



PERFORMANCE REPORT 2020 - 2024

# CAPACITY

January 2023



making the difference

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## Description & Analysis

### Europe

Traffic in January 2023 was 25.2% higher than traffic in January 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 21,822 flights/day in January. The peak day was Monday 02 January (24,212 flights) with traffic at +9% of 2022 levels. In January 2023, European traffic benefited from the absence of COVID-19 travel restrictions which were in place in January 2022 when the Omicron variant continued to severely impact airlines. As a result, the Low-Cost (+40.2%), Mainline (+37.7%) and Regional (+29.7%) segments recorded a significant growth rate compared to January 2022. Conversely, the Charter segment decreased to -29.1% followed by All-Cargo and Business Aviation, both decreasing to -10.2% and -4.5% respectively in January 2023 compared to January 2022.

Ryanair was the busiest carrier in January with on average 2,226 flights/day, +47.7% of its 2022 traffic level, followed by Turkish Airlines (1,280 flights/day), Lufthansa (904 flights/day), easyJet (902 flights/day) and Air France (730 flights/day). The busiest airport was Istanbul/iGA (1,245 flights/day) followed by London/Heathrow (1,135 flights/day), Paris/Charles de Gaulle (1,084 flights/day), Amsterdam/Schiphol (1,001 flights/day) and Madrid/Barajas (979 flights/day).

Network departure and arrival punctuality increased compared to last month and were at 73.4% and 77.2% respectively. Punctuality on the SW and SE axis was consistent with the network level.

The network (average) available turnaround time is again increasing and back to pre-summer 2022 levels which is an indication that reactionary delays are reducing.

There were 388,846 minutes of ATFM delay in January. En-route delays accounted for 49% of these ATFM delays, and airports for 51%. The average en-route ATFM delay per flight for the network was 0.28 min in January (Source: NM).

### Delays from the passengers' point of view

For January 2023, the Central Office for Delay Analysis (CODA) reported that the average delay per flight on departure was 12.5 minutes per flight - an increase of 2.4 minutes per flight compared to January 2022. 17% of the total delay can be attributable to air traffic control. Airlines caused 55% of the total delay, resulting from such issues as technical problems, staff shortages or turnaround times that are too tightly scheduled. Airports caused 6% of the delays while the rest (IATA-Code 85,86,71-79,97-99) of around 22% can be allocated to other reasons (Source: CODA-Dashboard-01-2023, Date 03/03/2023).

### FABEC

In the FABEC area, traffic decreased by 16.1% in January 2023 compared to the same month in 2019. Apart from DSNA, traffic was down in a similar way in all ANSPs, from -21.9% in DFS, -20.8% in skeyes to -17.6% in MUAC or -15.2% in Skyguide, whereas the traffic drop reached only -9.2% in DSNA. In January 2023, airport traffic drop was more significant (-23.5% in the FABEC area) and with more disparities between ANSPs. Landings decreased by 34.1% in DFS, 24.4% in skeyes, or -14.6% in DSNA and -10.6% in ANA LUX.

In January 2023, Reims ACC (26 775 min), Paris ACC (24 883 min), Brest ACC (21 511 min) and München ACC (20 769 min) were the units to generate some en-route ATFM delays. In Reims, delays were due to 'Staffing' (41%), 'Industrial Action (ATC)' (34%) and 'ATC-Capacity' (25%). In Paris, delays were due to 'Industrial Action (ATC)' (73%), 'Staffing' (15%) and 'ATC-Capacity' (11%); in Brest, 'Industrial Action (ATC)' (96%), 'ATC-Capacity' (2%), 'Staffing' (1%) and 'Weather' (1%); in München, 'Special Event' (86% - training for the new ATM system iCAS2), 'Weather' (11%), 'ATC-Capacity' (3%).

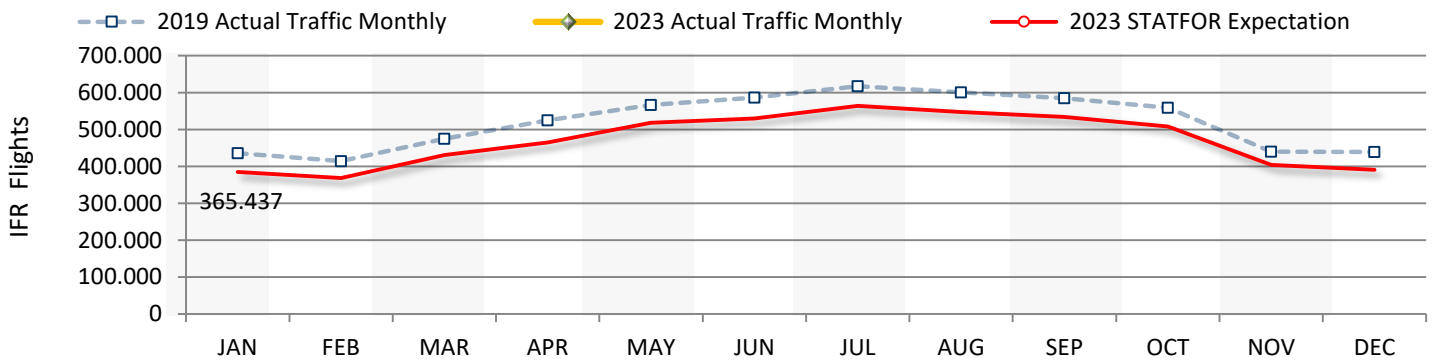
The en-route ATFM delay per flight all causes reached 0.42 min/flt in January 2023 compared to 0.23 min/flt in 2022. This value is above the guideline value for January (0.10 min/flt). The en-route ATFM delay CRSTMP causes reached 0.22 min/flt; this value is, as well, above the guideline value estimated for January (0.07 min/flt).

Airport ATFM delays were mainly generated in Amsterdam Schiphol/EHAM (32 909min) and Paris Orly/LFPO (13 126 min). In Amsterdam, delays were due to 'Weather' (98%) and 'Aerodrome Capacity' (2%); in Paris Orly, delays were due to 'Aerodrome Capacity' (57%), 'Aerodrome Disruptions (ATC)' (22%), 'Aerodrome Capacity (ATC)' (14%) and 'Weather' (7%).

After the first month in 2023, apart from DFS, all the other ANSPs are achieving their respective CRSTMP en-route ATFM delay per flight target. Apart from ANA LUX, all the other ANSPs are achieving their respective CRSTMP Arrival ATFM delay per arrival flight target.

