



**Network Manager**  
nominated by  
the European Commission



# Monthly Network Operations Report

**Analysis – September 2013**



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### **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.

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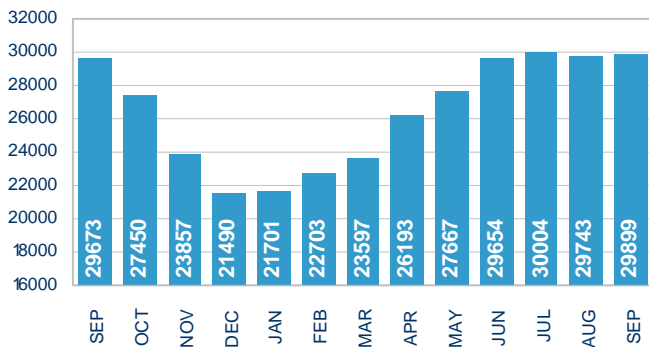
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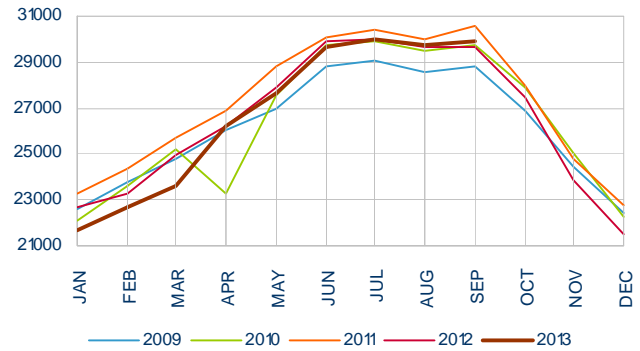
# 1. TOTAL TRAFFIC

Last 13 months average daily traffic



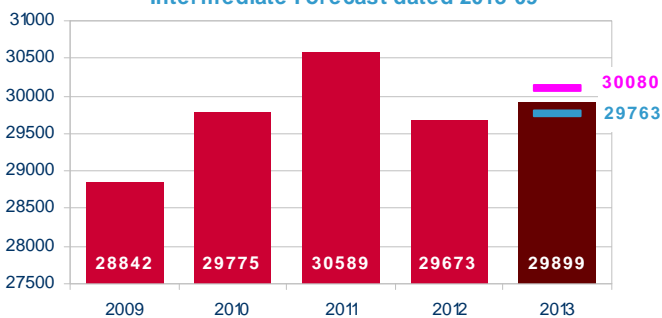
In September 2013 the traffic increased by 0.8% compared to September 2012. This is the second monthly growth after August 2013, following 18 months of decline.

Average daily traffic for last 5 Years



Traffic in 2013 continues to follow 2010 and 2012 levels.

Average daily traffic in September for last 5 Years  
Intermediate Forecast dated 2013-09



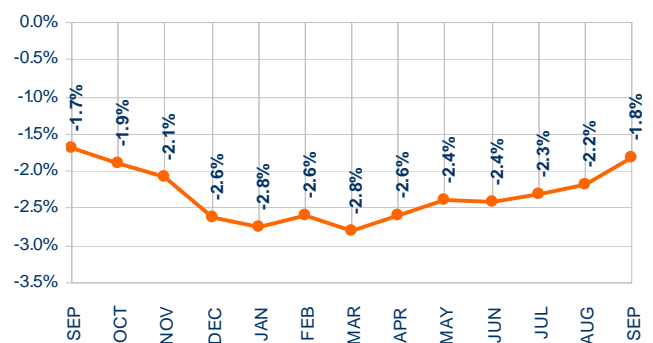
September traffic was in between the high and baseline forecasts of September 2013.

The seven-year forecast has been updated in September, with a slight upward revision for 2013 to -0.6% from -1% in May (average daily flights), resulting from a higher than expected traffic development during the summer months.

In September, total traffic increased by 0.8% compared to September 2012 as a result of strong overflights and growing arrival/departures. For the first time in 20 months, internal flights did not contract and remained at the same level of September 2012, although still contracting for the five busiest states Germany, France, UK, Italy and Spain.

The main contributors to the network growth remain Turkey, adding almost 200 daily flights, followed by the Scandinavian states and Greece when compared to September 2012. At the other hand, Italy, Germany, Spain, France and continue to see fewer flights (excluding overflights). As of September, Egypt had around 80 less flights per day than in September 2012. In the last week of August, a number of European states put out travel warnings for Egypt with the result that the number of arrivals/departures have fallen off very rapidly to -15% in August (vs Aug. 12) and down to -50% in September. This has an impact on the arrival/departures and overflights of a variety of states within Europe.

12 months rolling traffic trend



This graph shows the variation in average daily traffic for the last 12-month period relative to that for the 12-month period before. The average daily traffic from October 2012 to September 2013 decreased by 1.8% relative to that from October 2011 to September 2012.

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

In September 2013, 5 of the top 10 airports had less traffic compared to September 2012. The largest traffic increases were at Istanbul Sabiha (+22.1%), Tel Aviv Ben Gurion (+16.9%) and Warsaw (+13.4%) airports. The largest decreases in traffic were at Madrid Barajas (-10.2%), Venice Tessera (-7.1%) and Athens (-5.6%) airports.

Four of the top 10 air operators had less traffic compared to September 2012: Lufthansa (-4.8%), Air France (-5.5%), Air Berlin (-3.5%) and Alitalia (-9.0%). The operators with the highest traffic growth were Travel Servis (+39.6%), Turkish Airlines (+22.1%), Pegasus Airlines (+24.10%), Air Europa (+21.6%) and German Wings (+18.2%).

Ukraine International (AUI) flights increased by 69.3% due to changes in fleet size and route network following the cessation of operations of Aerosvit.

Airline consolidation and restructuring explains most of the significant traffic decreases and increases: Finnair (-28.8%), Olympic (-17.7%), Air Nostrum (-14.2%) and Finnish Commuter Airlines (+52.2%).

N°	ADEP	ADEP NAME	201309	%
1	EDDF	FRANKFURT MAIN	708	0.7%
2	LFPG	PARIS CH DE GAULLE	696	-2.8%
3	EGLL	LONDON/HEATHROW	674	1.5%
4	EHAM	SCHIPHOL AMSTERDAM	654	2.2%
5	LTBA	ISTANBUL-ATATURK	580	11.1%
6	EDDM	MUENCHEN	573	-1.0%
7	LEMD	MADRID BARAJAS	483	-10.2%
8	LIRF	ROME FIUMICINO	474	-5.0%
9	LEBL	BARCELONA	430	-5.3%
10	EGKK	LONDON/GATWICK	404	3.3%
11	LSZH	ZURICH	374	-1.8%
12	ENGM	OSLO/GARDERMOEN	372	4.8%
13	LOWW	WIEN SCHWECHAT	371	-4.1%
14	EKCH	COPENHAGEN KASTRUP	370	3.6%
15	LTAI	ANTALYA	361	7.8%
16	LFPO	PARIS ORLY	352	0.6%
17	ESSA	STOCKHOLM-ARLANDA	344	9.6%
18	LEPA	PALMA DE MALLORCA	339	-1.7%
19	EDDL	DUESSELDORF	336	1.5%
20	EBBR	BRUSSELS NATIONAL	327	-0.9%
21	EGCC	MANCHESTER	273	2.6%
22	EDDT	TEGEL-BERLIN	266	1.5%
23	EDW	DUBLIN	257	5.3%
24	LIMC	MILANO MALPENSA	254	-4.9%
25	LSGG	GENEVE COINTRIN	250	-0.8%
26	EFHK	HELSINKI-VANTAA	246	-0.4%
27	LTFJ	ISTANBUL-SABIHA	232	22.1%
28	LFMN	NICE	230	-0.4%
29	EPWA	CHOPINA W WARSZAWIE	220	13.4%
30	LPPT	LISBOA	220	0.9%
31	LGAV	ATHINA/ELEFTHERIOS VENIZELOS	220	-5.6%
32	EGSS	LONDON/STANSTED	217	2.8%
33	EDDH	HAMBURG	210	-2.8%
34	LKPR	PRAHA RUZYNE	202	1.5%
35	EDDK	KOELN-BONN	186	-1.6%
36	EDDS	STUTTGART	183	-1.6%
37	LFLL	LYON SAINT-EXUPERY	174	-1.1%
38	EGPH	EDINBURGH	171	3.0%
39	LEMG	MALAGA	169	0.6%
40	LIML	MILANO LINATE	169	-4.5%
41	LLBG	TEL AVIV/BEN GURION	159	16.9%
42	LFML	MARSEILLE PROVENCE	155	-2.5%
43	ENBR	BERGEN/FLESAND	152	11.0%
44	EGBB	BIRMINGHAM	151	7.1%
45	EGGW	LONDON/LUTON	150	-0.7%
46	LFBO	TOULOUSE BLAGNAC	141	-3.4%
47	LTAC	ANKARA-ESENBOGA	134	0.0%
48	LROP	OTOPENI-INTL	133	0.0%
49	LIPZ	VENEZIA TESSERA	130	-7.1%
50	LHBP	FERIHEGY-BUDAPEST	127	-3.8%
<b>TOTALS and % TOTAL TRAFFIC</b>			<b>15003</b>	<b>50.2%</b>

