



PERFORMANCE REPORT 2020 - 2024

# CAPACITY

August 2024



making the difference

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## Description & Analysis

### Europe

There were 1,056,042 flights in August 2024, 4.5% more than in August 2023. Traffic followed the usual pattern during Summer with an increase of traffic to popular tourist destinations. The network had an average of 34,066 flights/day in August, some 1,470 flights/day more than in August 2023. The busiest day was Friday 30 August with 35,525 flights; there were four days in August with over 35,000 flights. The intra-NM SW axis saw 6.1% growth compared to 2023, which influenced the network growth of 4.5%. The conflict in Ukraine still affects overflights in several countries.

The rankings of the leading 6 airlines were unchanged since last month, with Ryanair as the busiest operator averaging 3,637 movements per day (+8.4%) followed by easyJet (1,827), Turkish Airlines (1,567), Lufthansa (1,226) and Air France (1,133).

The busiest airport remained Istanbul airport with an average of 1,500 flights/day, followed by Amsterdam Schiphol (1,434 flights/day), Paris Charles de Gaulle (1,432 flights/day), London Heathrow (1,348 flights/day) and Frankfurt (1,302 flights/day). Almost all of the Top 20 airports had more traffic than in August 2023, with double-digit traffic growth at Rome Fiumicino and Athens airports.

In August 2024, the Low-cost segment remained the main driver of flight growth, with a 10.0% increase (+1,094 flights/day). The Regional segment saw a 2.5% increase (+97 flights/day) while the Mainline segment grew by 2.1% (+239 flights/day). The Business aviation segment saw a 3.6% increase (+83 flights/day), continuing to benefit from the Paris Olympics, e.g. transatlantic flights to/from France and the United States were up by 7 daily flights compared to August 2023. The Charter segment recorded a slight increase of 0.3% owing partly to increased traffic to and from Türkiye and Poland (+12 flights/day), Türkiye and Russia (+12 flights/day), Poland and Egypt (+8 flights/day). All-cargo was the only segment to post a decrease of -0.3% due to fewer domestic flights in the UK (-11 flights/day) and France (-8 flights/day). In August 2024, only two segments surpassed their August 2019 levels: Business aviation (+13.6%) and Low-cost (+4.9%). Overall, the number of flights was -2.8% below August 2019 levels.

Network departure punctuality (59.0%) and arrival punctuality (67.0%) were slightly lower than in August 2023. The network was strongly impacted by ATC capacity issues and weather. Domestic routes had a departure punctuality of 71.7%, which was higher than punctuality at network level. SE axis punctuality improved by 10 pp. compared to July 2024. Network first rotation departure punctuality was 76.2% and arrival punctuality was 84.6%.

There were 5.3 million minutes of ATFM delay in August, +46.3% compared to August 2023. The average en-route ATFM delay per flight for the network was 4.3 minutes in August. En-route ATFM delay represented 85% of these ATFM delays. Total en-route ATFM delays increased by 53.6% and total airport ATFM delays increased by 16.1%. Weather issues and ATC capacity shortage mainly on the SE axis led to extensive flow measures. Convective activity in Karlsruhe UAC, Zagreb, Vienna and Belgrade ACCs impacted operations with severe disruption. ATC capacity delays increased in Karlsruhe UAC and Budapest, Zagreb, Barcelona and Reims ACCs due to capacity constraints in conjunction with military traffic and additional complexity. NMOC reduced en-route ATFM delays by 10.6% and airport ATFM delays by 9.2% through direct actions. NM estimates that 3.3 million tonnes of fuel was burnt in the en-route flight phase in the NM area in August (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 22.9 minutes per flight - an increase of 1.2 minutes per flight compared to August 2023. 48% of the total delay can be attributable to air traffic control. Airlines caused 39% 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 8% can be allocated to other reasons (Source: CODA-Dashboard-08-2024, Date 01/10/2024).

### FABEC

In the FABEC area, traffic decreased by 2.4% in August 2024 compared to the same month in 2019 leading to a -5.0% traffic evolution over the first 8 months of 2024. In August, traffic was down in some ANSPs and up for others; from -7.5% in DFS, -7.3% in LVNL, -6.5% in skeyes, -2.9% in MUAC to an increase of traffic by +3.3% in DSN and +4.7% in Skyguide. Airport traffic dropped significantly (-10.9% in the FABEC area) with high disparities between ANSPs. Landings decreased by an impressive -18.7% in DFS, -13.4% in skeyes, to -6.2% in DSN, -3.6% in LVNL, -2.2% in Skyguide and an increase by 1.6% in ANA LUX.

In August 2024, Karlsruhe UAC (541 793 min), Marseille ACC (351 519 min) and Reims ACC (262 999 min) were the units to generate the most en-route ATFM delays. In Karlsruhe, delays were due to 'Weather' (55%), 'ATC-Capacity' (41%), 'Staffing' (2%), 'Other' (1%) and 'Airspace Management' (1%); in Marseille, 'Staffing' (52%), 'Weather' (30%) and 'ATC-Capacity' (18%); in Reims, 'Weather' (48%), 'ATC-Capacity' (34%), 'Staffing' (17%) and 'Equipment (ATC)' (1%).

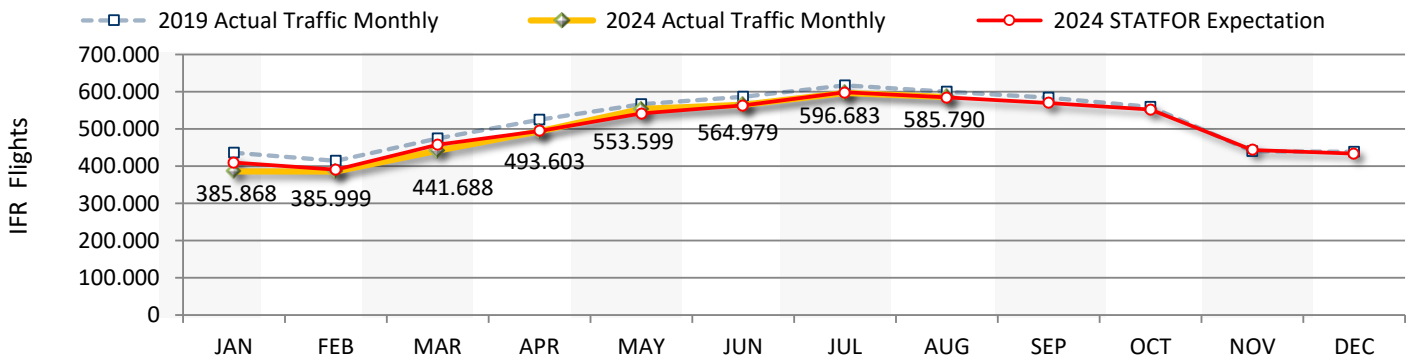
The en-route ATFM delay per flight all causes reached 2.77 min/flt in August 2024 compared to 3.03 min/flt in 2023. After 8 months in 2024, the en-route ATFM delay all causes reaches 1.81 whereas the guideline value is 0.43 min/flt. The en-route ATFM delay CRSTMP causes reached 1.05 min/flt at the end of August; this value is, as well, far beyond the FABEC guideline value (0.28 min/flt).

