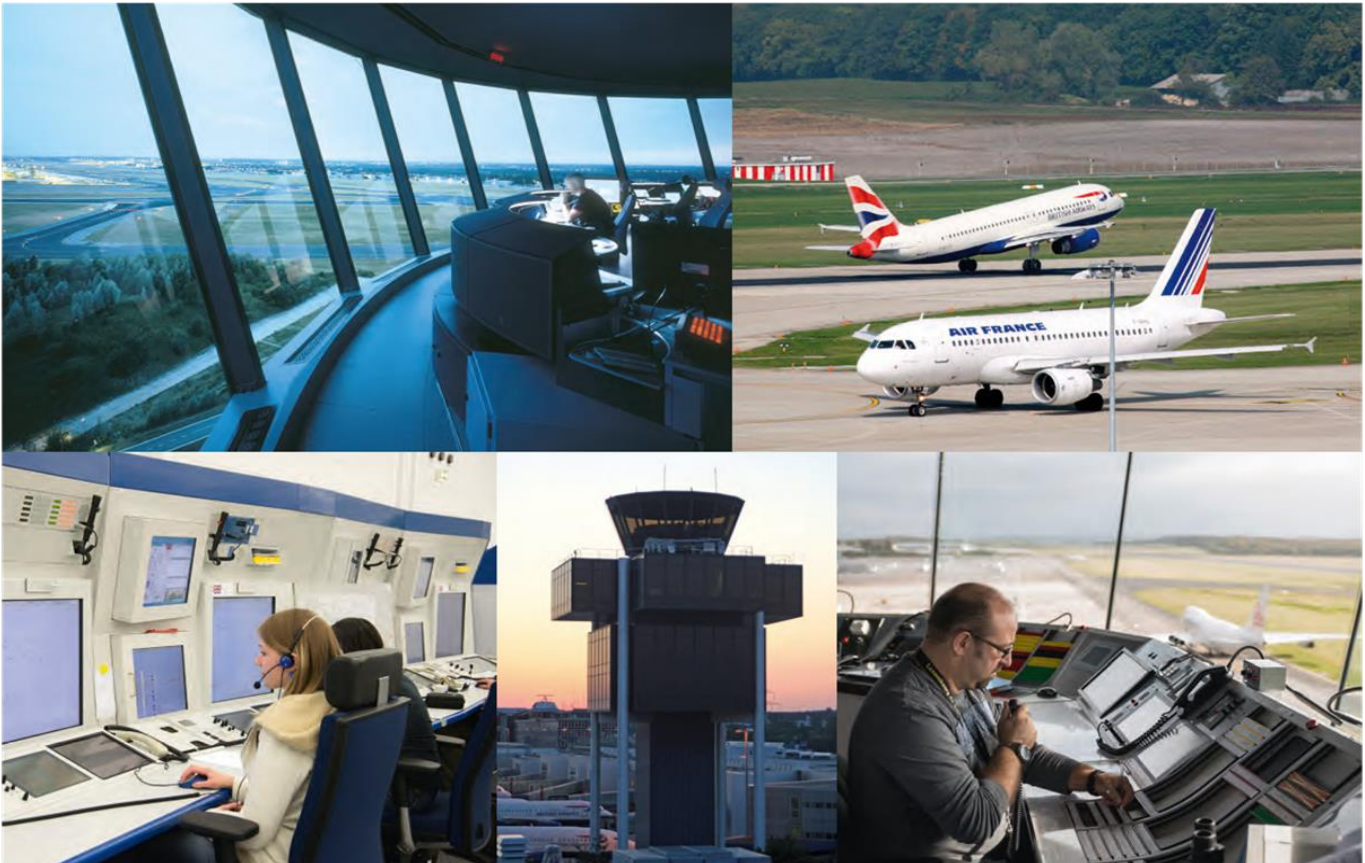




PERFORMANCE REPORT 2020 - 2024

CAPACITY

March 2023



making the difference

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Description & Analysis

Europe

Traffic in March 2023 was 13.9% higher than traffic in March 2022. 'On average' the network saw 24,052 flights/day in March. The peak day was Friday 31 March (27,339 flights) with traffic at -1.8% of 2022 levels.

Mainline (+32.3%), Regional (+21%) and Low-Cost (+14.5%) were the market segments driving the flight growth compared to March 2022. The Business Aviation segment was down by -5.9% on March 2022 with the most affected countries being France (-80 flights/day), Switzerland (-41 flights/day) and UK (-26 flights/day). All-Cargo recorded a decrease of -4.9% with fewer flights in UK (-56 flights/day), Belgium/Luxembourg (-34 flights/day) and the Netherlands (-23 flights/day). The Charter segment decreased by -10.9%, partly due to the impact of Russia's invasion of Ukraine (charter flights operated by Russian aircraft operators were down -69% compared to March 2022).

Ryanair was the busiest carrier in March with on average 2,321 flights/day, +5.2% higher than its 2022 traffic level. Next were Turkish Airlines (1,300 flights/day), easyJet (1,262 flights/day), Lufthansa (975 flights/day) and British Airways (752 flights/day). The busiest airport was Istanbul/iGA (1,263 flights/day) followed by London/Heathrow (1,190 flights/day), Paris/Charles de Gaulle (1,135 flights/day), Amsterdam/Schiphol (1,117 flights/day) and Frankfurt/Main (1,036 flights/day).

Network departure and arrival punctuality decreased compared to February 2023 levels, mainly due to the impact of continued ATC industrial in France throughout the month. Punctuality on the SW and SE axes was consistent with the network level.

The network (average) available turnaround time remained slightly higher than scheduled, notably on the French strike days where ATFM delays extended the turnaround time.

There were 1,899,888 minutes of ATFM delay in March. En-route delays accounted for 83.1% of these ATFM delays, and airport delays for 16.9%.

The average en-route ATFM delay per flight for the network was 2.11 minutes in March (Source: NM).

Delays from the passengers' point of view

For March 2023, the Central Office for Delay Analysis (CODA) reported that the average delay per flight on departure was 16.3 minutes per flight - an increase of 7.4 minutes per flight compared to March 2022. 35% of the total delay can be attributable to air traffic control. Airlines caused 46% 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 15% can be allocated to other reasons (Source: CODA-Dashboard-03-2023, Date 09/05/2023).

FABEC

In the FABEC area, traffic decreased by 14.2% in March 2023 compared to the same month in 2019, leading to a 15.0% yearly traffic decrease. Traffic was down in all ANSPs but with significant differences, from -17.2% in DFS, -15.0% in LVNL or -14.2% in skeyes to -9.7% in DSNA. Airport traffic was down to a similar extent (-22.5% in the FABEC area) but with even more disparities between ANSPs. Landings decreased by an impressive -31.7% in DFS, -18.2% in skeyes, -17.5% in DSNA, but "only"-4.4% in ANA LUX.

In March 2023, Marseille ACC (493 797 min), Paris ACC (281 522 min), Brest ACC (214 260 min), Reims ACC (123 032 min) and Karlsruhe UAC (106 093 min) were the units to generate the most en-route ATFM delays. In Marseille, delays were due to 'Industrial Action (ATC)' (100%). In Paris, delays were due to 'Industrial Action (ATC)' (96%), 'Staffing' (2%) and 'Weather' (2%); in Brest, 'Industrial Action (ATC)' (100%); in Reims, 'Industrial Action (ATC)' (93%), 'ATC-Capacity' (5%) and 'Staffing' (2%); in Karlsruhe, 'ATC-Capacity' (46%), 'Other' (29%), 'Industrial action in France', 'Weather' (16%), 'Airspace Management' (5%), 'Staffing' (4%).

