

Monthly Network Operations Report

Overview February 2024



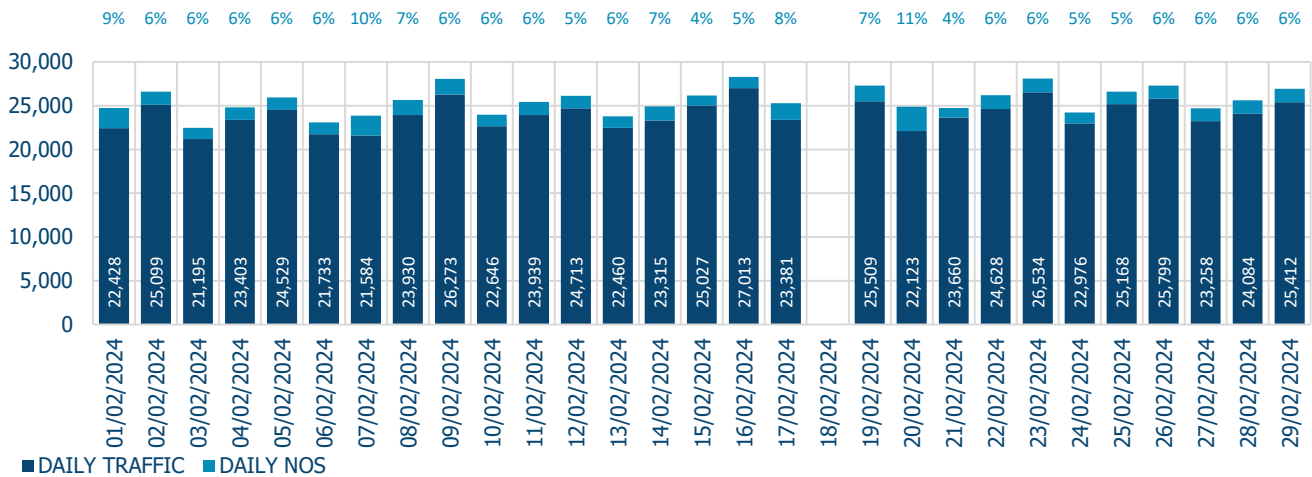
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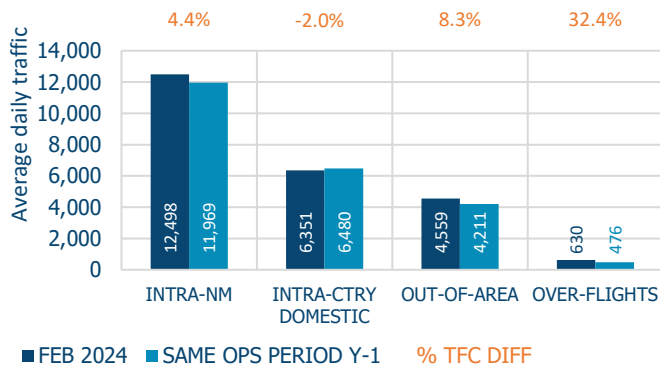
In February 2024¹(vs February 2023), the principal market segments driving flight growth in the NM area were Mainline (+9.2%), Low-cost (+7.8%) and Regional (+2.3%), collectively adding an average of 1,360 daily flights to the network. Together, these three segments stood at 89% of February 2019 traffic level. The Business aviation segment remained steady compared to February 2023 and continued to be ahead of February 2019, at 106% in February 2024. However, the All-cargo segment experienced a decline of -12.2% (-135 daily flights vs February 2023) partly due to fewer daily flights between Türkiye <-> Türkiye (-47), Germany <-> Italy (-11), Norway <-> Norway (-8), Sweden <-> Sweden (-7), UK <-> UK (-6) and France <-> France (-6). The Charter segment declined by -8.5% owing mainly to fewer daily flights in Türkiye domestic (-53). For the first time since the pandemic period, Charter reached 105% (+26 daily flights) of February 2019 owing to additional daily flights within Spain (excl. Canary Islands) (+19) and flights between Poland <-> Egypt (+16).

Daily network traffic evolution

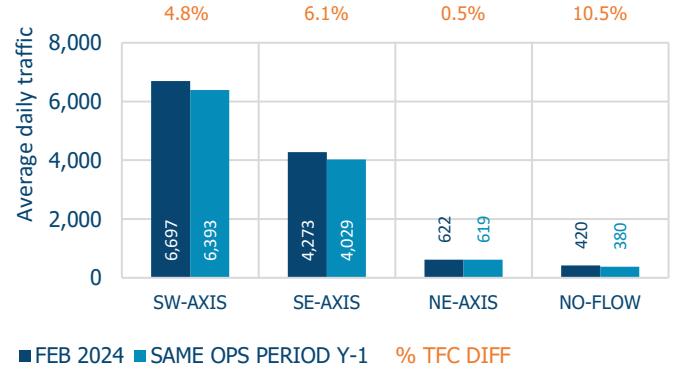


On average², 6.7% of scheduled traffic did not operate in February (see Non-Operated Schedules, NOS, above). The busiest day was Friday 16 February (27,013 flights).

Traffic per flow



Intra-NM daily traffic



There were 194,209 flights in the Intra-NM SW-Axis traffic flow; 184,187 domestic flights; 123,924 flights in the Intra-NM SE-Axis.

