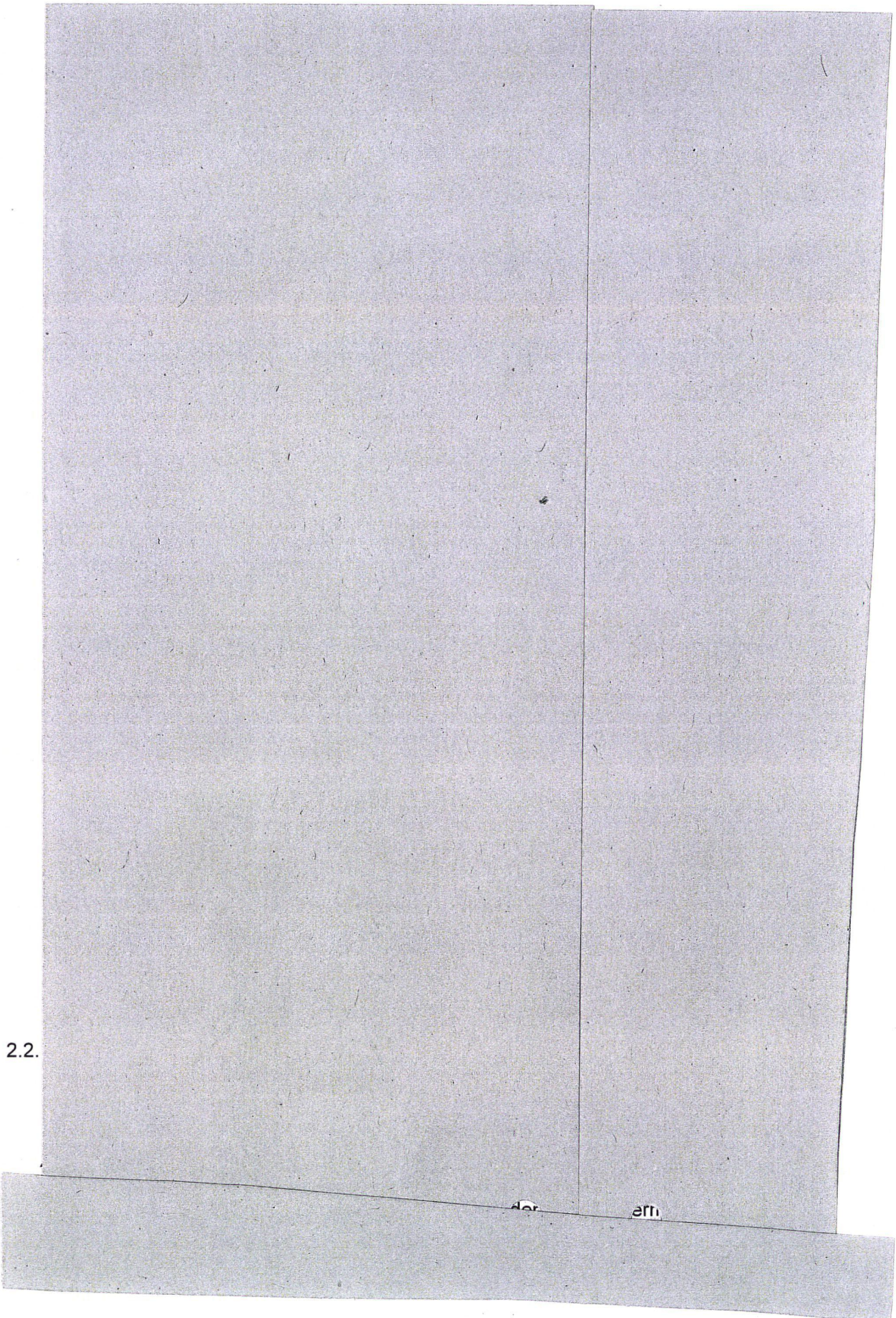
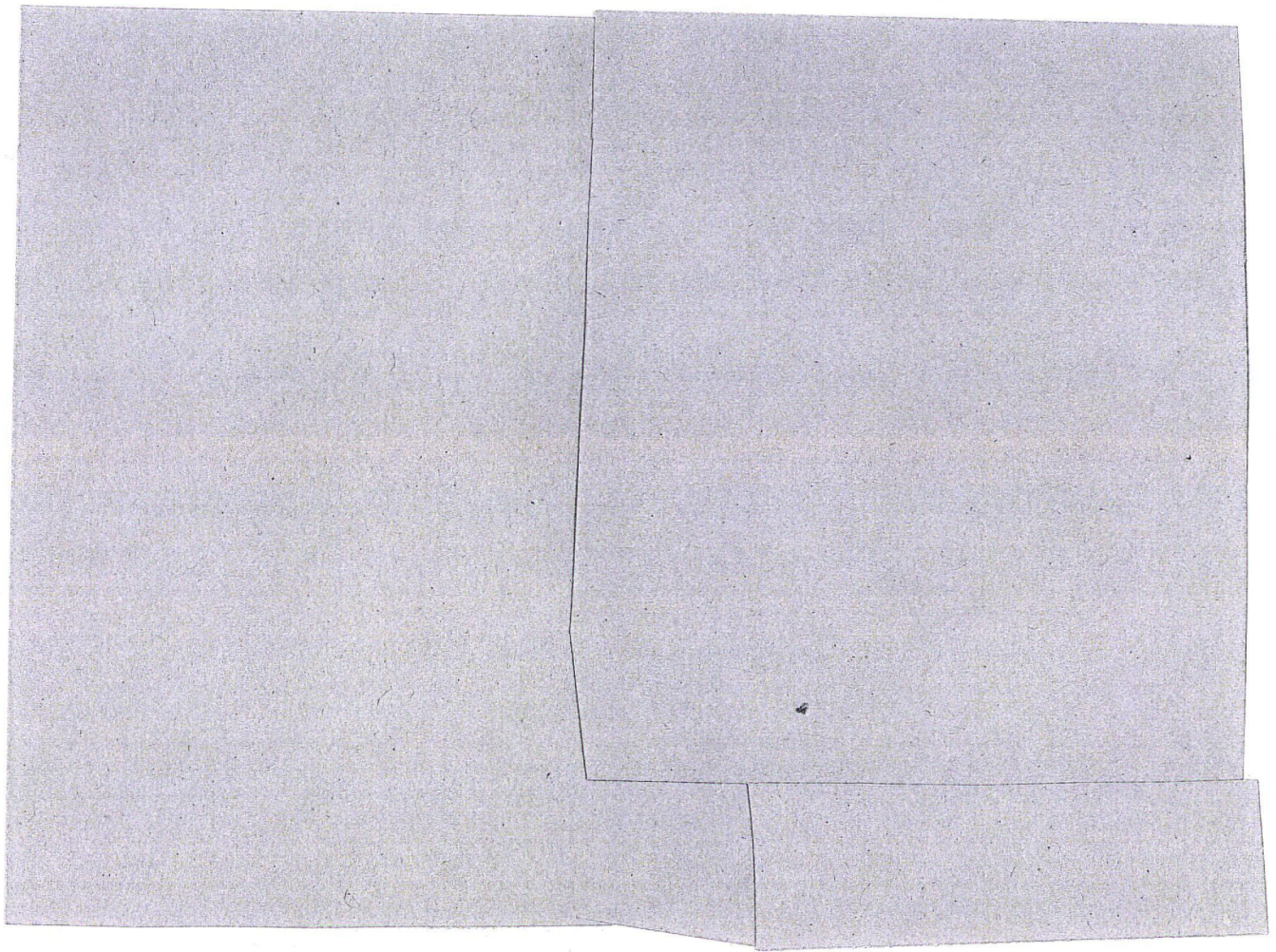


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AGENDA ITEM 3: NETWORK MANAGER REPORT

Network Performance

(PC/14/41/11 dated 30.4.14; Flimsies Nos. 5 and 8, dated 21.5.14; slides)

- 3.1. The DIRECTOR NETWORK MANAGER introduced PC Action Paper PC/14/41/11, which presented the highlights of the performance achievements in 2013, the challenges expected in 2014 and the strategic developments, which would have a significant impact on the European ATM network in RP2. The performance of the network in 2013 was reported as good, helped by the absence of any increase of traffic and a good performance of the majority of ANSPs. However, the European-wide en-route delay target for 2014 of 0.5 minutes could be at risk due to a (continued) lack of capacity in a very small number of ACCs and because of further ATFM delays linked to social tension and industrial action/ATC strikes. The NM was collaborating closely with the airspace user community to make maximum usage of flight efficiency opportunities. Furthermore, the NM was actively coordinating with all national and international bodies and airspace users to minimise any disruption and maintain safe flight operations in particular arising from events in the Ukraine.

- 3.2. The PRESIDENT referred to Flimsy No. 5 presented by Ukraine, explaining in detail the situation ongoing in the SIMFEROPOL FIR, its impact on adjacent airspace, and appealing to the Member States and EUROCONTROL for their active support; and Flimsy No. 8 which presented to PC Members the PCC's supportive Opinion on this report and reconfirming its full support to Ukraine to assist, through EUROCONTROL's (NMD and DPS) active support, so as to maintain the safety of

flight operations and to minimise any disruption of traffic flows through the area.

