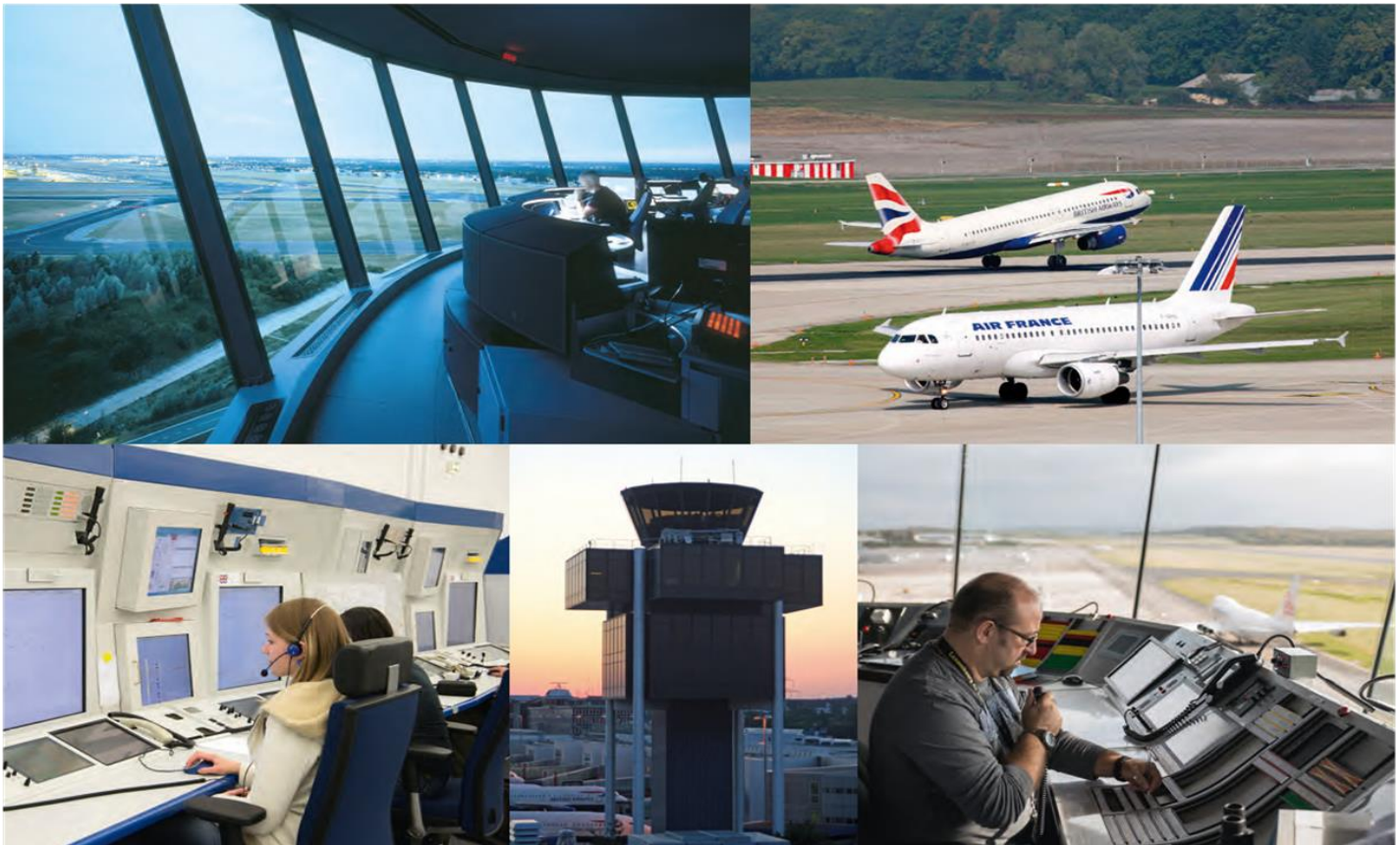




PERFORMANCE REPORT 2020 - 2024

CAPACITY

March 2021



making the difference

Contents

Description & Analysis	3
FABEC TRAFFIC DEVELOPMENT (en-route)	4
FABEC TRAFFIC DEVELOPMENT (arrival)	6
KPI #1: En-route ATFM delay per controlled flight (FABEC)	8
KPI #2: Arrival ATFM delay per controlled flight (FABEC)	9
KPI #1: En-route ATFM delay per reason code (FABEC)	10
KPI #1: En-route ATFM delay per controlled flight (ANSP)	11
KPI #1: En-route ATFM delay per controlled flight (ACC)	12
KPI #2: Arrival ATFM delay per reason code (FABEC)	13
KPI #2: Arrival ATFM delay per controlled flight (ANSP)	14
Glossary	15

Description & Analysis

Europe

Traffic in March was at 36.3% of March 2019 levels but increased week on week from the beginning of the month. It was above the scenario of -72% published by EUROCONTROL in January 2021. On average the network saw 9,942 flights/day. The peak day was 26 March (12,741 flights) with traffic at -57.8% of 2019 levels. Fridays were the busiest days throughout March with an average of 11,595 flights. Turkish Airlines was again the busiest carrier in March with on average 674 flights/day, followed by Air France with 363 flights/day and Pegasus with 286 flights/day.

The busiest airport was IGA Istanbul (562 flights/day), followed by Paris/Charles de Gaulle (458 flights/day) and Frankfurt/Main (442 flights/day).

COVID-19 continued to affect network traffic throughout the month. March traffic was -63.7% (compared to March 2019), above the -72% estimate of the revised EUROCONTROL scenarios. Traffic has shown a positive steady trend since mid-February which has accelerated over the last week. This increase is mainly due to Easter Holidays which are almost three weeks in advance compared to 2019.

Aircraft operators such as Lufthansa, SAS and Ryanair increased their capacity compared to February 2021.

The traditional and low-cost segments, while accounting most flights, recorded a slight improvement on last month reaching -69.9% and -85.9% respectively in March 2021 (vs March 2019). All-Cargo continued to show an upward trend and posted a 14.8% increase in March 2021 compared to March 2019. The charter segment decreased by -2.2% and was almost back to the 2019 levels partly due to traditional scheduled airlines filing ICAO flight type N. The business aviation segment recorded a decrease of -18.1% in March 2021 (vs March 2019) but in certain countries business aviation was getting close to 2019, some of them were even higher than pre-Covid numbers in Israel, Greece, Serbia/Montenegro, Spain and Turkey.

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 March 2021, the Central Office for Delay Analysis (CODA) reported that the average delay per flight on departure was 6.3 minutes per flight - a decrease of 2.0 minutes per flight compared to March 2020. 4% of the total delay can be attributable to air traffic control. Airlines caused 57% of the total delay, resulting from such issues as technical problems, staff shortages or turnaround times that are too tightly scheduled. Airports caused 4% of the delays while the rest (IATA Code 85,86,71-79,97-99) of around 35% can be allocated to other reasons (Source: CODA Dashboard-03-2021, Date 26/04/2021).

