



PERFORMANCE REPORT 2020 - 2024

CAPACITY

January 2022



making the difference

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Description & Analysis

Europe

Traffic in January was at 68.4% of January 2019 levels. In January, the network traffic was in line with the lowest of the latest EUROCONTROL traffic scenarios published on 15 October 2021. On average, the network saw 17,434 flights/day. The peak day was 02 January (22,196 flights) with traffic at 84.7% of 2019 levels. Over the first weeks of 2022, European traffic recorded major flight reductions as the Omicron wave continued, dampening the expected recovery: airlines have been reducing their capacities week after week. Continuing from December 2021, three segments were above 2019 levels in January 2022 (vs. January 2019) and they were Charter (+27.1%), Business Aviation (+8.7%) and All-Cargo (+7.8%). In contrast to this, severely impacted by tightened travel restrictions to fight the Omicron variant, the Traditional Scheduled segment continued to decline, recording a decrease of -37.6% while Low-Cost decreased even more rapidly, reaching -43.0% in January 2022 (vs. January 2019). Ryanair was the busiest carrier in January with on average 1,507 flights/day and was at -22.1% of 2019 traffic level, followed by Turkish Airlines (955 flights/day), Lufthansa (734 flights/day) and easyJet (614 flights/day). The busiest airport was Amsterdam/Schiphol (874 flights/day) followed by IGA Istanbul (850 flights/day), Paris/Charles de Gaulle (817 flights/day) and Frankfurt/Main (795 flights/day). There was a total of 191,592 minutes of ATFM delay in January. The flow measures were mainly at Amsterdam/Schiphol and IGA Istanbul airports due to weather issues, and in Reims ACC due to staffing shortage. En-route delays accounted for 42.1% these ATFM delays and airports for 57.9%. Network departure punctuality was around 80% for most of January and arrival punctuality around 82%. With fewer airspace constraints, the network excess fuel burn indicator was under 4% and remained low compared to 2019. (Source: NM).

Delays from the passengers' point of view

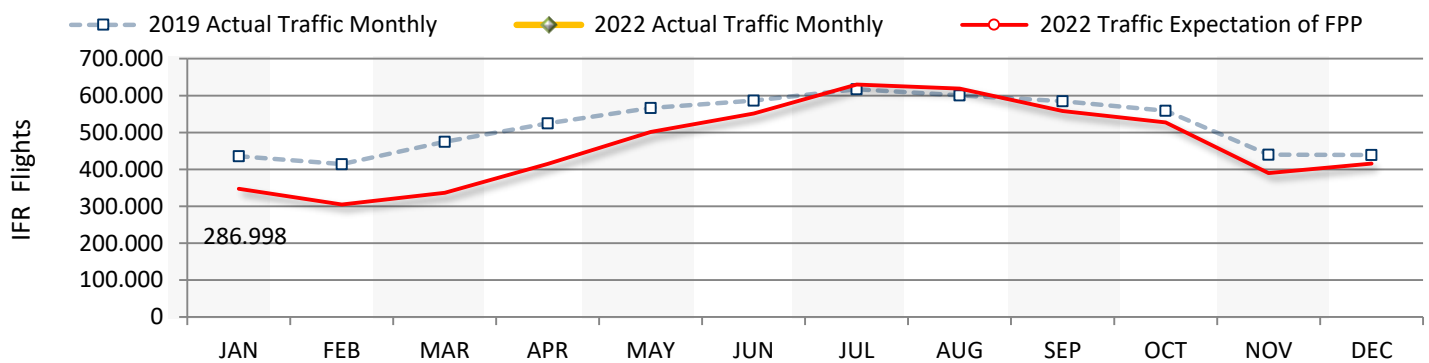
For January 2022, the Central Office for Delay Analysis (CODA) reported that the average delay per flight on departure was 10.7 minutes per flight - an increase of 0.9 minutes per flight compared to January 2021. 10% of the total delay can be attributable to air traffic control. Airlines caused 61% of 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 25% can be allocated to other reasons (Source: CODA Dashboard-01-2022, Date 04/03/2022).

FABEC

In the FABEC area, traffic decreased by 34.1% in January 2022 compared to the same month in 2019. Traffic was down in a similar way in all ANSPs, from -36.6% in DFS, -33.6% in MUAC, -33.2% in skeyes to -29.6% in LVNL or -29.1 in Skyguide. Airport traffic was down to a similar extent (-36.4% in the FABEC area) but with more disparities between ANSPs. Landings decreased by an impressive 44.9% in DFS, 36.5% in Skyguide, but "only" 28.8% in LVNL or 27.5% in ANA LUX. In January 2022, Reims ACC (19 558 min), Marseille TMA (13 252 min) and Paris ACC (10 120 min) were the units to generate some en-route ATFM delays. In Reims, delays were due to 'Staffing' (77%), 'ATC-Capacity' (15%) and 'ATCIndustrial Action' (8%). In Marseille, delays were due to 'ATC-Capacity' (49%), 'Staffing' (45%), 'ATC-Industrial Action' (5%) and 'Weather' (1%); in Paris, 'Staffing' (71%), 'ATC-Capacity' (21%) and 'ATC-Industrial Action' (8%). Airport ATFM delays were mainly generated in Amsterdam Schiphol/EHAM (28 357 min), and delays were due exclusively to 'Weather' (100%).

FABEC TRAFFIC DEVELOPMENT (*en-route*)

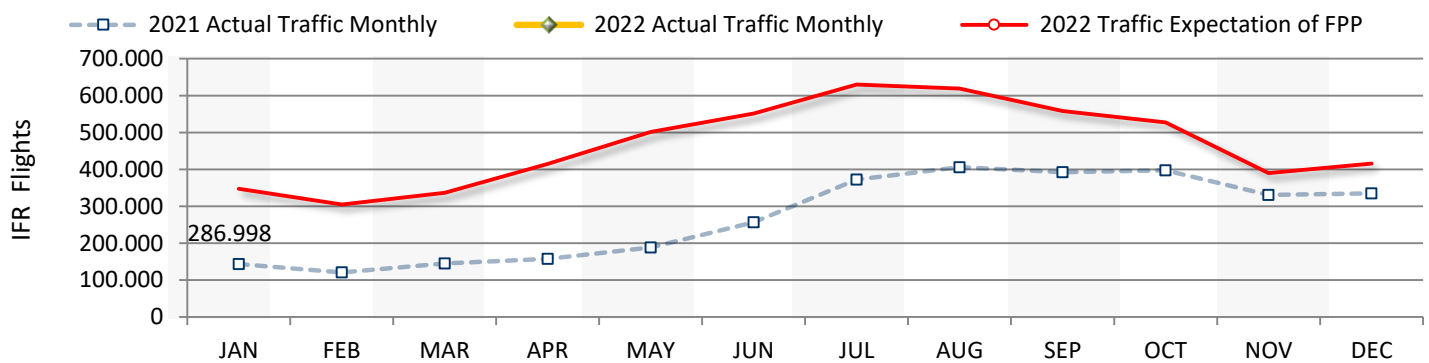
FABEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
2019 Actual Traffic Monthly	435.809	414.272	474.729	524.490	566.051	586.281	617.104	600.261	584.310	558.973	439.854	438.590	435.809
2022 Actual Traffic Monthly	286.998												286.998
Growth (%)	-34,1 %												-34,1 %
2022 Traffic Expectation of FPP	347.726	304.658	336.891	415.032	501.156	550.951	629.805	619.008	558.312	527.243	390.177	415.683	5.596.638
2022 Traffic Evolution (%)	-17,5 %												
2022 Traffic Cumulated (%)	-17,5 %												



