

We will start shortly



Agenda



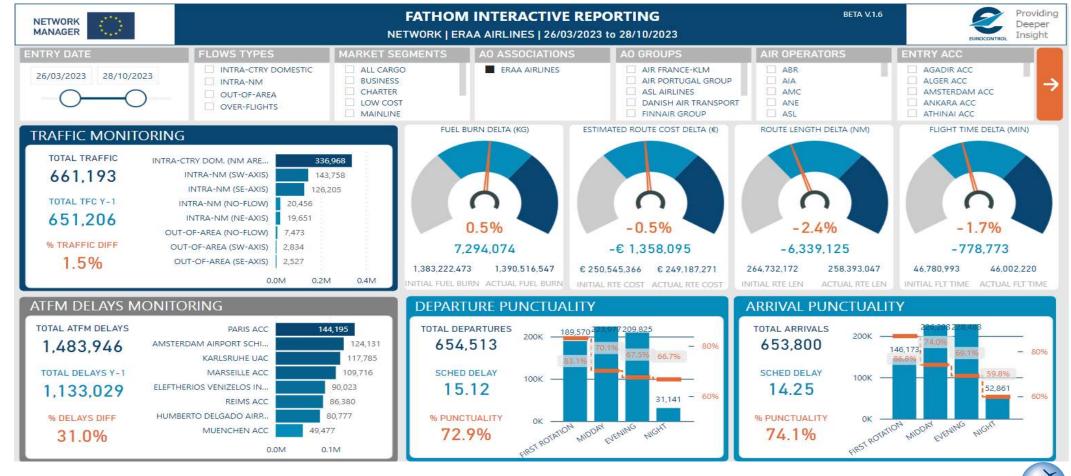
- Welcome & Setting the Scene Summer 2023
 Nick Rhodes, Head of Operations, Safety & Infrastructure, ERA
- Summer 2024 Network ATM Planning & Delay Forecast
 Stephanie Vincent, Head of Operational Planning, EUROCONTROL
- QuestionsAll

Close



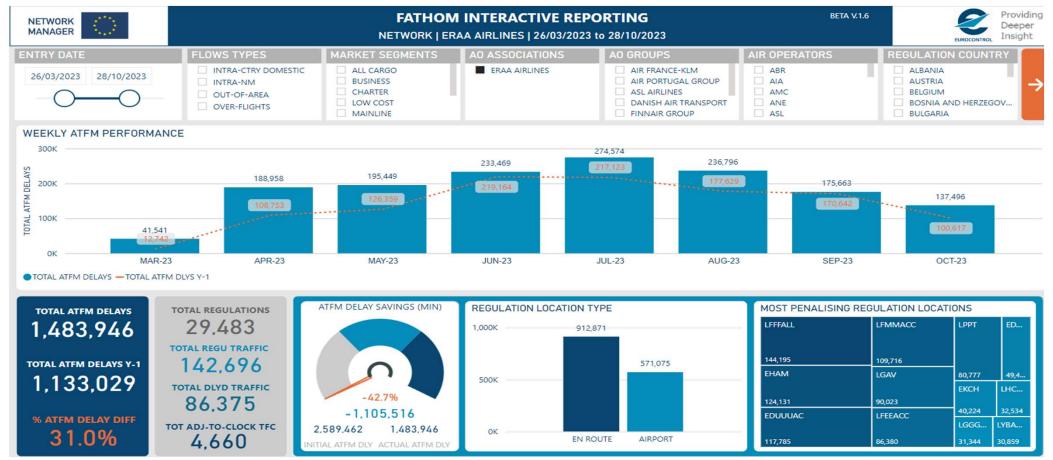
















Access & Registration

https://www.eurocontrol.int/tool/network-manager-interactive-analysis-tool

Video Overview

https://youtu.be/SfCTa0DMAyg



Supporting European Aviation

Manager





Summer 2024

EUROCONTROL NM is committed to a **robust plan** to address the lessons learned from **summer 2023** and to prepare **summer 2024** in full partnership with all operational stakeholders





Weather

Operational flexibility

Airlines scheduling

- Build a network forecast approach
- Improve common weather procedures





LESSONS LESSONS WAY FORWARD



Weather

Operational flexibility

Airlines scheduling

- Improve ops staff flexibility
- Adapt to the Rolling NOP
- Develop airspace improvements
- Improve preparation of major events and military exercises





