



PERFORMANCE REPORT 2020 - 2024

CAPACITY

June 2024



making the difference

Contents

Description & Analysis	3
FABEC TRAFFIC DEVELOPMENT (en-route)	4
FABEC TRAFFIC DEVELOPMENT (arrival)	6
KPI #1: En-route ATFM delay per controlled flight (FABEC)	8
KPI #2: Arrival ATFM delay per controlled flight (FABEC)	9
KPI #1: En-route ATFM delay per reason code (FABEC)	10
KPI #1: En-route ATFM delay per controlled flight (ANSP)	11
KPI #1: En-route ATFM delay per controlled flight (ACC)	12
KPI #2: Arrival ATFM delay per reason code (FABEC)	13
KPI #2: Arrival ATFM delay per controlled flight (ANSP)	14
Glossary	15

Description & Analysis

Europe

There were 1,010,161 flights in June 2024, 5.2% more than in June 2023. Traffic has risen through the summer with more flights to popular tourist destinations such as Spain, Greece and Italy. The network had an average of 33,672 flights/day in June, about 2,400 flights/day more than in June 2023. The busiest day was Friday 14 June with 35,713 flights, which exceeded the busiest day of 2023 (34,637 flights on 07 July). This is still lower than the highest number of 2019 (37,228 on Friday 28 June). The intra-NM SW axis saw 6.7% growth compared to 2023, which influenced the network growth of 5.2%. The conflict in Ukraine still affects overflights in several countries. EUROCONTROL continues to help manage the war's impact on aviation.

Ryanair remained the busiest operator with, on average, 3,573 movements per day followed by easyJet (1,786), Turkish Airlines (1,596), Lufthansa (1,238) and Air France (1,130). Six of the Top 20 air operators grew by more than 10% compared to last year: Ryanair (+10.1%), Norwegian Air Shuttle (+11.1%), Swiss (+11.3%), JET2.COM (+12.9%), Iberia (+11.0%) and ITA (+15.0%).

The busiest airport was Istanbul airport with an average of 1,497 flights/day, followed by Amsterdam Schiphol (1,415 flights/day), Paris-Charles de Gaulle (1,385 flights/day), London Heathrow (1,335 flights/day) and Frankfurt (1,316 flights/day).

In June 2024, the Low-cost segment remained the primary driver of flight growth, adding 1,286 daily flights (+12.4%) to the network compared to June 2023. The Mainline segment saw a modest increase of 3.3% while the Regional segment rose by 2.7% compared to June 2023. Both Business aviation and Charter went up 0.9% respectively. However, the All-cargo segment decreased by -5.4% compared to June 2023, partly due to a reduction in daily flights between Italy and Germany (-11), domestic flows in France (-8) and the UK (-7). Overall, the number of flights in June 2024 reached 97.2% of 2019 levels, with two market segments exceeding June 2019: Business aviation (+12.5%) and Low-cost (+3.9%). Conversely, Charter and Regional were lagging, at -17.7% and -16.8% respectively compared to June 2019.

Network departure punctuality (58.8%) and arrival punctuality (65.1%) were lower than in June 2023. The network was strongly impacted by weather, especially on the south-east axis. Domestic routes had a departure punctuality of 68.3% which was higher than punctuality at network level. Network first rotation departure punctuality was 76.9% and arrival punctuality was 83.6%. Improving first rotation punctuality remains a key objective for the Network Manager (NM). NM has highlighted several ACCs which must increase first rotation opening sectors during Summer 2024.

There were 4.7 million minutes of ATFM delay in June, +28.2% compared to June 2023. En-route ATFM delay represented 84% of these ATFM delays. Total en-route ATFM delays increased by 36.7% and total airport ATFM delays decreased by 3.2%. The average en-route ATFM delay per flight for the network was 3.9 minutes in June 2024. Weather issues and ATC capacity shortage led to flow measures. The final weekend of June had the most severe weather effects on the network in 2024, causing 395,186 minutes of ATFM delay. Convective activity in Karlsruhe UAC impacted operations throughout the month with severe disruption during the last week with a total of 221,895 minutes of ATFM delay. Budapest ACC was also affected by weather issues and had high ATFM delay per flight. ATC capacity delays increased in Karlsruhe UAC and Budapest ACC due to capacity constraints in conjunction with military traffic and additional complexity (Source: NM).

Delays from the passengers' point of view

For June 2024, the Central Office for Delay Analysis (CODA) reported that the average delay per flight on departure was 22.2 minutes per flight - an increase of 1.1 minutes per flight compared to June 2023. 47% of the total delay can be attributable to air traffic control. Airlines caused 41% 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-06-2024, Date 07/08/2024).

FABEC

In the FABEC area, traffic decreased by 3.6% in June 2024 compared to the same month in 2019 leading to a -5.9% traffic evolution over the first half of 2024. In June, traffic was down in some ANSPs and up for others; from -8.1% LVNL, -7.9% in skeyes, -7.8% in DFS, -1.6% in MUAC to an increase of traffic by +1.2% in Skyguide and +1.4% in DSNA. Airport traffic dropped significantly (-12.0% in the FABEC area) with high disparities between ANSPs. Landings decreased by an impressive -19.0% in DFS, -15.7% in skeyes, to -8.2% in DSNA, -4.9% in LVNL or -3.1% in Skyguide and -2.8% in ANA LUX.

In June 2024, Karlsruhe UAC (588 712 min), Reims ACC (240 603 min) and Marseille ACC (238 763 min) were the units to generate the most en-route ATFM delays. In Karlsruhe, delays were due to 'Weather' (62%), 'ATC-Capacity' (34%), 'Staffing' (2%), 'Equipment (ATC)' (1%) and 'Airspace Management' (1%); in Reims, 'Weather' (48%), 'ATC-Capacity' (36%), 'Staffing' (16%) and 'Aerodrome Capacity' (1%); in Marseille, 'Weather' (47%), 'Staffing' (31%), 'ATC-Capacity' (19%), 'Industrial Action (ATC)' (1%), 'Airspace Management' (1%) and 'Equipment (ATC)' (1%).

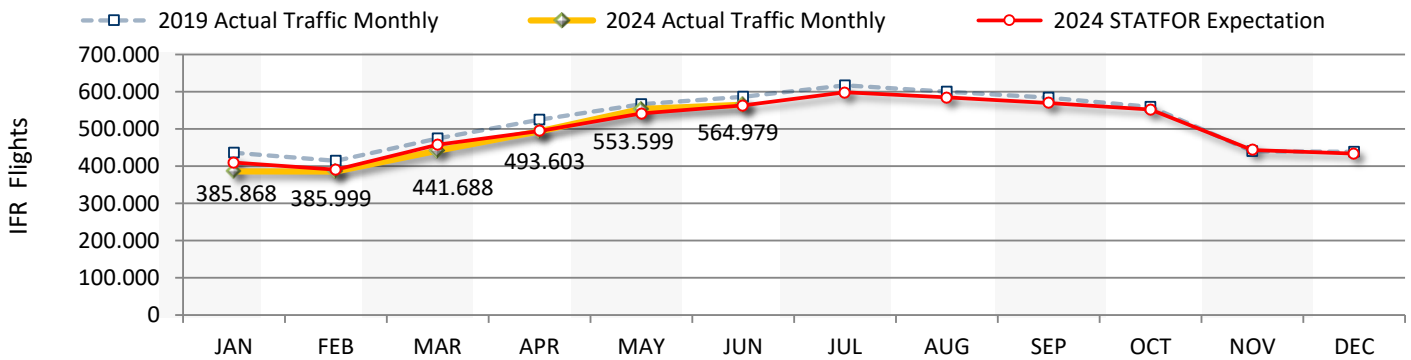
The en-route ATFM delay per flight all causes reached 3.10 min/flt in June 2024 compared to 3.12 min/flt in 2023. After 6 months in 2024, the en-route ATFM delay all causes reaches 1.28 whereas the guideline value is 0.38 min/flt. The en-route ATFM delay CRSTMP causes reached 0.77 min/flt at the end of June; this value is, as well, far beyond the FABEC guideline value (0.25 min/flt).

