Network Operations
Report 2019
Annex III - Airports

EUROCONTROL

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JOINT UNDERTAKING

NETWORK MANAGER

1. INTRODUCTION & SCOPE

This section presents detailed information of 29 individual airports. Each of these airports fit in at least one of the following categories:

- Top 20 airports for average daily delay in 2019;
- Top 20 airports for delay per flight in 2019;
- Airport(s) that implemented A-CDM in 2019;
- Airport(s) that implemented Advanced ATC Tower in 2019.

| ICAO Code	Country	Airport	Top 20 ranking for average daily delay in 2019	Top 20 ranking for delay per flight in 2019	A-CDM implementation in 2019	Advanced ATC Tower implementation in 2019
LOWW	Austria	Vienna	13			
EBBR	Belgium	Brussels	17			
LCPH	Cyprus	Pafos		17		
LFMD	France	Cannes		9		
LFPB	France	Paris/Le Bourget		18		
LFPO	France	Paris/Orly	11	20		
EDDF	Germany	Frankfurt	9			
LGAV	Greece	Athens	5	7		
LGSA	Greece	Chania		8		
LGIR	Greece	Iraklion		13		
LGMK	Greece	Mikonos	18	1		
LGRP	Greece	Rodos	19	3		
LGSR	Greece	Santorini		2		
LGZA	Greece	Zakinthos		6		
LLBG	Israel	Tel Aviv	14	19		
EHAM	Netherlands	Amsterdam	1	4		
LPPT	Portugal	Lisbon	2	5	x	
LPPR	Portugal	Porto	10	10		
LEBL	Spain	Barcelona	8			
LEMD	Spain	Madrid	6			
LEPA	Spain	Palma De Mallorca	15			
GCXO	Spain	Tenerife/North				x
LEVC	Spain	Valencia				x
LSGG	Switzerland	Geneva	20			
LSZH	Switzerland	Zurich	7	15		
LTBA	Turkey	Istanbul/Ataturk	12	14		
EGLC	United Kingdom	London/City	16	12		
EGKK	United Kingdom	London/Gatwick	4	11		
EGLL	United Kingdom	London/Heathrow	3	16		

AUSTRIA - Vienna International - VIE/LOWW

ATC Airport Capacity Peak Operations	Runway Configuration	Maximum Arrivals	Maximum Departures	Global
Date received: 18-03-2020	ARR RWY34 DEP RWY29	48	50	68
	ARR RWY 11/16 DEP RWY 16	48	50	68
	ARR RWY16 DEP RWY29	48	50	68
	ARR RWY 11 DEP RWY 16	48	50	68
	ARR RWY 16 DEP RWY 29/16	48	50	68
	ARR RWY 34 DEP RWY 29/34	48	50	68

IFR Mvts per year (* 1000)
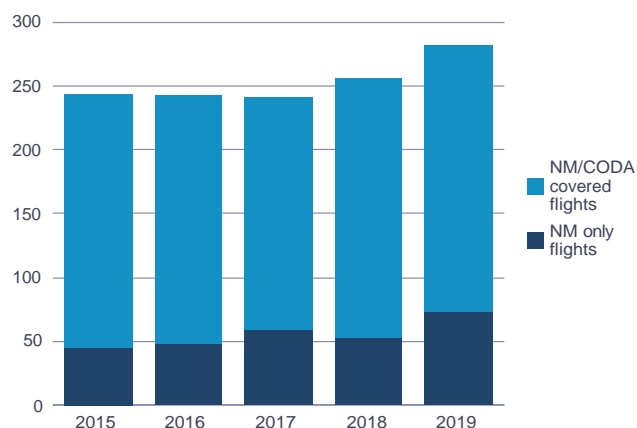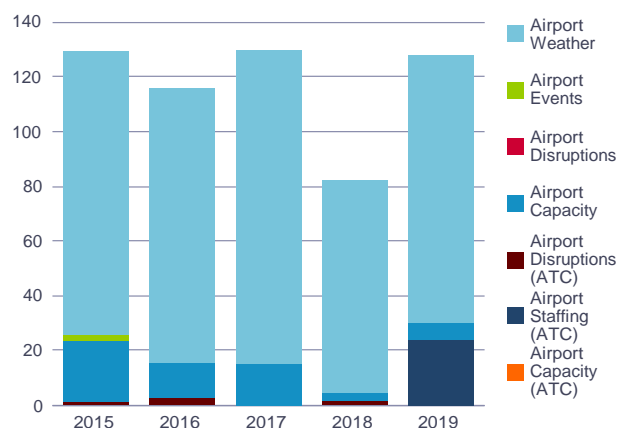
Yearly ATFM arrival delay by cause of delay (* 1000)
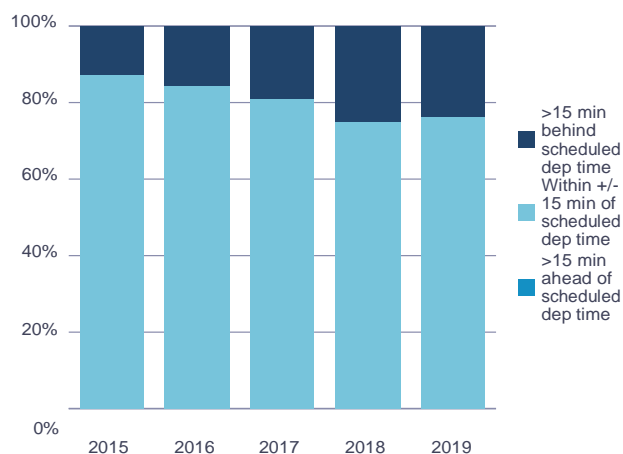
Arrival Punctuality
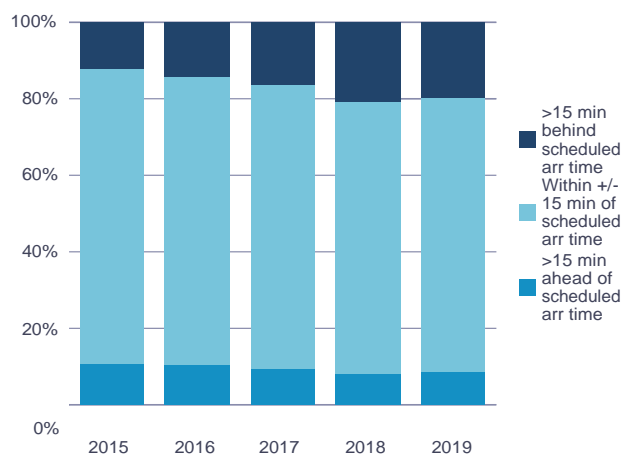
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Departure Punctuality

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2019 Performance Assessment

Vienna traffic increased by 10%, while ATFM delay increased by 63%. ATFM delay went from a daily average of 224 minutes per day in 2018 to 365 minutes per day in 2019. The delay increase was mainly due to more adverse weather related delay with a daily average of 280 minutes accounting for 76.7% of total ATFM delay. Adverse weather in October generated 17.5% of total delay generated in 2019.

Network Manager Actions in 2019

Strategic Information Reporting and Enhanced Information Exchange: Vienna airport is actively contributing to the regular strategic information reporting process. The Network Manager appreciates their continued contribution in the pre-tactical / tactical events and diversion capabilities information exchange process.

Airport Capacity and Performance (ACAP): No actions in 2019.

Airport Collaborative Decision Making (A-CDM): Vienna airport is working with NM towards full A-CDM implementation which is now planned for Q4 2020.
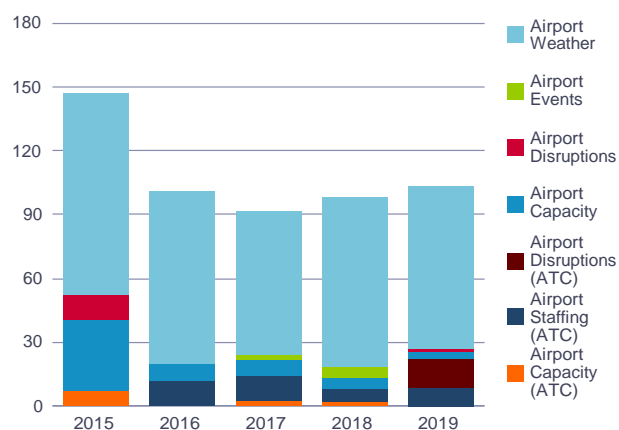
BELGIUM - Brussels National - BRU/EBBR

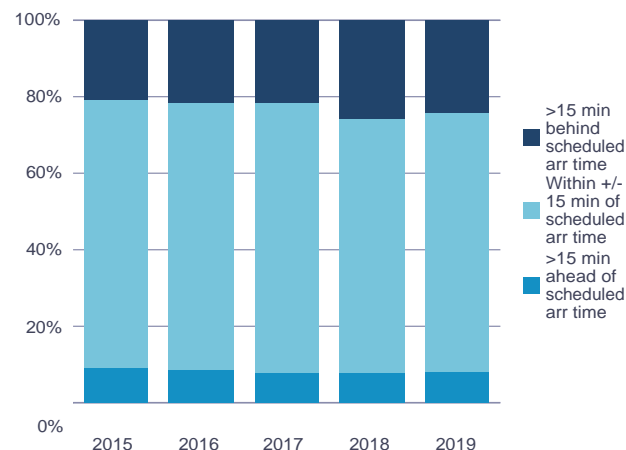| ATC Airport Capacity Peak Operations	Runway Configuration	Maximum Arrivals	Maximum Departures	Global
Date received: 18-03-2020	06:00 - 06:59 (LT)			45
	07:00 - 22:59 (LT)	48	44	74
	23:00 - 05:59 (LT)			Noise Driven

IFR Mvts per year (* 1000)
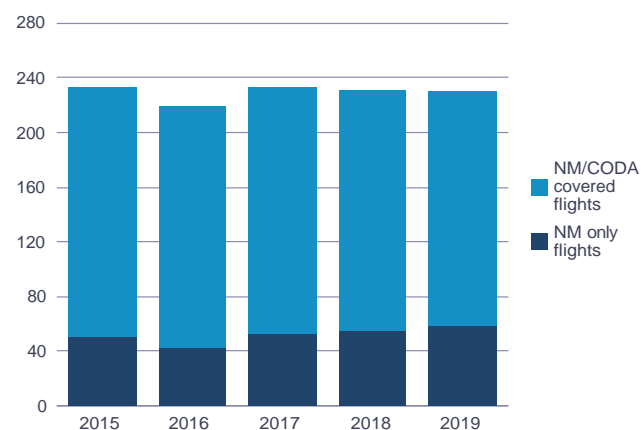
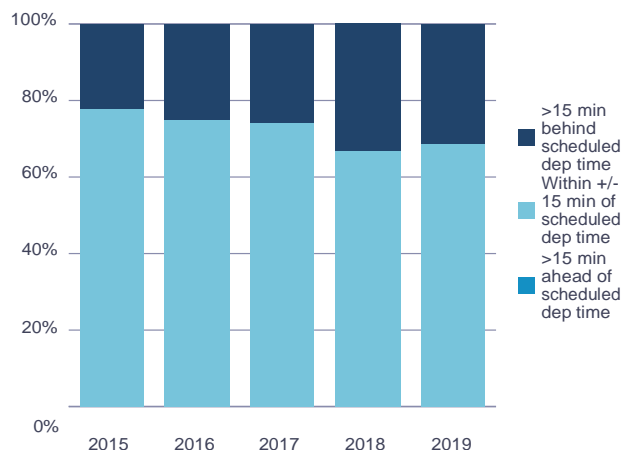### Yearly ATFM arrival delay by cause of delay (* 1000)

Arrival Punctuality

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Departure Punctuality

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2019 Performance Assessment

Brussels airport traffic remained close to 2018 levels (-0.3%), while ATFM delay increased by 11%. Adverse weather related delay decreased by 4.3% to a daily average of 209 minutes of delay but remained the main delay cause in 2019. Industrial action (ATC) in March contributed 17.6% of the total yearly delay.
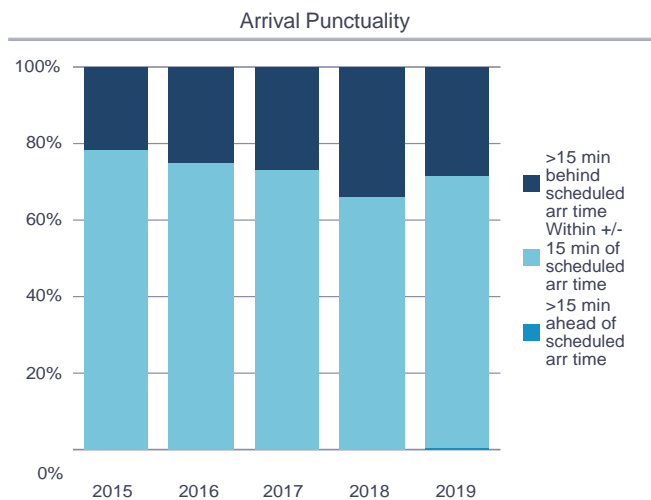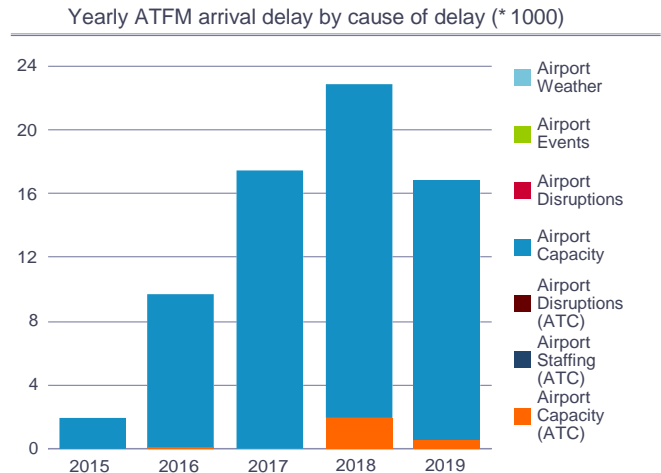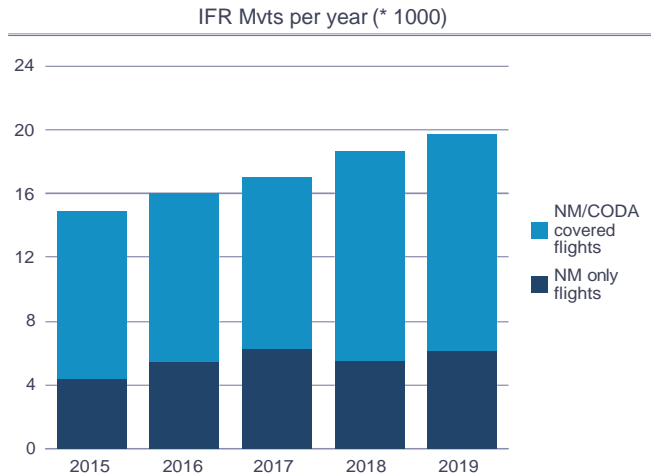
Network Manager Actions in 2019

Strategic Information Reporting and Enhanced Information Exchange: Brussels airport is actively contributing to the regular strategic information reporting process. The Network Manager appreciates their continued contribution in the pre-tactical / tactical events and diversion capabilities information exchange process.

Airport Capacity and Performance (ACAP): PRS (Preferential Runway Selection) study for skeyes was delivered, the capacity study is ongoing.
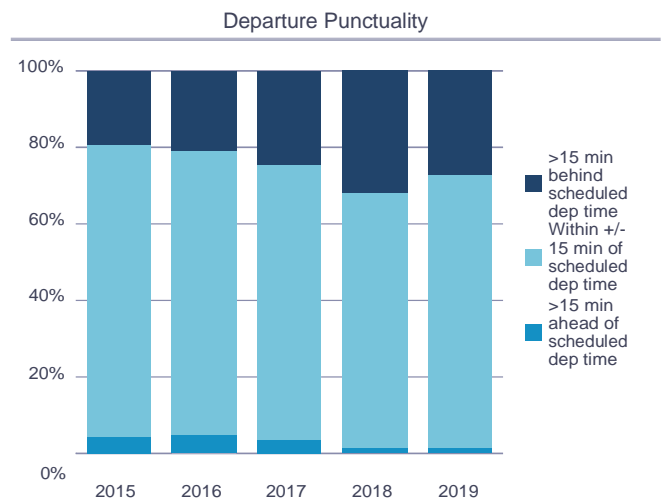
Airport Collaborative Decision Making (A-CDM): A-CDM fully Implemented. No major development planned.

CYPRUS - Pafos - PFO/LCPH

Limited information available – Airport is not participating in the regular Network Manager reporting process

IFR Mvts per year (* 1000)

Legend: NM/CODA covered flights; NM only flights

Yearly ATFM arrival delay by cause of delay (* 1000)

Legend: Airport Weather; Airport Events; Airport Disruptions; Airport Capacity; Airport Disruptions (ATC); Airport Staffing (ATC); Airport Capacity (ATC)

Arrival Punctuality

Legend: >15 min behind scheduled arr time; Within +/- 15 min of scheduled arr time; >15 min ahead of scheduled arr time

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Departure Punctuality

Legend: >15 min behind scheduled dep time; Within +/- 15 min of scheduled dep time; >15 min ahead of scheduled dep time

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2019 Performance Assessment

Pafos airport delay per flight decreased from 1.22 minutes per flight in 2018 to 0.86 minutes per flight in 2019. Airport capacity related delay remained the top delay contributor. In fact, 21.5% of total delay can be attributed to aerodrome capacity issues in June 2019.
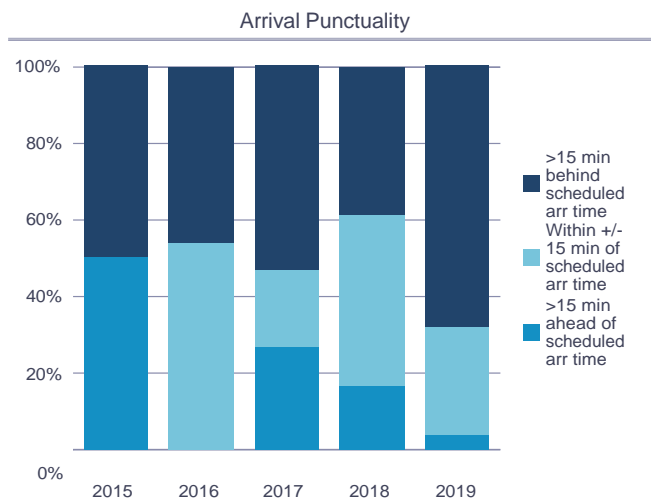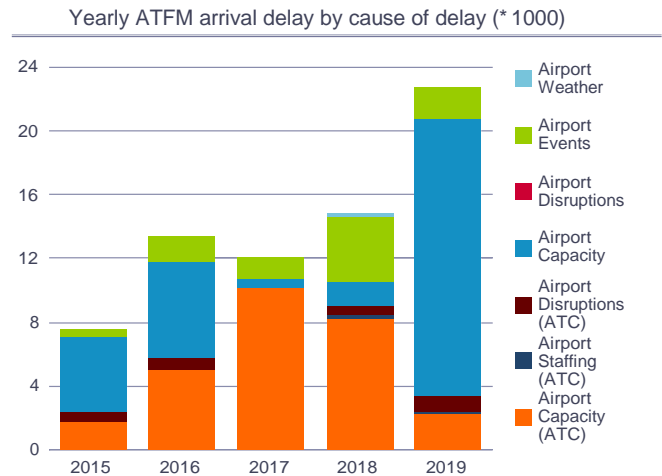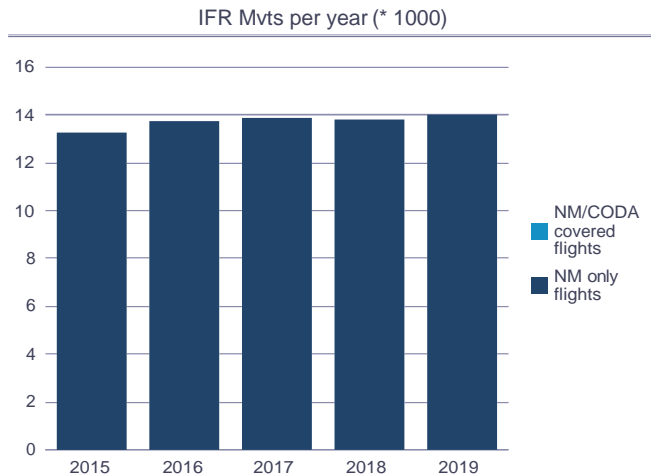
Network Manager Actions in 2019

Strategic Information Reporting and Enhanced Information Exchange: Pafos airport is not yet participating to the regular information reporting process. The Network Manager is constantly evaluating the scope of information and airports participating. An invitation will be sent for Pafos to join the process if necessary.

