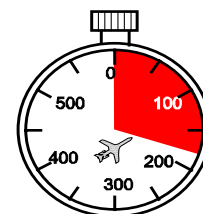
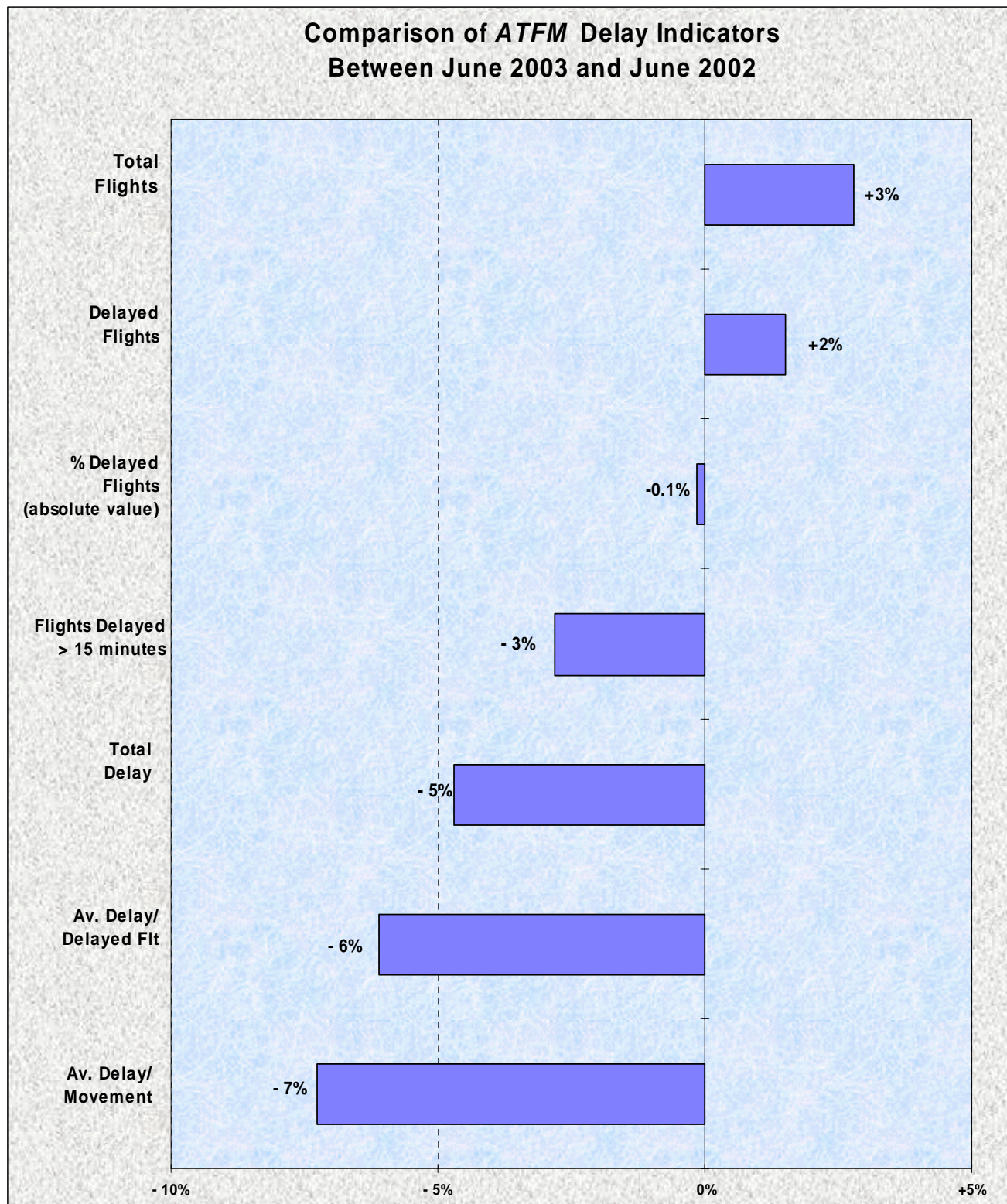


