



PERFORMANCE REPORT 2020 - 2024

CAPACITY

October 2023



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

Traffic in October was 8.3% higher than October 2022. Network traffic was slightly above the latest EUROCONTROL baseline scenario. The war in Ukraine continues to affect overflights in several countries. With the start of the winter schedule, traffic decreased as expected compared to September 2023.

On average the network saw 29,949 flights/day in October. The peak day was Friday 06 October (32,725 flights). While domestic traffic saw a slight increase (+1.6%), the two main traffic axes (SW and SE) saw over 9% growth compared to last year.

Several air operators and airports in the Top 10 still had double-digit growth compared to October 2022. Ryanair was the busiest operator with, on average, 3,154 movements per day, followed by easyJet (1,678), Turkish Airlines (1,454), Lufthansa (1,288) and Air France (1,036).

The busiest airport was Istanbul/iGA (1,390 flights/day), followed by Amsterdam/Schiphol (1,384 flights/day), Paris/Charles de Gaulle (1,313 flights/day), Frankfurt/Main (1,313 flights/day) and London/Heathrow (1,305 flights/day).

The Mainline (+19.9%), Low-cost (+4.7%) and Regional (+3.2%) market segments continued to drive network growth in October 2023 (vs October 2022). Together, they stood at 94.1% of 2019 flight levels. The Charter segment contracted by -3.0% (vs October 2022). The All-cargo segment recorded a decrease of -2.8%. Business aviation was the only segment ahead of pre-Covid flight levels, at +108% in October 2023 compared to October 2019. This was mainly due to six states that added 160 daily departure flights to the network. They were Italy (+50), Spain (excl. Canary Islands) (+41), Türkiye (+23), UK (+19), France (+15) and Greece (+12). Business aviation fell -2.0% in October 2023 (vs October 2022).

There were 1,912,938 minutes of ATFM delay in October, 32.4% higher than October 2022. En-route accounted for 69.2% of these ATFM delays, and airports for 30.8%. The average en-route ATFM delay per flight for the network was 1.4 minutes in October and the YTD en-route ATFM delay was 2.0 minutes. Flow measures in October were mainly due to en-route ATC capacity/staffing and airport weather (Source: NM).

Delays from the passengers' point of view

For October 2023, the Central Office for Delay Analysis (CODA) reported that the average delay per flight on departure was 17.0 minutes per flight - an increase of 0.3 minutes per flight compared to October 2022. 36% of the total delay can be attributable to air traffic control. Airlines caused 49% of the total delay, resulting from such issues as technical problems, staff shortages or turnaround times that are too tightly scheduled. Airports caused 6% 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-10-2023, Date 04/12/2023).

FABEC

In the FABEC area, traffic decreased by 4.8% in October 2023 compared to the same month in 2019, leading to a 9.6% yearly traffic decrease. Traffic was down in all ANSPs but with significant differences, from -9.9% in LVNL, -9.7% in skeyes, -9.7% in DFS to -1.2% in Skyguide and even an increase of traffic by +1.6 in DSNA (the first ANSP to record an increase of traffic compared with 2019 since the COVID situation). Airport traffic was down to a similar extent (-12.2% in the FABEC area) but with even more disparities between ANSPs. Landings decreased by an impressive -19.8% in DFS, -16.2% in skeyes, but "only" -5.8% in LVNL, -3.3% in Skyguide or -3.1% in ANA LUX.

In October 2023, Karlsruhe UAC (250 657 min), Reims ACC (148 944 min) and Marseille ACC (135 990 min) were the units to generate the most en-route ATFM delays. In Karlsruhe, delays were due to 'ATC-Capacity' (75%), 'Other' (7%), 'Equipment - ATC' (6%), 'Weather' (5%), 'Staffing' (4%), 'Airspace Management' (2%) and 'Special Event' (1%). In Reims, delays were due to 'Staffing' (63%), 'ATC-Capacity' (27%), 'Industrial Action (ATC)' (9%), 'Weather' (1%) and 'Equipment (ATC)' (1%); in Marseille, 'Industrial Action (ATC)' (59%), 'Staffing' (27%), 'ATC-Capacity' (9%), 'Weather' (4%) and 'Airspace Management' (1%).

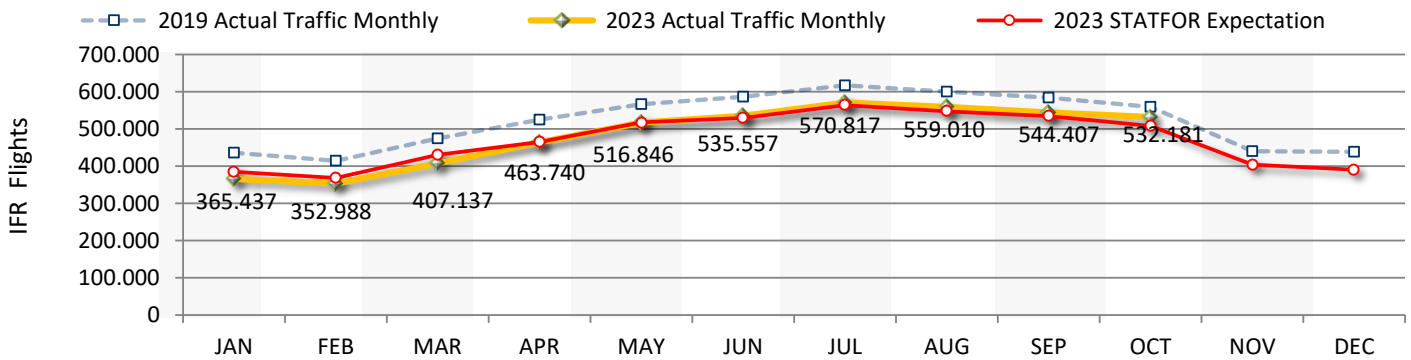
The en-route ATFM delay per flight all causes reached 1.7 min/ft in October 2023 compared to 1.21 min/ft in 2022. The en-route ATFM delay per flight reached 2.35 min/ft after 10 months in 2023 and this value is far beyond the guideline value at the end of October (0.40 min/ft). The en-route ATFM delay CRSTMP causes reached 1.18 min/ft at the end of October; this value is, as well, beyond the FABEC guideline value (0.27 min/ft).

Airport ATFM delays were mainly generated in Amsterdam Schiphol/EHAM (92 561 min), Nice Côte d'Azur/LFMN (22 228 min), Frankfurt Main/EDDF (19 005 min) and Zurich/LSZH (16 914 min). In Amsterdam Schiphol, delays were due to 'Weather' (65%), 'Aerodrome Capacity' (24%), 'Special Event' (11%) and 'Aerodrome Capacity (ATC)' (1%). In Nice Côte d'Azur, delays were due to 'Staffing' (66%), 'Weather' (22%), 'Aerodrome Capacity' (6%) and 'Aerodrome Capacity (ATC)' (5%); in Frankfurt Main, delays were due to 'Weather' (96%), 'Staffing' (2%) and 'Aerodrome Disruptions (ATC)' (2%); in Zurich, 'Weather' (61%), 'Aerodrome Capacity' (31%), 'Aerodrome disruptions (ATC)' (6%) and 'Aerodrome Capacity (ATC)' (2%).

After 10 months in 2023, both DFS and DSNA 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, DSNA, ANA LUX and DFS are currently not achieving their respective CRSTMP arrival ATFM delay per Arrival flight target, contrarily to the other FABEC members.

