Annex I - Airspace Users View
IATA View on the Summer Season 2014 (Presented in RND/83 IP1)

1. Airline Bottom Line
Following steady and continued economic recovery in the Eurozone during the first half of the year, the latest indicators show a weakening again in some key European economies. Even though airlines are still on track to make a profit this year, European airlines are expected to realize a net profit margin of just 1.3%. A fine line remains between profit and loss. As such, operational cost efficiency including route efficiency continues to be key to successful performance.

2. Network Performance
With the highest summer (May-August) traffic over the past 5 years, year-to-date network en-route ATFM delay per flight is around 0.23 minutes above the target of 0.5 minutes per flight. Year-to-date network airport ATFM delay is similar to what it was for the same period last year, i.e. around 0.39 minutes per flight. ATC industrial action had a significant impact on network delay performance. Traffic issues (unexpected increases, changing flow directions, peaks) have been contributing to below forecast performance in some ACCs, and to capacity problems at some airports. Weather has been having an influence again on delays. An important element to improving delay performance remains the Network Manager strategic (Network Operations Plan) and pre-tactical coordination activity with the ANSPs. All ANSPs are requested to work closely with the Network Manager to mitigate existing ATFM issues. In addition, Eurocontrol continues to require strike contingency plans from all individual ANSPs to mitigate the network effect of any strike action as much as possible. ANSPs and airports are encouraged to work closely with the Network Manager on the anticipation of weather to limit its impact. Regarding network flight efficiency, the route design indicator is meeting the target of 2.70% (route extension), and the indicator according the last filed flight plan remains above the 2014 target of 4.15%.

1.1.1. Southwest Axis
Just like in other parts of the network, traffic changes/increases had an impact on the performance of different ACCs. Good delay performance is noted for Lisbon and Madrid. French ATC industrial action mainly determined the performance of most French ACCs. The delay performance of Marseille deteriorated with a decrease in traffic compared to 2013. For the French ATC strike in June, AOs welcomed the accommodation by the French authorities of the earlier request to avoid working with multiple-day flight cancellations at once prior industrial action, and instead to work with day-by-day flight cancellations. Barcelona ACC is showing more delays on weekends versus weekdays. Following the change in the RAD restriction involving Spanish/French border points GIROM and OKABI last year, a further relaxation of the restriction is requested for implementation in 2015. Maastricht Upper Area Control (MUAC) has been struggling with unexpected traffic peaks. To cope with Egypt traffic shifting to the Southwest Axis, ANSPs are requested to coordinate closely with the Network Manager. The Moroccan ANSP is encouraged to continue its planning activity for increased capacity (during strikes). On the airport side, Madrid Barajas became a CDM airport.

1.1.2. Northeast Axis
The axis performance was mainly determined by the events in Ukraine. Both the dual ATS provision issue in Simferopol ACC, as well as the Malaysia Airlines 17 accident over eastern Ukraine resulted in the closure of a significant number of routes. In addition, safety advisories by ICAO, EASA, and Eurocontrol, recommended avoidance of the Ukrainian airspace in part, and some state authorities prohibited their AOs to overfly Ukraine in full. An important shift in traffic took place onloading neighbouring ACCs and impacting the network flight efficiency last filed flight plan indicator negatively. Both Russia and Belarus relaxed their overflight permission application procedure to better facilitate re-routing traffic. In Warsaw ACC, delays were generated due to a longer implementation time of the new ATM system (Pegasus-21), as well as due to a changing traffic flow direction resulting from the situation in Ukraine. A
vertical sector split is needed, and PANSA is requested to start related staff training as soon as possible and continue the improved (since the second half of the summer) close coordination with the Network Manager. On the airport side, both Oslo Gardermoen (earlier in the year) and Berlin Schonefeld became CDM airports.

