

# NM User Forum 2023

## ACC Wien Summer 2022 & Preparation Summer 2023

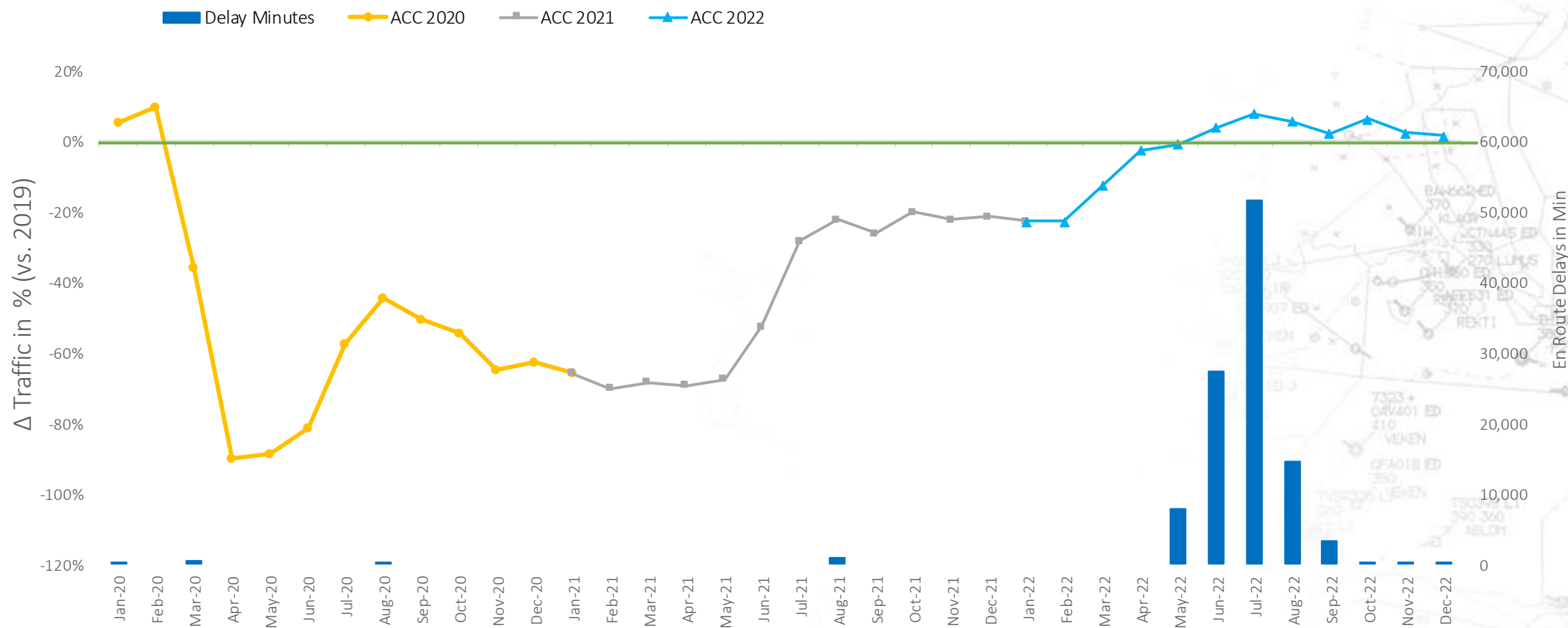
Austro Control / ATM / OPS PERF / Manager FMP, Anita Eder

