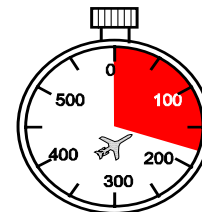
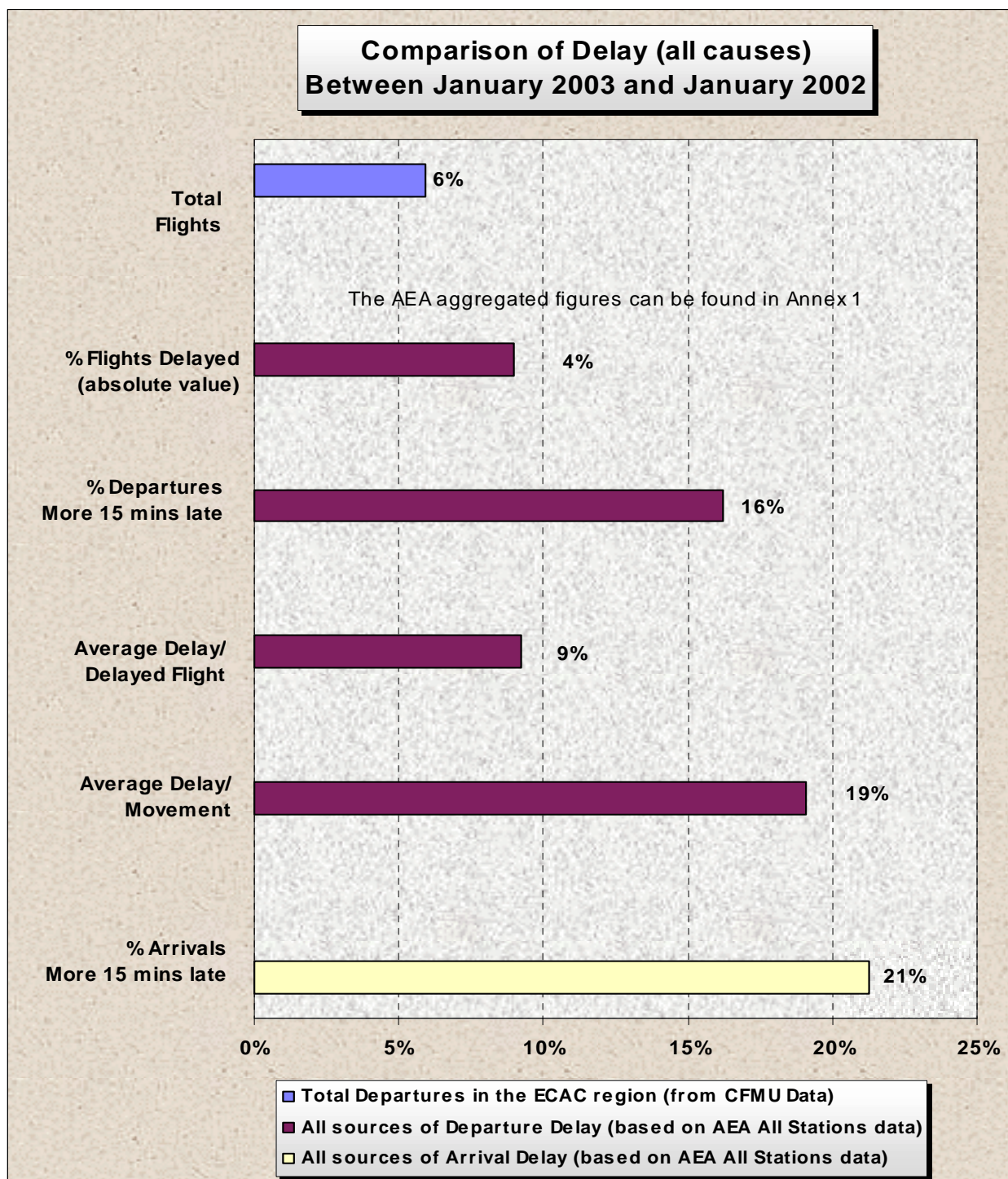


# Delays to Air Transport in Europe January 2003



January 2003



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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, AEA 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**. A glossary of terms and abbreviations used throughout the report is given in Annex 3 and a complete list of the IATA codes used for the AEA graphs is given in Annex 4.

*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. Aggregated data from AEA and airline data from eCODA, on the other hand, are based on real recorded delays.*

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## Table of Contents

1.	ANALYSIS .....	7
2.	Year on Year Trends in Main Indicators .....	12
3.	Most Affected Traffic Flows by CODA Regions.....	14
4.	Most Affected and Most Dense Traffic Flows .....	15
5.	Most Affected City Pairs.....	16
6.	Most Affected and Most Dense City Pairs.....	17
7.	Most Penalised Airports (with more than 2,500 flights per month).....	18
8.	Most Penalised City Pairs (with more than 250 flights per month) .....	19
9.	Most Penalised Traffic Flows (Country to Country with more than 1,250 flights per month) ...	19
10.	Delay Share by Country .....	20
11.	Delayed Flights and Delay Indicator by Country .....	21
12.	Reasons for ATFM Delay.....	22
13.	Correlation of the two Data Sources.....	24
14.	Flights within 15 minutes of Schedule .....	26
15.	Consolidated Evolution of Industry Delay Causes by Category.....	27
16.	Prorated Percentage Evolution of Industry Delay Causes .....	28
	Table of Comparison of Delay (AEA aggregated data) (Annex 1) .....	29
	Definition of CODA Flow Regions (Annex 2) .....	30
	Glossary of Terms and Abbreviations (Annex 3) .....	31
	Standard IATA Delay Codes (Annex 4).....	32
	Correlation between IATA Delay Codes and the CFMU Reasons for Regulation (Annex 5).....	34

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## 1. ANALYSIS

Traffic continued to increase in January with a significant rise over 2002, but because of the large decrease in January 2002 compared with 2001, traffic in January this year was still slightly less than in January 2001. While delays increased compared with the same period of last year, they were significantly below those of January 2001. The main causes of the delay were weather, which accounted for almost half of the ATFM delay in the ECAC region, lack of ATC capacity and a shortfall in airport capacity.

### ATFM DELAY SITUATION FOR JANUARY 2003

Departures throughout the ECAC region increased by 6% when compared with January 2002, but were still two percent below the January 2001 level. Domestic flights increased by two and a half percent, but international traffic increased by eight and a half percent. Most of the busier countries had a rise in traffic levels, with Italy, Spain, the United Kingdom and Germany having the largest real increases. The largest real decrease was in the Netherlands, followed by Sweden and Denmark.

Delays to departure traffic increased by seven percent, which was considerably less than the increases in November and December 2002. The Average Delay per Movement (due solely to ATFM measures) was two minutes, an increase of only one percent on 2002. As the number of delayed flights rose by more than the increase in delay, the Average Delay per Delayed Flight, on the other hand, fell by five percent.

Delayed flights increased by thirteen percent, with the Percentage of Flights Delayed increasing by half of one percentage point to eight and a half percent. Flights delayed by more than fifteen minutes rose by nine percent, with flights delayed by more than sixty minutes rising by three percent.

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 seventy percent of all ATFM delay in the ECAC region: up by twenty percentage points on January last year. The amount of delay due to this type of regulations also rose significantly; up by fifty percent. Ninety percent of the delay was on arrivals, with just ten percent on departures. Weather was the main cause of airport-related delays, with almost seventy percent of the delay, followed by airport capacity, with nineteen percent. Compared with last year, the largest real increase in delay was, unsurprisingly, in the weather and airport capacity categories.

The airports with the largest level of airport delay were the Paris airports, Frankfurt and the London airports, with Paris and Frankfurt having the largest increases. At the other end of the scale, there was a large decrease at Amsterdam.

Almost eighty percent of the busier airports (those with more than two thousand five hundred flights per month) saw an increase in traffic, with over a quarter of them having an increase of more than ten percent. The largest real increases were at London/Stansted, Madrid and Munich, with Venice having the largest percentage increase. At the other end of the scale, there were real decreases at Stockholm and Copenhagen, with Stockholm also having the largest percentage fall.

Turning to delays, Paris/Charles de Gaulle, Zurich, Amsterdam and Frankfurt had the largest amount of delay imposed on departing traffic<sup>1</sup>. Sixty percent of the airports had an increase in delay, with the largest real increases at Paris/Charles de Gaulle and Zurich. At the other end of the scale, there were large real decreases at London/Heathrow, followed by London/Gatwick and Amsterdam.

When traffic levels were taken into account, Geneva had the largest Average Delay per Movement with five and a half minutes, followed by Zurich, Dusseldorf, Venice, Paris/Charles de Gaulle and Milan/Linate; each with an average delay of more than four minutes. Compared with January last year, a large majority of the airports had an increase, but with only six of them having an increase of more than one minute. Only seven of the airports had decrease of more than one minute with the largest fall in Las Palmas.

Looking at airports as destinations shows that traffic arriving at Frankfurt, London/Heathrow and Paris/Charles de Gaulle accumulated the most ATFM delay. Just under half of the airports had an increase in delay, with the largest real increases at Frankfurt, Rome and Paris/Charles de Gaulle. At the other end of the scale, there was a large decrease at Amsterdam, with smaller yet none the less significant decreases at both Madrid and London/Gatwick.

Taking traffic levels into account, Frankfurt and Rome had the largest Average Delay per Movement with eight minutes, followed by Milan/Malpensa and London/Heathrow with over six minutes. Over forty percent of the airports had an increase in average delay, with twenty percent of them having an increase of more than one minute. The largest increases were at Rome and Frankfurt, with rises of just below five minutes. Amsterdam had the largest decrease in average delay with a fall of six minutes.

