



PERFORMANCE REPORT 2020 - 2024

CAPACITY

June 2022



making the difference

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Description & Analysis

Europe

Traffic in June was at 86.1% of June 2019 levels, putting it slightly above the baseline of EUROCONTROL's traffic scenarios. The invasion of Ukraine continues to affect overflights in several countries, notably Lithuania, Poland, Estonia and Latvia on the negative side, and Armenia, Albania and Bosnia-Herzegovina on the positive side.

On average, the network saw 29,810 flights/day in June. The peak day was 10 June (31,450 flights) with traffic at 85.5% of 2019 levels. In June 2022, two market segments recorded flight levels above June 2019 and they were All-Cargo (+7.1%) and Business Aviation (+20.7%). The Low-Cost segment (-11.5%) recorded a continuous increase since the start of 2022. The Mainline (-23.6%) and Regional (-21.8%) segments continued to slowly catch up compared to June 2019. The Charter segment was still affected by the Russian invasion of Ukraine and posted a decrease of -23.1% (vs. June 2019). Ryanair was the busiest carrier in June with on average 2,967 flights/day, +13.8% of its 2019 traffic level, followed by easyJet (1,569 flights/day), Turkish Airlines (1,434 flights/day) and Lufthansa (1,206 flights/day). Thirteen airlines had increased traffic in June compared to June 2019, of which nine were low-cost aircraft operators.

The busiest airport was Amsterdam/Schiphol (1,489 flights/day) followed by Istanbul/iGA (1,285 flights/day), Paris/Charles de Gaulle (1,247 flights/day), Frankfurt/Main (1,195 flights/day) and London/Heathrow (1,169 flights/day).

There was a total of 3,621,461 minutes of ATFM delay in June - the highest level since July 2019. Flow measures were applied mainly in Karlsruhe UAC due to ATC capacity constraints, in Reims due to 4flight implementation, and in Praha ACC due to TopSky implementation. En-route delays accounted for 88.2% of these ATFM delays, and airports for 11.8%.

Network departure and arrival punctuality decreased drastically in June at around 56% for departures and 62% for arrivals, due to higher ATFM delays (Source: NM).

Delays from the passengers' point of view

For June 2022, the Central Office for Delay Analysis (CODA) reported that the average delay per flight on departure was 25.4 minutes per flight - an increase of 18.0 minutes per flight compared to June 2021. 37% of the total delay can be attributable to air traffic control. Airlines caused 47% of the total delay, resulting from such issues as technical problems, staff shortages or turnaround times that are too tightly scheduled. Airports caused 5% of the delays while the rest (IATA Code 85,86,71-79,97-99) of around 11% can be allocated to other reasons (Source: CODA Dashboard-06-2022, Date 24/08/2022).

FABEC

In the FABEC area, traffic decreased by 12.6% in June 2022 compared to the same month in 2019, leading to a 20.3% traffic decrease YTD. Traffic was down in a similar way in all ANSPs, from -23.1% in DFS, -21.9% in skeyes to -17.2% in Skyguide and -16.5% in DSNA. Airport traffic was down to a similar extent (-18.1% in the FABEC area) but with more disparities between ANSPs. Landings decreased by an impressive -34.1% in DFS, 24.2% in Skyguide, but "only" 18.5% in DSNA or 11.4% in ANA LUX. In June 2022, Karlsruhe UAC (1 062 596 min), Reims ACC (326 907 min), Marseille ACC (163 092 min) and Paris ACC (143 398 min) were the units to generate the most en-route ATFM delays. In Karlsruhe, delays were due to 'ATC-Capacity' (47%), 'Weather' (31%), 'Other' (14% - Ukrainian crisis and 4Flight deployment in Reims), 'Staffing' (4%) and 'Airspace Management' (4%). In Reims, delays were due to 'Special Event' (77% - 4Flight deployment), 'Weather' (20%), 'ATC-Capacity' (1%), 'Technical (ATC)' (1%) and 'Staffing' (1%); in Marseille, 'Industrial Action (ATC)' (61%), 'Weather' (18%), 'Staffing' (14%), 'ATC-Capacity' (5%) and 'Airspace Management' (2%); in Paris, 'Weather' (67%), 'Staffing' (15%), 'Other' (8% - 4Flight deployment in Reims), 'ATC-Capacity' (8%), 'Technical (ATC)' (1%) and 'Environment' (1%).

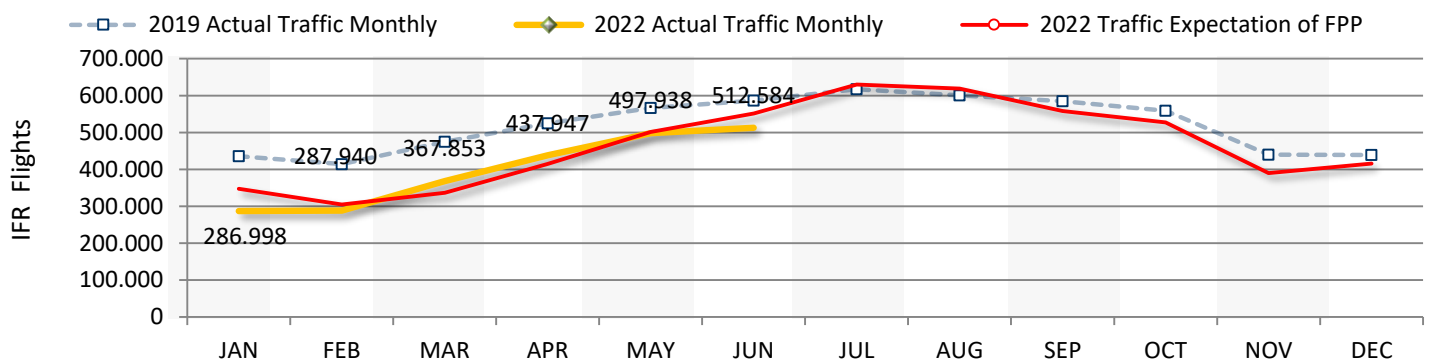
The en-route ATFM delay per flight all causes reached 4.29 min/ft in June 2022 compared to 0.09 min/ft in 2021. The YTD en-route ATFM delay per flight reached 1.82 min/ft and this value is far beyond the YTD guideline value (0.33 min/ft). The YTD en-route ATFM delay CRSTMP causes reached 1.12 min/ft; this value is, as well, far beyond the guideline value estimated at the end of June (0.21 min/ft).

Airport ATFM delays were mainly generated in Amsterdam Schiphol/EHAM (66 937 min), Paris Charles de Gaulle/LFPG (19 706 min) and Paris Orly/LFPO (14 371 min). In Amsterdam Schiphol, delays were due to 'Aerodrome Capacity' (86%), 'Staffing' (7%), 'Weather' (5%) and 'Aerodrome Capacity - ATC' (2%). In Paris Charles de Gaulle delays were due to 'Aerodrome Disruptions' (58%, firefighters strike), 'Weather' (19%), 'Aerodrome Capacity - ATC' (7%), 'Aerodrome Disruptions - ATC' (3%, radar issue) and 'Aerodrome Capacity' (2%); in Paris Orly, 'Weather' (46%), 'Aerodrome Capacity' (36%), 'Staffing' (13%), 'Aerodrome Disruptions - ATC' (2%), 'Aerodrome Capacity - ATC' (1%).

