



PERFORMANCE REPORT 2020 - 2024

CAPACITY

May 2022



making the difference

Contents

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

Description & Analysis

Europe

Traffic in May was at 86.4% of May 2019 levels. In May, the network traffic was slightly above the highest level of EUROCONTROL's traffic scenarios.

The invasion of Ukraine is affecting overflights in several countries, notably Lithuania, Poland, Estonia and Latvia on the negative side; Armenia, Albania and Bosnia-Herzegovina on the positive side. On average, the network saw 27,491 flights/day. The peak day was 30 May (29,841 flights) with traffic at 86.2% of 2019 levels. In May 2022, the Business Aviation (+21.3%) and All-Cargo (+2.7%) market segments continued to be above May 2019 traffic levels. Charter, still impacted by the Russian invasion of Ukraine, recorded a decrease of -23.4%. The Low-Cost segment was -10.3% below May 2019 levels, recovering faster than the Regional (-23.4%) and Mainline (-23.0%) segments.

Ryanair was the busiest carrier in May with on average 2,867 flights/day and was at +13.4% of its 2019 traffic level, followed by easyJet (1,568 flights/day), Turkish Airlines (1,317 flights/day) and Lufthansa (1,215 flights/day).

The busiest airport was Amsterdam/Schiphol (1,294 flights/day) followed by IGA Istanbul (1,199 flights/day), Paris/Charles de Gaulle (1,198 flights/day), Frankfurt/Main (1,179 flights/day) and London/Heathrow (1,143 flights/day).

There was a total of 1,999,576 minutes of ATFM delay in May. This was the highest level of ATFM delay since September 2019. The flow measures were mainly in Karlsruhe UAC due to ATC capacity constraints, in Reims due to 4flight implementation and in Paris ACC due to weather issues.

En-route delays accounted for 85.6% of these ATFM delays and airports for 14.4%.

Network departure and arrival punctuality decreased in May at around 67% for departure and 70% for arrival, due to higher ATFM delays (Source: NM).

Delays from the passengers' point of view

For May 2022, the Central Office for Delay Analysis (CODA) reported that the average delay per flight on departure was 16.0 minutes per flight - an increase of 10.1 minutes per flight compared to May 2021. 33% of the total delay can be attributable to air traffic control. Airlines caused 51% 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 10% can be allocated to other reasons (Source: CODA Dashboard-05-2022, Date 30/06/2022).

FABEC

In the FABEC area, traffic decreased by 12.0% in May 2022 compared to the same month in 2019, leading to a 22.2% traffic decrease YTD. Traffic was down in a similar way in all ANSPs, from -25.3% in DFS, -22.8% in skeyes to -18.9% in Skyguide and -18.0% in DSNA. Airport traffic was down to a similar extent (-17.9% in the FABEC area) but with more disparities between ANSPs. Landings decreased by an impressive -36.2% in DFS, 26.0% in Skyguide, but "only" 19.8% in DSNA or 13.9% in ANA LUX.

In May 2022, Karlsruhe UAC (710 422 min), Reims ACC (223 122 min) and Paris ACC (95 816 min) were the units to generate the most en-route ATFM delays. In Karlsruhe, delays were due to 'ATC-Capacity' (54%), 'Weather' (21%), 'Other' (17% - Ukrainian crisis and 4Flight deployment in Reims), 'Staffing' (4%) and 'Airspace Management' (4%). In Reims, delays were due to 'Special Event' (76% - 4Flight deployment), 'Weather' (17%), 'ATC-Capacity' (4%) and 'Staffing' (2%); in Paris, 'Weather' (52%), 'Staffing' (21%), 'Other' (13% - 4Flight deployment in Reims), 'ATC-Capacity' (13%) and 'Industrial Action (ATC)' (1%).

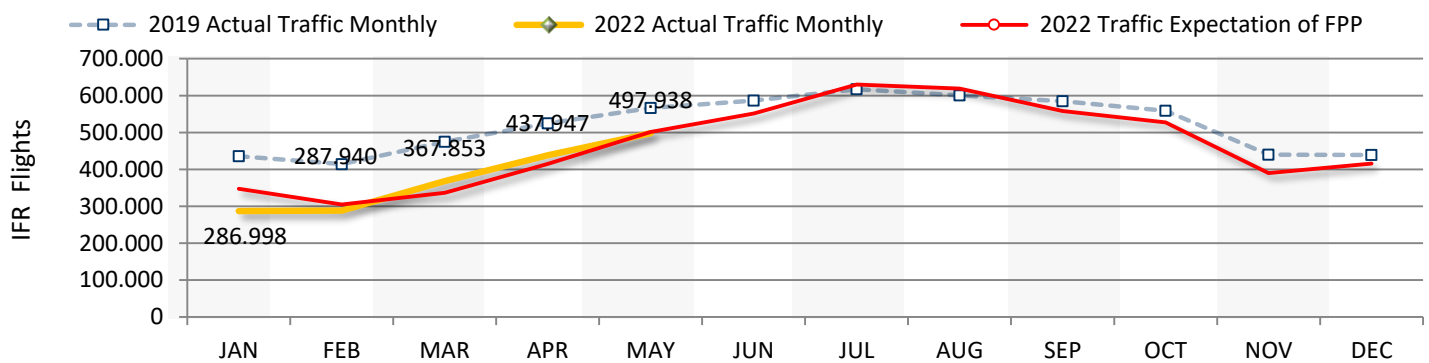
The en-route ATFM delay per flight all causes reached 2.68 min/flt in May 2022 compared to 0.04 min/flt in 2021. The YTD en-route ATFM delay per flight reached 1.15 min/flt and this value is far beyond the YTD guideline value (0.25 min/flt). The YTD en-route ATFM delay CRSTMP causes reached 0.78 min/flt; this value is, as well, far beyond the guideline value estimated at the end of May (0.16 min/flt).

Airport ATFM delays were mainly generated in Amsterdam Schiphol/EHAM (58 086 min), Paris Le Bourget/LFPB (20 730 min) and Paris Orly/LFPO (13 881 min). In Amsterdam Schiphol, delays were due to 'Aerodrome Capacity' (63%), 'Weather' (27%), 'Staffing' (7%) and 'Aerodrome Services' (3%); in Paris Le Bourget, delays were due to 'Aerodrome Capacity' (60%), 'Staffing' (24%), 'Aerodrome Capacity (ATC)' (15%) and 'Weather' (2%); in Paris Orly, 'Aerodrome Capacity' (54%), 'Staffing' (22%), 'Aerodrome Capacity (ATC)' (15%) and 'Weather' (9%).

At the end of May 2022, both DFS and DSNA 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, ANA LUX and DSNA are currently missing their CRSTMP arrival ATFM delay per Arrival flight target, contrarily to skeyes, DFS, LVNL and Skyguide.

