



# Monthly Network Operations Report

Overview June 2024



# 1. Summary

There were 1,010,161 flights in June 2024, 5.2% more than in June 2023. Traffic has risen through the summer with more flights to popular tourist destinations such as Spain, Greece and Italy.

The network had an average of 33,672 flights/day in June, about 2,400 flights/day more than in June 2023. The busiest day was Friday 14 June with 35,713 flights, which exceeded the busiest day of 2023 (34,637 flights on 07 July). This is still lower than the highest number of 2019 (37,228 on Friday 28 June). The intra-NM SW axis saw 6.7% growth compared to 2023, which influenced the network growth of 5.2%.

The conflict in Ukraine still affects overflights in several countries. EUROCONTROL continues to help manage the war's impact on aviation.

All of the Top 20 ACCs had more traffic compared to June 2023.

The low-cost segment remained the primary driver of flight growth in June 2024 compared to June 2023, adding 1,286 daily flights (+12.4%) to the network.

Ryanair remained the busiest operator with, on average, 3,573 movements per day followed by easyJet (1,786), Turkish Airlines (1,596), Lufthansa (1,238) and Air France (1,130). Six of the Top 20 air operators grew by more than 10% compared to last year: Ryanair (+10.1%), Norwegian Air Shuttle (+11.1%), Swiss (+11.3%), JET2.COM (+12.9%), Iberia (+11.0%) and ITA (+ 15.0%).

The busiest airport was Istanbul airport with an average of 1,497 flights/day, followed by Amsterdam Schiphol (1,415 flights/day), Paris-Charles de Gaulle (1,385 flights/day), London Heathrow (1,335 flights/day) and Frankfurt (1,316 flights/day). All of the Top 20 airports had more traffic than in June 2023, with double-digit traffic growth at Madrid Barajas, Barcelona, Rome/Fiumicino and Athens airports.

Network departure punctuality (58.8%) and arrival punctuality (65.1%) were lower than in June 2023. The network was strongly impacted by weather, especially on the south-east axis. Domestic routes had a departure punctuality of 68.3% which was higher than punctuality at network level. Network first rotation departure punctuality was 76.9% and arrival punctuality was 83.6%. Improving first rotation punctuality remains a key objective for the Network Manager (NM). NM has highlighted several ACCs which must increase first rotation opening sectors during Summer 2024.

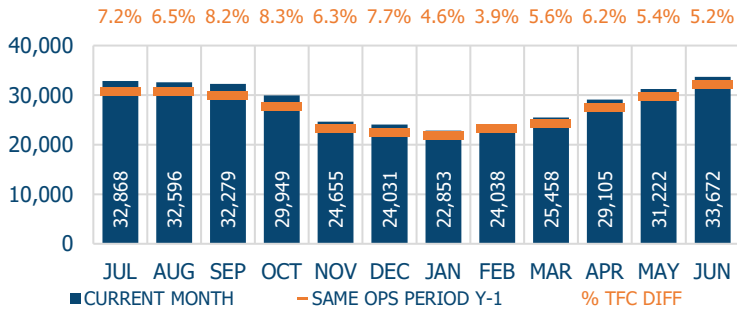
There were 4.7 million minutes of ATFM delay in June, +28.2% compared to June 2023. En-route ATFM delay represented 84% of these ATFM delays. Total en-route ATFM delays increased by 36.7% and total airport ATFM delays decreased by 3.2%. The average en-route ATFM delay per flight for the network was 3.9 minutes in June 2024. Weather issues and ATC capacity shortage led to flow measures. The final weekend of June had the most severe weather effects on the network in 2024, causing 395,186 minutes of ATFM delay. Convective activity in Karlsruhe UAC impacted operations throughout the month with severe disruption during the last week with a total of 221,895 minutes of ATFM delay. Budapest ACC was also affected by weather issues and had high ATFM delay per flight. ATC capacity delays increased in Karlsruhe UAC and Budapest ACC due to capacity constraints in conjunction with military traffic and additional complexity.

NMOC reduced en-route ATFM delays by 11.2% and airport ATFM delays by 10.2% through direct actions.

NM estimates that 3.1 million tonnes of fuel was burnt in the en-route flight phase in the NM area in June.

## 2. Traffic evolution

Last 12 months average daily traffic

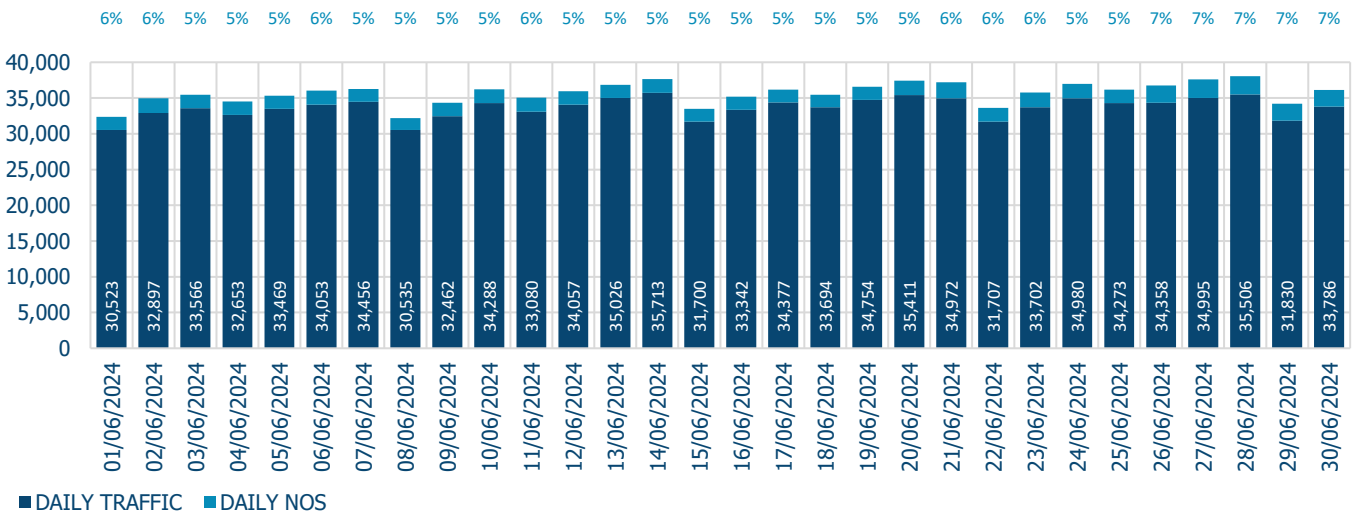


There were 1,010,161 flights throughout Europe in June 2024, 5.2% up compared to the same period last year.

