



**Network Manager**  
nominated by  
the European Commission



# Monthly Network Operations Report

**Overview – October 2014**



# SUMMARY

Traffic increased by 1.4% in October 2014. The Ukraine crisis continues to distort traditional traffic flows in the region with increases in excess of 10% observed in a number of neighbouring ACCs.

En-route ATFM delays decreased by 30.1% compared to October 2013, while airport ATFM delays increased by 42.5% mainly due to weather. For the first time in 2014, the average daily ATFM delay per flight remained below 1.5 min/ft for each day of the month.

Highlights include:

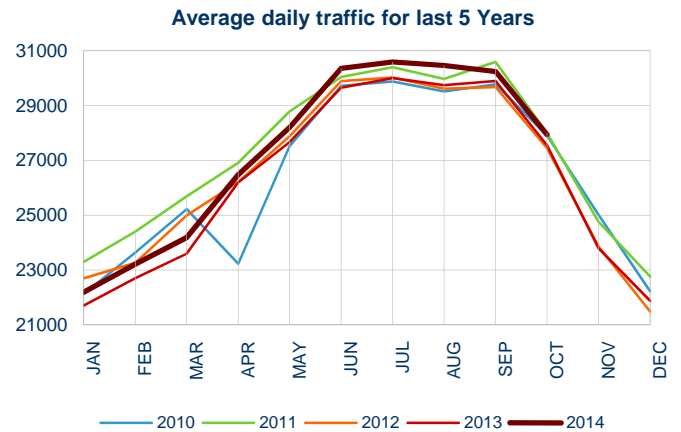
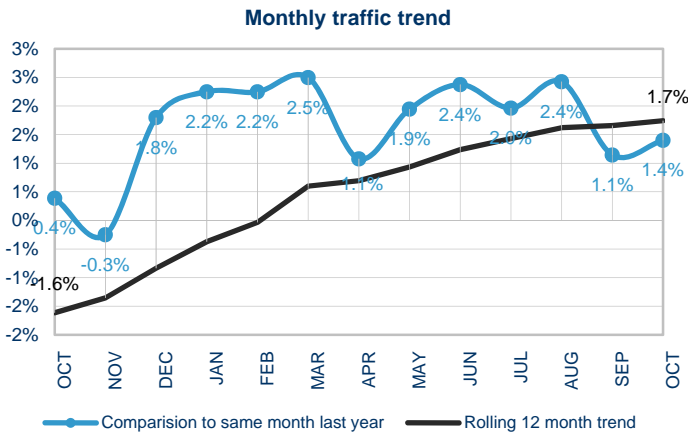
- Adverse weather caused most ATFM delays impacting operations at several airports. Strong winds due to remnants of Hurricane Gonzalo during middle of month with high delays particularly at London/Heathrow and Amsterdam/Schiphol forcing airlines to cancel flights to London/Heathrow.
- CANATO military exercise generated a significant amount of delay in Bordeaux ACC, with some impact in Marseille ACC.
- Significant reduction in en-route ATC staffing delays by Athens, Makedonia and Nicosia ACCs.
- Industrial action by Lufthansa pilots on 20 /21 October and Germanwings pilots on 15 October resulted in the cancellation of approximately 1,650 flights in total.
- Stuttgart airport implemented full A-CDM operations on 6 October 2014, Milano/Malpensa on 7 October 2014.

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

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

\* NM's calculation that provides the guideline en-route delay (min) requirements to achieve the annual target (0.5 min/flight).

