



PERFORMANCE REPORT 2020 - 2024

CAPACITY

August 2022



making the difference

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Description & Analysis

Europe

Traffic in August was at 87.7% of August 2019 levels, keeping it slightly below the baseline of EUROCONTROL's traffic scenarios. On average, the network saw 30,593 flights/day in August. The peak day was Friday 26 August (32,175 flights) with traffic at 86.9% of 2019 levels.

The Business Aviation segment was up +19.2% in August 2022 compared to August 2019. But the segment had slowed down (-16.8%) compared to July 2022. With an increase of +5.5%, All-Cargo was the other segment to post flight levels above 2019. The Low-Cost segment has been driving the summer growth and stood at 91.1% of 2019 levels whereas the Regional and Mainline segments were at 80.4% and 79.4% respectively. The Charter segment, impacted by the Russian invasion of Ukraine, showed signs of recovery at the start of the summer holidays, but finished -20.9% down compared to August 2019.

Ryanair was the busiest carrier in August with on average 3,011 flights/day, +14.5% of its 2019 traffic level, followed by easyJet (1,636 flights/day), Turkish Airlines (1,473 flights/day) and Lufthansa (1,188 flights/day).

The busiest airport was Istanbul/iGA (1,328 flights/day), followed by Paris/Charles de Gaulle (1,289 flights/day), Amsterdam/Schiphol (1,265 flights/day), Frankfurt/Main (1,161 flights/day) and London/Heathrow (1,100 flights/day).

There were 3,099,154 minutes of ATFM delay in August.

En-route delays accounted for 84.5% of these ATFM delays, and airports for 15.5%. The average en-route ATFM delay per flight for the network was 2.8 min. Flow measures were applied mainly due to ATC capacity constraints and weather issues in Karlsruhe, Beograd and Budapest ACCs. Network departure and arrival punctuality slightly improved in August compared to July 2022 and were both seven percentage points lower than in August 2019 (Source: NM).

Delays from the passengers' point of view

For August 2022, the Central Office for Delay Analysis (CODA) reported that the average delay per flight on departure was 21.4 minutes per flight - an increase of 10.3 minutes per flight compared to August 2021. 36% 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 5% of the delays while the rest (IATA Code 85,86,71-79,97-99) of around 9% can be allocated to other reasons (Source: CODA Dashboard-08-2022, Date 26/09/2022).

FABEC

In the FABEC area, traffic decreased by 11.2% in August 2022 compared to the same month in 2019, leading to a 17.9% traffic decrease YTD. Traffic was down in a similar way in all ANSPs, from -15.1% in skeyes, -14.4% in LVNL, -14.3% in DFS, to -7.8% in DSN and -5.3% in Skyguide. Airport traffic was down to a similar extent (-16.5% in the FABEC area) but with more disparities between ANSPs. Landings decreased by an impressive -23.7% in DFS, -16.3% in skeyes, -14.9% in LVNL, but "only" -10.5% in DSN and we even observed an increase by +0.5% in ANA LUX.

In August 2022, Karlsruhe UAC (552 648 min), Marseille ACC (186 202 min) and Reims ACC (130 613 min) were the units to generate the most en-route ATFM delays. In Karlsruhe, delays were due to 'ATC-Capacity' (57%), 'Weather' (25%), 'Other' (10% - Ukrainian crisis and 4Flight deployment in Reims), 'Staffing' (4%), 'Airspace Management' (3%) and 'Equipment - ATC' (1%). In Marseille, delays were due to 'Weather' (42%), 'Staffing' (36%) and 'ATC-Capacity' (22%); in Reims, delays were due to 'Special Event' (65% - 4Flight deployment), 'Staffing' (19%), 'ATC-Capacity' (8%), 'Weather' (7%) and 'Other' (1%).

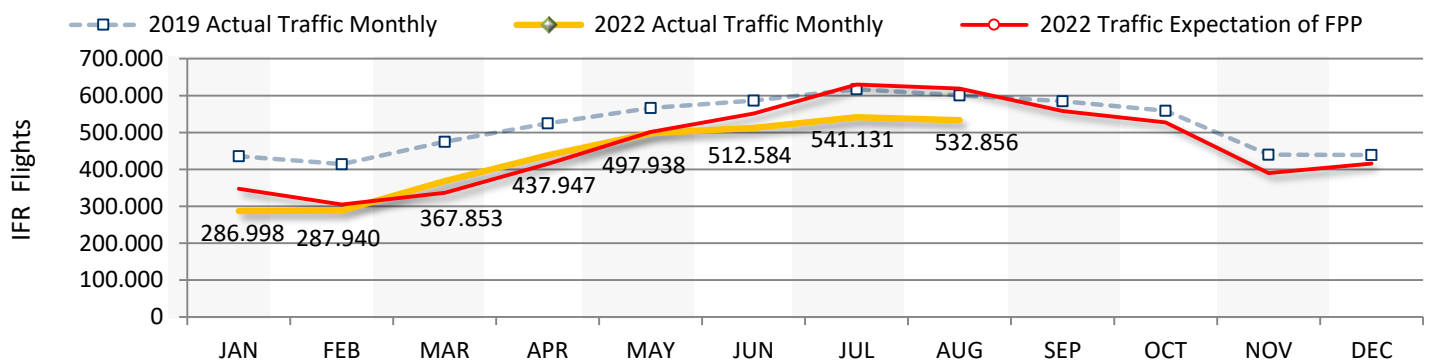
The en-route ATFM delay per flight all causes reached 2.24 min/ft in August 2022 compared to 0.77 min/ft in 2021. The YTD en-route ATFM delay per flight reached 2.10 min/ft and this value is far beyond the YTD guideline value (0.42 min/ft). The YTD en-route ATFM delay CRSTMP causes reached 1.37 min/ft; this value is, as well, far beyond the guideline value estimated at the end of August (0.27 min/ft).

Airport ATFM delays were mainly generated in Zurich/LSZH (14 153 min), Koeln-Bonn/EDDK (11 777 min) and Amsterdam Schiphol/EHAM (9 607 min). In Zurich, delays were due to 'Weather' (69%) and 'Aerodrome Capacity' (31%). In Koeln-Bonn, delays were due to 'Aerodrome Capacity' (78%) and 'Weather' (22%); in Amsterdam Schiphol, 'Aerodrome Capacity' (81%), 'Weather' (9%), 'Staffing' (9%) and 'Aerodrome Capacity - ATC' (1%).

At the end of August 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, DSN and ANA LUX are currently missing their respective CRSTMP arrival ATFM delay per Arrival flight target, contrarily to the other FABEC members.

