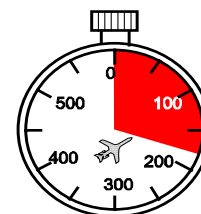
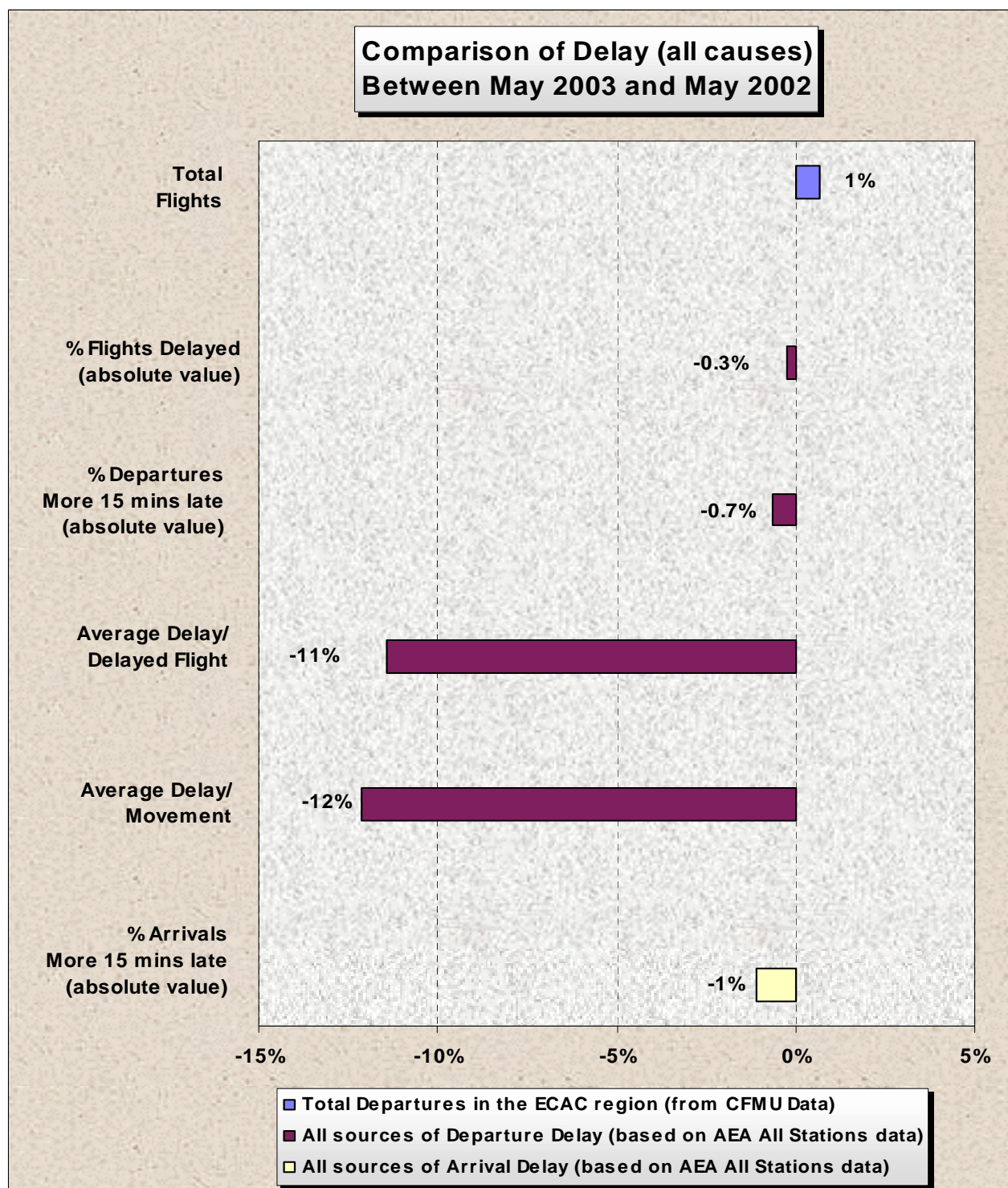


Delays to Air Transport in Europe May 2003



May 2003



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FOREWORD

This report represents an overview of the delay situation in the European Civil Aviation Conference Area. It is based on delay data supplied by the CFMU, and has been prepared by the Central Office for Delay Analysis (CODA), a service of the European Air Traffic Management Programme (EATMP).

The report consists of an overview of the reporting period, a summary of the main delay effects, and a series of charts and graphics, which illustrate the main characteristics of the reporting period. However, as a result of the current form of the database, *the graphics and charts refer only to departure delays*. A glossary of terms and abbreviations used throughout the report is given in Annex 3.

In this report the definition of the CFMU ATFM departure delay is based on the difference between the scheduled off-block time and the calculated off-block time, taking into account slot time and estimated taxi time.

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1. SUMMARY OVERVIEW

Traffic growth in the ECAC area remained depressed in May, with a rise of less than one percent. With a four percent decrease last year, traffic levels were still significantly below those of May 2000. ATFM delay, on the other hand, showed a small decrease and was the lowest May figure since CFMU started operations. Two thirds of this delay was due to ATC, but one third was due to restrictions put in place at the request of airports. From the ATC point of view, the main reasons for the delay was a lack of ATC capacity, ATC industrial action, weather and staff issues.

For the first five months of the year, traffic increased by a little over three percent, with delayed flights falling by four percent and flights delayed by more than fifteen minutes falling by seven percent. Total ATFM delay fell by six percent, with the Average Delay per Movement falling by nine percent to just over one and a half minutes. Less than half of the delay was attributable to ATFM en-route regulations, with the rest being mainly the result of regulations put in place to protect airports.

ATFM DELAY SITUATION FOR MAY 2003

Departures throughout the ECAC region in May again showed an increase of less than one percent. This low growth coupled with a decrease last year means that traffic levels were only three percent up on those of May 1999. Part of the reason for this slow growth was that people were reluctant to travel because of the continuing uncertainty in the Middle East, the SARS virus in China and Canada and also there were many flights cancelled due to industrial actions by ATC personnel in France. Domestic traffic decreased by a little over one percent, whereas International traffic increased by two percent. Two thirds of the busier countries had an increase in International traffic, with the largest real increases in Italy, Spain and the United Kingdom. Norway, the Ukraine and the Canary Islands had the largest increase in domestic traffic. France¹, Turkey and the Netherlands had the largest decrease in International traffic, with France also having the largest fall in domestic traffic, followed by Germany, Sweden and the United Kingdom.

Delay, due solely to ATFM measures, decreased by around two and a half percent to the lowest May level since CFMU started operations. The Average Delay per Movement decreased by three percent to just over one and a half minutes, but because the delayed flights fell by more than the total delay, the Average Delay per Delayed Flight increased by one percent. The main causes of the delay were the lack of ATC capacity, ATC industrial action, weather, airport capacity and staff issues.

Delayed flights decreased by three percent, with the percentage of flights delayed falling by half a percentage point to eight and a half percent. Flights delayed by more than fifteen minutes also went down by three percent, but flights delayed by more than sixty minutes increased by six percent, with a large part due to a rise in Spain. Even so, less than one flight in three hundred had a delay of more than sixty minutes due to ATFM measures.

¹ Many flights to/from and within France were cancelled during the ATC industrial actions in France.

Not all ATFM delay was caused by ATC, just under one third of the total ATFM delay in the ECAC region was due to regulations put in place to protect airports because of lack of capacity, parking problems, low visibility procedures, etc. This was four percentage points up on May last year. A graph of the relationship between airport delay and en-route delay is given on page 24. Lack of airport capacity accounted for almost a third of airport-related ATFM delay, with weather and ATC staffing being the other major causes. The largest real increases were in the airport capacity and ATC staffing categories, whereas the largest real decreases were in the weather and ATC capacity categories.

Airports with the largest levels of delay due to airport ATFM regulations were Frankfurt, the Paris airports and Rome; with Rome, the Paris airports and Zurich having the largest real increases. At the other end of the scale, there were large decreases at the Milan airports and Barcelona. It is worth noting that eight airports within the ECAC region had more than fifty percent of their total ATFM delay due to their own restrictions.

Over half of the busier airports (those with two thousand five hundred flights or more per month) saw an increase in departures, with fourteen percent having a double figure percentage increase. The largest real increases were at London/Stansted, Cologne/Bonn and Manchester, but Bergen/Flesland had the largest percentage increase. At the other end of the scale, the Paris airports and Basle/Mulhouse had the largest real decreases, with Basle also having the largest percentage decrease.

Turning to ATFM delays, London/Heathrow, Paris/Charles de Gaulle, Zurich, London/Gatwick and Amsterdam had the largest amount of delay imposed on departing traffic². Compared with May 2002, almost fifty percent of the airports saw a real increase in delay, ranging from thirteen thousand minutes at Barcelona to just seventy three minutes at Lisbon. At the other end of the scale, there were large decreases at London/Heathrow and Amsterdam, followed by London/Gatwick, Paris/Charles de Gaulle, Dublin and London/Stansted. When traffic levels are taken into account, however, the most penalised airport was Alicante, with an Average Delay per Movement of five and a half minutes, followed by Geneva, Milan/Linate, Venice and Palma; each with an average delay of over three and a half minutes. Compared with last year, Alicante had the largest increase, followed by Geneva and the Milan airports. In all, forty five percent of the airports had an increase in average delay, with fourteen percent having an increase of more than one minute. Against these rises, there were decreases at the London airports, Dublin and Amsterdam, with twelve percent of the airports having a decrease of more than one minute.

Looking at airports as destinations shows that traffic arriving at Frankfurt and Paris/Charles de Gaulle accumulated the most ATFM delay. Over fifty percent of the airports had an increase in delay, with the largest at Rome, Zurich, Frankfurt, Palma and Paris/Charles de Gaulle. At the other end of the scale, there were large real decreases at London/Heathrow, Amsterdam and Milan/Malpensa.

Taking traffic levels into account, Milan/Malpensa had the largest Average Delay per Movement, with five and a half minutes, followed by Alicante, Frankfurt and Zurich which each had an average delay in excess of four minutes (see table at the bottom

² It must be remembered that these are total ATFM delays to flights departing from/arriving at these airports and does not necessarily imply that these delays are due to action at these airports.

of page 20). Fifty percent of the busier airports had an increase in average delay, but only six airports, Venice, Alicante, Zurich, Toulouse, Palma and Rome, had an increase of more than one minute. Offsetting these increases, seven airports had a decrease of more than one minute, with Milan/Malpensa and Nice having a decrease of more than two minutes.

The busiest city pair in May was Barcelona-Madrid, with over nineteen hundred flights in each direction, with Milan/Linate-Rome and Barcelona-Palma being the only other airports with an average of more than one thousand flights in each direction. A list of the twenty most busy pairs is given in the table at the bottom of page 19. Almost fifty percent of the busiest city pairs (those with two hundred and fifty flights or more per month) had a real increase in flights, with just under a quarter of them having an increase of ten percent or more.

The most affected city pairs (due solely to ATFM delay) were Alicante-London/Gatwick, with an Average Delay per Movement of eleven minutes, followed by Amsterdam-Barcelona, Palma-Manchester and Madrid-Frankfurt; each with an average delay of more than nine minutes. For a schematic representation of the top ten most affected pairs, see the diagram on page 18, and for a more detailed list of these pairs, see the table at the top of page 19.

Compared with May last year, forty five percent of the pairs had an increase in Average Delay per Movement, with almost twenty percent of them having an increase of more than one minute. The largest increase, six minutes, was between Athens-Macedonia, with Alicante-London/Gatwick, Madrid-Frankfurt, Venice-Rome and Genoa-Rome, each having an increase of five minutes or more. At the other end of the scale, there were decreases of five minutes or more between Oslo-London/Heathrow, Amsterdam-Manchester, Mahon-Barcelona and Brussels-London/Heathrow. In all, twenty percent of the city pairs had a decrease of more than one minute.

The countries (those with one thousand two hundred and fifty flights or more per month) with the largest Average Delay per Movement for departure traffic, were Switzerland and Luxembourg. Compared with last year, only Switzerland (of the ECAC countries) had an increase of more than one minute. At the other end of the scale, three countries, Ireland, the Netherlands and the United Kingdom had decreases of more than one minute.

Looking at countries as destinations shows that arrivals in Switzerland, Italy and Greece had the largest Average Delay per Movement (due solely to ATFM). Compared with the same month of last year, forty five percent of the countries had an increase in average delay, but only Switzerland had an increase of more than one minute. Flights from the ECAC region to North America had the largest decrease, three minutes.

The most affected flows between countries were the Netherlands-Spain, Spain-Netherlands, Germany-Greece, Italy-United Kingdom and Spain-United Kingdom; all with an Average Delay per Movement of more than six minutes (see table at the bottom of page 21). Compared with May last year, almost fifty percent of the flows had an increase in Average Delay per Movement, with almost twenty percent having an increase of more than one minute. The largest increases were between Germany-Spain and Spain-Belgium. To offset these increases, twenty percent of the flows had

a decrease of more than one minute, with the largest between Belgium-United Kingdom, Germany-United States and the Netherlands-United Kingdom.

Based on the locations of the most penalising regulations, traffic (including overflights) using the airspace of France had the largest share of ATFM delay, followed by the United Kingdom, Italy, Germany and Switzerland. Between them, they accounted for over eighty percent of the total ATFM delay in the ECAC region. Compared with May 2002, France³ had the largest increase, with sixteen percentage points whereas the United Kingdom had the largest decrease, with a fall of twenty six percentage points.

Looking at the amount of delay imposed shows that France, the United Kingdom and Italy imposed the most delay on flights using their airspace. Compared with last year, France had the largest increase, with Switzerland and Germany also having large rises. At the other end of the scale, there was a large decrease in the United Kingdom, followed by Spain and the Netherlands.

Taking traffic handled (again including overflights) by the countries/regions into account shows that only France, Switzerland, Italy and Greece had an Average Delay per Movement of more than one minute. Compared with May last year, Switzerland was the only country to have an increase in average delay of more than one minute, while the United Kingdom was the only country to have a decrease of more than one minute.

The most penalising UACs/ACCs were London, Zurich, Reims and Bordeaux. Zurich, Reims and Bordeaux all had significant increases in delay, whereas the United Kingdom had a fall of over three hundred thousand minutes.

AEA AIRLINE DATA

Delays on air traffic in the ECAC region, due to all causes, decreased by six percent when compared with May last year; this was the first month on month decrease since December last year. The Average Delay per Movement fell by twelve percent to eight minutes. Traffic departing Zurich airport was the most penalised⁴, with an average delay of eleven minutes, whereas at Stockholm, it was only three and a half minutes. Compared with May last year, only thirty percent of the airports had an increase in average delay, with the largest real increase at Zurich (five minutes). Vienna was the only other airport to have an increase of more than one minute. Zurich also had the largest percentage increase. At the other end of the scale, London/Gatwick, Lisbon, Brussels and Madrid had significant real decreases, with London/Gatwick also having the largest percentage decrease.

