EUROCONTROL

Monthly Network Operations Report

Analysis February 2020

SUPPORTING EUROPEAN AVIATION

FOUNDING MEMBER SESAR JOINT UNDERTAKING

NETWORK MANAGER

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NOTICE

Traffic and Delay Comparisons
All traffic and delay comparisons are between report month and equivalent month of previous year, unless otherwise stated.

Graphics
All graphs in sections 2, 3 and 4 are in average minutes of ATFM delay per day, 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/publication/reporting-assumptions-and-descriptions**

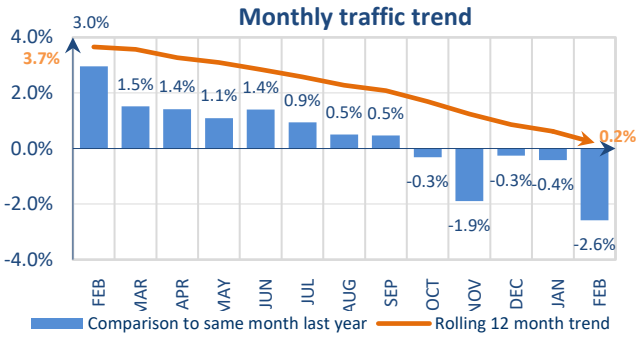
Regulation Reason Groupings
The table below shows the colour coding used in the report charts.

	EN-ROUTE CAPACITY (ATC)		AIRPORT CAPACITY (ATC)
	EN-ROUTE STAFFING (ATC)		AIRPORT STAFFING (ATC)
	EN-ROUTE DISRUPTIONS (ATC)		AIRPORT DISRUPTIONS (ATC)
	EN-ROUTE CAPACITY		AIRPORT CAPACITY
	EN-ROUTE DISRUPTIONS		AIRPORT DISRUPTIONS
	EN-ROUTE EVENTS		AIRPORT EVENTS
	EN-ROUTE WEATHER		AIRPORT WEATHER

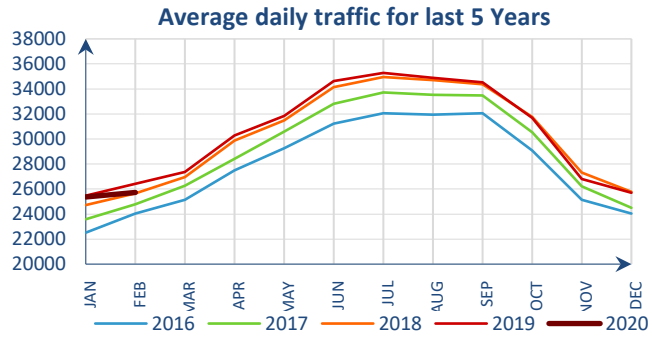
For further information on the regulation reason groupings, go to the Reporting Assumptions and Descriptions document available on the EUROCONTROL website at **https://www.eurocontrol.int/network-performance**.

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

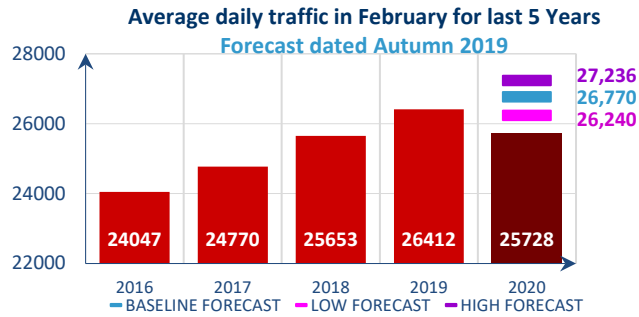
1. TOTAL TRAFFIC



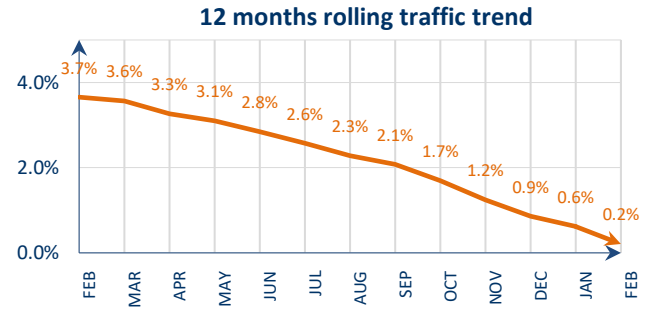
Traffic decreased by 2.6% in February 2020[i].



Average daily traffic in February 2020 was 25,728.

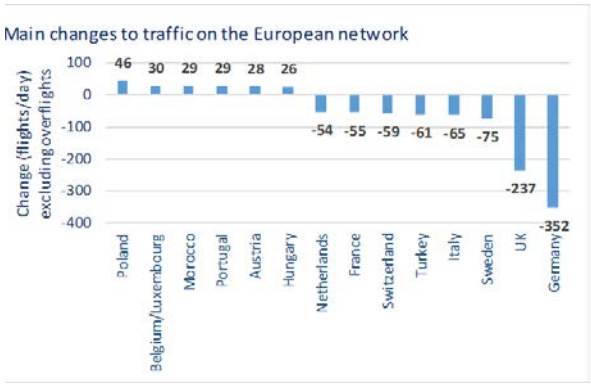


The traffic decrease of 2.6% for February was below the low forecast published in Autumn 2019. This is partially due to the COVID-19 crisis.



This graph shows the variation in average daily traffic for the last 12-month period relative to the previous 12 months. The average daily traffic from March 2019 to February 2020 was 0.2% higher than the average from March 2018 to February 2019.

European flights continued to be affected by the ongoing economic slowdown, which added to adverse weather conditions in North-West Europe and the COVID-19 outbreak, contributed to a traffic decrease of 2.6% in average daily terms.
European flights to and from mainland China were down 61% in February and recorded 98 fewer daily flights. The most affected states in terms of average daily flights were Germany (-19), UK (-15), France (-14) and Italy (-11). The epidemic hit Italy in the second half of the month and airlines started to adjust their schedule to cancel or reduce operations to Northern Italian airports.



Six states contributed to the European local traffic growth, adding more than 20 daily flights to the network (owing to their flows to and from):

- **Poland (+46):** internal flow (+9), Norway (+8), Ukraine (+8), Italy (+7);
- **Belgium/Luxembourg (+30):** UK (+6), Italy (+4);
- **Morocco (+29):** France (+13), Spain (+5), Turkey (+4);
- **Portugal (excl. Azores) (+29):** Spain (+20), France (+7), North America (+5), Austria (+4);
- **Austria (+28):** Netherlands (+6), Greece (+5), UK (+4);
- **Hungary (+26):** UK (+6), Italy (+3).

At the other end of the scale, stormy weather conditions in North-West Europe severely affected operations in UK, Germany, Switzerland, France and the Netherlands. Internal flows continued to record fewer daily flights in a number of states. In February, 20 states recorded fewer daily flights with the following eight states being the most affected (bi-directional flows):

- **Germany** (-352): internal flow (-140), UK (-64), Switzerland (-33), Spain (-22), France (-20), China (-19);
- **UK** (-237): Germany (-64), internal flow (-63), Netherlands (-21), France (-15), China (-15), Ireland (-14);
- **Sweden** (-75): internal flow (-36), Germany (-12), UK (-7), Finland (-6);
- **Italy** (-65): internal flow (-43), Germany (-12), China (-11), Ukraine (-7), Canary Islands (-6);
- **Turkey** (-61): internal flow (-107), Middle-East (-11), China (-6);
- **Switzerland** (-59): Germany (-34), internal flow (-13), UK (-7);
- **France** (-55): internal flow (-25), Germany (-21), Algeria (-19), UK (-16), China (-14);
- **Netherlands** (-54): UK (-21), Germany (-8), China (-7)

The top five external partners in average daily flights on flows in both directions were the United States (823 flights, up 0.6%), the Russian Federation (684 flights, up 1.5%), the United Arab Emirates (342 flights, down 1.0%), Egypt (292 flights, up 14.0%), and Qatar (217 flights, up 5.6%). Amongst the external partners impacted by COVID-19, the following states recorded decreases in their flows from and to Europe: mainland China (-61.1%), Hong Kong (-19.9%) and Iran (-16.4%).

For more information on EUROCONTROL Statistics and Forecasts, go to: **https://www.eurocontrol.int/dashboard/statfor-interactive-dashboard**

Five of the top ten airports had positive traffic growth. Overall, the largest traffic increases in February 2020 were recorded at Budapest, Tel Aviv/Ben Gurion, Vienna, Lisbon and Brussels airports. The largest traffic decreases were at Berlin/Tegel, Roma/Fiumicino, Düsseldorf, London/Gatwick and Zurich airports.

Five of the top ten aircraft operators flew more compared to February 2019. The operators with the highest traffic growth were Laudamotion, Jet2.com, Loganair, Air France and Wizzair.
The highest traffic decreases were recorded by Norwegian Air International, Ukraine International, Eurowings, Flybe and Norwegian Air Shuttle.

The increase in the number of flights for Air France follows the reintegration of HOP flights into AFR code. easyJet Europe commenced use of their second operator code EJU at the start of the IATA summer season, resulting in a shift of flights from the EZY code. Jet2.com saw new aircraft join their fleet. The decrease in flights for Norwegian Air International follows company restructuring, as well as a reduction in flights following the Boeing 737 Max grounding.

