



Network Manager
nominated by
the European Commission



Monthly Network Operations Report

Analysis - October 2014



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The table below shows the colour coding used in the report charts. The grouping of regulation reasons into the categories is explained in the Reporting Assumptions and Descriptions available on the EUROCONTROL website at (http://www.eurocontrol.int/sites/default/files/publication/performance/_docs/assumptions_latest.pdf) document.

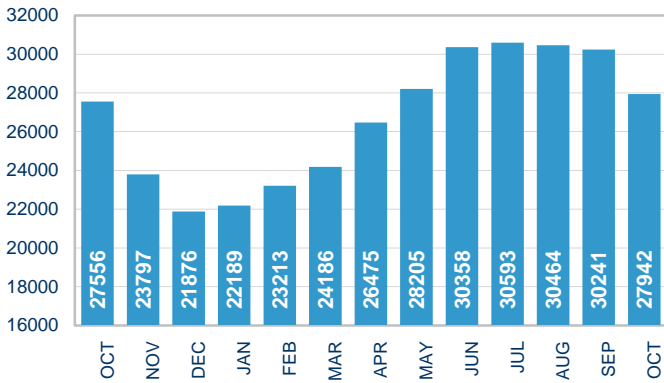
	ENROUTE CAPACITY (ATC)		AIRPORT CAPACITY (ATC)
	ENROUTE STAFFING (ATC)		AIRPORT STAFFING (ATC)
	ENROUTE DISRUPTIONS (ATC)		AIRPORT DISRUPTIONS (ATC)
	ENROUTE CAPACITY		AIRPORT CAPACITY
	ENROUTE DISRUPTIONS		AIRPORT DISRUPTIONS
	ENROUTE EVENTS		AIRPORT EVENTS
	ENROUTE WEATHER		AIRPORT WEATHER

NOTICE:

All figures presented in this report are for the geographical area that is within Network Manager’s responsibility (NM area). See ACC coverage on page 4.

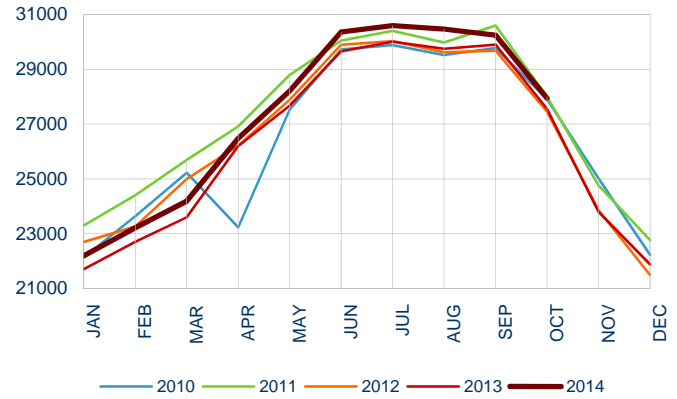
1. TOTAL TRAFFIC

Last 13 months average daily traffic



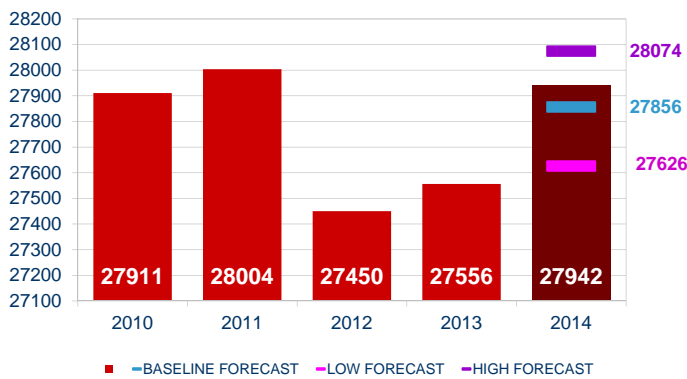
Traffic increased by 1.4% in October 2014 compared to October 2013.

Average daily traffic for last 5 Years



Average daily traffic in October remains above 2013 and 2012 levels and similar to 2010 and 2011.

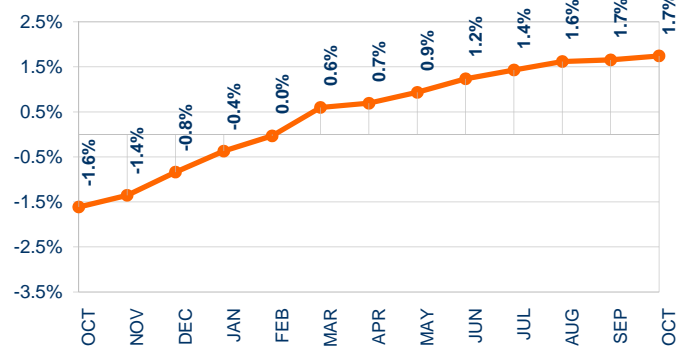
Average daily traffic in October for last 5 Years
Forecast dated 2014-09



Greece, Turkey, Spain, UK and Italy were the top five contributors to local traffic¹ on the European network, adding altogether 470 daily flights. Romania joined the group of 13 states adding more than 25 daily flights to the network thanks to its dynamic international departures and arrivals flows, up 14% in October (vs October 2013). Apart from Ukraine whose overall traffic continues to decline, down 57% in October from an increase of 17% in January, Norway was the only state removing daily flights from the network in October.

Charter traffic was the weakest of the market segments and slumped 11.2% compared to October 2013. The traditional scheduled segment reduced its decrease from -1.2% in September to -0.2% in October, but remains impacted by industrial action in Germany. On the positive side, the low-cost segment maintains its growth rate around 6% and is followed by All-Cargo up 2.4% and the business aviation segment which is slowly recovering to reach its highest growth rate at 1.7% this year.

12 months rolling traffic trend



This graph shows the variation in average daily traffic for the last 12-month period relative to previous 12-months.

The average daily traffic from November 2013 to October 2014 was 1.7% higher than the average from November 2012 to October 2013.

The trend shows a continuous recovery in traffic that dates back to April 2013.

For more information on EUROCONTROL Forecasts, go to <http://www.eurocontrol.int/articles/forecasts>

¹ Internals, international departures and arrivals, excluding overflights
NM Network Operations Report – Analysis – October 2014

Six of the top 10 airports recorded positive traffic growth compared to October 2013. Overall, the largest traffic increases in October 2014 were at Athens, Istanbul/Sabiha Gokcen, Tel Aviv/Ben Gurion, London/Stansted, Brussels/National, Lisbon, Rome/Fiumicino and Hamburg airports. The largest decreases in traffic were at Lyon/St Exupery, Marseille/Provence, Bergen/Flesland, Prague, Edinburgh and Antalya airports.

Five of the top 10 aircraft operators had more traffic compared to October 2013. Overall, the operators with the highest traffic growth were Germanwings, Aegean Airlines, Vueling, Wizz Air, Pegasus and Emirates.

Lufthansa, HOP! and Flybe recorded the highest traffic reduction compared to October 2013.

Industrial action by Lufthansa pilots on 20 and 21 October resulted in the cancellation of approximately 1,500 flights. Industrial action by Germanwings pilots on 15 October resulted in 146 flights being cancelled. The transfer of certain Lufthansa flights to Germanwings accounted for an additional variation in traffic in these carriers. Aeroflot Russian continues to be affected by the Ukrainian crisis. Flybe continues to be affected by fleet downsizing. Pegasus continued to record an increase in flights compared to October 2013 following an increase in fleet size.

N°	ADEP	ADEP NAME	201410	%
1	EDDF	FRANKFURT MAIN	676	-1.6%
2	LFPG	PARIS CH DE GAULLE	662	-0.3%
3	EGLL	LONDON/HEATHROW	659	-0.3%
4	EHAM	AMSTERDAM/SCHIPHOL	657	3.8%
5	LTBA	ISTANBUL-ATATURK	607	6.3%
6	EDDM	MUENCHEN	545	-1.5%
7	LEMD	ADOLFO SUAREZ MADRID-BARAJA	494	5.1%
8	LIFP	ROMA/FIUMICINO	448	9.0%
9	LEBL	BARCELONA/EL PRAT	405	4.4%
10	LSZH	ZURICH	376	3.9%
11	EKCH	KOBENHAVN/KASTRUP	372	2.8%
12	EGKK	LONDON/GATWICK	370	1.7%
13	ENGM	OSLO/GARDERMOEN	369	1.1%
14	LOWW	WIEN SCHWECHAT	356	0.3%
15	ESSA	STOCKHOLM-ARLANDA	346	0.9%
16	LFPO	PARIS ORLY	330	2.2%
17	EBBR	BRUSSELS NATIONAL	329	9.7%
18	EDDL	DUESSELDORF	318	-1.2%
19	LTAI	ANTALYA	296	-3.6%
20	EDDT	BERLIN-TEGEL	266	3.9%
21	LTFJ	ISTANBUL/SABIHA GOKCEN	265	15.7%
22	LEPA	PALMA DE MALLORCA	264	0.0%
23	EIDW	DUBLIN	260	7.9%
24	EGCC	MANCHESTER	251	1.6%
25	LSGG	GENEVA	248	4.2%
26	EFHK	HELSINKI-VANTAA	242	0.4%
27	EGSS	LONDON/STANSTED	230	10.6%
28	LIMC	MILANO MALPENSA	227	0.4%
29	LPPT	LISBOA	226	9.2%
30	EDDH	HAMBURG	223	8.8%
31	LGAV	ATHINA/ELEFTHERIOS VENIZELOS	221	18.2%
32	EPWA	CHOPINA W WARSZAWIE	199	3.7%
33	EDDK	KOELN-BONN	184	1.1%
34	LFMN	NICE-COTE D'AZUR	184	-1.6%
35	EDDS	STUTTGART	170	0.6%
36	LKPR	PRAHA RUZYNE	170	-4.0%
37	LEMG	MALAGA/COSTA DEL SOL	159	3.9%
38	EGPH	EDINBURGH	158	-3.7%
39	LIML	MILANO LINATE	155	0.7%
40	LFLL	LYON SAINT-EXUPERY	154	-7.2%
41	EGGW	LONDON/LUTON	153	7.0%
42	LLBG	TEL AVIV/BEN GURION	150	12.8%
43	EGBB	BIRMINGHAM	144	0.7%
44	ENBR	BERGEN/FLESLAND	144	-5.3%
45	LFML	MARSEILLE PROVENCE	139	-6.1%
46	GCLP	GRAN CANARIA	136	2.3%
47	LROP	BUCURESTI/HENRI COANDA	133	0.0%
48	LFBO	TOULOUSE BLAGNAC	130	-2.3%
49	LHBP	BUDAPEST LISZT FERENC INT.	125	3.3%
50	ENZY	STAVANGER/SOLA	121	0.0%
TOTALS and % TOTAL TRAFFIC			14446	51.7%

