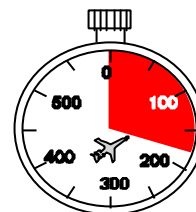
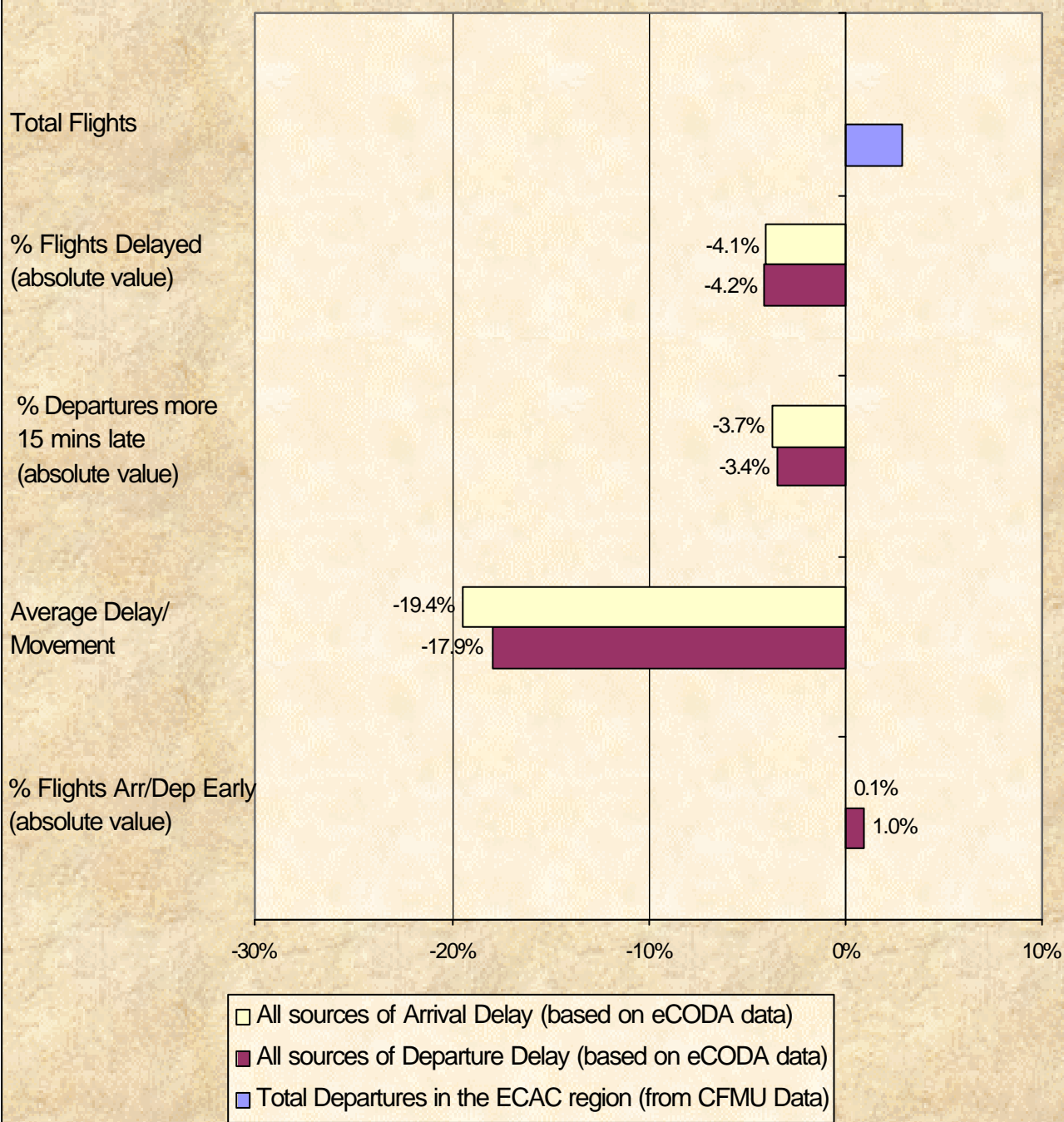