FABEC TRAFFIC DEVELOPMENT (*en-route*)

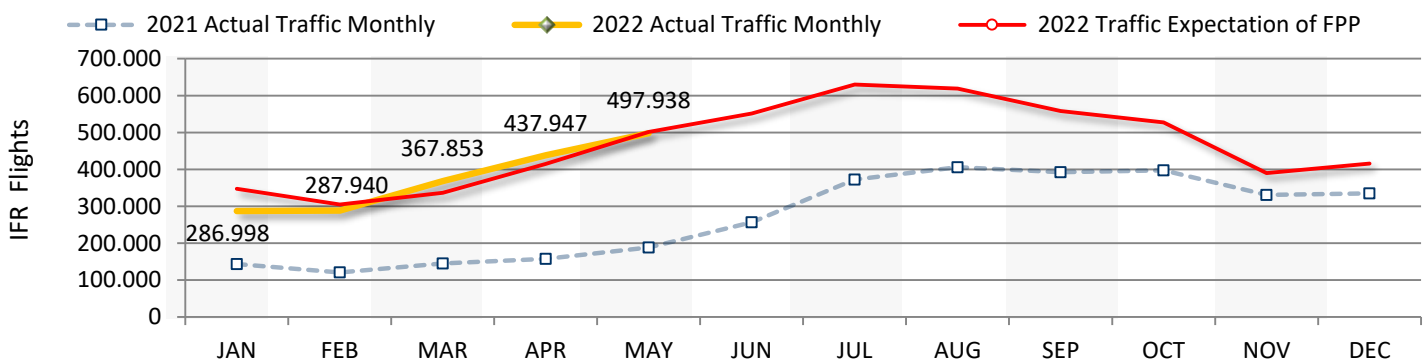
FABEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
2019 Actual Traffic Monthly	435.809	414.272	474.729	524.490	566.051	586.281	617.104	600.261	584.310	558.973	439.854	438.590	2.415.351
2022 Actual Traffic Monthly	286.998	287.940	367.853	437.947	497.938								1.878.676
Growth (%)	-34,1 %	-30,5 %	-22,5 %	-16,5 %	-12,0 %								-22,2 %
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 %	5,5 %	-0,6 %								
2022 Traffic Cumulated (%)	-17,5 %	-11,9 %	-4,7 %	-1,7 %	-1,4 %								



	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	249.545
2022 Actual Traffic Monthly	30.799	30.791	39.640	43.267	48.238								192.735
Growth (%)	-33,2 %	-27,5 %	-20,0 %	-19,5 %	-16,4 %								-22,8 %
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	1.215.041
2022 Actual Traffic Monthly	140.653	134.874	174.691	214.761	242.789								907.768
Growth (%)	-36,6 %	-36,3 %	-27,4 %	-16,9 %	-14,0 %								-25,3 %
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	1.261.192
2022 Actual Traffic Monthly	153.679	159.760	202.675	242.076	276.383								1.034.573
Growth (%)	-30,6 %	-23,9 %	-17,0 %	-14,5 %	-8,6 %								-18,0 %
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	251.951
2022 Actual Traffic Monthly	32.473	30.879	39.467	43.220	49.640								195.679
Growth (%)	-29,6 %	-30,4 %	-21,9 %	-19,2 %	-13,7 %								-22,3 %
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	734.770
2022 Actual Traffic Monthly	92.126	88.527	112.537	130.139	146.883								570.212
Growth (%)	-33,6 %	-31,5 %	-23,8 %	-16,0 %	-10,5 %								-22,4 %
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	506.889
2022 Actual Traffic Monthly	63.347	63.888	79.699	94.817	109.177								410.928
Growth (%)	-29,1 %	-25,9 %	-20,0 %	-14,3 %	-9,8 %								-18,9 %

FABEC TRAFFIC DEVELOPMENT (*en-route*)

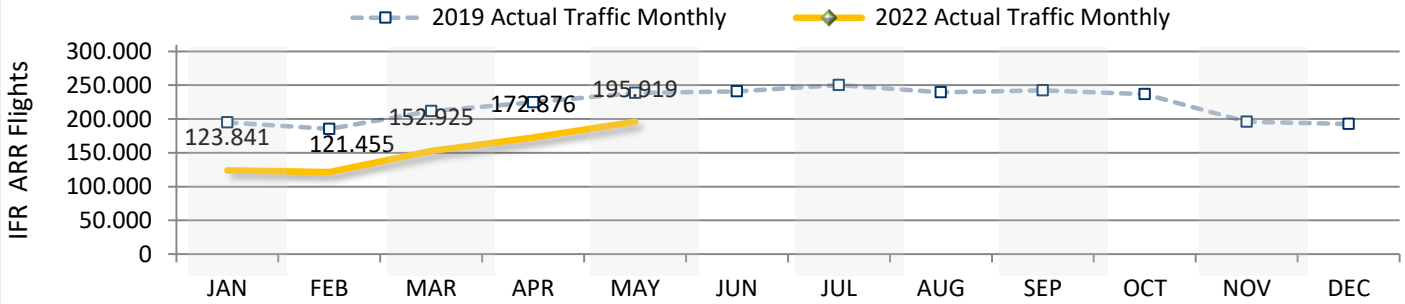
FABEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
2021 Actual Traffic Monthly	143.083	120.573	144.799	157.817	188.334	256.840	372.501	405.810	392.000	397.603	330.997	335.045	754.606
2022 Actual Traffic Monthly	286.998	287.940	367.853	437.947	497.938								1.878.676
<i>Growth (%)</i>	100,6 %	138,8 %	154,0 %	177,5 %	164,4 %								149,0 %
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
<i>2022 Traffic Evolution (%)</i>	-17,5 %	-5,5 %	9,2 %	5,5 %	-0,6 %								
<i>2022 Traffic Cumulated (%)</i>	-17,5 %	-11,9 %	-4,7 %	-1,7 %	-1,4 %								



	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	85.677
2022 Actual Traffic Monthly	30.799	30.791	39.640	43.267	48.238								192.735
<i>Growth (%)</i>	87,1 %	118,5 %	145,9 %	141,1 %	129,1 %								125,0 %
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	376.065
2022 Actual Traffic Monthly	140.653	134.874	174.691	214.761	242.789								907.768
<i>Growth (%)</i>	103,2 %	128,7 %	137,4 %	161,8 %	163,2 %								141,4 %
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	386.723
2022 Actual Traffic Monthly	153.679	159.760	202.675	242.076	276.383								1.034.573
<i>Growth (%)</i>	106,7 %	162,2 %	183,5 %	207,4 %	173,1 %								167,5 %
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	87.709
2022 Actual Traffic Monthly	32.473	30.879	39.467	43.220	49.640								195.679
<i>Growth (%)</i>	82,4 %	124,9 %	136,4 %	134,5 %	135,9 %								123,1 %
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	218.906
2022 Actual Traffic Monthly	92.126	88.527	112.537	130.139	146.883								570.212
<i>Growth (%)</i>	107,1 %	157,5 %	171,5 %	181,2 %	180,7 %								160,5 %
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	149.444
2022 Actual Traffic Monthly	63.347	63.888	79.699	94.817	109.177								410.928
<i>Growth (%)</i>	139,9 %	181,6 %	184,5 %	190,7 %	174,9 %								175,0 %

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	1.055.027
2022 Actual Traffic Monthly	123.841	121.455	152.925	172.876	195.919								767.016
Growth (%)	-36,4 %	-34,5 %	-27,8 %	-23,0 %	-17,9 %								-27,3 %



	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	15.111
2022 Actual Traffic Monthly	1.977	2.079	2.603	2.976	3.377								13.012
Growth (%)	-27,5 %	-21,3 %	-13,4 %	-9,4 %	-2,1 %								-13,9 %

	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	51.768
2022 Actual Traffic Monthly	6.869	6.422	8.103	8.453	9.316								39.163
Growth (%)	-29,9 %	-27,2 %	-21,3 %	-23,7 %	-20,8 %								-24,3 %

	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	424.943
2022 Actual Traffic Monthly	43.112	40.902	52.555	63.000	71.452								271.021
Growth (%)	-44,9 %	-46,1 %	-38,7 %	-29,1 %	-25,8 %								-36,2 %

