



Network Manager
nominated by
the European Commission



Monthly Network Operations Report

Overview – July 2013



SUMMARY

With a decrease of 0.1%, traffic in July 2013 remains almost at the same level as in July 2012 and was in line with the STATFOR intermediate forecast of May 2013. Globally the traffic follows 2010 and 2012 levels.

Total ATFM delays decreased by 37% compared to July 2012. The average ATFM delay per flight also decreased from 1.7 mins/ft in July 2012 to 1.1 mins/ft in July 2013.

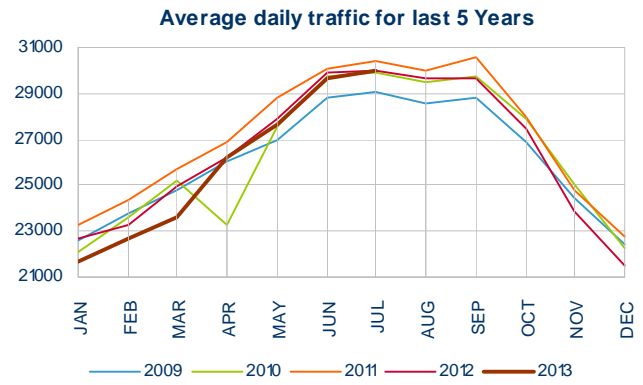
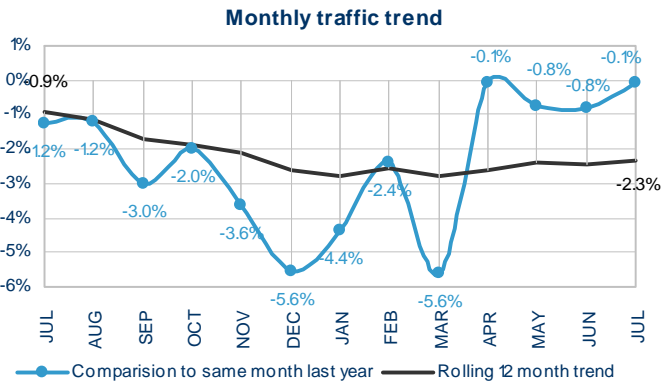
The average en-route delay per flight in July was 0.8 min/ft, which is significantly below the monthly guideline delay* of 1.14 min/ft. The average en-route delay per flight in 2013 to date is 0.55 min/ft, which is also below the corresponding guideline delay* of 0.59 min/ft. and represents a recovery from the June situation

Highlights of the month were:

- Technical problems in London ACC (conflict alert system) on 9th July, Warsaw ACC on the 10th (Flight Data Processing System) and 18th (communications) and Bordeaux ACC (communications) on 27th July.
- Significant capacity reduction at London Heathrow on the 12th July due an aircraft incident.
- Adverse weather conditions (primarily thunderstorms) impacting en-route and airport operations throughout the second half of July.

