



PERFORMANCE REPORT 2020 - 2024

# CAPACITY

November 2024



making the difference

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## Description & Analysis

### Europe

There were 773,344 flights in November, 5.1% more than November 2023. With the start of the winter schedule, traffic decreased as expected compared to October 2024 (- 6,200 flights/day). The network had an average of 26,000 flights/day in November, about 1,250 flights/day more than in November 2023. The busiest day was Friday 08 November with 28,575 flights, which exceeded the busiest day of November 2023 (27,822 flights). The intra-NM southwest axis saw 5.6% growth compared to 2023 and the southeast axis 6.5%, which influenced the network growth of 5.1%. The conflict in Ukraine still affects overflights in several countries. In November 2024, the Low-cost segment continued to lead flight growth, contributing an additional 648 flights per day (+8.7%), followed by the Mainline segment, which added 409 daily flights (+4.4%). Conversely, the Regional segment saw a decline of 2.1%, largely due to fewer daily domestic flights in Sweden (-43), the UK (-38), France (-21), Denmark (-16), and Germany (-16). Business aviation showed modest growth, up 1.7% (+28 flights/day) compared to November 2023. The Charter segment saw a significant rise, increasing by 9.7% compared to November 2023. All-cargo segment remained unchanged from the previous year. Only the Low-cost segment (+5.5%) and Business aviation (+4.8%) surpassed their October 2019 flight levels in November 2024. Overall, total traffic in November 2024 remained 3.8% below November 2019 levels.

Among the Top 20 ACCs, only Paris ACC saw a decrease in traffic compared to November 2023 due to the ongoing implementation of the new ATM system (4 Flight). Notably, Budapest registered a double-digit growth. Ryanair remained the busiest operator averaging 2,491 movements per day (+10.7%) followed by Turkish Airlines (1,347), easyJet (1,204), Lufthansa (1,079) and Air France (882). Istanbul Airport resumed its position as the busiest airport, with an average of 1,339 flights per day, followed by London Heathrow (1,276 flights/day), Amsterdam Schiphol (1,263 flights/day), Paris Charles de Gaulle (1,184 flights/day), and Frankfurt (1,161 flights/day). Network departure punctuality (73.2%) and arrival punctuality (78.5%) were higher than in November 2023. The network was mainly impacted by airport weather and en-route ATC capacity issues. Domestic routes had a departure punctuality of 79.3%, which was higher than the network level. Punctuality on the south-east axis was 76.4% which is an increase of 1% compared to November 2023. Network first rotation departure punctuality was 81.4%, stable compared to 2023. Arrival punctuality improved by 1.3 p.p., reaching 86.1%. Improving first rotation punctuality remains a key objective for the Network Manager (NM).

There were 1.1 million minutes of ATFM delay in November, +22.8% compared to November 2023. En-route ATFM delay represented 46.6% of these ATFM delays and airport 53.4%. The average en-route ATFM delay per flight for the network was 1.4 minutes in November. Total airport ATFM delays increased by +51.3% and total en-route ATFM delays increased by +1.0%. Airport weather and ATC capacity were the main issues in November. Seasonal weather - snow, low visibility, strong winds – impacted operations strongly at Amsterdam/Schiphol and London/Heathrow airports. Heavy rain impacted Barcelona airport on 03 and 04 November. Storm Bert brought a spell of heavy rain and strong winds in Ireland and in the United Kingdom on 23 and 24 November. ATC capacity issues were recorded in the southwest axis sectors due to high demand. (Source: NM).

### Delays from the passengers' point of view

For November 2024, the Central Office for Delay Analysis (CODA) reported that the average delay per flight on departure was 13.2 minutes per flight - a decrease of 0.1 minutes per flight compared to November 2023. 29% of the total delay can be attributable to air traffic control. Airlines caused 50% 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 15% can be allocated to other reasons (Source: CODA-Dashboard-11-2024, Date 13/01/2025).

### FABEC

In the FABEC area, traffic decreased by 3.1% in November 2024 compared to the same month in 2019 leading to a -4.3% traffic evolution after the first 11 months of 2024. In November, traffic was down in some ANSPs and up for others; from -8.3% in DFS, -6.6% in LVNL, -5.2% in skyes, -3.5% in MUAC to an increase of traffic by +2.9% in Skyguide and +5.6% in DSN. Airport traffic dropped significantly (-13.6% in the FABEC area) with high disparities between ANSPs. Landings decreased by an impressive -20.1% in DFS, -13.8% in ANA LUX, to -12.4% in skyes, -11.7% in DSN, -4.1% in Skyguide and -2.3% in LVNL.

In November 2024, Paris ACC (102 668 min) and Karlsruhe UAC (33 730 min) were the units to generate the most en-route ATFM delays. In Paris, delays were due to 'Special Event' (98%, 4-Flight implementation) and 'Weather' (1%); in Karlsruhe, delays were due to 'ATC-Capacity' (80%), 'Equipment (ATC)' (12%), 'Staffing' (7%) and 'Airspace Management' (1%).

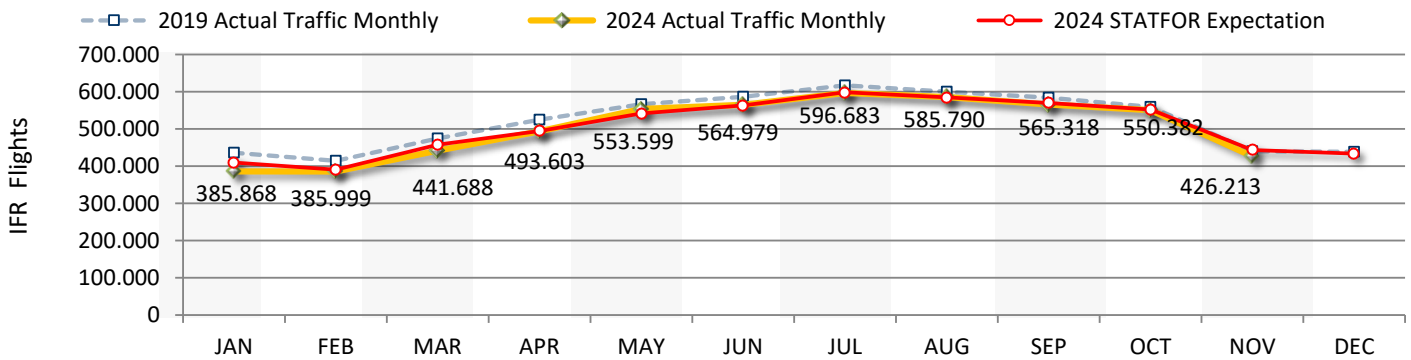
The en-route ATFM delay per flight all causes reached 0.54 min/flt in November 2024 compared to 0.71 min/flt in 2023. After 11 months in 2024, the en-route ATFM delay all causes reaches 1.71 whereas the guideline value is 0.37 min/flt. The en-route ATFM delay CRSTMP causes reached 1.07 min/flt at the end of November; this value is, as well, far beyond the FABEC guideline value (0.26 min/flt).

Airport ATFM delays were mainly generated in Amsterdam Schiphol/EHAM (83 422 min), Frankfurt Main/EDDF (51 636 min) and Paris Charles De Gaulle/LFPG (15 577 min). In Amsterdam Schiphol, delays were due to 'Weather' (68%) and 'Aerodrome Capacity' (32%). In Frankfurt Main, delays were due to 'Aerodrome Capacity' (65%), 'Weather' (34%) and 'Aerodrome Capacity (ATC)' (1%); in Paris Charles de Gaulle, to 'Weather' (95%) and 'Aerodrome Disruptions (ATC)' (5%).

Over the period Jan – Nov 2024, DFS, DSN and Skyguide are not achieving their respective en-route CRSTMP ATFM delay per flight target, contrarily to the other FABEC ANSPs. For the Arrival ATFM delay per Arrival flight, skyes and LVNL are currently the only FABEC ANSPs to achieve their respective CRSTMP arrival ATFM delay per Arrival flight target.

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

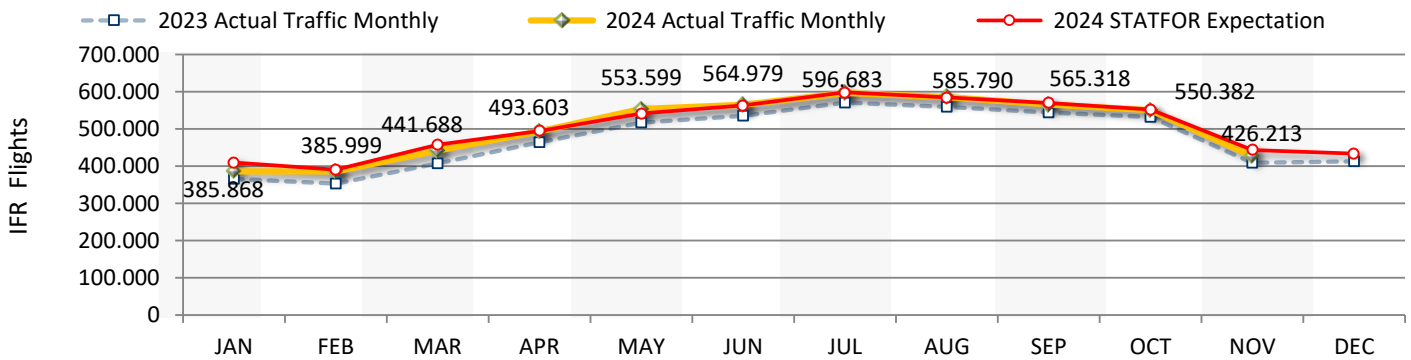
<b>FABEC</b>	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
2019 Actual Traffic Monthly	435.809	414.272	474.729	524.490	566.051	586.281	617.104	600.261	584.310	558.973	439.854	438.590	5.802.134
2024 Actual Traffic Monthly	<b>385.868</b>	<b>385.999</b>	<b>441.688</b>	<b>493.603</b>	<b>553.599</b>	<b>564.979</b>	<b>596.683</b>	<b>585.790</b>	<b>565.318</b>	<b>550.382</b>	<b>426.213</b>		<b>5.550.122</b>
Growth (%)	<b>-11,5 %</b>	<b>-6,8 %</b>	<b>-7,0 %</b>	<b>-5,9 %</b>	<b>-2,2 %</b>	<b>-3,6 %</b>	<b>-3,3 %</b>	<b>-2,4 %</b>	<b>-3,3 %</b>	<b>-1,5 %</b>	<b>-3,1 %</b>		<b>-4,3 %</b>
2024 STATFOR Expectation	409.742	390.555	457.268	494.174	541.777	563.001	598.480	584.435	569.756	551.711	443.144	433.956	6.038.000
2024 Traffic Evolution (%)	<b>-5,8 %</b>	<b>-1,2 %</b>	<b>-3,4 %</b>	<b>-0,1 %</b>	<b>2,2 %</b>	<b>0,4 %</b>	<b>-0,3 %</b>	<b>0,2 %</b>	<b>-0,8 %</b>	<b>-0,2 %</b>	<b>-3,8 %</b>		
2024 Traffic Cumulated (%)	<b>-5,8 %</b>	<b>-3,6 %</b>	<b>-3,5 %</b>	<b>-2,5 %</b>	<b>-1,4 %</b>	<b>-1,1 %</b>	<b>-0,9 %</b>	<b>-0,8 %</b>	<b>-0,8 %</b>	<b>-0,7 %</b>	<b>-1,0 %</b>		



