



PERFORMANCE REPORT 2020 - 2024

# CAPACITY

February 2023



making the difference

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## Description & Analysis

### Europe

Traffic in February 2023 was 22.3% higher than traffic in February 2022. Network traffic was in line with the latest EUROCONTROL baseline scenario.

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 23,004 flights/day in February. The peak day was Friday 06 February (25,831 flights) with traffic at +21% of 2022 levels. Three market segments recorded sustained growth in February 2023 compared to February 2022: Mainline (+40.3%), Regional (+28.5%) and Low-Cost (+26.9%). This was due to continuous recovery and to low levels of traffic in early 2022 as a result of the new Omicron's wave. On the other hand, the recovery of the Business Aviation (-7.6%) and All-Cargo segments (-3.2%) is now levelling off; both segments operated fewer flights in February 2023 (vs. February 2022). The Charter segment was at 93% of February 2022's level.

Ryanair was the busiest carrier in February with on average 2,181 flights/day, +13.0% higher than its 2022 traffic level. Next were Turkish Airlines (1,309 flights/day), easyJet (1,184 flights/day), Lufthansa (941 flights/day) and British Airways (752 flights/day). The busiest airport was Istanbul/iGA (1,269 flights/day) followed by London/Heathrow (1,168 flights/day), Paris/Charles de Gaulle (1,115 flights/day), Amsterdam/Schiphol (1,051 flights/day) and Madrid/Barajas (996 flights/day).

Network departure and arrival punctuality remained stable at similar levels to January. Punctuality on the SW and SE axis was consistent with the network level. The network (average) available turnaround time remained slightly higher than scheduled, notably on the French strike days where ATFM delays extended the turnaround time. There were 669,076 minutes of ATFM delay in February. En-route delays accounted for 52.8% of these ATFM delays, and airports for 47.2%. The average en-route ATFM delay per flight for the network was 0.55 min in February (Source: NM).

### Delays from the passengers' point of view

For February 2023, the Central Office for Delay Analysis (CODA) reported that the average delay per flight on departure was 13.9 minutes per flight - an increase of 4.2 minutes per flight compared to February 2022. 22% of the total delay can be attributable to air traffic control. Airlines caused 49% 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 24% can be allocated to other reasons (Source: CODA-Dashboard-02-2023, Date 03/04/2023).

### FABEC

In the FABEC area, traffic decreased by 14.8% in February 2023 compared to the same month in 2019, leading to a 15.5% yearly traffic decrease. Traffic was down in all ANSPs but with significant differences, from -21.9% in DFS, -18.5% in LVNL or -16.2% in MUAC to -6.6% in DSN. Airport traffic was down to a similar extent (-22.2% in the FABEC area) but with even more disparities between ANSPs. Landings decreased by an impressive -34.6% in DFS, -18.4% in both LVNL and skeyes, but "only" -11.6% in DSN or even -7.3% in ANA LUX.

In February 2023, Marseille ACC (53 895 min), Paris ACC (52 379 min), and Reims ACC (48 503 min) were the units to generate the most en-route ATFM delays. In Marseille, delays were due to 'Industrial Action (ATC)' (88%), 'Staffing' (11%) and 'ATC-Capacity' (1%). In Paris, delays were due to 'Staffing' (65%), 'Industrial Action (ATC)' (22%), 'ATC-Capacity' (11%) and 'Equipment- (ATC)' (2%); in Reims, 'Staffing' (47%), 'ATC-Capacity' (28%), 'Industrial Action (ATC)' (16%) and 'Weather' (9%).

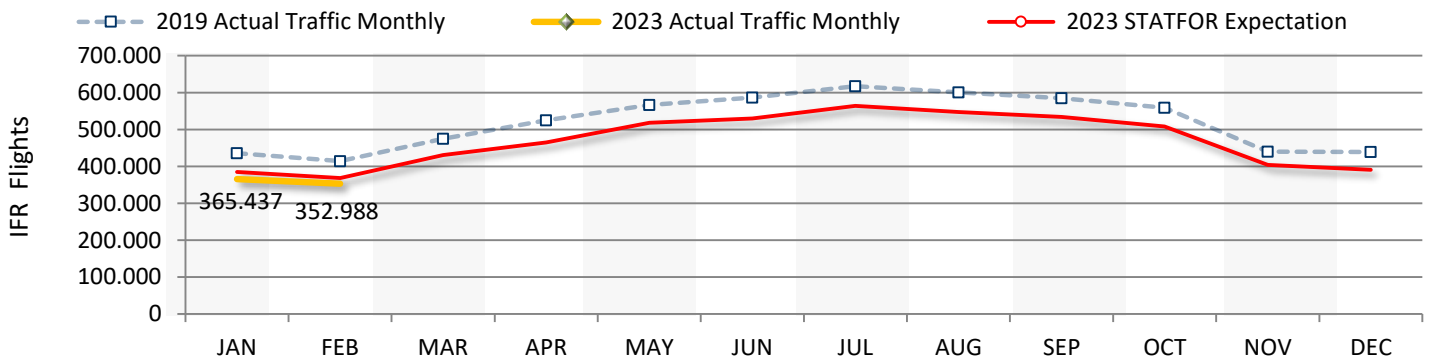
The en-route ATFM delay per flight all causes reached 0.83 min/flt in February 2023 compared to 0.24 min/flt in 2022. The en-route ATFM delay per flight reached 0.62 min/flt after 2 months in 2023 and this value is beyond the guideline value at the end of February (0.14 min/flt). The en-route ATFM delay CRSTMP causes reached 0.34 min/flt at the end of February; this value is, as well, beyond the FABEC guideline value (0.25 min/flt).

Airport ATFM delays were mainly generated in Paris Orly/LFPO (24 620 min) and Amsterdam Schiphol/EHAM (12 886 min). In Paris Orly, delays were due to 'Aerodrome disruptions (ATC)' (55%), 'Aerodrome Capacity' (23%), 'Staffing' (13%), 'Weather' (5%) and 'Aerodrome Capacity (ATC)' (4%). In Amsterdam Schiphol, delays were due to 'Weather' (92%) and 'Aerodrome Capacity' (8%).

After 2 months in 2023, both DFS and DSN are not achieving their respective en-route CRSTMP ATFM delay per flight contrarily to the other FABEC members. For the Arrival ATFM delay per Arrival flight, DSN, ANA LUX and Skyguide are currently not achieving their respective CRSTMP arrival ATFM delay per Arrival flight target, contrarily to the other FABEC members.

