

Directorate Network Management Monthly Network Operations Report

Overview – February 2013



SUMMARY

Traffic decreased in February by 2.4%. As for the previous three months, traffic was the lowest level for the month concerned in the last five years.

Total ATFM delays decreased by 34.3% compared to February 2012. The average ATFM delay per flight was 0.7 minutes, down from 0.9 minutes in January.

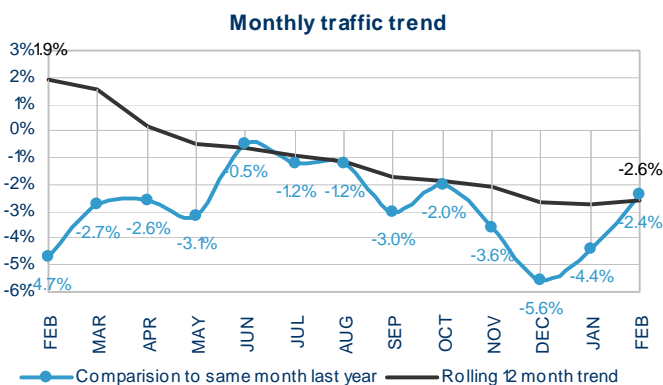
En-route ATFM delays were the lowest of the last five years. En-route ATFM delay per flight was 0.18 minutes.

Highlights of the month were:

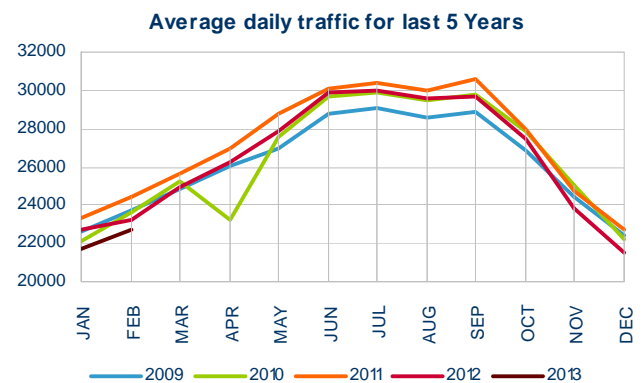
- Increased delays at major airports mainly due to adverse weather: London Heathrow, Amsterdam Schiphol, Frankfurt Main and Munich.
- Southerly winds limited the use of the most optimum runway configuration at Istanbul Ataturk airport.
- A technical failure at Karlsruhe ACC had a medium network impact and had a knock on effect at Langen and Munich ACCs.
- Several system/infrastructure upgrades: new system in Vienna ACC, new OPS room in Bratislava ACC, transition phase1 of the new VOLMUK system operations at Karlsruhe ACC.

The average en-route ATFM delay per flight to date is 0.19 min/flt, which is below the guideline value of 0.29 min/flt.

1. TOTAL TRAFFIC

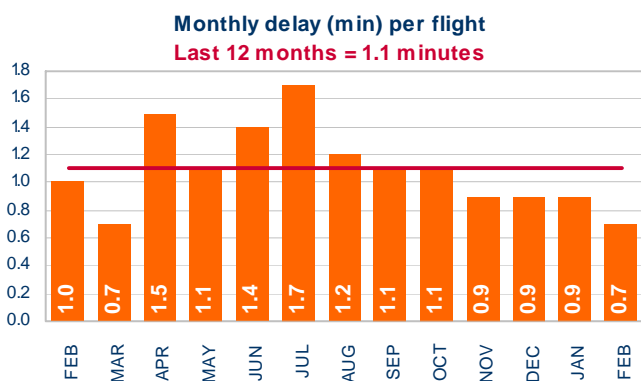


Traffic decreased by 2.4% compared to February 2012. The February traffic level was below forecast.