Traffic has risen through the summer with more flights to popular tourist destinations such as Spain, Greece and Italy.

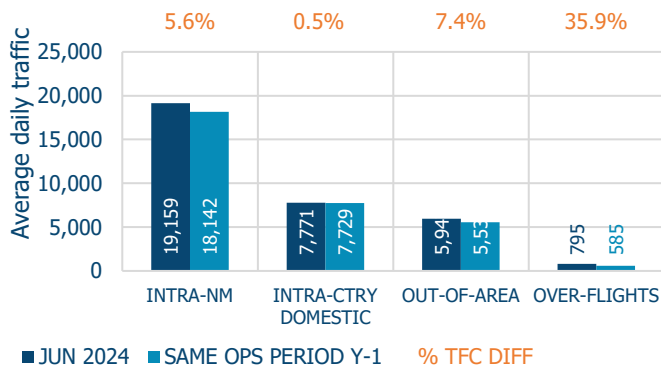
In June 2024, the Low-cost segment remained the primary driver of flight growth, adding 1,286 daily flights (+12.4%) to the network compared to June 2023. The flows with the highest daily flight additions were between UK and Spain (excl. Canary Islands) (+50), Italy and Spain (+44), Germany and Spain (+34), Italy and Albania (+32) and UK and Türkiye (+32). The Mainline segment saw a modest increase of 3.3% while the Regional segment rose by 2.7% compared to June 2023. Both Business aviation and Charter went up 0.9% respectively. However, the All-cargo segment decreased by -5.4% compared to June 2023, partly due to a reduction in daily flights between Italy and Germany (-11), domestic flows in France (-8) and the UK (-7). Overall, the number of flights in June 2024 reached 97.2% of 2019 levels, with two market segments exceeding June 2019: Business aviation (+12.5%) and Low-cost (+3.9%). Conversely, Charter and Regional were lagging, at -17.7% and -16.8% respectively compared to June 2019.

Daily network traffic evolution

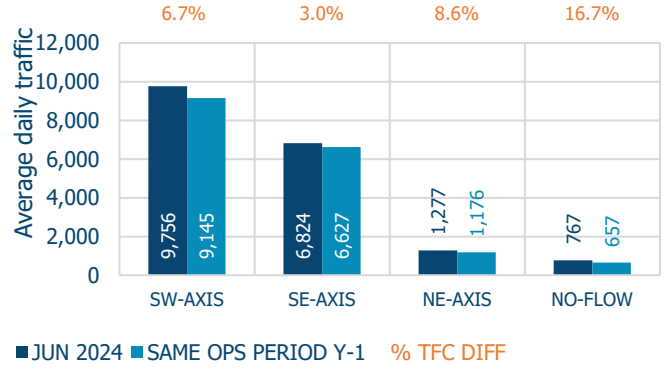


On average, 5.8% of scheduled traffic did not operate in June (see Non-Operated Schedules, NOS, above). The busiest day was Friday 14 June (35,713 flights).