FABEC TRAFFIC DEVELOPMENT (en-route)

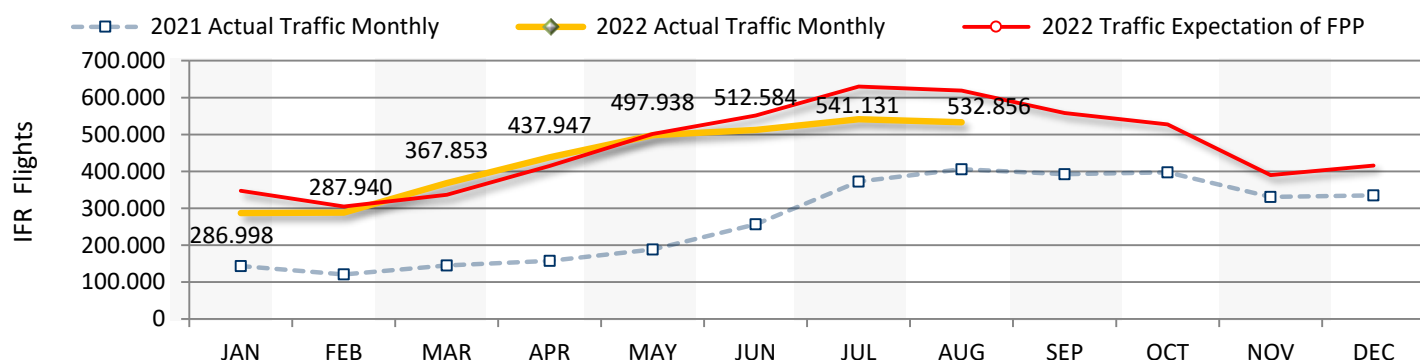
FABEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
2019 Actual Traffic Monthly	435.809	414.272	474.729	524.490	566.051	586.281	617.104	600.261	584.310	558.973	439.854	438.590	4.218.997
2022 Actual Traffic Monthly	286.998	287.940	367.853	437.947	497.938	512.584	541.131	532.856					3.465.247
Growth (%)	-34,1 %	-30,5 %	-22,5 %	-16,5 %	-12,0 %	-12,6 %	-12,3 %	-11,2 %					-17,9 %
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 %	-14,1 %	-13,9 %					
2022 Traffic Cumulated (%)	-17,5 %	-11,9 %	-4,7 %	-1,7 %	-1,4 %	-2,7 %	-5,0 %	-6,5 %					



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
skeyes													
2019 Actual Traffic Monthly	46.085	42.458	49.539	53.761	57.702	58.513	62.239	59.274	59.410	57.544	46.709	46.631	429.571
2022 Actual Traffic Monthly	30.799	30.791	39.640	43.267	48.238	47.745	52.265	50.352					343.097
Growth (%)	-33,2 %	-27,5 %	-20,0 %	-19,5 %	-16,4 %	-18,4 %	-16,0 %	-15,1 %					-20,1 %
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	2.092.894
2022 Actual Traffic Monthly	140.653	134.874	174.691	214.761	242.789	247.074	251.060	250.461					1.656.363
Growth (%)	-36,6 %	-36,3 %	-27,4 %	-16,9 %	-14,0 %	-13,7 %	-16,2 %	-14,3 %					-20,9 %
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	2.252.810
2022 Actual Traffic Monthly	153.679	159.760	202.675	242.076	276.383	287.378	313.012	303.600					1.938.563
Growth (%)	-30,6 %	-23,9 %	-17,0 %	-14,5 %	-8,6 %	-10,7 %	-8,0 %	-7,8 %					-13,9 %
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	422.646
2022 Actual Traffic Monthly	32.473	30.879	39.467	43.220	49.640	48.925	48.166	48.946					341.716
Growth (%)	-29,6 %	-30,4 %	-21,9 %	-19,2 %	-13,7 %	-12,5 %	-16,4 %	-14,4 %					-19,1 %
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	1.250.896
2022 Actual Traffic Monthly	92.126	88.527	112.537	130.139	146.883	147.871	152.286	151.574					1.021.943
Growth (%)	-33,6 %	-31,5 %	-23,8 %	-16,0 %	-10,5 %	-11,3 %	-13,5 %	-12,5 %					-18,3 %
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	895.318
2022 Actual Traffic Monthly	63.347	63.888	79.699	94.817	109.177	113.943	124.133	121.067					770.071
Growth (%)	-29,1 %	-25,9 %	-20,0 %	-14,3 %	-9,8 %	-10,4 %	-6,9 %	-5,3 %					-14,0 %

FABEC TRAFFIC DEVELOPMENT (*en-route*)

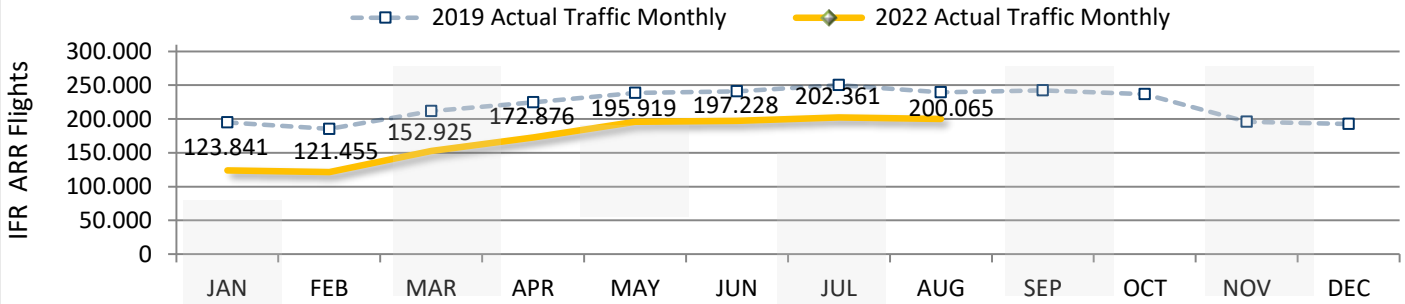
FABEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
2021 Actual Traffic Monthly	143.083	120.573	144.799	157.817	188.334	256.840	372.501	405.810	392.000	397.603	330.997	335.045	1.789.757
2022 Actual Traffic Monthly	286.998	287.940	367.853	437.947	497.938	512.584	541.131	532.856					3.465.247
Growth (%)	100,6 %	138,8 %	154,0 %	177,5 %	164,4 %	99,6 %	45,3 %	31,3 %					93,6 %
2022 Traffic Expectation of FPP	347.726	304.658	336.891	415.032	501.156	550.951	629.805	619.008	558.312	527.243	390.177	415.683	5.596.638
2022 Traffic Evolution (%)	-17,5 %	-5,5 %	9,2 %	5,5 %	-0,6 %	-7,0 %	-14,1 %	-13,9 %					
2022 Traffic Cumulated (%)	-17,5 %	-11,9 %	-4,7 %	-1,7 %	-1,4 %	-2,7 %	-5,0 %	-6,5 %					



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
skeyes													
2021 Actual Traffic Monthly	16.463	14.094	16.118	17.943	21.059	28.862	39.735	41.471	41.821	42.447	37.123	36.707	195.745
2022 Actual Traffic Monthly	30.799	30.791	39.640	43.267	48.238	47.745	52.265	50.352					343.097
Growth (%)	87,1 %	118,5 %	145,9 %	141,1 %	129,1 %	65,4 %	31,5 %	21,4 %					75,3 %
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	860.065
2022 Actual Traffic Monthly	140.653	134.874	174.691	214.761	242.789	247.074	251.060	250.461					1.656.363
Growth (%)	103,2 %	128,7 %	137,4 %	161,8 %	163,2 %	102,8 %	44,9 %	32,6 %					92,6 %
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	982.859
2022 Actual Traffic Monthly	153.679	159.760	202.675	242.076	276.383	287.378	313.012	303.600					1.938.563
Growth (%)	106,7 %	162,2 %	183,5 %	207,4 %	173,1 %	98,3 %	44,0 %	29,8 %					97,2 %
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	190.681
2022 Actual Traffic Monthly	32.473	30.879	39.467	43.220	49.640	48.925	48.166	48.946					341.716
Growth (%)	82,4 %	124,9 %	136,4 %	134,5 %	135,9 %	90,2 %	29,8 %	21,9 %					79,2 %
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	495.344
2022 Actual Traffic Monthly	92.126	88.527	112.537	130.139	146.883	147.871	152.286	151.574					1.021.943
Growth (%)	107,1 %	157,5 %	171,5 %	181,2 %	180,7 %	113,9 %	55,2 %	38,8 %					106,3 %
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	379.372
2022 Actual Traffic Monthly	63.347	63.888	79.699	94.817	109.177	113.943	124.133	121.067					770.071
Growth (%)	139,9 %	181,6 %	184,5 %	190,7 %	174,9 %	107,4 %	48,0 %	32,9 %					103,0 %

