



Network Manager
nominated by
the European Commission



Monthly Network Operations Report

Analysis - September 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.

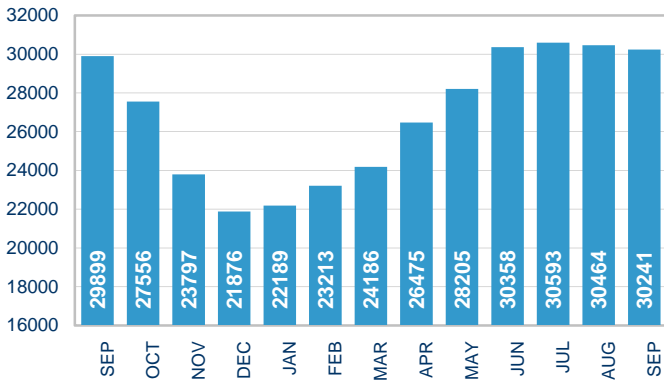
	ENROUTE CAPACITY (ATC)		AIRPORT CAPACITY (ATC)
	ENROUTE STAFFING (ATC)		AIRPORT STAFFING (ATC)
	ENROUTE DISRUPTIONS (ATC)		AIRPORT DISRUPTIONS (ATC)
	ENROUTE CAPACITY		AIRPORT CAPACITY
	ENROUTE DISRUPTIONS		AIRPORT DISRUPTIONS
	ENROUTE EVENTS		AIRPORT EVENTS
	ENROUTE WEATHER		AIRPORT WEATHER

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.

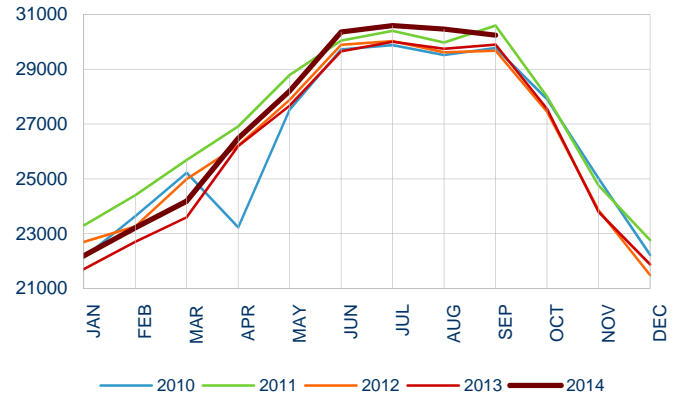
1. TOTAL TRAFFIC

Last 13 months average daily traffic



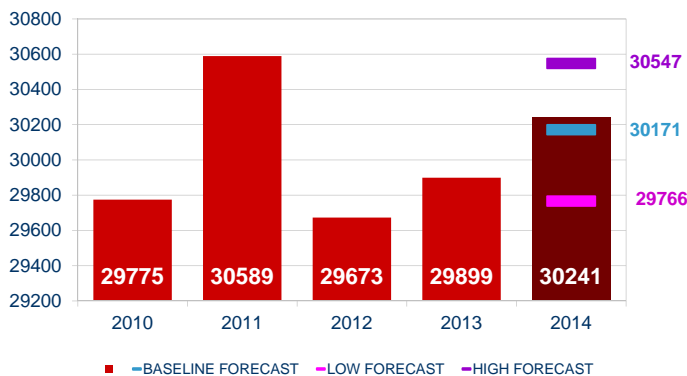
Traffic increased by 1.1% in September 2014 compared to September 2013.

Average daily traffic for last 5 Years



Average daily traffic in September fell below 2011 levels for the first time since May 2014.

Average daily traffic in September for last 5 Years
Forecast dated 2014-02



The traffic increase of 1.1% was close to the baseline forecast for September 2014 but fell below the 2011 traffic levels for the first time since May 2014; this slower trend was due to industrial action in France and in Germany resulting in the cancellation of approximately 8,900 flights for both states.

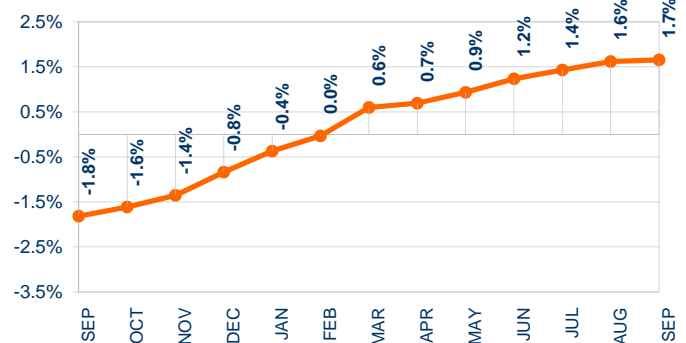
France moved from adding 75 daily flights to local traffic¹ in August to removing 255 daily flights from the European network in September due to a 14-day strike at Air France which resulted in the cancellation of approximately 8,500 flights. The state's international departures and arrivals were down 3.2% whereas internal flights slumped 11.8% compared to September 2013. The overall traffic decrease in France was -0.6% in September. A 4-day strike at Lufthansa led to the cancellation of 410 flights.

The overall traffic decrease in Ukraine continues. It decreased from -2% in March at the beginning of the crisis to -56.6% in September compared to the same period in 2013. Traffic re-routings via neighbouring states continue to impact overflights in Bulgaria (+26%), Romania (+17%) and Turkey (11%), whereas overflights for Moldova decreased by 43% compared to September 2013.

Turkey, Greece, Spain and UK were the top four contributors to local traffic on the European network with a combined total of 500 additional daily flights. Canary Islands, Belgium, Luxembourg, the Netherlands, Poland, Portugal, Italy, Germany, Switzerland and Ireland were the other states adding more than 25 daily flights and contributing to local traffic growth in September (vs. September 2013).

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

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 October 2013 to September 2014 was 1.7% higher than the average from October 2012 to September 2013.

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

(cont.) The Charter segment continued its downward trend and decreased by 4.5% compared to September 2013; it was followed by Traditional Scheduled which suffered from Air France and Lufthansa's strikes and was down 1.2%. On the positive side, the Low-Cost segment maintained its growth rate at 6.2% and was followed by All-Cargo which was up 3.1% in September from 1.4% in July and August. The Business Aviation segment switched to the positive for the first time in nine months and was up 1% compared to September 2013.

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

Six of the top 10 airports recorded positive traffic growth compared to September 2013. Overall, the largest traffic increases in September 2014 were at Istanbul/Sabiha Gokcen, Athens, Ibiza, London/Stansted, Brussels/National, Lisbon, Istanbul/Ataturk, London/Luton and Hamburg airports. The largest decreases in traffic were at Marseille/Provence, Paris/Charles de Gaulle, Lyon/St Exupery, Paris/Orly, Nice/Cote D'Azur, mainly as a result of the prolonged industrial action by Air France pilots.

Five of the top 10 aircraft operators had more traffic compared to September 2013. Overall, the operators with the highest traffic growth were Germanwings, Aegean Airlines, Vueling, Wizz Air, Pegasus, Emirates, Jet2.com, Norwegian Air Shuttle, European Air Transport, Qatar Airways and Condor Flugdienst airlines. Air France, Lufthansa, Flybe and Aeroflot Russian recorded the highest traffic reduction compared to September 2013.

Industrial action by Air France pilots between 15 and 28 September resulted in the cancellation of approximately 8,500 flights. Industrial action by Lufthansa pilots took place on 5, 10, 16 and 30 September, resulting in a cancellation of approximately 410 flights. Additionally, 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. The transfer of certain flights from Olympic to Aegean Airlines accounts for variations seen in these carriers. Pegasus continued to record an increase in flights compared to September 2013 following an increase in fleet size.

N°	ADEP	ADEP NAME	201409	%
1	EDDF	FRANKFURT MAIN	707	-0.1%
2	EHAM	AMSTERDAM/SCHIPHOL	677	3.5%
3	EGLL	LONDON/HEATHROW	667	-1.0%
4	LTBA	ISTANBUL-ATATURK	623	7.4%
5	LFPG	PARIS CH DE GAULLE	603	-13.4%
6	EDDM	MUENCHEN	567	-1.1%
7	LEMD	ADOLFO SUAREZ MADRID-BARAJA	499	3.3%
8	LIRF	ROMA/FIUMICINO	488	3.0%
9	LEBL	BARCELONA/EL PRAT	451	4.9%
10	EGKK	LONDON/GATWICK	415	2.7%
11	LSZH	ZURICH	391	4.6%
12	ENGM	OSLO/GARDERMOEN	385	3.5%
13	EKCH	KOBENHAVN/KASTRUP	382	3.2%
14	LOWW	WIEN SCHWECHAT	371	0.0%
15	ESSA	STOCKHOLM-ARLANDA	358	4.1%
16	EBBR	BRUSSELS NATIONAL	355	8.6%
17	LTAI	ANTALYA	352	-2.5%
18	LEPA	PALMA DE MALLORCA	348	2.7%
19	EDDL	DUESSELDORF	331	-1.5%
20	LFPO	PARIS ORLY	323	-8.2%
21	EGCC	MANCHESTER	277	1.5%
22	LTJF	ISTANBUL/SABIHA GOKCEN	277	19.4%
23	EDDT	BERLIN-TEGEL	274	3.0%
24	EIDW	DUBLIN	271	5.5%
25	LSGG	GENEVA	256	2.4%
26	EFHK	HELSINKI-VANTAA	252	2.4%
27	LIMC	MILANO MALPENSA	250	-1.6%
28	LGAV	ATHINA/ELEFTHERIOS VENIZELOS	246	11.8%
29	EGSS	LONDON/STANSTED	238	9.7%
30	LPPT	LISBOA	237	7.7%
31	EDDH	HAMBURG	225	7.1%
32	EPWA	CHOPINA W WARSZAWIE	218	-0.9%
33	LFMN	NICE-COTE D'AZUR	214	-7.0%
34	LKPR	PRAHA RUZYNE	197	-2.5%
35	EDDK	KOELN-BONN	196	5.4%
36	EDDS	STUTTGART	185	1.1%
37	LEMG	MALAGA/COSTA DEL SOL	176	4.1%
38	EGPH	EDINBURGH	168	-1.8%
39	LIML	MILANO LINATE	166	-1.8%
40	EGGW	LONDON/LUTON	161	7.3%
41	LFLL	LYON SAINT-EXUPERY	159	-8.6%
42	EGBB	BIRMINGHAM	154	2.0%
43	LLBG	TEL AVIV/BEN GURION	150	-5.7%
44	ENBR	BERGEN/FLESLAND	148	-2.6%
45	LROP	BUCURESTI/HENRI COANDA	139	0.0%
46	LEIB	IBIZA	134	11.7%
47	LFML	MARSEILLE PROVENCE	131	-15.5%
48	LHBP	BUDAPEST LISZT FERENC INT.	130	2.4%
49	LIPZ	VENEZIA TESSERA	127	-2.3%
50	EGPF	GLASGOW	126	3.3%
TOTALS and % TOTAL TRAFFIC			15175	50.2%

