Network Manager
nominated by
the European Commission

EUROCONTROL

Monthly Network Operations Report

Analysis - February 2014

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NOTICE:
All figures presented in this report are for the geographical area that is within Network Manager's responsibility (NM area). See ACC coverage on page 4.

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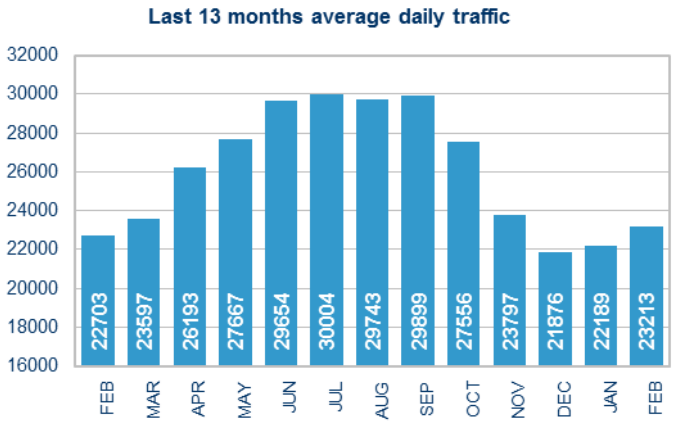
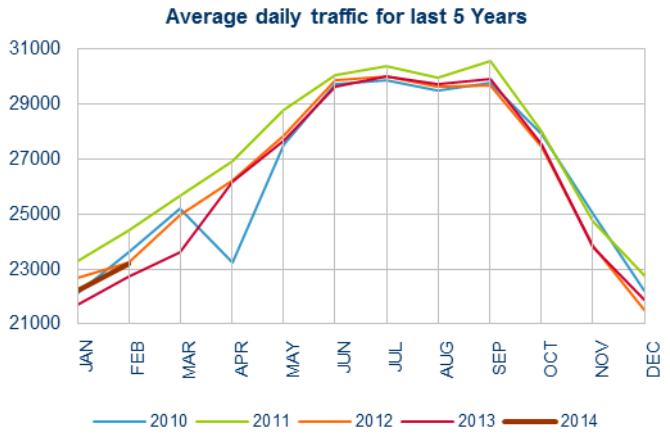
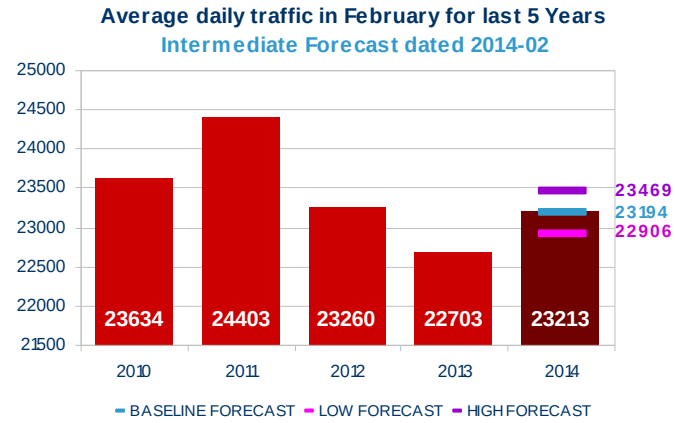
1. TOTAL TRAFFIC



Traffic increased by 2.2% in February 2014 compared to February 2013.



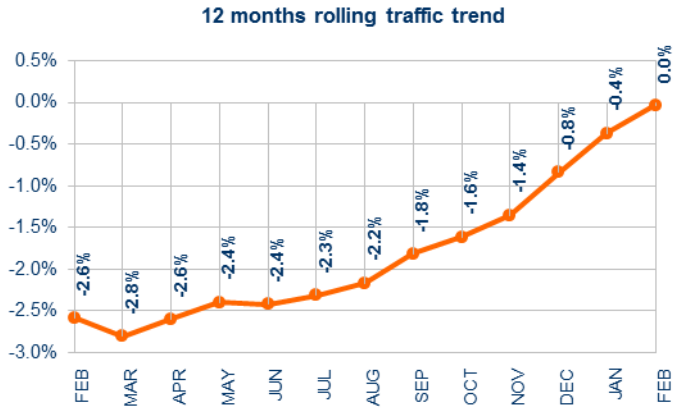
February 2014 traffic level was above 2013 and similar to the 2012 level.



The traffic increase of 2.2% was in line with the baseline forecast issued in February.

As in January, Turkey and Canary Islands were the main contributors to the network in February adding circa 300 flights daily[1]. Ukraine came next adding 60 daily flights and Germany went back from 45 fewer flights in January to plus 50 daily flights in February. France and Egypt remained at the other end of the scale and together saw 150 fewer flights.

Low-cost traffic continued to increase in February and was up 7.1% compared with the same month a year ago. Charter traffic switched from a 1.1% increase in January to a 1.8% decrease in February whereas All-Cargo saw 30 fewer daily flights and was down 3.8% compared to February 2013.



This graph shows the variation in average daily traffic for the last 12-month period relative to previous 12-months.

The average daily traffic from March 2013 to February 2014 was the same as the average from March 2012 to February 2013. The trend since April 2013 shows that traffic recovery is continuing.

For more information on EUROCONTROL Forecasts, go to http://www.eurocontrol.int/articles/forecasts

[1] This includes departures, arrivals and domestic flights, but excludes overflights

Five of the top 10 airports (London Heathrow, Paris Ch. De Gaulle, Frankfurt, Munich and Madrid Barajas) had less traffic compared to February 2013. The largest traffic increases in February 2014 were at Istanbul Sabiha, Tel Aviv Ben Gurion, Istanbul Ataturk and Las Palmas airports. The largest decreases in traffic were at Warsaw Chopin and Lyon Saint Exupery airports.

Four of the top 10 air operators (Lufthansa, Air France, SAS and British Airways) had less traffic compared to February 2013. The operators with the highest traffic growth were Aegean Airlines, Turkish Airlines, Germanwings, Ukraine International, Vueling Airlines SA, Pegasus Hava Tasi, Wizz Air, Norwegian Air Shuttle and Air Europa. BAW Shuttle, Air Nostrum and LOT Polish Airlines recorded the highest traffic reduction compared to February 2013.

Turkish Airlines continues to see increases in flights following the growth of its fleet size. Changes in domestic operations from Istanbul Sabiha with its SunExpress subsidiary operating flights under the THY callsign have also contributed to this increase. The increase of Ukraine International flights is due to continuing changes in fleet size and route network following the cessation of operations of Aerosvit in January 2013. The transfer of certain Lufthansa flights to Germanwings and from Olympic to Aegean Airlines accounts for variations seen in these carriers. The Air Nostrum decrease is due to airline consolidation and restructuring. Pegasus saw an increase in flights compared to February 2013 following an increase in fleet size.

N°	ADEP	ADEP NAME	201402	%
1	EGLL	LONDON/HEATHROW	633	-0.2%
2	LFPG	PARIS CH DE GAULLE	606	-4.1%
3	EDDF	FRANKFURT MAIN	598	-0.5%
4	LTBA	ISTANBUL-ATATURK	545	9.9%
5	EHAM	AMSTERDAM/SCHIPHOL	539	2.5%
6	EDDM	MUENCHEN	504	-0.2%
7	LEMD	MADRID BARAJAS	428	-0.5%
8	LIRF	ROME FIUMICINO	357	2.3%
9	EKCH	COPENHAGEN KASTRUP	324	3.5%
10	ENGM	OSLO/GARDERMOEN	323	3.9%
11	LSZH	ZURICH	319	-2.2%
12	LEBL	BARCELONA	314	1.6%
13	EGKK	LONDON/GATWICK	304	8.6%
14	ESSA	STOCKHOLM-ARLANDA	303	5.6%
15	LOWW	WIEN SCHWECHAT	303	-1.9%
16	LFPO	PARIS ORLY	299	-1.6%
17	EBBR	BRUSSELS NATIONAL	262	-1.9%
18	EDDL	DUESSELDORF	253	-0.4%
19	LSGG	GENEVE COINTRIN	253	0.0%
20	EFHK	HELSINKI-VANTAA	228	-3.0%
21	EDDT	TEGEL-BERLIN	227	6.6%
22	EIDW	DUBLIN	208	6.1%
23	LTFJ	ISTANBUL-SABIHA	208	36.8%
24	LIMC	MILANO MALPENSA	200	-2.0%
25	EGCC	MANCHESTER	189	-4.1%
26	EGSS	LONDON/STANSTED	184	8.9%
27	LPPT	LISBOA	180	4.1%
28	EDDH	HAMBURG	179	6.6%
29	EPWA	CHOPINA W WARSZAWIE	166	-10.3%
30	GCLP	LAS PALMAS	149	9.6%
31	LFLL	LYON SAINT-EXUPERY	148	-5.7%
32	LIML	MILANO LINATE	147	1.4%
33	LGAV	ATHINAI/ELEFTHERIOS VENIZELOS	146	-2.0%
34	EDDK	KOELN-BONN	140	3.7%
35	LFMN	NICE	135	-3.6%
36	LKPR	PRAHA RUZYNE	134	-3.6%
37	EDDS	STUTTGART	131	-3.7%
38	ENBR	BERGEN/FLESLAND	130	-0.8%
39	LTAC	ANKARA-ESENBOGA	128	0.0%
40	LFML	MARSEILLE PROVENCE	126	-3.1%
41	EGPH	EDINBURGH	125	-1.6%
42	LFBO	TOULOUSE BLAGNAC	125	-2.3%
43	EGGW	LONDON/LUTON	118	4.4%
44	ENZV	STAVANGER/SOLA	111	0.0%
45	LROP	OTOPENI-INTL.	109	0.0%
46	EGBB	BIRMINGHAM	107	3.9%
47	LLBG	TEL AVIV/BEN GURION	107	12.6%
48	LHBP	FERIHEGY-BUDAPEST	102	0.0%
49	EGLC	LONDON/CITY	100	-2.0%
50	EGPD	ABERDEEN	97	0.0%
	TOTALS and % TOTAL TRAFFIC		12051	51.9%

