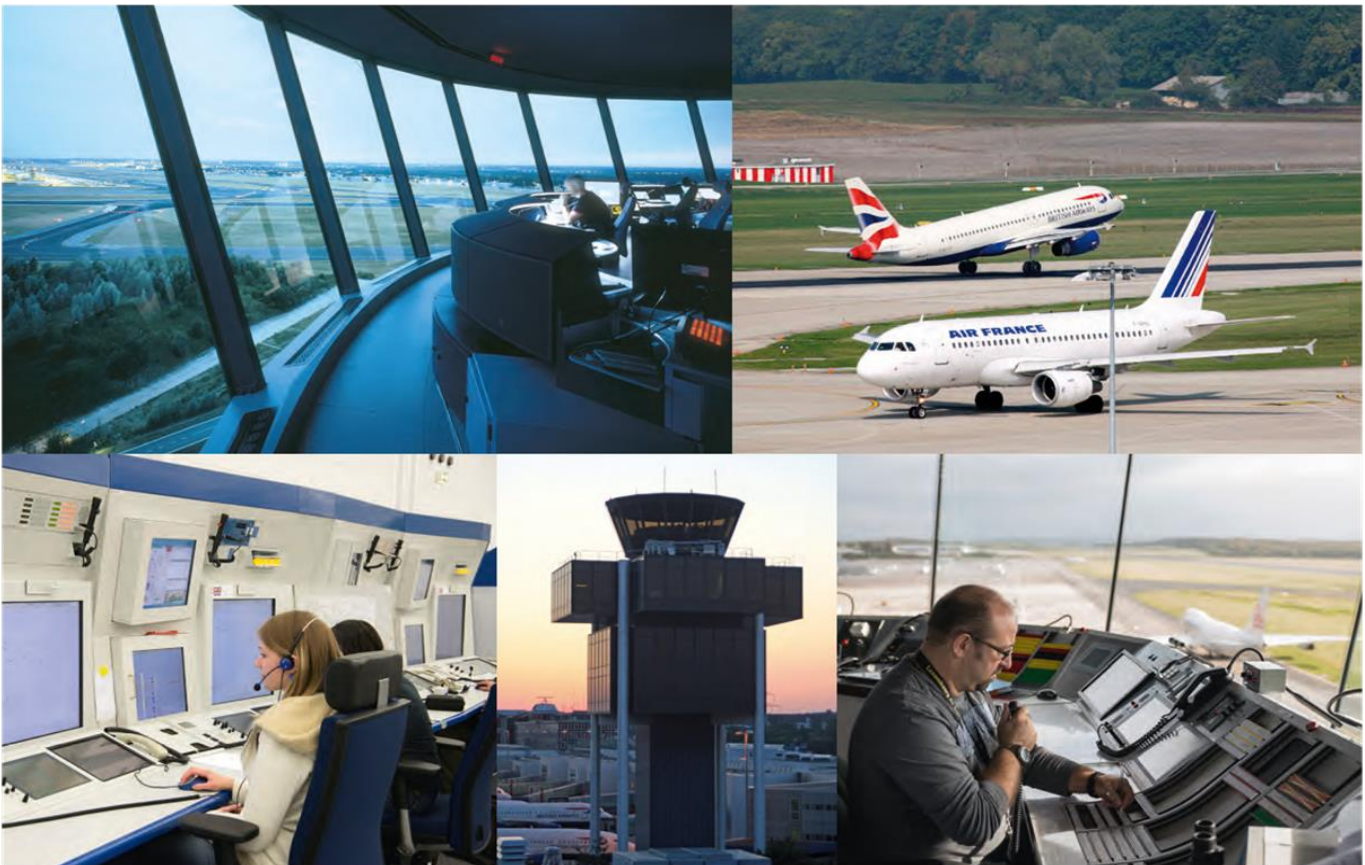




PERFORMANCE REPORT 2020 - 2024

CAPACITY

May 2023



skyguide



making the difference

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Description & Analysis

Europe

Traffic in May was 6.2% higher than May 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 29,312 flights/day in May, the peak day was Friday 26 May (32,114 flights). Ryanair was the busiest operator with, on average, 3,076 movements per day, followed by easyJet (1,642), Turkish Airlines (1,516), Lufthansa (1,149) and Air France (807).

The busiest airport was Istanbul/IGA (1,413 flights/day), followed by Amsterdam/Schiphol (1,332 flights/day), Paris/Charles de Gaulle (1,297 flights/day), London/Heathrow (1,280 flights/day), and Frankfurt/Main (1,202 flights/day).

The Mainline (+20.2%), Regional (+5.7%) and Low-Cost (+2.8%) segments continued to drive the flight growth in May 2023 (vs. May 2022). For the first time this year, the Charter segment recorded flight growth of 0.4% (vs May 2022). This small rebound was partly due to additional daily flights between Poland <-> Turkey (+20), Germany <-> Greece (+18), Poland <-> Greece (+8) and Turkey <-> Russian Federation (+8) although counterbalanced by 19 fewer daily flights on the Germany <-> Turkey flow compared to May 2022. The Business Aviation segment decreased by -10.0% (vs May 2022) but was still 9.2% above May 2019 flight levels. There were fewer domestic daily flights in France (-28), Germany (-15), Spain excl. Canary Islands (-14) and UK (-12) for business aviation in May 2023 (vs May 2022). The All-cargo segment continued to follow a downward trend and decreased by -2.2% compared to May 2022 and reduced its market share to 3.4% of the total flights in May 2023 compared with 3.7% in May 2022.

Network departure punctuality (66.7%) was slightly lower than April, affected by continued, but more sporadic, ATC industrial in France throughout the month. Arrival punctuality remained stable (71.4%). Punctuality on the SW and SE axes was consistent with the network level. The network (average) actual turnaround time remained slightly higher than scheduled, notably on the French strike days where ATFM delays extended the turnaround time.

There were 2,494,050 minutes of ATFM delay in May. En-route delays accounted for 60.7% of these ATFM delays, and airports for 39.3%. The average en-route ATFM delay per flight for the network was 1.7 minutes in May and the YTD en-route ATFM delay was 1.4 minutes at the end of May. (Source: NM).

Delays from the passengers' point of view

For May 2023, the Central Office for Delay Analysis (CODA) reported that the average delay per flight on departure was 15.7 minutes per flight - a decrease of 0.2 minutes per flight compared to May 2022. 40% of the total delay can be attributable to air traffic control. Airlines caused 47% 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 8% can be allocated to other reasons (Source: CODA-Dashboard-05-2023, Date 27/06/2023).

FABEC

In the FABEC area, traffic decreased by 8.7% in May 2023 compared to the same month in 2019, leading to a 12.8% yearly traffic decrease. Traffic was down in all ANSPs but with significant differences, from -13.2% in LVNL, 12.8% in DFS or 11.8% in skyes to -6.0% in MUAC and even -3.6% in DSNA. Airport traffic was down to a similar extent (-15.6% in the FABEC area) but with even more disparities between ANSPs. Landings decreased by an impressive -24.5% in DFS, -15.8% in skyes, but "only" -8.3% in skyguide or -6.3% in ANA LUX.

In May 2023, Karlsruhe UAC (255 941 min), Paris ACC (206 628 min) and Marseille ACC (159 640 min) were the units to generate the most en-route ATFM delays. In Karlsruhe, 'ATC-Capacity' (67%), 'Weather' (16%), 'Staffing' (8%), 'Other' (6%, due to Industrial action in France), 'Airspace Management' (2%) and 'Equipment (ATC)' (1%). In Paris, delays were due to 'Industrial Action (ATC)' (79%), 'Staffing' (10%), 'ATC-Capacity' (7%) and 'Weather' (4%); in Marseille, 'Weather' (37%), 'Industrial Action (ATC)' (27%), 'ATC-Capacity' (22%), 'Special Event' (8%, 4Flight implementation) and 'Staffing' (6%).