Airport ATFM delays were mainly generated in Amsterdam Schiphol/EHAM (64 848 min), Zurich/LSZH (22 696 min) and Nice Côte d'Azur/LFMN (13 444 min). In Amsterdam Schiphol, delays were due to 'Aerodrome Capacity' (94%), 'Aerodrome Disruptions (ATC)' (3%), 'Aerodrome Capacity (ATC)' (2%) and 'Weather' (1%). In Zurich, delays were due to 'Weather' (63%), 'Aerodrome Capacity' (28%), 'Aerodrome Disruptions (ATC)' (8%) and 'Staffing' (1%); in Nice Côte d'Azur, 'Staffing' (77%), 'Weather' (16%), 'Aerodrome Capacity' (5%) and 'Aerodrome Capacity (ATC)' (2%).

Over the period Jan – Aug 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, 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*)

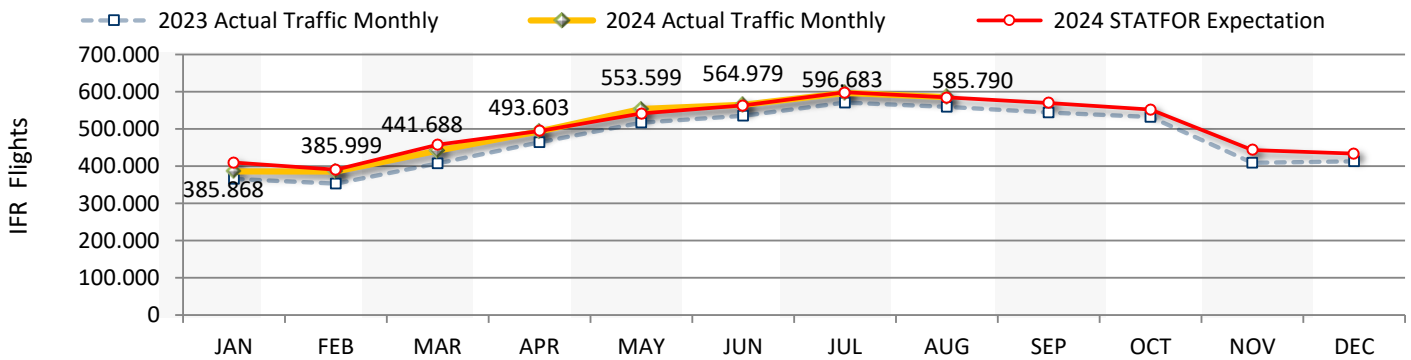
<b>FABEC</b>	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
2019 Actual Traffic Monthly	435.809	414.272	474.729	524.490	566.051	586.281	617.104	600.261	584.310	558.973	439.854	438.590	4.218.997
2024 Actual Traffic Monthly	<b>385.868</b>	<b>385.999</b>	<b>441.688</b>	<b>493.603</b>	<b>553.599</b>	<b>564.979</b>	<b>596.683</b>	<b>585.790</b>					<b>4.008.209</b>
Growth (%)	<b>-11,5 %</b>	<b>-6,8 %</b>	<b>-7,0 %</b>	<b>-5,9 %</b>	<b>-2,2 %</b>	<b>-3,6 %</b>	<b>-3,3 %</b>	<b>-2,4 %</b>					<b>-5,0 %</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>	<b>2,2 %</b>	<b>0,4 %</b>	<b>-0,3 %</b>	<b>0,2 %</b>					
2024 Traffic Cumulated (%)	<b>-5,8 %</b>	<b>-3,6 %</b>	<b>-3,5 %</b>	<b>-2,5 %</b>	<b>-1,4 %</b>	<b>-1,1 %</b>	<b>-0,9 %</b>	<b>-0,8 %</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	429.571
2024 Actual Traffic Monthly	<b>39.600</b>	<b>39.692</b>	<b>43.588</b>	<b>48.001</b>	<b>52.595</b>	<b>53.915</b>	<b>57.084</b>	<b>55.418</b>					<b>389.893</b>
Growth (%)	<b>-14,1 %</b>	<b>-6,5 %</b>	<b>-12,0 %</b>	<b>-10,7 %</b>	<b>-8,9 %</b>	<b>-7,9 %</b>	<b>-8,3 %</b>	<b>-6,5 %</b>					<b>-9,2 %</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	2.092.894
2024 Actual Traffic Monthly	<b>183.635</b>	<b>182.394</b>	<b>208.971</b>	<b>232.136</b>	<b>263.112</b>	<b>263.948</b>	<b>275.245</b>	<b>270.175</b>					<b>1.879.616</b>
Growth (%)	<b>-17,3 %</b>	<b>-13,9 %</b>	<b>-13,2 %</b>	<b>-10,1 %</b>	<b>-6,8 %</b>	<b>-7,8 %</b>	<b>-8,1 %</b>	<b>-7,5 %</b>					<b>-10,2 %</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	2.252.810
2024 Actual Traffic Monthly	<b>211.771</b>	<b>212.346</b>	<b>246.278</b>	<b>280.675</b>	<b>315.309</b>	<b>326.499</b>	<b>346.509</b>	<b>340.261</b>					<b>2.279.648</b>
Growth (%)	<b>-4,4 %</b>	<b>1,2 %</b>	<b>0,8 %</b>	<b>-0,8 %</b>	<b>4,3 %</b>	<b>1,4 %</b>	<b>1,8 %</b>	<b>3,3 %</b>					<b>1,2 %</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	422.646
2024 Actual Traffic Monthly	<b>42.261</b>	<b>42.665</b>	<b>46.960</b>	<b>48.003</b>	<b>52.384</b>	<b>51.359</b>	<b>53.466</b>	<b>53.015</b>					<b>390.113</b>
Growth (%)	<b>-8,3 %</b>	<b>-3,8 %</b>	<b>-7,0 %</b>	<b>-10,2 %</b>	<b>-8,9 %</b>	<b>-8,1 %</b>	<b>-7,2 %</b>	<b>-7,3 %</b>					<b>-7,7 %</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	1.250.896
2024 Actual Traffic Monthly	<b>123.083</b>	<b>122.104</b>	<b>136.740</b>	<b>147.278</b>	<b>165.132</b>	<b>164.147</b>	<b>172.195</b>	<b>168.095</b>					<b>1.198.774</b>
Growth (%)	<b>-11,3 %</b>	<b>-5,6 %</b>	<b>-7,4 %</b>	<b>-4,9 %</b>	<b>0,6 %</b>	<b>-1,6 %</b>	<b>-2,2 %</b>	<b>-2,9 %</b>					<b>-4,2 %</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	895.318
2024 Actual Traffic Monthly	<b>83.530</b>	<b>84.600</b>	<b>97.545</b>	<b>111.408</b>	<b>125.139</b>	<b>128.701</b>	<b>136.259</b>	<b>133.856</b>					<b>901.038</b>
Growth (%)	<b>-6,5 %</b>	<b>-1,9 %</b>	<b>-2,1 %</b>	<b>0,7 %</b>	<b>3,4 %</b>	<b>1,2 %</b>	<b>2,1 %</b>	<b>4,7 %</b>					<b>0,6 %</b>