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

N°	ICAO	AIR OPERATOR	201409	%
1	RYR	RYANAIR	1680	-0.7%
2	DLH	DEUTSCHE LUFTHANSA	1564	-14.4%
3	EZY	EASYJET	1222	4.1%
4	THY	TURKISH AIRLINES	1197	7.6%
5	SAS	SCANDINAVIAN AIRLINES SYSTEM	973	3.7%
6	BAW	BRITISH AIRWAYS	694	-0.7%
7	AFR	AIR FRANCE	689	-34.1%
8	BER	AIR BERLIN, INC.	681	-0.4%
9	KLM	KLM ROYAL DUTCH AIRL	654	3.5%
10	AZA	ALITALIA	559	2.6%
11	NAX	NORWEGIAN AIR SHUTTLE	554	11.7%
12	VLG	VUELING AIRLINES SA	533	27.8%
13	GW	GERMAN WINGS	490	79.5%
14	SWR	SWISS INTERNATIONAL	416	0.5%
15	WIF	WIDEROE	388	2.4%
16	PGT	PEGASUS HAVA TASI	373	15.1%
17	AUA	AUSTRIAN AIRLINES	369	-3.4%
18	BEE	JERSEY EUROPEAN T/A FLYBE	355	-14.0%
19	TAP	TAP/AIR PORTUGAL	342	7.2%
20	WZZ	WIZZ AIR	305	23.0%
21	AEE	AEGEAN AIRLINES	287	48.7%
22	AFL	AEROFLOT-RUSSIAN	239	-10.2%
23	TOM	THOMSON FLY LTD	224	-0.9%
24	ANE	AIR NOSTRUM	222	2.3%
25	BEL	BRUSSELS AIRLINES	222	6.2%
26	IBE	IBERIA	221	2.3%
27	AEA	AIR EUROPA	221	8.9%
28	LOT	LOT-POLISH AIRLINES	220	-5.2%
29	EIN	AER LINGUS TEORANTA	219	3.3%
30	RAM	ROYAL AIR MAROC	198	5.9%
31	EXS	JET2.COM	194	13.5%
32	TRA	TRANSVIA.COM	175	5.4%
33	MON	MONARCH AIRLINES LTD	166	9.2%
34	FCM	FINNISH COMMUTER AIRLINES OY(F	165	-4.1%
35	UAE	EMIRATES	164	13.9%
36	FIN	FINNAIR OY	160	9.6%
37	EZS	EASY JET SWITZERLAND	148	3.5%
38	UAL	UNITED AIRLINES INC.	146	-0.7%
39	NJE	NETJETS	144	-2.7%
40	DAL	DELTA AIR LINES INC.	142	9.2%
41	TYS	TRAVEL SERVIS	138	8.7%
42	TSO	TRANSAERO AIRLINES	136	3.0%
43	BCS	EUROPEAN AIR TRANSP.	135	11.6%
44	CFG	CONDOR FLUGDIENST	134	10.7%
45	BTI	AIR BALTIC CORPORAT.	130	-3.7%
46	SXS	SUNEXPRESS AIRLINES	128	8.5%
47	TCX	THOMAS COOK AIT LTD	127	1.6%
48	QTR	QATAR AIRWAYS COMP.	122	10.9%
49	SHT	BAW SHUTTLE	116	-0.9%
50	ROT	TAROM	110	4.8%
TOTALS and % TOTAL TRAFFIC			19191	63.5%

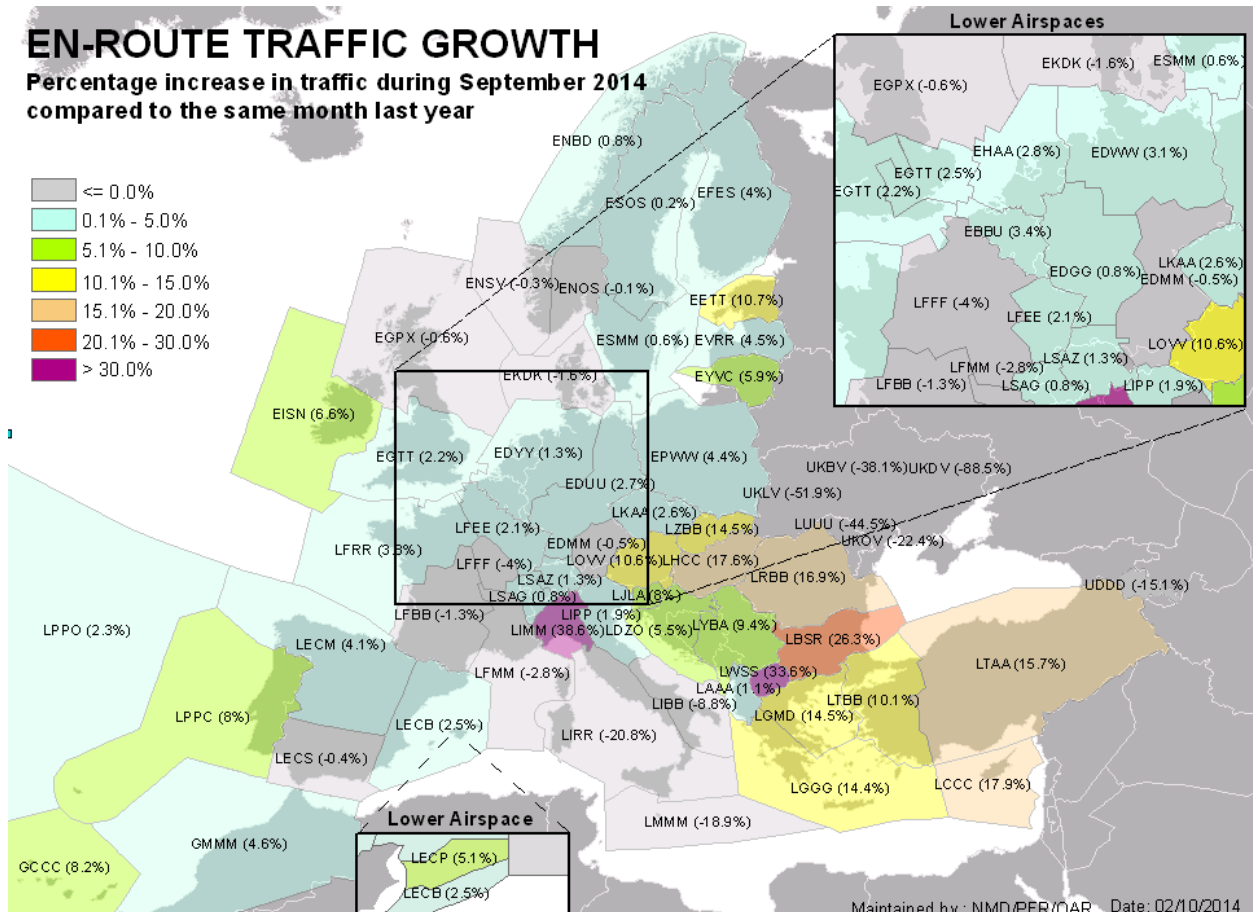
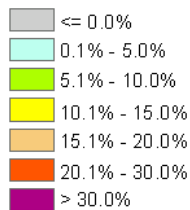
Top 50 Air Operators with average daily traffic and percentage compared to same period of previous year

N°	ICAO	AIR OPERATOR	201409	%
		Unidentified	2816	7.1%

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 September 2014 compared to the same month last year



