

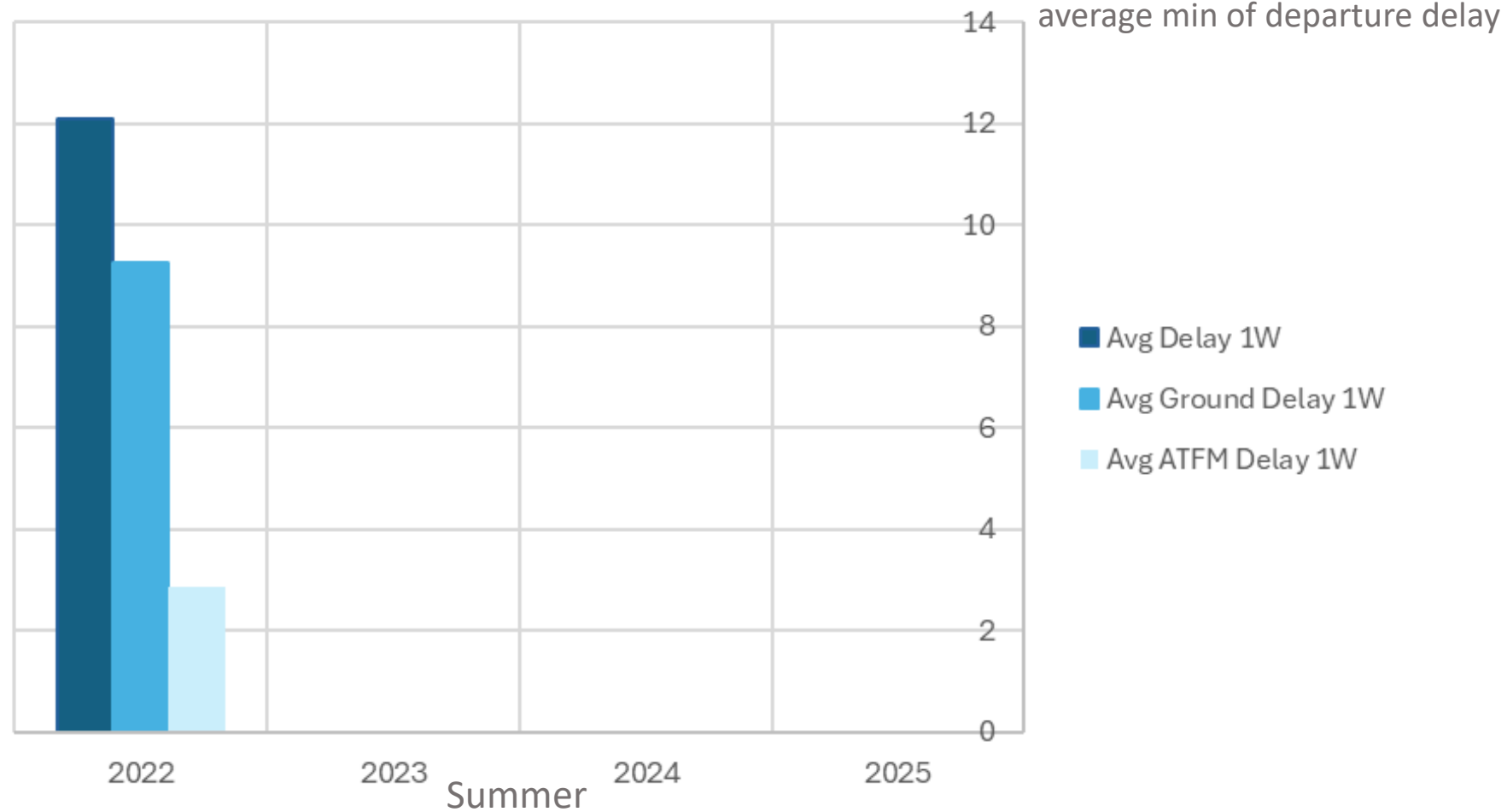
Panel - Prioritising First Rotation



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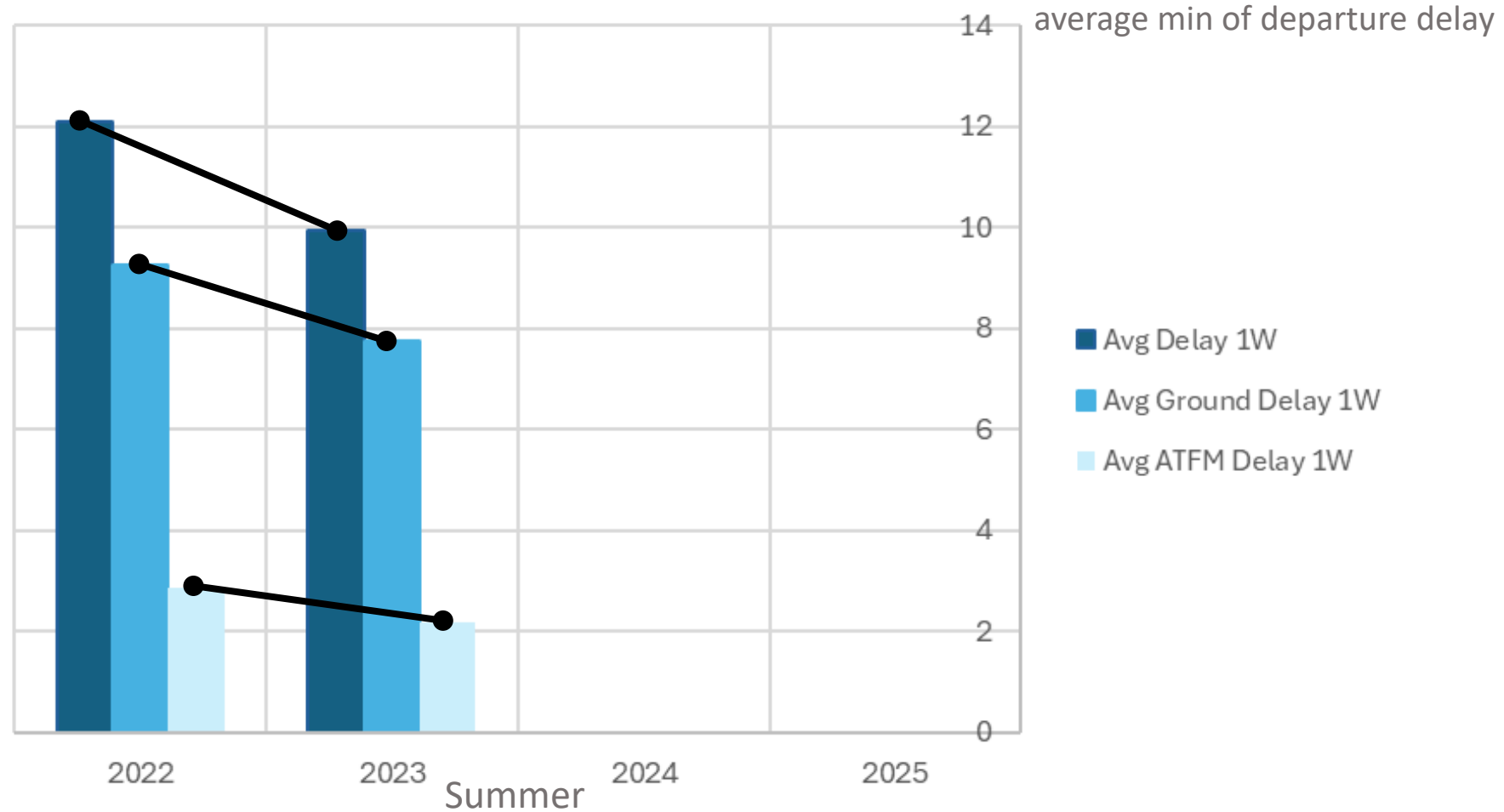
Moderator – Vincent Treve

First Wave delay evolution (First move of the day)