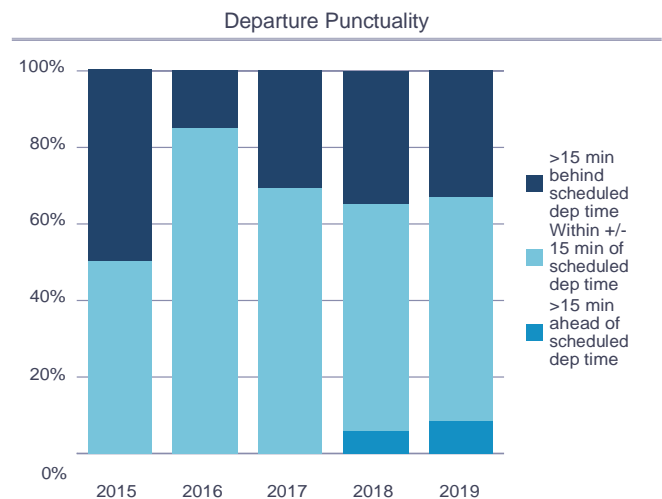**Airport Capacity and Performance (ACAP):** No actions in 2019.

Airport Collaborative Decision Making (A-CDM): No actions in 2019.

FRANCE - Cannes Mandelieu - CEQ/LFMD

Limited information available – Airport is not participating in the regular Network Manager reporting process

IFR Mvts per year (* 1000)

Yearly ATFM arrival delay by cause of delay (* 1000)

Arrival Punctuality

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Departure Punctuality

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2019 Performance Assessment

Cannes/Mandelieu airport delay per flight increased by 46.9% compared to 2018. The main delay cause for 2019 was airport capacity related delay. More than 43% of the total delay generated is due to airport capacity issues during the month of August.

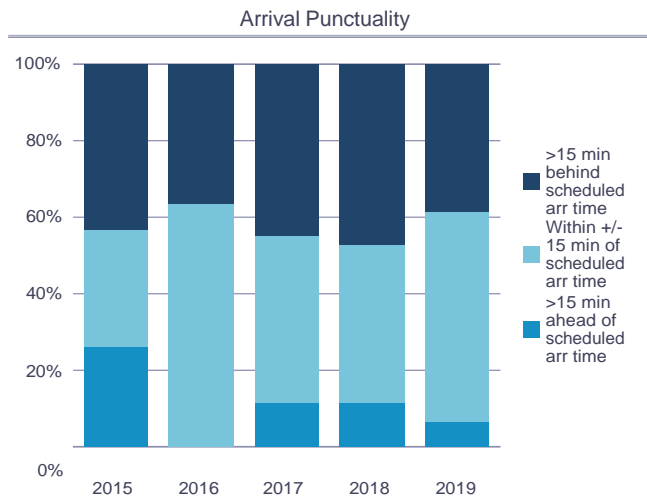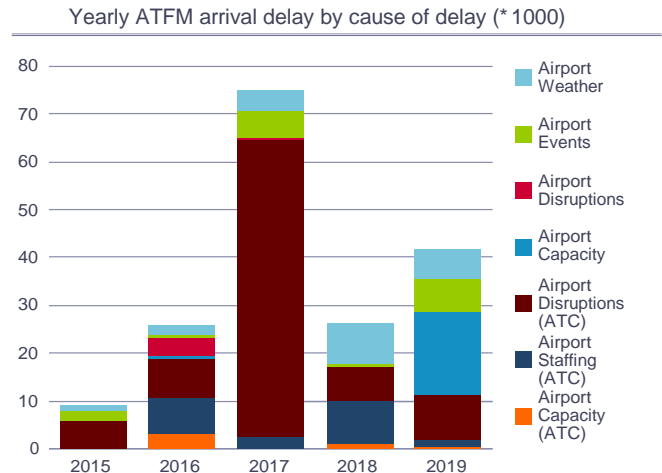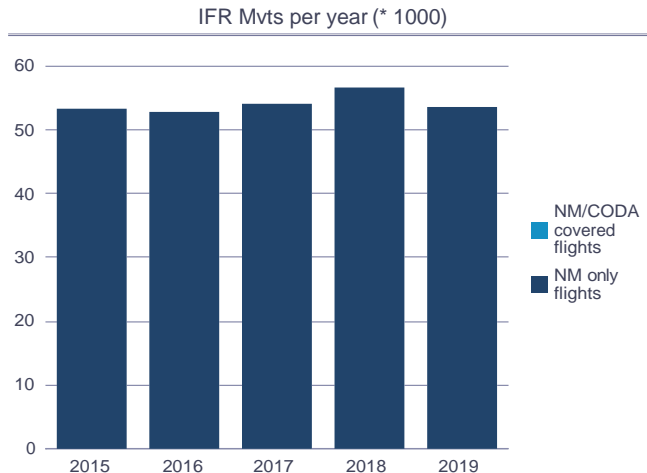## Network Manager Actions in 2019

Strategic Information Reporting and Enhanced Information Exchange: Cannes/Mandelieu airport is not yet participating to the regular information reporting process. The Network Manager is constantly evaluating the scope of information and airports participating. An invitation will be sent for Cannes/Mandelieu to join the process if necessary.

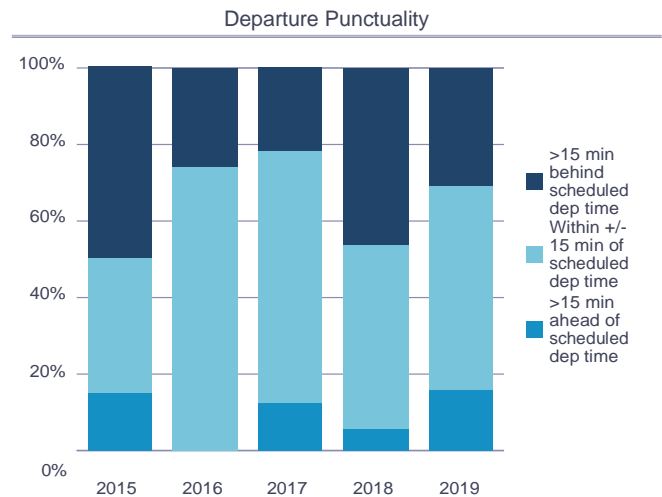**Airport Capacity and Performance (ACAP):** No actions in 2019.

Airport Collaborative Decision Making (A-CDM): No actions in 2019.

FRANCE - Paris Le Bourget - LBG/LFPB

Limited information available – Airport has recently joined the regular Network Manager reporting process

IFR Mvts per year (* 1000)

Legend:
- NM/CODA covered flights
- NM only flights

Yearly ATFM arrival delay by cause of delay (* 1000)

Legend:
- Airport Weather
- Airport Events
- Airport Disruptions
- Airport Capacity
- Airport Disruptions (ATC)
- Airport Staffing (ATC)
- Airport Capacity (ATC)

Arrival Punctuality

Legend:
- >15 min behind scheduled arr time
- Within +/- 15 min of scheduled arr time
- >15 min ahead of scheduled arr time

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Departure Punctuality

Legend:
- >15 min behind scheduled dep time
- Within +/- 15 min of scheduled dep time
- >15 min ahead of scheduled dep time

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2019 Performance Assessment

Paris/Le Bourget airport delay per flight increased from 0.48 minutes per flight in 2018 to 0.83 minutes per flight in 2019. The increase was mainly due to airport capacity related delay which went from a negligible figure in 2018 to accounting for a third of the total delay in 2019. Works on the runway 27 ILS accounted for 38,4% of total delay, while, the International Paris Air Show accounted for close 10% of the total delay.
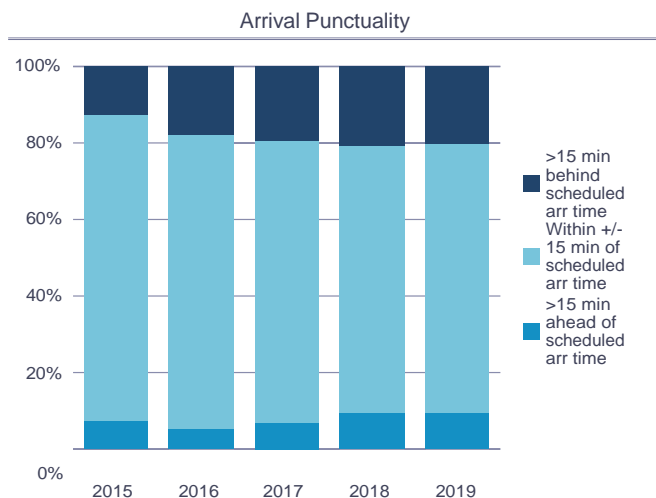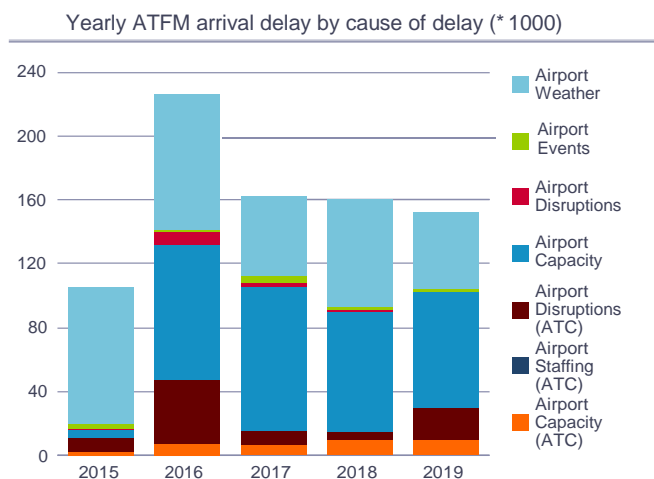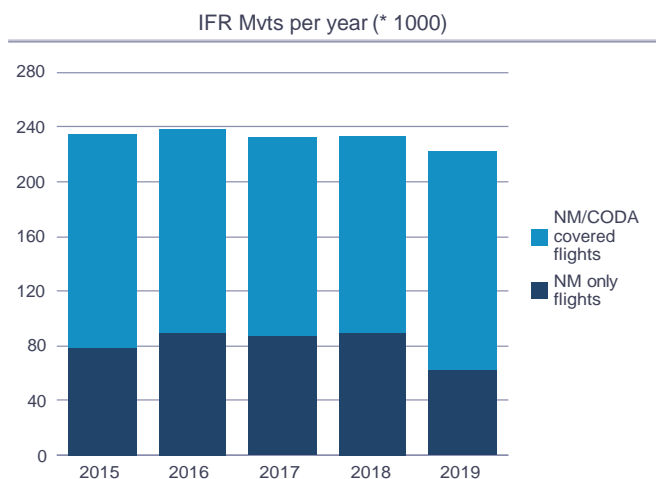
Network Manager Actions in 2019

Strategic Information Reporting and Enhanced Information Exchange: Paris/Le Bourget airport has recently joined the regular information reporting process.

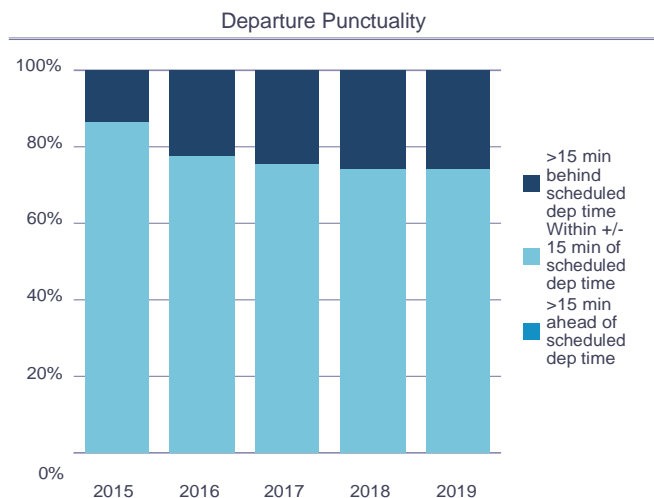**Airport Capacity and Performance (ACAP):** No actions in 2019.

Airport Collaborative Decision Making (A-CDM): No actions in 2019.

FRANCE - Paris Orly - ORY/LFPO

ATC Airport Capacity Peak Operations	Runway Configuration	Maximum Arrivals	Maximum Departures	Global
Date received: 02-12-2019	All configuration	38	38	76

IFR Mvts per year (* 1000)

Legend: NM/CODA covered flights; NM only flights

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Yearly ATFM arrival delay by cause of delay (* 1000)

Legend: Airport Weather; Airport Events; Airport Disruptions; Airport Capacity; Airport Disruptions (ATC); Airport Staffing (ATC); Airport Capacity (ATC)

Arrival Punctuality

Legend: >15 min behind scheduled arr time; Within +/- 15 min of scheduled arr time; >15 min ahead of scheduled arr time

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Departure Punctuality

Legend: >15 min behind scheduled dep time; Within +/- 15 min of scheduled dep time; >15 min ahead of scheduled dep time

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2019 Performance Assessment

Paris/Orly traffic and delay decreased by 4.7% and 5%, respectively, compared to 2018. The daily delay went from an average of 442 minutes in 2018 to 418 minutes in 2019. Airport capacity delays accounted for 47.5% of the airport's total delays. Adverse weather accounted for 31.4% of total delays, impacting operations in January and October, particularly. The airport continued its series of major works with taxiway resurfacing from February to June and runway renovations from July to December. While, French industrial actions in December accounted for 9.3% of total yearly delay.
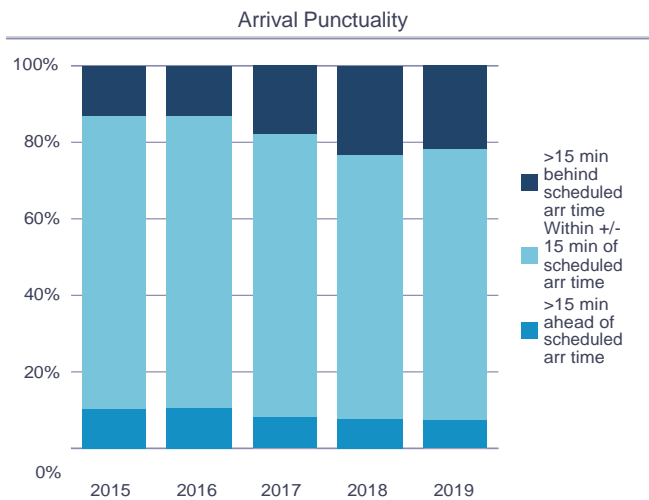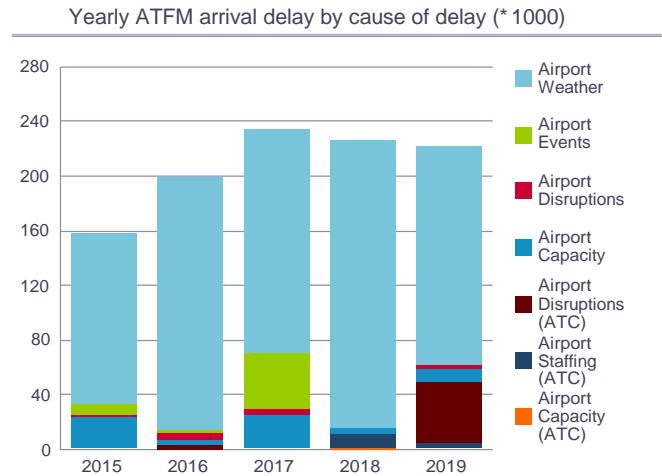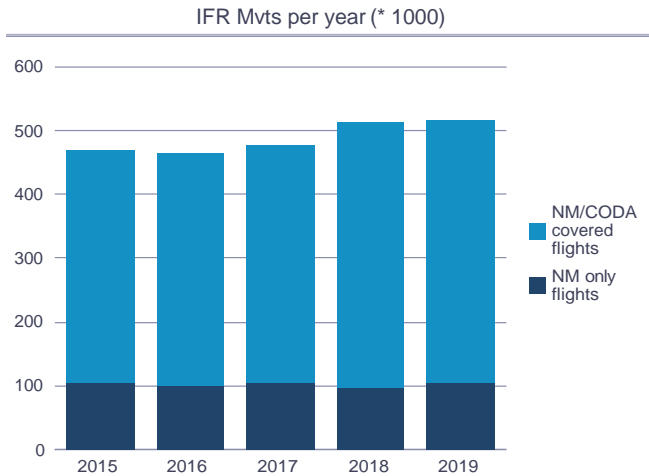
Network Manager Actions in 2019

Strategic Information Reporting and Enhanced Information Exchange: Paris Orly airport is actively contributing to the regular strategic information reporting process. The Network Manager appreciates their continued contribution in the pre-tactical / tactical events information exchange process.

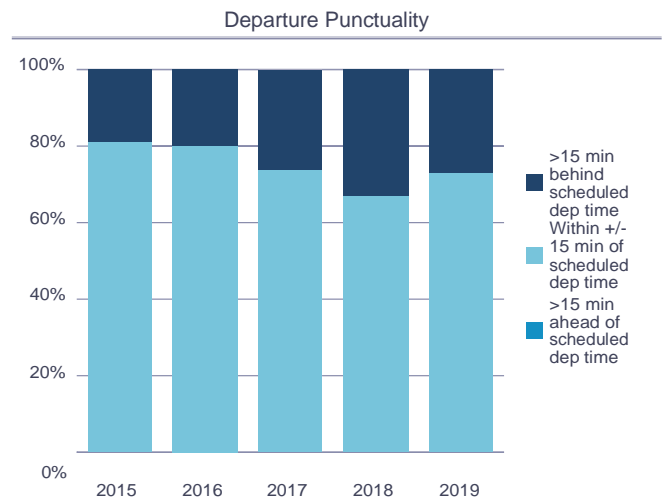**Airport Capacity and Performance (ACAP):** No actions in 2019.

Airport Collaborative Decision Making (A-CDM): A-CDM fully Implemented. No major development planned.

GERMANY - Frankfurt - FRA/EDDF

ATC Airport Capacity Peak Operations	Runway Configuration	Maximum Arrivals	Maximum Departures	Global
Date received: 08-03-2020	independent parallel (northwest, southern rwy) for ARR; center rwy and rwy18 for DEP	53-60	53-60	104+2

IFR Mvts per year (* 1000)

Yearly ATFM arrival delay by cause of delay (* 1000)

Arrival Punctuality

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Departure Punctuality

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2019 Performance Assessment

Frankfurt/Main airport traffic remained close to 2018 levels (+0.4%) and ATFM delay decreased by 3%. Delay per flight significantly reduced from 0.9 minutes in 2018 to 0.44 minutes in 2019. Adverse weather conditions caused most of the delays, accounting for 71.3% of total delays, impacting operations particularly during the summer period. Delay related to equipment (ATC) generated close to 20% of the total delay during the month of March, due the implementation of the paperless strip system at Langen ACC and its knock-on effect on the airport.

Network Manager Actions in 2019

Strategic Information Reporting and Enhanced Information Exchange: Frankfurt airport is actively contributing to the regular strategic information reporting process. The Network Manager will support DFS in establishing a process on enhanced information exchange between the German airports, FMP and the Network Manager at pre-tactical and tactical level.

Airport Capacity and Performance (ACAP): AOP-NOP Integration implementation project is ongoing.

