



PERFORMANCE REPORT 2020 - 2024

CAPACITY

March 2022



making the difference

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Description & Analysis

Europe

Traffic in March was at 76.4% of March 2019 levels. In March, the network traffic was between the low and baseline estimates of EUROCONTROL's traffic scenarios. With the beginning of the summer schedules on 27 March, low-cost airlines have expanded capacities throughout the network; traditional airlines are also expanding, to a lesser extent. NM continued to help proactively manage the aviation crisis caused by the war in Ukraine. It maintained airspace closures and adapted NM systems to reflect the EU Sanctions Regulation for the Russian Federation and Belarus. The crisis has affected around 1,500 daily flights. A high number of refugee repatriation flights has been recorded, especially in Romania, Poland, Slovakia, Hungary and Turkey.

Ryanair was the busiest carrier in March with on average 2,206 flights/day and was at +13.6% of its 2019 traffic level, followed by easyJet (1,196 flights/day), Turkish Airlines (985 flights/day) and Lufthansa (826 flights/day). The busiest airport was Amsterdam/Schiphol (1,024 flights/day) followed by Paris/Charles de Gaulle (965 flights/day), IGA Istanbul (933 flights/day) and London/Heathrow (915 flights/day).

In March 2022, three market segments continued to be above March 2019 traffic levels: Business Aviation (+12.8%), All-Cargo (+11.4%) and Charter (+9.8%). With the start of the summer schedule at the end of March, low-cost airlines added capacity to the network and improved significantly from -34.9% in February (vs. February 2019) to -24.9% in March 2022 (vs. March 2019). The Low-Cost segment outpaced the Traditional Scheduled segment, which recorded a decrease of -34.6% compared to March 2019. There was a total of 299,795 minutes of ATFM delay in March. The flow measures were mainly in Paris ACC due to French industrial actions, in Maastricht UAC due to increased military traffic and at IGA Istanbul airport due to snow impacting operations. En-route delays accounted for 63.9% of these ATFM delays and airports for 36.1% (Source: NM).

Delays from the passengers' point of view

For March 2022, the Central Office for Delay Analysis (CODA) reported that the average delay per flight on departure was 8.9 minutes per flight - an increase of 2.9 minutes per flight compared to March 2021. 17% of the total delay can be attributable to air traffic control. Airlines caused 53% 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 22% can be allocated to other reasons (Source: CODA Dashboard-03-2022, Date 06/05/2022).

FABEC

In the FABEC area, traffic decreased by 22.5% in March 2022 compared to the same month in 2019, leading to a 28.8% traffic decrease YTD. Traffic was down in a similar way in all ANSPs, from -27.4% in DFS, -23.8% in MUAC to -20.0% in Skyguide or -17.0% in DSN. Airport traffic was down to a similar extent (-27.8% in the FABEC area) but with more disparities between ANSPs. Landings decreased by 38.7% in DFS, 27.5% in Skyguide, but "only" 18.3% in DSN or 13.4% in ANA LUX.

In March 2022, Paris ACC (42 272 min), Maastricht UAC (29 795 min), Karlsruhe UAC (22 033 min) and Marseille TMA (20 538 min) were the units to generate some en-route ATFM delays. In Paris, delays were due to 'Industrial Action (ATC)' (49%), 'Staffing' (43%) and 'ATC-Capacity' (8%). In Maastricht, delays were due to 'Other' (40% - Ukrainian Crisis), 'Special Event' (37% - COBRA implementation), 'Equipment (ATC)' (19% - FDPS technical issue) and 'Staffing' (4%); in Karlsruhe, 'ATC-Capacity' (82%), 'Staffing' (11%), 'Other' (4%) and 'Airspace Management' (4%); in Marseille, 'Staffing' (50%), 'ATC-Capacity' (42%), 'Airspace Management' (5%) and 'Equipment (ATC)' (3%).

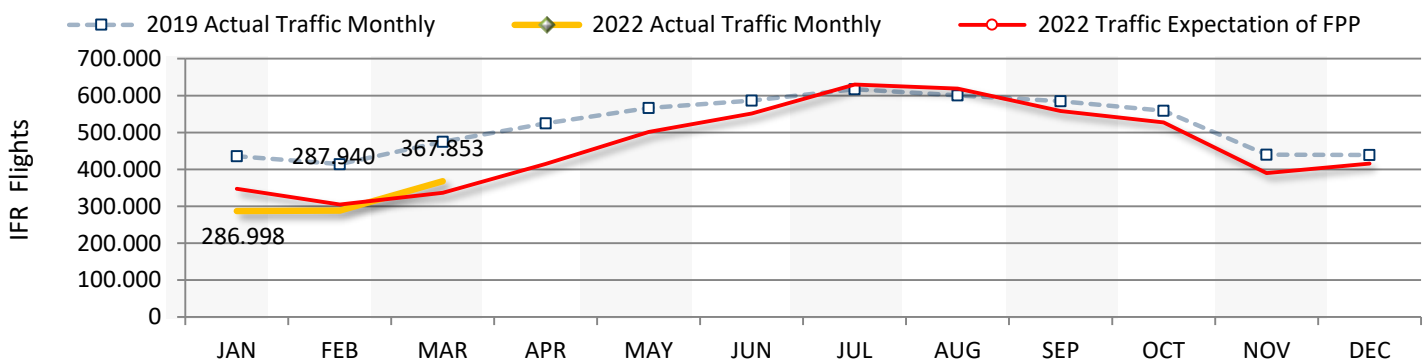
The en-route ATFM delay per flight all causes reached 0.43 min/flt in March 2022 compared to 0.05 min/flt in 2021. The YTD en-route ATFM delay per reached 0.31 min/flt and this value is above the YTD guideline value (0.25 min/flt). The YTD en-route ATFM delay CRSTMP causes reached 0.25 min/flt; this value is, as well, slightly above the guideline value estimated at the end of March (0.24 min/flt).

Airport ATFM delays were mainly generated in Paris Orly/LFPO (5 032 min), Cannes Mandelieu/LFMD (4 452 min) and Amsterdam Schiphol/EHAM (4 161 min). In Paris Orly, delays were due to 'Staffing' (57%), 'Aerodrome Capacity (ATC)' (29%), 'Aerodrome Disruptions (ATC)' (9%) and 'Aerodrome Capacity' (5%); in Cannes Mandelieu, delays were due to 'Staffing' (55%) and 'Aerodrome Capacity (ATC)' (45%); in Amsterdam Schiphol, 'Weather' (73%), 'Aerodrome Capacity' (15%), 'Staffing' (9%) and 'Aerodrome Capacity (ATC)' (3%).

After the first quarter in 2022, apart from DSN, all the other ANSPs are achieving both their respective CRSTMP en-route ATFM delay per flight and their respective CRSTMP Arrival ATFM delay per arrival flight.

