



Network Manager
nominated by
the European Commission



Monthly Network Operations Report

Overview – November 2014



SUMMARY

Traffic in November 2014 increased by 0.6% compared to November 2013 and was in-line with the low traffic forecast. Traffic avoiding the Ukraine airspace continues to distort traditional traffic flows with some neighbouring ACCs showing in excess of 20% traffic growth in November compared to November 2013.

En-route ATFM delays increased by 32.8% and airport ATFM delays increased by 93% compared to November 2013. The average delay per flight was below 1.5 min/ft each day for the second consecutive month.

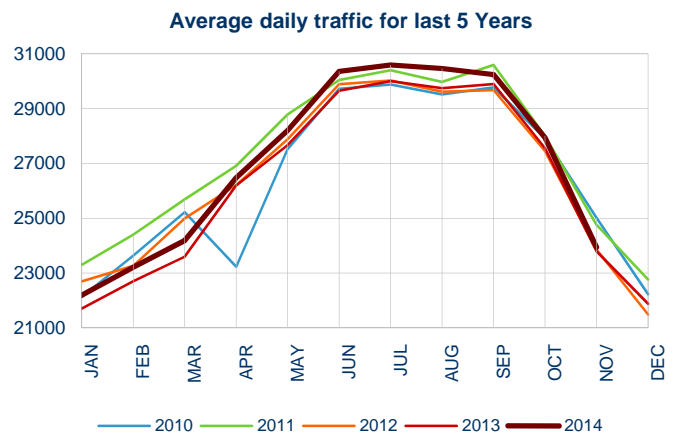
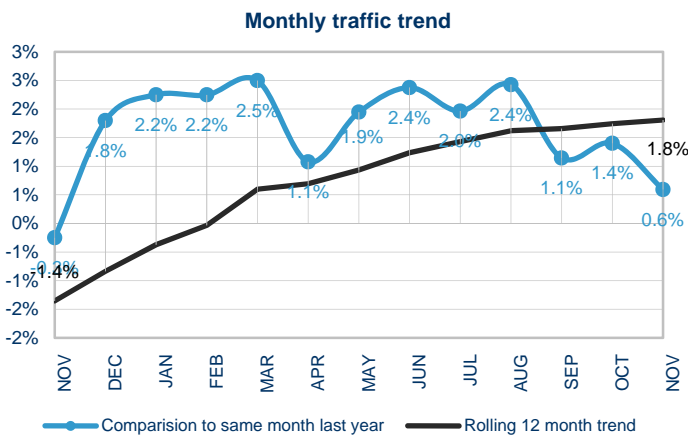
Highlights include:

- Weather impacted airport operations, particularly at London/Heathrow and Amsterdam/Schiphol airports.
- Lisbon ACC operations were impacted by ATC capacity and staffing issues. Strong jetstreams and seasonal weather created additional complexity. Good collaboration with neighbouring ACCs and NM mitigated the impact.
- A number of airspace projects started in November. Airspace reorganisation in Tampere, Bodo and Stavanger ACCs created some ATFM delay.
- The new Bosnia Herzegovina ACC opened successfully with no ATFM delay due to airspace changes in the region.
- London/Gatwick airport implemented full A-CDM operations on 7 November 2014 to become the 15th A-CDM airport.

The average en-route delay per flight in November was 0.30 min/ft, which is slightly above the monthly guideline* value of 0.29 min/ft. The average en-route delay per flight in 2014 to date is 0.64 min/ft which is above the corresponding guideline value of 0.51 min/ft.