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

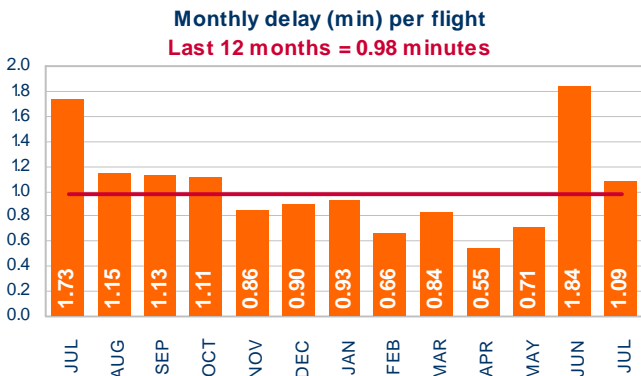
1. TOTAL TRAFFIC



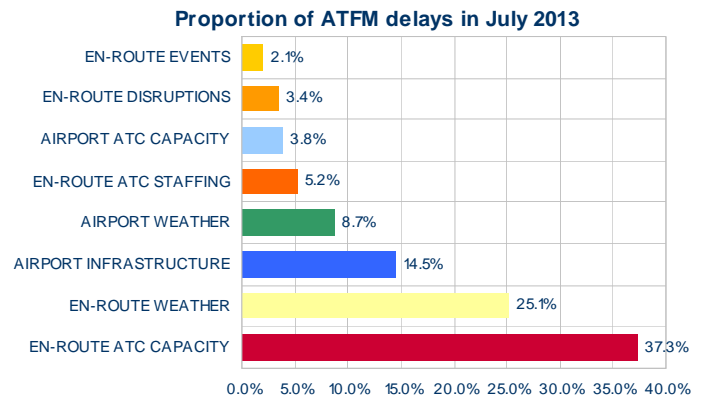
Traffic decreased by 0.1% compared to July 2012. The traffic level in July was in line with the STATFOR intermediate forecast of May 2013.

Traffic in 2013 continues to follow 2010 and 2012 levels.

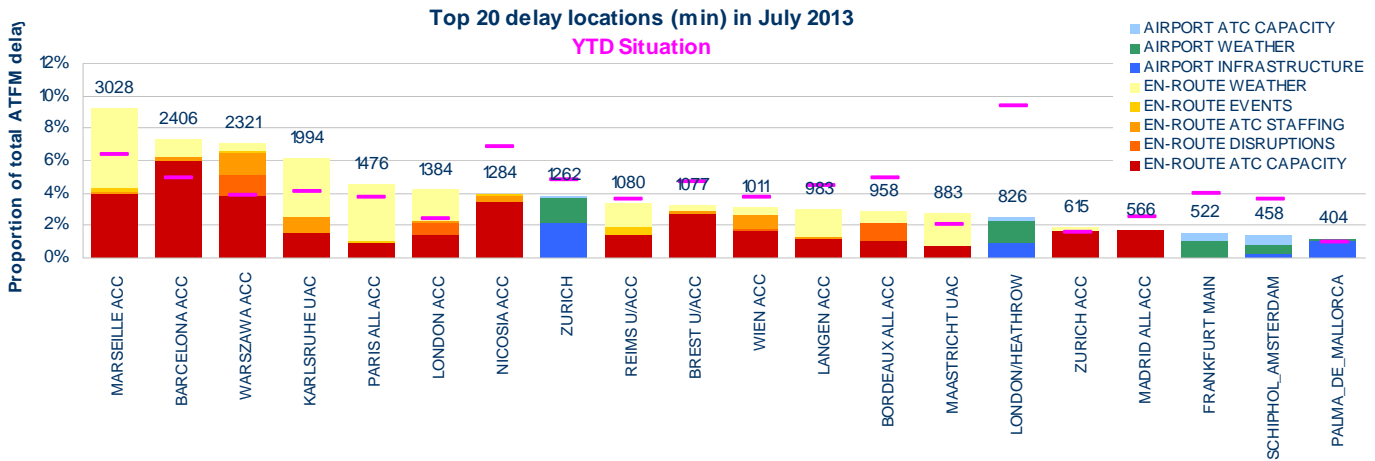
2. ATFM DELAYS



Average ATFM delay per flight decreased from 1.73 mins in July 2012 to 1.09 mins in July 2013.



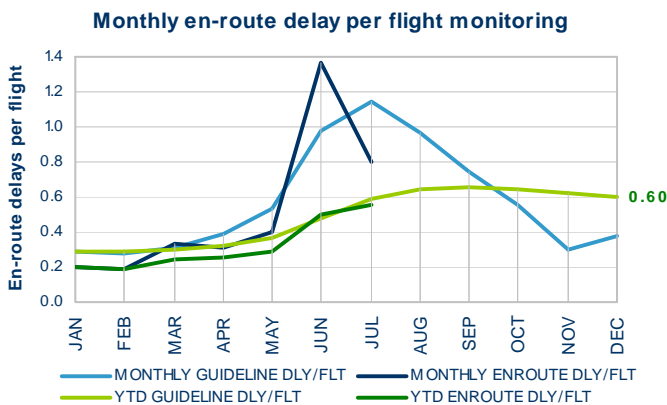
37.3% of the ATFM delays in July were due to en-route ATC capacity, 25.1% were due to en-route weather and 14.5% were due to airport infrastructure.



