EUROCONTROL

Network Operations Report 2019

Annex I - Users view

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Contents

1 Airspace Users' Key Points on Network Performance - IATA

Summary of Airspace Users' views presented at the 99th meeting of the Route Network Development Sub-Group (RNDSG) held at EUROCONTROL Headquarters between 4 February and 5 February 2020.

Agenda Item 6.1: The Users' View of the Summer 2019 Season (Presented by the International Air Transport Association – IATA)

1.1 Airline Bottom Line

In 2019 we saw a weaker revenue growth compared to 2018, even though operating expenses have not risen as much as anticipated earlier. The cost of fuel nevertheless remains significant. With an increasing focus by both the EU and the international community on climate, there is the urgent need to limit carbon emissions. As such, burning extra fuel unnecessarily must be avoided.

1.2 Network Performance

On average, traffic growth has leaned towards the lower end of the February NM STATFOR forecast. During the summer, a daily record high was noted along with substantial traffic increases in several ACCs. Network ATFM delay outside of the summer months mostly increased compared to 2018. During the summer months there was generally a decrease in network enroute ATFM delay per flight. An important contributor to this was the eNM/ANSPs ATFM mitigation plan. Compared to the 2018 summer mitigation plan, an increased number of RAD restrictions were employed, fewer ATFM scenarios were used, and less ATFM regulations were applied. This combination resulted in a more stable and predictable network. In its preparation, a good cross-border/axis collaboration between ANSPs/ACCs under Eurocontrol leadership was noted. A new summer coordination cell at director's level increased the effectiveness of the measures. ATC staffing (often reported as ATC capacity) continued to have an important negative impact on the network performance. Despite the plan to mitigate the bad capacity situation of a handful of ACCs in the core area of the network, some of these ACCs remained the biggest delay generators. The initiative to improve ATFM management of weather situations was continued and proved to be of value in some instances. A few ad-hoc temporary RAD relaxations to circumnavigate severe weather cells were successful, and a related standard operating procedure is now requested for use as from summer 2020. Further development of the ATFM weather management procedure including direct collaboration with the airspace users is needed, and integration in a dynamic network planning is ultimately envisaged. The implementation of enhanced AOWIR functionalities prior the summer have been much welcomed and have been reported to be useful. On the flight efficiency side of the network performance, both the actual trajectory indicator (KEA) and the flight plan trajectory indicator (KEP) have slightly deteriorated. Airlines have again been reporting significant extra fuel burns, especially on the vertical flight efficiency side, resulting from unnecessary airspace capacity issues in the network.

1.2.1 Southwest Axis

Overall good delay performers on the axis included Spain and Portugal. Its ACCs handled traffic increases well. An airspace and technical modernization in Spain is supported. Improvements at the Barcelona-Bordeaux interface have been reported with further refinement ongoing. Under the protection of the summer ATFM mitigation plan, MUAC's performance was remarkably good compared to 2018. Swiss ACCs also contributed positively to the network delay performance. Brussels ACC struggled with staffing issues and unexpectedly generated high delays. Several zero-rate situations during the night were often poorly coordinated with NMOC which negatively affected airline operational planning. Just like in 2018, the French ACCs generated an important share of enroute ATFM delays. Marseille ACC remains an all-year top delay generator, and may require extra ATFM protection during the next summer.

1.2.2 Northeast Axis

Good delay performance for Scandinavian ACCs with generally no traffic increase. With another significant traffic increase and practically no delays, Poland was again a very positive contributor to the network delay mitigation during the summer. Its free route airspace implementation was well received by the airlines. During a 6th ICAO Black Sea Task Force meeting, the effort continued to find common ground among the different players for an acceptable solution to all to normalize civil air traffic flows over the Black Sea high seas. A principle agreement was reached to try to gradually implement a solution as from summer 2020.

