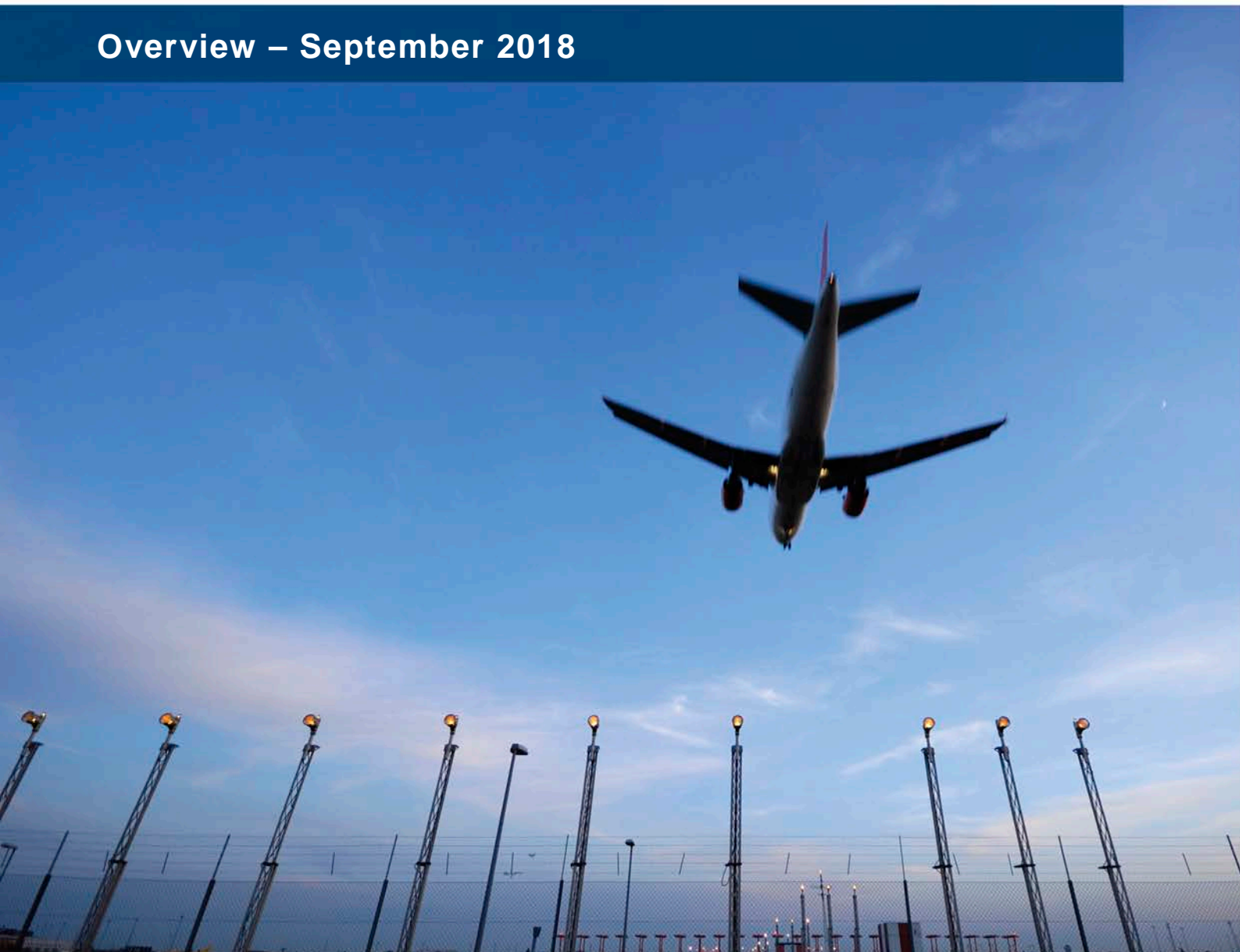**Network Manager**
nominated by
the European Commission

EUROCONTROL

Monthly Network Operations Report

Overview – September 2018

1. SUMMARY

Traffic in September 2018 increased by 2.6% compared to September 2017 and was in line with the baseline forecast. Traffic is still at summer levels and there were 37,101 flights on 07 September, which was a record for the network. Ten states added more than 50 flights daily to the network with Spain, Germany and Greece as the top contributors.

Total ATFM delays increased by 20.1% in September 2018 compared to September 2017. En-route ATFM delays (62,184 min/daily) increased by 39.8% mainly due to ATC capacity/staffing; airport ATFM delays (23,917 min/daily) decreased by 12.0%. The average daily flights with an en-route ATFM delay of at least 15 minutes increased by 46.2% compared to September 2017.