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

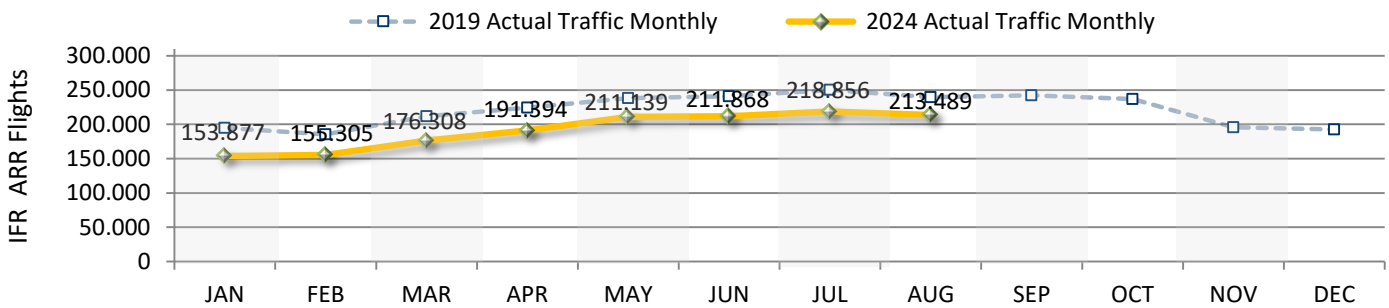
<b>FABEC</b>	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
2023 Actual Traffic Monthly	365.437	352.988	407.137	463.740	516.846	535.557	570.817	559.010	544.407	532.182	408.813	412.539	3.771.532
2024 Actual Traffic Monthly	<b>385.868</b>	<b>385.999</b>	<b>441.688</b>	<b>493.603</b>	<b>553.599</b>	<b>564.979</b>	<b>596.683</b>	<b>585.790</b>					<b>4.008.209</b>
Growth (%)	5,6 %	9,4 %	8,5 %	6,4 %	7,1 %	5,5 %	4,5 %	4,8 %					6,3 %
2024 STATFOR Expectation	409.742	390.555	457.268	494.174	541.777	563.001	598.480	584.435	569.756	551.711	443.144	433.956	6.038.000
2024 Traffic Evolution (%)	-5,8 %	-1,2 %	-3,4 %	-0,1 %	2,2 %	0,4 %	-0,3 %	0,2 %					
2024 Traffic Cumulated (%)	-5,8 %	-3,6 %	-3,5 %	-2,5 %	-1,4 %	-1,1 %	-0,9 %	-0,8 %					



	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	371.697
2024 Actual Traffic Monthly	<b>39.600</b>	<b>39.692</b>	<b>43.588</b>	<b>48.001</b>	<b>52.595</b>	<b>53.915</b>	<b>57.084</b>	<b>55.418</b>					<b>389.893</b>
Growth (%)	8,5 %	9,4 %	2,6 %	3,3 %	3,3 %	4,1 %	4,7 %	5,1 %					4,9 %
<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	1.785.443
2024 Actual Traffic Monthly	<b>183.635</b>	<b>182.394</b>	<b>208.971</b>	<b>232.136</b>	<b>263.112</b>	<b>263.948</b>	<b>275.245</b>	<b>270.175</b>					<b>1.879.616</b>
Growth (%)	5,9 %	10,3 %	4,8 %	3,7 %	6,8 %	4,4 %	4,2 %	3,8 %					5,3 %
<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	2.123.662
2024 Actual Traffic Monthly	<b>211.771</b>	<b>212.346</b>	<b>246.278</b>	<b>280.675</b>	<b>315.309</b>	<b>326.499</b>	<b>346.509</b>	<b>340.261</b>					<b>2.279.648</b>
Growth (%)	5,3 %	8,3 %	11,6 %	8,4 %	8,1 %	7,1 %	5,0 %	6,2 %					7,3 %
<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	365.732
2024 Actual Traffic Monthly	<b>42.261</b>	<b>42.665</b>	<b>46.960</b>	<b>48.003</b>	<b>52.384</b>	<b>51.359</b>	<b>53.466</b>	<b>53.015</b>					<b>390.113</b>
Growth (%)	12,5 %	18,0 %	9,3 %	4,6 %	4,9 %	3,3 %	3,2 %	2,5 %					6,7 %
<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	1.135.624
2024 Actual Traffic Monthly	<b>123.083</b>	<b>122.104</b>	<b>136.740</b>	<b>147.278</b>	<b>165.132</b>	<b>164.147</b>	<b>172.195</b>	<b>168.095</b>					<b>1.198.774</b>
Growth (%)	7,7 %	12,6 %	4,9 %	4,0 %	7,0 %	4,9 %	3,5 %	2,7 %					5,6 %
<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	808.115
2024 Actual Traffic Monthly	<b>83.530</b>	<b>84.600</b>	<b>97.545</b>	<b>111.408</b>	<b>125.139</b>	<b>128.701</b>	<b>136.259</b>	<b>133.856</b>					<b>901.038</b>
Growth (%)	10,3 %	11,8 %	13,8 %	13,9 %	14,0 %	11,6 %	8,3 %	9,3 %					11,5 %

## 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	1.785.484
2024 Actual Traffic Monthly	153.877	155.305	176.308	191.394	211.139	211.868	218.856	213.489					1.532.236
Growth (%)	-21,0 %	-16,2 %	-16,8 %	-14,7 %	-11,5 %	-12,0 %	-12,5 %	-10,9 %					-14,2 %



	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	25.101
2024 Actual Traffic Monthly	2.412	2.361	2.839	3.127	3.419	3.324	3.308	3.210					24.000
Growth (%)	-11,6 %	-10,6 %	-5,6 %	-4,8 %	-0,9 %	-2,8 %	-3,0 %	1,6 %					-4,4 %

	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	88.139
2024 Actual Traffic Monthly	7.746	8.007	8.728	9.254	10.022	9.843	10.894	10.472					74.966
Growth (%)	-21,0 %	-9,3 %	-15,2 %	-16,5 %	-14,8 %	-15,7 %	-13,6 %	-13,4 %					-14,9 %

	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	713.441
2024 Actual Traffic Monthly	54.177	54.490	62.152	70.242	77.072	77.005	77.995	77.569					550.702
Growth (%)	-30,8 %	-28,2 %	-27,5 %	-20,9 %	-19,9 %	-19,0 %	-20,5 %	-18,7 %					-22,8 %

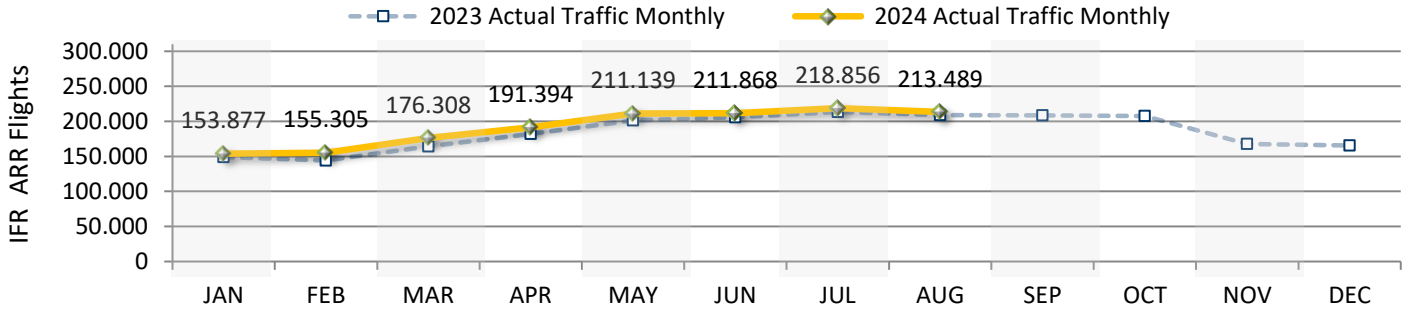
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
<b>DSNA</b>													
2019 Actual Traffic Monthly	66.766	63.317	73.401	81.023	84.477	88.656	92.799	86.055	86.206	81.851	67.332	66.631	636.494
2024 Actual Traffic Monthly	55.553	56.506	65.244	70.713	79.576	81.402	84.903	80.736					574.633
Growth (%)	-16,8 %	-10,8 %	-11,1 %	-12,7 %	-5,8 %	-8,2 %	-8,5 %	-6,2 %					-9,7 %