- 3.3. The EUROPEAN COMMISSION expressed its appreciation and full support for the Network Manager Report and the recommendations contained therein.
- 3.4. IACA expressed its disappointment about the fact that, besides confirming that the RP1 performance targets had been met for 2013, they were at risk for 2014, these targets for the RP2 period, starting from 2015 onward, would most likely not be met, and urged all parties involved to do their utmost to deliver on the RP2 targets. The NM Report should be looked at as an early warning to Member States and their ANSPs not to be complacent.
- 3.5. FYROM referred to the special edition of its Newsletter explaining the outcome of the High Level Regional Cooperation Meeting and enabling the opening of the KOSOVO Upper Airspace. This recent opening of the airspace would hopefully positively contribute meeting the capacity and delay targets in Central Europe and the Balkan area.
- 3.6. CYPRUS congratulated the President on his new position, thanked all for the kind words of condolences in regard to the recent death of the Cypriot DGCA, Mr Demetriou, and offered its assistance and cooperation to the PC President. Cyprus expressed the hope that with the restructuring of the Cypriot ANS services the identified capacity problems will soon be resolved.
- 3.7. PORTUGAL also expressed its full support to the President and agreed to the NM Report calling the States and their ANSPs to do their utmost to deliver sufficient capacity for 2015-2019 and to consider the specific proposals in the Network Operations Plan 2015-2019. For Portugal, however, the RP2 targets would be difficult to achieve, but it would do its best to deliver on these.
- 3.8. TURKEY also wished the President success in his newly acquired function and thanked the Director NM for the report. Turkey had seen significant traffic increases over the past year contrary to other European States and the identified ATFM delays were stemming from restrictions put in place from the Iraq side. These restrictions were lifted on 7 April 2014 and this had significantly reduced the delay situation.
- 3.9. The NETWORK MANAGER confirmed that NM was working closely together with Portugal on delivering the required extra capacity, and first results had already become visible in April and May this year. The NM then referred to Flimsy No. 5 submitted by Ukraine and explained in further detail the effects on the network arising from the current problems in the Crimea area and in Syria.
- 3.10. The ICAO REGIONAL DIRECTOR explained that on 8 April and on 20 May this year meetings had been convened between the Russian Federation, Ukraine and ICAO to discuss the Crimea situation. Although the added value of EUROCONTROL's presence had been acknowledged by both ICAO and Ukraine, the Russian Federation had not responded to EUROCONTROL's suggestion. The two meetings had unfortunately not led to any practical solutions and a further meeting was planned 2-3 weeks later. Meanwhile ICAO appreciated EUROCONTROL monitoring the situation and hopefully the parties concerned would be able to take decisions in the not too distant future that would alleviate the present constraints on the network.

- 3.11. UKRAINE referred to its Flimsy No. 5, which sufficiently explained its position vis-à-vis the situation which has emerged in the Crimea and its airspace (SIMFEROPOL FIR). It highly appreciated the support received to date from the European Union and EC, from ICAO and from EUROCONTROL and its NM.
- 3.12. The ANSB CHAIRMAN fully supported the NM Report and its recommendations, and also supported and appreciated the assistance offered to ICAO and Ukraine to find practical and operational solutions to the situation which has emerged from the situation in the Crimea.
- 3.13. GEORGIA also congratulated the President on his new position and expressed its full sympathy and support to Ukraine.
- 3.14. MOLDOVA joined the previous speakers in their congratulations and support, and added that due to the situation in the Crimea and the consequential distortion of normal traffic flows, Moldova was suffering from a -40% drop in traffic.

3.15. The Provisional Council:

- a. noted the Network Manager report;
- b. urged States where ANSPs are not planning sufficient capacity for 2015-2019 to urgently consider the specific proposals in the Network Operations Plan 2015-2019;
- c. noted Flimsy No. 5 submitted by Ukraine, describing the safety of air navigation within the Simferopol FIR, and in line with the PCC Opinion, reconfirmed the PC's full support to Ukraine to assist, through EUROCONTROL (NMD and DPS), to maintain the safety of flight operations and to minimise any disruption of traffic flows through the area; and considered that EUROCONTROL's support is limited to technical and operational support, and that this should be carefully coordinated with ICAO and EC/EASA to ensure full alignment with the legal/political/and safety coordination of the envisaged solutions;
- d. noted the update given by the ICAO EUR/NAT office on the coordination meetings held between ICAO EUR/NAT office, the Russian Federation and Ukraine, and noted that a further coordination meeting is expected to be convened in the coming weeks;
- e. noted and fully supported the PCC Opinion as presented under cover of Flimsy No. 8.