Airport ATFM delays were mainly generated in Amsterdam Schiphol/EHAM (56 544 min), Zurich/LSZH (35 342 min) and Nice Côte d'Azur/LFMN (27 592 min). In Amsterdam Schiphol, delays were due to 'Aerodrome Capacity' (67%), Special Event (27%), 'Weather' (5%) and 'Aerodrome Capacity (ATC)' (1%). In Zurich, delays were due to 'Weather' (64%), 'Aerodrome Capacity' (17%), 'Aerodrome disruptions (ATC)' (11%) and 'Special Event' (9%); in Nice Côte d'Azur, 'Staffing' (45%), 'Aerodrome Capacity' (27%), 'Weather' (19%) and 'Aerodrome Capacity (ATC)' (10%).

After the first half of 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*)

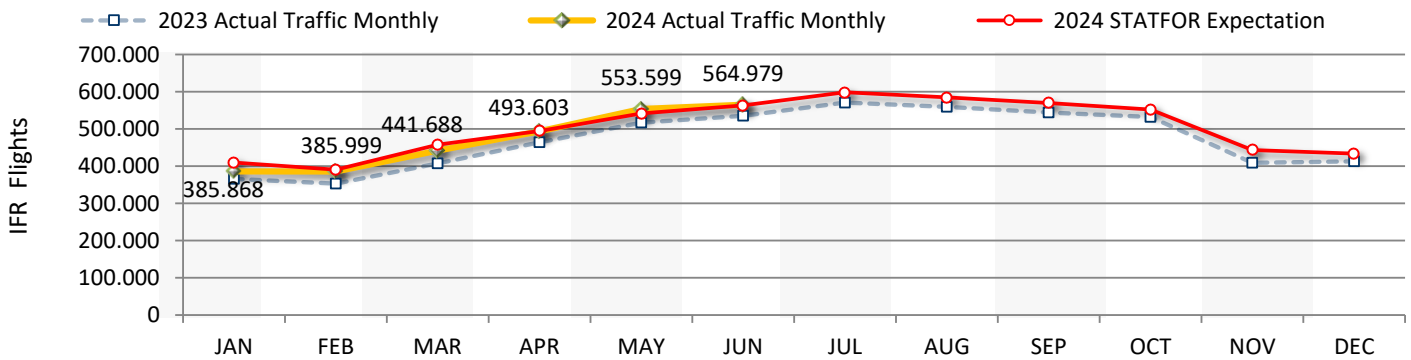
FABEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
2019 Actual Traffic Monthly	435.809	414.272	474.729	524.490	566.051	586.281	617.104	600.261	584.310	558.973	439.854	438.590	3.001.632
2024 Actual Traffic Monthly	385.868	385.999	441.688	493.603	553.599	564.979							2.825.736
Growth (%)	-11,5 %	-6,8 %	-7,0 %	-5,9 %	-2,2 %	-3,6 %							-5,9 %
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 %							
2024 Traffic Cumulated (%)	-5,8 %	-3,6 %	-3,5 %	-2,5 %	-1,4 %	-1,1 %							



	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	308.058
2024 Actual Traffic Monthly	39.600	39.692	43.588	48.001	52.595	53.915							277.391
Growth (%)	-14,1 %	-6,5 %	-12,0 %	-10,7 %	-8,9 %	-7,9 %							-10,0 %
DFS													
2019 Actual Traffic Monthly	222.009	211.766	240.686	258.289	282.291	286.199	299.444	292.210	291.681	284.915	225.050	223.636	1.501.240
2024 Actual Traffic Monthly	183.635	182.394	208.971	232.136	263.112	263.948							1.334.196
Growth (%)	-17,3 %	-13,9 %	-13,2 %	-10,1 %	-6,8 %	-7,8 %							-11,1 %
DSNA													
2019 Actual Traffic Monthly	221.573	209.836	244.322	283.032	302.429	321.951	340.265	329.402	313.806	292.190	221.663	221.576	1.583.143
2024 Actual Traffic Monthly	211.771	212.346	246.278	280.675	315.309	326.499							1.592.878
Growth (%)	-4,4 %	1,2 %	0,8 %	-0,8 %	4,3 %	1,4 %							0,6 %
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	307.858
2024 Actual Traffic Monthly	42.261	42.665	46.960	48.003	52.384	51.359							283.632
Growth (%)	-8,3 %	-3,8 %	-7,0 %	-10,2 %	-8,9 %	-8,1 %							-7,9 %
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	901.563
2024 Actual Traffic Monthly	123.083	122.104	136.740	147.278	165.132	164.147							858.484
Growth (%)	-11,3 %	-5,6 %	-7,4 %	-4,9 %	0,6 %	-1,6 %							-4,8 %
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	634.103
2024 Actual Traffic Monthly	83.530	84.600	97.545	111.408	125.139	128.701							630.923
Growth (%)	-6,5 %	-1,9 %	-2,1 %	0,7 %	3,4 %	1,2 %							-0,5 %

FABEC TRAFFIC DEVELOPMENT (*en-route*)

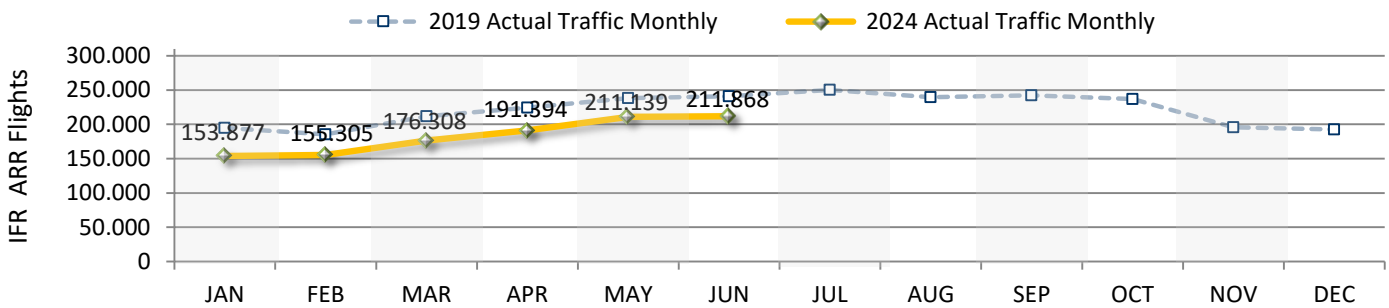
FABEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
2023 Actual Traffic Monthly	365.437	352.988	407.137	463.740	516.846	535.557	570.817	559.010	544.407	532.182	408.813	412.539	2.641.705
2024 Actual Traffic Monthly	385.868	385.999	441.688	493.603	553.599	564.979							2.825.736
Growth (%)	5,6 %	9,4 %	8,5 %	6,4 %	7,1 %	5,5 %							7,0 %
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 %							
2024 Traffic Cumulated (%)	-5,8 %	-3,6 %	-3,5 %	-2,5 %	-1,4 %	-1,1 %							



	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	264.448
2024 Actual Traffic Monthly	39.600	39.692	43.588	48.001	52.595	53.915							277.391
Growth (%)	8,5 %	9,4 %	2,6 %	3,3 %	3,3 %	4,1 %							4,9 %
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	1.260.968
2024 Actual Traffic Monthly	183.635	182.394	208.971	232.136	263.112	263.948							1.334.196
Growth (%)	5,9 %	10,3 %	4,8 %	3,7 %	6,8 %	4,4 %							5,8 %
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	1.473.231
2024 Actual Traffic Monthly	211.771	212.346	246.278	280.675	315.309	326.499							1.592.878
Growth (%)	5,3 %	8,3 %	11,6 %	8,4 %	8,1 %	7,1 %							8,1 %
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	262.207
2024 Actual Traffic Monthly	42.261	42.665	46.960	48.003	52.384	51.359							283.632
Growth (%)	12,5 %	18,0 %	9,3 %	4,6 %	4,9 %	3,3 %							8,2 %
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	805.554
2024 Actual Traffic Monthly	123.083	122.104	136.740	147.278	165.132	164.147							858.484
Growth (%)	7,7 %	12,6 %	4,9 %	4,0 %	7,0 %	4,9 %							6,6 %
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	559.909
2024 Actual Traffic Monthly	83.530	84.600	97.545	111.408	125.139	128.701							630.923
Growth (%)	10,3 %	11,8 %	13,8 %	13,9 %	14,0 %	11,6 %							12,7 %