	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	46.085
2022 Actual Traffic Monthly	30.799												30.799
Growth (%)	-33,2 %												-33,2 %
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	222.009
2022 Actual Traffic Monthly	140.653												140.653
Growth (%)	-36,6 %												-36,6 %
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	221.573
2022 Actual Traffic Monthly	153.679												153.679
Growth (%)	-30,6 %												-30,6 %
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	46.111
2022 Actual Traffic Monthly	32.473												32.473
Growth (%)	-29,6 %												-29,6 %
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	138.773
2022 Actual Traffic Monthly	92.126												92.126
Growth (%)	-33,6 %												-33,6 %
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	89.334
2022 Actual Traffic Monthly	63.347												63.347
Growth (%)	-29,1 %												-29,1 %

FABEC TRAFFIC DEVELOPMENT (*en-route*)

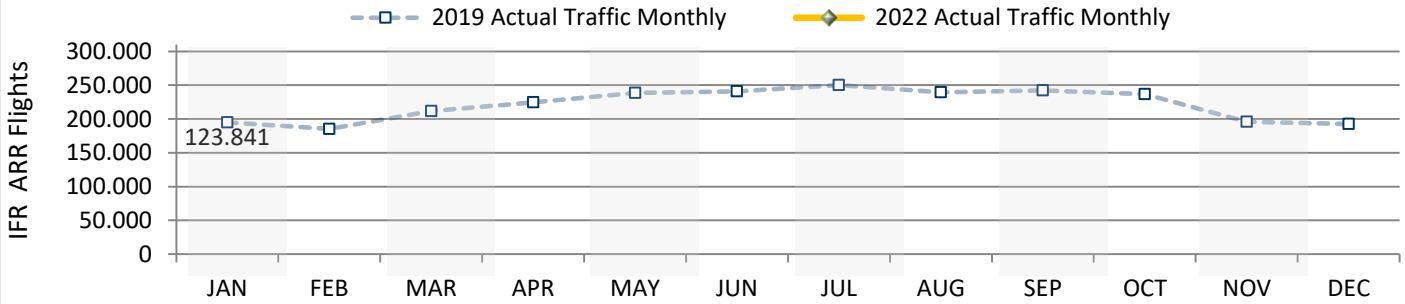
FABEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
2021 Actual Traffic Monthly	143.083	120.573	144.799	157.817	188.334	256.840	372.501	405.810	392.000	397.603	330.997	335.045	143.083
2022 Actual Traffic Monthly	286.998												286.998
Growth (%)	100,6 %												100,6 %
2022 Traffic Expectation of FPP	347.726	304.658	336.891	415.032	501.156	550.951	629.805	619.008	558.312	527.243	390.177	415.683	5.596.638
2022 Traffic Evolution (%)	-17,5 %												
2022 Traffic Cumulated (%)	-17,5 %												



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
skeyes													
2021 Actual Traffic Monthly	16.463	14.094	16.118	17.943	21.059	28.862	39.735	41.471	41.821	42.447	37.123	36.707	16.463
2022 Actual Traffic Monthly	30.799												30.799
Growth (%)	87,1 %												87,1 %
DFS													
2021 Actual Traffic Monthly	69.223	58.987	73.586	82.028	92.241	121.837	173.210	188.953	188.222	196.416	162.314	162.625	69.223
2022 Actual Traffic Monthly	140.653												140.653
Growth (%)	103,2 %												103,2 %
DSNA													
2021 Actual Traffic Monthly	74.364	60.927	71.495	78.739	101.198	144.886	217.301	233.949	219.460	218.318	177.239	180.584	74.364
2022 Actual Traffic Monthly	153.679												153.679
Growth (%)	106,7 %												106,7 %
LVNL													
2021 Actual Traffic Monthly	17.808	13.733	16.695	18.430	21.043	25.726	37.108	40.138	39.398	40.584	36.287	37.132	17.808
2022 Actual Traffic Monthly	32.473												32.473
Growth (%)	82,4 %												82,4 %
MUAC													
2021 Actual Traffic Monthly	44.474	34.373	41.453	46.276	52.330	69.124	98.093	109.221	110.820	117.451	104.364	108.381	44.474
2022 Actual Traffic Monthly	92.126												92.126
Growth (%)	107,1 %												107,1 %
Skyguide													
2021 Actual Traffic Monthly	26.405	22.687	28.012	32.619	39.721	54.940	83.886	91.102	86.948	87.464	67.552	71.855	26.405
2022 Actual Traffic Monthly	63.347												63.347
Growth (%)	139,9 %												139,9 %

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	194.850
2022 Actual Traffic Monthly	123.841												123.841
Growth (%)	-36,4 %												-36,4 %



	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	2.728
2022 Actual Traffic Monthly	1.977												1.977
Growth (%)	-27,5 %												-27,5 %

	skeyes												
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	9.804
2022 Actual Traffic Monthly	6.869												6.869
Growth (%)	-29,9 %												-29,9 %

	DFS												
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	78.274
2022 Actual Traffic Monthly	43.112												43.112
Growth (%)	-44,9 %												-44,9 %

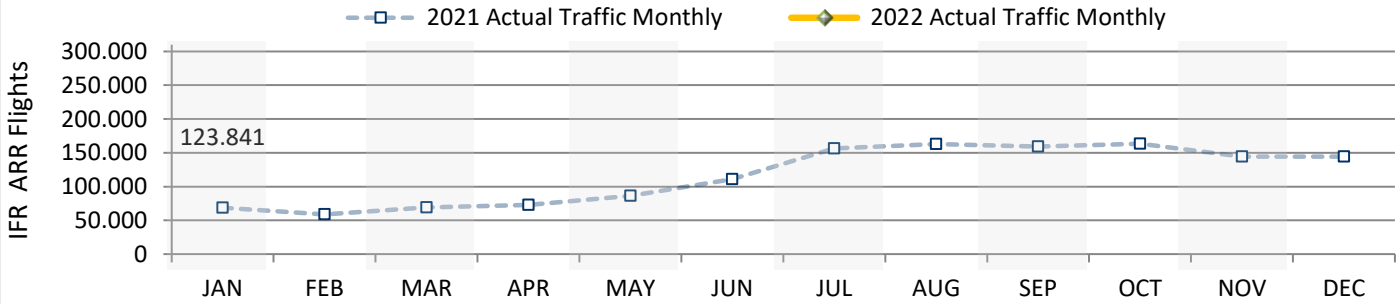
	DSNA												
2019 Actual Traffic Monthly	66.766	63.317	73.401	81.023	84.477	88.656	92.799	86.055	86.206	81.851	67.332	66.631	66.766
2022 Actual Traffic Monthly	46.741												46.741
Growth (%)	-30,0 %												-30,0 %