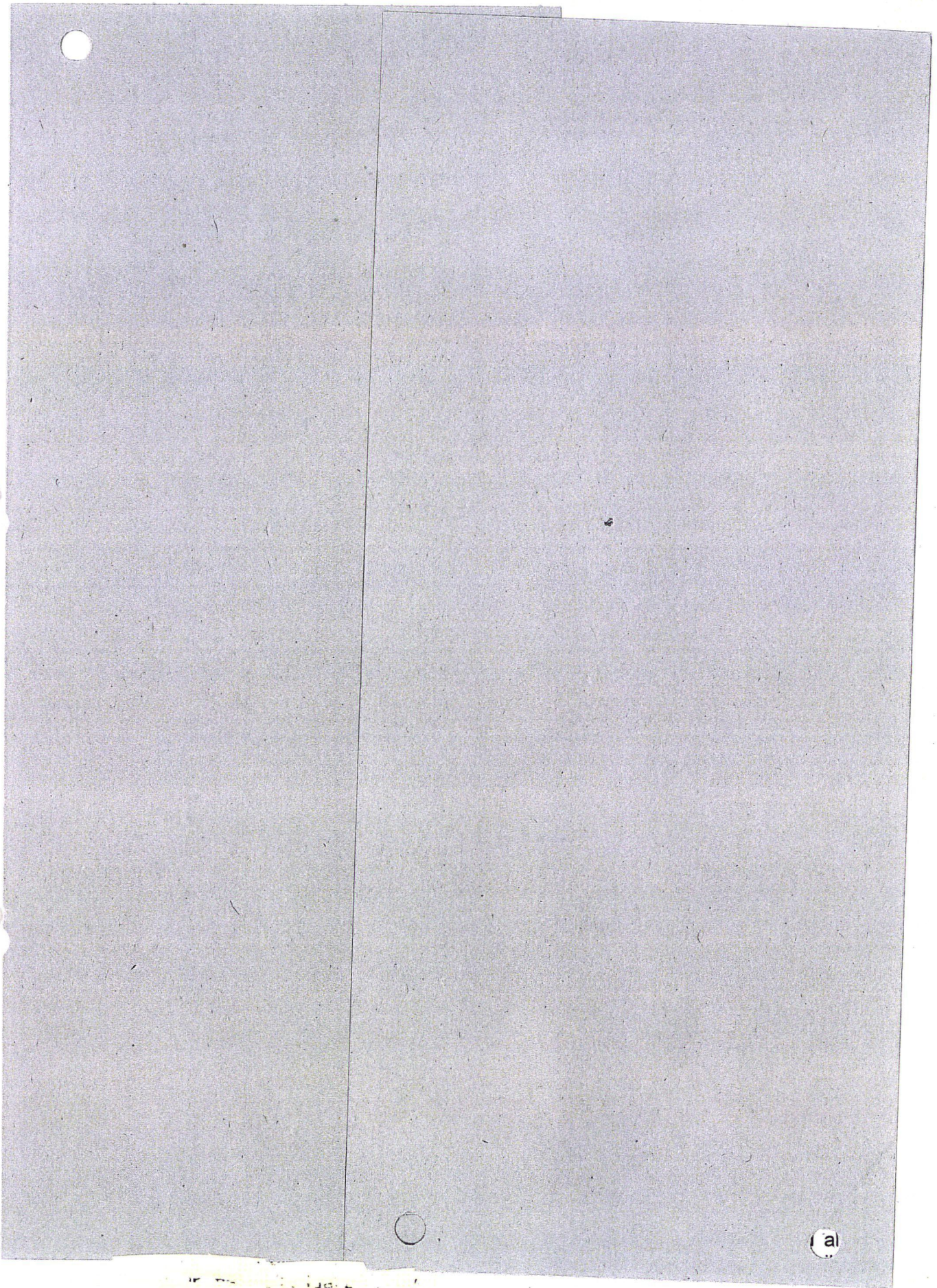
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