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

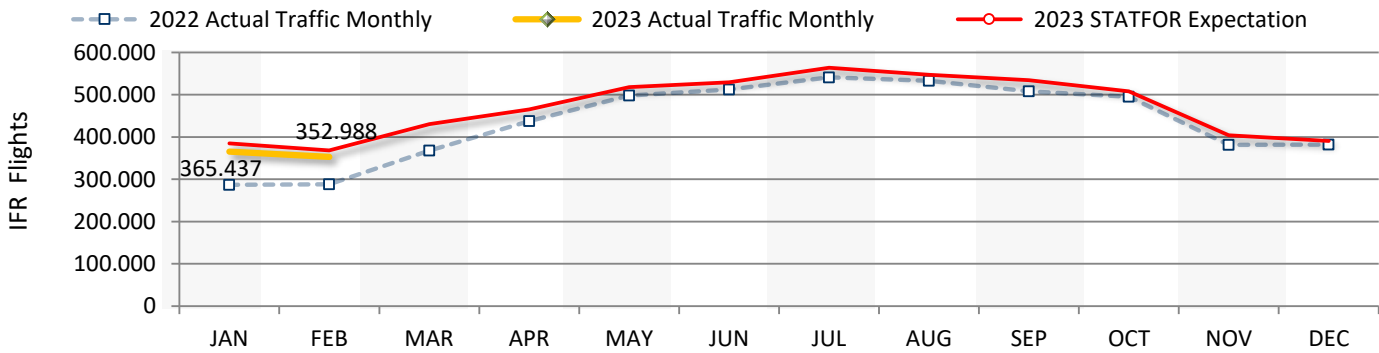
<b>FABEC</b>	<b>JAN</b>	<b>FEB</b>	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	<b>YTD</b>
2019 Actual Traffic Monthly	435.809	414.272	474.729	524.490	566.051	586.281	617.104	600.261	584.310	558.973	439.854	438.590	850.081
2023 Actual Traffic Monthly	<b>365.437</b>	<b>352.988</b>											<b>718.425</b>
<i>Growth (%)</i>	<b>-16,1 %</b>	<b>-14,8 %</b>											<b>-15,5 %</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
<i>2023 Traffic Evolution (%)</i>	<b>-5,0 %</b>	<b>-4,2 %</b>											
<i>2023 Traffic Cumulated (%)</i>	<b>-5,0 %</b>	<b>-4,6 %</b>											



	<b>JAN</b>	<b>FEB</b>	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	<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	88.543
2023 Actual Traffic Monthly	<b>36.485</b>	<b>36.295</b>											<b>72.780</b>
<i>Growth (%)</i>	<b>-20,8 %</b>	<b>-14,5 %</b>											<b>-17,8 %</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	433.775
2023 Actual Traffic Monthly	<b>173.393</b>	<b>165.403</b>											<b>338.796</b>
<i>Growth (%)</i>	<b>-21,9 %</b>	<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	431.409
2023 Actual Traffic Monthly	<b>201.137</b>	<b>195.983</b>											<b>397.120</b>
<i>Growth (%)</i>	<b>-9,2 %</b>	<b>-6,6 %</b>											<b>-7,9 %</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	90.477
2023 Actual Traffic Monthly	<b>37.554</b>	<b>36.153</b>											<b>73.707</b>
<i>Growth (%)</i>	<b>-18,6 %</b>	<b>-18,5 %</b>											<b>-18,5 %</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	268.097
2023 Actual Traffic Monthly	<b>114.330</b>	<b>108.415</b>											<b>222.745</b>
<i>Growth (%)</i>	<b>-17,6 %</b>	<b>-16,2 %</b>											<b>-16,9 %</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	175.602
2023 Actual Traffic Monthly	<b>75.735</b>	<b>75.644</b>											<b>151.379</b>
<i>Growth (%)</i>	<b>-15,2 %</b>	<b>-12,3 %</b>											<b>-13,8 %</b>

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

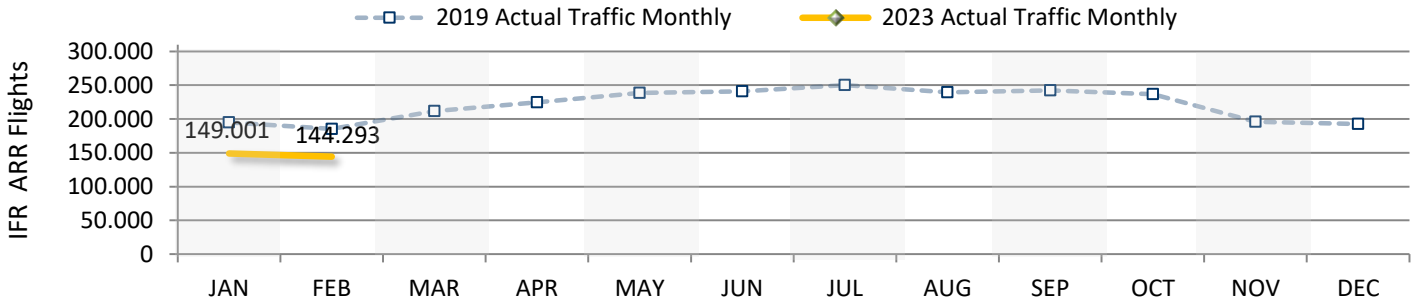
<b>FABEC</b>	<b>JAN</b>	<b>FEB</b>	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	<b>YTD</b>
2022 Actual Traffic Monthly	286.998	287.940	367.853	437.947	497.938	512.584	541.131	532.856	508.004	495.129	381.425	382.274	574.938
2023 Actual Traffic Monthly	<b>365.437</b>	<b>352.988</b>											<b>718.425</b>
Growth (%)	<b>27,3 %</b>	<b>22,6 %</b>											<b>25,0 %</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>											
2023 Traffic Cumulated (%)	<b>-5,0 %</b>	<b>-4,6 %</b>											



	<b>JAN</b>	<b>FEB</b>	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	<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	61.590
2023 Actual Traffic Monthly	<b>36.485</b>	<b>36.295</b>											<b>72.780</b>
Growth (%)	<b>18,5 %</b>	<b>17,9 %</b>											<b>18,2 %</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	275.527
2023 Actual Traffic Monthly	<b>173.393</b>	<b>165.403</b>											<b>338.796</b>
Growth (%)	<b>23,3 %</b>	<b>22,6 %</b>											<b>23,0 %</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	313.439
2023 Actual Traffic Monthly	<b>201.137</b>	<b>195.983</b>											<b>397.120</b>
Growth (%)	<b>30,9 %</b>	<b>22,7 %</b>											<b>26,7 %</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	63.352
2023 Actual Traffic Monthly	<b>37.554</b>	<b>36.153</b>											<b>73.707</b>
Growth (%)	<b>15,6 %</b>	<b>17,1 %</b>											<b>16,3 %</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	180.653
2023 Actual Traffic Monthly	<b>114.330</b>	<b>108.415</b>											<b>222.745</b>
Growth (%)	<b>24,1 %</b>	<b>22,5 %</b>											<b>23,3 %</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	127.235
2023 Actual Traffic Monthly	<b>75.735</b>	<b>75.644</b>											<b>151.379</b>
Growth (%)	<b>19,6 %</b>	<b>18,4 %</b>											<b>19,0 %</b>

## 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	380.270
2023 Actual Traffic Monthly	<b>149.001</b>	<b>144.293</b>											<b>293.294</b>
Growth (%)	<b>-23,5 %</b>	<b>-22,2 %</b>											<b>-22,9 %</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	5.368
2023 Actual Traffic Monthly	<b>2.438</b>	<b>2.448</b>											<b>4.886</b>
Growth (%)	<b>-10,6 %</b>	<b>-7,3 %</b>											<b>-9,0 %</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	18.629
2023 Actual Traffic Monthly	<b>7.407</b>	<b>7.199</b>											<b>14.606</b>
Growth (%)	<b>-24,4 %</b>	<b>-18,4 %</b>											<b>-21,6 %</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	154.168
2023 Actual Traffic Monthly	<b>51.574</b>	<b>49.634</b>											<b>101.208</b>
Growth (%)	<b>-34,1 %</b>	<b>-34,6 %</b>											<b>-34,4 %</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	130.083
2023 Actual Traffic Monthly	<b>56.987</b>	<b>55.982</b>											<b>112.969</b>
Growth (%)	<b>-14,6 %</b>	<b>-11,6 %</b>											<b>-13,2 %</b>

