



PERFORMANCE REPORT 2020 - 2024

CAPACITY

August 2023



making the difference

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Description & Analysis

Europe

Traffic in August was 6.5% higher than August 2022. Network traffic was slightly below the latest EUROCONTROL baseline scenario. The war in Ukraine continues to affect overflights in several countries.

On average the network saw 32,596 flights/day in August. The peak day was Thursday 31 August (34,127 flights). While domestic traffic saw a slight increase (+4.7%), the two main traffic axes (SW and SE) saw over 15% growth compared to last year.

Several air operators and airports had double-digit growth compared to August 2022. Ryanair was the busiest operator with, on average, 3,359 movements per day, followed by easyJet (1,762), Turkish Airlines (1,633), Lufthansa (1,220) and Air France (1,077).

Four airports in the top 10 had a double-digit growth compared to August 2022. The busiest airport was Istanbul/iGA (1,516 flights/day), followed by Amsterdam/Schiphol (1,382 flights/day), Paris/Charles de Gaulle (1,352 flights/day), London/Heathrow (1,294 flights/day) and Frankfurt/Main (1,287 flights/day).

The Mainline (+18.3%), Low-cost (+4.8%) and Regional (+1.9%) market segments continued to add flights to the network in August 2023 (vs. August 2022) and, together, were at 93% of August 2019 flights. Although at 109.4% of August 2019 flight levels, the Business aviation segment declined by 8.2% in August 2023 (vs. August 2022) with the biggest decreases in the French (-26 flights/day) and German (-13 flights/day) domestic markets. The All-cargo segment recorded fewer flights in August 2023, decreasing by -6.2% compared to August 2022. The segment's market share of all flights was 3% in August 2023 and was back to its pre-Covid flight share. The Charter segment decreased by 1.0% partly due to the flow between Germany and Türkiye, which recorded 46 fewer daily flights on average in August 2023 vs August 2022.

There were 3,628,344 minutes of ATFM delay in August, +17.8% compared to August 2022. En-route delays accounted for 80.8% of these ATFM delays, and airports for 19.2%. The average en-route ATFM delay per flight for the network was 2.9 minutes in August and the YTD en-route ATFM delay was 2.1 minutes. Flow measures in August were mainly due to en-route weather, ATC capacity and staffing issues (Source: NM).

Delays from the passengers' point of view

For August 2023, the Central Office for Delay Analysis (CODA) reported that the average delay per flight on departure was 22.8 minutes per flight - an increase of 1.8 minutes per flight compared to August 2022. 41% of the total delay can be attributable to air traffic control. Airlines caused 45% 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 9% can be allocated to other reasons (Source: CODA-Dashboard-08-2023, Date 27/09/2023).

FABEC

In the FABEC area, traffic decreased by 6.9% in August 2023 compared to the same month in 2019, leading to a 10.6% yearly traffic decrease. Traffic was down in all ANSPs but with significant differences, from -11.0% in skeyes, -10.9% in DFS, -9.5% in LVNL to -4.2% in Skyguide and even -2.8% in DSNA. Airport traffic was down to a similar extent (-12.8% in the FABEC area) but with even more disparities between ANSPs. Landings decreased by an impressive -20.1% in DFS, -16.5% in skeyes, but "only" -5.6% in Skyguide or even -0.3% in ANA LUX.

In August 2023, Karlsruhe UAC (569 731 min), Marseille ACC (323 888 min), Reims ACC (247 784 min) and Munich ACC (138 433 min) were the units to generate the most en-route ATFM delays. In Karlsruhe, delays were due to 'ATC-Capacity' (48%), 'Weather' (47%), 'Staffing' (2%), 'Airspace Management' (2%) and 'Equipment – (ATC)' (1%). In Marseille, delays were due to 'Staffing' (50%), 'Weather' (31%) and 'ATC-Capacity' (19%); in Reims, 'Weather' (35%), 'Staffing' (33%) and 'ATC-Capacity' (31%); in Munich, 'Special Event' (53%, ATM System ICAS2 implementation), 'Weather' (35%), 'Staffing' (10%) and 'ATC-Capacity' (2%).

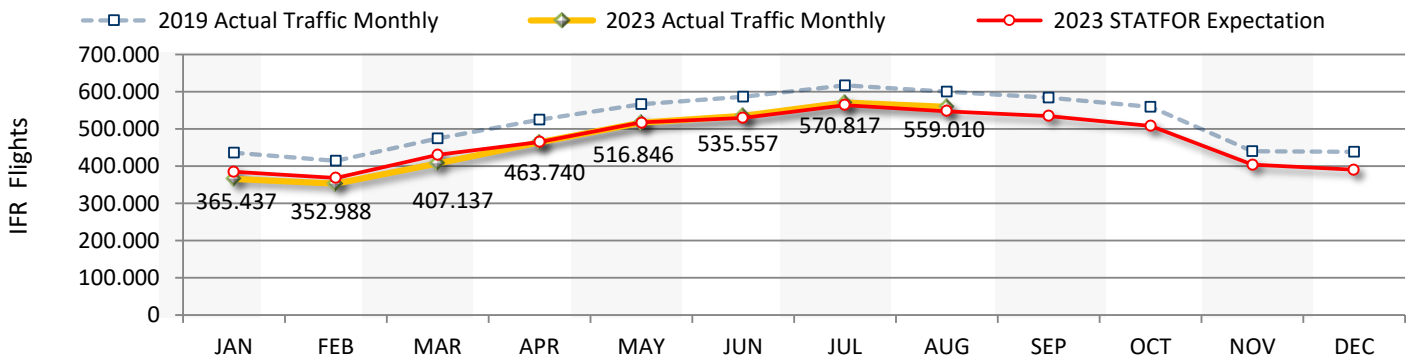
The en-route ATFM delay per flight all causes reached 3.03 min/flt in August 2023 compared to 2.24 min/flt in 2022. The en-route ATFM delay per flight reached 2.49 min/flt after the first 8 months of the year in 2023 and this value is far beyond the guideline value at the end of August (0.43 min/flt). The en-route ATFM delay CRSTMP causes reached 1.12 min/flt at the end of August; this value is, as well, beyond the FABEC guideline value (0.28 min/flt).

Airport ATFM delays were mainly generated in Amsterdam Schiphol/EHAM (30 507 min), Frankfurt Main/EDDF (19 621 min) and Zurich/LSZH (16 816 min). In Amsterdam Schiphol, delays were due to 'Aerodrome Capacity' (71%) and 'Weather' (29%). In Frankfurt Main, delays were exclusively due to 'Weather' (100%); in Zurich, 'Aerodrome Capacity' (65%) and 'Weather' (35%).

After 8 months in 2023, both DFS and DSNA 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, 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*)

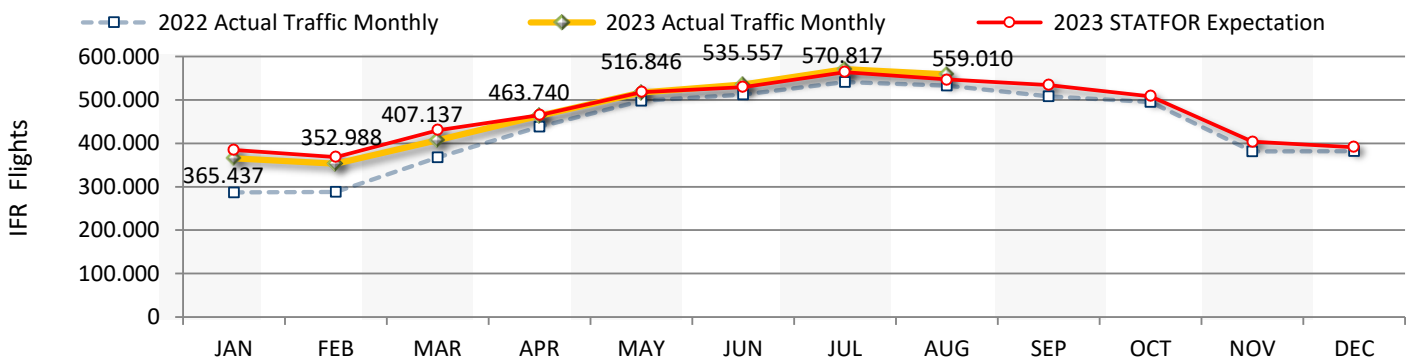
| FABEC | JAN | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC | YTD |
|-----------------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|---------|---------|---------|---------|------------------|
| 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 | 4.218.997 |
| 2023 Actual Traffic Monthly | 365.437 | 352.988 | 407.137 | 463.740 | 516.846 | 535.557 | 570.817 | 559.010 | | | | | 3.771.532 |
| Growth (%) | -16,1 % | -14,8 % | -14,2 % | -11,6 % | -8,7 % | -8,7 % | -7,5 % | -6,9 % | | | | | -10,6 % |
| 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 % | | | | | |
| 2023 Traffic Cumulated (%) | -5,0 % | -4,6 % | -4,9 % | -3,6 % | -2,8 % | -2,0 % | -1,4 % | -0,9 % | | | | | |



