Network Manager
nominated by
the European Commission

Air Traffic Management Continuity

What is the situation today?

Joe Sultana
Director
Network Manager

joe.sultana@eurocontrol.int

EUROCONTROL

Network Manager's Preparations on Strike Notification

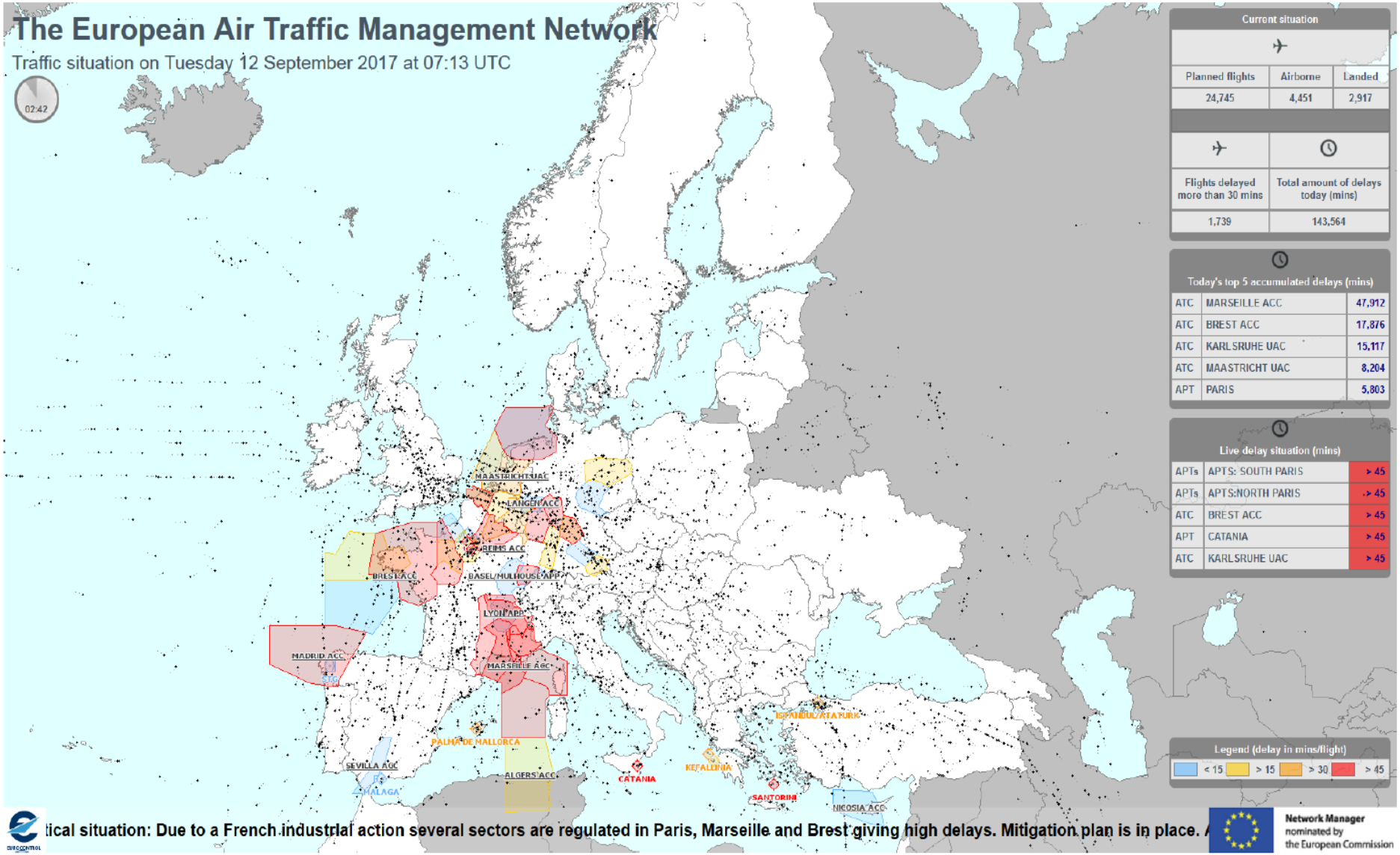
- Strike preparation starts immediately it is notified
- Initial information with impacted airspace users – normally 4 days before
- Coordination with impacted ANSP & relevant CAA (senior management /Director Operations level) as to reduction in capacity expected
- Scenarios planning and coordination with adjacent ACCs (and FAA, NAV Canada) looking for increase in capacity which can support rerouted traffic - 2/3 days before
- Coordination with military for options to support scenarios with possible changes to their airspace requirements 2 days before
- Airspace users teleconferences (NM /ANSP) to communicate plan for next day