Top 50 Departure Airports with average daily traffic and percentage compared to same period of previous year

N°	ICAO	AIR OPERATOR	201410	%
1	RYP	RYANAIR	1627	-1.6%
2	DLH	DEUTSCHE LUFTHANSA	1471	-16.8%
3	THY	TURKISH AIRLINES	1143	6.1%
4	EZY	EASYJET	1134	2.8%
5	SAS	SCANDINAVIAN AIRLINES SYSTEM	944	2.5%
6	BAW	BRITISH AIRWAYS	677	-0.4%
7	BER	AIR BERLIN, INC.	639	0.0%
8	KLM	KLM ROYAL DUTCH AIRL	632	2.3%
9	AFR	AIR FRANCE	970	-2.3%
10	NAX	NORWEGIAN AIR SHUTTLE	536	9.6%
11	AZA	ALITALIA	503	13.5%
12	GW	GERMAN WINGS	477	76.7%
13	VLG	VUELING AIRLINES SA	438	30.4%
14	SWR	SWISS INTERNATIONAL	405	-1.0%
15	WIF	WIDEROE	381	-0.3%
16	PGT	PEGASUS HAVA TASI	361	14.6%
17	BEE	JERSEY EUROPEAN T/A FLYBE	350	-10.3%
18	AUA	AUSTRIAN AIRLINES	349	-4.1%
19	TAP	TAP/AIR PORTUGAL	317	4.6%
20	WZZ	WIZZ AIR	283	20.9%
21	HOP	HOP!	251	-13.4%
22	AEE	AEGEAN AIRLINES	248	60.0%
23	AFL	AEROFLOT-RUSSIAN	238	-5.9%
24	ANE	AIR NOSTRUM	220	5.3%
25	IBE	IBERIA	217	3.3%
26	BEL	BRUSSELS AIRLINES	211	5.5%
27	AEA	AIR EUROPA	206	10.8%
28	EIN	AER LINGUS TEORANTA	204	0.5%
29	LOT	LOT-POLISH AIRLINES	202	-8.6%
30	RAM	ROYAL AIR MAROC	184	5.1%
31	TOM	THOMSON FLY LTD	174	-1.7%
32	UAE	EMIRATES	167	14.4%
33	FCM	FINNISH COMMUTER AIRLINES OY/F	155	-7.7%
34	FIN	FINNAIR OY	154	7.7%
35	TRA	TRANSVIA.COM	150	7.1%
36	EZS	EASY JET SWITZERLAND	146	5.8%
37	UAL	UNITED AIRLINES INC.	137	-2.8%
38	BCS	EUROPEAN AIR TRANSP.	137	3.8%
39	EXS	JET2.COM	136	10.6%
40	MON	MONARCH AIRLINES LTD	136	8.8%
41	NJE	NETJETS	127	4.1%
42	QTR	QATAR AIRWAYS COMP.	124	10.7%
43	DAL	DELTA AIR LINES INC.	124	3.3%
44	SXS	SUNEXPRESS AIRLINES	123	6.0%
45	CFG	CONDOR FLUGDIENST	120	4.4%
46	BTI	AIR BALTIC CORPORAT.	115	-8.7%
47	SHT	BAW SHUTTLE	113	-2.6%
48	ROT	TAROM	104	5.1%
49	TSD	TRANSAERO AIRLINES	101	-3.8%
50	LOG	LOGANAIR	100	5.3%
TOTALS and % TOTAL TRAFFIC			18461	66.1%

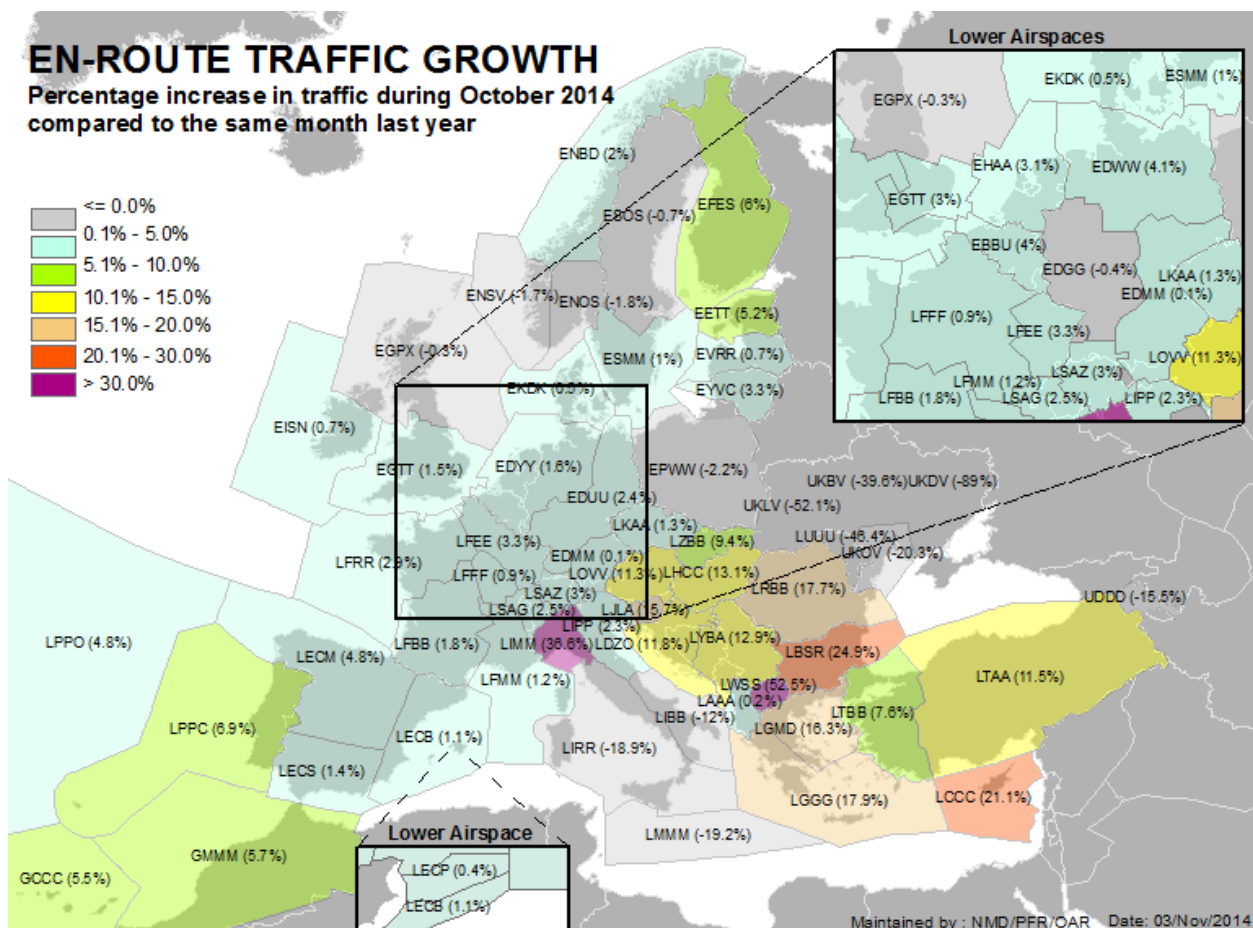
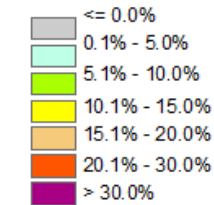
Top 50 Air Operators with average daily traffic and percentage compared to same period of previous year

N°	ICAO	AIR OPERATOR	201410	%
		Unidentified	2855	20.2%

Average daily traffic and percentage compared to same period of previous year for all flights where Air Operators can't be identified

EN-ROUTE TRAFFIC GROWTH

Percentage increase in traffic during October 2014 compared to the same month last year