The busiest city pair in January was Madrid-Barcelona, with more than two thousand flights in each direction. Rome-Milan/Linate was the only other pair with more than one thousand flights in each direction. A more complete list of the busier city pairs is given in the table at the bottom of page 17. Almost two thirds of the busier pairs (those with more than two hundred and fifty flights per month) had an increase in the number of flights, with almost a third of them having an increase of ten percent or more. The largest real increase was between Cologne/Bonn-Berlin<sup>2</sup>, with the largest percentage increase (excluding local traffic) between London/Gatwick-Edinburgh. At the other end of the scale, there were large decreases between London/Heathrow-Brussels and Copenhagen-Stockholm, with London/Heathrow-Brussels also having the largest percentage decrease.

The most affected city pairs (due solely to ATFM measures) were Geneva-Frankfurt and Dusseldorf-Frankfurt, both with an Average Delay per Movement of almost sixteen minutes. For a schematic representation of the top ten most affected pairs, see the diagram on page 16 and for a more detailed list of the most affected pairs, see the table at the top of page 17.

Compared with January last year, fifty percent of the pairs had an increase in Average Delay per Movement, with thirty percent of them having an increase of more

<sup>1</sup> 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.

<sup>2</sup> One of the largest real increases was at Madrid/Torrejon where there was an increase of nearly six hundred percent in local traffic.



than one minute. The largest increases, more than ten and a half minutes, were between Dusseldorf-Frankfurt and Geneva-Frankfurt. At the other end of the scale, there were decreases of nine minutes between Manchester-Amsterdam and Birmingham-Amsterdam. Overall eighteen 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, Luxembourg, Italy and Hungary. Compared with January last year, over forty five percent of the countries had an increase in Average Delay per Movement, but only Switzerland and Tunisia had an increase of more than one minute. The largest decreases, on the other hand, were in Cyprus, the Canary Islands, Israel and Ukraine, which were the only four countries to have a reduction of more than one minute.

Looking at countries as destinations shows that arrivals in Italy, Switzerland, the Netherlands and the United States (from airports within the ECAC region) had the largest Average Delay per Movement; more than three minutes. Compared with the same month of last year, just under one third of the countries had an increase in average delay, with only Switzerland, Egypt, Germany and Italy having an increase of more than one minute. At the other end of the scale, there was a large decrease, almost five minutes, in the Netherlands, followed by the United Arab Emirates<sup>3</sup> and Cyprus. There were large and real percentage increases in flights of more than sixty minutes in Italy, Germany and France, with a very large decrease in the Netherlands.

The most affected flows between countries were Switzerland-United Kingdom, Italy-United Kingdom and Italy-Germany (see table at the bottom of page 19). Compared with January last year, over forty five percent of the flows had an increase in Average Delay per Movement, with more than a quarter of them having an increase of more than one minute. The largest rises were between Switzerland-Germany, France-Germany and Germany-France. The largest decreases, on the other hand, were between the United Kingdom-Netherlands and France-Netherlands, with just under a quarter of the flows having a decrease of more than one minute.

Based on the locations of the most penalising regulations, traffic (including overflights) using the airspace of France, the United Kingdom and Germany had the largest share of ATFM delay and between them, they accounted for over fifty five percent of the total ATFM delay. Italy and Switzerland also had more than a ten percent share of the delay. Compared with January 2002, Germany had the largest increase, up by eleven percentage points, followed by Switzerland, Italy and France, all with increases of around six percentage points. The United Kingdom, which had been the most penalising country for most of 2002, had the largest decrease (down by nine percentage points), followed by the Netherlands and Spain.

Looking at the amount of delay imposed shows that Germany had the largest real increase, with a rise of almost one hundred and forty thousand minutes, followed by Switzerland, France and Italy. Only thirty percent of the countries had an increase in delay with countries such as the United Kingdom and the Netherlands having a decrease in delay of almost one hundred thousand minutes. Fifteen percent of all

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<sup>3</sup> Only on traffic to/from ECAC countries.

flights handled by Switzerland had a delay, with the United Kingdom, Italy, France and Germany having between six and seven percent delayed.

Taking traffic handled (again including overflights) by the countries/regions into account shows that Switzerland was the most penalising country with an Average Delay per Movement of more than two and a half minutes, followed by Italy and the United Kingdom, both with an average delay of less than two minutes. Compared with January last year, Switzerland had the largest increase in average delay and was the only country to have a rise of more than one minute. At the other end of the scale, the United Kingdom, with a fall of two minutes, had the largest decrease, followed by the Netherlands and Cyprus, which both had a fall of more than one minute.

The most penalising UACs/ACCs were London and Zurich, but whereas Zurich had a large increase in delay, London ACC had a decrease of more than fifty percent.

## AIRLINE DATA

Delays on air traffic in the ECAC region, due to all causes, increased by forty three percent, when compared with January last year, due mainly to increases in the reactionary and the weather categories. The Average Delay per Movement for all causes was seventeen and a half minutes, which was an increase of nineteen percent on last year. Paris/Charles de Gaulle was the most penalised airport, with an average delay of twenty six minutes, whereas at both Stockholm and Brussels, the average delay was less than ten minutes. Compared with January last year, sixty percent of the airports had an increase in average delay, with the largest increase, eleven minutes, at Zurich followed by Vienna, up nine minutes, Paris/Charles de Gaulle and London/Heathrow, which both increased by over seven minutes. Zurich also had the largest percentage increase<sup>4</sup>. At the other end of the scale, there were decreases of almost fourteen minutes at both Istanbul and Athens, who also had the largest percentage falls.

Delays due solely to ATFM measures increased by twenty seven percent, with the Average Delay per Movement increasing by six percent to three minutes. This was an increase of almost sixty percent on that calculated from CFMU data.

The share of total traffic that was delayed increased by four percentage points to fifty two percent, but only sixteen percent were due to ATFM measures. Flights delayed by more than fifteen minutes increased, with departures going up four percentage points to twenty seven percent and arrivals going up five and a half percentage points to thirty one percent.

The graph of the comparison of the main indicators shows that for the two sources, both the observed and the derived indicators followed the same trend (see page 24). These small differences 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 two sources as the graph on page 25 illustrates. For the first time the eCODA airline data has been added to this graph and as expected, it follows the same trend.

---

<sup>4</sup> The main reason for the rise was large increases in the weather and reactionary categories.

An analysis of delay causes and categories, grouped by IATA categories, shows that a third of them had an increase in delay share, with ATFM Restrictions at Destination Airport having by far the largest increase, followed by Weather and Restrictions at Departure Airport. To offset these increases, there were falls in the Immigration, Customs & Health, and Mandatory Security categories. Weather was the most penalising direct delay category with fourteen percent, followed by Technical and Aircraft Equipment, Restrictions at Departure Airport, ATFM Weather at Destination and ATFM En-Route Demand/Capacity. Reactionary and Weather categories had the largest real increases, with ATFM En-Route Demand Capacity and Mandatory Security having the largest decreases.