At the end of June 2022, both LVNL and MUAC achieve their respective en-route CRSTMP ATFM delay per flight whereas the other ANSPs are not achieving it. For the Arrival ATFM delay per Arrival flight, DSNA is currently missing its CRSTMP arrival ATFM delay per Arrival flight target, contrarily to all other FABEC members.

FABEC TRAFFIC DEVELOPMENT (*en-route*)

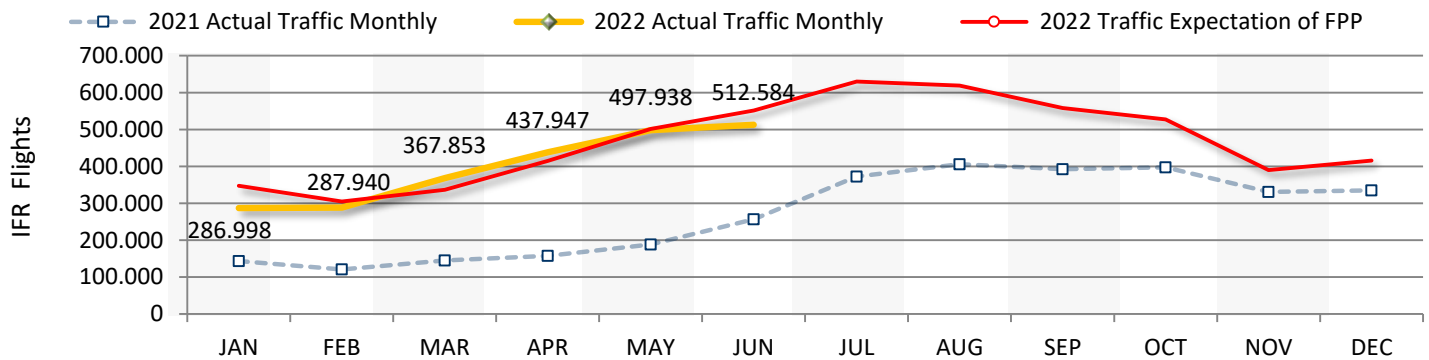
FABEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
2019 Actual Traffic Monthly	435.809	414.272	474.729	524.490	566.051	586.281	617.104	600.261	584.310	558.973	439.854	438.590	3.001.632
2022 Actual Traffic Monthly	286.998	287.940	367.853	437.947	497.938	512.584							2.391.260
Growth (%)	-34,1 %	-30,5 %	-22,5 %	-16,5 %	-12,0 %	-12,6 %							-20,3 %
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 %	-7,0 %							
2022 Traffic Cumulated (%)	-17,5 %	-11,9 %	-4,7 %	-1,7 %	-1,4 %	-2,7 %							



	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	308.058
2022 Actual Traffic Monthly	30.799	30.791	39.640	43.267	48.238	47.745							240.480
Growth (%)	-33,2 %	-27,5 %	-20,0 %	-19,5 %	-16,4 %	-18,4 %							-21,9 %
DFS													
2019 Actual Traffic Monthly	222.009	211.766	240.686	258.289	282.291	286.199	299.444	292.210	291.681	284.915	225.050	223.636	1.501.240
2022 Actual Traffic Monthly	140.653	134.874	174.691	214.761	242.789	247.074							1.154.842
Growth (%)	-36,6 %	-36,3 %	-27,4 %	-16,9 %	-14,0 %	-13,7 %							-23,1 %
DSNA													
2019 Actual Traffic Monthly	221.573	209.836	244.322	283.032	302.429	321.951	340.265	329.402	313.806	292.190	221.663	221.576	1.583.143
2022 Actual Traffic Monthly	153.679	159.760	202.675	242.076	276.383	287.378							1.321.951
Growth (%)	-30,6 %	-23,9 %	-17,0 %	-14,5 %	-8,6 %	-10,7 %							-16,5 %
LVNL													
2019 Actual Traffic Monthly	46.111	44.366	50.512	53.470	57.492	55.907	57.593	57.195	56.974	57.181	47.564	47.298	307.858
2022 Actual Traffic Monthly	32.473	30.879	39.467	43.220	49.640	48.925							244.604
Growth (%)	-29,6 %	-30,4 %	-21,9 %	-19,2 %	-13,7 %	-12,5 %							-20,5 %
MUAC													
2019 Actual Traffic Monthly	138.773	129.324	147.712	154.875	164.086	166.793	176.133	173.200	168.761	166.082	137.728	139.287	901.563
2022 Actual Traffic Monthly	92.126	88.527	112.537	130.139	146.883	147.871							718.083
Growth (%)	-33,6 %	-31,5 %	-23,8 %	-16,0 %	-10,5 %	-11,3 %							-20,4 %
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	634.103
2022 Actual Traffic Monthly	63.347	63.888	79.699	94.817	109.177	113.943							524.871
Growth (%)	-29,1 %	-25,9 %	-20,0 %	-14,3 %	-9,8 %	-10,4 %							-17,2 %

FABEC TRAFFIC DEVELOPMENT (*en-route*)

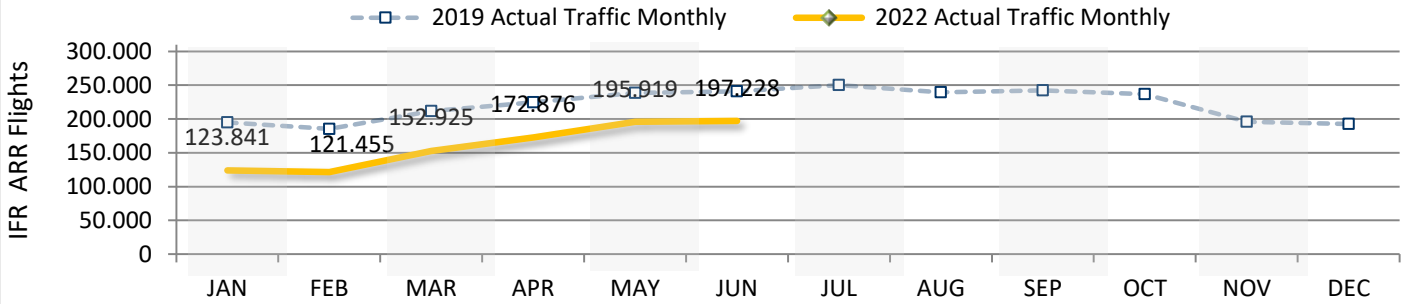
FABEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
2021 Actual Traffic Monthly	143.083	120.573	144.799	157.817	188.334	256.840	372.501	405.810	392.000	397.603	330.997	335.045	1.011.446
2022 Actual Traffic Monthly	286.998	287.940	367.853	437.947	497.938	512.584							2.391.260
<i>Growth (%)</i>	100,6 %	138,8 %	154,0 %	177,5 %	164,4 %	99,6 %							136,4 %
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 %	-7,0 %							
<i>2022 Traffic Cumulated (%)</i>	-17,5 %	-11,9 %	-4,7 %	-1,7 %	-1,4 %	-2,7 %							