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	1.295.815
2024 Actual Traffic Monthly	153.877	155.305	176.308	191.394	211.139	211.868							1.099.891
Growth (%)	-21,0 %	-16,2 %	-16,8 %	-14,7 %	-11,5 %	-12,0 %							-15,1 %



	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	18.531
2024 Actual Traffic Monthly	2.412	2.361	2.839	3.127	3.419	3.324							17.482
Growth (%)	-11,6 %	-10,6 %	-5,6 %	-4,8 %	-0,9 %	-2,8 %							-5,7 %

	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	63.446
2024 Actual Traffic Monthly	7.746	8.007	8.728	9.254	10.022	9.843							53.600
Growth (%)	-21,0 %	-9,3 %	-15,2 %	-16,5 %	-14,8 %	-15,7 %							-15,5 %

	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	519.970
2024 Actual Traffic Monthly	54.177	54.490	62.152	70.242	77.072	77.005							395.138
Growth (%)	-30,8 %	-28,2 %	-27,5 %	-20,9 %	-19,9 %	-19,0 %							-24,0 %

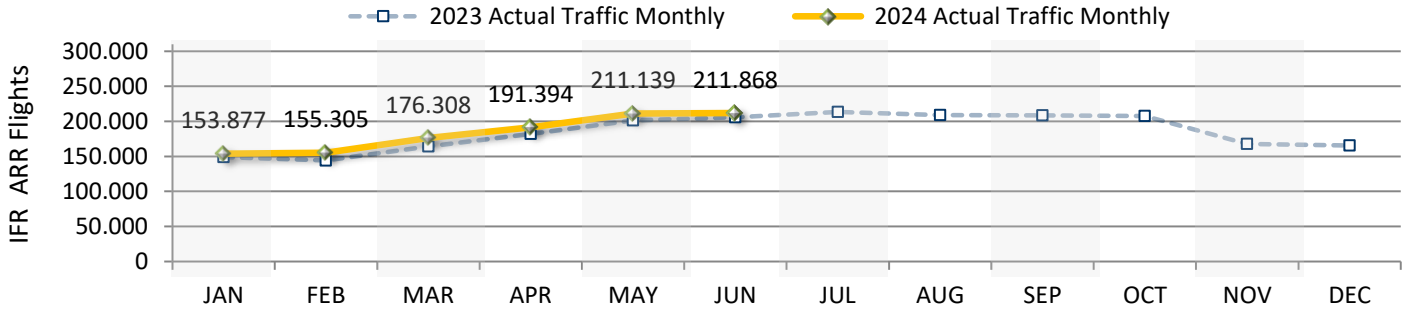
	DSNA												YTD
2019 Actual Traffic Monthly	66.766	63.317	73.401	81.023	84.477	88.656	92.799	86.055	86.206	81.851	67.332	66.631	457.640
2024 Actual Traffic Monthly	55.553	56.506	65.244	70.713	79.576	81.402							408.994
Growth (%)	-16,8 %	-10,8 %	-11,1 %	-12,7 %	-5,8 %	-8,2 %							-10,6 %

	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	124.140
2024 Actual Traffic Monthly	17.985	18.064	19.694	20.160	21.757	21.233							118.893
Growth (%)	-5,3 %	0,2 %	-3,3 %	-6,0 %	-5,3 %	-4,9 %							-4,2 %

	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	112.088
2024 Actual Traffic Monthly	16.004	15.877	17.651	17.898	19.293	19.061							105.784
Growth (%)	-12,5 %	-5,1 %	-7,4 %	-4,7 %	-1,4 %	-3,1 %							-5,6 %

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	1.046.260
2024 Actual Traffic Monthly	153.877	155.305	176.308	191.394	211.139	211.868							1.099.891
Growth (%)	3,3 %	7,6 %	7,4 %	5,2 %	5,0 %	3,0 %							5,1 %



	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	17.409
2024 Actual Traffic Monthly	2.412	2.361	2.839	3.127	3.419	3.324							17.482
Growth (%)	-1,1 %	-3,6 %	-1,2 %	2,9 %	5,7 %	-1,5 %							0,4 %

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
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	51.660
2024 Actual Traffic Monthly	7.746	8.007	8.728	9.254	10.022	9.843							53.600
Growth (%)	4,6 %	11,2 %	3,7 %	3,4 %	1,2 %	0,7 %							3,8 %

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
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	373.052
2024 Actual Traffic Monthly	54.177	54.490	62.152	70.242	77.072	77.005							395.138
Growth (%)	5,0 %	9,8 %	6,1 %	6,7 %	6,0 %	3,0 %							5,9 %

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
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	398.175
2024 Actual Traffic Monthly	55.553	56.506	65.244	70.713	79.576	81.402							408.994
Growth (%)	-2,5 %	0,9 %	7,7 %	3,3 %	3,7 %	2,5 %							2,7 %

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
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	107.395
2024 Actual Traffic Monthly	17.985	18.064	19.694	20.160	21.757	21.233							118.893
Growth (%)	15,9 %	22,8 %	13,7 %	6,8 %	5,4 %	4,5 %							10,7 %

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
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	98.569
2024 Actual Traffic Monthly	16.004	15.877	17.651	17.898	19.293	19.061							105.784
Growth (%)	6,2 %	10,8 %	7,2 %	6,6 %	7,5 %	6,0 %							7,3 %

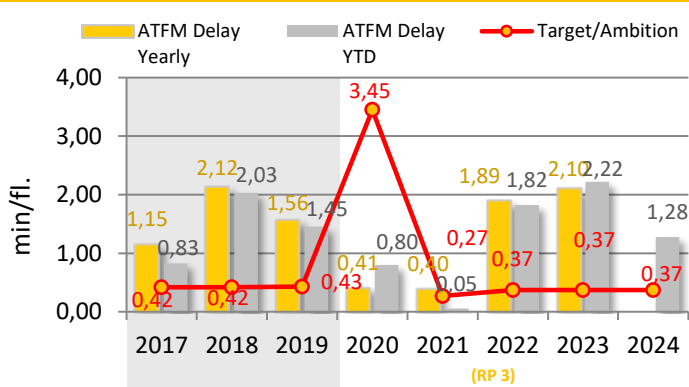
KPI #1: En-route ATFM delay per controlled flight (FABEC)

	YTD 2024	YTD 2023
En-route Delay All causes	1,28	2,22
FABEC Ambition	0,37	
Guideline	0,38	
Minute ('000) ALL causes	3.604	5.868
Diff. 2024 - 2023	- 38,6 %	
Traffic ('000)	2.826	2.642
Diff. 2024 - 2023	+ 7,0 %	