### eCODA Data

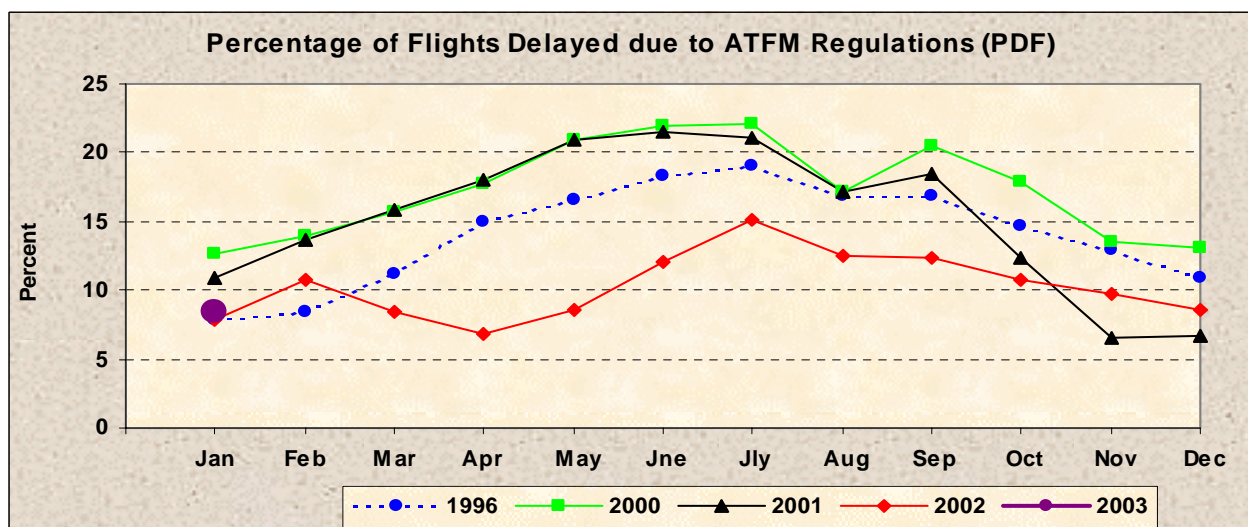
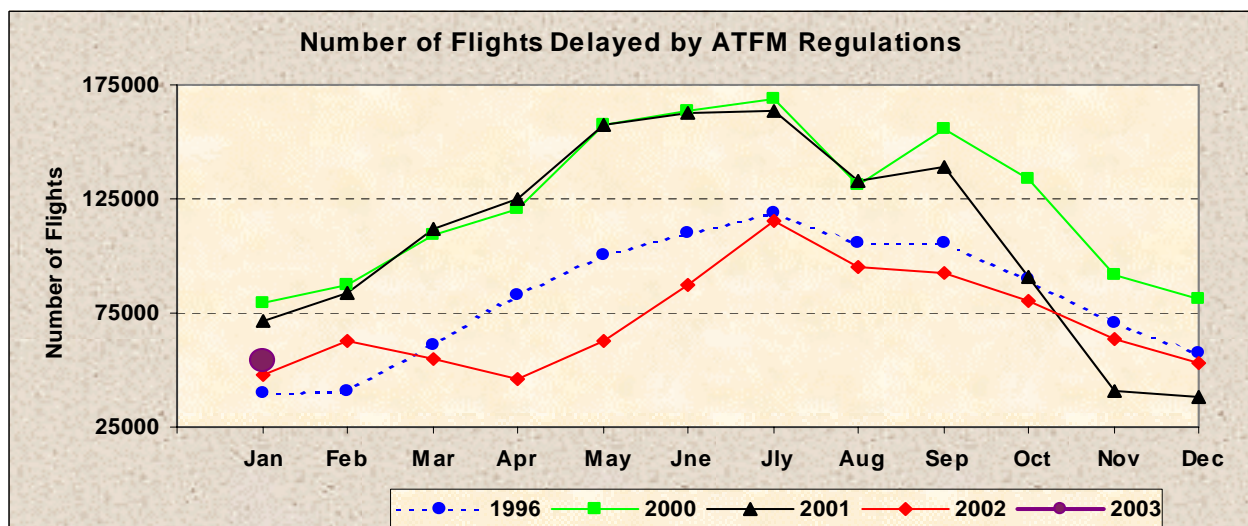
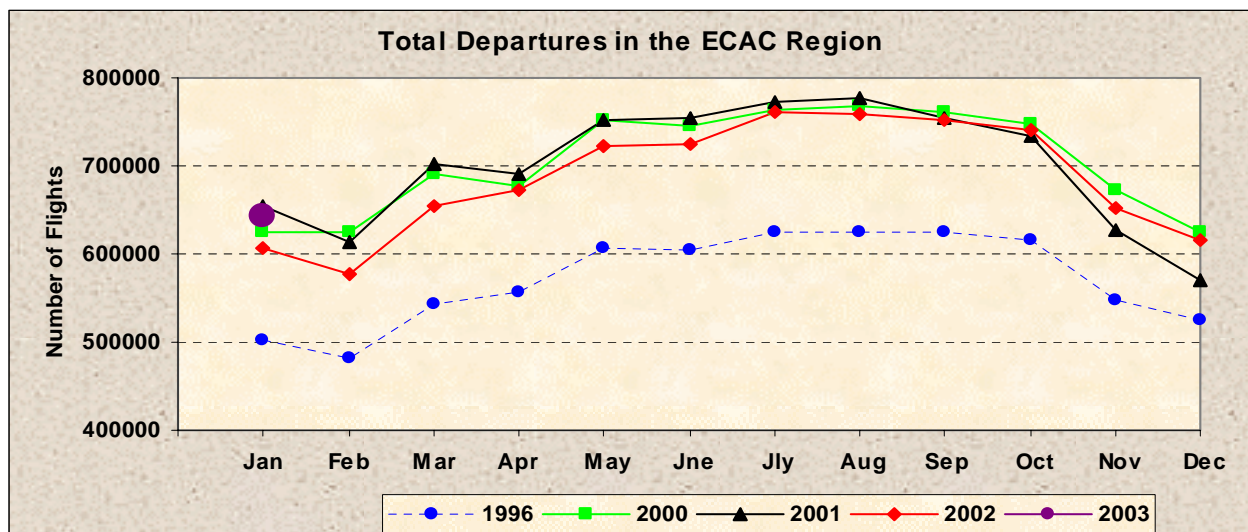
The Average Delay per Movement for departures was fifteen and a half minutes. This was lower than that calculated from AEA aggregated data, and reflects the greater data capture and the different mix of traffic. While almost forty eight percent of flights were delayed, nine percent departed before their scheduled departure time.

Turning to arrivals, the Average Delay per Movement was slightly higher at seventeen minutes, but twenty seven percent of flights arrived ahead of schedule.

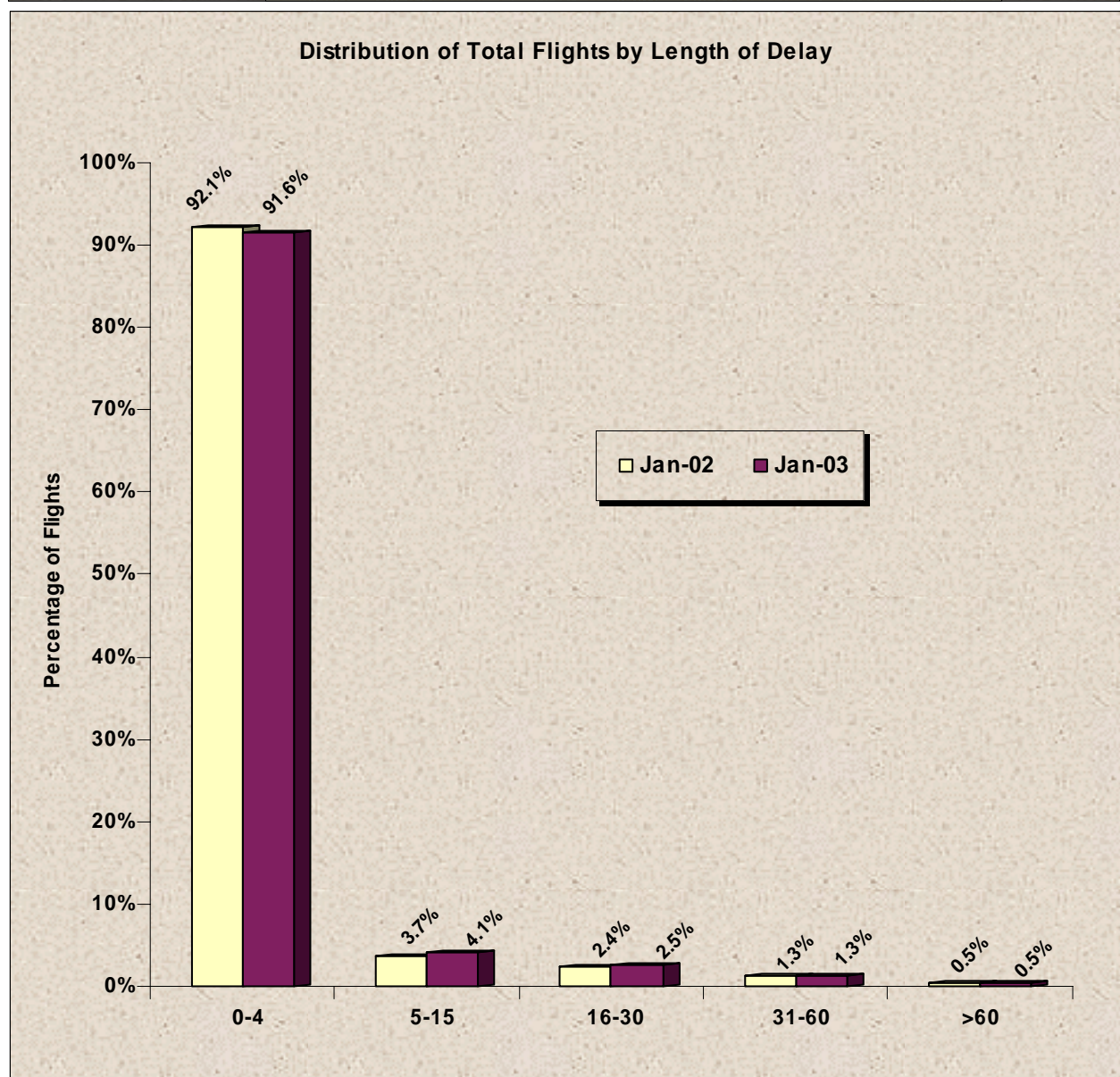
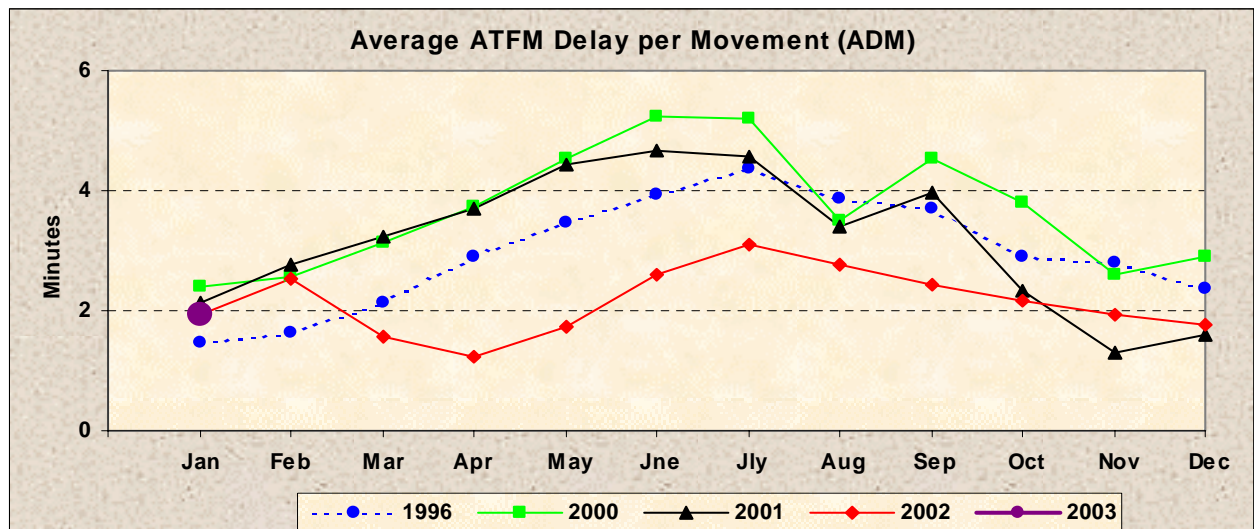
### SUMMARY OF SIGNIFICANT ATFM DELAY EVENTS

- ✈ Weather conditions including low visibility, strong winds and snow.
- ✈ Technical Problems including radar failure at Edinburgh airport, Brussels ACC and Venice ACC; power failure at Brussels ACC; radar maintenance at Edinburgh and Venice airports.
- ✈ Staff shortage at Prague FIR, Dusseldorf, London and Frankfurt ACCs.
- ✈ Work in Progress at Brindisi, Catania and Palma.
- ✈ Industrial Action by firemen at Paris/Charles de Gaulle and Paris/Orly (+/- 3 days)
- ✈ Security: emergency situation in Frankfurt due to a light aircraft in the airspace.
- ✈ Military activity: Quenn (LIRR) firing area active; TRA Lauter active; military exercises in France.
- ✈ Catania airport closed overnight due to deposits of volcanic ash; World Economic Conference in Switzerland.