FABEC TRAFFIC DEVELOPMENT (*en-route*)

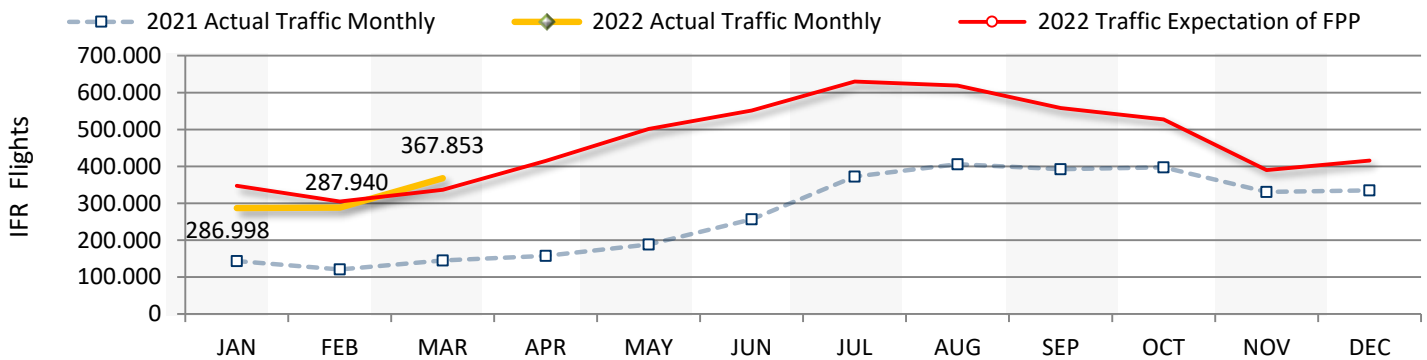
FABEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
2019 Actual Traffic Monthly	435.809	414.272	474.729	524.490	566.051	586.281	617.104	600.261	584.310	558.973	439.854	438.590	1.324.810
2022 Actual Traffic Monthly	286.998	287.940	367.853										942.791
Growth (%)	-34,1 %	-30,5 %	-22,5 %										-28,8 %
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 %	-5,5 %	9,2 %										
2022 Traffic Cumulated (%)	-17,5 %	-11,9 %	-4,7 %										



	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
2022 Actual Traffic Monthly	30.799	30.791	39.640										101.230
Growth (%)	-33,2 %	-27,5 %	-20,0 %										-26,7 %
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
2022 Actual Traffic Monthly	140.653	134.874	174.691										450.218
Growth (%)	-36,6 %	-36,3 %	-27,4 %										-33,2 %
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
2022 Actual Traffic Monthly	153.679	159.760	202.675										516.114
Growth (%)	-30,6 %	-23,9 %	-17,0 %										-23,6 %
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	140.989
2022 Actual Traffic Monthly	32.473	30.879	39.467										102.819
Growth (%)	-29,6 %	-30,4 %	-21,9 %										-27,1 %
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
2022 Actual Traffic Monthly	92.126	88.527	112.537										293.190
Growth (%)	-33,6 %	-31,5 %	-23,8 %										-29,5 %
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
2022 Actual Traffic Monthly	63.347	63.888	79.699										206.934
Growth (%)	-29,1 %	-25,9 %	-20,0 %										-24,8 %

FABEC TRAFFIC DEVELOPMENT (*en-route*)

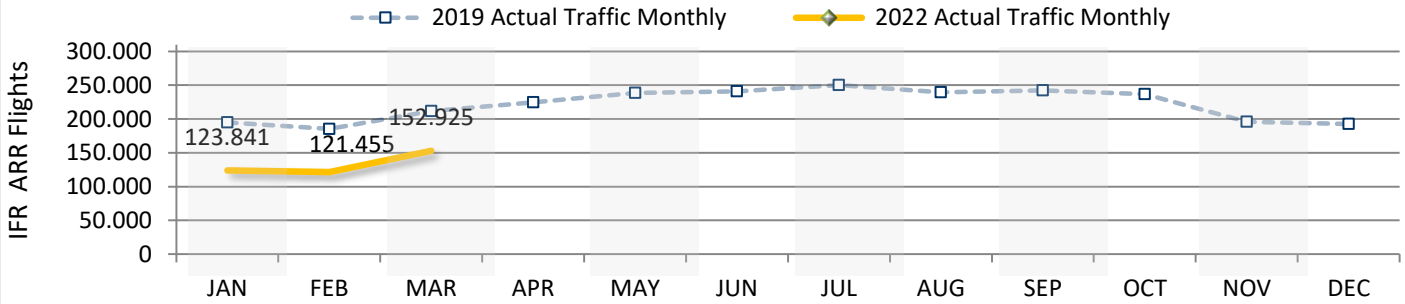
FABEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
2021 Actual Traffic Monthly	143.083	120.573	144.799	157.817	188.334	256.840	372.501	405.810	392.000	397.603	330.997	335.045	408.455
2022 Actual Traffic Monthly	286.998	287.940	367.853										942.791
Growth (%)	100,6 %	138,8 %	154,0 %										130,8 %
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 %	-5,5 %	9,2 %										
2022 Traffic Cumulated (%)	-17,5 %	-11,9 %	-4,7 %										



	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	46.675
2022 Actual Traffic Monthly	30.799	30.791	39.640										101.230
Growth (%)	87,1 %	118,5 %	145,9 %										116,9 %
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	201.796
2022 Actual Traffic Monthly	140.653	134.874	174.691										450.218
Growth (%)	103,2 %	128,7 %	137,4 %										123,1 %
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	206.786
2022 Actual Traffic Monthly	153.679	159.760	202.675										516.114
Growth (%)	106,7 %	162,2 %	183,5 %										149,6 %
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	48.236
2022 Actual Traffic Monthly	32.473	30.879	39.467										102.819
Growth (%)	82,4 %	124,9 %	136,4 %										113,2 %
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	120.300
2022 Actual Traffic Monthly	92.126	88.527	112.537										293.190
Growth (%)	107,1 %	157,5 %	171,5 %										143,7 %
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	77.104
2022 Actual Traffic Monthly	63.347	63.888	79.699										206.934
Growth (%)	139,9 %	181,6 %	184,5 %										168,4 %

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
2022 Actual Traffic Monthly	123.841	121.455	152.925										398.221
Growth (%)	-36,4 %	-34,5 %	-27,8 %										-32,7 %



	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
2022 Actual Traffic Monthly	1.977	2.079	2.603										6.659
Growth (%)	-27,5 %	-21,3 %	-13,4 %										-20,5 %

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
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	28.922
2022 Actual Traffic Monthly	6.869	6.422	8.103										21.394
Growth (%)	-29,9 %	-27,2 %	-21,3 %										-26,0 %

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
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	239.841
2022 Actual Traffic Monthly	43.112	40.902	52.555										136.569
Growth (%)	-44,9 %	-46,1 %	-38,7 %										-43,1 %