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	1.785.484
2022 Actual Traffic Monthly	123.841	121.455	152.925	172.876	195.919	197.228	202.361	200.065					1.366.670
Growth (%)	-36,4 %	-34,5 %	-27,8 %	-23,0 %	-17,9 %	-18,1 %	-19,1 %	-16,5 %					-23,5 %



	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	25.101
2022 Actual Traffic Monthly	1.977	2.079	2.603	2.976	3.377	3.407	3.342	3.177					22.938
Growth (%)	-27,5 %	-21,3 %	-13,4 %	-9,4 %	-2,1 %	-0,4 %	-2,0 %	0,5 %					-8,6 %

	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	88.139
2022 Actual Traffic Monthly	6.869	6.422	8.103	8.453	9.316	9.126	10.258	10.113					68.660
Growth (%)	-29,9 %	-27,2 %	-21,3 %	-23,7 %	-20,8 %	-21,9 %	-18,6 %	-16,3 %					-22,1 %

	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	713.441
2022 Actual Traffic Monthly	43.112	40.902	52.555	63.000	71.452	71.662	70.435	72.784					485.902
Growth (%)	-44,9 %	-46,1 %	-38,7 %	-29,1 %	-25,8 %	-24,6 %	-28,2 %	-23,7 %					-31,9 %

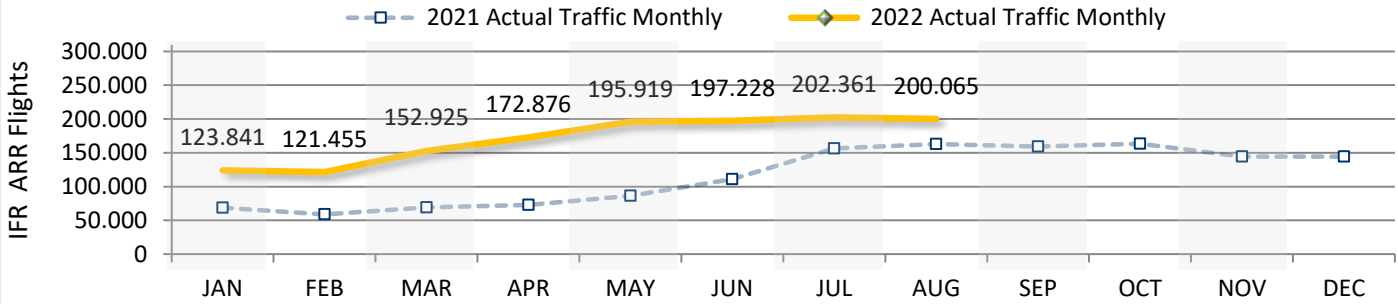
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
DSNA													
2019 Actual Traffic Monthly	66.766	63.317	73.401	81.023	84.477	88.656	92.799	86.055	86.206	81.851	67.332	66.631	636.494
2022 Actual Traffic Monthly	46.741	48.317	59.964	65.736	75.097	77.065	81.642	76.979					531.541
Growth (%)	-30,0 %	-23,7 %	-18,3 %	-18,9 %	-11,1 %	-13,1 %	-12,0 %	-10,5 %					-16,5 %

	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	170.119
2022 Actual Traffic Monthly	13.532	12.586	15.873	17.506	20.044	19.484	19.006	19.601					137.632
Growth (%)	-28,8 %	-30,2 %	-22,0 %	-18,4 %	-12,7 %	-12,7 %	-17,1 %	-14,9 %					-19,1 %

	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	152.190
2022 Actual Traffic Monthly	11.610	11.149	13.827	15.205	16.633	16.484	17.678	17.411					119.997
Growth (%)	-36,5 %	-33,3 %	-27,5 %	-19,0 %	-15,0 %	-16,2 %	-13,3 %	-11,7 %					-21,2 %

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	785.475
2022 Actual Traffic Monthly	123.841	121.455	152.925	172.876	195.919	197.228	202.361	200.065					1.366.670
Growth (%)	80,4 %	106,7 %	121,7 %	137,8 %	127,4 %	78,0 %	29,3 %	22,8 %					74,0 %



	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	13.568
2022 Actual Traffic Monthly	1.977	2.079	2.603	2.976	3.377	3.407	3.342	3.177					22.938
Growth (%)	51,3 %	89,5 %	105,0 %	105,1 %	101,4 %	74,1 %	41,5 %	29,8 %					69,1 %

	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	44.897
2022 Actual Traffic Monthly	6.869	6.422	8.103	8.453	9.316	9.126	10.258	10.113					68.660
Growth (%)	65,4 %	75,7 %	98,9 %	93,0 %	82,8 %	44,4 %	21,8 %	14,9 %					52,9 %

	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	262.074
2022 Actual Traffic Monthly	43.112	40.902	52.555	63.000	71.452	71.662	70.435	72.784					485.902
Growth (%)	107,1 %	125,3 %	124,6 %	143,4 %	146,7 %	93,8 %	34,9 %	30,7 %					85,4 %

	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	329.439
2022 Actual Traffic Monthly	46.741	48.317	59.964	65.736	75.097	77.065	81.642	76.979					531.541
Growth (%)	55,5 %	81,6 %	104,5 %	131,6 %	109,6 %	62,8 %	24,3 %	16,3 %					61,3 %

	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	77.017
2022 Actual Traffic Monthly	13.532	12.586	15.873	17.506	20.044	19.484	19.006	19.601					137.632
Growth (%)	78,5 %	127,6 %	146,6 %	142,6 %	141,8 %	90,8 %	24,9 %	18,6 %					78,7 %

	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	58.480
2022 Actual Traffic Monthly	11.610	11.149	13.827	15.205	16.633	16.484	17.678	17.411					119.997
Growth (%)	144,8 %	200,0 %	209,5 %	182,0 %	164,5 %	105,8 %	40,8 %	30,8 %					105,2 %

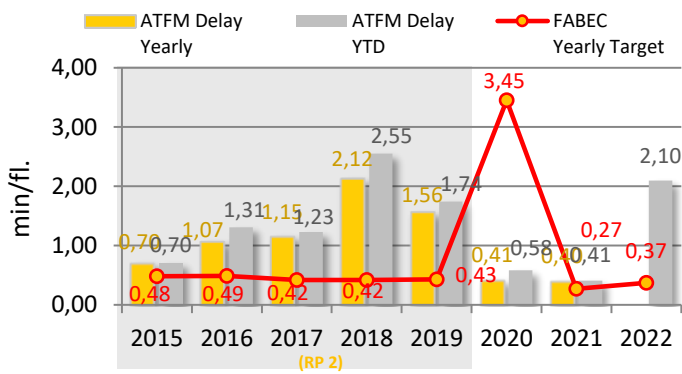
KPI #1: En-route ATFM delay per controlled flight (FABEC)

