



PERFORMANCE REPORT 2020 - 2024

CAPACITY

October 2024



making the difference

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Description & Analysis

Europe

There were 961,008 flights in October, 4.9% more than October 2023. Traffic in October remained high compared to previous year and continued the trend observed in previous months. With the start of the winter schedule on the last Sunday of October, traffic decreased as expected compared to September 2024. A new EUROCONTROL traffic forecast update has been published which expects the number of flights across the network to reach 2019 levels during Summer 2025. The network had an average of 31,000 flights/day in October, about 1,450 flights/day more than in October 2023. The busiest day was Friday 11 October with 33,136 flights, which exceeded the busiest day of October 2023 (32,725 flights).

Among the Top 20 ACCs, only Ankara ACC saw a decrease in traffic compared to October 2023. Notably, three ACCs — Barcelona, Roma and Beograd — registered double-digit growth, with +18% for Beograd. Traffic increased in Cairo, Cyprus, Makedonia, Zagreb, Tirana and Athens ACCs due to aircraft operators avoiding routes through Teheran and Baghdad FIR due to geopolitical tensions in the Middle East.

The rankings of the leading five airlines were unchanged since June, with Ryanair as the busiest operator averaging 3,374 movements per day (+8.3%) followed by easyJet (1,756), Turkish Airlines (1,376), Lufthansa (1,199) and Air France (1,040).

For the first time in 2024, Amsterdam/Schiphol became the busiest airport with an average of 1,397 flights/day, followed by Istanbul (1,367 flights/day), Paris Charles de Gaulle (1,344 flights/day), London Heathrow (1,327 flights/day) and Frankfurt (1,284 flights/day). Istanbul and Frankfurt airports had less traffic compared to the same period last year.

In October 2024, the Low-cost market segment maintained solid growth, increasing by 9.6% (+959 flights/day) compared to October 2023. In contrast, its two competitors showed significantly lower growth: the Regional segment experienced a modest increase of 0.7% increase (+25 flights/day), while the Mainline segment posted no growth compared to October 2023. The Mainline segment saw fewer flights between Türkiye and the Middle East (-38 flights/day), Türkiye domestic (-29), Spain (excluded Canary Islands) (-25) and Norway (-22). However, it recorded additional daily flights on flows between Türkiye and Russia (+33), Cyprus and Israel (+14) and Germany and Egypt (+12). The All-cargo segment increased by 3.7% (+37 flights/day) partly due to more flights across Sweden (+19 flights/day) and between NM area states and mainland China (+13 flights/day). The Business aviation segment slightly grew by 0.4% (+9 flights/day). Charter was the only segment to decrease, down by 1.1% (-11 flights/day). In October 2024, only two segments surpassed their October 2019 levels: Low-cost (+9.8%) and Business aviation (+8.5%). Overall, traffic was 2.1% below October 2019.

Network departure punctuality (68.1%) and arrival punctuality (72.9%) were higher than in October 2023. The network was mainly impacted by ATC capacity and weather issues. Domestic routes had a departure punctuality of 77.2%, which was higher than the network level. Punctuality on the south-east axis was 68.3% which is an increase of 1.4 pp compared to October 2023. Network first rotation departure punctuality was 79.9% and arrival punctuality was 84.5%, they both remained stable compared to 2023. Improving first rotation punctuality remains a key objective for the Network Manager (NM).

There were 2.2 million minutes of ATFM delay in October, +20.6% compared to October 2023. En-route ATFM delay represented 66% of these ATFM delays and airport 34%. The average en-route ATFM delay per flight for the network was 1.5 minutes in October. Total en-route ATFM delays increased by 14.8% and total airport ATFM delays increased by 33.4%. ATC capacity/staffing shortage and weather were the main issues in October. ATC capacity delays increased in Karlsruhe UAC due to capacity constraints in conjunction with military traffic and additional complexity. Wind and low visibility impacted operations strongly at London/Heathrow and London/Gatwick airports. NM's Operational Centre reduced en-route ATFM delays by 10.9% and airport ATFM delays by 9.7% through direct actions. NM estimates that 3.0 million tonnes of fuel was burnt in the en-route flight phase in the NM area in October (Source: NM).

Delays from the passengers' point of view

For October 2024, the Central Office for Delay Analysis (CODA) reported that the average delay per flight on departure was 17.0 minutes per flight - the same compared to October 2023. 39% of the total delay can be attributable to air traffic control. Airlines caused 48% of the total delay, resulting from such issues as technical problems, staff shortages or turnaround times that are too tightly scheduled. Airports caused 4% 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-10-2024, Date 26/11/2024).

FABEC

In the FABEC area, traffic decreased by 1.5% in October 2024 compared to the same month in 2019 leading to a -4.4% traffic evolution after the first 10 months of 2024. In October, traffic was down in some ANSPs and up for others; from -9.3% in LVNL, -7.9% in skeyes, -7.4% in DFS, -2.1% in MUAC to an increase of traffic by +6.1% in Skyguide and +6.4% in DSNA. Airport traffic dropped significantly (-11.6% in the FABEC area) with high disparities between ANSPs. Landings decreased by an impressive -19.2% in DFS, -13.6% in skeyes, to -7.0% in DSNA, -6.1% in ANA LUX, -4.9% in LVNL and -0.1% in Skyguide.

In October 2024, Karlsruhe UAC (408 125 min), Marseille ACC (142 169 min), Brest ACC (109 983 min) and Reims ACC (103 505 min) were the units to generate the most en-route ATFM delays. In Karlsruhe, delays were due to 'ATC-Capacity' (70%), 'Staffing' (10%), 'Equipment (ATC)' (8% - ATM system), 'Weather' (6%), 'Airspace Management' (5%) and 'Other' (1%); in Marseille, delays were due to 'Staffing' (61%), 'Weather' (25%), 'Airspace Management' (9%), 'ATC-Capacity' (5%) and 'Other' (1%); in Brest, 'Staffing' (75%), 'Equipment (ATC)' (11%), 'ATC-Capacity' (8%), 'Other' (4%) and 'Weather' (1%); in Reims, 'ATC-Capacity' (50%), 'Staffing' (33%), 'Weather' (15%) and 'Aerodrome Capacity' (1%).

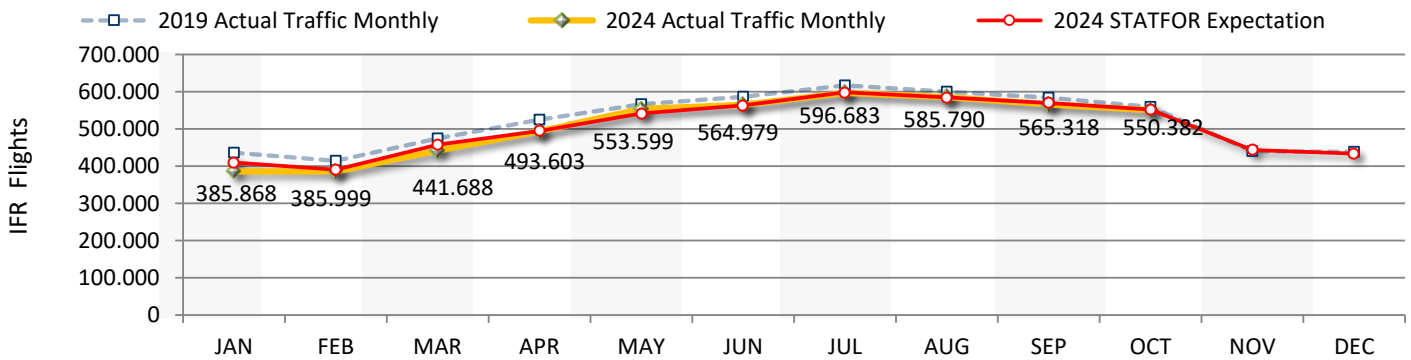
The en-route ATFM delay per flight all causes reached 1.50 min/flt in October 2024 compared to 1.70 min/flt in 2023. After 10 months in 2024, the en-route ATFM delay all causes reaches 1.80 whereas the guideline value is 0.40 min/flt. The en-route ATFM delay CRSTMP causes reached 1.12 min/flt at the end of October; this value is, as well, far beyond the FABEC guideline value (0.28 min/flt).

