FABEC

CAPACITY
May 2024

making the difference

Contents

Description & Analysis

Europe

There were 5.4% more flights in May 2024 (967,867 flights) than in May 2023. Traffic continued its upward trend with popular tourist destinations such as Spain, Greece and Italy having significantly more traffic.

The network had an average of 31,222 flights/day in May, about 2,100 flights/day more than in May 2023. The busiest day was Friday 31 May (33,704 flights). The intra-NM SW axis saw 7.4% growth compared to the same period last year which influenced the network growth of 5.4%. The conflict in Ukraine still impacts overflights in several countries. EUROCONTROL continues to help manage the war's impact on aviation. Ryanair remained the busiest operator with, on average, 3,422 movements per day followed by easyJet (1,756), Turkish Airlines (1,482), Lufthansa (1,248) and Air France (1,052). Six air operators had double-digit percentage growth compared to last year: Ryanair (+10.6%), Swiss (+13.2%), Norwegian Air Shuttle (+10.2%), JET2.COM (+15.2%), Aegean Airlines (+13.7%) and ITA (+ 14.1%).

The busiest airport was Istanbul airport with an average of 1,432 flights/day, followed by Amsterdam Schiphol (1,404 flights/day), London Heathrow (1,333 flights/day), Paris-Charles de Gaulle (1,332 flights/day) and Frankfurt (1,289 flights/day).

The low-cost segment was the main driver of flight growth in May 2024 compared to May 2023, adding 1,306 daily flights (+13.6%) to the network. The Charter segment also saw a 6.8% increase, with additional daily flights between Poland <-> Türkiye (+16), Russia <-> Türkiye (+14) and Poland <-> Greece (+8). The Mainline segment, which usually grows in parallel with Low-cost, recorded a decent increase of 4.3% (+444 daily flights) in May 2024 (vs. May 2023). The Regional segment recorded a slight increase of 2.2%, reflecting decreased domestic flows in the UK, Sweden, Denmark and Norway. The Business aviation segment increased by 3.4% compared to May 2023. All-cargo was the only segment to experience a decline (-0.7%) compared to May 2023. Compared to pre-pandemic levels, three segments exceeded 2019 flight numbers: Business aviation (+13%), Low-cost (+5%) and All-cargo (+1%). Overall flights in May 2024 reached 98.1% of the levels seen in May 2019. Network departure punctuality (+69.1%) and arrival punctuality (74.6%) were lower than in April 2024 but higher than in May 2023. Domestic routes had a departure punctuality of 77.3% which was higher than punctuality at network level. Network first rotation punctuality improved from May 2023 to May 2024, with 87.6% for arrivals in 2024 compared to 84.5% in 2023, 82.7% for departures in 2024 compared to 79.2% in 2023. Improving first rotation punctuality remains a key objective for the Network Manager.

There were 2.3 million minutes of ATFM delay in May, -4.9% compared to May 2023. Total En-route ATFM delays increased by 12.8% and total airport ATFM delays decreased by 29.9%. The average en-route ATFM delay per flight for the network was 1.7 minutes in May. Weather issues and capacity/staffing issues led to flow measures. Convective activities in Karlsruhe UAC impacted operations throughout the month with a peak of 18,868 minutes of delay on 02 May. ATC capacity delays increased in Karlsruhe UAC due to capacity constraints in conjunction with military traffic and additional complexity (Source: NM).

Delays from the passengers' point of view

For May 2024, the Central Office for Delay Analysis (CODA) reported that the average delay per flight on departure was 13.9 minutes per flight - a decrease of 2.1 minutes per flight compared to May 2023. 39% 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 5% of the delays while the rest (Source: CODA-Dashboard-05-2024, Date 26/06/2024).

FABEC

In the FABEC area, traffic decreased by 2.2% in May 2024 compared to the same month in 2019 leading to a -6.4% traffic evolution over the first 5 months of 2024. In May, traffic was down in some ANSPs and up for others; from -8.9% in both skeyes and LVNL, -6.8% in DFS, to an increase of traffic by +0.6% in MUAC, +3.4% in Skyguide and +4.3% in DSNA. Airport traffic dropped significantly (-11.5% in the FABEC area) with high disparities between ANSPs. Landings decreased by an impressive -19.9% in DFS, -14.8% in skeyes, to -5.8% in DSNA, -5.3% in LVNL or -1.4% in Skyguide, -0.9% in ANA LUX.

In May 2024, Karlsruhe UAC (240 254 min), Reims ACC (99 860 min) and Marseille ACC (86 005 min) were the units to generate the most en-route ATFM delays. In Karlsruhe, delays were due to 'ATC-Capacity' (52%), 'Weather' (44%), 'Staffing' (3%) and 'Airspace Management' (1%); in Reims, and 'Other' (2%, French industrial action); in Zurich, 'Equipment (ATC)' (50%), 'Weather' (33%), 'Special Event' (7%, ATM system update), 'ATC-Capacity' (7%), 'Other' (1%) and 'Environmental Issues' (1%); in Reims, 'ATC-Capacity' (47%), 'Weather' (42%) and 'Staffing' (11%); in Marseille, 'Airspace Management' (29%), 'Weather' (23%), 'Staffing' (22%), 'ATC-Capacity' (20%) and 'Industrial Action (ATC)' (6%).
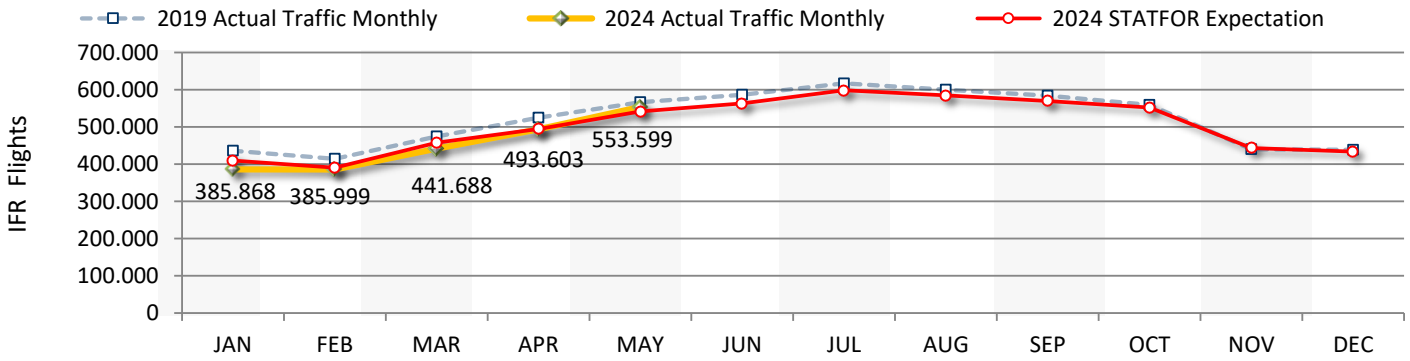
The en-route ATFM delay per flight all causes reached 1.61 min/flt in May 2024 compared to 1.91 min/flt in 2023. After 5 months in 2024, the en-route ATFM delay all causes reaches 0.82 whereas the guideline value is 0.33 min/flt. The en-route ATFM delay CRSTMP causes reached 0.59 min/flt at the end of May; this value is, as well, far beyond the FABEC guideline value (0.22 min/flt).

