



PERFORMANCE REPORT 2020 - 2024

CAPACITY

December 2022



making the difference

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Description & Analysis

Europe

Traffic in December was at 87% of December 2019 levels. For 2022 overall, traffic was at 83% of 2019 levels. The war in Ukraine continues to affect overflights in several countries. Lithuania, Poland, Estonia and Latvia have lost traffic, whereas Armenia, Albania and Bosnia-Herzegovina have gained 'On average' the network saw 22 432 flights/day in December. The peak day was Friday 23 December (25 355 flights) with traffic at 93.2% of 2019 levels. In December 2022, the Business Aviation (+7.3%) and All-Cargo (+3.9%) market segments continued to be above December 2019 flight levels. The Charter segment recorded a small decrease of -0.6% (vs. December 2019). The Low-Cost segment was down - 10.6% in December compared to December 2019. The Regional (-20.6%) and Mainline (-17.3%) segments have been recovering at a slower pace than Low-Cost throughout the year. Ryanair was the busiest carrier in December with on average 2 139 flights/day, +5.5% of its 2019 traffic level, followed by Turkish Airlines (1 169 flights/day), easyJet (1 137 flights/day), Lufthansa (940 flights/day) and Air France (742 flights/day). The busiest airport was Istanbul/IGA (1 198 flights/day) followed by Paris/Charles de Gaulle (1 133 flights/day), London/Heathrow (1 116 flights/day), Amsterdam/Schiphol (1 028 flights/day) and Madrid/Barajas (1 006 flights/day). Network departure and arrival punctuality increased compared to last month but were still lower than the same period in 2019. Punctuality on the SW and SE axis was consistent with the network level. The mid-December dip in punctuality was due to winter operations, such as de-icing, impacting ground operations. The network (average) available turnaround time decreased strongly mid-December, which is an indication of increased reactionary delays. There were 794 328 minutes of ATFM delay in December. En-route delays accounted for 56% of these ATFM delays, and airports for 44%. The average en-route ATFM delay per flight for the network was 0.64 min in December (Source: NM).

Delays from the passengers' point of view

For December 2022, the Central Office for Delay Analysis (CODA) reported that the average delay per flight on departure was 19.3 minutes per flight - an increase of 7.5 minutes per flight compared to December 2021. 18% 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 5% of the delays while the rest (IATA-Code 85,86,71-79,97-99) of around 23% can be allocated to other reasons (Source: CODA-Dashboard-12-2022, Date 02/02/2023).

FABEC

In the FABEC area, traffic decreased by 12.8% in December 2022 compared to the same month in 2019, leading to a 16.2% yearly traffic decrease. Traffic was down in a similar way in 4 ANSPs, from -19.8% in DFS, -19.4% in skeyes, -18.5% in LVNL and -16.8% in MUAC, whereas traffic drop is lower in both Skyguide (-12.0%) and DSNL (-11.6%). Airport traffic was down to a similar extent (-18.5% in the FABEC area) but with even more disparities between ANSPs. Landings decreased by an impressive -30.3% in DFS, -21.5% in skeyes, -18.3% in LVNL, but "only" -14.9% in DSNL or even -8.5% in ANA LUX.

In December 2022, Karlsruhe UAC (123 158 min), Marseille ACC (78 079 min) and Reims ACC (34 865 min) were the units to generate the most en-route ATFM delays. In Karlsruhe, delays were due to 'ATC-Capacity' (68%), 'Staffing' (31%) and 'Weather' (1%). In Marseille, delays were due to 'Special Event' (92% - 4Flight implementation), 'Staffing' (6%) and 'Airspace Management' (2%); in Reims, 'Staffing' (62%), 'ATC-Capacity' (36%) and 'ATC-Equipment' (2%).

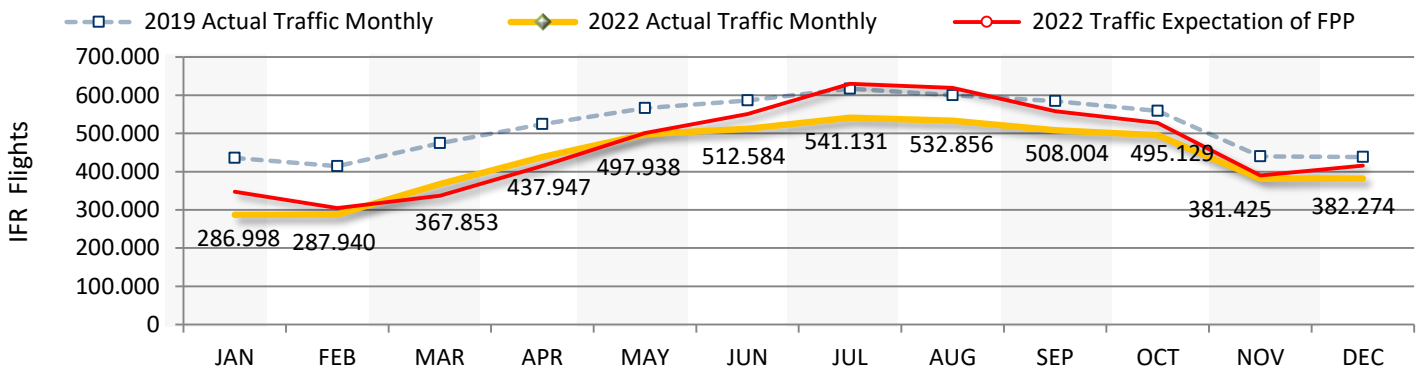
The en-route ATFM delay per flight all causes reached 0.87 min/flight in December 2022 compared to 0.32 min/flight in 2021. The en-route ATFM delay per flight reached 1.89 min/flight at the end of 2022 and this value is far beyond the target (0.37 min/flight). The en-route ATFM delay CRSTMP causes reached 1.25 min/flight at the end of year; this value is, as well, far beyond the FABEC target (0.25 min/flight).

Airport ATFM delays were mainly generated in Paris Orly/LFPO (16 560 min), Amsterdam Schiphol/EHAM (14 595 min) and Frankfurt Main/EDDF (8 209 min). In Paris Orly, delays were due to 'Aerodrome Capacity' (74%), 'Weather' (18%), 'Aerodrome Capacity (ATC)' (4%), 'Staffing' (3%) and 'Aerodrome Services' (1%). In Amsterdam Schiphol, delays were due to 'Weather' (86%) and 'Aerodrome Capacity' (14%); in Frankfurt Main, delays were due to 'Aerodrome Capacity' (64%) and 'Weather' (36%).

In 2022, both LVNL and MUAC achieved their respective en-route CRSTMP ATFM delay per flight target, Skyguide should as well achieve its target after applying the post-ops adjustment process whereas the other ANSPs did not achieve it. For the Arrival ATFM delay per Arrival flight, DSNL and ANA LUX missed their respective CRSTMP arrival ATFM delay per Arrival flight target, contrarily to the other FABEC members.

FABEC TRAFFIC DEVELOPMENT (*en-route*)

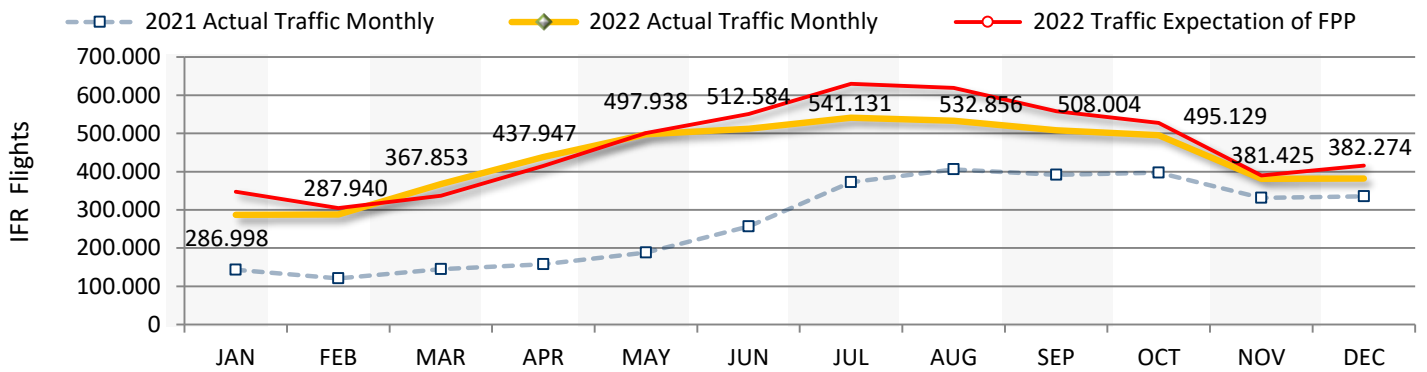
FABEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
2019 Actual Traffic Monthly	435.809	414.272	474.729	524.490	566.051	586.281	617.104	600.261	584.310	558.973	439.854	438.590	6.240.724
2022 Actual Traffic Monthly	286.998	287.940	367.853	437.947	497.938	512.584	541.131	532.856	508.004	495.129	381.425	382.274	5.232.079
Growth (%)	-34,1 %	-30,5 %	-22,5 %	-16,5 %	-12,0 %	-12,6 %	-12,3 %	-11,2 %	-13,1 %	-11,4 %	-13,3 %	-12,8 %	-16,2 %
2022 Traffic Expectation of FPP	347.726	304.658	336.891	415.032	501.156	550.951	629.805	619.008	558.312	527.243	390.177	415.683	5.596.638
2022 Traffic Evolution (%)	-17,5 %	-5,5 %	9,2 %	5,5 %	-0,6 %	-7,0 %	-14,1 %	-13,9 %	-9,0 %	-6,1 %	-2,2 %	-8,0 %	
2022 Traffic Cumulated (%)	-17,5 %	-11,9 %	-4,7 %	-1,7 %	-1,4 %	-2,7 %	-5,0 %	-6,5 %	-6,8 %	-6,7 %	-6,4 %	-6,5 %	