	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	114.539
2022 Actual Traffic Monthly	30.799	30.791	39.640	43.267	48.238	47.745							240.480
<i>Growth (%)</i>	87,1 %	118,5 %	145,9 %	141,1 %	129,1 %	65,4 %							110,0 %
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	497.902
2022 Actual Traffic Monthly	140.653	134.874	174.691	214.761	242.789	247.074							1.154.842
<i>Growth (%)</i>	103,2 %	128,7 %	137,4 %	161,8 %	163,2 %	102,8 %							131,9 %
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	531.609
2022 Actual Traffic Monthly	153.679	159.760	202.675	242.076	276.383	287.378							1.321.951
<i>Growth (%)</i>	106,7 %	162,2 %	183,5 %	207,4 %	173,1 %	98,3 %							148,7 %
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	113.435
2022 Actual Traffic Monthly	32.473	30.879	39.467	43.220	49.640	48.925							244.604
<i>Growth (%)</i>	82,4 %	124,9 %	136,4 %	134,5 %	135,9 %	90,2 %							115,6 %
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	288.030
2022 Actual Traffic Monthly	92.126	88.527	112.537	130.139	146.883	147.871							718.083
<i>Growth (%)</i>	107,1 %	157,5 %	171,5 %	181,2 %	180,7 %	113,9 %							149,3 %
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	204.384
2022 Actual Traffic Monthly	63.347	63.888	79.699	94.817	109.177	113.943							524.871
<i>Growth (%)</i>	139,9 %	181,6 %	184,5 %	190,7 %	174,9 %	107,4 %							156,8 %

FABEC TRAFFIC DEVELOPMENT (*arrival*)

FABEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
2019 Actual Traffic Monthly	194.850	185.420	211.796	224.471	238.490	240.788	250.186	239.483	242.195	236.830	195.678	192.743	1.295.815
2022 Actual Traffic Monthly	123.841	121.455	152.925	172.876	195.919	197.228							964.244
Growth (%)	-36,4 %	-34,5 %	-27,8 %	-23,0 %	-17,9 %	-18,1 %							-25,6 %



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
ANA LUX													
2019 Actual Traffic Monthly	2.728	2.640	3.007	3.285	3.451	3.420	3.410	3.160	3.445	3.466	3.150	3.022	18.531
2022 Actual Traffic Monthly	1.977	2.079	2.603	2.976	3.377	3.407							16.419
Growth (%)	-27,5 %	-21,3 %	-13,4 %	-9,4 %	-2,1 %	-0,4 %							-11,4 %

	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	63.446
2022 Actual Traffic Monthly	6.869	6.422	8.103	8.453	9.316	9.126							48.289
Growth (%)	-29,9 %	-27,2 %	-21,3 %	-23,7 %	-20,8 %	-21,9 %							-23,9 %

	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	519.970
2022 Actual Traffic Monthly	43.112	40.902	52.555	63.000	71.452	71.662							342.683
Growth (%)	-44,9 %	-46,1 %	-38,7 %	-29,1 %	-25,8 %	-24,6 %							-34,1 %

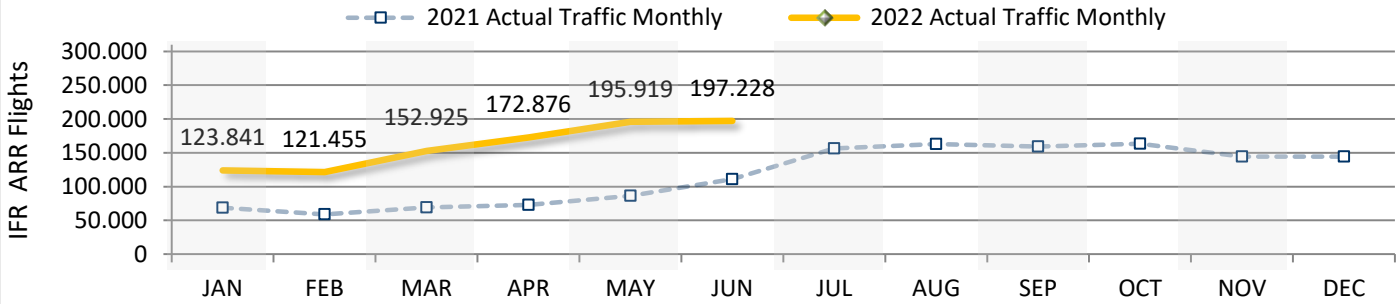
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
DSNA													
2019 Actual Traffic Monthly	66.766	63.317	73.401	81.023	84.477	88.656	92.799	86.055	86.206	81.851	67.332	66.631	457.640
2022 Actual Traffic Monthly	46.741	48.317	59.964	65.736	75.097	77.065							372.920
Growth (%)	-30,0 %	-23,7 %	-18,3 %	-18,9 %	-11,1 %	-13,1 %							-18,5 %

	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	124.140
2022 Actual Traffic Monthly	13.532	12.586	15.873	17.506	20.044	19.484							99.025
Growth (%)	-28,8 %	-30,2 %	-22,0 %	-18,4 %	-12,7 %	-12,7 %							-20,2 %

	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	112.088
2022 Actual Traffic Monthly	11.610	11.149	13.827	15.205	16.633	16.484							84.908
Growth (%)	-36,5 %	-33,3 %	-27,5 %	-19,0 %	-15,0 %	-16,2 %							-24,2 %

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	466.052
2022 Actual Traffic Monthly	123.841	121.455	152.925	172.876	195.919	197.228							964.244
Growth (%)	80,4 %	106,7 %	121,7 %	137,8 %	127,4 %	78,0 %							106,9 %



	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	8.759
2022 Actual Traffic Monthly	1.977	2.079	2.603	2.976	3.377	3.407							16.419
Growth (%)	51,3 %	89,5 %	105,0 %	105,1 %	101,4 %	74,1 %							87,5 %

	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	27.679
2022 Actual Traffic Monthly	6.869	6.422	8.103	8.453	9.316	9.126							48.289
Growth (%)	65,4 %	75,7 %	98,9 %	93,0 %	82,8 %	44,4 %							74,5 %

	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	154.190
2022 Actual Traffic Monthly	43.112	40.902	52.555	63.000	71.452	71.662							342.683
Growth (%)	107,1 %	125,3 %	124,6 %	143,4 %	146,7 %	93,8 %							122,2 %

	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	197.543
2022 Actual Traffic Monthly	46.741	48.317	59.964	65.736	75.097	77.065							372.920
Growth (%)	55,5 %	81,6 %	104,5 %	131,6 %	109,6 %	62,8 %							88,8 %

	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	45.268
2022 Actual Traffic Monthly	13.532	12.586	15.873	17.506	20.044	19.484							99.025
Growth (%)	78,5 %	127,6 %	146,6 %	142,6 %	141,8 %	90,8 %							118,8 %

	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	32.613
2022 Actual Traffic Monthly	11.610	11.149	13.827	15.205	16.633	16.484							84.908
Growth (%)	144,8 %	200,0 %	209,5 %	182,0 %	164,5 %	105,8 %							160,4 %

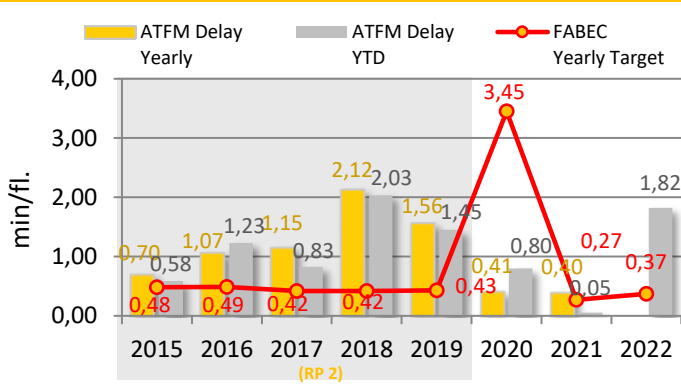
KPI #1: En-route ATFM delay per controlled flight (FABEC)

