

The CODA Report (CORE)

Structure of the CORE

The CODA Report (CORE) includes operational figures for three different groups of airlines. The CORE offers a quick and easy comparison of operational charts and tables between the users' own airline, a virtual airline and all the airlines in ECAC. The majority of the charts are based on eCODA data. The eCODA database is populated by data supplied by airlines and data coming from the CFMU.

It is possible to launch multiple queries at once. Each CORE is e-mailed to the user in PDF format. The e-mail address is marked on the selection screen. The e-mail address can be changed by updating your profile in the public section of the CODA website or by contacting the CODA team via e-mail.

The columnar lay-out of the CORE enables the user to compare some pre-defined KPI's of its own airline with two other groups of airlines:

- 1) A virtual airline composed of data retrieved from a selection of other data suppliers (mainly airlines).
- 2) The ECAC average, all other airline data suppliers operating in the ECAC region. At present, 60% of all IFR flights operated in the ECAC region are covered in this column.

A user can create a virtual airline based on actual data received from > 120 participating airlines. A number of filtering criteria can be used when creating the virtual airline: Aircraft Type, Flight Type, Sector Length and Company Size by annual operated flights in ECAC. The system will not allow data to be displayed when the results are based on < 3 suppliers in order to secure the data confidentiality.

The results are grouped in columns. A logo on top of each column indicates the data source and the filtering criteria. The results are displayed underneath.

First column: Individual Airline data, the logo of the data provider is displayed. This column displays the results based on the data provider's data set.

Second column: Virtual Airline based on actual data received from participating airlines taking the selected criteria into account. If no selection criteria are defined it is identical to the EUROCONTROL column.

Third column: EUROCONTROL column, this column groups the data received from all participating airlines. Apart from the date range, the selection criteria are not taken into account.

The lay-out of the CORE is fixed and can only be changed by the CODA team. Any changes in the lay-out will be communicated in due time.

eCODA also offers the Analysis Tool. This tool is aimed for very specific queries and serves as the next step up of the CORE. The Analysis Tool can be accessed via the Airline Application on the eCODA website.

LOGO

The company logo of the data supplier is displayed on top of the first column. A logo indicating the Virtual Airline is displayed on top of the second column. The CODA logo is displayed on top of the third column indicating the ECAC region. The third column will give an overall picture of the ECAC region. For the third column, only the date range is taken into account.

Dynamic CODA profile



Eurocontrol



Filter Criteria

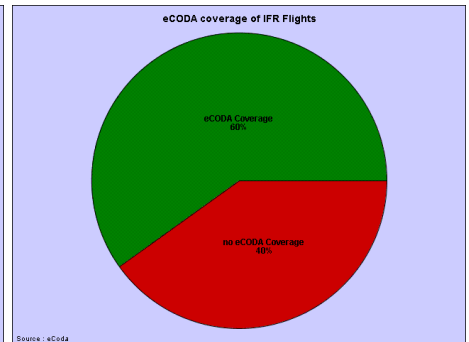
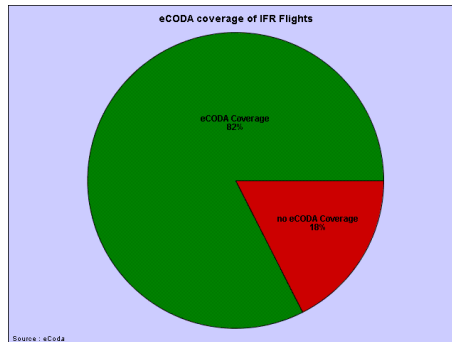
This section indicates the filter criteria used per column. Following filters can be applied: Date Range, Aircraft Type, Flight Type, Sector Length and Airline Size (by number of annual flight in ECAC). The first and second columns are subject to these criteria, the third column is only subject to the date range.

