



PERFORMANCE REPORT 2020 - 2024

CAPACITY

February 2024



skyguide



making the difference

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Description & Analysis

Europe

Traffic in February (697,084 flights) was 3.9% higher than February 2023. Almost all ACCs in the TOP 10 had more flights, with London ACC remaining the busiest. On average, the network saw 24,038 flights/day in February, some 1,000 flights/day more than February 2023. The peak day was Friday 16 February (27,013 flights). The Intra NM SW axis saw 4.8% growth compared to February 2023 and the SE axis had 6.1% growth. Domestic traffic was down by 2.0%. The war in Ukraine continues to affect overflights in several countries.

Ryanair was the busiest operator with, on average, 2,212 movements per day followed by Turkish Airlines (1,331), easyJet (1,275), Lufthansa (1,009) and Air France (841). KLM (792) and Wizz Air (731) had double-digit growth compared to February 2023. The busiest airport was Istanbul (1,306 flights/day), followed by London/Heathrow (1,258 flights/day), Amsterdam/Schiphol (1,247 flights/day), Paris/Charles de Gaulle (1,097 flights/day) and Madrid/Barajas (1,067 flights/day). All top 10 airports saw increase in traffic compared to January 2023, except Paris/Charles de Gaulle airport (-2.1%) which was impacted by the 4Flight 'live trial' traffic reduction programme. A 6-week trial of the 4-Flight system started on 09 January and ended on 14 February in Paris ACC. Sector capacities were in general reduced by 30% although a few sectors were -50%. The trial generated a total of 40,935 minutes of ATFM delay over the month of February.

In February 2024 (vs February 2023), the principal market segments driving flight growth in the NM area were Mainline (+9.2%), Low-cost (+7.8%) and Regional (+2.3%). Together, these three segments stood at 89% of February 2019 traffic level. The Business aviation segment remained steady compared to February 2023 and continued to be ahead of February 2019, at 106% in February 2024. However, the All-cargo segment experienced a decline of -12.2%. The Charter segment declined by -8.5%. For the first time since the pandemic period, Charter reached 105% (+26 daily flights) of February 2019.

Network departure punctuality (75.8%) and arrival punctuality (80.0%) increased compared to February 2023. Punctuality on domestic routes, the SW axis and the SE axis was higher than the network level. Out-of-Area was lower with 63.5% for departure and 73.8% for arrival. Network first rotation arrival punctuality was 78% and, on average, over 70% for other periods of the day. Improving first rotation punctuality remains an important objective for NM.

There were 515,102 minutes of ATFM delay in February, 24.5% lower than February 2023. En-route accounted for 47.6% of these ATFM delays, and airports for 52.4%. The average en-route ATFM delay per flight for the network was 0.4 minutes in February. Flow measures were mainly due to airport weather and en-route ATC capacity (Source: NM).

Delays from the passengers' point of view

For February 2024, the Central Office for Delay Analysis (CODA) reported that the average delay per flight on departure was 10 minutes per flight - a decrease of 3.7 minutes per flight compared to February 2023. 23% of the total delay can be attributable to air traffic control. Airlines caused 55% of the total delay, resulting from such issues as technical problems, staff shortages or turnaround times that are too tightly scheduled. Airports caused 5% of the delays while the rest (IATA-Code 85,86,71-79,97-99) of around 17% can be allocated to other reasons (Source: CODA-Dashboard-02-2024, Date 27/03/2024).

FABEC

In the FABEC area, traffic decreased by 6.8% in February 2024 compared to the same month in 2019. Traffic was down in nearly all ANSPs but with significant differences, from -13.9% in DFS, -6.5% in skyeys, -5.6% in MUAC to -1.9% in Skyguide or even an increase of traffic by +1.2% in DSN. Airport traffic dropped significantly (-16.2% in the FABEC area) with higher disparities between ANSPs. Landings decreased by an impressive -28.2% in DFS, -10.8% in DSN, -10.6% in ANA LUX, -9.3% in skyeys to -5.1% in Skyguide or even an increase of Arrivals +0.2% in LVNL.

In February 2024, Paris ACC (56 922 min) and to a significantly lower extent, Reims ACC (22 139 min) were the units to generate the most en-route ATFM delays. In Paris, delays were due to 'Special Event' (70%, 4-Flight live trial), 'ATC-Capacity' (21%), 'Staffing' (8%) and 'Weather' (1%); in Reims, 'ATC-Capacity' (79%), 'Staffing' (12%), 'Other' (Computer System Failure: 7%) and 'Weather' (1%).

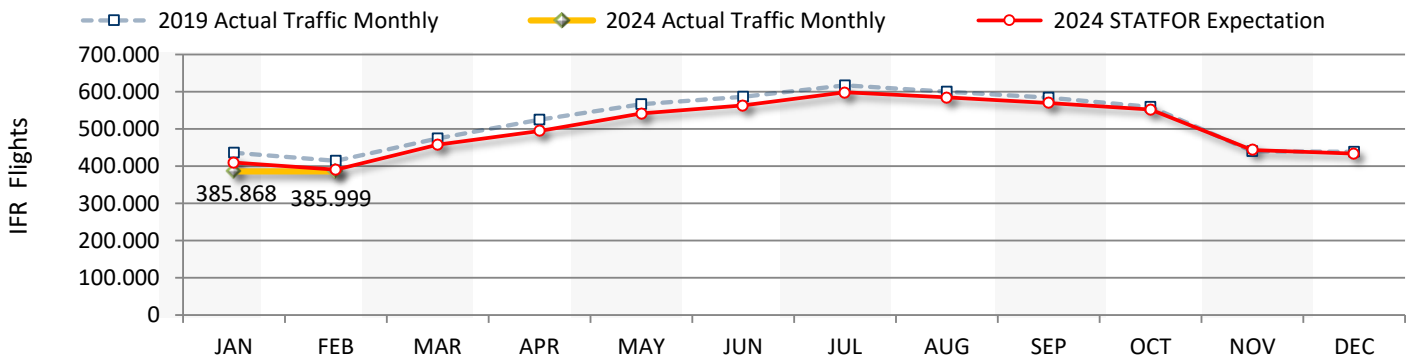
The en-route ATFM delay per flight all causes reached 0.43 min/flt in February 2024 compared to 0.83 min/flt in 2023. After 2 months in 2024, the en-route ATFM delay all causes reach 0.48 whereas the guideline value is 0.24 min/flt. The en-route ATFM delay CRSTMP causes reached 0.47 min/flt at the end of February; this value is, as well, beyond the FABEC guideline value (0.14 min/flt).

Airport ATFM delays were mainly generated in Amsterdam Schiphol/EHAM (35 996 min), Zurich/LSZH (8 429 min) and Paris Orly/LFP O (5 026 min). In Amsterdam Schiphol, delays were due to 'Aerodrome Capacity' (55%), 'Weather' (42%), 'Aerodrome Capacity (ATC)' (3%). In Zurich, delays were due 'Aerodrome Capacity' (51%), 'Weather' (40%), 'Aerodrome Disruptions (ATC)' (9%); in Paris, 'Aerodrome Capacity' (37%), 'Staffing' (30%), 'Weather' (19%) and 'Aerodrome Capacity (ATC)' (14%).