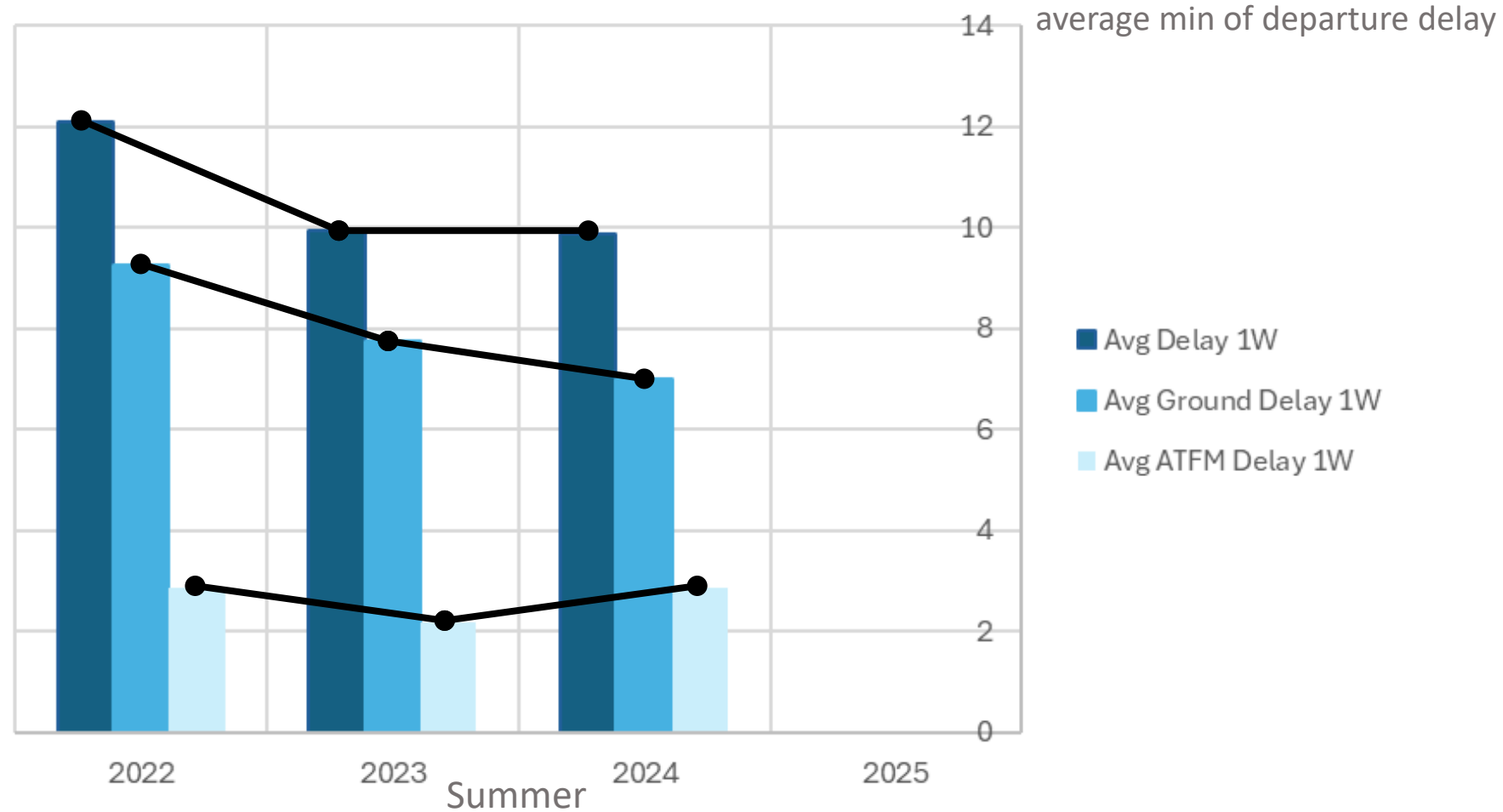




First Wave delay evolution (First move of the day)

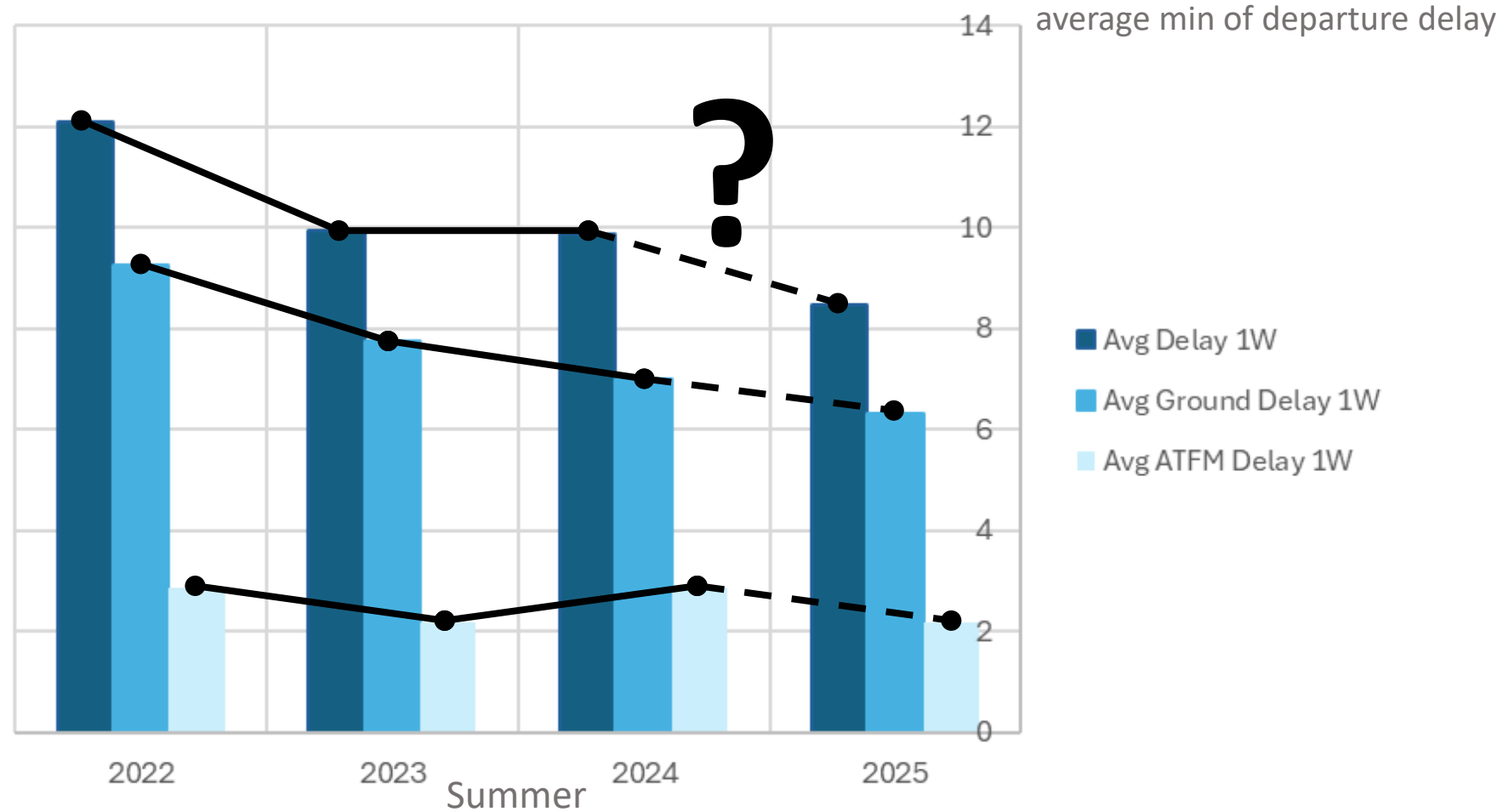


First Wave delay evolution (First move of the day)



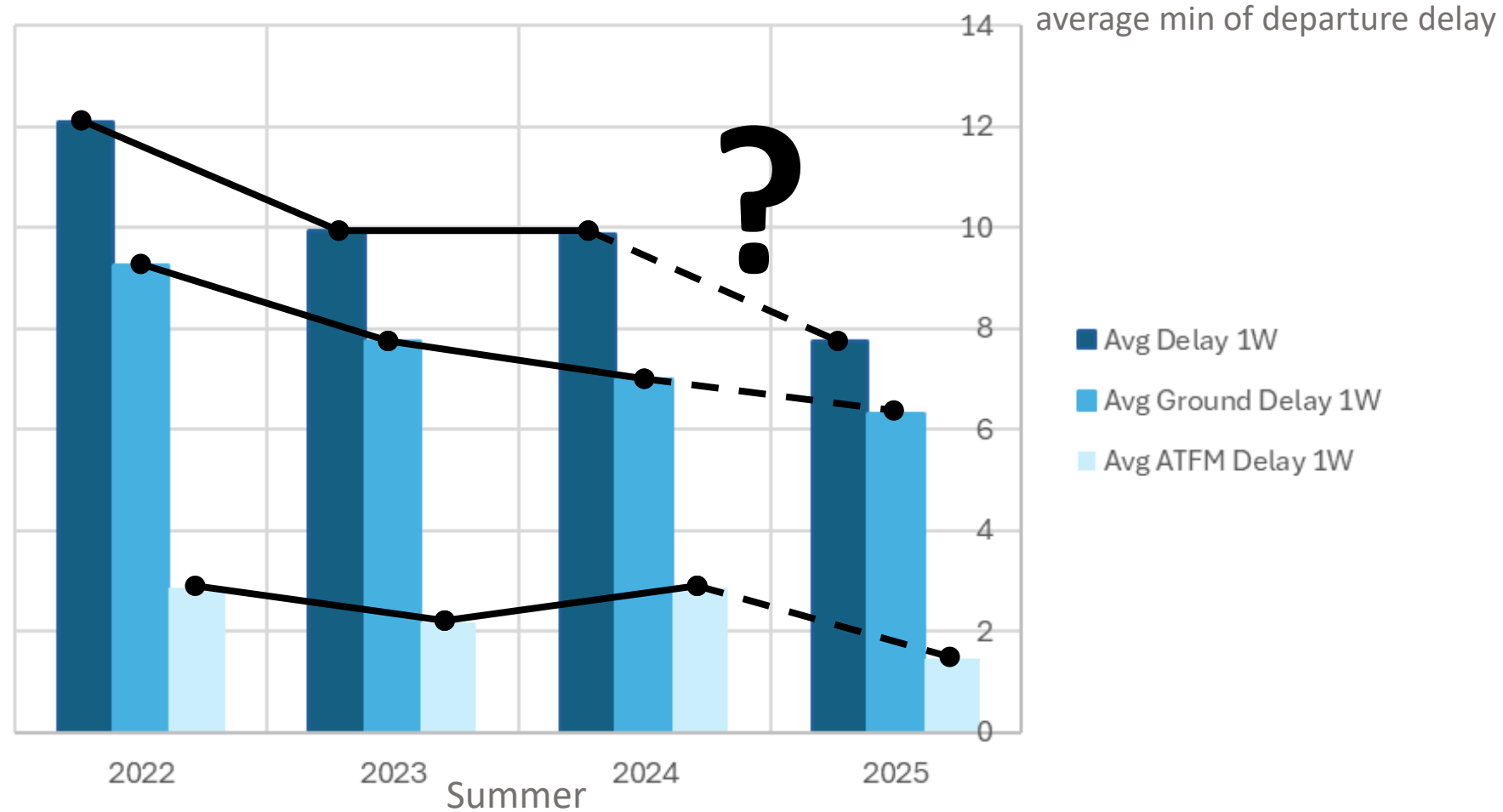


First Wave delay evolution (First move of the day)





