



Network Manager
nominated by
the European Commission



Monthly Network Operations Report

Overview – September 2016



1. SUMMARY

Traffic in September 2016 increased by 3.5% compared to September 2015 and was close to the high forecast. This was the highest ever for the month of September, 09 September was the busiest day ever in the network (34,594 flights). Seven states contributed most to the European local trafficⁱ growth, with UK, Spain and Italy as the top contributors. Traffic levels in Turkey are declining at a slower rate compared to the previous months.

With the same level of traffic as July 2016, NM delay savings in September 2016 were the double compared to July 2016. Average daily flights with more than 30 minutes of delay decreased from 841 flights in July to 296 flights in September.

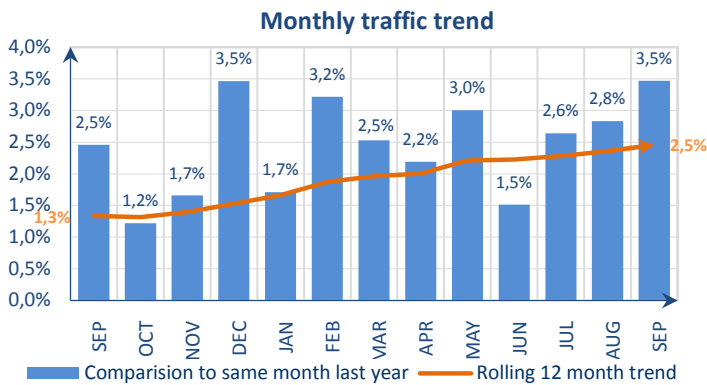
Total ATFM delays decreased by 5.6% in September 2016 compared to September 2015. En-route ATFM delays increased by 26.7%; airport ATFM delays decreased by 29.6%.

Highlights include:

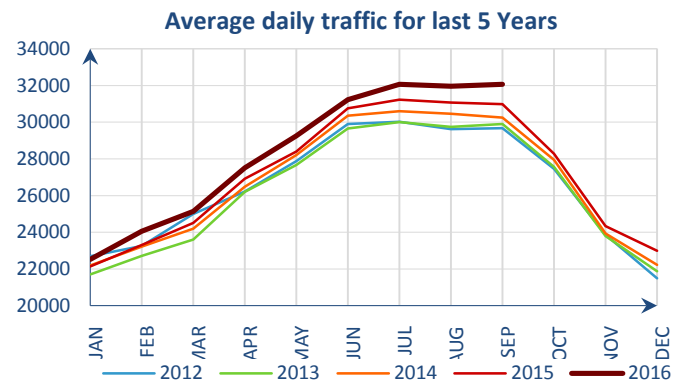
- En-route ATC capacity delays in Maastricht, Bordeaux and Brest ACCs, staffing issues in Warsaw and Karlsruhe ACCs;
- Aerodrome capacity issues generated delays at both Istanbul airports and London/Gatwick;
- Seasonal weather affected Maastricht, Marseille, Barcelona, Karlsruhe and London ACCs; Thunderstorms, heavy rain and/or low visibility impacted Palma de Mallorca and London/Heathrow airports and, to a lesser extent, Barcelona, Rome/Fiumicino and Istanbul/Sabiha Gökçen airports;
- Industrial action in France on 14 and 15 September generated en-route ATFM delays in Marseille, Brest and Paris ACCs;
- Technical failure in Karlsruhe ACC on 23 September (11,860 min of delays), Marseille ACC on 14 September (2,901 minutes of delay) and Brussels ACC on 15 September (4,207 min of delays);
- System upgrade in Nicosia ACC on 16 September generated delays (1,657 minutes of delay).

The average en-route ATFM delay per flight in NM areaⁱⁱ in September 2016 was 0.76 min/flt, which was above the monthly guidelineⁱⁱⁱ value of 0.52 min/flt. The average YTD en-route ATFM delay per flight in 2016 in the NM area is 1.01 min/flt which is double the corresponding guideline value of 0.56 min/flt.

2. TOTAL TRAFFIC

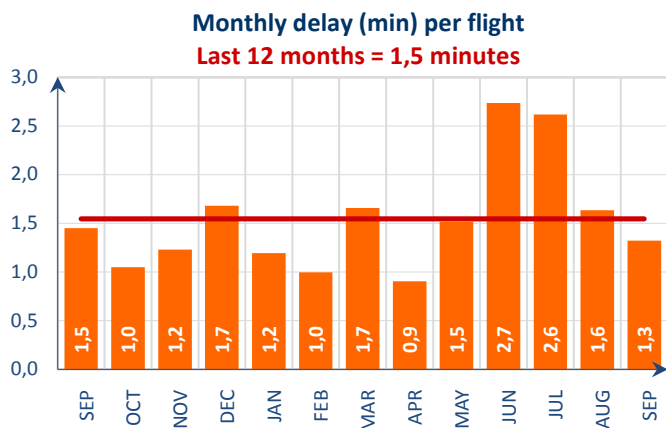


Traffic increased by 3.5% in September 2016^{iv}.