Airport ATFM delays were mainly generated in Amsterdam Schiphol/EHAM (86 889 min), Frankfurt Main/EDDF (32 445 min) and Zurich/LSZH (20 297 min). In Amsterdam Schiphol, delays were due to 'Aerodrome Capacity' (55%), 'Weather' (43%) and 'Aerodrome Disruptions (ATC)' (2%). In Frankfurt Main, delays were due to 'Weather' (87%), 'Aerodrome Services' (6%), 'Aerodrome Disruptions (ATC)' (5%) and 'Staffing' (2%); in Zurich, to 'Weather' (62%), 'Aerodrome Capacity' (32%) and 'Staffing' (6%).

Over the period Jan – Oct 2024, DFS, DSNA and Skyguide 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, skeyes and LVNL are currently the only FABEC ANSPs to achieve their respective CRSTMP arrival ATFM delay per Arrival flight target.

FABEC TRAFFIC DEVELOPMENT (*en-route*)

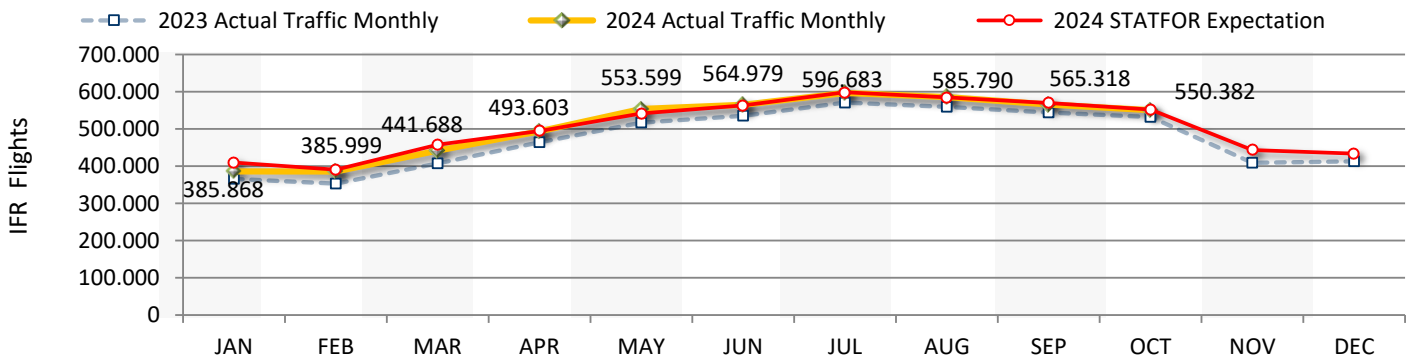
FABEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
2019 Actual Traffic Monthly	435.809	414.272	474.729	524.490	566.051	586.281	617.104	600.261	584.310	558.973	439.854	438.590	5.362.280
2024 Actual Traffic Monthly	385.868	385.999	441.688	493.603	553.599	564.979	596.683	585.790	565.318	550.382			5.123.909
Growth (%)	-11,5 %	-6,8 %	-7,0 %	-5,9 %	-2,2 %	-3,6 %	-3,3 %	-2,4 %	-3,3 %	-1,5 %			-4,4 %
2024 STATFOR Expectation	409.742	390.555	457.268	494.174	541.777	563.001	598.480	584.435	569.756	551.711	443.144	433.956	6.038.000
2024 Traffic Evolution (%)	-5,8 %	-1,2 %	-3,4 %	-0,1 %	2,2 %	0,4 %	-0,3 %	0,2 %	-0,8 %	-0,2 %			
2024 Traffic Cumulated (%)	-5,8 %	-3,6 %	-3,5 %	-2,5 %	-1,4 %	-1,1 %	-0,9 %	-0,8 %	-0,8 %	-0,7 %			



	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	546.525
2024 Actual Traffic Monthly	39.600	39.692	43.588	48.001	52.595	53.915	57.084	55.418	53.354	53.012			496.259
Growth (%)	-14,1 %	-6,5 %	-12,0 %	-10,7 %	-8,9 %	-7,9 %	-8,3 %	-6,5 %	-10,2 %	-7,9 %			-9,2 %
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	2.669.490
2024 Actual Traffic Monthly	183.635	182.394	208.971	232.136	263.112	263.948	275.245	270.175	266.559	263.931			2.410.106
Growth (%)	-17,3 %	-13,9 %	-13,2 %	-10,1 %	-6,8 %	-7,8 %	-8,1 %	-7,5 %	-8,6 %	-7,4 %			-9,7 %
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	2.858.806
2024 Actual Traffic Monthly	211.771	212.346	246.278	280.675	315.309	326.499	346.509	340.261	323.228	310.922			2.913.798
Growth (%)	-4,4 %	1,2 %	0,8 %	-0,8 %	4,3 %	1,4 %	1,8 %	3,3 %	3,0 %	6,4 %			1,9 %
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	536.801
2024 Actual Traffic Monthly	42.261	42.665	46.960	48.003	52.384	51.359	53.466	53.015	51.618	51.855			493.586
Growth (%)	-8,3 %	-3,8 %	-7,0 %	-10,2 %	-8,9 %	-8,1 %	-7,2 %	-7,3 %	-9,4 %	-9,3 %			-8,1 %
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	1.585.739
2024 Actual Traffic Monthly	123.083	122.104	136.740	147.278	165.132	164.147	172.195	168.095	165.337	162.537			1.526.648
Growth (%)	-11,3 %	-5,6 %	-7,4 %	-4,9 %	0,6 %	-1,6 %	-2,2 %	-2,9 %	-2,0 %	-2,1 %			-3,7 %
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	1.134.874
2024 Actual Traffic Monthly	83.530	84.600	97.545	111.408	125.139	128.701	136.259	133.856	128.341	122.630			1.152.009
Growth (%)	-6,5 %	-1,9 %	-2,1 %	0,7 %	3,4 %	1,2 %	2,1 %	4,7 %	3,5 %	6,1 %			1,5 %

FABEC TRAFFIC DEVELOPMENT (*en-route*)

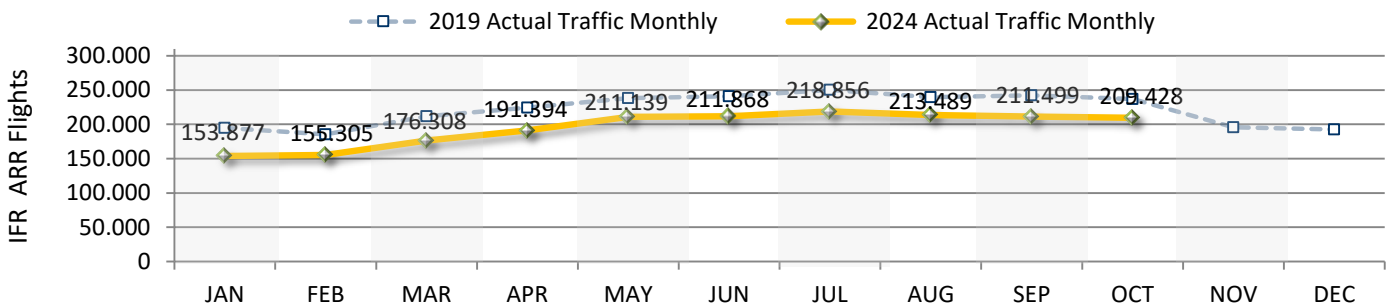
FABEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
2023 Actual Traffic Monthly	365.437	352.988	407.137	463.740	516.846	535.557	570.817	559.010	544.407	532.182	408.813	412.539	4.848.121
2024 Actual Traffic Monthly	385.868	385.999	441.688	493.603	553.599	564.979	596.683	585.790	565.318	550.382			5.123.909
Growth (%)	5,6 %	9,4 %	8,5 %	6,4 %	7,1 %	5,5 %	4,5 %	4,8 %	3,8 %	3,4 %			5,7 %
2024 STATFOR Expectation	409.742	390.555	457.268	494.174	541.777	563.001	598.480	584.435	569.756	551.711	443.144	433.956	6.038.000
2024 Traffic Evolution (%)	-5,8 %	-1,2 %	-3,4 %	-0,1 %	2,2 %	0,4 %	-0,3 %	0,2 %	-0,8 %	-0,2 %			
2024 Traffic Cumulated (%)	-5,8 %	-3,6 %	-3,5 %	-2,5 %	-1,4 %	-1,1 %	-0,9 %	-0,8 %	-0,8 %	-0,7 %			



