



PERFORMANCE REPORT 2020 - 2024

# CAPACITY

September 2022



making the difference

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## Description & Analysis

### Europe

Traffic in September was at 86.9% of September 2019 levels, keeping it between EUROCONTROL's low and baseline traffic scenarios published on 06 April 2022. The war in Ukraine continues to affect overflights in several countries. Lithuania, Poland, Estonia and Latvia have lost traffic, whereas Armenia, Albania and Bosnia-Herzegovina have gained.

On average, the network saw 30,000 flights/day in September. The peak day was Friday 09 September (31,731 flights) with traffic at 86.6% of 2019 levels. In September 2022, the Business Aviation (+18.0%) and All-Cargo (+4.1%) market segments continued to be above September 2019 levels. Charter, still impacted by the Russian invasion of Ukraine, recorded a decrease of -20.1%. The Low-Cost segment continued its recovery and was - 8.2% below September 2019 levels, recovering much faster than the Regional (-23.8%) and Mainline (-21.1%) segments.

Ryanair was the busiest carrier in September with on average 2,972 flights/day, +14.2% of its 2019 traffic level, followed by easyJet (1,631 flights/day), Turkish Airlines (1,435 flights/day) and Lufthansa (1,130 flights/day).

The busiest airport was Istanbul/iGA (1,322 flights/day), followed by Amsterdam/Schiphol (1,298 flights/day), Paris/Charles de Gaulle (1,233 flights/day), Frankfurt/Main (1,138 flights/day) and London/Heathrow (1,115 flights/day).

The network turn-around indicator shows that the network (average) available turnaround time is again increasing and back to pre-summer levels which is an indication that reactionary delays are reducing.

There were 2,773,691 minutes of ATFM delay in September. En-route delays accounted for 84.3% of these ATFM delays, and airports for 15.7%. The average en-route ATFM delay per flight for the network was 2.6 min and the YTD en-route ATFM delay was 2.1 min. Flow measures were applied mainly due to ATC capacity constraints, weather issues and disruptions due to ATC industrial action. (Source: NM).

### Delays from the passengers' point of view

For September 2022, the Central Office for Delay Analysis (CODA) reported that the average delay per flight on departure was 21.1 minutes per flight - an increase of 12.4 minutes per flight compared to September 2021. 34% 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 11% can be allocated to other reasons (Source: CODA Dashboard-09-2022, Date 28/10/2022).

### FABEC

In the FABEC area, traffic decreased by 13.1% in September 2022 compared to the same month in 2019, leading to a 17.3% traffic decrease YTD. Traffic was down in all ANSPs but with some disparities, from -17.7% in skeyes, -16.3% in DFS, 15.0% in LVNL to -9.4% in DSN and -7.5% in Skyguide. Airport traffic was down to a similar extent (-19.3% in the FABEC area) but with even more disparities between ANSPs. Landings decreased by an impressive -27.1% in DFS, 18.8% in skeyes, but "only" -13.9% in DSN, -13.5% in Skyguide or even -4.1% in ANA LUX.

In September 2022, Karlsruhe UAC (483 311 min), Reims ACC (262 558 min) and Marseille ACC (154 447 min) were the units to generate the most en-route ATFM delays. In Karlsruhe, delays were due to 'ATC-Capacity' (61%), 'Weather' (19%), 'Other' (11% - Ukrainian crisis and 4Flight deployment in Reims), 'Airspace Management' (5%), 'Staffing' (3%) and 'Equipment' (1%). In Reims, delays were due to 'Special Event' (48% - 4Flight deployment), 'Industrial Action - ATC' (26%), 'Weather' (16%), 'Staffing' (8%) and 'ATC-Capacity' (2%); in Marseille, 'Industrial Action - ATC' (74%), 'Weather' (9%), 'Staffing' (6%), 'ATC-Capacity' (6%), 'Special Event' (4%) and 'Airspace Management' (1%).

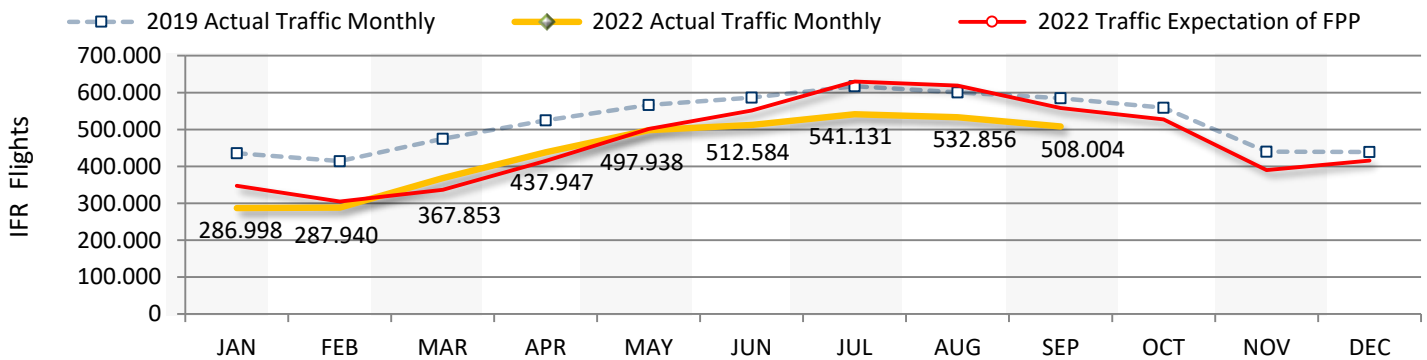
The en-route ATFM delay per flight all causes reached 2.99 min/ft in September 2022 compared to 0.55 min/ft in 2021. The YTD en-route ATFM delay per flight reached 2.21 min/ft and this value is far beyond the YTD guideline value (0.42 min/ft). The YTD en-route ATFM delay CRSTMP causes reached 1.39 min/ft; this value is, as well, far beyond the guideline value estimated at the end of September (0.28 min/ft).

Airport ATFM delays were mainly generated in Amsterdam Schiphol/EHAM (27 107 min), Paris Le Bourget/LFPB (13 614 min) and Paris Orly/LFPO (12 909 min). In Amsterdam Schiphol, delays were due to 'Weather' (51%), 'Aerodrome Capacity' (43%) and 'Staffing' (6%). In Paris Le Bourget, delays were due to 'Aerodrome Disruptions' (76%), 'Aerodrome Capacity - ATC' (15%), 'Staffing' (7%) and 'Aerodrome Capacity' (2%); in Paris Orly, 'Weather' (49%), 'Aerodrome Disruptions - ATC' (29%), 'Staffing' (11%), 'Aerodrome Capacity' (7%) and 'Aerodrome Capacity - ATC' (5%).

At the end of September 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*)