FABEC TRAFFIC DEVELOPMENT (*en-route*)

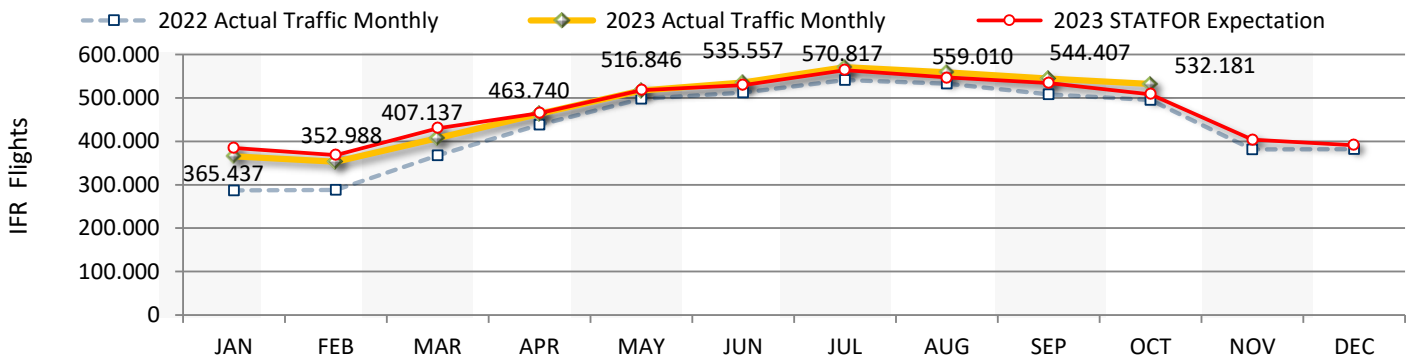
FABEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
2019 Actual Traffic Monthly	435.809	414.272	474.729	524.490	566.051	586.281	617.104	600.261	584.310	558.973	439.854	438.590	5.362.280
2023 Actual Traffic Monthly	365.437	352.988	407.137	463.740	516.846	535.557	570.817	559.010	544.407	532.181			4.848.120
Growth (%)	-16,1 %	-14,8 %	-14,2 %	-11,6 %	-8,7 %	-8,7 %	-7,5 %	-6,9 %	-6,8 %	-4,8 %			-9,6 %
2023 STATFOR Expectation	384.779	368.280	430.288	465.067	517.684	529.494	563.833	547.498	534.041	508.353	404.253	390.716	5.644.285
2023 Traffic Evolution (%)	-5,0 %	-4,2 %	-5,4 %	-0,3 %	-0,2 %	1,1 %	1,2 %	2,1 %	1,9 %	4,7 %			
2023 Traffic Cumulated (%)	-5,0 %	-4,6 %	-4,9 %	-3,6 %	-2,8 %	-2,0 %	-1,4 %	-0,9 %	-0,6 %	0,0 %			



	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	546.525
2023 Actual Traffic Monthly	36.485	36.295	42.495	46.473	50.917	51.783	54.520	52.729	53.120	51.956			476.773
Growth (%)	-20,8 %	-14,5 %	-14,2 %	-13,6 %	-11,8 %	-11,5 %	-12,4 %	-11,0 %	-10,6 %	-9,7 %			-12,8 %
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	2.669.490
2023 Actual Traffic Monthly	173.393	165.403	199.318	223.857	246.275	252.722	264.174	260.301	258.606	257.160			2.301.209
Growth (%)	-21,9 %	-21,9 %	-17,2 %	-13,3 %	-12,8 %	-11,7 %	-11,8 %	-10,9 %	-11,3 %	-9,7 %			-13,8 %
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	2.858.806
2023 Actual Traffic Monthly	201.137	195.983	220.587	259.024	291.610	304.890	330.116	320.315	307.563	296.838			2.728.063
Growth (%)	-9,2 %	-6,6 %	-9,7 %	-8,5 %	-3,6 %	-5,3 %	-3,0 %	-2,8 %	-2,0 %	1,6 %			-4,6 %
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	536.801
2023 Actual Traffic Monthly	37.554	36.153	42.950	45.901	49.919	49.730	51.787	51.738	51.031	51.533			468.296
Growth (%)	-18,6 %	-18,5 %	-15,0 %	-14,2 %	-13,2 %	-11,0 %	-10,1 %	-9,5 %	-10,4 %	-9,9 %			-12,8 %
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	1.585.739
2023 Actual Traffic Monthly	114.330	108.415	130.400	141.634	154.289	156.486	166.378	163.692	160.577	159.013			1.455.214
Growth (%)	-17,6 %	-16,2 %	-11,7 %	-8,5 %	-6,0 %	-6,2 %	-5,5 %	-5,5 %	-4,8 %	-4,3 %			-8,2 %
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	1.134.874
2023 Actual Traffic Monthly	75.735	75.644	85.707	97.788	109.762	115.273	125.768	122.438	119.191	114.148			1.041.454
Growth (%)	-15,2 %	-12,3 %	-14,0 %	-11,6 %	-9,3 %	-9,4 %	-5,7 %	-4,2 %	-3,9 %	-1,2 %			-8,2 %

FABEC TRAFFIC DEVELOPMENT (*en-route*)

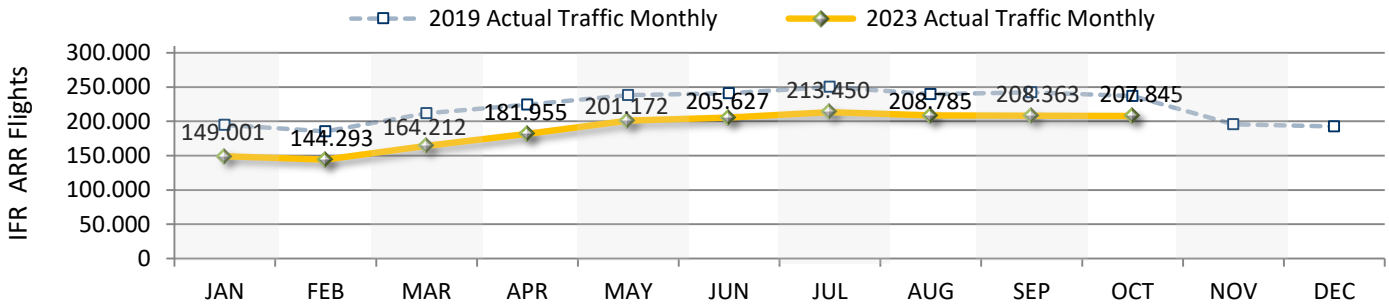
FABEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
2022 Actual Traffic Monthly	286.998	287.940	367.853	437.947	497.938	512.584	541.131	532.856	508.004	495.129	381.425	382.274	4.468.380
2023 Actual Traffic Monthly	365.437	352.988	407.137	463.740	516.846	535.557	570.817	559.010	544.407	532.181			4.848.120
Growth (%)	27,3 %	22,6 %	10,7 %	5,9 %	3,8 %	4,5 %	5,5 %	4,9 %	7,2 %	7,5 %			8,5 %
2023 STATFOR Expectation	384.779	368.280	430.288	465.067	517.684	529.494	563.833	547.498	534.041	508.353	404.253	390.716	5.644.285
2023 Traffic Evolution (%)	-5,0 %	-4,2 %	-5,4 %	-0,3 %	-0,2 %	1,1 %	1,2 %	2,1 %	1,9 %	4,7 %			
2023 Traffic Cumulated (%)	-5,0 %	-4,6 %	-4,9 %	-3,6 %	-2,8 %	-2,0 %	-1,4 %	-0,9 %	-0,6 %	0,0 %			



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
skeyes													
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	439.413
2023 Actual Traffic Monthly	36.485	36.295	42.495	46.473	50.917	51.783	54.520	52.729	53.120	51.956			476.773
Growth (%)	18,5 %	17,9 %	7,2 %	7,4 %	5,6 %	8,5 %	4,3 %	4,7 %	8,7 %	9,5 %			8,5 %
DFS													
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	2.137.089
2023 Actual Traffic Monthly	173.393	165.403	199.318	223.857	246.275	252.722	264.174	260.301	258.606	257.160			2.301.209
Growth (%)	23,3 %	22,6 %	14,1 %	4,2 %	1,4 %	2,3 %	5,2 %	3,9 %	5,9 %	8,7 %			7,7 %
DSNA													
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	2.500.576
2023 Actual Traffic Monthly	201.137	195.983	220.587	259.024	291.610	304.890	330.116	320.315	307.563	296.838			2.728.063
Growth (%)	30,9 %	22,7 %	8,8 %	7,0 %	5,5 %	6,1 %	5,5 %	5,5 %	8,2 %	6,9 %			9,1 %
LVNL													
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	437.515
2023 Actual Traffic Monthly	37.554	36.153	42.950	45.901	49.919	49.730	51.787	51.738	51.031	51.533			468.296
Growth (%)	15,6 %	17,1 %	8,8 %	6,2 %	0,6 %	1,6 %	7,5 %	5,7 %	5,4 %	8,8 %			7,0 %
MUAC													
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	1.314.372
2023 Actual Traffic Monthly	114.330	108.415	130.400	141.634	154.289	156.486	166.378	163.692	160.577	159.013			1.455.214
Growth (%)	24,1 %	22,5 %	15,9 %	8,8 %	5,0 %	5,8 %	9,3 %	8,0 %	8,6 %	10,0 %			10,7 %
Skyguide													
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	994.650
2023 Actual Traffic Monthly	75.735	75.644	85.707	97.788	109.762	115.273	125.768	122.438	119.191	114.148			1.041.454
Growth (%)	19,6 %	18,4 %	7,5 %	3,1 %	0,5 %	1,2 %	1,3 %	1,1 %	3,9 %	3,9 %			4,7 %