Delays due solely to ATFM measures fell by fifteen percent, with the Average Delay per Movement decreasing by twenty one percent to just under two minutes. This was slightly more than that calculated from CFMU data.

³ There were two major ATC strikes in France in May.

⁴ This does not necessarily mean that Zurich airport was responsible for the delay as it could also have been caused by airline or ATFM measures.

The number of flights delayed increased by six percent, but the percentage of flights delayed fell by just over half of one percentage point to thirty nine percent. Flights delayed by more than fifteen minutes decreased, with departures falling by half of one percentage point to fourteen and a half percent and arrivals falling by one percentage point to fifteen and a half percent.

The graph of the comparison of the main indicators shows that while there were some differences between the two sources, they followed the same trend (with the exception of the Delayed Flights and the Average Delay per Delayed Flight). These differences were due in part to the way the data was recorded, the mix of traffic and the way the delays were calculated (see note in the Foreword). These differences, however, do not affect the long term correlation of the ATFM delay of the two sources, as the graph on page 27 illustrates. This is also true when the eCODA all causes airline data is added to the graph.

An analysis of delay causes and categories, grouped by IATA codes, shows that over fifty five percent of them had an increase in delay share, with ATFM Restrictions at Destination Airport, Flight Operations & Crewing and Cargo & Mail categories having the largest increases. To offset these increases, there were falls in the ATFM Staff/Equipment En-Route, ATFM Weather at Destination and Restrictions at Destination Airport categories. Technical & Aircraft Equipment was again the most penalising direct delay category with thirteen and a half percent, followed by ATFM En-Route Demand/Capacity, with nine percent. ATFM Restrictions at Destination Airport and Flight Operations & Crewing had the largest real increases. At the other end of the scale, there were decreases in the ATFM Staff/Equipment En-Route, Reactionary and ATFM En-Route Demand/Capacity categories.

eCODA DATA

The Average Delay per Movement for departure was seven minutes; a decrease of four and a half percent on May last year. This was again slightly lower than that calculated from AEA data, and reflects the greater data capture and the different mix of traffic in the eCODA data. Thirty five percent of flights were delayed (twelve and a half percent by more than fifteen minutes), but twelve percent departed before their scheduled time.

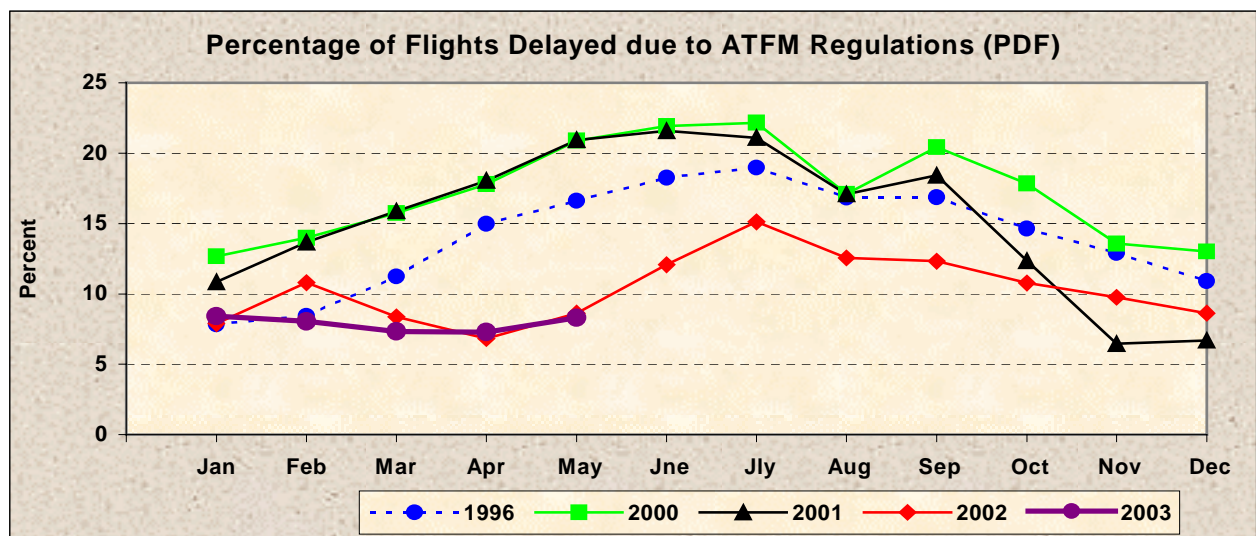
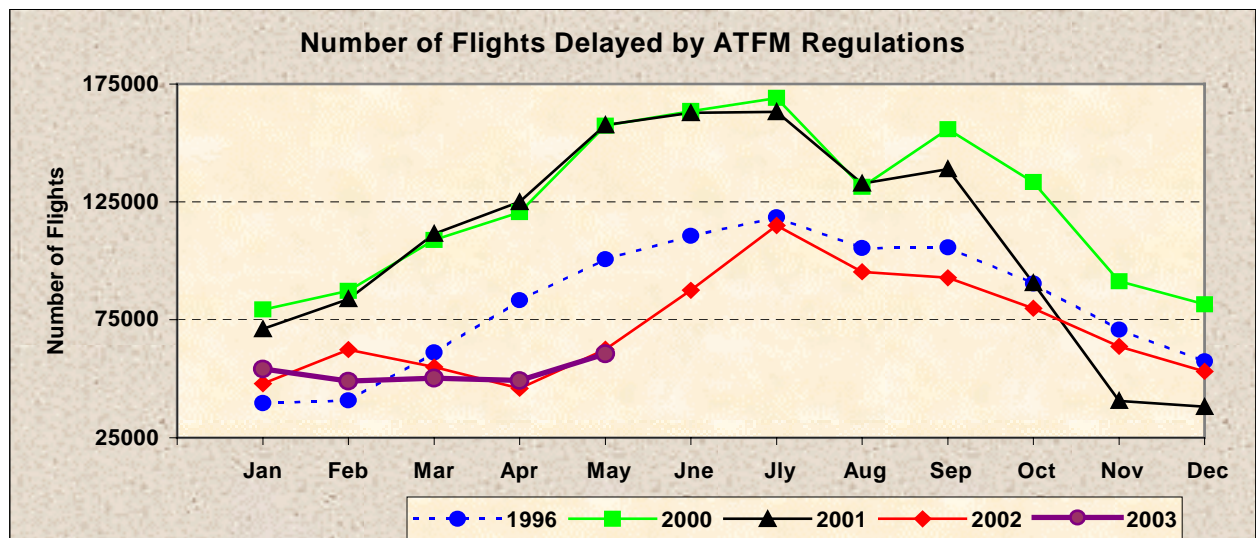
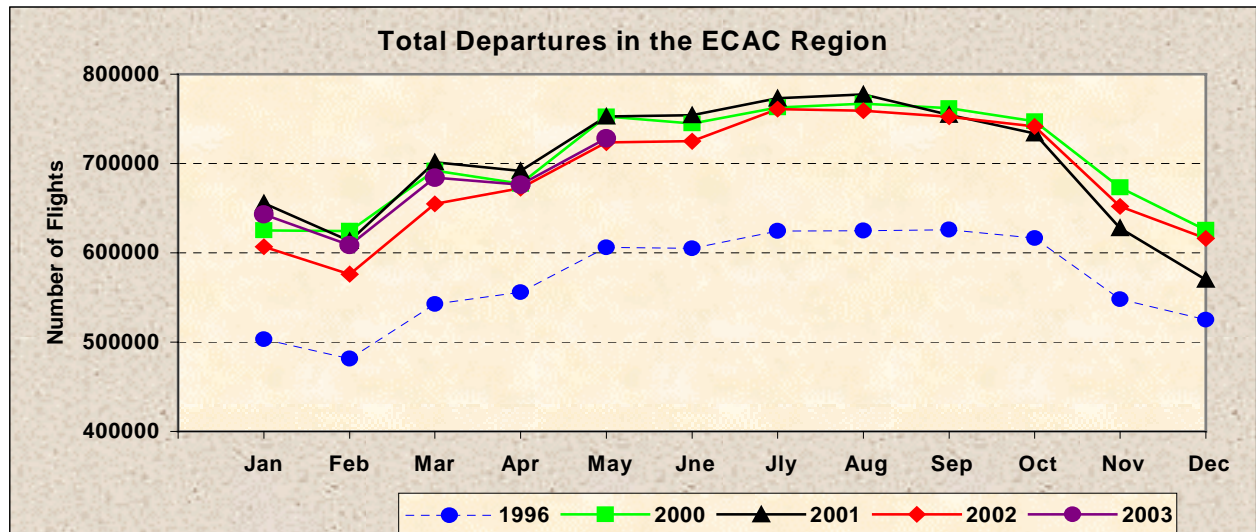
Turning to arrivals, the Average Delay per Movement was only slightly higher at seven and a half minutes, which was a decrease of six percent on May last year. Thirty two percent of flights were delayed, with twelve and a half percent by more than fifteen minutes. On the other hand, thirty six percent of flights arrived ahead of schedule.

SUMMARY OF SIGNIFICANT ATFM EVENTS

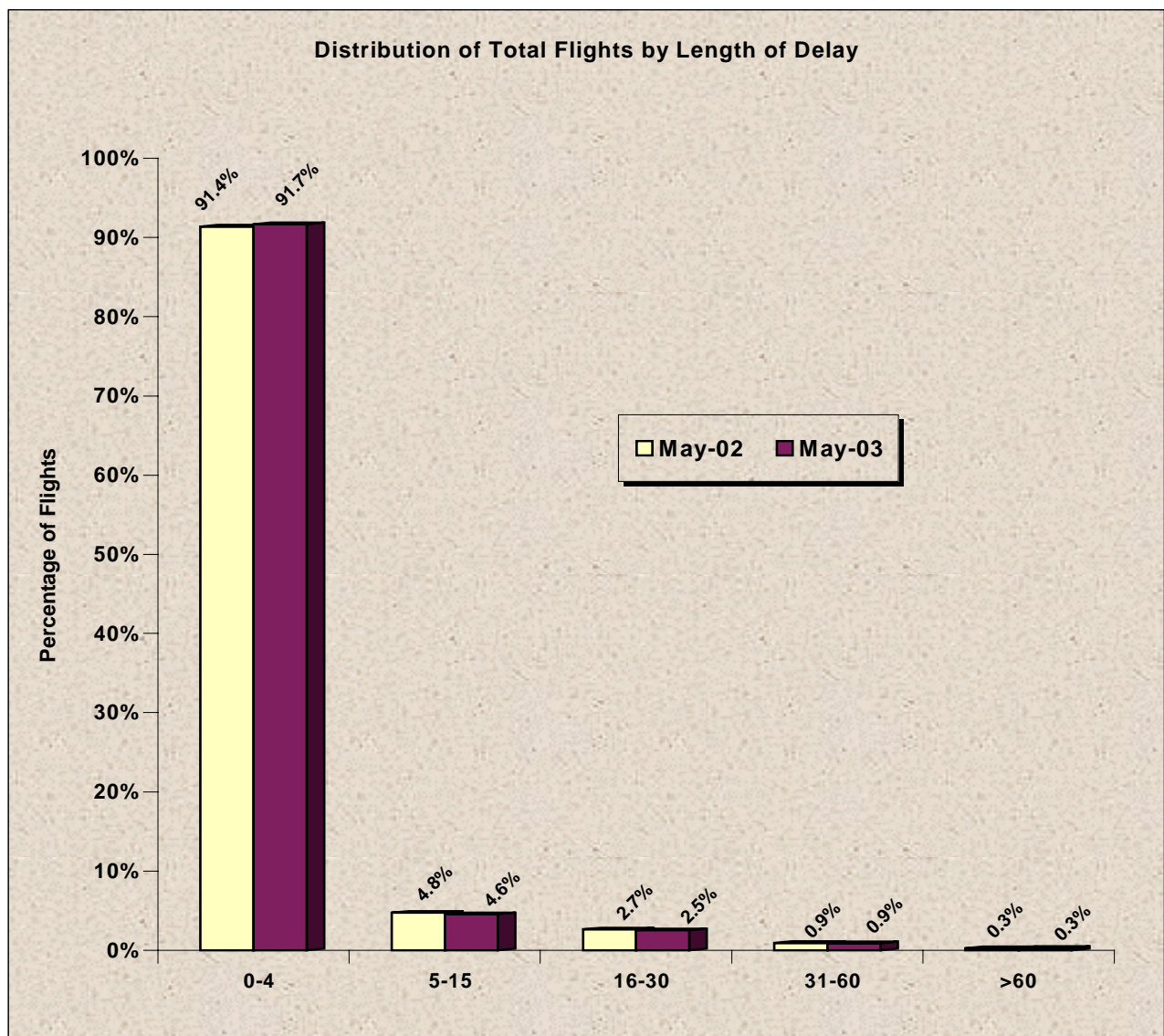
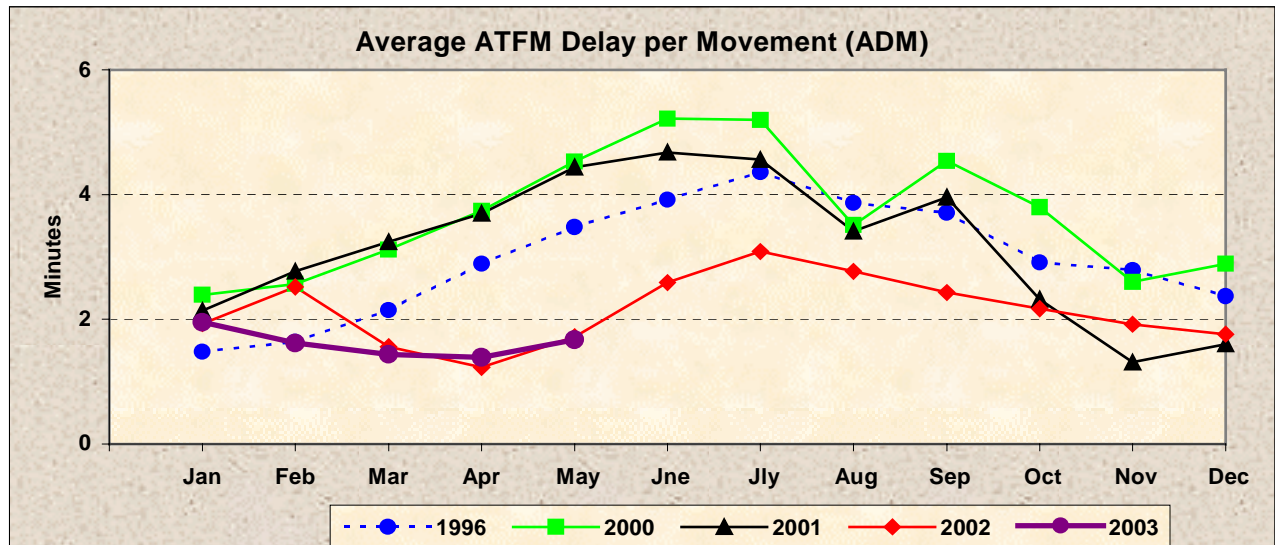
- ✈ Weather conditions including low visibility, high winds and thunderstorms.
- ✈ Technical problems including radar maintenance at Geneva, Ljubljana and Venice; radar unserviceable at Padua ACC; radar failure at Berlin ACC; radio communication problems at Bordeaux and Stockholm ACCs; Deauville airport closed because of telecommunication problems; FDPS failure in Athens ACC.
- ✈ Staff issues at Dusseldorf, Frankfurt, Brindisi and London ACCs; Rhein UAC.
- ✈ Aircraft accidents/incidents closing Rennes; runway blocked at Edinburgh, Basle/Mulhouse and Zakinthos.
- ✈ Industrial action by ATC personnel in France on the 13th and 27th; handling personnel at Milan/Linate; Greek aviation personnel (not ATC).
- ✈ Military activity in Shanwick OACC; Amsterdam, Geneva, Milan, Brindisi, Rome, Brest, Bordeaux and Canaries ACCs.
- ✈ Other items included the move of Milan ACC to a new ops room; an earthquake in Algeria; G8 summit at Evian; Austrian Grand Prix; world motor cycling Grand Prix at Jerez; UEFA cup final in Seville; champions league final in Manchester; software upgrade in London ACC.