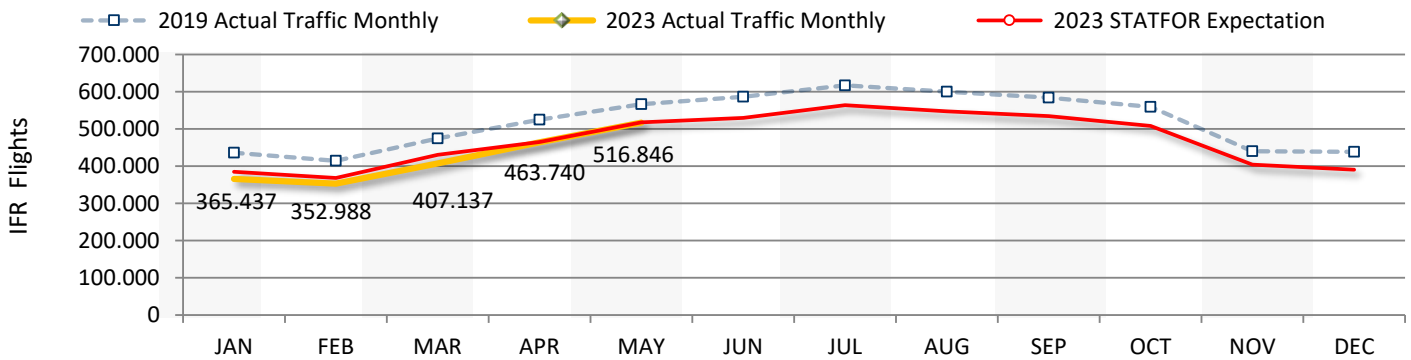
The en-route ATFM delay per flight all causes reached 1.91 min/flt in May 2023 compared to 2.68 min/flt in 2022. The en-route ATFM delay per flight reached 1.99 min/flt after the first 5 months in 2023 and this value is far beyond the guideline value at the end of May (0.29 min/flt). The en-route ATFM delay CRSTMP causes reached 0.60 min/flt at the end of May; this value is, as well, beyond the FABEC guideline value (0.17 min/flt).

Airport ATFM delays were mainly generated in Frankfurt Main/EDDF (135 426 min), Amsterdam Schiphol/EHAM (91 977 min) and Zurich/LSZH (31 919 min). In Frankfurt Main, delays were due to 'Aerodrome Capacity' (93%) and 'Weather' (7%). In Amsterdam Schiphol, delays were due to 'Weather' (95%) and 'Aerodrome Capacity' (5%); in Zurich, 'Weather' (94%), 'Aerodrome Capacity' (3%) and 'Aerodrome Services' (3%).

After 5 months in 2023, both DFS and DSNA are not achieving their respective en-route CRSTMP ATFM delay per flight, skyes is just making it and the other ANSPs are achieving their respective target. For the Arrival ATFM delay per Arrival flight, DSNA, ANA LUX and DFS 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*)

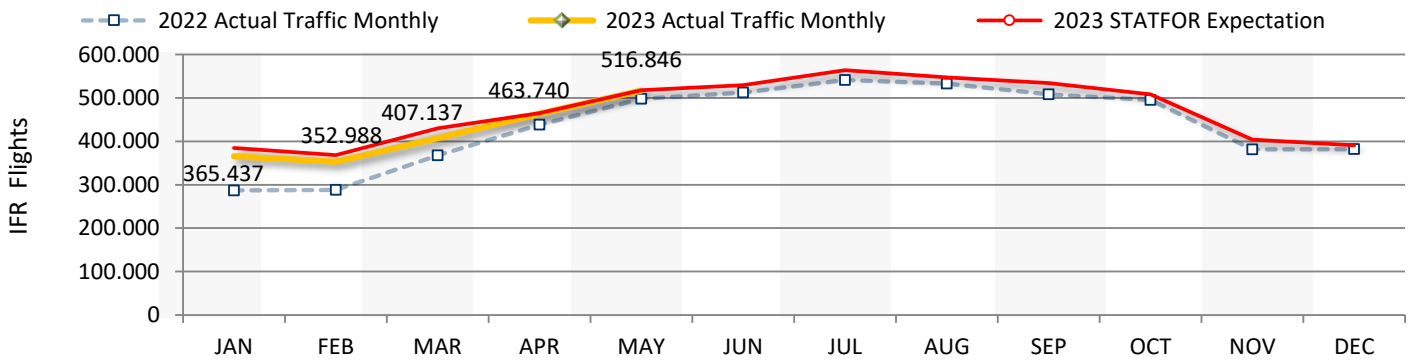
FABEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
2019 Actual Traffic Monthly	435.809	414.272	474.729	524.490	566.051	586.281	617.104	600.261	584.310	558.973	439.854	438.590	2.415.351
2023 Actual Traffic Monthly	365.437	352.988	407.137	463.740	516.846								2.106.148
Growth (%)	-16,1 %	-14,8 %	-14,2 %	-11,6 %	-8,7 %								-12,8 %
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 %								
2023 Traffic Cumulated (%)	-5,0 %	-4,6 %	-4,9 %	-3,6 %	-2,8 %								



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
skeyes													
2019 Actual Traffic Monthly	46.085	42.458	49.539	53.761	57.702	58.513	62.239	59.274	59.410	57.544	46.709	46.631	249.545
2023 Actual Traffic Monthly	36.485	36.295	42.495	46.473	50.917								212.665
Growth (%)	-20,8 %	-14,5 %	-14,2 %	-13,6 %	-11,8 %								-14,8 %
DFS													
2019 Actual Traffic Monthly	222.009	211.766	240.686	258.289	282.291	286.199	299.444	292.210	291.681	284.915	225.050	223.636	1.215.041
2023 Actual Traffic Monthly	173.393	165.403	199.318	223.857	246.275								1.008.246
Growth (%)	-21,9 %	-21,9 %	-17,2 %	-13,3 %	-12,8 %								-17,0 %
DSNA													
2019 Actual Traffic Monthly	221.573	209.836	244.322	283.032	302.429	321.951	340.265	329.402	313.806	292.190	221.663	221.576	1.261.192
2023 Actual Traffic Monthly	201.137	195.983	220.587	259.024	291.610								1.168.341
Growth (%)	-9,2 %	-6,6 %	-9,7 %	-8,5 %	-3,6 %								-7,4 %
LVNL													
2019 Actual Traffic Monthly	46.111	44.366	50.512	53.470	57.492	55.907	57.593	57.195	56.974	57.181	47.564	47.298	251.951
2023 Actual Traffic Monthly	37.554	36.153	42.950	45.901	49.919								212.477
Growth (%)	-18,6 %	-18,5 %	-15,0 %	-14,2 %	-13,2 %								-15,7 %
MUAC													
2019 Actual Traffic Monthly	138.773	129.324	147.712	154.875	164.086	166.793	176.133	173.200	168.761	166.082	137.728	139.287	734.770
2023 Actual Traffic Monthly	114.330	108.415	130.400	141.634	154.289								649.068
Growth (%)	-17,6 %	-16,2 %	-11,7 %	-8,5 %	-6,0 %								-11,7 %
Skyguide													
2019 Actual Traffic Monthly	89.334	86.268	99.645	110.651	120.991	127.214	133.394	127.821	124.023	115.533	86.141	89.466	506.889
2023 Actual Traffic Monthly	75.735	75.644	85.707	97.788	109.762								444.636
Growth (%)	-15,2 %	-12,3 %	-14,0 %	-11,6 %	-9,3 %								-12,3 %

FABEC TRAFFIC DEVELOPMENT (*en-route*)

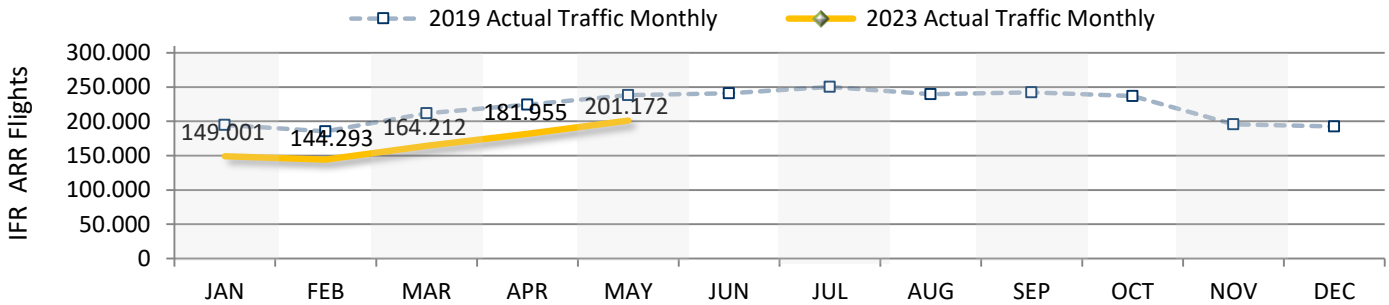
FABEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
2022 Actual Traffic Monthly	286.998	287.940	367.853	437.947	497.938	512.584	541.131	532.856	508.004	495.129	381.425	382.274	1.878.676
2023 Actual Traffic Monthly	365.437	352.988	407.137	463.740	516.846								2.106.148
Growth (%)	27,3 %	22,6 %	10,7 %	5,9 %	3,8 %								12,1 %
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 %								
2023 Traffic Cumulated (%)	-5,0 %	-4,6 %	-4,9 %	-3,6 %	-2,8 %								



