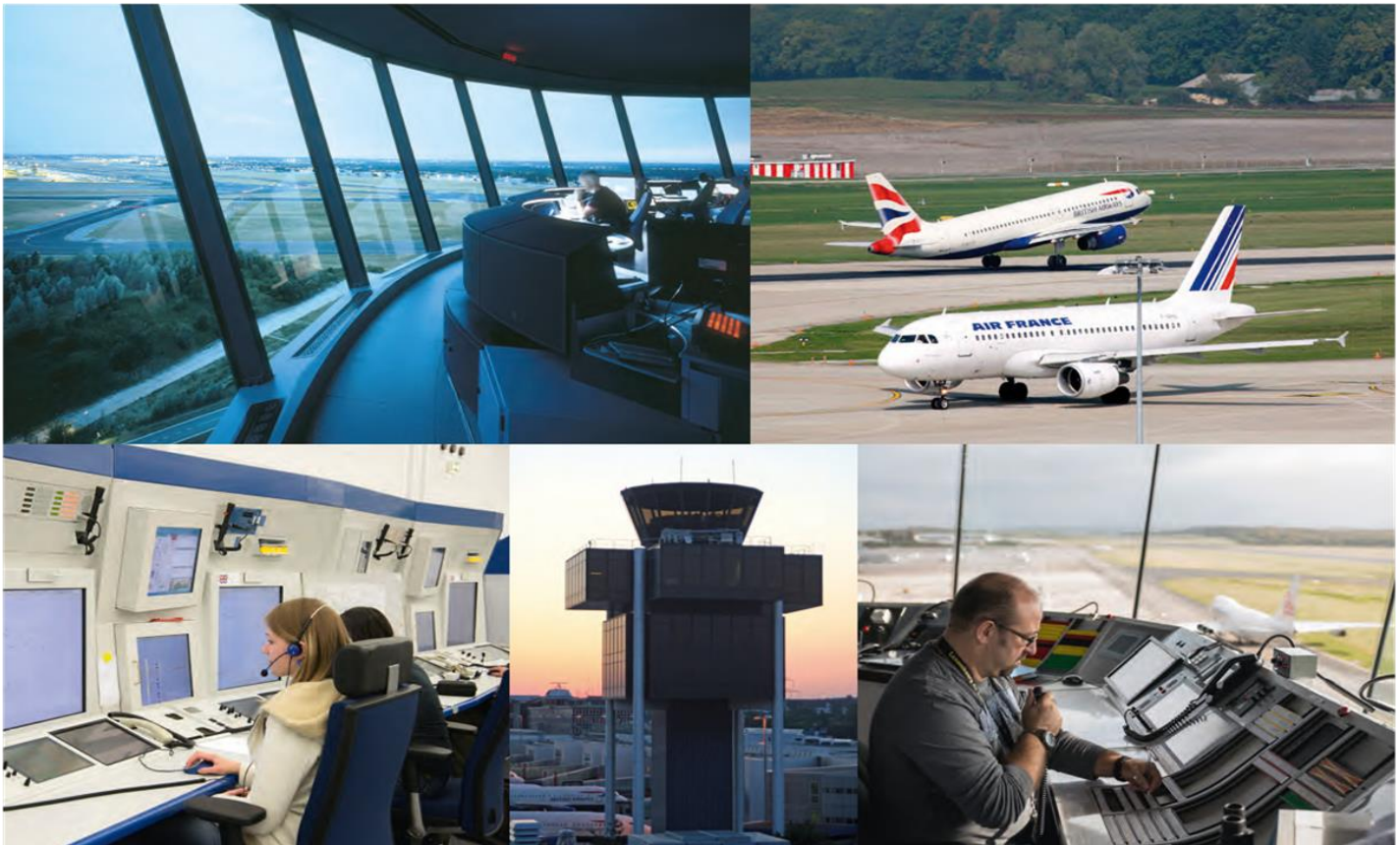




PERFORMANCE REPORT 2020 - 2024

CAPACITY

June 2021



making the difference

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Description & Analysis

Europe

Traffic in June was at 50.0% of June 2019 levels. The traffic has clearly been increasing over the last eight weeks. Since 01 June there has been double digit daily traffic growth compared to the week before. June traffic is slightly below the traffic scenario 1 of 53% published by EUROCONTROL in June 2021. On average, the network saw 17,310 flights/day. The peak day was 25 June (21,077 flights) with traffic at -43.4% of 2019 levels. Ryanair was the busiest carrier in June with on average 1,308 flights/day, followed by Turkish Airlines (944 flight/day), Air France (542 flights/day) and Lufthansa (540 flights/day). Ryanair total flights increased by 209% compared to May 2021 and went from a total of 12,681 flights to 39,229 flights in June. Six low cost carriers were back in the TOP 10 airlines in June 2021. The busiest airport was IGA Istanbul (714 flights/day), followed by Amsterdam/Schiphol (681 flights/day), Frankfurt/Main (667 flights/day) and Paris/Charles de Gaulle (627 flights/day).

The all-cargo segment recorded an increase of 16.4% in June 2021 compared to June 2019 and was still the only segment surpassing 2019 traffic levels. Business aviation was closing in on 2019 levels and posted a decrease of -0.7% on June 2019 owing mostly to the UEFA Euro 2020 event. Charter remained stable with a decrease of -28.8%. The traditional scheduled segment recorded a modest recovery to reach -58.2%. Although low-cost remained the most affected segment, it showed a significant rebound since 01 June reaching -62.9% compared to June 2019.

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 June 2021, the Central Office for Delay Analysis (CODA) reported that the average delay per flight on departure was 8.2 minutes per flight - an increase of 0.9 minutes per flight compared to June 2020. 7% of the total delay can be attributable to air traffic control. Airlines caused 55% 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 31% can be allocated to other reasons (Source: CODA Dashboard-06-2021, Date 28/07/2021).

FABEC

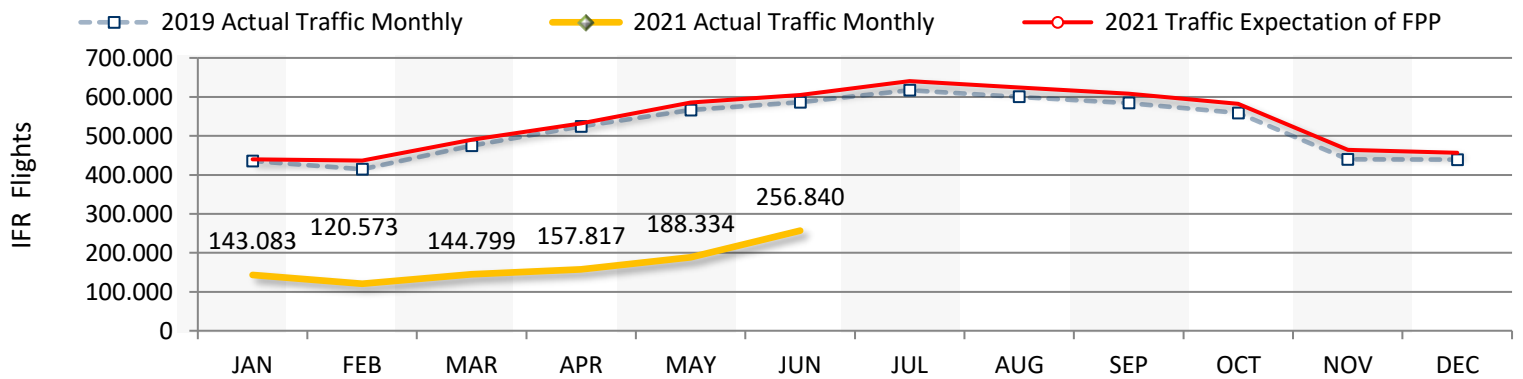
In the FABEC area, traffic decreased by 56.2% in June 2021 compared to the same month in 2019, leading to a 66.3% traffic decrease YTD. Traffic was down in a similar way in all ANSPs, from -58.6% in MUAC, -57.4% in DFS, -56.8% in skyguide to -50.7% in skeyes. Airport traffic was down to a similar extent (-54.0% in the FABEC area) but with more disparities between ANSPs. Landings decreased by 61.1% in DFS, 59.3% in skyguide, but "only" 45.9% in skeyes or 42.8% in ANA LUX.