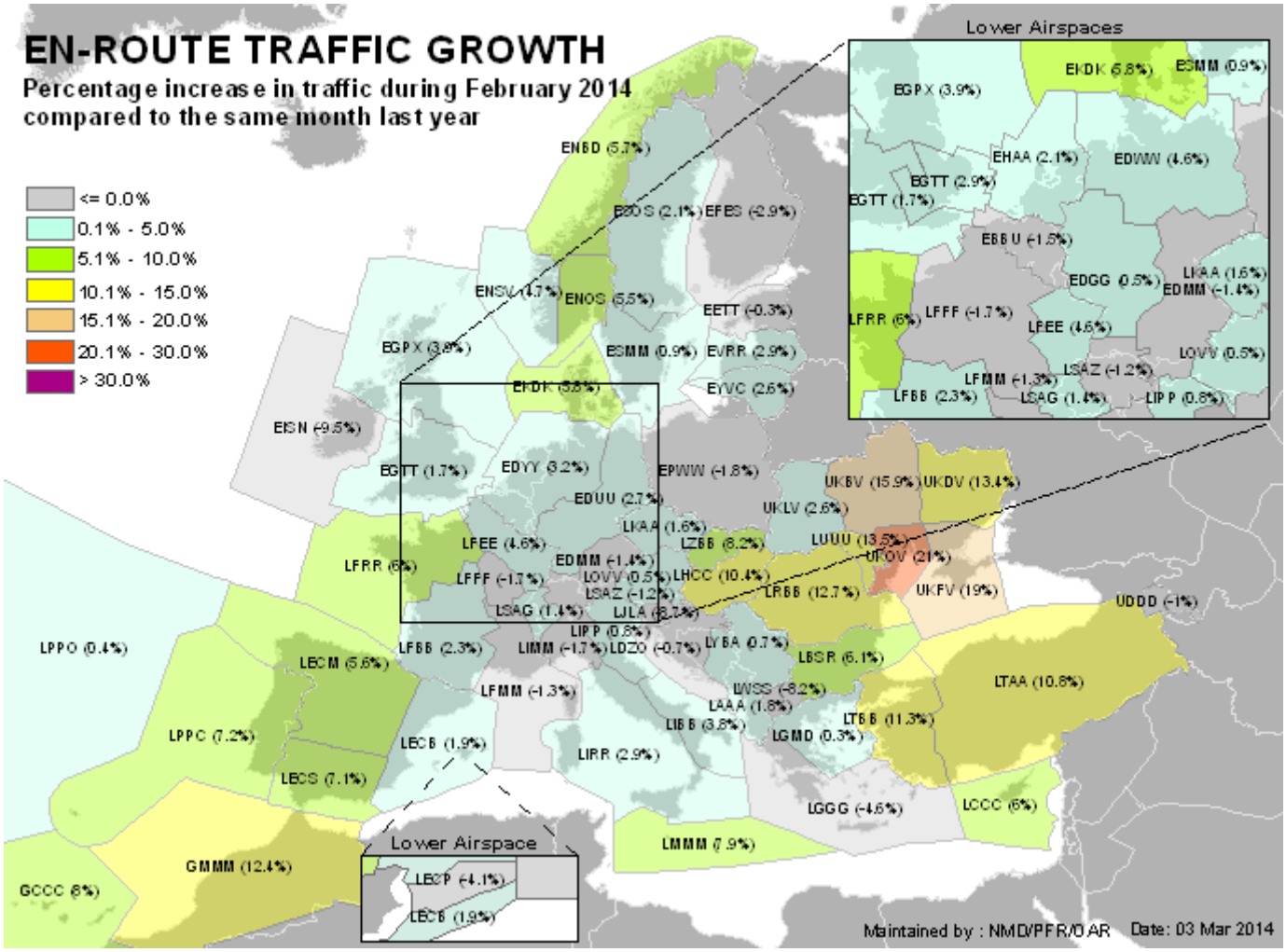
Top 50 Departure Airports with average daily traffic and percentage compared to same period of previous year

N°	ICAO	AIR OPERATOR	201402	%
1	DLH	DEUTSCHE LUFTHANSA	1516	-8.1%
2	RYR	RYANAIR	1085	5.2%
3	THY	TURKISH AIRLINES	1046	65.5%
4	AFR	AIR FRANCE	929	-8.5%
5	EZY	EASYJET	910	2.0%
6	SAS	S.A.S	805	-0.4%
7	BAW	BRITISH AIRWAYS	640	-0.5%
8	KLM	KLM ROYAL DUTCH AIRL	552	2.8%
9	BER	AIR BERLIN, INC.	469	4.7%
10	AZA	ALITALIA	432	4.6%
11	NAX	NORWEGIAN AIR SHUTTLE	428	20.2%
12	SWR	SWISS INTERNATIONAL	381	-4.3%
13	WIF	WIDEROE	371	3.9%
14	BEE	JERSEY EUROPEAN T/A FLYBE	312	-3.4%
15	AUA	AUSTRIAN AIRLINES	301	-5.1%
16	PGT	PEGASUS HAVA TASI.	279	22.4%
17	TAP	TAP/AIR PORTUGAL	268	0.8%
18	HOP	HOP (MERGE OF BZH + RAE + RLA)	259	0.0%
19	VLG	VUELING AIRLINES SA	257	24.8%
20	GWI	GERMAN WINGS	252	63.6%
21	AFL	AEROFLOT-RUSSIAN	241	8.6%
22	WZZ	WIZZ AIR	213	21.7%
23	IBE	IBERIA	190	2.2%
24	AEA	AIR EUROPA	187	19.9%
25	BEL	BRUSSELS AIRLINES	187	1.6%
26	LOT	LOT-POLISH AIRLINES	187	-11.0%
27	ANE	AIR NOSTRUM	182	-12.9%
28	EIN	AER LINGUS TEORANTA	168	-2.3%
29	AEE	AEGEAN AIRLINES	168	69.7%
30	FCM	FINNISH COMMUTER AIRLINES OY(F	159	-1.9%
31	UAE	EMIRATES	151	10.2%
32	RAM	ROYAL AIR MAROC	146	7.4%
33	FIN	FINNAIR O/Y	143	2.1%
34	BCS	EUROPEAN AIR TRANSP.	134	13.6%
35	EZS	EASY JET SWITZERLAND	126	6.8%
36	UAL	UNITED AIRLINES INC.	118	-0.8%
37	QTR	QATAR AIRWAYS COMP.	112	15.5%
38	SHT	BAW SHUTTLE	111	-15.3%
39	NJE	NETJETS	104	-1.0%
40	AUI	UKRAINE INTERNATIONA	100	49.3%
41	BTI	AIR BALTIC CORPORAT.	99	-4.8%
42	TRA	TRANSAVIA.COM	95	9.2%
43	HKS	CHC HELIKOPTER SERVICE AS	93	4.5%
44	ROT	TAROM	91	2.3%
45	TOM	THOMSON FLY LTD	90	-2.2%
46	DAL	DELTA AIR LINES INC.	90	-3.2%
47	EZE	EASTERN AIRWAYS UK	85	-2.3%
48	LOG	LOGANAIR	84	-6.7%
49	TAY	TNT INTERNATIONAL	84	2.4%
50	DAH	AIR ALGERIE	82	12.3%
	TOTALS and % TOTAL TRAFFIC		15512	66.8%

Top 50 Air Operators with average daily traffic and percentage compared to same period of previous year

N°	ICAO	AIR OPERATOR	201402	%
		Unidentified	1971	-14.4%

Average daily traffic and percentage compared to same period of previous year for all flights where Air Operators can't be identified

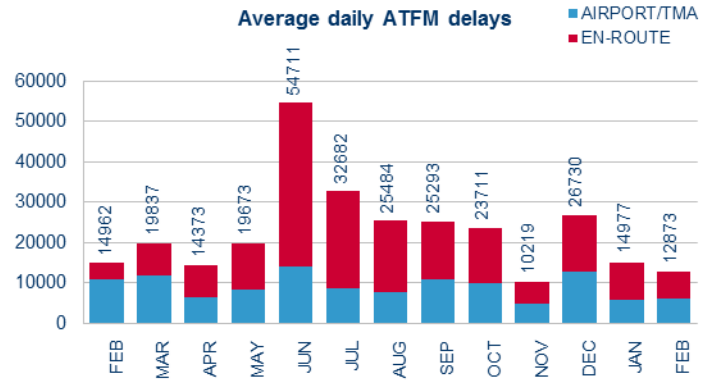


N°	ASP ID	ASP NAME	201402	%
1	EBBUACC	BRUSSELS CANAC	1296	-1.5%
2	EDGGALL	LANGEN ACC	2948	0.5%
3	EDMMACC	MUNCHEN ACC	2606	-1.4%
4	EDUUUAC	KARLSRUHE UAC	3869	2.7%
5	EDWWACC	BREMEN ACC	1507	4.6%
6	EDYYUAC	MAASTRICHT UAC	4018	3.2%
7	EETTACC	TALLIN ACC	419	-0.3%
8	EFESACC	TAMPERE ACC	454	-2.9%
9	EGGXOCA	SHANWICK OACC	954	3.0%
10	EGPXALL	SCOTTISH ACC	2125	3.9%
11	EGTTACC	LONDON ACC	4294	1.7%
12	EGTTTC	LONDON TMA TC	3159	2.9%
13	EHAAACC	AMSTERDAM ACC(245-)	1278	2.1%
14	EIDWACC	DUBLIN ACC	445	4.3%
15	EISNACC	SHANNON ACC	829	-9.5%
16	EKDKACC	COPENHAGEN ACC	1366	5.8%
17	ENBDACC	BODO ACC	575	5.7%
18	ENOSACC	OSLO ATCC	907	5.5%
19	ENSVACC	STAVANGER ATCC	647	4.7%
20	EPWWACC	WARSZAWA ACC	1546	-1.8%
21	ESMMACC	MALMO ACC	1243	0.9%
22	ESOSACC	STOCKHOLM ACC	1048	2.1%
23	EVRRACC	RIGA ACC	553	2.9%
24	EYVCACC	VILNIUS ACC	489	2.6%
25	GCCCACC	CANARIAS ACC/FIC	787	8.0%
26	GMMMACC	CASABLANCA ACC	948	12.4%
27	LAAAACC	TIRANA ACC	350	1.8%
28	LBSRACC	SOFIA ACC	998	6.1%
29	LCCCACC	NICOSIA ACC	653	6.0%
30	LDZOACC	ZAGREB ACC	799	-0.7%
31	LECBACC	BARCELONA ACC	1341	1.9%
32	LECMALL	MADRID ALL ACC	2186	5.6%
33	LECPACC	PALMA ACC	257	-4.1%
34	LECSACC	SEVILLA ACC	753	7.1%