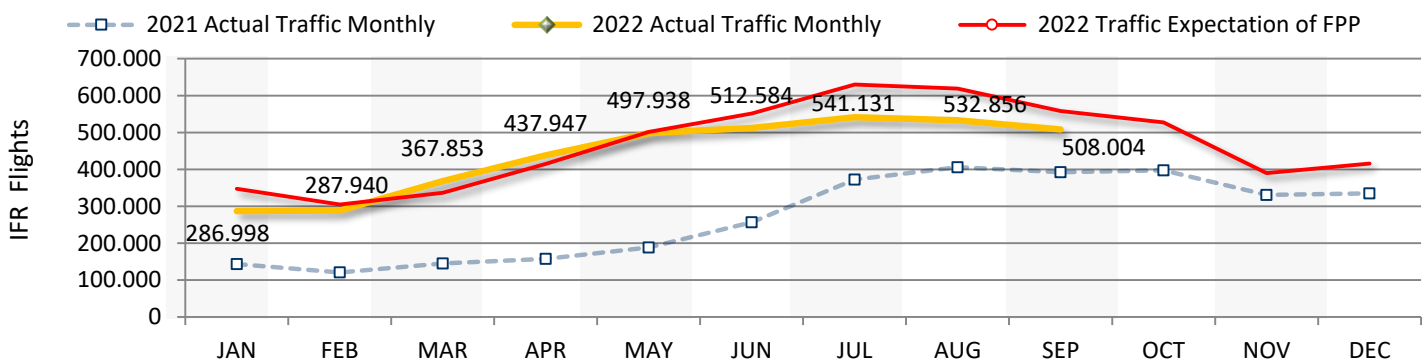
<b>FABEC</b>	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
2019 Actual Traffic Monthly	435.809	414.272	474.729	524.490	566.051	586.281	617.104	600.261	584.310	558.973	439.854	438.590	4.803.307
2022 Actual Traffic Monthly	<b>286.998</b>	<b>287.940</b>	<b>367.853</b>	<b>437.947</b>	<b>497.938</b>	<b>512.584</b>	<b>541.131</b>	<b>532.856</b>	<b>508.004</b>				<b>3.973.251</b>
Growth (%)	<b>-34,1 %</b>	<b>-30,5 %</b>	<b>-22,5 %</b>	<b>-16,5 %</b>	<b>-12,0 %</b>	<b>-12,6 %</b>	<b>-12,3 %</b>	<b>-11,2 %</b>	<b>-13,1 %</b>				<b>-17,3 %</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>	<b>-0,6 %</b>	<b>-7,0 %</b>	<b>-14,1 %</b>	<b>-13,9 %</b>	<b>-9,0 %</b>				
2022 Traffic Cumulated (%)	<b>-17,5 %</b>	<b>-11,9 %</b>	<b>-4,7 %</b>	<b>-1,7 %</b>	<b>-1,4 %</b>	<b>-2,7 %</b>	<b>-5,0 %</b>	<b>-6,5 %</b>	<b>-6,8 %</b>				



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
<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	488.981
2022 Actual Traffic Monthly	<b>30.799</b>	<b>30.791</b>	<b>39.640</b>	<b>43.267</b>	<b>48.238</b>	<b>47.745</b>	<b>52.265</b>	<b>50.352</b>	<b>48.867</b>				<b>391.964</b>
Growth (%)	<b>-33,2 %</b>	<b>-27,5 %</b>	<b>-20,0 %</b>	<b>-19,5 %</b>	<b>-16,4 %</b>	<b>-18,4 %</b>	<b>-16,0 %</b>	<b>-15,1 %</b>	<b>-17,7 %</b>				<b>-19,8 %</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	2.384.575
2022 Actual Traffic Monthly	<b>140.653</b>	<b>134.874</b>	<b>174.691</b>	<b>214.761</b>	<b>242.789</b>	<b>247.074</b>	<b>251.060</b>	<b>250.461</b>	<b>244.238</b>				<b>1.900.601</b>
Growth (%)	<b>-36,6 %</b>	<b>-36,3 %</b>	<b>-27,4 %</b>	<b>-16,9 %</b>	<b>-14,0 %</b>	<b>-13,7 %</b>	<b>-16,2 %</b>	<b>-14,3 %</b>	<b>-16,3 %</b>				<b>-20,3 %</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	2.566.616
2022 Actual Traffic Monthly	<b>153.679</b>	<b>159.760</b>	<b>202.675</b>	<b>242.076</b>	<b>276.383</b>	<b>287.378</b>	<b>313.012</b>	<b>303.600</b>	<b>284.246</b>				<b>2.222.809</b>
Growth (%)	<b>-30,6 %</b>	<b>-23,9 %</b>	<b>-17,0 %</b>	<b>-14,5 %</b>	<b>-8,6 %</b>	<b>-10,7 %</b>	<b>-8,0 %</b>	<b>-7,8 %</b>	<b>-9,4 %</b>				<b>-13,4 %</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	479.620
2022 Actual Traffic Monthly	<b>32.473</b>	<b>30.879</b>	<b>39.467</b>	<b>43.220</b>	<b>49.640</b>	<b>48.925</b>	<b>48.166</b>	<b>48.946</b>	<b>48.426</b>				<b>390.142</b>
Growth (%)	<b>-29,6 %</b>	<b>-30,4 %</b>	<b>-21,9 %</b>	<b>-19,2 %</b>	<b>-13,7 %</b>	<b>-12,5 %</b>	<b>-16,4 %</b>	<b>-14,4 %</b>	<b>-15,0 %</b>				<b>-18,7 %</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	1.419.657
2022 Actual Traffic Monthly	<b>92.126</b>	<b>88.527</b>	<b>112.537</b>	<b>130.139</b>	<b>146.883</b>	<b>147.871</b>	<b>152.286</b>	<b>151.574</b>	<b>147.884</b>				<b>1.169.827</b>
Growth (%)	<b>-33,6 %</b>	<b>-31,5 %</b>	<b>-23,8 %</b>	<b>-16,0 %</b>	<b>-10,5 %</b>	<b>-11,3 %</b>	<b>-13,5 %</b>	<b>-12,5 %</b>	<b>-12,4 %</b>				<b>-17,6 %</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	1.019.341
2022 Actual Traffic Monthly	<b>63.347</b>	<b>63.888</b>	<b>79.699</b>	<b>94.817</b>	<b>109.177</b>	<b>113.943</b>	<b>124.133</b>	<b>121.067</b>	<b>114.719</b>				<b>884.790</b>
Growth (%)	<b>-29,1 %</b>	<b>-25,9 %</b>	<b>-20,0 %</b>	<b>-14,3 %</b>	<b>-9,8 %</b>	<b>-10,4 %</b>	<b>-6,9 %</b>	<b>-5,3 %</b>	<b>-7,5 %</b>				<b>-13,2 %</b>

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

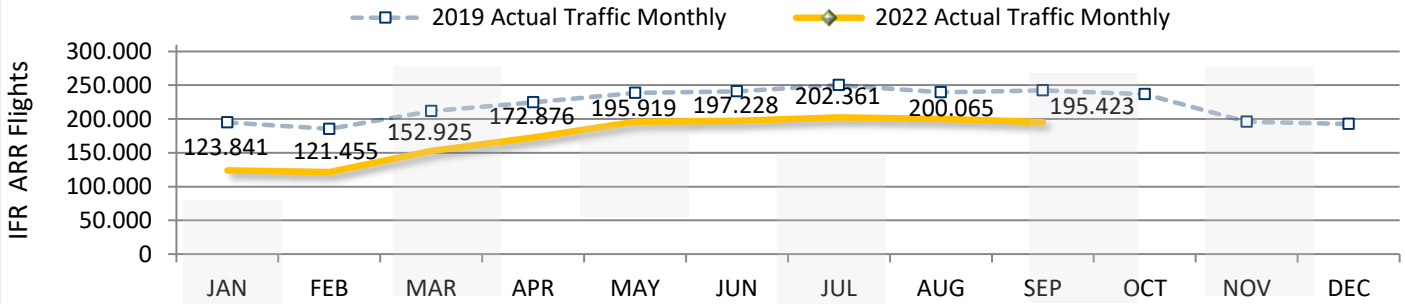
<b>FABEC</b>	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
2021 Actual Traffic Monthly	143.083	120.573	144.799	157.817	188.334	256.840	372.501	405.810	392.000	397.603	330.997	335.045	2.181.757
2022 Actual Traffic Monthly	<b>286.998</b>	<b>287.940</b>	<b>367.853</b>	<b>437.947</b>	<b>497.938</b>	<b>512.584</b>	<b>541.131</b>	<b>532.856</b>	<b>508.004</b>				<b>3.973.251</b>
Growth (%)	100,6 %	138,8 %	154,0 %	177,5 %	164,4 %	99,6 %	45,3 %	31,3 %	29,6 %				82,1 %
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 %	-0,6 %	-7,0 %	-14,1 %	-13,9 %	-9,0 %				
2022 Traffic Cumulated (%)	-17,5 %	-11,9 %	-4,7 %	-1,7 %	-1,4 %	-2,7 %	-5,0 %	-6,5 %	-6,8 %				



