



**Network Manager**  
nominated by  
the European Commission



# Monthly Network Operations Report

Overview – June 2016



# 1. SUMMARY

Traffic in June 2016 increased by 1.5% compared to June 2015 and was at the lower end of the forecast. Although this was the highest June traffic level since 2009, growth was suppressed due to ATC industrial action in France and Italy, as well as at Air France and SAS airlines. Twelve states contributed most to the European local traffic growth in June, with UK, Spain and the Canary Islands as the top contributors.

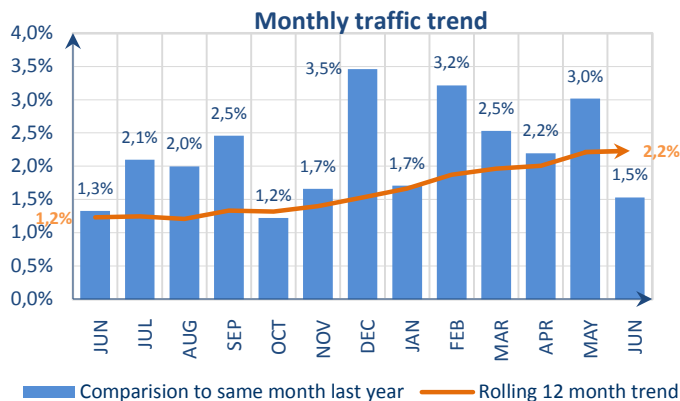
Total ATFM delays increased by 64.9% in June 2016 compared to June 2015. En-route ATFM delays increased by 89%; airport ATFM delays increased by 28.1%.

Highlights include:

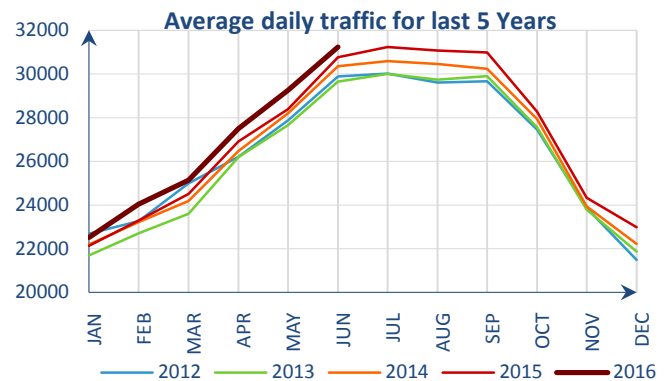
- En-route weather generated delays in Maastricht, Langen and Karlsruhe ACCs;
- French industrial action resulted in ATFM delays for the French ACCs; ATFM delays in Maastricht, Madrid, Karlsruhe, Barcelona ACCs due to ATFM measures applied during the action;
- En-route ATC staffing and capacity issues in Brest, Maastricht, Langen, Karlsruhe and Barcelona ACCs;
- Aerodrome capacity issues generated delays at Istanbul/Sabiha Gökçen airport and to a lesser extent at Istanbul/Ataturk Barcelona, Zurich, Amsterdam/Schiphol and London/Gatwick airports;
- ATFM delays due to ATC system Improvements in Scottish (implementation of iTEC system) and Langen (on-going implementation of PSS) ACCs;
- Inclement weather impacted operations particularly at Frankfurt Main, London/Heathrow, London/Gatwick, Amsterdam/Schiphol and Zurich airports;
- The Euro 2016 football tournament commenced on 10 June. French airports successfully handled at least 2,720 extra flights up to the 30 June with no significant impact on the network.

The average en-route delay per flight in NM area<sup>i</sup> in June 2016 was 1.89 min/ft, which was above the monthly guideline<sup>[1]</sup> value of 0.78 min/ft. The average YTD en-route ATFM delay per flight in 2016 in the NM area is 0.92 min/ft which is double the corresponding guideline value of 0.4 min/ft.

## 2. TOTAL TRAFFIC

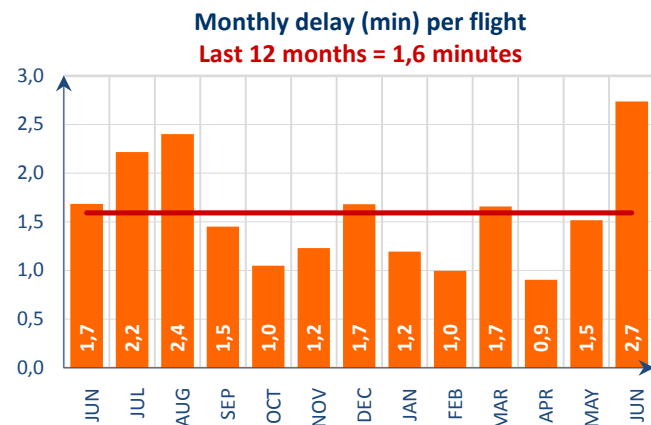


Traffic increased by 1.5 % in June 2016<sup>1</sup>.