Delays to Air Transport in Europe June 2003



June 2003



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 & ATFM Delays)

Traffic in the ECAC region picked up a little, when compared with June 2002, with an increase of three percent. However, as the traffic levels in 2002 were still affected by the events in the United States, traffic levels were similar to those of 2000. ATFM Delays on the other hand showed a small decrease, with the number of flights delayed by fifteen minutes also showing a small decrease. Delays of more than one hour, however, showed a significant decrease. This was the first time they have decreased since February. Unlike in previous months, the major part of this delay (almost three quarters) was caused by en-route regulations mainly due to a lack of ATC capacity, weather, ATC industrial action and staff issues.

For the first six months of 2003, traffic increased by three percent, with delayed flights falling by two and a half percent and flights delayed by more than fifteen minutes falling by six percent. Total ATFM delay fell by five and a half percent, with the Average Delay per Movement falling by eight percent. A lack of ATC capacity was the main cause of ATFM delay, followed by weather and airport capacity considerations.

TRAFFIC SITUATION FOR JUNE 2003

When compared with June 2002, departures throughout the ECAC region increased by three percent, but because of the decreases last year, the traffic levels were essentially the same as those of June 2000. A significant part of the comparatively slow growth in June was due to the cancellation of many flights as a result of a series of ATC industrial actions in France. Domestic traffic increased by one percent, with International traffic increasing by four percent. The largest real increases were in Italy, Spain and the United Kingdom. At the other end of the scale, there were significant decreases in Switzerland, the Netherlands and Turkey. Looking at the domestic traffic, there were large real increases in Norway and the Ukraine, with large decreases in both France and Germany.

ATFM DELAY SITUATION FOR JUNE 2003

Delays due solely to ATFM measures decreased by four and a half percent to the lowest June level since CFMU started operations. To try and put this in context, the traffic levels in June were similar to those of June 2000, but the amount of delay in June this year was two million minutes less than in 2000; a decrease of over fifty percent. The Average Delay per Movement decreased seven percent to just under two and a half minutes, with the Average Delay per Delayed Flight falling by six percent. The main causes of delay were a lack of ATC capacity, weather, ATC industrial action and staff issues.

Delayed flights increased by one and a half percent, with the percentage of flights delayed falling by less than half a percentage point to just under twelve percent. Flights delayed by more than fifteen minutes, on the other hand, decreased by three percent, with flights delayed by more than sixty minutes falling by thirteen percent.

Just over a quarter 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 one percentage point down on June last year. (See Reasons for ATFM Delay graph for the relationship between airport and en-route delay). Lack of airport capacity accounted for almost half of the delay, with weather, ATC at the airport and ATC staffing being the other major causes.

Airports with the largest levels of delay due to airport ATFM regulations were the Paris airports, Frankfurt, the London airports and Rome, with Rome having the largest real increase. At the other end of the scale, there were large decreases at the London airports, the Milan airports and Verona/Villafranca. It is worth noting that at ten ECAC airports, fifty percent of the total ATFM delay was due to their own restrictions.

Based on the locations of the most penalising regulations, traffic (including overflights) using the airspace of France¹ had the largest share of ATFM delay, with thirty four percent. The United Kingdom, Italy, Germany and Switzerland all had a double figure share of the delay and between them (including France), they accounted for over eighty percent of the total ATFM delay in the ECAC region. Compared with June 2003, France had the largest increase, with seventeen percentage points, whereas at the other end of the scale, the United Kingdom had a massive fall of thirty two percentage points.

Looking at the amount of ATFM delay imposed shows that France imposed the most delay on flights using its airspace, followed by the United Kingdom and Italy. Compared with last year, France again had the largest increase, with Switzerland also having a significant rise. At the other end of the scale, there was a large decrease in the delay attributable to the United Kingdom (more than half a million minutes).