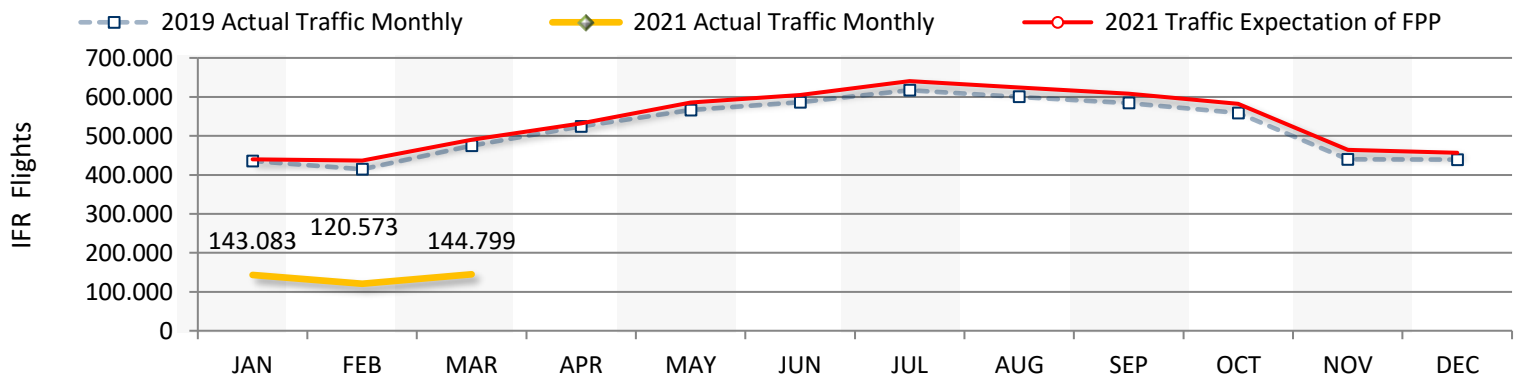
FABEC

In the FABEC area, traffic decreased by 69.5% in March 2021 compared to the same month in 2019, leading to a 69.2% traffic decrease YTD. Traffic was down in a similar way in all ANSPs, from -72% in skyguide, -71.1% in MUAC, -70.1% in DFS to -65.8% in LVNL. Airport traffic was down to a similar extent (-67.4% in the FABEC area) but with more disparities between ANSPs. Landings decreased by 76.1% in skyguide, 74.0% in DFS, but "only" 57.7% in DSNA or 56.1% in ANA LUX. In March 2021, Marseille TMA (1 735 min), Brest ACC (1 605 min), Zurich ACC (1 287 min) and Reims ACC (1 284 min) were the units to generate en-route ATFM delays. In Marseille, delays were due to 'ATC-Capacity' (93%) and 'Staffing' (7%). In Brest, delays were due to 'Special Event' (85%), 'ATC-Capacity' (15%) and 'Technical' (1%); in Zurich, 'ATC-Capacity' (100%); in Reims, 'ATC-Capacity' (62%) and 'Staffing' (38%).

Airport ATFM delays were mainly generated in Toussus Le Noble/LFPN (1 275 min), Valence/LFLU (737 min), Amsterdam/EHAM (619 min) and Koeln/Bonn/EDDK (578 min). In Toussus Le Noble, delays were due to 'Staffing' (61%), 'Aerodrome Disruptions' (35%), 'Aerodrome Capacity' (3%) and 'Special Event' (1%). In Valence, delays were due to 'ATC Disruptions' (100%); in Amsterdam, 'Weather' (100%); in Koeln/Bonn, 'Aerodrome Capacity' (100%).

FABEC TRAFFIC DEVELOPMENT (*en-route*)

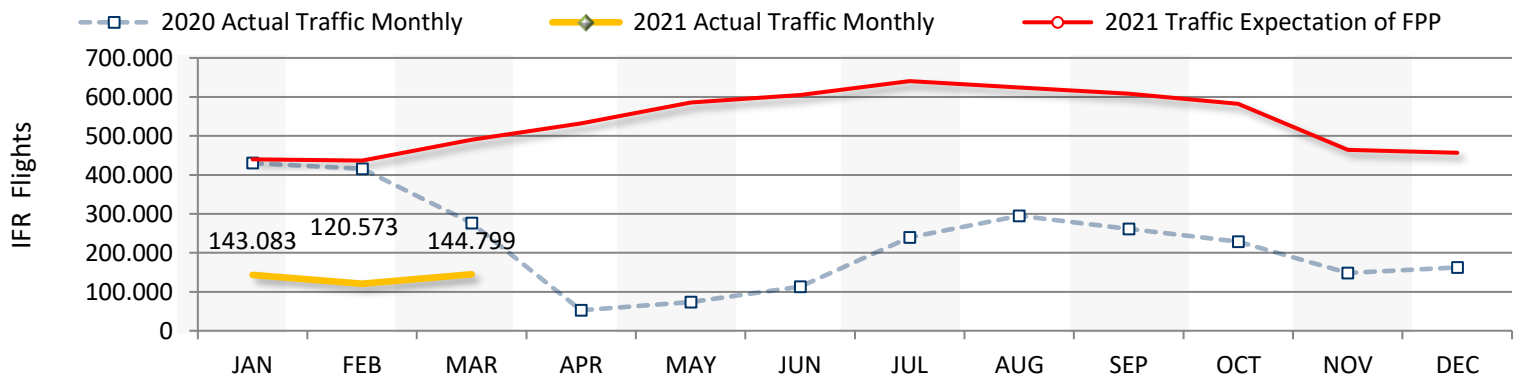
FABEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
2019 Actual Traffic Monthly	435.809	414.272	474.729	524.490	566.051	586.281	617.104	600.261	584.310	558.973	439.854	438.590	1.324.810
2021 Actual Traffic Monthly	143.083	120.573	144.799										408.455
Growth (%)	-67,2 %	-70,9 %	-69,5 %										-69,2 %
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 %										
2021 Traffic Cumulated (%)	-67,5 %	-69,9 %	-70,1 %										



	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	138.082
2021 Actual Traffic Monthly	16.463	14.094	16.118										46.675
Growth (%)	-64,3 %	-66,8 %	-67,5 %										-66,2 %
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	674.461
2021 Actual Traffic Monthly	69.223	58.987	73.586										201.796
Growth (%)	-68,8 %	-72,1 %	-69,4 %										-70,1 %
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	675.731
2021 Actual Traffic Monthly	74.364	60.927	71.495										206.786
Growth (%)	-66,4 %	-71,0 %	-70,7 %										-69,4 %
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	140.989
2021 Actual Traffic Monthly	17.808	13.733	16.695										48.236
Growth (%)	-61,4 %	-69,0 %	-66,9 %										-65,8 %
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	415.809
2021 Actual Traffic Monthly	44.474	34.373	41.453										120.300
Growth (%)	-68,0 %	-73,4 %	-71,9 %										-71,1 %
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	275.247
2021 Actual Traffic Monthly	26.405	22.687	28.012										77.104
Growth (%)	-70,4 %	-73,7 %	-71,9 %										-72,0 %

FABEC TRAFFIC DEVELOPMENT (*en-route*)

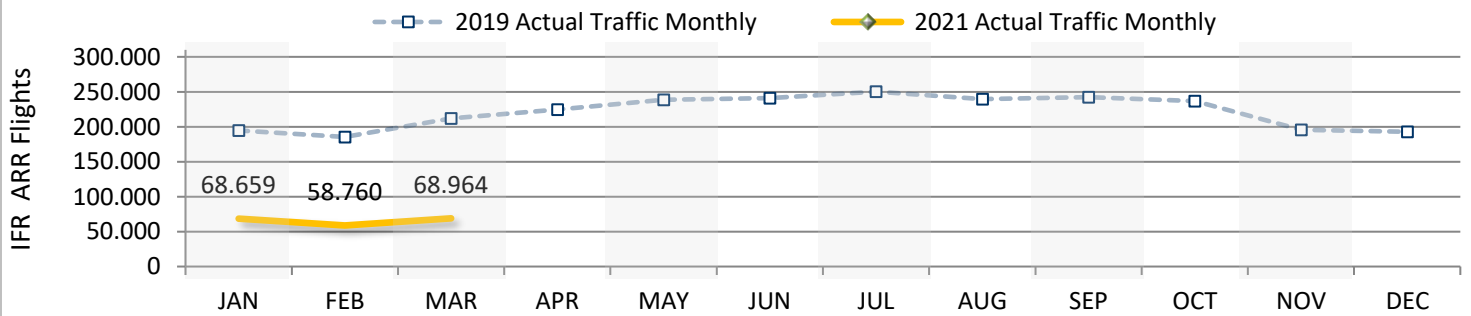
FABEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
2020 Actual Traffic Monthly	430.110	415.561	276.631	52.526	73.371	113.300	239.693	294.852	261.378	228.453	147.896	162.450	1.122.302
2021 Actual Traffic Monthly	143.083	120.573	144.799										408.455
Growth (%)	-66,7 %	-71,0 %	-47,7 %										-63,6 %
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 %										
2021 Traffic Cumulated (%)	-67,5 %	-69,9 %	-70,1 %										