After 2 months in 2024, both DFS and DSN 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, both skyeys and LVNL are currently achieving their respective CRSTMP arrival ATFM delay per Arrival flight target, contrarily to the other FABEC members.

FABEC TRAFFIC DEVELOPMENT (*en-route*)

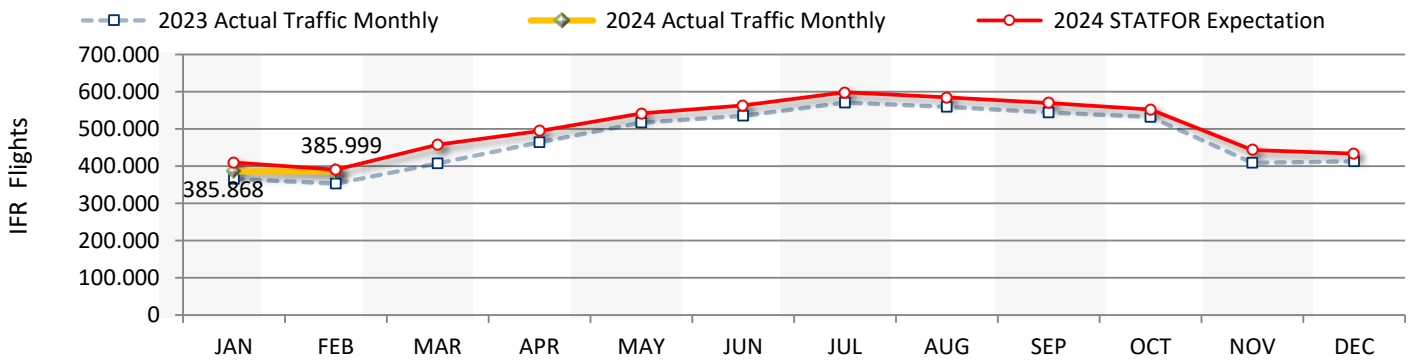
FABEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
2019 Actual Traffic Monthly	435.809	414.272	474.729	524.490	566.051	586.281	617.104	600.261	584.310	558.973	439.854	438.590	850.081
2024 Actual Traffic Monthly	385.868	385.999											771.867
Growth (%)	-11,5 %	-6,8 %											-9,2 %
2024 STATFOR 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 %											
2024 Traffic Cumulated (%)	-5,8 %	-3,6 %											



	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	88.543
2024 Actual Traffic Monthly	39.600	39.692											79.292
Growth (%)	-14,1 %	-6,5 %											-10,4 %
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	433.775
2024 Actual Traffic Monthly	183.635	182.394											366.029
Growth (%)	-17,3 %	-13,9 %											-15,6 %
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	431.409
2024 Actual Traffic Monthly	211.771	212.346											424.117
Growth (%)	-4,4 %	1,2 %											-1,7 %
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	90.477
2024 Actual Traffic Monthly	42.261	42.665											84.926
Growth (%)	-8,3 %	-3,8 %											-6,1 %
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	268.097
2024 Actual Traffic Monthly	123.083	122.104											245.187
Growth (%)	-11,3 %	-5,6 %											-8,5 %
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	175.602
2024 Actual Traffic Monthly	83.530	84.600											168.130
Growth (%)	-6,5 %	-1,9 %											-4,3 %

FABEC TRAFFIC DEVELOPMENT (*en-route*)

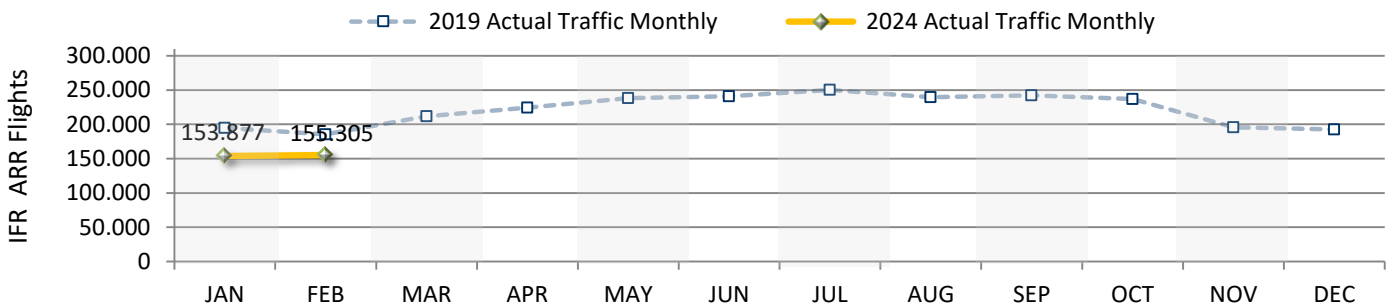
FABEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
2023 Actual Traffic Monthly	365.437	352.988	407.137	463.740	516.846	535.557	570.817	559.010	544.407	532.182	408.813	412.539	718.425
2024 Actual Traffic Monthly	385.868	385.999											771.867
Growth (%)	5,6 %	9,4 %											7,4 %
2024 STATFOR 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 %											
2024 Traffic Cumulated (%)	-5,8 %	-3,6 %											



	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	72.780
2024 Actual Traffic Monthly	39.600	39.692											79.292
Growth (%)	8,5 %	9,4 %											8,9 %
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	338.796
2024 Actual Traffic Monthly	183.635	182.394											366.029
Growth (%)	5,9 %	10,3 %											8,0 %
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	397.120
2024 Actual Traffic Monthly	211.771	212.346											424.117
Growth (%)	5,3 %	8,3 %											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	73.707
2024 Actual Traffic Monthly	42.261	42.665											84.926
Growth (%)	12,5 %	18,0 %											15,2 %
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	222.745
2024 Actual Traffic Monthly	123.083	122.104											245.187
Growth (%)	7,7 %	12,6 %											10,1 %
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	151.379
2024 Actual Traffic Monthly	83.530	84.600											168.130
Growth (%)	10,3 %	11,8 %											11,1 %

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	380.270
2024 Actual Traffic Monthly	153.877	155.305											309.182
Growth (%)	-21,0 %	-16,2 %											-18,7 %



	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	5.368
2024 Actual Traffic Monthly	2.412	2.361											4.773
Growth (%)	-11,6 %	-10,6 %											-11,1 %

	skeyes												YTD
2019 Actual Traffic Monthly	9.804	8.825	10.293	11.083	11.763	11.678	12.607	12.086	12.016	11.632	10.315	9.981	18.629
2024 Actual Traffic Monthly	7.746	8.007											15.753
Growth (%)	-21,0 %	-9,3 %											-15,4 %

	DFS												YTD
2019 Actual Traffic Monthly	78.274	75.894	85.673	88.848	96.254	95.027	98.049	95.422	98.321	97.898	79.529	76.266	154.168
2024 Actual Traffic Monthly	54.177	54.490											108.667
Growth (%)	-30,8 %	-28,2 %											-29,5 %