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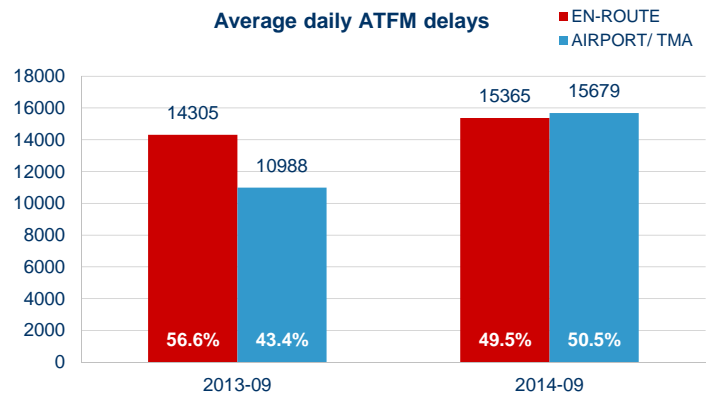
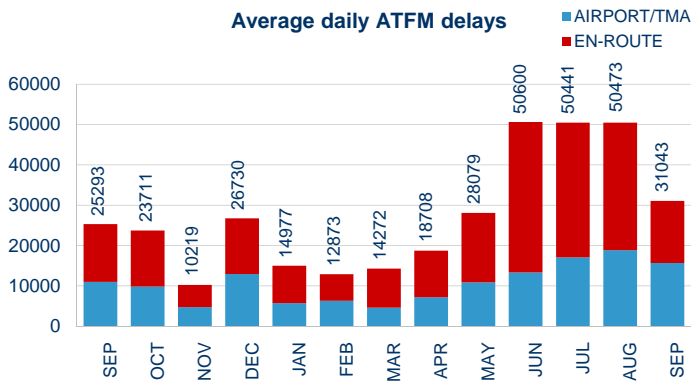
N°	ASP ID	ASP NAME	201409	%	N°	ASP ID	ASP NAME	201409	%
1	EBBUACC	BRUSSELS CANAC	1767	3.4%	35	LFBBALL	BORDEAUX ALL ACC	2675	-1.3%
2	EDGGALL	LANGEN ACC	3810	0.9%	36	LFEEACC	REIMS U/ACC	2824	2.1%
3	EDMMACC	MUNCHEN ACC	3248	-0.5%	37	LFFFALL	PARIS ALL ACC	3274	-4.0%
4	EDUUUACC	KARLSRUHE UAC	5335	2.7%	38	LMMMACC	MARSEILLE ACC	3241	-2.8%
5	EDWUACC	BREMEN ACC	1923	3.1%	39	LFRRACC	BREST U/ACC	2983	3.9%
6	EDYYUACC	MAASTRICHT UAC	5102	1.3%	40	LGGGACC	ATHINAI CONTROL	1780	14.3%
7	EETTACC	TALLIN ACC	588	10.7%	41	LGMACC	MAKEDONIA CONTROL	1475	14.5%
8	EFESACC	TAMPERE ACC	505	3.9%	42	LHCCACC	BUDAPEST ACC	2279	17.6%
9	EGGXOCA	SHANWICK DACC	1258	6.4%	43	LIBBACC	BRINDISI ACC	891	-8.8%
10	EGPXALL	SCOTTISH ACC	2713	-0.6%	44	LIMMACC	MILANO ACC	2492	38.6%
11	EGTTACC	LONDON ACC	5759	2.2%	45	LIPPACC	PADOVA ACC	2299	1.9%
12	EGTTTC	LONDON TMA TC	3895	2.5%	46	LIRRACC	ROMA ACC	2460	-20.8%
13	EHAACC	AMSTERDAM ACC(245-)	1603	2.8%	47	LJLAACC	LJUBLJANA ACC	978	8.0%
14	EIDWACC	DUBLIN ACC	603	6.2%	48	LKAAACC	PRAGUE ACC	2161	2.6%
15	EISNACC	SHANNON ACC	1246	6.6%	49	LMMACC	MALTA ACC	274	-18.9%
16	EKDKACC	COPENHAGEN ACC	1585	-1.6%	50	LOVVACC	WIEN ACC	2573	10.6%
17	ENBDACC	BODO ACC	637	1.0%	51	LPPCACC	LISBOA ACC/UAC	1293	7.9%
18	ENOSACC	OSLO ATCC	1074	-0.1%	52	LPPOACC	SANTA MARIA DACC	330	2.5%
19	ENSYACC	STAVANGER ATCC	726	-0.3%	53	LRBBACC	BUCURESTI ACC	1983	16.9%
20	EPWUACC	WARSAWA ACC	2139	4.3%	54	LSAGACC	GENEVA ACC	1913	0.8%
21	ESMMACC	MALMO ACC	1556	0.6%	55	LSAZACC	ZURICH ACC	2294	1.3%
22	ESOSACC	STOCKHOLM ACC	1224	0.2%	56	LTAACC	ANKARA ACC	2721	15.6%
23	EVRRACC	RIGA ACC	744	4.5%	57	LTBBACC	ISTANBUL ACC	2960	10.1%
24	EYVACC	VILNIUS ACC	684	5.9%	58	LUUACC	CHISINAU ACC	143	-44.6%
25	GCCACC	CANARIAS ACC/FIC	728	8.2%	59	LWSSACC	SKOPJE ACC	589	33.6%
26	GMMACC	CASABLANCA ACC	968	4.7%	60	LYBAACC	BEOGRADE ACC	1939	9.4%
27	LAAAACC	TIRANA ACC	711	1.1%	61	LZBBACC	BRATISLAVA ACC	1472	14.6%
28	LBSRACC	SOFIA ACC	2398	26.3%	62	UDDACC	YEREVAN ACC	119	-15.6%
29	LCCCACC	NICOSIA ACC	952	17.8%	63	UGGGACC	TBILISI ACC	341	0.0%
30	LDZOACC	ZAGREB ACC	1794	5.5%	64	UKBVACC	KIEV ACC	504	-38.1%
31	LECBACC	BARCELONA ACC	2625	2.5%	65	UKDVACC	DNIPROPETROVSK ACC	62	-88.6%
32	LECMACC	MADRID ALL ACC	2705	4.2%	66	UKLVACC	L'VIV ACC	294	-52.0%
33	LECPACC	PALMA ACC	1074	5.0%	67	UKOVACC	ODESSA ACC	316	-22.6%
34	LECSACC	SEVILLA ACC	985	-0.4%					

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 crash of MH17 on 17 July and continues to distort traditional traffic flows in September. Traffic avoiding the Ukraine airspace continues to influence the neighbouring ACCs with Sofia, Budapest, Bucharest, Ankara, Bratislava, Makedonia, Athens, Tallinn, Vienna and Istanbul 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.

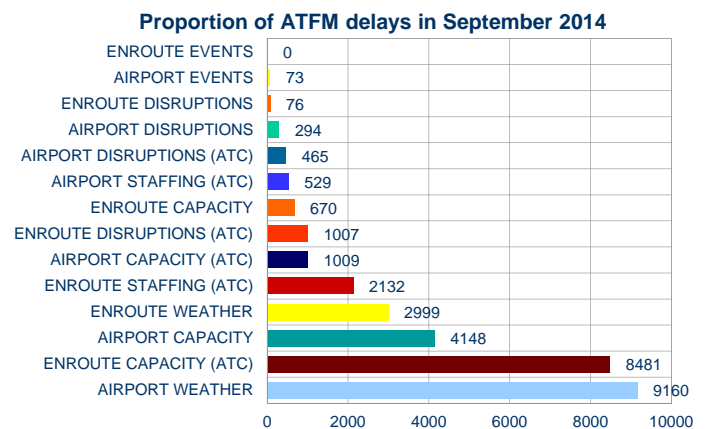
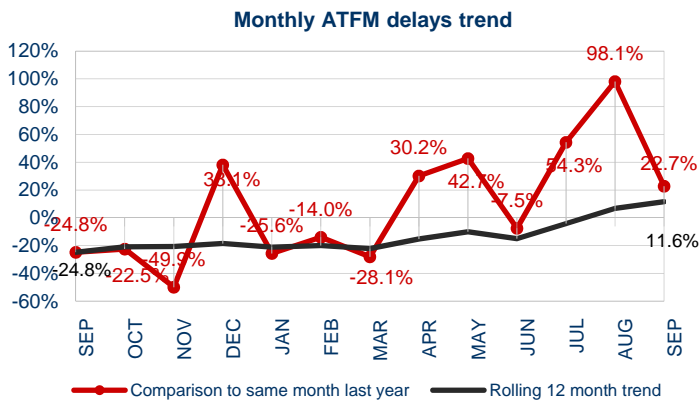
Skopje ACC traffic increase accelerated in September following the re-opening of the Kosovo KFOR sector in April 2014, together with an increase in traffic to Skopje airport. Malta ACC continues to be affected by the recently extended closure of Libyan airspace (now effective until 15 October 2014, NOTAM A0740/14 and A0696/14 refer).

2. ATFM DELAY AND ATTRIBUTIONS



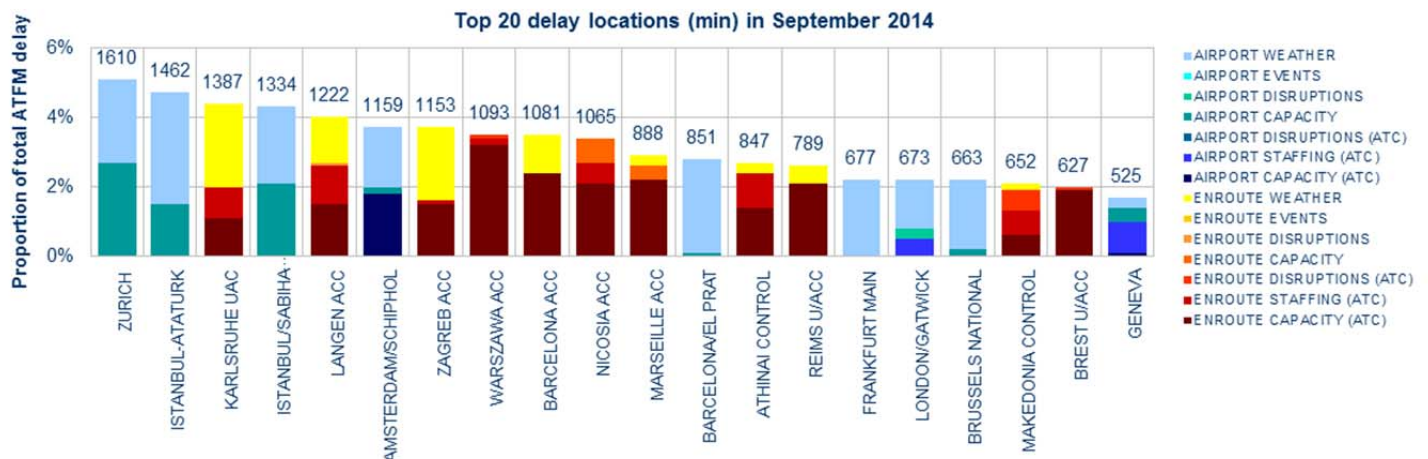
Total ATFM delays in September 2014 increased by 22.7% compared to September 2013.

En-route ATFM delays increased by 7.4% and airport ATFM delays increased by 42.7% compared to September 2013.



The 12-month rolling trend of ATFM delay remains positive for the second consecutive month. This reflects the higher level of delays, particularly since June 2014.

Airport weather (29.5%), en-route capacity (ATC) (27.3%) and airport capacity (13.4%) were the biggest contributors to ATFM delays in September.