Delays to Air Transport in Europe August 2003



August 2003

**Comparison of Delay Indicators (all Causes)
between August 2003 and August 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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SUMMARY OVERVIEW

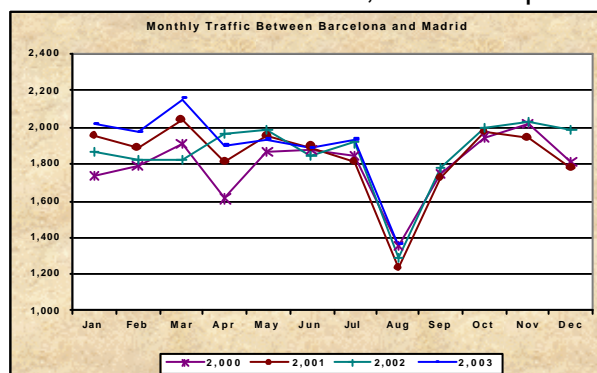
Air traffic in August, in the ECAC region, was up by three percent on that of August 2002 and was only slightly less than the record level seen in July. Delays, due to all causes, on the other hand, continued the decrease seen in July, with the Average Delay per Movement for departure traffic falling by eighteen percent and for arrivals by nineteen percent.

For the first eight months of the year, traffic increased by three percent, with delayed flights, due to all causes of delay, falling by eight and a half percent and the number of flights delayed by more than fifteen minutes falling by nine and a half percent. The percentage of flights arriving/departing before their scheduled time was similar to August last year, 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 for departures was nine minutes and for arrivals it was eleven minutes. This was a decrease of two percent for departures but an increase of nine percent for arrivals. Total ATFM delay fell by eighteen percent with the Average Delay per Movement falling by twenty percent to one and three quarters minutes. A lack of ATC capacity was the main cause of delay, followed by airport capacity considerations, weather and ATC staffing issues.

TRAFFIC SITUATION FOR AUGUST 2003¹

Departures in the ECAC region increased by three percent to the highest ever August figure. Domestic traffic fell by one and a half percent, but International traffic increased by a healthy five and a half percent. Eighty percent of the busier countries (those with more than one thousand two hundred and fifty flights per month) had rises in traffic levels, with Italy, Norway and Spain having the largest real overall increase. The largest real increase in International traffic were in Spain, Italy and Germany, with both Spain and Italy having an increase of more than ten percent. Switzerland on the other hand, had the largest real decrease. Looking at the domestic traffic, there was a large increase in Norway and large decreases in Germany and France which meant that both France and Germany had an overall drop in traffic.

More than two thirds of the busier airports (those with more than two thousand five hundred flights per month) had rises in traffic levels. The largest real increase was at Milan/Linate, followed by Palma and Manchester. Basle/Mulhouse, Milan/Malpensa Stockholm and Zurich, on the other hand, had the largest real decreases. The busiest city pair in August was Barcelona-Madrid with thirteen hundred flights in each direction. This was significantly less than in July but this follows the usual pattern with a dip in traffic in August. Barcelona-Palma, was the only other pair with more than one thousand flights in each direction. A more complete list of the busiest pairs

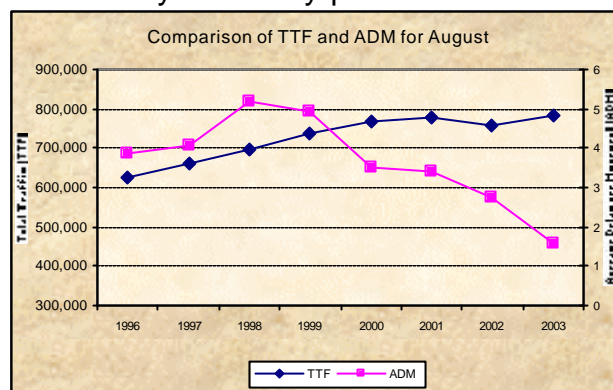


¹ The analysis was based on the CFMU database which contains details on all IFR flights in the ECAC region.

can be found on page 19. More than fifty percent of the busier pairs had an increase in flights, with almost a quarter of them increasing by ten percent or more. Milan/Linate-Rome, Fuerteventura-Las Palmas and Milan/Linate-Catania had the largest real increases, whereas Brussels-London/Heathrow and Rome-Milan/Malpensa had the largest decreases.

