FABEC

PERFORMANCE REPORT 2020 - 2024

CAPACITY

January 2024

making the difference

Contents

Description & Analysis

Europe

Traffic in January (708,455 flights) was 4.6% higher than January 2023. Almost all states had more flights, with UK remaining the busiest. It was similar for most air operators and airports.

On average, the network saw 22,853 flights/day in January, some 1,000 flights/day more than January 2023. The peak day was Friday 05 January (26,115 flights). The Intra NM SW axis saw the 5.7% growth compared to January 2023 and SE axis had +5.4%. Domestic traffic decreased by -3.1%. The war in Ukraine continues to affect overflights in several countries.

Ryanair was the busiest operator with, on average, 2,352 movements per day followed by Turkish Airlines (1,312), Lufthansa (943), easyJet (908) and Wizz Air (820). Wizz Air and KLM had double-digit growth compared to January 2023. The busiest airport was Istanbul (1,308 flights/day), followed by London/Heathrow (1,201 flights/day), Amsterdam/Schiphol (1,160 flights/day), Paris/Charles de Gaulle (1,032 flights/day) and Madrid/Barajas (1,020 flights/day). All top 10 airports saw increase in traffic compared to January 2023, except Paris/Charles de Gaulle airport (-4.8%) which had a 4Flight 'live trial' traffic reduction program.

In January 2024 (vs. January 2023), the main contributors to flight growth in the NM area were the Low-cost (+8.5%) and the Mainline (+6.6%) segments. The Business Aviation segment recorded a slight uptick of +0.2%, and continued to be ahead of January 2019, at 105.5% in January 2024. On the other hand, the All-cargo segment decreased by -2.9%. The Charter segment went down -2.3%. The Regional segment declined by -0.1%.

Network departure punctuality (70.5%) and arrival punctuality (74.8%) decreased compared to January 2023. Punctuality on domestic routes, the SW axis and the SE axis was higher than the network level. A series of disruptive weather events including named storms affected the north-western part of the network: storm 'Henk' on 02 January; strong winds at Schiphol on 15-16 January; snow in Germany on 17 January; storm 'Isha' on 21-22 January; and storm 'Jocelyn' on 24 January.

A 6-week trial of the 4-Flight system began 09 January in Paris ACC. Sector capacities were in general reduced by-30% although a few sectors were limited to -50%. This generated a total of 119,143 minutes of ATFM delay.

There were 584,478 minutes of ATFM delay in January, 52.5% higher than January 2023. En-route accounted for 50.2% of these ATFM delays, and airports for 49.8%. The average en-route ATFM delay per flight for the network was 0.4 minutes in January. Flow measures were mainly due to airport weather and en-route events (Source: NM).

Delays from the passengers' point of view

For January 2024, the Central Office for Delay Analysis (CODA) reported that the average delay per flight on departure was 13.8 minutes per flight - an increase of 1.3 minutes per flight compared to January 2023. 21% of the total delay can be attributable to air traffic control. Airlines caused 51% 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-01-2024, Date 28/02/2024).

FABEC

In the FABEC area, traffic decreased by 11.5% in January 2024 compared to the same month in 2019. Traffic was down in all ANSPs but with significant differences, from -17.3% in DFS, -14.1% in skeyes, -11.3% in MUAC to -6.5% in Skyguide or -4.4% in DSNA. Airport traffic dropped significantly (-21.0% in the FABEC area) with more high disparities between ANSPs. Landings decreased by an impressive-30.8% in DFS, -21.0% in skeyes, -16.8% in DSNA, to -11.6% in ANA LUX or -5.3% in LVNL.

In January 2024, Paris ACC (124 560 min) and to a significantly lower extent, Langen ACC (26 778 min) were the units to generate the most en-route ATFM delays. In Paris, delays were due to 'Special Event' (96%, 4-Flight live trial), 'ATC-Capacity' (2%), 'Staffing' (1%) and 'Other' (1%); in Langen, 'Equipment – ATC' (91%, ATCO system), 'Staffing' (5%) and 'ATC-Capacity' (4%).

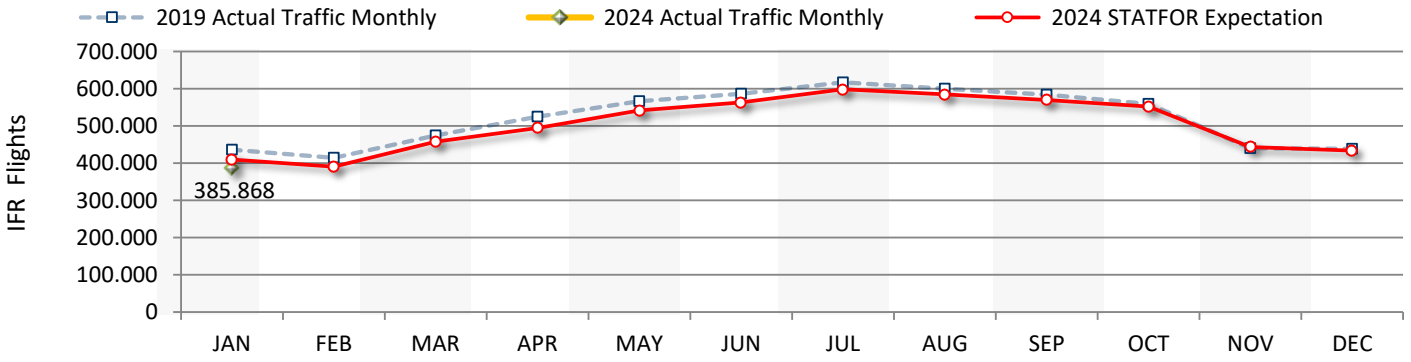
The en-route ATFM delay per flight all causes reached 0.54 min/flt in January 2024 compared to 0.42 min/flt in 2023. This value is beyond the guideline value for the month of January (0.18 min/flt). The en-route ATFM delay CRSTMP causes reached 0.53 min/flt in January; this value is, as well, beyond the FABEC guideline value (0.11 min/flt).

Airport ATFM delays were mainly generated in Amsterdam Schiphol/EHAM (57 484 min), Frankfurt Main/EDDF (19 266 min) and Zurich/LSZH (14 796 min). In Amsterdam Schiphol, delays were due to 'Weather' (74%), 'Aerodrome Capacity' (15%), 'Aerodrome Services' (11%). In Frankfurt Main, delays were due to 'Weather' (59%) and 'Aerodrome Disruptions (ATC)' (41%); in Zurich, 'Weather' (47%), 'Aerodrome Capacity' (46%), 'Staffing' (5%) and 'Aerodrome Capacity (ATC)' (2%).

After 1 month in 2024, 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, both skeyes and LVNL are currently achieving their respective CRSTMP arrival ATFM delay per Arrival flight target, contrarily to the other FABEC members.