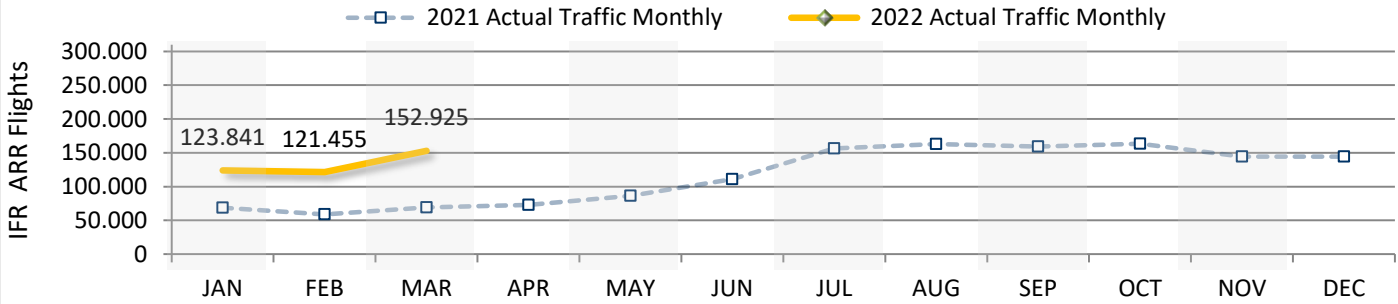
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
DSNA													
2019 Actual Traffic Monthly	66.766	63.317	73.401	81.023	84.477	88.656	92.799	86.055	86.206	81.851	67.332	66.631	203.484
2022 Actual Traffic Monthly	46.741	48.317	59.964										155.022
Growth (%)	-30,0 %	-23,7 %	-18,3 %										-23,8 %

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
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	57.382
2022 Actual Traffic Monthly	13.532	12.586	15.873										41.991
Growth (%)	-28,8 %	-30,2 %	-22,0 %										-26,8 %

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
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	54.062
2022 Actual Traffic Monthly	11.610	11.149	13.827										36.586
Growth (%)	-36,5 %	-33,3 %	-27,5 %										-32,3 %

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	196.383
2022 Actual Traffic Monthly	123.841	121.455	152.925										398.221
Growth (%)	80,4 %	106,7 %	121,7 %										102,8 %



	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	3.674
2022 Actual Traffic Monthly	1.977	2.079	2.603										6.659
Growth (%)	51,3 %	89,5 %	105,0 %										81,2 %

	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	11.883
2022 Actual Traffic Monthly	6.869	6.422	8.103										21.394
Growth (%)	65,4 %	75,7 %	98,9 %										80,0 %

	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	62.371
2022 Actual Traffic Monthly	43.112	40.902	52.555										136.569
Growth (%)	107,1 %	125,3 %	124,6 %										119,0 %

	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	85.979
2022 Actual Traffic Monthly	46.741	48.317	59.964										155.022
Growth (%)	55,5 %	81,6 %	104,5 %										80,3 %

	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	19.551
2022 Actual Traffic Monthly	13.532	12.586	15.873										41.991
Growth (%)	78,5 %	127,6 %	146,6 %										114,8 %

	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	12.925
2022 Actual Traffic Monthly	11.610	11.149	13.827										36.586
Growth (%)	144,8 %	200,0 %	209,5 %										183,1 %

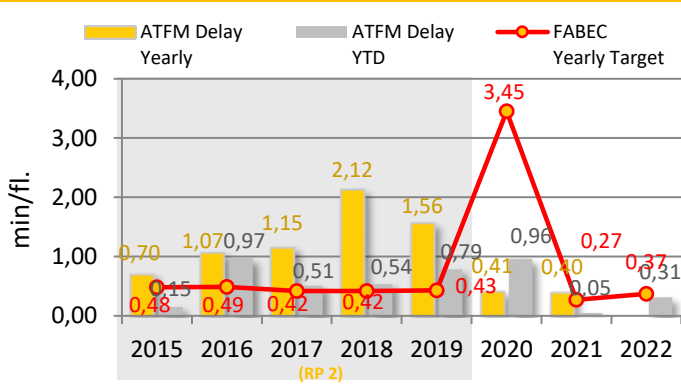
KPI #1: En-route ATFM delay per controlled flight (FABEC)

	YTD 2022	YTD 2021
En-route Delay All causes	0,31	0,05
FABEC Target (yearly value)	0,37	
Guideline	0,14	
Minute ('000) ALL causes	296	19
Diff. 2022 - 2021	+ 1431,4 %	
Traffic ('000)	943	408
Diff. 2022 - 2021	+ 130,8 %	

