

Directorate Network Management Monthly Network Operations Report

Overview – January 2013



SUMMARY

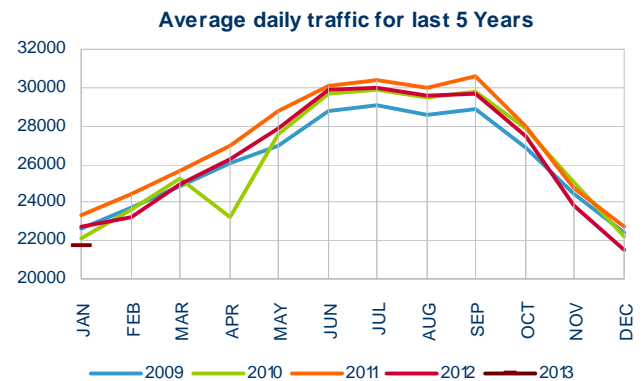
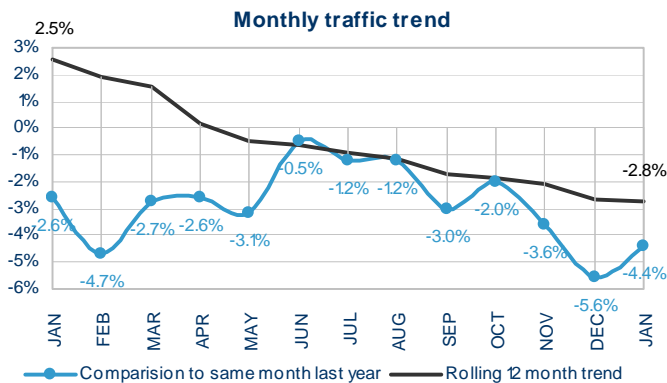
Traffic decreased by 4.4%, which is the lowest level for January traffic for the past five years. Total ATFM delays increased by 33% compared to January 2012 due to a 79% increase in airport weather delays. The average ATFM delay per flight remained stable at 0.9 minutes for the third month in a row. En-route ATFM delays were slightly lower than January 2012.

Highlights of the month were:

- Adverse weather conditions at major airports; London Heathrow, Amsterdam Schiphol, Frankfurt Main and Geneva.
- ATC participation in industrial action by French public services between 30/01/2013 and 01/02/2013.
- Several system implementations and upgrades which had small to no network impact: VOLMUK cutover in Germany (Munich, Karlsruhe ACC's), paperless strip system training in Brest ACC, Interface Reims Paris (IRP) airspace design project in France and COOPANS implementation in Stockholm ACC.

The annual en-route ATFM delay reference value for performance monitoring is 0.60 min/flt for 2013. January's en-route ATFM delay per flight was 0.2 minutes and is within the NM expected level for January.

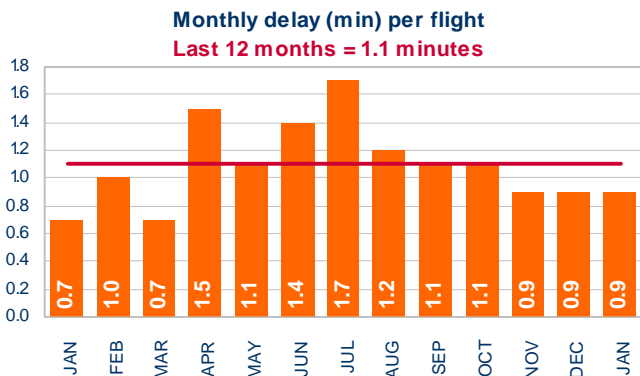
1. TOTAL TRAFFIC



Traffic decreased by 4.4% compared to January 2012. January traffic was significantly (3.4%) below forecast, with severe weather conditions directly or indirectly accounting for the non-operation of approximately 1% of expected flights.

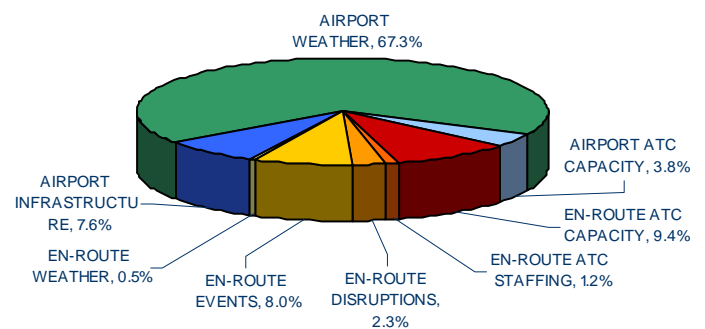
Traffic in January 2013 was the lowest for the month of January for the last 5 years.

