



All-Causes Delay to Air Transport in Europe

April 2017 – based on preliminary airline data*

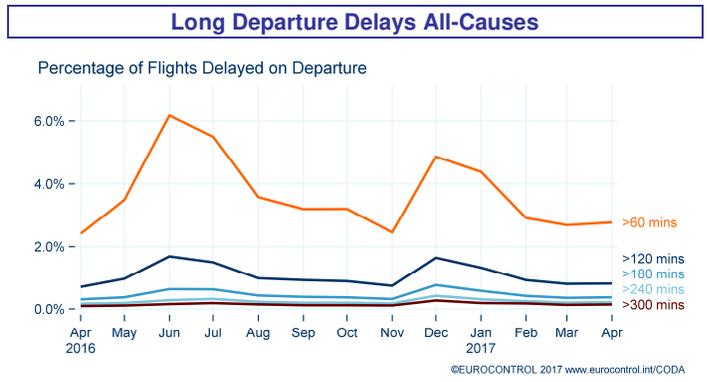
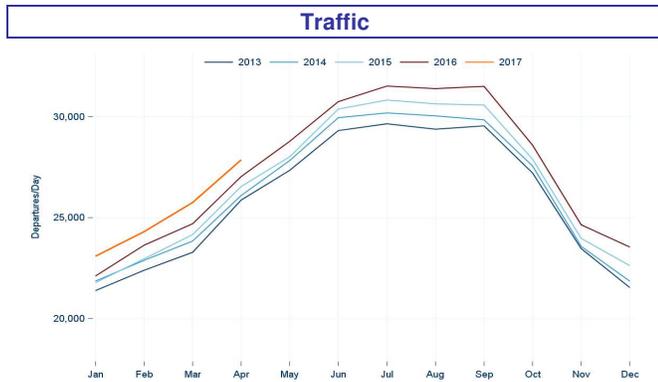
Summary & Significant Events

In April 2017 preliminary data from airlines describing all-causes delay showed that the average delay per delayed flight (ADD) was 25 minutes, an increase of 1 minute compared to April 2016. The percentage of delayed flights (>=5 minutes) on departure was 41%, an increase of 5 percentage points when compared to the same month in 2016.

The ERATO ATM system implementation throughout the month generated ATFM delays in Bordeaux ACC. Istanbul Sabiha Gökçen and Istanbul Ataturk airports suffered from aerodrome capacity issues as well as Amsterdam Schiphol (in part due to runway works in progress).

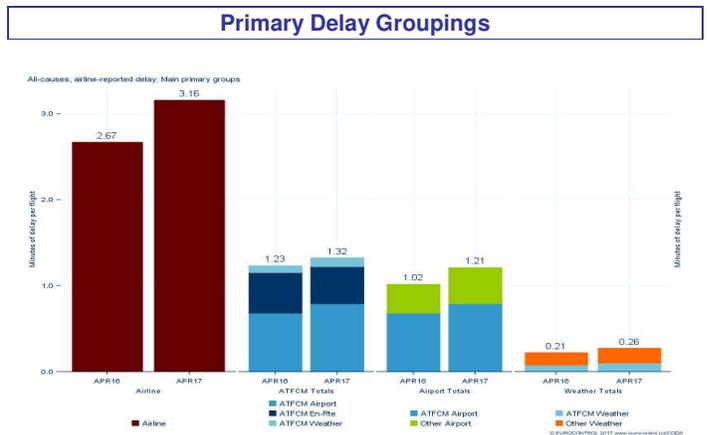
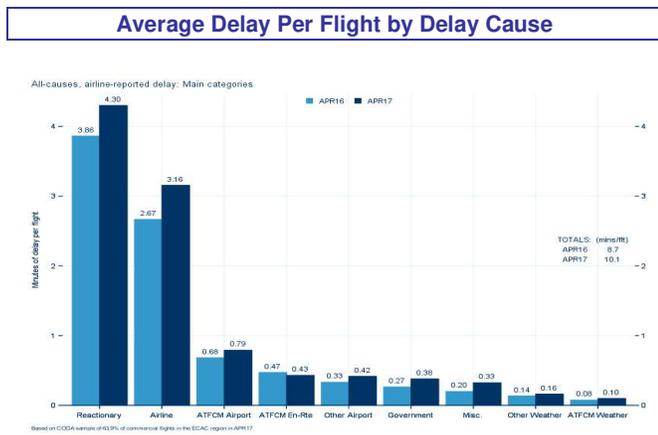
Surveillance issues at Paris/Charles de Gaulle airport (11 April), Palma de Mallorca and Ibiza airports (12 April) and a bomb alert on 26 April at Nantes airport generated ATFM delay.

