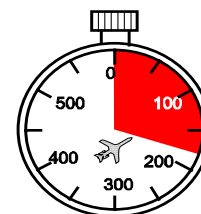
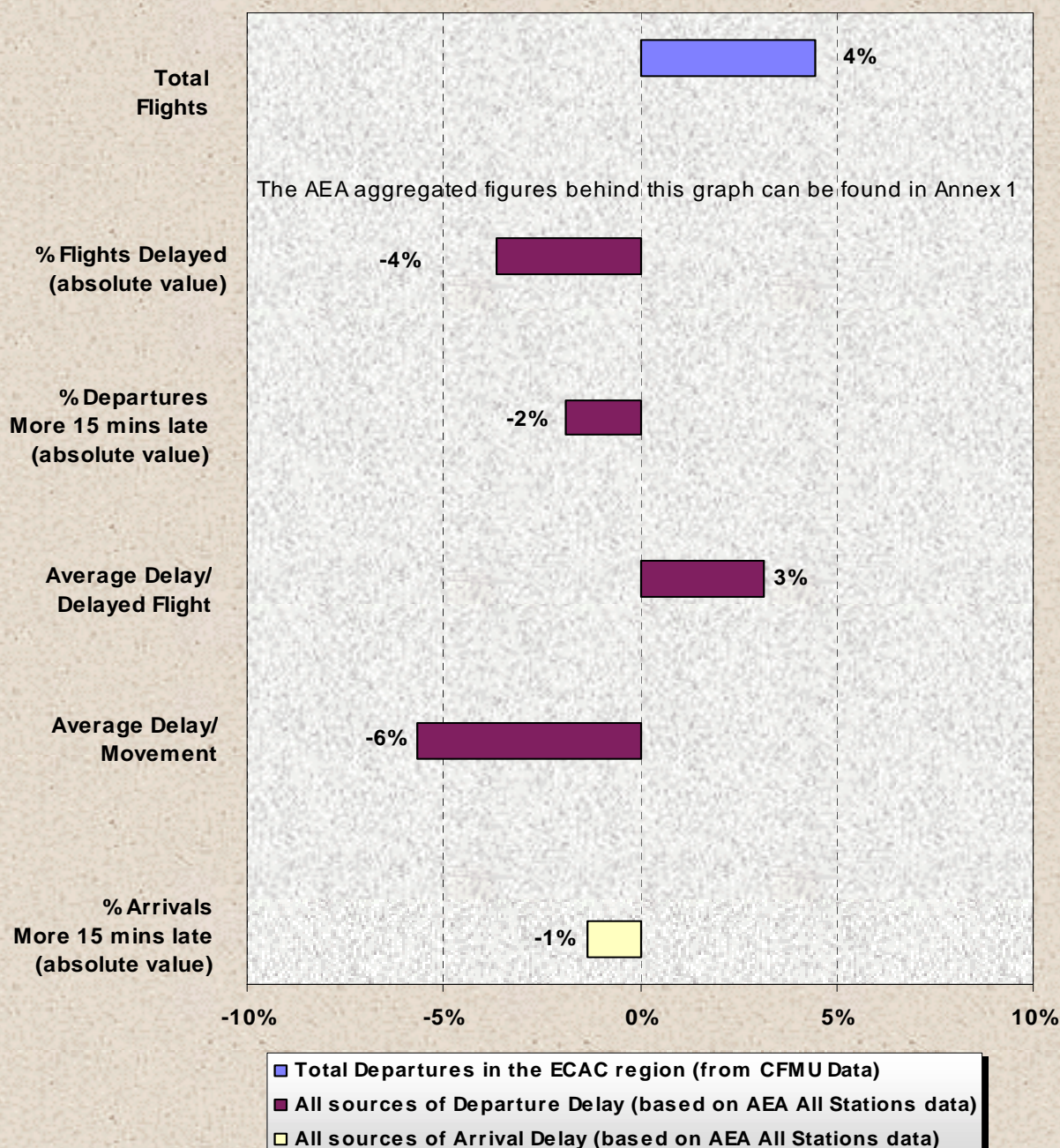


Delays to Air Transport in Europe March 2003



March 2003

**Comparison of Delay (all causes)
Between March 2003 and March 2002**



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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 2.

The CODA Delay Indicator (CDI) is a performance indicator, which has been included in order to try to give a better perception of the overall delay situation.

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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**Central Office for
Delay Analysis**

EUROCONTROL

**Rue de la Fusée, 96
B - 1130 Brussels**

**Tel. : + 32-2-729 35 74
Fax : + 32-2-729 90 03
E-Mail coda@eurocontrol.int
SITA : BRUAT7X**

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1. SUMMARY OVERVIEW

Traffic in the ECAC region showed strong growth when compared with March 2002. However, it must be remembered that traffic in March 2002 fell by seven percent in the wake of the events of 11th September so that traffic levels are now still slightly below those of March 2001. Delays on the other hand had a small decrease, but whereas the number of flights delayed by more than fifteen minutes fell significantly, there was a large increase in flights delayed by more than sixty minutes. Less than half the delay was due to en-route regulations with the majority resulting from airport regulations. The main reasons for the application of regulations were lack of ATC capacity, airport capacity and weather.

For the first three months of the year, traffic increased by over five percent, with delayed flights falling by seven percent and flights delayed by more than fifteen minutes falling by nine percent. Total ATFM delay fell by eleven percent, with the Average Delay per Movement falling by sixteen percent. Weather was the main cause of delay, followed by lack of ATC capacity and airport capacity.

ATFM DELAY SITUATION FOR MARCH 2003

When compared with March 2002, departures throughout the ECAC region increased by four and a half percent, but were still two and a half percent below the March 2001 level. While civil traffic to the Middle East has fallen, this was more than offset by the increase in military GAT traffic. Domestic flights increased by three percent, with International traffic rising by five percent. Most of the busier countries had an increase in International traffic, with the largest real increases in Italy, Germany and the United Kingdom. Norway and Spain had the biggest rise in domestic flights, with France having the largest fall.

While the traffic continued its steady growth, delays fell slightly to their lowest March level since CFMU began operations. The Average Delay per Movement (due solely to ATFM measures) fell by just under eight percent to less than one and a half minutes, with only a little over a half minute of this being attributable to en-route regulations. However, as the number of delayed flights fell by more than the delay, the Average Delay per Delayed Flight increased by six percent. The main causes of delay were a lack of ATC capacity, airport capacity and weather¹. A graphical representation of the delay reasons is given on page 24.

Delayed flights decreased by eight and a half percent, with the Percentage of Flights Delayed decreasing by one percentage point to a little over seven percent. Flights delayed by more than fifteen minutes also decreased by eight and a half percent whereas flights delayed by more than sixty minutes increased by over forty percent. Only thirteen percent of this increase, however, was due to en-route, with the rest being due to airport regulations.

The share of delay due to regulations put in place to protect airports because of lack of capacity, parking problems, low visibility, etc., accounted for fifty five percent of all

¹ When compared with March last year, all the reasons/causes had a decrease in delay, with the largest real falls in delays due to lack of ATC capacity and weather.

ATFM delay in the ECAC region; up by almost twenty nine percentage points on March last year. The amount of delay due to this type of regulations also increased, up by one hundred percent. Weather and Airport Capacity were the main causes of delay and between them, they accounted for over seventy percent of the airport-related delay. Compared with last year, there was a large rise in delay due to airport capacity, followed by weather and ATC staffing.

The airports with the largest level of airport delay were Frankfurt, Rome, Amsterdam and the Paris airports, with the same four airports having the largest increase. At the other end of the scale, there were decreases in Barcelona, followed by Cannes, the Milan airports and Copenhagen. Six airports within the ECAC region had more than fifty percent of their total ATFM delay due to their own airport restrictions, with Verona/Villafranca, Rome and Frankfurt having more than seventy percent.

As was to be expected, a majority of the busier airports (those with more than two thousand five hundred flights per month) saw an increase in traffic, with almost twenty percent having an increase of more than ten percent. The largest real increases were at Frankfurt, Munich, Madrid, London/Stansted and Paris/Charles de Gaulle, with Bergen/Flesland having the largest percentage increase. At the other end of the scale, Basle/Mulhouse, Paris/Orly and Tenerife Sur/Reina Sofia had the largest decreases, with Basle/Mulhouse also having the largest percentage fall.

Turning to delays, Zurich, Geneva, Frankfurt and Paris/Charles de Gaulle had the largest amount of delay imposed on departure traffic². Almost sixty percent of the airports had a real increase in delay, with the largest at Zurich, Milan/Malpensa, Geneva and Milan/Linate. At the other end of the scale, there were large real decreases in both London/Heathrow and London/Gatwick, with both having percentage falls of more than fifty percent. When traffic levels were taken into account, Geneva had the largest Average Delay per Movement with five minutes, followed by Venice and Milan/Linate (see table on page 20). Compared with March of last year, almost sixty percent of the airports had an increase in average delay, with only five, Venice, Milan/Linate, Geneva, Milan/Malpensa and Bologna, having an increase of more than one minute. At the other end of the scale, almost twenty percent of the airports had a decrease of more than one minute, with the largest decreases at Tenerife Sur/Reina Sofia and London/Gatwick.

Looking at airports as destinations shows that traffic arriving at Frankfurt, Rome and Amsterdam accumulated the most ATFM delay. Around thirty percent of the airports had an increase in delay, with the largest at Frankfurt, Rome and Amsterdam. At the other end of the scale, there were large real decreases in Barcelona, Brussels, Madrid and Manchester. In percentage terms, the largest falls were in Bergen/Flesland and Lisbon.

Taking traffic levels into account, Rome had the largest Average Delay per Movement, with seven and a half minutes, followed by Frankfurt, with almost six minutes, Amsterdam with five minutes and Milan/Malpensa, with four minutes (see table at the bottom of page 20). A quarter of the busier airports had an increase in average delay with again only five of them, Rome, Naples, Amsterdam, Frankfurt and

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.

Venice, having an increase of more than one minute. At the other end of the scale, twenty percent of the airports had a decrease of more than one minute, with the largest at Tenerife Sur/Reina Sofia.

The busiest city pair in March was Madrid-Barcelona, with over two thousand one hundred flights in each direction; almost as much as the total traffic using either London/City or Paris/Le Bourget. Rome-Milan/Linate was the only other pair with more than one thousand flights in each direction. A more complete list of the busier pairs is given on page 19. Two thirds of the busier pairs (those with more than two hundred and fifty flights per month) had an increase in flights, with around one third of them having an increase of ten percent or more. Barcelona-Madrid had the largest real increase, with Nice-Paris/Orly having the largest decrease.

The most affected city pairs (due solely to ATFM) were Geneva-Frankfurt, with an Average Delay per Movement of twelve and a half minutes, followed by Torino-Rome and Genoa-Rome, both with almost eleven 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 March last year, over forty percent of the pairs had an increase in Average Delay per Movement, with over twenty percent of them having an increase of more than one minute. The largest increase, eight minutes, was on the route between Geneva and Frankfurt, with Frankfurt-Amsterdam, Torino-Rome, Zurich-Frankfurt, Genoa-Rome and Venice-Rome, all having an average delay of more than six minutes. At the other end of the scale, there was a large decrease between Manchester-Paris/Charles de Gaulle, followed by London/Heathrow-Madrid and Dublin-Paris/Charles de Gaulle. Overall, fifteen percent of the pairs had a decrease of more than one minute.

The countries (those with more than one thousand two hundred and fifty flights per month) with the largest Average Delay per Movement for departure traffic, were Switzerland and Italy. Compared with March last year, almost half of the countries had an increase in average delay, but only Italy and Poland had an increase of more than one minute. At the other end of the scale, more than a third of the pairs had a decrease, with again only two of them, the Canary Islands and the United Kingdom having a decrease of more than one minute. Looking at the delays of more than one hour shows that Italy had the largest increase whereas the United Kingdom airports had the largest decrease.

Looking at countries as destinations shows that arrivals in the Netherlands, Italy and Switzerland, had the largest Average Delay per Movement; more than three minutes. Compared with the same month of last year, thirty five percent of the countries had an increase in average delay, but only the Netherlands and Italy had an increase of more than one minute. At the other end of the scale, seven countries had a decrease of one minute or more, with the largest on traffic from within the ECAC region to airports in the United States and the United Arab Emirates.

The most affected flows between countries were Switzerland-Italy and Switzerland-United Kingdom (see table at the bottom of page 21). Compared with March last year, just over forty percent of the flows had an increase in Average Delay per Movement, with almost twenty percent of them having an increase of more than one minute. The largest rises were between Germany-Netherlands and the United

Kingdom-Netherlands. On the other hand, twenty percent of the flows had a decrease of more than one minute, with the largest decreases (around four minutes) between the United Kingdom-Belgium and the United Kingdom-Canary Islands.

Based on the most penalising regulations, traffic (including overflights) using the airports of Italy, Germany, the United Kingdom, France and Switzerland, had the largest share of ATFM delay and between them, they accounted for almost eighty percent of the total ATFM delay. Compared with March last year, Italy and Germany had the largest increases, with the United Kingdom having the largest decrease, followed by Spain.