1.2.3 Southeast Axis

This is the axis most affected by the network's capacity problems. With high traffic increases in many of the ACCs on the axis, important contributions to the eNM/ANSPs plan were recorded for Belgrade and Zagreb ACCs. Other ACCs that handled high traffic increases well include Ljubljana and Skopje. Greece is requested to address ATC staffing as well as ATM modernization issues urgently. ATFM delays could have been avoided by allowing Rhodes departures via Turkey. Greece is requested to re-install the related procedure in normal day-to-day operations. Delays at Greek island airports remain high. Through a good collaboration in the region and with Eurocontrol, despite some last-moment information exchange issues, the integration of the new Istanbul airport and its airspace re-organization into the network was eventually successful. The positive effect on the ATFM delay situation at the Istanbul airports was clearly felt. High delays generated by Budapest and Vienna ACCs, both with ATC staffing as an important reason, further complicated the airspace capacity situation on the axis and in the network. Karlsruhe UAC remained a top delay generator, despite all the ATFM protection that it got. As for Nicosia ACC, following national political support, progress with the operational implementation of its new entity for ANS provision (CyANS) is now requested. In addition, following coordination with neighbors in the region under Eurocontrol leadership, the much needed operational implementation of phase 1 of airspace restructuring and traffic flow re-organization to improve on the capacity situation as from the spring of 2020 is supported.

1.2.4 Events

The launch of the new A-CDM Coordination and Harmonization Working Group (CHWG) under Eurocontrol's leadership was welcomed. With the number of CDM-DPI airports in the network growing further and its benefits being acknowledged, the request remains for the A-CDM community to keep an open mind for needs that airspace users may still require and that have not yet been accommodated. The ICAO volcanic ash exercise 19 was held in November and again proved its usefulness as preparation for a real event.

1.3 Conclusions

The summer 2019 eNM/ANSPs ATFM mitigation plan prevented millions of extra minutes of delay from materializing, and was temporarely necessary as such. Airspace users are grateful to Eurocontrol and several ANSPs for their important effort and contribution. However, the 2019 European ATM network performance can hardly be called a success with an actual average enroute delay per flight of more than three times the target, with significant extra fuel burn on specific city pairs, and with a large number of standby aircraft to maintain punctuality of flights. Like in 2018, this situation remains unacceptable given that a very large share of today's ATFM delays (due to ATC staffing) are controllable. In case of a status quo for the network situation, and when under normal circumstances traffic continues to grow year after year, the expectation is that halfway through this decade airspace saturation (a real capacity issue versus today's mainly ATC staffing issue) will prevail, causing ATFM delays to become several times higher compared to this year and flight efficiency to deteriorate further resulting in more fuel burn and carbon emission. It is unclear whether the airlines will continue to accept extensive summer ATFM mitigation plans beyond 2020 while no real solutions are introduced for the underlying structural ATM issues. Short term delay mitigation measures which negatively impact carbon emission and remove the spotlight from structurally resolving the capacity shortfall must be phased out as soon as possible. Instead, a total cross-border free route airspace is needed in the upper airspace along with the optimization of ATC sector design in both upper and lower airspace (without reference to national borders, where needed). And clearly, ATC staffing cannot continue to be an issue.

2 Airspace Users' View on Network Performance – A4E

Summary of Airspace Users' views presented at the 99th meeting of the Route Network Development Sub-Group (RNDSG) held at EUROCONTROL Headquarters between 4 February and 5 February 2020.

Agenda Item 6.1: The Users' View of the Summer 2019 Season (Presented by A4E)

2.1 Summary

Overall the A4E airline community experienced a more stable and manageable summer than in previous few years without constant regulation change and constant re-routing they had been subject to in last few years.

Compared to 2018, en-route ATFM delays are down almost 11%. We had 24% less weather-regulated delays and over 40% fewer strikes compared to 2018, not counting the current December disruption in France. This all contributed to an improvement in the overall delay situation in 2019. Airline traffic growth reduced to just about 0.9% compared to the 3% predicted for 2019.

Besides the improved weather situation and fewer strikes during the summer months, airlines also introduced their own operational measures to mitigate delay, namely by allocating the equivalent of around 150 spare aircraft, for example, and by hiring more staff on the ground.

