



PERFORMANCE REPORT 2020 - 2024

CAPACITY

July 2024



making the difference

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Description & Analysis

Europe

There were 1,065,828 flights in July 2024, 4.5% more than in July 2023. July 2024 was the busiest month in terms of traffic since August 2019. The network had an average of 34,382 flights/day in July, about 1,500 flights/day more than in July 2023. The busiest day was Monday 15 July with 35,564 flights, which exceeded the busiest day of 2023 (34,637 flights on 07 July). The intra-NM SW axis saw 9.2% growth compared to 2023, which influenced the network growth of 4.5%. The conflict in Ukraine still affects overflights in several countries. EUROCONTROL continues to help manage the war's impact on aviation. NM worked closely with the French DSNA and operational stakeholders to ensure smooth and efficient operations across the European aviation network during the Olympic games in Paris. The rankings of the leading 6 airlines were unchanged since last month. Ryanair was the busiest operator averaging 3,596 movements per day (+8.2%) followed by easyJet (1,814), Turkish Airlines (1,561), Lufthansa (1,220) and Air France (1,139). The busiest airport remained Istanbul airport with an average of 1,488 flights/day, followed by Amsterdam Schiphol (1,415 flights/day), Paris Charles de Gaulle (1,406 flights/day), London Heathrow (1,347 flights/day) and Frankfurt (1,307 flights/day).

In July 2024 there was a slight slowdown in the main three passenger segments – Low-cost, Mainline and Regional – compared to the start of the summer. Compared to July 2023, the Low-cost segment was the primary driver of growth with a 10.2% increase (+1,106 flights/day), followed by Regional with a 2.2% rise (+89 flights/day), and Mainline with a 1.8% rise (+205 flights/day). The Business aviation segment grew by 2.4% (+64 flights/day), boosted by the Paris Olympics, which led to an increase in transatlantic flights between the United States and France (+3 flights/day) and an 8.7% rise between the UK and France (+4 flights/day). The All-cargo segment saw a modest improvement of 0.5% (+5 flights/day), partly due to an increase of 10 domestic flights/day in Sweden. Charter was the only segment to record a decrease (-2.6%, -38 flights/day), largely due to fewer daily flights between Türkiye and Israel (-15), Türkiye and the UK (-8), Germany and Greece (-8), the UK and Greece (-8), and Germany and Egypt (-8) compared to July 2023. In July 2024, two segments surpassed July 2019 flight levels: Business aviation (+14%) and Low-cost (+4%). Overall, the number of flights reached 97.4% of July 2019 levels.

The network was strongly impacted by ATC capacity issues and weather. Domestic routes had a departure punctuality of 65.0%, which was higher than punctuality at network level. Network first rotation departure punctuality was 72.4% and arrival punctuality was 81.8%. 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. In July 2024, a record-setting 6,941,125 minutes of ATFM delays occurred within a single month. This was +65.1% compared to July 2023 with weather being responsible for 42% of the ATFM delay. The average enroute ATFM delay per flight for the network was 5.7 minutes in July. Enroute ATFM delay represented 87% of these ATFM delays. Total enroute ATFM delays increased by 79.8% and total airport ATFM delays decreased by 7.2%. Nearly half (46.4%) of the enroute delays occurred in the southwest axis with Budapest as the main contributor. Weather issues and ATC capacity shortage on the southeast axis led to extensive flow measures. During the weekend of July 19-21, the network experienced significant weather disruptions, resulting in 517,197 minutes of ATFM delay. Convective activity in Karlsruhe UAC, Belgrad and Zagreb ACCs impacted operations with severe disruption. ATC capacity delays increased in Karlsruhe UAC and Budapest ACC due to capacity constraints in conjunction with military traffic and additional complexity. NMOC reduced enroute ATFM delays by 11.1% and airport ATFM delays by 10.0% through direct actions. NM estimates that 3.3 million tons of fuel was burnt in the enroute flight phase in the NM area in July (Source: NM).

Delays from the passengers' point of view

For July 2024, the Central Office for Delay Analysis (CODA) reported that the average delay per flight on departure was 27.9 minutes per flight - an increase of 3.8 minutes per flight compared to July 2023. 50% of the total delay can be attributable to air traffic control. Airlines caused 38% 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 8% can be allocated to other reasons (Source: CODA-Dashboard-07-2024, Date 12/09/2024).

FABEC

In the FABEC area, traffic decreased by 3.3% in July 2024 compared to the same month in 2019 leading to a -5.4% traffic evolution over the first 7 months of 2024. In July, traffic was down in some ANSPs and up for others; from -8.3% in skeyes, -8.1% in DFS, -7.2% in LVNL, -2.2% in MUAC to an increase of traffic by +1.8% in DSNA and +2.1% in Skyguide. Airport traffic dropped significantly (-12.5% in the FABEC area) with high disparities between ANSPs. Landings decreased by an impressive -20.5% in DFS, -13.6% in skeyes, to -8.5% in DSNA, -4.4% in LVNL or -3.0% in ANA LUX and -2.7% in Skyguide.

In July 2024, Karlsruhe UAC (767 038min), Marseille ACC (385 997 min) and Reims ACC (339 356 min) were the units to generate the most enroute ATFM delays. In Karlsruhe, delays were due to 'Weather' (49%), 'ATC-Capacity' (47%), 'Staffing' (2%), 'Other' (1%) and 'Airspace Management' (1%); in Marseille, 'Staffing' (59%), 'Weather' (23%), 'ATC-Capacity' (15%), 'Industrial Action (ATC)' (1%), 'Airspace Management' (1%) and 'Equipment (ATC)' (1%); in Reims, 'Weather' (40%), 'ATC-Capacity' (36%), 'Staffing' (23%) and 'Equipment (ATC)' (1%).

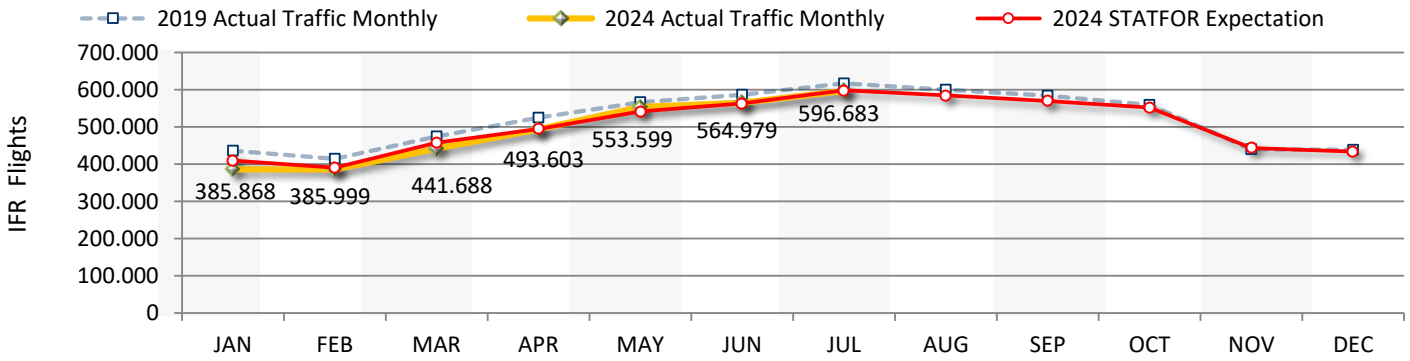
The enroute ATFM delay per flight all causes reached 3.40 min/ft in July 2024 compared to 3.20 min/ft in 2023. After 7 months in 2024, the enroute ATFM delay all causes reaches 1.65 whereas the guideline value is 0.43 min/ft. The enroute ATFM delay CRSTMP causes reached 0.98 min/ft at the end of July; this value is, as well, far beyond the FABEC guideline value (0.28 min/ft).