Looking at the amount of delay imposed shows that Italy, Germany, the United Kingdom and France imposed the most delay on flights using its airspace. Compared with March last year, just under fifty percent of the countries had an increase in delay, with Italy having the largest rise, followed by Germany and the Netherlands. At the other end of the scale, there was a large decrease in the United Kingdom, with smaller, yet nonetheless significant falls in Spain and France.

Taking traffic handled (again including overflights) into account shows that Italy and Switzerland had the largest Average Delay per Movement at one and a half minutes, Cyprus being the only other country with an average delay of more than one minute. Compared with March last year, Italy and the Netherlands had the largest increase in average delay, but neither were above one minute. At the other end of the scale, only the United Kingdom had a decrease of more than one minute.

The most penalising UACs/ACCs were London and Zurich. Compared with last year, however, the United Kingdom had the largest decrease, whereas Zurich had a modest increase.

AIRLINE DATA

Delays on air traffic in the ECAC region, due to all causes, increased by eight percent when compared with March last year, due in part to rises in the reactionary, restrictions at departure airport and ATFM weather at destination categories. However, because of the increase in flights, the Average Delay per Movement actually fell by five and a half percent to nine minutes. Zurich was the most penalising airport, with an average delay of fourteen minutes, whereas at Stockholm it was less than four minutes. Compared with March last year, forty percent of the airports had an increase in average delay, with the largest increase, seven minutes, at Zurich (due to rises in the ATFM delay, Reactionary and Technical & Aircraft Damage categories), followed by Rome and Amsterdam. Zurich also had the largest percentage increase. At the other end of the scale, there was a decrease of seven minutes at Lisbon and decreases of three minutes or more at Paris/Charles de Gaulle, Copenhagen and Brussels. Brussels and Lisbon had the largest percentage decrease.

Delays due solely to ATFM measures increased by twenty nine percent, with the Average Delay per Movement increasing by twelve percent to two minutes. This was significantly higher than that calculated from the CFMU data.

The number of flights delayed increased by five percent, but because of the large increase in total traffic, the percentage of flights delayed fell by four percentage points to thirty nine percent. Flights delayed by more than fifteen minutes also decreased, with departures going down by two percentage points to fifteen percent and arrivals going down one percentage point to seventeen percent.

The graph of the comparison of the main indicators shows that there were some differences between the two sources and these 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 categories, shows that just over a quarter of them had an increase in delay share, with ATFM Restrictions at Destination Airport, ATFM Weather at Destination and Restrictions at Departure Airport categories, having the largest increases. To offset these increases, there were falls in the ATFM Staff/Equipment En-Route, Immigration Custom & Health and Cargo & Mail categories. Technical & Aircraft Equipment was the most penalising direct delay category, with thirteen percent, followed by ATFM En-Route Demand/Capacity and Restrictions at Departure Airport. Reactionary had by far the largest real increase, with Restrictions at Departure Airport, ATFM Weather at Destination and ATFM Restrictions at Destination Airport also having significant increases. At the other end of the scale, there were decreases in the Passengers & Baggage, Mandatory Security and Aircraft & Ramp categories.

eCODA DATA

The Average Delay per Movement for departures was seven minutes; a decrease of fourteen percent on March last year. This was slightly lower than that calculated from the AEA data, and reflects the greater data capture and the different mix of traffic. While thirty three percent of flights were delayed (twelve percent by more than fifteen minutes), thirteen percent departed before their scheduled time.

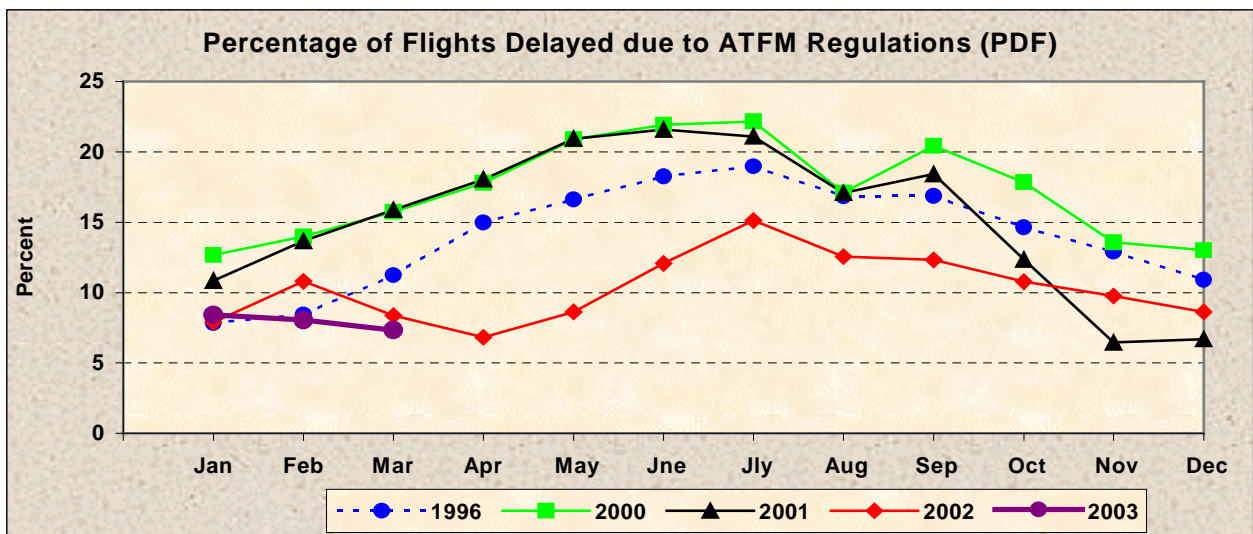
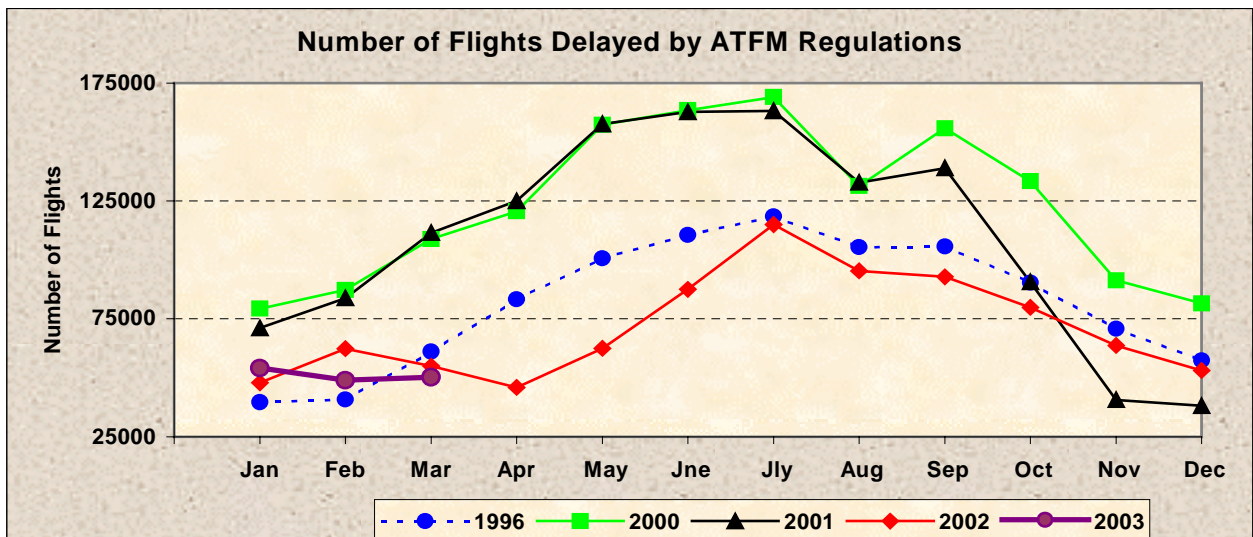
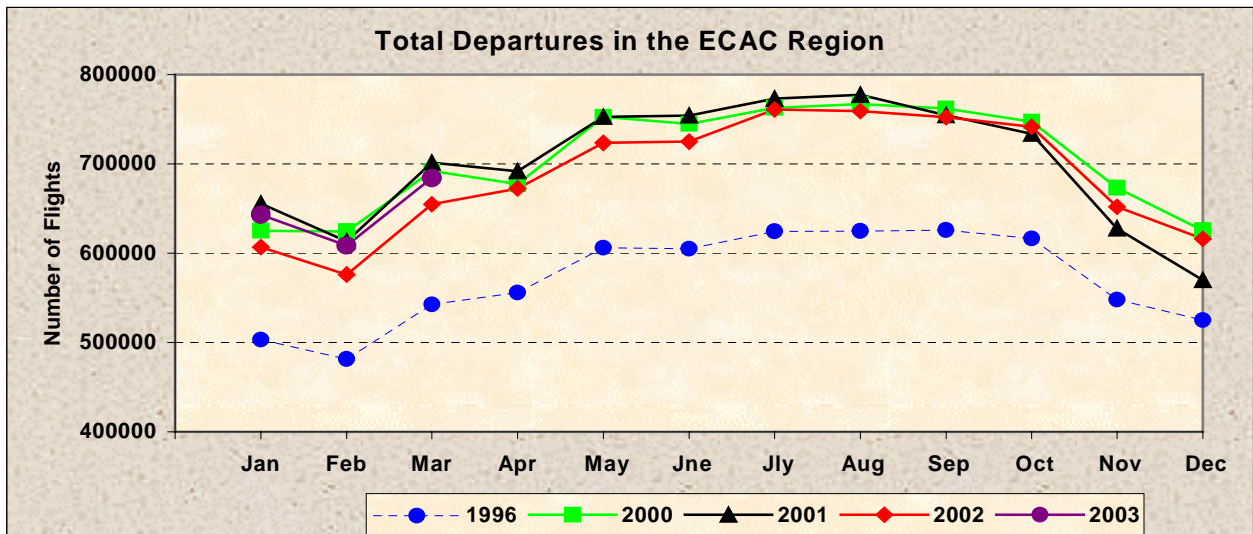
Turning to arrivals, the Average Delay per Movement was slightly higher at eight minutes, which was a seven percent drop on March last year. Thirty two percent of the flights were delayed, with fourteen percent delayed by more than fifteen minutes. On the other hand, thirty seven percent of flights arrived ahead of schedule.