	LVNL												
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	18.998
2022 Actual Traffic Monthly	13.532												13.532
Growth (%)	-28,8 %												-28,8 %

	Skyguide												
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	18.280
2022 Actual Traffic Monthly	11.610												11.610
Growth (%)	-36,5 %												-36,5 %

FABEC TRAFFIC DEVELOPMENT (*arrival*)

FABEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
2021 Actual Traffic Monthly	68.659	58.760	68.964	72.701	86.147	110.821	156.460	162.963	159.362	163.411	144.145	144.342	68.659
2022 Actual Traffic Monthly	123.841												123.841
Growth (%)	80,4 %												80,4 %



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
ANA LUX													
2021 Actual Traffic Monthly	1.307	1.097	1.270	1.451	1.677	1.957	2.362	2.447	2.603	2.694	2.449	2.534	1.307
2022 Actual Traffic Monthly	1.977												1.977
Growth (%)	51,3 %												51,3 %

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
skeyes													
2021 Actual Traffic Monthly	4.154	3.655	4.074	4.379	5.095	6.322	8.419	8.799	8.622	8.480	8.042	8.000	4.154
2022 Actual Traffic Monthly	6.869												6.869
Growth (%)	65,4 %												65,4 %

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
DFS													
2021 Actual Traffic Monthly	20.815	18.158	23.398	25.886	28.960	36.973	52.200	55.684	57.467	61.619	53.725	51.093	20.815
2022 Actual Traffic Monthly	43.112												43.112
Growth (%)	107,1 %												107,1 %

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
DSNA													
2021 Actual Traffic Monthly	30.058	26.603	29.318	28.379	35.836	47.349	65.705	66.191	61.823	60.497	53.878	54.776	30.058
2022 Actual Traffic Monthly	46.741												46.741
Growth (%)	55,5 %												55,5 %

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
LVNL													
2021 Actual Traffic Monthly	7.583	5.531	6.437	7.215	8.290	10.212	15.217	16.532	15.854	16.496	14.858	15.667	7.583
2022 Actual Traffic Monthly	13.532												13.532
Growth (%)	78,5 %												78,5 %

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
Skyguide													
2021 Actual Traffic Monthly	4.742	3.716	4.467	5.391	6.289	8.008	12.557	13.310	12.993	13.625	11.193	12.272	4.742
2022 Actual Traffic Monthly	11.610												11.610
Growth (%)	144,8 %												144,8 %

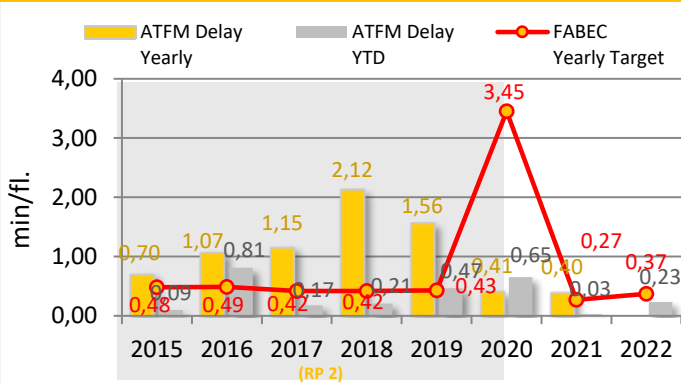
KPI #1: En-route ATFM delay per controlled flight (FABEC)

	YTD 2022	YTD 2021
En-route Delay All causes	0,23	0,65
FABEC Target (yearly value)	0,37	
Guideline	0,16	
Minute ('000) ALL causes	67	4
Diff. 2022 - 2021	+ 1528,1 %	
Traffic ('000)	287	143
Diff. 2022 - 2021	+ 100,6 %	

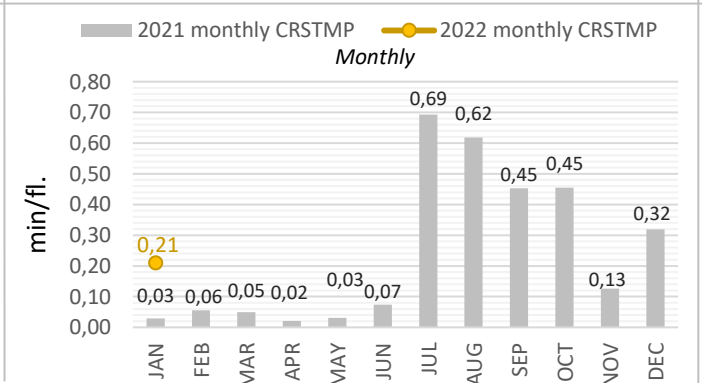
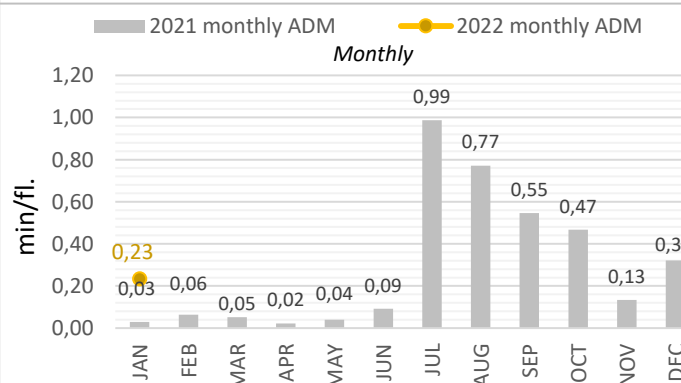
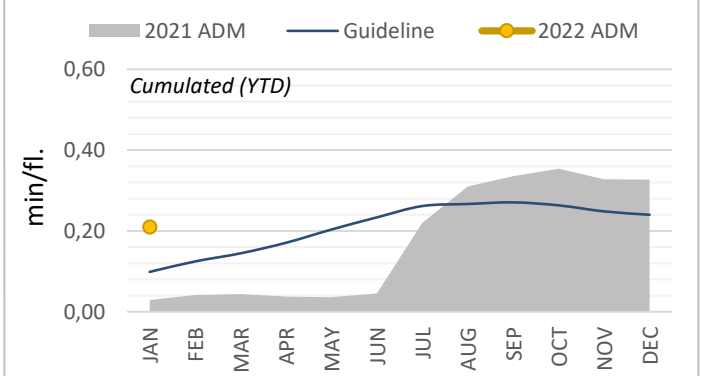
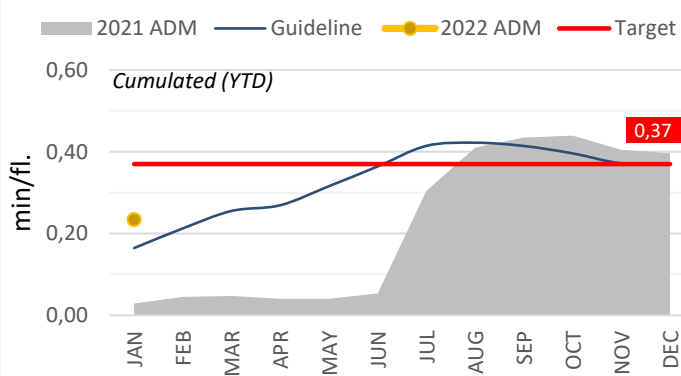
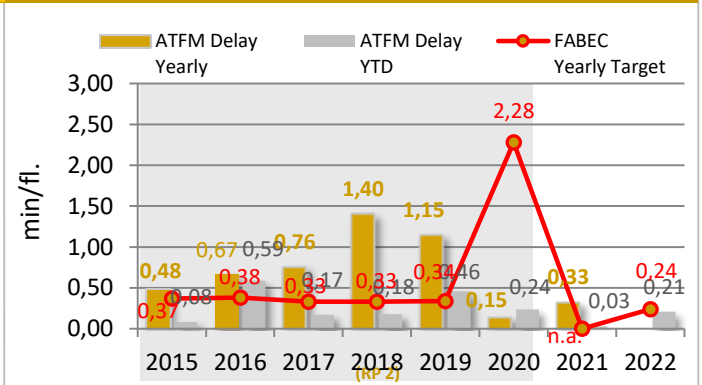
	YTD 2022	YTD 2021
En-route Delay CRSTMP causes	0,21	0,24
FABEC Target (yearly value)	0,24	
Guideline	0,10	
Minute ('000) CRSTMP causes	60	4
Diff. 2022 - 2021	+ 1364 %	
<i>Potential savings (*) due to underbid the delay Target (all Causes) in Mio EURO (YTD)</i>		
	▶	+ 0,02