It is recognised that the large majority of the Network is performing at, or above, levels laid out in the performance plans, but the under achievement of a few key ACCs in and near to the core area is resulting in the increase in delays in these usual areas and subsequent disruption to the travelling public.

Weather delays are still a concern to the airlines even though this year has not had as great an impact as previous years but still is high on list of priorities.

The ENM measures helped improve the overall delay situation but we must not underestimate the impact of the less efficient routes available to airlines and further limited options for re routing.

2.2 En-route

The majority of the Network matched or exceeded expectations as laid out in the various performance plans and we fully recognise and thank them for their efforts. However in many of the key ACCs, in or adjacent to the core area, we still have a lack of performance in 2019 to the detriment of the Network as a whole. Vienna,Marseille,Budapest,Karlsrue,Nicosia,Kfor(Hungary),Brussels,Zagreb,Bremen, Barcelona and Langen being the main ACC,S generating the highest delay.

Daily implementation of regulations in Hungarian Airspace for example lead to many re-routes laterally and vertically with many vertical reroutes being further regulated as the capacity in the available sectors was utilised and this is something that needs investigation as with all offloads into a lesser regulated area there is a potential for further regulation and instability if sector capacity is exceeded. There is a need for a

more intelligent/dynamic system that can utilise airspace capacity to its fullest rather than the way we do it today.

The fact that Germany and especially Karlsruhe did not produce high average delays allowed flights to/from ED/EG/EB/EH.EI and north LF to operate with no significant issues in 2019.

In some cases where refiling due to weather avoidance was required, the options were either limited or non-existent and negotiating options can be a very cumbersome task and takes a lot of co-ordination releasing rads, scenarios etc and a much quicker solution needs to be found.

2.3 Airports Summary

Airport delay per flight remained static with an increase of +1.7% total vs 2018 Given the overall reduction in ATFM delay enroute and also Traffic growth which was lower than predicted the airport delay per flight did not decrease and total delay increased by 1.7% and therefore before we see a higher traffic growth and higher airport delays can NM look deeper into the cause for this and mitigations before airports delays increase significantly.

In terms of capacity, Lisbon, London Gatwick, London Heathrow, Amsterdam Schiphol, Barcelona, Madrid, Zürich ,Athens and Frankfurt airports all experienced regular capacity delays and the subsequent impact to airlines at major hubs.

EHAM/EFS implementation and RWY/TWY maintenance resulting in huge regulations (80-95% KLM) flights impacted during implementation on a daily basis.

The Israel ANSP induction to NM network and more specific LLBG is Problematic and It is truly difficult to send a REA message from LLBG therefore hindering the ability to improve delay.

Greek airports situation was in general improved (not good but improved) except LGSR and LGRP that produced higher delay minutes. The negative of the summer in Greece was the LGAV situation and as a result local carriers suffered major OTP disruption.

The airport function within the NMOC seemed slow to get going this summer and once fully implemented again helped to mitigate Greek Island congestion along with the FPL suspension procedure for coordinated airports again worked as anticipated and reduced impact on operators to Greek Airports and subsequent rotations. Airlines appreciate this initiative and the move to a more permanent position going forward also with the expansion to other impacted airfields in the network.

With A-CDM implemented at many airports in the network, airlines are still frustrated at the complexity and non-standard approach. AOs reported that at some airports in a CDM network the TOBT effect on the CTOT should be reviewed and redesigned. Handlers would do not understand the effect of late or incorrect TOBT to a regulated Flight which causes a higher workload on OCC and NM Help desk who are unable to Chge/improve delay due nature of cdm messaging.

Could NM look into how many CDM related help requests they receive and is there a recurrent theme?

2.4 Weather

Weather did not play a major part in S19 as has in previous years and still is a subject that needs NM focus as when there is a weather phenomenon solutions can be difficult to negotiate in a short time scale and given actual route availability and prediction of these events the time window for pretactical analysis and negotiation can prove difficult to be identified and executed.

