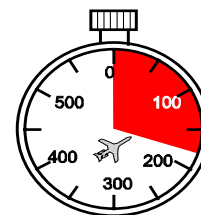
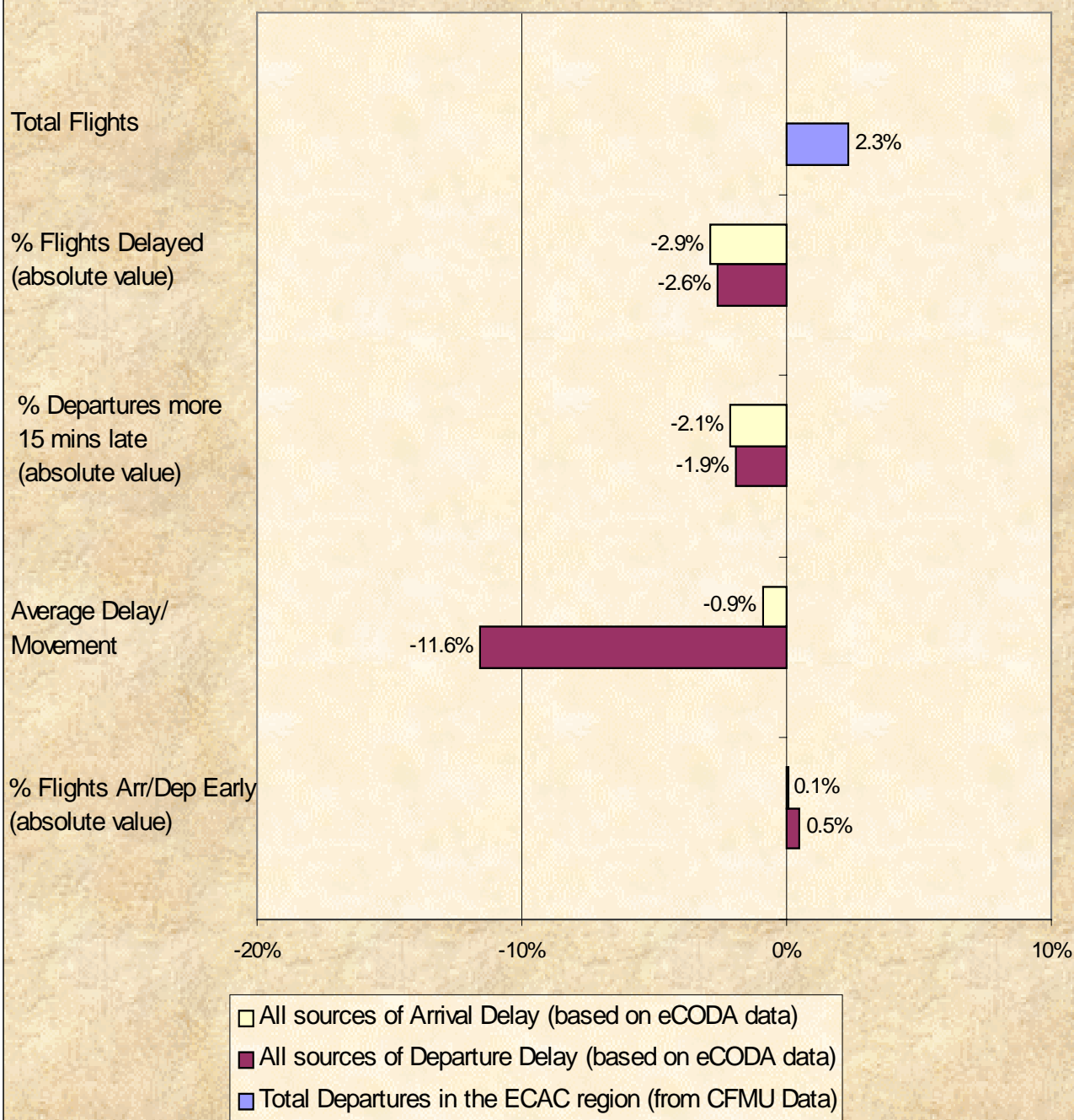


Delays to Air Transport in Europe Summer (April-September) 2003



Summer 2003

**Comparison of Delay Indicators (all Causes)
between Summer 2003 and Summer 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 airline data from eCODA, 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.*

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. Airline data from eCODA is based on real recorded delays.

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SUMMARY OVERVIEW

Air traffic for the extended summer period (April-September) increased by two and a half percent when compared with the same period of 2002. Delays, due to all causes, however, decreased with the Average Delay per Movement for departure traffic falling by twelve percent and for arrival traffic by just one percent.

TRAFFIC SITUATION

Departures in the ECAC region increased by two and a half percent. Domestic traffic fell by one percent, but International traffic increased by four percent. The largest real increases in traffic were in Italy, Norway and Spain, whereas the largest decrease was in France. Norway had the largest increase in domestic traffic, but decreases in France and Germany led to both France and Germany having an overall drop in traffic.