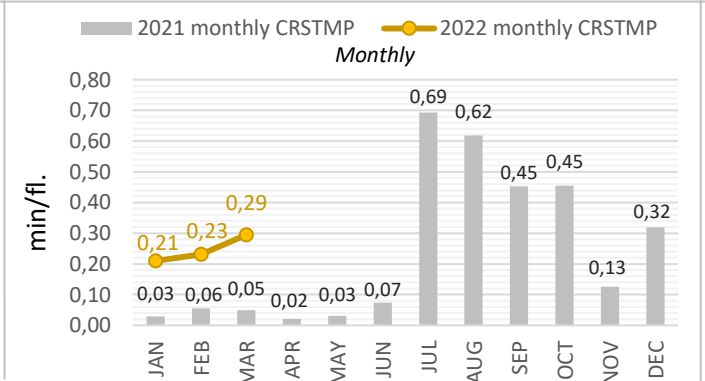
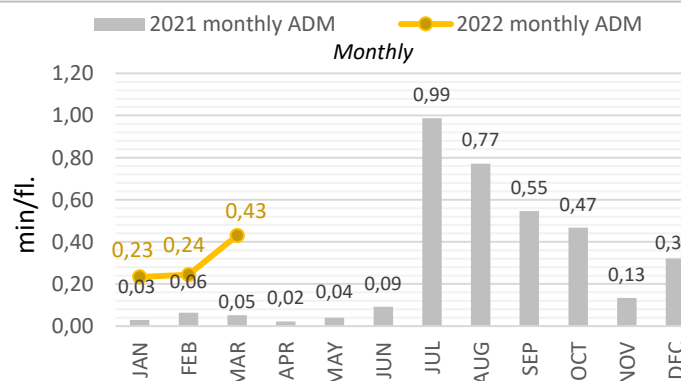
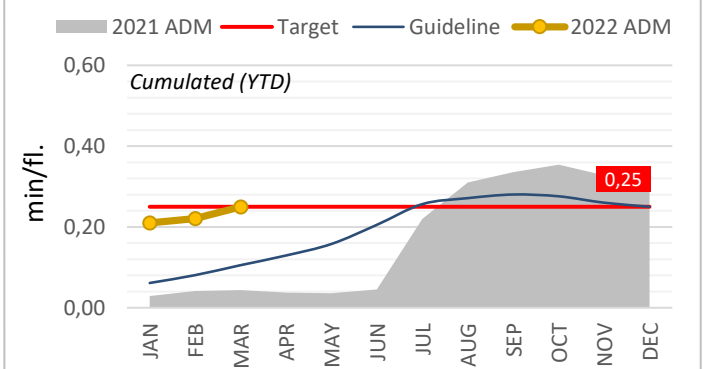
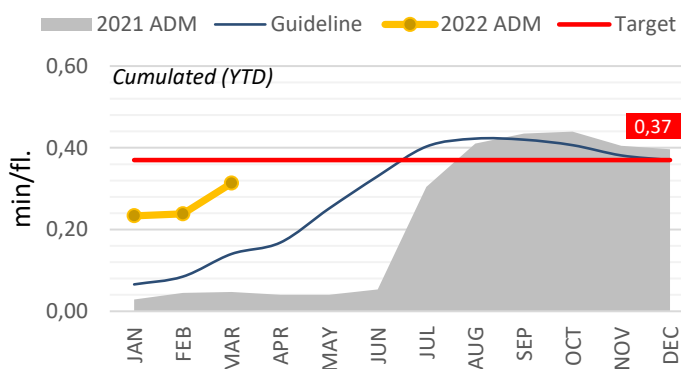
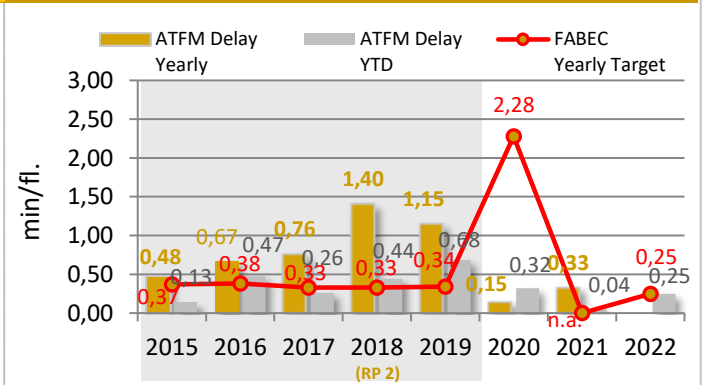
	YTD 2022	YTD 2021
En-route Delay CRSTMP causes	0,25	0,04
FABEC Target (yearly value)	0,25	
Guideline	0,11	
Minute ('000) CRSTMP causes	235	18
Diff. 2022 - 2021	+ 1206 %	
<i>Potential savings (*) due to underbid the delay Target (all Causes) in Mio EURO (YTD)</i>		
	+ 0,01	

* Cost of ATFM-delay per min = 87 €

All Delay Causes



CRSTMP Delay Causes

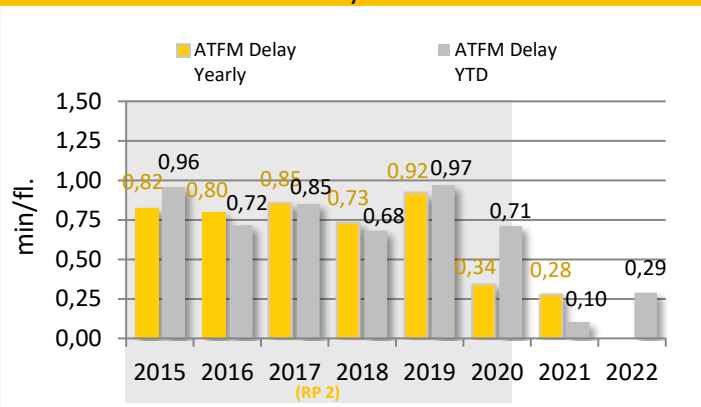


The guideline for the en-route ATFM delay per movement is a basic cumulative extrapolation of the 2017-2019 monthly allocation and is designed to give an impression, how the YTD figures should be, in order to reach the yearly 2022 published targets (0,37 min per flight for all delay causes and 0,25 min per flight for the delay causes CRSTMP).

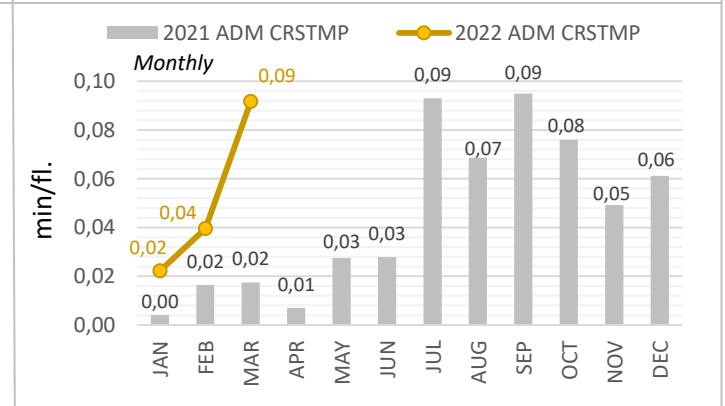
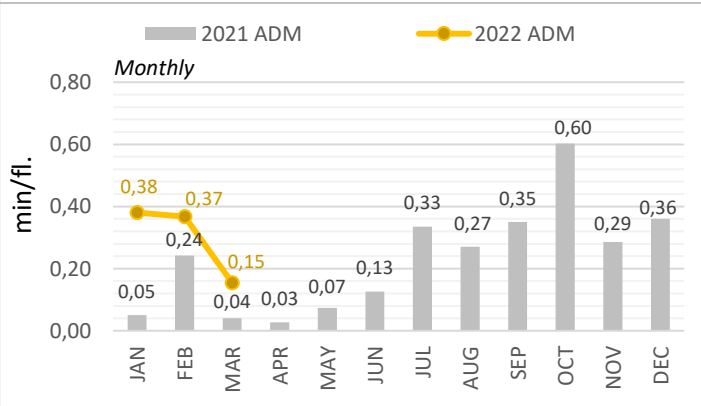
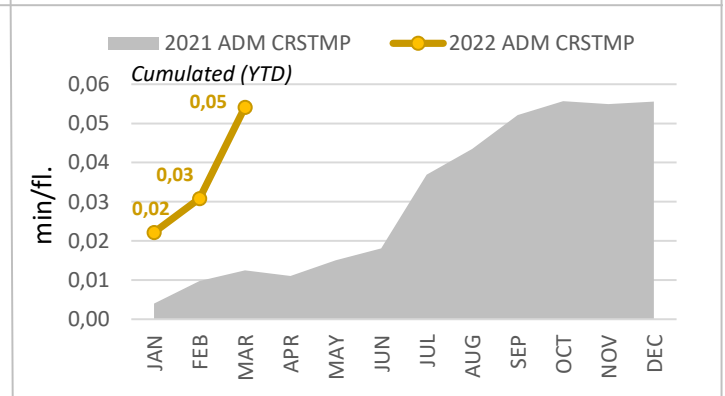
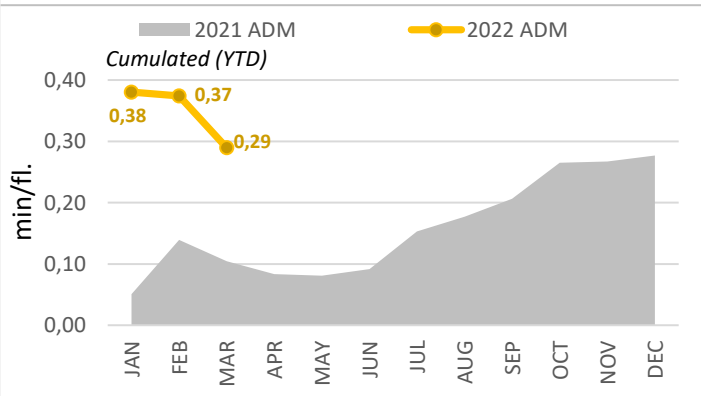
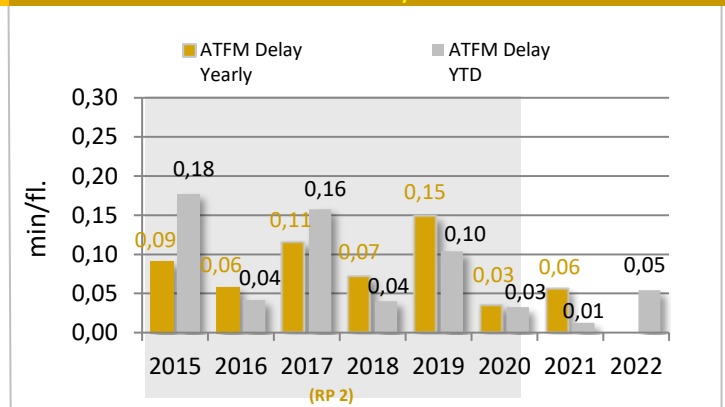
KPI #2: Arrival ATFM delay per controlled flight (FABEC)