| | 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 | 429.571 |
| 2023 Actual Traffic Monthly | 36.485 | 36.295 | 42.495 | 46.473 | 50.917 | 51.783 | 54.520 | 52.729 | | | | | 371.697 |
| Growth (%) | -20,8 % | -14,5 % | -14,2 % | -13,6 % | -11,8 % | -11,5 % | -12,4 % | -11,0 % | | | | | -13,5 % |
| 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 | 2.092.894 |
| 2023 Actual Traffic Monthly | 173.393 | 165.403 | 199.318 | 223.857 | 246.275 | 252.722 | 264.174 | 260.301 | | | | | 1.785.443 |
| Growth (%) | -21,9 % | -21,9 % | -17,2 % | -13,3 % | -12,8 % | -11,7 % | -11,8 % | -10,9 % | | | | | -14,7 % |
| 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 | 2.252.810 |
| 2023 Actual Traffic Monthly | 201.137 | 195.983 | 220.587 | 259.024 | 291.610 | 304.890 | 330.116 | 320.315 | | | | | 2.123.662 |
| Growth (%) | -9,2 % | -6,6 % | -9,7 % | -8,5 % | -3,6 % | -5,3 % | -3,0 % | -2,8 % | | | | | -5,7 % |
| 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 | 422.646 |
| 2023 Actual Traffic Monthly | 37.554 | 36.153 | 42.950 | 45.901 | 49.919 | 49.730 | 51.787 | 51.738 | | | | | 365.732 |
| Growth (%) | -18,6 % | -18,5 % | -15,0 % | -14,2 % | -13,2 % | -11,0 % | -10,1 % | -9,5 % | | | | | -13,5 % |
| 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 | 1.250.896 |
| 2023 Actual Traffic Monthly | 114.330 | 108.415 | 130.400 | 141.634 | 154.289 | 156.486 | 166.378 | 163.692 | | | | | 1.135.624 |
| Growth (%) | -17,6 % | -16,2 % | -11,7 % | -8,5 % | -6,0 % | -6,2 % | -5,5 % | -5,5 % | | | | | -9,2 % |
| 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 | 895.318 |
| 2023 Actual Traffic Monthly | 75.735 | 75.644 | 85.707 | 97.788 | 109.762 | 115.273 | 125.768 | 122.438 | | | | | 808.115 |
| Growth (%) | -15,2 % | -12,3 % | -14,0 % | -11,6 % | -9,3 % | -9,4 % | -5,7 % | -4,2 % | | | | | -9,7 % |

FABEC TRAFFIC DEVELOPMENT (*en-route*)

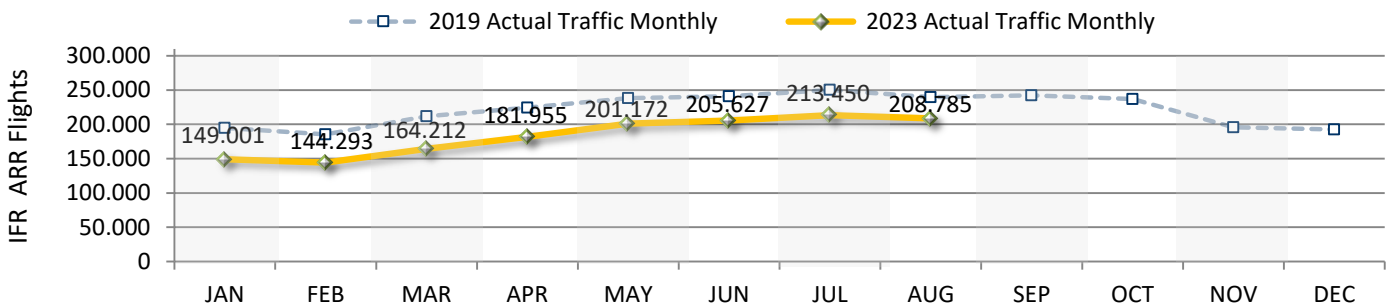
| FABEC | JAN | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC | YTD |
|-----------------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|---------|---------|---------|---------|------------------|
| 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 | 3.465.247 |
| 2023 Actual Traffic Monthly | 365.437 | 352.988 | 407.137 | 463.740 | 516.846 | 535.557 | 570.817 | 559.010 | | | | | 3.771.532 |
| Growth (%) | 27,3 % | 22,6 % | 10,7 % | 5,9 % | 3,8 % | 4,5 % | 5,5 % | 4,9 % | | | | | 8,8 % |
| 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 % | 1,1 % | 1,2 % | 2,1 % | | | | | |
| 2023 Traffic Cumulated (%) | -5,0 % | -4,6 % | -4,9 % | -3,6 % | -2,8 % | -2,0 % | -1,4 % | -0,9 % | | | | | |



| | 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 | 343.097 |
| 2023 Actual Traffic Monthly | 36.485 | 36.295 | 42.495 | 46.473 | 50.917 | 51.783 | 54.520 | 52.729 | | | | | 371.697 |
| Growth (%) | 18,5 % | 17,9 % | 7,2 % | 7,4 % | 5,6 % | 8,5 % | 4,3 % | 4,7 % | | | | | 8,3 % |
| 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 | 1.656.363 |
| 2023 Actual Traffic Monthly | 173.393 | 165.403 | 199.318 | 223.857 | 246.275 | 252.722 | 264.174 | 260.301 | | | | | 1.785.443 |
| Growth (%) | 23,3 % | 22,6 % | 14,1 % | 4,2 % | 1,4 % | 2,3 % | 5,2 % | 3,9 % | | | | | 7,8 % |
| 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 | 1.938.563 |
| 2023 Actual Traffic Monthly | 201.137 | 195.983 | 220.587 | 259.024 | 291.610 | 304.890 | 330.116 | 320.315 | | | | | 2.123.662 |
| Growth (%) | 30,9 % | 22,7 % | 8,8 % | 7,0 % | 5,5 % | 6,1 % | 5,5 % | 5,5 % | | | | | 9,5 % |
| 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 | 341.716 |
| 2023 Actual Traffic Monthly | 37.554 | 36.153 | 42.950 | 45.901 | 49.919 | 49.730 | 51.787 | 51.738 | | | | | 365.732 |
| Growth (%) | 15,6 % | 17,1 % | 8,8 % | 6,2 % | 0,6 % | 1,6 % | 7,5 % | 5,7 % | | | | | 7,0 % |
| 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 | 1.021.943 |
| 2023 Actual Traffic Monthly | 114.330 | 108.415 | 130.400 | 141.634 | 154.289 | 156.486 | 166.378 | 163.692 | | | | | 1.135.624 |
| Growth (%) | 24,1 % | 22,5 % | 15,9 % | 8,8 % | 5,0 % | 5,8 % | 9,3 % | 8,0 % | | | | | 11,1 % |
| 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 | 770.071 |
| 2023 Actual Traffic Monthly | 75.735 | 75.644 | 85.707 | 97.788 | 109.762 | 115.273 | 125.768 | 122.438 | | | | | 808.115 |
| Growth (%) | 19,6 % | 18,4 % | 7,5 % | 3,1 % | 0,5 % | 1,2 % | 1,3 % | 1,1 % | | | | | 4,9 % |