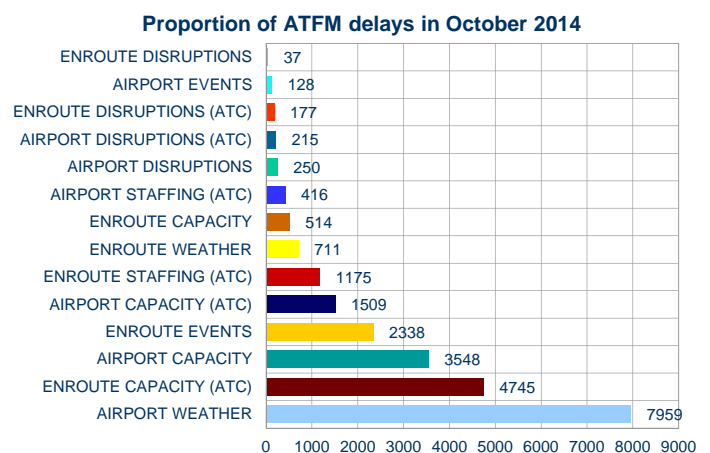
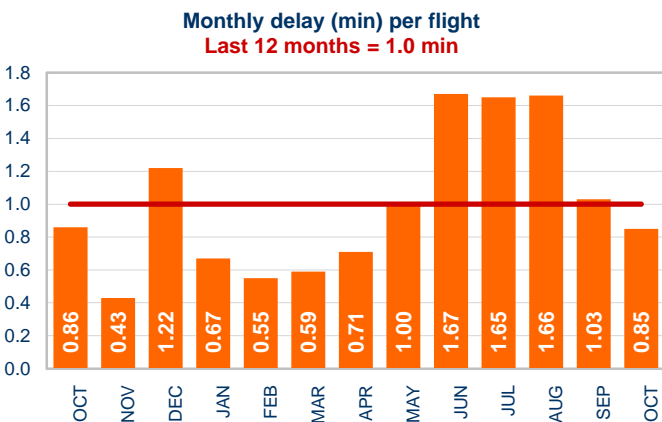
## 1. TOTAL TRAFFIC



Traffic increased by 1.4% in October 2014 which is close to the baseline forecast. The trend shows a continuous recovery in traffic that dates back to April 2013.

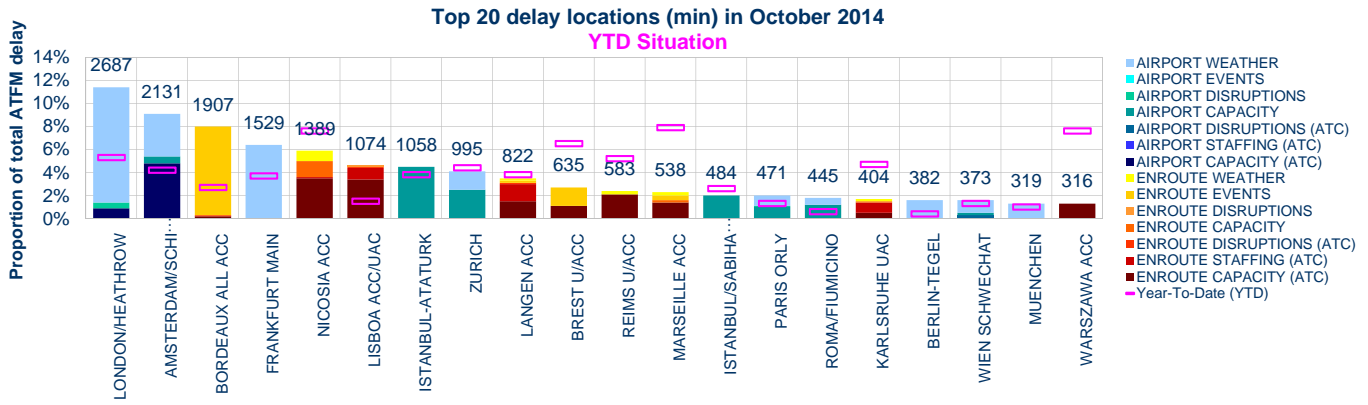
Average daily traffic in October remains above 2013 and 2012 levels and similar to 2010 and 2011.

## 2. ATFM DELAYS



Average ATFM delay per flight remains at a similar level to October 2013.