* Cost of ATFM-delay per min = 87 €

All Delay Causes



CRSTMP Delay Causes

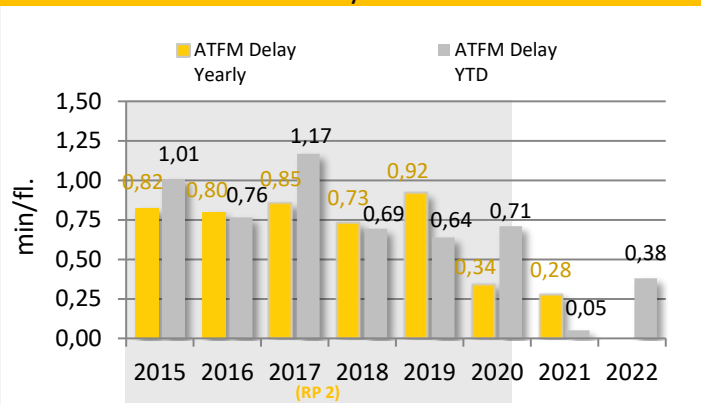


The guideline for the en-route ATFM delay per movement is a basic cumulative extrapolation of the previous three years monthly allocation and is designed to give an impression, how the YTD figures should be, in order to reach the yearly 2022 published targets (0,37 min per flight for all delay causes and 0,24 min per flight for the delay causes CRSTMP).

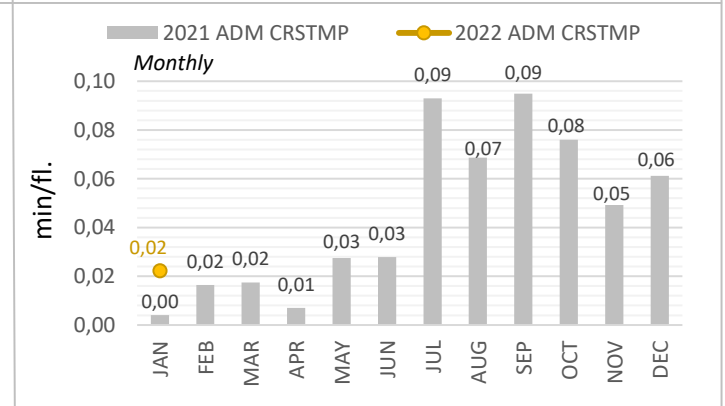
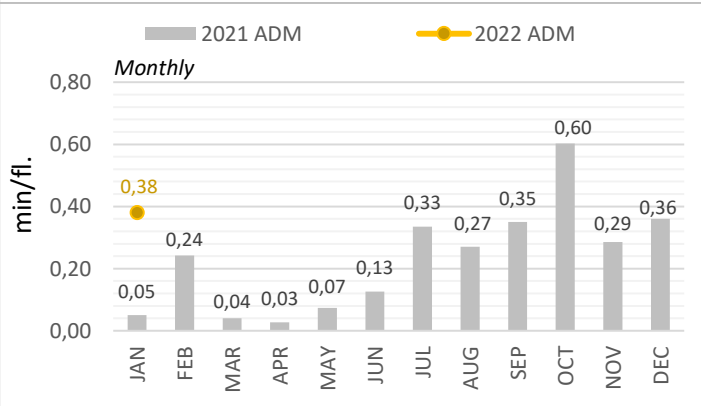
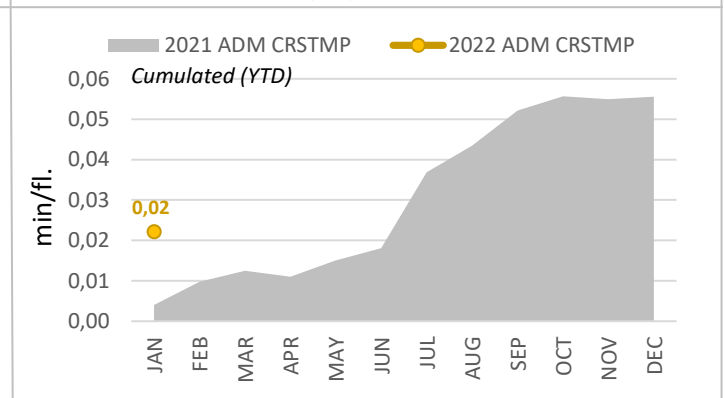
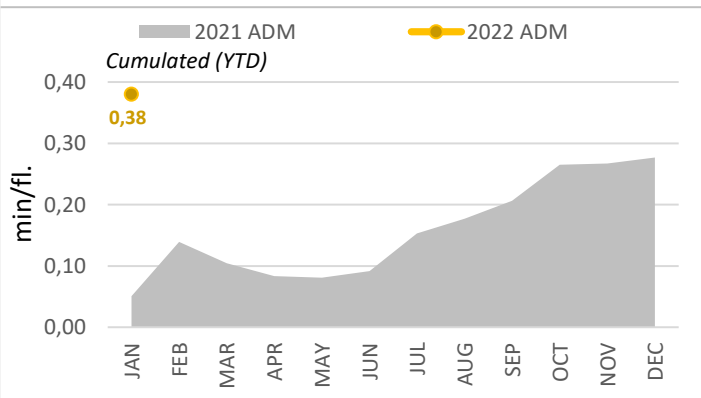
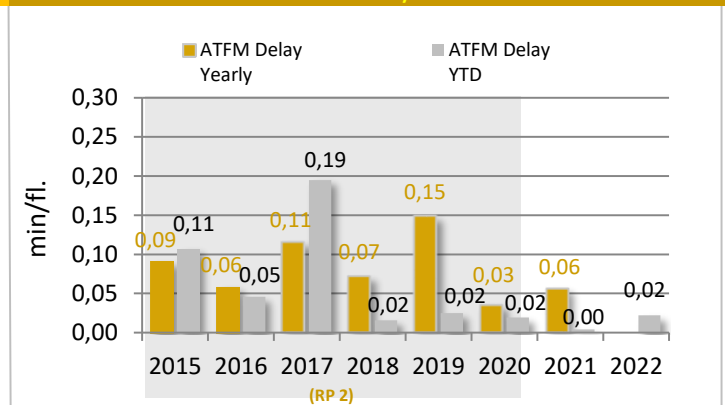
KPI #2: Arrival ATFM delay per controlled flight (FABEC)