Nº	ADEP	ADEP NAME	202002	%
1	EHAM	AMSTERDAM/SCHIPHOL	619	-0.5%
2	EDDF	FRANKFURT MAIN	618	-2.7%
3	LFPG	PARIS CH DE GAULLE	616	1.6%
4	EGLL	LONDON/HEATHROW	611	0.3%
5	LEMD	ADOLFO SUAREZ MADRID-BARAJ	543	4.3%
6	LTFM	ISTANBUL AIRPORT	540	0.0%
7	EDDM	MUENCHEN	506	-1.8%
8	LEBL	BARCELONA/EL PRAT	396	1.3%
9	LOWW	WIEN SCHWECHAT	338	7.5%
10	LIRF	ROMA/FIUMICINO	334	-9.9%
11	EGKK	LONDON/GATWICK	326	-5.1%
12	EKCH	KOBENHAVN/KASTRUP	325	0.0%
13	ENGM	OSLO/GARDERMOEN	325	1.0%
14	LSZH	ZURICH	314	-4.6%
15	LTFJ	ISTANBUL/SABIHA GOKCEN	296	4.9%
16	ESSA	STOCKHOLM-ARLANDA	285	-4.6%
17	EBBR	BRUSSELS NATIONAL	278	6.8%
18	EIDW	DUBLIN	274	-0.5%
19	LPPT	LISBOA	273	7.2%
20	LFPO	PARIS ORLY	270	0.9%
21	EDDL	DUESSELDORF	258	-6.4%
22	LSGG	GENEVA	256	3.8%
23	LIMC	MILANO MALPENSA	255	5.6%
24	EFHK	HELSINKI-VANTAA	254	1.4%
25	EPWA	CHOPINA W WARSZAWIE	247	4.9%
26	EGSS	LONDON/STANSTED	239	0.6%
27	EGCC	MANCHESTER	228	-0.1%
28	EDDT	BERLIN-TEGEL	220	-12.1%
29	LGAV	ATHINAI/ELEFTHERIOS VENIZELO	214	2.4%
30	LLBG	TEL AVIV/BEN GURION	190	12.4%
31	EDDH	HAMBURG	173	-3.9%
32	GCLP	GRAN CANARIA	168	-4.1%
33	EGGW	LONDON/LUTON	163	-2.8%
34	EDDK	KOELN-BONN	161	0.3%
35	LKPR	PRAHA RUZYNE	161	2.0%
36	EGPH	EDINBURGH	155	3.1%
37	LHBP	BUDAPEST LISZT FERENC INT.	153	12.6%
38	LROP	BUCURESTI/HENRI COANDA	151	3.7%
39	EDDS	STUTTGART	151	-0.9%
40	LFLL	LYON SAINT-EXUPERY	148	-1.5%
41	LIML	MILANO LINATE	141	-1.6%
42	LFMN	NICE-COTE D'AZUR	140	3.8%
43	LEMG	MALAGA/COSTA DEL SOL	140	4.4%
44	LEPA	PALMA DE MALLORCA	137	0.0%
45	LFBO	TOULOUSE BLAGNAC	128	3.3%
46	LFML	MARSEILLE PROVENCE	125	4.3%
47	EGBB	BIRMINGHAM	123	-3.4%
48	UKBB	KYIV/BORYSPIL	120	3.8%
49	LIME	BERGAMO/ORIO ALSERIO	120	0.0%
50	GMMN	CASABLANCA/MOHAMMED	119	0.0%
	TOTALS and % TOTAL TRAFFIC		13325	58.5%

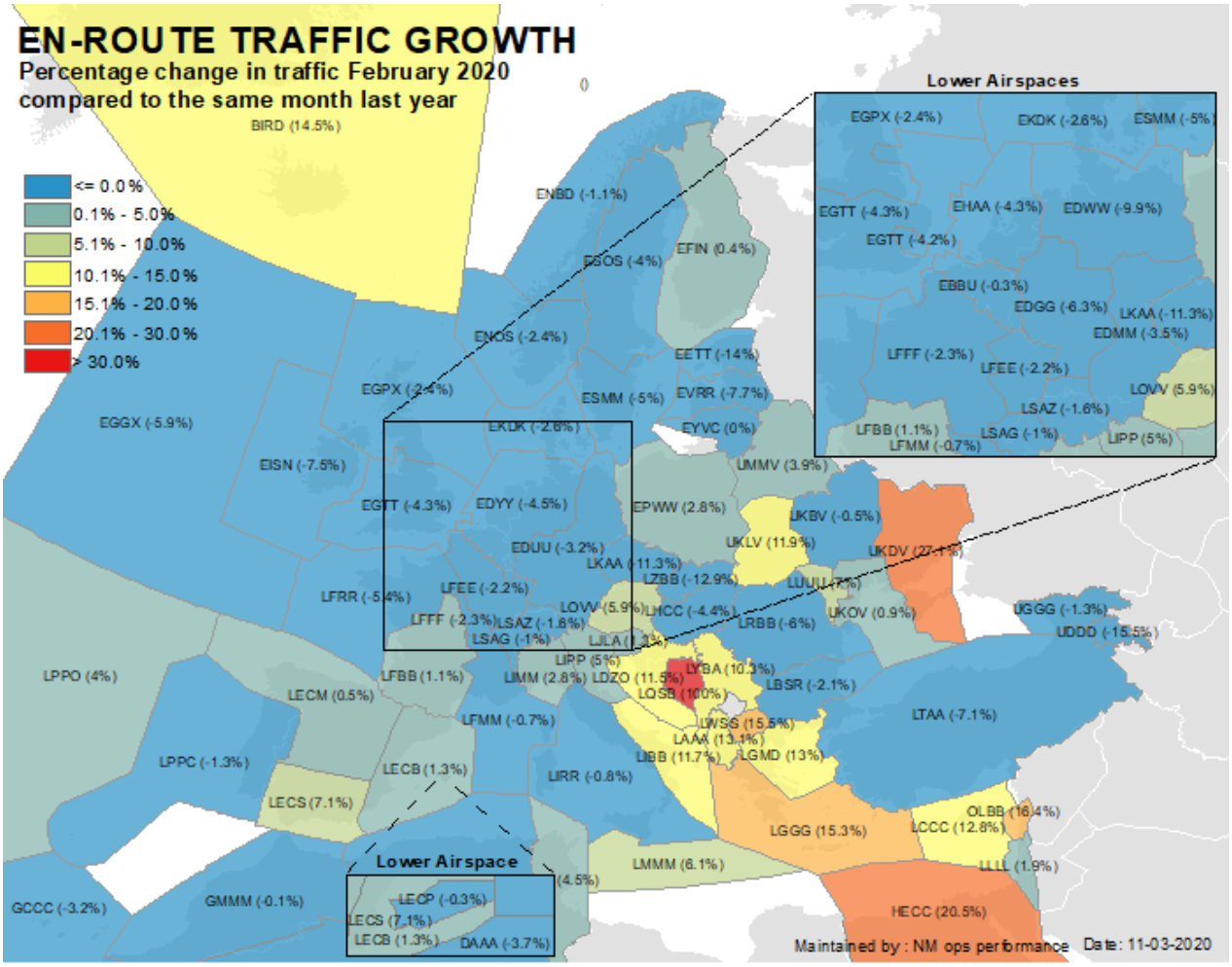
Top 50 Departure Airports with average daily traffic and percentage compared to same period of previous year

Nº	ICAO	AIR OPERATOR	202002	%
1	RYR	RYANAIR	1920	7.1%
2	DLH	DEUTSCHE LUFTHANSA	1347	-2.2%
3	THY	TURKISH AIRLINES	1193	-2.0%
4	AFR	AIR FRANCE	997	24.2%
5	SAS	SCANDINAVIAN AIRLINES SYSTEM	756	0.0%
6	EZY	EASYJET	682	-47.3%
7	BAW	BRITISH AIRWAYS	637	-1.2%
8	KLM	KLM ROYAL DUTCH AIRL	619	1.1%
9	EJU	EASY JET EUROPE AIRLINE GMBH	590	0.0%
10	WZZ	WIZZ AIR	517	23.7%
11	EWG	EUROWINGS AG	490	-14.7%
12	AZA	ALITALIA	472	-3.3%
13	PGT	PEGASUS HAVA TASI.	459	9.8%
14	VLG	VUELING AIRLINES SA	438	-3.0%
15	SWR	SWISS INTERNATIONAL	366	1.2%
16	FIN	FINNAIR OY	360	5.5%
17	LOT	LOT-POLISH AIRLINES	352	5.7%
18	TAP	TAP/AIR PORTUGAL	336	7.6%
19	AFL	AEROFLOT-RUSSIAN	318	2.1%
20	AUA	AUSTRIAN AIRLINES	314	3.5%
21	BEE	JERSEY EUROPEAN T/A FLYBE	311	-12.5%
22	WIF	WIDEROE	306	1.9%
23	NAX	NORWEGIAN AIR SHUTTLE	298	-6.2%
24	QTR	QATAR AIRWAYS COMP.	256	8.2%
25	AEA	AIR EUROPA	246	-1.2%
26	IBE	IBERIA	241	1.2%
27	ANE	AIR NOSTRUM	205	4.4%
28	UAE	EMIRATES	204	5.6%
29	BEL	BRUSSELS AIRLINES	192	4.3%
30	RAM	ROYAL AIR MAROC	186	9.6%
31	BCS	DHL EXPRESS	183	2.5%
32	EIN	AER LINGUS TEORANTA	176	-2.0%
33	IBK	NORWEGIAN AIR INTERNATIONAL	164	-28.4%
34	EXS	JET2.COM	143	32.8%
35	BTI	AIR BALTIC CORPORAT.	140	6.3%
36	OAL	OLYMPIC	133	9.7%
37	EZS	EASY JET SWITZERLAND	132	-0.5%
38	LOG	LOGANAIR	132	31.9%
39	NJE	NETJETS	120	11.7%
40	TRA	TRANSAVIA.COM	117	5.8%
41	CFE	CITYFLYER EXPRESS	111	-6.0%
42	UAL	UNITED AIRLINES INC.	111	9.2%
43	AUI	UKRAINE INTERNATIONA	106	-21.5%
44	IBB	BINTER CANARIAS	105	7.1%
45	IBS	IBERIA EXPRESS	104	12.1%
46	DAH	AIR ALGERIE	102	5.0%
47	LDM	LAUDAMOTION GMBH	99	68.6%
48	AEE	AEGEAN AIRLINES	95	7.0%
49	DAL	DELTA AIR LINES INC.	95	6.8%
50	ROT	TAROM	94	-1.1%
	TOTALS and % TOTAL TRAFFIC		18070	70.2%

Top 50 Air Operators with average daily traffic and percentage compared to same period of previous year

Nº	ICAO	AIR OPERATOR	202002	%
		Unidentified	1760	1.4%

Average daily traffic and percentage compared to same period of previous year for all flights where Air Operators can't be

