



Network Manager
nominated by
the European Commission



Monthly Network Operations Report

Overview – May 2016



1. SUMMARY

Traffic in May 2016 increased by 3.0% compared to May 2015 and it was the highest May traffic level since 2001. Sixteen states contributed most to the growth of local traffic in Europe and together added 1,600 daily flights to the network. UK was the top contributor with a record high of 350 extra daily flights thanks to a solid increase in its international arrivals/departures, boosted by the half-term holiday.

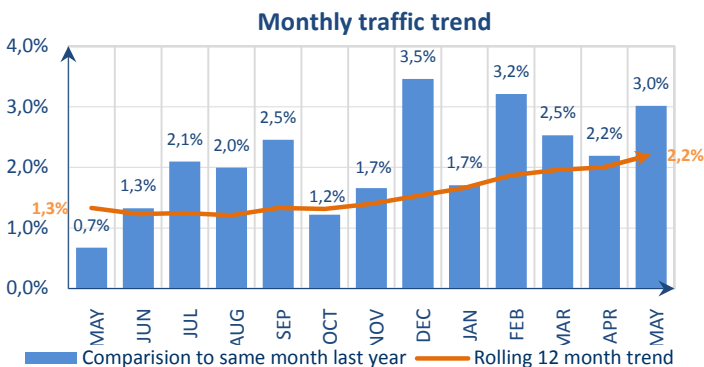
Total ATFM delays increased by 23.5% in May 2016 compared to May 2015. En-route ATFM delays increased by 44.1%; airport ATFM delays increased by 3.2%.

Highlights include:

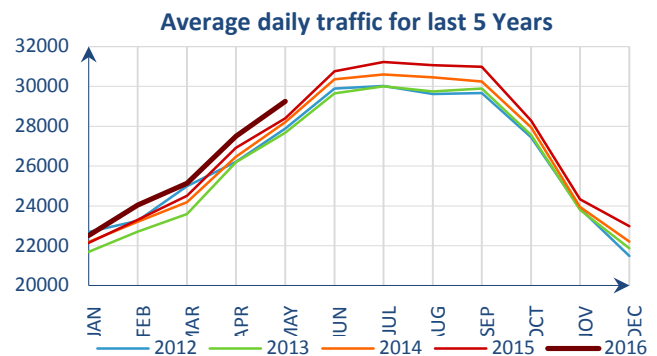
- French industrial action on 19 May and on 26 May resulted in delays for Brest, Reims, Paris and Bordeaux ACCs and neighbouring ACCs reported knock-on delays; NM estimates there were 1700 fewer flights during the actions;
- Stockholm and Malmo ACCs recorded en-route disruptions delays due to communication systems failure on 19 May;
- En-route weather generated delays in Maastricht, Karlsruhe and Paris ACCs;
- Seasonal weather (fog, strong winds, rain, thunderstorms) impacted operations particularly at Amsterdam/Schiphol, Istanbul/Ataturk and London/Heathrow airports;
- Aerodrome capacity issues generated delays at Istanbul/Sabiha Gökçen airport, and to a lesser extent Istanbul/Ataturk and Amsterdam/Schiphol airports;
- Brussels ACC recorded delays due to several ATC staffing issues during the month;
- En-route ATC capacity delays in Brest, Maastricht and Bordeaux ACCs;
- Prestwick ACC carried out iTEC/Common work station implementation project;
- A-CDM implementation at Milan/Linate airport on 3 May.

The average en-route delay per flight in NM areaⁱ in May 2016 was 0.88 min/flt, which was above the monthly guideline^[i] value of 0.48 min/flt. The average YTD en-route ATFM delay per flight in 2016 in the NM area is 0.69 min/flt which is double the corresponding guideline value of 0.32 min/flt.

2. TOTAL TRAFFIC

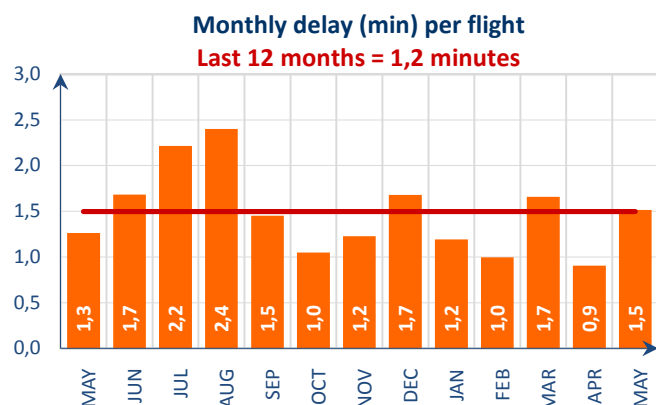


Traffic increased by 3.0 % in May 2016¹.