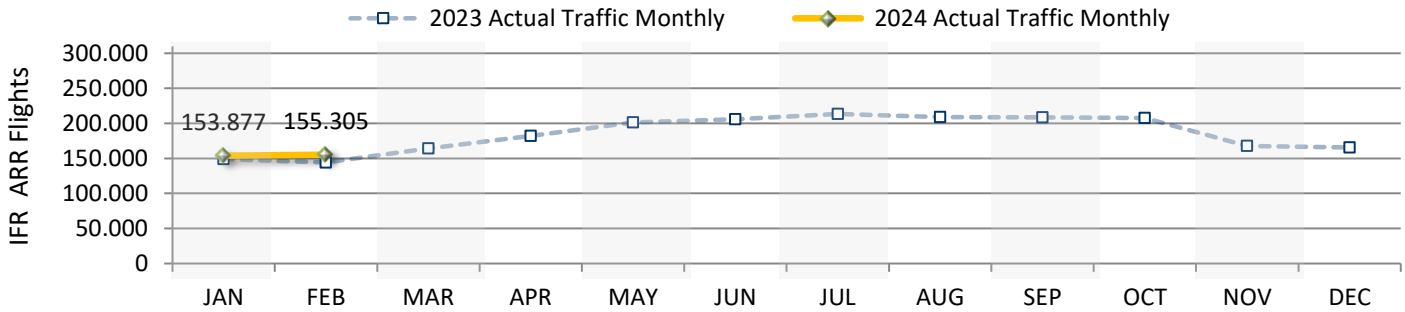
	DSNA												YTD
2019 Actual Traffic Monthly	66.766	63.317	73.401	81.023	84.477	88.656	92.799	86.055	86.206	81.851	67.332	66.631	130.083
2024 Actual Traffic Monthly	55.553	56.506											112.059
Growth (%)	-16,8 %	-10,8 %											-13,9 %

	LVNL												YTD
2019 Actual Traffic Monthly	18.998	18.021	20.363	21.455	22.973	22.330	22.933	23.046	22.639	22.777	19.390	19.628	37.019
2024 Actual Traffic Monthly	17.985	18.064											36.049
Growth (%)	-5,3 %	0,2 %											-2,6 %

	Skyguide												YTD
2019 Actual Traffic Monthly	18.280	16.723	19.059	18.777	19.572	19.677	20.388	19.714	19.568	19.206	15.962	17.215	35.003
2024 Actual Traffic Monthly	16.004	15.877											31.881
Growth (%)	-12,5 %	-5,1 %											-8,9 %

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	293.294
2024 Actual Traffic Monthly	153.877	155.305											309.182
Growth (%)	3,3 %	7,6 %											5,4 %



	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	4.886
2024 Actual Traffic Monthly	2.412	2.361											4.773
Growth (%)	-1,1 %	-3,6 %											-2,3 %

	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	14.606
2024 Actual Traffic Monthly	7.746	8.007											15.753
Growth (%)	4,6 %	11,2 %											7,9 %

	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	101.208
2024 Actual Traffic Monthly	54.177	54.490											108.667
Growth (%)	5,0 %	9,8 %											7,4 %

	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	112.969
2024 Actual Traffic Monthly	55.553	56.506											112.059
Growth (%)	-2,5 %	0,9 %											-0,8 %

	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	30.231
2024 Actual Traffic Monthly	17.985	18.064											36.049
Growth (%)	15,9 %	22,8 %											19,2 %

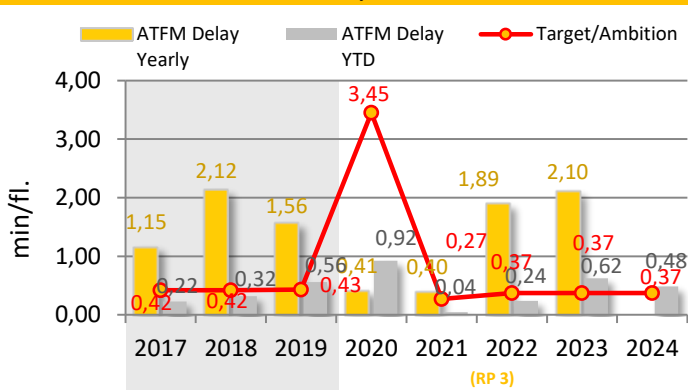
	Skyguide												
2023 Actual Traffic Monthly	15.071	14.323	16.462	16.782	17.945	17.986	19.050	18.617	18.467	18.568	14.707	16.523	29.394
2024 Actual Traffic Monthly	16.004	15.877											31.881
Growth (%)	6,2 %	10,8 %											8,5 %

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

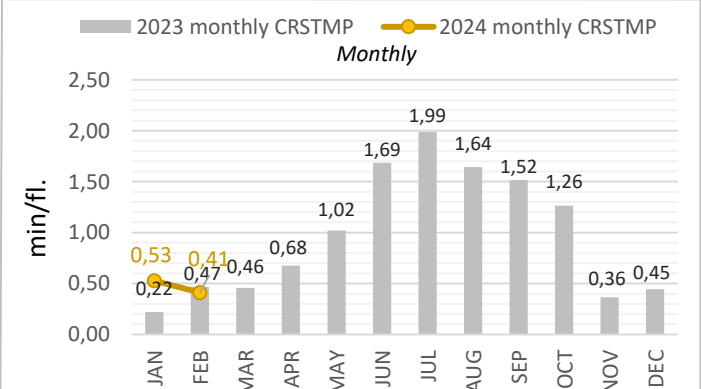
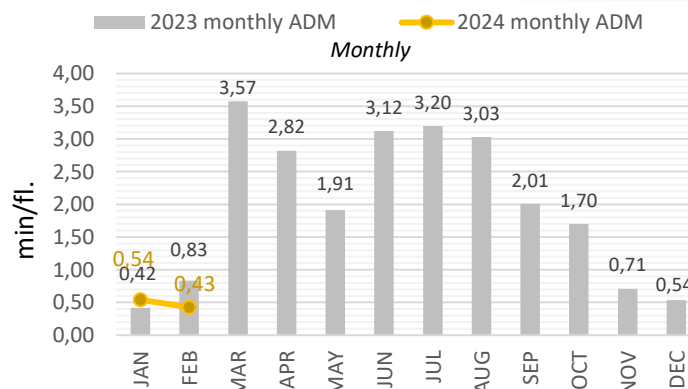
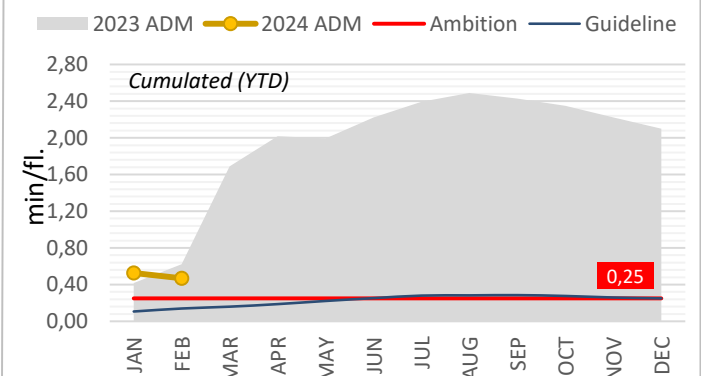
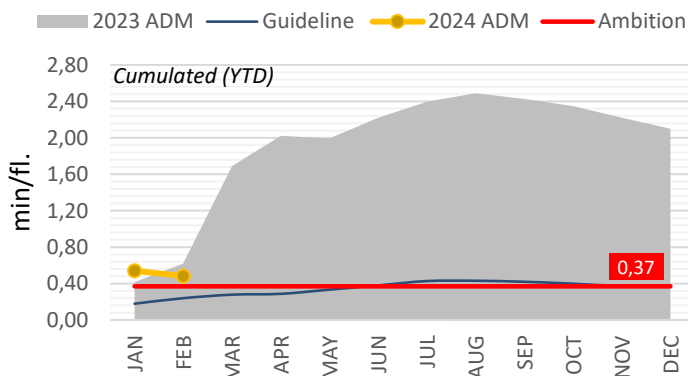
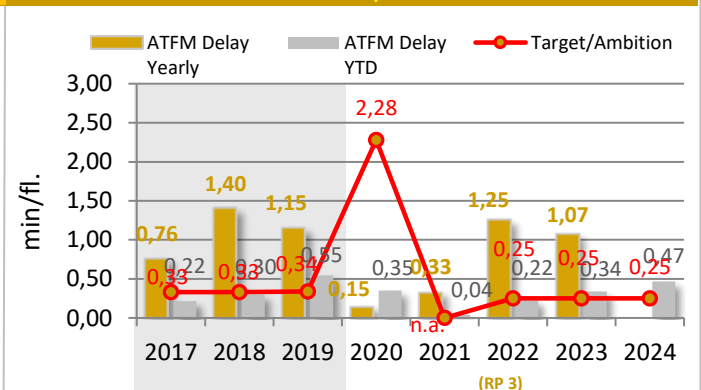
	YTD 2024	YTD 2023	YTD 2024	YTD 2023
En-route Delay All causes	0,48	0,62	En-route Delay CRSTMP causes	0,47
FABEC Ambition	0,37		FABEC Ambition	0,25
Guideline	0,24		Guideline	0,14
Minute ('000) ALL causes	373	446	Minute ('000) CRSTMP causes	362
Diff. 2024 - 2023	- 16,4 %		Diff. 2024 - 2023	+ 48 %
Traffic ('000)	772	718	<i>Potential savings (*) due to underbid the delay Target</i>	
Diff. 2024 - 2023	+ 7,4 %		<i>(all Causes) in Mio EURO (YTD)</i> ▶ 0,0	

