



Network Manager
nominated by
the European Commission



Monthly Network Operations Report

Overview – December 2017



1. SUMMARY

Traffic in December 2017 increased by 1.9% compared to December 2016, a slowdown in growth due to high traffic levels in December 2016 and also explained by recent airline failures. Traffic has shown continuous growth since November 2015. Five states each added daily more than 50 flights to the network with Spain, Turkey and Poland as the top contributors.

With the winter traffic level, total ATFM delays decreased by 22.3% in December 2017 compared to December 2016. En-route ATFM delays increased by 4.7%; airport ATFM delays decreased by 28.8%.

Highlights include:

En-route:

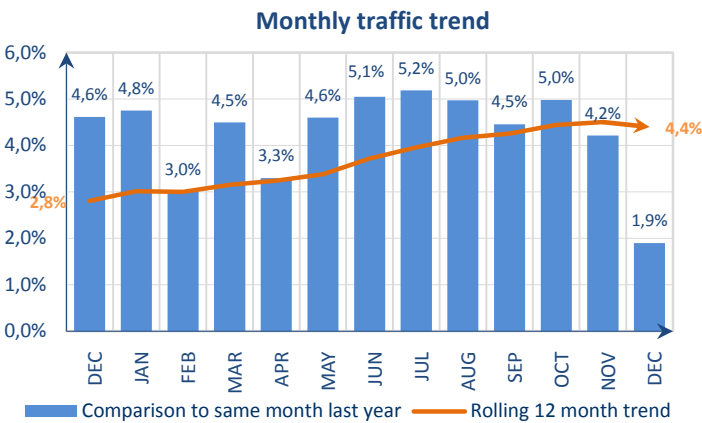
- Italian ATC industrial action on Friday 15 December generated 6,265 min of airport ATFM delay in Italy. NM estimates there were 285 fewer flights during the action;
- En-route ATC staffing and ATC capacity issues in Karlsruhe and Warsaw ACCs;
- Canarias ACC ATFM delay per flight decreased by 22% with 8.8% traffic growth;

Airport:

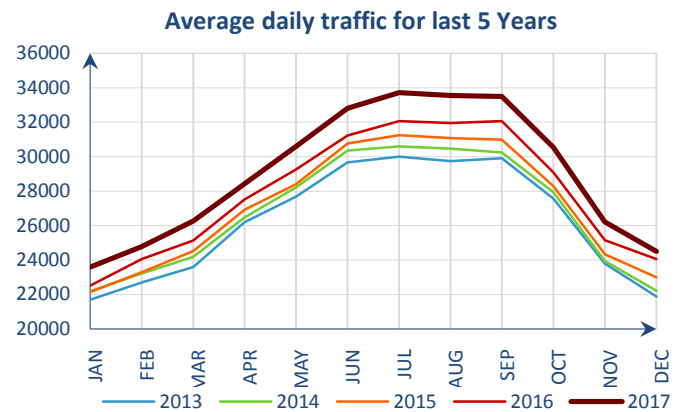
- Seasonal weather impacted operations at the majority of north-west Europe airports. Amsterdam/Schiphol and London airports were strongly impacted;
- There were capacity issues at Istanbul/Atatürk, Frankfurt and Amsterdam/Schiphol airports;
- Tower/taxiway maintenance in conjunction with airport capacity at Paris/Orly airport;

The average en-route ATFM delay per flight in the NM areaⁱ in December was 0.28 min/ft, which is below the corresponding monthly guidelineⁱⁱ value of 0.32 min/ft. The average YTD en-route ATFM delay per flight in 2017 in the NM areaⁱ is 0.88 min/ft, which is above the network target 0.50 min/ft. This is a similar level to 2016 but with 4.4% more traffic handled.

2. TOTAL TRAFFIC

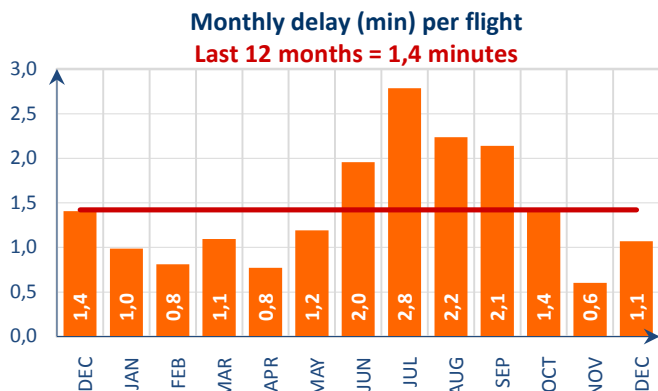


Traffic increased by 1.9% in December 2017ⁱⁱⁱ.

