1. SUMMARY

Traffic in September 2017 increased by 4.5% compared to September 2016 and was above the high forecast. Traffic has shown continuous growth since November 2015. Twelve states each added more than 50 daily flights to the network with Spain, UK and Germany as the top contributors.

Total ATFM delays increased by 68.9% in September 2017 compared to September 2016. En-route ATFM delays increased by 83.3% mainly due to capacity and weather; airport ATFM delays increased by 49.6%.

Highlights include:

Gran Canaria and Malaga airports became fully operational Advanced ATC Towers on 05 September.

En-route:
- Two French ATC industrial actions generated over 120,000 minutes of ATFM delay;
- High delays in Karlsruhe UAC due to ATC staffing;
- Capacity issues in Karlsruhe, Marseille, Brest and Maastricht ACCs;

Airport:
- There were capacity issues at both Istanbul airports, London/Gatwick and Amsterdam/Schiphol airports;
- Seasonal weather impacted Amsterdam/Schiphol, London/Heathrow, Barcelona and London/Gatwick airports.

The average en-route ATFM delay per flight in the NM area in September was 1.33 min/flt, which is above the corresponding monthly guideline value of 0.55 min/flt. The average YTD en-route ATFM delay per flight in 2017 in the NM area is 1.00 min/flt, which is above the corresponding guideline value of 0.56 min/flt.

2. TOTAL TRAFFIC

Traffic increased by 4.5% in September 2017.

3. ATFM DELAYS

Average ATFM delay per flight decreased from 2.2 min/flt in August 2017 to 2.1 min/flt in September 2017.

En-route ATC capacity (30.5%), airport weather (17.9%) and airport capacity (13.7%) were the main causes of ATFM delays in September 2017.
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.

- French ATC industrial action from 11 to 13 September and on 21 September resulted in disruption delays for Marseille, Brest and Reims ACCs;
- En-route ATC capacity issues in Karlsruhe, Marseille, Maastricht, Brest, Reims, Nicosia and Langen ACCs;
- En-route ATC staffing issues in Karlsruhe and Nicosia ACCs;
- Capacity issue at both Istanbul airports, London/Gatwick, Amsterdam/Schiphol and Barcelona airports;
- Seasonal weather impacted Amsterdam/Schiphol, London/Gatwick, Barcelona, London/Heathrow and Palma de Mallorca airports;
- New VCS system trials in Maastricht ACC generated en-route events delays;
- Technical issues with ILS at Paris/Le Bourget airport generated delays throughout the month.

### 4. EN-ROUTE ATFM DELAY MONITORING

**Monthly en-route delay per flight monitoring**

**Top 10 en-route delay per flight in September 2017**

**Reporting month:** The average en-route ATFM delay per flight in the NM area in September was 1.33 min/flt, which is above the corresponding monthly guideline value of 0.55 min/flt.

**Year To Date:** The average YTD en-route ATFM delay per flight in 2017 in the NM area is 1.00 min/flt which is above the corresponding guideline value of 0.56 min/flt.

8 of the top 10 ACCs generated an average delay per flight above their year to date average.

ATC capacity issues and ATC disruptions were the main reason in Marseille ACC. ATC capacity and ATC staffing in Karlsruhe and Nicosia ACCs; ATC capacity and ATC disruptions in Brest ACC; ATC capacity and ATC events due to new VCS trials in Maastricht ACC.
En-route weather, capacity, ATC staffing and ATC capacity are above their year-to-date average with;
**En-route weather** in Karlsruhe, Maastricht, Marseille, Vienna and Barcelone ACC;
**En-route events** in Maastricht, Bordeaux, Karlsruhe, Brest and Zurich ACCs;
**En-route disruptions** in Bordeaux, Maastricht, Madrid, Canarias and Shanwick ACCs;
**En-route capacity** in Karlsruhe, Maastricht, Nicosia, Bordeaux and Brest ACCs;
**En-route ATC disruption** in Marseille, Brest, Bordeaux, Lisbon and Maastricht ACCs;
**En-route ATC staffing** in Karlsruhe, Nicosia, Maastricht, Langen and Marseille ACCs;
**En-route ATC capacity delays** in Marseille, Brest, Maastricht, Karlsruhe and Barcelone ACCs.

### NOTICE

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

**NM Area**
All figures presented in this report are for the geographical area that is within Network Manager’s responsibility (NM area). For further information on the NM Area go to the Reporting Assumptions and Descriptions document available on the EUROCONTROL website at [http://www.eurocontrol.int/articles/network-operations-monitoring-and-reporting](http://www.eurocontrol.int/articles/network-operations-monitoring-and-reporting).

**Regulation Reason Groupings**
See Analysis for more information on colour coding. For further information on the NM Area and the regulation reason groupings, go to the Reporting Assumptions and Descriptions document available on the EUROCONTROL website at [http://www.eurocontrol.int/articles/network-operations-monitoring-and-reporting](http://www.eurocontrol.int/articles/network-operations-monitoring-and-reporting).

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i See Notice on page 4 for more information on NM Area.
ii NM’s calculation that provides the guideline en-route delay (min) requirements to achieve the annual target (0.5 min/flight).
iii See notice on page 4 for more information on traffic and delays comparisons.