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
skeyes													
2023 Actual Traffic Monthly	36.485	36.295	42.495	46.473	50.917	51.783	54.520	52.729	53.120	51.956	41.291	42.062	476.773
2024 Actual Traffic Monthly	39.600	39.692	43.588	48.001	52.595	53.915	57.084	55.418	53.354	53.012			496.259
Growth (%)	8,5 %	9,4 %	2,6 %	3,3 %	3,3 %	4,1 %	4,7 %	5,1 %	0,4 %	2,0 %			4,1 %
DFS													
2023 Actual Traffic Monthly	173.393	165.403	199.318	223.857	246.275	252.722	264.174	260.301	258.606	257.158	198.971	190.862	2.301.207
2024 Actual Traffic Monthly	183.635	182.394	208.971	232.136	263.112	263.948	275.245	270.175	266.559	263.931			2.410.106
Growth (%)	5,9 %	10,3 %	4,8 %	3,7 %	6,8 %	4,4 %	4,2 %	3,8 %	3,1 %	2,6 %			4,7 %
DSNA													
2023 Actual Traffic Monthly	201.137	195.983	220.587	259.024	291.610	304.890	330.116	320.315	307.563	296.843	222.481	233.612	2.728.068
2024 Actual Traffic Monthly	211.771	212.346	246.278	280.675	315.309	326.499	346.509	340.261	323.228	310.922			2.913.798
Growth (%)	5,3 %	8,3 %	11,6 %	8,4 %	8,1 %	7,1 %	5,0 %	6,2 %	5,1 %	4,7 %			6,8 %
LVNL													
2023 Actual Traffic Monthly	37.554	36.153	42.950	45.901	49.919	49.730	51.787	51.738	51.031	51.534	42.979	42.874	468.297
2024 Actual Traffic Monthly	42.261	42.665	46.960	48.003	52.384	51.359	53.466	53.015	51.618	51.855			493.586
Growth (%)	12,5 %	18,0 %	9,3 %	4,6 %	4,9 %	3,3 %	3,2 %	2,5 %	1,2 %	0,6 %			5,4 %
MUAC													
2023 Actual Traffic Monthly	114.330	108.415	130.400	141.634	154.289	156.486	166.378	163.692	160.577	159.010	127.494	128.546	1.455.211
2024 Actual Traffic Monthly	123.083	122.104	136.740	147.278	165.132	164.147	172.195	168.095	165.337	162.537			1.526.648
Growth (%)	7,7 %	12,6 %	4,9 %	4,0 %	7,0 %	4,9 %	3,5 %	2,7 %	3,0 %	2,2 %			4,9 %
Skyguide													
2023 Actual Traffic Monthly	75.735	75.644	85.707	97.788	109.762	115.273	125.768	122.438	119.191	114.149	81.803	88.811	1.041.455
2024 Actual Traffic Monthly	83.530	84.600	97.545	111.408	125.139	128.701	136.259	133.856	128.341	122.630			1.152.009
Growth (%)	10,3 %	11,8 %	13,8 %	13,9 %	14,0 %	11,6 %	8,3 %	9,3 %	7,7 %	7,4 %			10,6 %

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	2.264.509
2024 Actual Traffic Monthly	153.877	155.305	176.308	191.394	211.139	211.868	218.856	213.489	211.499	209.428			1.953.163
Growth (%)	-21,0 %	-16,2 %	-16,8 %	-14,7 %	-11,5 %	-12,0 %	-12,5 %	-10,9 %	-12,7 %	-11,6 %			-13,7 %



	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	32.012
2024 Actual Traffic Monthly	2.412	2.361	2.839	3.127	3.419	3.324	3.308	3.210	3.273	3.256			30.529
Growth (%)	-11,6 %	-10,6 %	-5,6 %	-4,8 %	-0,9 %	-2,8 %	-3,0 %	1,6 %	-5,0 %	-6,1 %			-4,6 %

	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	111.787
2024 Actual Traffic Monthly	7.746	8.007	8.728	9.254	10.022	9.843	10.894	10.472	10.267	10.052			95.285
Growth (%)	-21,0 %	-9,3 %	-15,2 %	-16,5 %	-14,8 %	-15,7 %	-13,6 %	-13,4 %	-14,6 %	-13,6 %			-14,8 %

	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	909.660
2024 Actual Traffic Monthly	54.177	54.490	62.152	70.242	77.072	77.005	77.995	77.569	77.962	79.142			707.806
Growth (%)	-30,8 %	-28,2 %	-27,5 %	-20,9 %	-19,9 %	-19,0 %	-20,5 %	-18,7 %	-20,7 %	-19,2 %			-22,2 %

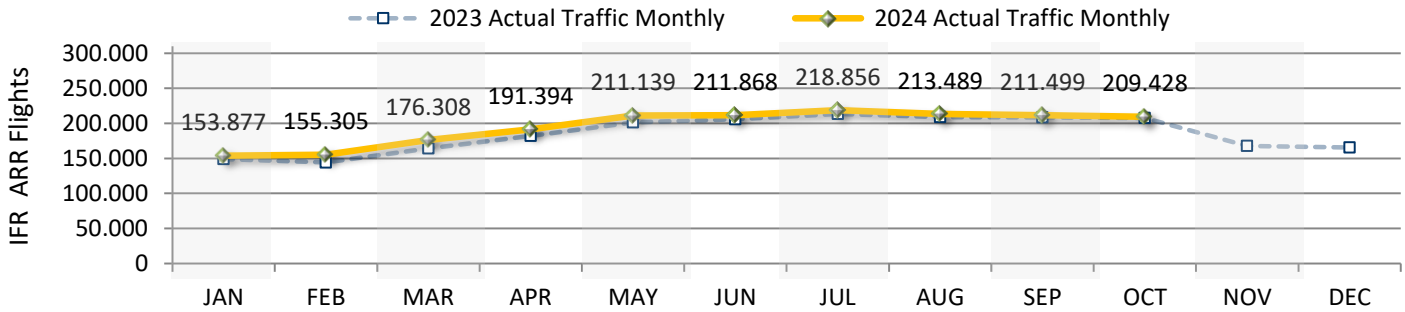
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
DSNA													
2019 Actual Traffic Monthly	66.766	63.317	73.401	81.023	84.477	88.656	92.799	86.055	86.206	81.851	67.332	66.631	804.551
2024 Actual Traffic Monthly	55.553	56.506	65.244	70.713	79.576	81.402	84.903	80.736	79.164	76.142			729.939
Growth (%)	-16,8 %	-10,8 %	-11,1 %	-12,7 %	-5,8 %	-8,2 %	-8,5 %	-6,2 %	-8,2 %	-7,0 %			-9,3 %

	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	215.535
2024 Actual Traffic Monthly	17.985	18.064	19.694	20.160	21.757	21.233	21.925	22.225	21.586	21.655			206.284
Growth (%)	-5,3 %	0,2 %	-3,3 %	-6,0 %	-5,3 %	-4,9 %	-4,4 %	-3,6 %	-4,7 %	-4,9 %			-4,3 %

	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	190.964
2024 Actual Traffic Monthly	16.004	15.877	17.651	17.898	19.293	19.061	19.831	19.277	19.247	19.181			183.320
Growth (%)	-12,5 %	-5,1 %	-7,4 %	-4,7 %	-1,4 %	-3,1 %	-2,7 %	-2,2 %	-1,6 %	-0,1 %			-4,0 %

FABEC TRAFFIC DEVELOPMENT (arrival)

FABEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
2023 Actual Traffic Monthly	149.001	144.293	164.212	181.955	201.172	205.627	213.450	208.785	208.363	207.845	167.639	165.452	1.884.703
2024 Actual Traffic Monthly	153.877	155.305	176.308	191.394	211.139	211.868	218.856	213.489	211.499	209.428			1.953.163
Growth (%)	3,3 %	7,6 %	7,4 %	5,2 %	5,0 %	3,0 %	2,5 %	2,3 %	1,5 %	0,8 %			3,6 %



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
ANA LUX													
2023 Actual Traffic Monthly	2.438	2.448	2.874	3.038	3.235	3.376	3.321	3.149	3.320	3.360	2.745	2.718	30.559
2024 Actual Traffic Monthly	2.412	2.361	2.839	3.127	3.419	3.324	3.308	3.210	3.273	3.256			30.529
Growth (%)	-1,1 %	-3,6 %	-1,2 %	2,9 %	5,7 %	-1,5 %	-0,4 %	1,9 %	-1,4 %	-3,1 %			-0,1 %

	skeyes												
2023 Actual Traffic Monthly	7.407	7.199	8.416	8.954	9.905	9.779	10.408	10.091	9.776	9.745	8.515	8.251	91.680
2024 Actual Traffic Monthly	7.746	8.007	8.728	9.254	10.022	9.843	10.894	10.472	10.267	10.052			95.285
Growth (%)	4,6 %	11,2 %	3,7 %	3,4 %	1,2 %	0,7 %	4,7 %	3,8 %	5,0 %	3,2 %			3,9 %