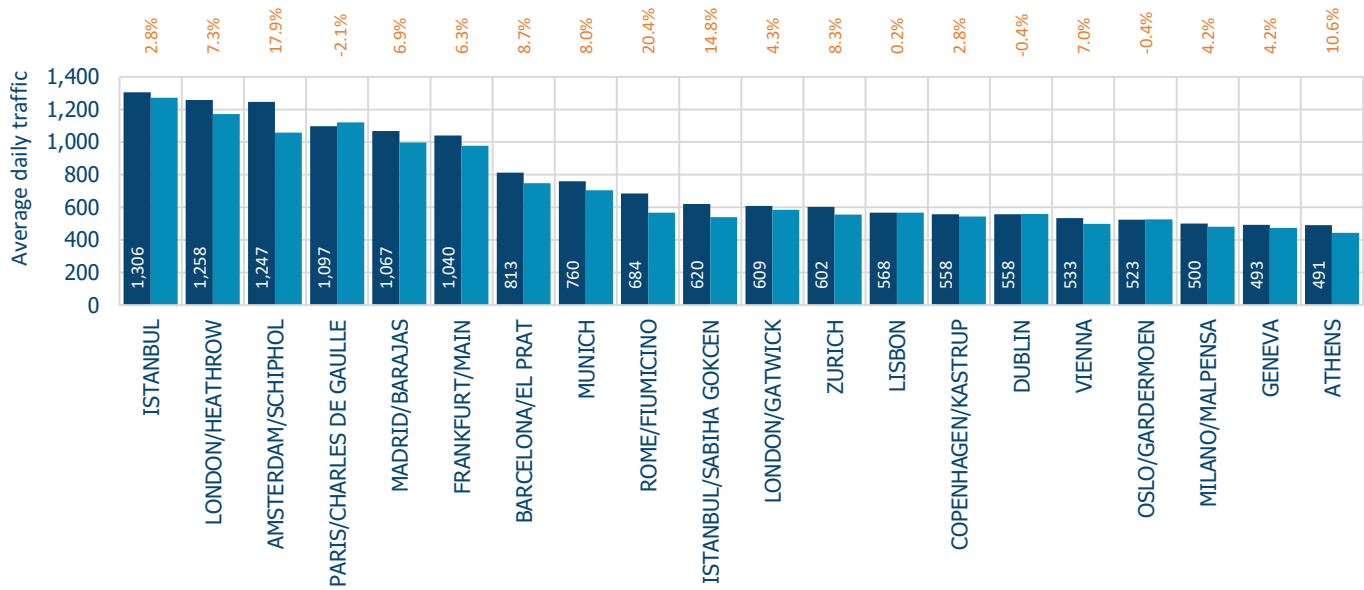
Intra-NM SW (+300 flights/day) growth and Intra-NM SE (+250 flights/day) growth influenced the network growth of 3.9%.

¹ To remove the effect of the extra day in February 2024, growth rates are calculated using the average daily flights.

² 18 February has been intentionally removed due to poor data quality for that date.



February 2024 | Top 20 Airports daily traffic

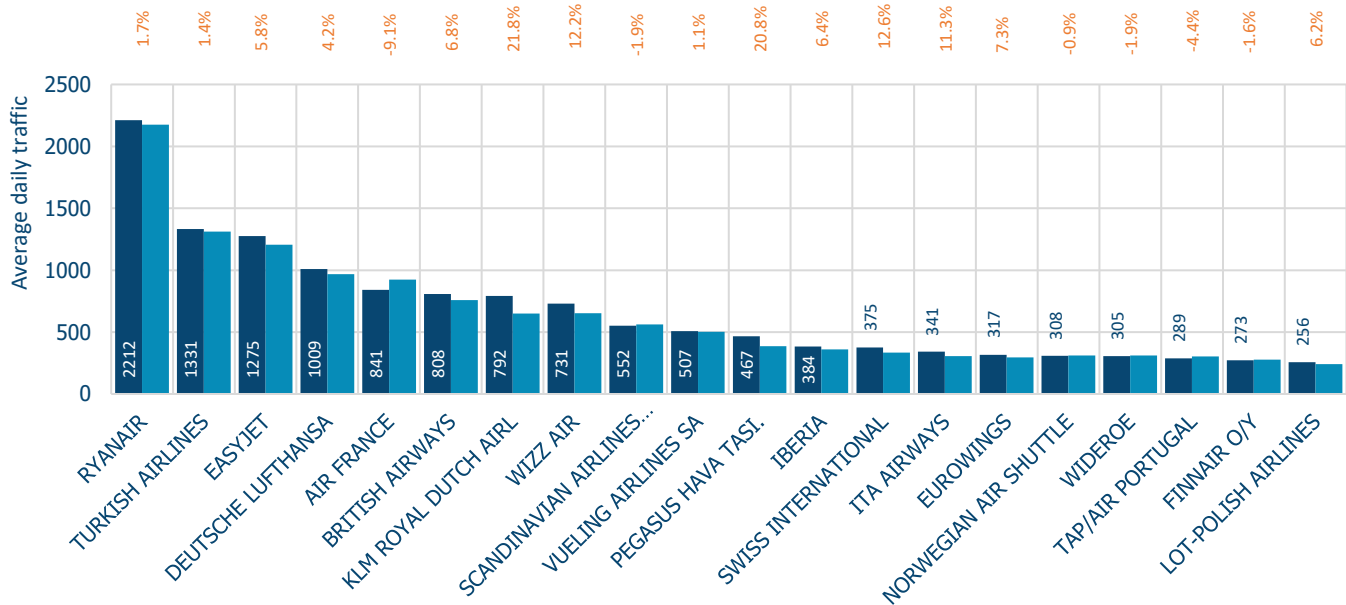


■ FEB 2024 ■ SAME OPS PERIOD Y-1 % TFC DIFF

Istanbul was the busiest airport with, on average, 1,306 flights per day followed by London/Heathrow (1,258 flights/day), Amsterdam/Schiphol (1,247 flights/day), Paris/Charles de Gaulle (1,097 flights/day) and Madrid/Barajas (1,067 flights/day).