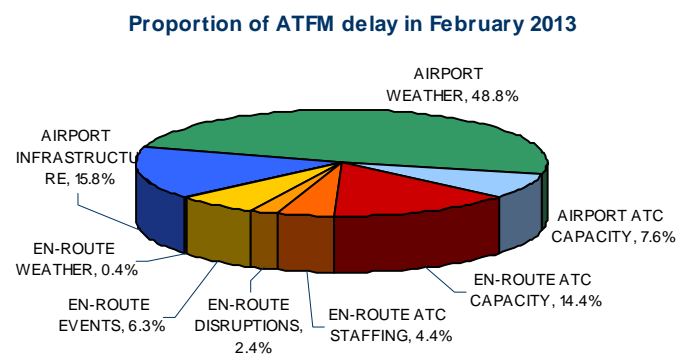


Similar to the previous 3 months, traffic in February 2013 was the lowest of the last 5 years. This is now a clear trend since November 2012.

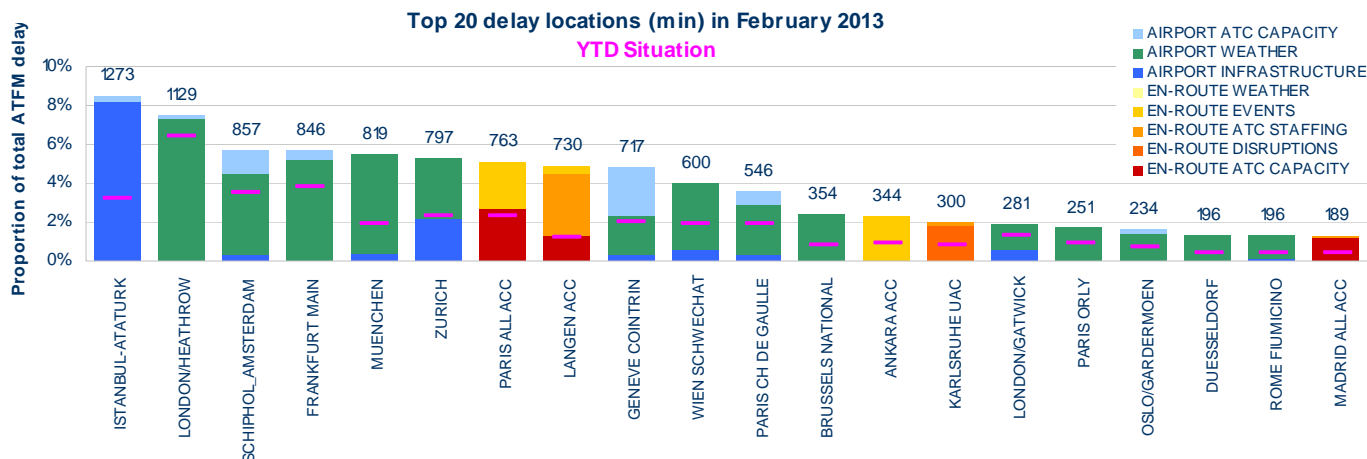
2. ATFM DELAYS



Average ATFM delay per flight decreased from 1 minute in February 2012 to 0.7 minutes in February 2013.



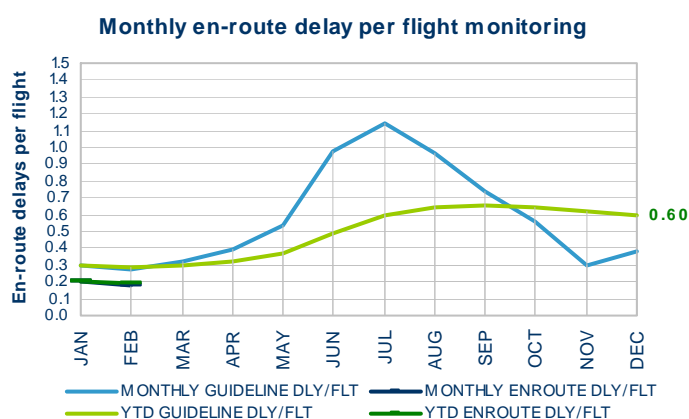
In February, 72.2% of all ATFM delay occurred at the Airports/TMA while the remaining 27.8% was en-route. 48.8% of the ATFM delays were due to airport weather.