LESSONS LESSONS WAY FORWARD



Weather

Operational flexibility

Airlines scheduling

- Continued focus on turnaround
- Realistic scheduling, operationally driven









Summer 2024 preparation

NOP

Rolling NOP

Major Military Exercises

4F @ Paris ACC

Olympic Games

Major Transition Plans

Prioritising first rotation

Disciplined flight plan execution

Delivering agreed capacities

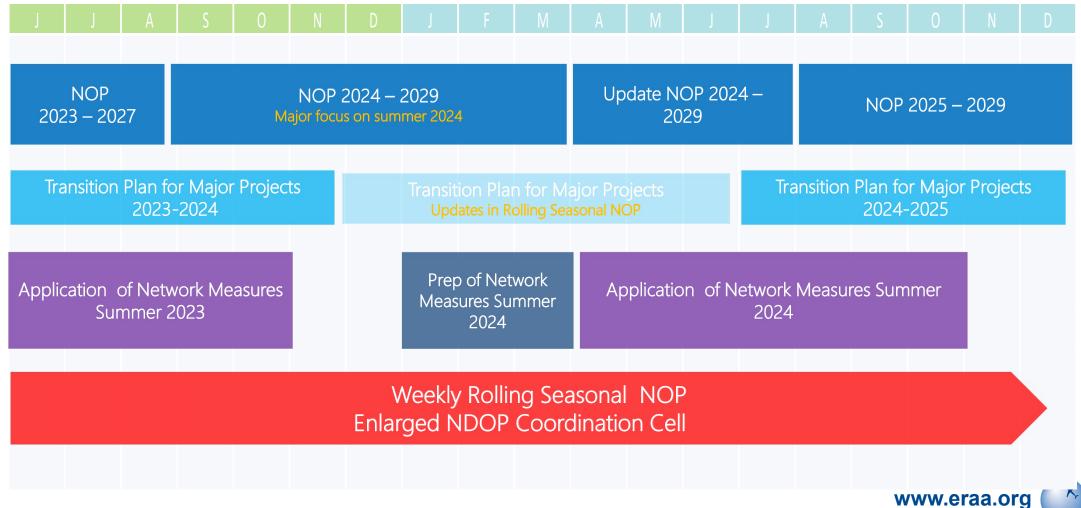
Realistic schedules, including turnaround times

Adverse weather management



Network Operations Plan





NOP 2024-2029 **Sep-Nov 2023**

Jan - Feb 2024

New traffic forecast

Summer 2023 capacity baselines Capacity requirement profiles

Preparation of local capacity plans with ANSPs

Nov 2023-Jan 2023

- Meetings NM/ANSPs
- Including sector openings Summer 2024

Consolidation of NOP 2024-2029

- Network actions
- Evaluation of performance
- Identification of bottlenecks
- Proposals for cooperative mitigation actions
- Preparation of Summer 2024 network measures

May-June 2024

Feb-Apr 2024

NOP 2024-2029 agreed through NM CDM process at

- NETOPS
- NDOP
- NMB

Further updates NOP 2024-2029

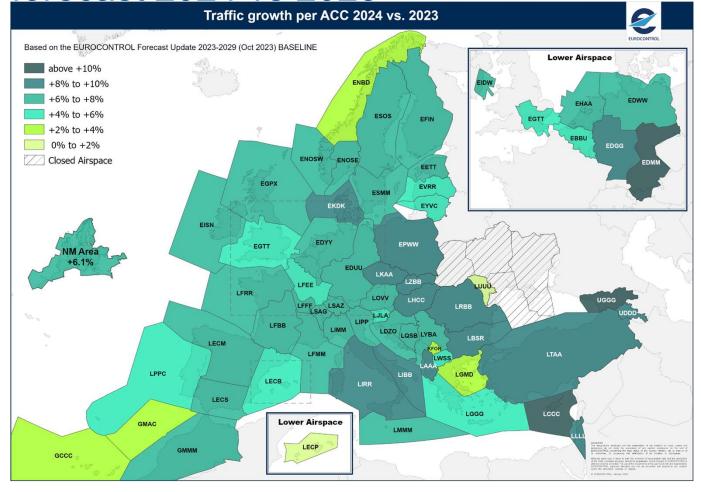
Apr-May 2024

Revised NOP 2024-2029 agreed through NM CDM process

Application of Summer 2024 network measures

Traffic forecast 2024 vs 2023







Delay Forecast 2024-2029



	Delay Forecast (m		
	Without disruptions such as industrial actions and technical failures	With estimations of industrial actions and technical failures included at a statistical level of 0.15 min/flight	Targets (min/flight) Full year
	Traffic Scenario Baseline	Traffic Scenario Baseline	
2024	1.65	1.80	0.5
2025	0.97	1.12	
2026	0.89	1.04	
2027	0.76	0.91	
2028	0.70	0.85	
2029	0.53	0.68	