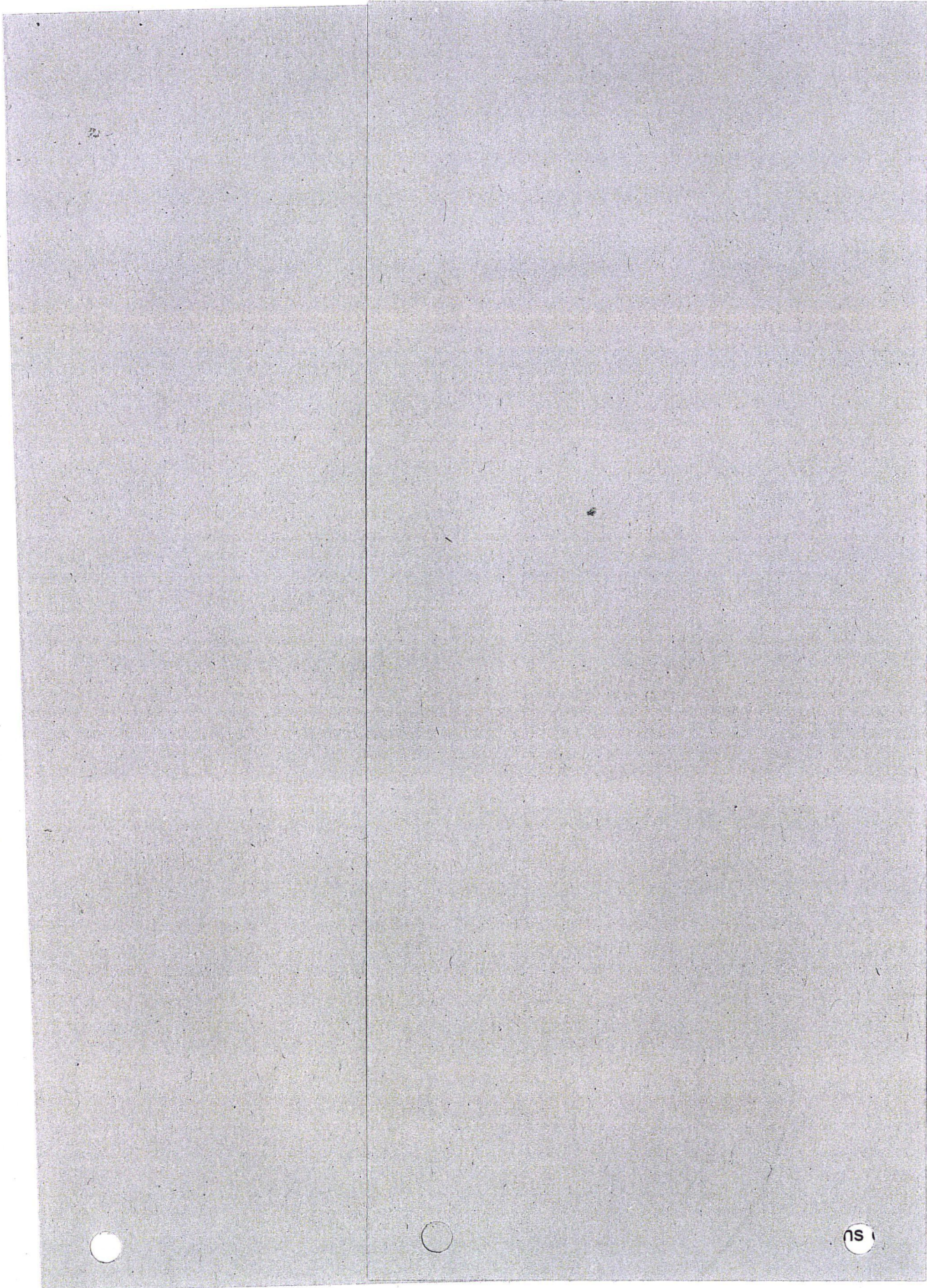
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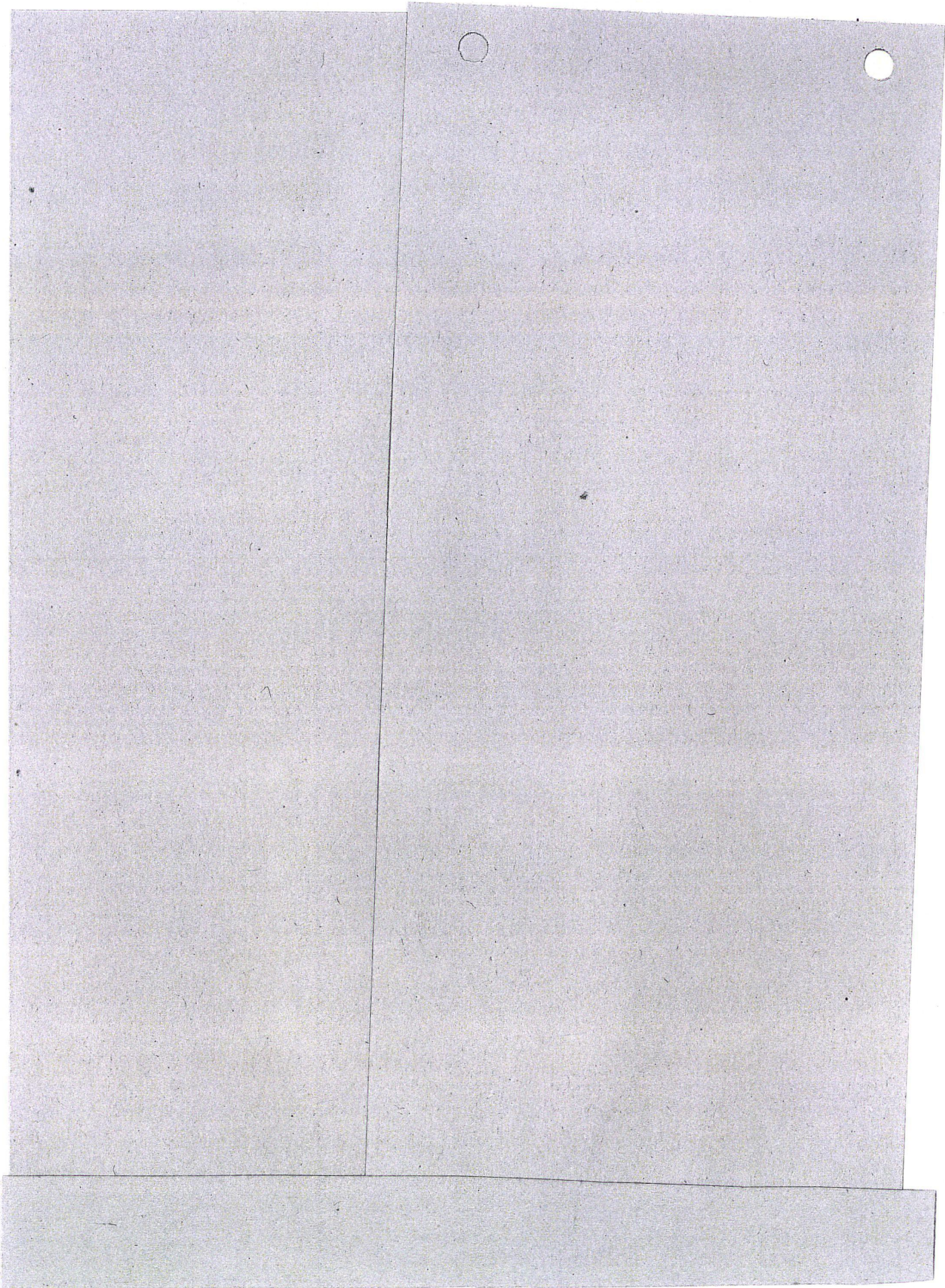