Network Manager Operations – On Strike Day

Network Manager
nominated by
the European Commission

- Delay mitigation and Flow measures balancing demand against available capacity in place
- Depending on actual adherence to strike directive assessed per shift, flow measures reassessed
- Working closely with adjacent ACCs to help them manage increase in traffic in their airspace, including resulting delay reattribution
- Airspace users telco/direct contact (up to 1500+ calls on NMOC Helpdesk) to update and address specific flights needing special priority, balance delays against extra mileage
- Prepare for resumption of full service, minimise delays to flights backlog

Network Manager
nominated by
the European Commission



2016: ATC Industrial Action Delays

Network Manager
nominated by
the European Commission

FRANCE		Delay (min):
Jan,	Mon 25 > Wed 27	86,317
March,	Wed 09	1,211
March,	Sun 20 > Tue 22	409,771
March,	Wed 30 > Fri 01 April	95,292
April,	Sun 10 > Mon 11	479
April,	Wed 27 > Fri 29	50,171
May,	Thu 19 > Fri 20	68,960
May,	Thu 26 > Fri 27	41,296
June,	Thu 02	40,682
June,	Mon 13 > Tue 14	40,695
June,	Wed 22 > Thu 23	71,515
June,	Wed 27 > Fri 29	74,377
June,	Mon 04 > Tue 05	42,739
Sept,	Wed 14 > Thu 15	27,412
		1,050,917
ITALY		
Jan 25, Feb 29, Apr 09, Jun 17		16,529
GREECE		
April 06 - 07, May 07		89
		1,067,535

On-loaded neighbours:	Delay (min):
Oceanic route T9	43,618
Oceanic route T213 + T16	5,137
Lisbon ACC	2,458
Canarias ACC	1,399
Madrid ACC + Seville ACC	13,522
Barcelona ACC	28,155
Spanish Airports (various)	1,603
Algiers ACC + Tunis ACC	18,411
Maastricht UAC	76,512
Langen ACC	338
Karlsruhe UAC	31,452
Zurich ACC	224
London TC + ACC	14,861
Internal France	4,365
	242,055

Document Confidentiality Classification: White

EUROCONTROL

2017: ATC Industrial Action Delays (01 Jan -> 31 Oct)

