



Network Manager
nominated by
the European Commission



Monthly Network Operations Report

Overview – October 2016



1. SUMMARY

Traffic in October 2016 increased by 2.9% compared to October 2015 and was in line with the baseline forecast. This was the highest traffic ever for the month of October. Twelve states contributed most to the European local trafficⁱ growth, with UK, Spain and Italy as the top contributors.

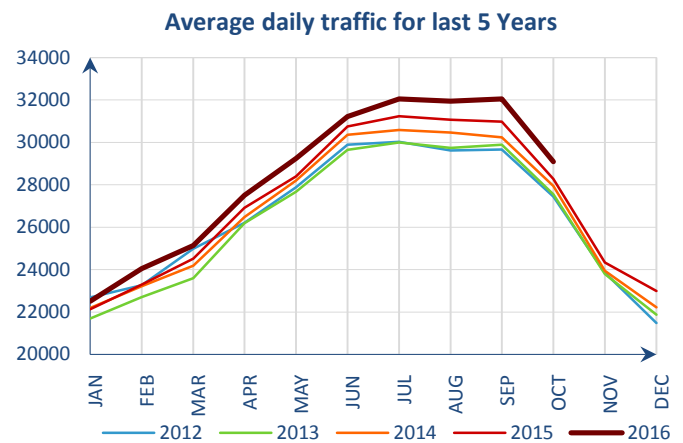
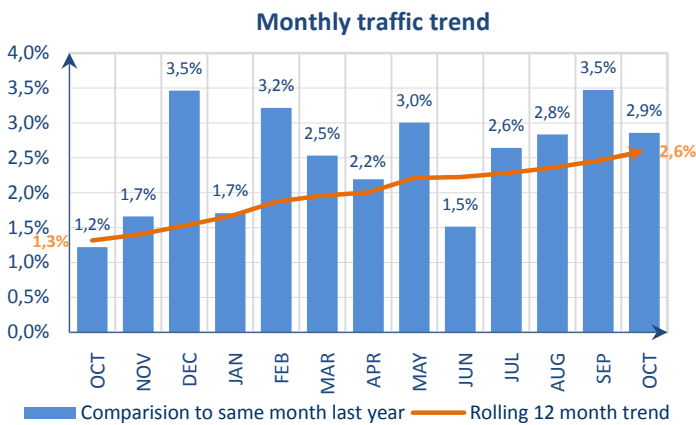
Total ATFM delays increased by 11.6% in October 2016 compared to October 2015. En-route ATFM delays increased by 7.2%; airport ATFM delays increased by 15.4%.

Highlights include:

- En-route ATC capacity delays in Brest, Maastricht and Bordeaux ACCs, staffing issues in Warsaw, Karlsruhe and Brest ACCs;
- Aerodrome capacity issues generated high delays at Istanbul/Sabiha Gökçen airport, and to a lesser extent at Istanbul/Ataturk airport;
- Seasonal weather affected Maastricht, Marseille and Barcelona ACCs; heavy rain and/or low visibility impacted London/Heathrow, Amsterdam, London/Gatwick and Zurich;

The average en-route ATFM delay per flight in NM areaⁱⁱ in October 2016 was 0.51 min/ft, which was above the monthly guidelineⁱⁱⁱ value of 0.43 min/ft. The average YTD en-route ATFM delay per flight in 2016 in the NM area is 0.96 min/ft which is above the corresponding guideline value of 0.54 min/ft.

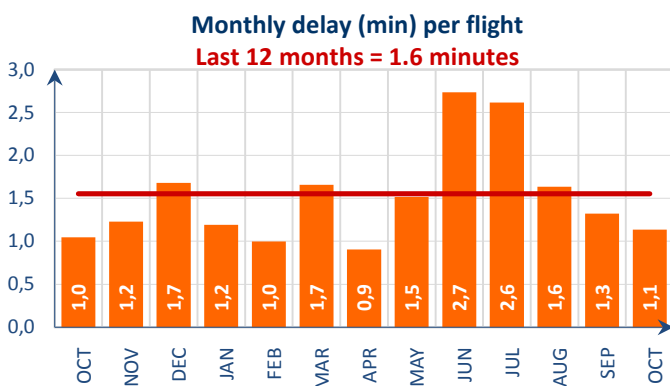
2. TOTAL TRAFFIC



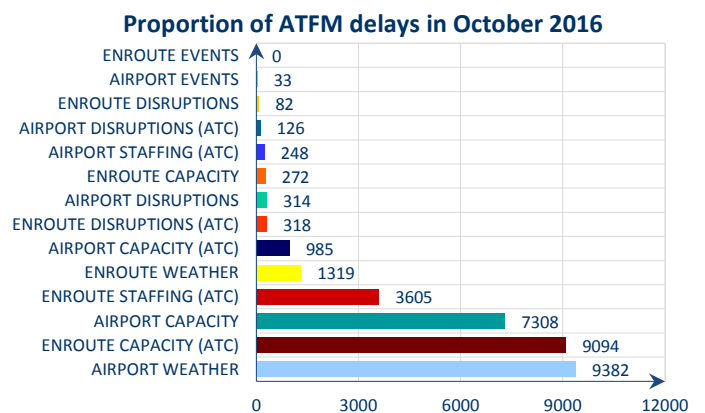
Traffic increased by 2.9% in October 2016^{iv}.

