

ANS performance briefing - Norway

EURCONTROL Performance Review Unit

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Preface

This performance briefing has been prepared by the EUROCONTROL Performance Review Unit (PRU) in the interest of the exchange of information.

If you have any questions related to this document or if we can help with any ANS performance related matter, then please do not hesitate to contact us: pru-support@eurocontrol.int

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Key observations

TRAFFIC

- Following the high traffic increase already in 2017 ..
- The strong growth ..
- As a result ..

SAFETY

- No data available

CAPACITY

En-route ATFM delays

- No en-route ATFM delay..

Airport arrival ATFM delays

- No airport arrival ATFM delay..

ENVIRONMENT

Horizontal en-route flight efficiency

- In 2008, Finland..

COST-EFFECTIVENESS

- ARMATS represents.. see (Performance Review Unit 2017)
- Since ARMATS did not..
- Compared to the..

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Capacity

4.1 Air traffic flow management (ATFM) delays

Source : NM, PRU ANS Performance Data Portal

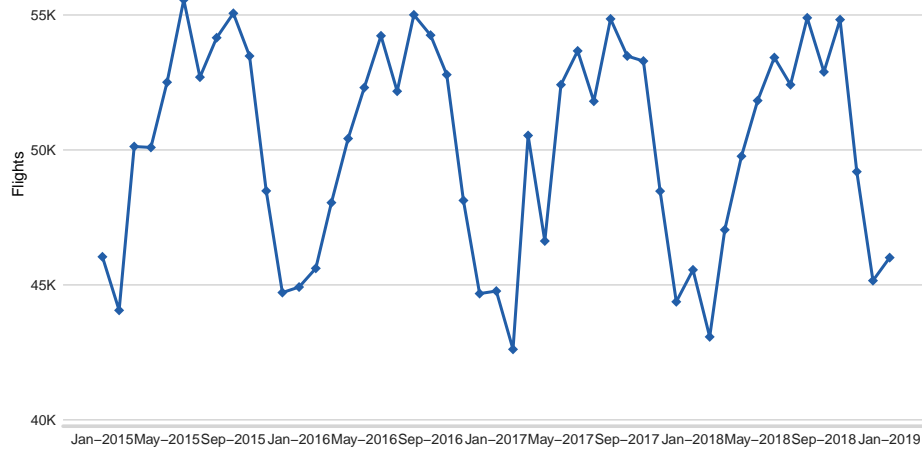
The data in this section is from the PRU ANS performance data portal (data section).

It is available at: <http://ansperformance.eu/data/performancearea/>

4.1.1 En-route ATFM delays

4.1.2 Airport arrival ATFM delays

Flights per month – Avinor

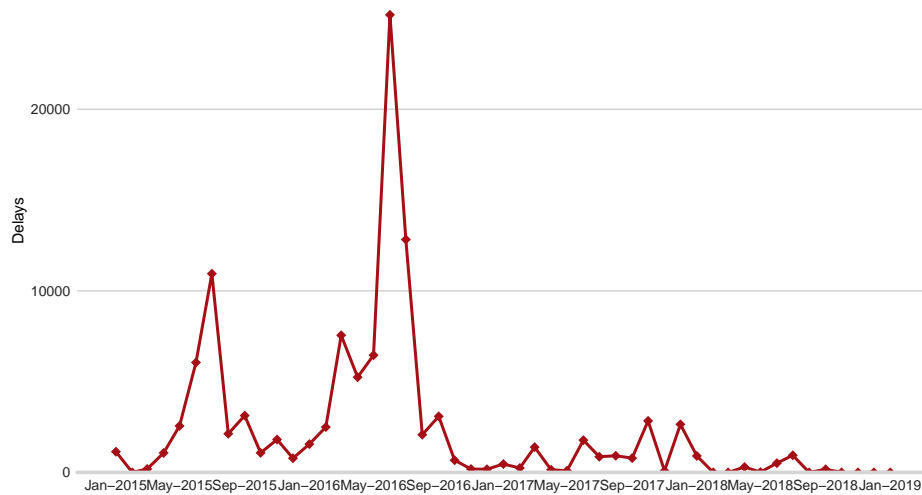


Source: PRU analysis



Figure 4.1: Flights (Avinor).