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

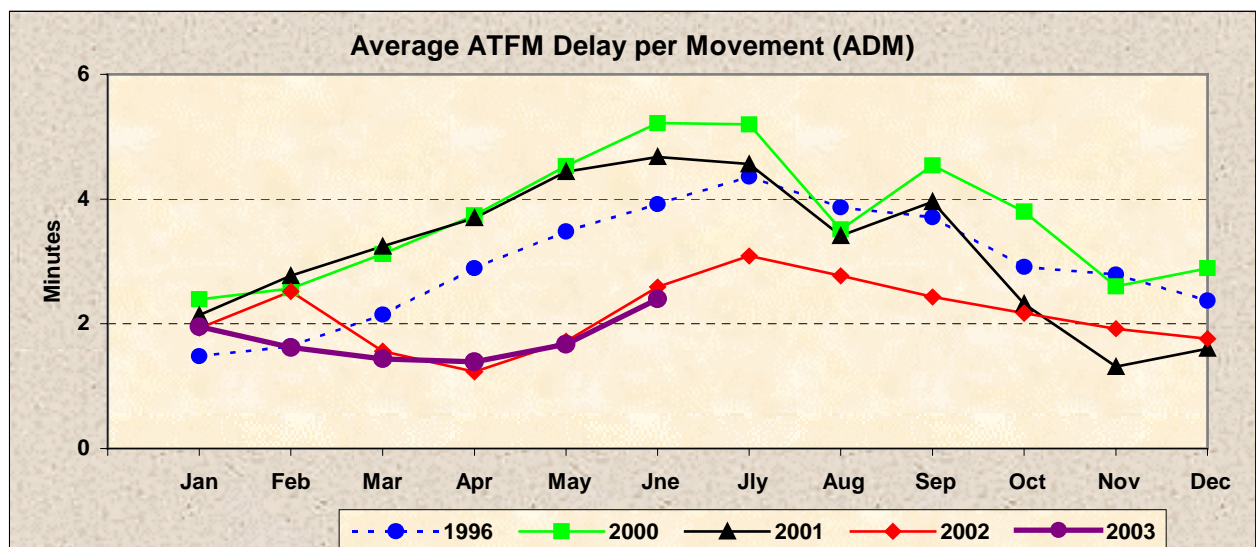
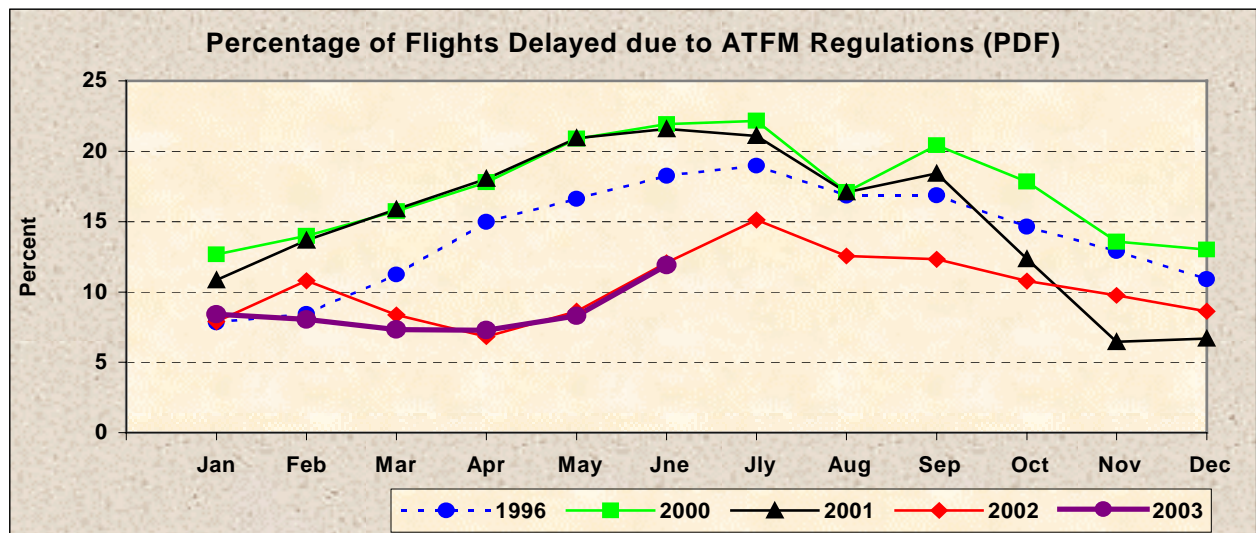
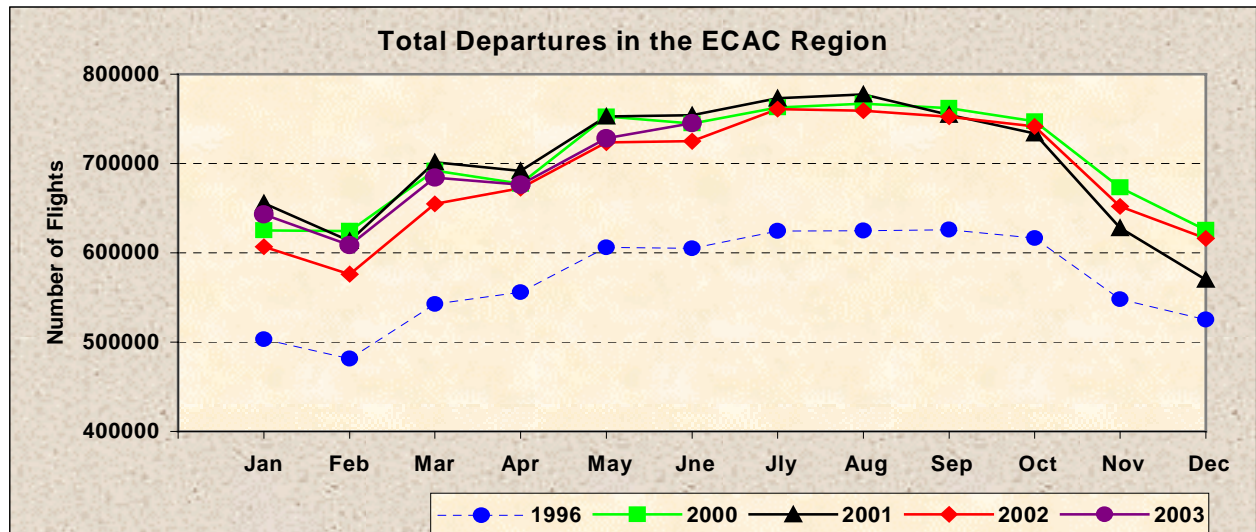
The most penalising UACs/ACCs were London, Paris, Bordeaux and Maastricht, but whereas Paris and Bordeaux had large increases in delay, the United Kingdom had a decrease of more than half a million minutes.