	YTD 2022	YTD 2021		YTD 2022	YTD 2021
Arrival Delay All causes	0,29	0,10	Arrival Delay CRSTMP causes	0,05	0,01
<i>Diff. 2022 - 2021</i>	+ 178 %		<i>Diff. 2022 - 2021</i>	+ 334 %	
Minute ('000) ALL causes	115	20	Minute ('000) CRSTMP causes	22	2
<i>Diff. 2022 - 2021</i>	+ 463 %		<i>Diff. 2022 - 2021</i>	+ 779 %	
Traffic ('000)	398	196			
<i>Diff. 2022 - 2021</i>	+ 103 %				

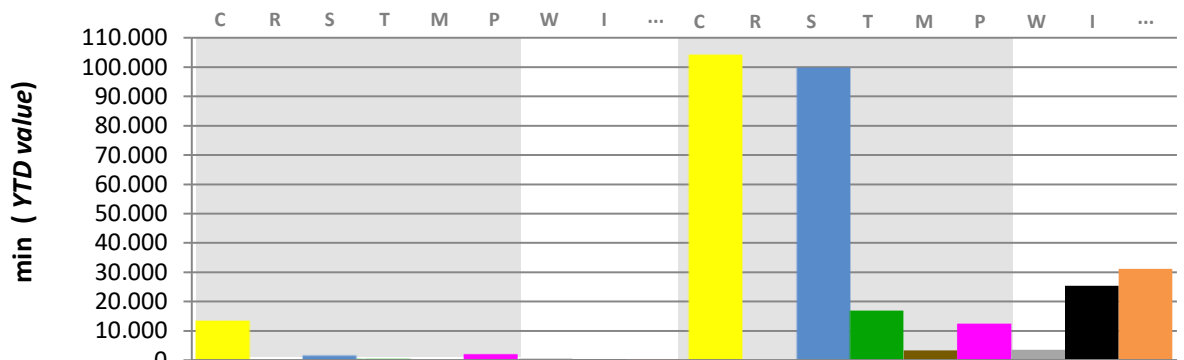
All Delay Causes



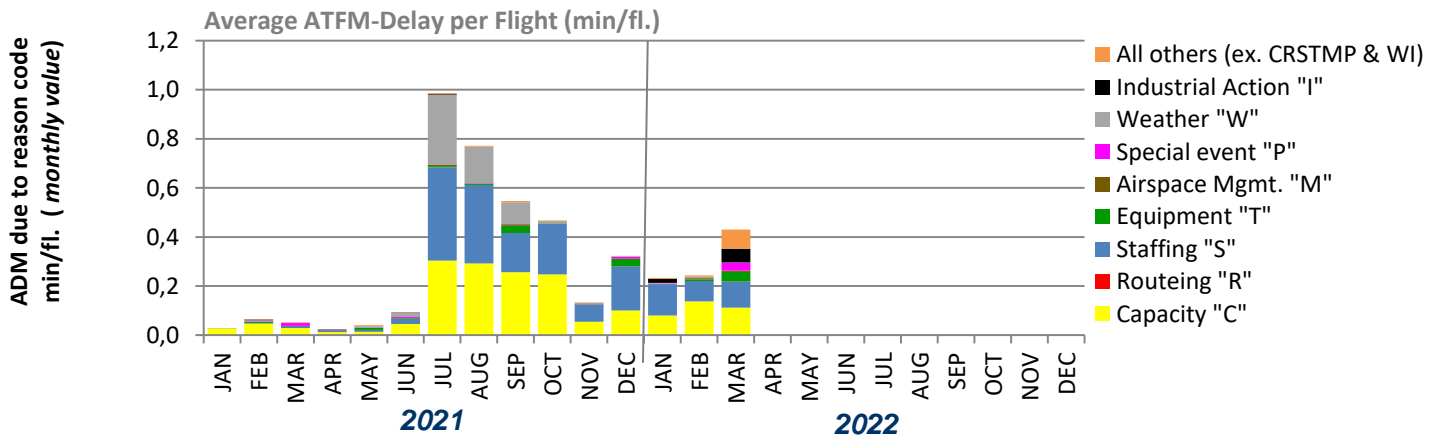
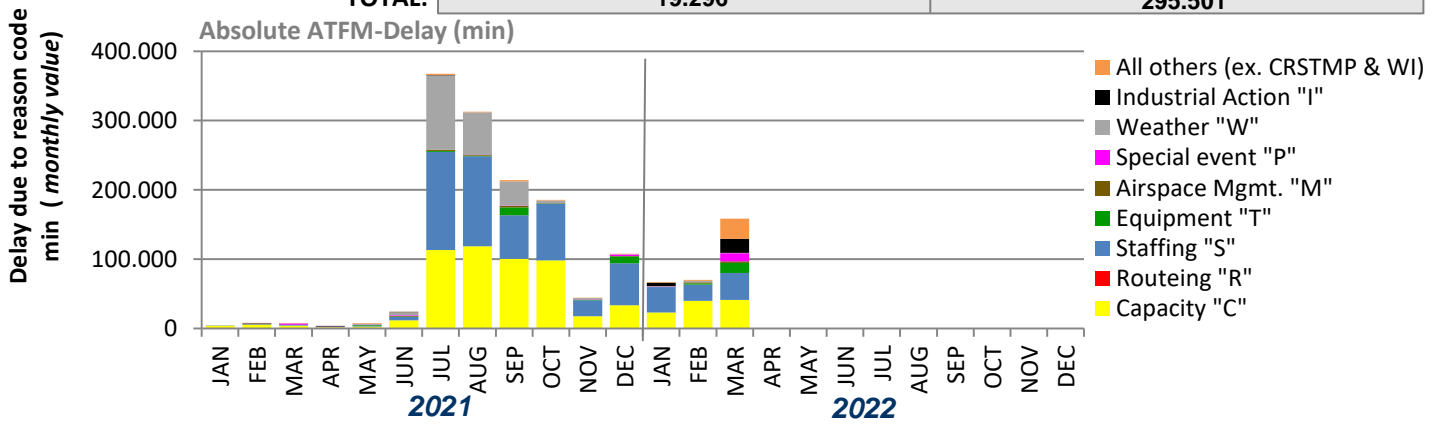
CRSTMP Delay Causes