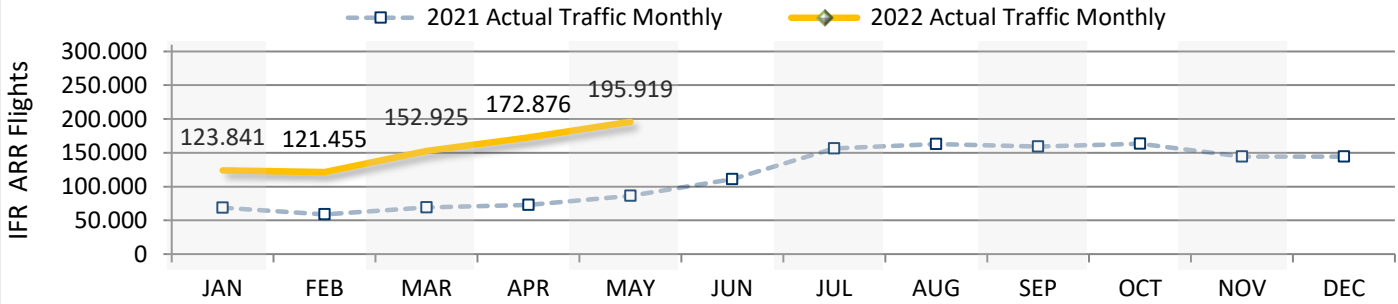
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
DSNA													
2019 Actual Traffic Monthly	66.766	63.317	73.401	81.023	84.477	88.656	92.799	86.055	86.206	81.851	67.332	66.631	368.984
2022 Actual Traffic Monthly	46.741	48.317	59.964	65.736	75.097								295.855
Growth (%)	-30,0 %	-23,7 %	-18,3 %	-18,9 %	-11,1 %								-19,8 %

	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	101.810
2022 Actual Traffic Monthly	13.532	12.586	15.873	17.506	20.044								79.541
Growth (%)	-28,8 %	-30,2 %	-22,0 %	-18,4 %	-12,7 %								-21,9 %

	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	92.411
2022 Actual Traffic Monthly	11.610	11.149	13.827	15.205	16.633								68.424
Growth (%)	-36,5 %	-33,3 %	-27,5 %	-19,0 %	-15,0 %								-26,0 %

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	355.231
2022 Actual Traffic Monthly	123.841	121.455	152.925	172.876	195.919								767.016
Growth (%)	80,4 %	106,7 %	121,7 %	137,8 %	127,4 %								115,9 %



	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	6.802
2022 Actual Traffic Monthly	1.977	2.079	2.603	2.976	3.377								13.012
Growth (%)	51,3 %	89,5 %	105,0 %	105,1 %	101,4 %								91,3 %

	skeyes												YTD
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	21.357
2022 Actual Traffic Monthly	6.869	6.422	8.103	8.453	9.316								39.163
Growth (%)	65,4 %	75,7 %	98,9 %	93,0 %	82,8 %								83,4 %

	DFS												YTD
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	117.217
2022 Actual Traffic Monthly	43.112	40.902	52.555	63.000	71.452								271.021
Growth (%)	107,1 %	125,3 %	124,6 %	143,4 %	146,7 %								131,2 %

	DSNA												YTD
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	150.194
2022 Actual Traffic Monthly	46.741	48.317	59.964	65.736	75.097								295.855
Growth (%)	55,5 %	81,6 %	104,5 %	131,6 %	109,6 %								97,0 %

	LVNL												YTD
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	35.056
2022 Actual Traffic Monthly	13.532	12.586	15.873	17.506	20.044								79.541
Growth (%)	78,5 %	127,6 %	146,6 %	142,6 %	141,8 %								126,9 %

	Skyguide												YTD
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	24.605
2022 Actual Traffic Monthly	11.610	11.149	13.827	15.205	16.633								68.424
Growth (%)	144,8 %	200,0 %	209,5 %	182,0 %	164,5 %								178,1 %

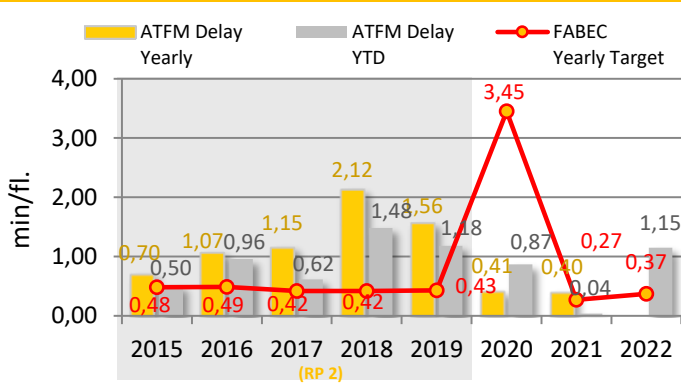
KPI #1: En-route ATFM delay per controlled flight (FABEC)

	YTD 2022	YTD 2021
En-route Delay All causes	1,15	0,04
FABEC Target (yearly value)	0,37	
Guideline	0,25	
Minute ('000) ALL causes	2.161	30
Diff. 2022 - 2021	+ 7033,2 %	
Traffic ('000)	1.879	755
Diff. 2022 - 2021	+ 149,0 %	

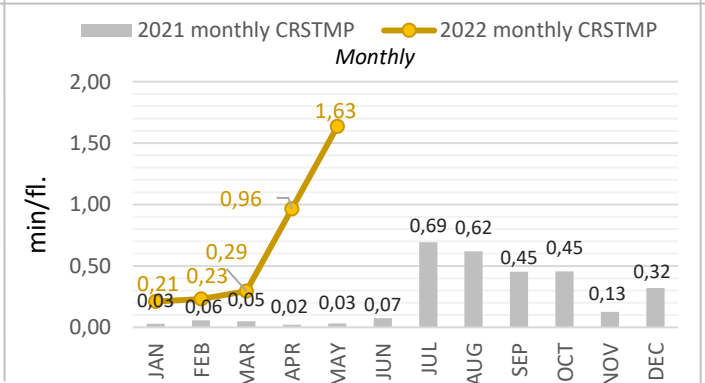
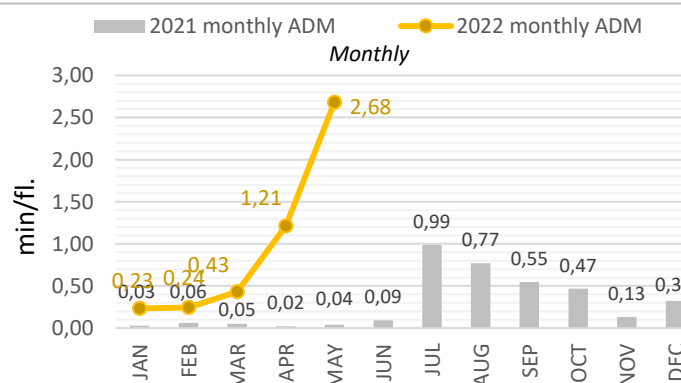
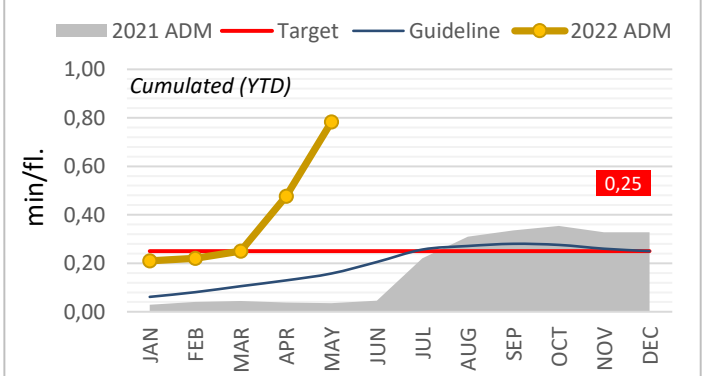
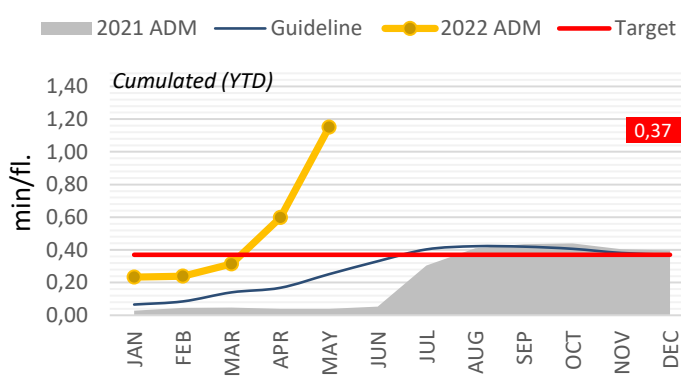
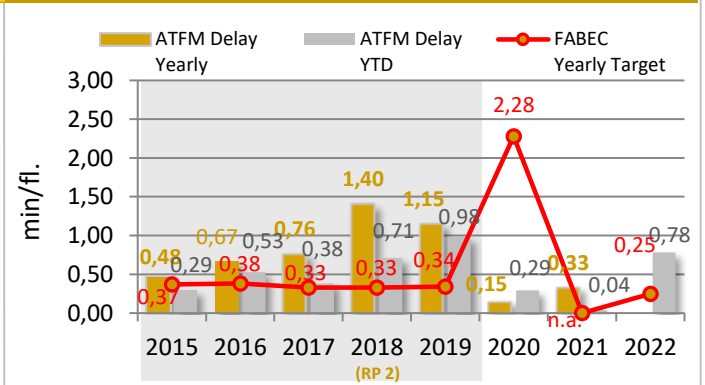
	YTD 2022	YTD 2021
En-route Delay CRSTMP causes	0,78	0,04
FABEC Target (yearly value)	0,25	
Guideline	0,16	
Minute ('000) CRSTMP causes	1.471	27
Diff. 2022 - 2021	+ 5323 %	
<i>Potential savings (*) due to underbid the delay Target (all Causes) in Mio EURO (YTD)</i>		
	0,0	