With the NM Summer 2024 measures delay will be reduced by 0.3 min/flight

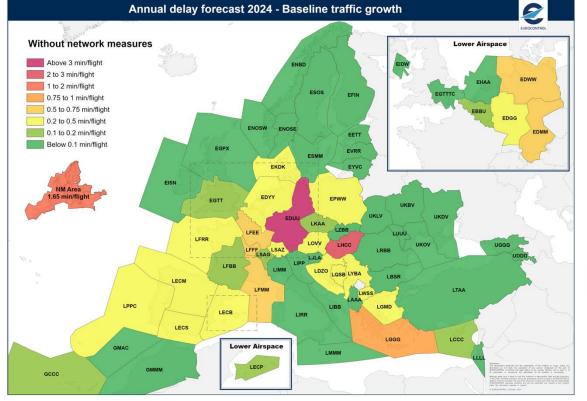


2024 Outlook





- **24** ACCs higher delay than the target
- 2 ACCs delay higher than 1 minute





Up to 8-9% higher traffic than during Summer '23

• Pending stabilisation of the summer schedules



EDUU - Karlsruhe UAC

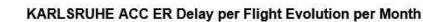


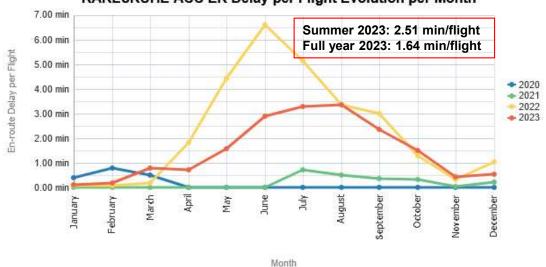




9%

Year	Traffic increase vs Y-1	Traffic recovery vs 2019	
2023	+7%	96%	
2024*	+7%		





Key activities/projects in 2024:

- **iFMP**
- Configuration optimization (EDUUUTAE)
- 16 Additional ATCOs
- Progressive utilization of data link depending on the number of connected flights
- TMV** Validation West/Night
- Improved capacity Central/West South still main bottleneck

Planned capacity increase in 2024: 5%

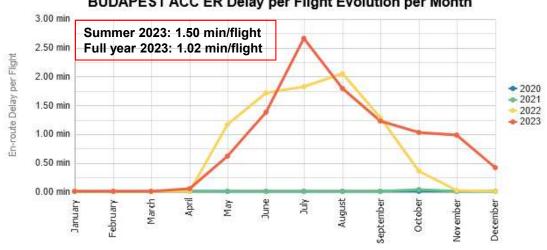
Delay forecast 2024: 3.21 min/flight (without measures)



LHCC - Budapest ACC







Jan 2023 / Dec 2023

R Main Causes	Total ER Delay	% Of Total ACC ER Delay	
R Weather	473697 min	46.7%	
R Disruptions	336797 min	33.2%	
R Capacity (ATC)	165246 min	16.3%	
R Staffing (ATC)	32266 min	3.2%	
R Capacity	7248 min	0.7%	

Year	Traffic increase vs Y-1	Traffic recovery vs 2019
2023	+15%	118%
2024*	+8%	

Key activities/projects in 2024:

- More flexible use of airspace, improved weather procedure
- Central/South East Europe airspace restructuring project
- 5 Additional ATCOs (net effect: -2)
- Upgrade of ATM system
- Complexity Tool (Test mode)
- Sector load monitoring, Balance the traffic load in the sectors
- Same capacity as in 2023

Planned capacity increase in 2024: 0%

Delay forecast 2024: 2.02 min/flight (without measures)

