



PERFORMANCE REPORT 2020 - 2024

# CAPACITY

November 2023



making the difference

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## Description & Analysis

### Europe

Traffic in November (739,641 flights) was 6.3% higher than November 2022. Network traffic was just below the latest EUROCONTROL lowest scenario. The network recorded fewer flights than anticipated as airline schedules made available during the preparation of the forecast were too optimistic and did not properly reflect the change to winter schedules.

On average the network saw 24,655 flights/day in November, some 5,000 flights/day fewer than October 2023. The peak day was Friday 03 November (27,882 flights). While domestic traffic saw a slight decrease (-0.4%), the two main traffic axes (SW and SE) saw growth (+8.1% and +6.5%) compared to November 2022. The war in Ukraine continues to affect overflights in several countries.

Ryanair was the busiest operator with, on average, 2,252 movements per day, followed by Turkish Airlines (1,284), Lufthansa (1,166), easyJet (1,162) and Air France (900). Five aircraft operators in the Top 10 still had double-digit growth compared to November 2022.

The busiest airport was Istanbul/IGA (1,295 flights/day), followed by London/Heathrow (1,261 flights/day), Amsterdam/Schiphol (1,217 flights/day), Paris/Charles de Gaulle (1,195 flights/day) and Frankfurt/Main (1,177 flights/day).

The Mainline (+11.3%), Low-cost (+10.4%) and Regional (+1.9%) segments continued to drive the network growth but slowed down and stood together at 91% of 2019 flight levels. The Charter segment fell by -7.0% owing partly to decreases on domestic flights in Israel (-12 flights/day) as well as decreases on the flow to/from the Russian Federation-Türkiye (-12 flights/day). The All-cargo segment decreased by -6.0% with fewer daily domestic flights in Sweden (-10), UK (-10), Norway (-8) and Italy (-6) compared to November 2022. The Business aviation segment fell -4.9% although it was the only segment ahead of its November 2019 level, at 103% in November 2023.

There were 929,215 minutes of ATFM delay in November, 60.6% higher than November 2022, but half of the delays of October 2023. En-route accounted for 57.0% of these ATFM delays, and airports for 43.0%. The average en-route ATFM delay per flight for the network was 0.7 minutes in November and the YTD en-route ATFM delay per flight was 1.9 minutes. Flow measures in November were mainly due to en-route weather and ATC capacity (Source: NM).

### Delays from the passengers' point of view

For November 2023, the Central Office for Delay Analysis (CODA) reported that the average delay per flight on departure was 13.0 minutes per flight - an increase of 1.4 minutes per flight compared to November 2022. 28% of the total delay can be attributable to air traffic control.

Airlines caused 53% of the total delay, resulting from such issues as technical problems, staff shortages or turnaround times that are too tightly scheduled. Airports caused 5% of the delays while the rest (IATA-Code 85,86,71-79,97-99) of around 14% can be allocated to other reasons (Source: CODA-Dashboard-11-2023, Date 15/01/2024).

### FABEC

In the FABEC area, traffic decreased by 7.1% in November 2023 compared to the same month in 2019, leading to a 9.4% yearly traffic decrease. Traffic was down in all ANSPs but with significant differences, from -11.6% in skeyes and DFS, -9.6% in LVNL to -5.0% in Skyguide and even an increase of traffic by +0.4 in DSN (the first ANSP to record an increase of traffic compared with 2019 since the COVID situation for 2 months in a row). Airport traffic was down to a similar extent (-14.3% in the FABEC area) but with even more disparities between ANSPs. Landings decreased by an impressive -21.4% in DFS, -17.5% in skeyes, but "only" -7.9% in Skyguide or -5.7% in LVNL.

In November 2023, Karlsruhe UAC (55 088 min), Brest ACC (43 912 min), Paris ACC (42 414 min) and Marseille ACC (41 391 min) were the units to generate the most en-route ATFM delays. In Karlsruhe, delays were due to 'ATC-Capacity' (83%), 'Staffing' (8%), 'Other' (7%), 'Weather' (5%), 'Other' (3%) and 'Equipment - ATC' (2%). In Brest, delays were due to 'Industrial Action (ATC)' (59%), 'Other' (28%, CIARAN storm), 'Staffing' (6%), 'Weather' (3%), 'Equipment (ATC)' (2%) and 'ATC-Capacity' (2%); in Paris, 'Industrial Action (ATC)' (53%), 'Special Event' (32%, 4-Flight live trial), 'Staffing' (6%), 'ATC-Capacity' (2%) and 'Weather' (2%); in Marseille, 'Industrial Action (ATC)' (91%), 'Staffing' (8%) and 'ATC-Capacity' (1%).

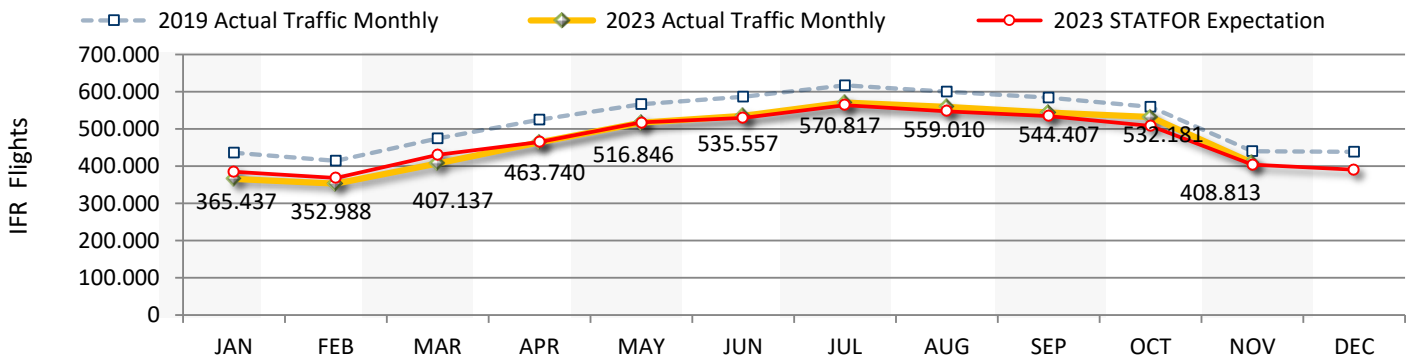
The en-route ATFM delay per flight all causes reached 0.71 min/flt in November 2023 compared to 0.41 min/flt in 2022. The en-route ATFM delay per flight reached 2.22 min/flt after 11 months in 2023 and this value is far beyond the guideline value at the end of November (0.38 min/flt). The en-route ATFM delay CRSTMP causes reached 1.12 min/flt at the end of November; this value is, as well, beyond the FABEC guideline value (0.26 min/flt).

Airport ATFM delays were mainly generated in Amsterdam Schiphol/EHAM (57 436 min) and Frankfurt Main/EDDF (9 493 min). In Amsterdam Schiphol, delays were due to 'Weather' (73%), 'Aerodrome Capacity' (25%) and 'Aerodrome Capacity (ATC)' (2%). In Frankfurt Main, delays were exclusively due to 'Weather' (100%).

After 11 months in 2023, both DFS and DSN are not achieving their respective en-route CRSTMP ATFM delay per flight target, contrarily to the other FABEC ANSPs. For the Arrival ATFM delay per Arrival flight, DSN and DFS are currently not achieving their respective CRSTMP arrival ATFM delay per Arrival flight target, ANA LUX and Skyguide performance is within the dead-band and the other FABEC members are achieving their respective target.