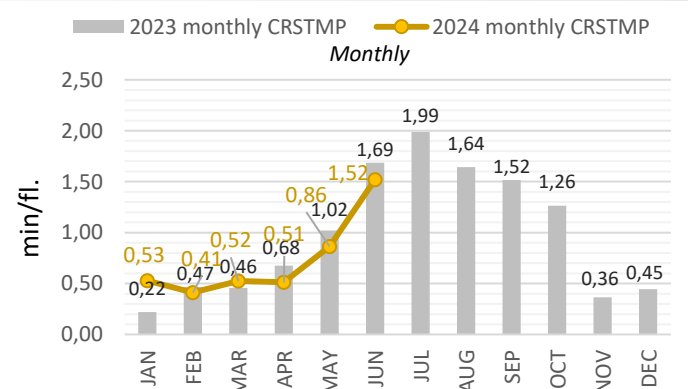
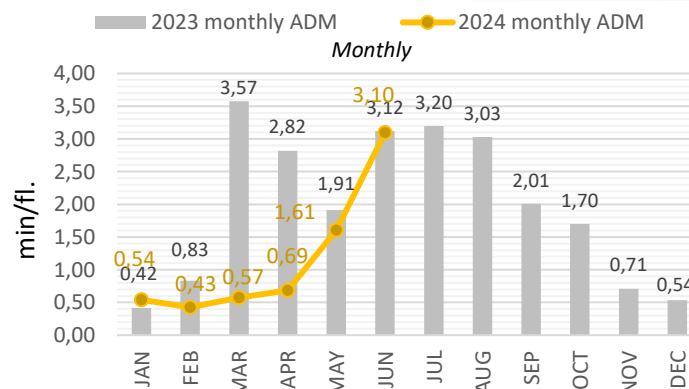
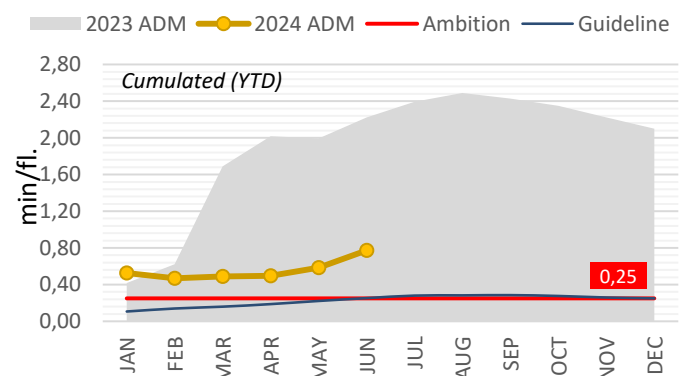
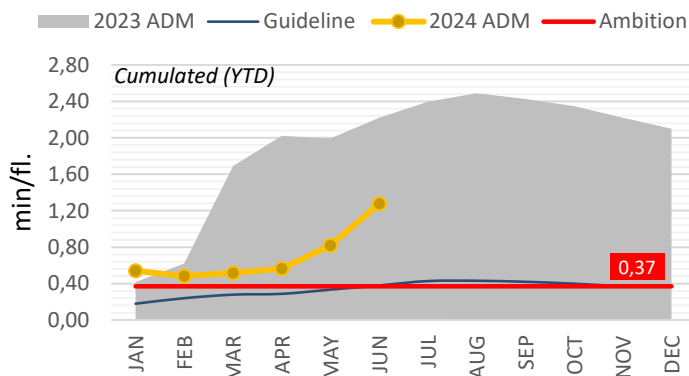
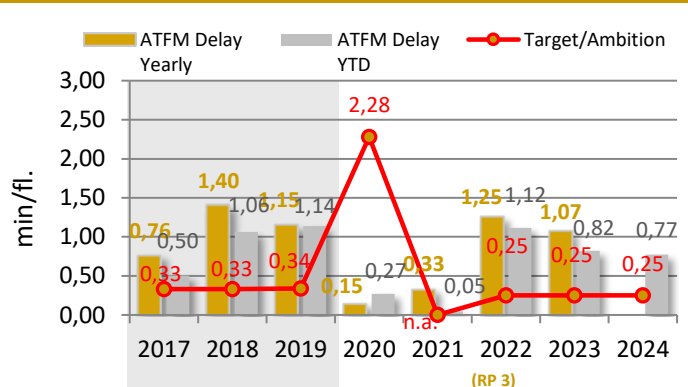
	YTD 2024	YTD 2023
En-route Delay CRSTMP causes	0,77	0,82
FABEC Ambition	0,25	
Guideline	0,25	
Minute ('000) CRSTMP causes	2.184	2.174
Diff. 2024 - 2023	+ 0 %	
<i>Potential savings (*) due to underbid the delay Target</i>		
<i>(all Causes) in Mio EURO (YTD)</i>	0,0	

* Cost of ATFM-delay per min = 100 €

All Delay Causes



CRSTMP Delay Causes

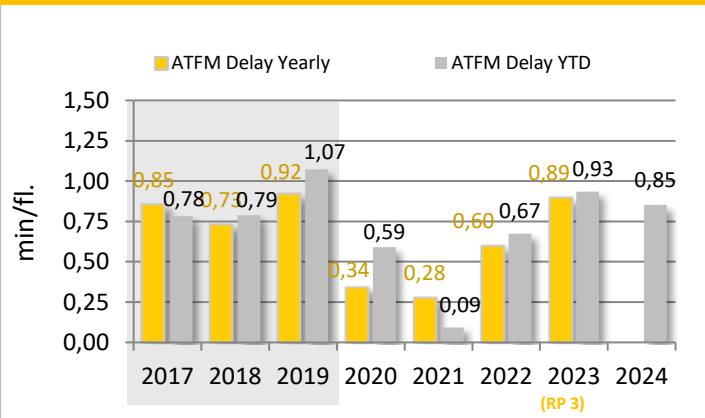


The guideline for the en-route ATFM delay per movement is a basic cumulative extrapolation of the 2017-2019 monthly allocation and is designed to give an impression, how the YTD figures should be, in order to reach the yearly 2024 ambition value set by FABEC States.