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
<b>skeyes</b>													
2019 Actual Traffic Monthly	46.085	42.458	49.539	53.761	57.702	58.513	62.239	59.274	59.410	57.544	46.709	46.631	593.234
2024 Actual Traffic Monthly	<b>39.600</b>	<b>39.692</b>	<b>43.588</b>	<b>48.001</b>	<b>52.595</b>	<b>53.915</b>	<b>57.084</b>	<b>55.418</b>	<b>53.354</b>	<b>53.012</b>	<b>44.292</b>		<b>540.551</b>
Growth (%)	<b>-14,1 %</b>	<b>-6,5 %</b>	<b>-12,0 %</b>	<b>-10,7 %</b>	<b>-8,9 %</b>	<b>-7,9 %</b>	<b>-8,3 %</b>	<b>-6,5 %</b>	<b>-10,2 %</b>	<b>-7,9 %</b>	<b>-5,2 %</b>		<b>-8,9 %</b>
<b>DFS</b>													
2019 Actual Traffic Monthly	222.009	211.766	240.686	258.289	282.291	286.199	299.444	292.210	291.681	284.915	225.050	223.636	2.894.540
2024 Actual Traffic Monthly	<b>183.635</b>	<b>182.394</b>	<b>208.971</b>	<b>232.136</b>	<b>263.112</b>	<b>263.948</b>	<b>275.245</b>	<b>270.175</b>	<b>266.559</b>	<b>263.931</b>	<b>206.358</b>		<b>2.616.464</b>
Growth (%)	<b>-17,3 %</b>	<b>-13,9 %</b>	<b>-13,2 %</b>	<b>-10,1 %</b>	<b>-6,8 %</b>	<b>-7,8 %</b>	<b>-8,1 %</b>	<b>-7,5 %</b>	<b>-8,6 %</b>	<b>-7,4 %</b>	<b>-8,3 %</b>		<b>-9,6 %</b>
<b>DSNA</b>													
2019 Actual Traffic Monthly	221.573	209.836	244.322	283.032	302.429	321.951	340.265	329.402	313.806	292.190	221.663	221.576	3.080.469
2024 Actual Traffic Monthly	<b>211.771</b>	<b>212.346</b>	<b>246.278</b>	<b>280.675</b>	<b>315.309</b>	<b>326.499</b>	<b>346.509</b>	<b>340.261</b>	<b>323.228</b>	<b>310.922</b>	<b>234.023</b>		<b>3.147.821</b>
Growth (%)	<b>-4,4 %</b>	<b>1,2 %</b>	<b>0,8 %</b>	<b>-0,8 %</b>	<b>4,3 %</b>	<b>1,4 %</b>	<b>1,8 %</b>	<b>3,3 %</b>	<b>3,0 %</b>	<b>6,4 %</b>	<b>5,6 %</b>		<b>2,2 %</b>
<b>LVNL</b>													
2019 Actual Traffic Monthly	46.111	44.366	50.512	53.470	57.492	55.907	57.593	57.195	56.974	57.181	47.564	47.298	584.365
2024 Actual Traffic Monthly	<b>42.261</b>	<b>42.665</b>	<b>46.960</b>	<b>48.003</b>	<b>52.384</b>	<b>51.359</b>	<b>53.466</b>	<b>53.015</b>	<b>51.618</b>	<b>51.855</b>	<b>44.424</b>		<b>538.010</b>
Growth (%)	<b>-8,3 %</b>	<b>-3,8 %</b>	<b>-7,0 %</b>	<b>-10,2 %</b>	<b>-8,9 %</b>	<b>-8,1 %</b>	<b>-7,2 %</b>	<b>-7,3 %</b>	<b>-9,4 %</b>	<b>-9,3 %</b>	<b>-6,6 %</b>		<b>-7,9 %</b>
<b>MUAC</b>													
2019 Actual Traffic Monthly	138.773	129.324	147.712	154.875	164.086	166.793	176.133	173.200	168.761	166.082	137.728	139.287	1.723.467
2024 Actual Traffic Monthly	<b>123.083</b>	<b>122.104</b>	<b>136.740</b>	<b>147.278</b>	<b>165.132</b>	<b>164.147</b>	<b>172.195</b>	<b>168.095</b>	<b>165.337</b>	<b>162.537</b>	<b>132.908</b>		<b>1.659.556</b>
Growth (%)	<b>-11,3 %</b>	<b>-5,6 %</b>	<b>-7,4 %</b>	<b>-4,9 %</b>	<b>0,6 %</b>	<b>-1,6 %</b>	<b>-2,2 %</b>	<b>-2,9 %</b>	<b>-2,0 %</b>	<b>-2,1 %</b>	<b>-3,5 %</b>		<b>-3,7 %</b>
<b>Skyguide</b>													
2019 Actual Traffic Monthly	89.334	86.268	99.645	110.651	120.991	127.214	133.394	127.821	124.023	115.533	86.141	89.466	1.221.015
2024 Actual Traffic Monthly	<b>83.530</b>	<b>84.600</b>	<b>97.545</b>	<b>111.408</b>	<b>125.139</b>	<b>128.701</b>	<b>136.259</b>	<b>133.856</b>	<b>128.341</b>	<b>122.630</b>	<b>88.626</b>		<b>1.240.635</b>
Growth (%)	<b>-6,5 %</b>	<b>-1,9 %</b>	<b>-2,1 %</b>	<b>0,7 %</b>	<b>3,4 %</b>	<b>1,2 %</b>	<b>2,1 %</b>	<b>4,7 %</b>	<b>3,5 %</b>	<b>6,1 %</b>	<b>2,9 %</b>		<b>1,6 %</b>

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

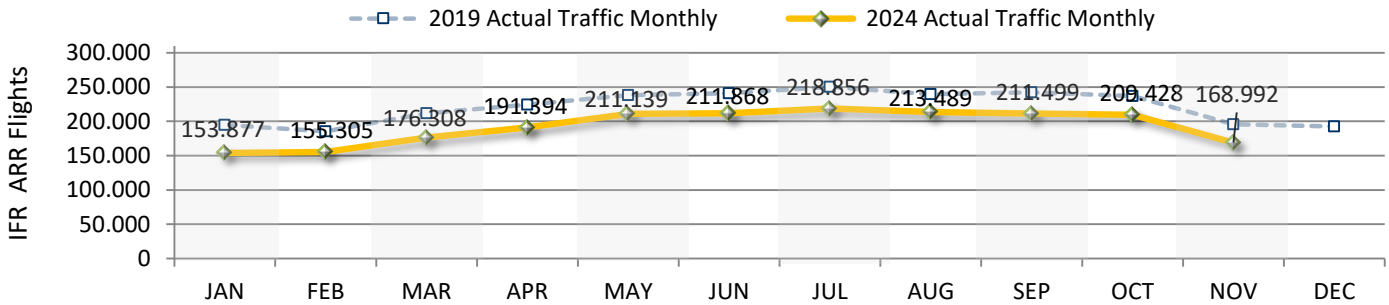
<b>FABEC</b>	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
2023 Actual Traffic Monthly	365.437	352.988	407.137	463.740	516.846	535.557	570.817	559.010	544.407	532.182	408.813	412.539	5.256.934
2024 Actual Traffic Monthly	<b>385.868</b>	<b>385.999</b>	<b>441.688</b>	<b>493.603</b>	<b>553.599</b>	<b>564.979</b>	<b>596.683</b>	<b>585.790</b>	<b>565.318</b>	<b>550.382</b>	<b>426.213</b>		<b>5.550.122</b>
Growth (%)	5,6 %	9,4 %	8,5 %	6,4 %	7,1 %	5,5 %	4,5 %	4,8 %	3,8 %	3,4 %	4,3 %		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 %	-1,2 %	-3,4 %	-0,1 %	2,2 %	0,4 %	-0,3 %	0,2 %	-0,8 %	-0,2 %	-3,8 %		
2024 Traffic Cumulated (%)	-5,8 %	-3,6 %	-3,5 %	-2,5 %	-1,4 %	-1,1 %	-0,9 %	-0,8 %	-0,8 %	-0,7 %	-1,0 %		