	DFS												
2023 Actual Traffic Monthly	51.574	49.634	58.555	65.855	72.697	74.737	76.288	76.282	76.964	78.479	62.505	56.317	681.065
2024 Actual Traffic Monthly	54.177	54.490	62.152	70.242	77.072	77.005	77.995	77.569	77.962	79.142			707.806
Growth (%)	5,0 %	9,8 %	6,1 %	6,7 %	6,0 %	3,0 %	2,2 %	1,7 %	1,3 %	0,8 %			3,9 %

	DSNA												
2023 Actual Traffic Monthly	56.987	55.982	60.591	68.445	76.742	79.428	83.135	79.222	78.888	76.245	60.888	63.297	715.665
2024 Actual Traffic Monthly	55.553	56.506	65.244	70.713	79.576	81.402	84.903	80.736	79.164	76.142			729.939
Growth (%)	-2,5 %	0,9 %	7,7 %	3,3 %	3,7 %	2,5 %	2,1 %	1,9 %	0,3 %	-0,1 %			2,0 %

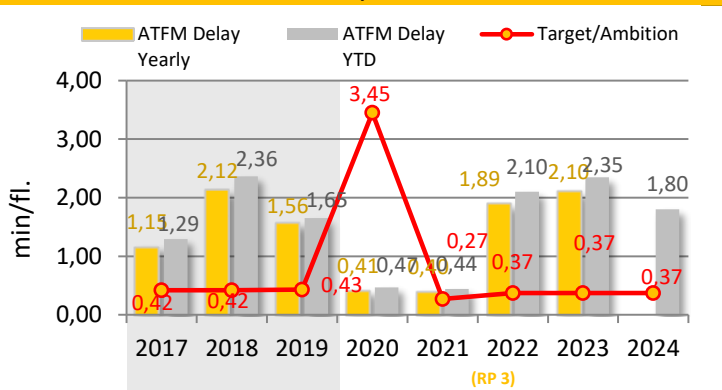
	LVNL												
2023 Actual Traffic Monthly	15.524	14.707	17.314	18.881	20.648	20.321	21.248	21.424	20.948	21.448	18.279	18.346	192.463
2024 Actual Traffic Monthly	17.985	18.064	19.694	20.160	21.757	21.233	21.925	22.225	21.586	21.655			206.284
Growth (%)	15,9 %	22,8 %	13,7 %	6,8 %	5,4 %	4,5 %	3,2 %	3,7 %	3,0 %	1,0 %			7,2 %

	Skyguide												
2023 Actual Traffic Monthly	15.071	14.323	16.462	16.782	17.945	17.986	19.050	18.617	18.467	18.568	14.707	16.523	173.271
2024 Actual Traffic Monthly	16.004	15.877	17.651	17.898	19.293	19.061	19.831	19.277	19.247	19.181			183.320
Growth (%)	6,2 %	10,8 %	7,2 %	6,6 %	7,5 %	6,0 %	4,1 %	3,5 %	4,2 %	3,3 %			5,8 %

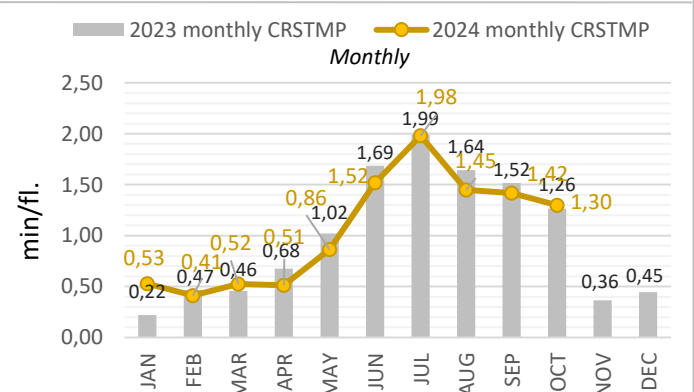
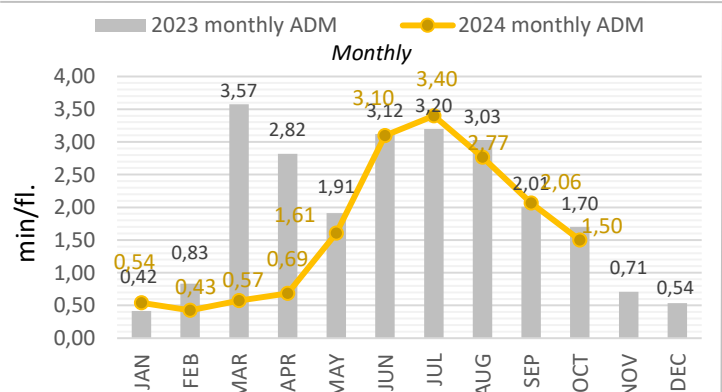
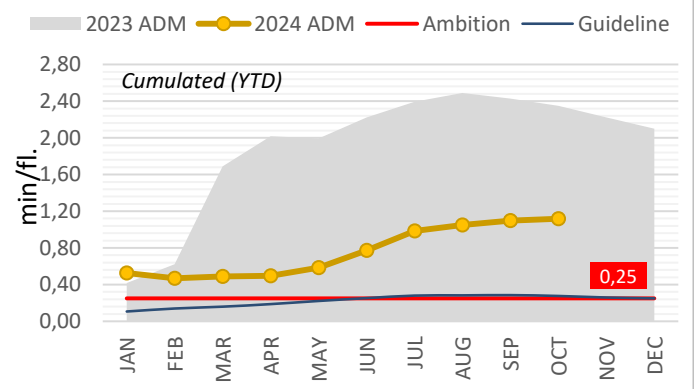
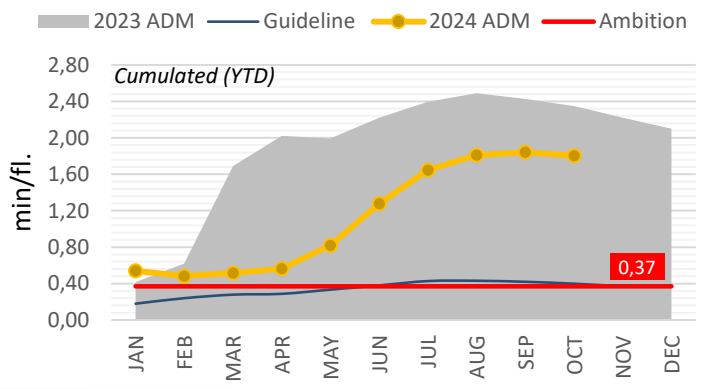
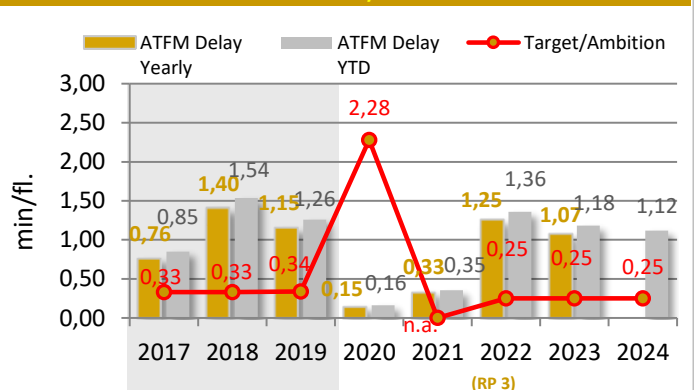
KPI #1: En-route ATFM delay per controlled flight (FABEC)

	YTD 2024	YTD 2023		YTD 2024	YTD 2023
En-route Delay All causes	1,80	2,35	En-route Delay CRSTMP causes	1,12	1,18
FABEC Ambition	0,37		FABEC Ambition	0,25	
Guideline	0,40		Guideline	0,28	
Minute ('000) ALL causes	9.244	11.386	Minute ('000) CRSTMP causes	5.728	5.727
Diff. 2024 - 2023	- 18,8 %		Diff. 2024 - 2023	+ 0 %	
Traffic ('000)	5.124	4.848	<i>Potential savings (*) due to underbid the delay Target</i>		
Diff. 2024 - 2023	+ 5,7 %		<i>(all Causes) in Mio EURO (YTD)</i> ▶ 0,0		
<small>* Cost of ATFM-delay per min = 100 €</small>					

All Delay Causes



CRSTMP Delay Causes

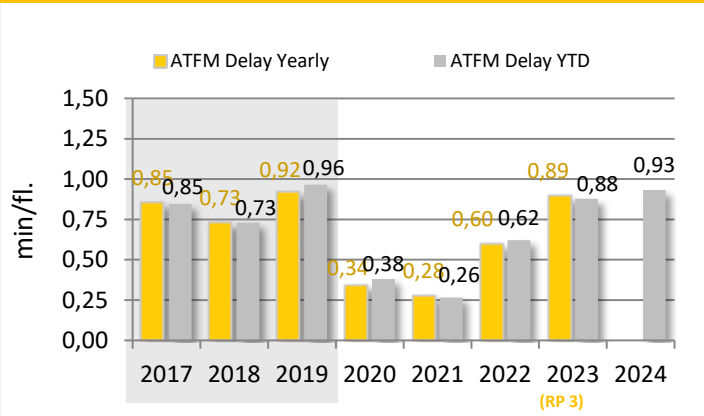


The guideline for the en-route ATFM delay per movement is a basic cumulative extrapolation of the 2017-2019 monthly allocation and is designed to give an impression, how the YTD figures should be, in order to reach the yearly 2024 ambition value set by FABEC States.