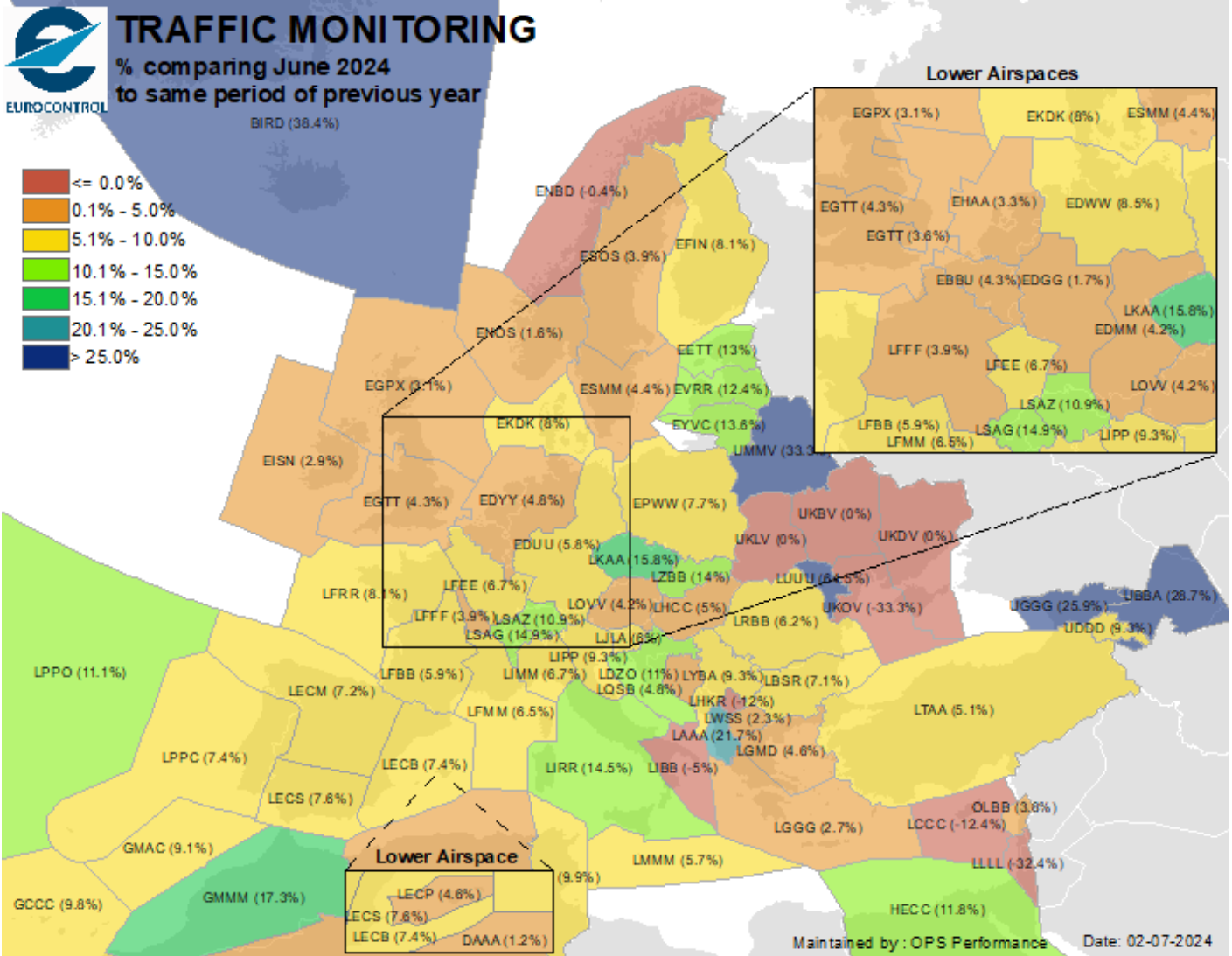
### Traffic per flow



### Intra-NM daily traffic



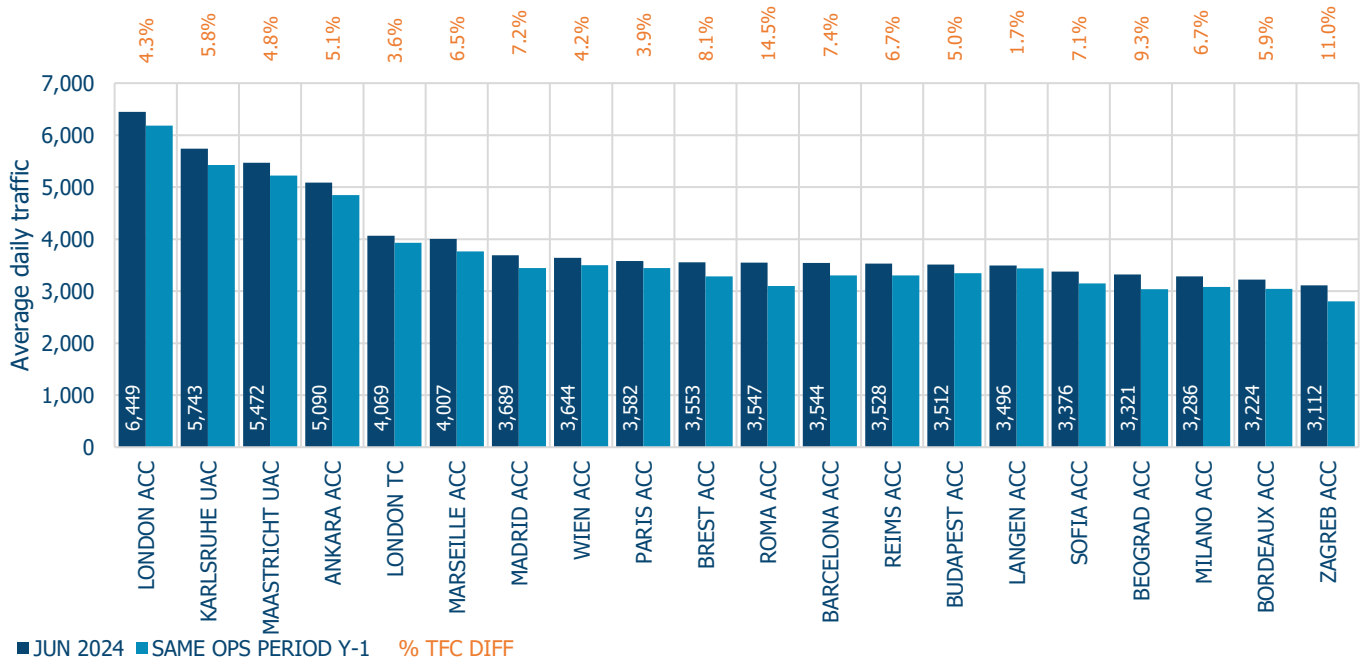
The intra-NM SW axis saw 6.7% growth compared to 2023, which influenced the network growth of 5.2%.



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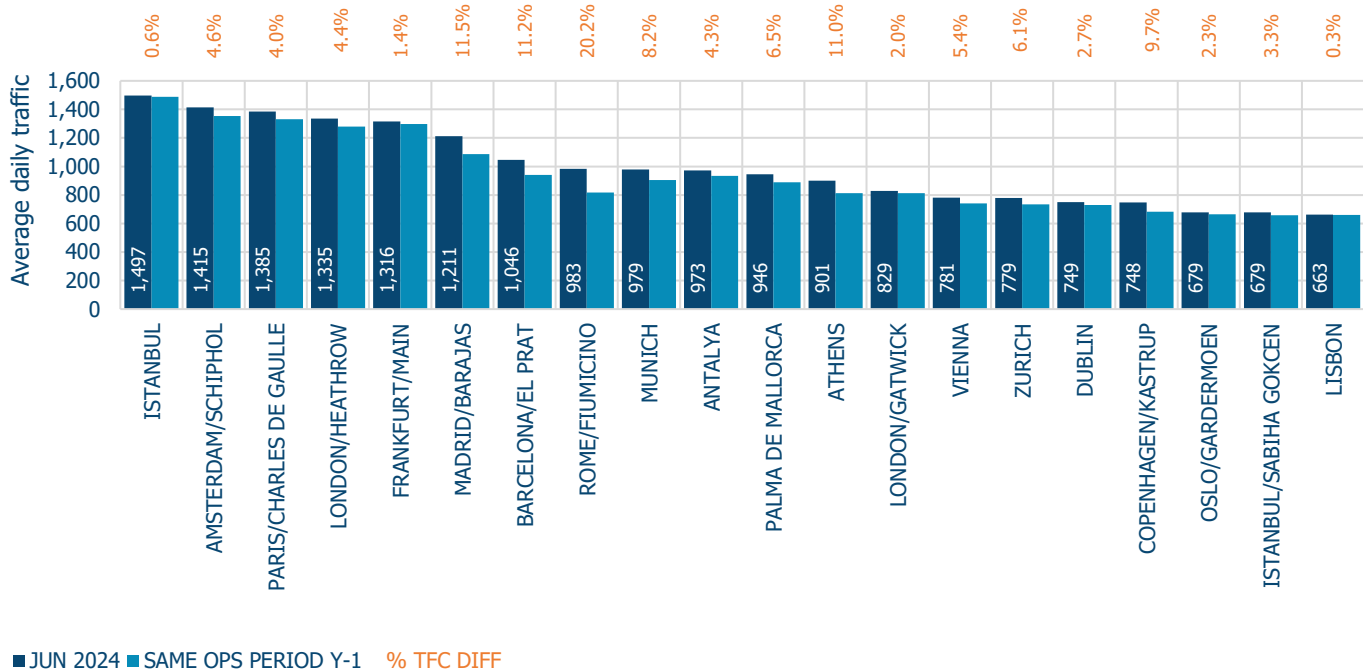
The apparent growth in traffic for Iceland is partly accounted for by Reykjavik FIR joining the IFPZ from 30-November 2023 (IFPZ = IFPS-Zone, the area for which the Integrated Initial Flight Plan Processing System collects, processes and distributes flight plans). Consequently, Flight Plans previously not counted (Icelandic domestic, departures or arrivals to-from North America) became visible. The growth in traffic for Tbilisi and Baku FIRs is partly due to a change in air operators routings resulting from the situation in the Middle East. Brindisi ACC traffic decrease was due to a new sector configuration: The Northern sectors of Brindisi ACC are under Roma ACC control since 13 June 2024.

