



PERFORMANCE REPORT 2020 - 2024

# CAPACITY

April 2024



making the difference

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## Description & Analysis

### Europe

Traffic in April 2024 (873,157 flights) was 6.2% higher than in April 2023. With the beginning of the summer schedules on 31 March, two market segments have expanded capacities in the network: Low-Cost (+10%) and Mainline (+8%).

All the top 20 ACCs had positive traffic growth compared to April 2023.

On average, the network saw 29,105 flights/day in April, approximately 2,000 flights/day more than in April 2023. The peak day was Friday 26 April (31,500 flights). The intra-NM SW axis saw 7.5% growth compared to the same period last year which influenced the network growth of 6.2%.

The war in Ukraine continues to affect overflights in several countries.

Ryanair remained the busiest operator with, on average, 3,311 movements per day followed by easyJet (1,654), Turkish Airlines (1,468), Lufthansa (1,240) and Air France (1,022). Four air operators had double-digit percentage growth compared to last year: Eurowings (+11.4%), Swiss (+10.4%), Norwegian Air Shuttle (+13.6%) and ITA (+14.4%).

In April 2024 (vs April 2023), the Low-cost market segment was the primary driver of flight growth in the NM area, recording an increase of 10.3%. Following closely behind was the Mainline segment with an 8.1% increase. The Regional segment lagged significantly, with only a 3.4% increase. Business aviation recorded a 2.0% rise, while All-cargo was up 1.4% in April 2024 compared to April 2023. However, the Charter segment saw a decrease of -3.4%, largely due to reduced daily flights between Türkiye and Israel (-12), Germany and Egypt (-10), and Germany and Türkiye (-9). Compared to April 2019, three segments either reached or surpassed their 2019 flight levels: All-cargo (100%), Business aviation (109%), and Low-cost (102%). Overall traffic in April 2024 reached 96.1% of the flight levels seen in April 2019.

Istanbul airport was the busiest airport with, on average, 1,419 flights/day, followed by Amsterdam Schiphol (1,344 flights/day), London Heathrow (1,311 flights/day), Paris-Charles de Gaulle (1,276 flights/day) and Frankfurt (1,252 flights/day). All the top 20 airports saw an increase in traffic compared to April 2023.

Network departure punctuality (72.6%) and arrival punctuality (76.7%) decreased compared to March 2024 but were higher than April 2023. Punctuality on domestic routes and the SE axis was higher than punctuality at network level. Out-of-area flights had a departure punctuality of 62.2% and arrival punctuality of 69.9%, which were lower than punctuality at network level. Network first rotation arrival punctuality was 86.3%. Improving first rotation punctuality remains a key objective for the Network Manager.

There were 1 million minutes of ATFM delay in April, 50.7% lower than in April 2023, where most ATFM delays were due to French industrial action. En-route accounted for 49.6% of these ATFM delays, and airports accounted for 50.4%. The average en-route ATFM delay per flight for the network was 0.6 minutes in April. Flow measures were mainly due to en-route ATC capacity and airport weather. ATC capacity issues affected operations mainly in Karlsruhe UAC. Delays due to weather were attributed by London Heathrow airport throughout the month. ATC industrial action in France on 25 April generated delays in French ACCs (Source: NM).

### Delays from the passengers' point of view

For April 2024, the Central Office for Delay Analysis (CODA) reported that the average delay per flight on departure was 12.5 minutes per flight - a decrease of 2.9 minutes per flight compared to April 2023. 29% of the total delay can be attributable to air traffic control. Airlines caused 54% of the total delay, resulting from such issues as technical problems, staff shortages or turnaround times that are too tightly scheduled. Airports caused 7% of the delays while the rest (IATA-Code 85,86,71-79,97-99) of around 10% can be allocated to other reasons (Source: CODA-Dashboard-04-2024, Date 28/05/2024).

### FABEC

In the FABEC area, traffic decreased by 5.9% in April 2024 compared to the same month in 2019 leading to a -7-7% traffic evolution over the first quarter of 2024. In April, traffic was down in nearly all ANSPs but with significant differences, from -10.7% in skeyes, -10.2% in LVNL, -10.1% in DFS, to -0.8% in DSN or even an increase of traffic by +0.7% in Skyguide. Airport traffic dropped significantly (-14.7% in the FABEC area) with higher disparities between ANSPs. Landings decreased by an impressive -20.9% in DFS, -16.5% in skeyes, -12.7% in DSN to -4.8% in ANA LUX or -4.7% in Skyguide.

In April 2024, Marseille ACC (65 001 min), Karlsruhe UAC (60 688 min), Zurich ACC (46 389 min) and Reims ACC (42 628 min) were the units to generate the most en-route ATFM delays. In Marseille, delays were due to 'Airspace Management' (32%), 'Industrial Action (ATC)' (30%), 'Staffing' (20%), 'Special Event' (8%, 4Flight system update), 'ATC-Capacity' (6%) and 'Weather' (5%); in Karlsruhe, 'ATC-Capacity' (75%), 'Staffing' (13%), 'Weather' (9%), 'Airspace Management' (2%) and 'Other' (2%, French industrial action); in Zurich, 'Equipment (ATC)' (50%), 'Weather' (33%), 'Special Event' (7%, ATM system update), 'ATC-Capacity' (7%), 'Other' (1%) and 'Environmental Issues' (1%); in Reims, 'ATC-Capacity' (60%), 'Staffing' (18%), 'Industrial Action (ATC)' (17%) and 'Weather' (4%).

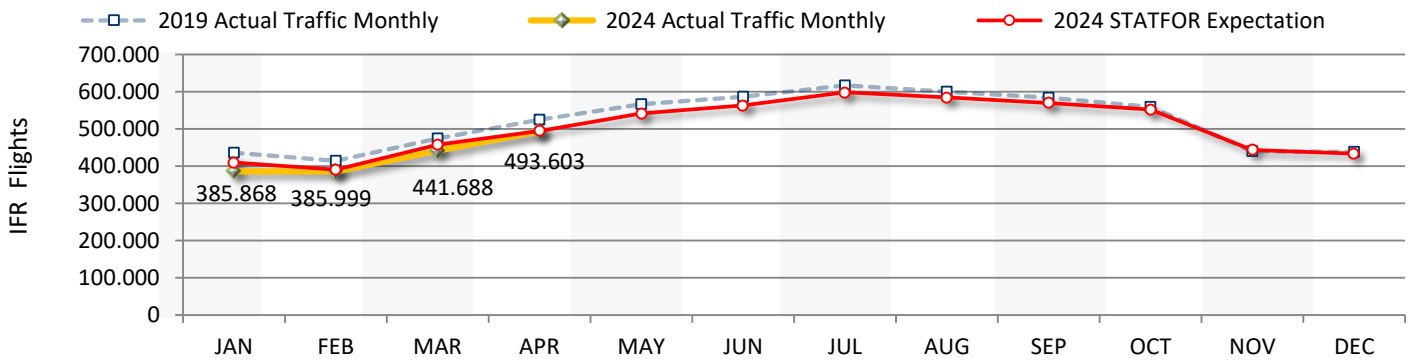
The en-route ATFM delay per flight all causes reached 0.69 min/flt in April 2024 compared to 2.82 min/flt in 2023. After 4 months in 2024, the en-route ATFM delay all causes reach 0.57 whereas the guideline value is 0.29 min/flt. The en-route ATFM delay CRSTMP causes reached 0.50 min/flt at the end of April; this value is, as well, beyond the FABEC guideline value (0.19 min/flt).

Airport ATFM delays were mainly generated in Amsterdam Schiphol/EHAM (96 312 min), Paris Orly/LFPO (16 485 min) and Zurich/LSZH (13 077 min). In Amsterdam Schiphol, delays were due to 'Aerodrome Capacity' (81%), 'Weather' (18%) and 'Aerodrome Disruptions (ATC)' (1%). In Paris Orly, delays were due to 'Weather' (23%), 'Staffing' (21%), 'Special Event' (15%), 'Aerodrome Capacity (ATC)' (14%), 'Aerodrome Disruptions' (14%), 'Aerodrome Services' (8%) and 'Aerodrome Capacity' (5%); in Zurich, 'Weather' (71%) and 'Aerodrome Capacity' (29%).