27.01.2023



# En Route Delays & Traffic ACC Wien ,Base 2019'

## ACC Wien – Traffic Growth vs. 2019



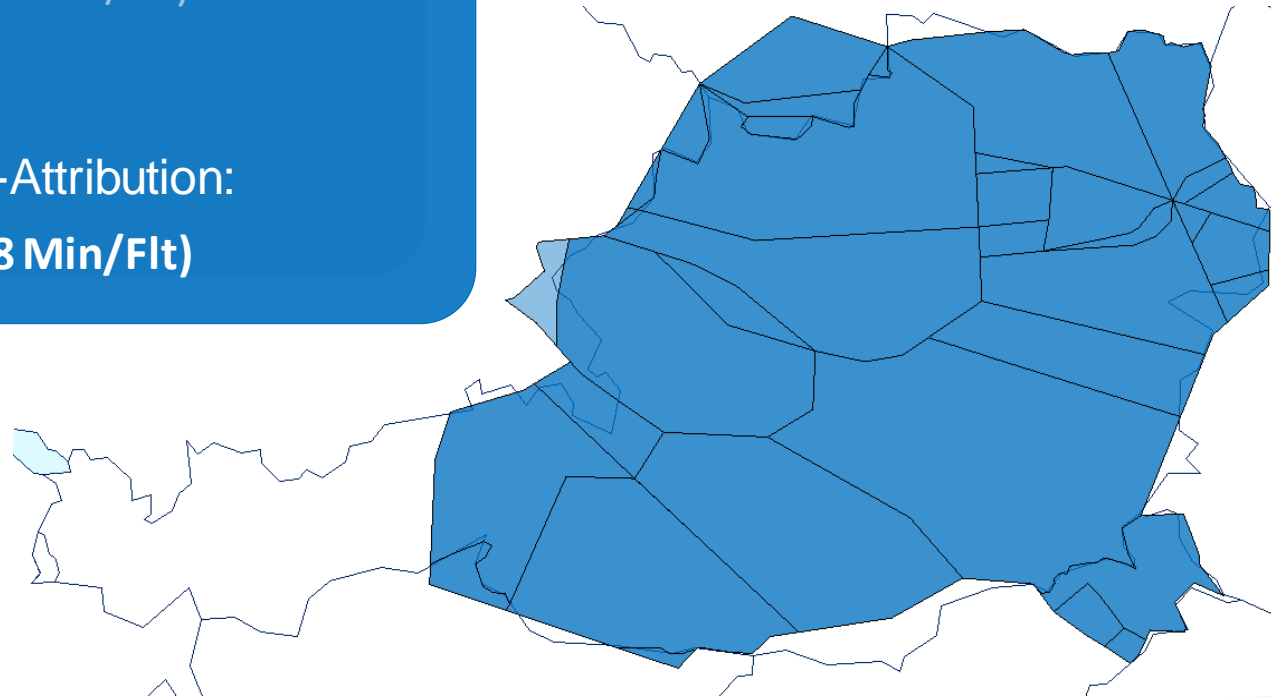
# Delays ACC Wien 2022

Delay ACC Wien:

104.902 Min (0,11 Min/Flt)

After Delay Re-Attribution:

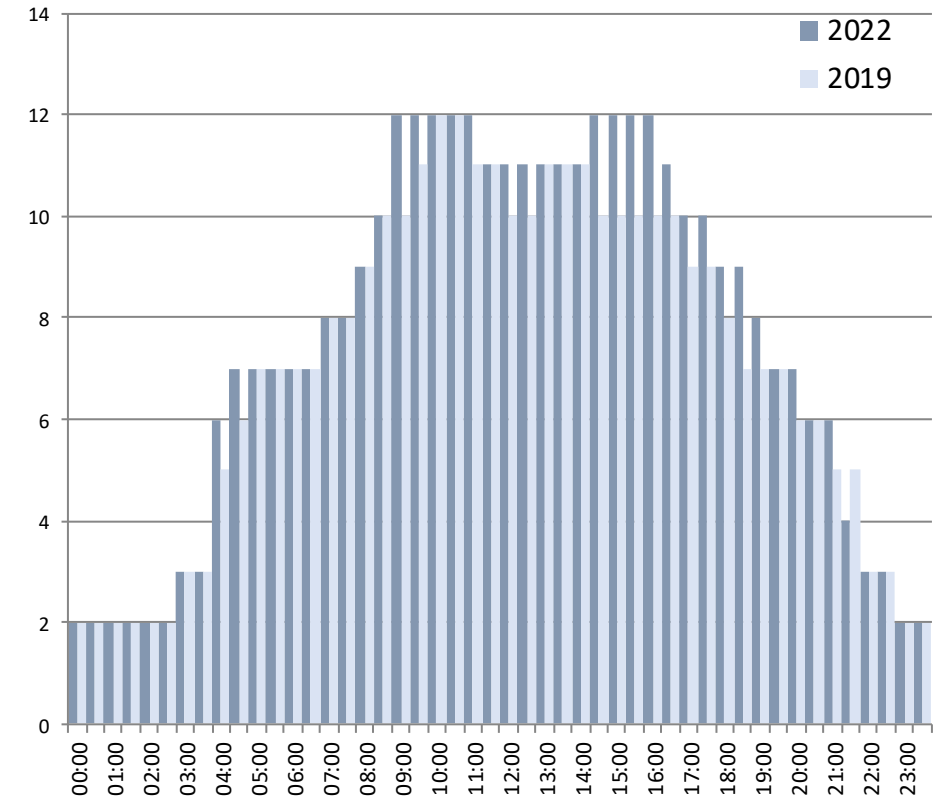
**78.166 Min (0,08 Min/Flt)**



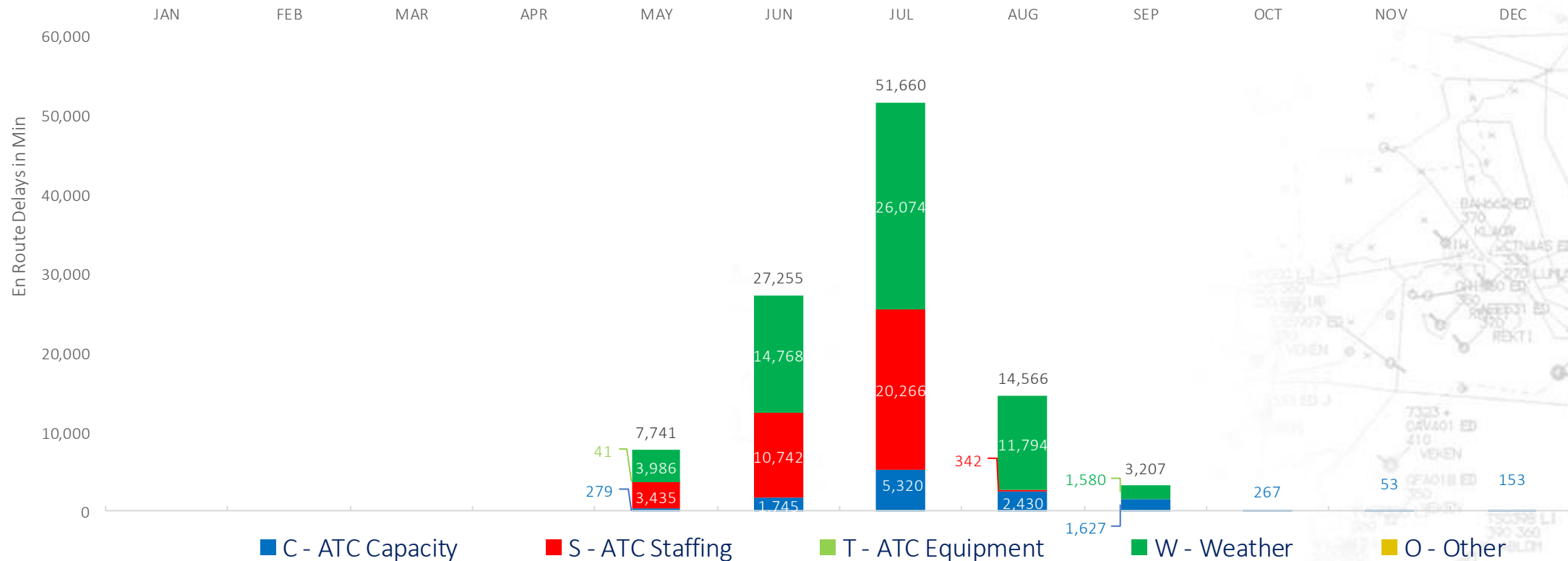
## Facts from Summer 2022

- Recruitment and Training continued during 2020/2021
  - Well improved staffing situation compared to 2019 reduced *ATC Capacity Delays*.
- *Incentive Program* prevented further *ATC Staffing Delay* from Mid July.
- *Weather Delays* compensated by the good configuration and due less severe Weather than in 2019.