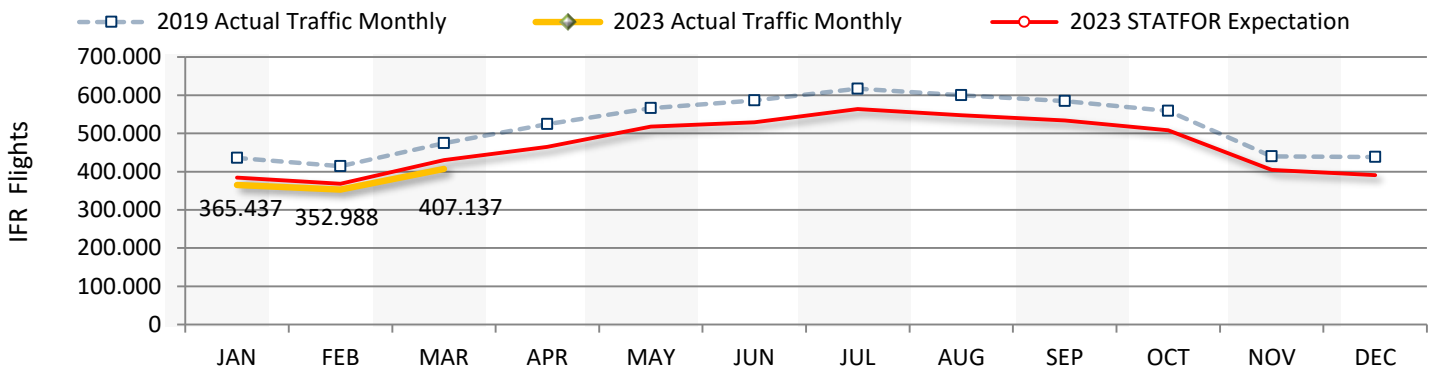
The en-route ATFM delay per flight all causes reached 3.57 min/flt in March 2023 compared to 0.43 min/flt in 2022. The en-route ATFM delay per flight reached 1.69 min/flt after the first quarter in 2023 and this value is beyond the guideline value at the end of March (0.18 min/flt). The en-route ATFM delay CRSTMP causes reached 0.38 min/flt at the end of March; this value is, as well, beyond the FABEC guideline value (0.11 min/flt).

Airport ATFM delays were mainly generated in Amsterdam Schiphol/EHAM (31 966 min), Marseille Provence/LFML (25 544 min) and Paris Orly/LFPO (16 544 min). In Amsterdam Schiphol, delays were due to 'Weather' (84%), 'Aerodrome Capacity (ATC)' (8%) and 'Aerodrome Capacity' (8%). In Marseille Provence, delays were due to 'Aerodrome Disruptions (ATC)' (69%), 'Staffing' (30%) and 'Aerodrome Disruptions' (1%); in Paris Orly, 'Aerodrome Disruptions (ATC)' (63%), 'Aerodrome Capacity' (28%), 'Weather' (6%) and 'Aerodrome Disruptions' (3%).

After 3 months in 2023, both DFS and DSNA are not achieving their respective en-route CRSTMP ATFM delay per flight contrarily to the other FABEC members. 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*)

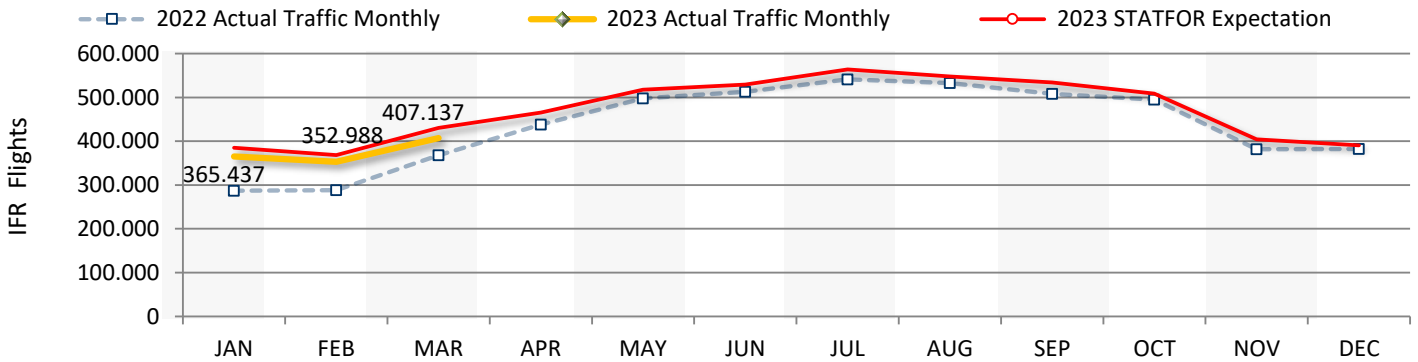
FABEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
2019 Actual Traffic Monthly	435.809	414.272	474.729	524.490	566.051	586.281	617.104	600.261	584.310	558.973	439.854	438.590	1.324.810
2023 Actual Traffic Monthly	365.437	352.988	407.137										1.125.562
Growth (%)	-16,1 %	-14,8 %	-14,2 %										-15,0 %
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 %										
2023 Traffic Cumulated (%)	-5,0 %	-4,6 %	-4,9 %										



	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	138.082
2023 Actual Traffic Monthly	36.485	36.295	42.495										115.275
Growth (%)	-20,8 %	-14,5 %	-14,2 %										-16,5 %
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	674.461
2023 Actual Traffic Monthly	173.393	165.403	199.318										538.114
Growth (%)	-21,9 %	-21,9 %	-17,2 %										-20,2 %
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	675.731
2023 Actual Traffic Monthly	201.137	195.983	220.587										617.707
Growth (%)	-9,2 %	-6,6 %	-9,7 %										-8,6 %
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	140.989
2023 Actual Traffic Monthly	37.554	36.153	42.950										116.657
Growth (%)	-18,6 %	-18,5 %	-15,0 %										-17,3 %
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	415.809
2023 Actual Traffic Monthly	114.330	108.415	130.400										353.145
Growth (%)	-17,6 %	-16,2 %	-11,7 %										-15,1 %
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	275.247
2023 Actual Traffic Monthly	75.735	75.644	85.707										237.086
Growth (%)	-15,2 %	-12,3 %	-14,0 %										-13,9 %

FABEC TRAFFIC DEVELOPMENT (*en-route*)

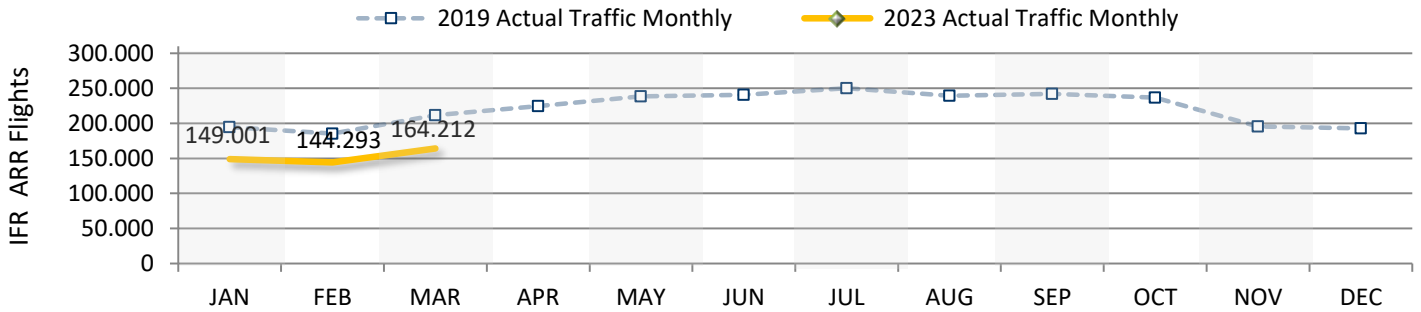
FABEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
2022 Actual Traffic Monthly	286.998	287.940	367.853	437.947	497.938	512.584	541.131	532.856	508.004	495.129	381.425	382.274	942.791
2023 Actual Traffic Monthly	365.437	352.988	407.137										1.125.562
Growth (%)	27,3 %	22,6 %	10,7 %										19,4 %
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 %										
2023 Traffic Cumulated (%)	-5,0 %	-4,6 %	-4,9 %										