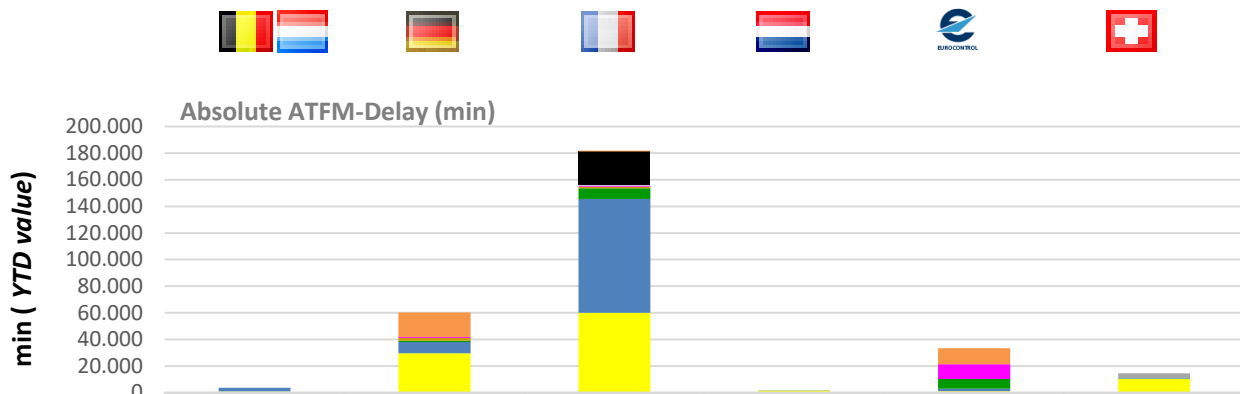
KPI #1: En-route ATFM delay per reason code (FABEC)



Delay due to reason code:	2021	2022
Capacity "C"	13.589	103.886
Routing "R"	0	0
Staffing "S"	1.758	99.412
Equipment "T"	565	16.519
Airspace Mgmt. "M"	22	3.370
Special event "P"	2.087	12.210
Weather "W"	591	3.606
Industrial Action "I"	338	25.365
All others (ex. CRSTMP & WI)	346	31.133
CRSTMP:	18.021	235.397
TOTAL:	19.296	295.501



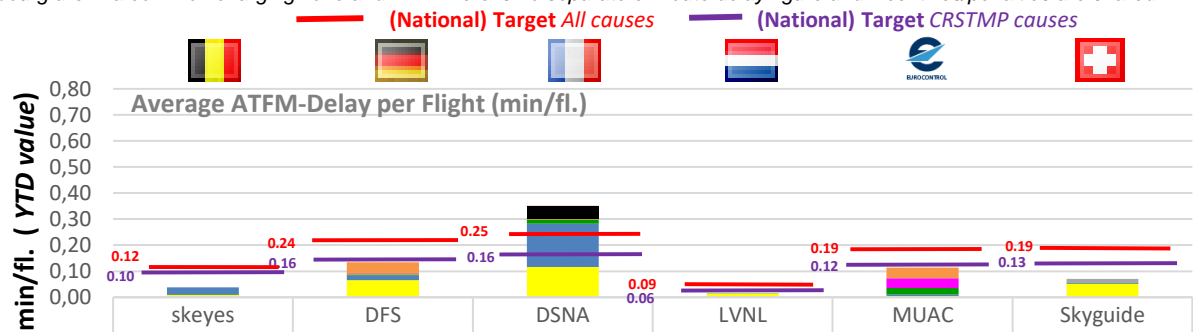
KPI #1: En-route ATFM delay per controlled flight (ANSP)



	skeyes	DFS	DSNA	LVNL	MUAC	Skyguide
All others (ex. CRSTMP & WI)		18.418	706		12.009	
Industrial Action "I"			25.365			
Weather "W"			327			3.279
Special event "P"		587	536		11.087	
Airspace Mgmt. "M"		2.147	1.171		52	
Equipment "T"		1.019	8.231		7.215	54
Staffing "S"	2.882	8.403	85.455	132	1.973	567
Routeing "R"						
Capacity "C"	924	29.716	60.032	1.499	1.103	10.612