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
skeyes													
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	192.735
2023 Actual Traffic Monthly	36.485	36.295	42.495	46.473	50.917								212.665
Growth (%)	18,5 %	17,9 %	7,2 %	7,4 %	5,6 %								10,3 %
DFS													
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	907.768
2023 Actual Traffic Monthly	173.393	165.403	199.318	223.857	246.275								1.008.246
Growth (%)	23,3 %	22,6 %	14,1 %	4,2 %	1,4 %								11,1 %
DSNA													
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	1.034.573
2023 Actual Traffic Monthly	201.137	195.983	220.587	259.024	291.610								1.168.341
Growth (%)	30,9 %	22,7 %	8,8 %	7,0 %	5,5 %								12,9 %
LVNL													
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	195.679
2023 Actual Traffic Monthly	37.554	36.153	42.950	45.901	49.919								212.477
Growth (%)	15,6 %	17,1 %	8,8 %	6,2 %	0,6 %								8,6 %
MUAC													
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	570.212
2023 Actual Traffic Monthly	114.330	108.415	130.400	141.634	154.289								649.068
Growth (%)	24,1 %	22,5 %	15,9 %	8,8 %	5,0 %								13,8 %
Skyguide													
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	410.928
2023 Actual Traffic Monthly	75.735	75.644	85.707	97.788	109.762								444.636
Growth (%)	19,6 %	18,4 %	7,5 %	3,1 %	0,5 %								8,2 %

FABEC TRAFFIC DEVELOPMENT (arrival)

FABEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
2019 Actual Traffic Monthly	194.850	185.420	211.796	224.471	238.490	240.788	250.186	239.483	242.195	236.830	195.678	192.743	1.055.027
2023 Actual Traffic Monthly	149.001	144.293	164.212	181.955	201.172								840.633
Growth (%)	-23,5 %	-22,2 %	-22,5 %	-18,9 %	-15,6 %								-20,3 %



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
ANA LUX													
2019 Actual Traffic Monthly	2.728	2.640	3.007	3.285	3.451	3.420	3.410	3.160	3.445	3.466	3.150	3.022	15.111
2023 Actual Traffic Monthly	2.438	2.448	2.874	3.038	3.235								14.033
Growth (%)	-10,6 %	-7,3 %	-4,4 %	-7,5 %	-6,3 %								-7,1 %

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
skeyes													
2019 Actual Traffic Monthly	9.804	8.825	10.293	11.083	11.763	11.678	12.607	12.086	12.016	11.632	10.315	9.981	51.768
2023 Actual Traffic Monthly	7.407	7.199	8.416	8.954	9.905								41.881
Growth (%)	-24,4 %	-18,4 %	-18,2 %	-19,2 %	-15,8 %								-19,1 %

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
DFS													
2019 Actual Traffic Monthly	78.274	75.894	85.673	88.848	96.254	95.027	98.049	95.422	98.321	97.898	79.529	76.266	424.943
2023 Actual Traffic Monthly	51.574	49.634	58.555	65.855	72.697								298.315
Growth (%)	-34,1 %	-34,6 %	-31,7 %	-25,9 %	-24,5 %								-29,8 %

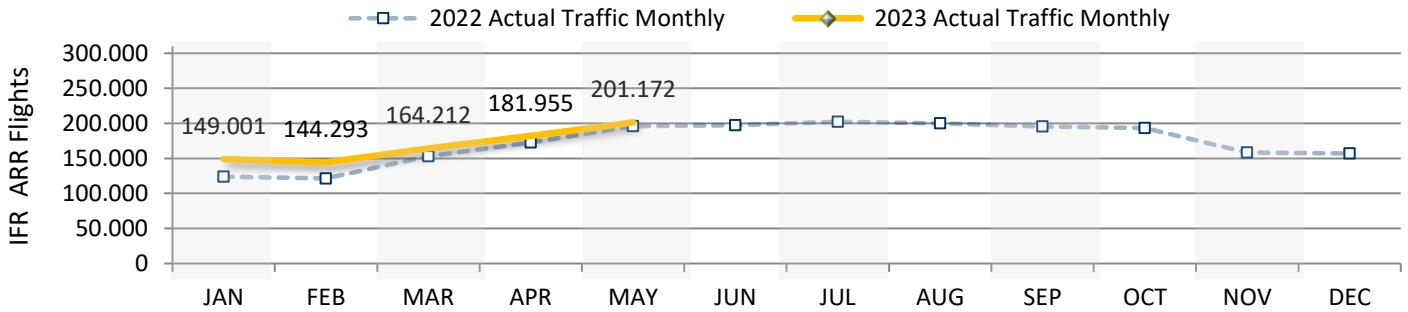
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
DSNA													
2019 Actual Traffic Monthly	66.766	63.317	73.401	81.023	84.477	88.656	92.799	86.055	86.206	81.851	67.332	66.631	368.984
2023 Actual Traffic Monthly	56.987	55.982	60.591	68.445	76.742								318.747
Growth (%)	-14,6 %	-11,6 %	-17,5 %	-15,5 %	-9,2 %								-13,6 %

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
LVNL													
2019 Actual Traffic Monthly	18.998	18.021	20.363	21.455	22.973	22.330	22.933	23.046	22.639	22.777	19.390	19.628	101.810
2023 Actual Traffic Monthly	15.524	14.707	17.314	18.881	20.648								87.074
Growth (%)	-18,3 %	-18,4 %	-15,0 %	-12,0 %	-10,1 %								-14,5 %

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
Skyguide													
2019 Actual Traffic Monthly	18.280	16.723	19.059	18.777	19.572	19.677	20.388	19.714	19.568	19.206	15.962	17.215	92.411
2023 Actual Traffic Monthly	15.071	14.323	16.462	16.782	17.945								80.583
Growth (%)	-17,6 %	-14,4 %	-13,6 %	-10,6 %	-8,3 %								-12,8 %

FABEC TRAFFIC DEVELOPMENT (arrival)

FABEC	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	767.016
2023 Actual Traffic Monthly	149.001	144.293	164.212	181.955	201.172								840.633
Growth (%)	20,3 %	18,8 %	7,4 %	5,3 %	2,7 %								9,6 %



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
ANA LUX													
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	13.012
2023 Actual Traffic Monthly	2.438	2.448	2.874	3.038	3.235								14.033
Growth (%)	23,3 %	17,7 %	10,4 %	2,1 %	-4,2 %								7,8 %

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
skeyes													
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	39.163
2023 Actual Traffic Monthly	7.407	7.199	8.416	8.954	9.905								41.881
Growth (%)	7,8 %	12,1 %	3,9 %	5,9 %	6,3 %								6,9 %

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
DFS													
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	271.021
2023 Actual Traffic Monthly	51.574	49.634	58.555	65.855	72.697								298.315
Growth (%)	19,6 %	21,3 %	11,4 %	4,5 %	1,7 %								10,1 %

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
DSNA													
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	295.855
2023 Actual Traffic Monthly	56.987	55.982	60.591	68.445	76.742								318.747
Growth (%)	21,9 %	15,9 %	1,0 %	4,1 %	2,2 %								7,7 %

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
LVNL													
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	79.541
2023 Actual Traffic Monthly	15.524	14.707	17.314	18.881	20.648								87.074
Growth (%)	14,7 %	16,9 %	9,1 %	7,9 %	3,0 %								9,5 %

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
Skyguide													
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	68.424
2023 Actual Traffic Monthly	15.071	14.323	16.462	16.782	17.945								80.583
Growth (%)	29,8 %	28,5 %	19,1 %	10,4 %	7,9 %								17,8 %

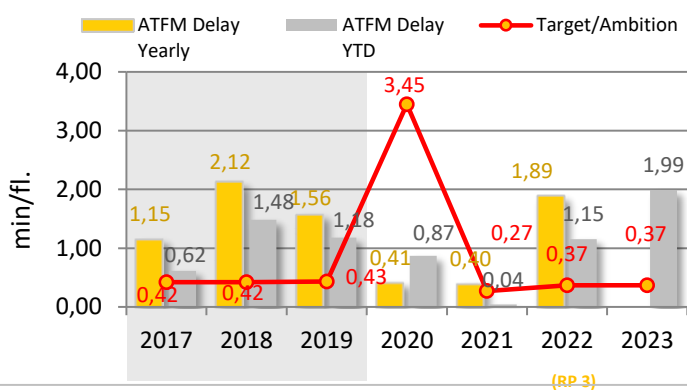
KPI #1: En-route ATFM delay per controlled flight (FABEC)

