

# EUROCONTROL Network Manager User Forum 2025

Xavier Benavent Navarro  
Director Operations





# Content

## 2024: Facts and Figures

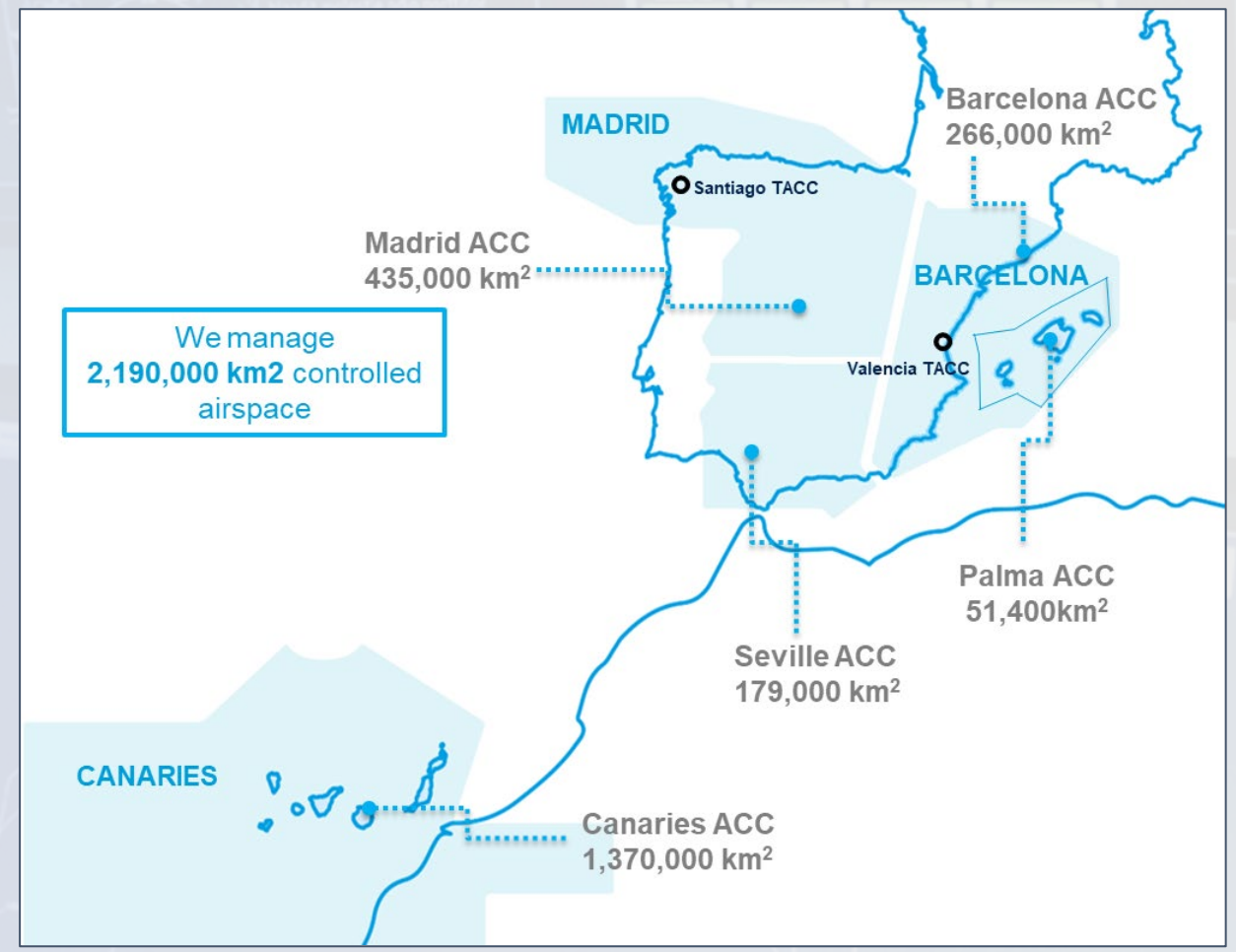
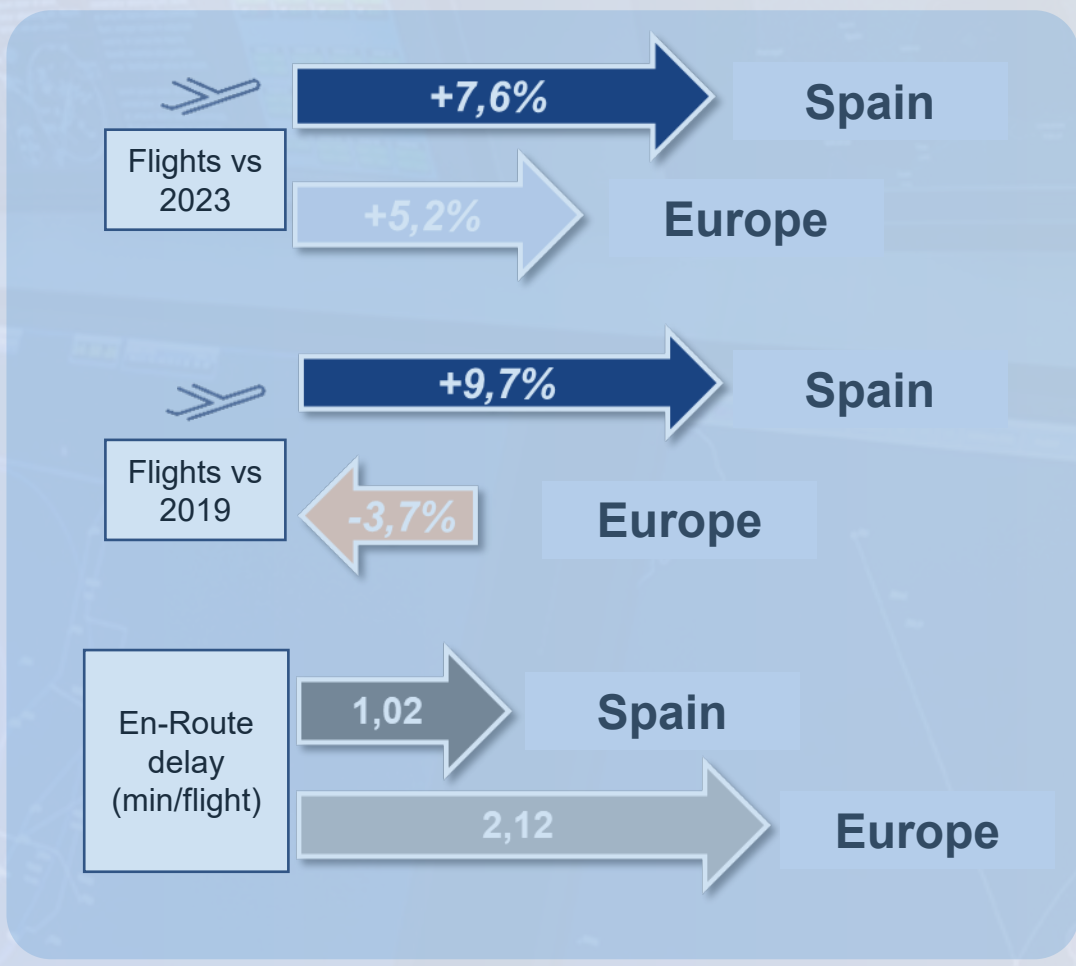
Highlights and comparisons