1.1.3. Southeast Axis

A number of axis ACCs were impacted by severe disruptions (potential network crisis situations) in neighbouring areas. Traffic avoiding Ukraine in part or in full was well absorbed by Turkey, Bulgaria, Romania, and Slovakia (some delays generated). In addition, Turkey was impacted by the situations in Iraq and Syria. The closure of Libyan airspace resulted in traffic between Europe and Africa re-routing via Egypt. Military activity in Israel/Gaza temporarily closed Tel Aviv Ben Gurion airport and resulted in reduced capacity for Nicosia ACC. Intensive coordination by the Network Manager with Cyprus led to the implementation of an ANS Performance Fund Scheme resulting in important delay reductions in Nicosia ACC. Any effort, including the set-up of a new state owned enterprise for the provision of Air Navigation Services in Cyprus, aimed at reducing delays, specifically when accompanied by an increase in ATCO productivity and improved proactive opening of ATC sectors, is supported. The opening of the KFOR sector (Kosovo upper airspace) was welcomed, and AOs are now looking forward to the re-opening of the lower airspace. Despite the good work by Greece to accommodate the extra traffic from the KFOR sector, delays both en-route and especially at Greek island airports were significant. The unreliable airport slot situation (including the non-coordination of GA/BA traffic) remains, with IATA continuing to offer help in finding a solution. On the ANSP side, austerity measures are preventing new ATCOs from being trained to replace retiring ATCOs. The latter is expected to result in a repetition of this summer’s en-route delays in the coming years. Could ATCO mobility be a temporary mitigation? In a number of central European states, unexpected radar interference was experienced, likely caused by a military exercise. In any case, close military-civil coordination is requested for obvious reasons. Zagreb ACC was impacted by a power failure due to flooding. There was good help by Brindisi and neighbouring ACCs in mitigating the disruption. A smooth technical recovery was however followed by reduced capacity because of staffing issues and critical incident stress management. Following closure of the Turkey-Iraq interface UP975, ICAO is requested to facilitate inter-regional coordination for the optimization of the Iraqi route network (once the political situation in Iraq stabilizes), for which IATA is offering its help. On the airport side, Rome Fiumicino became a CDM airport. Delays at Istanbul Ataturk and Sabiha Gokcen were significantly up as a result of a combination of large traffic increases with flight scheduling issues.

1.1.4. Events

Overall there was a good preparation/coordination and execution of events including military exercises, airspace projects, the Paperless Strip System (PSS) Langen, the Stavanger Voice Communication System (VCS), etc. The preparation for the Nuclear Security Summit (NSS) in The Hague was difficult, with final guidance for AOs being provided late. AOs are looking forward to the results of TMA developments in the Canaries. In April, VOLCEX 14/01 including the activation of the Aircraft Operator Crisis Coordination Cell (AOCCC) was organized. For the first time, a volcanic ash exercise focused on the south-eastern part of the network with a simulated eruption of an Italian volcano. As in previous years, the exercise proved again valuable in preparing for a real eruption, something that was acknowledged by AOs when recently faced with the increased seismic activity in Iceland. Despite additional efforts to have all relevant parties involved, one conclusion from the exercise was the need for increased participation/engagement by States and ANSPs.

3. Conclusion

Even though delays were higher compared to 2013, it is fair to say that a good job has been done by the Network Manager and ANSPs when it comes to the reduction of delay minutes. A comparison with 2011, the year with the second highest summer traffic over the past 5 years (2014 has the highest), learns that the percentage of delayed flights has improved by 35%, and
that the average delay per delayed flight, the average en-route delay, and the average airport
delay have all improved. When it comes to the reduction of the network route extension, it is
clear that a good job was done.