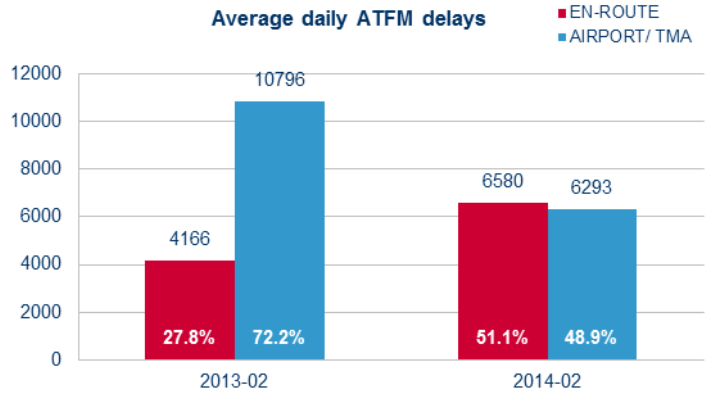
N°	ASP ID	ASP NAME	201402	%
35	LFBBALL	BORDEAUX ALL ACC	1781	2.3%
36	LFEEACC	REIMS U/ACC	2149	4.6%
37	LFFFALL	PARIS ALL ACC	2872	-1.7%
38	LFMMACC	MARSEILLE ACC	2069	-1.3%
39	LFRRACC	BREST U/ACC	2029	6.0%
40	LGGGACC	ATHINAI CONTROL	741	-4.6%
41	LGMDACC	MAKEDONIA CONTROL	547	0.3%
42	LHCCACC	BUDAPEST ACC	1225	10.4%
43	LIBBACC	BRINDISI ACC	571	3.8%
44	LIMMACC	MILANO ACC	1318	-1.7%
45	LIPPACC	PADOVA ACC	1336	0.8%
46	LIRRACC	ROMA ACC	1951	2.9%
47	LJLAACC	LJUBLJANA ACC	447	-8.7%
48	LKAAACC	PRAGUE ACC	1498	1.6%
49	LMMMACC	MALTA ACC	270	7.9%
50	LOVVACC	WIEN ACC	1481	0.5%
51	LPPCACC	LISBOA ACC/UAC	1090	7.2%
52	LPPOOAC	SANTA MARIA OACC	291	0.4%
53	LRBBACC	BUCURESTI ACC	1113	12.7%
54	LSAGACC	GENEVA ACC	1408	1.4%
55	LSAZACC	ZURICH ACC	1688	-1.2%
56	LTAAACC	ANKARA ACC	1831	10.8%
57	LTBBACC	ISTANBUL ACC	1872	11.3%
58	LUUUACC	CHISINAU ACC	168	13.5%
59	LWSSACC	SKOPJE ACC	149	-8.2%
60	LYBAACC	BEOGRADE ACC	910	0.7%
61	LZBBACC	BRATISLAVA ACC	830	8.2%
62	UDDDACC	YEREVAN ACC	143	-1.0%
63	UKBVACC	KIEV ACC	561	15.9%
64	UKDVACC	DNIPROPETROVSK ACC	400	13.4%
65	UKFVACC	SIMFEROPOL ACC	547	19.0%
66	UKLVACC	L'VIV ACC	422	2.6%
67	UKOVACC	ODESSA ACC	238	21.0%

Traffic increased in February at Odessa, Simferopol, Kiev, Chisinau, Istanbul, Bucharest, Casablanca, Ankara and Budapest ACCs and the traffic decreased in Shannon, Ljubljana, Skopje and Athens ACCs. The Canaries and Casablanca ACCs experienced increased demand due to holiday traffic and strong jet streams. The Winter Olympics at Sochi generated additional demand routing through the Ukraine, Hungary and Moldova in February, and Turkey continues to be one of the biggest contributors of traffic growth to the European network.

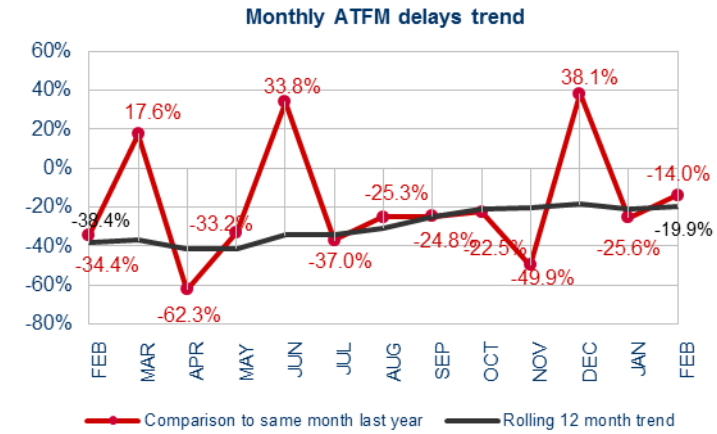
2. ATFM DELAY AND ATTRIBUTIONS



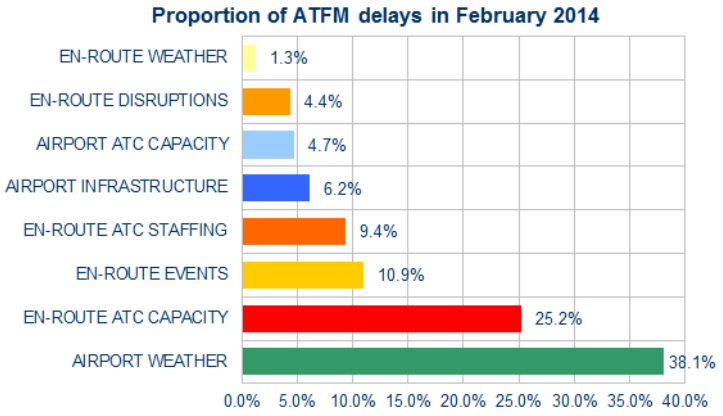
Total ATFM delays in February 2014 decreased by 14% compared to February 2013.



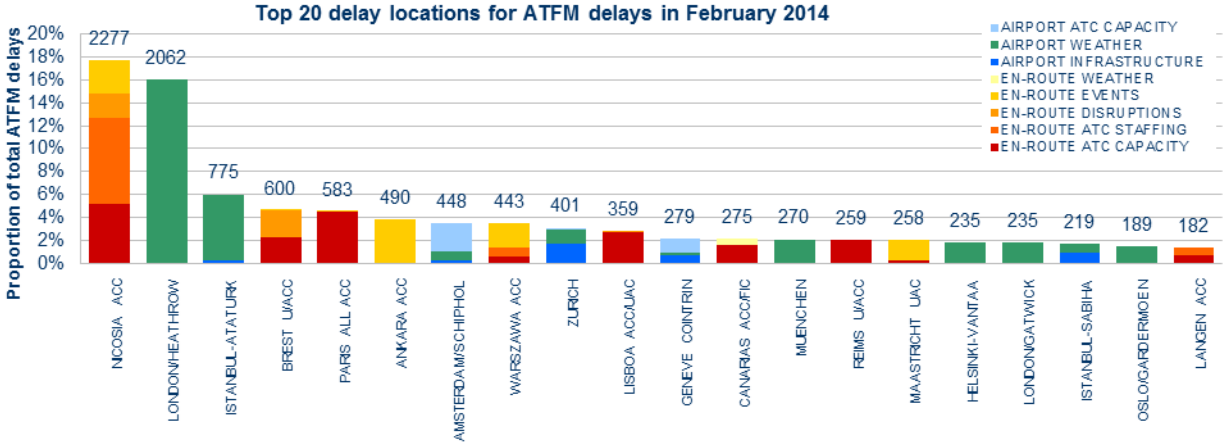
En-route ATFM delays increased by 57.9% and airport ATFM delays decreased by 41.7% compared to February 2013.



ATFM delays over the last 12 months were down significantly except for the months with exceptional airport weather (March and December 2013) and industrial action delays (June).



Airport weather with 38.1% and en-route ATC capacity with 25.2%, were the main delay causes in February.