After 4 months in 2024, DFS, DSN 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, both skeyes 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*)

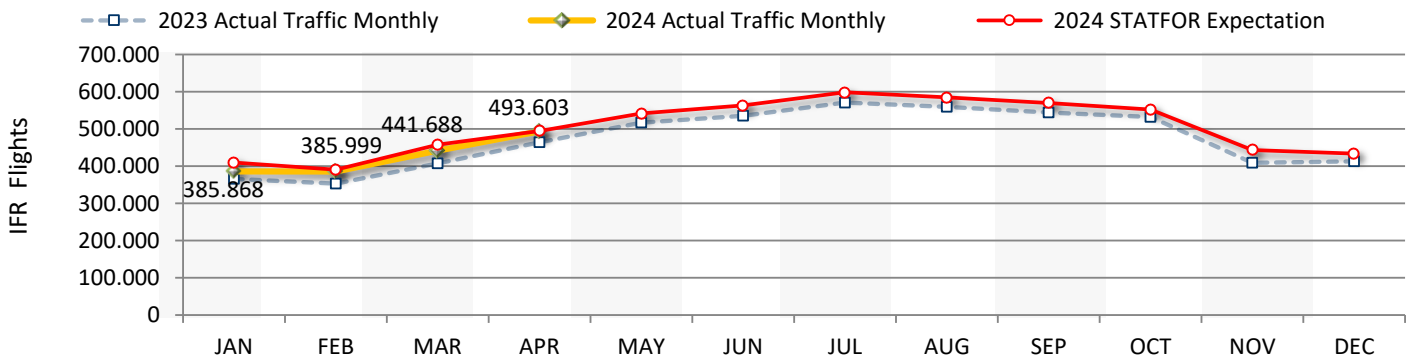
<b>FABEC</b>	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
2019 Actual Traffic Monthly	435.809	414.272	474.729	524.490	566.051	586.281	617.104	600.261	584.310	558.973	439.854	438.590	1.849.300
2024 Actual Traffic Monthly	<b>385.868</b>	<b>385.999</b>	<b>441.688</b>	<b>493.603</b>									<b>1.707.158</b>
Growth (%)	<b>-11,5 %</b>	<b>-6,8 %</b>	<b>-7,0 %</b>	<b>-5,9 %</b>									<b>-7,7 %</b>
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 (%)	<b>-5,8 %</b>	<b>-1,2 %</b>	<b>-3,4 %</b>	<b>-0,1 %</b>									
2024 Traffic Cumulated (%)	<b>-5,8 %</b>	<b>-3,6 %</b>	<b>-3,5 %</b>	<b>-2,5 %</b>									



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
<b>skeyes</b>													
2019 Actual Traffic Monthly	46.085	42.458	49.539	53.761	57.702	58.513	62.239	59.274	59.410	57.544	46.709	46.631	191.843
2024 Actual Traffic Monthly	<b>39.600</b>	<b>39.692</b>	<b>43.588</b>	<b>48.001</b>									<b>170.881</b>
Growth (%)	<b>-14,1 %</b>	<b>-6,5 %</b>	<b>-12,0 %</b>	<b>-10,7 %</b>									<b>-10,9 %</b>
<b>DFS</b>													
2019 Actual Traffic Monthly	222.009	211.766	240.686	258.289	282.291	286.199	299.444	292.210	291.681	284.915	225.050	223.636	932.750
2024 Actual Traffic Monthly	<b>183.635</b>	<b>182.394</b>	<b>208.971</b>	<b>232.136</b>									<b>807.136</b>
Growth (%)	<b>-17,3 %</b>	<b>-13,9 %</b>	<b>-13,2 %</b>	<b>-10,1 %</b>									<b>-13,5 %</b>
<b>DSNA</b>													
2019 Actual Traffic Monthly	221.573	209.836	244.322	283.032	302.429	321.951	340.265	329.402	313.806	292.190	221.663	221.576	958.763
2024 Actual Traffic Monthly	<b>211.771</b>	<b>212.346</b>	<b>246.278</b>	<b>280.675</b>									<b>951.070</b>
Growth (%)	<b>-4,4 %</b>	<b>1,2 %</b>	<b>0,8 %</b>	<b>-0,8 %</b>									<b>-0,8 %</b>
<b>LVNL</b>													
2019 Actual Traffic Monthly	46.111	44.366	50.512	53.470	57.492	55.907	57.593	57.195	56.974	57.181	47.564	47.298	194.459
2024 Actual Traffic Monthly	<b>42.261</b>	<b>42.665</b>	<b>46.960</b>	<b>48.003</b>									<b>179.889</b>
Growth (%)	<b>-8,3 %</b>	<b>-3,8 %</b>	<b>-7,0 %</b>	<b>-10,2 %</b>									<b>-7,5 %</b>
<b>MUAC</b>													
2019 Actual Traffic Monthly	138.773	129.324	147.712	154.875	164.086	166.793	176.133	173.200	168.761	166.082	137.728	139.287	570.684
2024 Actual Traffic Monthly	<b>123.083</b>	<b>122.104</b>	<b>136.740</b>	<b>147.278</b>									<b>529.205</b>
Growth (%)	<b>-11,3 %</b>	<b>-5,6 %</b>	<b>-7,4 %</b>	<b>-4,9 %</b>									<b>-7,3 %</b>
<b>Skyguide</b>													
2019 Actual Traffic Monthly	89.334	86.268	99.645	110.651	120.991	127.214	133.394	127.821	124.023	115.533	86.141	89.466	385.898
2024 Actual Traffic Monthly	<b>83.530</b>	<b>84.600</b>	<b>97.545</b>	<b>111.408</b>									<b>377.083</b>
Growth (%)	<b>-6,5 %</b>	<b>-1,9 %</b>	<b>-2,1 %</b>	<b>0,7 %</b>									<b>-2,3 %</b>

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

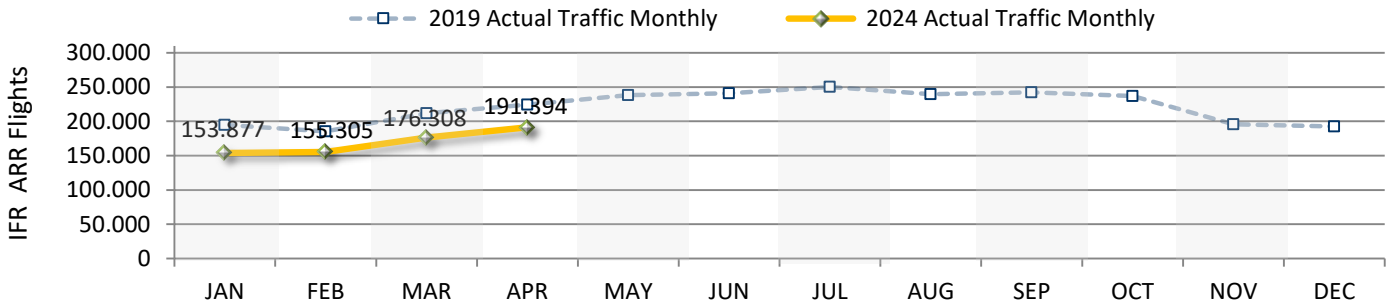
<b>FABEC</b>	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
2023 Actual Traffic Monthly	365.437	352.988	407.137	463.740	516.846	535.557	570.817	559.010	544.407	532.182	408.813	412.539	1.589.302
2024 Actual Traffic Monthly	<b>385.868</b>	<b>385.999</b>	<b>441.688</b>	<b>493.603</b>									<b>1.707.158</b>
Growth (%)	5,6 %	9,4 %	8,5 %	6,4 %									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 %	-3,4 %	-0,1 %									
2024 Traffic Cumulated (%)	-5,8 %	-3,6 %	-3,5 %	-2,5 %									



