



Network Manager
nominated by
the European Commission



Monthly Network Operations Report

Overview - August 2014



SUMMARY

Continuing a similar trend to June and July, August 2014 saw the highest August traffic level for the last five years. This was above high traffic forecast.

The ongoing traffic decline in Ukraine accelerated following the crash of MH17 on 17 July. Traffic continues to avoid Ukraine with significant traffic increases being observed in neighbouring ACCs. The traffic decline has also had a significant impact outside Europe, with European traffic to and from the Russian Federation decreasing by almost 7% in August 2014 compared to August 2013. This is in contrast to a growth of 12% observed at the beginning of the year.

En-route capacity, adverse weather conditions affecting both airport and en-route traffic, airport capacity and staffing shortages spread over several ACCs resulted in high delays in August. Overall, total ATFM delays increased by 98.1% compared to August 2013. En-route ATFM delays increased by 77.5% while airport ATFM delays increased by 145.8%.

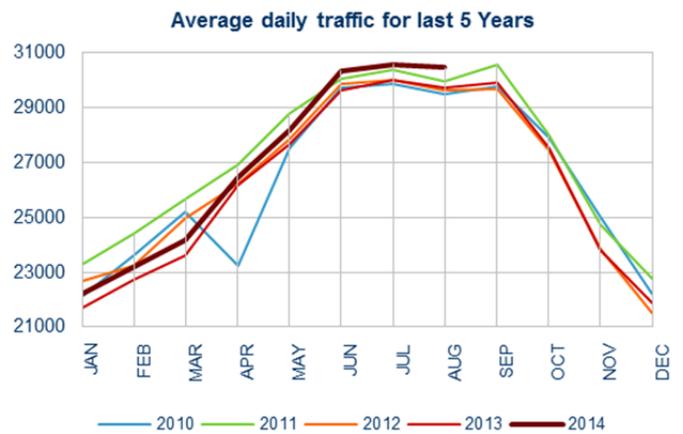
Highlights include:

- Significant en-route capacity (ATC) delays in Barcelona, Reims and Warsaw ACCs, en-route staffing (ATC) delays in Athens ACC;
- Adverse weather affecting Karlsruhe and Zagreb ACCs, as well as Istanbul/Ataturk, Frankfurt/Main, London/Heathrow and Sabiha/Gocken airports.
- Reduced capacity in Nicosia ACC as a result of airspace restrictions due to Israeli military operations;
- Technical problems affecting Madrid ACC which generated additional delay in Barcelona and Brest ACCs. Additional technical problems affecting Bordeaux ACC and Stockholm ACC;
- The closure of Libyan airspace continues to influence traffic flows in the region;
- NM was on 'pre-alert' between 24 and 25 August in response to the potential eruption of the Bárðarbunga volcano.

The average en-route delay per flight in August was 1.04 min/ft, which is above the monthly guideline* value of 0.75 min/ft. The average en-route delay per flight in 2014 to date is 0.72 min/ft which is above the corresponding guideline value of 0.52 min/ft.

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

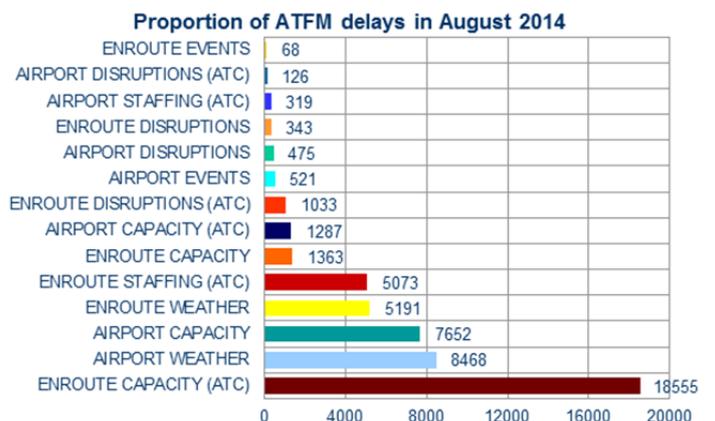
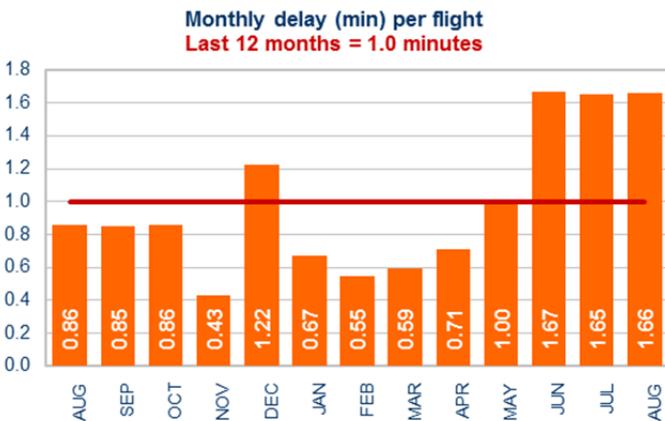
1. TOTAL TRAFFIC