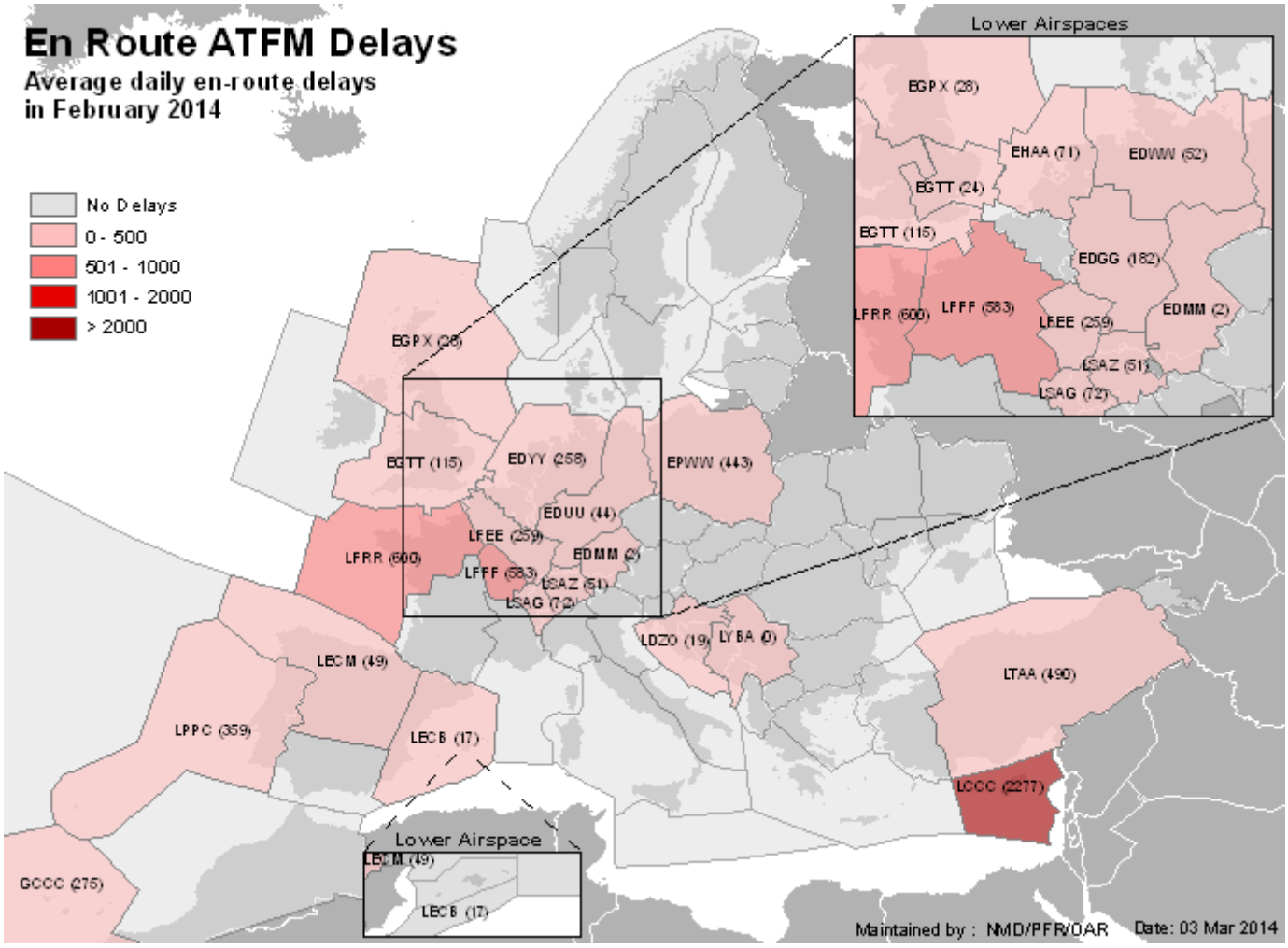


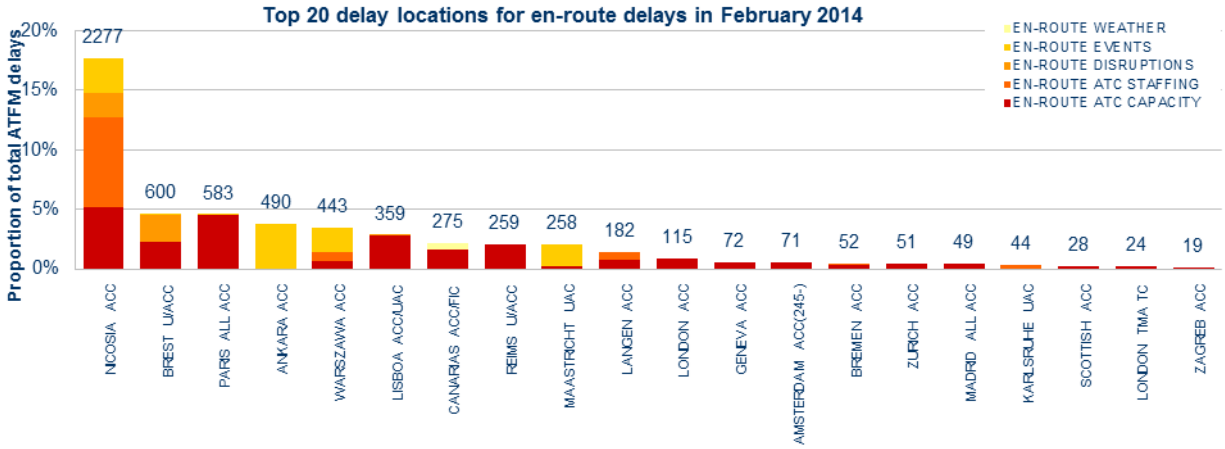
These are the top 20 delay generating locations for the reporting month with respect to total ATFM delays. Figures are the average daily delays in minutes for the individual locations.

- Nicosia ACC continues to record the highest delays due to significant staffing and capacity issues. Also there was an ATM system update on the 6 February with associated unforeseen capacity reduction until the 8 February 2014.
- London Heathrow, Istanbul Ataturk, Munich, Helsinki, London Gatwick, Istanbul Sabiha and Oslo Gardermoen were affected by seasonal weather: strong wind, low visibility, low ceiling and snow.
- Brest ACC recorded delays due to ATC capacity issues. There were also some radar and air/ground communications problems resulting from storm damage to ATC equipment.
- Paris, Lisbon, Canaries, Reims and Langen ACCs had delays due to ATC capacity.
- Traffic increase due to a southerly jet stream contributed to ATC capacity issues at Lisbon and the Canaries ACCs, particularly on Saturday.
- Delays in Ankara ACC were due to Flight Level restrictions at the Iraqi border (Iraqi NOTAM A0079/14 refers) on traffic routing from Ankara ACC to Baghdad ACC.
- Amsterdam and Geneva airports were mostly affected by airport capacity delays.
- Warsaw ACC recorded delays due to the continuing implementation of the PEGASUS 21 ATM system and resectorisation of LUX HIGH sector generated delays in Maastricht UAC.

3. EN-ROUTE ATFM DELAYS

3.1. EN-ROUTE ATFM DELAY PER LOCATION

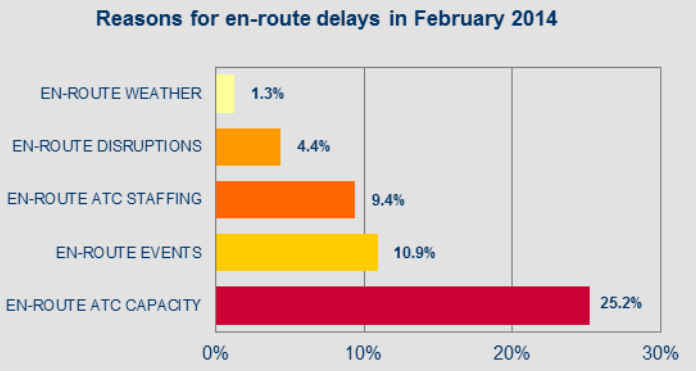




These are the top 20 en-route delay generating locations for the reporting month with respect to total ATFM delays. Figures are the average daily delays in minutes for the individual locations.

The top 20 en-route delay locations generated **48.6%** of the monthly total (network) ATFM delay.
The top 5 en-route delay locations generated **34.1%** of the monthly total (network) ATFM delay.

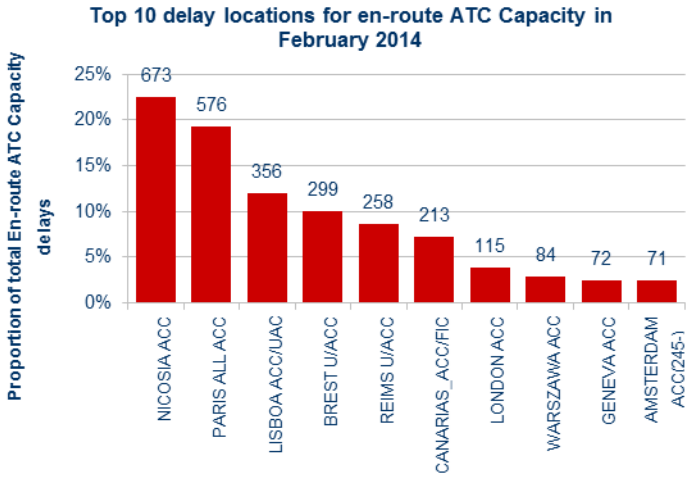
3.2. EN-ROUTE ATFM DELAY PER DELAY GROUP



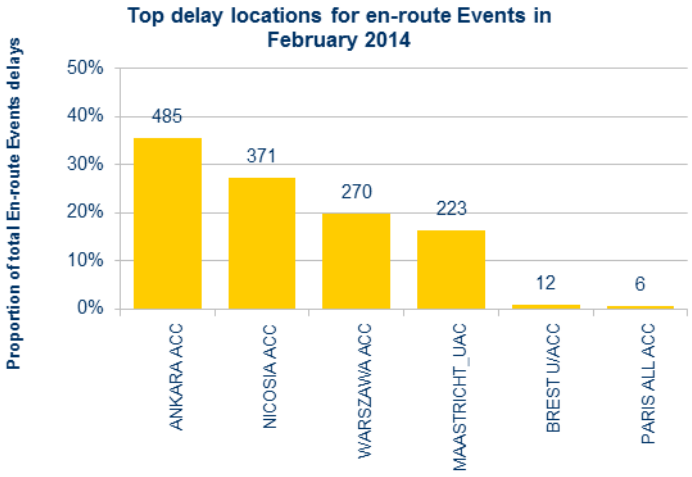
En-route delays accounted for 51.1% of all ATFM delays.

Brest and Nicosia ACCs experienced en-route disruptions in February.