En-route ATFM delay – Avinor

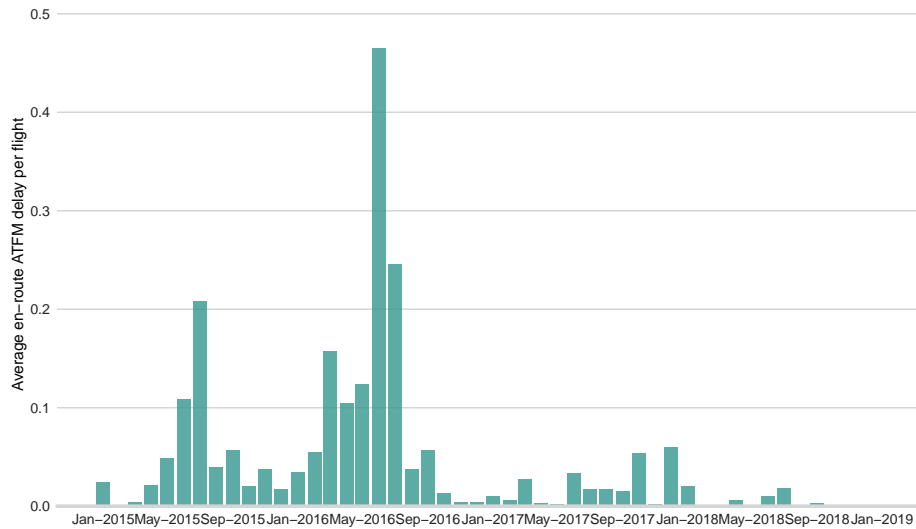


Source: PRU analysis



Figure 4.2: En-route ATFM delay (Avinor).

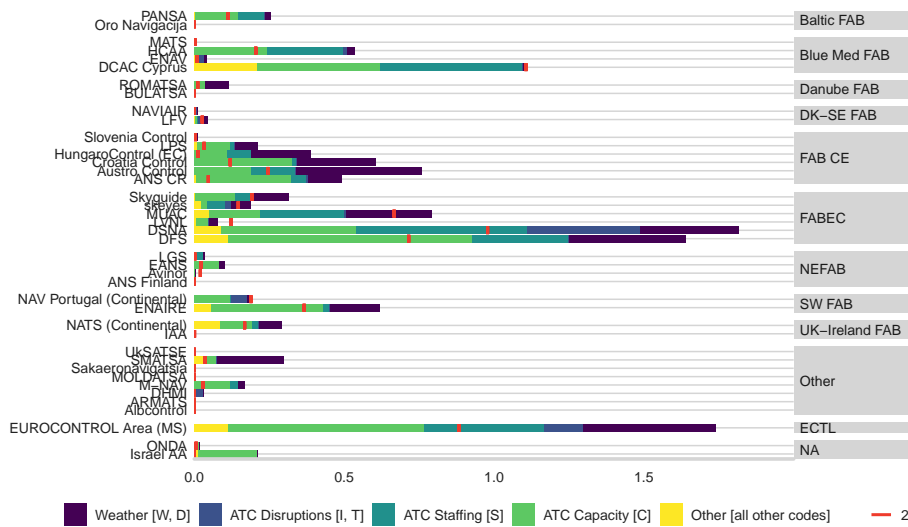
Average en-route ATFM delay per flight (min.) – Avinor