Airport ATFM delays were mainly generated in Amsterdam Schiphol/EHAM (94 347 min), Nice Côte d'Azur/LFMN (32 128 min) and Zurich/LSZH (23 267 min). In Amsterdam Schiphol, delays were due to 'Aerodrome Capacity' (63%), 'Weather' (36%) and 'Aerodrome Capacity (ATC)' (1%). In Nice Côte d'Azur delays were due to 'Staffing' (66%), 'Aerodrome Events' (15%), 'Aerodrome Capacity' (12%) and 'Aerodrome Capacity (ATC)' (7%); in Zurich, 'Weather' (40%), 'Aerodrome disruptions (ATC)' (34%), 'Aerodrome Capacity' (24%), and 'Aerodrome Capacity (ATC)' (2%).

Over the period Jan – July 2024, DFS, DSNA and Skyguide are not achieving their respective enroute 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*)

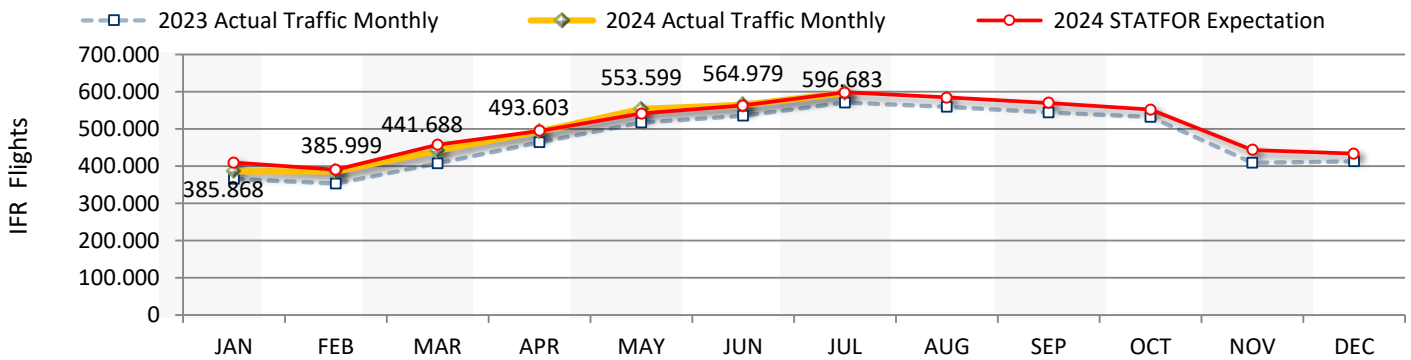
FABEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
2019 Actual Traffic Monthly	435.809	414.272	474.729	524.490	566.051	586.281	617.104	600.261	584.310	558.973	439.854	438.590	3.618.736
2024 Actual Traffic Monthly	385.868	385.999	441.688	493.603	553.599	564.979	596.683						3.422.419
Growth (%)	-11,5 %	-6,8 %	-7,0 %	-5,9 %	-2,2 %	-3,6 %	-3,3 %						-5,4 %
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 %						
2024 Traffic Cumulated (%)	-5,8 %	-3,6 %	-3,5 %	-2,5 %	-1,4 %	-1,1 %	-0,9 %						



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
skeyes													
2019 Actual Traffic Monthly	46.085	42.458	49.539	53.761	57.702	58.513	62.239	59.274	59.410	57.544	46.709	46.631	370.297
2024 Actual Traffic Monthly	39.600	39.692	43.588	48.001	52.595	53.915	57.084						334.475
Growth (%)	-14,1 %	-6,5 %	-12,0 %	-10,7 %	-8,9 %	-7,9 %	-8,3 %						-9,7 %
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	1.800.684
2024 Actual Traffic Monthly	183.635	182.394	208.971	232.136	263.112	263.948	275.245						1.609.441
Growth (%)	-17,3 %	-13,9 %	-13,2 %	-10,1 %	-6,8 %	-7,8 %	-8,1 %						-10,6 %
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	1.923.408
2024 Actual Traffic Monthly	211.771	212.346	246.278	280.675	315.309	326.499	346.509						1.939.387
Growth (%)	-4,4 %	1,2 %	0,8 %	-0,8 %	4,3 %	1,4 %	1,8 %						0,8 %
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	365.451
2024 Actual Traffic Monthly	42.261	42.665	46.960	48.003	52.384	51.359	53.466						337.098
Growth (%)	-8,3 %	-3,8 %	-7,0 %	-10,2 %	-8,9 %	-8,1 %	-7,2 %						-7,8 %
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	1.077.696
2024 Actual Traffic Monthly	123.083	122.104	136.740	147.278	165.132	164.147	172.195						1.030.679
Growth (%)	-11,3 %	-5,6 %	-7,4 %	-4,9 %	0,6 %	-1,6 %	-2,2 %						-4,4 %
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	767.497
2024 Actual Traffic Monthly	83.530	84.600	97.545	111.408	125.139	128.701	136.259						767.182
Growth (%)	-6,5 %	-1,9 %	-2,1 %	0,7 %	3,4 %	1,2 %	2,1 %						0,0 %

FABEC TRAFFIC DEVELOPMENT (*en-route*)

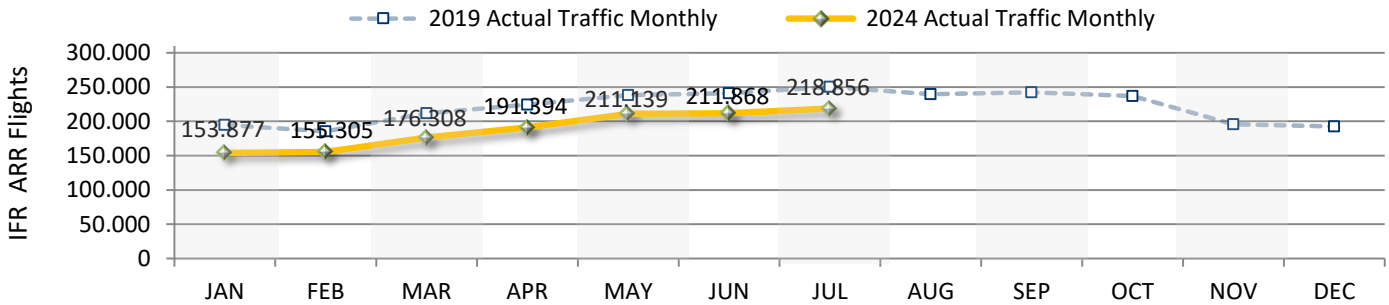
FABEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
2023 Actual Traffic Monthly	365.437	352.988	407.137	463.740	516.846	535.557	570.817	559.010	544.407	532.182	408.813	412.539	3.212.522
2024 Actual Traffic Monthly	385.868	385.999	441.688	493.603	553.599	564.979	596.683						3.422.419
Growth (%)	5,6 %	9,4 %	8,5 %	6,4 %	7,1 %	5,5 %	4,5 %						6,5 %
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 %						
2024 Traffic Cumulated (%)	-5,8 %	-3,6 %	-3,5 %	-2,5 %	-1,4 %	-1,1 %	-0,9 %						