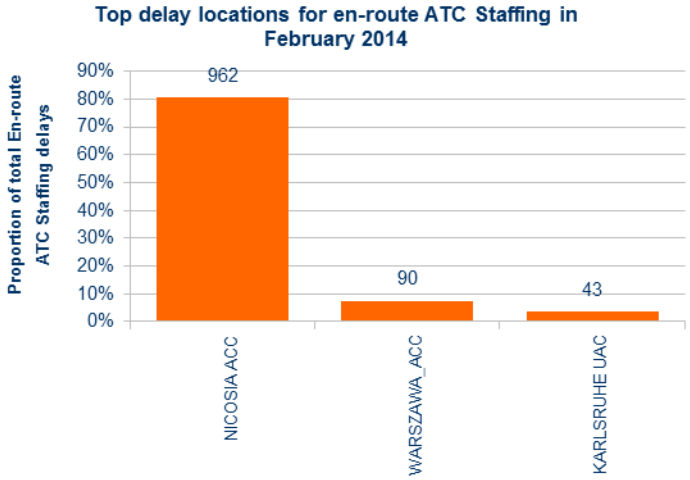
Some en-route weather delay was generated in Canaries and Barcelona ACCs.



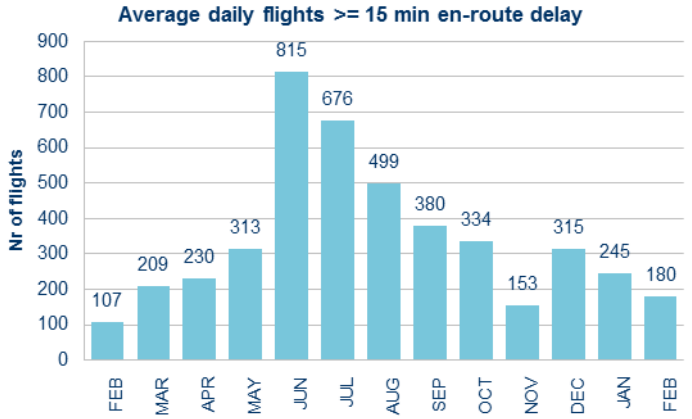
Nicosia and Paris ACCs recorded the highest ATC capacity delays. Lisbon and the Canaries ACCs continued to experience increase demand due to holiday traffic and strong jet streams which contributed to en-route ATC capacity delays.



Delays in Ankara ACC were due to Flight Level restrictions at the Iraqi border (Iraqi NOTAM A0079/14 refers) on traffic routing from Ankara ACC to Baghdad ACC. Delays in Nicosia were due to ATM system update. Warsaw ACC had delays due to the ongoing implementation of the PEGASUS 21 ATM system. Resectorisation of LUX HIGH sector generated delays in Maastricht UAC.

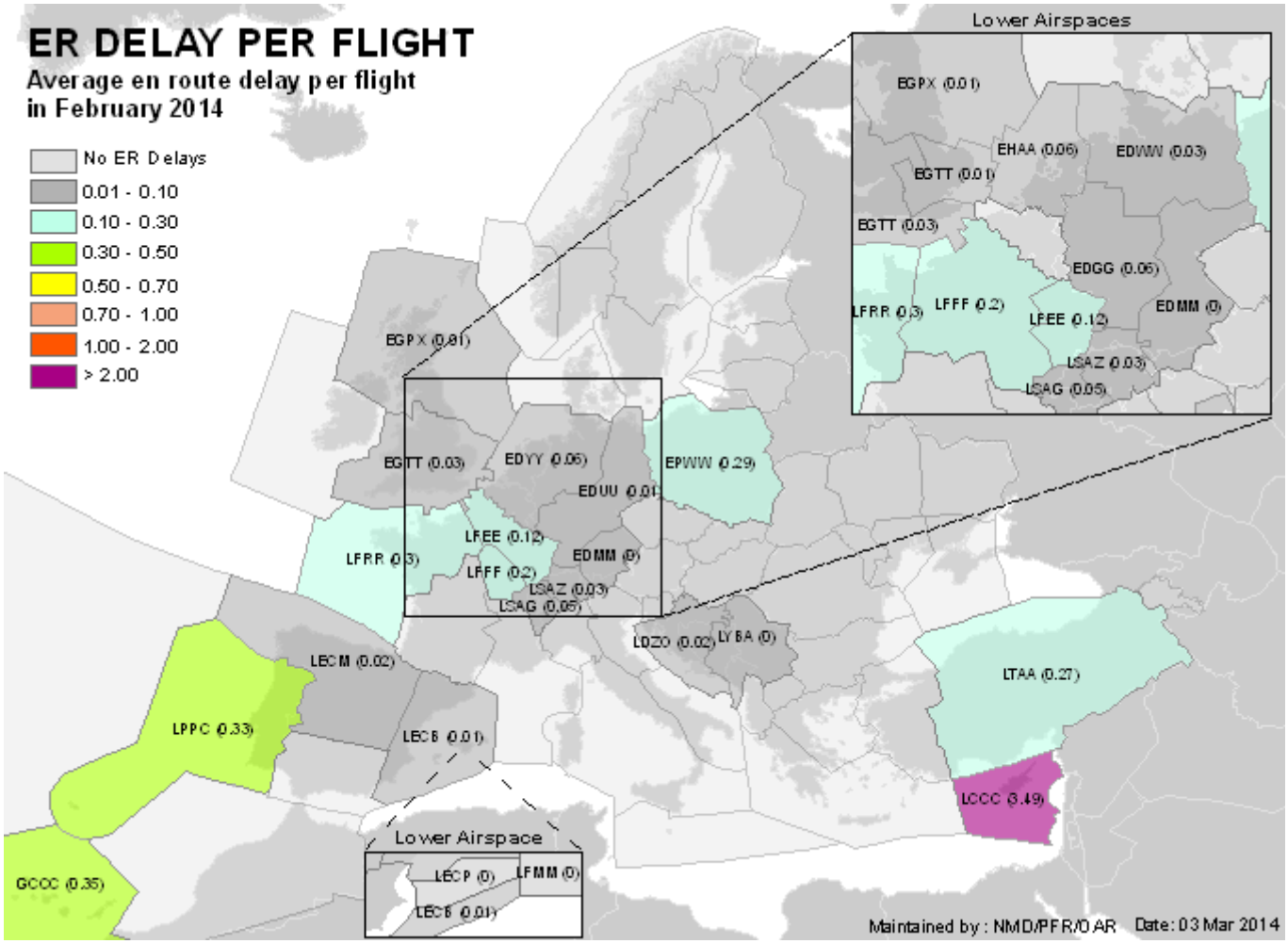


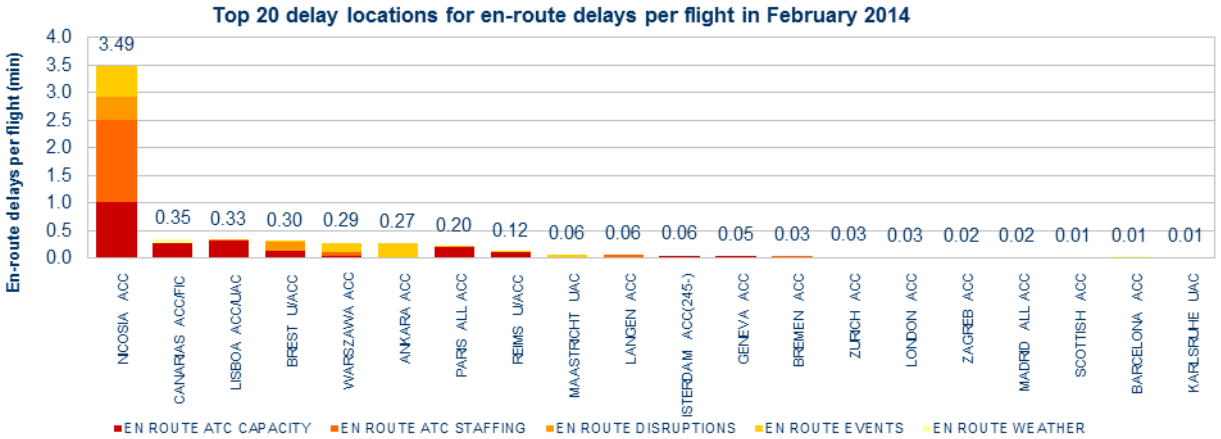
Nicosia ACC continues to be affected by staffing issues. Warsaw and Karlsruhe ACCs also recorded some delays due to staffing.



An average of 180 flights per day received an en-route delay of at least 15 mins in February 2014. The corresponding figure for February 2013 was 107 flights.

3.3. EN-ROUTE ATFM DELAY PER FLIGHT



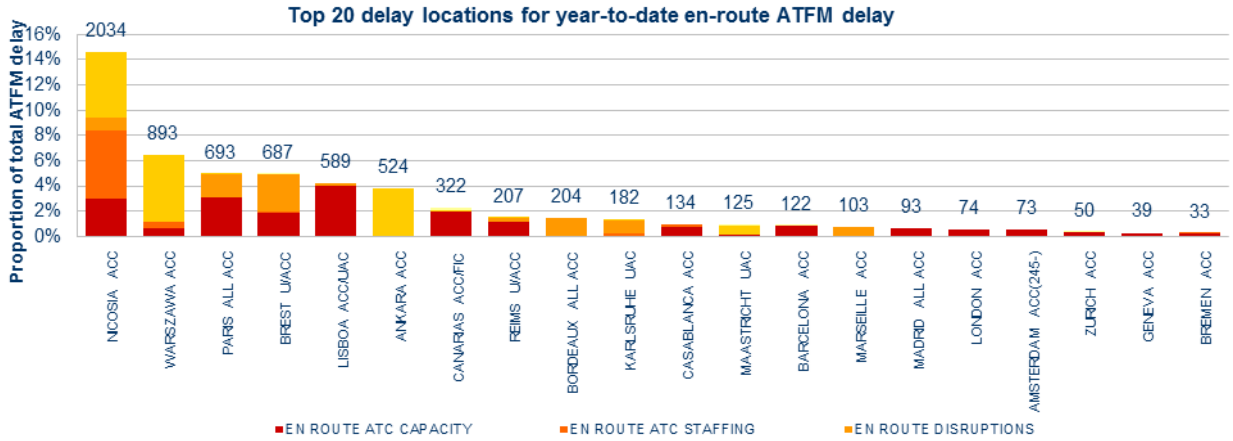


These are the top 20 average en-route delay per flight generating locations for the reporting month with respect to total ATFM delays. Figures are the average en-route delay per flight in minutes for the individual locations.