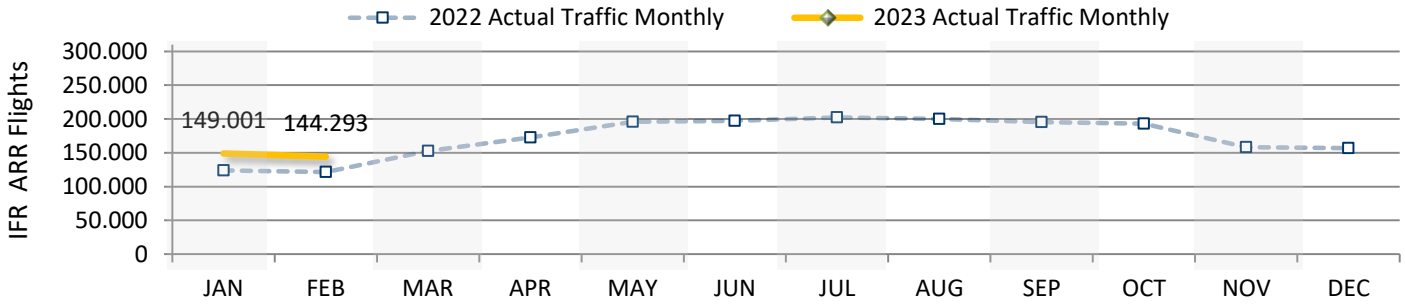
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
<b>LVNL</b>													
2019 Actual Traffic Monthly	18.998	18.021	20.363	21.455	22.973	22.330	22.933	23.046	22.639	22.777	19.390	19.628	37.019
2023 Actual Traffic Monthly	<b>15.524</b>	<b>14.707</b>											<b>30.231</b>
Growth (%)	<b>-18,3 %</b>	<b>-18,4 %</b>											<b>-18,3 %</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	35.003
2023 Actual Traffic Monthly	<b>15.071</b>	<b>14.323</b>											<b>29.394</b>
Growth (%)	<b>-17,6 %</b>	<b>-14,4 %</b>											<b>-16,0 %</b>



## FABEC TRAFFIC DEVELOPMENT (*arrival*)

<b>FABEC</b>	<b>JAN</b>	<b>FEB</b>	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	245.296
2023 Actual Traffic Monthly	<b>149.001</b>	<b>144.293</b>											<b>293.294</b>
Growth (%)	<b>20,3 %</b>	<b>18,8 %</b>											<b>19,6 %</b>



	<b>JAN</b>	<b>FEB</b>	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	4.056
2023 Actual Traffic Monthly	<b>2.438</b>	<b>2.448</b>											<b>4.886</b>
Growth (%)	<b>23,3 %</b>	<b>17,7 %</b>											<b>20,5 %</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	13.291
2023 Actual Traffic Monthly	<b>7.407</b>	<b>7.199</b>											<b>14.606</b>
Growth (%)	<b>7,8 %</b>	<b>12,1 %</b>											<b>9,9 %</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	84.014
2023 Actual Traffic Monthly	<b>51.574</b>	<b>49.634</b>											<b>101.208</b>
Growth (%)	<b>19,6 %</b>	<b>21,3 %</b>											<b>20,5 %</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	95.058
2023 Actual Traffic Monthly	<b>56.987</b>	<b>55.982</b>											<b>112.969</b>
Growth (%)	<b>21,9 %</b>	<b>15,9 %</b>											<b>18,8 %</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	26.118
2023 Actual Traffic Monthly	<b>15.524</b>	<b>14.707</b>											<b>30.231</b>
Growth (%)	<b>14,7 %</b>	<b>16,9 %</b>											<b>15,7 %</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	22.759
2023 Actual Traffic Monthly	<b>15.071</b>	<b>14.323</b>											<b>29.394</b>
Growth (%)	<b>29,8 %</b>	<b>28,5 %</b>											<b>29,2 %</b>

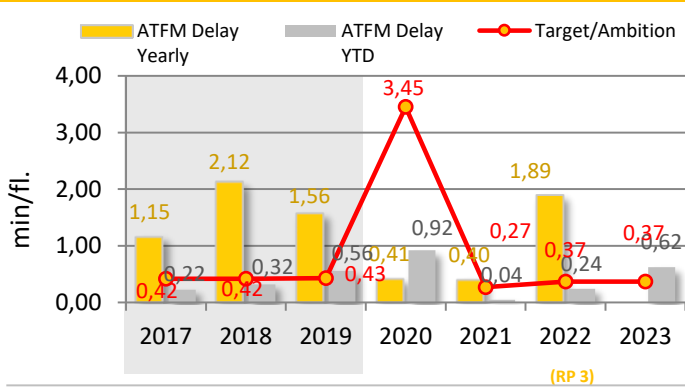
## KPI #1: En-route ATFM delay per controlled flight (FABEC)

	YTD 2023	YTD 2022
<b>En-route Delay All causes</b>	<b>0,62</b>	0,24
FABEC Ambition	<b>0,37</b>	
Guideline	0,14	
Minute ('000) ALL causes	<b>446</b>	137
Diff. 2023 - 2022	+ 225,2 %	
Traffic ('000)	<b>718</b>	575
Diff. 2023 - 2022	+ 25,0 %	