* Cost of ATFM-delay per min = 100 €

All Delay Causes



CRSTMP Delay Causes

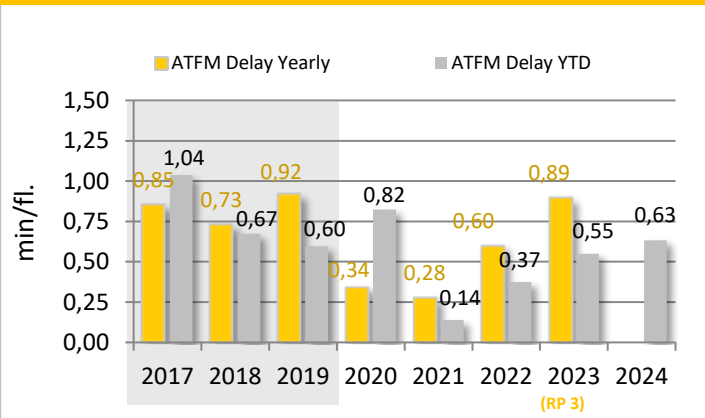


The guideline for the en-route ATFM delay per movement is a basic cumulative extrapolation of the 2017-2019 monthly allocation and is designed to give an impression, how the YTD figures should be, in order to reach the yearly 2024 ambition value set by FABEC States.

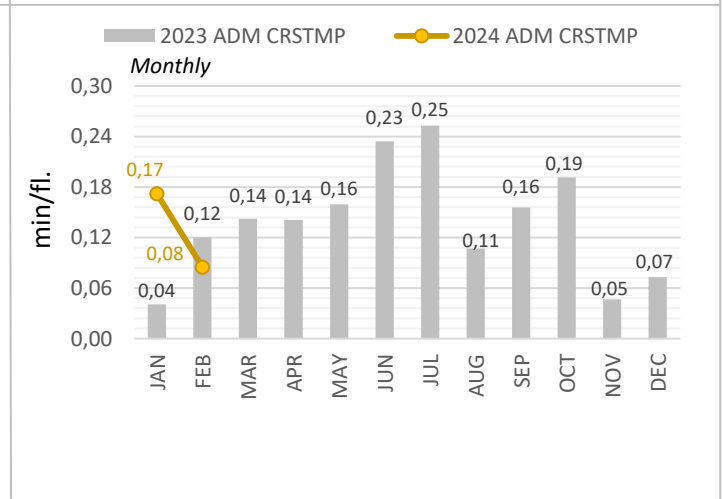
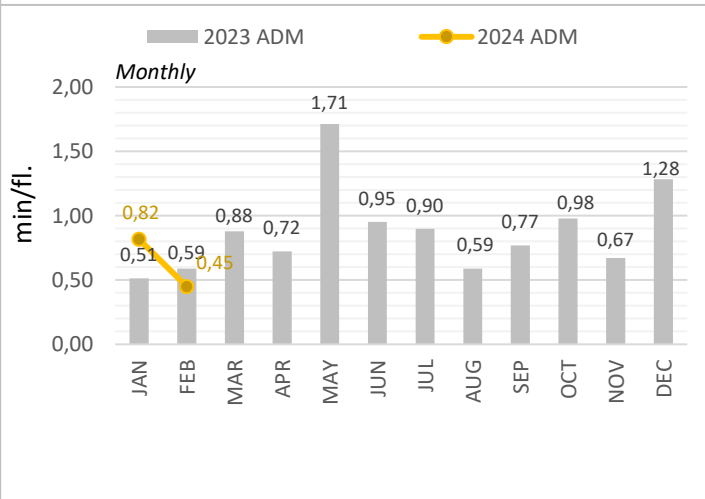
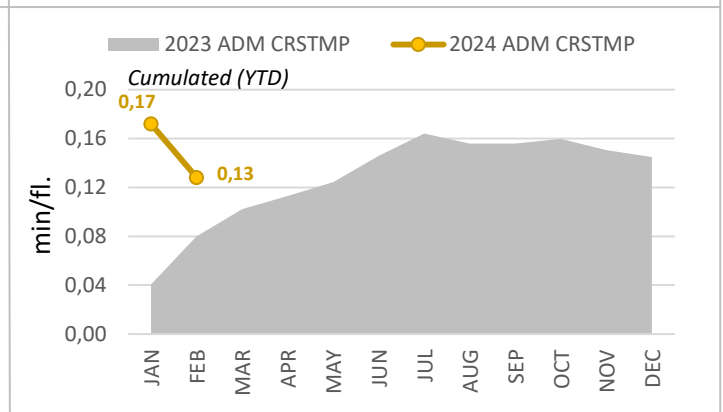
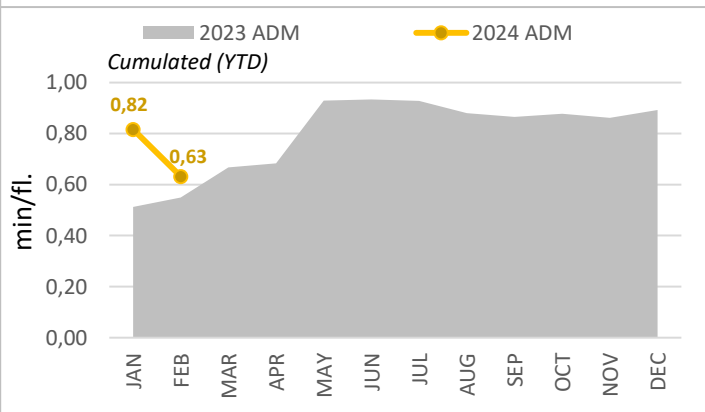
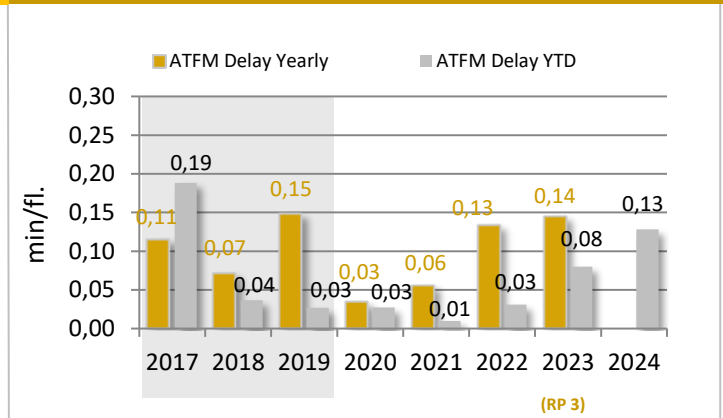
KPI #2: Arrival ATFM delay per controlled flight (FABEC)