Nicosia ACC generated the highest en-route delay per flight with an average en-route delay per flight increase from 2.78 min/flt in January 2014 to 3.49 min/flt in February 2014, mainly due to significant staffing and capacity issues, a capacity reduction due to an ATM system update. Globally Warsaw, Canaries and Lisbon ACCs average en-route delay per flight decreased compared to the previous month.

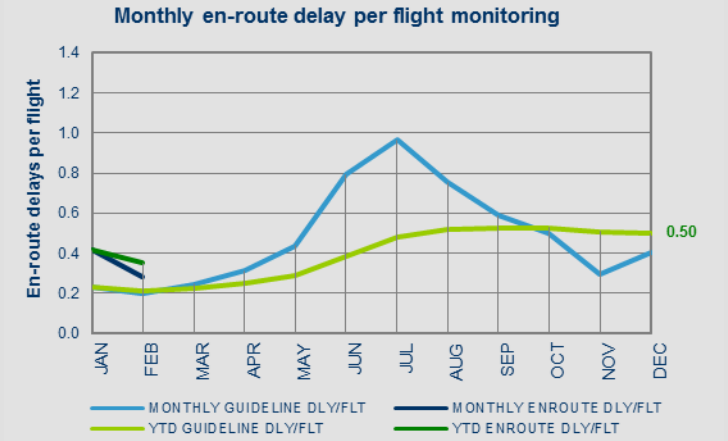
Nicosia, Lisbon, Brest, Warsaw and Ankara ACCs are above the expected levels of delay for them to achieve their end of year delay/flight forecast. All other ACCs are on track..

3.4. EN-ROUTE ATFM DELAY YEAR-TO-DATE



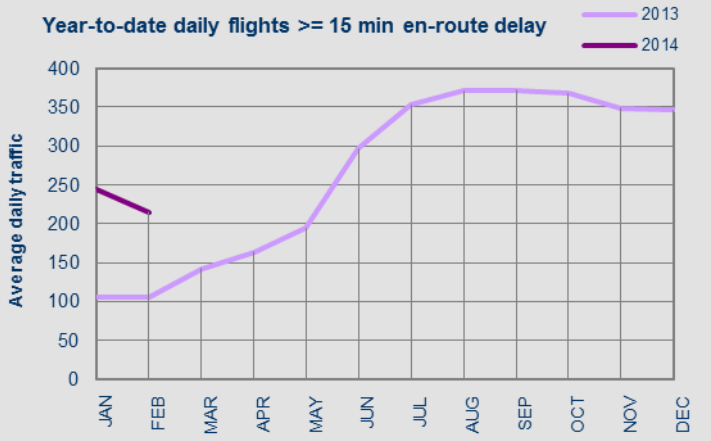
These are the top 20 en-route delay locations for 2014 with respect to the total ATFM delay. Figures are the average daily en-route delay in minutes for the individual locations.

The top 20 en-route delay locations generated **51.4%** of the total ATFM (network) delay.
The top 5 en-route delay locations generated **35%** of the total ATFM (network) delay.



Reporting month: In February, the average en-route delay per flight was 0.28 min/flt, which is above the corresponding monthly guideline* value of 0.20 min/flt.

Year to date: The average en-route delay per flight in 2014 to date is 0.35 min/flt which is above the corresponding guideline value of 0.21 min/flt.

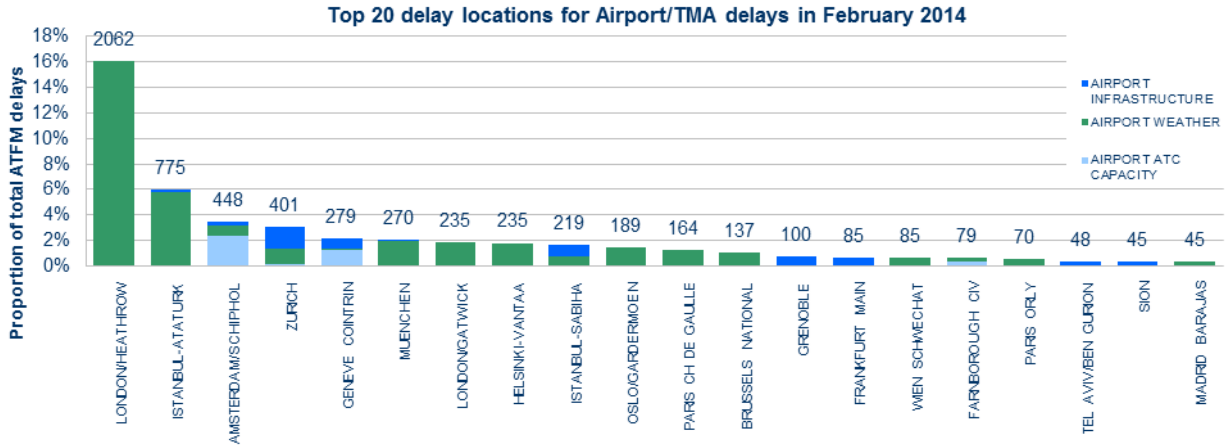


An average of 215 flights per day had an ATFM delay of at least 15 minutes in 2014. The corresponding figure in 2013 was 106 flights per day.

* NM's calculation that provides the guideline en-route delay (min) requirements to achieve the annual target (0.5 min/flight).

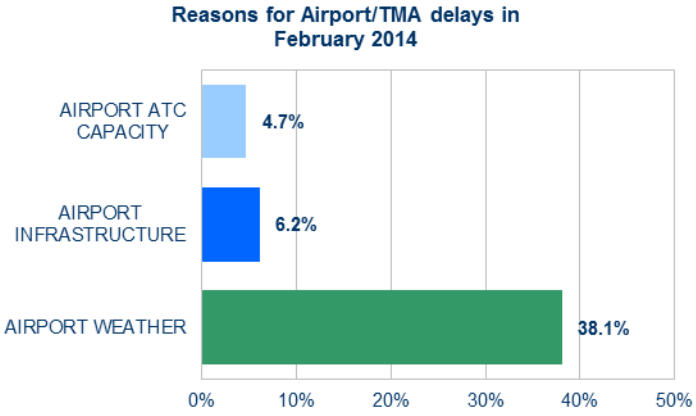
4. AIRPORT/TMA ATFM DELAYS

4.1. AIRPORT/TMA ATFM DELAY PER LOCATION

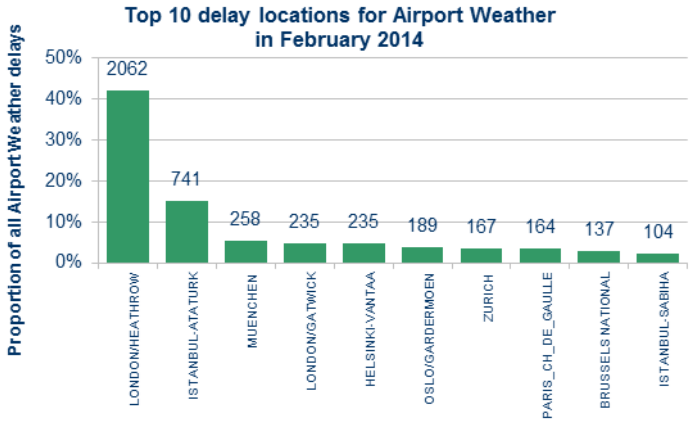


The top 20 Airport/TMA delay locations generated **46.4%** of the monthly total ATFM (network) delay.
The top 5 Airport/TMA delay locations generated **30.8%** of the monthly total ATFM (network) delay.

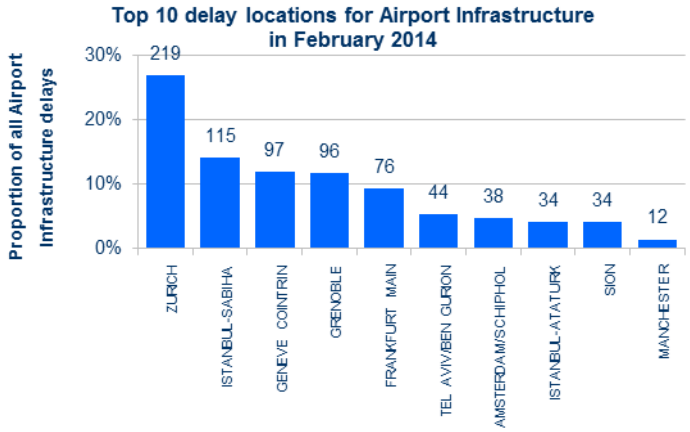
4.2. AIRPORT/TMA ATFM DELAY PER DELAY GROUPS



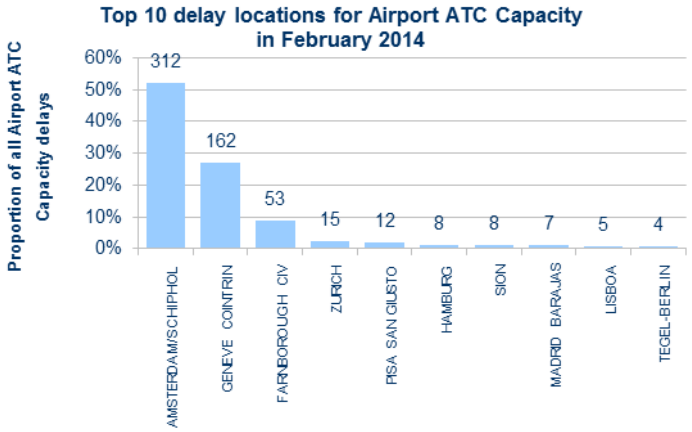
Weather caused most of the ATFM delays at airports. Overall, airports accounted for 48.9% of all ATFM delays.



Seasonal weather (strong wind, low visibility, low cloud ceiling and some snow) impacted London Heathrow and Istanbul Ataturk.