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

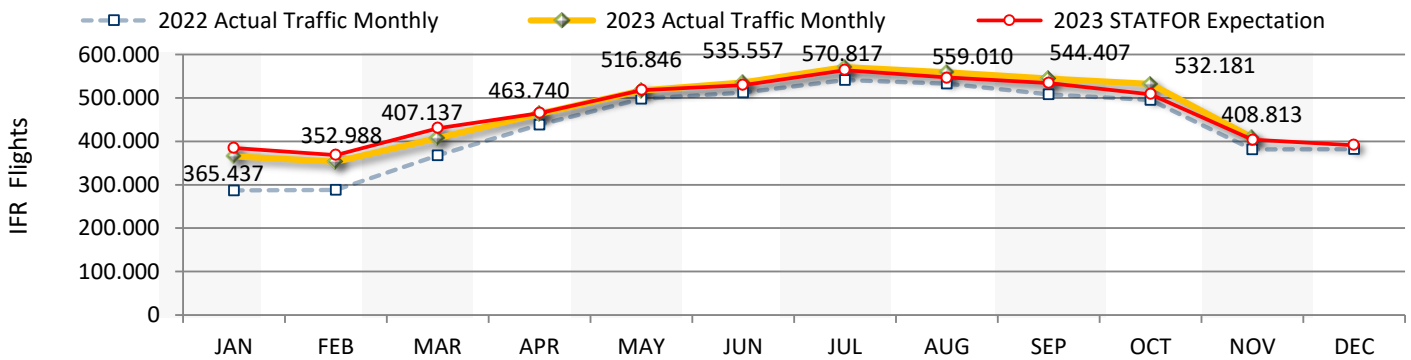
<b>FABEC</b>	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
2019 Actual Traffic Monthly	435.809	414.272	474.729	524.490	566.051	586.281	617.104	600.261	584.310	558.973	439.854	438.590	5.802.134
2023 Actual Traffic Monthly	<b>365.437</b>	<b>352.988</b>	<b>407.137</b>	<b>463.740</b>	<b>516.846</b>	<b>535.557</b>	<b>570.817</b>	<b>559.010</b>	<b>544.407</b>	<b>532.181</b>	<b>408.813</b>		<b>5.256.933</b>
Growth (%)	<b>-16,1 %</b>	<b>-14,8 %</b>	<b>-14,2 %</b>	<b>-11,6 %</b>	<b>-8,7 %</b>	<b>-8,7 %</b>	<b>-7,5 %</b>	<b>-6,9 %</b>	<b>-6,8 %</b>	<b>-4,8 %</b>	<b>-7,1 %</b>		<b>-9,4 %</b>
2023 STATFOR Expectation	384.779	368.280	430.288	465.067	517.684	529.494	563.833	547.498	534.041	508.353	404.253	390.716	5.644.285
2023 Traffic Evolution (%)	<b>-5,0 %</b>	<b>-4,2 %</b>	<b>-5,4 %</b>	<b>-0,3 %</b>	<b>-0,2 %</b>	<b>1,1 %</b>	<b>1,2 %</b>	<b>2,1 %</b>	<b>1,9 %</b>	<b>4,7 %</b>	<b>1,1 %</b>		
2023 Traffic Cumulated (%)	<b>-5,0 %</b>	<b>-4,6 %</b>	<b>-4,9 %</b>	<b>-3,6 %</b>	<b>-2,8 %</b>	<b>-2,0 %</b>	<b>-1,4 %</b>	<b>-0,9 %</b>	<b>-0,6 %</b>	<b>0,0 %</b>	<b>0,1 %</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	593.234
2023 Actual Traffic Monthly	<b>36.485</b>	<b>36.295</b>	<b>42.495</b>	<b>46.473</b>	<b>50.917</b>	<b>51.783</b>	<b>54.520</b>	<b>52.729</b>	<b>53.120</b>	<b>51.956</b>	<b>41.291</b>		<b>518.064</b>
Growth (%)	<b>-20,8 %</b>	<b>-14,5 %</b>	<b>-14,2 %</b>	<b>-13,6 %</b>	<b>-11,8 %</b>	<b>-11,5 %</b>	<b>-12,4 %</b>	<b>-11,0 %</b>	<b>-10,6 %</b>	<b>-9,7 %</b>	<b>-11,6 %</b>		<b>-12,7 %</b>
<b>DFS</b>													
2019 Actual Traffic Monthly	222.009	211.766	240.686	258.289	282.291	286.199	299.444	292.210	291.681	284.915	225.050	223.636	2.894.540
2023 Actual Traffic Monthly	<b>173.393</b>	<b>165.403</b>	<b>199.318</b>	<b>223.857</b>	<b>246.275</b>	<b>252.722</b>	<b>264.174</b>	<b>260.301</b>	<b>258.606</b>	<b>257.160</b>	<b>198.971</b>		<b>2.500.180</b>
Growth (%)	<b>-21,9 %</b>	<b>-21,9 %</b>	<b>-17,2 %</b>	<b>-13,3 %</b>	<b>-12,8 %</b>	<b>-11,7 %</b>	<b>-11,8 %</b>	<b>-10,9 %</b>	<b>-11,3 %</b>	<b>-9,7 %</b>	<b>-11,6 %</b>		<b>-13,6 %</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	3.080.469
2023 Actual Traffic Monthly	<b>201.137</b>	<b>195.983</b>	<b>220.587</b>	<b>259.024</b>	<b>291.610</b>	<b>304.890</b>	<b>330.116</b>	<b>320.315</b>	<b>307.563</b>	<b>296.838</b>	<b>222.481</b>		<b>2.950.544</b>
Growth (%)	<b>-9,2 %</b>	<b>-6,6 %</b>	<b>-9,7 %</b>	<b>-8,5 %</b>	<b>-3,6 %</b>	<b>-5,3 %</b>	<b>-3,0 %</b>	<b>-2,8 %</b>	<b>-2,0 %</b>	<b>1,6 %</b>	<b>0,4 %</b>		<b>-4,2 %</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	584.365
2023 Actual Traffic Monthly	<b>37.554</b>	<b>36.153</b>	<b>42.950</b>	<b>45.901</b>	<b>49.919</b>	<b>49.730</b>	<b>51.787</b>	<b>51.738</b>	<b>51.031</b>	<b>51.533</b>	<b>42.979</b>		<b>511.275</b>
Growth (%)	<b>-18,6 %</b>	<b>-18,5 %</b>	<b>-15,0 %</b>	<b>-14,2 %</b>	<b>-13,2 %</b>	<b>-11,0 %</b>	<b>-10,1 %</b>	<b>-9,5 %</b>	<b>-10,4 %</b>	<b>-9,9 %</b>	<b>-9,6 %</b>		<b>-12,5 %</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	1.723.467
2023 Actual Traffic Monthly	<b>114.330</b>	<b>108.415</b>	<b>130.400</b>	<b>141.634</b>	<b>154.289</b>	<b>156.486</b>	<b>166.378</b>	<b>163.692</b>	<b>160.577</b>	<b>159.013</b>	<b>127.494</b>		<b>1.582.708</b>
Growth (%)	<b>-17,6 %</b>	<b>-16,2 %</b>	<b>-11,7 %</b>	<b>-8,5 %</b>	<b>-6,0 %</b>	<b>-6,2 %</b>	<b>-5,5 %</b>	<b>-5,5 %</b>	<b>-4,8 %</b>	<b>-4,3 %</b>	<b>-7,4 %</b>		<b>-8,2 %</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	1.221.015
2023 Actual Traffic Monthly	<b>75.735</b>	<b>75.644</b>	<b>85.707</b>	<b>97.788</b>	<b>109.762</b>	<b>115.273</b>	<b>125.768</b>	<b>122.438</b>	<b>119.191</b>	<b>114.148</b>	<b>81.803</b>		<b>1.123.257</b>
Growth (%)	<b>-15,2 %</b>	<b>-12,3 %</b>	<b>-14,0 %</b>	<b>-11,6 %</b>	<b>-9,3 %</b>	<b>-9,4 %</b>	<b>-5,7 %</b>	<b>-4,2 %</b>	<b>-3,9 %</b>	<b>-1,2 %</b>	<b>-5,0 %</b>		<b>-8,0 %</b>

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

<b>FABEC</b>	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
2022 Actual Traffic Monthly	286.998	287.940	367.853	437.947	497.938	512.584	541.131	532.856	508.004	495.129	381.425	382.274	4.849.805
2023 Actual Traffic Monthly	<b>365.437</b>	<b>352.988</b>	<b>407.137</b>	<b>463.740</b>	<b>516.846</b>	<b>535.557</b>	<b>570.817</b>	<b>559.010</b>	<b>544.407</b>	<b>532.181</b>	<b>408.813</b>		<b>5.256.933</b>
Growth (%)	27,3 %	22,6 %	10,7 %	5,9 %	3,8 %	4,5 %	5,5 %	4,9 %	7,2 %	7,5 %	7,2 %		8,4 %
2023 STATFOR Expectation	384.779	368.280	430.288	465.067	517.684	529.494	563.833	547.498	534.041	508.353	404.253	390.716	5.644.285
2023 Traffic Evolution (%)	-5,0 %	-4,2 %	-5,4 %	-0,3 %	-0,2 %	1,1 %	1,2 %	2,1 %	1,9 %	4,7 %	1,1 %		
2023 Traffic Cumulated (%)	-5,0 %	-4,6 %	-4,9 %	-3,6 %	-2,8 %	-2,0 %	-1,4 %	-0,9 %	-0,6 %	0,0 %	0,1 %		

