



Network Manager
nominated by
the European Commission



Monthly Network Operations Report

Overview – February 2017



1. SUMMARY

Traffic in February 2017 increased by 3.0% compared to February 2016 and was at the low-end of the forecast, with a continuous traffic growth on the South West Axis. Ten states contributed most to the European local trafficⁱ growth, with UK, Spain and Germany as the top contributors.

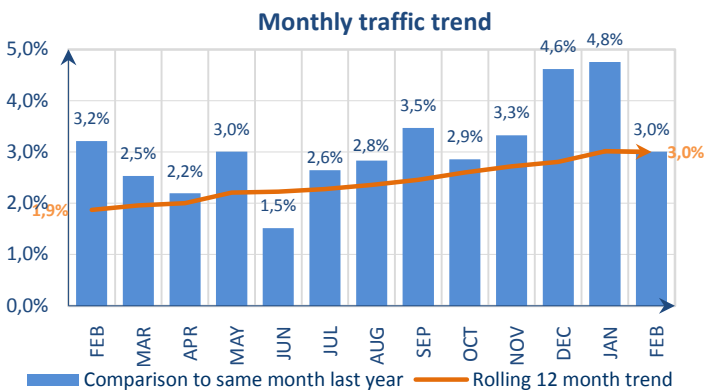
Total ATFM delays decreased by 16.1% in February 2017 compared to February 2016. En-route ATFM delays decreased by 38.6%; airport ATFM delays decreased by 1.3%. Note that en-route ATFM delays were relatively high in February 2016 due to ATM system implementation.

Highlights include:

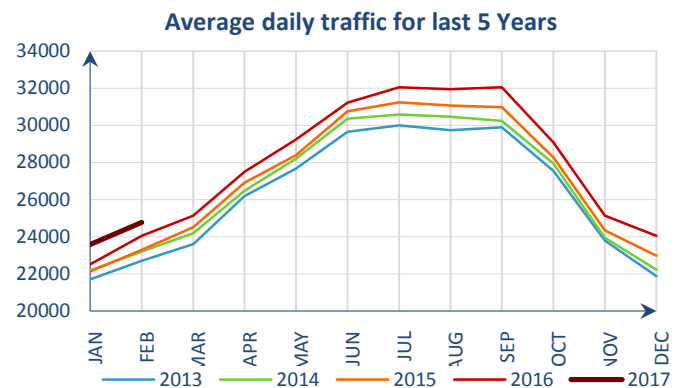
- Seasonal weather impacted several airports, especially Amsterdam/Schiphol, London/Heathrow and to a lesser extent London/City and Oslo/Gardermoen;
- Aerodrome capacity issues generated delays at Istanbul/Sabiha Gökçen, Istanbul/Ataturk and Amsterdam/Schiphol airports;
- En-route ATC capacity issues mainly at the weekends in Brest, Canarias, Lisbon and Maastricht ACCs;
- En-route staffing issues in Karlsruhe ACC;
- PSS implementation in Langen ACC impacted Frankfurt/Main airport;
- Capacity reduction at Amsterdam/Schiphol airport due to on-going implementation of a new ATM system (AAA system);
- Airport ATFM delays at Rome/Fiumicino due to single runway operations during work on runways.

The average en-route ATFM delay per flight in NM areaⁱⁱ in February 2017 was 0.24 min/ft, which is above the corresponding monthly guidelineⁱⁱⁱ value of 0.22 min/ft. The average YTD en-route ATFM delay per flight in 2017 in the NM area is 0.19 min/ft which is below the corresponding guideline value of 0.21 min/ft.

2. TOTAL TRAFFIC

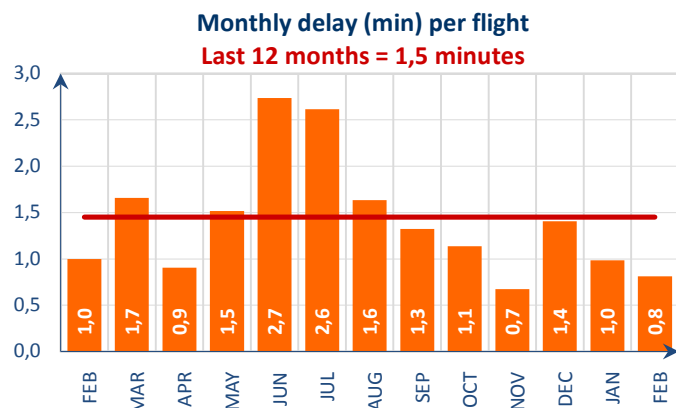


Traffic increased by 3.0% in February 2017^{iv}.