## 2. Year on Year Trends in Main Indicators



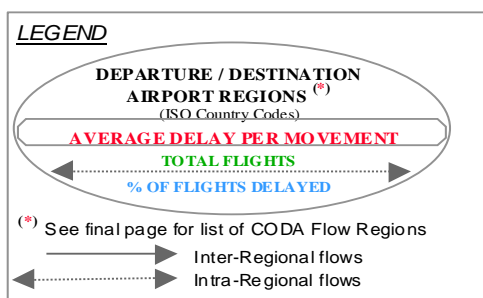
Source: CFMU ATFM Data



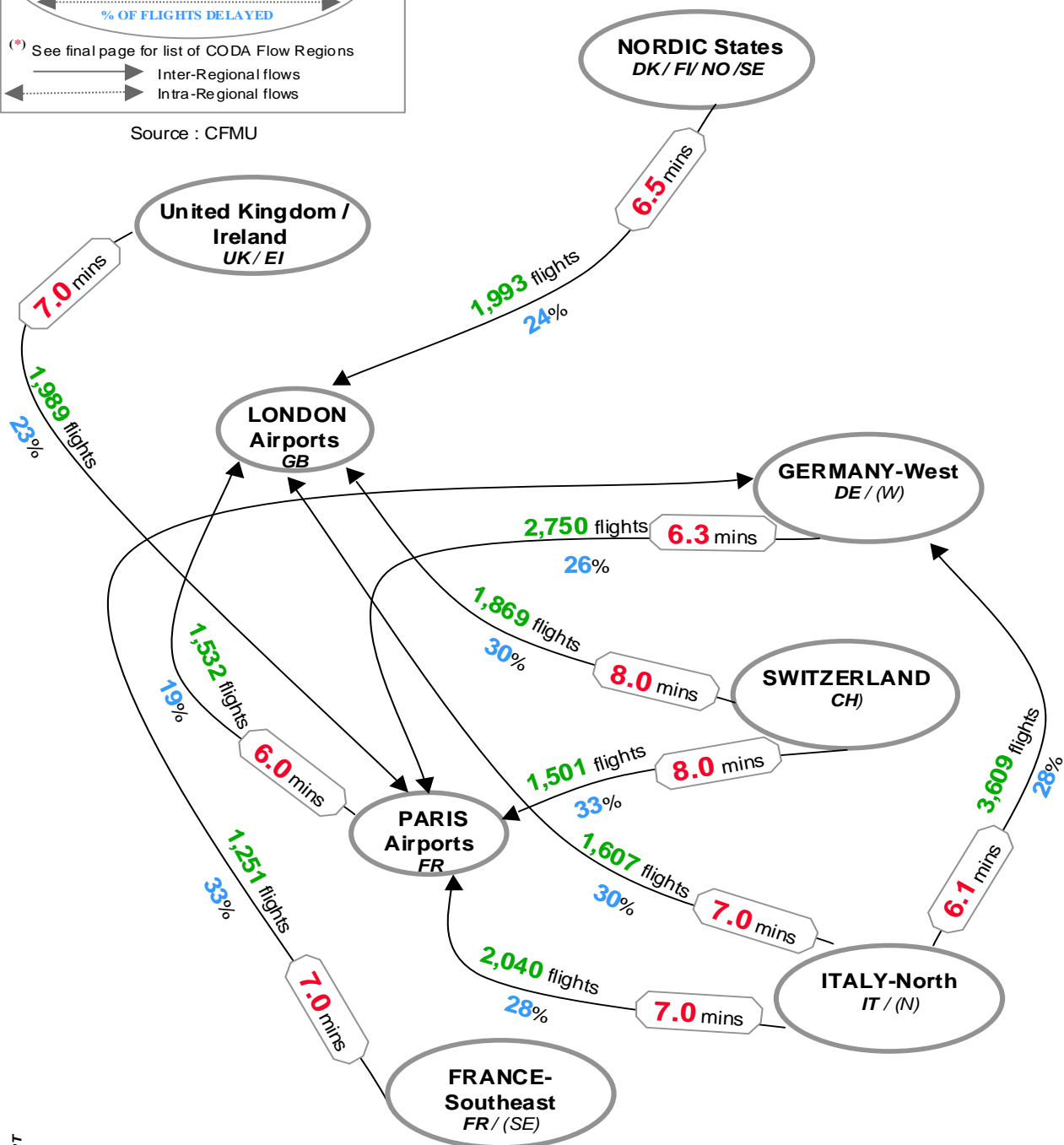
Source : CFMU ATFM Data



### 3. Most Affected Traffic Flows by CODA Regions



Source : CFMU



Selected flights: **19,691** (3.06% of Total flights)  
 Delayed flights: **5,394** (27% of Selected flights)  
 Accumulated delay: **135,344** mins (10.8% of Total Delay)  
 Avg. Delay per Mvmt: **6.78** mins

**ATFM Delay Situation on 10 Regional CODA Traffic Flows (>1000 flights) in January 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	Paris Airports	1,501	890	493	32.84	12,002	24.34	8.00
2	Switzerland	London Airports	1,869	917	556	29.75	14,944	26.88	8.00
3	Italy-North	Paris Airports	2,040	1,066	570	27.94	14,461	25.37	7.09
4	France Southeast	Germany-West	1,251	641	417	33.33	8,789	21.08	7.03
5	United Kingdom & Ireland	Paris Airports	1,989	844	449	22.57	13,848	30.84	6.96
6	Italy-North	London Airports	1,607	796	475	29.56	11,086	23.34	6.90
7	Nordic States	London Airports	1,993	745	479	24.03	12,906	26.94	6.48
8	Germany-West	Paris Airports	2,570	1,364	658	25.60	16,124	24.50	6.27
9	Italy-North	Germany-West	3,609	1,560	1,004	27.82	22,042	21.95	6.11
10	Paris Airports	London Airports	1,532	418	293	19.13	9,142	31.20	5.97
11	Germany-West	London Airports	3,592	1,264	866	24.11	21,397	24.71	5.96
12	Germany-West	Italy-South/Malta	1,112	365	240	21.58	6,442	26.84	5.79
13	London Airports	Paris Airports	1,538	527	273	17.75	8,411	30.81	5.47
14	Switzerland	Other	1,930	724	452	23.42	10,458	23.14	5.42
15	BENELUX	London Airports	3,160	941	600	18.99	16,898	28.16	5.35
16	BENELUX	Italy-North	1,708	809	442	25.88	8,882	20.10	5.20
17	Paris Airports	Germany-West	2,581	900	563	21.81	13,295	23.61	5.15
18	Switzerland	BENELUX	1,415	711	359	25.37	7,235	20.15	5.11
19	Switzerland	Germany-West	3,853	1,419	872	22.63	19,519	22.38	5.07
20	Paris Airports	Italy-North	2,029	661	380	18.73	10,257	26.99	5.06
Totals			42,879	17,562	10,441	24.35	258,138	24.72	6.02

