



Network Manager
nominated by
the European Commission



Monthly Network Operations Report

Overview - February 2014



SUMMARY

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

Airport ATFM delays decreased by 41.7% compared to February 2013 mainly due to the continuing relatively mild winter, whereas en-route ATFM delays increased by 57.9%. Overall ATFM delays decreased by 14% compared to February 2013.

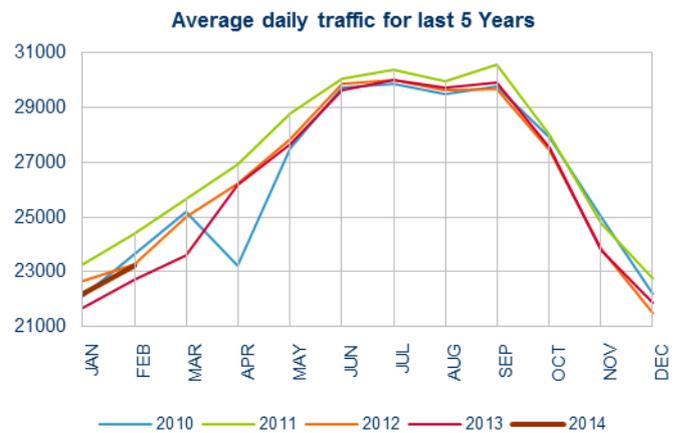
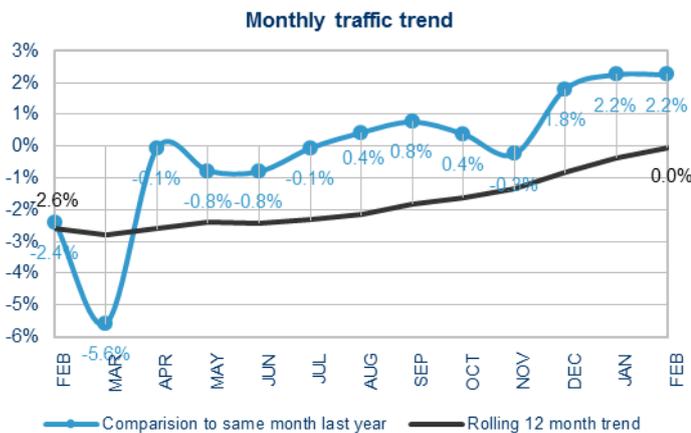
Highlights included:

- Traffic took advantage of the southerly position of the jet stream which created additional traffic complexity and delays through the south-west axis;
- Nicosia ACC continues to generate the highest delays due to capacity, staffing and ATM system problems;
- Brest ACC generated delays due to ATC capacity and radar and air/ground communications problems resulting from storm damage to ATC equipment;
- 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;
- Seasonal weather accounts for most ATFM delay, with London Heathrow and Istanbul Ataturk airports particularly affected.

The average en-route delay per flight in February was 0.28 min/ft, which is above the monthly guideline* value of 0.20 min/ft. The average en-route delay per flight in 2014 to date is 0.35 min/ft which is above the corresponding guideline value of 0.21 min/ft.

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

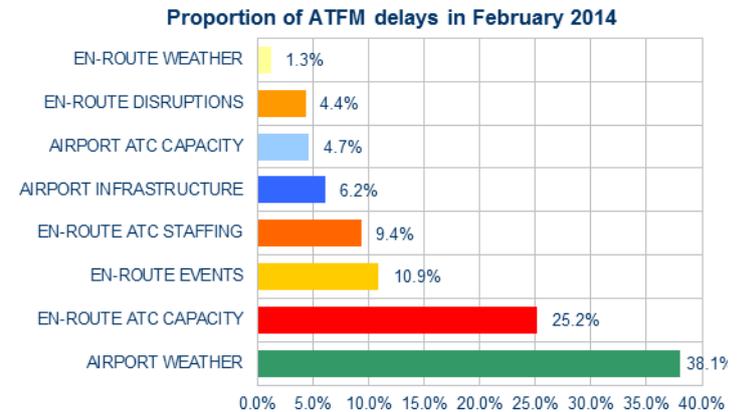
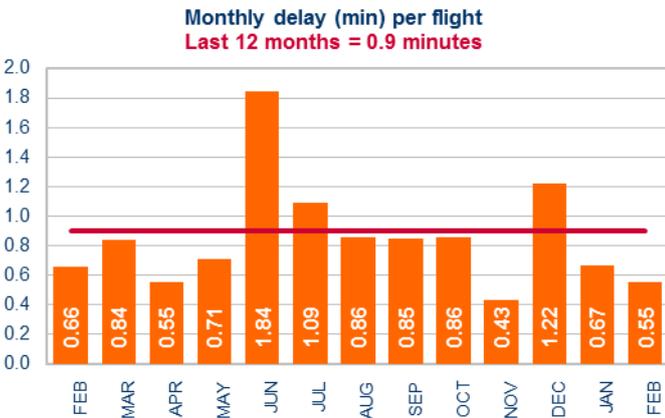
1. TOTAL TRAFFIC



Traffic increased by 2.2% in February 2014 compared to February 2013. The trend shows a traffic recovery since April 2013.