## June 2024 | Top 20 ACC daily traffic



There was no change in the Top 7 ACCs compared to last month. London ACC remained the busiest ACC followed by Karlsruhe UAC, Maastricht UAC and Ankara ACC. All the Top 20 ACCs had positive traffic growth compared to June 2023.

## June 2024 | Top 20 Airports daily traffic

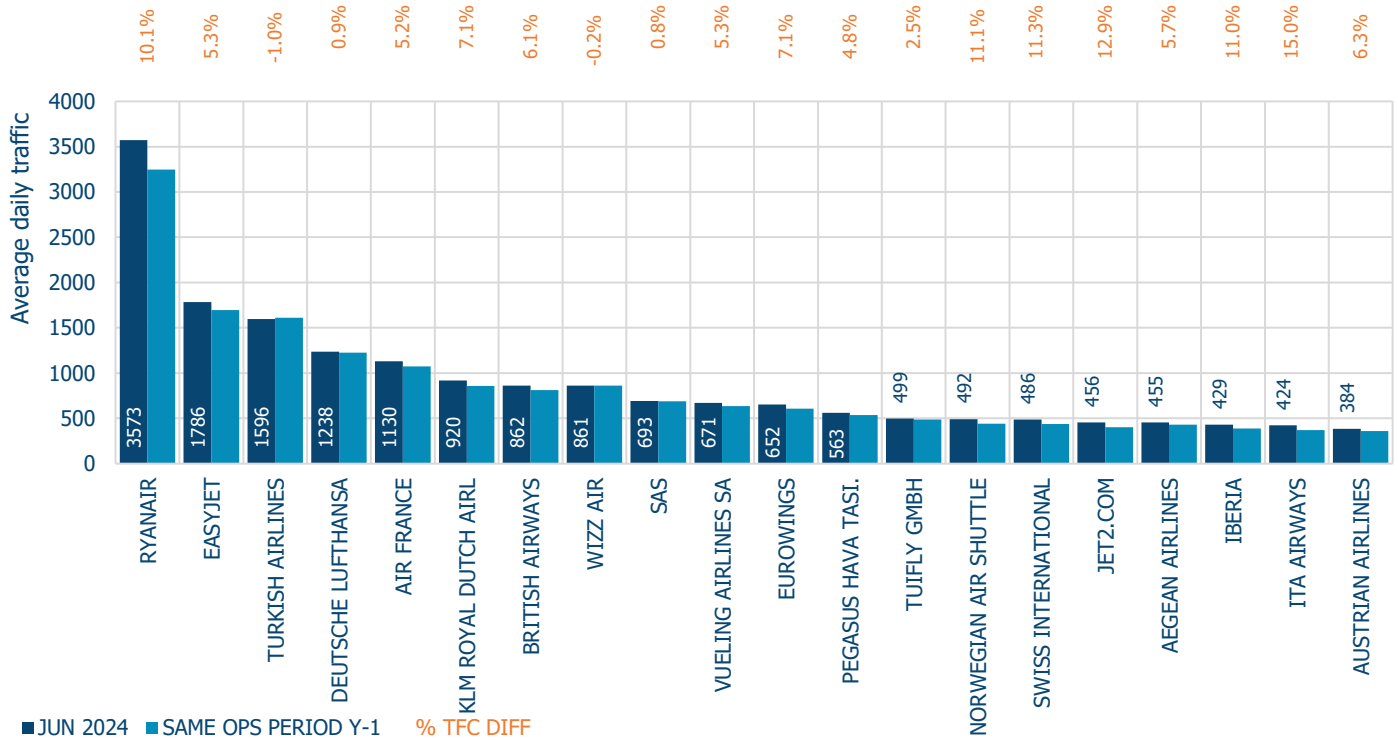


Istanbul airport was the busiest airport with, on average, 1,497 flights/day, followed by Amsterdam Schiphol (1,415 flights/day), Paris-Charles de Gaulle (1,385 flights/day), London Heathrow (1,335 flights/day) and Frankfurt (1,316 flights/day). Antalya airport entered the Top 10.

All Top 20 airports saw an increase in traffic compared to June 2023.



## June 2024 | Top 20 Air Operator groups daily traffic



The Top 10 air operators remained the same as in May 2024. Six air operators had a double-digit percentage traffic growth compared to last year.

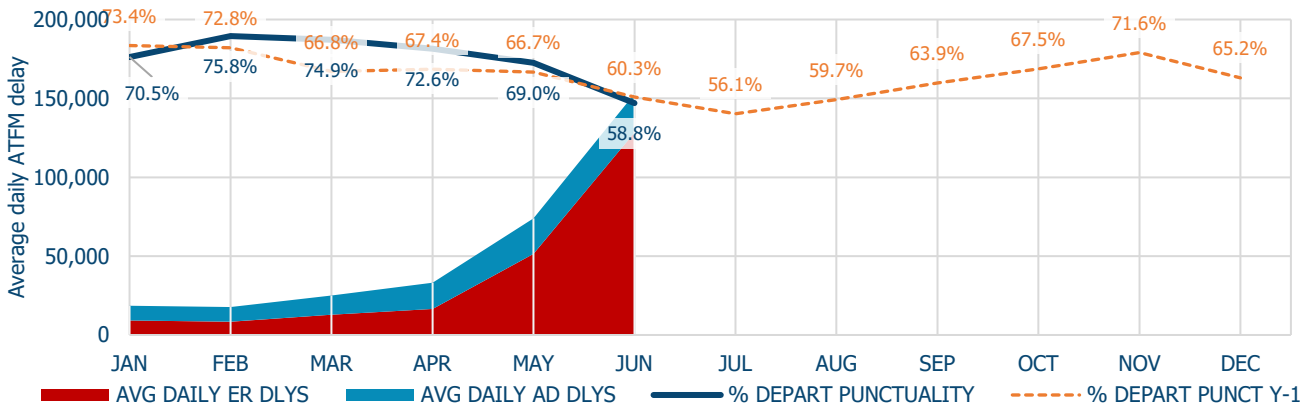
Ryanair was the busiest operator with, on average, 3,573 movements per day followed by easyJet (1,786), Turkish Airlines (1,596), Lufthansa (1,238) and Air France (1,130).