FABEC TRAFFIC DEVELOPMENT (*en-route*)

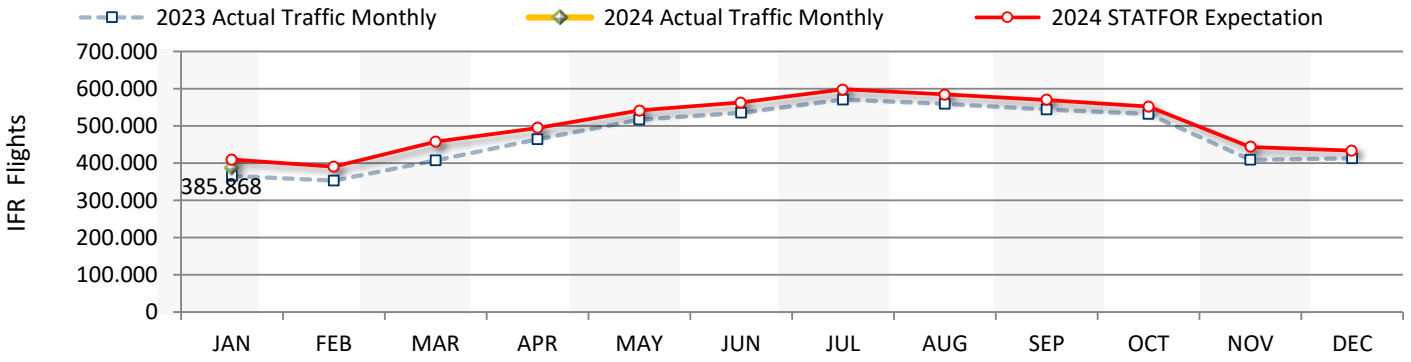
FABEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
2019 Actual Traffic Monthly	435.809	414.272	474.729	524.490	566.051	586.281	617.104	600.261	584.310	558.973	439.854	438.590	435.809
2024 Actual Traffic Monthly	**385.868**												**385.868**
Growth (%)	**-11,5 %**												**-11,5 %**
2024 STATFOR Expectation	409.742	390.555	457.268	494.174	541.777	563.001	598.480	584.435	569.756	551.711	443.144	433.956	6.038.000
2024 Traffic Evolution (%)	**-5,8 %**												
2024 Traffic Cumulated (%)	**-5,8 %**												



	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	46.085
2024 Actual Traffic Monthly	**39.600**												**39.600**
Growth (%)	**-14,1 %**												**-14,1 %**
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	222.009
2024 Actual Traffic Monthly	**183.635**												**183.635**
Growth (%)	**-17,3 %**												**-17,3 %**
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	221.573
2024 Actual Traffic Monthly	**211.771**												**211.771**
Growth (%)	**-4,4 %**												**-4,4 %**
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	46.111
2024 Actual Traffic Monthly	**42.261**												**42.261**
Growth (%)	**-8,3 %**												**-8,3 %**
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	138.773
2024 Actual Traffic Monthly	**123.083**												**123.083**
Growth (%)	**-11,3 %**												**-11,3 %**
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	89.334
2024 Actual Traffic Monthly	**83.530**												**83.530**
Growth (%)	**-6,5 %**												**-6,5 %**

FABEC TRAFFIC DEVELOPMENT (*en-route*)

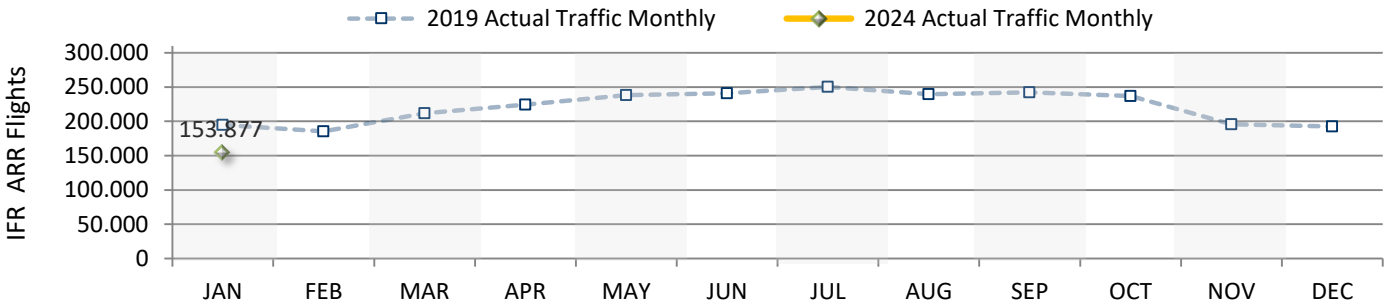
FABEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
2023 Actual Traffic Monthly	365.437	352.988	407.137	463.740	516.846	535.557	570.817	559.010	544.407	532.181	408.813	412.539	365.437
2024 Actual Traffic Monthly	**385.868**												**385.868**
Growth (%)	5,6 %												5,6 %
2024 STATFOR Expectation	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 %												
2024 Traffic Cumulated (%)	-5,8 %												



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
skeyes													
2023 Actual Traffic Monthly	36.485	36.295	42.495	46.473	50.917	51.783	54.520	52.729	53.120	51.956	41.291	42.062	36.485
2024 Actual Traffic Monthly	**39.600**												**39.600**
Growth (%)	8,5 %												8,5 %
DFS													
2023 Actual Traffic Monthly	173.393	165.403	199.318	223.857	246.275	252.722	264.174	260.301	258.606	257.160	198.971	190.862	173.393
2024 Actual Traffic Monthly	**183.635**												**183.635**
Growth (%)	5,9 %												5,9 %
DSNA													
2023 Actual Traffic Monthly	201.137	195.983	220.587	259.024	291.610	304.890	330.116	320.315	307.563	296.838	222.481	233.612	201.137
2024 Actual Traffic Monthly	**211.771**												**211.771**
Growth (%)	5,3 %												5,3 %
LVNL													
2023 Actual Traffic Monthly	37.554	36.153	42.950	45.901	49.919	49.730	51.787	51.738	51.031	51.533	42.979	42.874	37.554
2024 Actual Traffic Monthly	**42.261**												**42.261**
Growth (%)	12,5 %												12,5 %
MUAC													
2023 Actual Traffic Monthly	114.330	108.415	130.400	141.634	154.289	156.486	166.378	163.692	160.577	159.013	127.494	128.546	114.330
2024 Actual Traffic Monthly	**123.083**												**123.083**
Growth (%)	7,7 %												7,7 %
Skyguide													
2023 Actual Traffic Monthly	75.735	75.644	85.707	97.788	109.762	115.273	125.768	122.438	119.191	114.148	81.803	88.811	75.735
2024 Actual Traffic Monthly	**83.530**												**83.530**
Growth (%)	10,3 %												10,3 %

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	194.850
2024 Actual Traffic Monthly	**153.877**												**153.877**
Growth (%)	**-21,0 %**												**-21,0 %**



	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	2.728
2024 Actual Traffic Monthly	**2.412**												**2.412**
Growth (%)	**-11,6 %**												**-11,6 %**

						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	9.804
2024 Actual Traffic Monthly	**7.746**												**7.746**
Growth (%)	**-21,0 %**												**-21,0 %**

						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	78.274
2024 Actual Traffic Monthly	**54.177**												**54.177**
Growth (%)	**-30,8 %**												**-30,8 %**