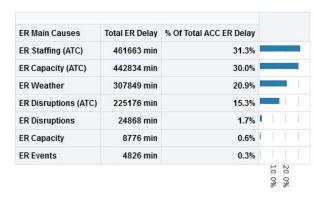
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LFEE – Reims ACC







Year	Traffic increase vs Y-1	Traffic recovery vs 2019	
2023	+15%	102%	
2024*	+6%		

REIMS ACC ER Delay per Flight Evolution per Month 4.00 min Summer 2023: 1.92 min/flight 3.50 min Full year 2023: 1.42 min/flight En-route Delay per Flight 3.00 min 2.50 min - 2021 2.00 min 2022 2023 1.50 min 1.00 min 0.50 mi 0.00 m Month

Key activities/projects in 2024:

- FRA implementation NE cell, CBA1T, RAD efficiency for UL10/15
- Improved Airspace Management / FUA
- Improved ATFCM and STAM, tactical management of adverse weather
- Recruitment at maximum capacity at DSNA level, Densified rostering
- 4-FLIGHT 2.0
- · Increased capacities
- Hotspots: HN, HE, KN, HYR

Planned capacity increase in 2024: +10%

Delay forecast 2024: 0.60 min/flight (without measures)

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Summer 2024 – Network measures



Improved network performance

Network measures to stabilise the network

Advanced planning in neighbouring ACCs

Address additional complexities to reduce volatility

Route length extension to be addressed

Long level caps to be avoided

Different flows to balance the traffic in the different sectors

Fair share between aircraft operators

Monitoring – Post Ops and Rolling NOP
Updating – Keep necessary measures only

Summer 2024 – Impact assessment

Do Nothing (no measures and action plan)

- Re-routing 12 million NM flown extra
- Extra CO2 240 000 tons of CO2

Summer 2024 measures

- significantly limit volatility and disorganised traffic distribution in the network
- prevent a significant environmental impact

Average delay per flight reduced by 0.3 minutes

 Equivalent of 3.2 million minutes of delay or 225 million EUROs

Total additional route distance flown per day: distances flown reduced compared to 2023

Distances reduced

Measures/traffic monitored during the summer for further adaptations

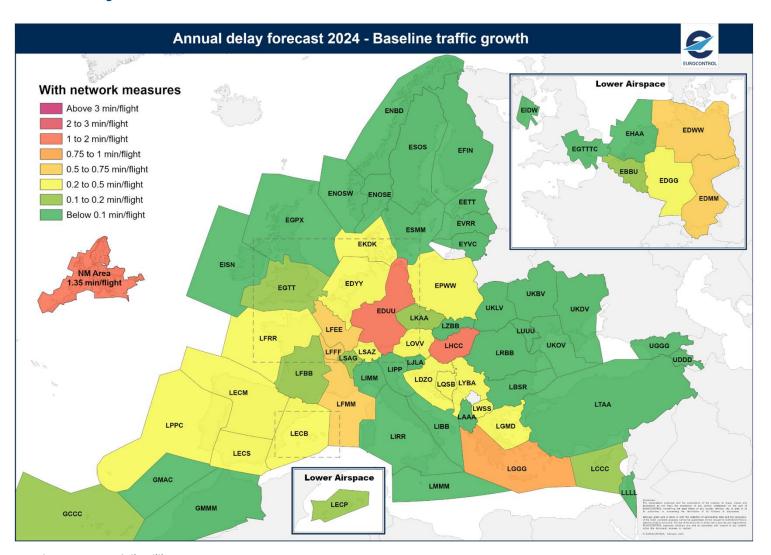






Delay forecast 2024 – With network measures





EDUU:

From 3.21 to 1.66 min/flight

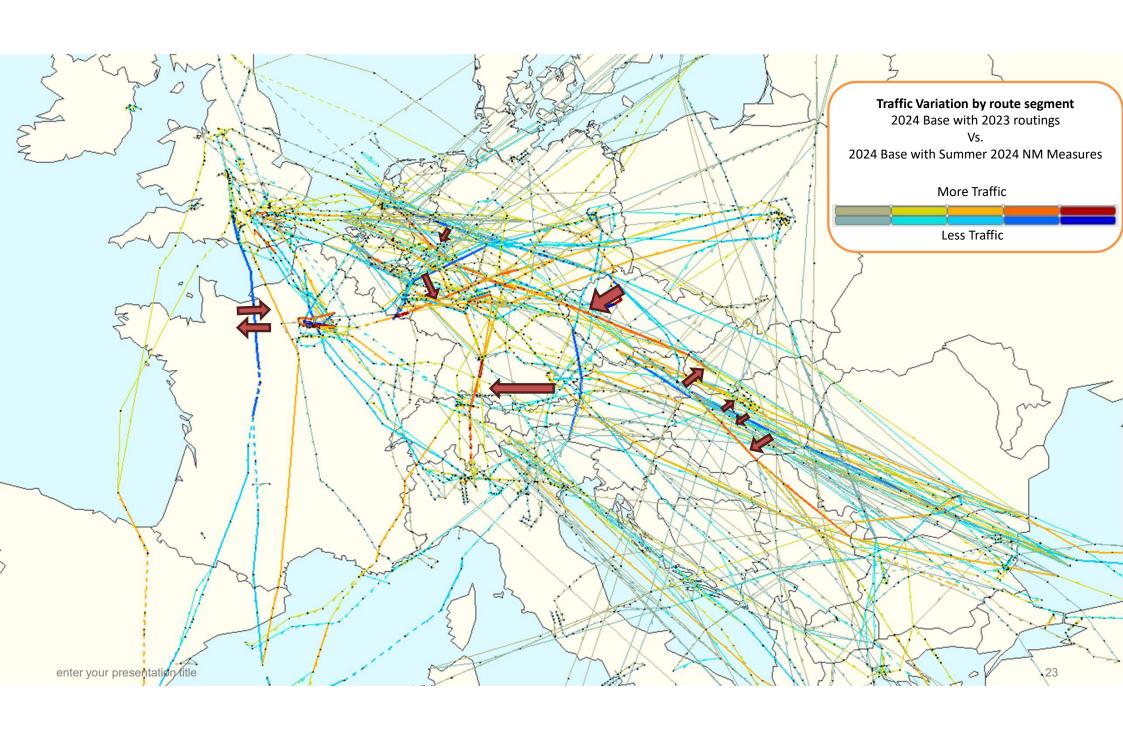
LHCC:

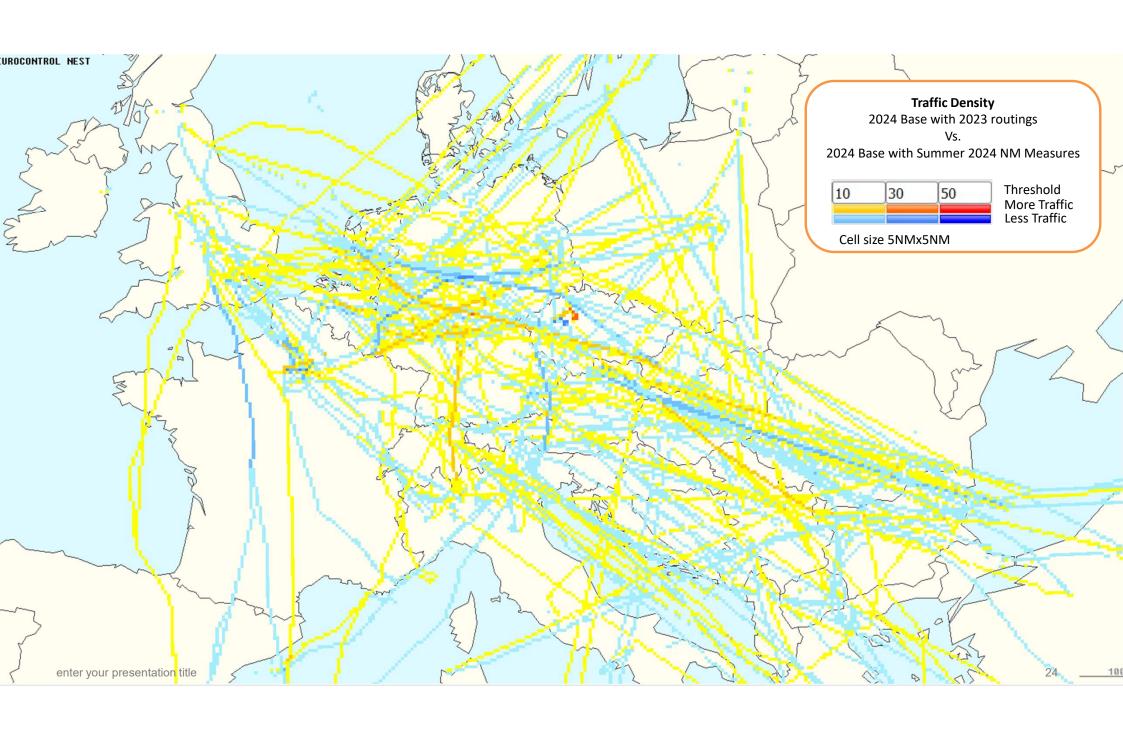
From 2.02 to 1.46 min/flight

LFEE:

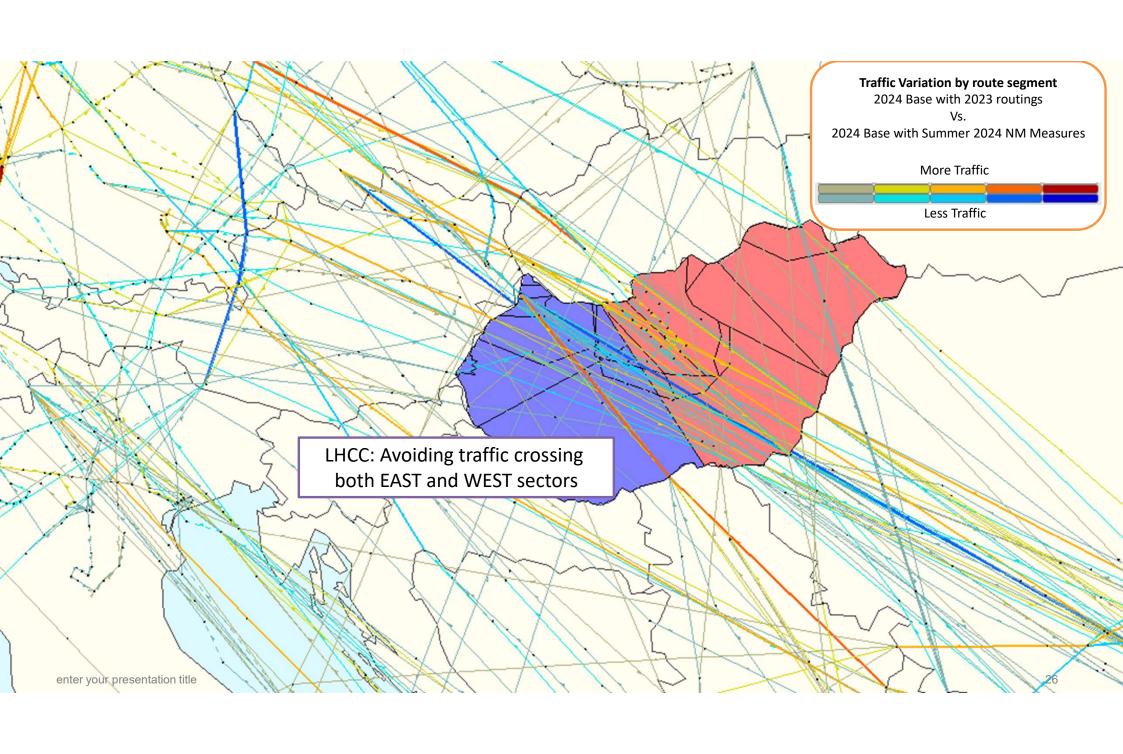
From 0.60 to 0.55 min/flight





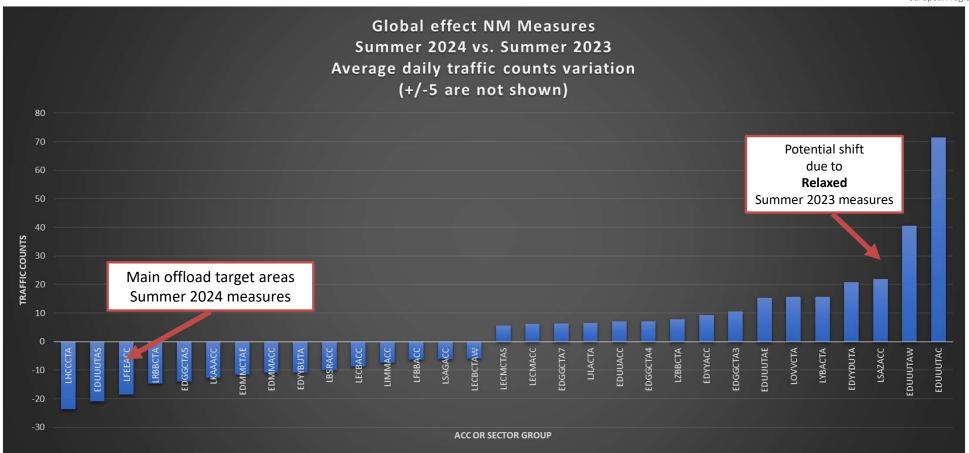






Global impact – ACC Traffic Counts







Rolling Seasonal Plan – Extended to 8 weeks



Traffic outlook
Capacity outlook
Special events
Expected Performance
Bottleneck Areas
Mitigation Solutions

European Network Operations Plan 2022-2026
Edition July 2022
Approved by the Network Management Board