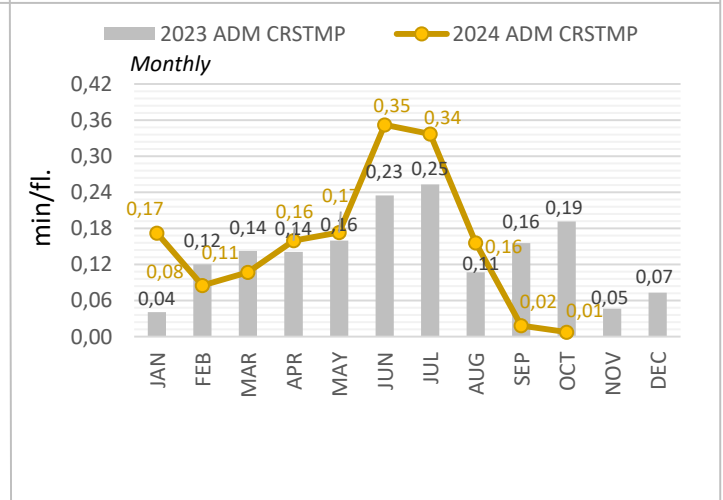
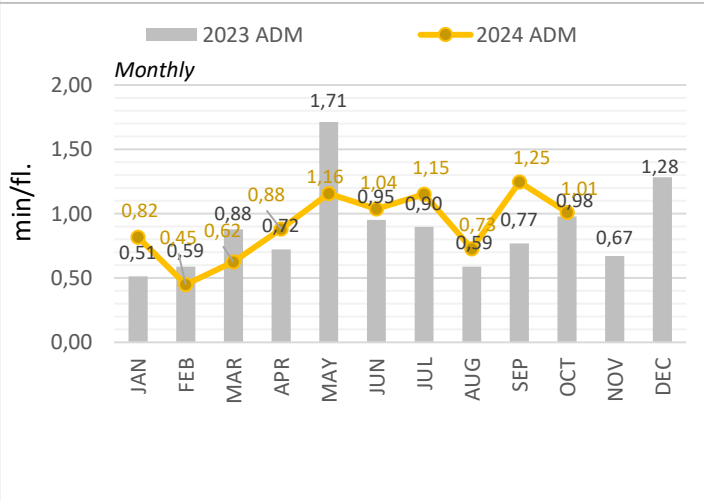
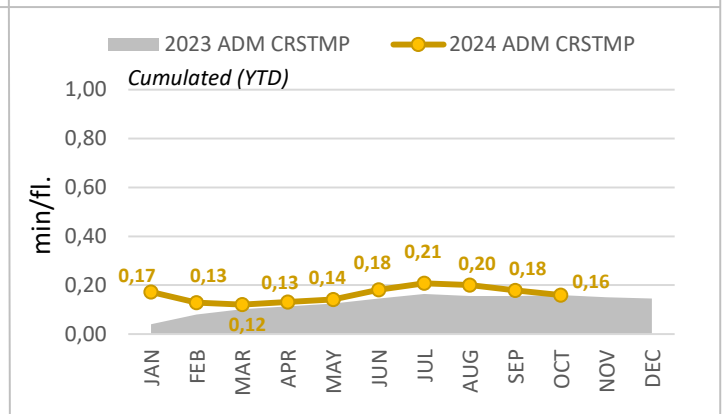
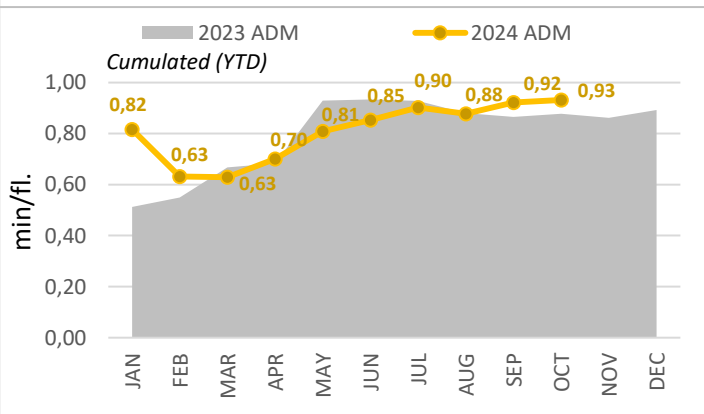
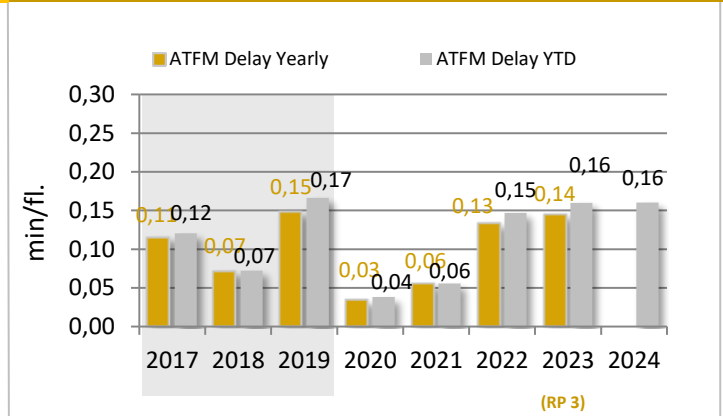
KPI #2: Arrival ATFM delay per controlled flight (FABEC)

	YTD 2024	YTD 2023	YTD 2024	YTD 2023
Arrival Delay All causes	0,93	0,88	Arrival Delay CRSTMP causes	0,16
Diff. 2024 - 2023	+ 6 %		Diff. 2024 - 2023	+ 0 %
Minute ('000) ALL causes	1820	1.655	Minute ('000) CRSTMP causes	313
Diff. 2024 - 2023	+ 10 %		Diff. 2024 - 2023	+ 4 %
Traffic ('000)	1.953	1.885		
Diff. 2024 - 2023	+ 4 %			

