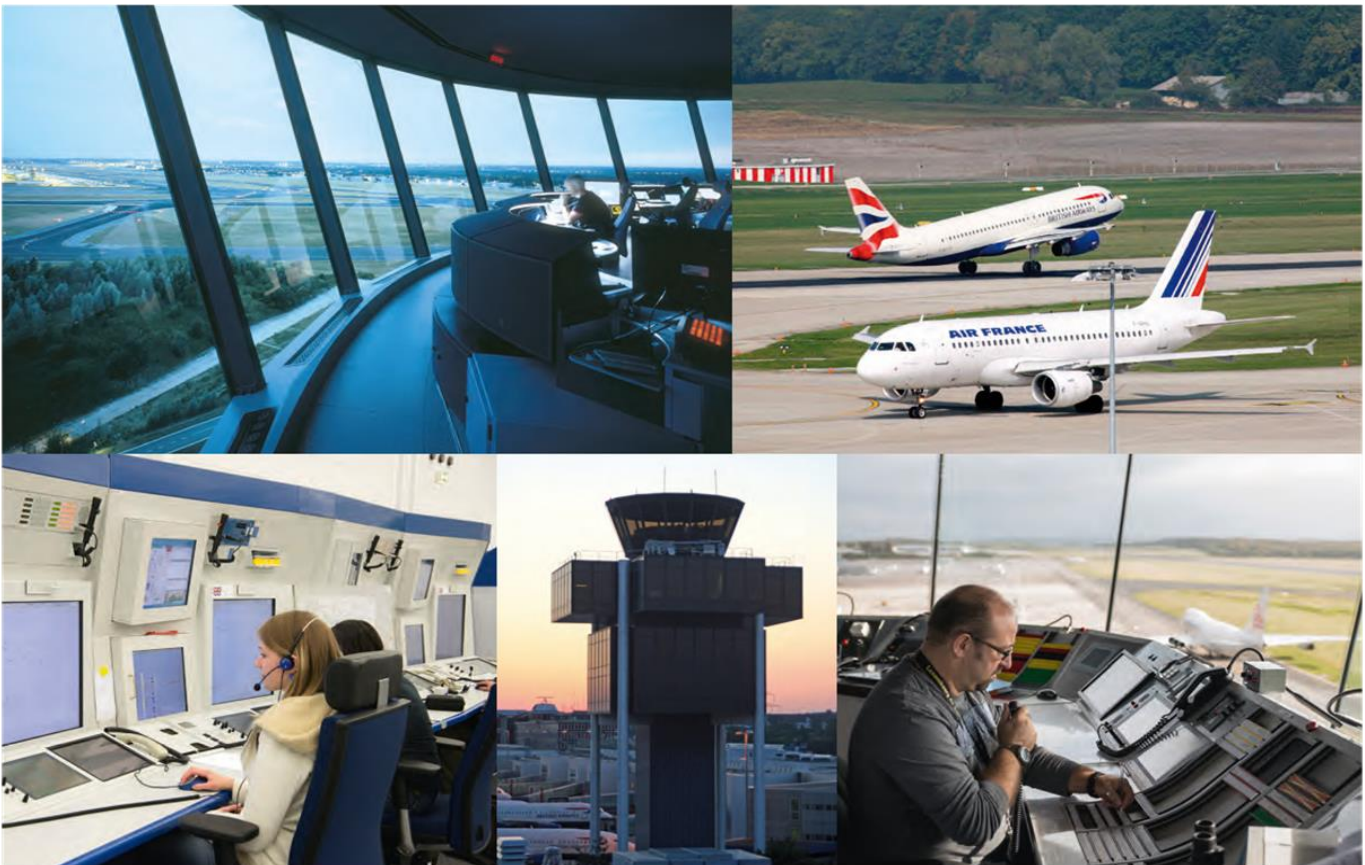




PERFORMANCE REPORT 2020 - 2024

CAPACITY

March 2024



making the difference

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Description & Analysis

Europe

Traffic in March 2024 (789,193 flights) was 5.6% higher than in March 2023. All of the top 20 ACCs had positive traffic growth compared to March 2023. French ACCs saw double-digit traffic growth compared to the previous year, which had been significantly impacted by several ATC industrial action events in France.

On average, the network saw 25,458 flights/day in March, approximately 1,500 flights/day more than in March 2023. The peak day was Friday 22 March (28,581 flights). The intra-NM SW axis saw 6.6% growth compared to March 2023 and the SE axis saw 5.0% growth. Domestic traffic remained stable (+1.6%). The war in Ukraine continues to affect overflights in several countries.

Ryanair was the busiest operator with, on average, 2,522 movements per day followed by easyJet (1,397), Turkish Airlines (1,295), Lufthansa (1,027) and Air France (886). Five air operators had double-digit percentage growth compared to last year: KLM (812, +13.3%), Pegasus (452, +16.0%), Swiss (401, 10.9%) and Aegean (270, 14.3%). The top 5 airports in March 2024 remained unchanged compared to February 2024: the busiest airport was Istanbul (1,315 flights/day), followed by London Heathrow (1,283 flights/day), Amsterdam Schiphol (1,271 flights/day), Paris-Charles de Gaulle (1,178 flights/day) and Madrid-Barajas (1,106 flights/day).

In March 2024, compared to March 2023, the Low-cost segment was the main driver of the flight growth, contributing 826 additional daily flights (+11.4%) to the network. Following closely, the Mainline segment saw an increase of 749 extra daily flights (+8.7%). The Charter segment recorded a 6.4% increase, driven largely by robust flows in domestic Spain Continental (including the Balearics), adding 20 flights per day. Conversely, the All-cargo segment declined by -12.6% with fewer daily flights on domestic routes in Türkiye (-13), Germany <-> Italy (-11) as well as domestic routes in Sweden (-7), Spain Continental (-7) and Norway (-7). Despite a -1.7% decrease in Business aviation compared to March 2023, it remained the only segment surpassing the flight levels of 2019, reaching 105% in March 2024. The Regional segment was stable, decreasing by -0.1% compared to March 2023.

Network departure punctuality (75.0%) and arrival punctuality (79.8%) remained stable compared to February 2024. Punctuality on domestic routes and the SE axis was higher than punctuality at network level. Out-of-area flights had a departure punctuality of 65.9% and arrival punctuality of 77.0%, which were lower than punctuality at network level. Network first rotation arrival punctuality was 84.3%. Improving first rotation punctuality remains a key objective for the Network Manager.

There were 791,180 minutes of ATFM delay in March, 63.6% lower than in March 2023, where most ATFM delays were due to French industrial action. En-route delays accounted for 50.9% of these ATFM delays, and airport delays accounted for 49.1%. The average en-route ATFM delay per flight for the network was 0.5 minutes in March. Flow measures were mainly due to airport weather and en-route ATC capacity. Strong winds and low visibility significantly impacted operations at London Heathrow, Amsterdam Schiphol and Lisbon airports (Source: NM).

Delays from the passengers' point of view

For March 2024, the Central Office for Delay Analysis (CODA) reported that the average delay per flight on departure was 10.9 minutes per flight - a decrease of 6.1 minutes per flight compared to February 2023. 27% of the total delay can be attributable to air traffic control. Airlines caused 55% 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 13% can be allocated to other reasons (Source: CODA-Dashboard-03-2024, Date 03/05/2024).

FABEC

In the FABEC area, traffic decreased by 7.0% in March 2024 compared to the same month in 2019. Traffic was down in nearly all ANSPs but with significant differences, from -13.2% in DFS, -12.0% in skeyes, -7.4% in MUAC to -2.1% in Skyguide or even an increase of traffic by +0.8% in DSNA. Airport traffic dropped significantly (-16.8% in the FABEC area) with higher disparities between ANSPs. Landings decreased by an impressive -27.5% in DFS, -15.2% in skeyes, -11.1% in DSNA to -3.3% in LVNL.