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

N°	ICAO	AIR OPERATOR	201309	%
1	DLH	DEUTSCHE LUFTHANSA	1826	-4.8%
2	RFR	RYANAIR	1691	2.5%
3	EZY	EASYJET	1174	1.8%
4	THY	TURKISH AIRLINES	1112	22.1%
5	AFR	AIR FRANCE	1046	-5.5%
6	SAS	S.A.S	938	12.7%
7	BAW	BRITISH AIRWAYS	699	7.4%
8	BER	AIR BERLIN, INC.	684	-3.5%
9	KLM	KLM ROYAL DUTCH AIRL	632	2.3%
10	AZA	ALITALIA	545	-9.0%
11	NAX	NORWEGIAN AIR SHUTTLE	496	15.9%
12	VLG	VUELING AIRLINES SA	417	10.9%
13	SWR	SWISS INTERNATIONAL	414	-2.4%
14	BEE	JERSEY EUROPEAN T/A FLYBE	413	0.5%
15	AUA	AUSTRIAN AIRLINES	382	-1.8%
16	WIF	WIDEROE	379	8.6%
17	PQT	PEGASUS HAVA TASI	324	24.1%
18	TAP	TAP/AIR PORTUGAL	319	0.3%
19	HOP	HOP (MERGE OF BZH + RAE + RLA)	295	0.0%
20	GWI	GERMAN WINGS	273	18.2%
21	AFL	AEROFLOT-RUSSIAN	266	5.6%
22	WZZ	WIZZ AIR	248	10.7%
23	LOT	LOT-POLISH AIRLINES	232	-2.9%
24	TOM	THOMSON FLY LTD	226	1.8%
25	ANE	AIR NOSTRUM	217	-14.2%
26	IBE	IBERIA	216	-29.2%
27	EIN	AER LINGUS TEORANTA	212	-0.9%
28	BEL	BRUSSELS AIRLINES	209	-8.3%
29	AEA	AIR EUROPA	203	21.6%
30	AEE	AEGEAN AIRLINES	193	10.9%
31	RAM	ROYAL AIR MAROC	187	10.7%
32	FCM	FINNISH COMMUTER AIRLINES OY/F	172	52.2%
33	EXS	JET2.COM	171	13.3%
34	TRA	TRANSAVIA.COM	166	5.1%
35	MON	MONARCH AIRLINES LTD	152	7.8%
36	AUI	UKRAINE INTERNATIONAL	149	69.3%
37	NJE	NETJETS	148	1.4%
38	UAL	UNITED AIRLINES INC.	147	-0.7%
39	FIN	FINNAIR OY	146	-28.8%
40	UAE	EMIRATES	144	9.1%
41	EZS	EASYJET SWITZERLAND	143	10.9%
42	BTI	AIR BALTIC CORPORAT.	135	-5.6%
43	OAL	OLYMPIC	135	-17.7%
44	TSO	TRANSAERO AIRLINES	132	8.2%
45	DAL	DELTA AIR LINES INC.	130	-0.8%
46	TVS	TRAVEL SERVIS	127	39.6%
47	TCX	THOMAS COOK AIT LTD	125	-11.4%
48	CFG	CONDOR FLUGDIENST	121	-2.4%
49	BCS	EUROPEAN AIR TRANSP.	121	7.1%
50	SXS	SUNEXPRESS AIRLINES	118	-15.7%
<b>TOTALS and % TOTAL TRAFFIC</b>			<b>19150</b>	<b>64.0%</b>

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

N°	ICAO	AIR OPERATOR	201309	%
		Unidentified	2629	-2.6%

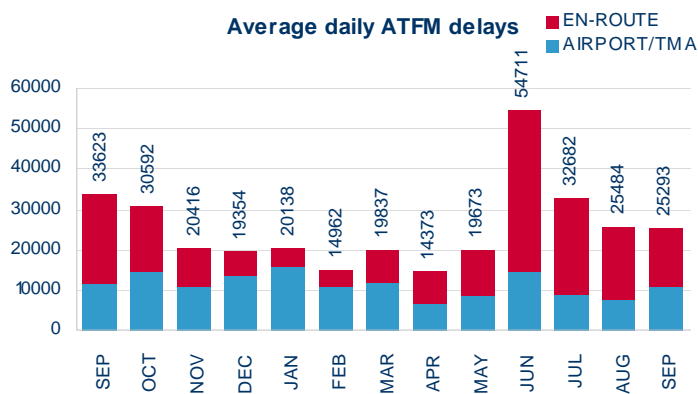
**Average daily traffic and percentage compared to same period of previous year for all flights where Air Operators can't be identified**

Percentage increase in traffic during September 2013 compared to the same month last year

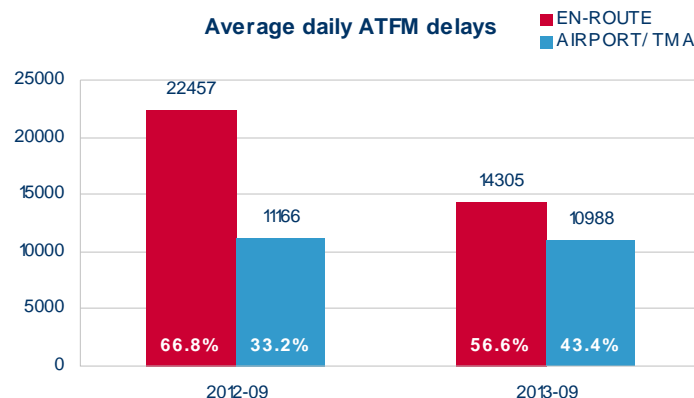


N°	ASP ID	ASP NAME	201309	%
35	LFBBALL	BORDEAUX ALL ACC	2711	2.5%
36	LFEEACC	REIMS U/ACC	2767	5.5%
37	LFFFALL	PARIS ALL ACC	3409	-2.7%
38	LFMMACC	MARSEILLE ACC	3335	0.2%
39	LFRRACC	BREST U/ACC	2872	3.1%
40	LGGGACC	ATHINAI CONTROL	1557	-0.6%
41	LGMDAACC	MAKEDONIA CONTROL	1288	-1.1%
42	LHCCACC	BUDAPEST ACC	1938	2.1%
43	LIBBACC	BRINDISI ACC	977	-3.1%
44	LIMMACC	MILANO ACC	1798	-5.0%
45	LIPPACC	PADOVA ACC	2256	-1.8%
46	LIRRACC	ROMA ACC	3107	-1.0%
47	LJLAACC	LJUBLJANA ACC	906	-1.9%
48	LKAAACC	PRAGUE ACC	2107	1.8%
49	LMMMACC	MALTA ACC	338	11.4%
50	LOVVACC	WIEN ACC	2327	-1.7%
51	LPPCACC	LISBOA ACC/UAC	1198	1.1%
52	LPPDOAC	SANTA MARIA OACC	322	6.2%
53	LRBBACC	BUCURESTI ACC	1696	5.1%
54	LSAGACC	GENEVA ACC	1898	0.8%
55	LSAZACC	ZURICH ACC	2265	-1.5%
56	LTAACC	ANKARA ACC	2353	5.3%
57	LTBBACC	ISTANBUL ACC	2689	8.1%
58	LUUUACC	CHISINAU ACC	258	19.8%
59	LWSSACC	SKOPJE ACC	441	2.5%
60	LYBAACC	BEOGRADE ACC	1828	-1.6%
61	LZBBACC	BRATISLAVA ACC	1285	2.2%
62	UDDOACC	YEREVAN ACC	141	-3.0%
63	UKBVACC	KIEV ACC	814	4.5%
64	UKDVACC	DNIPROPETROVSK ACC	543	-0.7%
65	UKFVACC	SIMFEROPOL ACC	705	8.5%
66	UKLVACC	L'VIV ACC	612	7.9%
67	UKOVACC	ODESSA ACC	408	17.4%

