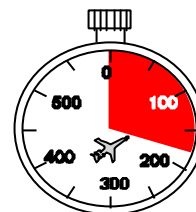
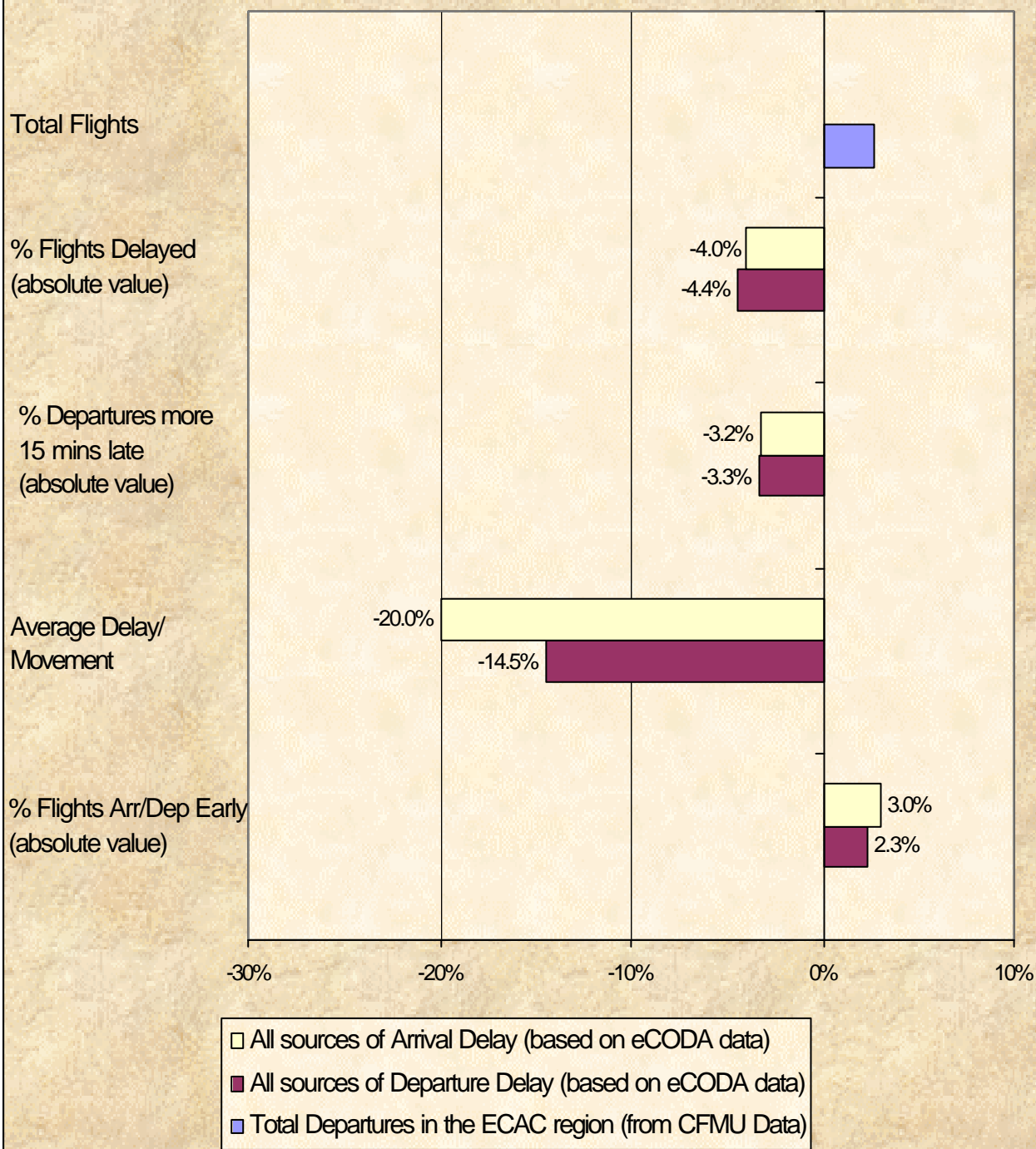


