

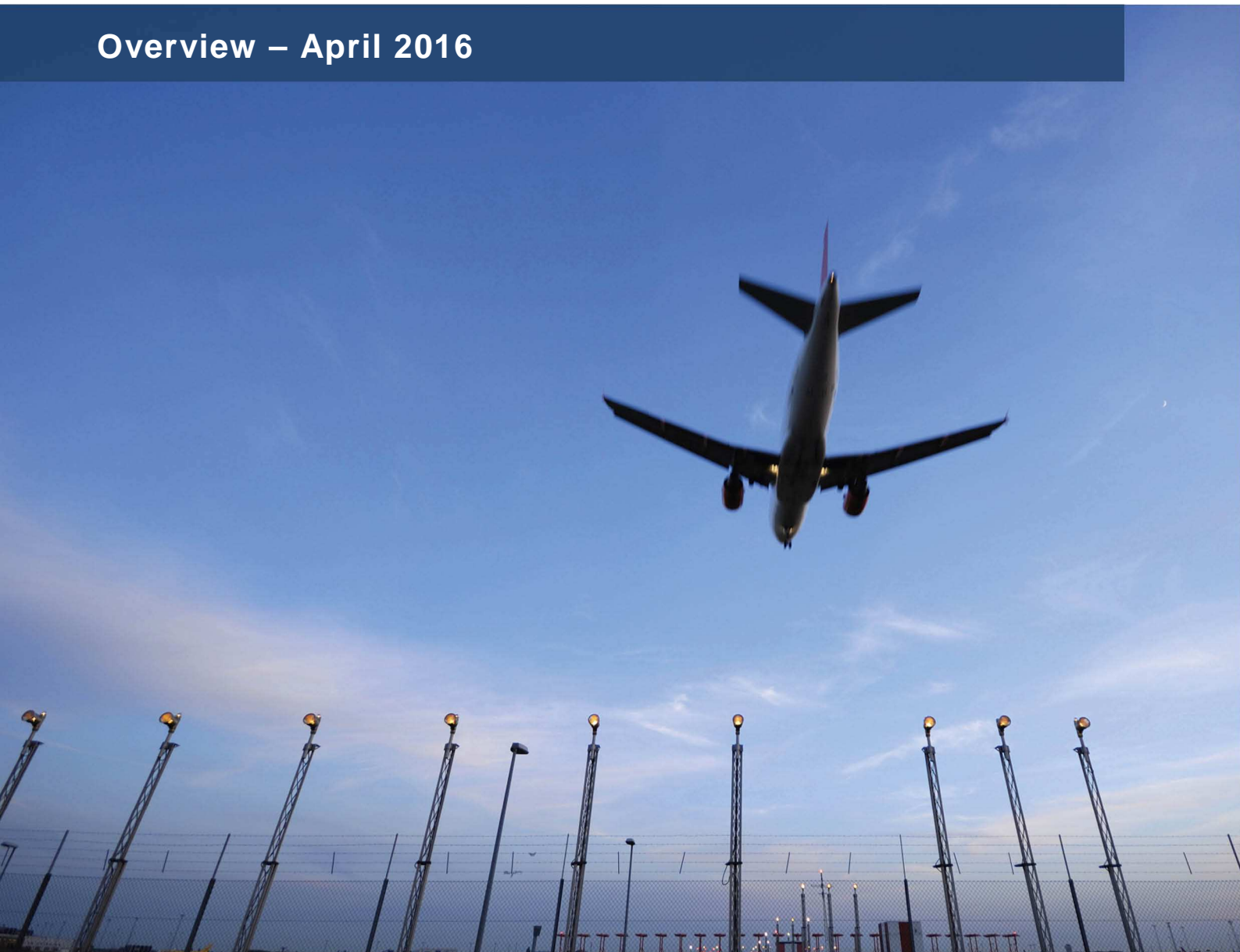


Network Manager
nominated by
the European Commission



Monthly Network Operations Report

Overview – April 2016



1. SUMMARY

Traffic in April 2016 increased by 2.2% compared to April 2015 with strong growth between Europe and the United States.

Total ATFM delays decreased by 33.6% in April 2016 compared to April 2015 which was a month strongly impacted by the French ATC action. En-route ATFM delays decreased by 43.9%; airport ATFM delays decreased by 13.2%.