In June 2021, Marseille TMA (6 620 min), Paris ACC (6 159 min), Zurich ACC (2 542 min) and Brest ACC (2 033 min) were the units to generate some en-route ATFM delays. In Marseille, delays were due to 'ATC-Capacity' (86%), 'Staffing' (7%), 'T-Equipment' (5%) and 'Airspace Management' (2%). In Paris, delays were due to 'Weather' (56%), 'Staffing' (39%), 'ATC-Capacity' (3%), 'Airspace Management' (1%) and 'Special Event' (1%); in Zurich, 'ATC-Capacity' (90%), 'Weather' (7%) and 'Staffing' (3%); in Brest, 'ATC-Capacity' (89%), 'Special Event' (8%), 'Staffing' (2%) and 'Aerodrome Capacity' (1%).

Airport ATFM delays were mainly generated in Amsterdam/EHAM (3 346min), Cannes Mandelieu/LFMD (2 231 min) and Koeln-Bonn/EDDK (1 920 min). In Amsterdam, delays were due to 'Weather' (100%); in Cannes Mandelieu, 'Aerodrome Capacity' (66%) and 'ATC-Capacity' (34%), in Koeln-Bonn, 'Aerodrome Capacity' (85%), 'ATC-Capacity' (8%) and 'Weather' (7%).

FABEC TRAFFIC DEVELOPMENT (*en-route*)

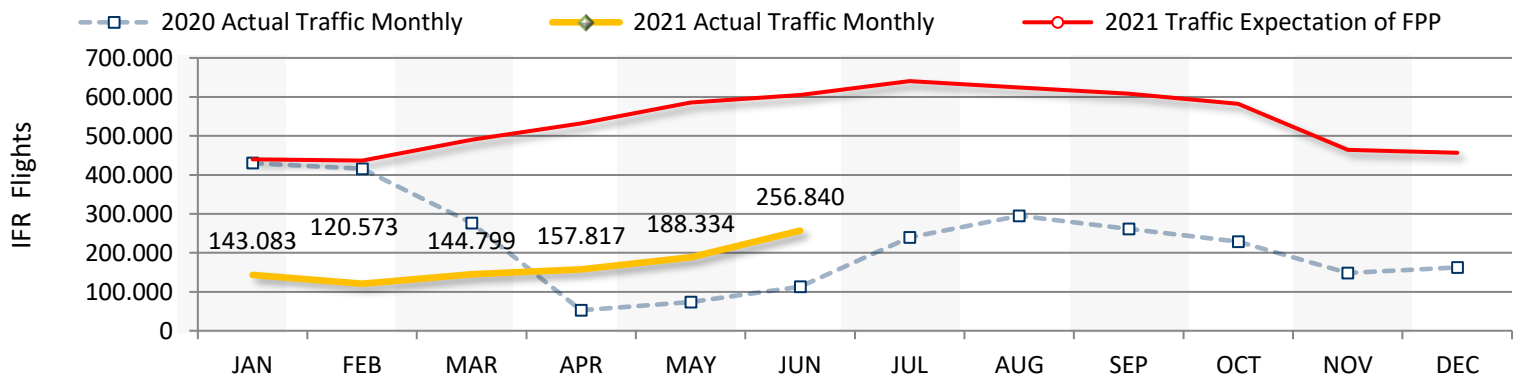
| FABEC | JAN | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC | YTD |
|---------------------------------|----------------|----------------|----------------|----------------|----------------|----------------|---------|---------|---------|---------|---------|---------|------------------|
| 2019 Actual Traffic Monthly | 435.809 | 414.272 | 474.729 | 524.490 | 566.051 | 586.281 | 617.104 | 600.261 | 584.310 | 558.973 | 439.854 | 438.590 | 3.001.632 |
| 2021 Actual Traffic Monthly | 143.083 | 120.573 | 144.799 | 157.817 | 188.334 | 256.840 | | | | | | | 1.011.446 |
| Growth (%) | -67,2 % | -70,9 % | -69,5 % | -69,9 % | -66,7 % | -56,2 % | | | | | | | -66,3 % |
| 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 % | | | | | | | |
| 2021 Traffic Cumulated (%) | -67,5 % | -69,9 % | -70,1 % | -70,2 % | -69,6 % | -67,3 % | | | | | | | |



| | 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 | 308.058 |
| 2021 Actual Traffic Monthly | 16.463 | 14.094 | 16.118 | 17.943 | 21.059 | 28.862 | | | | | | | 114.539 |
| Growth (%) | -64,3 % | -66,8 % | -67,5 % | -66,6 % | -63,5 % | -50,7 % | | | | | | | -62,8 % |
| DFS | | | | | | | | | | | | | |
| 2019 Actual Traffic Monthly | 222.009 | 211.766 | 240.686 | 258.289 | 282.291 | 286.199 | 299.444 | 292.210 | 291.681 | 284.915 | 225.050 | 223.636 | 1.501.240 |
| 2021 Actual Traffic Monthly | 69.223 | 58.987 | 73.586 | 82.028 | 92.241 | 121.837 | | | | | | | 497.902 |
| Growth (%) | -68,8 % | -72,1 % | -69,4 % | -68,2 % | -67,3 % | -57,4 % | | | | | | | -66,8 % |
| DSNA | | | | | | | | | | | | | |
| 2019 Actual Traffic Monthly | 221.573 | 209.836 | 244.322 | 283.032 | 302.429 | 321.951 | 340.265 | 329.402 | 313.806 | 292.190 | 221.663 | 221.576 | 1.583.143 |
| 2021 Actual Traffic Monthly | 74.364 | 60.927 | 71.495 | 78.739 | 101.198 | 144.886 | | | | | | | 531.609 |
| Growth (%) | -66,4 % | -71,0 % | -70,7 % | -72,2 % | -66,5 % | -55,0 % | | | | | | | -66,4 % |
| 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 | 307.858 |
| 2021 Actual Traffic Monthly | 17.808 | 13.733 | 16.695 | 18.430 | 21.043 | 25.726 | | | | | | | 113.435 |
| Growth (%) | -61,4 % | -69,0 % | -66,9 % | -65,5 % | -63,4 % | -54,0 % | | | | | | | -63,2 % |
| 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 | 901.563 |
| 2021 Actual Traffic Monthly | 44.474 | 34.373 | 41.453 | 46.276 | 52.330 | 69.124 | | | | | | | 288.030 |
| Growth (%) | -68,0 % | -73,4 % | -71,9 % | -70,1 % | -68,1 % | -58,6 % | | | | | | | -68,1 % |
| 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 | 634.103 |
| 2021 Actual Traffic Monthly | 26.405 | 22.687 | 28.012 | 32.619 | 39.721 | 54.940 | | | | | | | 204.384 |
| Growth (%) | -70,4 % | -73,7 % | -71,9 % | -70,5 % | -67,2 % | -56,8 % | | | | | | | -67,8 % |

FABEC TRAFFIC DEVELOPMENT (*en-route*)

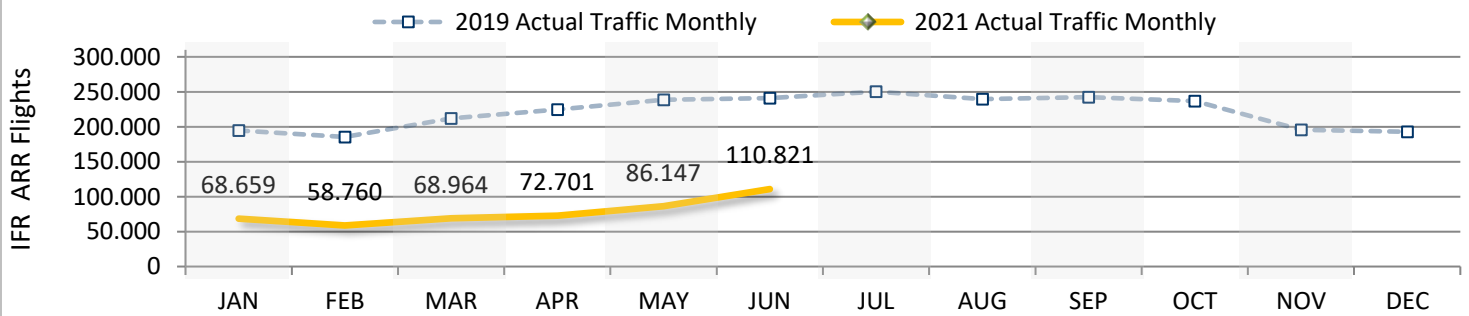
| FABEC | JAN | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC | YTD |
|---------------------------------|----------------|----------------|----------------|----------------|----------------|----------------|---------|---------|---------|---------|---------|---------|------------------|
| 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 | 1.361.499 |
| 2021 Actual Traffic Monthly | 143.083 | 120.573 | 144.799 | 157.817 | 188.334 | 256.840 | | | | | | | 1.011.446 |
| Growth (%) | -66,7 % | -71,0 % | -47,7 % | 200,5 % | 156,7 % | 126,7 % | | | | | | | -25,7 % |
| 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 % | -72,4 % | -70,5 % | -70,3 % | -67,8 % | -57,5 % | | | | | | | |
| 2021 Traffic Cumulated (%) | -67,5 % | -69,9 % | -70,1 % | -70,2 % | -69,6 % | -67,3 % | | | | | | | |