Airport ATFM delays were mainly generated in Amsterdam Schiphol/EHAM (71 302 min), Paris Orly/LFPO (37 770 min) and Frankfurt Main/EDDF (27 370 min). In Amsterdam Schiphol, delays were due to 'Aerodrome Capacity' (66%) and 'Weather' (34%). In Paris Orly, delays were due to 'Aerodrome disruptions (ATC)' (44%), 'Weather' (34%), 'Special Event' (8%), 'Staffing' (5%), 'Aerodrome Capacity (ATC)' (4%), 'Aerodrome Capacity' (4%) and 'Aerodrome Services' (1%); in Frankfurt Main, 'Weather' (90%), 'Aerodrome disruptions' (9%) and 'Aerodrome Capacity' (1%).

After 5 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, skeyes, LVNL and Skyguide are currently achieving their respective CRSTMP arrival ATFM delay per Arrival flight target, contrarily to the other FABEC members.
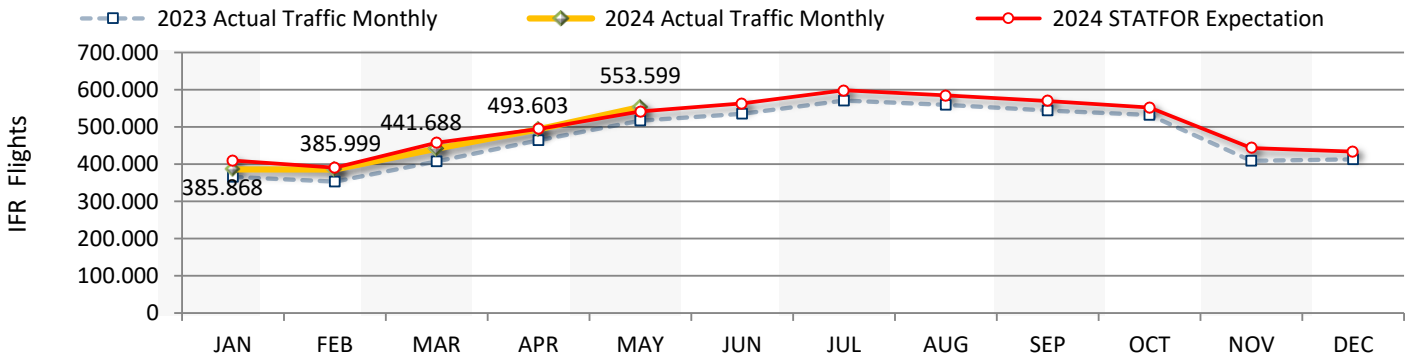
FABEC TRAFFIC DEVELOPMENT (*en-route*)

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	2.415.351
2024 Actual Traffic Monthly	385.868	385.999	441.688	493.603	553.599								2.260.757
Growth (%)	-11,5 %	-6,8 %	-7,0 %	-5,9 %	-2,2 %								-6,4 %
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 %	-0,1 %	2,2 %								
2024 Traffic Cumulated (%)	-5,8 %	-3,6 %	-3,5 %	-2,5 %	-1,4 %								

	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	249.545
2024 Actual Traffic Monthly	39.600	39.692	43.588	48.001	52.595								223.476
Growth (%)	-14,1 %	-6,5 %	-12,0 %	-10,7 %	-8,9 %								-10,4 %
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	1.215.041
2024 Actual Traffic Monthly	183.635	182.394	208.971	232.136	263.112								1.070.248
Growth (%)	-17,3 %	-13,9 %	-13,2 %	-10,1 %	-6,8 %								-11,9 %
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	1.261.192
2024 Actual Traffic Monthly	211.771	212.346	246.278	280.675	315.309								1.266.379
Growth (%)	-4,4 %	1,2 %	0,8 %	-0,8 %	4,3 %								0,4 %
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	251.951
2024 Actual Traffic Monthly	42.261	42.665	46.960	48.003	52.384								232.273
Growth (%)	-8,3 %	-3,8 %	-7,0 %	-10,2 %	-8,9 %								-7,8 %
MUAC													
2019 Actual Traffic Monthly	138.773	129.324	147.712	154.875	164.086	166.793	176.133	173.200	168.761	166.082	137.728	139.287	734.770
2024 Actual Traffic Monthly	123.083	122.104	136.740	147.278	165.132								694.337
Growth (%)	-11,3 %	-5,6 %	-7,4 %	-4,9 %	0,6 %								-5,5 %
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	506.889
2024 Actual Traffic Monthly	83.530	84.600	97.545	111.408	125.139								502.222
Growth (%)	-6,5 %	-1,9 %	-2,1 %	0,7 %	3,4 %								-0,9 %