	YTD 2022	YTD 2021
En-route Delay All causes	2,10	0,41
FABEC Target (yearly value)	0,37	
Guideline	0,42	
Minute ('000) ALL causes	7.265	734
Diff. 2022 - 2021	+ 889,5 %	
Traffic ('000)	3.465	1.790
Diff. 2022 - 2021	+ 93,6 %	

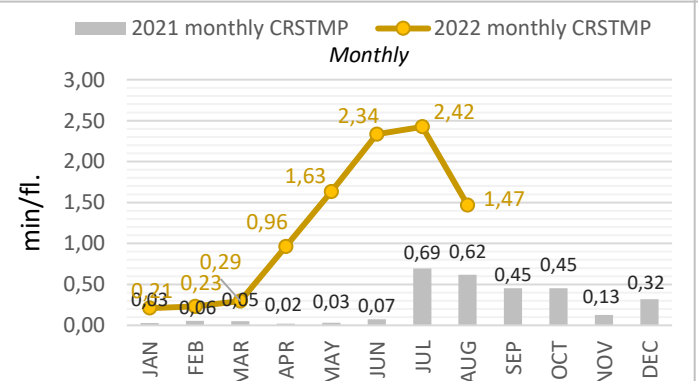
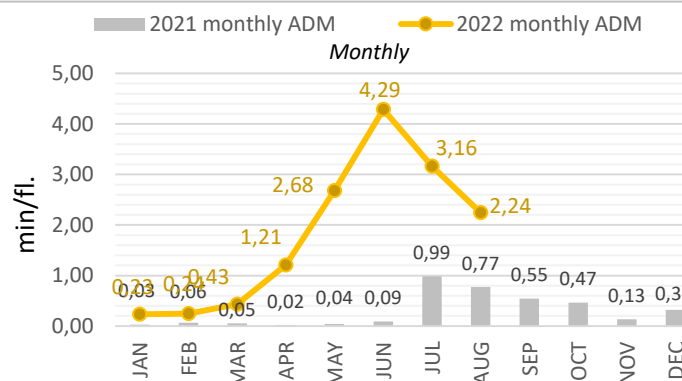
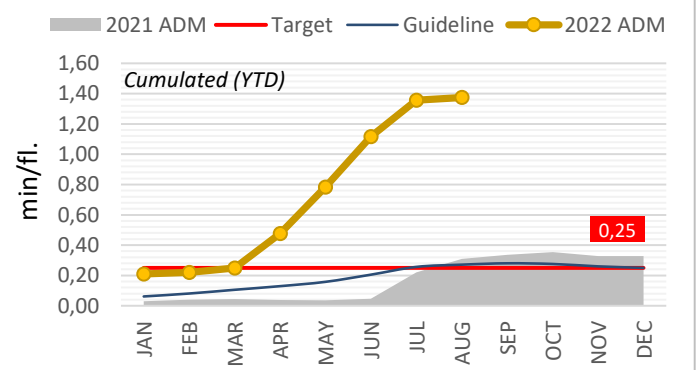
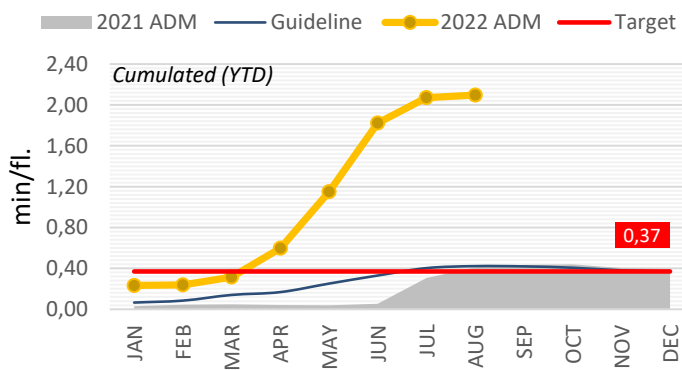
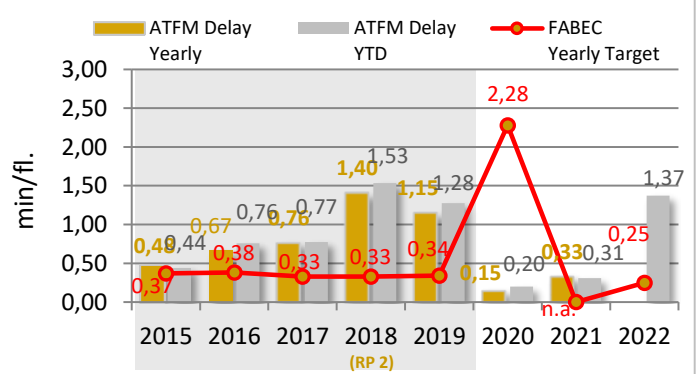
	YTD 2022	YTD 2021
En-route Delay CRSTMP causes	1,37	0,31
FABEC Target (yearly value)	0,25	
Guideline	0,27	
Minute ('000) CRSTMP causes	4.762	555
Diff. 2022 - 2021	+ 758 %	
<i>Potential savings (*) due to underbid the delay Target (all Causes) in Mio EURO (YTD)</i>		
	▶	0,0

* Cost of ATFM-delay per min = 87 €

All Delay Causes



CRSTMP Delay Causes

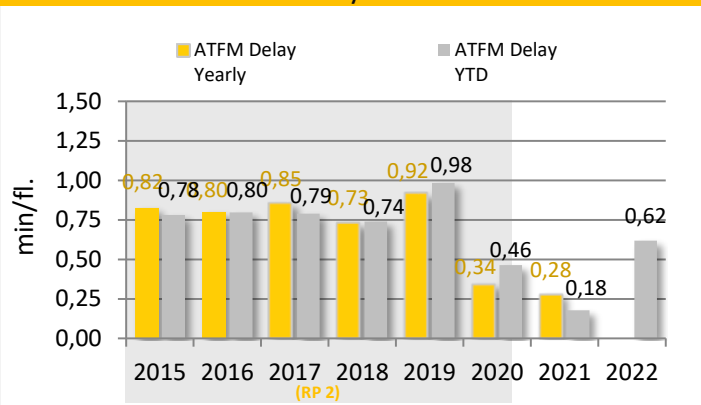


The guideline for the en-route ATFM delay per movement is a basic cumulative extrapolation of the 2017-2019 monthly allocation and is designed to give an impression, how the YTD figures should be, in order to reach the yearly 2022 published targets (0,37 min per flight for all delay causes and 0,25 min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