	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	101.230
2023 Actual Traffic Monthly	36.485	36.295	42.495										115.275
Growth (%)	18,5 %	17,9 %	7,2 %										13,9 %
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	450.218
2023 Actual Traffic Monthly	173.393	165.403	199.318										538.114
Growth (%)	23,3 %	22,6 %	14,1 %										19,5 %
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	516.114
2023 Actual Traffic Monthly	201.137	195.983	220.587										617.707
Growth (%)	30,9 %	22,7 %	8,8 %										19,7 %
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	102.819
2023 Actual Traffic Monthly	37.554	36.153	42.950										116.657
Growth (%)	15,6 %	17,1 %	8,8 %										13,5 %
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	293.190
2023 Actual Traffic Monthly	114.330	108.415	130.400										353.145
Growth (%)	24,1 %	22,5 %	15,9 %										20,4 %
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	206.934
2023 Actual Traffic Monthly	75.735	75.644	85.707										237.086
Growth (%)	19,6 %	18,4 %	7,5 %										14,6 %

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	592.066
2023 Actual Traffic Monthly	149.001	144.293	164.212										457.506
Growth (%)	-23,5 %	-22,2 %	-22,5 %										-22,7 %



	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	8.375
2023 Actual Traffic Monthly	2.438	2.448	2.874										7.760
Growth (%)	-10,6 %	-7,3 %	-4,4 %										-7,3 %

	skeyes												YTD
2019 Actual Traffic Monthly	9.804	8.825	10.293	11.083	11.763	11.678	12.607	12.086	12.016	11.632	10.315	9.981	28.922
2023 Actual Traffic Monthly	7.407	7.199	8.416										23.022
Growth (%)	-24,4 %	-18,4 %	-18,2 %										-20,4 %

	DFS												YTD
2019 Actual Traffic Monthly	78.274	75.894	85.673	88.848	96.254	95.027	98.049	95.422	98.321	97.898	79.529	76.266	239.841
2023 Actual Traffic Monthly	51.574	49.634	58.555										159.763
Growth (%)	-34,1 %	-34,6 %	-31,7 %										-33,4 %

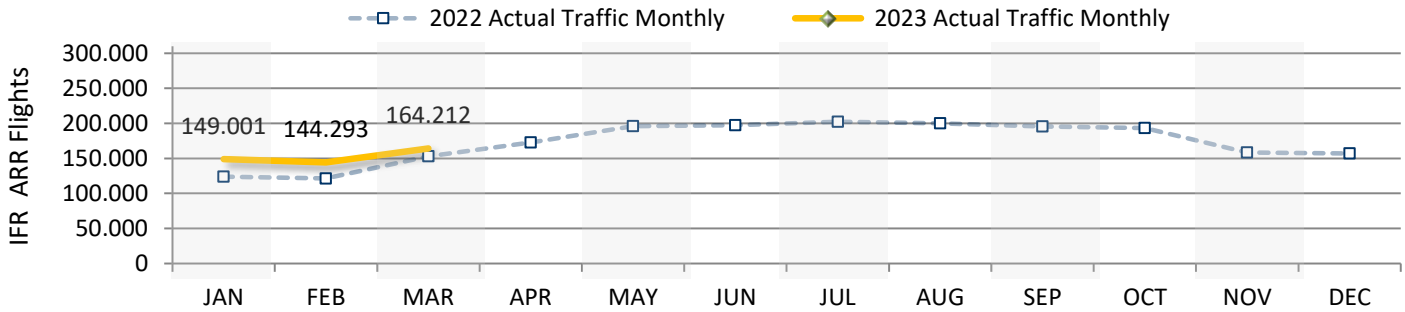
	DSNA												YTD
2019 Actual Traffic Monthly	66.766	63.317	73.401	81.023	84.477	88.656	92.799	86.055	86.206	81.851	67.332	66.631	203.484
2023 Actual Traffic Monthly	56.987	55.982	60.591										173.560
Growth (%)	-14,6 %	-11,6 %	-17,5 %										-14,7 %

	LVNL												YTD
2019 Actual Traffic Monthly	18.998	18.021	20.363	21.455	22.973	22.330	22.933	23.046	22.639	22.777	19.390	19.628	57.382
2023 Actual Traffic Monthly	15.524	14.707	17.314										47.545
Growth (%)	-18,3 %	-18,4 %	-15,0 %										-17,1 %

	Skyguide												YTD
2019 Actual Traffic Monthly	18.280	16.723	19.059	18.777	19.572	19.677	20.388	19.714	19.568	19.206	15.962	17.215	54.062
2023 Actual Traffic Monthly	15.071	14.323	16.462										45.856
Growth (%)	-17,6 %	-14,4 %	-13,6 %										-15,2 %

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	398.221
2023 Actual Traffic Monthly	149.001	144.293	164.212										457.506
Growth (%)	20,3 %	18,8 %	7,4 %										14,9 %



	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	6.659
2023 Actual Traffic Monthly	2.438	2.448	2.874										7.760
Growth (%)	23,3 %	17,7 %	10,4 %										16,5 %

	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	21.394
2023 Actual Traffic Monthly	7.407	7.199	8.416										23.022
Growth (%)	7,8 %	12,1 %	3,9 %										7,6 %

	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	136.569
2023 Actual Traffic Monthly	51.574	49.634	58.555										159.763
Growth (%)	19,6 %	21,3 %	11,4 %										17,0 %

	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	155.022
2023 Actual Traffic Monthly	56.987	55.982	60.591										173.560
Growth (%)	21,9 %	15,9 %	1,0 %										12,0 %

	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	41.991
2023 Actual Traffic Monthly	15.524	14.707	17.314										47.545
Growth (%)	14,7 %	16,9 %	9,1 %										13,2 %

	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	36.586
2023 Actual Traffic Monthly	15.071	14.323	16.462										45.856
Growth (%)	29,8 %	28,5 %	19,1 %										25,3 %

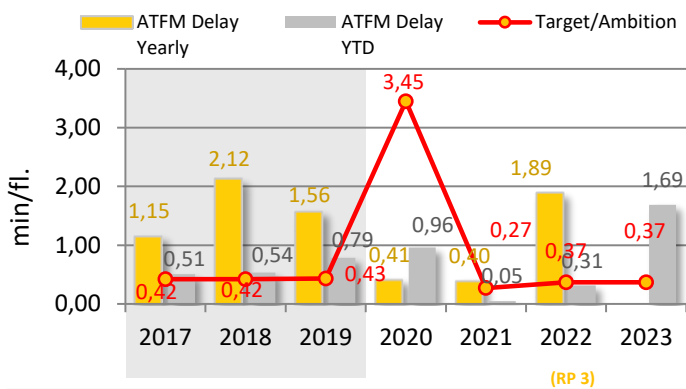
KPI #1: En-route ATFM delay per controlled flight (FABEC)

	YTD 2023	YTD 2022
En-route Delay All causes	1,69	0,31
FABEC Ambition	0,37	
Guideline	0,18	
Minute ('000) ALL causes	1.901	296
Diff. 2023 - 2022	+ 543,4 %	
Traffic ('000)	1.126	943
Diff. 2023 - 2022	+ 19,4 %	