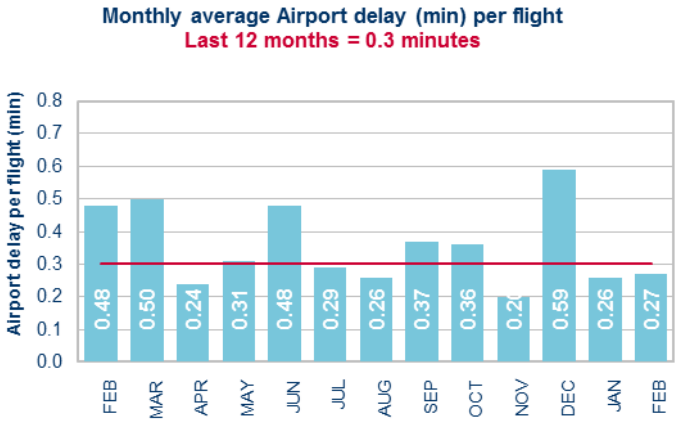


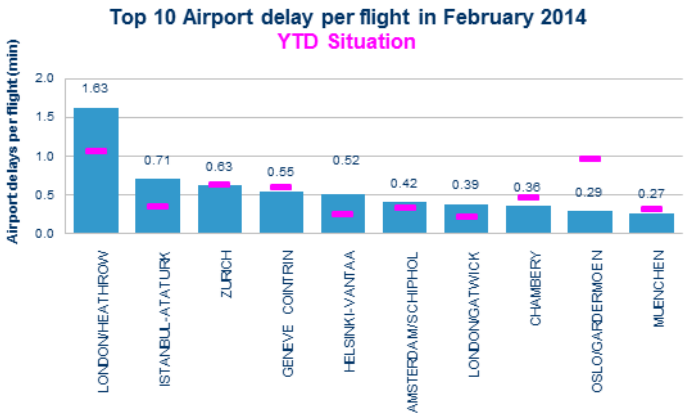
Limited availability of the optimum runway configuration due to environmental constraints at Zurich airport continues to generate delay.



Amsterdam airport continues to record the highest ATC Capacity delays in February.

4.3. AIRPORT/TMA ATFM DELAY PER FLIGHT

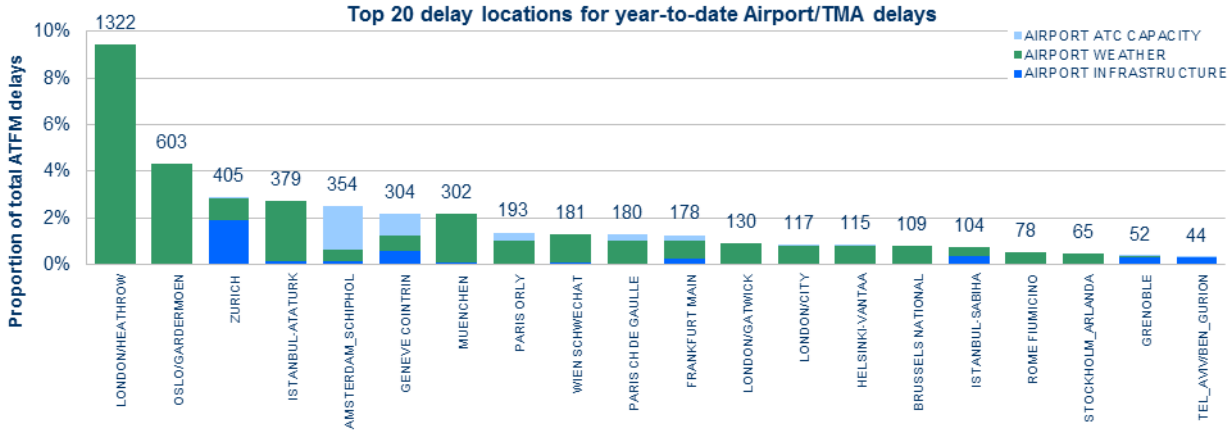




Average Airport/TMA delay per flight decreased from 0.48 min/flt in February 2013 to 0.27 min/flt in February 2014. This decrease is largely due to the continuing mild seasonal weather.

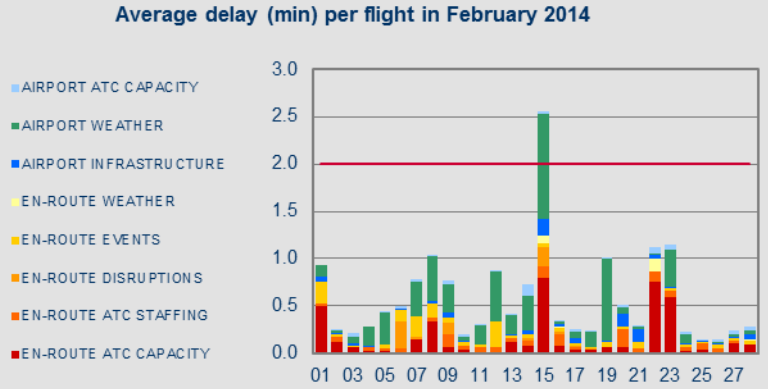
London Heathrow airport had the highest delay per flight in February, mainly due to strong winds on 8 days during February.

4.4. AIRPORT/TMA ATFM DELAY YEAR-TO-DATE



The top 20 Airport/TMA delay locations generated **37.3%** of the total ATFM (network) delay in 2014.
The top 5 Airport/TMA delay locations generated **21.9%** of the total ATFM (network) delay in 2014.

5. DAILY EVOLUTION

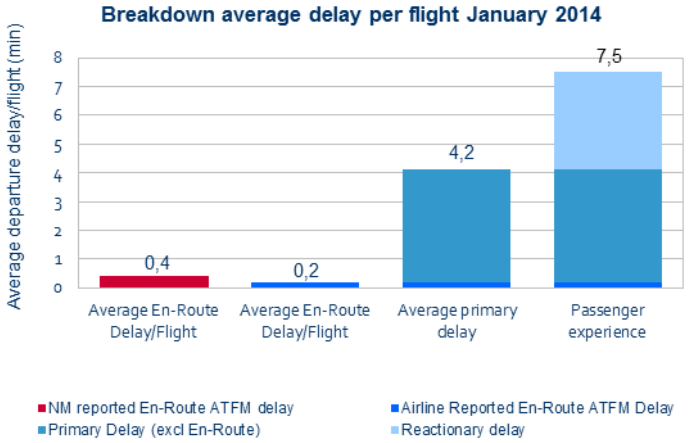


In February 2014, there was one day with an average delay per flight at or above 2 minutes:

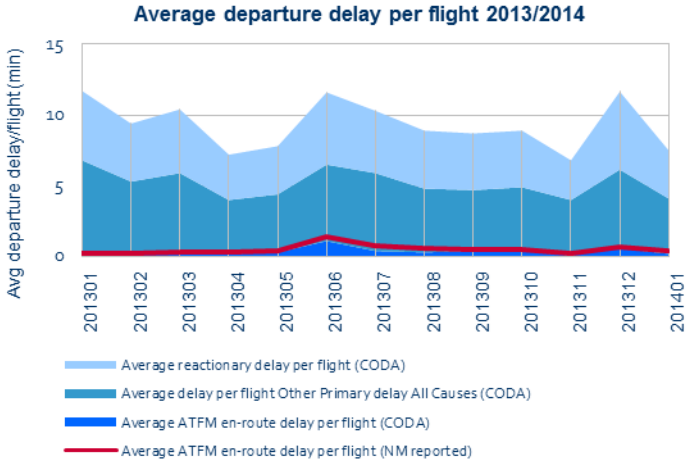
On Saturday 15 February 44.3% of the delays were attributable to strong winds impacting operations at London Heathrow, London Gatwick, Amsterdam and Frankfurt. Significant delays were also recorded in Brest, Paris, Canaries and Geneva ACCs due to ATC capacity. Brest ACC recorded delays due to radar and air/ground communications problems resulting from storm damage to ATC equipment. Paris ACC experienced an increase in demand due to ski traffic.

6. ALL AIR TRANSPORT DELAYS (Source: CODA)

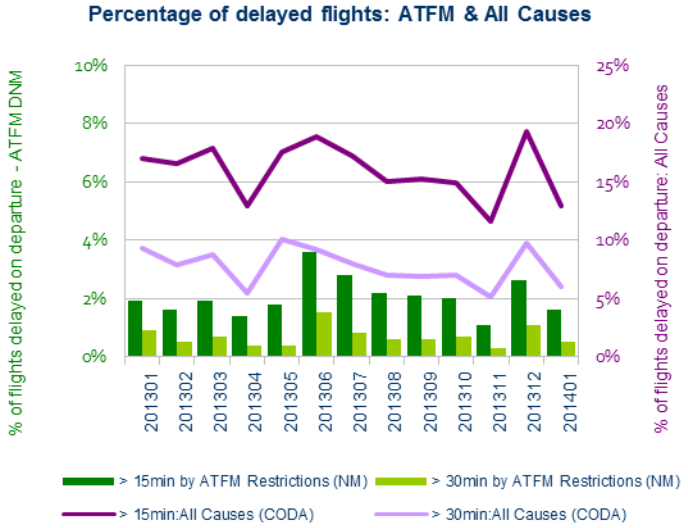
This section presents the all air transport delay situation as seen from the airlines by using the data collected by Central Office for Delay Analysis (CODA) from the airlines. Data coverage is 61% of the commercial flights in the ECAC region for January 2014. ATFM delays reported by airlines may be lower than the NM calculated ATFM delays due to difference in methods: ATFM delays of NM are the (flight) planned “delays”; the airlines report the “actual” experienced ATFM delay on departure. For instance, a flight with an ATFM delay may also have a handling delay absorbed within the ATFM delay. For the airline, a part of this delay is the ATFM delay and the rest is the handling delay.



Based on airline data, the average departure delay per flight from “All Causes” was 7.5 minutes per flight; this was a decrease of 33% in comparison to 11.2 minutes per flight in January 2013. Within all air transport delays, en-route ATFM delays were 0.2 minutes/flight in January 2014. Primary delays counted for 56% (or 4.2 min/flt) of which 0.2 min/flight was attributed to en-route ATFM delays, with reactionary delays representing the remaining share of 44% at (3.3 min/flt).