Period: from 12-04-2006 to 12-11-2006
 A/C Type: All
 Flight Type: All
 Sector Length: > 1500
 Annual Flights: BETWEEN 25000 AND 75000

Period: from 12-04-2006 to 12-11-2006
 A/C Type: ALL
 Flight Type: ALL
 Sector Length: >0
 Annual Flights: >0

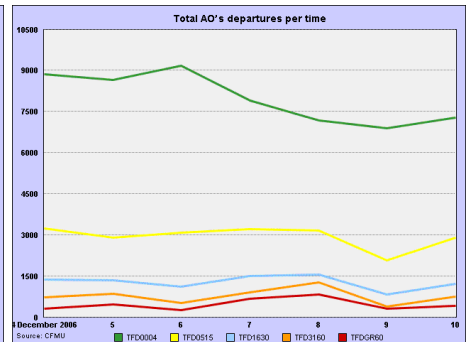
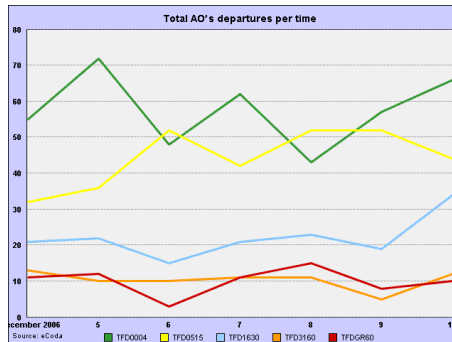
eCODA coverage of IFR Flights

This pie-chart displays the eCODA coverage of IFR flights using the above mentioned filtering criteria. The pie-chart should indicate 100% in the first column if an airline supplied data for all the IFR flights it operated in the ECAC region. The CODA target is 70% eCODA coverage of all IFR flights operated in ECAC. The present coverage is +- 60%.



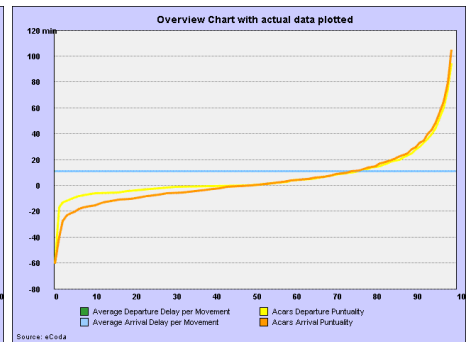
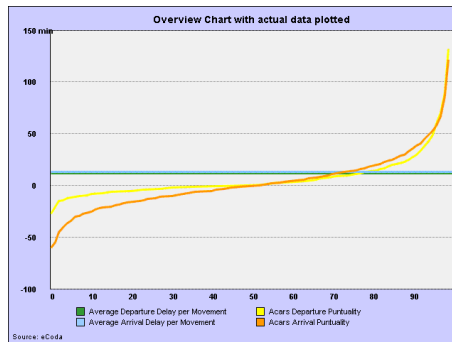
Total AO's departures per time

This line-chart indicates the number of operated flights by length of delay (all causes). The eCODA database is used as main data source.



Overview Chart with actual data plotted

This line-chart displays four values: Actual Departure & Arrival Delays and the Average Departure & Arrival Delay as reported to CODA by the airline. The Actual Departure & Arrival Delays are sorted from the smallest to the longest. Flights departing or arriving ahead of schedule are therefore plotted below the X-axis.



Punctuality/Delay Ratio on Flights

This bar-chart displays the punctuality/delay ratio during each flight segment.