## FABEC TRAFFIC DEVELOPMENT (en-route)

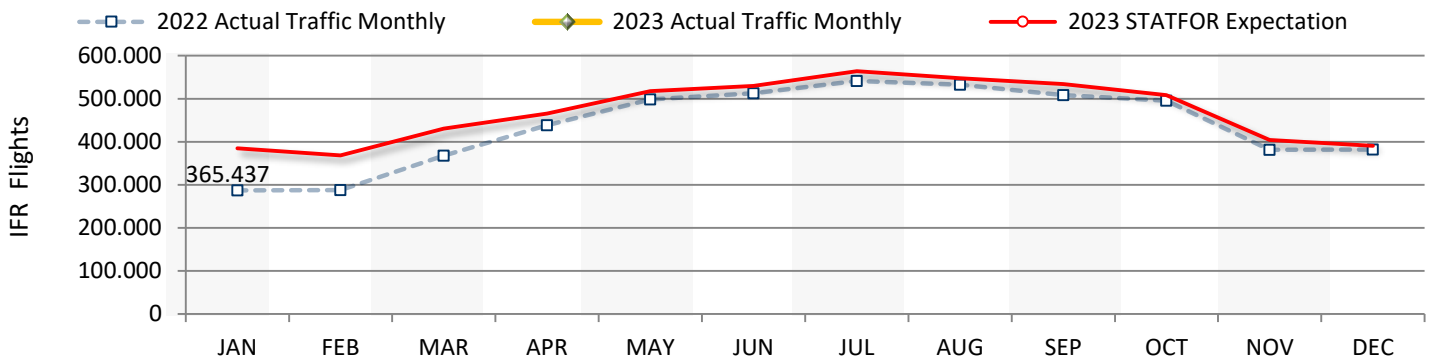
<b>FABEC</b>	<b>JAN</b>	<b>FEB</b>	<b>MAR</b>	<b>APR</b>	<b>MAY</b>	<b>JUN</b>	<b>JUL</b>	<b>AUG</b>	<b>SEP</b>	<b>OCT</b>	<b>NOV</b>	<b>DEC</b>	<b>YTD</b>
2019 Actual Traffic Monthly	435.809	414.272	474.729	524.490	566.051	586.281	617.104	600.261	584.310	558.973	439.854	438.590	435.809
2023 Actual Traffic Monthly	<b>365.437</b>												<b>365.437</b>
Growth (%)	<b>-16,1 %</b>												<b>-16,1 %</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	<b>384.779</b>
2023 Traffic Evolution (%)	<b>-5,0 %</b>												
2023 Traffic Cumulated (%)	<b>-5,0 %</b>												



	<b>JAN</b>	<b>FEB</b>	<b>MAR</b>	<b>APR</b>	<b>MAY</b>	<b>JUN</b>	<b>JUL</b>	<b>AUG</b>	<b>SEP</b>	<b>OCT</b>	<b>NOV</b>	<b>DEC</b>	<b>YTD</b>
<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	46.085
2023 Actual Traffic Monthly	<b>36.485</b>												<b>36.485</b>
Growth (%)	<b>-20,8 %</b>												<b>-20,8 %</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	222.009
2023 Actual Traffic Monthly	<b>173.393</b>												<b>173.393</b>
Growth (%)	<b>-21,9 %</b>												<b>-21,9 %</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	221.573
2023 Actual Traffic Monthly	<b>201.137</b>												<b>201.137</b>
Growth (%)	<b>-9,2 %</b>												<b>-9,2 %</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	46.111
2023 Actual Traffic Monthly	<b>37.554</b>												<b>37.554</b>
Growth (%)	<b>-18,6 %</b>												<b>-18,6 %</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	138.773
2023 Actual Traffic Monthly	<b>114.330</b>												<b>114.330</b>
Growth (%)	<b>-17,6 %</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	89.334
2023 Actual Traffic Monthly	<b>75.735</b>												<b>75.735</b>
Growth (%)	<b>-15,2 %</b>												<b>-15,2 %</b>

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

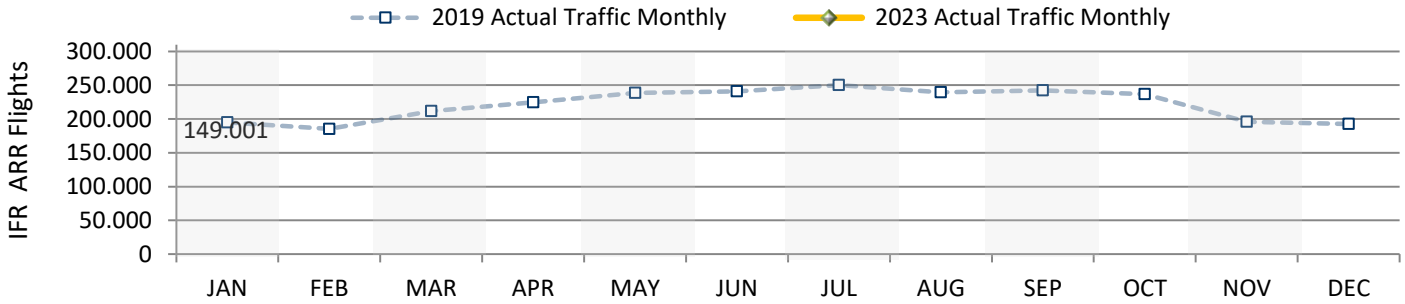
<b>FABEC</b>	<b>JAN</b>	<b>FEB</b>	<b>MAR</b>	<b>APR</b>	<b>MAY</b>	<b>JUN</b>	<b>JUL</b>	<b>AUG</b>	<b>SEP</b>	<b>OCT</b>	<b>NOV</b>	<b>DEC</b>	<b>YTD</b>
2022 Actual Traffic Monthly	286.998	287.940	367.853	437.947	497.938	512.584	541.131	532.856	508.004	495.129	381.425	382.274	286.998
2023 Actual Traffic Monthly	<b>365.437</b>												<b>365.437</b>
Growth (%)	<b>27,3 %</b>												<b>27,3 %</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	<b>384.779</b>
2023 Traffic Evolution (%)	<b>-5,0 %</b>												
2023 Traffic Cumulated (%)	<b>-5,0 %</b>												



	<b>JAN</b>	<b>FEB</b>	<b>MAR</b>	<b>APR</b>	<b>MAY</b>	<b>JUN</b>	<b>JUL</b>	<b>AUG</b>	<b>SEP</b>	<b>OCT</b>	<b>NOV</b>	<b>DEC</b>	<b>YTD</b>
<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	30.799
2023 Actual Traffic Monthly	<b>36.485</b>												<b>36.485</b>
Growth (%)	<b>18,5 %</b>												<b>18,5 %</b>
<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	140.653
2023 Actual Traffic Monthly	<b>173.393</b>												<b>173.393</b>
Growth (%)	<b>23,3 %</b>												<b>23,3 %</b>
<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	153.679
2023 Actual Traffic Monthly	<b>201.137</b>												<b>201.137</b>
Growth (%)	<b>30,9 %</b>												<b>30,9 %</b>
<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	32.473
2023 Actual Traffic Monthly	<b>37.554</b>												<b>37.554</b>
Growth (%)	<b>15,6 %</b>												<b>15,6 %</b>
<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	92.126
2023 Actual Traffic Monthly	<b>114.330</b>												<b>114.330</b>
Growth (%)	<b>24,1 %</b>												<b>24,1 %</b>
<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	63.347
2023 Actual Traffic Monthly	<b>75.735</b>												<b>75.735</b>
Growth (%)	<b>19,6 %</b>												<b>19,6 %</b>

## FABEC TRAFFIC DEVELOPMENT (*arrival*)

<b>FABEC</b>	<b>JAN</b>	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	<b>YTD</b>
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	194.850
2023 Actual Traffic Monthly	<b>149.001</b>												<b>149.001</b>
Growth (%)	<b>-23,5 %</b>												<b>-23,5 %</b>



	<b>JAN</b>	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	<b>YTD</b>
<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	2.728
2023 Actual Traffic Monthly	<b>2.438</b>												<b>2.438</b>
Growth (%)	<b>-10,6 %</b>												<b>-10,6 %</b>