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2. Year on Year Trends in Main Indicators

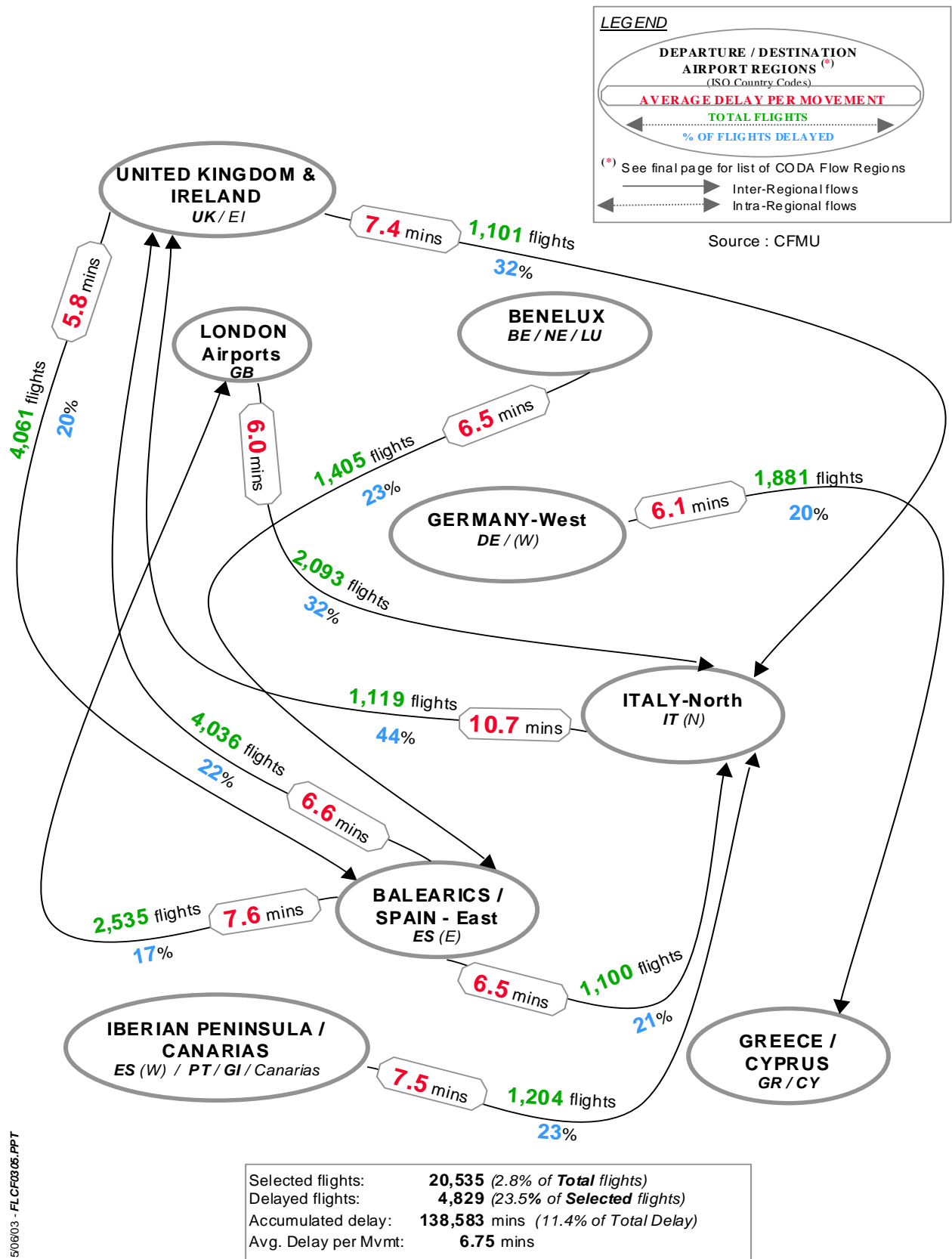


Source: CFMU ATFM Data



Source : CFMU ATFM Data

3. Most Affected Traffic Flows by CODA Regions



ATFM Delay Situation on 10 Regional CODA Traffic Flows (>1,000 flights) in May 2003

4. Most Affected and Most Dense Traffic Flows

MOST AFFECTED TRAFFIC FLOWS (CFMU)

Rank	Departure	Destination	TTF	TRF	TDF	PDF	TDM	ADD	ADM
1	Italy-North	United Kingdom & Ireland	1,119	719	493	44.06	12,006	24.35	10.73
2	Balearics/Spain East	London Airports	2,535	681	442	17.44	19,141	43.31	7.55
3	Iberian Peninsula/Canaria	Italy-North	1,204	437	273	22.67	9,042	33.12	7.51
4	United Kingdom & Ireland	Italy-North	1,101	528	353	32.06	8,123	23.01	7.38
5	Balearics/Spain East	United Kingdom & Ireland	4,036	1,323	877	21.73	26,632	30.37	6.60
6	BENELUX	Balearics/Spain East	1,405	671	318	22.63	9,109	28.64	6.48
7	Balearics/Spain East	Italy-North	1,100	363	226	20.55	7,129	31.54	6.48
8	Germany-West	Greece/Cyprus	1,881	600	378	20.10	11,554	30.57	6.14
9	London Airports	Italy-North	2,093	1,081	662	31.63	12,504	18.89	5.97
10	United Kingdom & Ireland	Balearics/Spain East	4,061	1,357	807	19.87	23,343	28.93	5.75
11	London Airports	Balearics/Spain East	2,529	692	429	16.96	14,414	33.60	5.70
12	Balearics/Spain East	BENELUX	1,422	592	318	22.36	8,096	25.46	5.69
13	Iberian Peninsula/Canaria	Germany-West	3,410	1,516	848	24.87	19,286	22.74	5.66
14	Germany-West	Iberian Peninsula/Canaria	3,402	1,689	856	25.16	19,037	22.24	5.60
15	Italy-North	London Airports	2,090	1,257	651	31.15	11,344	17.43	5.43
16	Italy-North	Iberian Peninsula/Canaria	1,218	294	186	15.27	6,461	34.74	5.30
17	Germany-West	Balearics/Spain East	3,475	1,392	700	20.14	17,913	25.59	5.15
18	Switzerland	Paris Airports	1,449	763	359	24.78	7,361	20.50	5.08
19	Italy-North	Paris Airports	1,835	1,047	509	27.74	9,135	17.95	4.98
20	Balearics/Spain East	Germany-West	3,452	1,151	628	18.19	16,450	26.19	4.77
Totals			44,817	18,153	10,313	23.01	268,080	25.99	5.98

MOST DENSE TRAFFIC FLOWS (CFMU)

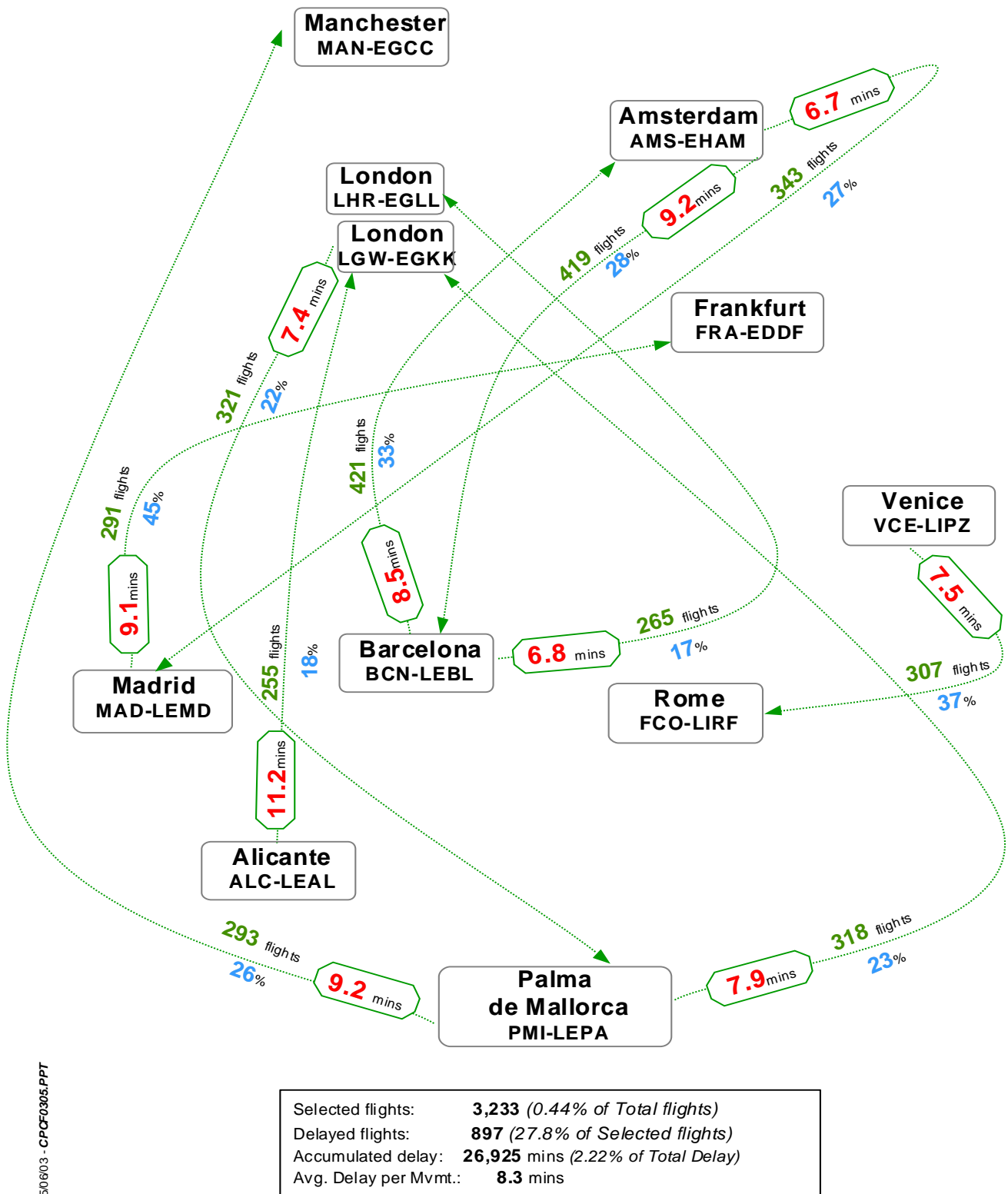
Rank	Departure	Destination	TTF	TRF	TDF	PDF	TDM	ADD	ADM	ADM-Rank
1	Nordic States	Nordic States	62,763	540	222	0.35	3,521	15.86	0.06	32
2	United Kingdom & Ireland	United Kingdom & Ireland	29,523	2,313	1,147	3.89	19,070	16.63	0.65	21
3	Iberian Peninsula/Canaria	Iberian Peninsula/Canaria	26,575	496	217	0.82	3,543	16.33	0.13	31
4	Germany-West	Germany-West	22,872	3,235	1,662	7.27	30,541	18.38	1.34	15
5	Greece/Cyprus	Greece/Cyprus	10,301	747	458	4.45	17,046	37.22	1.65	9
6	Italy-South/Malta	Italy-North	10,102	1,969	1,090	10.79	21,800	20.00	2.16	5
7	Italy-North	Italy-South/Malta	10,101	2,332	1,545	15.30	30,152	19.52	2.99	4
8	London Airports	United Kingdom & Ireland	9,551	1,748	941	9.85	15,251	16.21	1.60	11
9	United Kingdom & Ireland	London Airports	9,535	1,934	945	9.91	16,618	17.59	1.74	7
10	Other	Other	9,031	27	19	0.21	313	16.47	0.03	33
11	Italy-South/Malta	Italy-South/Malta	8,635	1,011	529	6.13	10,025	18.95	1.16	17
12	Balearics/Spain East	Balearics/Spain East	7,691	366	122	1.59	1,789	14.66	0.23	29
13	Iberian Peninsula/Canaria	Balearics/Spain East	7,260	834	249	3.43	3,003	12.06	0.41	27
14	Balearics/Spain East	Iberian Peninsula/Canaria	7,197	305	106	1.47	1,563	14.75	0.22	30
15	Germany-West	Other	7,076	1,000	513	7.25	9,119	17.78	1.29	16
16	Other	London Airports	7,074	169	89	1.26	1,703	19.13	0.24	28
17	Other	Germany-West	7,043	375	235	3.34	4,433	18.86	0.63	23
18	London Airports	Other	7,039	1,353	734	10.43	12,793	17.43	1.82	6
19	Germany-East/Czech Rep	Germany-West	6,893	978	545	7.91	9,326	17.11	1.35	14
20	Germany-West	Germany-East/Czech Rep	6,889	379	184	2.67	3,434	18.66	0.50	26
21	Turkey	Turkey	6,769	0	0	0.00	0	0.00	0.00	34
22	Paris Airports	Other	5,908	1,294	625	10.58	9,889	15.82	1.67	8
23	Other	Paris Airports	5,882	422	169	2.87	3,235	19.14	0.55	25
24	Central Europe	Central Europe	5,850	7	0	0.00	0	0.00	0.00	35
25	France Southeast	France Southeast	5,155	329	116	2.25	3,276	28.24	0.64	22

5. Most Affected City Pairs

AVERAGE DELAY PER MOVEMENT

Source : CFMU

Total Number of Flights & % of Flights Delayed



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ATFM Delay Situation on 10 City Pairs (>250 flights) in May 2003