	YTD 2022	YTD 2021		YTD 2022	YTD 2021
Arrival Delay All causes	0,38	0,71	Arrival Delay CRSTMP causes	0,02	0,02
<i>Diff. 2022 - 2021</i>	- 46 %		<i>Diff. 2022 - 2021</i>	+ 14 %	
Minute ('000) ALL causes	47	3	Minute ('000) CRSTMP causes	3	0
<i>Diff. 2022 - 2021</i>	+ 1258 %		<i>Diff. 2022 - 2021</i>	+ 892 %	
Traffic ('000)	124	69			
<i>Diff. 2022 - 2021</i>	+ 80,4 %				

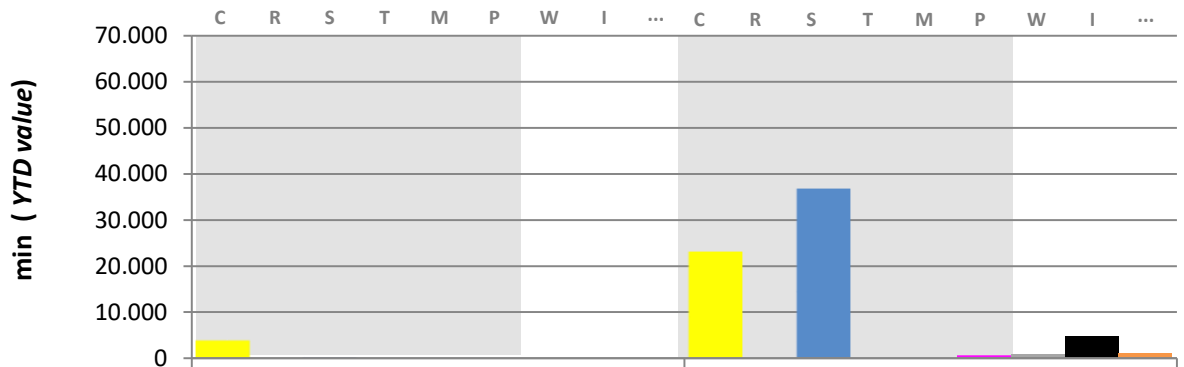
All Delay Causes



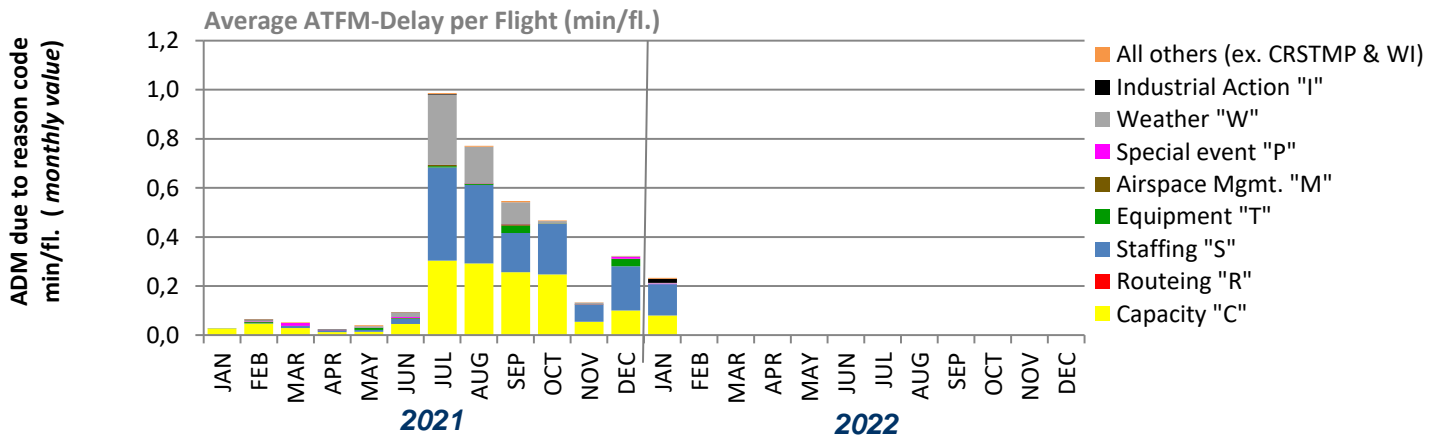
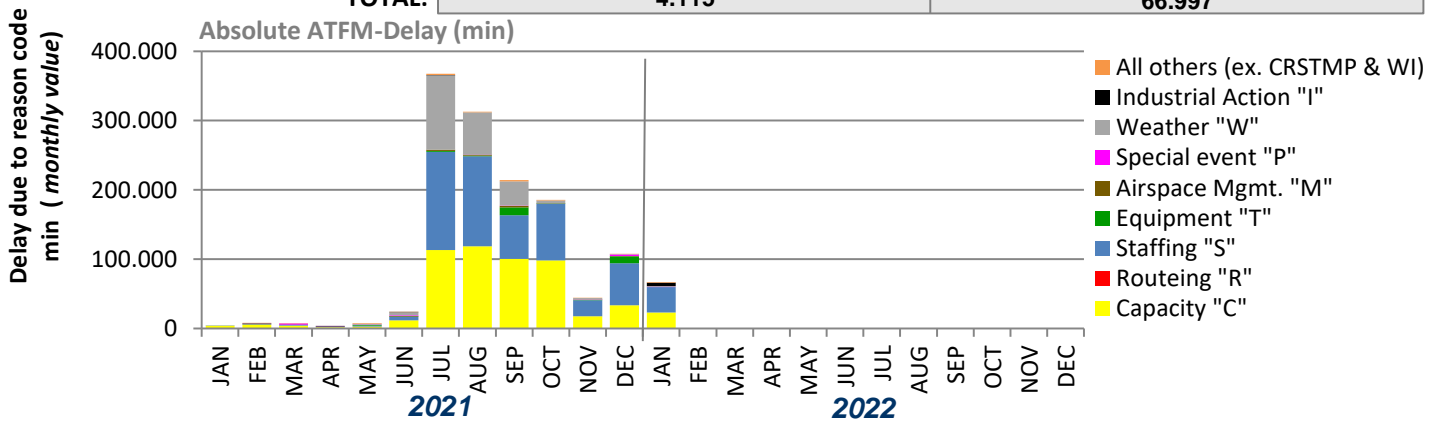
CRSTMP Delay Causes



