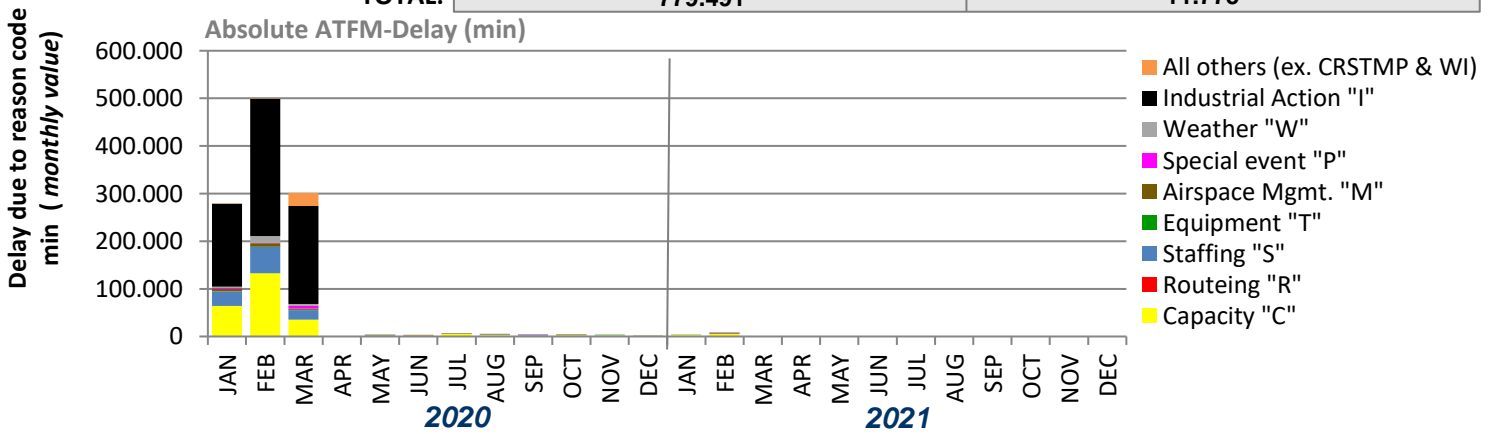
### CRSTMP Delay Causes



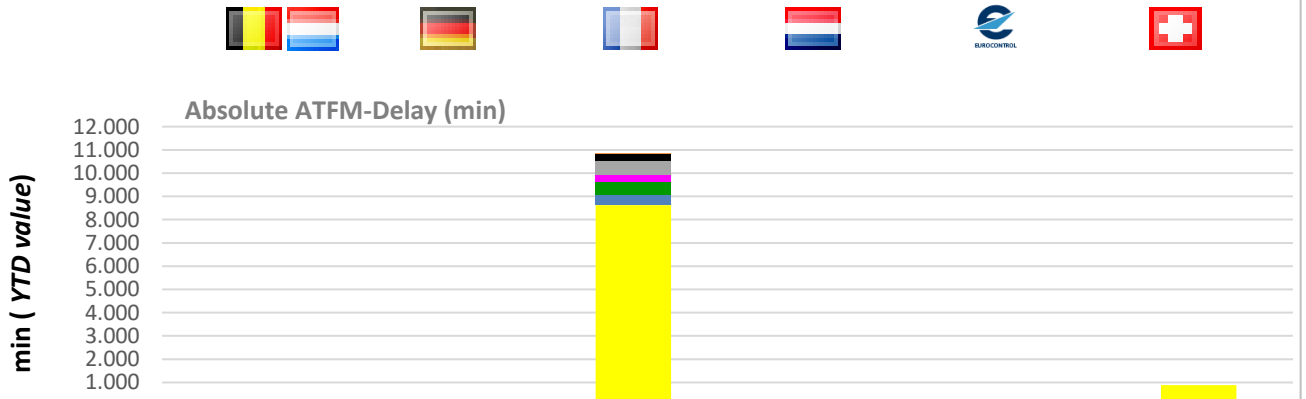
## KPI #1: En-route ATFM delay per reason code (FABEC)