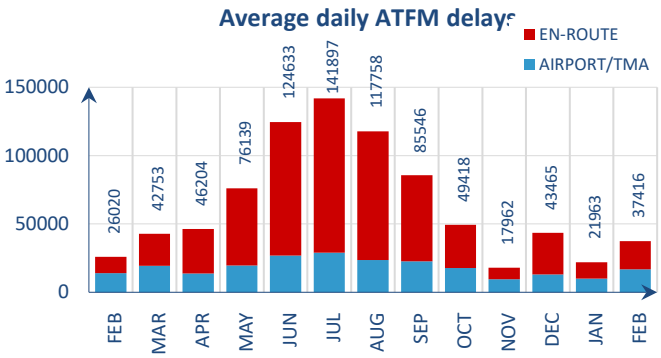


Nº	ASP ID	ASP NAME	202002	%
1	BIRDACC	REYKJAVIK ACC	364	14.5%
2	DAAAACC	ALGER ACC	443	-3.7%
3	DTTCACC	TUNIS ACC	276	4.6%
4	EBBUACC	BRUSSELS ACC	1496	-0.3%
5	EDGGALL	LANGEN ACC	3116	-6.3%
6	EDMMACC	MUENCHEN ACC	2862	-3.5%
7	EDUUUAC	KARLSRUHE UAC	4414	-3.2%
8	EDWWACC	BREMEN ACC	1522	-9.9%
9	EDYYUAC	MAASTRICHT UAC	4413	-4.5%
10	EETTACC	TALLIN ACC	454	-14.0%
11	EFINACC	TAMPERE ACC	557	0.4%
12	EGGXOAC	SHANWICK OACC	1086	-5.9%
13	EGPXALL	SCOTTISH ACC	2376	-2.4%
14	EGTTACC	LONDON ACC	4853	-4.3%
15	EGTTTC	LONDON TMA TC	3454	-4.2%
16	EHAAACC	AMSTERDAM ACC	1433	-4.3%
17	EIDWACC	DUBLIN ACC	578	-4.6%
18	EISNACC	SHANNON ACC	970	-7.5%
19	EKDKACC	KOBENHAVN ACC	1422	-2.6%
20	ENBDACC	BODO ACC	550	-1.1%
21	ENOSACC	OSLO ACC	914	-2.4%
22	ENSVACC	STAVANGER ACC	586	-0.3%
23	EPWWACC	WARSZAWA ACC	1975	2.8%
24	ESMMACC	MALMO ACC	1376	-5.0%
25	ESOSACC	STOCKHOLM ACC	1067	-4.1%
26	EVRRACC	RIGA ACC	635	-7.7%
27	EYVCACC	VILNIUS ACC	577	0.0%
28	GCCCACC	CANARIAS ACC	982	-3.2%
29	GMMMACC	CASABLANCA ACC	1214	-0.1%
30	HECCACC	CAIRO ACC	786	20.6%
31	LAAAACC	TIRANA ACC	415	13.1%
32	LBSRACC	SOFIA ACC	1714	-2.1%
33	LCCCACC	NICOSIA ACC	1005	12.8%
34	LDZOACC	ZAGREB ACC	1221	11.5%
35	LECBACC	BARCELONA ACC	1837	1.3%
36	LECMALL	MADRID ACC	2897	0.5%
37	LECPACC	PALMA ACC	383	-0.3%
38	LECSACC	SEVILLA ACC	1071	7.1%

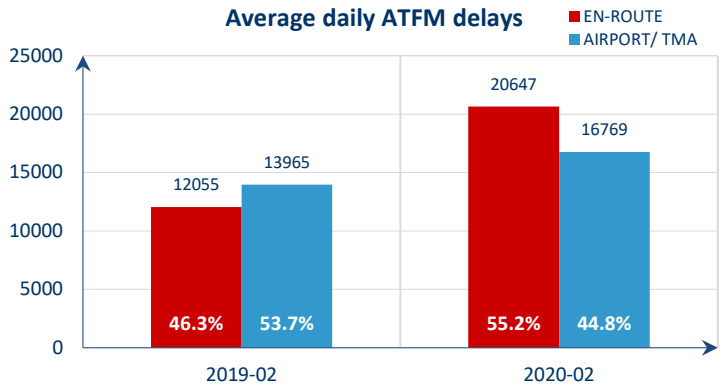
Nº	ASP ID	ASP NAME	202002	%
39	LFBBALL	BORDEAUX ACC	2131	1.1%
40	LFEEACC	REIMS ACC	2342	-2.2%
41	LFFFALL	PARIS ACC	2975	-2.3%
42	LFMMACC	MARSEILLE ACC	2519	-0.7%
43	LFMMAPP	MARSEILLE TMA	714	2.6%
44	LFRRACC	BREST ACC	2325	-5.4%
45	LGGGACC	ATHINAI ACC	1138	15.3%
46	LGMDACC	MAKEDONIA ACC	880	13.0%
47	LHCCACC	BUDAPEST ACC	1718	-4.4%
48	LIBBACC	BRINDISI ACC	714	11.7%
49	LIMMACC	MILANO ACC	2033	2.8%
50	LIPPACC	PADOVA ACC	1548	5.0%
51	LIRRACC	ROMA ACC	1855	-0.8%
52	LJLAACC	LJUBLJANA ACC	647	1.3%
53	LKAAACC	PRAHA ACC	1702	-11.4%
54	LLLLACC	TEL-AVIV ACC	470	2.0%
55	LMMMACC	MALTA ACC	295	6.1%
56	LOVVACC	WIEN ACC	2070	5.9%
57	LPPCACC	LISBOA ACC	1483	-1.3%
58	LPPOOAC	SANTA MARIA OAC	389	4.0%
59	LQSBACC	BH ACC	734	829.1%
60	LRBBACC	BUCURESTI ACC	1522	-6.0%
61	LSAGACC	GENEVA ACC	1601	-1.0%
62	LSAZACC	ZURICH ACC	1899	-1.6%
63	LTAAACC	ANKARA ACC	3057	-7.1%
64	LTBBACC	ISTANBUL ACC	1847	-2.4%
65	LUUUACC	CHISINAU ACC	107	7.0%
66	LWSSACC	SKOPJE ACC	357	15.5%
67	LYBAACC	BEOGRAD ACC	1422	10.3%
68	LZBBACC	BRATISLAVA ACC	976	-12.9%
69	OLBBACC	BEIRUT ACC	142	16.4%
70	UDDDACC	YEREVAN ACC	142	-15.5%
71	UGGGACC	TBILISI ACC	373	-1.3%
72	UKBVACC	KYIV FIR/ACC	382	-0.5%
73	UKDVACC	DNIPRO ACC	61	27.1%
74	UKLVACC	L'VIV ACC	347	11.9%
75	UKOVACC	ODESA ACC	218	0.9%
76	UMMVACC	MINSK ACC	716	3.9%

The highest relative traffic increases in February 2020 were in BH, Dnipro, Cairo, Beirut, Skopje and Athinai ACCs. Traffic variation in BH ACC is due to expansion of area of responsibility. Traffic increase in Ukraine is partially due to an increase in overflights. French ATC industrial action throughout the month partially explains the traffic variation in the French ACCs. The traffic increase in Cairo ACC is partly accounted for by the increase in movements at Sharm el-Sheikh airport but also by some European based carriers with flights to/from Gulf states and beyond avoiding Iraq/Iran airspace. The traffic variation in Reykjavik ACC is partially due to weather conditions on western Europe that force flights to fly northern routes to avoid extreme winds.

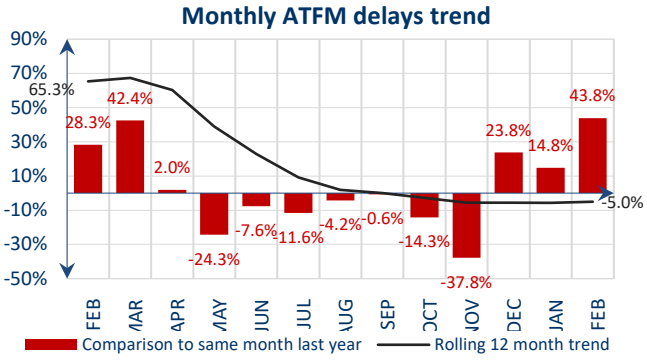
2. ATFM DELAY AND ATTRIBUTIONS



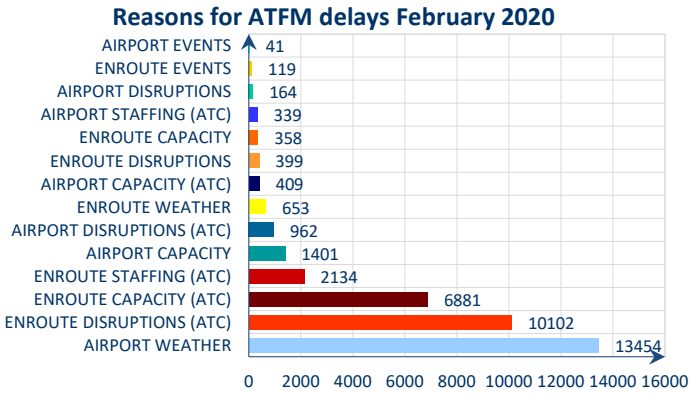
Total ATFM delays increased by 43.8% in February 2020[i].



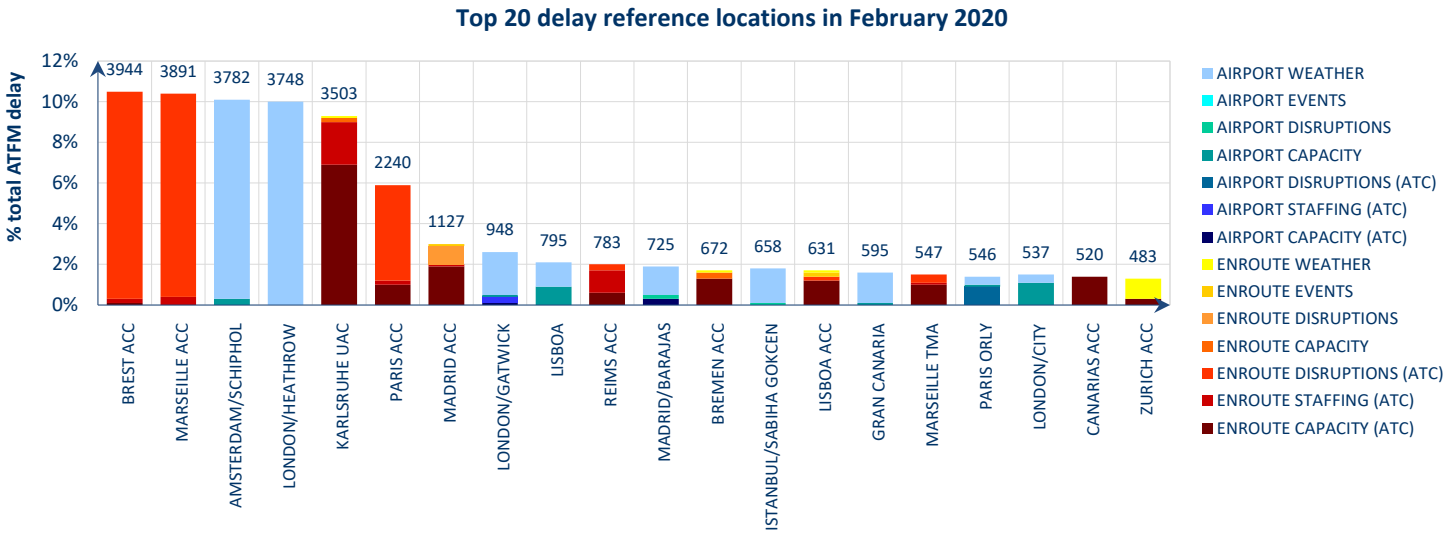
En-route ATFM delays increased by 71.3% and airport ATFM delays increased by 20.1%.