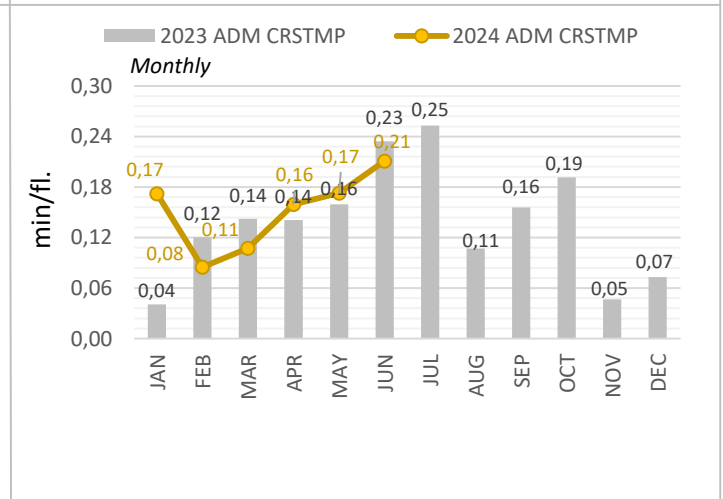
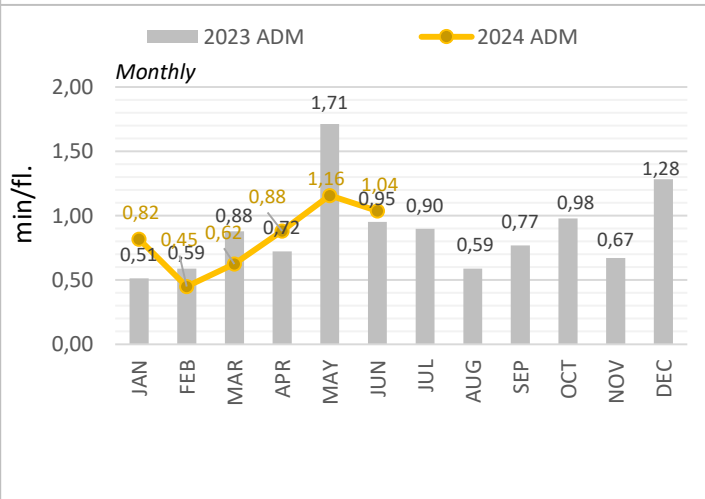
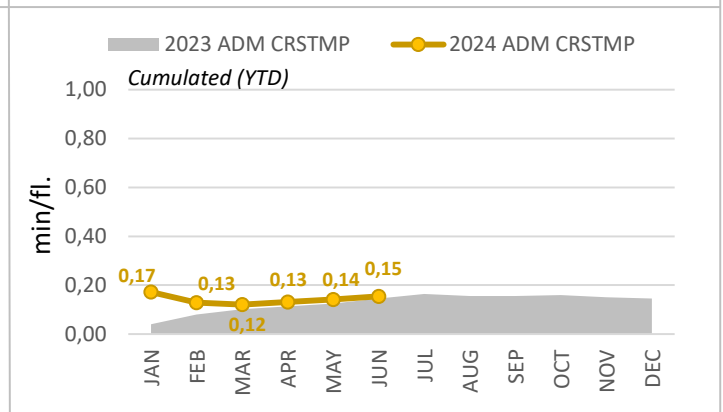
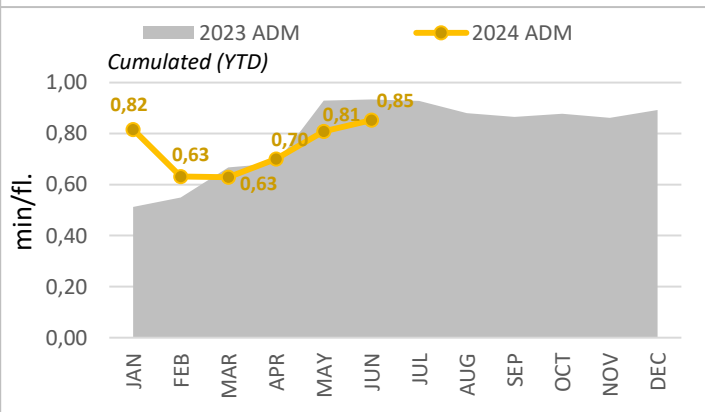
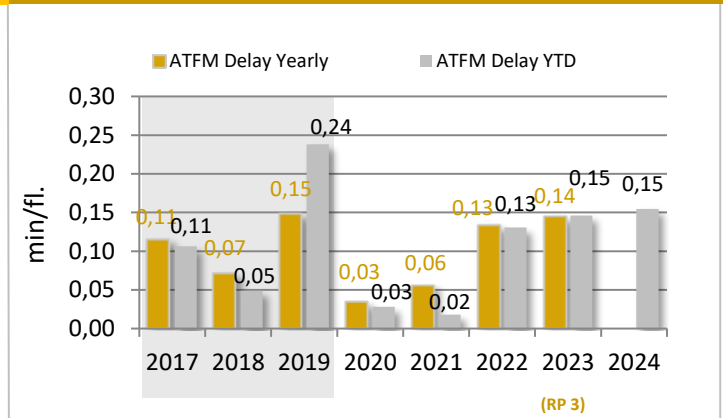
KPI #2: Arrival ATFM delay per controlled flight (FABEC)

	YTD 2024	YTD 2023		YTD 2024	YTD 2023
Arrival Delay All causes	0,85	0,93	Arrival Delay CRSTMP causes	0,15	0,15