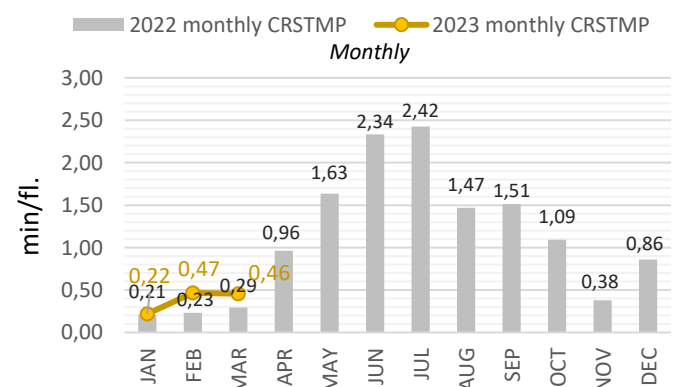
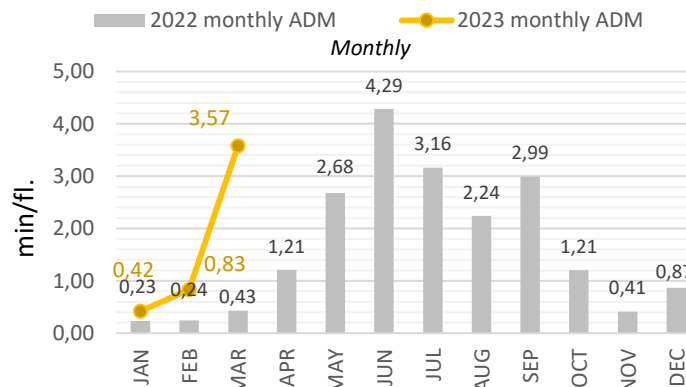
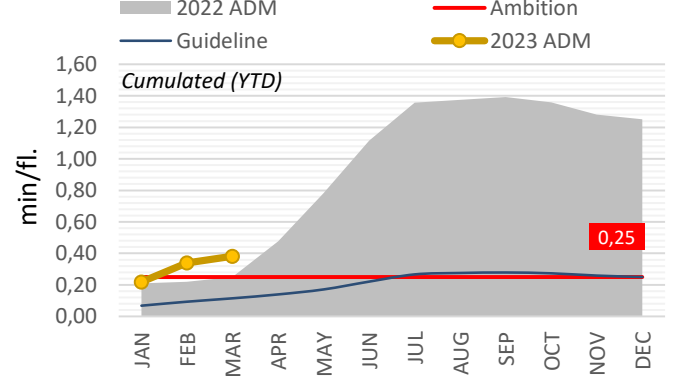
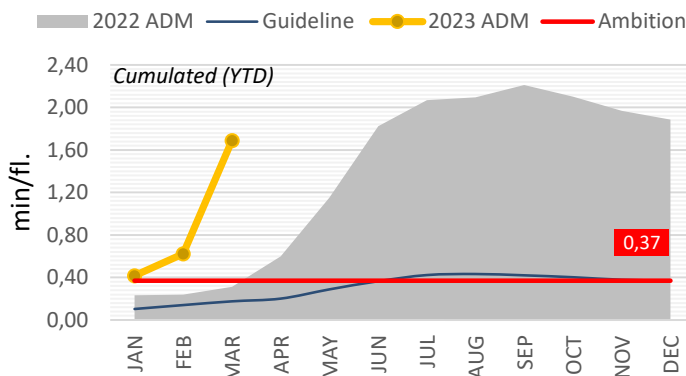
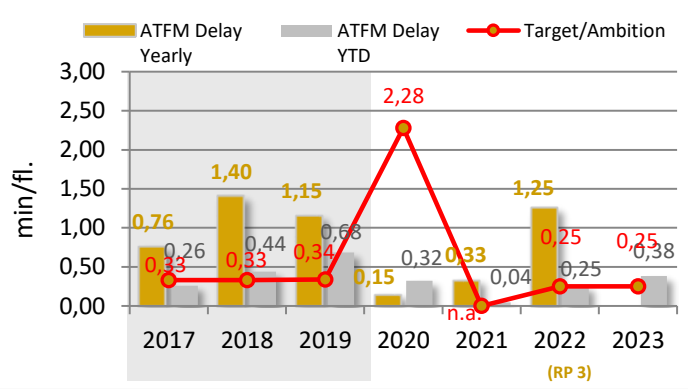
	YTD 2023	YTD 2022
En-route Delay CRSTMP causes	0,38	0,25
FABEC Ambition	0,25	
Guideline	0,11	
Minute ('000) CRSTMP causes	430	235
Diff. 2023 - 2022	+ 83 %	
<i>Potential savings (*) due to underbid the delay Target</i>		
<i>(all Causes) in Mio EURO (YTD)</i>	0,0	

* Cost of ATFM-delay per min = 100 €

All Delay Causes



CRSTMP Delay Causes

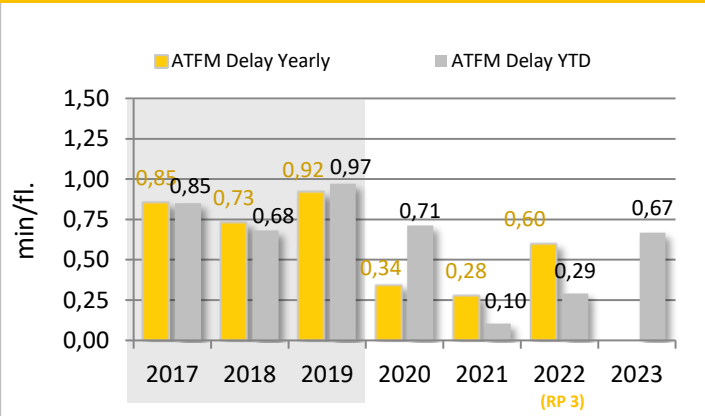


The guideline for the en-route ATFM delay per movement is a basic cumulative extrapolation of the 2017-2019 monthly allocation and is designed to give an impression, how the YTD figures should be, in order to reach the yearly 2023 ambition value set by FABEC States.