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
<b>skeyes</b>													
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	161.748
2024 Actual Traffic Monthly	<b>39.600</b>	<b>39.692</b>	<b>43.588</b>	<b>48.001</b>									<b>170.881</b>
Growth (%)	8,5 %	9,4 %	2,6 %	3,3 %									5,6 %
<b>DFS</b>													
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	761.971
2024 Actual Traffic Monthly	<b>183.635</b>	<b>182.394</b>	<b>208.971</b>	<b>232.136</b>									<b>807.136</b>
Growth (%)	5,9 %	10,3 %	4,8 %	3,7 %									5,9 %
<b>DSNA</b>													
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	876.731
2024 Actual Traffic Monthly	<b>211.771</b>	<b>212.346</b>	<b>246.278</b>	<b>280.675</b>									<b>951.070</b>
Growth (%)	5,3 %	8,3 %	11,6 %	8,4 %									8,5 %
<b>LVNL</b>													
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	162.558
2024 Actual Traffic Monthly	<b>42.261</b>	<b>42.665</b>	<b>46.960</b>	<b>48.003</b>									<b>179.889</b>
Growth (%)	12,5 %	18,0 %	9,3 %	4,6 %									10,7 %
<b>MUAC</b>													
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	494.779
2024 Actual Traffic Monthly	<b>123.083</b>	<b>122.104</b>	<b>136.740</b>	<b>147.278</b>									<b>529.205</b>
Growth (%)	7,7 %	12,6 %	4,9 %	4,0 %									7,0 %
<b>Skyguide</b>													
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	334.874
2024 Actual Traffic Monthly	<b>83.530</b>	<b>84.600</b>	<b>97.545</b>	<b>111.408</b>									<b>377.083</b>
Growth (%)	10,3 %	11,8 %	13,8 %	13,9 %									12,6 %

## FABEC TRAFFIC DEVELOPMENT (arrival)

<b>FABEC</b>	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
2019 Actual Traffic Monthly	194.850	185.420	211.796	224.471	238.490	240.788	250.186	239.483	242.195	236.830	195.678	192.743	816.537
2024 Actual Traffic Monthly	<b>153.877</b>	<b>155.305</b>	<b>176.308</b>	<b>191.394</b>									<b>676.884</b>
Growth (%)	<b>-21,0 %</b>	<b>-16,2 %</b>	<b>-16,8 %</b>	<b>-14,7 %</b>									<b>-17,1 %</b>



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
<b>ANA LUX</b>													
2019 Actual Traffic Monthly	2.728	2.640	3.007	3.285	3.451	3.420	3.410	3.160	3.445	3.466	3.150	3.022	11.660
2024 Actual Traffic Monthly	<b>2.412</b>	<b>2.361</b>	<b>2.839</b>	<b>3.127</b>									<b>10.739</b>
Growth (%)	<b>-11,6 %</b>	<b>-10,6 %</b>	<b>-5,6 %</b>	<b>-4,8 %</b>									<b>-7,9 %</b>

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
<b>skeyes</b>													
2019 Actual Traffic Monthly	9.804	8.825	10.293	11.083	11.763	11.678	12.607	12.086	12.016	11.632	10.315	9.981	40.005
2024 Actual Traffic Monthly	<b>7.746</b>	<b>8.007</b>	<b>8.728</b>	<b>9.254</b>									<b>33.735</b>
Growth (%)	<b>-21,0 %</b>	<b>-9,3 %</b>	<b>-15,2 %</b>	<b>-16,5 %</b>									<b>-15,7 %</b>

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
<b>DFS</b>													
2019 Actual Traffic Monthly	78.274	75.894	85.673	88.848	96.254	95.027	98.049	95.422	98.321	97.898	79.529	76.266	328.689
2024 Actual Traffic Monthly	<b>54.177</b>	<b>54.490</b>	<b>62.152</b>	<b>70.242</b>									<b>241.061</b>
Growth (%)	<b>-30,8 %</b>	<b>-28,2 %</b>	<b>-27,5 %</b>	<b>-20,9 %</b>									<b>-26,7 %</b>

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
<b>DSNA</b>													
2019 Actual Traffic Monthly	66.766	63.317	73.401	81.023	84.477	88.656	92.799	86.055	86.206	81.851	67.332	66.631	284.507
2024 Actual Traffic Monthly	<b>55.553</b>	<b>56.506</b>	<b>65.244</b>	<b>70.713</b>									<b>248.016</b>
Growth (%)	<b>-16,8 %</b>	<b>-10,8 %</b>	<b>-11,1 %</b>	<b>-12,7 %</b>									<b>-12,8 %</b>

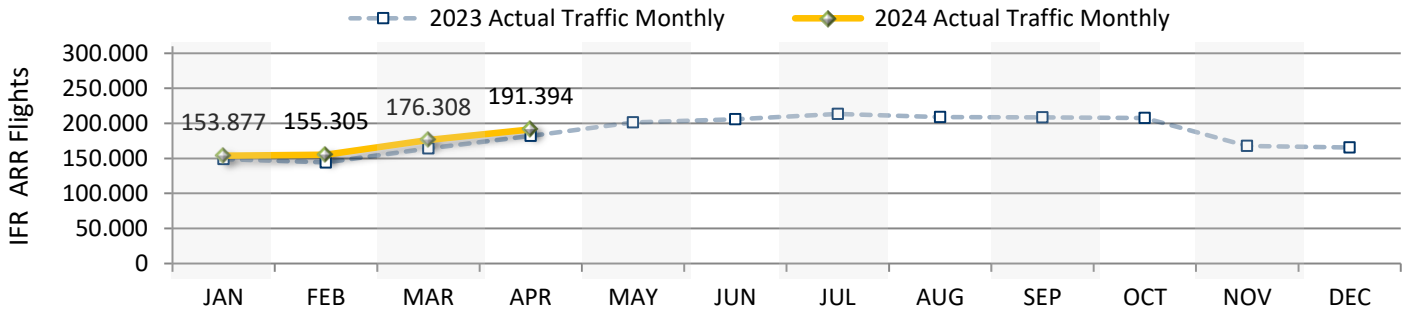
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
<b>LVNL</b>													
2019 Actual Traffic Monthly	18.998	18.021	20.363	21.455	22.973	22.330	22.933	23.046	22.639	22.777	19.390	19.628	78.837
2024 Actual Traffic Monthly	<b>17.985</b>	<b>18.064</b>	<b>19.694</b>	<b>20.160</b>									<b>75.903</b>
Growth (%)	<b>-5,3 %</b>	<b>0,2 %</b>	<b>-3,3 %</b>	<b>-6,0 %</b>									<b>-3,7 %</b>

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
<b>Skyguide</b>													
2019 Actual Traffic Monthly	18.280	16.723	19.059	18.777	19.572	19.677	20.388	19.714	19.568	19.206	15.962	17.215	72.839
2024 Actual Traffic Monthly	<b>16.004</b>	<b>15.877</b>	<b>17.651</b>	<b>17.898</b>									<b>67.430</b>
Growth (%)	<b>-12,5 %</b>	<b>-5,1 %</b>	<b>-7,4 %</b>	<b>-4,7 %</b>									<b>-7,4 %</b>



## FABEC TRAFFIC DEVELOPMENT (arrival)

<b>FABEC</b>	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	639.461
2024 Actual Traffic Monthly	<b>153.877</b>	<b>155.305</b>	<b>176.308</b>	<b>191.394</b>									<b>676.884</b>
Growth (%)	3,3 %	7,6 %	7,4 %	5,2 %									5,9 %



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
<b>ANA LUX</b>													
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	10.798
2024 Actual Traffic Monthly	<b>2.412</b>	<b>2.361</b>	<b>2.839</b>	<b>3.127</b>									<b>10.739</b>
Growth (%)	-1,1 %	-3,6 %	-1,2 %	2,9 %									-0,5 %

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
<b>skeyes</b>													
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	31.976
2024 Actual Traffic Monthly	<b>7.746</b>	<b>8.007</b>	<b>8.728</b>	<b>9.254</b>									<b>33.735</b>
Growth (%)	4,6 %	11,2 %	3,7 %	3,4 %									5,5 %

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
<b>DFS</b>													
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	225.618
2024 Actual Traffic Monthly	<b>54.177</b>	<b>54.490</b>	<b>62.152</b>	<b>70.242</b>									<b>241.061</b>
Growth (%)	5,0 %	9,8 %	6,1 %	6,7 %									6,8 %

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
<b>DSNA</b>													
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	242.005
2024 Actual Traffic Monthly	<b>55.553</b>	<b>56.506</b>	<b>65.244</b>	<b>70.713</b>									<b>248.016</b>
Growth (%)	-2,5 %	0,9 %	7,7 %	3,3 %									2,5 %