Airport Collaborative Decision Making (A-CDM): A-CDM fully Implemented. No major development planned.
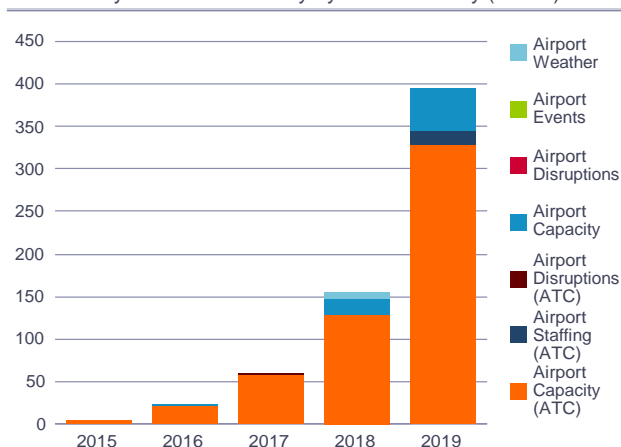
GREECE - Athens International - ATH/LGAV

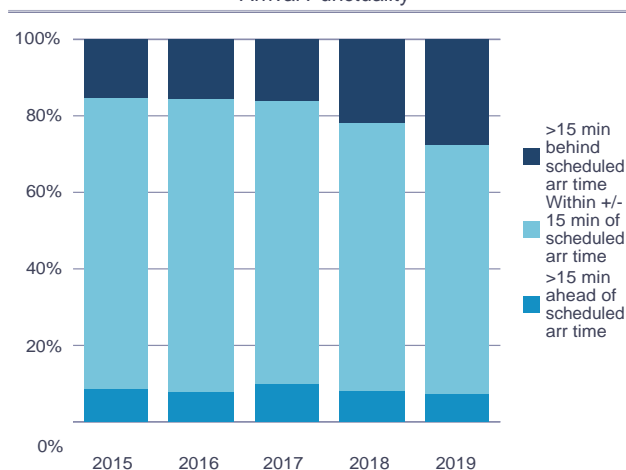| ATC Airport Capacity Peak Operations	Runway Configuration	Maximum Arrivals	Maximum Departures	Global
Date received: 10-01-2020	Segregated parallel operations	22	22	44
	Single runway operation			32

IFR Mvts per year (* 1000)
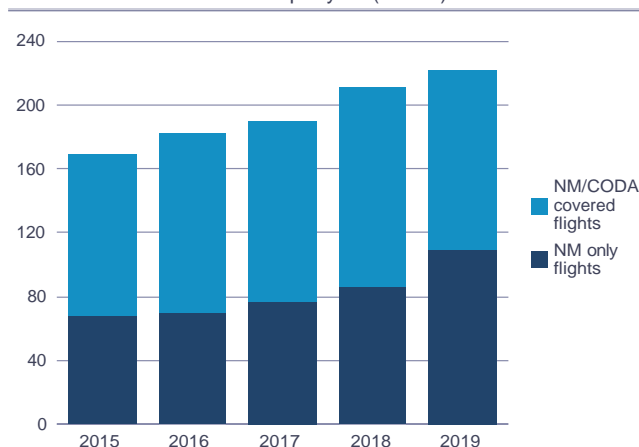
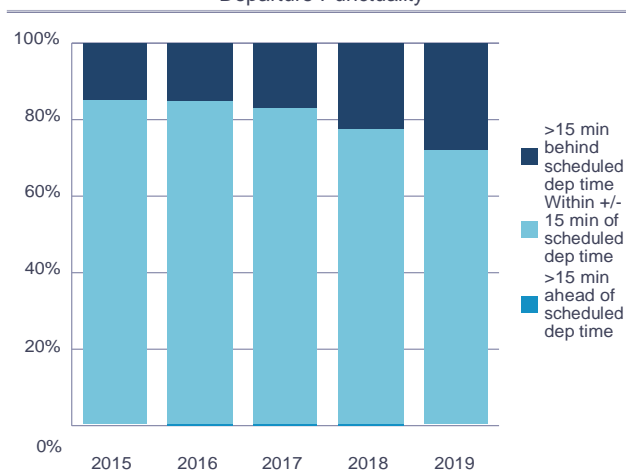### Yearly ATFM arrival delay by cause of delay (* 1000)

Arrival Punctuality

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Departure Punctuality

© EUROCONTROL 2020- www.eurocontrol.int/CODA

2019 Performance Assessment

Athens airport recorded another year of traffic increase (+4.5%). Average daily ATFM delays increased from 616 minutes in 2018 to 1,097 minutes in 2019. This significant increase in delay is explained by the difference between how regulations for the protection of the airport were applied in 2018 and 2019. In 2019, the ATFM delay generated in the TMA was added to the overall airport ATFM delay. The main delay reason in 2019 was airport capacity (ATC), which doubled compared to 2018, comprising 81% of all ATFM delay in 2019. While airport capacity related, which also increased by 48.1%, contributed with 14.3% of the total delay. Delay generated in June, July and August due to airport capacity (ATC) represents 73.6% of all ATFM delay generated at the airport in 2019.
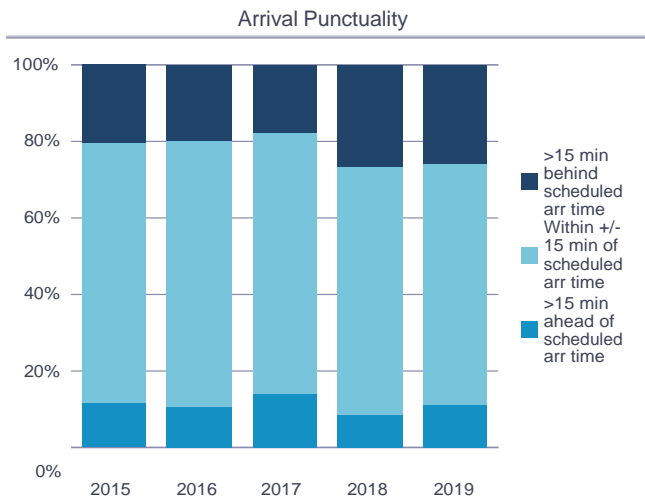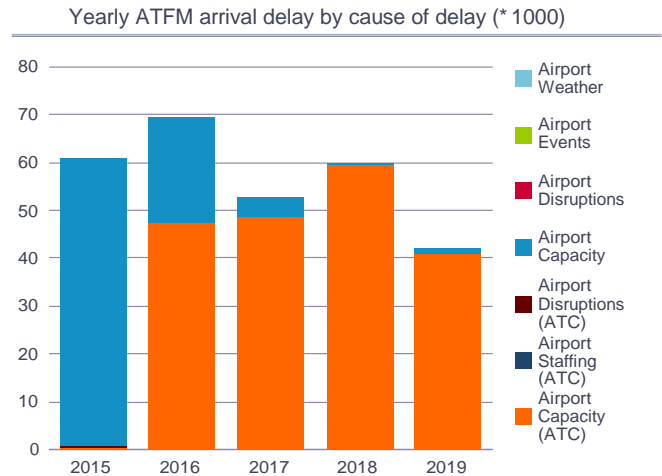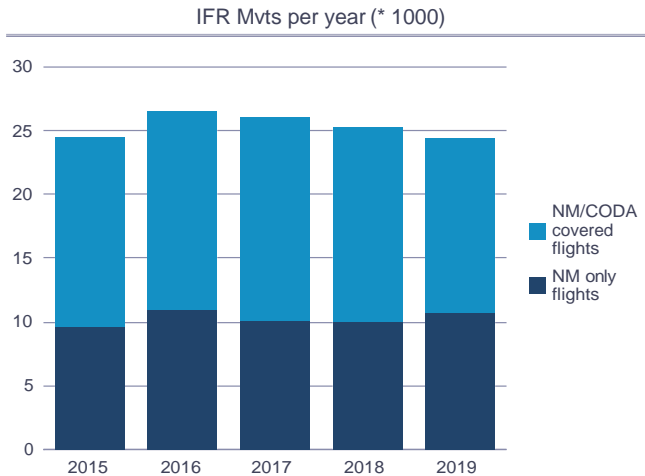
Network Manager Actions in 2019

Strategic Information Reporting and Enhanced Information Exchange: Athens airport is actively contributing to the regular strategic information reporting process. The Network Manager appreciates their continued contribution in the pre-tactical and tactical events and diversion capabilities information exchange process.

Airport Capacity and Performance (ACAP): Recommendations have been implemented partially, further evolutions are underway. Support to Greek summer destinations was provided during summer 2019.
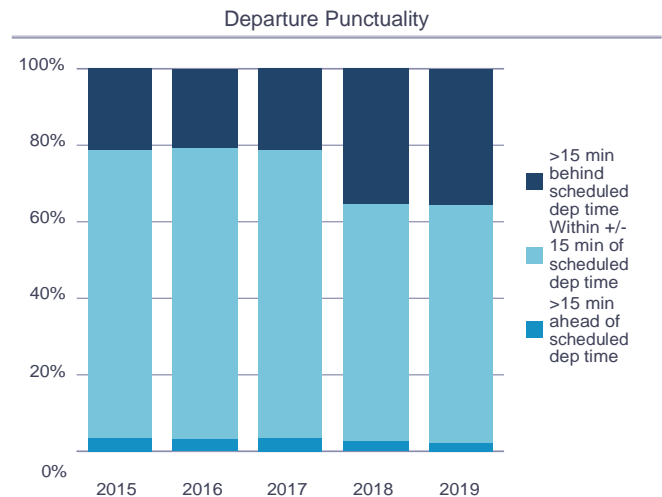
Airport Collaborative Decision Making (A-CDM): Athens airport is working with NM to become an Advanced ATC Tower airport in Summer 2020 as a first step towards full A-CDM implementation which is now planned for 2022.

GREECE - Chania - CHQ/LGSA

Limited information available – Airport is not participating in the regular Network Manager reporting process

IFR Mvts per year (* 1000)

Legend: NM/CODA covered flights, NM only flights

Yearly ATFM arrival delay by cause of delay (* 1000)

Legend: Airport Weather, Airport Events, Airport Disruptions, Airport Capacity, Airport Disruptions (ATC), Airport Staffing (ATC), Airport Capacity (ATC)

Arrival Punctuality

Legend: >15 min behind scheduled arr time, Within +/- 15 min of scheduled arr time, >15 min ahead of scheduled arr time

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Departure Punctuality

Legend: >15 min behind scheduled dep time, Within +/- 15 min of scheduled dep time, >15 min ahead of scheduled dep time

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2019 Performance Assessment

Average delay per flight decreased at Chania airport from 2.38 minutes per flight in 2018 to 1.74 in 2019. The reduction in delay is due to the decrease in aerodrome capacity (ATC) related delay, which remains the main delay cause.

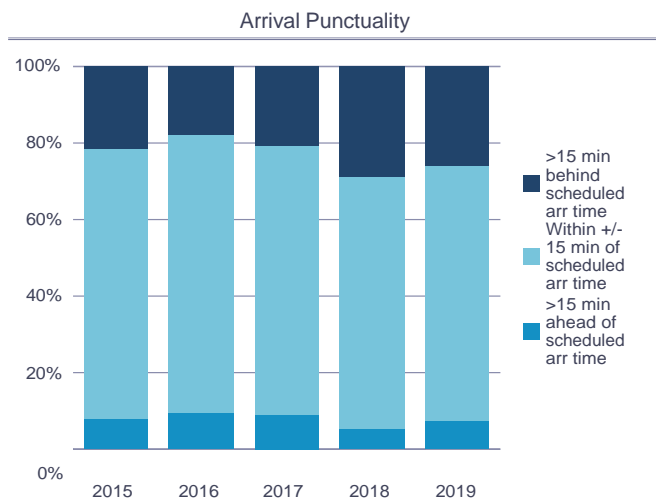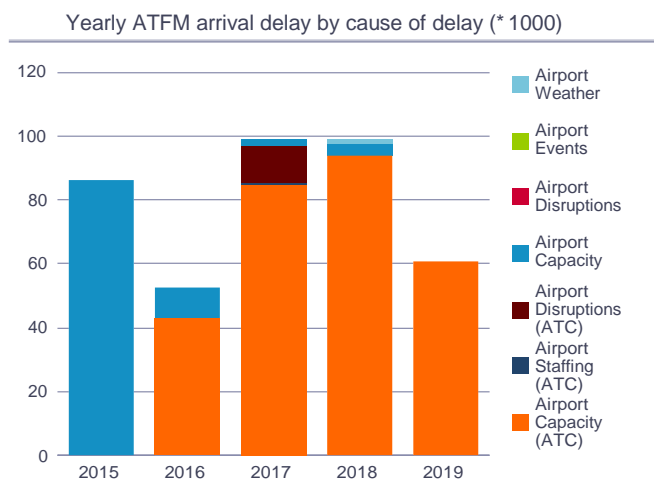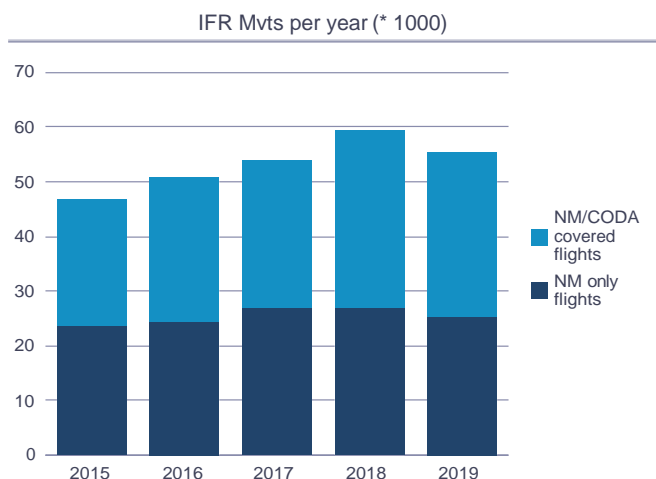## Network Manager Actions in 2019

Strategic Information Reporting and Enhanced Information Exchange: Chania airport is not yet participating in the regular information reporting process. The Network Manager is constantly evaluating the scope of information and airports participating. An invitation will be sent for Chania to join the process if necessary.

Airport Capacity and Performance (ACAP): Continuation of the NM Greek Island Action Plan.
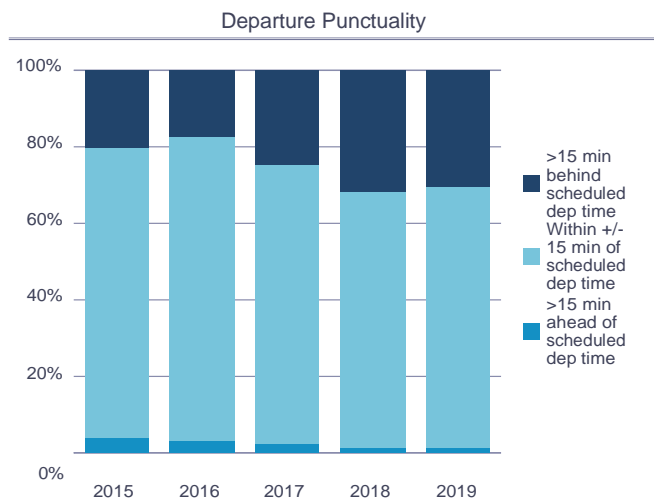
Airport Collaborative Decision Making (A-CDM): NM is working with Fraport Greece to connect Chania to the Network as an Advanced ATC Tower airport in 2020.

GREECE - Iraklion - HER/LGIR

ATC Airport Capacity Peak Operations	Runway Configuration	Maximum Arrivals	Maximum Departures	Global
Date received: 05-11-2019	09/27	10	12	22

IFR Mvts per year (* 1000)

Yearly ATFM arrival delay by cause of delay (* 1000)

Arrival Punctuality

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Departure Punctuality

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2019 Performance Assessment

Traffic decrease by 7,4% in Iraklion, while average delay per flight also decreased from 1.68 minutes per flight in 2018 to 1.12 in 2019. Aerodrome capacity related delay were brought down close to nil, but the reduction in delay was mainly driven by the decrease in aerodrome capacity (ATC) related delay, which remains the main cause for delay.
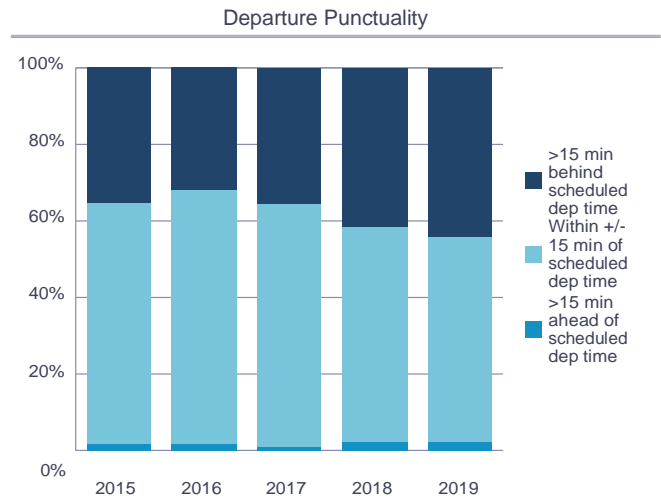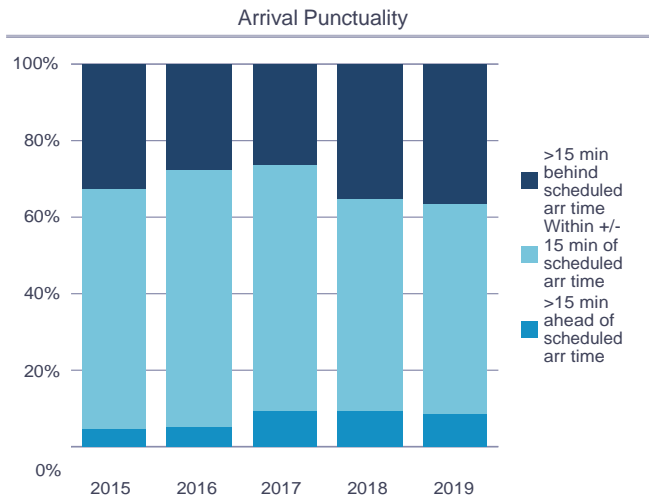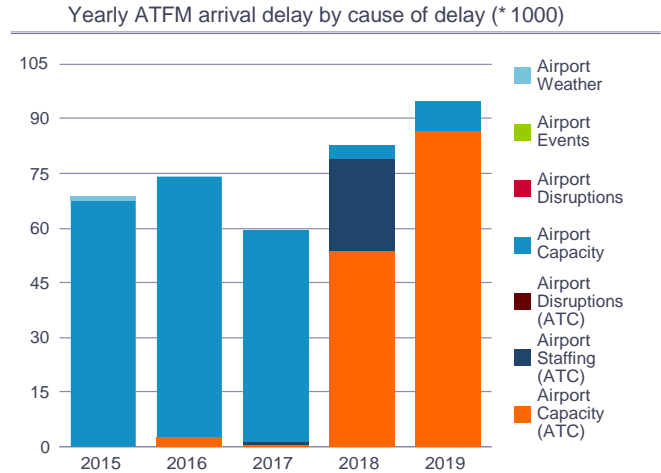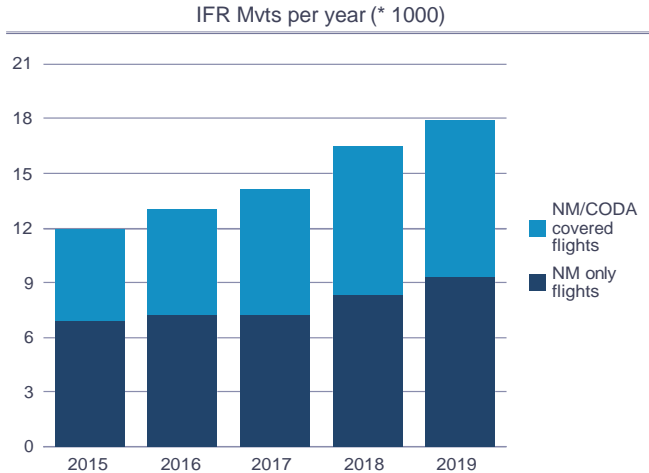
Network Manager Actions in 2019

Strategic Information Reporting and Enhanced Information Exchange: Iraklion airport is actively contributing to the regular strategic information reporting process. The Network Manager will continue the efforts to establish a process of events information exchange between the airport and the Network Manager in the pre-tactical and tactical phase. The contact for tactical diversion capabilities information exchange is already established.

Airport Capacity and Performance (ACAP): Continuation of the NM Greek Island Action Plan.

Airport Collaborative Decision Making (A-CDM): No actions in 2019.