Following formulae are used:

Delay on Formula

Departure : $OUT - STD$

Taxy Out : $OFF - (OUT + Std Taxy Out)$

CTOT vs ATOT : $((COBT+Std Taxy Out)-5'+/10')-ATOT$

Take-off : $OFF - (STD + Std Taxy Out)$

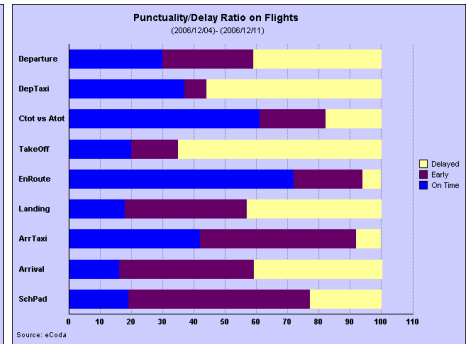
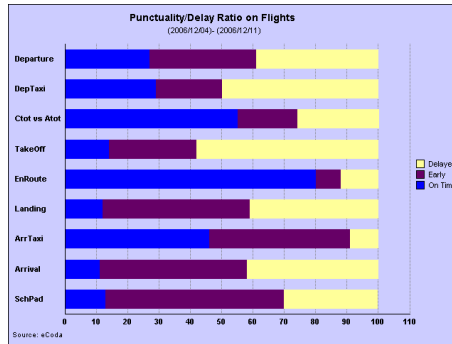
En Route : $ON - (OFF + EET)$ or $ON - ETA$

Landing : $ON - (STA - Std Taxy In)$

Taxy In : $IN - (ON + Std Taxy In)$

Arrival : $IN - STA$

Sched Pad : $(IN - OUT) - (STA - STD)$

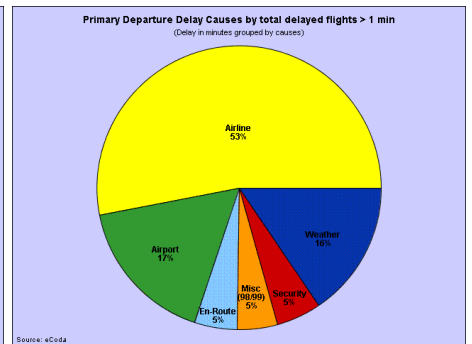
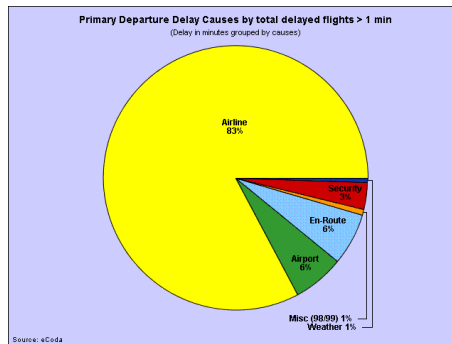


Primary Departure Delay Causes by total delayed flights > 1 min

A pie-chart indicating the proportion of delayed flights by reason of delay, counting from one minute delay. This pie-chart is based on data supplied by the airlines and groups delay codes.

An overview of the composition of each group can be found on the public part of the eCODA website.

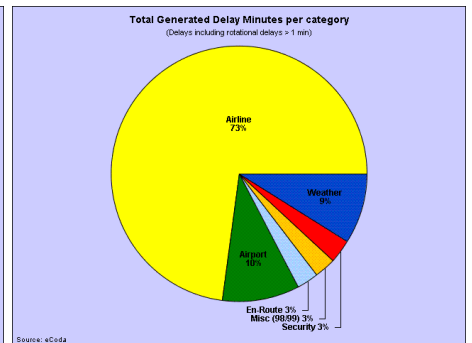
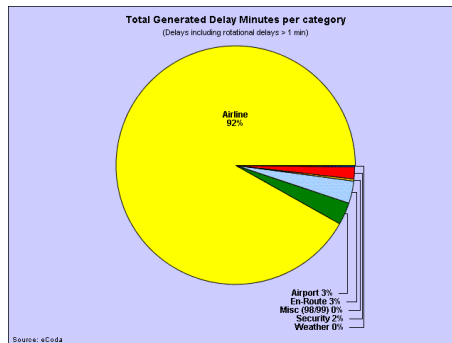
Data source: eCODA



Total Generated Delay Minutes per category

A pie-chart indicating the proportion of total delay minutes by reason of delay, counting from one minute delay.