	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	639.865
2022 Actual Traffic Monthly	30.799	30.791	39.640	43.267	48.238	47.745	52.265	50.352	48.867	47.449	38.329	38.231	515.973
Growth (%)	-33,2 %	-27,5 %	-20,0 %	-19,5 %	-16,4 %	-18,4 %	-16,0 %	-15,1 %	-17,7 %	-17,5 %	-17,9 %	-18,0 %	-19,4 %
DFS													
2019 Actual Traffic Monthly	222.009	211.766	240.686	258.289	282.291	286.199	299.444	292.210	291.681	284.915	225.050	223.636	3.118.176
2022 Actual Traffic Monthly	140.653	134.874	174.691	214.761	242.789	247.074	251.060	250.461	244.238	236.488	185.524	179.573	2.502.186
Growth (%)	-36,6 %	-36,3 %	-27,4 %	-16,9 %	-14,0 %	-13,7 %	-16,2 %	-14,3 %	-16,3 %	-17,0 %	-17,6 %	-19,7 %	-19,8 %
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	3.302.045
2022 Actual Traffic Monthly	153.679	159.760	202.675	242.076	276.383	287.378	313.012	303.600	284.246	277.767	205.912	212.553	2.919.041
Growth (%)	-30,6 %	-23,9 %	-17,0 %	-14,5 %	-8,6 %	-10,7 %	-8,0 %	-7,8 %	-9,4 %	-4,9 %	-7,1 %	-4,1 %	-11,6 %
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	631.663
2022 Actual Traffic Monthly	32.473	30.879	39.467	43.220	49.640	48.925	48.166	48.946	48.426	47.373	39.170	38.344	515.029
Growth (%)	-29,6 %	-30,4 %	-21,9 %	-19,2 %	-13,7 %	-12,5 %	-16,4 %	-14,4 %	-15,0 %	-17,2 %	-17,6 %	-18,9 %	-18,5 %
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	1.862.754
2022 Actual Traffic Monthly	92.126	88.527	112.537	130.139	146.883	147.871	152.286	151.574	147.884	144.545	116.228	118.898	1.549.498
Growth (%)	-33,6 %	-31,5 %	-23,8 %	-16,0 %	-10,5 %	-11,3 %	-13,5 %	-12,5 %	-12,4 %	-13,0 %	-15,6 %	-14,6 %	-16,8 %
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	1.310.481
2022 Actual Traffic Monthly	63.347	63.888	79.699	94.817	109.177	113.943	124.133	121.067	114.719	109.860	79.229	78.828	1.152.707
Growth (%)	-29,1 %	-25,9 %	-20,0 %	-14,3 %	-9,8 %	-10,4 %	-6,9 %	-5,3 %	-7,5 %	-4,9 %	-8,0 %	-11,9 %	-12,0 %

FABEC TRAFFIC DEVELOPMENT (*en-route*)

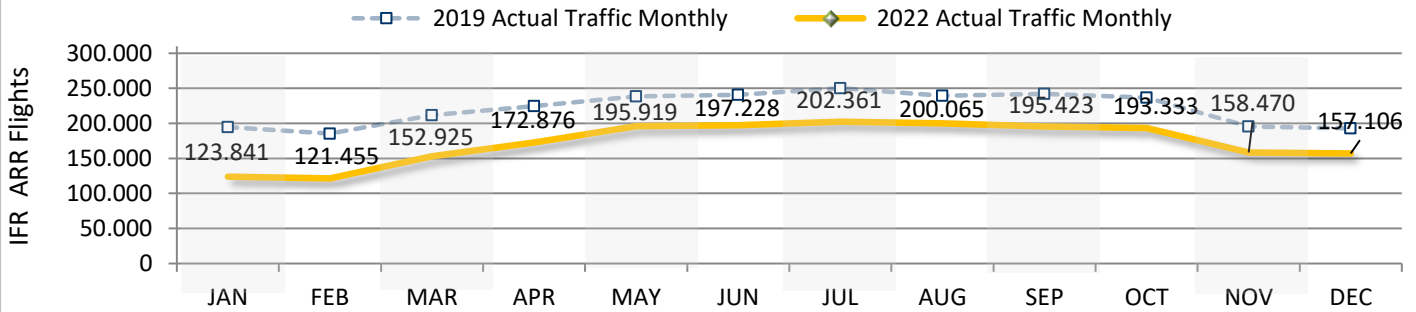
FABEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
2021 Actual Traffic Monthly	143.083	120.573	144.799	157.817	188.334	256.840	372.501	405.810	392.000	397.603	330.997	335.045	3.245.402
2022 Actual Traffic Monthly	286.998	287.940	367.853	437.947	497.938	512.584	541.131	532.856	508.004	495.129	381.425	382.274	5.232.079
Growth (%)	100,6 %	138,8 %	154,0 %	177,5 %	164,4 %	99,6 %	45,3 %	31,3 %	29,6 %	24,5 %	15,2 %	14,1 %	61,2 %
2022 Traffic Expectation of FPP	347.726	304.658	336.891	415.032	501.156	550.951	629.805	619.008	558.312	527.243	390.177	415.683	5.596.638
2022 Traffic Evolution (%)	-17,5 %	-5,5 %	9,2 %	5,5 %	-0,6 %	-7,0 %	-14,1 %	-13,9 %	-9,0 %	-6,1 %	-2,2 %	-8,0 %	
2022 Traffic Cumulated (%)	-17,5 %	-11,9 %	-4,7 %	-1,7 %	-1,4 %	-2,7 %	-5,0 %	-6,5 %	-6,8 %	-6,7 %	-6,4 %	-6,5 %	