With little or no change to the principles of measuring performance (environment + capacity)
expected in RP2, it is time to prepare for RP3. There is a need for taking into account
increased AO flight efficiency meaning increased AO operational cost efficiency. On the
capacity side, a balance is needed between reducing delay minutes and the cost (to AOs) of
applying ATFM measures to reduce those delay minutes. On the environment side, while it is
well understood why the last filed flight plan indicator is measured, a more relevant metric to
AOs is flight time (air distance), and the last filed flight plan indicator should become a soft
target. IATA will work with the Performance Review Unit to try to introduce more relevant
performance metrics, and the Network Manager and ANSPs are requested to do the same.
The operational implementation by the Network Manager of the Group Re-Routing Tool
(GRRT), also known as the route opportunity tool, has been a step in the right direction.
The summer 2014 period was dominated by a number of potential crises, not only affecting
efficiency, but with the Malaysia Airlines 17 accident also affecting safety. The Network
Manager handled the situations well, and through the European Aviation Crisis Coordination
Cell (EACCC) as well as with ICAO, it continued to further develop the crisis management
activity in Europe. For the safe and successful management of (potential) crisis situations,
both AOs and the Network Manager are depending on timely and accurate availability of all
relevant information, something in which ANSPs, CAAs/States, ICAO, EASA, the military, and
any other possible source of information, have a huge responsibility. Therefore, these
information providers are explicitly requested to share the very latest (potential) crisis
intelligence without delay. This is of the greatest importance for AOs to be able to make a
reliable safety risk assessment.
IACA VIEW ON THE SUMMER SEASON 2014 (PRESENTED IN RNDSG/83 IP2)

1. Pre-Season Forecasts
During spring 2014 expectations were that traffic would be higher than 2013 with positive traffic growth of 1.4%. Whilst still not matching the traffic levels recorded in 2007/2008 there were signs that traffic would pick up significantly, especially at peak times, in a number of areas within the network. Highest forecast delay was forecast to be within the Nicosia FIR followed by Warsaw then Reims, Brest, Barcelona and the Canaries. Whilst this could be attributable to structural, staffing or equipage issues there was also an expectation that there would be some increased delay reflecting a shift of leisure traffic from Egypt to the western Mediterranean, Morocco and the Canaries, increased growth to Turkish destinations and continuing increases in out-of-area traffic from Russia to the Mediterranean. STATFOR data excluded delays due to industrial actions, technical failures and weather and at the start of the summer there were a number of concerns regarding the impact these might have on network performance.

2. The 2014 Summer Season
The actual traffic increase across the network during the April-July period matched forecasts with peak time increases exceeding expectations. The summer period managed to shock and surprise with a series of events which could not have been foreseen alongside issues that have become expected over recent years. The most significant change to the network came in April with the re-opening of Kosovo airspace. Many airlines took advantage of the more fuel-efficient routings that this key piece of airspace offered and all States affected by the change along with the Network Manager are to be congratulated for the successful re-integration of the airspace into the network – despite some quite considerable impacts on capacity. Increased use of Free Route Airspace or the wider use of Directs (whether permanent or during night hours) was matched by an increased uptake of more sophisticated optimised flight planning tools as airlines realised the potential that the new airspace structures had for saving fuel. There were some flight planning issues – such as those involving the use of Directs where airways were retained in Slovenian airspace – which highlighted the need to be fully aware of the potential impact of airspace changes on air traffic and flight planning systems. Whilst there were the usual major sporting events within European airspace held during the summer perhaps that with the most impact was the World Cup, held in Brazil. Leisure traffic across Europe had, according to many Tour Operators, been held back during the tournament with a stronger uptake once the event had finished. There appeared to be an increase in the number of significant weather events affecting both airports and, increasingly, en-route airspace during the summer whilst expectations of industrial action were realised with the most serious disruption involving France and Belgium in the last week of June and Italy in early September. The impact of technical failures was highlighted by the Madrid radar outage which happened on a Saturday morning on one of the peak Saturdays at the end of August. The deteriorating situations affecting Syria, Iraq, Gaza and the Ukraine had a considerable impact on traffic flows and, with the loss of MH17 - leading to traffic increases in Bulgaria, Romania and Turkey, demands for greater understanding of potential threats to civil aviation. As the summer drew to a close the re-awakening of an Icelandic volcano led airlines to review their procedures in an environment where they would be largely responsible for their own safety.