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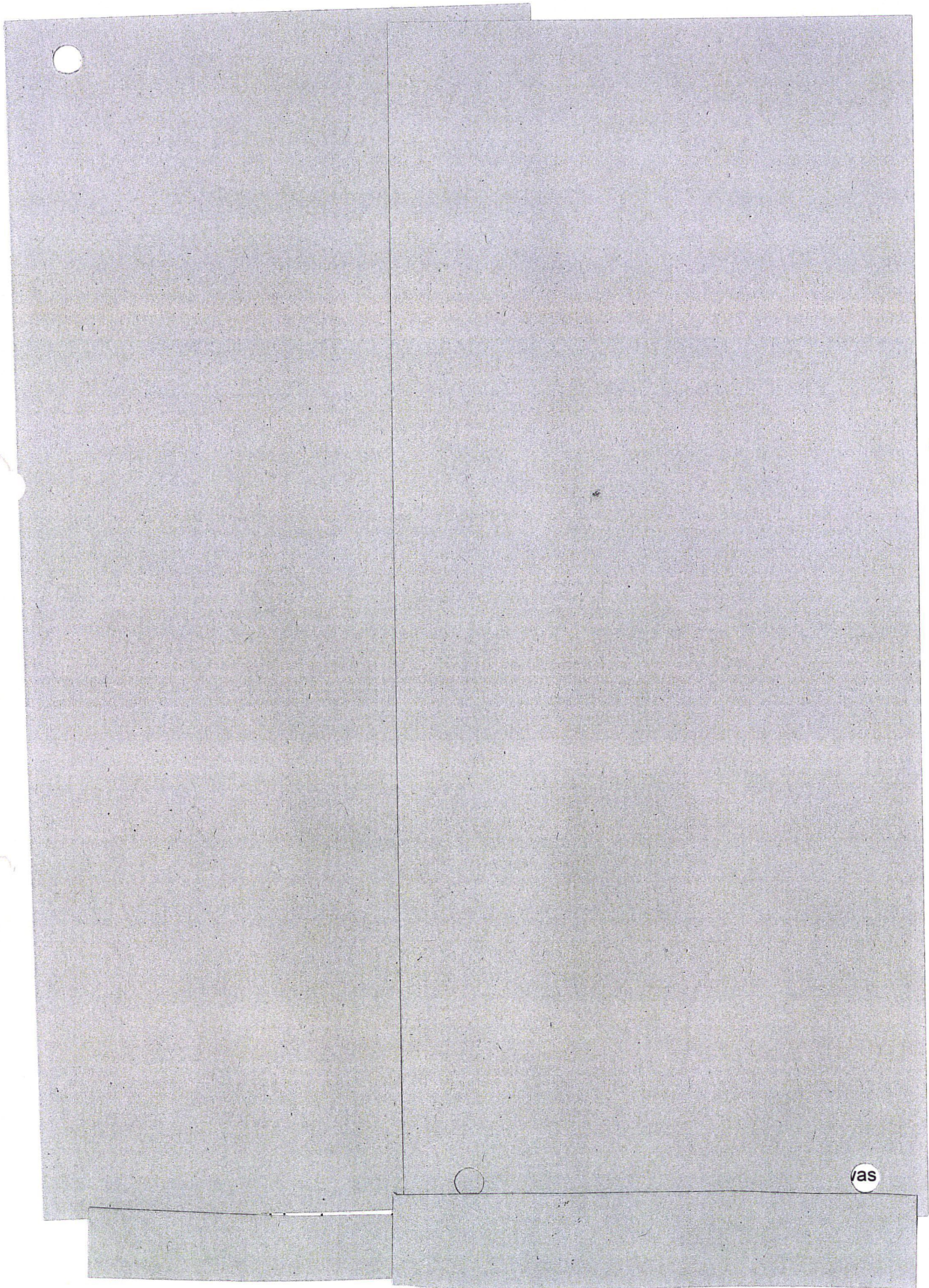