In March 2024, Paris ACC (64 226 min), Reims ACC (35 347 min) and Geneva ACC (30 935 min) were the units to generate the most en-route ATFM delays. In Paris, delays were due to 'Special Event' (80%, 4-Flight live trial), 'ATC-Capacity' (11%), 'Staffing' (5%) and 'Weather' (4%); in Reims, 'ATC-Capacity' (54%), 'Special Event' (28%), 'Staffing' (10%), 'Weather' (5%), 'Equipment (ATC)' (1%) and 'Aerodrome Capacity' (1%); in Geneva, 'Equipment (ATC)' (61%, resilience), 'ATC-Capacity' (20%) and 'Staffing' (19%).

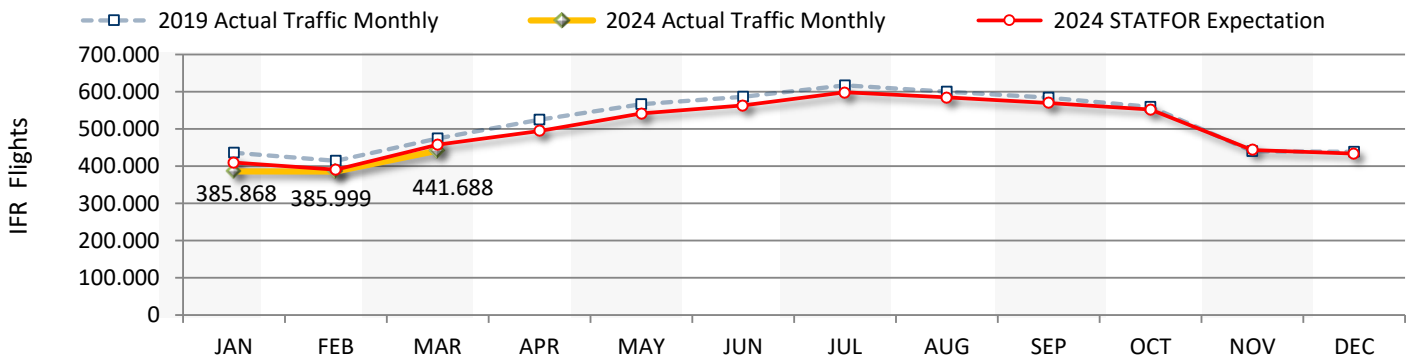
The en-route ATFM delay per flight all causes reached 0.57 min/flt in March 2024 compared to 3.57 min/flt in 2023. After 3 months in 2024, the en-route ATFM delay all causes reach 0.52 whereas the guideline value is 0.28 min/flt. The en-route ATFM delay CRSTMP causes reached 0.49 min/flt at the end of March; this value is, as well, beyond the FABEC guideline value (0.16 min/flt).

Airport ATFM delays were mainly generated in Amsterdam Schiphol/EHAM (52 575 min), Frankfurt Main/EDDF (17 042 min) and Zurich/LSZH (15 080 min). In Amsterdam Schiphol, delays were due to 'Aerodrome Capacity' (79%), 'Weather' (18%), 'Aerodrome Capacity (ATC)' (3%). In Frankfurt Main, delays were due to 'Weather' (80%), 'Aerodrome Services' (11%) and 'Staffing' (9%); in Zurich, 'Weather' (60%), 'Aerodrome Capacity' (37%), 'Staffing' (2%) and 'Aerodrome Capacity (ATC)' (1%).

After 3 months in 2024, DFS, DSNA 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, 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*)

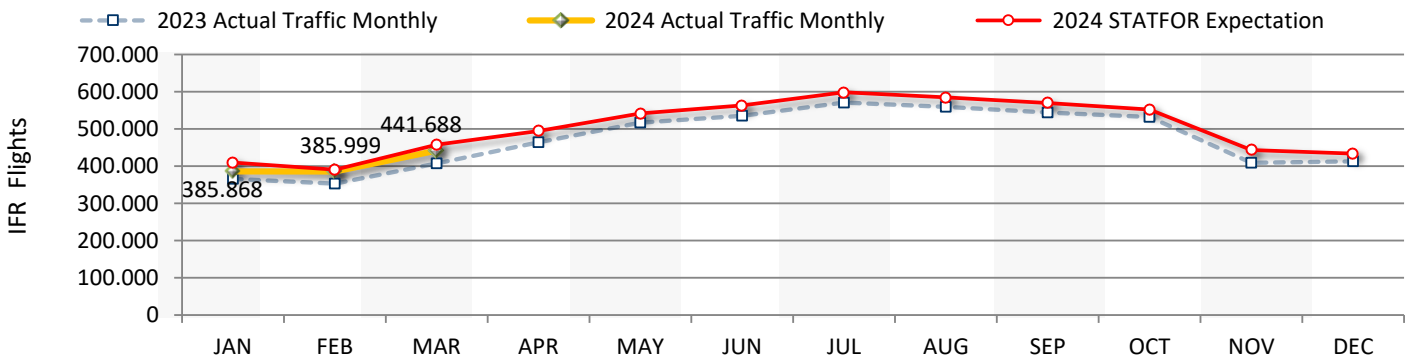
FABEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
2019 Actual Traffic Monthly	435.809	414.272	474.729	524.490	566.051	586.281	617.104	600.261	584.310	558.973	439.854	438.590	1.324.810
2024 Actual Traffic Monthly	385.868	385.999	441.688										1.213.555
Growth (%)	-11,5 %	-6,8 %	-7,0 %										-8,4 %
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 %										
2024 Traffic Cumulated (%)	-5,8 %	-3,6 %	-3,5 %										



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
skeyes													
2019 Actual Traffic Monthly	46.085	42.458	49.539	53.761	57.702	58.513	62.239	59.274	59.410	57.544	46.709	46.631	138.082
2024 Actual Traffic Monthly	39.600	39.692	43.588										122.880
Growth (%)	-14,1 %	-6,5 %	-12,0 %										-11,0 %
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
2024 Actual Traffic Monthly	183.635	182.394	208.971										575.000
Growth (%)	-17,3 %	-13,9 %	-13,2 %										-14,7 %
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
2024 Actual Traffic Monthly	211.771	212.346	246.278										670.395
Growth (%)	-4,4 %	1,2 %	0,8 %										-0,8 %
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
2024 Actual Traffic Monthly	42.261	42.665	46.960										131.886
Growth (%)	-8,3 %	-3,8 %	-7,0 %										-6,5 %
MUAC													
2019 Actual Traffic Monthly	138.773	129.324	147.712	154.875	164.086	166.793	176.133	173.200	168.761	166.082	137.728	139.287	415.809
2024 Actual Traffic Monthly	123.083	122.104	136.740										381.927
Growth (%)	-11,3 %	-5,6 %	-7,4 %										-8,1 %
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
2024 Actual Traffic Monthly	83.530	84.600	97.545										265.675
Growth (%)	-6,5 %	-1,9 %	-2,1 %										-3,5 %

FABEC TRAFFIC DEVELOPMENT (*en-route*)