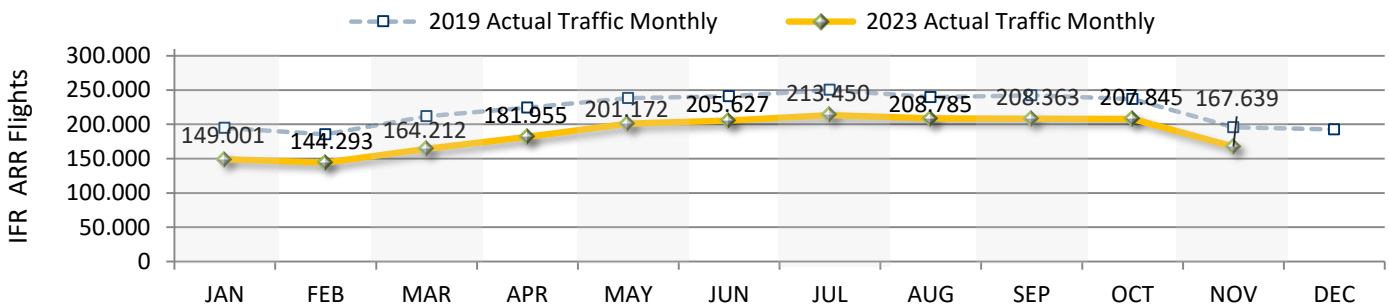


	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
<b>skeyes</b>													
2022 Actual Traffic Monthly	30.799	30.791	39.640	43.267	48.238	47.745	52.265	50.352	48.867	47.449	38.329	38.231	477.742
2023 Actual Traffic Monthly	<b>36.485</b>	<b>36.295</b>	<b>42.495</b>	<b>46.473</b>	<b>50.917</b>	<b>51.783</b>	<b>54.520</b>	<b>52.729</b>	<b>53.120</b>	<b>51.956</b>	<b>41.291</b>		<b>518.064</b>
Growth (%)	18,5 %	17,9 %	7,2 %	7,4 %	5,6 %	8,5 %	4,3 %	4,7 %	8,7 %	9,5 %	7,7 %		8,4 %
<b>DFS</b>													
2022 Actual Traffic Monthly	140.653	134.874	174.691	214.761	242.789	247.074	251.060	250.461	244.238	236.488	185.524	179.573	2.322.613
2023 Actual Traffic Monthly	<b>173.393</b>	<b>165.403</b>	<b>199.318</b>	<b>223.857</b>	<b>246.275</b>	<b>252.722</b>	<b>264.174</b>	<b>260.301</b>	<b>258.606</b>	<b>257.160</b>	<b>198.971</b>		<b>2.500.180</b>
Growth (%)	23,3 %	22,6 %	14,1 %	4,2 %	1,4 %	2,3 %	5,2 %	3,9 %	5,9 %	8,7 %	7,2 %		7,6 %
<b>DSNA</b>													
2022 Actual Traffic Monthly	153.679	159.760	202.675	242.076	276.383	287.378	313.012	303.600	284.246	277.767	205.912	212.553	2.706.488
2023 Actual Traffic Monthly	<b>201.137</b>	<b>195.983</b>	<b>220.587</b>	<b>259.024</b>	<b>291.610</b>	<b>304.890</b>	<b>330.116</b>	<b>320.315</b>	<b>307.563</b>	<b>296.838</b>	<b>222.481</b>		<b>2.950.544</b>
Growth (%)	30,9 %	22,7 %	8,8 %	7,0 %	5,5 %	6,1 %	5,5 %	5,5 %	8,2 %	6,9 %	8,0 %		9,0 %
<b>LVNL</b>													
2022 Actual Traffic Monthly	32.473	30.879	39.467	43.220	49.640	48.925	48.166	48.946	48.426	47.373	39.170	38.344	476.685
2023 Actual Traffic Monthly	<b>37.554</b>	<b>36.153</b>	<b>42.950</b>	<b>45.901</b>	<b>49.919</b>	<b>49.730</b>	<b>51.787</b>	<b>51.738</b>	<b>51.031</b>	<b>51.533</b>	<b>42.979</b>		<b>511.275</b>
Growth (%)	15,6 %	17,1 %	8,8 %	6,2 %	0,6 %	1,6 %	7,5 %	5,7 %	5,4 %	8,8 %	9,7 %		7,3 %
<b>MUAC</b>													
2022 Actual Traffic Monthly	92.126	88.527	112.537	130.139	146.883	147.871	152.286	151.574	147.884	144.545	116.228	118.898	1.430.600
2023 Actual Traffic Monthly	<b>114.330</b>	<b>108.415</b>	<b>130.400</b>	<b>141.634</b>	<b>154.289</b>	<b>156.486</b>	<b>166.378</b>	<b>163.692</b>	<b>160.577</b>	<b>159.013</b>	<b>127.494</b>		<b>1.582.708</b>
Growth (%)	24,1 %	22,5 %	15,9 %	8,8 %	5,0 %	5,8 %	9,3 %	8,0 %	8,6 %	10,0 %	9,7 %		10,6 %
<b>Skyguide</b>													
2022 Actual Traffic Monthly	63.347	63.888	79.699	94.817	109.177	113.943	124.133	121.067	114.719	109.860	79.229	78.828	1.073.879
2023 Actual Traffic Monthly	<b>75.735</b>	<b>75.644</b>	<b>85.707</b>	<b>97.788</b>	<b>109.762</b>	<b>115.273</b>	<b>125.768</b>	<b>122.438</b>	<b>119.191</b>	<b>114.148</b>	<b>81.803</b>		<b>1.123.257</b>
Growth (%)	19,6 %	18,4 %	7,5 %	3,1 %	0,5 %	1,2 %	1,3 %	1,1 %	3,9 %	3,9 %	3,2 %		4,6 %



## 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	2.460.187
2023 Actual Traffic Monthly	<b>149.001</b>	<b>144.293</b>	<b>164.212</b>	<b>181.955</b>	<b>201.172</b>	<b>205.627</b>	<b>213.450</b>	<b>208.785</b>	<b>208.363</b>	<b>207.845</b>	<b>167.639</b>		<b>2.052.342</b>
Growth (%)	<b>-23,5 %</b>	<b>-22,2 %</b>	<b>-22,5 %</b>	<b>-18,9 %</b>	<b>-15,6 %</b>	<b>-14,6 %</b>	<b>-14,7 %</b>	<b>-12,8 %</b>	<b>-14,0 %</b>	<b>-12,2 %</b>	<b>-14,3 %</b>		<b>-16,6 %</b>



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
<b>ANA LUX</b>													
2019 Actual Traffic Monthly	2.728	2.640	3.007	3.285	3.451	3.420	3.410	3.160	3.445	3.466	3.150	3.022	35.162
2023 Actual Traffic Monthly	<b>2.438</b>	<b>2.448</b>	<b>2.874</b>	<b>3.038</b>	<b>3.235</b>	<b>3.376</b>	<b>3.321</b>	<b>3.149</b>	<b>3.320</b>	<b>3.360</b>	<b>2.745</b>		<b>33.304</b>
Growth (%)	<b>-10,6 %</b>	<b>-7,3 %</b>	<b>-4,4 %</b>	<b>-7,5 %</b>	<b>-6,3 %</b>	<b>-1,3 %</b>	<b>-2,6 %</b>	<b>-0,3 %</b>	<b>-3,6 %</b>	<b>-3,1 %</b>	<b>-12,9 %</b>		<b>-5,3 %</b>

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
<b>skeyes</b>													
2019 Actual Traffic Monthly	9.804	8.825	10.293	11.083	11.763	11.678	12.607	12.086	12.016	11.632	10.315	9.981	122.102
2023 Actual Traffic Monthly	<b>7.407</b>	<b>7.199</b>	<b>8.416</b>	<b>8.954</b>	<b>9.905</b>	<b>9.779</b>	<b>10.408</b>	<b>10.091</b>	<b>9.776</b>	<b>9.745</b>	<b>8.515</b>		<b>100.195</b>
Growth (%)	<b>-24,4 %</b>	<b>-18,4 %</b>	<b>-18,2 %</b>	<b>-19,2 %</b>	<b>-15,8 %</b>	<b>-16,3 %</b>	<b>-17,4 %</b>	<b>-16,5 %</b>	<b>-18,6 %</b>	<b>-16,2 %</b>	<b>-17,5 %</b>		<b>-17,9 %</b>

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
<b>DFS</b>													
2019 Actual Traffic Monthly	78.274	75.894	85.673	88.848	96.254	95.027	98.049	95.422	98.321	97.898	79.529	76.266	989.189
2023 Actual Traffic Monthly	<b>51.574</b>	<b>49.634</b>	<b>58.555</b>	<b>65.855</b>	<b>72.697</b>	<b>74.737</b>	<b>76.288</b>	<b>76.282</b>	<b>76.964</b>	<b>78.479</b>	<b>62.505</b>		<b>743.570</b>
Growth (%)	<b>-34,1 %</b>	<b>-34,6 %</b>	<b>-31,7 %</b>	<b>-25,9 %</b>	<b>-24,5 %</b>	<b>-21,4 %</b>	<b>-22,2 %</b>	<b>-20,1 %</b>	<b>-21,7 %</b>	<b>-19,8 %</b>	<b>-21,4 %</b>		<b>-24,8 %</b>

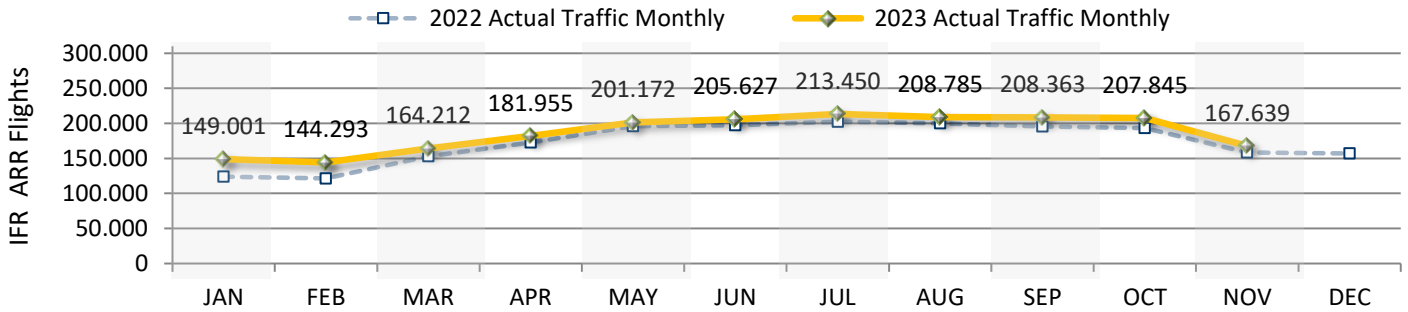
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
<b>DSNA</b>													
2019 Actual Traffic Monthly	66.766	63.317	73.401	81.023	84.477	88.656	92.799	86.055	86.206	81.851	67.332	66.631	871.883
2023 Actual Traffic Monthly	<b>56.987</b>	<b>55.982</b>	<b>60.591</b>	<b>68.445</b>	<b>76.742</b>	<b>79.428</b>	<b>83.135</b>	<b>79.222</b>	<b>78.888</b>	<b>76.245</b>	<b>60.888</b>		<b>776.553</b>
Growth (%)	<b>-14,6 %</b>	<b>-11,6 %</b>	<b>-17,5 %</b>	<b>-15,5 %</b>	<b>-9,2 %</b>	<b>-10,4 %</b>	<b>-10,4 %</b>	<b>-7,9 %</b>	<b>-8,5 %</b>	<b>-6,8 %</b>	<b>-9,6 %</b>		<b>-10,9 %</b>

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
<b>LVNL</b>													
2019 Actual Traffic Monthly	18.998	18.021	20.363	21.455	22.973	22.330	22.933	23.046	22.639	22.777	19.390	19.628	234.925
2023 Actual Traffic Monthly	<b>15.524</b>	<b>14.707</b>	<b>17.314</b>	<b>18.881</b>	<b>20.648</b>	<b>20.321</b>	<b>21.248</b>	<b>21.424</b>	<b>20.948</b>	<b>21.448</b>	<b>18.279</b>		<b>210.742</b>
Growth (%)	<b>-18,3 %</b>	<b>-18,4 %</b>	<b>-15,0 %</b>	<b>-12,0 %</b>	<b>-10,1 %</b>	<b>-9,0 %</b>	<b>-7,3 %</b>	<b>-7,0 %</b>	<b>-7,5 %</b>	<b>-5,8 %</b>	<b>-5,7 %</b>		<b>-10,3 %</b>

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
<b>Skyguide</b>													
2019 Actual Traffic Monthly	18.280	16.723	19.059	18.777	19.572	19.677	20.388	19.714	19.568	19.206	15.962	17.215	206.926
2023 Actual Traffic Monthly	<b>15.071</b>	<b>14.323</b>	<b>16.462</b>	<b>16.782</b>	<b>17.945</b>	<b>17.986</b>	<b>19.050</b>	<b>18.617</b>	<b>18.467</b>	<b>18.568</b>	<b>14.707</b>		<b>187.978</b>
Growth (%)	<b>-17,6 %</b>	<b>-14,4 %</b>	<b>-13,6 %</b>	<b>-10,6 %</b>	<b>-8,3 %</b>	<b>-8,6 %</b>	<b>-6,6 %</b>	<b>-5,6 %</b>	<b>-5,6 %</b>	<b>-3,3 %</b>	<b>-7,9 %</b>		<b>-9,2 %</b>