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 | 1.785.484 |
| 2023 Actual Traffic Monthly | 149.001 | 144.293 | 164.212 | 181.955 | 201.172 | 205.627 | 213.450 | 208.785 | | | | | 1.468.495 |
| Growth (%) | -23,5 % | -22,2 % | -22,5 % | -18,9 % | -15,6 % | -14,6 % | -14,7 % | -12,8 % | | | | | -17,8 % |



| | 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 | 25.101 |
| 2023 Actual Traffic Monthly | 2.438 | 2.448 | 2.874 | 3.038 | 3.235 | 3.376 | 3.321 | 3.149 | | | | | 23.879 |
| Growth (%) | -10,6 % | -7,3 % | -4,4 % | -7,5 % | -6,3 % | -1,3 % | -2,6 % | -0,3 % | | | | | -4,9 % |

| | 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 | 88.139 |
| 2023 Actual Traffic Monthly | 7.407 | 7.199 | 8.416 | 8.954 | 9.905 | 9.779 | 10.408 | 10.091 | | | | | 72.159 |
| Growth (%) | -24,4 % | -18,4 % | -18,2 % | -19,2 % | -15,8 % | -16,3 % | -17,4 % | -16,5 % | | | | | -18,1 % |

| | 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 | 713.441 |
| 2023 Actual Traffic Monthly | 51.574 | 49.634 | 58.555 | 65.855 | 72.697 | 74.737 | 76.288 | 76.282 | | | | | 525.622 |
| Growth (%) | -34,1 % | -34,6 % | -31,7 % | -25,9 % | -24,5 % | -21,4 % | -22,2 % | -20,1 % | | | | | -26,3 % |

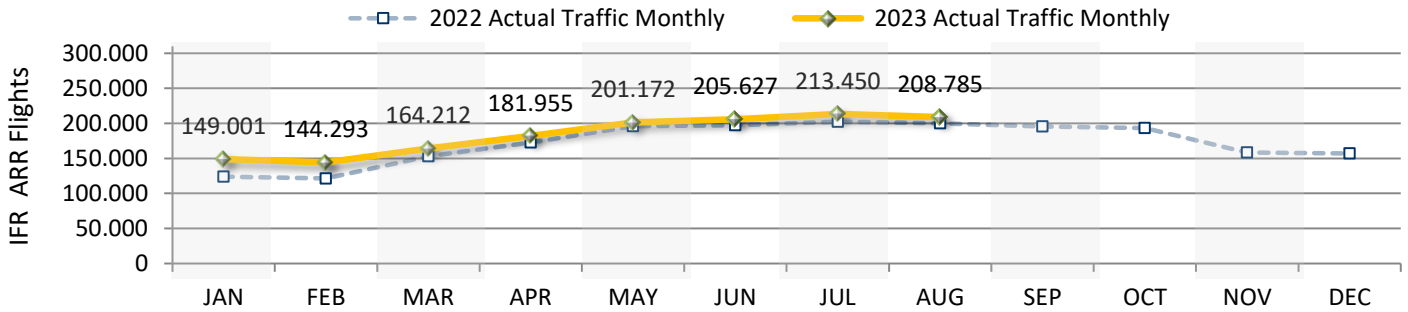
| | JAN | FEB | MAR | APR | MAY | JUN | JUL | AUG | SEP | OCT | NOV | DEC | YTD |
|-----------------------------|----------------|----------------|----------------|----------------|---------------|----------------|----------------|---------------|--------|--------|--------|--------|----------------|
| 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 | 636.494 |
| 2023 Actual Traffic Monthly | 56.987 | 55.982 | 60.591 | 68.445 | 76.742 | 79.428 | 83.135 | 79.222 | | | | | 560.532 |
| Growth (%) | -14,6 % | -11,6 % | -17,5 % | -15,5 % | -9,2 % | -10,4 % | -10,4 % | -7,9 % | | | | | -11,9 % |

| | 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 | 170.119 |
| 2023 Actual Traffic Monthly | 15.524 | 14.707 | 17.314 | 18.881 | 20.648 | 20.321 | 21.248 | 21.424 | | | | | 150.067 |
| Growth (%) | -18,3 % | -18,4 % | -15,0 % | -12,0 % | -10,1 % | -9,0 % | -7,3 % | -7,0 % | | | | | -11,8 % |

| | 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 | 152.190 |
| 2023 Actual Traffic Monthly | 15.071 | 14.323 | 16.462 | 16.782 | 17.945 | 17.986 | 19.050 | 18.617 | | | | | 136.236 |
| Growth (%) | -17,6 % | -14,4 % | -13,6 % | -10,6 % | -8,3 % | -8,6 % | -6,6 % | -5,6 % | | | | | -10,5 % |

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 | 1.366.670 |
| 2023 Actual Traffic Monthly | 149.001 | 144.293 | 164.212 | 181.955 | 201.172 | 205.627 | 213.450 | 208.785 | | | | | 1.468.495 |
| Growth (%) | 20,3 % | 18,8 % | 7,4 % | 5,3 % | 2,7 % | 4,3 % | 5,5 % | 4,4 % | | | | | 7,5 % |



| | 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 | 22.938 |
| 2023 Actual Traffic Monthly | 2.438 | 2.448 | 2.874 | 3.038 | 3.235 | 3.376 | 3.321 | 3.149 | | | | | 23.879 |
| Growth (%) | 23,3 % | 17,7 % | 10,4 % | 2,1 % | -4,2 % | -0,9 % | -0,6 % | -0,9 % | | | | | 4,1 % |

| | 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 | 68.660 |
| 2023 Actual Traffic Monthly | 7.407 | 7.199 | 8.416 | 8.954 | 9.905 | 9.779 | 10.408 | 10.091 | | | | | 72.159 |
| Growth (%) | 7,8 % | 12,1 % | 3,9 % | 5,9 % | 6,3 % | 7,2 % | 1,5 % | -0,2 % | | | | | 5,1 % |

| | 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 | 485.902 |
| 2023 Actual Traffic Monthly | 51.574 | 49.634 | 58.555 | 65.855 | 72.697 | 74.737 | 76.288 | 76.282 | | | | | 525.622 |
| Growth (%) | 19,6 % | 21,3 % | 11,4 % | 4,5 % | 1,7 % | 4,3 % | 8,3 % | 4,8 % | | | | | 8,2 % |

| | 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 | 531.541 |
| 2023 Actual Traffic Monthly | 56.987 | 55.982 | 60.591 | 68.445 | 76.742 | 79.428 | 83.135 | 79.222 | | | | | 560.532 |
| Growth (%) | 21,9 % | 15,9 % | 1,0 % | 4,1 % | 2,2 % | 3,1 % | 1,8 % | 2,9 % | | | | | 5,5 % |

| | 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 | 137.632 |
| 2023 Actual Traffic Monthly | 15.524 | 14.707 | 17.314 | 18.881 | 20.648 | 20.321 | 21.248 | 21.424 | | | | | 150.067 |
| Growth (%) | 14,7 % | 16,9 % | 9,1 % | 7,9 % | 3,0 % | 4,3 % | 11,8 % | 9,3 % | | | | | 9,0 % |

| | 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 | 119.997 |
| 2023 Actual Traffic Monthly | 15.071 | 14.323 | 16.462 | 16.782 | 17.945 | 17.986 | 19.050 | 18.617 | | | | | 136.236 |
| Growth (%) | 29,8 % | 28,5 % | 19,1 % | 10,4 % | 7,9 % | 9,1 % | 7,8 % | 6,9 % | | | | | 13,5 % |

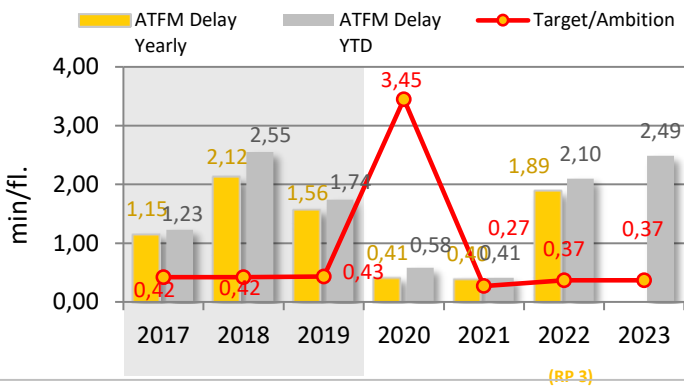
KPI #1: En-route ATFM delay per controlled flight (FABEC)

| | YTD 2023 | YTD 2022 |
|----------------------------------|--------------|----------|
| En-route Delay All causes | 2,49 | 2,10 |
| FABEC Ambition | 0,37 | |
| Guideline | 0,43 | |
| Minute ('000) ALL causes | 9.388 | 7.265 |
| Diff. 2023 - 2022 | + 29,2 % | |
| Traffic ('000) | 3.772 | 3.465 |
| Diff. 2023 - 2022 | + 8,8 % | |