	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	318.968
2024 Actual Traffic Monthly	39.600	39.692	43.588	48.001	52.595	53.915	57.084						334.475
Growth (%)	8,5 %	9,4 %	2,6 %	3,3 %	3,3 %	4,1 %	4,7 %						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	1.525.142
2024 Actual Traffic Monthly	183.635	182.394	208.971	232.136	263.112	263.948	275.245						1.609.441
Growth (%)	5,9 %	10,3 %	4,8 %	3,7 %	6,8 %	4,4 %	4,2 %						5,5 %
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	1.803.347
2024 Actual Traffic Monthly	211.771	212.346	246.278	280.675	315.309	326.499	346.509						1.939.387
Growth (%)	5,3 %	8,3 %	11,6 %	8,4 %	8,1 %	7,1 %	5,0 %						7,5 %
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	313.994
2024 Actual Traffic Monthly	42.261	42.665	46.960	48.003	52.384	51.359	53.466						337.098
Growth (%)	12,5 %	18,0 %	9,3 %	4,6 %	4,9 %	3,3 %	3,2 %						7,4 %
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	971.932
2024 Actual Traffic Monthly	123.083	122.104	136.740	147.278	165.132	164.147	172.195						1.030.679
Growth (%)	7,7 %	12,6 %	4,9 %	4,0 %	7,0 %	4,9 %	3,5 %						6,0 %
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	685.677
2024 Actual Traffic Monthly	83.530	84.600	97.545	111.408	125.139	128.701	136.259						767.182
Growth (%)	10,3 %	11,8 %	13,8 %	13,9 %	14,0 %	11,6 %	8,3 %						11,9 %

FABEC TRAFFIC DEVELOPMENT (arrival)

FABEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
2019 Actual Traffic Monthly	194.850	185.420	211.796	224.471	238.490	240.788	250.186	239.483	242.195	236.830	195.678	192.743	1.546.001
2024 Actual Traffic Monthly	153.877	155.305	176.308	191.394	211.139	211.868	218.856						1.318.747
Growth (%)	-21,0 %	-16,2 %	-16,8 %	-14,7 %	-11,5 %	-12,0 %	-12,5 %						-14,7 %



	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	21.941
2024 Actual Traffic Monthly	2.412	2.361	2.839	3.127	3.419	3.324	3.308						20.790
Growth (%)	-11,6 %	-10,6 %	-5,6 %	-4,8 %	-0,9 %	-2,8 %	-3,0 %						-5,2 %

	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	76.053
2024 Actual Traffic Monthly	7.746	8.007	8.728	9.254	10.022	9.843	10.894						64.494
Growth (%)	-21,0 %	-9,3 %	-15,2 %	-16,5 %	-14,8 %	-15,7 %	-13,6 %						-15,2 %

	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	618.019
2024 Actual Traffic Monthly	54.177	54.490	62.152	70.242	77.072	77.005	77.995						473.133
Growth (%)	-30,8 %	-28,2 %	-27,5 %	-20,9 %	-19,9 %	-19,0 %	-20,5 %						-23,4 %

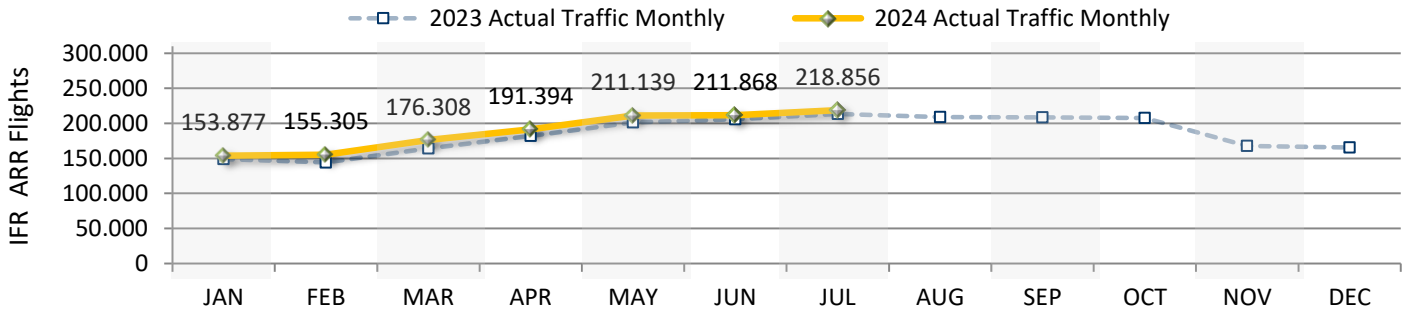
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
DSNA													
2019 Actual Traffic Monthly	66.766	63.317	73.401	81.023	84.477	88.656	92.799	86.055	86.206	81.851	67.332	66.631	550.439
2024 Actual Traffic Monthly	55.553	56.506	65.244	70.713	79.576	81.402	84.903						493.897
Growth (%)	-16,8 %	-10,8 %	-11,1 %	-12,7 %	-5,8 %	-8,2 %	-8,5 %						-10,3 %

	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	147.073
2024 Actual Traffic Monthly	17.985	18.064	19.694	20.160	21.757	21.233	21.925						140.818
Growth (%)	-5,3 %	0,2 %	-3,3 %	-6,0 %	-5,3 %	-4,9 %	-4,4 %						-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	132.476
2024 Actual Traffic Monthly	16.004	15.877	17.651	17.898	19.293	19.061	19.831						125.615
Growth (%)	-12,5 %	-5,1 %	-7,4 %	-4,7 %	-1,4 %	-3,1 %	-2,7 %						-5,2 %

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	1.259.710
2024 Actual Traffic Monthly	153.877	155.305	176.308	191.394	211.139	211.868	218.856						1.318.747
Growth (%)	3,3 %	7,6 %	7,4 %	5,2 %	5,0 %	3,0 %	2,5 %						4,7 %



	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	20.730
2024 Actual Traffic Monthly	2.412	2.361	2.839	3.127	3.419	3.324	3.308						20.790
Growth (%)	-1,1 %	-3,6 %	-1,2 %	2,9 %	5,7 %	-1,5 %	-0,4 %						0,3 %

	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	62.068
2024 Actual Traffic Monthly	7.746	8.007	8.728	9.254	10.022	9.843	10.894						64.494
Growth (%)	4,6 %	11,2 %	3,7 %	3,4 %	1,2 %	0,7 %	4,7 %						3,9 %

	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	449.340
2024 Actual Traffic Monthly	54.177	54.490	62.152	70.242	77.072	77.005	77.995						473.133
Growth (%)	5,0 %	9,8 %	6,1 %	6,7 %	6,0 %	3,0 %	2,2 %						5,3 %

	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	481.310
2024 Actual Traffic Monthly	55.553	56.506	65.244	70.713	79.576	81.402	84.903						493.897
Growth (%)	-2,5 %	0,9 %	7,7 %	3,3 %	3,7 %	2,5 %	2,1 %						2,6 %

	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	128.643
2024 Actual Traffic Monthly	17.985	18.064	19.694	20.160	21.757	21.233	21.925						140.818
Growth (%)	15,9 %	22,8 %	13,7 %	6,8 %	5,4 %	4,5 %	3,2 %						9,5 %

	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	117.619
2024 Actual Traffic Monthly	16.004	15.877	17.651	17.898	19.293	19.061	19.831						125.615
Growth (%)	6,2 %	10,8 %	7,2 %	6,6 %	7,5 %	6,0 %	4,1 %						6,8 %

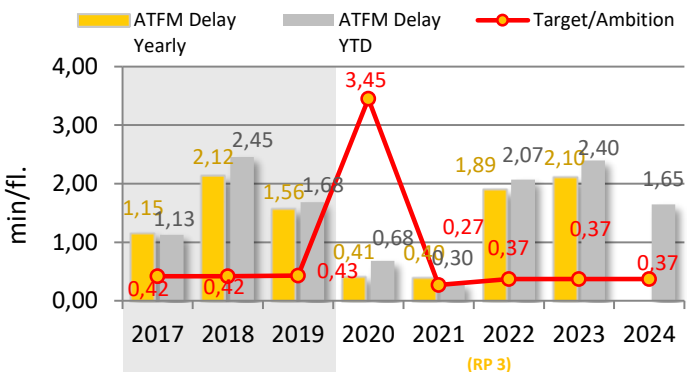
KPI #1: En-route ATFM delay per controlled flight (FABEC)

	YTD 2024	YTD 2023
En-route Delay All causes	1,65	2,40
FABEC Ambition	0,37	
Guideline	0,43	
Minute ('000) ALL causes	5.632	7.694
Diff. 2024 - 2023	- 26,8 %	
Traffic ('000)	3.422	3.213
Diff. 2024 - 2023	+ 6,5 %	