	YTD 2022	YTD 2021
En-route Delay All causes	1,82	0,05
FABEC Target (yearly value)	0,37	
Guideline	0,33	
Minute ('000) ALL causes	4.358	54
Diff. 2022 - 2021	+ 7995,7 %	
Traffic ('000)	2.391	1.011
Diff. 2022 - 2021	+ 136,4 %	

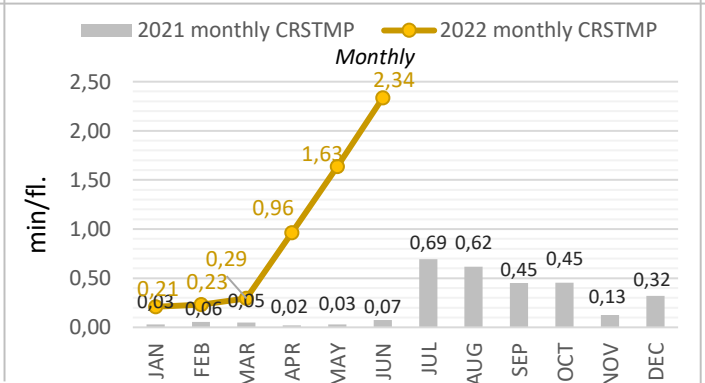
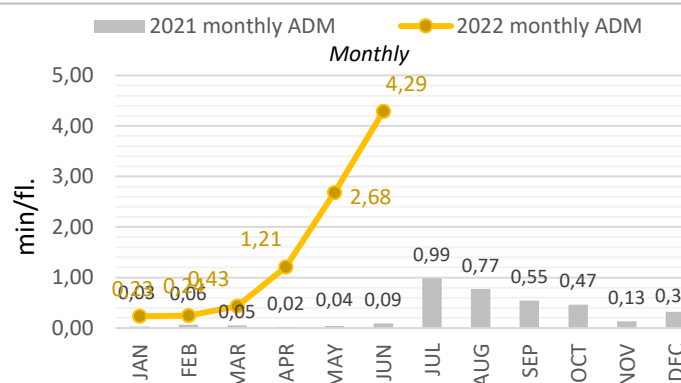
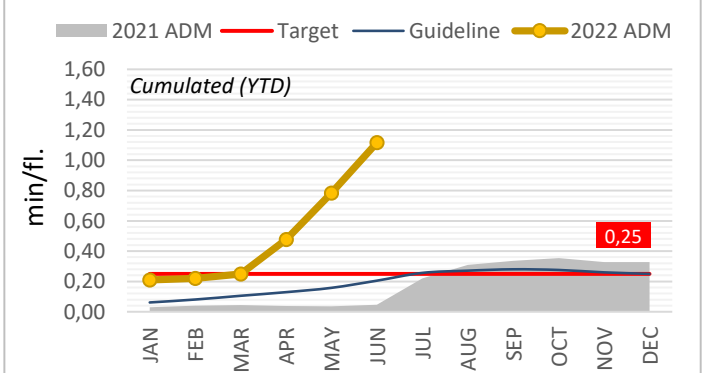
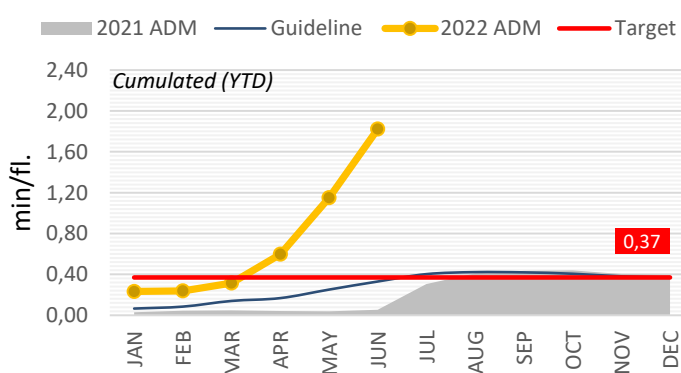
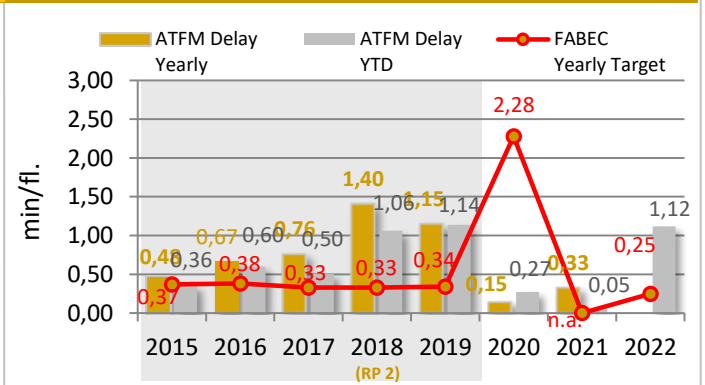
	YTD 2022	YTD 2021
En-route Delay CRSTMP causes	1,12	0,05
FABEC Target (yearly value)	0,25	
Guideline	0,21	
Minute ('000) CRSTMP causes	2.668	46
Diff. 2022 - 2021	+ 5695 %	
<i>Potential savings (*) due to underbid the delay Target (all Causes) in Mio EURO (YTD)</i>		
	0,0	

* Cost of ATFM-delay per min = 87 €

All Delay Causes



CRSTMP Delay Causes

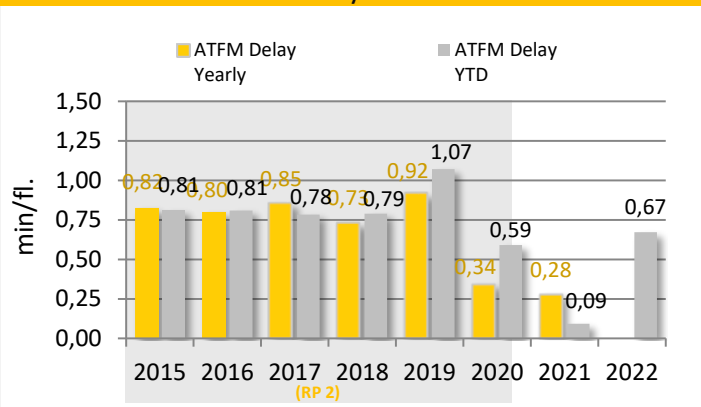


The guideline for the en-route ATFM delay per movement is a basic cumulative extrapolation of the 2017-2019 monthly allocation and is designed to give an impression, how the YTD figures should be, in order to reach the yearly 2022 published targets (0,37 min per flight for all delay causes and 0,25 min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