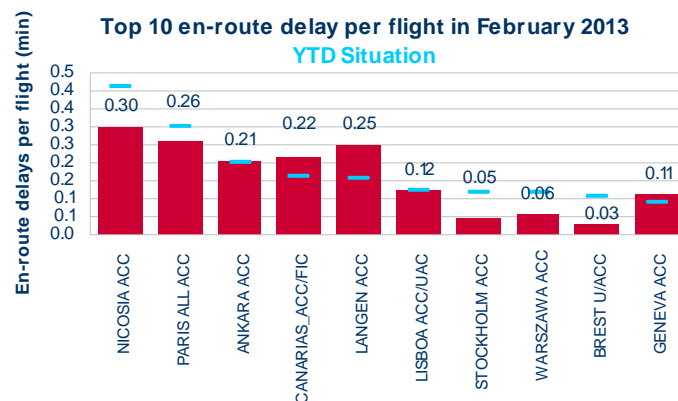
These are the top 20 delay generating locations for the reporting month. Figures are the average daily delays in minutes. Pink dashes (Year-To-Date - YTD) indicate their average daily ATFM delay since the beginning of the year.

- Istanbul Ataturk airport had the highest delays in February due to southerly winds limiting the use of the most optimum runway configuration.
- Twelve of the top 20 airports (London Heathrow, Amsterdam, Frankfurt, Munich, Vienna, Paris CDG, Brussels, London Gatwick, Paris Orly, Oslo, Dusseldorf and Rome Fiumicino) were strongly affected by weather throughout the month with low visibility, fog, wind and snow issues.
- The limited use of the optimum runway configurations at Zurich airport (due to environmental constraints) plus the snow and the wind generated delays.
- Paris ACC's delays were caused by the implementation of airspace changes and ATC capacity issues.
- Langen ACC recorded delays due to staff shortage, ATC capacity and due to the effects of the FDPS failure in Karlsruhe on the 25 February.
- Geneva airport delays were due to snow and airport ATC capacity.
- Delays in Ankara ACC were due to reduced ATC Capacity in ORBB (Baghdad) FIR (NOTAM A0178/12).
- Delays in Karlsruhe ACC were essentially caused by the FDPS failure on the 25 February; they also experienced staffing issues and capacity reduction due to VOLMUK implementation.
- Madrid ACC recorded delays due to en-route ATC capacity.

3. EN-ROUTE ATFM DELAY MONITORING

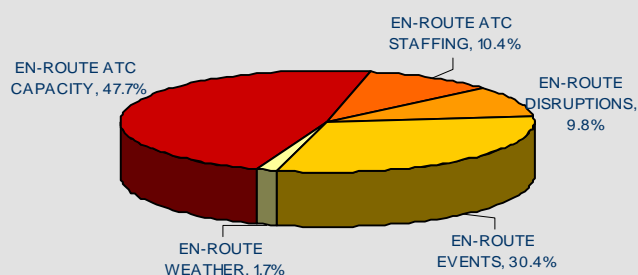


Reporting month: In February, the average en-route delay per flight was 0.18 min/ft, which is below the monthly guideline delay of 0.28 min/ft for the month. **YTD:** The average en-route delay per flight in 2013 to date is 0.19 min/ft which is below the corresponding guideline value of 0.29 min/ft.



In February, Nicosia and Paris ACCs had the highest en-route delay per flight.

Year-to-date proportion of en-route ATFM delays



YTD en-route ATFM delay reasons in 2013 so far are:

- ATC capacity 47.7%
- ATC staffing 10.4%
- En-route events 30.4%
- En-route disruptions 9.8%
- En-route weather 1.7%