| | 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 | 149.660 |
| 2021 Actual Traffic Monthly | 16.463 | 14.094 | 16.118 | 17.943 | 21.059 | 28.862 | | | | | | | 114.539 |
| Growth (%) | -63,3 % | -67,8 % | -47,8 % | 138,3 % | 121,9 % | 119,3 % | | | | | | | -23,5 % |
| 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 | 705.053 |
| 2021 Actual Traffic Monthly | 69.223 | 58.987 | 73.586 | 82.028 | 92.241 | 121.837 | | | | | | | 497.902 |
| Growth (%) | -68,3 % | -71,8 % | -48,0 % | 154,8 % | 117,3 % | 99,8 % | | | | | | | -29,4 % |
| 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 | 668.175 |
| 2021 Actual Traffic Monthly | 74.364 | 60.927 | 71.495 | 78.739 | 101.198 | 144.886 | | | | | | | 531.609 |
| Growth (%) | -65,9 % | -71,5 % | -49,0 % | 314,3 % | 267,1 % | 190,6 % | | | | | | | -20,4 % |
| 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 | 150.940 |
| 2021 Actual Traffic Monthly | 17.808 | 13.733 | 16.695 | 18.430 | 21.043 | 25.726 | | | | | | | 113.435 |
| Growth (%) | -61,7 % | -68,8 % | -48,0 % | 187,8 % | 129,0 % | 103,4 % | | | | | | | -24,8 % |
| 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 | 429.847 |
| 2021 Actual Traffic Monthly | 44.474 | 34.373 | 41.453 | 46.276 | 52.330 | 69.124 | | | | | | | 288.030 |
| Growth (%) | -66,7 % | -73,1 % | -54,9 % | 149,8 % | 110,4 % | 110,2 % | | | | | | | -33,0 % |
| 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 | 272.022 |
| 2021 Actual Traffic Monthly | 26.405 | 22.687 | 28.012 | 32.619 | 39.721 | 54.940 | | | | | | | 204.384 |
| Growth (%) | -70,8 % | -74,4 % | -46,8 % | 307,5 % | 243,3 % | 164,1 % | | | | | | | -24,9 % |

FABEC TRAFFIC DEVELOPMENT (*arrival*)

| FABEC | JAN | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC | YTD |
|-----------------------------|----------------|----------------|----------------|----------------|----------------|----------------|---------|---------|---------|---------|---------|---------|----------------|
| 2019 Actual Traffic Monthly | 194.850 | 185.420 | 211.796 | 224.471 | 238.490 | 240.788 | 250.186 | 239.483 | 242.195 | 236.830 | 195.678 | 192.743 | 1.295.815 |
| 2021 Actual Traffic Monthly | 68.659 | 58.760 | 68.964 | 72.701 | 86.147 | 110.821 | | | | | | | 466.052 |
| Growth (%) | -64,8 % | -68,3 % | -67,4 % | -67,6 % | -63,9 % | -54,0 % | | | | | | | -64,0 % |



| | 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 | 18.531 |
| 2021 Actual Traffic Monthly | 1.307 | 1.097 | 1.270 | 1.451 | 1.677 | 1.957 | | | | | | | 8.759 |
| Growth (%) | -52,1 % | -58,4 % | -57,8 % | -55,8 % | -51,4 % | -42,8 % | | | | | | | -52,7 % |

| | 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 | 63.446 |
| 2021 Actual Traffic Monthly | 4.154 | 3.655 | 4.074 | 4.379 | 5.095 | 6.322 | | | | | | | 27.679 |
| Growth (%) | -57,6 % | -58,6 % | -60,4 % | -60,5 % | -56,7 % | -45,9 % | | | | | | | -56,4 % |

| | 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 | 519.970 |
| 2021 Actual Traffic Monthly | 20.815 | 18.158 | 23.398 | 25.886 | 28.960 | 36.973 | | | | | | | 154.190 |
| Growth (%) | -73,4 % | -76,1 % | -72,7 % | -70,9 % | -69,9 % | -61,1 % | | | | | | | -70,3 % |

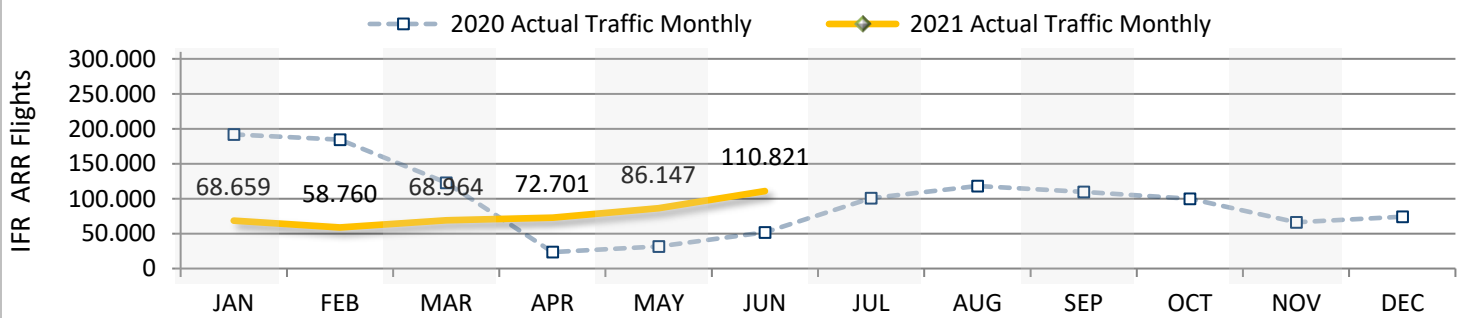
| | DSNA | | | | | | | | | | | | YTD |
|-----------------------------|----------------|----------------|----------------|----------------|----------------|----------------|--------|--------|--------|--------|--------|--------|----------------|
| 2019 Actual Traffic Monthly | 66.766 | 63.317 | 73.401 | 81.023 | 84.477 | 88.656 | 92.799 | 86.055 | 86.206 | 81.851 | 67.332 | 66.631 | 457.640 |
| 2021 Actual Traffic Monthly | 30.058 | 26.603 | 29.318 | 28.379 | 35.836 | 47.349 | | | | | | | 197.543 |
| Growth (%) | -55,0 % | -58,0 % | -60,1 % | -65,0 % | -57,6 % | -46,6 % | | | | | | | -56,8 % |

| | 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 | 124.140 |
| 2021 Actual Traffic Monthly | 7.583 | 5.531 | 6.437 | 7.215 | 8.290 | 10.212 | | | | | | | 45.268 |
| Growth (%) | -60,1 % | -69,3 % | -68,4 % | -66,4 % | -63,9 % | -54,3 % | | | | | | | -63,5 % |

| | 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 | 112.088 |
| 2021 Actual Traffic Monthly | 4.742 | 3.716 | 4.467 | 5.391 | 6.289 | 8.008 | | | | | | | 32.613 |
| Growth (%) | -74,1 % | -77,8 % | -76,6 % | -71,3 % | -67,9 % | -59,3 % | | | | | | | -70,9 % |

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 | 605.871 |
| 2021 Actual Traffic Monthly | 68.659 | 58.760 | 68.964 | 72.701 | 86.147 | 110.821 | | | | | | | 466.052 |
| Growth (%) | -64,2 % | -68,1 % | -43,8 % | 208,7 % | 171,2 % | 114,1 % | | | | | | | -23,1 % |



| | 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 | 9.932 |
| 2021 Actual Traffic Monthly | 1.307 | 1.097 | 1.270 | 1.451 | 1.677 | 1.957 | | | | | | | 8.759 |
| Growth (%) | -54,6 % | -59,9 % | -34,6 % | 157,7 % | 141,6 % | 76,0 % | | | | | | | -11,8 % |

| | 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 | 34.199 |
| 2021 Actual Traffic Monthly | 4.154 | 3.655 | 4.074 | 4.379 | 5.095 | 6.322 | | | | | | | 27.679 |
| Growth (%) | -57,1 % | -61,1 % | -40,3 % | 91,7 % | 83,9 % | 94,6 % | | | | | | | -19,1 % |

| | 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 | 240.280 |
| 2021 Actual Traffic Monthly | 20.815 | 18.158 | 23.398 | 25.886 | 28.960 | 36.973 | | | | | | | 154.190 |
| Growth (%) | -72,3 % | -75,1 % | -52,0 % | 135,5 % | 117,6 % | 92,5 % | | | | | | | -35,8 % |

| | 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 | 210.333 |
| 2021 Actual Traffic Monthly | 30.058 | 26.603 | 29.318 | 28.379 | 35.836 | 47.349 | | | | | | | 197.543 |
| Growth (%) | -55,4 % | -58,9 % | -30,0 % | 357,2 % | 259,1 % | 135,0 % | | | | | | | -6,1 % |

