



**Network Manager**  
nominated by  
the European Commission



# Monthly Network Operations Report

**Overview - November 2013**



# SUMMARY

Traffic decreased by 0.3% in November 2013 compared to the same month last year. The forecast was for an increase of 0.7%.

ATFM delays were at their lowest level for seven years in November and were half the delays of November 2012. ATFM delay per flight was under 1 minute for all but one day in November.

Nicosia and Warsaw ACCs are upgrading their ATM systems. Nicosia ACC continued with its TOPSKY transition while Warsaw ACC started to roll-out its new ATC system, PEGASUS 21. These centres had the highest en-route ATFM delays in November.

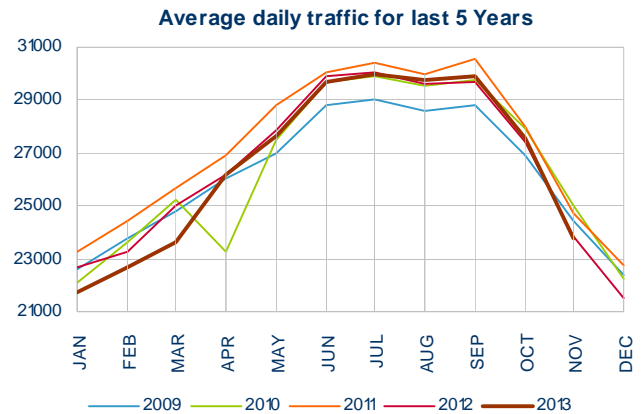
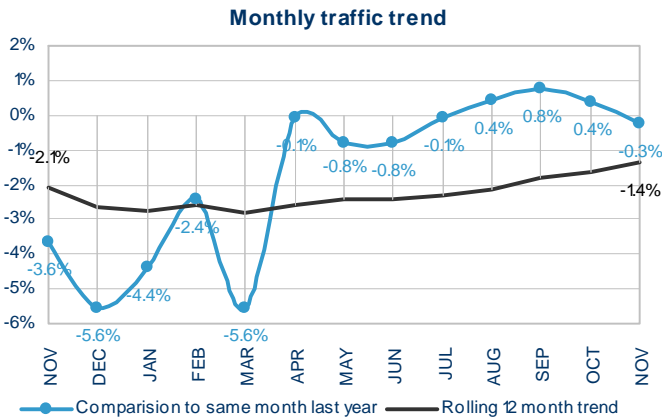
Seasonal weather impacted airport operations and accounted for 30% of November delays. Amsterdam Schiphol, London Heathrow and Vienna airports were most affected.

There were some unplanned disruptions to operations but these tended to have little or no network impact.

The average en-route delay per flight in November was 0.23 min/ft, which is in line with the monthly guideline\* value of 0.30 min/ft. The average en-route delay per flight in 2013 to date is 0.52 min/ft, which is below the corresponding guideline\* delay of 0.62 min/ft.

\* NM's calculation that provides the guideline en-route delay (min) requirements to achieve the annual interim target (0.6 min/flight)