Traffic increased by 2.4% in August 2014 compared to August 2013, well above the high forecast for August. The trend shows a continuous recovery in traffic that dates back to April 2013.

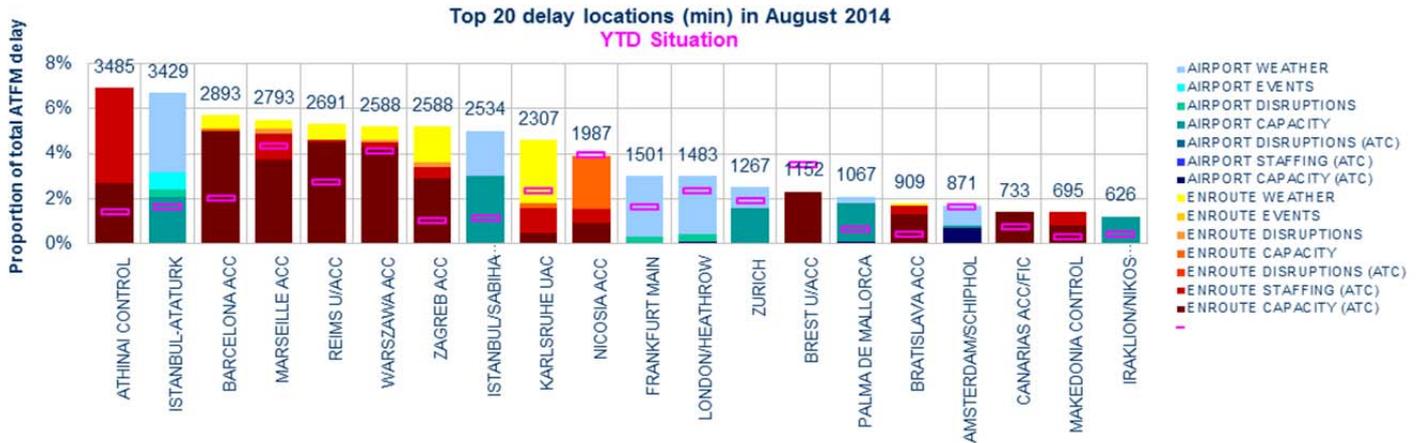
Continuing a similar trend to June and July, August 2014 saw the highest August traffic level for the last five years.

2. ATFM DELAYS



Average ATFM delay per flight increased from 0.86 mins/ft in August 2013 to 1.66 min/ft in August 2014.