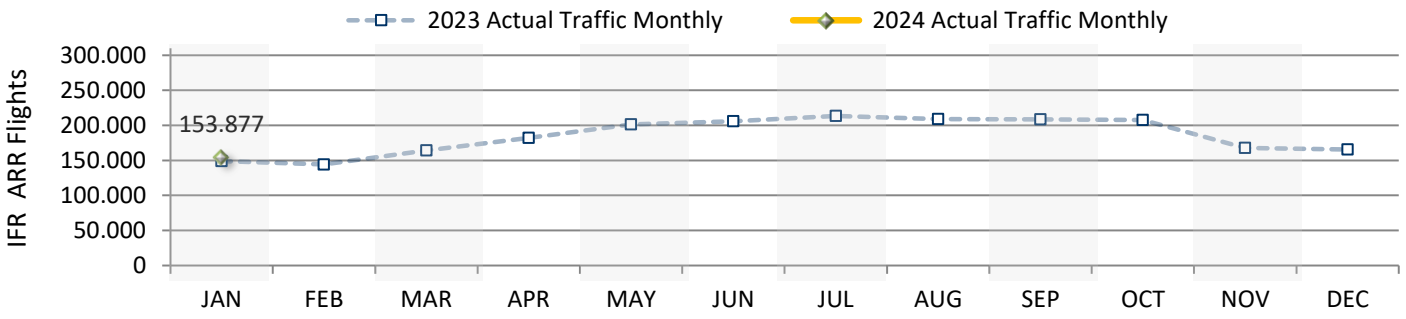
						DSNA							
2019 Actual Traffic Monthly	66.766	63.317	73.401	81.023	84.477	88.656	92.799	86.055	86.206	81.851	67.332	66.631	66.766
2024 Actual Traffic Monthly	**55.553**												**55.553**
Growth (%)	**-16,8 %**												**-16,8 %**

						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	18.998
2024 Actual Traffic Monthly	**17.985**												**17.985**
Growth (%)	**-5,3 %**												**-5,3 %**

						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	18.280
2024 Actual Traffic Monthly	**16.004**												**16.004**
Growth (%)	**-12,5 %**												**-12,5 %**

FABEC TRAFFIC DEVELOPMENT (*arrival*)

FABEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
2023 Actual Traffic Monthly	149.001	144.293	164.212	181.955	201.172	205.627	213.450	208.785	208.363	207.845	167.639	165.452	149.001
2024 Actual Traffic Monthly	**153.877**												**153.877**
Growth (%)	3,3 %												3,3 %



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
ANA LUX													
2023 Actual Traffic Monthly	2.438	2.448	2.874	3.038	3.235	3.376	3.321	3.149	3.320	3.360	2.745	2.718	2.438
2024 Actual Traffic Monthly	**2.412**												**2.412**
Growth (%)	-1,1 %												-1,1 %
skeyes													
2023 Actual Traffic Monthly	7.407	7.199	8.416	8.954	9.905	9.779	10.408	10.091	9.776	9.745	8.515	8.251	7.407
2024 Actual Traffic Monthly	**7.746**												**7.746**
Growth (%)	4,6 %												4,6 %
DFS													
2023 Actual Traffic Monthly	51.574	49.634	58.555	65.855	72.697	74.737	76.288	76.282	76.964	78.479	62.505	56.317	51.574
2024 Actual Traffic Monthly	**54.177**												**54.177**
Growth (%)	5,0 %												5,0 %
DSNA													
2023 Actual Traffic Monthly	56.987	55.982	60.591	68.445	76.742	79.428	83.135	79.222	78.888	76.245	60.888	63.297	56.987
2024 Actual Traffic Monthly	**55.553**												**55.553**
Growth (%)	-2,5 %												-2,5 %
LVNL													
2023 Actual Traffic Monthly	15.524	14.707	17.314	18.881	20.648	20.321	21.248	21.424	20.948	21.448	18.279	18.346	15.524
2024 Actual Traffic Monthly	**17.985**												**17.985**
Growth (%)	15,9 %												15,9 %
Skyguide													
2023 Actual Traffic Monthly	15.071	14.323	16.462	16.782	17.945	17.986	19.050	18.617	18.467	18.568	14.707	16.523	15.071
2024 Actual Traffic Monthly	**16.004**												**16.004**
Growth (%)	6,2 %												6,2 %

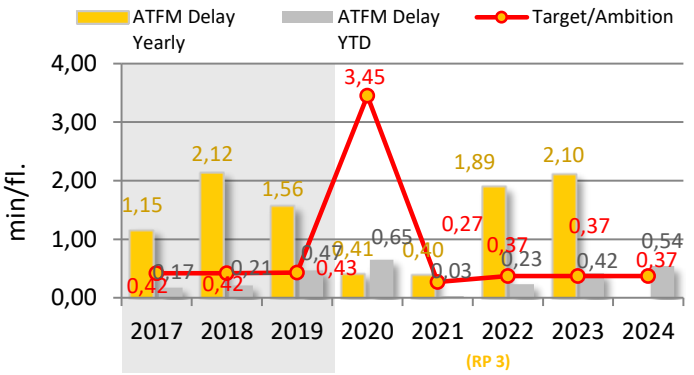
KPI #1: En-route ATFM delay per controlled flight (*FABEC*)

	YTD 2024	YTD 2023
En-route Delay All causes	**0,54**	0,42
FABEC Ambition	**0,37**	
Guideline	0,18	
Minute ('000) ALL causes	**209**	152
Diff. 2024 - 2023	+ 36,9 %	
Traffic ('000)	**386**	365
Diff. 2024 - 2023	+ 5,6 %	

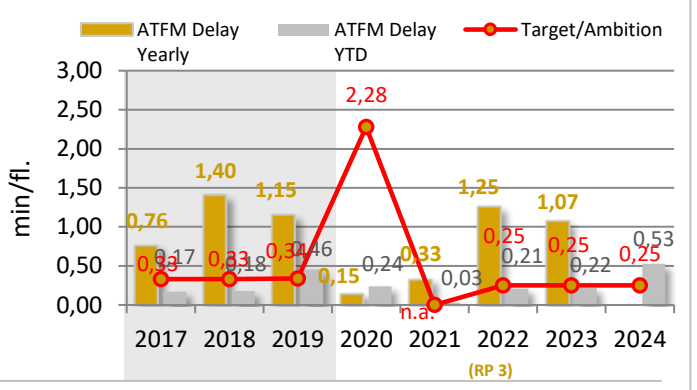
	YTD 2024	YTD 2023
En-route Delay CRSTMP causes	**0,53**	0,22
FABEC Ambition	**0,25**	
Guideline	0,11	
Minute ('000) CRSTMP causes	**203**	80
Diff. 2024 - 2023	+ 154 %	
Potential savings (*) due to underbid the delay Target (all Causes) in Mio EURO (YTD)	0,0	