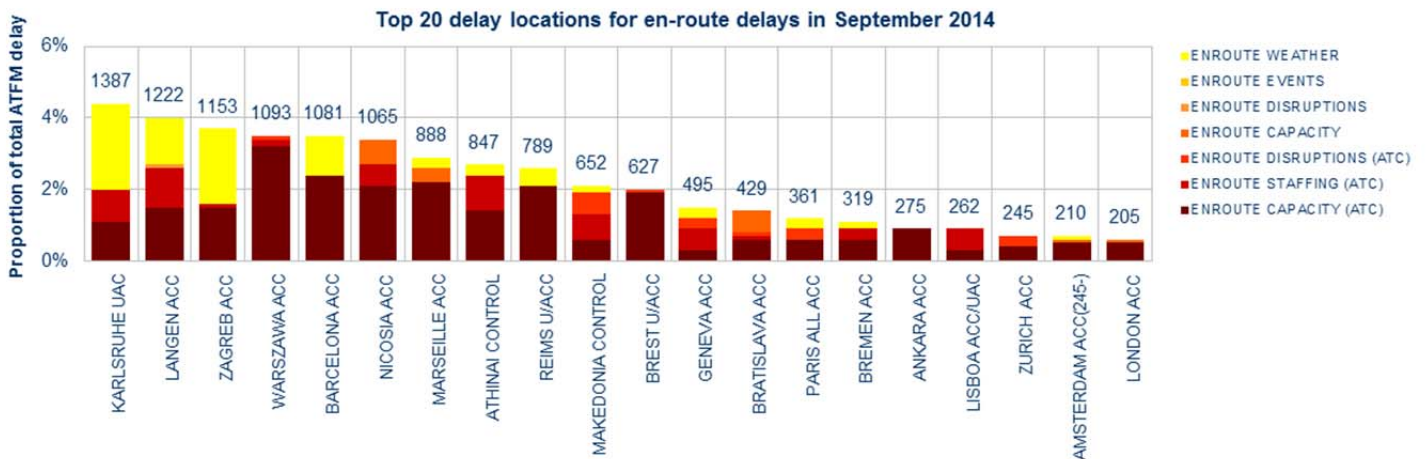
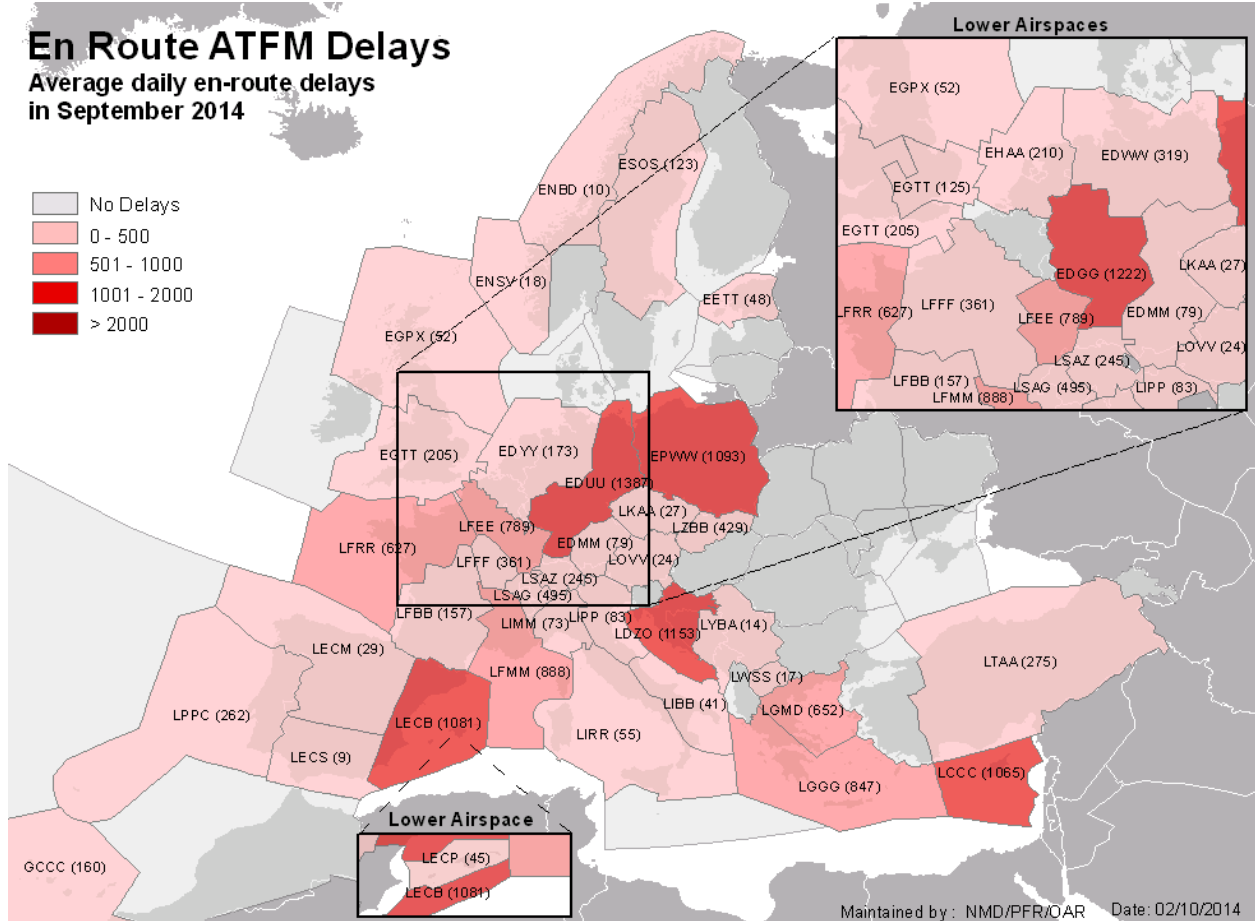


These are the top 20 delay generating locations for the reporting month with respect to total ATFM delays. Figures are the average daily delays in minutes for the individual locations.

- Zurich, Istanbul/Ataturk, Istanbul/Sabiha Gokcen, Amsterdam/Schiphol, Barcelona/El Prat, Frankfurt/Main, London/Gatwick, Brussels/National and Geneva airports were particularly affected by weather (fog/low visibility and thunderstorms) in September;
- Karlsruhe, Langen, Zagreb, Warsaw, Barcelona, Nicosia, Marseille, Athens, Reims, Makedonia and Brest ACCs experienced en-route ATC capacity issues;
- Zurich, Istanbul/Ataturk, Istanbul/Sabiha Gokcen, Brussels/National and Geneva airports generated delays due to airport capacity;
- Amsterdam/Schiphol, London/Gatwick and Geneva airports were particularly affected by airport ATC capacity issues, with London/Gatwick and Geneva airports additionally affected airport ATC staffing;
- Karlsruhe, Langen, Zagreb, Barcelona, Marseille, Athens, Reims and Makedonia ACCs were particularly affected by seasonal weather;
- Karlsruhe, Langen, Nicosia, Athens, and Makedonia ACCs generated delays due to en-route ATC staffing;
- Warsaw (OLDI), Makedonia (communications) and Brest ACC (Reims TMA radar) generated en-route ATC disruptions delays due to technical issues.

3. EN-ROUTE ATFM DELAYS

EN-ROUTE ATFM DELAY PER LOCATION

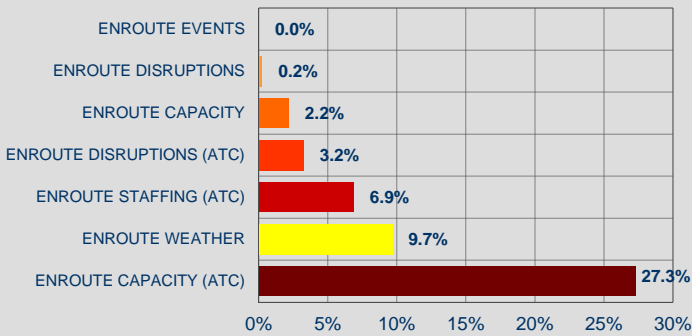


These are the top 20 en-route delay generating locations for the reporting month with respect to total ATFM delays. Figures are the average daily delays in minutes for the individual locations.

The top 20 en-route delay locations generated **43.8%** of the monthly total (network) ATFM delay. The top 5 en-route delay locations generated **19.1%** of the monthly total (network) ATFM delay.

EN-ROUTE ATFM DELAY PER DELAY GROUP

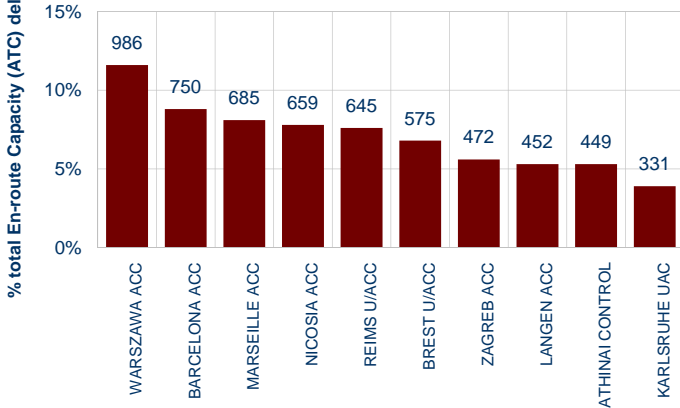
Reasons for en-route delays in September 2014



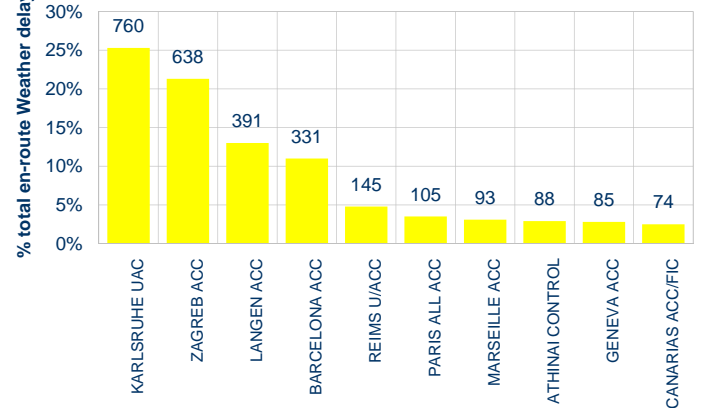
En-route delays accounted for 49.5% of all ATFM delays. Most of this delay was caused by en-route capacity (ATC), en-route weather and ATC staffing (ATC) issues as explained in detail below. The other causes were:

- **En-route Disruptions (ATC);** communications problems between Makedonia and Istanbul ACCs on 20 September generated nearly 6,000 mins of delay. Additionally, technical problems were experienced at various times by Stockholm ACC (radar), Geneva ACC, Zurich ACC (FDPS), Paris ACC (Lille TMA radar). ATC industrial action at Brindisi, Milano, Padova and Roma ACCs on 6 September generated additional delays.
- **En-route Capacity;** several military exercises affected the network particularly Nicosia, Bratislava, Marseille, London and Amsterdam ACCs.
- **En-route Disruptions;** minor delays were generated in Langen ACC (PSS implementation, 753 mins) and Canarias ACC (new approach procedure implementation for Lanzarote and Fuerteventura airports, 200 mins).

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



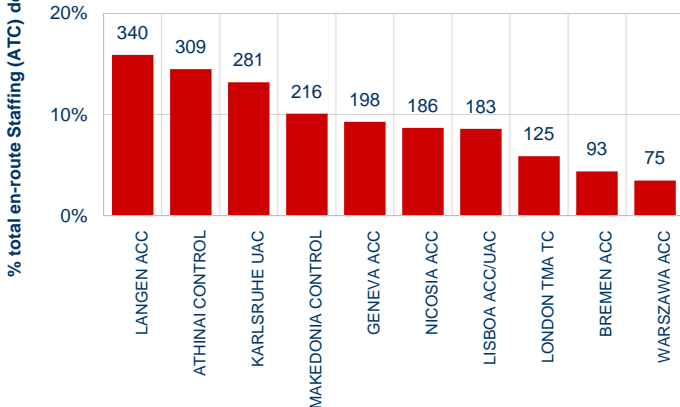
Top 10 delay locations for En-route Weather in September 2014



Continuing on from previous months, Warsaw, Barcelona, Marseille and Reims ACCs remain the greatest generators of en-route capacity (ATC) delays, with Nicosia ACC entering the top 5 for the first time since May 2014.