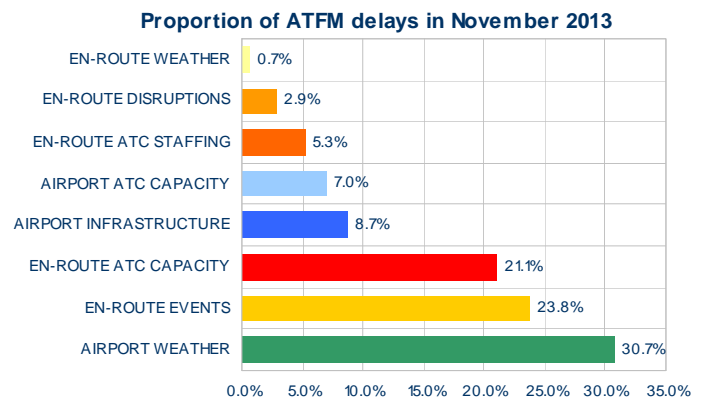
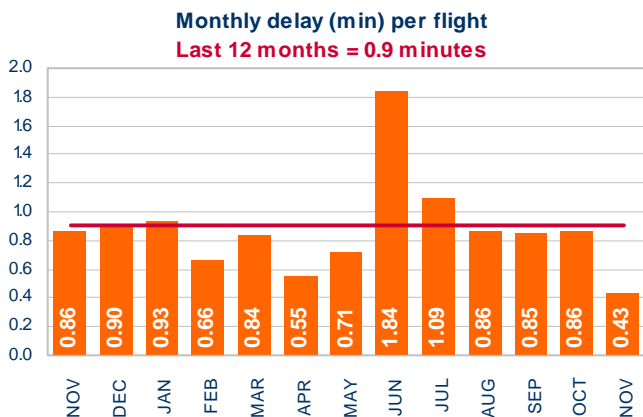
## 1. TOTAL TRAFFIC



Traffic decreased by 0.3% compared to November 2012.

Traffic in 2013 is in line with 2012 level, which is the lowest of the last five years.

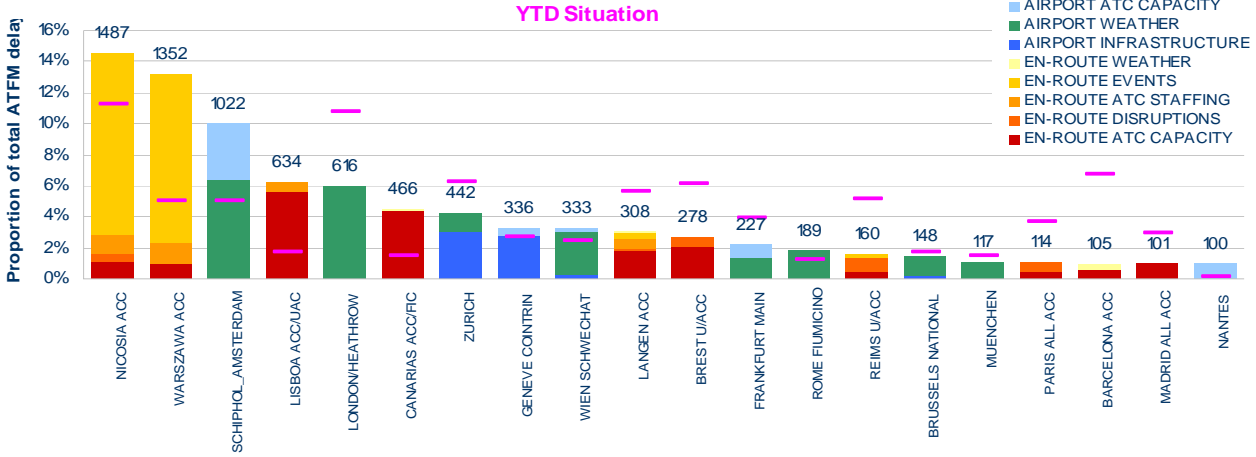
## 2. ATFM DELAYS



Average ATFM delay per flight decreased from 0.86 mins in November 2012 to 0.43 mins in November 2013.

Airport weather (30.7%), en-route events (23.8%) and en-route ATC capacity (21.1%) were the main delay causes in November.