ATFM DELAY SITUATION FOR SUMMER 2003 (April-September)

Delays due solely to ATFM measures decreased by twenty two percent to the lowest summer figure since CFMU operations began. Since 1977 traffic during this period (April-September) has increased by seventeen percent whereas the delay has fallen by over forty percent. Coming back to the summer period of 2003, the Average Delay per Movement also decreased markedly; down by twenty four percent to less than two minutes. Even though there was a significant decrease in the delay attributable to it, a lack of ATC capacity was the main reason for the application of ATFM regulations, followed by weather and ATC staffing issues. It must be borne in mind that not all ATFM delay is due to ATC regulations; thirty four percent of the delay was due to restrictions put in place to protect airports because of a lack of airport capacity, parking problems, low visibility, etc.. While the share of the delay was up on the same period of last year, the amount of delay due to this type of regulation fell by eight percent. Lack of airport capacity accounted for over forty percent of the airport related delay, with weather and ATC staffing at the airport being the other major causes. A graph of ATFM delay apportioned by IATA delay codes is given on page 7.

The amount of traffic delayed fell by fifteen percent with the percentage of flights delayed falling by two percentage points to less than ten percent. This was the first time that the percentage of delayed flights, for the extended summer period, had dropped below ten percent. Flights delayed by more than fifteen minutes decreased by more than twenty percent and flights delayed by more than sixty minutes fell by over thirty five percent.

eCODA DATA

The Average Delay per Movement for departures, for all causes of delay, was eight and a half minutes; a decrease of twelve percent on the extended summer period of 2002. Thirty nine percent of flights were delayed on departure, with fifteen percent of them delayed by more than fifteen minutes. This was a reduction of two and a half percentage points in the percentage of flights delayed and two percentage points in the percentage of flights delayed by more than fifteen minutes. On the other hand, eleven percent of flights departed before their scheduled take off time.

