



Network Manager
nominated by
the European Commission



Monthly Network Operations Report

Overview – November 2017



1. SUMMARY

Traffic in November 2017 increased by 4.2% compared to November 2016 and was at the low-end of the forecast updated in September 2017. Traffic has shown continuous growth since November 2015. Nine states each added daily more than 50 flights to the network with Spain, Turkey and Germany as the top contributors.

With the winter traffic level, total ATFM delays decreased by 6.82% in November 2017 compared to November 2016. En-route ATFM delays decreased by 13.2%; airport ATFM delays decreased by 2.8%.

Highlights include:

Lyon airport became fully operational A-CDM airport on 14 November.

En-route:

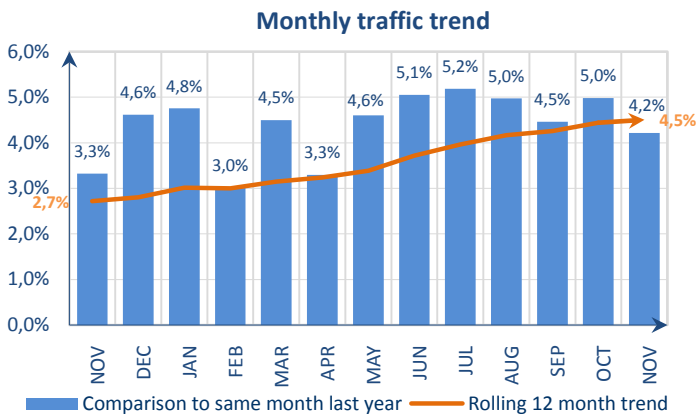
- French ATC industrial action from 15 to 17 November generated over 40,000 minutes of ATFM delay. NM estimates there were 150 fewer flights during the action;
- High delays in Karlsruhe UAC due to ATC staffing ;
- Capacity issues in Canarias, Karlsruhe and Brest ACCs;

Airport:

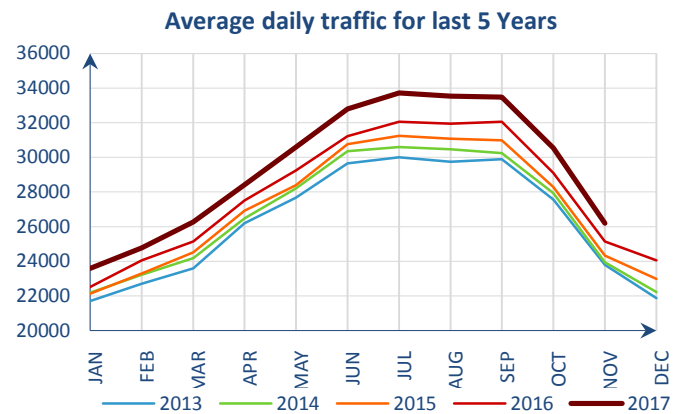
- There were capacity issues at both Istanbul and Amsterdam/Schiphol airports;
- Tower and taxiway maintenance in conjunction with airport capacity at Paris/Orly airport;
- Strong winds and low visibility impacted London/Heathrow, Amsterdam/Schiphol and London/Gatwick airports.

The average en-route ATFM delay per flight in the NM areaⁱ in November was 0.22 min/ft, which is slightly above the corresponding monthly guidelineⁱⁱ value of 0.21 min/ft. The average YTD en-route ATFM delay per flight in 2017 in the NM areaⁱ is 0.92 min/ft, which is above the corresponding guideline value of 0.52 min/ft.

2. TOTAL TRAFFIC

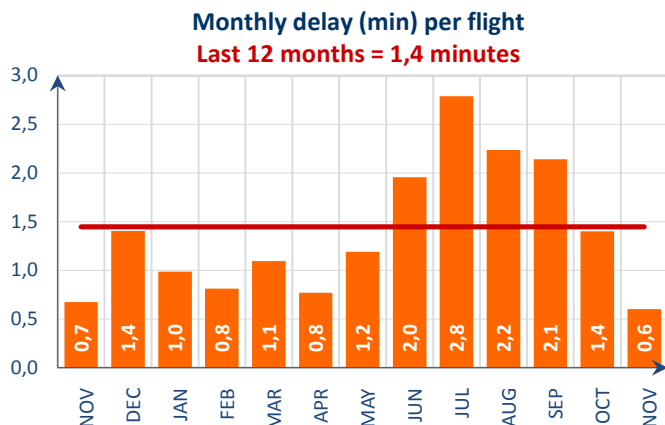


Traffic increased by 4.2% in November 2017ⁱⁱⁱ.