	YTD 2023	YTD 2022
En-route Delay All causes	1,99	1,15
FABEC Ambition	0,37	
Guideline	0,29	
Minute ('000) ALL causes	4.198	2.161
Diff. 2023 - 2022	+ 94,3 %	
Traffic ('000)	2.106	1.879
Diff. 2023 - 2022	+ 12,1 %	

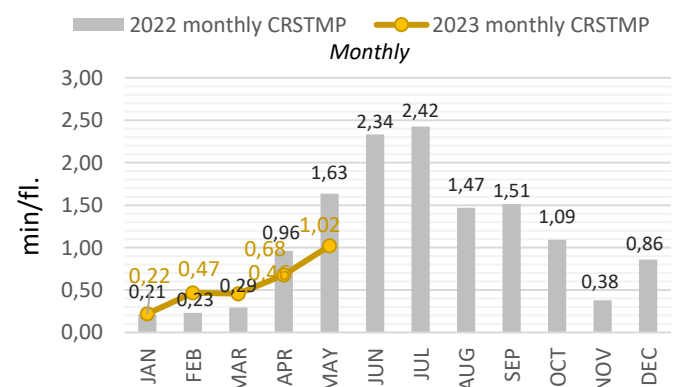
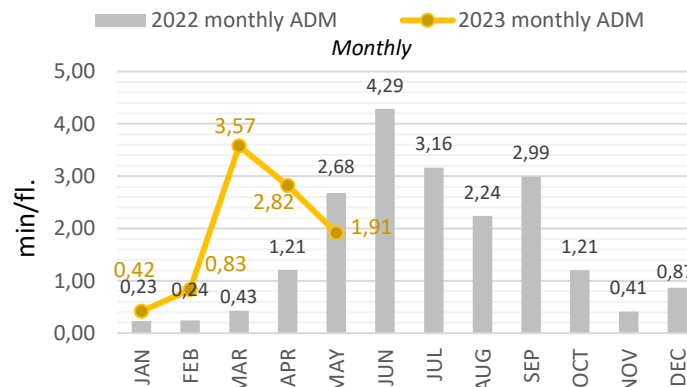
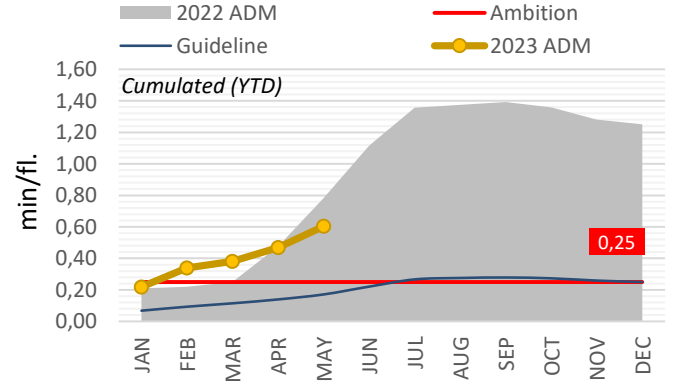
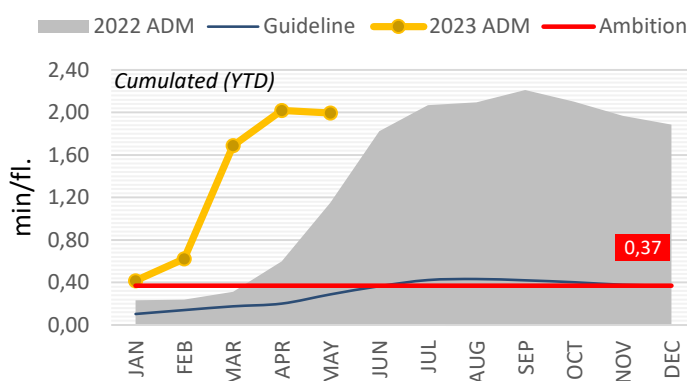
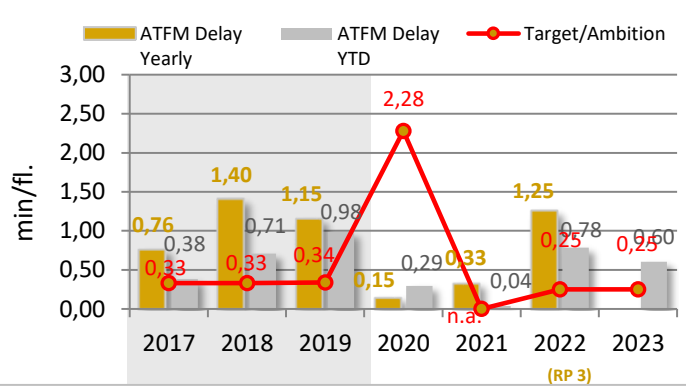
	YTD 2023	YTD 2022
En-route Delay CRSTMP causes	0,60	0,78
FABEC Ambition	0,25	
Guideline	0,17	
Minute ('000) CRSTMP causes	1.271	1.471
Diff. 2023 - 2022	- 14 %	
<i>Potential savings (*) due to underbid the delay Target</i>		
<i>(all Causes) in Mio EURO (YTD)</i>	0,0	

* Cost of ATFM-delay per min = 100 €

All Delay Causes



CRSTMP Delay Causes

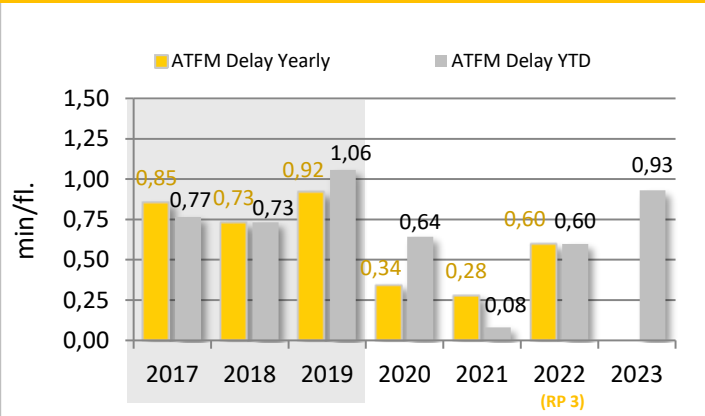


The guideline for the en-route ATFM delay per movement is a basic cumulative extrapolation of the 2017-2019 monthly allocation and is designed to give an impression, how the YTD figures should be, in order to reach the yearly 2023 ambition value set by FABEC States.