GREECE - Mikonos - JMK/LGMK

Limited information available – Airport is not participating in the regular Network Manager reporting process

IFR Mvts per year (* 1000)

Legend: NM/CODA covered flights, NM only flights

Yearly ATFM arrival delay by cause of delay (* 1000)

Legend: Airport Weather, Airport Events, Airport Disruptions, Airport Capacity, Airport Disruptions (ATC), Airport Staffing (ATC), Airport Capacity (ATC)

Arrival Punctuality

Legend: >15 min behind scheduled arr time, Within +/- 15 min of scheduled arr time, >15 min ahead of scheduled arr time

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Departure Punctuality

Legend: >15 min behind scheduled dep time, Within +/- 15 min of scheduled dep time, >15 min ahead of scheduled dep time

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2019 Performance Assessment

Mikonos airport traffic increased by 8.8% while delay increased from a daily average of 228 minutes per day to 260 minutes per day in 2019. Average delay per flight increased from an average of 5.03 minutes per flight in 2018 to 5.29 minutes per flight in 2019 making the highest figure in this category for the year. More than 90% of the delay was due to airport capacity (ATC), while as expected, the majority of these were generated in July and August.
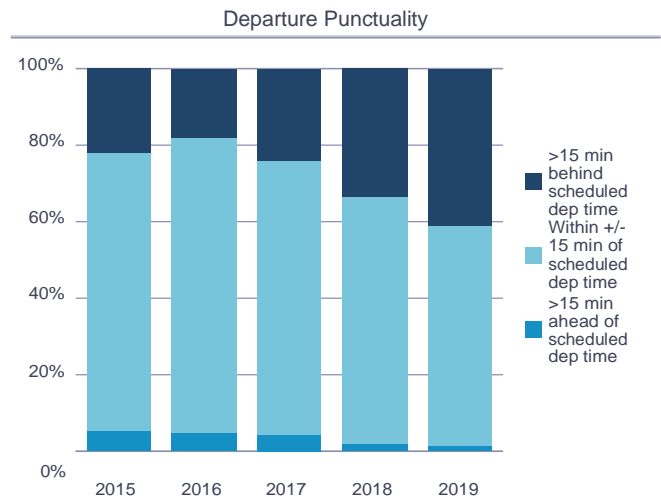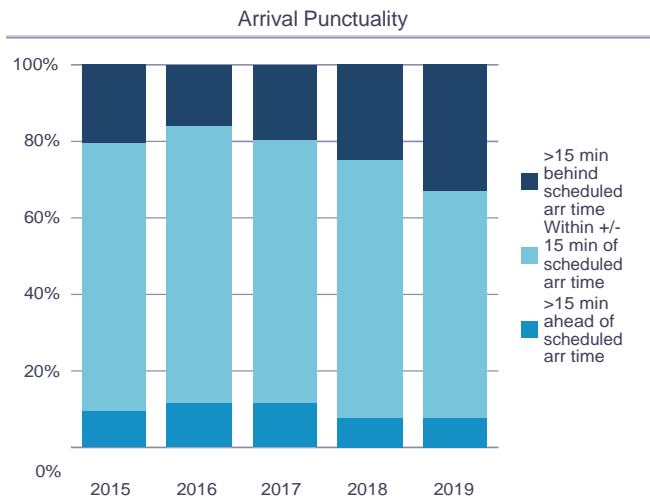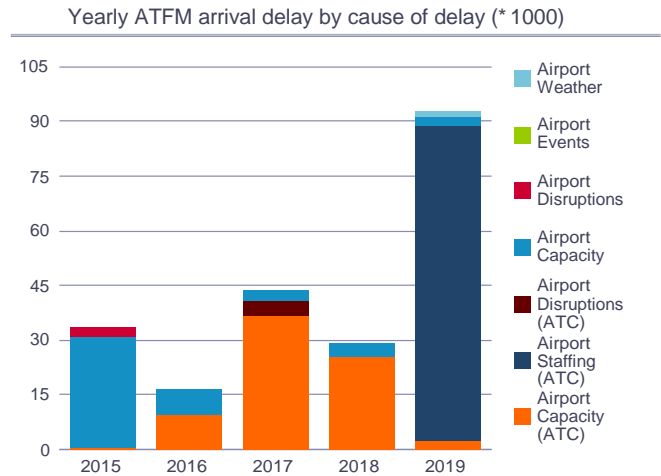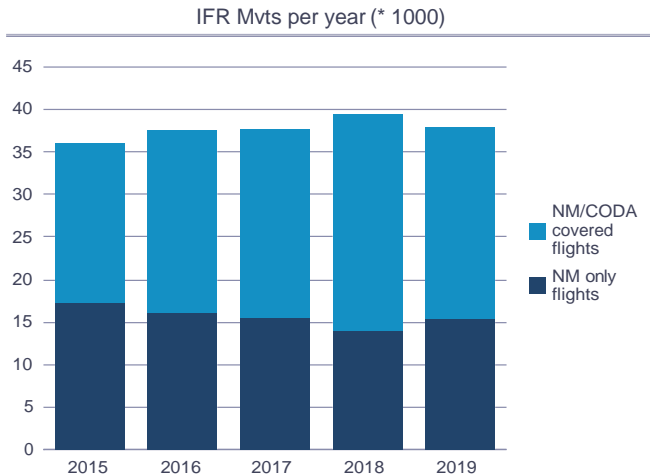
Network Manager Actions in 2019

Strategic Information Reporting and Enhanced Information Exchange: Mikonos airport is not yet participating in the regular information reporting process. The Network Manager is constantly evaluating the scope of information and airports participating. An invitation will be sent for Mikonos to join the process if necessary.

Airport Capacity and Performance (ACAP): Continuation of the NM Greek Island Action Plan.

Airport Collaborative Decision Making (A-CDM): NM is working with Fraport Greece to connect Mikonos to the Network as an Advanced ATC Tower airport in 2020.

GREECE - Rodos - RHO/LGRP

Limited information available – Airport is not participating in the regular Network Manager reporting process

IFR Mvts per year (* 1000)

Legend:
- NM/CODA covered flights
- NM only flights

Yearly ATFM arrival delay by cause of delay (* 1000)

Legend:
- Airport Weather
- Airport Events
- Airport Disruptions
- Airport Capacity
- Airport Disruptions (ATC)
- Airport Staffing (ATC)
- Airport Capacity (ATC)

Arrival Punctuality

Legend:
- >15 min behind scheduled arr time
- Within +/- 15 min of scheduled arr time
- >15 min ahead of scheduled arr time

© EUROCONTROL 2020- www.eurocontrol.int/CODA

Departure Punctuality

Legend:
- >15 min behind scheduled dep time
- Within +/- 15 min of scheduled dep time
- >15 min ahead of scheduled dep time

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2019 Performance Assessment

Rodos airport recorded a traffic decrease of 3.7% while ATFM delay more than doubled. The increase in ATFM delay was driven by the increase in airport staffing (ATC) related delay that went from 0 in 2018 to a daily average of 237 minutes per day in 2019. As expected, average delay per flight also increased from 0.75 minutes in 2018 to 2.47 minutes in 2019.

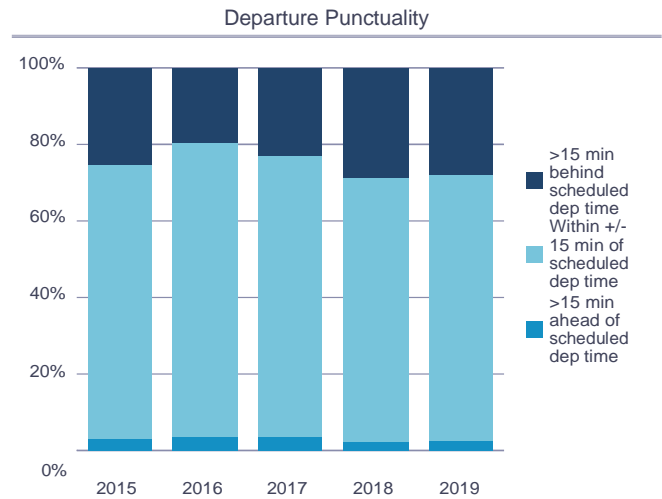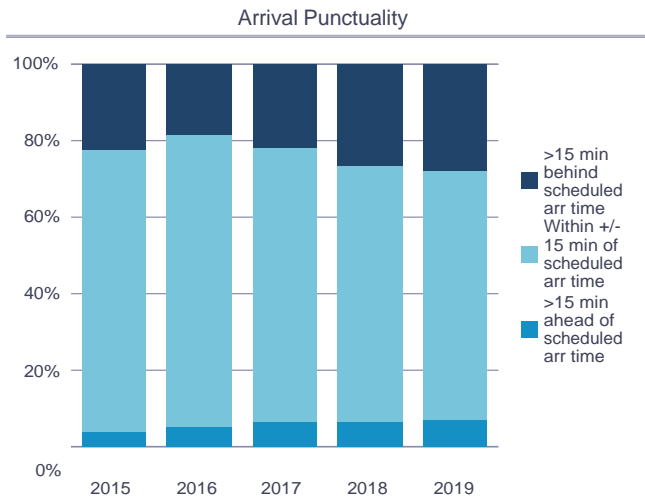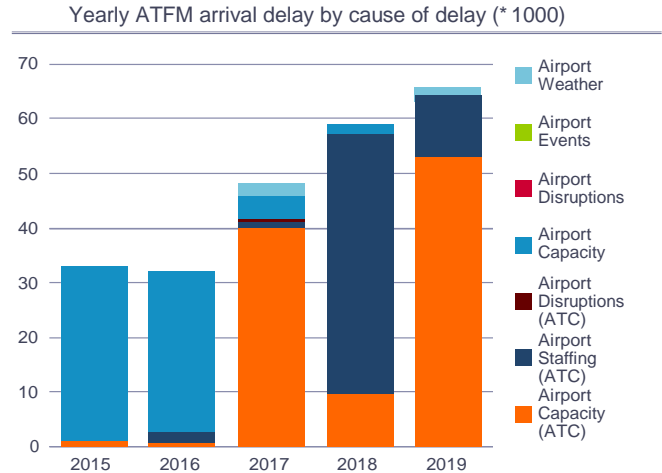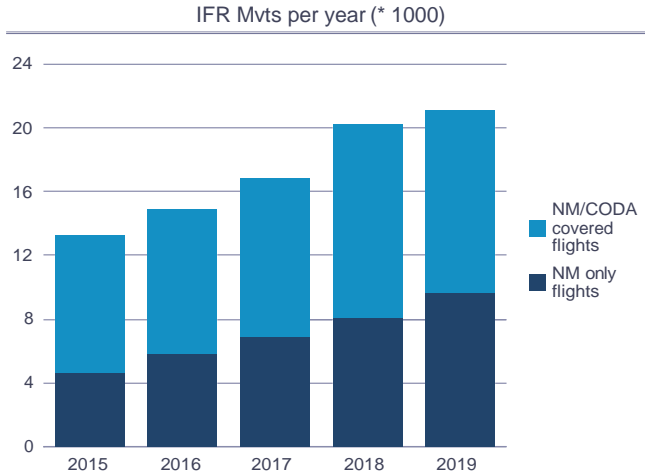## Network Manager Actions in 2019

Strategic Information Reporting and Enhanced Information Exchange: Rodos airport is not yet participating in the regular information reporting process. The Network Manager is constantly evaluating the scope of information and airports participating. An invitation will be sent for Rodos to join the process if necessary.

Airport Capacity and Performance (ACAP): Continuation of the NM Greek Island Action Plan.

Airport Collaborative Decision Making (A-CDM): NM is working with Fraport Greece to connect Rodos to the Network as an Advanced ATC Tower airport in 2020.

GREECE - Santorini - JTR/LGSR

Limited information available – Airport is not participating in the regular Network Manager reporting process

IFR Mvts per year (* 1000)

Legend: NM/CODA covered flights; NM only flights

Yearly ATFM arrival delay by cause of delay (* 1000)

Legend: Airport Weather; Airport Events; Airport Disruptions; Airport Capacity; Airport Disruptions (ATC); Airport Staffing (ATC); Airport Capacity (ATC)

Arrival Punctuality

Legend: >15 min behind scheduled arr time; Within +/- 15 min of scheduled arr time; >15 min ahead of scheduled arr time

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Departure Punctuality

Legend: >15 min behind scheduled dep time; Within +/- 15 min of scheduled dep time; >15 min ahead of scheduled dep time

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2019 Performance Assessment

Traffic increased by 5.4% in Santorini, while delay per flight also increased from 2.95 minutes per flight in 2018 to 3.12 minutes per flight in 2019.
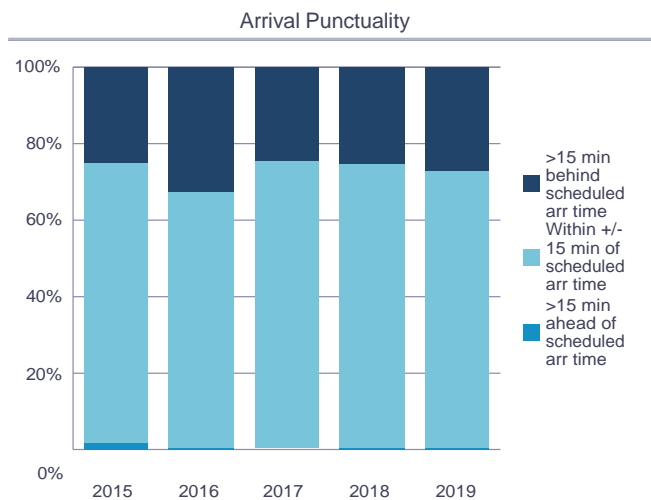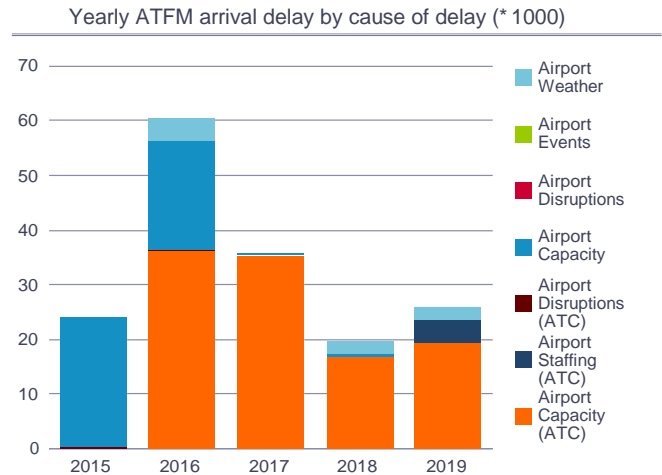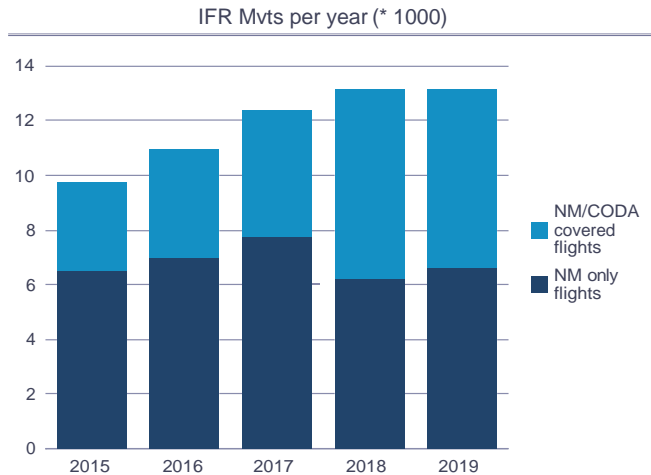
Network Manager Actions in 2019

Strategic Information Reporting and Enhanced Information Exchange: Santorini airport is not yet participating in the regular information reporting process. The Network Manager is constantly evaluating the scope of information and airports participating. An invitation will be sent for Santorini to join the process if necessary.

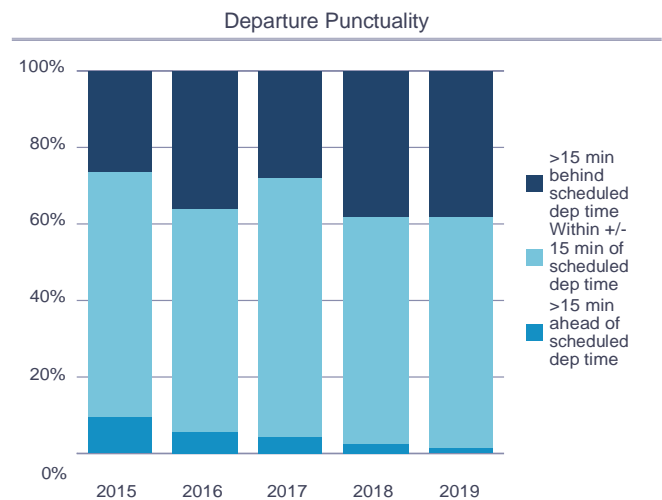**Airport Capacity and Performance (ACAP):** Continuation of the NM Greek Island Action Plan.

Airport Collaborative Decision Making (A-CDM): NM is working with Fraport Greece to connect Santorini to the Network as an Advanced ATC Tower airport in 2020.

GREECE - Zakinthos - ZTH/LGZA

Limited information available – Airport is not participating in the regular Network Manager reporting process

IFR Mvts per year (* 1000)

Legend:
- NM/CODA covered flights
- NM only flights

Yearly ATFM arrival delay by cause of delay (* 1000)

Legend:
- Airport Weather
- Airport Events
- Airport Disruptions
- Airport Capacity
- Airport Disruptions (ATC)
- Airport Staffing (ATC)
- Airport Capacity (ATC)

Arrival Punctuality

Legend:
- >15 min behind scheduled arr time
- Within +/- 15 min of scheduled arr time
- >15 min ahead of scheduled arr time

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Departure Punctuality

Legend:
- >15 min behind scheduled dep time
- Within +/- 15 min of scheduled dep time
- >15 min ahead of scheduled dep time

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2019 Performance Assessment

Zakinthos airport traffic remained close to 2018 levels. Delay per flight increased from 1.5 minutes in 2018 to 1.98 minutes in 2019. Airport Capacity (ATC) was the main delay cause.

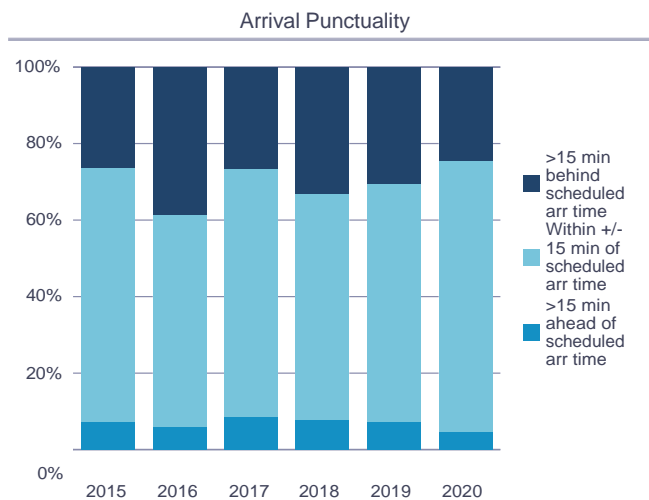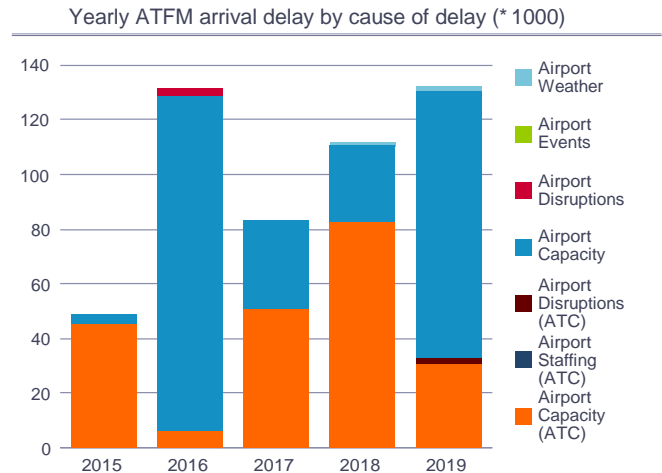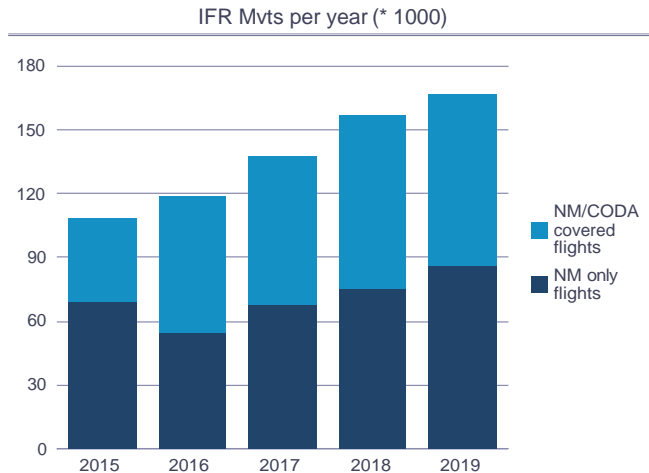## Network Manager Actions in 2019

Strategic Information Reporting and Enhanced Information Exchange: Zakinthos airport is not yet participating in the regular information reporting process. The Network Manager is constantly evaluating the scope of information and airports participating. An invitation to Zakinthos to join the process will be sent if necessary.