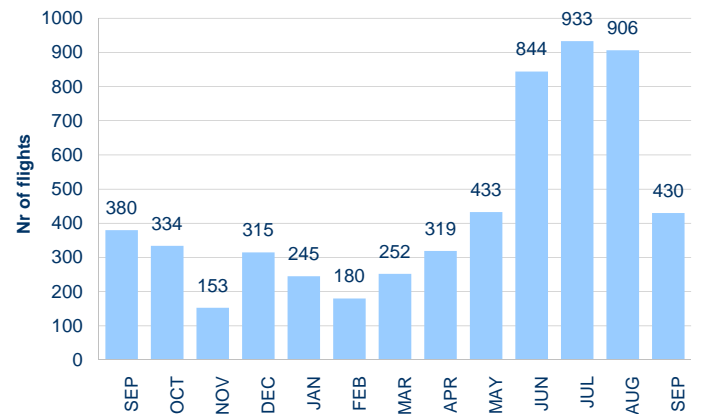
Seasonal weather (thunderstorm activity) continues to generate delays in Karlsruhe, Zagreb, Langen and Barcelona ACCs.

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



Despite improvements in recent months, Langen ACC was particularly affected by en-route staffing in September, whilst Athens and Karlsruhe ACCs remain 2 of the top 3 generators of en-route staffing delays for the third consecutive month.

Average daily flights >= 15 min en-route delay

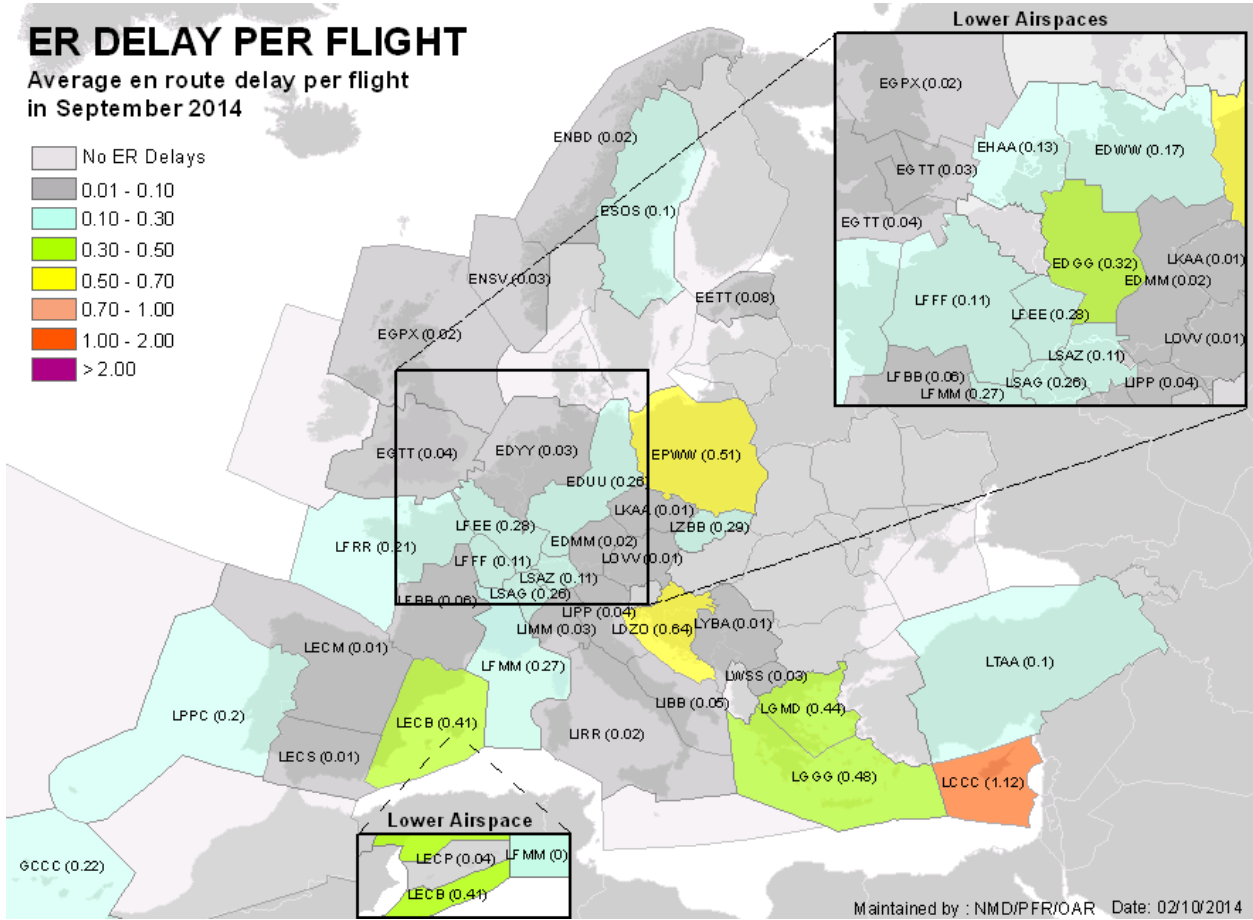
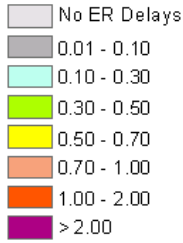


An average of 430 flights per day received an en-route delay of at least 15 mins in September 2014. The corresponding figure for September 2013 was 380 flights.

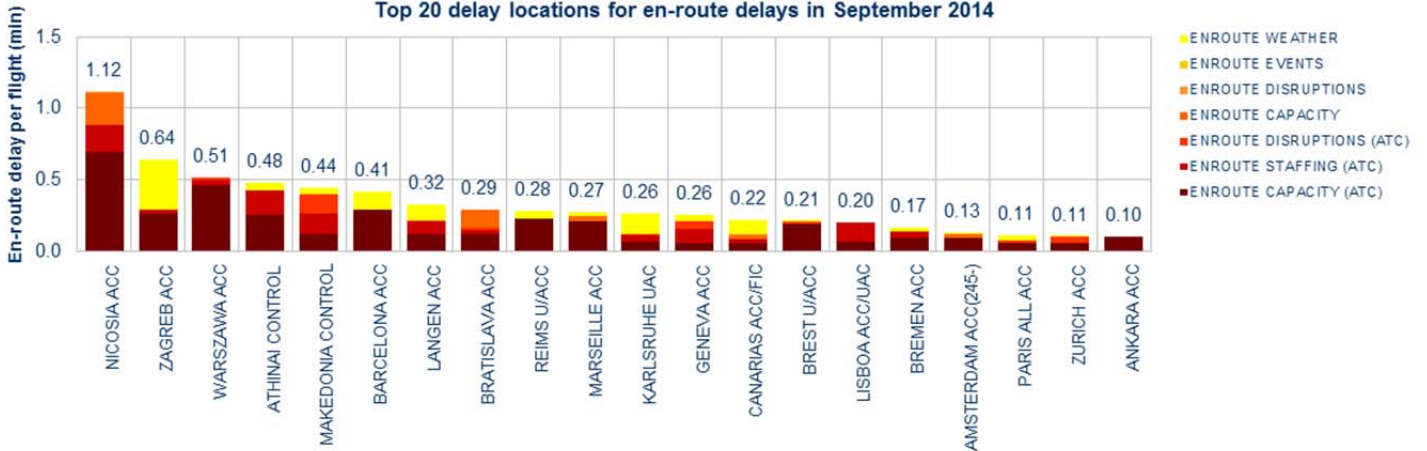
EN-ROUTE ATFM DELAY PER FLIGHT

ER DELAY PER FLIGHT

Average en route delay per flight in September 2014



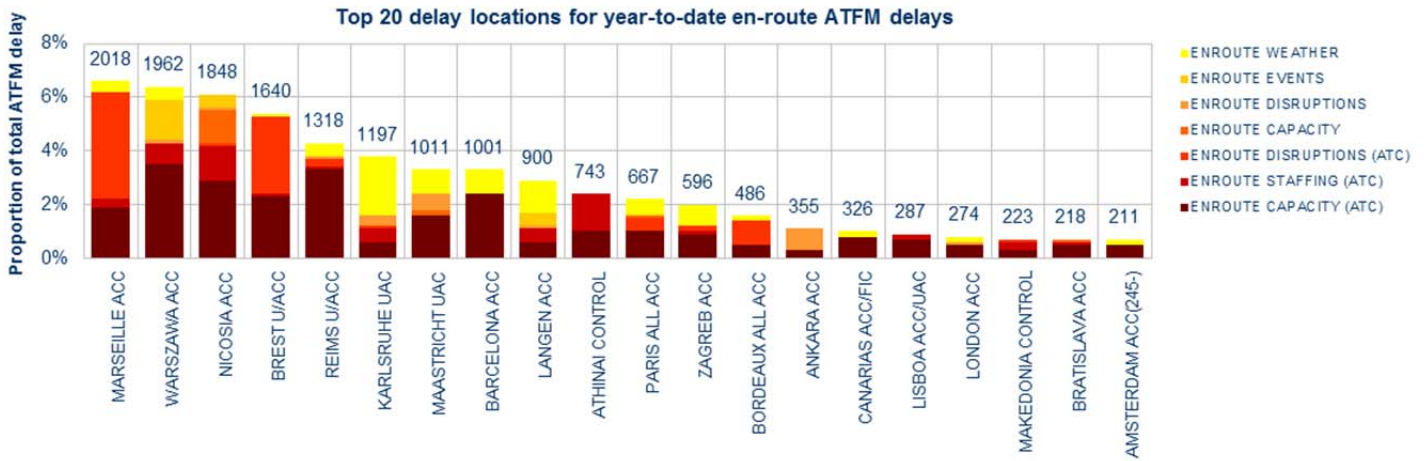
Top 20 delay locations for en-route delays in September 2014



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.