3. The South-East Axis
As mentioned, the most significant change to the south-east axis was the re-opening of the airspace over Kosovo in April. This allowed traffic on many city-pairs to take advantage of the most direct routings after many years of circumnavigation. The eastern Mediterranean saw fewer flights to Egypt as a result of unrest in parts of the country and, in mid-summer, military activity in the Tel Aviv FIR which had an impact on Nicosia FIR capacity. Cyprus was expected to be a problem again in summer 2014 but improvements made in collaboration with the Network Manager saw en-route delays in Cypriot airspace decline from May onwards in
comparison with previous months. All involved are to be congratulated for these improvements.

There was not such a focus on Greece during 2014 when compared to 2013 and whilst en-route delay was lower than anticipated (especially given the changes to flows from the Kosovo re-opening) the biggest concern for IACA carriers has been the increased number of arrival regulations applied to island airports throughout the week. Flights to destinations like Skiathos have, on peak days, been subject to delays of one to two hours week after week even when their filed EOBT enables them to meet their runway slots. This impact on operational performance has severe consequences for subsequent rotations and subjects more flights to EU261 penalties. IACA requires more structured solutions to the problems affecting Greek Island Airports and is becoming weary of planned improvements which never materialise.

There were few reports of delays affecting other States on the network other than en-route weather and some technical outages (such as happened at Zagreb ACC in late July following storms and flooding). IACA would like to highlight the significant improvements that continue to be made in flight efficiency through increased use of direct routings.

4. The North-East Axis
IACA carriers have not reported any significant issues on the axis during the summer and would like to thank ANSPs on the axis for the continued expansion of the Free Route programme and increased opportunities for flight-plannable options. There was significant disruption caused by CB activity – especially affecting Central European airspace. Brussels East High and Zurich M4 sectors continued to be significant sources of delay.

5. The South-West Axis.
The south-west axis remains vital to the interests of the IACA airlines. The most significant event of the summer was the implementation of Free Route Airspace in the Spanish Santiago and Asturias sectors which was introduced seamlessly and has been enhancing flight efficiency. Concerns remain about high demand at the Barcelona/Bordeaux interface with the P1/U sector causing significant delay. This issue must be resolved to reduce the very high peak time delays impacting airline operational performance. Palma Airport has again been subject to arrival delays through the summer while the Canaries have suffered on-going arrival regulations which will hopefully be resolved with the planned airspace change initially for Lanzarote and Fuerteventura. Portugal and Morocco have worked well throughout the summer but capacity remains a concern in France – especially affecting Brest and Reims ACCs and, to a lesser extent, Marseille. Given the every restrictive RAD measures in place on the south-west axis it can be very difficult to use alternate routes apart from re-filing lower to avoid capacity congestion in the most popular flight levels. The UK had a very good summer with traffic peaks managed well with very little need for the application of ATM measures.

6. Working towards summer 2015
July 2014 saw traffic at its highest level for five years with a 2% increase compared to July 2013. The same month also saw high ATM delays (an increase of 54.3% compared to July 2013) which Eurocontrol ascribed to bad weather, staffing shortages and capacity issues. This delay was up by 39.8% (en-route) and 93.8% for airports. To re-iterate, despite continuing improvements to the network, a 2% increase in traffic was matched by a 54% increase in delay. Continued work can be undertaken during the winter to address staffing and capacity issues – in fact the significant improvements seen in Nicosia as the summer progressed demonstrates the great benefits that such work can achieve. A priority for summer 2015 must be to focus on how to reduce delay caused by adverse weather. A wider network approach must be considered to make it easier to re-route traffic tactically even where this goes against the RAD. A request made one day during the summer for an alternative route from Barcelona to the UK to avoid severe turbulence over the Pyrenees by routing via Marseille airspace could not be granted because the RAD would not allow it. Under the circumstances it is vital that exceptions can be made to ensure that choices other than sitting on the ground can be offered.
The network must also continue its work in reducing mileage through enhanced route network development and programmes of Free Route Airspace. Whilst airspace management processes are becoming increasingly complex the airlines are equipping themselves with increasingly dynamic flight planning tools to make best use of all available route opportunities.
ELFAA VIEW ON THE SUMMER SEASON 2014 (PRESENTED IN RNDSG/3 IP3)