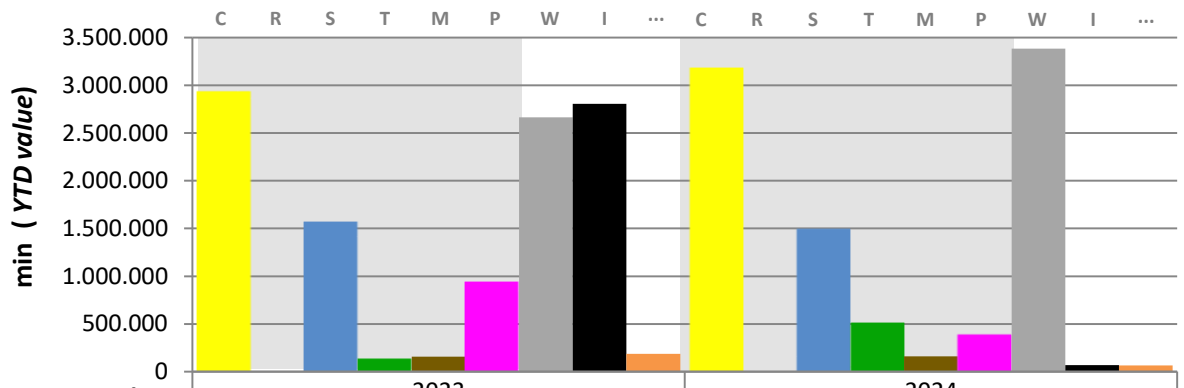
All Delay Causes



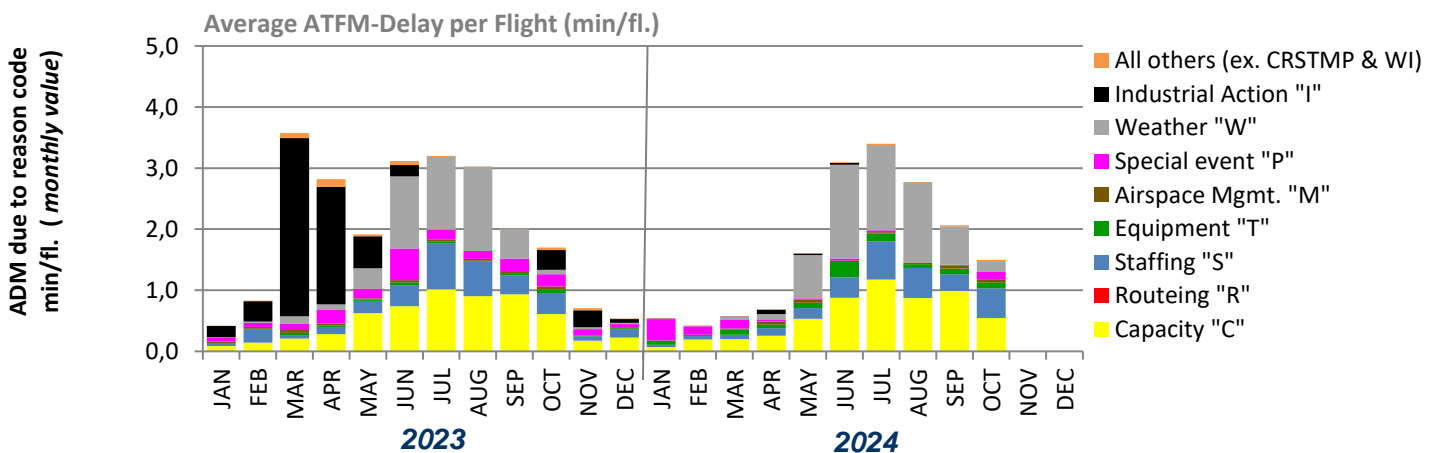
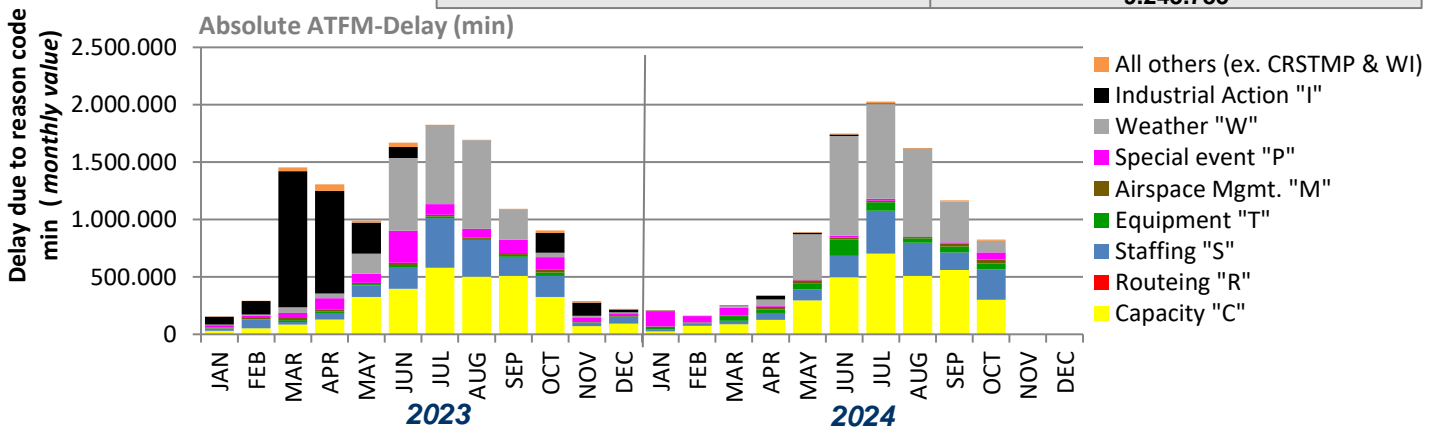
CRSTMP Delay Causes



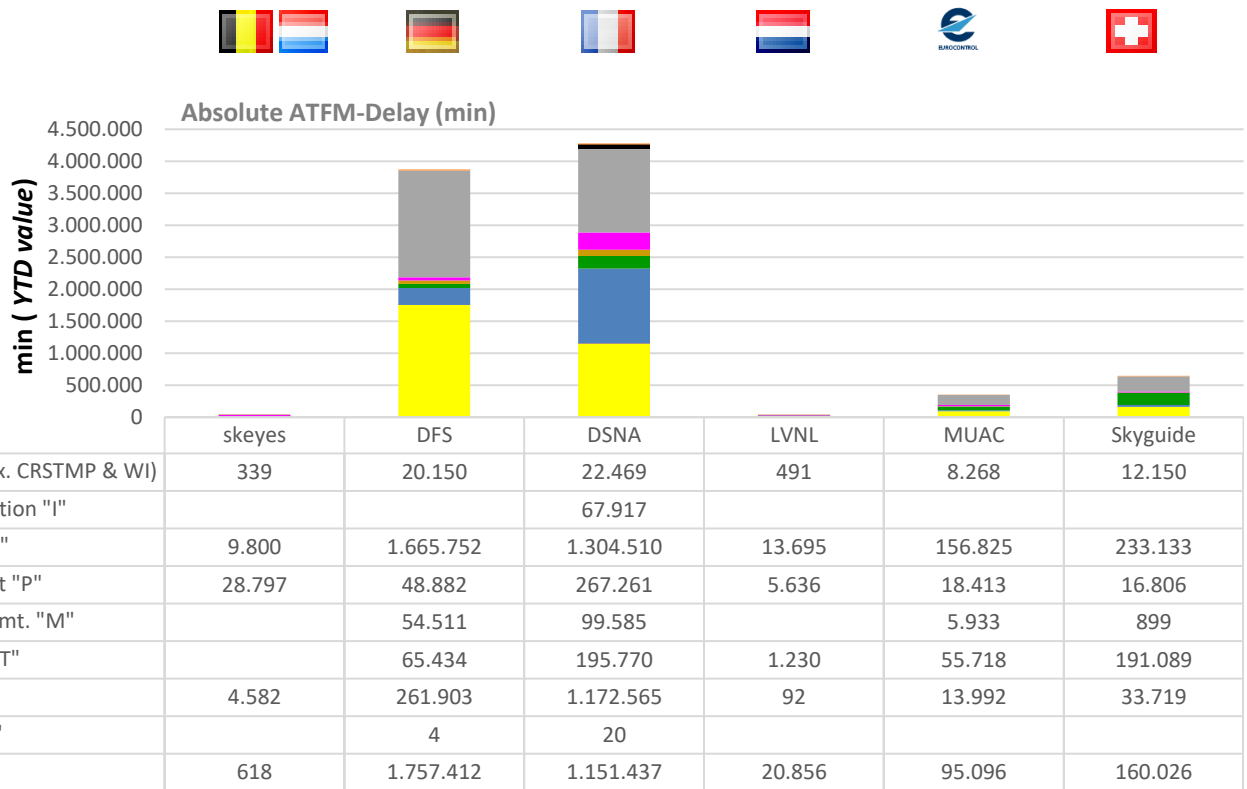
KPI #1: En-route ATFM delay per reason code (FABEC)



Delay due to reason code:	2023	2024
Capacity "C"	2.936.575	3.185.445
Routeing "R"	0	24
Staffing "S"	1.559.549	1.486.853
Equipment "T"	133.368	509.241
Airspace Mgmt. "M"	158.833	160.928
Special event "P"	938.784	385.795
Weather "W"	2.666.051	3.383.715
Industrial Action "I"	2.806.500	67.917
All others (ex. CRSTMP & WI)	185.994	63.867
CRSTMP:	5.727.109	5.728.286
TOTAL:	11.385.654	9.243.785