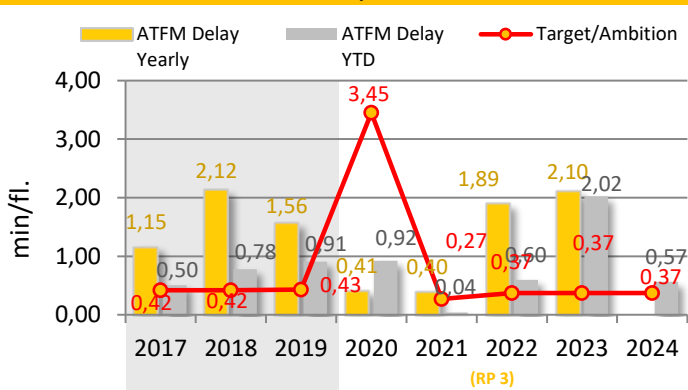
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
<b>LVNL</b>													
2023 Actual Traffic Monthly	15.524	14.707	17.314	18.881	20.648	20.321	21.248	21.424	20.948	21.448	18.279	18.346	66.426
2024 Actual Traffic Monthly	<b>17.985</b>	<b>18.064</b>	<b>19.694</b>	<b>20.160</b>									<b>75.903</b>
Growth (%)	15,9 %	22,8 %	13,7 %	6,8 %									14,3 %

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
<b>Skyguide</b>													
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	62.638
2024 Actual Traffic Monthly	<b>16.004</b>	<b>15.877</b>	<b>17.651</b>	<b>17.898</b>									<b>67.430</b>
Growth (%)	6,2 %	10,8 %	7,2 %	6,6 %									7,7 %

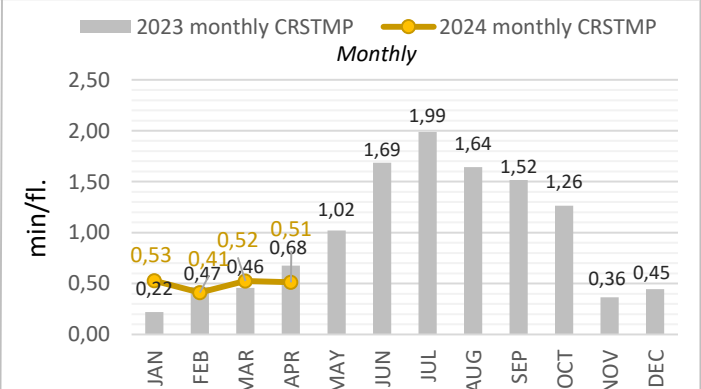
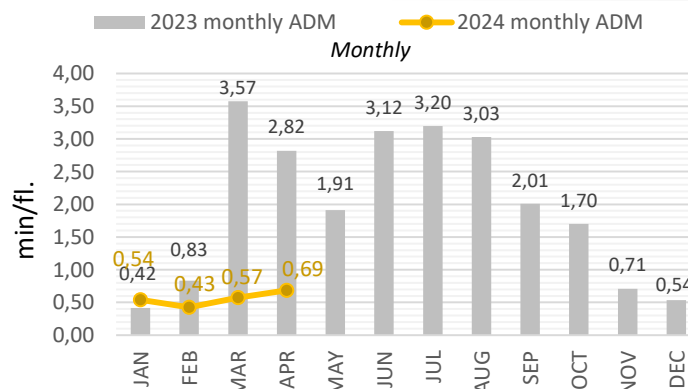
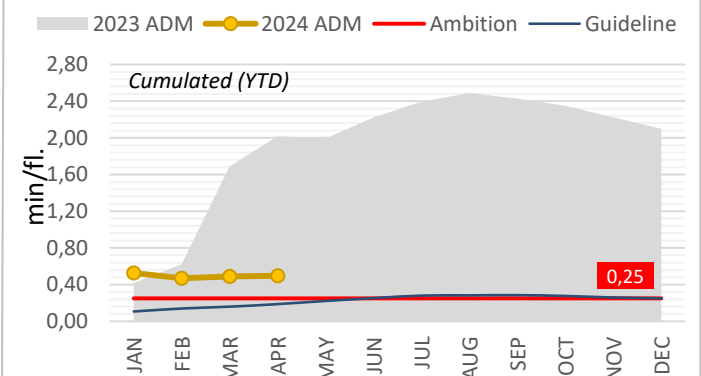
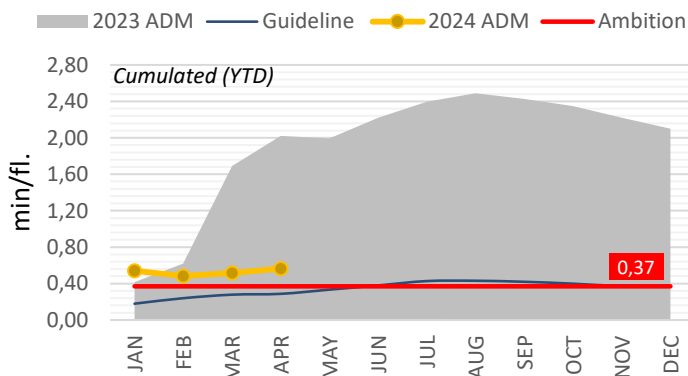
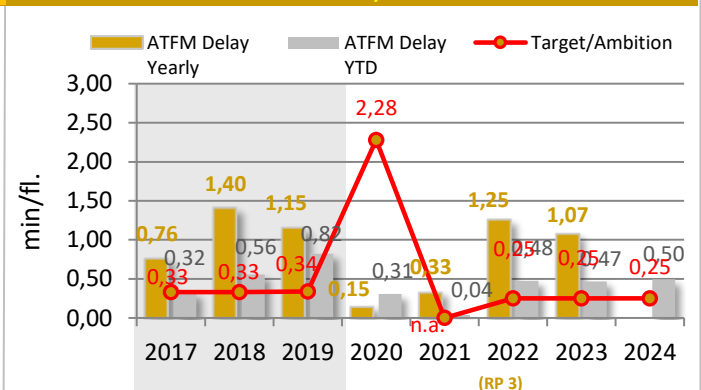
## KPI #1: En-route ATFM delay per controlled flight (FABEC)

	YTD 2024	YTD 2023	YTD 2024	YTD 2023
<b>En-route Delay All causes</b>	<b>0,57</b>	2,02	<b>0,50</b>	0,47
FABEC Ambition	<b>0,37</b>		<b>0,25</b>	
Guideline	0,29		0,19	
Minute ('000) ALL causes	<b>965</b>	3.209	<b>846</b>	744
Diff. 2024 - 2023	- 69,9 %		+ 14 %	
Traffic ('000)	<b>1.707</b>	1.589		
Diff. 2024 - 2023	+ 7,4 %			
<i>Potential savings (*) due to underbid the delay Target</i>				
<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



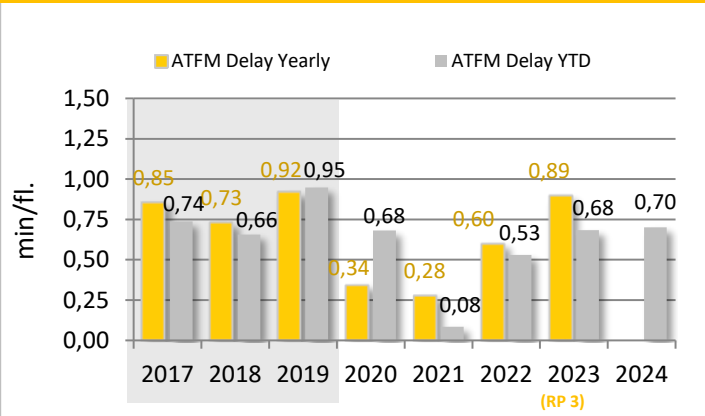
The guideline for the en-route ATFM delay per movement is a basic cumulative extrapolation of the 2017-2019 monthly allocation and is designed to give an impression, how the YTD figures should be, in order to reach the yearly 2024 ambition value set by FABEC States.