* Cost of ATFM-delay per min = 87 €

All Delay Causes



CRSTMP Delay Causes

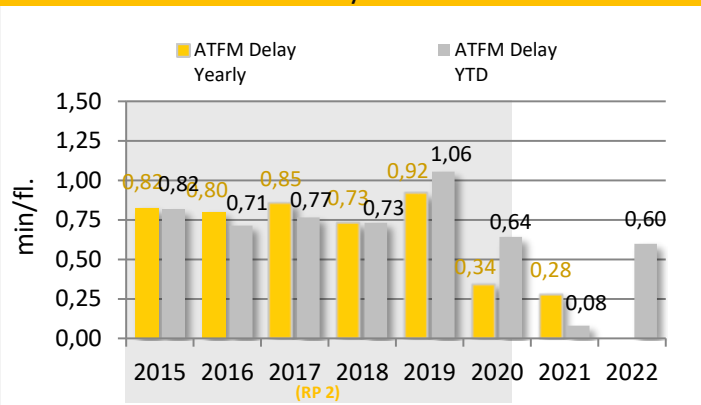


The guideline for the en-route ATFM delay per movement is a basic cumulative extrapolation of the 2017-2019 monthly allocation and is designed to give an impression, how the YTD figures should be, in order to reach the yearly 2022 published targets (0,37 min per flight for all delay causes and 0,25 min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

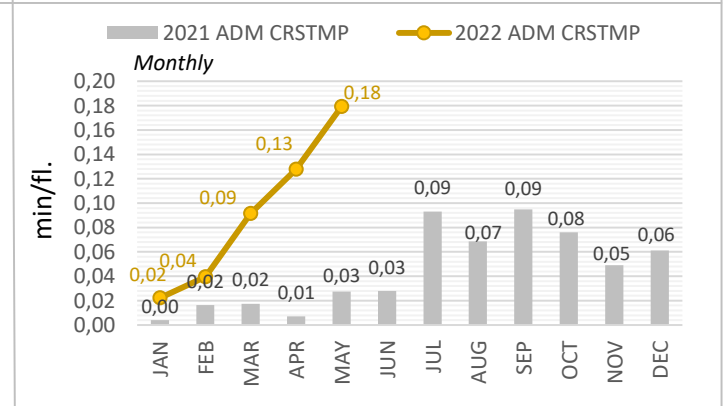
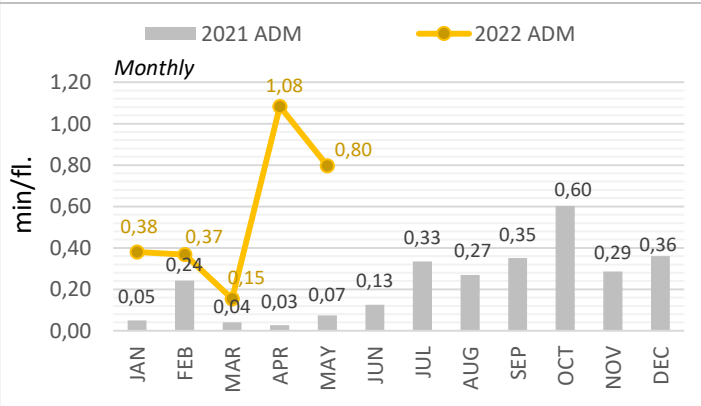
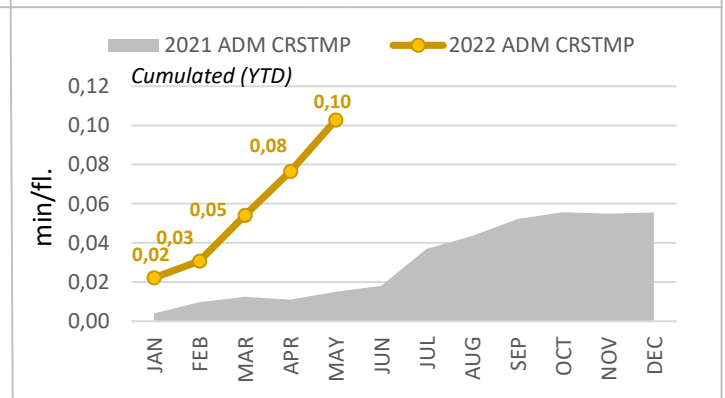
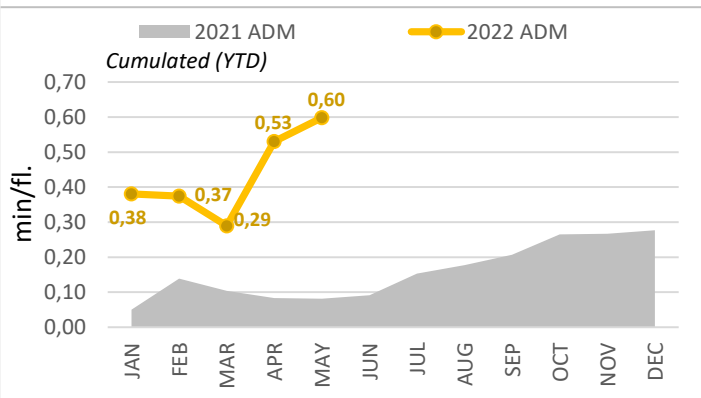
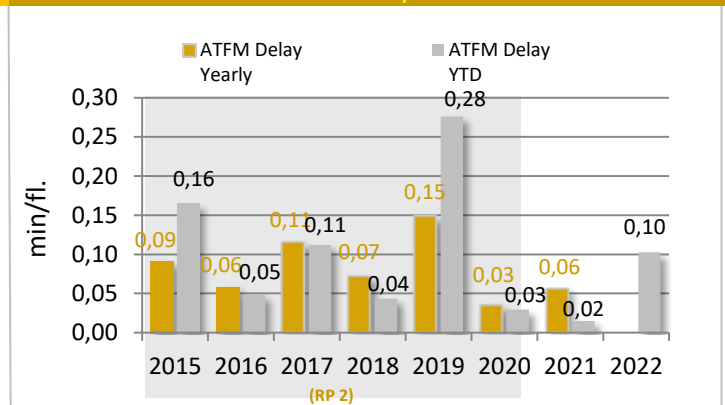
KPI #2: Arrival ATFM delay per controlled flight (FABEC)