Airport Capacity and Performance (ACAP): Continuation of the NM Greek Island Action Plan.
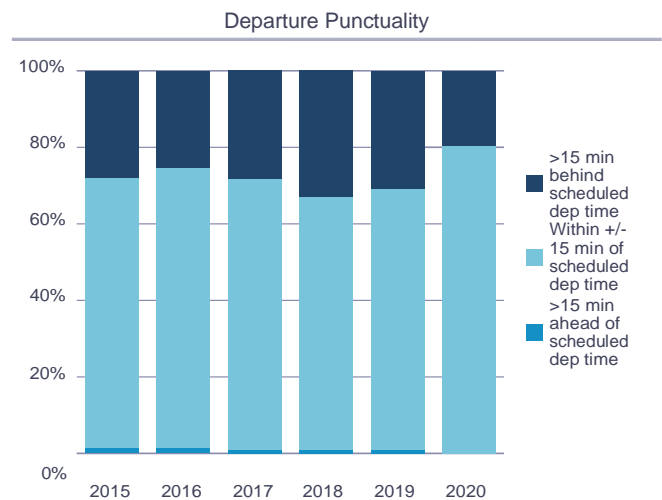
Airport Collaborative Decision Making (A-CDM): No actions in 2019.

ISRAEL - Tel Aviv Ben Gurion - TLV/LLBG

Limited information available – Airport recently joined the regular Network Manager reporting process

IFR Mvts per year (* 1000)

Legend:
- NM/CODA covered flights
- NM only flights

Yearly ATFM arrival delay by cause of delay (* 1000)

Legend:
- Airport Weather
- Airport Events
- Airport Disruptions
- Airport Capacity
- Airport Disruptions (ATC)
- Airport Staffing (ATC)
- Airport Capacity (ATC)

Arrival Punctuality

Legend:
- >15 min behind scheduled arr time
- Within +/- 15 min of scheduled arr time
- >15 min ahead of scheduled arr time

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Departure Punctuality

Legend:
- >15 min behind scheduled dep time
- Within +/- 15 min of scheduled dep time
- >15 min ahead of scheduled dep time

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2019 Performance Assessment

Tel Aviv/Ben Gurion airport traffic increased by 7% while delay also increased by 16% compared to 2018. Aerodrome capacity related delay increased by 17.2% and is the main delay cause accounting for 73.3% of all delay. It is followed by airport capacity (ATC), which drastically decreased from a daily average of 227 minutes per day in 2018 to 84 minutes per day in 2019, still contributing 23.1% of total delays. Locally reported GPS/GNSS interferences from July to August accounted for 27.8% of all delay generated in 2019.

Network Manager Actions in 2019

Strategic Information Reporting and Enhanced Information Exchange: Tel Aviv/Ben Gurion airport has recently joined the regular strategic information reporting process.

Airport Capacity and Performance (ACAP): No action during 2019.

Airport Collaborative Decision Making (A-CDM): No actions in 2019. NM waiting for an A-CDM implementation to commence and will fully support the project when it is established.
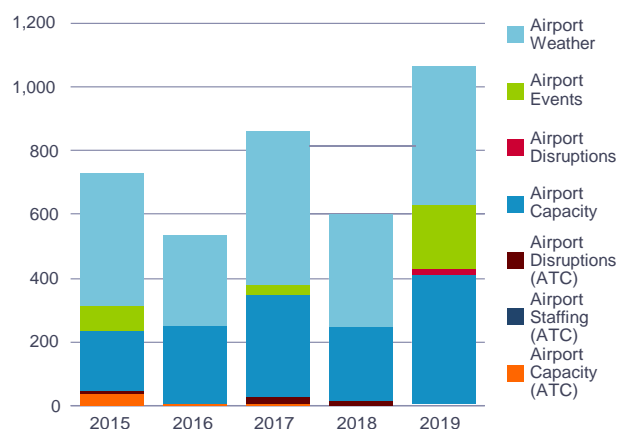
NETHERLANDS - Amsterdam Schiphol - AMS/EHAM

ATC Airport Capacity Peak Operations	Runway Configuration	Maximum Arrivals	Maximum Departures	Global
Date received: 13-03-2020	Off peak	38	40	78
	Inbound peak	68	40	108
	Outbound peak	38	74	112
	Night	24	25	49

IFR Mvts per year (* 1000)
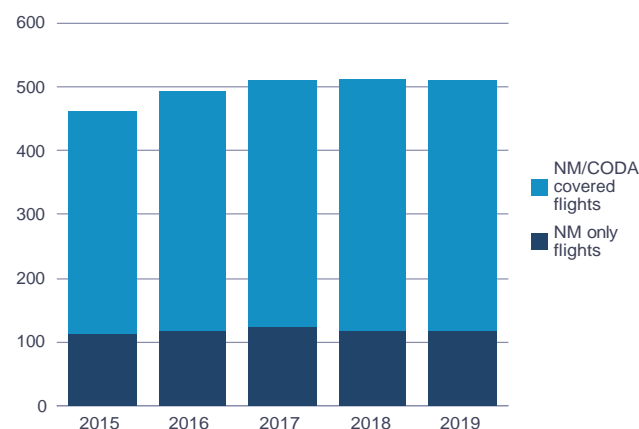
© EUROCONTROL 2020- www.eurocontrol.int/CODA

Yearly ATFM arrival delay by cause of delay (* 1000)

Arrival Punctuality
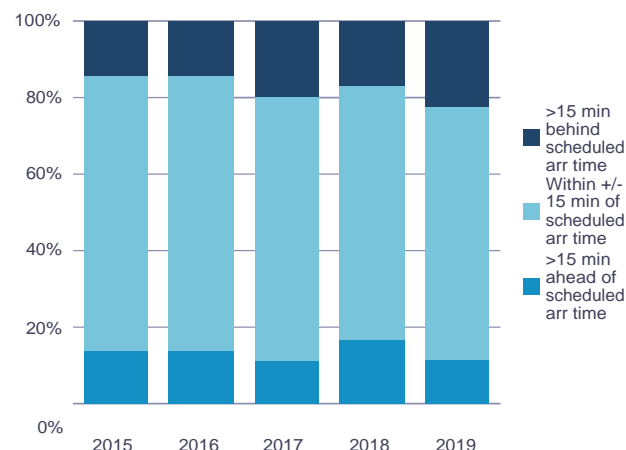
© EUROCONTROL 2020- www.eurocontrol.int/CODA

Departure Punctuality
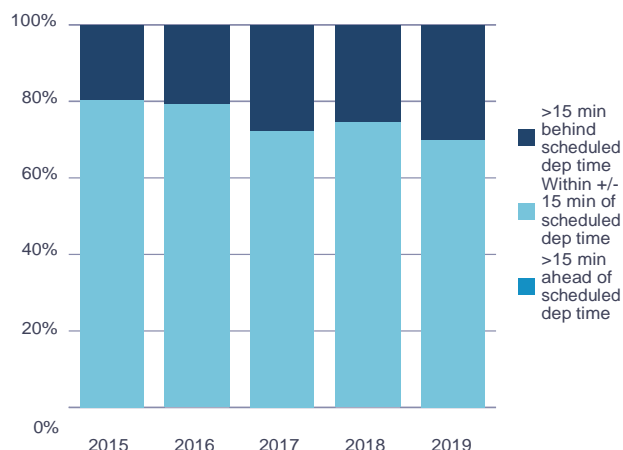
© EUROCONTROL 2020- www.eurocontrol.int/CODA

2019 Performance Assessment

Amsterdam/Schiphol remained at the same levels of traffic as last year (-0.4% decrease). Its ATFM delay increased by 75% to a daily average of 2,953 minutes per day, recording the highest increase and the highest average daily ATFM delay in 2019. Schiphol's ATFM delay per flight also increased by 76.7%. Airport weather was the main contributor (1,207 min/day, +20.8%) followed by airport capacity (1,107 min/day, +77.4%). Weather particularly impacted airport operations at Amsterdam/Schiphol in March, while due to maintenance, operations were impacted due to the airport's capacity in June and October. The Electronic Flight Strip implementation on the tower during April and May accounted for 19% of non-weather delay at the airport in 2019.
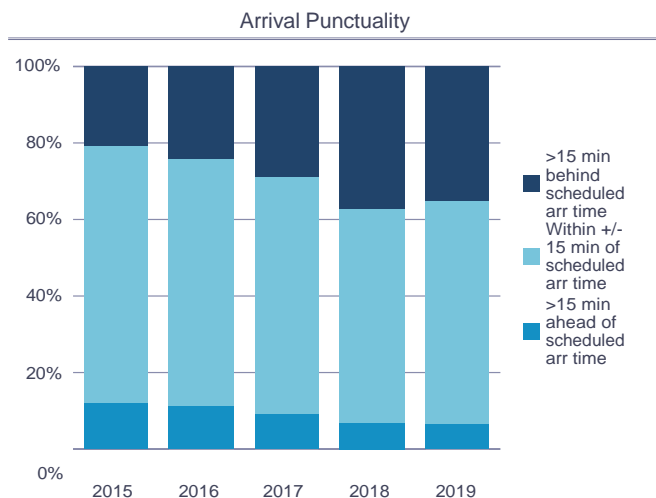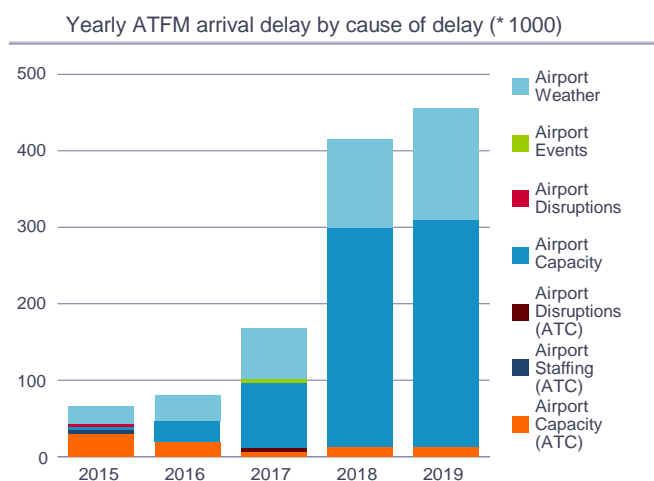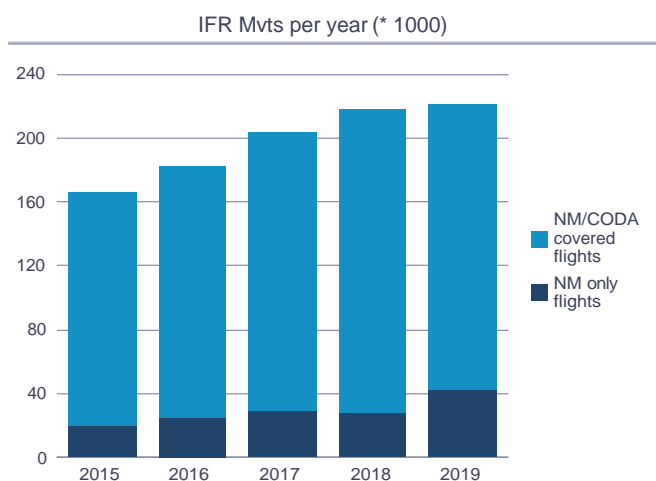
Network Manager Actions in 2019

Strategic Information Reporting and Enhanced Information Exchange: Amsterdam Schiphol airport is actively contributing to the regular strategic information reporting process. The Network Manager appreciates their continued contribution in the pre-tactical and tactical events and diversion capabilities information exchange process.

Airport Capacity and Performance (ACAP): AOP-NOP project is ongoing. Several exchange visits to further improve mutual understanding and collaboration.
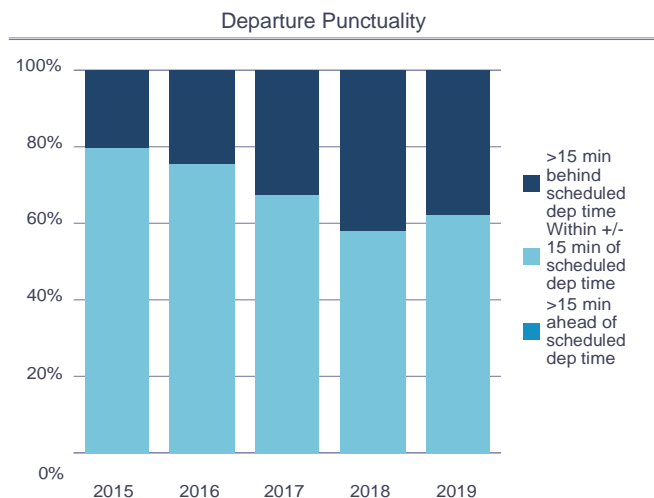
Airport Collaborative Decision Making (A-CDM): A-CDM fully Implemented. No major development planned.

PORTUGAL - Lisbon - LIS/LPPT

ATC Airport Capacity Peak Operations	Runway Configuration	Maximum Arrivals	Maximum Departures	Global
Date received: 10-01-2020	03/21	23	23	38 / 39 / 40

IFR Mvts per year (* 1000)

Yearly ATFM arrival delay by cause of delay (* 1000)

Arrival Punctuality

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Departure Punctuality

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2019 Performance Assessment

Lisbon traffic slightly increased by 1.7% and the airport¿s average daily delay decreased by 6.4%. Still, the airport recorded the second highest average daily ATFM delay (1,251 min/day). Lisbon airport¿s average delay per flight decreased by 7.6% while, the main delay contributors were airport capacity related delay (824 min/day, -15.1%) followed by weather related delay (403 min/day, +23.6%). Airspace management delay, due to military activity in the vicinity of the airport, was the reason for close to half (47.4%) of airport capacity related delay. Lisbon airport became connected to the NM as a full A-CDM airport on April 16th 2019.

Network Manager Actions in 2019

Strategic Information Reporting and Enhanced Information Exchange: Lisbon airport is actively contributing to the regular strategic information reporting process. The Network Manager appreciates their continued contribution in the pre-tactical and tactical events and diversion capabilities information exchange process.

Airport Capacity and Performance (ACAP): Capacity study delivered and improvements and further improvements are under discussions.

**Airport Collaborative Decision Making (A-CDM):** On 16 April 2019 Lisbon became a fully implemented A-CDM airport.

PORTUGAL - Porto - OPO/LPPR

ATC Airport Capacity Peak Operations	Runway Configuration	Maximum Arrivals	Maximum Departures	Global
Date received: 17-01-2020	35 Normal Visibility Operations	12	12	24
	17 Normal Visibility Operations	11	11	24
	17 Low Visibility Operations	5	5	10

IFR Mvts per year (* 1000)
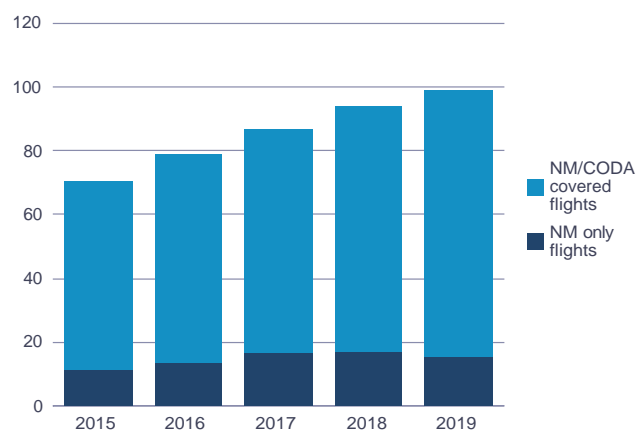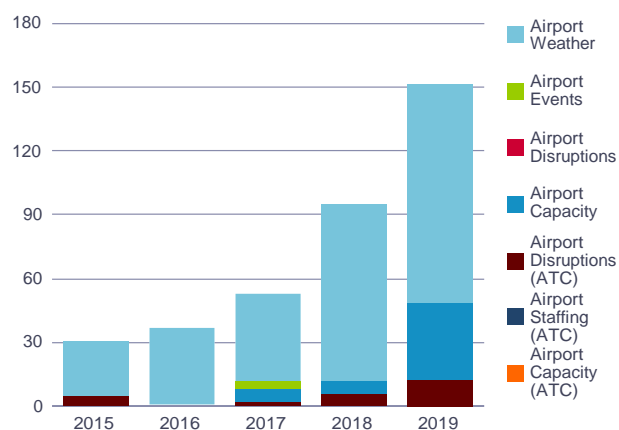
Yearly ATFM arrival delay by cause of delay (* 1000)
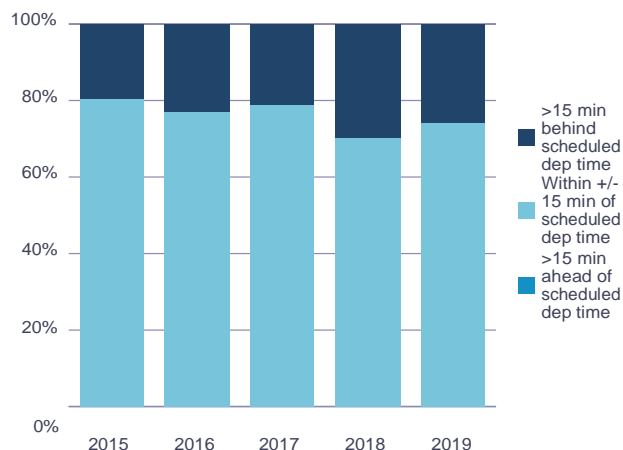

Arrival Punctuality
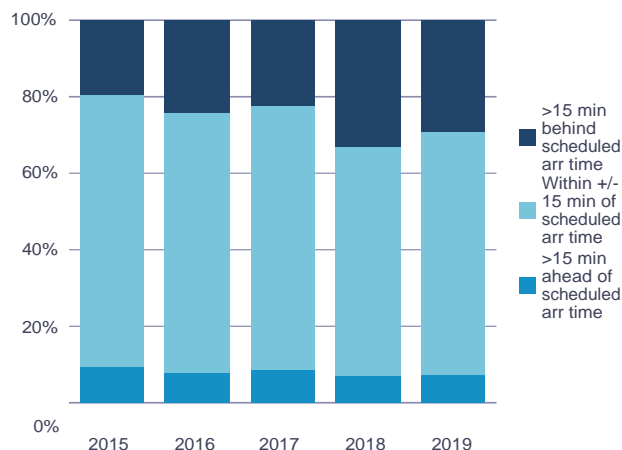
© EUROCONTROL 2020- www.eurocontrol.int/CODA

Departure Punctuality

© EUROCONTROL 2020- www.eurocontrol.int/CODA

2019 Performance Assessment

Porto airport traffic increased by 5.5% while ATFM delay increased by 61% from a daily average of 261 minutes in 2018 to a daily average of 419 minutes in 2019. This increase in delay was driven by adverse weather conditions (+25%). In turn, the average delay per flight also increased from 1.02 minutes in 2018 to 1.55 minutes in 2019. Adverse weather delay in July, August and September generated 39% of all delay generated in 2019.

Network Manager Actions in 2019

Strategic Information Reporting and Enhanced Information Exchange: Porto airport is actively contributing to the regular strategic information reporting process. The Network Manager will continue the efforts to establish a process of events and diversion capabilities information exchange between the airport and the Network Manager in the pre-tactical and tactical phase.
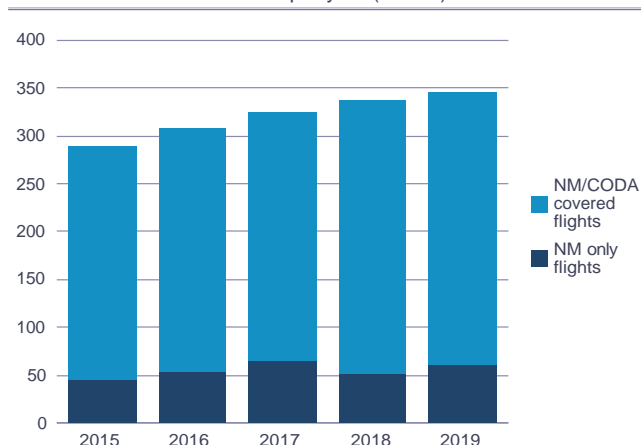
Airport Capacity and Performance (ACAP): No actions in 2019.