# Delays to Air Transport in Europe July 2003



July 2003

Comparison of Delay Indicators (all Causes) between July  
2003 and July 2002



## 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 2.

*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 in July, in the ECAC region, showed a marked increase on that of June and was a little under three percent up on that of July 2002. For the first time in many months this was a 'real' increase as traffic in July was higher than that recorded for any previous month. Delays, due to all causes, on the other hand, showed a significant decrease, with the Average Delay per Movement for departures traffic falling by fifteen percent and for arrivals by twenty percent.

For the first seven months of 2003, traffic increased by just over three percent, with flights delayed due to all causes of delay, falling by eight percent, and flights delayed by more than fifteen minutes falling by three percent. The percentage of flights arriving/departing before their scheduled time increased slightly, with twelve percent of departures leaving early and thirty three percent of arrivals landing early. As far as the delays were concerned, the Average Delay per Movement, again for all causes of delay, was nine minutes for departures and ten minutes for arrivals. This was a an increase of two percent for departures and five percent for arrivals. Total ATFM delay also fell sharply, down by thirteen percent, with the Average Delay per Movement (solely for ATFM) falling by over fifteen percent. A lack of ATC capacity was the main cause of ATFM delay, followed by airport capacity considerations and weather.

### TRAFFIC SITUATION FOR JULY 2003

When compared with July 2002, departures throughout the ECAC region increased by three percent. This has meant that traffic is now above the pre-September 11<sup>th</sup> levels. Domestic traffic increased by one percent, with International traffic increasing by four and a half percent. A majority of the busier countries had an increase in traffic, with the Ukraine, Italy and Norway having the largest real increases. France, on the other hand, had the largest real decrease. Looking at the domestic traffic, there was a large real increase in Norway and large decreases in both France and Germany.

There were rises in traffic levels at many airports, with more than sixty percent of the busier airports (those with more than two thousand five hundred flights/month) showing a real increase. The largest real increases were at Rome, Manchester and Cologne/Bonn, whereas Basle/Mulhouse had the largest real and percentage decrease.

The busiest city pair in July was Madrid-Barcelona, with more than nineteen hundred flights in each direction. To put this in perspective, on the busiest day there were seventy eight flights in each direction, with eight flights per hour between five and seven o'clock in the morning. Rome-Milan/Linate and Barcelona-Palma both had more than one thousand flights in each direction. A more complete list of the busiest pairs is given on page 19. More than fifty five percent of the busier pairs had an increase in flights with one fifth having an increase of more than ten percent. Fuerteventura-Las Palmas and Tenerife- Palma had the largest real increase, whereas Brussels-London/Heathrow and Nice-Paris/Orly had the largest decreases.

## ATFM DELAY SITUATION FOR JULY 2003

Delays due solely to ATFM measures decreased by over thirty five percent to the lowest July level since CFMU operations began. Since 1996 traffic in the month of July has increased by twenty five percent, whereas delay during the same period has fallen by forty five percent. Compared with July last year the Average Delay per Movement decreased by nearly forty percent to just under two minutes, with the Average Delay per Delayed Flight falling by thirteen percent. Half of all ATFM delay was due to a lack of ATC capacity, with airport capacity, weather and staff issues accounting for a further forty percent.

Delayed flights fell by twenty seven percent, with the percentage of flights delayed falling by four percentage points to eleven percent. Flights delayed by more than fifteen minutes fell by over thirty five percent, with flights delayed by more than sixty minutes falling by over sixty percent. This meant that only one flight in seven hundred was delayed by more than one hour due solely to ATFM measures.

Thirty percent of all ATFM delay was caused by regulations put in place to protect airports because of lack of capacity, parking problems, low visibility procedures, etc. This was eight percentage points up on July last year. Lack of airport capacity accounted for more than one third of the delay, with weather and ATC at the airport being the other major causes.