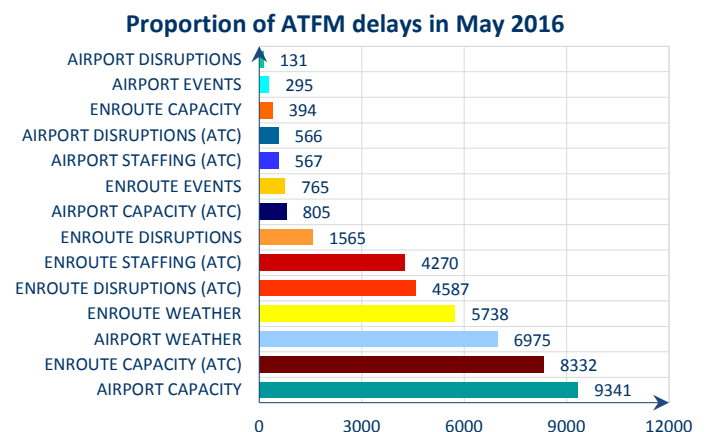


Average daily traffic in May 2016 was the highest May traffic recorded since 2001.

3. ATFM DELAYS

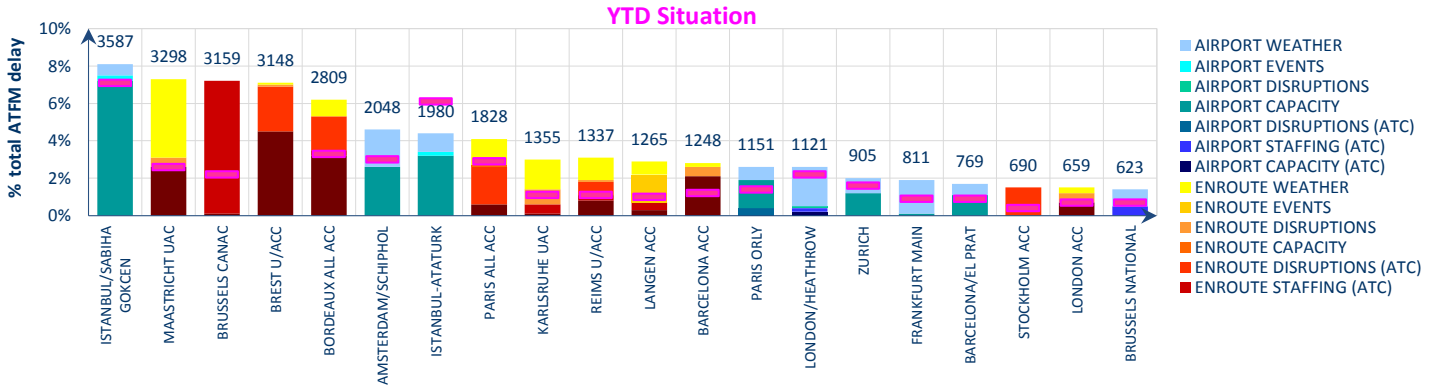


Average ATFM delay per flight increased from 1.30 min/flt to 1.50 min/flt in in May 2016¹.



Airport capacity (21.1%), en-route ATC capacity (18.8%) and airport weather (15.7%) were the main causes of ATFM delays in May 2016