This said Increased ANSP awareness on the required flexibility for WX avoidance and cooperation on resolving other mentioned issues was very helpful this summer. Taking this into a structured approach for 2020 will bring more benefit to all parties involved.

The weather preparation “project” on behalf of NM must continue and be able to deliver solutions going forward and look into the possibility of more informative communications as airlines are re-routing for weather events only to be regulated later in the day as the event shifts to other sectors and ANSP,S therefore causing instability to the network.

There also seems to be a number of ANSP, S who still apply very late regulation for weather with high delays and this for an airline is really difficult to look for options and more often than not delay reduction is not an option either by re-route or NM intervention.

2.5 Flight Planning

Routes are getting longer and harder to find. RAD restrictions are everywhere. RAD for us is a book that you cannot read anymore. Some flight planning system are unable to support airlines on any rerouting due to the high complicated environment. The only solid way to find a valid or to reroute was through advance management tool of NM. It is also extremely difficult to monitor scenarios, FL restrictions etc (airlines simply reacted to any flight suspension).

Some city pairs are constrained by one single option eg: EHAM-OE% /EHAM-LEIB And therefore operators are forced with a delay and no option of offload and therefore resulting in calls to NM for improvement as they can’t help themselves, Account must also be taken on the impact of some RAD restrictions on the Long Haul operations especially dep EU as some city pairs to the Middle East have very limited /longer options now and these flights are very sensitive to payload constraints and also have higher % cost/co2 impact.

The usage of scenarios remains fairly high, Airlines are also faced with being penalised by the implementation of scenarios for both sectors of a flight:eg Germany to Egypt and return via Cypriot Airspace which increases total cost, distance and time considerably and airlines request implementation of a scenario which impacts both sectors with such a high cost to be carefully considered or other options made available, discussed before implementation. Airlines also reporting that on some instances scenarios are being added to a summer rads which already had a considerable negative efficiency impact resulting in negative block times and still a regulation due nature of enm rad measure. Does NM ops have an accurate cost of implementation of a Scenario/ENM Rad combined through which more accurate decisions could be made? Scenarios remain, for the most part, a manual process a more automated approach is required resulting in less man power and a more efficient selection of route.

The deployment of NM23.0 included new and enhanced functionality which really assisted airlines in the choices and options they had to help make their own decisions and reduce interaction with NMOC. These included advanced management tools and

further enhanced options when looking into reroute options and also the ability to check flight plans before filing as to the impact of slot and validity of the route. Also the functionality to check EOBT chge impact along with slot swapping initiatives were received very positively and further development of systems is a necessity as gives airlines the ability to be more proactive and reduces impact on NMOC.

Could the use of more dynamic Rad Restrictions/Airspace be an enabler for more capacity in the network and airlines believe if used and notified in the correct way with a high level involvement from CFSP, S that this could become a way of helping with current capacity issues in the network.

The Yoyo detection tool was received well among the airline community and helped highlight those flight plans that needed some action either due to a complicated RAD restrictions systems were unable to handle or required mxt of airspace data or company route. Also some RAD/Profile combinations are causing strange vertical profiling.eg:RE2062.

GRRT tool is also being widely used again to highlight non efficient routes and a number of airlines are using this on a daily basis to enhance optimised flight planning and company route data. This initiative is generally improving the efficiency of flight planning and airlines request that further data be made available so they can monitor their own airlines efficiency and be able to extract data when required.

Regulation/Airspace definitions are becoming very complicated and difficult to understand, plot and identify and given the amount of these involved is there a need for an aligned approach on a default policy and naming convention to simplify the use and identification of them.

2.6 General

There seems to be again a mismatch in predicted traffic vs actual and we therefore a need to work closer with nm to produce more accurate data for predicted demand and which in turn gives a more stable tactical environment.

Airlines are also requesting some update on the status of vip flights and how this can be integrated into NMOC as is seen to have great value especially when faced with night curfew and EU261 impacted flights and a number of airlines are already involved with MUAAC and DSNA tools and the preference would be one system rather than multiple systems essentially doing the same thing but in a less efficient way.