SUMMARY OF SIGNIFICANT ATFM EVENTS

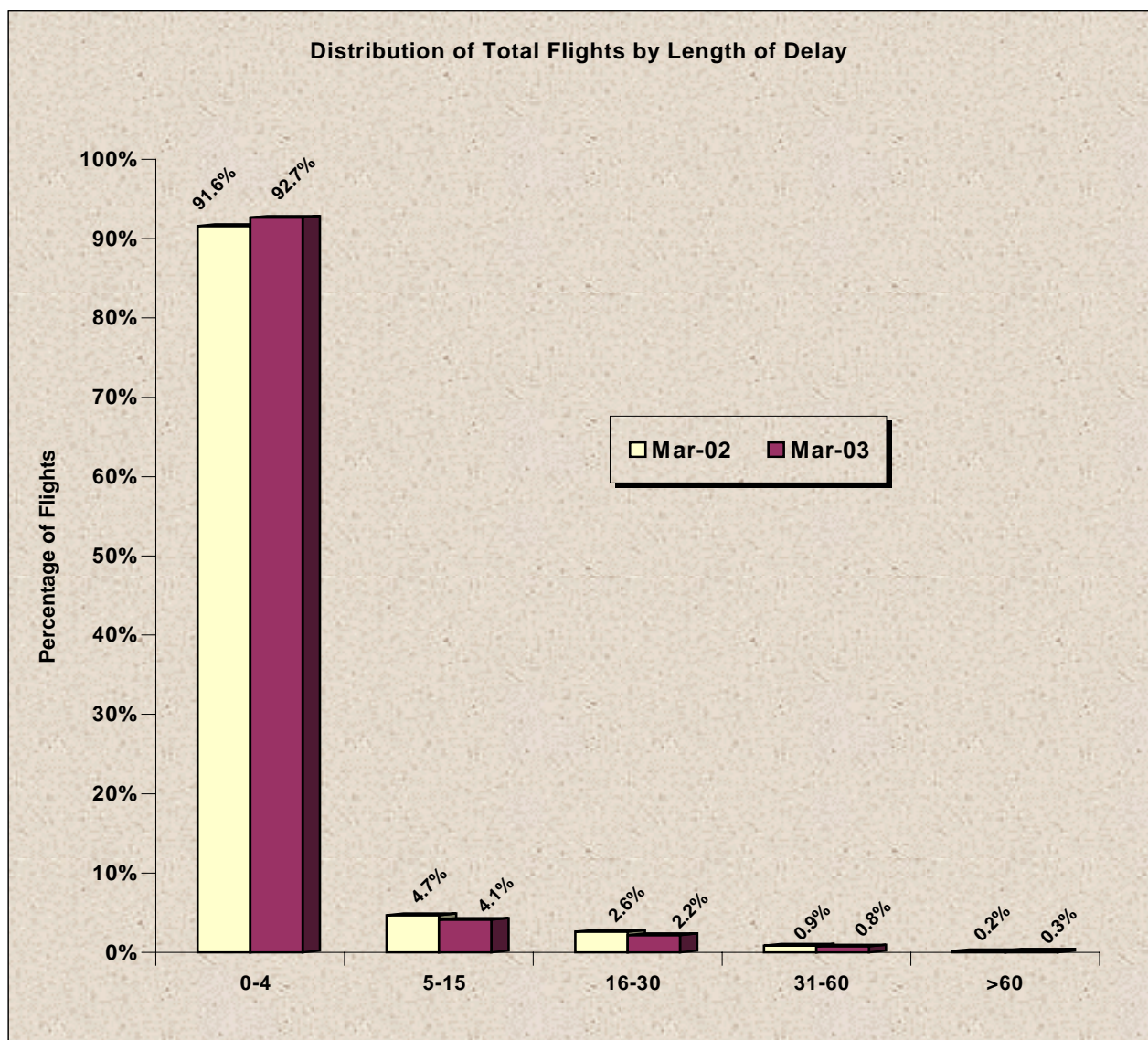
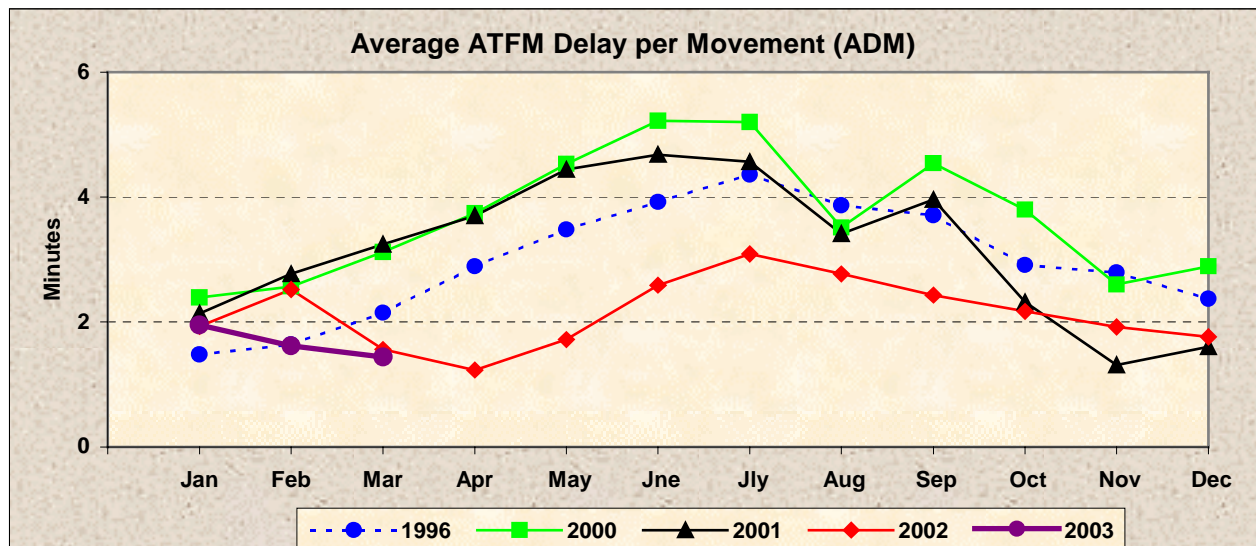
- ✧ Weather conditions including low visibility and strong winds.
- ✧ Technical problems including breakdown of telecoms at Munich; loss of primary radar at Geneva; radar maintenance at Florence and Catania; radar problems at Reims UAC/ACC and Zurich ACC; technical problems at the CFMU.
- ✧ Staff issues at London/Heathrow, Paris TMA sectors, London ACC and Bremen ACC.
- ✧ Work in Progress at Villafranca (for the whole of March) and runway 08/26 closed at Catania.
- ✧ Single runway at Barcelona; runway configuration changes at Naples and Lanzarote; Tirana airport closed due to aircraft blocking the runway; Naples airport closed (06:00-10:00).
- ✧ Military activity in Shanwick, Amsterdam and Geneva area; TRA Lauter active and the Quenn (LIRR) firing area was active on numerous occasions.
- ✧ Industrial action by ATC personnel in Italy and Athens and Chambéry and Annecy – Meythet airports closed by a strike.
- ✧ Other items included transfer to a new system at Paris/Charles de Gaulle; some parts of Turkish airspace closed due to the war in Iraq; ATC training in Milan ACC before moving to a new Operations room; major airspace and route network changes in London ACC, Manchester ACC and Scottish ACC; Worthington cup final in Cardiff and motor show in Geneva.

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2. Year on Year Trends in Main Indicators

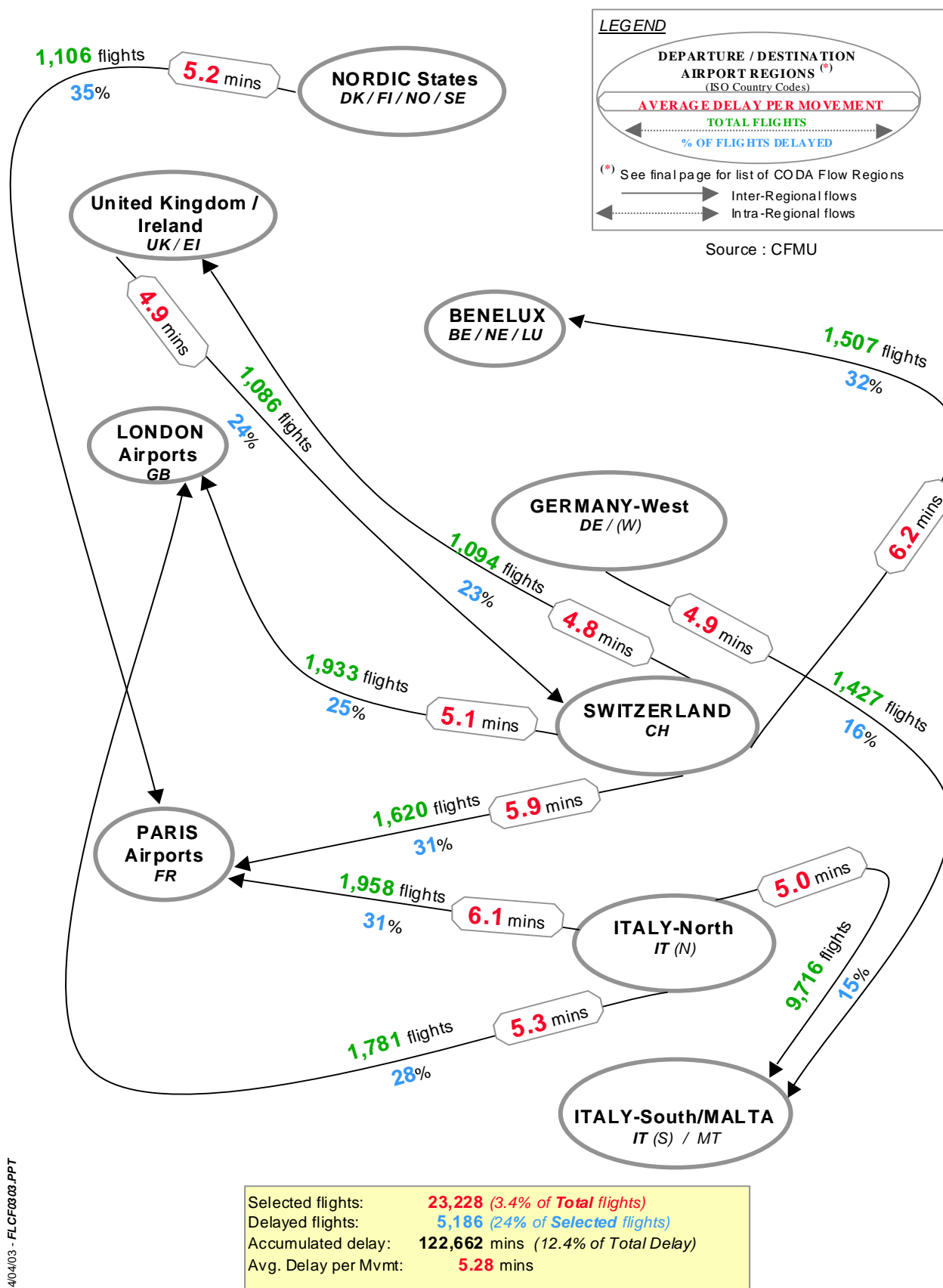


Source: CFMU ATFM Data



Source : CFMU ATFM Data

3. Most Affected Traffic Flows by CODA Regions



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ATFM Delay Situation on 10 Regional CODA Traffic Flows (>1,000 flights) in March 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	Switzerland	BENELUX	1,507	850	476	31.59	9,403	19.75	6.24
2	Italy-North	Paris Airports	1,958	1,079	602	30.75	11,955	19.86	6.11
3	Switzerland	Paris Airports	1,620	931	501	30.93	9,618	19.20	5.94
4	Italy-North	London Airports	1,781	893	498	27.96	9,493	19.06	5.33
5	Nordic States	Paris Airports	1,106	681	385	34.81	5,793	15.05	5.24
6	Switzerland	London Airports	1,933	915	486	25.14	9,832	20.23	5.09
7	Italy-North	Italy-South/Malta	9,716	2,011	1,485	15.28	49,073	33.05	5.05
8	United Kingdom & Ireland	Switzerland	1,086	431	266	24.49	5,350	20.11	4.93
9	Germany-West	Italy-South/Malta	1,427	376	233	16.33	6,935	29.76	4.86
10	Switzerland	United Kingdom & Ireland	1,094	506	254	23.22	5,210	20.51	4.76
11	Italy-North	Germany-West	3,874	1,582	971	25.06	18,372	18.92	4.74
12	France Southeast	Germany-West	1,357	674	393	28.96	6,298	16.03	4.64
13	Switzerland	Other	1,870	689	431	23.05	8,601	19.96	4.60
14	United Kingdom & Ireland	BENELUX	4,680	1,104	629	13.44	20,873	33.18	4.46
15	Italy-North	BENELUX	1,938	844	429	22.14	8,447	19.69	4.36
16	BENELUX	Switzerland	1,503	802	421	28.01	6,490	15.42	4.32
17	Italy-North	Other	2,039	399	305	14.96	8,465	27.75	4.15
18	United Kingdom & Ireland	Paris Airports	2,162	822	450	20.81	8,557	19.02	3.96
19	Germany-West	London Airports	3,635	1,342	764	21.02	14,277	18.69	3.93
20	Germany-West	Italy-North	3,872	1,409	783	20.22	15,174	19.38	3.92
Totals			50,158	18,340	10,762	21.46	238,216	22.13	4.75

MOST DENSE TRAFFIC FLOWS (CFMU)