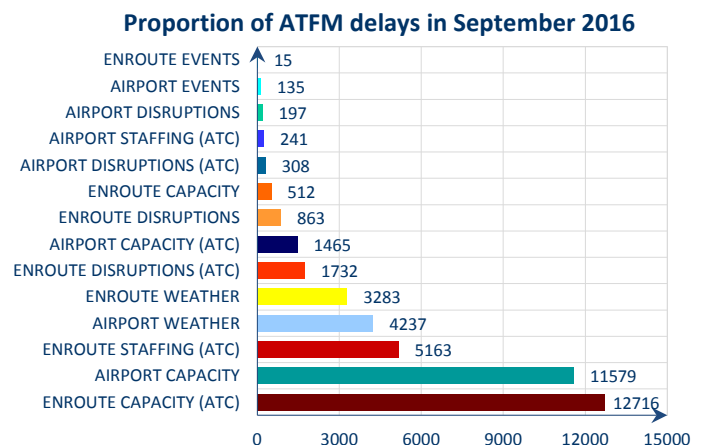


Average daily traffic in September 2016 was the highest ever for the month of September.

3. ATFM DELAYS

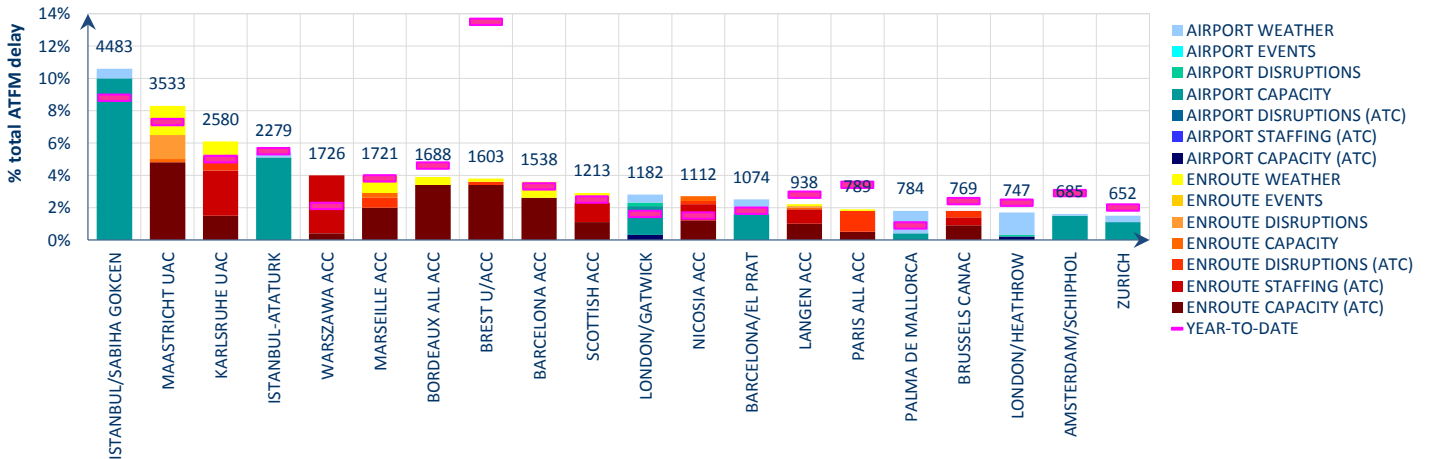


Average ATFM delay per flight decreased from 1.5 min/flt to 1.3 min/flt in September 2016^{iv}.



En-route ATC capacity (30%), airport capacity (27.3%) and en-route ATC staffing (12.2%) were the main causes of ATFM delays in September 2016.

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

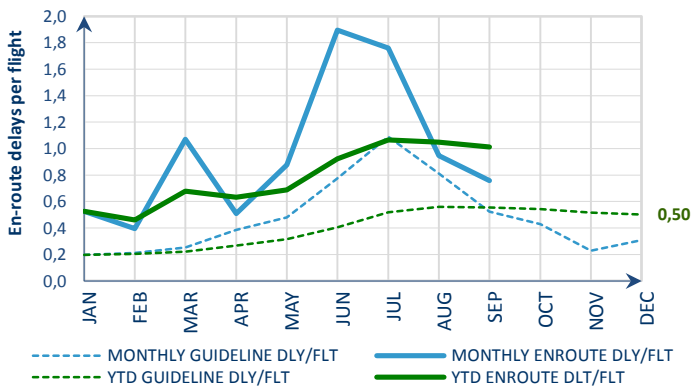


These are the top 20 delay generating locations for the reporting month with respect to total ATFM delays. Figures are the average daily delays in minutes for the individual locations.