French DSNA requested Paris/Charles de Gaulle and Paris/Orly airports to reduce flights by 10% due to 4Flight trials in Paris ACC until 14 February.

February 2024 | Top 20 Air Operator groups daily traffic



■ FEB 2024 ■ SAME OPS PERIOD Y-1 % TFC DIFF

Five air operators had a double-digit percentage growth compared to last year.

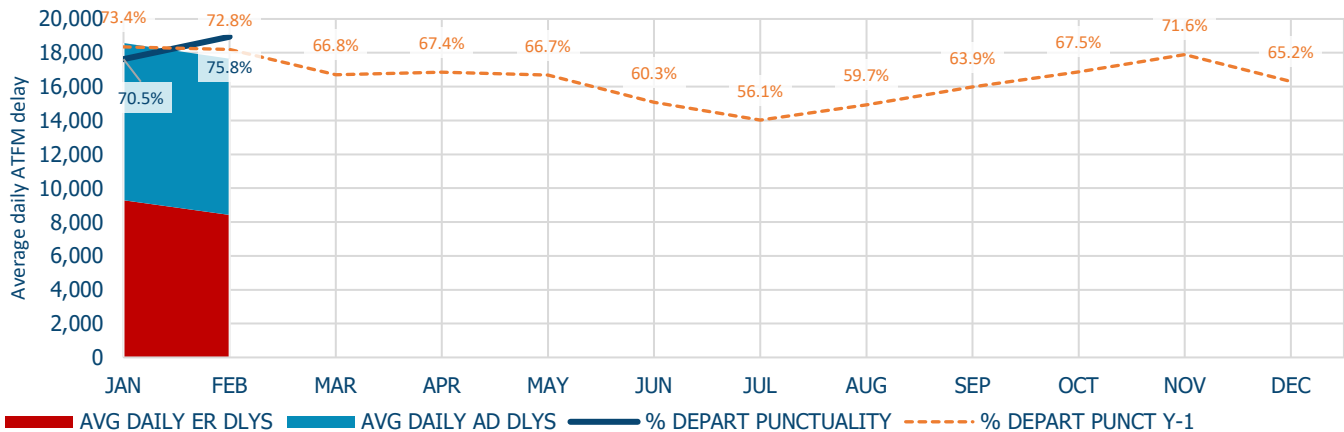
Ryanair was the busiest operator with, on average, 2,212 movements per day, followed by Turkish airlines (1,331), easyJet (1,275), Lufthansa (1,009) and Air France (841).

Air France, Scandinavian airlines, Norwegian Air Shuttle, Wideroe, TAP and FINNAIR traffic decreased compared to February 2023. KLM continued its recovery after COVID which explained 21.8% of traffic increase.



3. Departure Punctuality

Network departure punctuality and ATFM delay



Network departure punctuality increased by 5.3 p.p in February compared to January and was higher than the 2023 level. (+3.0 pp)

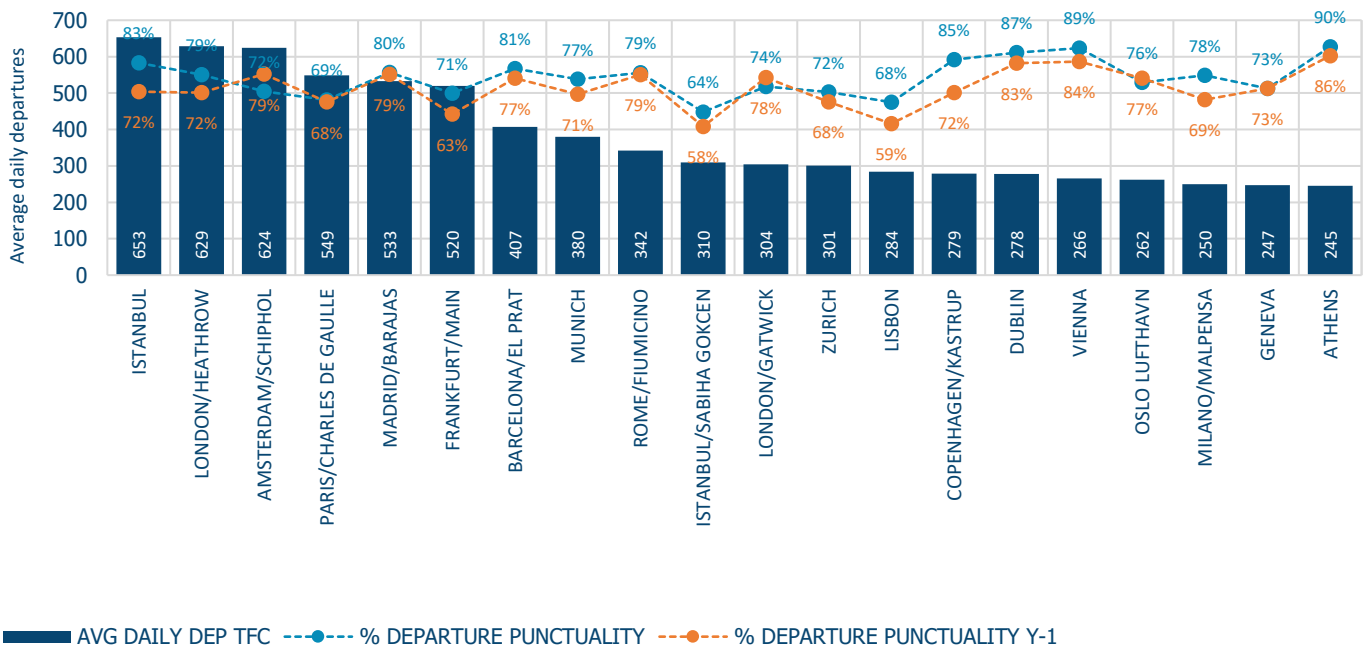
SE (78.9%) and SW (76.8%) axis departure punctuality was higher than the network level. Out-of-Area axis was lower with 63.5%.