	<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	9.804
2023 Actual Traffic Monthly	<b>7.407</b>												<b>7.407</b>
Growth (%)	<b>-24,4 %</b>												<b>-24,4 %</b>

	<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	78.274
2023 Actual Traffic Monthly	<b>51.574</b>												<b>51.574</b>
Growth (%)	<b>-34,1 %</b>												<b>-34,1 %</b>

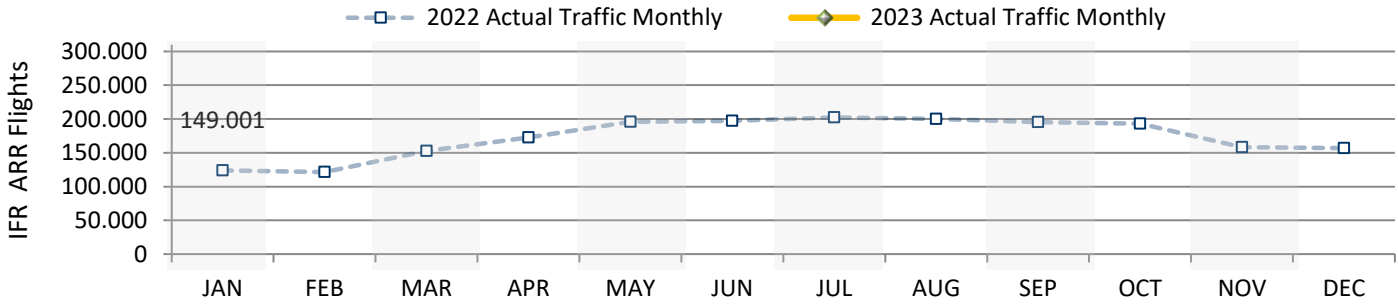
	<b>DSNA</b>												
2019 Actual Traffic Monthly	66.766	63.317	73.401	81.023	84.477	88.656	92.799	86.055	86.206	81.851	67.332	66.631	66.766
2023 Actual Traffic Monthly	<b>56.987</b>												<b>56.987</b>
Growth (%)	<b>-14,6 %</b>												<b>-14,6 %</b>

	<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	18.998
2023 Actual Traffic Monthly	<b>15.524</b>												<b>15.524</b>
Growth (%)	<b>-18,3 %</b>												<b>-18,3 %</b>

	<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	18.280
2023 Actual Traffic Monthly	<b>15.071</b>												<b>15.071</b>
Growth (%)	<b>-17,6 %</b>												<b>-17,6 %</b>

## FABEC TRAFFIC DEVELOPMENT (*arrival*)

<b>FABEC</b>	<b>JAN</b>	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	<b>YTD</b>
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	123.841
2023 Actual Traffic Monthly	<b>149.001</b>												<b>149.001</b>
Growth (%)	<b>20,3 %</b>												<b>20,3 %</b>



	<b>JAN</b>	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	<b>YTD</b>
<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	1.977
2023 Actual Traffic Monthly	<b>2.438</b>												<b>2.438</b>
Growth (%)	<b>23,3 %</b>												<b>23,3 %</b>

	<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	6.869
2023 Actual Traffic Monthly	<b>7.407</b>												<b>7.407</b>
Growth (%)	<b>7,8 %</b>												<b>7,8 %</b>

	<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	43.112
2023 Actual Traffic Monthly	<b>51.574</b>												<b>51.574</b>
Growth (%)	<b>19,6 %</b>												<b>19,6 %</b>

	<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	46.741
2023 Actual Traffic Monthly	<b>56.987</b>												<b>56.987</b>
Growth (%)	<b>21,9 %</b>												<b>21,9 %</b>

	<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	13.532
2023 Actual Traffic Monthly	<b>15.524</b>												<b>15.524</b>
Growth (%)	<b>14,7 %</b>												<b>14,7 %</b>

	<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	11.610
2023 Actual Traffic Monthly	<b>15.071</b>												<b>15.071</b>
Growth (%)	<b>29,8 %</b>												<b>29,8 %</b>



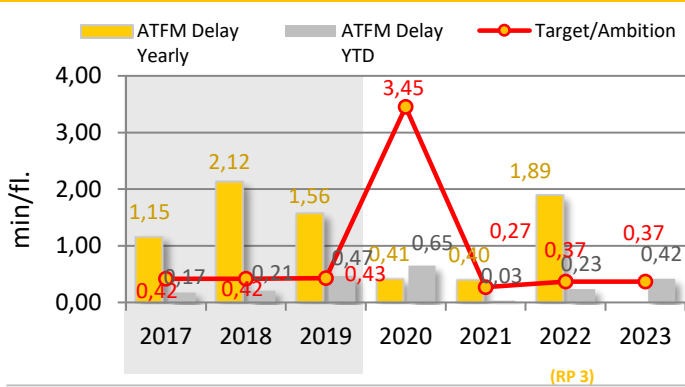
## KPI #1: En-route ATFM delay per controlled flight (FABEC)

	YTD 2023	YTD 2022
<b>En-route Delay All causes</b>	<b>0,42</b>	0,23
FABEC Ambition	<b>0,37</b>	
Guideline	0,10	
Minute ('000) ALL causes	<b>152</b>	67
Diff. 2023 - 2022	+ 127,6 %	
Traffic ('000)	<b>365</b>	287
Diff. 2023 - 2022	+ 27,3 %	