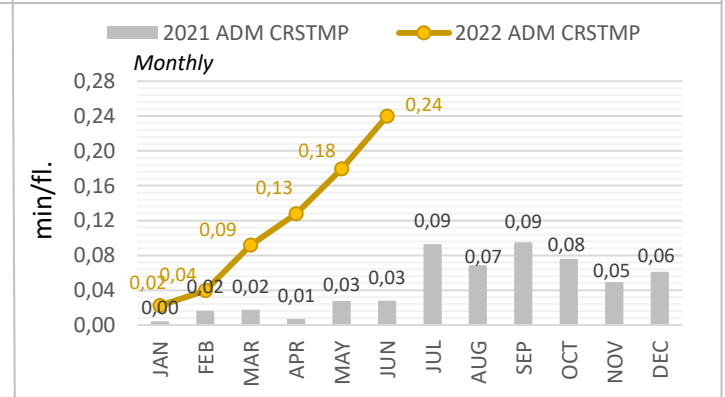
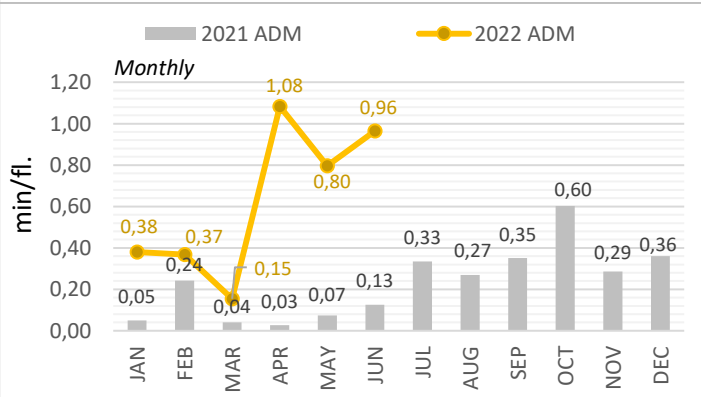
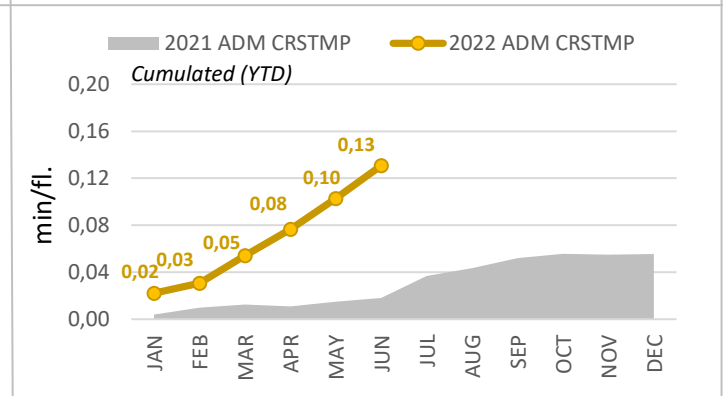
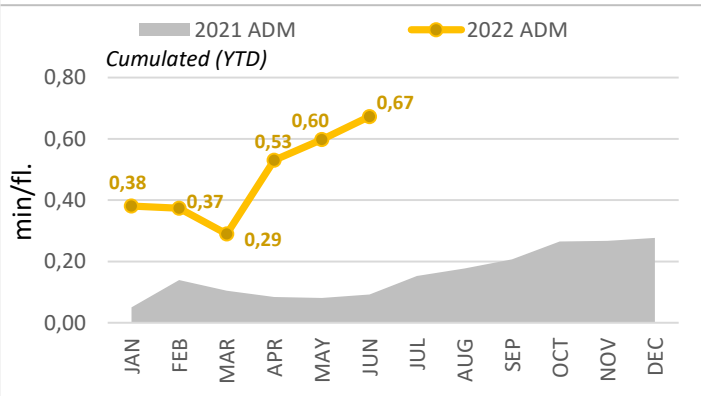
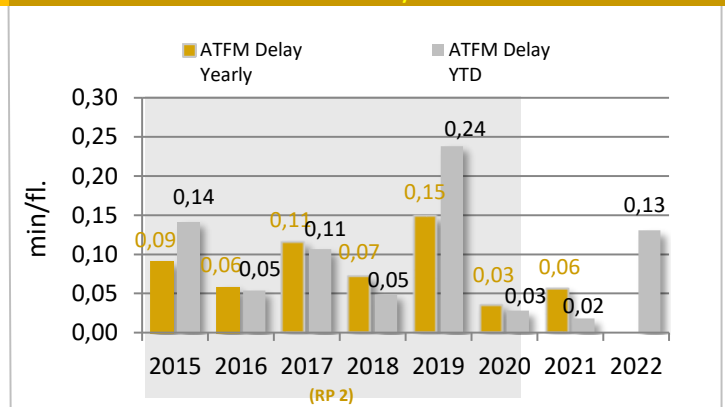
KPI #2: Arrival ATFM delay per controlled flight (FABEC)

	YTD 2022	YTD 2021		YTD 2022	YTD 2021
Arrival Delay All causes	0,67	0,09	Arrival Delay CRSTMP causes	0,13	0,02
<i>Diff. 2022 - 2021</i>	+ 633 %		<i>Diff. 2022 - 2021</i>	+ 623 %	
Minute ('000) ALL causes	649	43	Minute ('000) CRSTMP causes	126	8
<i>Diff. 2022 - 2021</i>	+ 1417 %		<i>Diff. 2022 - 2021</i>	+ 1397 %	
Traffic ('000)	964	466			
<i>Diff. 2022 - 2021</i>	+ 107 %				