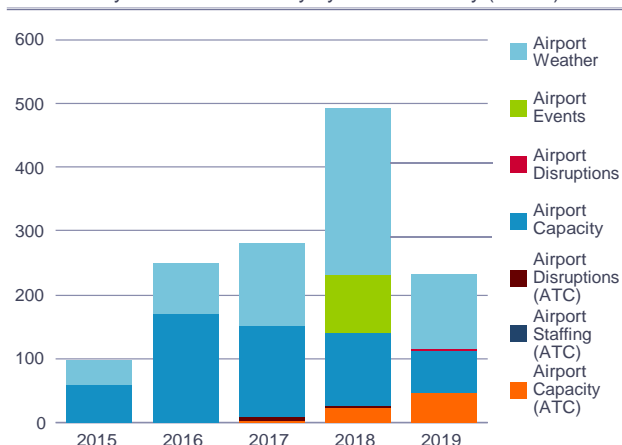**Airport Collaborative Decision Making (A-CDM):** No actions in 2019.

SPAIN - Barcelona - BCN/LEBL

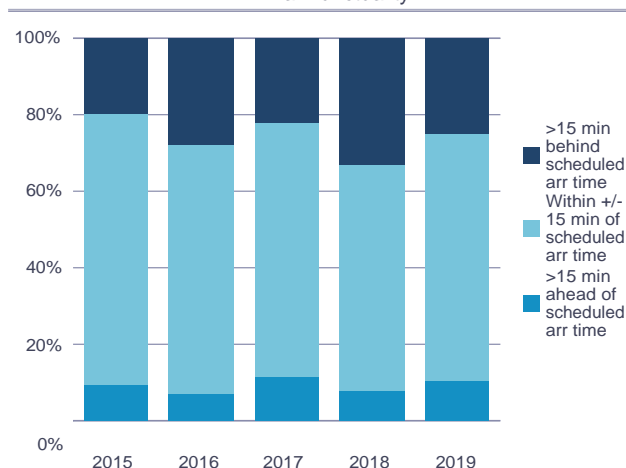| ATC Airport Capacity Peak Operations	Runway Configuration	Maximum Arrivals	Maximum Departures	Global
Date received: 18-11-2019	ARR 25R, DEP 25L	38	40	
	DEP 07R, ARR 07L	38	40	
	ARR 02, DEP 07R	-	-	48

IFR Mvts per year (* 1000)

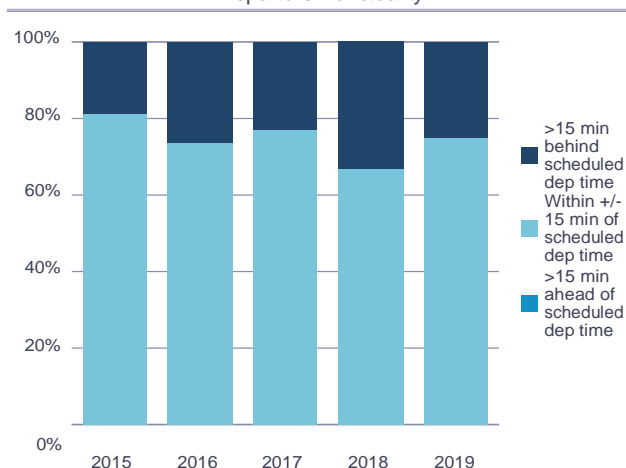Yearly ATFM arrival delay by cause of delay (* 1000)

Arrival Punctuality

© EUROCONTROL 2020- www.eurocontrol.int/CODA

Departure Punctuality

© EUROCONTROL 2020- www.eurocontrol.int/CODA

2019 Performance Assessment

Barcelona/El Prat traffic increased by 2.6% and delays significantly decreased from a daily average of 1,351 minutes in 2018 to 635 minutes in 2019 (-47%). The average delay per flight also significantly decreased from 1.47 minutes per flight in 2018 to 0.67 minutes per flight in 2019 (-45.6%). Though weather related delay decreased from a daily average of 715 minutes in 2018 to 321 minutes in 2019, it remained the top delay generator. Nearly 20% of all delay was generated in September due to adverse weather conditions. Environmental constraints and airport capacity (ATC) generated most of the remaining delay.
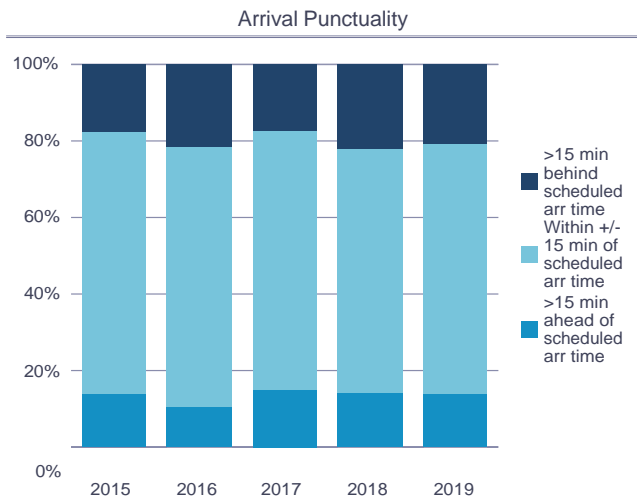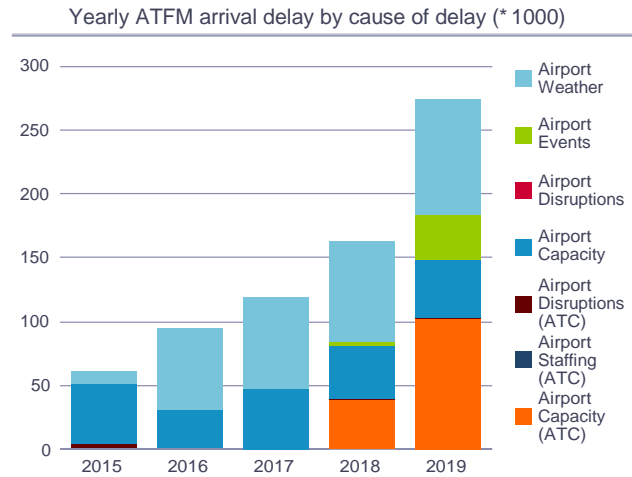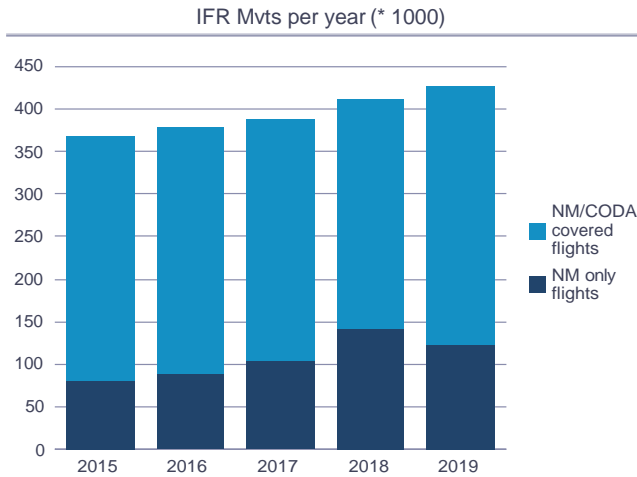
Network Manager Actions in 2019

Strategic Information Reporting and Enhanced Information Exchange: Barcelona airport is actively contributing to the regular strategic information reporting process. The Network Manager will continue the efforts to establish a process of events information exchange between the airport and the Network Manager in the pre-tactical and tactical phase. The contact for tactical diversion capabilities information exchange is already established

Airport Capacity and Performance (ACAP): Full capacity study commenced in 2019.
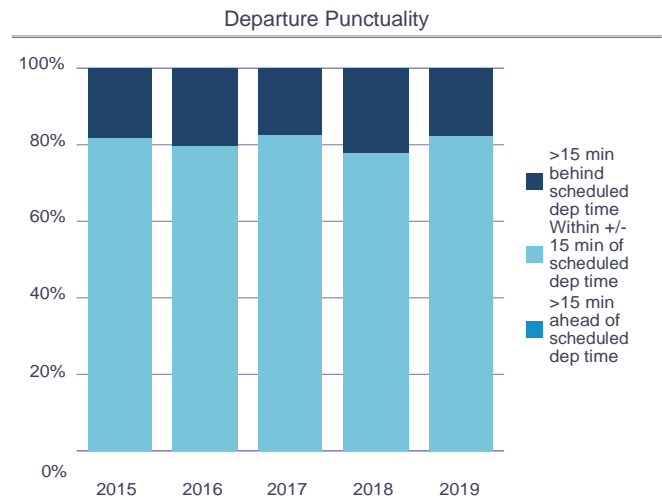
Airport Collaborative Decision Making (A-CDM): A-CDM fully Implemented. During 2019 NM, in conjunction with the Barcelona Airport partners, undertook a review of the A-CDM procedures and processes in operation.

SPAIN - Madrid Barajas - MAD/LEMD

ATC Airport Capacity Peak Operations	Runway Configuration	Maximum Arrivals	Maximum Departures	Global
Date received: 07-01-2020	See additional information below	48	52	100

IFR Mvts per year (* 1000)

NM/CODA covered flights
NM only flights

Yearly ATFM arrival delay by cause of delay (* 1000)

Airport Weather
Airport Events
Airport Disruptions
Airport Capacity
Airport Disruptions (ATC)
Airport Staffing (ATC)
Airport Capacity (ATC)

Arrival Punctuality

>15 min behind scheduled arr time
Within +/- 15 min of scheduled arr time
>15 min ahead of scheduled arr time

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Departure Punctuality

>15 min behind scheduled dep time
Within +/- 15 min of scheduled dep time
>15 min ahead of scheduled dep time

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2019 Performance Assessment

Madrid/Barajas traffic increased by 4.1% and ATFM delay increased by 68%. This increase in ATFM delay, from a daily average of 448 minutes in 2018 to 752 minutes in 2019, is due to airport capacity (ATC) which contributed 37.1% of all delay. Adverse weather conditions and airport capacity delay contributed 33.2% and 15% of the delay, respectively. Combined, the implementation of new approach procedures in February and March with the works on runway 32R/14L in June and July, accounted for 25% of all delays generated in 2019.
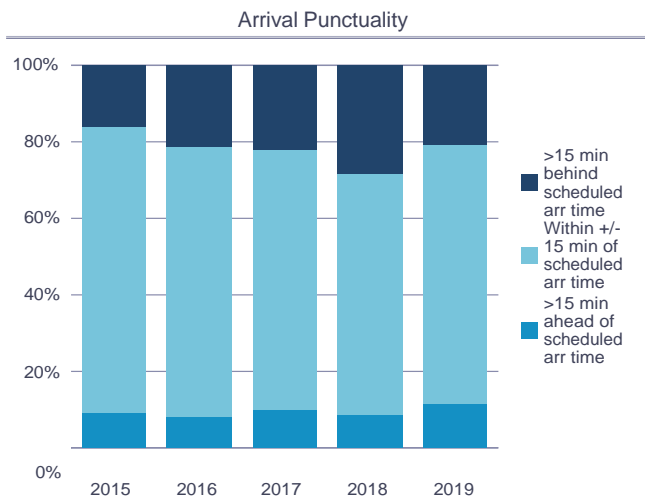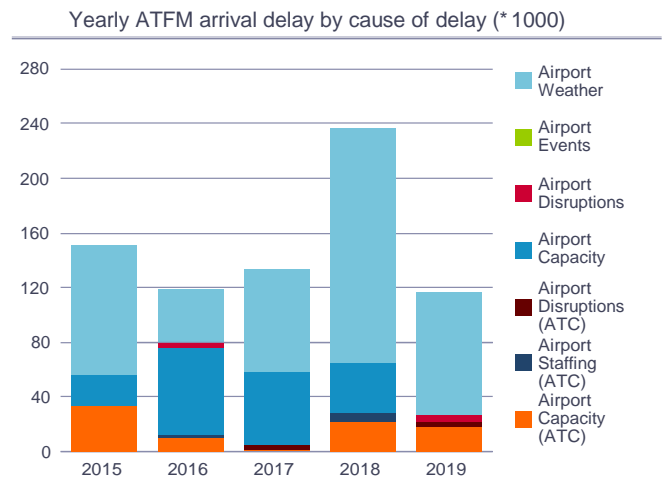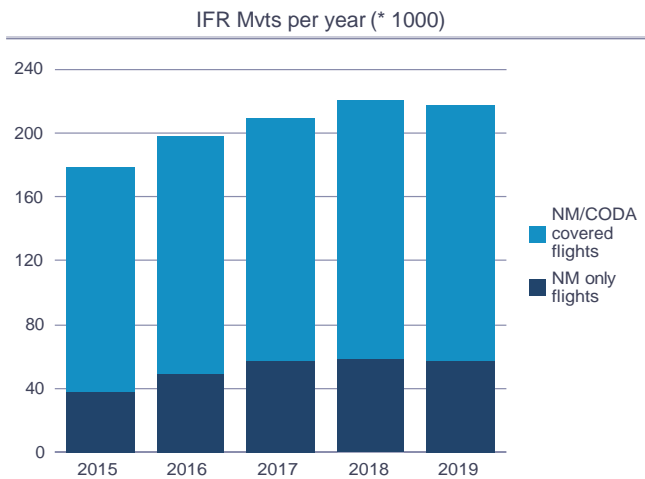
Network Manager Actions in 2019

Strategic Information Reporting and Enhanced Information Exchange: Madrid airport is actively contributing to the regular strategic information reporting process. The Network Manager will continue the efforts to establish a process of events information exchange between the airport and the Network Manager in the pre-tactical and tactical phase. The contact for tactical diversion capabilities information exchange is already established.

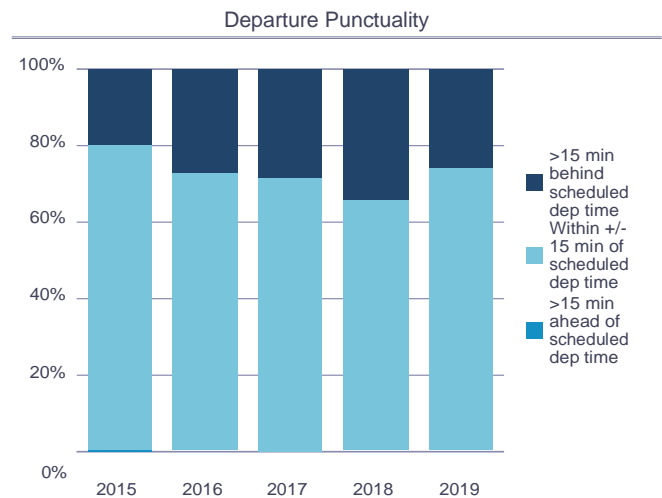**Airport Capacity and Performance (ACAP):** AOP-NOP project is ongoing.

Airport Collaborative Decision Making (A-CDM): A-CDM fully Implemented. No major development planned.

SPAIN - Palma De Mallorca - PMI/LEPA

ATC Airport Capacity Peak Operations	Runway Configuration	Maximum Arrivals	Maximum Departures	Global
Date received: 30-01-2020	ARR 24L - DEP 24R	33	34	66
	ARR 06L - DEP 06R	33	34	66

IFR Mvts per year (* 1000)

Yearly ATFM arrival delay by cause of delay (* 1000)

Arrival Punctuality

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Departure Punctuality

© EUROCONTROL 2020- www.eurocontrol.int/CODA

2019 Performance Assessment

Palma de Mallorca traffic decreased by 1.7% and ATFM delay decreased by 48%. Though airport weather related delay decreased from a daily average of 485 minutes in 2018 to 251 minutes in 2019, it was the main delay cause in 2019. Weather related delay in September alone accounted for 45% of all delay generated in 2019. Airport capacity delay decreased further to an average of 13 minutes per day, compared to 93 minutes per day in 2018.
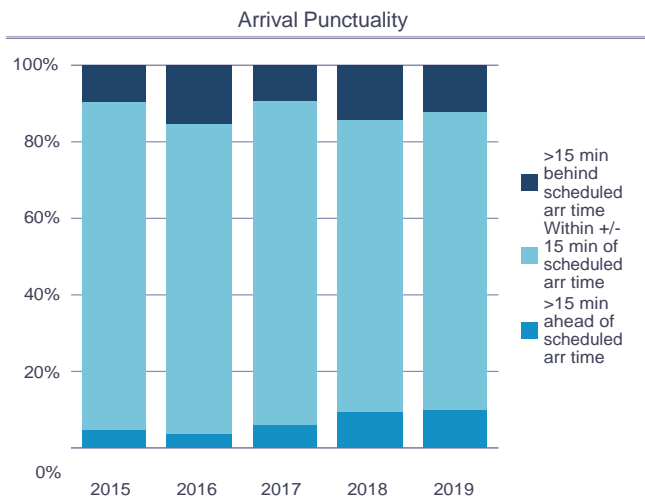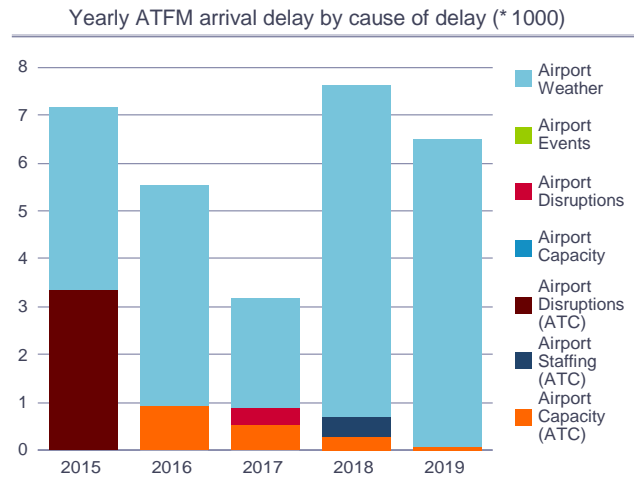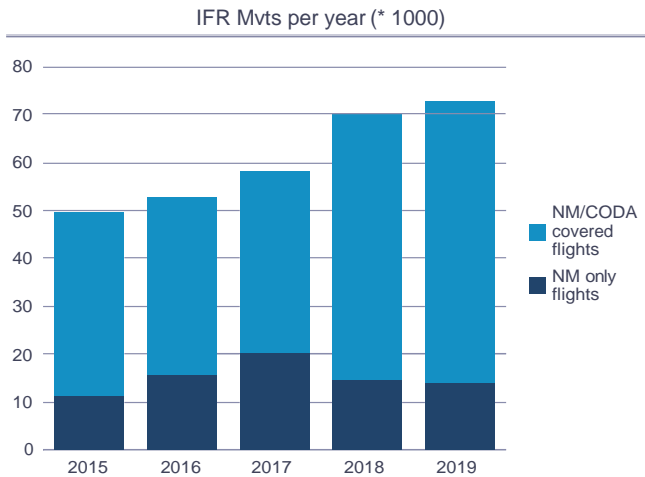
Network Manager Actions in 2019

Strategic Information Reporting and Enhanced Information Exchange: Palma de Mallorca airport is actively contributing to the regular strategic information reporting process. The Network Manager will continue the efforts to establish a process of events information exchange between the airport and the Network Manager in the pre-tactical and tactical phase. The contact for tactical diversion capabilities information exchange is already established.

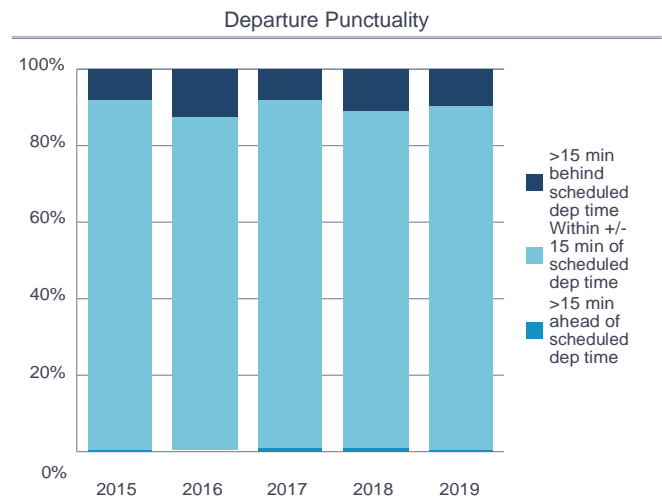**Airport Capacity and Performance (ACAP):** No actions in 2019.