The rolling 12-month trend shows that ATFM delay was 5.0% lower during the period March 2019 – February 2020 compared to March 2018 – February 2019.



Airport weather (36.0%), en-route ATC disruptions (27.0%) and en-route ATC capacity (18.4%) were the main causes of ATFM delays in February 2020.

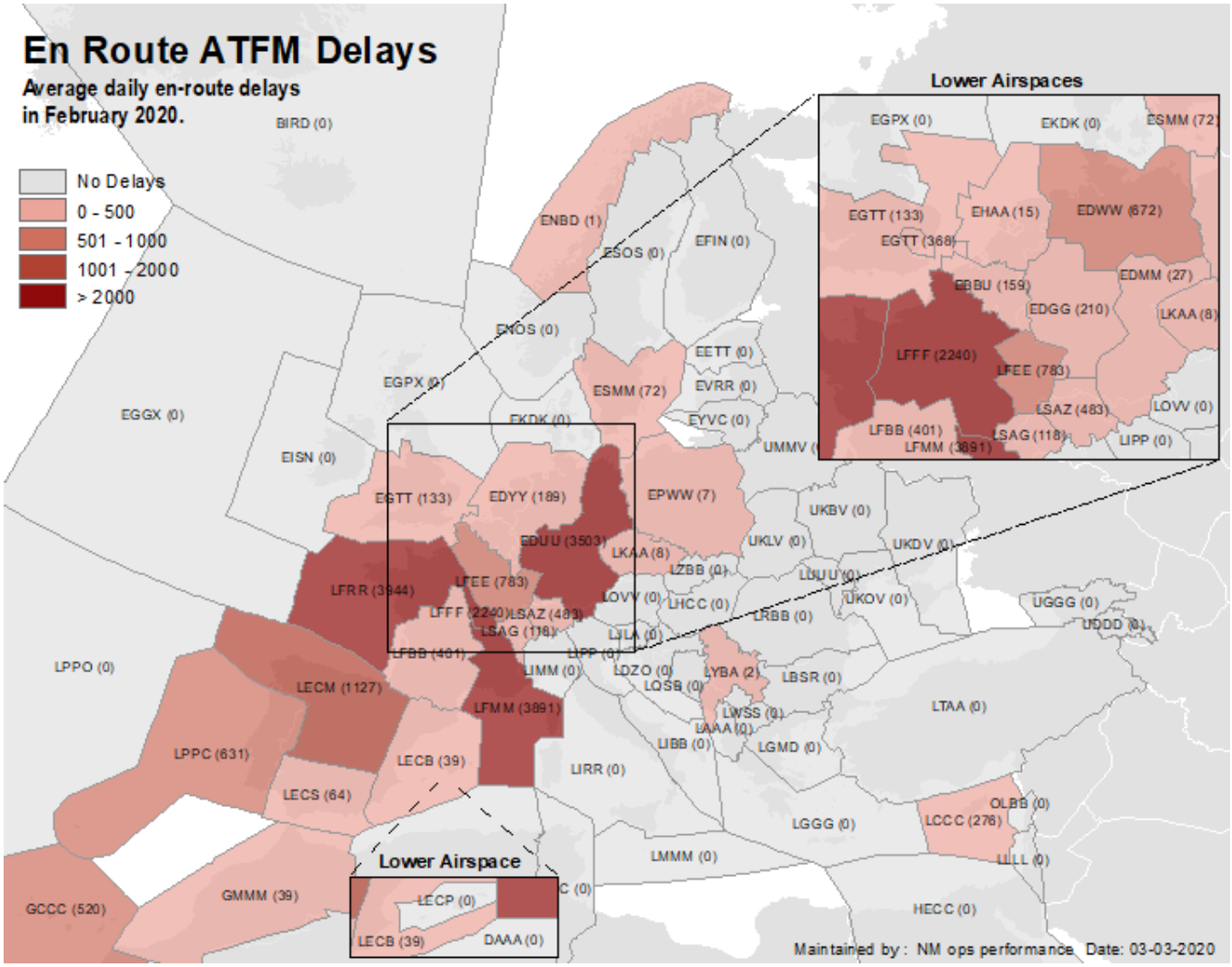


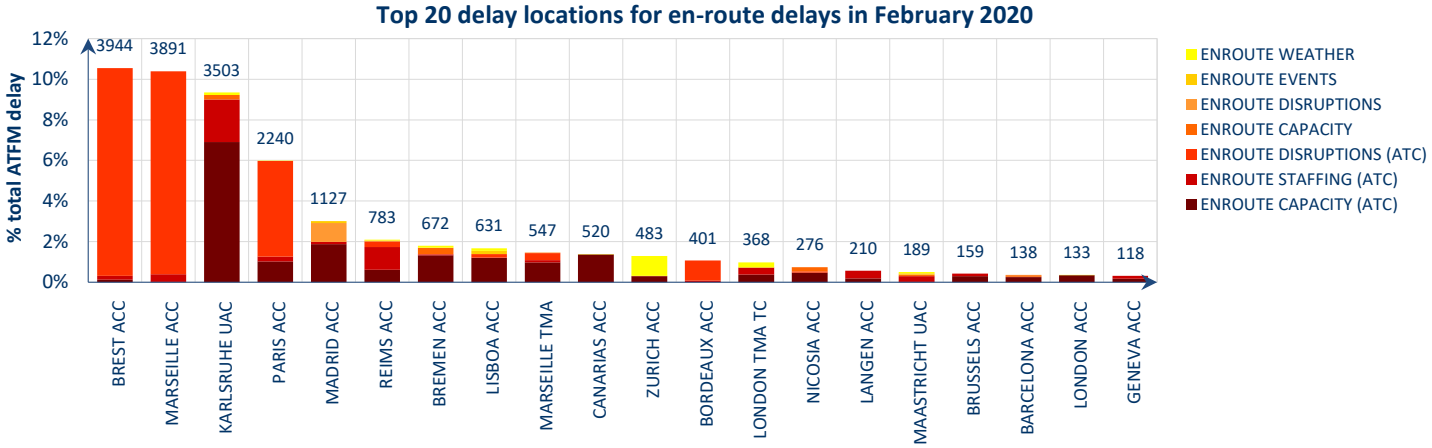
These are the top 20 delay generating locations for the reporting month with respect to total ATFM delays. Figures are the average daily delays in minutes for the individual locations.

- Several French ATC industrial actions throughout the month generated high delays in French ACCs such as Brest, Marseille and Paris;
- Strong winds impacted operations at Amsterdam/Schiphol and London/Heathrow airports;
- High delay due to ATC capacity and staffing in Karlsruhe UAC.

3. EN-ROUTE ATFM DELAYS

EN-ROUTE ATFM DELAY PER LOCATION



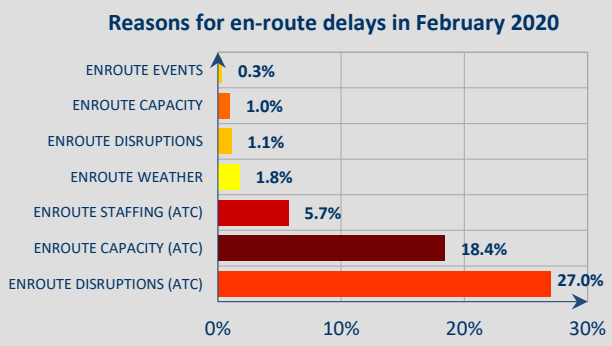


These are the top 20 en-route ATFM delay generating locations for the reporting month with respect to total ATFM delays. Figures are the average daily delays in minutes for the individual locations.

The top 20 en-route ATFM delay locations generated **54.3%** of the monthly total (network) ATFM delay.
The top 5 en-route ATFM delay locations generated **39.3%** of the monthly total (network) ATFM delay.

More detailed information available in the Airspace dashboard via the **ATFM Statistics dashboard.**

EN-ROUTE ATFM DELAY PER DELAY GROUP

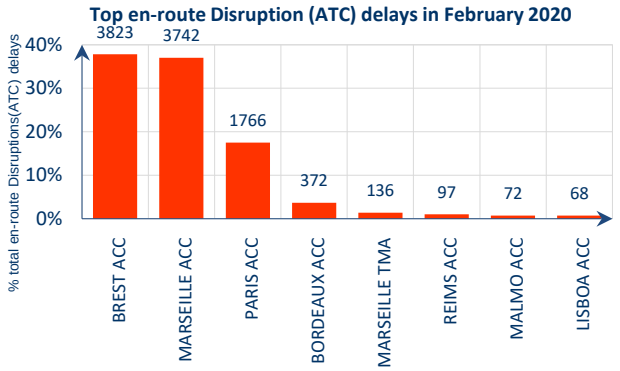


En-route ATFM delays accounted for 55.2% of all ATFM delays. Most of this delay was caused by en-route ATC disruptions, en-route ATC capacity and en-route ATC staffing as explained in detail below. The other causes were:

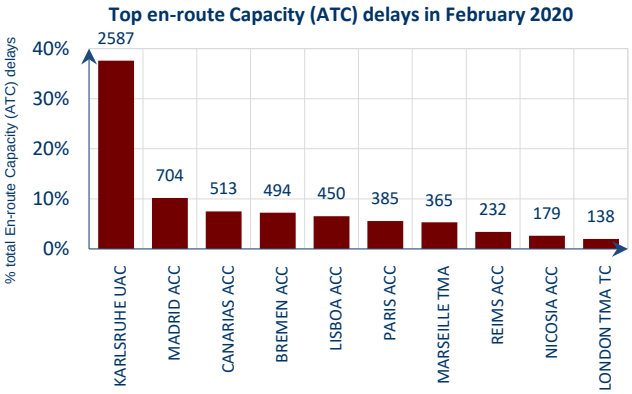
En-route weather: Strong winds and turbulence impacted operations in Zurich ACC throughout the month;

En-route disruptions: Madrid ACC reported traffic onload due to French ATC Industrial action and generated delays;

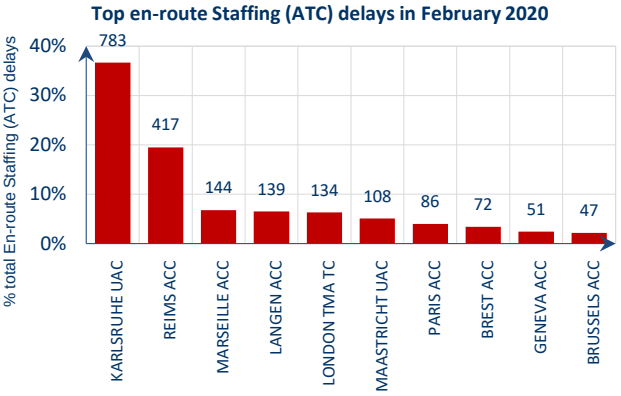
En-route capacity: Military exercises in Bremen, Karlsruhe and Nicosia ACCs generated delays.