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
<b>skeyes</b>													
2023 Actual Traffic Monthly	36.485	36.295	42.495	46.473	50.917	51.783	54.520	52.729	53.120	51.956	41.291	42.062	518.064
2024 Actual Traffic Monthly	<b>39.600</b>	<b>39.692</b>	<b>43.588</b>	<b>48.001</b>	<b>52.595</b>	<b>53.915</b>	<b>57.084</b>	<b>55.418</b>	<b>53.354</b>	<b>53.012</b>	<b>44.292</b>		<b>540.551</b>
Growth (%)	8,5 %	9,4 %	2,6 %	3,3 %	3,3 %	4,1 %	4,7 %	5,1 %	0,4 %	2,0 %	7,3 %		4,3 %
<b>DFS</b>													
2023 Actual Traffic Monthly	173.393	165.403	199.318	223.857	246.275	252.722	264.174	260.301	258.606	257.158	198.971	190.862	2.500.178
2024 Actual Traffic Monthly	<b>183.635</b>	<b>182.394</b>	<b>208.971</b>	<b>232.136</b>	<b>263.112</b>	<b>263.948</b>	<b>275.245</b>	<b>270.175</b>	<b>266.559</b>	<b>263.931</b>	<b>206.358</b>		<b>2.616.464</b>
Growth (%)	5,9 %	10,3 %	4,8 %	3,7 %	6,8 %	4,4 %	4,2 %	3,8 %	3,1 %	2,6 %	3,7 %		4,7 %
<b>DSNA</b>													
2023 Actual Traffic Monthly	201.137	195.983	220.587	259.024	291.610	304.890	330.116	320.315	307.563	296.843	222.481	233.612	2.950.549
2024 Actual Traffic Monthly	<b>211.771</b>	<b>212.346</b>	<b>246.278</b>	<b>280.675</b>	<b>315.309</b>	<b>326.499</b>	<b>346.509</b>	<b>340.261</b>	<b>323.228</b>	<b>310.922</b>	<b>234.023</b>		<b>3.147.821</b>
Growth (%)	5,3 %	8,3 %	11,6 %	8,4 %	8,1 %	7,1 %	5,0 %	6,2 %	5,1 %	4,7 %	5,2 %		6,7 %
<b>LVNL</b>													
2023 Actual Traffic Monthly	37.554	36.153	42.950	45.901	49.919	49.730	51.787	51.738	51.031	51.534	42.979	42.874	511.276
2024 Actual Traffic Monthly	<b>42.261</b>	<b>42.665</b>	<b>46.960</b>	<b>48.003</b>	<b>52.384</b>	<b>51.359</b>	<b>53.466</b>	<b>53.015</b>	<b>51.618</b>	<b>51.855</b>	<b>44.424</b>		<b>538.010</b>
Growth (%)	12,5 %	18,0 %	9,3 %	4,6 %	4,9 %	3,3 %	3,2 %	2,5 %	1,2 %	0,6 %	3,4 %		5,2 %
<b>MUAC</b>													
2023 Actual Traffic Monthly	114.330	108.415	130.400	141.634	154.289	156.486	166.378	163.692	160.577	159.010	127.494	128.546	1.582.705
2024 Actual Traffic Monthly	<b>123.083</b>	<b>122.104</b>	<b>136.740</b>	<b>147.278</b>	<b>165.132</b>	<b>164.147</b>	<b>172.195</b>	<b>168.095</b>	<b>165.337</b>	<b>162.537</b>	<b>132.908</b>		<b>1.659.556</b>
Growth (%)	7,7 %	12,6 %	4,9 %	4,0 %	7,0 %	4,9 %	3,5 %	2,7 %	3,0 %	2,2 %	4,2 %		4,9 %
<b>Skyguide</b>													
2023 Actual Traffic Monthly	75.735	75.644	85.707	97.788	109.762	115.273	125.768	122.438	119.191	114.149	81.803	88.811	1.123.258
2024 Actual Traffic Monthly	<b>83.530</b>	<b>84.600</b>	<b>97.545</b>	<b>111.408</b>	<b>125.139</b>	<b>128.701</b>	<b>136.259</b>	<b>133.856</b>	<b>128.341</b>	<b>122.630</b>	<b>88.626</b>		<b>1.240.635</b>
Growth (%)	10,3 %	11,8 %	13,8 %	13,9 %	14,0 %	11,6 %	8,3 %	9,3 %	7,7 %	7,4 %	8,3 %		10,4 %

## FABEC TRAFFIC DEVELOPMENT (arrival)

<b>FABEC</b>	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
2019 Actual Traffic Monthly	194.850	185.420	211.796	224.471	238.490	240.788	250.186	239.483	242.195	236.830	195.678	192.743	2.460.187
2024 Actual Traffic Monthly	153.877	155.305	176.308	191.394	211.139	211.868	218.856	213.489	211.499	209.428	168.992		2.122.155
Growth (%)	-21,0 %	-16,2 %	-16,8 %	-14,7 %	-11,5 %	-12,0 %	-12,5 %	-10,9 %	-12,7 %	-11,6 %	-13,6 %		-13,7 %



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
<b>ANA LUX</b>													
2019 Actual Traffic Monthly	2.728	2.640	3.007	3.285	3.451	3.420	3.410	3.160	3.445	3.466	3.150	3.022	35.162
2024 Actual Traffic Monthly	2.412	2.361	2.839	3.127	3.419	3.324	3.308	3.210	3.273	3.256	2.715		33.244
Growth (%)	-11,6 %	-10,6 %	-5,6 %	-4,8 %	-0,9 %	-2,8 %	-3,0 %	1,6 %	-5,0 %	-6,1 %	-13,8 %		-5,5 %

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
<b>skeyes</b>													
2019 Actual Traffic Monthly	9.804	8.825	10.293	11.083	11.763	11.678	12.607	12.086	12.016	11.632	10.315	9.981	122.102
2024 Actual Traffic Monthly	7.746	8.007	8.728	9.254	10.022	9.843	10.894	10.472	10.267	10.052	9.037		104.322
Growth (%)	-21,0 %	-9,3 %	-15,2 %	-16,5 %	-14,8 %	-15,7 %	-13,6 %	-13,4 %	-14,6 %	-13,6 %	-12,4 %		-14,6 %

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
<b>DFS</b>													
2019 Actual Traffic Monthly	78.274	75.894	85.673	88.848	96.254	95.027	98.049	95.422	98.321	97.898	79.529	76.266	989.189
2024 Actual Traffic Monthly	54.177	54.490	62.152	70.242	77.072	77.005	77.995	77.569	77.962	79.142	63.563		771.369
Growth (%)	-30,8 %	-28,2 %	-27,5 %	-20,9 %	-19,9 %	-19,0 %	-20,5 %	-18,7 %	-20,7 %	-19,2 %	-20,1 %		-22,0 %

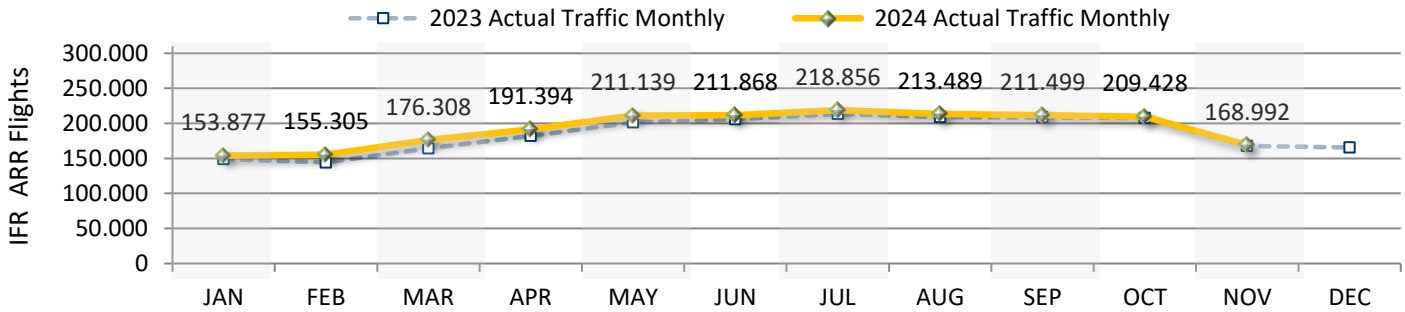
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
<b>DSNA</b>													
2019 Actual Traffic Monthly	66.766	63.317	73.401	81.023	84.477	88.656	92.799	86.055	86.206	81.851	67.332	66.631	871.883
2024 Actual Traffic Monthly	55.553	56.506	65.244	70.713	79.576	81.402	84.903	80.736	79.164	76.142	59.431		789.370
Growth (%)	-16,8 %	-10,8 %	-11,1 %	-12,7 %	-5,8 %	-8,2 %	-8,5 %	-6,2 %	-8,2 %	-7,0 %	-11,7 %		-9,5 %

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
<b>LVNL</b>													
2019 Actual Traffic Monthly	18.998	18.021	20.363	21.455	22.973	22.330	22.933	23.046	22.639	22.777	19.390	19.628	234.925
2024 Actual Traffic Monthly	17.985	18.064	19.694	20.160	21.757	21.233	21.925	22.225	21.586	21.655	18.939		225.223
Growth (%)	-5,3 %	0,2 %	-3,3 %	-6,0 %	-5,3 %	-4,9 %	-4,4 %	-3,6 %	-4,7 %	-4,9 %	-2,3 %		-4,1 %

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
<b>Skyguide</b>													
2019 Actual Traffic Monthly	18.280	16.723	19.059	18.777	19.572	19.677	20.388	19.714	19.568	19.206	15.962	17.215	206.926
2024 Actual Traffic Monthly	16.004	15.877	17.651	17.898	19.293	19.061	19.831	19.277	19.247	19.181	15.307		198.627
Growth (%)	-12,5 %	-5,1 %	-7,4 %	-4,7 %	-1,4 %	-3,1 %	-2,7 %	-2,2 %	-1,6 %	-0,1 %	-4,1 %		-4,0 %