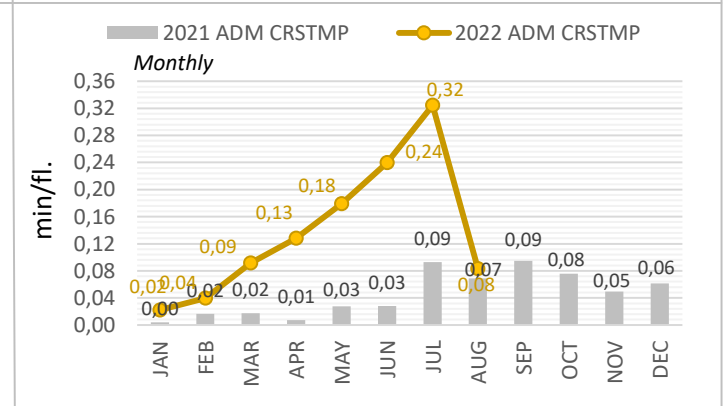
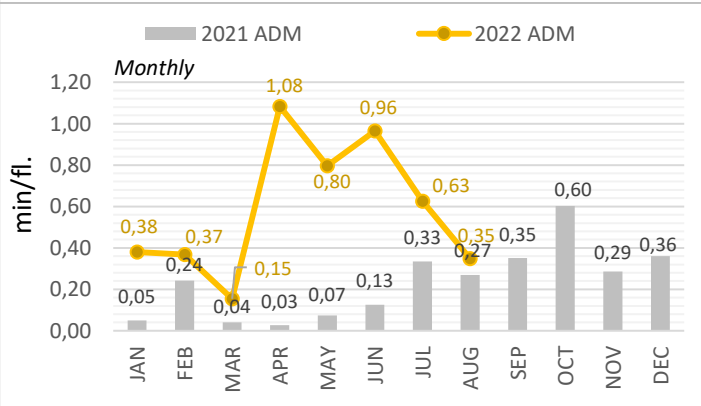
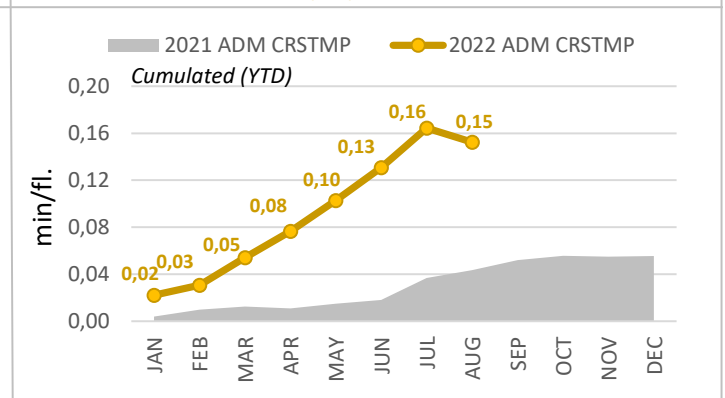
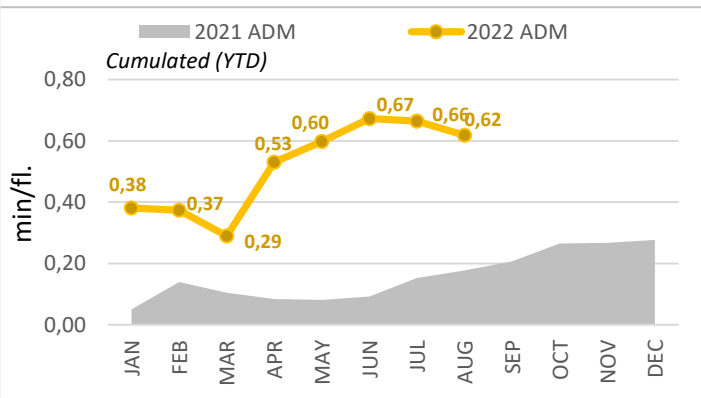
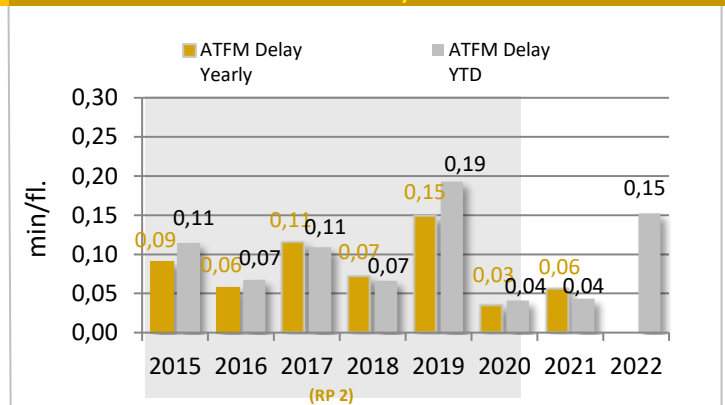
KPI #2: Arrival ATFM delay per controlled flight (FABEC)

	YTD 2022	YTD 2021		YTD 2022	YTD 2021
Arrival Delay All causes	0,62	0,18	Arrival Delay CRSTMP causes	0,15	0,04
Diff. 2022 - 2021	+ 249 %		Diff. 2022 - 2021	+ 251 %	
Minute ('000) ALL causes	845	139	Minute ('000) CRSTMP causes	208	34
Diff. 2022 - 2021	+ 507 %		Diff. 2022 - 2021	+ 510 %	
Traffic ('000)	1.367	785			
Diff. 2022 - 2021	+ 74 %				