6. Most Affected and Most Dense City Pairs

MOST <u>AFFECTED</u> CITY PAIRS (CFMU)									
Rank	Departure	Destination	TTF	TRF	TDF	PDF	TDM	ADD	ADM
1	Alicante	London/Gatwick	255	74	45	17.65	2,853	63.40	11.19
2	Amsterdam	Barcelona	419	259	116	27.68	3,862	33.29	9.22
3	Palma De Mallorca	Manchester	293	125	75	25.60	2,699	35.99	9.21
4	Madrid/Barajas	Frankfurt	291	182	130	44.67	2,637	20.28	9.06
5	Barcelona	Amsterdam	421	253	140	33.25	3,575	25.54	8.49
6	Palma De Mallorca	London/Gatwick	318	103	72	22.64	2,496	34.67	7.85
7	Venice/Tessera	Rome/Fiumicino	307	128	113	36.81	2,306	20.41	7.51
8	London/Gatwick	Palma De Mallorca	321	104	69	21.50	2,388	34.61	7.44
9	Barcelona	London/Heathrow	265	78	45	16.98	1,800	40.00	6.79
10	Amsterdam	Madrid/Barajas	343	210	92	26.82	2,309	25.10	6.73
11	Manchester	Palma De Mallorca	292	128	84	28.77	1,962	23.36	6.72
12	Genova Sestri	Rome/Fiumicino	258	131	94	36.43	1,704	18.13	6.60
13	Milan/Linate	London/Heathrow	276	202	107	38.77	1,816	16.97	6.58
14	Athens	Makedonia	665	238	127	19.10	4,194	33.02	6.31
15	Amsterdam	Zurich	307	178	112	36.48	1,934	17.27	6.30
16	Torino/Caselle	Rome/Fiumicino	400	177	139	34.75	2,437	17.53	6.09
17	Paris/Charles-De-Gaulle	Zurich	353	221	118	33.43	2,100	17.80	5.95
18	Rome/Fiumicino	Frankfurt	287	178	105	36.59	1,683	16.03	5.86
19	Zurich	Frankfurt	333	191	128	38.44	1,922	15.02	5.77
20	Madrid/Barajas	Amsterdam	342	189	84	24.56	1,936	23.05	5.66
Totals			6,746	3,349	1,995	29.57	48,613	24.37	7.21

MOST <u>DENSE</u> CITY PAIRS (CFMU)										
Rank	Departure	Destination	TTF	TRF	TDF	PDF	TDM	ADD	ADM	ADM-rank
1	Barcelona	Madrid/Barajas	1,935	155	39	2.02	491	12.59	0.25	21
2	Madrid/Barajas	Barcelona	1,922	345	109	5.67	1,208	11.08	0.63	16
3	Milan/Linate	Rome/Fiumicino	1,166	477	295	25.30	5,897	19.99	5.06	2
4	Rome/Fiumicino	Milan/Linate	1,156	195	106	9.17	2,138	20.17	1.85	4
5	Barcelona	Palma De Mallorca	1,066	10	5	0.47	106	21.20	0.10	27
6	Palma De Mallorca	Barcelona	984	183	59	6.00	880	14.92	0.89	12
7	Paris/Charles-De-Gaulle	London/Heathrow	790	130	63	7.97	885	14.05	1.12	8
8	London/Heathrow	Paris/Charles-De-Gaulle	789	255	109	13.81	2,264	20.77	2.87	3
9	Berlin-Tegel	Munich	763	80	37	4.85	701	18.95	0.92	10
10	Amsterdam	London/Heathrow	755	142	55	7.28	797	14.49	1.06	9
11	London/Heathrow	Amsterdam	755	108	33	4.37	570	17.27	0.75	14
12	Munich	Berlin-Tegel	726	10	5	0.69	56	11.20	0.08	29
13	Cologne/Bonn	Berlin-Tegel	720	77	24	3.33	377	15.71	0.52	18
14	Den Helder/De Kooy	Unknown	710	0	0	0.00	0	0.00	0.00	32
15	Unknown	Den Helder/De Kooy	710	0	0	0.00	0	0.00	0.00	33
16	Berlin-Tegel	Cologne/Bonn	703	19	15	2.13	345	23.00	0.49	19
17	Las Palmas	Fuerteventura	699	5	3	0.43	72	24.00	0.10	26
18	Dusseldorf	Munich	694	103	58	8.36	1,135	19.57	1.64	6
19	Munich	Dusseldorf	693	65	37	5.34	901	24.35	1.30	7
20	Fuerteventura	Las Palmas	690	6	6	0.87	168	28.00	0.24	22
21	Madrid/Barajas	Palma De Mallorca	682	11	3	0.44	55	18.33	0.08	28
22	Palma De Mallorca	Madrid/Barajas	675	45	20	2.96	313	15.65	0.46	20
23	Bergen/Flesland	Oslo/Gardermoen	669	15	5	0.75	77	15.40	0.12	24
24	Makedonia	Athens	666	9	2	0.30	24	12.00	0.04	31
25	Athens	Makedonia	665	238	127	19.10	4,194	33.02	6.31	1

7. Most Penalised Airports (with more than 2,500 flights per month)

Ranked by Average Delay per Movement (ADM)

Departure Airports

Airport	Total Flights (TTF)	Delayed Flights (TDF)	% of Delayed Flights (PDF)	Total Delay (TDM)	Flights Delayed > 60 mins	Av.Delay/ Delayed Flt (ADD)	Av.Delay/ Movement (ADM)
Alicante	2,983	498	17	16,684	76	33.5	5.6
Geneva	6,044	1,234	20	23,658	34	19.2	3.9
Milan/Linate	5,241	964	18	20,019	29	20.8	3.8
Venice/Tessera	3,348	681	20	12,370	16	18.2	3.7
Palma De Mallorca	8,522	1,081	13	30,591	128	28.3	3.6
Bologna	2,641	508	19	9,143	17	18.0	3.5
Dusseldorf	7,812	1,270	16	26,465	37	20.8	3.4
Milan/Malpensa	9,064	1,522	17	30,636	40	20.1	3.4
Zurich	10,942	2,073	19	34,848	33	16.8	3.2
London/Gatwick	10,740	1,469	14	33,306	82	22.7	3.1
London/Luton	3,580	474	13	10,474	25	22.1	2.9
Malaga	5,056	597	12	14,738	47	24.7	2.9
Manchester	9,401	1,231	13	26,682	50	21.7	2.8
Hanover	3,521	458	13	9,214	20	20.1	2.6
East Midlands	2,794	295	11	7,118	20	24.1	2.6
Basle/Mulhouse	2,700	440	16	6,764	3	15.4	2.5
Barcelona	12,086	1,025	8	30,068	139	29.3	2.5
London/Stansted	8,368	1,073	13	20,302	40	18.9	2.4
Prague/Ruzyně	4,629	615	13	11,160	15	18.2	2.4
Stuttgart	5,516	617	11	12,935	25	21.0	2.3

Destination Airports

Airport	Total Flights (TTF)	Delayed Flights (TDF)	% of Delayed Flights (PDF)	Total Delay (TDM)	Flights Delayed > 60 mins	Av.Delay/ Delayed Flt (ADD)	Av.Delay/ Movement (ADM)
Milan/Malpensa	9,072	2,713	30	48,587	78	17.9	5.4
Alicante	2,977	512	17	14,059	55	27.5	4.7
Frankfurt	20,004	4,973	25	81,198	61	16.3	4.1
Zurich	10,897	2,337	21	43,754	44	18.7	4.0
Rome/Fiumicino	12,641	2,505	20	47,780	51	19.1	3.8
Venice/Tessera	3,355	576	17	12,408	13	21.5	3.7
Palma De Mallorca	8,561	930	11	26,478	104	28.5	3.1
Milan/Linate	5,250	736	14	15,927	43	21.6	3.0
London/Stansted	8,403	1,137	14	23,928	46	21.0	2.9
London/Luton	3,595	406	11	9,833	27	24.2	2.7
Barcelona	12,098	1,327	11	32,978	143	24.9	2.7
Paris/Charles-De-Gaulle	20,801	3,256	16	56,020	25	17.2	2.7
London/Gatwick	10,738	1,167	11	28,229	71	24.2	2.6
Edinburgh	4,781	688	14	12,025	6	17.5	2.5
Manchester	9,399	1,020	11	23,637	52	23.2	2.5
Glasgow	4,451	528	12	10,779	17	20.4	2.4
Birmingham	5,531	680	12	13,127	23	19.3	2.4
East Midlands	2,811	281	10	6,278	21	22.3	2.2
Toulouse/Blagnac	3,349	216	6	7,464	10	34.6	2.2
Amsterdam	17,439	2,155	12	38,358	39	17.8	2.2

Source : CFMU ATFM Data

8. Most **Dense** Traffic Flows (Country to Country with more than 1,250 flights per month)

Ranked by Total Number of Flights (TTF)

From	To	Total Flights (TTF)	Delayed Flights (TDF)	% of Delayed Flights (PDF)	Total Delay (TDM)	Av.Delay/ Delayed Flt (ADD)	Av. Delay/ Movement (ADM)
UNITED KINGDOM	UNITED KINGDOM	41,715	2,781	7%	49,559	17.8	1.2
FRANCE	FRANCE	40,085	1,967	5%	44,808	22.8	1.1
GERMANY	GERMANY	35,664	2,254	6%	41,024	18.2	1.2
ITALY	ITALY	32,068	3,626	11%	71,277	19.7	2.2
SPAIN	SPAIN	31,887	569	2%	7,621	13.4	0.2
NORWAY	NORWAY	23,461	30	0%	400	13.3	0.0
SWEDEN	SWEDEN	16,080	0	0%	0	0.0	0.0
GREECE	GREECE	9,278	432	5%	16,258	37.6	1.8
UNITED KINGDOM	SPAIN	9,207	1,459	16%	45,220	31.0	4.9
SPAIN	UNITED KINGDOM	9,203	1,672	18%	56,028	33.5	6.1
CANARY ISLANDS (SPAIN)	CANARY ISLANDS (SPAIN)	7,013	19	0%	599	31.5	0.1
UNITED KINGDOM	FRANCE	6,886	856	12%	20,433	23.9	3.0
FRANCE	UNITED KINGDOM	6,818	712	10%	11,996	16.9	1.8
TURKEY	TURKEY	6,769	0	0%	0	0.0	0.0
UNITED KINGDOM	GERMANY	6,356	947	15%	14,385	15.2	2.3
GERMANY	UNITED KINGDOM	6,310	833	13%	12,804	15.4	2.0
GERMANY	ITALY	6,230	1,311	21%	24,174	18.4	3.9
ITALY	GERMANY	6,210	1,204	19%	20,195	16.8	3.3
FINLAND	FINLAND	5,643	62	1%	1,172	18.9	0.2
GERMANY	SPAIN	5,578	1,153	21%	29,121	25.3	5.2

Source: CFMU ATFM Data

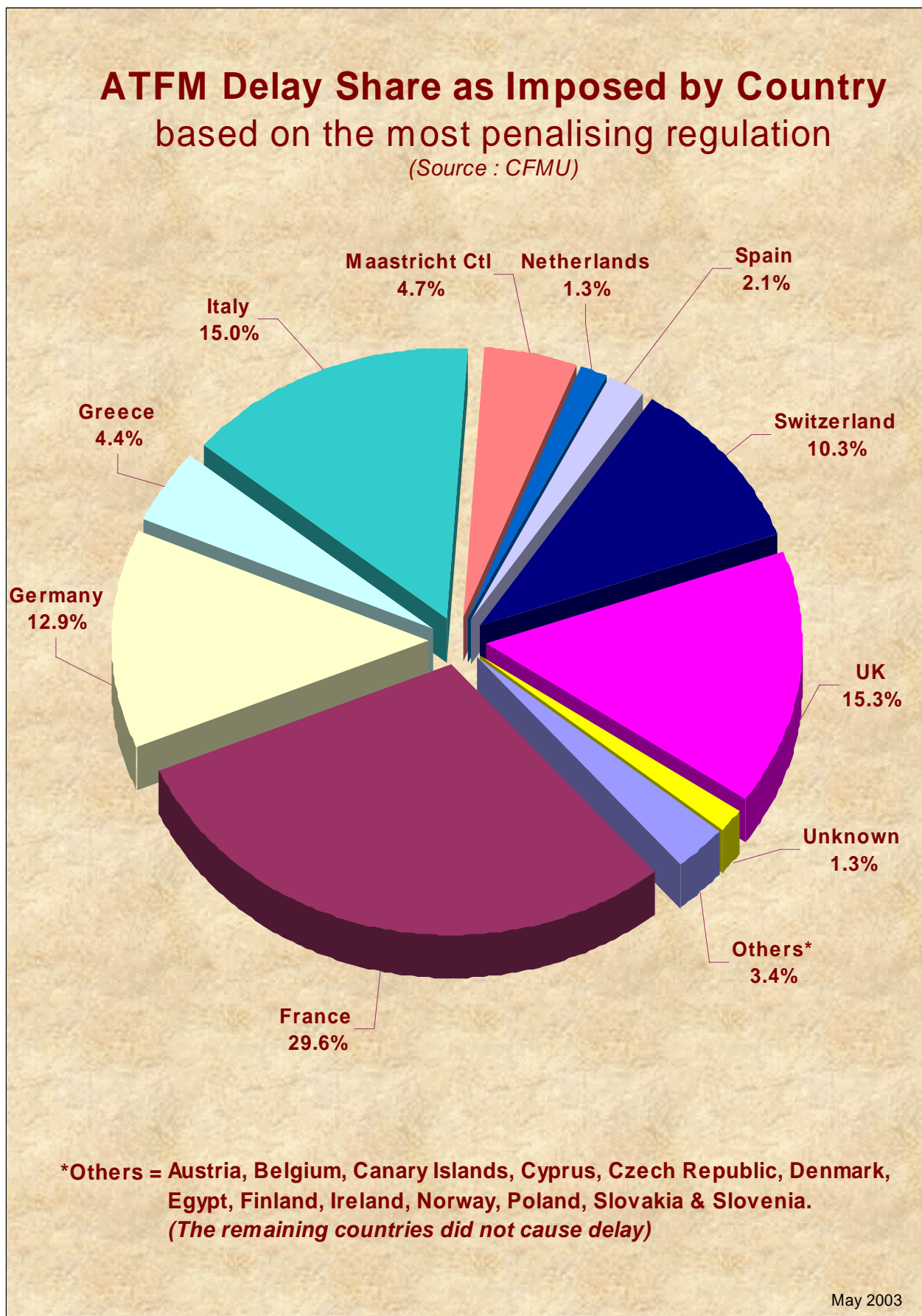
9. Most **Penalised** Traffic Flows (Country to Country with more than 1,250 flights per month)

Ranked by Average Delay per Movement (ADM)