Turkish Airlines and Wizzair saw a traffic decrease compared to June 2023.

# 3. Punctuality

## 3.1 Departure Punctuality

Network departure punctuality and ATFM delay



Network departure punctuality (58.8%) decreased by 10.2 p.p in June compared to May 2024. June saw a 5.2% traffic increase and twice as much ATFM delay. The network was affected by convective activity, mainly on the south-east axis, throughout the month.

Network departure punctuality was lower than the June 2023 level (-1.5 pp).

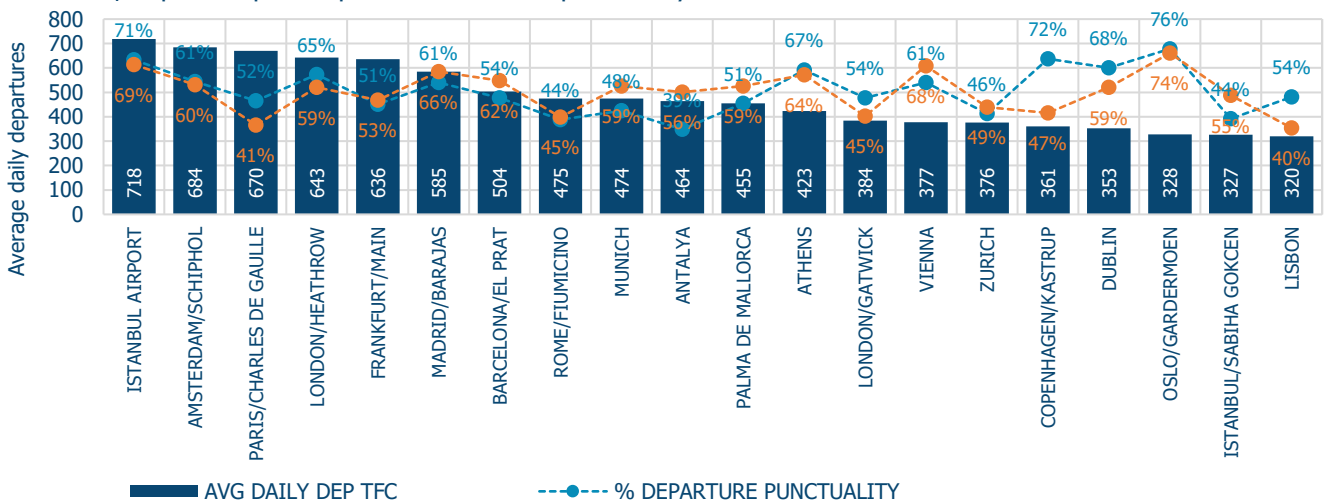
Punctuality on the domestic routes was higher (68.3%) than punctuality at network level.

Network first rotation departure punctuality was 76.9%. Improving first rotation punctuality remains a key objective for NM. To support this aim, NM has highlighted several ACCs that must increase the number of open sectors in the first rotation period during Summer 2024.

\*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.

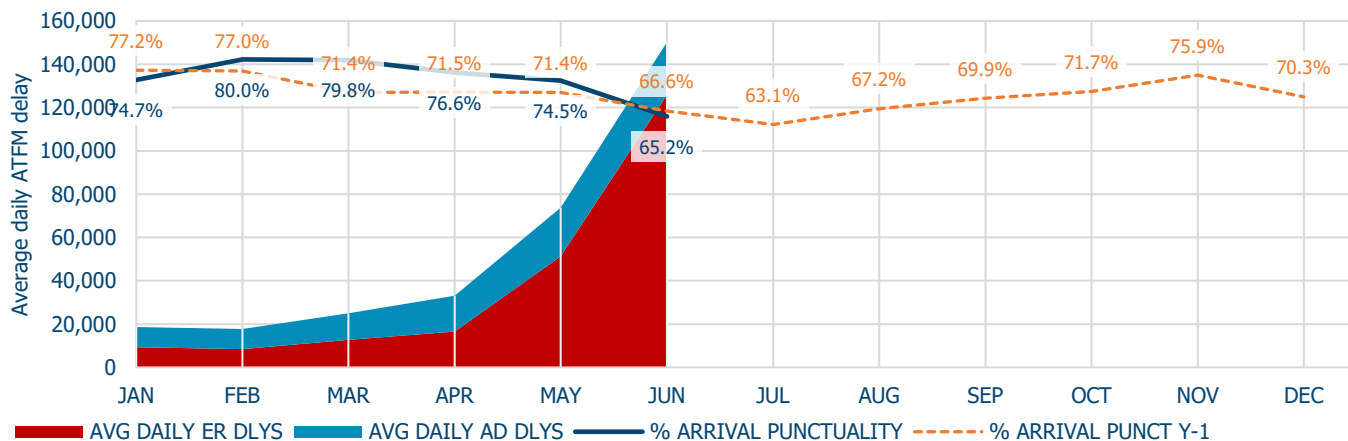
June 2024| Top 20 Airport departure traffic and punctuality



Punctuality at most of the Top 20 airports remained stable in June 2024, however some did see worse punctuality than last year, with weather and en-route ATFM delays driving delays. Paris Charles de Gaulle saw delays from the French ATC industrial actions as well as weather. Rome Fiumicino saw flights impacted by the flight data exchange system outage and CPDLC issues. Copenhagen saw punctuality improve as fewer ATC staffing regulations were observed compared to last year.