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	2.106.148
2024 Actual Traffic Monthly	**385.868**	**385.999**	**441.688**	**493.603**	**553.599**								**2.260.757**
Growth (%)	5,6 %	9,4 %	8,5 %	6,4 %	7,1 %								7,3 %
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 %								
2024 Traffic Cumulated (%)	**-5,8 %**	**-3,6 %**	**-3,5 %**	**-2,5 %**	**-1,4 %**								

Legend: ---□--- 2023 Actual Traffic Monthly ◇ 2024 Actual Traffic Monthly ○ 2024 STATFOR Expectation

IFR Flights — values labeled: 385.868, 385.999, 441.688, 493.603, 553.599

	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	212.665
2024 Actual Traffic Monthly	**39.600**	**39.692**	**43.588**	**48.001**	**52.595**								**223.476**
Growth (%)	8,5 %	9,4 %	2,6 %	3,3 %	3,3 %								5,1 %
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	1.008.246
2024 Actual Traffic Monthly	**183.635**	**182.394**	**208.971**	**232.136**	**263.112**								**1.070.248**
Growth (%)	5,9 %	10,3 %	4,8 %	3,7 %	6,8 %								6,1 %
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	1.168.341
2024 Actual Traffic Monthly	**211.771**	**212.346**	**246.278**	**280.675**	**315.309**								**1.266.379**
Growth (%)	5,3 %	8,3 %	11,6 %	8,4 %	8,1 %								8,4 %
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	212.477
2024 Actual Traffic Monthly	**42.261**	**42.665**	**46.960**	**48.003**	**52.384**								**232.273**
Growth (%)	12,5 %	18,0 %	9,3 %	4,6 %	4,9 %								9,3 %
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	649.068
2024 Actual Traffic Monthly	**123.083**	**122.104**	**136.740**	**147.278**	**165.132**								**694.337**
Growth (%)	7,7 %	12,6 %	4,9 %	4,0 %	7,0 %								7,0 %
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	444.636
2024 Actual Traffic Monthly	**83.530**	**84.600**	**97.545**	**111.408**	**125.139**								**502.222**
Growth (%)	10,3 %	11,8 %	13,8 %	13,9 %	14,0 %								13,0 %

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	1.055.027
2024 Actual Traffic Monthly	153.877	155.305	176.308	191.394	211.139								888.023
Growth (%)	-21,0 %	-16,2 %	-16,8 %	-14,7 %	-11,5 %								-15,8 %
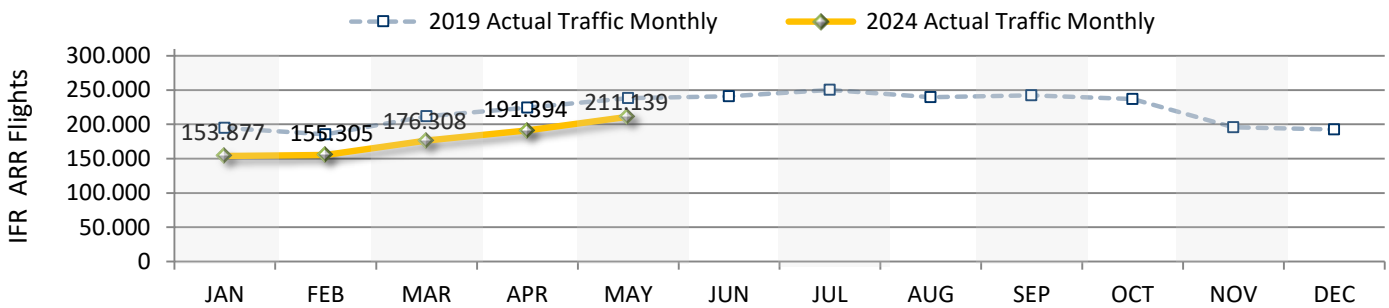
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
ANA LUX													
2019 Actual Traffic Monthly	2.728	2.640	3.007	3.285	3.451	3.420	3.410	3.160	3.445	3.466	3.150	3.022	15.111
2024 Actual Traffic Monthly	2.412	2.361	2.839	3.127	3.419								14.158
Growth (%)	-11,6 %	-10,6 %	-5,6 %	-4,8 %	-0,9 %								-6,3 %
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	51.768
2024 Actual Traffic Monthly	7.746	8.007	8.728	9.254	10.022								43.757
Growth (%)	-21,0 %	-9,3 %	-15,2 %	-16,5 %	-14,8 %								-15,5 %
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	424.943
2024 Actual Traffic Monthly	54.177	54.490	62.152	70.242	77.072								318.133
Growth (%)	-30,8 %	-28,2 %	-27,5 %	-20,9 %	-19,9 %								-25,1 %
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	368.984
2024 Actual Traffic Monthly	55.553	56.506	65.244	70.713	79.576								327.592
Growth (%)	-16,8 %	-10,8 %	-11,1 %	-12,7 %	-5,8 %								-11,2 %
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	101.810
2024 Actual Traffic Monthly	17.985	18.064	19.694	20.160	21.757								97.660
Growth (%)	-5,3 %	0,2 %	-3,3 %	-6,0 %	-5,3 %								-4,1 %
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	92.411
2024 Actual Traffic Monthly	16.004	15.877	17.651	17.898	19.293								86.723
Growth (%)	-12,5 %	-5,1 %	-7,4 %	-4,7 %	-1,4 %								-6,2 %