Seasonal weather impacted several airports, especially Oslo Gardermoen and London Gatwick, and to a lesser extent Amsterdam Schiphol, Istanbul Atatürk, Zurich and London Heathrow airports.



In April 2017, ECAC saw an increase of 3.3% in the number of flights per day compared to April 2016.

The percentage of flights delayed greater than 60 minutes from all-causes recorded a slight increase of 0.4 percentage point to 2.8% when compared to April 2016.



The average delay per flight in April 2017 increased by 1.4 minutes to 10.1 minutes per flight. Further analysis of the delay reasons shows that reactionary and airline related delay increased respectively by 0.4 minutes and 0.5 minutes per flight.

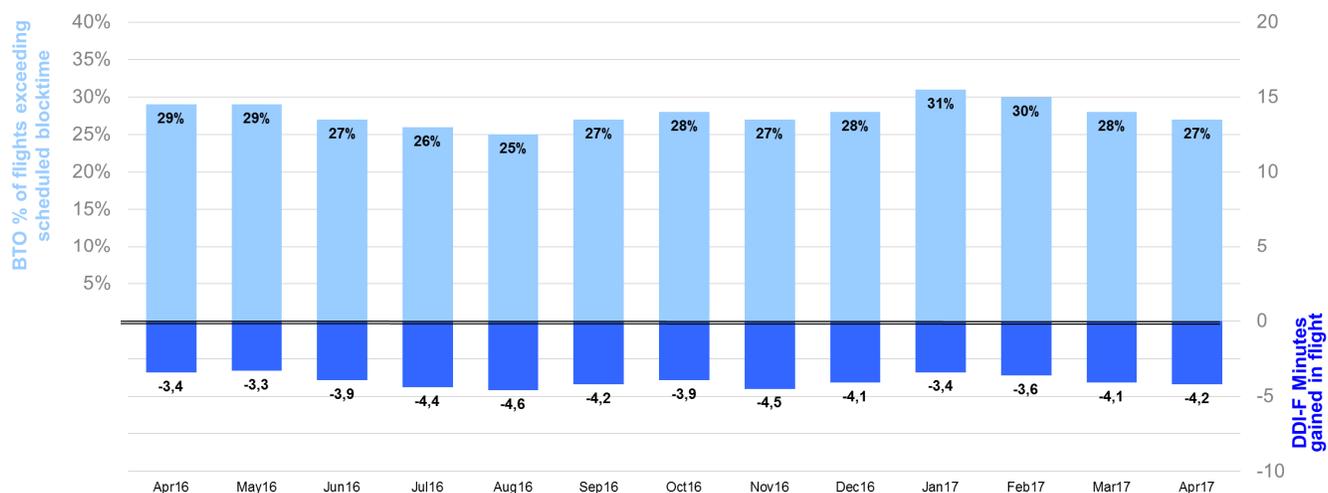
ATFCM delays reported by airlines increased to 1.3 minutes per flight, with ATFCM Airport delay driving this increase.