## 2024: Performance and Bottlenecks

Assessment of operational performance

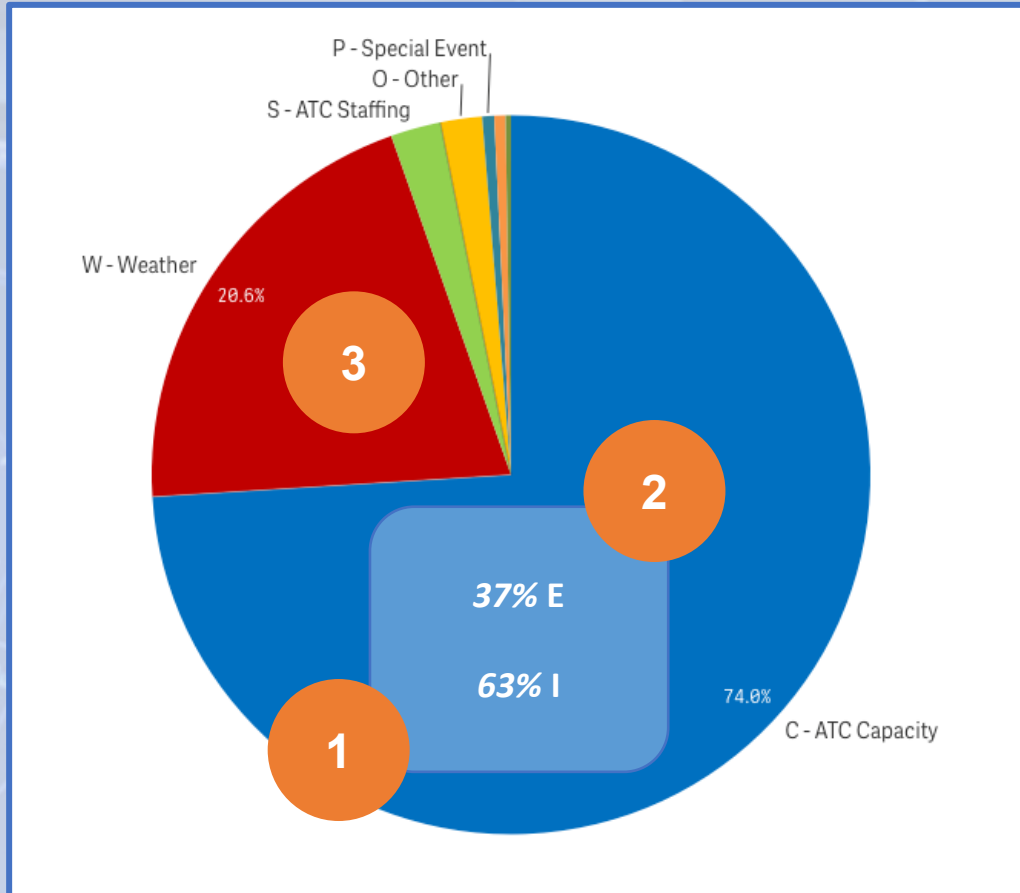
## 2025: Summer Measures and Planning Ahead