1. Overview

ELFAA member Airlines (easyJet, Flybe, Jet2.com, Norwegian Air Shuttle, Ryanair, SverigeFlyg, Transavia, Volotea, Vueling and Wizzair) have seen continued positive growth during S14. Whilst totals are still being finalised, preliminary analysis indicates an increase in traffic movements of approximately 6.6% (against a Network increase of 2.1%) with total passenger numbers increasing by approximately 3.6% (vs 2013). The ongoing conflict in Ukraine and the tragic loss of MH17, unrest in ECAC neighbouring states as well as recent volcanic activity in Iceland have focused attention on crisis management co-ordination and ELFAA members are very supportive of the continued role that NM has played in these efforts via the EACCC and the promulgation of vital and timely information.

From an operational perspective, S14 has been challenging. Industrial action in France, as well as Belgium and Italy has been disappointing and created major disruption with associated cost implications. Delays (all causes) have increased significantly compared to S13 (up by nearly 45%) with weekend disruptions being particularly difficult to manage and we look to NM to focus attention in the area. ANSPs’ usage of scenarios (vertical and lateral) to balance demand vs capacity have seen a direct impact on operational costs and flight efficiency. ELFAA airlines recognise the value that appropriate use of scenarios can bring to network stability but the complexity associated with these measures and subsequent impact on direct operating costs (DOCs) are not welcomed and we remain cautious at their increased application. Furthermore, we have noticed that, in many cases, scenarios are being applied at late notice. Whilst in some cases this might be unavoidable, to allow AOs enough time to amend and distribute a new FPL to crews, it is important that the best practice guidelines in the ATFCM manual are adhered to (+3hrs notice)

The increased CB activity across Europe during the summer has resulted in a high level of delay, both en-route and at airports. We are supportive of the NM Weather Resilience Tool and, whilst there is always a trade-off between early and potentially unnecessary application of regulations, we are of the opinion that continuing to investigate more timely solutions in a collaborative manner, rather than applying weather regulations very late (or too late) should continue to be explored.

The combination of scenarios and CB activity also resulted in the application of scenarios that force traffic into areas of forecast CB activity, particularly in France. We understand that NM have worked with the ANSPs to try to stop this practice and from a safety standpoint we fully endorse this position.

2. South East Axis

Whilst there have been some positive developments in Nicosia, including the realisation of the Performance Fund Scheme which has delivered some tangible benefits in terms of delay, operations to Greek Airports have been particularly demanding on AOs with regard to schedule integrity, with high arrival delays causing major disruption and resulting in rotational delays and associated costs.

Whilst it is acknowledged that there has been extremely high growth in this area, issues with slot co-ordination and business / general aviation traffic being exempt from regulation have caused concern and, in our view, have driven additional delay, rather than mitigating some of the high delays we have experienced.

We recognise that there is further work to be done with regard to AO slot consistency amongst all carriers (not just ELFAA members) but there remains significant worry on how the forecast growth for 2015 will affect not only the airports, but also provision of suitable en-route capacity to accommodate this increase in demand.

However, we do appreciate the efforts of Athens / Makedonia FMP in working to increase capacity at constrained airports throughout the season on a tactical basis.

The Network effects of Airlines rerouting to avoid much of Ukrainian airspace has resulted in higher delays in Turkey and in Bratislava, which, although unfortunate, is to be expected. In
the case of Turkey there appears to have been high domestic growth in both Sabiha and Ataturk and this has, of course, had an additional impact.

The performance of Romania and Bulgaria in handling the additional traffic they have received, with little or no impact, was welcome.

The Zagreb ACC outage, caused by flooding on 31st July, was handled well and the technical recovery from back-up systems actioned in a timely manner. However, the feeling was that the knock-on effects of this were still being felt into August and early September, with staffing regulations and scenarios being applied.