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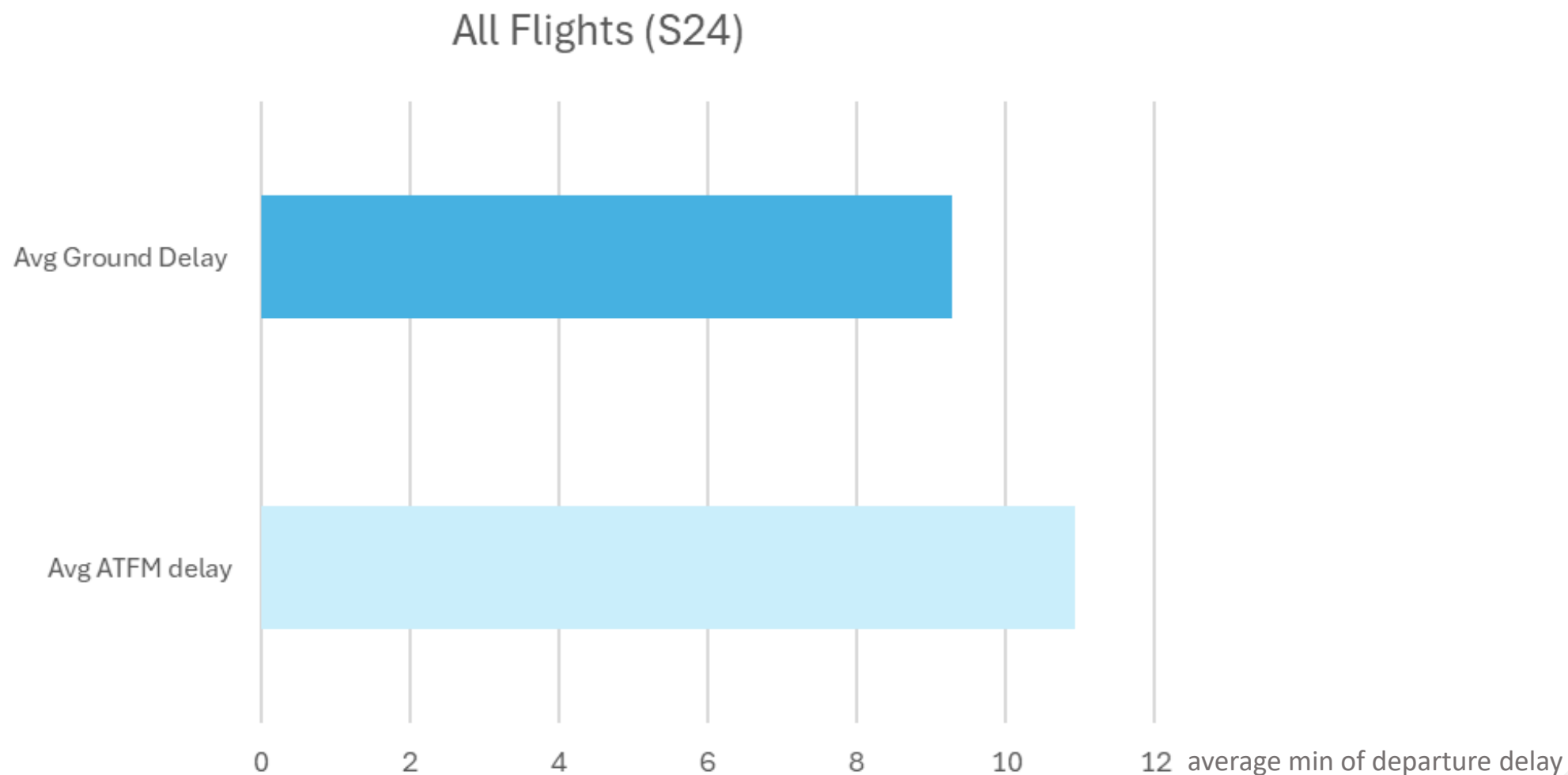


After COVID, a number of ground challenges were progressively tackled, will 2025 see a continuation of the ground efficiency improvement ?

What can be done to come-back to 2023 AFTM delay in first wave or even better performance ?