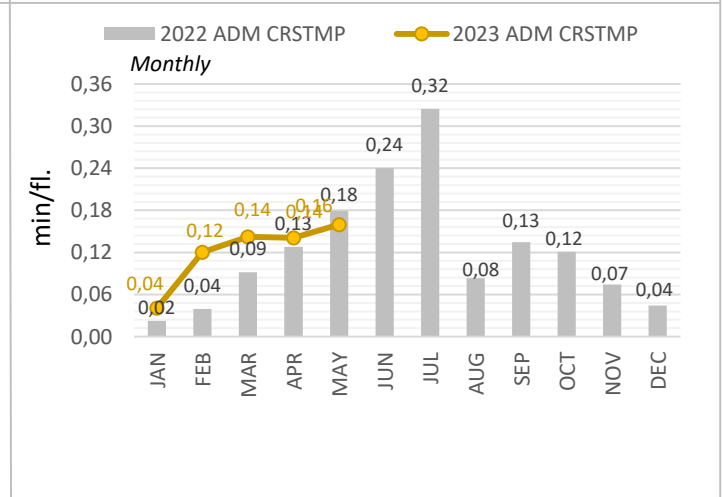
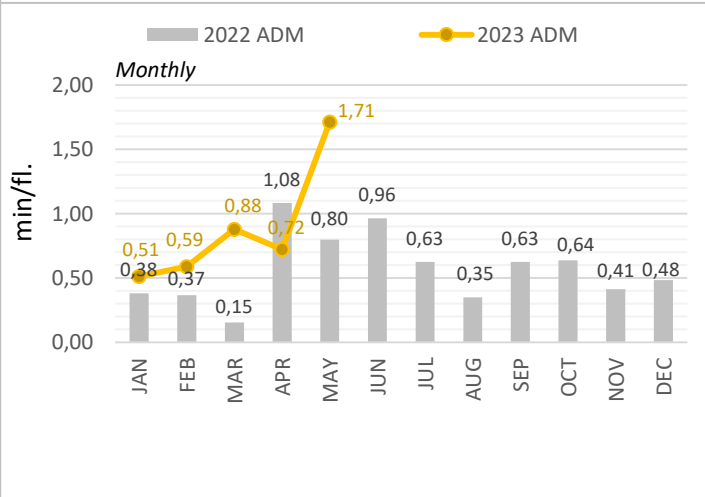
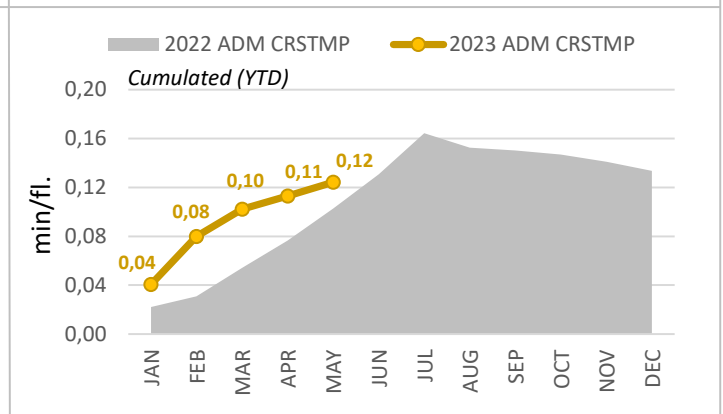
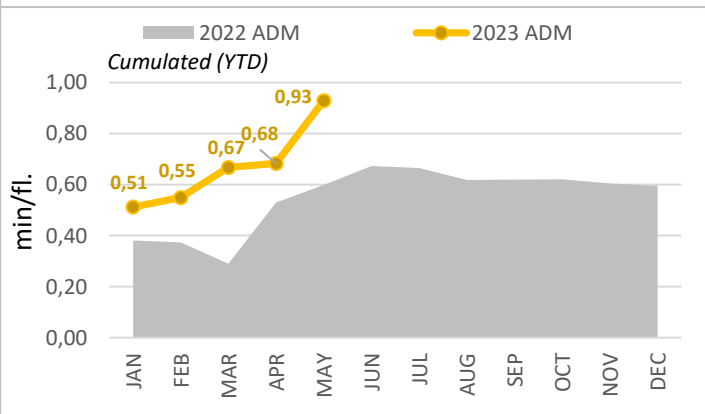
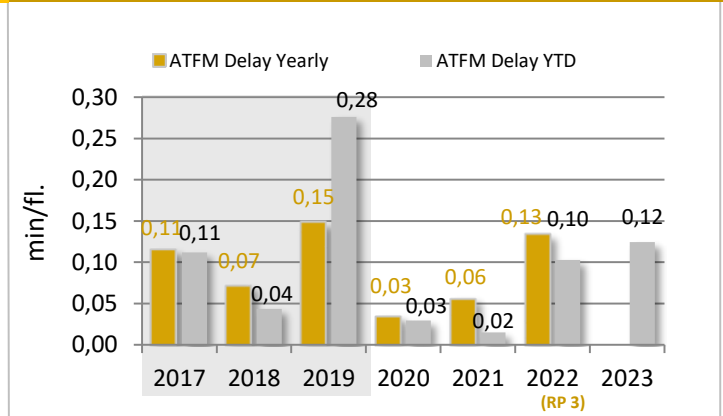
KPI #2: Arrival ATFM delay per controlled flight (FABEC)

	YTD 2023	YTD 2022		YTD 2023	YTD 2022
Arrival Delay All causes	0,93	0,60	Arrival Delay CRSTMP causes	0,12	0,10
<i>Diff. 2023 - 2022</i>	+ 55 %		<i>Diff. 2023 - 2022</i>	+ 21 %	
Minute ('000) ALL causes	782	459	Minute ('000) CRSTMP causes	104	79
<i>Diff. 2023 - 2022</i>	+ 70 %		<i>Diff. 2023 - 2022</i>	+ 33 %	
Traffic ('000)	841	767			
<i>Diff. 2023 - 2022</i>	+ 10 %				

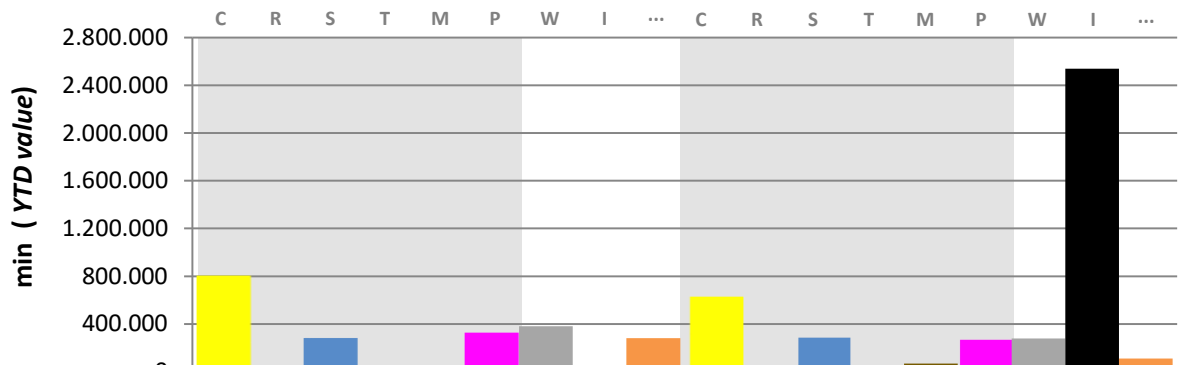
All Delay Causes



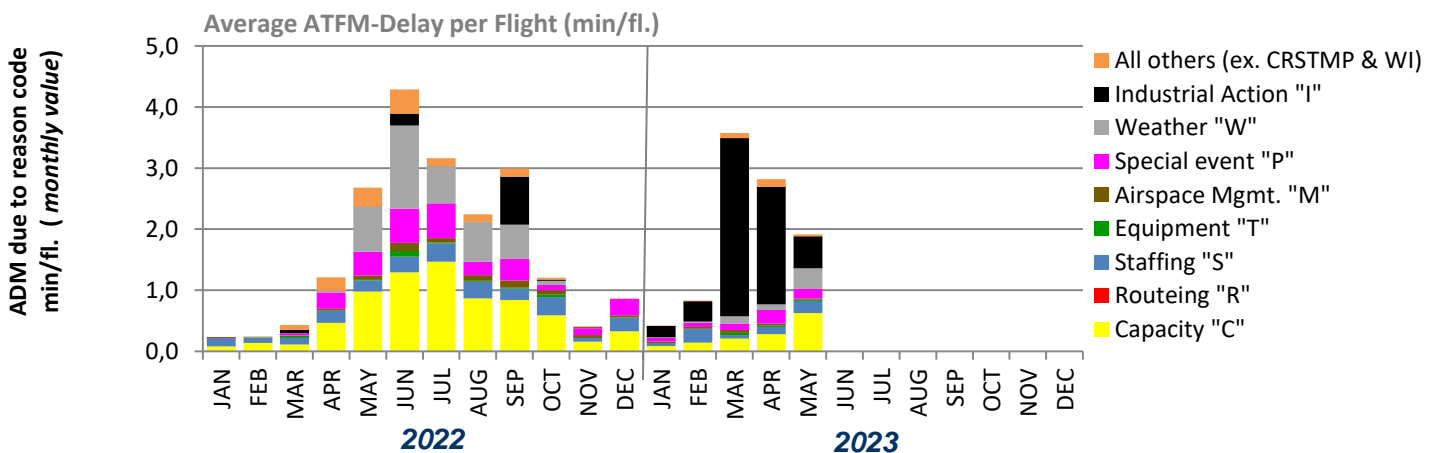
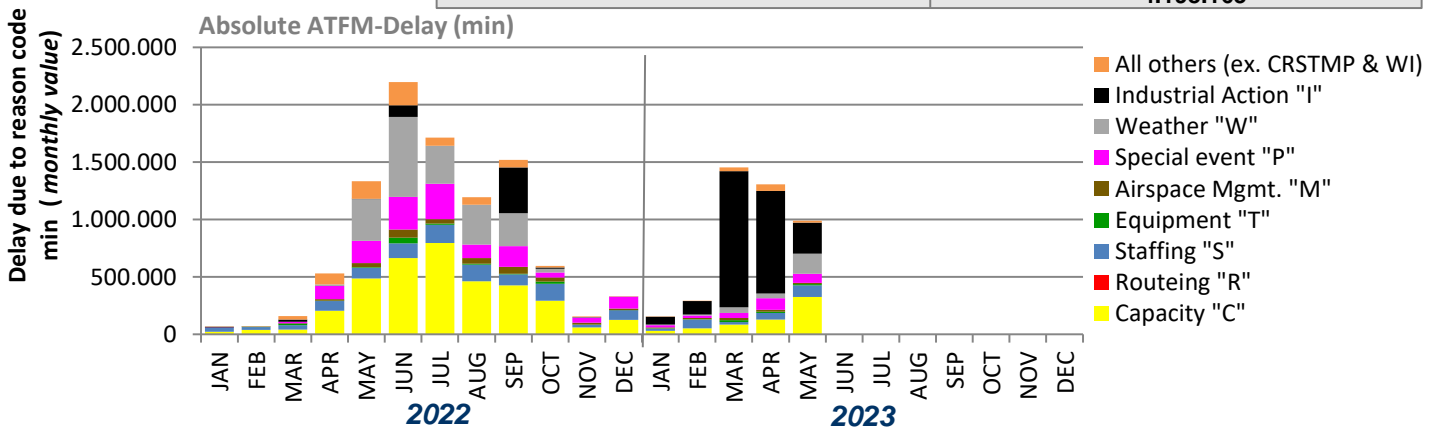
CRSTMP Delay Causes



