



Network Manager
nominated by
the European Commission



Monthly Network Operations Report

Overview – July 2016



1. SUMMARY

Traffic in July 2016 increased by 2.7% compared to July 2015 and was close to the higher end of the forecast. This was the highest ever for the month of July. Twelve states contributed most to the European local trafficⁱ growth in July, with Spain, UK and Italy as the top contributors.

Total ATFM delays increased by 21.3% in July 2016 compared to July 2015. En-route ATFM delays increased by 30.2%; airport ATFM delays increased by 6.3%.

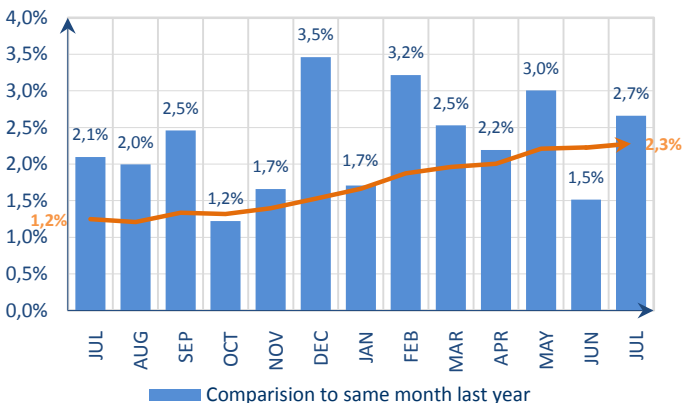
Highlights include:

- En-route ATC capacity delays in Brest, Maastricht, Bordeaux, and Marseille ACCs;
- French industrial on 05 July action resulted in ATFM delays for the French ACCs; ATFM delays in Maastricht and Karlsruhe ACCs due to ATFM measures applied during the action;
- En-route staffing issues in Karlsruhe, Warsaw and Nicosia ACCs;
- Aerodrome capacity issues generated delays at Istanbul/Sabiha Gökçen airport and to a lesser extent at Istanbul/Ataturk Barcelona, Paris/Orly, Amsterdam/Schiphol, Zurich and Mikonos airports;
- ATFM delays due to ATC system Improvements in Langen (on-going implementation of PSS) ACC;
- Capacity reductions in Scottish ACC due to iTec^v system training and familiarisation combined with unseasonable weather patterns resulting in transatlantic flights adopting more northerly routes resulted in en-route ATC capacity and staffing delays;
- Seasonal weather impacted operations particularly at London/Heathrow, Zurich, Amsterdam/Schiphol and Barcelona airports;
- The EURO 2016 football took place in France between 10 June and 10 July. French airports successfully handled at least 3,262 extra flights with a total of 5,870 minutes of ATFM delay.

The average en-route delay per flight in NM areaⁱⁱ in July 2016 was 1.76 min/ft, which was above the monthly guidelineⁱⁱⁱ value of 1.09 min/ft. The average YTD en-route ATFM delay per flight in 2016 in the NM area is 1.07 min/ft which is double the corresponding guideline value of 0.52 min/ft.

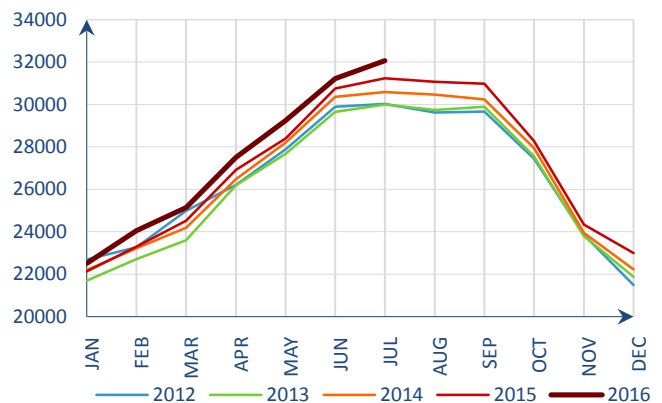
2. TOTAL TRAFFIC

Monthly traffic trend



Traffic increased by 2.7 % in July 2016^{iv}.

Average daily traffic for last 5 Years

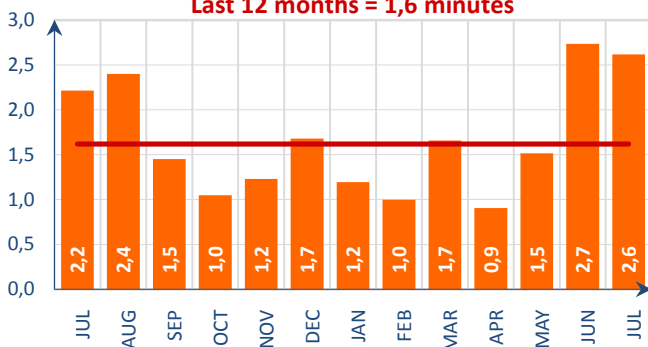


Average daily traffic in July 2016 was the highest ever for the month of July.

