

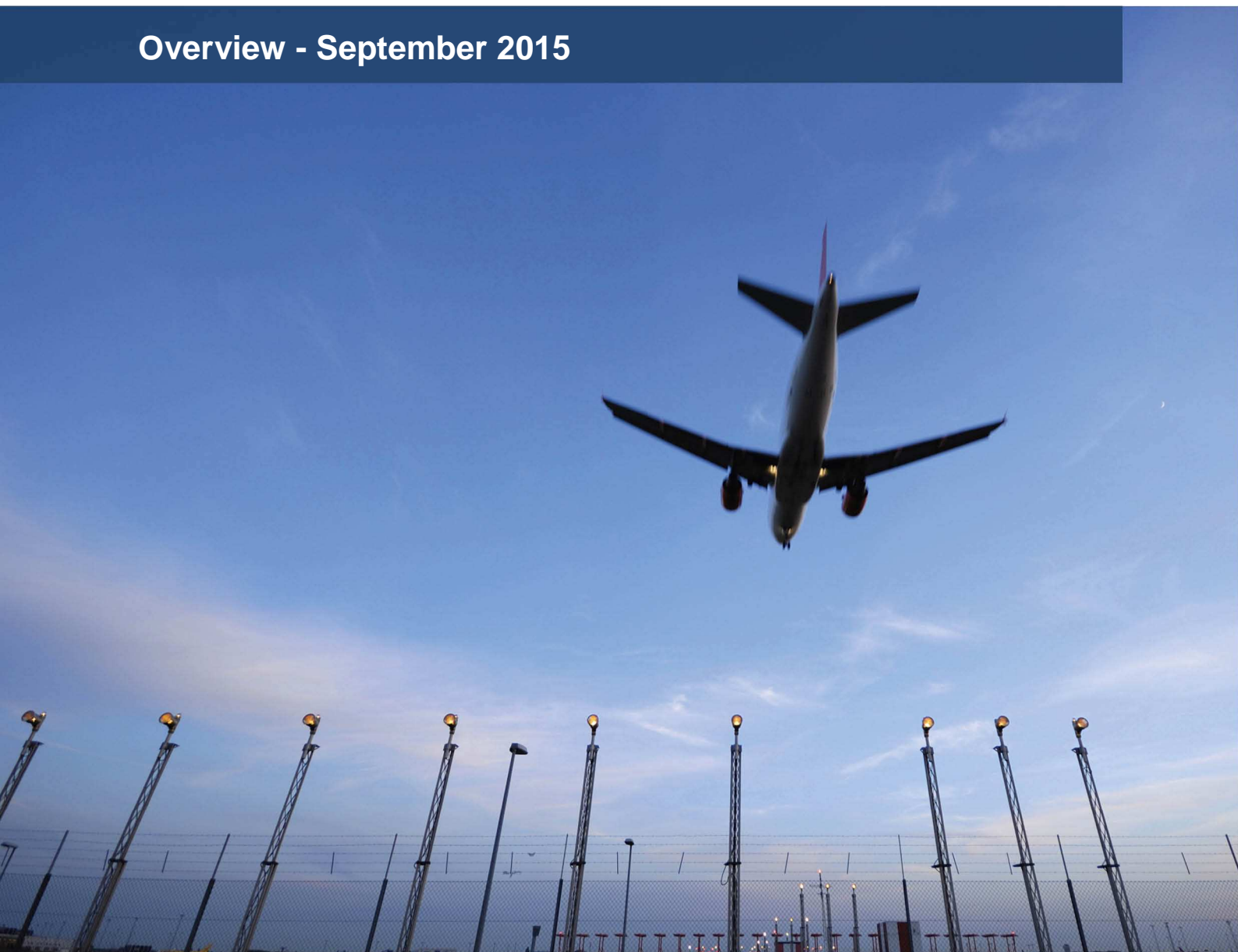


Network Manager
nominated by
the European Commission



Monthly Network Operations Report

Overview - September 2015



1. SUMMARY

Traffic in September 2015 increased by 2.5% compared to September 2014 and was in line with the forecast. Traffic to/from Tunisia remains suppressed following the terrorist attack on 26 June with a decrease of 42% in September. Traffic to/from Russia remains suppressed following the financial crisis in Russia in April 2014 with a decrease of 16% compared to September 2014.