	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	170.119
2024 Actual Traffic Monthly	17.985	18.064	19.694	20.160	21.757	21.233	21.925	22.225					163.043
Growth (%)	-5,3 %	0,2 %	-3,3 %	-6,0 %	-5,3 %	-4,9 %	-4,4 %	-3,6 %					-4,2 %

	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	152.190
2024 Actual Traffic Monthly	16.004	15.877	17.651	17.898	19.293	19.061	19.831	19.277					144.892
Growth (%)	-12,5 %	-5,1 %	-7,4 %	-4,7 %	-1,4 %	-3,1 %	-2,7 %	-2,2 %					-4,8 %

## 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	1.468.495
2024 Actual Traffic Monthly	<b>153.877</b>	<b>155.305</b>	<b>176.308</b>	<b>191.394</b>	<b>211.139</b>	<b>211.868</b>	<b>218.856</b>	<b>213.489</b>					<b>1.532.236</b>
Growth (%)	3,3 %	7,6 %	7,4 %	5,2 %	5,0 %	3,0 %	2,5 %	2,3 %					4,3 %



	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	23.879
2024 Actual Traffic Monthly	<b>2.412</b>	<b>2.361</b>	<b>2.839</b>	<b>3.127</b>	<b>3.419</b>	<b>3.324</b>	<b>3.308</b>	<b>3.210</b>					<b>24.000</b>
Growth (%)	-1,1 %	-3,6 %	-1,2 %	2,9 %	5,7 %	-1,5 %	-0,4 %	1,9 %					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	72.159
2024 Actual Traffic Monthly	<b>7.746</b>	<b>8.007</b>	<b>8.728</b>	<b>9.254</b>	<b>10.022</b>	<b>9.843</b>	<b>10.894</b>	<b>10.472</b>					<b>74.966</b>
Growth (%)	4,6 %	11,2 %	3,7 %	3,4 %	1,2 %	0,7 %	4,7 %	3,8 %					3,9 %

	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	525.622
2024 Actual Traffic Monthly	<b>54.177</b>	<b>54.490</b>	<b>62.152</b>	<b>70.242</b>	<b>77.072</b>	<b>77.005</b>	<b>77.995</b>	<b>77.569</b>					<b>550.702</b>
Growth (%)	5,0 %	9,8 %	6,1 %	6,7 %	6,0 %	3,0 %	2,2 %	1,7 %					4,8 %

	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	560.532
2024 Actual Traffic Monthly	<b>55.553</b>	<b>56.506</b>	<b>65.244</b>	<b>70.713</b>	<b>79.576</b>	<b>81.402</b>	<b>84.903</b>	<b>80.736</b>					<b>574.633</b>
Growth (%)	-2,5 %	0,9 %	7,7 %	3,3 %	3,7 %	2,5 %	2,1 %	1,9 %					2,5 %

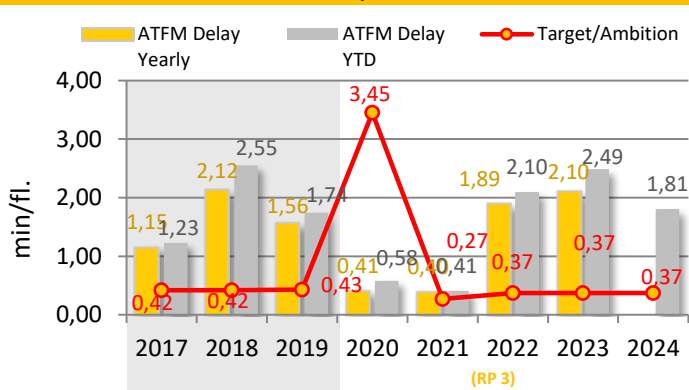
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
<b>LVNL</b>													
2023 Actual Traffic Monthly	15.524	14.707	17.314	18.881	20.648	20.321	21.248	21.424	20.948	21.448	18.279	18.346	150.067
2024 Actual Traffic Monthly	<b>17.985</b>	<b>18.064</b>	<b>19.694</b>	<b>20.160</b>	<b>21.757</b>	<b>21.233</b>	<b>21.925</b>	<b>22.225</b>					<b>163.043</b>
Growth (%)	15,9 %	22,8 %	13,7 %	6,8 %	5,4 %	4,5 %	3,2 %	3,7 %					8,6 %

	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	136.236
2024 Actual Traffic Monthly	<b>16.004</b>	<b>15.877</b>	<b>17.651</b>	<b>17.898</b>	<b>19.293</b>	<b>19.061</b>	<b>19.831</b>	<b>19.277</b>					<b>144.892</b>
Growth (%)	6,2 %	10,8 %	7,2 %	6,6 %	7,5 %	6,0 %	4,1 %	3,5 %					6,4 %

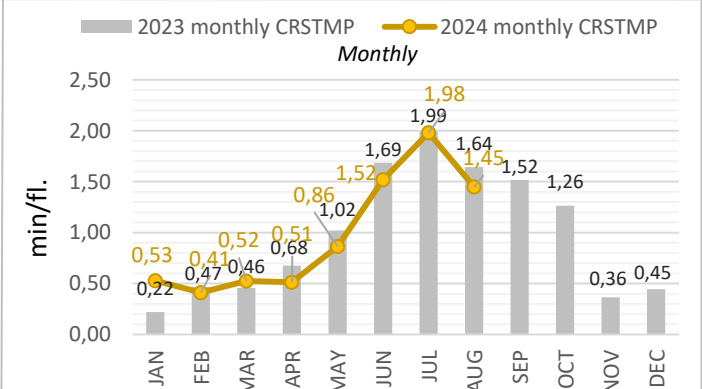
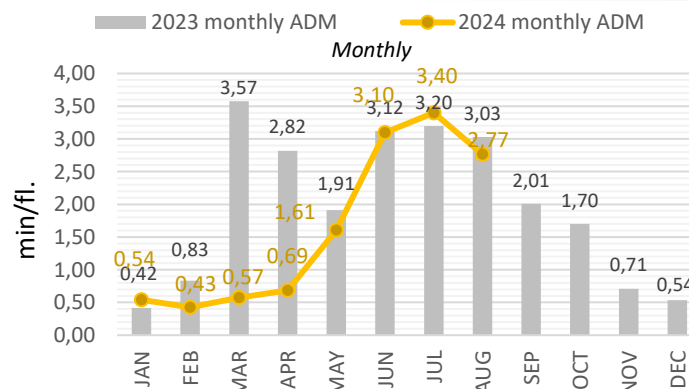
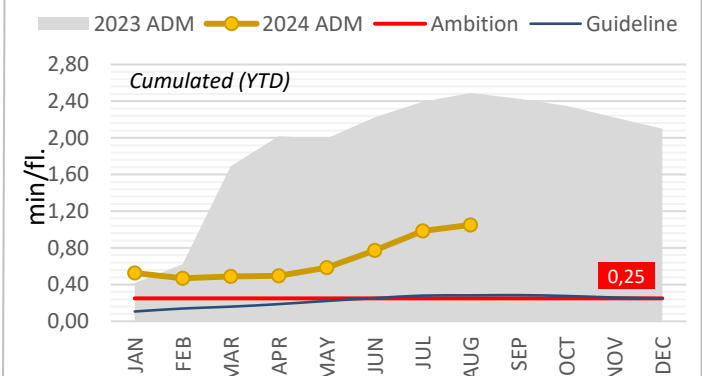
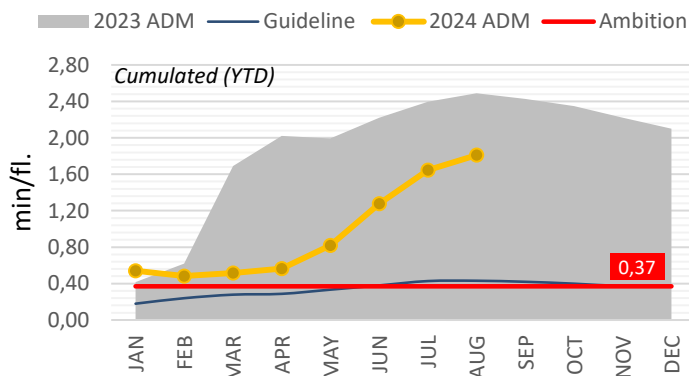
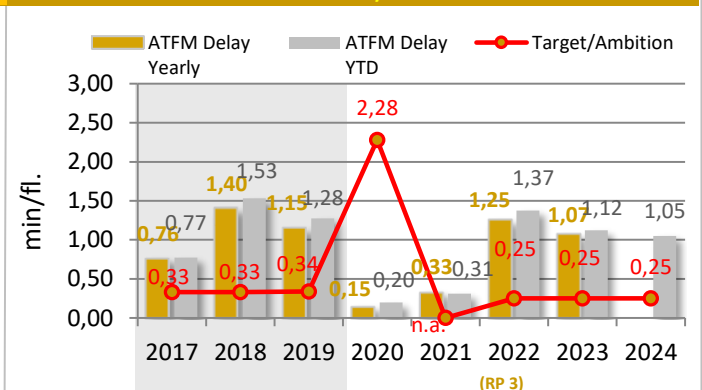
## KPI #1: En-route ATFM delay per controlled flight (FABEC)