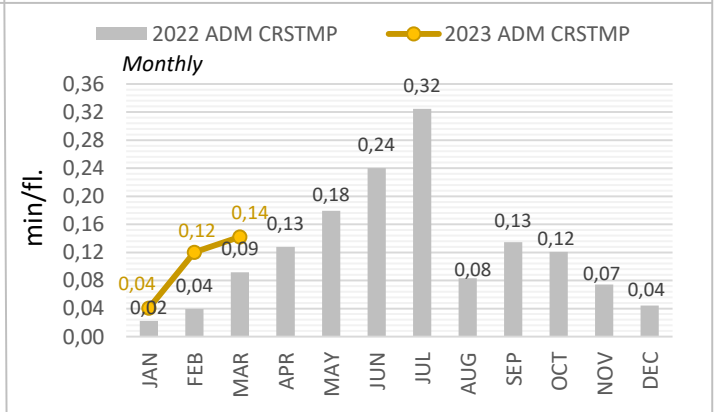
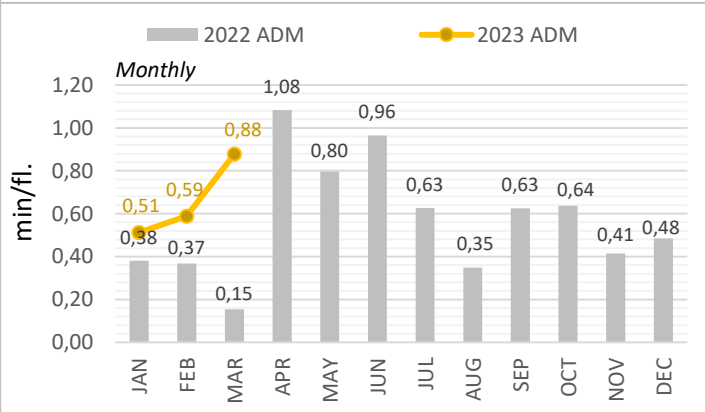
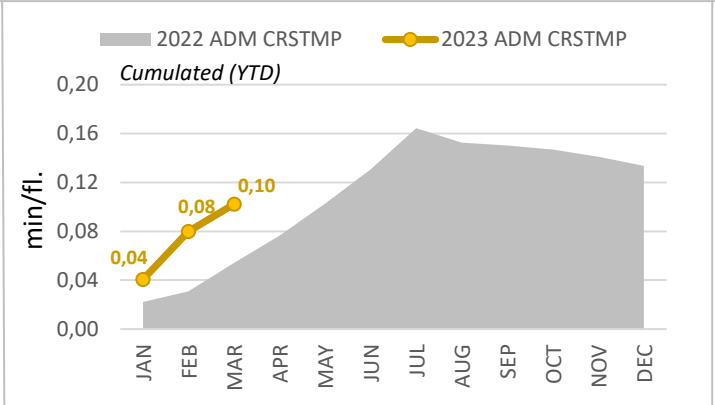
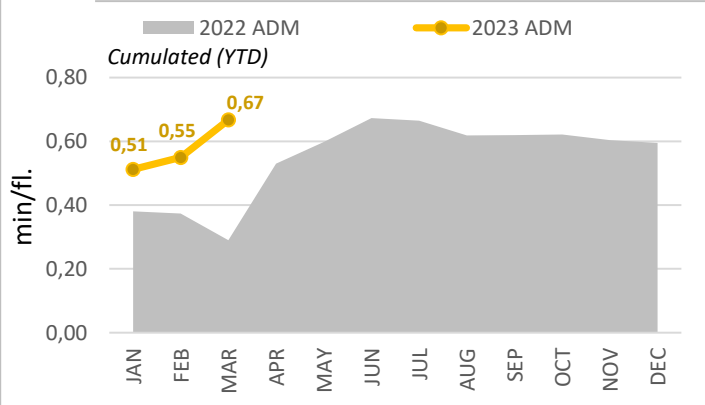
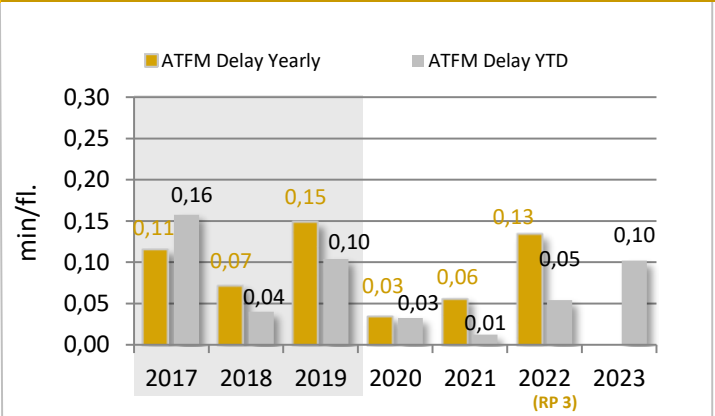
KPI #2: Arrival ATFM delay per controlled flight (FABEC)

	YTD 2023	YTD 2022	YTD 2023	YTD 2022
Arrival Delay All causes	0,67	0,29	Arrival Delay CRSTMP causes	0,10
Diff. 2023 - 2022	+ 130 %		Diff. 2023 - 2022	+ 89 %
Minute ('000) ALL causes	305	115	Minute ('000) CRSTMP causes	47
Diff. 2023 - 2022	+ 165 %		Diff. 2023 - 2022	+ 117 %
Traffic ('000)	458	398		
Diff. 2023 - 2022	+ 15 %			

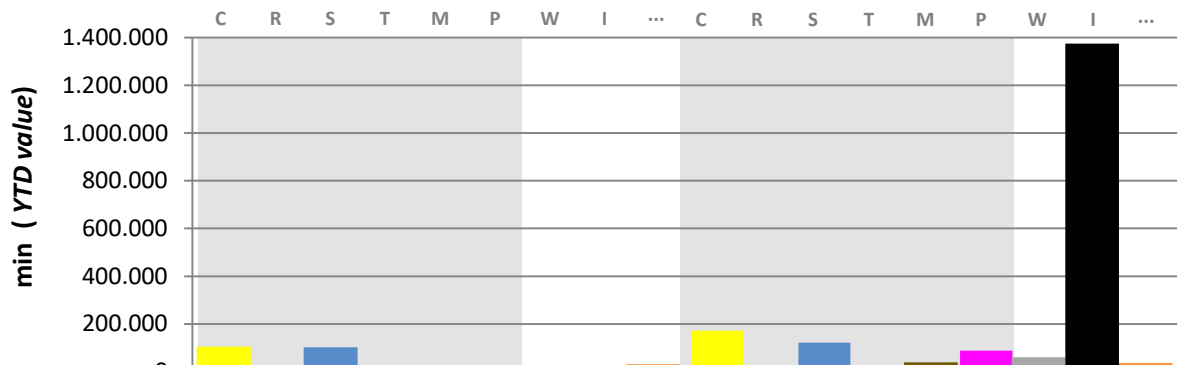
All Delay Causes



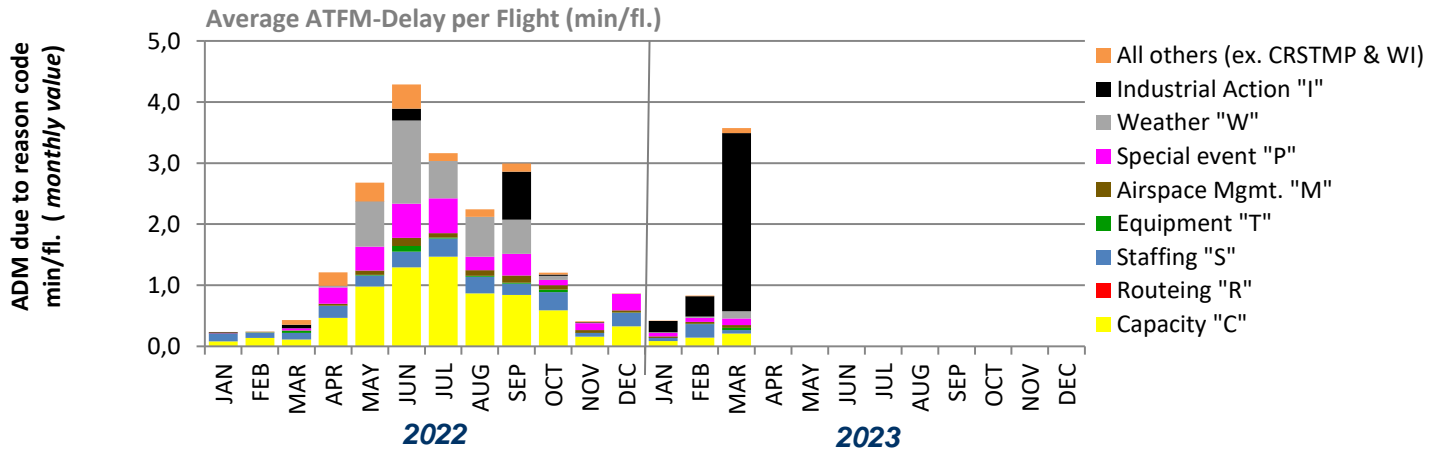
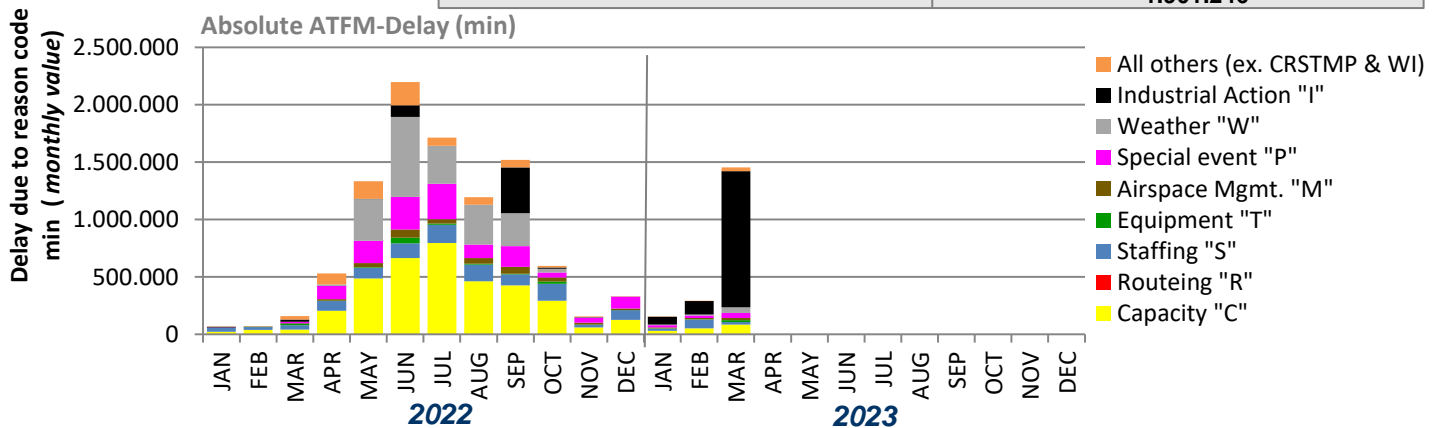
CRSTMP Delay Causes