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.

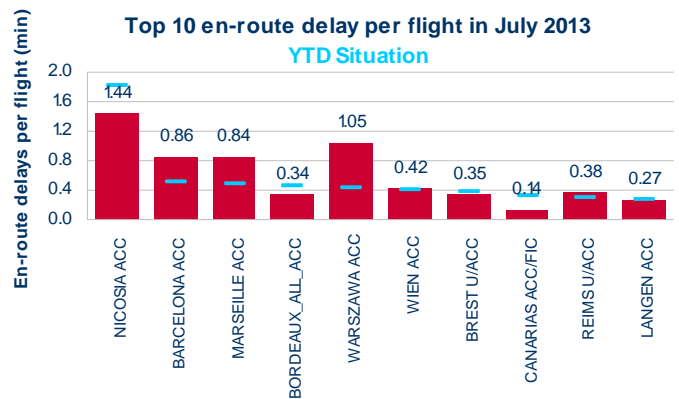
- Marseille, Barcelona, Karlsruhe, Vienna and Langen ACCs recorded high delays due to ATC capacity, ATC staffing and en-route weather (thunderstorms).
- Delays in Warsaw were generated by ATC capacity, ATC staffing and technical problems (FDPS) on the 10th July and 18th July (communications).
- Paris and Maastricht ACCs were affected by thunderstorms.
- London ACC had delays due to adverse weather conditions (thunderstorms), ATC capacity and technical problems (conflict alert system) on the 9th July.
- Delays in Nicosia ACC were due to ATC capacity and staffing.
- Reims, Brest and Bordeaux ACCs generated delays due to ATC capacity and en-route weather (mainly thunderstorms)
- Zurich, London Heathrow and Palma Mallorca airports recorded delays due to airport infrastructure and weather, with London/Heathrow experiencing a significant capacity reduction on the 12th July due an aircraft incident.
- Frankfurt and Amsterdam airports were affected by adverse weather conditions and ATC capacity.

3. EN-ROUTE ATFM DELAY MONITORING



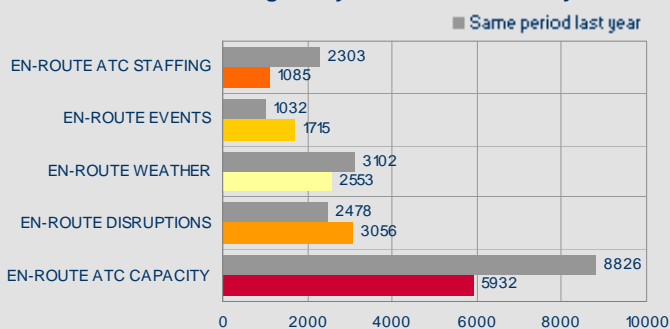
Reporting month: In July, the average en-route delay per flight was 0.8 min/flt, which is below the monthly guideline* delay of 1.14 min/flt.

YTD: The average en-route delay per flight in 2013 to date is 0.55 min/flt, which is also below the corresponding guideline* value of 0.59 min/flt.



In July 2013, Nicosia ACC had the highest en-route delay per flight. Year to date delay is higher in Barcelona, Marseille, Warsaw, Vienna and Reims ACCs.

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



YTD en-route ATFM delays in 2013 show that:

- In the first 7 months of the year, the network had significantly fewer en-route ATC capacity and staffing delays compared to last year.
- With the French industrial action in June, YTD en-route disruption delays exceeded the corresponding level in 2012.
- Although there were no more planned events in July, delays generated by en-route events in 2013 continue to increase. YTD en-route events are higher than this time last year.
- En-route weather caused less delays in 2013 so far compared to the same period last year.

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