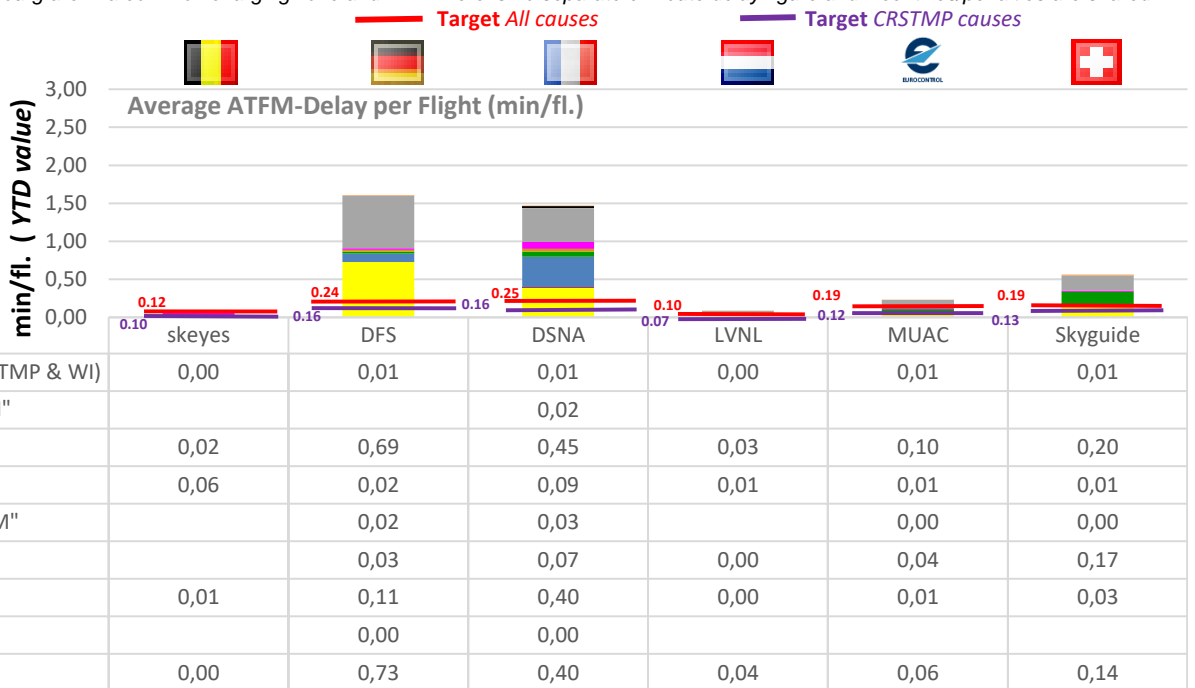


KPI #1: En-route ATFM delay per controlled flight (ANSP)



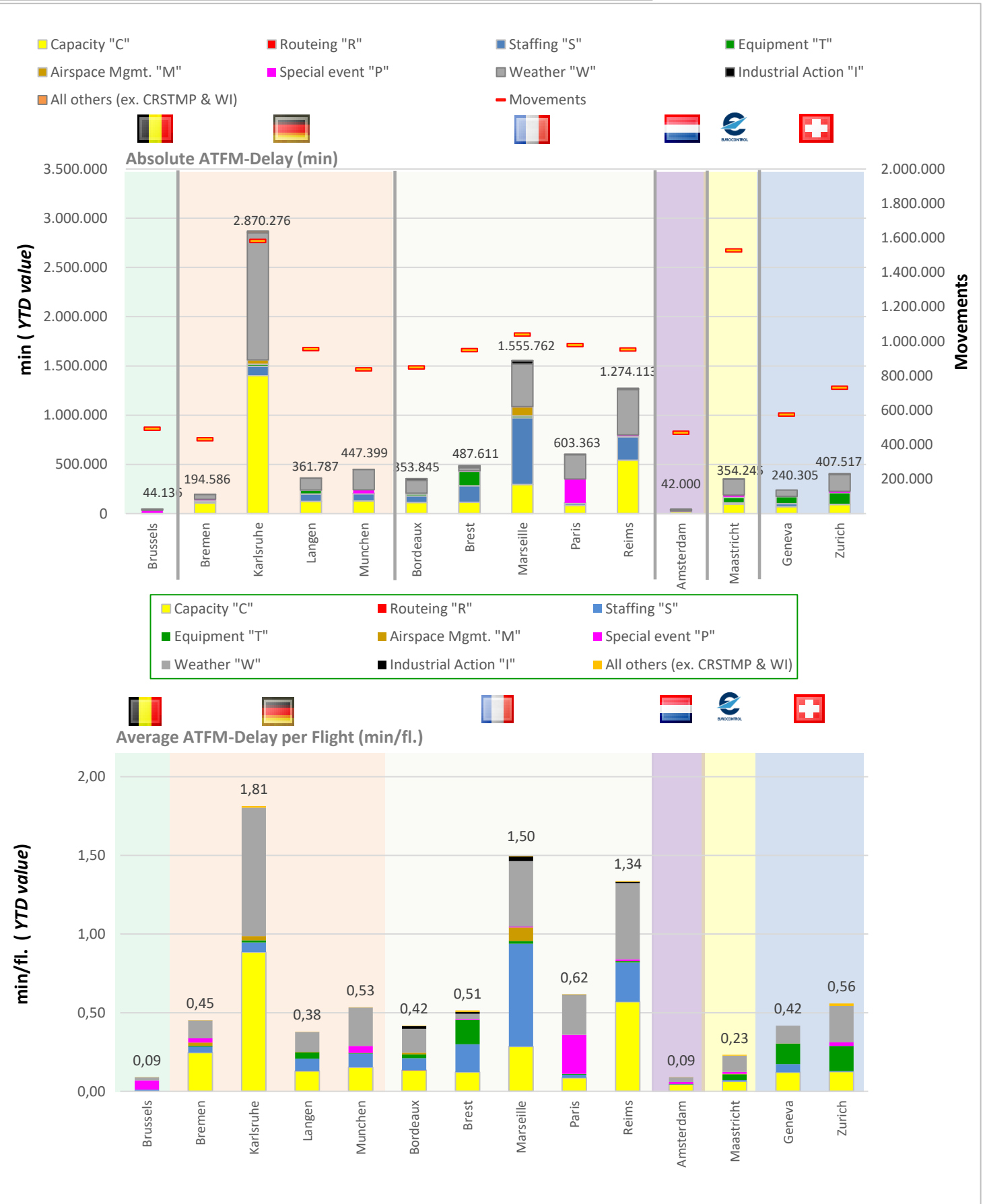
CRSTMP:	33.997	2.188.146	2.886.638	27.814	189.152	402.539
TOTAL:	44.136	3.874.048	4.281.534	42.000	354.245	647.822