Maintained by : NMD/PFR/OAR Date: 03/Nov/2014

N°	ASP ID	ASP NAME	201410	%	N°	ASP ID	ASP NAME	201410	%
1	EBBUACC	BRUSSELS CANAC	1644	4.0%	35	LFBBALL	BORDEAUX ALL ACC	2419	1.8%
2	EDGGALL	LANGEN ACC	3539	-0.4%	36	LFEEACC	REIMS U/ACC	2668	3.3%
3	EDMMACC	MUNICHEN ACC	3076	0.1%	37	LFFFALL	PARIS ALL ACC	3196	0.9%
4	EDUUUAC	KARLSRUHE UAC	4991	2.4%	38	LFMMACC	MARSEILLE ACC	2835	1.1%
5	EDWwACC	BREMEN ACC	1851	4.1%	39	LFRRACC	BREST U/ACC	2639	2.9%
6	EDYYUAC	MAASTRICHT UAC	4893	1.6%	40	LGGGACC	ATHINAI CONTROL	1398	17.9%
7	EETTACC	TALLIN ACC	536	5.1%	41	LGMDACC	MAKEDONIA CONTROL	1161	16.2%
8	EFESACC	TAMPERE ACC	496	6.0%	42	LHCCACC	BUDAPEST ACC	1909	13.1%
9	EGGXOAC	SHANWICK OACC	1161	1.7%	43	LIBBACC	BRINDISI ACC	680	-12.1%
10	EGPXALL	SCOTTISH ACC	2558	-0.3%	44	LIMMACC	MILANO ACC	2159	36.6%
11	EGTTACC	LONDON ACC	5307	1.6%	45	LIPPACC	PADOVA ACC	1908	2.3%
12	EGTTTC	LONDON TMA TC	3697	3.0%	46	LIRRACC	ROMA ACC	2096	-18.9%
13	EHAAACC	AMSTERDAM ACC(245-)	1549	3.1%	47	LJLAAACC	LJUBLJANA ACC	865	15.8%
14	EIDWACC	DUBLIN ACC	571	7.5%	48	LKAAACC	PRAGUE ACC	1944	1.3%
15	EISNACC	SHANNON ACC	1150	0.7%	49	LMMMACC	MALTA ACC	266	-19.2%
16	EKDKACC	COPENHAGEN ACC	1557	0.5%	50	LOVVACC	WIEN ACC	2274	11.3%
17	ENBDACC	BODO ACC	613	2.0%	51	LPFCACC	LISBOA ACC/UAC	1277	7.0%
18	ENOSACC	OSLO ATCC	1021	-1.8%	52	LPPOACC	SANTA MARIA OACC	292	4.7%
19	ENSVACC	STAVANGER ATCC	703	-1.7%	53	LRGBACC	BUCURESTI ACC	1724	17.7%
20	EPWwACC	WARSAWA ACC	1862	-2.2%	54	LSAGACC	GENEVA ACC	1768	2.6%
21	ESMMACC	MALMO ACC	1481	1.0%	55	LSAZACC	ZURICH ACC	2147	3.0%
22	ESOSACC	STOCKHOLM ACC	1194	-0.8%	56	LTAACC	ANKARA ACC	2490	11.5%
23	EVRACC	RIGA ACC	677	0.7%	57	LTBBACC	ISTANBUL ACC	2639	7.6%
24	EYVCACC	VILNIUS ACC	624	3.3%	58	LUUWACC	CHISINAU ACC	111	-46.6%
25	GCCACC	CANARIAS ACC/FIC	778	5.4%	59	LWSSACC	SKOPJE ACC	486	52.4%
26	GMMMACC	CASABLANCA ACC	1011	5.6%	60	LYBAACC	BEOGRADE ACC	1662	12.9%
27	LAAAACC	TIRANA ACC	566	0.2%	61	LZBBACC	BRATISLAVA ACC	1229	9.4%
28	LBSRACC	SOFIA ACC	2020	24.9%	62	UDDACC	YEREVAN ACC	118	-15.7%
29	LCCCACC	NICOSIA ACC	958	21.1%	63	UGGGACC	TBILISI ACC	328	0.0%
30	LDZDACC	ZAGREB ACC	1512	11.8%	64	UKBVACC	KIEV ACC	411	-39.6%
31	LECBACC	BARCELONA ACC	2164	1.1%	65	UKDVACC	DNIPROPETROVSK ACC	53	-89.0%
32	LECMALL	MADRID ALL ACC	2658	4.8%	66	UKLVACC	L'VIV ACC	244	-52.2%
33	LECPACC	PALMA ACC	714	0.4%	67	UKOVACC	ODESSA ACC	249	-20.2%
34	LECSACC	SEVILLA ACC	955	1.4%					

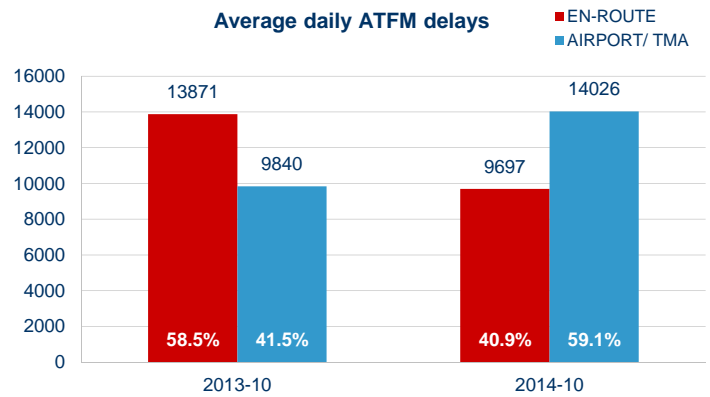
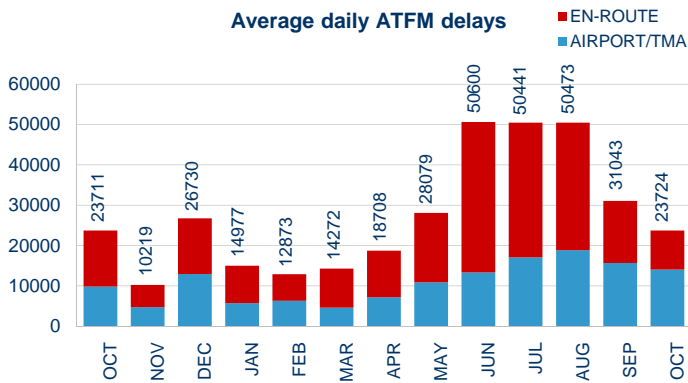
The large traffic changes in the Italian ACCs are due to resectorisation in June 2014.

The ongoing traffic decline in the Ukraine (since March 2014) accelerated further following the MH17 accident on 17 July and continues to distort traditional traffic flows in October. Traffic avoiding the Ukraine airspace continues to influence the neighbouring ACCs with Sofia, Athens, Bucharest, Makedonia, Budapest, Ankara and Vienna ACCs all showing in excess of 10% traffic growth. Significant traffic decline continues to be observed in Chisinau and Yerevan ACCs, all due to the Ukraine situation.

Increase in Nicosia ACC is partly due to the Ukraine situation but is significantly affected by an increase in domestic traffic and flights routing between Egypt-Russia and Turkey-Middle-East.

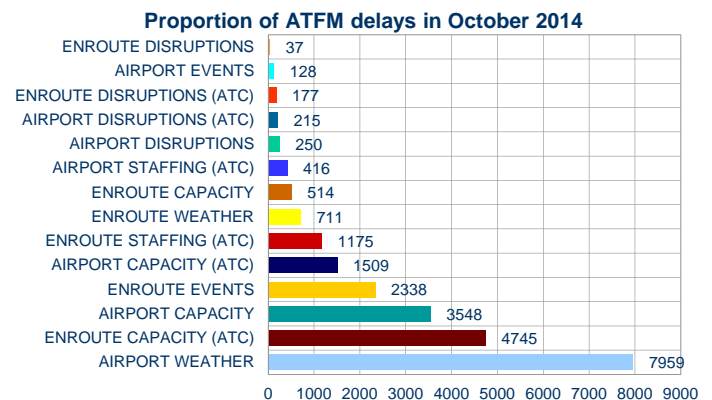
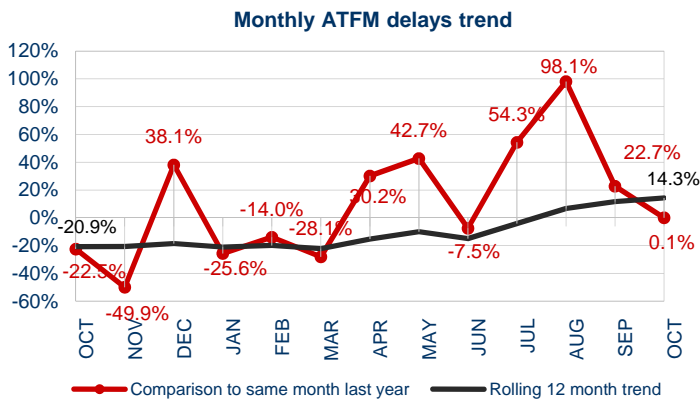
Skopje ACC traffic increase further accelerated in October following the re-opening of the Kosovo KFOR sector in April 2014, together with an increase in traffic to Skopje airport. Malta ACC continues to be affected by the recent changes in Libyan airspace availability (see Section 8).

2. ATFM DELAY AND ATTRIBUTIONS



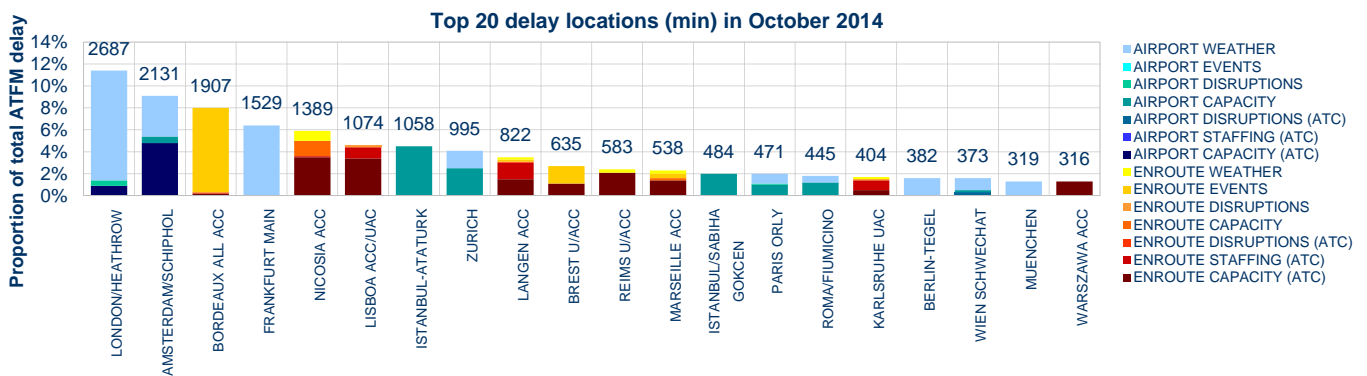
Total ATFM delays in October 2014 was at a similar level as October 2013.

En-route ATFM delays decreased by 30.1% and airport ATFM delays increased by 42.5% compared to October 2013.



The 12-month rolling trend of ATFM delay continues, showing increasing levels of delay for the third month in succession, influenced in particular by delays between June and September 2014.

Airport weather (33.6%), en-route ATC capacity (20%) and airport capacity (15%) were the biggest contributors to ATFM delays in October.