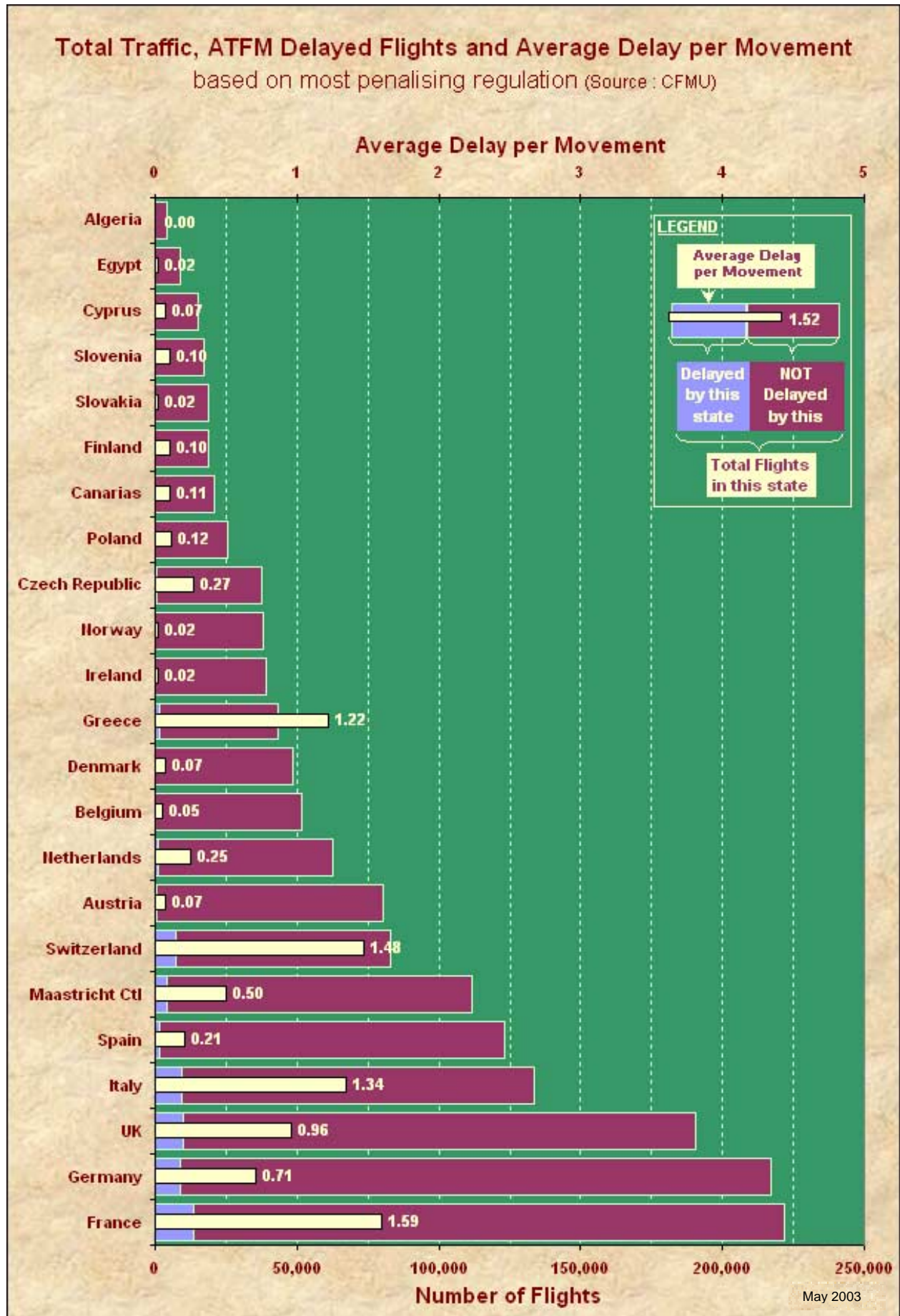
From	To	Total Flights (TTF)	Delayed Flights (TDF)	% of Delayed Flights (PDF)	Total Delay (TDM)	Av.Delay/ Delayed Flt (ADD)	Av. Delay/ Movement (ADM)
NETHERLANDS	SPAIN	1,297	355	27%	9,127	25.7	7.0
SPAIN	NETHERLANDS	1,317	363	28%	8,585	23.7	6.5
GERMANY	GREECE	2,046	428	21%	13,123	30.7	6.4
ITALY	UNITED KINGDOM	4,554	1,387	30%	28,534	20.6	6.3
SPAIN	UNITED KINGDOM	9,203	1,672	18%	56,028	33.5	6.1
SPAIN	ITALY	2,671	499	19%	15,326	30.7	5.7
UNITED KINGDOM	ITALY	4,472	1,229	27%	24,785	20.2	5.5
UNITED KINGDOM	GREECE	2,259	521	23%	12,465	23.9	5.5
GERMANY	SPAIN	5,578	1,153	21%	29,121	25.3	5.2
UNITED KINGDOM	SPAIN	9,207	1,459	16%	45,220	31.0	4.9
SPAIN	GERMANY	5,532	1,070	19%	26,037	24.3	4.7
SWITZERLAND	UNITED KINGDOM	2,033	535	26%	9,081	17.0	4.5
GREECE	UNITED KINGDOM	2,246	419	19%	9,206	22.0	4.1
UNITED KINGDOM	SWITZERLAND	2,006	431	21%	8,173	19.0	4.1
ITALY	SPAIN	2,722	332	12%	10,877	32.8	4.0
GERMANY	ITALY	6,230	1,311	21%	24,174	18.4	3.9
SWITZERLAND	ITALY	1,502	320	21%	5,814	18.2	3.9
SPAIN	BELGIUM	1,253	174	14%	4,764	27.4	3.8
ITALY	FRANCE	4,884	982	20%	18,525	18.9	3.8
BELGIUM	ITALY	1,536	347	23%	5,800	16.7	3.8

Source: CFMU ATFM Data

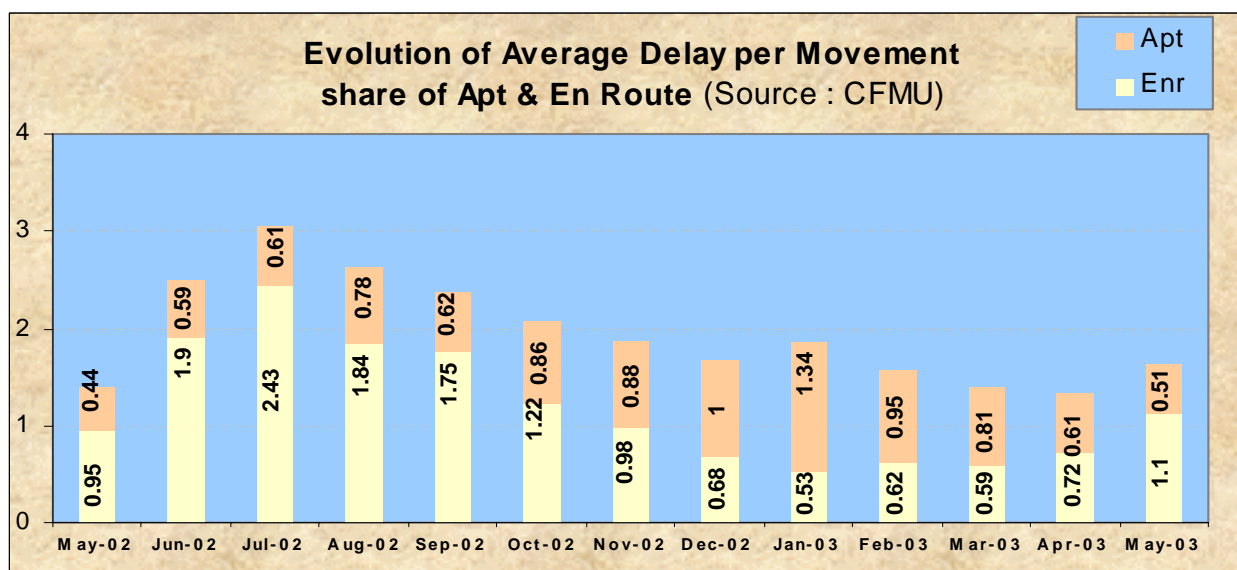
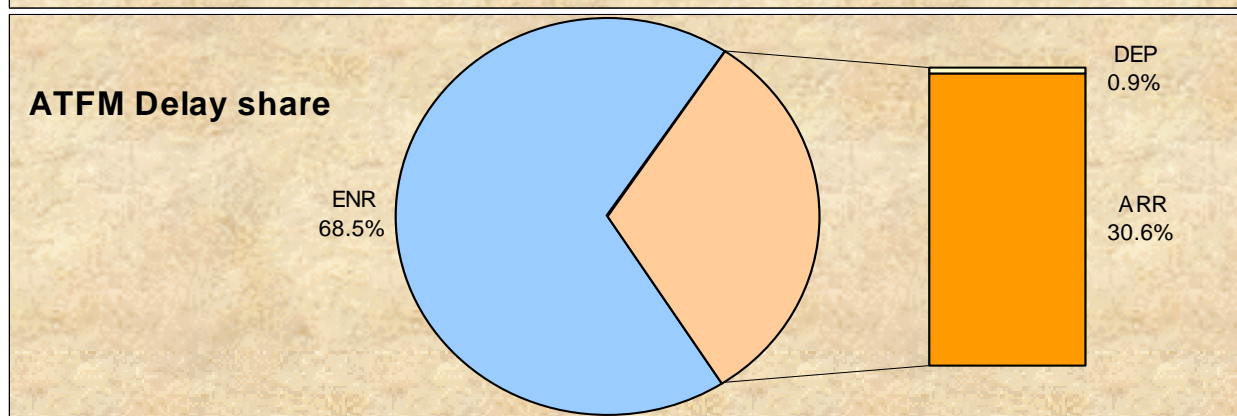
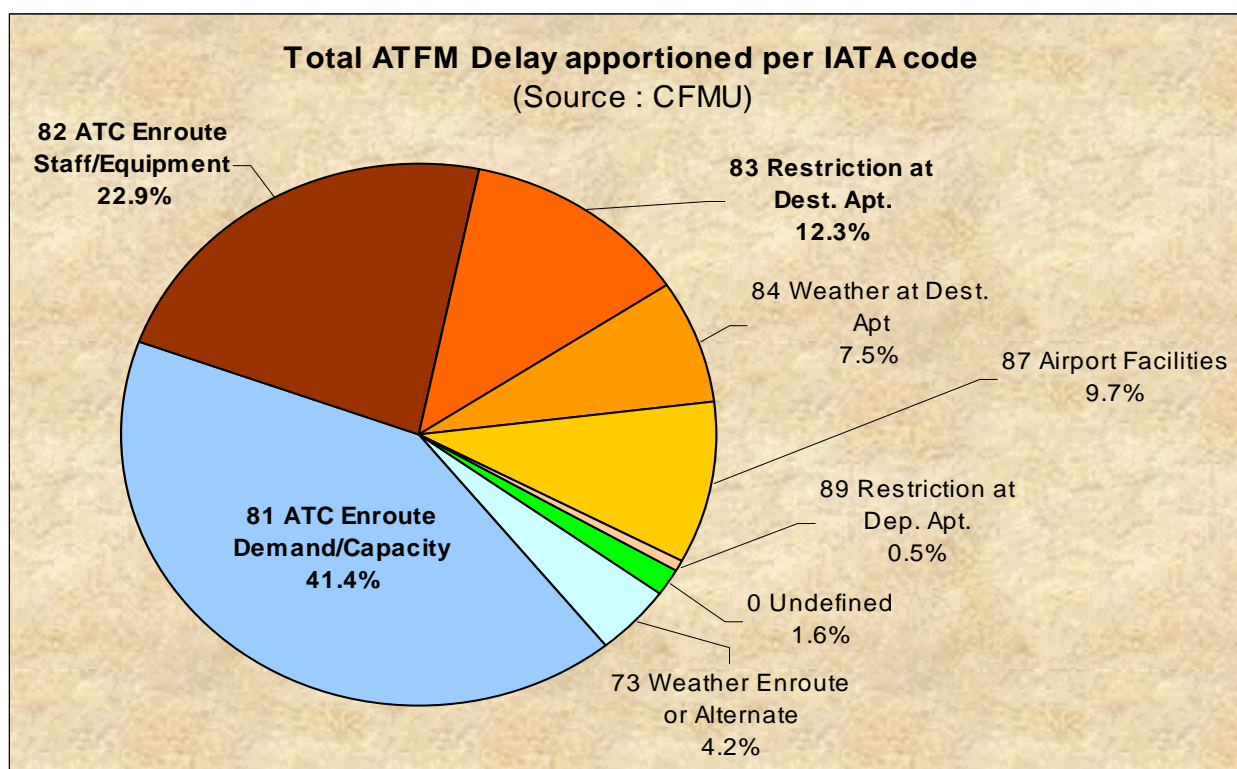
10. Delay Share by Country