Source: PRU analysis



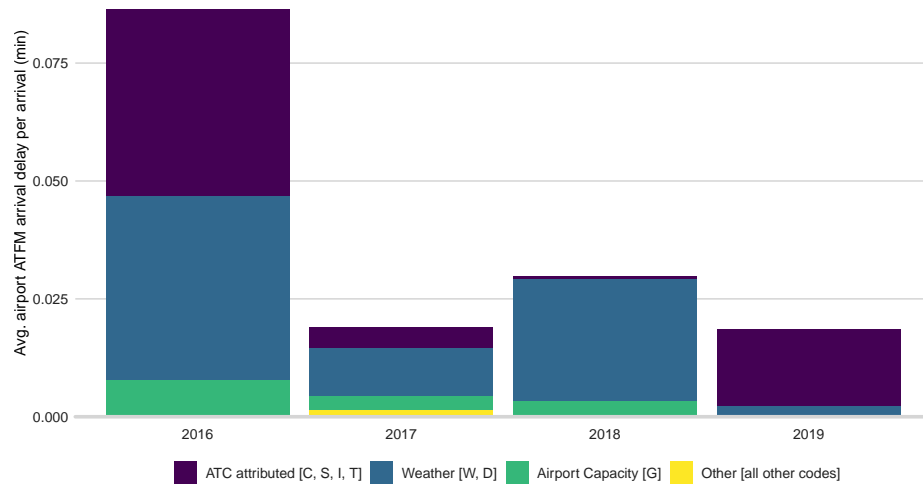
Figure 4.3: Average en-route ATFM delay per flight (Avinor).

Average en-route ATFM delay per flight – 2018 (min)
Split per delay group

Source: PRU analysis



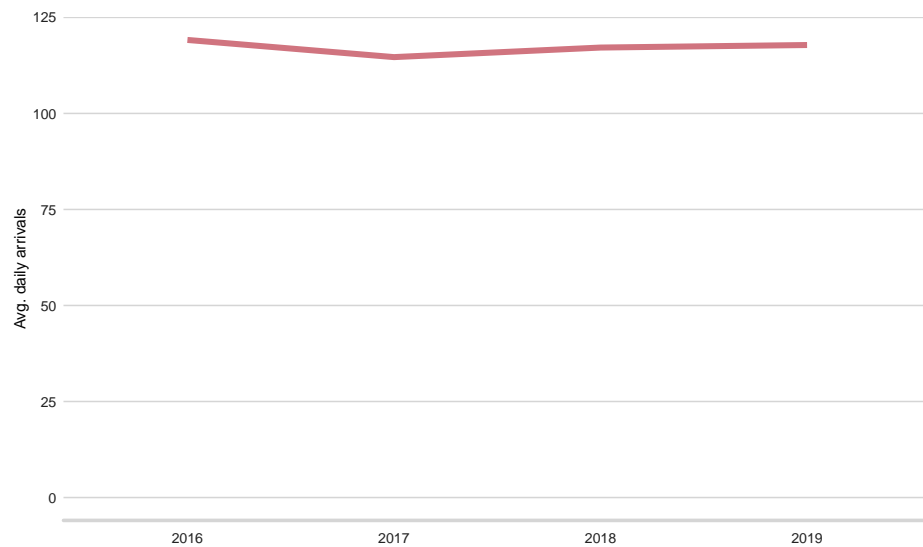
Figure 4.4: Average en route ATFM delay per flight (EUROCONTROL area).



Source: PRU analysis



Figure 4.5: Airport arrival ATFM delays (Bergen).



Source: PRU analysis



Figure 4.6: Airport arrival ATFM delays (Bergen).

Chapter 5

Environment

Source : PRU ANS Performance Data Portal The data in this section is from the PRU ANS performance data portal (data section).

It is available at: <http://ansperformance.eu/data/performancearea/>

5.1 Horizontal flight efficiency

- Horizontal en-route flight efficiency (actual trajectory) was 91.9% in the EUROCONTROL area in 2018.