Total ATFM delays increased by 44.8% in September 2015 compared to September 2014. En-route ATFM delays increased by 24.8% and airport ATFM delays increased by 64.4%. The ATFM delay was well below the level of August 2015, with significantly fewer en-route ATFM delays.

Highlights include:

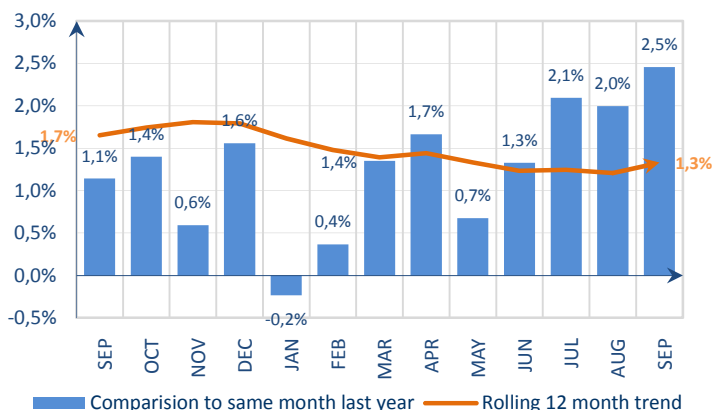
- ATC capacity/staffing delays continued in Barcelona, Brest, Nicosia and Athens ACCs; significant decrease was observed in Athens ACC;
- Recurrent capacity problems continued at Istanbul/Sabiha Gökçen and Istanbul/Ataturk airports (34% of airport ATFM delays);
- Seasonal weather impacted flight operations in Barcelona, Paris, Maastricht, London, Langen and Karlsruhe ACCs; both Istanbul airports and Zurich, Amsterdam, Palma de Mallorca and Rome/Fiumicino airports;
- System implementation projects generated delays notably TOPSKY system upgrade in Nicosia ACC (14,268 min of delay), Brest software upgrade (17,259 min of delays);
- ATC industrial action in Spain on 26 September had some impact on the network: 3,311 min of delay for Barcelona and 875 min of delay for Seville ACCs,
- Prague airport fully implemented A-CDM on 2 September.

The average en-route delay per flight in September 2015 was 0.62 min/ft, which is just above the monthly guideline* value of 0.60 min/ft. The average YTD en-route ATFM delay per flight in 2015 in the NM area is 0.78 min/ft, which is above the corresponding guideline value of 0.55 min/ft.

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

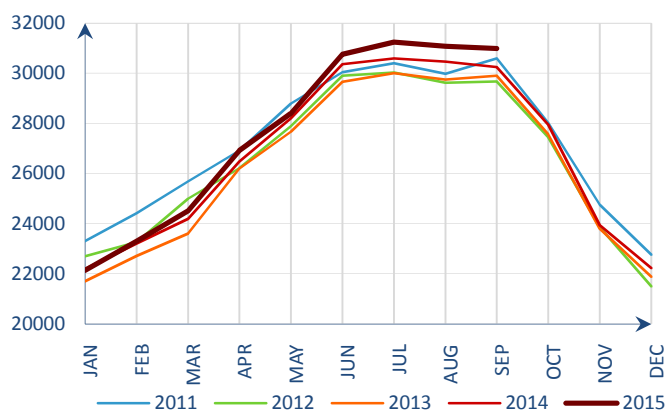
2. TOTAL TRAFFIC

Monthly traffic trend



Traffic increased by 2.5% in September 2015 compared to September 2014. This is the highest growth rate since the beginning of the year, but it is artificially inflated (by 1 percentage point) due to the relatively low levels of traffic during September 2014 caused by a lengthy industrial action in France.