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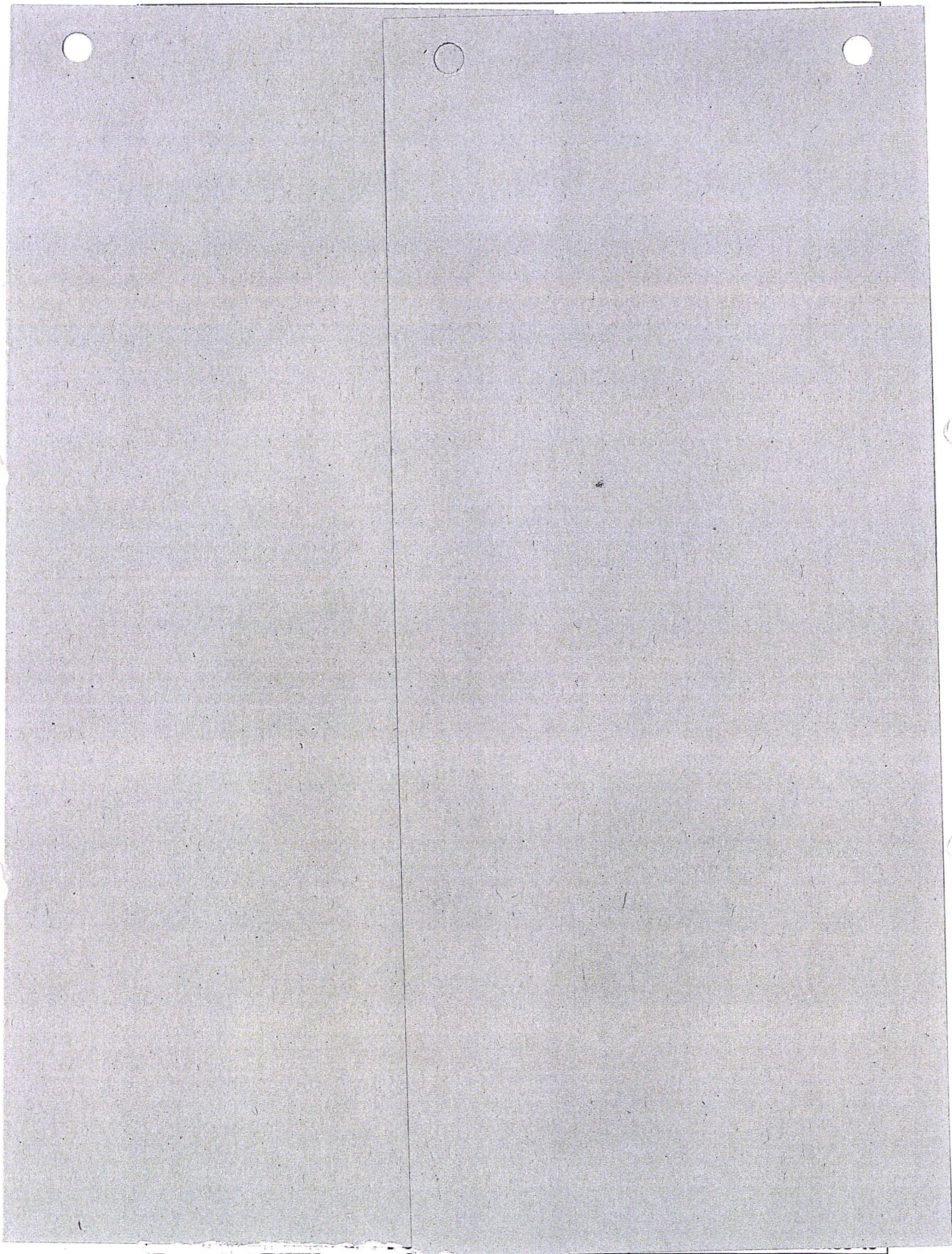
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