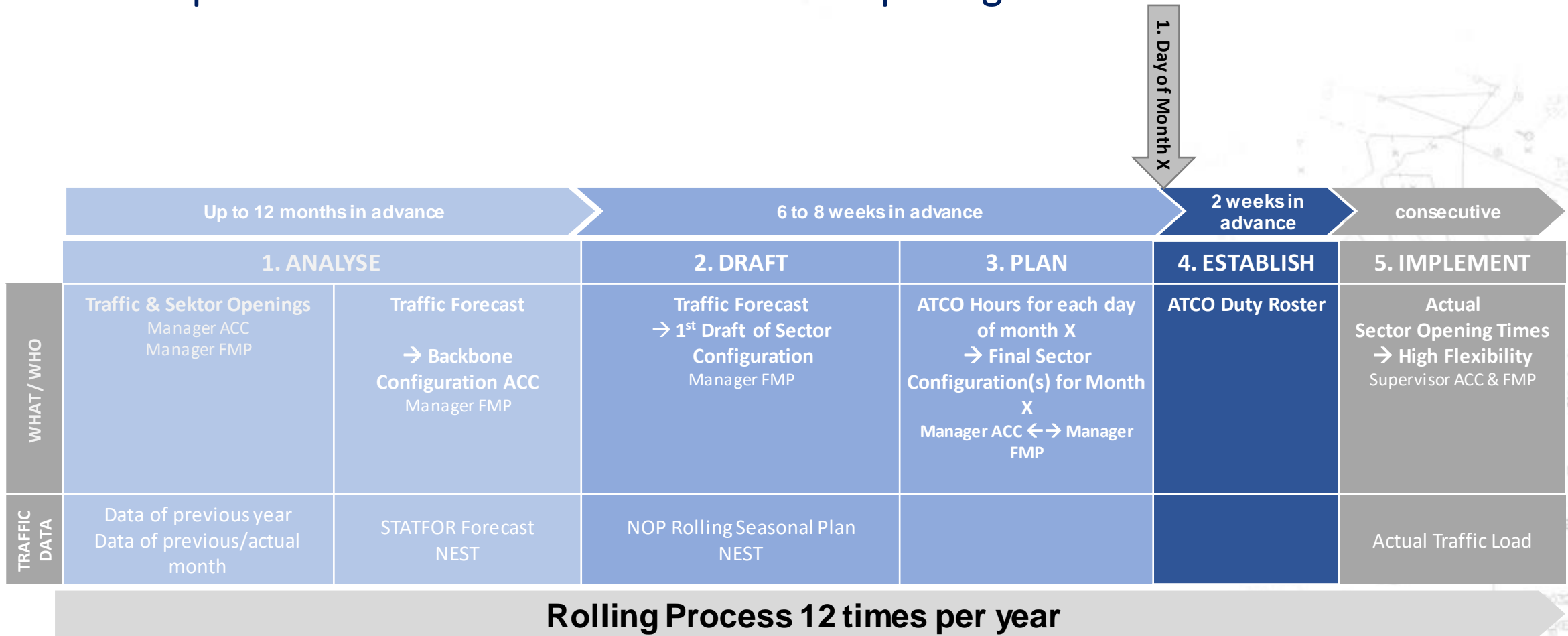
ACC Wien - Sectors available per hour



# Delay Reasons 2022



# Planning for Summer 2023: From planned sector hours to actual sector openings



# Plan vs. actual situation: HIGH FLEXIBILITY REQUIRED

## Traffic Forecast NM

- During the planning phase of the ATCO duty hours based on the NOP seasonal rolling forecast, **the most current forecast which is available is used.**
- As recommended by NM, a buffer is planned.