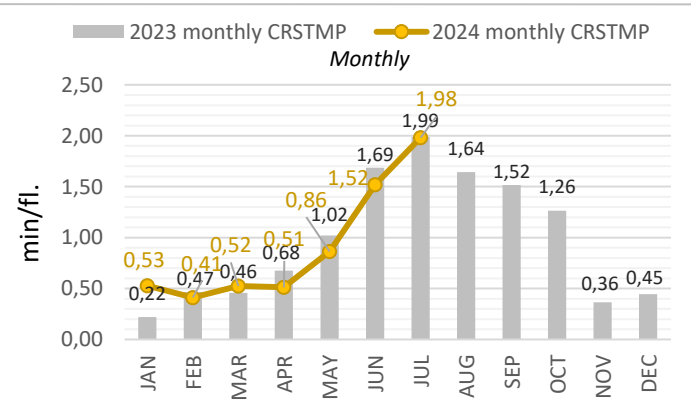
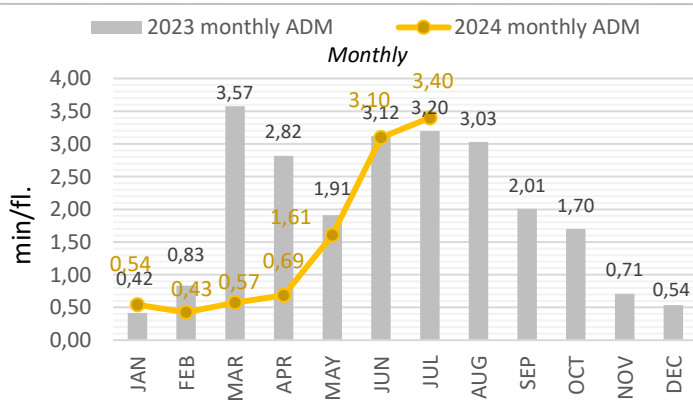
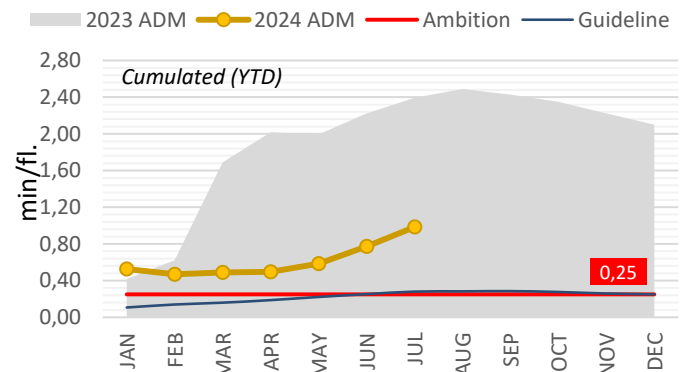
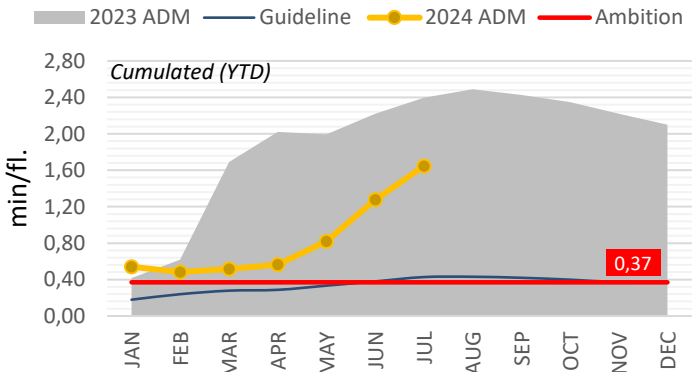
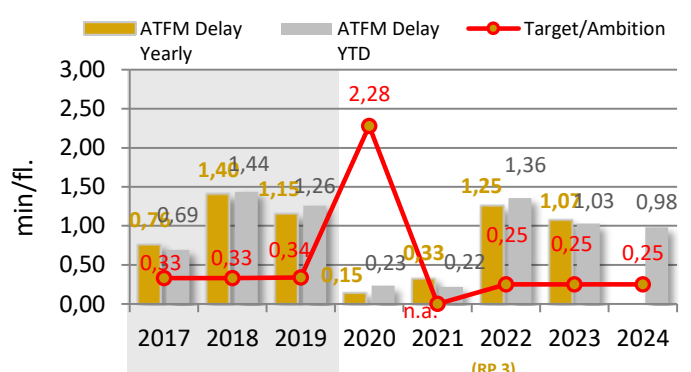
	YTD 2024	YTD 2023
En-route Delay CRSTMP causes	0,98	1,03
FABEC Ambition	0,25	
Guideline	0,28	
Minute ('000) CRSTMP causes	3.365	3.309
Diff. 2024 - 2023	+ 2 %	
<i>Potential savings (*) due to underbid the delay Target</i>		
<i>(all Causes) in Mio EURO (YTD)</i>	0,0	

* Cost of ATFM-delay per min = 100 €

All Delay Causes



CRSTMP Delay Causes

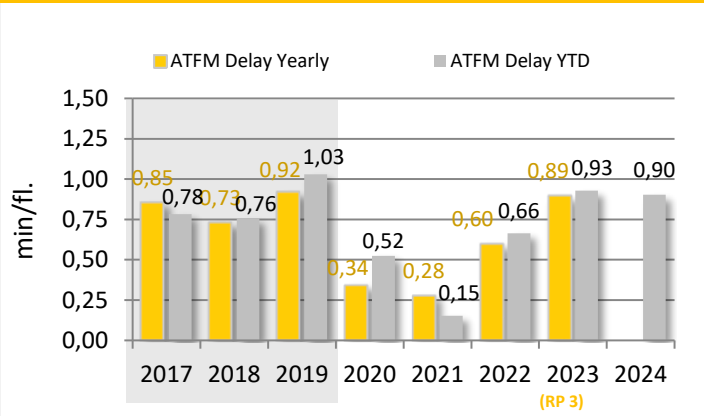


The guideline for the en-route ATFM delay per movement is a basic cumulative extrapolation of the 2017-2019 monthly allocation and is designed to give an impression, how the YTD figures should be, in order to reach the yearly 2024 ambition value set by FABEC States.