CRSTMP:	3.806	41.872	155.425	1.631	21.430	11.233
TOTAL:	3.806	60.290	181.823	1.631	33.439	14.512

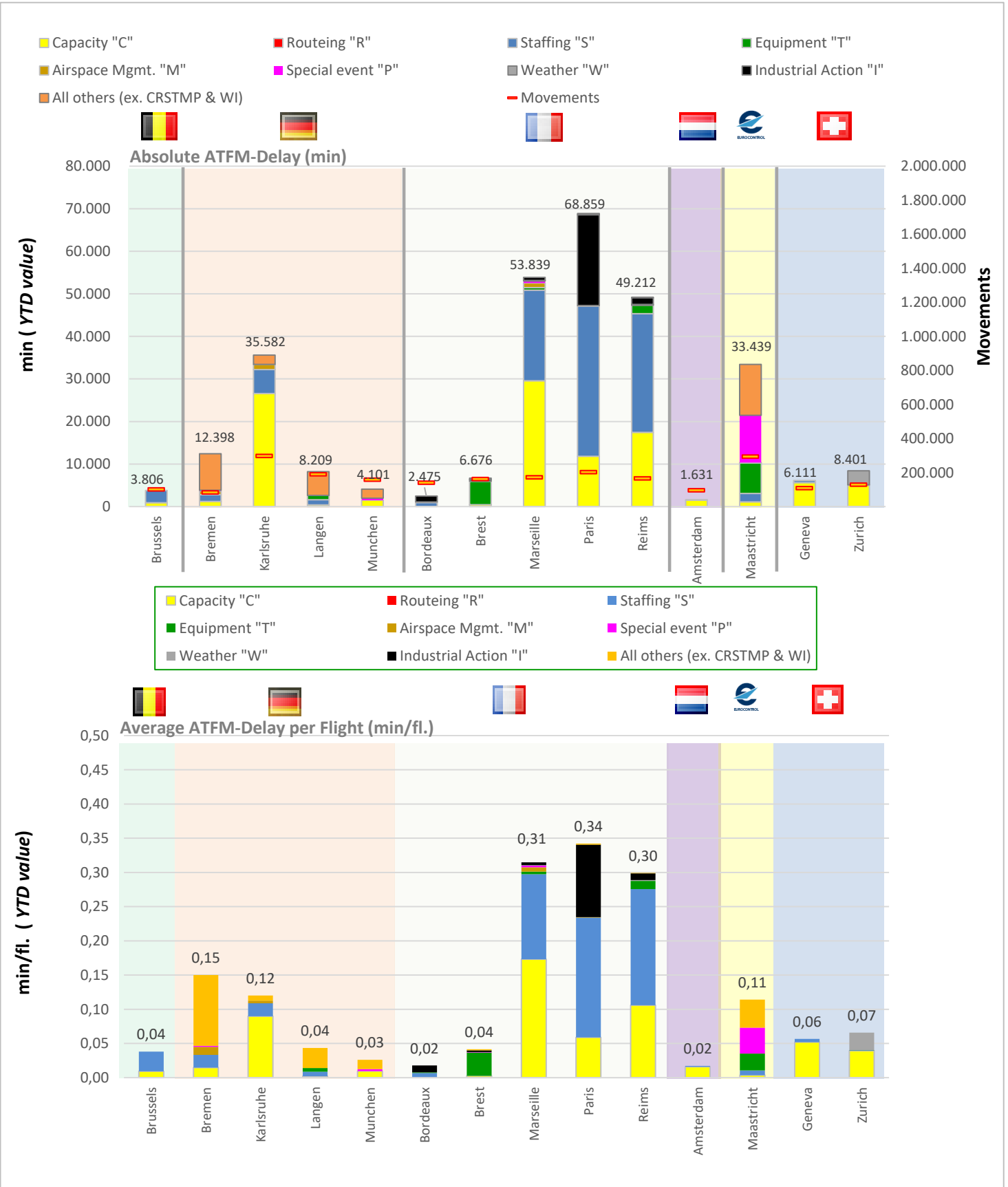
*Belgium and Luxembourg are in a common charging zone and FIR. There is no separate en-route delay figure and incentives/penalties are shared.



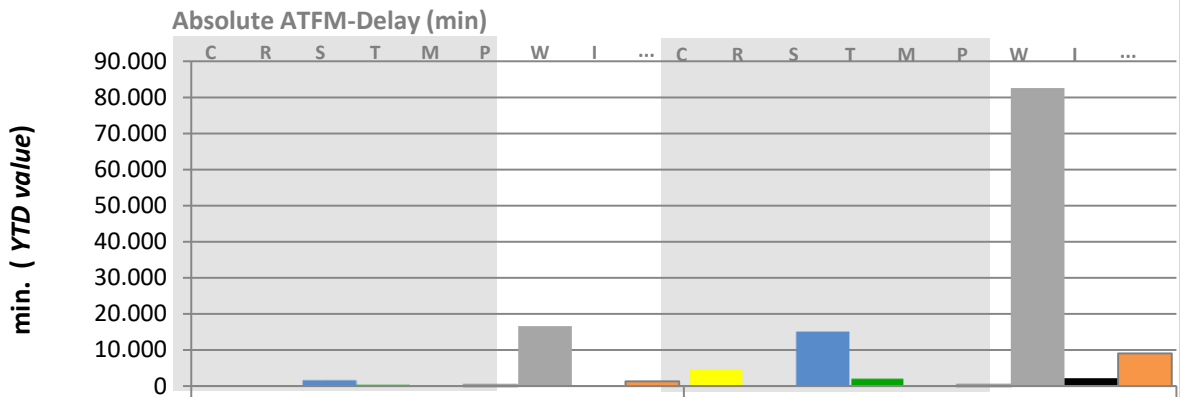
	skeyes	DFS	DSNA	LVNL	MUAC	Skyguide
All others (ex. CRSTMP & WI)		0,04	0,00	0,00	0,04	
Industrial Action "I"			0,05			
Weather "W"		0,00	0,00	0,00	0,00	0,02
Special event "P"		0,00	0,00	0,00	0,04	0,00
Airspace Mgmt. "M"		0,00	0,00		0,00	
Equipment "T"		0,00	0,02		0,02	0,00
Staffing "S"	0,03	0,02	0,17	0,00	0,01	0,00
Routeing "R"						
Capacity "C"	0,01	0,07	0,12	0,01	0,00	0,05

CRSTMP:	0.04	0.09	0.30	0.02	0.07	0.05
TOTAL:	0.04	0.13	0.35	0.02	0.11	0.07

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



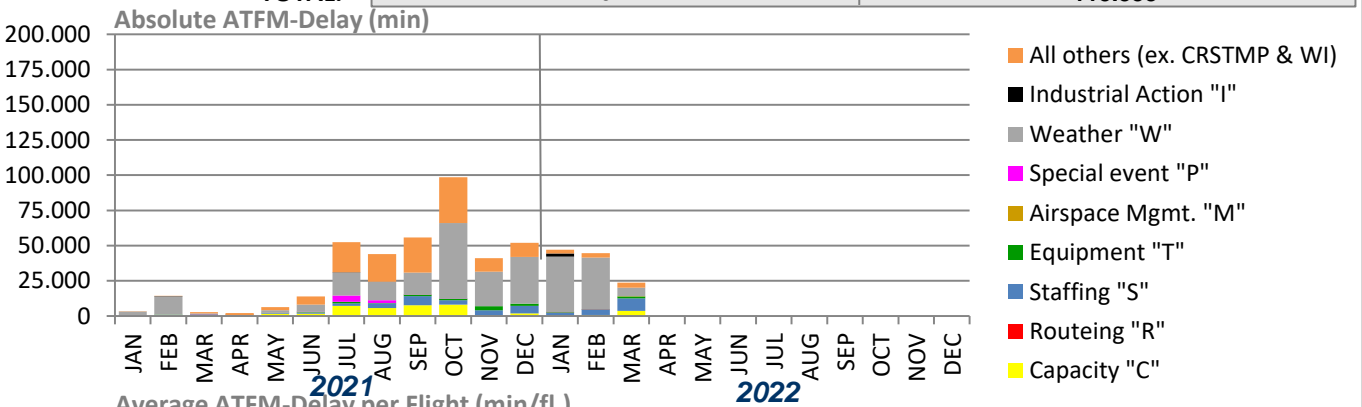
KPI #2: Arrival ATFM delay per reason code (FABEC)