Airport Collaborative Decision Making (A-CDM): A-CDM fully Implemented. No major development planned.

SPAIN - Tenerife North - TFN/GCXO

ATC Airport Capacity Peak Operations	Runway Configuration	Maximum Arrivals	Maximum Departures	Global
Date received: 19-12-2019	12	15	17	30
	30	15	17	30

IFR Mvts per year (* 1000)

NM/CODA covered flights
NM only flights

Yearly ATFM arrival delay by cause of delay (* 1000)

Airport Weather
Airport Events
Airport Disruptions
Airport Capacity
Airport Disruptions (ATC)
Airport Staffing (ATC)
Airport Capacity (ATC)

Arrival Punctuality

>15 min behind scheduled arr time
Within +/- 15 min of scheduled arr time
>15 min ahead of scheduled arr time

© EUROCONTROL 2020- www.eurocontrol.int/CODA

Departure Punctuality

>15 min behind scheduled dep time
Within +/- 15 min of scheduled dep time
>15 min ahead of scheduled dep time

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2019 Performance Assessment

Tenerife North traffic increased by 3.6% while delay decreased from a daily average of 22 minutes per day in 2018 to 19 minutes per day in 2019.

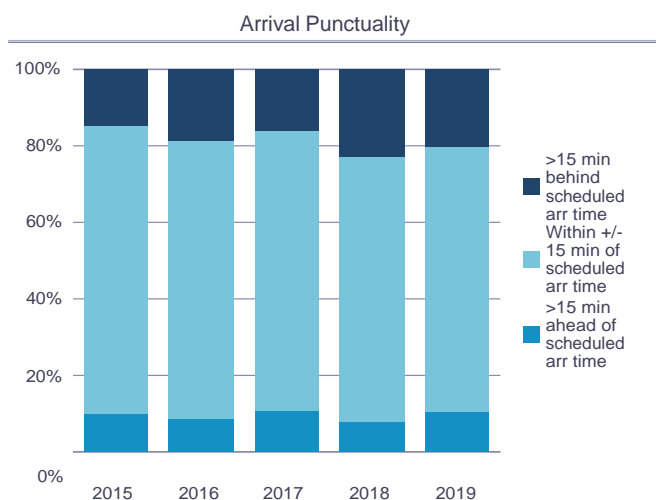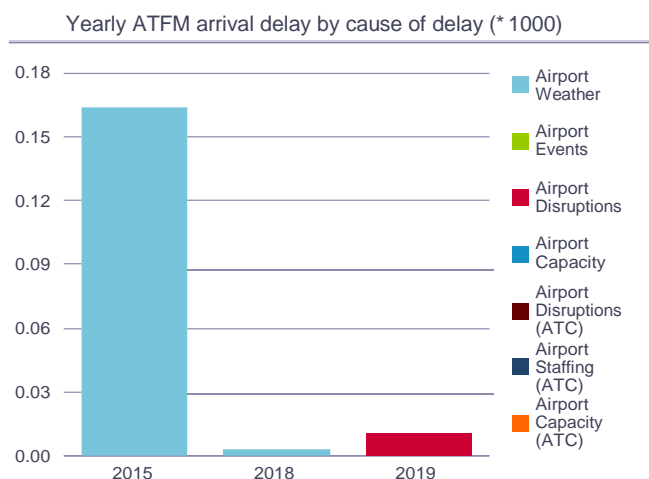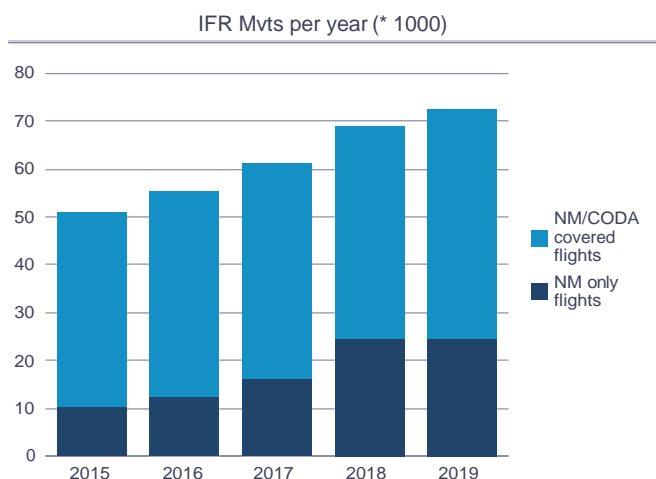## Network Manager Actions in 2019

Strategic Information Reporting and Enhanced Information Exchange: Tenerife/North airport is actively contributing to the regular strategic information reporting process. The Network Manager will continue the efforts to establish a process of events information exchange between the airport and the Network Manager in the pre-tactical and tactical phase. The contact for tactical diversion capabilities information exchange is already established.

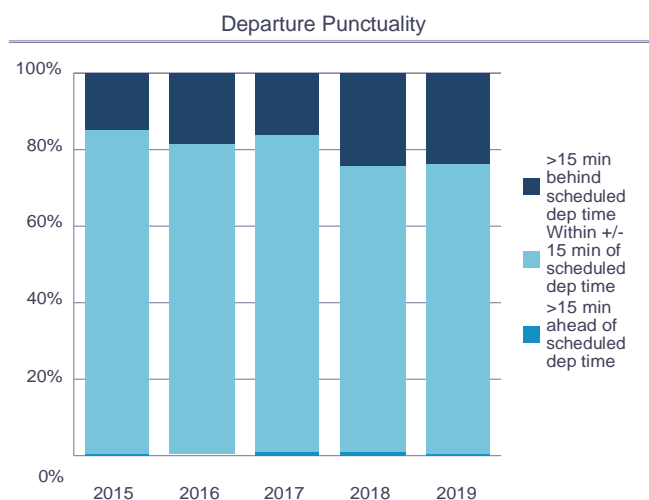**Airport Capacity and Performance (ACAP):** No actions in 2019.

Airport Collaborative Decision Making (A-CDM): On 21 November 2019 Tenerife North connected to NM as an Advanced ATC Tower airport.

SPAIN - Valencia - VLC/LEVC

ATC Airport Capacity Peak Operations	Runway Configuration	Maximum Arrivals	Maximum Departures	Global
Date received: 18-11-2019	12	20	20	34
	30	20	20	34

IFR Mvts per year (* 1000)

NM/CODA covered flights
NM only flights

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Yearly ATFM arrival delay by cause of delay (* 1000)

Airport Weather
Airport Events
Airport Disruptions
Airport Capacity
Airport Disruptions (ATC)
Airport Staffing (ATC)
Airport Capacity (ATC)

Arrival Punctuality

>15 min behind scheduled arr time
Within +/- 15 min of scheduled arr time
>15 min ahead of scheduled arr time

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Departure Punctuality

>15 min behind scheduled dep time
Within +/- 15 min of scheduled dep time
>15 min ahead of scheduled dep time

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2019 Performance Assessment

Valencia traffic increased by 5.1% compared to 2018. Virtually no ATFM delay was generated in 2019.

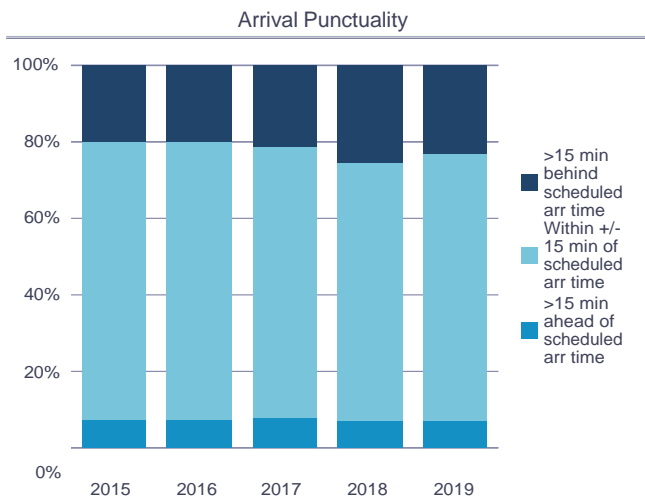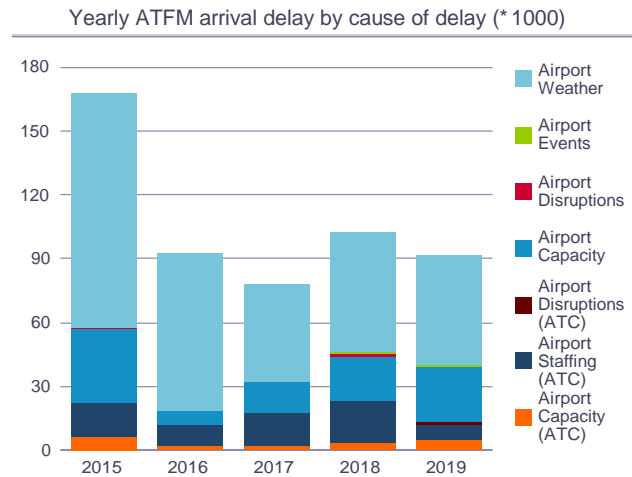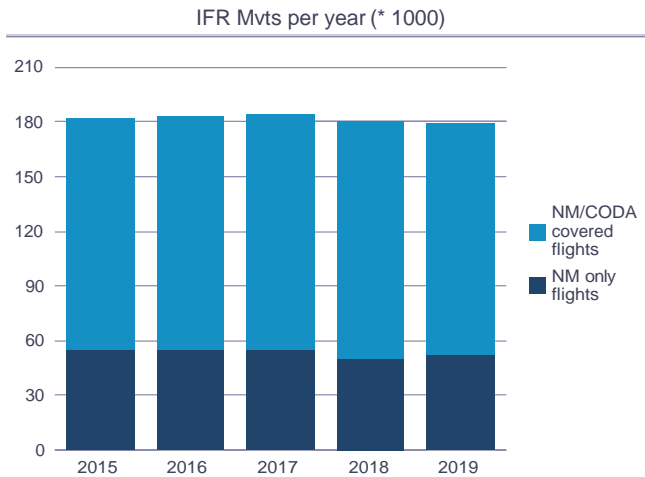## Network Manager Actions in 2019

Strategic Information Reporting and Enhanced Information Exchange: Valencia airport is actively contributing to the regular strategic information reporting process. The Network Manager will continue the efforts to establish a process of events information exchange between the airport and the Network Manager in the pre-tactical and tactical phase. The contact for tactical diversion capabilities information exchange is already established.

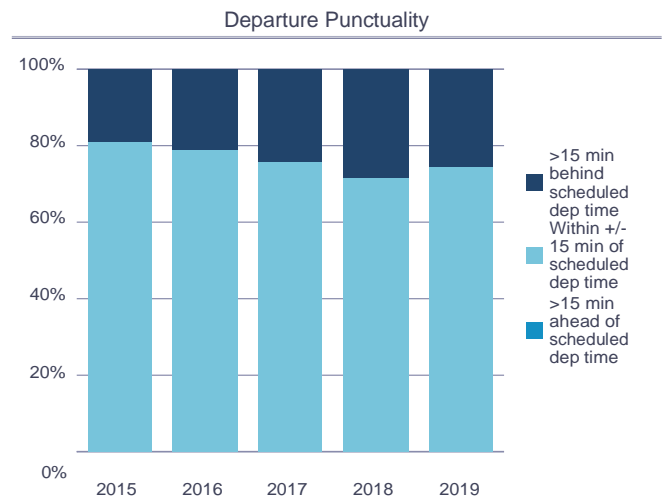**Airport Capacity and Performance (ACAP):** No actions in 2019.

Airport Collaborative Decision Making (A-CDM): On 19 December 2019 Valencia connected to NM as an Advanced ATC Tower airport.

SWITZERLAND - Geneve - GVA/LSGG

ATC Airport Capacity Peak Operations	Runway Configuration	Maximum Arrivals	Maximum Departures	Global
Date received: 28-02-2020	22	25	40	40
	04	25	40	40

IFR Mvts per year (* 1000)

Yearly ATFM arrival delay by cause of delay (* 1000)

Arrival Punctuality

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Departure Punctuality

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2019 Performance Assessment

Geneva airport traffic decreased (-0.8%) and ATFM delay also decreased by 10% compared to 2018. The delay was mainly due to airport staffing (ATC) and adverse weather. Close to 20% of all delay was due to adverse weather conditions in February.

Network Manager Actions in 2019

Strategic Information Reporting and Enhanced Information Exchange: Geneva airport is actively contributing to the regular strategic information reporting process. The Network Manager appreciates their continued contribution in the pre-tactical and tactical events and diversion capabilities information exchange process.

Airport Capacity and Performance (ACAP): No actions in 2019.

Airport Collaborative Decision Making (A-CDM): A-CDM fully Implemented. No major development planned.
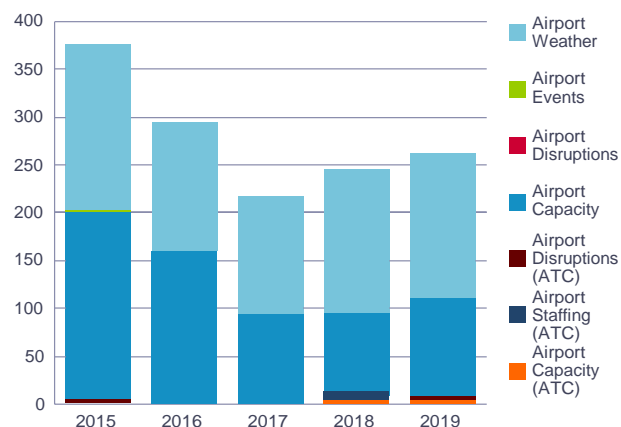
SWITZERLAND - Zurich - ZRH/LSZH

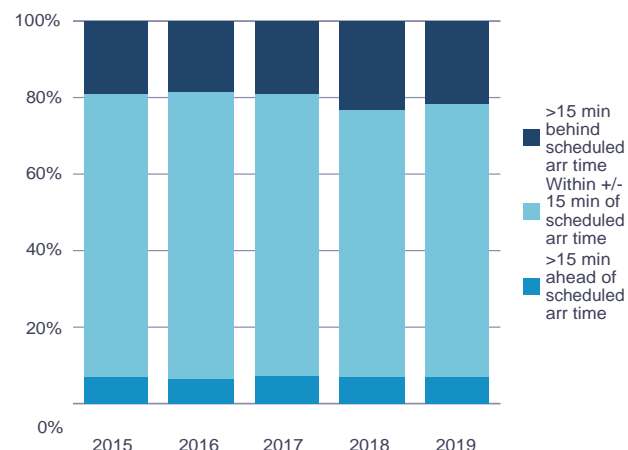| ATC Airport Capacity Peak Operations	Runway Configuration	Maximum Arrivals	Maximum Departures	Global
Date received: 18-03-2020	TKOF RWY28/16 LDG RWY14	40	41	66
	TKOF RWY10 LDG RWY14	28	30	62
	TKOF RWY32/34 LDG RWY28	30	30	60
	TKOF RWY32 LDG RWY34	32	30	60

IFR Mvts per year (* 1000)
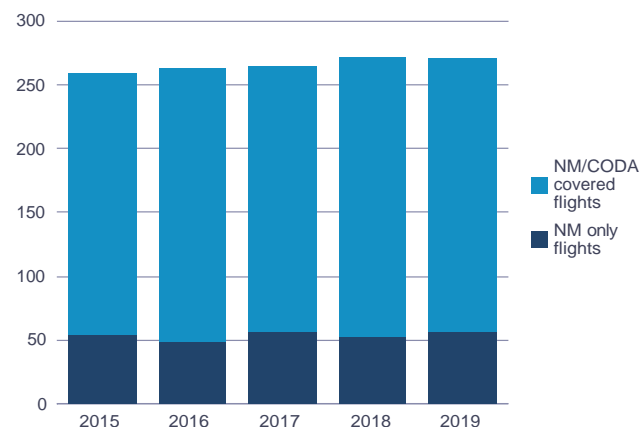
Yearly ATFM arrival delay by cause of delay (* 1000)
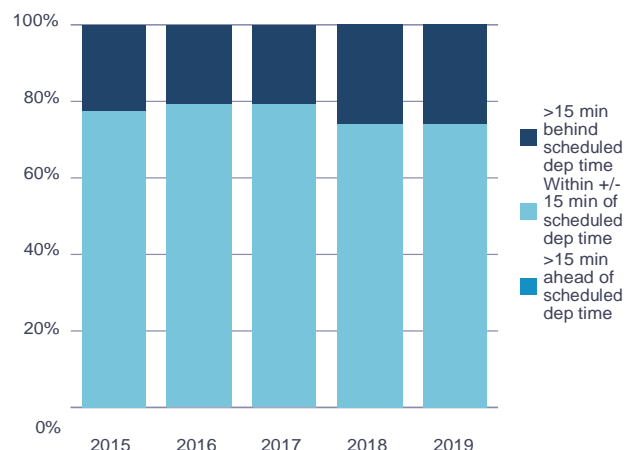

Arrival Punctuality

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Departure Punctuality

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2019 Performance Assessment

Zurich airport traffic decreased by 0.8% compared to 2018, while ATFM delay and delay per flight both increased by 7% and 7.8%, respectively. Adverse weather (57.9%), airport capacity (26.7%), and limited availability of the optimum runway configuration due to environmental constraints (12.3%) were the main delay causes. Weather related delay in May accounted for 10% of all delay generated in 2019.
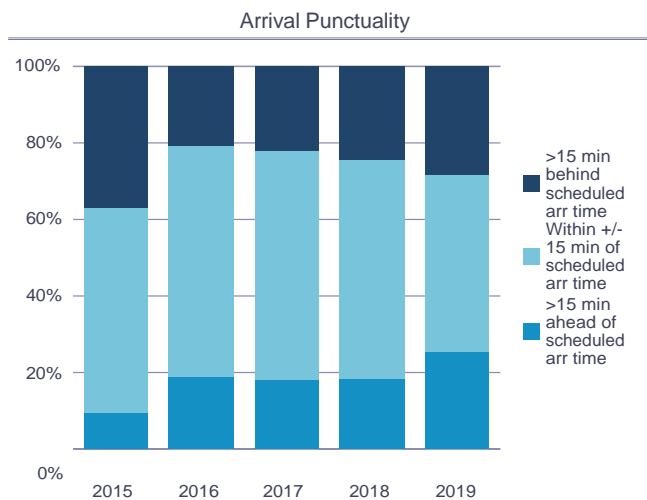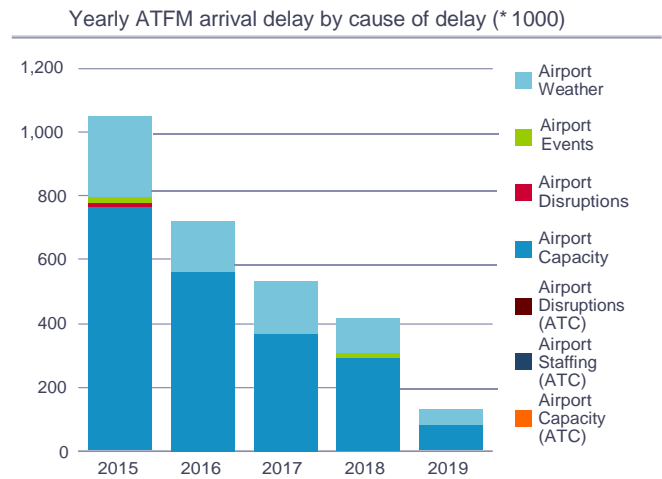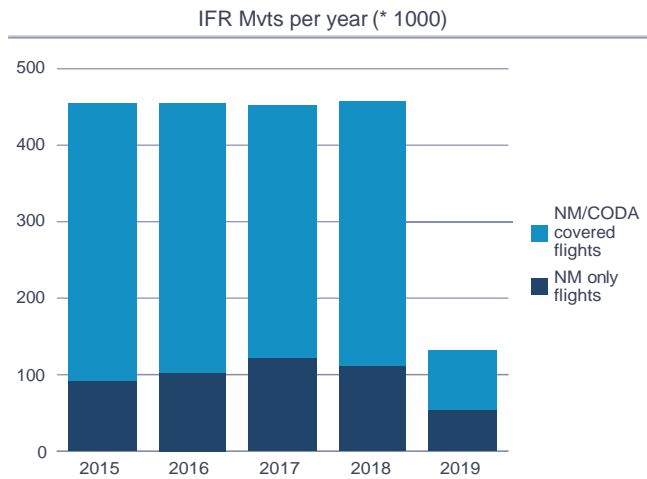
Network Manager Actions in 2019

Strategic Information Reporting and Enhanced Information Exchange: Zurich airport is actively contributing to the regular strategic information reporting process. The Network Manager appreciates their continued contribution in the pre-tactical and tactical events and diversion capabilities information.