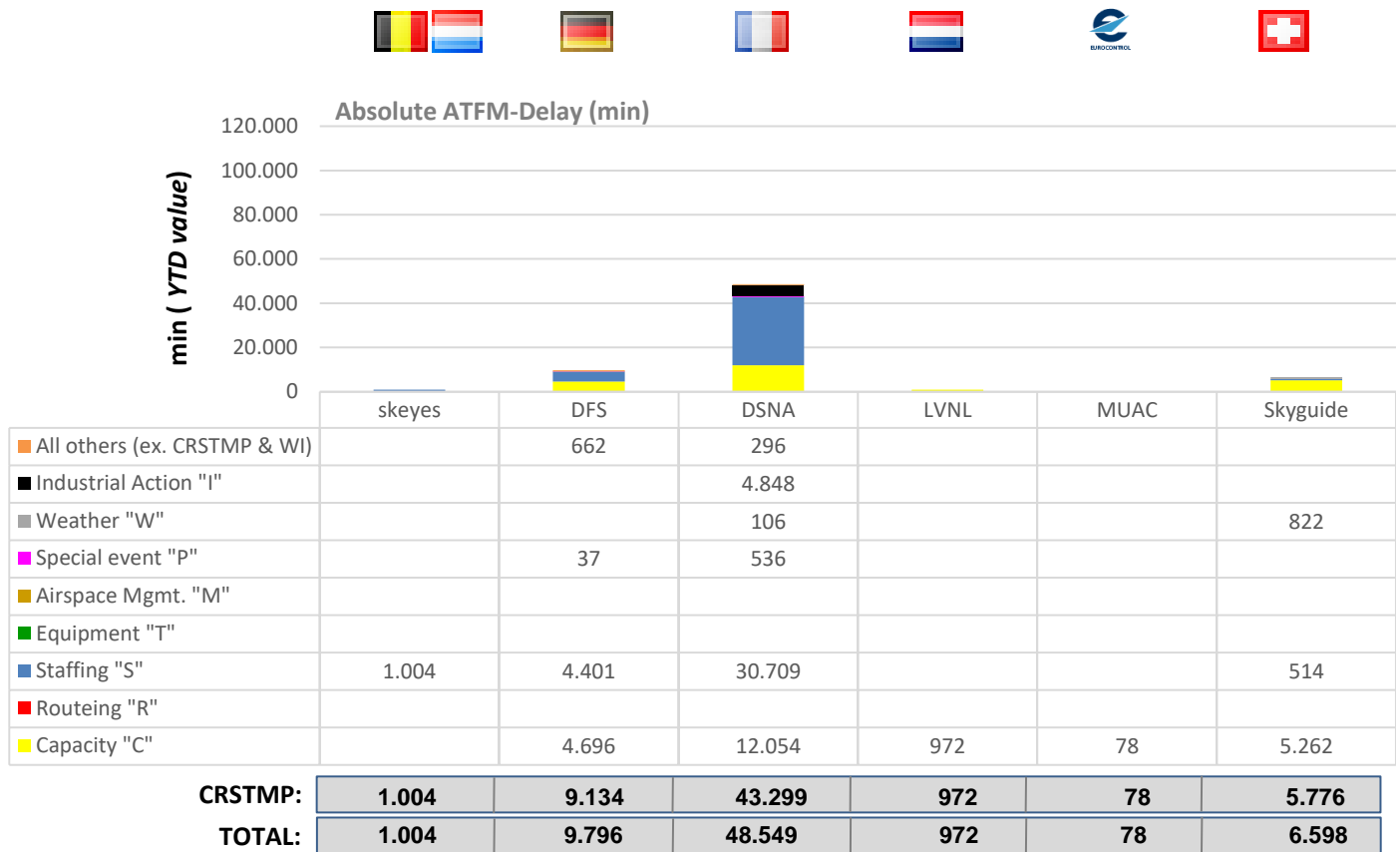
KPI #1: En-route ATFM delay per reason code (FABEC)



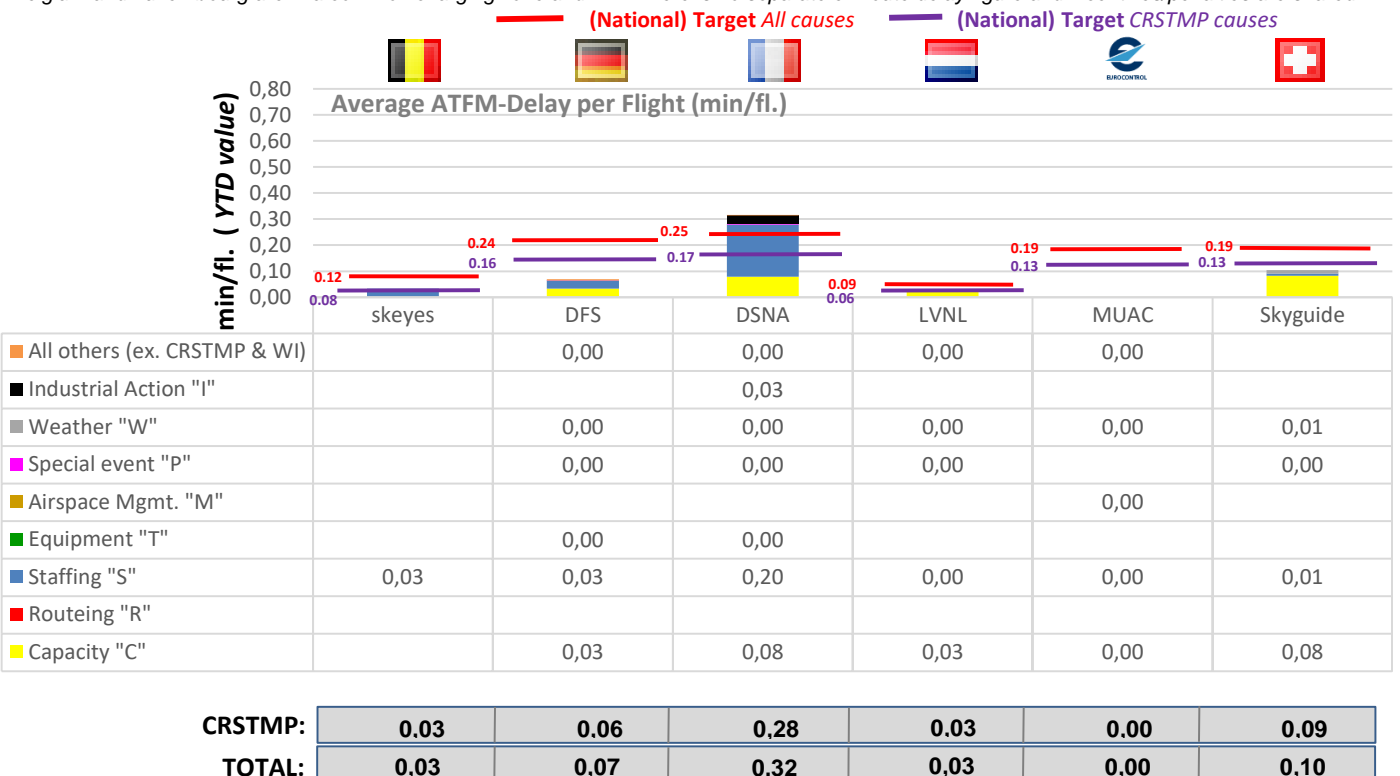
Delay due to reason code:	2021	2022
Capacity "C"	3.894	23.062
Routeing "R"	0	0
Staffing "S"	221	36.628
Equipment "T"	0	0
Airspace Mgmt. "M"	0	0
Special event "P"	0	573
Weather "W"	0	928
Industrial Action "I"	0	4.848
All others (ex. CRSTMP & WI)	0	958
CRSTMP:	4.115	60.263
TOTAL:	4.115	66.997



