

Oberon Report Indicators (January to June 2018)

This paper, provided by NERL, reports on three London Approach capacity metrics:

- Total London Approach air traffic flow management (ATFM) delays, broken down by approach function and delay cause
- Average London Approach ATFM delay per arrival, broken down by approach function and delay cause and
- Average UK ATFM delay per arrivals, broken down by approach function and delay cause.

Data is provided on an annual basis. 2018 data is cumulative to end of June 2018 only because these are all the data that are currently available for 2018. The delays relating to London do not include regulations applied to other UK sectors outside of the London Approach functions.

In addition to the data previously submitted to the CAA for Oberon reports on NERL attributable delay, information about all delay causes is provided because it gives a more complete picture for all London Approach Airports. All delay causes includes non NERL attributable (airfield or weather) as well as NERL attributable relating to:

- ATC Capacity (Airspace Capacity)
- ATC Staffing
- ATC Routings
- ATC Equipment
- ATC Special Event (Projects, eg ExCDS) and
- Military¹.

Background to changes to NERL delays in 2018

Special event delays in 2017 and 2018 were caused by the introduction of a new electronic flight strip system (ExCDS). This was implemented in 5 phases between November 2017 and July 2018. Airlines and airports were fully consulted on the implementation plan to minimise disruption. Special event delays relate to the introduction of a change in the operation (e.g. a new technology) and are applied to ensure the change is implemented safely.

This report has been updated to ensure all delays relating to ExCDS transition are included. This has resulted in a slight increase in Special Event delays which were reported in NATS statistics but which were omitted from the original Oberon report for Jan-Mar 18.

ATC capacity delays have increased at Luton and Stansted from January to June 2018. This is due to growth in traffic demand at peak times exceeding the capacity of the Essex airspace, which handles the approaches for both Luton and Stansted. Airspace modernisation is required to increase the capacity of the airspace. ATC capacity delays are applied when traffic demand exceeds the capacity of the airspace, to ensure that all flights are handled safely. ATC capacity delays do not include delays caused by staffing, as these are captured separately in 'ATC staffing delays'

¹ This category is included as a cause of NERL delay because it is listed as one in NERL's Licence. However, it is not shown in the tables and charts because the military did not generate any delay over the period.

London Approach Air Traffic Flow Management (ATFM) delays, broken down by approach function and delay cause: NERL attributable and all causes

The tables and charts shows total Air Traffic Flow Management delay minutes for the approach service to the 5 London Approach airfields, firstly for NERL attributable delay and then all causes (with NERL attributable delay highlighted **in yellow**).

Airport	Year	ATC-Capacity	Airspace Management	Special Event	ATC Staffing	Equipment (ATC)	Total NERL Delay
Heathrow	2014	216					216
	2015	3257			508		3765
	2016	1612			3482		5094
	2017	125	182	2265	316		2888
	2018			46887			46887
Gatwick	2014						0
	2015						0
	2016	695			6665		7360
	2017				9446		9446
	2018			23488	3718		27206
Stansted	2014				0		0
	2015				3964		3964
	2016	654			19045		19699
	2017	6266			1673		7939
	2018	38396		6391	31		44818
Luton	2014				0		0
	2015				2451		2451
	2016	1476			10857		12333
	2017	3878			1686		5564
	2018	23483		4636	141		28260
London City	2014				3428		3428
	2015				22608	26	22634
	2016			5575	14714		20289
	2017				2160		2160
	2018			907	4694		5601

Airport	Year	ATC-Capacity	Equipment (non_ATC)	Aerodrome Capacity	Airspace Management	Other	Special Event	ATC Staffing	Equipment (ATC)	Weather	Airport (Weather)	Airport (All Other Causes)	Total NERL Delay	Total ATFM Delay
Heathrow	2014	216				216				3173	400446	46988	216	451039
	2015	3257						508		5538	450698	51081	3765	511082
	2016	1612				288		3482		1292	423111	17600	5094	447385
	2017	125			182		2265	316		4572	434077	22524	2888	464061
	2018					173	46887			265	153034	8416	46887	208775
Gatwick	2014										72769	16633	0	89402
	2015										109219	29447	0	138666
	2016	695						6665			241499	95559	7360	344418
	2017							9446			217436	237409	9446	464291
	2018						23488	3718			70393	77699	27206	175298
Stansted	2014							0		587	1767	4196	0	6550
	2015							3964		1985	18933	9543	3964	34425
	2016	654						19045		8421	67488	5143	19699	100751
	2017	6266				11		1673		14168	65719	22916	7939	110753
	2018	38396	573	360		689	6391	31		4159	67398	20165	44818	138162
Luton	2014							0		443	339	2440	0	3222
	2015							2451		1278	11053	5312	2451	20094
	2016	1476						10857		6808	45384	9320	12333	73845
	2017	3878				31		1686		10753	32492	4830	5564	53670
	2018	23483				516	4636	141		2540	20573	3889	28260	55778
London City	2014							3428		542	41405	9589	3428	54964
	2015							22608	26		28887	12107	22634	63628
	2016						5575	14714		4582	55235	20168	20289	100274
	2017							2160			57129	6622	2160	65911
	2018						907	4694			26599	4439	5601	36639