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	2.264.509
2023 Actual Traffic Monthly	149.001	144.293	164.212	181.955	201.172	205.627	213.450	208.785	208.363	207.845			1.884.703
Growth (%)	-23,5 %	-22,2 %	-22,5 %	-18,9 %	-15,6 %	-14,6 %	-14,7 %	-12,8 %	-14,0 %	-12,2 %			-16,8 %



	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	32.012
2023 Actual Traffic Monthly	2.438	2.448	2.874	3.038	3.235	3.376	3.321	3.149	3.320	3.360			30.559
Growth (%)	-10,6 %	-7,3 %	-4,4 %	-7,5 %	-6,3 %	-1,3 %	-2,6 %	-0,3 %	-3,6 %	-3,1 %			-4,5 %

	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	111.787
2023 Actual Traffic Monthly	7.407	7.199	8.416	8.954	9.905	9.779	10.408	10.091	9.776	9.745			91.680
Growth (%)	-24,4 %	-18,4 %	-18,2 %	-19,2 %	-15,8 %	-16,3 %	-17,4 %	-16,5 %	-18,6 %	-16,2 %			-18,0 %

	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	909.660
2023 Actual Traffic Monthly	51.574	49.634	58.555	65.855	72.697	74.737	76.288	76.282	76.964	78.479			681.065
Growth (%)	-34,1 %	-34,6 %	-31,7 %	-25,9 %	-24,5 %	-21,4 %	-22,2 %	-20,1 %	-21,7 %	-19,8 %			-25,1 %

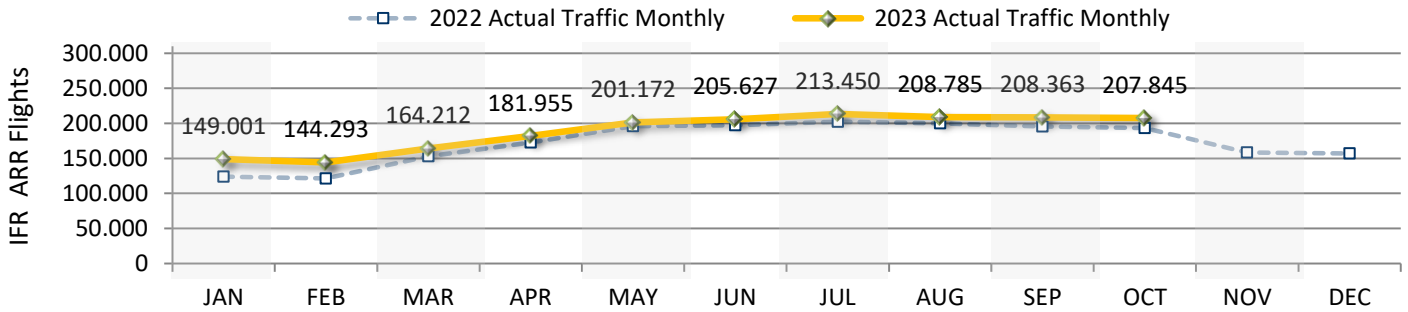
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
DSNA													
2019 Actual Traffic Monthly	66.766	63.317	73.401	81.023	84.477	88.656	92.799	86.055	86.206	81.851	67.332	66.631	804.551
2023 Actual Traffic Monthly	56.987	55.982	60.591	68.445	76.742	79.428	83.135	79.222	78.888	76.245			715.665
Growth (%)	-14,6 %	-11,6 %	-17,5 %	-15,5 %	-9,2 %	-10,4 %	-10,4 %	-7,9 %	-8,5 %	-6,8 %			-11,0 %

	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	215.535
2023 Actual Traffic Monthly	15.524	14.707	17.314	18.881	20.648	20.321	21.248	21.424	20.948	21.448			192.463
Growth (%)	-18,3 %	-18,4 %	-15,0 %	-12,0 %	-10,1 %	-9,0 %	-7,3 %	-7,0 %	-7,5 %	-5,8 %			-10,7 %

	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	190.964
2023 Actual Traffic Monthly	15.071	14.323	16.462	16.782	17.945	17.986	19.050	18.617	18.467	18.568			173.271
Growth (%)	-17,6 %	-14,4 %	-13,6 %	-10,6 %	-8,3 %	-8,6 %	-6,6 %	-5,6 %	-5,6 %	-3,3 %			-9,3 %

FABEC TRAFFIC DEVELOPMENT (arrival)

FABEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
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	1.755.426
2023 Actual Traffic Monthly	149.001	144.293	164.212	181.955	201.172	205.627	213.450	208.785	208.363	207.845			1.884.703
Growth (%)	20,3 %	18,8 %	7,4 %	5,3 %	2,7 %	4,3 %	5,5 %	4,4 %	6,6 %	7,5 %			7,4 %



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
ANA LUX													
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	29.456
2023 Actual Traffic Monthly	2.438	2.448	2.874	3.038	3.235	3.376	3.321	3.149	3.320	3.360			30.559
Growth (%)	23,3 %	17,7 %	10,4 %	2,1 %	-4,2 %	-0,9 %	-0,6 %	-0,9 %	0,5 %	4,6 %			3,7 %

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
skeyes													
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	87.823
2023 Actual Traffic Monthly	7.407	7.199	8.416	8.954	9.905	9.779	10.408	10.091	9.776	9.745			91.680
Growth (%)	7,8 %	12,1 %	3,9 %	5,9 %	6,3 %	7,2 %	1,5 %	-0,2 %	0,2 %	3,6 %			4,4 %

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
DFS													
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	629.689
2023 Actual Traffic Monthly	51.574	49.634	58.555	65.855	72.697	74.737	76.288	76.282	76.964	78.479			681.065
Growth (%)	19,6 %	21,3 %	11,4 %	4,5 %	1,7 %	4,3 %	8,3 %	4,8 %	7,3 %	8,9 %			8,2 %

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
DSNA													
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	678.495
2023 Actual Traffic Monthly	56.987	55.982	60.591	68.445	76.742	79.428	83.135	79.222	78.888	76.245			715.665
Growth (%)	21,9 %	15,9 %	1,0 %	4,1 %	2,2 %	3,1 %	1,8 %	2,9 %	6,3 %	4,8 %			5,5 %

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
LVNL													
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	176.130
2023 Actual Traffic Monthly	15.524	14.707	17.314	18.881	20.648	20.321	21.248	21.424	20.948	21.448			192.463
Growth (%)	14,7 %	16,9 %	9,1 %	7,9 %	3,0 %	4,3 %	11,8 %	9,3 %	7,6 %	12,7 %			9,3 %

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
Skyguide													
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	153.833
2023 Actual Traffic Monthly	15.071	14.323	16.462	16.782	17.945	17.986	19.050	18.617	18.467	18.568			173.271
Growth (%)	29,8 %	28,5 %	19,1 %	10,4 %	7,9 %	9,1 %	7,8 %	6,9 %	9,1 %	9,8 %			12,6 %

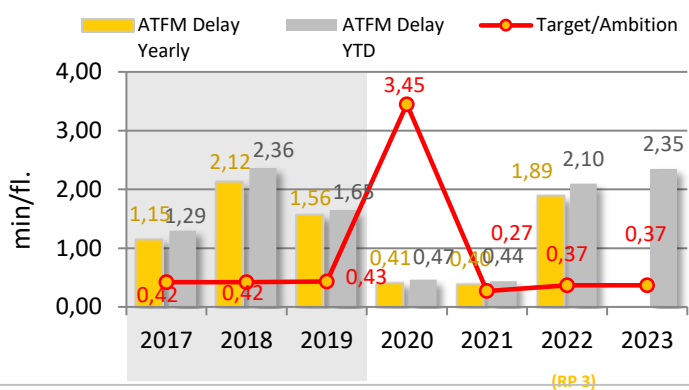
KPI #1: En-route ATFM delay per controlled flight (FABEC)

	YTD 2023	YTD 2022
En-route Delay All causes	2,35	2,10
FABEC Ambition	0,37	
Guideline	0,40	
Minute ('000) ALL causes	11.386	9.382
Diff. 2023 - 2022	+ 21,4 %	
Traffic ('000)	4.848	4.468
Diff. 2023 - 2022	+ 8,5 %	

