



PERFORMANCE REPORT 2020 - 2024

# CAPACITY

April 2022



making the difference

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## Description & Analysis

### Europe

Traffic in April was at 81.9% of April 2019 levels. In April, the network traffic was in line with the highest level of EUROCONTROL's traffic scenarios. With the beginning of the summer schedules, low-cost airlines have expanded capacities throughout the network as well as traditional airlines to a lesser extent, notably British Airways and Lufthansa. 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: 650 flights use more southerly routes to avoid Russian airspace and the remainder were mainly cancelled or repositioned in airports located in neighboring countries. On average, the network saw 24,793 flights/day. The peak day was 29 April (28,511 flights) with traffic at 86.3% of 2019 levels highest estimates of EUROCONTROL's traffic scenarios published on 06 April 2022.

In April 2022, the Business Aviation (+14.3%) and All-Cargo (+4.1%) market segments recorded rates above April 2019 levels. Charter recorded a decrease of -18.1% owing mainly to the Russian invasion of Ukraine. The Regional and Mainline segments - formerly referred to as Traditional Scheduled- continued to benefit from capacity added to the network since the start of the summer schedule on 27 March. They improved from -34.4% and -36.9% respectively to -28.5% and -27.9% in April 2022 (vs. April 2019). The low-cost segment continued to recover and improved significantly from -24.9% in March 2022 to -14.0% in April 2022. Ryanair was the busiest carrier in April with on average 2,771 flights/day and was at +10.2% of its 2019 traffic level, followed by easyJet (1,506 flights/day), Turkish Airlines (1,141 flights/day) and Lufthansa (1,126 flights/day). The busiest airport was Amsterdam/Schiphol (1,167 flights/day) followed by Paris/Charles de Gaulle (1,123 flights/day), London/Heathrow (1,095 flights/day) and Frankfurt/Main (1,078 flights/day). There was a total of 1,251,251 minutes of ATFM delay in April. This was the highest level of ATFM delay since December 2019. The flow measures were mainly in Warsaw ACC due to staffing shortage, in Karlsruhe UAC due to capacity constraints and at Amsterdam/Schiphol airport due to airport capacity issues. En-route delays accounted for 68.7% of these ATFM delays and airports for 31.3%. (Source: NM).

### Delays from the passengers' point of view

For April 2022, the Central Office for Delay Analysis (CODA) reported that the average delay per flight on departure was 14.6 minutes per flight - an increase of 9.4 minutes per flight compared to April 2021. 27% 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 6% of the delays while the rest (IATA Code 85,86,71-79,97-99) of around 14% can be allocated to other reasons (Source: CODA Dashboard-04-2022, Date 31/05/2022).

### FABEC

In the FABEC area, traffic decreased by 16.5% in April 2022 compared to the same month in 2019, leading to a 25.3% traffic decrease YTD. Traffic was down in a similar way in all ANSPs, from -19.5% in skeyes, -19.2% in LVNL to -14.5% in DSN or -14.3% in Skyguide. Airport traffic was down to a similar extent (-23.0% in the FABEC area) but with more disparities between ANSPs. Landings decreased by 29.1% in DFS, 23.7% in skeyes, but "only" 18.4% in LVNL or 9.4% in ANA LUX.

In April 2022, Karlsruhe UAC (263 414 min), Reims ACC (124 188 min), Marseille ACC (40 108 min) and Paris ACC (33 356 min) were the units to generate the most en-route ATFM delays. In Karlsruhe, delays were due to 'ATC-Capacity' (57%), 'Other' (28% - Ukrainian crisis and 4Flight deployment in Reims), 'Staffing' (9%), 'Airspace Management' (4%) and 'Weather' (2%). In Reims, delays were due to 'Special Event' (88% - 4Flight deployment), 'Staffing' (6%), 'ATC-Capacity' (5%) and 'Other' (1%); in Marseille, 'Staffing' (77%), 'ATC-Capacity' (21%) and 'Weather' (2%); in Paris, 'Staffing' (41%), 'Other' (35% - 4Flight deployment in Reims), 'ATC-Capacity' (21%) and 'Weather' (2%).

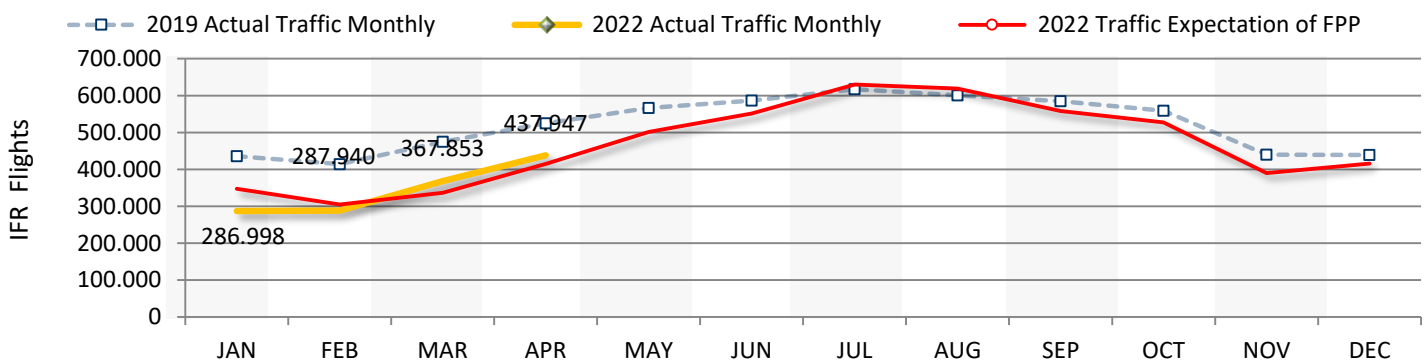
The en-route ATFM delay per flight all causes reached 1.21 min/ft in April 2022 compared to 0.02 min/ft in 2021. The YTD en-route ATFM delay per flight reached 0.60 min/ft and this value is far beyond the YTD guideline value (0.17 min/ft). The YTD en-route ATFM delay CRSTMP causes reached 0.48 min/ft; this value is, as well, far beyond the guideline value estimated at the end of April (0.13 min/ft).

Airport ATFM delays were mainly generated in Amsterdam Schiphol/EHAM (134 727 min) and Paris Orly/LFPO (16 884 min). In Amsterdam Schiphol, delays were due to 'Aerodrome Capacity' (77%) and 'Weather' (23%); in Paris Orly, delays were due to 'Staffing' (62%), 'Aerodrome Capacity' (22%), 'Weather' (15%) and 'Aerodrome Capacity (ATC)' (1%).

At the end of April 2022, both DFS and DSN don't achieve their respective en-route CRSTMP ATFM delay per flight whereas the other ANSPs are achieving it. For the Arrival ATFM delay per Arrival flight, DFS, DSN and LVNL are currently missing their CRSTMP arrival ATFM delay per Arrival flight target, contrarily to ANA LUX, skeyes and Skyguide.

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

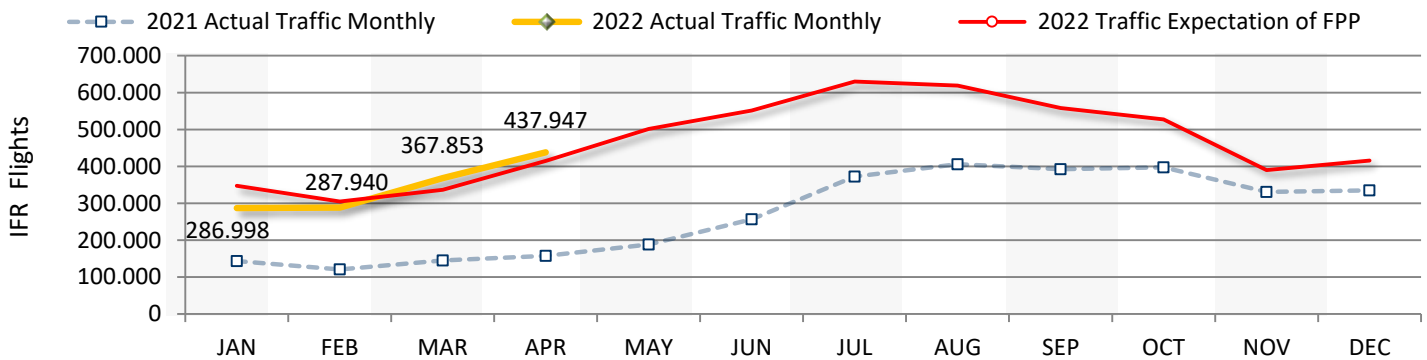
<b>FABEC</b>	<b>JAN</b>	<b>FEB</b>	<b>MAR</b>	<b>APR</b>	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	<b>YTD</b>
2019 Actual Traffic Monthly	435.809	414.272	474.729	524.490	566.051	586.281	617.104	600.261	584.310	558.973	439.854	438.590	1.849.300
2022 Actual Traffic Monthly	<b>286.998</b>	<b>287.940</b>	<b>367.853</b>	<b>437.947</b>									<b>1.380.738</b>
Growth (%)	<b>-34,1 %</b>	<b>-30,5 %</b>	<b>-22,5 %</b>	<b>-16,5 %</b>									<b>-25,3 %</b>
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	<b>5.596.638</b>
2022 Traffic Evolution (%)	<b>-17,5 %</b>	<b>-5,5 %</b>	<b>9,2 %</b>	<b>5,5 %</b>									
2022 Traffic Cumulated (%)	<b>-17,5 %</b>	<b>-11,9 %</b>	<b>-4,7 %</b>	<b>-1,7 %</b>									