Average daily traffic for last 5 Years

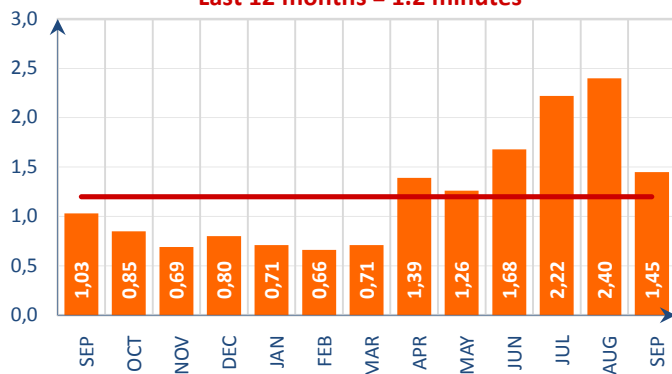


Average daily traffic in September 2015 is the highest for the month of September since traffic records began.

3. ATFM DELAYS

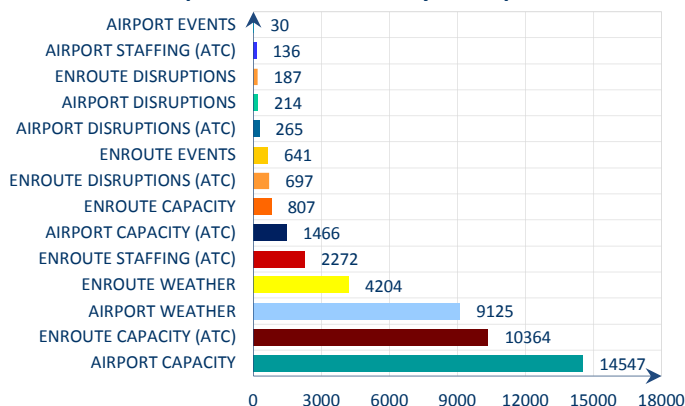
Monthly delay (min) per flight

Last 12 months = 1.2 minutes



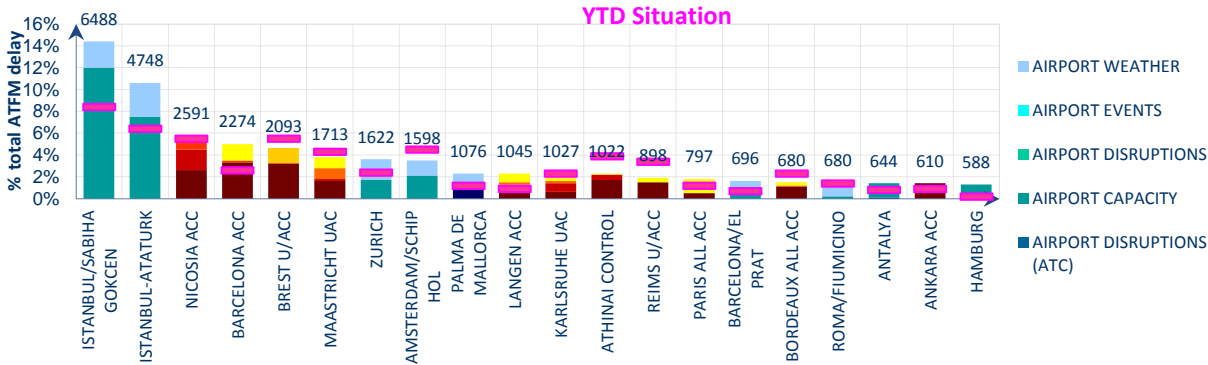
Average ATFM delay per flight increased from 1.03 min/ft in September 2014 to 1.45 min/ft in September 2015.