Highlights include:

En-route:
- High ATC capacity delays in Karlsruhe UAC;
- High ATC staffing delays in Marseille and Karlsruhe ACCs;
- Weather affected large areas of Western Central Europe and generated significant delays;

Airport:
- Thunderstorms impacted operations at Palma de Mallorca, Barcelona and Amsterdam/Schiphol airports.

The average en-route ATFM delay per flight in the NM area[i] in September was 1.81 min/flt, which is well above the corresponding monthly guideline[ii] value of 0.59 min/flt. The average YTD en-route ATFM delay per flight in 2018 in the NM area[i] is 2.01 min/flt which is more than three times the corresponding guideline value of 0.57 min/flt.
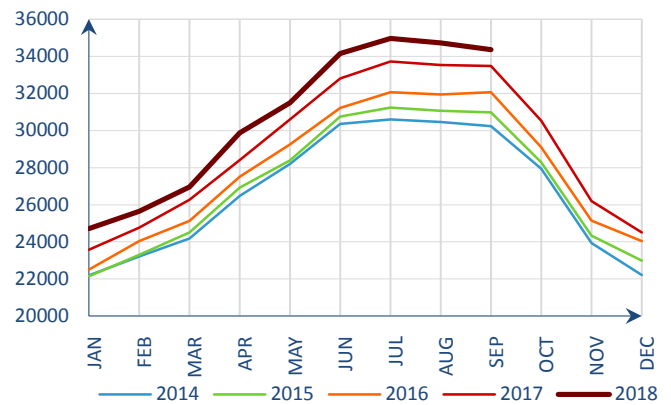
2. TOTAL TRAFFIC

Monthly traffic trend
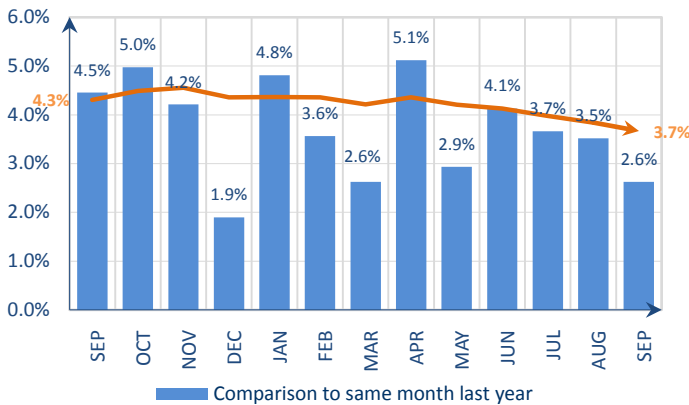
Traffic increased by 2.6% in September 2018[iii].
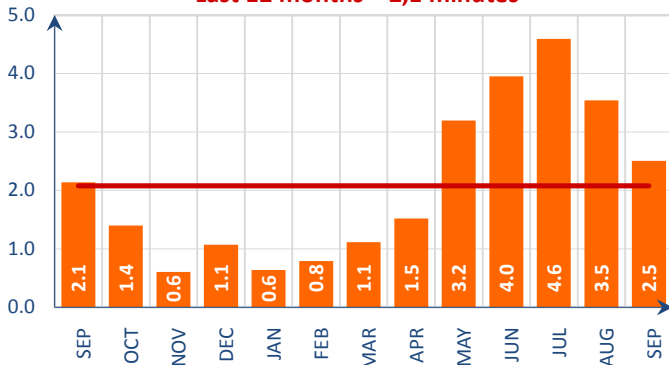
Average daily traffic for last 5 Years

Average daily traffic in September 2018 was the highest ever recorded for September.
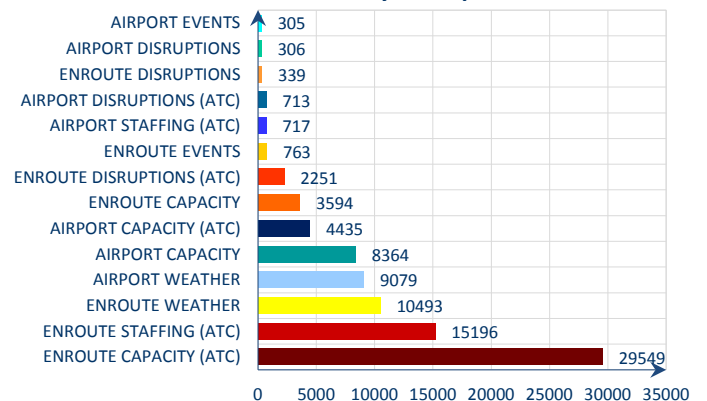
3. ATFM DELAYS

Monthly delay (min) per flight
**Last 12 months = 2,1 minutes**

Average ATFM delay per flight decreased from 3.5 min/flt in August 2018 to 2.5 min/flt in September 2018.