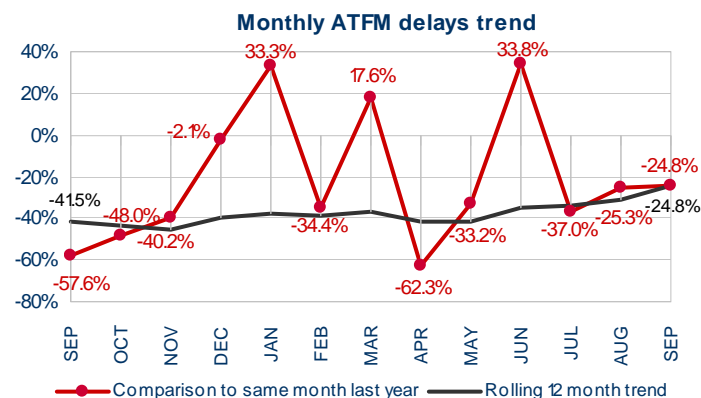
## 2. ATFM DELAY AND ATTRIBUTIONS



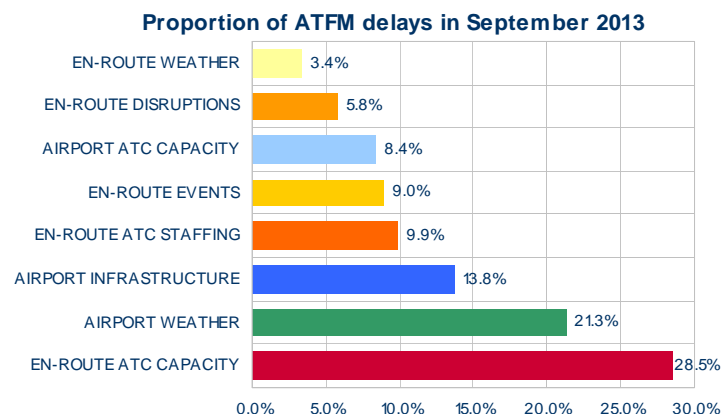
Total ATFM delays in September 2013 decreased by 24.8% compared to September 2012.



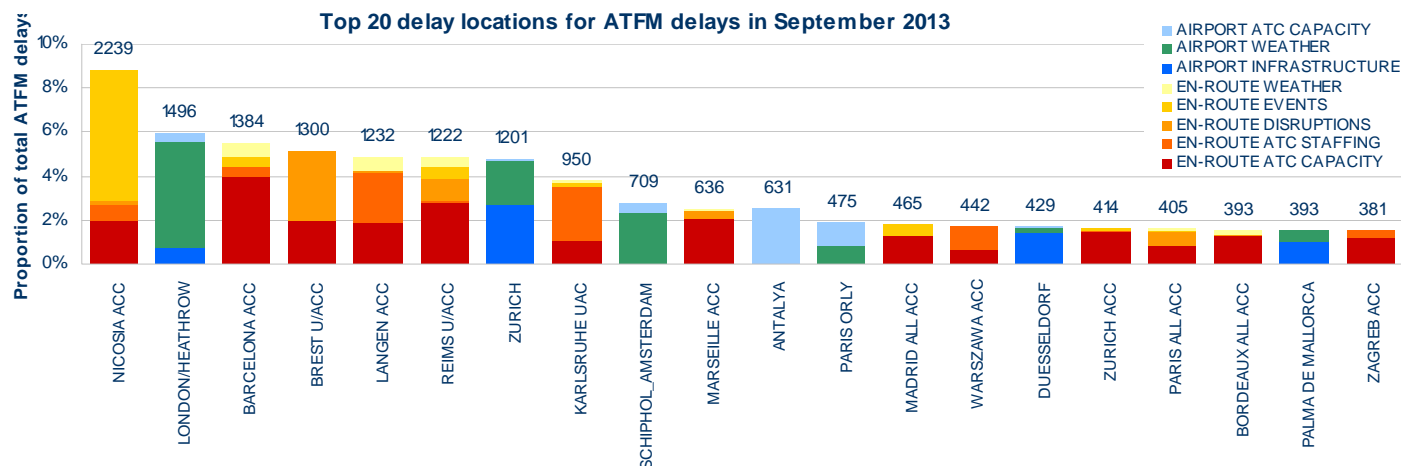
Both the airport and en-route ATFM delays reduced, however the reduction was more significant for en-route delays than for airport.



ATFM delays over the last 12 months are down by at least a quarter on the previous 12 month period. However since June 2013 the trend shows a slight increase.



En-route ATC capacity with 28.5% and airport weather with 21.3% were the main delay causes in September.



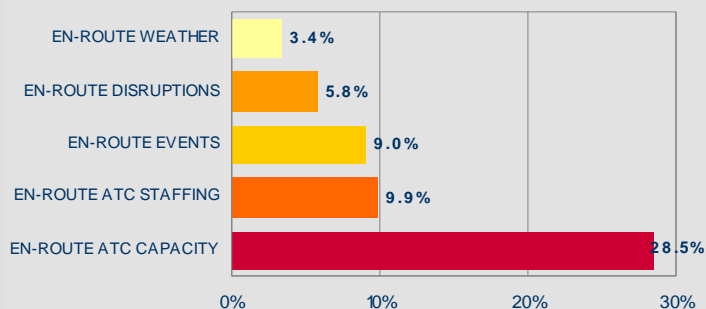
These are the top 20 delay generating locations for the reporting month. Figures are the average daily delays in minutes.

- High delays continue at Nicosia ACC; TOPSKY ATM system transition project that started in September required capacity reductions.
- London Heathrow and Amsterdam airports were both affected by fog and strong winds, and also thunderstorms at Amsterdam.
- Barcelona, Langen, Karlsruhe, Madrid, Warsaw, Zurich and Zagreb ACCs had ATC capacity, staffing and some en-route weather issues.
- Delays for the five French ACCs were mainly due to the industrial action on 10 September and ATC capacity.
- Zurich airport generated delays due to environmental constraints and adverse weather conditions.
- Antalya airport had radar stability problems due to a radar upgrade project that will continue until the end of October.
- The industrial action on 10 September and adverse weather conditions throughout the month caused delays at Paris Orly airport.
- Aircraft incidents at Dusseldorf and Palma de Mallorca airports as well as adverse weather at Palma caused delays at these airports.



## 3.2. EN-ROUTE ATFM DELAY PER DELAY GROUP

Reasons for en-route delays in September 2013



En-route delays accounted for 56.6% of all ATFM delays.

28.5% of all ATFM delays were caused by en-route ATC capacity.

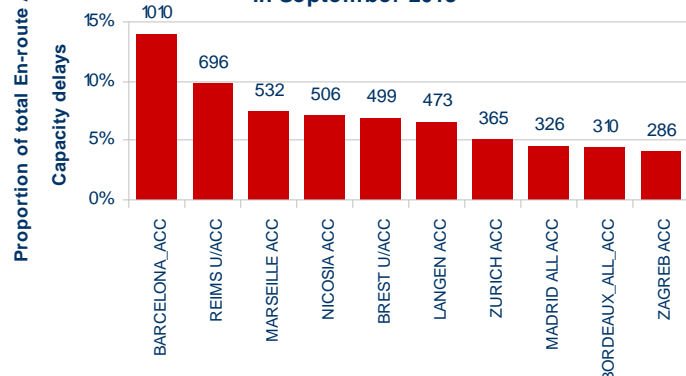
En-route staffing accounted for 9.9% of the ATFM delays.

En-route events represented 9% of the ATFM network delay.

The en-route disruptions delay was due to the French strike on 10 September.

