



Network Manager
nominated by
the European Commission



Monthly Network Operations Report

Overview – February 2018



1. SUMMARY

Traffic in February 2018 increased by 3.6% compared to February 2017 and was at the low end of the forecast. Severe weather conditions (snowstorms) in UK, Ireland and across Western Europe throughout the month led to multiple flight cancellations. Seven states added daily more than 50 flights to the network with Spain, Turkey and Poland as the top contributors.

Total ATFM delays increased by 0.8% in February 2018 compared to February 2017. En-route ATFM delays (8,221 min/daily) increased by 40.7% mainly due to staffing issues; airport ATFM delays (12,056 min/daily) decreased by 15.5%.

Highlights include:

En-route:

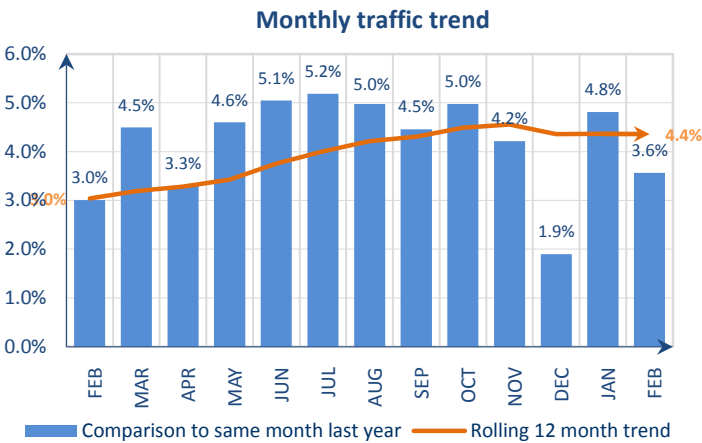
- En-route ATC staffing issues in Karlsruhe UAC;
- En-route capacity delays in Maastricht UAC, Reims and London ACCs;
- Implementation of Extended Computer Display system in London TC going to plan.

Airport:

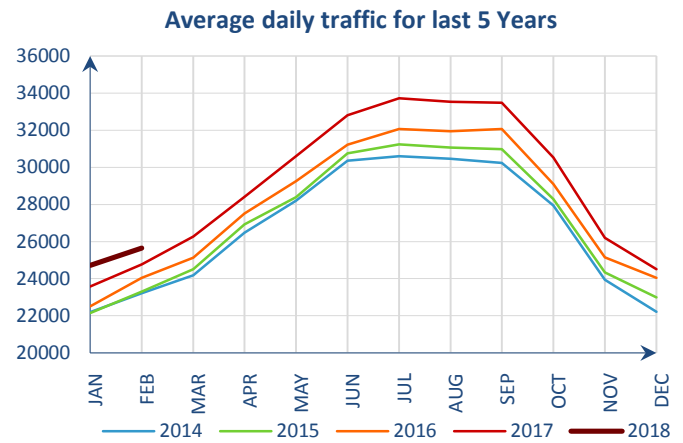
- Ibiza airport became fully operational ATC Advanced Tower airport on 20 February;
- Seasonal weather impacted operations at London/Heathrow, Barcelona, Istanbul/Atatürk, Paris/Orly, Stockholm/Arlanda and Zurich airports;
- There were capacity issues at Istanbul/Atatürk and Amsterdam/Schiphol airports;
- Some delays due to work in progress at Barcelona, Paris/Orly and Hamburg airports.

The average en-route ATFM delay per flight in the NM areaⁱ in February was 0.32 min/flt, which is above the corresponding monthly guidelineⁱⁱ value of 0.18 min/flt. The average YTD en-route ATFM delay per flight in 2018 in the NM areaⁱ is 0.24 min/flt which is above the corresponding guideline value of 0.17 min/flt.

2. TOTAL TRAFFIC

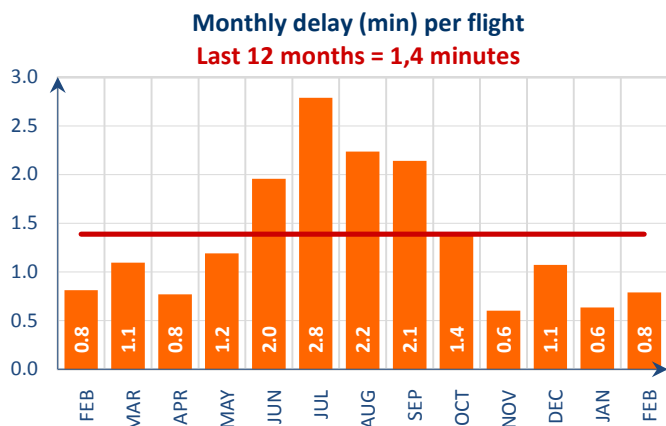


Traffic increased by 3.6% in February 2018ⁱⁱⁱ.