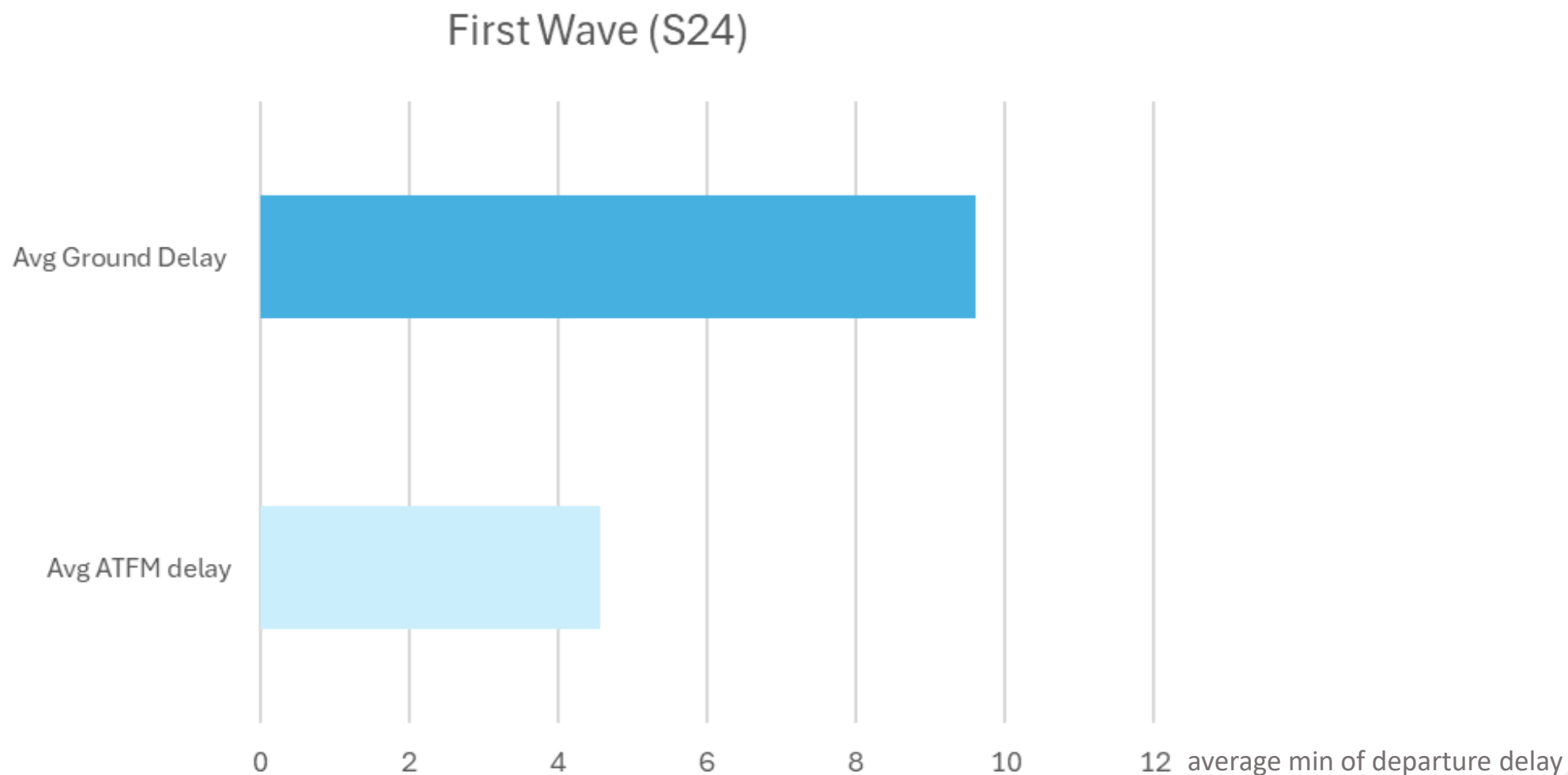


Primary causes of delay – All flights





Primary causes of delay – First movement of the day





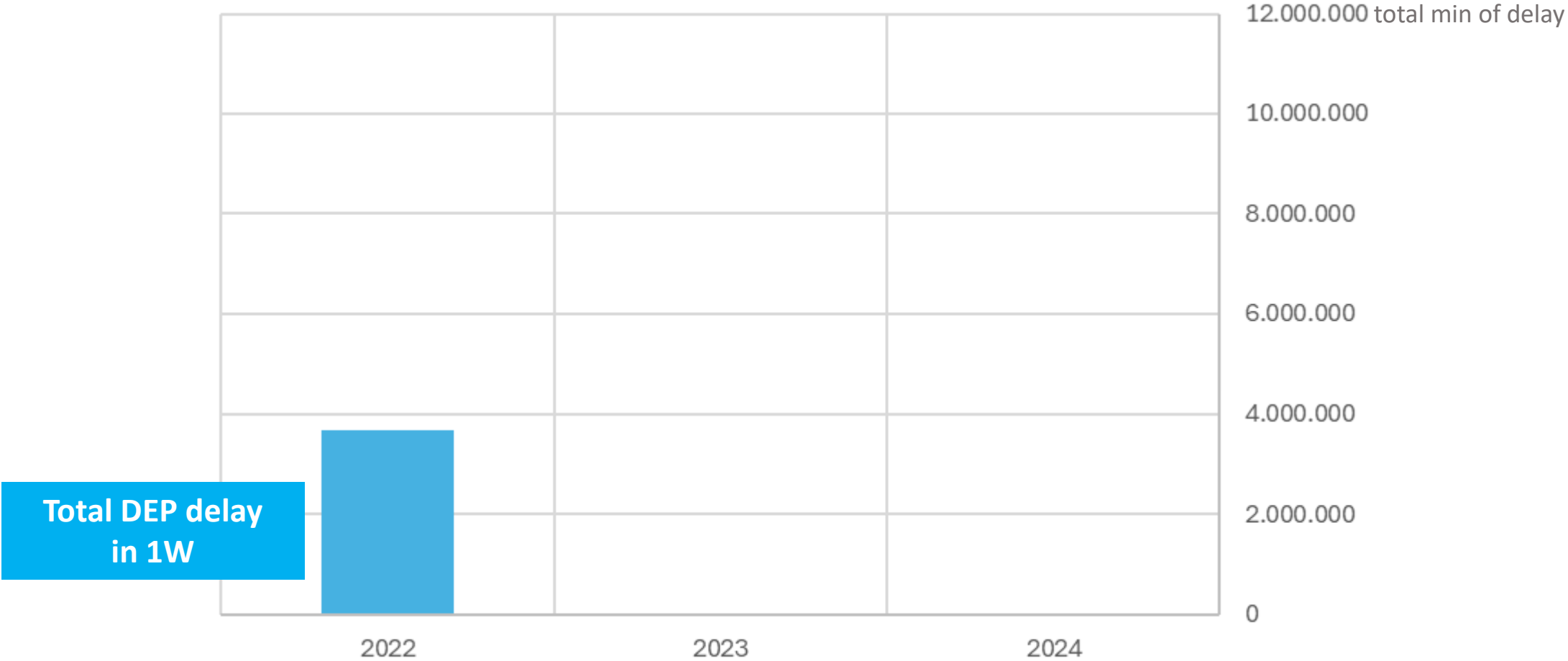
Why such a level of ground delay in
first wave?

Can we improve this?