Network first rotation departure punctuality was 78% and, on average, over 70% for other periods of the day. Improving first rotation punctuality remains an NM top objective.

*This view of operational punctuality can be tracked in near real-time by aircraft operator and airport level in the [NORTI Dashboard](#) and in [MIRROR](#). Archived data can be found in the [FATHOM interactive dashboard](#).

The Central Office for [Delay Analysis CODA reports](#) provide further detailed analysis of airline reported delay reasons.

February 2024| Top 20 Airport departure traffic and punctuality

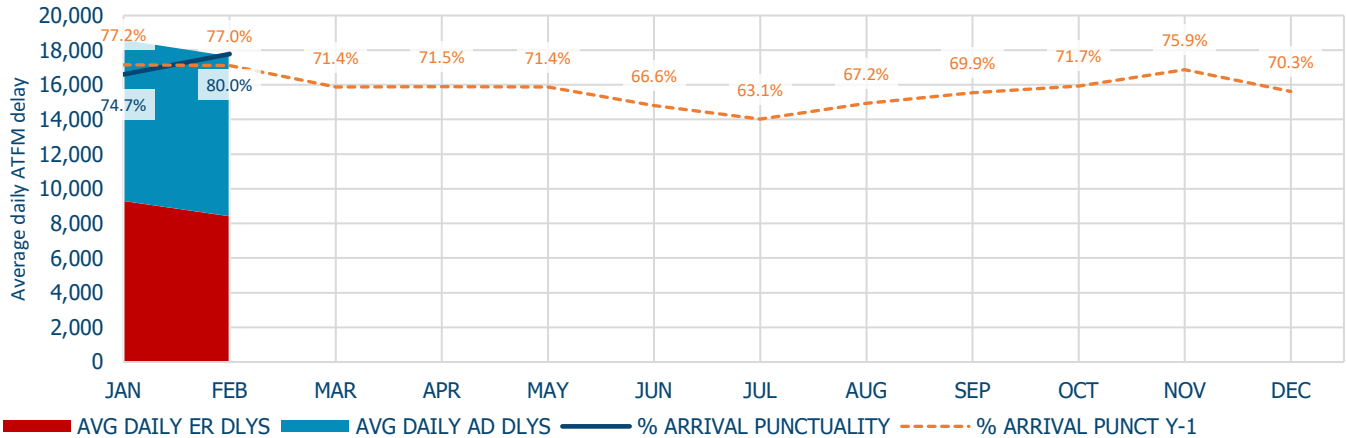


Weather mainly affected airports in February. Lisbon suffered from weather delays throughout the month, as well as aerodrome capacity. Istanbul Sabiha Gökçen saw delays due to weather, notably fog on 28 and 29 February, the airport also suffers from lower arrival punctuality as flight that have built up reactionary (knock-on) delays due to the high intensity operations that carriers run at the airport. Paris Charles de Gaulle saw delays due to the 6-week trial of the 4-Flight system between 09 January and 14 February in Paris ACC.

First rotation punctuality at Paris Charles de Gaulle airport was above network level (80.1%). Lisbon (75.2%) and Istanbul Sabiha Gökçen (72.3%) airports were below.