## FABEC TRAFFIC DEVELOPMENT (arrival)

<b>FABEC</b>	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
2023 Actual Traffic Monthly	149.001	144.293	164.212	181.955	201.172	205.627	213.450	208.785	208.363	207.845	167.639	165.452	2.052.342
2024 Actual Traffic Monthly	153.877	155.305	176.308	191.394	211.139	211.868	218.856	213.489	211.499	209.428	168.992		2.122.155
Growth (%)	3,3 %	7,6 %	7,4 %	5,2 %	5,0 %	3,0 %	2,5 %	2,3 %	1,5 %	0,8 %	0,8 %		3,4 %



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
<b>ANA LUX</b>													
2023 Actual Traffic Monthly	2.438	2.448	2.874	3.038	3.235	3.376	3.321	3.149	3.320	3.360	2.745	2.718	33.304
2024 Actual Traffic Monthly	2.412	2.361	2.839	3.127	3.419	3.324	3.308	3.210	3.273	3.256	2.715		33.244
Growth (%)	-1,1 %	-3,6 %	-1,2 %	2,9 %	5,7 %	-1,5 %	-0,4 %	1,9 %	-1,4 %	-3,1 %	-1,1 %		-0,2 %

	<b>skeyes</b>												
2023 Actual Traffic Monthly	7.407	7.199	8.416	8.954	9.905	9.779	10.408	10.091	9.776	9.745	8.515	8.251	100.195
2024 Actual Traffic Monthly	7.746	8.007	8.728	9.254	10.022	9.843	10.894	10.472	10.267	10.052	9.037		104.322
Growth (%)	4,6 %	11,2 %	3,7 %	3,4 %	1,2 %	0,7 %	4,7 %	3,8 %	5,0 %	3,2 %	6,1 %		4,1 %

	<b>DFS</b>												
2023 Actual Traffic Monthly	51.574	49.634	58.555	65.855	72.697	74.737	76.288	76.282	76.964	78.479	62.505	56.317	743.570
2024 Actual Traffic Monthly	54.177	54.490	62.152	70.242	77.072	77.005	77.995	77.569	77.962	79.142	63.563		771.369
Growth (%)	5,0 %	9,8 %	6,1 %	6,7 %	6,0 %	3,0 %	2,2 %	1,7 %	1,3 %	0,8 %	1,7 %		3,7 %

	<b>DSNA</b>												
2023 Actual Traffic Monthly	56.987	55.982	60.591	68.445	76.742	79.428	83.135	79.222	78.888	76.245	60.888	63.297	776.553
2024 Actual Traffic Monthly	55.553	56.506	65.244	70.713	79.576	81.402	84.903	80.736	79.164	76.142	59.431		789.370
Growth (%)	-2,5 %	0,9 %	7,7 %	3,3 %	3,7 %	2,5 %	2,1 %	1,9 %	0,3 %	-0,1 %	-2,4 %		1,7 %

	<b>LVNL</b>												
2023 Actual Traffic Monthly	15.524	14.707	17.314	18.881	20.648	20.321	21.248	21.424	20.948	21.448	18.279	18.346	210.742
2024 Actual Traffic Monthly	17.985	18.064	19.694	20.160	21.757	21.233	21.925	22.225	21.586	21.655	18.939		225.223
Growth (%)	15,9 %	22,8 %	13,7 %	6,8 %	5,4 %	4,5 %	3,2 %	3,7 %	3,0 %	1,0 %	3,6 %		6,9 %

	<b>Skyguide</b>												
2023 Actual Traffic Monthly	15.071	14.323	16.462	16.782	17.945	17.986	19.050	18.617	18.467	18.568	14.707	16.523	187.978
2024 Actual Traffic Monthly	16.004	15.877	17.651	17.898	19.293	19.061	19.831	19.277	19.247	19.181	15.307		198.627
Growth (%)	6,2 %	10,8 %	7,2 %	6,6 %	7,5 %	6,0 %	4,1 %	3,5 %	4,2 %	3,3 %	4,1 %		5,7 %

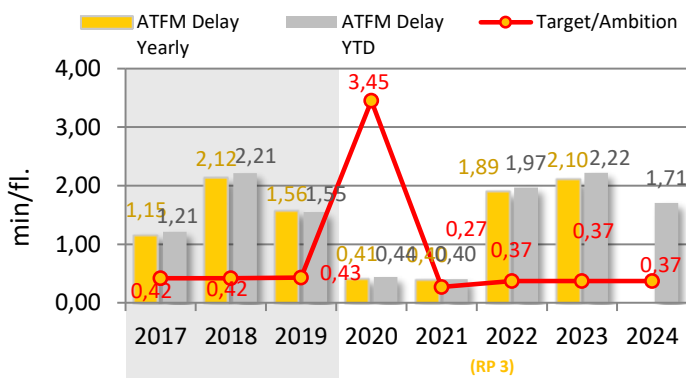
## KPI #1: En-route ATFM delay per controlled flight (FABEC)

	YTD 2024	YTD 2023
<b>En-route Delay All causes</b>	<b>1,71</b>	2,22
FABEC Ambition	<b>0,37</b>	
Guideline	0,37	
Minute ('000) ALL causes	<b>9.474</b>	11.676
Diff. 2024 - 2023	- 18,9 %	
Traffic ('000)	<b>5.550</b>	5.257
Diff. 2024 - 2023	+ 5,6 %	

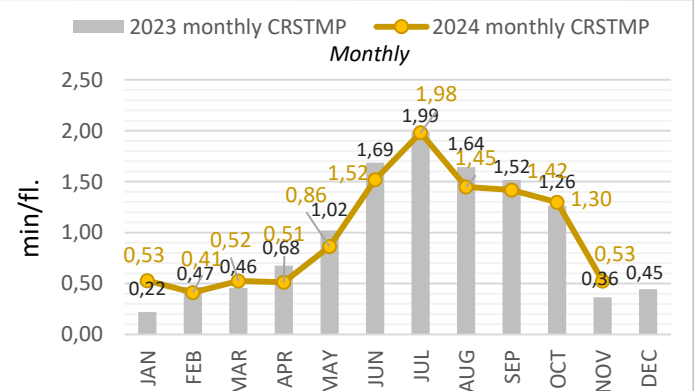
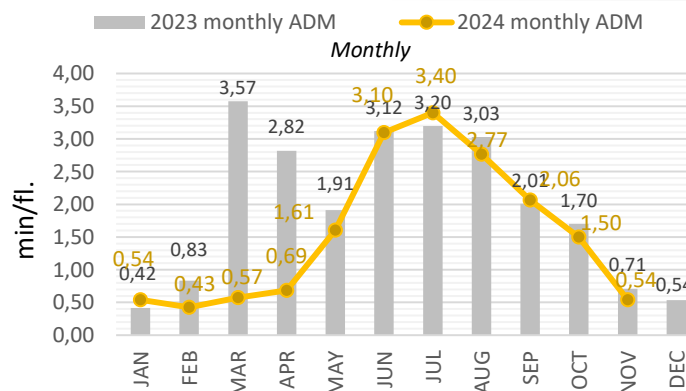
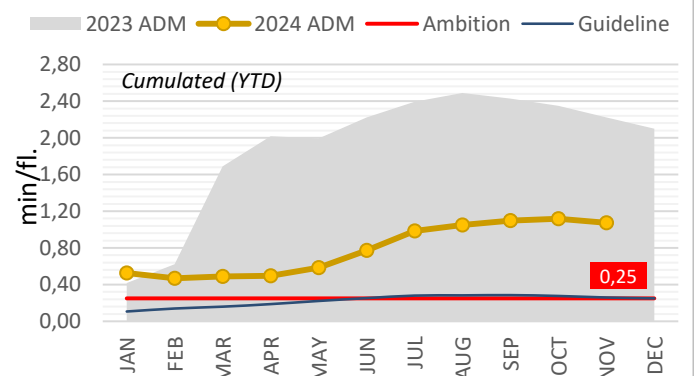
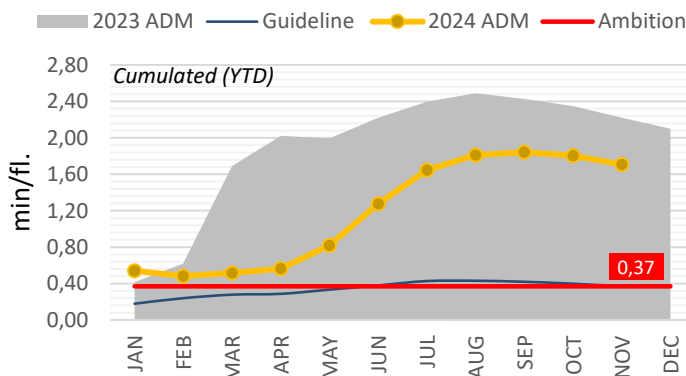
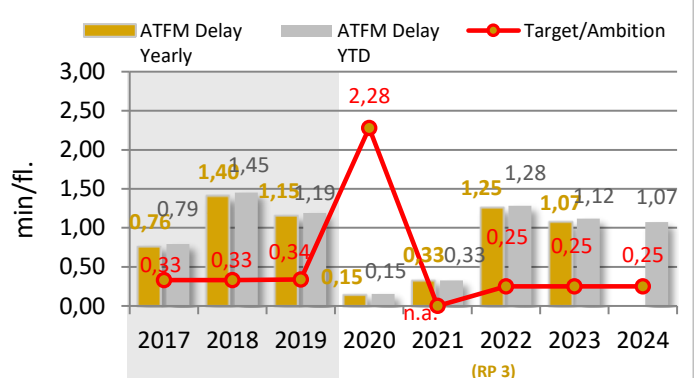
	YTD 2024	YTD 2023
<b>En-route Delay CRSTMP causes</b>	<b>1,07</b>	1,12
FABEC Ambition	<b>0,25</b>	
Guideline	0,26	
Minute ('000) CRSTMP causes	<b>5.952</b>	5.876
Diff. 2024 - 2023	+ 1 %	
<i>Potential savings (*) due to underbid the delay Target</i>		
<i>(all Causes) in Mio EURO (YTD)</i>	0,0	