**MOST DENSE TRAFFIC FLOWS (CFMU)**

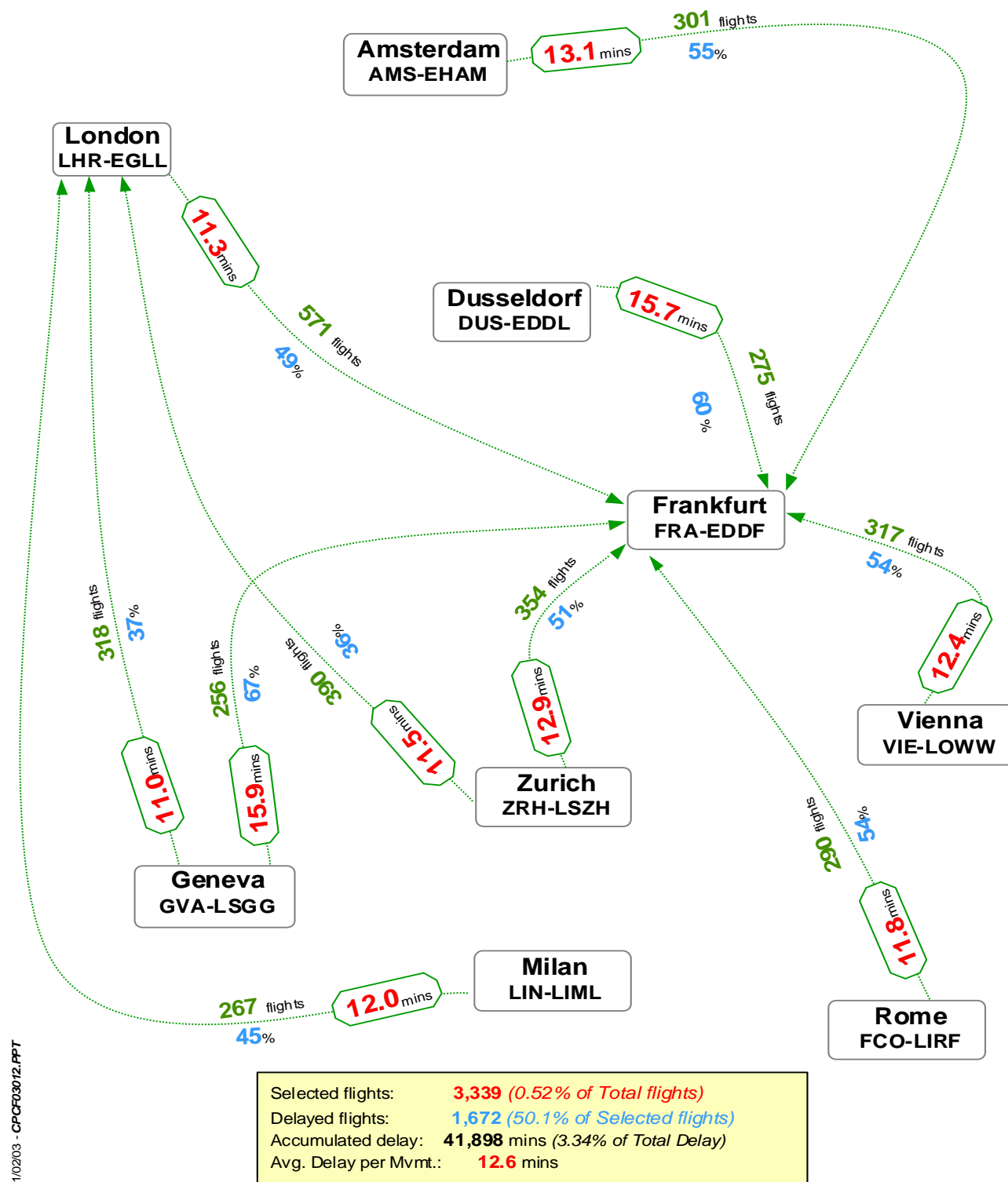
Rank	Departure	Destination	TTF	TRF	TDF	PDF	TDM	ADD	ADM	ADM-Rank
1	Nordic States	Nordic States	58,227	1,125	635	1.09	17,121	26.96	0.29	28
2	United Kingdom & Ireland	United Kingdom & Ireland	27,910	1,717	832	2.98	12,822	15.41	0.46	25
3	Iberian Peninsula/Canaria	Iberian Peninsula/Canaria	23,878	505	214	0.90	3,011	14.07	0.13	31
4	Germany-West	Germany-West	22,183	3,743	2,237	10.08	49,812	22.27	2.25	11
5	Italy-South/Malta	Italy-North	9,563	974	622	6.50	19,058	30.64	1.99	15
6	Italy-North	Italy-South/Malta	9,547	1,554	1,174	12.30	37,535	31.97	3.93	4
7	United Kingdom & Ireland	London Airports	9,239	2,220	1,145	12.39	38,510	33.63	4.17	2
8	London Airports	United Kingdom & Ireland	9,164	1,000	393	4.29	5,428	13.81	0.59	22
9	Greece/Cyprus	Greece/Cyprus	8,752	1	1	0.01	8	8.00	0.00	33
10	Other	Other	8,569	35	20	0.23	417	20.85	0.05	32
11	Italy-South/Malta	Italy-South/Malta	8,229	929	655	7.96	22,459	34.29	2.73	9
12	Other	London Airports	7,479	210	134	1.79	3,884	28.99	0.52	23
13	London Airports	Other	7,466	687	391	5.24	6,354	16.25	0.85	19
14	Germany-West	Other	7,014	1,187	772	11.01	15,322	19.85	2.18	12
15	Other	Germany-West	6,998	344	223	3.19	5,145	23.07	0.74	21
16	Balearics/Spain East	Iberian Peninsula/Canaria	6,897	284	130	1.88	2,103	16.18	0.30	27
17	Iberian Peninsula/Canaria	Balearics/Spain East	6,860	1,438	719	10.48	13,444	18.70	1.96	16
18	Germany-West	Germany-East/Czech Rep	6,839	299	155	2.27	3,324	21.45	0.49	24
19	Germany-East/Czech Rep	Germany-West	6,784	1,131	743	10.95	15,744	21.19	2.32	10
20	Balearics/Spain East	Balearics/Spain East	6,397	496	231	3.61	4,755	20.58	0.74	20
21	Paris Airports	Other	6,301	1,037	767	12.17	21,000	27.38	3.33	8
22	Other	Paris Airports	6,234	599	255	4.09	7,734	30.33	1.24	17
23	Turkey	Turkey	5,494	0	0	0.00	0	0.00	0.00	34
24	France Southeast	France Southeast	4,687	88	50	1.07	1,489	29.78	0.32	26
25	France North	France North	4,579	49	24	0.52	747	31.13	0.16	30

## 5. Most Affected City Pairs

### AVERAGE DELAY PER MOVEMENT

Source : CFMU

Total Number of Flights &amp; % of Flights Delayed



ATFM Delay Situation on **10** City Pairs (>250 flights) in **January 2003**



## 6. Most Affected and Most Dense City Pairs

MOST <b>AFFECTED</b> CITY PAIRS (CFMU)									
Rank	Departure	Destination	TTF	TRF	TDF	PDF	TDM	ADD	ADM
1	Geneva	Frankfurt	256	227	171	66.80	4,059	23.74	15.86
2	Dusseldorf	Frankfurt	275	214	165	60.00	4,326	26.22	15.73
3	Amsterdam	Frankfurt	301	229	165	54.82	3,940	23.88	13.09
4	Zurich	Frankfurt	354	250	181	51.13	4,569	25.24	12.91
5	Vienna	Frankfurt	317	248	171	53.94	3,941	23.05	12.43
6	Milan/Linate	London/Heathrow	267	181	120	44.94	3,210	26.75	12.02
7	Rome/Fiumicino	Frankfurt	290	238	158	54.48	3,425	21.68	11.81
8	Zurich	London/Heathrow	390	207	142	36.41	4,473	31.50	11.47
9	London/Heathrow	Frankfurt	571	386	281	49.21	6,462	23.00	11.32
10	Geneva	London/Heathrow	318	170	118	37.11	3,493	29.60	10.98
11	Paris/Charles-De-Gaulle	Frankfurt	625	403	277	44.32	6,824	24.64	10.92
12	Brussels	Frankfurt	271	185	139	51.29	2,903	20.88	10.71
13	Vienna	London/Heathrow	271	107	85	31.37	2,891	34.01	10.67
14	Oslo/Gardermoen	London/Heathrow	269	131	106	39.41	2,798	26.40	10.40
15	Torino/Caselle	Rome/Fiumicino	441	158	134	30.39	4,511	33.66	10.23
16	Hamburg	Frankfurt	421	296	197	46.79	4,297	21.81	10.21
17	Munich	Frankfurt	493	325	226	45.84	4,957	21.93	10.05
18	Dusseldorf	London/Heathrow	258	115	80	31.01	2,514	31.43	9.74
19	Paris/Charles-De-Gaulle	London/Heathrow	810	327	244	30.12	7,891	32.34	9.74
20	Glasgow	London/Heathrow	545	234	152	27.89	5,297	34.85	9.72
Totals			7,743	4,631	3,312	42.77	86,781	26.20	11.21

MOST <b>DENSE</b> CITY PAIRS (CFMU)										
Rank	Departure	Destination	TTF	TRF	TDF	PDF	TDM	ADD	ADM	ADM-rank
1	Madrid/Barajas	Barcelona	2,028	639	342	16.86	6,636	19.40	3.27	9
2	Barcelona	Madrid/Barajas	2,021	135	62	3.07	1,063	17.15	0.53	19
3	Rome/Fiumicino	Milan/Linate	1,112	103	75	6.74	2,368	31.57	2.13	12
4	Milan/Linate	Rome/Fiumicino	1,107	367	275	24.84	9,535	34.67	8.61	3
5	Barcelona	Palma De Mallorca	897	0	0	0.00	0	0.00	0.00	31
6	Palma De Mallorca	Barcelona	853	220	105	12.31	2,343	22.31	2.75	10
7	Paris/Orly	Toulouse/Blagnac	835	28	10	1.20	178	17.80	0.21	25
8	Toulouse/Blagnac	Paris/Orly	829	158	81	9.77	1,463	18.06	1.76	14
9	London/Heathrow	Paris/Charles-De-	816	309	157	19.24	4,995	31.82	6.12	6
10	Paris/Charles-De-Gaulle	London/Heathrow	810	327	244	30.12	7,891	32.34	9.74	2
11	Cologne/Bonn	Berlin-Tegel	745	34	16	2.15	467	29.19	0.63	18
12	Berlin-Tegel	Cologne/Bonn	731	8	5	0.68	166	33.20	0.23	23
13	Berlin-Tegel	Munich	714	98	54	7.56	1,242	23.00	1.74	15
14	Oslo/Gardermoen	Trondheim/Vaerne	710	0	0	0.00	0	0.00	0.00	32
15	Athens	Makedonia	709	1	1	0.14	8	8.00	0.01	30
16	Makedonia	Athens	707	0	0	0.00	0	0.00	0.00	33
17	Trondheim/Vaernes	Oslo/Gardermoen	705	7	3	0.43	157	52.33	0.22	24
18	Munich	Berlin-Tegel	689	14	9	1.31	223	24.78	0.32	22
19	London/Heathrow	Amsterdam	685	151	104	15.18	2,877	27.66	4.20	7
20	Dusseldorf	Munich	685	150	94	13.72	2,458	26.15	3.59	8
21	Amsterdam	London/Heathrow	682	279	166	24.34	5,603	33.75	8.22	4
22	Munich	Dusseldorf	678	52	36	5.31	690	19.17	1.02	16
23	Nice	Paris/Orly	675	102	56	8.30	1,386	24.75	2.05	13
24	Paris/Orly	Nice	669	56	26	3.89	623	23.96	0.93	17
25	Bergen/Flesland	Oslo/Gardermoen	663	7	5	0.75	63	12.60	0.10	27