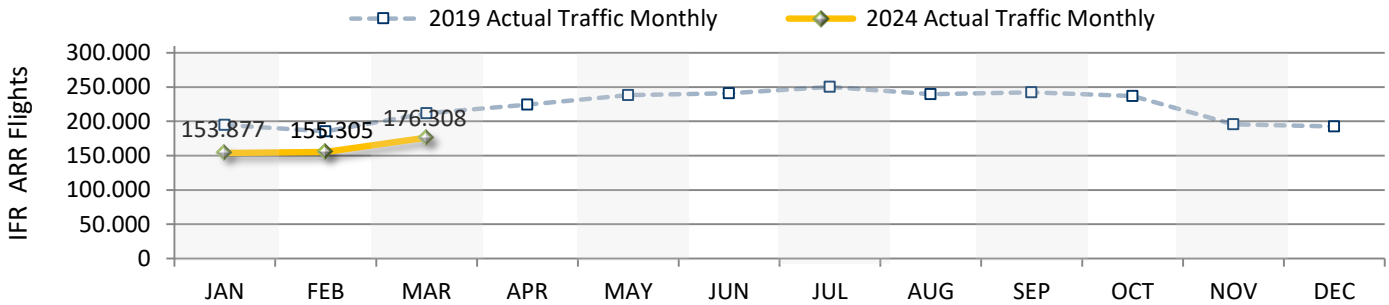
FABEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
2023 Actual Traffic Monthly	365.437	352.988	407.137	463.740	516.846	535.557	570.817	559.010	544.407	532.182	408.813	412.539	1.125.562
2024 Actual Traffic Monthly	385.868	385.999	441.688										1.213.555
Growth (%)	5,6 %	9,4 %	8,5 %										7,8 %
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 %										
2024 Traffic Cumulated (%)	-5,8 %	-3,6 %	-3,5 %										



	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	115.275
2024 Actual Traffic Monthly	39.600	39.692	43.588										122.880
Growth (%)	8,5 %	9,4 %	2,6 %										6,6 %
DFS													
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	538.114
2024 Actual Traffic Monthly	183.635	182.394	208.971										575.000
Growth (%)	5,9 %	10,3 %	4,8 %										6,9 %
DSNA													
2023 Actual Traffic Monthly	201.137	195.983	220.587	259.024	291.610	304.890	330.116	320.315	307.563	296.843	222.481	233.612	617.707
2024 Actual Traffic Monthly	211.771	212.346	246.278										670.395
Growth (%)	5,3 %	8,3 %	11,6 %										8,5 %
LVNL													
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	116.657
2024 Actual Traffic Monthly	42.261	42.665	46.960										131.886
Growth (%)	12,5 %	18,0 %	9,3 %										13,1 %
MUAC													
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	353.145
2024 Actual Traffic Monthly	123.083	122.104	136.740										381.927
Growth (%)	7,7 %	12,6 %	4,9 %										8,2 %
Skyguide													
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	237.086
2024 Actual Traffic Monthly	83.530	84.600	97.545										265.675
Growth (%)	10,3 %	11,8 %	13,8 %										12,1 %

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
2024 Actual Traffic Monthly	153.877	155.305	176.308										485.490
Growth (%)	-21,0 %	-16,2 %	-16,8 %										-18,0 %



	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	8.375
2024 Actual Traffic Monthly	2.412	2.361	2.839										7.612
Growth (%)	-11,6 %	-10,6 %	-5,6 %										-9,1 %

	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	28.922
2024 Actual Traffic Monthly	7.746	8.007	8.728										24.481
Growth (%)	-21,0 %	-9,3 %	-15,2 %										-15,4 %

	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	239.841
2024 Actual Traffic Monthly	54.177	54.490	62.152										170.819
Growth (%)	-30,8 %	-28,2 %	-27,5 %										-28,8 %

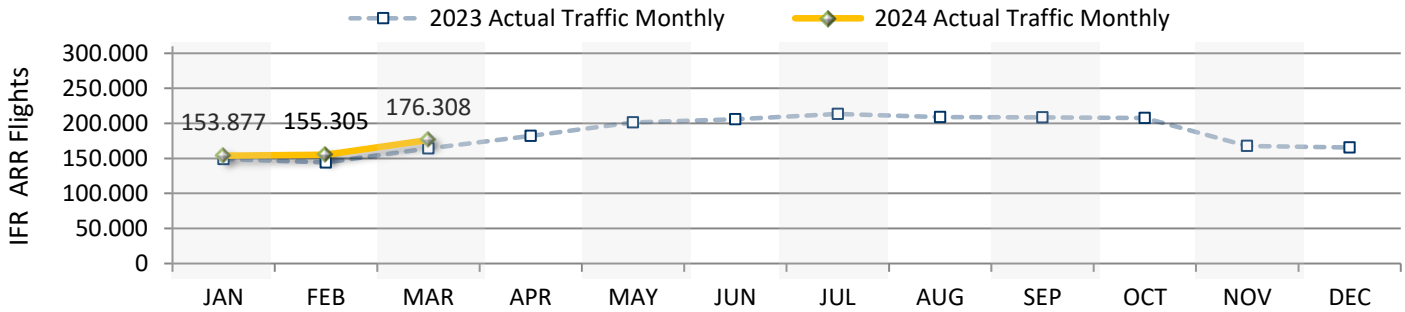
	DSNA												
2019 Actual Traffic Monthly	66.766	63.317	73.401	81.023	84.477	88.656	92.799	86.055	86.206	81.851	67.332	66.631	203.484
2024 Actual Traffic Monthly	55.553	56.506	65.244										177.303
Growth (%)	-16,8 %	-10,8 %	-11,1 %										-12,9 %

	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	57.382
2024 Actual Traffic Monthly	17.985	18.064	19.694										55.743
Growth (%)	-5,3 %	0,2 %	-3,3 %										-2,9 %

	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	54.062
2024 Actual Traffic Monthly	16.004	15.877	17.651										49.532
Growth (%)	-12,5 %	-5,1 %	-7,4 %										-8,4 %

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	457.506
2024 Actual Traffic Monthly	153.877	155.305	176.308										485.490
Growth (%)	3,3 %	7,6 %	7,4 %										6,1 %



	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	7.760
2024 Actual Traffic Monthly	2.412	2.361	2.839										7.612
Growth (%)	-1,1 %	-3,6 %	-1,2 %										-1,9 %

	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	23.022
2024 Actual Traffic Monthly	7.746	8.007	8.728										24.481
Growth (%)	4,6 %	11,2 %	3,7 %										6,3 %

	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	159.763
2024 Actual Traffic Monthly	54.177	54.490	62.152										170.819
Growth (%)	5,0 %	9,8 %	6,1 %										6,9 %

	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	173.560
2024 Actual Traffic Monthly	55.553	56.506	65.244										177.303
Growth (%)	-2,5 %	0,9 %	7,7 %										2,2 %

	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	47.545
2024 Actual Traffic Monthly	17.985	18.064	19.694										55.743
Growth (%)	15,9 %	22,8 %	13,7 %										17,2 %

	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	45.856
2024 Actual Traffic Monthly	16.004	15.877	17.651										49.532
Growth (%)	6,2 %	10,8 %	7,2 %										8,0 %

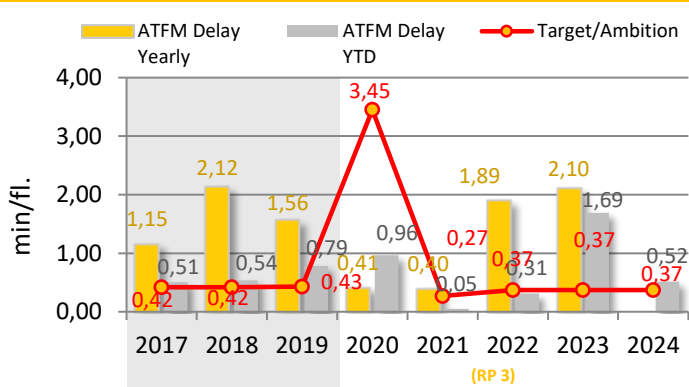
KPI #1: En-route ATFM delay per controlled flight (FABEC)

	YTD 2024	YTD 2023
En-route Delay All causes	0,52	1,69
FABEC Ambition	0,37	
Guideline	0,28	
Minute ('000) ALL causes	627	1.901
Diff. 2024 - 2023	- 67,0 %	
Traffic ('000)	1.214	1.126
Diff. 2024 - 2023	+ 7,8 %	