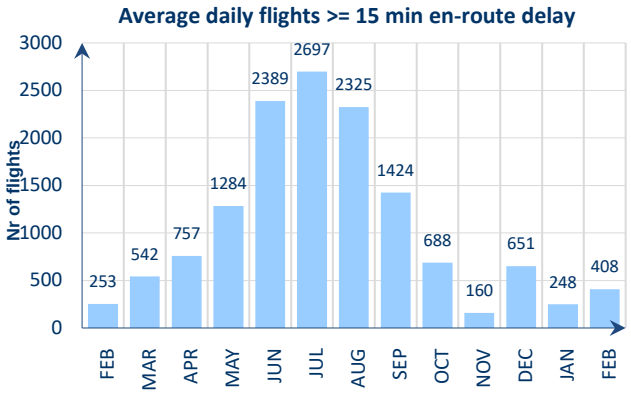
French ATC industrial action throughout the month generated high delays in French ACCs.



Karlsruhe UAC was the biggest generator of ATC capacity delays with a total of 75,015 minutes for February.

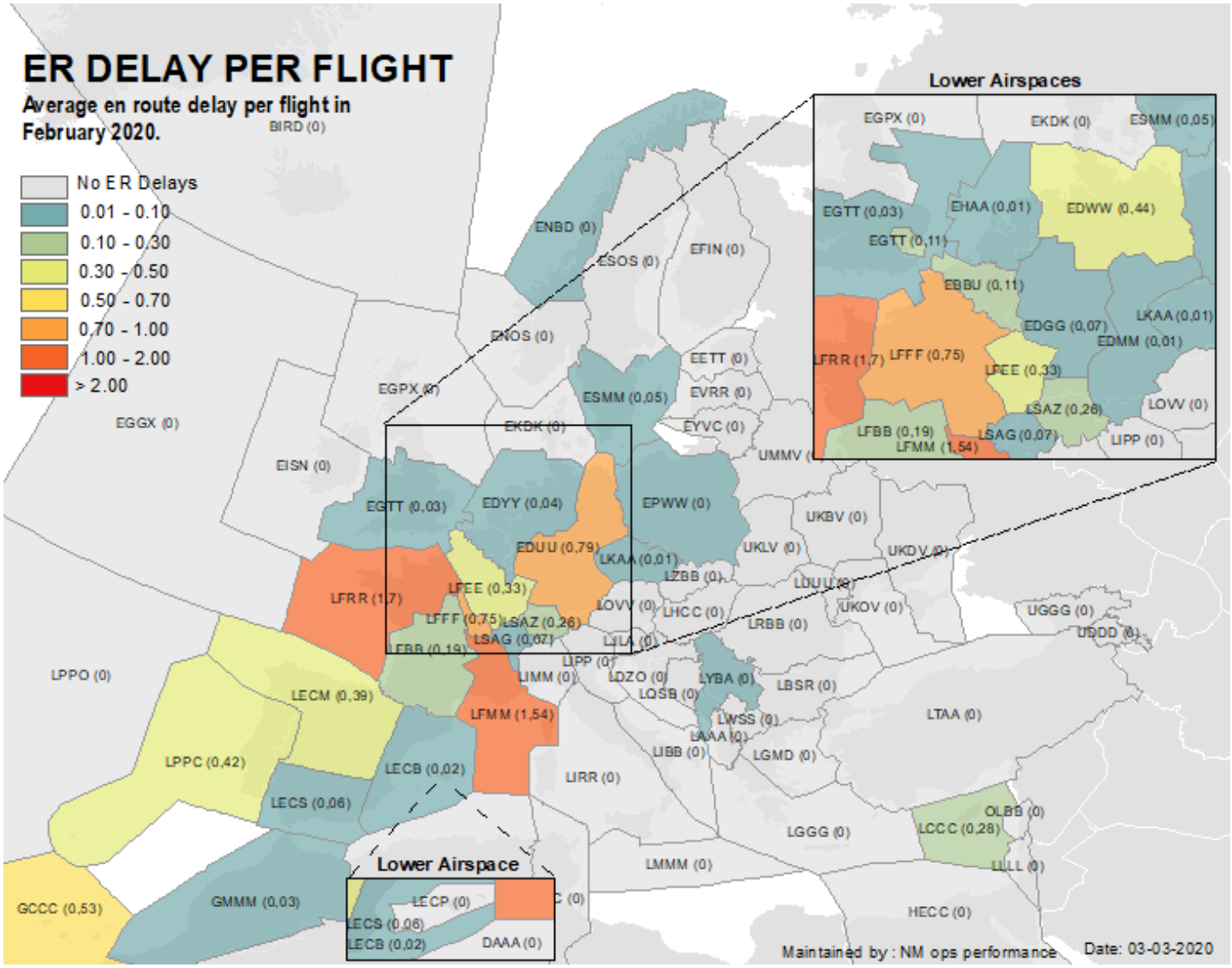


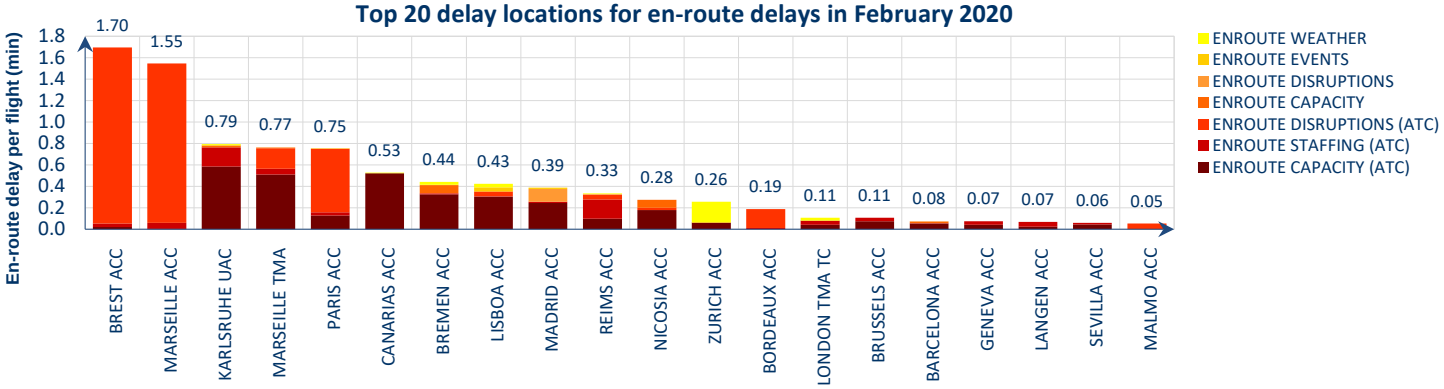
Several staffing issues throughout the month in Karlsruhe UAC generated a total of 22,702 minutes of ATFM delay.



The average daily flights with an en-route ATFM delay of at least 15 minutes increased from 253 flights/day in February 2019 to 408 flights/day in February 2020, which represents 1.6% of all traffic.

EN-ROUTE ATFM DELAY PER FLIGHT





These are the top 20 average en-route ATFM delay per flight generating locations for the reporting month. Figures are the average en-route ATFM delay per flight in minutes for the individual locations.

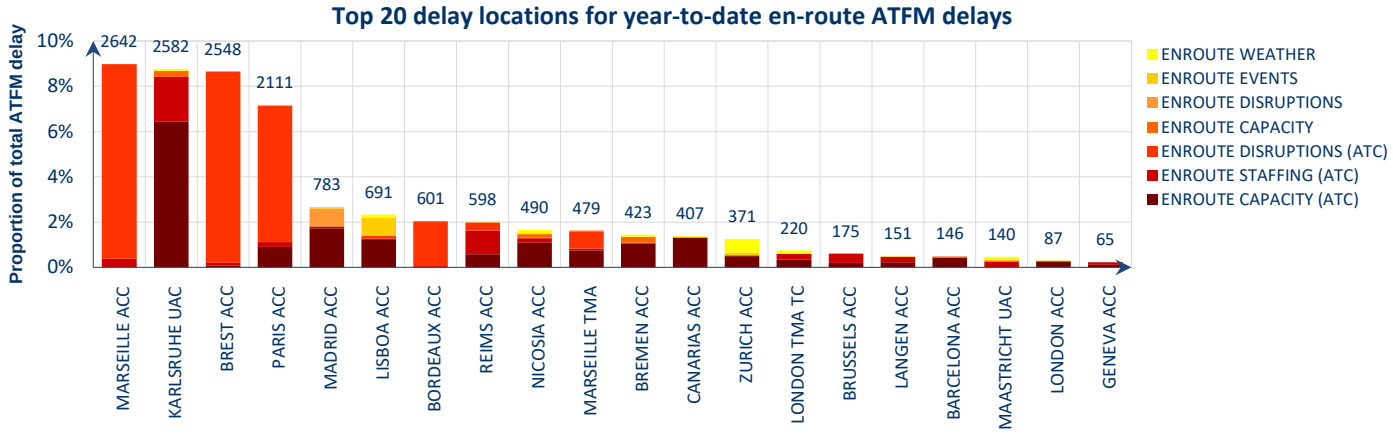
High en-route ATC disruptions delays in French ACCs due to several ATC industrial actions throughout the month.