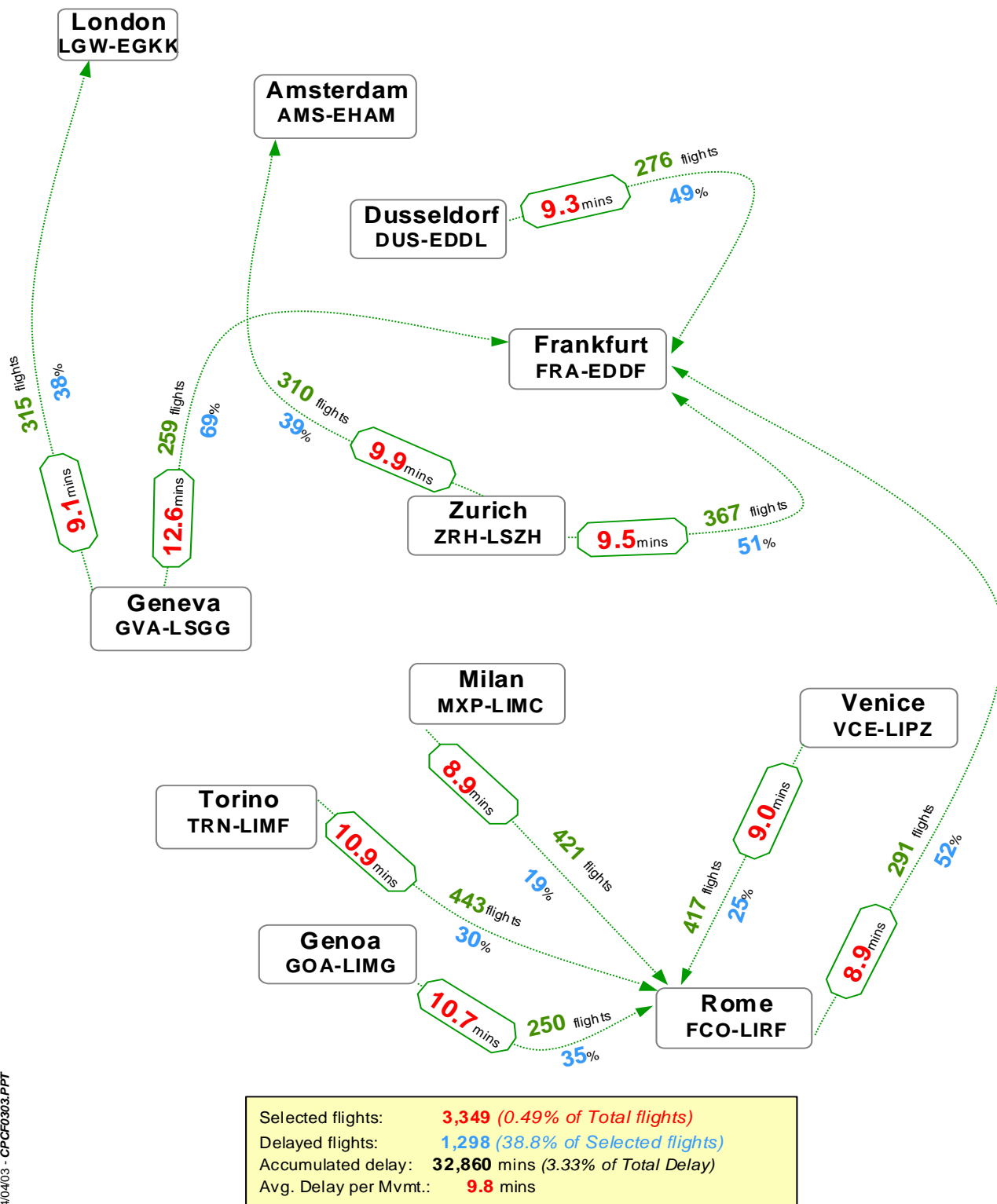
Rank	Departure	Destination	TTF	TRF	TDF	PDF	TDM	ADD	ADM	ADM-Rank
1	Nordic States	Nordic States	64,449	364	178	0.28	3,269	18.37	0.05	33
2	United Kingdom & Ireland	United Kingdom & Ireland	28,608	2,665	1,114	3.89	22,643	20.33	0.79	19
3	Germany-West	Germany-West	24,129	3,570	2,024	8.39	36,101	17.84	1.50	12
4	Iberian Peninsula/Canaria	Iberian Peninsula/Canaria	23,688	775	271	1.14	3,736	13.79	0.16	29
5	Italy-South/Malta	Italy-North	9,753	1,175	670	6.87	18,361	27.40	1.88	7
6	Italy-North	Italy-South/Malta	9,716	2,011	1,485	15.28	49,073	33.05	5.05	1
7	Greece/Cyprus	Greece/Cyprus	9,397	15	13	0.14	1,336	102.77	0.14	31
8	United Kingdom & Ireland	London Airports	9,314	1,823	814	8.74	14,661	18.01	1.57	10
9	London Airports	United Kingdom & Ireland	9,311	1,258	552	5.93	9,278	16.81	1.00	18
10	Other	Other	8,563	93	48	0.56	3,002	62.54	0.35	26
11	Italy-South/Malta	Italy-South/Malta	8,363	908	604	7.22	21,654	35.85	2.59	6
12	Germany-West	Other	7,632	1,203	712	9.33	12,327	17.31	1.62	9
13	Other	Germany-West	7,524	419	224	2.98	3,583	16.00	0.48	22
14	Other	London Airports	7,271	118	53	0.73	1,129	21.30	0.16	30
15	London Airports	Other	7,221	855	483	6.69	7,786	16.12	1.08	16
16	Balearics/Spain East	Iberian Peninsula/Canaria	7,221	607	185	2.56	3,176	17.17	0.44	23
17	Iberian Peninsula/Canaria	Balearics/Spain East	7,211	1,374	504	6.99	8,376	16.62	1.16	15
18	Germany-West	Germany-East/Czech Rep	7,098	326	155	2.18	2,637	17.01	0.37	25
19	Germany-East/Czech Rep	Germany-West	7,070	998	615	8.70	10,585	17.21	1.50	11
20	Balearics/Spain East	Balearics/Spain East	6,495	485	207	3.19	3,607	17.43	0.56	20
21	Paris Airports	Other	6,149	818	433	7.04	6,203	14.33	1.01	17
22	Other	Paris Airports	6,030	491	186	3.08	3,224	17.33	0.53	21
23	Turkey	Turkey	5,442	0	0	0.00	0	0.00	0.00	35
24	France North	France North	5,251	62	37	0.70	500	13.51	0.10	32
25	France Southeast	France Southeast	5,224	75	25	0.48	958	38.32	0.18	28

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 March 2003

6. Most Affected and Most Dense City Pairs

MOST AFFECTED CITY PAIRS (CFMU)									
Rank	Departure	Destination	TTF	TRF	TDF	PDF	TDM	ADD	ADM
1	Geneva	Frankfurt	259	235	180	69.50	3,258	18.10	12.58
2	Torino/Caselle	Rome/Fiumicino	443	167	135	30.47	4,850	35.93	10.95
3	Genova Sestri	Rome/Fiumicino	250	105	87	34.80	2,681	30.82	10.72
4	Zurich	Amsterdam	310	203	120	38.71	3,063	25.53	9.88
5	Zurich	Frankfurt	367	235	187	50.95	3,481	18.61	9.49
6	Dusseldorf	Frankfurt	276	209	136	49.28	2,581	18.98	9.35
7	Geneva	London/Gatwick	315	173	121	38.41	2,871	23.73	9.11
8	Venice/Tessera	Rome/Fiumicino	417	125	104	24.94	3,769	36.24	9.04
9	Rome/Fiumicino	Frankfurt	291	238	150	51.55	2,578	17.19	8.86
10	Milan/Malpensa	Rome/Fiumicino	421	108	78	18.53	3,728	47.79	8.86
11	Vienna	Frankfurt	335	257	163	48.66	2,878	17.66	8.59
12	Milan/Linate	Rome/Fiumicino	1,144	396	277	24.21	9,710	35.05	8.49
13	Catania Fontanarossa	Rome/Fiumicino	599	166	140	23.37	5,058	36.13	8.44
14	Frankfurt	Rome/Fiumicino	280	108	75	26.79	2,323	30.97	8.30
15	London/Heathrow	Frankfurt	565	407	280	49.56	4,653	16.62	8.24
16	Amsterdam	Frankfurt	314	218	147	46.82	2,508	17.06	7.99
17	Hamburg	Frankfurt	430	292	188	43.72	3,256	17.32	7.57
18	Frankfurt	Amsterdam	310	77	42	13.55	2,327	55.40	7.51
19	Munich	Frankfurt	548	340	219	39.96	3,946	18.02	7.20
20	Madrid/Barajas	Frankfurt	320	215	145	45.31	2,293	15.81	7.17
Totals			8,194	4,274	2,974	36.29	71,812	24.15	8.76

MOST DENSE CITY PAIRS (CFMU)										
Rank	Departure	Destination	TTF	TRF	TDF	PDF	TDM	ADD	ADM	ADM-rank
1	Barcelona	Madrid/Barajas	2,156	307	65	3.01	1,025	15.77	0.48	18
2	Madrid/Barajas	Barcelona	2,155	554	192	8.91	3,218	16.76	1.49	12
3	Rome/Fiumicino	Milan/Linate	1,164	68	54	4.64	1,508	27.93	1.30	14
4	Milan/Linate	Rome/Fiumicino	1,144	396	277	24.21	9,710	35.05	8.49	1
5	Barcelona	Palma De Mallorca	888	10	4	0.45	52	13.00	0.06	31
6	London/Heathrow	Paris/Charles-De-Gaulle	871	249	123	14.12	2,201	17.89	2.53	5
7	Paris/Charles-De-Gaulle	London/Heathrow	868	158	75	8.64	1,092	14.56	1.26	15
8	Palma De Mallorca	Barcelona	865	217	87	10.06	1,536	17.66	1.78	10
9	Berlin-Tegel	Munich	718	20	9	1.25	139	15.44	0.19	25
10	Paris/Orly	Toulouse/Blagnac	715	25	5	0.70	51	10.20	0.07	28
11	Toulouse/Blagnac	Paris/Orly	711	29	20	2.81	202	10.10	0.28	23
12	London/Heathrow	Amsterdam	706	81	60	8.50	2,755	45.92	3.90	3
13	Amsterdam	London/Heathrow	706	197	89	12.61	1,653	18.57	2.34	7
14	Cologne/Bonn	Berlin-Tegel	706	34	22	3.12	327	14.86	0.46	19
15	Berlin-Tegel	Cologne/Bonn	706	5	4	0.57	50	12.50	0.07	29
16	Dusseldorf	Munich	703	70	45	6.40	995	22.11	1.42	13
17	Munich	Berlin-Tegel	700	17	2	0.29	44	22.00	0.06	30
18	Munich	Dusseldorf	693	49	39	5.63	808	20.72	1.17	16
19	Trondheim/Vaernes	Oslo/Gardermoen	693	3	3	0.43	58	19.33	0.08	27
20	Oslo/Gardermoen	Trondheim/Vaernes	690	0	0	0.00	0	0.00	0.00	33
21	Oslo/Gardermoen	Bergen/Flesland	682	0	0	0.00	0	0.00	0.00	34
22	Bergen/Flesland	Oslo/Gardermoen	680	4	2	0.29	35	17.50	0.05	32
23	Makedonia	Athens	662	0	0	0.00	0	0.00	0.00	35
24	Athens	Makedonia	655	1	1	0.15	143	143.00	0.22	24
25	Paris/Charles-De-Gaulle	Frankfurt	649	377	228	35.13	3,973	17.43	6.12	2

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)
Geneva	6,869	1,718	25	35,164	42	20.5	5.1
Venice/Tessera	2,950	529	18	12,728	45	24.1	4.3
Milan/Linate	5,049	770	15	19,115	65	24.8	3.8
Milan/Malpensa	8,765	1,285	15	29,686	56	23.1	3.4
Zurich	11,397	1,919	17	35,847	38	18.7	3.2
Dusseldorf	7,605	1,249	16	23,755	26	19.0	3.1
Bologna	2,550	394	15	7,357	17	18.7	2.9
Basle/Mulhouse	3,528	548	16	9,408	11	17.2	2.7
Nuremberg	2,568	293	11	5,777	11	19.7	2.3
Hanover	3,471	412	12	7,486	6	18.2	2.2
Stuttgart	5,298	608	11	10,959	11	18.0	2.1
Nice	5,345	528	10	10,522	21	19.9	2.0
Brussels	10,157	1,087	11	19,959	36	18.4	2.0
Berlin-Tegel	5,612	625	11	10,997	16	17.6	2.0
Cologne/Bonn	5,955	570	10	11,648	15	20.4	2.0
Hamburg	5,846	672	12	11,310	7	16.8	1.9
Edinburgh	4,648	482	10	8,974	16	18.6	1.9
Manchester	7,404	761	10	13,935	19	18.3	1.9
Amsterdam	16,799	1,800	11	30,503	31	17.0	1.8
Birmingham	4,929	460	9	8,947	17	19.5	1.8

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)
Rome/Fiumicino	12,440	2,488	20	91,688	513	36.9	7.4
Frankfurt	20,456	7,068	35	120,408	36	17.0	5.9
Amsterdam	16,820	2,444	15	83,195	415	34.0	5.0
Milan/Malpensa	8,783	2,120	24	38,129	42	18.0	4.3
Geneva	6,966	1,310	19	25,996	14	19.8	3.7
Napoli Capodichino	2,866	348	12	9,827	34	28.2	3.4
Paris/Charles-De-Gaulle	21,907	3,918	18	67,195	45	17.2	3.1
Zurich	11,392	2,130	19	33,522	22	15.7	2.9
Dublin	6,912	549	8	18,552	92	33.8	2.7
Venice/Tessera	2,942	158	5	7,619	44	48.2	2.6
London/Heathrow	19,379	2,266	12	42,607	69	18.8	2.2
Barcelona	11,580	1,476	13	24,828	35	16.8	2.1
London/Gatwick	9,545	912	10	19,773	38	21.7	2.1
Edinburgh	4,658	511	11	8,312	2	16.3	1.8
Milan/Linate	5,058	411	8	8,895	22	21.6	1.8
Birmingham	5,000	488	10	8,234	4	16.9	1.7
Vienna	8,442	929	11	11,965	2	12.9	1.4
Dusseldorf	7,584	645	9	10,707	1	16.6	1.4
Glasgow	3,779	313	8	5,239	2	16.7	1.4
London/Stansted	7,479	608	8	9,657	3	15.9	1.3