The KFOR sector opening went smoothly and we look forward to the opening of airspace below FL245 in due course.

### 3. South West Axis

Strong growth on the SW Axis has also resulted in an increase in delays, compared to 2013, with Marseille, Brest, Bordeaux, Reims and Barcelona ACCs being hit strongly, particularly at weekends. Again, scenarios have been common-place on the Axis and this has had a negative impact on AO DOCs, as noted above.

We have seen an increase in regulations being adapted and constantly updated, which has created significant complexity for AOs. We are unable to quantify the effect that having no pre-tact regulations applied by Spain has caused and look forward to any output from the Summer at the FMP Exchange / Axis meeting in November.

Madrid and Lisbon ACCs have both performed well, given the increase in traffic and this has been well received.

Airport hotspots include Madrid Barajas - members report late notice SID changes, which resulted in complexity, refilling and delays in getting paperwork to flight deck, Palma - where departure regulations were regularly applied, which is not ideal and can cause additional delay to AOs, who are constantly trying to match the outbound slot time vs the inbound regulated flight, and Ibiza – for similar reasons, plus a problem was reported, in that it appears the tower cannot accommodate 2 similar call signs, even when one of the flights is filed with an EOBT +12hrs from the other.

The recent arrival procedure changes in Fuerteventura and Arrecife have also not been well received by members. The adoption of ‘Point Merge’ has increased fuel uplift by up to 800kgs, which cannot be mitigated and is not in line with flight efficiency. Some members are reporting that this has put strain on existing city pairs as result of pushing the boundaries of aircraft endurance, and may in future result in some city pairs not being considered as this it makes the route unviable from a financial perspective.

We strongly urge all stakeholders to work together, to try to mitigate these fuel planning issues, associated with Point Merge, before we see it adopted on a wider scale across Europe.

### 4. North East Axis

Delays on the NE Axis have not been as penalising to members as with the other key flows. We did observe some high delays in Poland at the beginning of the season; however the collaborative processes between NM and the ANSP have seen decreases in delay as the summer went on, which, given the additional traffic that was realised due to the Ukrainian situation, was pleasing.

### 5. Others

We are pleased with the ongoing progress with the NM Flight Efficiency initiative, which has delivered tangible results for ELFAA members, who have taken part in the programme.

A-CDM deployment is realising benefits for the Network. However, there is still a gap in terms of adequate reporting of start-up delays. We understand that discussions are ongoing to create a new delay code, to allow for full transparency of the A-CDM start up delays within the operational environment.

Similarly, given that we see more use of Short Term ATFCM Measures (STAM), to avoid regulation, it is vitally important that there be a suitable reporting mechanism in place that clearly demonstrates the delays incurred by AOs as a result of these techniques.
Airspace Users’ View on Airports/TMA Performance

Source: Information reported by Airlines to IATA expressing their view on Airport/TMA performance in 2014.

1. Main issues encountered during 2014, e.g. which airports generated regular and/or too high delays to your airline operations, and the reasons why, to your knowledge

Industrial actions
Several industrial actions throughout the year, especially in France and Italy, had negative impact on the airlines operations. In particular, France required a reduction in the number of flights and seems to have developed a scientific method to calculate the required reduction in flights. However, there is doubt whether the time of the day, flight direction, etc have been included, and there is a need to improve transparency and clarify the method by the authorities to the airspace users.

Airport Delays
Regarding airport delays, Berlin Tegel (TXL) airport is to be named. It is expected that the situation will improve with the opening of the new airport.

Dusseldorf (DUS) is also an airport with a quite high number of ATFM regulations. One reason for that is the ongoing staffing issue in Langen ACC which will hopefully be solved in 2015. Another reason is the political situation that influences the use of noise abatement procedure and single runway operations, whereas the dual runway configuration is only applied for 56 hours per week.