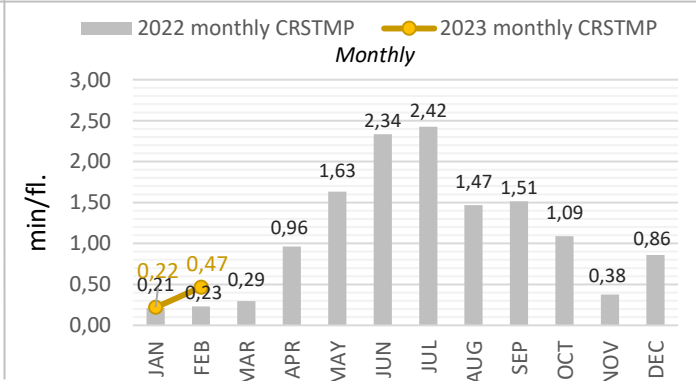
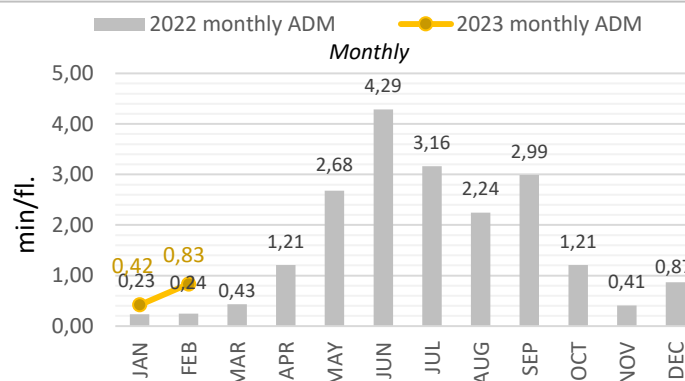
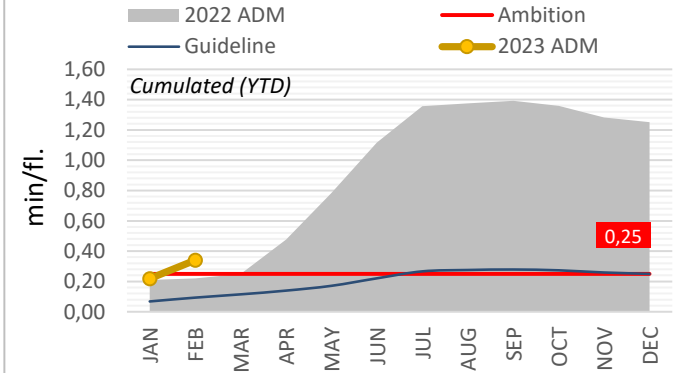
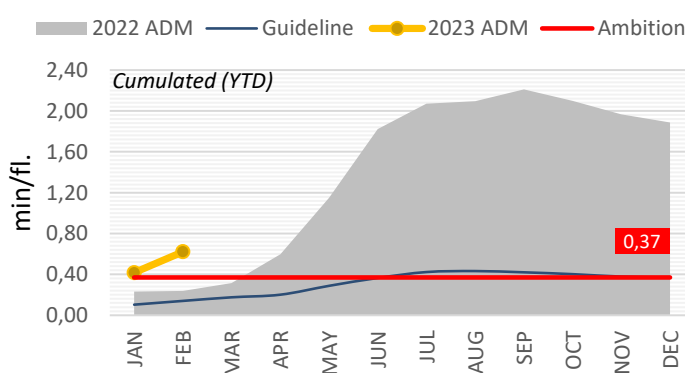
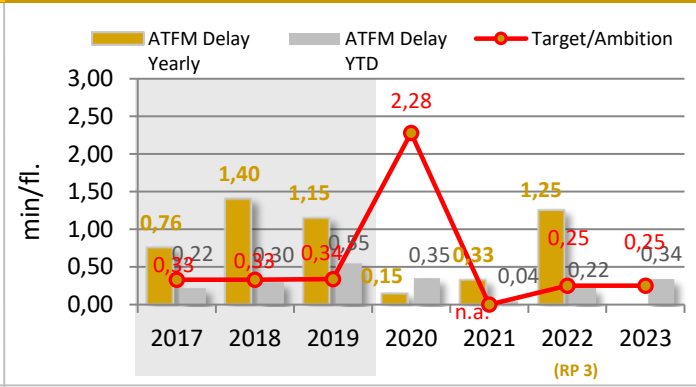
	YTD 2023	YTD 2022
<b>En-route Delay CRSTMP causes</b>	<b>0,34</b>	0,22
FABEC Ambition	<b>0,25</b>	
Guideline	0,09	
Minute ('000) CRSTMP causes	<b>244</b>	127
Diff. 2023 - 2022	+ 92 %	
<i>Potential savings (*) due to underbid the delay Target</i>		
(all Causes) in Mio EURO (YTD)	▶	0,0

\* Cost of ATFM-delay per min = 100 €

### All Delay Causes



### CRSTMP Delay Causes



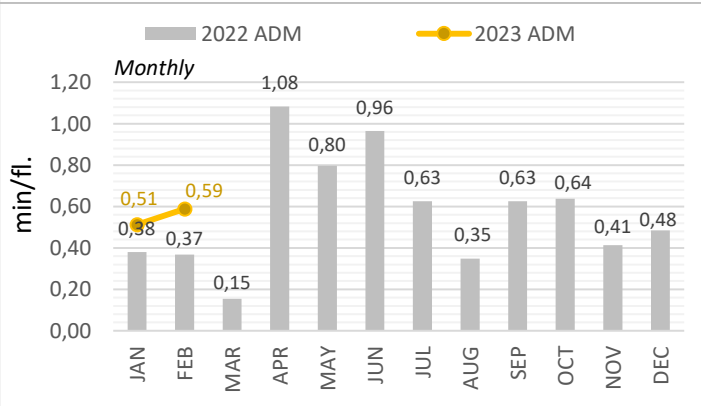
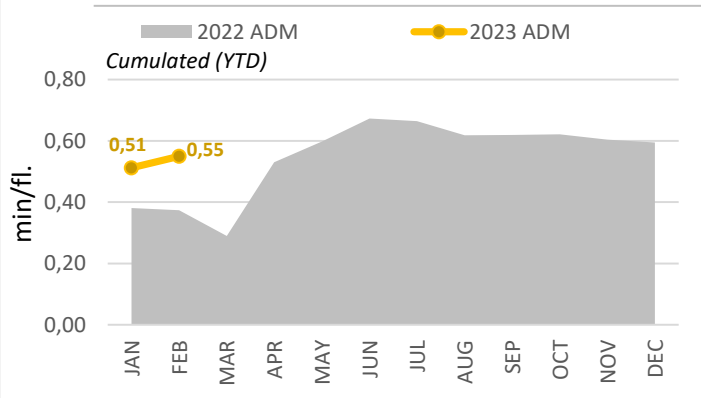
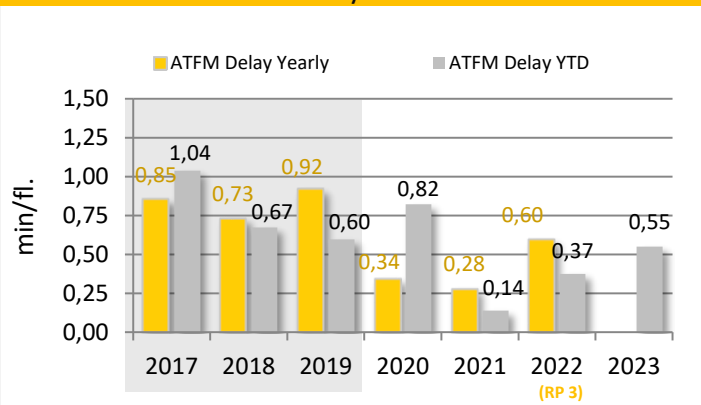
The guideline for the en-route ATFM delay per movement is a basic cumulative extrapolation of the 2017-2019 monthly allocation and is designed to give an impression, how the YTD figures should be, in order to reach the yearly 2023 ambition value set by FABEC States.



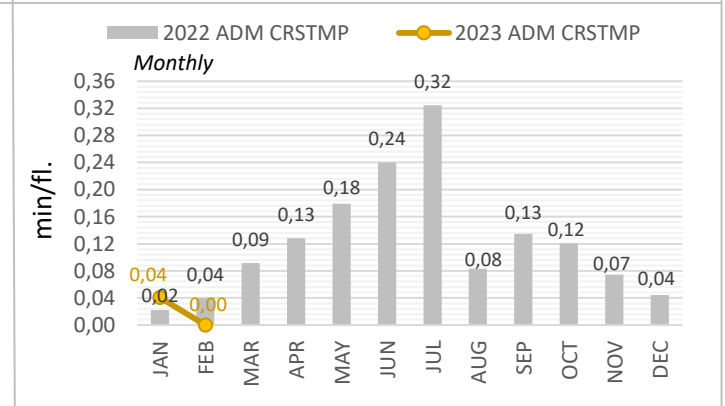
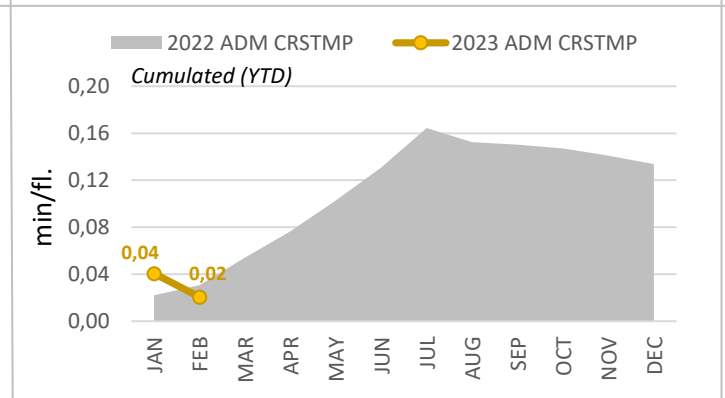
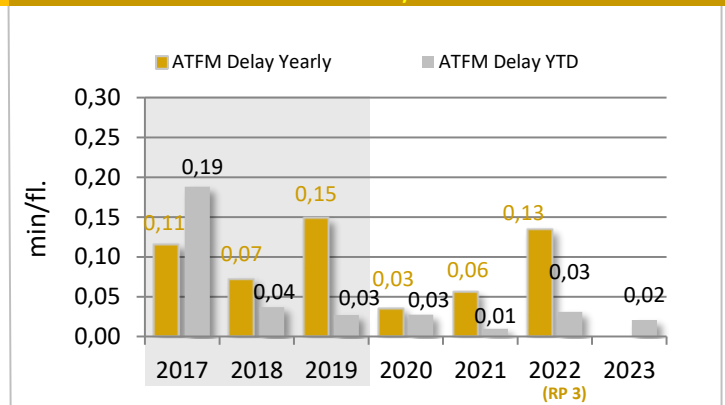
## KPI #2: Arrival ATFM delay per controlled flight (FABEC)