\* Cost of ATFM-delay per min = 100 €

### All Delay Causes



### CRSTMP Delay Causes



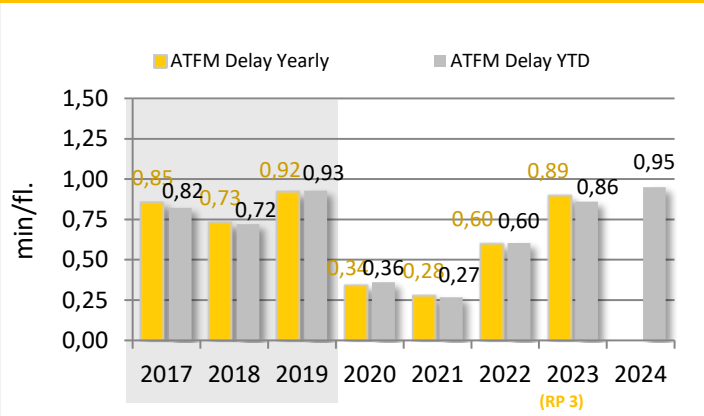
The guideline for the en-route ATFM delay per movement is a basic cumulative extrapolation of the 2017-2019 monthly allocation and is designed to give an impression, how the YTD figures should be, in order to reach the yearly 2024 ambition value set by FABEC States.



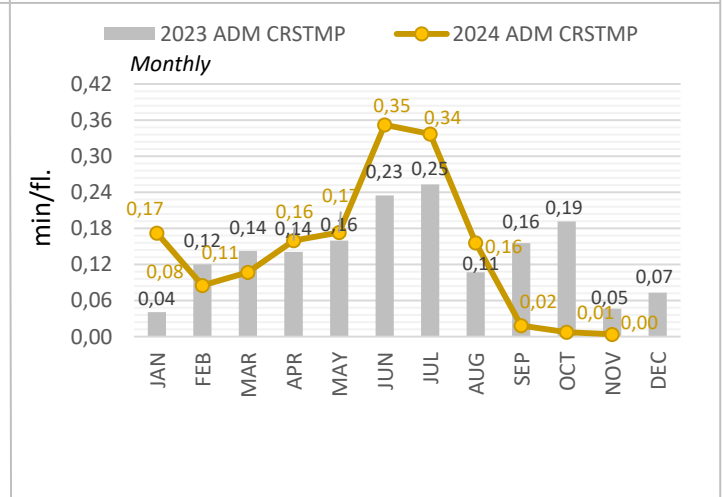
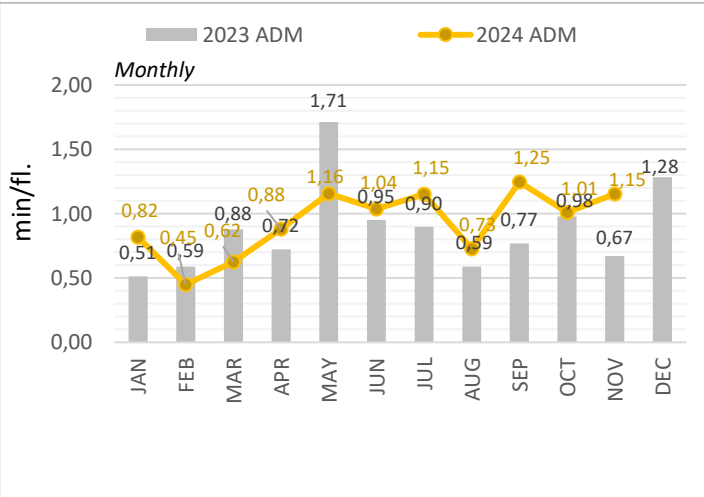
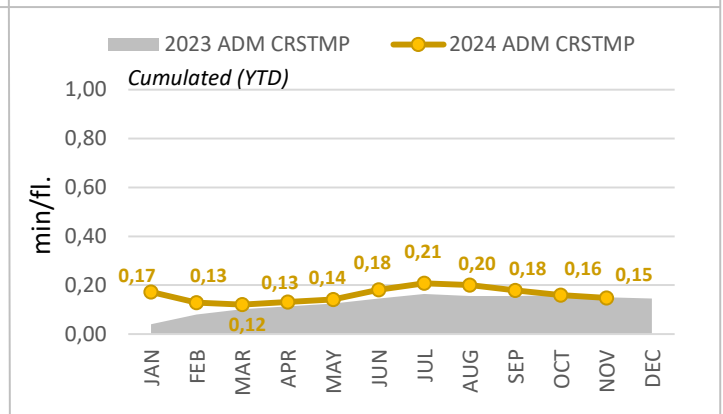
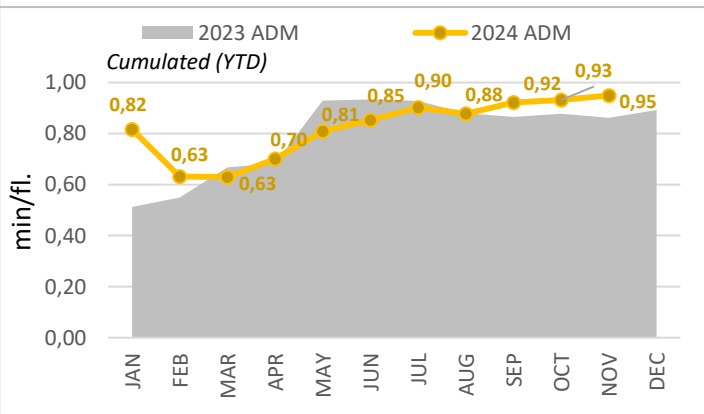
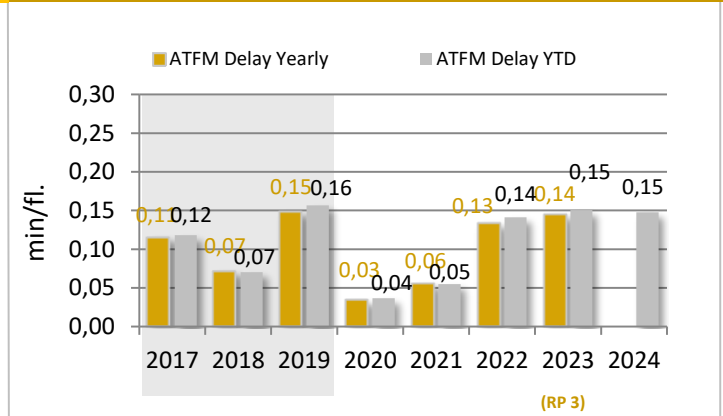
## KPI #2: Arrival ATFM delay per controlled flight (FABEC)

	YTD 2024	YTD 2023	YTD 2024	YTD 2023
<b>Arrival Delay All causes</b>	<b>0,95</b>	0,86	<b>Arrival Delay CRSTMP causes</b>	0,15
<i>Diff. 2024 - 2023</i>	+ 10 %		<i>Diff. 2024 - 2023</i>	- 2 %
<b>Minute ('000) ALL causes</b>	<b>2015</b>	1.767	<b>Minute ('000) CRSTMP causes</b>	313
<i>Diff. 2024 - 2023</i>	+ 14 %		<i>Diff. 2024 - 2023</i>	+ 1 %
<b>Traffic ('000)</b>	<b>2.122</b>	2.052		
<i>Diff. 2024 - 2023</i>	+ 3 %			