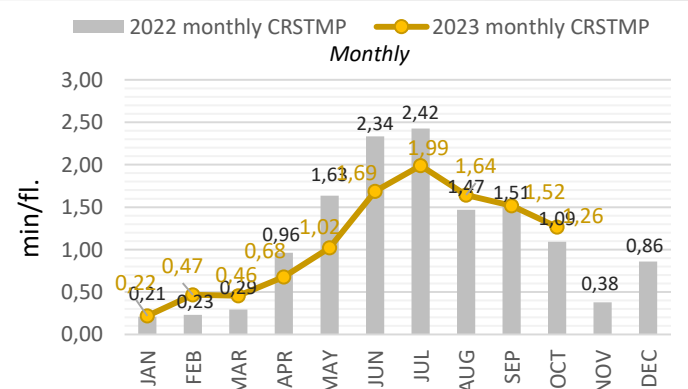
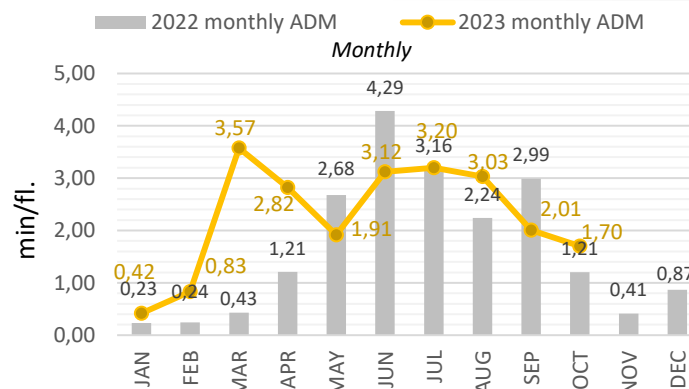
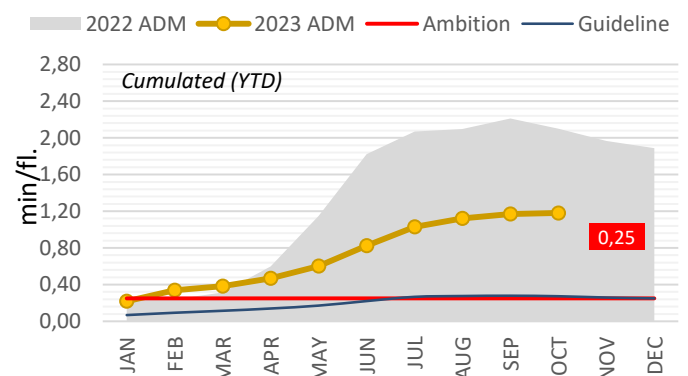
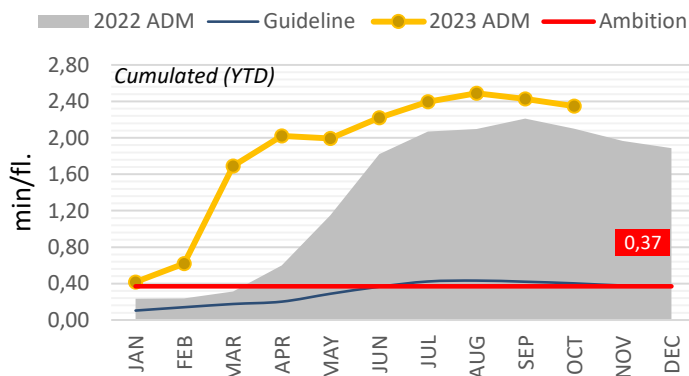
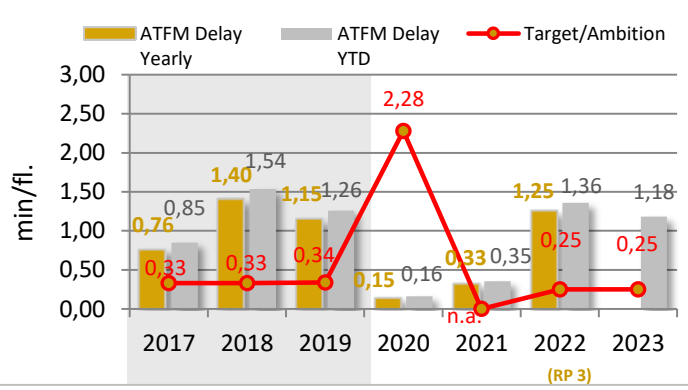
	YTD 2023	YTD 2022
En-route Delay CRSTMP causes	1,18	1,36
FABEC Ambition	0,25	
Guideline	0,27	
Minute ('000) CRSTMP causes	5.727	6.071
Diff. 2023 - 2022	- 6 %	
<i>Potential savings (*) due to underbid the delay Target</i>		
<i>(all Causes) in Mio EURO (YTD)</i>	0,0	

* Cost of ATFM-delay per min = 100 €

All Delay Causes



CRSTMP Delay Causes

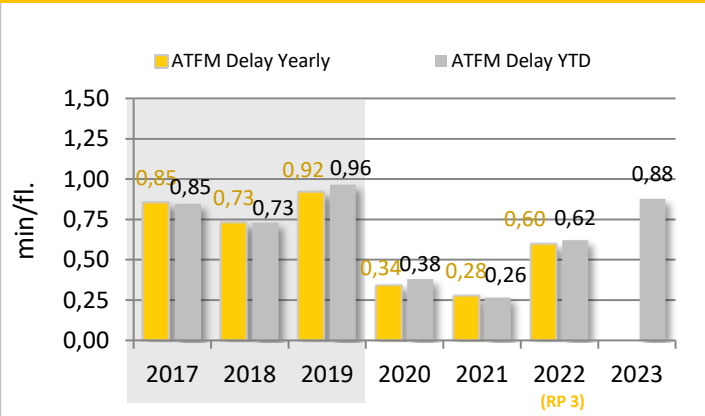


The guideline for the en-route ATFM delay per movement is a basic cumulative extrapolation of the 2017-2019 monthly allocation and is designed to give an impression, how the YTD figures should be, in order to reach the yearly 2023 ambition value set by FABEC States.