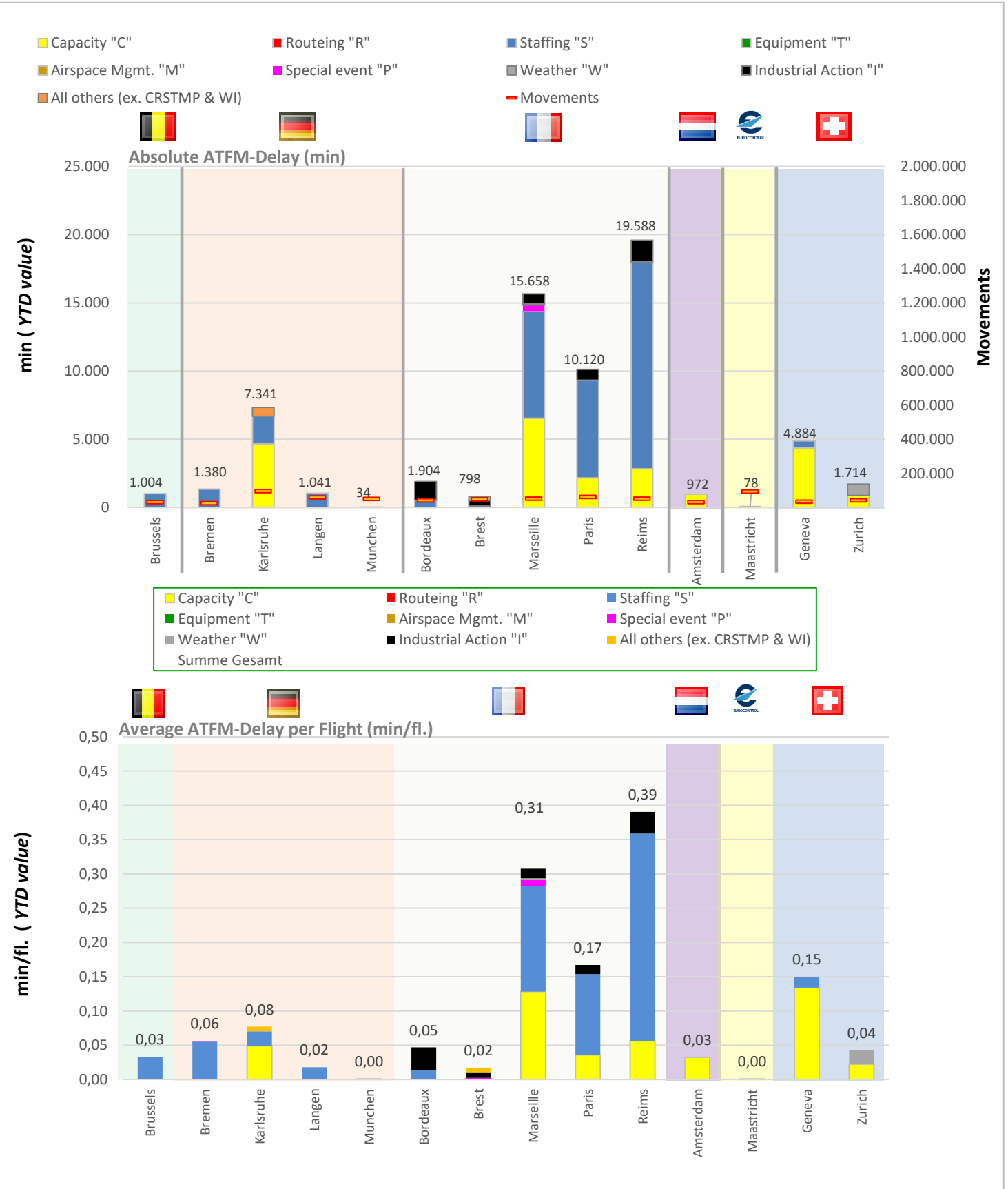
KPI #1: En-route ATFM delay per controlled flight (ANSP)



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

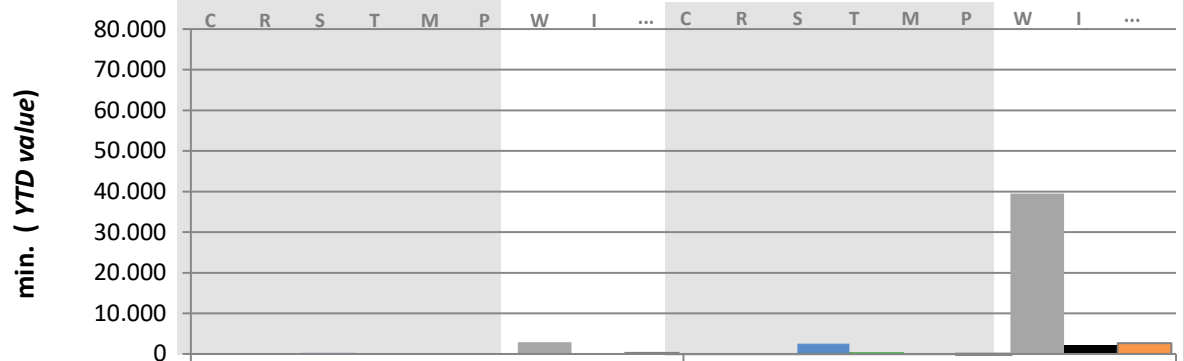


KPI #1: En-route ATFM delay per controlled flight (ACC)



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

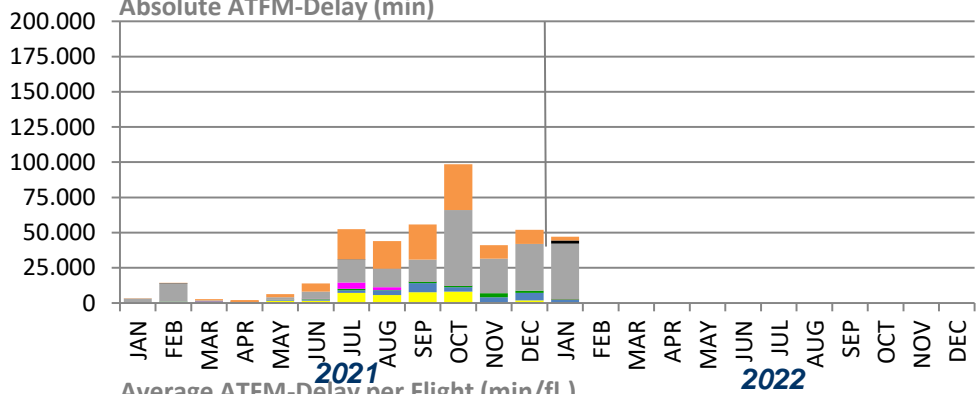
Absolute ATFM-Delay (min)