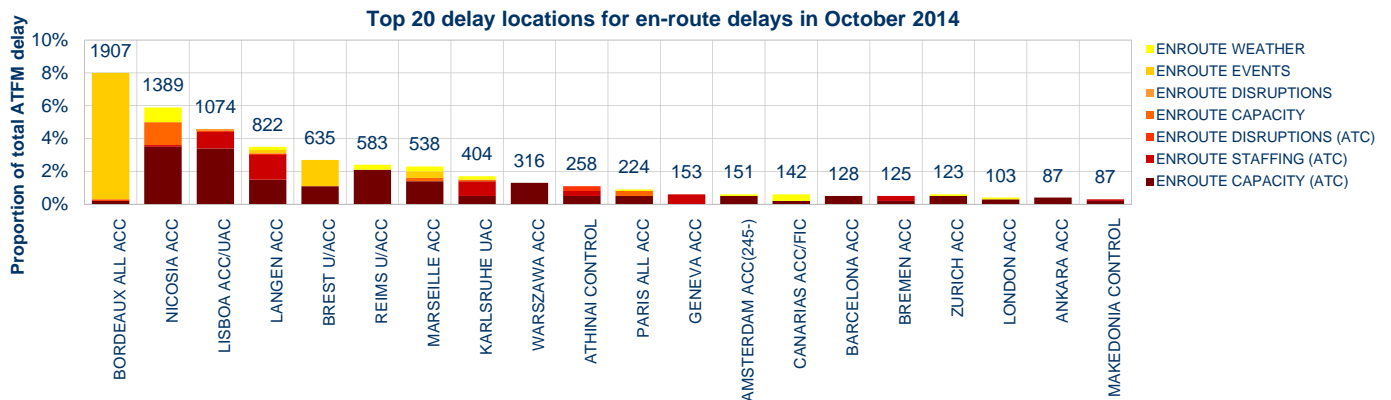
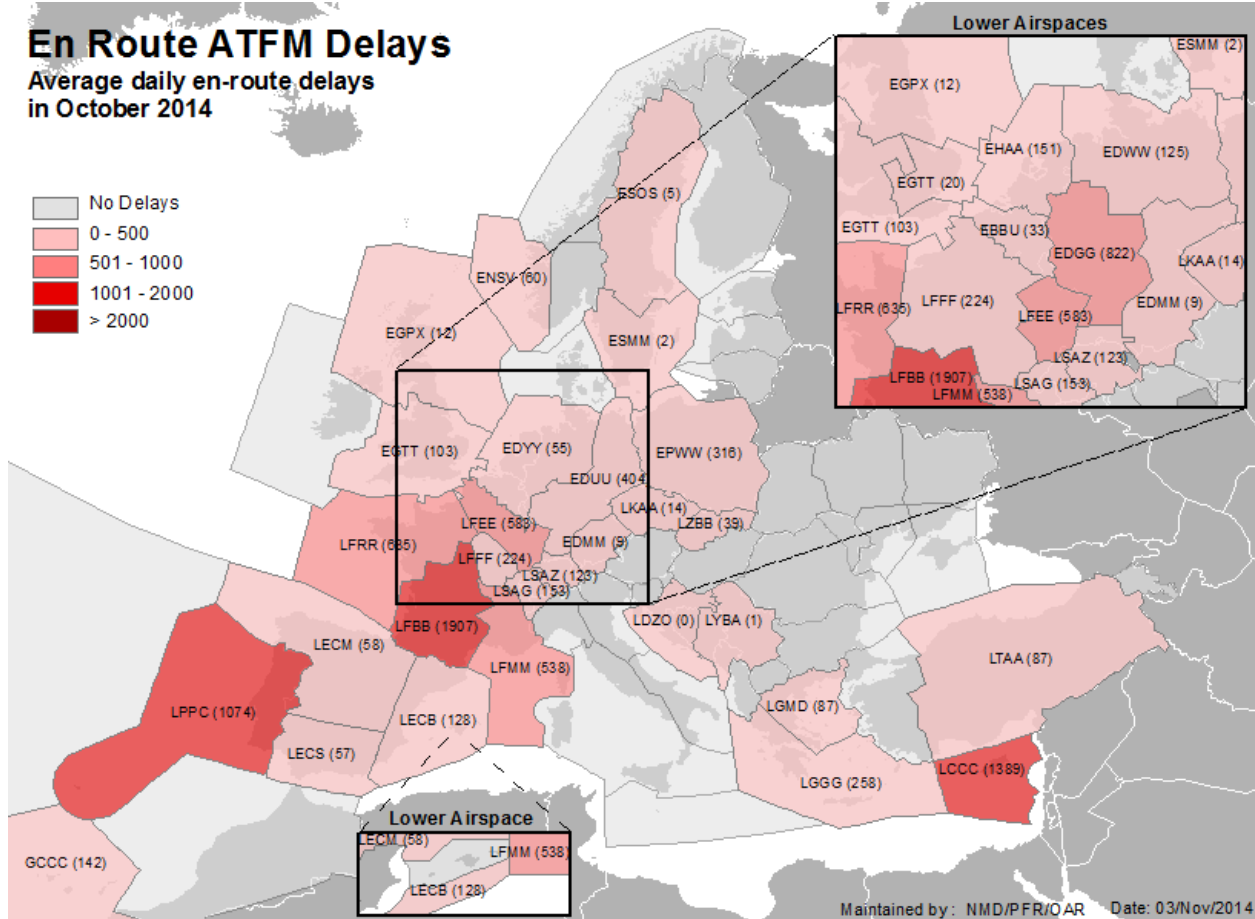


These are the top 20 delay generating locations for the reporting month with respect to total ATFM delays. Figures are the average daily delays in minutes for the individual locations.

- Weather impacted operations, particularly at London/Heathrow, Amsterdam/Schiphol and Frankfurt/Main airports.
- Amsterdam/Schiphol airport was also affected by ATC capacity issues.
- Bordeaux ACC was particularly affected by military activity (CANATO military exercise), with some impact on Marseille ACC.
- There were significant ATC capacity/staffing delays at Nicosia, Lisbon and Langen ACCs.
- Reduction in staffing due to training (implementation stripless system environment) generated delays at Brest ACC. Langen ACC generated some minor delay due to Paperless Strip System (PSS) implementation.
- Istanbul/Ataturk (runway configuration), Istanbul/Sabiha Gokcen and Zurich airports experienced delays due to aerodrome capacity issues.

3. EN-ROUTE ATFM DELAYS

EN-ROUTE ATFM DELAY PER LOCATION

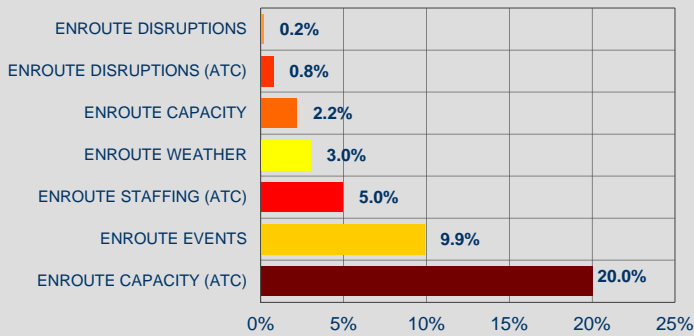


These are the top 20 en-route delay generating locations for the reporting month with respect to total ATFM delays. Figures are the average daily delays in minutes for the individual locations.

The top 20 en-route delay locations generated **38.9%** of the monthly total (network) ATFM delay. The top 5 en-route delay locations generated **24.7%** of the monthly total (network) ATFM delay.

EN-ROUTE ATFM DELAY PER DELAY GROUP

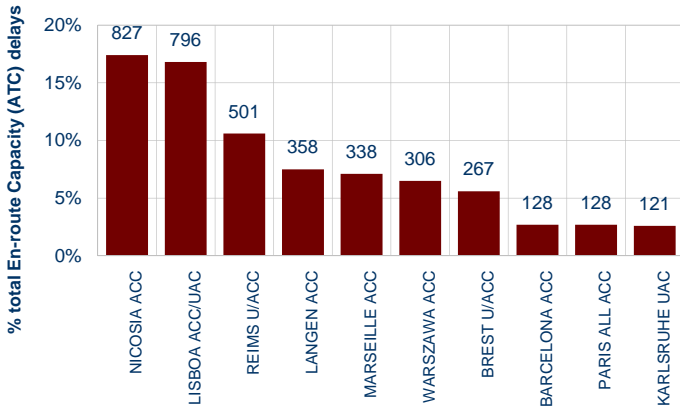
Reasons for en-route delays in October 2014



En-route delays accounted for 40.9% of all ATFM delays. Most of this delay was caused by en-route capacity (ATC), en-route events and ATC staffing (ATC) issues as explained in detail below. The other causes were:

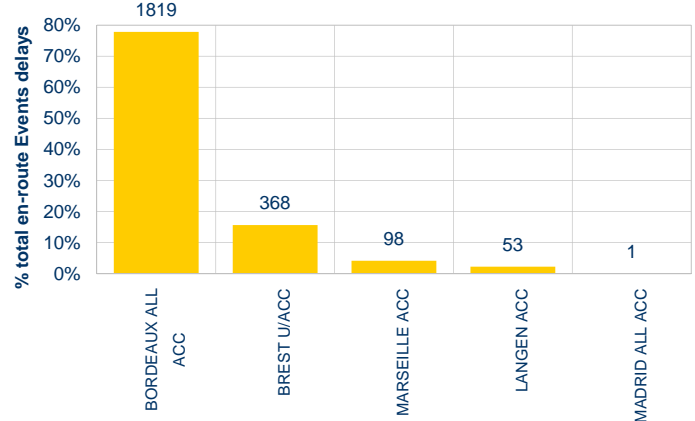
- **En-route Weather:** Operations were impacted at Nicosia, Reims, Karlsruhe, Langen, Amsterdam (thunderstorms/turbulence) and Canarias (strong wind) ACCs.
- **En-route Capacity:** Nicosia (10,443 mins), Paris (2,002 mins) and Marseille (1,107 mins) ACCs were affected by military activity.
- **En-route ATC Disruptions:** Delays experienced due to radio and/or frequency problems at Athens, Lisbon, Bordeaux, and Langen ACCs.

Top 10 delay locations for En-route Capacity (ATC) in October 2014



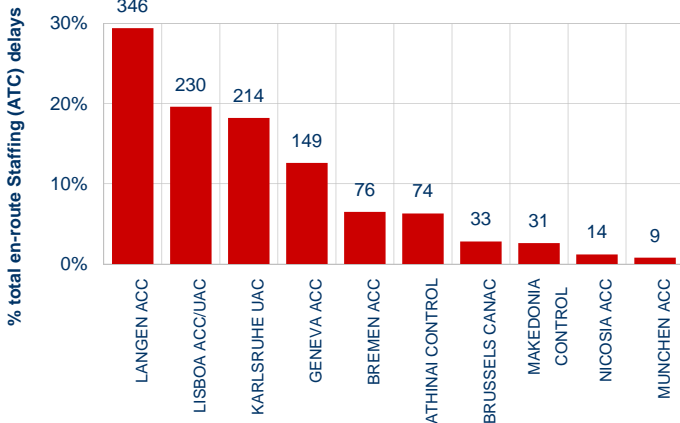
Of the top 10 ACCs, Warsaw, Barcelona and Brest ACCs en-route ATC capacity delays in October 2014 have decreased by over 50% when compared to the previous month. Lisbon ACC enters the top 10 for the first time since April 2014.