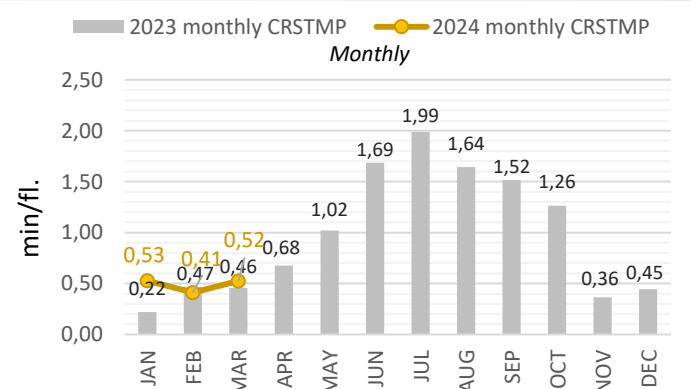
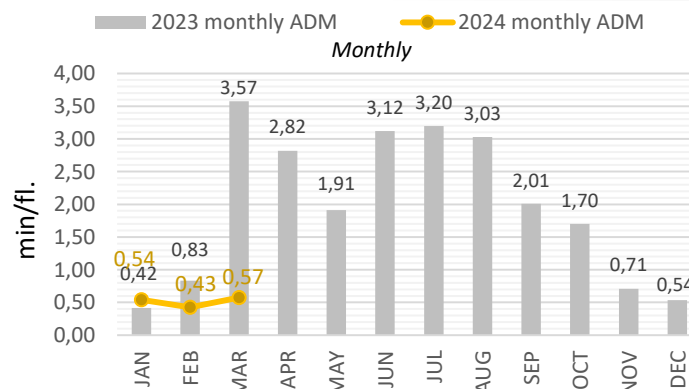
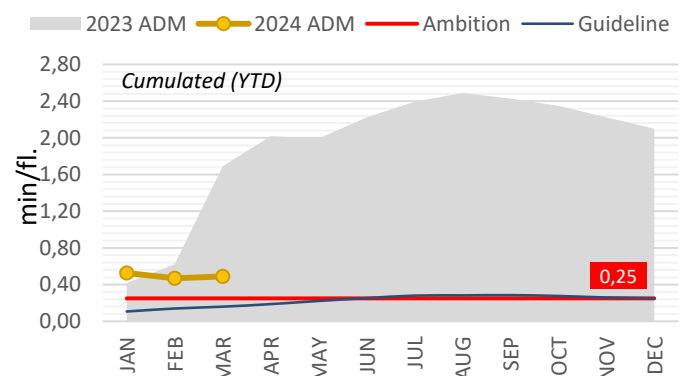
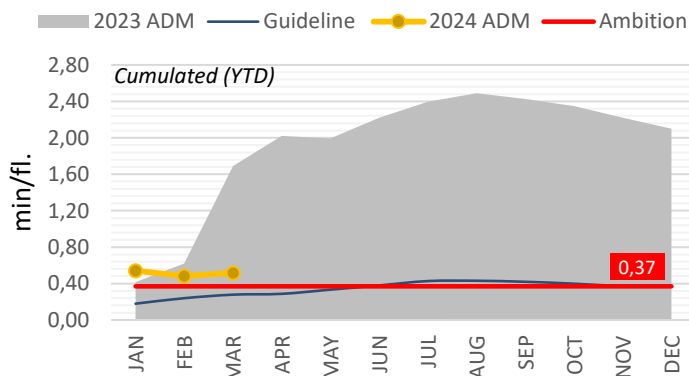
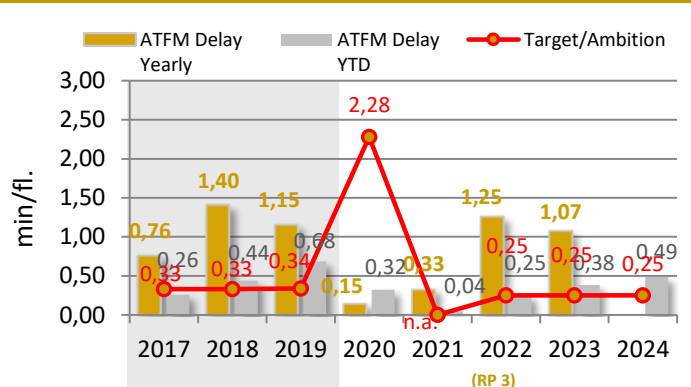
	YTD 2024	YTD 2023
En-route Delay CRSTMP causes	0,49	0,38
FABEC Ambition	0,25	
Guideline	0,16	
Minute ('000) CRSTMP causes	594	430
Diff. 2024 - 2023	+ 38 %	
<i>Potential savings (*) due to underbid the delay Target</i>		
<i>(all Causes) in Mio EURO (YTD)</i>	0,0	

* Cost of ATFM-delay per min = 100 €

All Delay Causes



CRSTMP Delay Causes

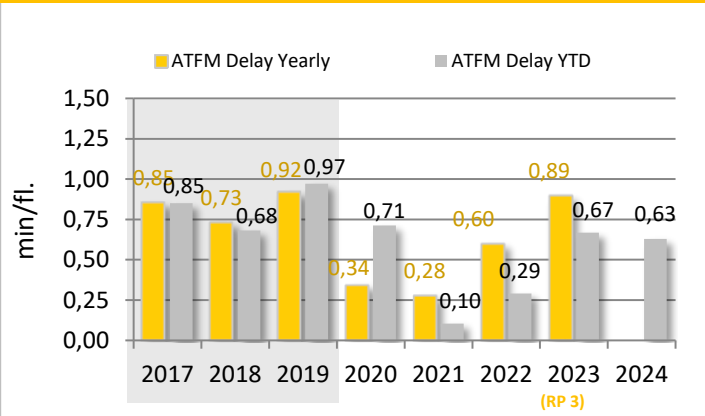


The guideline for the en-route ATFM delay per movement is a basic cumulative extrapolation of the 2017-2019 monthly allocation and is designed to give an impression, how the YTD figures should be, in order to reach the yearly 2024 ambition value set by FABEC States.