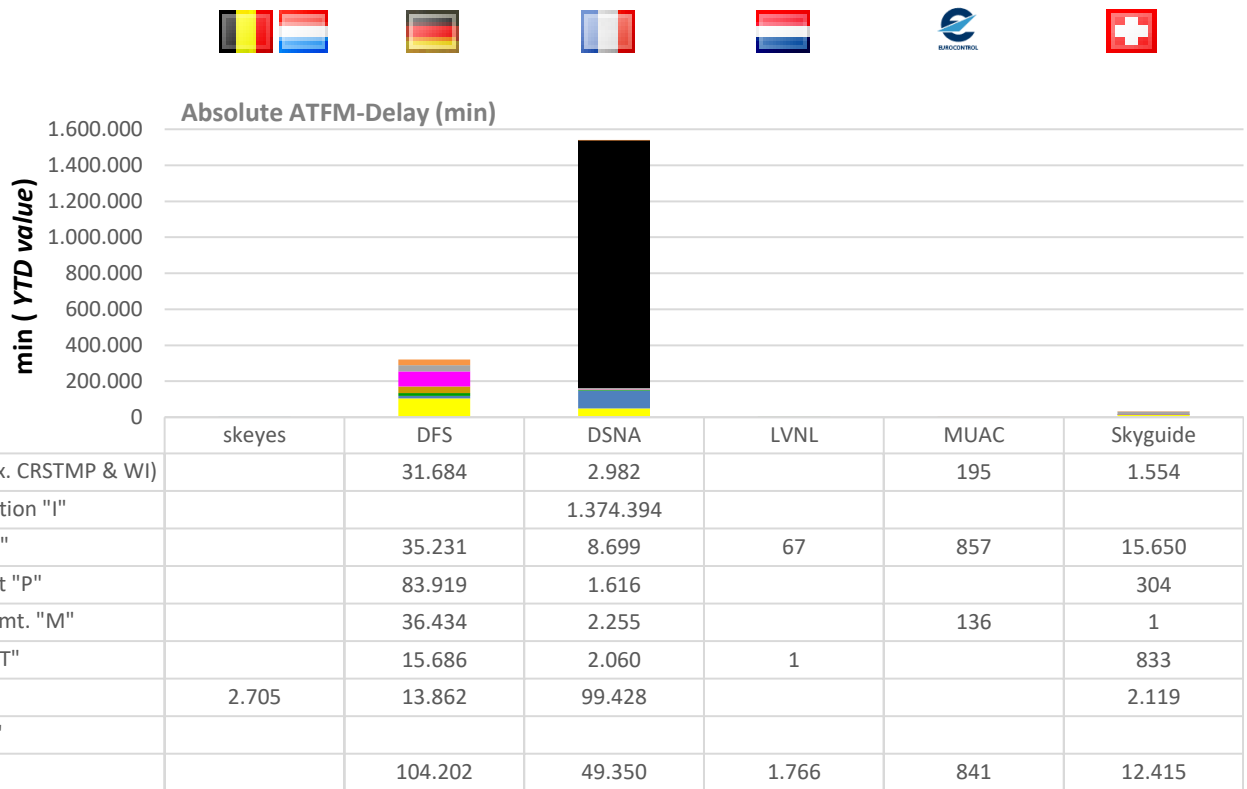
KPI #1: En-route ATFM delay per reason code (FABEC)



Delay due to reason code:	2022	2023
Capacity "C"	103.886	168.574
Routeing "R"	0	0
Staffing "S"	99.412	118.114
Equipment "T"	16.519	18.580
Airspace Mgmt. "M"	3.370	38.826
Special event "P"	12.210	85.839
Weather "W"	3.606	60.504
Industrial Action "I"	25.365	1.374.394
All others (ex. CRSTMP & WI)	31.133	36.415
CRSTMP:	235.397	429.933
TOTAL:	295.501	1.901.246

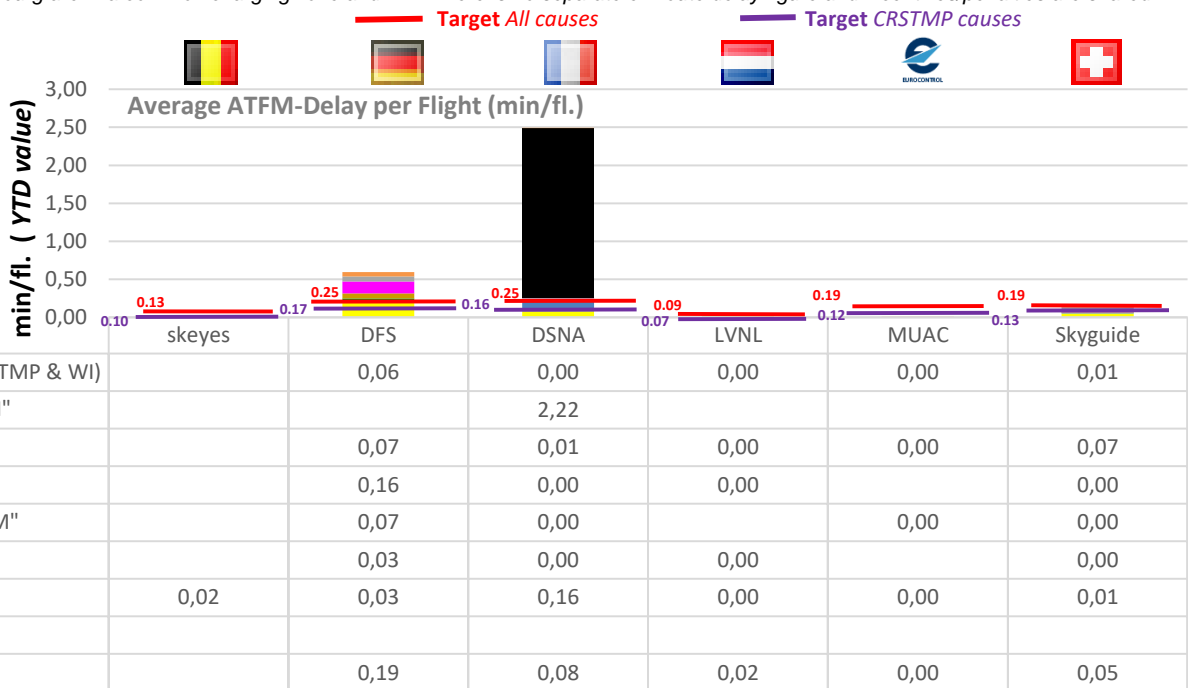


KPI #1: En-route ATFM delay per controlled flight (ANSP)