Network Manager
nominated by
the European Commission

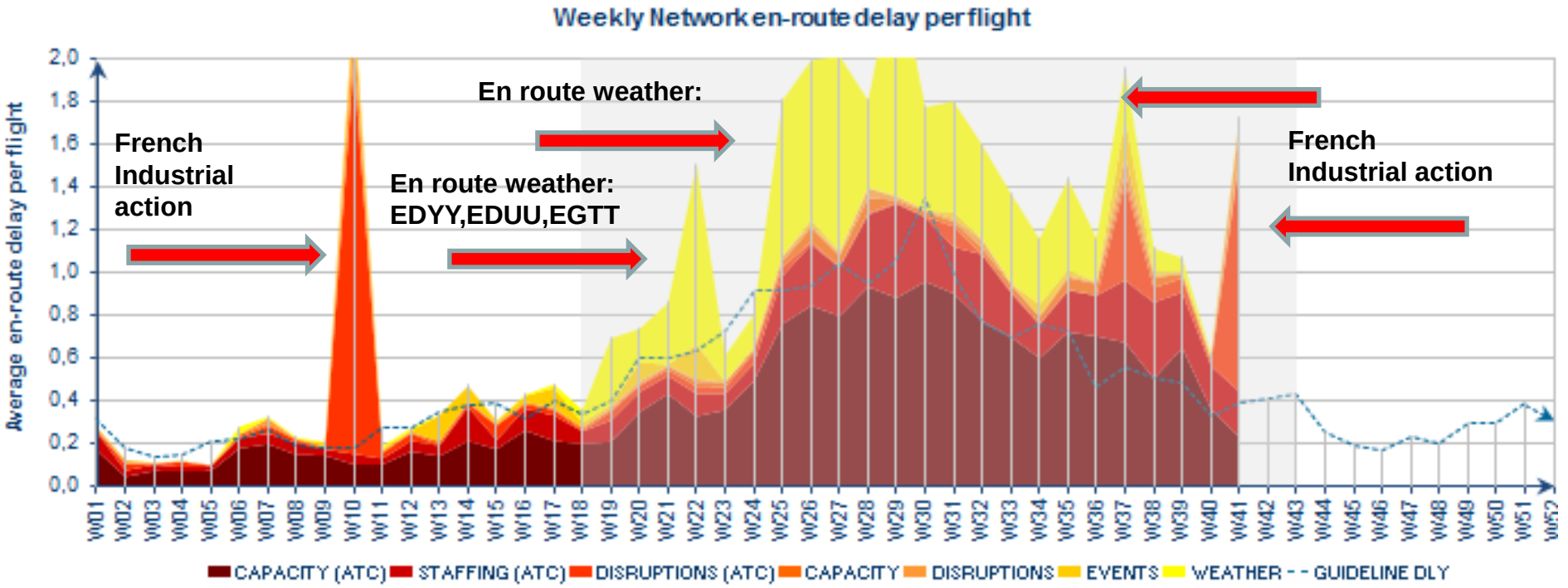
FRANCE	Delay (min):
March, Mon 06 > Fri 10	300,198
Sept, Mon 11 > Wed 13	112,138
Sept, Thu 21	15,902
Oct, Mon 09 > Wed 11	243,066
Oct, Wed 18 > Thu 19	6,554
	677,858
ITALY	
March, Mon 20	11,063
May, Sun 28	153
ROMANIA	
May, Fri 12	2,857
May, Tue 30	5,236
GREECE	
May, Wed 17	8,067
	705,234

On-loaded neighbours:	Delay (min):
Belgrade ACC:	3,579
Oceanic route T9	17,992
Oceanic route T213 + T16	1,575
Lisbon ACC	1,200
Canarias ACC	2,587
Madrid ACC + Seville ACC	6,666
Barcelona ACC	5,810
Algiers ACC + Tunis ACC	9,430
Maastricht UAC	20,571
Langen ACC	371
Karlsruhe UAC	5,299
London TC	454
Manchester + London City	1,541
Paris West ACC	473
	77,548