	<b>JAN</b>	<b>FEB</b>	<b>MAR</b>	<b>APR</b>	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	<b>YTD</b>
<b>skeyes</b>													
2019 Actual Traffic Monthly	46.085	42.458	49.539	53.761	57.702	58.513	62.239	59.274	59.410	57.544	46.709	46.631	191.843
2022 Actual Traffic Monthly	<b>30.799</b>	<b>30.791</b>	<b>39.640</b>	<b>43.267</b>									<b>144.497</b>
Growth (%)	<b>-33,2 %</b>	<b>-27,5 %</b>	<b>-20,0 %</b>	<b>-19,5 %</b>									<b>-24,7 %</b>
<b>DFS</b>													
2019 Actual Traffic Monthly	222.009	211.766	240.686	258.289	282.291	286.199	299.444	292.210	291.681	284.915	225.050	223.636	932.750
2022 Actual Traffic Monthly	<b>140.653</b>	<b>134.874</b>	<b>174.691</b>	<b>214.761</b>									<b>664.979</b>
Growth (%)	<b>-36,6 %</b>	<b>-36,3 %</b>	<b>-27,4 %</b>	<b>-16,9 %</b>									<b>-28,7 %</b>
<b>DSNA</b>													
2019 Actual Traffic Monthly	221.573	209.836	244.322	283.032	302.429	321.951	340.265	329.402	313.806	292.190	221.663	221.576	958.763
2022 Actual Traffic Monthly	<b>153.679</b>	<b>159.760</b>	<b>202.675</b>	<b>242.076</b>									<b>758.190</b>
Growth (%)	<b>-30,6 %</b>	<b>-23,9 %</b>	<b>-17,0 %</b>	<b>-14,5 %</b>									<b>-20,9 %</b>
<b>LVNL</b>													
2019 Actual Traffic Monthly	46.111	44.366	50.512	53.470	57.492	55.907	57.593	57.195	56.974	57.181	47.564	47.298	194.459
2022 Actual Traffic Monthly	<b>32.473</b>	<b>30.879</b>	<b>39.467</b>	<b>43.220</b>									<b>146.039</b>
Growth (%)	<b>-29,6 %</b>	<b>-30,4 %</b>	<b>-21,9 %</b>	<b>-19,2 %</b>									<b>-24,9 %</b>
<b>MUAC</b>													
2019 Actual Traffic Monthly	138.773	129.324	147.712	154.875	164.086	166.793	176.133	173.200	168.761	166.082	137.728	139.287	570.684
2022 Actual Traffic Monthly	<b>92.126</b>	<b>88.527</b>	<b>112.537</b>	<b>130.139</b>									<b>423.329</b>
Growth (%)	<b>-33,6 %</b>	<b>-31,5 %</b>	<b>-23,8 %</b>	<b>-16,0 %</b>									<b>-25,8 %</b>
<b>Skyguide</b>													
2019 Actual Traffic Monthly	89.334	86.268	99.645	110.651	120.991	127.214	133.394	127.821	124.023	115.533	86.141	89.466	385.898
2022 Actual Traffic Monthly	<b>63.347</b>	<b>63.888</b>	<b>79.699</b>	<b>94.817</b>									<b>301.751</b>
Growth (%)	<b>-29,1 %</b>	<b>-25,9 %</b>	<b>-20,0 %</b>	<b>-14,3 %</b>									<b>-21,8 %</b>

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

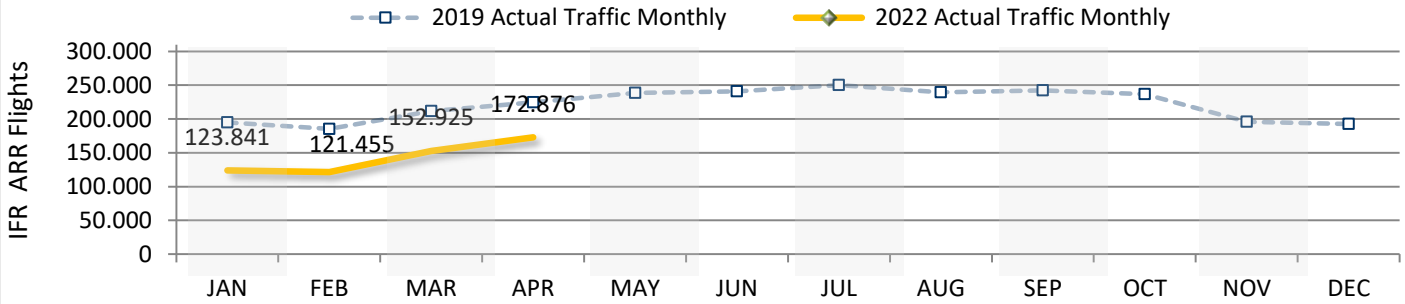
<b>FABEC</b>	<b>JAN</b>	<b>FEB</b>	<b>MAR</b>	<b>APR</b>	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	<b>YTD</b>
2021 Actual Traffic Monthly	143.083	120.573	144.799	157.817	188.334	256.840	372.501	405.810	392.000	397.603	330.997	335.045	566.272
2022 Actual Traffic Monthly	<b>286.998</b>	<b>287.940</b>	<b>367.853</b>	<b>437.947</b>									<b>1.380.738</b>
Growth (%)	100,6 %	138,8 %	154,0 %	177,5 %									143,8 %
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	<b>5.596.638</b>
2022 Traffic Evolution (%)	-17,5 %	-5,5 %	9,2 %	5,5 %									
2022 Traffic Cumulated (%)	-17,5 %	-11,9 %	-4,7 %	-1,7 %									



	<b>JAN</b>	<b>FEB</b>	<b>MAR</b>	<b>APR</b>	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	<b>YTD</b>
<b>skeyes</b>													
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	64.618
2022 Actual Traffic Monthly	<b>30.799</b>	<b>30.791</b>	<b>39.640</b>	<b>43.267</b>									<b>144.497</b>
Growth (%)	87,1 %	118,5 %	145,9 %	141,1 %									123,6 %
<b>DFS</b>													
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	283.824
2022 Actual Traffic Monthly	<b>140.653</b>	<b>134.874</b>	<b>174.691</b>	<b>214.761</b>									<b>664.979</b>
Growth (%)	103,2 %	128,7 %	137,4 %	161,8 %									134,3 %
<b>DSNA</b>													
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	285.525
2022 Actual Traffic Monthly	<b>153.679</b>	<b>159.760</b>	<b>202.675</b>	<b>242.076</b>									<b>758.190</b>
Growth (%)	106,7 %	162,2 %	183,5 %	207,4 %									165,5 %
<b>LVNL</b>													
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	66.666
2022 Actual Traffic Monthly	<b>32.473</b>	<b>30.879</b>	<b>39.467</b>	<b>43.220</b>									<b>146.039</b>
Growth (%)	82,4 %	124,9 %	136,4 %	134,5 %									119,1 %
<b>MUAC</b>													
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	166.576
2022 Actual Traffic Monthly	<b>92.126</b>	<b>88.527</b>	<b>112.537</b>	<b>130.139</b>									<b>423.329</b>
Growth (%)	107,1 %	157,5 %	171,5 %	181,2 %									154,1 %
<b>Skyguide</b>													
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	109.723
2022 Actual Traffic Monthly	<b>63.347</b>	<b>63.888</b>	<b>79.699</b>	<b>94.817</b>									<b>301.751</b>
Growth (%)	139,9 %	181,6 %	184,5 %	190,7 %									175,0 %

## FABEC TRAFFIC DEVELOPMENT (*arrival*)

<b>FABEC</b>	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	816.537
2022 Actual Traffic Monthly	<b>123.841</b>	<b>121.455</b>	<b>152.925</b>	<b>172.876</b>									<b>571.097</b>
Growth (%)	<b>-36,4 %</b>	<b>-34,5 %</b>	<b>-27,8 %</b>	<b>-23,0 %</b>									<b>-30,1 %</b>