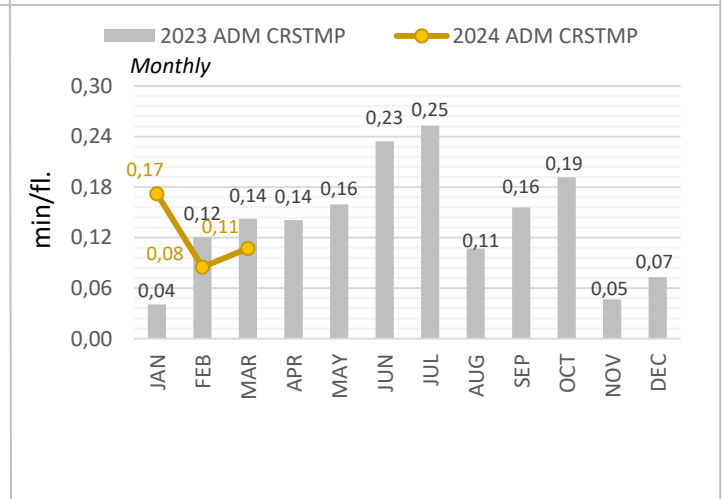
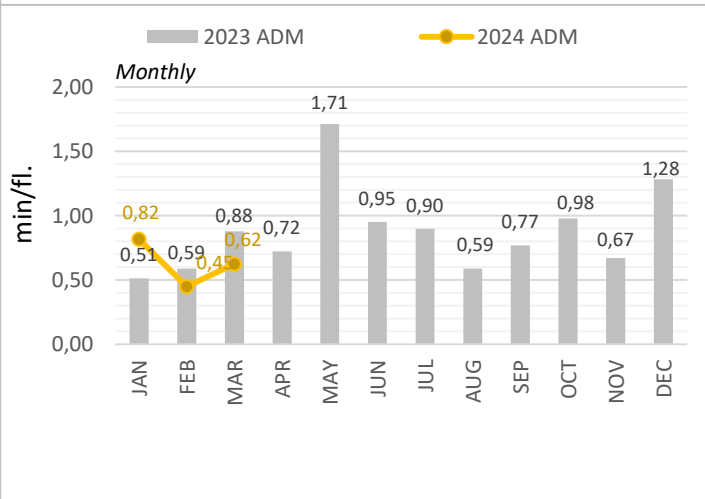
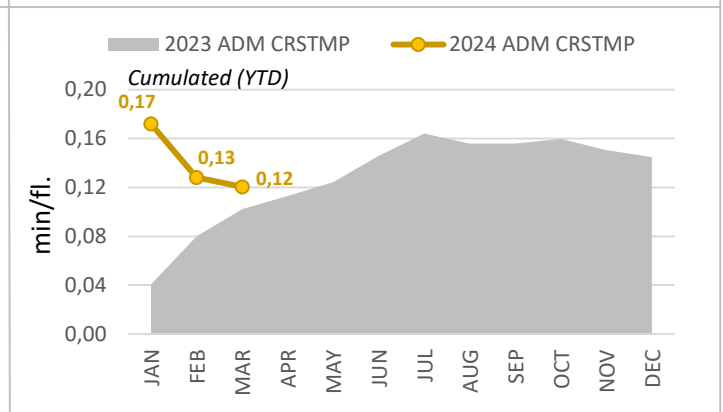
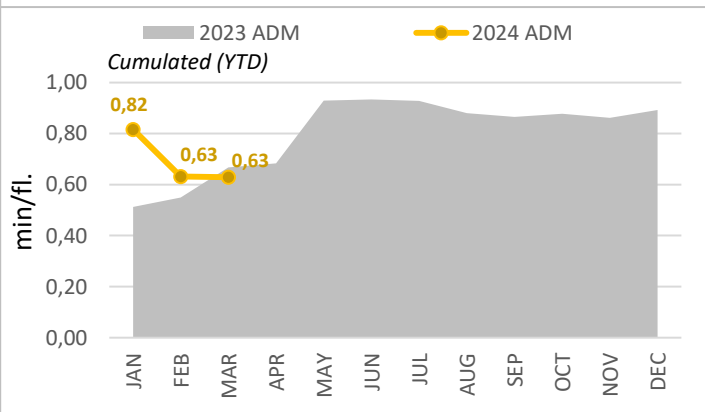
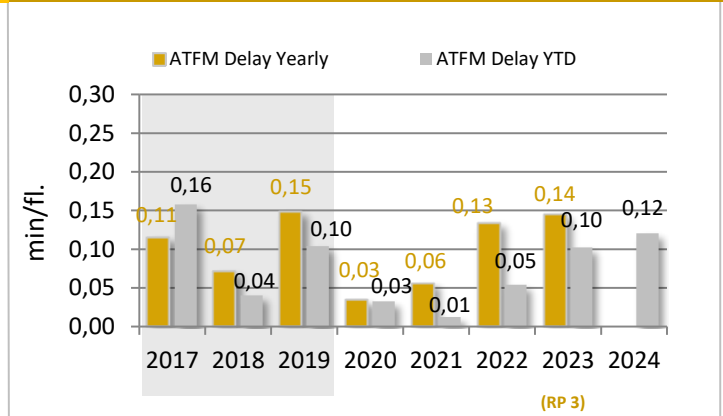
KPI #2: Arrival ATFM delay per controlled flight (FABEC)

	YTD 2024	YTD 2023	YTD 2024	YTD 2023
Arrival Delay All causes	0,63	0,67	0,12	0,10
<i>Diff. 2024 - 2023</i>	- 6 %		+ 18 %	
Minute ('000) ALL causes	305	305	59	47
<i>Diff. 2024 - 2023</i>	- 0 %		+ 25 %	
Traffic ('000)	485	458		
<i>Diff. 2024 - 2023</i>	+ 6 %			