Karlsruhe UAC en-route ATFM delay/flight increased from 0.39 min/flight in January 2020 to 0.79 min/flight in February 2020 due to more ATC capacity issues;

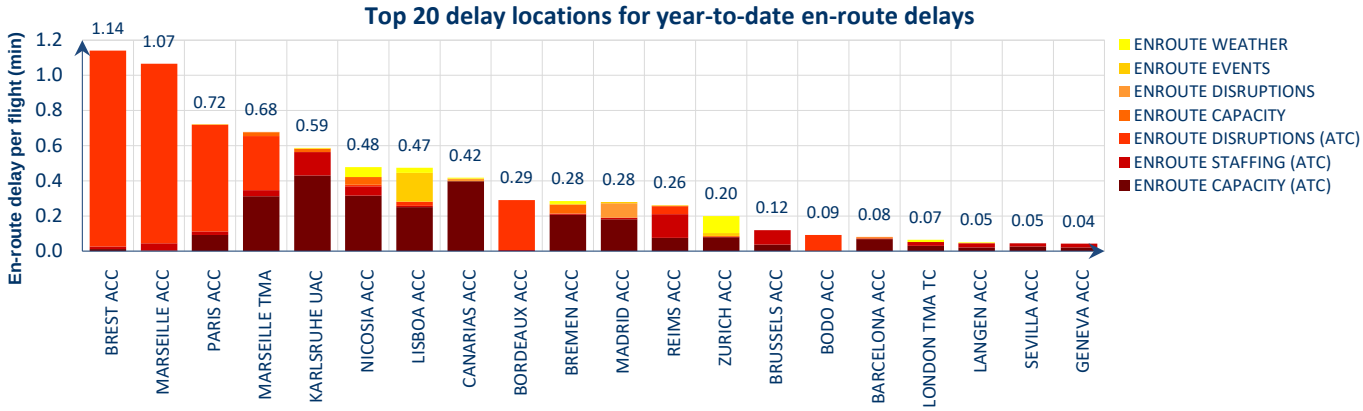
Bremen ACC en-route ATFM delay/flight increased from 0.13 min/flight in January 2020 to 0.44 min/flight in February 2020 due to more ATC capacity issues;

Nicosia ACC en-route ATFM delay/flight decreased from 0.66 min/flight in January 2020 to 0.28 min/flight in February 2020 due to fewer ATC capacity, ATC staffing and weather issues.

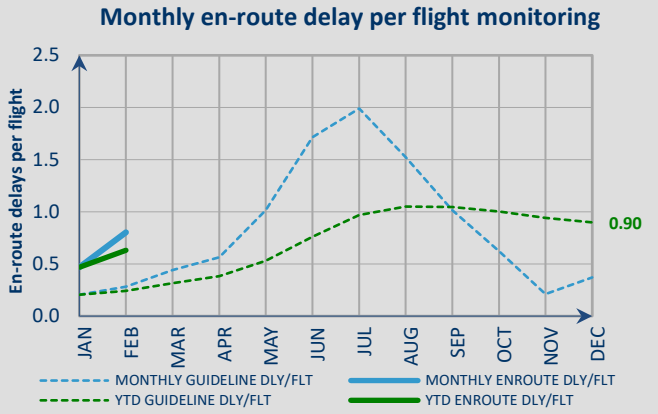
EN-ROUTE ATFM DELAY YEAR-TO-DATE



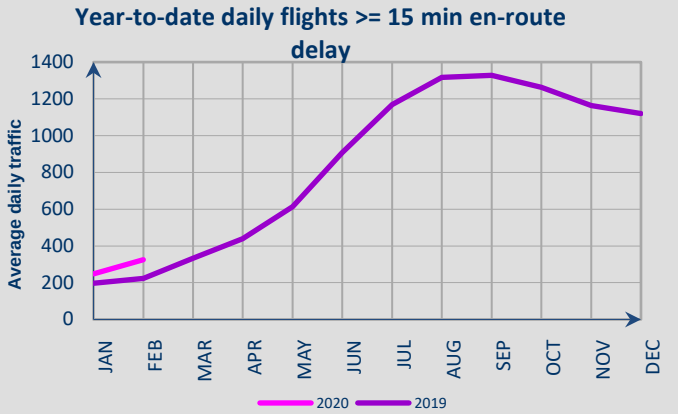
These are the top 20 en-route delay locations for 2020 with respect to the total ATFM delay. Figures are the average daily en-route delay in minutes for the individual locations.
The top 20 en-route delay locations generated **53.3%** of the total ATFM (network) delay.
The top 5 en-route delay locations generated **36.2%** of the total ATFM (network) delay.



These are the top 20 average en-route ATFM delay per flight generating locations in 2020. Figures are the average daily en-route delay in minutes per flight for the individual locations.



Reporting month: The average en-route ATFM delay per flight in the NM area[ii] in February was 0.80 min/flt, which is above the corresponding monthly guideline[iii] value of 0.28 min/flt.
Year To Date: The average YTD en-route ATFM delay per flight in 2020 in the NM area[ii] is 0.63 min/flt which is well above the corresponding guideline value of 0.24 min/flt.



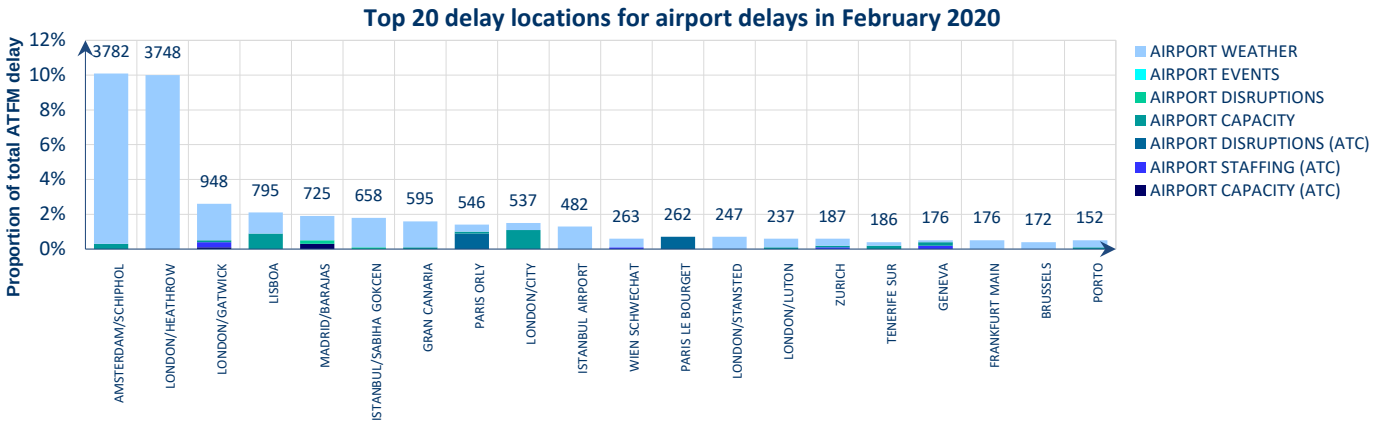
An average of 325 flights/day had an en-route ATFM delay of at least 15 minutes in 2020. The corresponding figure in 2019 was 224 flights/day.

The top 3 locations for flights with 15 minutes or more en-route ATFM delays (year-to-date) are:

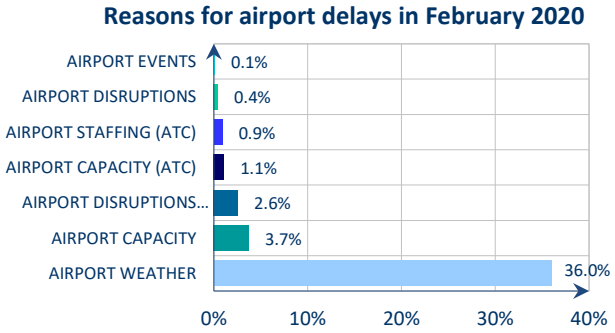
- Marseille ACC with 67 flights/day;
- Brest ACC with 50 flights/day;
- Paris ACC with 48 flights/day.

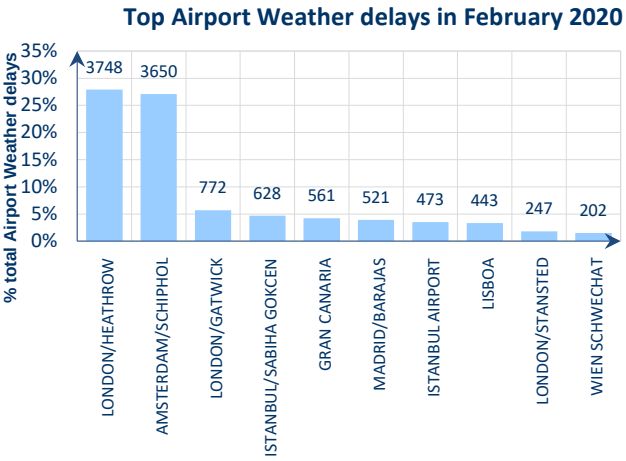
4. AIRPORT/TMA ATFM DELAYS

AIRPORT/TMA ATFM DELAY PER LOCATION



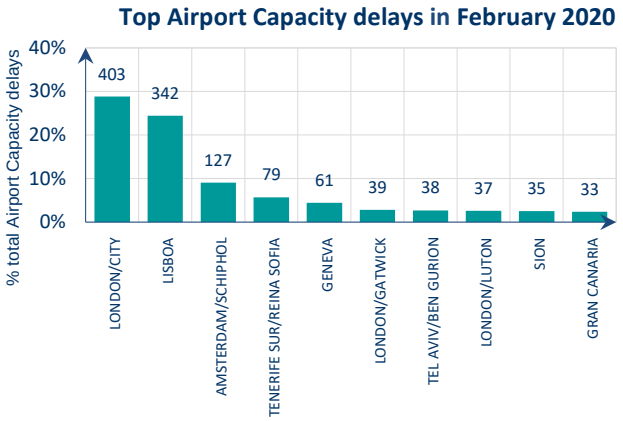
AIRPORT/TMA ATFM DELAY PER DELAY GROUPS

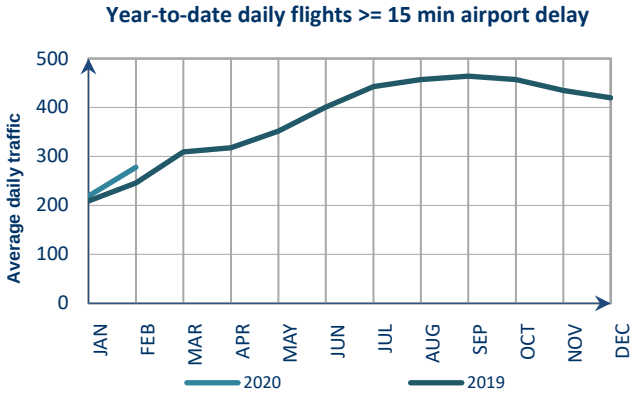




Airports accounted for 44.8% of all ATFM delays in February 2020, mainly due to weather.