Effect of First Wave delay in the Network

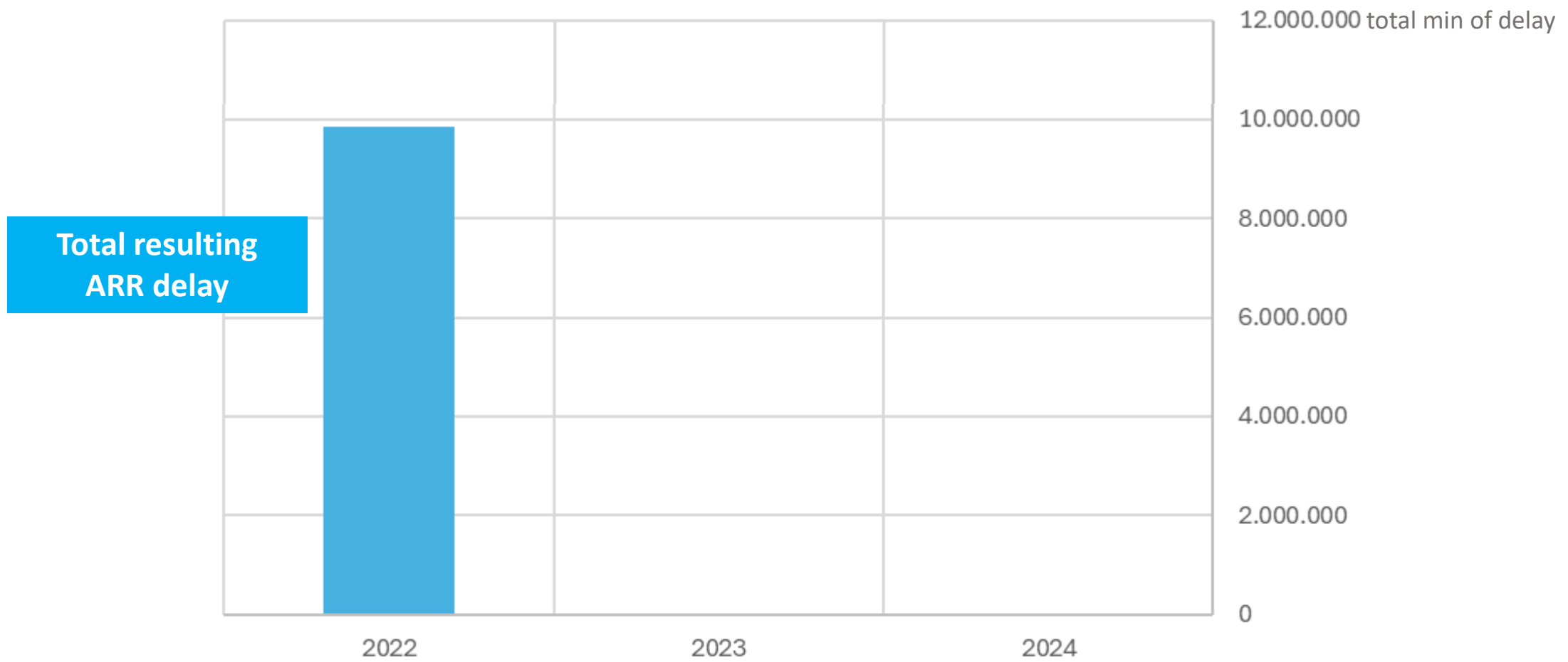
Summer 2025





Effect of First Wave delay in the Network

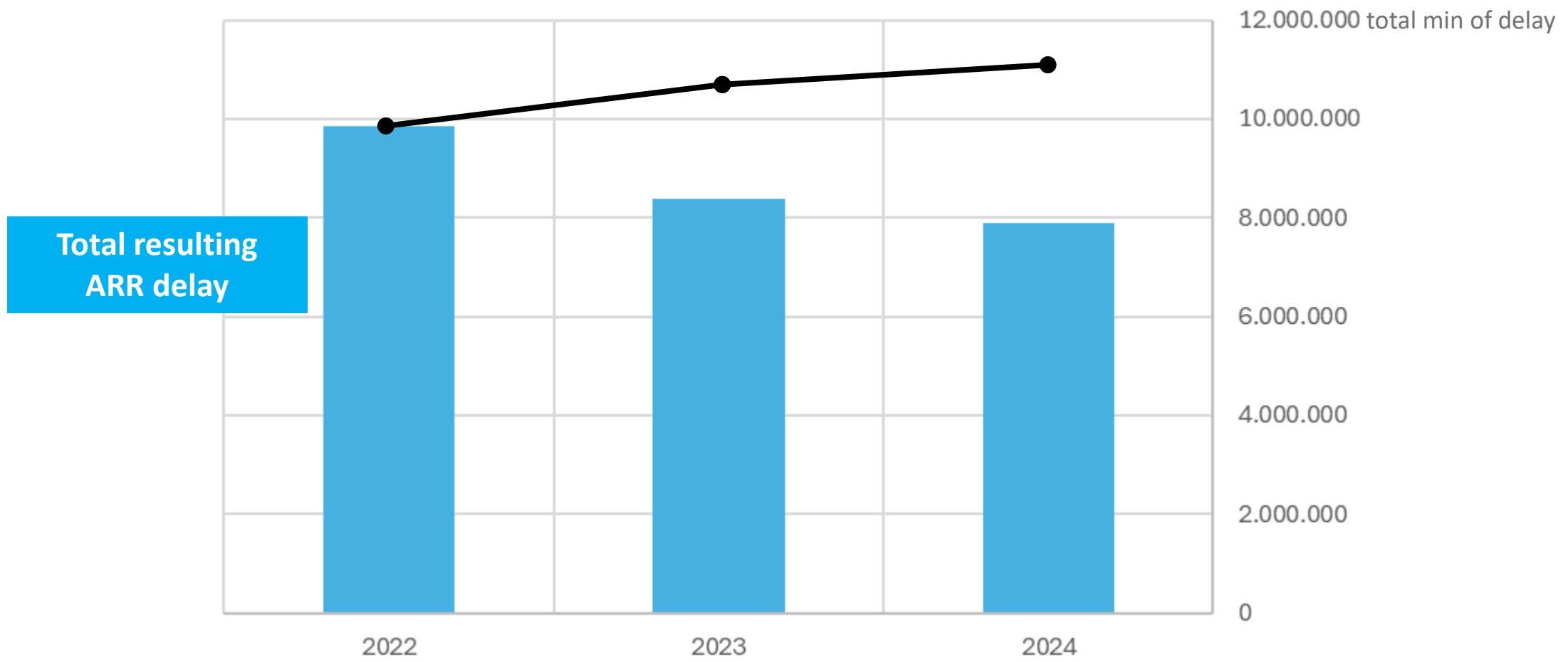
Summer 2025





Effect of First Wave delay in the Network

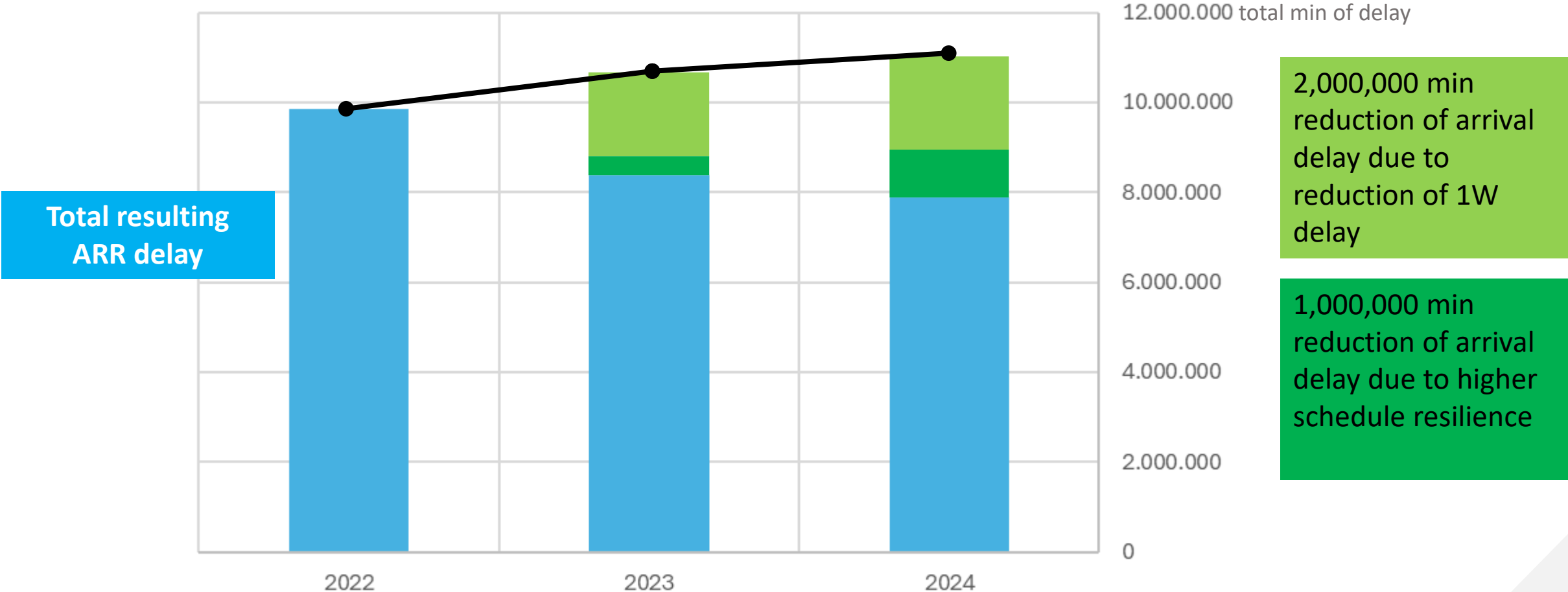
Summer 2025





Effect of First Wave delay in the Network

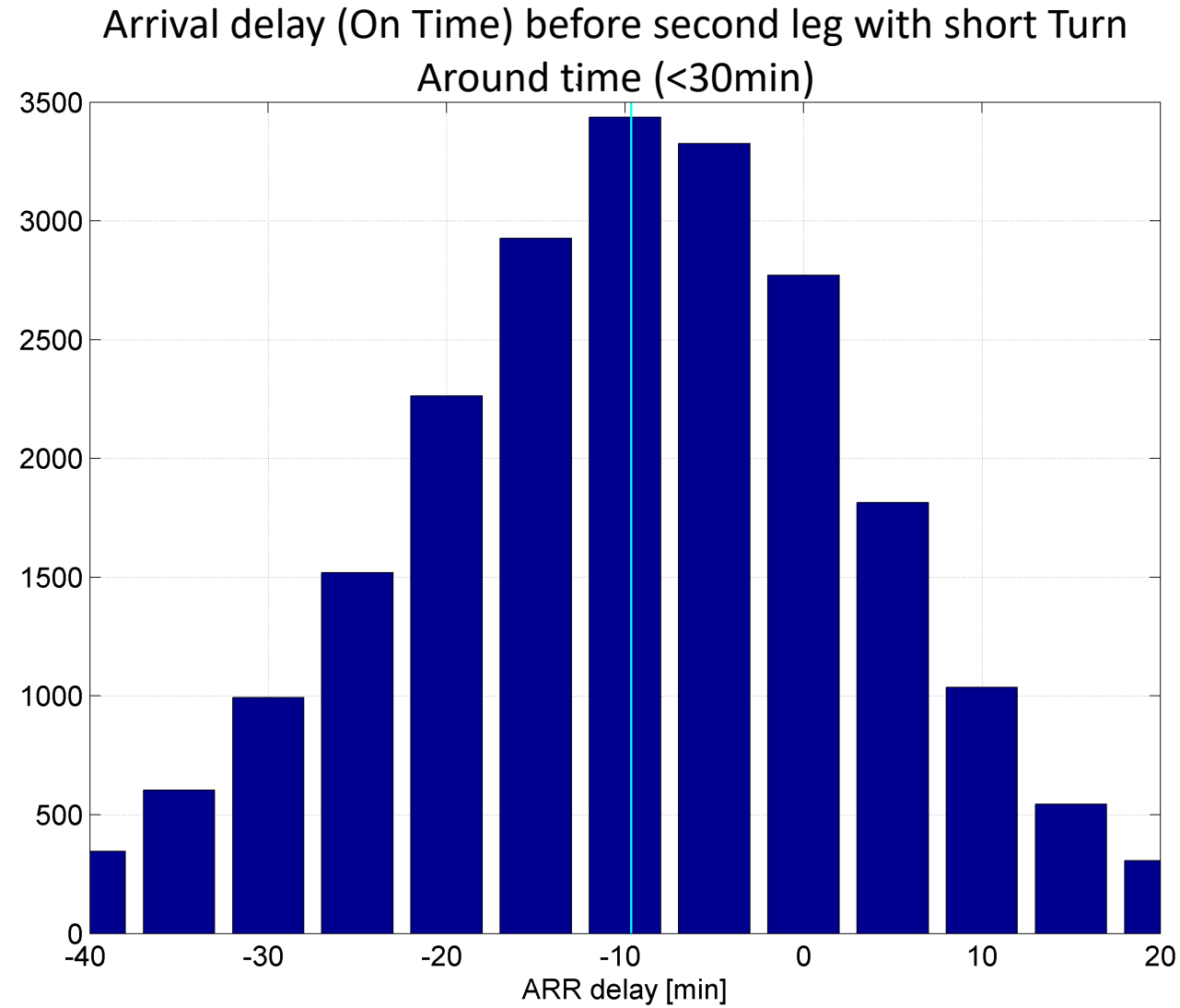
Summer 2025



How much can we further improve
schedule resilience?