# 2024 Facts and Figures

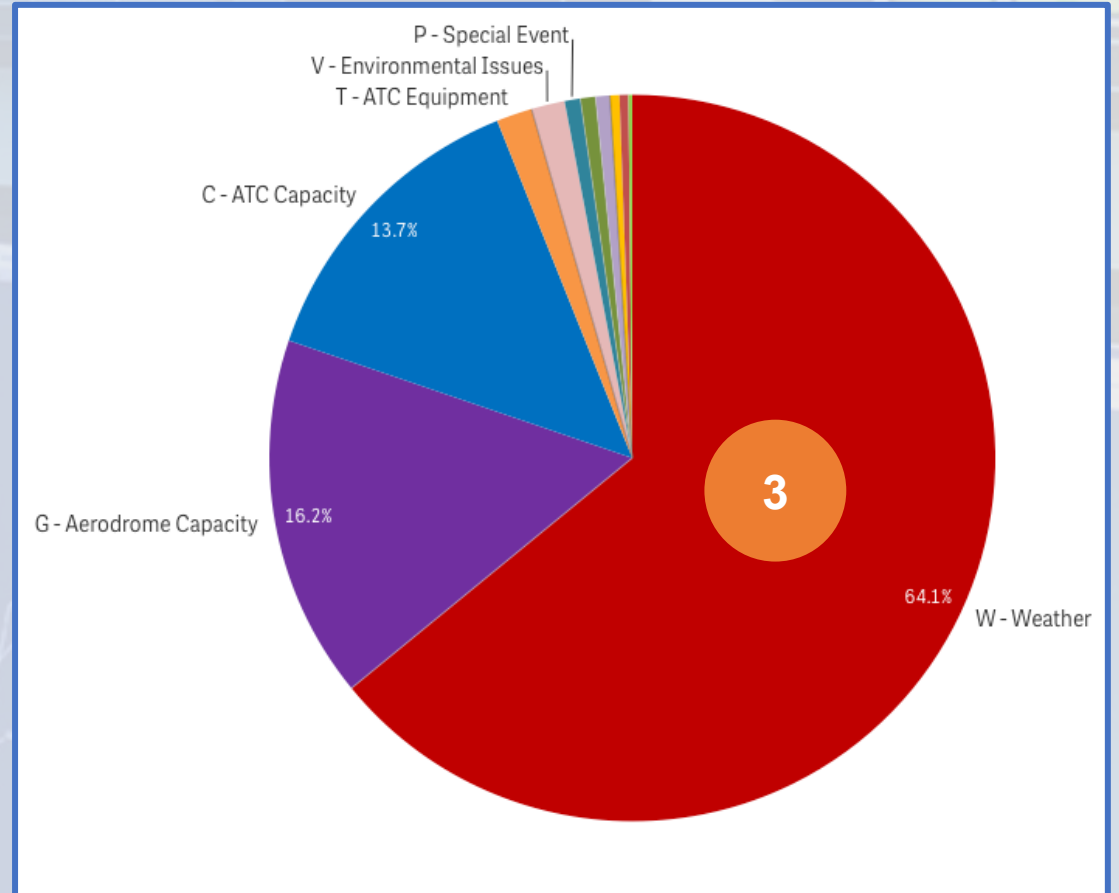


# Setting the context: 2024 Performance Summary

En-Route Regulation Reason