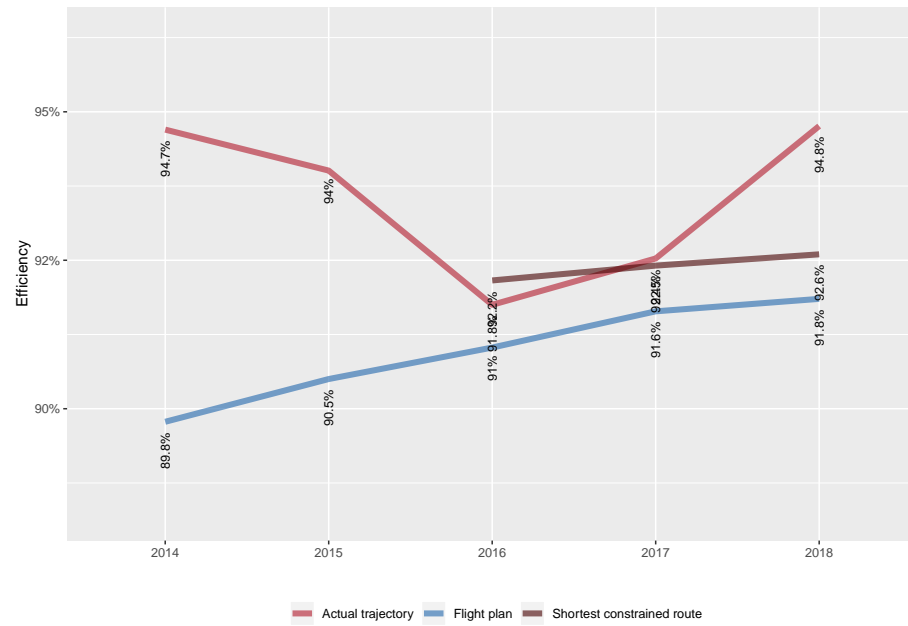


Figure 5.1: Horizontal en-route flight efficiency - (Norway).

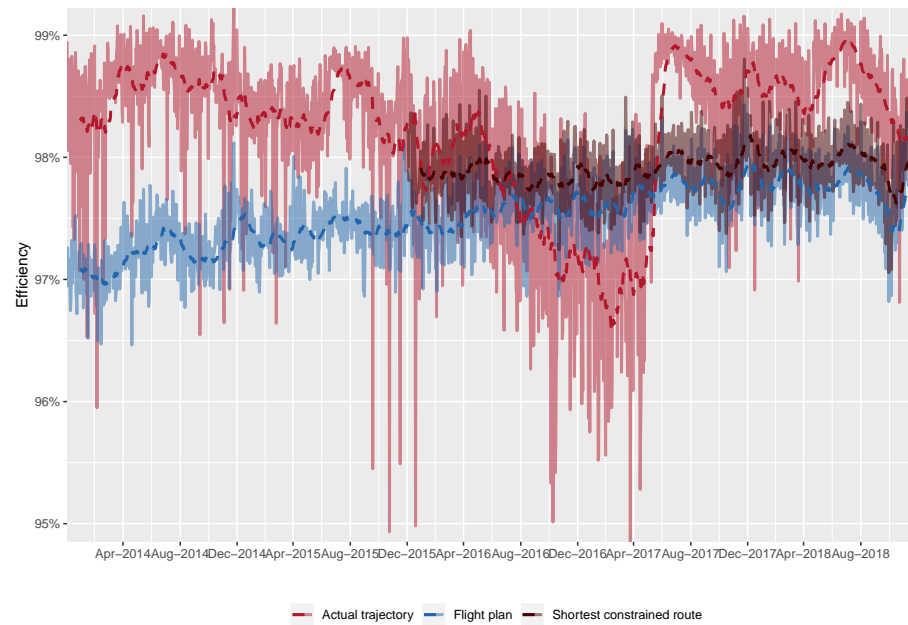


Figure 5.2: Horizontal en-route flight efficiency - (Norway).