	YTD 2023	YTD 2022	YTD 2023	YTD 2022
<b>Arrival Delay All causes</b>	<b>0,55</b>	0,37	<b>Arrival Delay CRSTMP causes</b>	<b>0,02</b>
<i>Diff. 2023 - 2022</i>	+ 47 %		<i>Diff. 2023 - 2022</i>	- 33 %
<b>Minute ('000) ALL causes</b>	<b>161</b>	92	<b>Minute ('000) CRSTMP causes</b>	6
<i>Diff. 2023 - 2022</i>	+ 76 %		<i>Diff. 2023 - 2022</i>	- 20 %
<b>Traffic ('000)</b>	<b>293</b>	245		
<i>Diff. 2023 - 2022</i>	+ 20 %			

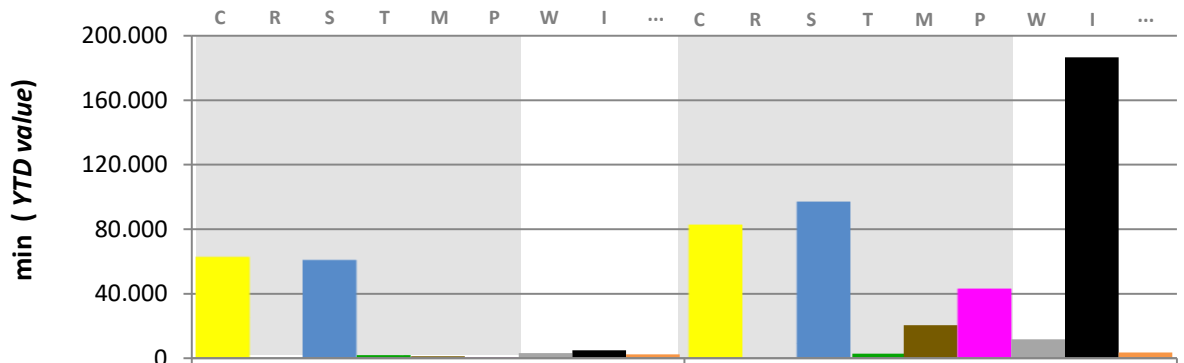
### All Delay Causes



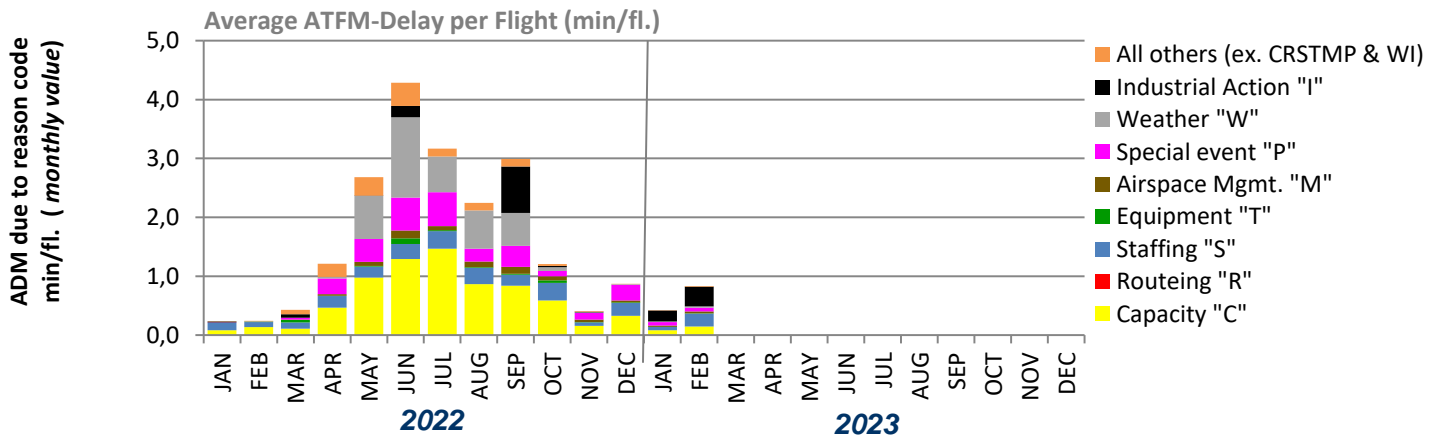
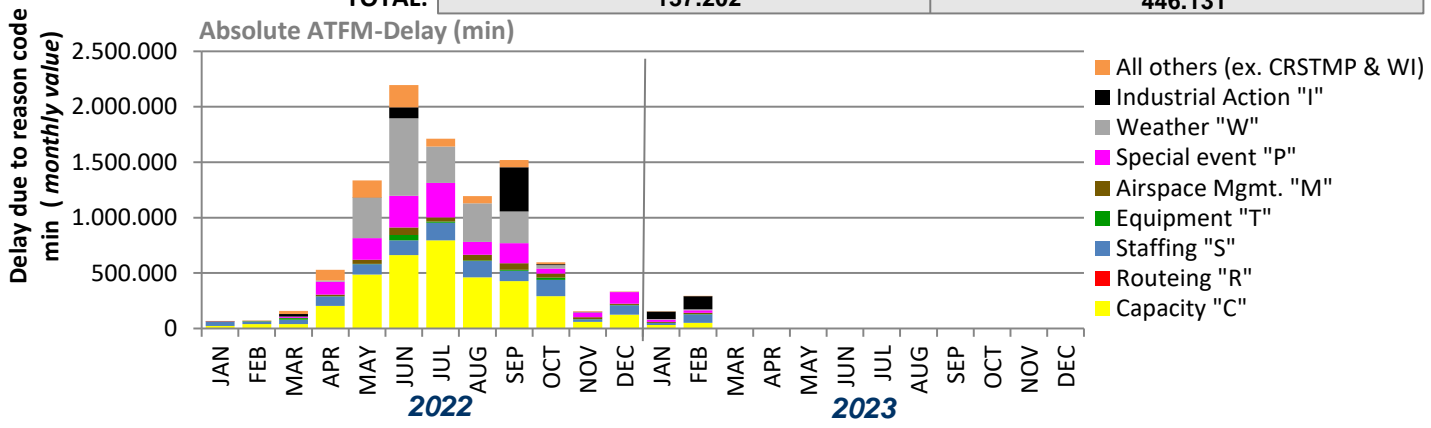
### CRSTMP Delay Causes