Delay due to reason code:	2020	2021
Capacity "C"	196.851	9.508
Routeing "R"	0	0
Staffing "S"	85.807	454
Equipment "T"	1.008	553
Airspace Mgmt. "M"	11.950	22
Special event "P"	2.776	293
Weather "W"	17.194	591
Industrial Action "I"	462.580	338
All others (ex. CRSTMP & WI)	1.325	16
<b>CRSTMP:</b>	<b>298.392</b>	<b>10.830</b>
<b>TOTAL:</b>	<b>779.491</b>	<b>11.775</b>



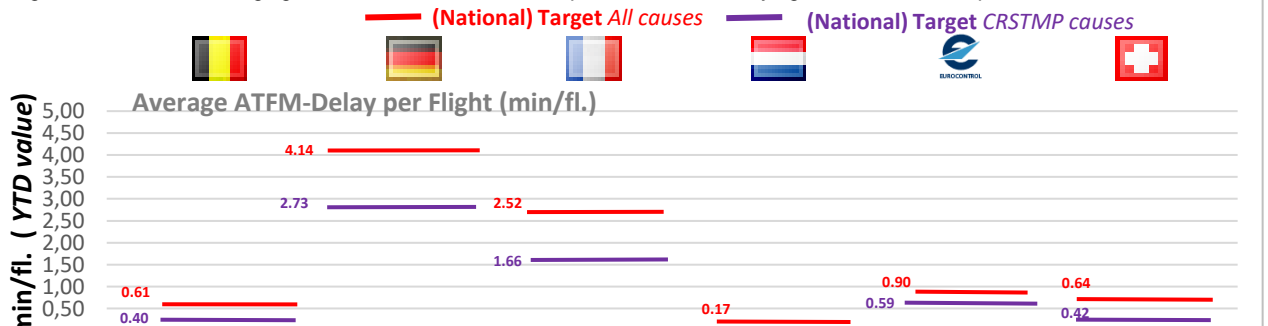
## KPI #1: En-route ATFM delay per controlled flight (ANSP)



	skeyes	DFS	DSNA	LVNL	MUAC	skyguide
All others (ex. CRSTMP & WI)			16			
Industrial Action "I"			338			
Weather "W"			591			
Special event "P"			293			
Airspace Mgmt. "M"					22	
Equipment "T"			553			
Staffing "S"			454			
Routeing "R"						
Capacity "C"			8,623			885

<b>CRSTMP:</b>	<b>0</b>		<b>9.923</b>		<b>22</b>	<b>885</b>
<b>TOTAL:</b>	<b>0</b>		<b>10.868</b>		<b>22</b>	<b>885</b>