## 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	6,242	1,545	25	33,767	53	21.9	5.4
Zurich	11,015	2,084	19	53,412	194	25.6	4.9
Dusseldorf	7,387	1,322	18	31,575	69	23.9	4.3
Venice/Tessera	3,038	517	17	12,620	32	24.4	4.2
Paris/Charles-De-Gaulle	21,144	3,255	15	86,626	261	26.6	4.1
Milan/Linate	4,773	708	15	19,188	75	27.1	4.0
Lyon/Sartolas	5,052	671	13	16,472	57	24.6	3.3
Basle/Mulhouse	3,493	559	16	11,279	28	20.2	3.2
Budapest/Ferihegy	3,079	415	13	9,713	23	23.4	3.2
Hanover	2,697	411	15	8,335	17	20.3	3.1
Amsterdam	15,730	1,884	12	48,021	169	25.5	3.1
Stuttgart	4,881	686	14	14,488	30	21.1	3.0
Milan/Malpensa	8,728	1,042	12	25,261	59	24.2	2.9
Hamburg	5,287	739	14	15,091	34	20.4	2.9
Manchester	7,154	876	12	20,300	52	23.2	2.8
Berlin-Tegel	5,401	700	13	15,209	41	21.7	2.8
Prague/Ruzyně	3,900	490	13	10,953	33	22.4	2.8
Brussels	9,560	1,213	13	26,460	69	21.8	2.8
Edinburgh	4,585	530	12	12,626	33	23.8	2.8
Nice	5,292	614	12	14,410	34	23.5	2.7

### 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)
Frankfurt	19,438	7,378	38	161,373	303	21.9	8.3
Rome/Fiumicino	12,027	2,904	24	96,258	429	33.2	8.0
Milan/Malpensa	8,737	2,356	27	60,216	213	25.6	6.9
London/Heathrow	19,112	3,861	20	123,857	532	32.1	6.5
Paris/Charles-De-Gaulle	21,100	4,108	19	118,782	416	28.9	5.6
Zurich	10,949	2,675	24	46,912	38	17.5	4.3
Amsterdam	15,710	2,788	18	64,769	234	23.2	4.1
Barcelona	11,398	2,089	18	38,205	46	18.3	3.4
Copenhagen/Kastrup	10,208	1,165	11	33,758	123	29.0	3.3
Geneva	6,268	1,088	17	20,340	19	18.7	3.3
Munich	14,071	1,600	11	43,208	184	27.0	3.1
Milan/Linate	4,774	513	11	14,577	56	28.4	3.1
London/Stansted	7,204	630	9	19,568	46	31.1	2.7
Basle/Mulhouse	3,461	597	17	8,522	1	14.3	2.5
Lyon/Sartolas	5,073	530	10	11,843	29	22.4	2.3
Vienna	8,133	1,123	14	18,548	18	16.5	2.3
Birmingham	4,802	517	11	10,319	18	20.0	2.2
Paris/Orly	9,185	922	10	18,039	22	19.6	2.0
Nice	5,303	360	7	9,282	39	25.8	1.8
Edinburgh	4,567	470	10	7,979	5	17.0	1.8

Source : CFMU ATFM Data

**8. Most Penalised City Pairs\*** (with more than 250 flights per month)

From	To	Total Flights (TTF)	Delayed Flights (TDF)	% of Delayed Flights (PDF)	Total Delay (TDM)	Av.Delay/ Delayed Flt (ADD)	Av. Delay/ Movement (ADM)
Geneva	Frankfurt	256	171	67%	4,059	23.7	15.9
Dusseldorf	Frankfurt	275	165	60%	4,326	26.2	15.7
Amsterdam	Frankfurt	301	165	55%	3,940	23.9	13.1
Zurich	Frankfurt	354	181	51%	4,569	25.2	12.9
Vienna	Frankfurt	317	171	54%	3,941	23.1	12.4
Milan/Linate	London/Heathrow	267	120	45%	3,210	26.8	12.0
Rome/Fiumicino	Frankfurt	290	158	54%	3,425	21.7	11.8
Zurich	London/Heathrow	390	142	36%	4,473	31.5	11.5
London/Heathrow	Frankfurt	571	281	49%	6,462	23.0	11.3
Geneva	London/Heathrow	318	118	37%	3,493	29.6	11.0
Paris/Charles-De-Gaulle	Frankfurt	625	277	44%	6,824	24.6	10.9
Brussels	Frankfurt	271	139	51%	2,903	20.9	10.7
Vienna	London/Heathrow	271	85	31%	2,891	34.0	10.7
Oslo/Gardermoen	London/Heathrow	269	106	39%	2,798	26.4	10.4
Torino/Caselle	Rome/Fiumicino	441	134	30%	4,511	33.7	10.2
Hamburg	Frankfurt	421	197	47%	4,297	21.8	10.2
Munich	Frankfurt	493	226	46%	4,957	21.9	10.1
Dusseldorf	London/Heathrow	258	80	31%	2,514	31.4	9.7
Paris/Charles-De-Gaulle	London/Heathrow	810	244	30%	7,891	32.3	9.7
Glasgow	London/Heathrow	545	152	28%	5,297	34.9	9.7

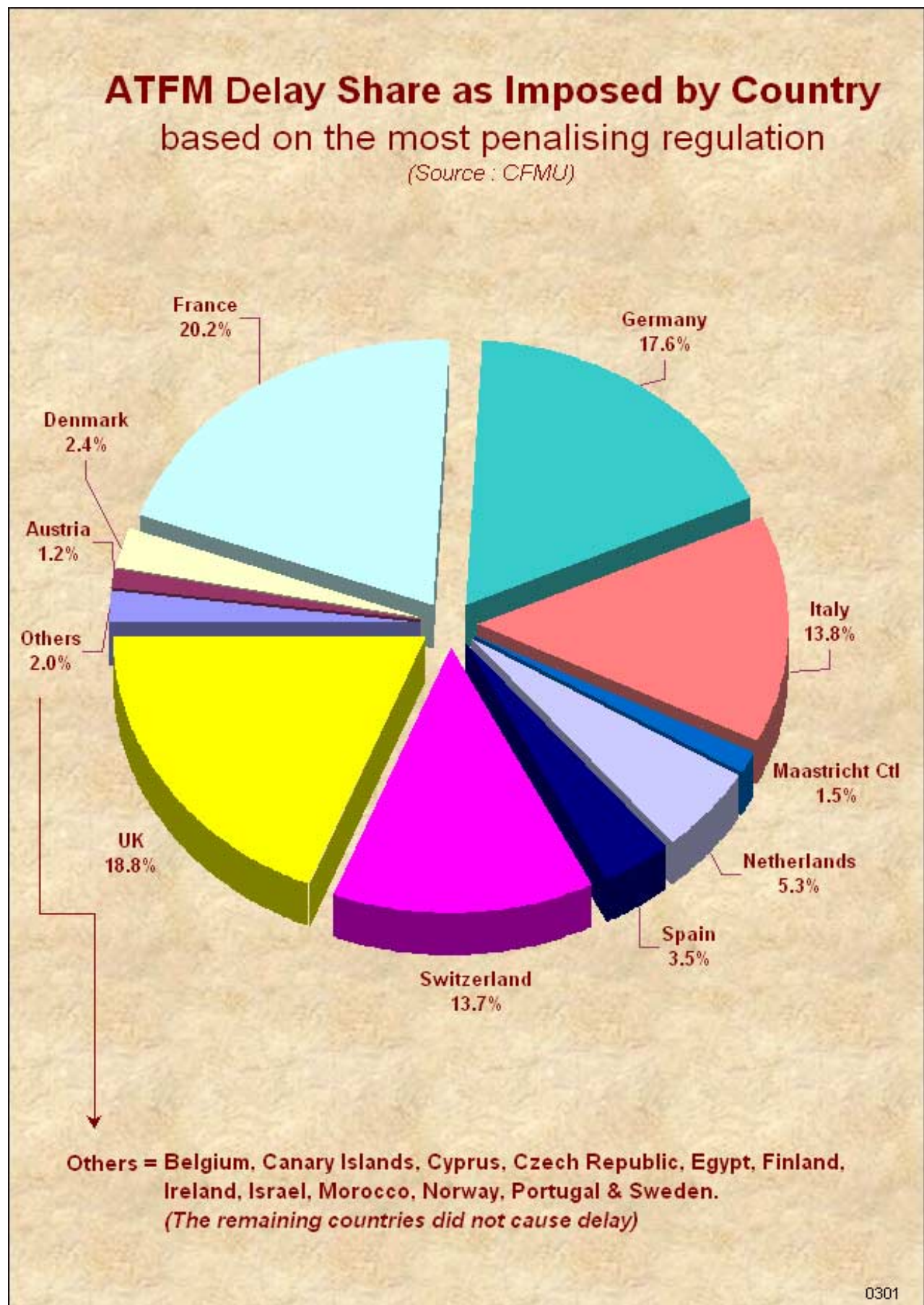
**9. Most Penalised Traffic Flows\*** (Country to Country with more than 1,250 flights per month)