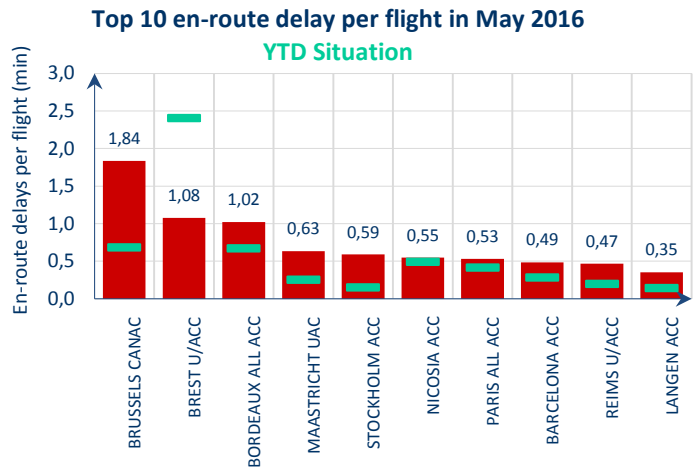
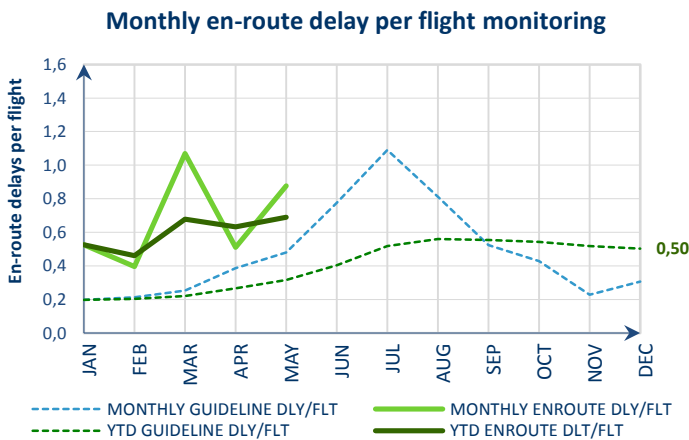
Top 20 delay locations (min) in May 2016



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.

- Aerodrome capacity issues generated delays at Istanbul/Sabiha Gökçen airport, and to a lesser extent Istanbul/Ataturk Amsterdam/Schiphol, Paris/Orly, Zurich and Barcelona airports;
- En-route weather generated delays in Maastricht, Karlsruhe, Paris, Reims, Bordeaux and Langen ACCs;
- Brussels ACC recorded delays due to several ATC staffing issues during the month;
- French industrial action on 19 May and on 26 May resulted in delays for Brest, Reims, Paris and Bordeaux ACCs;
- En-route ATC capacity delays in Brest, Maastricht, Bordeaux, Barcelona, London, Madrid and Paris ACCs;
- Seasonal weather (fog, strong winds, rain, thunderstorms) impacted operations particularly at Amsterdam/Schiphol, Istanbul/Ataturk, Paris/Orly, London/Heathrow, Frankfurt Main, Zurich and Barcelona airports;
- Stockholm ACC recorded en-route disruptions delays due to technical failures on 19 May and 30 May;

4. EN-ROUTE ATFM DELAY MONITORING

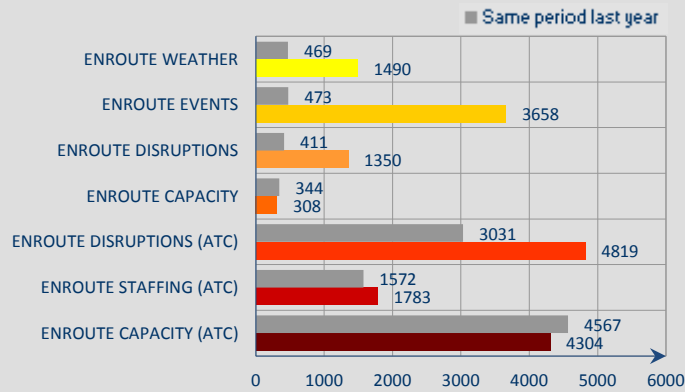


Reporting month: The average en-route delay per flight in the NM areaⁱⁱ in May was 0.88 min/flt which is above the corresponding monthly guidelineⁱⁱⁱ value of 0.48 min/flt.

Year To Date: The average YTD en-route ATFM delay per flight in 2016 in the NM area is 0.69 min/flt which is above the corresponding guideline value of 0.32 min/flt.

Staffing issues in Brussels ACCs; French ATC industrial action in May resulted in delays for Brest, Bordeaux, Reims and Paris ACCs; Maastricht ACC highly impacted by en-route weather; Communication systems failure in Stockholm ACC; Capacity issues in Nicosia and Barcelona ACCs;

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 Maastricht, Karlsruhe, Paris, Reims, Bordeaux, Munich and Langen ACC;
- En-route event* delays in Langen ACC due to the implementation of paperless system;
- En-route disruption* delays in Karlsruhe, Madrid, Maastricht, London and Barcelona ACCs due to the application of ATFM protective measures during the French ATC industrial action;
- En-route capacity* delays in Brest, Bordeaux, Maastricht and Barcelona ACCs;
- En-route ATC disruption* delay at Stockholm, Malmo ACCs (technical failure), Brest, Paris and Bordeaux ACCs (French industrial action);
- En-route ATC staffing* delays in Brussels ACC;
- En-route ATC capacity* delays at Brest, Bordeaux, Maastricht and Barcelona 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 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).