2. ATFM DELAYS

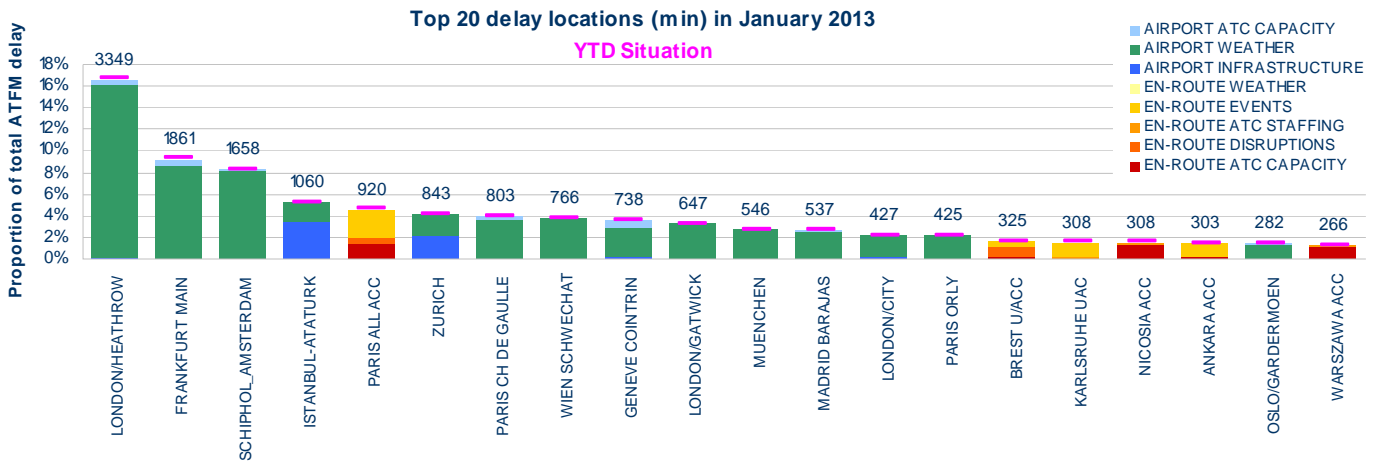


Average ATFM delay per flight remained stable at 0.9 minutes in January 2013.

Proportion of ATFM delay in January 2013



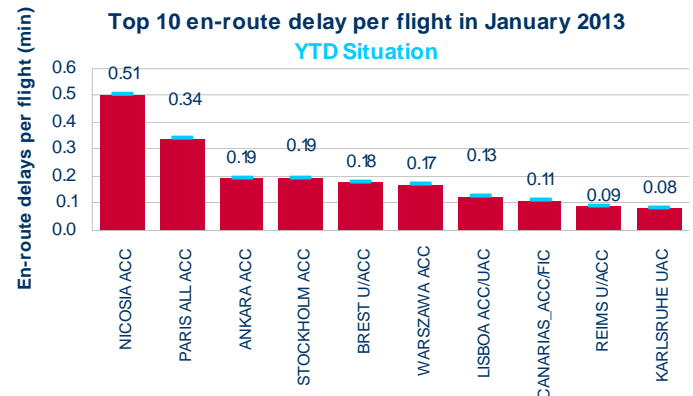
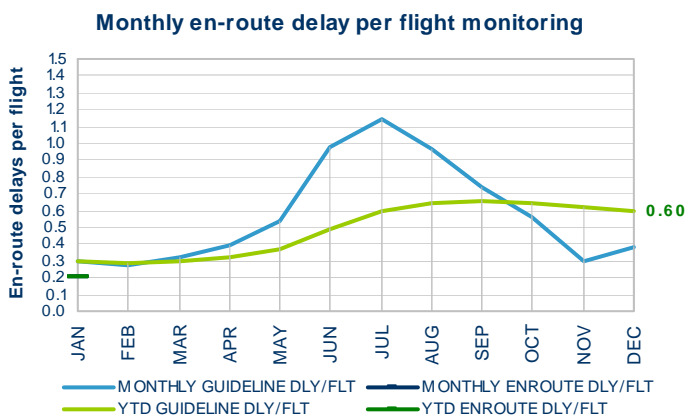
78.6% of ATFM delay was at airports, with two thirds being weather. 21.4% of ATFM delay was en-route.



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

- Twelve of the top 20 airports (London Heathrow, Frankfurt, Amsterdam, Paris CDG, Vienna, Geneva, London Gatwick, Munich, Madrid, London City, Paris Orly and Oslo Gardermoen) were strongly affected by weather throughout the month with low visibility, fog, wind and snow issues.
- The limited use of the optimum runway configurations at Zurich airport (due to environmental constraints) and Istanbul Ataturk airport (due southerly winds) continued to cause delays. They were also affected by weather: snow, wind and low visibility.
- Paris ACC's delays were mainly caused by the change of the airspace design (IRP: Interface Reims Paris), ATC capacity issues and the industrial action that took place in France between 30 January and 01 February.
- Brest ACC generated delays due to the paperless strip system training, the French strike and ATC capacity.
- Delays in Karlsruhe ACC were caused by staffing issues and by the capacity reduction due to VOLMUK implementation.
- Nicosia and Warsaw ACCs recorded delays due to en-route ATC capacity and ATC staffing.
- Delays in Ankara ACC were due to reduced ATC Capacity in ORBB (Baghdad) FIR (NOTAM A0178/12).

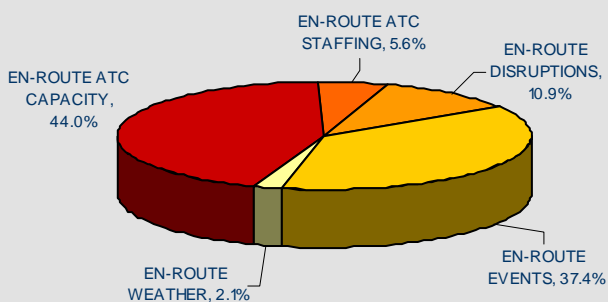
3. EN-ROUTE ATFM DELAY MONITORING



Reporting month: The average en-route delay per flight was 0.20min/ft, which is below the monthly guideline delay* of 0.29 min/ft for the month.

In January, Nicosia and Paris ACC's had the highest en-route delay per flight.

Year-to-date proportion of en-route ATFM delays



En-route ATFM delay in January 2013 was distributed as follows: 44% due to ATC capacity, 37.4% due to en-route events and 10.9% due to disruptions.

* NM's calculation that provides the guideline en-route delay (min) requirements to achieve the annual target (0.6 min/flight).
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