* This CODA report is based on airline data as currently available. Airline data coverage for April 2017 so far is: 64%
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CODA Scheduling Indicators

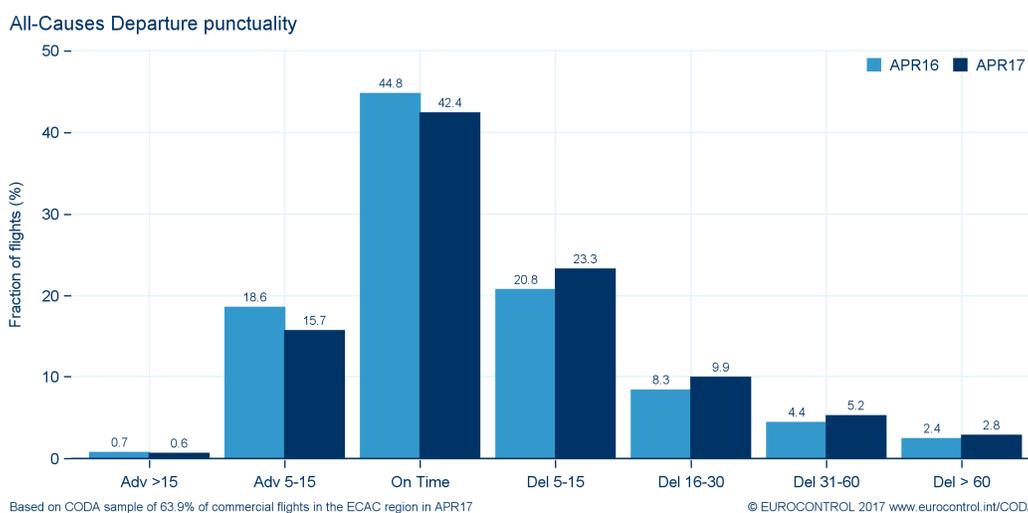
The **Block Time Overshoot (BTO)** or the percentage of flights with an actual block time which exceeds the scheduled block time. In April 2017 the European BTO decreased to 27% of flights exceeding their block times compared to a year ago.

The **Delay Difference Indicator - Flight (DDI-F)** or the difference between departure and arrival punctuality expressed in minutes. This can be indicated as a positive or negative figure, for example a flight departing with 20 minutes delay and arriving with 30 minutes arrival delay will have a DDI-F of +10 minutes. The European DDI-F in April 2017 was -4.2 minutes, a decrease when compared to April 2016 where the DDI-F was -3.4 minutes.



Distribution of All Flights by Length of Delay (Departure Punctuality)

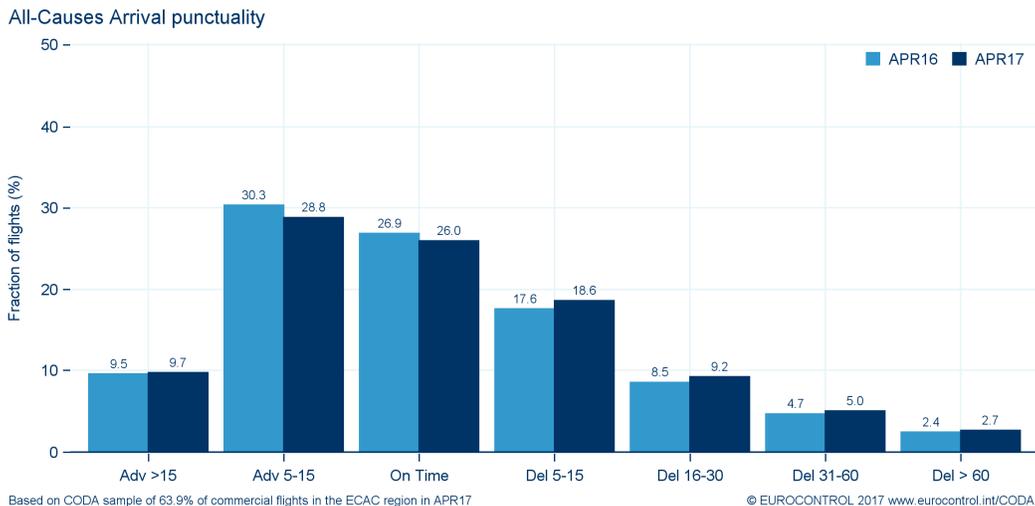
In April 2017, 42% of flights departed within the 5 minute threshold before or after the scheduled departure time (STD), remaining stable in comparison to the equivalent month in 2016. Flights delayed >30 minutes from all-causes increased from 6.8 to 8 percent when compared to April 2016.