	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	119.479
2021 Actual Traffic Monthly	16.463	14.094	16.118										46.675
Growth (%)	-63,3 %	-67,8 %	-47,8 %										-60,9 %
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	569.428
2021 Actual Traffic Monthly	69.223	58.987	73.586										201.796
Growth (%)	-68,3 %	-71,8 %	-48,0 %										-64,6 %
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	571.737
2021 Actual Traffic Monthly	74.364	60.927	71.495										206.786
Growth (%)	-65,9 %	-71,5 %	-49,0 %										-63,8 %
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	122.700
2021 Actual Traffic Monthly	17.808	13.733	16.695										48.236
Growth (%)	-61,7 %	-68,8 %	-48,0 %										-60,7 %
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	353.567
2021 Actual Traffic Monthly	44.474	34.373	41.453										120.300
Growth (%)	-66,7 %	-73,1 %	-54,9 %										-66,0 %
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	231.644
2021 Actual Traffic Monthly	26.405	22.687	28.012										77.104
Growth (%)	-70,8 %	-74,4 %	-46,8 %										-66,7 %

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	592.066
2021 Actual Traffic Monthly	68.659	58.760	68.964										196.383
Growth (%)	-64,8 %	-68,3 %	-67,4 %										-66,8 %



	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	8.375
2021 Actual Traffic Monthly	1.307	1.097	1.270										3.674
Growth (%)	-52,1 %	-58,4 %	-57,8 %										-56,1 %

	skeyes												YTD
2019 Actual Traffic Monthly	9.804	8.825	10.293	11.083	11.763	11.678	12.607	12.086	12.016	11.632	10.315	9.981	28.922
2021 Actual Traffic Monthly	4.154	3.655	4.074										11.883
Growth (%)	-57,6 %	-58,6 %	-60,4 %										-58,9 %

	DFS												YTD
2019 Actual Traffic Monthly	78.274	75.894	85.673	88.848	96.254	95.027	98.049	95.422	98.321	97.898	79.529	76.266	239.841
2021 Actual Traffic Monthly	20.815	18.158	23.398										62.371
Growth (%)	-73,4 %	-76,1 %	-72,7 %										-74,0 %

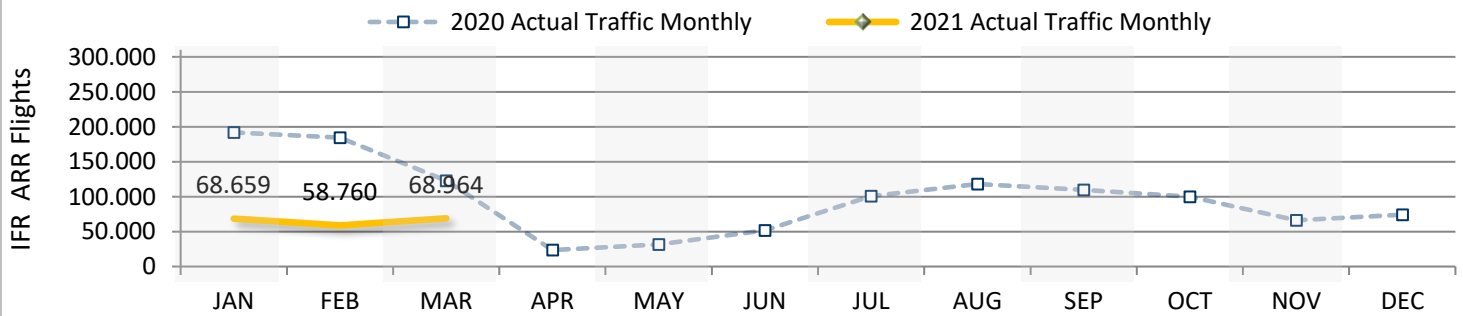
	DSNA												YTD
2019 Actual Traffic Monthly	66.766	63.317	73.401	81.023	84.477	88.656	92.799	86.055	86.206	81.851	67.332	66.631	203.484
2021 Actual Traffic Monthly	30.058	26.603	29.318										85.979
Growth (%)	-55,0 %	-58,0 %	-60,1 %										-57,7 %

	LVNL												YTD
2019 Actual Traffic Monthly	18.998	18.021	20.363	21.455	22.973	22.330	22.933	23.046	22.639	22.777	19.390	19.628	57.382
2021 Actual Traffic Monthly	7.583	5.531	6.437										19.551
Growth (%)	-60,1 %	-69,3 %	-68,4 %										-65,9 %

	skyguide												YTD
2019 Actual Traffic Monthly	18.280	16.723	19.059	18.777	19.572	19.677	20.388	19.714	19.568	19.206	15.962	17.215	54.062
2021 Actual Traffic Monthly	4.742	3.716	4.467										12.925
Growth (%)	-74,1 %	-77,8 %	-76,6 %										-76,1 %

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	498.809
2021 Actual Traffic Monthly	68.659	58.760	68.964										196.383
Growth (%)	-64,2 %	-68,1 %	-43,8 %										-60,6 %



	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	7.563
2021 Actual Traffic Monthly	1.307	1.097	1.270										3.674
Growth (%)	-54,6 %	-59,9 %	-34,6 %										-51,4 %

	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	25.897
2021 Actual Traffic Monthly	4.154	3.655	4.074										11.883
Growth (%)	-57,1 %	-61,1 %	-40,3 %										-54,1 %

	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	196.781
2021 Actual Traffic Monthly	20.815	18.158	23.398										62.371
Growth (%)	-72,3 %	-75,1 %	-52,0 %										-68,3 %

	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	174.002
2021 Actual Traffic Monthly	30.058	26.603	29.318										85.979
Growth (%)	-55,4 %	-58,9 %	-30,0 %										-50,6 %

	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	50.079
2021 Actual Traffic Monthly	7.583	5.531	6.437										19.551
Growth (%)	-60,5 %	-69,2 %	-50,3 %										-61,0 %

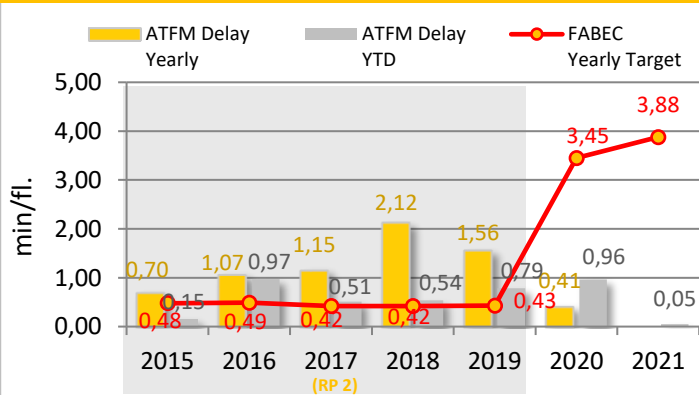
	skyguide												YTD
2020 Actual Traffic Monthly	17.622	16.530	10.335	1.234	1.864	3.660	7.833	9.096	7.553	6.559	4.284	5.398	44.487
2021 Actual Traffic Monthly	4.742	3.716	4.467										12.925
Growth (%)	-73,1 %	-77,5 %	-56,8 %										-70,9 %