	YTD 2024	YTD 2023		YTD 2024	YTD 2023
<b>En-route Delay All causes</b>	<b>1,81</b>	2,49	<b>En-route Delay CRSTMP causes</b>	<b>1,05</b>	1,12
FABEC Ambition	<b>0,37</b>		FABEC Ambition	<b>0,25</b>	
Guideline	0,43		Guideline	0,28	
Minute ('000) ALL causes	<b>7.253</b>	9.388	Minute ('000) CRSTMP causes	<b>4.213</b>	4.228
Diff. 2024 - 2023	- 22,7 %		Diff. 2024 - 2023	- 0 %	
Traffic ('000)	<b>4.008</b>	3.772	<i>Potential savings (*) due to underbid the delay Target</i>		
Diff. 2024 - 2023	+ 6,3 %		<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



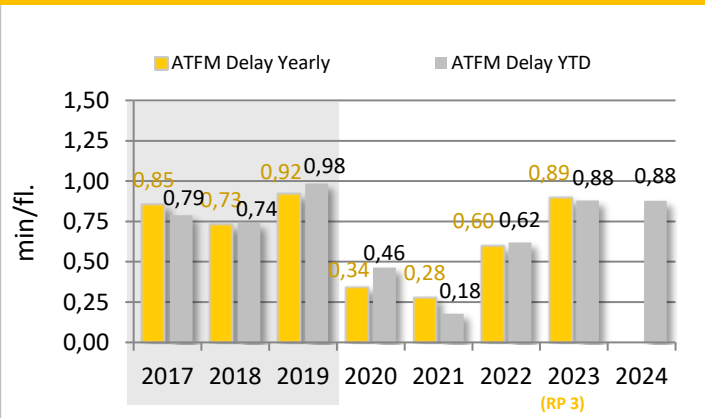
The guideline for the en-route ATFM delay per movement is a basic cumulative extrapolation of the 2017-2019 monthly allocation and is designed to give an impression, how the YTD figures should be, in order to reach the yearly 2024 ambition value set by FABEC States.



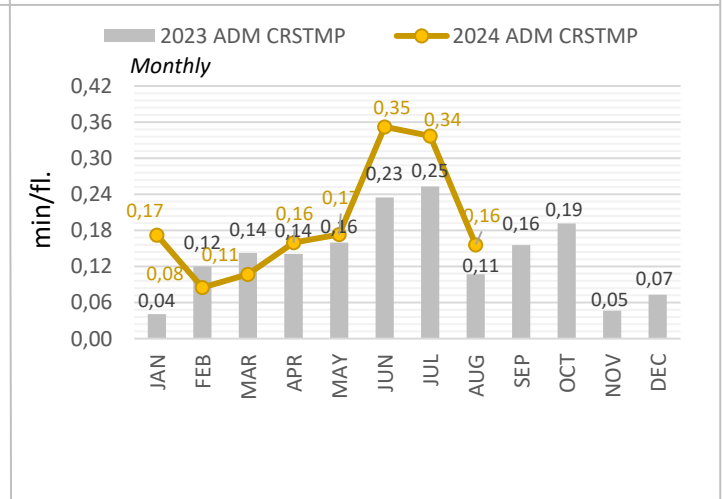
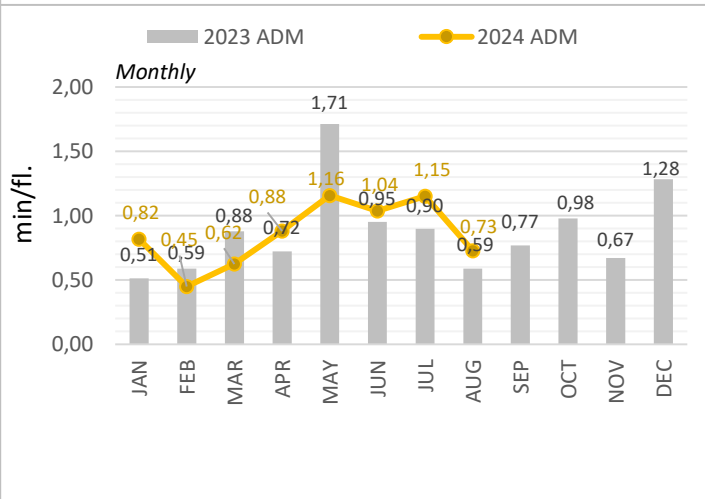
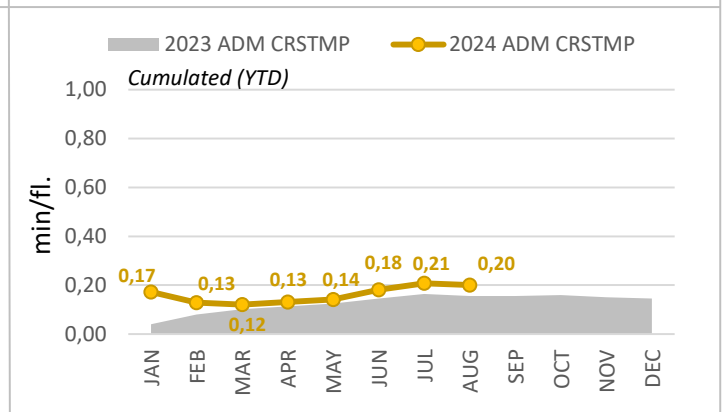
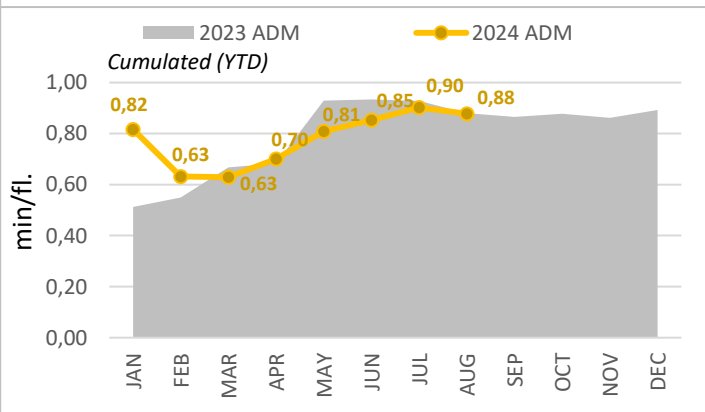
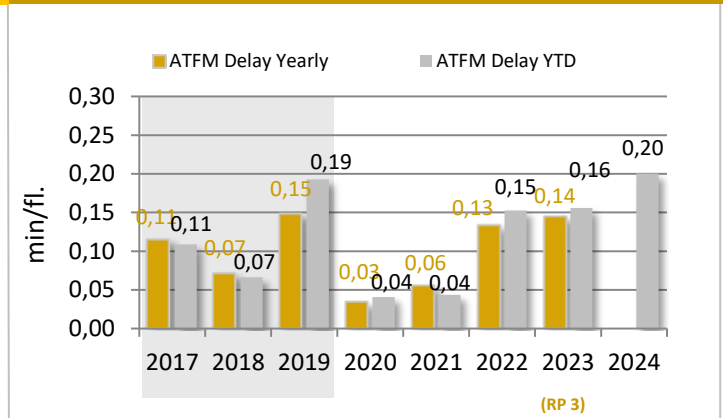
## KPI #2: Arrival ATFM delay per controlled flight (FABEC)