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)
FRANCE	FRANCE	44,101	1,338	3%	22,425	16.8	0.5
UNITED KINGDOM	UNITED KINGDOM	39,729	2,015	5%	32,424	16.1	0.8
GERMANY	GERMANY	37,317	2,680	7%	47,352	17.7	1.3
ITALY	ITALY	31,119	3,094	10%	96,820	31.3	3.1
SPAIN	SPAIN	29,973	944	3%	15,613	16.5	0.5
NORWAY	NORWAY	23,414	14	0%	253	18.1	0.0
SWEDEN	SWEDEN	16,858	0	0%	0	0.0	0.0
GREECE	GREECE	7,862	10	0%	1,049	104.9	0.1
UNITED KINGDOM	FRANCE	7,195	833	12%	16,666	20.0	2.3
FRANCE	UNITED KINGDOM	7,176	562	8%	9,300	16.6	1.3
FINLAND	FINLAND	6,748	0	0%	0	0.0	0.0
UNITED KINGDOM	GERMANY	6,406	1,054	16%	16,642	15.8	2.6
GERMANY	UNITED KINGDOM	6,340	1,119	18%	20,538	18.4	3.2
GERMANY	FRANCE	6,058	1,027	17%	16,778	16.3	2.8
FRANCE	GERMANY	6,008	1,118	19%	17,093	15.3	2.9
CANARY ISLANDS (SPAIN)	CANARY ISLANDS (SPAIN)	5,579	61	1%	886	14.5	0.2
TURKEY	TURKEY	5,442	0	0%	0	0.0	0.0
GERMANY	ITALY	5,425	1,067	20%	23,261	21.8	4.3
ITALY	GERMANY	5,422	1,190	22%	22,067	18.5	4.1
IRELAND	UNITED KINGDOM	5,058	249	5%	4,328	17.4	0.9

Source: CFMU ATFM Data

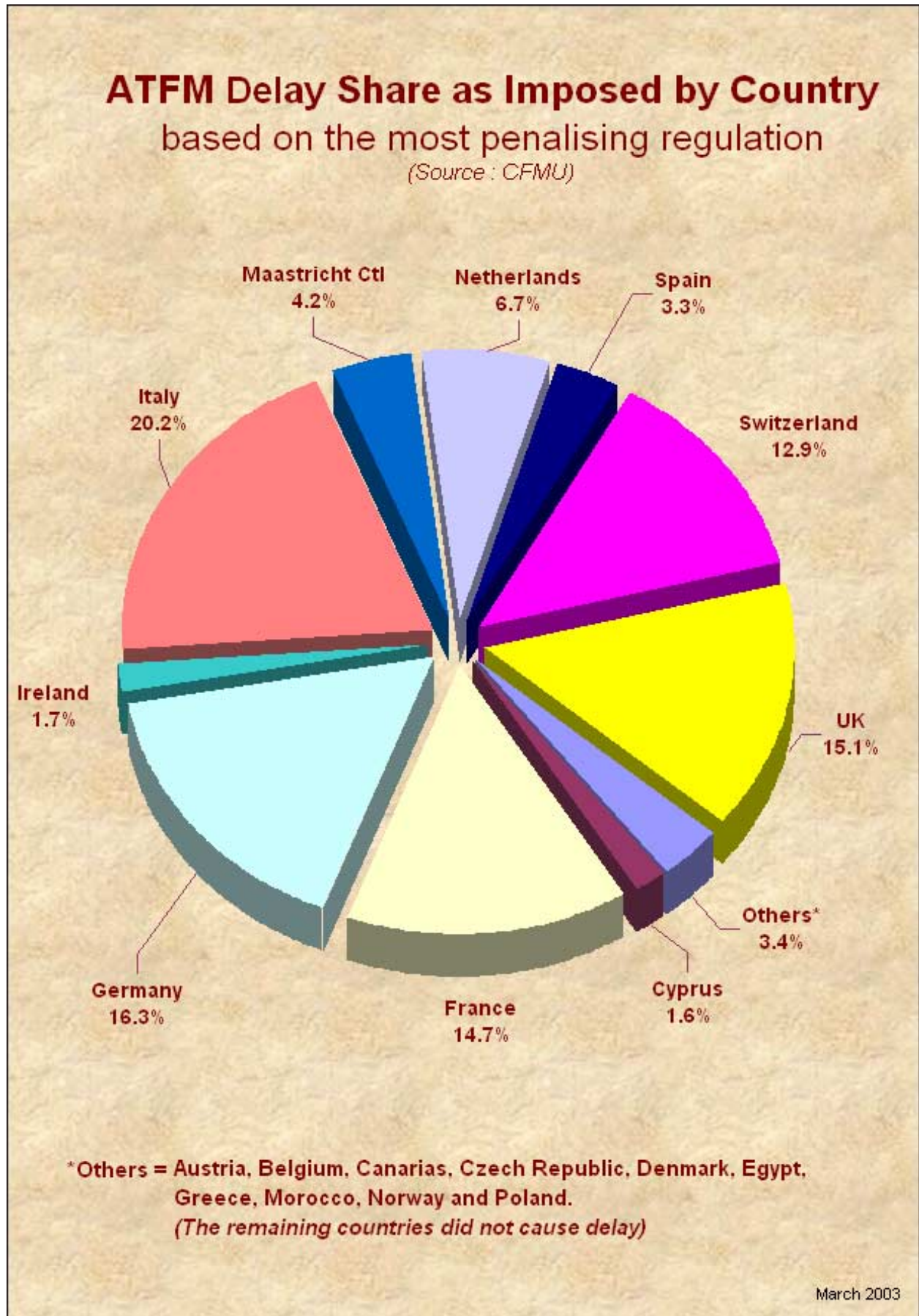
9. Most **Penalised** Traffic Flows (Country to Country with more than 1,250 flights per month)

Ranked by Average Delay per Movement (ADM)

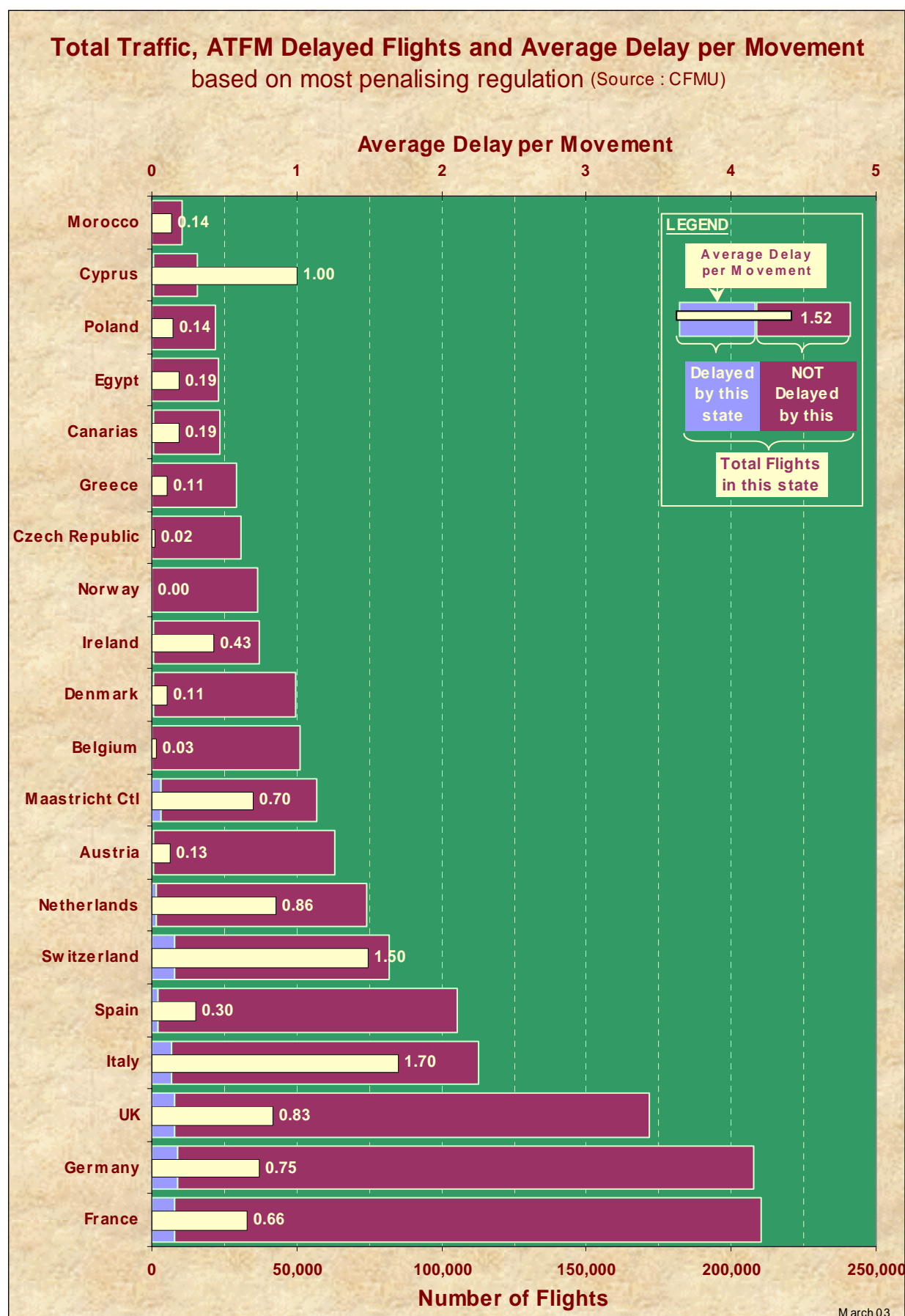
From	To	Total Flights (TTF)	Delayed Flights (TDF)	% of Delayed Flights (PDF)	Total Delay (TDM)	Av.Delay/ Delayed Flt (ADD)	Av. Delay/ Movement (ADM)
SWITZERLAND	ITALY	1,358	291	21%	7,273	25.0	5.4
SWITZERLAND	UNITED KINGDOM	2,669	651	24%	13,659	21.0	5.1
UNITED KINGDOM	NETHERLANDS	4,757	632	13%	23,386	37.0	4.9
UNITED KINGDOM	SWITZERLAND	2,652	641	24%	12,259	19.1	4.6
FRANCE	NETHERLANDS	1,514	257	17%	6,856	26.7	4.5
GERMANY	NETHERLANDS	2,072	220	11%	9,054	41.2	4.4
GERMANY	ITALY	5,425	1,067	20%	23,261	21.8	4.3
ITALY	GERMANY	5,422	1,190	22%	22,067	18.5	4.1
ITALY	UNITED KINGDOM	3,259	691	21%	13,218	19.1	4.1
ITALY	FRANCE	4,300	919	21%	17,243	18.8	4.0
SWITZERLAND	FRANCE	2,631	501	19%	10,178	20.3	3.9
FRANCE	ITALY	4,321	667	15%	16,382	24.6	3.8
GERMANY	CANARY ISLANDS (SPAIN)	1,716	398	23%	6,029	15.2	3.5
BELGIUM	ITALY	1,409	266	19%	4,931	18.5	3.5
ITALY	SWITZERLAND	1,362	255	19%	4,756	18.7	3.5
SWITZERLAND	GERMANY	3,955	801	20%	13,468	16.8	3.4
UNITED KINGDOM	ITALY	3,240	519	16%	10,789	20.8	3.3
GERMANY	UNITED KINGDOM	6,340	1,119	18%	20,538	18.4	3.2
SPAIN	ITALY	2,340	297	13%	7,589	25.6	3.2
GERMANY	SWITZERLAND	3,914	733	19%	12,692	17.3	3.2