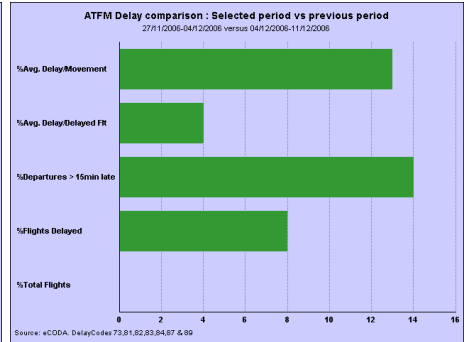
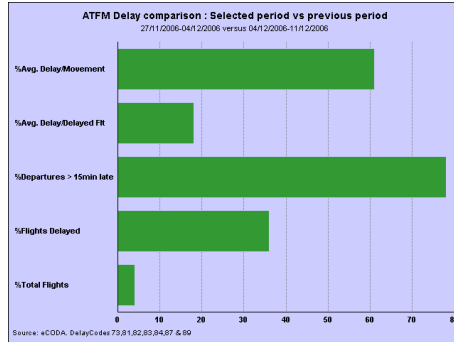
Data source: eCODA



ATFM Delay comparison : Selected period vs previous period

Comparison of ATFM delays, as reported by the airlines, between the selected period and the previous period. An overview of the IATA delay codes used is listed on the bottom of the chart.

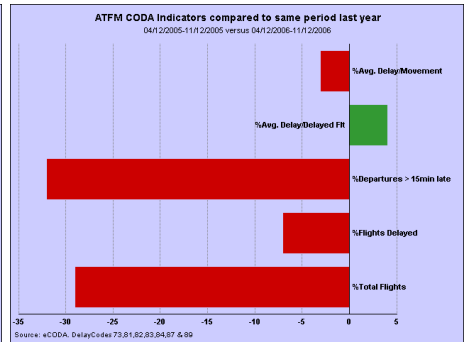
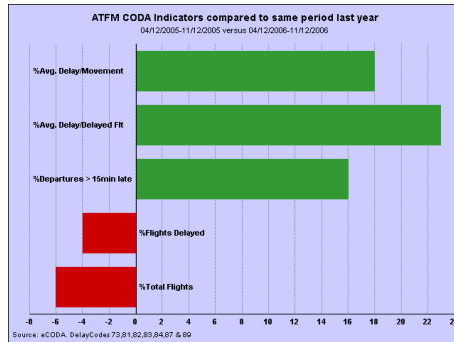
Data source: eCODA



ATFM CODA Indicators compared to same period last year

Comparison of ATFM delays, as reported by the airlines, between the selected period and the same period one year earlier. An overview of the IATA delay codes used is listed on the bottom of the chart.

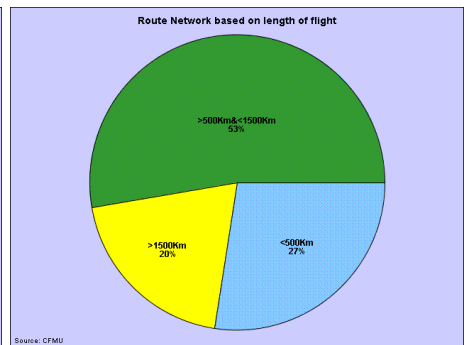
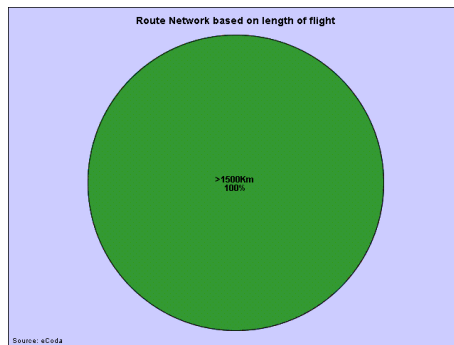
Data source: eCODA



Route Network based on length of flight

Overview of the route structure based on the length of the flight as indicated in the filed flight plan.