	YTD 2024	YTD 2023	YTD 2024	YTD 2023
<b>Arrival Delay All causes</b>	<b>0,88</b>	0,88	<b>0,20</b>	0,16
Diff. 2024 - 2023	- 0 %		+ 29 %	
<b>Minute ('000) ALL causes</b>	<b>1345</b>	1.292	<b>307</b>	229
Diff. 2024 - 2023	+ 4 %		+ 34 %	
<b>Traffic ('000)</b>	<b>1.532</b>	1.468		
Diff. 2024 - 2023	+ 4 %			

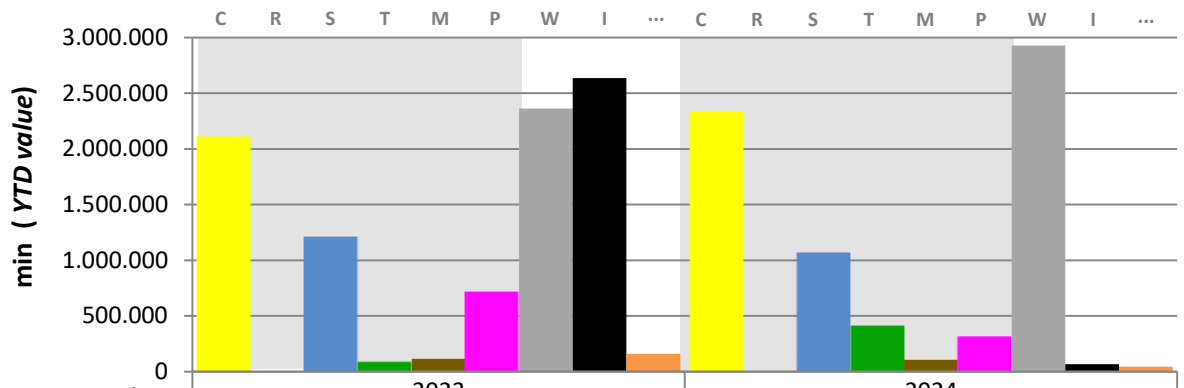
### All Delay Causes



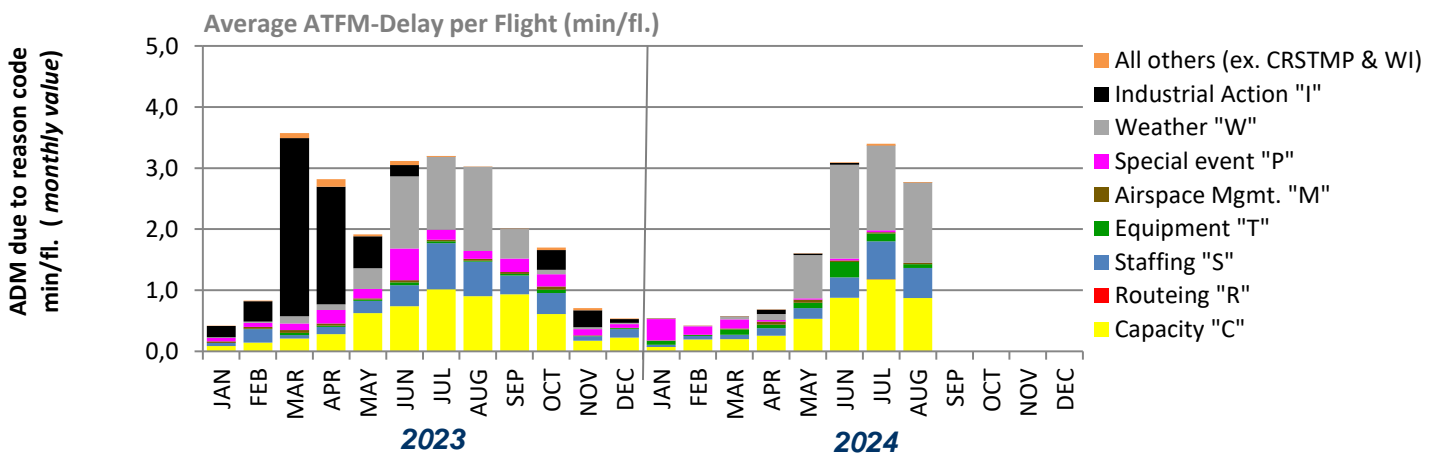
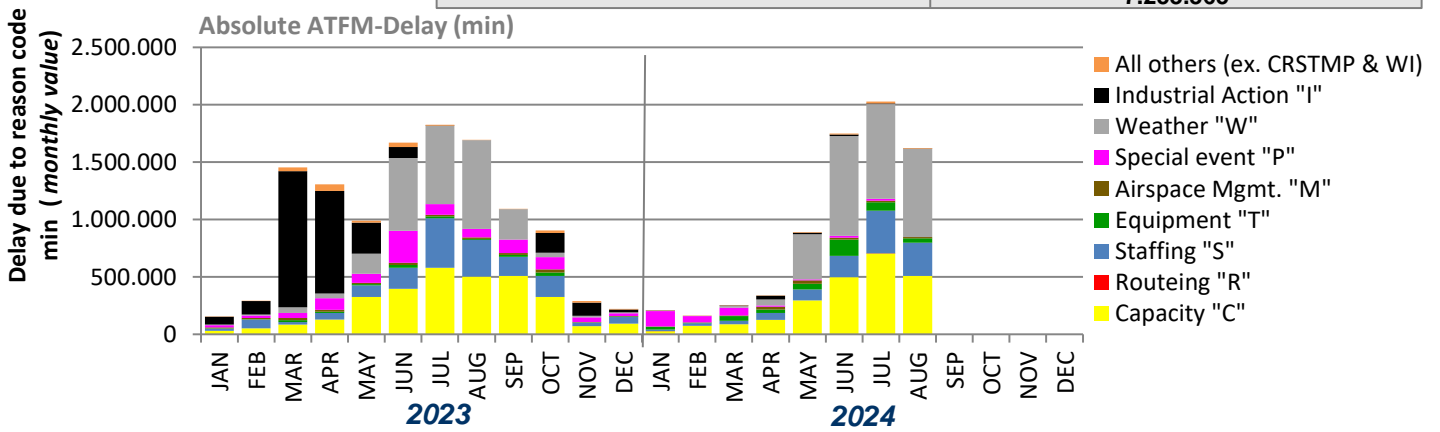
### CRSTMP Delay Causes