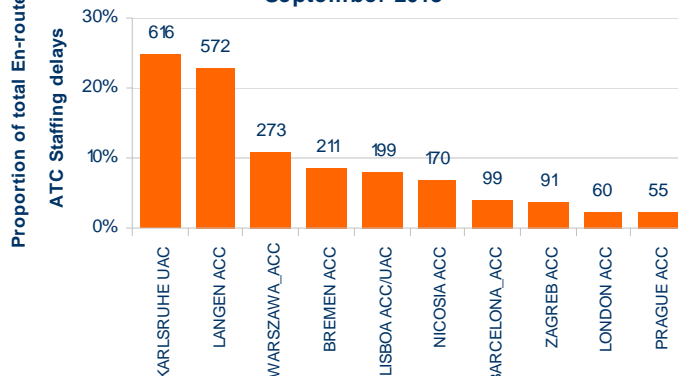
Weather caused 3.4% of all en-route ATFM delays in September.

Top 10 delay locations for en-route ATC Capacity in September 2013



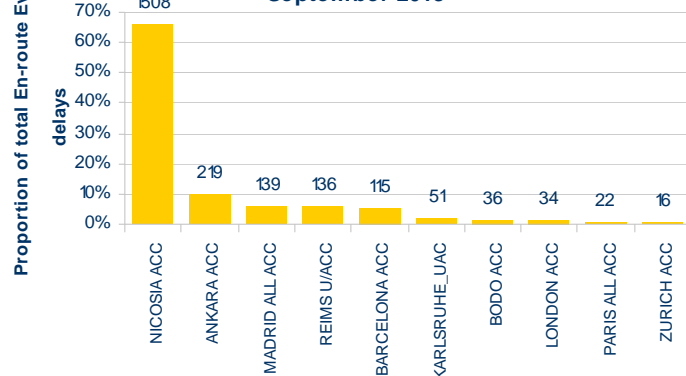
Highest en-route ATC capacity delays occurred in Barcelona, Reims, Marseille and Nicosia ACCs. Delays in Barcelona, Marseille, Nicosia, Madrid and Zurich ACCs decreased compared to the previous month. Delays in Reims increased slightly. Langen, Bordeaux and Zagreb ACC entered the top 10.

Top delay locations for en-route ATC Staffing in September 2013



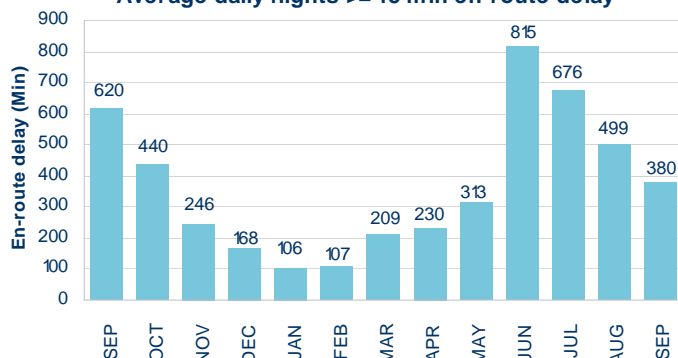
Karlsruhe, Langen, Warsaw, Bremen and Lisbon ACCs were affected by staffing issues.

Top delay locations for en-route Events in September 2013



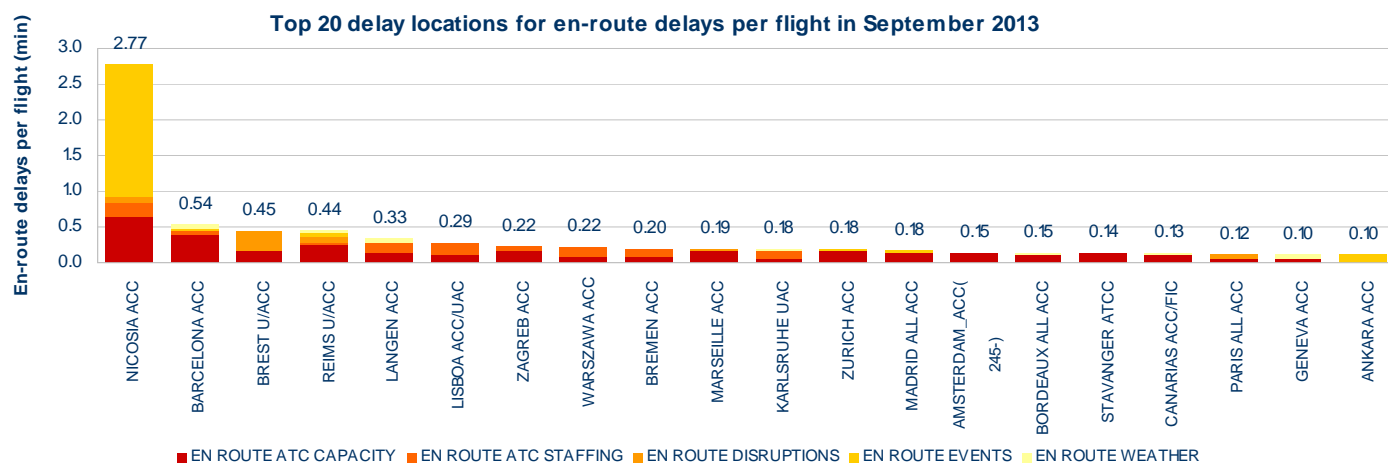
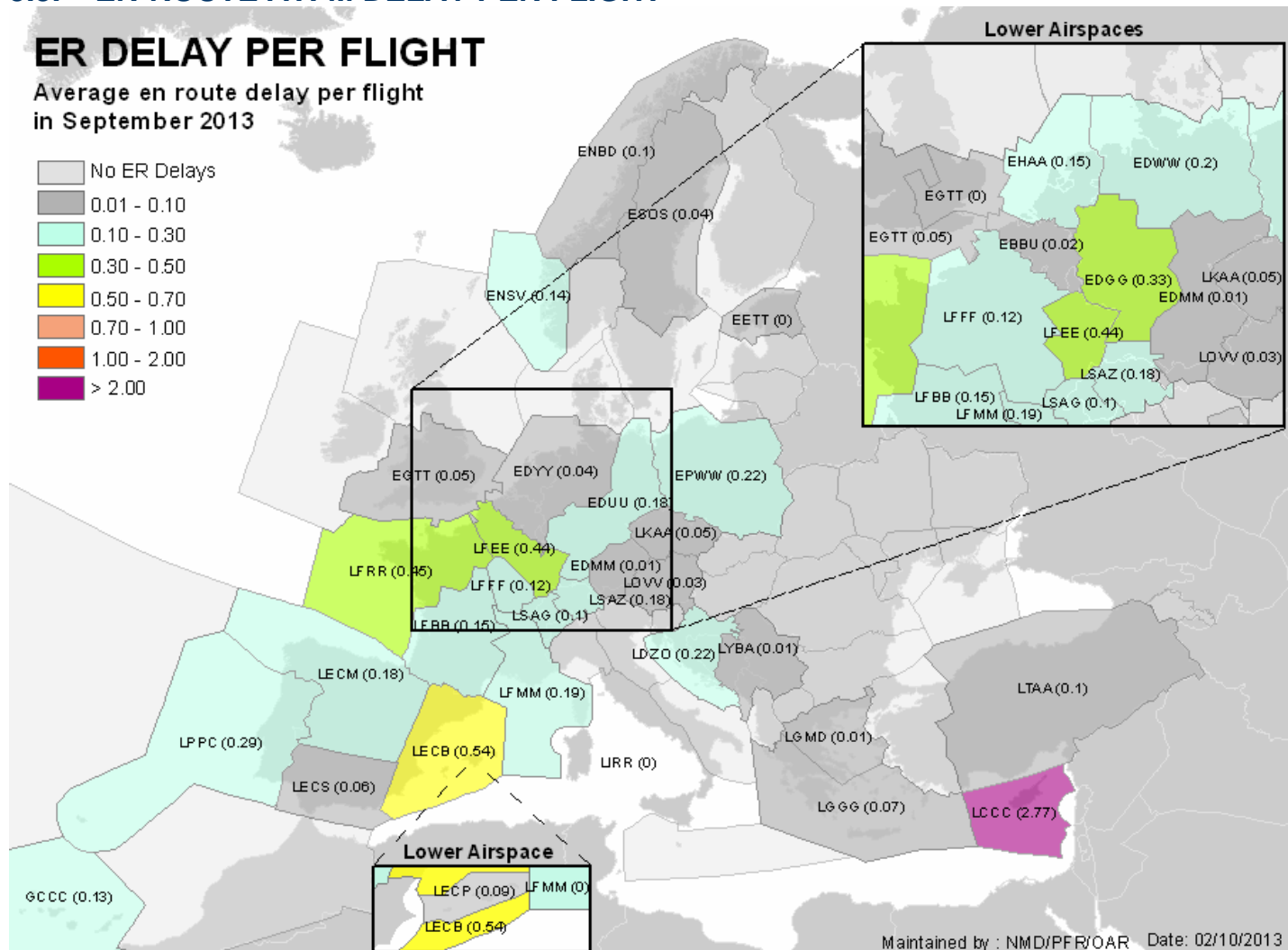
The ATM system transition "TOPSKY" in Nicosia was the main reason for en-route events delays. This was 10.5% of en-route delay in September.