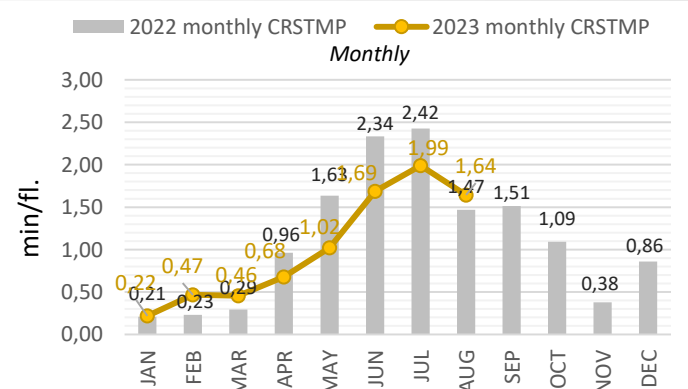
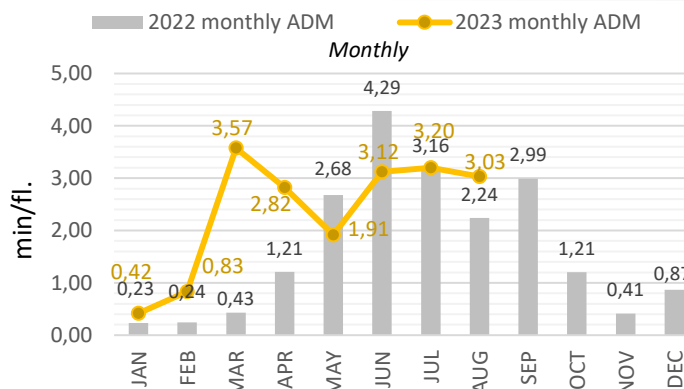
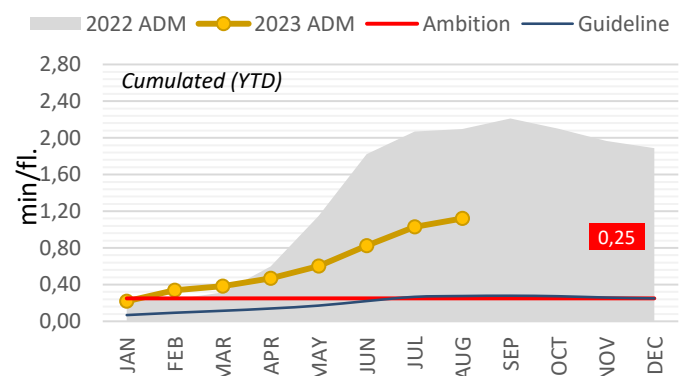
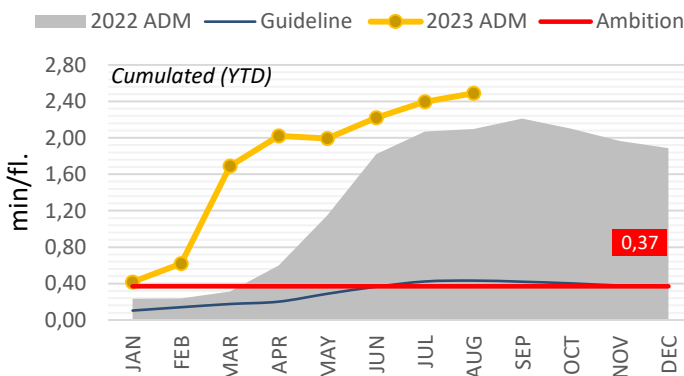
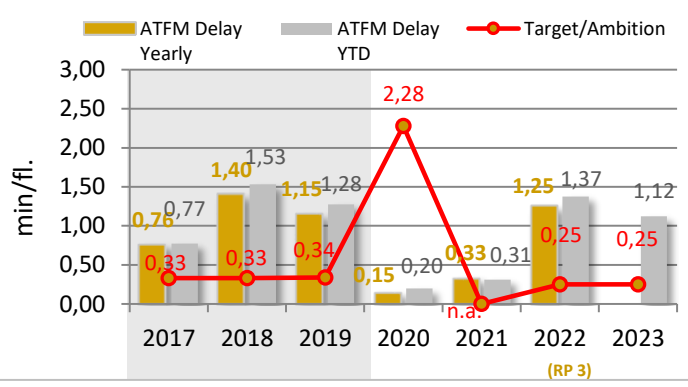
| | YTD 2023 | YTD 2022 |
|---|--------------|----------|
| En-route Delay CRSTMP causes | 1,12 | 1,37 |
| FABEC Ambition | 0,25 | |
| Guideline | 0,28 | |
| Minute ('000) CRSTMP causes | 4.228 | 4.762 |
| Diff. 2023 - 2022 | - 11 % | |
| <i>Potential savings (*) due to underbid the delay Target</i> | | |
| <i>(all Causes) in Mio EURO (YTD)</i> | 0,0 | |

* Cost of ATFM-delay per min = 100 €

All Delay Causes



CRSTMP Delay Causes

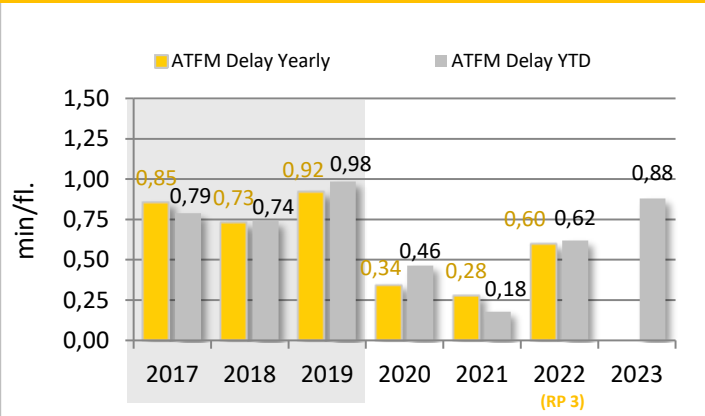


The guideline for the en-route ATFM delay per movement is a basic cumulative extrapolation of the 2017-2019 monthly allocation and is designed to give an impression, how the YTD figures should be, in order to reach the yearly 2023 ambition value set by FABEC States.

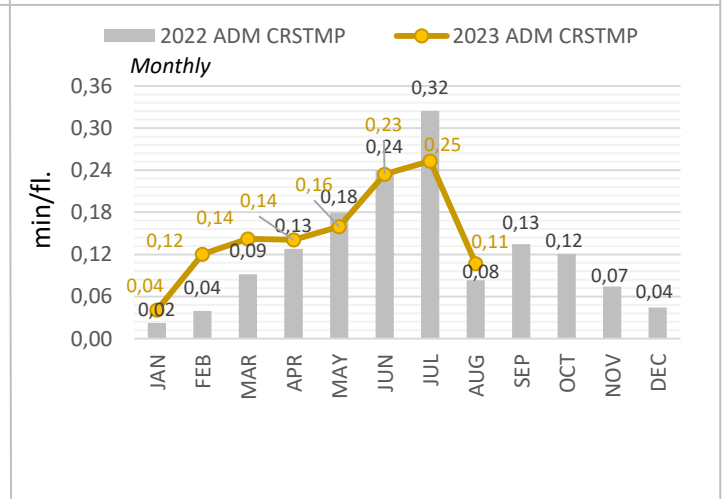
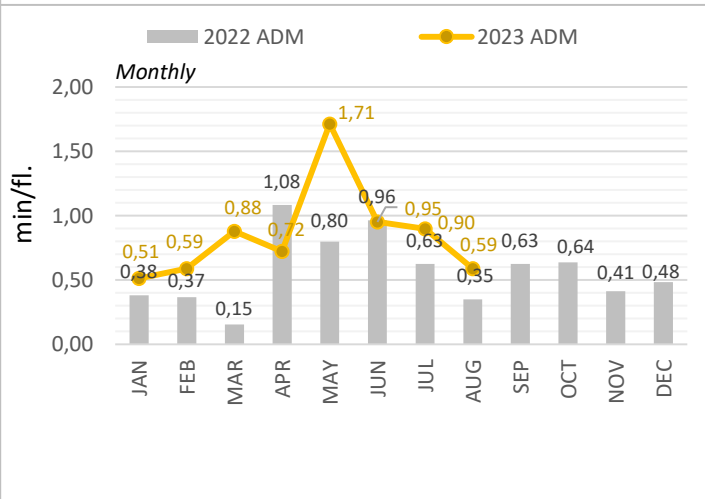
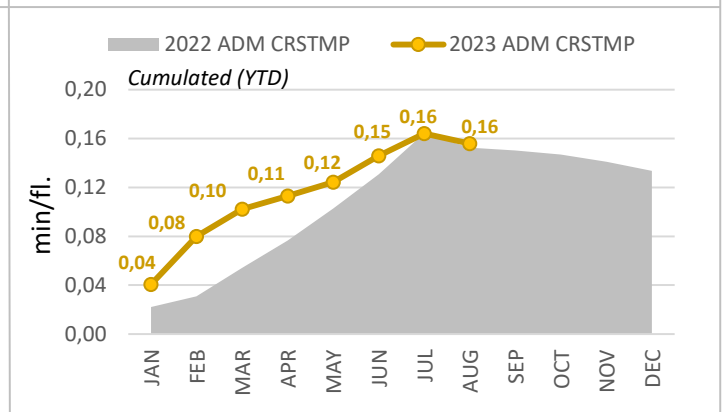
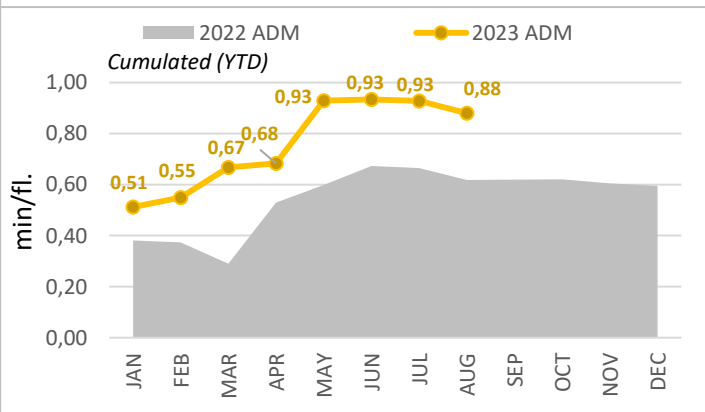
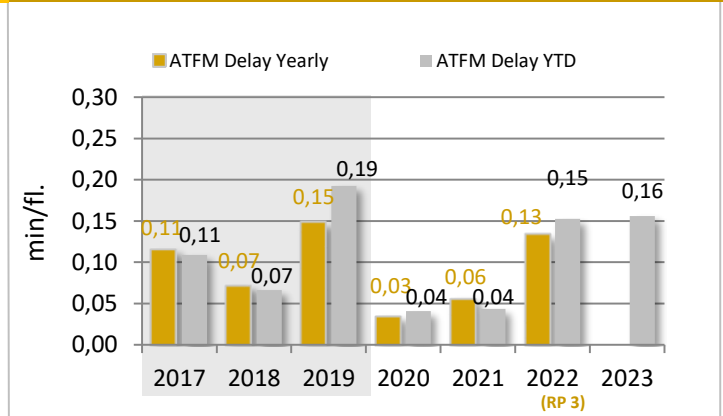
KPI #2: Arrival ATFM delay per controlled flight (FABEC)