¹ There were a series of industrial actions in France in June.

SUMMARY OF SIGNIFICANT EVENTS

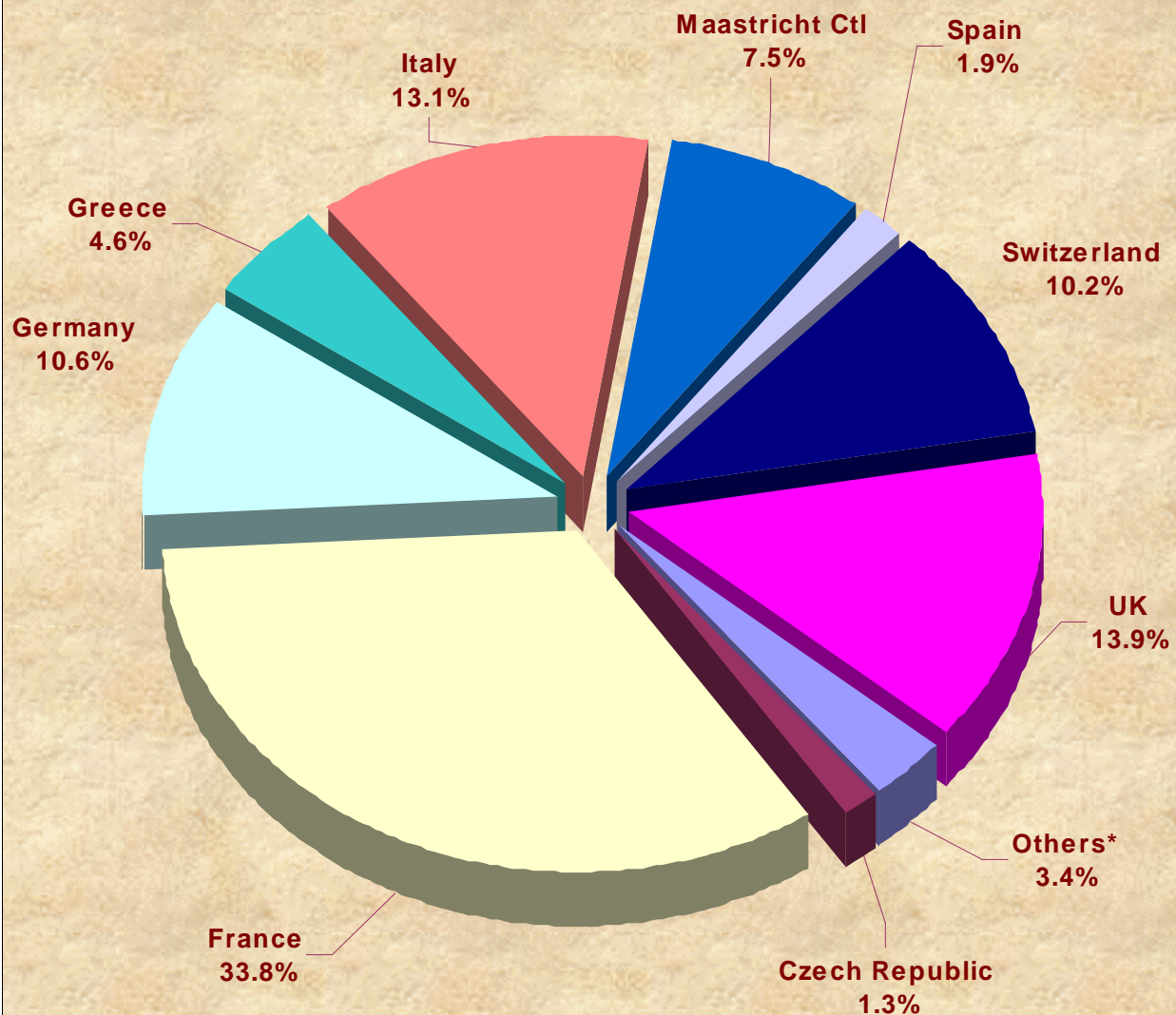
- ✧ Weather conditions including low visibility, high winds and thunderstorms.
- ✧ Technical problems including frequency failure/problems at Athens, Bordeaux and Madrid ACCs; FDPS problems at Tampere ACC; system failure at Maastricht UAC; power failure at Rome/Ciampino; radar maintenance at Ljubljana and Catania.
- ✧ Staff issues at Dortmund and Venice; Berlin, London, Paris and Geneva ACCs.
- ✧ Aircraft accidents/incidents at Milan/Linate, London/Heathrow and Olbia; birds on the runway at Milan/Linate (no arrival accepted); WIP at Thessaloniki.
- ✧ Industrial action in France; by civil aviation electronic system personnel in Greece and at Beziers and Montpellier airports.
- ✧ Military activities in Rome, Amsterdam, Geneva and East Sardinia.
- ✧ Security alert at Alcona/Falconara; bomb demolition in Venice.
- ✧ Other items included new ops room trials at Bordeaux ACC; air show at Paris/Le Bourget; military air show at Rome/Ciampino; G8 meeting at Evian; EU summit meeting at Thessaloniki; the Monaco Grand Prix and the Le Mans twenty four hour race.