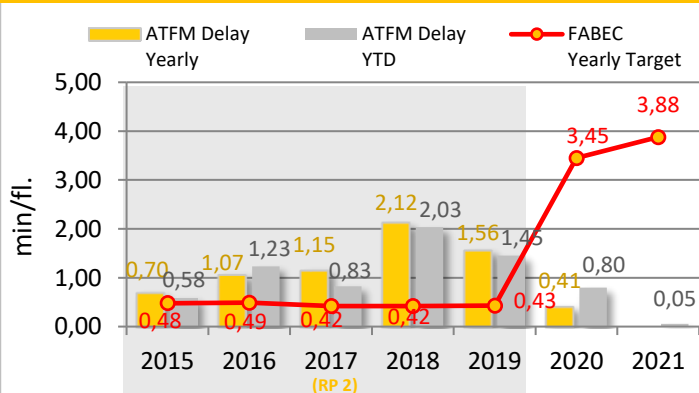
| | LVNL | | | | | | | | | | | | YTD |
|-----------------------------|----------------|----------------|----------------|----------------|----------------|----------------|-------|--------|--------|--------|-------|-------|----------------|
| 2020 Actual Traffic Monthly | 19.188 | 17.938 | 12.953 | 2.274 | 3.146 | 4.383 | 8.362 | 12.014 | 11.506 | 10.112 | 7.696 | 8.300 | 59.882 |
| 2021 Actual Traffic Monthly | 7.583 | 5.531 | 6.437 | 7.215 | 8.290 | 10.212 | | | | | | | 45.268 |
| Growth (%) | -60,5 % | -69,2 % | -50,3 % | 217,3 % | 163,5 % | 133,0 % | | | | | | | -24,4 % |

| | 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 | 51.245 |
| 2021 Actual Traffic Monthly | 4.742 | 3.716 | 4.467 | 5.391 | 6.289 | 8.008 | | | | | | | 32.613 |
| Growth (%) | -73,1 % | -77,5 % | -56,8 % | 336,9 % | 237,4 % | 118,8 % | | | | | | | -36,4 % |

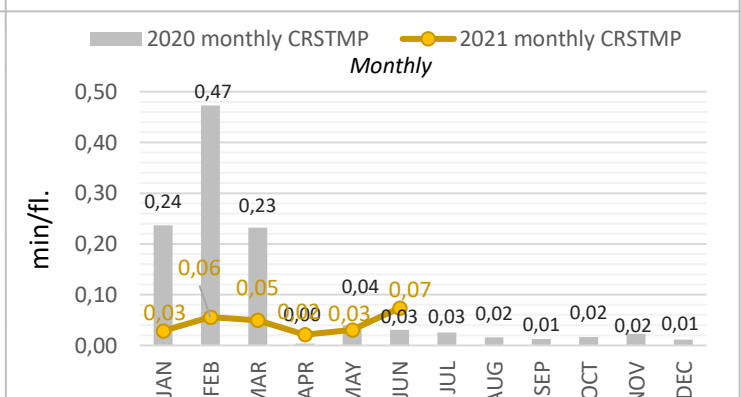
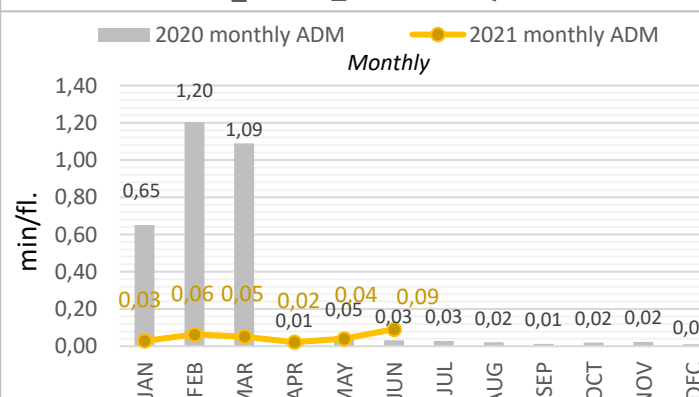
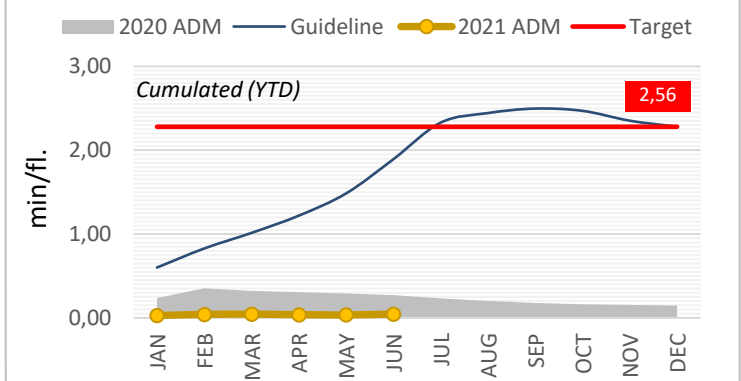
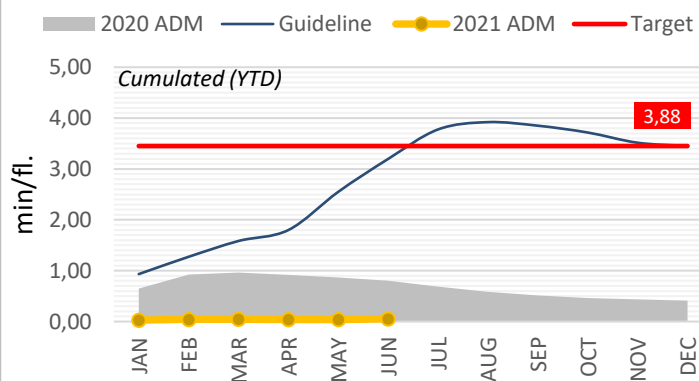
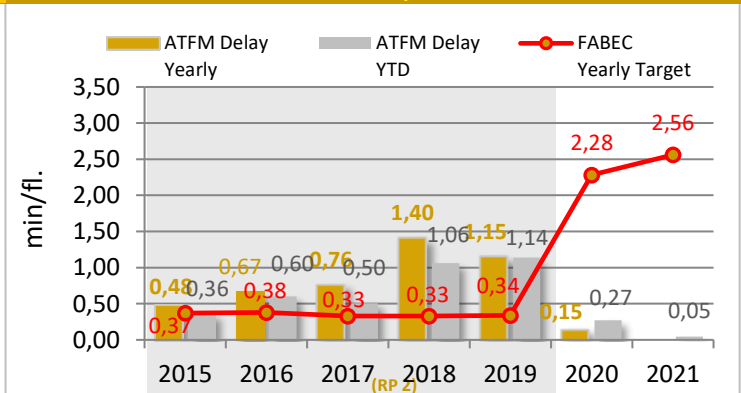
KPI #1: En-route ATFM delay per controlled flight (FABEC)

| | YTD 2021 | YTD 2020 | YTD 2021 | YTD 2020 |
|--|--------------|----------|-------------|----------|
| En-route Delay All causes | 0,05 | 0,80 | 0,05 | 0,27 |
| FABEC Target (yearly value) | 3,88 | | 2,56 | |
| Guideline | 3,20 | | 1,89 | |
| Minute ('000) ALL causes | 54 | 1.089 | 46 | 369 |
| Diff. 2021 - 2020 | - 95,1 % | | - 88 % | |
| Traffic ('000) | 1.011 | 1.361 | | |
| Diff. 2021 - 2020 | - 25,7 % | | | |
| <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

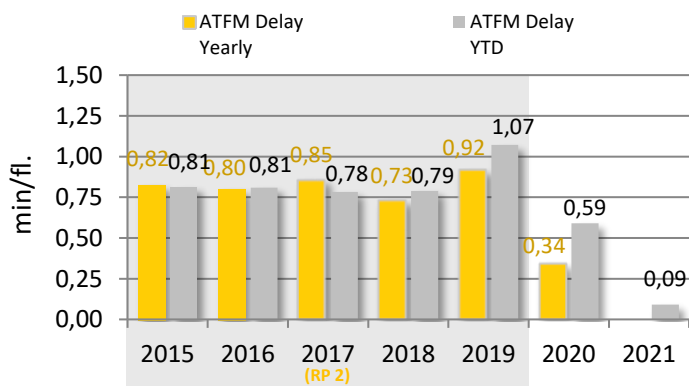


The guideline for the en-route ATFM delay per movement is a basic cumulative extrapolation of the previous three years monthly allocation and is designed to give an impression, how the YTD figures should be, in order to reach the yearly 2021 published targets (3,88 min per flight for all delay causes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