Reasons for ATFM delays in September 2018

Reason	Value
AIRPORT EVENTS	305
AIRPORT DISRUPTIONS	306
ENROUTE DISRUPTIONS	339
AIRPORT DISRUPTIONS (ATC)	713
AIRPORT STAFFING (ATC)	717
ENROUTE EVENTS	763
ENROUTE DISRUPTIONS (ATC)	2251
ENROUTE CAPACITY	3594
AIRPORT CAPACITY (ATC)	4435
AIRPORT CAPACITY	8364
AIRPORT WEATHER	9079
ENROUTE WEATHER	10493
ENROUTE STAFFING (ATC)	15196
ENROUTE CAPACITY (ATC)	29549

En-route ATC capacity (34.3%), en-route ATC staffing (17.7%) and en-route weather (12.2%) were the main causes of ATFM delays in September 2018.

## Top 20 delay locations (min) in September 2018
YTD Situation
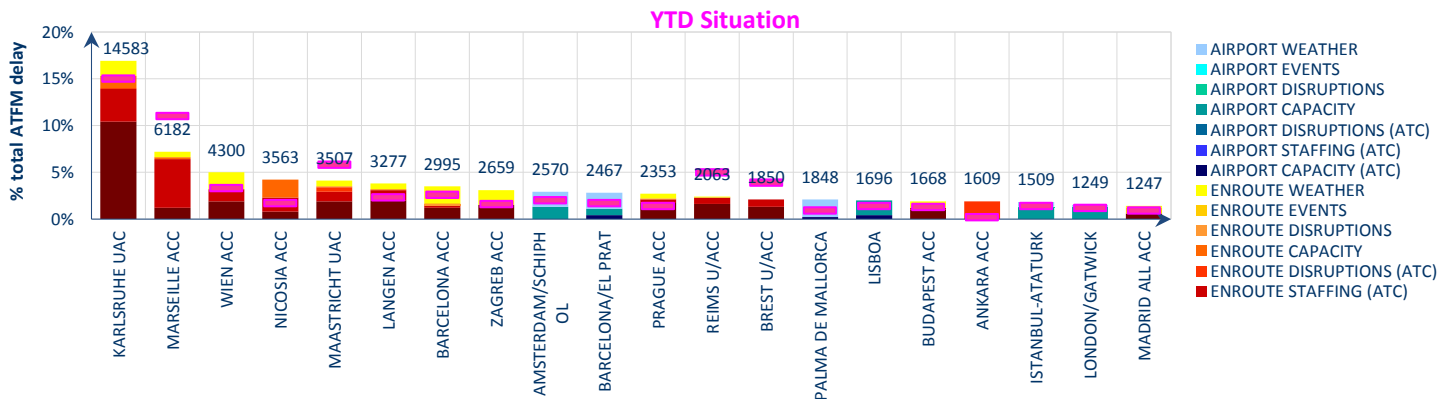
These are the top 20 delay generating locations for the reporting month with respect to total ATFM delays. Figures are the average daily delays in minutes for the individual locations.

- High en-route capacity delays in Karlsruhe UAC, and to a lesser extent in Langen, Vienna, Maastricht and Prague ACCs;
- High en-route staffing delays in Marseille and Karlsruhe ACCs, and to a lesser extent in Vienna and Nicosia ACCs;
- En-route weather issues in Barcelona, Vienna, Karlsruhe and Zagreb ACCs;
- Thunderstorms impacted operations at Amsterdam/Schiphol, Barcelona and Palma de Mallorca airports;
- Russian navy military activity restricted operations in Nicosia ACC.