## FABEC TRAFFIC DEVELOPMENT (arrival)

<b>FABEC</b>	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
2022 Actual Traffic Monthly	123.841	121.455	152.925	172.876	195.919	197.228	202.361	200.065	195.423	193.333	158.470	157.106	1.913.896
2023 Actual Traffic Monthly	<b>149.001</b>	<b>144.293</b>	<b>164.212</b>	<b>181.955</b>	<b>201.172</b>	<b>205.627</b>	<b>213.450</b>	<b>208.785</b>	<b>208.363</b>	<b>207.845</b>	<b>167.639</b>		<b>2.052.342</b>
Growth (%)	<b>20,3 %</b>	<b>18,8 %</b>	<b>7,4 %</b>	<b>5,3 %</b>	<b>2,7 %</b>	<b>4,3 %</b>	<b>5,5 %</b>	<b>4,4 %</b>	<b>6,6 %</b>	<b>7,5 %</b>	<b>5,8 %</b>		<b>7,2 %</b>



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
<b>ANA LUX</b>													
2022 Actual Traffic Monthly	1.977	2.079	2.603	2.976	3.377	3.407	3.342	3.177	3.305	3.213	2.746	2.724	32.202
2023 Actual Traffic Monthly	<b>2.438</b>	<b>2.448</b>	<b>2.874</b>	<b>3.038</b>	<b>3.235</b>	<b>3.376</b>	<b>3.321</b>	<b>3.149</b>	<b>3.320</b>	<b>3.360</b>	<b>2.745</b>		<b>33.304</b>
Growth (%)	<b>23,3 %</b>	<b>17,7 %</b>	<b>10,4 %</b>	<b>2,1 %</b>	<b>-4,2 %</b>	<b>-0,9 %</b>	<b>-0,6 %</b>	<b>-0,9 %</b>	<b>0,5 %</b>	<b>4,6 %</b>	<b>0,0 %</b>		<b>3,4 %</b>

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
<b>skeyes</b>													
2022 Actual Traffic Monthly	6.869	6.422	8.103	8.453	9.316	9.126	10.258	10.113	9.758	9.405	8.029	7.840	95.852
2023 Actual Traffic Monthly	<b>7.407</b>	<b>7.199</b>	<b>8.416</b>	<b>8.954</b>	<b>9.905</b>	<b>9.779</b>	<b>10.408</b>	<b>10.091</b>	<b>9.776</b>	<b>9.745</b>	<b>8.515</b>		<b>100.195</b>
Growth (%)	<b>7,8 %</b>	<b>12,1 %</b>	<b>3,9 %</b>	<b>5,9 %</b>	<b>6,3 %</b>	<b>7,2 %</b>	<b>1,5 %</b>	<b>-0,2 %</b>	<b>0,2 %</b>	<b>3,6 %</b>	<b>6,1 %</b>		<b>4,5 %</b>

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
<b>DFS</b>													
2022 Actual Traffic Monthly	43.112	40.902	52.555	63.000	71.452	71.662	70.435	72.784	71.724	72.063	59.007	54.117	688.696
2023 Actual Traffic Monthly	<b>51.574</b>	<b>49.634</b>	<b>58.555</b>	<b>65.855</b>	<b>72.697</b>	<b>74.737</b>	<b>76.288</b>	<b>76.282</b>	<b>76.964</b>	<b>78.479</b>	<b>62.505</b>		<b>743.570</b>
Growth (%)	<b>19,6 %</b>	<b>21,3 %</b>	<b>11,4 %</b>	<b>4,5 %</b>	<b>1,7 %</b>	<b>4,3 %</b>	<b>8,3 %</b>	<b>4,8 %</b>	<b>7,3 %</b>	<b>8,9 %</b>	<b>5,9 %</b>		<b>8,0 %</b>

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
<b>DSNA</b>													
2022 Actual Traffic Monthly	46.741	48.317	59.964	65.736	75.097	77.065	81.642	76.979	74.234	72.720	58.877	60.945	737.372
2023 Actual Traffic Monthly	<b>56.987</b>	<b>55.982</b>	<b>60.591</b>	<b>68.445</b>	<b>76.742</b>	<b>79.428</b>	<b>83.135</b>	<b>79.222</b>	<b>78.888</b>	<b>76.245</b>	<b>60.888</b>		<b>776.553</b>
Growth (%)	<b>21,9 %</b>	<b>15,9 %</b>	<b>1,0 %</b>	<b>4,1 %</b>	<b>2,2 %</b>	<b>3,1 %</b>	<b>1,8 %</b>	<b>2,9 %</b>	<b>6,3 %</b>	<b>4,8 %</b>	<b>3,4 %</b>		<b>5,3 %</b>

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
<b>LVNL</b>													
2022 Actual Traffic Monthly	13.532	12.586	15.873	17.506	20.044	19.484	19.006	19.601	19.471	19.027	15.816	15.929	191.946
2023 Actual Traffic Monthly	<b>15.524</b>	<b>14.707</b>	<b>17.314</b>	<b>18.881</b>	<b>20.648</b>	<b>20.321</b>	<b>21.248</b>	<b>21.424</b>	<b>20.948</b>	<b>21.448</b>	<b>18.279</b>		<b>210.742</b>
Growth (%)	<b>14,7 %</b>	<b>16,9 %</b>	<b>9,1 %</b>	<b>7,9 %</b>	<b>3,0 %</b>	<b>4,3 %</b>	<b>11,8 %</b>	<b>9,3 %</b>	<b>7,6 %</b>	<b>12,7 %</b>	<b>15,6 %</b>		<b>9,8 %</b>

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
<b>Skyguide</b>													
2022 Actual Traffic Monthly	11.610	11.149	13.827	15.205	16.633	16.484	17.678	17.411	16.931	16.905	13.995	15.551	167.828
2023 Actual Traffic Monthly	<b>15.071</b>	<b>14.323</b>	<b>16.462</b>	<b>16.782</b>	<b>17.945</b>	<b>17.986</b>	<b>19.050</b>	<b>18.617</b>	<b>18.467</b>	<b>18.568</b>	<b>14.707</b>		<b>187.978</b>
Growth (%)	<b>29,8 %</b>	<b>28,5 %</b>	<b>19,1 %</b>	<b>10,4 %</b>	<b>7,9 %</b>	<b>9,1 %</b>	<b>7,8 %</b>	<b>6,9 %</b>	<b>9,1 %</b>	<b>9,8 %</b>	<b>5,1 %</b>		<b>12,0 %</b>

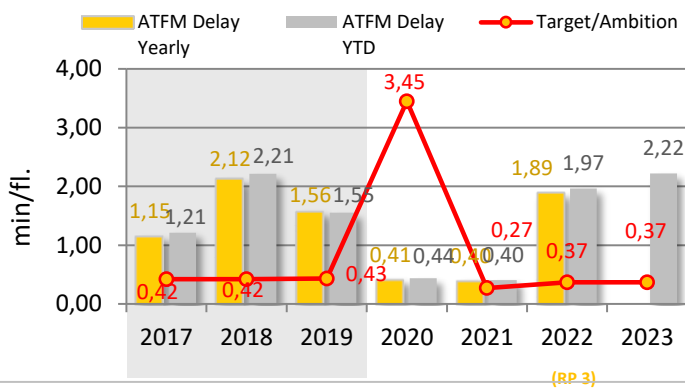
## KPI #1: En-route ATFM delay per controlled flight (FABEC)

	YTD 2023	YTD 2022
<b>En-route Delay All causes</b>	<b>2,22</b>	1,97
FABEC Ambition	<b>0,37</b>	
Guideline	0,38	
Minute ('000) ALL causes	<b>11.676</b>	9.538
Diff. 2023 - 2022	+ 22,4 %	
Traffic ('000)	<b>5.257</b>	4.850
Diff. 2023 - 2022	+ 8,4 %	