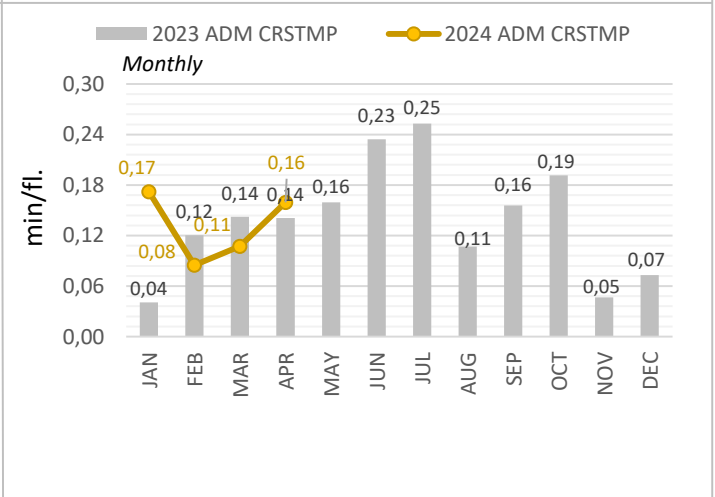
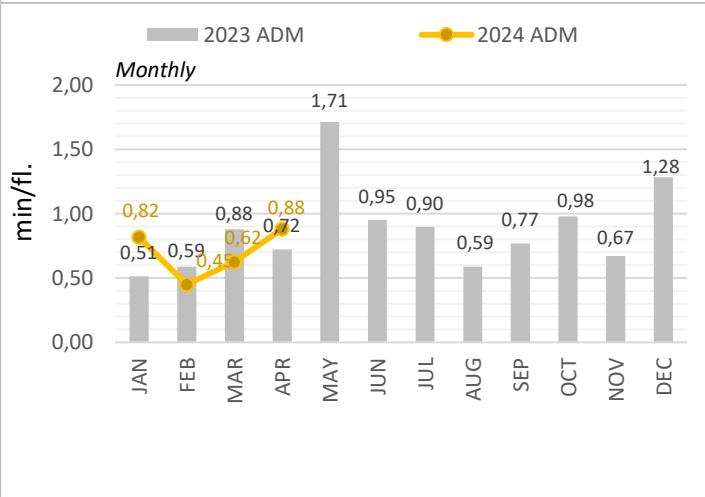
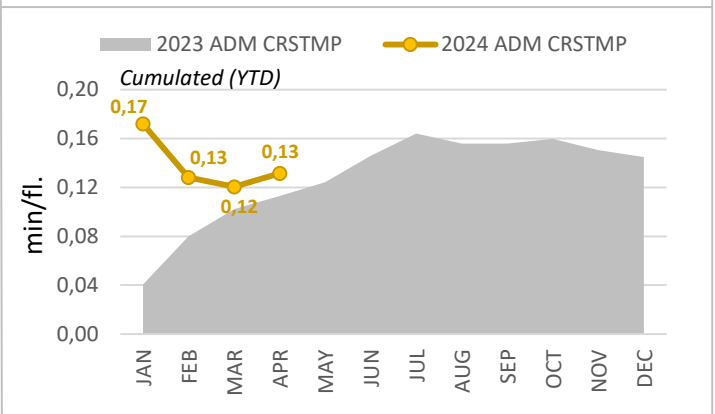
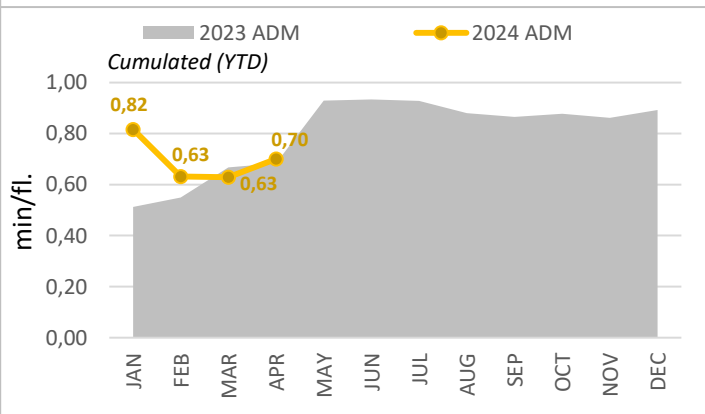
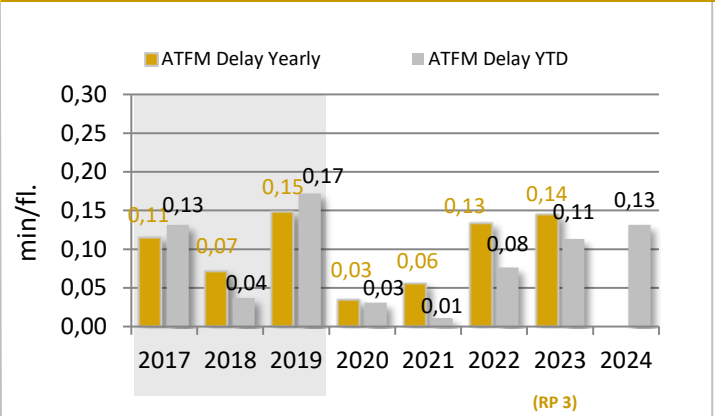
## KPI #2: Arrival ATFM delay per controlled flight (FABEC)

	YTD 2024	YTD 2023	YTD 2024	YTD 2023
<b>Arrival Delay All causes</b>	<b>0,70</b>	0,68	<b>0,13</b>	0,11
Diff. 2024 - 2023	+ 2 %		+ 16 %	
<b>Minute ('000) ALL causes</b>	<b>474</b>	437	<b>89</b>	72
Diff. 2024 - 2023	+ 8 %		+ 23 %	
<b>Traffic ('000)</b>	<b>677</b>	639		
Diff. 2024 - 2023	+ 6 %			