Average daily flights >= 15 min en-route delay



An average of 380 flights per day received an en-route delay of at least 15 mins in September 2013. The corresponding figure for September 2012 was 620 flights. En-route delay in September 2012 was (36%) higher than September 2013, particularly at Langen, Munich, Marseille and Barcelona ACCs.

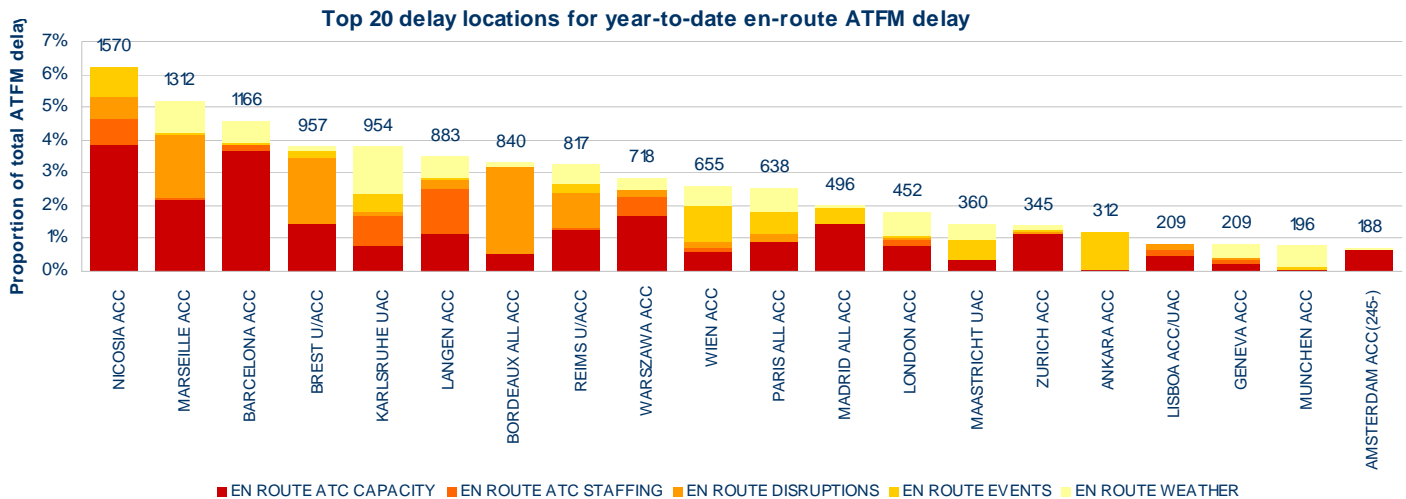
### 3.3. EN-ROUTE ATFM DELAY PER FLIGHT



These are the top 20 locations with the highest en-route delay per flight (average) during the reporting month.

Nicosia ACC continued to generate the highest en-route delay per flight average in September (2.77 min/ft); the introduction of the new ATS system (TOPSKY) and the corresponding capacity reductions in September has further deteriorated the delay situation since August (2.47 min/ft).

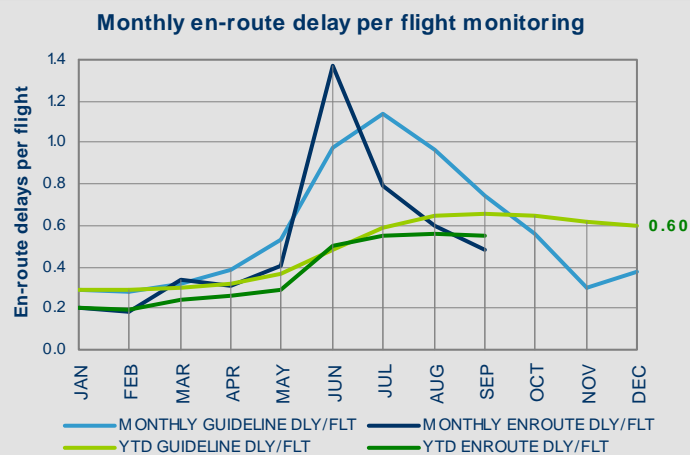
### 3.4. EN-ROUTE ATFM DELAY YEAR-TO-DATE



These are the top 20 en-route delay locations in 2013 YTD. Figures are the average daily en-route delay in minutes.

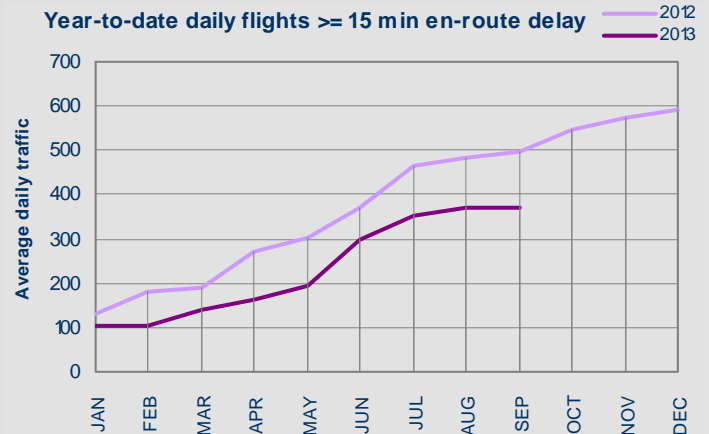
The top 20 en-route delay locations generated **52.5%** of the total ATFM (network) delay.

The top 5 en-route delay locations generated **23.6%** of the total ATFM (network) delay.



**Reporting month:** In September, the average en-route delay per flight was 0.49 min/flt, which is significantly below the monthly guideline\* delay of 0.74 min/flt.

**YTD:** The average en-route delay per flight in 2013 to date is 0.55 min/flt, which is also below the corresponding guideline\* value of 0.66 min/flt.

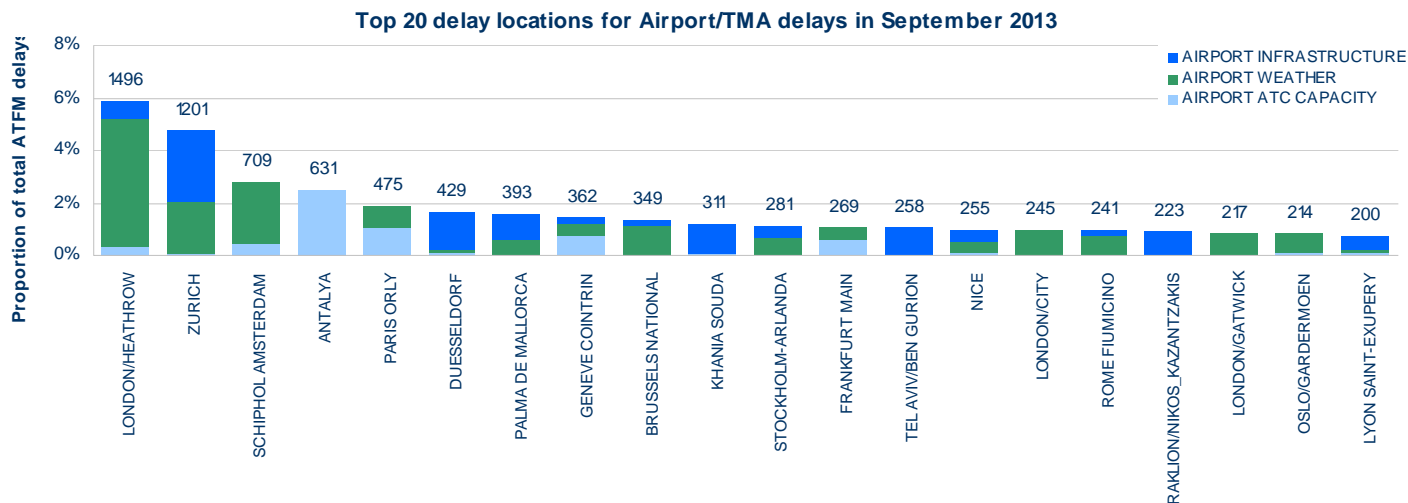


Since the beginning of the year, an average of 372 flights per day had an ATFM delay of at least 15 minutes. The corresponding figure during the same period in 2012 was 496 flights per day.