Source: CFMU ATFM Data

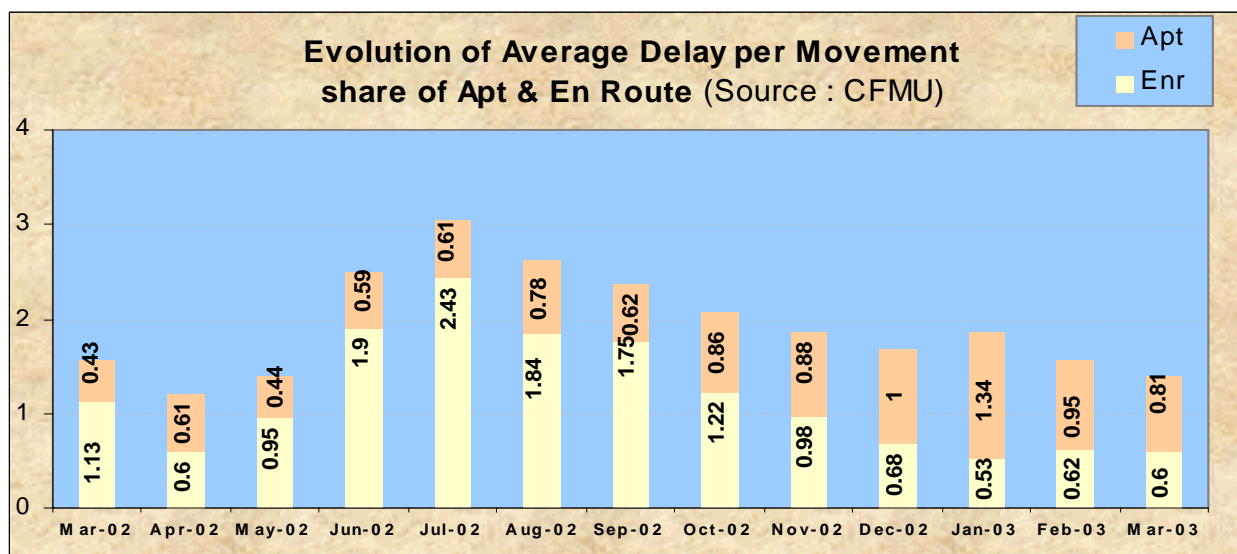
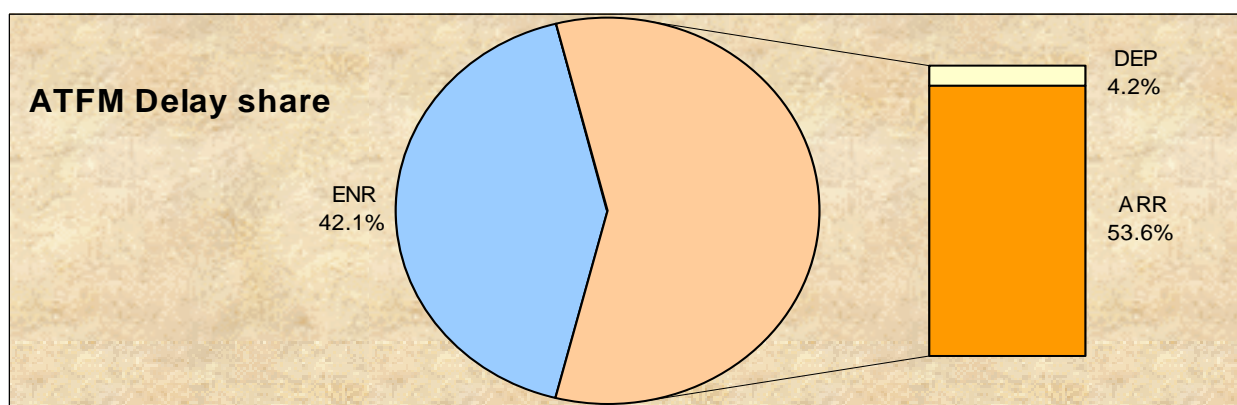
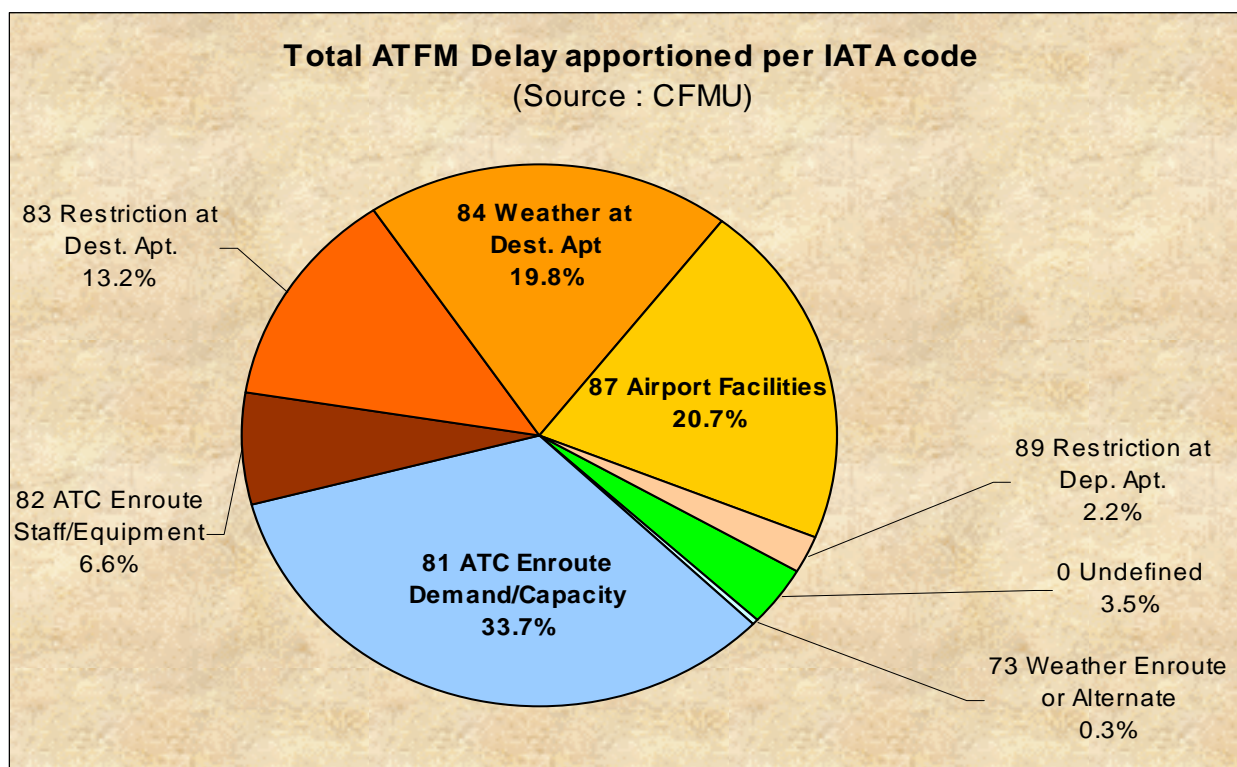
10. Delay Share by Country

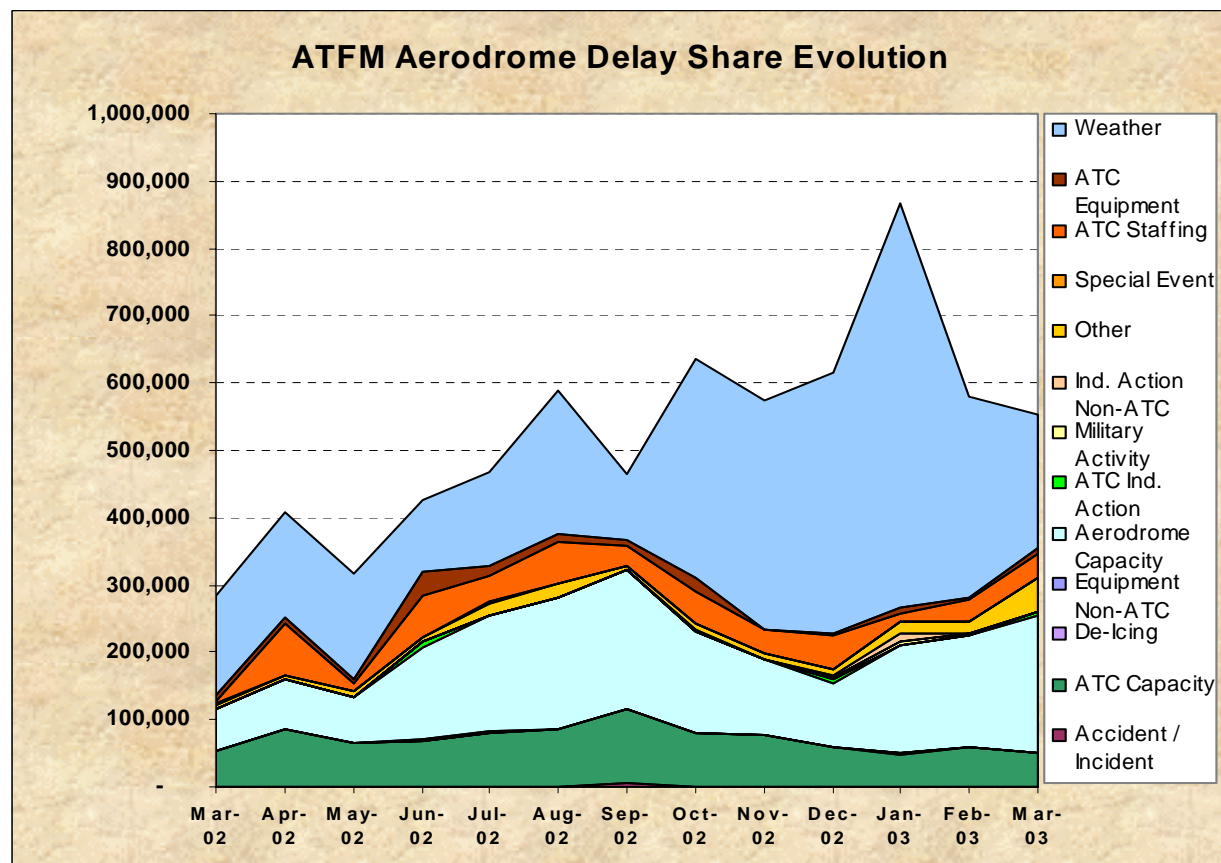
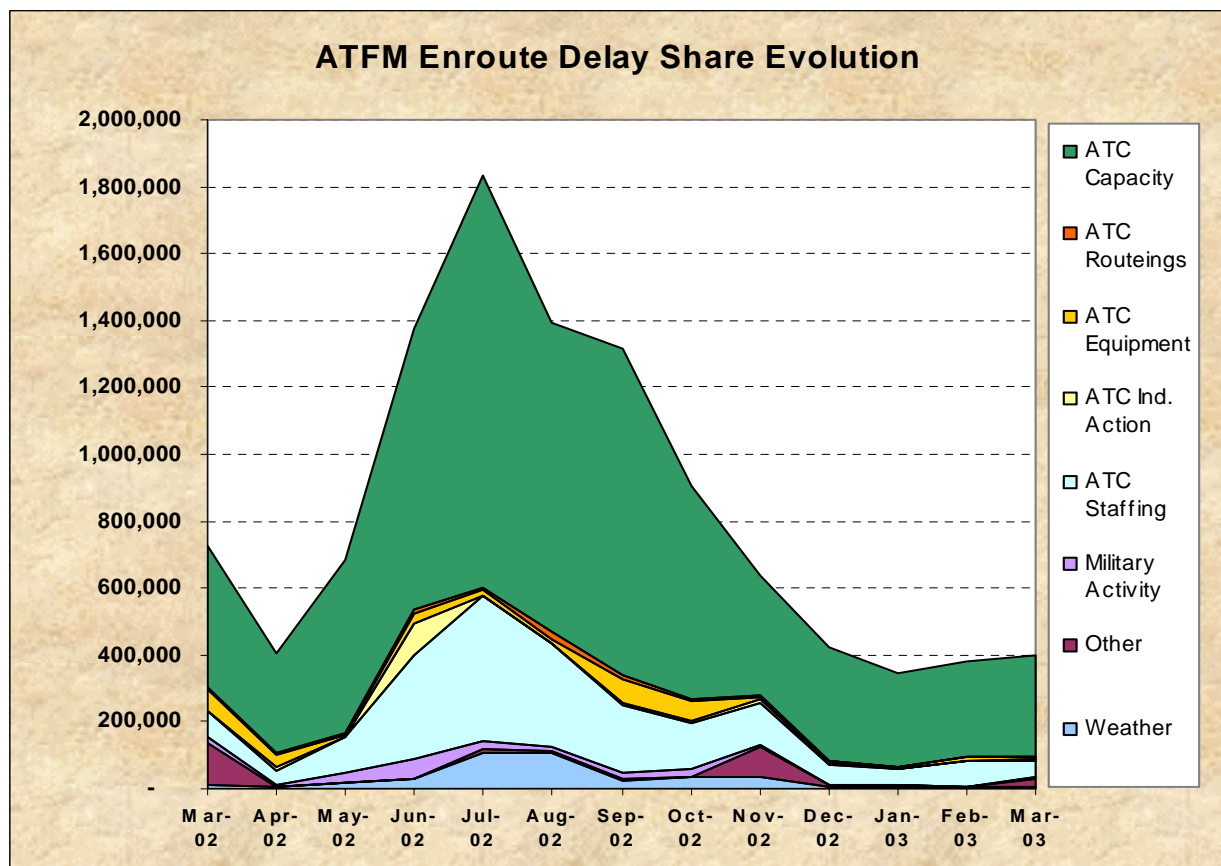