Proportion of ATFM delays in September 2015



Airport capacity (32.4%), en-route ATC capacity (23.1%) and airport weather (20.3%) were the main causes of ATFM delays in September 2015.

Top 20 delay locations (min) in September 2015

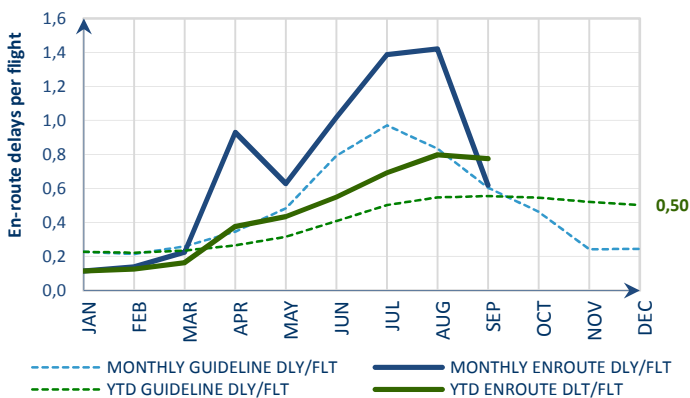


These are the top 20 delay generating locations for the reporting month with respect to ATFM delays. Figures are the average daily delays in minutes for the individual locations. Pink dashes (Year-To-Date - YTD) indicate their average daily ATFM delay since the beginning of the year.

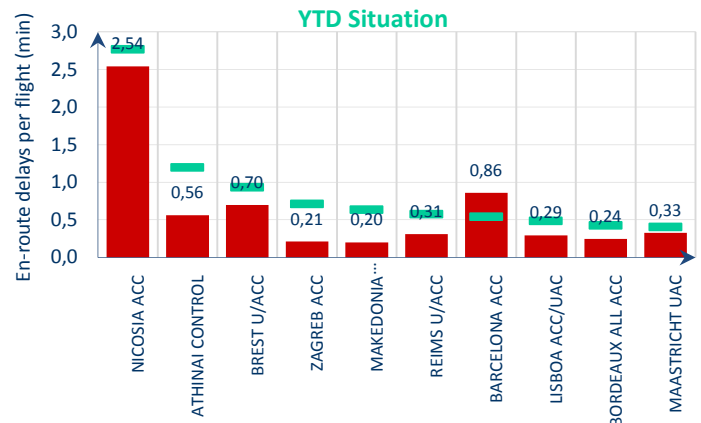
- There were high delays due to airport capacity at both Istanbul airports and Zurich, Amsterdam/Schiphol and Barcelona airports. Hamburg airport had delays due to single runway operations (WIP). Antalya had some airport capacity delays due to runway maintenance during weekends.
- En-route ATC capacity/staffing delays were recorded at Barcelona, Brest, Athens, Nicosia, Reims, Maastricht, Langen, Bordeaux, Ankara, Paris and Karlsruhe ACCs.
- Thunderstorms and/or turbulence affected Barcelona, Maastricht, Karlsruhe, Paris and Reims ACCs. Thunderstorms, heavy rain and/or low visibility affected both Istanbul airports, Palma de Mallorca, Zurich and Rome/Fiumicino airports.
- Topsky ATM system upgrade in Nicosia ACC, software upgrade in Brest ACC.
- Industrial action in Spain on the 26 September generated en-route ATFM delay in Barcelona ACC (3,311 min of delays).
- Restart of training for software update in Brest ACC generated ATFM delays in September (17,259 min of delays).
- En-route ATC capacity delays in Ankara ACC due to ATFM measures applied on point ODERO.