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
skeyes													
2021 Actual Traffic Monthly	16.463	14.094	16.118	17.943	21.059	28.862	39.735	41.471	41.821	42.447	37.123	36.707	353.843
2022 Actual Traffic Monthly	30.799	30.791	39.640	43.267	48.238	47.745	52.265	50.352	48.867	47.449	38.329	38.231	515.973
Growth (%)	87,1 %	118,5 %	145,9 %	141,1 %	129,1 %	65,4 %	31,5 %	21,4 %	16,8 %	11,8 %	3,2 %	4,2 %	45,8 %
DFS													
2021 Actual Traffic Monthly	69.223	58.987	73.586	82.028	92.241	121.837	173.210	188.953	188.222	196.416	162.314	162.625	1.569.642
2022 Actual Traffic Monthly	140.653	134.874	174.691	214.761	242.789	247.074	251.060	250.461	244.238	236.488	185.524	179.573	2.502.186
Growth (%)	103,2 %	128,7 %	137,4 %	161,8 %	163,2 %	102,8 %	44,9 %	32,6 %	29,8 %	20,4 %	14,3 %	10,4 %	59,4 %
DSNA													
2021 Actual Traffic Monthly	74.364	60.927	71.495	78.739	101.198	144.886	217.301	233.949	219.460	218.318	177.239	180.584	1.778.460
2022 Actual Traffic Monthly	153.679	159.760	202.675	242.076	276.383	287.378	313.012	303.600	284.246	277.767	205.912	212.553	2.919.041
Growth (%)	106,7 %	162,2 %	183,5 %	207,4 %	173,1 %	98,3 %	44,0 %	29,8 %	29,5 %	27,2 %	16,2 %	17,7 %	64,1 %
LVNL													
2021 Actual Traffic Monthly	17.808	13.733	16.695	18.430	21.043	25.726	37.108	40.138	39.398	40.584	36.287	37.132	344.082
2022 Actual Traffic Monthly	32.473	30.879	39.467	43.220	49.640	48.925	48.166	48.946	48.426	47.373	39.170	38.344	515.029
Growth (%)	82,4 %	124,9 %	136,4 %	134,5 %	135,9 %	90,2 %	29,8 %	21,9 %	22,9 %	16,7 %	7,9 %	3,3 %	49,7 %
MUAC													
2021 Actual Traffic Monthly	44.474	34.373	41.453	46.276	52.330	69.124	98.093	109.221	110.820	117.451	104.364	108.381	936.360
2022 Actual Traffic Monthly	92.126	88.527	112.537	130.139	146.883	147.871	152.286	151.574	147.884	144.545	116.228	118.898	1.549.498
Growth (%)	107,1 %	157,5 %	171,5 %	181,2 %	180,7 %	113,9 %	55,2 %	38,8 %	33,4 %	23,1 %	11,4 %	9,7 %	65,5 %
Skyguide													
2021 Actual Traffic Monthly	26.405	22.687	28.012	32.619	39.721	54.940	83.886	91.102	86.948	87.464	67.552	71.855	693.191
2022 Actual Traffic Monthly	63.347	63.888	79.699	94.817	109.177	113.943	124.133	121.067	114.719	109.860	79.229	78.828	1.152.707
Growth (%)	139,9 %	181,6 %	184,5 %	190,7 %	174,9 %	107,4 %	48,0 %	32,9 %	31,9 %	25,6 %	17,3 %	9,7 %	66,3 %

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	2.652.930
2022 Actual Traffic Monthly	123.841	121.455	152.925	172.876	195.919	197.228	202.361	200.065	195.423	193.333	158.470	157.106	2.071.002
Growth (%)	-36,4 %	-34,5 %	-27,8 %	-23,0 %	-17,9 %	-18,1 %	-19,1 %	-16,5 %	-19,3 %	-18,4 %	-19,0 %	-18,5 %	-21,9 %



	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	38.184
2022 Actual Traffic Monthly	1.977	2.079	2.603	2.976	3.377	3.407	3.342	3.177	3.305	3.213	2.746	2.724	34.926
Growth (%)	-27,5 %	-21,3 %	-13,4 %	-9,4 %	-2,1 %	-0,4 %	-2,0 %	0,5 %	-4,1 %	-7,3 %	-12,8 %	-9,9 %	-8,5 %

	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	132.083
2022 Actual Traffic Monthly	6.869	6.422	8.103	8.453	9.316	9.126	10.258	10.113	9.758	9.405	8.029	7.840	103.692
Growth (%)	-29,9 %	-27,2 %	-21,3 %	-23,7 %	-20,8 %	-21,9 %	-18,6 %	-16,3 %	-18,8 %	-19,1 %	-22,2 %	-21,5 %	-21,5 %

	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	1.065.455
2022 Actual Traffic Monthly	43.112	40.902	52.555	63.000	71.452	71.662	70.435	72.784	71.724	72.063	59.007	54.117	742.813
Growth (%)	-44,9 %	-46,1 %	-38,7 %	-29,1 %	-25,8 %	-24,6 %	-28,2 %	-23,7 %	-27,1 %	-26,4 %	-25,8 %	-29,0 %	-30,3 %

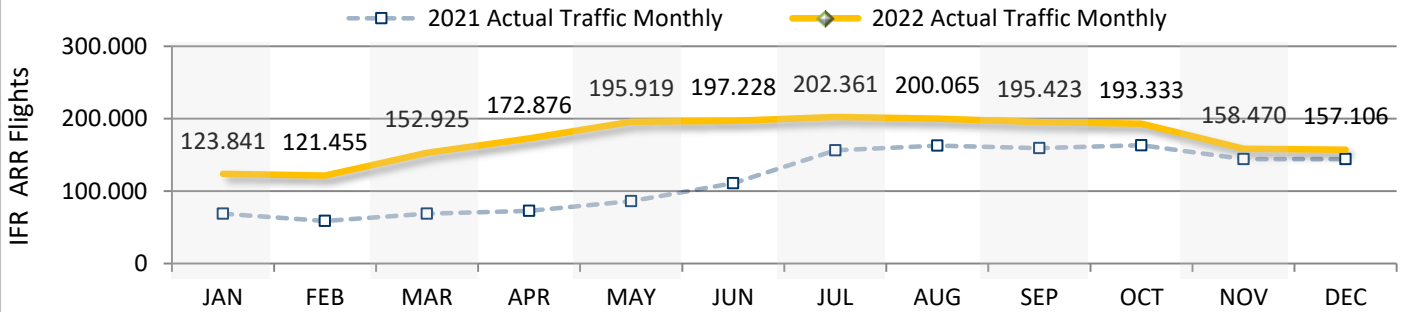
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
DSNA													
2019 Actual Traffic Monthly	66.766	63.317	73.401	81.023	84.477	88.656	92.799	86.055	86.206	81.851	67.332	66.631	938.514
2022 Actual Traffic Monthly	46.741	48.317	59.964	65.736	75.097	77.065	81.642	76.979	74.234	72.720	58.877	60.945	798.317
Growth (%)	-30,0 %	-23,7 %	-18,3 %	-18,9 %	-11,1 %	-13,1 %	-12,0 %	-10,5 %	-13,9 %	-11,2 %	-12,6 %	-8,5 %	-14,9 %

	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	254.553
2022 Actual Traffic Monthly	13.532	12.586	15.873	17.506	20.044	19.484	19.006	19.601	19.471	19.027	15.816	15.929	207.875
Growth (%)	-28,8 %	-30,2 %	-22,0 %	-18,4 %	-12,7 %	-12,7 %	-17,1 %	-14,9 %	-14,0 %	-16,5 %	-18,4 %	-18,8 %	-18,3 %

	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	224.141
2022 Actual Traffic Monthly	11.610	11.149	13.827	15.205	16.633	16.484	17.678	17.411	16.931	16.905	13.995	15.551	183.379
Growth (%)	-36,5 %	-33,3 %	-27,5 %	-19,0 %	-15,0 %	-16,2 %	-13,3 %	-11,7 %	-13,5 %	-12,0 %	-12,3 %	-9,7 %	-18,2 %

FABEC TRAFFIC DEVELOPMENT (arrival)

FABEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
2021 Actual Traffic Monthly	68.659	58.760	68.964	72.701	86.147	110.821	156.460	162.963	159.362	163.411	144.145	144.342	1.396.735
2022 Actual Traffic Monthly	123.841	121.455	152.925	172.876	195.919	197.228	202.361	200.065	195.423	193.333	158.470	157.106	2.071.002
Growth (%)	80,4 %	106,7 %	121,7 %	137,8 %	127,4 %	78,0 %	29,3 %	22,8 %	22,6 %	18,3 %	9,9 %	8,8 %	48,3 %



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
ANA LUX													
2021 Actual Traffic Monthly	1.307	1.097	1.270	1.451	1.677	1.957	2.362	2.447	2.603	2.694	2.449	2.534	23.848
2022 Actual Traffic Monthly	1.977	2.079	2.603	2.976	3.377	3.407	3.342	3.177	3.305	3.213	2.746	2.724	34.926
Growth (%)	51,3 %	89,5 %	105,0 %	105,1 %	101,4 %	74,1 %	41,5 %	29,8 %	27,0 %	19,3 %	12,1 %	7,5 %	46,5 %

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
skeyes													
2021 Actual Traffic Monthly	4.154	3.655	4.074	4.379	5.095	6.322	8.419	8.799	8.622	8.480	8.042	8.000	78.041
2022 Actual Traffic Monthly	6.869	6.422	8.103	8.453	9.316	9.126	10.258	10.113	9.758	9.405	8.029	7.840	103.692
Growth (%)	65,4 %	75,7 %	98,9 %	93,0 %	82,8 %	44,4 %	21,8 %	14,9 %	13,2 %	10,9 %	-0,2 %	-2,0 %	32,9 %