4. Arrival Punctuality

Network arrival punctuality and ATFM delay

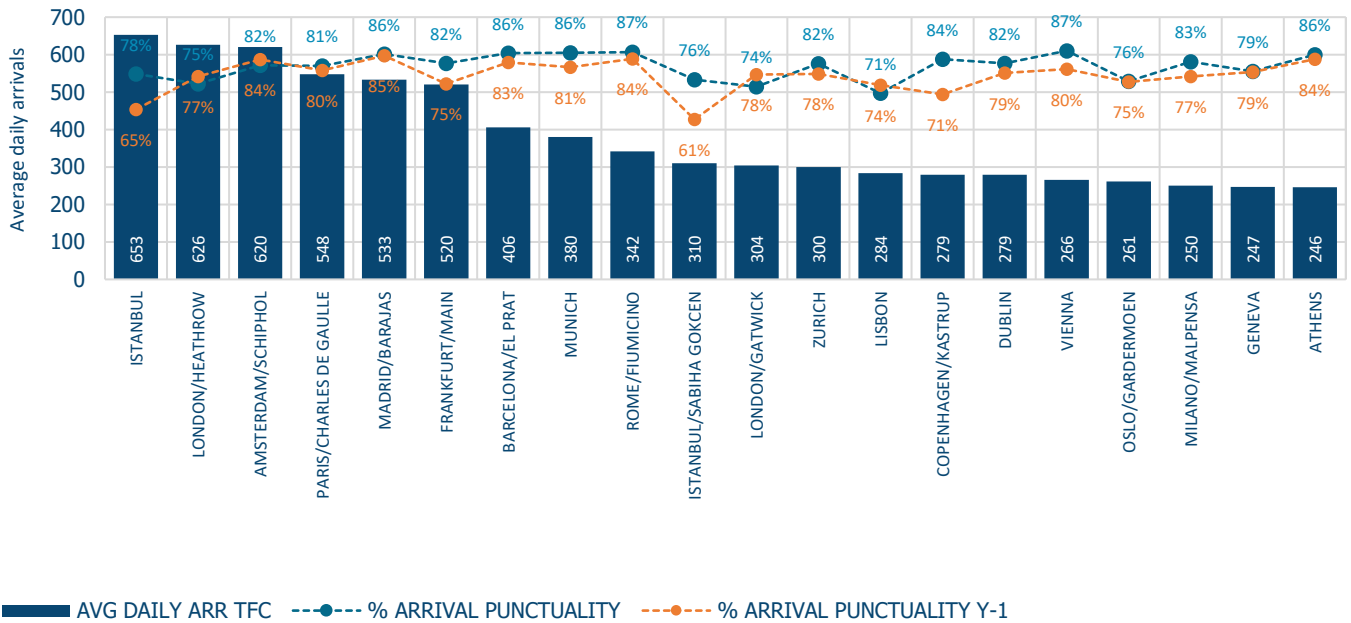


Network arrival punctuality increased by 5.3 p.p. in February compared to January. It averaged 80.0% and was higher than the same period in 2023 (+3.0 p.p.).

Intra-NM (81.1%) and Domestic routes (83.2%) axis were both higher than the network level.

Network first rotation arrival punctuality was on 82.8% and, on average, over 75% for the other day periods.

February 2024 | Top 20 Airport arrival traffic and punctuality



Arrival punctuality remained reasonable at the top-10 airports, London Gatwick saw arrival delays due to weather (LVP and high winds). As described in the above section Istanbul Sabiha Gökçen saw lower arrival punctuality, due to weather and reactionary delay accumulation. Amsterdam Schiphol saw good punctuality; however, 06 February saw delays due to high winds.

First rotation punctuality at TOP 5 airports was above 80%, only Istanbul airport was below (77.5%).



5. Operations

Network Manager

The EUROCONTROL Network Manager (NM) continued to support operations affected by the Ukrainian war. It maintained airspace closures and NM systems supporting EU Sanctions Regulation for the Russian Federation and Belarus.

EASA first issued a Conflict Zone Information Bulletin (CZIB) for the airspace of Israel on Sunday 8 October. NM provides a consolidated view of relevant NOTAMs on the NOP Portal and the EUROCONTROL Network Manager Operations Centre (NMOC) is working 24/7 to implement State required airspace restrictions and in support to daily airline operations for routings and delay mitigation.

With effect from Sunday 25 February the restrictions for the Israeli FIR were relaxed to permit under specific conditions additional overflights other than traffic to-from destinations in the Jordanian FIR.

NM hosted a meeting on 20 February with ANSPs, Airline Associations and leading AOs from across the network, to discuss the mitigation measures proposed for Summer 2024. The focus was on offloading Karlsruhe UAC and Budapest ACCs and some measures were also proposed to reduce traffic and complexity in Sofia ACC, Maastricht UAC, Reims ACC and Brest ACC.

Across the three busy school holiday weekends of 10-11, 17-18 and 24-25 February, NMOC targeted coordination with the low-capacity SKI destination airports (St. Moritz, Sion, Innsbruck, Grenoble, Geneva, Zurich, Chambéry, Annecy and Verona) in an effort to ensure en-route capacity regulations did not result in wasted airport capacity.

As part of the planning for implementation of the 4-Flight system in Paris ACC on 05 November 2024, a 6-week Live-Trial of the 4-Flight system in Paris ACC continued until although ended earlier than planned on Tue 06 February. With sector capacity reductions of approximately 30% and demand reduced by AO schedule cancellations and mandatory off-load routes, NMOC worked with both the ANSP and AOs to mitigate disruption.