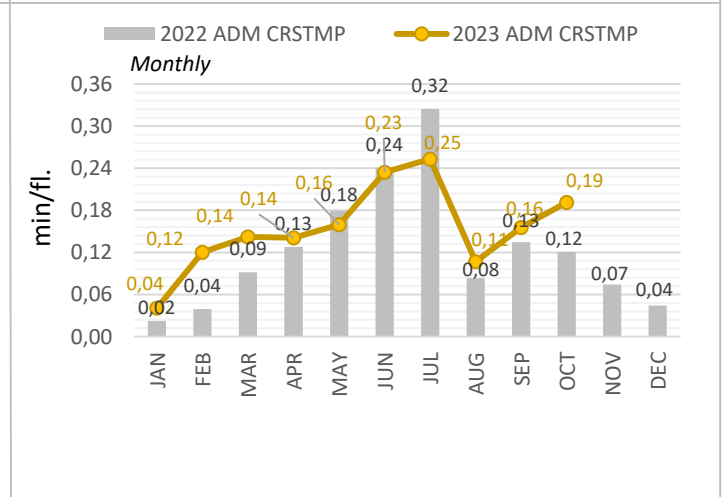
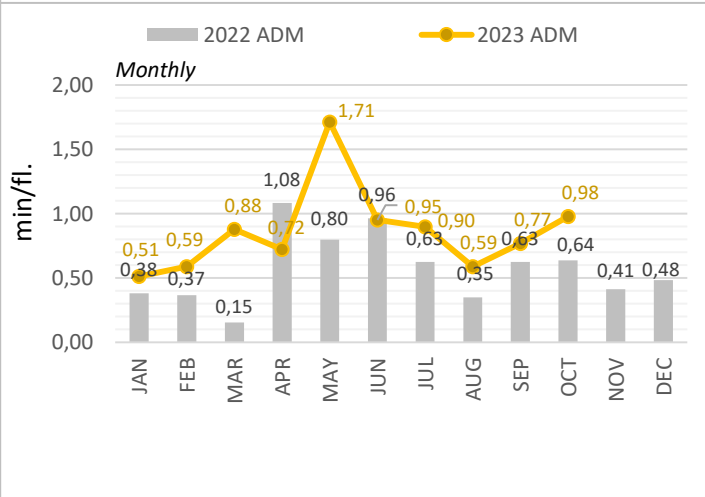
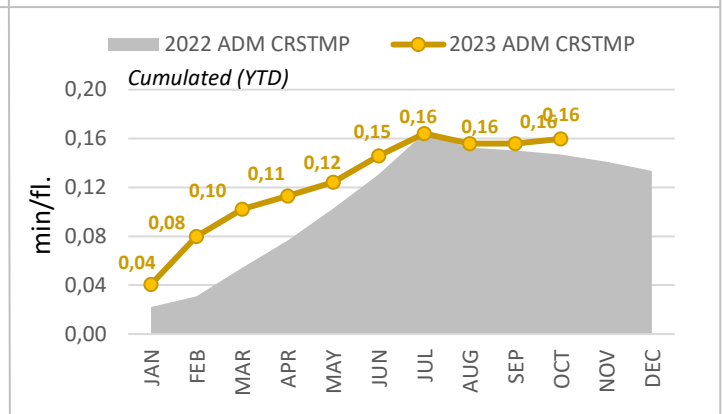
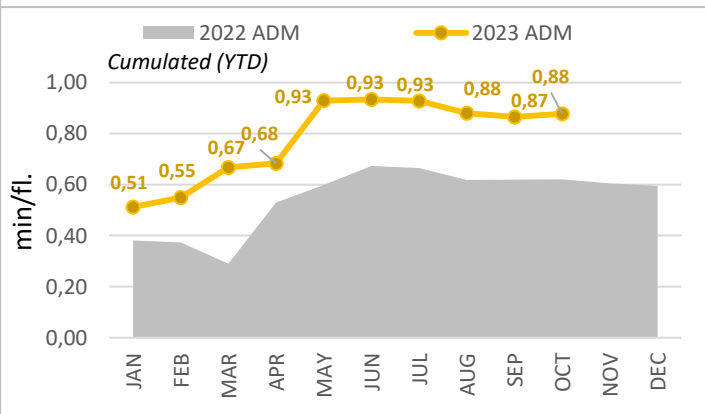
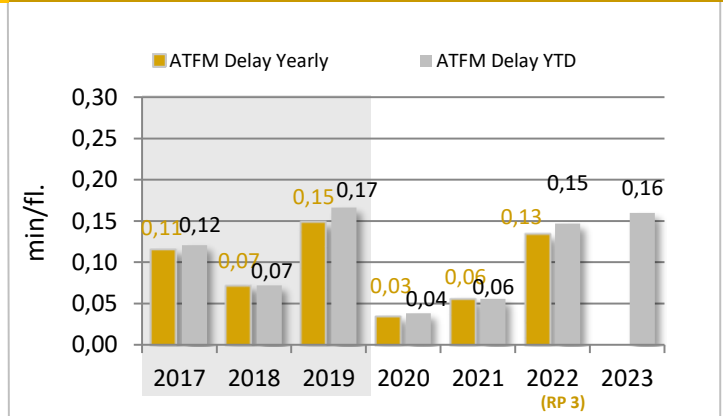
KPI #2: Arrival ATFM delay per controlled flight (FABEC)

	YTD 2023	YTD 2022		YTD 2023	YTD 2022
Arrival Delay All causes	0,88	0,62	Arrival Delay CRSTMP causes	0,16	0,15
<i>Diff. 2023 - 2022</i>	+ 41 %		<i>Diff. 2023 - 2022</i>	+ 9 %	
Minute ('000) ALL causes	1655	1.091	Minute ('000) CRSTMP causes	301	258
<i>Diff. 2023 - 2022</i>	+ 52 %		<i>Diff. 2023 - 2022</i>	+ 17 %	
Traffic ('000)	1.885	1.755			
<i>Diff. 2023 - 2022</i>	+ 7 %				

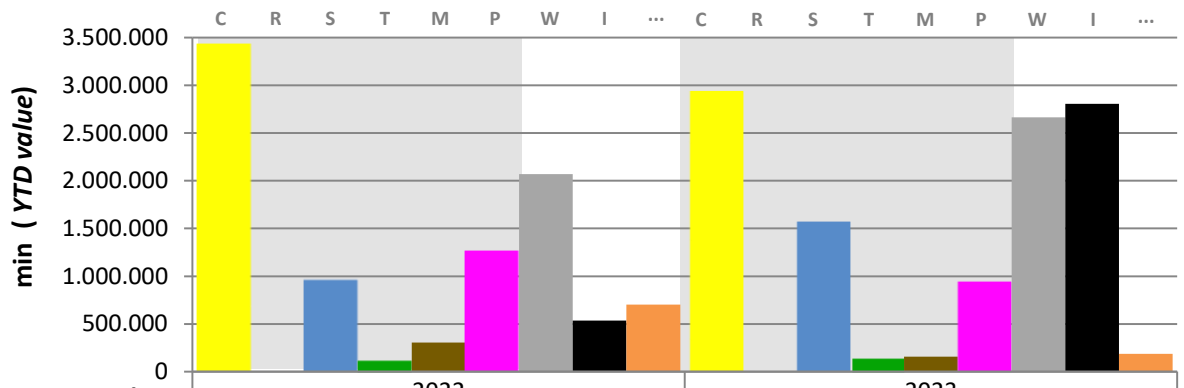
All Delay Causes



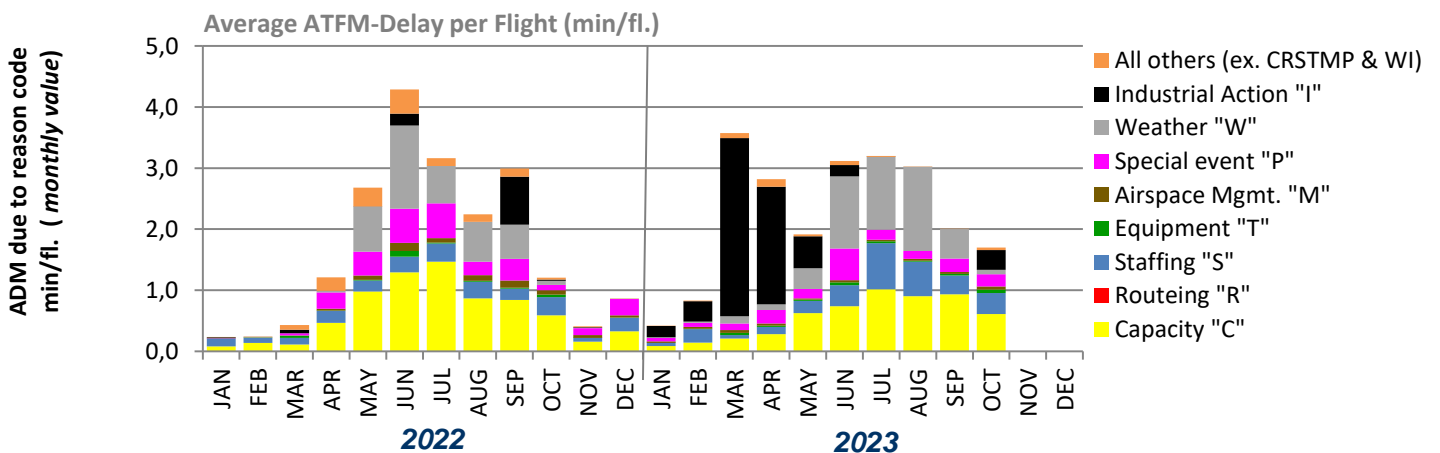
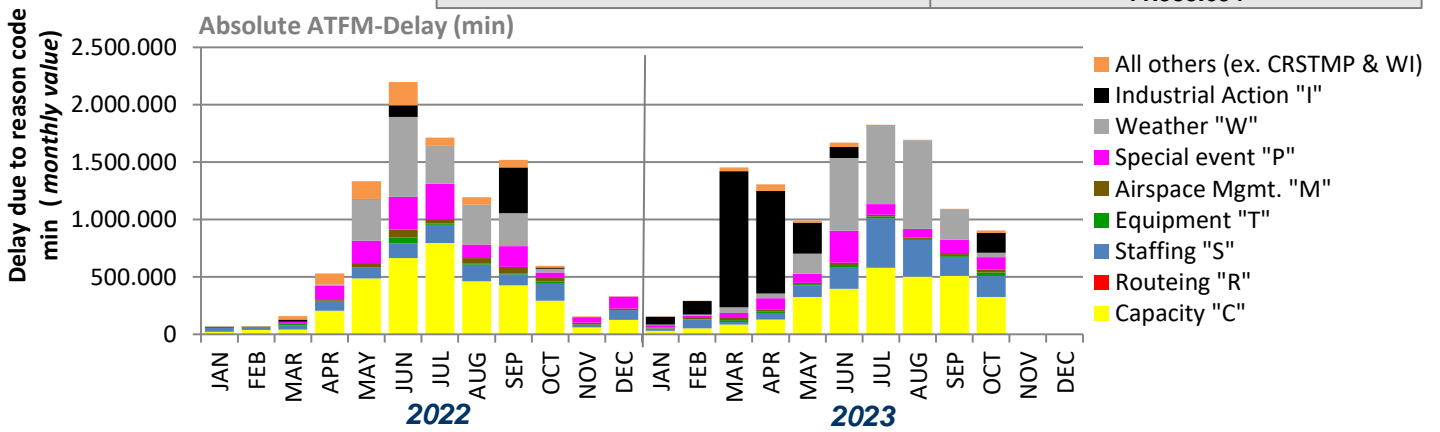
CRSTMP Delay Causes