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	840.633
2024 Actual Traffic Monthly	153.877	155.305	176.308	191.394	211.139								888.023
Growth (%)	3,3 %	7,6 %	7,4 %	5,2 %	5,0 %								5,6 %
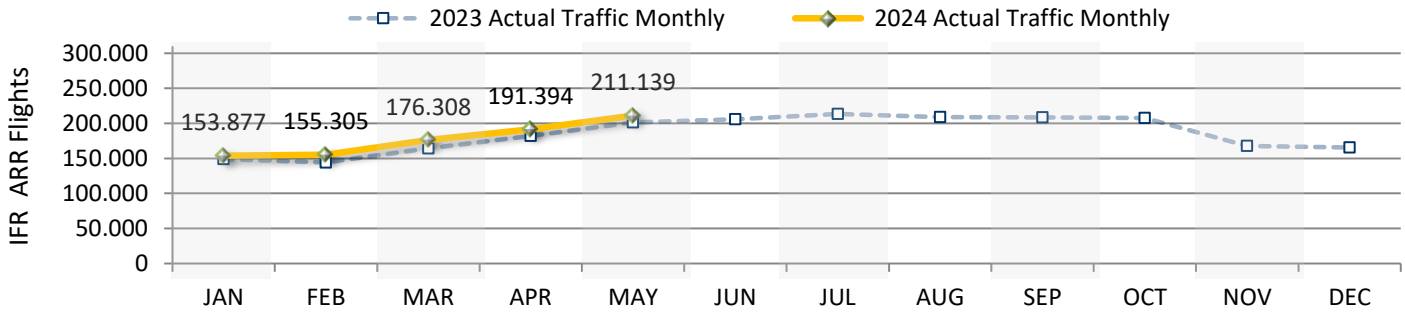
|	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	YTD
ANA LUX													
2023 Actual Traffic Monthly	2.438	2.448	2.874	3.038	3.235	3.376	3.321	3.149	3.320	3.360	2.745	2.718	14.033
2024 Actual Traffic Monthly	2.412	2.361	2.839	3.127	3.419								14.158
Growth (%)	-1,1 %	-3,6 %	-1,2 %	2,9 %	5,7 %								0,9 %
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	41.881
2024 Actual Traffic Monthly	7.746	8.007	8.728	9.254	10.022								43.757
Growth (%)	4,6 %	11,2 %	3,7 %	3,4 %	1,2 %								4,5 %
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	298.315
2024 Actual Traffic Monthly	54.177	54.490	62.152	70.242	77.072								318.133
Growth (%)	5,0 %	9,8 %	6,1 %	6,7 %	6,0 %								6,6 %
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	318.747
2024 Actual Traffic Monthly	55.553	56.506	65.244	70.713	79.576								327.592
Growth (%)	-2,5 %	0,9 %	7,7 %	3,3 %	3,7 %								2,8 %
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	87.074
2024 Actual Traffic Monthly	17.985	18.064	19.694	20.160	21.757								97.660