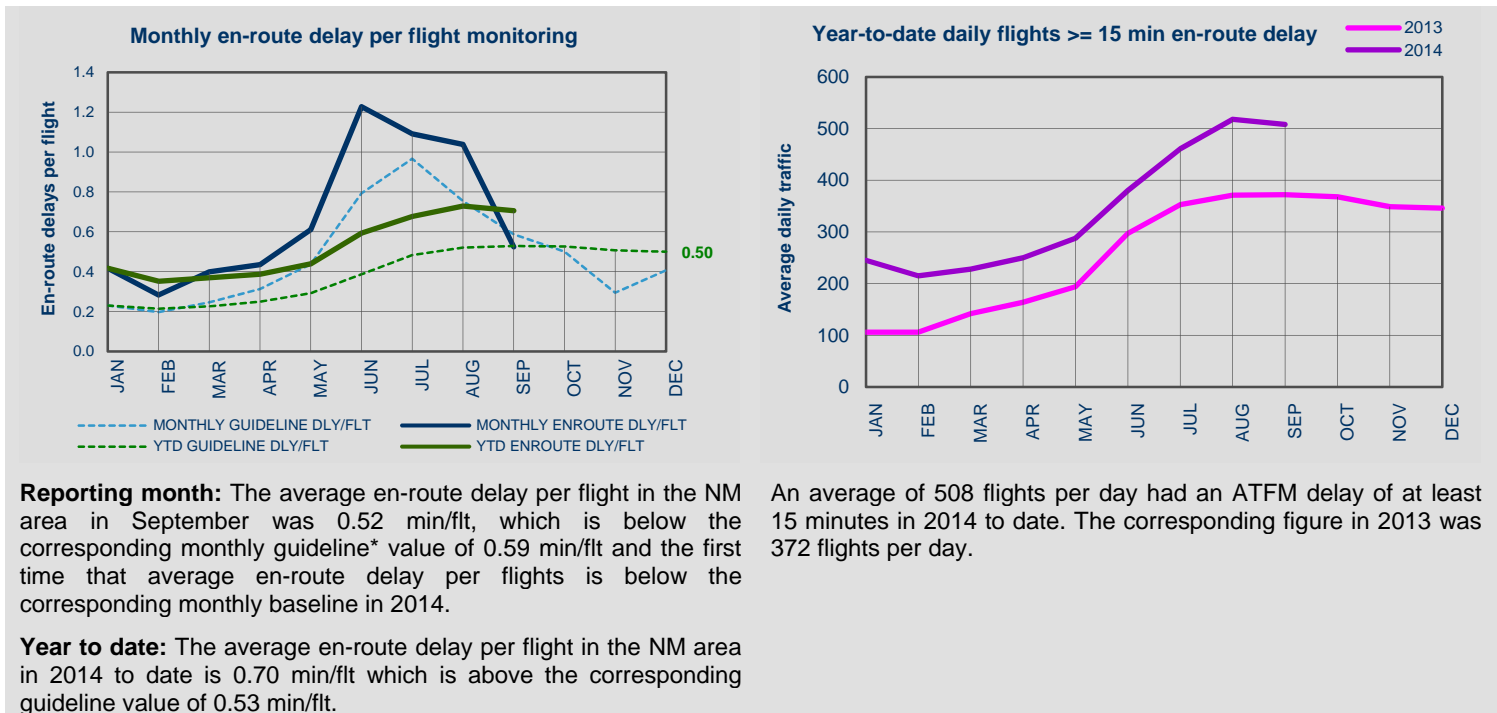
Nicosia ACC recorded the highest average en-route delay per flight in September 2014. Delays were well below August 2014 levels (1.97 min/flt).

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.

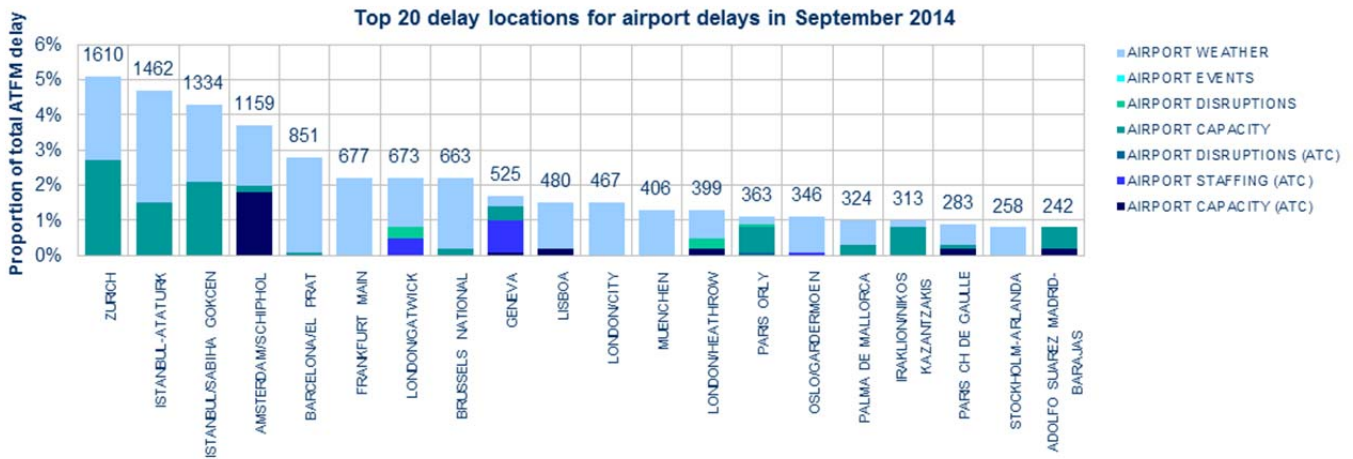
The top 20 en-route delay locations generated **56.2%** of the total ATFM (network) delay. The top 5 en-route delay locations generated **28.8%** of the total ATFM (network) delay.



* 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 – September 2014

4. AIRPORT/TMA ATFM DELAYS

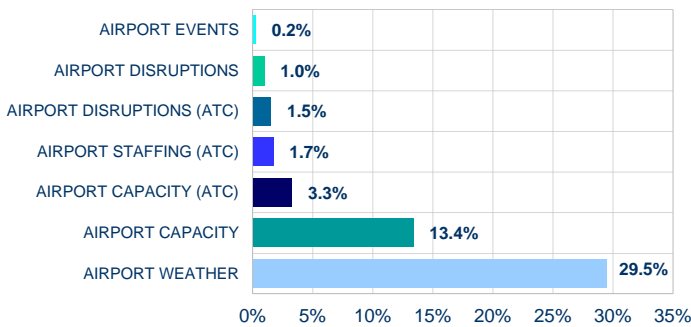
AIRPORT/TMA ATFM DELAY PER LOCATION



The top 20 Airport/TMA delay locations generated **41.2%** of the monthly total ATFM (network) delay. The top 5 Airport/TMA delay locations generated **20.6%** of the monthly total ATFM (network) delay.

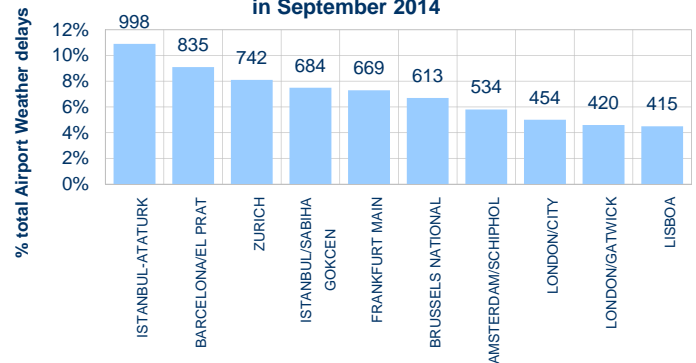
AIRPORT/TMA ATFM DELAY PER DELAY GROUPS

Reasons for airport delays in September 2014



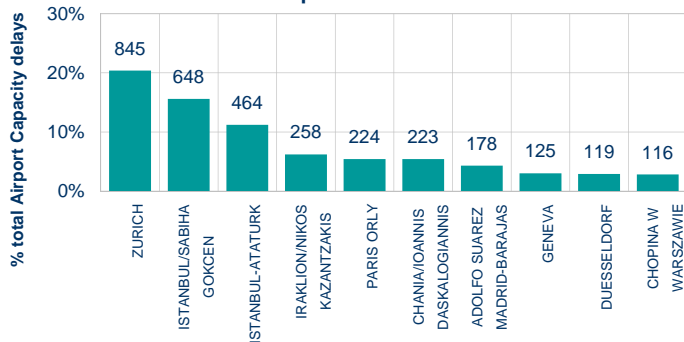
Airports accounted for 50.5% of all ATFM delays in September 2014, mainly due to weather and airport capacity constraints.

Top 10 delay locations for Airport Weather in September 2014



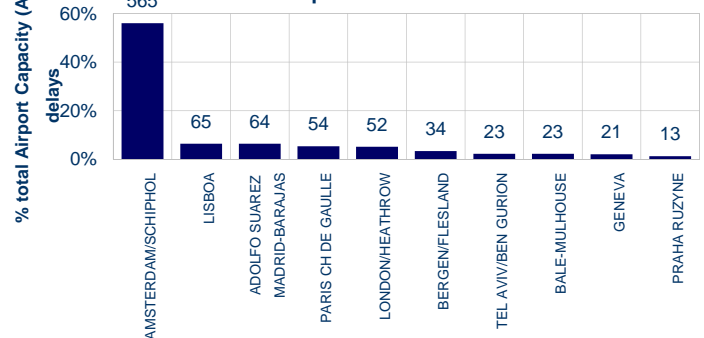
Seasonal weather (thunderstorms) particularly impacted Istanbul/Ataturk, Barcelona/EI Prat, Istanbul/Sabiha Gokcen and Frankfurt/Main airports. Zurich and Brussels airports were affected predominantly by low visibility/fog.

Top 10 delay locations for Airport Capacity in September 2014



Limited availability of the optimum runway configuration due to environmental constraints at Zurich airport continues to generate delays. Istanbul Sabiha Gokcen and Istanbul Ataturk were also particularly affected by capacity issues in September. As we approach the end of the summer season, capacity delays generated by Greek Island airports are showing signs of reducing.

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

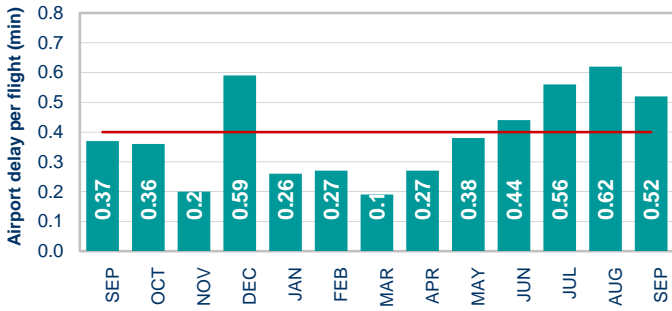


Amsterdam/Schiphol airport continues to generate significant airport capacity (ATC) delays.