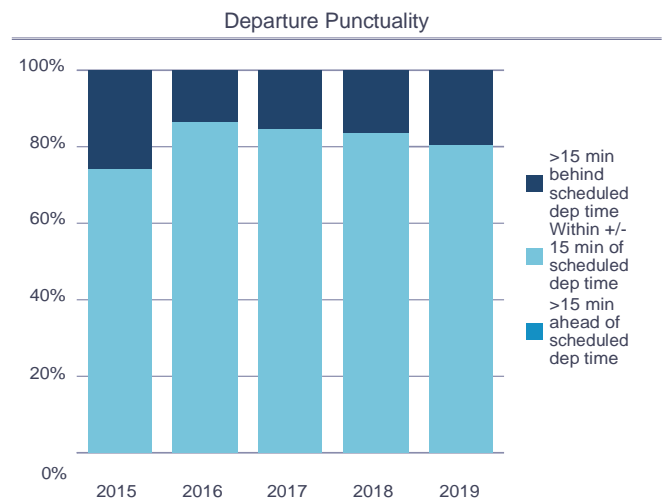**Airport Capacity and Performance (ACAP):** Continuation of First Rotation trial.

Airport Collaborative Decision Making (A-CDM): A-CDM fully Implemented. No major development planned

TURKEY - Istanbul Ataturk - IST/LTBA

ATC Airport Capacity Peak Operations	Runway Configuration	Maximum Arrivals	Maximum Departures	Global
Date received: 08-11-2019	All Configurations	5	5	10

IFR Mvts per year (* 1000)

Legend: NM/CODA covered flights; NM only flights

Yearly ATFM arrival delay by cause of delay (* 1000)

Legend: Airport Weather; Airport Events; Airport Disruptions; Airport Capacity; Airport Disruptions (ATC); Airport Staffing (ATC); Airport Capacity (ATC)

Arrival Punctuality

Legend: >15 min behind scheduled arr time; Within +/- 15 min of scheduled arr time; >15 min ahead of scheduled arr time

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Departure Punctuality

Legend: >15 min behind scheduled dep time; Within +/- 15 min of scheduled dep time; >15 min ahead of scheduled dep time

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2019 Performance Assessment

The opening of the new Istanbul airport in April, and the subsequent move of traffic, explain the variations at Istanbul/Ataturk airport.

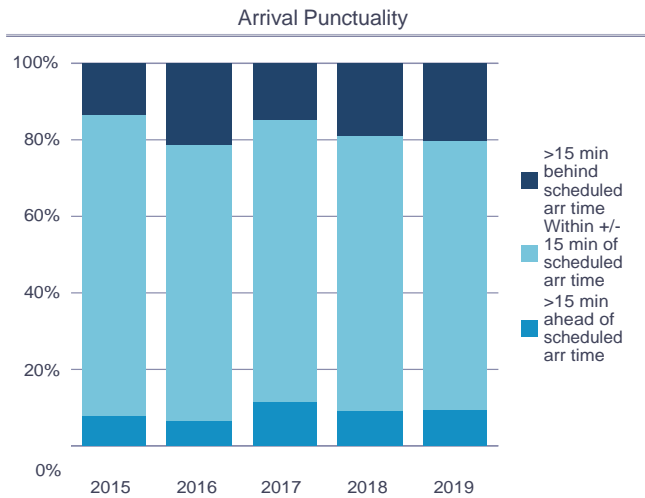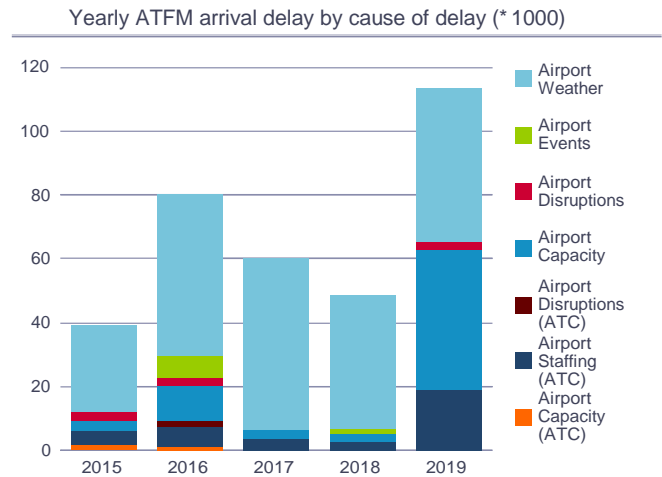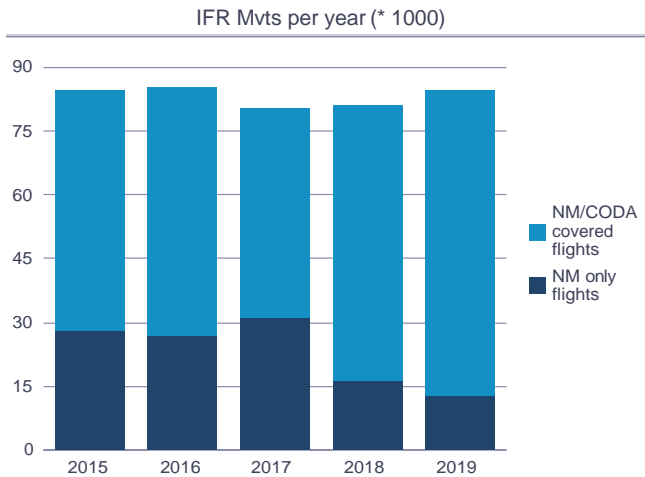## Network Manager Actions in 2019

Strategic Information Reporting and Enhanced Information Exchange: Both Istanbul and Istanbul/Ataturk airports are actively contributing to the regular strategic information reporting process. The Network Manager appreciates their continued contribution in the pre-tactical and tactical events and diversion capabilities information.

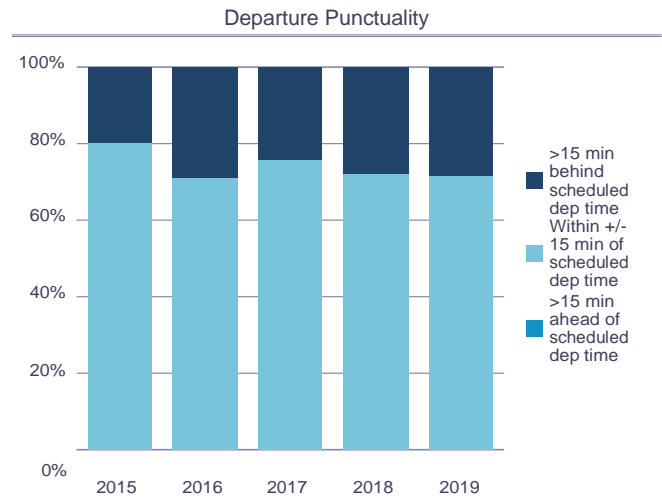**Airport Capacity and Performance (ACAP):** No actions in 2019.

Airport Collaborative Decision Making (A-CDM): No actions in 2019. NM waiting for an A-CDM implementation to commence at the Istanbul New Airport. NM will fully support the project when it is established.

UNITED KINGDOM - London/City - LCY/EGLC

ATC Airport Capacity Peak Operations	Runway Configuration	Maximum Arrivals	Maximum Departures	Global
Date received: 11-05-2018	27	20	20	39
	09	20	20	39

IFR Mvts per year (* 1000)

NM/CODA covered flights

NM only flights

Yearly ATFM arrival delay by cause of delay (* 1000)

Airport Weather
Airport Events
Airport Disruptions
Airport Capacity
Airport Disruptions (ATC)
Airport Staffing (ATC)
Airport Capacity (ATC)

Arrival Punctuality

>15 min behind scheduled arr time
Within +/- 15 min of scheduled arr time
>15 min ahead of scheduled arr time

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Departure Punctuality

>15 min behind scheduled dep time
Within +/- 15 min of scheduled dep time
>15 min ahead of scheduled dep time

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2019 Performance Assessment

London/City traffic increased by 4.5% while, delay nearly tripled from a daily average of 140 minutes in 2018 to 317 minutes in 2019. Airport capacity related delay increased from an average of 9 minutes per day in 2018 to 121 minutes per day in 2019. This can be traced back to stand availability issues. Delay related to ATC staffing at the airport grew from a daily average of 7 minutes per day in 2018 to 51 minutes per day in 2019. Airport capacity and airport staffing (ATC) are the reasons behind the overall increase in delay in 2019.

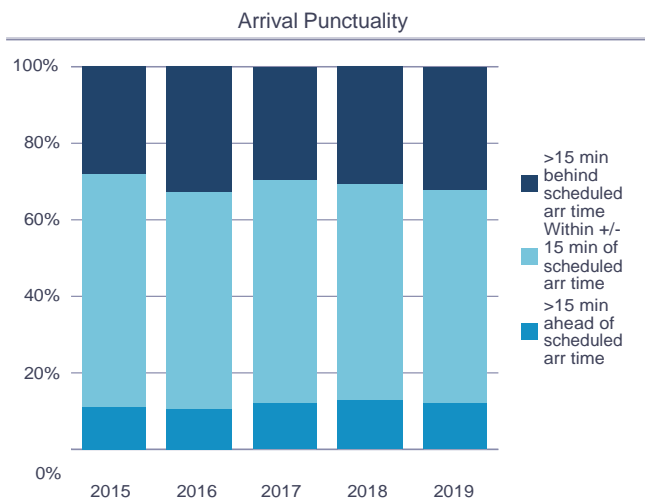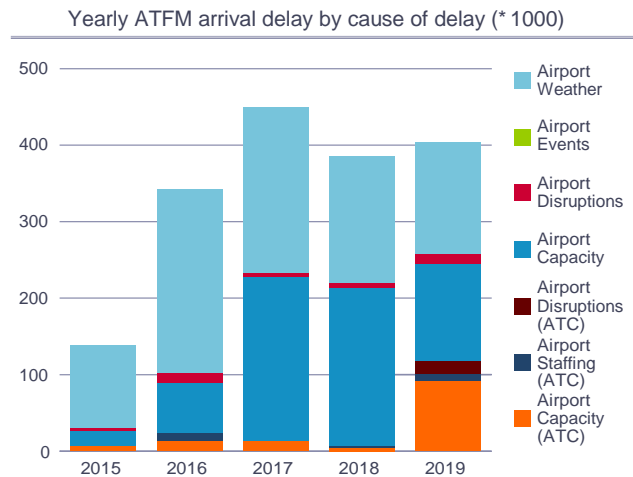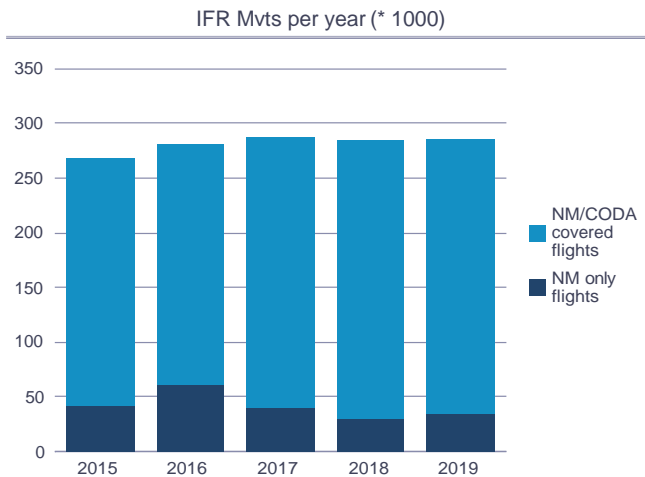## Network Manager Actions in 2019

Strategic Information Reporting and Enhanced Information Exchange: London/City airport is no longer contributing to the regular strategic information reporting process. The Network Manager will continue the efforts to re-establish the process.

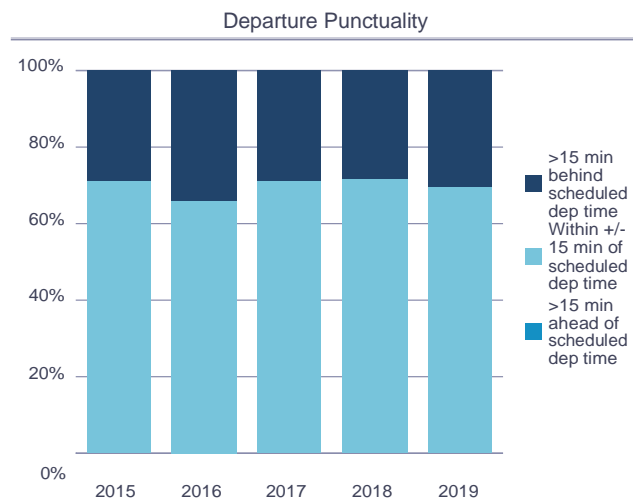**Airport Capacity and Performance (ACAP):** No actions in 2019.

Airport Collaborative Decision Making (A-CDM): No actions in 2019.

UNITED KINGDOM - London Gatwick - LGW/EGKK

ATC Airport Capacity Peak Operations	Runway Configuration	Maximum Arrivals	Maximum Departures	Global
Date received: 03-01-2020	08R	36	39	55
	26L	36	39	55

IFR Mvts per year (* 1000)

Yearly ATFM arrival delay by cause of delay (* 1000)

Arrival Punctuality

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Departure Punctuality

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2019 Performance Assessment

London/Gatwick traffic remained close to 2018 levels. ATFM delay increased by 8% and delay per flight also increased by 7.7% in 2019. Adverse weather and airport capacity were the main delay causes in 2019. Airport weather delay decreased from a daily average of 450 minutes in 2018 to 402 minutes in 2019, particularly impacting airport operations in February, August and October. Airport capacity delay also decreased from 352 in 2018 to 248 minutes in 2019. However, airport capacity (ATC) significantly increased from 12 minutes in 2018 to 248 minutes. Close to 8.2% of total delay could be linked to stand allocation or schedule adherence issues.

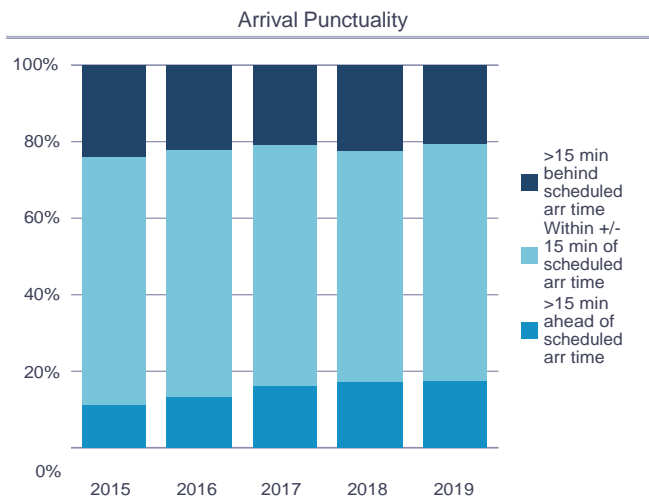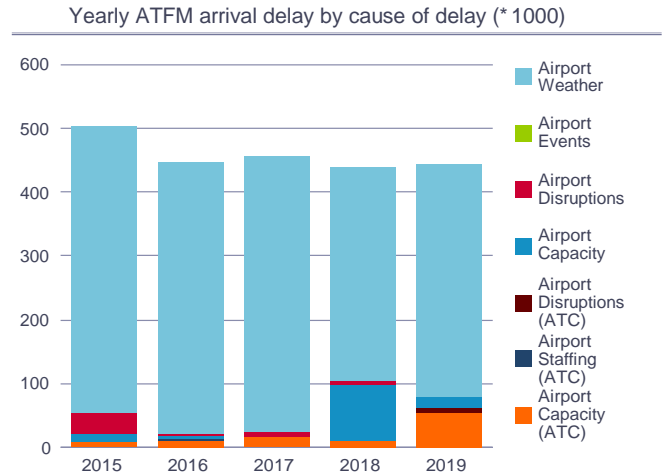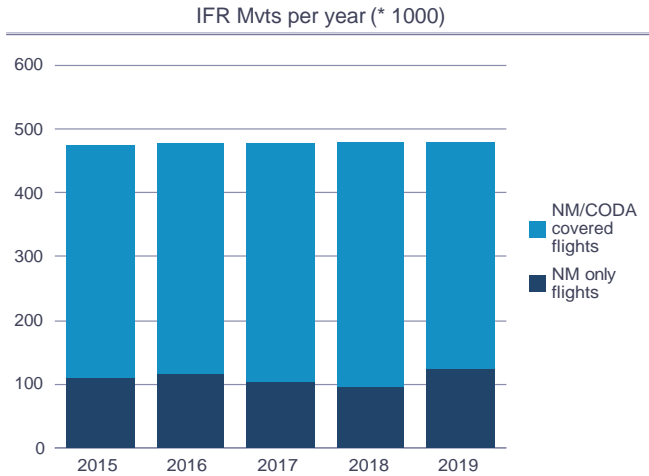## Network Manager Actions in 2019

Strategic Information Reporting and Enhanced Information Exchange: London Gatwick Airport Operator is actively contributing to the regular strategic information reporting process. The Network Manager will appreciate the participation of the local ANSP in this process. The Network Manager will continue the efforts to establish a process of events information exchange between the airport and the Network Manager in the pre-tactical and tactical phase. The contact for tactical diversion capabilities information exchange is already established.

Airport Capacity and Performance (ACAP): AOP-NOP project is ongoing, re-connection with A-CDM still pending.
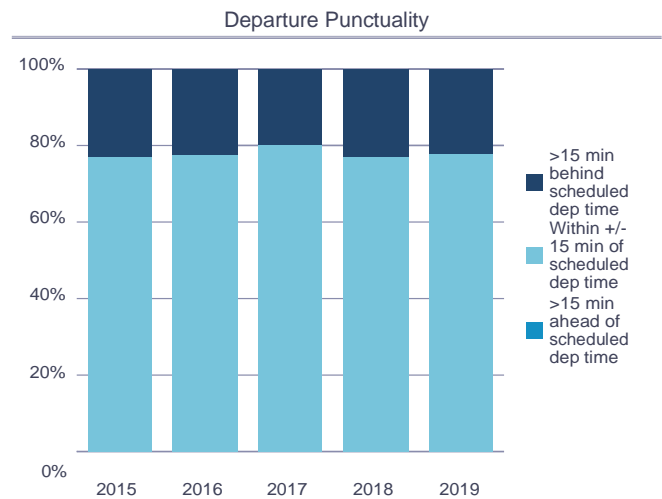
Airport Collaborative Decision Making (A-CDM): A-CDM fully Implemented. Due to local issues, the exchange of DPIs with the network was suspended in August 2016. Gatwick airport partners and NM are working to re-establish the connection with a network. Planned now for Q2 2020.

UNITED KINGDOM - London Heathrow - LHR/EGLL

ATC Airport Capacity Peak Operations	Runway Configuration	Maximum Arrivals	Maximum Departures	Global
Date received: 30-09-2019	27L (dep) / 27R (arr)	45	46	88
	27L (arr) / 27R (dep)	45	46	88
	09L (arr) / 09R (dep)	45	46	88

IFR Mvts per year (* 1000)

Yearly ATFM arrival delay by cause of delay (* 1000)

Arrival Punctuality

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Departure Punctuality

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2019 Performance Assessment

London/Heathrow traffic remained at the same level as in 2018, as did its ATFM delays (1,211 min/day). Most delay was due to adverse weather (1,015 min/day) which particularly affected airport operations in February, March, October and November. Weather-related delay accounted for 83.9% of the total delay, followed by ATC capacity accounting for 14.4%.

Network Manager Actions in 2019

Strategic Information Reporting and Enhanced Information Exchange: London Heathrow airport is actively contributing to the regular strategic information reporting process. The Network Manager appreciates their continued contribution in the pre-tactical and tactical events and diversion capabilities information exchange process.

Airport Capacity and Performance (ACAP): AOP-NOP project is ongoing.

Airport Collaborative Decision Making (A-CDM): A-CDM fully Implemented. No major development planned.

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