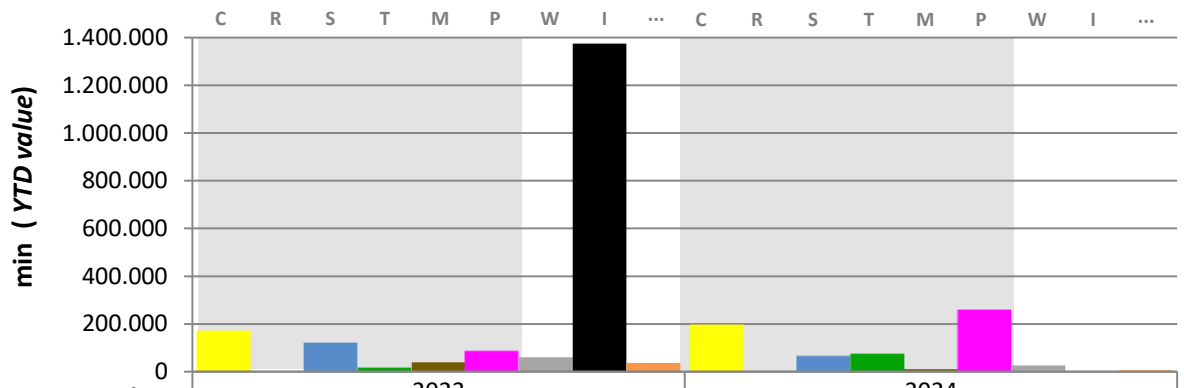
All Delay Causes



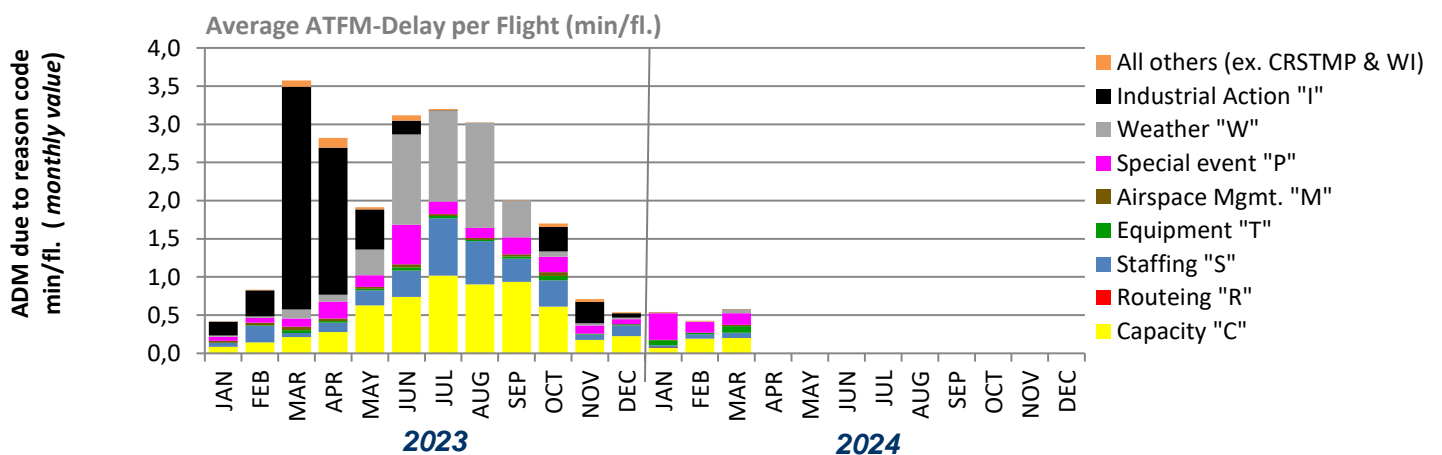
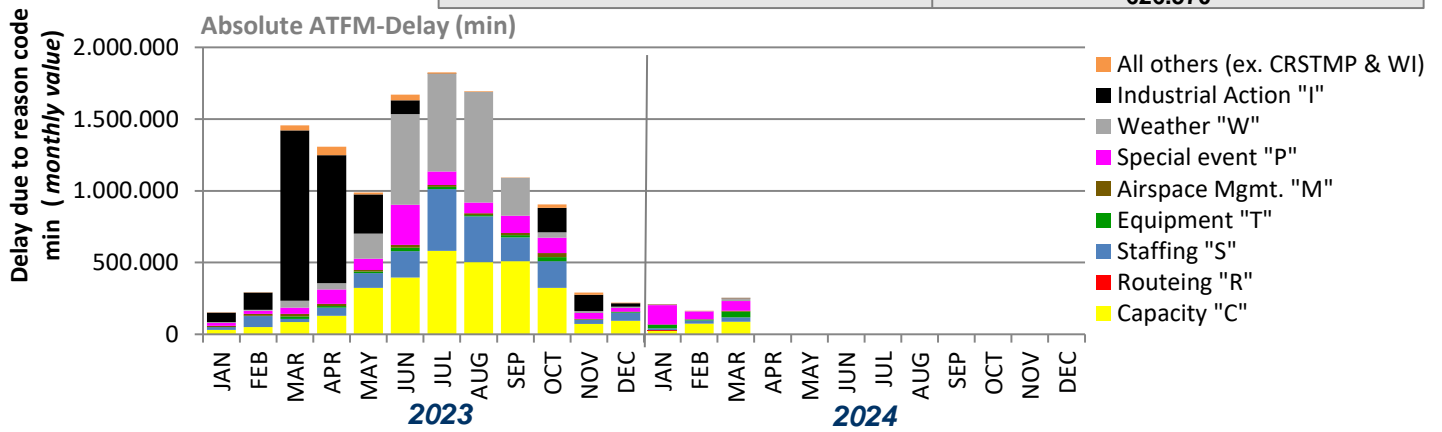
CRSTMP Delay Causes



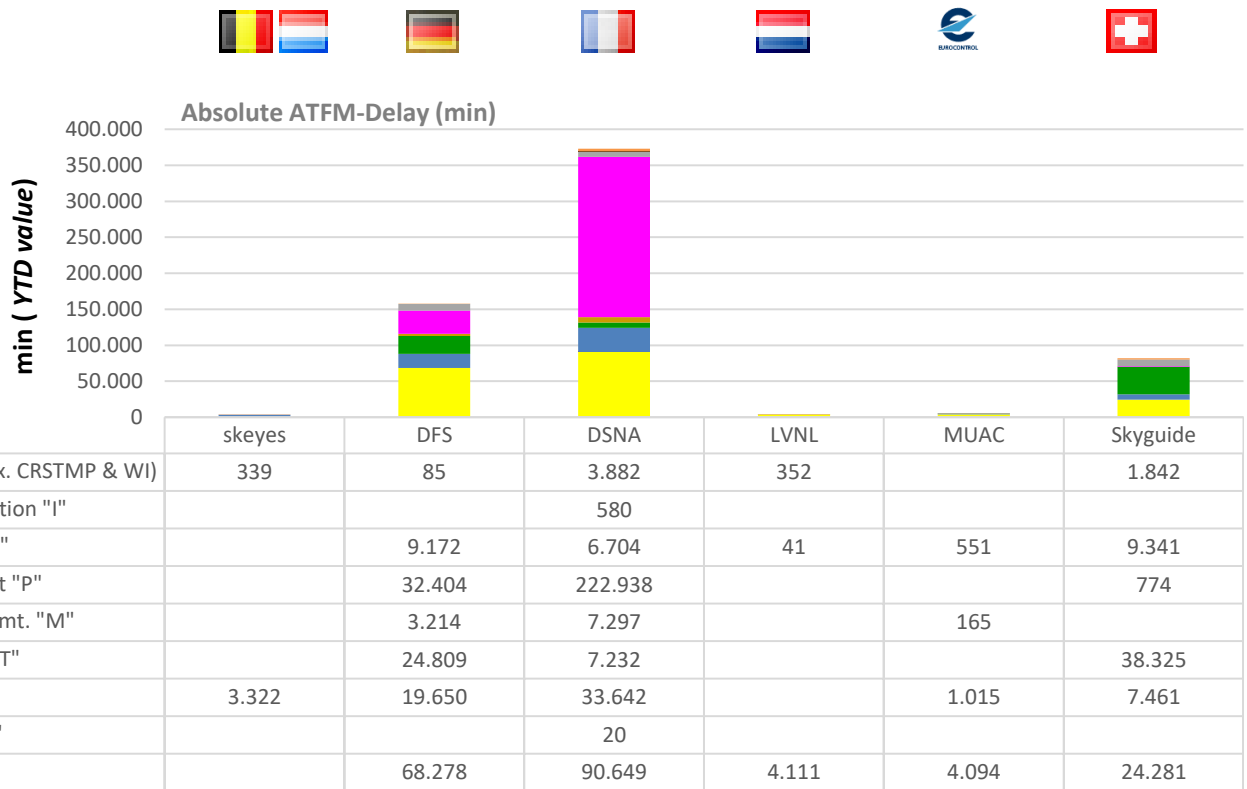
KPI #1: En-route ATFM delay per reason code (FABEC)



Delay due to reason code:	2023	2024
Capacity "C"	168.574	191.413
Routeing "R"	0	20
Staffing "S"	118.114	65.090
Equipment "T"	18.580	70.366
Airspace Mgmt. "M"	38.826	10.676
Special event "P"	85.839	256.116
Weather "W"	60.504	25.809
Industrial Action "I"	1.374.394	580
All others (ex. CRSTMP & WI)	36.415	6.500
CRSTMP:	429.933	593.681
TOTAL:	1.901.246	626.570

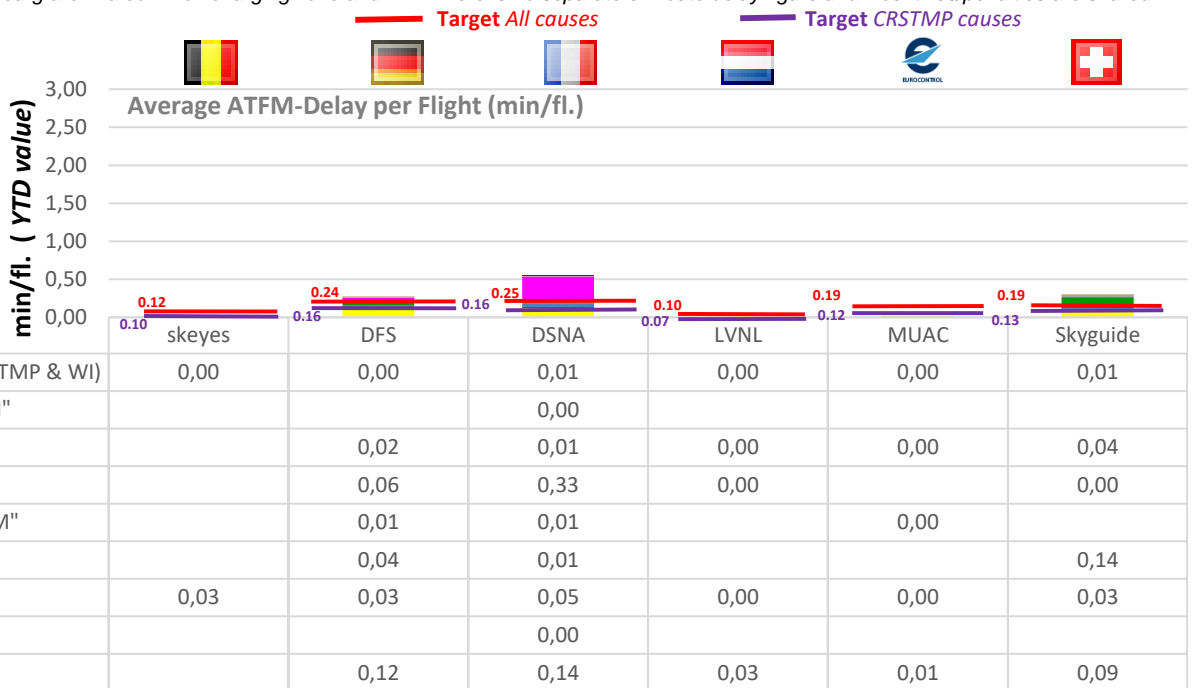


KPI #1: En-route ATFM delay per controlled flight (ANSP)