4. EN-ROUTE ATFM DELAY MONITORING

Monthly en-route delay per flight monitoring
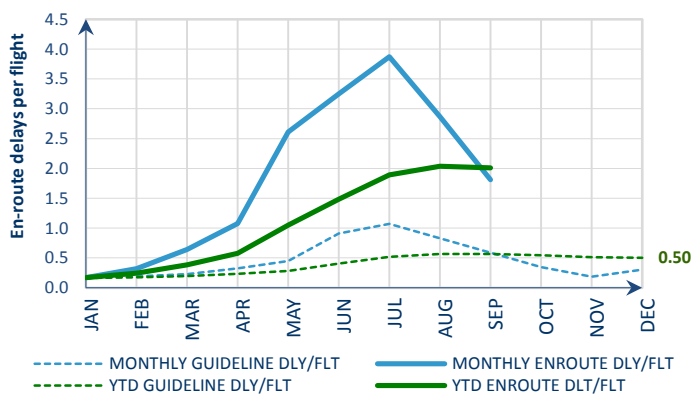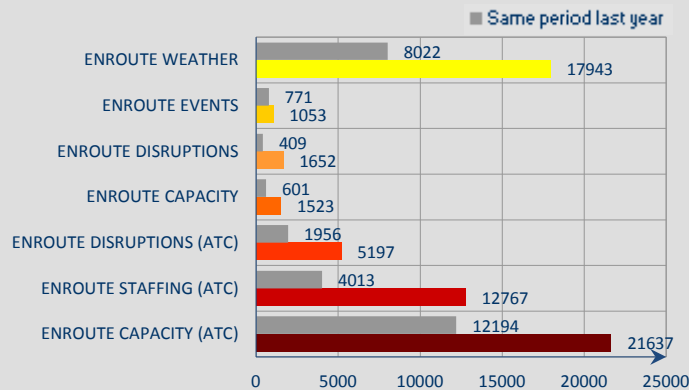

Top 10 en-route delay per flight in September 2018
YTD Situation
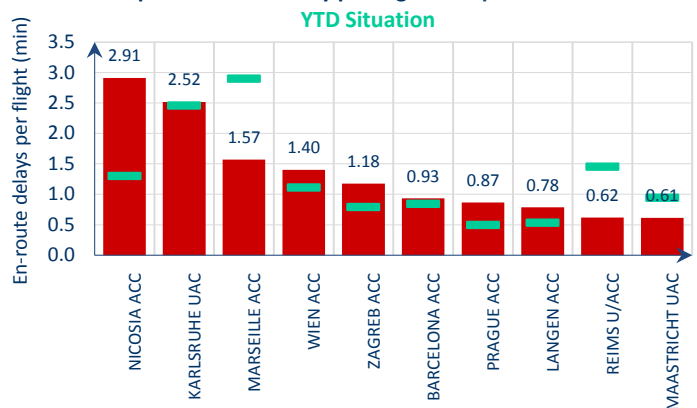
Reporting month: The average en-route ATFM delay per flight in the NM area[i] in September was 1.81 min/flt, which is well above the corresponding monthly guideline[ii] value of 0.59 min/flt. **Year To Date:** The average YTD en-route ATFM delay per flight in 2018 in the NM area[i] is 2.01 min/flt which is which is more than three times the corresponding guideline value of 0.57 min/flt.

Delays due to military exercise and staffing in Nicosia ACC; ATC capacity issues due to high demand and staffing in Karlsruhe UAC; ATC staffing in Marseille ACC; Weather impacted operations in Vienna, Zagreb and Barcelona ACCs.

Year-to-date average daily en-route delays

Legend: ■ Same period last year

Category	Same period last year	Current
ENROUTE WEATHER	8022	17943
ENROUTE EVENTS	771	1053
ENROUTE DISRUPTIONS	409	1652
ENROUTE CAPACITY	601	1523
ENROUTE DISRUPTIONS (ATC)	1956	5197
ENROUTE STAFFING (ATC)	4013	12767
ENROUTE CAPACITY (ATC)	12194	21637

All en-route delays are above last year's level (YTD), the main contributors are:
En-route weather (+120.7%) in Karlsruhe, Maastricht, Vienne, Marseille and Reims ACCs;
En-route events (+17.3%) in London TMA, Maastricht, Barcelona and Madrid ACCs;
En-route disruptions (+228.5%) in Reims, Madrid, Karlsruhe, Brest and Bordeaux ACCs;
En-route capacity (+157.8%) in Karlsruhe, Nicosia, Maastricht, Reims and Marseille ACCs;
En-route ATC disruption (+122.0%) in Marseille, Brest, Bordeaux, Ankara and Maastricht ACCs;
En-route ATC staffing (+185.8%) in Marseille, Karlsruhe, Maastricht, Reims and Brest ACCs;
En-route ATC capacity (+69.9%) in Karlsruhe, Reims, Brest, Maastricht and Langen ACCs.

NOTICE

Complete traffic data – 3 April
NM operational data archive for 3 April is complete.

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**.

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**.

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

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