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
<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	237.566
2022 Actual Traffic Monthly	<b>30.799</b>	<b>30.791</b>	<b>39.640</b>	<b>43.267</b>	<b>48.238</b>	<b>47.745</b>	<b>52.265</b>	<b>50.352</b>	<b>48.867</b>				<b>391.964</b>
Growth (%)	87,1 %	118,5 %	145,9 %	141,1 %	129,1 %	65,4 %	31,5 %	21,4 %	16,8 %				65,0 %
<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	1.048.287
2022 Actual Traffic Monthly	<b>140.653</b>	<b>134.874</b>	<b>174.691</b>	<b>214.761</b>	<b>242.789</b>	<b>247.074</b>	<b>251.060</b>	<b>250.461</b>	<b>244.238</b>				<b>1.900.601</b>
Growth (%)	103,2 %	128,7 %	137,4 %	161,8 %	163,2 %	102,8 %	44,9 %	32,6 %	29,8 %				81,3 %
<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	1.202.319
2022 Actual Traffic Monthly	<b>153.679</b>	<b>159.760</b>	<b>202.675</b>	<b>242.076</b>	<b>276.383</b>	<b>287.378</b>	<b>313.012</b>	<b>303.600</b>	<b>284.246</b>				<b>2.222.809</b>
Growth (%)	106,7 %	162,2 %	183,5 %	207,4 %	173,1 %	98,3 %	44,0 %	29,8 %	29,5 %				84,9 %
<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	230.079
2022 Actual Traffic Monthly	<b>32.473</b>	<b>30.879</b>	<b>39.467</b>	<b>43.220</b>	<b>49.640</b>	<b>48.925</b>	<b>48.166</b>	<b>48.946</b>	<b>48.426</b>				<b>390.142</b>
Growth (%)	82,4 %	124,9 %	136,4 %	134,5 %	135,9 %	90,2 %	29,8 %	21,9 %	22,9 %				69,6 %
<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	606.164
2022 Actual Traffic Monthly	<b>92.126</b>	<b>88.527</b>	<b>112.537</b>	<b>130.139</b>	<b>146.883</b>	<b>147.871</b>	<b>152.286</b>	<b>151.574</b>	<b>147.884</b>				<b>1.169.827</b>
Growth (%)	107,1 %	157,5 %	171,5 %	181,2 %	180,7 %	113,9 %	55,2 %	38,8 %	33,4 %				93,0 %
<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	466.320
2022 Actual Traffic Monthly	<b>63.347</b>	<b>63.888</b>	<b>79.699</b>	<b>94.817</b>	<b>109.177</b>	<b>113.943</b>	<b>124.133</b>	<b>121.067</b>	<b>114.719</b>				<b>884.790</b>
Growth (%)	139,9 %	181,6 %	184,5 %	190,7 %	174,9 %	107,4 %	48,0 %	32,9 %	31,9 %				89,7 %

## 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	2.027.679
2022 Actual Traffic Monthly	123.841	121.455	152.925	172.876	195.919	197.228	202.361	200.065	195.423				1.562.093
Growth (%)	-36,4 %	-34,5 %	-27,8 %	-23,0 %	-17,9 %	-18,1 %	-19,1 %	-16,5 %	-19,3 %				-23,0 %



	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	28.546
2022 Actual Traffic Monthly	1.977	2.079	2.603	2.976	3.377	3.407	3.342	3.177	3.305				26.243
Growth (%)	-27,5 %	-21,3 %	-13,4 %	-9,4 %	-2,1 %	-0,4 %	-2,0 %	0,5 %	-4,1 %				-8,1 %

	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	100.155
2022 Actual Traffic Monthly	6.869	6.422	8.103	8.453	9.316	9.126	10.258	10.113	9.758				78.418
Growth (%)	-29,9 %	-27,2 %	-21,3 %	-23,7 %	-20,8 %	-21,9 %	-18,6 %	-16,3 %	-18,8 %				-21,7 %

	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	811.762
2022 Actual Traffic Monthly	43.112	40.902	52.555	63.000	71.452	71.662	70.435	72.784	71.724				557.626
Growth (%)	-44,9 %	-46,1 %	-38,7 %	-29,1 %	-25,8 %	-24,6 %	-28,2 %	-23,7 %	-27,1 %				-31,3 %

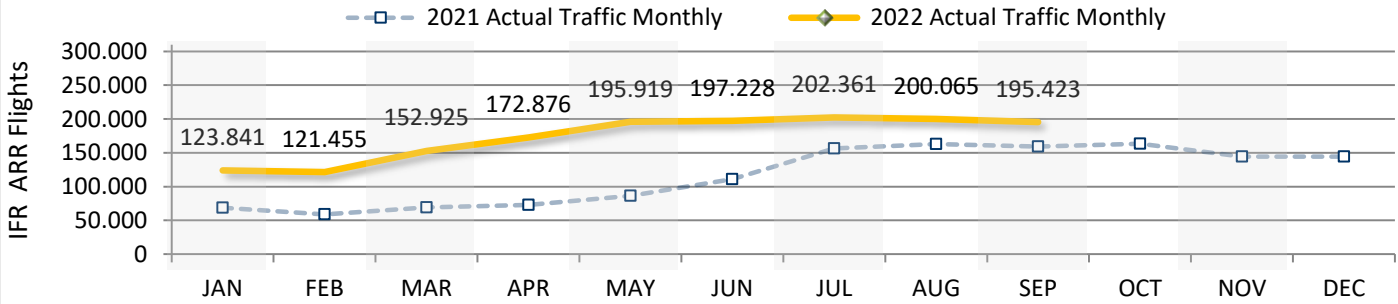
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
<b>DSNA</b>													
2019 Actual Traffic Monthly	66.766	63.317	73.401	81.023	84.477	88.656	92.799	86.055	86.206	81.851	67.332	66.631	722.700
2022 Actual Traffic Monthly	46.741	48.317	59.964	65.736	75.097	77.065	81.642	76.979	74.234				605.775
Growth (%)	-30,0 %	-23,7 %	-18,3 %	-18,9 %	-11,1 %	-13,1 %	-12,0 %	-10,5 %	-13,9 %				-16,2 %

	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	192.758
2022 Actual Traffic Monthly	13.532	12.586	15.873	17.506	20.044	19.484	19.006	19.601	19.471				157.103
Growth (%)	-28,8 %	-30,2 %	-22,0 %	-18,4 %	-12,7 %	-12,7 %	-17,1 %	-14,9 %	-14,0 %				-18,5 %

	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	171.758
2022 Actual Traffic Monthly	11.610	11.149	13.827	15.205	16.633	16.484	17.678	17.411	16.931				136.928
Growth (%)	-36,5 %	-33,3 %	-27,5 %	-19,0 %	-15,0 %	-16,2 %	-13,3 %	-11,7 %	-13,5 %				-20,3 %