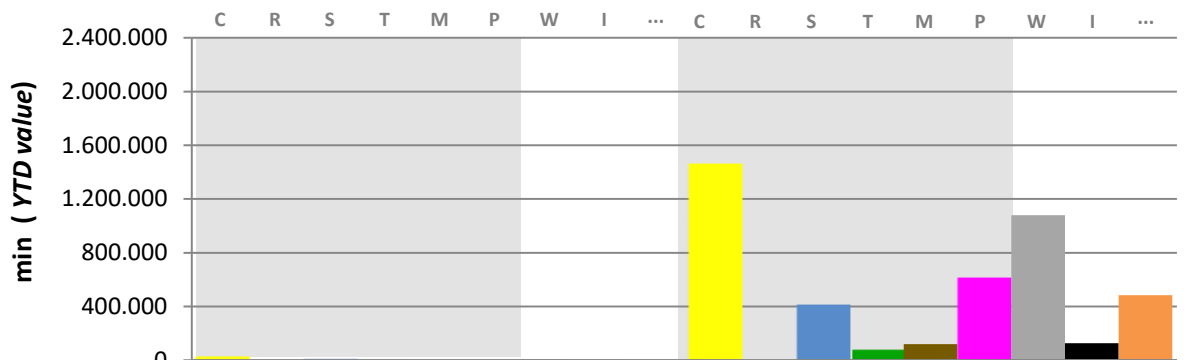
All Delay Causes



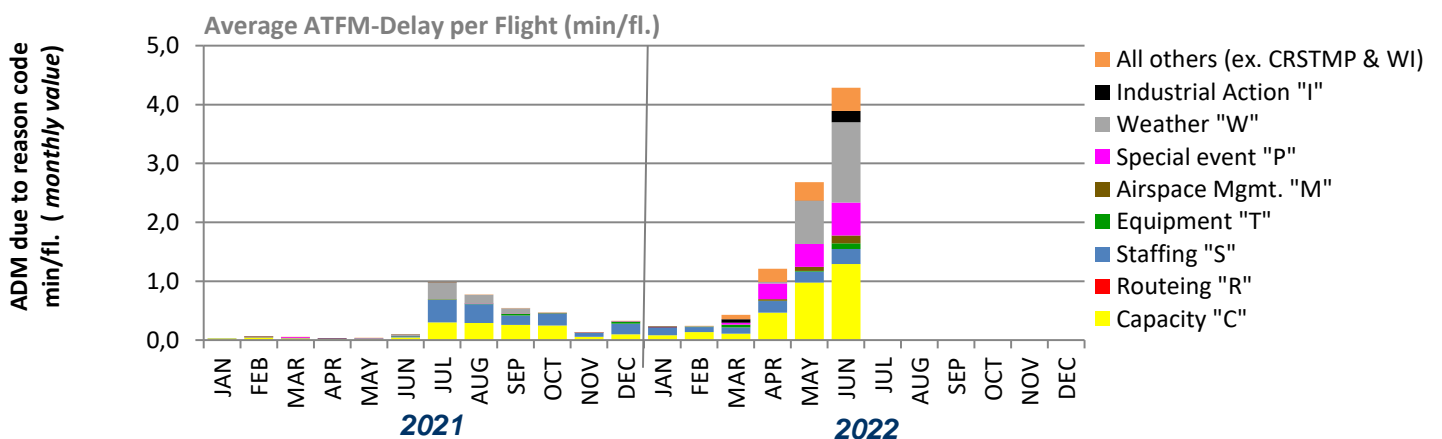
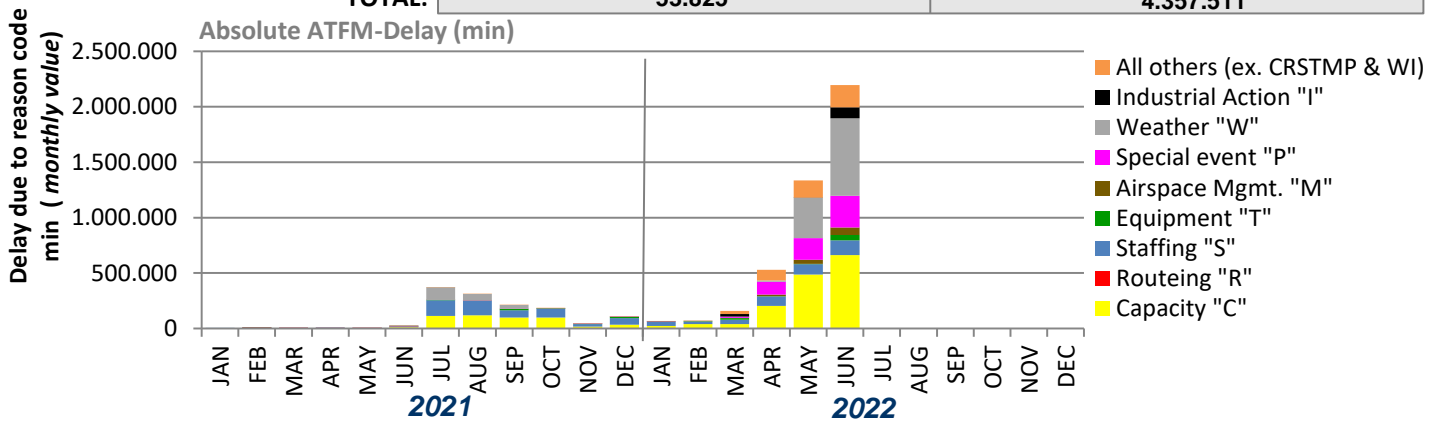
CRSTMP Delay Causes



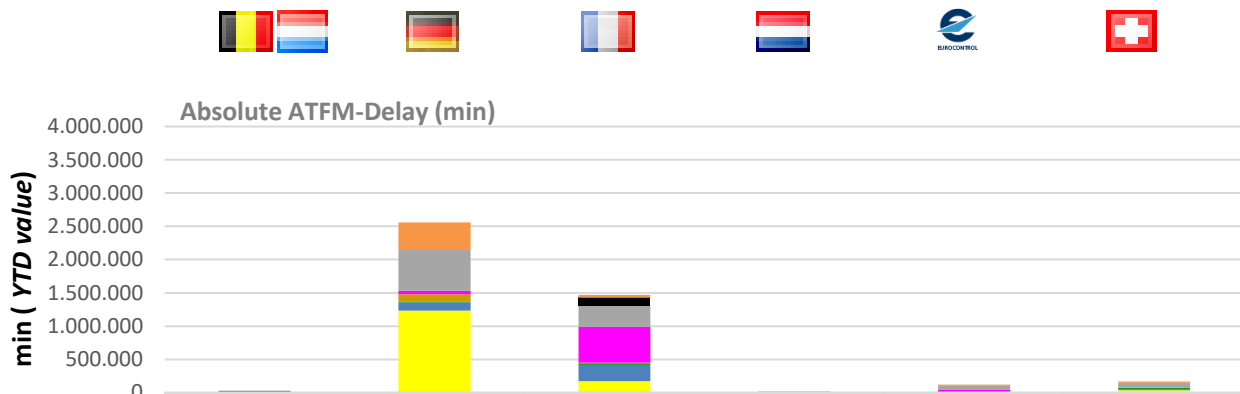
KPI #1: En-route ATFM delay per reason code (FABEC)



Delay due to reason code:	2021	2022
Capacity "C"	29.807	1.459.553
Routeing "R"	0	0
Staffing "S"	9.733	406.608
Equipment "T"	2.479	72.795
Airspace Mgmt. "M"	660	120.731
Special event "P"	3.370	608.685
Weather "W"	6.296	1.078.616
Industrial Action "I"	453	125.685
All others (ex. CRSTMP & WI)	1.027	484.838
CRSTMP:	46.049	2.668.372
TOTAL:	53.825	4.357.511



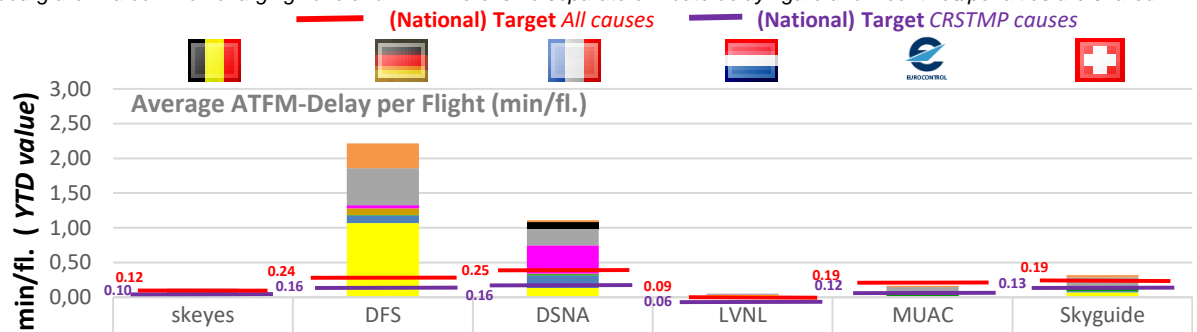
KPI #1: En-route ATFM delay per controlled flight (ANSP)



	skeyes	DFS	DSNA	LVNL	MUAC	Skyguide
All others (ex. CRSTMP & WI)		411.878	40.276		14.830	17.854
Industrial Action "I"			125.685			
Weather "W"	4.547	616.753	313.675	2.737	64.104	76.800
Special event "P"		47.377	539.163	1.007	16.449	4.689
Airspace Mgmt. "M"		112.291	8.328		112	
Equipment "T"		11.448	23.596		14.277	23.474
Staffing "S"	24.394	123.830	244.210	132	5.427	8.615
Routeing "R"						
Capacity "C"	1.429	1.233.777	173.625	9.187	4.584	36.951