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

3. ATFM DELAYS

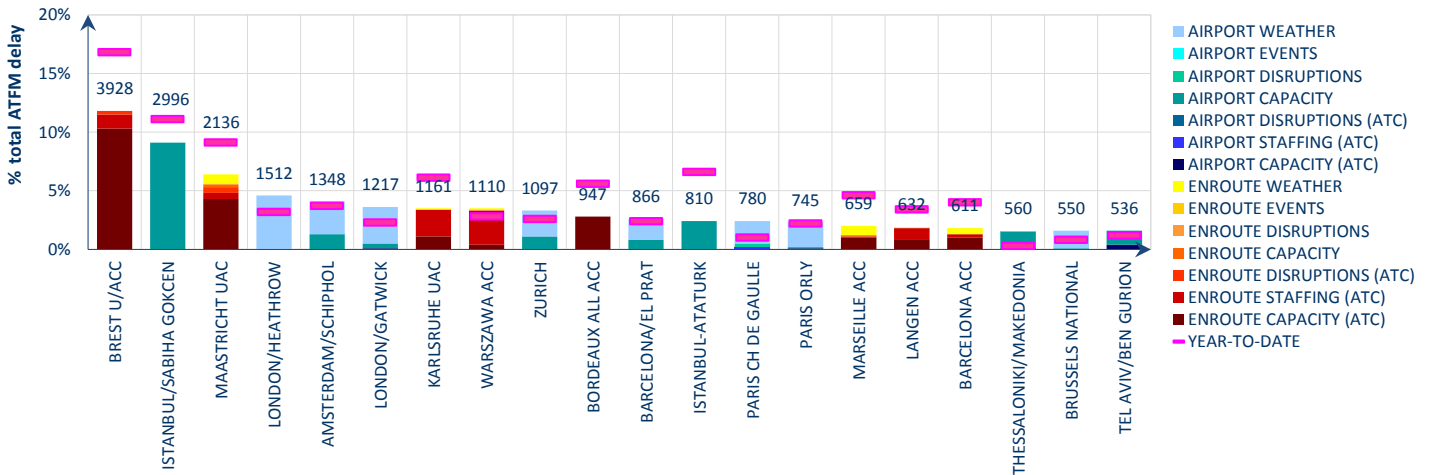


Average ATFM delay per flight decreased from 1.3 min/ft in September 2016 to 1.1 min/ft in October 2016.



Airport weather (28.4%), en-route ATC capacity (27.5%) and airport capacity (22.1%) were the main causes of ATFM delays in October 2016.

Top 20 delay locations (min) in October 2016 YTD Situation

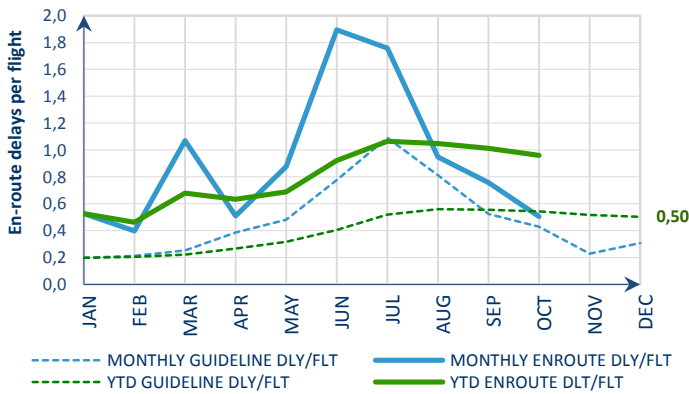


These are the top 20 delay generating locations for the reporting month with respect to total ATFM delays. Figures are the average daily delays in minutes for the individual locations.