## 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	944.837
2022 Actual Traffic Monthly	<b>123.841</b>	<b>121.455</b>	<b>152.925</b>	<b>172.876</b>	<b>195.919</b>	<b>197.228</b>	<b>202.361</b>	<b>200.065</b>	<b>195.423</b>				<b>1.562.093</b>
Growth (%)	<b>80,4 %</b>	<b>106,7 %</b>	<b>121,7 %</b>	<b>137,8 %</b>	<b>127,4 %</b>	<b>78,0 %</b>	<b>29,3 %</b>	<b>22,8 %</b>	<b>22,6 %</b>				<b>65,3 %</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	16.171
2022 Actual Traffic Monthly	<b>1.977</b>	<b>2.079</b>	<b>2.603</b>	<b>2.976</b>	<b>3.377</b>	<b>3.407</b>	<b>3.342</b>	<b>3.177</b>	<b>3.305</b>				<b>26.243</b>
Growth (%)	<b>51,3 %</b>	<b>89,5 %</b>	<b>105,0 %</b>	<b>105,1 %</b>	<b>101,4 %</b>	<b>74,1 %</b>	<b>41,5 %</b>	<b>29,8 %</b>	<b>27,0 %</b>				<b>62,3 %</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	53.519
2022 Actual Traffic Monthly	<b>6.869</b>	<b>6.422</b>	<b>8.103</b>	<b>8.453</b>	<b>9.316</b>	<b>9.126</b>	<b>10.258</b>	<b>10.113</b>	<b>9.758</b>				<b>78.418</b>
Growth (%)	<b>65,4 %</b>	<b>75,7 %</b>	<b>98,9 %</b>	<b>93,0 %</b>	<b>82,8 %</b>	<b>44,4 %</b>	<b>21,8 %</b>	<b>14,9 %</b>	<b>13,2 %</b>				<b>46,5 %</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	319.541
2022 Actual Traffic Monthly	<b>43.112</b>	<b>40.902</b>	<b>52.555</b>	<b>63.000</b>	<b>71.452</b>	<b>71.662</b>	<b>70.435</b>	<b>72.784</b>	<b>71.724</b>				<b>557.626</b>
Growth (%)	<b>107,1 %</b>	<b>125,3 %</b>	<b>124,6 %</b>	<b>143,4 %</b>	<b>146,7 %</b>	<b>93,8 %</b>	<b>34,9 %</b>	<b>30,7 %</b>	<b>24,8 %</b>				<b>74,5 %</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	391.262
2022 Actual Traffic Monthly	<b>46.741</b>	<b>48.317</b>	<b>59.964</b>	<b>65.736</b>	<b>75.097</b>	<b>77.065</b>	<b>81.642</b>	<b>76.979</b>	<b>74.234</b>				<b>605.775</b>
Growth (%)	<b>55,5 %</b>	<b>81,6 %</b>	<b>104,5 %</b>	<b>131,6 %</b>	<b>109,6 %</b>	<b>62,8 %</b>	<b>24,3 %</b>	<b>16,3 %</b>	<b>20,1 %</b>				<b>54,8 %</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	92.871
2022 Actual Traffic Monthly	<b>13.532</b>	<b>12.586</b>	<b>15.873</b>	<b>17.506</b>	<b>20.044</b>	<b>19.484</b>	<b>19.006</b>	<b>19.601</b>	<b>19.471</b>				<b>157.103</b>
Growth (%)	<b>78,5 %</b>	<b>127,6 %</b>	<b>146,6 %</b>	<b>142,6 %</b>	<b>141,8 %</b>	<b>90,8 %</b>	<b>24,9 %</b>	<b>18,6 %</b>	<b>22,8 %</b>				<b>69,2 %</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	71.473
2022 Actual Traffic Monthly	<b>11.610</b>	<b>11.149</b>	<b>13.827</b>	<b>15.205</b>	<b>16.633</b>	<b>16.484</b>	<b>17.678</b>	<b>17.411</b>	<b>16.931</b>				<b>136.928</b>
Growth (%)	<b>144,8 %</b>	<b>200,0 %</b>	<b>209,5 %</b>	<b>182,0 %</b>	<b>164,5 %</b>	<b>105,8 %</b>	<b>40,8 %</b>	<b>30,8 %</b>	<b>30,3 %</b>				<b>91,6 %</b>

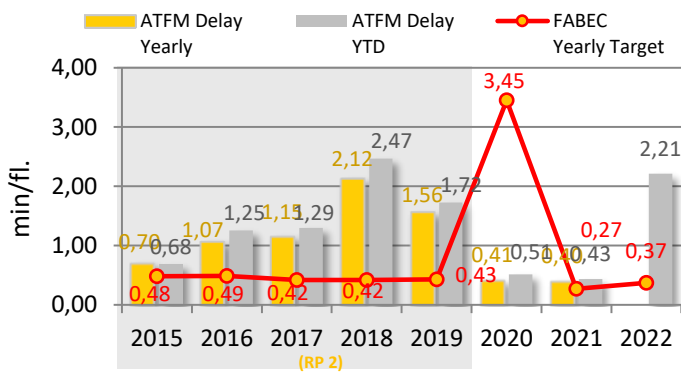
## KPI #1: En-route ATFM delay per controlled flight (FABEC)

	YTD 2022	YTD 2021
<b>En-route Delay All causes</b>	<b>2,21</b>	0,43
FABEC Target (yearly value)	<b>0,37</b>	
Guideline	0,42	
Minute ('000) ALL causes	<b>8.785</b>	948
Diff. 2022 - 2021	+ 826,2 %	
Traffic ('000)	<b>3.973</b>	2.182
Diff. 2022 - 2021	+ 82,1 %	

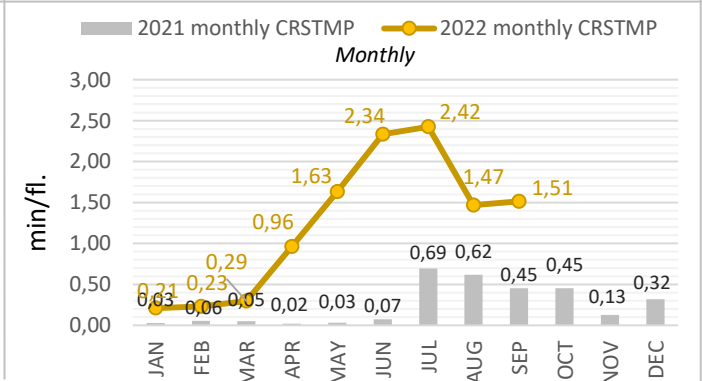
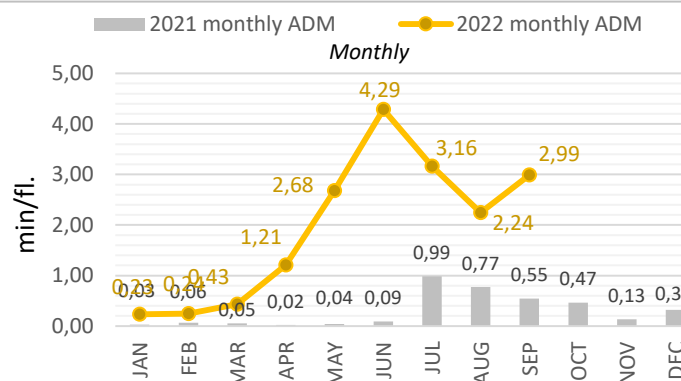
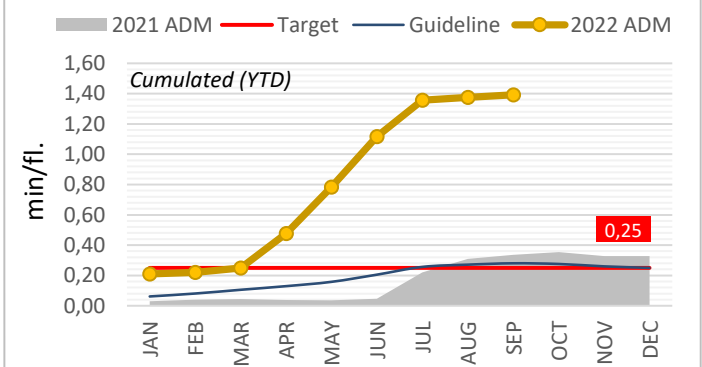
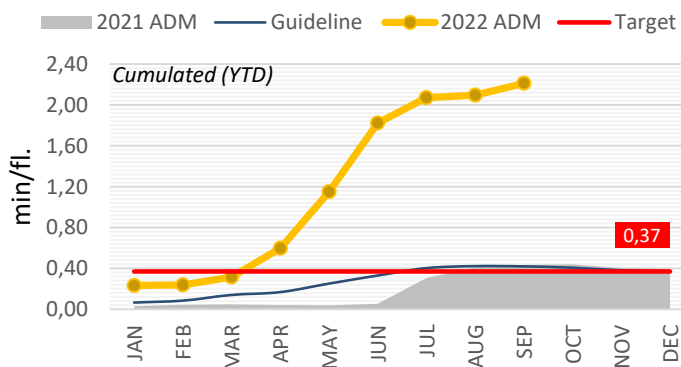
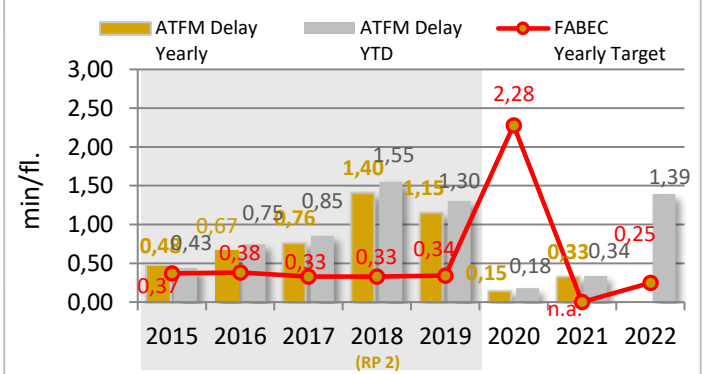
	YTD 2022	YTD 2021
<b>En-route Delay CRSTMP causes</b>	<b>1,39</b>	0,34
FABEC Target (yearly value)	<b>0,25</b>	
Guideline	0,28	
Minute ('000) CRSTMP causes	<b>5.532</b>	732
Diff. 2022 - 2021	+ 655 %	
<i>Potential savings (*) due to underbid the delay Target (all Causes) in Mio EURO (YTD)</i>		
	0,0	