Delay due to reason code:	2021	2022
Capacity "C"	0	47
Routeing "R"	0	0
Staffing "S"	277	2.300
Equipment "T"	0	363
Airspace Mgmt. "M"	0	11
Special event "P"	0	27
Weather "W"	2.900	39.539
Industrial Action "I"	0	2.172
All others (ex. CRSTMP & WI)	291	2.644
CRSTMP:	277	2.748
TOTAL:	3.468	47.103

Delay due to reason code min (monthly value)

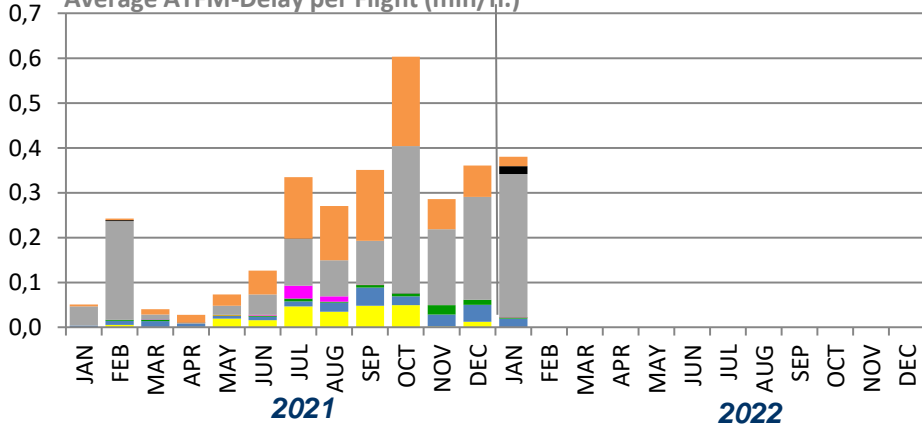
Absolute ATFM-Delay (min)



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

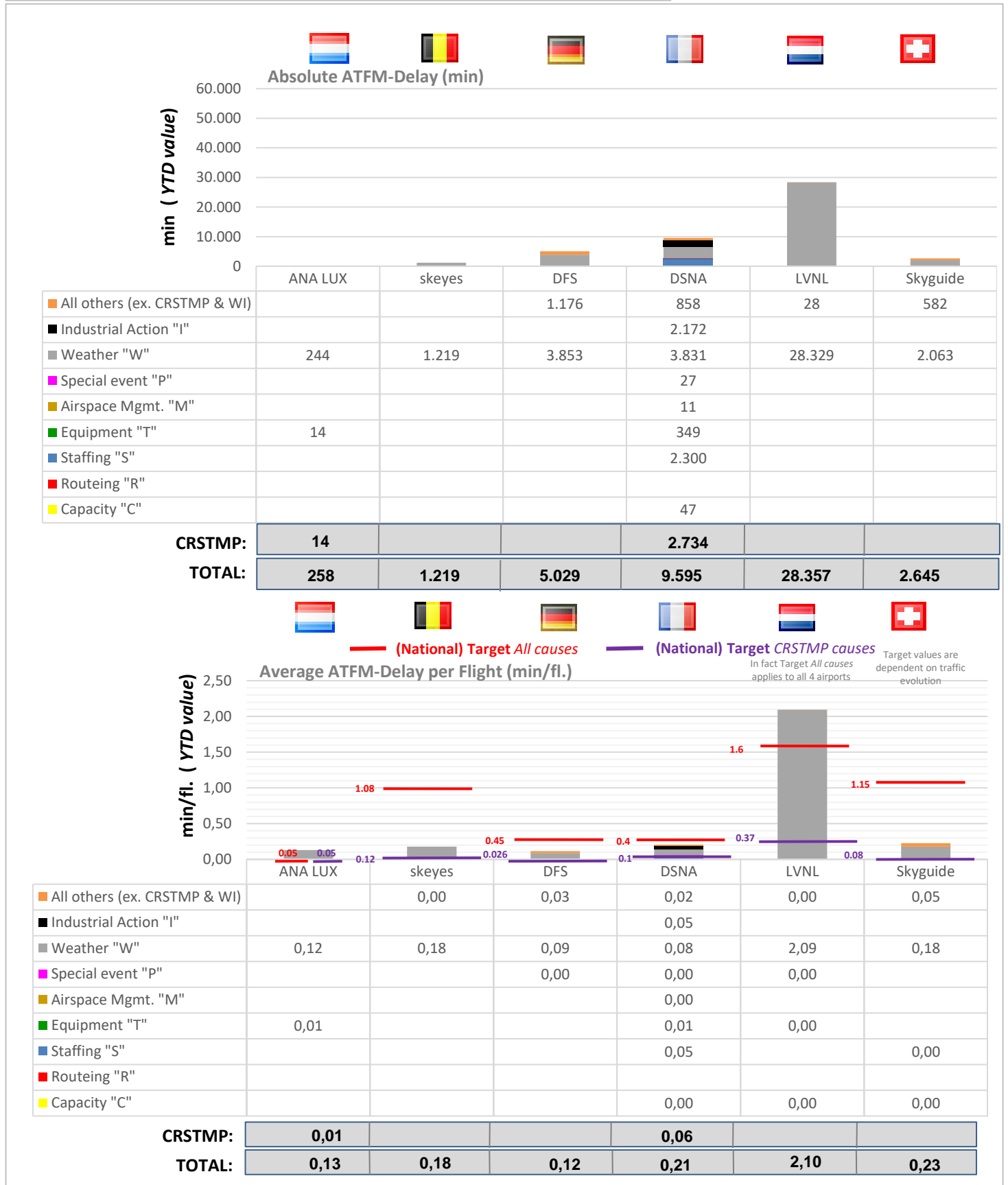
ADM due to reason code min/fl. (monthly value)

Average ATFM-Delay per Flight (min/fl.)



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

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



Glossary

KPI #1:

KPI #1 is set by IR (EU) 2019/317 and is expressed in minutes per flight. The EU-wide targets set for RP3 for this indicator are for 2020: 0.9 min/fl., 2021: 0.35 min/fl., 2022: 0.5 min/fl., 2023: 0.5 min/fl., 2024: 0.5 min/fl.

The targets set at FABEC level are as follows for the indicator 'En-route ATFM delay (all regulation causes) per controlled flight' for 2020: 3.45 min/fl., 2021: 0.27 min/fl., 2022: 0.37 min/fl., 2023: 0.37 min/fl., 2024: 0.37 min/fl.

The targets set at FABEC level are as follows for the indicator 'En-route ATFM delay (CRSTMP regulation causes) per controlled flight' for 2020: n.a., 2021: n.a., 2022: 0.24 min/fl., 2023: 0.24 min/fl., 2024: 0.24 min/fl.

KPI #2:

KPI #2 is set by IR (EU) 2019/317 and is expressed in minutes per flight. For this indicator, no targets have been defined at EU and FABEC level for RP3. The targets have been set at local level.

Cause	CODE	Guidelines for Application
ATC Capacity	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

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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.