### 3.2 Arrival Punctuality

Network arrival punctuality and ATFM delay

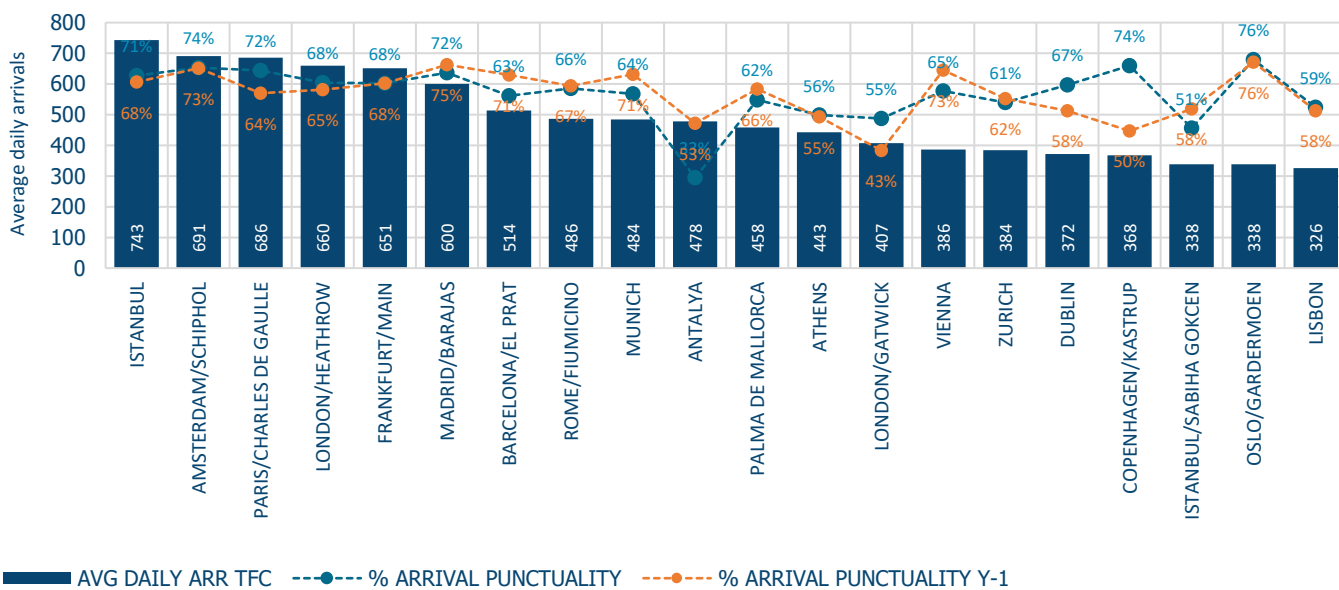


Network arrival punctuality (65.2%) decreased by 9.3 p.p. in June compared to May 2024 and was lower than June 2023 level (-1.4 p.p.).

Domestic routes (69.6%) arrival punctuality was higher than the network level.

First rotation arrival punctuality was 83.6%.

June 2024 | Top 20 Airport arrival traffic and punctuality



Barcelona suffered from poor weather (CB activity and heavy rain) during the month, with very high delays and disruption on 09, 10, 11 and 12 June. Antalya saw daily regulations for ATC and aerodrome capacity regulations, which caused high reactionary (knock-on delays) for airlines. Athens continues to suffer from daily ATC capacity delays, although these are at a similar level to last year. Palma airport saw significant disruption on 11 June when the airport suffered from flooding due to heavy rain.



# 4. Operations

## 4.1 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.

For Tel-Aviv FIR the NM provided a consolidated view of relevant NOTAMs on the NOP Portal and the EUROCONTROL Network Manager Operations Centre (NMOC) continues working 24/7 to implement State required airspace restrictions and in support to daily airline operations for routings and delay mitigation.

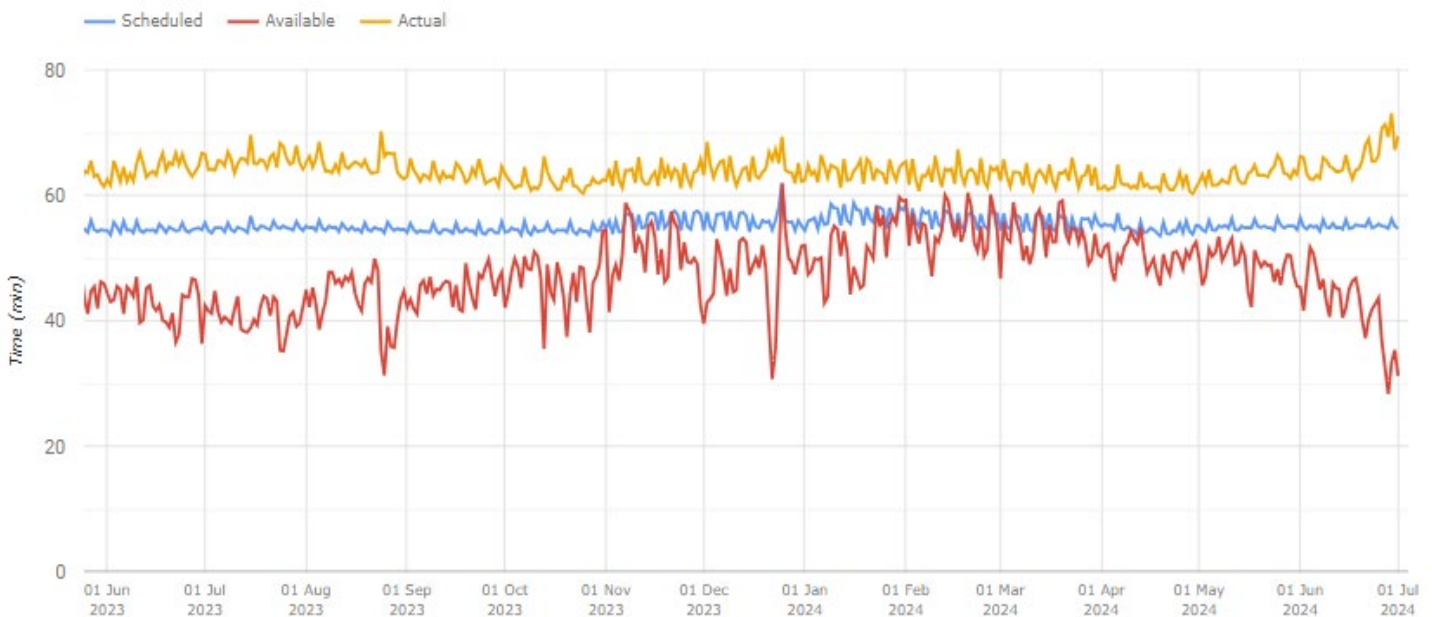
The Network Directors of Operations (NDOP) 38 and the Network Directors of Technology meeting took place on 11 and 12 June in EUROCONTROL. NDOP supported the Network Operations Plan 2024-2029 which provides the current network outlook for the period 2024-2029.

NM collaborated with stakeholders on the last weekend of June when the network experienced weather-related challenges with many ATFM delays, re-routings and flight cancellations. NM is working on providing weather-based operations as a new service from NMOC. Weather resilience is crucial to maintain current levels of safety.

NMOC reduced en-route ATFM delays by 11.2% and airport ATFM delays by 10.2% through direct actions.