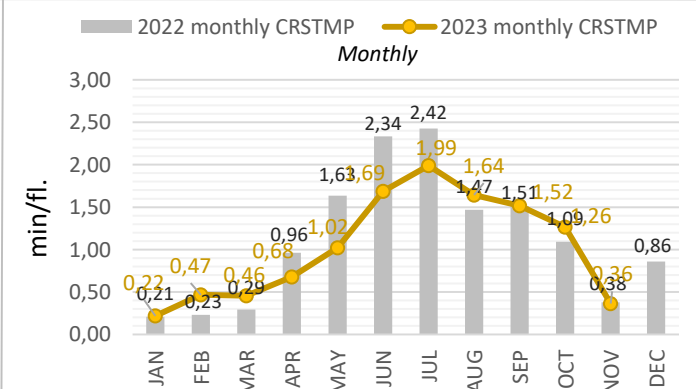
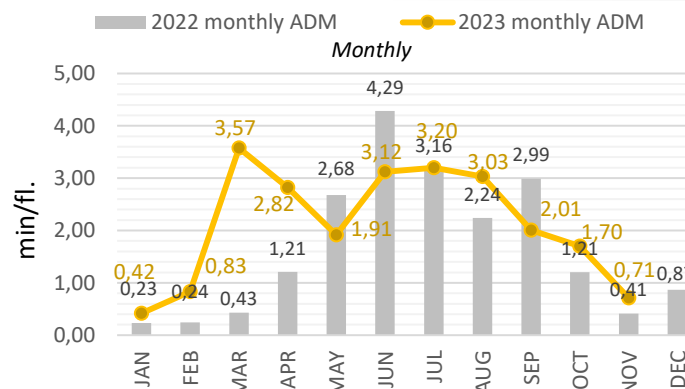
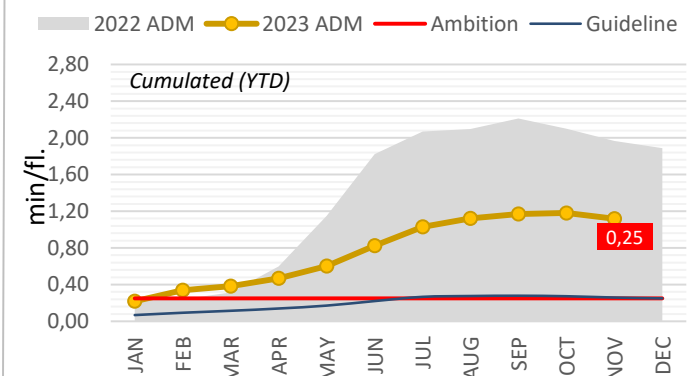
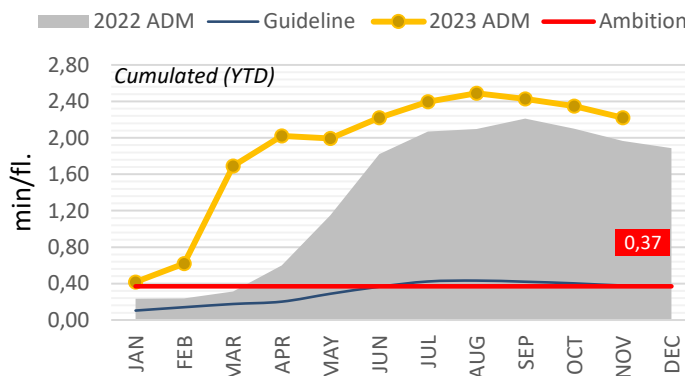
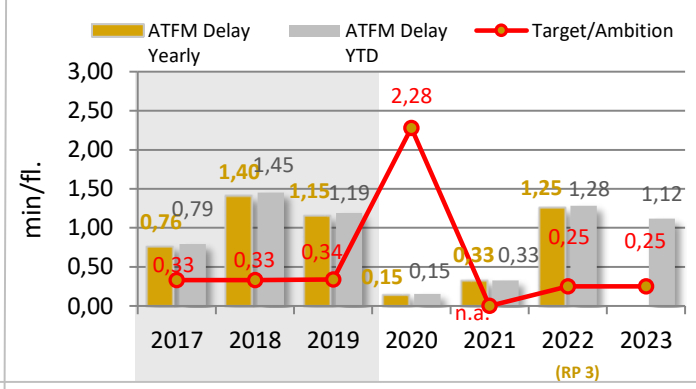
	YTD 2023	YTD 2022
<b>En-route Delay CRSTMP causes</b>	<b>1,12</b>	1,28
FABEC Ambition	<b>0,25</b>	
Guideline	0,26	
Minute ('000) CRSTMP causes	<b>5.876</b>	6.216
Diff. 2023 - 2022	- 5 %	
<i>Potential savings (*) due to underbid the delay Target</i>		
<i>(all Causes) in Mio EURO (YTD)</i>	0,0	

\* Cost of ATFM-delay per min = 100 €

### All Delay Causes



### CRSTMP Delay Causes



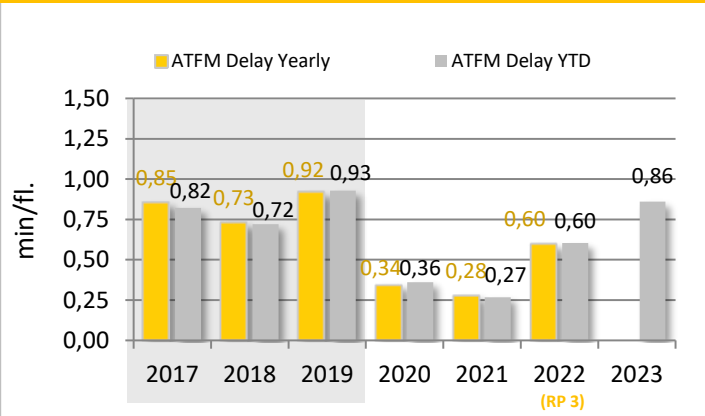
The guideline for the en-route ATFM delay per movement is a basic cumulative extrapolation of the 2017-2019 monthly allocation and is designed to give an impression, how the YTD figures should be, in order to reach the yearly 2023 ambition value set by FABEC States.



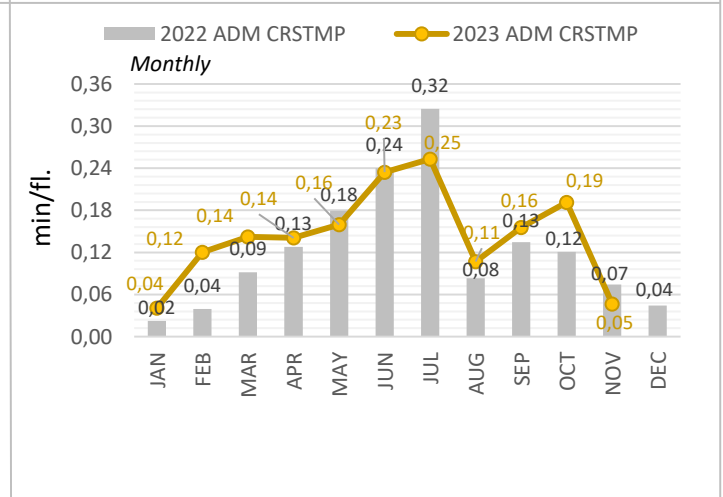
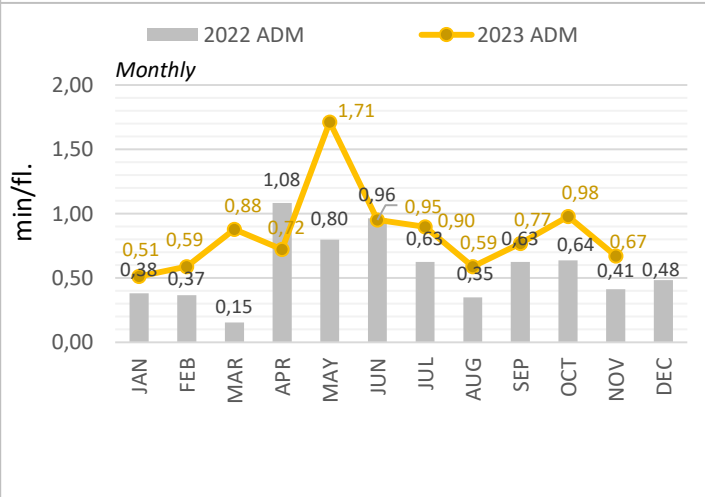
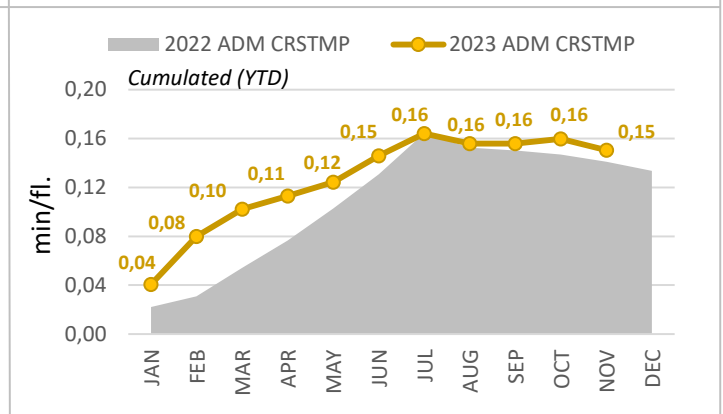
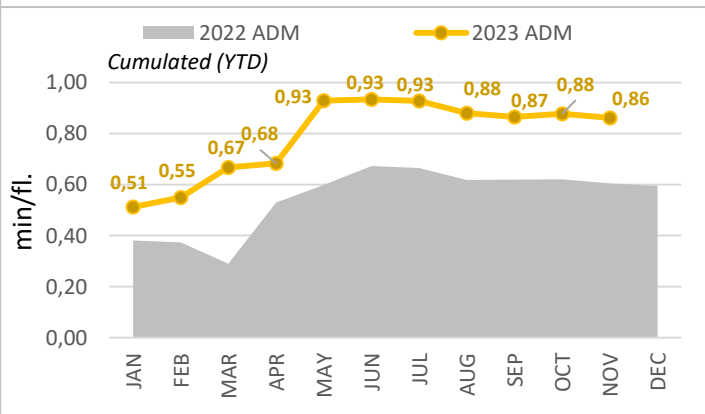
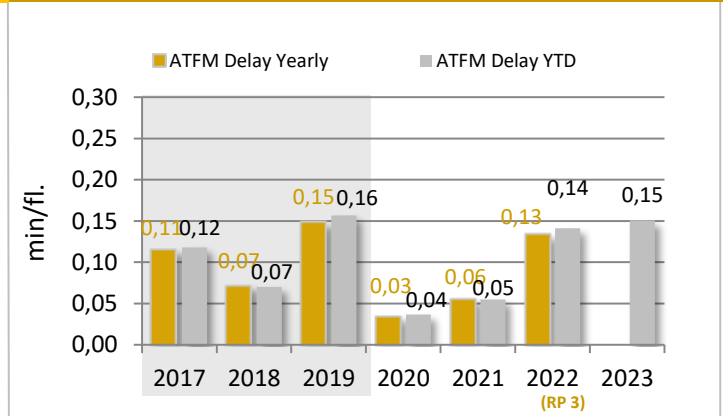
## KPI #2: Arrival ATFM delay per controlled flight (FABEC)

	YTD 2023	YTD 2022		YTD 2023	YTD 2022
<b>Arrival Delay All causes</b>	<b>0,86</b>	0,60	<b>Arrival Delay CRSTMP causes</b>	<b>0,15</b>	0,14
<i>Diff. 2023 - 2022</i>	+ 43 %		<i>Diff. 2023 - 2022</i>	+ 7 %	
<b>Minute ('000) ALL causes</b>	<b>1767</b>	1.156	<b>Minute ('000) CRSTMP causes</b>	<b>309</b>	270
<i>Diff. 2023 - 2022</i>	+ 53 %		<i>Diff. 2023 - 2022</i>	+ 15 %	
<b>Traffic ('000)</b>	<b>2.052</b>	1.914			
<i>Diff. 2023 - 2022</i>	+ 7 %				