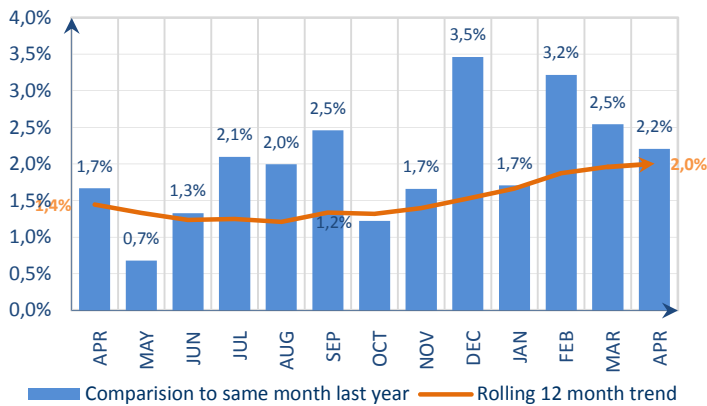
Highlights include:

- French industrial action on 27-29 April resulted in some 350 flight cancellations and high delays for Brest, Paris and Bordeaux ACCs.
- Aerodrome capacity shortage at Istanbul/Sabiha Gökçen and Istanbul/Ataturk airports generated ATFM delays.
- Capacity issues affected operations at Brest, Maastricht, Nicosia, Madrid and Paris ACCs;
- Seasonal weather (fog, strong winds, thunderstorms) impacted operations particularly at London/Heathrow, Istanbul/Sabiha Gökçen, Frankfurt Main, Zurich and Amsterdam/Schiphol airports;
- Brussels and to a lesser extent Nicosia and London TMA ACCs recorded delays due to several ATC staffing issues during the month.
- ERATO ATM system implementation generated high ATFM delays in Brest ACC;
- Maastricht ACC was impacted by military exercise FRISIAN FLAG.

The average en-route delay per flight in NM areaⁱ in April 2016 was 0.51 min/ft, which was above the monthly guidelineⁱ value of 0.25 min/ft. The average YTD en-route ATFM delay per flight in 2016 in the NM area is 0.63 min/ft, which is above the corresponding guideline value of 0.27 min/ft.

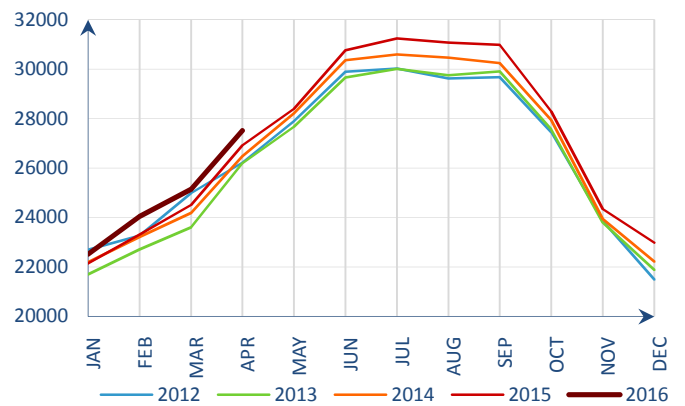
2. TOTAL TRAFFIC

Monthly traffic trend



Traffic increased by 2.2 % in April 2016ⁱⁱ.

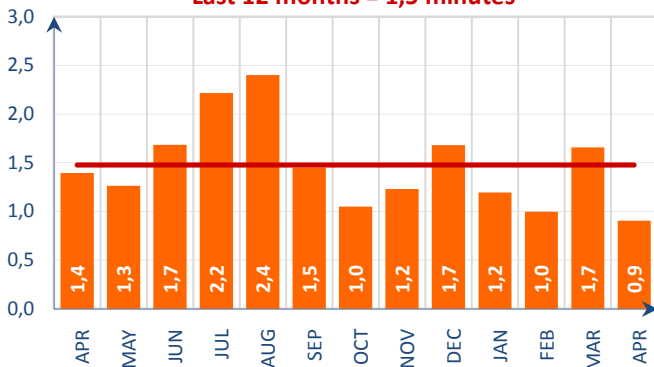
Average daily traffic for last 5 Years



Average daily traffic in April 2016 was the highest April traffic since 2012.