	YTD 2022	YTD 2021		YTD 2022	YTD 2021
Arrival Delay All causes	0,60	0,08	Arrival Delay CRSTMP causes	0,10	0,02
<i>Diff. 2022 - 2021</i>	+ 638 %		<i>Diff. 2022 - 2021</i>	+ 584 %	
Minute ('000) ALL causes	459	29	Minute ('000) CRSTMP causes	79	5
<i>Diff. 2022 - 2021</i>	+ 1493 %		<i>Diff. 2022 - 2021</i>	+ 1377 %	
Traffic ('000)	767	355			
<i>Diff. 2022 - 2021</i>	+ 116 %				

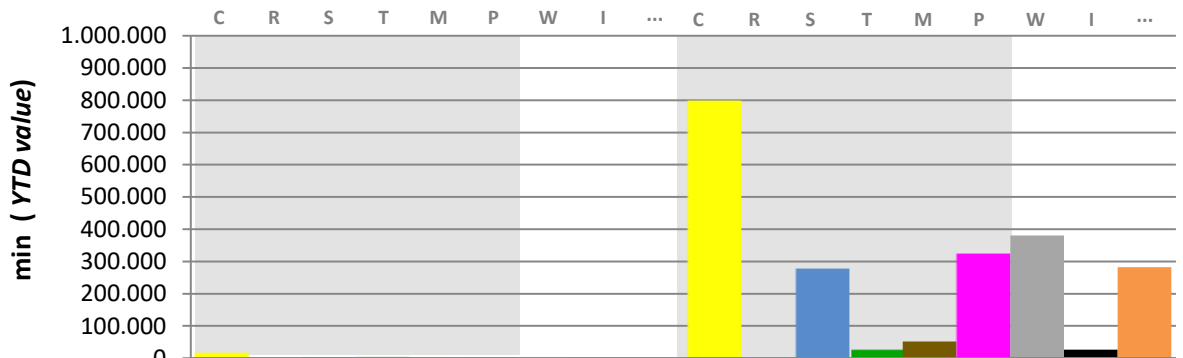
All Delay Causes



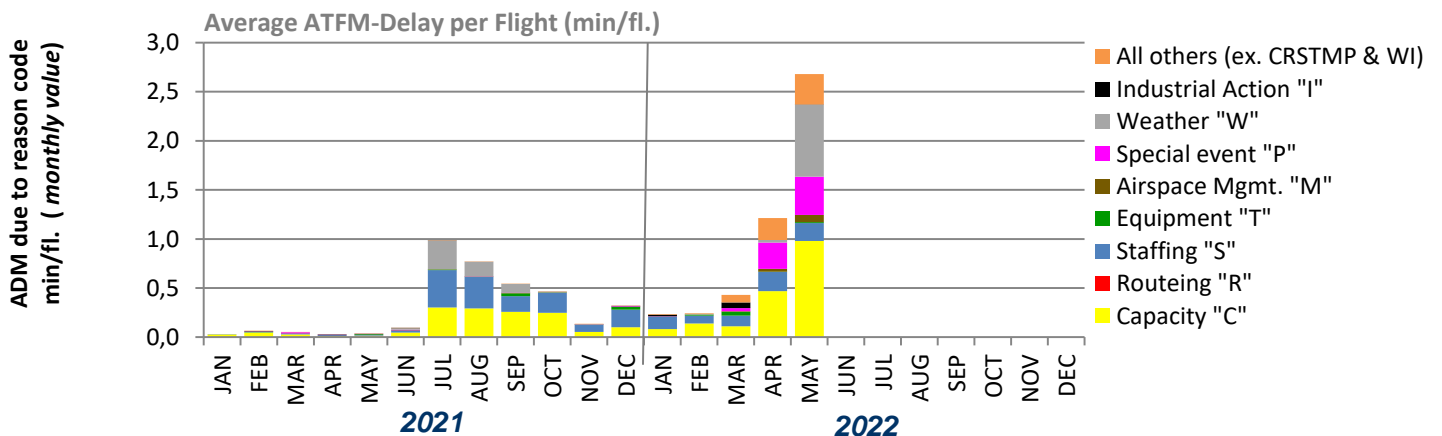
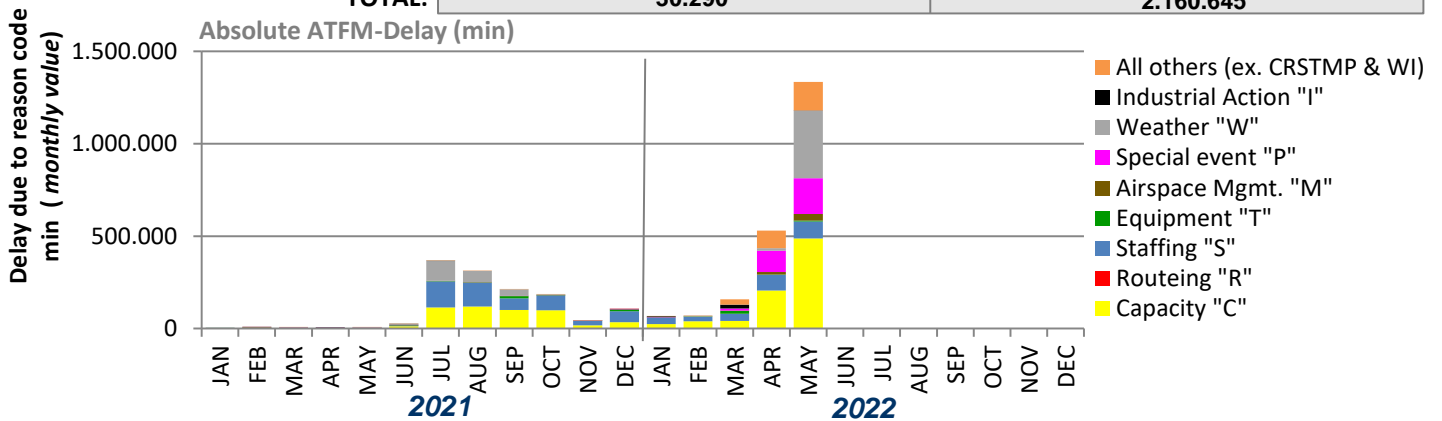
CRSTMP Delay Causes