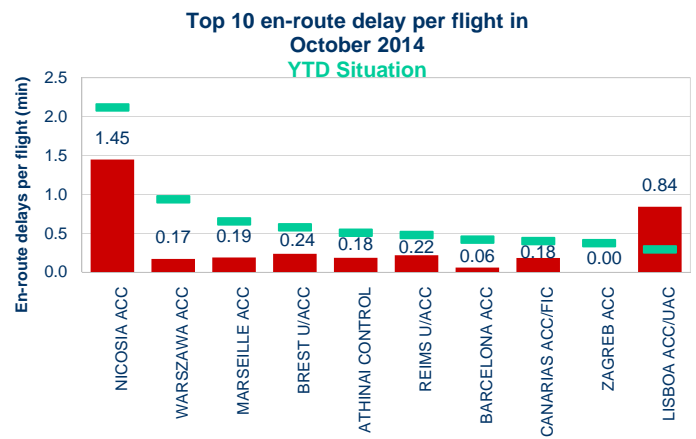
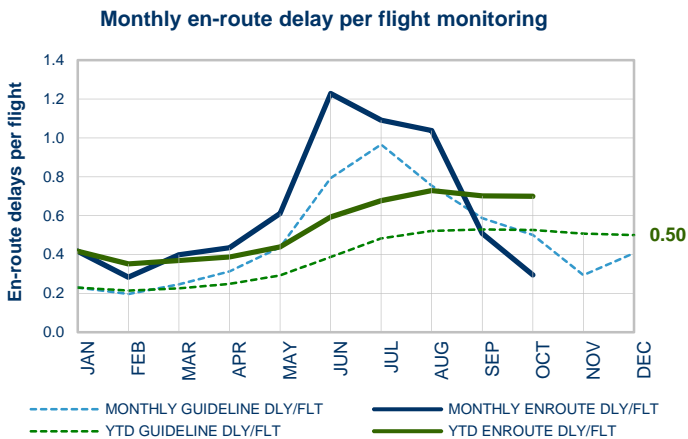
Airport weather (33.6%), en-route ATC capacity (20%) and airport capacity (15%) were the biggest contributors to ATFM delays in October.



These are the top 20 delay generating locations for the reporting month with respect to ATFM delays. Figures are the average daily delays in minutes for the individual locations. Pink dashes (Year-To-Date - YTD) indicate their average daily ATFM delay since the beginning of the year.

- 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 DELAY MONITORING



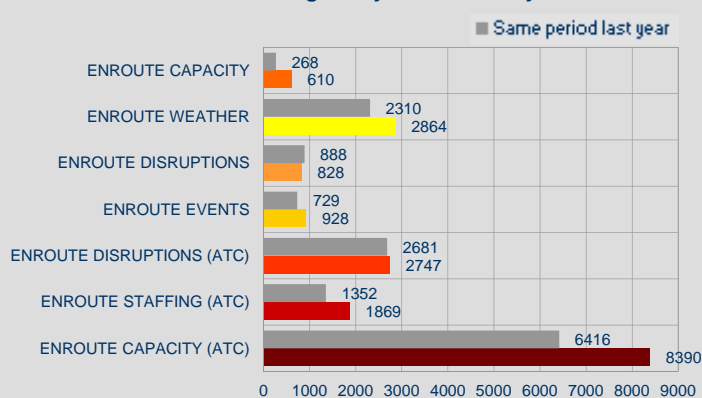
**Reporting month:** The average en-route delay per flight in the NM area in October was 0.35 min/ft, which is below the corresponding monthly guideline\* value of 0.50 min/ft.

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

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

Lisbon ACCs average en-route delay per flight increased from 0.2 min/ft in September 2014, to 0.84 min/ft in October.

#### Year-to-date average daily en-route delays



En-route ATFM delays in 2014 are higher than the corresponding levels in 2013 with :

- High en-route capacity (ATC) and en-route staffing (ATC) delays in Athens, Barcelona, Marseille, Reims, Warsaw, Zagreb, Brest, Bratislava, Karlsruhe and Nicosia ACCs;
- Adverse weather which commenced in July continues to affect the en-route element of the network, particularly Karlsruhe, Zagreb and Langen ACCs, as well as Reims, Paris and Maastricht ACCs;
- Exceptional en-route disruptions (ATC) due to French industrial action in January, March, May and June, Italian industrial action in September;
- En-route disruptions in Maastricht, Karlsruhe, Madrid, Langen, London and Barcelona ACCs due to the French ATC industrial action, and in Ankara ACC due to the increased longitudinal separation on Iraqi border, with the ATFM restriction being cancelled on 10 August;
- En-route event delays generated by Warsaw ACC (PEGASUS 21 ATM system implementation), Langen ACC (Paperless Strip System (PSS) implementation), Bordeaux and Marseille ACCs (CANATO military exercise).