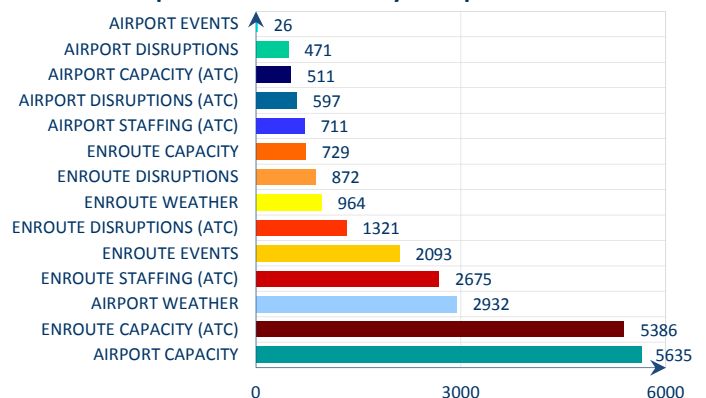
3. ATFM DELAYS

Monthly delay (min) per flight
Last 12 months = 1,5 minutes



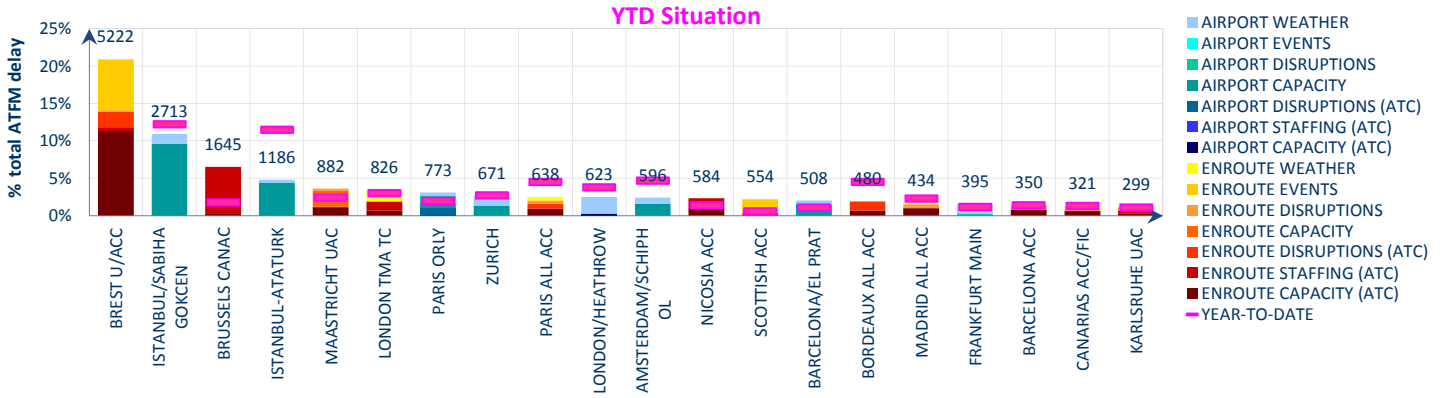
Average ATFM delay per flight decreased from 1.40 min/ft to 0.90 min/ft in April 2016ⁱⁱ.

Proportion of ATFM delays in April 2016



Airport capacity (22.6%), en-route ATC capacity (21.6%) and airport weather (11.8%) were the main causes of ATFM delays in April 2016.

Top 20 delay locations (min) in April 2016

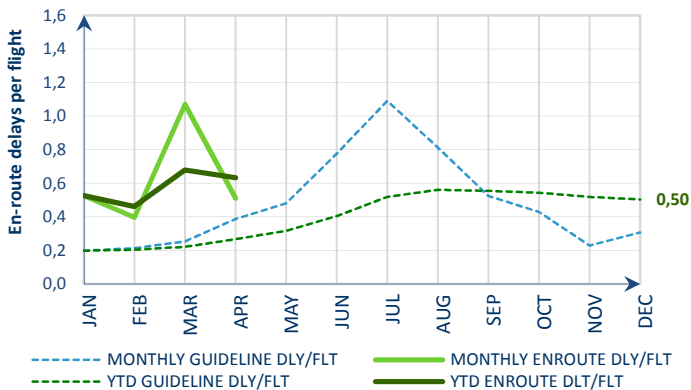


These are the top 20 delay generating locations for the reporting month with respect to ATFM delays. Figures are the average daily delays in minutes for the individual locations. Pink dashes (Year-To-Date - YTD) indicate their average daily ATFM delay since the beginning of the year.