3. ATFM DELAYS

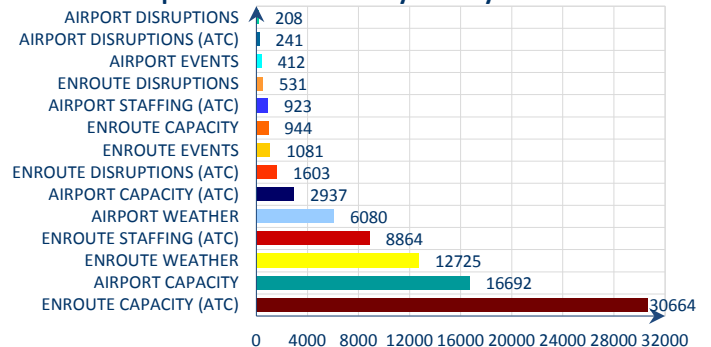
Monthly delay (min) per flight

Last 12 months = 1,6 minutes



Average ATFM delay per flight increased from 2.2 min/ft to 2.6 min/ft in July 2016.

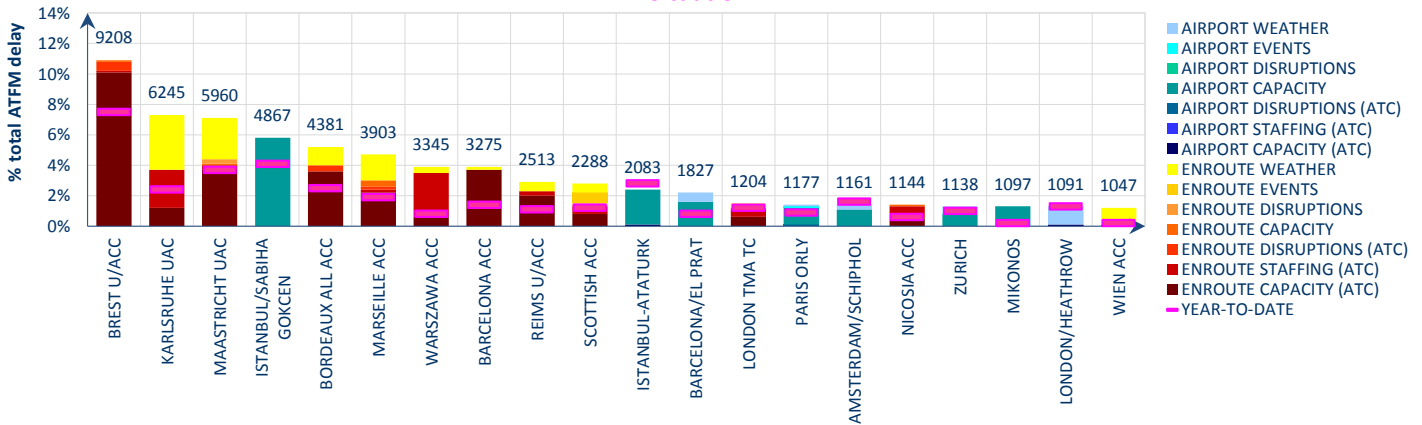
Proportion of ATFM delays in July 2016



En-route ATC capacity (36.5%), aerodrome capacity (19.9%) and en-route weather (15.2%) were the main causes of ATFM delays in July 2016.

Top 20 delay locations (min) in July 2016

YTD Situation

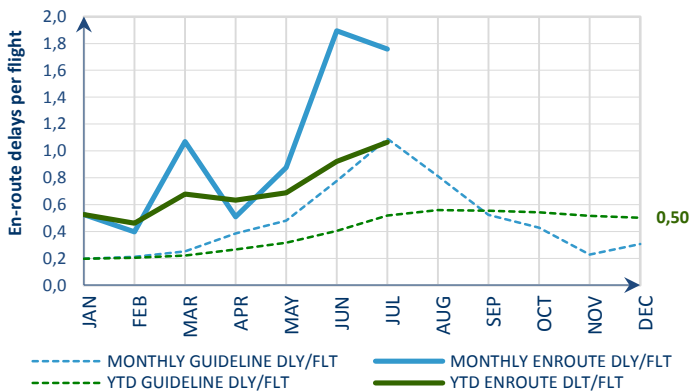


These are the top 20 delay generating locations for the reporting month with respect to total ATFM delays. Figures are the average daily delays in minutes for the individual locations.