\* Cost of ATFM-delay per min = 87 €

### All Delay Causes



### CRSTMP Delay Causes



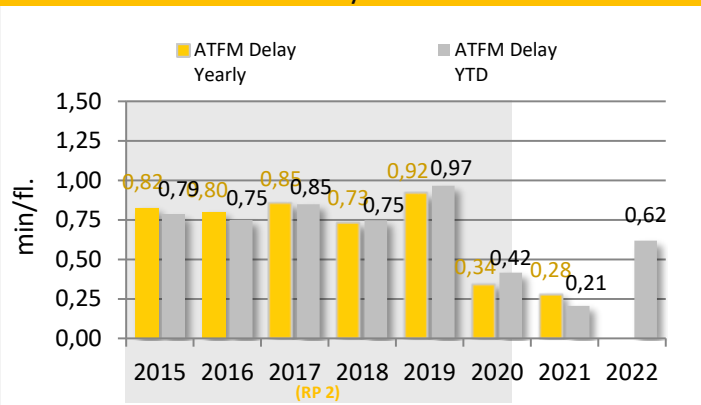
The guideline for the en-route ATFM delay per movement is a basic cumulative extrapolation of the 2017-2019 monthly allocation and is designed to give an impression, how the YTD figures should be, in order to reach the yearly 2022 published targets (0,37 min per flight for all delay causes and 0,25 min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



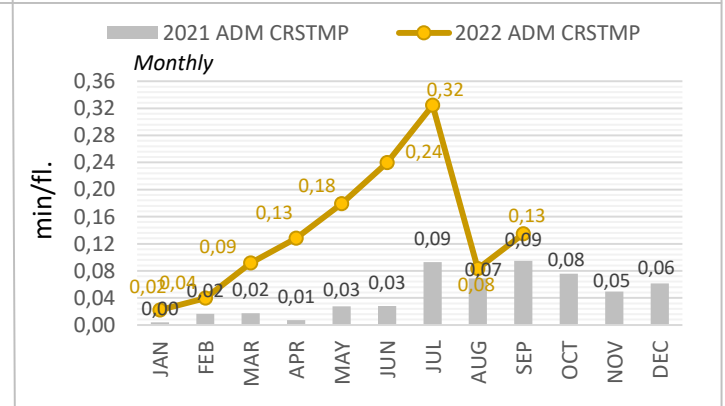
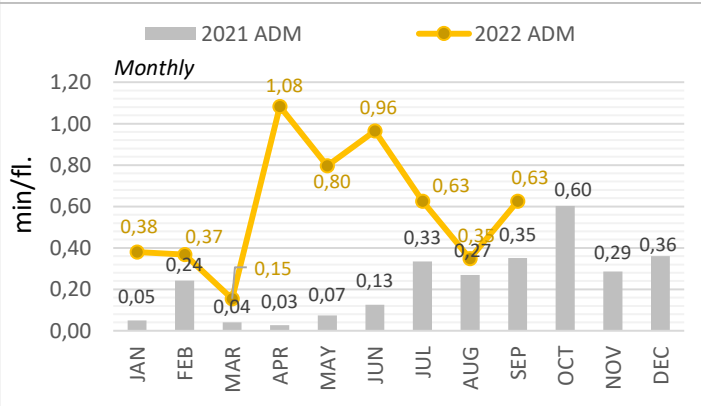
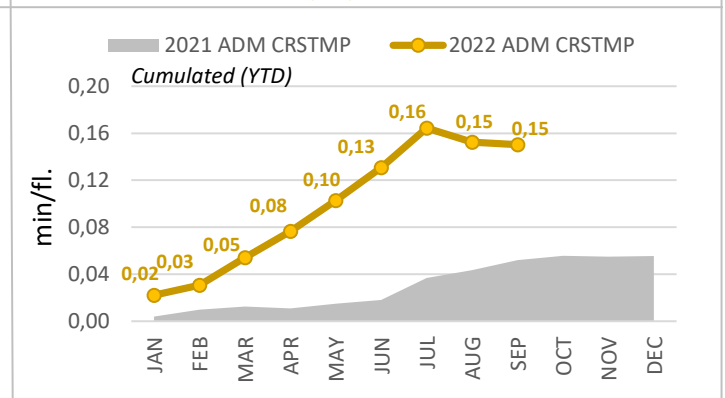
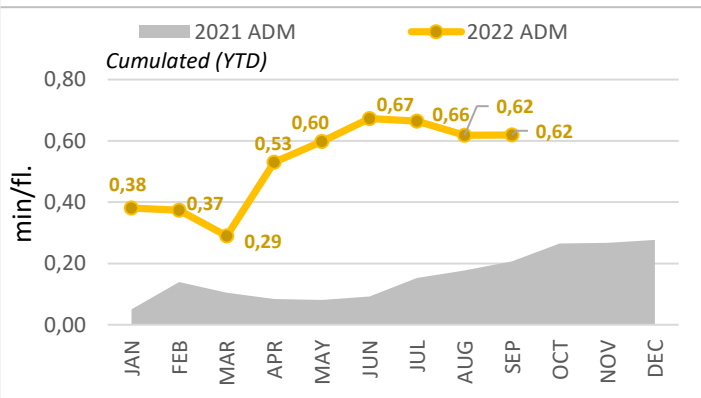
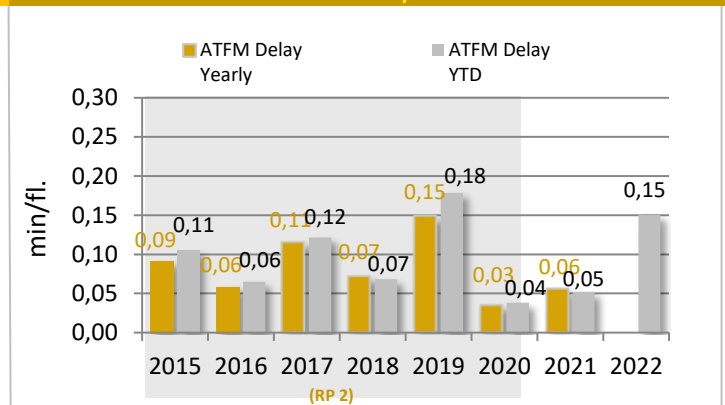
## KPI #2: Arrival ATFM delay per controlled flight (FABEC)

	YTD 2022	YTD 2021		YTD 2022	YTD 2021
<b>Arrival Delay All causes</b>	<b>0,62</b>	0,21	<b>Arrival Delay CRSTMP causes</b>	<b>0,15</b>	0,05
<i>Diff. 2022 - 2021</i>	+ 200 %		<i>Diff. 2022 - 2021</i>	+ 188 %	
<b>Minute ('000) ALL causes</b>	<b>967</b>	195	<b>Minute ('000) CRSTMP causes</b>	<b>235</b>	49
<i>Diff. 2022 - 2021</i>	+ 396 %		<i>Diff. 2022 - 2021</i>	+ 376 %	
<b>Traffic ('000)</b>	<b>1.562</b>	945			
<i>Diff. 2022 - 2021</i>	+ 65 %				