CRSTMP:	25.823	1.528.723	988.922	10.326	40.849	73.729
TOTAL:	30.370	2.557.354	1.468.558	13.063	119.783	168.383

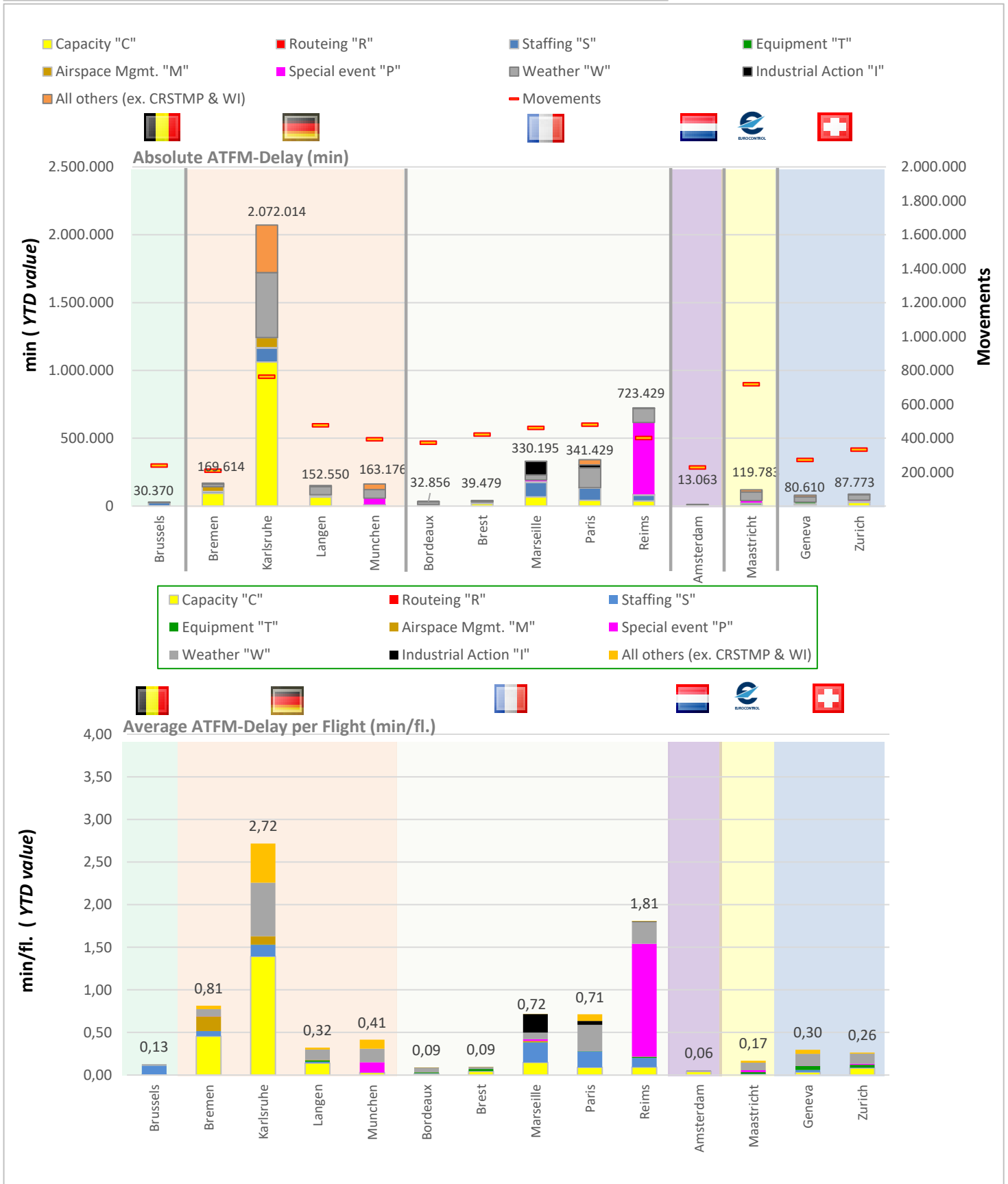
*Belgium and Luxembourg are in a common charging zone and FIR. There is no separate en-route delay figure and incentives/penalties are shared.



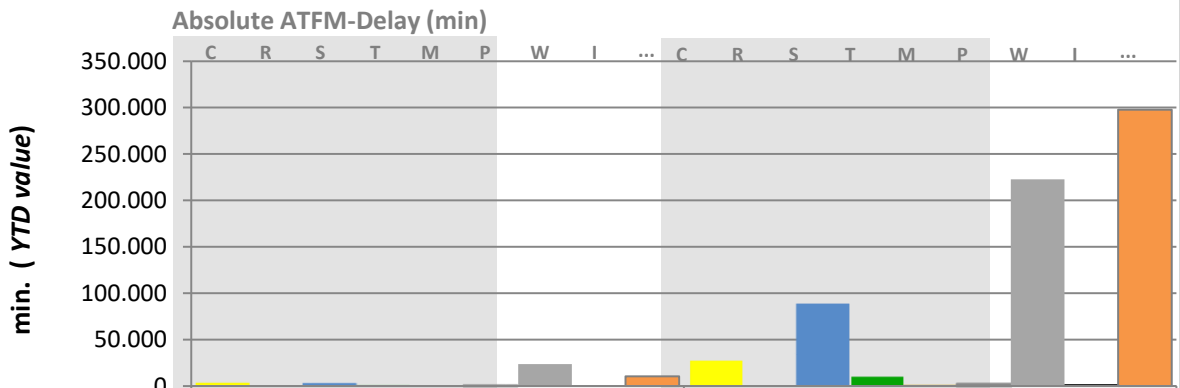
	skeyes	DFS	DSNA	LVNL	MUAC	Skyguide
All others (ex. CRSTMP & WI)		0,36	0,03	0,00	0,02	0,03
Industrial Action "I"			0,10			
Weather "W"	0,02	0,53	0,24	0,01	0,09	0,15
Special event "P"		0,04	0,41	0,00	0,02	0,01
Airspace Mgmt. "M"		0,10	0,01		0,00	
Equipment "T"		0,01	0,02		0,02	0,04
Staffing "S"	0,10	0,11	0,18	0,00	0,01	0,02
Routeing "R"						
Capacity "C"	0,01	1,07	0,13	0,04	0,01	0,07