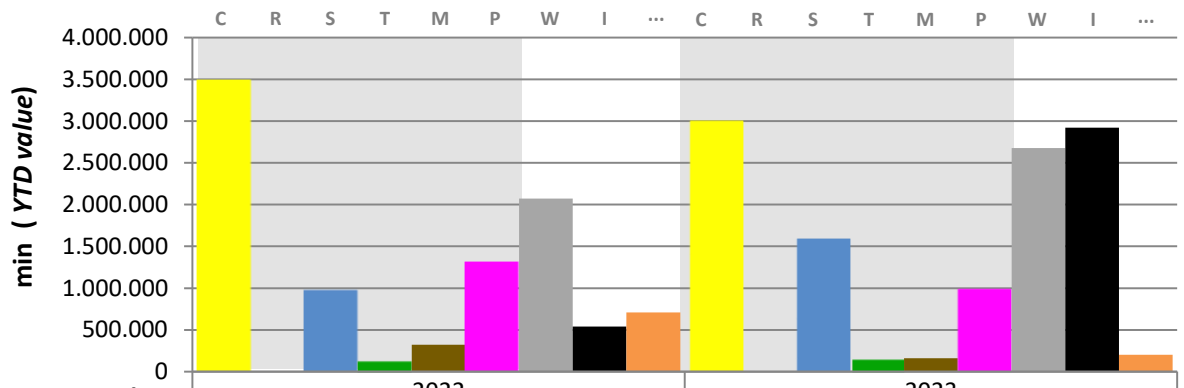
### All Delay Causes



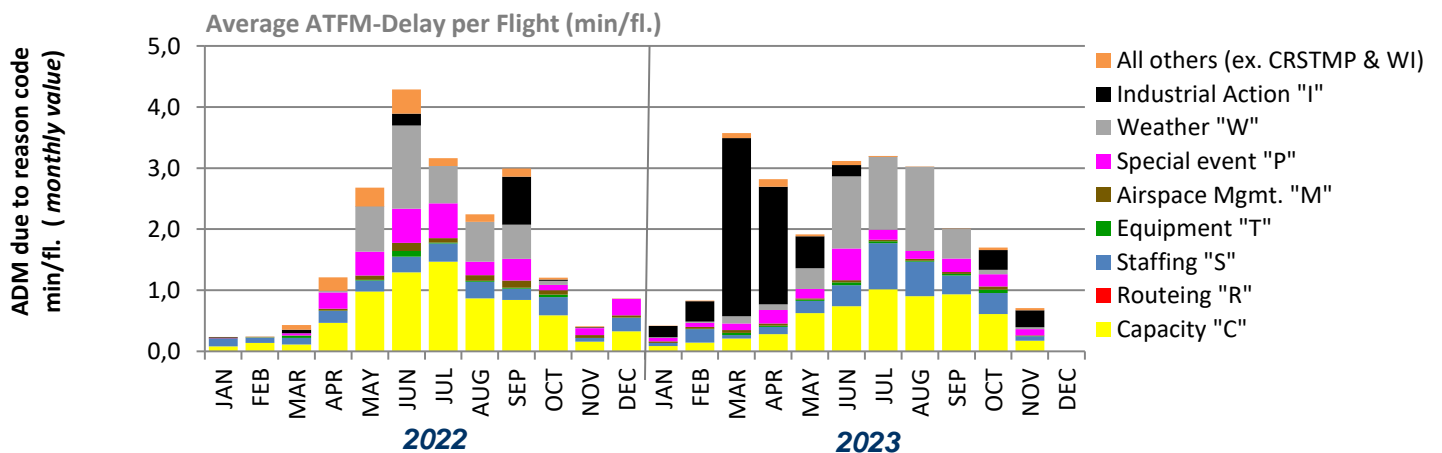
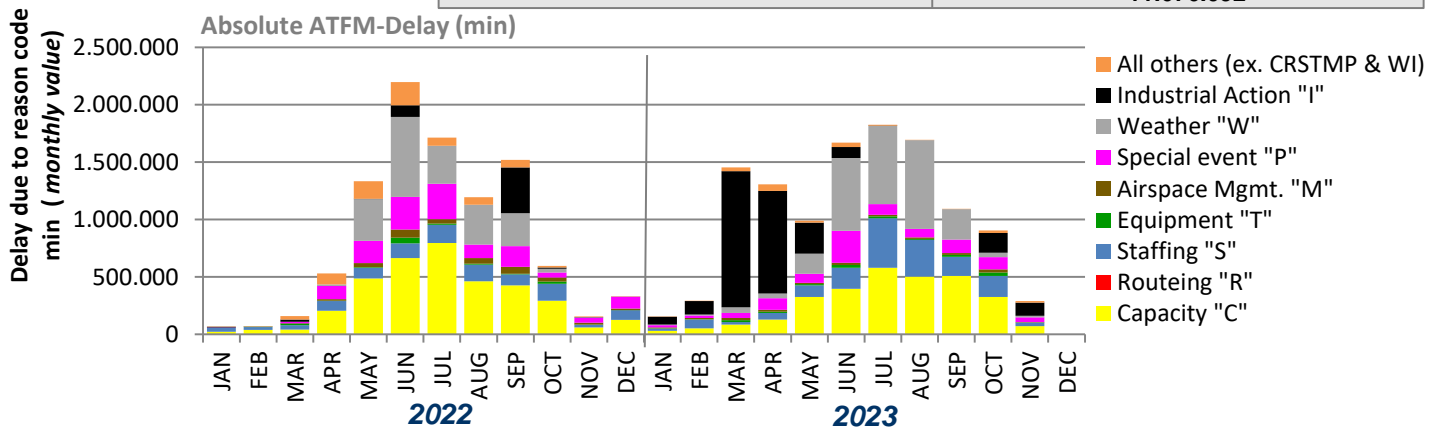
### CRSTMP Delay Causes



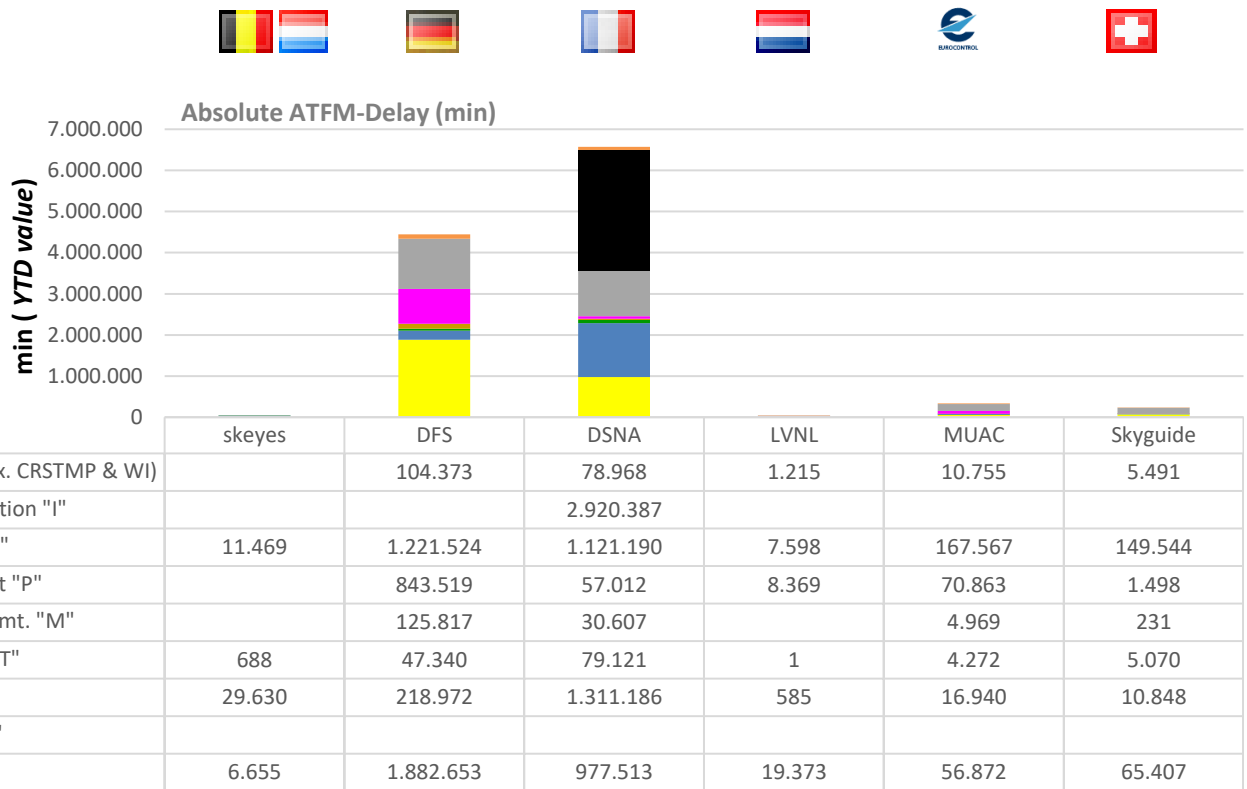
## KPI #1: En-route ATFM delay per reason code (FABEC)



Delay due to reason code:	2022	2023
Capacity "C"	3.495.160	3.008.473
Routeing "R"	0	0
Staffing "S"	977.660	1.588.161
Equipment "T"	116.988	136.492
Airspace Mgmt. "M"	322.354	161.624
Special event "P"	1.303.372	981.261
Weather "W"	2.074.114	2.678.892
Industrial Action "I"	539.043	2.920.387
All others (ex. CRSTMP & WI)	709.561	200.802
<b>CRSTMP:</b>	<b>6.215.534</b>	<b>5.876.011</b>
<b>TOTAL:</b>	<b>9.538.252</b>	<b>11.676.092</b>