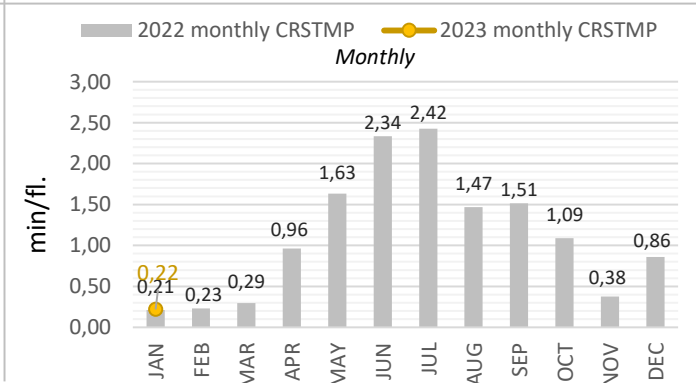
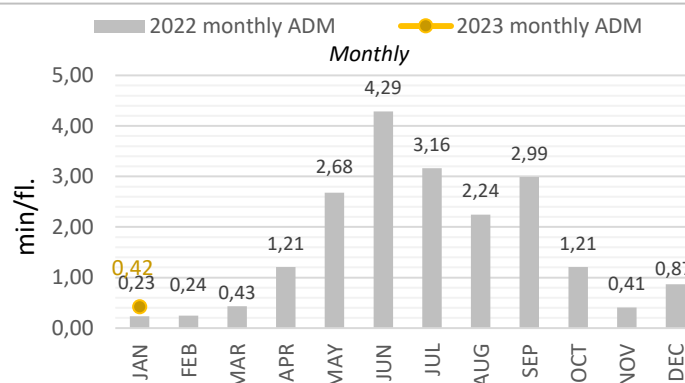
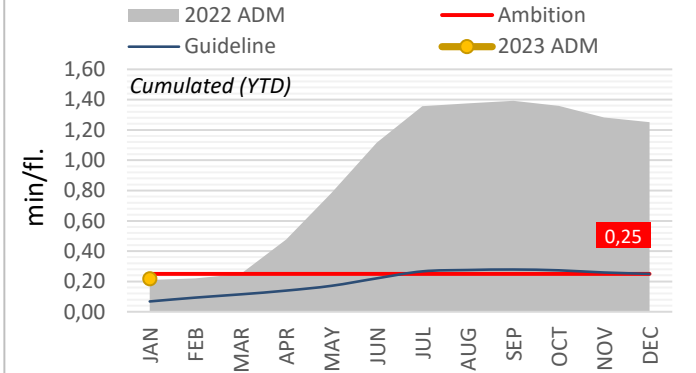
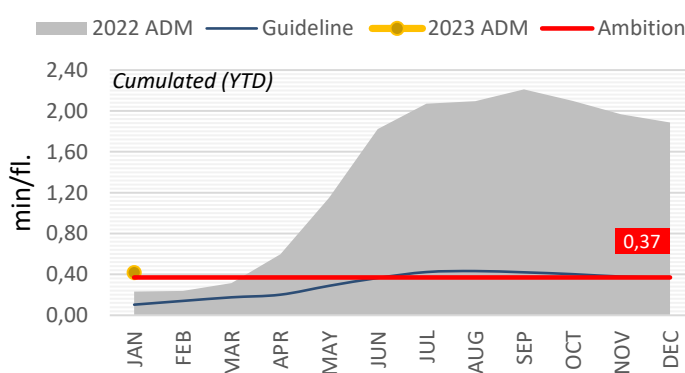
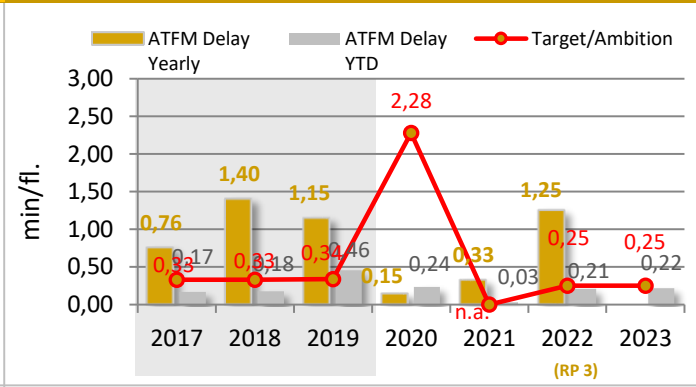
	YTD 2023	YTD 2022
<b>En-route Delay CRSTMP causes</b>	<b>0,22</b>	0,21
FABEC Ambition	<b>0,25</b>	
Guideline	0,07	
Minute ('000) CRSTMP causes	<b>80</b>	60
Diff. 2023 - 2022	+ 33 %	
<i>Potential savings (*) due to underbid the delay Target (all Causes) in Mio EURO (YTD)</i>		
	<b>+ 0,01</b>	

\* Cost of ATFM-delay per min = 100 €

### All Delay Causes



### CRSTMP Delay Causes



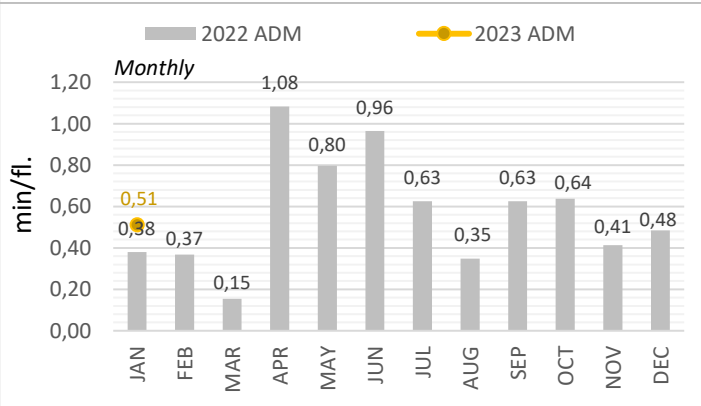
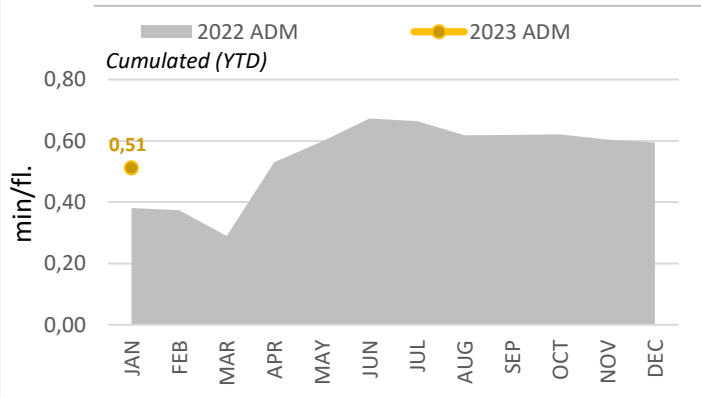
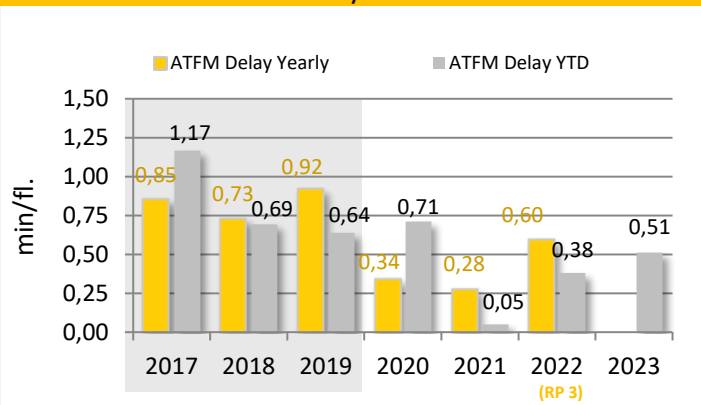
The guideline for the en-route ATFM delay per movement is a basic cumulative extrapolation of the 2017-2019 monthly allocation and is designed to give an impression, how the YTD figures should be, in order to reach the yearly 2023 ambition value set by FABEC States.