## eCODA DATA

The Average Delay per Movement for departures, for all causes of delay (see Annex 4 for the list of IATA delay categories), was nine and a half minutes. This was a decrease of fifteen percent on July last year. Over forty percent of flights were delayed on departure, with seventeen percent of them delayed by more than fifteen minutes; a decrease of three percentage points. On the other side, twelve percent of flights departed before their scheduled time.

Arrivals had an Average Delay per Movement, again for all causes, of nine minutes, which was a twenty percent decrease on the same month last year. Thirty eight percent of flights had an arrival delay, with seventeen percent of them delayed by more than fifteen minutes. On the other hand, thirty three percent of flights arrived ahead of schedule.

Delays due solely to ATFM also decreased, with the Average Delay per Movement falling by nine percent to less than two minutes which was similar to that calculated from CFMU data. A graph of the average delay shows that both the data from eCODA and the CFMU follow the same trend.

Prague, London/Heathrow, Cardiff and Paris/Charles de Gaulle had the largest Average Delay per Movement on departing traffic<sup>1</sup>. Compared with July last year, only six airports had an increase in average delay of more than one minute with the

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<sup>1</sup> It must be remembered that these are total delays due to flights departing/arriving at these airports and does not necessarily imply that these delays are due to action at these airports.

largest at Prague (seven minutes), followed by London/Heathrow, East Midlands and Munich which all increased by three minutes. These increases were matched by large decreases at Gatwick (down fifteen minutes), Dublin (down nine minutes) and Madrid and Ibiza which both fell by seven minutes. In all two thirds of the busier airport had a decrease of one minute or more. All of the airports had a proportion of their traffic departing before their scheduled time, with one third of departures at Mahon, Cardiff and Ibiza leaving early.

Looking at airports as destinations shows that traffic arriving at New York (for departures within ECAC), Cardiff, Prague and East Midlands had the largest Average Delay per Movement, for all causes of delay. Compared with July last year, only fifteen percent of the busier airports had an increase in average delay, and only four of them had an increase of one minute or more. The largest increase was in New York (up seven minutes) followed by Cardiff (up six minutes) and Amsterdam (up three minutes). At the other end of the scale nearly seventy percent of the airports had a decrease of one minute or more, with the largest falls at London/Gatwick (down fourteen minutes), Aberdeen (down twelve minutes) and Bucharest (down ten minutes). Again, all of the airports had a proportion of their flights arriving before their scheduled time, with Leeds/Bradford, Lille and Helsinki having more than fifty percent arriving early. Lisbon, Moscow and Nantes, on the other hand, had less than twenty percent arriving early.

The most affected city pair, due to all causes of delay, was London/Heathrow-New York<sup>2</sup>, with an Average Delay per Movement of over thirty minutes. Paris/Charles de Gaulle-Prague, London/Heathrow-Belfast, Paris Charles de Gaulle-London/Heathrow and London/Heathrow-Barcelona were also significantly affected with average delays of over eighteen minutes. Compared with July last year, thirty five percent of the city pairs had an increase in average delay, but only twenty percent had an increase of more than one minute. The largest increase was between London/Heathrow-New York, with a rise of eighteen minutes, followed by New York-London/Heathrow with eleven minutes and Paris/Charles de Gaulle-Prague up by nine minutes. At the other end of the scale, there were large decreases (more than nineteen minutes) between London/Gatwick-Jersey, Jersey-London/Gatwick and London/Gatwick-Manchester.

An analysis of the delay causes and categories, grouped by IATA codes, shows that around two thirds of them had an increase in delay share, with ATFM restrictions at Departure Airport, Miscellaneous (codes 97/98/99), Damage to Aircraft & EDPU / Automated Equipment Failure and Passengers & Baggage having the largest increases. To offset these increases, there were large falls in the delay attributed to the ATFM En-Route Demand/Capacity and Reactionary categories<sup>3</sup>.