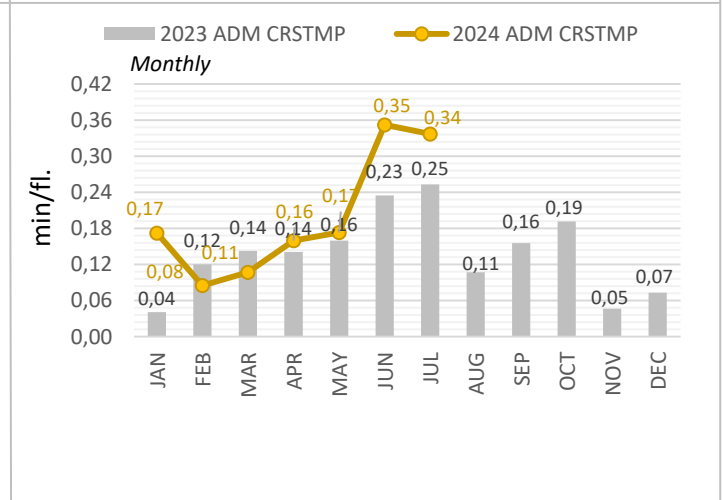
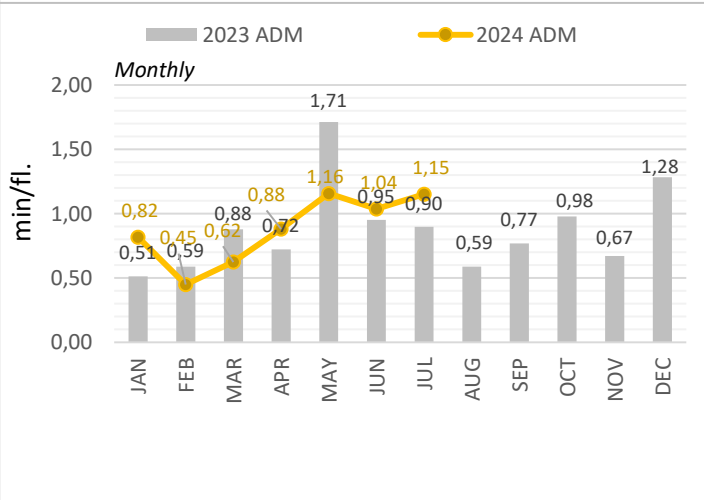
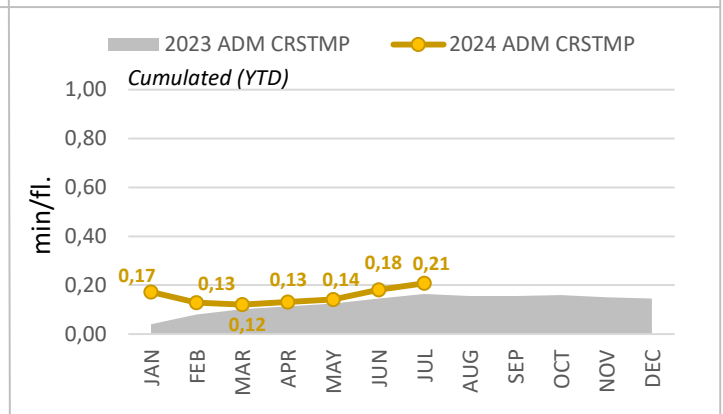
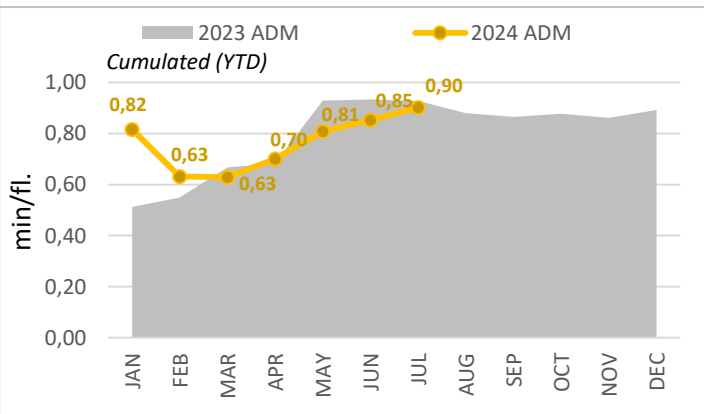
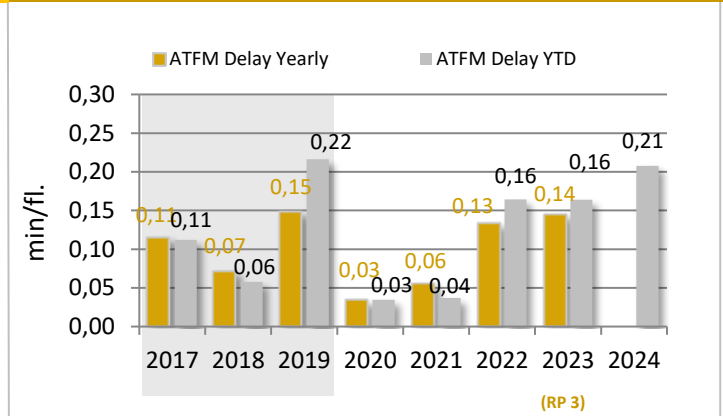
KPI #2: Arrival ATFM delay per controlled flight (FABEC)

	YTD 2024	YTD 2023	YTD 2024	YTD 2023
Arrival Delay All causes	0,90	0,93	Arrival Delay CRSTMP causes	0,21
<i>Diff. 2024 - 2023</i>	- 3 %		<i>Diff. 2024 - 2023</i>	+ 27 %
Minute ('000) ALL causes	1190	1.169	Minute ('000) CRSTMP causes	274
<i>Diff. 2024 - 2023</i>	+ 2 %		<i>Diff. 2024 - 2023</i>	+ 32 %
Traffic ('000)	1.319	1.260		
<i>Diff. 2024 - 2023</i>	+ 5 %			