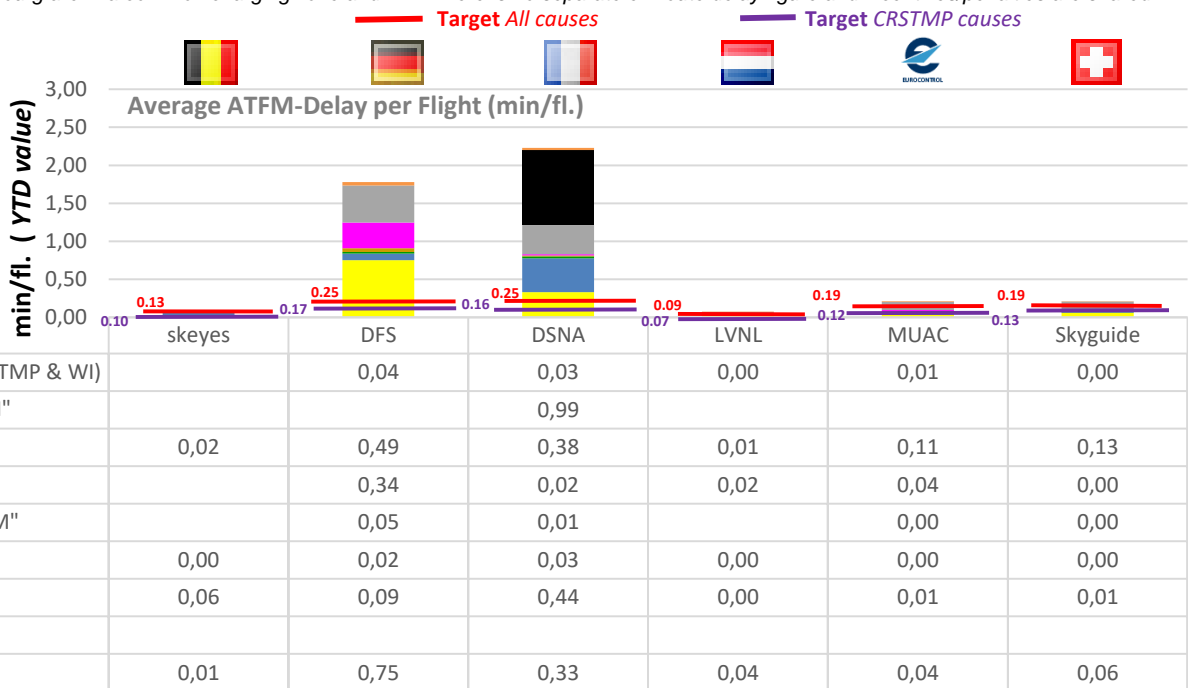


## KPI #1: En-route ATFM delay per controlled flight (ANSP)



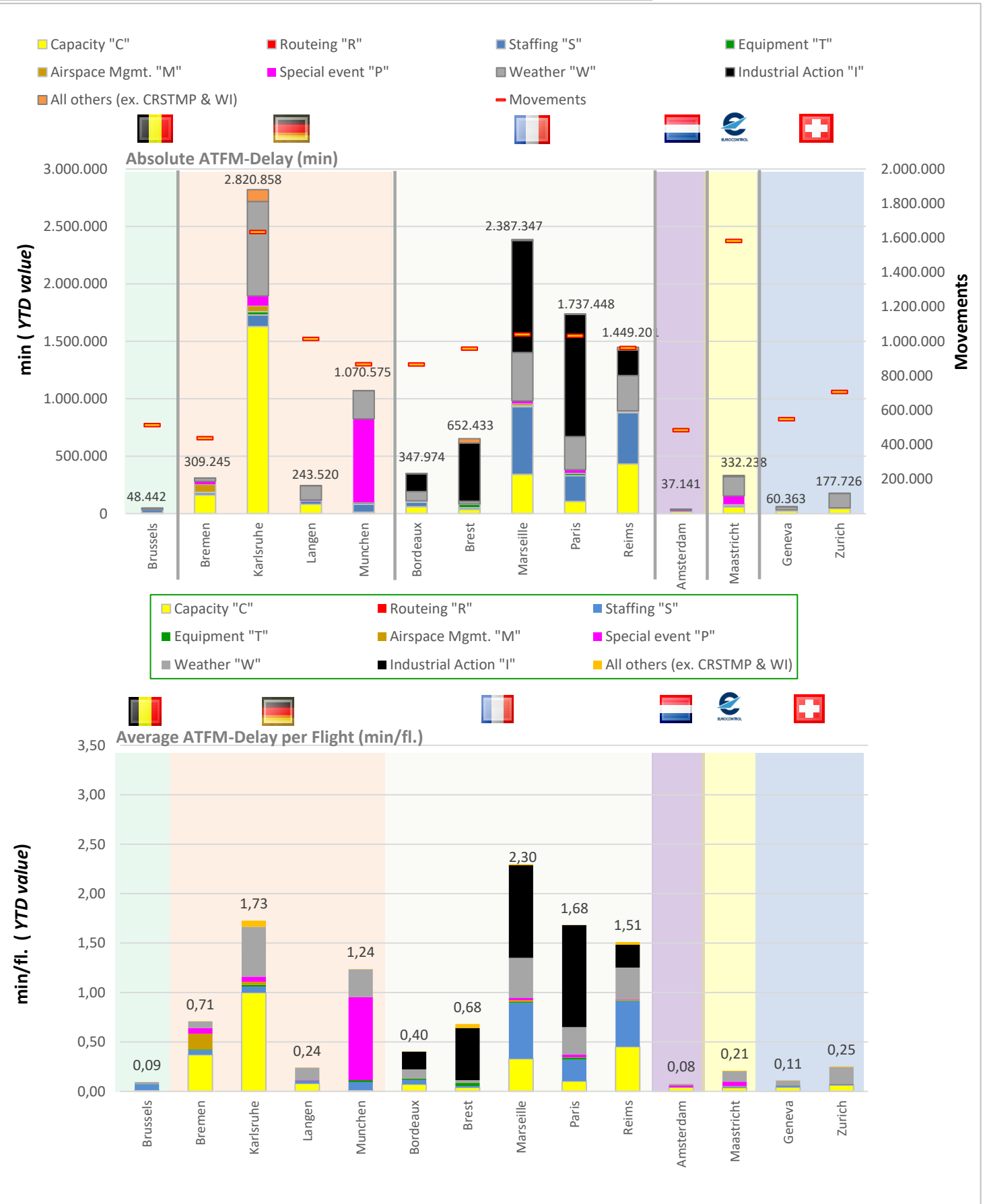
<b>CRSTMP:</b>	<b>36.973</b>	<b>3.118.301</b>	<b>2.455.439</b>	<b>28.328</b>	<b>153.916</b>	<b>83.054</b>
<b>TOTAL:</b>	<b>48.442</b>	<b>4.444.198</b>	<b>6.575.984</b>	<b>37.141</b>	<b>332.238</b>	<b>238.089</b>

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

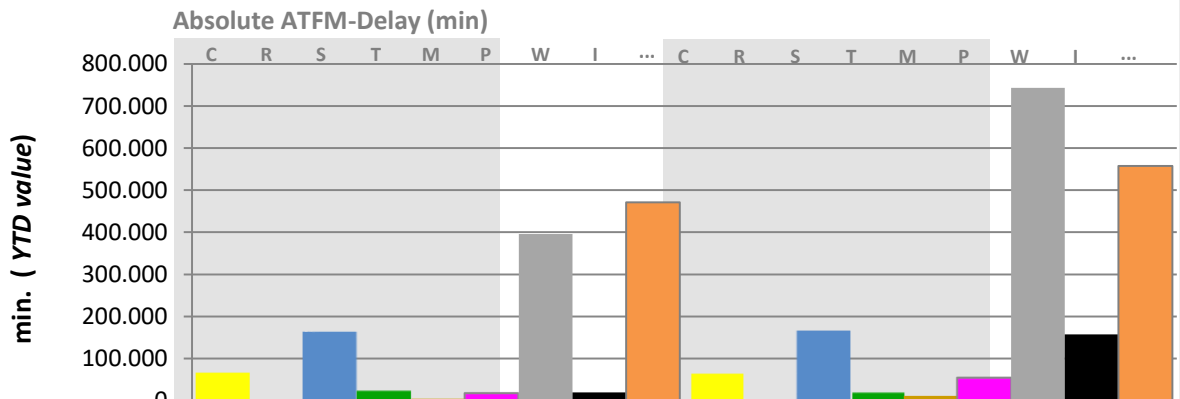


<b>CRSTMP:</b>	<b>0,07</b>	<b>1,25</b>	<b>0,83</b>	<b>0,06</b>	<b>0,10</b>	<b>0,07</b>
<b>TOTAL:</b>	<b>0,09</b>	<b>1,78</b>	<b>2,23</b>	<b>0,07</b>	<b>0,21</b>	<b>0,21</b>