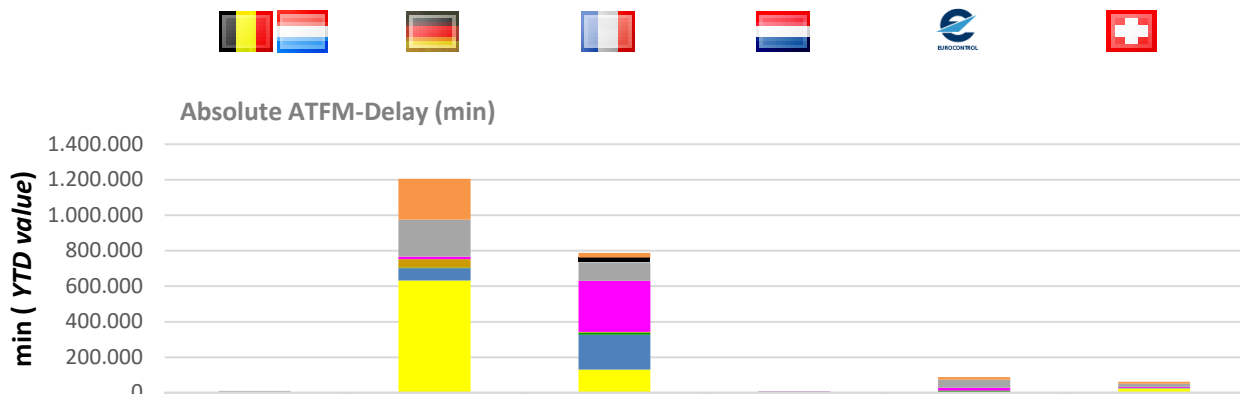
KPI #1: En-route ATFM delay per reason code (FABEC)



Delay due to reason code:	2021	2022
Capacity "C"	18.029	796.460
Routeing "R"	0	0
Staffing "S"	4.478	275.712
Equipment "T"	2.094	23.762
Airspace Mgmt. "M"	61	52.043
Special event "P"	2.470	323.300
Weather "W"	1.701	380.639
Industrial Action "I"	442	26.615
All others (ex. CRSTMP & WI)	1.015	282.114
CRSTMP:	27.132	1.471.277
TOTAL:	30.290	2.160.645



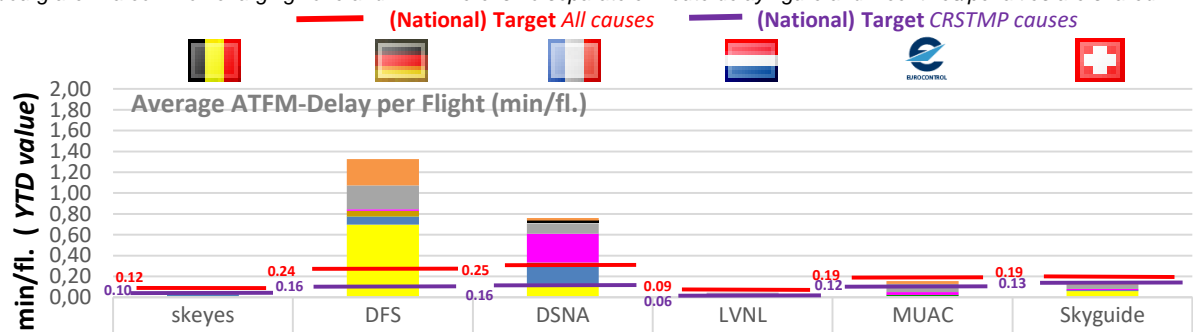
KPI #1: En-route ATFM delay per controlled flight (ANSP)



	skeyes	DFS	DSNA	LVNL	MUAC	Skyguide
All others (ex. CRSTMP & WI)		229.440	26.661		14.830	11.183
Industrial Action "I"			26.615			
Weather "W"	4.547	208.527	103.292	1.776	45.029	17.468
Special event "P"		13.151	288.004	1.007	16.449	4.689
Airspace Mgmt. "M"		48.937	2.994		112	
Equipment "T"		2.924	12.672		8.112	54
Staffing "S"	4.367	69.972	195.842	132	2.140	3.259
Routeing "R"						
Capacity "C"	1.238	631.538	131.326	5.771	1.925	24.662