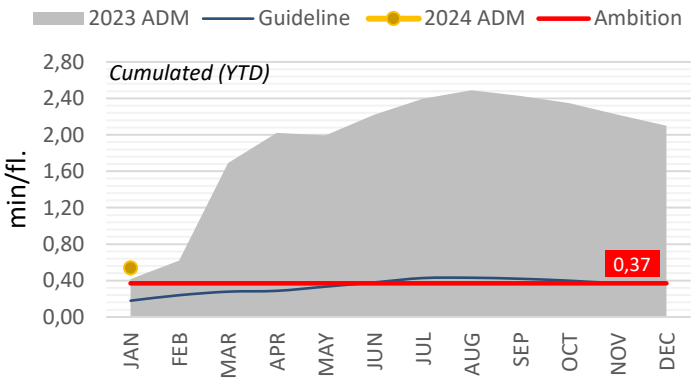
** Cost of ATFM-delay per min = 100 €*

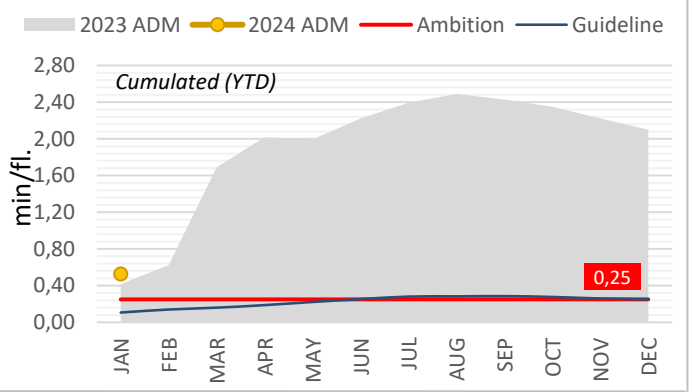
All Delay Causes

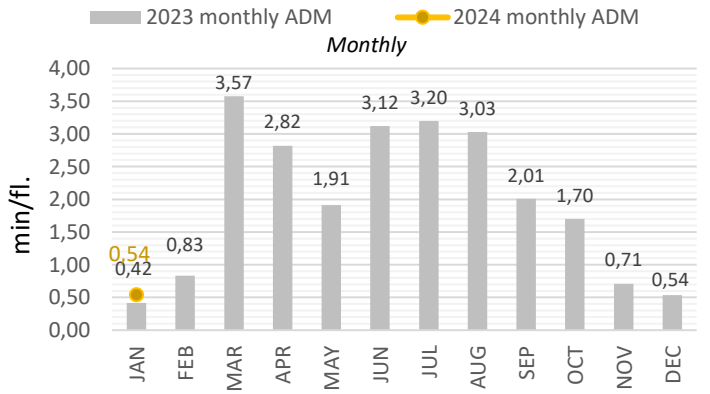


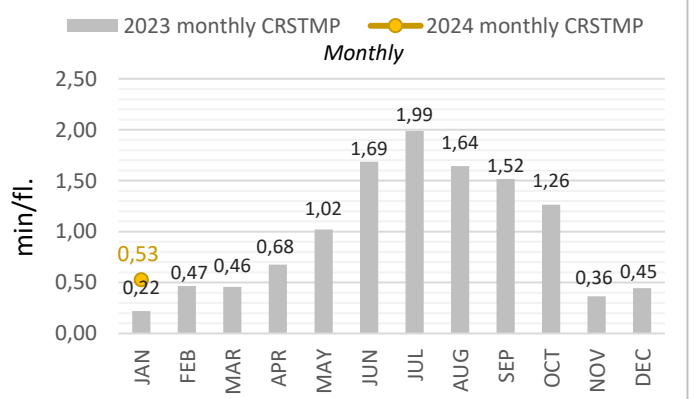
CRSTMP Delay Causes











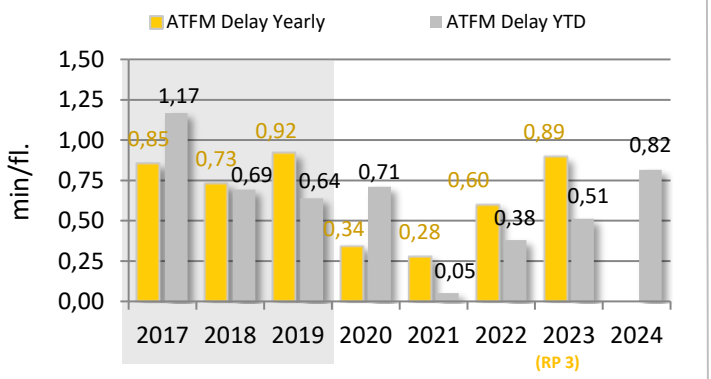
The guideline for the en-route ATFM delay per movement is a basic cumulative extrapolation of the 2017-2019 *monthly allocation and is designed to give an impression, how the YTD figures should be, in order to reach the yearly 2024 ambition value set by FABEC States.*

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

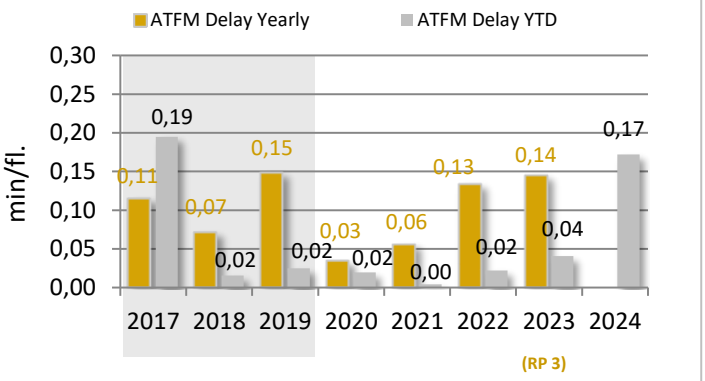
	YTD 2024	YTD 2023
Arrival Delay All causes	**0,82**	0,51
Diff. 2024 - 2023	+ 59 %	
Minute ('000) ALL causes	**126**	76
Diff. 2024 - 2023	+ 65 %	
Traffic ('000)	**154**	149
Diff. 2024 - 2023	+ 3 %	

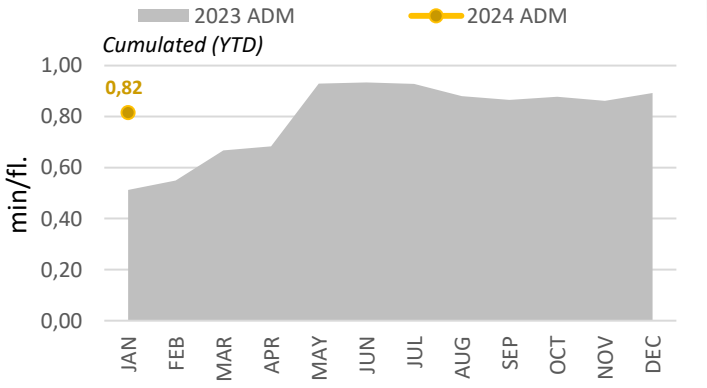
	YTD 2024	YTD 2023
Arrival Delay CRSTMP causes	**0,17**	0,04
Diff. 2024 - 2023	+ 323 %	
Minute ('000) CRSTMP causes	26	6
Diff. 2024 - 2023	+ 337 %	