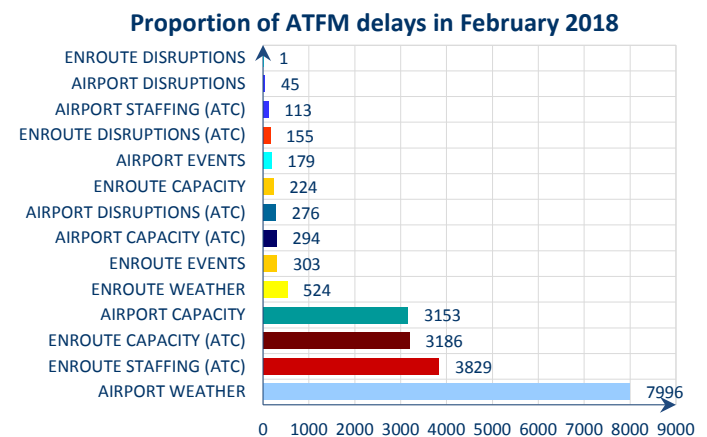


Average daily traffic in February 2018 was the highest for February in the last five years.

3. ATFM DELAYS

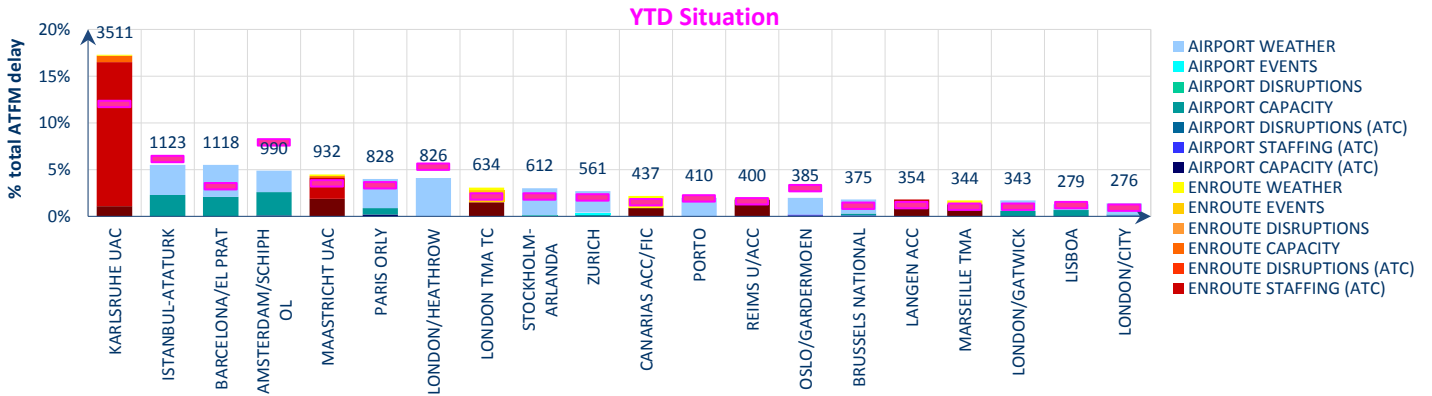


Average ATFM delay per flight increased from 0.6 min/flt in January 2018 to 0.8 min/flt in February 2018.



Airport weather (39.4%), en-route ATC staffing (18.9%), en-route ATC capacity (15.7%) and airport capacity (15.6%) were the main causes of ATFM delays in February 2018.

