



Monthly Network Operations Report

Overview August 2019



SUPPORTING EUROPEAN AVIATION



NETWORK
MANAGER



1. SUMMARY

Traffic in August 2019 increased by 0.5% compared to August 2018 and was aligned with the low forecast published in February 2019.

Seven states added more than 50 flights daily to the network with Turkey, Italy and Spain as the top contributors.

En-route ATFM delays (94,138 min/day) decreased by 5.5% and airport ATFM delays (23,620 min/day) increased by 1.2% compared to August 2018.

There were, on average, 2,325 daily flights with an en-route ATFM delay of at least 15 minutes (-5.5% compared to August 2018).

Highlights include:

En-route:

- Convective activity impacted operations strongly in Vienna, Marseille and Karlsruhe ACCs;
- High delays due to capacity/staffing in Marseille, Karlsruhe, Vienna and Budapest ACCs.

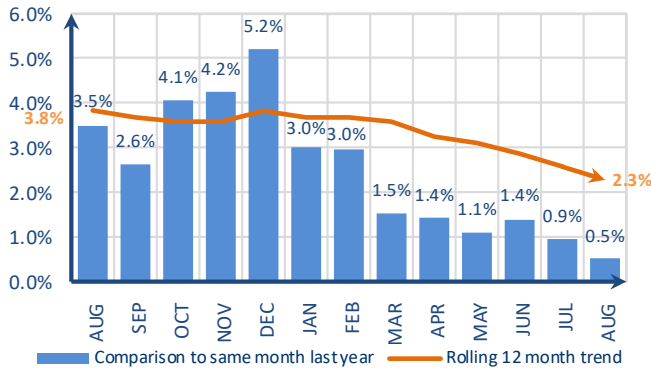
Airport:

- High delays at Athens airport despite an overall increase in ATC Capacity in both Airport and TMA to meet the demand;

The average en-route ATFM delay per flight in the NM areaⁱ in August was 2.70 min/ft, which is well above the corresponding monthly guidelineⁱⁱ value of 0.83 min/ft. The average YTD en-route ATFM delay per flight in 2019 in the NM areaⁱ is 1.79 min/ft which is three times the corresponding guideline of 0.57 min.

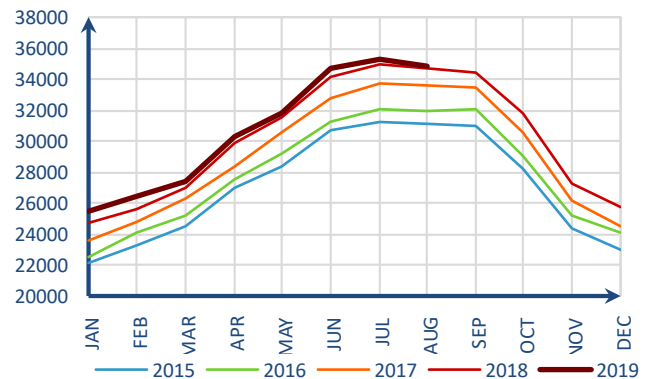
2. TOTAL TRAFFIC

Monthly traffic trend



Traffic increased by 0.5% in August 2019ⁱⁱⁱ.

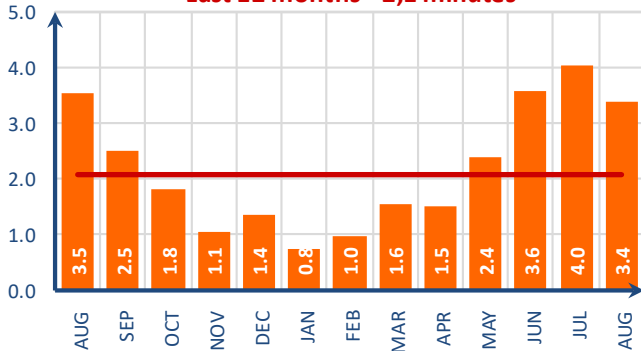
Average daily traffic for last 5 Years



Average daily traffic in August 2019 was 34,892.