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

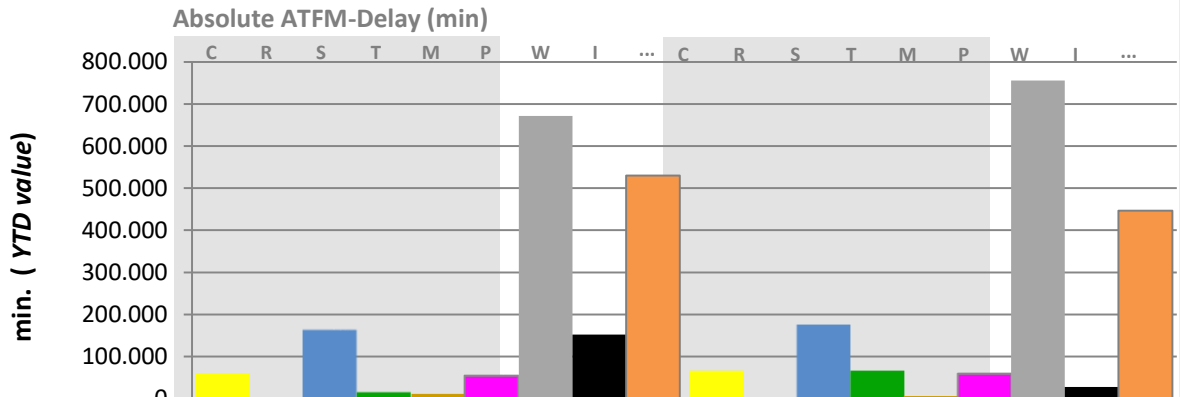


CRSTMP:	0,07	0,91	0,99	0,06	0,12	0,35
TOTAL:	0,09	1,61	1,47	0,09	0,23	0,56

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



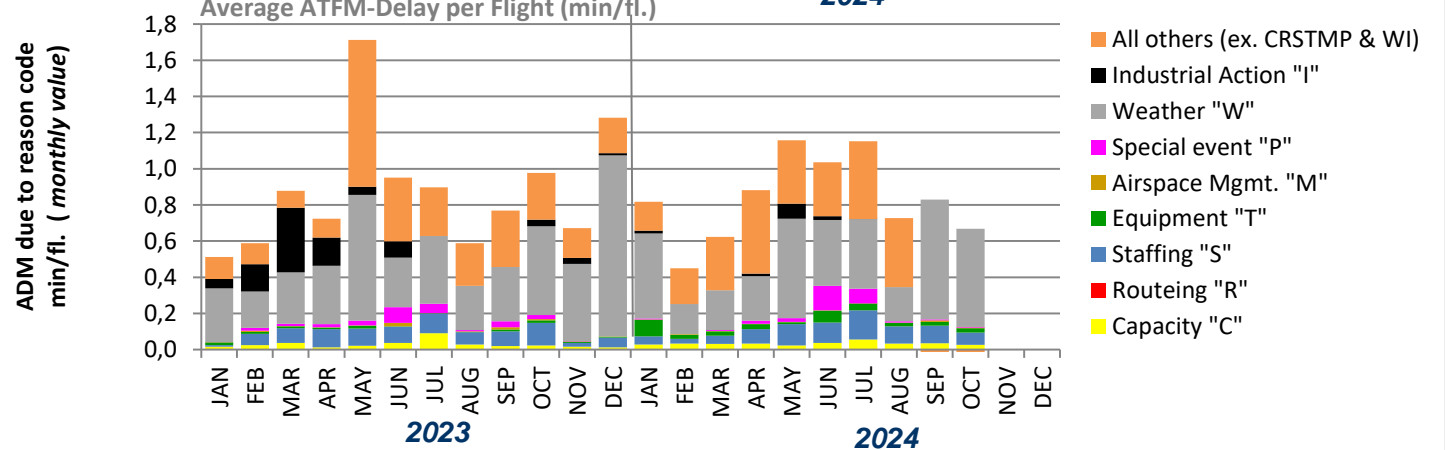
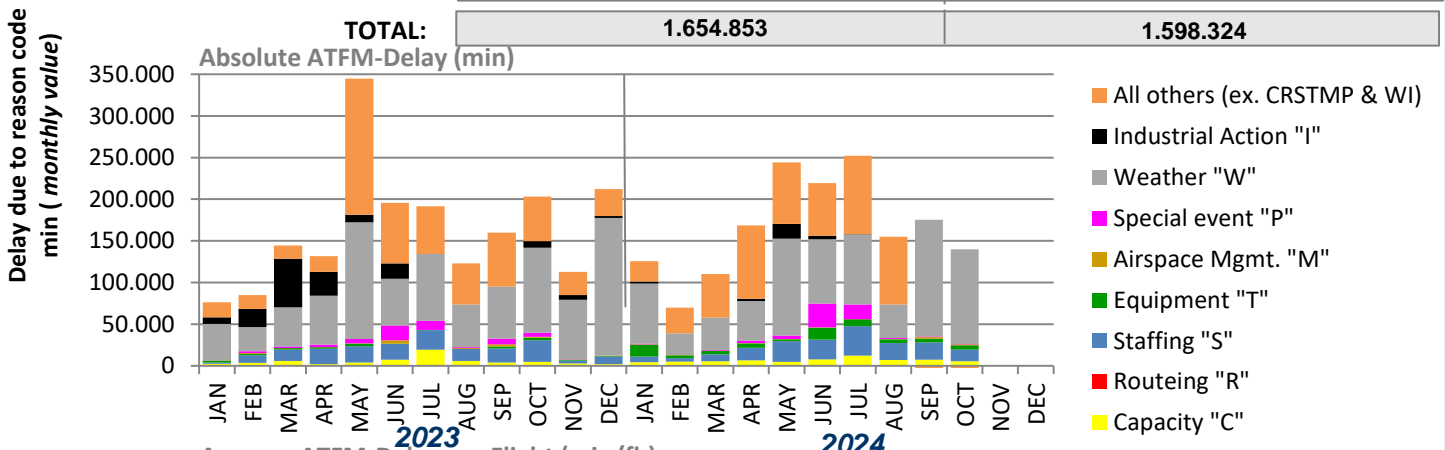
KPI #2: Arrival ATFM delay per reason code (FABEC)



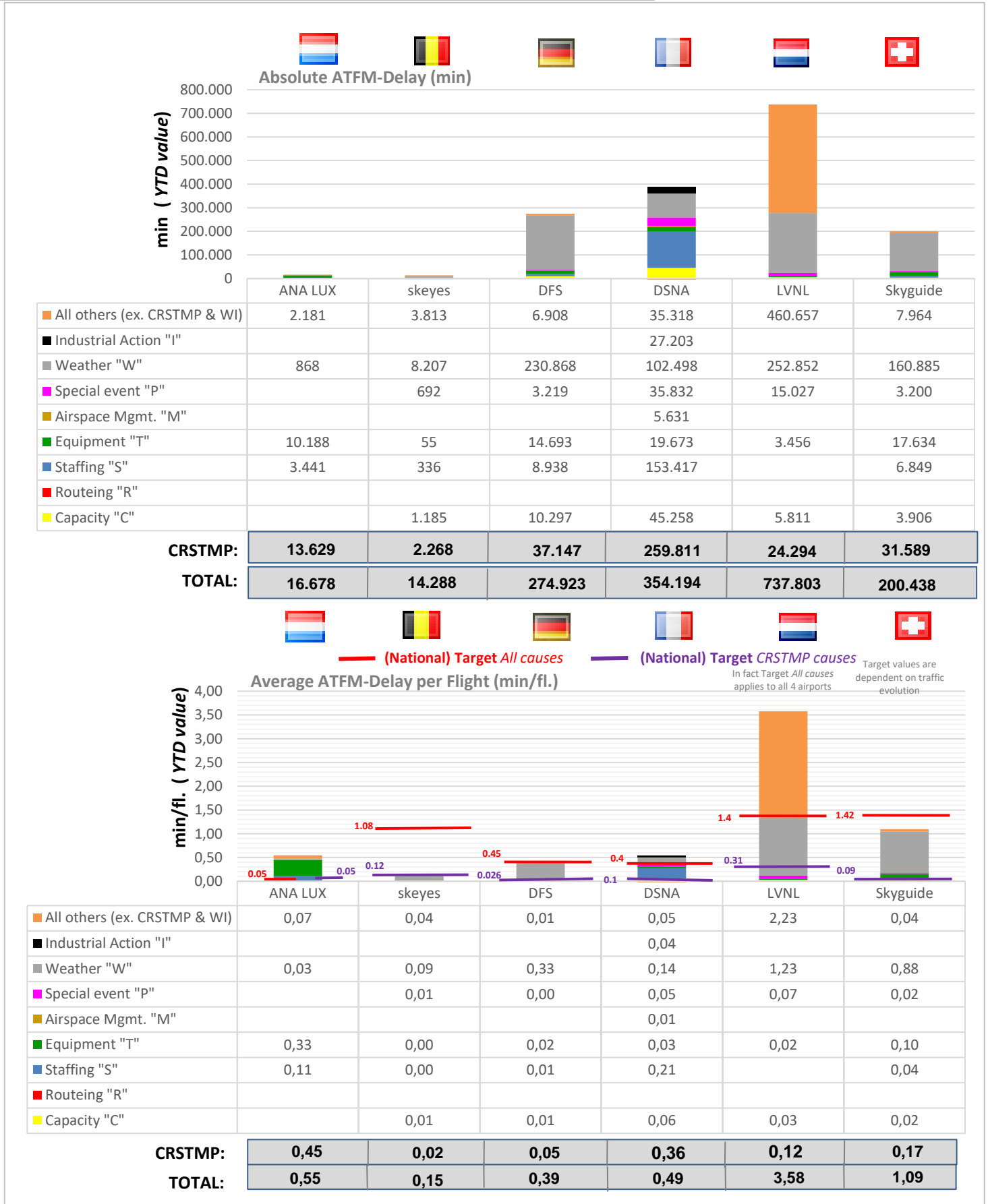
Delay due to reason code:

	2023	2024
Capacity "C"	59.389	66.457
Routing "R"	0	0
Staffing "S"	160.901	172.981
Equipment "T"	16.371	65.699
Airspace Mgmt. "M"	11.088	5.631
Special event "P"	53.530	57.970
Weather "W"	671.581	756.178
Industrial Action "I"	151.679	27.203
All others (ex. CRSTMP & WI)	530.314	446.205

CRSTMP:	301.279	368.738
TOTAL:	1.654.853	1.598.324



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: October 2024

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.