Top delay locations for En-route Events in October 2014



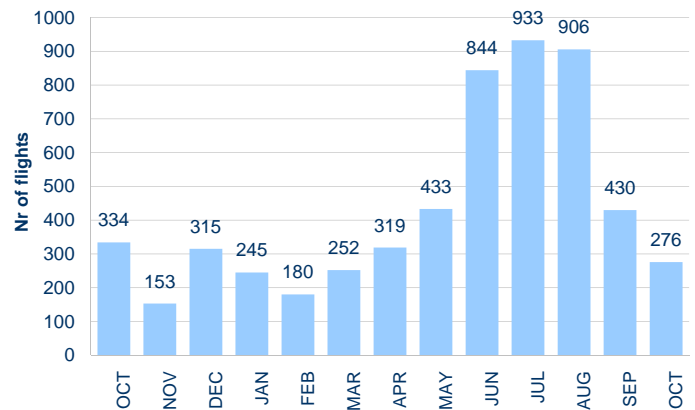
The CANATO military exercise generated a significant amount of delay in Bordeaux and had some impact on Marseille ACC. Training for the stripless system environment generated delays at Brest ACC. Langen ACC generated some minor delays due to Paperless Strip System (PSS) implementation.

Top 10 delay locations for En-route Staffing (ATC) in October 2014



Of the top 10 ACCs, October 2014 saw significant reduction in en-route ATC staffing delays at Athens, Makedonia and Nicosia ACCs. Langen and Karlsruhe ACCs continue to generate significant delays. After decreasing in September 2014, ATC staffing delays in Lisbon ACC increased.

Average daily flights >= 15 min en-route delay

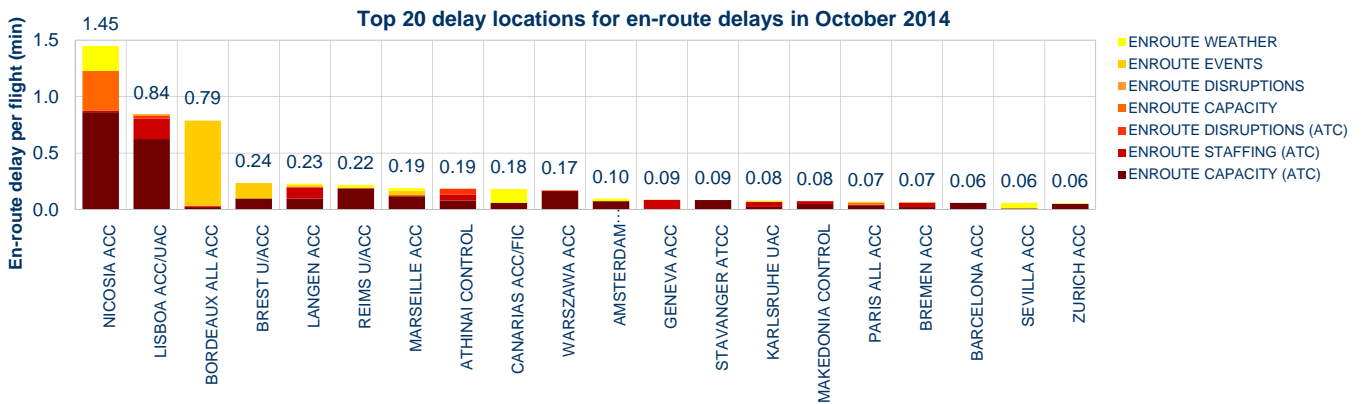
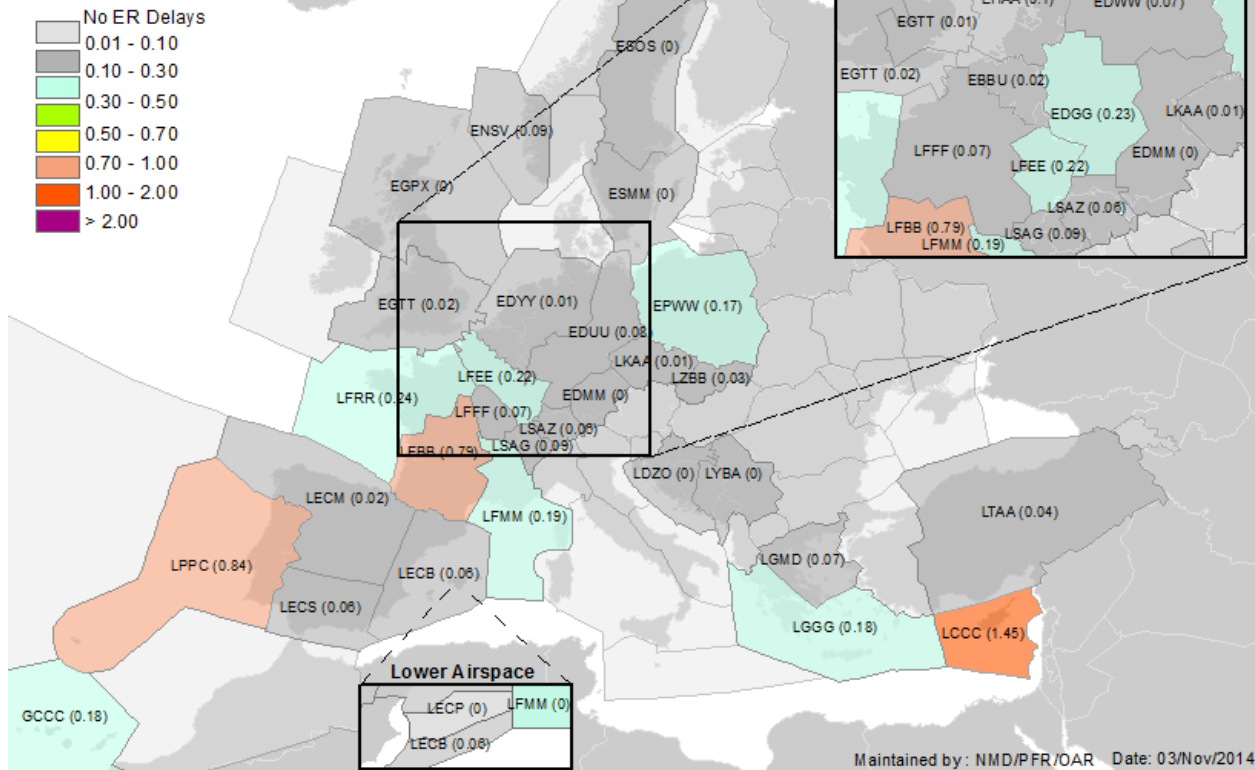


An average of 276 flights per day received an en-route delay of at least 15 mins in October 2014. The corresponding figure for October 2013 was 334 flights.

EN-ROUTE ATFM DELAY PER FLIGHT

ER DELAY PER FLIGHT

Average en route delay per flight in October 2014

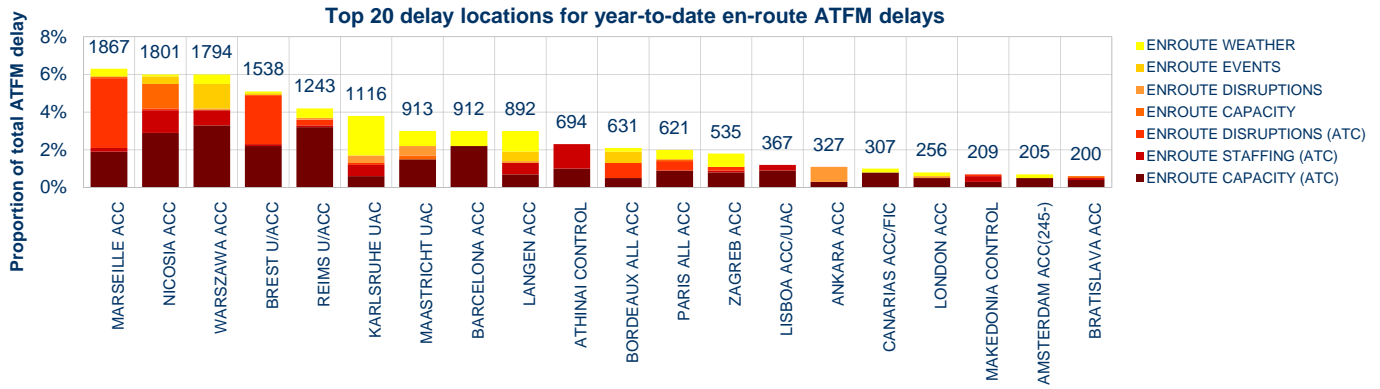


These are the top 20 average en-route delay per flight generating locations for the reporting month with respect to total ATFM delays. Figures are the average en-route delay per flight in minutes for the individual locations.

Nicosia ACC's average en-route delay per flight increased from 1.1 min/flt in September 2014 to 1.45 min/flt in October. However, it is well below the October 2013 level of 3.75 min/flt.

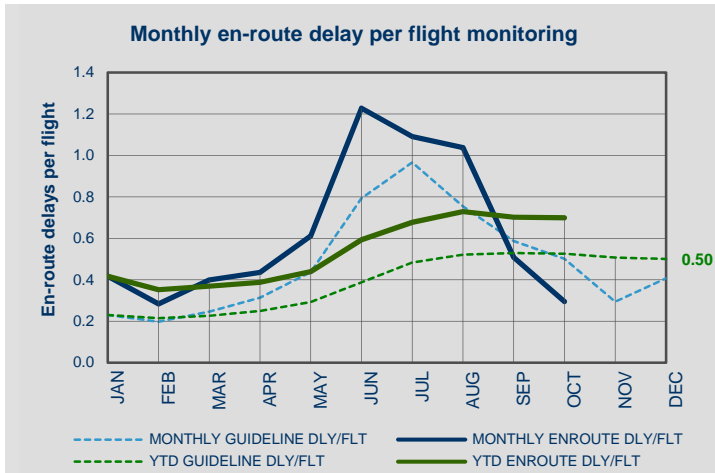
Lisbon ACC's average en-route delay per flight increased from 0.2 min/flt in September 2014 to 0.84 min/flt in October.