Top 20 delay locations (min) in February 2018

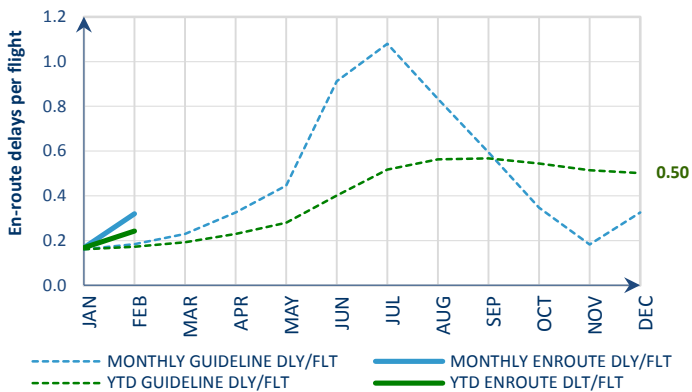


These are the top 20 delay generating locations for the reporting month with respect to total ATFM delays. Figures are the average daily delays in minutes for the individual locations.

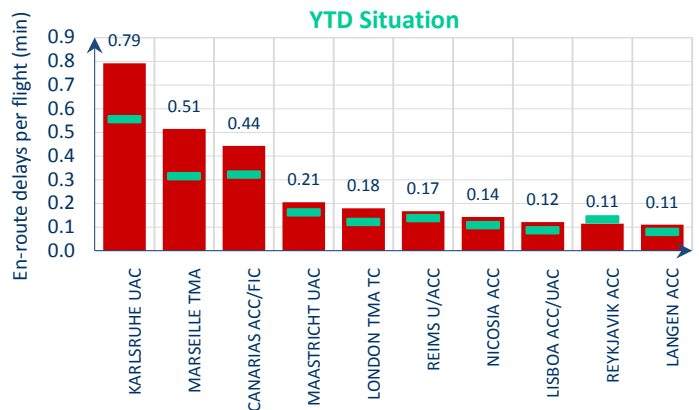
- Seasonal weather impacted operations at London/Heathrow, Barcelona, Istanbul/Atatürk, Paris/Orly, Stockholm/Arlanda and Zurich airports;
- En-route ATC staffing issues in Karlsruhe UAC;
- En-route capacity delays in Karlsruhe, London, Langen, Maastricht and Reims ACCs;
- Capacity issues at Istanbul/ Atatürk and Amsterdam/Schiphol airports;
- Work in progress at Barcelona airport;
- Implementation of Extended Computer Display system in London TC.

4. EN-ROUTE ATFM DELAY MONITORING

Monthly en-route delay per flight monitoring



Top 10 en-route delay per flight in February 2018

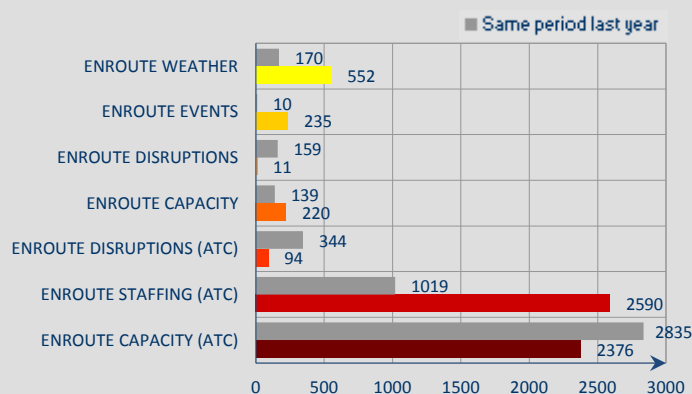


Reporting month: The average en-route ATFM delay per flight in the NM areaⁱ in February was 0.32 min/ft, which is above the corresponding monthly guidelineⁱⁱ value of 0.18 min/ft.

Year To Date: The average YTD en-route ATFM delay per flight in 2018 in the NM areaⁱ is 0.24 min/ft which is above the network target 0.17 min/ft.

Staffing in Karlsruhe UAC; Capacity and weather issues in Marseille and Canarias ACCs; Capacity and staffing in Maastricht UAC; Events delays in London TC due to implementation of ExCDS; Capacity issues in Reims, Nicosia, Lisbon, Reykjavik and Langen ACCs.

Year-to-date average daily en-route delays



En-route weather, events, capacity and ATC staffing delays are above last year's level (YTD):

En-route weather in Canarias, Maastricht, London TMA and Marseille ACCs;

En-route events in London TC, Marseille and Zurich ACCs;

En-route disruptions in Langen ACC;

En-route capacity in Karlsruhe, Maastricht and Scottish ACCs;

En-route ATC disruption in Copenhagen ACC;

En-route ATC staffing in Karlsruhe, Maastricht and Langen ACCs;

En-route ATC capacity in Karlsruhe, Reims, Maastricht, London TC and Marseille 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.