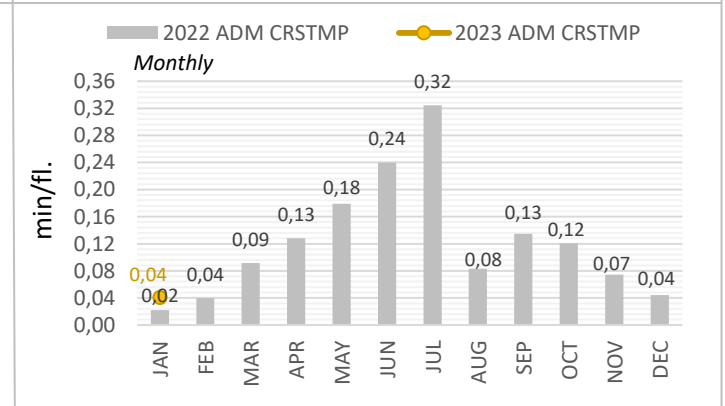
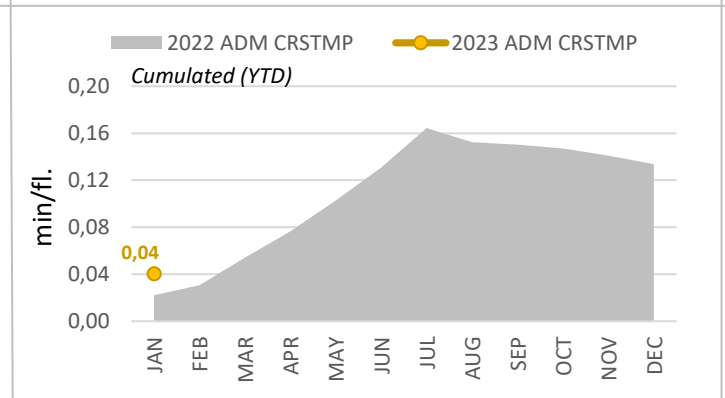
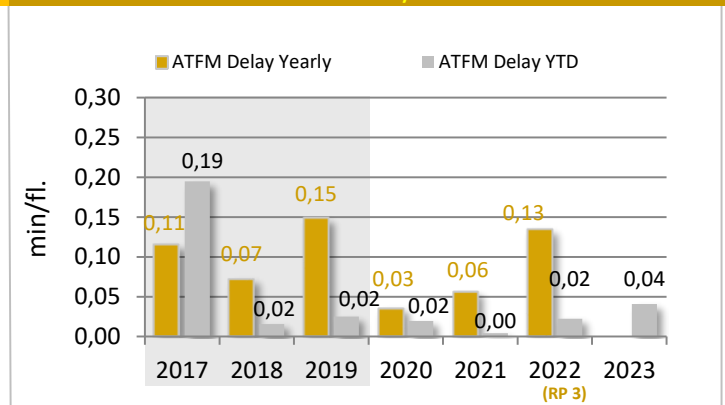
## KPI #2: Arrival ATFM delay per controlled flight (FABEC)

	YTD 2023	YTD 2022		YTD 2023	YTD 2022
<b>Arrival Delay All causes</b>	<b>0,51</b>	0,38	<b>Arrival Delay CRSTMP causes</b>	<b>0,04</b>	0,02
<i>Diff. 2023 - 2022</i>	+ 35 %		<i>Diff. 2023 - 2022</i>	+ 83 %	
<b>Minute ('000) ALL causes</b>	<b>76</b>	47	<b>Minute ('000) CRSTMP causes</b>	6	3
<i>Diff. 2023 - 2022</i>	+ 62 %		<i>Diff. 2023 - 2022</i>	+ 120 %	
<b>Traffic ('000)</b>	<b>149</b>	124			
<i>Diff. 2023 - 2022</i>	+ 20 %				

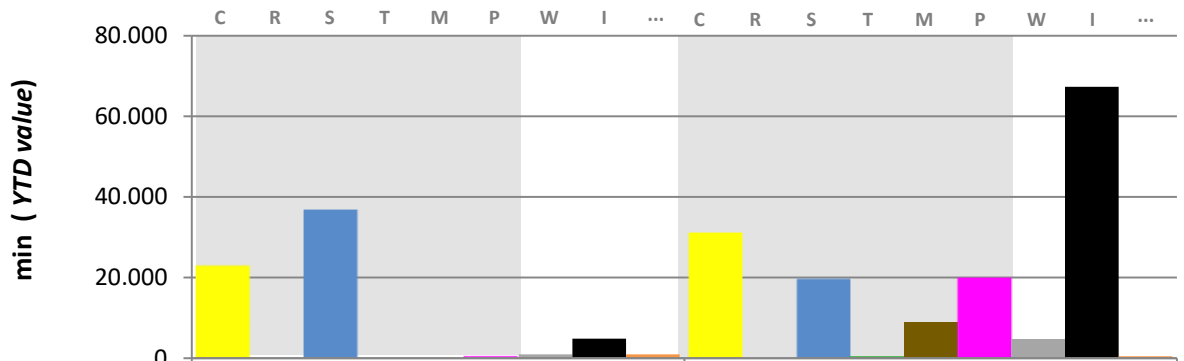
### All Delay Causes



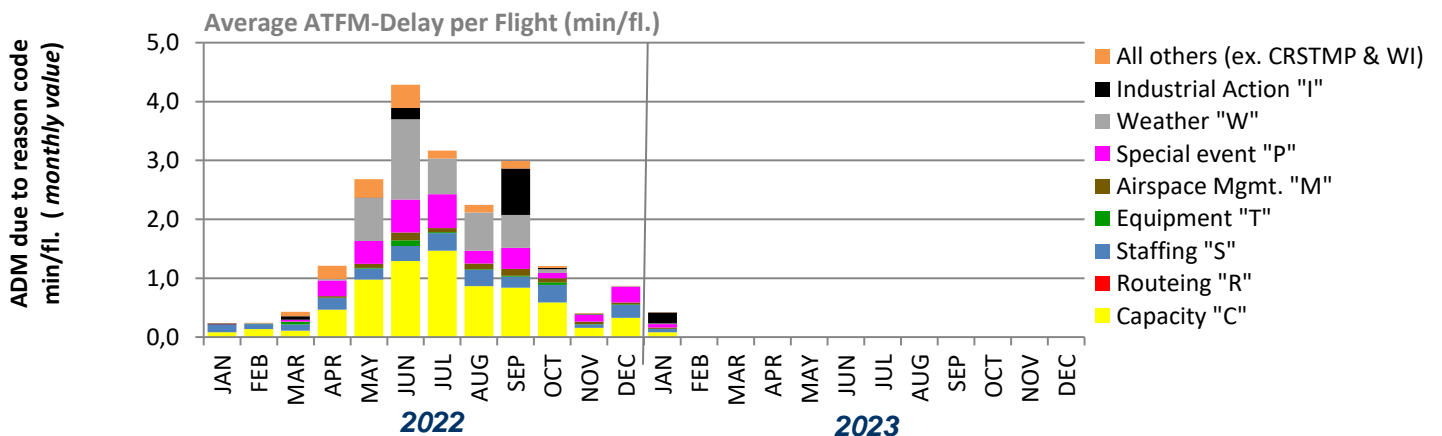
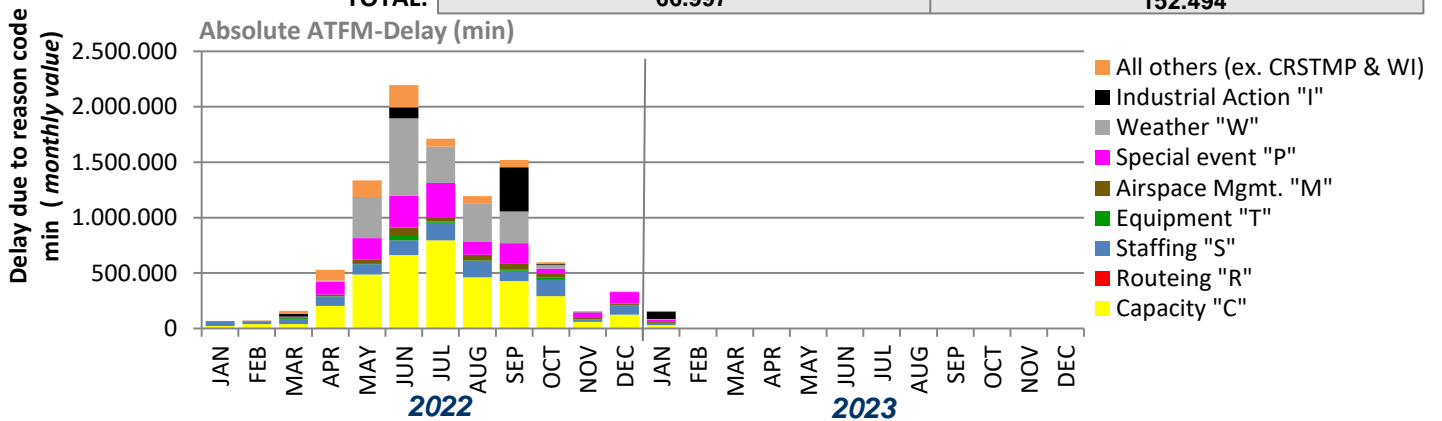
### CRSTMP Delay Causes