<i>Diff. 2024 - 2023</i>	- 9 %		<i>Diff. 2024 - 2023</i>	+ 6 %	
Minute ('000) ALL causes	938	977	Minute ('000) CRSTMP causes	170	153
<i>Diff. 2024 - 2023</i>	- 4 %		<i>Diff. 2024 - 2023</i>	+ 12 %	
Traffic ('000)	1.100	1.046			
<i>Diff. 2024 - 2023</i>	+ 5 %				

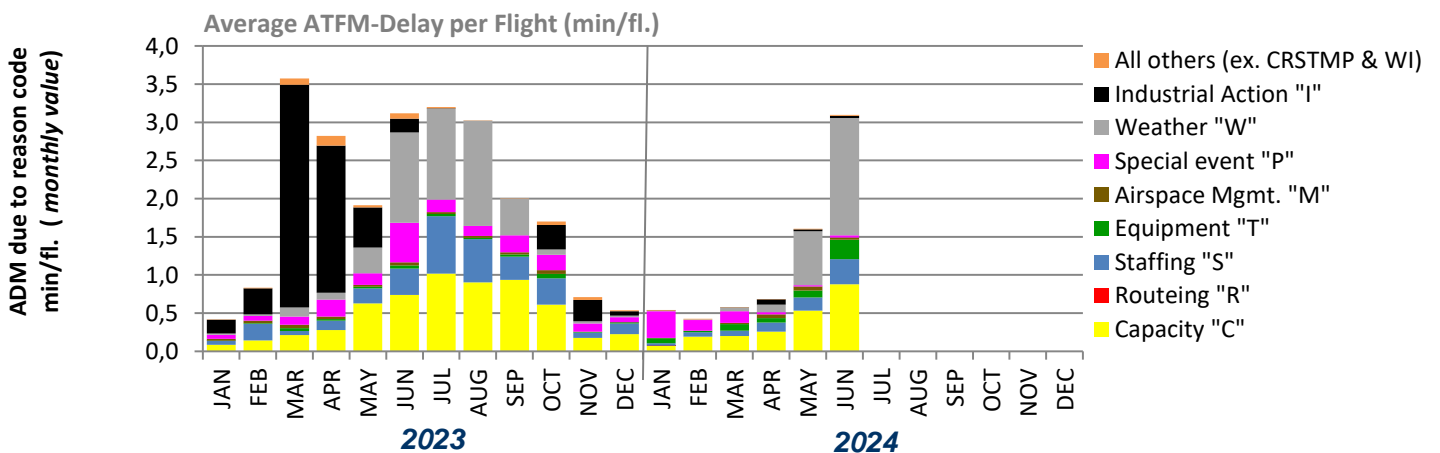
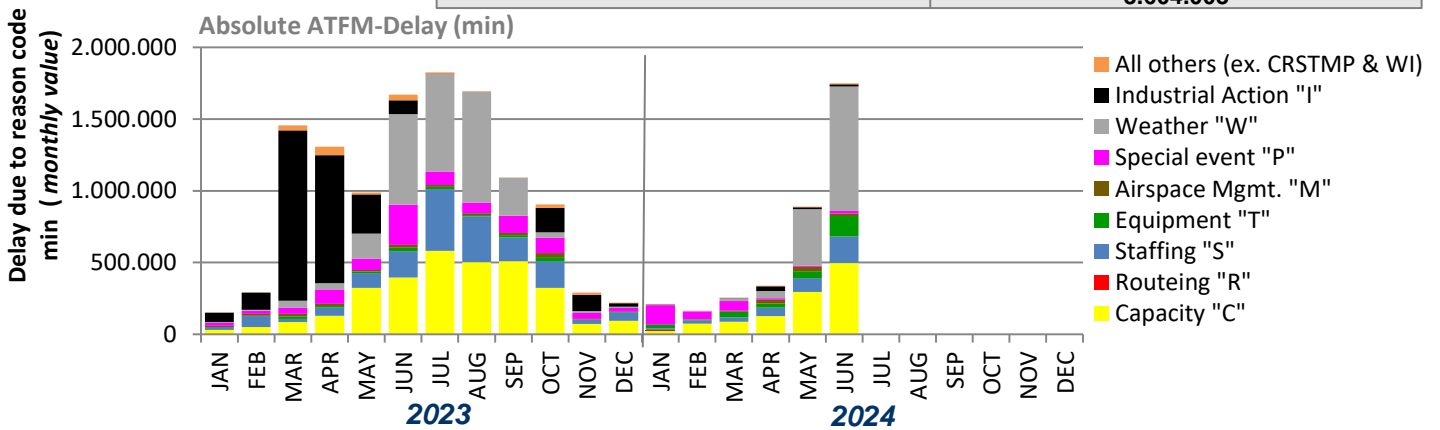
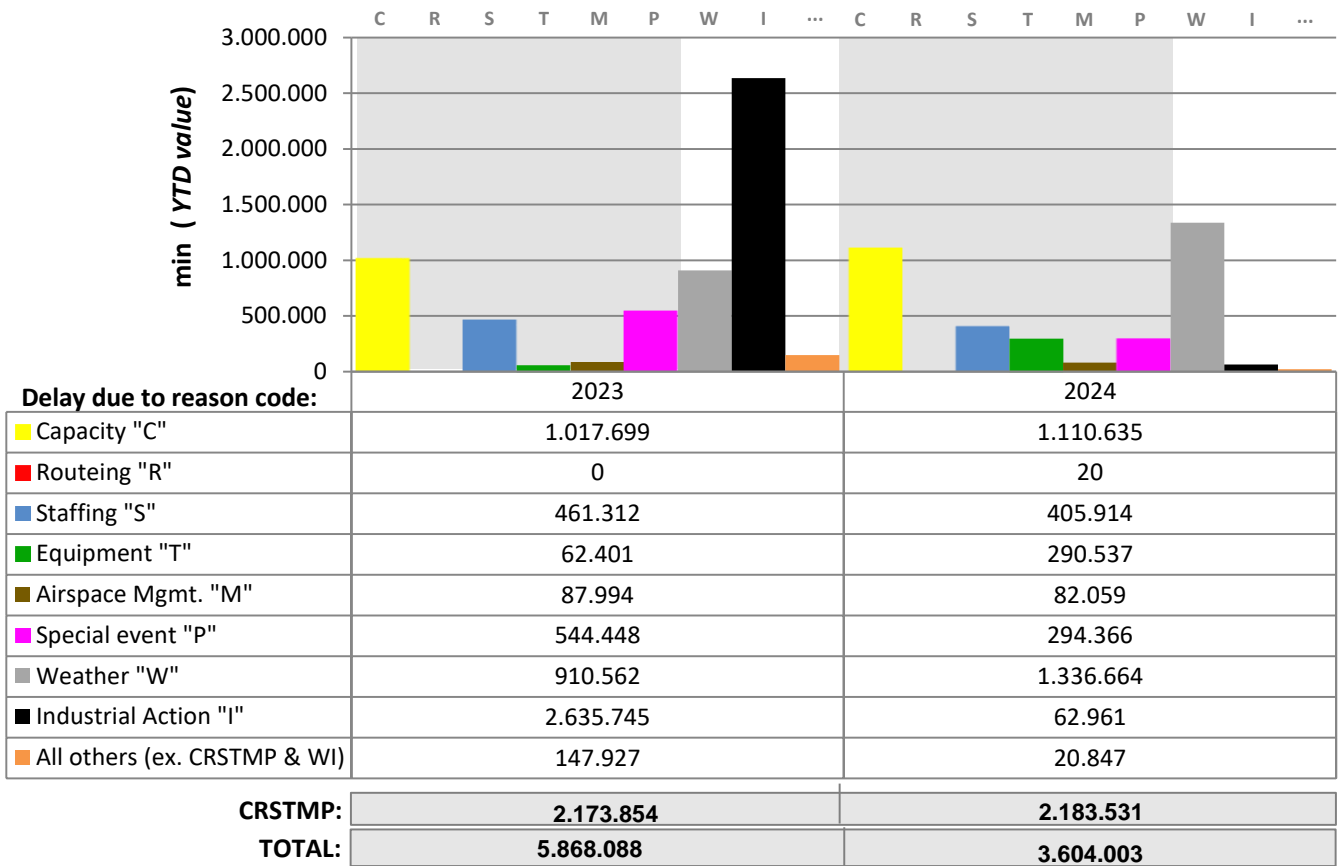
All Delay Causes



