



USER FORUM

-

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GENERAL STATEMENT



ZEN CALM UNDER CONTROL

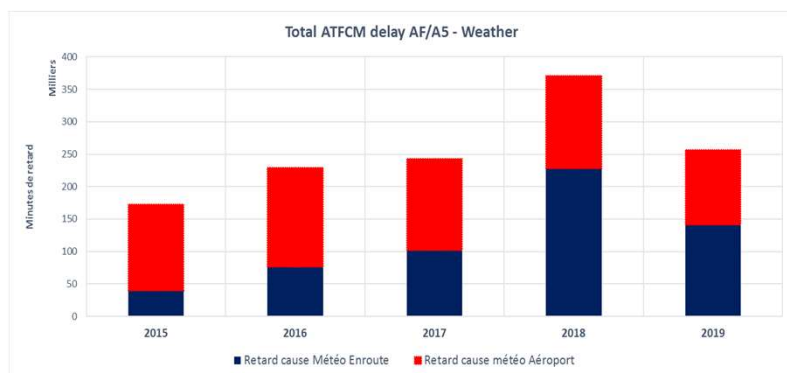
Compared to 2018

But it should not be the norm !

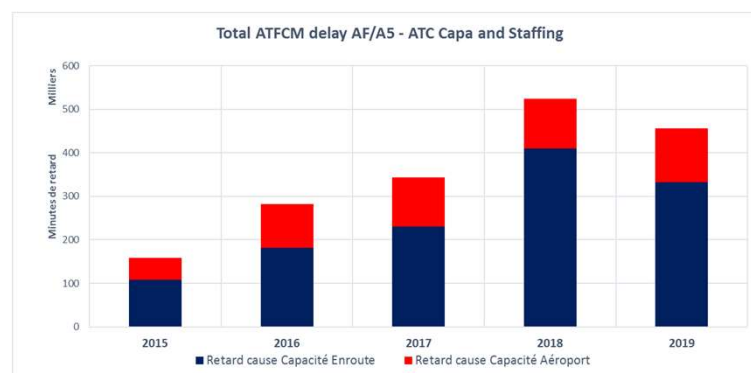


DELAYS IMPROVEMENTS – MAIN CAUSES

- Weather causes decreased by:
 - 1) Enroute - 38% compared to 2018.
 - 2) Airports – 19% compared to 2018



- Capacity causes :
 - 1) Enroute – decrease by 19% compared to 2018.
 - 2) Airports – increase by 8% compared to 2018

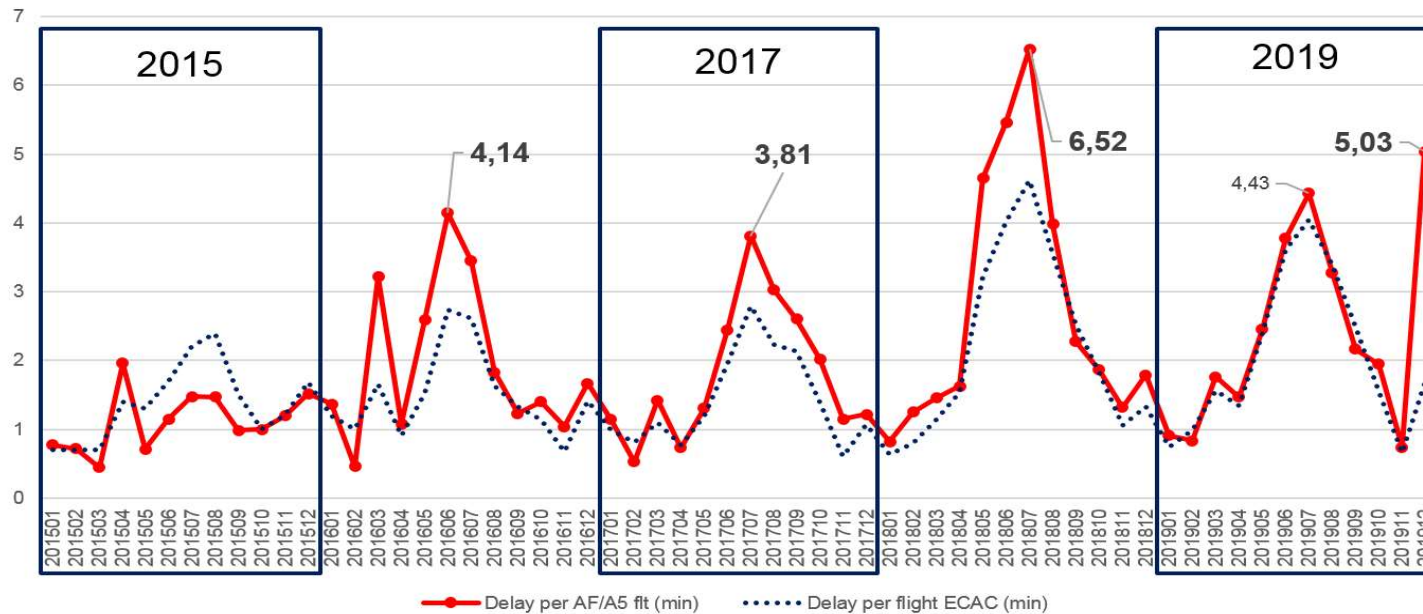


- **Situation has improved thanks to less weather events in the core area.**
- **eNM measures and coordinated actions by ANSP and NM had a positive effect on delays.**
- **But figures are still at a very high level compared to past years.**



DELAYS IMPROVEMENT – PER OPERATED FLIGHT

ATFCM delay per operated flight (min per flight)



- Improvements are also reflected on delay per operated flight.
- Stays at a very high level during summer days.



AT A COST FOR THE AIRCRAFTS OPERATORS

This improvement during 2019 came from many actions by ANSP. Lot of efforts have been put in place but it has also come with actions by AO:

- **Increase number of spare** aircrafts this summer (For both Legacy and Low Cost carriers)
- **Complex scheduling**. Actions have been made to avoid letting the same tail flying in the congested areas a whole day.
- **Increase in fuel consumption** to comply with summer measures.

*“ +1% of fuel burn on Air France Airbus Medium Haul fleet (8 000 T of CO2).
- 600ft of average cruise FL flown and +2nm in horizontal routing compared to 2017.”*

- **Reduce flexibility.**

“ With the reduce flexibility to keep flight on specific routes (eNM), the increase number of EU261 claims, etc ... airlines are getting more and more pressured. Today there is no more room to breathe.”



RELATIONS WITH NMOC

- Advanced Flight Management helps a lot.
- Enhanced slot swap enable many possibilities.
- eHelpdesk have been much more efficient.
- Collaborative actions of all OPS people gave some real benefits.



LOOKING FOR 2020

- The core area is still facing real issues and challenges.

The network collaborative approach is the only key to face the situation.

- Environmental efficiency must be improved

All the work from stakeholders to improve the network capacity / airspace design must be reinforced and further expended.

- Operational Excellence initiative

A strong but realistic ambition to collaboratively address the next summer issues !
This paved the way for implementation for the future.