4. EN-ROUTE ATFM DELAY MONITORING

Monthly en-route delay per flight monitoring



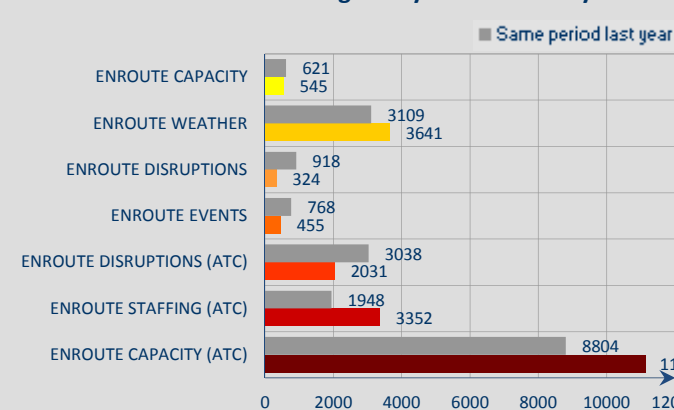
Top 10 en-route delay per flight in September 2015



Reporting month: The average en-route delay per flight in the NM area¹ in September was 0.62 min/ft, which is just above the corresponding monthly guideline² value of 0.60 min/ft.

Year To Date: The average YTD en-route ATFM delay per flight in 2015 in the NM area¹ is 0.78 min/ft, which is above the corresponding guideline value of 0.55 min/ft.

Year-to-date average daily en-route delays



Nicosia, Athens, Brest, Zagreb, Makedonia, Reims, Barcelona, Bordeaux, Lisbon and Maastricht ACCs average en-route delay per flight all decreased in September 2015 compared to August 2015.

With the exception of Barcelona all the ACCs are below their YTD situation.

En-route ATFM delays in 2015 are above the corresponding levels in 2014 with :

- En-route ATC capacity** delays in Brest, Reims, Athens, Maastricht, Nicosia, Barcelona, Zagreb, Lisbon, Ankara, Bordeaux and Warsaw ACCs.
- En-route weather** in Maastricht, Karlsruhe, Zagreb, Reims, London, Barcelona, Paris, Vienna, Bordeaux and Langen ACCs (thunderstorms, turbulence and strong wind).
- En-route ATC staffing** delays in Nicosia, Athens, Makedonia, Karlsruhe, London, Zagreb, Langen and Lisbon ACCs.
- En-route ATC disruptions** in the French ACCs (ATC industrial action), Brussels ACC (electrical power failure on May); Rome (radar failure on 15 May); Nicosia (system upgrade); Bucharest ACC (FDPS problems August); Barcelona (ATC industrial action July and Sept); Lisbon (frequency problems).
- En-route capacity** delays in Maastricht, Karlsruhe and Nicosia ACCs
- En-route event** delays in Brest and Bordeaux (training for system upgrade, Munich (PSS implementation) and Zurich (Stripless system step 3) ACCs.
- En-route disruption** delays in Karlsruhe, Madrid ACCs (application of ATFM protective measures during French ATC industrial action in April) and Maastricht.

¹ See NOTICE on page 1 of Analysis for more information on NM Area

² NM's calculation that provides the guideline en-route delay (min) requirements to achieve the annual target (0.5 min/flight).

© 2015 The European Organisation for the Safety of Air Navigation (EUROCONTROL)

This document is published by EUROCONTROL in the interests of exchange of information. It may be copied in whole or in part, providing that the copyright notice and disclaimer are included. The information contained in the document may not be modified without prior written permission from EUROCONTROL. EUROCONTROL makes no warranty, either implied or express, for the information contained in this document, neither does it assume any legal liability or responsibility for the accuracy, completeness or usefulness of this information.

Operational Analysis & Reporting,
Performance, Forecasts and Relations (PFR) Unit,
Network Manager Directorate (NMD),
EUROCONTROL,
96 Rue de la Fusée,
B - 1130 Brussels

Telephone: +32 (0)2 729 1155
Fax: +32 (0)2 729 9189
<mailto:nm.ops.perf@eurocontrol.int>
<http://www.eurocontrol.int/articles/network-operations-monitoring-and-reporting>