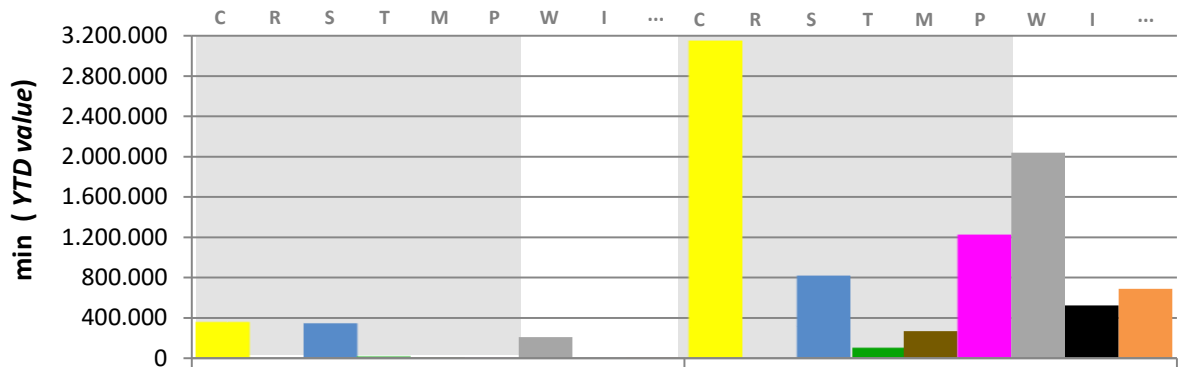
### All Delay Causes



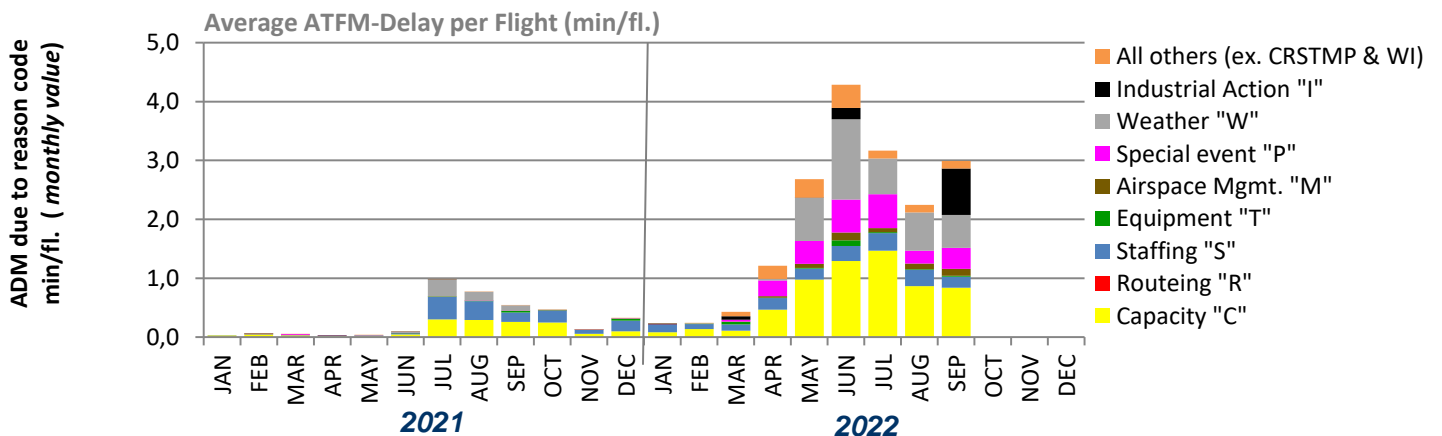
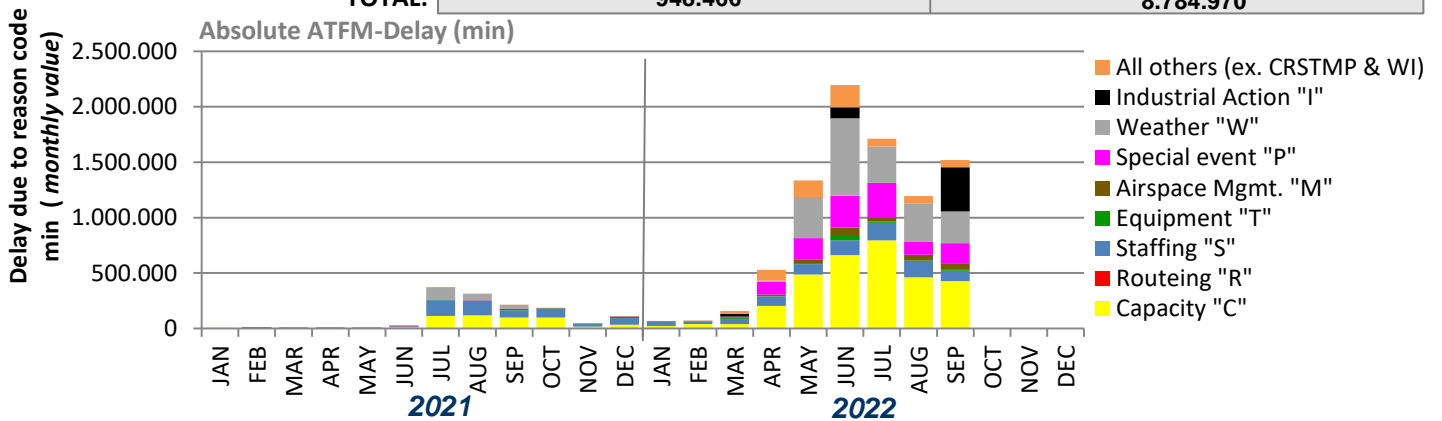
### CRSTMP Delay Causes



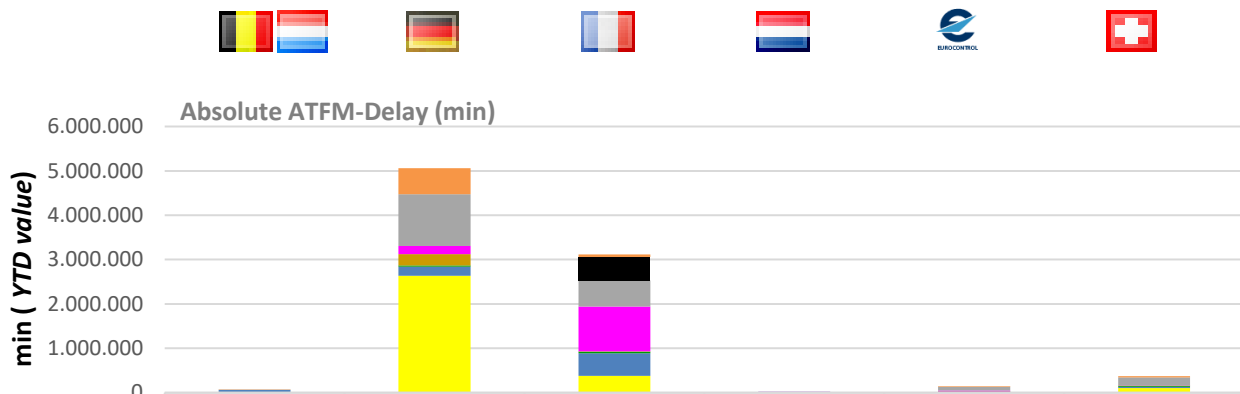
## KPI #1: En-route ATFM delay per reason code (FABEC)



Delay due to reason code:	2021	2022
Capacity "C"	361.565	3.142.582
Routing "R"	0	0
Staffing "S"	344.507	807.771
Equipment "T"	16.835	95.733
Airspace Mgmt. "M"	5.709	268.961
Special event "P"	3.828	1.216.454
Weather "W"	208.878	2.040.563
Industrial Action "I"	1.274	524.997
All others (ex. CRSTMP & WI)	5.870	687.909
<b>CRSTMP:</b>	<b>732.444</b>	<b>5.531.501</b>
<b>TOTAL:</b>	<b>948.466</b>	<b>8.784.970</b>