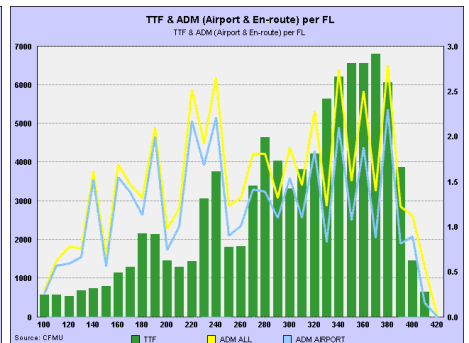
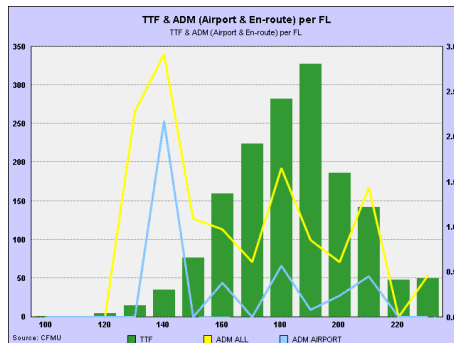
Data source: eCODA



Total Flights(TTF) and Average ATFM Delay per Movement(ADM) split in Airport and En-Route by Flight Level

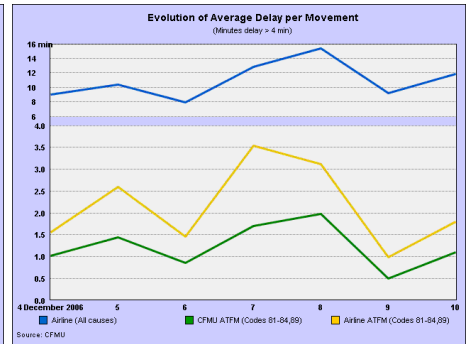
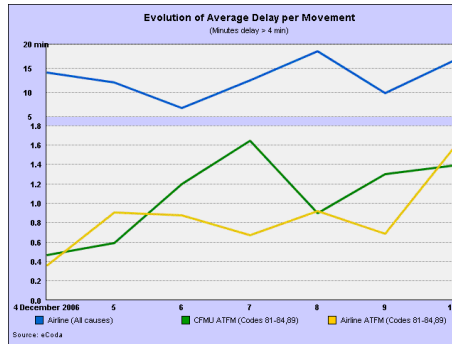
Chart indicating the Total operated Flights (TTF) by flight level and the Average ATFM Delay per Movement (ADM) on these flights. The Average ATFM Delay per Movement is split in the airport and en-route part.

Source: CFMU



Evolution of Average Delay per Movement

This chart combines the ADM as reported by the airlines and the ADM reported by CFMU. It also indicates the ADM for all causes of delay. The ADM for all causes of delay is also taken from the eCODA database. Delays are only counted as from 5 minutes.
 Source: eCODA



Average Taxi-out Times sorted by difference with CFMU Taxi-Out Times.

Station	ICAO	Provider Average Actual Taxi-Out	Profile Average Actual Taxi-Out	CFMU Taxi-Out	CFMU vs Provider
LGW	EGKK	18	20	20	2
MAN	EGCC	14	19	15	1
BUD	LHBP	10	8	10	0
IST	LTBA	15	13	15	0
FCO	LIRF	20	19	20	0
ATH	LGAV	13	12	12	-1
LCA	LCLK	11	6	10	-1
LIS	LPPT	13	12	12	-1
BHX	EGBB	16	15	15	-1
LHR	EGLL	23	29	20	-3
VIE	LOWW	17	16	13	-4
CAI	HECA	19	13	15	-4
WAW	EPWA	14	17	10	-4
SKG	LGTS	12	11	5	-7
LED	ULLI	17	14	10	-7
KEF	BIKF	17	10	10	-7
DME	UDD	17	12	10	-7
TLV	LLBG	19	23	10	-9

The lay-out of the CORE changes, from here on the results are displayed in tables.

This table is based on eCODA data and lists some of the airports served by the Airline.