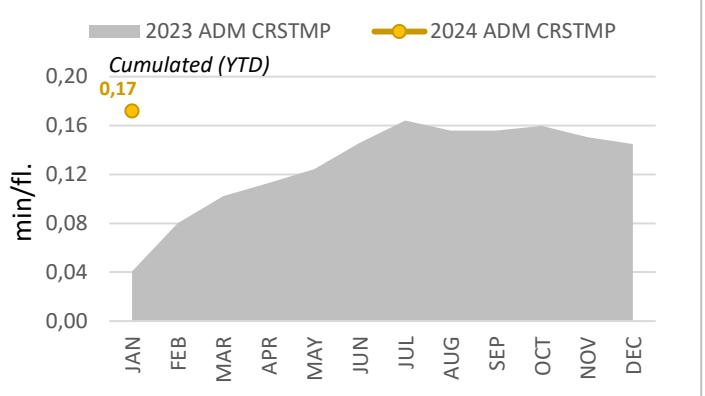
All Delay Causes

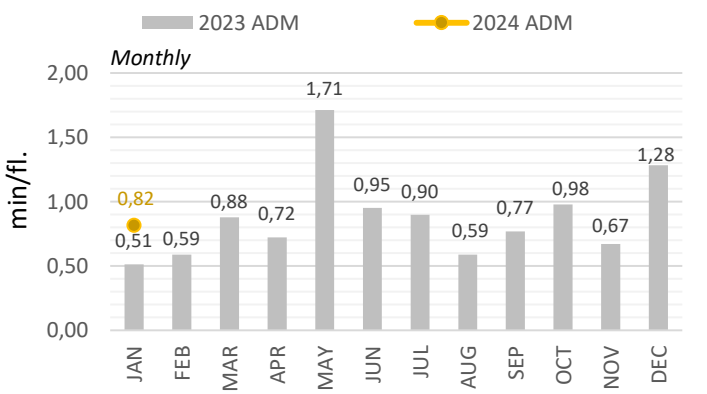


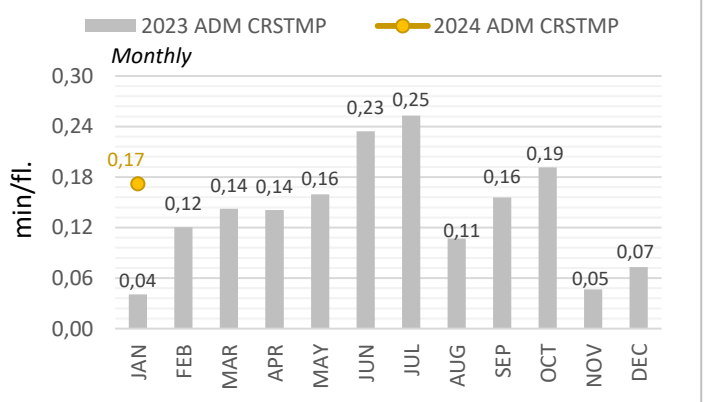
CRSTMP Delay Causes



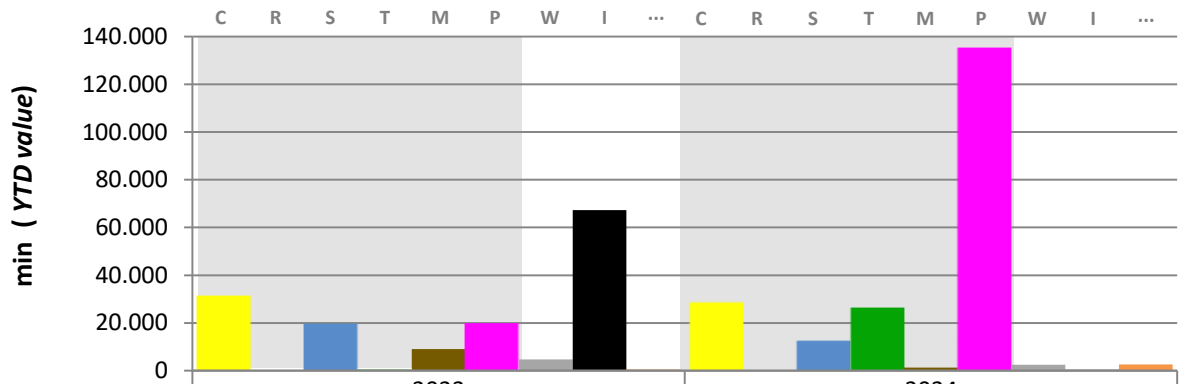




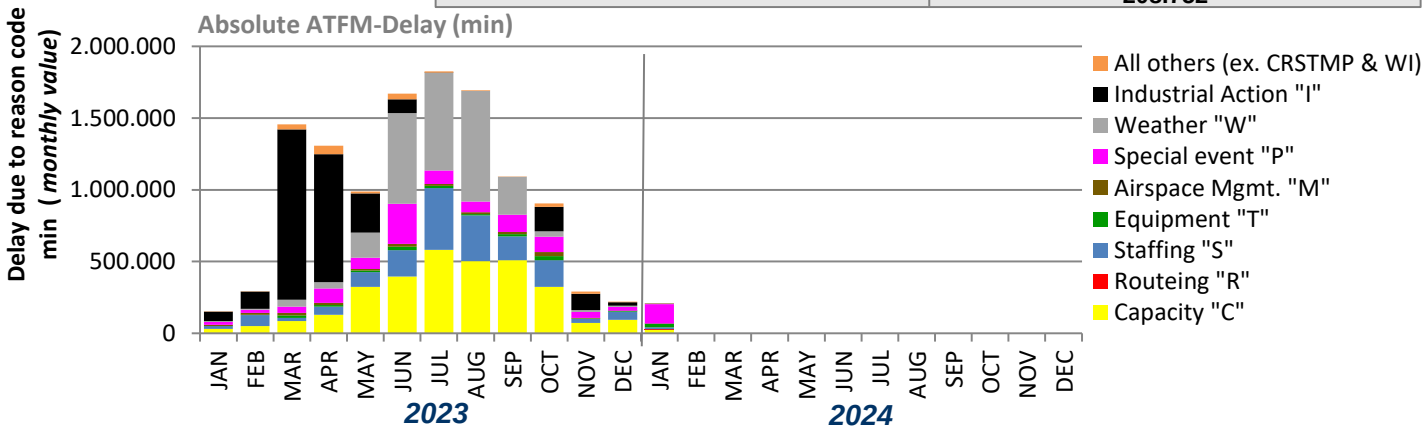


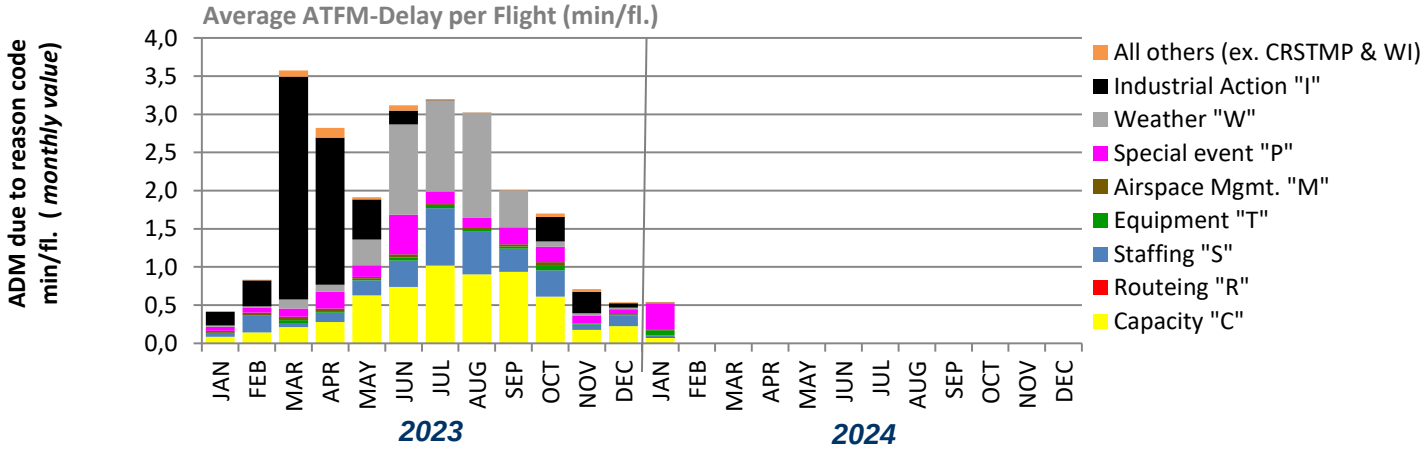


KPI #1: En-route ATFM delay per reason code (*FABEC*)

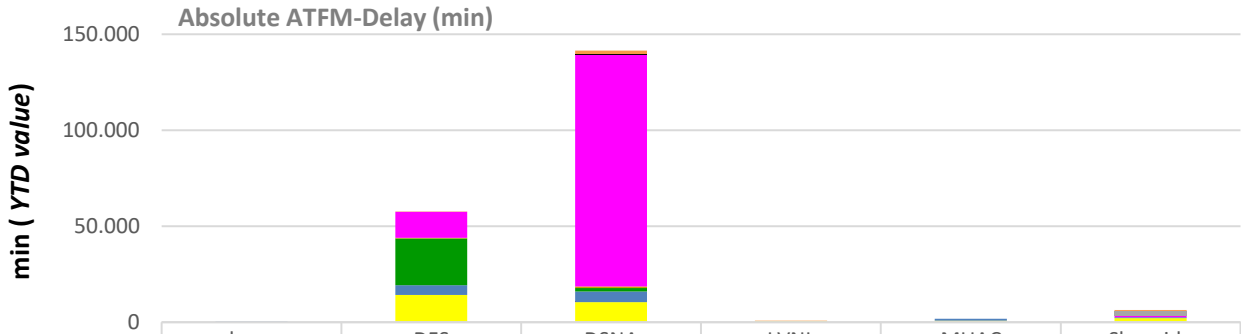


Delay due to reason code:	2023	2024
Capacity "C"	31.129	28.413
Routeing "R"	0	20
Staffing "S"	19.628	12.489
Equipment "T"	410	26.135
Airspace Mgmt. "M"	9.000	1.231
Special event "P"	19.773	135.075
Weather "W"	4.753	2.420
Industrial Action "I"	67.301	312