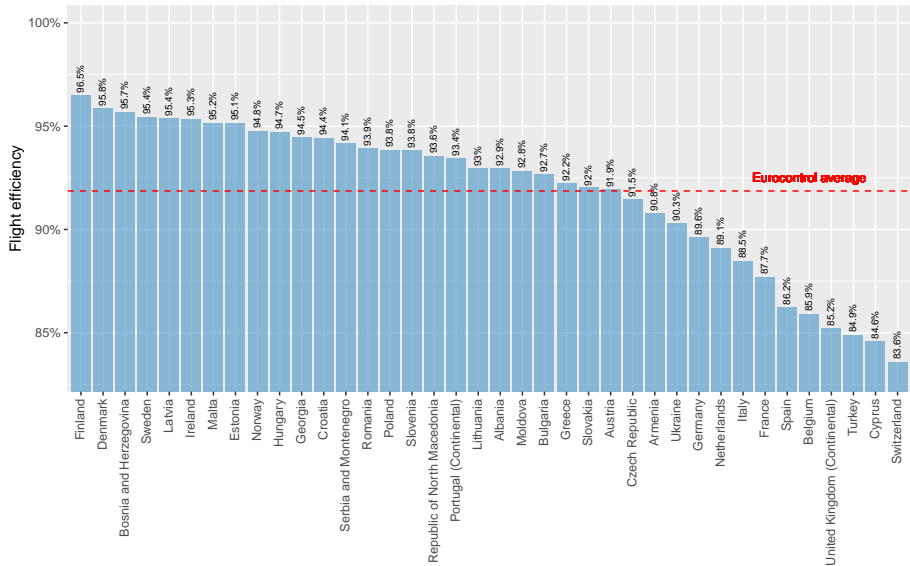


Figure 5.3: Horizontal en-route flight efficiency by State (actual trajectories - 2018).

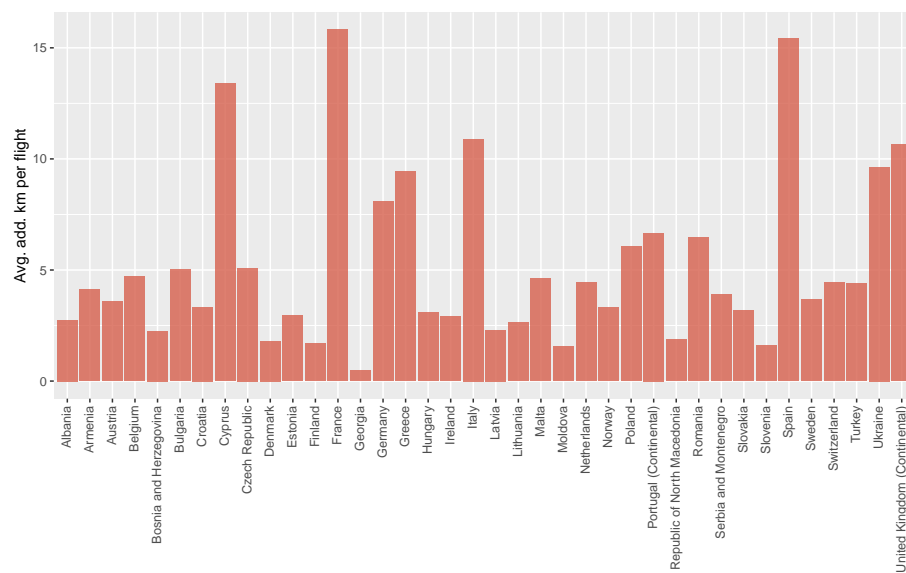


Figure 5.4: Horizontal en-route flight efficiency by State (actual trajectories - 2018).