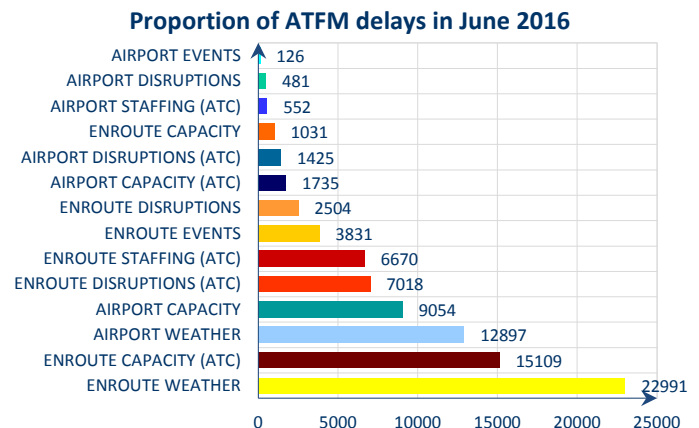


Average daily traffic in June 2016 was the highest June traffic recorded since 2009.

## 3. ATFM DELAYS



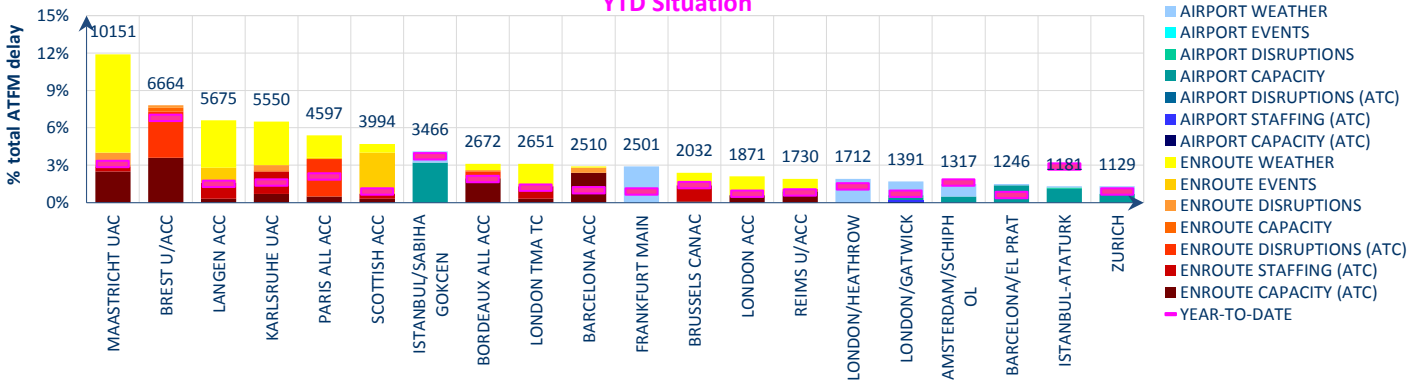
Average ATFM delay per flight increased from 1.7 min/ft to 2.7 min/ft in June 2016<sup>1</sup>.



En-route weather (26.9%), en-route ATC capacity (17.7%) and airport weather (15.1%) were the main causes of ATFM delays in June 2016.

### Top 20 delay locations (min) in June 2016

YTD Situation

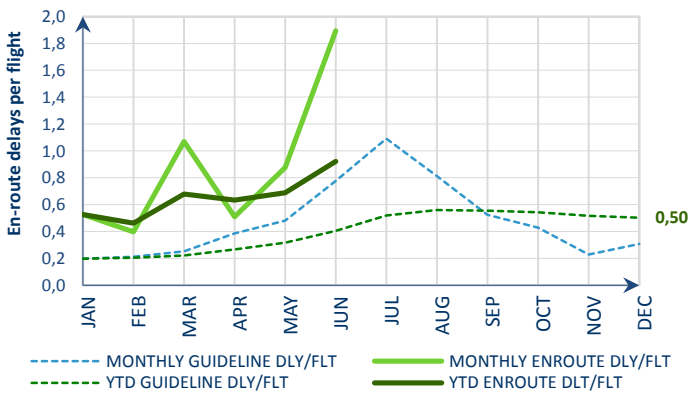


These are the top 20 delay generating locations for the reporting month with respect to total ATFM delays. Figures are the average daily delays in minutes for the individual locations.

