



Network Manager
nominated by
the European Commission



Monthly Network Operations Report

Overview – September 2013



SUMMARY

Traffic continued to increase in September (0.8%) following the positive growth trend started in August 2013 after 18 months of decline. In parallel to increased traffic, ATFM delays decreased by 24.8% giving the lowest average ATFM delay per flight for the month of September in last five years (0.85 min).

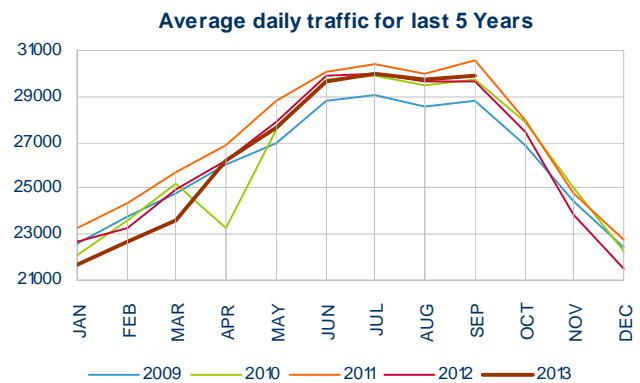
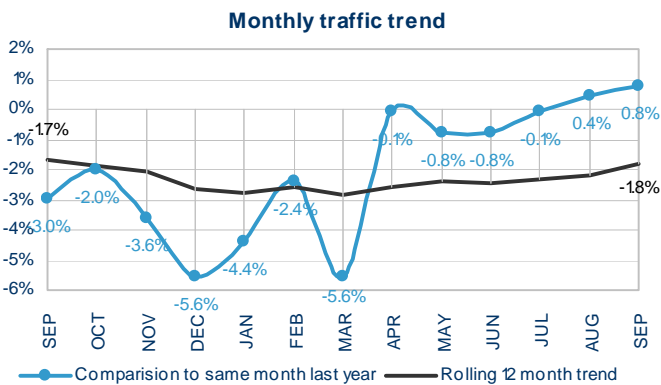
The highlight events in September 2013 were:

- A French industrial action on 10 September resulting in 53,000 minutes of delay and 450 fewer flights.
- Continued FDP system limitation in Warsaw ACC with the corresponding operational procedures to re-route traffic around Polish airspace.
- Capacity reductions in Nicosia ACC due to transition to the new TOPSKY system.
- Single runway operations at London Heathrow on 28 September due to fire on approach.
- Radar instability issues at Antalya Airport due to an ongoing radar upgrade project.
- Several airport infrastructure improvements with little to no operational impact.

The average en-route delay per flight in September was 0.49 min/ft, which is significantly below the monthly guideline* value of 0.74 min/ft. The average en-route delay per flight in 2013 to date is 0.55 minute, which is also below the corresponding guideline* delay of 0.66 min/ft.

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

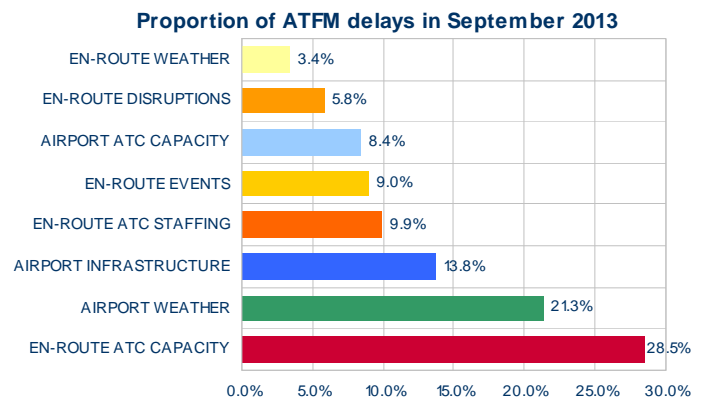
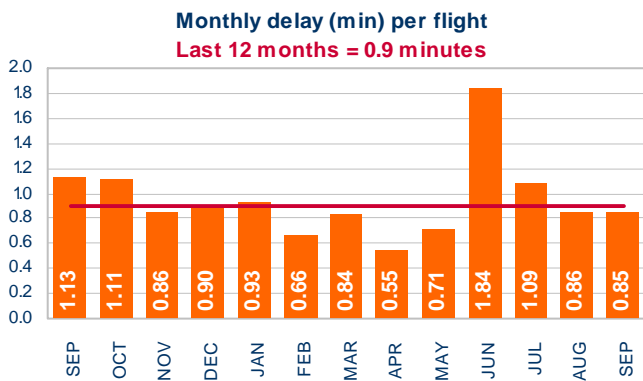
1. TOTAL TRAFFIC