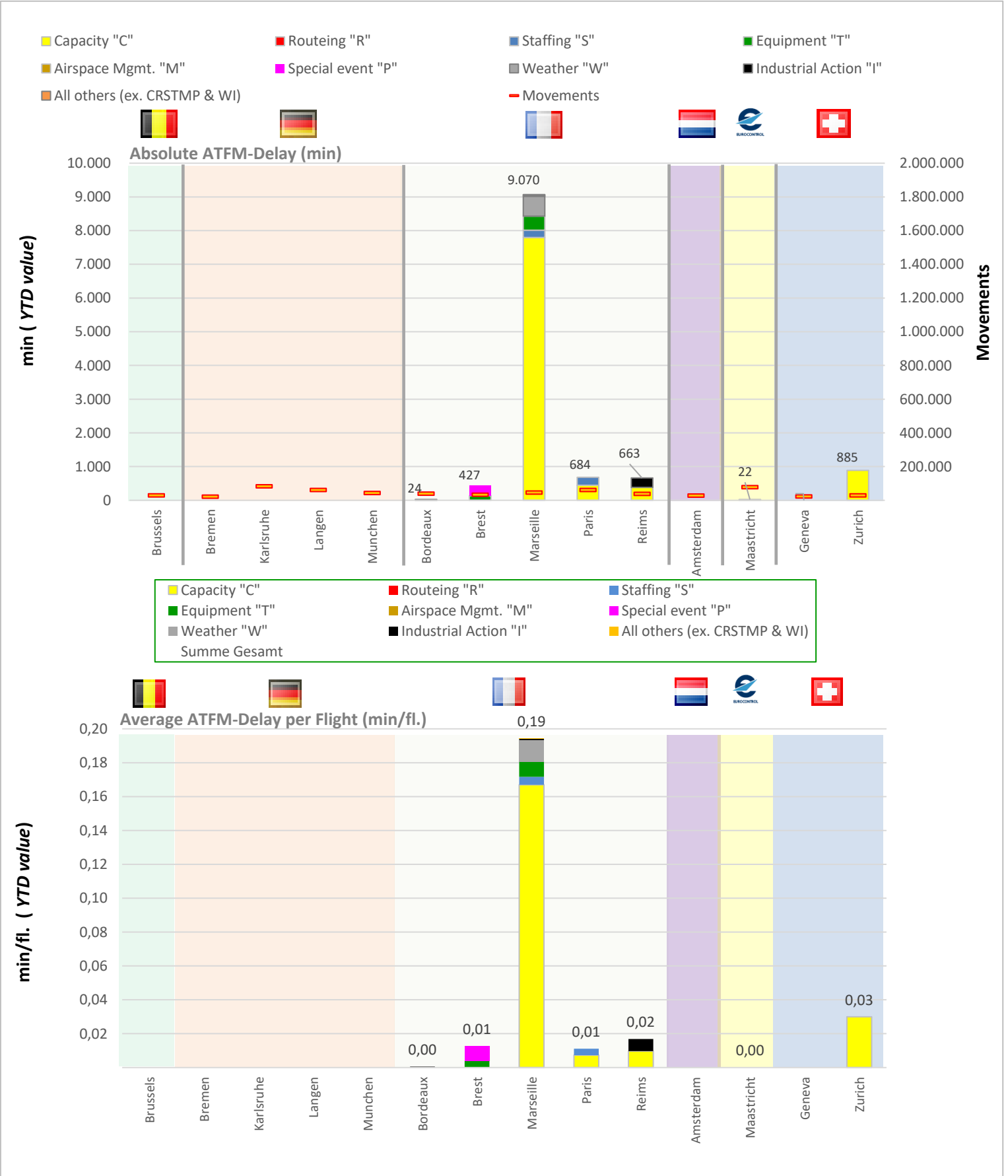
\*Belgium and Luxembourg are in a common charging zone and FIR. There is no separate en-route delay figure and incentives/penalties are shared.