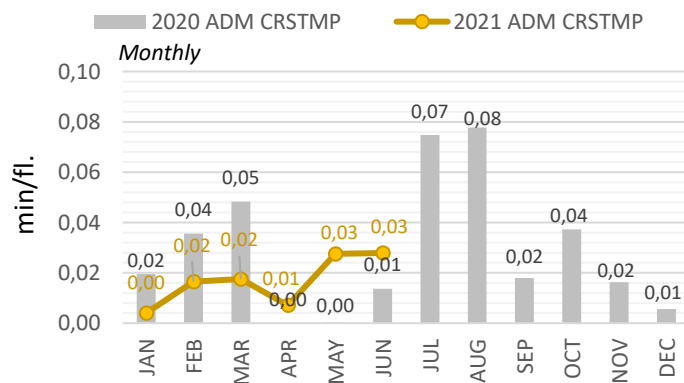
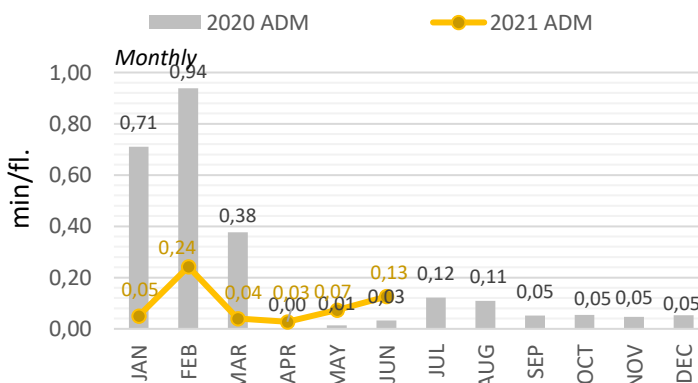
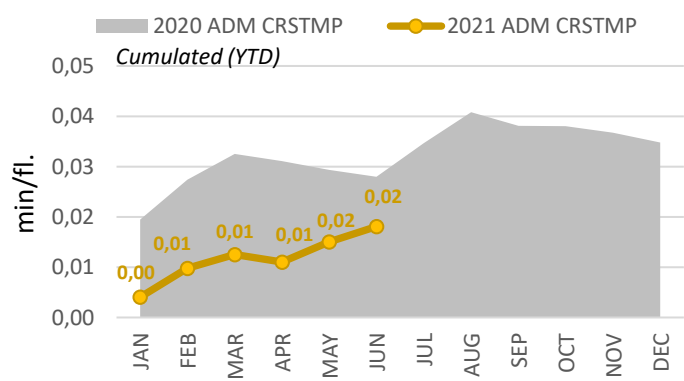
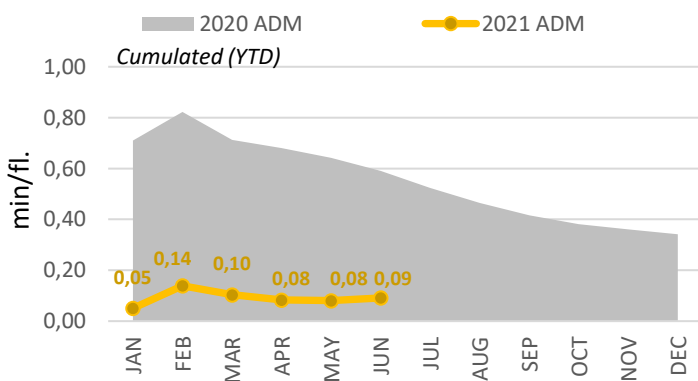
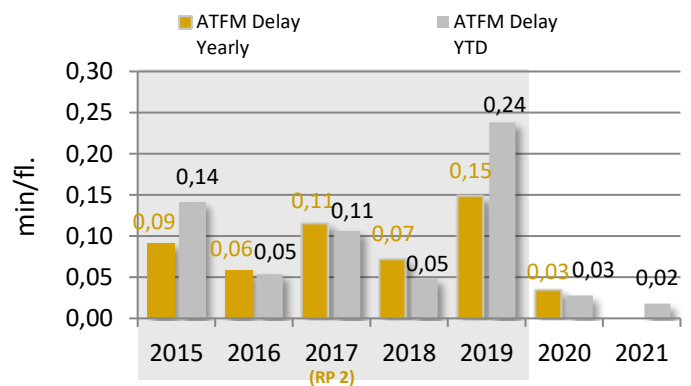
KPI #2: Arrival ATFM delay per controlled flight (FABEC)

| | YTD 2021 | YTD 2020 | | YTD 2021 | YTD 2020 |
|---------------------------------|-------------|----------|------------------------------------|-------------|----------|
| Arrival Delay All causes | 0,09 | 0,59 | Arrival Delay CRSTMP causes | 0,02 | 0,03 |
| <i>Diff. 2021 - 2020</i> | - 84 % | | <i>Diff. 2021 - 2020</i> | - 35 % | |
| Minute ('000) ALL causes | 43 | 358 | Minute ('000) CRSTMP causes | 8 | 17 |
| <i>Diff. 2021 - 2020</i> | - 88 % | | <i>Diff. 2021 - 2020</i> | - 50 % | |
| Traffic ('000) | 466 | 606 | | | |
| <i>Diff. 2021 - 2020</i> | - 23,1 % | | | | |