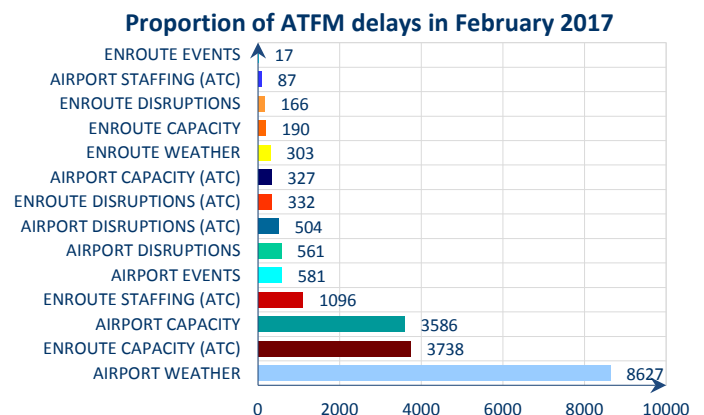


Average daily traffic in February 2017 was the highest for February in the last five years.

3. ATFM DELAYS



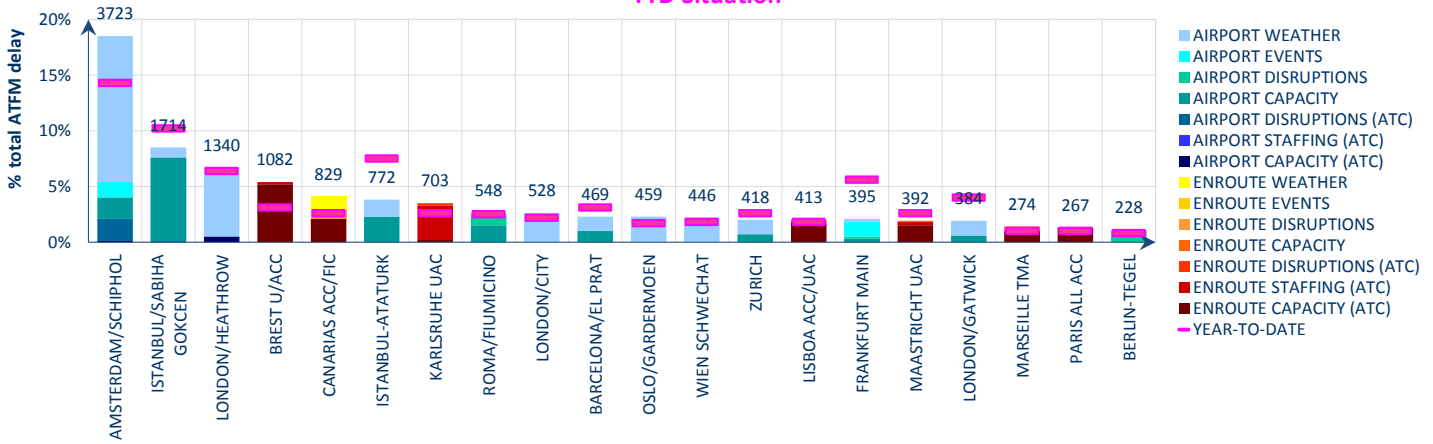
Average ATFM delay per flight decreased from 1.0min/ft in January 2017 to 0.8 min/ft in February 2017.



Airport weather (42.9%), en-route ATC capacity (18.6%) and airport capacity (17.8%) were the main causes of ATFM delays in February 2017.

Top 20 delay locations (min) in February 2017

YTD Situation

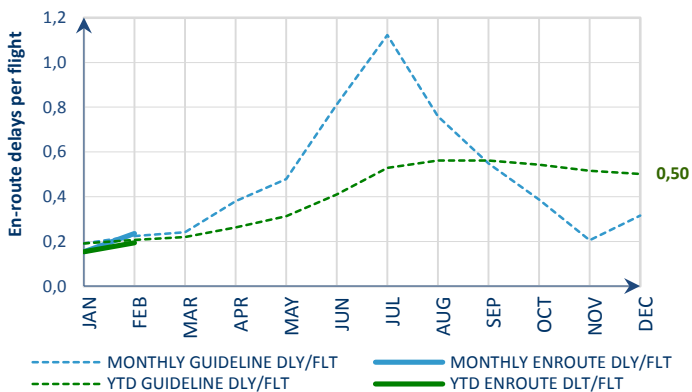


These are the top 20 delay generating locations for the reporting month with respect to total ATFM delays. Figures are the average daily delays in minutes for the individual locations.