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
DFS													
2021 Actual Traffic Monthly	20.815	18.158	23.398	25.886	28.960	36.973	52.200	55.684	57.467	61.619	53.725	51.093	485.978
2022 Actual Traffic Monthly	43.112	40.902	52.555	63.000	71.452	71.662	70.435	72.784	71.724	72.063	59.007	54.117	742.813
Growth (%)	107,1 %	125,3 %	124,6 %	143,4 %	146,7 %	93,8 %	34,9 %	30,7 %	24,8 %	16,9 %	9,8 %	5,9 %	52,8 %

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
DSNA													
2021 Actual Traffic Monthly	30.058	26.603	29.318	28.379	35.836	47.349	65.705	66.191	61.823	60.497	53.878	54.776	560.413
2022 Actual Traffic Monthly	46.741	48.317	59.964	65.736	75.097	77.065	81.642	76.979	74.234	72.720	58.877	60.945	798.317
Growth (%)	55,5 %	81,6 %	104,5 %	131,6 %	109,6 %	62,8 %	24,3 %	16,3 %	20,1 %	20,2 %	9,3 %	11,3 %	42,5 %

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
LVNL													
2021 Actual Traffic Monthly	7.583	5.531	6.437	7.215	8.290	10.212	15.217	16.532	15.854	16.496	14.858	15.667	139.892
2022 Actual Traffic Monthly	13.532	12.586	15.873	17.506	20.044	19.484	19.006	19.601	19.471	19.027	15.816	15.929	207.875
Growth (%)	78,5 %	127,6 %	146,6 %	142,6 %	141,8 %	90,8 %	24,9 %	18,6 %	22,8 %	15,3 %	6,4 %	1,7 %	48,6 %

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
Skyguide													
2021 Actual Traffic Monthly	4.742	3.716	4.467	5.391	6.289	8.008	12.557	13.310	12.993	13.625	11.193	12.272	108.563
2022 Actual Traffic Monthly	11.610	11.149	13.827	15.205	16.633	16.484	17.678	17.411	16.931	16.905	13.995	15.551	183.379
Growth (%)	144,8 %	200,0 %	209,5 %	182,0 %	164,5 %	105,8 %	40,8 %	30,8 %	30,3 %	24,1 %	25,0 %	26,7 %	68,9 %

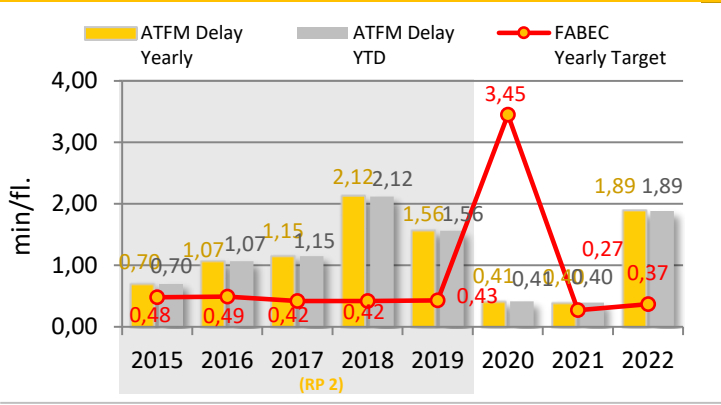
KPI #1: En-route ATFM delay per controlled flight (FABEC)

	YTD 2022	YTD 2021
En-route Delay All causes	1,89	0,40
FABEC Target (yearly value)	0,37	
Guideline	0,37	
Minute ('000) ALL causes	9.869	1.286
Diff. 2022 - 2021	+ 667,5 %	
Traffic ('000)	5.232	3.245
Diff. 2022 - 2021	+ 61,2 %	

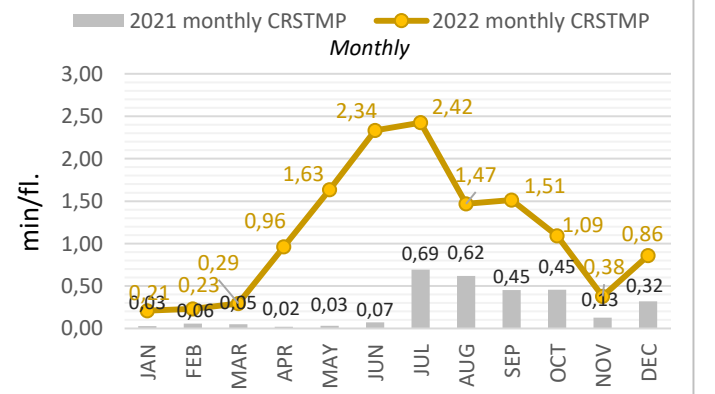
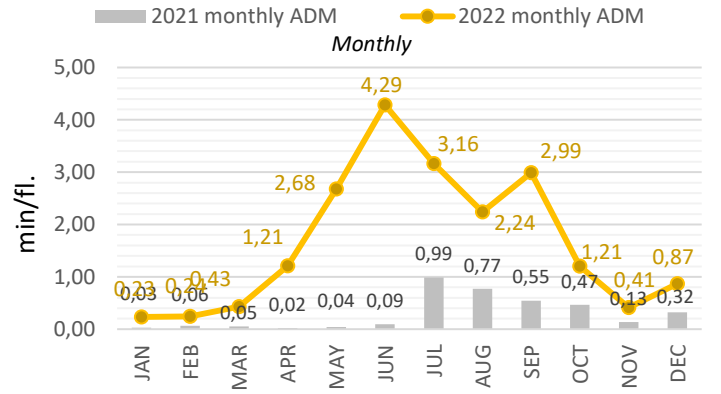
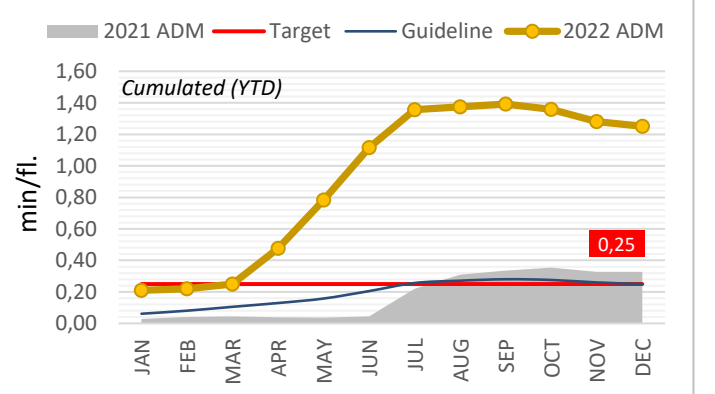
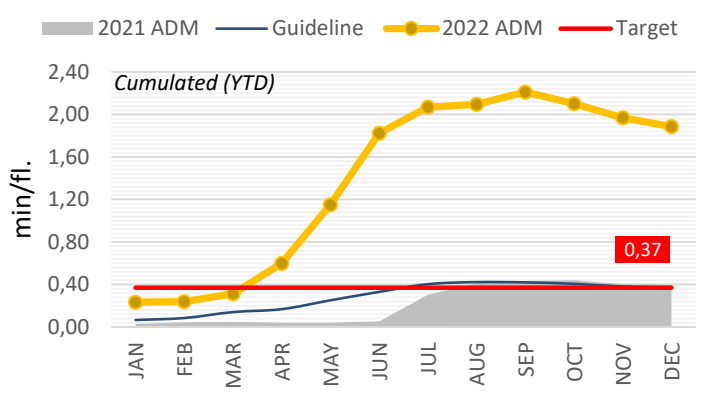
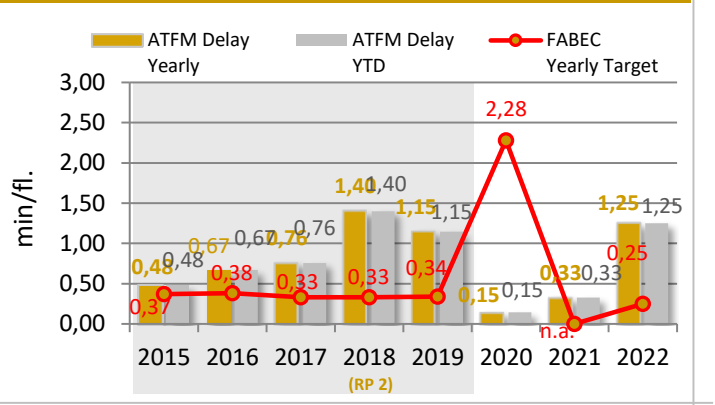
	YTD 2022	YTD 2021
En-route Delay CRSTMP causes	1,25	0,33
FABEC Target (yearly value)	0,25	
Guideline	0,25	
Minute ('000) CRSTMP causes	6.543	1.062
Diff. 2022 - 2021	+ 516 %	
<i>Potential savings (*) due to underbid the delay Target</i>		
(all Causes) in Mio EURO (YTD)	0,0	