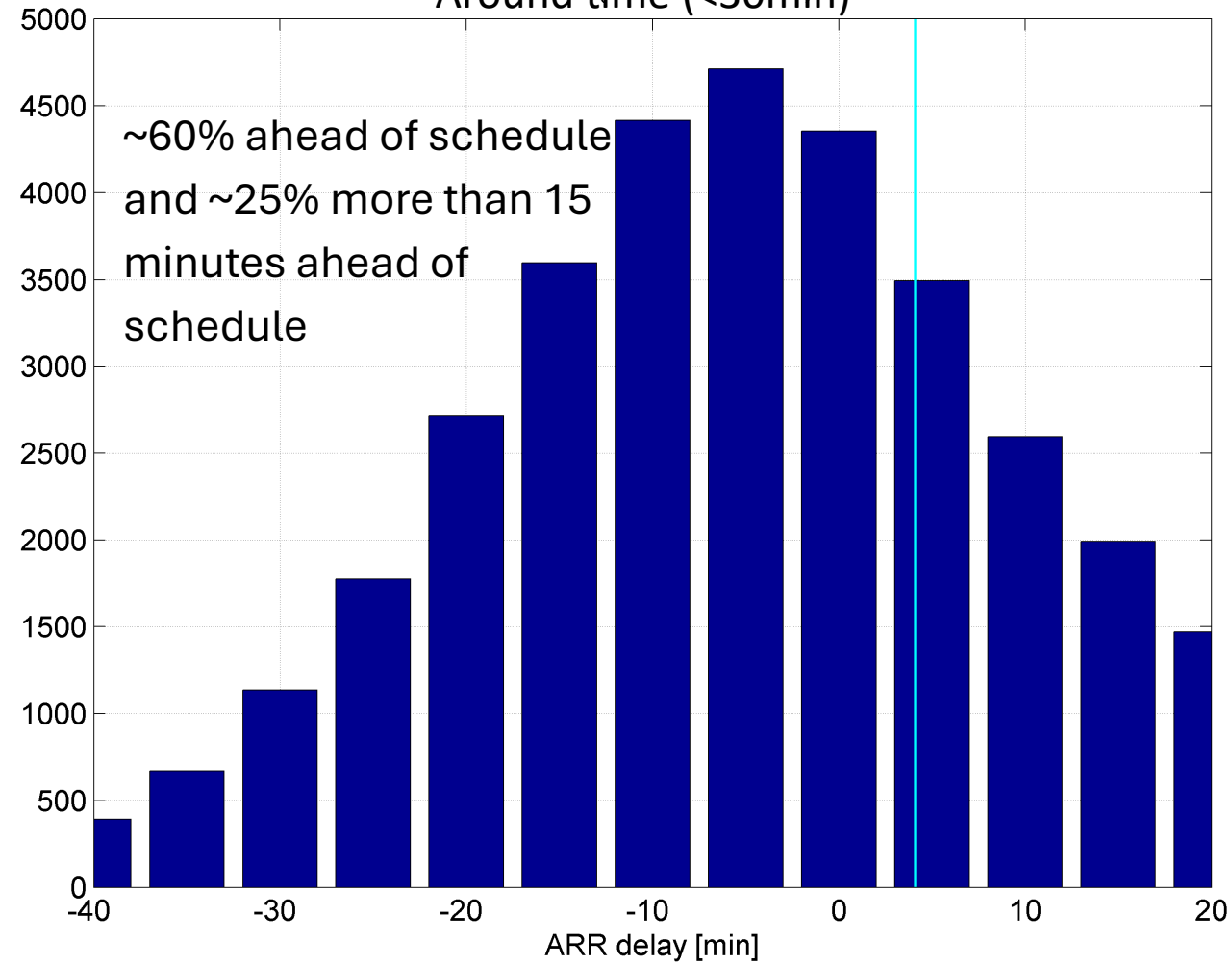
What about the effect on the second movement of the day?






What about the effect on the second movement of the day?

Arrival delay (all) before for second leg with short Turn
Around time (<30min)



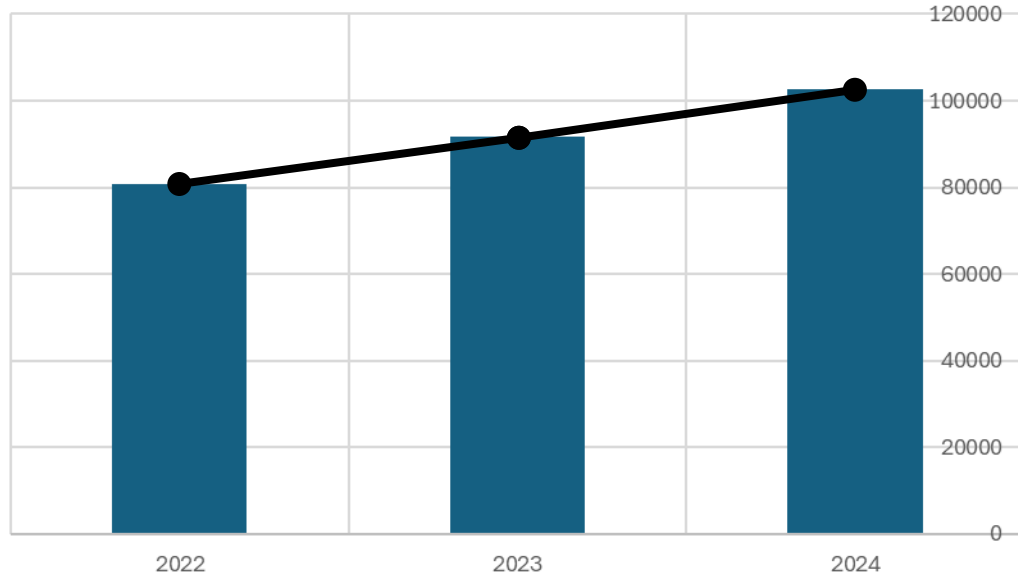


How the early arrivals jeopardise the
Airport Operations?

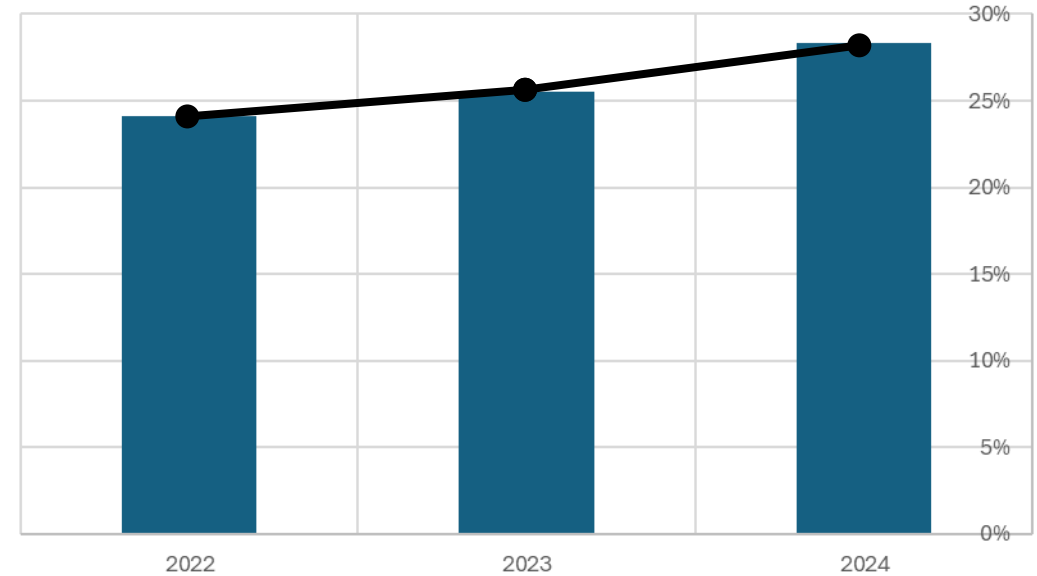
How can we improve this?

Long Haul Early Arrivals

Long Haul number of Arrival in ECAC airports



Percentage of early Arrival (>15min)



In 2022, 24% of 80,000 ~195,000 early long-haul arrival
In 2024, 28% of 102,500 ~290,000 early long-haul arrival

Number of early long-haul arrival increased by 50% in 2 years



What is the operational impact of the
Long-haul early arrivals ?

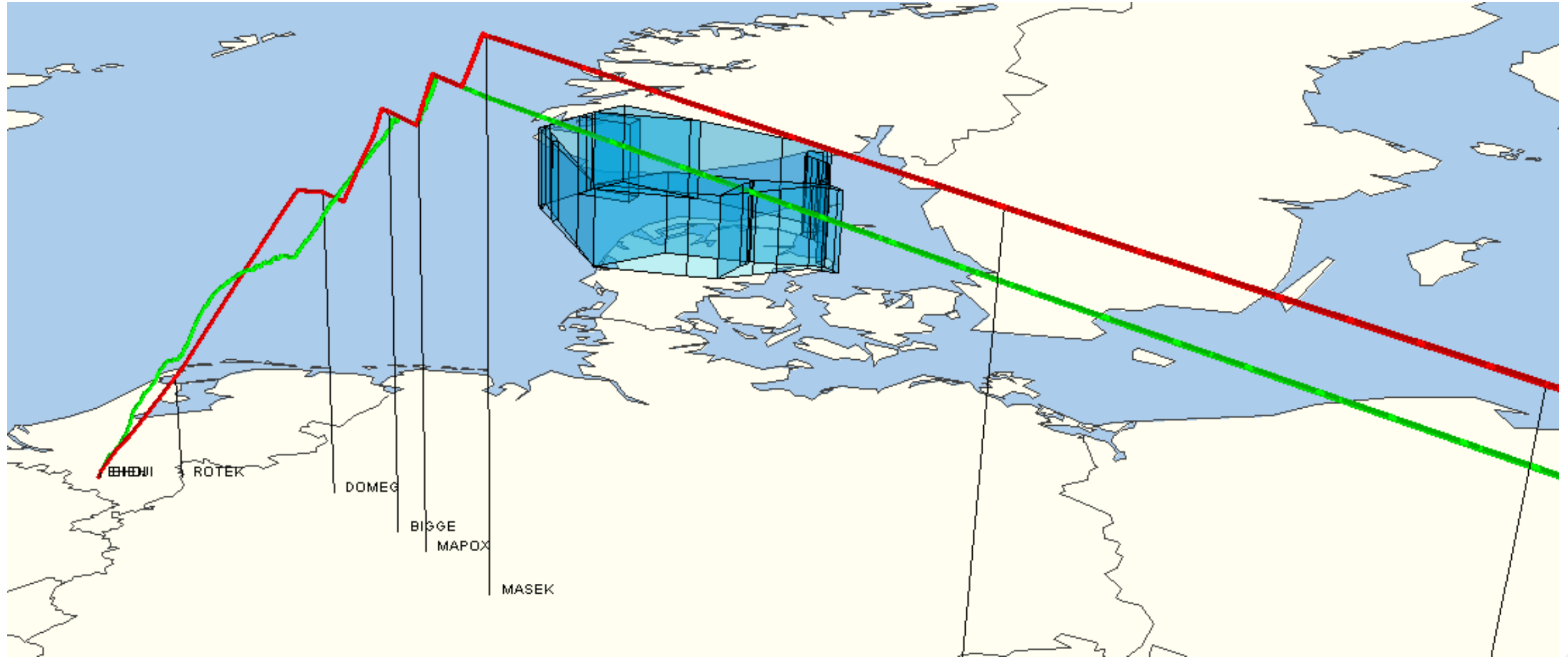
How to reduce their number?