Also airlines are requesting more post ops analysis on what would have been the impact on a flight had they not cancel due to strike as currently this is not possible and would help in the decision making process when evaluating flight cancelations.

There is a common consensus within the airline community that there has been some big leaps forward in system enhancements which allow airlines to make more informed decisions and thus in turn lessen workload on NMOC who can then concentrate on the network issues and they request more system changes and data resourcing. This is seen as the way forward and airlines welcome a much closer relationship with NM projects in these areas going forward.

3 Airspace Users' Key Points on Airport / Terminal Area (TMA) Performance

This chapter contains the view of the main issues that occurred in 2019 at, and around, airports of the network from the perspective of IATA, after consultation with airlines that are members of IATA.

3.1 Main issues encountered during 2019

During 2019, the **5 most constrained airports** creating ATFM delays upon arrivals were:

1. **Amsterdam Schiphol** mainly due to weather and airport capacity;
2. **Lisbon** mainly due to airport capacity (airspace management caused by military activity in the vicinity) and weather;
3. **London/Heathrow** due mainly to weather;
4. **London/Gatwick** due to weather, airport capacity and airport capacity (ATC);
5. **Athens**, due mainly to airport capacity (ATC).

3.2 Special airport events with relevant impact to airlines operations

- **Amsterdam**

During 2019 strong winds and low visibility as well as runway and taxiway maintenance activities severely impacted the operations at Amsterdam. To beat strong winds from the south west an additional runway would be the solution, but such a solution is far from realistic.

- **Athens**

Athens has a shortage of controllers but has started recruitment of new controllers who could be on the job in 2020/2021. Improvements in TMA/runway throughput have been put in place but are not sufficient to cope with traffic growth.

The situation at Athens airport is not only related to ATM, as there are other issues affecting capacity experienced by aircraft operators, such as:

- Increase of helicopter operations at and around the airport, mainly below the approach path;
- Noise abatement measures resulting in frequent changes of runway in use;
- Bird migration activities leading to aircraft ops delays;

- Insufficient aircraft parking places, causing aircraft to wait and consequently delay in off-loading passengers is generated;
- Shortcomings in taxiway infrastructure (e.g. lighting), effectively a one-way taxi-out system when the far-out runway is used.
- Some runway intermediate take-off entries abandoned;
- Inadequate training of ground ops personnel (ground handling);
- Ongoing maintenance and airside infrastructure improvements;
- Landside passengers handling facilities during peak hours are not sufficient, a terminal extension is being built;

- **Barcelona**

The noise related SID deviations continue to impact airlines for which a meeting in March is requested with AESA, the Spanish safety agency.

- **Brussels industrial action**

Since mid-February 2019 Brussels Airlines was confronted with many social actions from the Belgian air traffic controller Skeyes, impacting its operations.
The social actions spread over several days heavily affected punctuality, with an absolute low on Thursday 21 March.
One heavily impacted aircraft operator had to cancel more than 250 flights and 6 flights had to divert to other airports because of airspace closures.

- **Eurocontrol's A-CDM Harmonization WG**

Since 2002, Airport CDM has proliferated considerably across Europe and in 2019 has reached 28 airports that are connected with the Network Manager, and as such have been taken up in the European ATFM system. Eurocontrol's A-CDM Harmonization WG has started in April 2019. Fedex is co-chairing this group, together with DFS and is supported by IATA and interested airlines.

On the request of IATA, the NM has recognized the need for A-CDM incident reporting and investigation, which will now be taken into consideration in the NM organization.

- **Industrial actions**

Industrial actions during 2019, i.e. airport and ATC staff actions, have influenced significantly the regularity of airlines operations and often resulted in airlines cancelling flights. There is a need for proper feedback following the event, as to the success or otherwise appropriateness of strikes "mandating" flight cancellations.

From the airlines' perspective, ATC strikes, even though frequent, should never be considered normal.

- **Istanbul/Ataturk to new Istanbul airport**

In April 2019, the airport of Istanbul/Ataturk was closed, and the new Istanbul airport started operations, after several opening cancellations which caused tremendous commercial and planning problems to airlines. It is noted that since its opening, Istanbul airport is no longer in the top constraining airports.