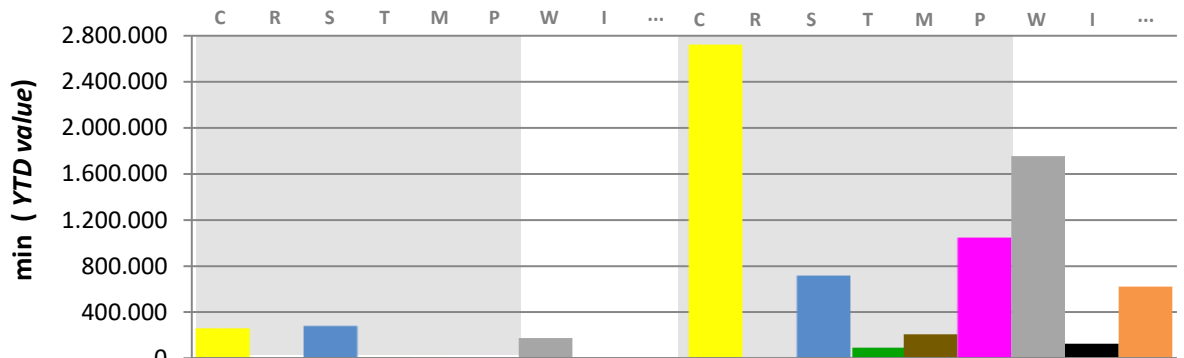
All Delay Causes



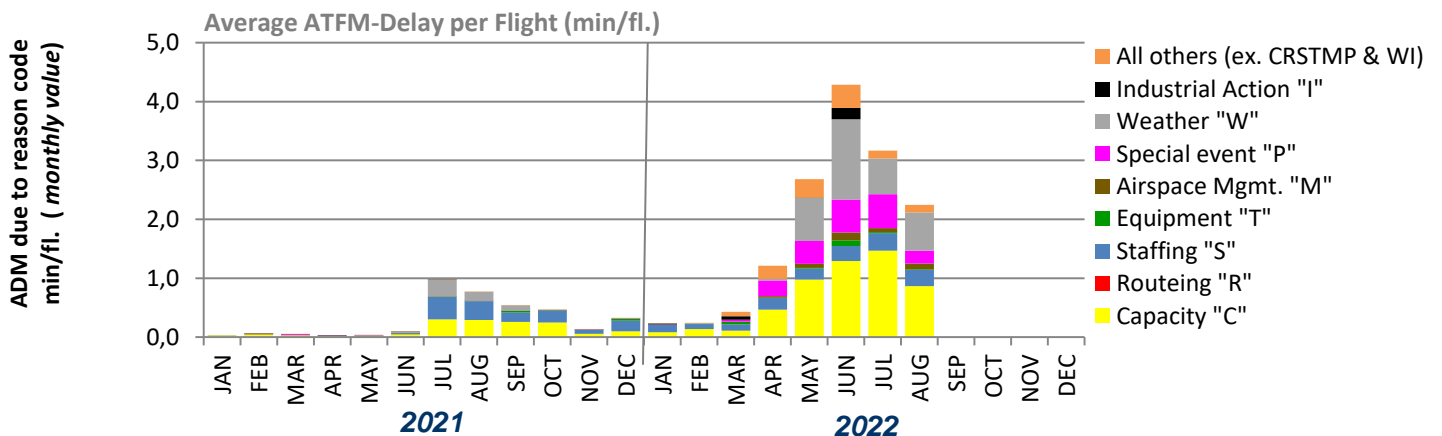
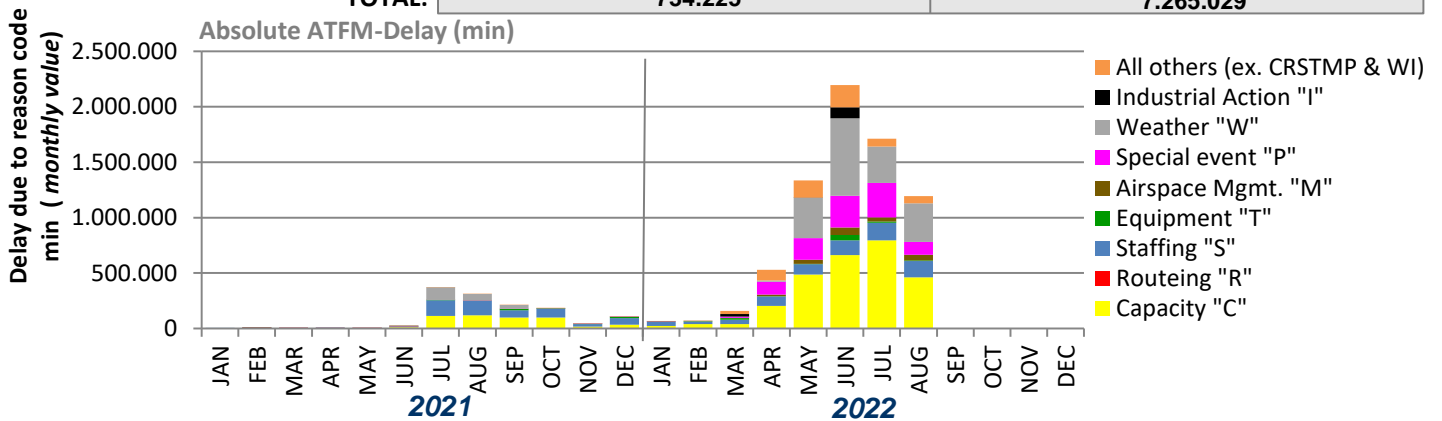
CRSTMP Delay Causes



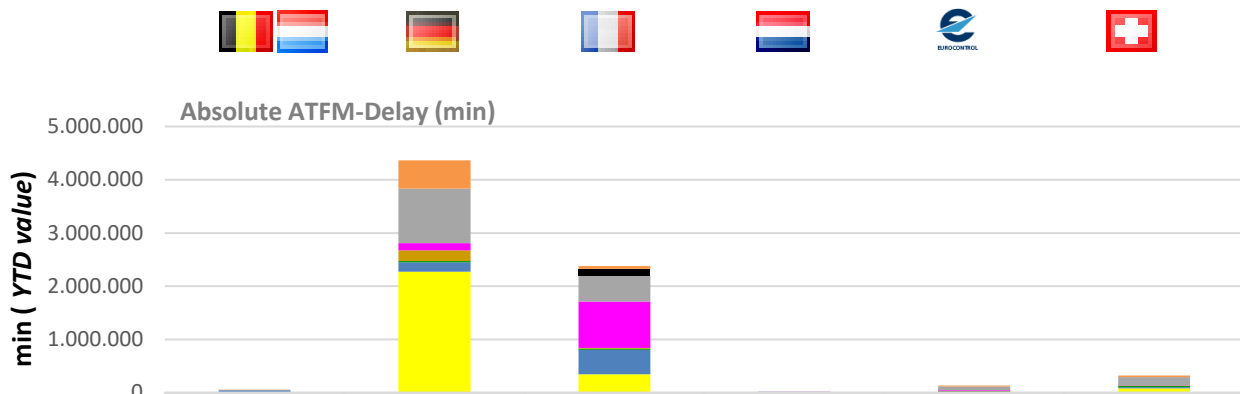
KPI #1: En-route ATFM delay per reason code (FABEC)



Delay due to reason code:	2021	2022
Capacity "C"	261.247	2.715.190
Routeing "R"	0	0
Staffing "S"	281.502	714.086
Equipment "T"	5.296	88.043
Airspace Mgmt. "M"	3.481	209.046
Special event "P"	3.602	1.036.031
Weather "W"	174.056	1.755.056
Industrial Action "I"	1.274	125.685
All others (ex. CRSTMP & WI)	3.767	621.892
CRSTMP:	555.128	4.762.396
TOTAL:	734.225	7.265.029



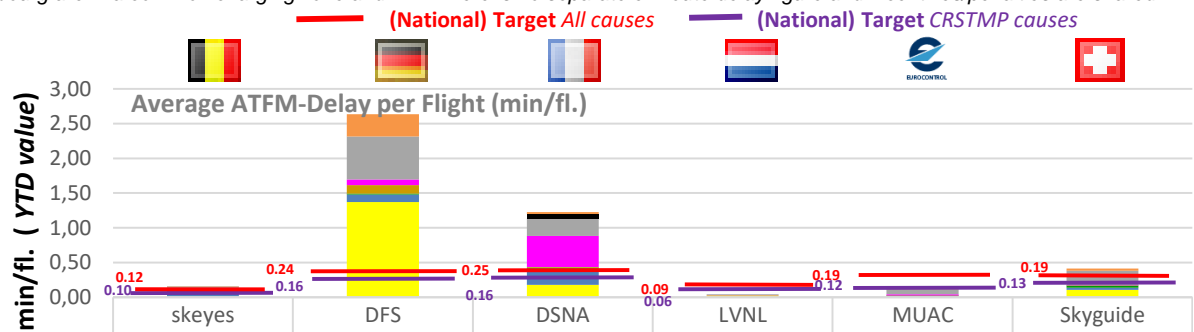
KPI #1: En-route ATFM delay per controlled flight (ANSP)



	skeyes	DFS	DSNA	LVNL	MUAC	Skyguide
All others (ex. CRSTMP & WI)	621	526.496	55.075		14.830	24.870
Industrial Action "I"			125.685			
Weather "W"	5.214	1.025.323	486.053	2.877	75.003	160.586
Special event "P"		138.997	872.837	1.504	17.858	4.835
Airspace Mgmt. "M"		198.690	9.226		267	863
Equipment "T"		23.294	26.955		14.277	23.517
Staffing "S"	45.247	177.635	460.077	132	6.211	24.784
Routeing "R"						
Capacity "C"	2.759	2.271.436	344.846	10.002	5.478	80.669