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

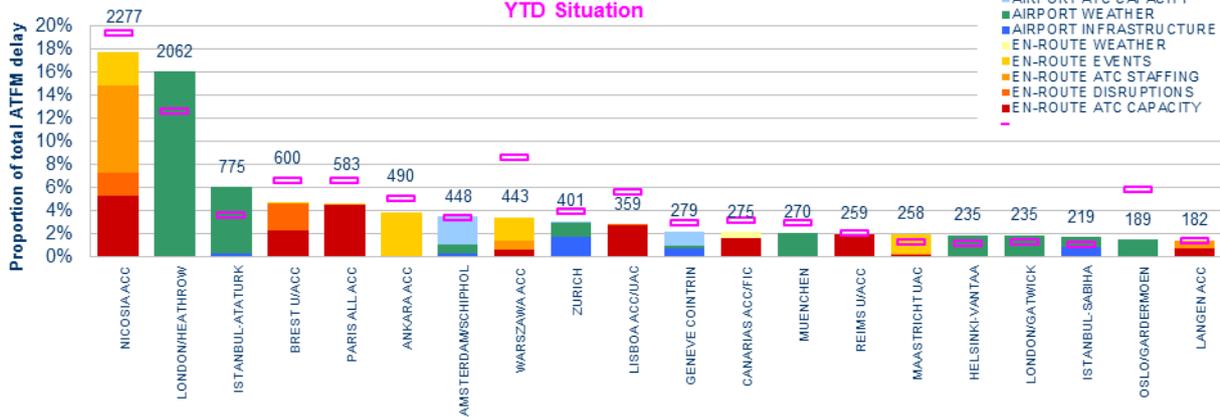
2. ATFM DELAYS



Average ATFM delay per flight decreased from 0.66 mins/ft in February 2013 to 0.55 mins/ft in February 2014.

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

Top 20 delay locations (min) in February 2014

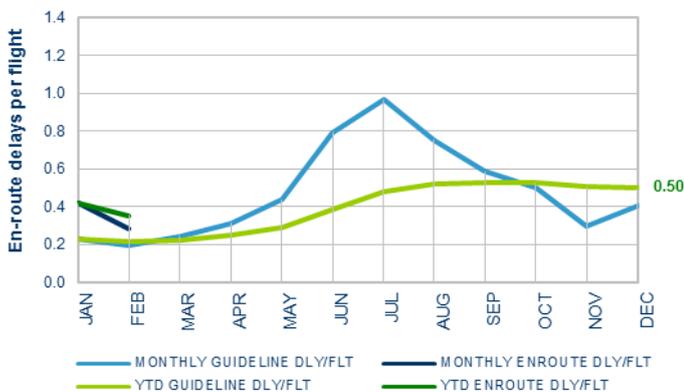


These are the top 20 delay generating locations for the reporting month with respect to ATFM delays. Figures are the average daily delays in minutes for the individual locations. Pink dashes (Year-To-Date - YTD) indicate their average daily ATFM delay since the beginning of the year.

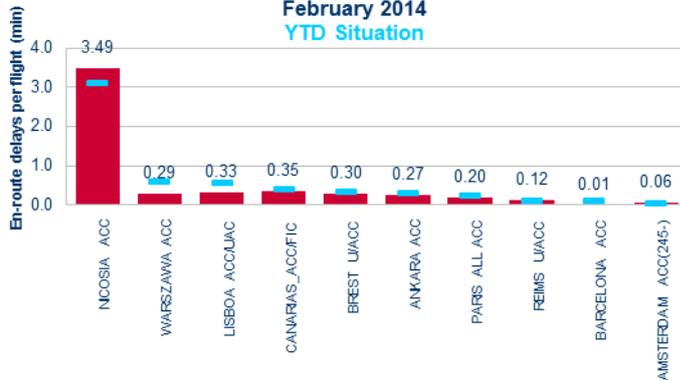
- Nicosia ACC continues to record the highest delays due to significant staffing and capacity issues. Also there was an ATM system update on the 6 February with associated unforeseen capacity reduction until the 8 February 2014.
- London Heathrow, Istanbul Ataturk, Munich, Helsinki, London Gatwick, Istanbul 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 DELAY MONITORING

Monthly en-route delay per flight monitoring



Top 10 en-route delay per flight in February 2014 YTD Situation

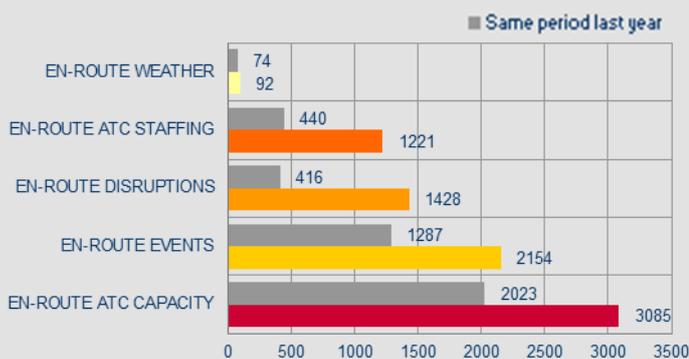


Reporting month: In February, the average en-route delay per flight was 0.28 min/flt, which is above the corresponding monthly guideline* value of 0.20 min/flt.

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.

Nicosia ACC had the highest en-route delay per flight in February due to capacity and staffing issues throughout the month, and a capacity reduction due to an ATM software system update.

Year-to-date average daily en-route ATFM delays



En-route ATFM delays in the beginning of 2014 show that:

- Delays increased in all delay categories compared to February 2013.
- En-route ATC capacity delays were mainly generated by Nicosia, Paris, Lisbon and Brest ACCs. An increase in demand in Lisbon and the Canaries ACCs due to holiday traffic and dominant jet streams was also observed.
- Delays generated by en-route events in February 2014 occurred in Warsaw ACC (PEGASUS 21 ATM system implementation), Nicosia ACC (system update) and Maastricht ACC (LUX HIGH resectorisation).
- En-route disruption delays were generated in Ankara ACC (Flight Level restrictions at the Iraqi border), Nicosia ACC (ATM system update) and Brest ACC (radar and air/ground communications problems resulting from storm damage to ATC equipment).

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