Year on Year Trends in Main Indicators



Source : CFMU ATFM Data

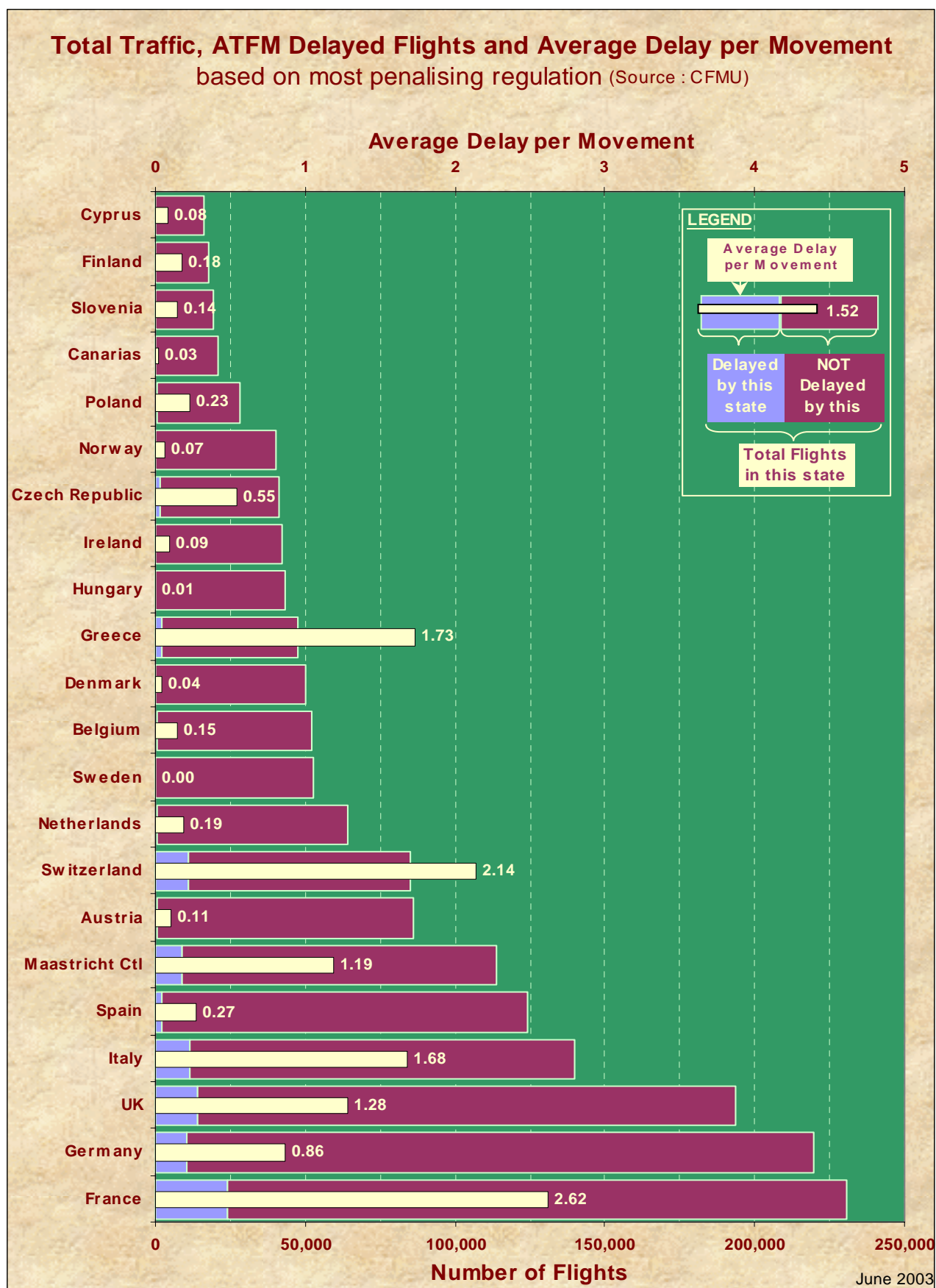
Delay Share by Country

ATFM Delay Share as Imposed by Country
based on the most penalising regulation*(Source : CFMU)*

***Others = Austria, Belgium, Canary Islands, Cyprus, Denmark, Finland, Hungary, Ireland, the Netherlands, Norway, Poland & Slovenia.**
(The remaining countries did not cause delay)

June 2003

Delayed Flights by Country



Reasons for ATFM Delay