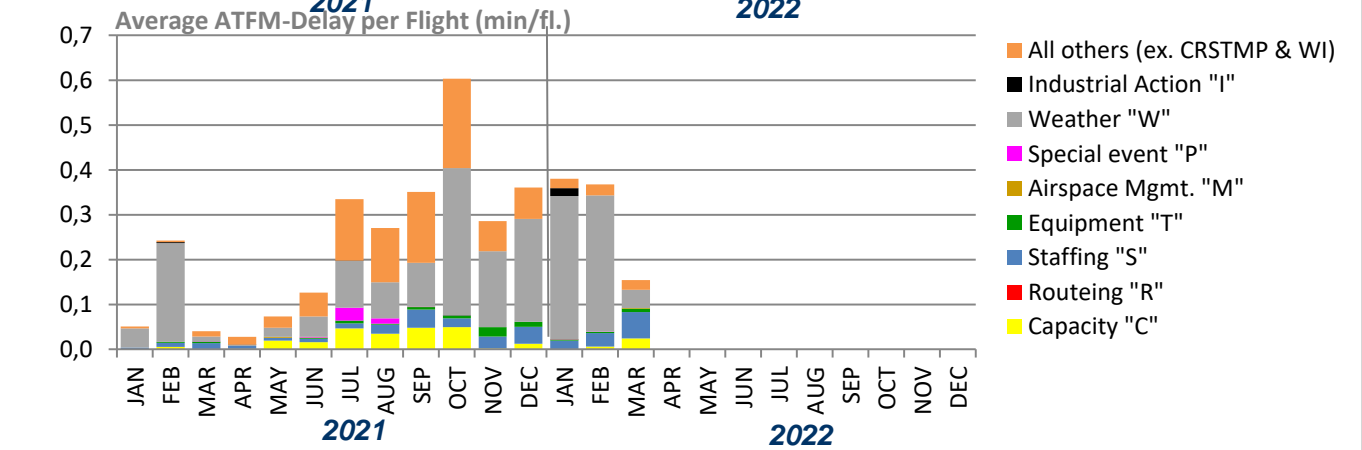
Delay due to reason code:

	2021	2022
Capacity "C"	297	4.434
Routeing "R"	0	0
Staffing "S"	1.767	14.969
Equipment "T"	371	1.848
Airspace Mgmt. "M"	0	199
Special event "P"	17	114
Weather "W"	16.590	82.573
Industrial Action "I"	101	2.172
All others (ex. CRSTMP & WI)	1.331	9.024
CRSTMP:	2.452	21.564
TOTAL:	20.474	115.333

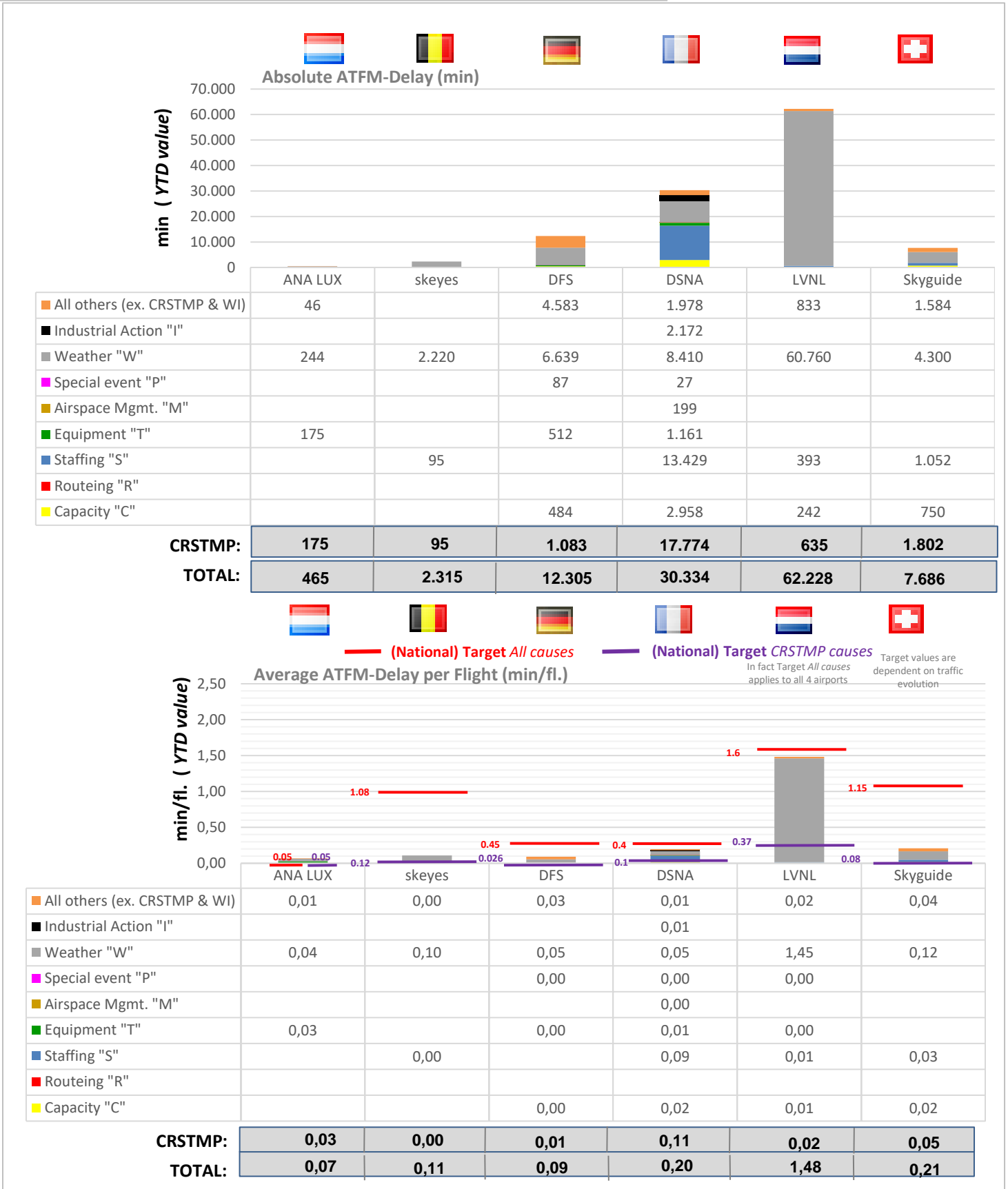
Delay due to reason code
min (monthly value)



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



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: 0.25 min/fl., 2023: 0.25 min/fl., 2024: 0.25 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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Editor: FABEC PMG

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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.