Growth (%)	15,9 %	22,8 %	13,7 %	6,8 %	5,4 %								12,2 %
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	80.583
2024 Actual Traffic Monthly	16.004	15.877	17.651	17.898	19.293								86.723
Growth (%)	6,2 %	10,8 %	7,2 %	6,6 %	7,5 %								7,6 %

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

	YTD **2024**	YTD **2023**
En-route Delay All causes	**0,82**	1,99
FABEC Ambition	**0,37**	
Guideline	0,33	
Minute ('000) ALL causes	**1.855**	4.198
Diff. 2024 - 2023	- 55,8 %	
Traffic ('000)	**2.261**	2.106
Diff. 2024 - 2023	+ 7,3 %	

	YTD **2024**	YTD **2023**
En-route Delay CRSTMP causes	**0,59**	0,60
FABEC Ambition	**0,25**	
Guideline	0,22	
Minute ('000) CRSTMP causes	**1.325**	1.271
Diff. 2024 - 2023	+ 4 %	

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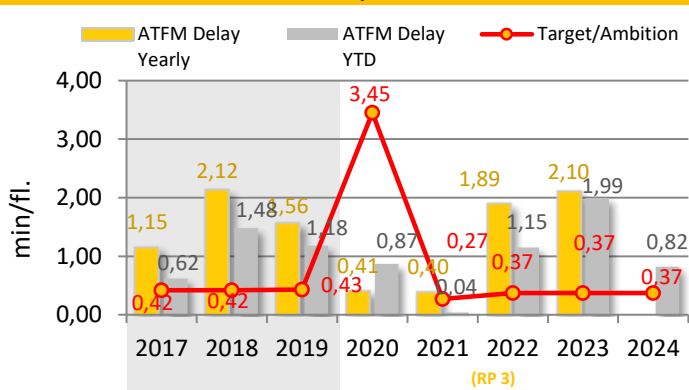
CRSTMP Delay Causes
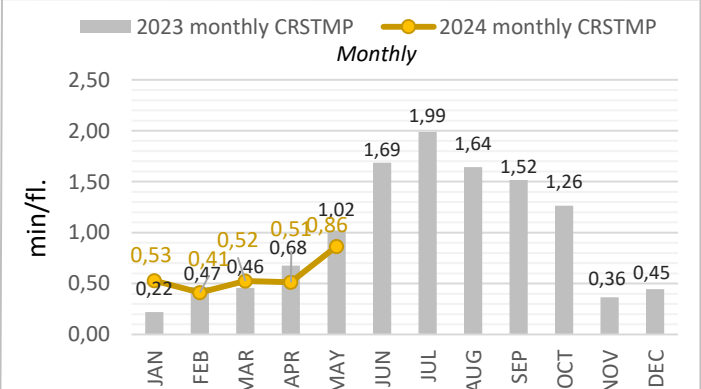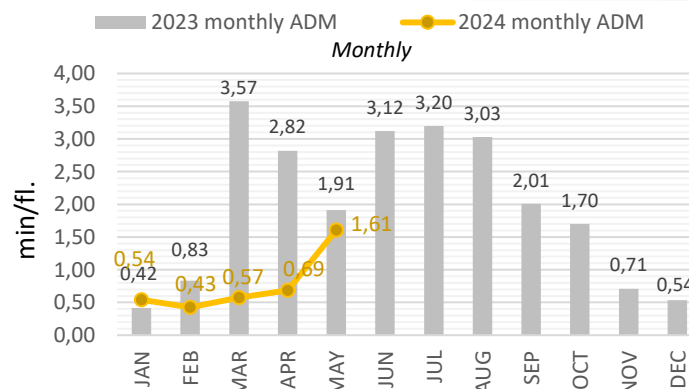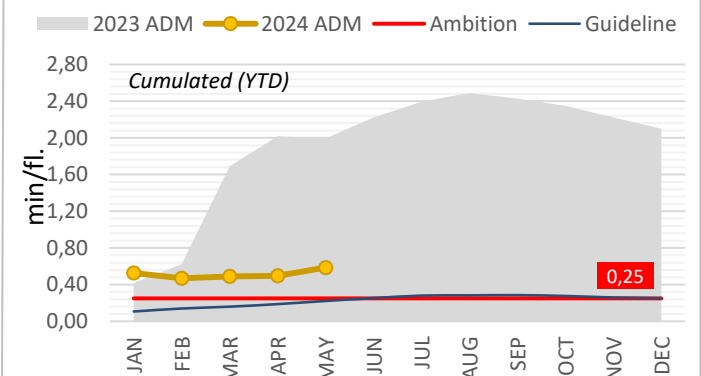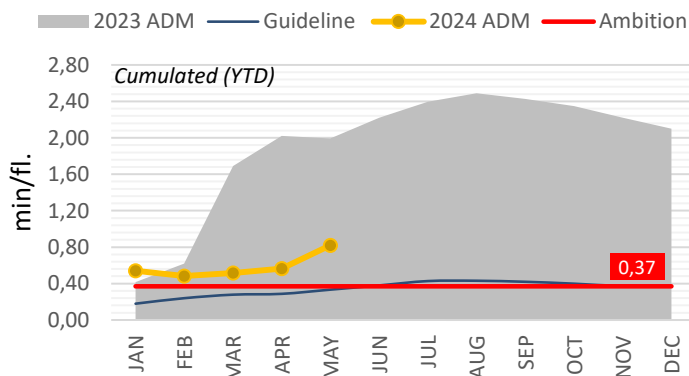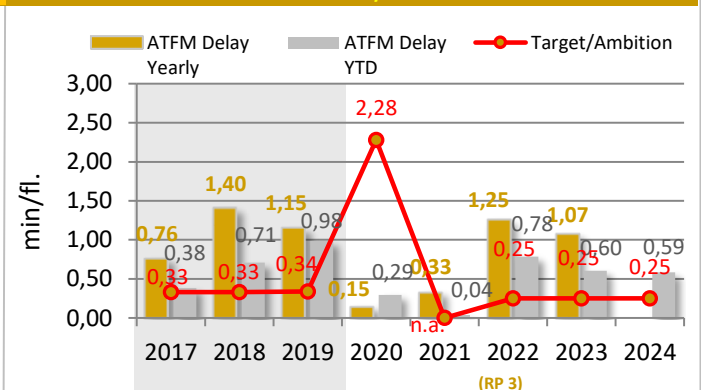
The guideline for the en-route ATFM delay per movement is a basic cumulative extrapolation of the 2017-2019 *monthly allocation and is designed to give an impression, how the YTD figures should be, in order to reach the yearly 2024 ambition value set by FABEC States.*