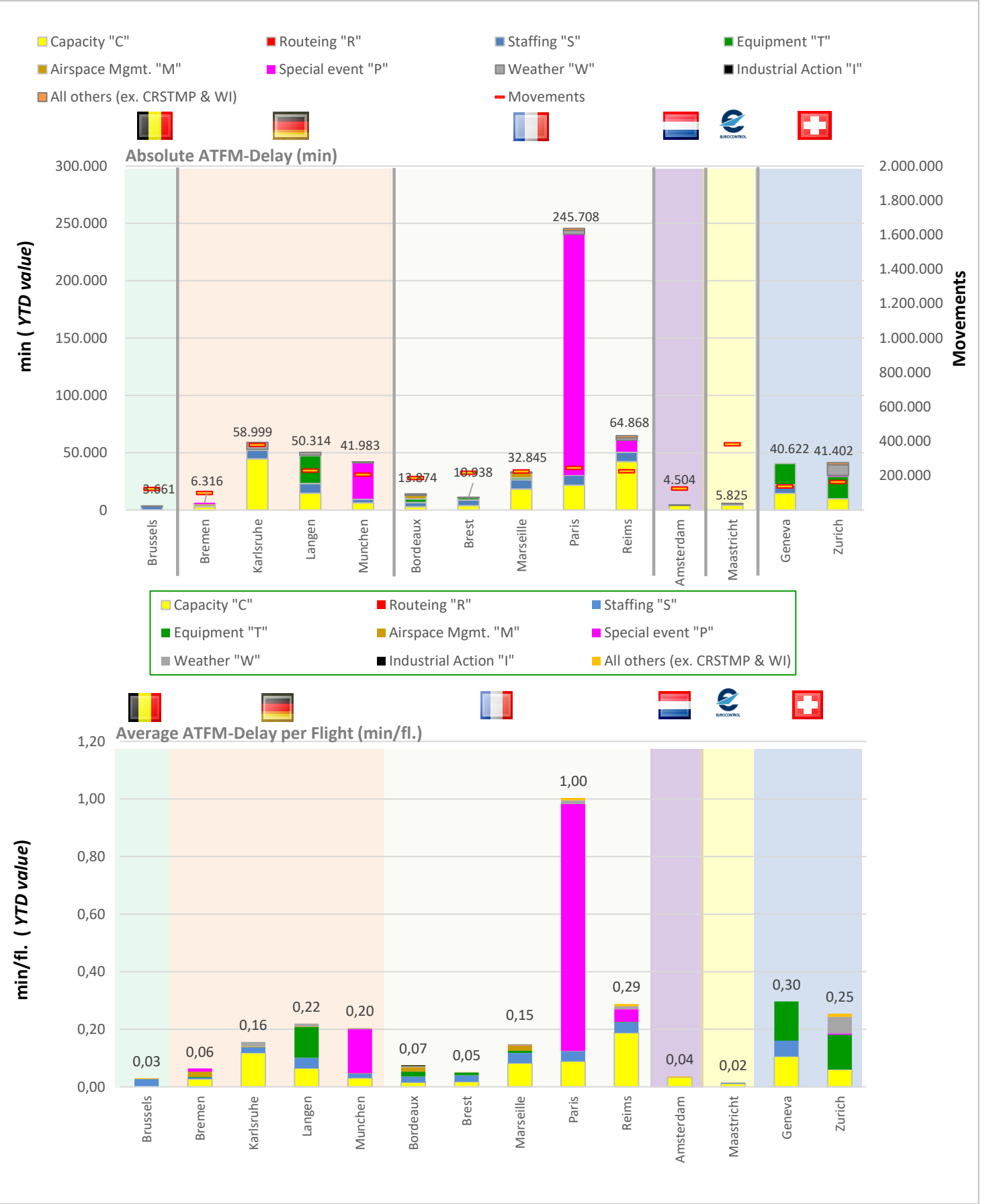
CRSTMP:	3.322	148.355	361.778	4.111	5.274	70.841
TOTAL:	3.661	157.612	372.944	4.504	5.825	82.024