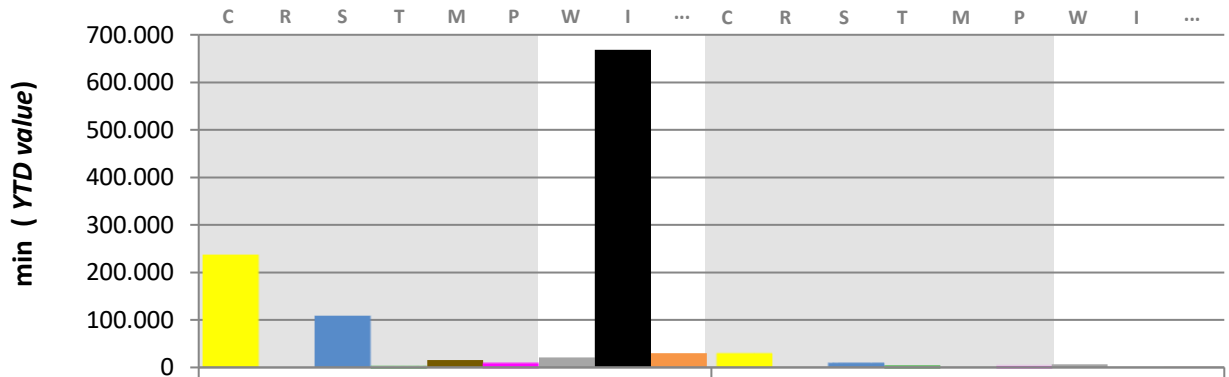
All Delay Causes



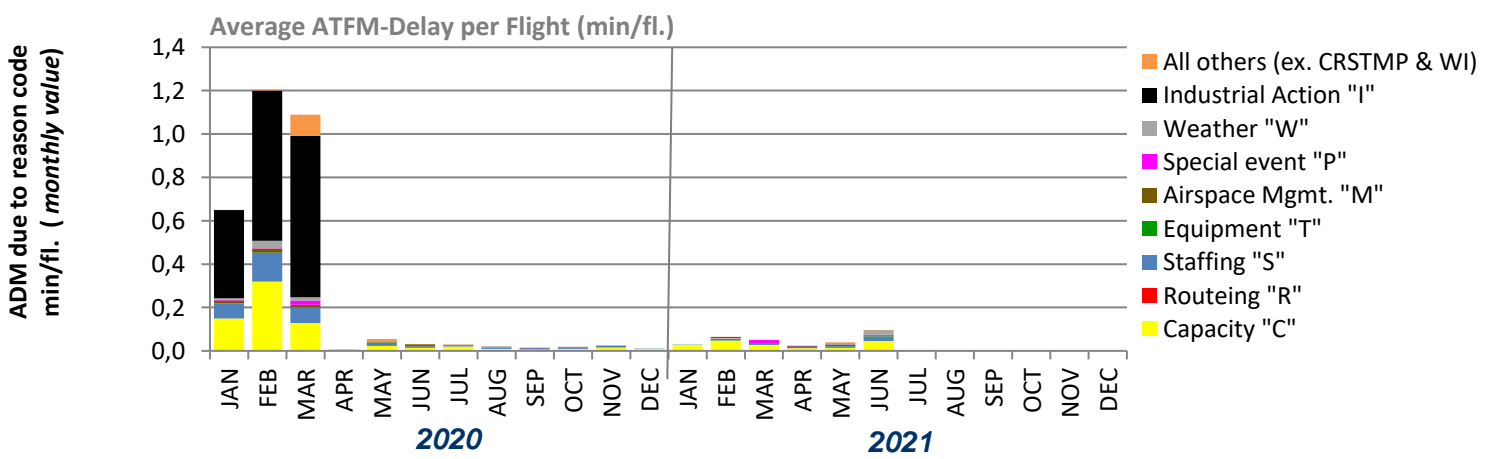
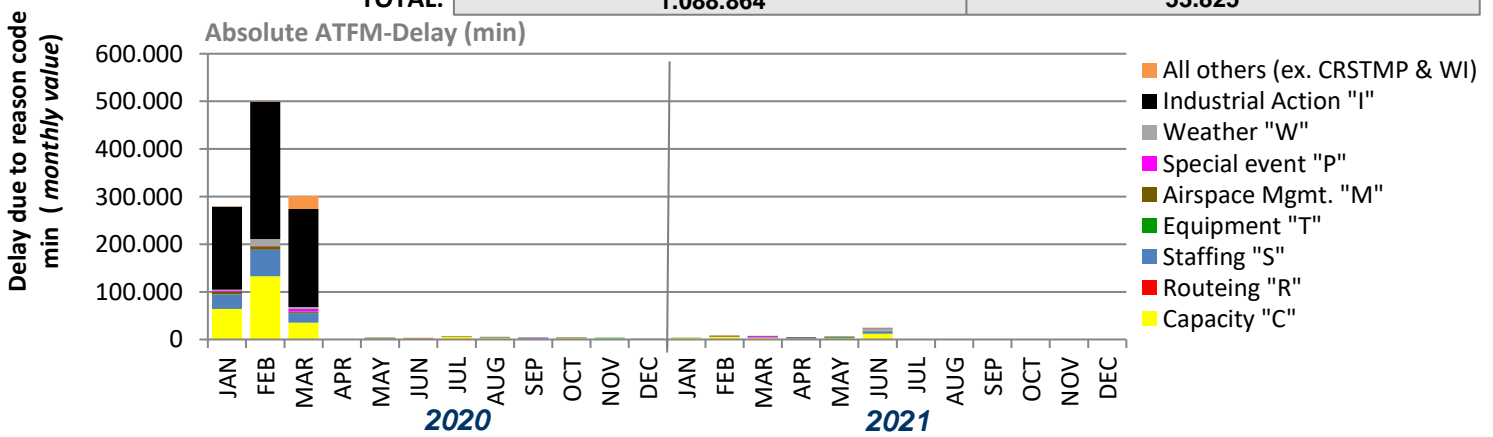
CRSTMP Delay Causes



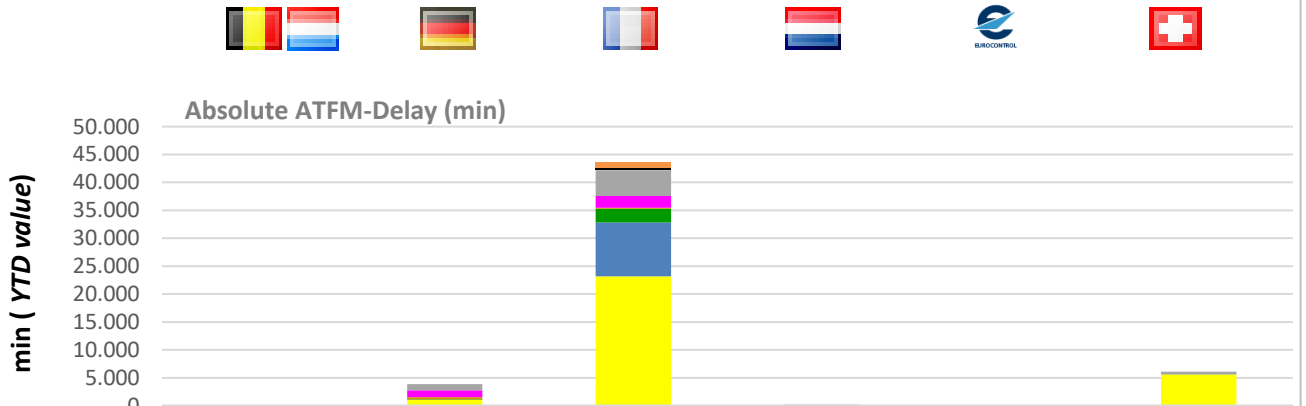
KPI #1: En-route ATFM delay per reason code (FABEC)



| Delay due to reason code: | 2020 | 2021 |
|------------------------------|------------------|---------------|
| Capacity "C" | 235.645 | 29.807 |
| Routeing "R" | 0 | 0 |
| Staffing "S" | 107.972 | 9.733 |
| Equipment "T" | 1.767 | 2.479 |
| Airspace Mgmt. "M" | 15.577 | 660 |
| Special event "P" | 8.136 | 3.370 |
| Weather "W" | 21.339 | 6.296 |
| Industrial Action "I" | 668.510 | 453 |
| All others (ex. CRSTMP & WI) | 29.918 | 1.027 |
| CRSTMP: | 369.097 | 46.049 |
| TOTAL: | 1.088.864 | 53.825 |



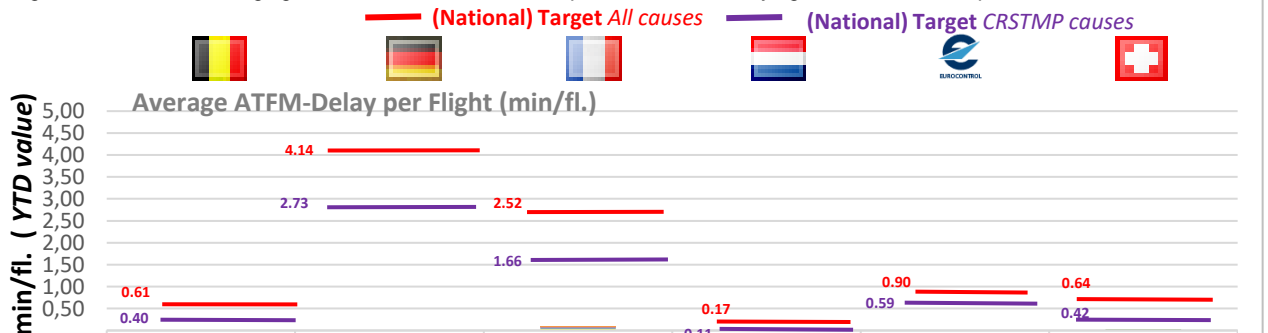
KPI #1: En-route ATFM delay per controlled flight (ANSP)



| | skeyes | DFS | DSNA | LVNL | MUAC | skyguide |
|------------------------------|--------|-------|--------|------|------|----------|
| All others (ex. CRSTMP & WI) | | | 1.027 | | | |
| Industrial Action "I" | | | 453 | | | |
| Weather "W" | | 1.072 | 4.624 | 158 | | 442 |
| Special event "P" | | 1.284 | 2.086 | | | |
| Airspace Mgmt. "M" | | 400 | 199 | | 61 | |
| Equipment "T" | | 27 | 2.449 | | | 3 |
| Staffing "S" | | 2 | 9.674 | | | 57 |
| Routeing "R" | | | | | | |
| Capacity "C" | | 1.068 | 23.145 | | | 5.594 |

| | | | | | | |
|----------------|----------|--------------|---------------|------------|-----------|--------------|
| CRSTMP: | 0 | 2.781 | 37.553 | | 61 | 5.654 |
| TOTAL: | 0 | 3.853 | 43.657 | 158 | 61 | 6.096 |