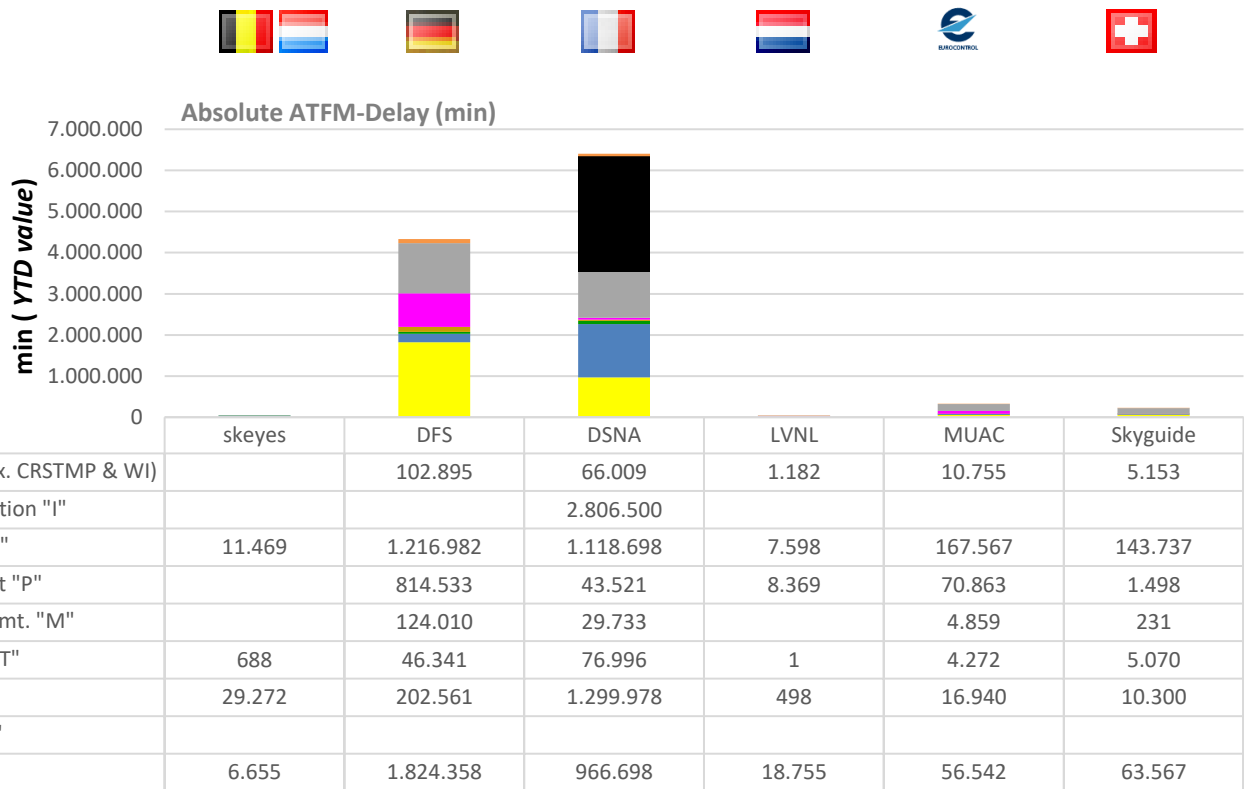
KPI #1: En-route ATFM delay per reason code (FABEC)



Delay due to reason code:	2022	2023
Capacity "C"	3.434.919	2.936.575
Routeing "R"	0	0
Staffing "S"	954.761	1.559.549
Equipment "T"	115.722	133.368
Airspace Mgmt. "M"	305.263	158.833
Special event "P"	1.260.688	938.784
Weather "W"	2.071.226	2.666.051
Industrial Action "I"	535.557	2.806.500
All others (ex. CRSTMP & WI)	703.669	185.994
CRSTMP:	6.071.353	5.727.109
TOTAL:	9.381.805	11.385.654

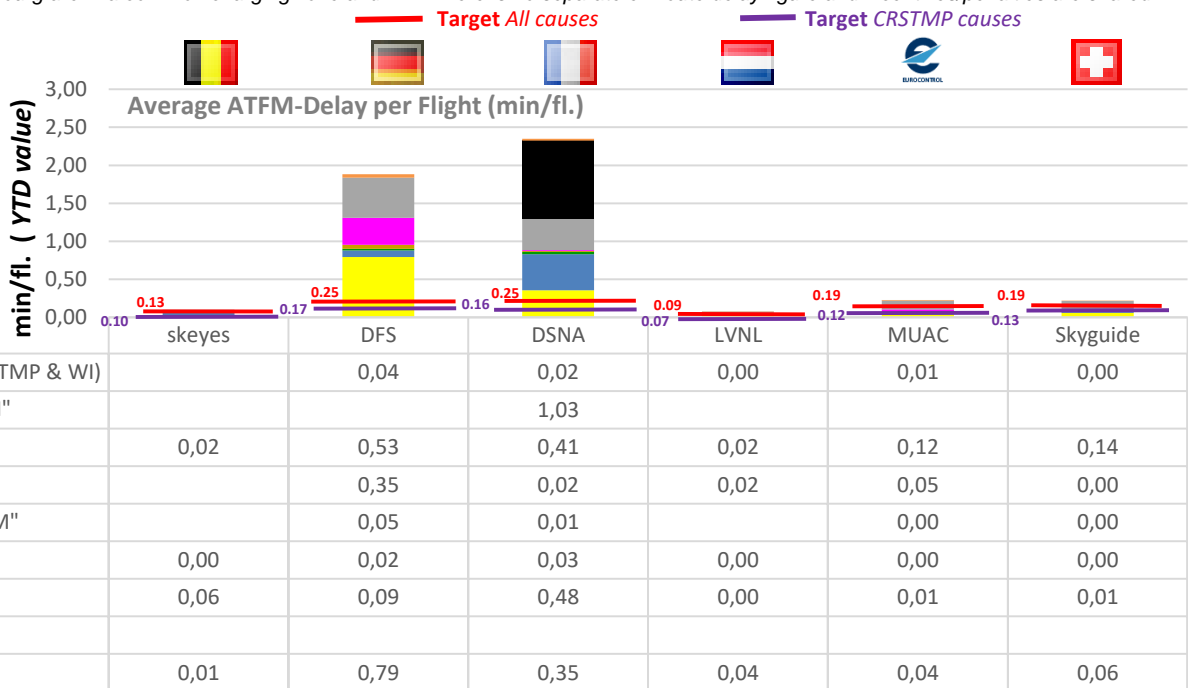


KPI #1: En-route ATFM delay per controlled flight (ANSP)