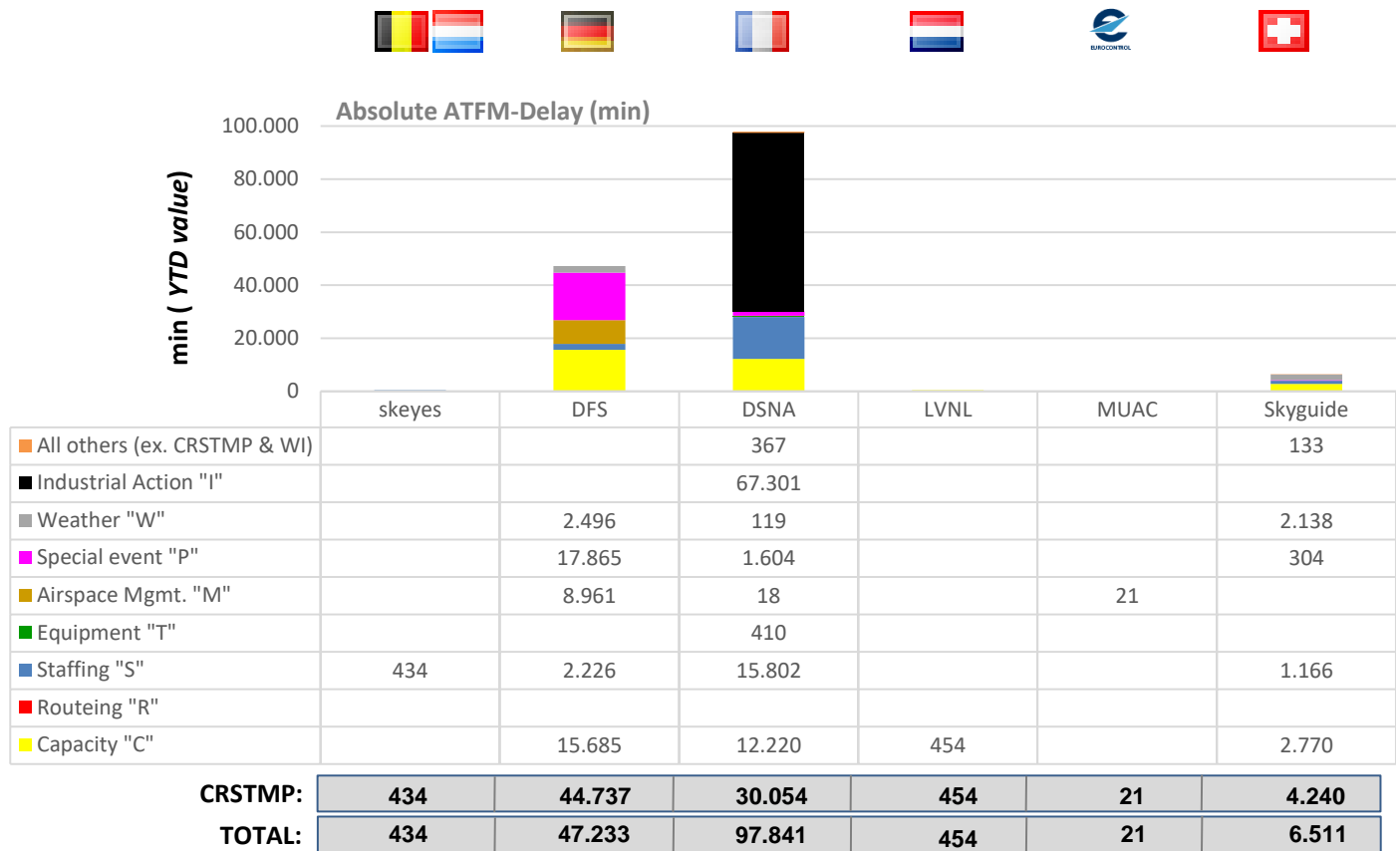
## KPI #1: En-route ATFM delay per reason code (FABEC)



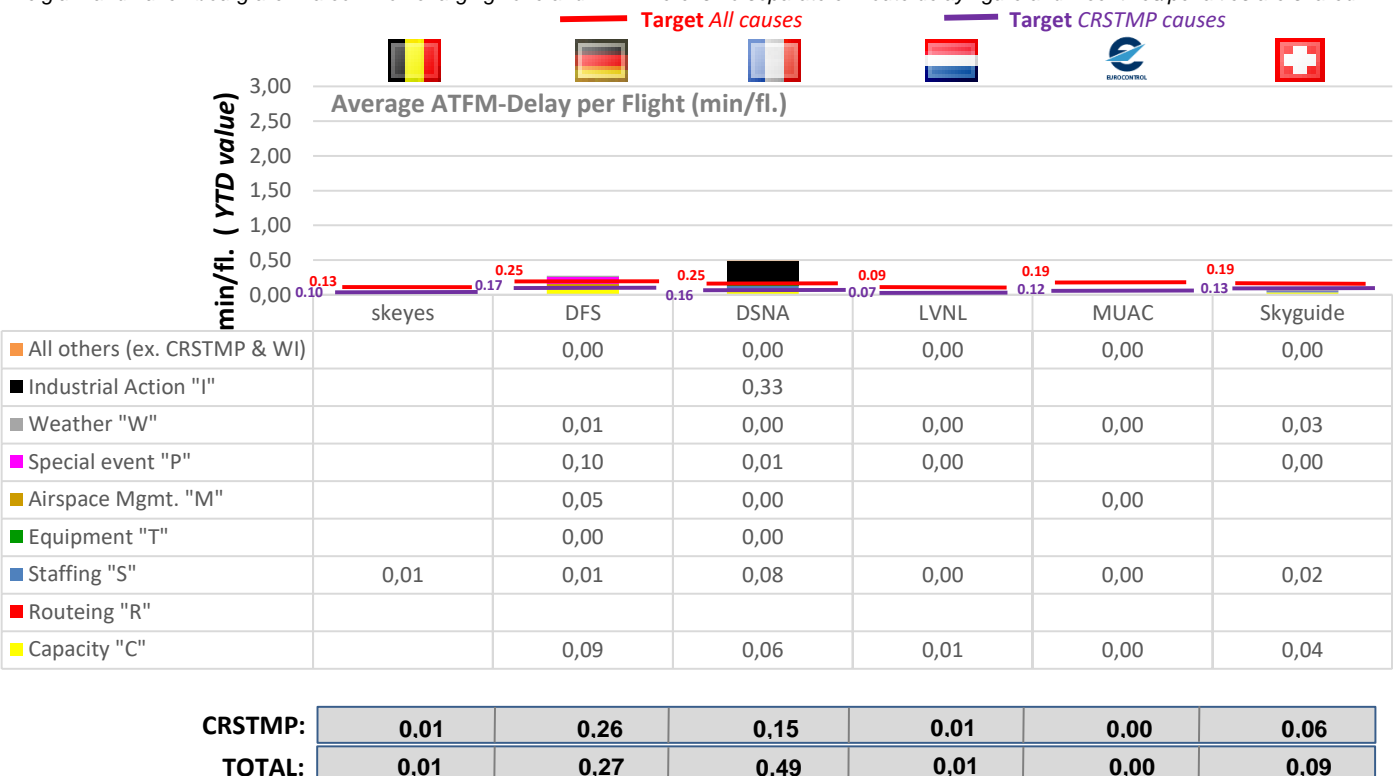
Delay due to reason code:	2022	2023
Capacity "C"	23.062	31.129
Routeing "R"	0	0
Staffing "S"	36.628	19.628
Equipment "T"	0	410
Airspace Mgmt. "M"	0	9.000
Special event "P"	573	19.773
Weather "W"	928	4.753
Industrial Action "I"	4.848	67.301
All others (ex. CRSTMP & WI)	958	500
<b>CRSTMP:</b>	<b>60.263</b>	<b>79.940</b>
<b>TOTAL:</b>	<b>66.997</b>	<b>152.494</b>