CRSTMP:	5.605	766.522	630.838	6.910	28.738	32.664
TOTAL:	10.152	1.204.489	787.406	8.686	88.597	61.315

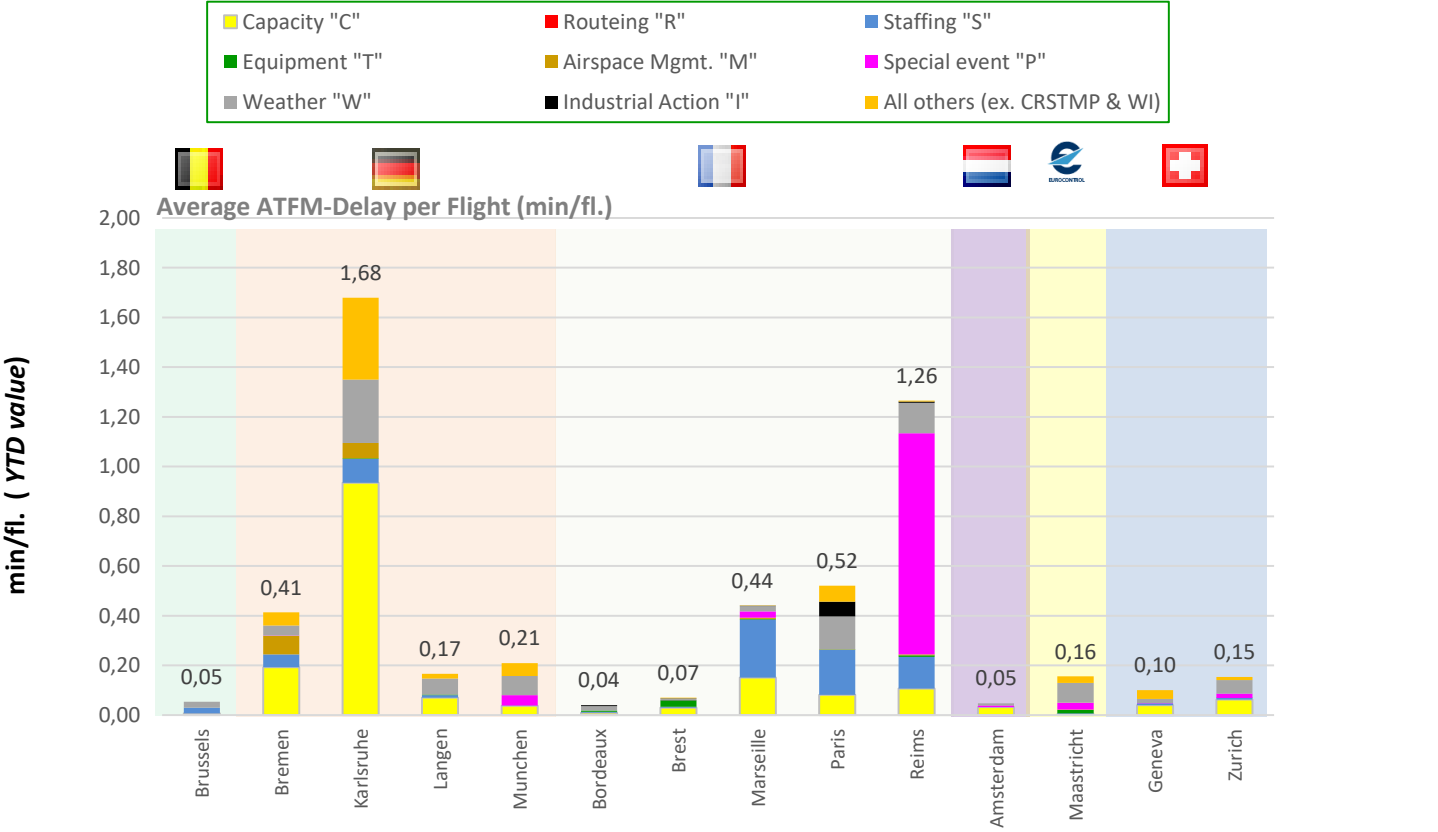
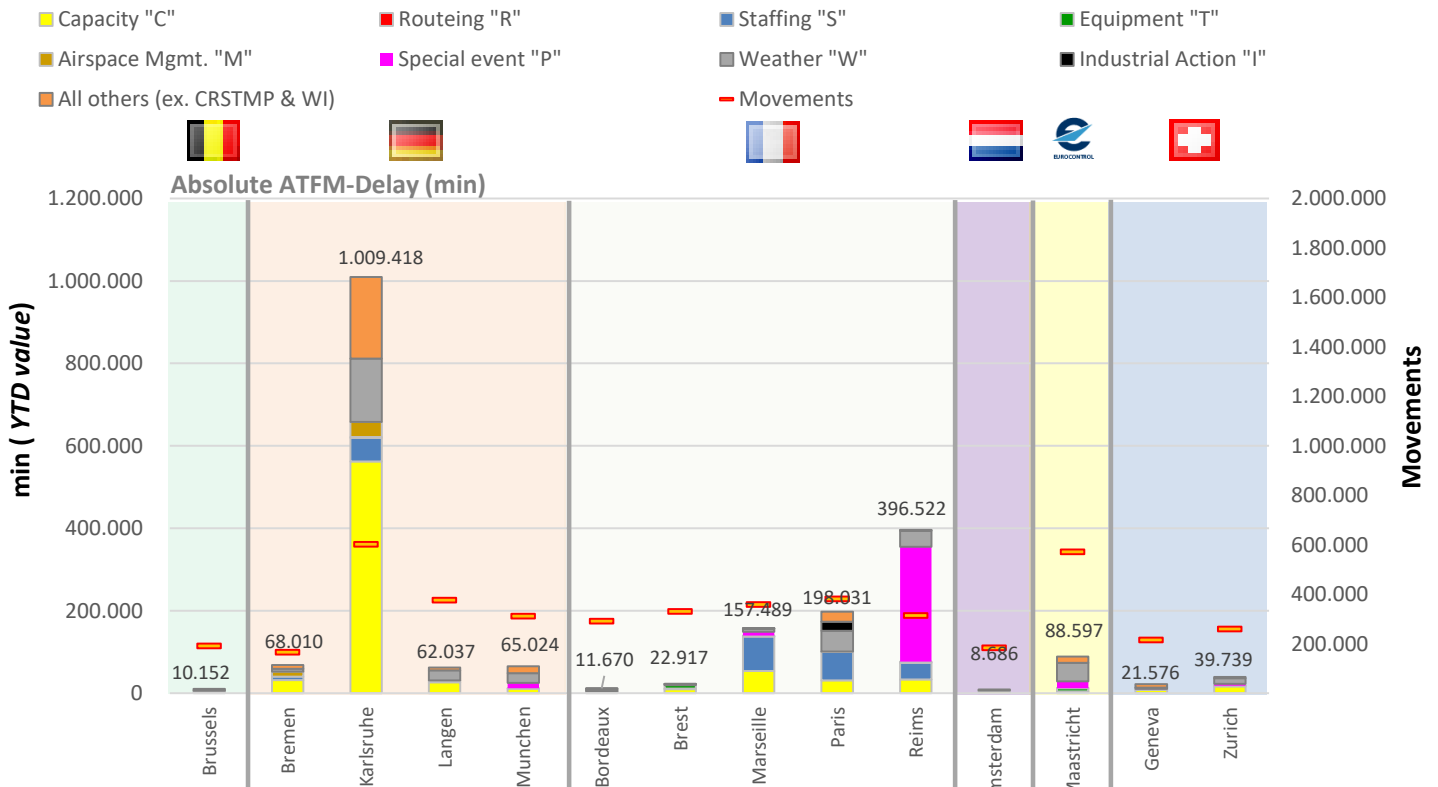
*Belgium and Luxembourg are in a common charging zone and FIR. There is no separate en-route delay figure and incentives/penalties are shared.



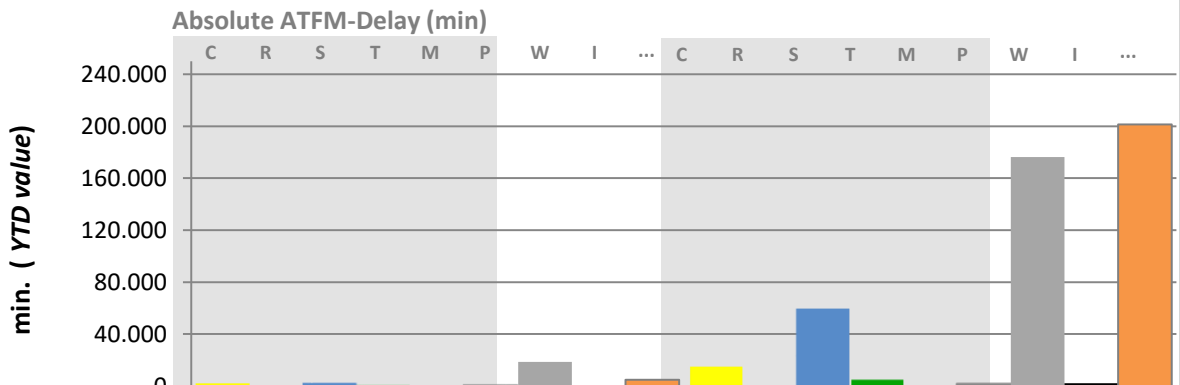
	skeyes	DFS	DSNA	LVNL	MUAC	Skyguide
All others (ex. CRSTMP & WI)		0,25	0,03	0,00	0,03	0,03
Industrial Action "I"			0,03			
Weather "W"	0,02	0,23	0,10	0,01	0,08	0,04
Special event "P"		0,01	0,28	0,01	0,03	0,01
Airspace Mgmt. "M"		0,05	0,00		0,00	
Equipment "T"		0,00	0,01		0,01	0,00
Staffing "S"	0,02	0,08	0,19	0,00	0,00	0,01
Routeing "R"						
Capacity "C"	0,01	0,70	0,13	0,03	0,00	0,06