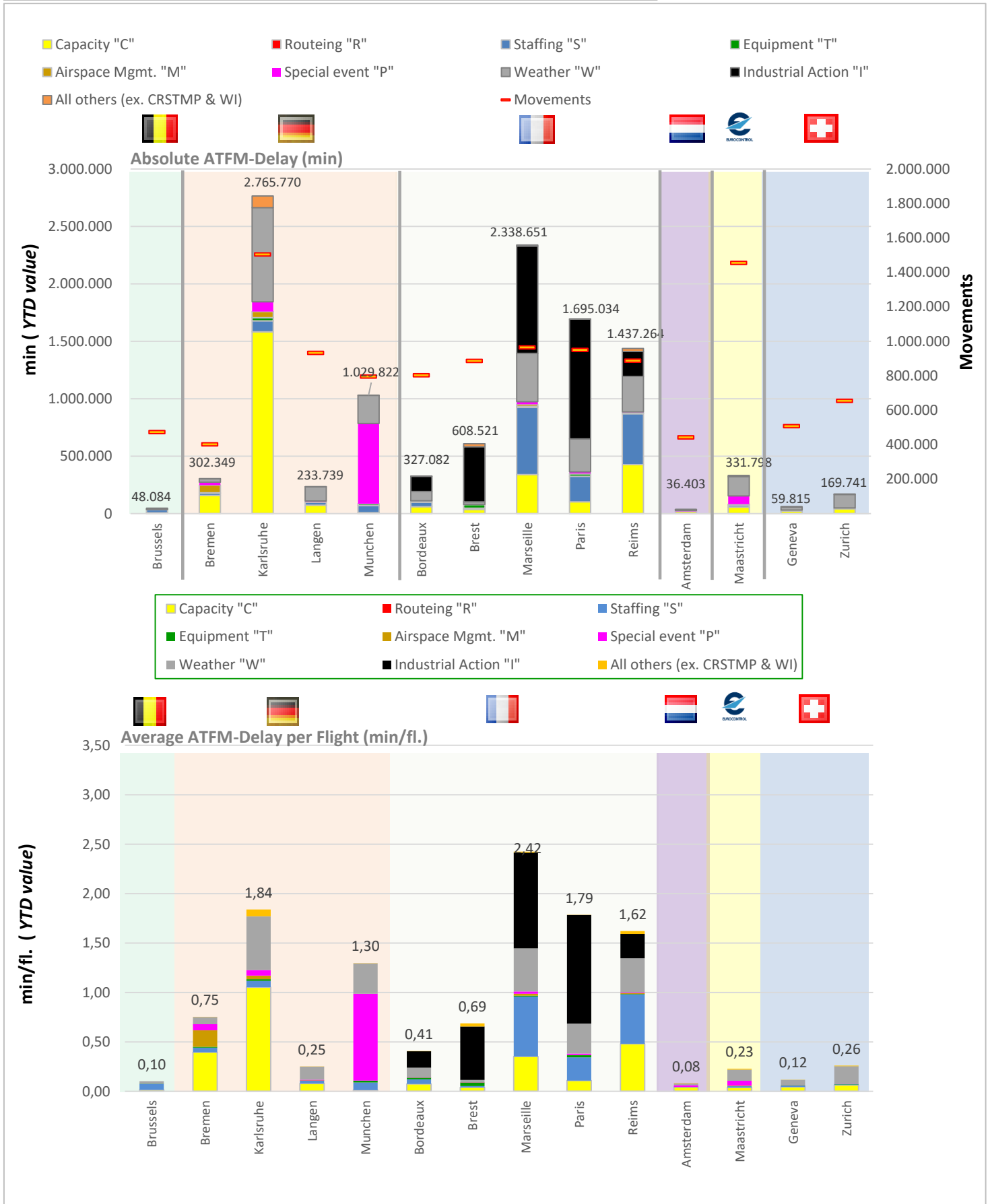
CRSTMP:	36.615	3.011.803	2.416.926	27.623	153.476	80.666
TOTAL:	48.084	4.331.680	6.408.133	36.403	331.798	229.556

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

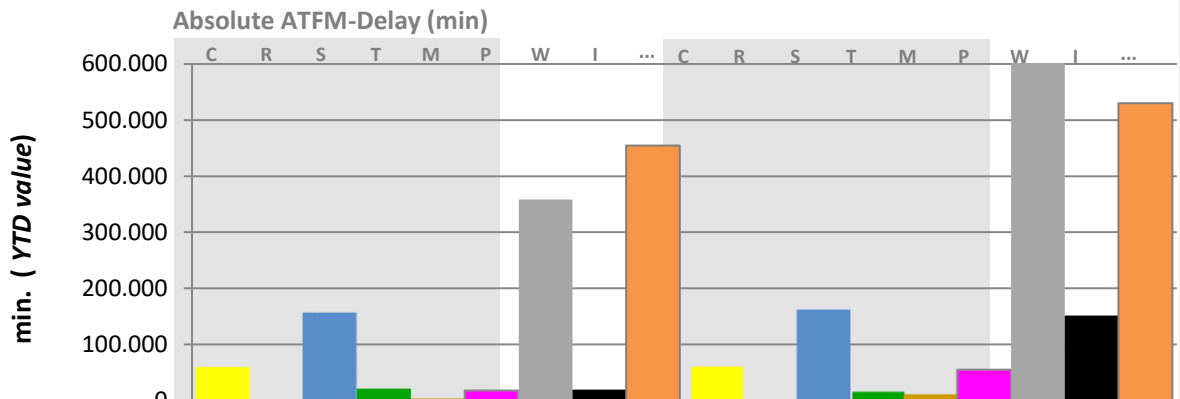


CRSTMP:	0,08	1,31	0,89	0,06	0,11	0,08
TOTAL:	0,10	1,88	2,35	0,08	0,23	0,22

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



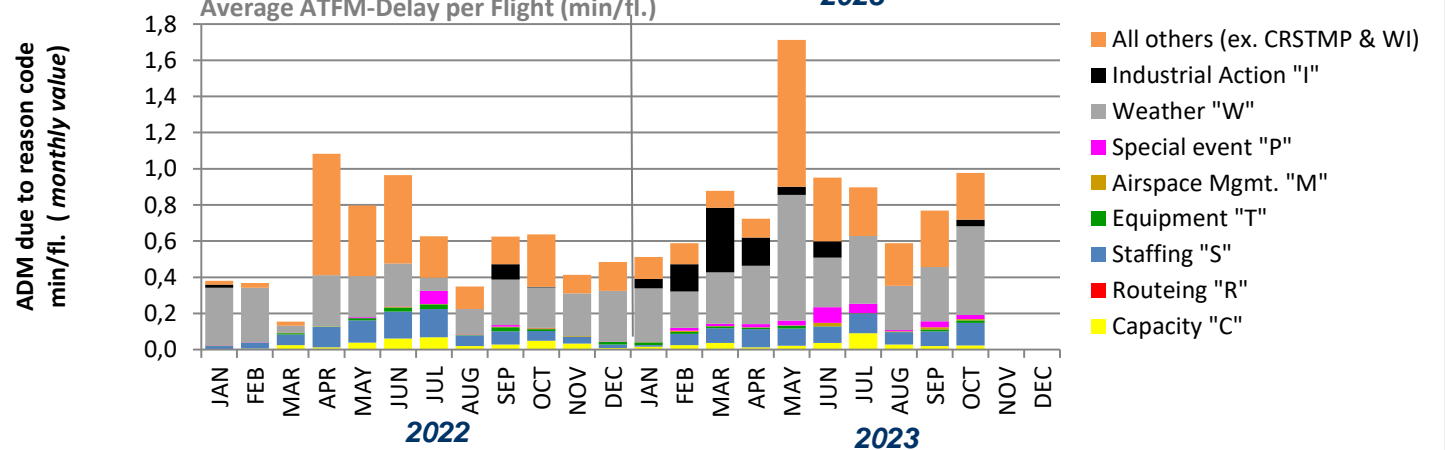
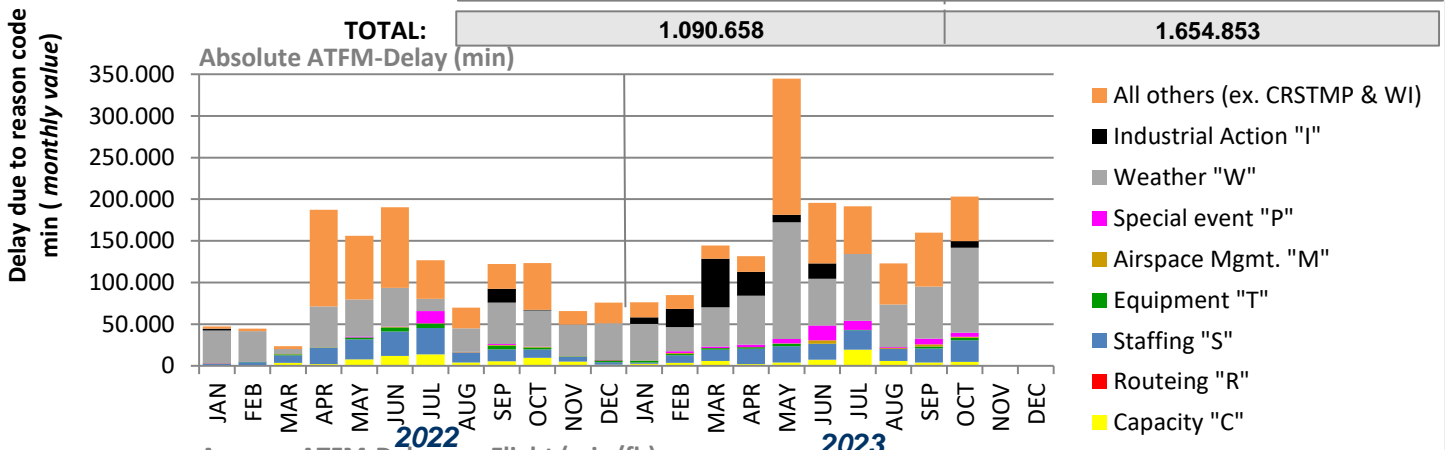
KPI #2: Arrival ATFM delay per reason code (FABEC)