CRSTMP:	48.006	2.810.052	1.713.941	11.638	44.091	134.668
TOTAL:	53.841	4.361.871	2.380.754	14.515	133.924	320.124

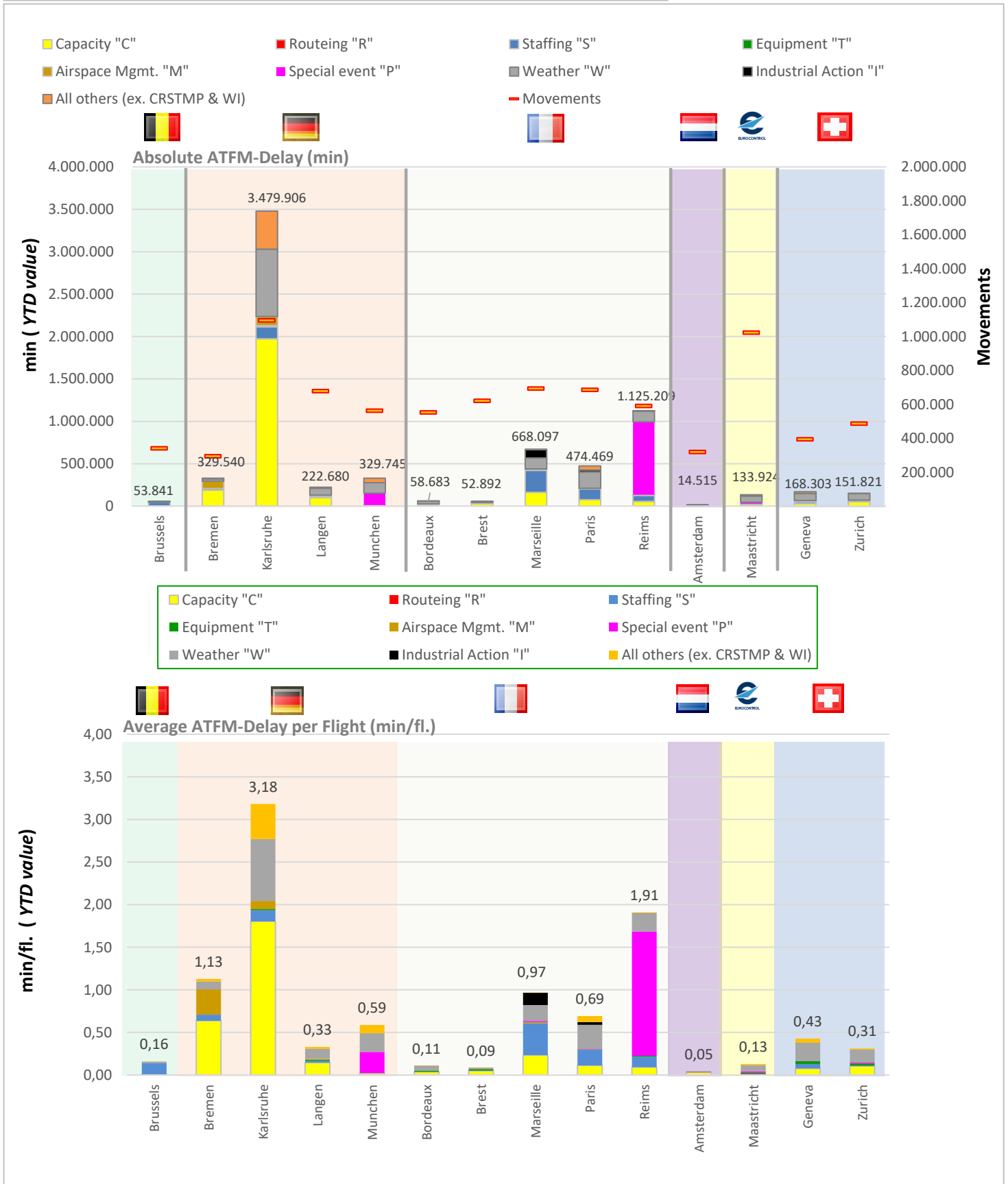
*Belgium and Luxembourg are in a common charging zone and FIR. There is no separate en-route delay figure and incentives/penalties are shared.



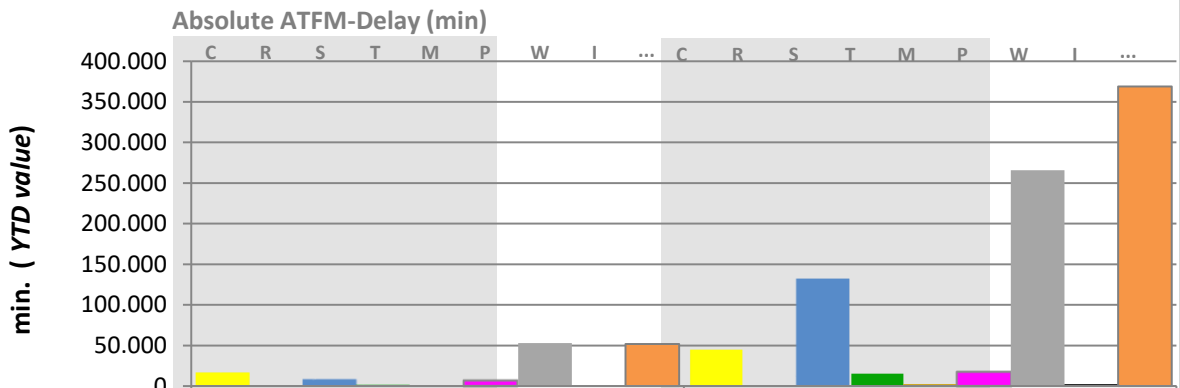
	skeyes	DFS	DSNA	LVNL	MUAC	Skyguide
All others (ex. CRSTMP & WI)	0,00	0,32	0,03	0,00	0,01	0,03
Industrial Action "I"			0,06			
Weather "W"	0,02	0,62	0,25	0,01	0,07	0,21
Special event "P"		0,08	0,45	0,00	0,02	0,01
Airspace Mgmt. "M"		0,12	0,00		0,00	0,00
Equipment "T"		0,01	0,01		0,01	0,03
Staffing "S"	0,13	0,11	0,24	0,00	0,01	0,03
Routeing "R"						
Capacity "C"	0,01	1,37	0,18	0,03	0,01	0,10