- **Lisbon and Porto airports**

Frequent ATFM regulations at Lisbon and Porto airports have generated high delays, combined with high volatility (delays are very unsteady going from 100 to 0 minutes or the other way around), have made them the most difficult airports to operate to and from.

Recently NM delivered a full capacity study with recommendations for ATM improvements. IATA would like to be consulted on planned measures to alleviate the capacity burden in cooperation with NAVPortugal and NM.

- **Oslo Gardermoen**

RNP AR to all four RWY was implemented in 2018. The operators have been asking Oslo to increase the use of RNP AR as they are great approaches for saving fuel and time. Oslo reached a 10% use of RNP AR in January. Oslo says part of the problem is that not all airlines are RNP AR capable.

- **Stockholm Arlanda**

The A-CDM process is currently suspended at Stockholm/Arlanda airport due to IT related problems. Unacceptable delays due to transferring data between Swedavia's Airport Operations Data Base (AODB) and the e-strip system used by ATC have been experienced by aircraft operators. A remedy to these problems is now implemented and the communication between Chroma AODB and LFV's e-strip is now working as intended.

However, due to a new EU legislation (EU 2017/373), valid from 2nd of January 2020, all equipment used in the control tower needs to be either approved or certified by the Swedish Transport Agency. This has a direct impact on the Departure Sequence Tool, producing TSAT times used by LFV, which also needs to be approved. The bureaucratic process is now ongoing and A-CDM will recommence once the approval is granted.
Stockholm/Arlanda assert they have been connected since 2017 but they have only been testing and they keep losing connection time after time.

3.3 What went right in 2019?

- **Amsterdam**

The efforts to solve gate occupation issue have been noted. Aircraft used to have to wait or park the aircraft at a remote location from which passengers could only leave the aircraft by stairs and transported with buses to the Terminal. On the strong request of IATA/airlines, LVNL and Amsterdam airport are developing a suitable solution to mitigate this issue.

- **ANSP high performance:**

The possibility of best performing ANSPs (MUAC, Skyguide,..) to accept additional rerouting traffic that try to avoid heavily constrained areas (e.g. Karlsruhe, Hungary, Austria)

More specifically, a good result achieved by applying the summer measures to offload LFMM and EDUU. We appreciate the measures to be taken for next summer too.

- **Barcelona**

Barcelona is not in the 2019 top 5 most constraining airports causing ATFM arrival delays anymore. NM's capacity study, in cooperation with ENAIRE, Aena, IATA and under the leadership of the Spanish CAA, has led to a reduction in ATFM delays at Barcelona.

- **NMOC AOLO**

Very good response on the AOLO hotline for particular and critical requests.

3.4 What needs improvement in 2019 – Airport / TMA operations?

- **Amsterdam**

Amsterdam/Schiphol is one of the busiest airports in Europe in terms of ATM movements. The runway layout, the frequent runway changes and the increased traffic are contributing to the reported delays - as locally experienced by airlines. While, other causes relate to the complex TMA structure and consequent traffic handling by ATC.

Amsterdam Schiphol airport and LVNL are working on a solution to make loading bridge gates available for incoming long-haul aircraft, so the transfer of passengers and baggage can be achieved within the planned turn-around time.

- **Airline priority setting**

The decision to accept a delay for certain flights or alternatively to reroute a flight laterally/vertically to avoid a slot should be left to the airline operations centres. As both options have a cost effect which should be best evaluated and decided for by the airline operations itself. In this respect also airlines should be able to easily indicate to ATC which flight has “priority” above others (e.g. due to connecting passengers, crew duty constraints, etc…)

CDM operative issues are difficult to solve in real time, as the E-Help Desk operators are not in charge of them and airports usually are not able to solve the issue. It is requested to have a specific CDM-expert position in NMOC to turn to whenever a CDM issue tactically occurs.