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
<b>ANA LUX</b>													
2019 Actual Traffic Monthly	2.728	2.640	3.007	3.285	3.451	3.420	3.410	3.160	3.445	3.466	3.150	3.022	11.660
2022 Actual Traffic Monthly	<b>1.977</b>	<b>2.079</b>	<b>2.603</b>	<b>2.976</b>									<b>9.635</b>
Growth (%)	<b>-27,5 %</b>	<b>-21,3 %</b>	<b>-13,4 %</b>	<b>-9,4 %</b>									<b>-17,4 %</b>

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
<b>skeyes</b>													
2019 Actual Traffic Monthly	9.804	8.825	10.293	11.083	11.763	11.678	12.607	12.086	12.016	11.632	10.315	9.981	40.005
2022 Actual Traffic Monthly	<b>6.869</b>	<b>6.422</b>	<b>8.103</b>	<b>8.453</b>									<b>29.847</b>
Growth (%)	<b>-29,9 %</b>	<b>-27,2 %</b>	<b>-21,3 %</b>	<b>-23,7 %</b>									<b>-25,4 %</b>

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
<b>DFS</b>													
2019 Actual Traffic Monthly	78.274	75.894	85.673	88.848	96.254	95.027	98.049	95.422	98.321	97.898	79.529	76.266	328.689
2022 Actual Traffic Monthly	<b>43.112</b>	<b>40.902</b>	<b>52.555</b>	<b>63.000</b>									<b>199.569</b>
Growth (%)	<b>-44,9 %</b>	<b>-46,1 %</b>	<b>-38,7 %</b>	<b>-29,1 %</b>									<b>-39,3 %</b>

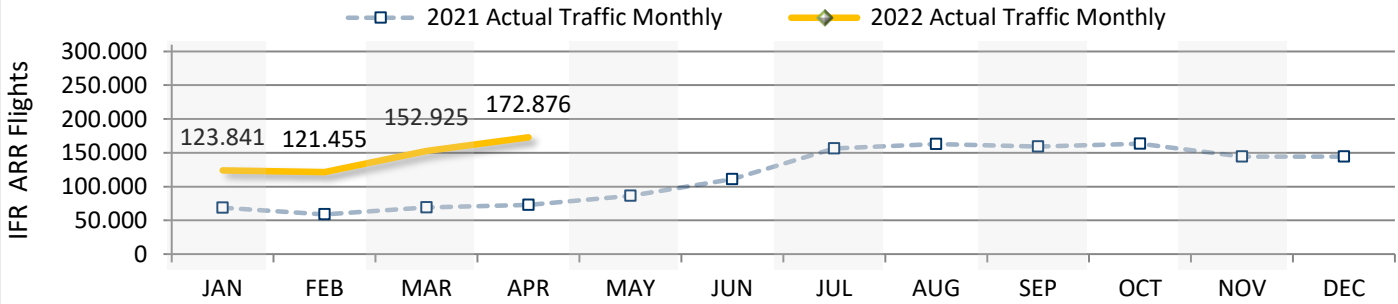
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
<b>DSNA</b>													
2019 Actual Traffic Monthly	66.766	63.317	73.401	81.023	84.477	88.656	92.799	86.055	86.206	81.851	67.332	66.631	284.507
2022 Actual Traffic Monthly	<b>46.741</b>	<b>48.317</b>	<b>59.964</b>	<b>65.736</b>									<b>220.758</b>
Growth (%)	<b>-30,0 %</b>	<b>-23,7 %</b>	<b>-18,3 %</b>	<b>-18,9 %</b>									<b>-22,4 %</b>

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
<b>LVNL</b>													
2019 Actual Traffic Monthly	18.998	18.021	20.363	21.455	22.973	22.330	22.933	23.046	22.639	22.777	19.390	19.628	78.837
2022 Actual Traffic Monthly	<b>13.532</b>	<b>12.586</b>	<b>15.873</b>	<b>17.506</b>									<b>59.497</b>
Growth (%)	<b>-28,8 %</b>	<b>-30,2 %</b>	<b>-22,0 %</b>	<b>-18,4 %</b>									<b>-24,5 %</b>

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
<b>Skyguide</b>													
2019 Actual Traffic Monthly	18.280	16.723	19.059	18.777	19.572	19.677	20.388	19.714	19.568	19.206	15.962	17.215	72.839
2022 Actual Traffic Monthly	<b>11.610</b>	<b>11.149</b>	<b>13.827</b>	<b>15.205</b>									<b>51.791</b>
Growth (%)	<b>-36,5 %</b>	<b>-33,3 %</b>	<b>-27,5 %</b>	<b>-19,0 %</b>									<b>-28,9 %</b>

## FABEC TRAFFIC DEVELOPMENT (*arrival*)

<b>FABEC</b>	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	269.084
2022 Actual Traffic Monthly	<b>123.841</b>	<b>121.455</b>	<b>152.925</b>	<b>172.876</b>									<b>571.097</b>
Growth (%)	<b>80,4 %</b>	<b>106,7 %</b>	<b>121,7 %</b>	<b>137,8 %</b>									<b>112,2 %</b>



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
<b>ANA LUX</b>													
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	5.125
2022 Actual Traffic Monthly	<b>1.977</b>	<b>2.079</b>	<b>2.603</b>	<b>2.976</b>									<b>9.635</b>
Growth (%)	<b>51,3 %</b>	<b>89,5 %</b>	<b>105,0 %</b>	<b>105,1 %</b>									<b>88,0 %</b>

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
<b>skeyes</b>													
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	16.262
2022 Actual Traffic Monthly	<b>6.869</b>	<b>6.422</b>	<b>8.103</b>	<b>8.453</b>									<b>29.847</b>
Growth (%)	<b>65,4 %</b>	<b>75,7 %</b>	<b>98,9 %</b>	<b>93,0 %</b>									<b>83,5 %</b>

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
<b>DFS</b>													
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	88.257
2022 Actual Traffic Monthly	<b>43.112</b>	<b>40.902</b>	<b>52.555</b>	<b>63.000</b>									<b>199.569</b>
Growth (%)	<b>107,1 %</b>	<b>125,3 %</b>	<b>124,6 %</b>	<b>143,4 %</b>									<b>126,1 %</b>

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
<b>DSNA</b>													
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	114.358
2022 Actual Traffic Monthly	<b>46.741</b>	<b>48.317</b>	<b>59.964</b>	<b>65.736</b>									<b>220.758</b>
Growth (%)	<b>55,5 %</b>	<b>81,6 %</b>	<b>104,5 %</b>	<b>131,6 %</b>									<b>93,0 %</b>

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
<b>LVNL</b>													
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	26.766
2022 Actual Traffic Monthly	<b>13.532</b>	<b>12.586</b>	<b>15.873</b>	<b>17.506</b>									<b>59.497</b>
Growth (%)	<b>78,5 %</b>	<b>127,6 %</b>	<b>146,6 %</b>	<b>142,6 %</b>									<b>122,3 %</b>

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
<b>Skyguide</b>													
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	18.316
2022 Actual Traffic Monthly	<b>11.610</b>	<b>11.149</b>	<b>13.827</b>	<b>15.205</b>									<b>51.791</b>
Growth (%)	<b>144,8 %</b>	<b>200,0 %</b>	<b>209,5 %</b>	<b>182,0 %</b>									<b>182,8 %</b>

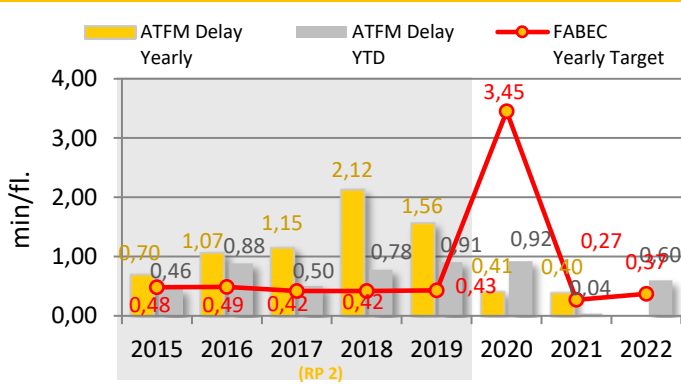
## KPI #1: En-route ATFM delay per controlled flight (FABEC)

	YTD 2022	YTD 2021
<b>En-route Delay All causes</b>	<b>0,60</b>	0,04
FABEC Target (yearly value)	<b>0,37</b>	
Guideline	0,17	
Minute ('000) ALL causes	<b>826</b>	23
Diff. 2022 - 2021	+ 3532,1 %	
Traffic ('000)	<b>1.381</b>	566
Diff. 2022 - 2021	+ 143,8 %	