CRSTMP:	0.11	1.32	0.75	0.04	0.06	0.14
TOTAL:	0.13	2.21	1.11	0.05	0.17	0.32

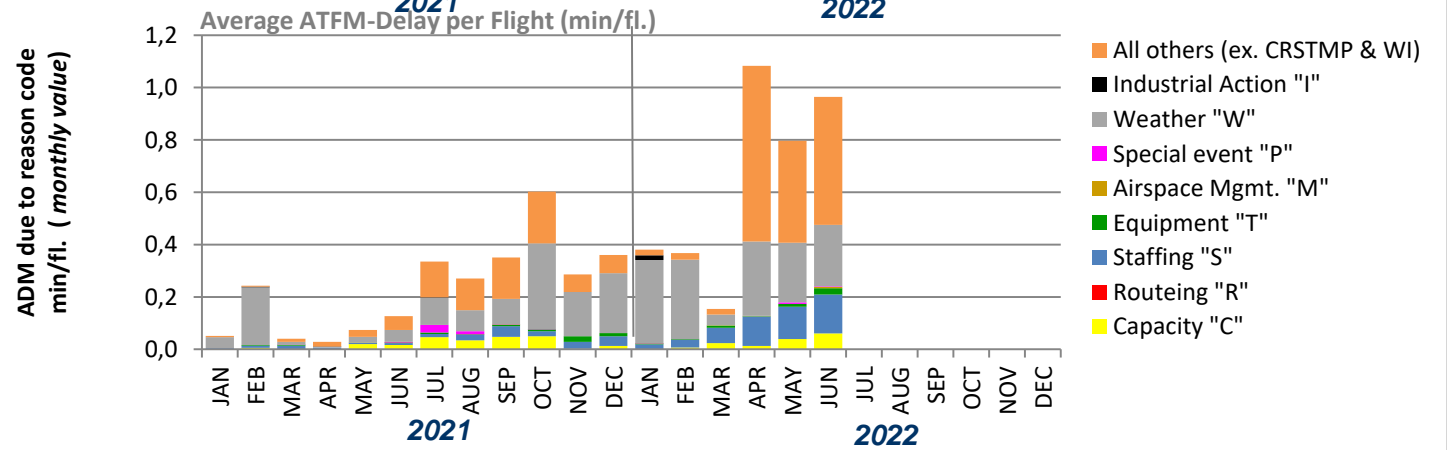
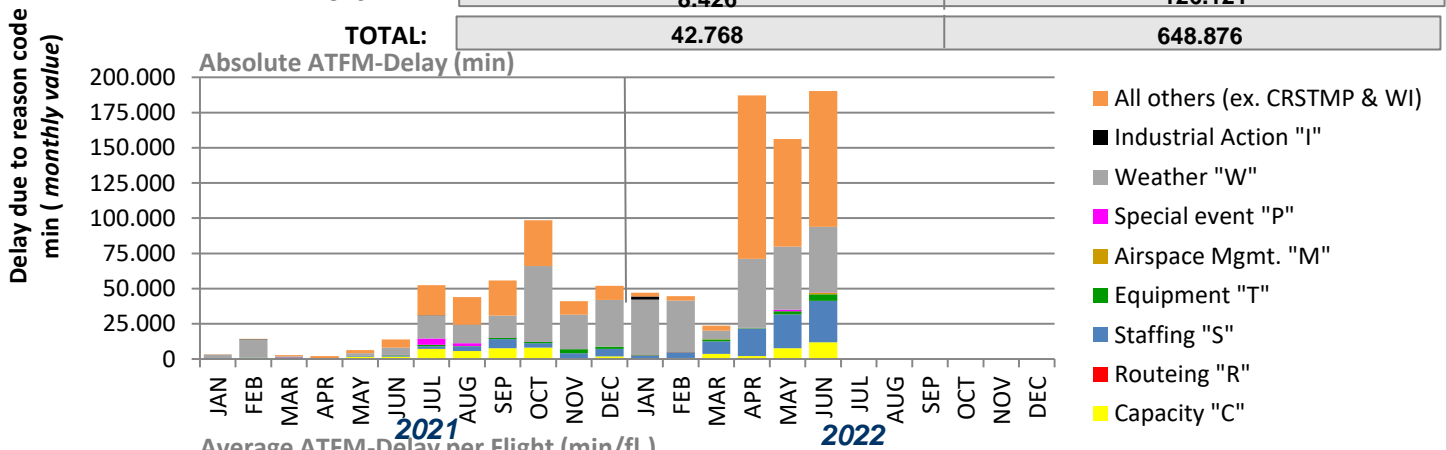
KPI #1: En-route ATFM delay per controlled flight (ACC)



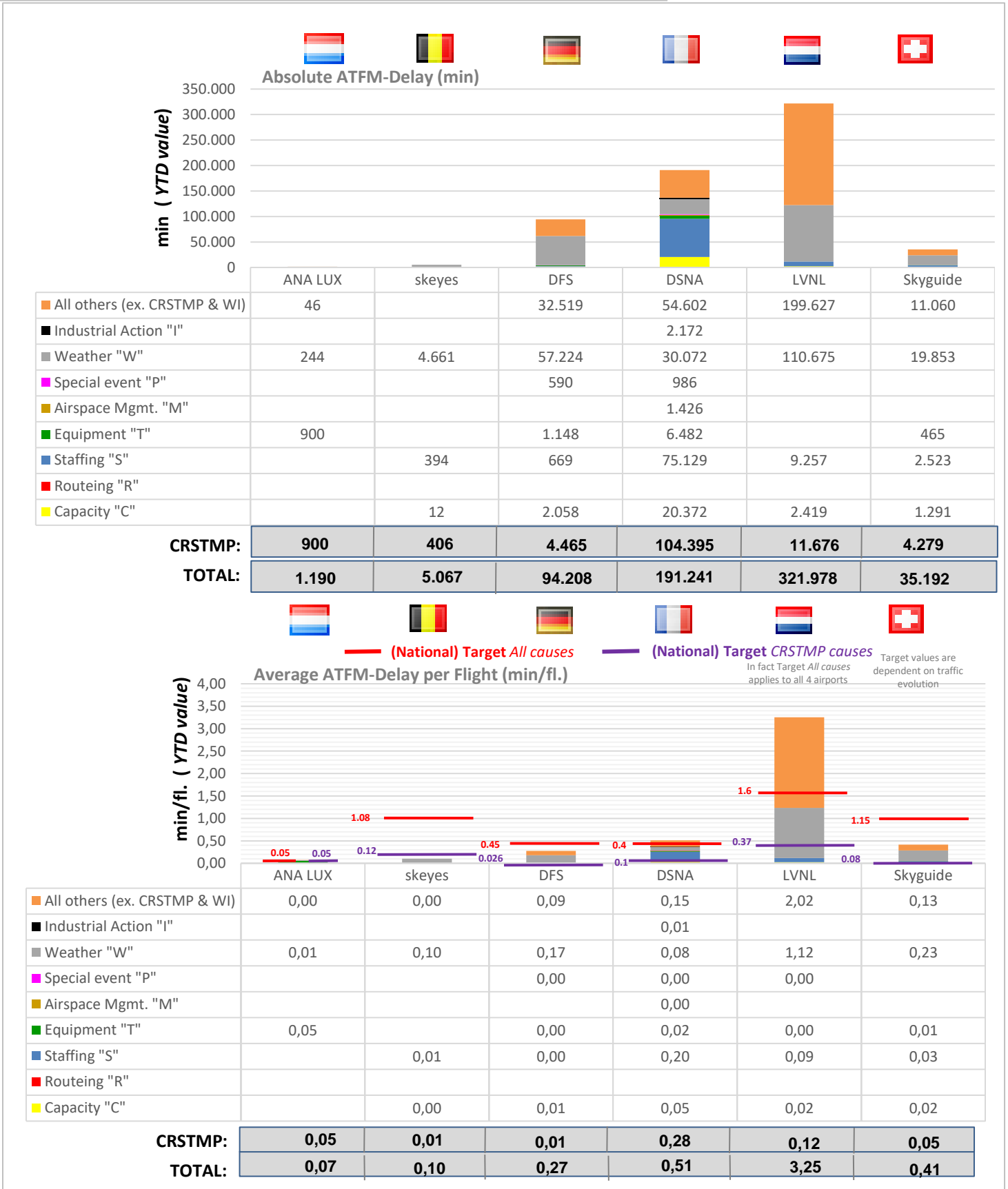
KPI #2: Arrival ATFM delay per reason code (FABEC)



Delay due to reason code:	2021	2022
Capacity "C"	3.823	26.152
Routeing "R"	0	0
Staffing "S"	3.598	87.972
Equipment "T"	598	8.995
Airspace Mgmt. "M"	187	1.426
Special event "P"	220	1.576
Weather "W"	23.596	222.729
Industrial Action "I"	120	2.172
All others (ex. CRSTMP & WI)	10.626	297.854
CRSTMP:	8.426	126.121
TOTAL:	42.768	648.876



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

FABEC Performance Report Capacity:

Editor: FABEC PMG

Sources: EUROCONTROL, FABEC ANSPs

Status: June 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.