Published yearly and covering 5 years



Rolling Seasonal Plan

NOP









Published weekly and covering 8 weeks



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Events

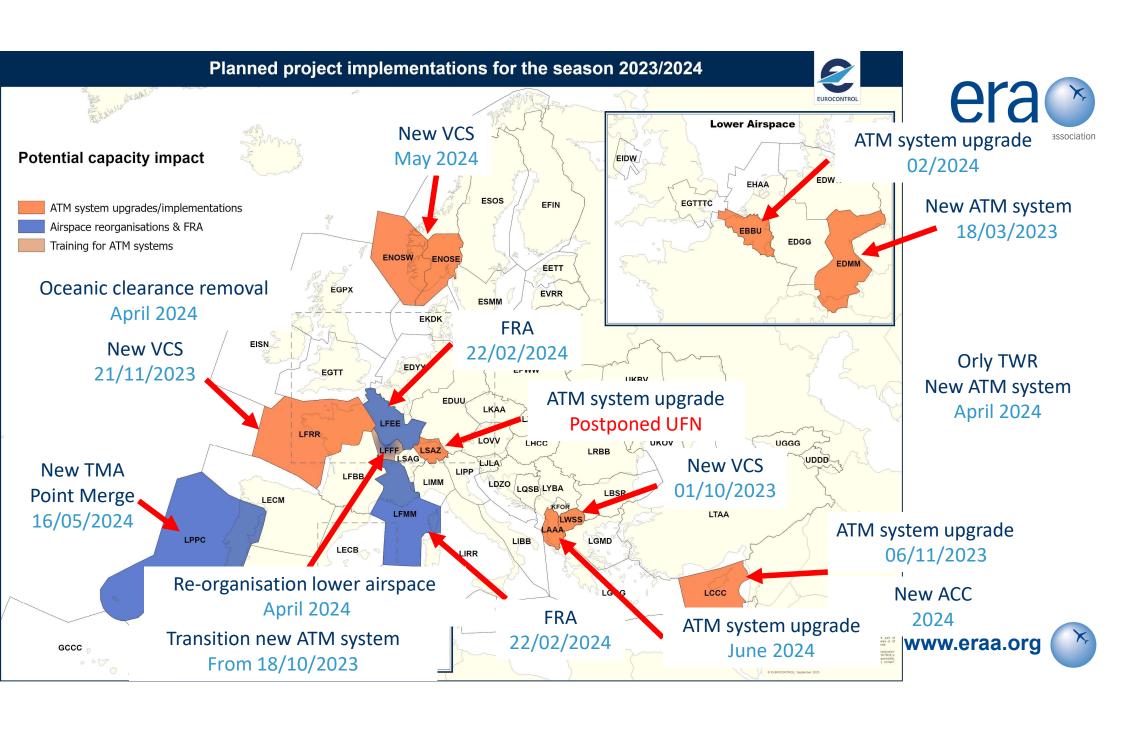
Published in Rolling NOP Chapter 7

- Impacting traffic demand
- ACC plans
- Military events
- Airport Plans

Advanced notification
Coordination
Impact assessment
Mitigation measures

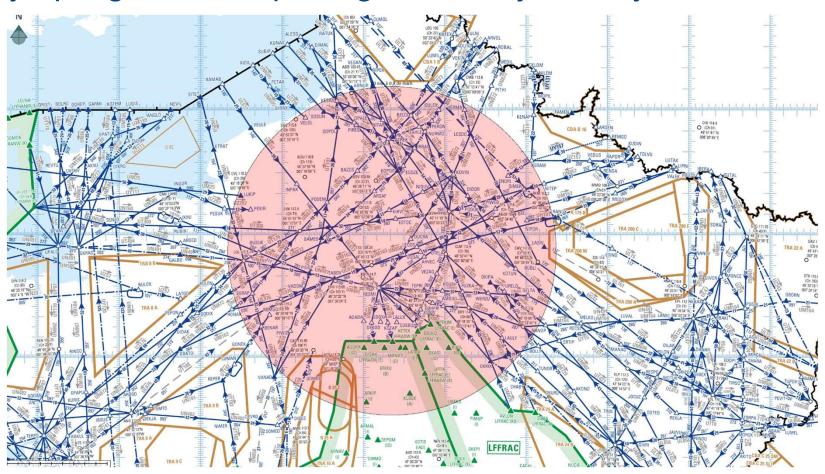
St				ACC		Potential	Total X
	Star	ACC ACC			c	Po	tential
16-	18-4	Sta	rt Date	End date	FIR	Event AIS publication	Potential Network
26- 14-	26-0	22-	Start date	End date	Airport	Event	Network impact
17-			12-09-2021	31-01-2024	LIPE	Apron 3 and Apron 4 new stand configuration	
14-	05-	29-	02-11-2021	Q4-2025	EDDK	Reconstruction TWY B segmented Part 1 until 5	No impact
22-	Q.	05- 06-	06-2023	15-05-2025	UGGT	RWY rehabilitation (2400 meters length) for IFR flights.	
28-	09-0	07-	01-07-2023	06-2024	LFPO	Rehabilitation of the runway 02-20	Medium impac
01-	03-0	10-	04-09-2023	Q2-2024	LIME	Taxiway W completion and new runway exit BB	
13-	13-0	13-	04-09-2023	Q2-2024	LIME	North apron extension	
29-	17-0		10-10-2023	TBC	LATI	Runway reconstruction and extension	No impact
14-	22-1	24-	29-10-2023	30-03-2024	LTFJ	Night closure Runway 06L/24R for maintenance.	
17-	22-	28-	30-10-2023	28-03-2024	LEAL	TWYs surface refurbishment and RWY and TWY strip compliance	Low impact