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

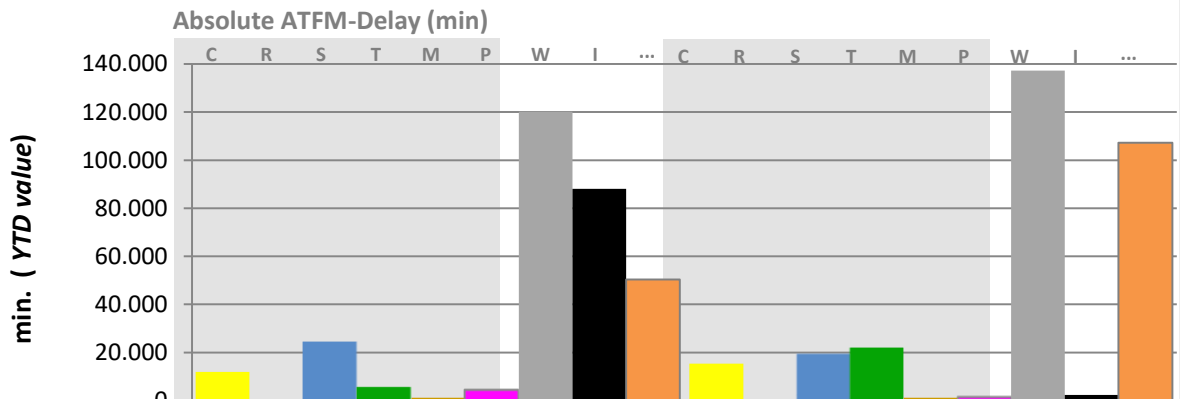


CRSTMP:	0,03	0,26	0,54	0,03	0,01	0,27
TOTAL:	0,03	0,27	0,56	0,03	0,02	0,31

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

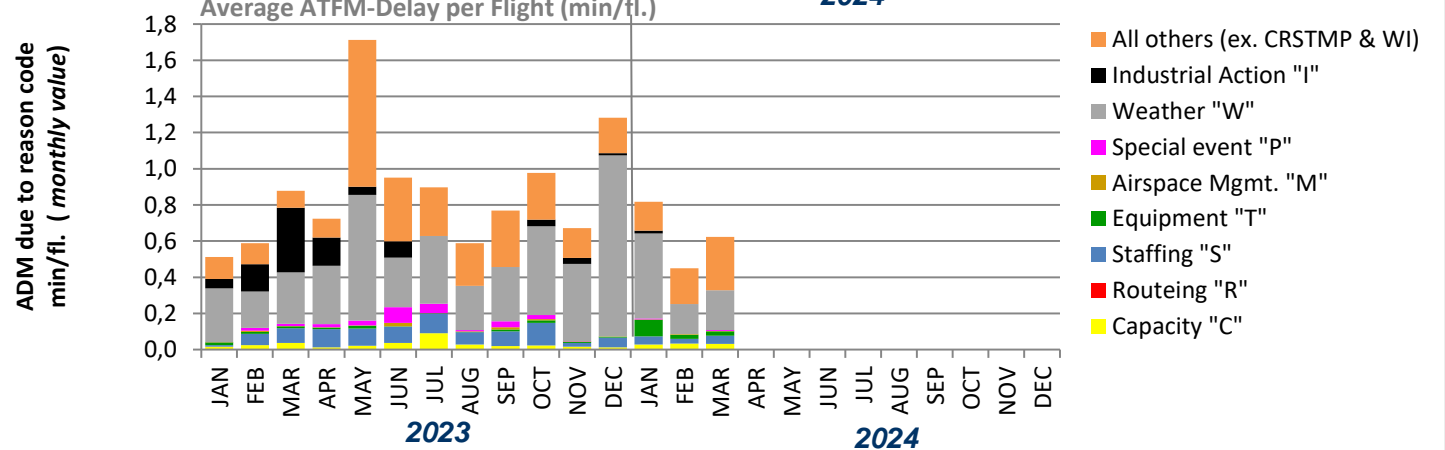
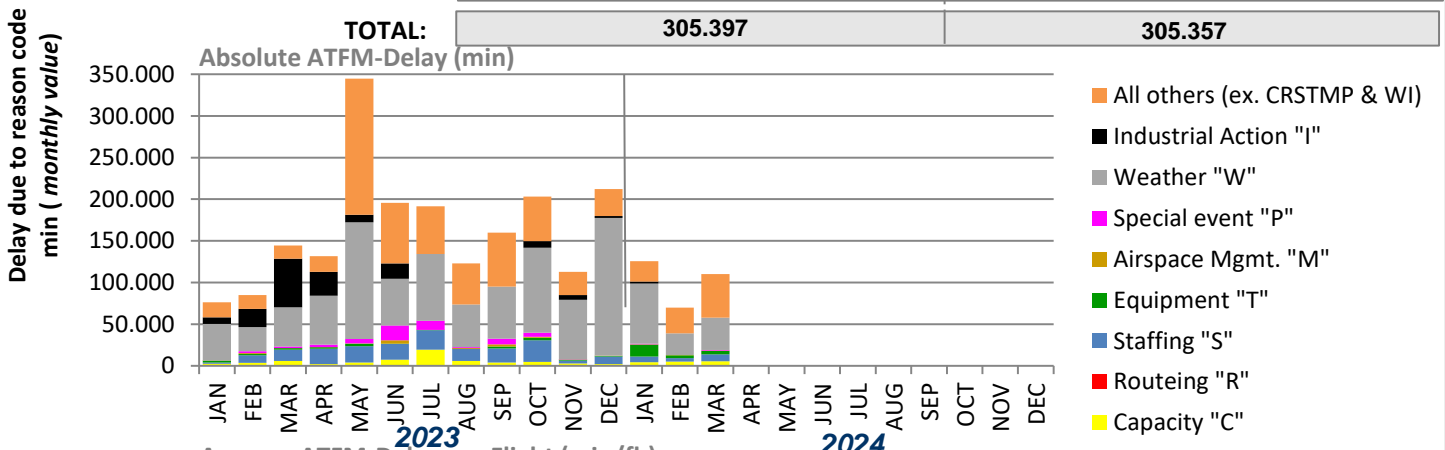


KPI #2: Arrival ATFM delay per reason code (FABEC)

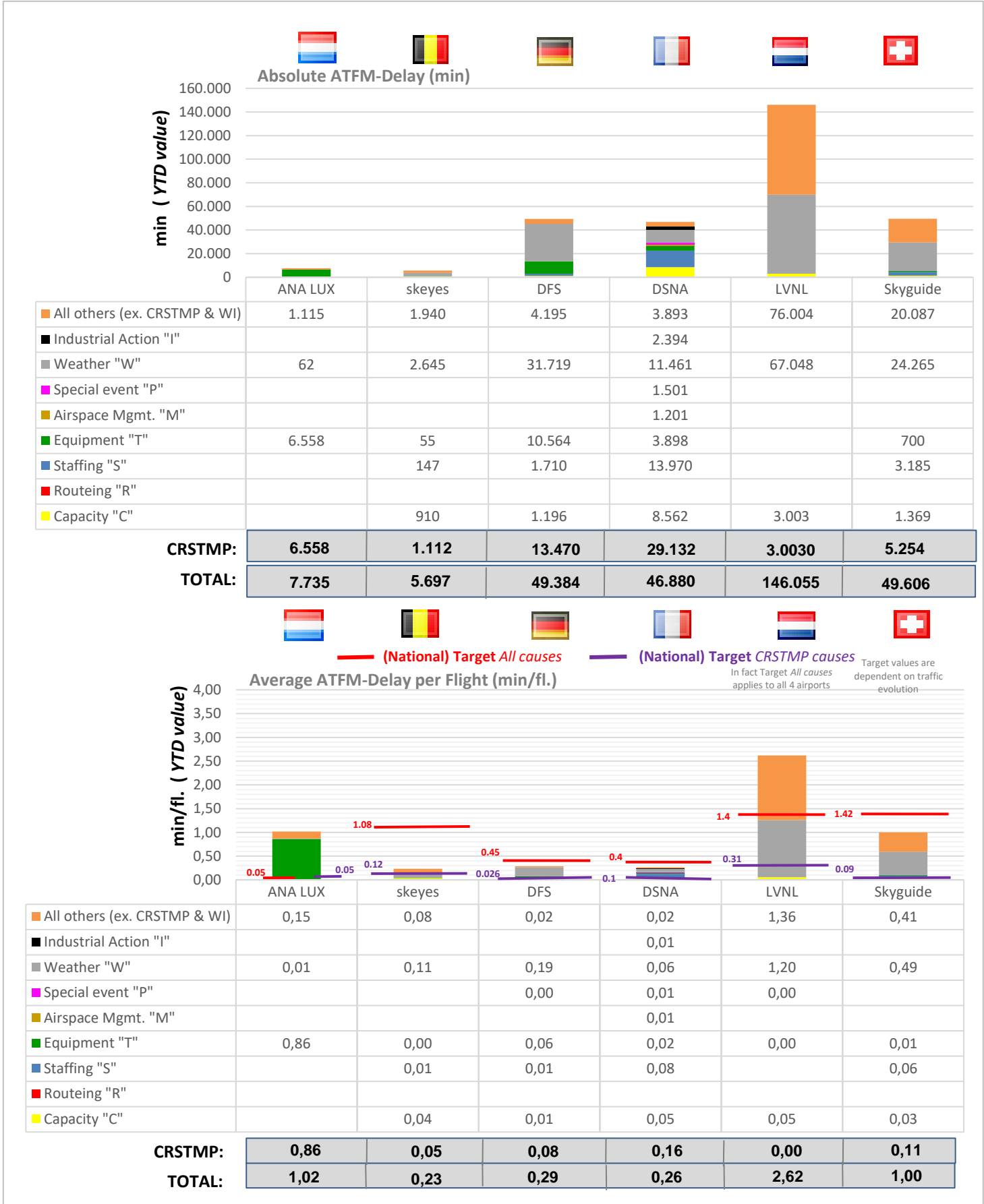


Delay due to reason code:

	2023	2024
Capacity "C"	11.793	15.040
Routing "R"	0	0
Staffing "S"	23.967	19.012
Equipment "T"	5.555	21.775
Airspace Mgmt. "M"	1.217	1.201
Special event "P"	4.221	1.501
Weather "W"	120.213	137.200
Industrial Action "I"	88.040	2.394
All others (ex. CRSTMP & WI)	50.391	107.234
CRSTMP:	46.753	58.529
TOTAL:	305.397	305.357



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: March 2024

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.