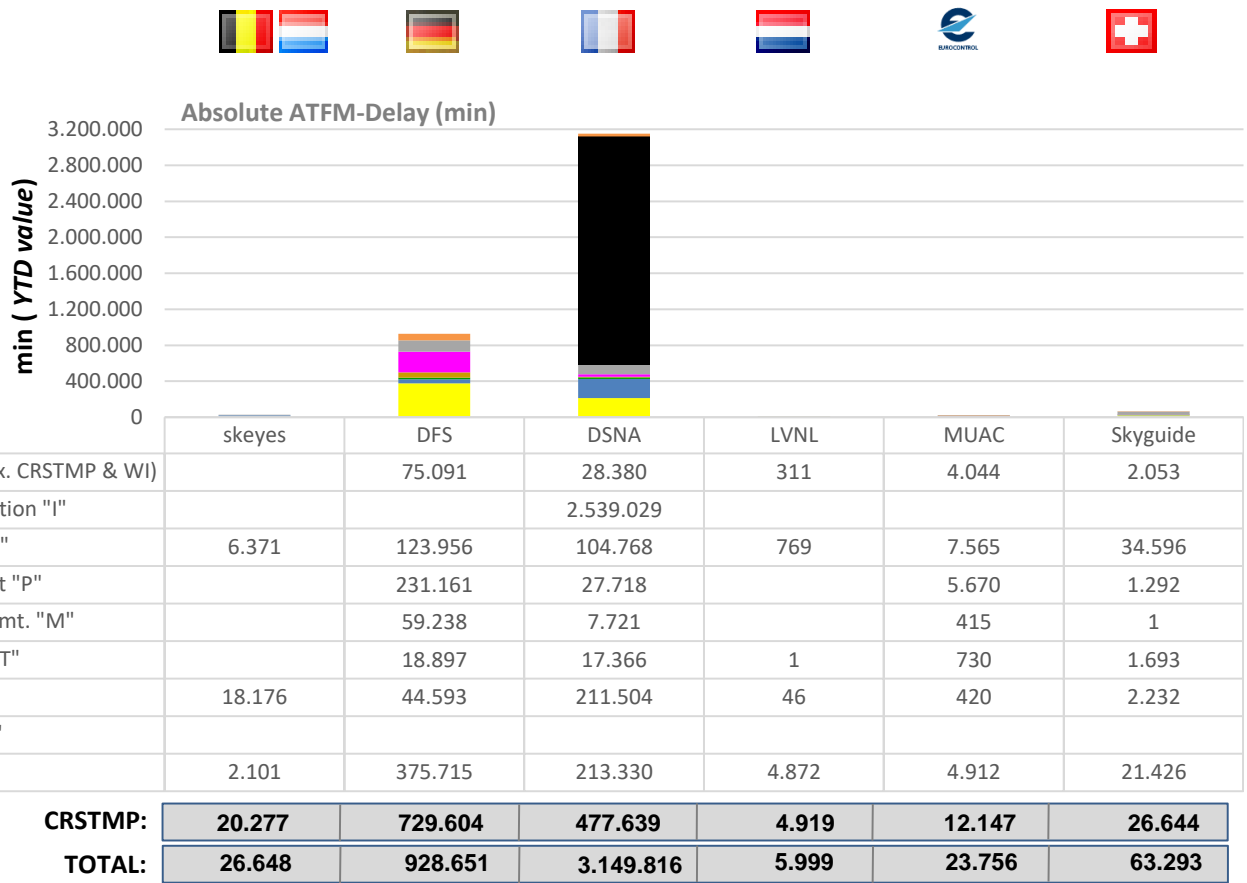
KPI #1: En-route ATFM delay per reason code (FABEC)



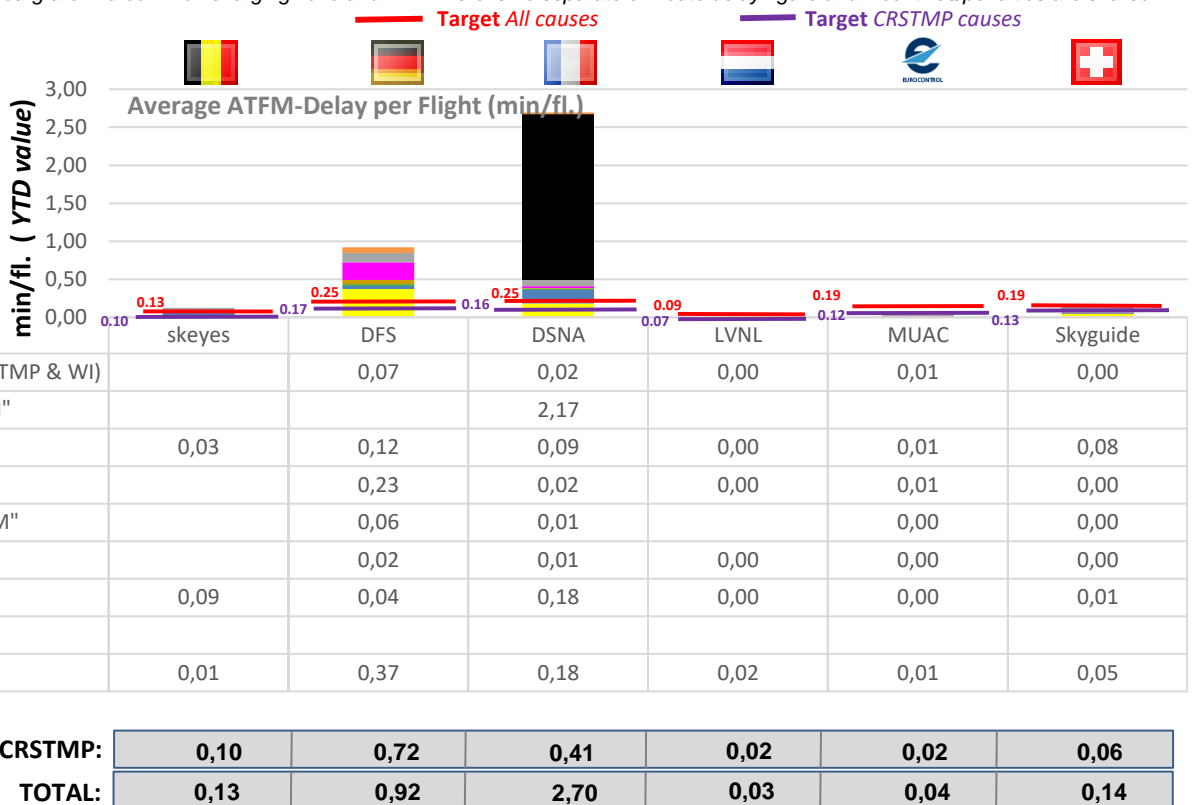
Delay due to reason code:	2022	2023
Capacity "C"	796.460	622.356
Routeing "R"	0	0
Staffing "S"	275.712	276.971
Equipment "T"	23.762	38.687
Airspace Mgmt. "M"	52.043	67.375
Special event "P"	323.300	265.841
Weather "W"	380.639	278.025
Industrial Action "I"	26.615	2.539.029
All others (ex. CRSTMP & WI)	282.114	109.879
CRSTMP:	1.471.277	1.271.230
TOTAL:	2.160.645	4.198.163