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

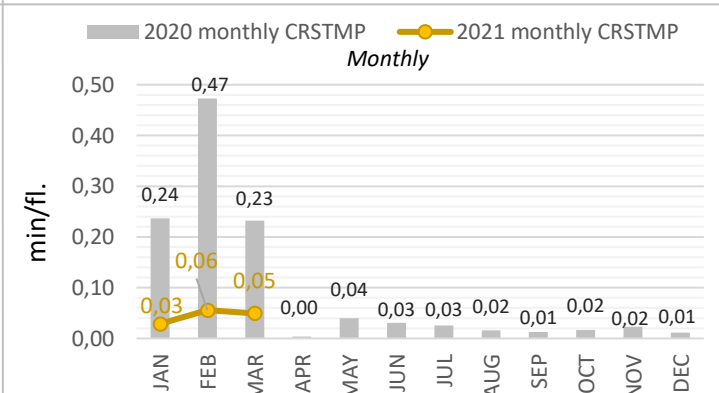
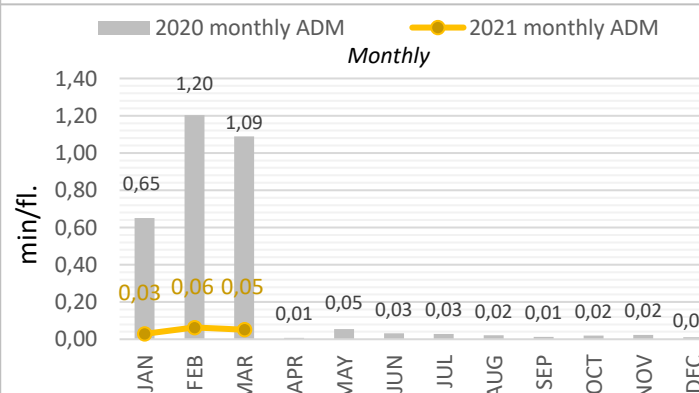
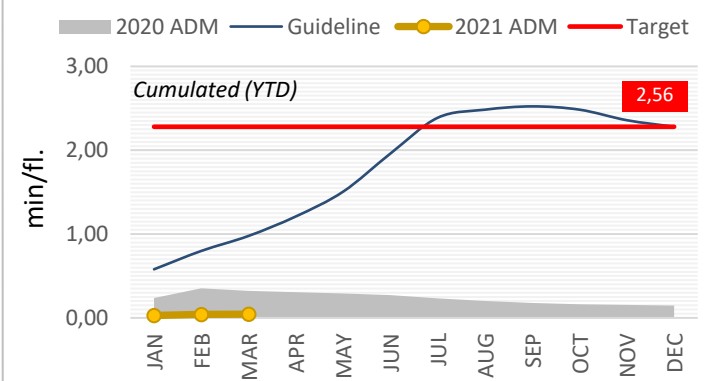
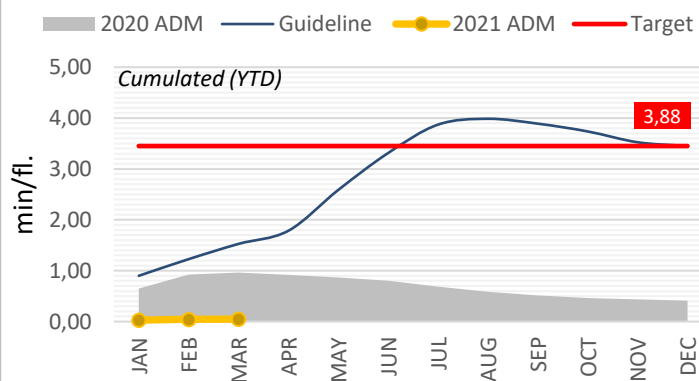
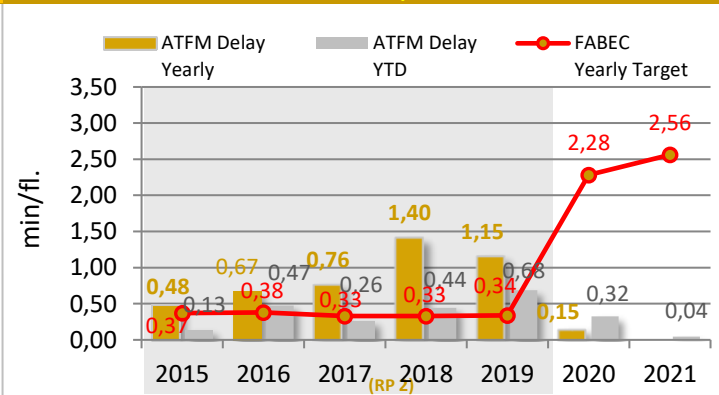
	YTD 2021	YTD 2020	YTD 2021	YTD 2020
En-route Delay All causes	0,05	0,96	En-route Delay CRSTMP causes	0,04
FABEC Target (yearly value)	3,88		FABEC Target (yearly value)	2,56
Guideline	1,53		Guideline	0,98
Minute ('000) ALL causes	19	1.081	Minute ('000) CRSTMP causes	18
Diff. 2021 - 2020	- 98,2 %		Diff. 2021 - 2020	- 95 %
Traffic ('000)	408	1.122	<i>Potential savings (*) due to underbid the delay Target</i>	
Diff. 2021 - 2020	- 63,6 %		<i>(all Causes) in Mio EURO (YTD)</i> ▶ + 0,04	

* Cost of ATFM-delay per min = 87 €

All Delay Causes



CRSTMP Delay Causes

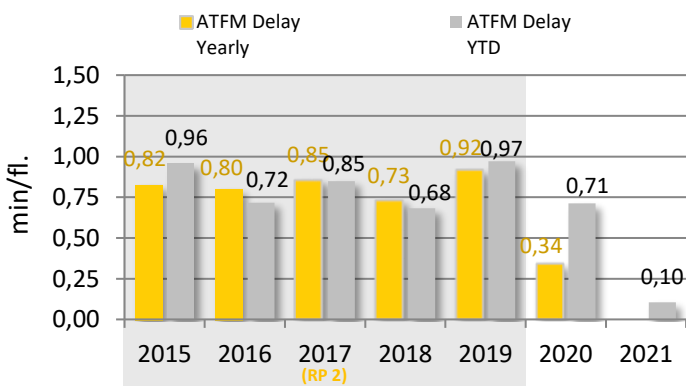


The guideline for the en-route ATFM delay per movement is a basic cumulative extrapolation of the previous three years monthly allocation and is designed to give an impression, how the YTD figures should be, in order to reach the yearly 2021 published targets (3,88 min per flight for all delay causes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