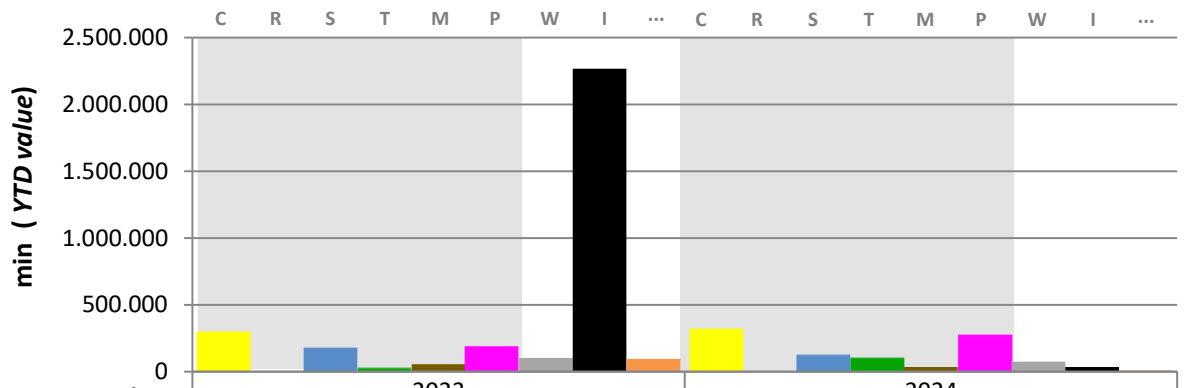
### All Delay Causes



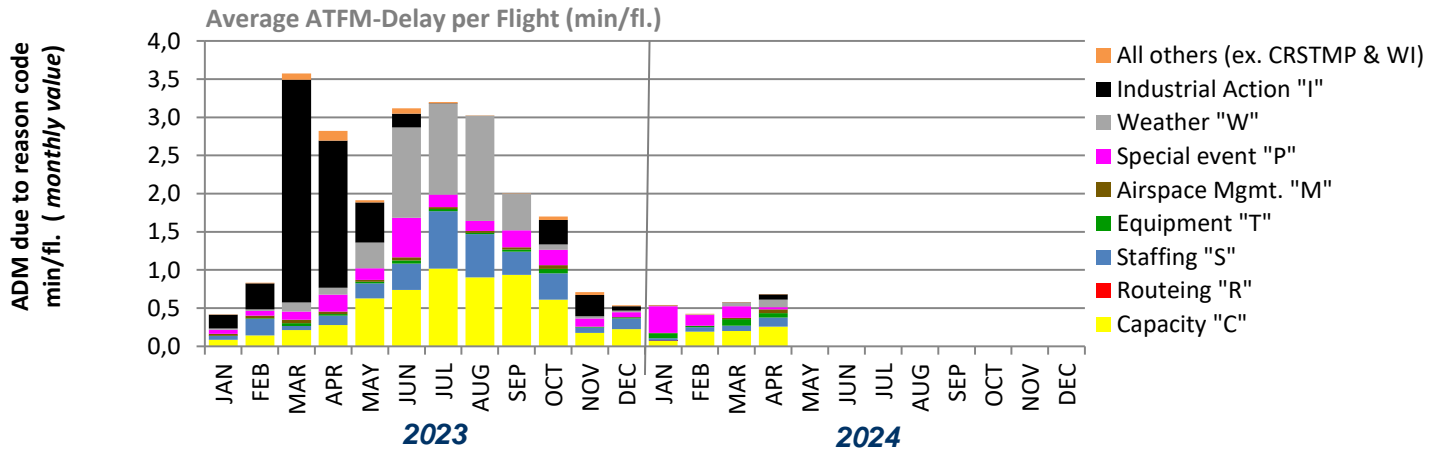
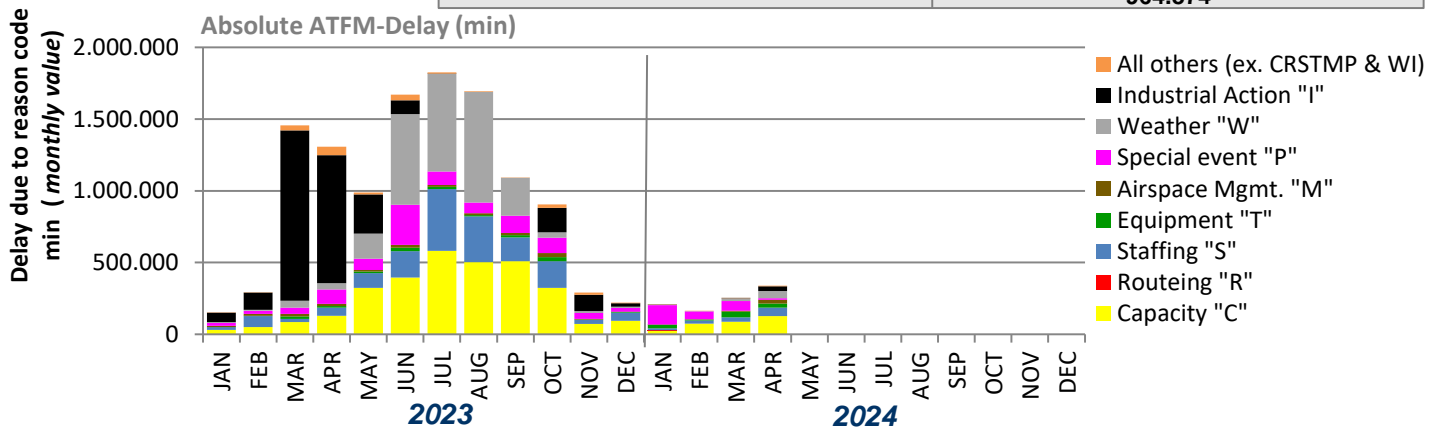
### CRSTMP Delay Causes



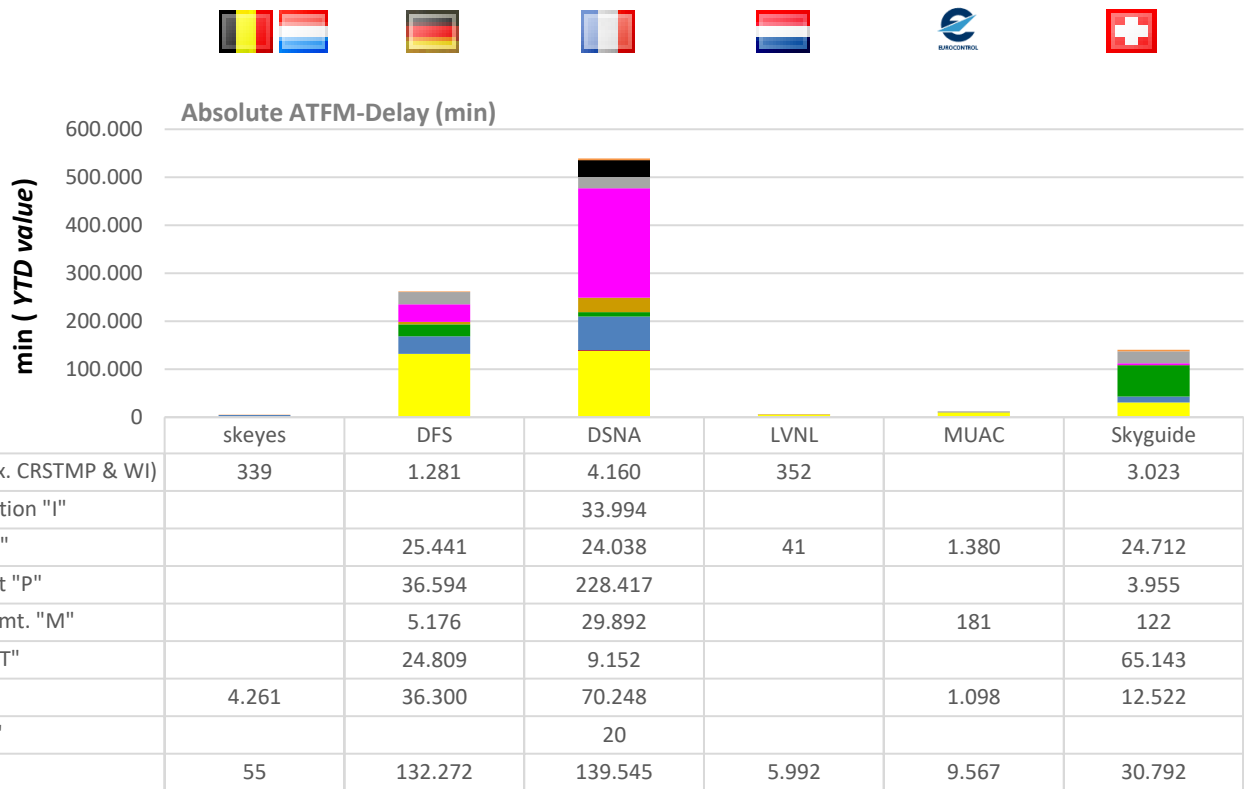
## KPI #1: En-route ATFM delay per reason code (FABEC)



Delay due to reason code:	2023	2024
Capacity "C"	298.160	318.223
Routeing "R"	0	20
Staffing "S"	174.167	124.429
Equipment "T"	29.050	99.104
Airspace Mgmt. "M"	54.872	35.371
Special event "P"	187.452	268.966
Weather "W"	103.296	75.612
Industrial Action "I"	2.267.114	33.994
All others (ex. CRSTMP & WI)	94.874	9.155
<b>CRSTMP:</b>	<b>743.701</b>	<b>846.113</b>
<b>TOTAL:</b>	<b>3.208.985</b>	<b>964.874</b>