EUROCONTROL

2017: relative size of strikes

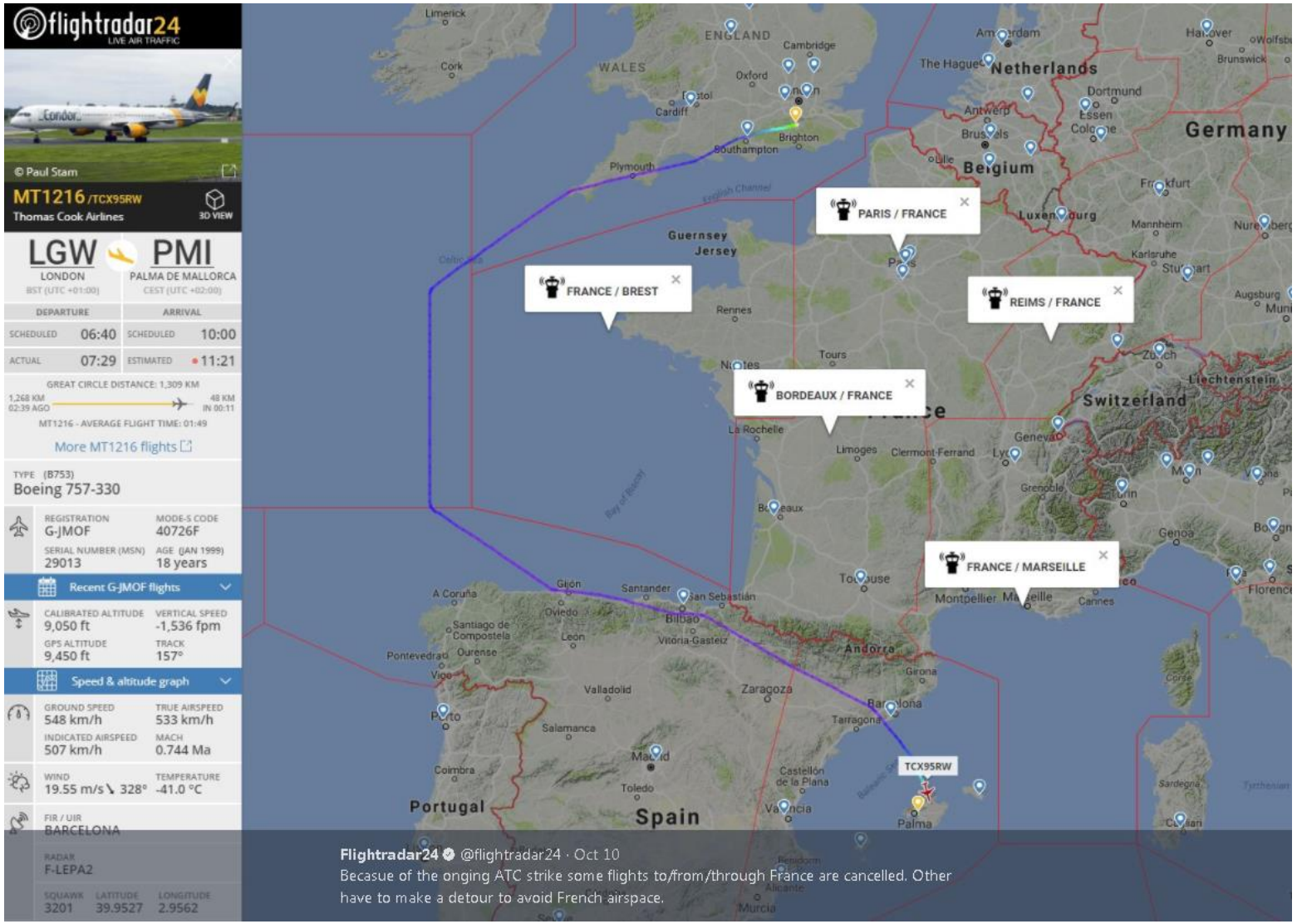
Network Manager
nominated by
the European Commission