- **Athens**

The situation at ATH airport is not improving, so there is a need to seek urgent short/midterm solutions for the existing constraint at Athens airport. IATA is of the opinion that a common approach is needed to improve the situation for S2020 and is considering to request the Hellenic CAA and Airport Operator to establish an IATA multi-disciplinary Airport Consultative Committee.

- **Flight Management application**

The new Flight Management application (in CHMI or NOP) is a very useful tool which should be developed further.

- **Improvements to A-CDM**

CDM operative issues are difficult to solve in real time, as the E-Help desk agents at NM are not in charge of them and airports usually are not able to solve the issue. It is requested to have a specific CDM-expert position in NMOC to turn to whenever a CDM issue tactically occurs.

- **Lisbon**

The Portuguese government has agreed to invest in a complementary airport for Lisbon, in Montijo, a former military airport with one runway close to the river Tagus, that is planned to be operational in 2022 and will mainly accommodate low cost airlines, like EasyJet and Ryanair.

As there is a need to seek urgent short-term solutions for the existing constrained LIS airport, IATA is considering requesting the Lisbon Airport

Operator and the Portuguese ANSP to reinstate the IATA multi-disciplinary Airport Consultative Committee.

- **Uneven impact of industrial action**

Industrial actions impact varies from AO to AO. One suggestion would be to give special treatment to the AO's which are affected the most.

- **RAD updates**

It is requested a faster and more flexible response in order to release some RAD measures in days with strong contingency events

3.5 Final remarks

The focus for 2020 again must be on capacity improvement related to ATC staffing and airspace design and airlines would like to see a pro-active approach in ensuring smooth ATC services provisions

In general, during 2019, weather effects like strong winds and low visibility appear to have impacted the airline operations at airports severely causing extensive ATFM delays. At hub airports, these weather phenomena result in passengers missing their connection flights for which the airlines must take additional costs and make efforts in order to get the passengers to their destinations. At the same time real and long winter operations were absent.

Airports are encouraged to provide operational relevant information 16 to 24 hours before operations, e.g. expected significant weather events to the Network Manager, such information should become available to airlines through Eurocontrol’s Airport Corner. This would allow airlines to pro-actively plan their operations, e.g. to continue or discontinue their operations during weather disruptions and / or to delay or cancel their flights.

Based on input received from EUR RCG (European Regional Coordination Group) members and member airlines on the yearly Network Operations Report on what could be improved, the following topics are proposed to be pursued by IATA in cooperation with the Network Manager:

- Urgently seek solutions to the structural airport capacity constraints at AMS, LIS and ATH in a collaborative way with local ANSPs and home-based carriers.

- Support local ATM projects that increase flight efficiency and operational procedures at and around airports to enhance airport runway capacity and throughput and alleviate environmental constraints for communities living around the airport.

- Monitor ATM performance at, and around, hub-airports during peak arrival and departure times to provide a better insight in capacity

shortages in the ATM system and consequently measures for improvement.

- Develop a NM website where the actual departure/arrival capacity of all airports is displayed in real time during reduced airport capacity situations to assist airline's OCC in planning their operations better.

- Enhance the information provision in the Airport Corner to include weather forecast data.

- Closely work with local ATC at airports on weather related ATFM issues with the aim to impose regulations in anticipation of bad weather in such a manner that ATFM delays are kept to a minimum.

- Continuously work with stakeholders in the A-CDM Harmonization WG to close the differences in A-CDM applications at existing A-CDM airports to ensure harmonization across airports.

- Proliferate A-CDM at airports and create a single link with all CDM airports which will facilitate airline OCC to monitor their flights.

- Establish basic A-CDM training for Airlines/Ground Handling personnel as well as Airports and ANSPs to ensure that standard A-CDM procedures will be applied.

IATA's European Regional Coordination Group (RCG) role

The IATA RCG members are requested to continue to work with IATA Safety and Flight Operations Office in providing expert operational knowledge and solutions to decrease ATFM delays at mentioned constrained airports and TMAs and RCG members or their representatives to actively participate in the CDM Harmonization WG.

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