## Actual traffic load

- The **actual traffic load per day may differ from the forecast traffic** by approximately 150-250 flights per day.
- The actual traffic is volatile and may shift due to circumstances as regulations from other ANSPs.
- Supervisor ACC shall open another sector when the traffic load exceeds the capacity of a sector and shall collapse sectors, if not needed ("overload vs. underload")

## Planned duty hours

- In the planned duty hours, breaks are planned according to the company agreement.
- Therefore, the planned breaks are de facto the minimum required breaks considering mathematical/constructive limitations.
- Longer breaks during night shifts than during the day shift.



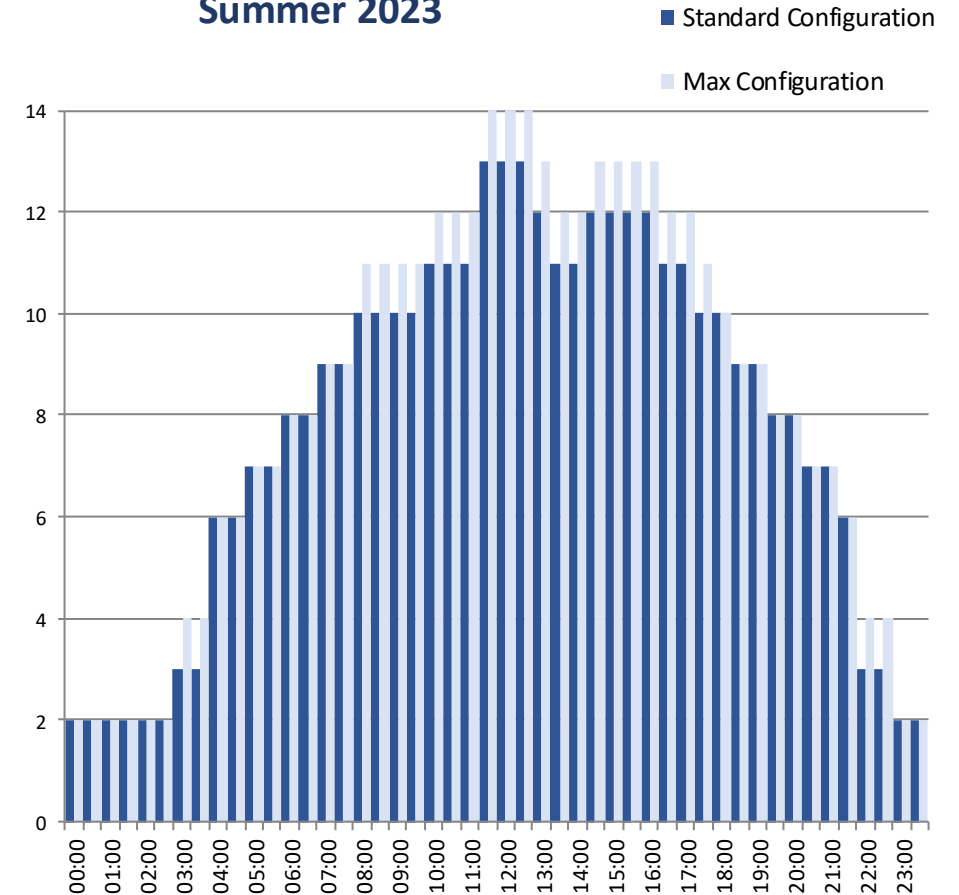
## Actual duty hours

- Supervisor ACC may assign longer breaks than planned, **when a planned sector is not required to be opened according to the actual traffic load.**
- On the other hand, by using spare capacity for breaks at earlier stages, **short traffic peaks even above the planned configuration may be compensated during a later stage.**
- Supervisor ACC may call in extra staff, e.g. due to Weather Forecast in order to compensate capacity decreases.

## Outlook for Summer 2023

- Staffing Situation overall higher than in 2022.
- Austro Control is providing additional sectors, more flexible configurations thanks to the 6th layer & increased sector capacities in 2023.
- According STATFOR BASE Scenario:
  - + 14% of traffic in Summer

LOVV - Sectors available per hour  
Summer 2023







Thank you for the attention.



Any questions?