	YTD 2024	YTD 2023	YTD 2024	YTD 2023
Arrival Delay All causes	0,63	0,55	0,13	0,08
Diff. 2024 - 2023	+ 15 %		+ 61 %	
Minute ('000) ALL causes	195	161	40	23
Diff. 2024 - 2023	+ 21 %		+ 69 %	
Traffic ('000)	309	293		
Diff. 2024 - 2023	+ 5 %			

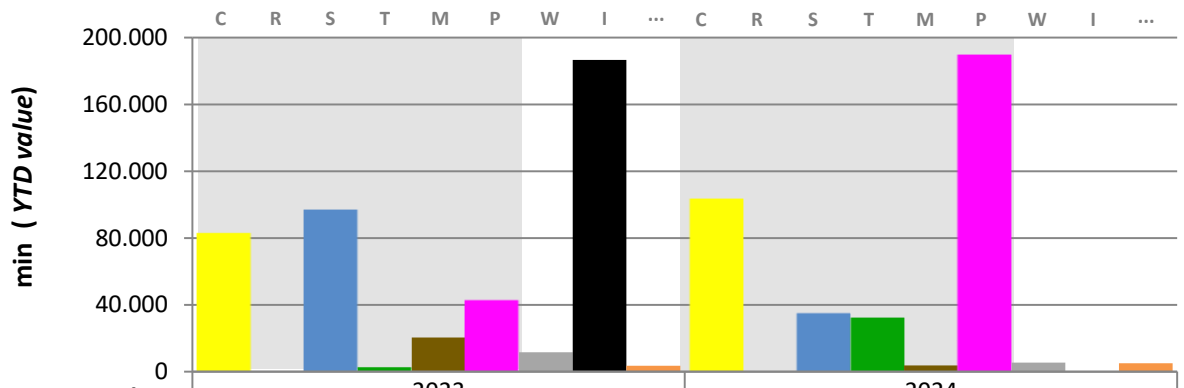
All Delay Causes



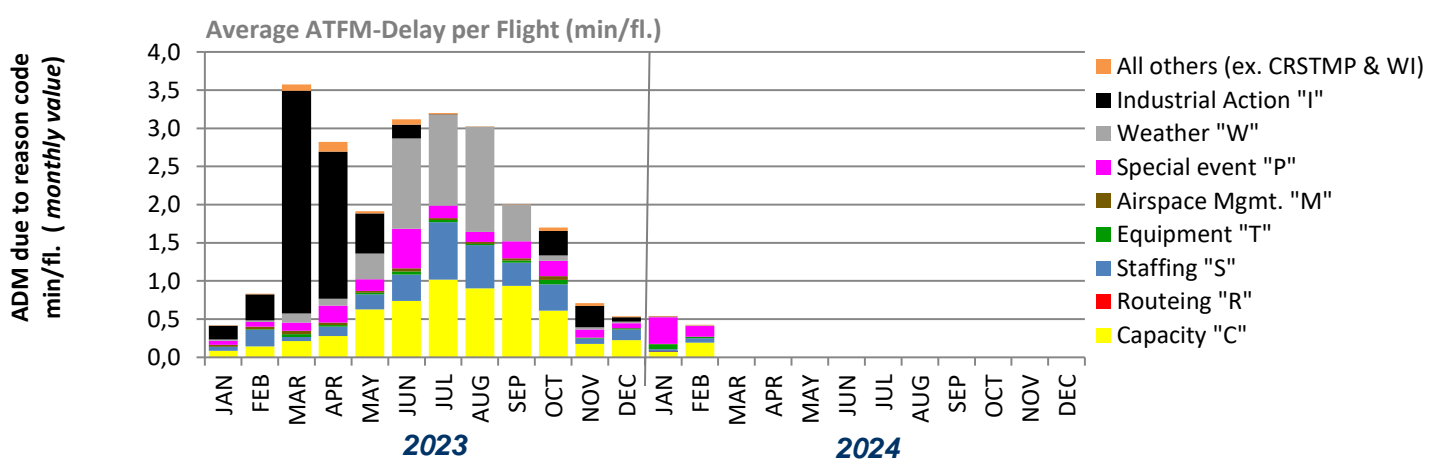
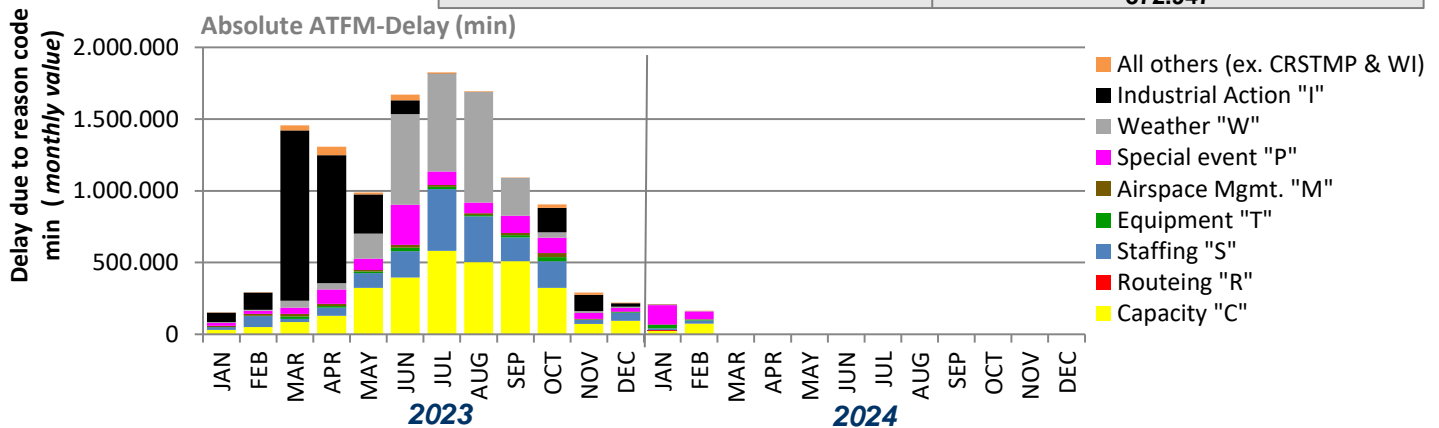
CRSTMP Delay Causes