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

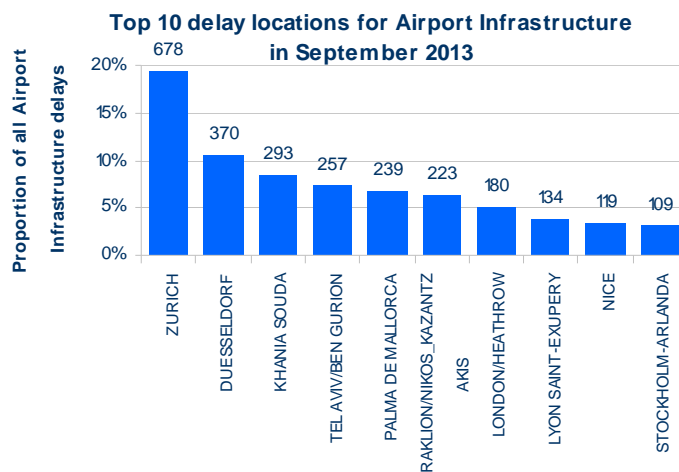
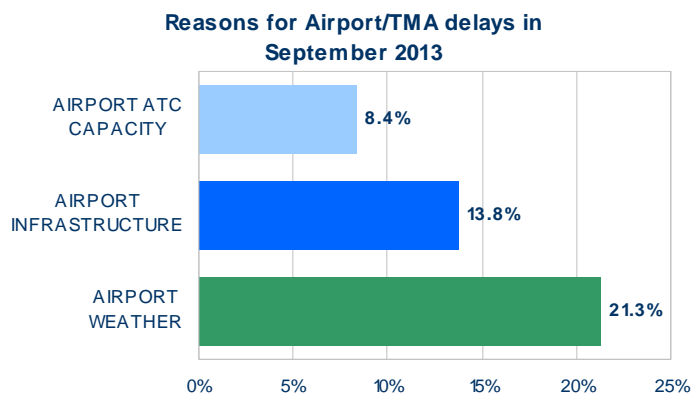
## 4. AIRPORT/TMA ATFM DELAYS

### 4.1. AIRPORT/TMA ATFM DELAY PER LOCATION



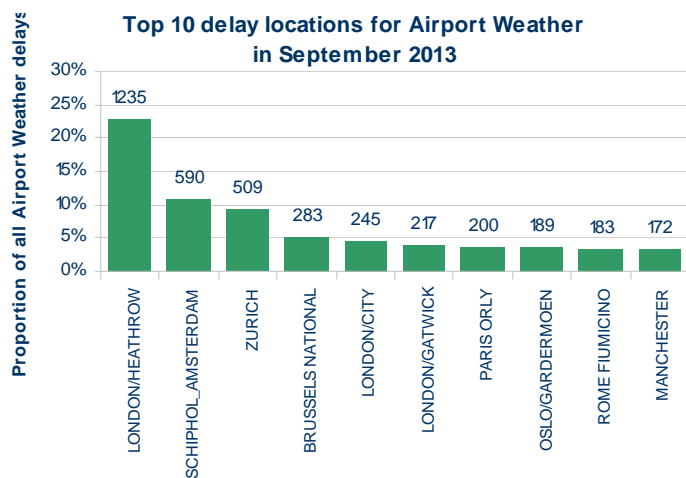
The top 20 Airport/TMA delay locations generated **34.6%** of the monthly total ATFM (network) delay. The top 5 Airport/TMA delay locations generated **17.8%** of the monthly total ATFM (network) delay.

### 4.2. AIRPORT/TMA ATFM DELAY PER DELAY GROUPS

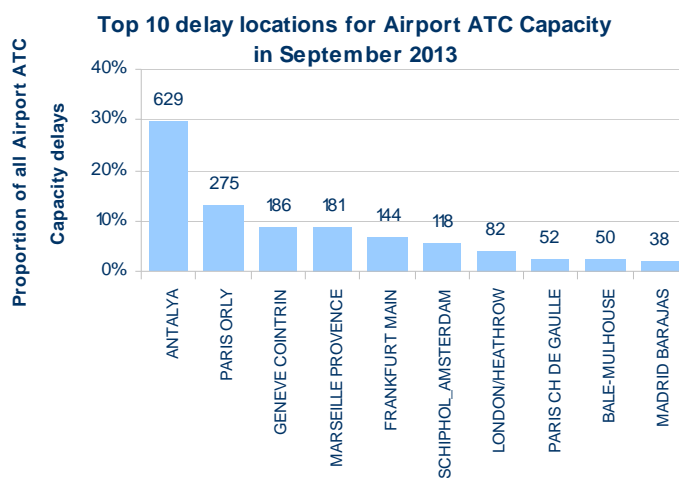


Airport/TMA delays accounted for 43.4% of all ATFM delays, 21.3% was due to airport weather.

Limited availability of the optimum runway configuration due to environmental constraints at Zurich airport continues to generate delay.



Seasonal weather, fog, strong winds and some thunderstorms, had significant impact at London Heathrow, Amsterdam, Zurich and Brussels airports.

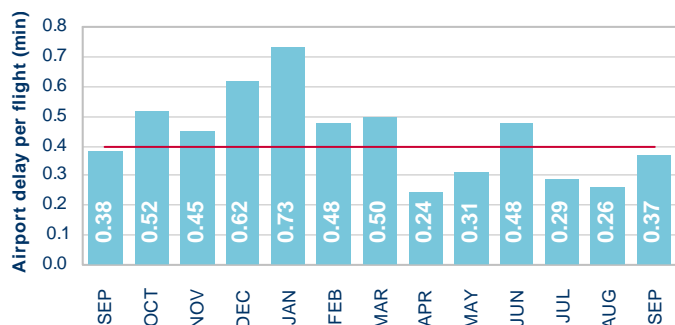


Radar replacement project at Antalya airport impacted the operations during the month (anticipated to last until end October).

### 4.3. AIRPORT/TMA ATFM DELAY PER FLIGHT

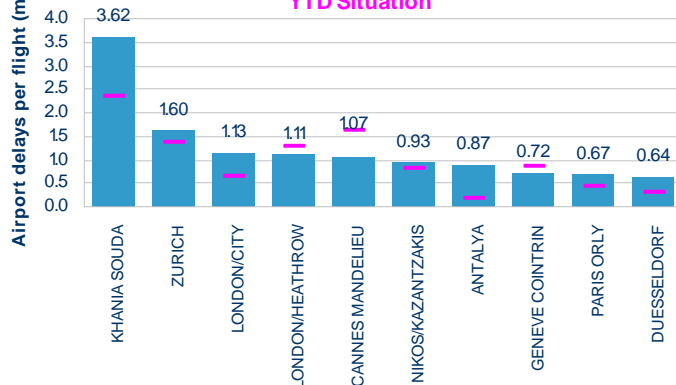
Monthly average Airport delay (min) per flight