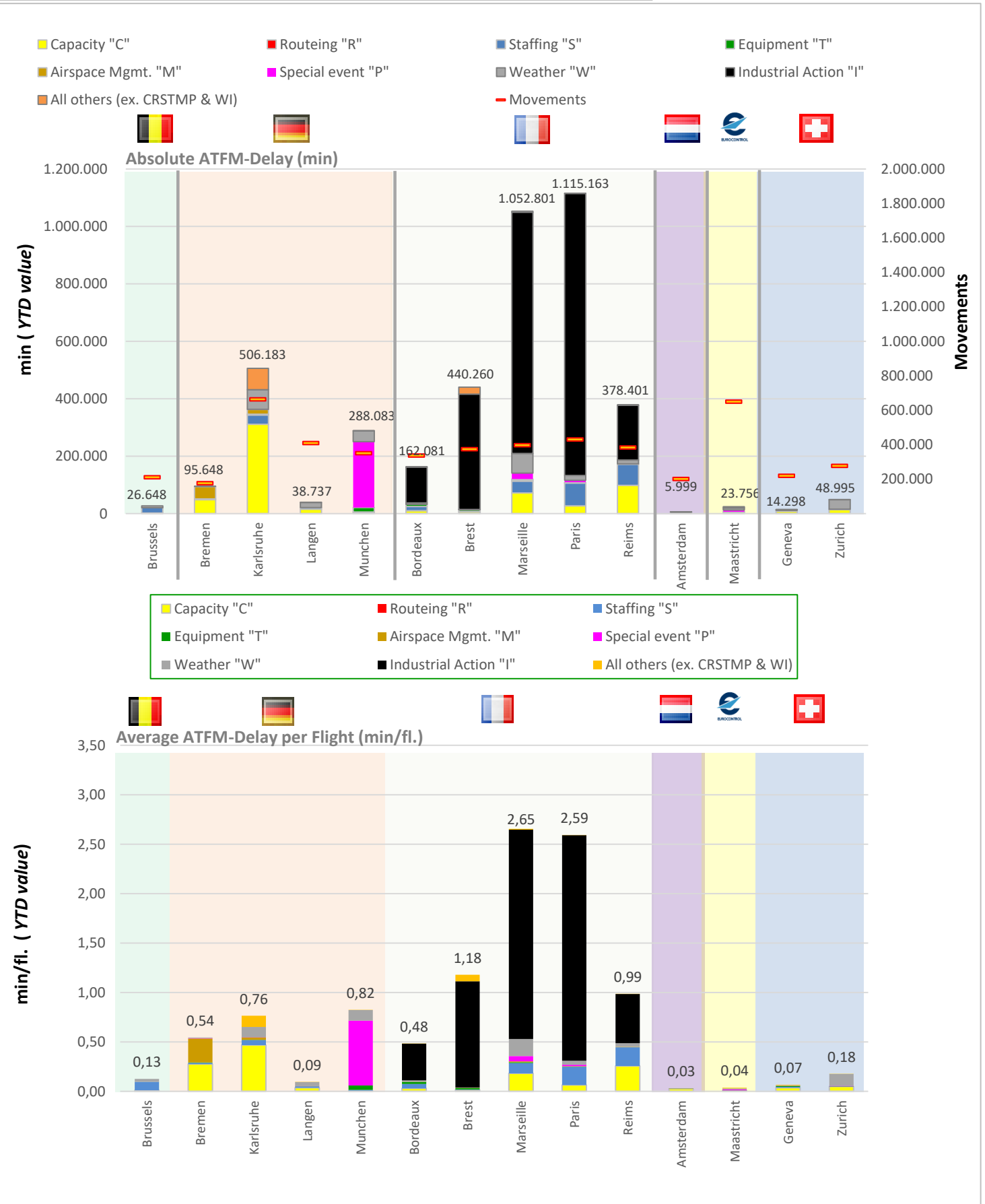
KPI #1: En-route ATFM delay per controlled flight (ANSP)



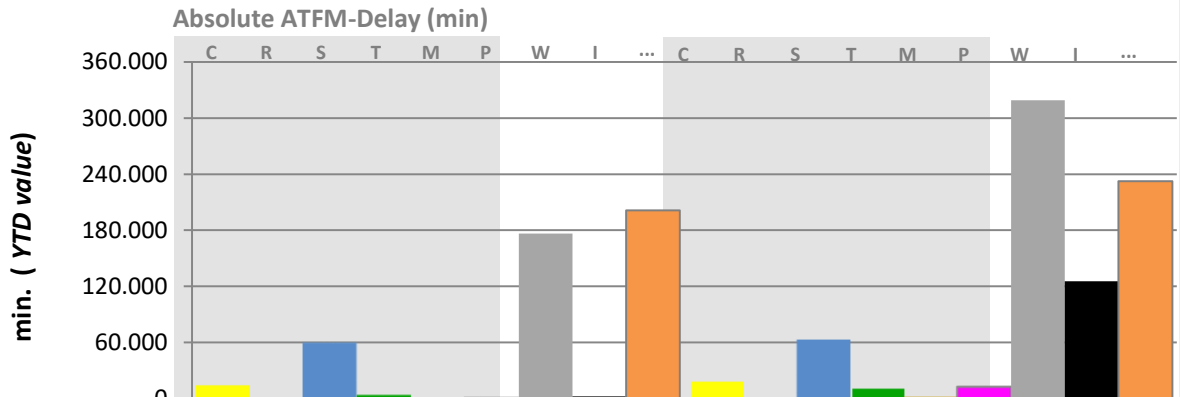
*Belgium and Luxembourg are in a common charging zone and FIR. There is no separate en-route delay figure and incentives/penalties are shared.



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

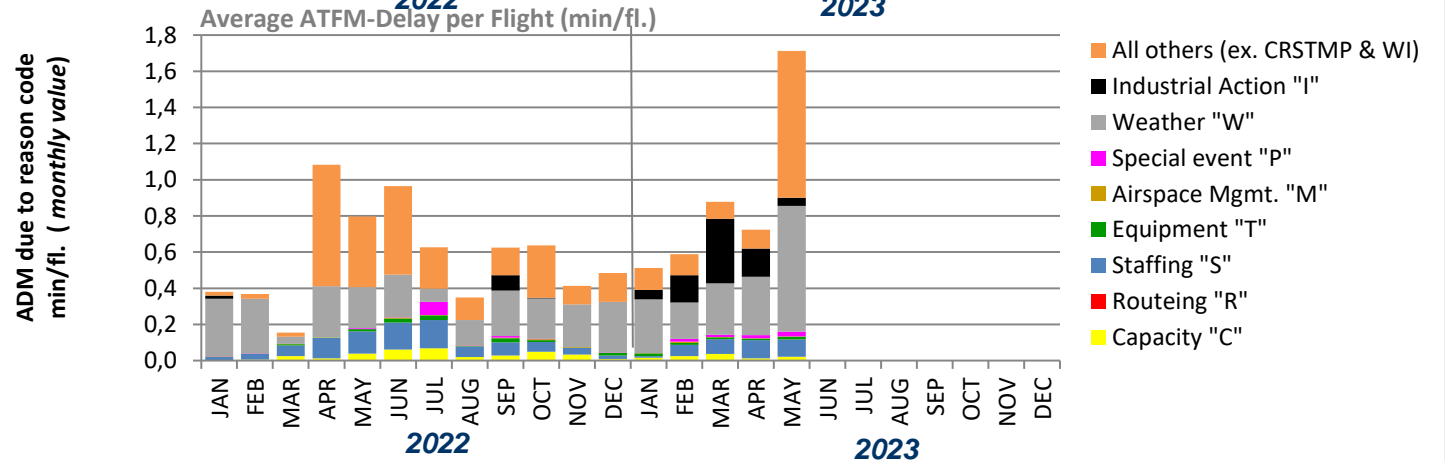
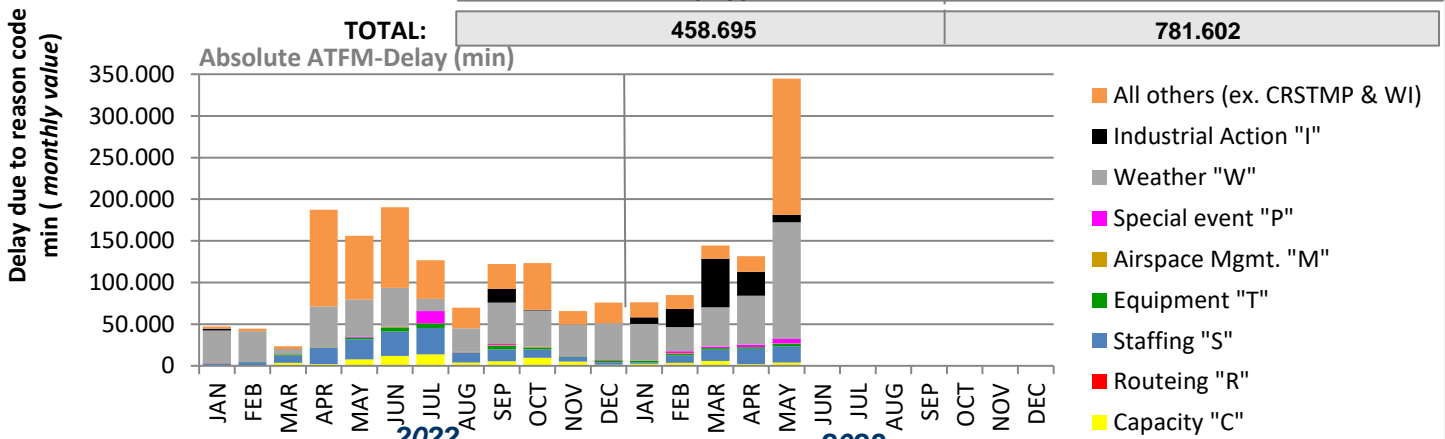