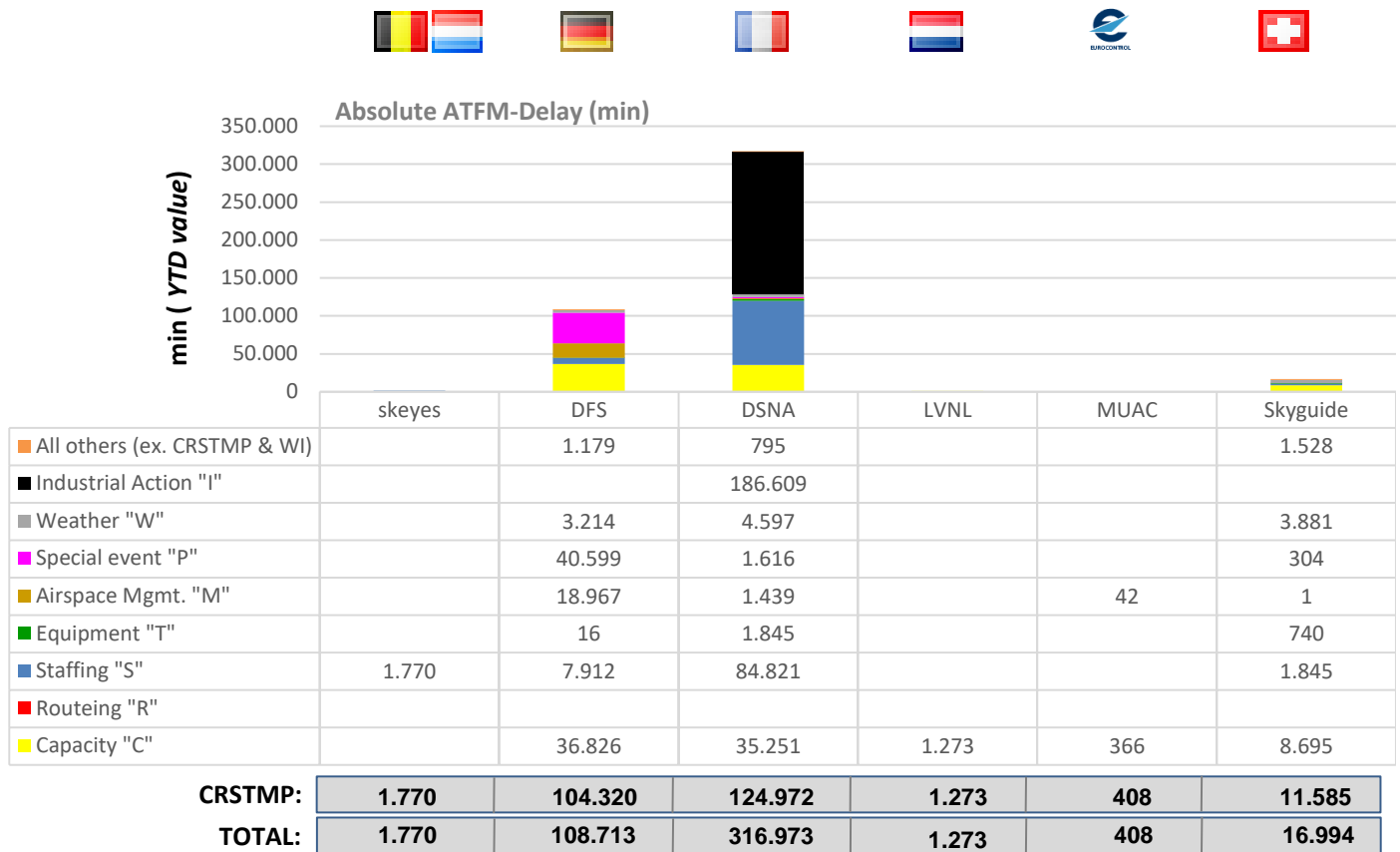
## KPI #1: En-route ATFM delay per reason code (FABEC)



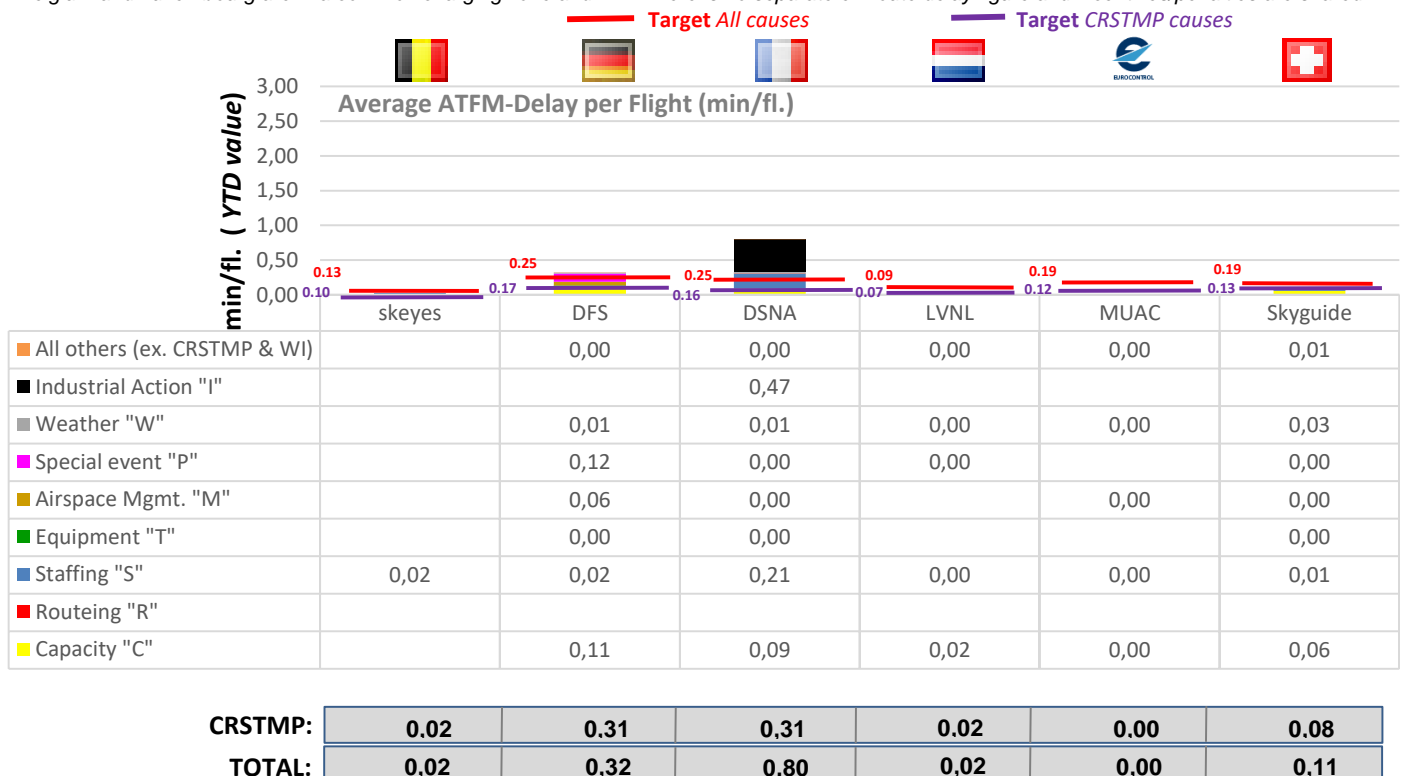
Delay due to reason code:	2022	2023
Capacity "C"	62.731	82.411
Routeing "R"	0	0
Staffing "S"	60.464	96.348
Equipment "T"	1.867	2.601
Airspace Mgmt. "M"	1.300	20.449
Special event "P"	573	42.519
Weather "W"	3.095	11.692
Industrial Action "I"	4.848	186.609
All others (ex. CRSTMP & WI)	2.324	3.502
<b>CRSTMP:</b>	<b>126.935</b>	<b>244.328</b>
<b>TOTAL:</b>	<b>137.202</b>	<b>446.131</b>