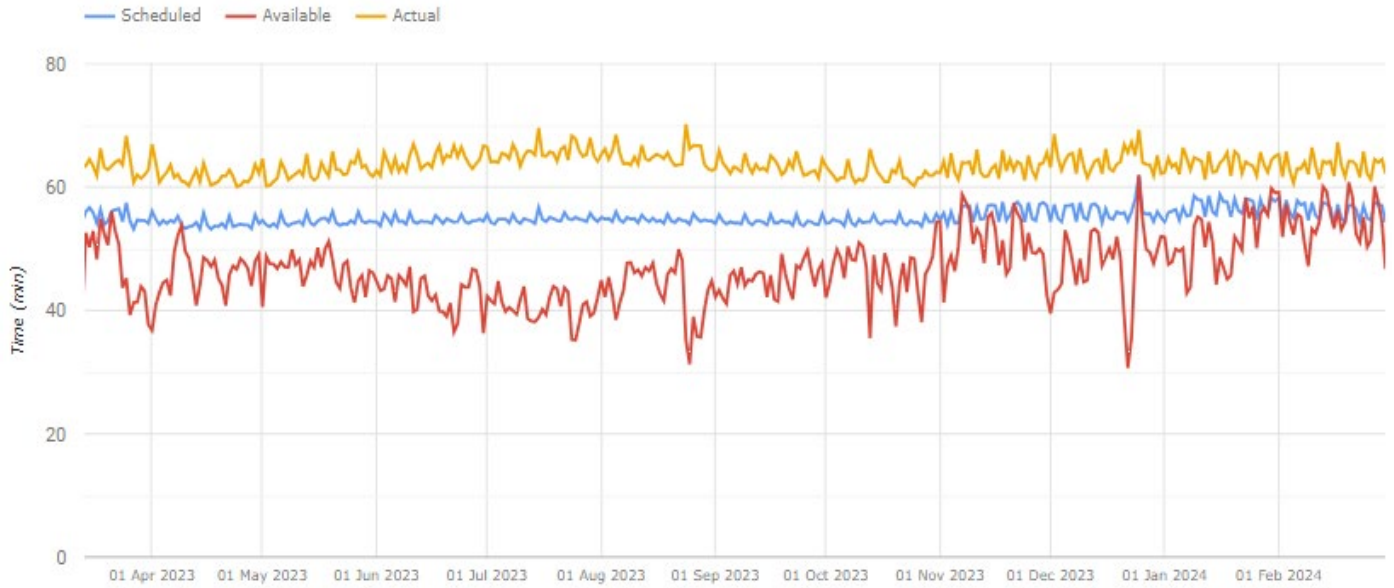
Free-Route-Airspace was implemented H24 in parts of Reims FIR and Marseille FIR with effect from 22 February.

NMOC's E-Helpdesk received 11,964 requests in February, 9,000 from AOs, 2,000 from FMPs and 1,000 from Towers. 818 were tagged as concerning flights considered by the AO as 'critical'. The average delay saved per processed request was 22 minutes.

Direct actions taken by the NM Operations Centre (NMOC) reduced en-route ATFM delays by 13.7% and airport ATFM delays by 10.7%.

Ground

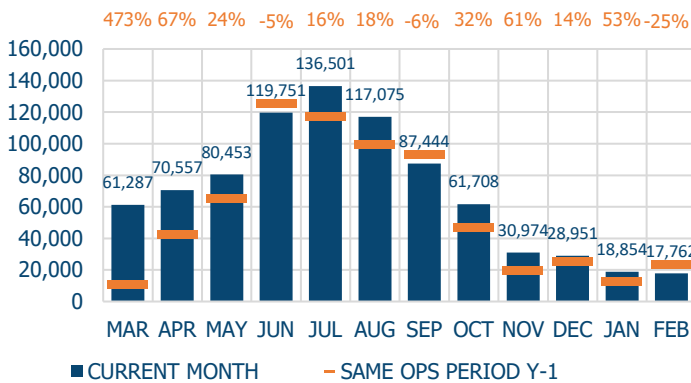
MIRROR's(i) indicator shows that the network (average) available turnaround time decreased when compared to the same period last year. At network level turnaround performance saw a slight improvement, as the available turnaround time matched the scheduled, indicating less reactionary delay. First rotation punctuality was 78% at Network level which means that primary delays decreased at major airports.



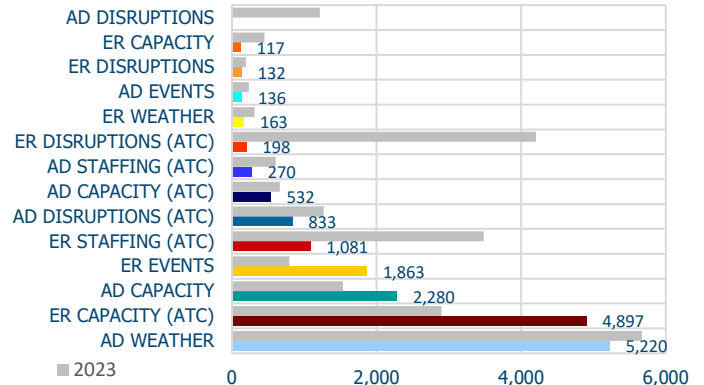
Network

There were 515,102 minutes of ATFM delay in February, 24.5% lower compared to February 2023. February 2024 was a relatively quiet month compared to February 2023 which was impacted strongly by ATC industrial actions in France. En-route delays accounted for 47.6% of these ATFM delays, and airports for 52.4%. The average en-route ATFM delay per flight for the network was 0.4 minutes in February.