KPI #2: Arrival ATFM delay per reason code (FABEC)

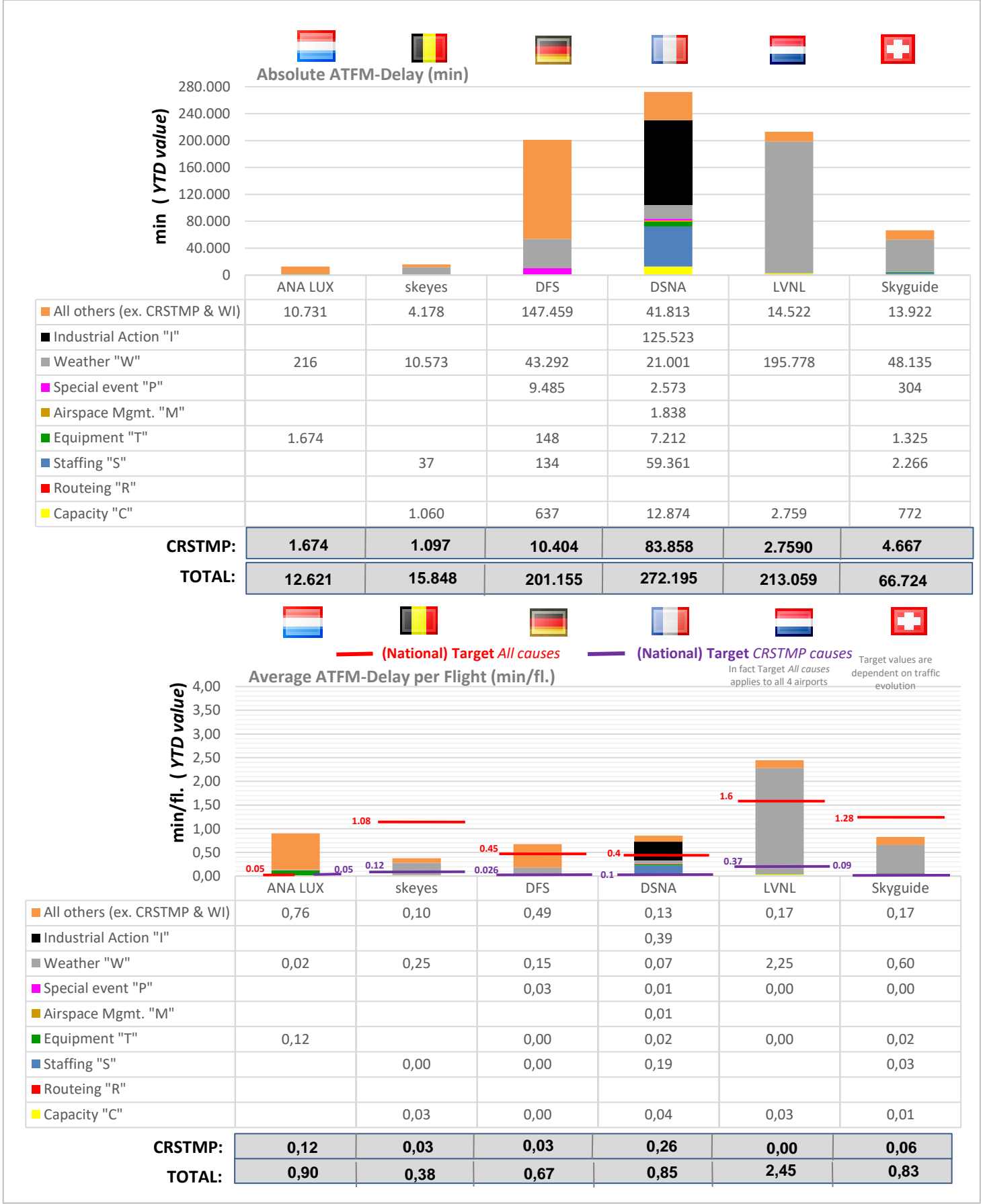


Delay due to reason code:	2022	2023
Capacity "C"	14.252	18.102
Routeing "R"	0	0
Staffing "S"	58.581	61.798
Equipment "T"	4.243	10.359
Airspace Mgmt. "M"	437	1.838
Special event "P"	1.286	12.362
Weather "W"	176.302	318.995
Industrial Action "I"	2.172	125.523
All others (ex. CRSTMP & WI)	201.422	232.625

CRSTMP:	78.799	104.459
TOTAL:	458.695	781.602



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



Glossary

Cause	CODE	Guidelines for Application
ATC Capacity	C	En Route: Demand exceeds or complexity reduces declared or expected ATC capacity Airport: Demand exceeds declared or expected ATC capacity.
ATC Industrial Action	I	Reduction in any capacity due to industrial action by ATC staff
ATC Routeings	R	Network solutions / scenarios used to balance demand and capacity
ATC Staffing	S	Unplanned staff shortage reducing expected capacity.
ATC Equipment	T	Reduction of expected or declared capacity due to the non-availability or degradation of equipment used to provide an ATC service.
Accident / Incident	A	Reduction of expected ATC capacity due to an aircraft accident / incident.
Aerodrome Capacity	G	Reduction in declared or expected capacity due to the degradation or non-availability of infrastructure at an airport. e.g. Work in Progress, shortage of aircraft stands etc. Or when demand exceeds expected aerodrome capacity.
Equipment NON ATC- to be Aerodrome Services	E	Reduced capacity due to the degradation or non-availability of support equipment at an airport e.g. Fire Service, De-icing / snow removal equipment or other ground handling equipment.
Industrial Action NON ATC	N	A reduction in expected / planned capacity due to industrial action by non ATC personnel.
Airspace Management	M	Reduction in declared or expected capacity following changes in airspace / route availability due to small scale military activity.
Special Event	P	Reduction in planned, declared or expected capacity or when demand exceeds the above capacities as a result of a major sporting, governmental or social event. It may also be used for ATM system upgrades and transitions. Large multinational military exercises may also use this reason. This category should only be used with prior approval during the planning process.
Weather	W	Reduction in expected capacity due to any weather phenomena. This includes where weather impacts airport infrastructure capacity, but where aerodrome services are operating as planned / expected.
Environmental Issues	V	Reduction in any capacity or when demand exceeds any capacity due to agreed local noise, runway usage or similar procedures. This category should only be used with prior agreement in the planning process.
Other	O	This should only be used in exceptional circumstances when no other category is sufficient. An explanatory ANM remark MUST be given to allow post ops analysis.

CRSTMP:

ATC Capacity (**C**), ATC Routeings (**R**), ATC Staffing (**S**), ATC Equipment (**T**), Airspace Management (**M**), Special Event (**P**); a set of regulation codes which are defined in the Common Charging Scheme Regulation (IR 2019/317) and subject to financial incentive.

Note: Arrival figures (traffic and delay) do only include EBBR and EBLG for Belgium and only EHAM for the Netherlands.

TABLE OF ABBREVIATIONS

ADM - Average en-route ATFM Delay per Movement
ANSP - Air Navigation Service Provider
ATFM - Air Traffic Flow Management
ANM - Aeronautical Notification Message
FABEC - Functional Airspace Block Europe Central

ATM - Air Traffic Management
PRU - Performance Review Unit
YTD - Year to Date value
FPP - FABEC Performance Plan
CODA - Central Office for Delay Analysis

FABEC Performance Report Capacity:

Editor: FABEC PMG

Sources: EUROCONTROL, FABEC ANSPs

Status: May 2023

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.