DFPE - Disciplined Flight Plan Execution

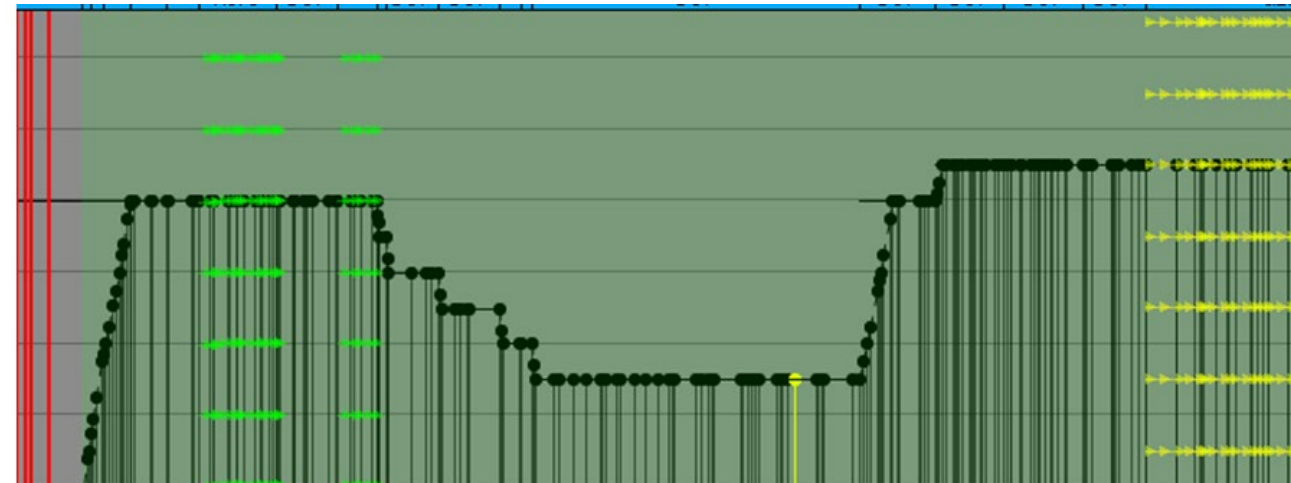
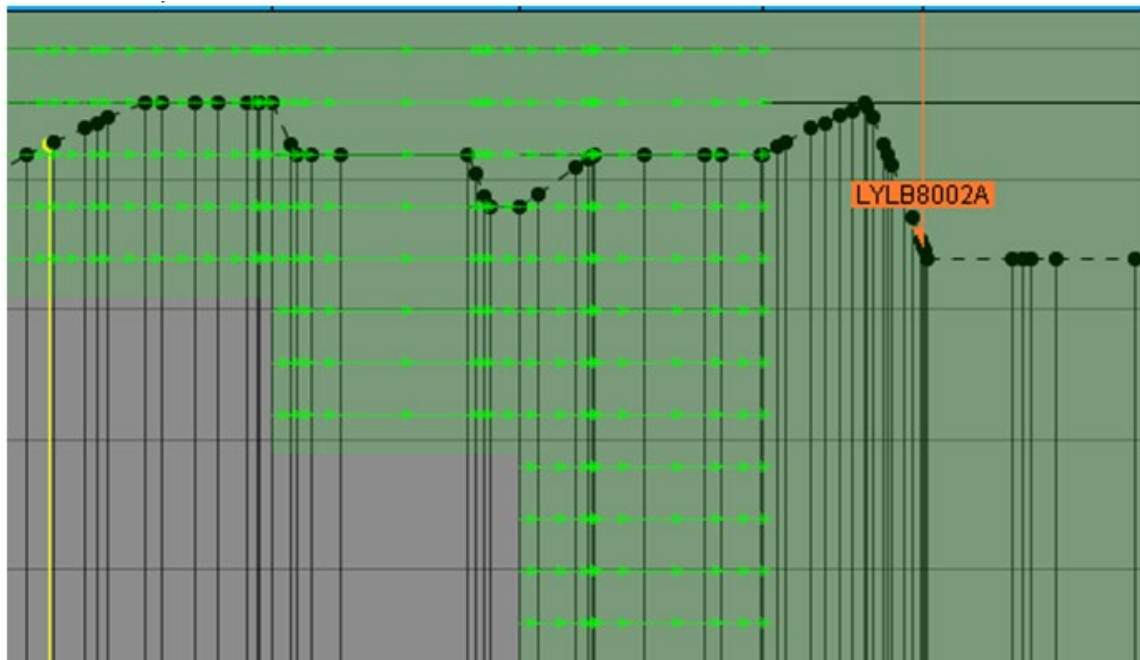
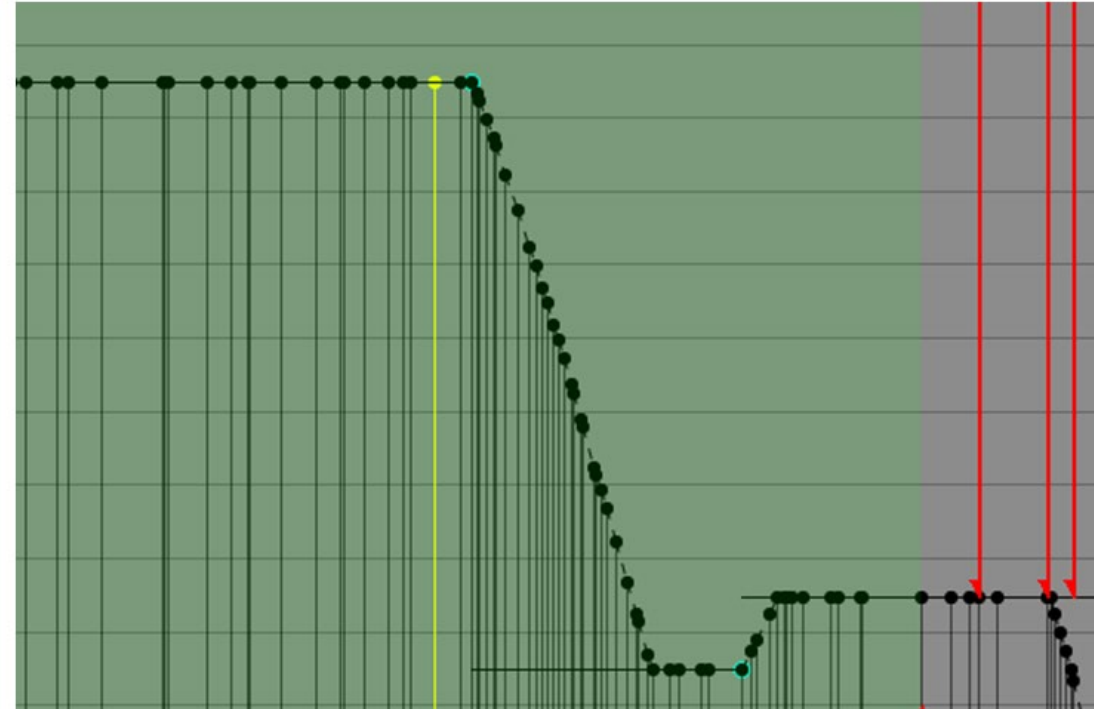
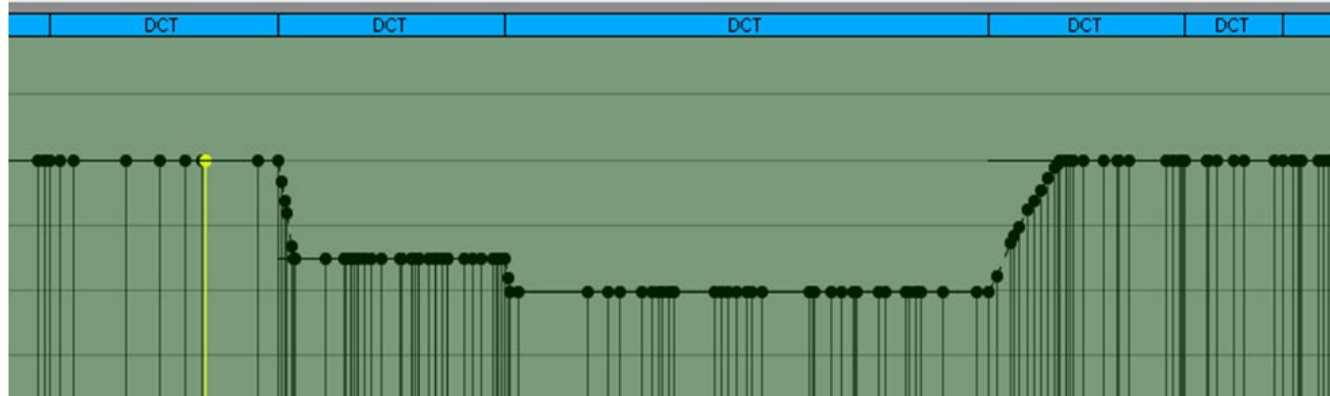


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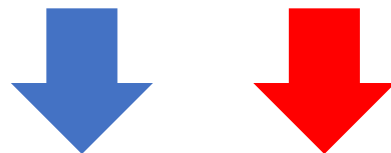
DFPE – why it matters



Everyday DFPE...