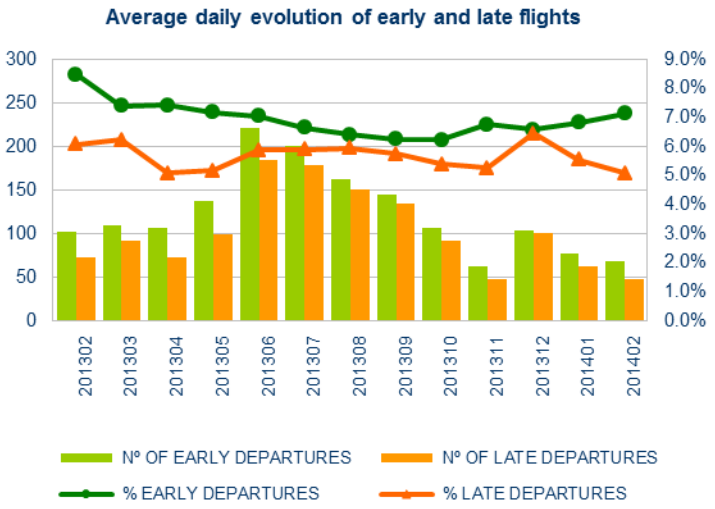


Further analysis of airline data shows that the average en-route ATFM delay was 0.2 minutes per flight. This was slightly lower than the NM reported average en-route ATFM delay of 0.4 minutes per flight.



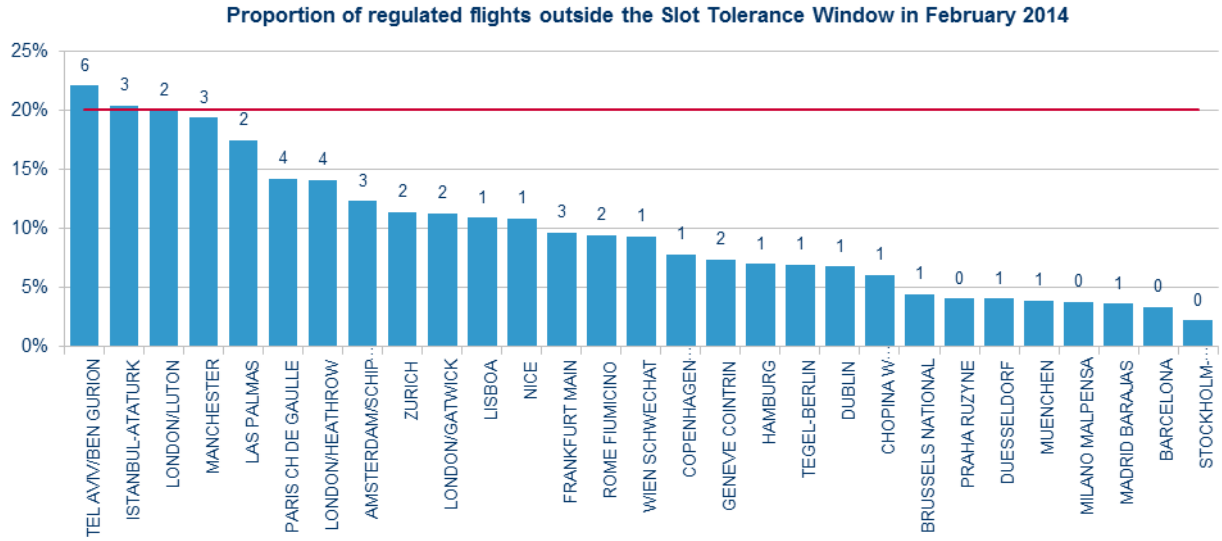
The percentage of flights subject to long ATFM restrictions (those exceeding 15 & 30 minutes) decreased in January 2014 when compared to January 2013. Flights with restrictions exceeding 15 minutes decreased by 0.3 percentage points to 1.6% (the detail shows a split between drops of 1.0% caused by airport arrival and an increase of 0.6% by en-route ATFM restrictions). Flights with ATFM restrictions exceeding 30 minutes decreased by 0.4 percentage points to 0.5% (this split by 0.2% caused by arrival restrictions and 0.3% by en-route) The percentage of flights delayed from all-causes (exceeding 15 minutes) decreased by 4.1 percentage point to 12.9% and those (exceeding 30 minutes) fell by 3.3 points to 6.0%.

7. ATFM SLOT ADHERENCE



In February the percentage of late departures continued to decrease significantly compared to the previous months and early departures increased slightly compared to the previous month.

The chart below shows the airports that have more than 300 regulated flights during the month with their average daily number and proportion of regulated flights that departed outside of the Slot Tolerance Window (STW). Any airport above the red line is non-compliant with the threshold (20%). Those airports with a significant number of departures outside the slot tolerance window can reduce network predictability.



8. SIGNIFICANT EVENTS AND ISSUES

8.1. PLANNED EVENTS

ACCs:

- Zagreb ACC - transition to a new version of ATM system (COOPANS), planned cutover date 13 February, with the estimated capacity reductions between 25-30%;
- Warsaw ACC - continued with Pegasus-21 system implementation through phase 4 of the transition, with capacity reductions estimated up to 20%.
- Warsaw APP (TMA) - continued with Pegasus-21 system implementation with expected capacity reductions of up to 5%.
- Langen, Brindisi, Milan, and Rome ACCs went through training phases of their respective projects, but none has estimated any capacity reductions for February.

Airports:

A number of airports undertook infrastructure and technical system improvement work during February. The continuing improvements include:

- Alicante - Resurfacing of taxiway and visual aids maintenance;
- Dublin - Complete concrete rehabilitation of apron. Further impact is assessed as the works progress;
- Gran Canaria - Terminal Building Enlargement and refurbishment;
- Lisbon - On going training phase regarding the reduction of approach radar separation;
- London Heathrow - Redevelopment of the Eastern Campus in association with the new Terminal 2;
- Napoli Capodichino - Maintenance works on taxiways TS and D;
- Palma de Mallorca - Maintenance / Enhancement of ILS system;
- Warszawa Chopin - Modernization of the APRON 2 and APRON 4;
- Zurich - Creation of additional open stands, due to change of used aircraft types..

The minimum taxi time at Napoli Capodichino increased to 15 min, otherwise the improvements were done with minimal or no impact on operations.

8.2. DISRUPTIONS

Technical

- Thursday 6 February 2014: Nicosia ACC – capacity reductions due to technical problems after an ATM system update, with unforeseen capacity reduction until Saturday 8 February 2014 (total delay - 11,273 mins). Further delays were generated on Wednesday 12 February 2014 due to system testing after the update (5,572 mins).
- Sunday 9 February 2014, Saturday 15 – Monday 17 February 2014: Brest ACC – radar and frequency problems resulting from storm damage to ground-based ATC equipment (total delay 8,437 mins).

Others

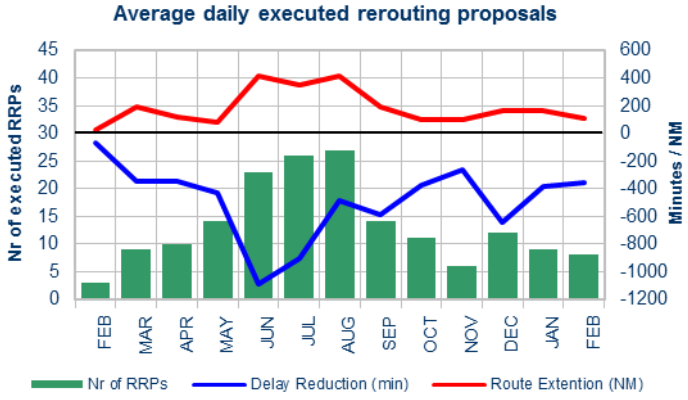
- Iraqi NOTAM A0079/14 imposed Flight Level Allocation Scheme (FLAS) to Ankara ACC for traffic routing into Baghdad ACC via points NINVA (FL290 or below, FL310, FL350 or FL390) and SIDNA (FL330, FL370 or FL410) with increased longitudinal separation of minimum 20NM for aircraft at the same level. In order to comply with these limitations, measures are being implemented on respective flows generating delays for Ankara ACC.
- Monday 17 February 2014 - Ethiopian Airlines flight routing from Addis Ababa to Rome Fiumicino was hijacked and landed at Geneva Cointrin airport, necessitating a closure of the airport between 0440UTC and 0745UTC. 931 mins of ATFM delay was generated.

9. NM ADDED VALUE

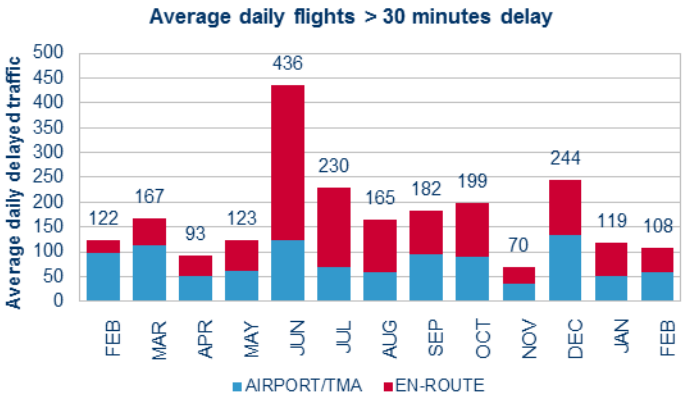
9.1 RRP DIRECT DELAY SAVINGS

In February 2014, NM proposed alternative routes to an average of 20 flights per day of which 8 were accepted. This saved 354 minutes of daily delay at a cost of 110 extra nautical miles.

This graph shows the actual daily averages for the previous 13 months period.



9.2 FLIGHTS WITH DELAY > 30'



The number of flights that had more than 30 mins of ATFM delay decreased from 122 flts/day in February 2013 to 108 flts/day in February 2014.
45.4% of flights with more than 30 mins of ATFM delay were en-route and 54.6% were airport.