Delays at Tel Aviv/Ben Gurion reduced significantly compared to August 2014.

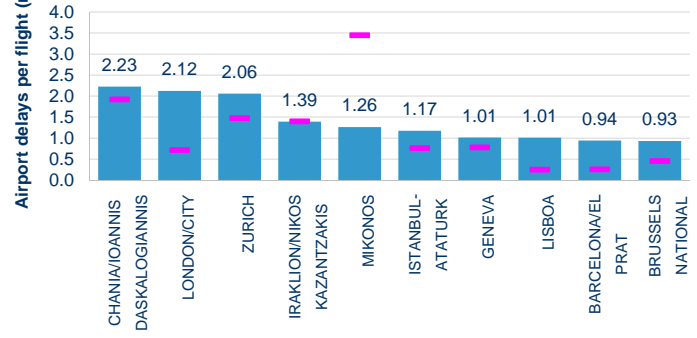
AIRPORT/TMA ATFM DELAY PER FLIGHT

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



Average airport/TMA delay per flight increased from 0.37 min/flt in September 2013 to 0.52 min/flt in September 2014.

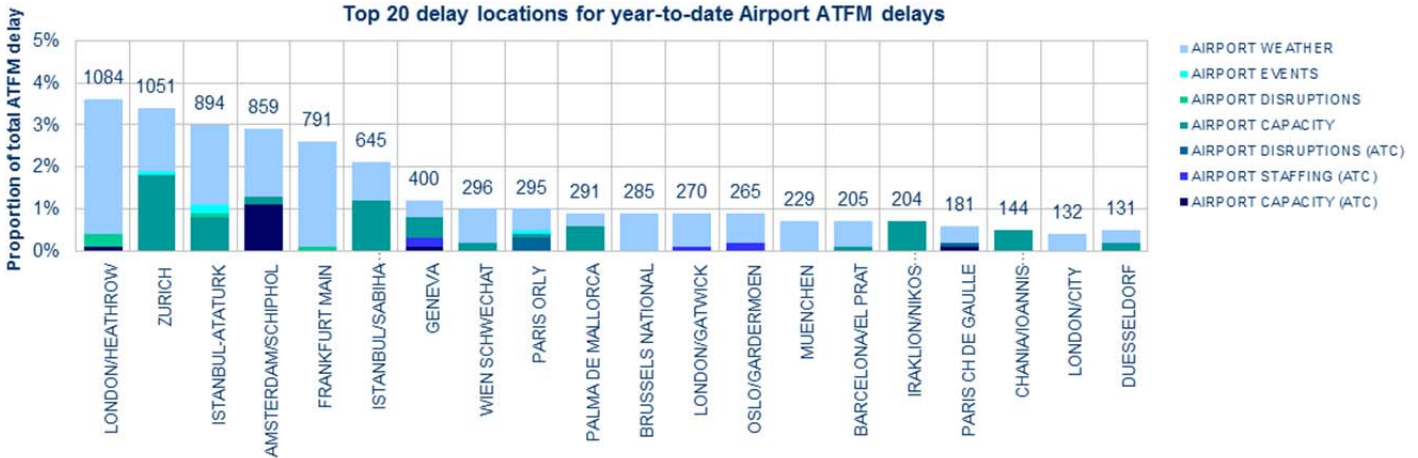
Top 10 Airport delay per flight in September 2014
YTD Situation



Chania (Crete), London/City and Zurich airports generated the highest delay per flight in September 2014, followed by Iraklion (Crete), Mikonos, Istanbul/Ataturk, Geneva and Lisbon airports.

AIRPORT/TMA ATFM DELAY YEAR-TO-DATE

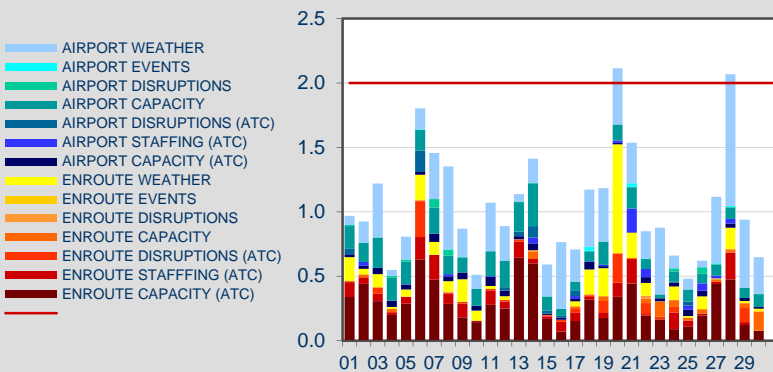
Top 20 delay locations for year-to-date Airport ATFM delays



The top 20 Airport/TMA delay locations have generated **28.5%** of the total ATFM (network) delay in 2014. The top 5 Airport/TMA delay locations have generated **15.5%** of the total ATFM (network) delay in 2014.

5. DAILY EVOLUTION

Average delay (min) per flight in September 2014



In September 2014, there were two days with an average delay per flight at or above 2 minutes.

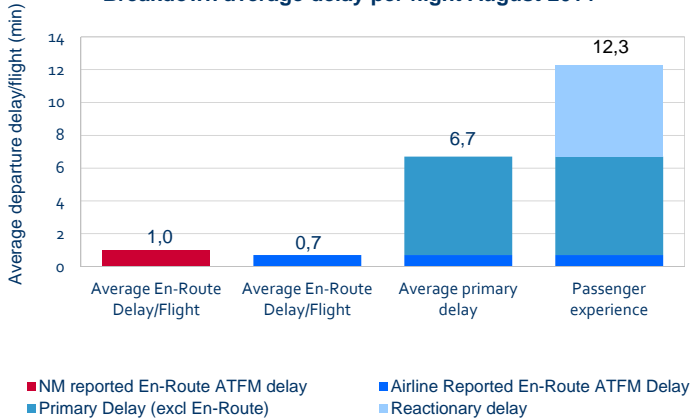
Saturday 20 September: Karlsruhe, Langen, Zagreb and Reims ACCs were all particularly affected by thunderstorms. Communications problems between Makedonia and Istanbul ACCs also generated significant delays. En-route staffing issues at Lisbon ACC, together with en-route capacity (ATC) problems at Marseille, Barcelona and Warsaw ACCs also contributed delays. Frankfurt/Main airport experienced thunderstorm activity and Amsterdam/Schiphol, London/Heathrow and London/City airports all generated delays due to fog/low visibility.

Sunday 28 September: Seasonal weather affected Barcelona/EI Prat, Istanbul/Ataturk, Istanbul/Sabiha Gocgen and Palma de Mallorca airports. There were en-route ATC capacity delays in Nicosia, Barcelona, Brest, Warsaw and Bratislava ACCs and delays due to staffing issues mainly in Nicosia ACC.

6. ALL AIR TRANSPORT DELAYS (Source: CODA)

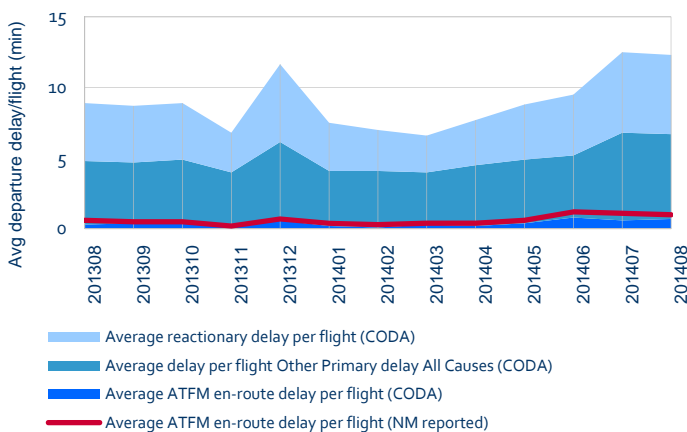
This section presents the all air transport delay situation as seen from the airlines by using the data collected by Central Office for Delay Analysis (CODA) from the airlines. Data coverage is 65% of the commercial flights in the ECAC region for August 2014. ATFM delays reported by airlines may be lower 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 August 2014



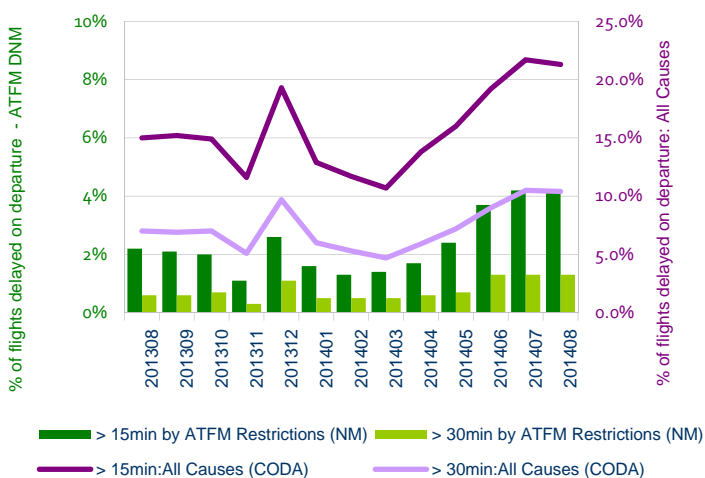
Based on airline data, the average departure delay per flight from “All Causes” was 12.3 minutes per flight, this was an increase of 37% in comparison to 9.0 minutes per flight in August 2013. Within all air transport delays, en-route ATFM delays were 0.7 minutes/flight in August 2014. Primary delays counted for 55% (or 6.0 min/ft) of which 0.7 min/flight was attributed to en-route ATFM delays, with reactionary delays representing the remaining share of 45% at (5.6 min/ft).

Average departure delay per flight 2013/2014



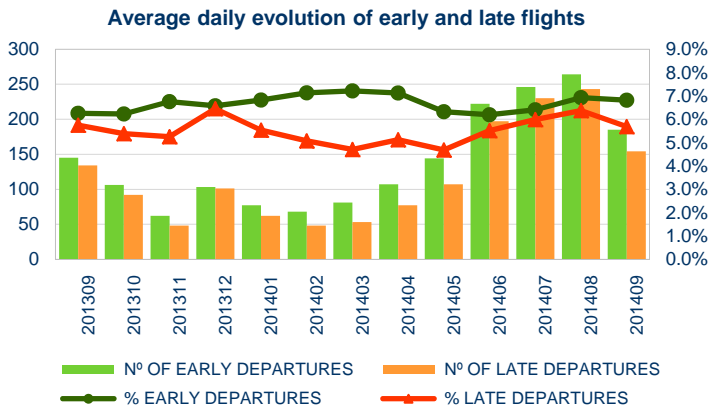
Further analysis of airline data shows that the average en-route ATFM delay was 0.7 minutes per flight. This was slightly lower than the NM reported average en-route ATFM delay of 1.0 minutes per flight.