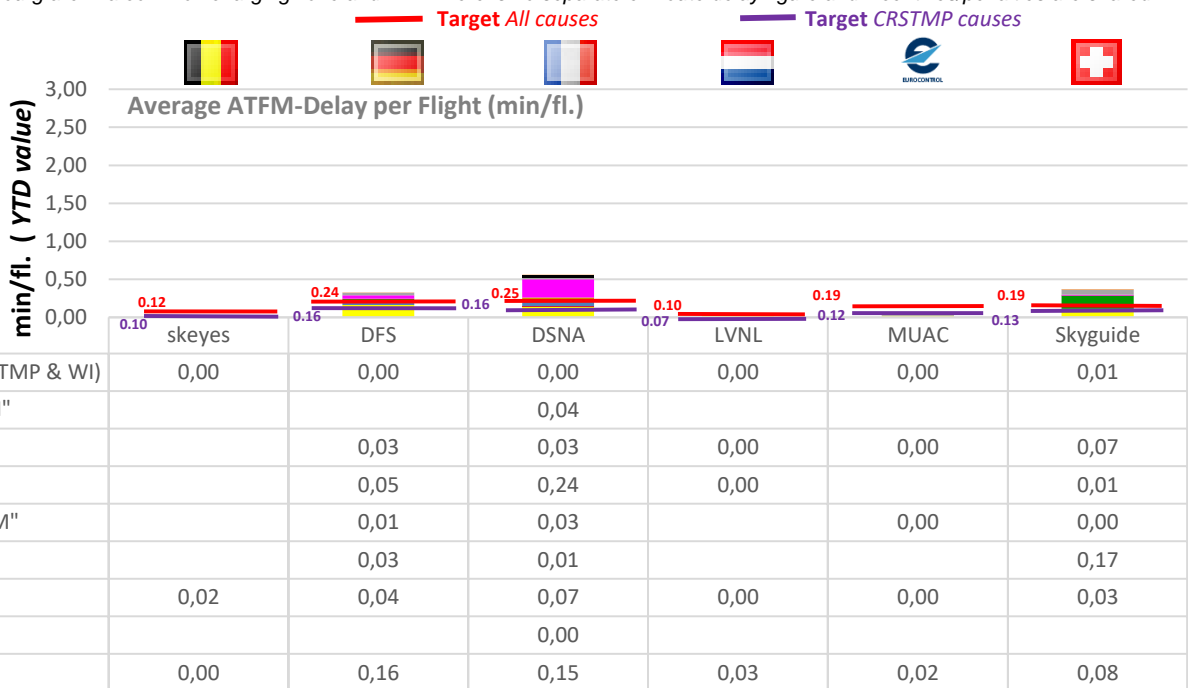


## KPI #1: En-route ATFM delay per controlled flight (ANSP)



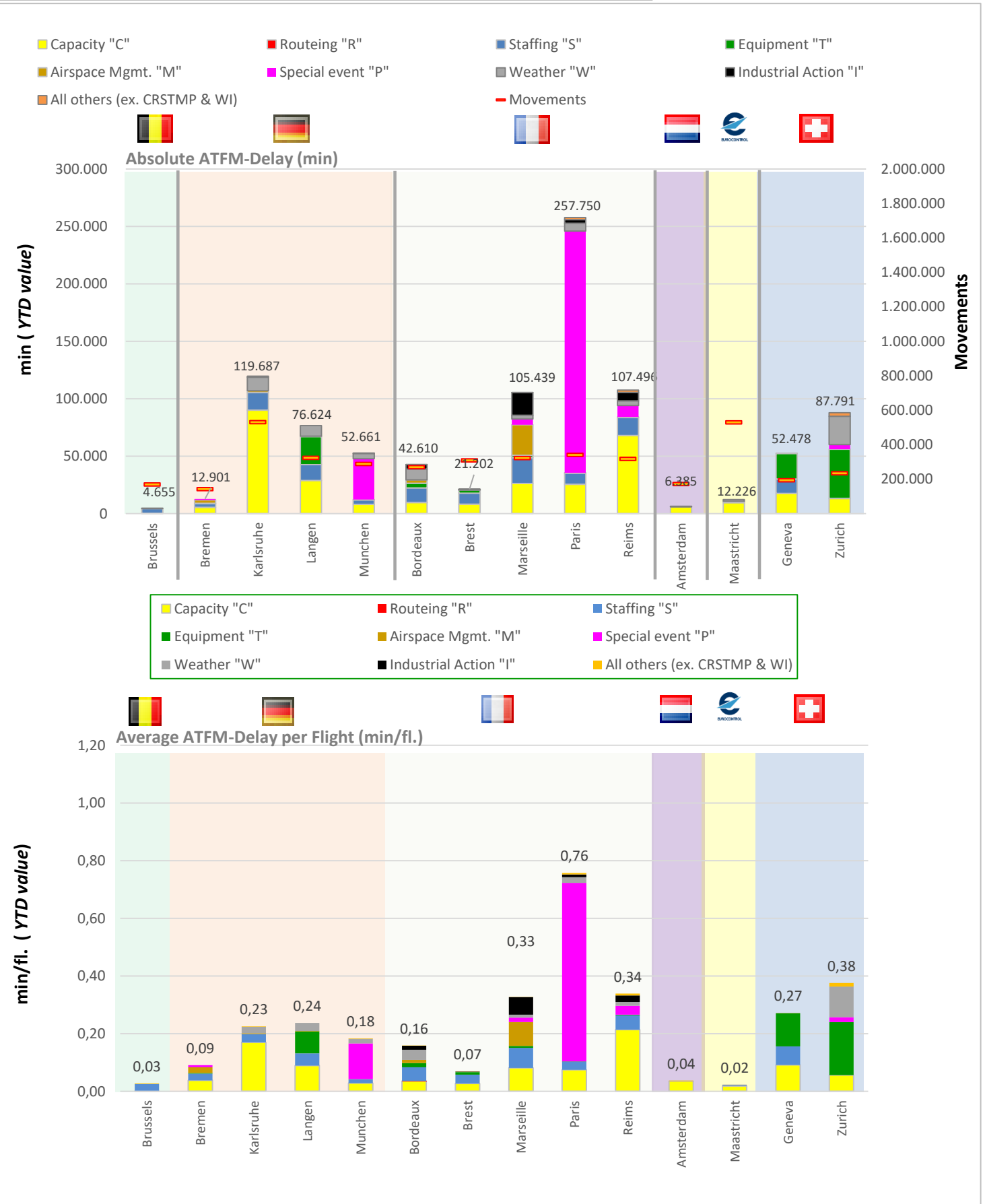
<b>CRSTMP:</b>	<b>4.316</b>	<b>235.151</b>	<b>477.274</b>	<b>5.992</b>	<b>10.846</b>	<b>112.534</b>
<b>TOTAL:</b>	<b>4.655</b>	<b>261.873</b>	<b>539.466</b>	<b>6.385</b>	<b>12.226</b>	<b>140.269</b>

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

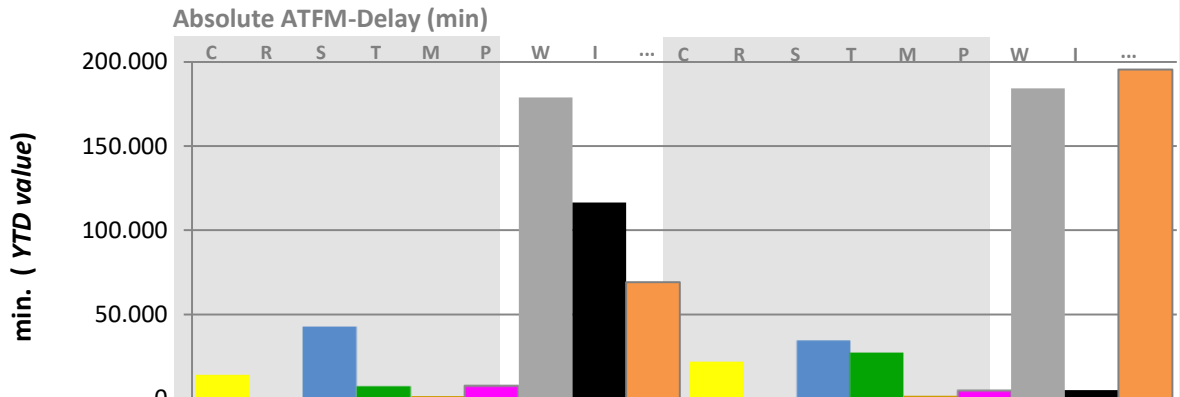


<b>CRSTMP:</b>	<b>0,03</b>	<b>0,29</b>	<b>0,50</b>	<b>0,03</b>	<b>0,02</b>	<b>0,30</b>
<b>TOTAL:</b>	<b>0,03</b>	<b>0,32</b>	<b>0,57</b>	<b>0,04</b>	<b>0,02</b>	<b>0,37</b>