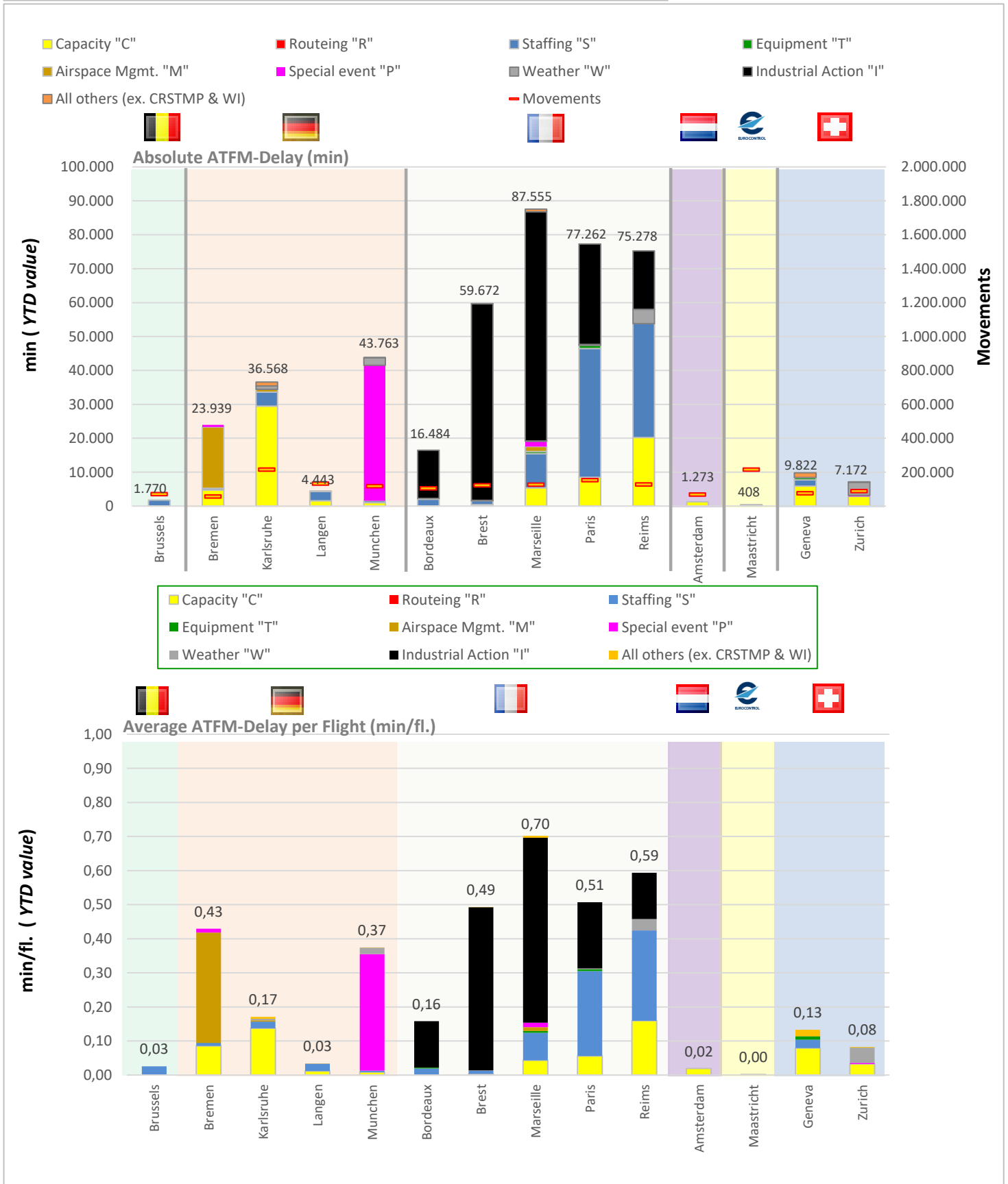
## KPI #1: En-route ATFM delay per controlled flight (ANSP)



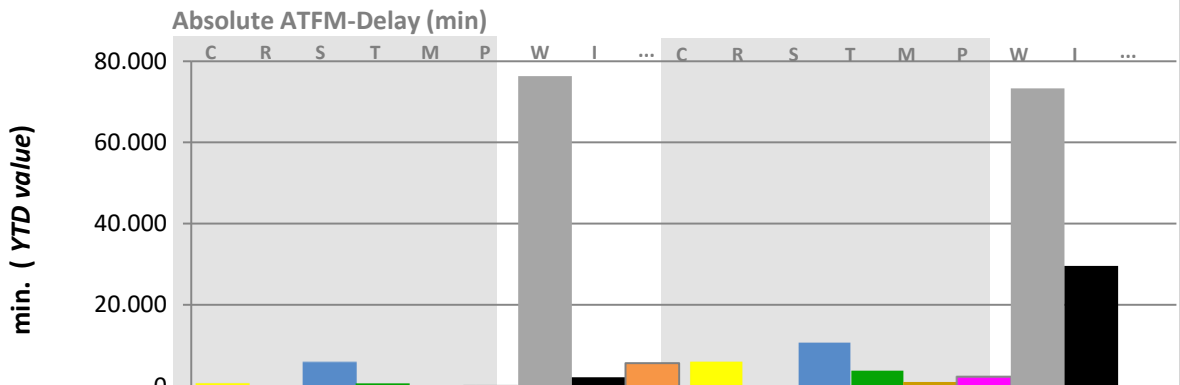
\*Belgium and Luxembourg are in a common charging zone and FIR. There is no separate en-route delay figure and incentives/penalties are shared.