11. Delayed Flights by Country

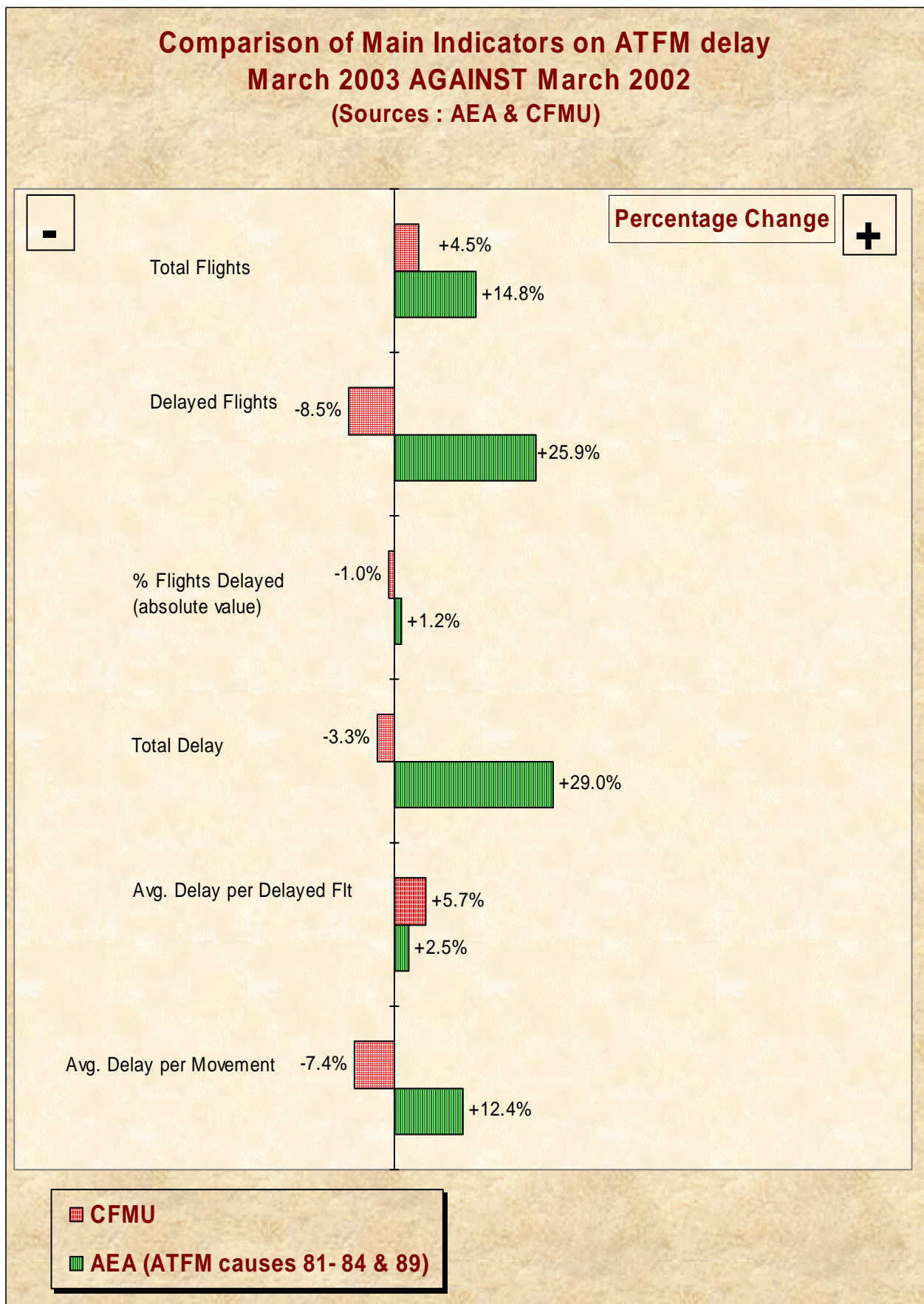


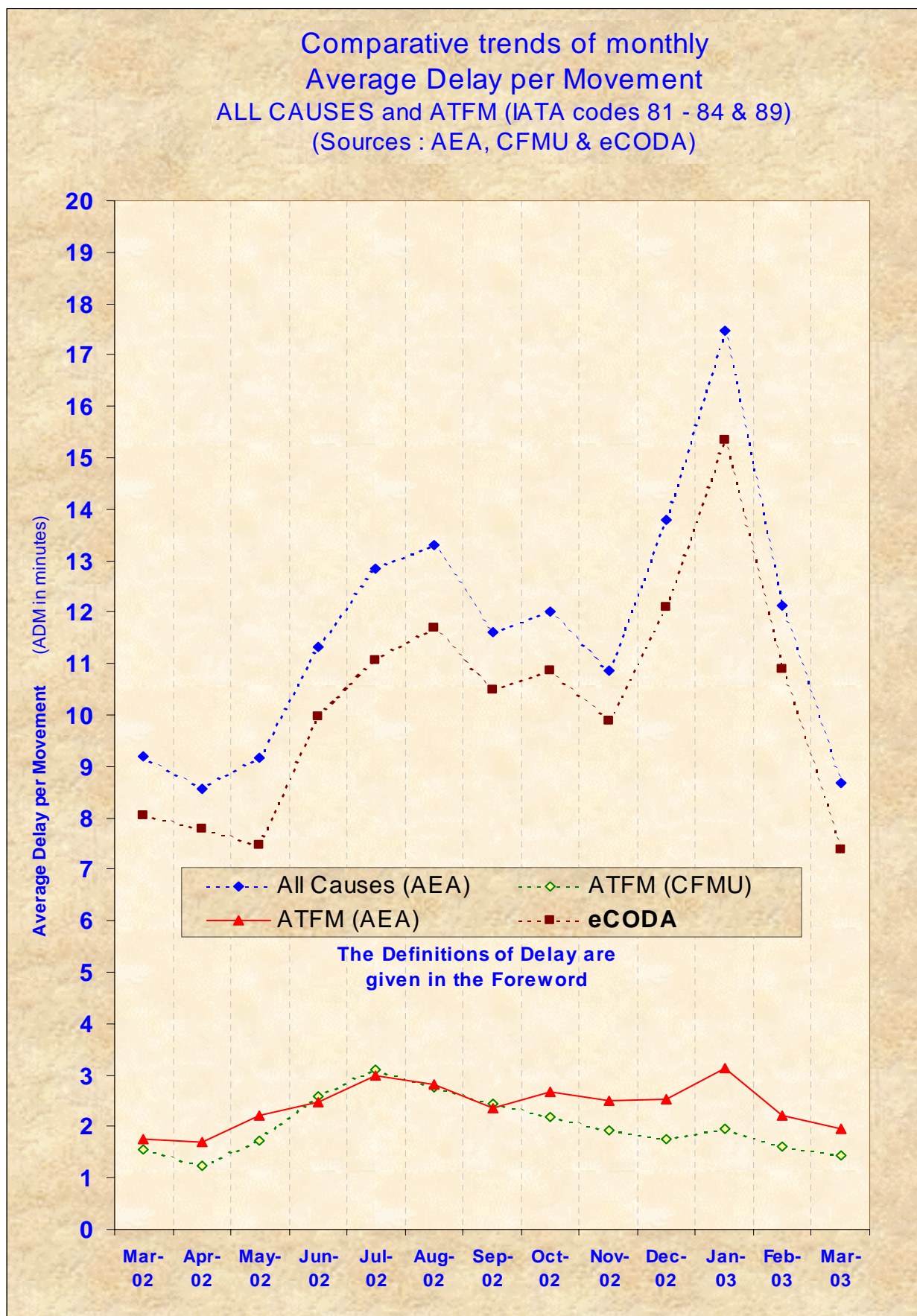
12. Reasons for ATFM Delay



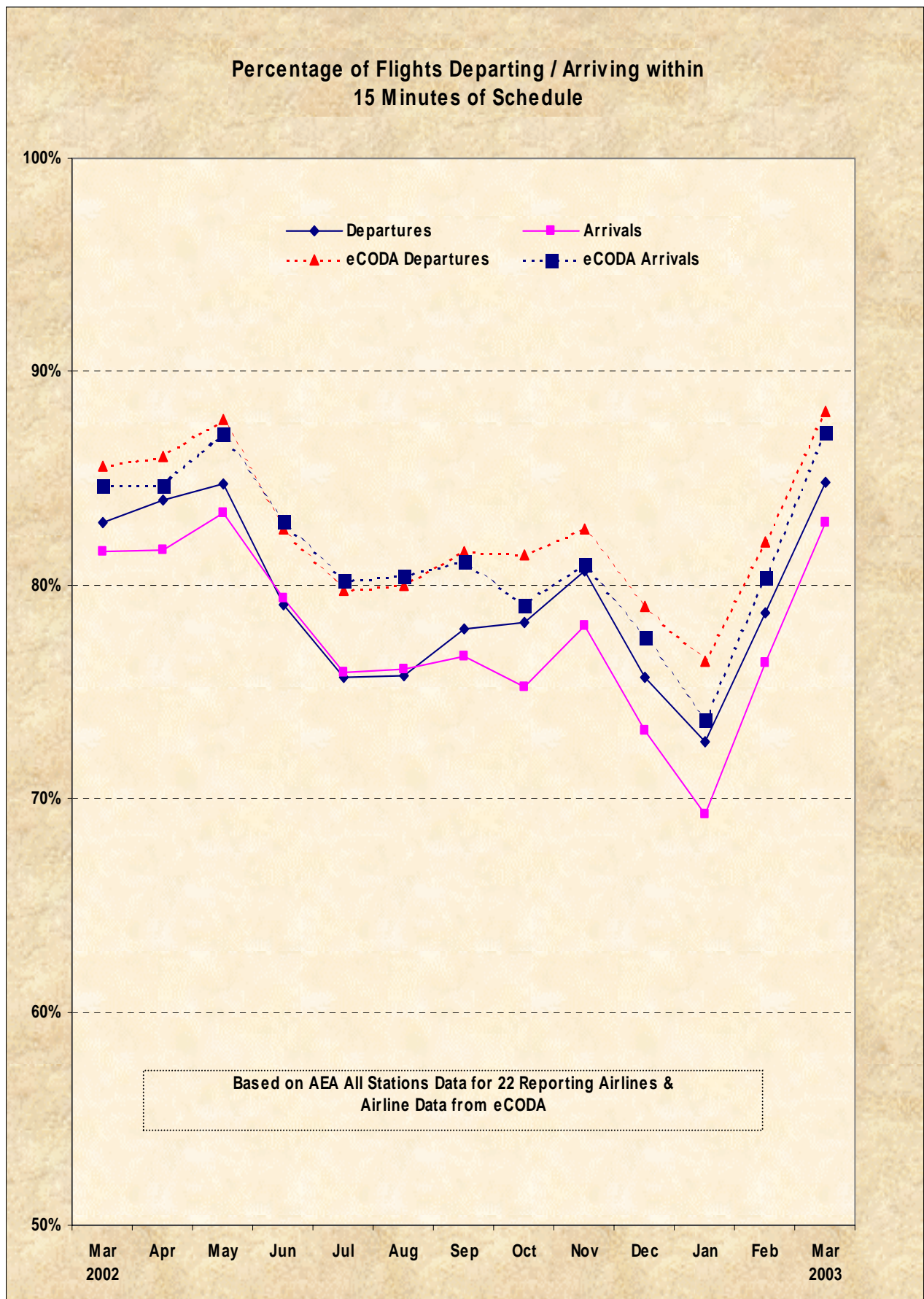


13. Correlation of the two Data Sources

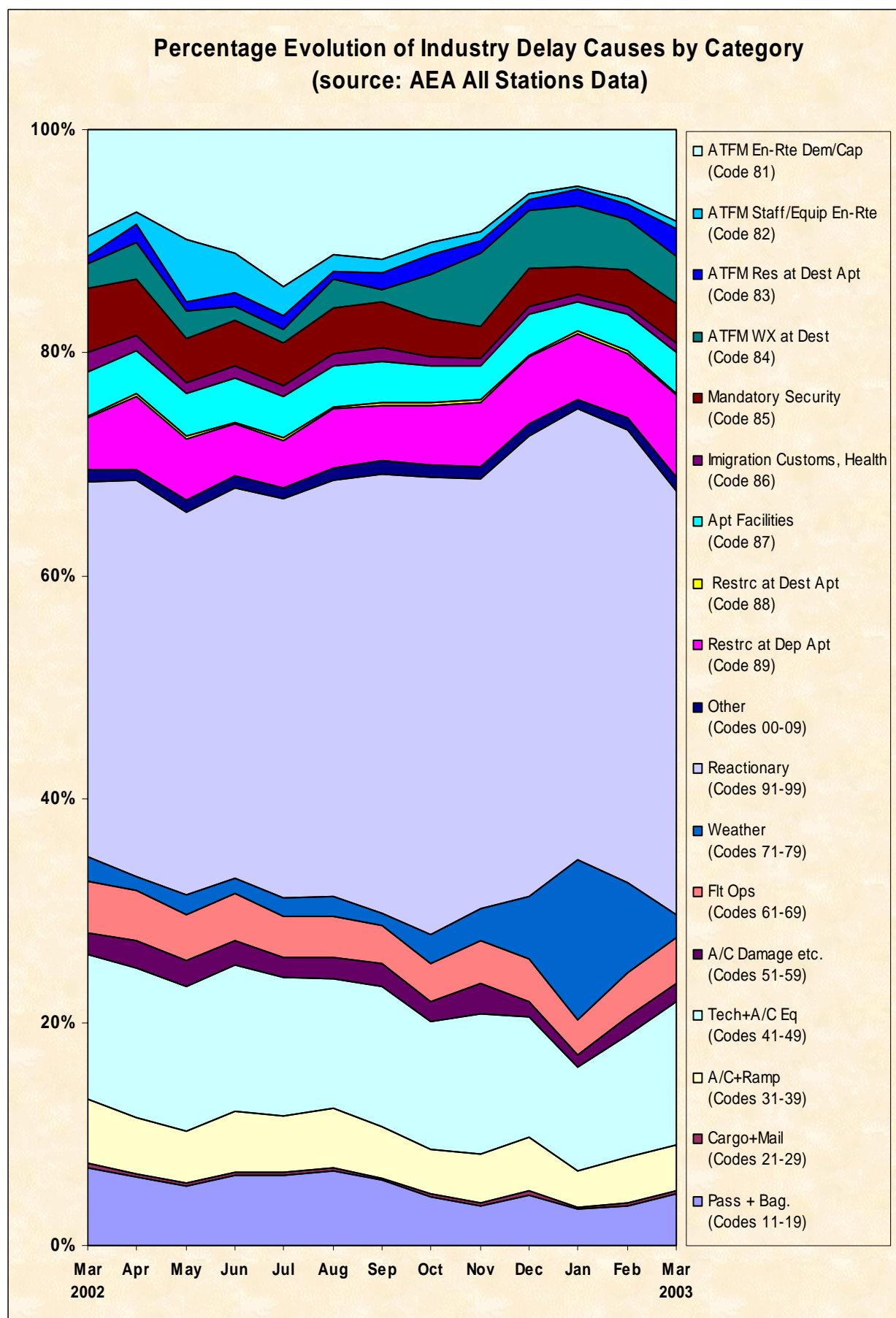




14. Flights within 15 Minutes of Schedule



15. Consolidated Evolution of Industry Delay Causes by Category



16. Prorated Percentage Evolution of Industry Delay Causes

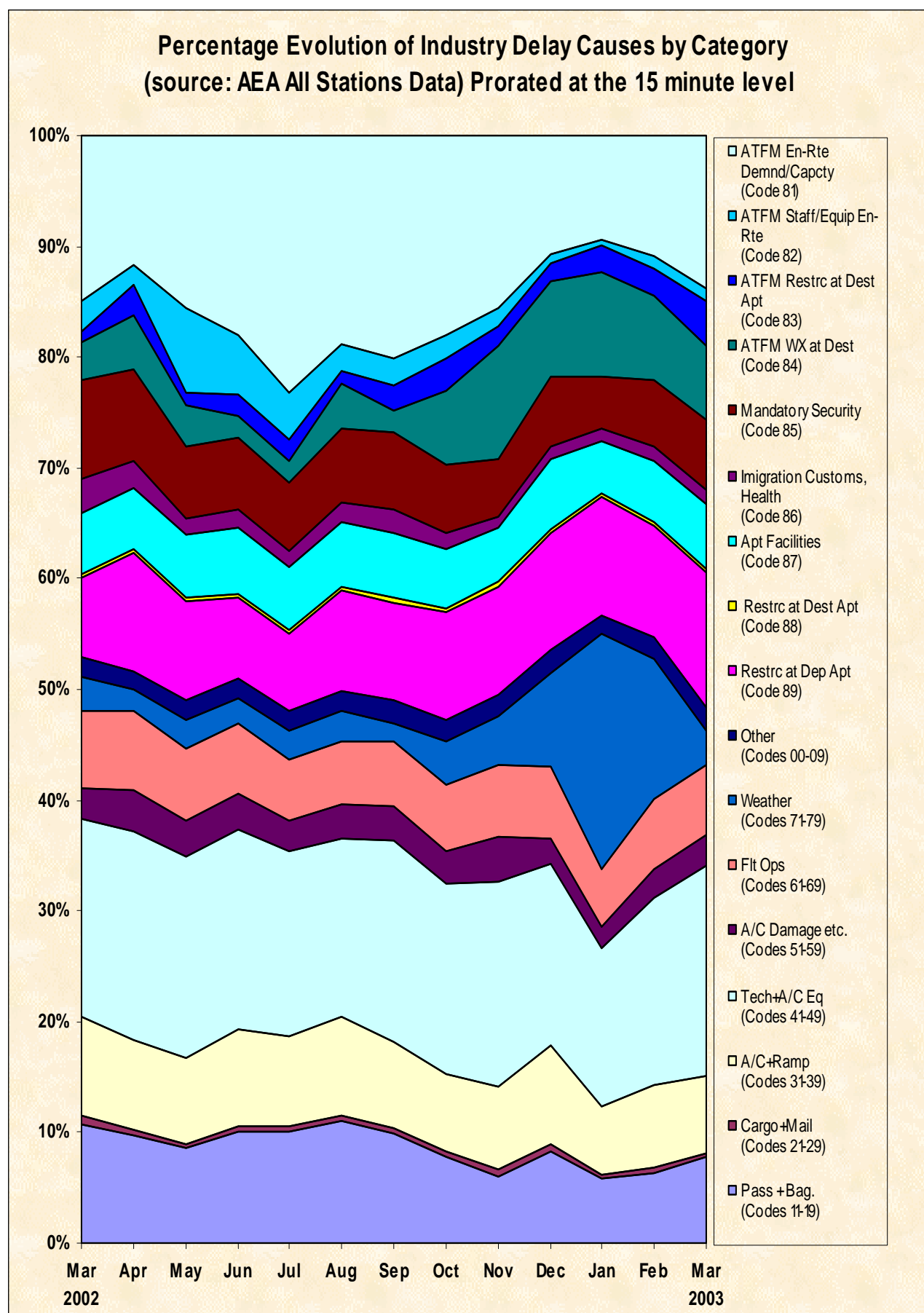


Table of Comparison of Delay (all causes) (Annex 1)

AEA Aggregated Data

	TTF*	TDF	PDF	TDM	ADM	ADD	% > d15 Departure	% > a15 Arrivals
Mar-01	701,519	105,779	56%	2,881,917	15.1	27.2	26.7%	29.6%
Apr-01	691,844	103,541	54%	2,510,807	13.1	24.2	25.0%	26.9%
May-01	752,537	107,883	54%	2,632,652	13.2	24.4	25.4%	27.0%
Jun-01	754,315	112,905	58%	2,725,860	13.9	24.1	27.2%	26.9%
Jul-01	773,056	116,487	58%	2,912,275	14.4	25.0	27.4%	26.3%
Aug-01	777,176	107,496	53%	2,583,995	12.8	24.0	23.8%	22.9%
Sep-01	754,408	114,827	59%	3,139,759	16.2	27.3	29.8%	29.5%
Oct-01	733,676	87,961	47%	2,052,824	11.0	23.3	19.8%	21.5%
Nov-01	627,860	70,772	43%	1,803,138	11.1	25.5	19.0%	21.2%
Dec-01	569,860	79,350	52%	2,536,812	16.8	32.0	27.5%	30.2%
Jan-02	606,782	71,713	47%	2,218,551	14.7	30.9	23.5%	25.3%
Feb-02	576,224	68,605	49%	1,878,854	13.3	27.4	23.7%	25.9%
Mar-02	654,994	69,678	43%	1,486,155	9.2	21.3	17.1%	18.4%
Apr-02	672,384	67,729	41%	1,407,502	8.6	20.8	16.0%	18.3%
May-02	723,329	67,571	40%	1,566,614	9.2	23.2	15.3%	16.6%
Jun-02	725,090	80,710	48%	1,886,408	11.3	23.4	20.9%	20.6%
Jul-02	760,905	93,409	53%	2,285,630	12.9	24.5	24.3%	24.1%
Aug-02	759,141	92,447	51%	2,398,151	13.3	25.9	24.3%	23.9%
Sep-02	752,213	86,143	50%	1,983,620	11.6	23.0	22.0%	23.4%
Oct-02	741,388	85,868	49%	2,106,196	12.0	24.5	21.8%	24.8%
Nov-02	651,894	73,172	45%	1,769,417	10.9	24.2	19.3%	21.9%
Dec-02	616,158	78,038	50%	2,163,102	13.8	27.7	24.3%	26.8%