- En-route ATC capacity delays and staffing issues in Brest, Maastricht, Karlsruhe, Bordeaux, Marseille, Langen and Barcelona ACCs;
- Aerodrome capacity issues generated delays at Istanbul/Sabiha Gökçen, Amsterdam, Zurich, Barcelona, Istanbul/Ataturk, Thessaloniki and Tel Aviv/Ben Gurion airports;
- Seasonal weather affected Maastricht, Marseille and Barcelona ACCs; heavy rain and/or low visibility impacted London/Heathrow, Amsterdam, London/Gatwick, Zurich, Barcelona, Paris/Charles de Gaulle, Paris/Orly and Brussels airports;
- Runway maintenance at Thessaloniki and Bucharest/Henri Coanda airports.

4. EN-ROUTE ATFM DELAY MONITORING

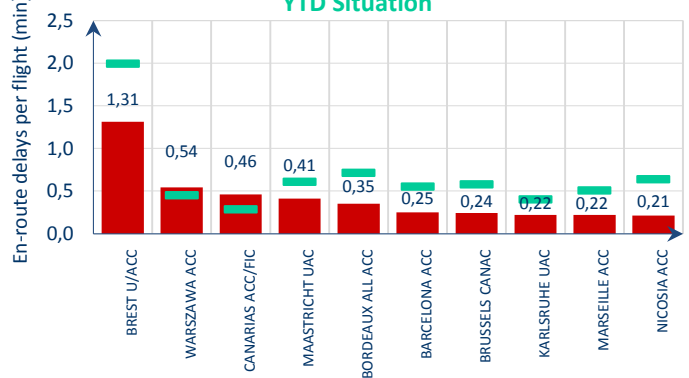
Monthly en-route delay per flight monitoring



Reporting month: The average en-route ATFM delay per flight in the NM area in October was 0.51 min/ft which is above the corresponding monthly guidelineⁱⁱⁱ value of 0.43 min/ft.

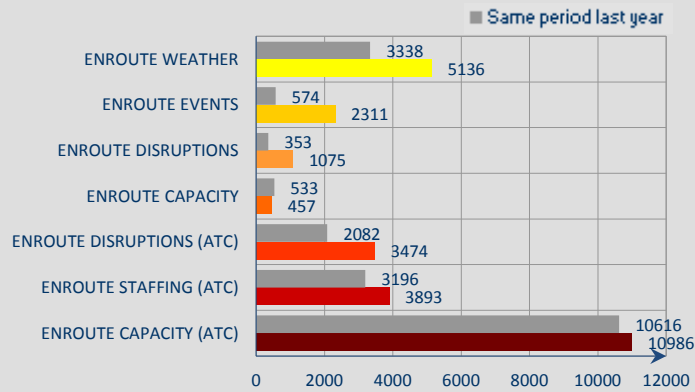
Year To Date: The average YTD en-route ATFM delay per flight in 2016 in the NM area is 0.96 min/ft which is above the corresponding guideline value of 0.54 min/ft.

Top 10 en-route delay per flight in October 2016
YTD Situation



Capacity delays and staffing issues in Brest, Canarias, Maastricht, Bordeaux, Barcelona and Marseille ACCs; Canarias, Barcelona and Marseille ACCs impacted by en-route weather; ATC disruptions delays in Maastricht ACC.

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 Maastricht, Karlsruhe, Langen, Marseille and Paris ACCs;
- En-route events* in Brest, Scottish, Langen and London TMA ACCs;
- En-route disruptions* in Canarias, Maastricht, Barcelona, Karlsruhe and Paris ACCs ;
- En-route capacity* in Nicosia, Maastricht, Marseille, Karlsruhe and Brest ACCs;
- En-route ATC disruption* in Brest, Bordeaux, Marseille, Paris and Reims ACCs;
- En-route ATC staffing* in Brussels, Warsaw, Nicosia, Karlsruhe and Langen ACCs;
- En-route ATC capacity* delays in Brest, Barcelona, Bordeaux, Nicosia and Palma 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>.

© 2016 The European Organisation for the Safety of Air Navigation (EUROCONTROL).

This document is published by EUROCONTROL in the interests of exchange of information. It may be copied in whole or in part, providing that the copyright notice and disclaimer are included. The information contained in the document may not be modified without prior written permission from EUROCONTROL. EUROCONTROL makes no warranty, either implied or express, for the information contained in this document, neither does it assume any legal liability or responsibility for the accuracy, completeness or usefulness of this information.

Operational Analysis & Reporting,
Performance, Forecasts and Relations (PFR) Unit,
Network Manager Directorate (NMD),
EUROCONTROL,
96 Rue de la Fusée,
B - 1130 Brussels

mailto:nm.ops.perf@eurocontrol.int

<http://www.eurocontrol.int/articles/network-operations-monitoring-and-reporting>

i Internals, international departures and arrivals, excluding overflights.

ii See notice on page 4 for more information about 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 4 for more information on traffic and delays comparisons.