| | YTD 2023 | YTD 2022 | | YTD 2023 | YTD 2022 |
|---------------------------------|--------------|----------|------------------------------------|-------------|----------|
| Arrival Delay All causes | 0,88 | 0,62 | Arrival Delay CRSTMP causes | 0,16 | 0,15 |
| <i>Diff. 2023 - 2022</i> | + 42 % | | <i>Diff. 2023 - 2022</i> | + 2 % | |
| Minute ('000) ALL causes | 1292 | 845 | Minute ('000) CRSTMP causes | 229 | 208 |
| <i>Diff. 2023 - 2022</i> | + 53 % | | <i>Diff. 2023 - 2022</i> | + 10 % | |
| Traffic ('000) | 1.468 | 1.367 | | | |
| <i>Diff. 2023 - 2022</i> | + 7 % | | | | |

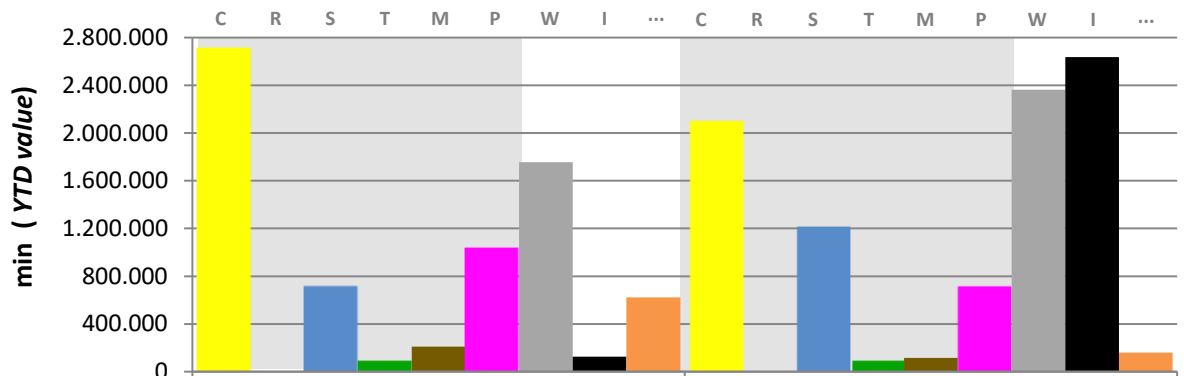
All Delay Causes



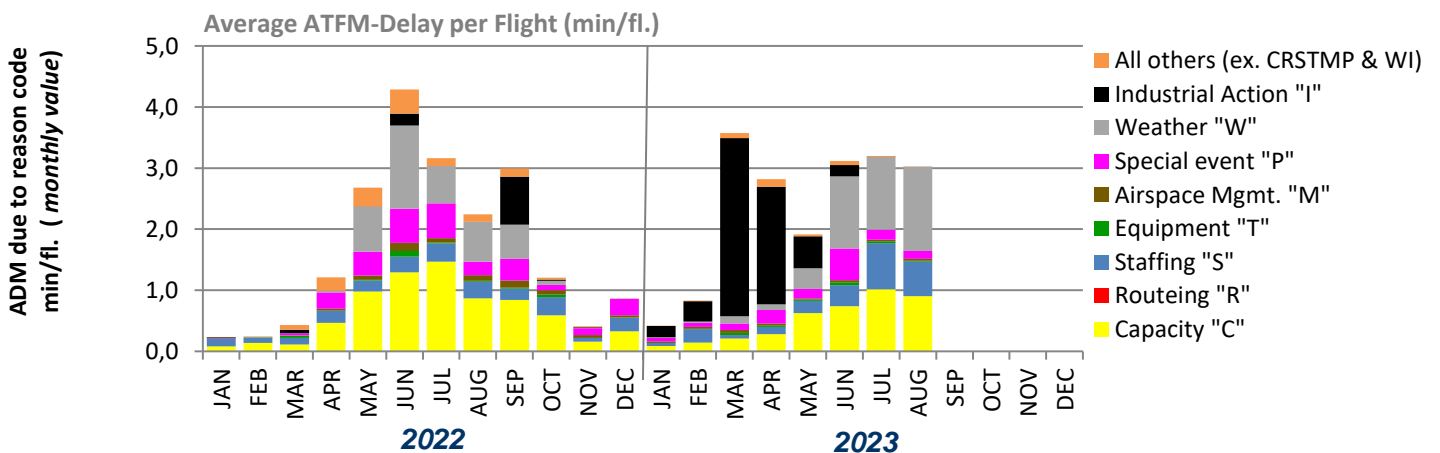
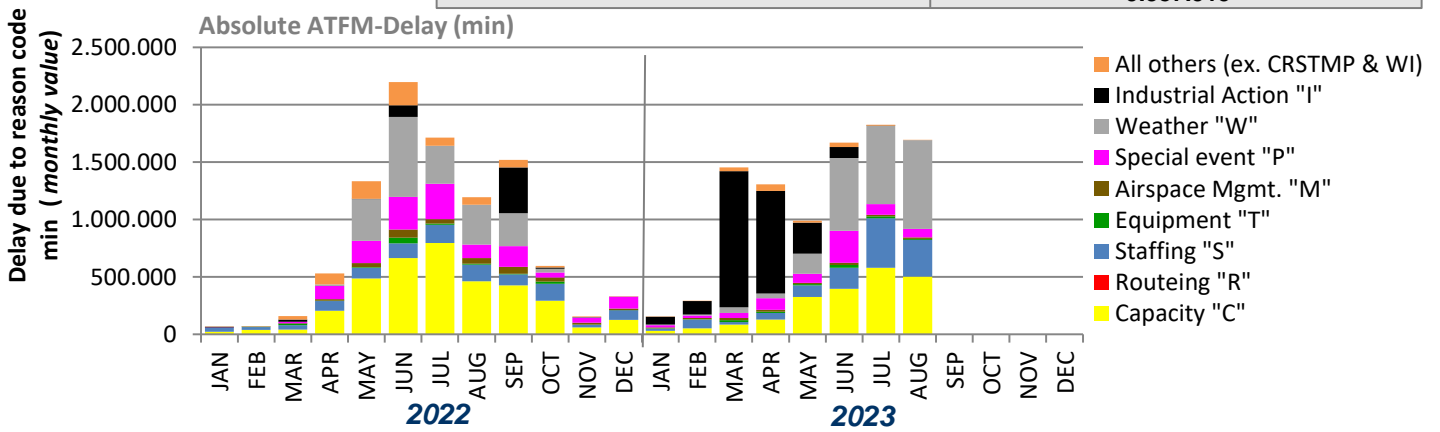
CRSTMP Delay Causes