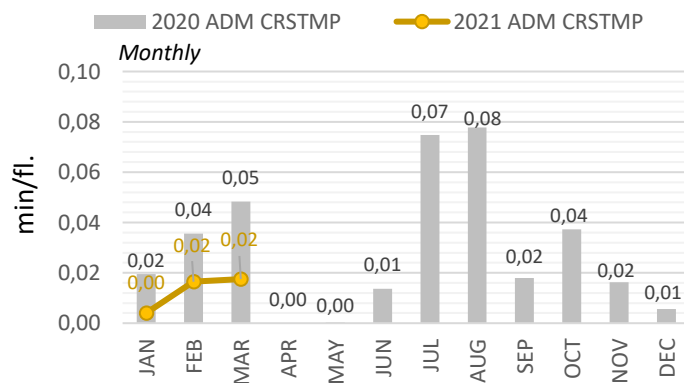
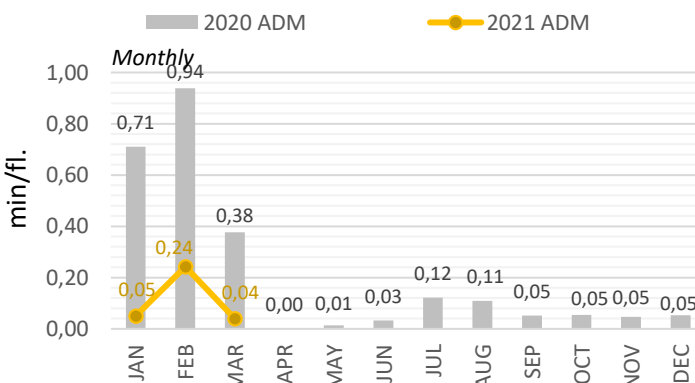
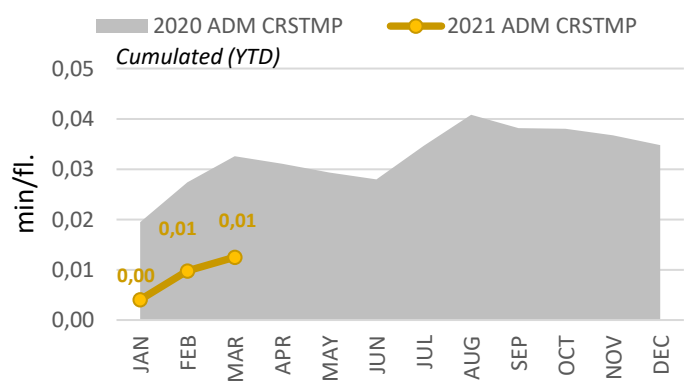
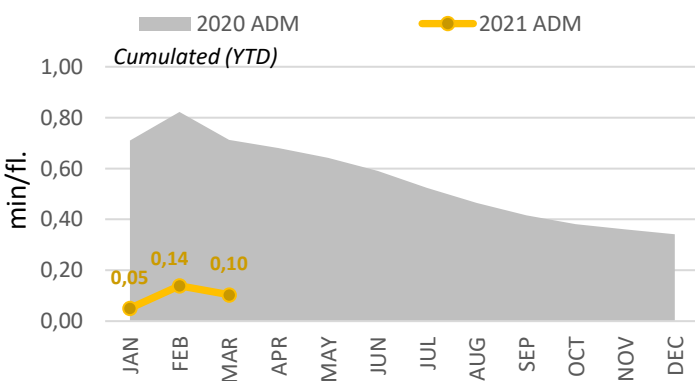
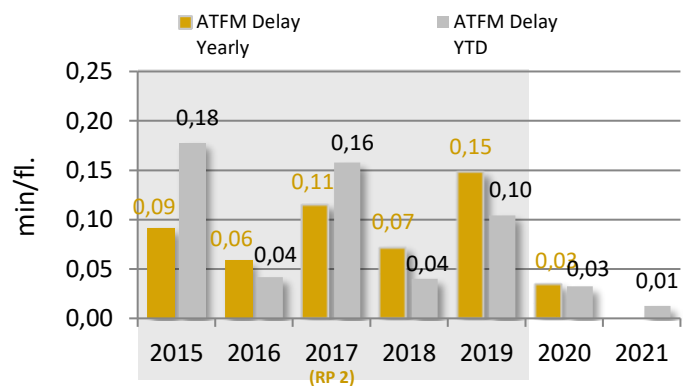
KPI #2: Arrival ATFM delay per controlled flight (FABEC)

	YTD 2021	YTD 2020	YTD 2021	YTD 2020
Arrival Delay All causes	0,10	0,71	Arrival Delay CRSTMP causes	0,01
<i>Diff. 2021 - 2020</i>	- 85 %		<i>Diff. 2021 - 2020</i>	- 62 %
Minute ('000) ALL causes	20	355	Minute ('000) CRSTMP causes	2
<i>Diff. 2021 - 2020</i>	- 94 %		<i>Diff. 2021 - 2020</i>	- 85 %
Traffic ('000)	196	499		
<i>Diff. 2021 - 2020</i>	- 60,6 %			