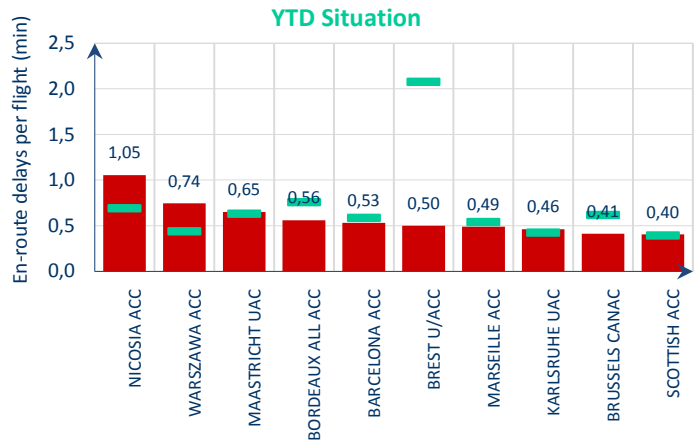
- Aerodrome capacity issues generated delays at Istanbul/Sabiha Gökçen, Istanbul/Ataturk, London/Gatwick, Barcelona, Amsterdam/Schiphol and Zurich airports;
- En-route ATC capacity delays in Maastricht, Karlsruhe, Marseille, Bordeaux, Brest, Barcelona, Scottish, Nicosia, Langen and Brussels ACCs;
- En-route staffing issues in Karlsruhe, Warsaw, Scottish, Nicosia, Langen and Brussels ACCs;
- Seasonal weather affected Maastricht, Karlsruhe, Marseille, Bordeaux, Barcelona and Scottish ACCs; thunderstorms, heavy rain and/or low visibility impacted London/Heathrow and Palma de Mallorca airports and, to a lesser extent, Istanbul/Sabiha Gökçen, Istanbul/Ataturk, London/Gatwick, Barcelona and Zurich airports;
- Industrial action in France on 14 and 15 September generated en-route ATFM delays in Marseille, Brest and Paris ACCs;
- FDPS system failure in Karlsruhe ACC on 23 September generated delays (11,860 min of delays);
- Frequency issues in Marseille ACC on 14 September (2,901 minutes of delay) and in Brussels ACC on 15 September (4,207 min of delays) ;
- System upgrade in Nicosia ACC on 16 September generated delays (1,657 minutes of delay).

4. EN-ROUTE ATFM DELAY MONITORING

Monthly en-route delay per flight monitoring



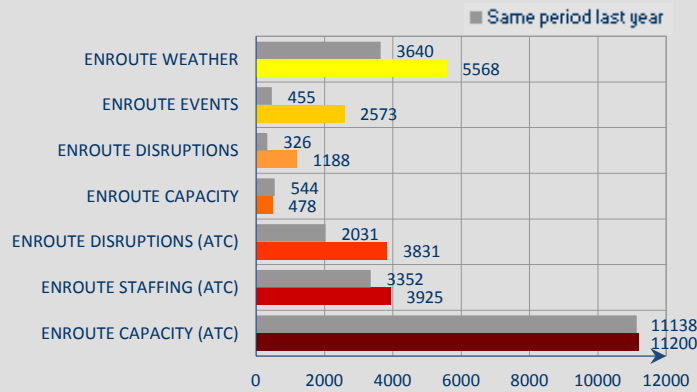
Top 10 en-route delay per flight in September 2016



Reporting month: The average en-route ATFM delay per flight in the NM area^v in September was 0.76 min/flt which is above the corresponding monthly guidelineⁱⁱⁱ value of 0.52 min/flt.
Year To Date: The average YTD en-route ATFM delay per flight in 2016 in the NM area is 1.01 min/flt which is above the corresponding guideline value of 0.56 min/flt.

Capacity delays in Nicosia, Maastricht, Bordeaux, Barcelona, Brest, Marseille, Karlsruhe, Brussels and Scottish ACCs; ATC staffing issues in Nicosia, Warsaw, Karlsruhe, Brussels and Scottish ACCs; Bordeaux, Brussels, Karlsruhe and Scottish ACCs impacted by en-route weather; ATC disruptions delays in Marseille and Karlsruhe 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 Maastricht, Karlsruhe, Langen, Paris and Marseille ACCs;
- En-route events* in Brest, Scottish, Langen and London TMA ACCs;
- En-route disruptions* in Maastricht, Karlsruhe, Barcelona, Brest and Paris ACCs ;
- En-route capacity* in Maastricht, Marseille, Karlsruhe and Brest ACCs;
- En-route ATC disruption* in Brest, Paris, Marseille, Bordeaux and Reims ACCs;
- En-route ATC staffing* in Brussels, Karlsruhe, Warsaw, Langen and London TMA ACCs;
- En-route ATC capacity* delays in Brest, Maastricht, Barcelona, Bordeaux 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.