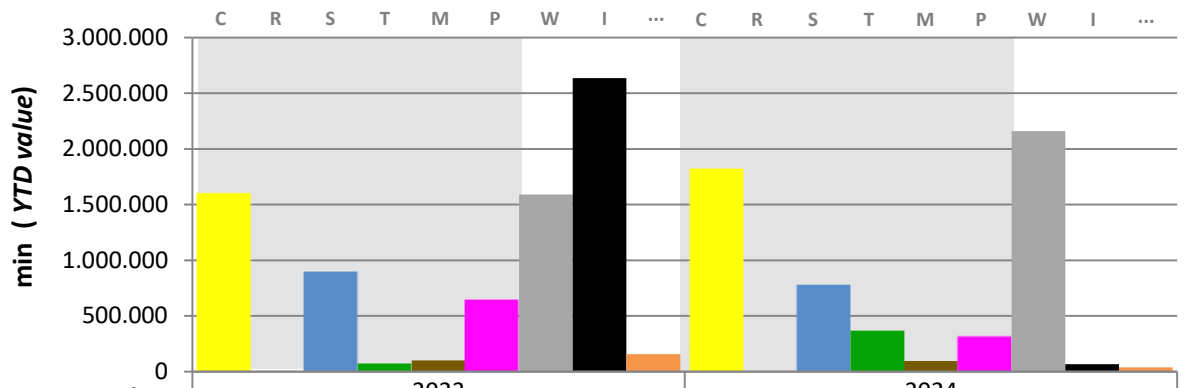
All Delay Causes



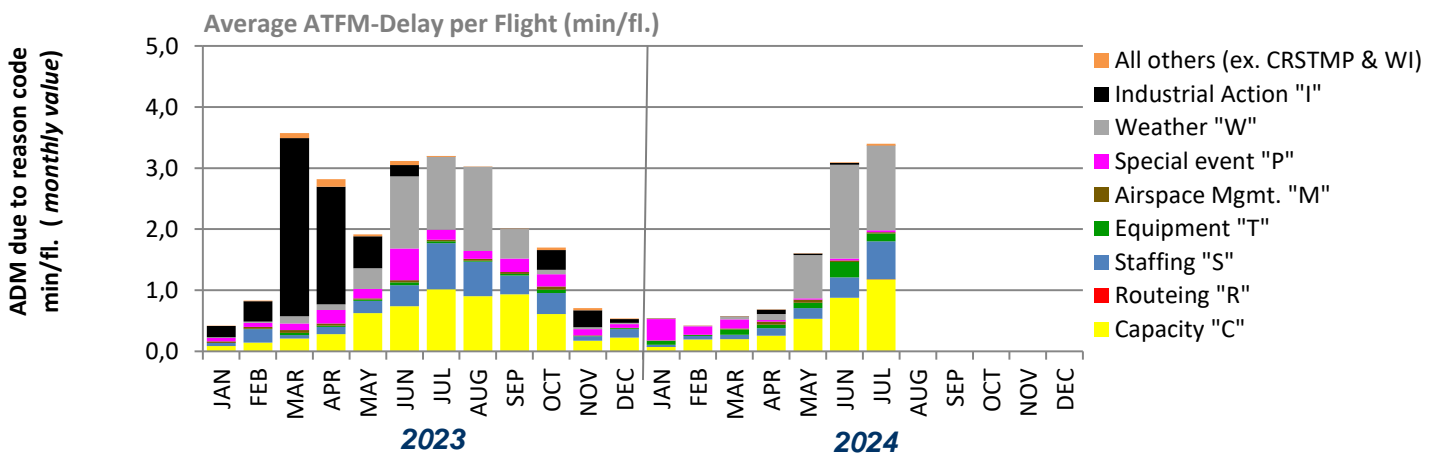
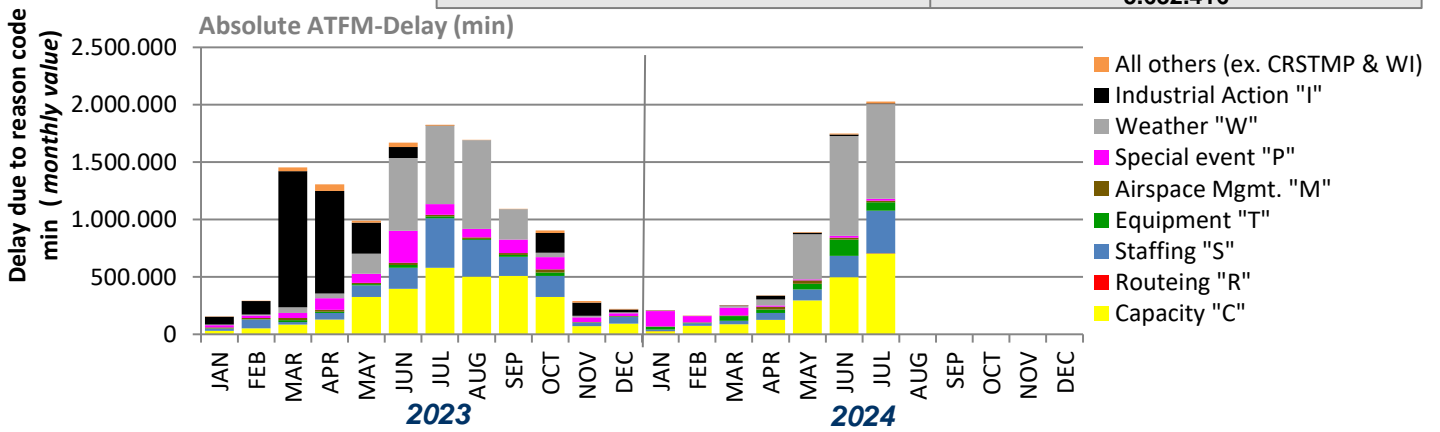
CRSTMP Delay Causes



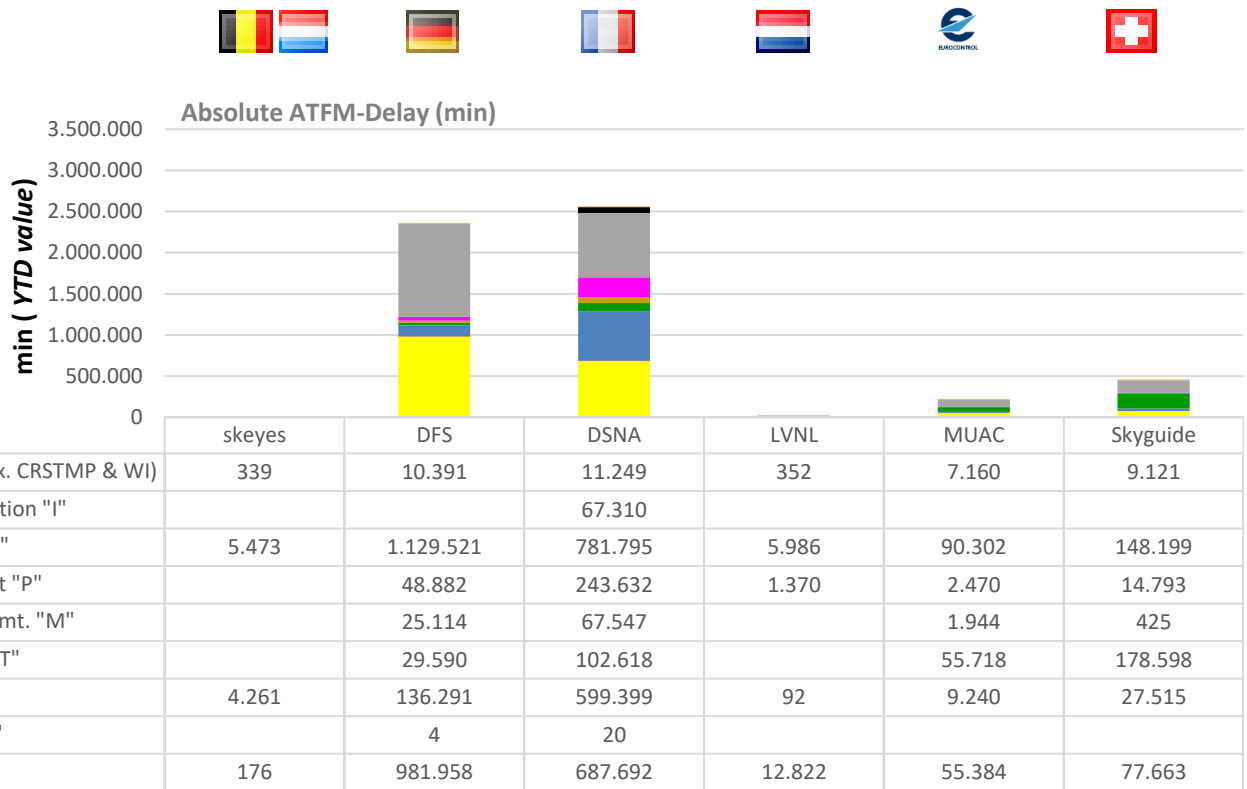
KPI #1: En-route ATFM delay per reason code (FABEC)



Delay due to reason code:	2023	2024
Capacity "C"	1.598.399	1.815.695
Routeing "R"	0	24
Staffing "S"	891.914	776.798
Equipment "T"	78.996	366.524
Airspace Mgmt. "M"	101.876	95.030
Special event "P"	638.165	311.147
Weather "W"	1.591.157	2.161.276
Industrial Action "I"	2.636.084	67.310
All others (ex. CRSTMP & WI)	157.572	38.612
CRSTMP:	3.309.350	3.365.218
TOTAL:	7.694.163	5.632.416