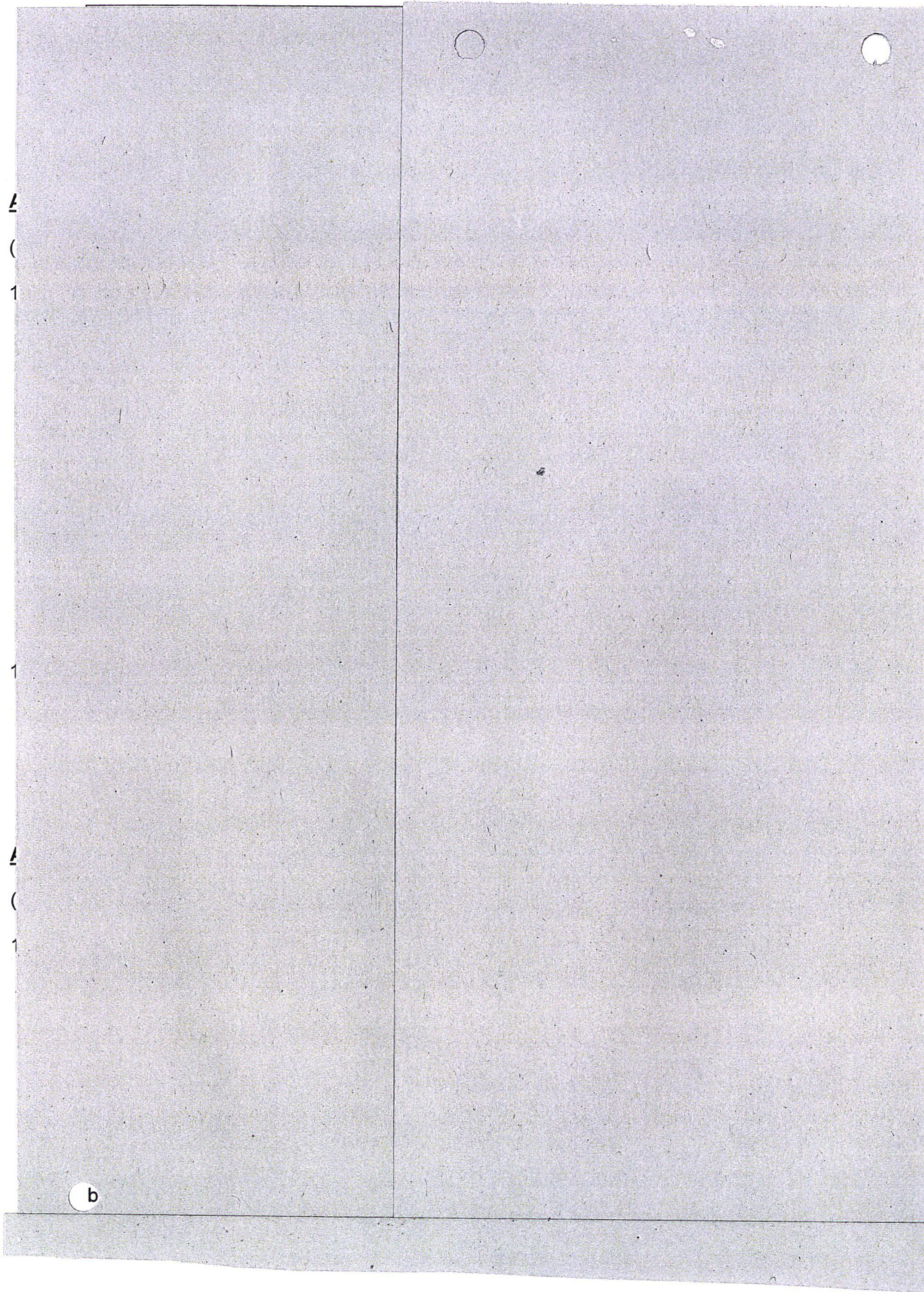
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