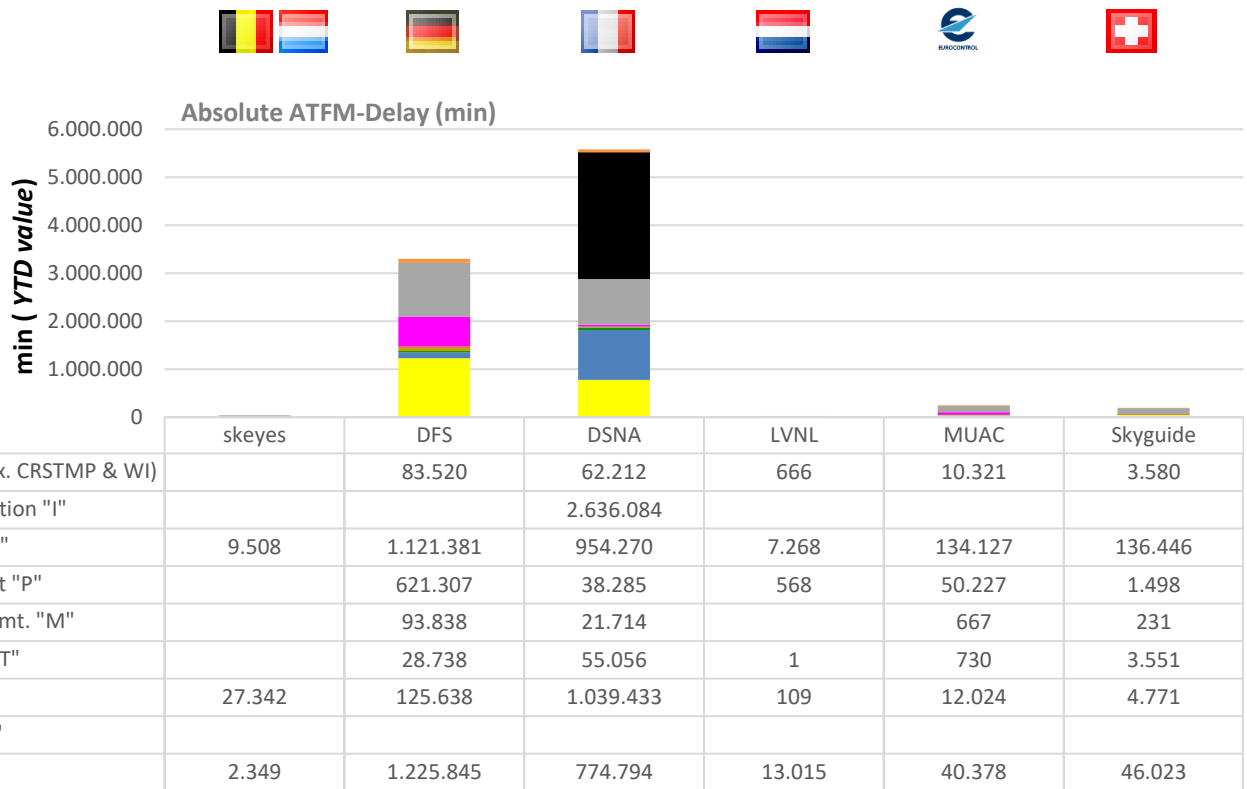
KPI #1: En-route ATFM delay per reason code (FABEC)



| Delay due to reason code: | 2022 | 2023 |
|------------------------------|------------------|------------------|
| Capacity "C" | 2.715.190 | 2.102.404 |
| Routeing "R" | 0 | 0 |
| Staffing "S" | 714.086 | 1.209.317 |
| Equipment "T" | 88.043 | 88.076 |
| Airspace Mgmt. "M" | 209.046 | 116.450 |
| Special event "P" | 1.036.031 | 711.885 |
| Weather "W" | 1.755.056 | 2.363.000 |
| Industrial Action "I" | 125.685 | 2.636.084 |
| All others (ex. CRSTMP & WI) | 621.892 | 160.299 |
| CRSTMP: | 4.762.396 | 4.228.132 |
| TOTAL: | 7.265.029 | 9.387.515 |

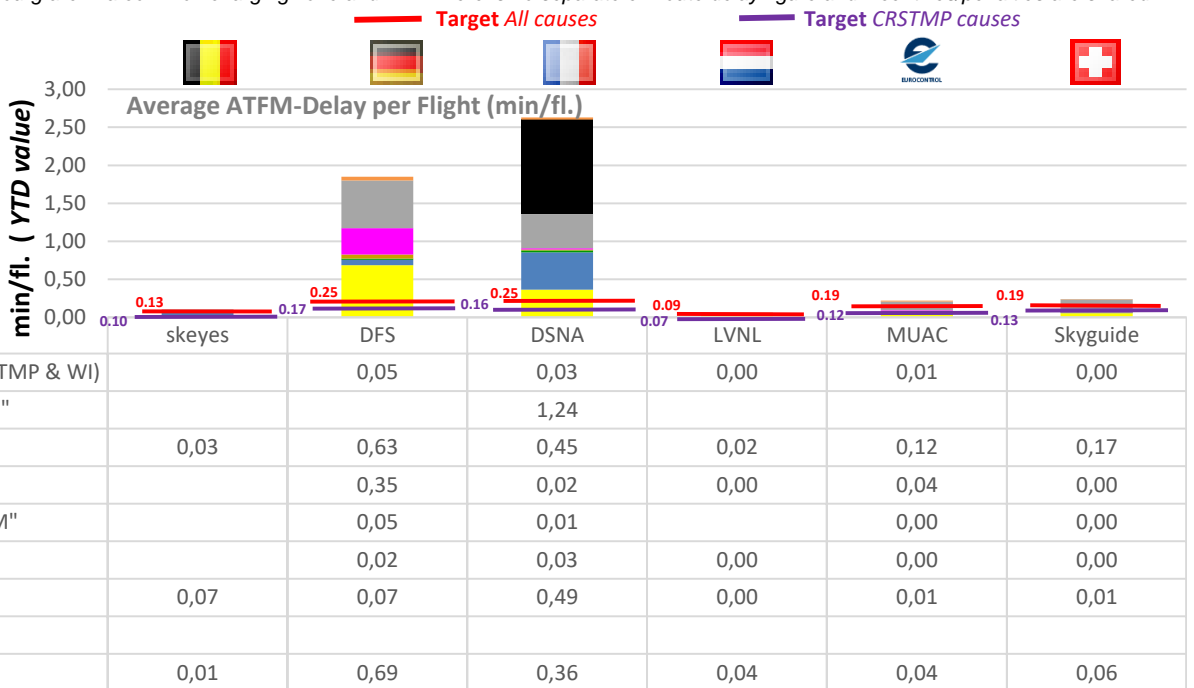


KPI #1: En-route ATFM delay per controlled flight (ANSP)