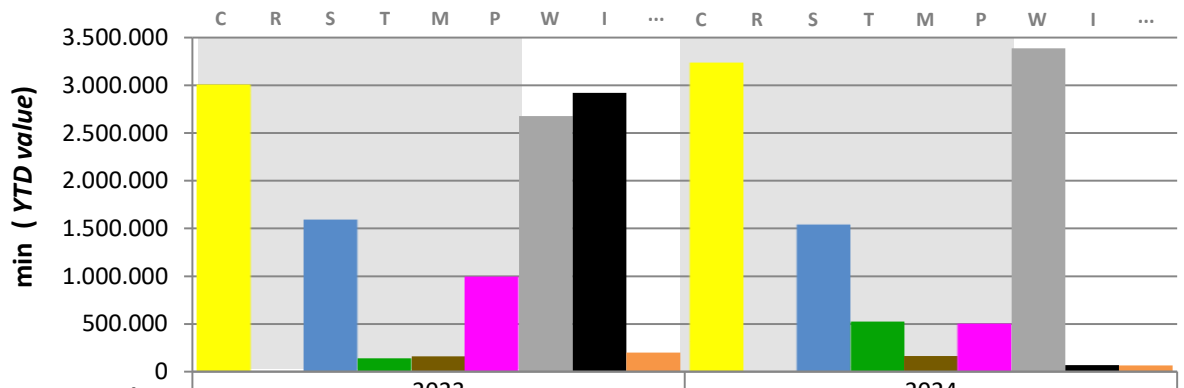
### All Delay Causes



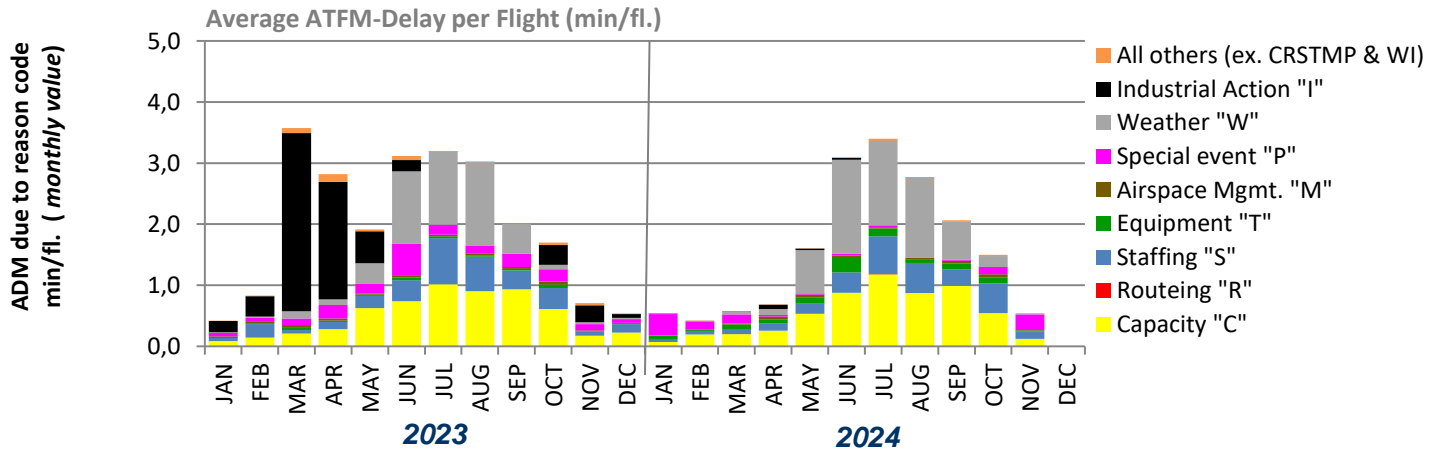
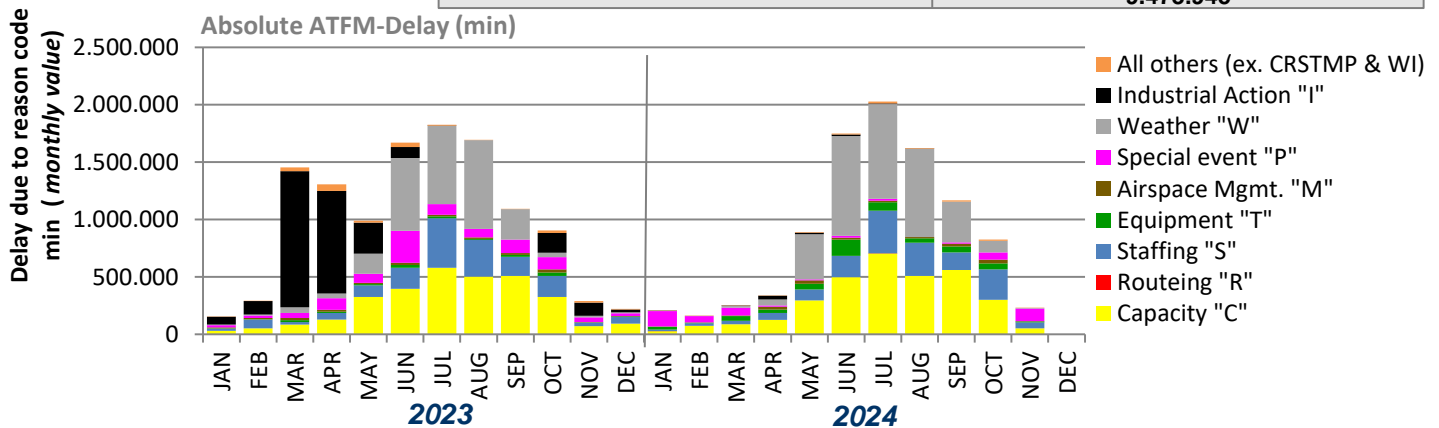
### CRSTMP Delay Causes



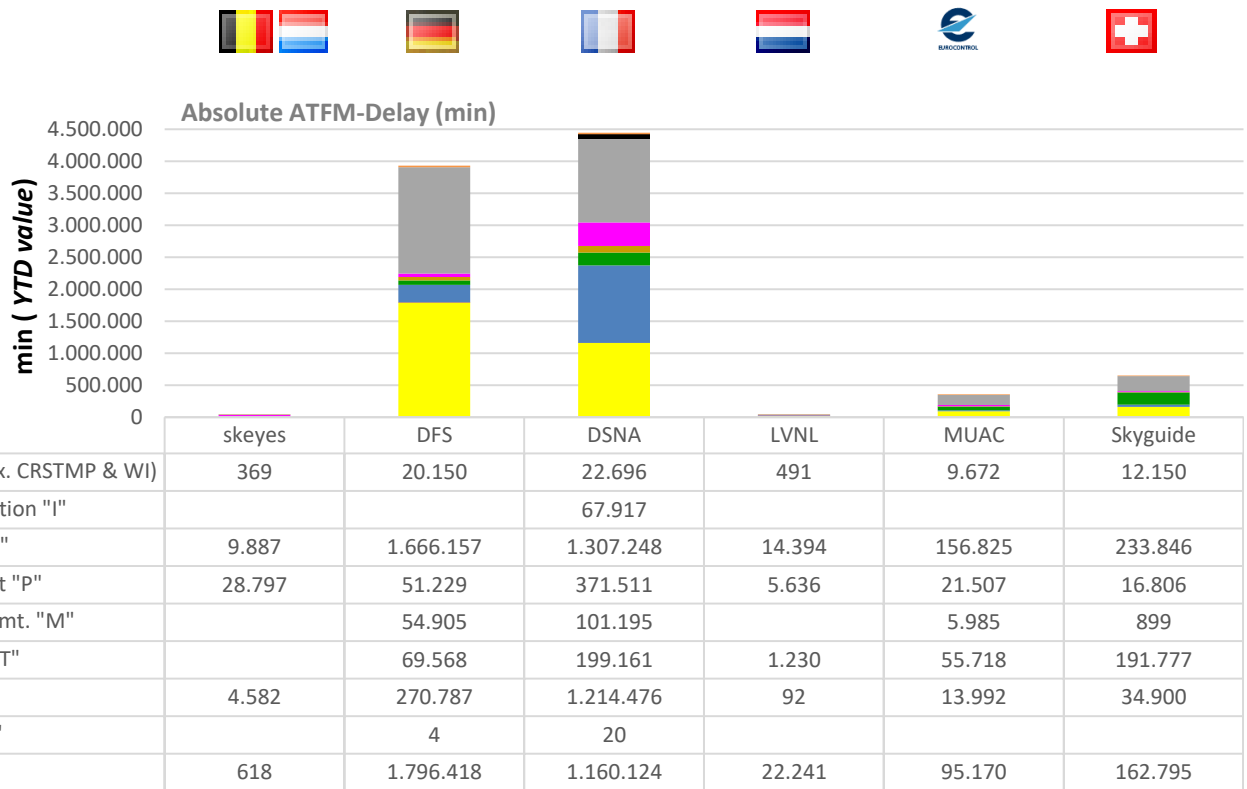
## KPI #1: En-route ATFM delay per reason code (FABEC)



Delay due to reason code:	2023	2024
Capacity "C"	3.008.473	3.237.366
Routeing "R"	0	24
Staffing "S"	1.588.161	1.538.829
Equipment "T"	136.492	517.454
Airspace Mgmt. "M"	161.624	162.984
Special event "P"	981.261	495.486
Weather "W"	2.678.892	3.388.357
Industrial Action "I"	2.920.387	67.917
All others (ex. CRSTMP & WI)	200.802	65.528
<b>CRSTMP:</b>	<b>5.876.011</b>	<b>5.952.143</b>
<b>TOTAL:</b>	<b>11.676.092</b>	<b>9.473.945</b>