Last 12 months = 0.4 minutes



Top 10 Airport delay per flight in September 2013

YTD Situation

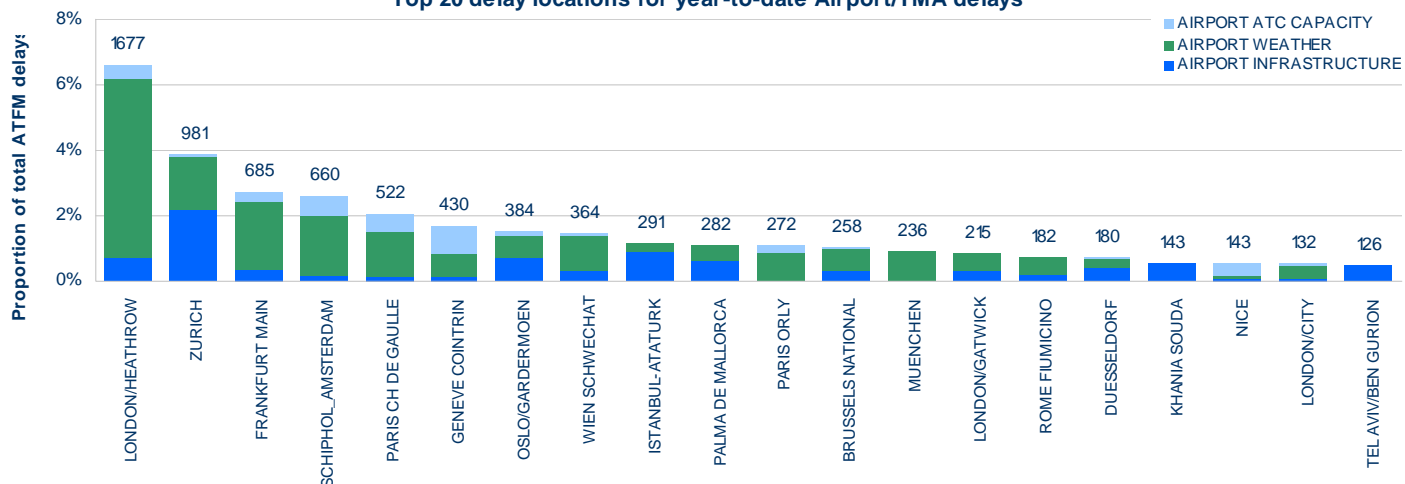


Average Airport/TMA delay per flight remained stable compared to last year (0.38 mins in September 2012 vs. 0.37 mins in September 2013).

Khania Souda airport had the highest delay per flight in September.

### 4.4. AIRPORT/TMA ATFM DELAY YEAR-TO-DATE

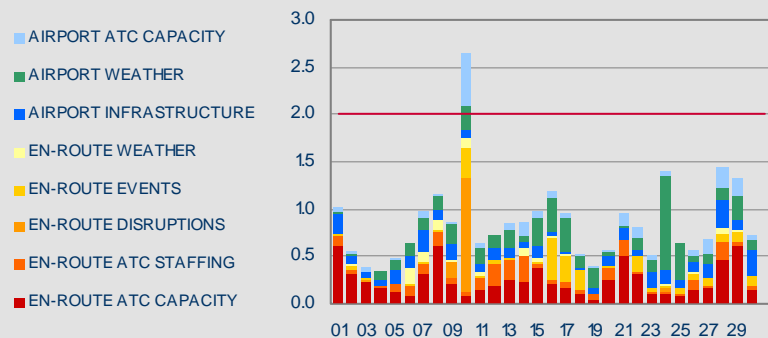
Top 20 delay locations for year-to-date Airport/TMA delays



The top 20 Airport/TMA delay locations generated **32.3%** of the total ATFM (network) delay since the beginning of the year. The top 5 Airport/TMA delay locations generated **17.9%** of the total ATFM (network) delay since the beginning of the year.

## 5. DAILY EVOLUTION

Average delay (min) per flight in September 2013



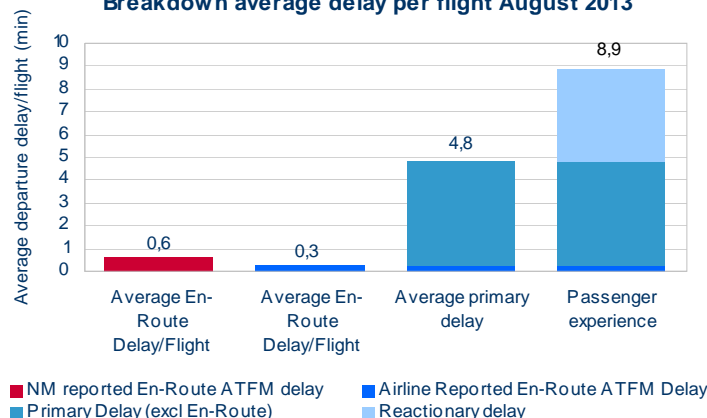
One day recorded an average delay over 2 minutes per flight:

Network delay was 2.6 minutes per flight on 10 September. This was mainly due to the French strike which represented 44.7% of the delays. Significant delays were also recorded at Madrid and Barcelona ACCs as events, but were related to the French industrial action. Airport ATC capacity was the second main cause of delay and was recorded at Paris Orly, Marseille and Basle Mulhouse airports.

## 6. ALL AIR TRANSPORT DELAYS (Source: CODA)

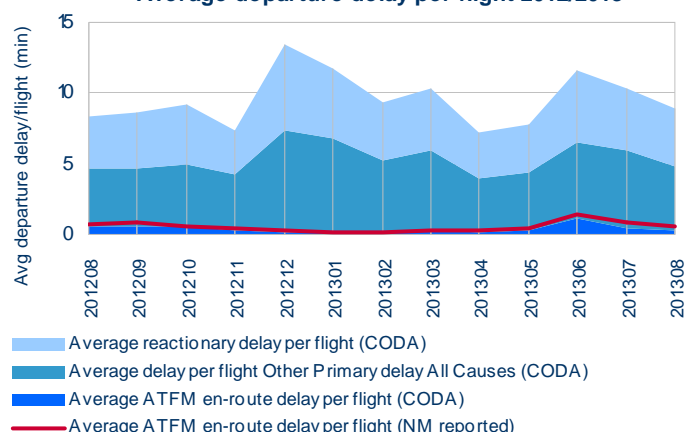
This section presents the all air transport delay situation as seen from the airlines by using the data collected by Central Office for Delay Analysis (CODA) from the airlines. Data coverage is 61% of the commercial flights in the ECAC region for August 2013. ATFM delays reported by airlines may be lower 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 2013**



Based on airline data, the average departure delay per flight from “All Causes” was 8.9 minutes per flight, this was an increase of 5% in comparison to 8.6 minutes per flight in August 2012. London Heathrow, Palma and Zurich airports experienced seasonal weather (thunderstorms and winds) related delays. Brussels airport saw works in progress on one runway between (01/08/2013 – 24/08/2013) with delays noted on the 2nd August. Ongoing runway works in progress at Prague airport (13/07/2013-30/09/2013) caused a small amount of delay. Within all air transport delays, en-route ATFM delays were 0.3 minutes/flight in August 2013.

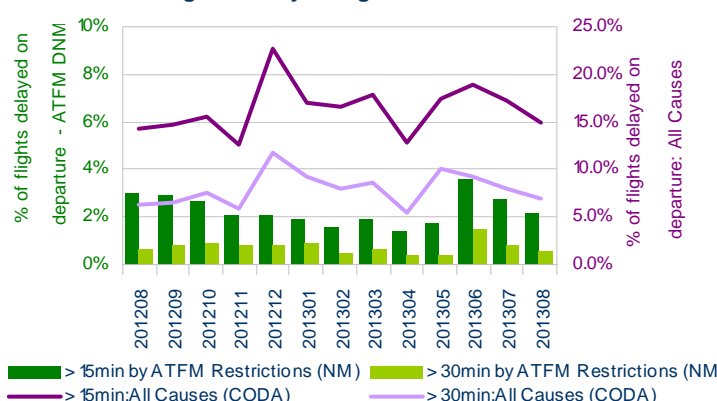
**Average departure delay per flight 2012/2013**



Further analysis of airline data shows that the average en-route ATFM delay was 0.3 minutes per flight. This was lower than the NM reported average en-route ATFM delay of 0.6 minutes per flight.

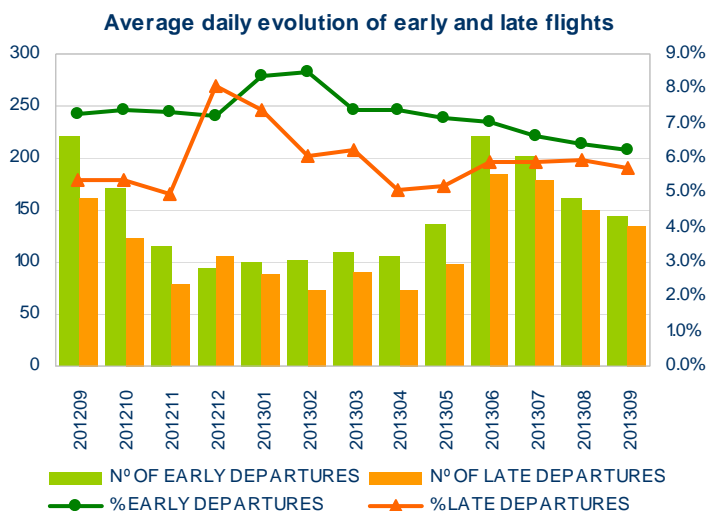
According to airline reports primary delays counted for 54% (or 4.8 min/flt ) of which 0.3 min/flt was attributed to en-route ATFM delays, with reactionary delays representing a 46% share (4.1 min/flt).