ATFM DELAY SITUATION FOR AUGUST 2003

Delays due solely to ATFM measures decreased by over forty percent to the lowest August figure since CFMU operations began. Since 1966 traffic in the month of August has increased by twenty five percent, whereas delay during the same period has fallen by almost fifty percent. The Average Delay per Movement also had a significant decrease, falling by forty three percent to just over one and a half minutes. Just over half of all ATFM delay was due to a lack of ATC capacity, with airport capacity, weather and staff issues being the other main causes.



Delayed flights fell by twenty eight percent, with the percentage of flights delayed falling by four percentage points to nine percent. This was the first time that the number of delayed flights, in August, had fallen below ten percent. Flights delayed by more than fifteen minutes decreased by over thirty five percent, with flights delayed by more than sixty minutes falling by seventy percent.

Thirty five percent of all ATFM delay was caused by regulations put in place to protect airports because of lack of capacity, parking problems, low visibility, etc. While the share of the delay was up on August last year, the actual amount of delay imposed fell by over thirty percent. Lack of airport capacity accounted for over half of the delay, with weather and ATC capacity at the airport being the other major causes.

eCODA DATA

The Average Delay per Movement for departures, for all causes of delay, was nine and a half minutes; a decrease of eighteen percent on August last year. Forty percent of flights were delayed on departure, with seventeen percent of them delayed by more than fifteen minutes. This was a reduction of four percentage points in the percentage of flights delayed and three and a half percentage points in the percentage of flights delayed by more than fifteen minutes. On the other side, eleven percent of flights departed before their scheduled time.

Arrivals also had significant decreases with the Average Delay per Movement, again for all causes, falling by over nineteen percent to nine and a half minutes, Thirty six percent of flights had an arrival delay, with sixteen percent of them delayed by more than fifteen minutes; four percentage points down on last year.

Delays due solely to ATFM also decreased, with the Average Delay per Movement falling by nineteen percent to one and a half 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.

Of the busier airports, Dublin, Rome and East Midlands, with an Average Delay per Movement of over twenty minutes, due to all causes of delay, had the most affected departures². Compared with August last year, only seven airports had an increase in average delay of more than one minute with the largest rises at East Midlands (ten minutes) and Prague (six minutes). These increases were matched by large decreases at London/Gatwick (down eighteen minutes), Malaga (down sixteen minutes) and Madrid (down twelve minutes). In all over fifty five percent of the busier airports had a decrease of one minute or more. All of the airports had a proportion of their traffic departing before their scheduled time, with almost one third of departures at Strasbourg and Bilbao leaving early, whereas at Rome and Zurich less than three percent of flights left early.

Looking at airports as destinations shows that traffic arriving at Prague, East Midlands, Dublin and Venice, with an Average Delay per Movement of more than twenty minutes, for all causes of delay, were the most affected. Compared with August last year, only fifteen percent of the busier airports had an increase in average delay, and only five of them, East Midlands, Prague, Milan/Linate, Dublin and Oslo had an increase of one minute or more. The largest increases were at East Midlands (up eight minutes) and Prague (up seven minutes). On the other hand, over fifty five percent of the airports had a decrease of one minute or more, with both Malaga and London/Gatwick falling by sixteen minutes. Again all the airports had a proportion of their flights arriving before their scheduled time, with many of them having more than a third arriving early.

The most affected city pair, due to all causes of delay, was New York-London/Heathrow, with an Average Delay per Movement of thirty minutes. Rome-Paris/Charles de Gaulle and London/Heathrow-New York, were also significantly affected with average delays of over twenty four minutes. Compared with August last year, more than thirty percent of the city pairs had an increase in average delay, with nineteen percent having an increase of more than one minute. The largest increase was between New York-London/Heathrow, with a rise of seventeen minutes, followed by London/Heathrow-New York with thirteen minutes. At the other end of the scale, there were large decreases (more than eighteen minutes) between London/Gatwick-Jersey, Madrid-Valencia, Madrid-Malaga and London/Gatwick-Manchester.