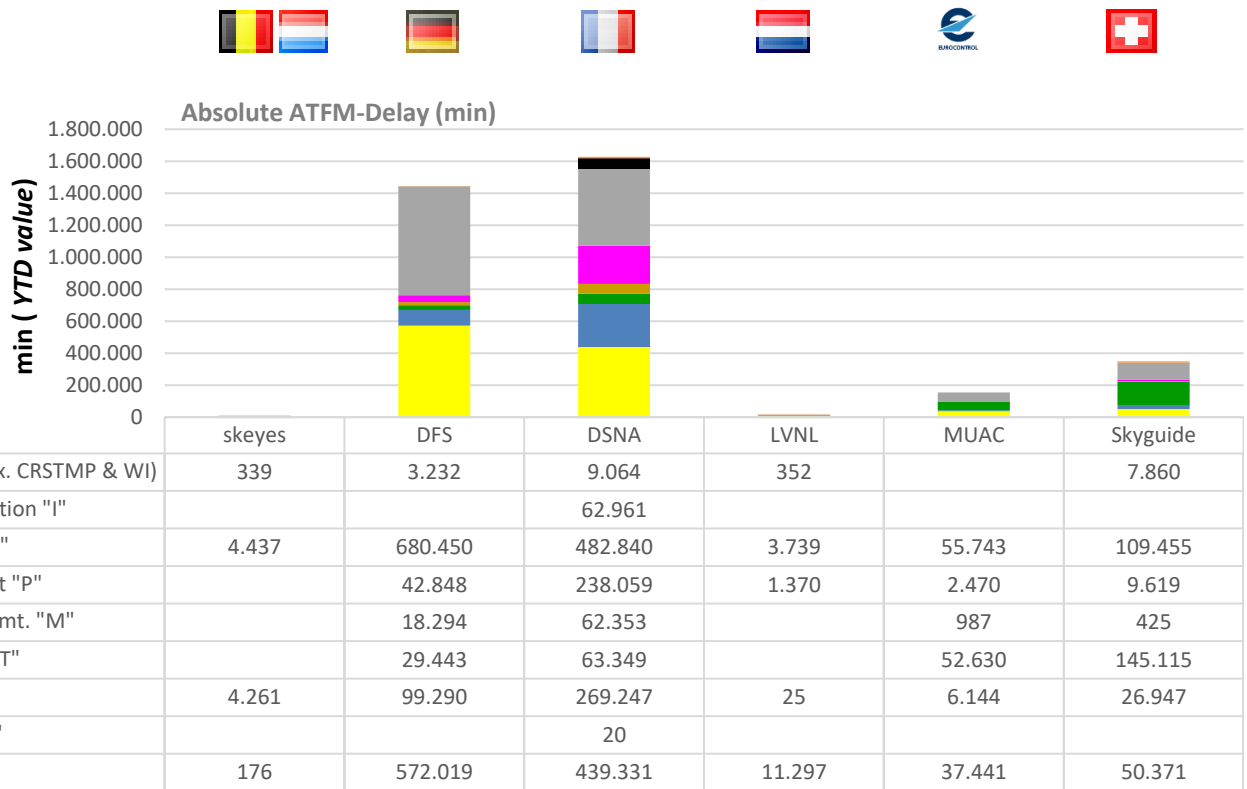
CRSTMP Delay Causes



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

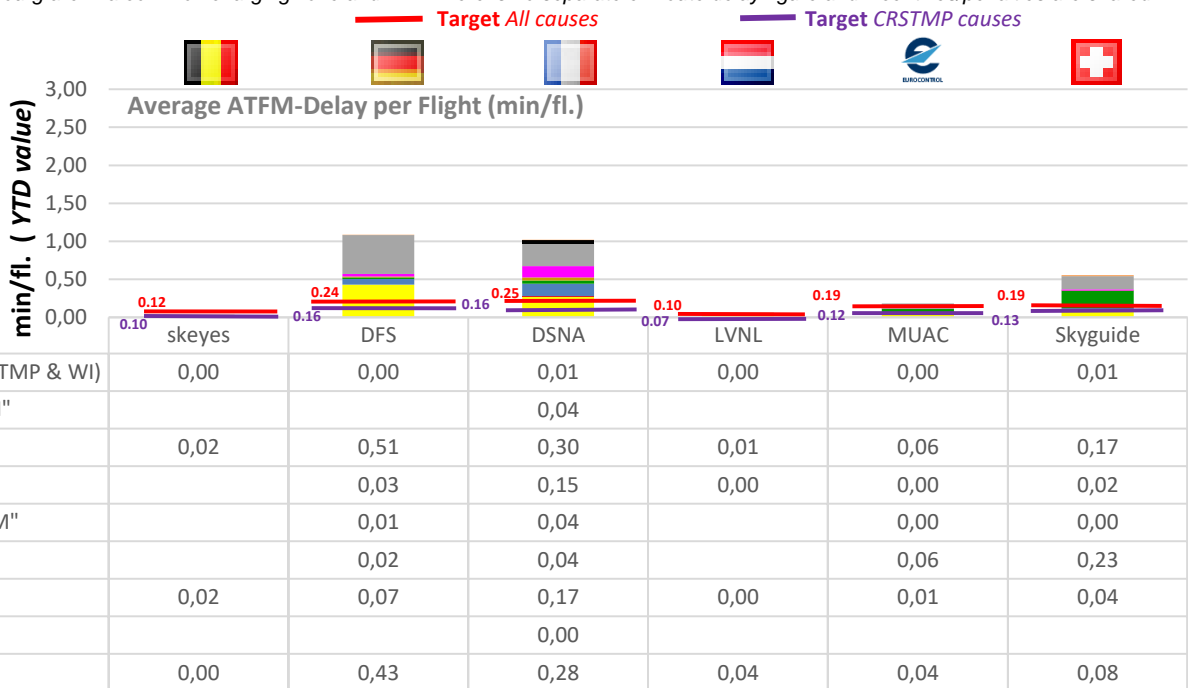


KPI #1: En-route ATFM delay per controlled flight (ANSP)



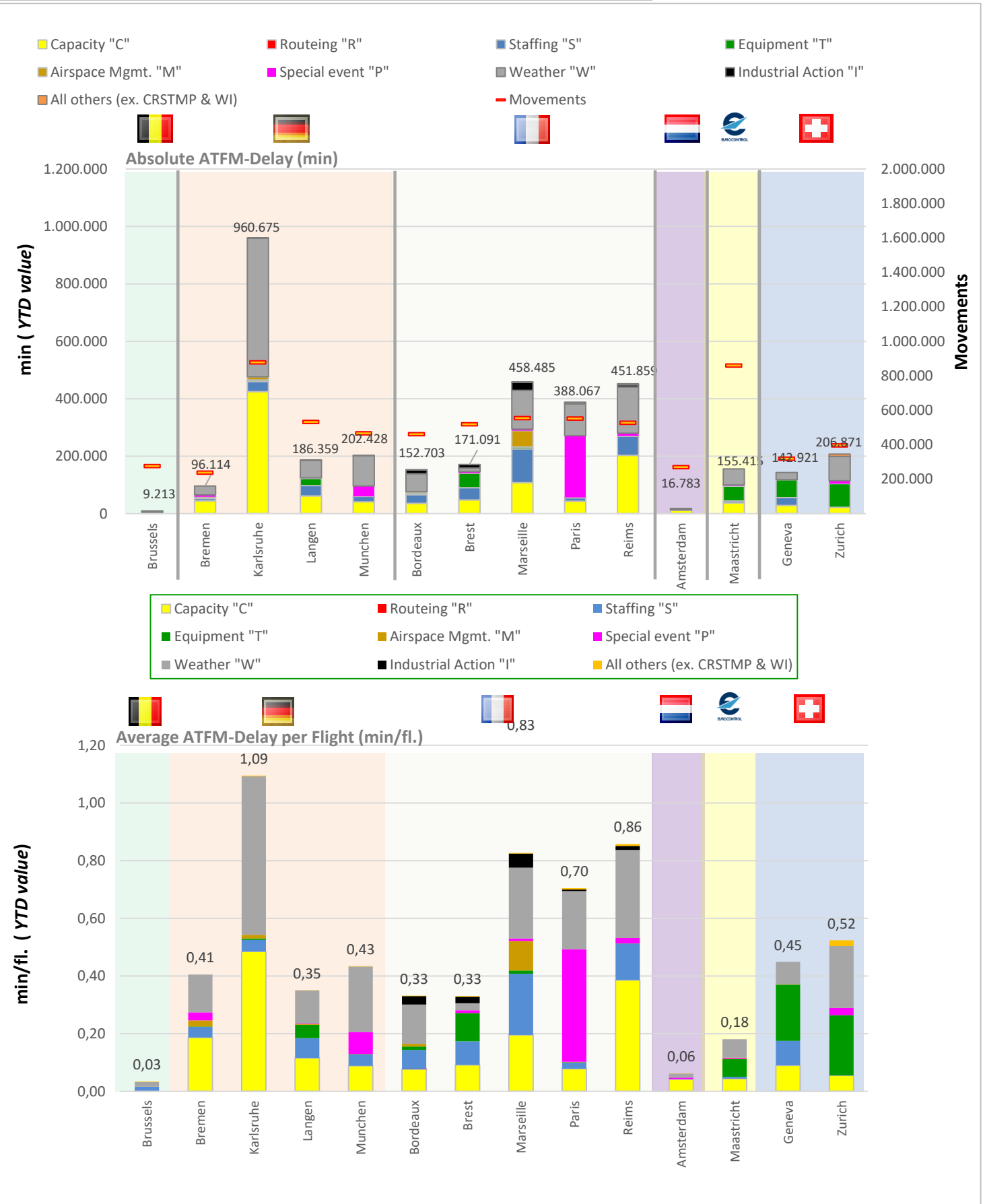
CRSTMP:	4.437	761.894	1.072.359	12.692	99.672	232.477
TOTAL:	9.213	1.445.576	1.627.224	16.783	155.415	349.792