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

	YTD 2024	YTD 2023		YTD 2024	YTD 2023
Arrival Delay All causes	**0,81**	0,93	**Arrival Delay** CRSTMP causes	**0,14**	0,12
Diff. 2024 - 2023	- 13 %		*Diff. 2024 - 2023*	+ 14 %	
Minute ('000) ALL causes	**718**	782	Minute ('000) CRSTMP causes	126	104
Diff. 2024 - 2023	- 8 %		*Diff. 2024 - 2023*	+ 20 %	
Traffic ('000)	**888**	841			
Diff. 2024 - 2023	+ 6 %				

All Delay Causes
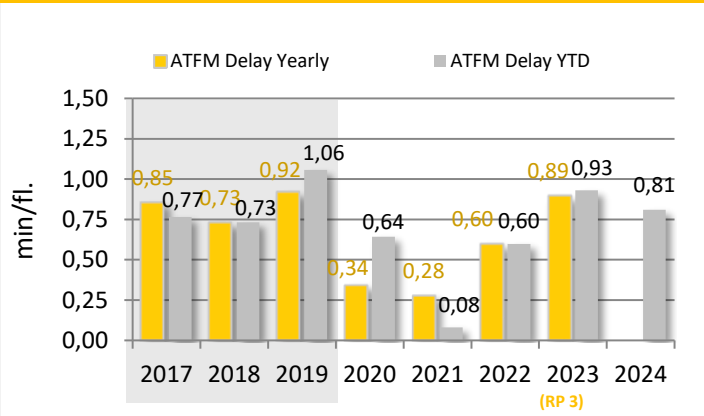
CRSTMP Delay Causes
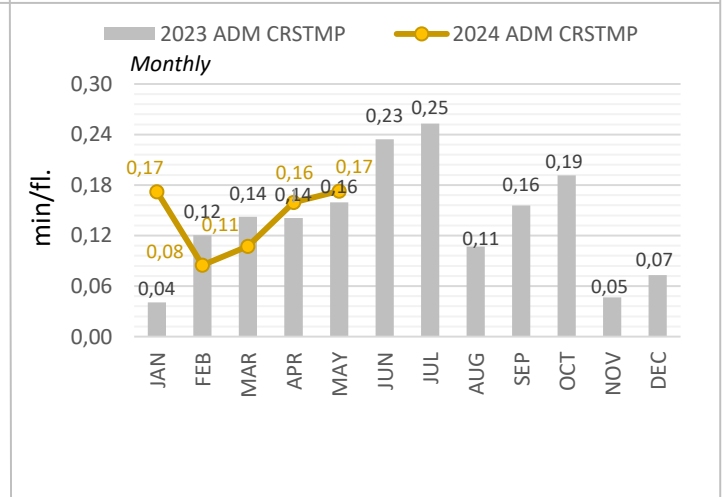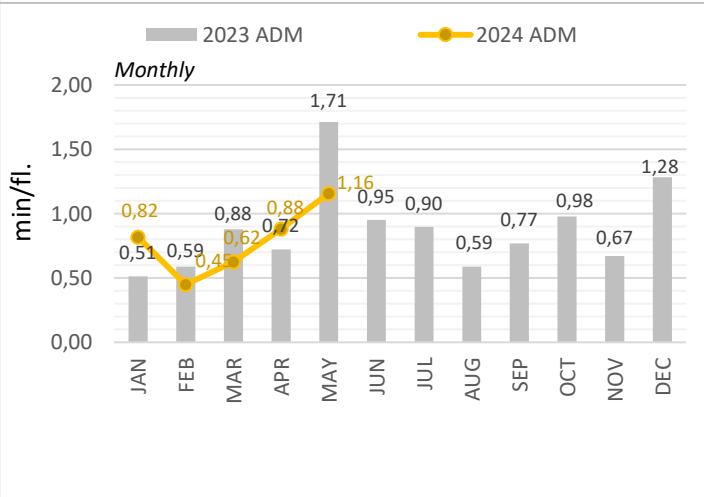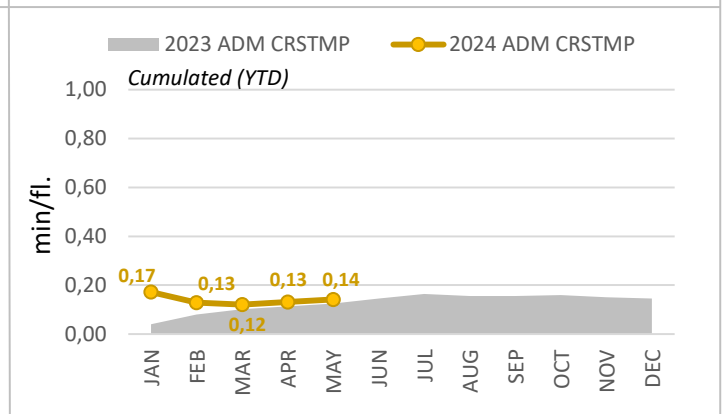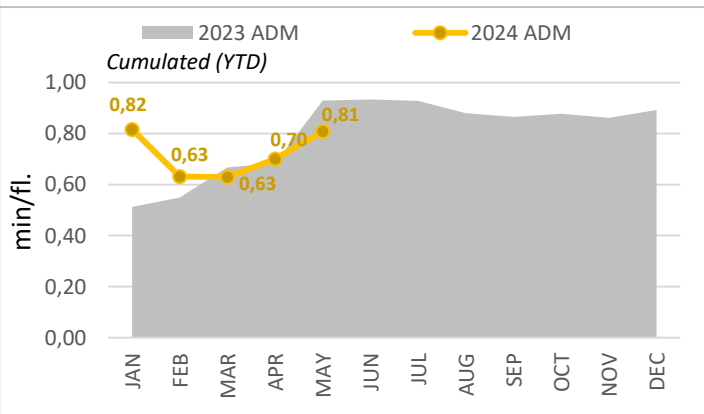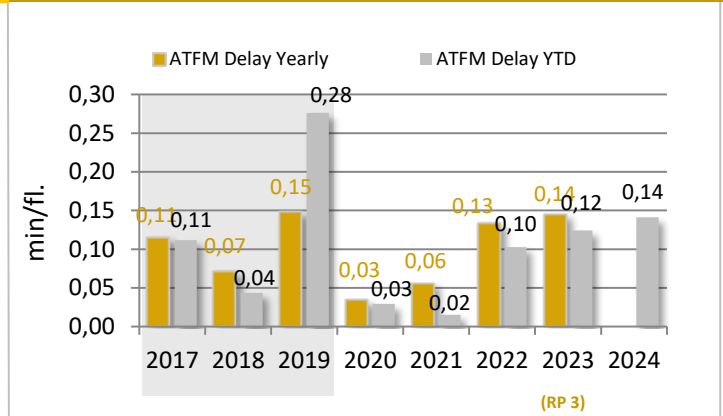
KPI #1: En-route ATFM delay per reason code (*FABEC*)
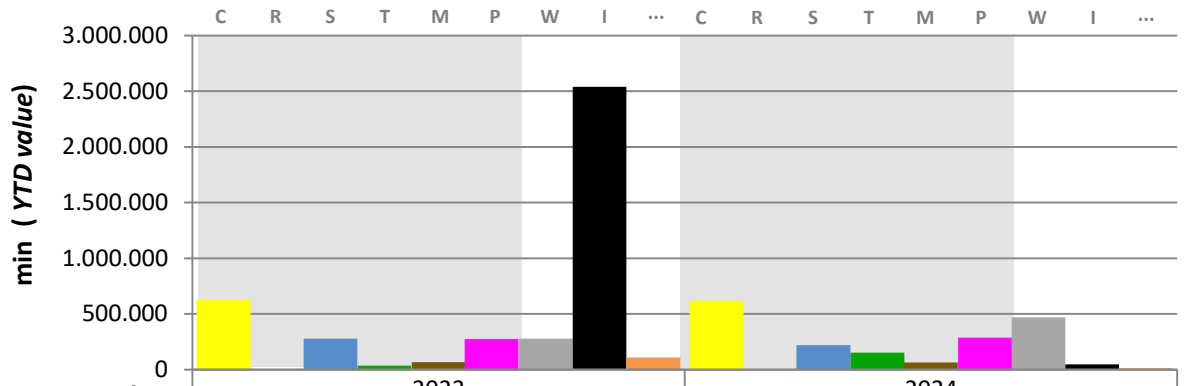
Delay due to reason code:	2023	2024
Capacity "C"	622.356	613.523
Routeing "R"	0	20
Staffing "S"	276.971	219.835
Equipment "T"	38.687	148.340
Airspace Mgmt. "M"	67.375	65.201
Special event "P"	265.841	277.953
Weather "W"	278.025	468.563
Industrial Action "I"	2.539.029	47.500
All others (ex. CRSTMP & WI)	109.879	13.763
CRSTMP:	**1.271.230**	**1.324.872**
TOTAL:	**4.198.163**	**1.854.698**

Absolute ATFM-Delay (min)

Average ATFM-Delay per Flight (min/fl.)