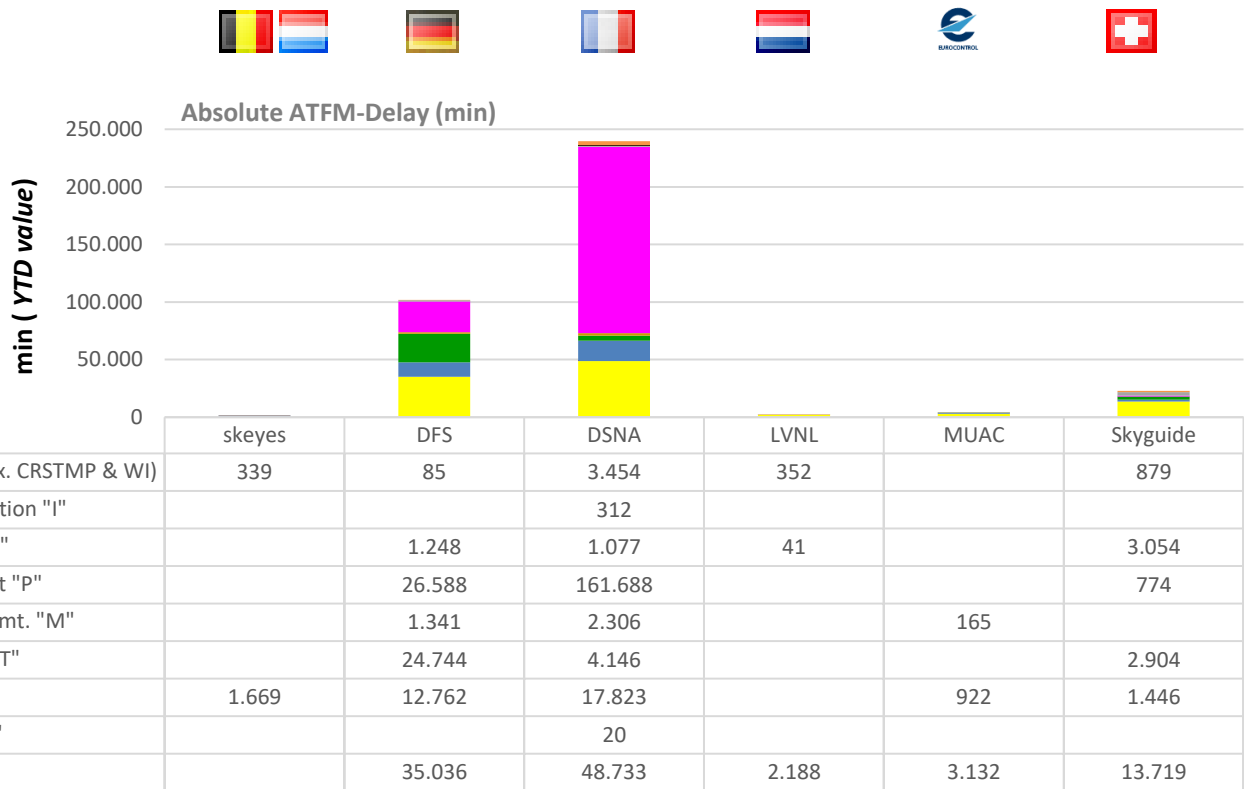
KPI #1: En-route ATFM delay per reason code (FABEC)



Delay due to reason code:	2023	2024
Capacity "C"	82.411	102.808
Routeing "R"	0	20
Staffing "S"	96.348	34.622
Equipment "T"	2.601	31.794
Airspace Mgmt. "M"	20.449	3.812
Special event "P"	42.519	189.050
Weather "W"	11.692	5.420
Industrial Action "I"	186.609	312
All others (ex. CRSTMP & WI)	3.502	5.109
CRSTMP:	244.328	362.106
TOTAL:	446.131	372.947

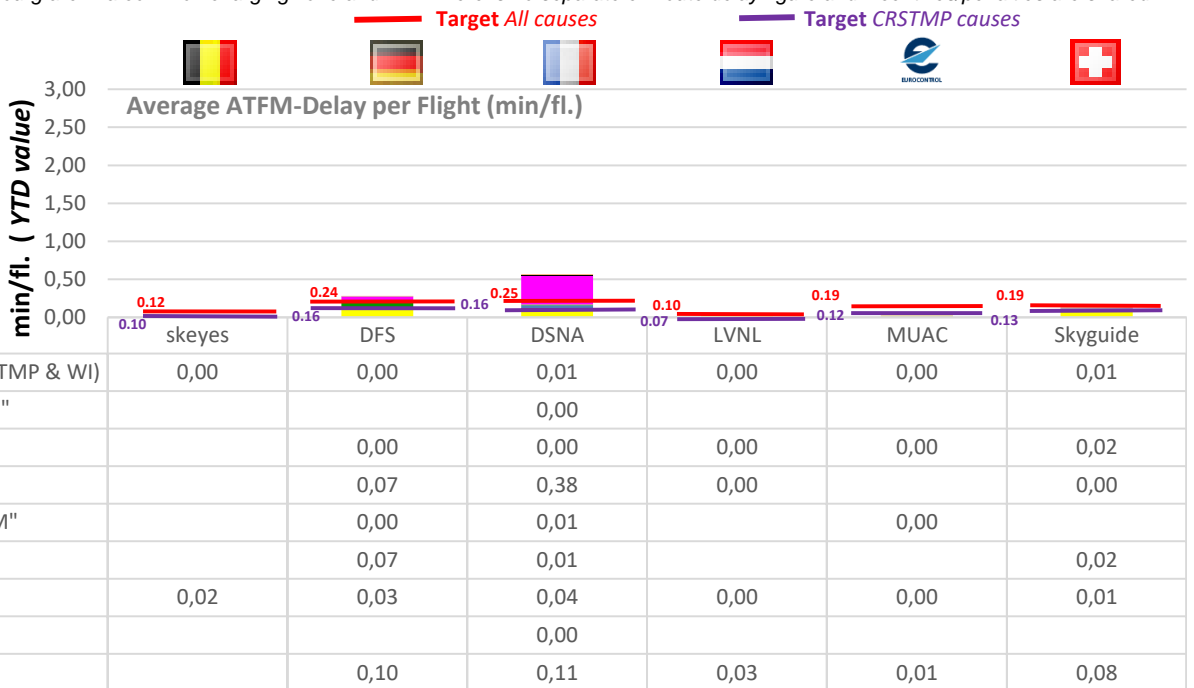


KPI #1: En-route ATFM delay per controlled flight (ANSP)