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

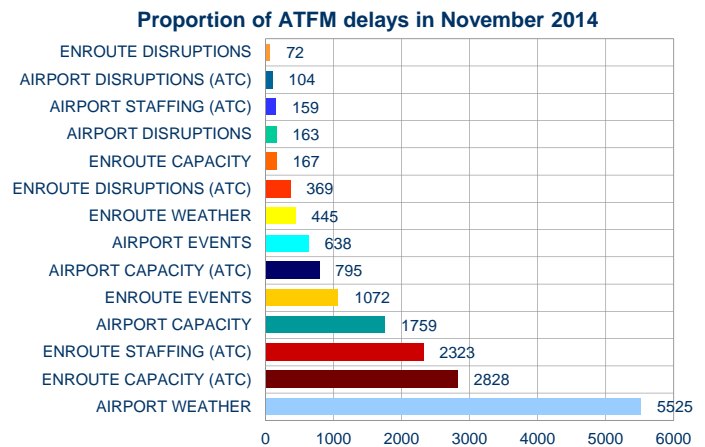
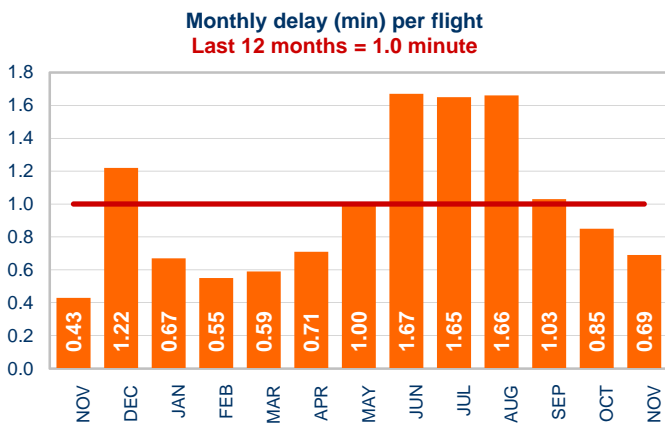
1. TOTAL TRAFFIC



November traffic was up 0.6% on the same month last year and was in-line with the low traffic forecast. The trend shows a continuous recovery in traffic that dates back to April 2013.

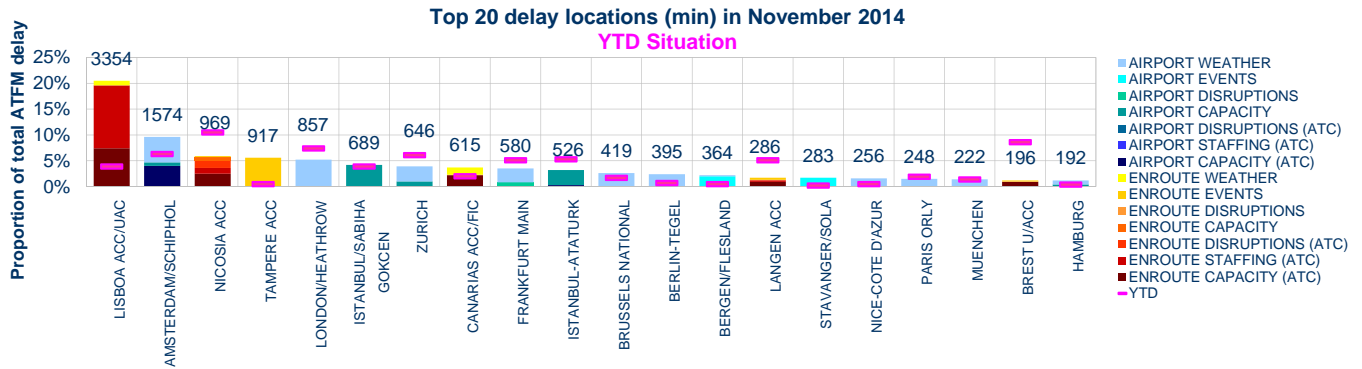
Average daily traffic in November remains marginally above 2013 and 2012 levels but below 2010 and 2011.

2. ATFM DELAYS



Average ATFM delay per flight increased from 0.43 min/ft in November 2013 to 0.69 min/ft in November 2014.