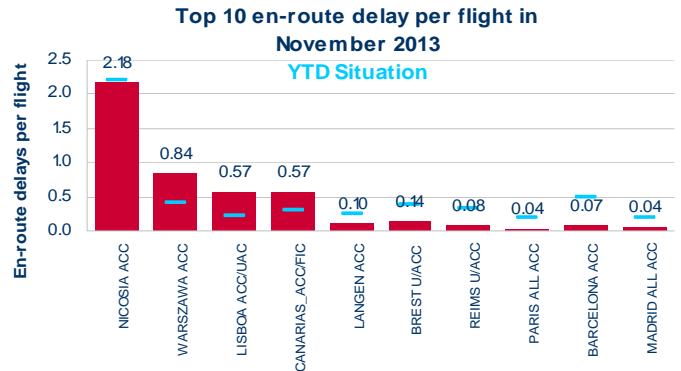
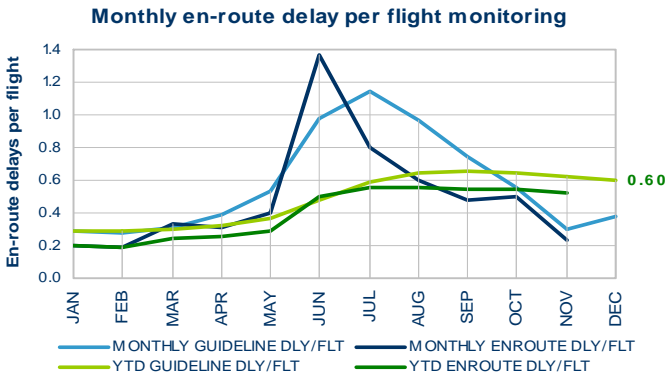
### Top 20 delay locations (min) in November 2013



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

- High delays continue at Nicosia ACC; TOPSKY ATM system transition project that started in September and continued to date required capacity reductions.
- Warsaw ACC also recorded significant delays due to the new ATM system implementation “PEGASUS 21”.
- Amsterdam, London Heathrow, Zurich, Vienna, Frankfurt, Rome Fiumicino, Brussels and Munich airports were affected by seasonal weather: strong winds, fog, low ceiling, rain, thunderstorm and some snow.
- Lisbon, Canarias, Langen, Brest, Madrid and Barcelona ACCs had ATC capacity issues.
- Zurich airport also generated delays due to environmental constraints.
- Geneva Cointrin airport recorded delays due to the new paperless system implementation at Geneva ACC.
- Brest, Reims and Paris ACCs had delays due to the French industrial action on 26 November.
- Nantes had some radar problems during the second half of the month of November.
- Implementation of “PSS”, Paperless Strip System, had a small impact on Langen ACC.

### 3. EN-ROUTE ATFM DELAY MONITORING

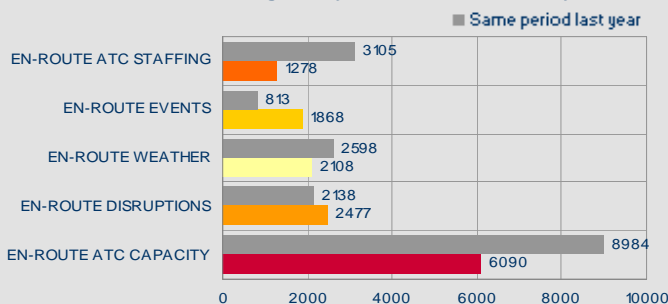


**Reporting month:** In November, the average en-route delay per flight was 0.23 min, which is below the corresponding monthly guideline\* delay of 0.30 min/ft.

**YTD:** The average en-route delay per flight in 2013 is 0.52 min, which is below the corresponding guideline\* value of 0.62 min/ft.

In November 2013, Nicosia ACC had the highest en-route delay per flight while Warsaw and Canarias ACC delays were higher compared to their average in 2013 to date.

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



En-route ATFM delays in the first 11 months of the year show that:

- The network had significantly fewer en-route ATC capacity and staffing delays than 2012.
- Due to the industrial actions in France (June, September, October and November), en-route disruption delays exceeded the corresponding level in 2012.
- Delays generated by the en-route events in 2013 are higher than the corresponding level in 2012. Ongoing TOPSKY transition in Nicosia ACC and PEGASUS 21 new system implementation in Warsaw will continue to increase this gap until the end of the year.

\* NM's calculation that provides the guideline en-route delay (min) requirements to achieve the annual interim target (0.6 min/flight).  
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