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	UNITED KINGDOM	2,531	734	29%	19,145	26.1	7.6
ITALY	UNITED KINGDOM	2,935	710	24%	16,719	23.6	5.7
ITALY	GERMANY	4,870	1,237	25%	26,805	21.7	5.5
FRANCE	ITALY	4,191	772	18%	22,266	28.8	5.3
FRANCE	NETHERLANDS	1,291	260	20%	6,753	26.0	5.2
FRANCE	GERMANY	5,492	1,317	24%	28,666	21.8	5.2
ITALY	FRANCE	4,242	860	20%	22,094	25.7	5.2
GERMANY	ITALY	4,878	1,018	21%	24,103	23.7	4.9
UNITED KINGDOM	SWITZERLAND	2,523	636	25%	12,434	19.6	4.9
SWITZERLAND	FRANCE	2,478	517	21%	12,206	23.6	4.9
SWITZERLAND	GERMANY	3,592	758	21%	17,560	23.2	4.9
GERMANY	FRANCE	5,496	1,221	22%	25,816	21.1	4.7
BELGIUM	ITALY	1,318	270	20%	6,035	22.4	4.6
NETHERLANDS	FRANCE	1,285	205	16%	5,823	28.4	4.5
GERMANY	UNITED KINGDOM	6,201	1,179	19%	28,021	23.8	4.5
UNITED KINGDOM	NETHERLANDS	4,498	830	18%	20,258	24.4	4.5
GERMANY	UNITED STATES	1,900	434	23%	8,303	19.1	4.4
AUSTRIA	GERMANY	2,683	557	21%	11,369	20.4	4.2
GERMANY	SWITZERLAND	3,542	863	24%	14,834	17.2	4.2
SPAIN	GERMANY	3,175	677	21%	13,222	19.5	4.2

Source: CFMU ATFM Data

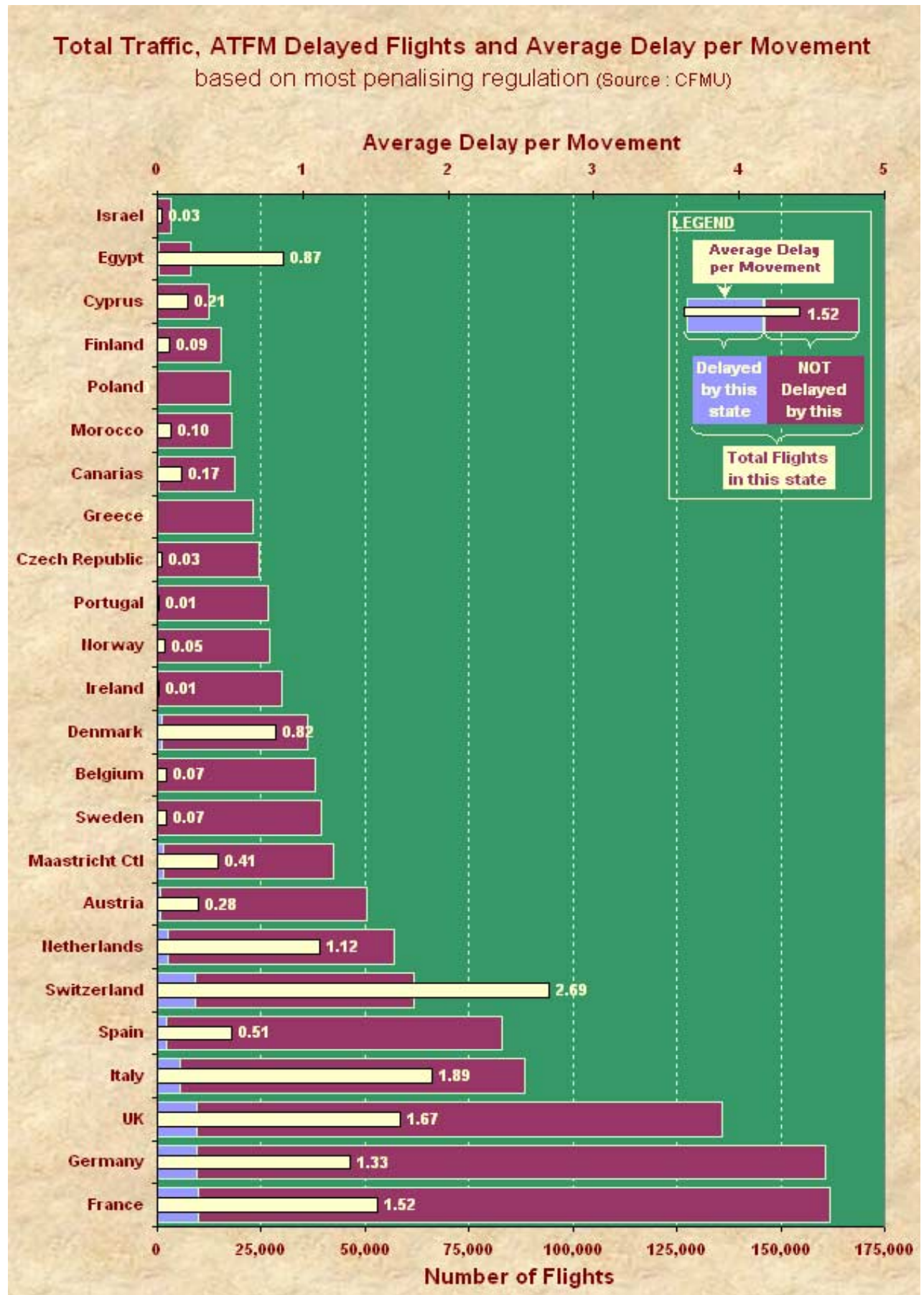
\* Ranked by Average Delay per Movement (ADM)

## 10. Delay Share by Country

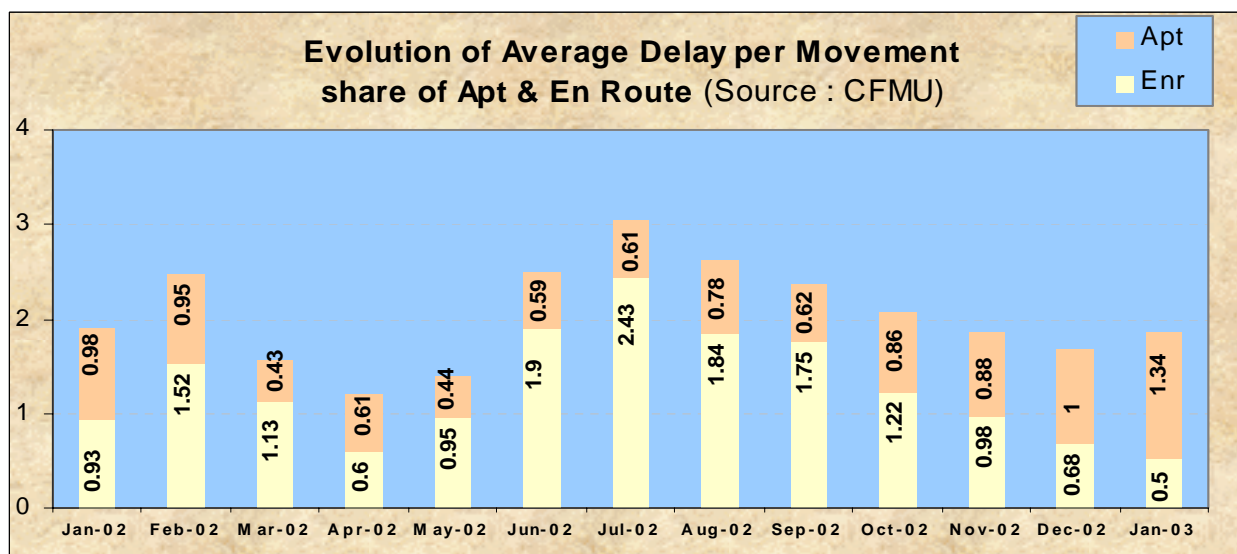
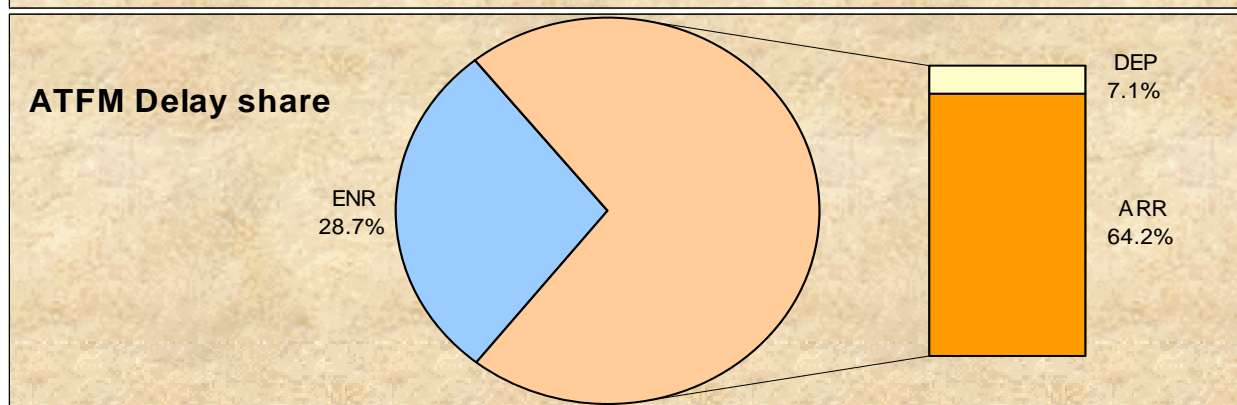
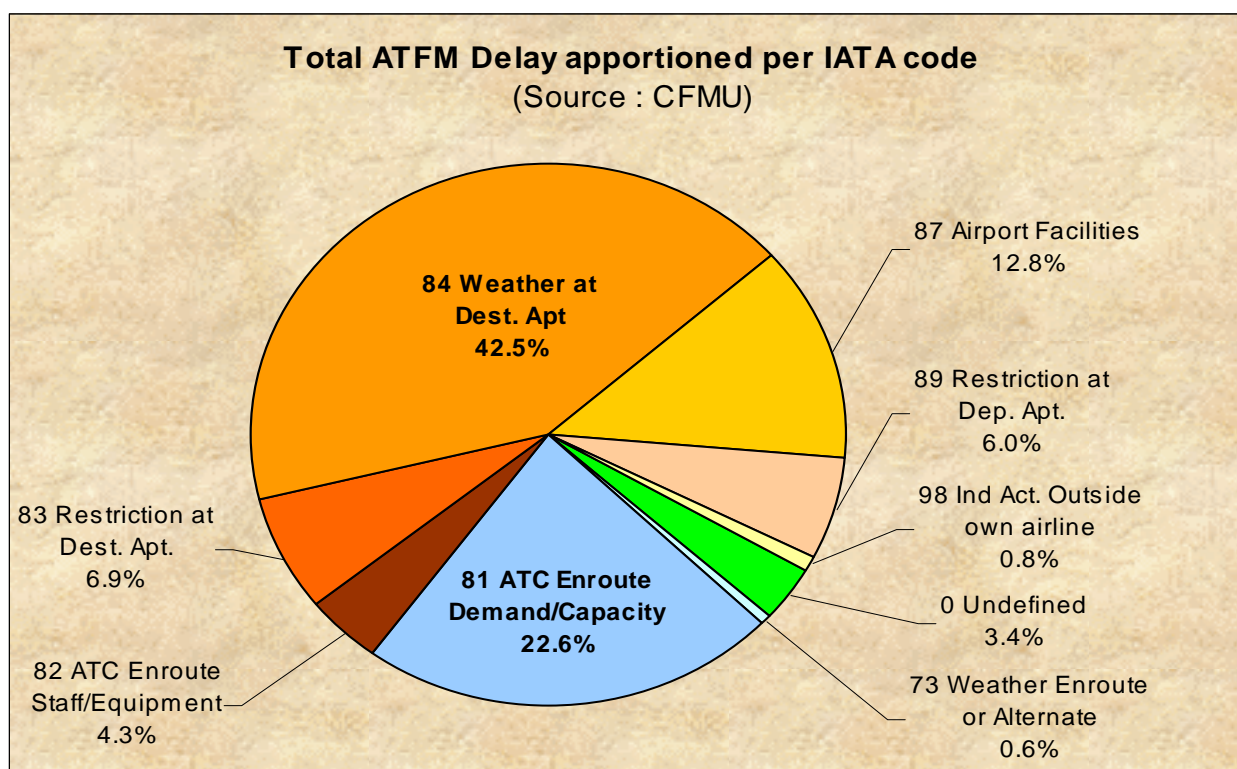