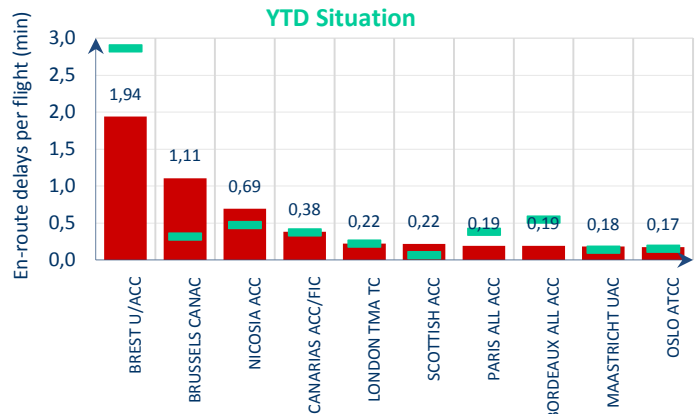
- French industrial action on 27-28-29 April resulted in delays for Brest, Paris and Bordeaux ACCs.
- ERATO ATM system implementation generated ATFM delays in Brest ACC ;
- Seasonal weather (fog, strong winds, thunderstorms) impacted operations particularly at London/Heathrow, Istanbul/Sabiha Gökçen, Frankfurt Main, Zurich and Amsterdam/Schiphol airports;
- Aerodrome capacity issues generated delays at Istanbul/Sabiha Gökçen and Istanbul/Ataturk airports, and to a lesser extent Amsterdam/Schiphol, Zurich and Barcelona airports;
- En-route ATC capacity delays in Brest, Maastricht, Nicosia, Madrid and Paris ACCs;
- Maastricht ACC was impacted by military exercise FRISIAN FLAG and therefore generated en-route disruption delays.
- Introduction of new en-route procedures in the Scottish ACC generated delays.
- Brussels and to a lesser extent Nicosia and London TMA ACCs recorded delays due to several ATC staffing during the month.

4. EN-ROUTE ATFM DELAY MONITORING

Monthly en-route delay per flight monitoring



Top 10 en-route delay per flight in April 2016

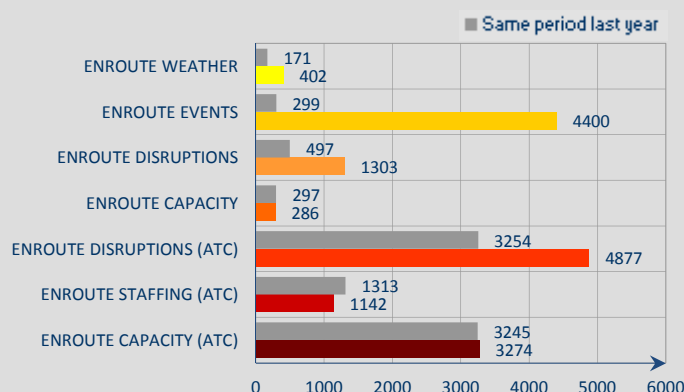


Reporting month: The average en-route delay per flight in the NM area¹ in March was 0.51 min/flt, which is significantly above the corresponding monthly guideline value of 0.39 min/flt.

Year To Date: The average YTD en-route ATFM delay per flight in 2016 in the NM area is 0.63 min/flt which is above the corresponding guideline value of 0.27 min/flt.

Staffing issues in Nicosia, London TMA and Brussels ACCs; French ATC industrial action in April resulted in delays for Brest, Bordeaux and Paris ACCs with additional delay generated by Canarias ACC due to locally reported ATFM protective measures; Implementation of ERATO ATM system also generated significant ATFM delays in Brest ACC; ATFM delays reported in Scottish ACC due to the implementation of new en-route procedures.

Year-to-date average daily en-route delays



En-route ATFM delays in 2016 are above the corresponding levels in 2015 with;

- En-route weather* at Stockholm, Langen, Bremen, London TMA, Madrid, Barcelona and Canarias ACC;
- En-route event* delays in Brest ACC ERATO system implementation and Scottish ACC due to new en-route procedures implementation;
- En-route disruption delay* at Barcelona, Madrid, Maastricht and Karlsruhe ACCs all generated delays due to the application of ATFM protective measures during the French ATC industrial action;
- En-route capacity* delays in, Amsterdam and Maastricht ACCs;
- En-route ATC disruption* delay at Bordeaux ACC (frequency problems), Brest, Reims, Paris and Marseille ACCs (French industrial action);
- En-route ATC staffing* delays in Brussels CANAC, Nicosia and London TMA ACCs;
- En-route ATC capacity* delays at Brest, Maastricht, Nicosia, Madrid and Paris ACCs;

NOTICE

Traffic and Delay Comparisons

All traffic and delay comparisons are between report month and equivalent month of previous year, unless otherwise stated.

NM Area

All figures presented in this report are for the geographical area that is within Network Manager's responsibility (NM area).

Regulation Reason Groupings

See Analysis for more information on colour coding.

Reporting Assumptions and Descriptions

For further information on the NM Area and the regulation reason groupings, go to the Reporting Assumptions and Descriptions document available on the EUROCONTROL website at <http://www.eurocontrol.int/articles/network-operations-monitoring-and-reporting>.

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ⁱ NM's calculation that provides the guideline en-route delay (min) requirements to achieve the annual target (0.5 min/flight).

ⁱⁱ See Notice on page 1 for more information on traffic and delay comparison.