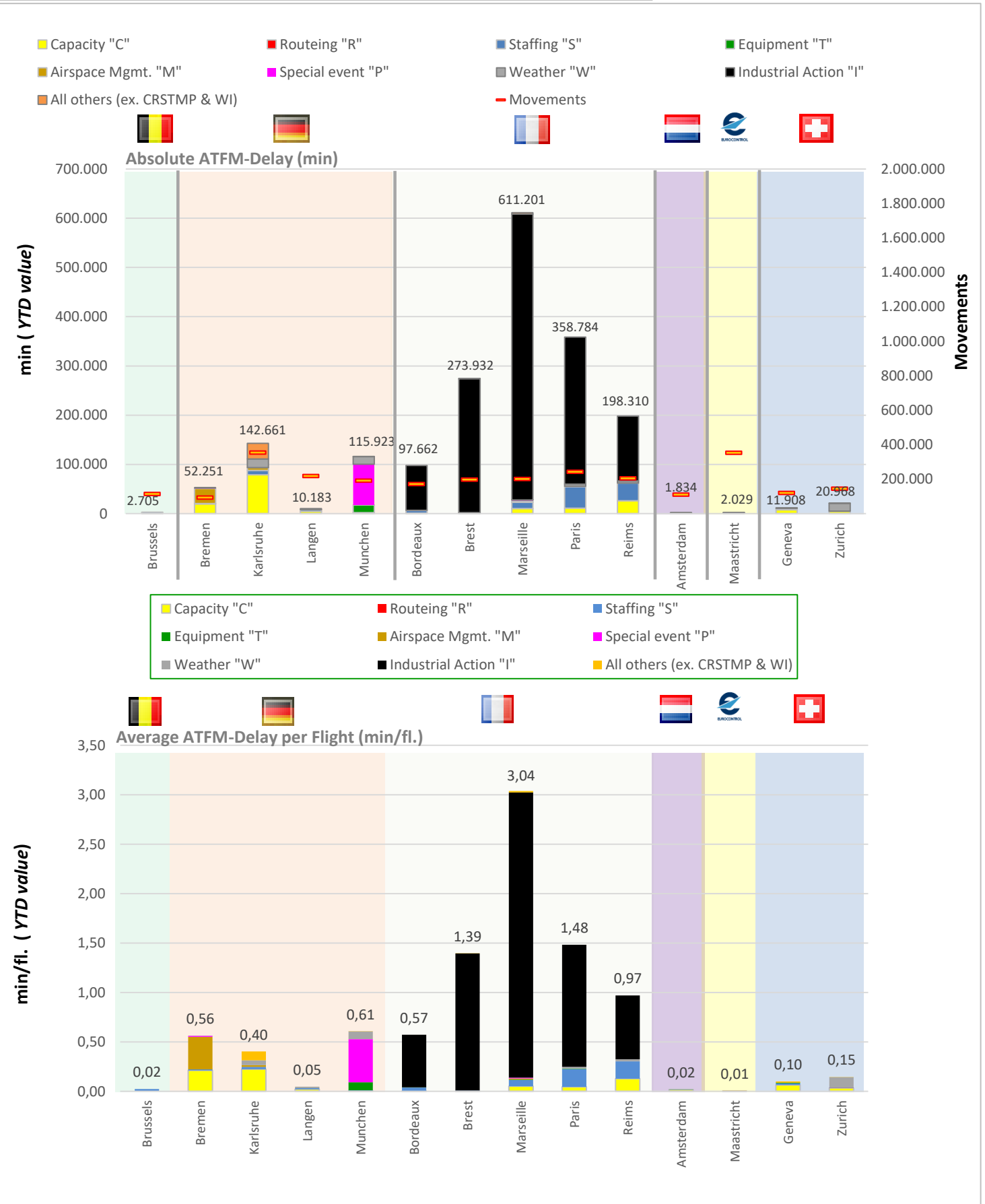
CRSTMP:	2.705	254.103	154.709	1.767	977	15.672
TOTAL:	2.705	321.018	1.540.784	1.834	2.029	32.876