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

Absolute ATFM-Delay (min)

min (*YTD value*)
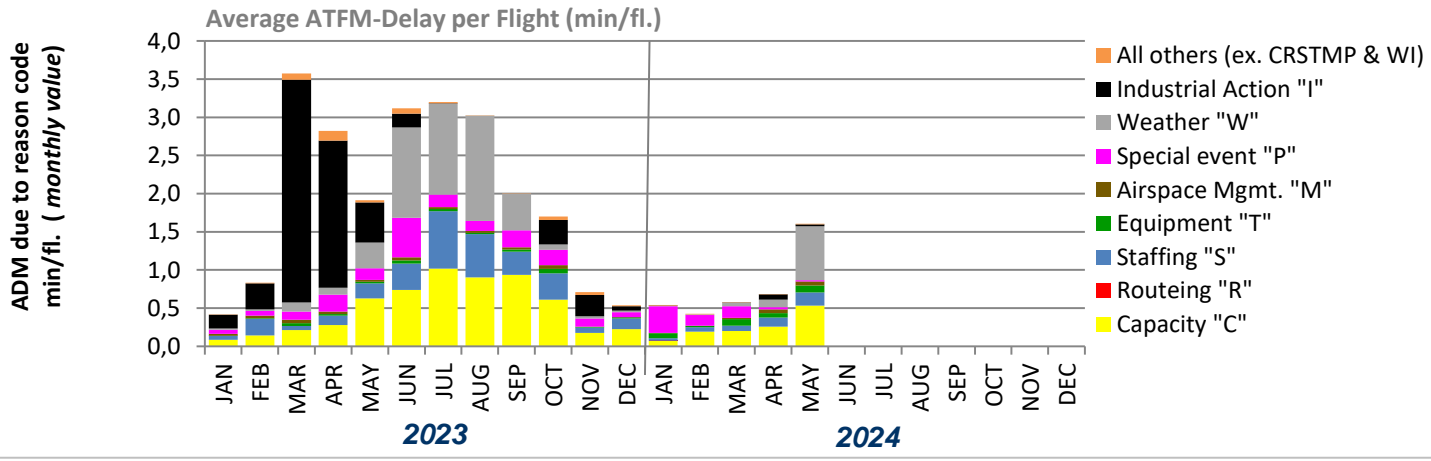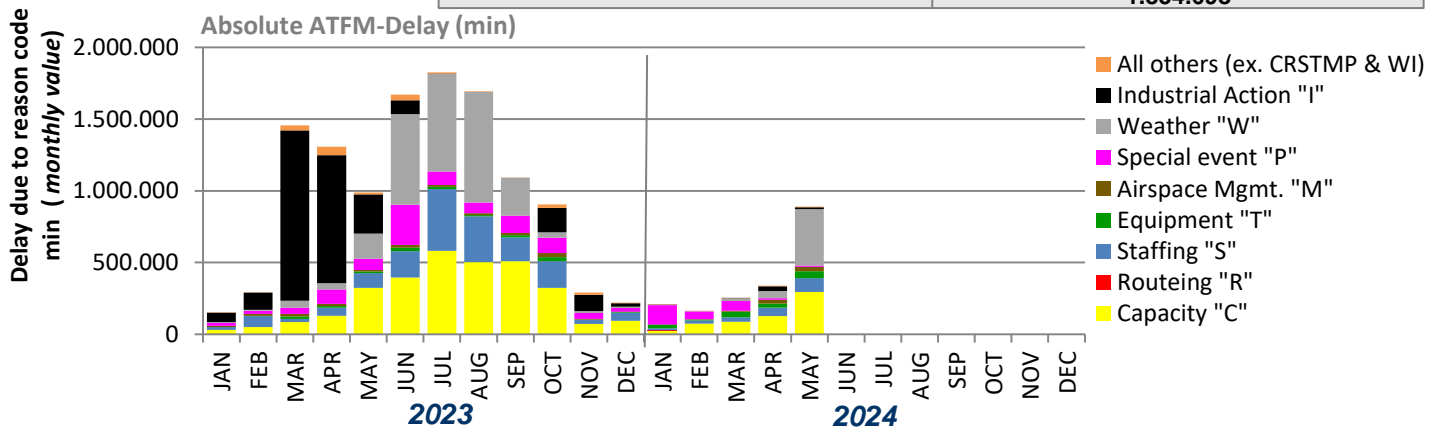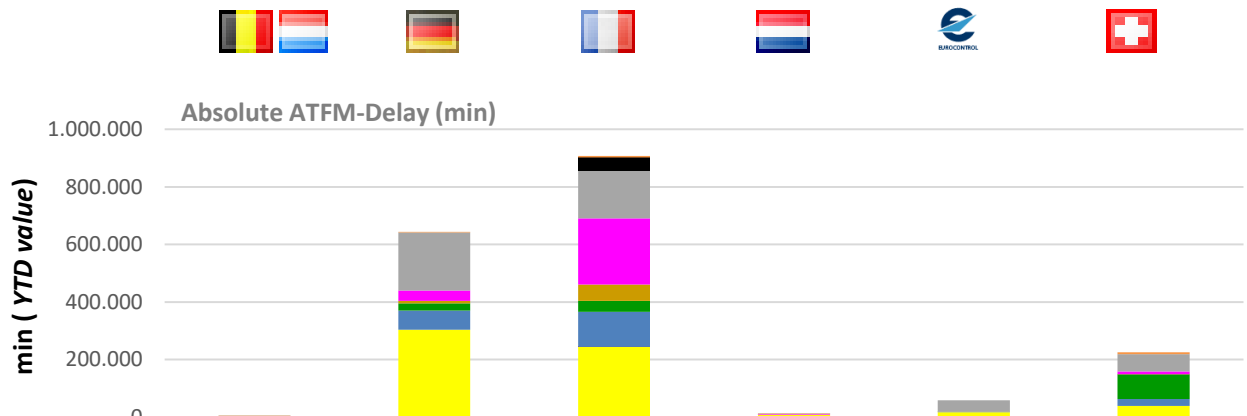
	skeyes	DFS	DSNA	LVNL	MUAC	Skyguide
■ All others (ex. CRSTMP & WI)	339	1.803	5.340	352		5.929
■ Industrial Action "I"			47.500			
■ Weather "W"	963	201.370	164.086	2.567	39.008	60.569
■ Special event "P"		36.594	230.657	1.370		9.332
■ Airspace Mgmt. "M"		8.285	56.446		348	122
■ Equipment "T"		24.809	37.449			86.082
■ Staffing "S"	4.261	67.034	122.348		1.670	24.522
■ Routeing "R"			20			
■ Capacity "C"	176	303.901	244.024	9.125	17.561	38.736
CRSTMP:	**4.437**	**440.623**	**690.944**	**10.495**	**19.579**	**158.794**
TOTAL:	**5.739**	**643.796**	**907.870**	**13.414**	**58.587**	**225.292**