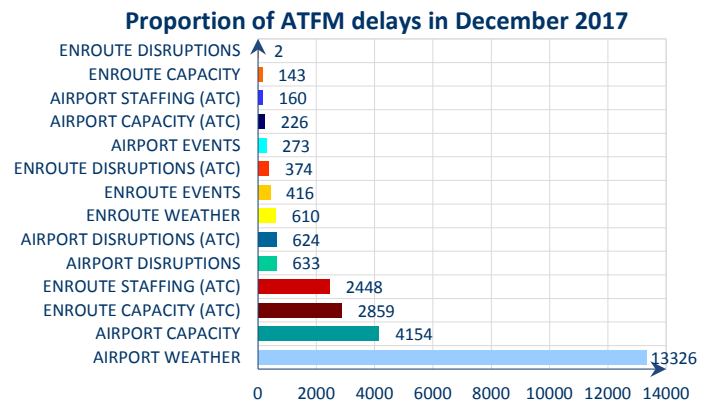


Average daily traffic in December 2017 was the highest for December in the last five years.

3. ATFM DELAYS



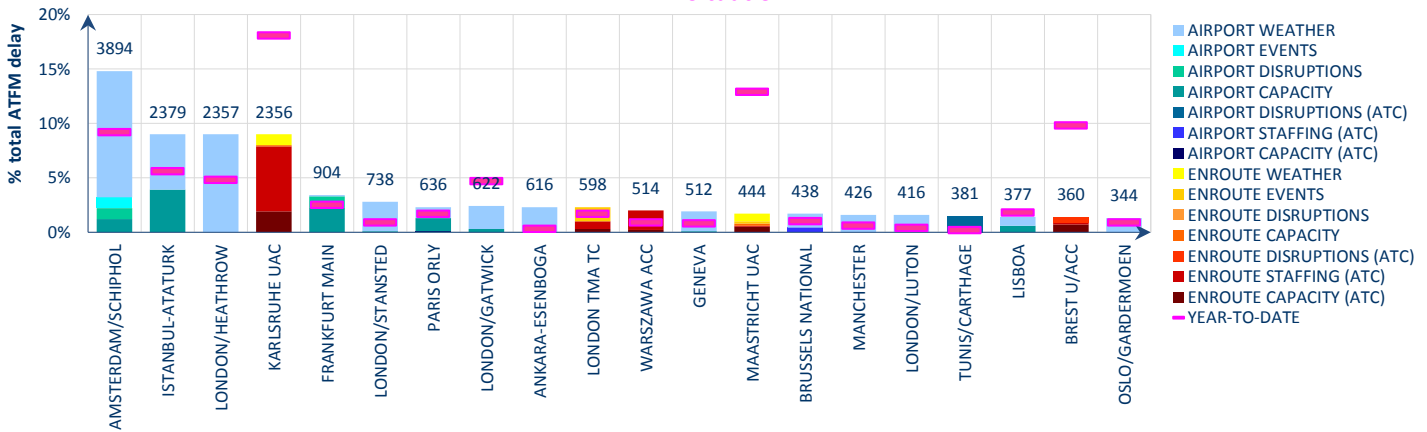
Average ATFM delay per flight increased from 0.6 min/ft in November 2017 to 1.1 min/ft in December 2017. 2017 Average ATFM delay per flight decreased by 2.2% compared to 2016.



Airport weather (50.8%), airport capacity (15.8%) and en-route ATC capacity (10.9%) were the main causes of ATFM delays in December 2017.

Top 20 delay locations (min) in December 2017

YTD Situation

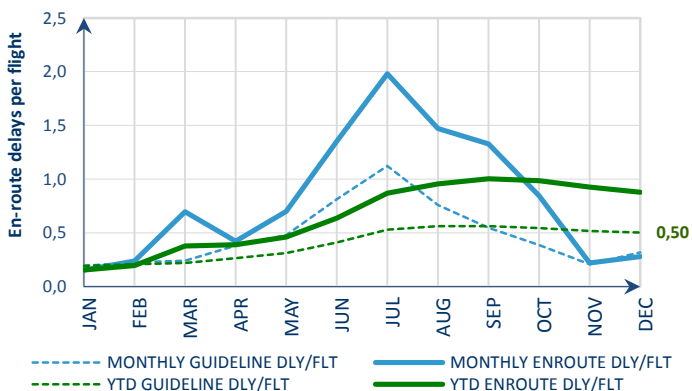


These are the top 20 delay generating locations for the reporting month with respect to total ATFM delays. Figures are the average daily delays in minutes for the individual locations.