* Cost of ATFM-delay per min = 87 €

All Delay Causes



CRSTMP Delay Causes



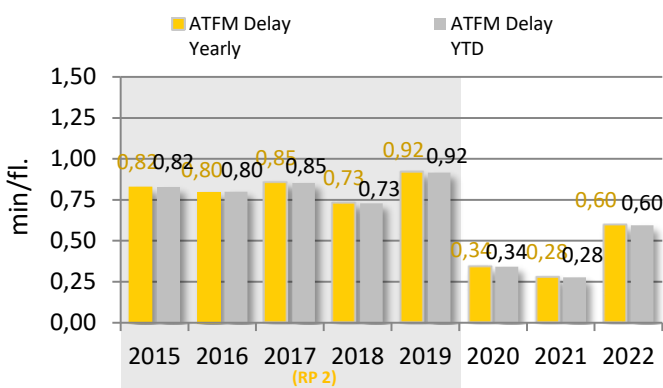
The guideline for the en-route ATFM delay per movement is a basic cumulative extrapolation of the 2017-2019 monthly allocation and is designed to give an impression, how the YTD figures should be, in order to reach the yearly 2022 published targets (0,37 min per flight for all delay causes and 0,25 min per flight for the delay causes CRSTMP).

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

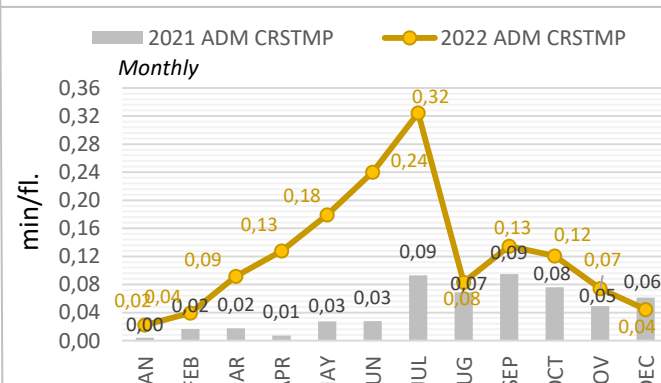
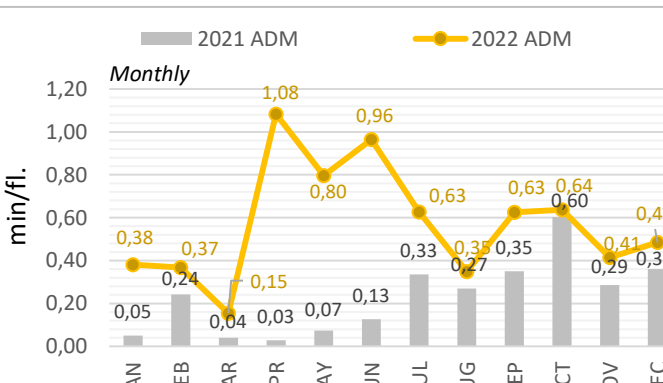
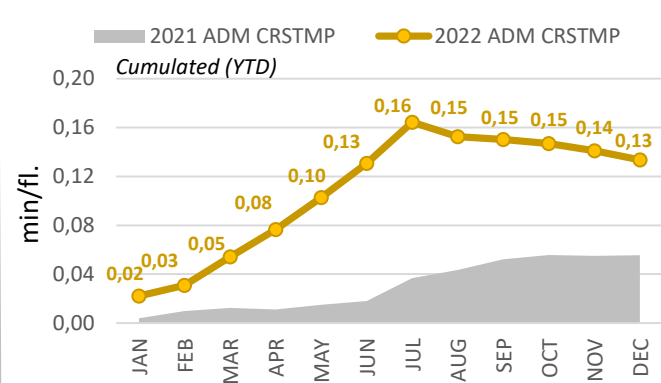
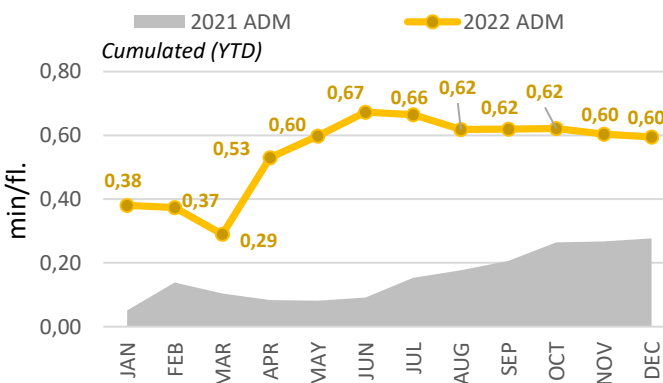
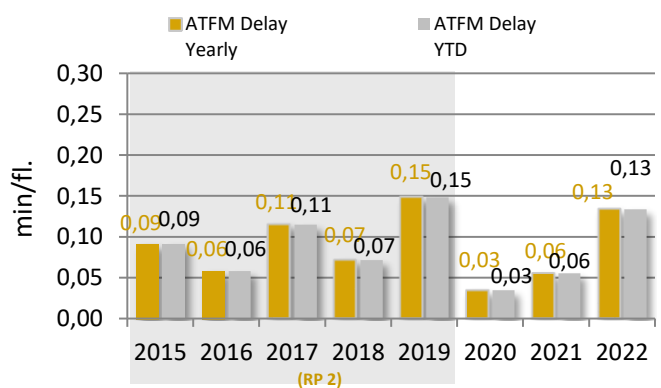
	YTD 2022	YTD 2021
Arrival Delay All causes	0,60	0,28
Diff. 2022 - 2021	+ 115 %	
Minute ('000) ALL causes	1232	387
Diff. 2022 - 2021	+ 219 %	
Traffic ('000)	2.071	1.397
Diff. 2022 - 2021	+ 48 %	

	YTD 2022	YTD 2021
Arrival Delay CRSTMP causes	0,13	0,06
Diff. 2022 - 2021	+ 140 %	
Minute ('000) CRSTMP causes	277	78
Diff. 2022 - 2021	+ 257 %	