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

— **Target** *All causes*   — **Target** *CRSTMP causes*

Average ATFM-Delay per Flight (min/fl.)

min/fl. (*YTD value*)

	skeyes	DFS	DSNA	LVNL	MUAC	Skyguide
Target All causes	0.12	0.24	0.25	0.10	0.19	0.19
Target CRSTMP causes	0.10	0.16	0.16	0.07	0.12	0.13
■ All others (ex. CRSTMP & WI)	0,00	0,00	0,00	0,00	0,00	0,01
■ Industrial Action "I"			0,04			
■ Weather "W"	0,00	0,19	0,13	0,01	0,06	0,12
■ Special event "P"		0,03	0,18	0,01		0,02
■ Airspace Mgmt. "M"		0,01	0,04		0,00	0,00
■ Equipment "T"		0,02	0,03			0,17
■ Staffing "S"	0,02	0,06	0,10	0,00	0,00	0,05
■ Routeing "R"			0,00			
■ Capacity "C"	0,00	0,28	0,19	0,04	0,03	0,08
CRSTMP:	**0,02**	**0,41**	**0,55**	**0,05**	**0,03**	**0,32**
TOTAL:	**0,03**	**0,60**	**0,72**	**0,06**	**0,08**	**0,45**

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

Legend:
- Capacity "C"
- Routeing "R"
- Staffing "S"
- Equipment "T"
- Airspace Mgmt. "M"
- Special event "P"
- Weather "W"
- Industrial Action "I"
- All others (ex. CRSTMP & WI)
- Movements

Absolute ATFM-Delay (min)

Location	Value
Brussels	5.739
Bremen	38.937
Karlsruhe	371.963
Langen	118.669
Munchen	114.227
Bordeaux	77.064
Brest	80.047
Marseille	207.051
Paris	327.449
Reims	211.256
Amsterdam	13.414
Maastricht	58.587
Geneva	85.375
Zurich	139.917

Legend:
- Capacity "C"
- Routeing "R"
- Staffing "S"
- Equipment "T"
- Airspace Mgmt. "M"
- Special event "P"
- Weather "W"
- Industrial Action "I"
- All others (ex. CRSTMP & WI)

Average ATFM-Delay per Flight (min/fl.)

Location	Value
Brussels	0,03
Bremen	0,21
Karlsruhe	0,53
Langen	0,28
Munchen	0,30
Bordeaux	0,21
Brest	0,19
Marseille	0,48
Paris	0,74
Reims	0,50
Amsterdam	0,06
Maastricht	0,08
Geneva	0,33
Zurich	0,45

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

Absolute ATFM-Delay (min)

Delay due to reason code:	2023	2024
Capacity "C"	18.102	26.295
Routeing "R"	0	0
Staffing "S"	61.798	59.127
Equipment "T"	10.359	29.216
Airspace Mgmt. "M"	1.838	2.047
Special event "P"	12.362	8.867
Weather "W"	318.995	300.620
Industrial Action "I"	125.523	22.611
All others (ex. CRSTMP & WI)	232.625	269.539
CRSTMP:	**104.459**	**125.552**
TOTAL:	**781.602**	**718.322**

Absolute ATFM-Delay (min)

Average ATFM-Delay per Flight (min/fl.)

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

Absolute ATFM-Delay (min)

	ANA LUX	skeyes	DFS	DSNA	LVNL	Skyguide
All others (ex. CRSTMP & WI)	1.115	2.663	10.558	19.272	200.754	35.177
Industrial Action "I"				22.611		
Weather "W"	227	3.305	89.140	44.795	108.354	54.799
Special event "P"			851	8.016		
Airspace Mgmt. "M"				2.047		
Equipment "T"	8.618	55	11.907	7.936		700
Staffing "S"	481	158	3.127	51.117		4.244
Routeing "R"						
Capacity "C"		913	2.236	18.260	3.003	1.883
CRSTMP:	**9.099**	**1.126**	**18.121**	**87.376**	**3.0030**	**6.827**
TOTAL:	**10.441**	**7.094**	**117.819**	**174.054**	**312.111**	**96.803**

—— (National) Target *All causes*   —— (National) Target *CRSTMP causes*

In fact Target *All causes* applies to all 4 airports

Target values are dependent on traffic evolution

Average ATFM-Delay per Flight (min/fl.)

	ANA LUX	skeyes	DFS	DSNA	LVNL	Skyguide
All others (ex. CRSTMP & WI)	0,08	0,06	0,03	0,06	2,06	0,41
Industrial Action "I"				0,07		
Weather "W"	0,02	0,08	0,28	0,14	1,11	0,63
Special event "P"			0,00	0,02	0,00	
Airspace Mgmt. "M"				0,01		
Equipment "T"	0,61	0,00	0,04	0,02	0,00	0,01
Staffing "S"	0,03	0,00	0,01	0,16		0,05
Routeing "R"						
Capacity "C"		0,02	0,01	0,06	0,03	0,02
CRSTMP:	**0,64**	**0,03**	**0,06**	**0,27**	**0,00**	**0,08**
TOTAL:	**0,74**	**0,16**	**0,37**	**0,53**	**3,20**	**1,12**

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	**ATM** - Air Traffic Management
ANSP	-	Air Navigation Service Provider	**PRU** - Performance Review Unit
ATFM	-	Air Traffic Flow Management	**YTD** - Year to Date value
ANM	-	Aeronautical Notification Message	**FPP** - FABEC Performace Plan
FABEC	-	Functional Airspace Block Europe Central	**CODA** - Central Office for Delay Analysis

FABEC Performance Report Capacity:

Editor: **FABEC PMG**

Sources: **EUROCONTROL, FABEC ANSPs**

Status: **May 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.