Last 12 months average daily ATFM delays

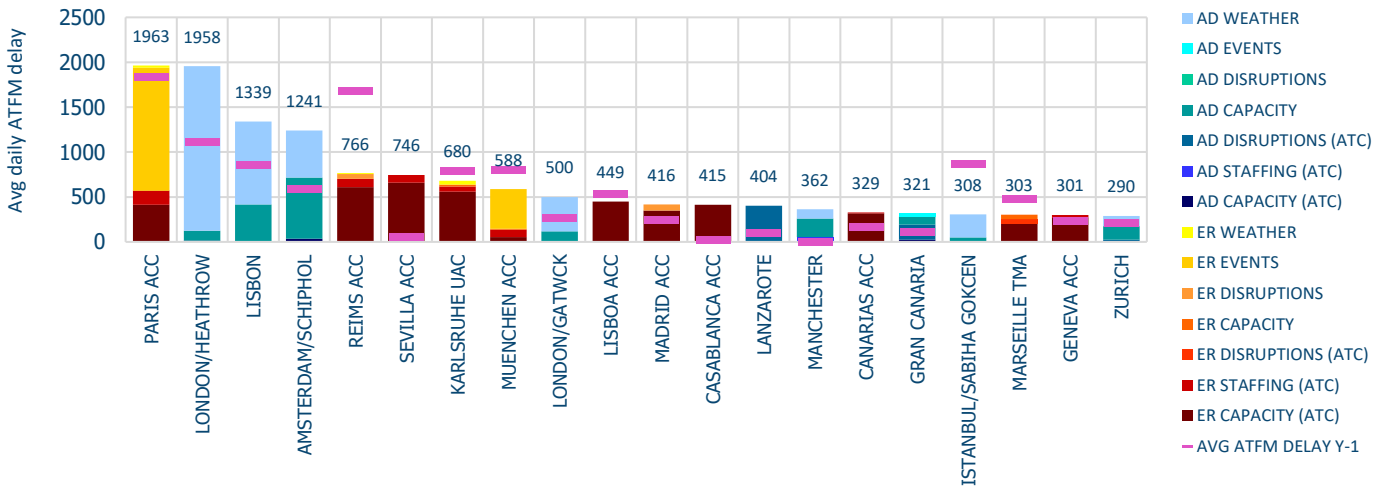


February 2024 | Reasons for ATFM delays





Top 20 delay reference locations in February 2024



The chart above shows 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.

- 4Flight trials in Paris ACC until 14 February generated ATFM delays;
- London/Heathrow tactically regulated for a large part of February, alternating between strong winds and low visibility;
- Capacity issue at Amsterdam/Schiphol due to periods of reduced arrival rates during planned closure of runway 06/24;
- Lisbon was impacted by weather (mainly low visibility) and aerodrome capacity delays;
- ATC capacity issues in Reims, Sevilla, Karlsruhe and Lisbon ACCs.



Significant Events

Event

- Transition phase to new ATM System ICAS2 in München ACC generated 12,784 minutes of ATFM delay;
- 4Flight trials in Paris ACC generated 40,935 minutes of ATFM delay in February;
- Crans Montana Air Display at Sion airport from 15 to 18 February generated 2,783 minutes of ATFM delay.

Technical

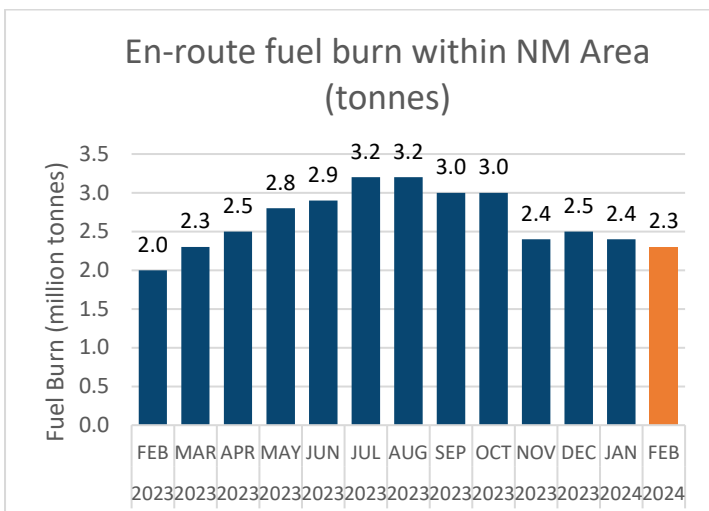
- ILS check at Athens airport on 07 February generated 1,435 minutes of ATFM delay;
- Radar failure at Lyon airport on 07 February generated 1,269 minutes of ATFM delay;
- Computer system failure in Reims ACC from 07 to 08 February generated 1,528 minutes of ATFM delay;
- FDPS failure in Zurich ACC on 18 February led to a short zero-rate regulation in Zurich airspace and generated 1,928 minutes of ATFM delay;
- ILS check at Gran Canaria airport on 19 and 21 February generated 4,837 minutes of ATFM delay;
- Radio system issue in Zurich ACC on 29 February generated 1,860 minutes of ATFM delay.

Industrial action

- ATC industrial action at Lanzarote and Fuerteventura airports throughout the month generated 12,749 minutes of ATFM delay;
- Non-ATC industrial action in Germany on 01 February resulted in approximately 620 flight cancellations;
- Non-ATC industrial action in Finland from 01 to 02 February resulted in approximately 580 flight cancellations;
- Non-ATC industrial action in the vicinity of Brussels airport on 01 February generated 487 minutes of ATFM delays;
- Pilots at Discover airline (Lufthansa subsidiary) went on strike between from 04 to 05 February and NM estimates 60 flights did not operate;
- Non-ATC industrial action by ground staff employed by Lufthansa in Germany on 07 February resulted in approximately 760 flight cancellations;
- Non-ATC industrial action in Italy on 09 February resulted in approximately 75 flight cancellations;
- Non-ATC industrial action at Dresden and Leipzig airport on 11 and 12 February resulted in approximately 136 flight cancellations;
- Pilots at Discover airline (Lufthansa subsidiary) went on strike between from 17 to 19 February and NM estimates 54 flights did not operate during these three days;
- Non-ATC industrial action by ground staff employed by Lufthansa in Germany on 20 February resulted in approximately 956 flight cancellations;
- Non-ATC industrial by Brussels airlines cabin crew from 28 February to 01 March resulted in approximately 100 flight cancellations.