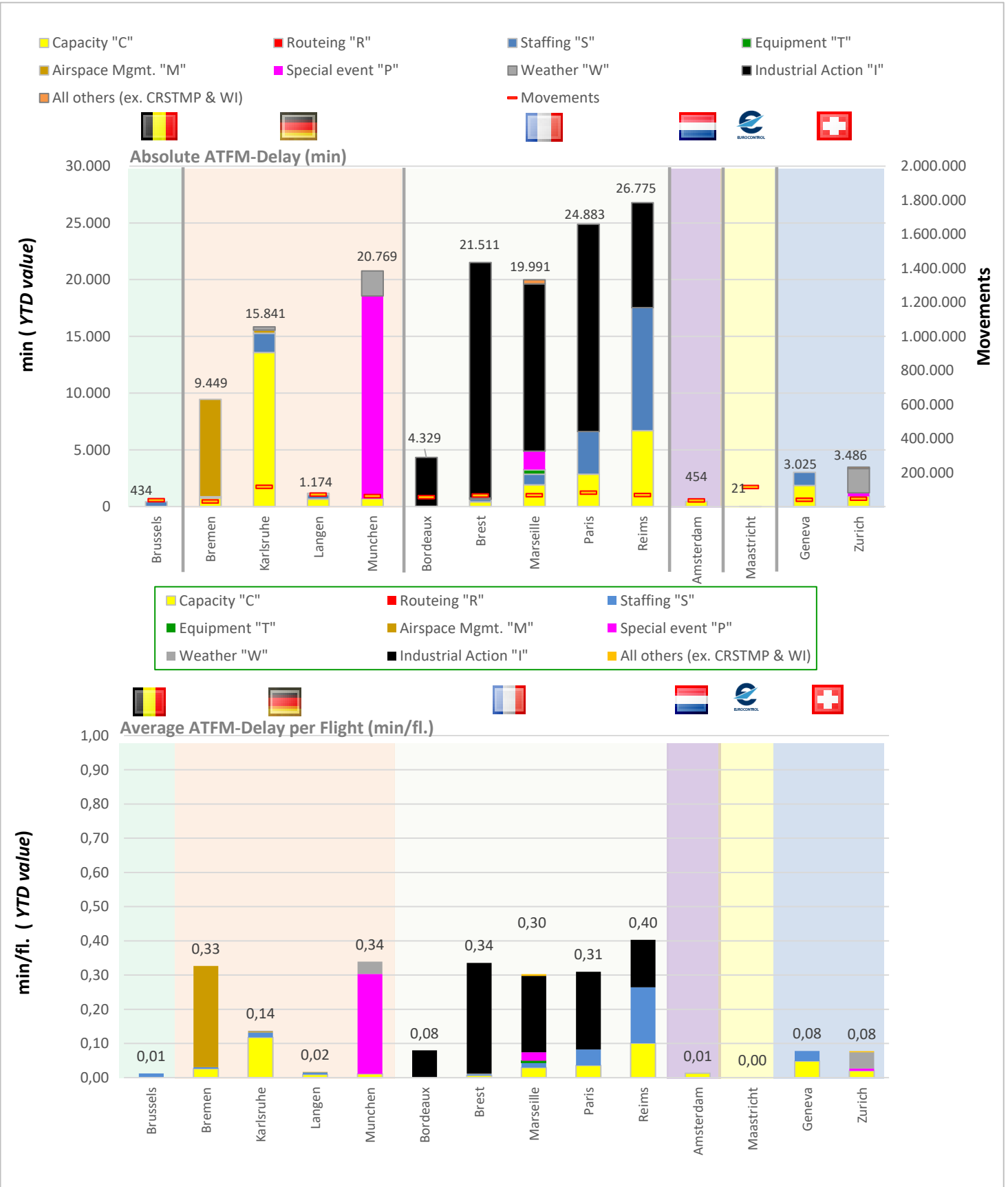
## KPI #1: En-route ATFM delay per controlled flight (ANSP)



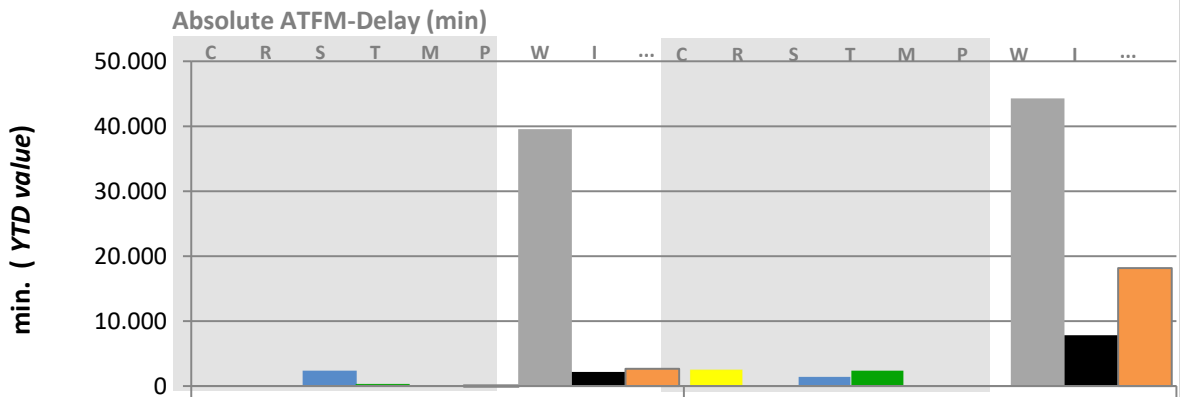
\*Belgium and Luxembourg are in a common charging zone and FIR. There is no separate en-route delay figure and incentives/penalties are shared.