## 4.2 Ground

MIRROR's<sup>i</sup> indicator shows that the network (average) available turnaround time decreased as delays increased, which is a familiar trend at the start of the summer season. However, towards the end of the month as en-route ATFM delays and weather took hold the gap between available and actual turnaround times widened. As reactionary delays occurred, arrival unpredictability for ground handlers increased.



NM is monitoring TTOT<sup>ii</sup> calculation quality. The network average for the 32 A-CDM airports was 9.4 minutes, which increased the error by 1.1 minutes. as compared to May. Comparing the average values between 2023 and 2024, the June 2024 network average is lower than the previous year. The lowest error was noticed in Oslo/Gardermoen (ENGM) – 6.4 minutes; however the error was 0.8 minute higher than in May. Rome/Fiumicino (LIRF) noticed the highest error value, 13.1 minutes, which also marks the very significant increase from 10.0 minutes in May. NM liaises with selected airports for solutions to improve the TTOT quality.

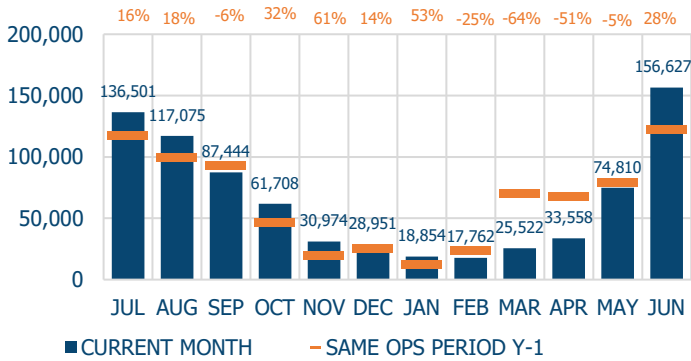
### 4.3 Network

There were 4,698,816 minutes of ATFM delay in June, 28.2% higher than June 2023.

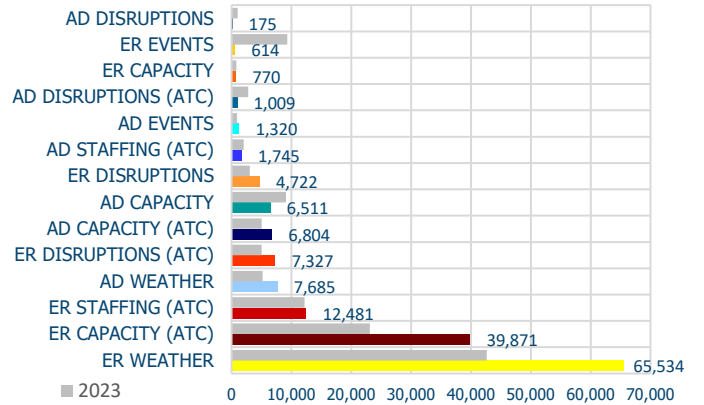
En-route ATFM delays accounted for 83.9% and airport ATFM delays accounted for 16.1%. Most of ATFM delays were due to weather and ATC capacity.

The average en-route ATFM delay per flight for the network was 3.9 minutes in June.

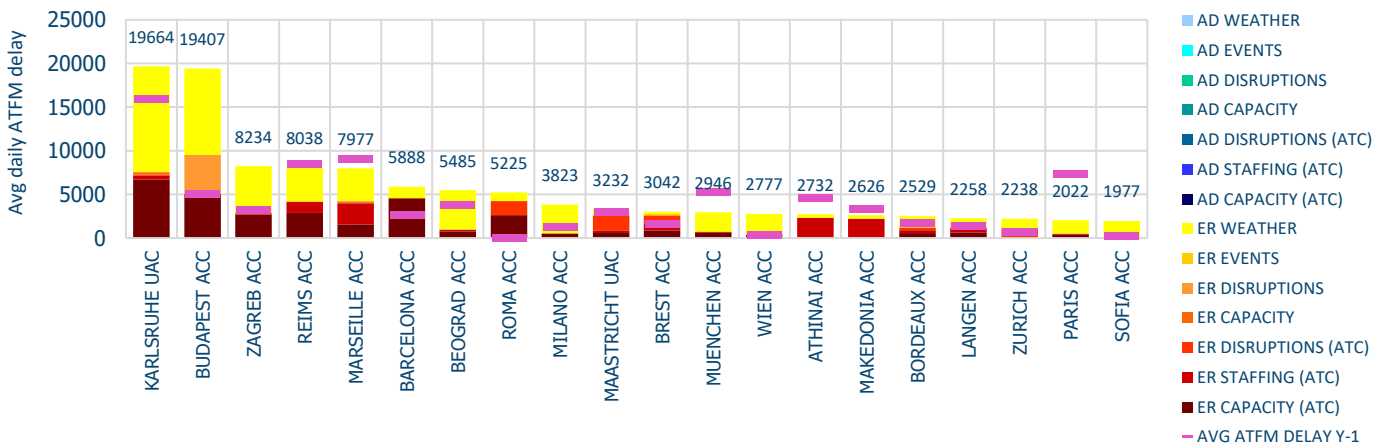
Last 12 months average daily ATFM delays



June 2024 | Reasons for ATFM delays



Top 20 delay reference locations in June 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 ATFM delays in minutes for the individual locations.

The Top 20 delay locations in June 2023 were all ACCs:

- Convective activity impacted operations strongly on the south-east axis, particularly in Karlsruhe UAC and Budapest ACC;
- ATC capacity issues in Karlsruhe UAC and Budapest ACC in conjunction with increased military traffic and associated complexity;
- Staffing shortage in Marseille, Athens and Makedonia ACCs.

## 4.4 Significant Events

### Events

There were many European events in June: D-day celebration in Britain, military exercise NATO Tiger Meet 2024 in Maastricht from 03 to 13 June, the 2024 UEFA Europa League Final at London on 01 June, UEFA Championship in Germany, ILA Air Display at Berlin from 05 to 09 June, 24 Hours Le Mans on 16 June, the Summit on Peace in Ukraine took place in Zurich from 15 to 16 June, the G7 summit 2024 from 13 to 15 June and the Cannes Festival of Creativity 17-21 June. NM and all operational stakeholders worked well together to handle these events smoothly and without much network delay.