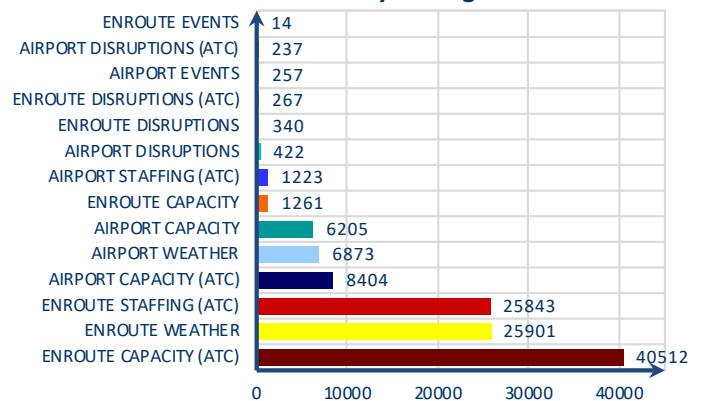
3. ATFM DELAYS

Monthly delay (min) per flight
Last 12 months = 2.1 minutes



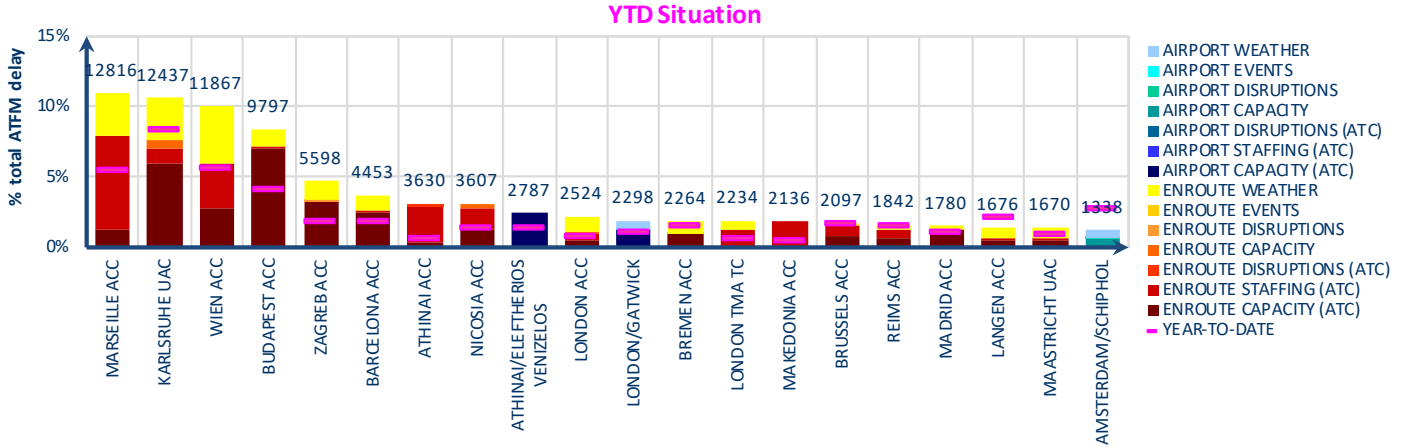
Average ATFM delay per flight decreased from 4.0 min/ft in July 2019 to 3.4 min/ft in August 2019.

Reasons for ATFM delays in August 2019



En-route ATC capacity (34.4%), en-route weather (22.0%) and en-route ATC staffing (22.0%) were the main causes of ATFM delays in August 2019.