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

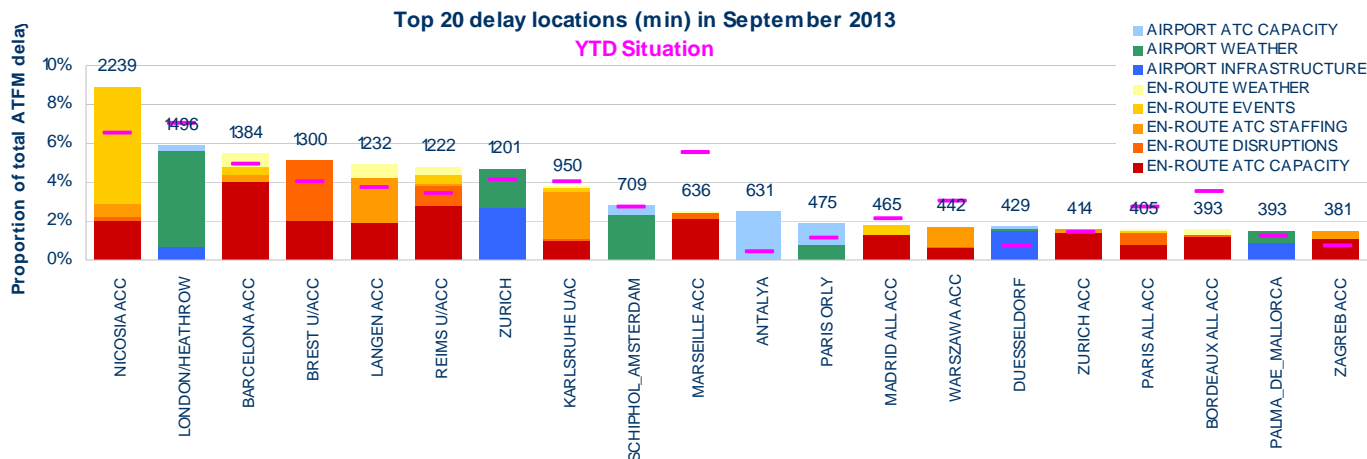
Traffic in 2013 continues to follow 2010 and 2012 levels.

2. ATFM DELAYS



Average ATFM delay per flight decreased from 1.13 mins in September 2012 to 0.85 mins in September 2013.

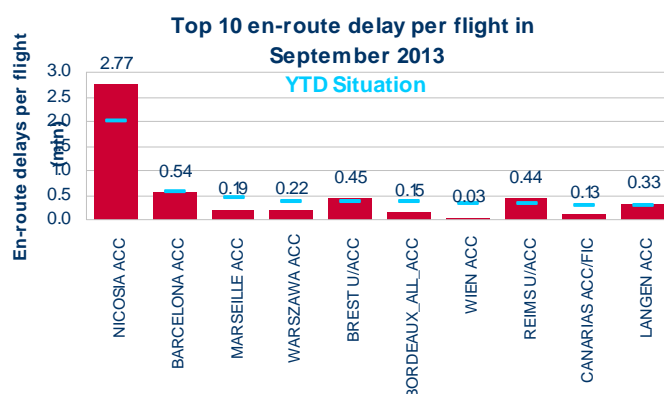
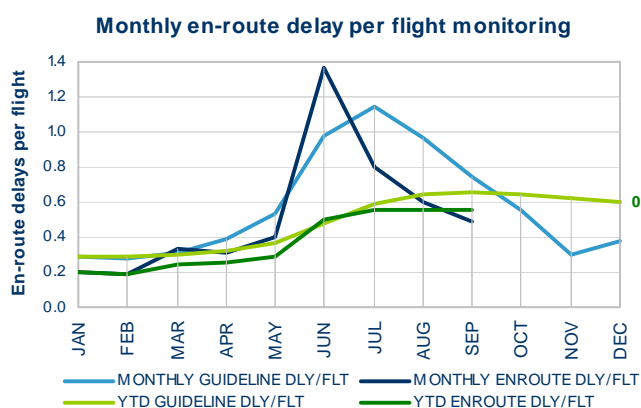
The main delay reasons in September were En-route ATC Capacity (28.5%) and Airport Weather (21.3%).



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 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 capacity, staffing and 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. EN-ROUTE ATFM DELAY MONITORING



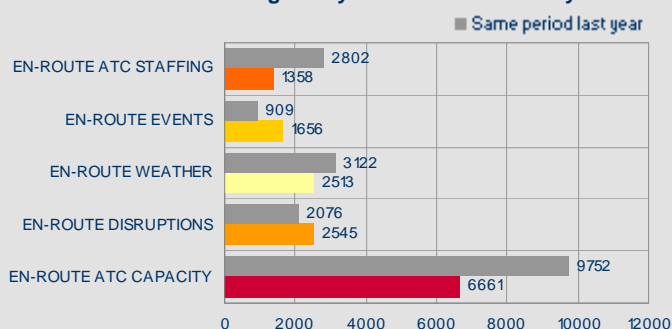
Reporting month: In September, the average en-route delay per flight was 0.49 min/flight, which is significantly below the monthly guideline* delay of 0.74 min/flight.

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

In September 2013, Nicosia ACC had the highest en-route delay per flight average.

Nicosia, Brest and Reims ACCs' monthly delay average in September exceeded their year to date average.

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



En-route ATFM delays in the first 9 months of the year show that:

- The network had significantly (36%) fewer en-route ATC capacity and staffing delays compared to last year.
- Due to the French industrial actions so far (mainly the June and September ones), en-route disruption delays exceeded the corresponding level in 2012.
- Delays generated by the earlier ACC transitions projects in 2013 are already higher than the corresponding level in 2012. With TOPSKY ATM system transition in Nicosia ACC and the other planned events until the end of the year, this gap is expected to increase further.
- En-route weather caused less delays in 2013 compared to the same period last 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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