CRSTMP:	0,14	1,70	0,88	0,03	0,04	0,17
TOTAL:	0,16	2,63	1,23	0,04	0,13	0,42

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

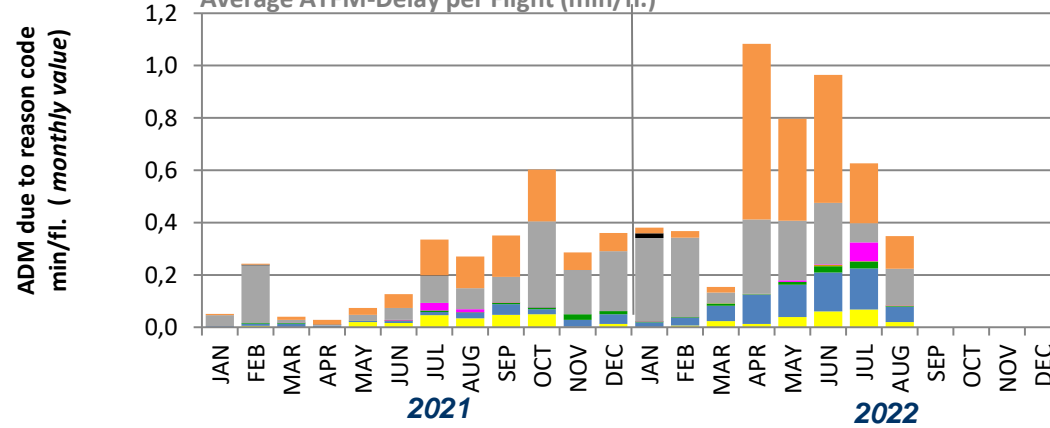
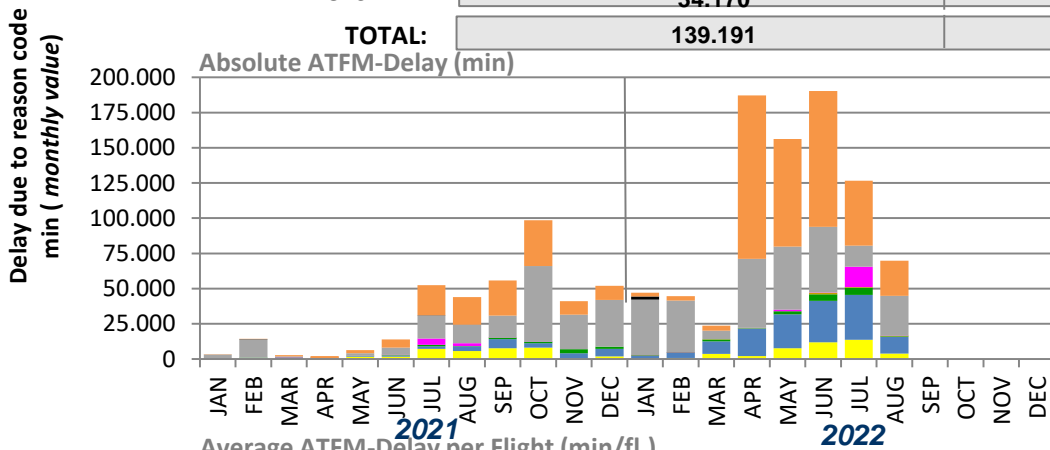


KPI #2: Arrival ATFM delay per reason code (FABEC)



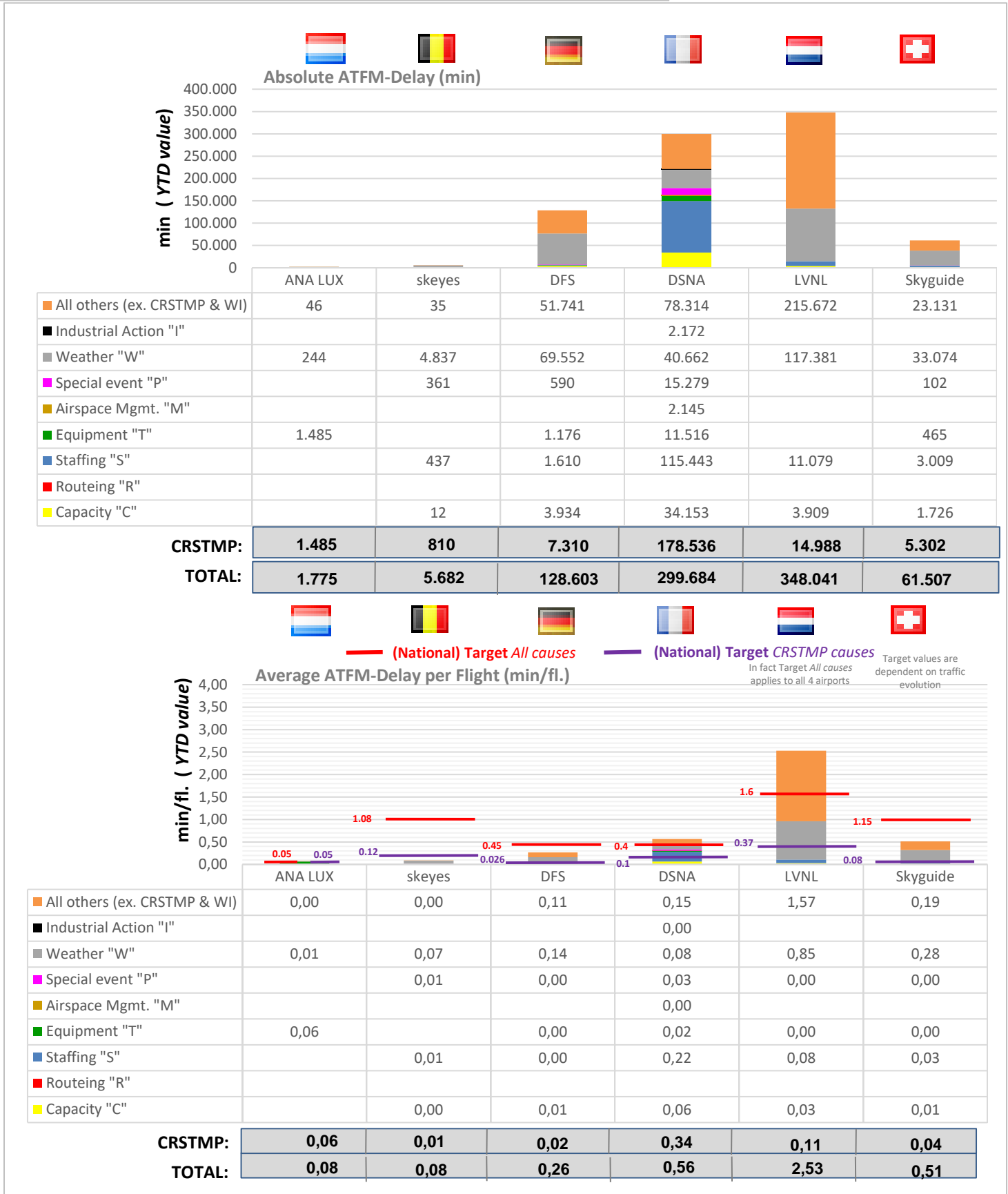
Delay due to reason code:

	2021	2022
Capacity "C"	16.712	43.734
Routeing "R"	0	0
Staffing "S"	8.702	131.578
Equipment "T"	1.884	14.642
Airspace Mgmt. "M"	187	2.145
Special event "P"	6.685	16.332
Weather "W"	53.116	265.750
Industrial Action "I"	151	2.172
All others (ex. CRSTMP & WI)	51.754	368.939
CRSTMP:	34.170	208.431
TOTAL:	139.191	845.292



- 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	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:

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Status: August 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.