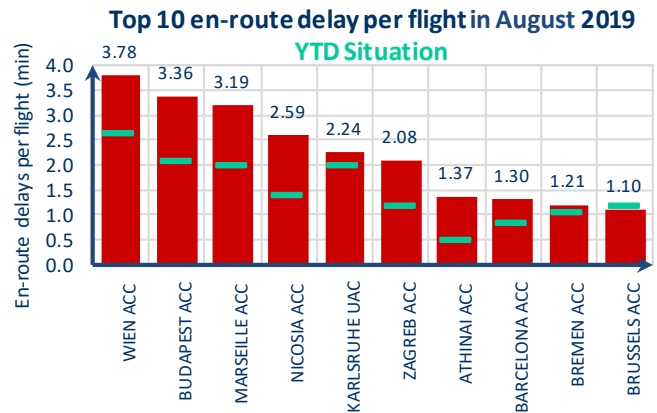
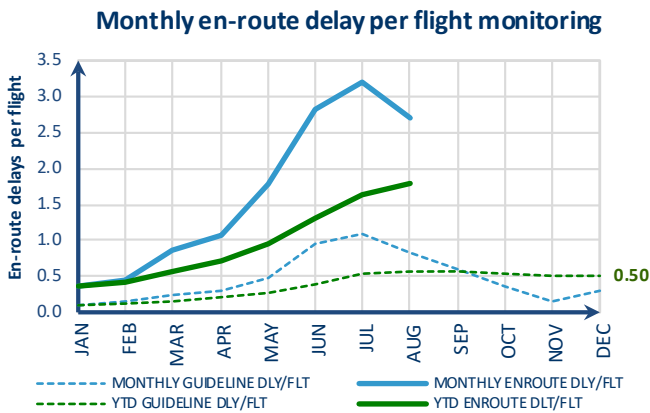
Top 20 delay locations (min) in August 2019



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.

- Convective activity impacted operations strongly in Vienna, Marseille and Karlsruhe ACCs;
- High delays due to capacity/staffing in Marseille, Karlsruhe, Vienna and Budapest ACCs;
- High delays at Athens airport despite an overall increase in ATC capacity in both airport and TMA to meet the demand.

4. EN-ROUTE ATFM DELAY MONITORING

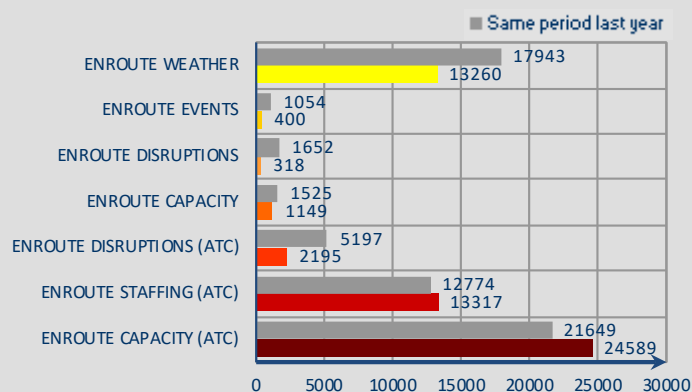


Reporting month: The average en-route ATFM delay per flight in the NM areaⁱ in August was 2.70 min/ft, which is well above the corresponding monthly guidelineⁱⁱ value of 0.83 min/ft.

Year To Date: The average YTD en-route ATFM delay per flight in 2019 in the NM areaⁱ is 1.79 min/ft which is three times the corresponding guideline of 0.57 min/ft.

Weather delays in Vienna, Marseille, Karlsruhe, Zagreb and Bremen ACCs; ATC capacity issues in Budapest, Karlsruhe, Zagreb, Vienna, Barcelona, Bremen and Brussels ACCs; ATC staffing delay in Marseille, Vienna, Athens, Nicosia and Brussels ACCs.

Year-to-date average daily en-route delays



En-route ATC staffing and ATC capacity delays are above last year's level. The main contributors are:
En-route weather (-26.1%) in Vienna, Marseille, Karlsruhe, Budapest and Zagreb ACCs;
En-route events (-62.1%) in Bordeaux, Maastricht and Bucuresti ACCs;
En-route disruptions (-80.8%) in Madrid ACC;
En-route capacity (-24.7%) in Karlsruhe, Nicosia, Langen and London ACCs;
En-route ATC disruptions (-57.8%) in Marseille, Brest, Bordeaux, Brussels and Langen ACCs;
En-route ATC staffing (+4.3%) in Marseille, Karlsruhe, Vienne, Brussels and Reims ACCs;
En-route ATC capacity (+13.6%) in Karlsruhe, Budapest, Vienna, Barcelona and Langen 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 <https://www.eurocontrol.int/network-performance>

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 <https://www.eurocontrol.int/network-performance>

ATFM Statistics dashboard

More detailed information available via the new **ATFM Statistics dashboard**

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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.



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