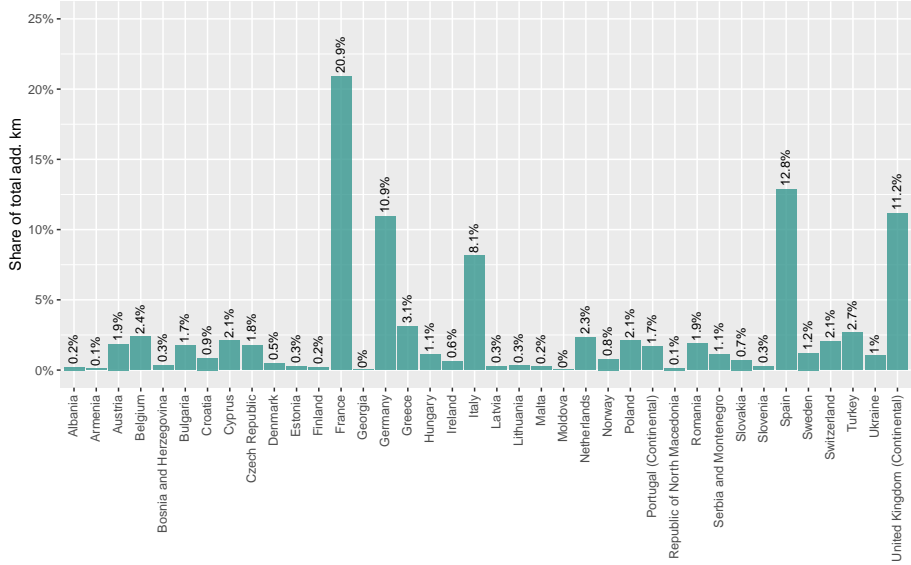


Figure 5.5: Horizontal en-route flight efficiency by State (actual trajectories - 2018).

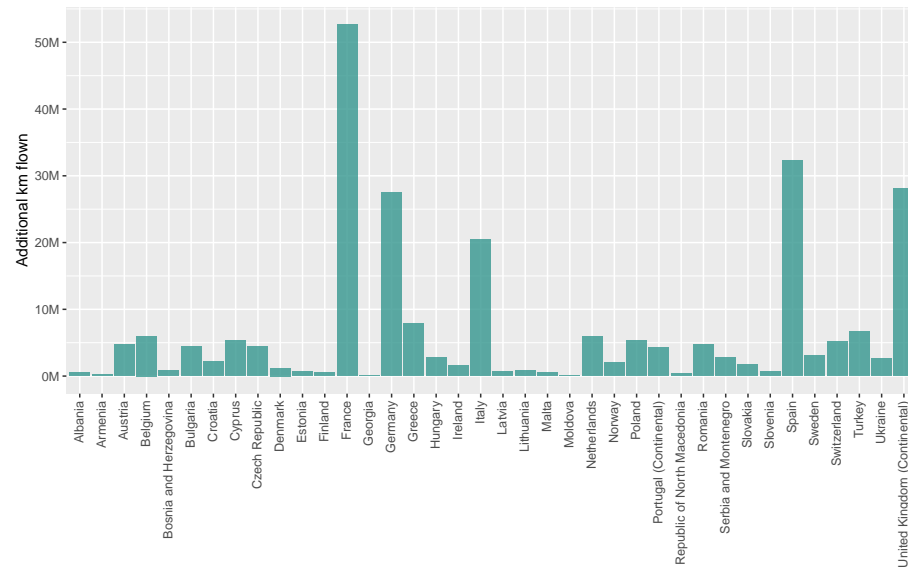


Figure 5.6: Horizontal en-route flight efficiency by State (actual trajectories - 2018).

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Cost-effectiveness

Chapter 7

Annex 1: Evolution of cost-effectiveness performance (2012-2017)

Chapter 8

Annex 2: Network Operations Plan (2018-2019/22)

8.1 YEREVAN ACC

Chapter 9

References

Performance Review Unit. 2017. “ATM Cost-Effectiveness (Ace) 2015 Benchmarking Report with 2016-2020 Outlook.” Report. Eurocontrol/PRU. [/href%7Bhttp://www.eurocontrol.int/sites/default/files/publication/files/final-ace-2015-benchmarking-report.pdf%7D%7BPDF%7D](http://www.eurocontrol.int/sites/default/files/publication/files/final-ace-2015-benchmarking-report.pdf).