All others (ex. CRSTMP & WI)	500	2.657
CRSTMP:	**79.940**	**203.363**
TOTAL:	**152.494**	**208.752**





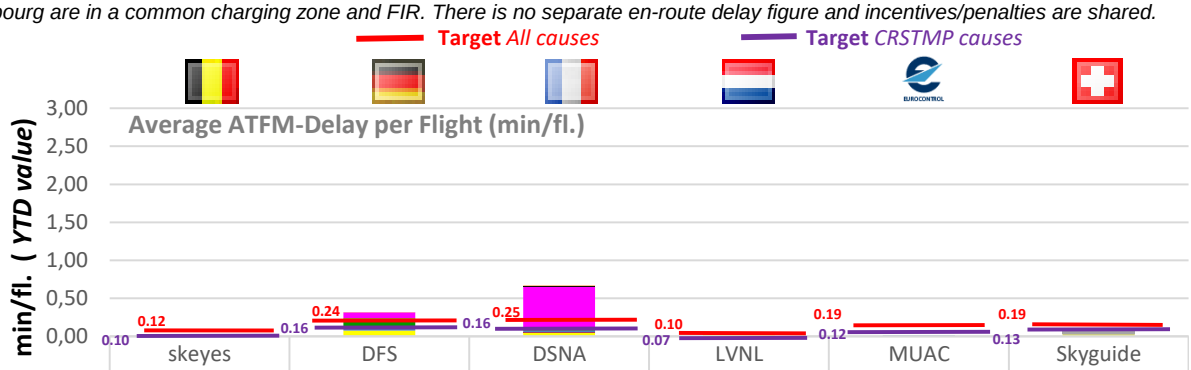
KPI #1: En-route ATFM delay per controlled flight (*ANSP*)



	skeyes	DFS	DSNA	LVNL	MUAC	Skyguide
All others (ex. CRSTMP & WI)		85	1.861	151		560
Industrial Action "I"			312			
Weather "W"						2.420
Special event "P"		13.565	120.736			774
Airspace Mgmt. "M"		355	876			
Equipment "T"		24.372	1.763			
Staffing "S"	473	4.965	5.606		922	523
Routeing "R"			20			
Capacity "C"		14.248	10.399	730	891	2.145

CRSTMP:	**473**	**57.505**	**139.400**	**730**	**1.813**	**3.442**
TOTAL:	**473**	**57.590**	**141.573**	**881**	**1.813**	**6.422**