**Percentage of delayed flights: ATFM & All Causes**



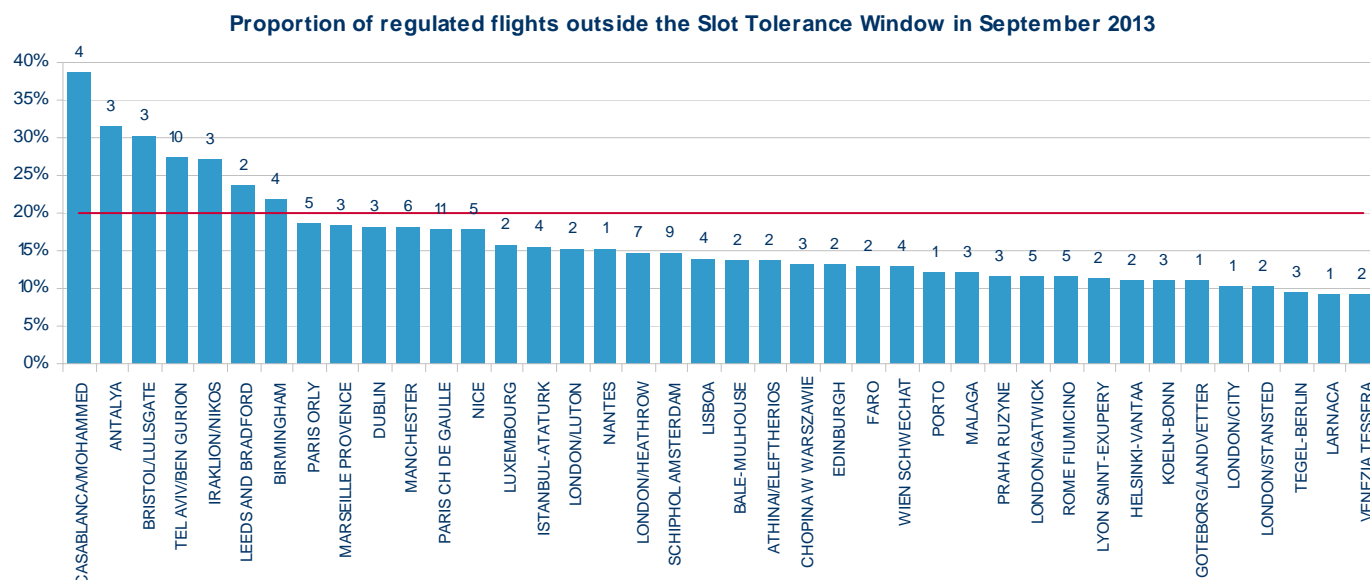
The percentage of flights subject to long ATFM restrictions (those exceeding 15 & 30 minutes) decreased in August 2013 when compared to August 2012. Flights with restrictions exceeding 15 minutes decreased by 0.8 points to 2.2% (split between 0.7% caused by airport arrival and 2.1% by en-route ATFM restrictions) and flights exceeding 30 minutes decreased by 0.1 percentage points to 0.6% (split between 0.2% caused by airport arrival and 0.5% by en-route ATFM restrictions) in August 2013. The percentage of flights delayed from all-causes (exceeding 15 minutes) increased by 0.7 percentage points to 15.0% and those (exceeding 30 minutes) by 0.6 percentage points to 7.0%.

## 7. ATFM SLOT ADHERENCE



In September both the percentage of late departures and early departures decreased compared to the previous months.

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 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

### 8.1. PLANNED EVENTS

- Five planned ACC projects progressed through their training phase:
  - Implementation of new ATM system at Langen, Geneva, Zurich and Warsaw ACCs with no foreseen network impact,
  - Major airspace reorganisation in Prague ACC with estimated low-medium network impact.
- Nicosia ACC transition to TOPSKY started in September with up to 40% capacity reductions. Several revisions during system cut-over (roll-back between the old and the new systems) caused major delays between 16-18 September.
- Several planned airport improvement projects took place with very little to no operational impact:
  - Prague airport: Reconstruction of RWY 06/24.
  - Milano Malpensa airport: Changed lay-out of the west de-icing area for improved operations.
  - Warsaw Chopin airport: Modernisation of the maneuvering area.
  - Rome Fiumicino airport: Construction of new boarding areas with new Pier.
  - Manchester airport: Relocation of Airfield Control to new control tower.
  - Helsinki Vantaa airport: Apron and taxiway maintenance, remote de-icing area construction and flood water tunnel enhancement.
  - Frankfurt and Bilbao airports: Some infrastructure changes.

- Barcelona airport: Change of nomenclature of the rapid exit TWYs of RWY 07L-25R which involves the closure of RWY 07L-25R and 02-20.
- Bergen airport: Construction of a new terminal building.

## 8.2. DISRUPTIONS

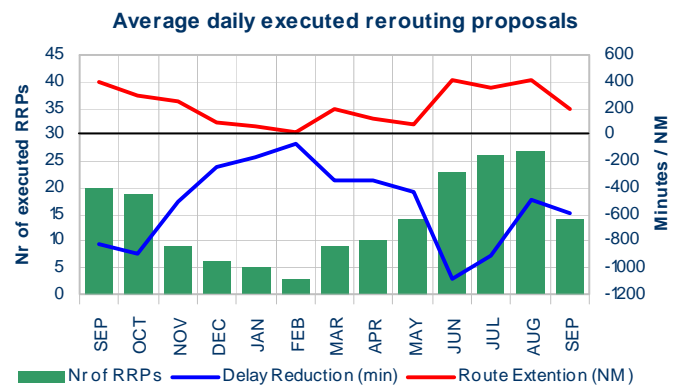
- Warsaw ACC: Ongoing issue with Warsaw ACC flight data processing system limiting the maximum number of flight plans. Mitigated by operational NM scenarios to re-route traffic around the Polish airspace.
- French ATC Industrial Action: Announced for 09-11 September but the actual disruption (minimum service) occurred on 10 September only. The network impact was 53,000 minutes of delay and 450 flight cancellations.
- London Heathrow: 28 September, single runway operations due to fire on approach with delay peaking at 22,714 minutes, eventually reducing to 4,684 minutes.
- Antalya airport radar instability: The conventional radars feeding Antalya MRT are being replaced by enhanced Mode S radars. This change required several software updates which caused a multi-tracking issues. The replacement project is planned to be complete by the end October.

## 9. NM ADDED VALUE

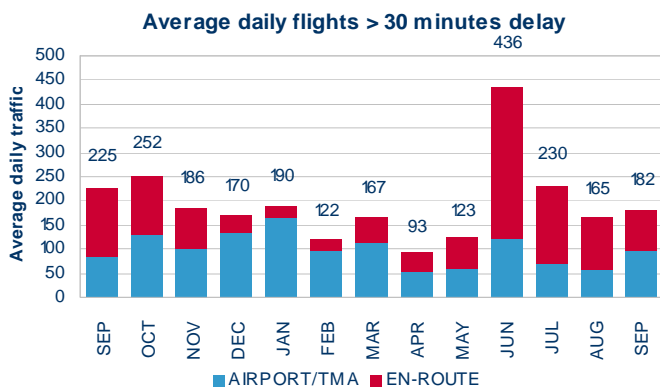
### 9.1 RRP DIRECT DELAY SAVINGS

In September 2013, NM proposed alternative routes to an average of 26 flights per day of which 14 were accepted. This saved 585 minutes of daily delay at a cost of 192 extra nautical miles.

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



### 9.2 FLIGHTS WITH DELAY > 30'



The number of flights that had more than 30 mins of ATFM delay decreased from 225 flts/day in September 2012 to 182 flts/day in September 2013.