- En-route weather generated delays in Maastricht, Langen, Karlsruhe, Paris, Scottish, London, Brussels and Reims ACCs;
- French industrial action on 02,14, 23 and on 28 June resulted in delays for Brest, Paris and Bordeaux ACCs;
- En-route staffing issues in Langen, Karlsruhe, London and Brussels ACCs;
- En-route ATC capacity delays in Maastricht, Brest, Karlsruhe, Bordeaux, Barcelona, London and Reims ACCs;
- Aerodrome capacity issues generated delays at Istanbul/Sabiha Gökçen airport and to a lesser extent at Istanbul/Ataturk Barcelona, Zurich, Amsterdam/Schiphol and London/Gatwick airports;
- Scottish ACC generated delays due to the implementation of the iTEC system<sup>ii</sup>; Langen ACC recorded delays to the on-going PSS implementation.
- Seasonal weather impacted operations particularly at Frankfurt Main, London/Heathrow, Istanbul/Sabiha Gökçen, London/Gatwick, Amsterdam/Schiphol and Zurich airports;
- Military exercise Bellerophon generated ATFM delay in Brest; locally reported traffic onload in Barcelona, Canarias ACCs resulted in the application of ATFM protective measures.

## 4. EN-ROUTE ATFM DELAY MONITORING

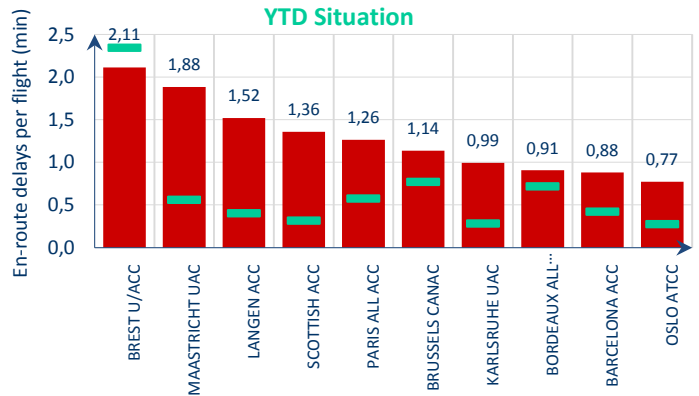
Monthly en-route delay per flight monitoring



**Reporting month:** The average en-route delay per flight in the NM area<sup>iii</sup> in June was 1.89 min/flt which is above the corresponding monthly guideline<sup>iii</sup> value of 0.78 min/flt.

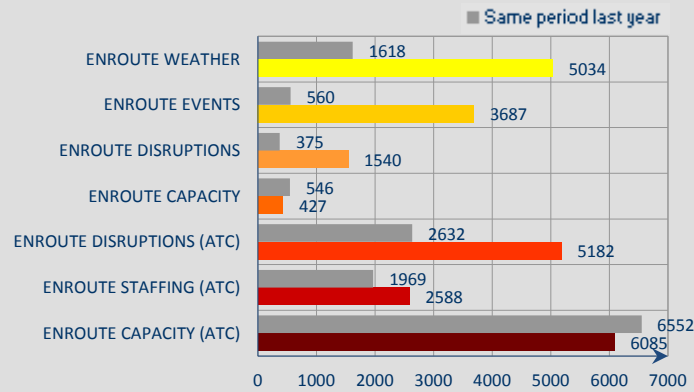
**Year To Date:** The average YTD en-route ATFM delay per flight in 2016 in the NM area is 0.92 min/flt which is above the corresponding guideline value of 0.40 min/flt.

Top 10 en-route delay per flight in June 2016



French ATC industrial action in June resulted in delays for Brest, Paris and Bordeaux ACCs; Maastricht, Langen and Karlsruhe ACCs impacted by en-route weather; iTEC system implementation in Scottish ACC; Capacity issues in Brest, Maastricht, Barcelona and Bordeaux ACCs; ATC staffing issues in Karlsruhe, Langen and Brussels ACCs; ATC equipment issues in Oslo and Brest ACCs;

### Year-to-date average daily en-route delays



En-route ATFM delays (except capacity and ATC capacity) in 2016 are above the corresponding levels in 2015 with;  
*En-route weather* in Maastricht, Langen, Karlsruhe, Paris, London, Brussels, Reims, Scottish and Munich ACCs;  
*En-route event* delays in Langen ACC due to the implementation of paperless system and in Scottish ACC due to new ITEC system;  
*En-route disruption* delays in Maastricht, Madrid, Karlsruhe, Barcelona and Lisboa ACCs due to the application of ATFM protective measures during the French ATC industrial action;  
*En-route capacity* delays in Brest, Marseille and Karlsruhe ACCs;  
*En-route ATC disruption* delay at Brest and Paris ACCs (French industrial action);  
*En-route ATC staffing* delays in Karlsruhe, Langen, Brussels ACCs and in London TMA;  
*En-route ATC capacity* delays at Brest, Maastricht, Barcelona and Bordeaux 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).

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

ii 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.

iii 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).