EN-ROUTE ATFM DELAY YEAR-TO-DATE



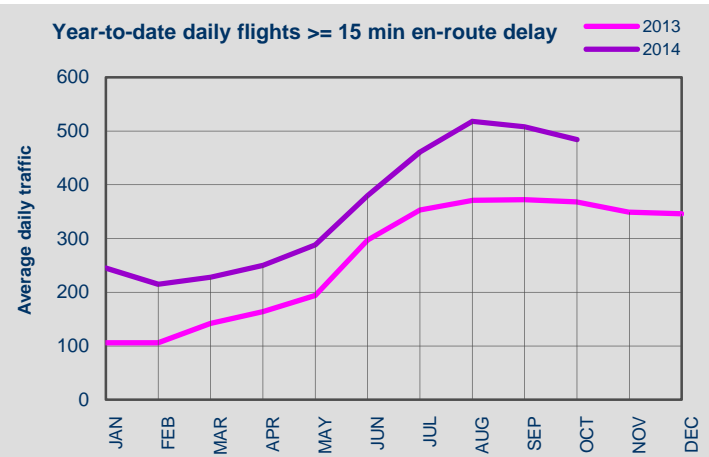
These are the top 20 en-route delay locations for 2014 with respect to the total ATFM delay. Figures are the average daily en-route delay in minutes for the individual locations.

The top 20 en-route delay locations generated **54.7%** of the total ATFM (network) delay. The top 5 en-route delay locations generated **27.6%** of the total ATFM (network) delay.



Reporting month: The average en-route delay per flight in the NM area in October was 0.35 min/flt, which is below the corresponding monthly guideline* value of 0.50 min/flt. This is the second consecutive month that the average en-route delay per flight is below the corresponding monthly guideline for 2014.

Year to date: The average en-route delay per flight in the NM area in 2014 to date is 0.67 min/flt which is above the corresponding guideline value of 0.53 min/flt.

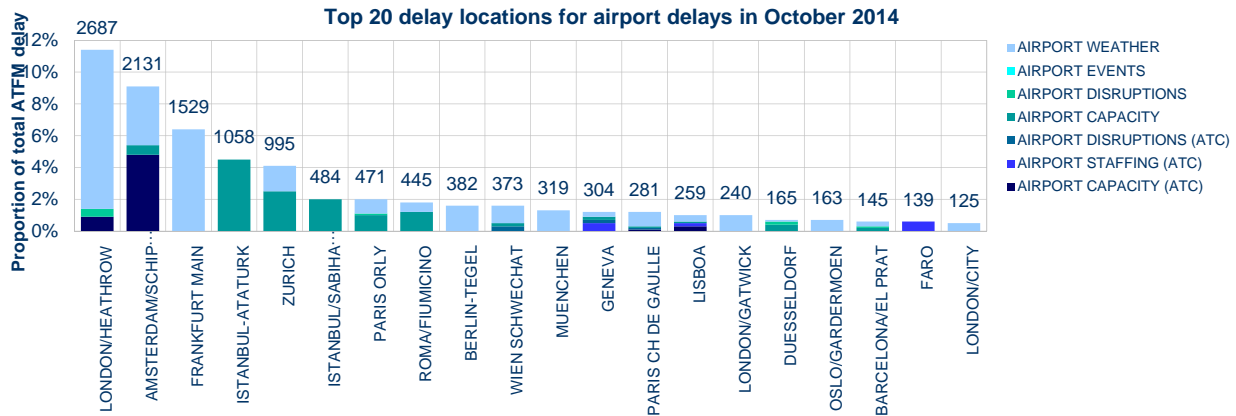


An average of 484 flights per day had an ATFM delay of at least 15 minutes in 2014 to date. The corresponding figure in 2013 was 368 flights per day.

* NM's calculation that provides the guideline en-route delay (min) requirements to achieve the annual target (0.5 min/flight).
 NM Network Operations Report – Analysis – October 2014

4. AIRPORT/TMA ATFM DELAYS

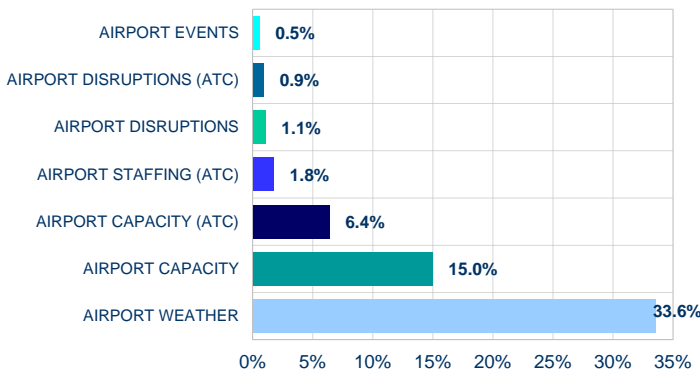
AIRPORT/TMA ATFM DELAY PER LOCATION



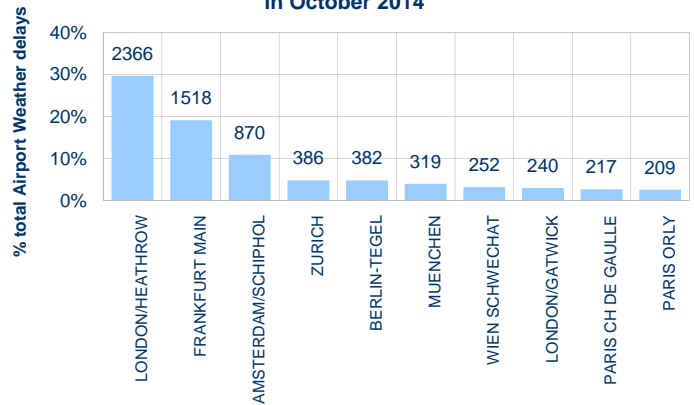
The top 20 Airport/TMA delay locations generated **53.3%** of the monthly total ATFM (network) delay. The top 5 Airport/TMA delay locations generated **35.5%** of the monthly total ATFM (network) delay.

AIRPORT/TMA ATFM DELAY PER DELAY GROUPS

Reasons for airport delays in October 2014



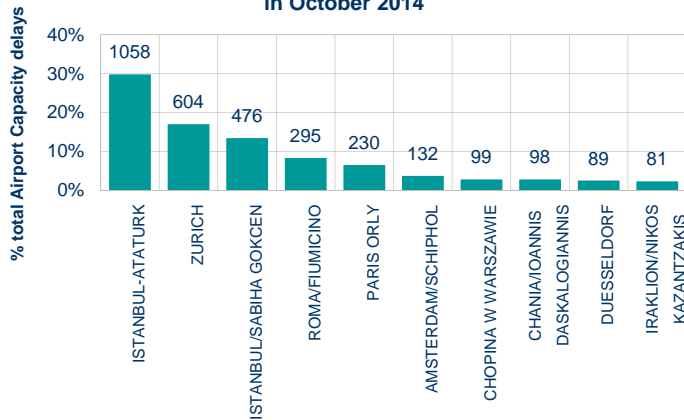
Top 10 delay locations for Airport Weather in October 2014



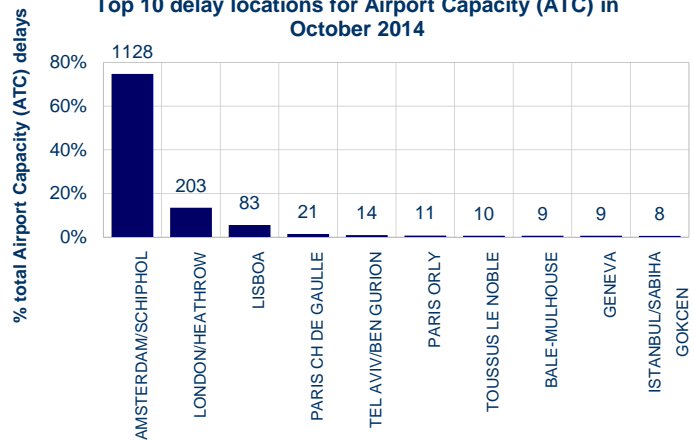
Airports accounted for 59.1% of all ATFM delays in October 2014, mainly due to weather and airport capacity constraints.

The remnants of Hurricane Gonzalo in mid-October resulted in delays due to strong winds, particularly at London/Heathrow and Amsterdam/Schiphol airports with aircraft operators cancelling approximately 130 flights to reduce disruption. There were high delays on 24 October due to low visibility, with additional delays caused by apron congestion due to Lufthansa industrial action.

Top 10 delay locations for Airport Capacity in October 2014



Top 10 delay locations for Airport Capacity (ATC) in October 2014

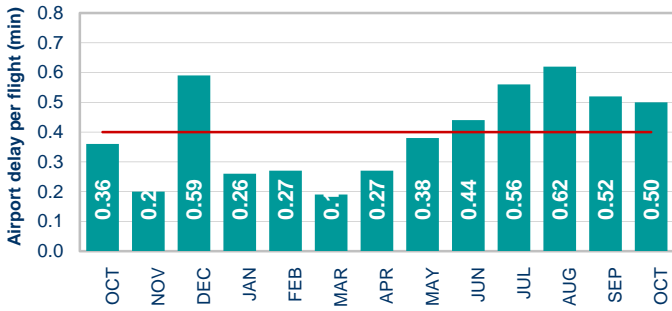


Limited availability of the optimum runway configuration at Istanbul/Ataturk and environmental constraints at Zurich airport resulted in significant delays. Capacity reduction at Rome/Fiumicino and Warsaw/Chopin airports due to runway and taxiway maintenance and Paris/Orly due to ILS calibration.

ATC capacity at Amsterdam/Schiphol airport continues to generate delays, with additional high delays generated on 3 October due to combined weather and ATC capacity reasons. Delays at Tel Aviv/Ben Gurion continue to reduce significantly compared to August 2014.

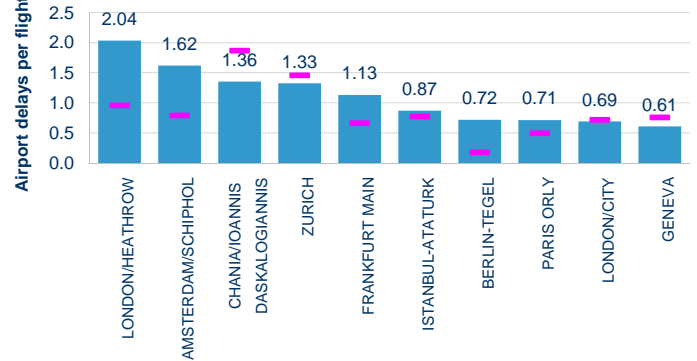
AIRPORT/TMA ATFM DELAY PER FLIGHT

Monthly average Airport delay (min) per flight
Last 12 months = 0.4 minutes



Average airport/TMA delay per flight increased from 0.36 min/flt in October 2013 to 0.50 min/flt in October 2014.