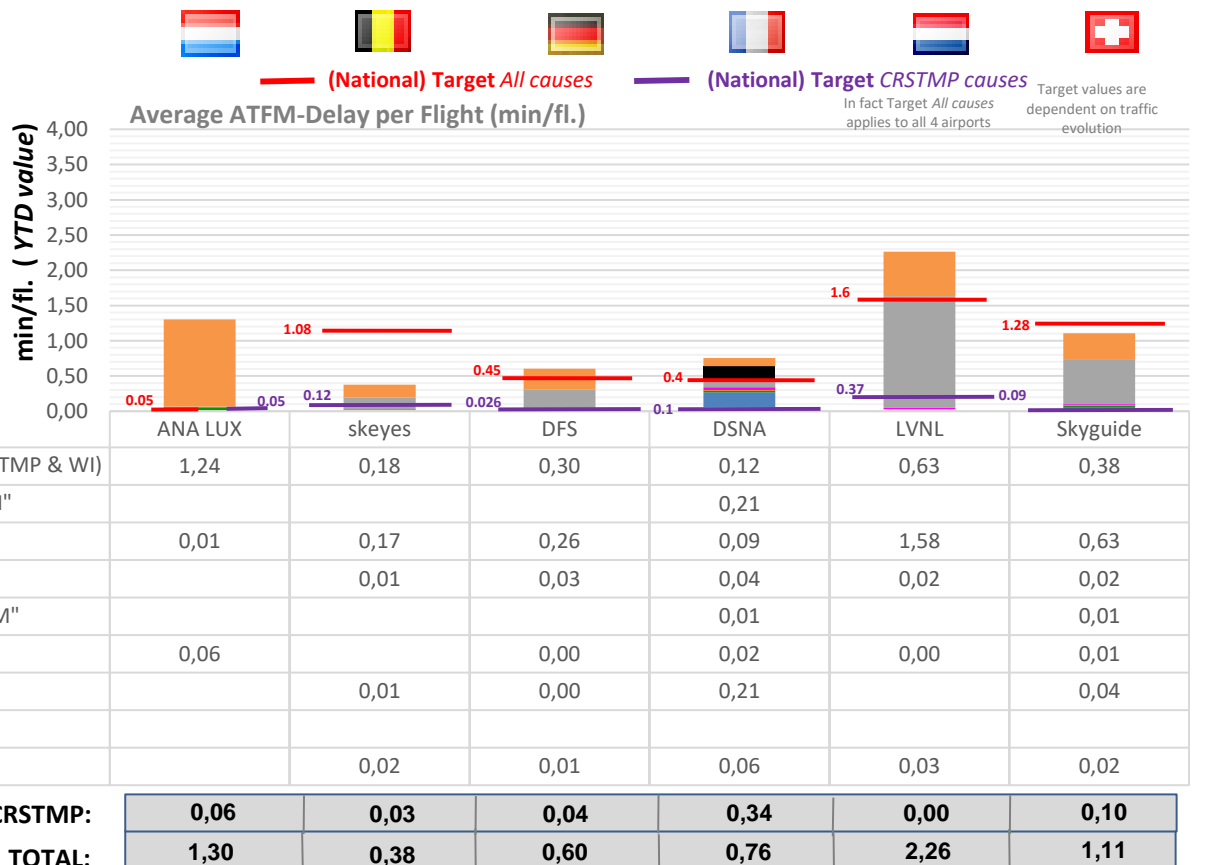
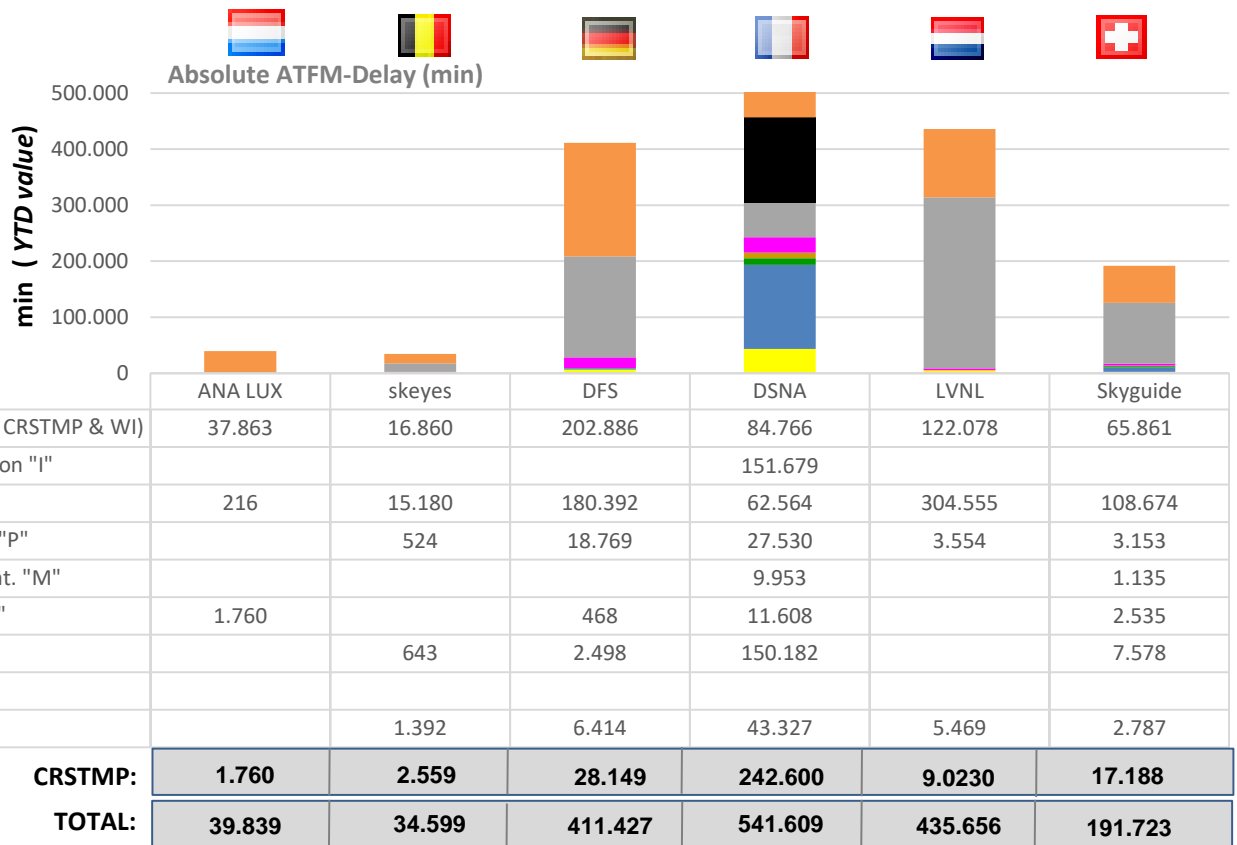
Delay due to reason code:

	2022	2023
Capacity "C"	58.836	59.389
Routing "R"	0	0
Staffing "S"	156.175	160.901
Equipment "T"	21.004	16.371
Airspace Mgmt. "M"	3.849	11.088
Special event "P"	18.228	53.530
Weather "W"	358.439	671.581
Industrial Action "I"	19.454	151.679
All others (ex. CRSTMP & WI)	454.673	530.314

CRSTMP:	258.092	301.279
TOTAL:	1.090.658	1.654.853



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: October 2023

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.