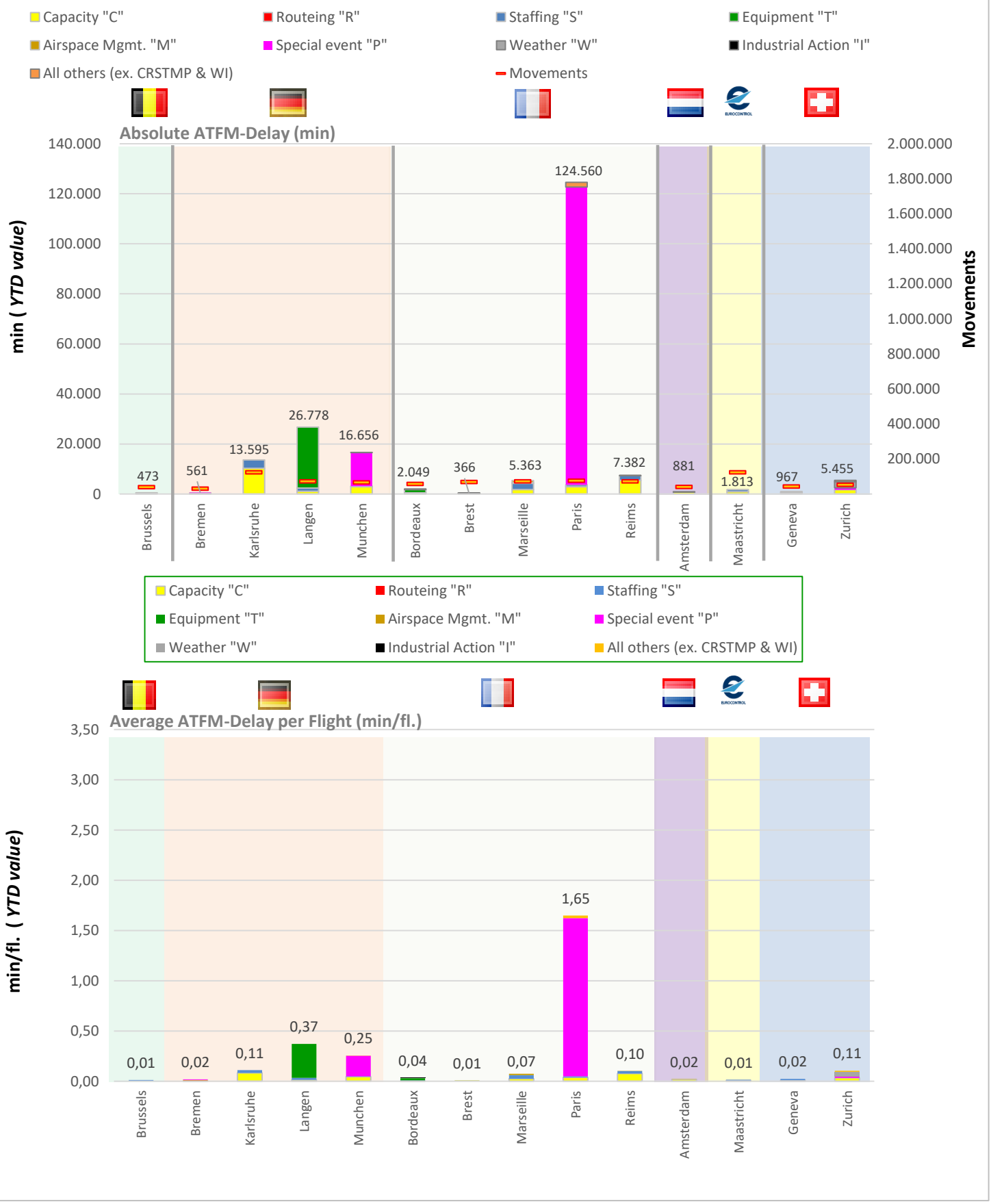
**Belgium and Luxembourg are in a common charging zone and FIR. There is no separate en-route delay figure and incentives/penalties are shared.*



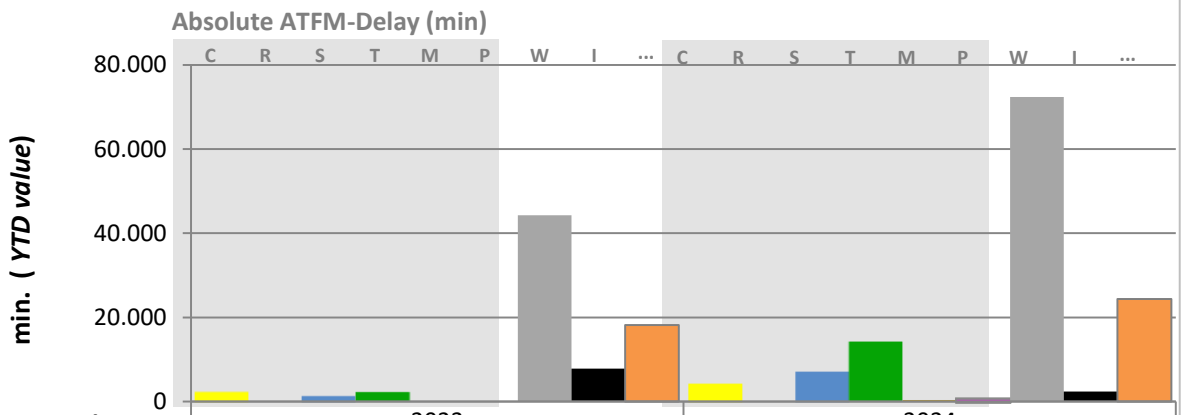
	skeyes	DFS	DSNA	LVNL	MUAC	Skyguide
All others (ex. CRSTMP & WI)		0,00	0,01	0,00	0,00	0,01
Industrial Action "I"			0,00			
Weather "W"		0,00	0,00	0,00	0,00	0,03
Special event "P"		0,07	0,57	0,00		0,01
Airspace Mgmt. "M"		0,00	0,00		0,00	
Equipment "T"		0,13	0,01			
Staffing "S"	0,01	0,03	0,03	0,00	0,01	0,01
Routeing "R"			0,00			
Capacity "C"		0,08	0,05	0,02	0,01	0,03

CRSTMP:	**0,01**	**0,31**	**0,66**	**0,02**	**0,01**	**0,04**
TOTAL:	**0,01**	**0,31**	**0,67**	**0,02**	**0,01**	**0,08**

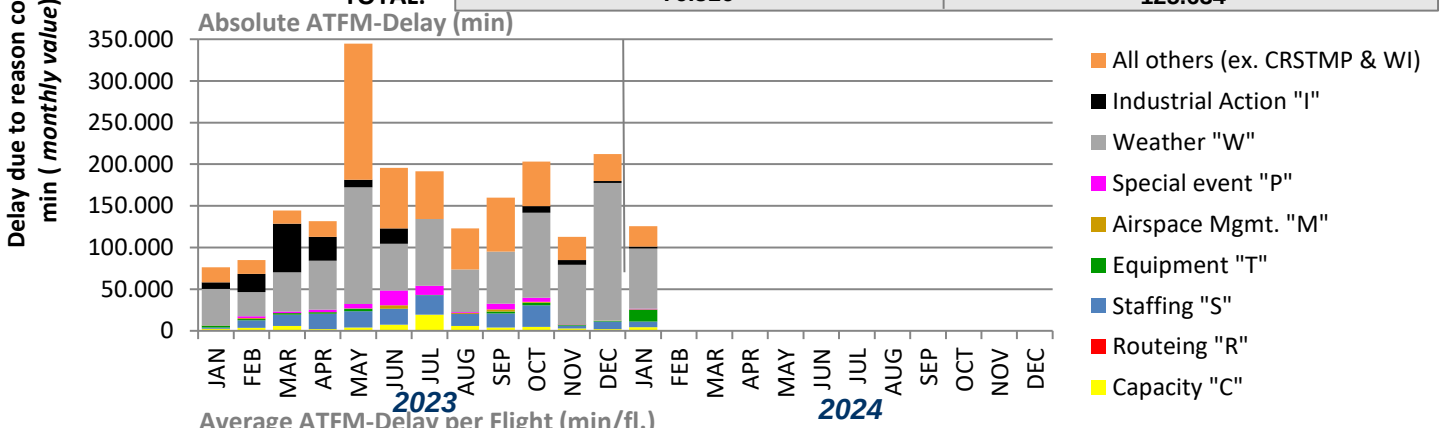
KPI #1: En-route ATFM delay per controlled flight (*ACC*)