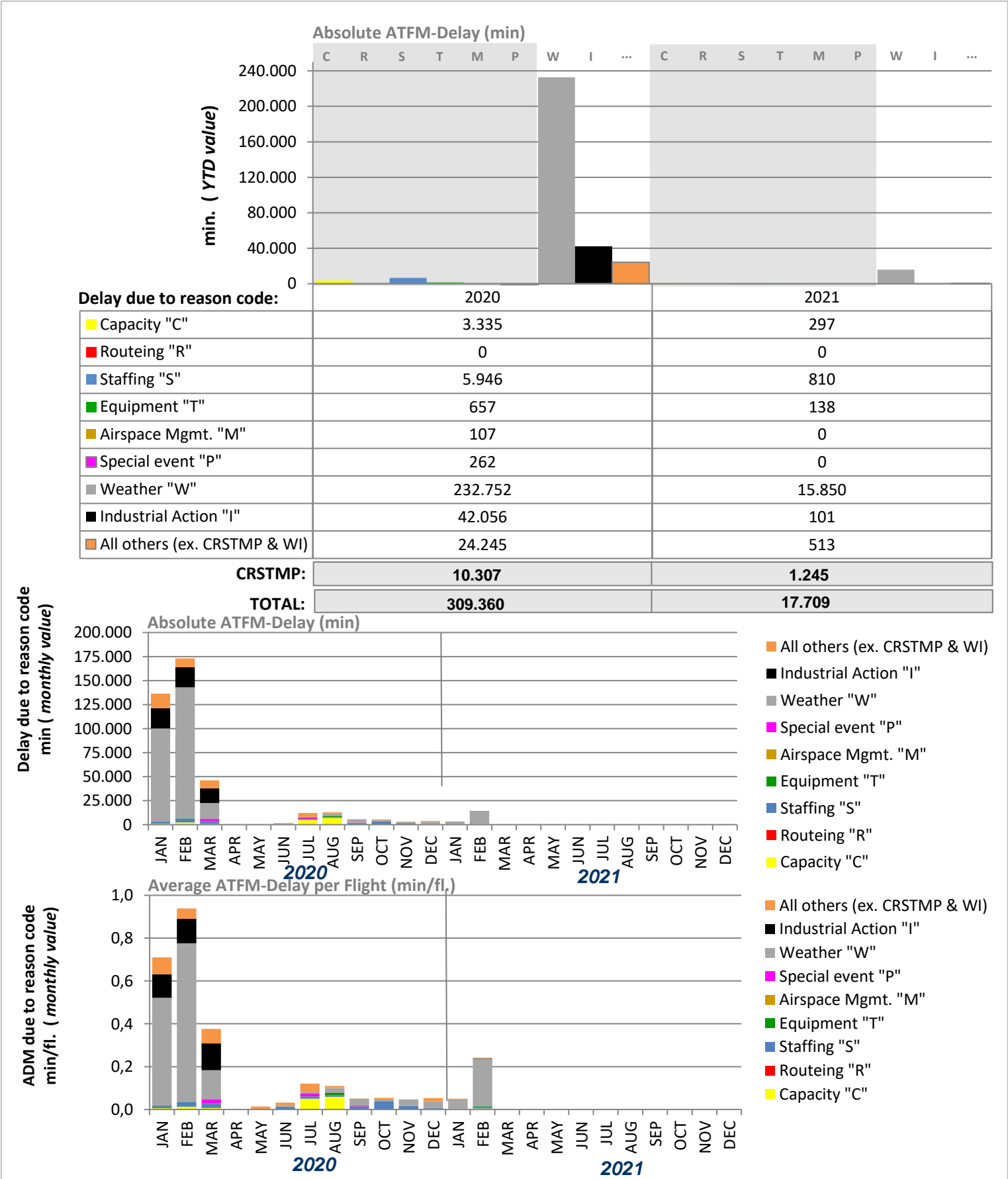
	skeyes	DFS	DSNA	LVNL	MUAC	skyguide
All others (ex. CRSTMP & WI)						
Industrial Action "I"						
Weather "W"		0,00	0,00	0,00	0,00	
Special event "P"		0,00	0,00	0,00		0,00
Airspace Mgmt. "M"					0,00	
Equipment "T"		0,00	0,00			
Staffing "S"		0,00	0,00	0,00	0,00	0,00
Routeing "R"						
Capacity "C"	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

<b>CRSTMP:</b>	<b>0,00</b>		<b>0,07</b>		<b>0,00</b>	<b>0,02</b>
<b>TOTAL:</b>	<b>0,00</b>		<b>0,08</b>		<b>0,00</b>	<b>0,02</b>