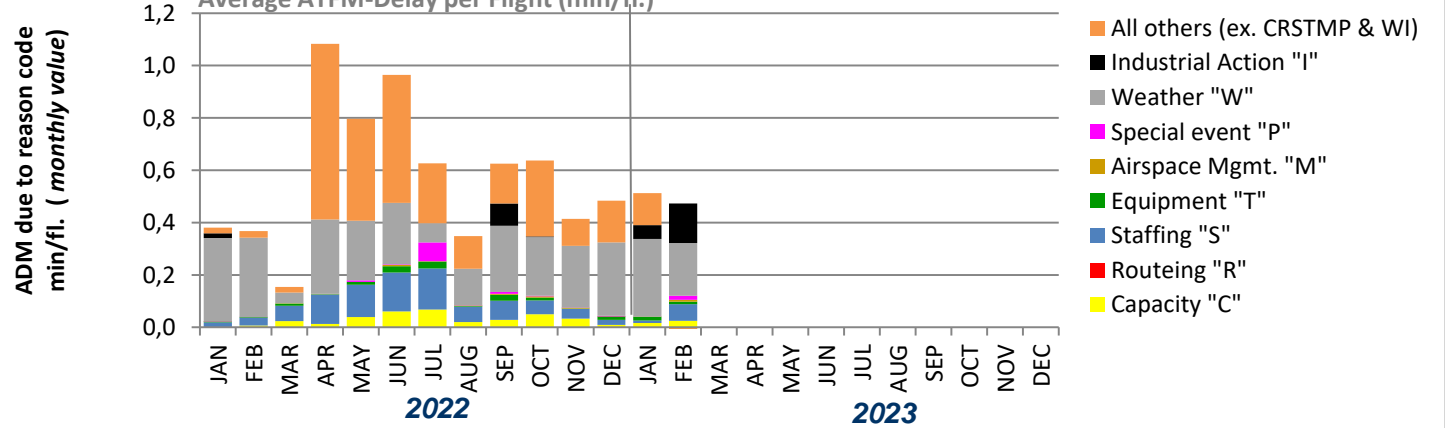
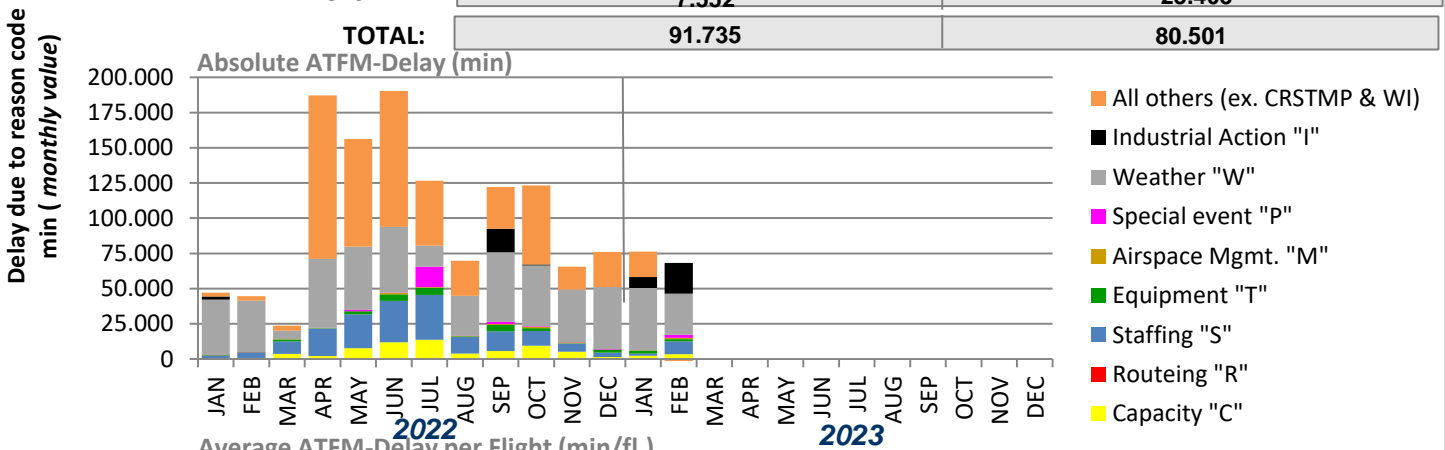
## KPI #1: En-route ATFM delay per controlled flight (ACC)



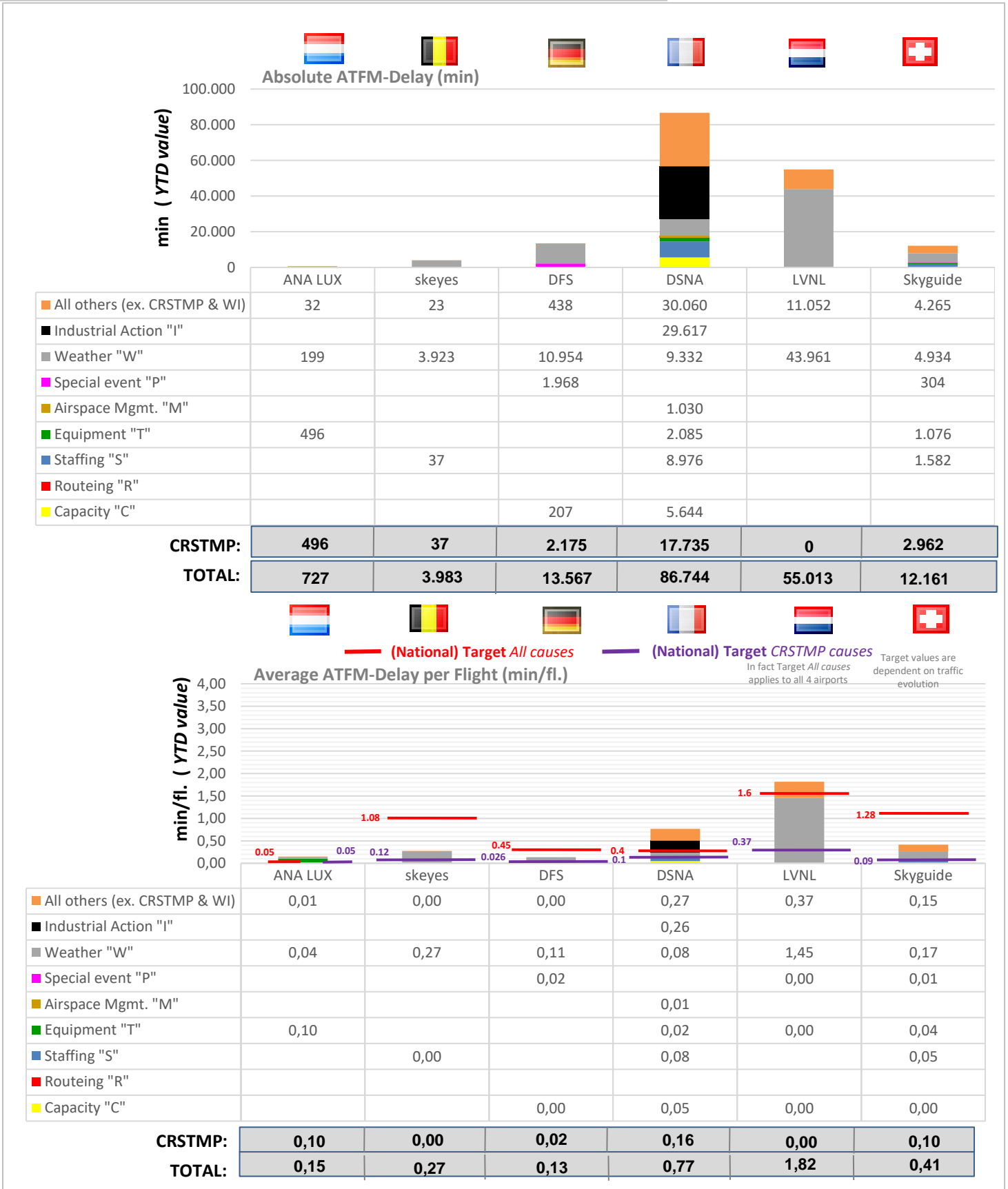
## KPI #2: Arrival ATFM delay per reason code (FABEC)



Delay due to reason code:	2022	2023
Capacity "C"	789	5.851
Routeing "R"	0	0
Staffing "S"	5.964	10.595
Equipment "T"	674	3.657
Airspace Mgmt. "M"	11	1.030
Special event "P"	114	2.272
Weather "W"	76.355	73.303
Industrial Action "I"	2.172	29.617
All others (ex. CRSTMP & WI)	5.656	45.824
<b>CRSTMP:</b>	<b>7.552</b>	<b>23.405</b>
<b>TOTAL:</b>	<b>91.735</b>	<b>80.501</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:

Editor: FABEC PMG

Sources: EUROCONTROL, FABEC ANSPs

Status: February 2023

[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.