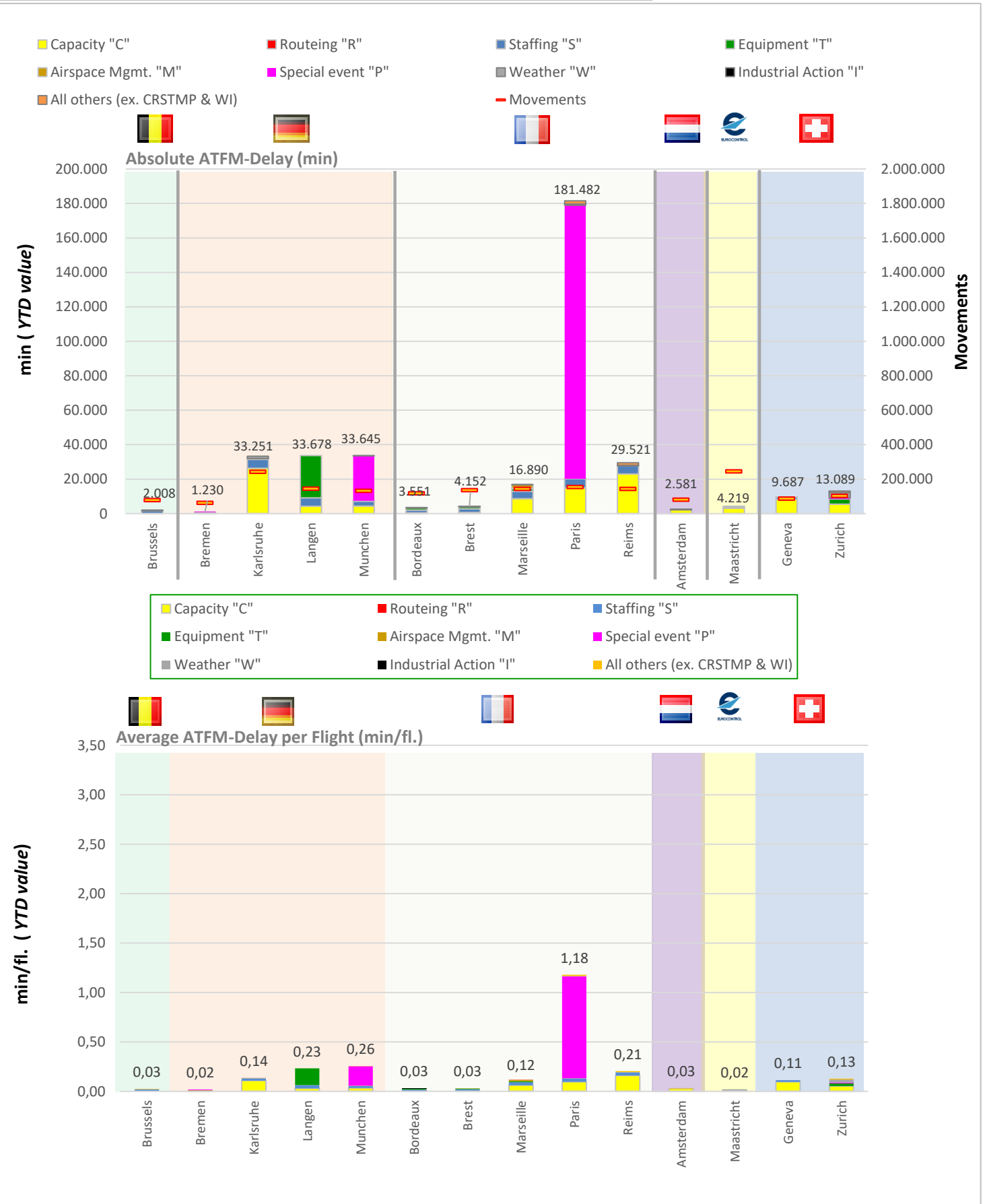
CRSTMP:	1.669	100.471	234.716	2.188	4.219	18.843
TOTAL:	2.008	101.804	239.559	2.581	4.219	22.776