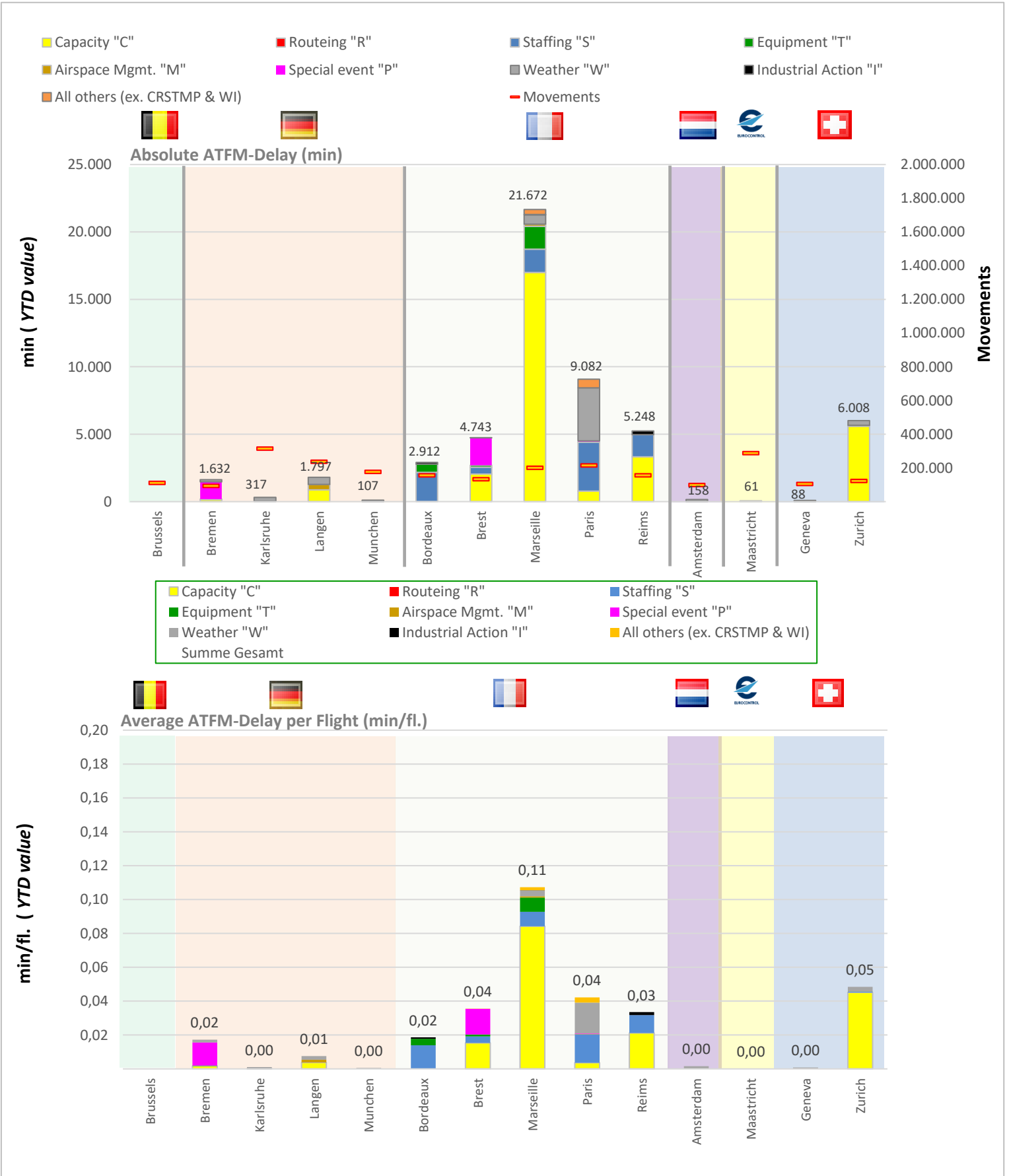
*Belgium and Luxembourg are in a common charging zone and FIR. There is no separate en-route delay figure and incentives/penalties are shared.



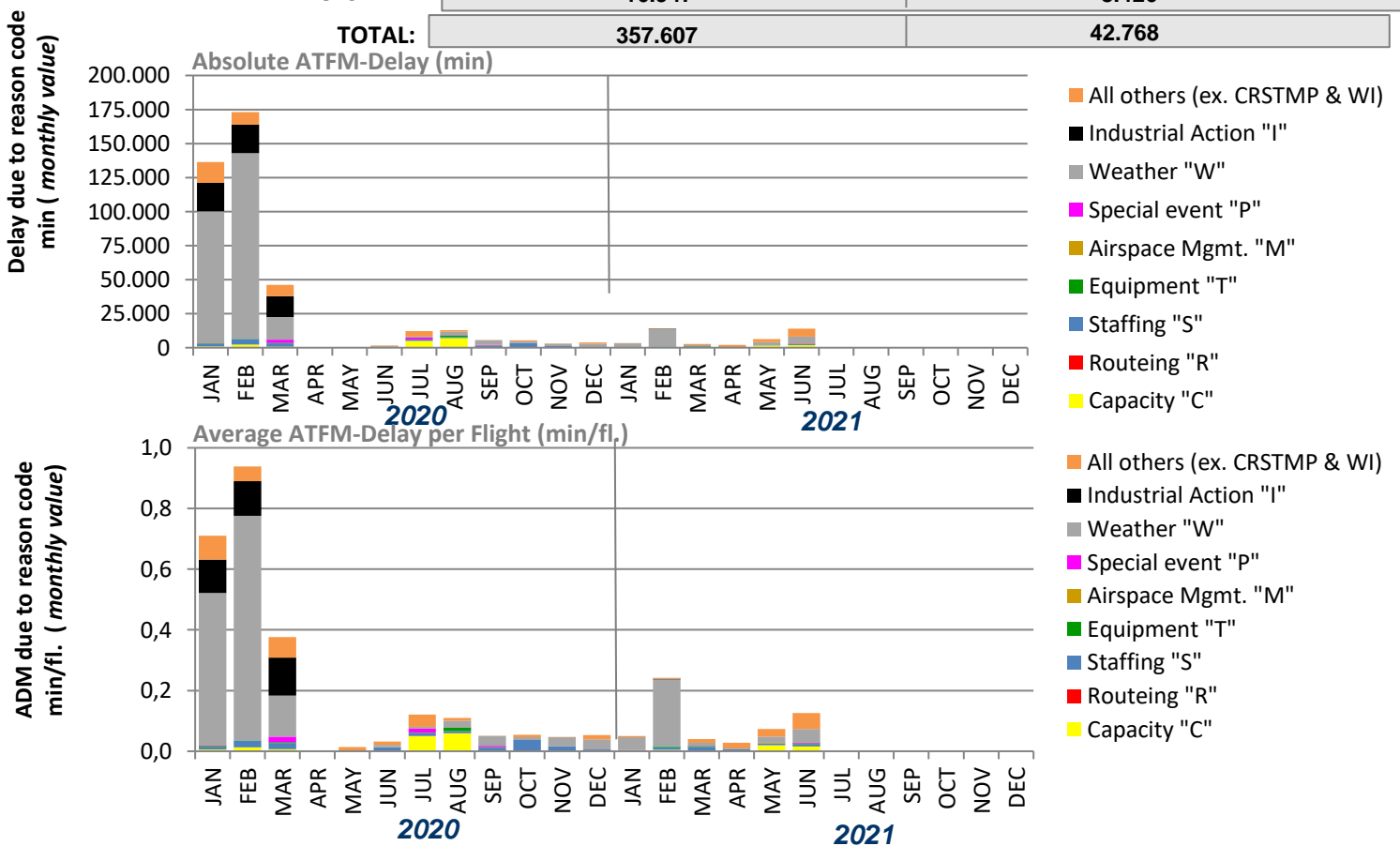
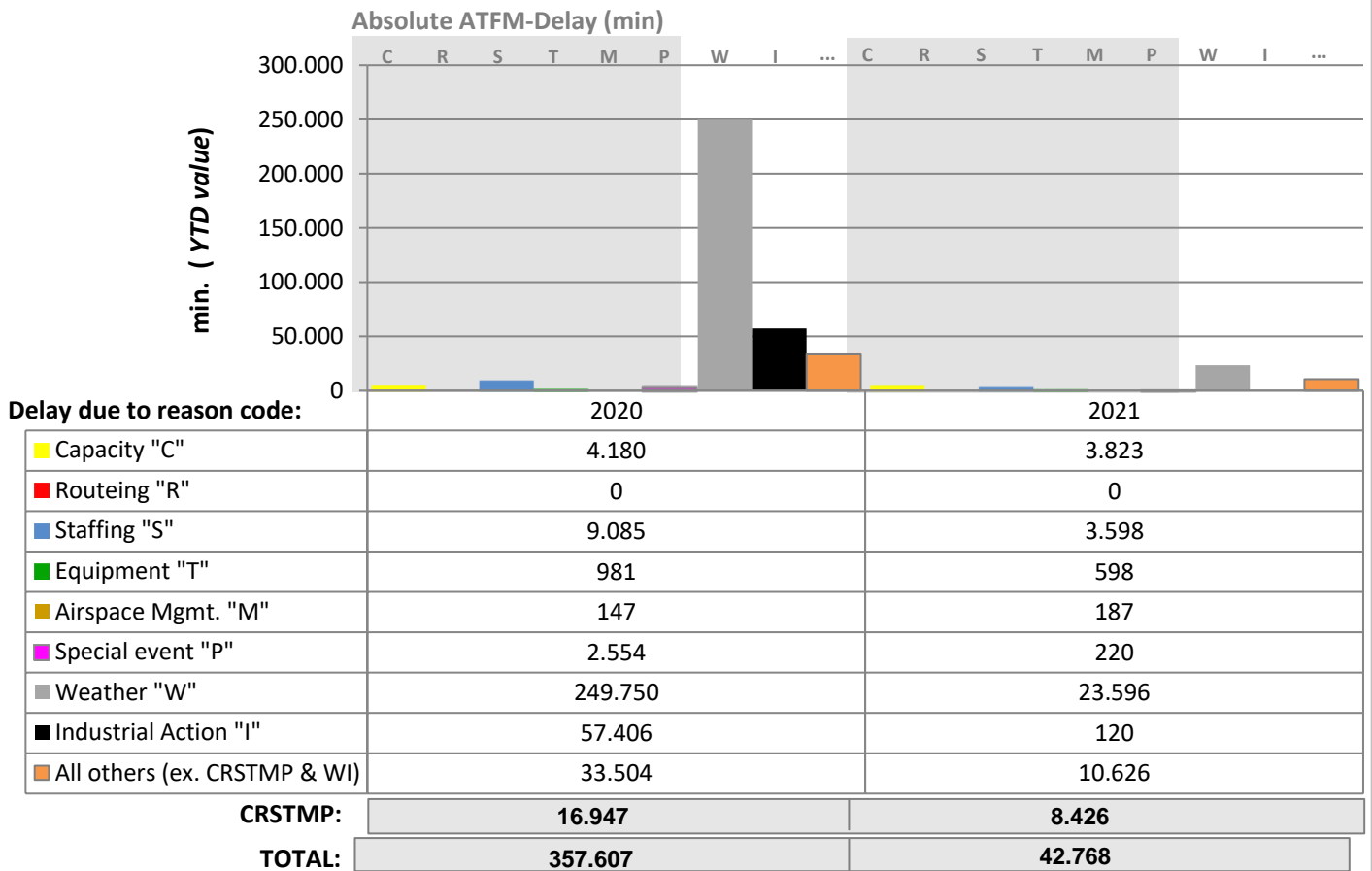
| | skeyes | DFS | DSNA | LVNL | MUAC | skyguide |
|------------------------------|--------|------|------|------|------|----------|
| All others (ex. CRSTMP & WI) | | 0,00 | 0,00 | 0,00 | 0,00 | |
| Industrial Action "I" | | | 0,00 | | | |
| Weather "W" | | 0,00 | 0,01 | 0,00 | 0,00 | 0,00 |
| Special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