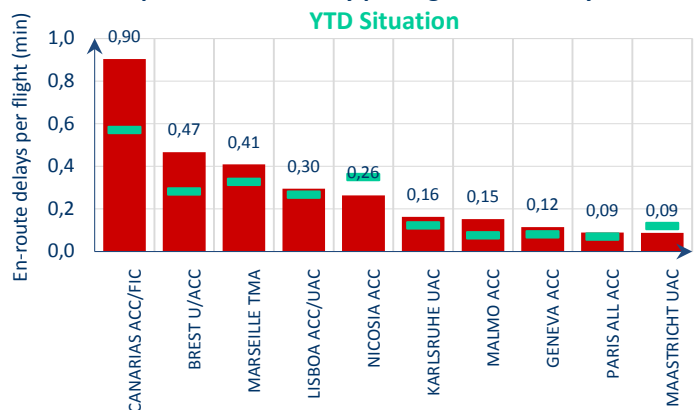
- Seasonal weather impacted several airports, especially Amsterdam/Schiphol, London/Heathrow and to a lesser extent London/City and Oslo/Gardermoen;
- Aerodrome capacity issues generated delays at Istanbul/Sabiha Gökçen, Istanbul/Ataturk, Amsterdam/Schiphol and Barcelona airports;
- En-route ATC capacity issues in Brest, Canarias, Lisbon and Maastricht ACCs;
- En-route staffing issues in Karlsruhe ACC;
- PSS implementation in Langen ACC impacted Frankfurt/Main airport;
- Capacity reduction at Amsterdam/Schiphol airport due to on-going implementation of a new ATM system (AAA system);
- Airport ATFM delays at Rome/Fiumicino due to single runway operations during work on runways.

4. EN-ROUTE ATFM DELAY MONITORING

Monthly en-route delay per flight monitoring



Top 10 en-route delay per flight in February 2017

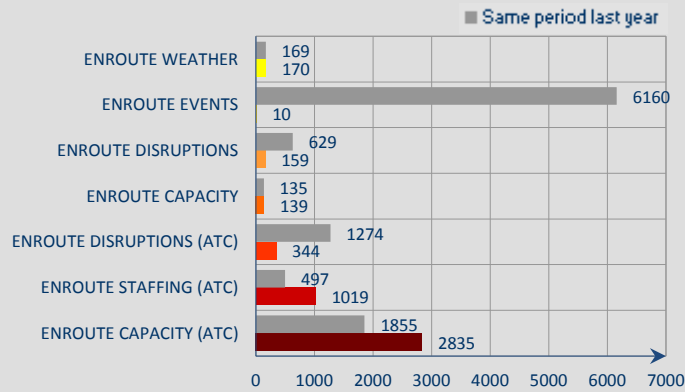


Reporting month: The average en-route ATFM delay per flight in the NM area in February was 0.24 min/flt which is above the corresponding monthly guidelineⁱⁱⁱ value of 0.22 min/flt.

Year To Date: The average YTD en-route ATFM delay per flight in 2017 in the NM areaⁱⁱ is 0.19 min/flt which is below the corresponding guideline value of 0.21 min/flt.

Staffing issues in Nicosia , Karlsruhe, Geneva and Maastricht ACCs; ATC capacity delays in Canarias, Brest, Marseille and Lisbon ACCs; ATC disruptions delays in Nicosia and Malmö ACCs.

Year-to-date average daily en-route delays



En-route capacity and staffing ATFM delays in 2017 are above the corresponding levels in 2016 with;
En-route weather in Karlsruhe and Canarias ACCs;
En-route disruptions in Padova and Canarias ACCs ;
En-route capacity in Marseille, Amsterdam, Nicosia and Maastricht ACCs;
En-route ATC disruption in Malmö, Nicosia, Padova and Reims ACCs;
En-route ATC staffing in Karlsruhe, Langen, Maastricht and Nicosia ACCs;
En-route ATC capacity delays in Brest, Maastricht, Lisbon, Canarias and Paris 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 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.