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



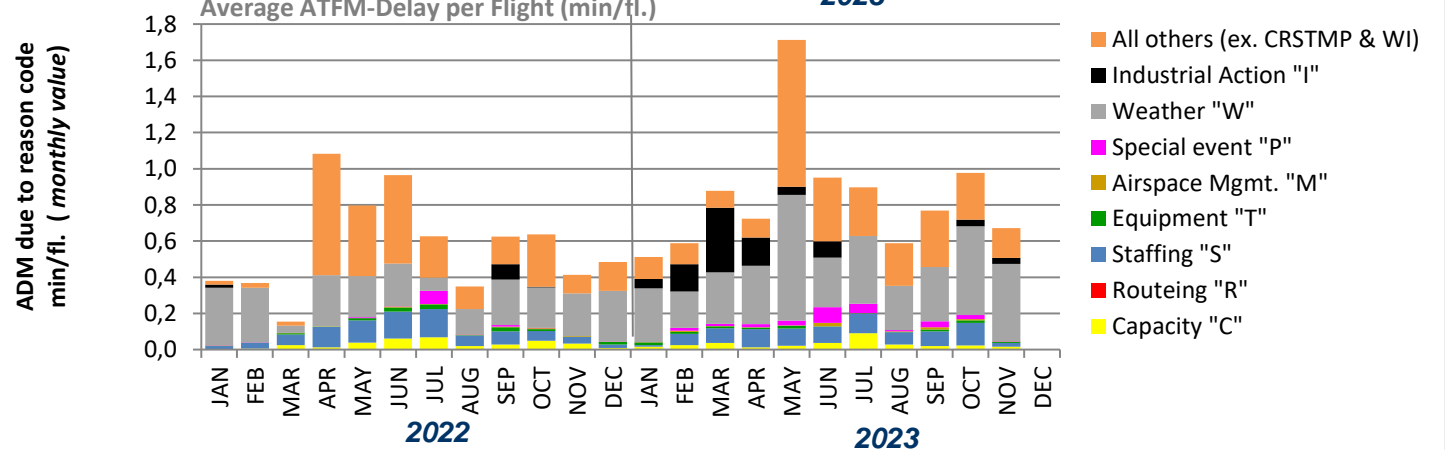
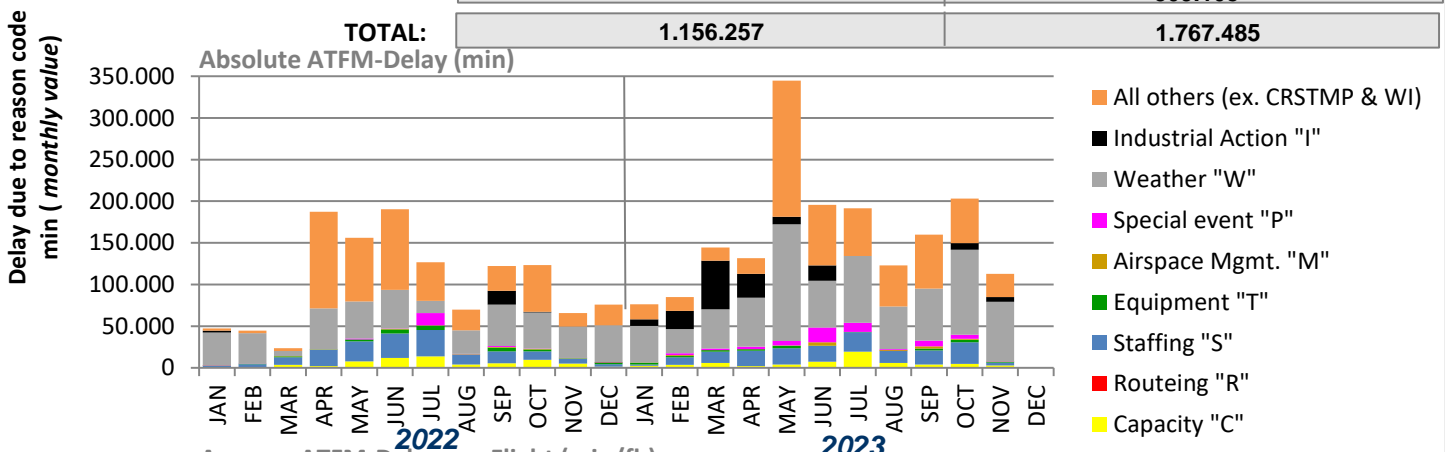
## KPI #2: Arrival ATFM delay per reason code (FABEC)



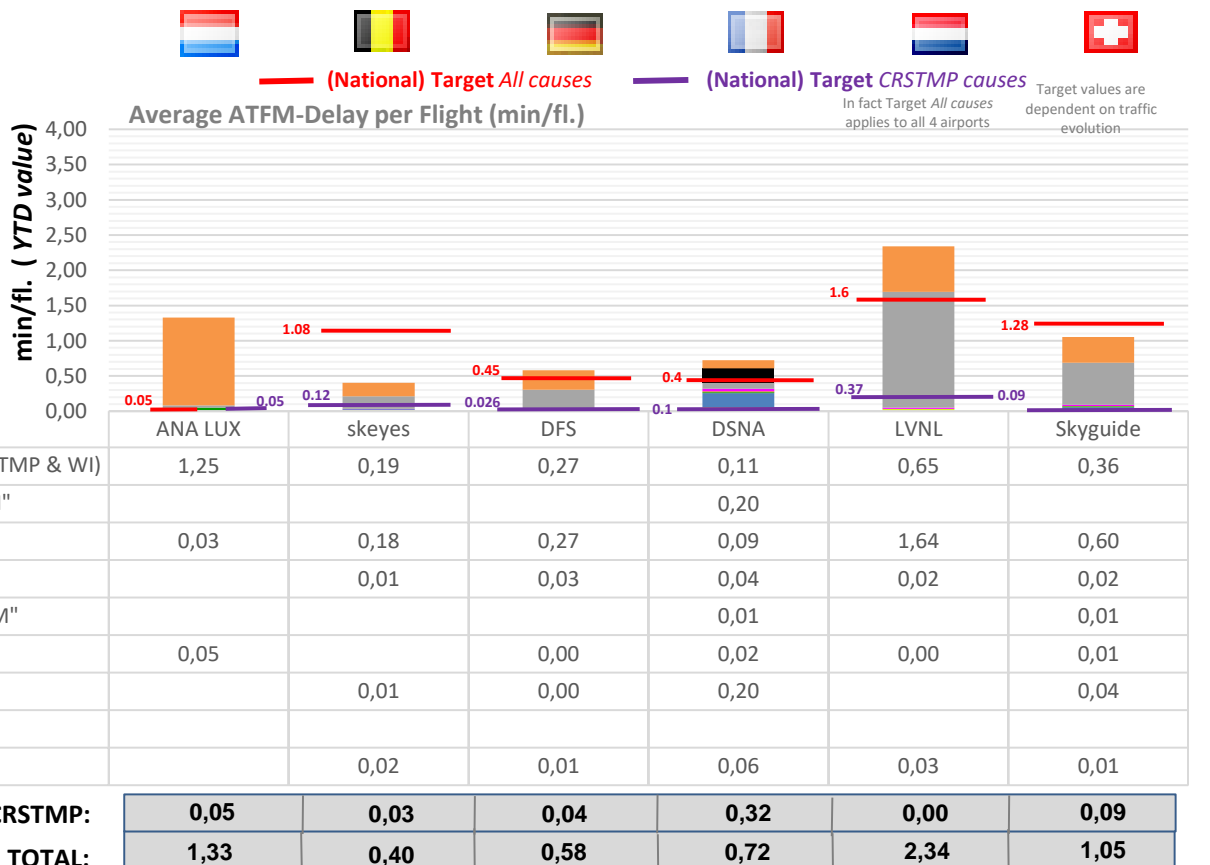
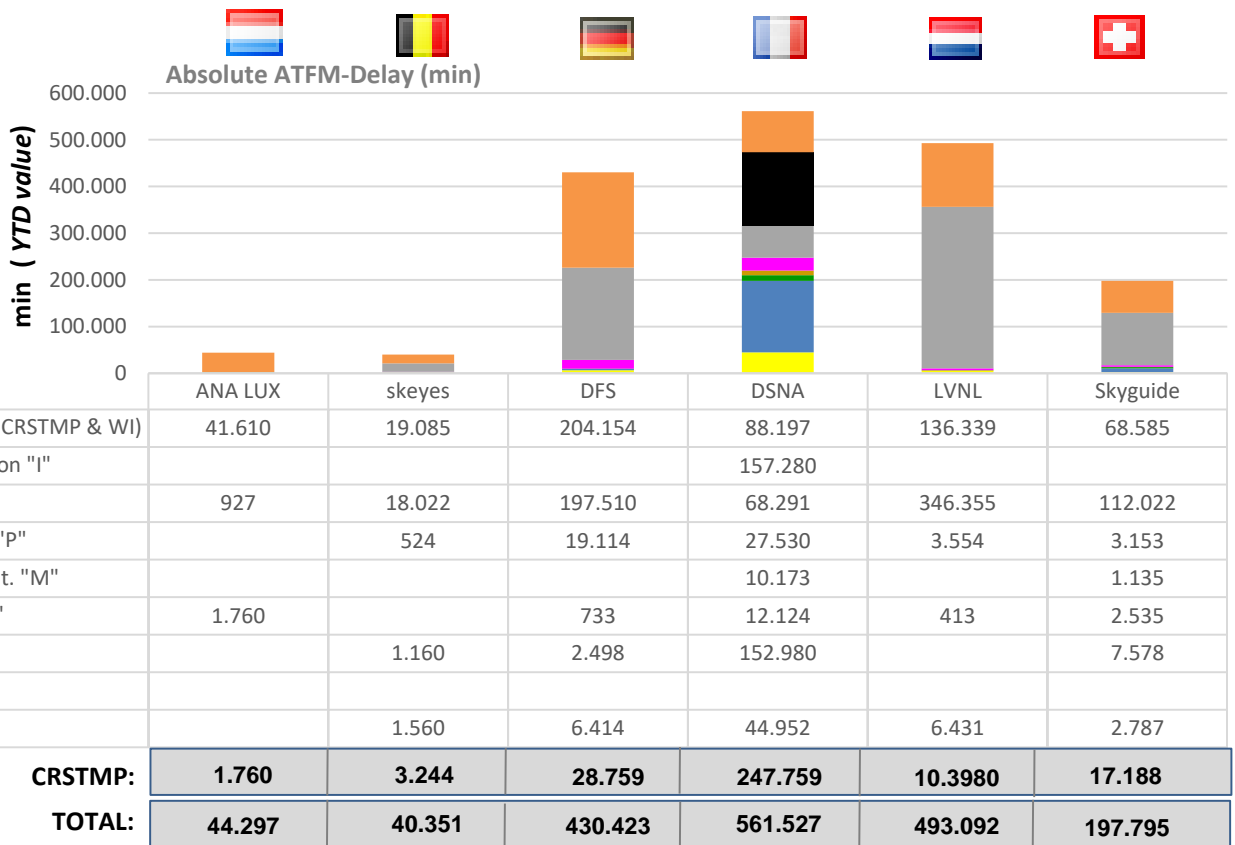
Delay due to reason code:

	2022	2023
Capacity "C"	64.025	62.144
Routeing "R"	0	0
Staffing "S"	162.015	164.216
Equipment "T"	21.303	17.565
Airspace Mgmt. "M"	4.304	11.308
Special event "P"	18.241	53.875
Weather "W"	395.996	743.127
Industrial Action "I"	19.454	157.280
All others (ex. CRSTMP & WI)	470.919	557.970

<b>CRSTMP:</b>	<b>269.888</b>	<b>309.108</b>
<b>TOTAL:</b>	<b>1.156.257</b>	<b>1.767.485</b>



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





## Glossary

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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### 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.