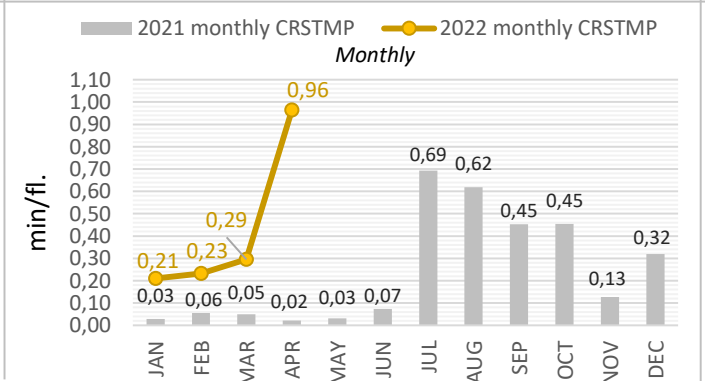
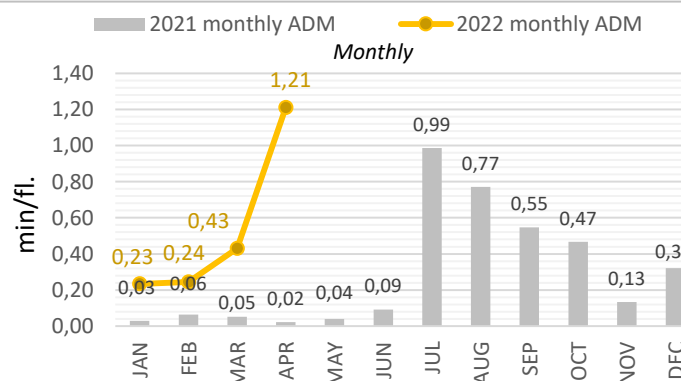
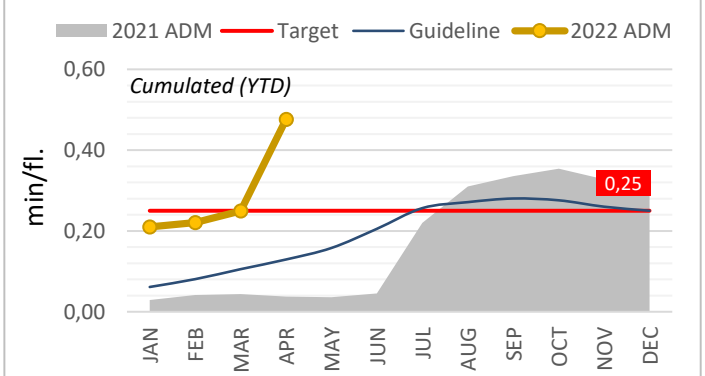
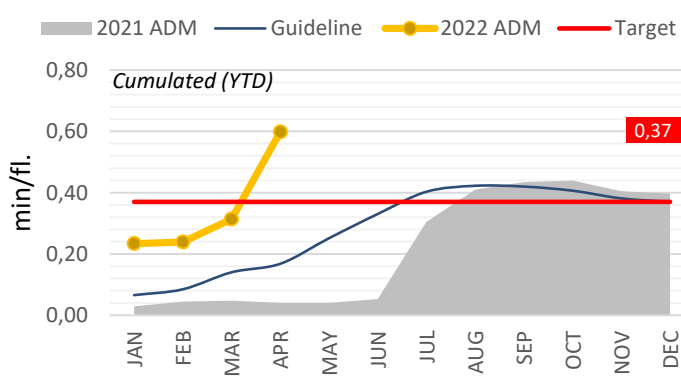
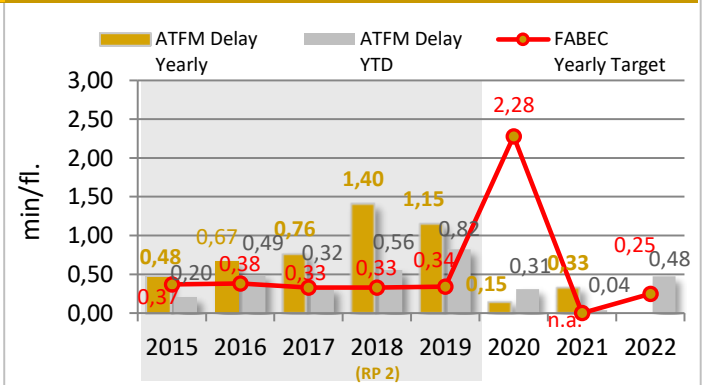
	YTD 2022	YTD 2021
<b>En-route Delay CRSTMP causes</b>	<b>0,48</b>	0,04
FABEC Target (yearly value)	<b>0,25</b>	
Guideline	0,13	
Minute ('000) CRSTMP causes	<b>657</b>	21
Diff. 2022 - 2021	+ 2978 %	
<i>Potential savings (*) due to underbid the delay Target (all Causes) in Mio EURO (YTD)</i>		
	0,0	

\* Cost of ATFM-delay per min = 87 €

### All Delay Causes



### CRSTMP Delay Causes



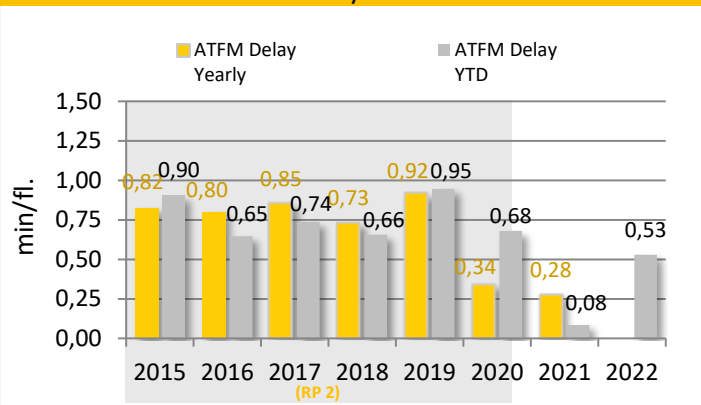
The guideline for the en-route ATFM delay per movement is a basic cumulative extrapolation of the 2017-2019 monthly allocation and is designed to give an impression, how the YTD figures should be, in order to reach the yearly 2022 published targets (0,37 min per flight for all delay causes and 0,25 min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



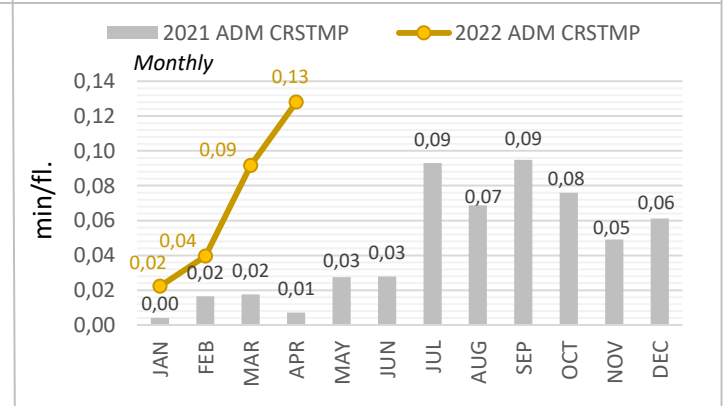
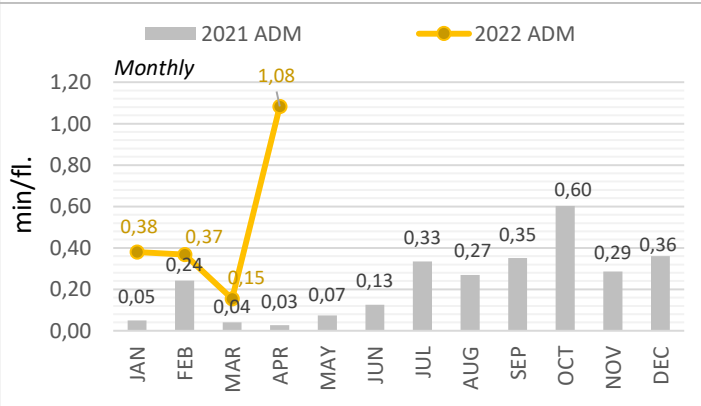
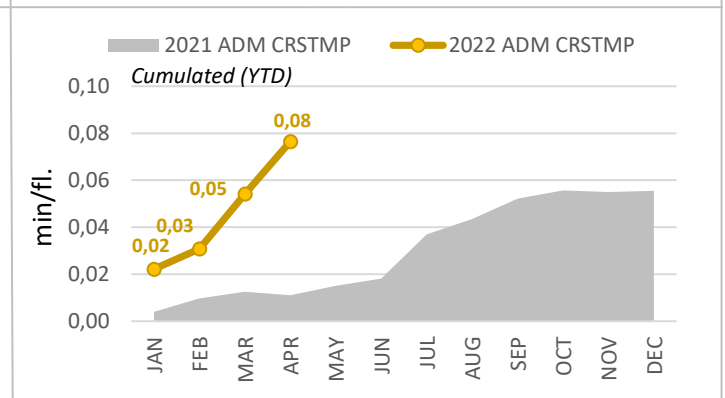
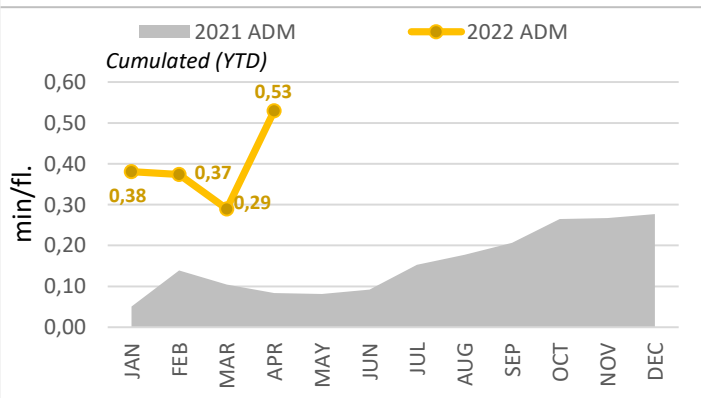
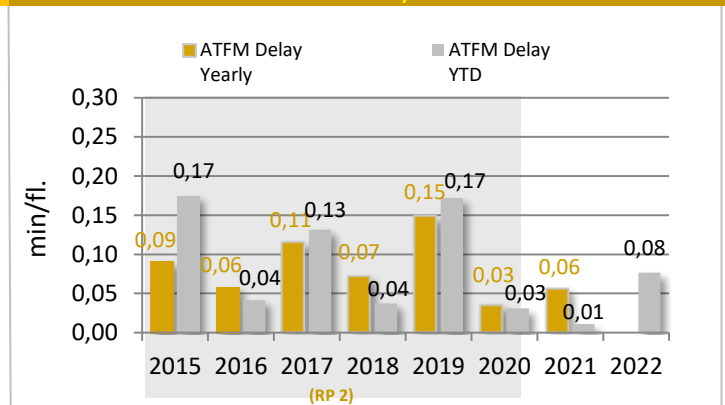
## KPI #2: Arrival ATFM delay per controlled flight (FABEC)