Technical and Aircraft Equipment was again the most penalising direct delay category, with eleven percent, followed by Passengers and Baggage (nine percent), ATFM En-Route Demand/Capacity (nine percent) and Restrictions at Departure Airport (seven percent).

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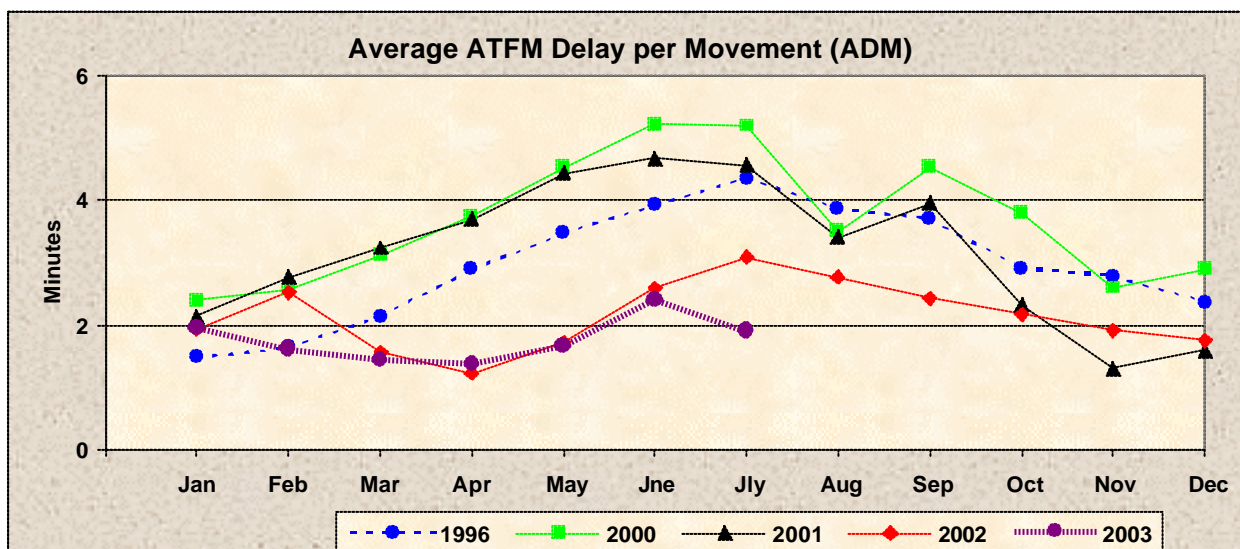
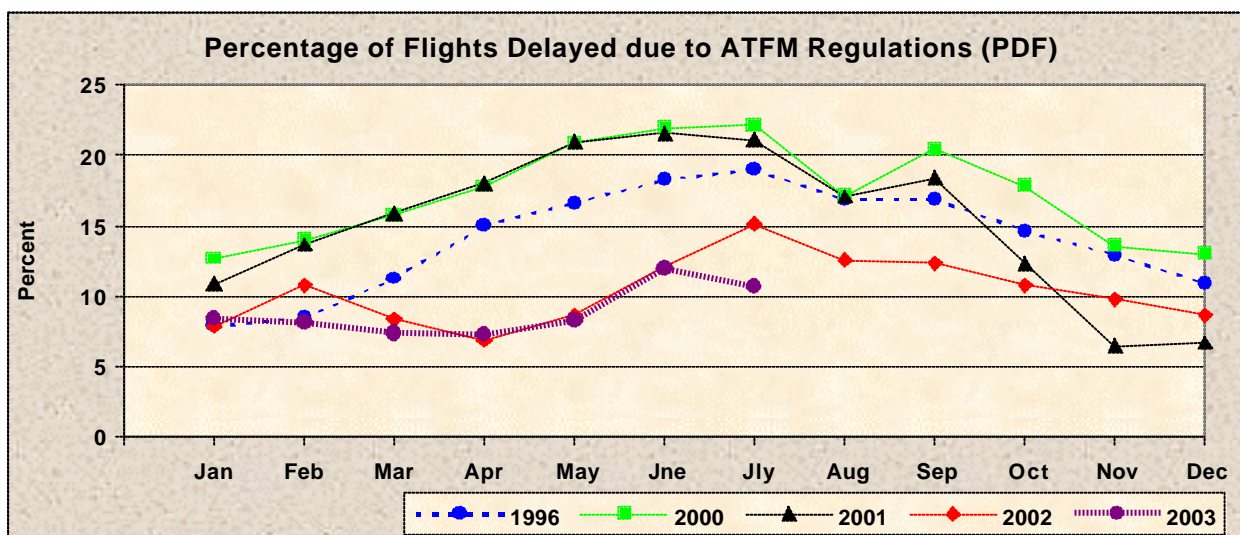
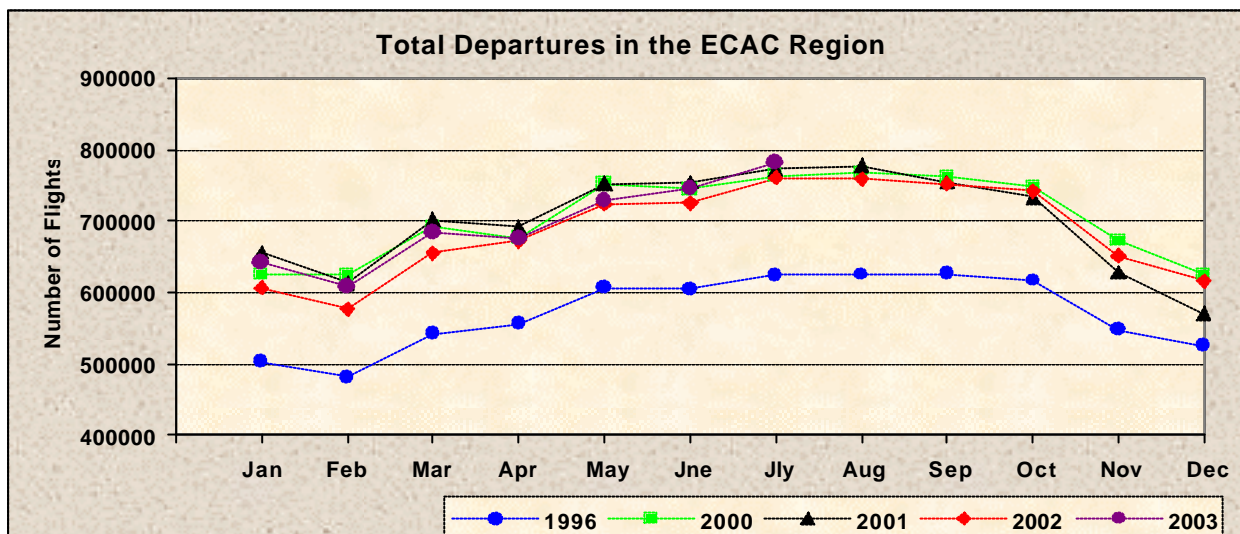
<sup>2</sup> There was industrial action by British Airways check-in staff at Heathrow from 18-21<sup>st</sup> July.