Jan-03	642,851	93,974	52%	3,175,593	17.5	33.8	27.3%	30.7%
Feb-03	608,815	79,808	47%	2,045,190	12.1	25.6	21.3%	23.6%
Mar-03	684,161	73185	39%	1610122	8.67	22	15.2%	17.1%

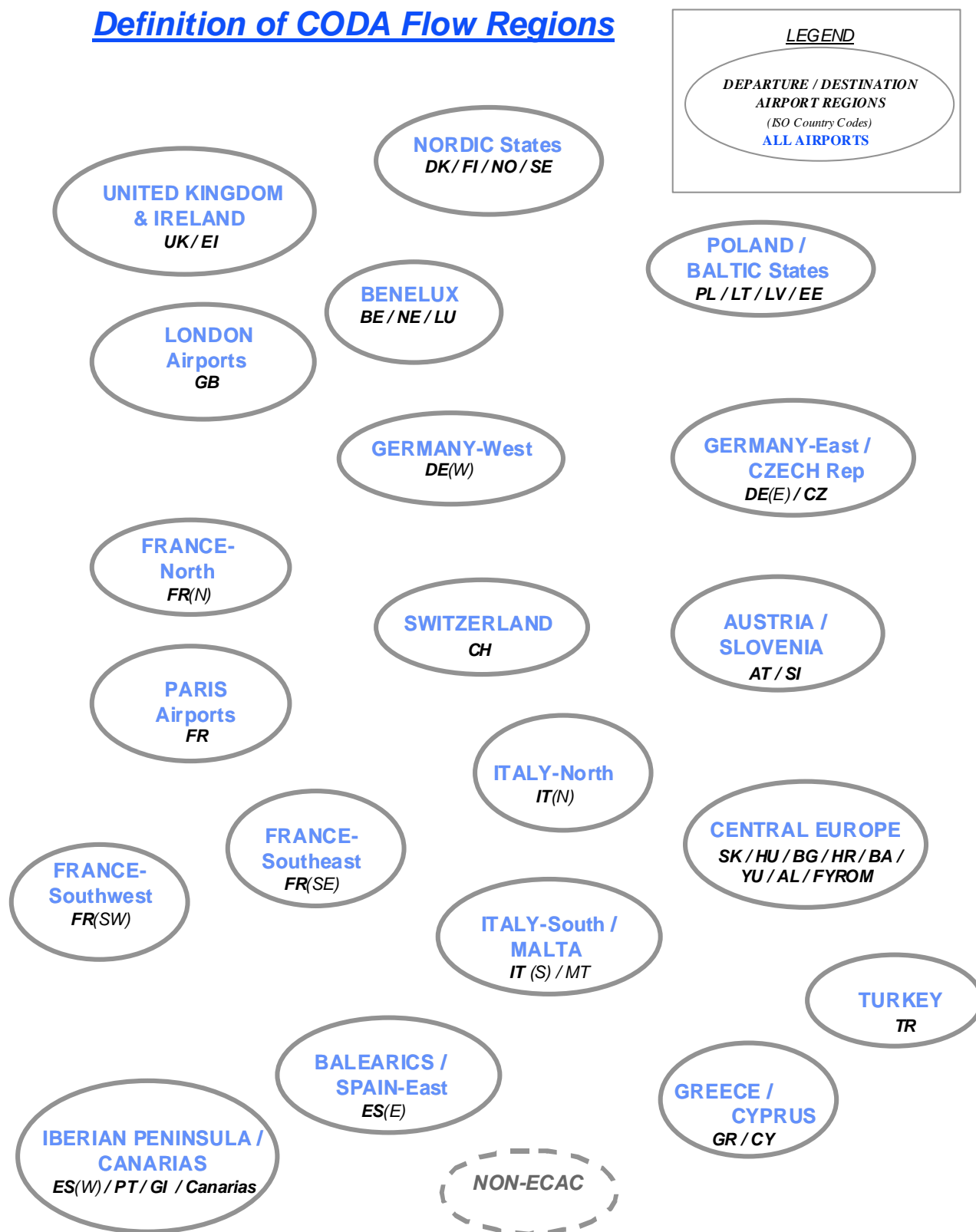
Month on Month Percentage Evolution

	TTF	TDF	PDF**	TDM	ADM	ADD	% > d15** Departure	% > a15** Arrivals
Mar-02	-6.6%	-34.1%	-12.5%	-48.4%	-39.3%	-21.7%	-9.6%	-11.1%
Apr-02	-2.8%	-34.6%	-12.8%	-43.9%	-34.7%	-14.3%	-8.9%	-8.6%
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%	-2.4%	-2.2%
Mar-03	4.5%	5.0%	-3.7%	8.3%	-5.6%	3.1%	-1.9%	-1.3%

* 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 weather³, 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

³ 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	A	Radar failure; RTF failure	83	ATFM due to RESTRICTION AT DESTINATION AIRPORT
		D		89	RESTRICTIONS AT AIRPORT OF DEPARTURE
		E		82	ATFM due to ATC STAFF/EQUIPMENT ENROUTE
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		87	AIRPORT FACILITIES
		D		89	RESTRICTIONS AT AIRPORT OF DEPARTURE
De-icing	D	D	Runway or taxiway lighting failure	87	AIRPORT FACILITIES
		D		87	AIRPORT FACILITIES
		A		87	AIRPORT FACILITIES
Equipment non-ATC	E	D	Firemen's strike	98	INDUSTRIAL ACTION OUTSIDE OWN AIRLINE
		D		98	INDUSTRIAL ACTION OUTSIDE OWN AIRLINE
		A		89	RESTRICTIONS AT AIRPORT OF DEPARTURE
Ind Action non-ATC	N	D	Brilliant Invader; ODAX	82	ATFM due to ATC STAFF/EQUIPMENT ENROUTE
		A		83	ATFM due to RESTRICTION AT DESTINATION AIRPORT
		E		89	RESTRICTIONS AT AIRPORT OF DEPARTURE
Military Activity	M	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
Special Event	P	D	Thunderstorm; low visibility; X winds	73	WEATHER EN ROUTE OR ALTERNATE
		A		84	ATFM due to WEATHER AT DESTINATION
		E		89	RESTRICTIONS AT AIRPORT OF DEPARTURE
Weather	W	D	Security alert	81	ATFM due to ATC ENROUTE DEMAND/CAPACITY
		E		83	ATFM due to RESTRICTION AT DESTINATION AIRPORT
		A			