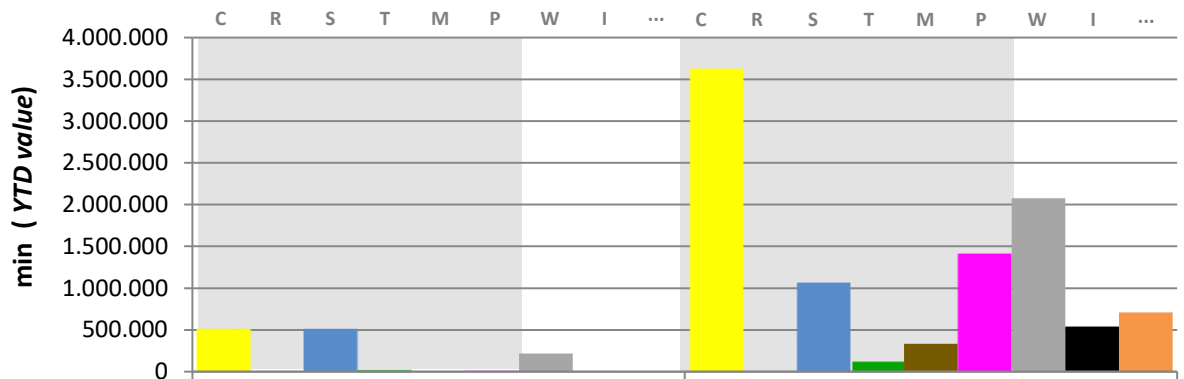
All Delay Causes



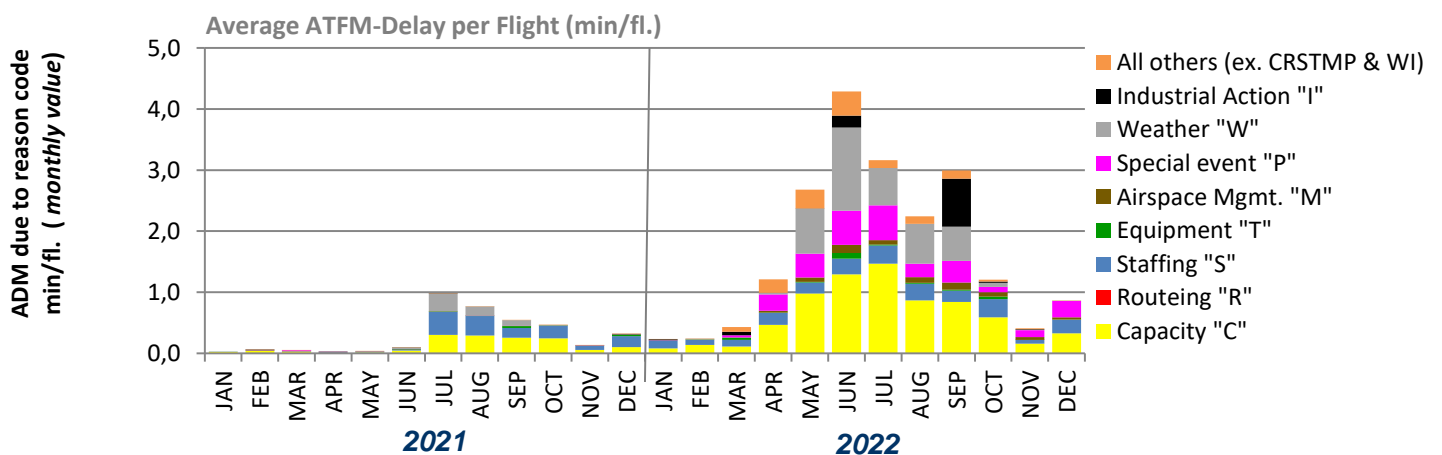
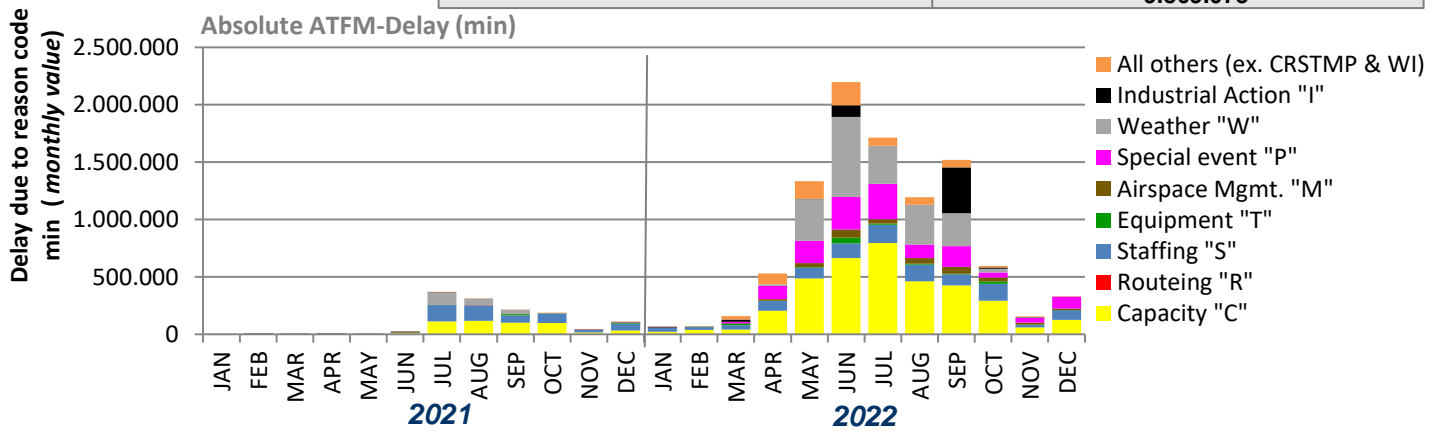
CRSTMP Delay Causes



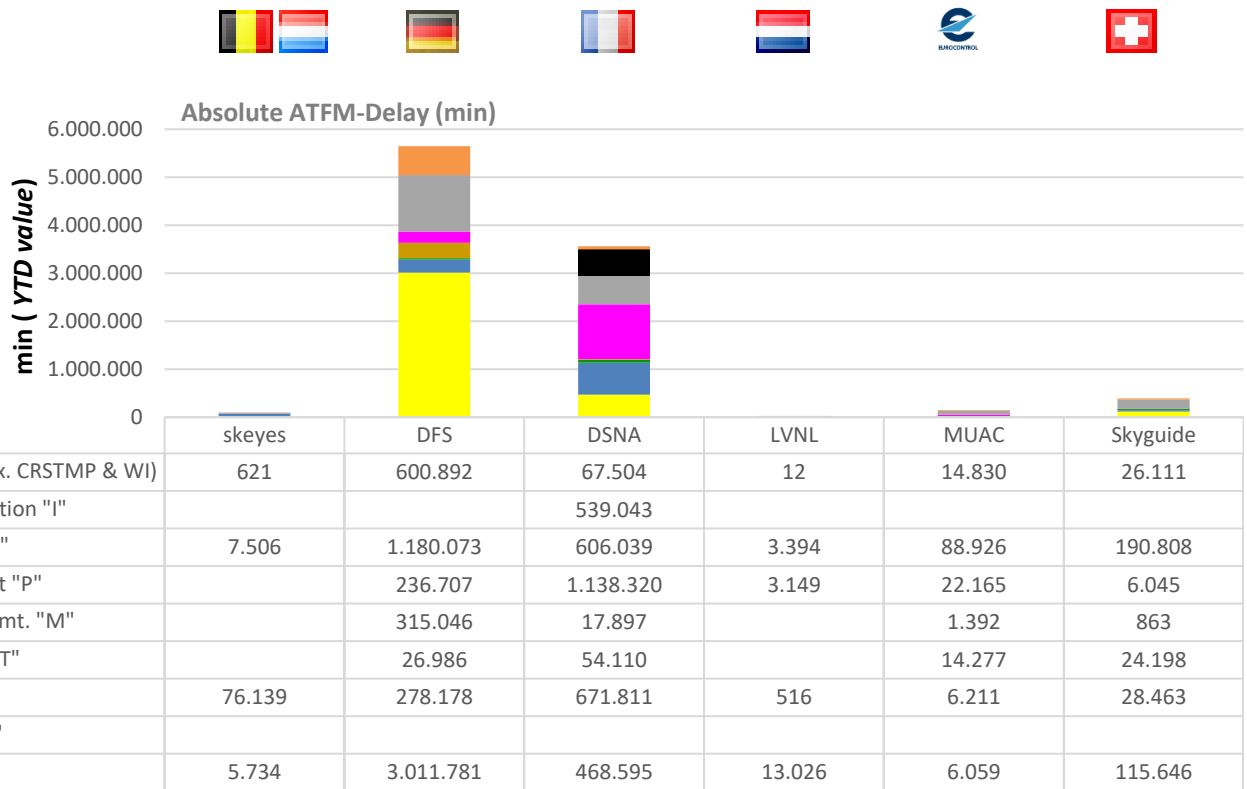
KPI #1: En-route ATFM delay per reason code (FABEC)



Delay due to reason code:	2021	2022
Capacity "C"	511.383	3.620.841
Routeing "R"	0	0
Staffing "S"	509.666	1.061.318
Equipment "T"	27.522	119.571
Airspace Mgmt. "M"	7.049	335.198
Special event "P"	6.383	1.406.386
Weather "W"	215.525	2.076.746
Industrial Action "I"	1.274	539.043
All others (ex. CRSTMP & WI)	7.103	709.970
CRSTMP:	1.062.003	6.543.314
TOTAL:	1.285.905	9.869.073