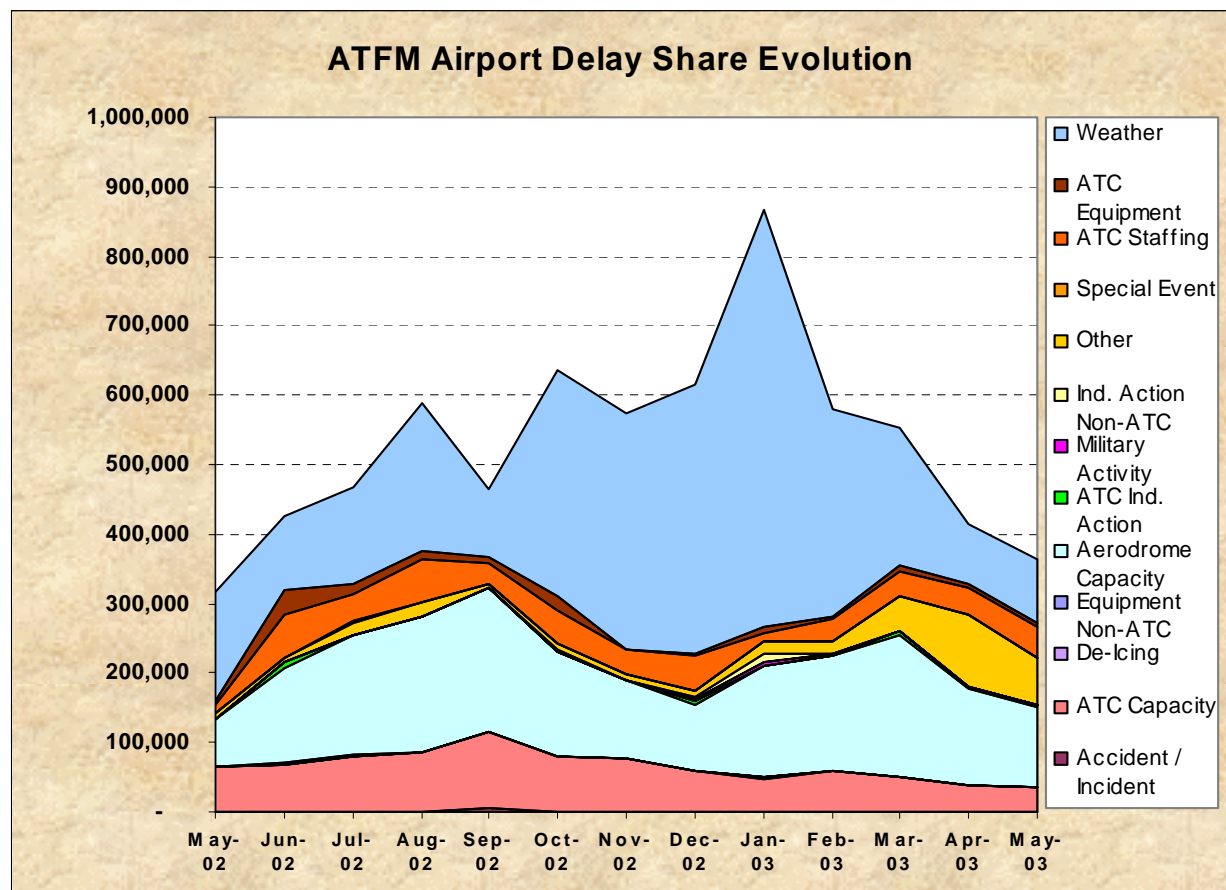
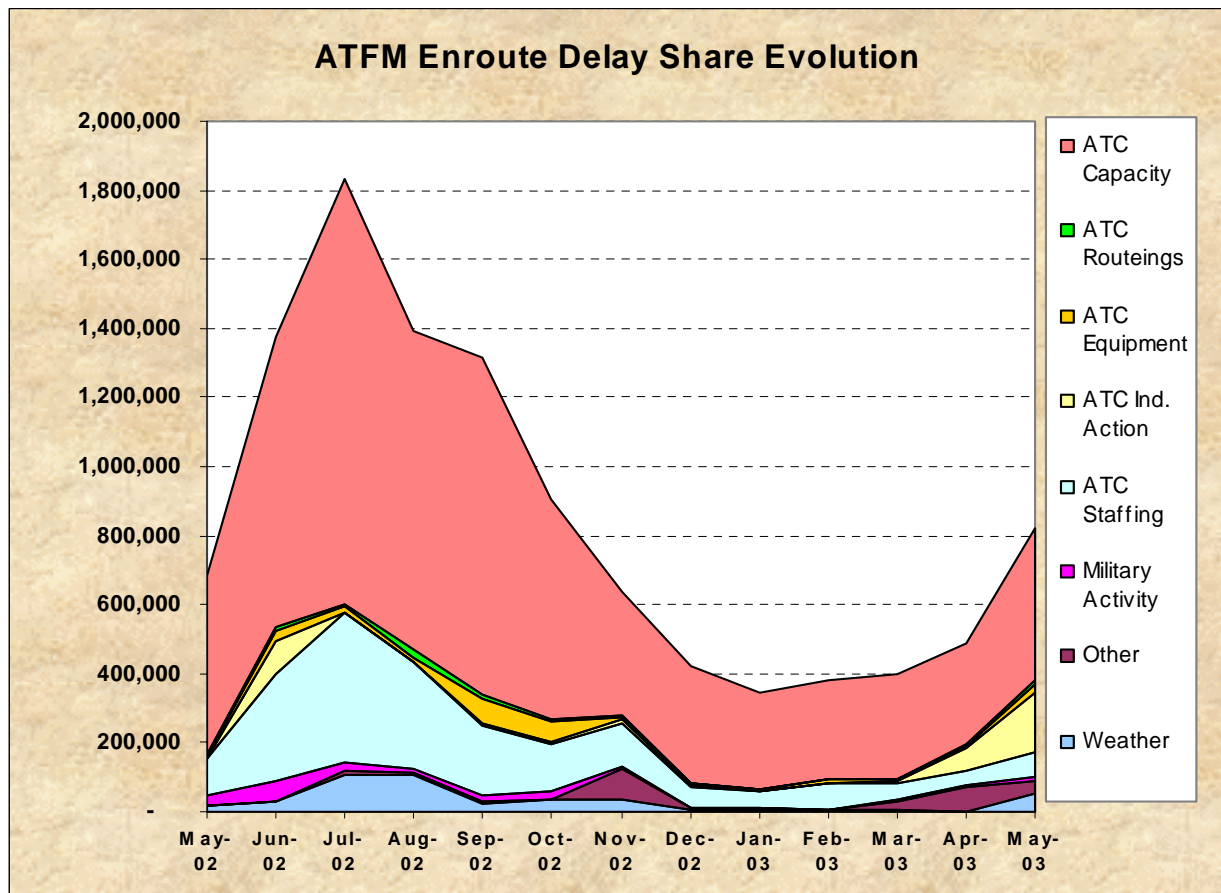