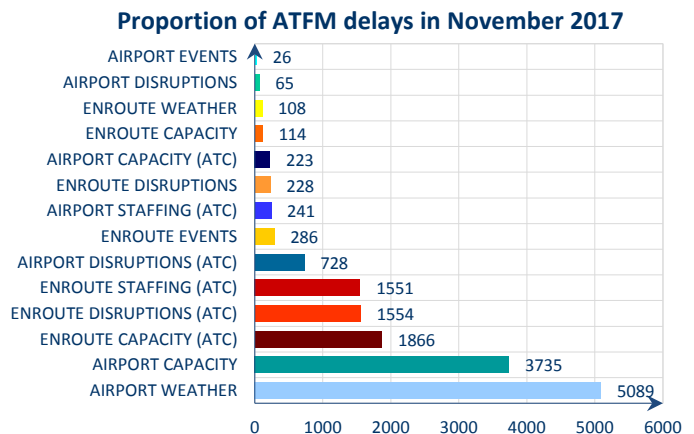


Average daily traffic in November 2017 was the highest for November in the last five years.

3. ATFM DELAYS



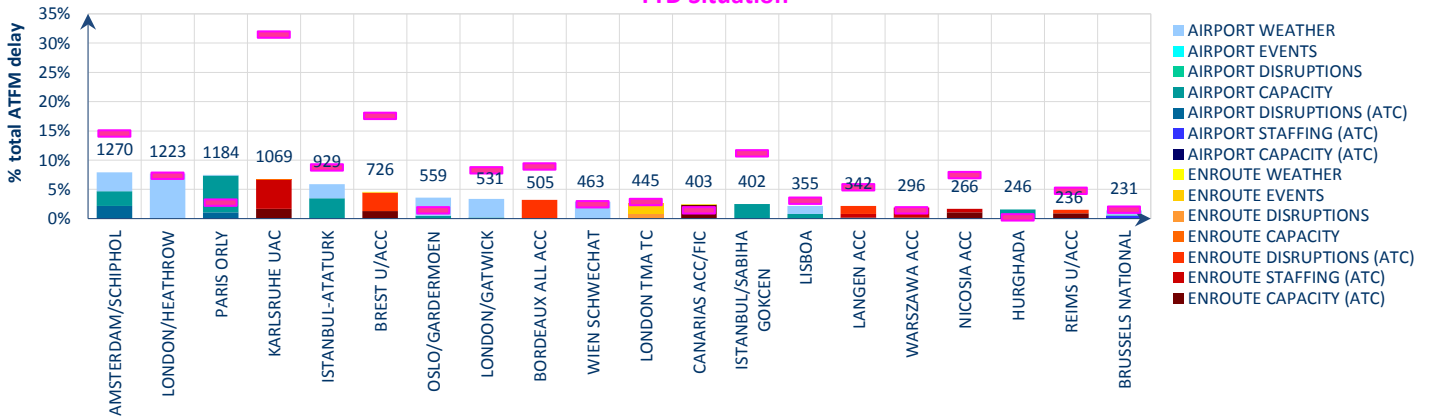
Average ATFM delay per flight decreased from 1.4 min/ft in October 2017 to 0.6 min/ft in November 2017.



Airport weather (32.2%), airport capacity (23.6%) and en-route ATC capacity (11.8%) were the main causes of ATFM delays in November 2017.

Top 20 delay locations (min) in November 2017

YTD Situation

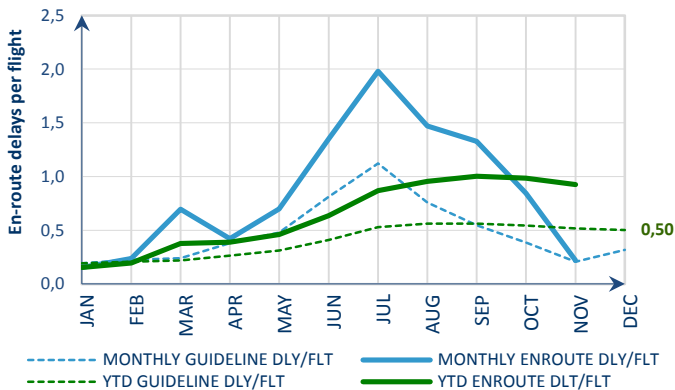


These are the top 20 delay generating locations for the reporting month with respect to total ATFM delays. Figures are the average daily delays in minutes for the individual locations.