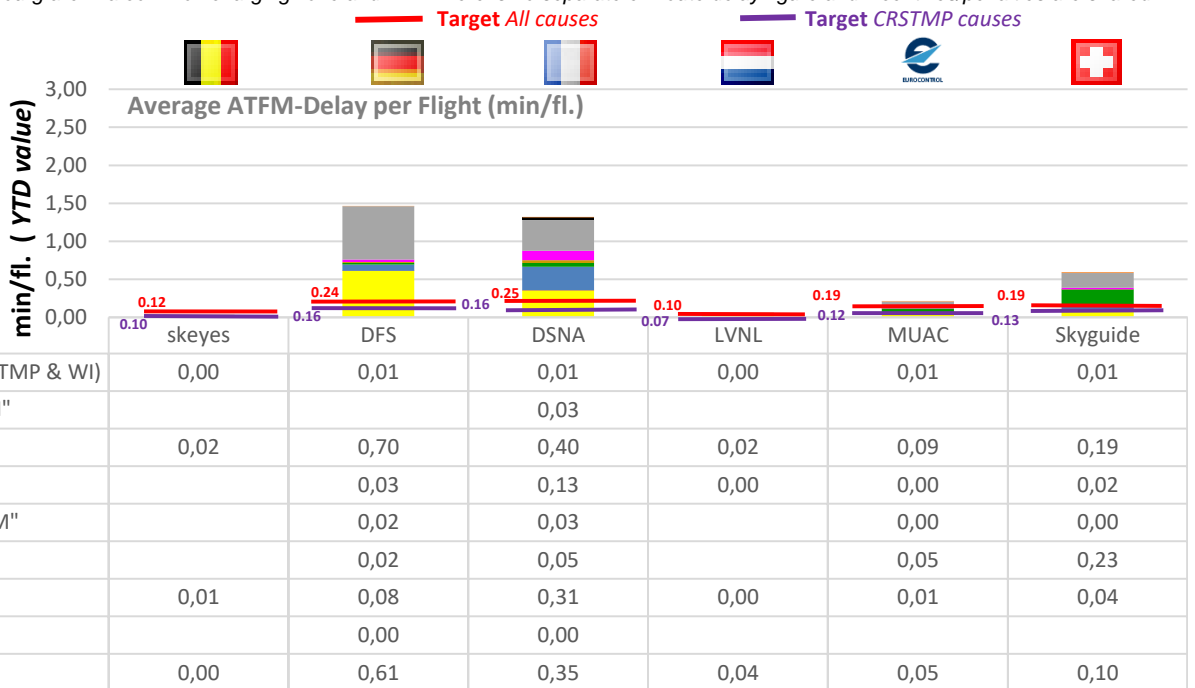


KPI #1: En-route ATFM delay per controlled flight (ANSP)



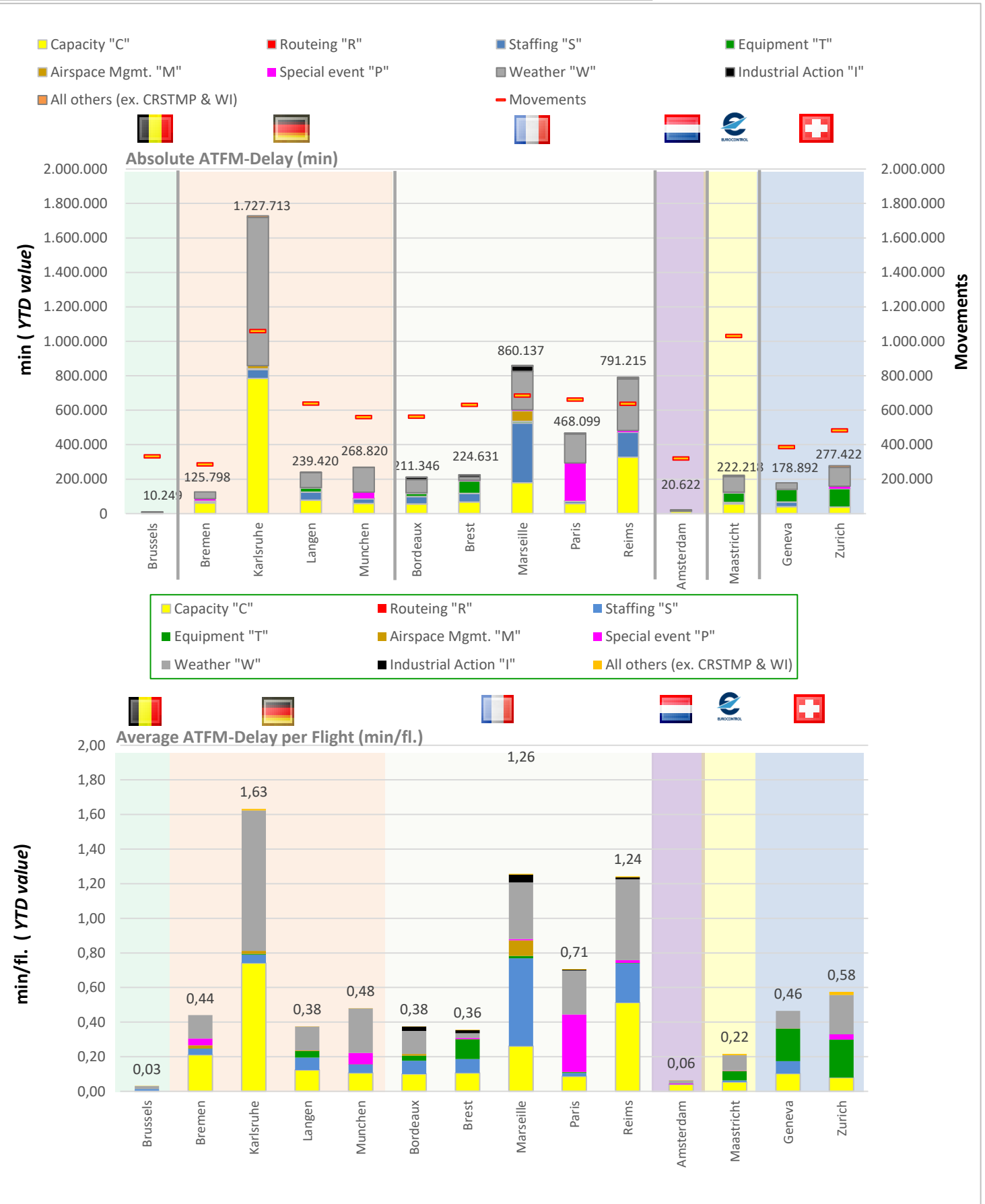
CRSTMP:	4.437	1.221.839	1.700.908	14.284	124.756	298.994
TOTAL:	10.249	2.361.751	2.561.262	20.622	222.218	456.314