6. Flight Efficiency

Fuel burn



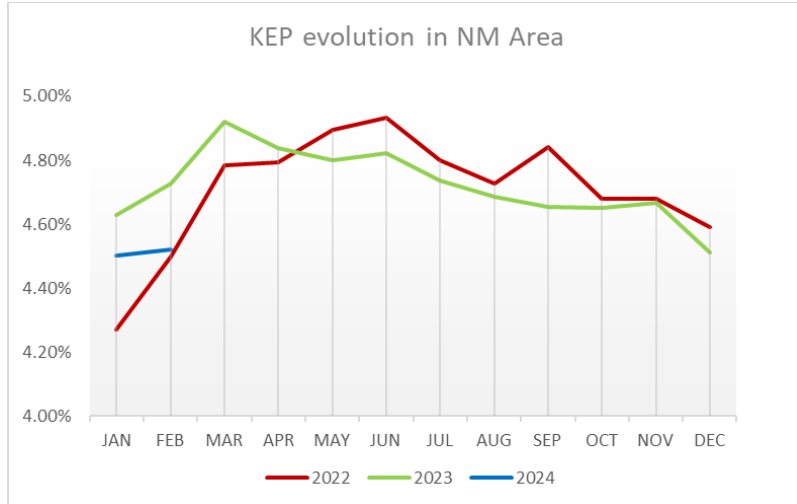
NM estimates that 2.3 million tonnes of fuel was burnt in the en-route flight phase in the NM area in February. It was 0.3 million tonnes more than in February 2023 with some 1,000 flights/day more.



Horizontal Flight Efficiency

HORIZONTAL FLIGHT EFFICIENCY

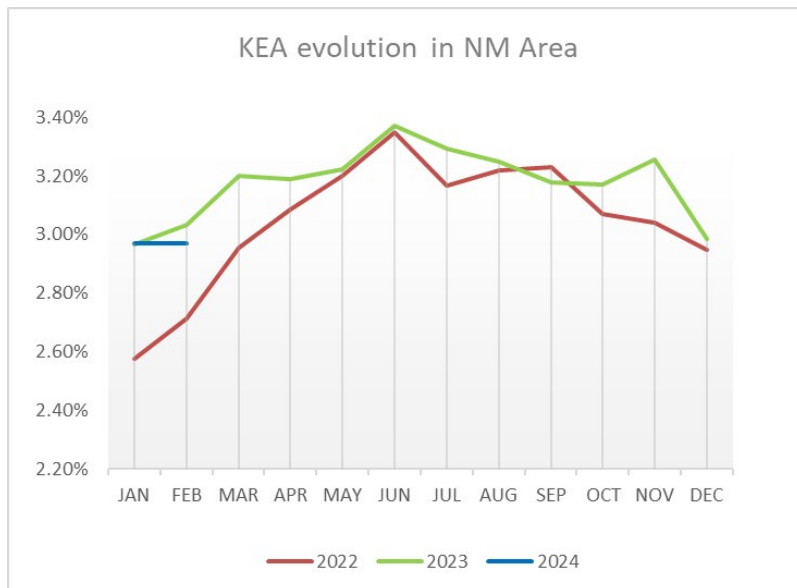
There are two horizontal flight efficiency KPIs⁽ⁱⁱ⁾. The indicators provide a measure of the average en-route additional distance with respect to the great circle distance. One is based on last filed flight plan (KEP) and the other on actual trajectory (KEA). KEP remained stable and stayed lower than 2023 in February. KEA followed the same trend. NM is assessing the reasons for the fall in KEP since March – to be reported in the annual NOR, end Q1.



KEP indicator (4.52%) remained lower than in 2023 (4.73%).

Over the past period, several airspace design-related changes improved connectivity, allowing better routing options in the network.

These new options were planned by AOs, leading to a better KEP. In addition, NM worked closely with AOs/CFSPs via the Flight Efficiency Taskforce to further improve their flight planning.



KEA indicator (2.97%) remained stable compared to January and was lower than in 2023 (3.03%).



7. Notice

Traffic and Delay Comparisons

All traffic and delay comparisons are between report month and equivalent operational period of the previous year.

Traffic Monitoring

Country traffic counts are based on arrivals and departures traffic, overflights are excluded.

NM Area

All figures presented in this report are for the geographical area that is within Network Manager's responsibility (NM area). For further information on the NM Area go to the Reporting Assumptions and Descriptions document available on the EUROCONTROL website at <https://www.eurocontrol.int/network-performance>

Regulation Reason Groupings

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

ATFM Statistics dashboard

More detailed information available via the new [ATFM Statistics dashboard](#)

FATHOM dashboard

Interactive analysis tool to access archived data [FATHOM interactive dashboard](#)

Network Operations Analysis document

ATFM statistics provides an alternative source of network traffic and ATFM delays.

<https://www.eurocontrol.int/dashboard/air-traffic-flow-management-statistics-dashboard>

And stakeholders can use FATHOM for a more detailed view of their operational performance.

<https://www.eurocontrol.int/tool/network-manager-interactive-analysis-tool>

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ⁱ To request access to MIRROR see the EUROCONTROL [MIRROR project page](#) for more details.

ⁱⁱ More information on KEP and KEA, see [ANS performance page](#).



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