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 2.0 percentage points to 4.2% (the detail shows a split between 1.4% caused by airport arrival and 2.7% by en-route ATFM restrictions). The percentage of flights delayed from all-causes (exceeding 15 minutes) increased by 6.3 percentage points to 21.3% and those (exceeding 30 minutes) increased by 3.4 points to 10.4%.

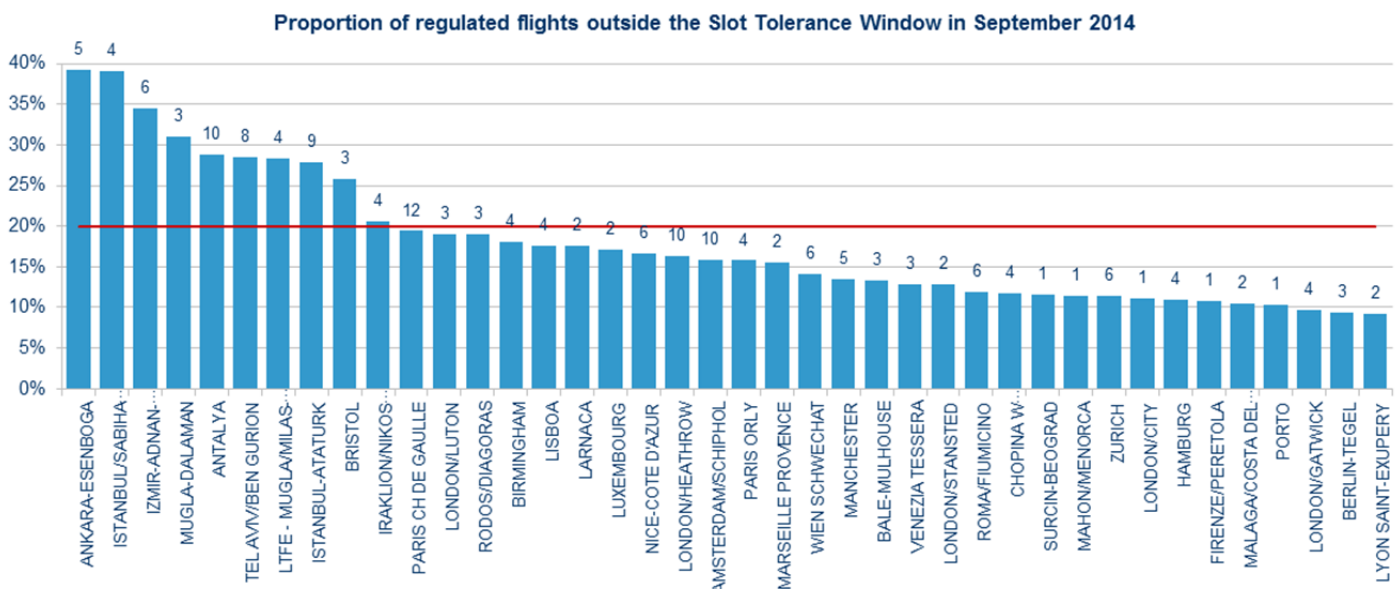
7. ATFM SLOT ADHERENCE



In September 2014, the departures percentages for both the early and late departures decreased compared to the previous month.

On a yearly basis, the early departure percentage shows a slight decrease while the late departure percentage stayed the same

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.



8. SIGNIFICANT EVENTS AND ISSUES

PLANNED EVENTS

ACCs:

Langen ACC;

The implementation of the stripless system (PSS) in EBG 05 and 06 sector groups was expected to reduce capacity by 20% over three September weekends. In the end, minimal network delays were recorded

Other ACCs:

Additional projects continue at Brindisi, Padova, Milano, Malta, Bodo, Stavanger, Sevilla and Geneva ACCs, with operational staff training for their respective projects. All trainings had been scheduled for the entire month with no capacity reductions estimated and network impact was recorded.

Airports:

Special events:

- Toulouse/Blagnac – Airshow at Franczal; A rehearsal for the event generated delays on 18 September (1,066 mins) with the event on 21 September generating minor delay (376 mins);
- Tirana – A papal visit resulted in unavailability of the aerodrome in the morning and afternoon on 21 September. Regulations were applied to ensure compliance (total delay: 383 mins).

Local plans in September:

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

Completed

- Live A-CDM trial commenced at Stuttgart airport on 24 September, with full implementation foreseen for 6 October 2014.
- Maneuvering area (runway, taxiways and/or apron) improvements at Amsterdam Schiphol and Stuttgart airports;
- Equipment improvements at Nice/Cote D'Azur.

On-going:

- Maneuvering area (runway, taxiways and/or apron) improvements at Barcelona/El Prat, Bergamo, Bologna, Dublin, Frankfurt/Main, Gran Canaria, Helsinki/Vantaa, Katowice/Pyrzowice, Copenhagen/Kastrup, Krakow/Balice, London/Heathrow, Madrid/Barajas, Manchester, Oslo/Gardermoen, Paris/Ch. De Gaulle, Rome/Fiumicino, Warsaw/Chopin and Zurich;
- Terminal building(s) improvements at Bergen, Gran Canaria, Katowice/Pyrzowice, Krakow/Balice, Munich, Oslo/Gardermoen, Nuernberg and Warsaw/Chopin;
- ILS maintenance at Dusseldorf and Valencia;
- Minimum departure intervals reduction trials at Dublin;
- Construction of a new runway at Katowice/Pyrzowice;
- PBN implementation (RNP APCH based on GNSS approach) at Belgrade/Nikola Tesla.

Other

- Essential runway surface repairs at London/Heathrow on 24 September, with implementation of slot and departure tolerance window extensions to facilitate operations (total delay: 607 mins);
- Reduction in number of wide-bodied aircraft stands due to disabled aircraft at Skiathos airport resulting in capacity reduction on 26 September (total delay: 1,215 mins).

DISRUPTIONS

Technical

- Radar problems affected Nantes TMA/airport between 12 and 16 September (total delay: 6,183 mins);
- Planned radar maintenance at Lille TMA between 15 and 19 September (total delay: 2,829 mins);
- FDPS problems in Zurich ACC resulted in a 20% capacity reduction on 19 September (total delay: 2,710 mins);
- Communication problems between Makedonia ACC and Istanbul ACC on 20 September 2014 resulted in reduced capacity in Makedonia ACC between 1040UTC and 2000UTC. Coordination between NM and Athens ACC resulted in a number of exclusions (total delay: 5,889 mins);
- Radar mapping problems at Geneva ACC on 22 September (total delay: 2,587 mins);
- Frequency problems at Bordeaux ACC on 24 September (total delay: 1,354 mins);
- Radar problems in Stockholm TMA on 29 September (total delay: 3,288 mins).

Industrial Actions

- Air France pilots strike between 15 and 28 September. Approximately 8,500 Air France flights did not operate, this represents a 59% reduction of traffic;
- Lufthansa pilots strike on 5, 10, 16 and 30 September. Approximately 410 flights did not operate, this represents a 27% reduction of traffic;
- Italian air navigation services on Saturday 6 September, affecting en-route and airport (total delay: 12,000 mins). Protective ATFCM measures applied by Karlsruhe (total delay: 316 mins), Maastricht (total delay: 1,411 mins) and Reims ACCs (total delay: 400 mins).

Other

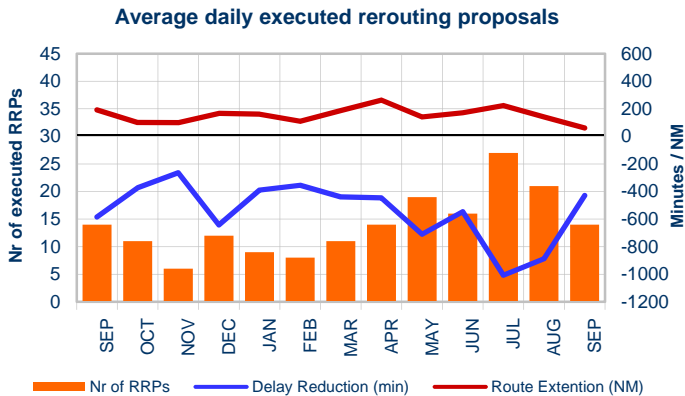
- An aircraft accident at London/Gatwick on 7 September blocked the runway and then reduced capacity in the afternoon generating (total delay: 1,943 mins);
- An incident at London/Luton airport on 8 September (total delay: 920 mins);
- Large scale military exercise (MACE XVI (16)) from 17 September resulted in 10% capacity reductions in Bratislava ACC due to possible impact caused by electronic interference (total delay: 5,671 mins).

9. NM ADDED VALUE

RRP DIRECT DELAY SAVINGS

In September 2014, NM proposed alternative routes to an average of 26 flights per day of which 14 were accepted. This saved 429 minutes of daily delay at a cost of 61 extra nautical miles.

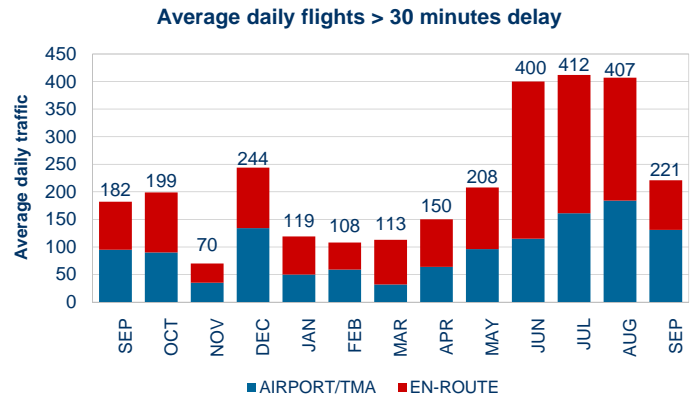
This graph shows the actual daily averages for the previous 13 months period:



FLIGHTS WITH DELAY > 30'

The number of flights that had more than 30 mins of ATFM delay increased from 182 fts/day in September 2013 to 221 fts/day in September 2014.

40.7% of flights with more than 30 mins of ATFM delay in September 2014 were en-route and 59.3% were airport.



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