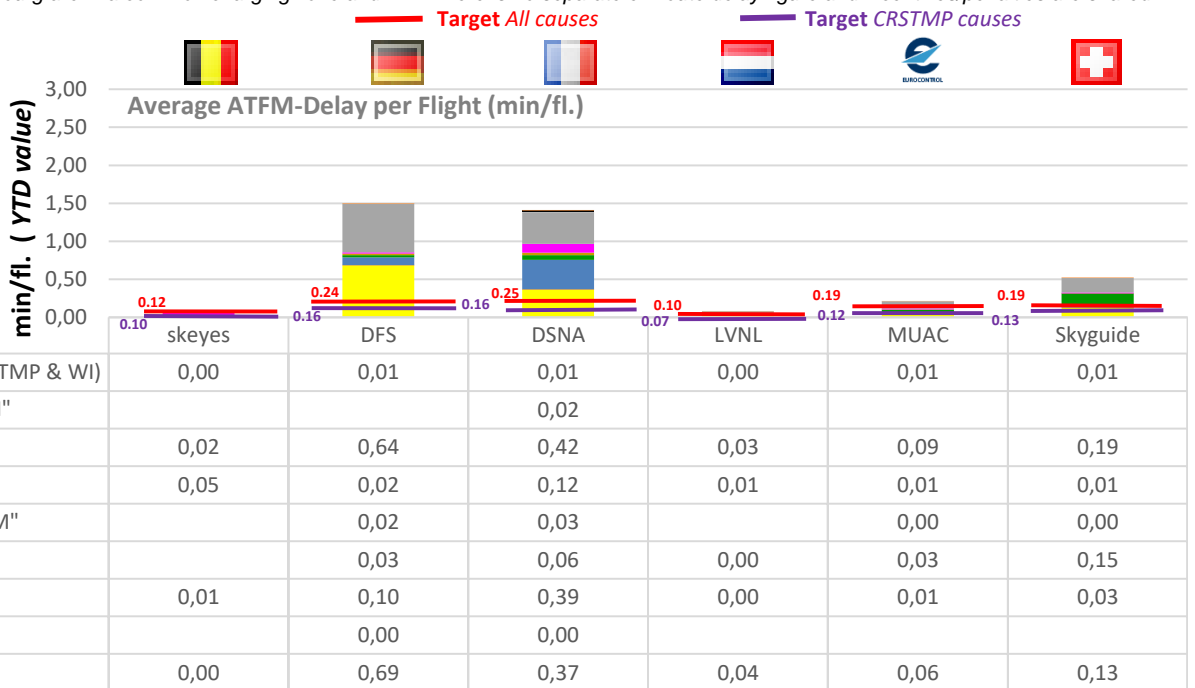


## KPI #1: En-route ATFM delay per controlled flight (ANSP)



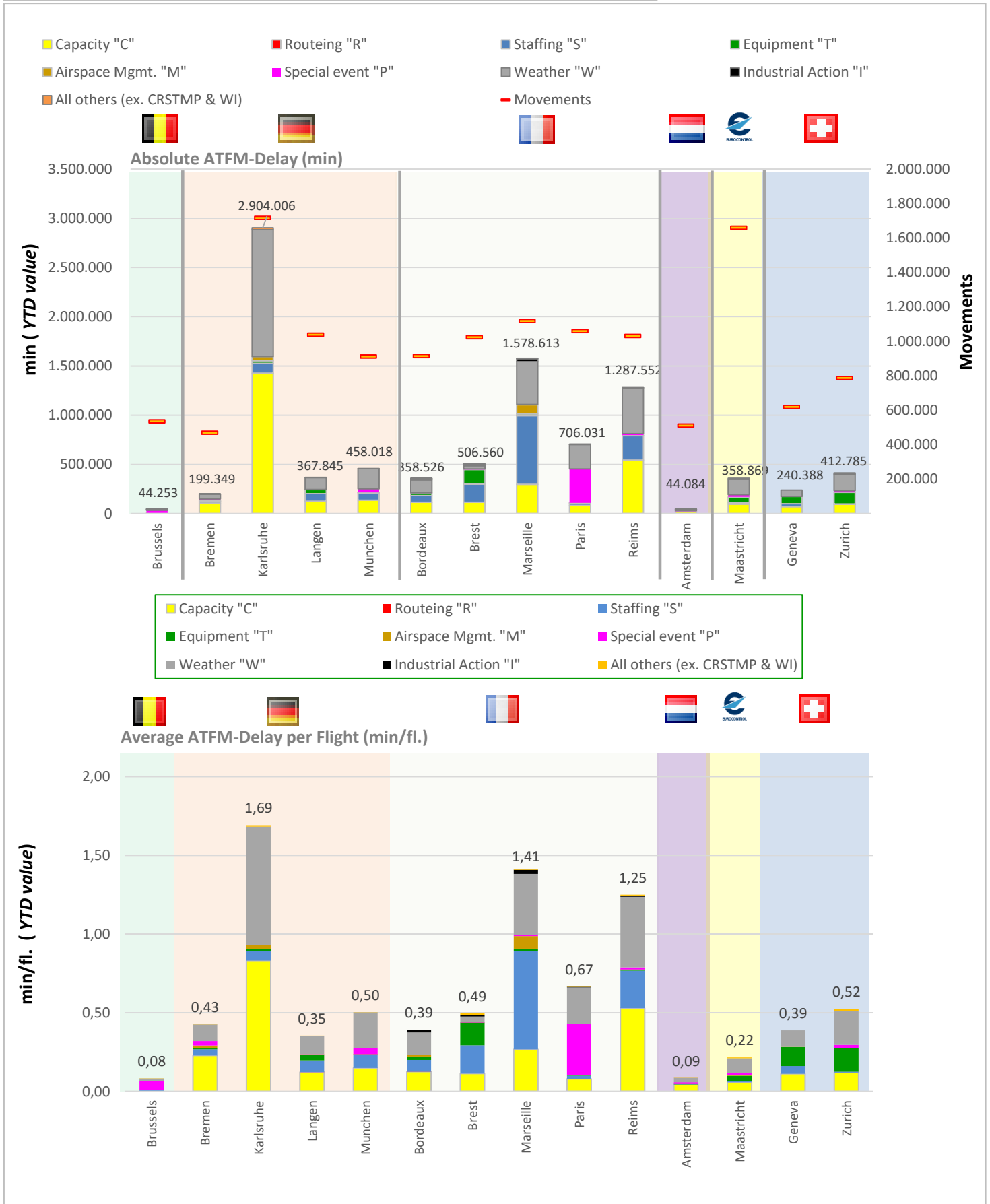
<b>CRSTMP:</b>	<b>33.997</b>	<b>2.242.911</b>	<b>3.046.487</b>	<b>29.199</b>	<b>192.372</b>	<b>407.177</b>
<b>TOTAL:</b>	<b>44.253</b>	<b>3.929.218</b>	<b>4.444.348</b>	<b>44.084</b>	<b>358.869</b>	<b>653.173</b>

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

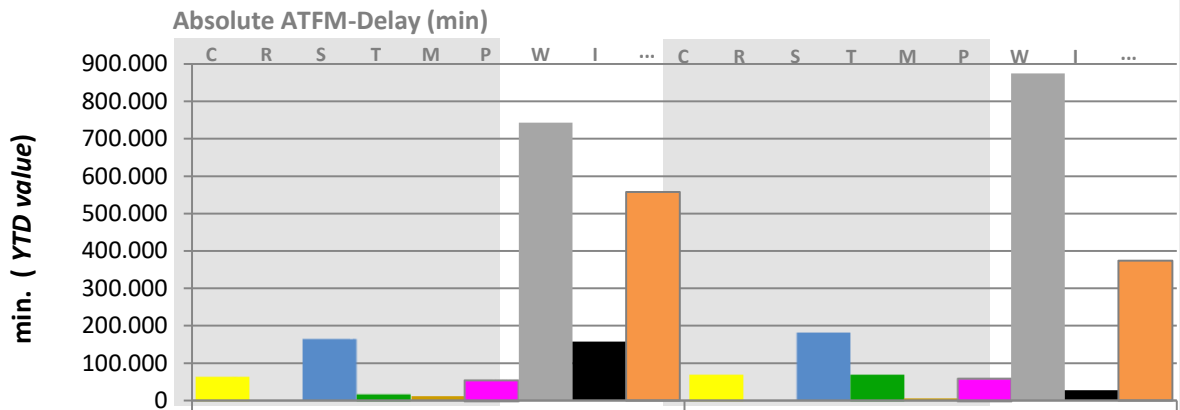


<b>CRSTMP:</b>	<b>0,06</b>	<b>0,86</b>	<b>0,97</b>	<b>0,05</b>	<b>0,12</b>	<b>0,33</b>
<b>TOTAL:</b>	<b>0,08</b>	<b>1,50</b>	<b>1,41</b>	<b>0,08</b>	<b>0,22</b>	<b>0,53</b>

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

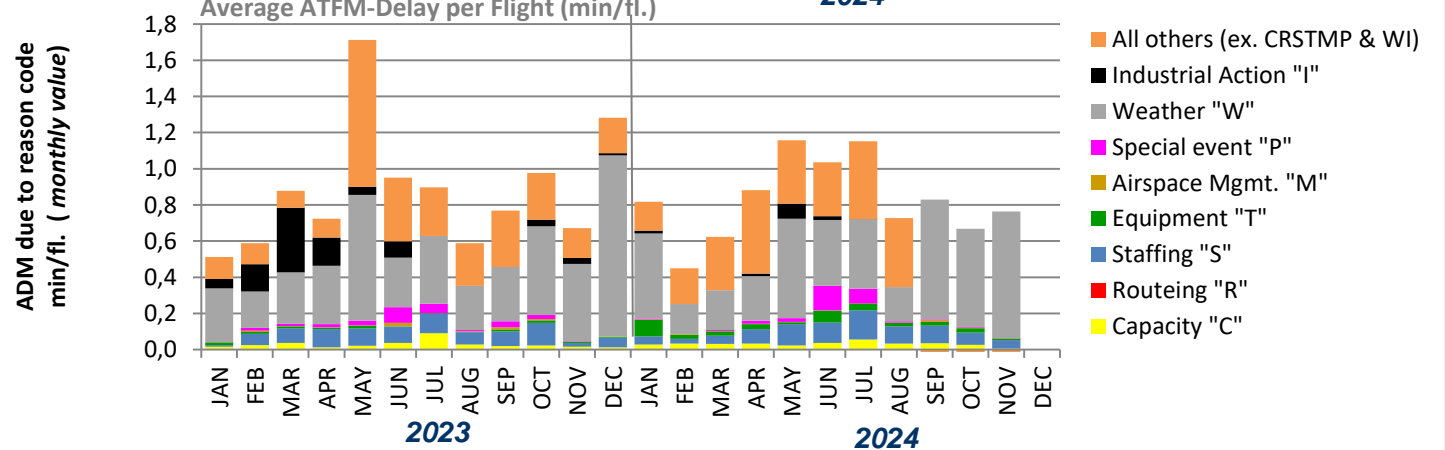
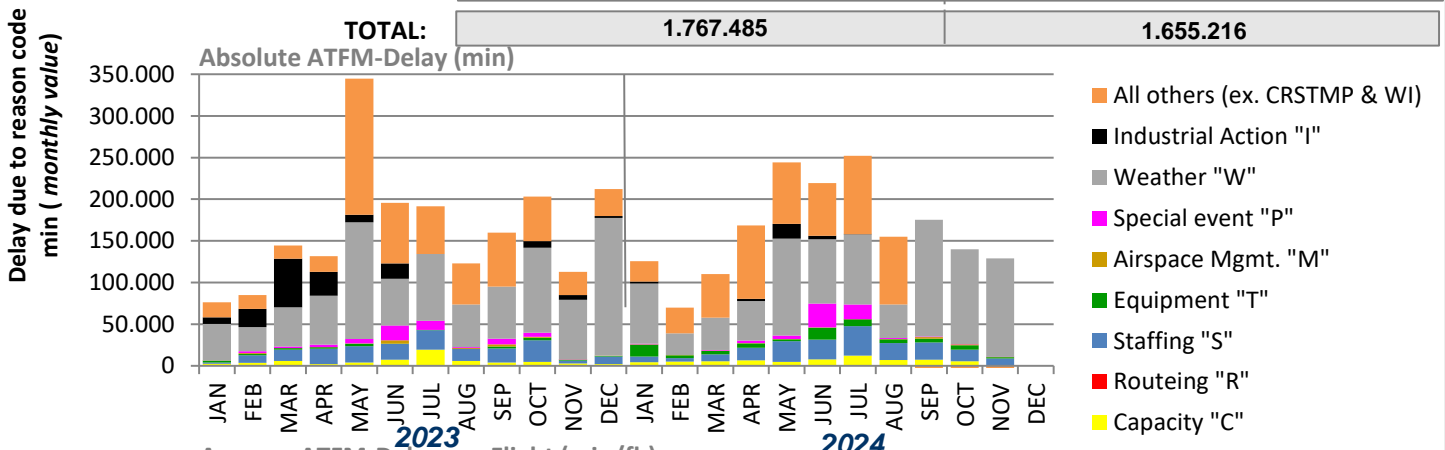