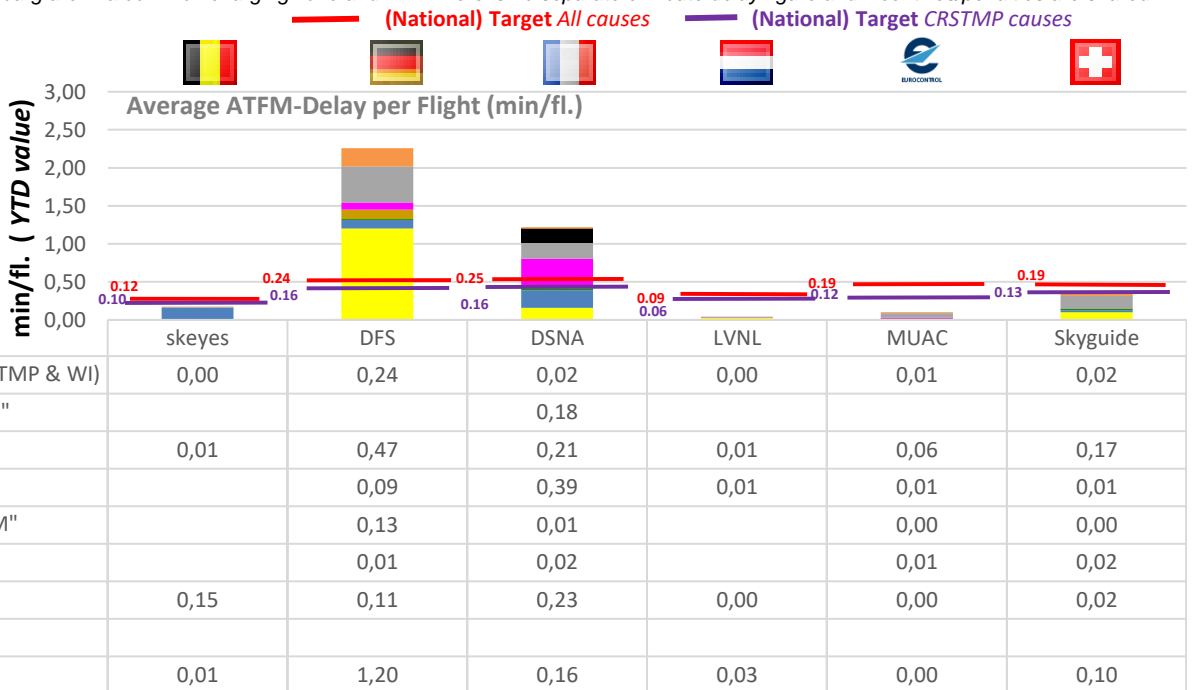


KPI #1: En-route ATFM delay per controlled flight (ANSP)



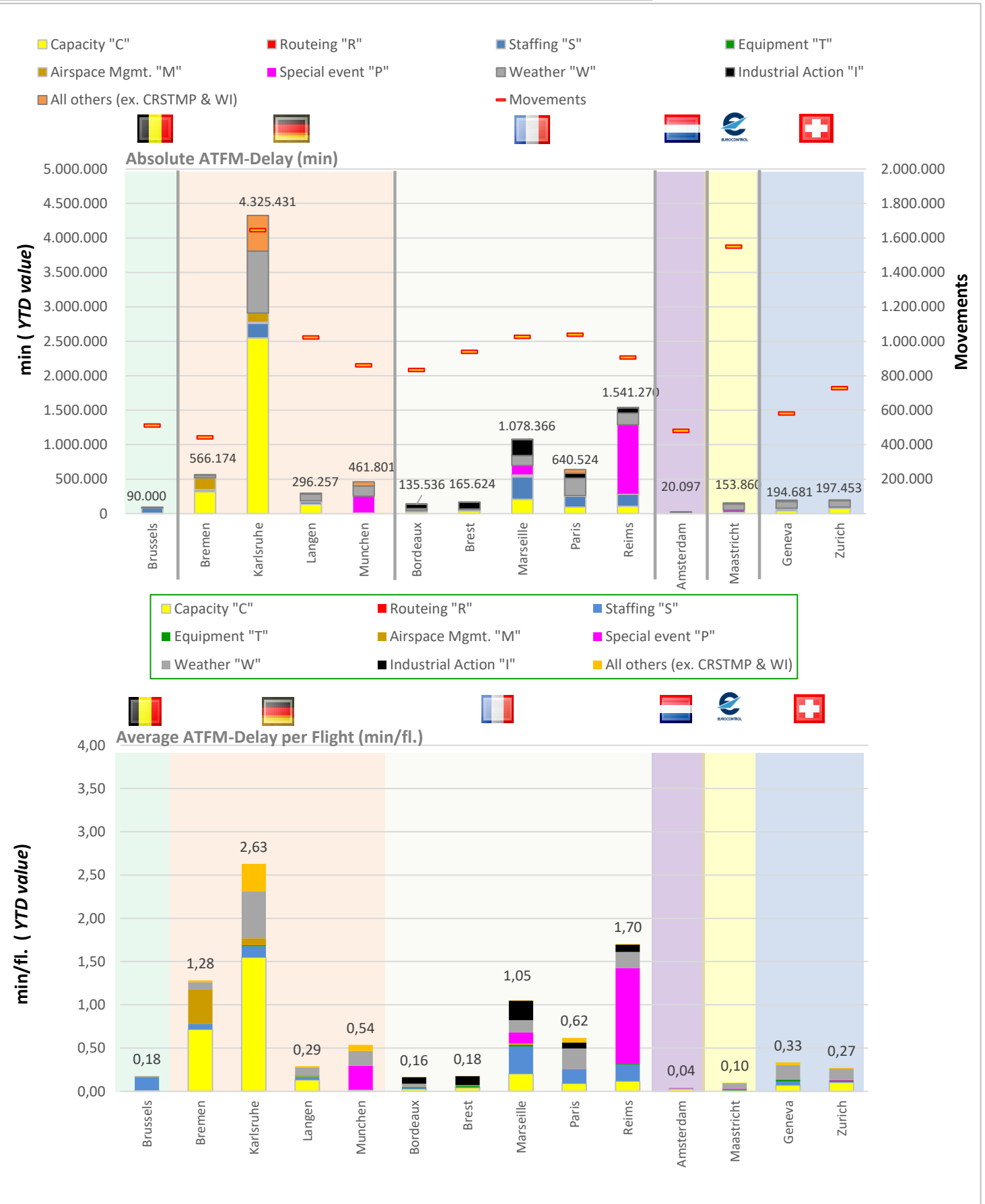
CRSTMP:	81.873	3.868.698	2.350.733	16.691	50.104	175.215
TOTAL:	90.000	5.649.663	3.563.319	20.097	153.860	392.134