Strong winds and heavy rain impacted operations at London/Heathrow and Amsterdam/Schiphol airports throughout the month.



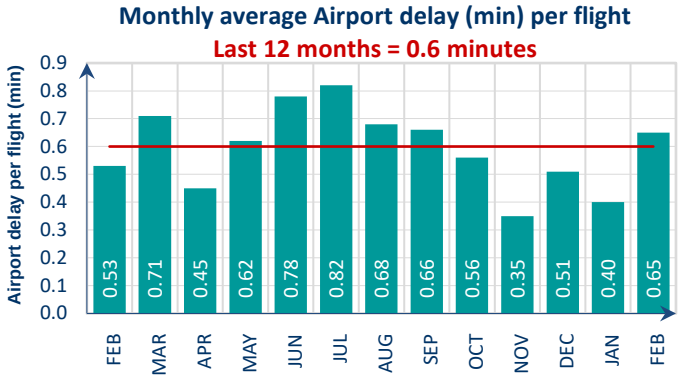


Lack of stand availability at London/City airport generated delays. Military activity in the vicinity of Lisbon airport generated delays.

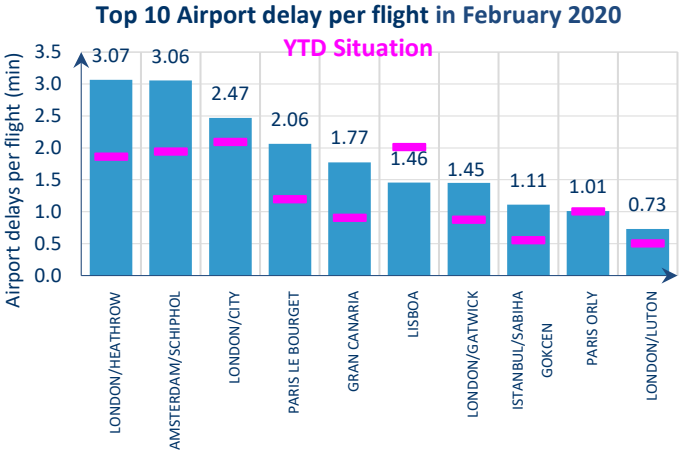
An average of 278 flights/day had an airport ATFM delay of at least 15 minutes. The corresponding figure in 2019 was 246 flights.
The top 3 locations for flights with 15 minutes or more airport ATFM delay (year-to-date) are:

- Amsterdam Schiphol with 90 flights/day;
- London/Heathrow with 53 flights/day;
- Madrid/Barajas with 23 flights/day.

AIRPORT/TMA ATFM DELAY PER FLIGHT

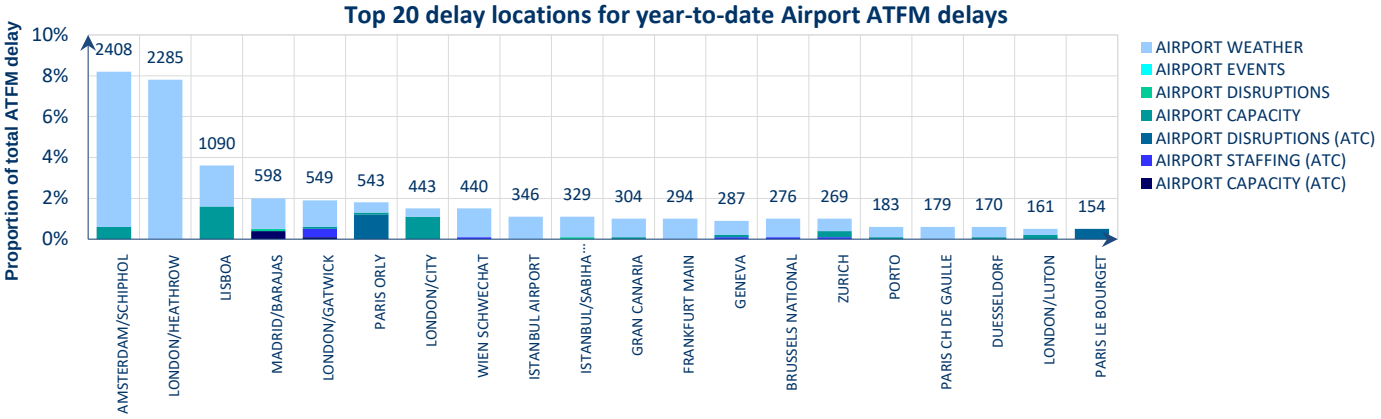


Average airport/TMA delay per flight increased from 0.53 min/flt in February 2019 to 0.65 min/flt in February 2020.

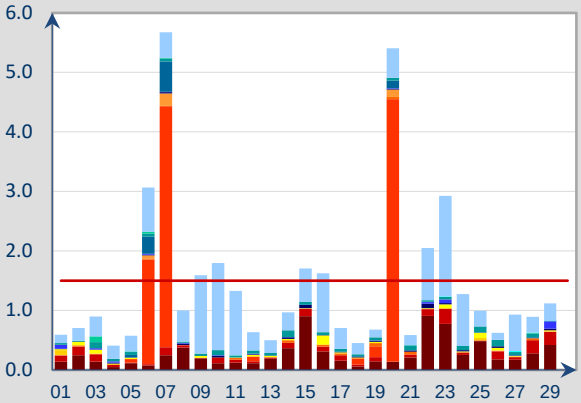


London/Heathrow and Amsterdam/Schiphol generated an average delay per flight well above their year-to-date values due to weather.

AIRPORT/TMA ATFM DELAY YEAR-TO-DATE



5. DAILY EVOLUTION

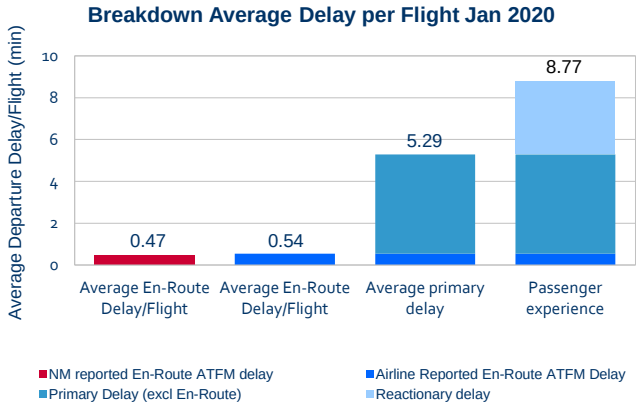


Nine days in February 2020 had an average ATFM delay per flight exceeding 1.5 min. These were the most significant days:
06-07 February; French ATC industrial action generated high delays in French ACCs such as Marseille, Brest, Paris and Bordeaux ACCs; Madrid ACC was also impacted due to traffic onload; Paris/Orly and Paris/Le Bourget were the most impacted airports; Snow impacted operations at Istanbul airports and low visibility at London airports generated delays;
20 February; French ATC industrial action generated high delays in Brest, Marseille, Paris, Bordeaux and Reims ACCs; Locally reported additional delays in Madrid ACC due to traffic onload; Paris/Orly was the most impacted airport; Strong winds and heavy rain impacted operations at Amsterdam/Schiphol airport;
23 February; Strong winds impacted Northern Europe with high delays at airports such as Amsterdam/Schiphol, London/Heathrow, London/Gatwick and Vienna; Sandstorms impacted operations in Canary Islands with delays at Gran Canaria, Lanzarote and Tenerife/Sur airports; En-route ATC capacity issues in London, Karlsruhe, Madrid, Reims and Marseille ACCs; Some staffing issues in London TMA and Reims ACC.

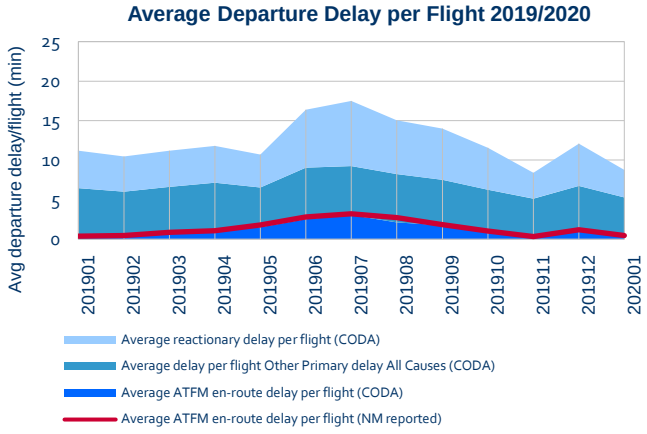
6. ALL AIR TRANSPORT DELAYS (SOURCE: CODA)

This section presents the all air transport delay situation as seen from the airlines by using the data collected by Central Office for Delay Analysis (CODA) from airlines. Data coverage is 63% of the commercial flights in the ECAC region for **January 2019**. ATFM delays reported by airlines may be lower than the NM calculated ATFM delays due to difference in methods: ATFM delays of NM are the (flight) planned "delays"; the airlines report the "actual" experienced ATFM delay on departure.

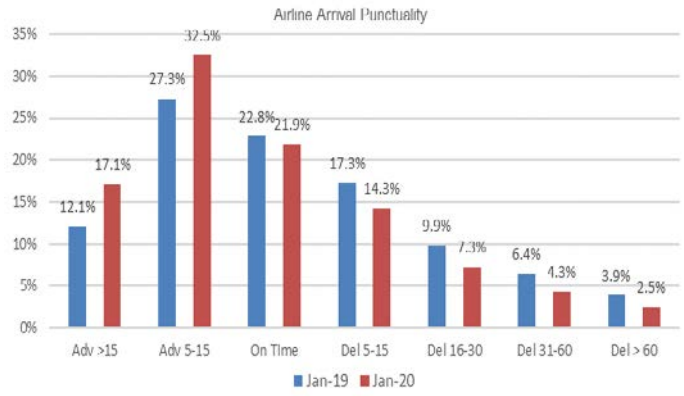
For instance, a flight with an ATFM delay may also have a handling delay absorbed within the ATFM delay. In the event of a long delay an example being during ATC industrial action a flight may keep its original schedule, however when it's flight plan is submitted for example a day later any ATFM delay allocated may be lower or zero, in this case airline reported delay will exceed NM reported ATFM delay.