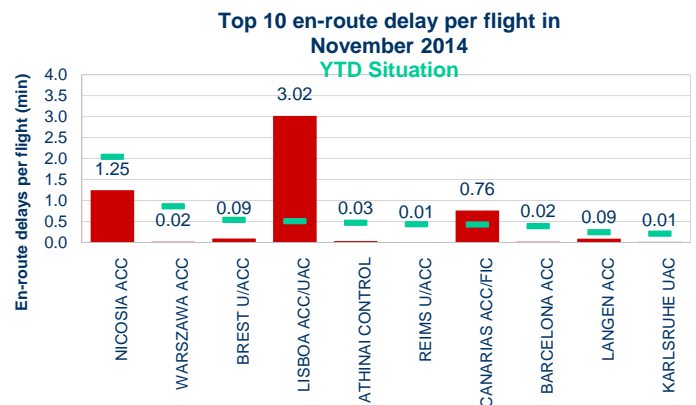
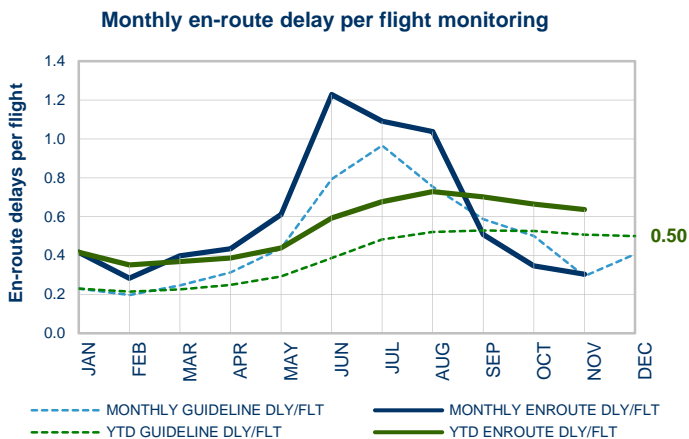
Airport weather (33.7%) was the biggest contributor to ATFM delays in November, followed by en-route ATC capacity (17.2%), en-route ATC staffing (14.2%) and airport capacity (10.7%).



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.

- Lisbon ACC was particularly impacted by en-route ATC capacity and staffing issues. Jetstreams during the middle of the month contributed to an increase in demand.
- Weather impacted airport operations, particularly at London/Heathrow, Amsterdam/Schiphol, Zurich, Frankfurt/Main, Brussels/National and Berlin/Tegel airports. Amsterdam/Schiphol was also affected by airport ATC capacity issues.
- Nicosia ACC generated some delay due to ATC equipment (ATM system upgrade), en-route ATC capacity and ATC staffing issues.
- Reorganisation of Tampere ACC airspace generated en-route ATFM delays. Implementation of Southern Norway Airspace Project (SNAP) generated delays at Bergen/Flesland and Stavanger/Sola airports.
- Istanbul/Sabiha Gokcen, Istanbul/Ataturk (runway configuration) and Zurich airports experienced delays due to aerodrome capacity issues.
- Canarias, Langen and Brest ACCs experienced ATC capacity issues. Canarias ACC generated additional delays due to en-route weather (strong winds at Tenerife/South airport).
- Langen ACC (PSS implementation) and Brest ACC (operational training) generated some delays due to ATM system improvements.

3. EN-ROUTE ATFM DELAY MONITORING



Reporting month: The average en-route ATFM delay per flight in the NM area in November was 0.30 min/ft, which is slightly above the corresponding monthly guideline* value of 0.29 min/ft.

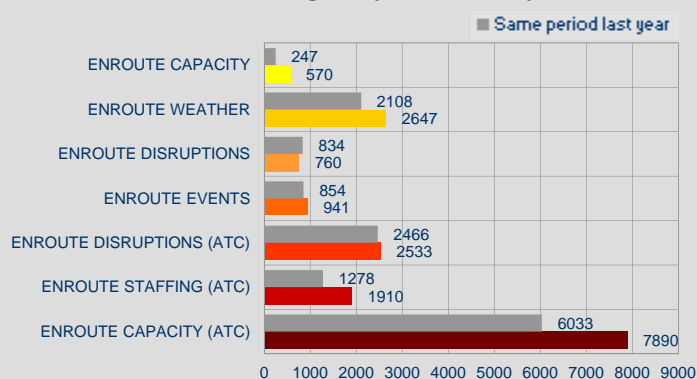
Year to date: The average en-route ATFM delay per flight in the NM area in 2014 to date is 0.64 min/ft which is above the corresponding guideline value of 0.51 min/ft.

Nicosia ACCs average en-route delay per flight decreased from 1.45 min/ft in October to 1.25 min/ft in November. It remains well below the November 2013 level of 2.18 min/ft.

Lisbon ACCs average en-route delay per flight continues its upward trend. The average delay per flight increased from 0.2 min/ft in September 2014 to 0.84 min/ft in October and to 3.02 min/ft in November.

Canarias ACCs average en-route delay per flight increased from 0.18 min/ft in October to 0.77 min/ft in November.

Year-to-date average daily en-route delays



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

- En-route capacity (ATC) and en-route staffing (ATC) delays in Athens, Barcelona, Bratislava, Karlsruhe, Lisbon, Marseille, Nicosia, Reims, Warsaw, Zagreb 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 from 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) and Tampere ACC (airspace reorganisation).

* 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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