EUROCONTROL

10 October 2017 TCX954RW EGKK -> LEPA

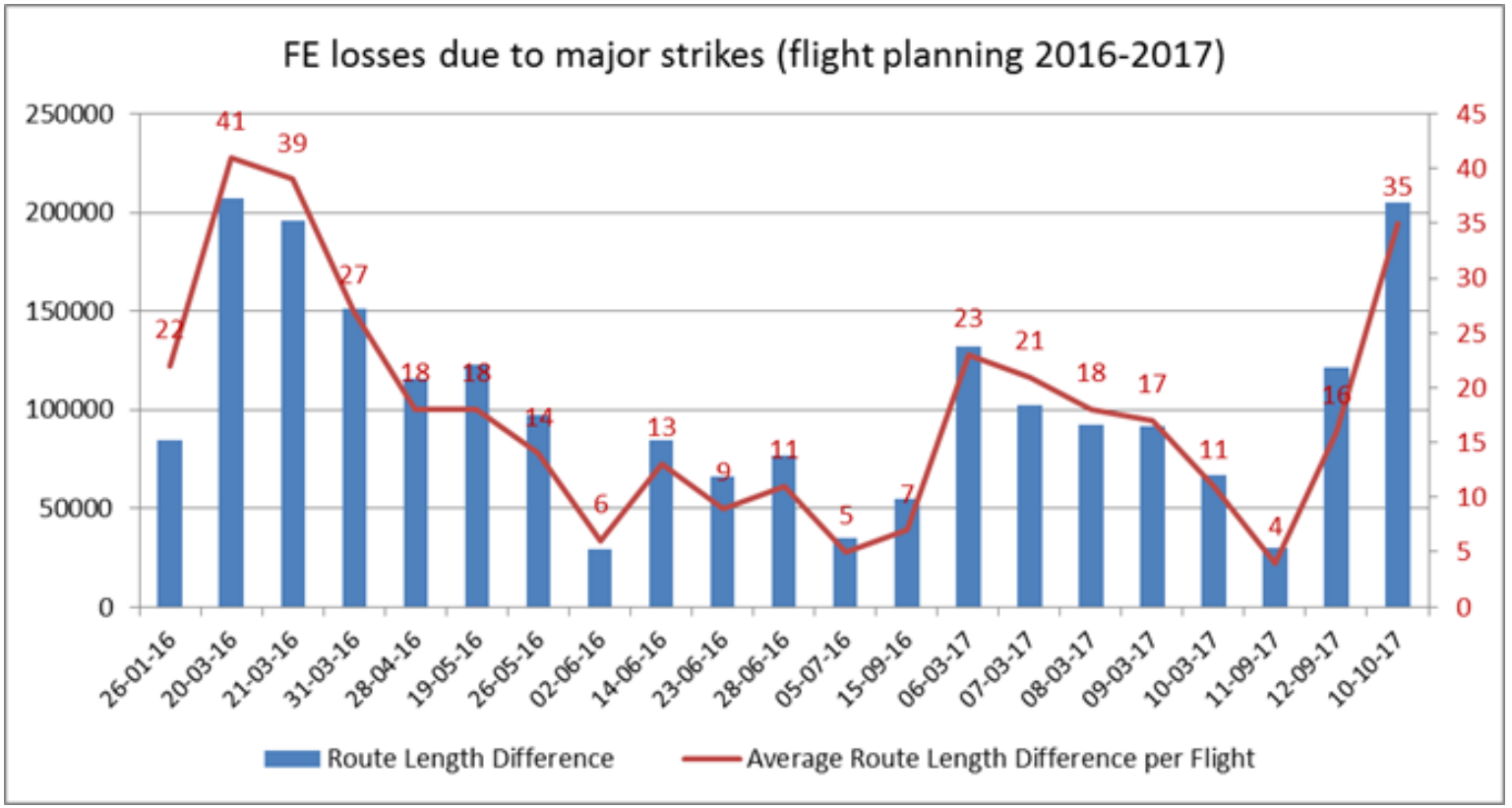
Network Manager
nominated by
the European Commission



EUROCONTROL

Impact of strikes on flight efficiency

Network Manager
nominated by
the European Commission



- High impact strikes lead to 200k extra nautical miles per day
- Around 800k nautical miles lost on FPL this year (1300k last year)

EUROCONTROL

Final Remarks

- Will earlier notification help?
- Would a cooling off period make a difference?
- Will rule ‘no impact on en-route traffic’ be effective, is it feasible?
- What about technical failures, what is the risk to ATM continuity?
- Is contingency at FAB a possible future objective for SES?

The best possible network performance every day is the raison d’être of the Network Manager – what else can we do?