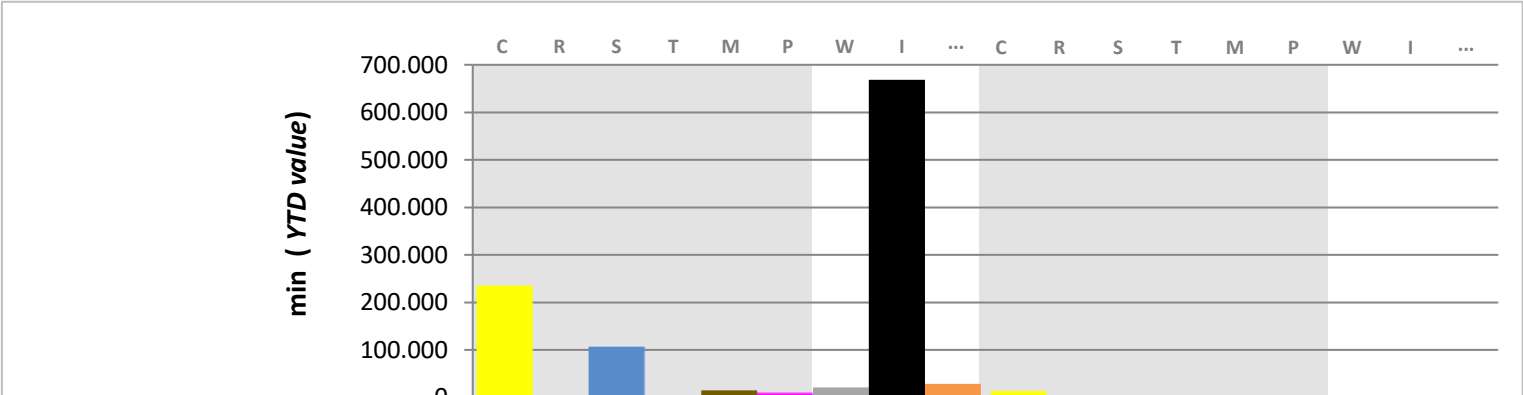
All Delay Causes



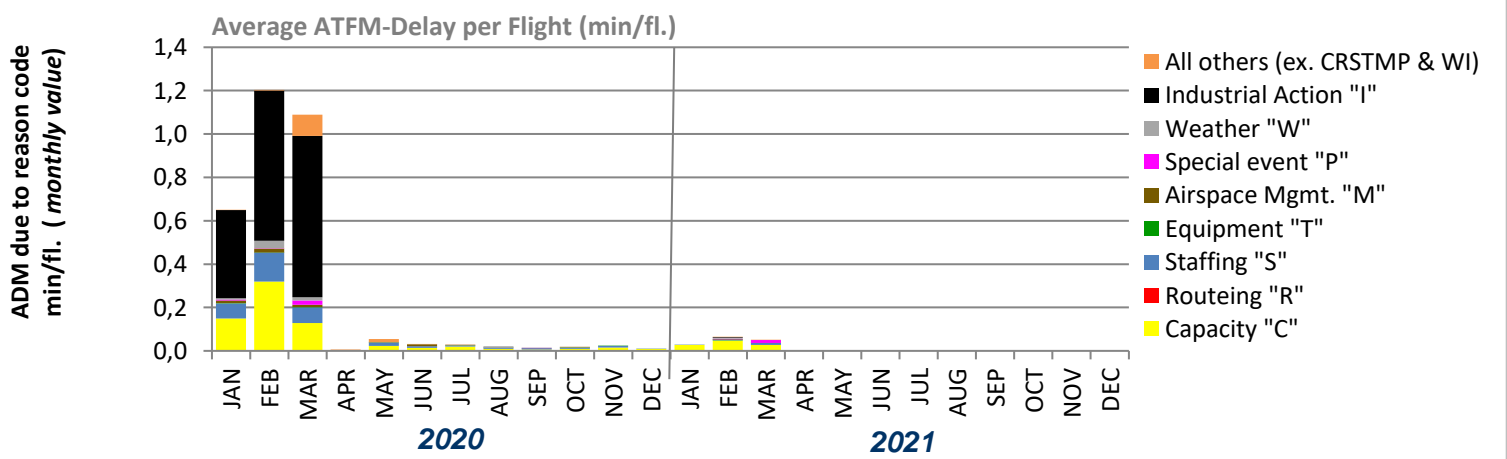
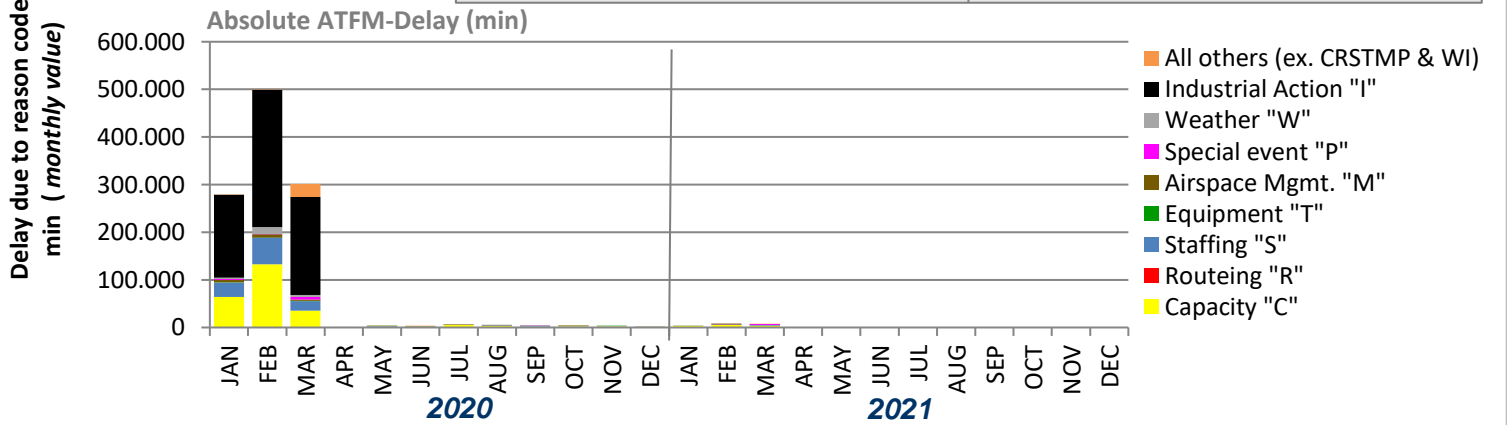
CRSTMP Delay Causes



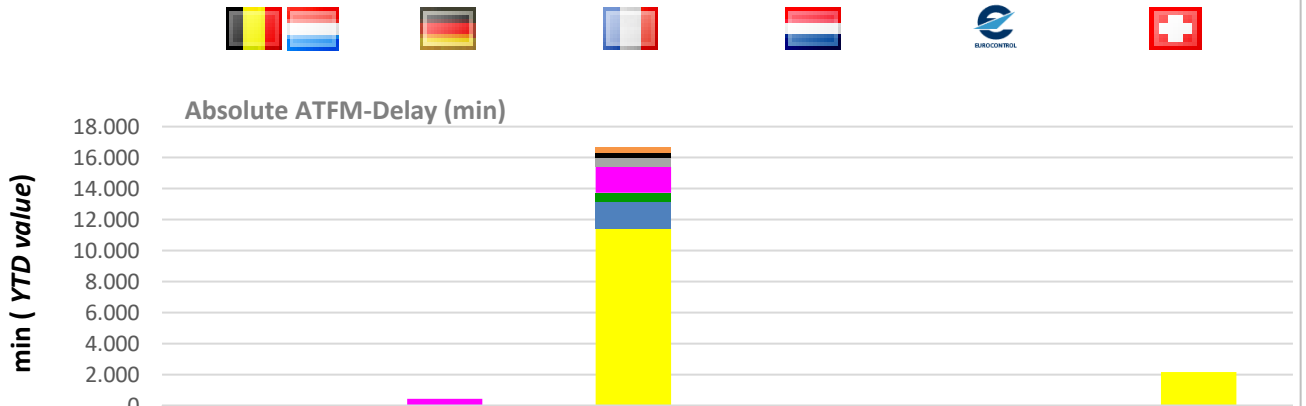
KPI #1: En-route ATFM delay per reason code (FABEC)



Delay due to reason code:	2020	2021
Capacity "C"	232.391	13.589
Routeing "R"	0	0
Staffing "S"	105.656	1.758
Equipment "T"	1.700	565
Airspace Mgmt. "M"	14.652	22
Special event "P"	8.136	2.087
Weather "W"	21.339	591
Industrial Action "I"	668.510	338
All others (ex. CRSTMP & WI)	28.595	346
CRSTMP:	362.535	18.021
TOTAL:	1.080.979	19.296



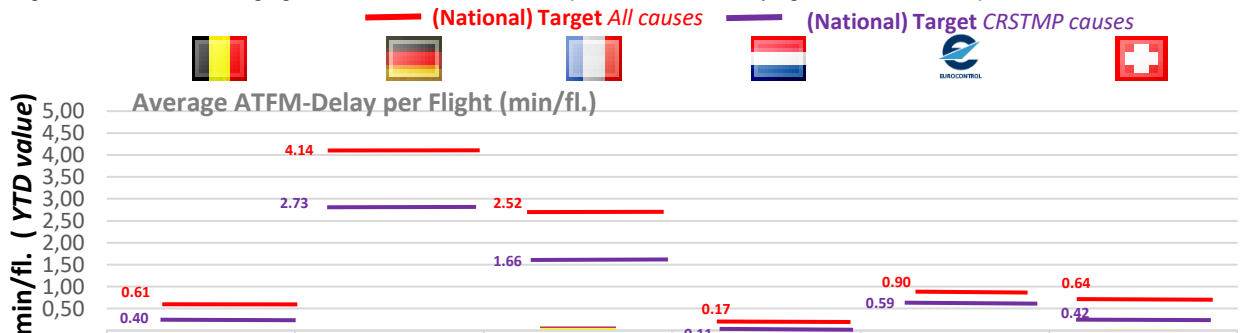
KPI #1: En-route ATFM delay per controlled flight (ANSP)



- All others (ex. CRSTMP & WI)
- Industrial Action "I"
- Weather "W"
- Special event "P"
- Airspace Mgmt. "M"
- Equipment "T"
- Staffing "S"
- Routeing "R"
- Capacity "C"