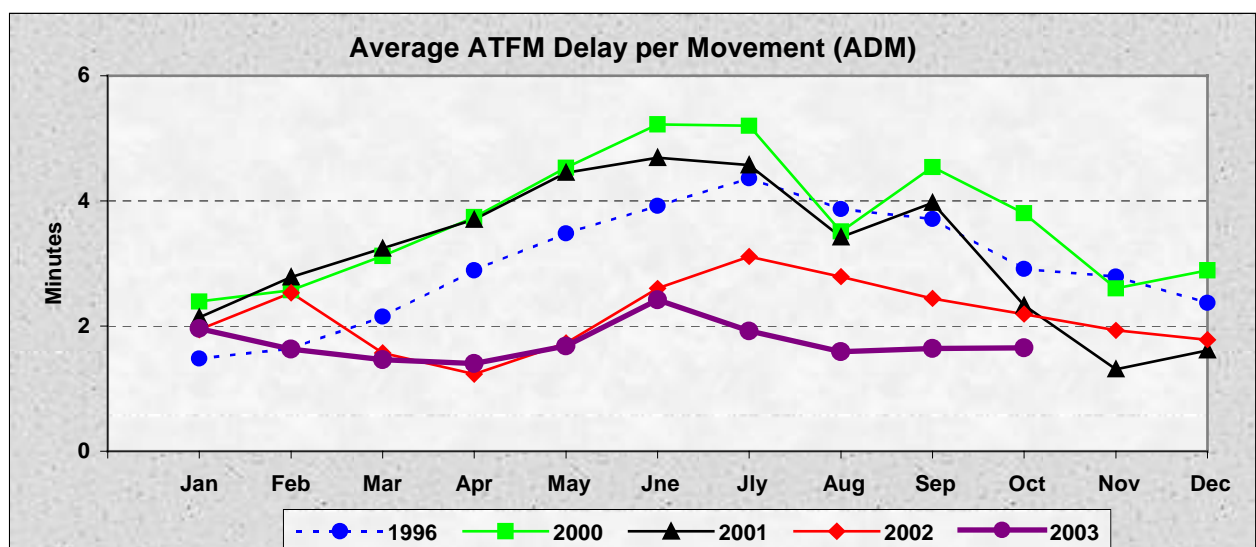
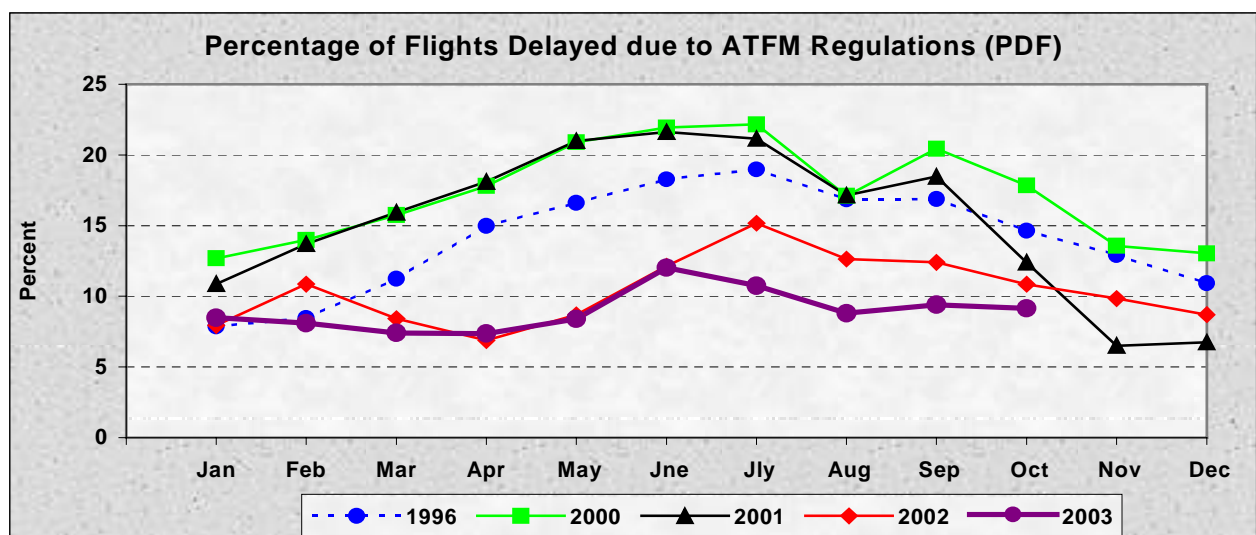
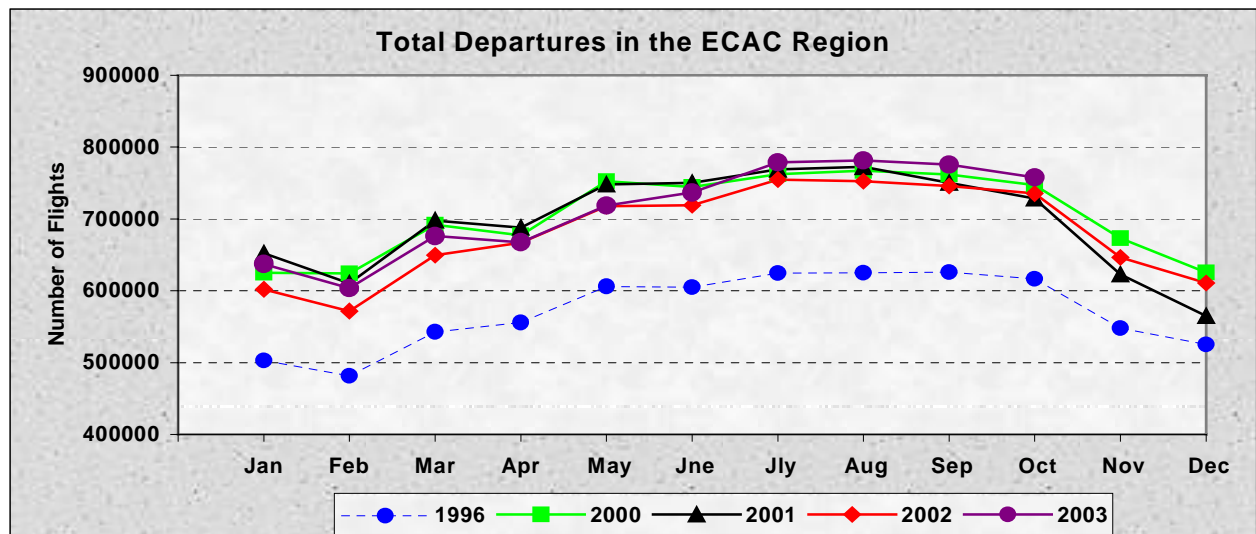
Arrivals, however, had a much more modest decrease, with the Average Delay per Movement falling by only one percent to ten minutes. Thirty six percent of flights were

delayed on arrival, with fifteen percent of them delayed by more than fifteen minutes; three percentage points down for delayed flights and two percentage points down for delays of more than fifteen minutes. With thirty three percent of flights arriving before their scheduled time almost as many flights arrived early as arrived late.

An analysis of the delay causes and categories, grouped by IATA codes, shows that most half of them had an increase in delay share, with the largest rises in the ATFM Restrictions at Destination Airport and Technical & Aircraft Equipment categories. However, all the increases were less than one percentage point, whereas the ATFM En-Route Demand/Capacity category fell by two percentage points. Graphs of the breakdown of delay causes for both summer 2003 and 2002 are given on page 6.

Technical & Aircraft Equipment was the most penalising direct delay category with eleven percent, followed by ATFM En-Route Demand Capacity with eight percent and Passengers & Baggage with seven and a half percent.

Year on Year Trends in Main Indicators



Source : CFMU ATFM Data

Comparison of Primary Delay Causes