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



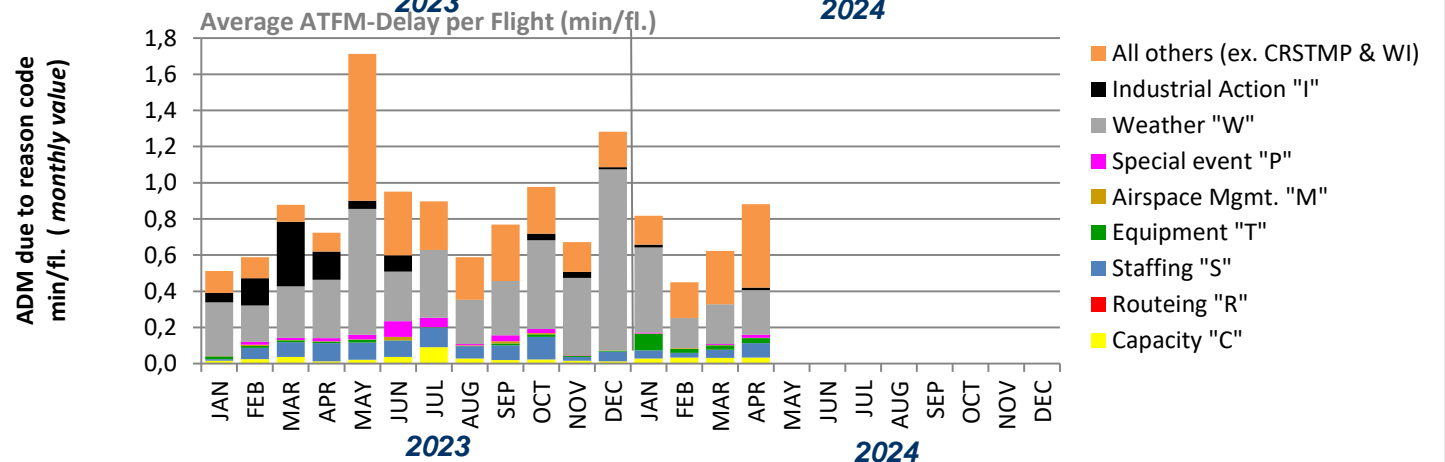
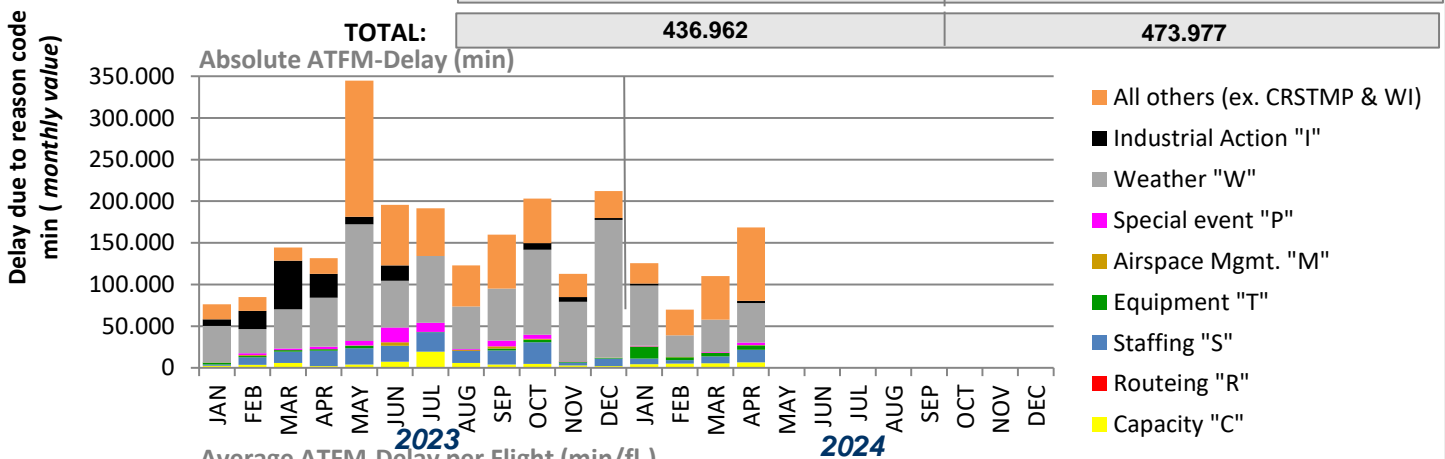
## KPI #2: Arrival ATFM delay per reason code (FABEC)



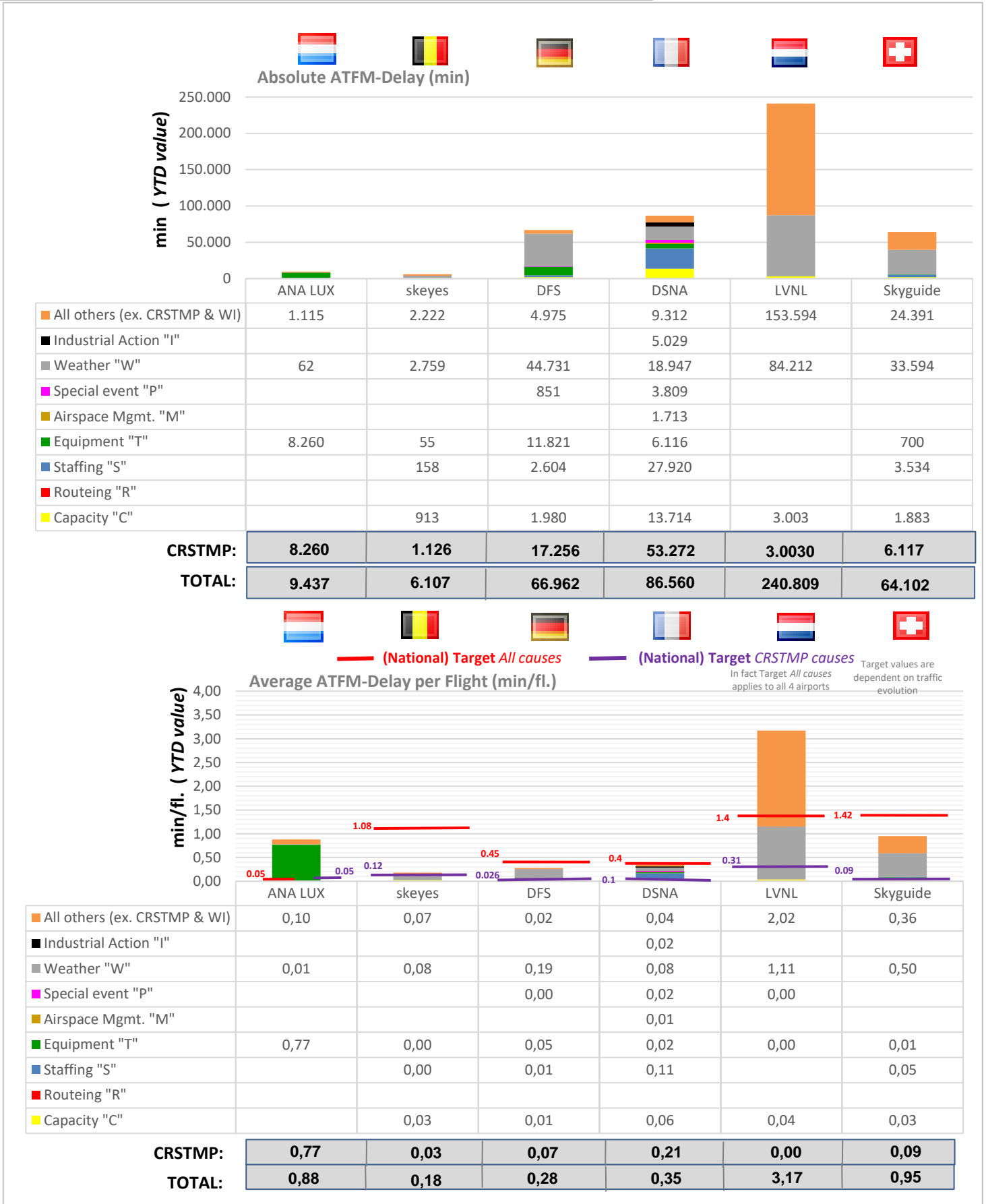
Delay due to reason code:

	2023	2024
Capacity "C"	13.993	21.493
Routing "R"	0	0
Staffing "S"	42.337	34.216
Equipment "T"	7.258	26.952
Airspace Mgmt. "M"	1.516	1.713
Special event "P"	7.242	4.660
Weather "W"	178.901	184.305
Industrial Action "I"	116.576	5.029
All others (ex. CRSTMP & WI)	69.139	195.609

<b>CRSTMP:</b>	<b>72.346</b>	<b>89.034</b>
<b>TOTAL:</b>	<b>436.962</b>	<b>473.977</b>



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





## Glossary

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

### CRSTMP:

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

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

### TABLE OF ABBREVIATIONS

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

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

## FABEC Performance Report Capacity:

Editor: FABEC PMG

Sources: EUROCONTROL, FABEC ANSPs

Status: April 2024

[www.FABEC.eu](http://www.FABEC.eu)

### Notice

The FABEC PMG has made every effort to ensure that the information and analysis contained in this document are as accurate and complete as possible.

Only information from quoted sources has been used and information relating to named parties has been checked with the parties concerned.

Despite these precautions, should you find any errors or inconsistencies we would be grateful if you could please bring them to the FABEC PMG's attention.