	YTD 2022	YTD 2021		YTD 2022	YTD 2021
<b>Arrival Delay All causes</b>	<b>0,53</b>	0,08	<b>Arrival Delay CRSTMP causes</b>	<b>0,08</b>	0,01
<i>Diff. 2022 - 2021</i>	+ 534 %		<i>Diff. 2022 - 2021</i>	+ 594 %	
<b>Minute ('000) ALL causes</b>	<b>303</b>	22	<b>Minute ('000) CRSTMP causes</b>	44	3
<i>Diff. 2022 - 2021</i>	+ 1246 %		<i>Diff. 2022 - 2021</i>	+ 1372 %	
<b>Traffic ('000)</b>	<b>571</b>	269			
<i>Diff. 2022 - 2021</i>	+ 112 %				

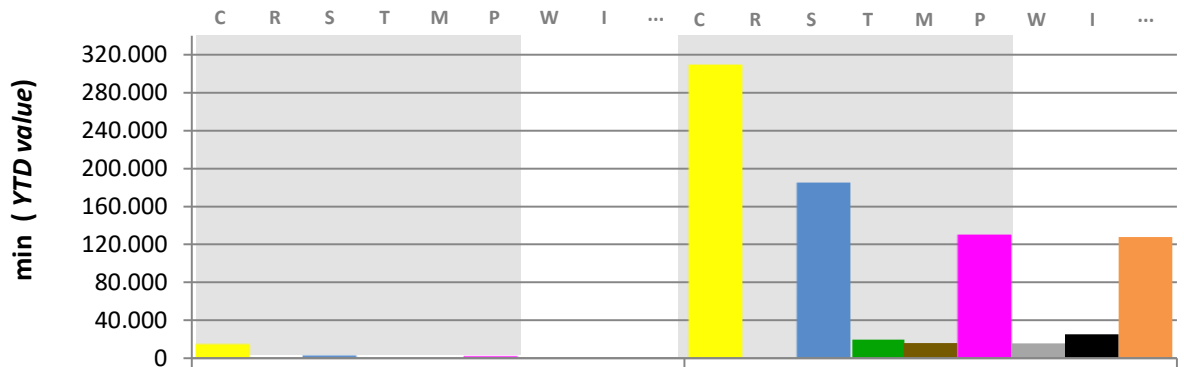
### All Delay Causes



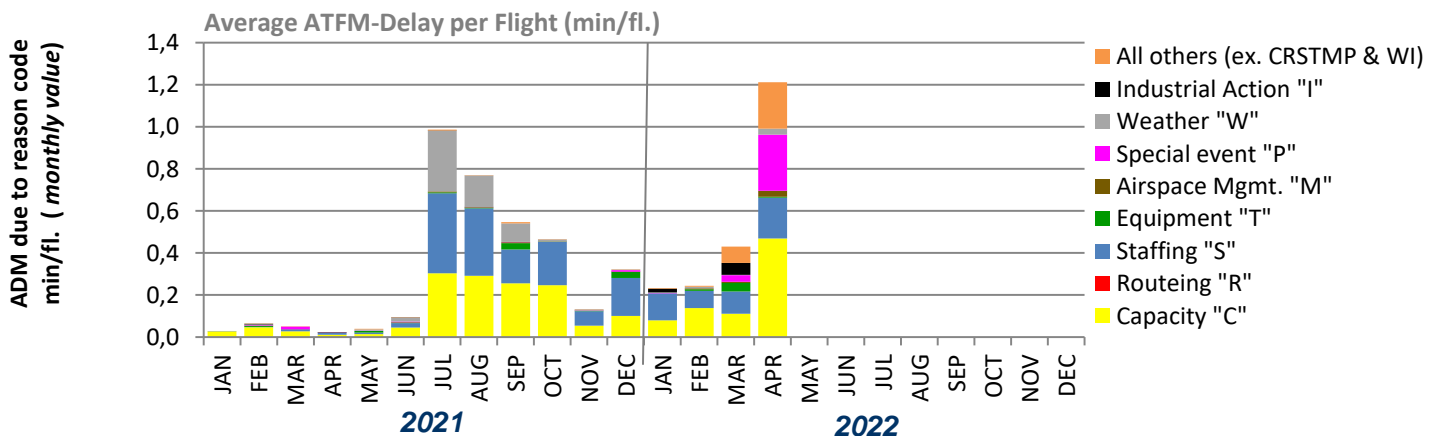
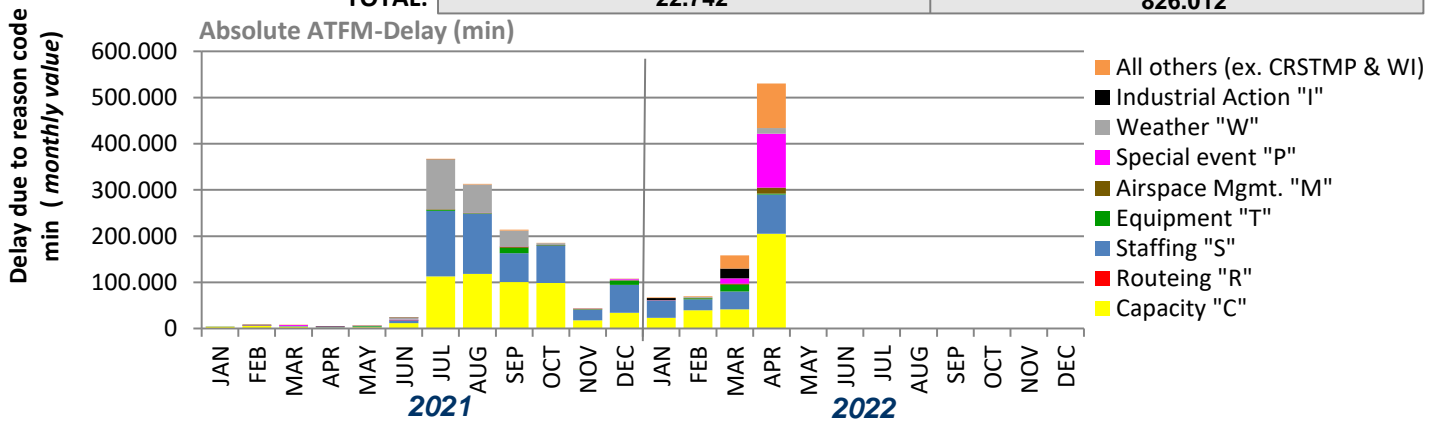
### CRSTMP Delay Causes