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

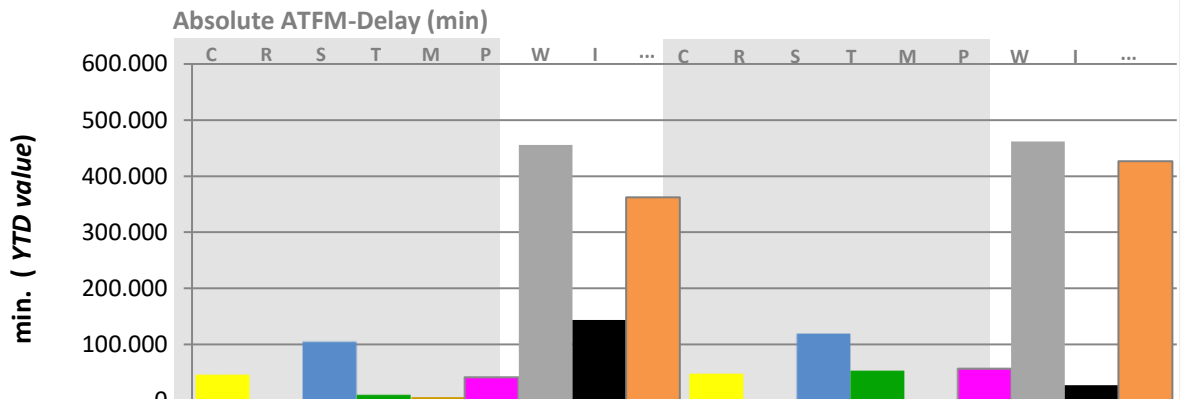


CRSTMP:	0,01	0,76	0,88	0,04	0,12	0,39
TOTAL:	0,03	1,47	1,32	0,06	0,22	0,59

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



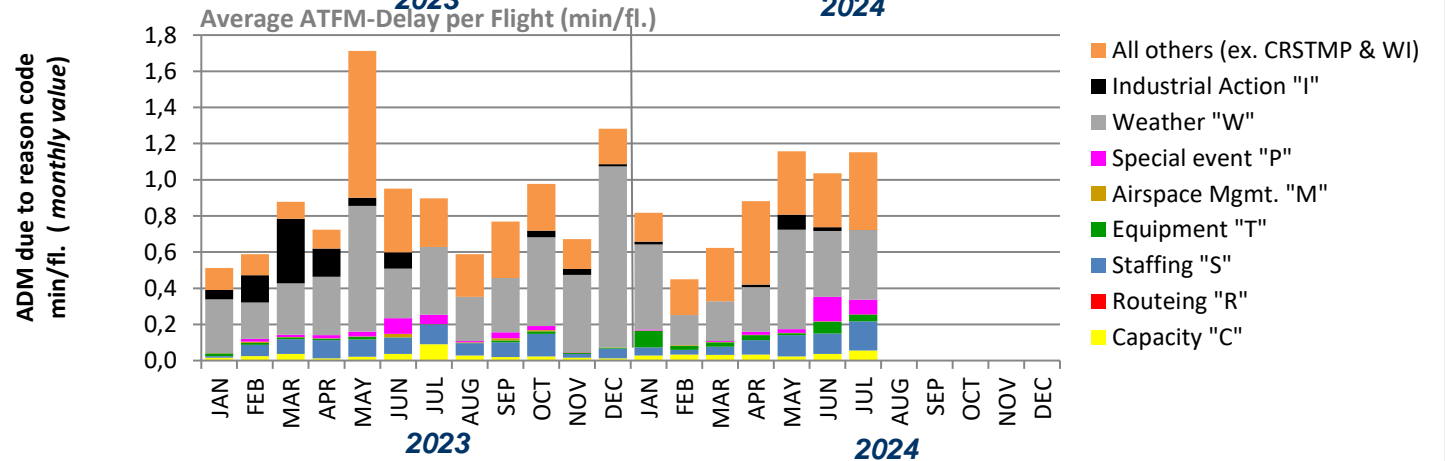
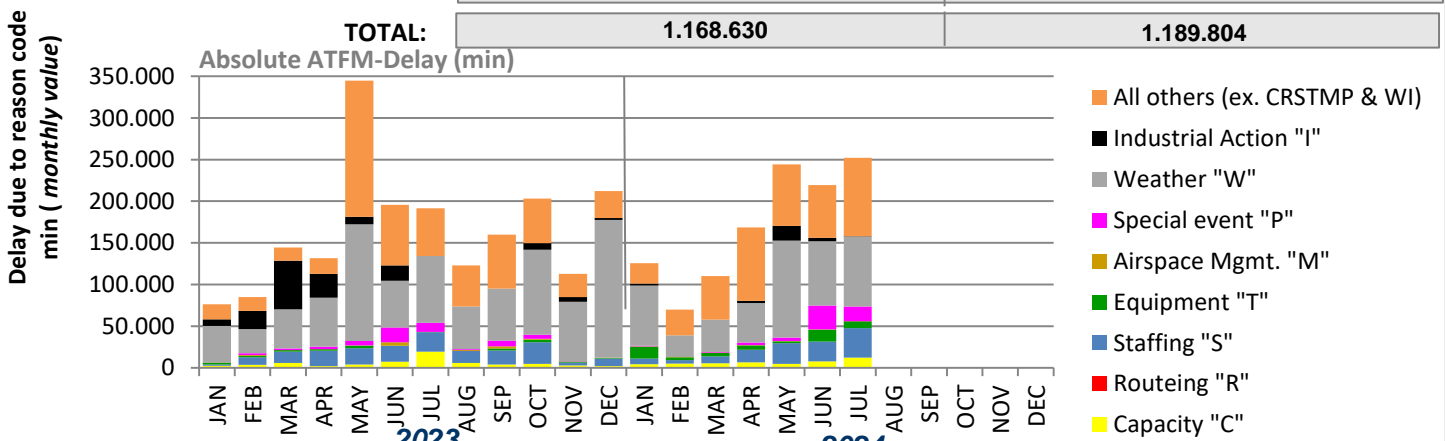
KPI #2: Arrival ATFM delay per reason code (FABEC)



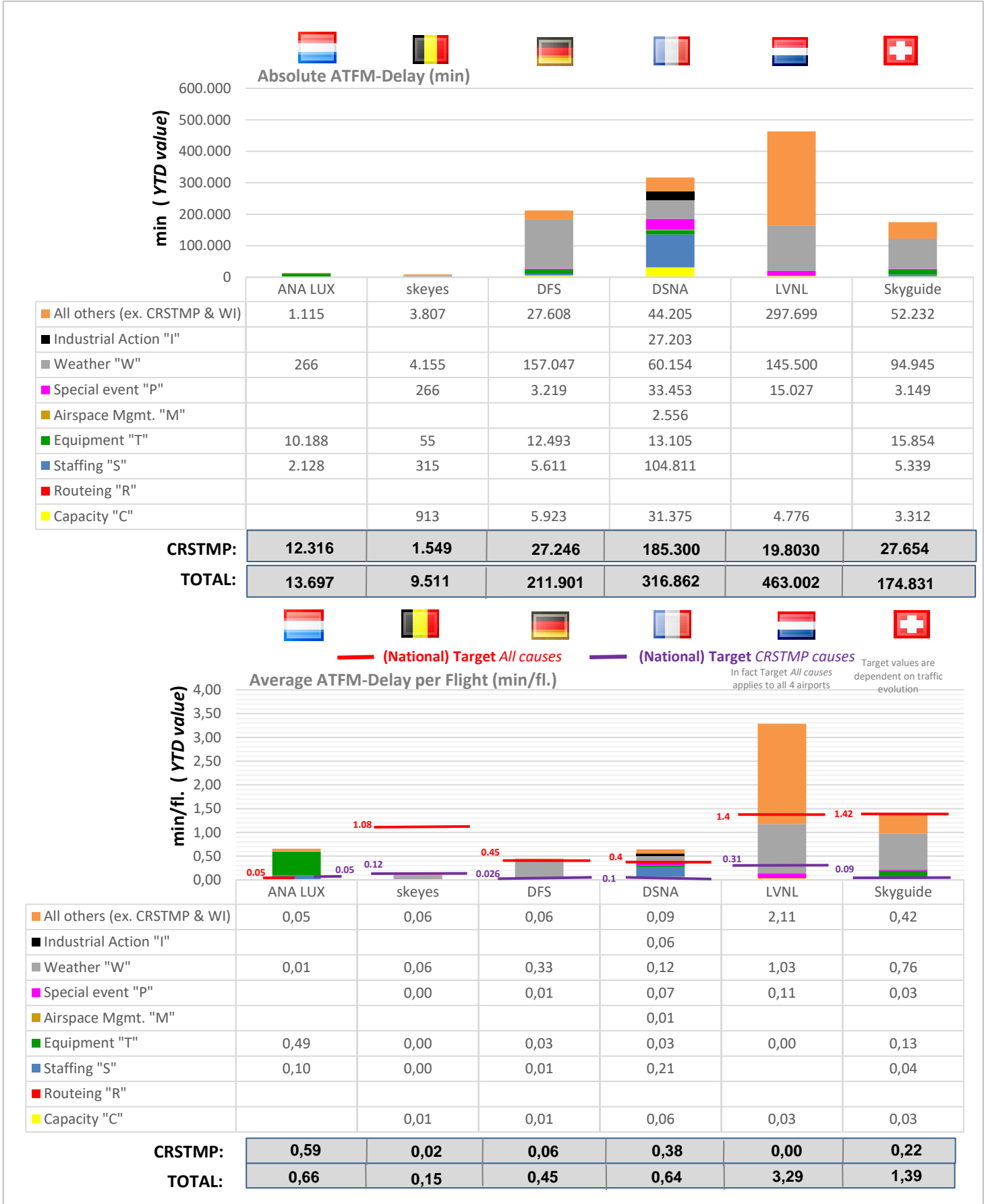
Delay due to reason code:

	2023	2024
Capacity "C"	44.778	46.299
Routing "R"	0	0
Staffing "S"	103.944	118.204
Equipment "T"	10.997	51.695
Airspace Mgmt. "M"	6.070	2.556
Special event "P"	40.906	55.114
Weather "W"	455.605	462.067
Industrial Action "I"	143.925	27.203
All others (ex. CRSTMP & WI)	362.405	426.666

CRSTMP:	206.695	273.868
TOTAL:	1.168.630	1.189.804



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: July 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.