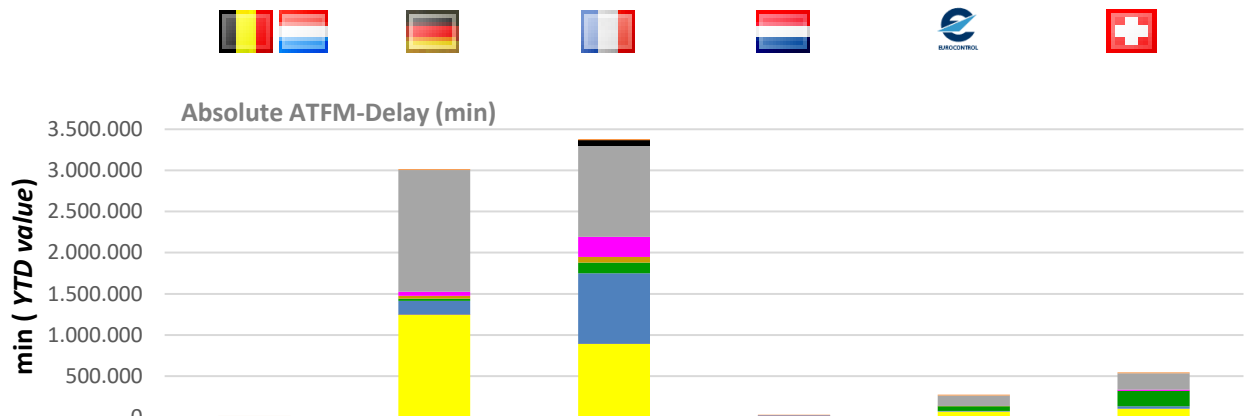
## KPI #1: En-route ATFM delay per reason code (FABEC)



Delay due to reason code:	2023	2024
Capacity "C"	2.102.404	2.325.249
Routeing "R"	0	24
Staffing "S"	1.209.317	1.066.538
Equipment "T"	88.076	404.264
Airspace Mgmt. "M"	116.450	105.819
Special event "P"	711.885	311.147
Weather "W"	2.363.000	2.927.625
Industrial Action "I"	2.636.084	67.917
All others (ex. CRSTMP & WI)	160.299	44.782
<b>CRSTMP:</b>	<b>4.228.132</b>	<b>4.213.041</b>
<b>TOTAL:</b>	<b>9.387.515</b>	<b>7.253.365</b>



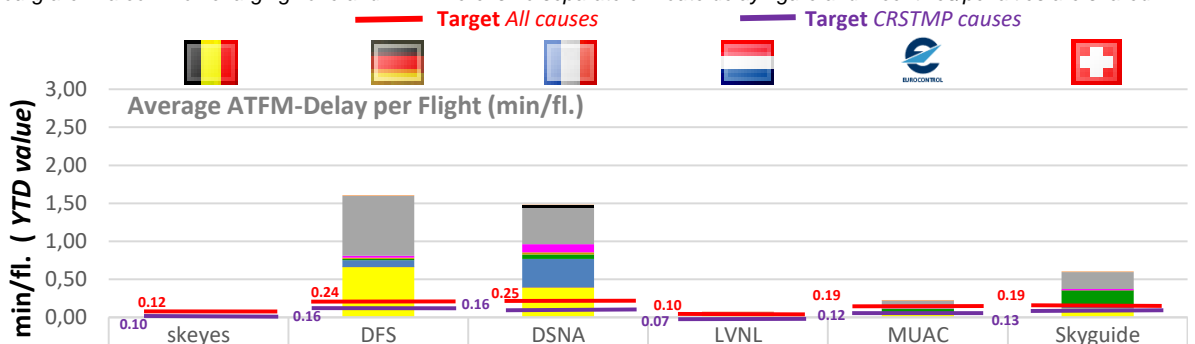
## KPI #1: En-route ATFM delay per controlled flight (ANSP)



	skeyes	DFS	DSNA	LVNL	MUAC	Skyguide
All others (ex. CRSTMP & WI)	339	13.834	12.375	352	8.268	9.614
Industrial Action "I"			67.917			
Weather "W"	5.473	1.477.861	1.107.530	10.025	126.101	200.635
Special event "P"		48.882	243.632	1.370	2.470	14.793
Airspace Mgmt. "M"		33.358	69.283		2.753	425
Equipment "T"		29.590	130.158	1.230	55.718	187.568
Staffing "S"	4.261	167.142	857.253	92	10.231	27.559
Routeing "R"		4	20			
Capacity "C"	176	1.246.024	892.173	14.838	67.857	104.181

<b>CRSTMP:</b>	<b>4.437</b>	<b>1.525.000</b>	<b>2.192.519</b>	<b>17.530</b>	<b>139.029</b>	<b>334.526</b>
<b>TOTAL:</b>	<b>10.249</b>	<b>3.016.695</b>	<b>3.380.341</b>	<b>27.907</b>	<b>273.398</b>	<b>544.775</b>