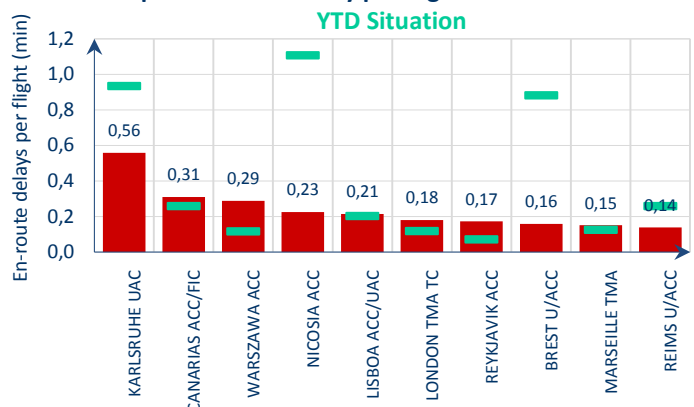
- Seasonal weather impacted operations strongly at Amsterdam/Schiphol and London/Heathrow airports and, to a lesser extent, at Istanbul/Atatürk, London/Stansted, London/Gatwick, Ankara, Geneva, Manchester and London/Luton airports;
- Capacity issues at Istanbul/ Atatürk, Frankfurt and Amsterdam/Schiphol airports;
- Tower/taxiway maintenance in conjunction with airport capacity at Paris/Orly airport;
- En-route ATC staffing and ATC capacity issues in Karlsruhe and Warsaw ACCs;
- Implementation of Extended Computer Display system in London TMA;
- Co-location of the Dutch civil and military air traffic control organisations to Amsterdam/Schiphol airport on 07 December.

4. EN-ROUTE ATFM DELAY MONITORING

Monthly en-route delay per flight monitoring



Top 10 en-route delay per flight in December 2017



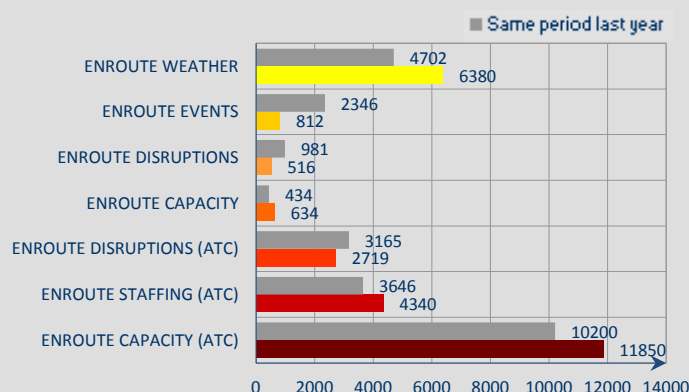
Reporting month: The average en-route ATFM delay per flight in the NM areaⁱ in December was 0.28 min/ft, which is below the corresponding monthly guidelineⁱⁱ value of 0.32 min/ft.

Year To Date: The average YTD en-route ATFM delay per flight in 2017 in the NM areaⁱ is 0.88 min/ft which is above the network target 0.50 min/ft.

Four of the top 10 ACCs generated an average delay per flight below their year to date average.

ATC capacity issues in Karlsruhe, Canarias, Nicosia, Reykjavik and Marseille ACCs; ATC staffing delays in Karlsruhe and Warsaw ACCs; ATC disruptions in Lisbon ACC due to frequency problems; Implementation of Extended Computer Display system in London TMA.

Year-to-date average daily en-route delays



En-route weather, capacity, ATC staffing and ATC capacity are above their year-to-date average with;
En-route weather in Karlsruhe, Maastricht, Marseille, Vienna and Barcelona ACCs;
En-route events in Maastricht, Karlsruhe, Bordeaux and London TMA ACCs;
En-route disruptions in Bordeaux, Madrid, Maastricht, Karlsruhe and Canarias ACCs;
En-route capacity in Karlsruhe, Maastricht, Nicosia, Bordeaux and Marseille ACCs;
En-route ATC disruption in Marseille, Brest, Bordeaux, Lisbon and Paris ACCs;
En-route ATC staffing in Karlsruhe, Nicosia, Maastricht, Langen and Marseille ACCs;
En-route ATC capacity delays in Marseille, Brest, Maastricht, Karlsruhe 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). For further information on the NM Area go to the Reporting Assumptions and Descriptions document available on the EUROCONTROL website at <http://www.eurocontrol.int/articles/network-operations-monitoring-and-reporting>.

Regulation Reason Groupings

See Analysis for more information on colour coding. 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 See Notice on page 4 for more information on NM Area .

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

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