| | | | | | | |
|----------------|-------------|-------------|-------------|-------------|-------------|-------------|
| CRSTMP: | 0,00 | 0,01 | 0,07 | | 0,00 | 0,03 |
| TOTAL: | 0,00 | 0,01 | 0,08 | 0,00 | 0,00 | 0,03 |

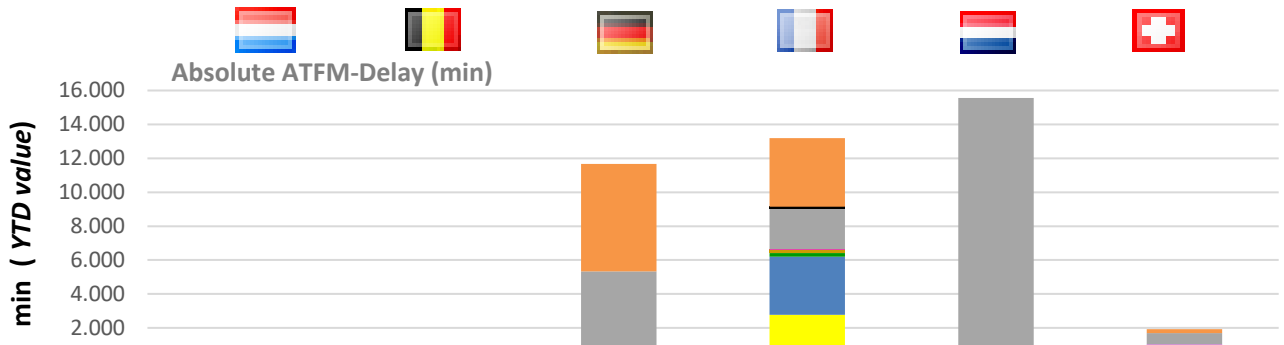
KPI #1: En-route ATFM delay per controlled flight (ACC)



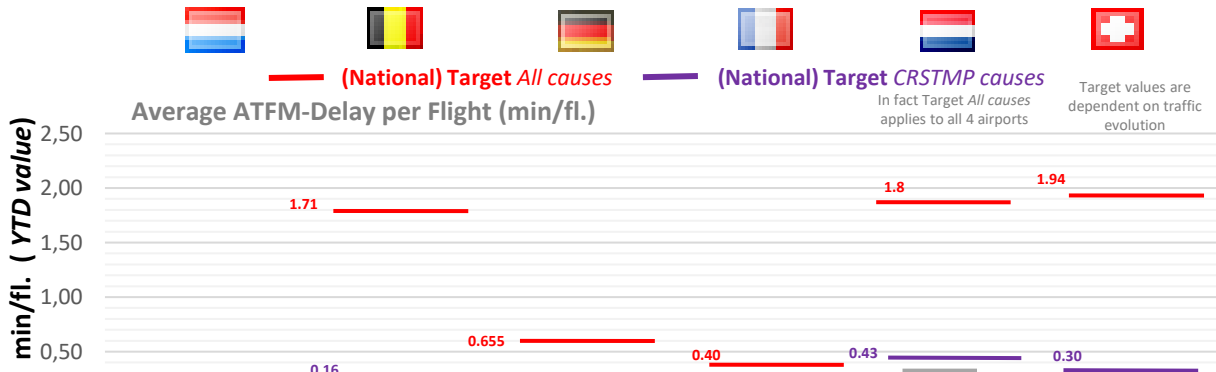
KPI #2: Arrival ATFM delay per reason code (FABEC)



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



| | ANA LUX | skeyes | DFS | DSNA | LVNL | skyguide |
|------------------------------|------------|------------|---------------|---------------|---------------|--------------|
| All others (ex. CRSTMP & WI) | | | 6.337 | 4.049 | | 240 |
| Industrial Action "I" | | | | 120 | | |
| Weather "W" | | 206 | 4.780 | 2.378 | 15.559 | 673 |
| Special event "P" | | | | 39 | | 181 |
| Airspace Mgmt. "M" | | | | 187 | | |
| Equipment "T" | 217 | | | 225 | | 156 |
| Staffing "S" | | | 159 | 3.419 | | 20 |
| Routeing "R" | | | | | | |
| Capacity "C" | | | 387 | 2.774 | | 662 |
| CRSTMP: | 217 | | 546 | 6.644 | | 1.019 |
| TOTAL: | 217 | 206 | 11.663 | 13.191 | 15.559 | 1.932 |



| | ANA LUX | skeyes | DFS | DSNA | LVNL | skyguide |
|------------------------------|-------------|-------------|-------------|-------------|-------------|-------------|
| All others (ex. CRSTMP & WI) | | 0,00 | 0,04 | 0,02 | 0,00 | 0,01 |
| Industrial Action "I" | | | | 0,00 | | |
| Weather "W" | 0,00 | 0,01 | 0,03 | 0,01 | 0,34 | 0,02 |
| Special event "P" | | | 0,00 | 0,00 | 0,00 | 0,01 |
| Airspace Mgmt. "M" | | | | 0,00 | | |
| Equipment "T" | 0,02 | | | 0,00 | 0,00 | 0,00 |
| Staffing "S" | | | 0,00 | 0,02 | | 0,00 |
| Routeing "R" | | | | | | |
| Capacity "C" | | | 0,00 | 0,01 | 0,00 | 0,02 |
| CRSTMP: | 0,02 | | 0,00 | 0,03 | | 0,03 |
| TOTAL: | 0,02 | 0,01 | 0,08 | 0,07 | 0,34 | 0,06 |

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

Sources: EUROCONTROL, FABEC ANSPs

Status: June 2021

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.