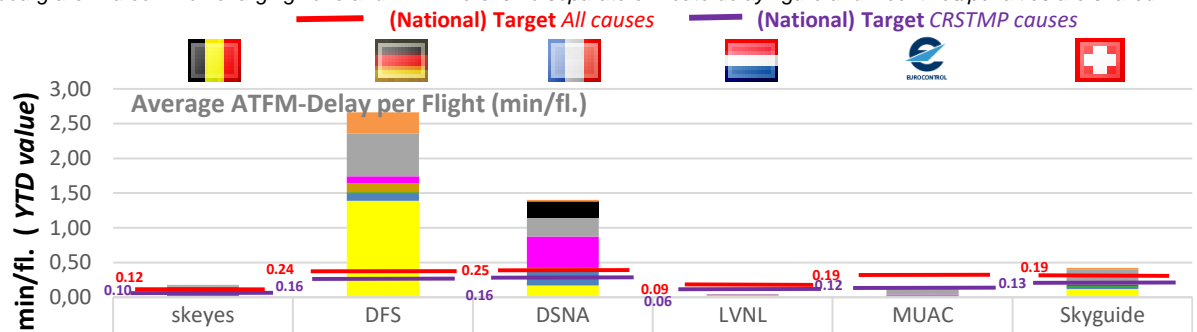
## KPI #1: En-route ATFM delay per controlled flight (ANSP)



	skeyes	DFS	DSNA	LVNL	MUAC	Skyguide
All others (ex. CRSTMP & WI)	621	585.928	61.356		14.830	25.174
Industrial Action "I"			524.997			
Weather "W"	7.506	1.165.363	591.506	3.267	87.041	185.880
Special event "P"		185.697	1.004.915	3.149	17.858	4.835
Airspace Mgmt. "M"		255.323	11.533		1.242	863
Equipment "T"		26.058	31.200		14.277	24.198
Staffing "S"	55.248	205.011	512.665	173	6.211	28.463
Routeing "R"						
Capacity "C"	4.673	2.636.134	380.049	11.212	5.972	104.542

<b>CRSTMP:</b>	<b>59.921</b>	<b>3.308.223</b>	<b>1.940.362</b>	<b>14.534</b>	<b>45.560</b>	<b>162.901</b>
<b>TOTAL:</b>	<b>68.048</b>	<b>5.059.514</b>	<b>3.118.221</b>	<b>17.801</b>	<b>147.431</b>	<b>373.955</b>

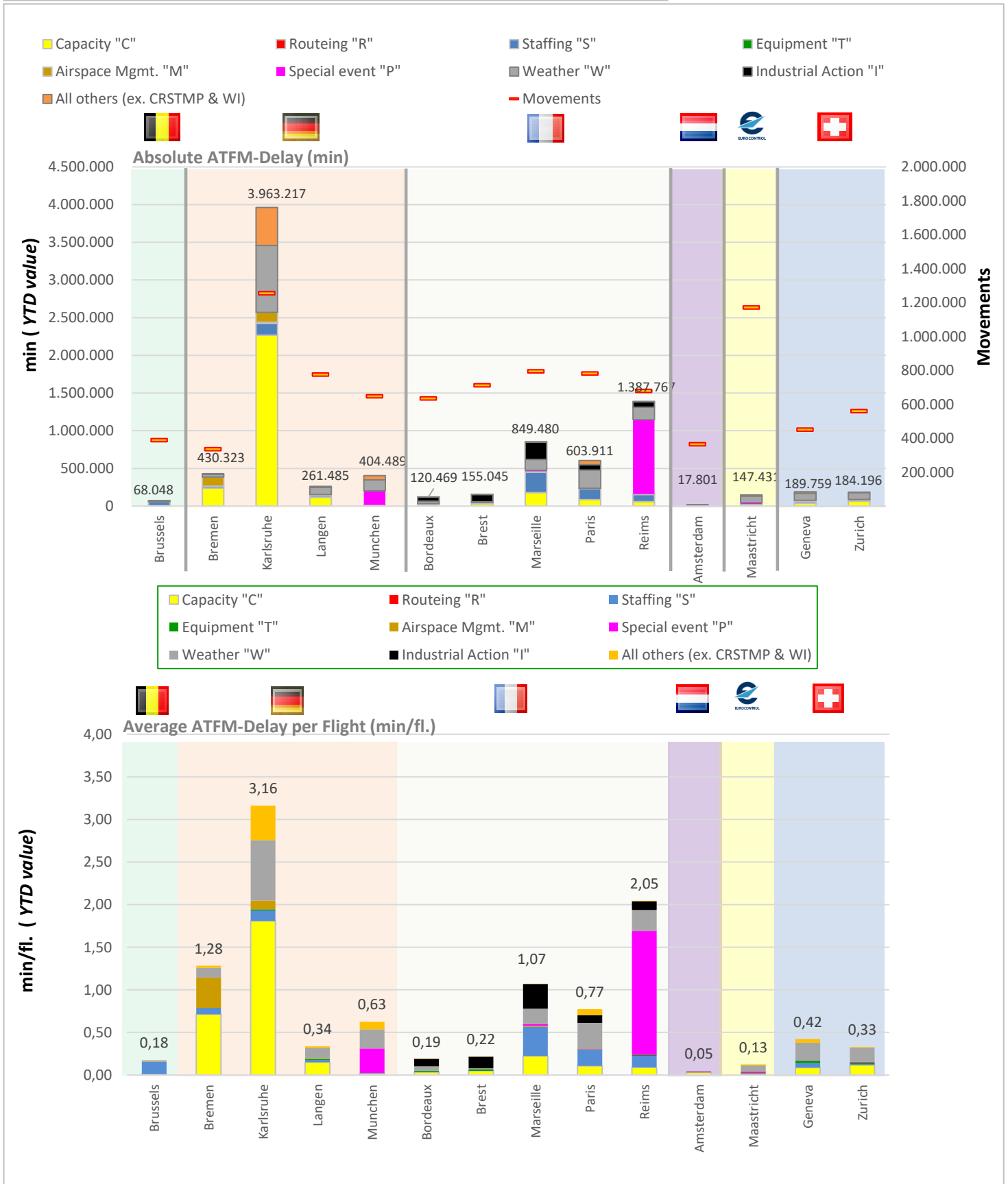
\*Belgium and Luxembourg are in a common charging zone and FIR. There is no separate en-route delay figure and incentives/penalties are shared.



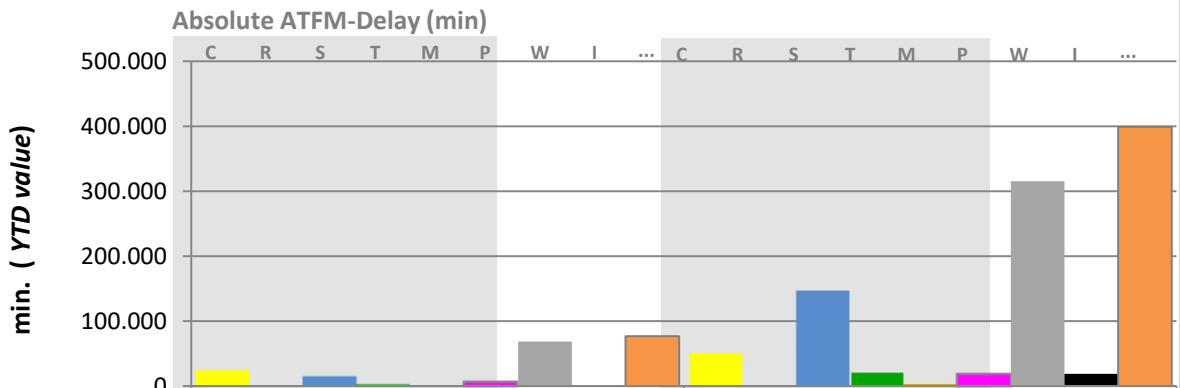
	skeyes	DFS	DSNA	LVNL	MUAC	Skyguide
All others (ex. CRSTMP & WI)	0,00	0,31	0,03	0,00	0,01	0,03
Industrial Action "I"			0,24			
Weather "W"	0,02	0,61	0,27	0,01	0,07	0,21
Special event "P"		0,10	0,45	0,01	0,02	0,01
Airspace Mgmt. "M"		0,13	0,01		0,00	0,00
Equipment "T"		0,01	0,01		0,01	0,03
Staffing "S"	0,14	0,11	0,23	0,00	0,01	0,03
Routeing "R"						
Capacity "C"	0,01	1,39	0,17	0,03	0,01	0,12