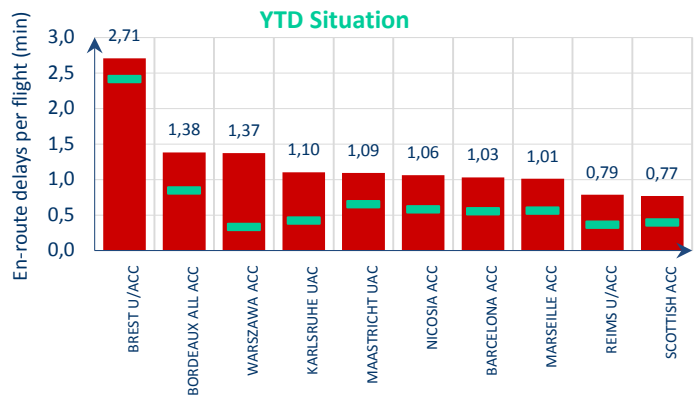
- En-route ATC capacity delays in Brest, Maastricht, Bordeaux, Marseille, Barcelona and Reims ACCs;
- En-route weather generated delays in Karlsruhe, Maastricht, Marseille, Bordeaux, Vienna, Munich, Budapest and Reims ACCs;
- En-route staffing issues in Karlsruhe, Warsaw and Nicosia ACCs;
- Aerodrome capacity issues generated delays at Istanbul/Sabiha Gökçen airport and to a lesser extent at Istanbul/Ataturk Barcelona, Paris/Orly, Amsterdam/Schiphol, Zurich and Mikonos airports;
- French industrial action on 05 July resulted in delays for Brest, Paris, Bordeaux and Marseille ACCs;
- Capacity reductions in Scottish ACC due to iTec^v system training and familiarisation combined with unseasonable weather patterns resulting in transatlantic flights adopting more northerly routes resulted in en-route ATC capacity and staffing delays;
- Seasonal weather impacted operations at London/Heathrow, Zurich, Amsterdam/Schiphol and Barcelona airports;
- Military exercise Bellerophon on 01 July generated ATFM delay in Brest.

4. EN-ROUTE ATFM DELAY MONITORING

Monthly en-route delay per flight monitoring



Top 10 en-route delay per flight in July 2016

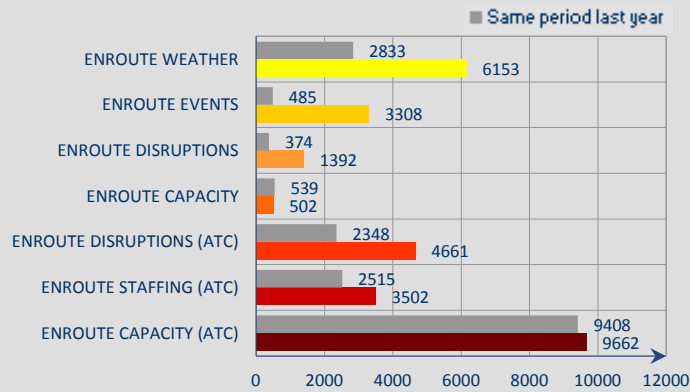


Reporting month: The average en-route delay per flight in the NM area^{vi} in July was 1.76 min/ft which is above the corresponding monthly guidelineⁱⁱⁱ value of 1.09 min/ft.

Year To Date: The average YTD en-route ATFM delay per flight in 2016 in the NM area is 1.07 min/ft which is above the corresponding guideline value of 0.52 min/ft.

French ATC industrial action in July resulted in delays for Brest, Bordeaux and Marseille ACCs; ATC staffing issues in Warsaw, Karlsruhe and Nicosia ACCs; Karlsruhe, Maastricht, Marseille and Reims ACCs impacted by en-route weather; iTEC system implementation in Scottish ACC; Capacity issues in Brest, Bordeaux, Maastricht, Barcelona and Reims ACCs.

Year-to-date average daily en-route delays



En-route ATFM delays (except capacity) in 2016 are above the corresponding levels in 2015 with;

- En-route weather* in Karlsruhe, Maastricht, Marseille, Bordeaux, Vienna, Munich, Budapest and Reims ACCs;
- En-route event* delays in Langen ACC due to the implementation of paperless system, in Scottish ACC due to new iTec system and in Marseille TMA due to extra traffic during the semi-final EURO2016 football tournament;
- En-route disruption* delays in Maastricht and Karlsruhe ACCs due to the application of ATFM protective measures during the French ATC industrial action;
- En-route capacity* delays in Brest, Marseille and Reims ACCs due to military exercises;
- En-route ATC disruption* delay at Bordeaux, Marseille and Paris ACCs (French industrial action);
- En-route ATC staffing* delays in Warsaw, Karlsruhe, Nicosia, Lisbon and Brussels ACCs;
- En-route ATC capacity* delays at Brest, Maastricht, Bordeaux, Marseille, Barcelona and Reims 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 Internals, international departures and arrivals, excluding overflights.

ii See Notice on page 1 for more information on NM Area

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

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

v iTec (interoperability Through European Collaboration) provides advanced flight data processing and Controller Working Position under SWIM (System Wide Information Management) which will improve information flow in control centres and airports.