An analysis of the delay causes and categories, grouped by IATA codes, shows that there were small increases in almost two thirds of the categories, with only Technical & Aircraft Equipment and Airport Facilities having a rise of more than one percentage point. To offset these increases, there was a fall of three percentage points in the delay attributed to the ATFM En-Route demand/capacity and a one percentage point decrease in ATFM weather at destination categories.³

Technical and Aircraft Equipment was again the most penalising direct delay category, with twelve percent, followed by Passengers and Baggage (eight percent),

² 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.

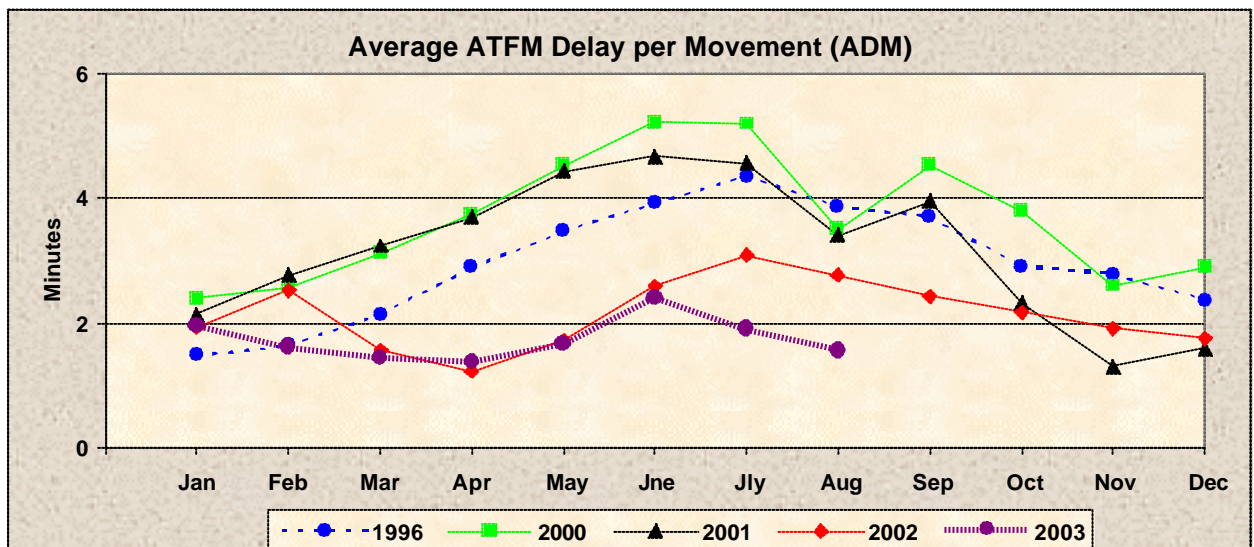
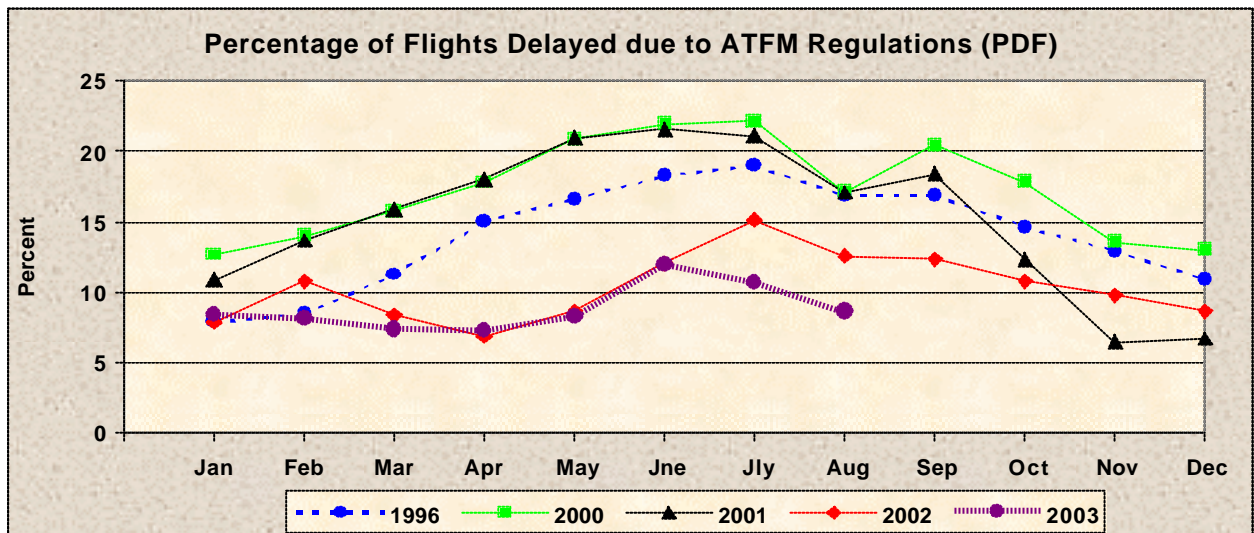
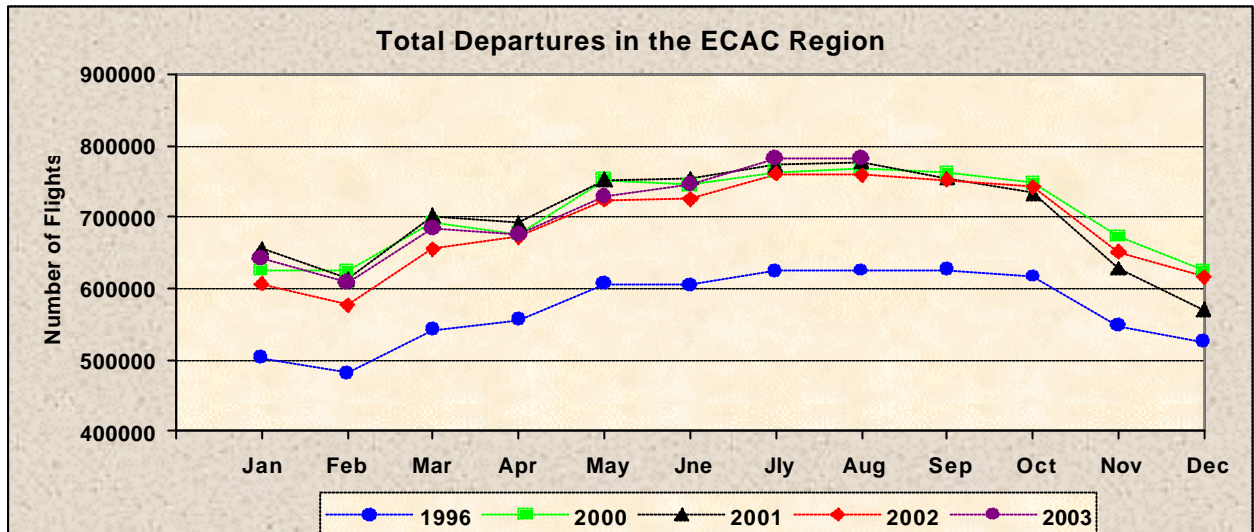
³ Only categories with a one percent or more share of the delay were taken into account.

Aircraft and Ramp Handling (seven and a half percent) and ATFM En-Route Demand/Capacity (six and a half percent).

SUMMARY OF SIGNIFICANT EVENTS

- ✈ Weather conditions including low visibility, high winds and fog.
- ✈ Technical problems including frequency failure/problems at Bordeaux ACC; radar problems at Marseille and Stavanger ACCs; power failure at London Airport and Bremen ACC; radar maintenance at Scottish and Brindisi ACCs; FDP failure at Iraklion.
- ✈ Staff issues at London ACC; Paris TMA; ATC staff shortages at Dortmund.
- ✈ Aircraft accidents/incidents at Kirkira.
- ✈ Military activities in Shoeburyness.
- ✈ Other items included the introduction of new FDPS software at Scopje ACC; air show at Salzburg; reduced airport capacity at Kirkira; tower evacuation at London City; problems with parking at Iraklion; level capping measures in the Zurich area.

Year on Year Trends in Main Indicators



Source : CFMU ATFM Data