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

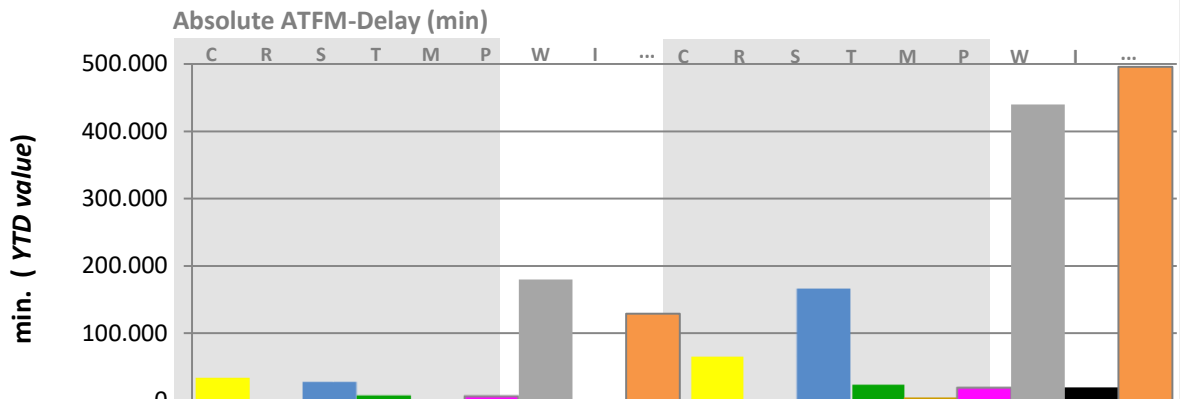


CRSTMP:	0,16	1,55	0,81	0,03	0,03	0,15
TOTAL:	0,17	2,26	1,22	0,04	0,10	0,34

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



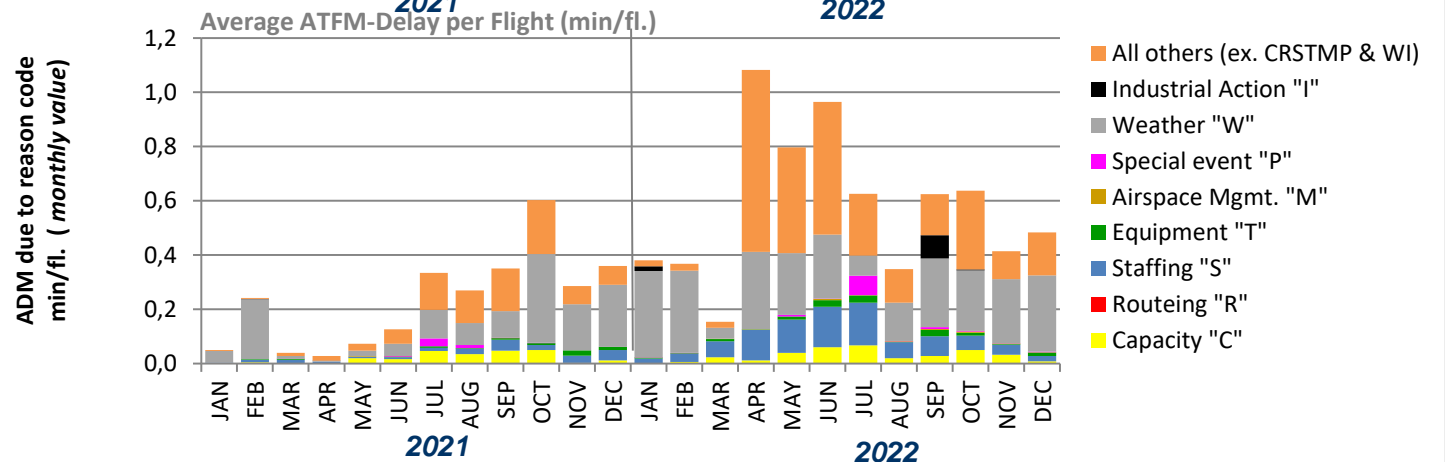
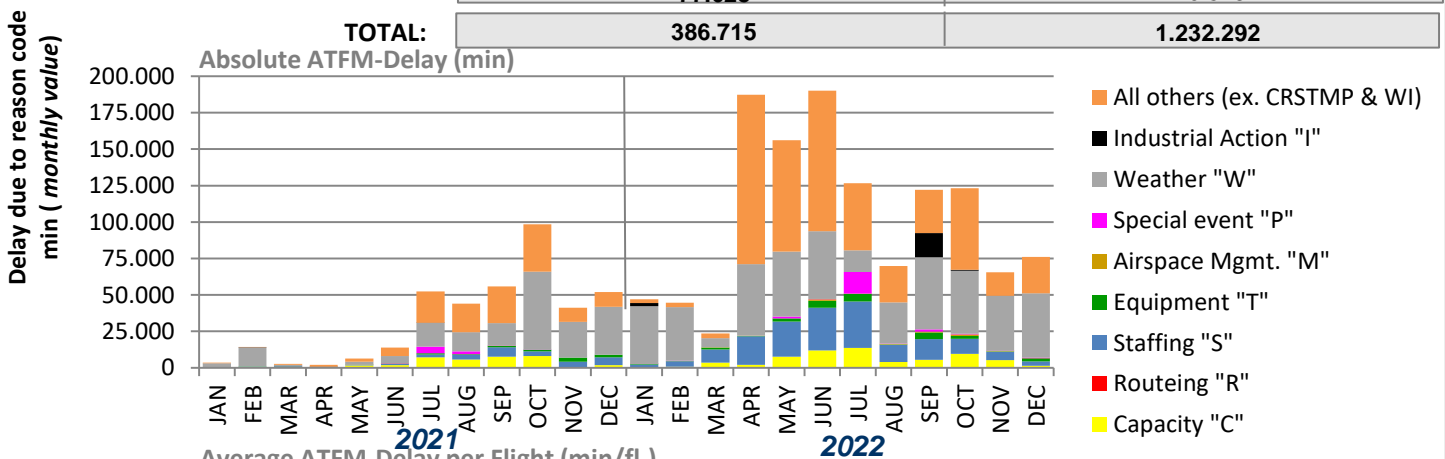
KPI #2: Arrival ATFM delay per reason code (FABEC)



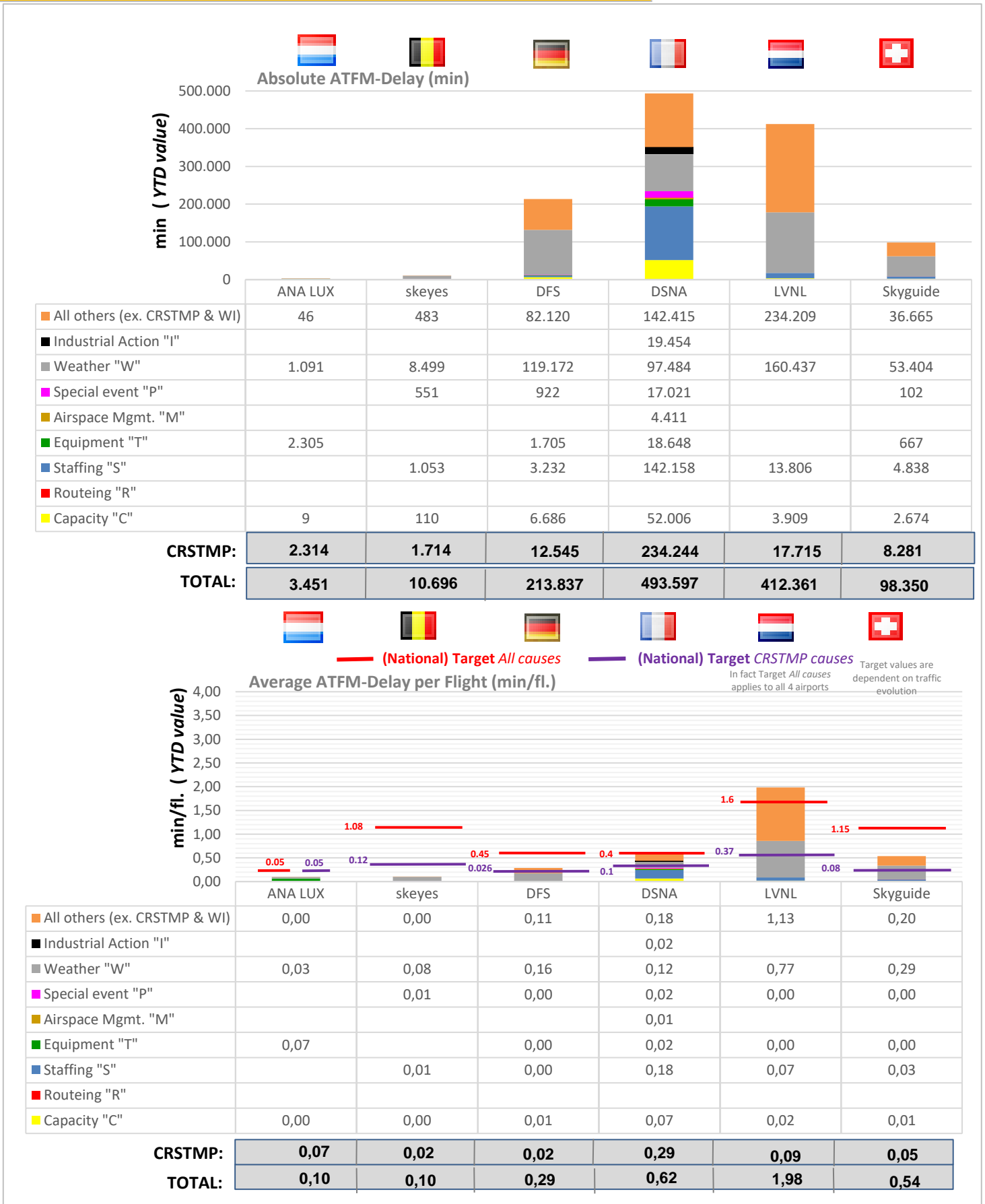
Delay due to reason code:

	2021	2022
Capacity "C"	34.455	65.394
Routeing "R"	0	0
Staffing "S"	27.680	165.087
Equipment "T"	8.517	23.325
Airspace Mgmt. "M"	194	4.411
Special event "P"	6.782	18.596
Weather "W"	179.855	440.087
Industrial Action "I"	151	19.454
All others (ex. CRSTMP & WI)	129.081	495.938

CRSTMP:	77.628	276.813
TOTAL:	386.715	1.232.292



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



Glossary

KPI #1:

KPI #1 is set by IR (EU) 2019/317 and is expressed in minutes per flight. The EU-wide targets set for RP3 for this indicator are for 2020: 0.9 min/fl., 2021: 0.35 min/fl., 2022: 0.5 min/fl., 2023: 0.5 min/fl., 2024: 0.5 min/fl.

The targets set at FABEC level are as follows for the indicator 'En-route ATFM delay (all regulation causes) per controlled flight' for 2020: 3.45 min/fl., 2021: 0.27 min/fl., 2022: 0.37 min/fl., 2023: 0.37 min/fl., 2024: 0.37 min/fl.

The targets set at FABEC level are as follows for the indicator 'En-route ATFM delay (CRSTMP regulation causes) per controlled flight' for 2020: n.a., 2021: n.a., 2022: 0.25 min/fl., 2023: 0.25 min/fl., 2024: 0.25 min/fl.

KPI #2:

KPI #2 is set by IR (EU) 2019/317 and is expressed in minutes per flight. For this indicator, no targets have been defined at EU and FABEC level for RP3. The targets have been set at local level.

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: December 2022

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.