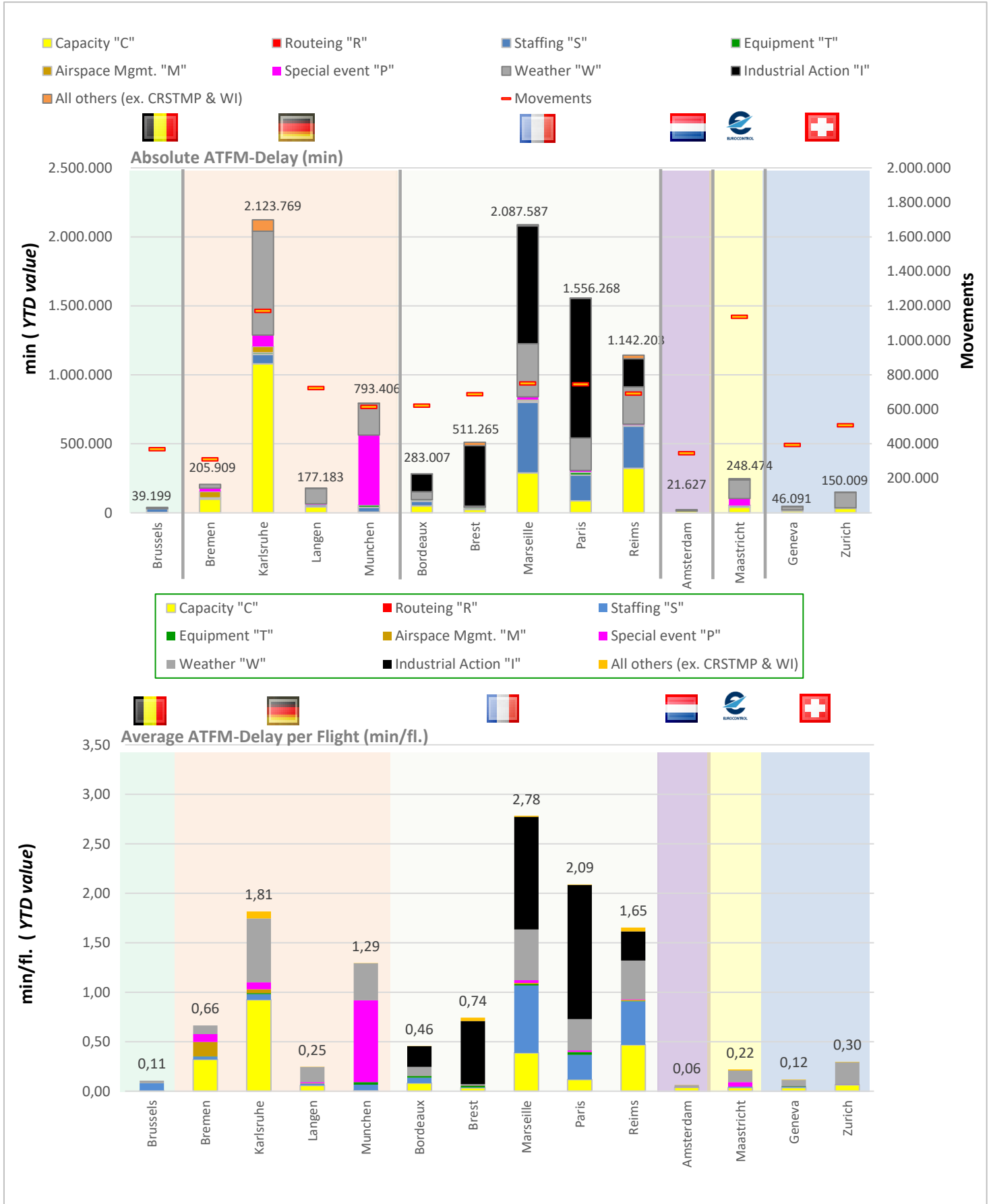
| | | | | | | |
|----------------|---------------|------------------|------------------|---------------|----------------|----------------|
| CRSTMP: | 29.691 | 2.095.366 | 1.929.282 | 13.693 | 104.026 | 56.074 |
| TOTAL: | 39.199 | 3.300.267 | 5.581.848 | 21.627 | 248.474 | 196.100 |

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

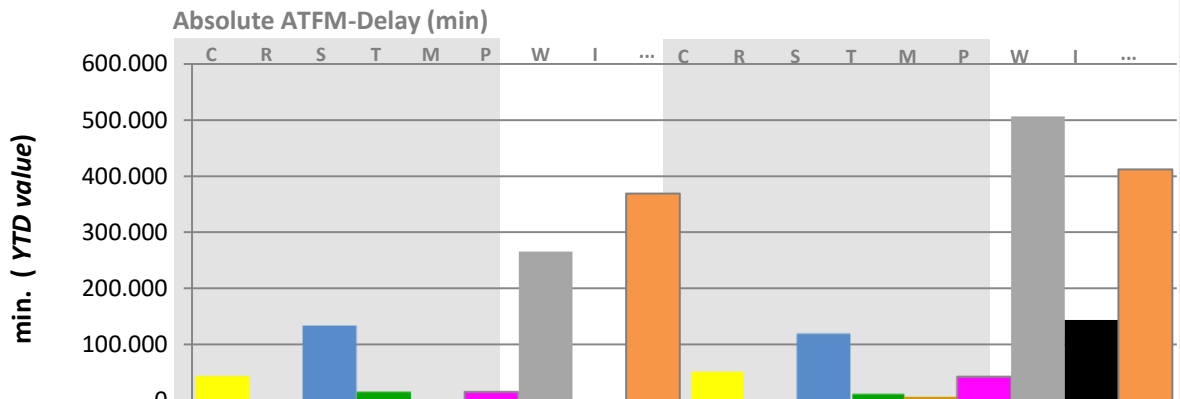


| | | | | | | |
|----------------|-------------|-------------|-------------|-------------|-------------|-------------|
| CRSTMP: | 0,08 | 1,17 | 0,91 | 0,04 | 0,09 | 0,07 |
| TOTAL: | 0,11 | 1,85 | 2,63 | 0,06 | 0,22 | 0,24 |

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



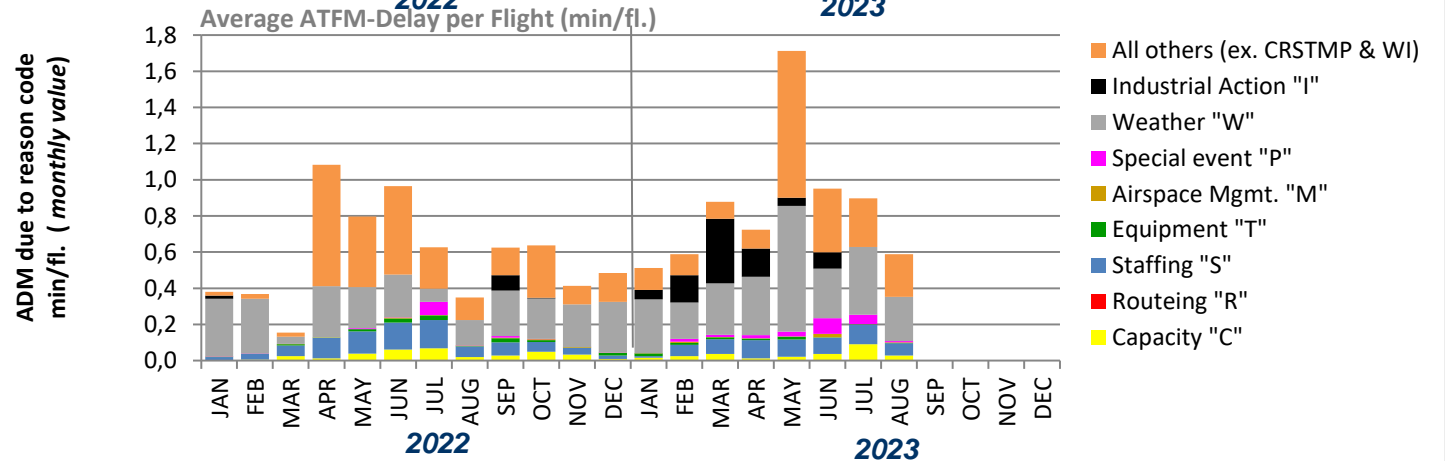
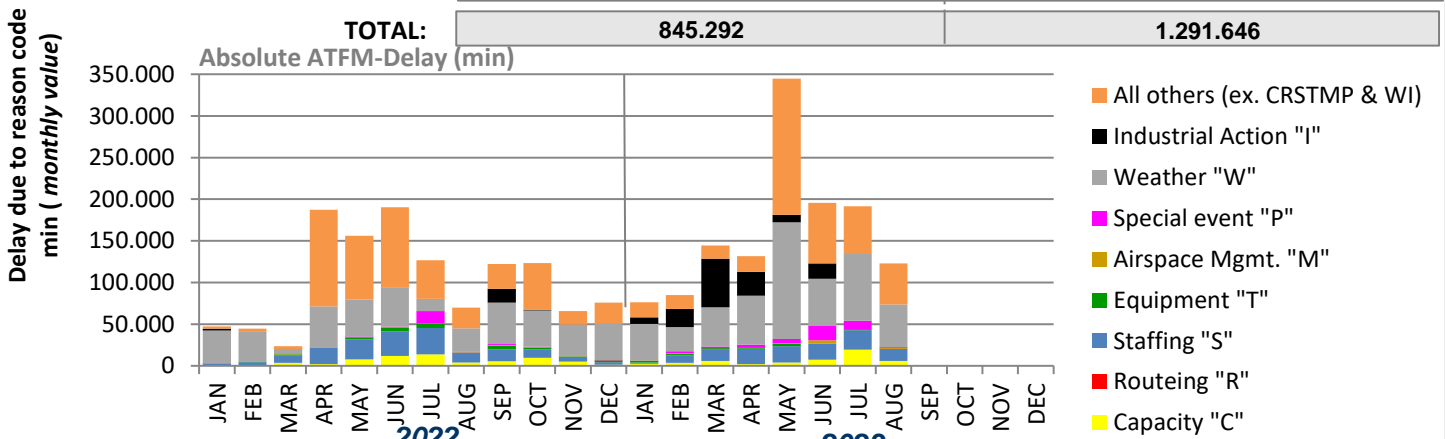
KPI #2: Arrival ATFM delay per reason code (FABEC)