CRSTMP:	0	436	15.391		22	2.172
TOTAL:	0	436	16.666		22	2.172

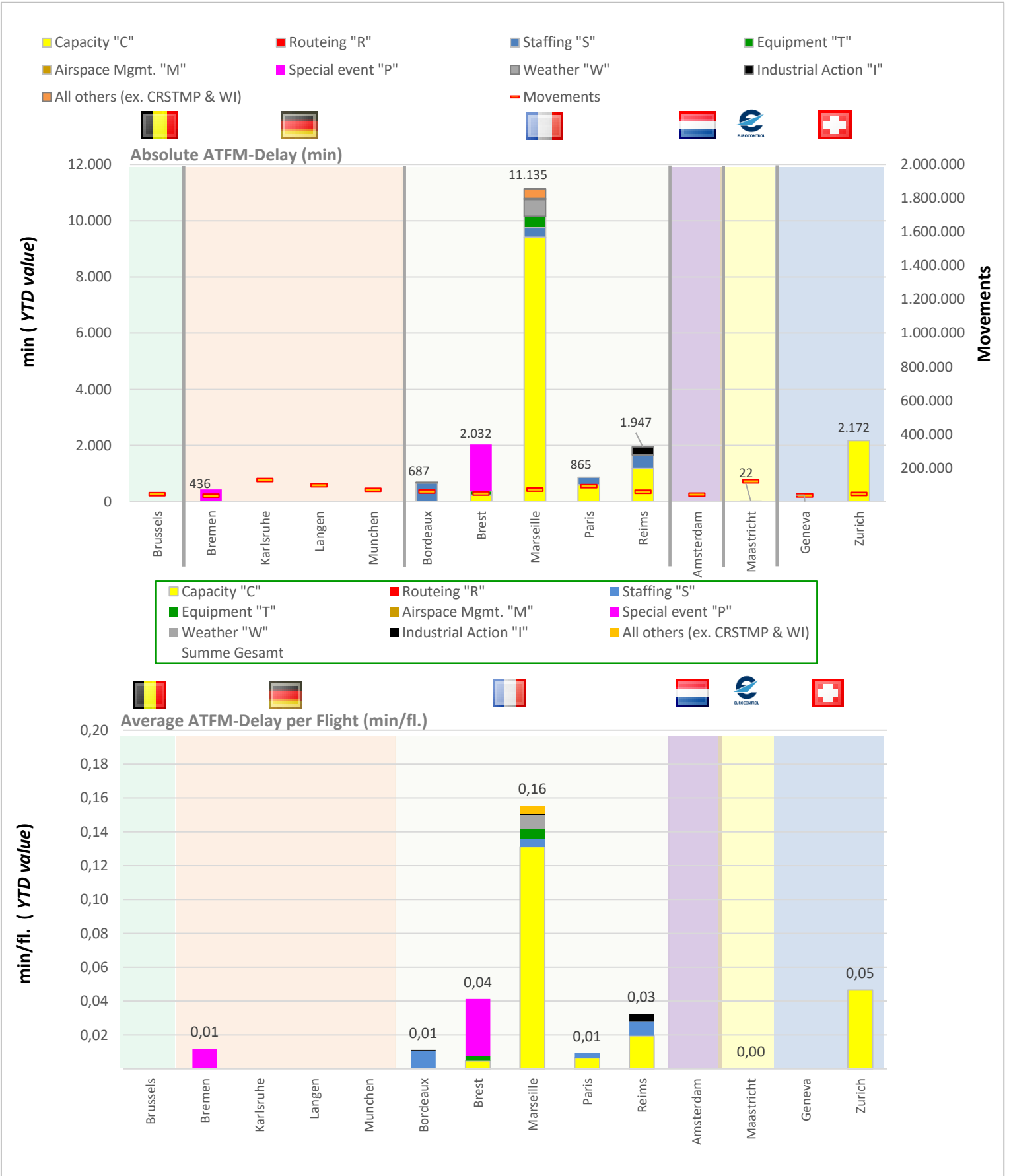
*Belgium and Luxembourg are in a common charging zone and FIR. There is no separate en-route delay figure and incentives/penalties are shared.



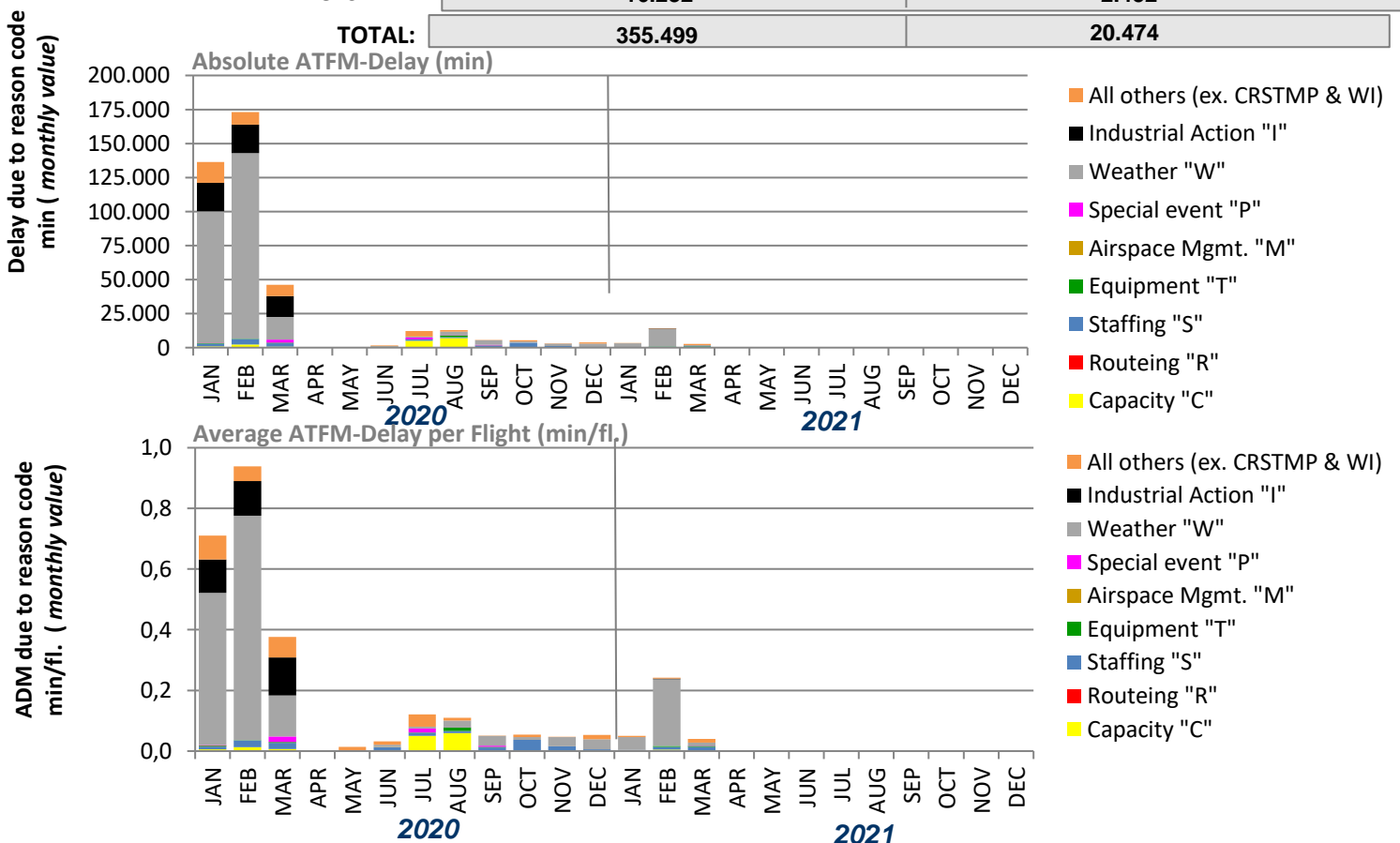
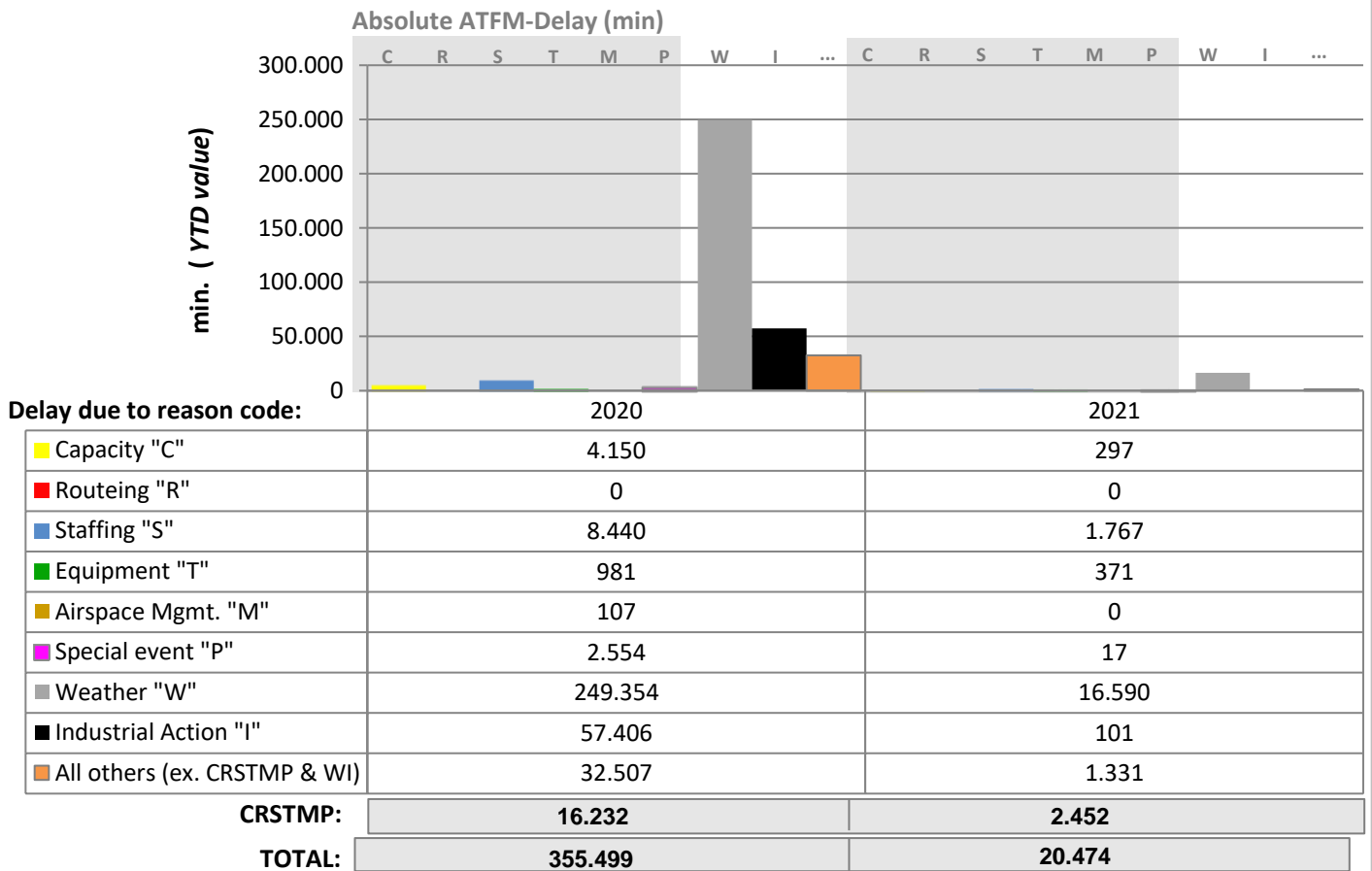
	skeyes	DFS	DSNA	LVNL	MUAC	skyguide
All others (ex. CRSTMP & WI)		0,00	0,00	0,00	0,00	
Industrial Action "I"			0,00			
Weather "W"		0,00	0,00	0,00	0,00	
Special event "P"		0,00	0,01	0,00		0,00
Airspace Mgmt. "M"					0,00	
Equipment "T"		0,00	0,00			
Staffing "S"		0,00	0,01	0,00	0,00	0,00
Routeing "R"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