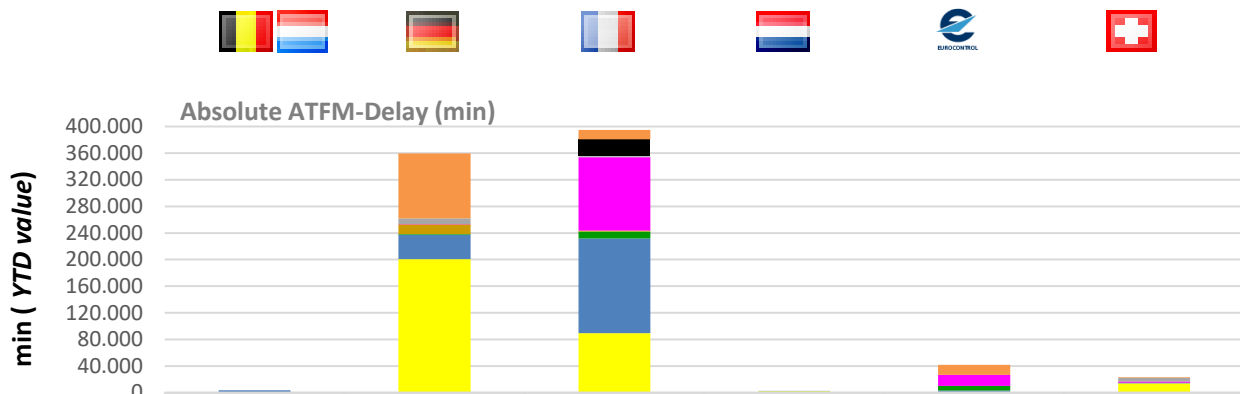
## KPI #1: En-route ATFM delay per reason code (FABEC)



Delay due to reason code:	2021	2022
Capacity "C"	15.444	309.030
Routeing "R"	0	0
Staffing "S"	3.017	184.308
Equipment "T"	565	18.788
Airspace Mgmt. "M"	61	16.096
Special event "P"	2.268	129.036
Weather "W"	599	15.605
Industrial Action "I"	442	25.365
All others (ex. CRSTMP & WI)	346	127.784
<b>CRSTMP:</b>	<b>21.355</b>	<b>657.258</b>
<b>TOTAL:</b>	<b>22.742</b>	<b>826.012</b>



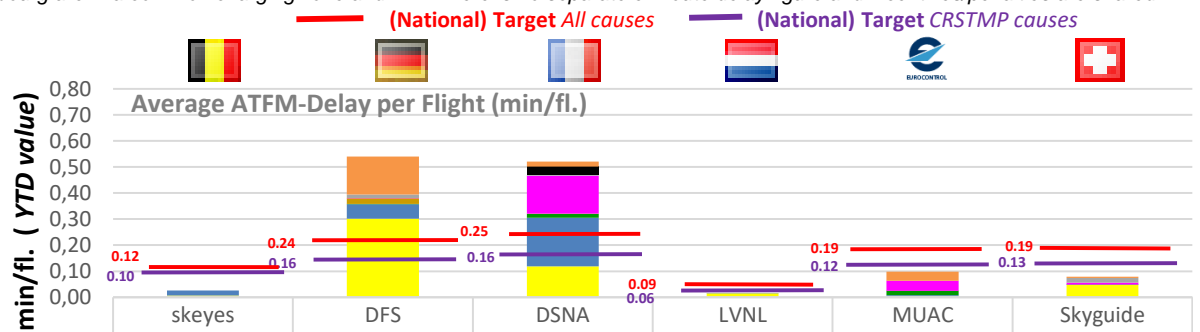
## KPI #1: En-route ATFM delay per controlled flight (ANSP)



	skeyes	DFS	DSNA	LVNL	MUAC	Skyguide
All others (ex. CRSTMP & WI)		97.518	14.214		14.800	1.252
Industrial Action "I"			25.365			
Weather "W"		8.241	1.695			5.669
Special event "P"		725	110.002		16.449	1.860
Airspace Mgmt. "M"		14.501	1.493		102	
Equipment "T"		1.019	10.500		7.215	54
Staffing "S"	2.882	36.608	142.078	132	1.973	635
Routeing "R"						
Capacity "C"	924	200.836	89.611	2.294	1.144	14.221

<b>CRSTMP:</b>	<b>3.806</b>	<b>253.689</b>	<b>353.684</b>	<b>2.426</b>	<b>26.883</b>	<b>16.770</b>
<b>TOTAL:</b>	<b>3.806</b>	<b>359.448</b>	<b>394.958</b>	<b>2.426</b>	<b>41.683</b>	<b>23.691</b>

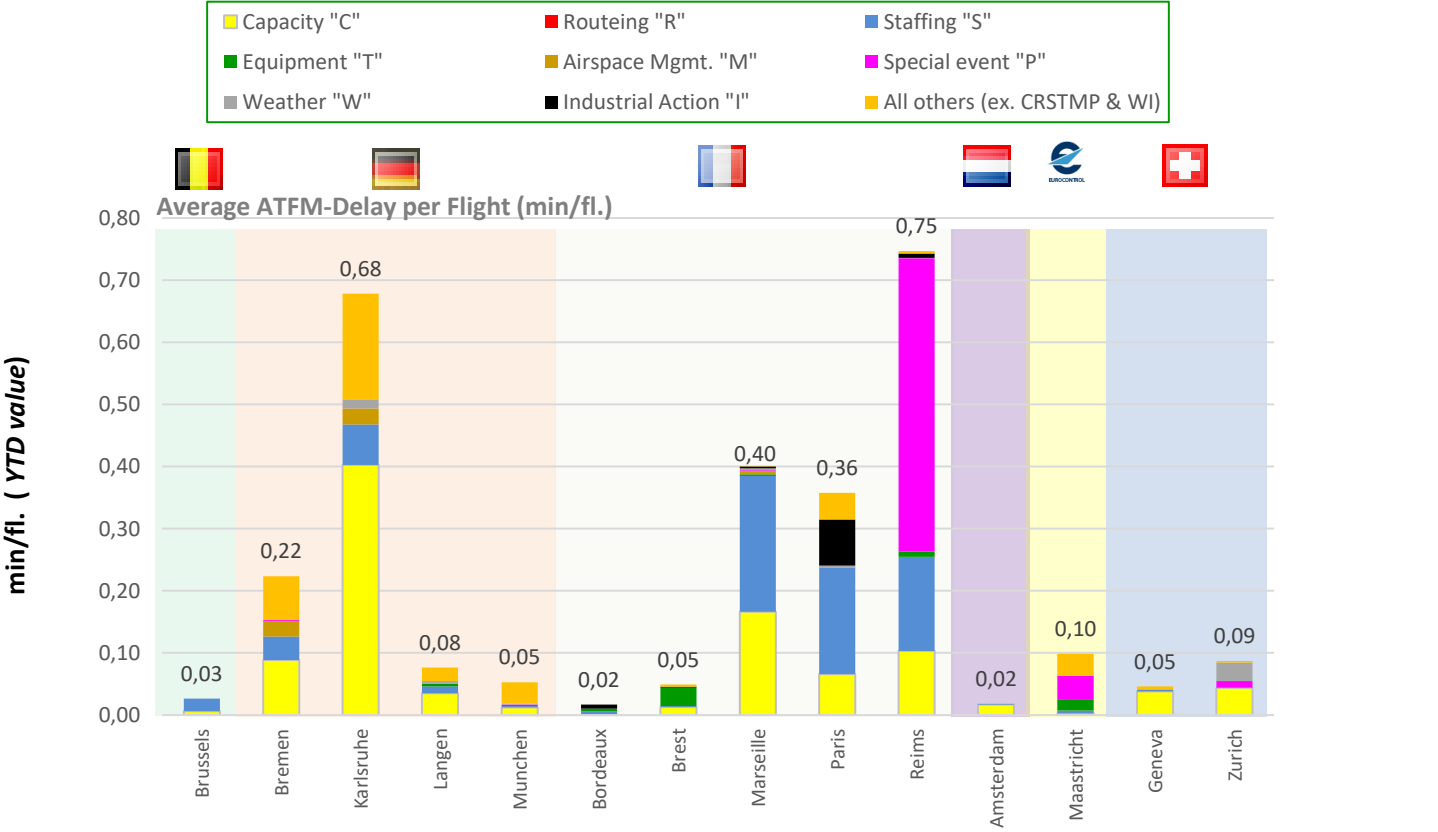
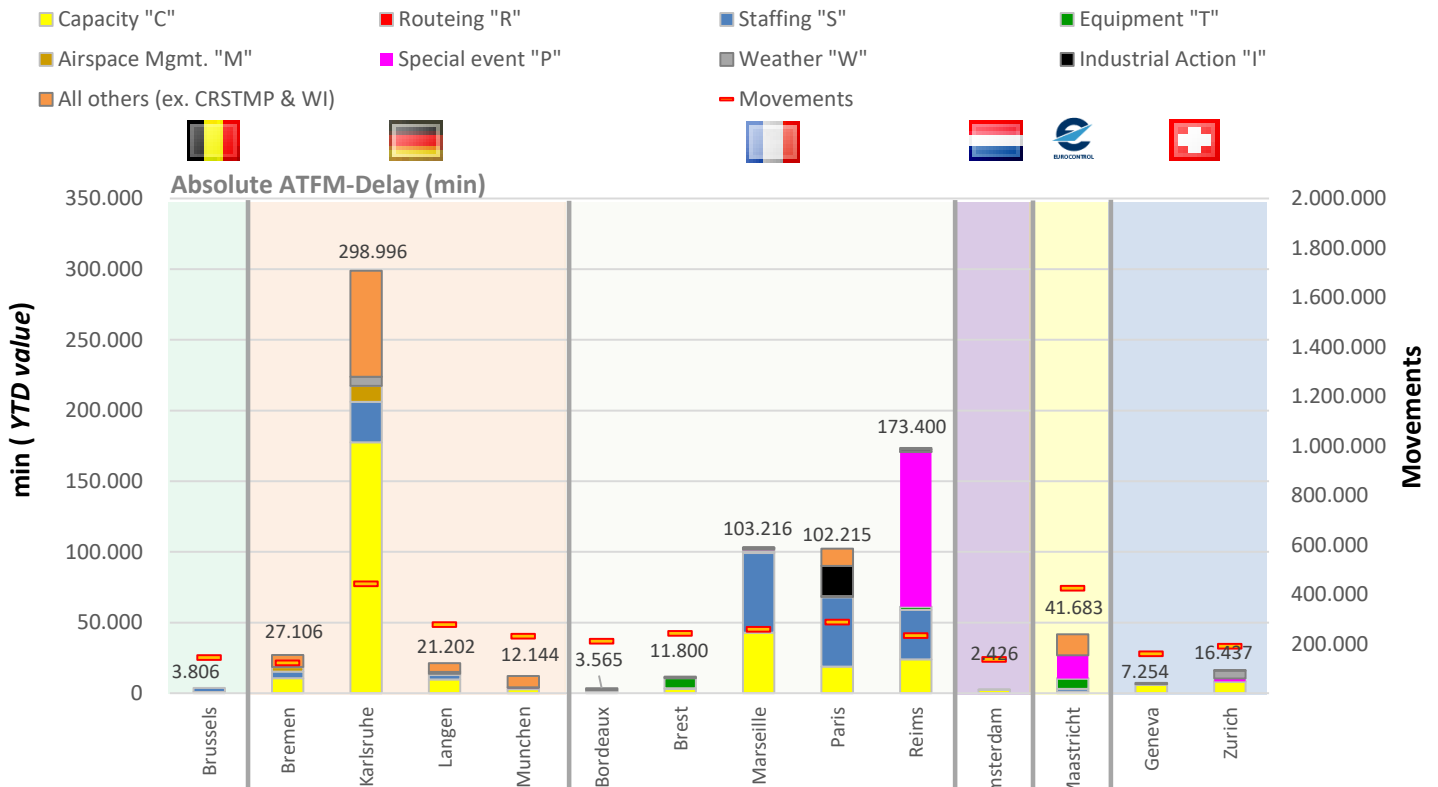
\*Belgium and Luxembourg are in a common charging zone and FIR. There is no separate en-route delay figure and incentives/penalties are shared.