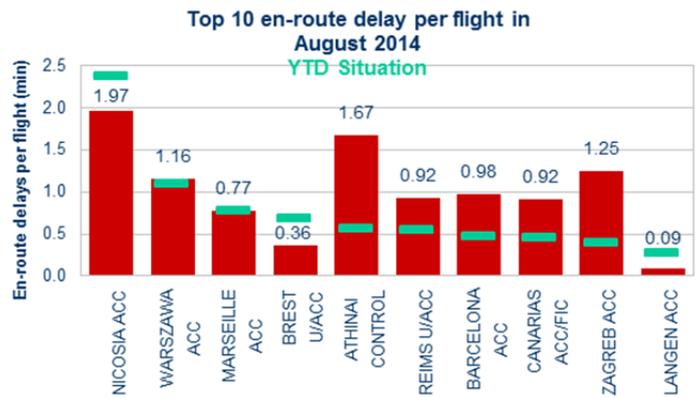
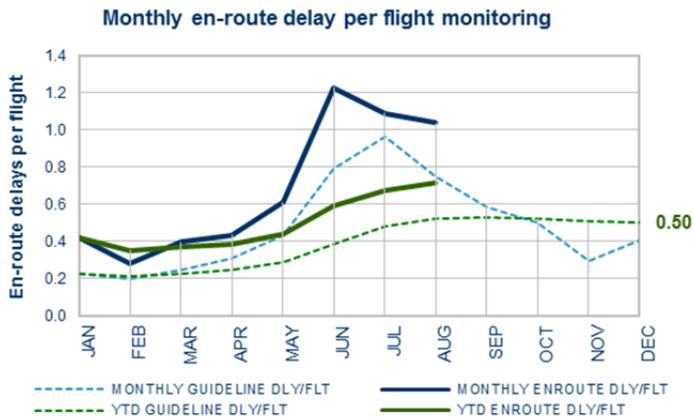
En-route capacity (ATC) (36.8%), airport weather (16.8%), airport capacity (15.2%), en-route weather (10.3%) and en-route staffing (9.8%) contributed 89% of ATFM delay in August.



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.

- Athens ACC had the highest delays in August mainly due to en-route staffing (ATC) issues and en-route capacity (ATC);
- Istanbul Ataturk airport was strongly affected by airport weather (thunderstorms), airport capacity and events (Victory Day celebration rehearsals and flypast on the 24, 28, 30 and 31 August);
- Istanbul Sabiha Gokcen generated delays due to airport capacity and thunderstorms;
- Barcelona, Marseille, Reims, Warsaw and Makedonia ACCs generated delays mainly due to en-route capacity (ATC) and thunderstorms;
- Brest and Canarias ACCs recorded en-route capacity (ATC) delays;
- Marseille, Zagreb and Bratislava ACCs had en-route staffing (ATC) delays;
- Karlsruhe ACC was strongly affected by seasonal weather (thunderstorms) and en-route staffing throughout the month;
- Nicosia ACC generated significant delays mainly as a result of airspace restrictions due to Israeli military operations;
- Frankfurt (thunderstorms), London Heathrow (strong winds) and Palma de Mallorca (fog) airports were impacted by weather;
- Amsterdam and Iraklion airports generated capacity-related delays;
- Environmental constraints at Zurich airport continued to cause delays.

3. EN-ROUTE ATFM DELAY MONITORING



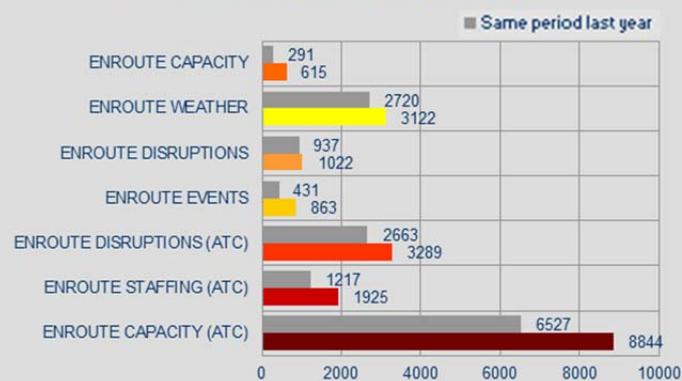
Reporting month: In August, the average en-route delay per flight in the NM area was 1.04 min/flight, which is above the corresponding monthly guideline* value of 0.75 min/flight.

Year to date: The average en-route delay per flight in the NM area in 2014 to date is 0.72 min/flight which is above the corresponding guideline value of 0.52 min/flight.

After a significant improvement in the last months, Nicosia ACC recorded the highest en-route delay per flight in August but stayed below its year to date average.

Warsaw, Athens, Reims, Barcelona, Canarias and Zagreb ACCs exceeded their year to date delay average.

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.
- Exceptional en-route disruptions (ATC) due to French industrial action in January, March, May and June.
- Adverse weather during July and August particularly affected Karlsruhe, Reims, Paris, Zagreb and Maastricht ACCs
- 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 from 10 August.
- En-route event delays generated by Warsaw ACC (PEGASUS 21 ATM system implementation) and Langen ACC (Paperless Strip System (PSS) implementation).

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