The Average Taxi-Out is calculated for the individual airline and the profile (or Virtual Airline).

The CFMU Taxi-out is taken from the CFMU tables.

The table is sorted by difference between the CFMU Taxi-Out and the average taxi-out for the individual airline.

Source: eCODA

Average Taxi-in Times sorted by difference with ECAC Average Taxi-in Times

Station	ICAO	Provider Average Actual Taxi-In	Profile Average Actual Taxi-In	ECAC Average Taxi-In previous Calendar Year	ECAC Average vs Provider
FCO	LIRF	5	9	9	4
LAX	KLAX	12	16	15	3
JFK	KJFK	10	12	13	3
DFW	KDFW	7	10	9	2
TLV	LLBG	5	6	7	2
YUL	CYUL	5	6	7	2
MIA	KMIA	5	7	7	2
MAN	EGCC	7	12	8	1
YYZ	CYYZ	10	11	11	1
LCA	LCLK	5	4	6	1
BOS	KBOS	8	8	9	1
SKG	LGTS	5	5	5	0
ATH	LGAV	7	6	7	0
BUD	LHBP	5	6	5	0
LGW	EGKK	8	11	8	0
KEF	BIKF	7	7	7	0
DME	UUDD	8	6	8	0
MAD	LEMD	9	7	8	-1
WAW	EPWA	6	5	5	-1
LIS	LPPT	6	5	5	-1
ORD	KORD	11	9	9	-2
DXB	OMDB	11	13	9	-2
LED	ULLI	11	10	9	-2
CAI	HECA	10	8	8	-2
LHR	EGLL	12	9	8	-4
IST	LTBA	10	6	6	-4

This table is based on eCODA data and lists some of the airports served by the Airline.

The Average Taxi-In is calculated for the individual airline and the profile (or Virtual Airline).

The ECAC Average displays the average Taxi-In of all airlines reporting to CODA during the previous year.

No selection criteria are used to determine this figure.

The table is sorted by difference between the Average Taxi-In of the ECAC and the Individual airline.

Source: eCODA

Overview of average and percentile blocktimes compared to Scheduled Blocktime served by the AO.

DEP ICAO	ARR ICAO	Provider Avg Scheduled Block	Provider Avg Actual Block	Profile Avg Scheduled Block	Profile Avg Actual Block	ECAC Avg Scheduled Block	ECAC Avg Actual Block	Percent Rank
EGLL	KJFK	07:39	08:11	07:50	08:20	07:44	08:15	0
EGLL	KBOS	07:27	07:42	07:25	07:49	07:26	07:45	10
EGLL	KMIA	09:45	09:59	09:45	10:16	09:45	10:05	21
EGLL	KORD	08:48	08:56	08:44	08:50	08:46	08:53	48
EGLL	KLAX	11:00	11:02	11:20	11:27	11:06	11:10	50
KLAX	EGLL	10:13	10:16	10:20	10:19	10:15	10:17	50
EGKK	KDFW	10:10	10:08	10:28	10:23	10:22	10:18	57
KJFK	EGLL	06:49	06:51	07:01	06:57	06:54	06:54	57
KORD	EGLL	07:41	07:36	07:35	07:22	07:37	07:28	65
KDFW	EGKK	08:40	08:30	08:58	08:44	08:52	08:39	71
KMIA	EGLL	08:18	07:59	08:29	07:50	08:22	07:56	79
KBOS	EGLL	06:22	06:05	06:27	06:19	06:24	06:11	95

This table compares the average and actual blocktimes on city-pairs served by the airline. These figures are displayed for the individual airline, the profile (or virtual airline) and the ECAC average. The table is sorted by the % of flights where the actual blocktime was within the scheduled blocktime. The percent rank ranges from 0% to 100%. At 0% there were no flights with an actual blocktime shorter or equal to the scheduled blocktime. At 100%, all the actual blocktimes were always shorter than the scheduled blocktime.