Madrid Adolfo Suarez (MAD) departure intervals are lengthy for no apparent reason. Maybe this is a radar separation issue, but the departure rate is much slower than at other European airports. Hence, IATA will contact AENA to discuss this issue.

2. Special airport events with relevant impact to airlines operations

Madrid Adolfo Suarez (MAD) is a highly sensitive noise airport. Environmental constraints lead to challenging SID manoeuvres which have a negative impact on pilot workload. In particular departure frequencies are not published on the SID charts which have to be manually dialled into the FMS computer during a critical phase of flight, through which situational awareness is at stake. IATA will contact AENA in order to assign the frequency prior to take-off or publish them on the chart, which measure will also help to reduce noise issues.

3. Your key airline concerns on airport operations

Airport CDM
Non harmonized Airport CDM applications across European airports and Airport CDM during adverse weather, like snow, de-icing etc, are causing annoyance with airlines and pilots which need urgent attention by the NM solving the issues (refer to section 5 below). IATA will coordinate actions with NM to address this harmonization issue.

London Heathrow (LHR)
Closing London Heathrow for all but home based carriers for diversions during capacity constraining events. The top 20 airlines at LHR are subject to schedule reductions during constraints but not allowed to divert there. This may have a severe impact on safety, and for this reasons it is advocated to allow LHR to be used as alternate for long haul flights departing outside the EU zone. The sudden closure of alternate airports by NOTAM for a variety of reason (e.g. airport capacity constraints during Christmas period, ANSPs strikes in France etc.) has been experienced by airlines and has an undesirable operational and financial impact leading to,
amongst others, additional fuel uptake and fuel burn. In cooperation with its member airlines the IATA Safety and Flight Operations Regional Office in Brussels has developed a position paper addressing “The avoidance of closure of alternate airports”. The paper emphasizes airports to consult with airlines and focus on reaching commonly agreeable solutions.

**Istanbul Ataturk (IST) / Sabiha Gotchen (SAW)**

ATFM delays, due to airport constraints, have returned to IST and SAW airports.

In the 2013 NOR report it was mentioned that, “ATFM delays at Istanbul Ataturk Airport could be reduced with more than 50 % due to new implemented ATM procedures. New SIDs and STARs were introduced which enabled RWY 35L/R departures while conducting RWY 23 arrivals. In fact, operational tailwind limits were increased to facilitate the RWY 35L/35R departures through which the preferential runway system could be made available for longer periods of time and which had resulted in considerable fewer delays for the majority of aircraft operations.”

IST Runway 35L/35R tailwind operations however hurts carriers conducting long haul flights with B767 ER and A330-300 aircraft. During hot summer afternoons these aircraft will be payload penalized, especially with any kind of tailwind, the capability of runway 35R is easily lost. The delay for runway 17L as an alternative to 35R was sometimes 30 minutes or more. This delay was normally taken after pushback. To remedy the situation a converging approach design at IST has been suggested to DHMI.

**Aberdeen (ABZ)**

The concern with Aberdeen airport is the lack of predictability and the largely different amount of vectoring and additional track miles received on approach. The main cause for this appears to be late identification of helicopter traffic appearing after aircraft have commenced descent and are handed over to approach.

This results in very few opportunities to achieve a continuous descent and has resulted in the planning of an additional 30-40 NM to the OFP to allow for these unexpected vectors at low levels. The concerned airline is in discussions with EGPD to see how this situation can be improved but options look limited.

**London City (LCY)**

Significant problems were experienced with the EGTE-EGLC routing (see Figure 1: EGTE - EGLC Routing) which was causing many instances of Airport Coordination Ltd (ACL) slot violation. The reason for this is the ‘generally’ given routing is significantly shorter than the planned STAR (see Figure 1: EGTE - EGLC Routing). The Blue line shows the planned routing and the White line shows the actual routing frequently offered by ATC.

The concerned airline is engaged in discussions with NATS but it is unrealistic to expect any change to the STAR in the near term. The other option would be for NATS to advise controllers to give a routing closer to that planned, but due to the additional fuel burn and flying time on the aircraft this is not a desirable solution to the airline.