11. Delayed Flights by Country

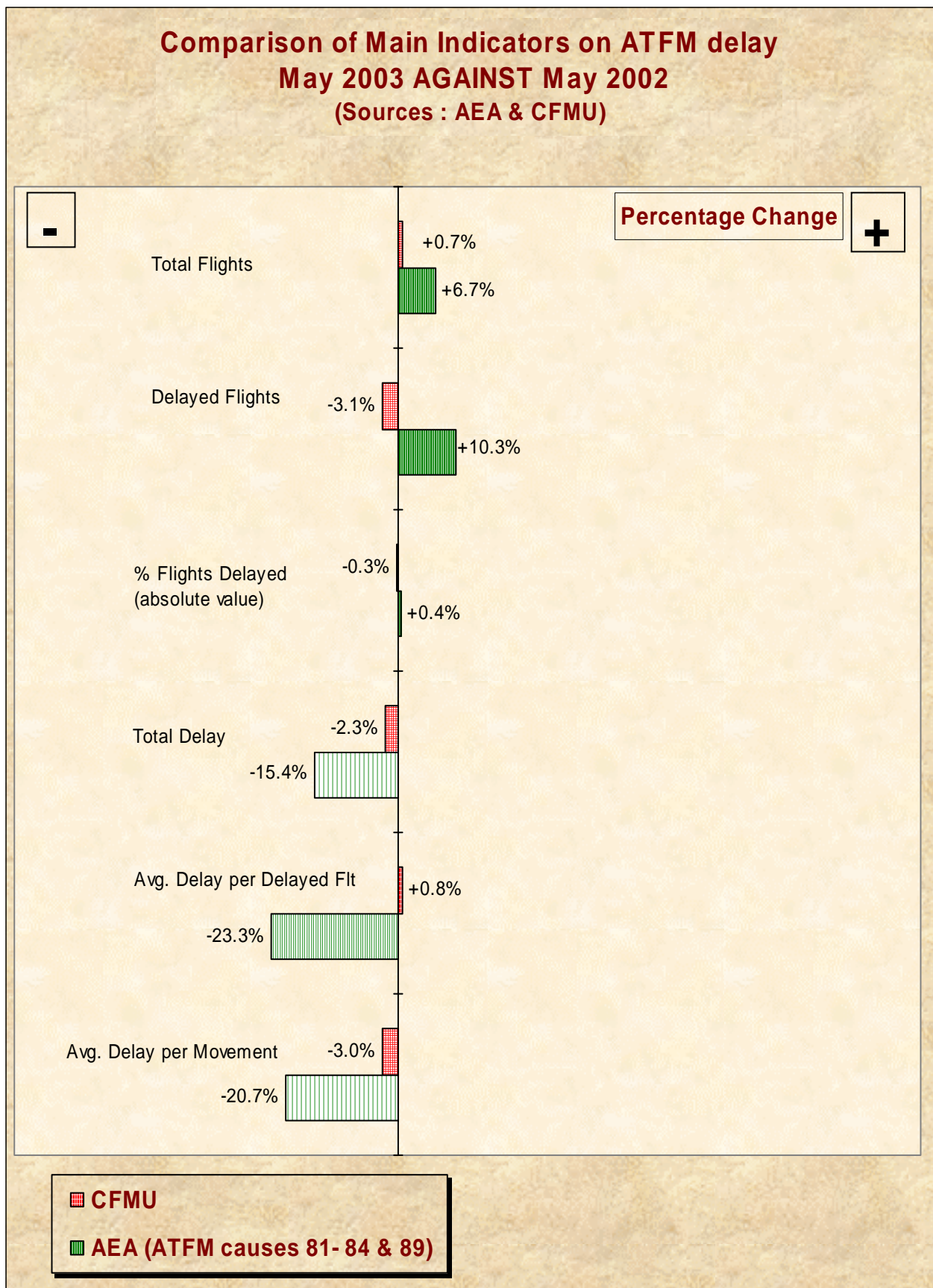


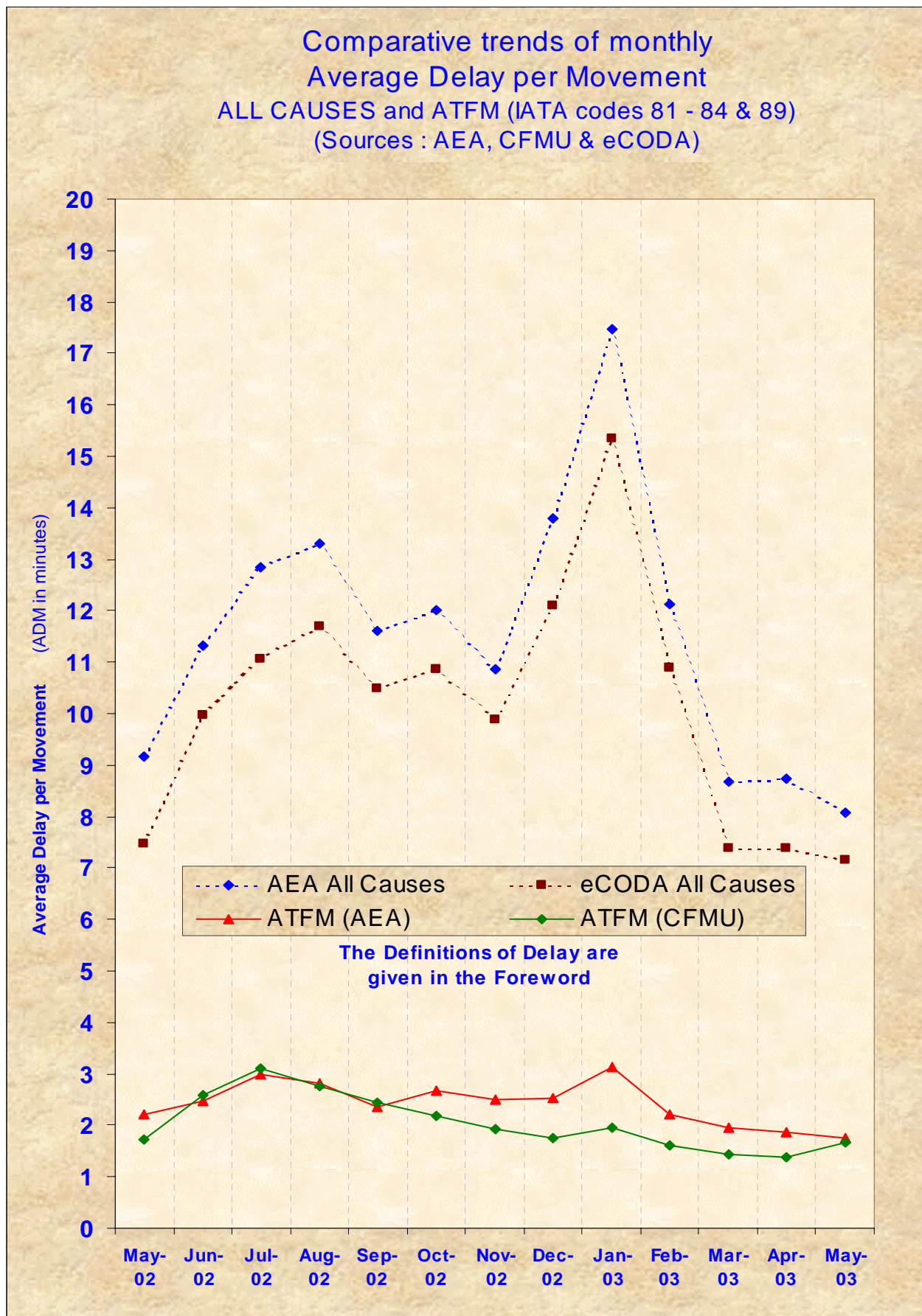
12. Reasons for ATFM Delay



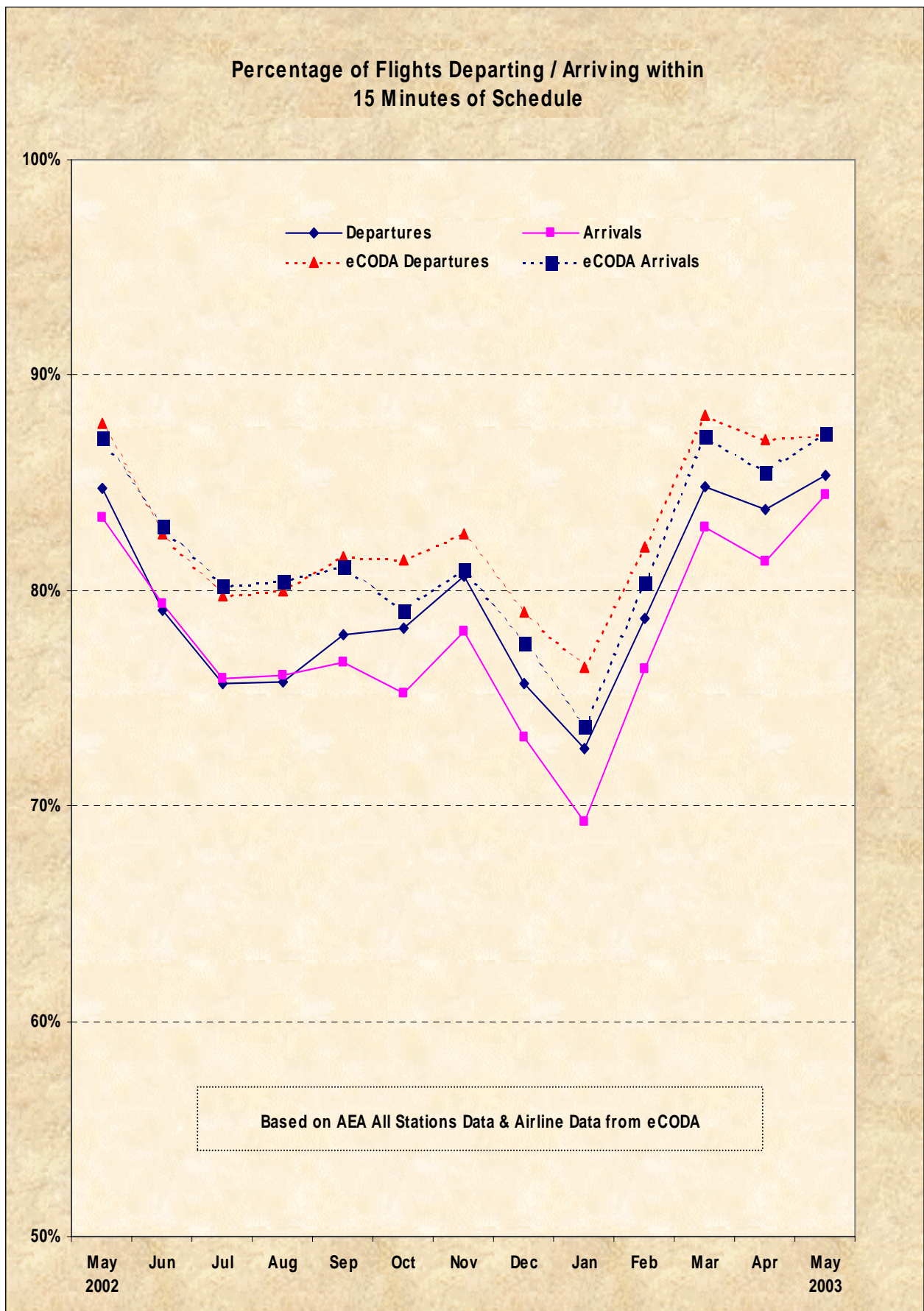


13. Correlation of the two Data Sources

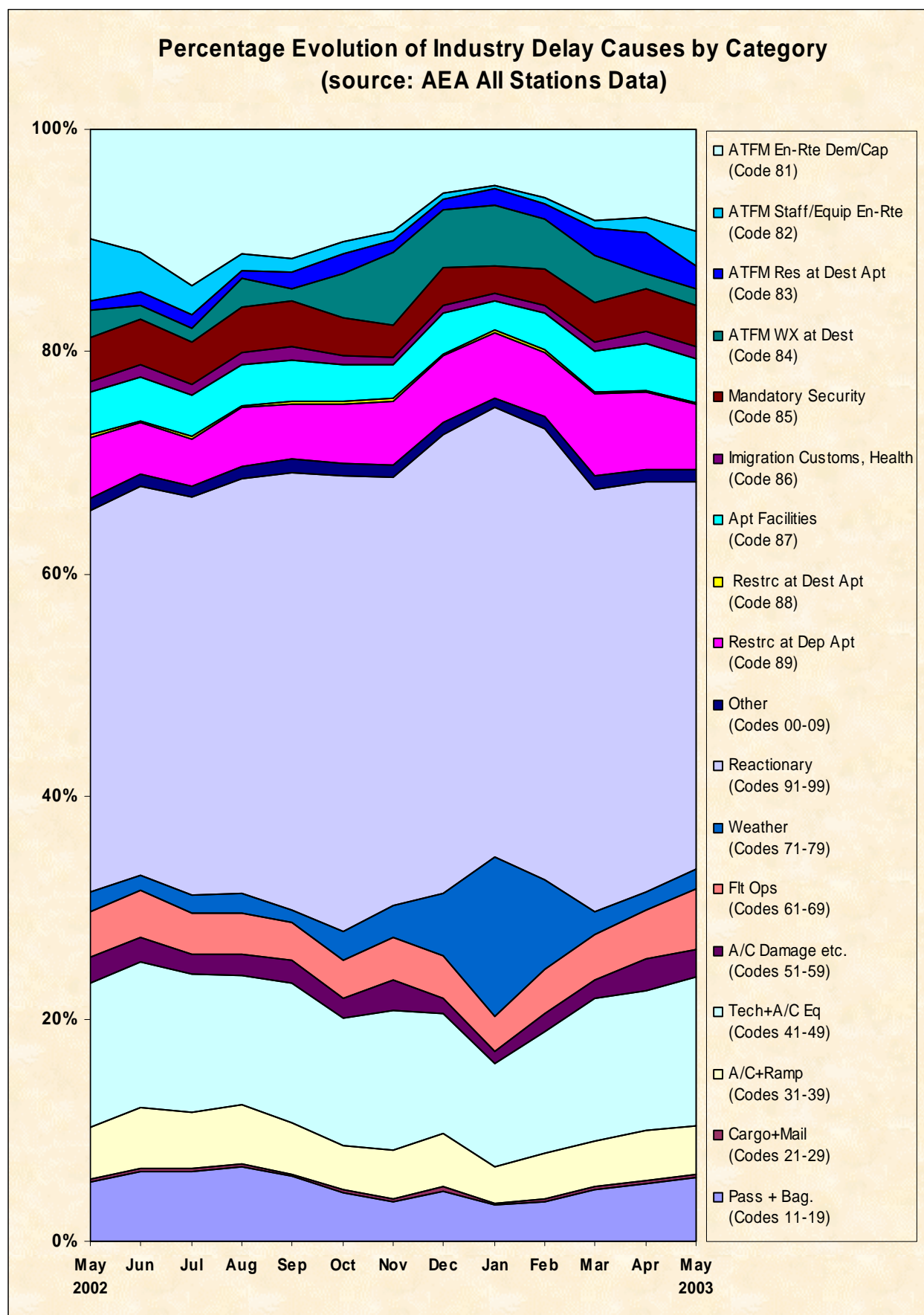




14. Flights within 15 Minutes of Schedule



15. Consolidated Evolution of Industry Delay Causes by Category



16. Prorated Percentage Evolution of Industry Delay Causes

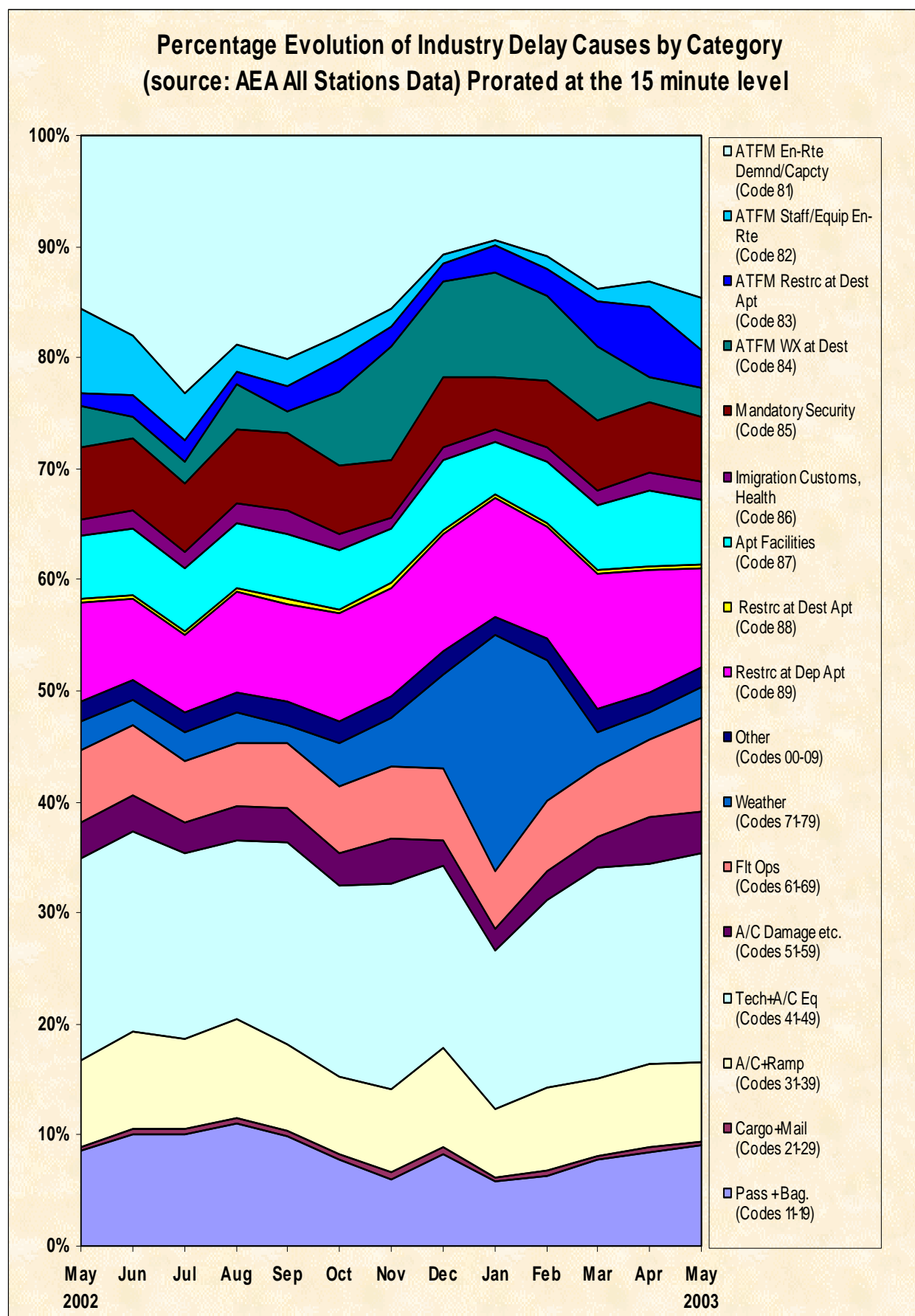


Table of Comparison of Delay (all causes) (Annex 1)

AEA Aggregated Data

	TTF*	TDF	PDF	TDM	ADM	ADD	% > d15 Departures	% > a15 Arrivals
May-01	752,537	107883	54.1%	2632652	13.20	24.40	25.4%	27.0%
Jun-01	754,315	112905	57.7%	2725860	13.92	24.14	27.2%	26.9%
Jul-01	773,056	116487	57.7%	2912275	14.43	25.00	27.4%	26.3%
Aug-01	777,176	107496	53.3%	2583995	12.81	24.04	23.8%	22.9%
Sep-01	754,408	114827	59.4%	3139759	16.25	27.34	29.8%	29.5%
Oct-01	733,676	87961	47.1%	2052824	10.99	23.34	19.8%	21.5%
Nov-01	627,860	70772	43.5%	1803138	11.08	25.48	19.0%	21.2%
Dec-01	569,860	79350	52.5%	2536812	16.78	31.97	27.5%	30.2%
Jan-02	606,782	71713	47.4%	2218551	14.68	30.94	23.5%	25.3%
Feb-02	576,224	68605	48.7%	1878854	13.35	27.39	23.7%	25.9%
Mar-02	654,994	69678	43.1%	1486155	9.19	21.33	17.1%	18.4%
Apr-02	672,384	67729	41.2%	1407502	8.57	20.78	16.0%	18.3%
May-02	723,329	67571	39.5%	1566614	9.17	23.18	15.3%	16.6%
Jun-02	725,090	80710	48.5%	1886408	11.33	23.37	20.9%	20.6%
Jul-02	760,905	93409	52.5%	2285630	12.85	24.47	24.3%	24.1%
Aug-02	759,141	92447	51.3%	2398151	13.32	25.94	24.3%	23.9%
Sep-02	752,213	86143	50.4%	1983620	11.60	23.03	22.0%	23.4%
Oct-02	741,388	85868	49.0%	2106196	12.01	24.53	21.8%	24.8%
Nov-02	651,894	73172	44.9%	1769417	10.86	24.18	19.3%	21.9%
Dec-02	616,158	78038	49.8%	2163102	13.80	27.72	24.3%	26.8%
Jan-03	642,851	93974	51.7%	3175593	17.48	33.79	27.3%	30.7%
Feb-03	608,815	79808	47.3%	2045190	12.13	25.63	21.3%	23.6%
Mar-03	684,161	73185	39.4%	1610122	8.67	22.00	15.2%	17.1%
Apr-03	676,167	73873	41.6%	1551913	8.75	21.01	16.3%	18.7%
May-03	728,064	71642	39.3%	1470796	8.06	20.53	14.6%	15.5%

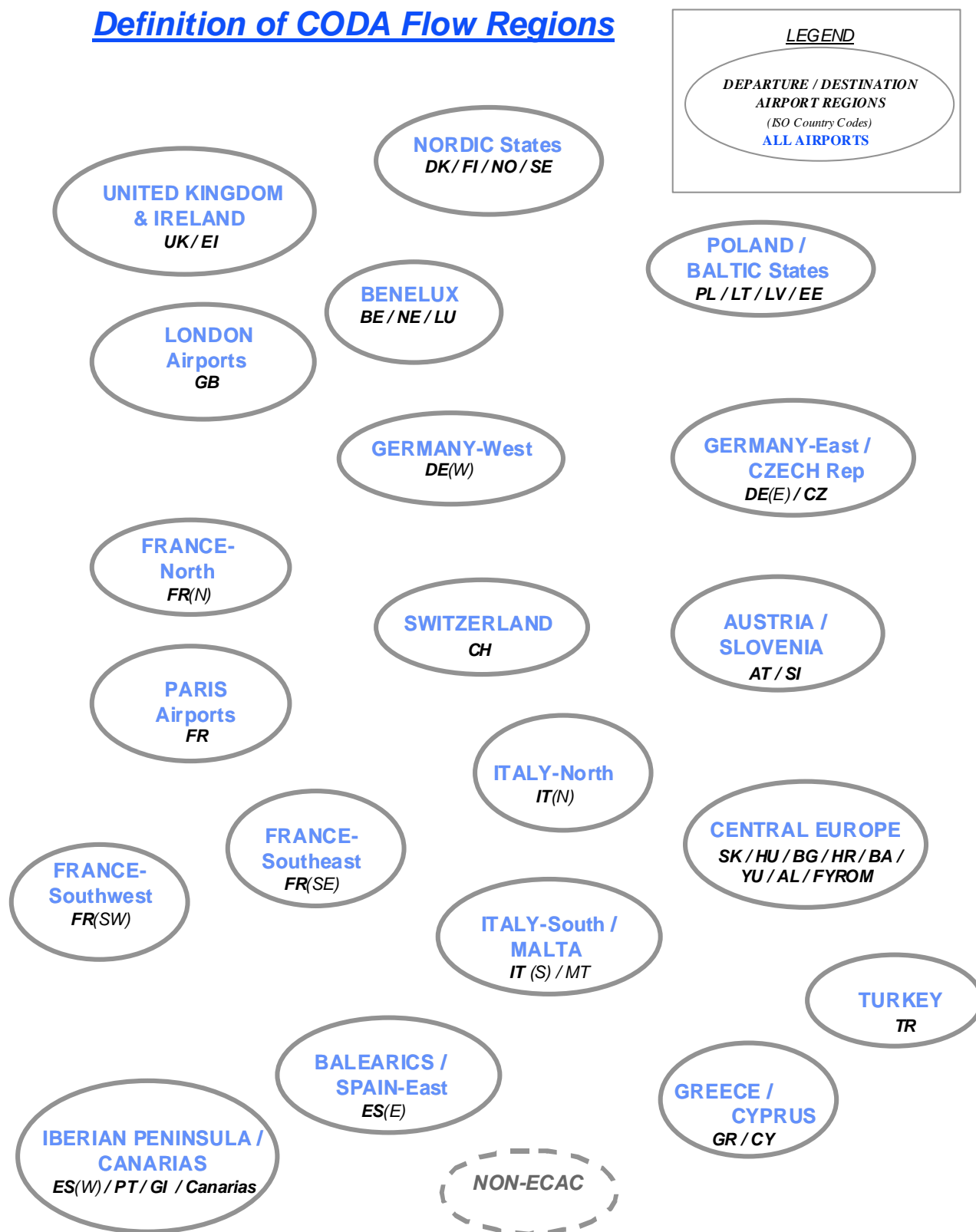
Month on Month Percentage Evolution

	TTF	TDF	PDF**	TDM	ADM	ADD	% > d15** Departures	% > a15** Arrivals
May-02	-3.9%	-37.4%	-14.6%	-40.5%	-30.6%	-5.0%	-10.1%	-10.3%
Jun-02	-3.9%	-28.5%	-9.2%	-30.8%	-18.6%	-3.2%	-6.3%	-6.3%
Jul-02	-1.6%	-19.8%	-5.2%	-21.5%	-10.9%	-2.1%	-3.1%	-2.2%
Aug-02	-2.3%	-14.0%	-1.9%	-7.2%	4.0%	7.9%	0.4%	1.0%
Sep-02	-0.3%	-25.0%	-9.0%	-36.8%	-28.6%	-15.8%	-7.8%	-6.2%
Oct-02	1.1%	-2.4%	1.9%	2.6%	9.3%	5.1%	1.9%	3.3%
Nov-02	3.8%	3.4%	1.4%	-1.9%	-2.0%	-5.1%	0.3%	0.7%
Dec-02	8.1%	-1.7%	-2.7%	-14.7%	-17.8%	-13.3%	-3.2%	-3.4%
Jan-03	5.9%	31.0%	4.3%	43.1%	19.1%	9.2%	3.8%	5.4%
Feb-03	5.7%	16.3%	-1.4%	8.9%	-9.1%	-6.4%	-2.3%	-2.2%
Mar-03	4.5%	5.0%	-3.7%	8.3%	-5.6%	3.1%	-1.9%	-1.3%
Apr-03	0.6%	9.1%	0.4%	10.3%	2.0%	1.1%	0.2%	0.3%
May-03	0.7%	6.0%	-0.3%	-6.1%	-12.0%	-11.5%	-0.7%	-1.1%