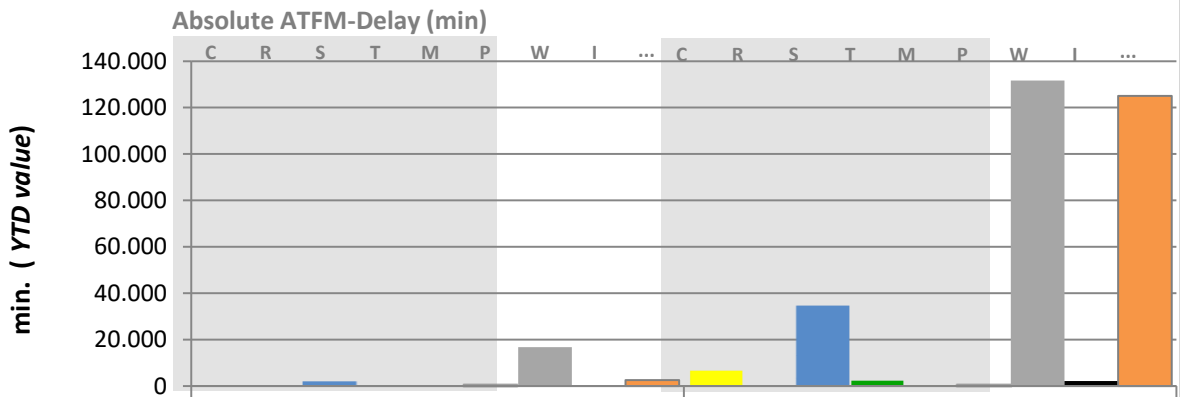
	skeyes	DFS	DSNA	LVNL	MUAC	Skyguide
All others (ex. CRSTMP & WI)		0,15	0,02	0,00	0,03	0,00
Industrial Action "I"			0,03			
Weather "W"		0,01	0,00	0,00	0,00	0,02
Special event "P"		0,00	0,15	0,00	0,04	0,01
Airspace Mgmt. "M"		0,02	0,00		0,00	
Equipment "T"		0,00	0,01		0,02	0,00
Staffing "S"	0,02	0,06	0,19	0,00	0,00	0,00
Routeing "R"						
Capacity "C"	0,01	0,30	0,12	0,02	0,00	0,05

<b>CRSTMP:</b>	<b>0.03</b>	<b>0.38</b>	<b>0.47</b>	<b>0.02</b>	<b>0.06</b>	<b>0.06</b>
<b>TOTAL:</b>	<b>0.03</b>	<b>0.54</b>	<b>0.52</b>	<b>0.02</b>	<b>0.10</b>	<b>0.08</b>

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

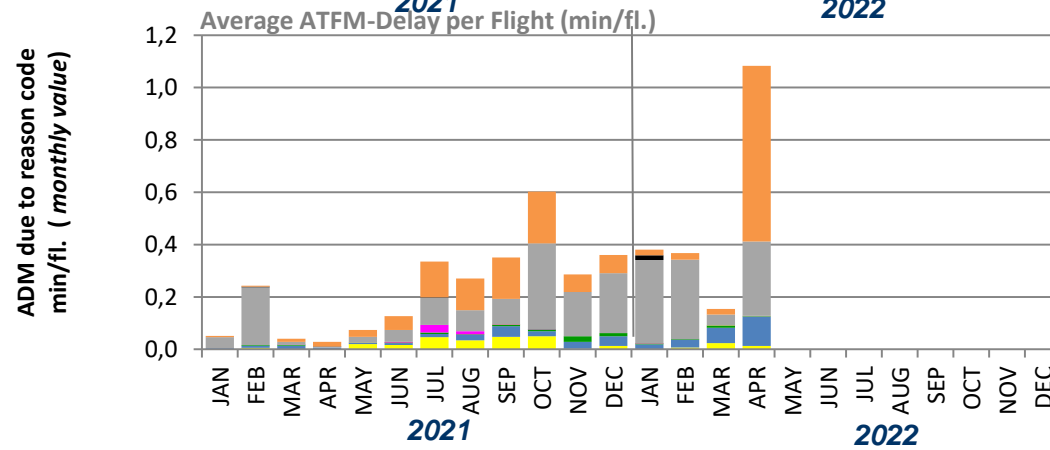
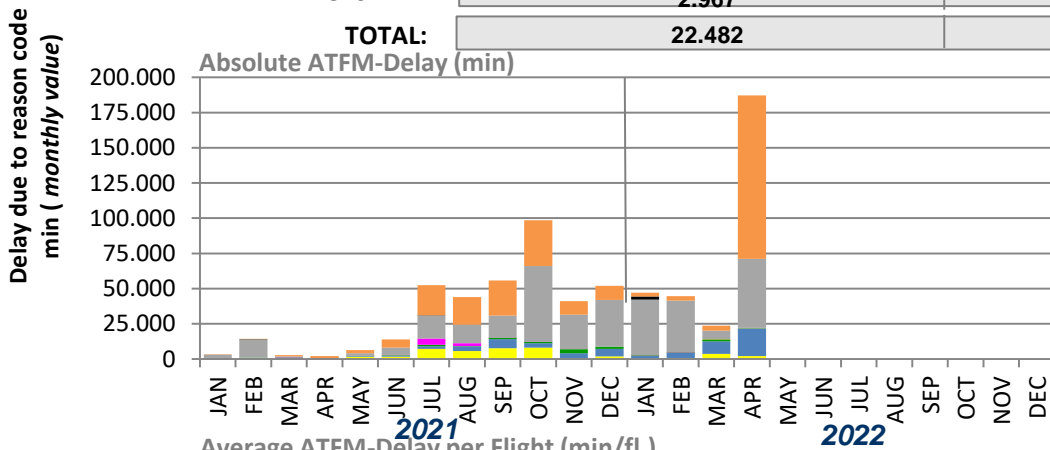