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

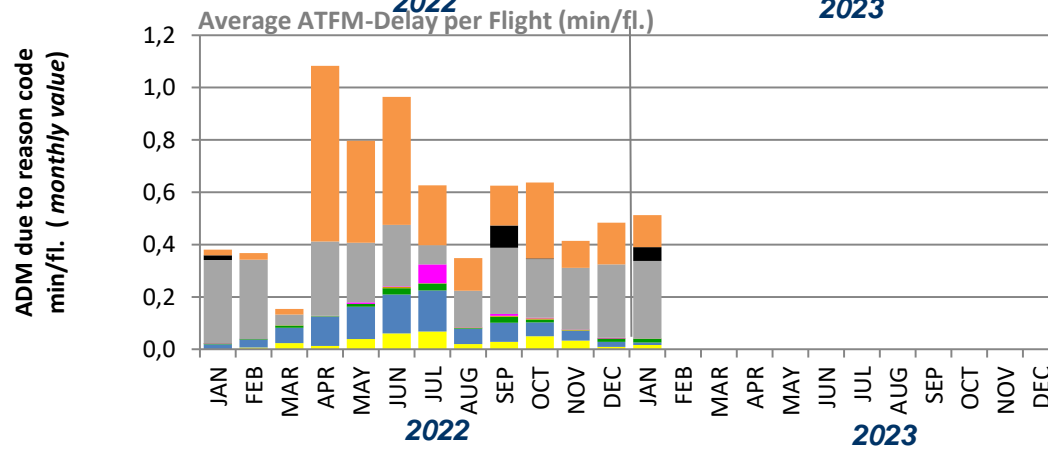
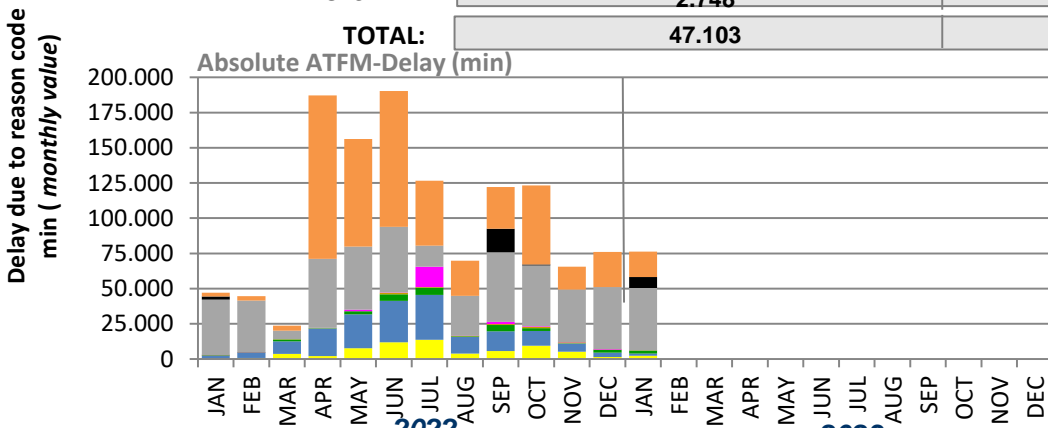


## KPI #2: Arrival ATFM delay per reason code (FABEC)

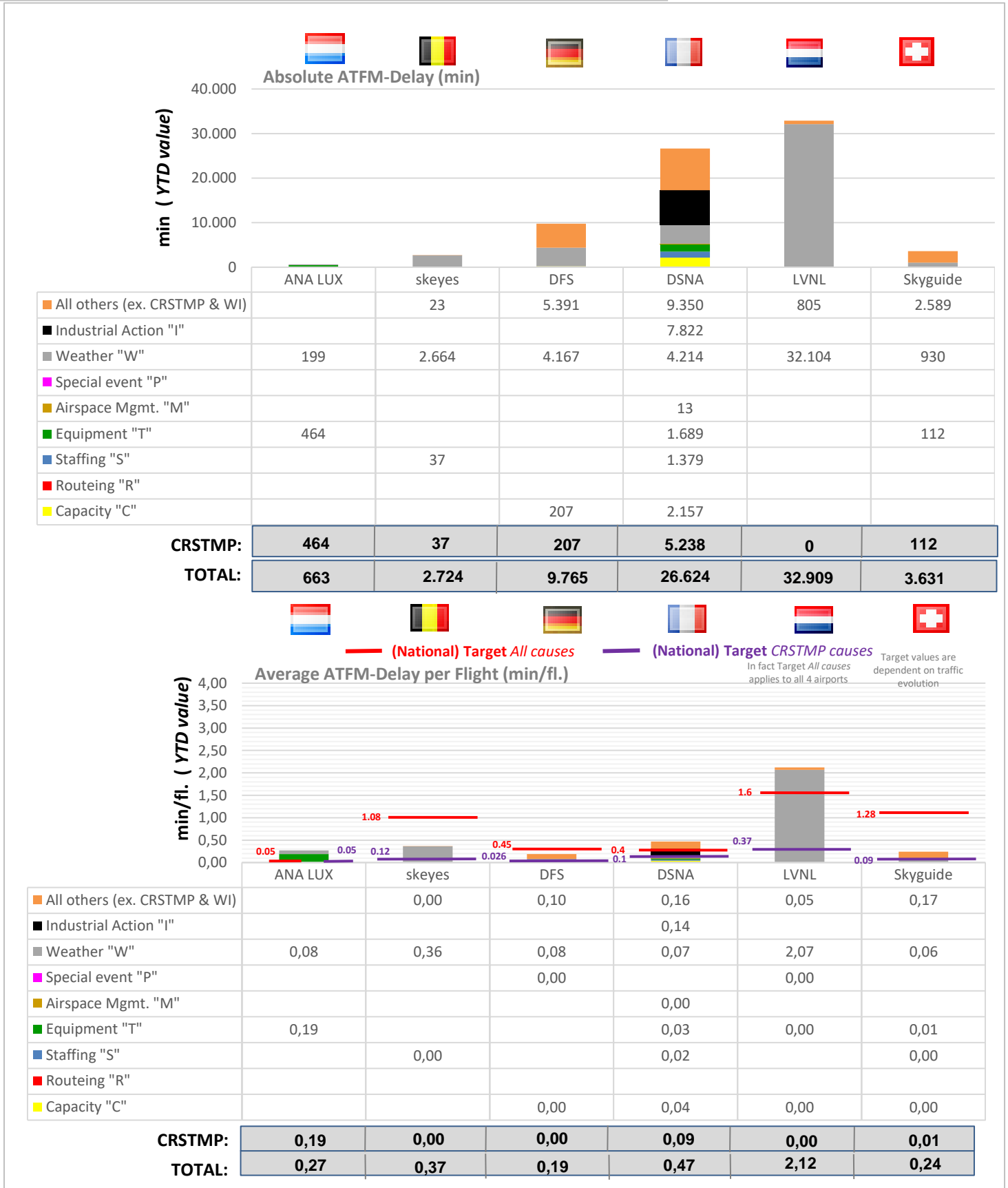


Delay due to reason code:

	2022	2023
Capacity "C"	47	2.364
Routeing "R"	0	0
Staffing "S"	2.300	1.416
Equipment "T"	363	2.265
Airspace Mgmt. "M"	11	13
Special event "P"	27	0
Weather "W"	39.539	44.278
Industrial Action "I"	2.172	7.822
All others (ex. CRSTMP & WI)	2.644	18.158
<b>CRSTMP:</b>	<b>2.748</b>	<b>6.058</b>
<b>TOTAL:</b>	<b>47.103</b>	<b>76.316</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 <u>infrastructure at an airport, e.g. Work in Progress, shortage of aircraft stands etc.</u> 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 <u>approval during the planning process.</u>
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 <u>operating as planned / expected.</u>
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 <b>MUST</b> 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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[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.