* From CFMU Data

** These are REAL percentage differences (i.e. PDF Jan02 - PDF Jan01)

Definition of CODA Flow Regions (Annex 2)

Definition of CODA Flow Regions

Glossary of Terms and Abbreviations (Annex 3)

Delay Parameter Abbreviations

TTF	Total Flights
TRF	Total Regulated Flights
TDF	Total Delayed Flights
PRF	Percentage of Regulated Flights
PDF	Percentage of Delayed Flights
TDM	Total Delay in Minutes
ADM	Average Delay per Movement
ADR	Average Delay per Regulated Flight
ADD	Average Delay per Delayed Flight

Glossary of Terms

AEA	Association of European Airlines
ATFM	Air Traffic Flow Management
ATS	Air Traffic Services
CDI	CODA Delay Indicator
CFMU	Central Flow Management Unit
CODA	Central Office for Delay Analysis
EATMP	European Air Traffic Management Program
ECAC	European Civil Aviation Conference
EDAS	European Delay Analysis System
ERA	European Regions Airline Association
EURACA	European Air Carrier Assembly
IACA	International Air Carrier Association
IATA	International Air Transport Association

Standard IATA Delay Codes (Annex 4)

Others

00-05	AIRLINE INTERNAL CODES
06 (OA)	NO GATE/STAND AVAILABILITY DUE TO OWN AIRLINE ACTIVITY
09 (SG)	SCHEDULED GROUND TIME LESS THAN DECLARED MINIMUM GROUND TIME

Passenger and Baggage

11 (PD)	LATE CHECK-IN, acceptance after deadline
12 (PL)	LATE CHECK-IN, congestions in check-in area
13 (PE)	CHECK-IN ERROR, passenger and baggage
14 (PO)	OVERSALES, booking errors
15 (PH)	BOARDING, discrepancies and paging, missing checked-in passenger
16 (PS)	COMMERCIAL PUBLICITY/PASSENGER CONVENIENCE, VIP, press, ground meals and missing personal items
17 (PC)	CATERING ORDER, late or incorrect order given to supplier
18 (PB)	BAGGAGE PROCESSING, sorting etc.

Cargo and Mail

21 (CD)	DOCUMENTATION, errors etc.
22 (CP)	LATE POSITIONING
23 (CC)	LATE ACCEPTANCE
24 (CI)	INADEQUATE PACKING
25 (CO)	OVERSALES, booking errors
26 (CU)	LATE PREPARATION IN WAREHOUSE
27 (CE)	DOCUMENTATION, PACKING etc (<i>Mail Only</i>)
28 (CL)	LATE POSITIONING (<i>Mail Only</i>)
29 (CA)	LATE ACCEPTANCE (<i>Mail Only</i>)

Aircraft and Ramp Handling

31 (GD)	AIRCRAFT DOCUMENTATION LATE/INACCURATE, weight and balance, general declaration, pax manifest, etc.
32 (GL)	LOADING/UNLOADING, bulky, special load, cabin load, lack of loading staff
33 (GE)	LOADING EQUIPMENT, lack of or breakdown, e.g. container pallet loader, lack of staff
34 (GS)	SERVICING EQUIPMENT, lack of or breakdown, lack of staff, e.g. steps
35 (GC)	AIRCRAFT CLEANING
36 (GF)	FUELLING/DEFUELLING, fuel supplier
37 (GB)	CATERING, late delivery or loading
38 (GU)	ULD, lack of or serviceability
39 (GT)	TECHNICAL EQUIPMENT, lack of or breakdown, lack of staff, e.g. pushback

Technical and Aircraft Equipment

41 (TD)	AIRCRAFT DEFECTS.
42 (TM)	SCHEDULED MAINTENANCE, late release.
43 (TN)	NON-SCHEDULED MAINTENANCE, special checks and/or additional works beyond normal maintenance schedule.
44 (TS)	SPARES AND MAINTENANCE EQUIPMENT, lack of or breakdown.
45 (TA)	AOG SPARES, to be carried to another station.
46 (TC)	AIRCRAFT CHANGE, for technical reasons.
47 (TL)	STAND-BY AIRCRAFT, lack of planned stand-by aircraft for technical reasons.
48 (TV)	SCHEDULED CABIN CONFIGURATION/VERSION ADJUSTMENTS.

Damage to Aircraft & EDP/Automated Equipment Failure

51 (DF)	DAMAGE DURING FLIGHT OPERATIONS, bird or lightning strike, turbulence, heavy or overweight landing, collision during taxiing
52 (DG)	DAMAGE DURING GROUND OPERATIONS, collisions (other than during taxiing), loading/off-loading damage, contamination, towing, extreme weather conditions
55 (ED)	DEPARTURE CONTROL
56 (EC)	CARGO PREPARATION/DOCUMENTATION
57 (EF)	FLIGHT PLANS

Flight Operations and Crewing

- 61 (FP) FLIGHT PLAN, late completion or change of, flight documentation
- 62 (FF) OPERATIONAL REQUIREMENTS, fuel, load alteration
- 63 (FT) LATE CREW BOARDING OR DEPARTURE PROCEDURES, other than connection and standby (flight deck or entire crew)
- 64 (FS) FLIGHT DECK CREW SHORTAGE, sickness, awaiting standby, flight time limitations, crew meals, valid visa, health documents, etc.
- 65 (FR) FLIGHT DECK CREW SPECIAL REQUEST, not within operational requirements
- 66 (FL) LATE CABIN CREW BOARDING OR DEPARTURE PROCEDURES, other than connection and standby
- 67 (FC) CABIN CREW SHORTAGE, sickness, awaiting standby, flight time limitations, crew meals, valid visa, health documents, etc.
- 68 (FA) CABIN CREW ERROR OR SPECIAL REQUEST, not within operational requirements
- 69 (FB) CAPTAIN REQUEST FOR SECURITY CHECK, extraordinary

Weather

- 71 (WO) DEPARTURE STATION
- 72 (WT) DESTINATION STATION
- 73 (WR) EN ROUTE OR ALTERNATE
- 75 (WI) DE-ICING OF AIRCRAFT, removal of ice and/or snow, frost prevention excluding unserviceability of equipment
- 76 (WS) REMOVAL OF SNOW, ICE, WATER AND SAND FROM AIRPORT
- 77 (WG) GROUND HANDLING IMPAIRED BY ADVERSE WEATHER CONDITIONS

ATFM + AIRPORT + GOVERNMENTAL AUTHORITIES**AIR TRAFFIC FLOW MANAGEMENT RESTRICTIONS**

- 81 (AT) ATFM due to ATC EN-ROUTE DEMAND/CAPACITY, standard demand/capacity problems
- 82 (AX) ATFM due to ATC STAFF/EQUIPMENT EN-ROUTE, reduced capacity caused by industrial action or staff shortage, equipment failure, military exercise or extraordinary demand due to capacity reduction in neighbouring area
- 83 (AE) ATFM due to RESTRICTION AT DESTINATION AIRPORT, airport and/or runway closed due to obstruction, industrial action, staff shortage, political unrest, noise abatement, night curfew, special flights
- 84 (AW) ATFM due to WEATHER AT DESTINATION

AIRPORT AND GOVERNMENTAL AUTHORITIES

- 85 (AS) MANDATORY SECURITY
- 86 (AG) IMMIGRATION, CUSTOMS, HEALTH
- 87 (AF) AIRPORT FACILITIES, parking stands, ramp congestion, lighting, buildings, gate limitations, etc.
- 88 (AD) RESTRICTIONS AT AIRPORT OF DESTINATION, airport and/or runway closed due to obstruction, industrial action, staff shortage, political unrest, noise abatement, night curfew, special flights
- 89 (AM) RESTRICTIONS AT AIRPORT OF DEPARTURE WITH OR WITHOUT ATFM RESTRICTIONS, including Air Traffic Services, start-up and pushback, airport and/or runway closed due to obstruction or weather⁵, industrial action, staff shortage, political unrest, noise abatement, night curfew, special flights

Reactionary

- 91 (RL) LOAD CONNECTION, awaiting load from another flight
- 92 (RT) THROUGH CHECK-IN ERROR, passenger and baggage
- 93 (RA) AIRCRAFT ROTATION, late arrival of aircraft from another flight or previous sector
- 94 (RS) CABIN CREW ROTATION, awaiting cabin crew from another flight
- 95 (RC) CREW ROTATION, awaiting crew from another flight (flight deck or entire crew)
- 96 (RO) OPERATIONS CONTROL, re-routing, diversion, consolidation, aircraft change for reasons other than technical

Miscellaneous

- 97 (MI) INDUSTRIAL ACTION WITH OWN AIRLINE
- 98 (MO) INDUSTRIAL ACTION OUTSIDE OWN AIRLINE, excluding ATS
- 99 (MX) OTHER REASON, not matching any code above

SOURCE: Provisional list composed by IATA

⁵ Restriction due to weather in case of ATFM regulation only, else refer to code 71 (WO)

Correlation between IATA Delay Codes and the CFMU Reasons for Regulation (Annex 5)

CORRELATION BETWEEN IATA DELAY CODES AND THE CFMU REASONS FOR REGULATION					
CFMU			IATA		
REASON FOR REGULATION	CODE	REGULATION LOCATION	EXAMPLE	CODE	DELAY CAUSE
ATC Capacity	C	D	Demand exceeds the capacity	89	RESTRICTIONS AT AIRPORT OF DEPARTURE
		E		81	ATFM due to ATC ENROUTE DEMAND/CAPACITY
		A		83	ATFM due to RESTRICTION AT DESTINATION AIRPORT
ATC Ind Action	I	D	Controllers' strike	89	RESTRICTIONS AT AIRPORT OF DEPARTURE
		E		82	ATFM due to ATC STAFF/EQUIPMENT ENROUTE
		A		83	ATFM due to RESTRICTION AT DESTINATION AIRPORT
ATC Routings	R	E	Phasing in of new procedures	81	ATFM due to ATC ENROUTE DEMAND/CAPACITY
		D		89	RESTRICTIONS AT AIRPORT OF DEPARTURE
		E		82	ATFM due to ATC STAFF/EQUIPMENT ENROUTE
ATC Staffing	S	A	Illness; traffic delays on the highway	83	ATFM due to RESTRICTION AT DESTINATION AIRPORT
		D		89	RESTRICTIONS AT AIRPORT OF DEPARTURE
		E		82	ATFM due to ATC STAFF/EQUIPMENT ENROUTE
ATC Equipment	T	D	Radar failure; RTF failure	83	ATFM due to RESTRICTION AT DESTINATION AIRPORT
		E		82	ATFM due to ATC STAFF/EQUIPMENT ENROUTE
		A		89	RESTRICTIONS AT AIRPORT OF DEPARTURE
Accident/Incident	A	D	RWY23 closed due accident	89	RESTRICTIONS AT AIRPORT OF DEPARTURE
		A		83	ATFM due to RESTRICTION AT DESTINATION AIRPORT
		E		87	AIRPORT FACILITIES
Aerodrome Capacity	G	D	Lack of parking; taxiway closure; areas closed for maintenance; demand exceeds the declared airport capacity	87	AIRPORT FACILITIES
		A		89	RESTRICTIONS AT AIRPORT OF DEPARTURE
		E		87	AIRPORT FACILITIES
De-icing	D	D	De-icing	87	AIRPORT FACILITIES
		D		87	AIRPORT FACILITIES
		A		87	AIRPORT FACILITIES
Equipment non-ATC	E	D	Runway or taxiway lighting failure	89	RESTRICTIONS AT AIRPORT OF DEPARTURE
		D		87	AIRPORT FACILITIES
		A		87	AIRPORT FACILITIES
Ind Action non-ATC	N	D	Firemen's strike	98	INDUSTRIAL ACTION OUTSIDE OWN AIRLINE
		A		98	INDUSTRIAL ACTION OUTSIDE OWN AIRLINE
		E		89	RESTRICTIONS AT AIRPORT OF DEPARTURE
Military Activity	M	D	Brilliant Invader; ODAX	82	ATFM due to ATC STAFF/EQUIPMENT ENROUTE
		E		83	ATFM due to RESTRICTION AT DESTINATION AIRPORT
		A		89	RESTRICTIONS AT AIRPORT OF DEPARTURE
Special Event	P	D	European football cup; Heads of Government meetings	89	RESTRICTIONS AT AIRPORT OF DEPARTURE
		A		83	ATFM due to RESTRICTION AT DESTINATION AIRPORT
		E		89	RESTRICTIONS AT AIRPORT OF DEPARTURE
Weather	W	D	Thunderstorm; low visibility; X winds	73	WEATHER EN ROUTE OR ALTERNATE
		E		84	ATFM due to WEATHER AT DESTINATION
		A		89	RESTRICTIONS AT AIRPORT OF DEPARTURE
Other	O	D	Security alert	81	ATFM due to ATC ENROUTE DEMAND/CAPACITY
		E		83	ATFM due to RESTRICTION AT DESTINATION AIRPORT
		A			