Everyday...



ATFM Delay	Planned TOP FL	Actual TOP FL	Act. - planned	LOBT
0	280	360	80	10-20-2024 8:20:00 PM
0	280	340	60	10-20-2024 7:00:00 AM
0	280	380	100	10-19-2024 9:20:00 PM
0	280	320	40	10-19-2024 12:15:00 PM
0	280	340	60	10-18-2024 6:35:00 PM
0	280	380	100	10-18-2024 1:15:00 PM
0	280	380	100	10-18-2024 11:10:00 AM
0	280	380	100	10-17-2024 8:55:00 PM
0	295	350	55	10-17-2024 11:15:00 AM
0	320	360	40	10-17-2024 10:50:00 AM
0	280	340	60	10-16-2024 3:25:00 PM
0	340	380	40	10-15-2024 3:30:00 PM
0	280	380	100	10-15-2024 5:35:00 AM
0	260	340	80	10-13-2024 7:25:00 PM
3	280	380	100	10-12-2024 9:20:00 PM
0	280	380	100	10-12-2024 12:15:00 PM
0	280	380	100	10-11-2024 6:35:00 PM

DISCIPLINED FLIGHT PLAN EXECUTION

62% worse than last summer period 1st June – 31st August

593,913 vertical non-adherences, of which:

216,133 were **planned but absent** in regulated airspace – **2,350 lost 'slots' per day**

377,780 were **unplanned entries** into regulated airspace – **4,106 additional flights**
into regulations per day.

*Of the total vertical non-adherences, **over half** occurred **without any effect of weather regulations** (324,134)*

What could this mean in real terms?

Simulation undertaken on Non-Weather Days

What is saved if the flights operate at the planned level:



10-15%

Delay could be saved in some ACCs.

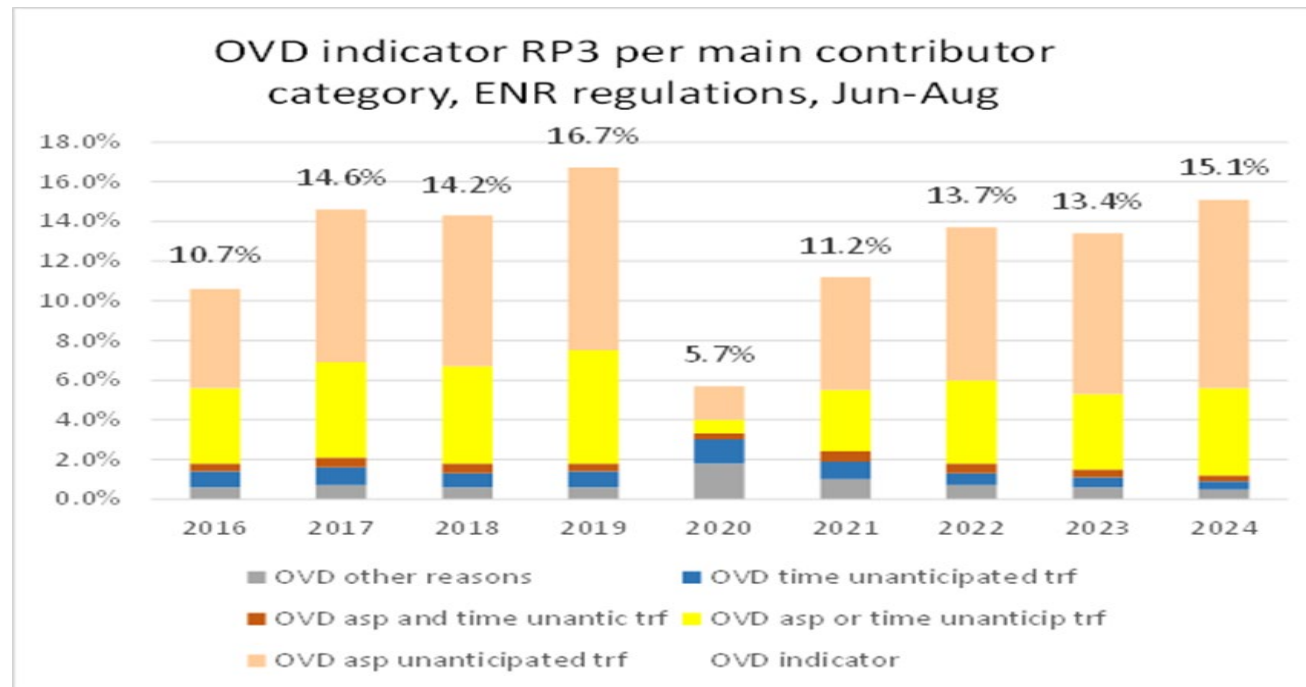


5-10%

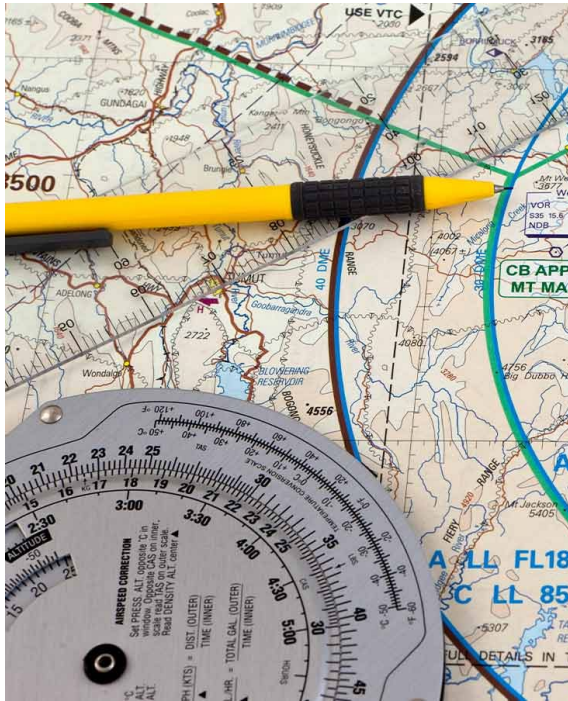
Network wide reduction in delay on non-weather days

Flight Plan Adherence – ATFM as Safety Barrier

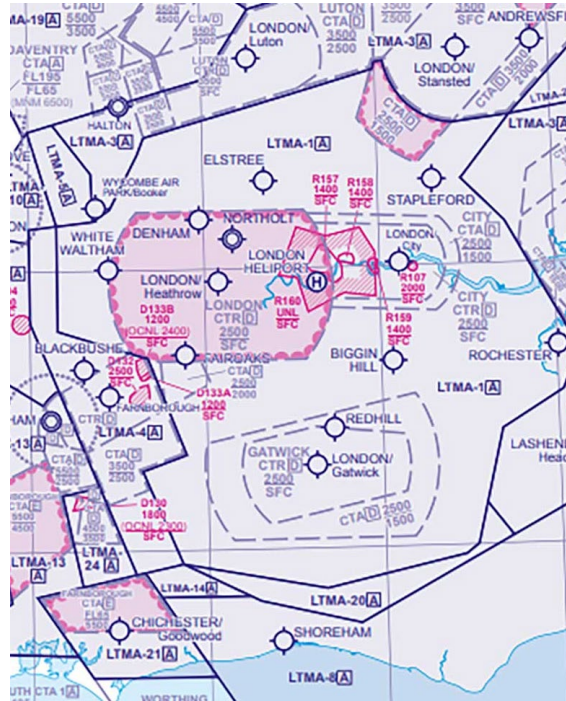
- Traffic load unpredictability from **inaccurate departure times** impacts the traffic indicators used for Flow Management (*occupancy counts, entry counts*)
- **15.1%** of hourly intervals of regulations in Summer 2024 received Over deliveries of traffic compared to the regulated rate



Observed causes of deviations



Flight Planning
30%



Airspace Structure
20%



Aircraft Performance
20%



ATC-Pilot Interaction
30%

Flight Plan Adherence – Summer 2025

Through the NMB:

- Target an overall **reduction of 50%** of the vertical non-compliance with the Flight Plan.
- Request **immediate support from EASA** to examine the issue of non-compliance of Vertical-Flight Plan as a potential contributing factor to safety occurrences
- Drive for an **improvement of 25%** against the last flight planned departure time before system intervention by using P-DPI information

*(This system will prevent the incorrect issuance of a CTOT which cannot possibly be met because of knock-on effect.
Without an ATFM regulation this will not have any effect on a flight)*