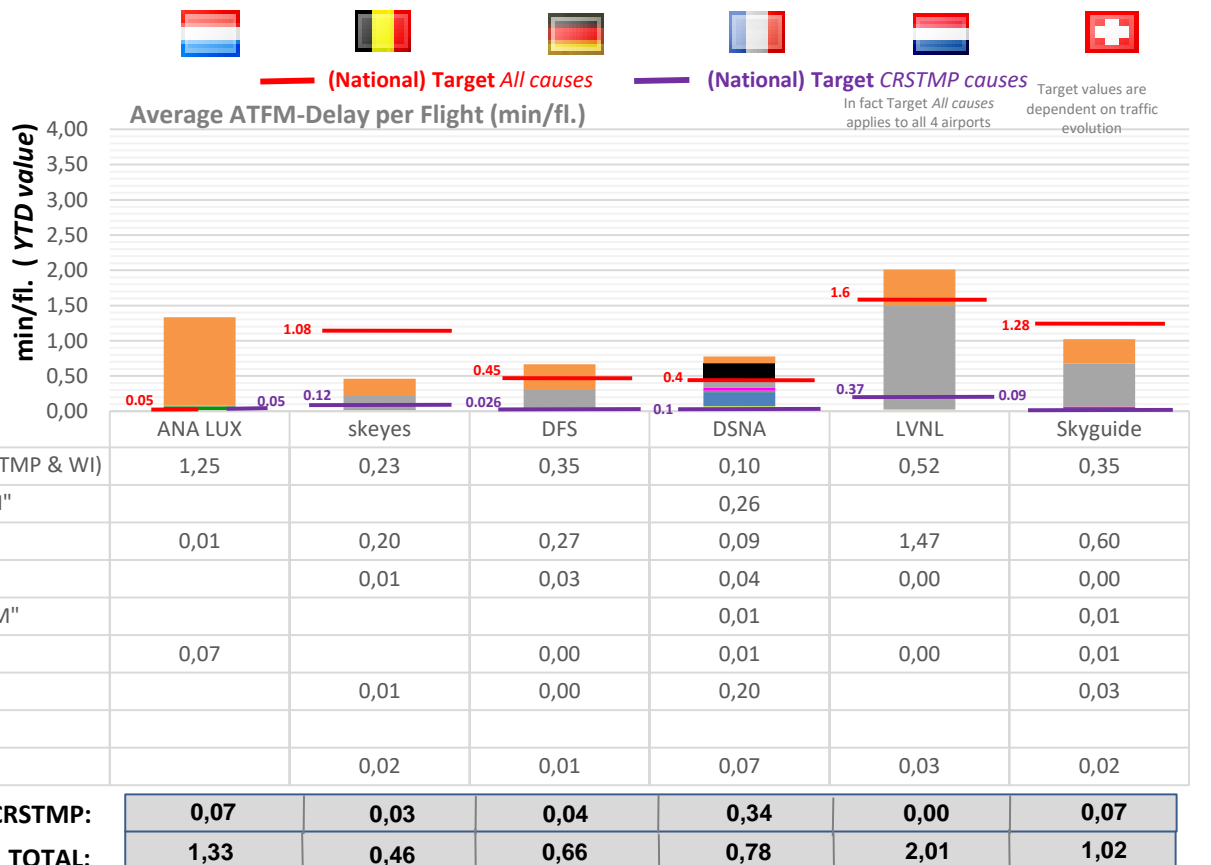
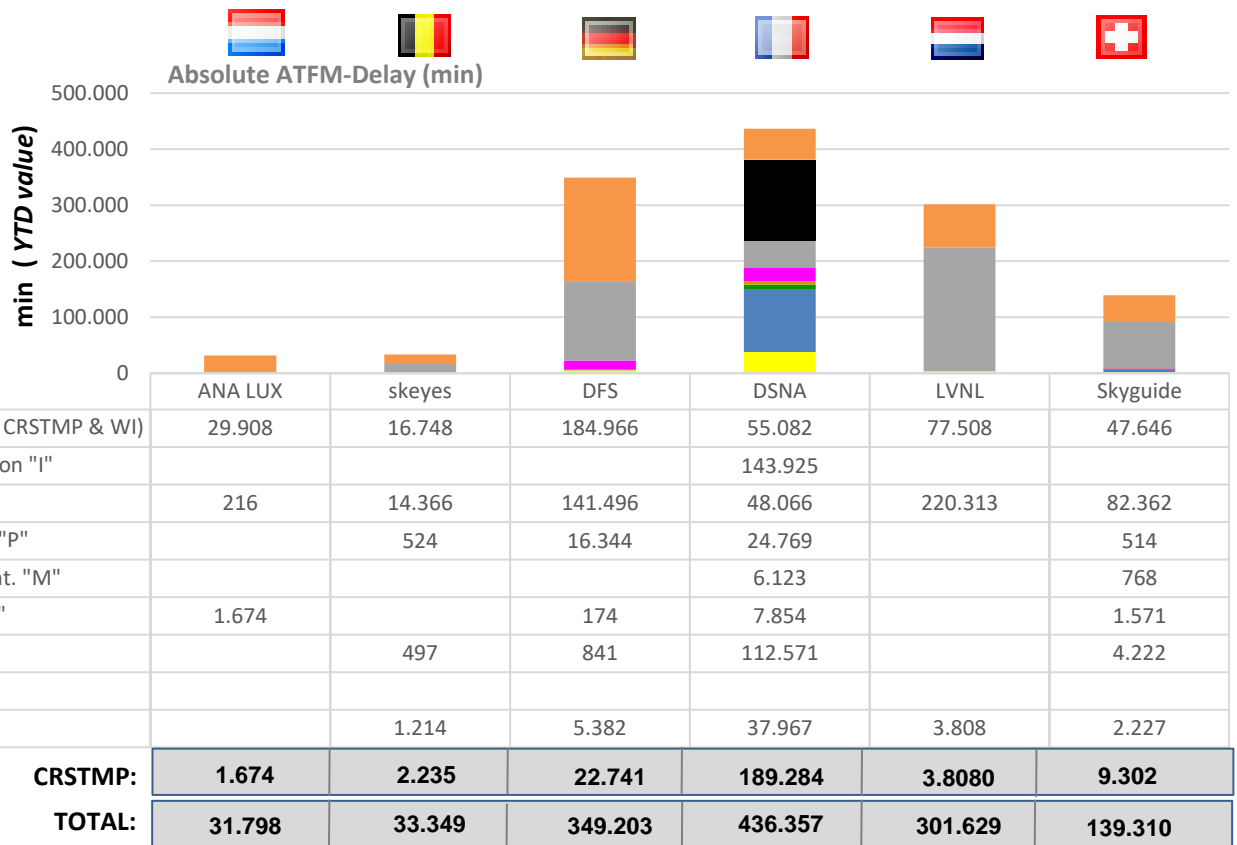
Delay due to reason code:

| | 2022 | 2023 |
|------------------------------|---------|---------|
| Capacity "C" | 43.734 | 50.598 |
| Routing "R" | 0 | 0 |
| Staffing "S" | 131.578 | 118.131 |
| Equipment "T" | 14.642 | 11.273 |
| Airspace Mgmt. "M" | 2.145 | 6.891 |
| Special event "P" | 16.332 | 42.151 |
| Weather "W" | 265.750 | 506.819 |
| Industrial Action "I" | 2.172 | 143.925 |
| All others (ex. CRSTMP & WI) | 368.939 | 411.858 |

| | | |
|----------------|----------------|------------------|
| CRSTMP: | 208.431 | 229.044 |
| TOTAL: | 845.292 | 1.291.646 |



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: August 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.