## KPI #2: Arrival ATFM delay per reason code (FABEC)

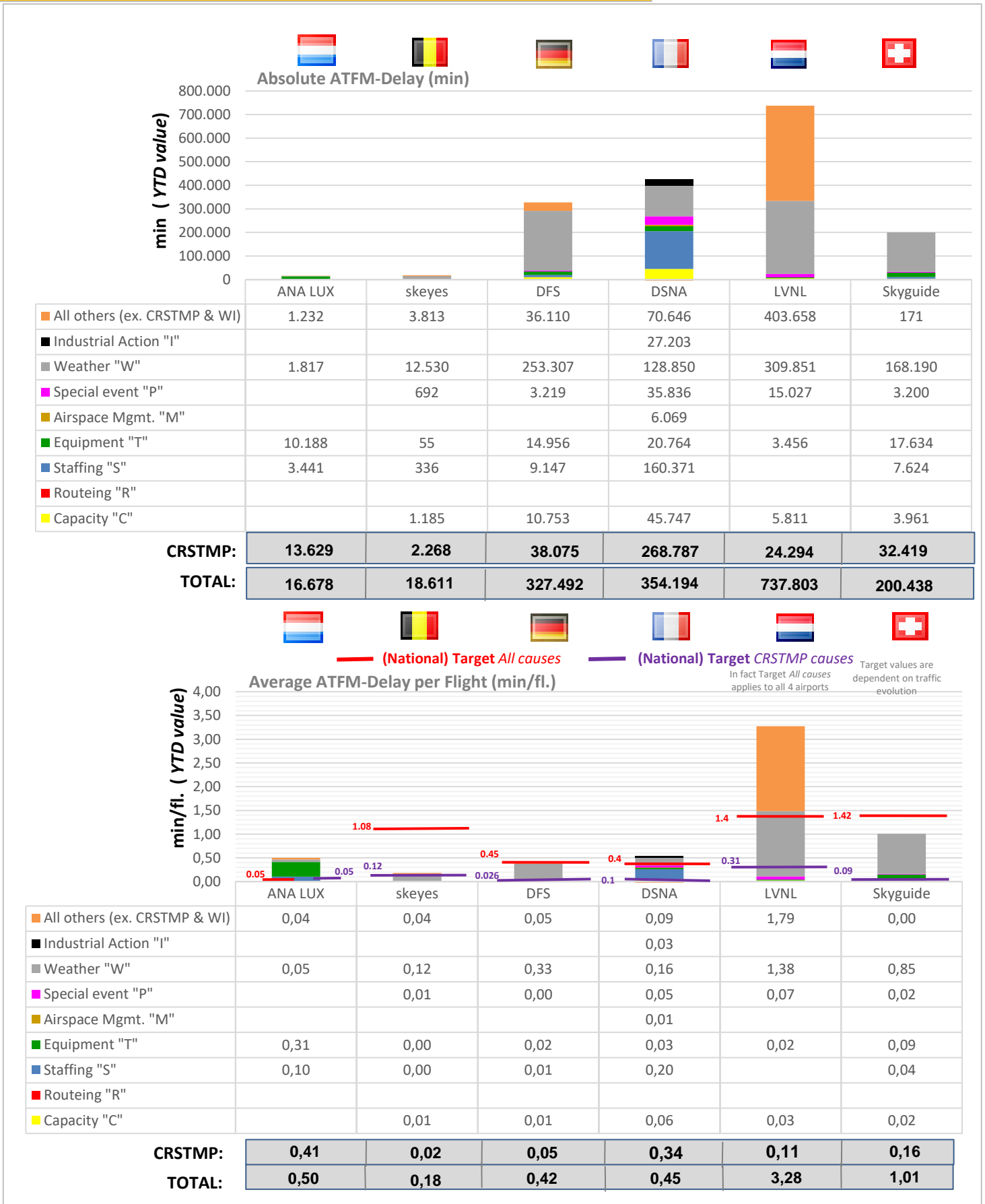


Delay due to reason code:	2023	2024
Capacity "C"	62.144	67.457
Routing "R"	0	0
Staffing "S"	164.216	180.919
Equipment "T"	17.565	67.053
Airspace Mgmt. "M"	11.308	6.069
Special event "P"	53.875	57.974
Weather "W"	743.127	874.545
Industrial Action "I"	157.280	27.203
All others (ex. CRSTMP & WI)	557.970	373.996

<b>CRSTMP:</b>	<b>309.108</b>	<b>379.472</b>
<b>TOTAL:</b>	<b>1.767.485</b>	<b>1.655.216</b>



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



## Glossary

Cause	CODE	Guidelines for Application
ATC Capacity	<b>C</b>	En Route: Demand exceeds or complexity reduces declared or expected ATC capacity Airport: Demand exceeds declared or expected ATC capacity.
ATC Industrial Action	<b>I</b>	Reduction in any capacity due to industrial action by ATC staff
ATC Routeings	<b>R</b>	Network solutions / scenarios used to balance demand and capacity
ATC Staffing	<b>S</b>	Unplanned staff shortage reducing expected capacity.
ATC Equipment	<b>T</b>	Reduction of expected or declared capacity due to the non-availability or degradation of equipment used to provide an ATC service.
Accident / Incident	<b>A</b>	Reduction of expected ATC capacity due to an aircraft accident / incident.
Aerodrome Capacity	<b>G</b>	Reduction in declared or expected capacity due to the degradation or non-availability of infrastructure at an airport. e.g. Work in Progress, shortage of aircraft stands etc. Or when demand exceeds expected aerodrome capacity.
Equipment NON ATC- to be Aerodrome Services	<b>E</b>	Reduced capacity due to the degradation or non-availability of support equipment at an airport e.g. Fire Service, De-icing / snow removal equipment or other ground handling equipment.
Industrial Action NON ATC	<b>N</b>	A reduction in expected / planned capacity due to industrial action by non ATC personnel.
Airspace Management	<b>M</b>	Reduction in declared or expected capacity following changes in airspace / route availability due to small scale military activity.
Special Event	<b>P</b>	Reduction in planned, declared or expected capacity or when demand exceeds the above capacities as a result of a major sporting, governmental or social event. It may also be used for ATM system upgrades and transitions. Large multinational military exercises may also use this reason. This category should only be used with prior approval during the planning process.
Weather	<b>W</b>	Reduction in expected capacity due to any weather phenomena. This includes where weather impacts airport infrastructure capacity, but where aerodrome services are operating as planned / expected.
Environmental Issues	<b>V</b>	Reduction in any capacity or when demand exceeds any capacity due to agreed local noise, runway usage or similar procedures. This category should only be used with prior agreement in the planning process.
Other	<b>O</b>	This should only be used in exceptional circumstances when no other category is sufficient. An explanatory ANM remark MUST be given to allow post ops analysis.

### CRSTMP:

ATC Capacity (**C**), ATC Routeings (**R**), ATC Staffing (**S**), ATC Equipment (**T**), Airspace Management (**M**), Special Event (**P**); a set of regulation codes which are defined in the Common Charging Scheme Regulation (IR 2019/317) and subject to financial incentive.

**Note:** Arrival figures (traffic and delay) do only include EBBR and EBLG for Belgium and only EHAM for the Netherlands.

### TABLE OF ABBREVIATIONS

**ADM** - Average en-route ATFM Delay per Movement  
**ANSP** - Air Navigation Service Provider  
**ATFM** - Air Traffic Flow Management  
**ANM** - Aeronautical Notification Message  
**FABEC** - Functional Airspace Block Europe Central

**ATM** - Air Traffic Management  
**PRU** - Performance Review Unit  
**YTD** - Year to Date value  
**FPP** - FABEC Performance Plan  
**CODA** - Central Office for Delay Analysis

## FABEC Performance Report Capacity:

Editor: FABEC PMG

Sources: EUROCONTROL, FABEC ANSPs

Status: November 2024

[www.FABEC.eu](http://www.FABEC.eu)

### Notice

The FABEC PMG has made every effort to ensure that the information and analysis contained in this document are as accurate and complete as possible.

Only information from quoted sources has been used and information relating to named parties has been checked with the parties concerned.

Despite these precautions, should you find any errors or inconsistencies we would be grateful if you could please bring them to the FABEC PMG's attention.