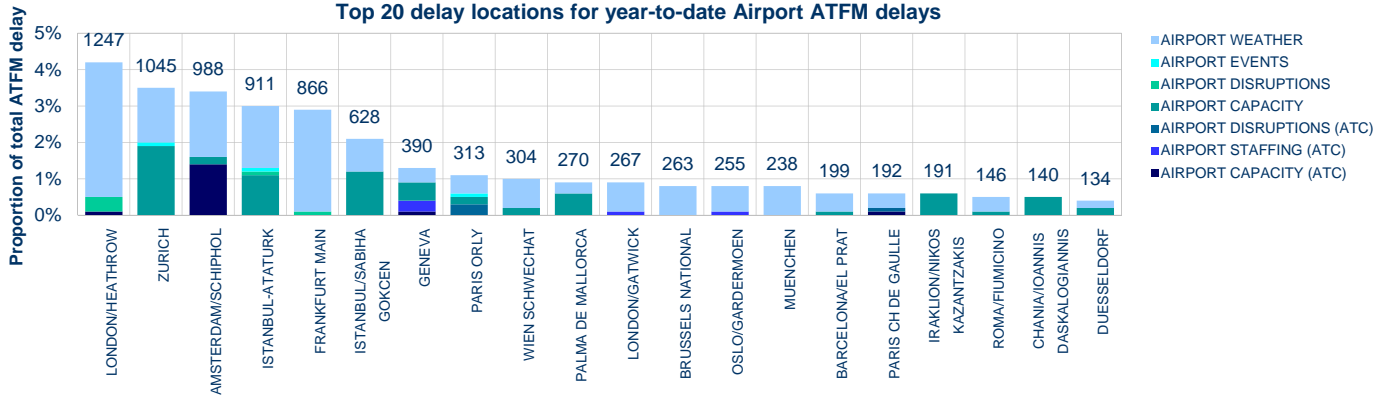
Top 10 Airport delay per flight in October 2014
YTD Situation



There was a significant reduction in the average delay per flight in October 2014 at Chania, London/City, Zurich, Istanbul/Ataturk and Geneva airports compared to September. London/Heathrow, Amsterdam/Schiphol, Frankfurt/Main, Berlin/Tegel and Paris/Orly airports generated delays significantly above their year-to-date, mainly due to weather.

AIRPORT/TMA ATFM DELAY YEAR-TO-DATE

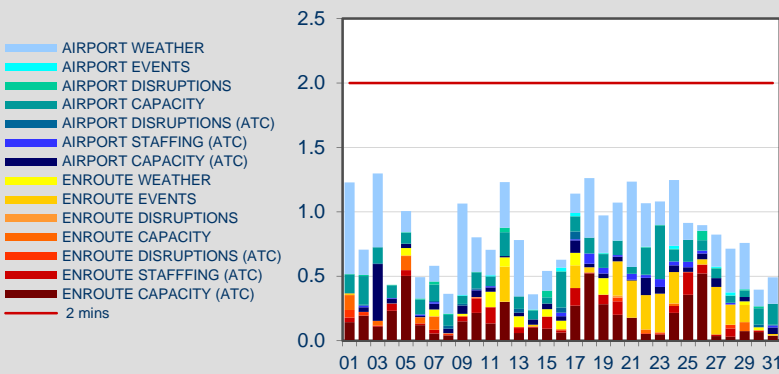
Top 20 delay locations for year-to-date Airport ATFM delays



The top 20 Airport/TMA delay locations have generated 29.9% of the total ATFM (network) delay in 2014. The top 5 Airport/TMA delay locations have generated 17.0% of the total ATFM (network) delay in 2014.

5. DAILY EVOLUTION

Average delay (min) per flight in October 2014



For the first time in 2014, the average delay per flight remained below 1.5 min/flt for the month.

In October 2014 the following days contributed significant delays;

1 October: Low visibility/fog particularly affected Berlin/Tegel (11,045 mins), Frankfurt/Main (4,062 mins), Amsterdam/Schiphol (2,606 mins) and Paris/Ch. De Gaulle (1,954 mins) airports. There were frequency problems in Athens ACC (1,768 mins).

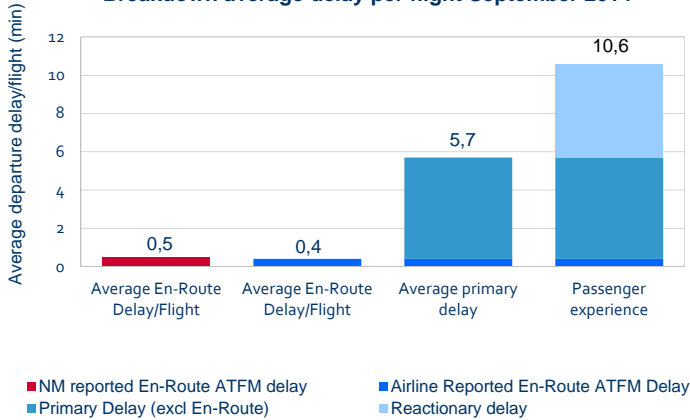
3 October: Low visibility particularly affected London/Heathrow (11,783 mins) with weather and ATC capacity delays at Amsterdam/Schiphol airport (13,427 mins).

24 October: There was low visibility, excessive air holding and apron congestion at Frankfurt/Main airport (15,195 mins), and due to delays CANATO military exercise at Bordeaux (5,580 mins) and Marseille (1,285 mins) ACCs.

6. ALL AIR TRANSPORT DELAYS (Source: CODA)

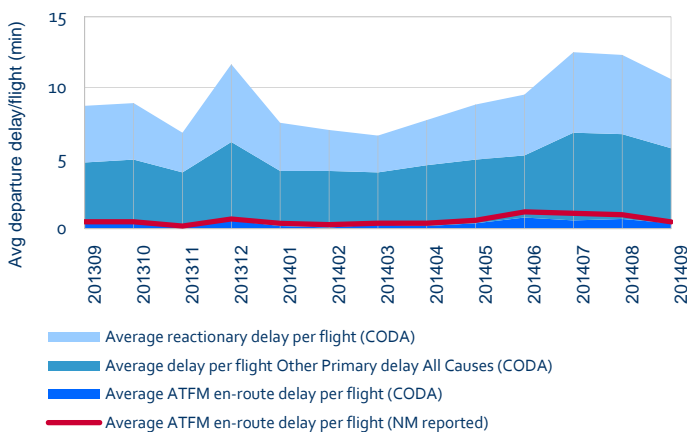
This section presents the all air transport delay situation as seen from the airlines by using the data collected by Central Office for Delay Analysis (CODA) from the airlines. Data coverage is 65% of the commercial flights in the ECAC region for September 2014. ATFM delays reported by airlines may be lower than the NM calculated ATFM delays due to difference in methods: ATFM delays of NM are the (flight) planned “delays”; the airlines report the “actual” experienced ATFM delay on departure. For instance, a flight with an ATFM delay may also have a handling delay absorbed within the ATFM delay. For the airline, a part of this delay is the ATFM delay and the rest is the handling delay.

Breakdown average delay per flight September 2014



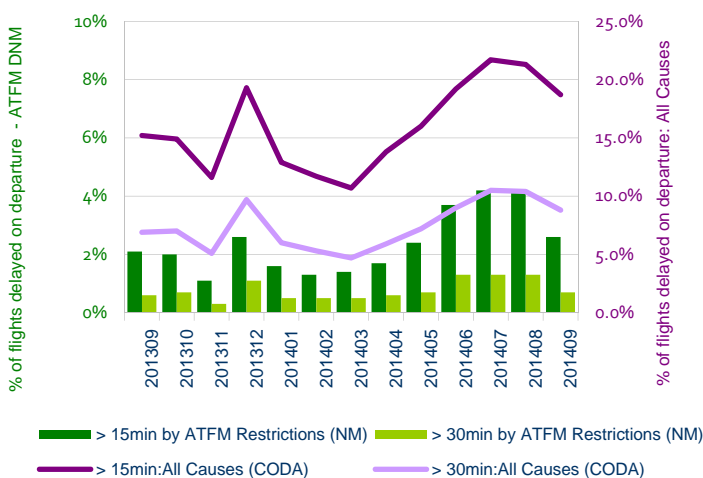
Based on airline data, the average departure delay per flight from “All Causes” was 10.6 minutes per flight, this was an increase of 22% in comparison to 8.7 minutes per flight in September 2013. Within all air transport delays, en-route ATFM delays were 0.4 minutes/flight in September 2014. Primary delays counted for 54% (or 5.7 min/flt) of which 0.4 min/flight was attributed to en-route ATFM delays, with reactionary delays representing the remaining share of 46% at (4.9 min/flt).

Average departure delay per flight 2013/2014



Further analysis of airline data shows that the average en-route ATFM delay was 0.4 minutes per flight. This was slightly lower than the NM reported average en-route ATFM delay of 0.5 minutes per flight.

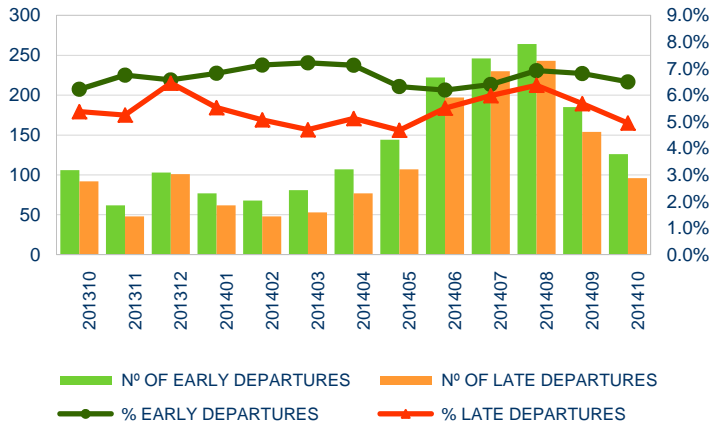
Percentage of delayed flights: ATFM & All Causes



The percentage of flights subject to long ATFM restrictions (those exceeding 15 & 30 minutes) saw increases. Flights with restrictions exceeding 15 minutes increased by 0.5 percentage points to 2.6% (the detail shows a split between 1.3% caused by airport arrival and 1.3% by en-route ATFM restrictions). The percentage of flights delayed from all-causes (exceeding 15 minutes) increased by 3.5 percentage points to 18.7% and those (exceeding 30 minutes) increased by 1.9 points to 8.8%.