### Technical

- Ongoing reduced capacities (since 01-March) in Swiss airspace above FL245 following a series of technical issues that resulted in system instability in Zurich ACC and generated 29,538 minutes of ATFM delay;
- Communication system failure in Brest ACC in June generated 22,204 minutes of ATFM delay;
- New software release in Karlsruhe UAC generated 4,615 minutes of ATFM delays from 02 to 13 June;
- Radar failure and following maintenance at Pisa airport from 06 June to 28 June generated 7,161 minutes of ATFM delay;
- OC CASA Trial in London ACC on 10 and 20 June generated 1,988 minutes of ATFM delay;
- ILS25 unavailability at Paris Orly airport from 14 to 27 June generated 1,671 minutes of ATFM delay;
- ILS calibration at Barcelona airport on 18 June generated 1,903 minutes of ATFM delay;
- ATC system upgrade in Tirana ACC on 19 June generated 3,143 minutes of ATFM delay;
- ILS calibration at Paris Le Bourget airport on 26 June generated 2,287 minutes of ATFM delay;
- Flooding in the ops room in Geneva ACC on 25 June and the capacity restriction that followed generated 29,714 minutes of en-route ATFM delay and 3,597 minutes of airport ATFM delay;
- Data exchange system outage in Brindisi ACC on 27 June generated 2,521 minutes of ATFM delay;
- Data exchange system outage in Rome ACC from 26 to 30 June generated 47,962 minutes of ATFM delay;
- FDPS failure in Maastricht UAC from 27 to 28 June generated 52,675 minutes of ATFM delay;
- Radio frequency issue in Marseille ACC on 28 June generated 1,822 minutes of ATFM delay;

### Industrial action

- Several industrial actions took place in France throughout June generating 15,517 minutes of en-route ATFM delay and 5,054 minutes of airport ATFM delay;
  - ATC industrial action in Bordeaux ACC on 04 and 13 June.
  - ATC industrial action in Brest ACC between 11 and 16 June.
  - ATC industrial action in Marseille ACC on 14 June.
  - ATC industrial action at Marseille airport on between 04 and 12 June.
  - ATC industrial action at Paris Le Bourget airport on 21 June.
  - ATC industrial action at Paris Orly airport on 11 June.

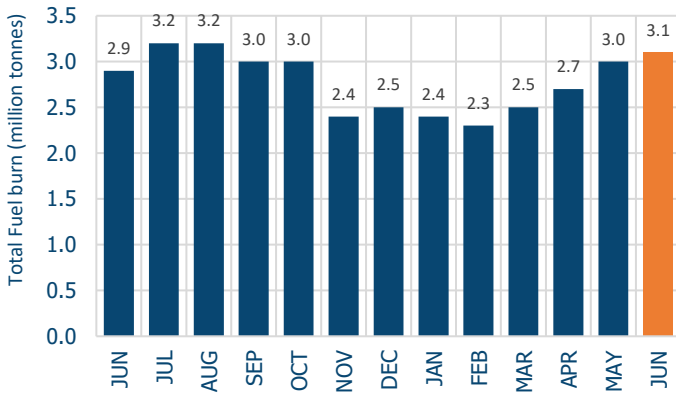
### Other

- Budapest ACC recorded 134,350 minutes of ATFM delay owing to daily protective capacity measures with significant on-load of traffic avoiding L'viv ACC and limited availability of ATCOs.
- The additional complexity due to the Ukrainian crisis generated 4,380 minutes of ATFM delays in Warsaw ACC.

# 5. Flight Efficiency

## 5.1 Fuel Burn

En-route fuel burn within NM area (tonnes)



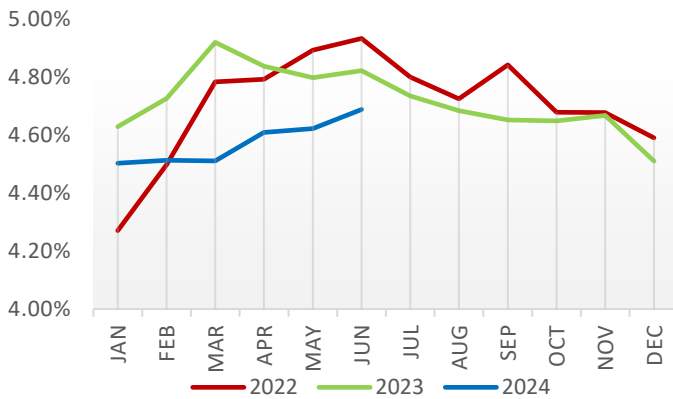
NM estimates that 3.1 million tonnes of fuel was burnt in the en-route flight phase in the NM area in June.

It was an increase compared to June 2023, with 2,100 extra flights per day in June 2024.

## 5.2 Horizontal Flight Efficiency

There are two horizontal flight efficiency KPIs<sup>iii</sup>. 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 kept going up from April because of more ATFM delay. KEA is not rising as fast as KEP.

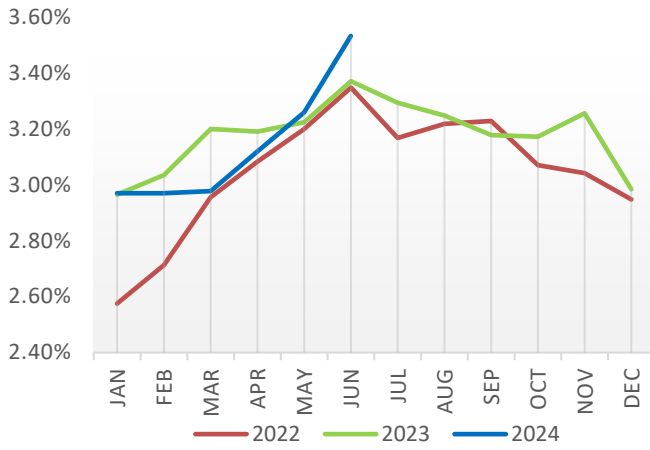
KEP evolution in NM Area



KEP indicator (4.69%) remained lower than in 2023 (4.74%)

NM Flight Efficiency Taskforce continues to support AOs to further improve their flight planning.

### KEA evolution in NM Area



KEA indicator (3.53%) increased by 0.27 pp compared to May 2024 and was higher than in 2023 (3.37%).

# 6. 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>

## Airline Groupings

Description and definition available on the EUROCONTROL website at <https://www.eurocontrol.int/directory/airline-groups-lookup>

## ATFM Statistics dashboard

More detailed information available via the [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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<sup>i</sup> To request access to MIRROR see the EUROCONTROL [MIRROR project page](#) for more details.

<sup>ii</sup> Target Take-Off Time (TTOT) calculation quality at A-CDM airports is the average absolute difference between ATOT and TTOT at IOBT-30 minutes for non-regulated flights.

<sup>iii</sup> More information on KEP and KEA, see [ANS performance page](#).





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