![Figure 1: EGTE - EGLC Routing](image-url)
4. What went right in 2014

General
Some ACCs actively consider developing partnership agreements to achieve close cooperation with airlines.
Communication from the Network Manager via the NOP Portal and telecoms during periods of capacity constraints (i.e. industrial actions) were found very beneficial. Teleconference, while not yet perfect, is much improved.

Greek Island airports
Operations to Greece were better than expected and fewer delays were encountered.

Stuttgart (STR)
STR is incredibly cooperative in coordinating an opposite direction takes-off when Runway 25 is causing performance issues.

Amsterdam Schiphol (AMS) and the G-7 meeting:
VIP aircraft were parked on Runway 18R, i.e. the primary North Atlantic arrival runway at AMS. AMS asked to consider landing on Runway 22, which is only around 2200 m long. Thanks to the very good AMS ATC coordination there has been no major impact.
It was suggested to encourage nesting VIP aircraft at multiple airports instead of only at one, which would have reduced the impact on operations. In this case, other nearby airports would include Rotterdam, Antwerp, and Brussels.

5. What could/needs to be improved in 2015 with respect to airport operations:

TMAs
The high number of delays in the TMAs of airports, as they cannot be forecasted properly, should be incorporated to measure performance during peak arrival hours. An idea could be the establishment of a TTA (target time of arrival) but that has to be done in a collaborative way, including all sectors enroute as well as departure and arrival sectors.

Point Merge
The introduction of Point Merge took place at a growing number of airports, i.e. Oslo, Dublin, Canary Islands and some airlines have complaint that they have to legally plan additional fuel to perform Point Merge, thereby making Point Merge a burden.
Point Merge is also serving arrivals into CDG and is located in the extended Paris TMA. It is designed with Direct Routing for fuel planning purposes.
In cooperation with member airlines, IATA has developed a position on Point Merge addressing the fuel planning issue to ensure that Point Merge implementation and usage is leading to improved flight efficiency and avoiding additional fuel uptake and consequently pay-load restrictions.
Continued pressure should be put on States and ANSPs to implement STARs and SIDs based on PBN design which are proven to improve fuel efficiency and in alignment with actual aircraft PBN capabilities, i.e. RNAV1/RNP1, RF leg etc. leading to RNAV/ILS transitions.

Airport CDM
The application of Airport CDM throughout European airports continues to be a concern for airlines. Airport CDM applications are NOT uniformly applied throughout Europe. The identified areas of improvement will be discussed with NM. There needs to be more standardization and harmonization to make it more transparent to the user. On behalf of its member airlines, IATA is strongly advising the NM to organize a CDM platform for Airlines, CDM airports and ANSPs on short notice that will meet frequently with the aim to achieve standardization and harmonization of CDM applications at CDM airports. The meetings are to address airline issues and more importantly to commonly agree on harmonized solutions that need to be implemented without delay.

IATA is willing to set this up with the NM and prepare the meetings together with airlines and contribute from an airline point of view.

En-route issues

Re-routing scenarios
Rerouting scenarios are still ongoing in Cyprus. It is the understanding of many airlines that these scenarios are allegedly implemented to meet the ANSPs delay target. Political situation is difficult but airlines should have the choice to either accept a delay or do a rerouting. We are also open to cherry-picking, but as delays and number of scenarios are increasing, something has to be done.

If you any questions on the content of this report or require further information on network performance reporting of the European ATM network, please contact us at:

Operational Analysis & Reporting,
Performance, Forecasts and Relations (PFR) Unit,
Network Manager Directorate (NMD),
EUROCONTROL,
96 Rue de la Fusée,
B - 1130 Brussels

Telephone: +32 (0)2 729 1155
Fax: +32 (0)2 729 9189
mailto:nm.ops.perf@eurocontrol.int
http://www.eurocontrol.int/articles/network-operations-monitoring-and-reporting