Arrivals Regulation Reason



# 1. ATC CAPACITY: Integrated sectors and staffing

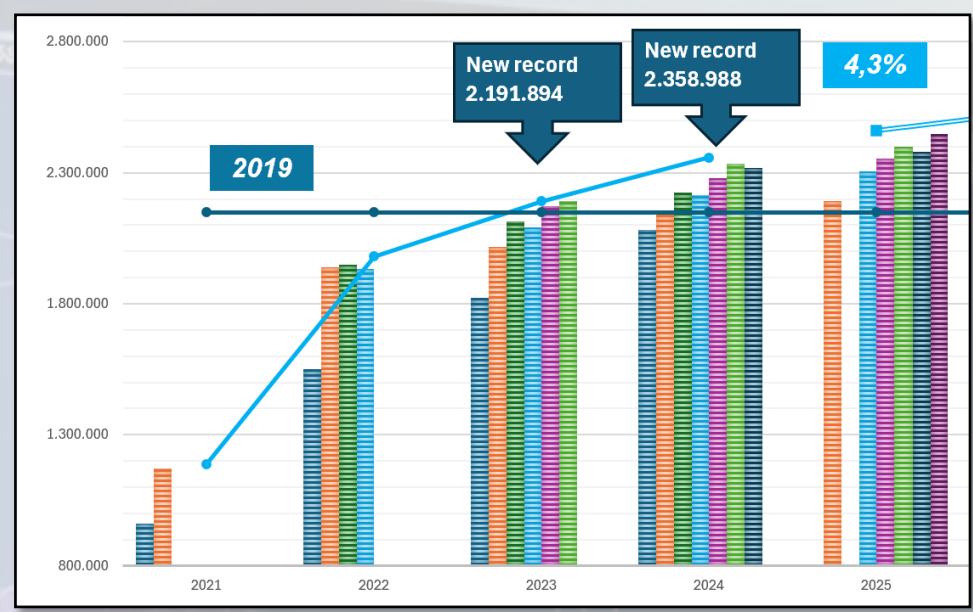
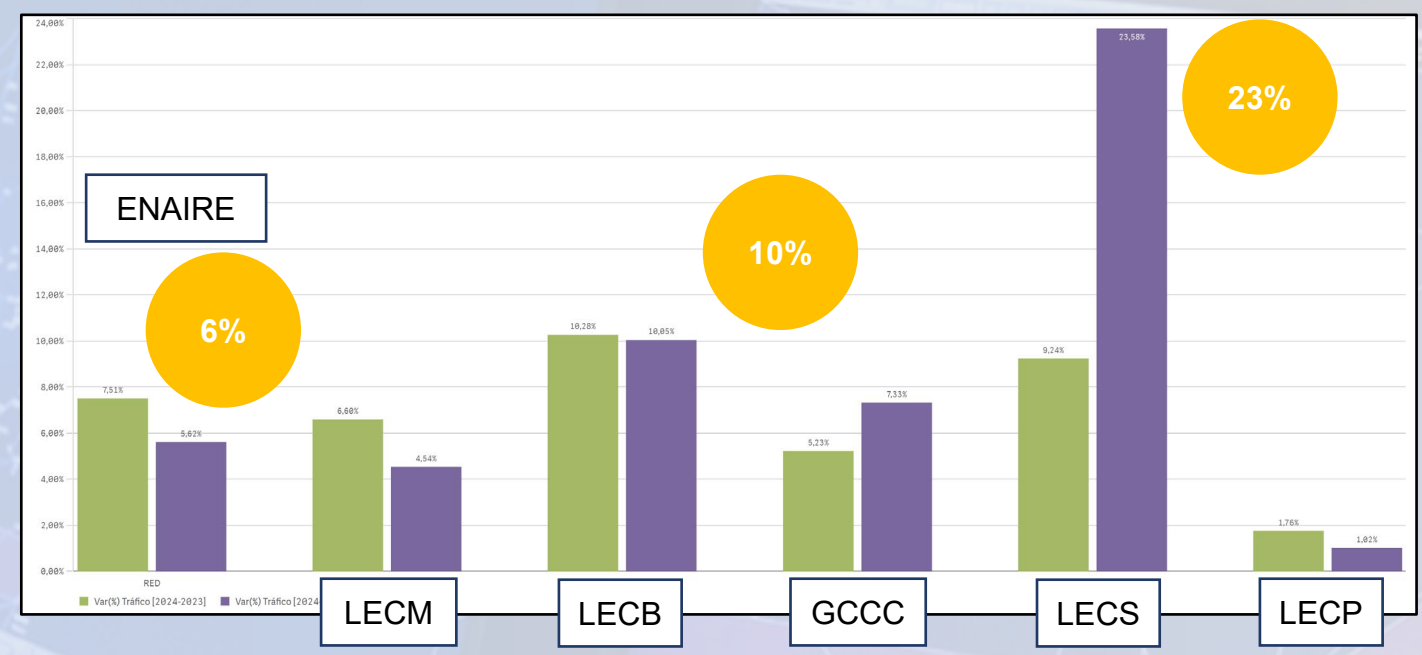
1.2 Million