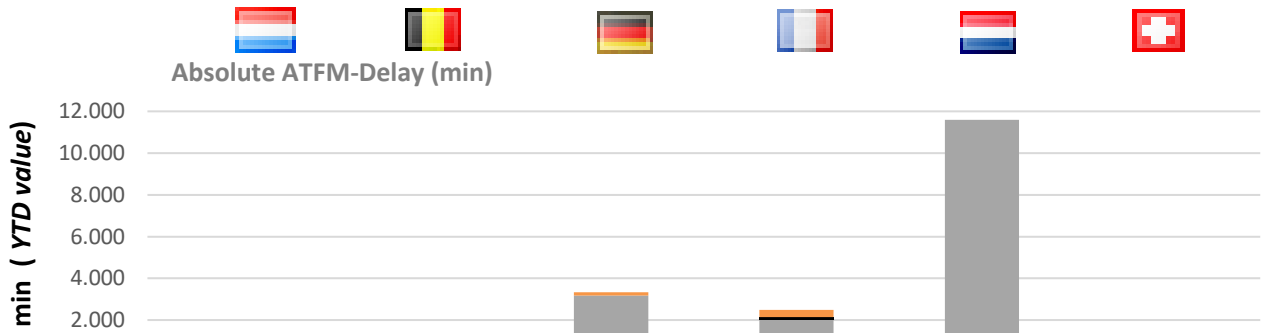
## KPI #1: En-route ATFM delay per controlled flight (ACC)



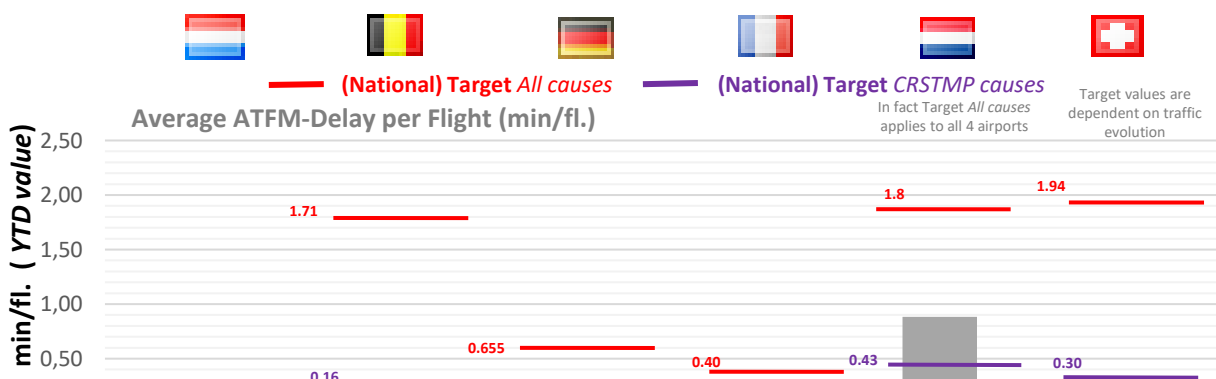
## KPI #2: Arrival ATFM delay per reason code (FABEC)



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



	ANA LUX	skeyes	DFS	DSNA	LVNL	skyguide
All others (ex. CRSTMP & WI)			160	353		
Industrial Action "I"				101		
Weather "W"		206	2.954	1.021	11.594	75
Special event "P"						
Airspace Mgmt. "M"						
Equipment "T"				138		
Staffing "S"				810		
Routeing "R"						
Capacity "C"			225	72		
<b>CRSTMP:</b>			<b>225</b>	<b>1.020</b>		
<b>TOTAL:</b>		<b>206</b>	<b>3.339</b>	<b>2.495</b>	<b>11.594</b>	<b>75</b>



	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"				0,00		
Weather "W"	0,00	0,03	0,08	0,02	0,88	0,01
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"			0,01	0,00	0,00	0,00
<b>CRSTMP:</b>	<b>0,01</b>		<b>0,01</b>	<b>0,02</b>		
<b>TOTAL:</b>		<b>0,03</b>	<b>0,09</b>	<b>0,04</b>	<b>0,88</b>	<b>0,01</b>



## 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	<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

Sources: EUROCONTROL, FABEC ANSPs

Status: February 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.