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

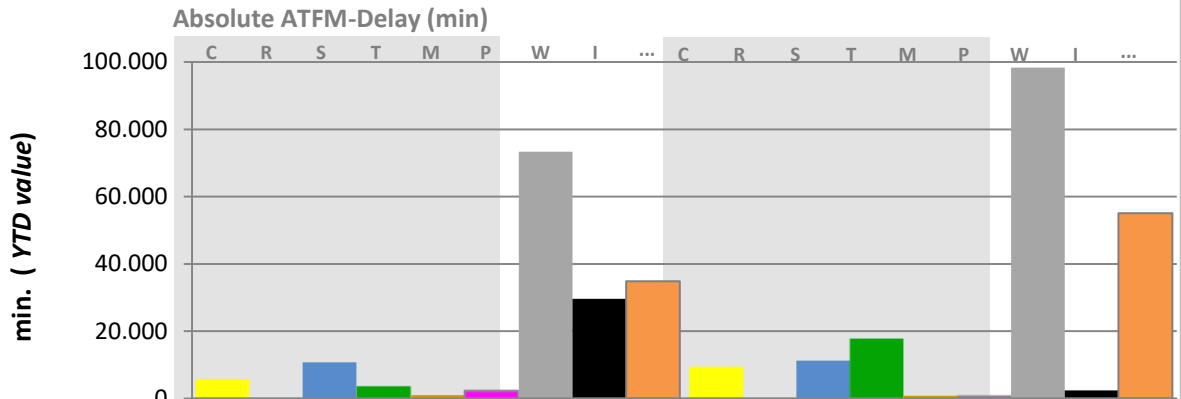


CRSTMP:	0,02	0,27	0,55	0,03	0,02	0,11
TOTAL:	0,03	0,28	0,56	0,03	0,02	0,14

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



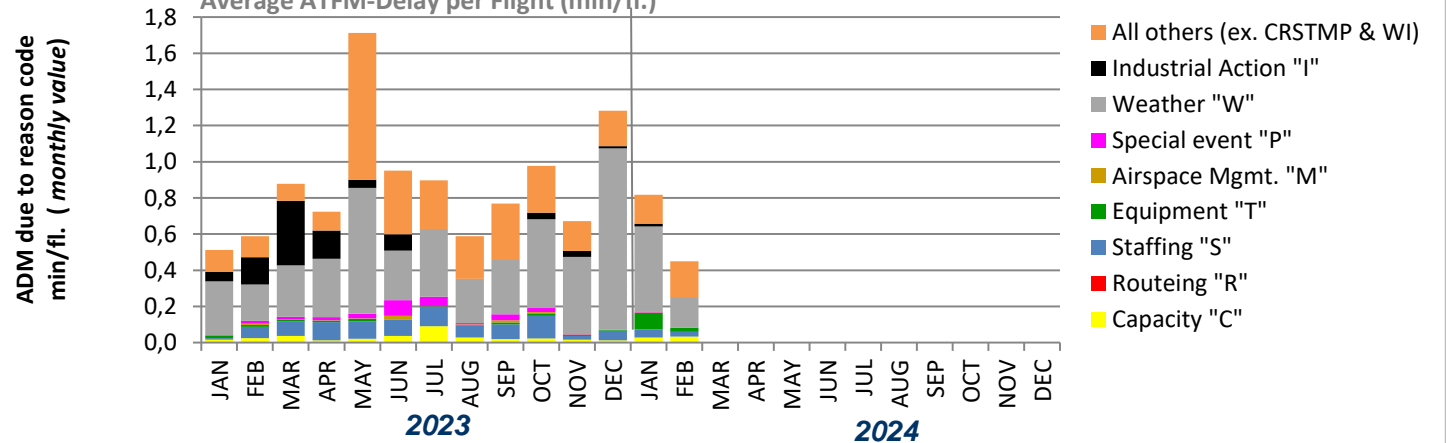
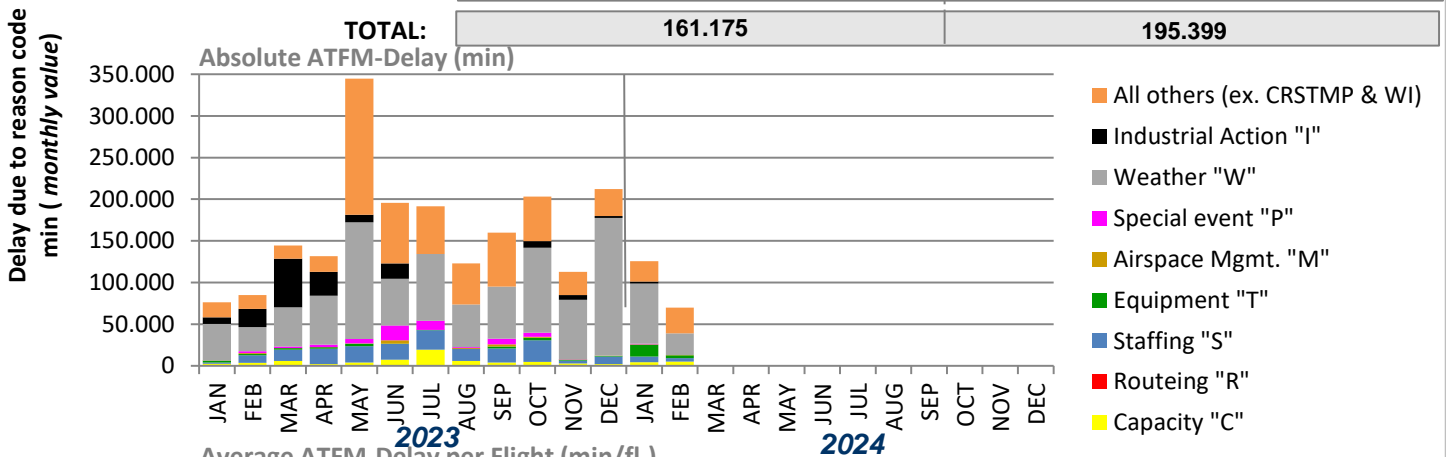
KPI #2: Arrival ATFM delay per reason code (FABEC)



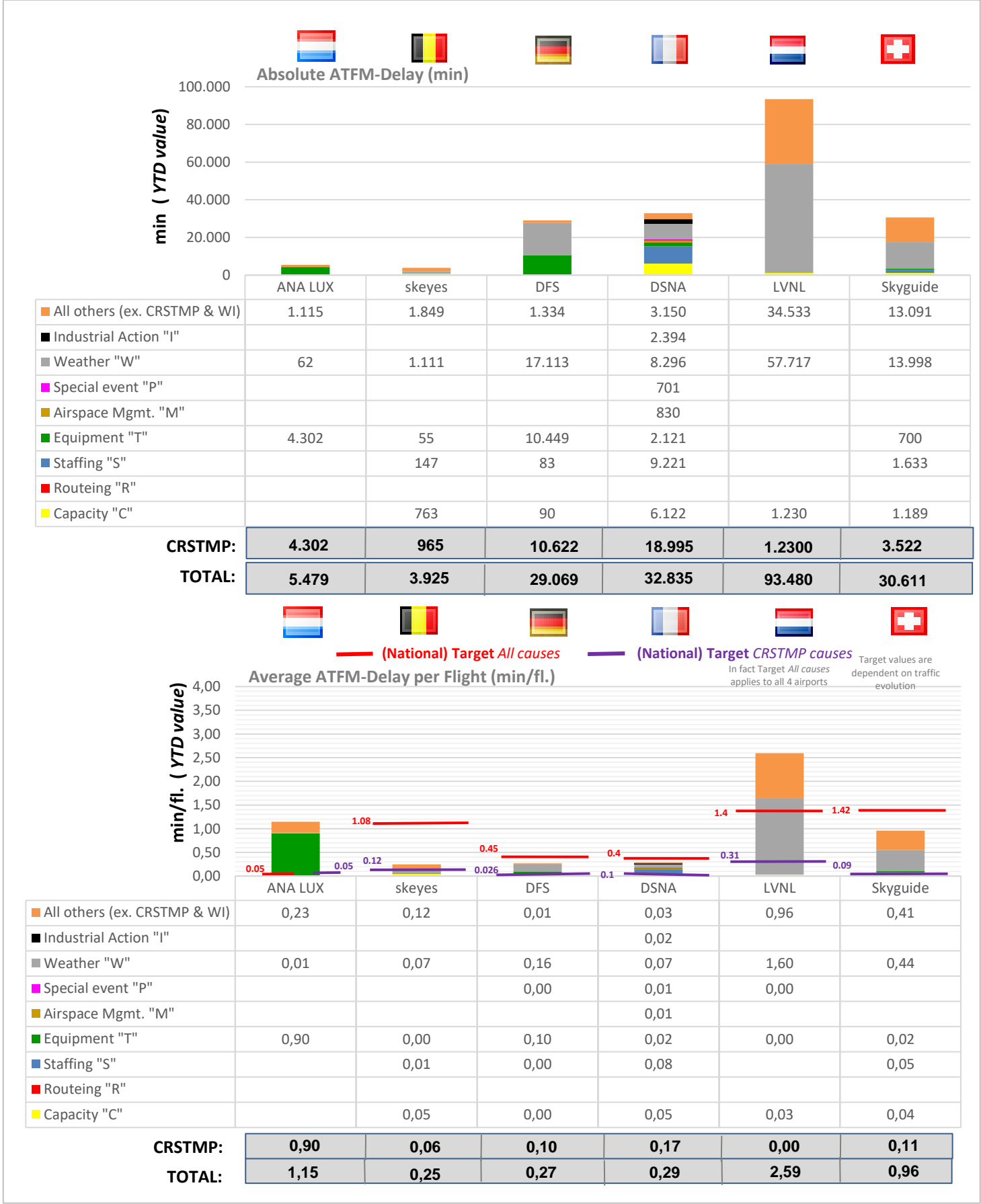
Delay due to reason code:

	2023	2024
Capacity "C"	5.851	9.394
Routeing "R"	0	0
Staffing "S"	10.595	11.084
Equipment "T"	3.657	17.627
Airspace Mgmt. "M"	1.030	830
Special event "P"	2.272	701
Weather "W"	73.303	98.297
Industrial Action "I"	29.617	2.394
All others (ex. CRSTMP & WI)	34.850	55.072

CRSTMP:	23.405	39.636
TOTAL:	161.175	195.399



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

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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.