CRSTMP:	0,00	0,00	0,07		0,00	0,03
TOTAL:	0,00	0,00	0,08		0,00	0,03

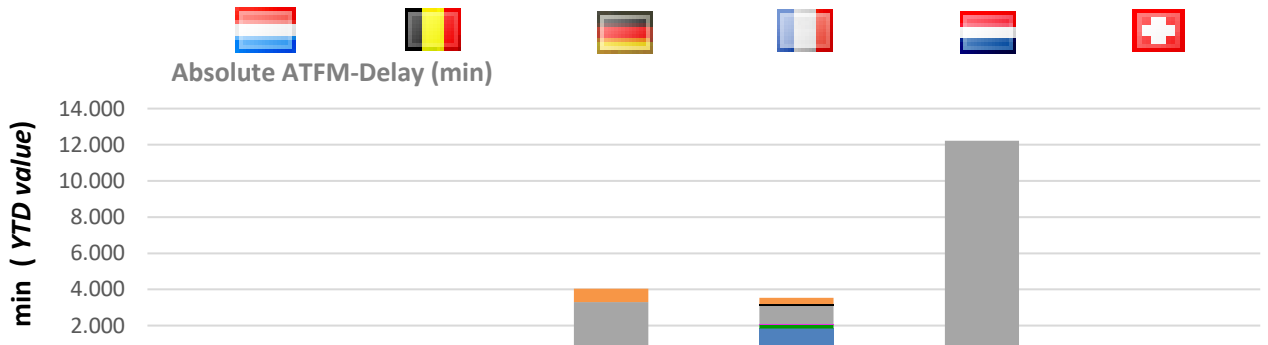
KPI #1: En-route ATFM delay per controlled flight (ACC)



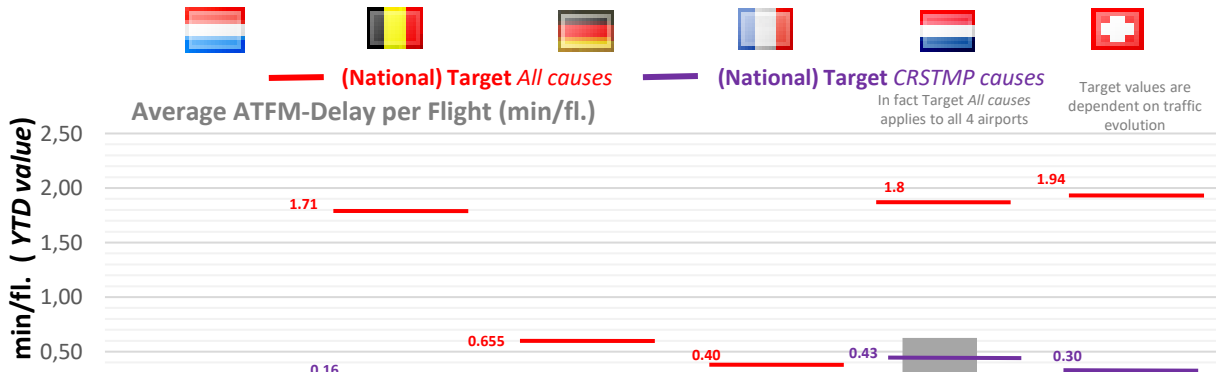
KPI #2: Arrival ATFM delay per reason code (FABEC)



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



	ANA LUX	skeyes	DFS	DSNA	LVNL	skyguide
All others (ex. CRSTMP & WI)			738	353		240
Industrial Action "I"				101		
Weather "W"		206	3.075	1.021	12.213	75
Special event "P"				17		
Airspace Mgmt. "M"						
Equipment "T"				215		156
Staffing "S"				1.767		
Routeing "R"						
Capacity "C"			225	72		
CRSTMP:			225	2.071		156
TOTAL:		206	4.038	3.546	12.213	471



	ANA LUX	skeyes	DFS	DSNA	LVNL	skyguide
All others (ex. CRSTMP & WI)		0,00	0,01	0,00	0,00	0,02
Industrial Action "I"				0,00		
Weather "W"	0,00	0,02	0,05	0,01	0,62	0,01
Special event "P"			0,00	0,00	0,00	
Airspace Mgmt. "M"						
Equipment "T"				0,00	0,00	0,01
Staffing "S"				0,02		0,00
Routeing "R"						
Capacity "C"			0,00	0,00	0,00	0,00
CRSTMP:	0,00		0,00	0,02		0,01
TOTAL:		0,02	0,06	0,04	0,62	0,04

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:

Editor: FABEC PMG

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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 PMG's attention.