- French ATC industrial action from 15 to 17 November resulted in disruption delays for all French ACCs;
- En-route ATC capacity issues in Karlsruhe, Brest, Canarias and Nicosia;
- En-route ATC staffing issues in Karlsruhe, Langen and Warsaw ACCs;
- Capacity issues at both Istanbul airports and Amsterdam/Schiphol airports;
- Tower and taxiway maintenance in conjunction with airport capacity at Paris/Orly airport;
- Seasonal weather impacted operations strongly at London/Heathrow and, to a lesser extent, at Amsterdam/Schiphol, Istanbul/Atatürk, Oslo/Gardermoen, London/Gatwick, Vienna and Lisbon airports;
- Communication system failure in Langen ACC on 15 November;
- Implementation of Extended Computer Display system in London TMA;
- ATM system failure in Amsterdam ACC on 21 November affected operations at Amsterdam/Schiphol airport.

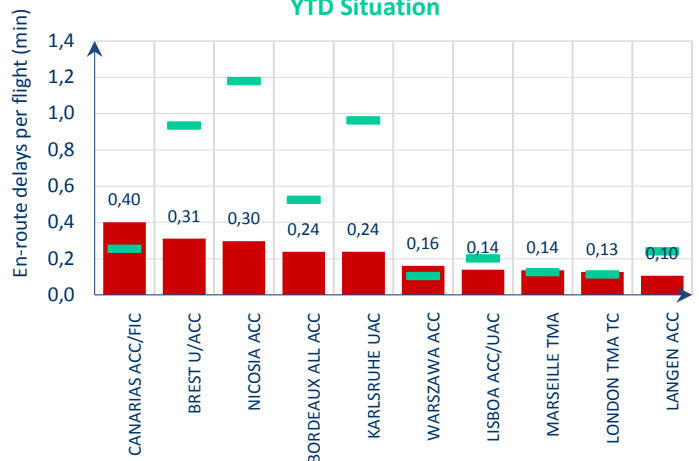
4. EN-ROUTE ATFM DELAY MONITORING

Monthly en-route delay per flight monitoring



Top 10 en-route delay per flight in November 2017

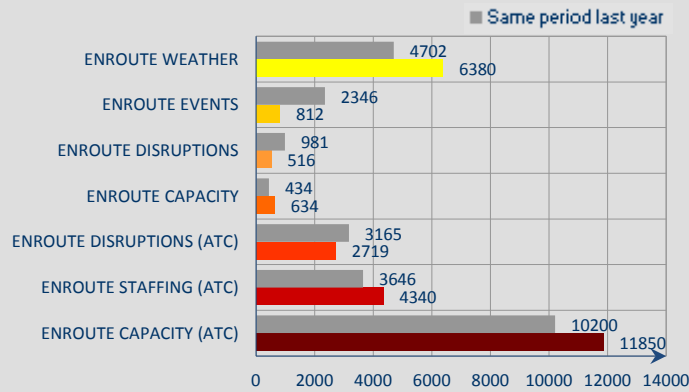
YTD Situation



Reporting month: The average en-route ATFM delay per flight in the NM areaⁱ in November was 0.22 min/ft, which is slightly above the corresponding monthly guidelineⁱⁱ value of 0.21min/ft.
Year To Date: The average YTD en-route ATFM delay per flight in 2017 in the NM areaⁱ is 0.92 min/ft which is above the corresponding guideline value of 0.52 min/ft.

Six of the top 10 ACCs generated an average delay per flight below their year to date average. ATC capacity issues at Canarias, Karlsruhe and Nicosia ACCs; ATC Disruptions delays in Brest and Bordeaux ACCs due to the French ATC strike; ATC staffing delays in Karlsruhe and Warsaw ACCs; 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 and Bordeaux 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.