<sup>3</sup> Only categories with a one percent or more share of the delay were taken into account.

## SUMMARY OF SIGNIFICANT EVENTS

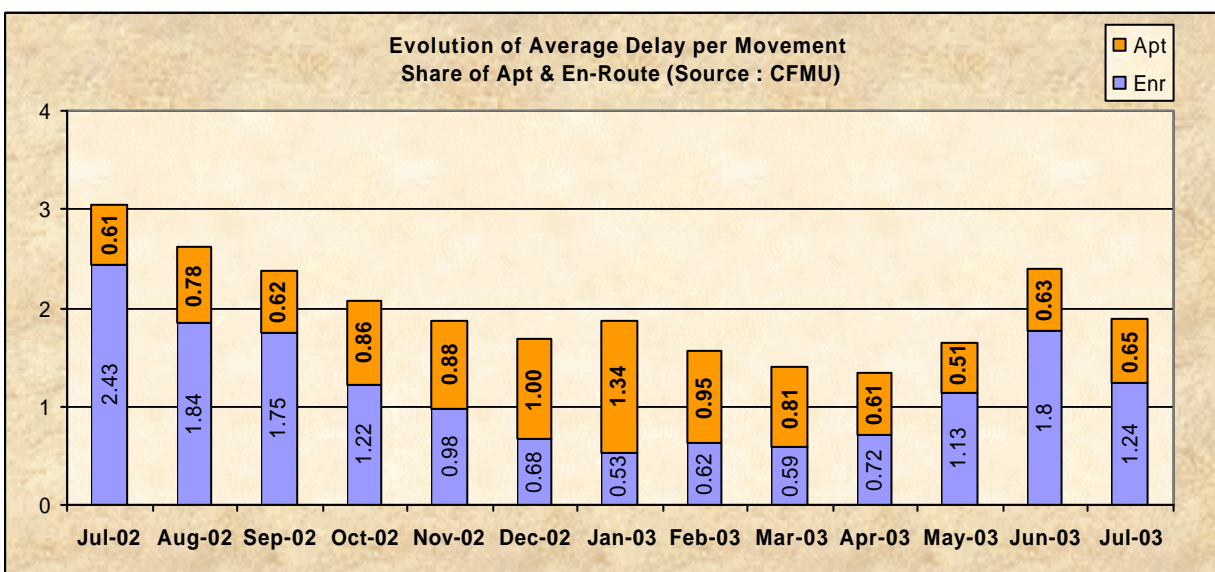
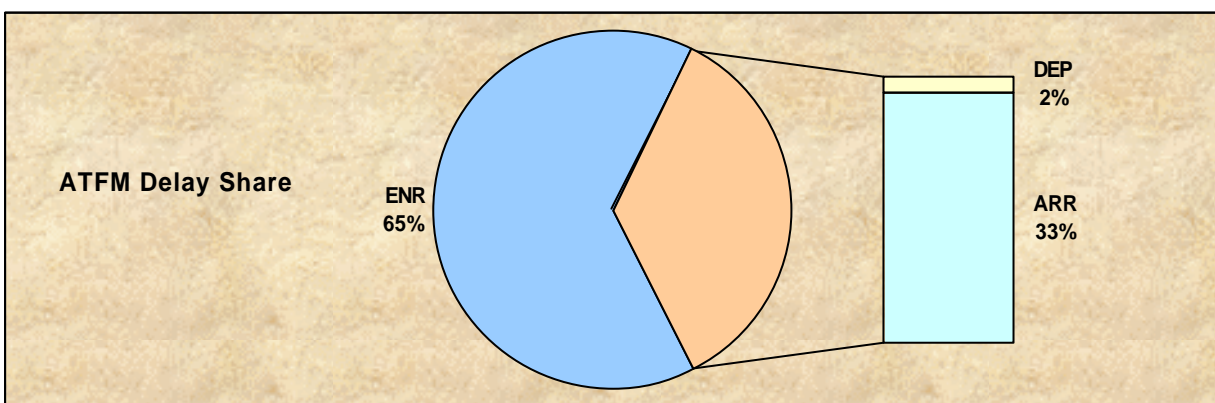
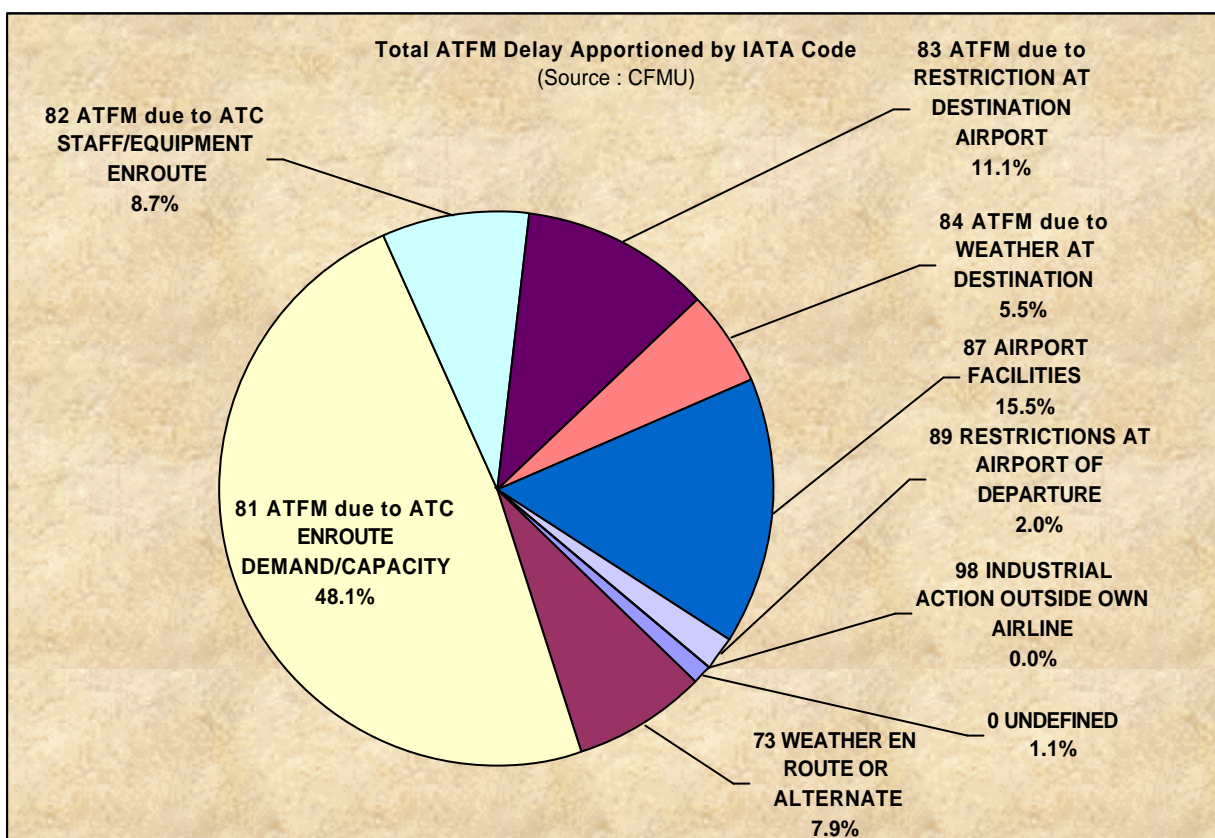
- ✈ Weather conditions including low visibility, high winds and thunderstorms.
- ✈ Technical problems including frequency failure/problems at Dusseldorf and London ACCs; radar problems at Padua ACC.
- ✈ Staff issues at London and Paris ACCs; Maastricht UAC.
- ✈ Aircraft accidents/incidents at Frankfurt (due to an aircraft evacuation); WIP at Munster and Rome; Milan/Linate closed due to an emergency.
- ✈ Industrial action at London/Heathrow by British Airways check-in staff.
- ✈ Military activities in Bordeaux.
- ✈ Other items included the introduction of new working practices at Bratislava FIR; air show at Fairford; withdrawal of fire cover at Ancona due to a local emergency; Bastille day celebrations in Paris.

## Year on Year Trends in Main Indicators



Source : CFMU ATFM Data





Reasons for ATFM Delay