<b>CRSTMP:</b>	<b>0.15</b>	<b>1.74</b>	<b>0.87</b>	<b>0.04</b>	<b>0.04</b>	<b>0.18</b>
<b>TOTAL:</b>	<b>0.17</b>	<b>2.66</b>	<b>1.40</b>	<b>0.05</b>	<b>0.13</b>	<b>0.42</b>

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

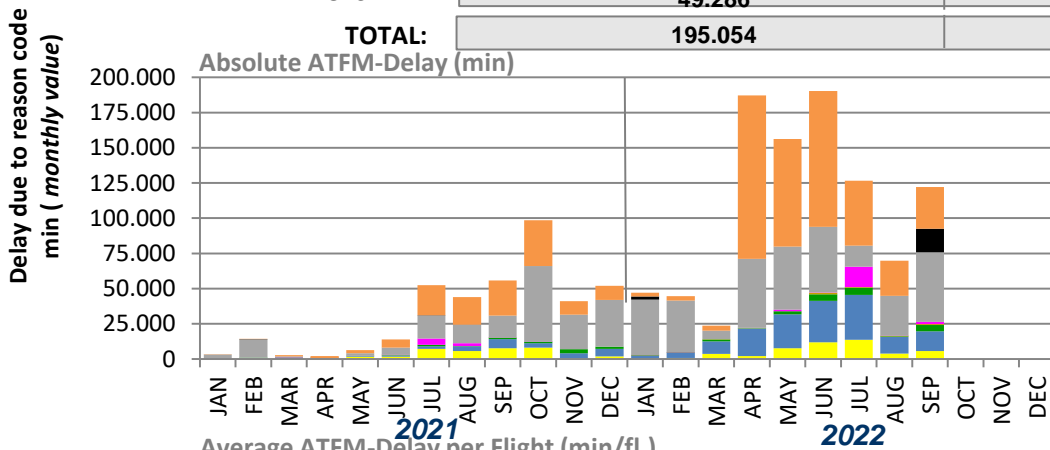


## KPI #2: Arrival ATFM delay per reason code (FABEC)

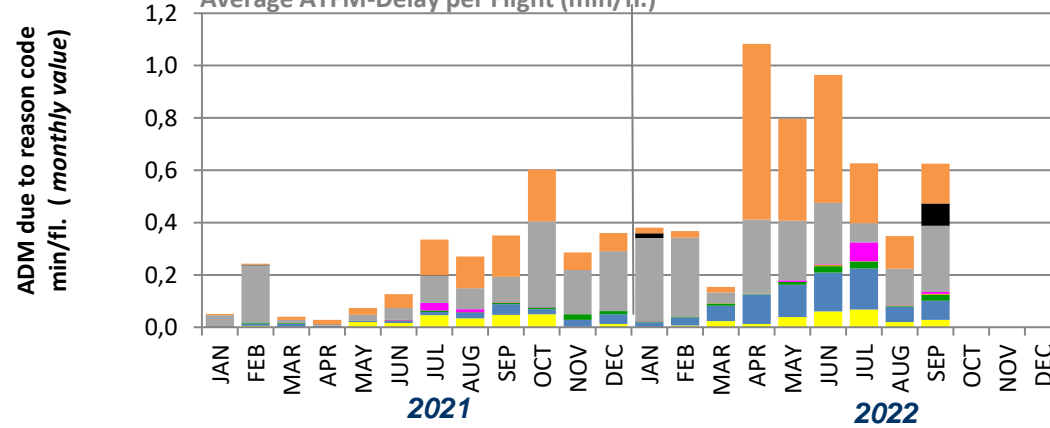


Delay due to reason code:

	2021	2022
Capacity "C"	24.302	49.285
Routeing "R"	0	0
Staffing "S"	15.236	145.803
Equipment "T"	2.786	19.036
Airspace Mgmt. "M"	194	2.890
Special event "P"	6.768	17.759
Weather "W"	68.733	315.211
Industrial Action "I"	151	18.793
All others (ex. CRSTMP & WI)	76.884	398.693
<b>CRSTMP:</b>	<b>49.286</b>	<b>234.773</b>
<b>TOTAL:</b>	<b>195.054</b>	<b>967.470</b>

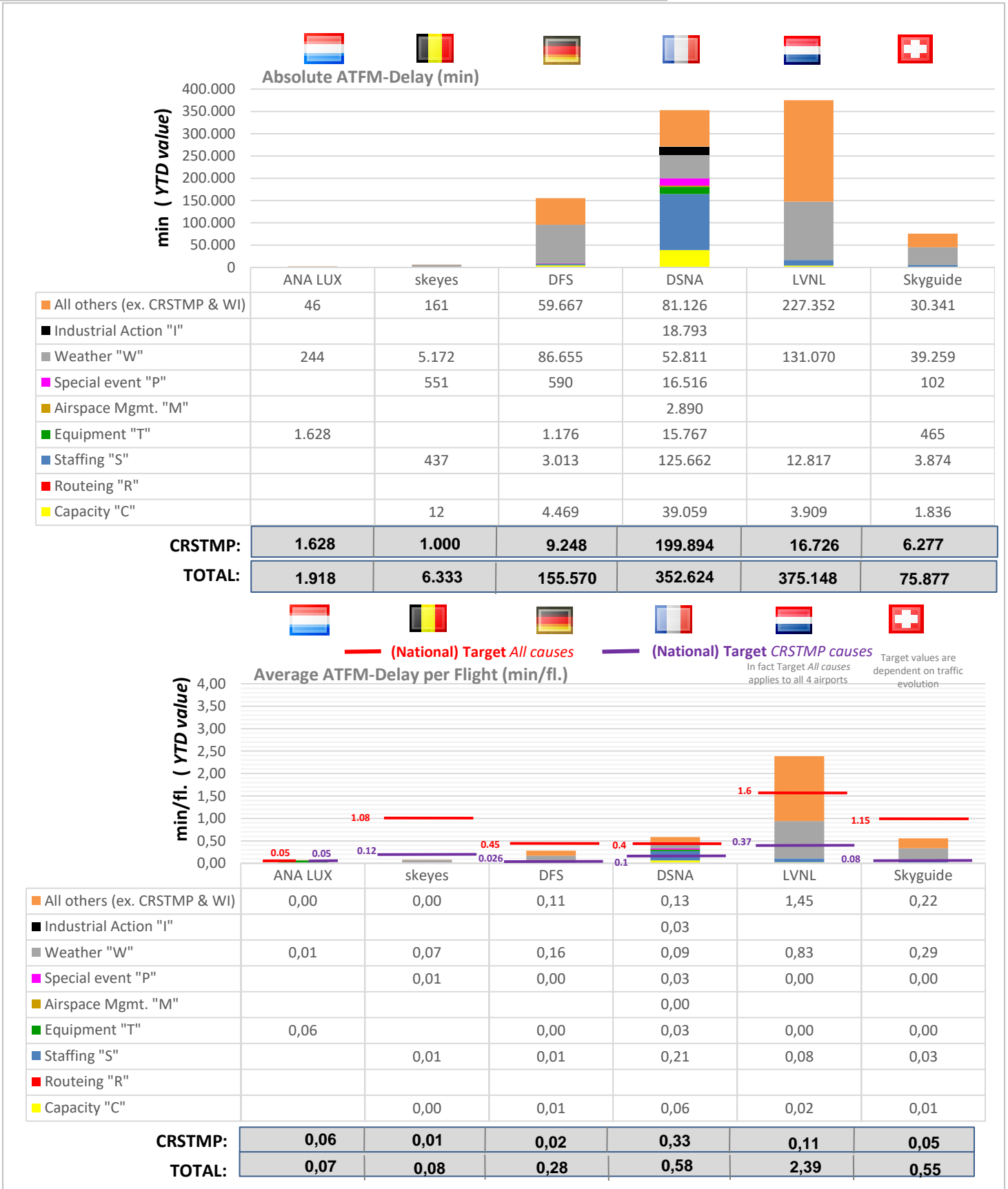


- All others (ex. CRSTMP & WI)
- Industrial Action "I"
- Weather "W"
- Special event "P"
- Airspace Mgmt. "M"
- Equipment "T"
- Staffing "S"
- Routeing "R"
- Capacity "C"



- 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:

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Status: September 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.