7. ATFM SLOT ADHERENCE

Average daily evolution of early and late flights

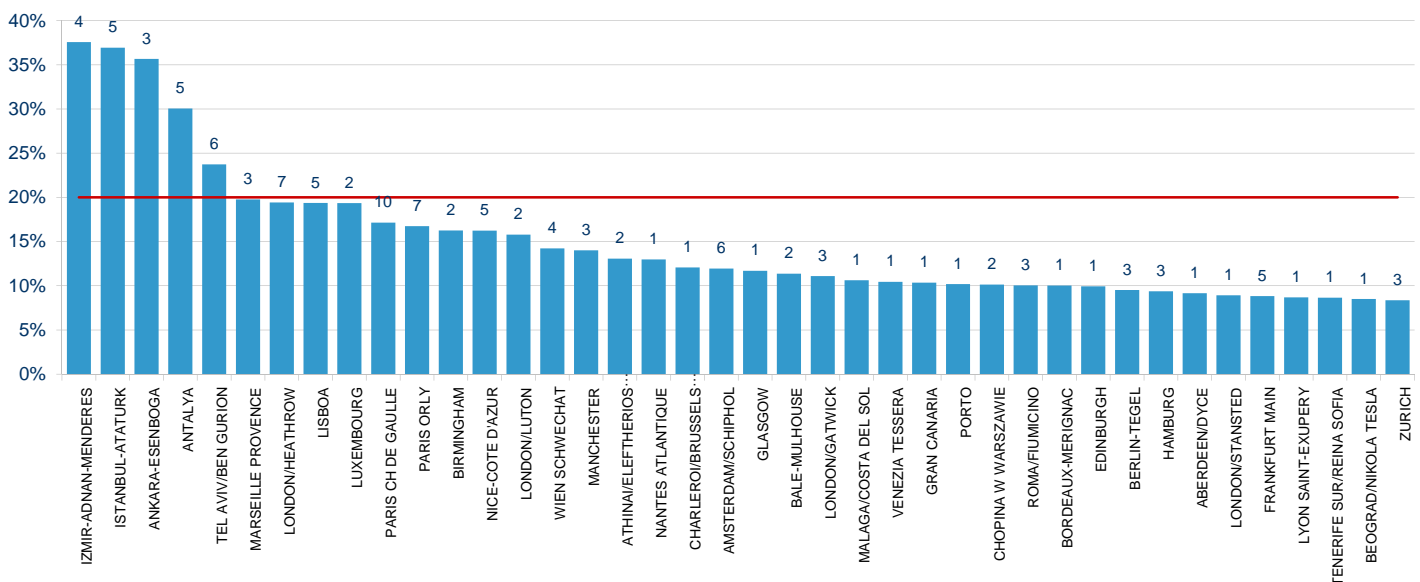


In October 2014, the percentage of early and late departures decreased for the second consecutive month.

Compared with October 2013, the early departure percentage shows a slight increase while the late departure percentage shows a slight decrease.

The chart below shows the airports that have more than 300 regulated flights during the month with their average daily number and proportion of regulated flights that departed outside of the Slot Tolerance Window (STW). Any airport above the red line is non-compliant with the threshold (20%). Those airports with a significant number of departures outside the slot tolerance window can reduce network predictability.

Proportion of regulated flights outside the Slot Tolerance Window in October 2014



8. SIGNIFICANT EVENTS AND ISSUES

PLANNED EVENTS

ACCs

Langen ACC

The implementation of the stripless system (PSS) in EBG 05 sector group planned to reduce the corresponding capacity by 20% until 12 October and 10% between 13 and 25 October, with a medium network expected impact foreseen. EBG 06 sector group undertook training to operate PSS. No network impact was estimated in planning. Total delay generated by Langen ACC in October due to PSS implementation was 1,636 mins.

Paris, Bordeaux and Marseille ACCs

CANATO military exercise took place between 16 and 30 October.

Bordeaux ACC generated 56,389 mins and Marseille ACC generated 3,043 mins due to the exercise. Paris ACC did not generate any delay related to the event.

Other ACCs

Padova, Milano, Rome, Bodo, Stavanger, Tampere, Belgrade, Zagreb, Malta, Geneva, Zurich, Brest (1 -17 October), Bordeaux (1 – 19 October), and Sevilla ACCs all performed training for their operational staff for their respective projects. All trainings had been scheduled during the month of October with no planned capacity reductions estimated. Brest ACC generated 3,415 minutes of delay between 1 and 12 October. This presents 17% of total delay generated by Brest ACC (19,696 min) during the entire month.

Airports

Special events

- Milano/Malpensa, Milano/Linate; Tenth Asia - Europe Meeting (ASEM) Summit held in Milan between 16 and 17 October with the possibility of air holding. No ATFM measures were applied, no delays were generated.
- Thessaloniki; air display on 28 October resulted in a measure being applied which delayed flights to the end of the event and through a recovery phase (total delay: 739 mins).
- Istanbul/Ataturk; National Day on 29 October resulted in late morning and late afternoon regulations generating some delay (total delay: 987 mins).

Local plans

A number of airports undertook infrastructure and technical system improvement work during October. These improvements had at most a minor impact on local airport operations.

Completed

- Stuttgart airport implemented full A-CDM operations on 6 October 2014, Milano/Malpensa airport implemented full A-CDM operations on 7 October 2014.
- Second airport DPI trial for London/Gatwick took place on 13 October 2014, with full implementation of A-CDM operations foreseen for 7 November.
- Maneuvering area (runway, taxiways and/or apron) improvements at Barcelona/El Prat, Bergamo/Orio Alserio, Helsinki/Vantaa, Copenhagen/Kastrup, London/Heathrow, Madrid/Barajas, Paris/Ch. De Gaulle and Zurich airports.
- ILS calibration and WIP at Paris/Orly airport.

On-going

- Maneuvering area (runway, taxiways and/or apron) improvements at Bergamo, Bologna, Dublin, Frankfurt/Main, Gran Canaria, Katowice/Pyrzowice, Krakow/Balice, Manchester, Nice/Cote D'Azur, Oslo/Gardermoen, Paris/Ch. De Gaulle, Rome/Fiumicino, Warsaw/Chopin and Zurich airports.
- Terminal building(s) improvements at Bergen, Gran Canaria, Katowice/Pyrzowice, Krakow/Balice, Munich, Nuernberg, Oslo/Gardermoen and Warsaw/Chopin airports.
- ILS maintenance at Dusseldorf airport.
- Minimum departure intervals reduction trials at Dublin airport.
- Construction of a new runway at Katowice/Pyrzowice airport.
- PBN implementation (RNP APCH based on GNSS approach) at Belgrade/Nikola Tesla airport.

DISRUPTIONS

Technical

- Frequency/radio problems at Athens ACC on 1 and 8 October (total delay: 2,068 mins).
- Airport radar problems at Vienna airport between 7 and 13 October (total delay: 2,489 mins).
- Radar maintenance at Geneva airport on 17 October (1,830 mins).
- IT systems failure (affecting baggage handling) at London/Heathrow airport on Sunday 26 October (total delay: 1,566 mins).

Industrial Actions

- Industrial action by Germanwings pilots on 15 October resulted in 146 flights being cancelled.
- Industrial action by Lufthansa pilots on 20 October and 21 October resulted in the cancellation of approximately 1,500 flights.

Other

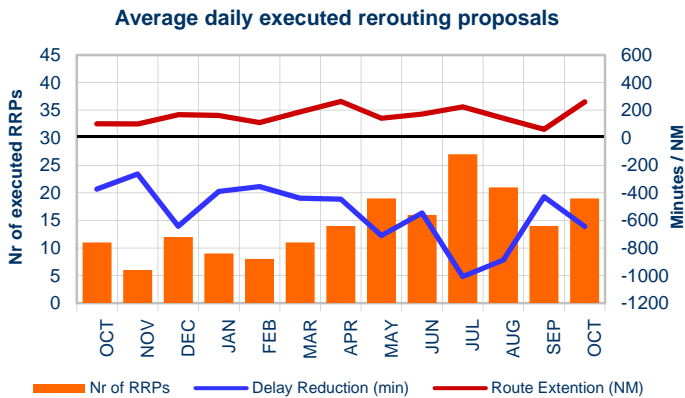
- Contingency procedures in the Tripoli ACC are applicable due to limited ATM/CNS capabilities. Further information is available on the NM Network Operations Portal (NOP) Portal Headline News.
- Bomb disposal at Dusseldorf airport on 14 and 15 October (total delay: 1,434 mins).
- Security incident at London/Heathrow on 22 October (total delay: 3,241 mins).

9. NM ADDED VALUE

RRP DIRECT DELAY SAVINGS

In October 2014, NM proposed alternative routes to an average of 34 flights per day of which 19 were accepted. This saved 644 minutes of daily delay at a cost of 260 extra nautical miles.

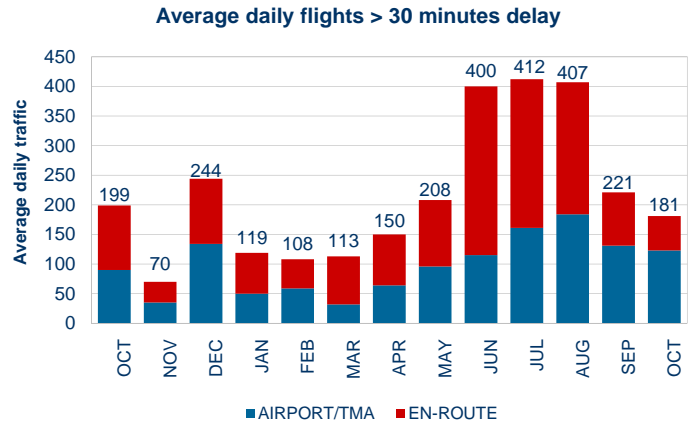
This graph shows the actual daily averages for the previous 13 months period:



FLIGHTS WITH DELAY > 30'

The number of flights that had more than 30 mins of ATFM delay decreased from 199 flts/day in October 2013 to 181 flts/day in October 2014.

32.0% of flights with more than 30 mins of ATFM delay in October 2014 were en-route and 68.0% were airport.



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