1

The staffing issue has several dimensions, each requiring distinct approaches:

## 1. Structural Challenges:

- The continuous inaccuracy of traffic forecasts made 2–3 years in advance has created structural staffing difficulties.
- **Solution:** Increase the number of ATCO vacancies offered, exceeding the strictly necessary levels to account for unexpected traffic increases. All numbers are included in the NOP as required.



# 1. ATC CAPACITY: Integrated sectors and staffing

1

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## 1. Structural Challenges

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- **Solution:** Increase the number of ATCO vacancies offered, exceeding the strictly necessary levels to account for unexpected traffic increases. All numbers are included in the NOP as required.

## 2. Legal Constraints:

- Changes in Spanish labour laws allow for last-minute leave requests, which are beyond management's control.
- **Solution:** Implementation of exceptional productivity and monetary measures to reward those who avoid exercising these rights unnecessarily and penalize last-minute, non-medical absences.

## 3. Labour Agreement Development:

- Continuation of negotiations with the Unions to improve efficiency and enhance ATCO availability in key periods.

## 2. ATC CAPACITY: Elementary sectors

600 Thousand

2

To reduce delays in elementary sectors, the following measures are being developed:

### 1. Sectors capacity increases:

- Continuous reassessing of sector capacities after each change in:
  - Traffic flows: Adjustments driven by progressive implementation of **Free Route Airspace (FRA)**
  - Airspace redesign: Optimising sector structures for efficiency
  - New technologies: incorporation of tools like **Conflict Detection** and “**What-Else**” capabilities

### 2. Sector splitting:

- In some cases, further capacity increases are not feasible, requiring complete redesigns, including **sector splitting**. This approach comes with associated challenges, such as:
  - Increased ATCO needs, especially when the number of sectors in a cluster rises from 10 to 11, due to the Spanish Supervisor’s additional safety constraints.

### 3. ATFCM measures at local and network levels:

- **Local level:** Exhaustive use of the **OCC** to implement regulation rates that exceed nominal sector capacities and full application of **scenarios**
- **Network level:** Implementation of **Network-wide measures** in full coordination with the Network Manager and other ANSPs to distribute traffic efficiently

## 3. WEATHER

En-Route: 491 Thousand

3

Arrival (TMA): 559 Thousand

### 1. Both EnRoute and Arrival (TMA):

- Working with **AEMET** to increase the number of weather experts assigned to ACCs and TACCs.
  - Special focus on the Mediterranean area, including both the Balearic Islands and continental regions.
  - Additional attention to the Canary Islands, given its unique traffic particularities.

### 2. En-Route:

- In coordination with the **Network Manager**, organizing pre-tactical teleconferences to assess and agree on compatible weather-related measures with other **ANSPs**.

### 3. Arrival (TMA):

- Increasing the number of tactical teleconferences involving all operational stakeholders to share information and coordinate potential measures.
  - **Airlines, Airports, Handling Agents, National Supervisory Authorities (NSA), etc...**



*Thanks*