## KPI #2: Arrival ATFM delay per reason code (FABEC)



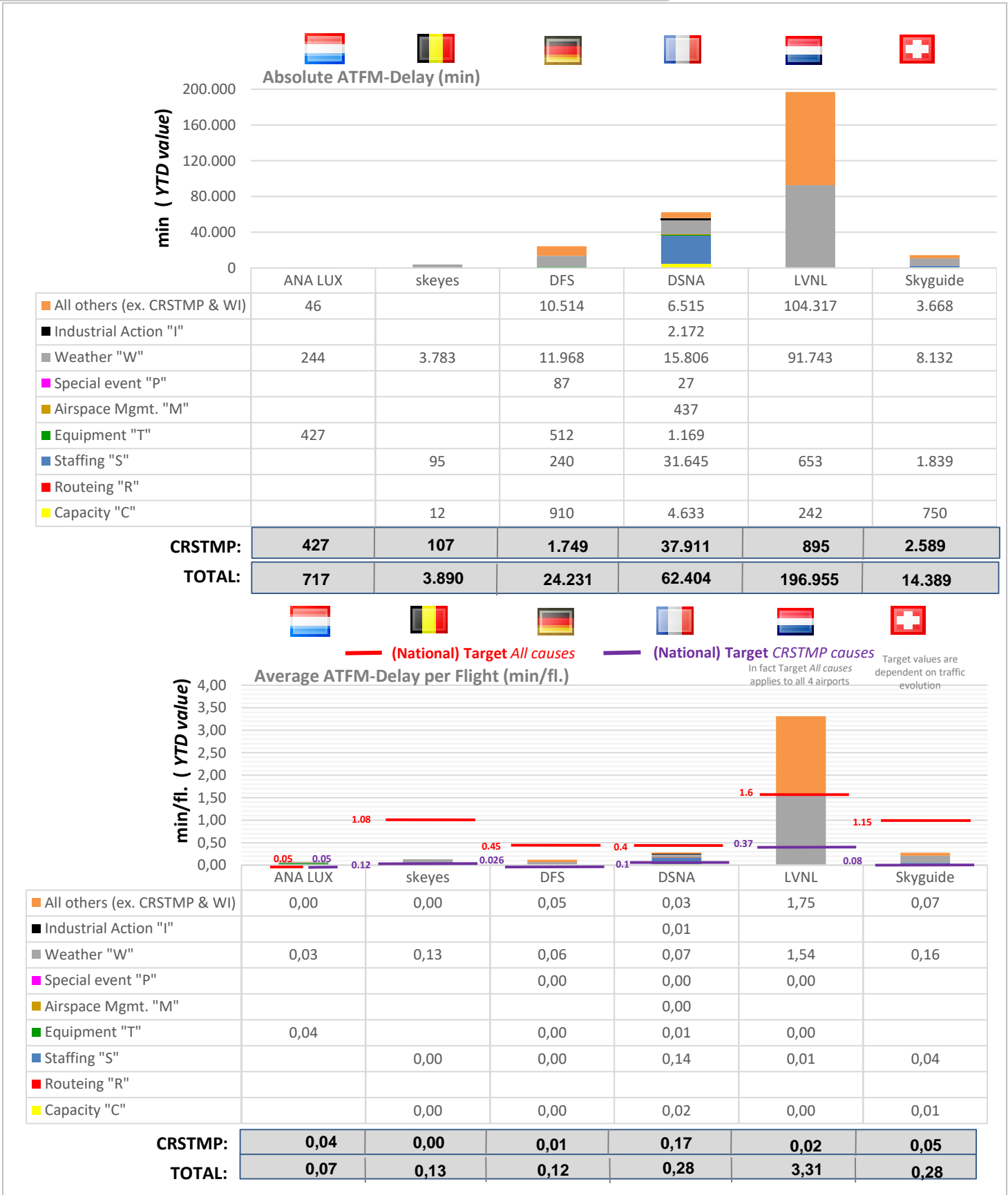
Delay due to reason code:

Reason Code	2021	2022
Capacity "C"	385	6.547
Routeing "R"	0	0
Staffing "S"	2.194	34.472
Equipment "T"	371	2.108
Airspace Mgmt. "M"	0	437
Special event "P"	17	114
Weather "W"	16.794	131.676
Industrial Action "I"	120	2.172
All others (ex. CRSTMP & WI)	2.601	125.060
<b>CRSTMP:</b>	<b>2.967</b>	<b>43.678</b>
<b>TOTAL:</b>	<b>22.482</b>	<b>302.586</b>



- 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: 0.25 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	<b>C</b>	En Route: Demand exceeds or complexity reduces declared or expected ATC capacity Airport: Demand exceeds declared or expected ATC capacity.
ATC Industrial Action	<b>I</b>	Reduction in any capacity due to industrial action by ATC staff
ATC Routeings	<b>R</b>	Network solutions / scenarios used to balance demand and capacity
ATC Staffing	<b>S</b>	Unplanned staff shortage reducing expected capacity.
ATC Equipment	<b>T</b>	Reduction of expected or declared capacity due to the non-availability or degradation of equipment used to provide an ATC service.
Accident / Incident	<b>A</b>	Reduction of expected ATC capacity due to an aircraft accident / incident.
Aerodrome Capacity	<b>G</b>	Reduction in declared or expected capacity due to the degradation or non-availability of infrastructure at an airport. e.g. Work in Progress, shortage of aircraft stands etc. Or when demand exceeds expected aerodrome capacity.
Equipment NON ATC- to be Aerodrome Services	<b>E</b>	Reduced capacity due to the degradation or non-availability of support equipment at an airport e.g. Fire Service, De-icing / snow removal equipment or other ground handling equipment.
Industrial Action NON ATC	<b>N</b>	A reduction in expected / planned capacity due to industrial action by non ATC personnel.
Airspace Management	<b>M</b>	Reduction in declared or expected capacity following changes in airspace / route availability due to small scale military activity.
Special Event	<b>P</b>	Reduction in planned, declared or expected capacity or when demand exceeds the above capacities as a result of a major sporting, governmental or social event. It may also be used for ATM system upgrades and transitions. Large multinational military exercises may also use this reason. This category should only be used with prior approval during the planning process.
Weather	<b>W</b>	Reduction in expected capacity due to any weather phenomena. This includes where weather impacts airport infrastructure capacity, but where aerodrome services are operating as planned / expected.
Environmental Issues	<b>V</b>	Reduction in any capacity or when demand exceeds any capacity due to agreed local noise, runway usage or similar procedures. This category should only be used with prior agreement in the planning process.
Other	<b>O</b>	This should only be used in exceptional circumstances when no other category is sufficient. An explanatory ANM remark MUST be given to allow post ops analysis.

### CRSTMP:

ATC Capacity (**C**), ATC Routeings (**R**), ATC Staffing (**S**), ATC Equipment (**T**), Airspace Management (**M**), Special Event (**P**); a set of regulation codes which are defined in the Common Charging Scheme Regulation (IR 2019/317) and subject to financial incentive.

**Note:** Arrival figures (traffic and delay) do only include EBBR and EBLG for Belgium and only EHAM for the Netherlands.

### TABLE OF ABBREVIATIONS

**ADM** - Average en-route ATFM Delay per Movement

**ANSP** - Air Navigation Service Provider

**ATFM** - Air Traffic Flow Management

**ANM** - Aeronautical Notification Message

**FABEC** - Functional Airspace Block Europe Central

**ATM** - Air Traffic Management

**PRU** - Performance Review Unit

**YTD** - Year to Date value

**FPP** - FABEC Performance Plan

**CODA** - Central Office for Delay Analysis

## FABEC Performance Report Capacity:

Editor: FABEC PMG

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Status: April 2022

[www.FABEC.eu](http://www.FABEC.eu)

### Notice

The FABEC PMG has made every effort to ensure that the information and analysis contained in this document are as accurate and complete as possible.

Only information from quoted sources has been used and information relating to named parties has been checked with the parties concerned.

Despite these precautions, should you find any errors or inconsistencies we would be grateful if you could please bring them to the FABEC PMG's attention.