Based on airline data, the average departure delay per flight from 'All-Causes' was 8.77 minutes per flight, a 23% decrease in comparison to January 2019 where the average delay was 11.38 mins/flight. Primary delays counted for 60% or 5.29 min/flt, with reactionary delays representing the smaller remaining share of 40% at 3.48 min/flt.



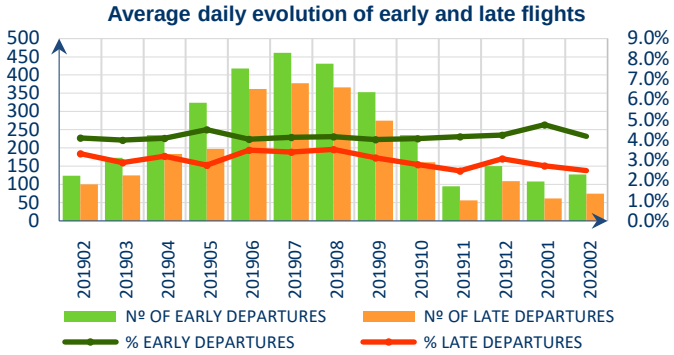
Further analysis of the past 12 months shows that the monthly average 'All-Causes' en-route ATFM delay was 0.54 min/flt in January 2020.



Airline punctuality improved in January 2020 with 85.8% of flights arriving within the 15-minute threshold, or earlier than their scheduled arrival time (STA) this was an increase of 6.3 percentage points in comparison to January 2020.

For more information on CODA delays:
https://www.eurocontrol.int/publication/all-causes-delay-air-transport-europe-january-2020

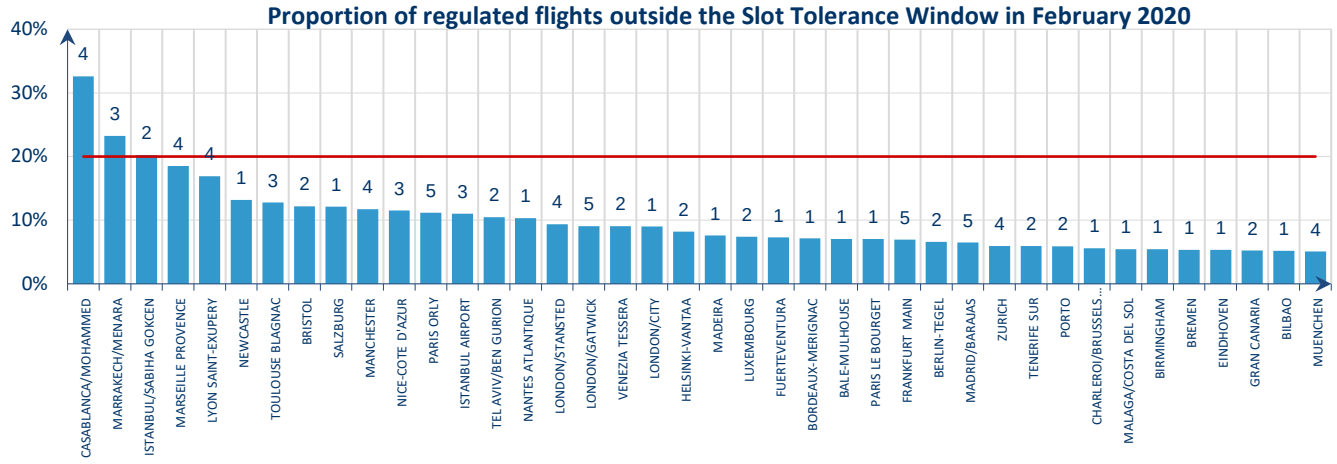
7. ATFM SLOT ADHERENCE



The percentage of early departures for February 2020 is 4.2% of regulated flights, which is an increase of 0.1 percentage points compared to February 2019.

The percentage of late departures for February 2020 is 2.5% of regulated flights, which is a decrease of 0.8 percentage points compared to February 2019.

The chart below shows the airports that have more than 300 regulated flights during the month with their average daily number and proportion of regulated flights that departed outside of the Slot Tolerance Window (STW). Any airport above the red line is non-compliant with the threshold (20%). Those airports with a number of departures outside the slot tolerance window can reduce network predictability.



8. SIGNIFICANT EVENTS AND ISSUES

PLANNED EVENTS

ACC

MAJOR AIRSPACE OR ATM SYSTEM IMPROVEMENT PROJECTS

PLANNED EVENTS

Six ACCs performed projects associated with technical systems' modernisation or airspace reorganisations and redefinitions during February, generating a total of 2,309 minutes of ATFM delay.

Lisbon ACC's move to a provisional ops room and upgrading LISATM functionalities (effective since 14 January) generated 1680 minutes of ATFM delay on 01 February. The project had envisioned 15-20% of capacity reductions until 02 February.

Maastricht UAC implemented new DFL (355) in Brussels East sector group generating 629 minutes of ATFM delay. Maximum sector configuration in the affected sector group had been set to 6 with expected sector capacity regulations at TMV.

Munich ACC introduced new sector structure in TRG lower airspace following IPO at EDDP, not generating ATFM delay. Transition period had been planned for the first half of February with capacity reductions between 10% and 20% for EDDPARR during the night periods.

Marseille ACC carried out training the trainers for the implementation of 4Flight ATM system not generating ATFM delay. Maximum sector configuration had been planned to be reduced by one sector without capacity reductions.

Reims ACC performed training to operate a new 4Flight ATM system not generating ATFM delay. Reductions of capacity and maximum sector configurations had not been planned.

London TC implemented Farnborough Airspace change as part of Airspace/Systems Programme, without generating ATFM delay. No capacity reductions had been planned.

AIRPORTS

Local Plans in February

A number of airports undertook infrastructure and technical system improvement works during February. These improvements as well as some special events had at most a minor impact on local airport operations, unless otherwise stated.

Special Events

- Air show at Sion airport generated 1,321 minutes of ATFM delay on 22 and 23 February.

Completed

- Taxiway and/or apron improvements at Rome/Fiumicino airport.

Ongoing

- Runway maintenance/closure at Katowice, Nice, Palma de Mallorca, Prague and Venice airports;
- Taxiway and/or apron improvements at Amsterdam/Schiphol, Basel/Mulhouse, Cologne, Frankfurt/Main, Hamburg, Ibiza, Lisbon, Porto and Venice airports;
- ILS works at Leipzig airport;
- Terminal building improvements/works at Budapest, Frankfurt/Main, Ljubljana, Oslo/Gardermoen and Paris/Charles de Gaulle airports.

DISRUPTIONS

Operational

- Drone sighting at Madrid/Barajas generated 1,026 minutes of ATFM delay on 03 February;
- Military activity in the vicinity of Lisbon airport generated 2,724 minutes of ATFM delay throughout the month;
- Stand availability issues at London/City airport generated 10,435 minutes of ATFM delay throughout the month.

Technical

- Emergency landing at Madrid/Barajas generated 1,397 minutes of ATFM delay on 03 February;
- Power supply issue in Malmö ACC on 12 February generated 2,081 minutes of ATFM delays;
- Voice Communication System (VCS) problem in Lisbon ACC on 18 February generated 1,972 minutes of ATFM delays.

Industrial Action

- French ATC industrial action from 05 February to 08 February generated 161,993 minutes of en-route ATFM delay and 22,917 minutes of airport ATFM delay. Additional delays were reported locally in neighbouring states due to traffic onload and generated 7,375 minutes of ATFM delay;
- French ATC industrial action from 19 February to 21 February generated 126,131 minutes of en-route ATFM delay and 3,854 minutes of airport ATFM delay. Additional delays were reported locally in neighbouring states due to traffic onload and generated 3,331 minutes of ATFM delay;
- Ground handling union industrial action at Helsinki airport on 26 and 27 February.

9. NM ADDED VALUE

FLIGHTS WITH DELAY > 30'

The number of flights with more than 30 minutes of ATFM delay increased by 87.9% compared to February 2019.

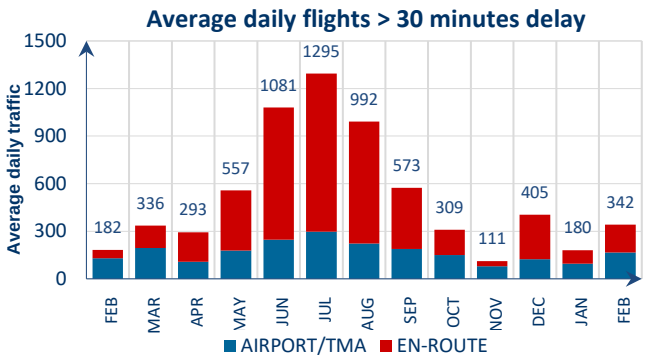
In February 2020, 51.2% of flights with more than 30 minutes of ATFM delay were en-route and 48.8% were airport.

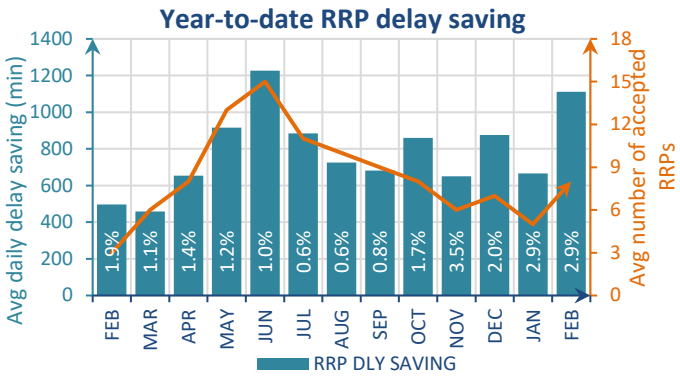
An average 16 flights per day had their delay reduced to less than 30 minutes by NM.

REROUTING PROPOSAL DIRECT DELAY SAVINGS

On average 8 RRPs/day were executed saving 1112 min/day, accounting for 2.9% of ATFM delays.

This graph shows the actual daily averages for the previous 13 months' period[iv].





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i See Notice on page 2 for more information on traffic and delay comparison.
ii See Notice on page 2 for more information on NM Area.
iii NM's calculation that provides the guideline en-route delay (min) requirements to achieve the annual target (0.9 min/flight).
iv NM has revised the delay saving method. Where flights are subject to scenarios, delay savings from RRPs are considered when the RRP is sent 3 hours (or less) in advance of the EOBT.