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

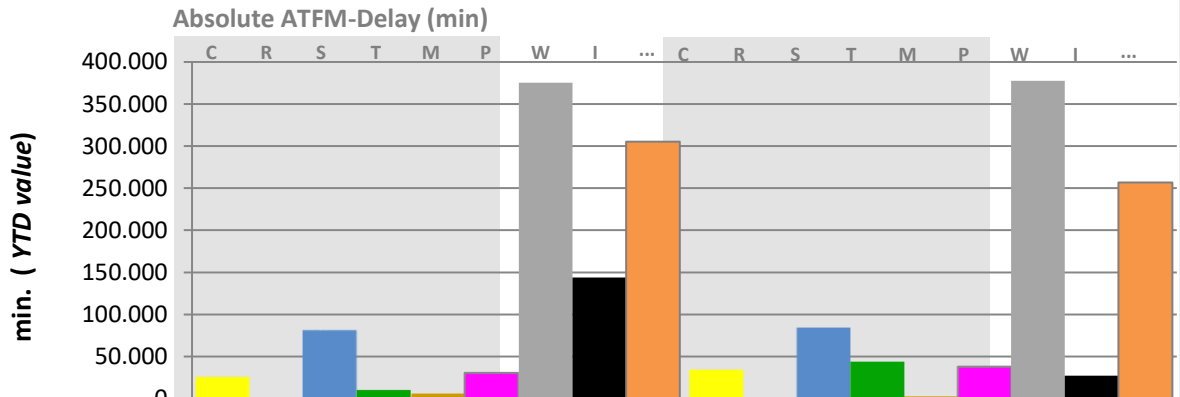


CRSTMP:	0,02	0,57	0,67	0,04	0,12	0,37
TOTAL:	0,03	1,08	1,02	0,06	0,18	0,55

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



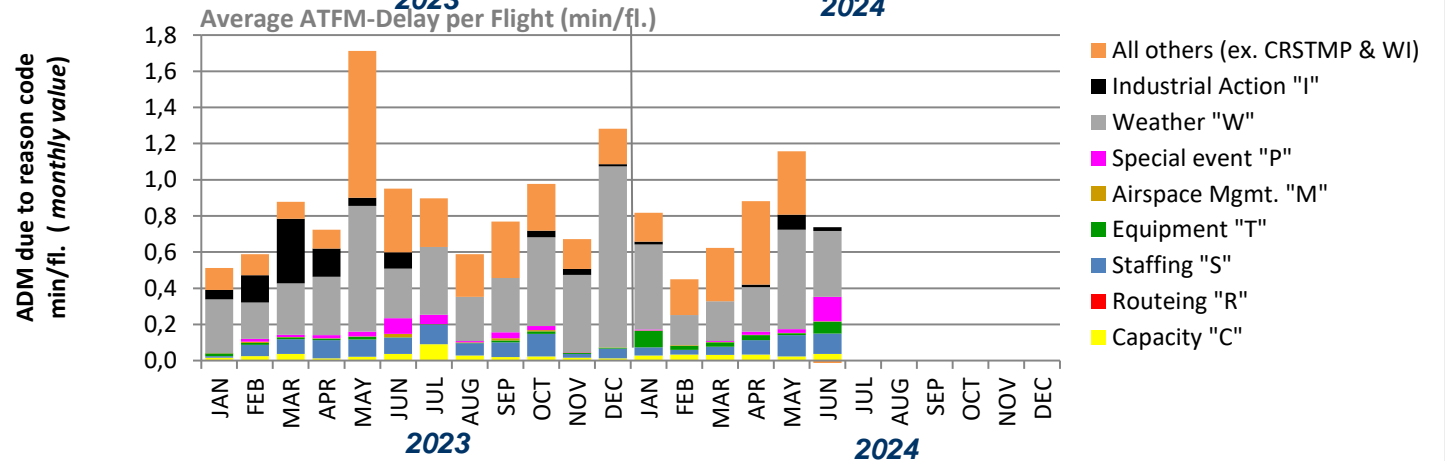
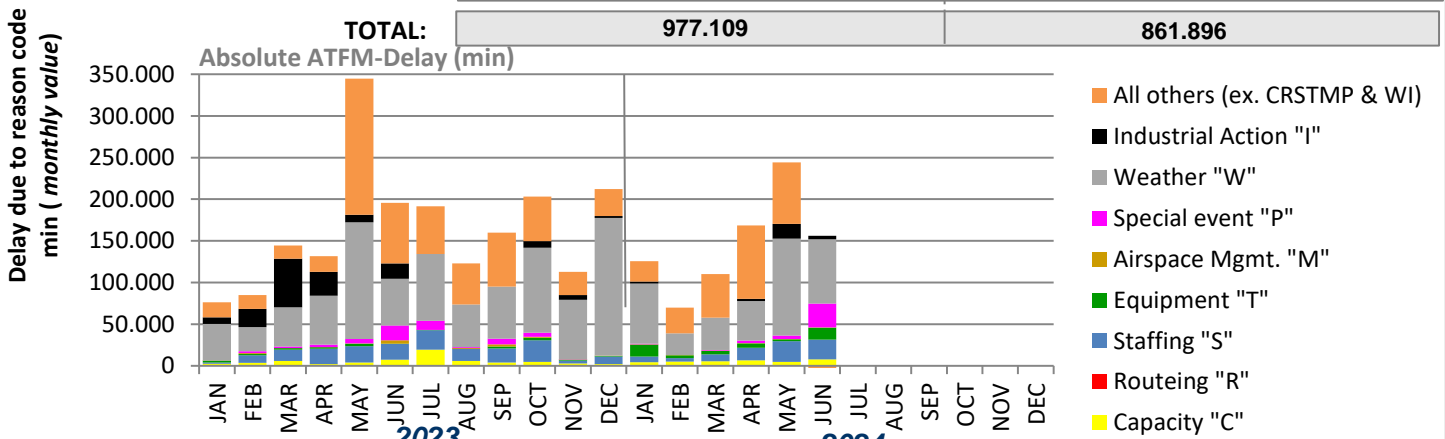
KPI #2: Arrival ATFM delay per reason code (FABEC)



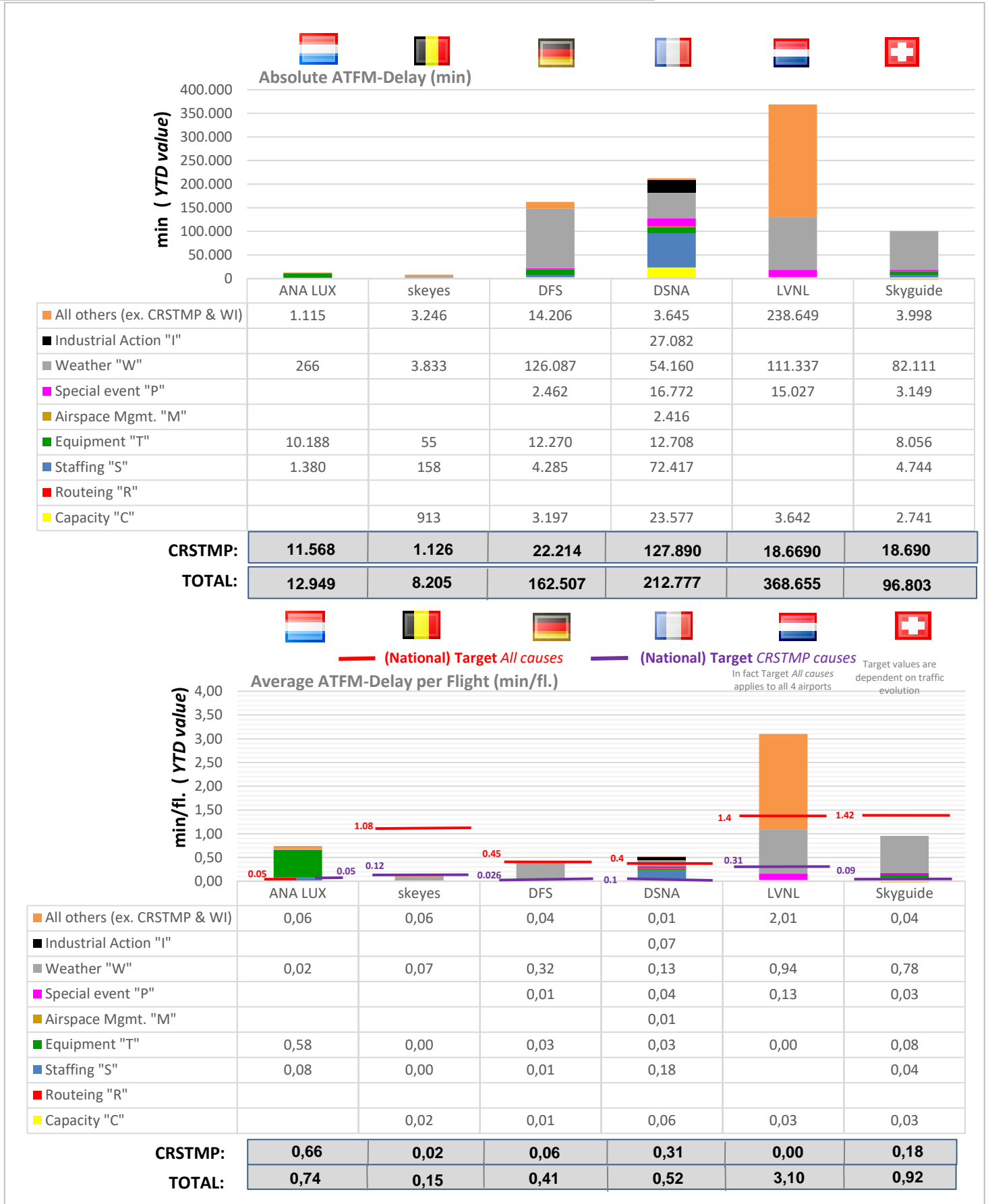
Delay due to reason code:

	2023	2024
Capacity "C"	25.567	34.070
Routing "R"	0	0
Staffing "S"	80.483	82.984
Equipment "T"	10.684	43.277
Airspace Mgmt. "M"	5.918	2.416
Special event "P"	30.020	37.410
Weather "W"	375.387	377.794
Industrial Action "I"	143.925	27.082
All others (ex. CRSTMP & WI)	305.125	256.863

CRSTMP:	152.672	200.157
TOTAL:	977.109	861.896



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: June 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.