CRSTMP:	0.03	0.84	0.61	0.04	0.05	0.08
TOTAL:	0.05	1.33	0.76	0.04	0.16	0.15

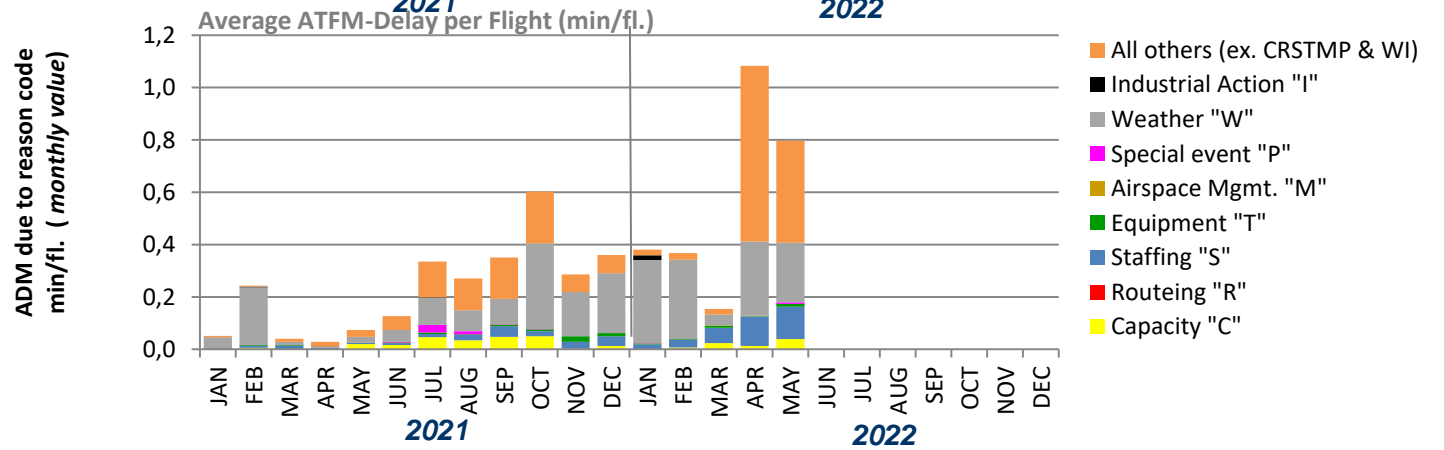
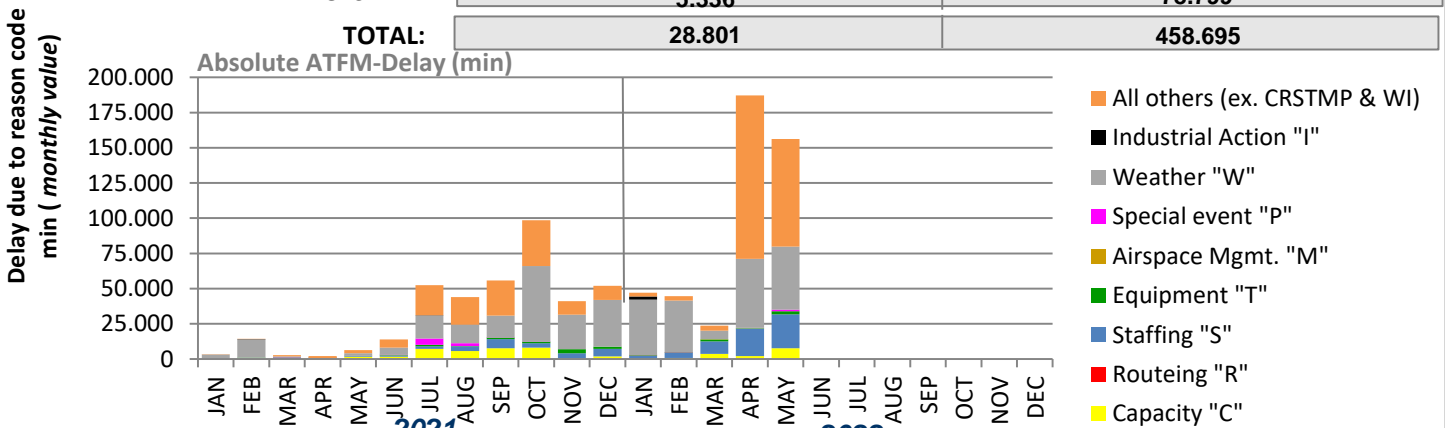
KPI #1: En-route ATFM delay per controlled flight (ACC)



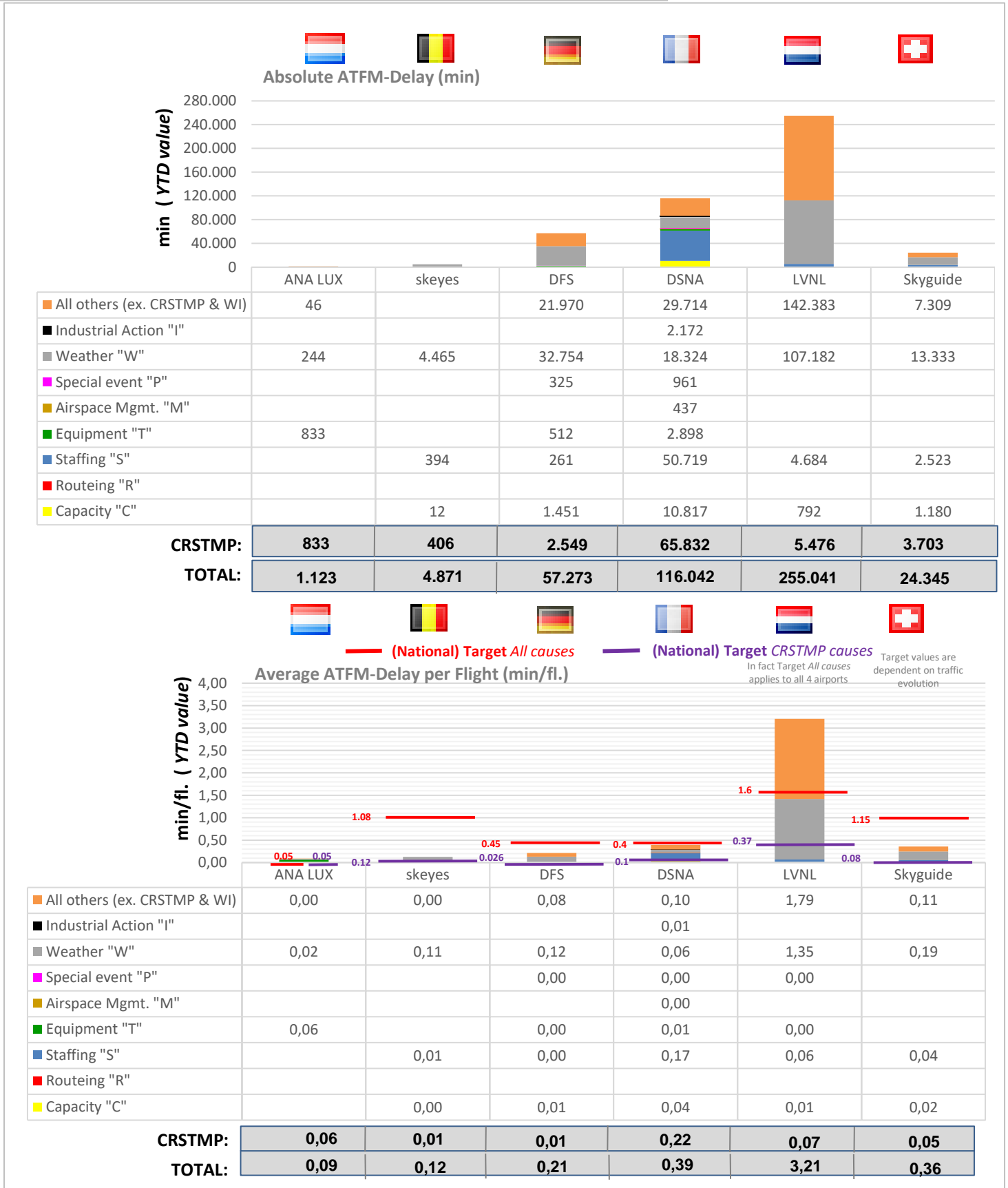
KPI #2: Arrival ATFM delay per reason code (FABEC)



Delay due to reason code:	2021	2022
Capacity "C"	2.065	14.252
Routeing "R"	0	0
Staffing "S"	2.731	58.581
Equipment "T"	371	4.243
Airspace Mgmt. "M"	152	437
Special event "P"	17	1.286
Weather "W"	18.553	176.302
Industrial Action "I"	120	2.172
All others (ex. CRSTMP & WI)	4.792	201.422
CRSTMP:	5.336	78.799
TOTAL:	28.801	458.695



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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Status: May 2022

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.