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

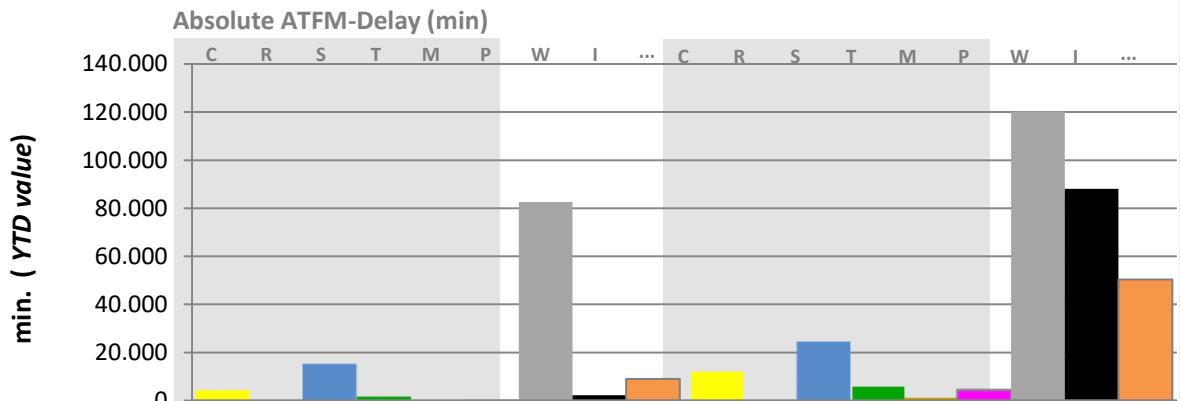


CRSTMP:	0,02	0,47	0,25	0,02	0,00	0,07
TOTAL:	0,02	0,60	2,49	0,02	0,01	0,14

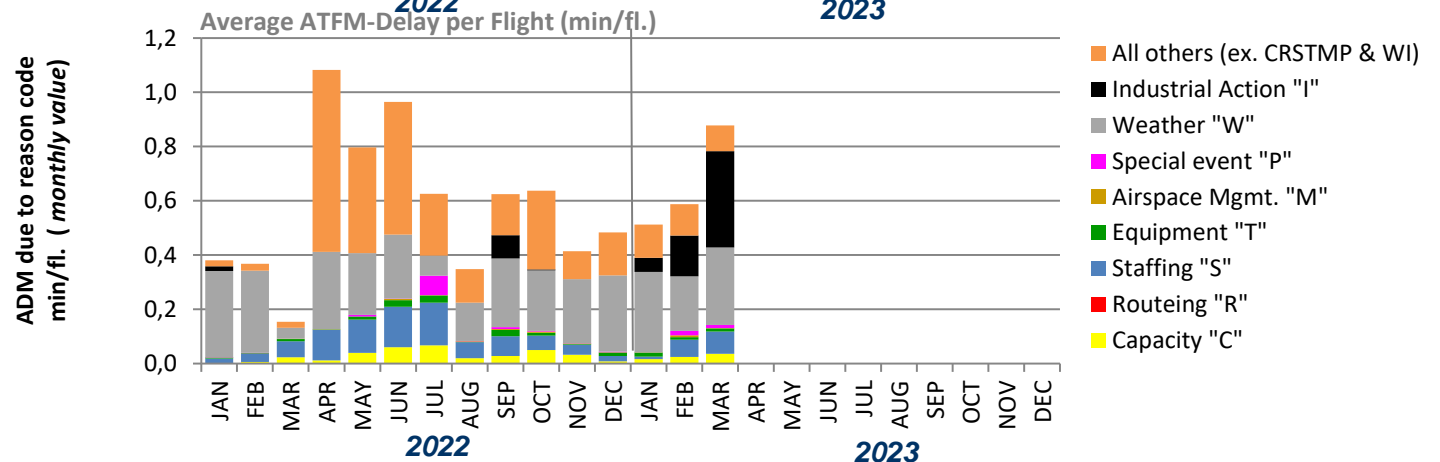
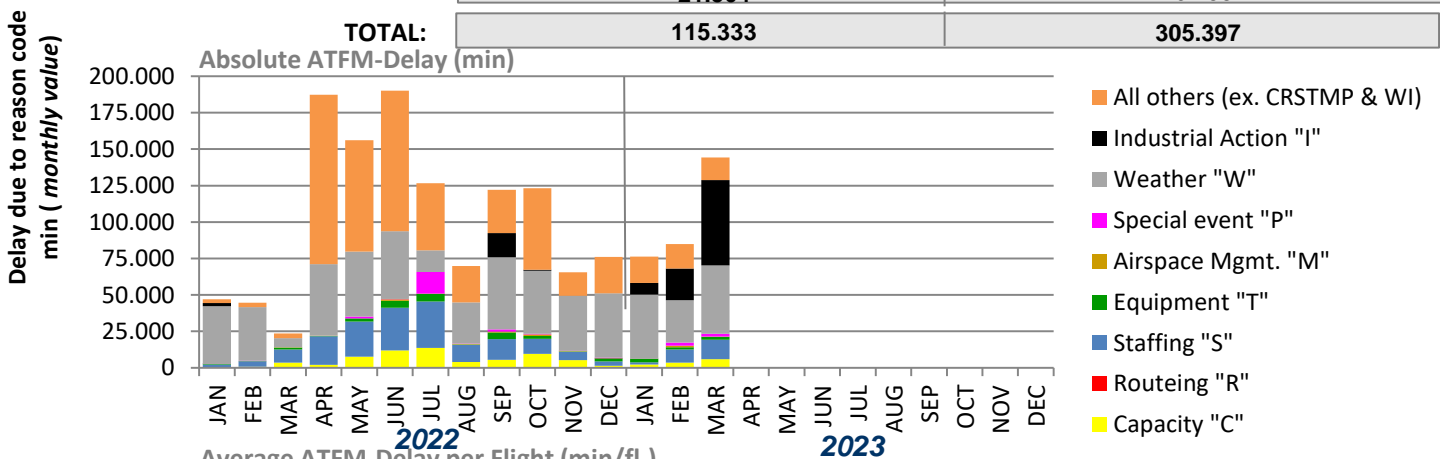
KPI #1: En-route ATFM delay per controlled flight (ACC)



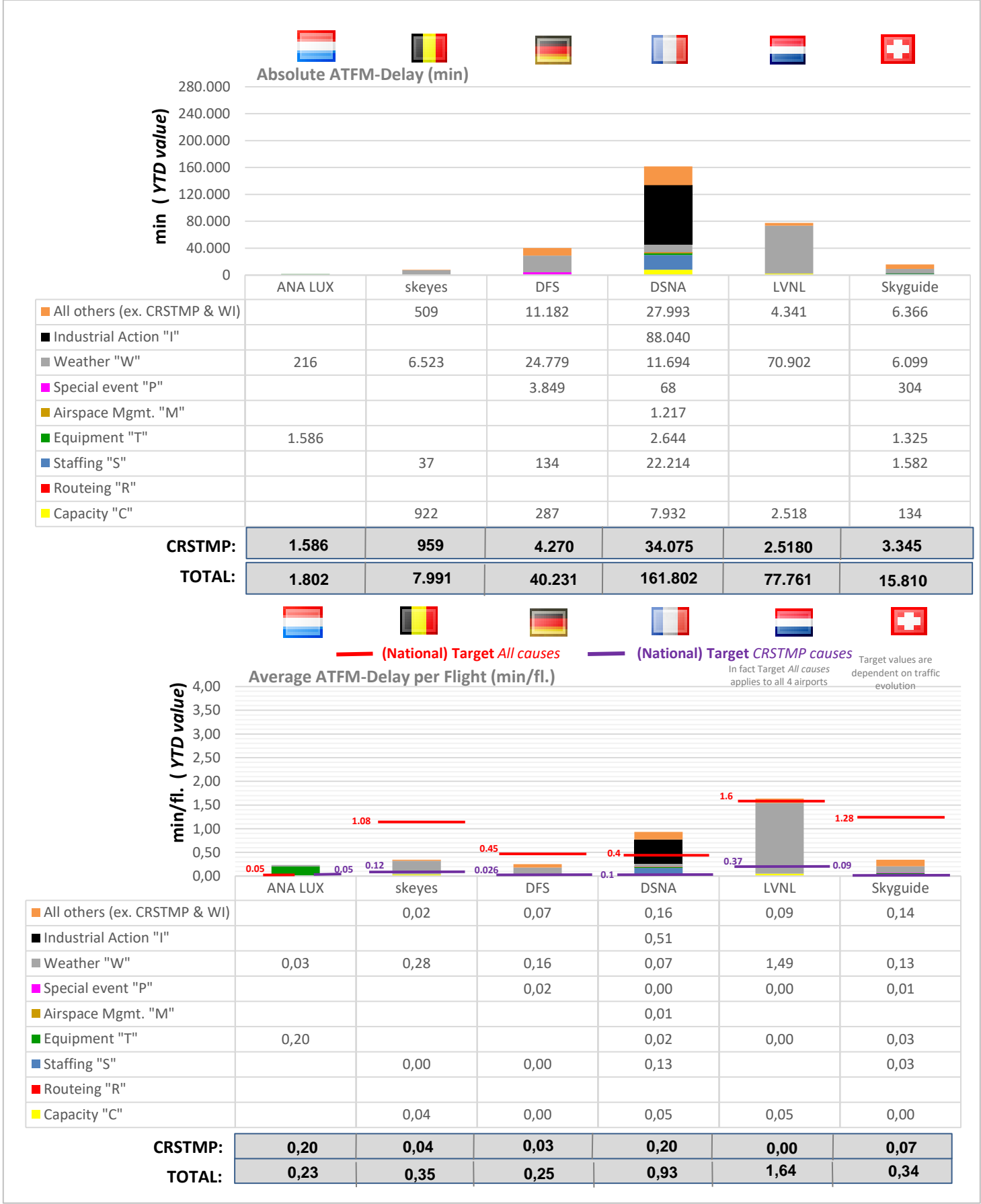
KPI #2: Arrival ATFM delay per reason code (FABEC)



Delay due to reason code:	2022	2023
Capacity "C"	4.434	11.793
Routeing "R"	0	0
Staffing "S"	14.969	23.967
Equipment "T"	1.848	5.555
Airspace Mgmt. "M"	199	1.217
Special event "P"	114	4.221
Weather "W"	82.573	120.213
Industrial Action "I"	2.172	88.040
All others (ex. CRSTMP & WI)	9.024	50.391
CRSTMP:	21.564	46.753
TOTAL:	115.333	305.397



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

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Status: March 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.