22-	24-1	04-	30-10-2023	27-03-2024	LEAL	Taxiways surface refurbishment and runway and taxiway strip compliance	
13-	03	04- 04-	11-2023	16-05-2024	UGGT	RWY rehabilitation (1700 meters length) for VFR flights and AFIS procedures Implementation	
0	02-0	06-	06-11-2023	30-03-2024	LEPA	TWY North regeneration and the surrounding area	No impact
11-	12-0	11-	07-11-2023	07-02-2024	LGKV	RWY 05/23 CLSD DUE TO WIP	
	21-0	11-	09-11-2023	30-01-2024	EIDW	South Apron Widening (TWYs B1 & Z) Phase 1 Night Works	
		12-	15-11-2023	31-03-2024	LEIB	Remodelling of visual aids	Low impact
	21-0	18-	15-11-2023	31-03-2024	LEIB	Levelling work on landing runway strip	
		30-	15-11-2023	31-03-2024	LEIB	Improvement of lighting on the aircraft platform	
	26-0	30-	20-11-2023	30-01-2024	EIDW	South Apron Widening (TWYs B1 & Z) Phase 1	No impact
	Q2	01-	15-12-2023	30-03-2024	LSGG	Winter 23 - Ski charter season restrictions	No impact
		04-	01-2024	17-04-2025	UGKO	New RWY construction	
		-80	08-01-2024	30-10-2024	EPWA	Apron renovation and reconfiguration	Low impact
		-80	08-01-2024	31-03-2024	LFPO	Airside work: Taxiway W2 and Mike area	
			11-01-2024	31-05-2024	EIDW	Critical Taxiways North Taxiway F-INNER Rehabilitation Works **24/7 CLOSURE**	

25



Olympic games – Opening ceremony 26 July 2024







Summer 2024 Main Take Aways





High traffic growth



Increased available capacity



Slightly less delay/flight



Stability with network measures



All together



e ra

european regions airline association