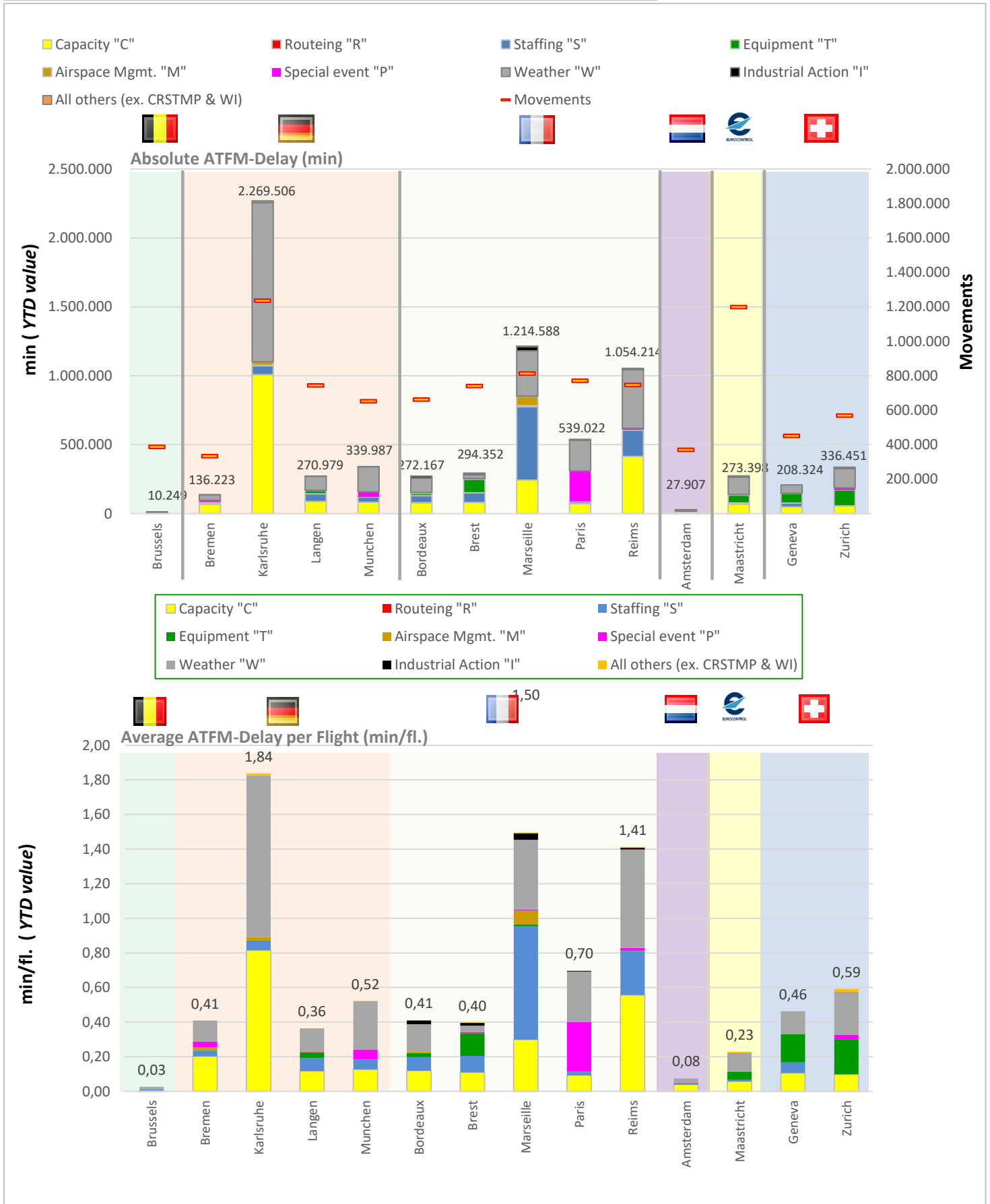
\*Belgium and Luxembourg are in a common charging zone and FIR. There is no separate en-route delay figure and incentives/penalties are shared.



	skeyes	DFS	DSNA	LVNL	MUAC	Skyguide
All others (ex. CRSTMP & WI)	0,00	0,01	0,01	0,00	0,01	0,01
Industrial Action "I"			0,03			
Weather "W"	0,01	0,79	0,49	0,03	0,11	0,22
Special event "P"		0,03	0,11	0,00	0,00	0,02
Airspace Mgmt. "M"		0,02	0,03		0,00	0,00
Equipment "T"		0,02	0,06	0,00	0,05	0,21
Staffing "S"	0,01	0,09	0,38	0,00	0,01	0,03
Routeing "R"		0,00	0,00			
Capacity "C"	0,00	0,66	0,39	0,04	0,06	0,12

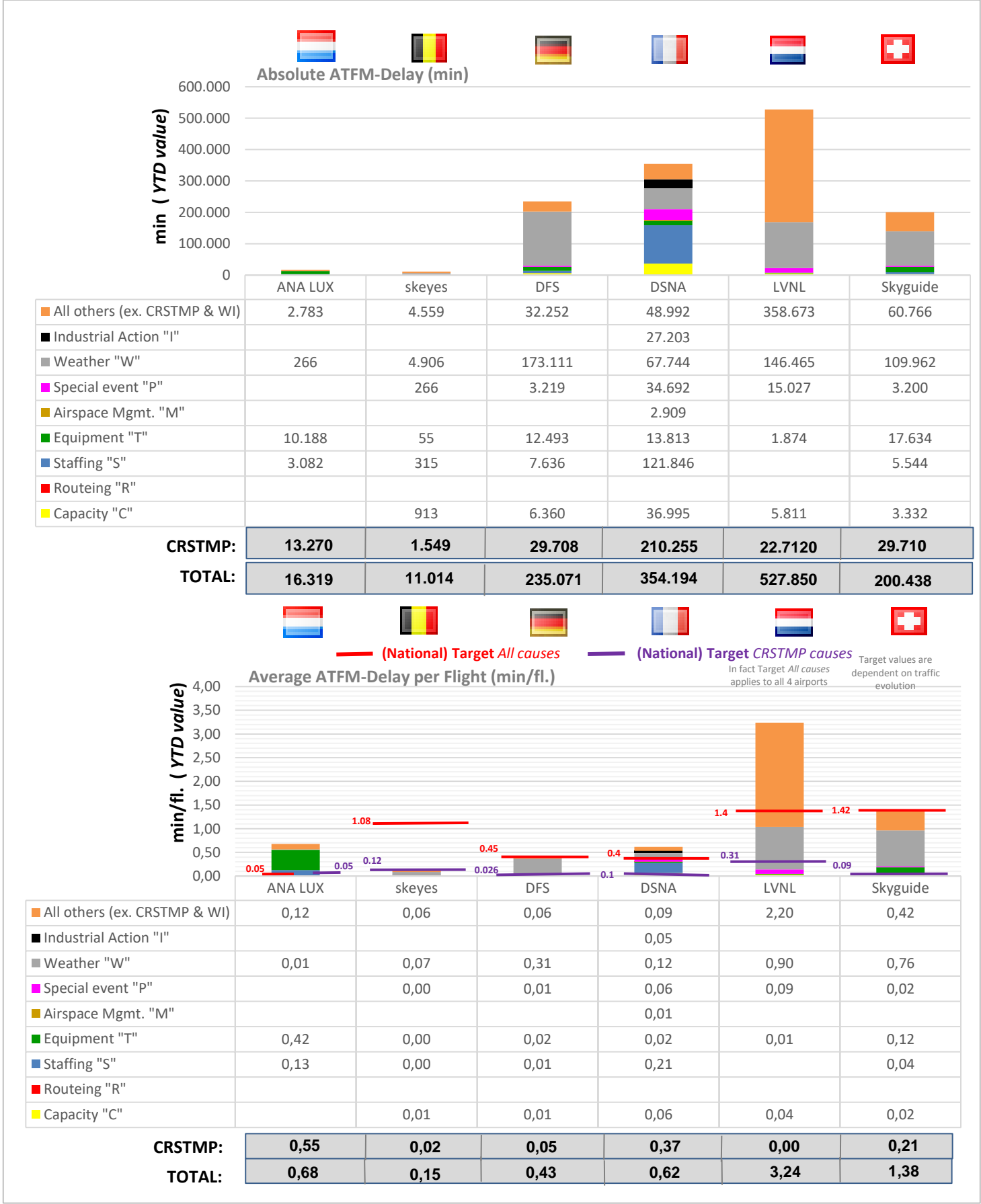
<b>CRSTMP:</b>	<b>0,01</b>	<b>0,81</b>	<b>0,96</b>	<b>0,04</b>	<b>0,12</b>	<b>0,37</b>
<b>TOTAL:</b>	<b>0,03</b>	<b>1,60</b>	<b>1,48</b>	<b>0,07</b>	<b>0,23</b>	<b>0,60</b>

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





## 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: August 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.