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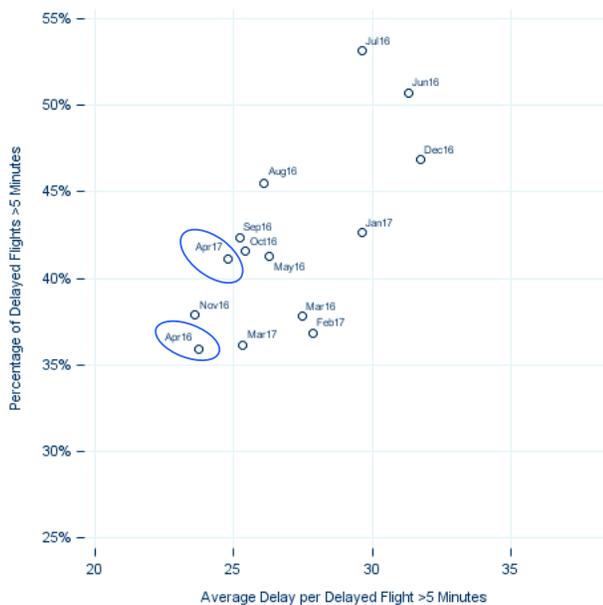
Distribution of All Flights by Length of Delay (Arrival Punctuality)

Regarding arrival punctuality, 73.4% of flights arrived within 15 minutes of the scheduled time of arrival time compared to 74.8% in April 2016. Flights arriving >15 minutes ahead of schedule remained stable at 9.7% when compared to April 2016.



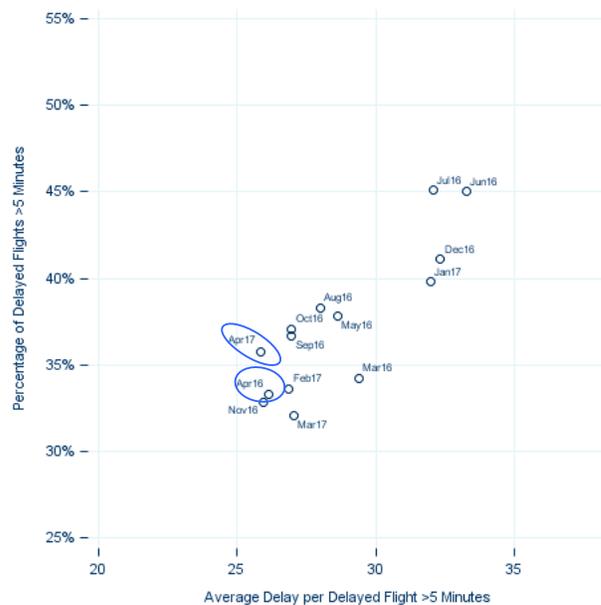
Average Delay per Delayed Flight and Percentage of Delayed Flights Comparison

Departure



In April 2017 the average delay per delayed flight (≥ 5 minutes) on departure was 25 minutes, an increase of 1 minute. 41% of flights were delayed on departure, an increase of 5 percentage points when compared to April 2016.

Arrival



The average delay per delayed flight (≥ 5 minutes) on arrival was 25.8 minutes, a decrease of 0.3 minutes when compared to April 2016, in contrast to the slight increase of the delay on departure. 35.8% of flights were delayed on arrival, an increase of 2.5 percentage points when compared to April 2016.

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