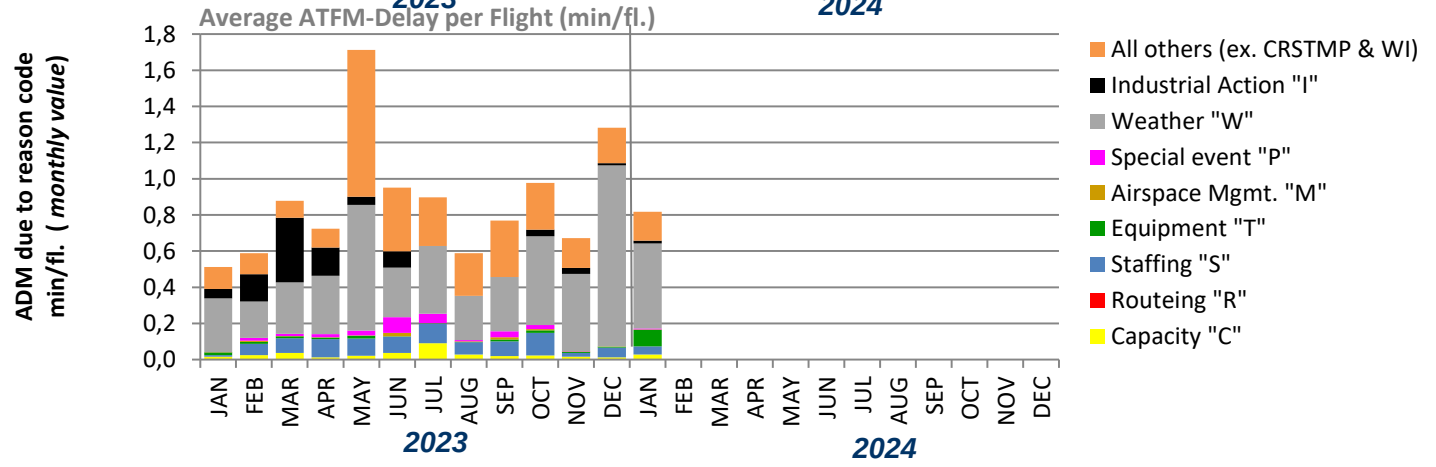


KPI #2: Arrival ATFM delay per reason code (*FABEC*)

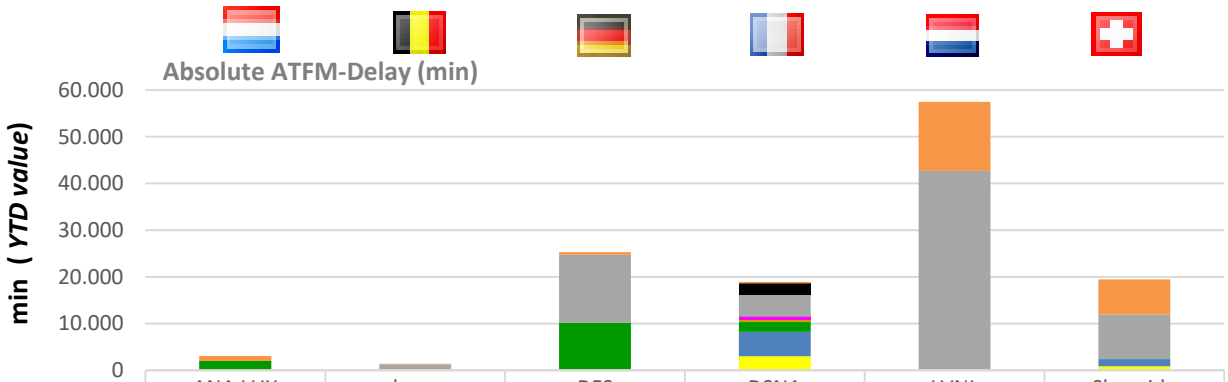


Delay due to reason code:	2023	2024
Capacity "C"	2.364	4.281
Routeing "R"	0	0
Staffing "S"	1.416	6.900
Equipment "T"	2.265	14.184
Airspace Mgmt. "M"	13	397
Special event "P"	0	701
Weather "W"	44.278	72.391
Industrial Action "I"	7.822	2.394
All others (ex. CRSTMP & WI)	18.158	24.386
CRSTMP:	**6.058**	**26.463**
TOTAL:	**76.316**	**125.634**

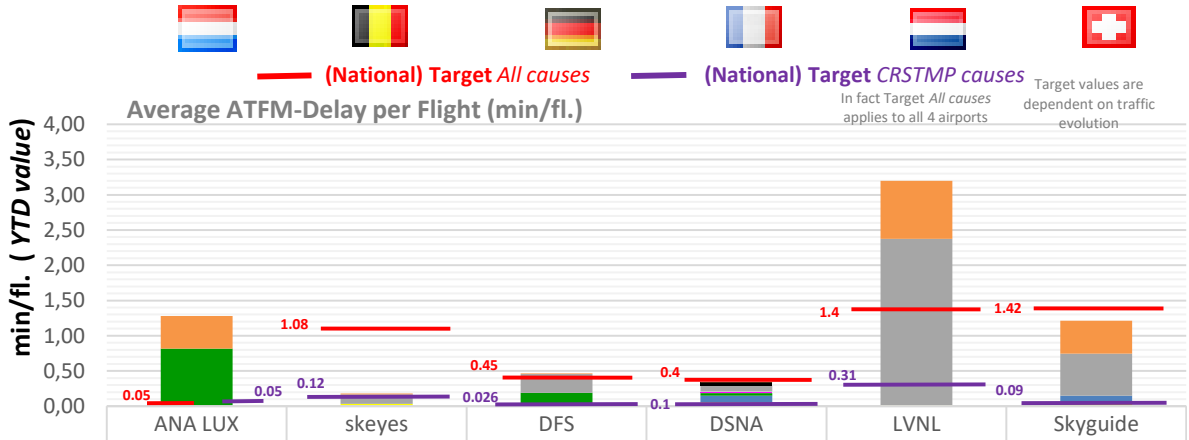




KPI #2: Arrival ATFM delay per controlled flight (*ANSP*)



	ANA LUX	skeyes	DFS	DSNA	LVNL	Skyguide
All others (ex. CRSTMP & WI)	1.115	111	514	365	14.771	7.510
Industrial Action "I"				2.394		
Weather "W"		1.020	14.568	4.738	42.530	9.535
Special event "P"				701		
Airspace Mgmt. "M"				397		
Equipment "T"	1.973		10.126	2.085		
Staffing "S"			83	5.277		1.540
Routeing "R"						
Capacity "C"		258		2.993	183	847
CRSTMP:	**1.973**	**258**	**10.209**	**11.453**	**1830**	**2.387**
TOTAL:	**3.088**	**1.389**	**25.291**	**18.950**	**57.484**	**19.432**



	ANA LUX	skeyes	DFS	DSNA	LVNL	Skyguide
All others (ex. CRSTMP & WI)	0,46	0,01	0,01	0,01	0,82	0,47
Industrial Action "I"				0,04		
Weather "W"	0,00	0,13	0,27	0,09	2,36	0,60
Special event "P"			0,00	0,01	0,00	
Airspace Mgmt. "M"				0,01		
Equipment "T"	0,82		0,19	0,04	0,00	
Staffing "S"			0,00	0,09		0,10
Routeing "R"						
Capacity "C"		0,03		0,05	0,01	0,05
CRSTMP:	**0,82**	**0,03**	**0,19**	**0,21**	**0,00**	**0,15**
TOTAL:	**1,28**	**0,18**	**0,47**	**0,34**	**3,20**	**1,21**

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 Performace Plan
CODA - Central Office for Delay Analysis

FABEC Performance Report Capacity:

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Sources: **EUROCONTROL, FABEC ANSPs**

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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.