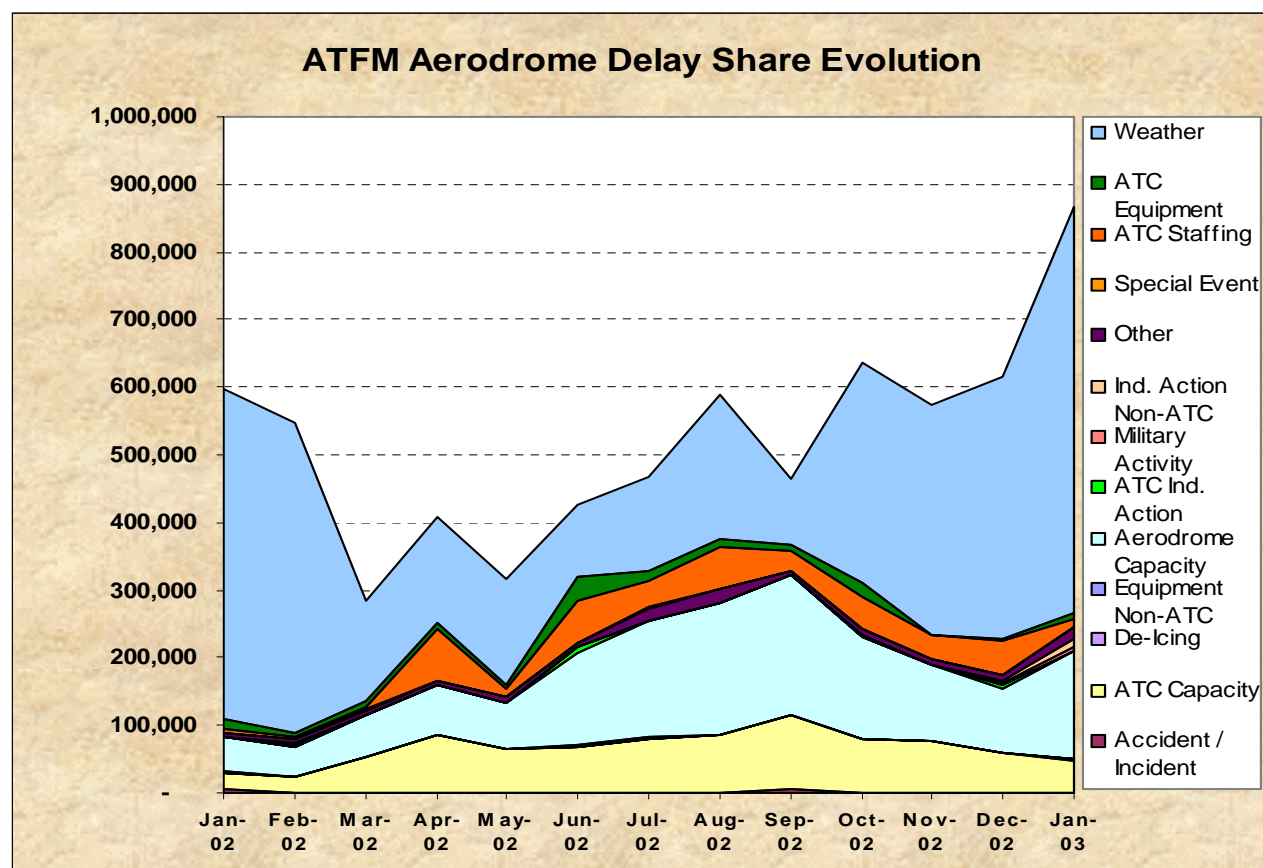
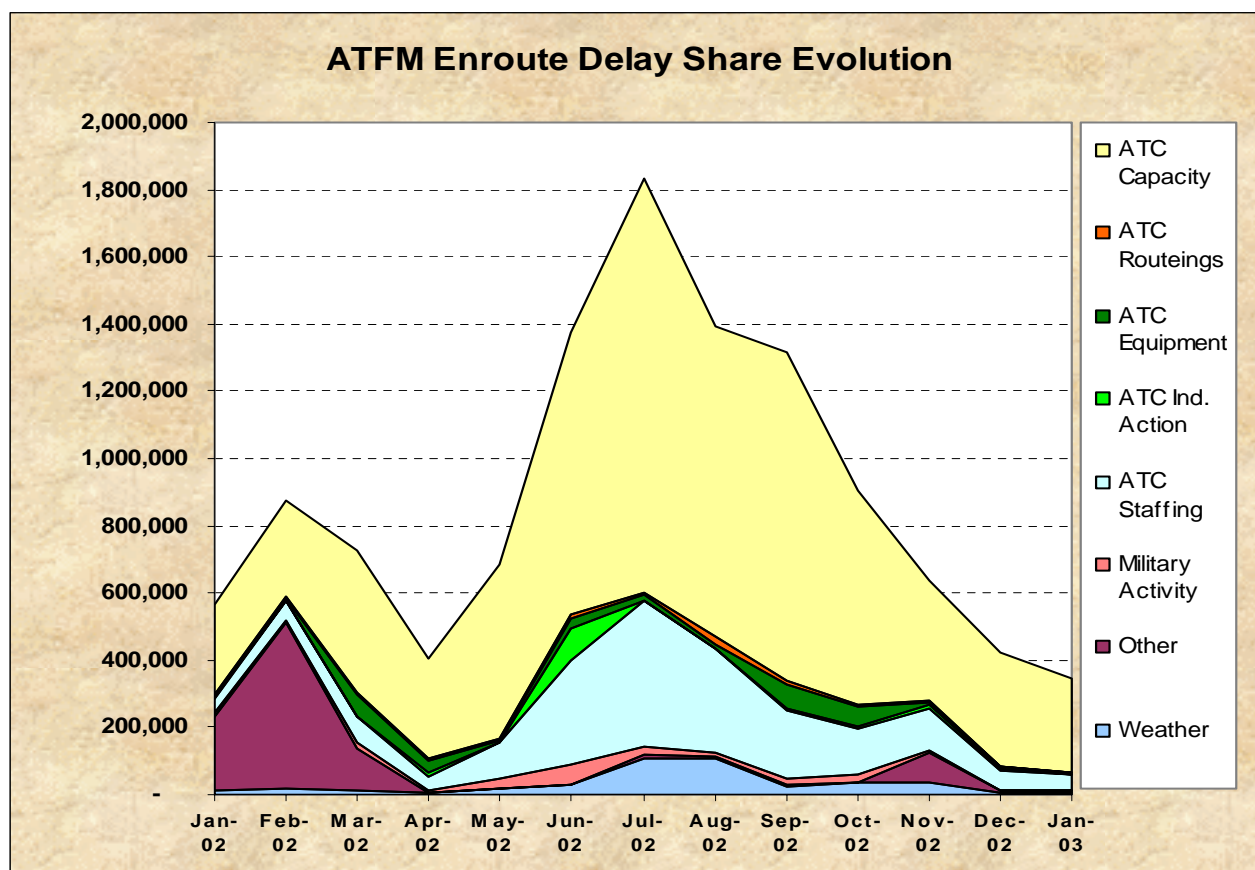


## 11. Delayed Flights and Delay Indicator by Country



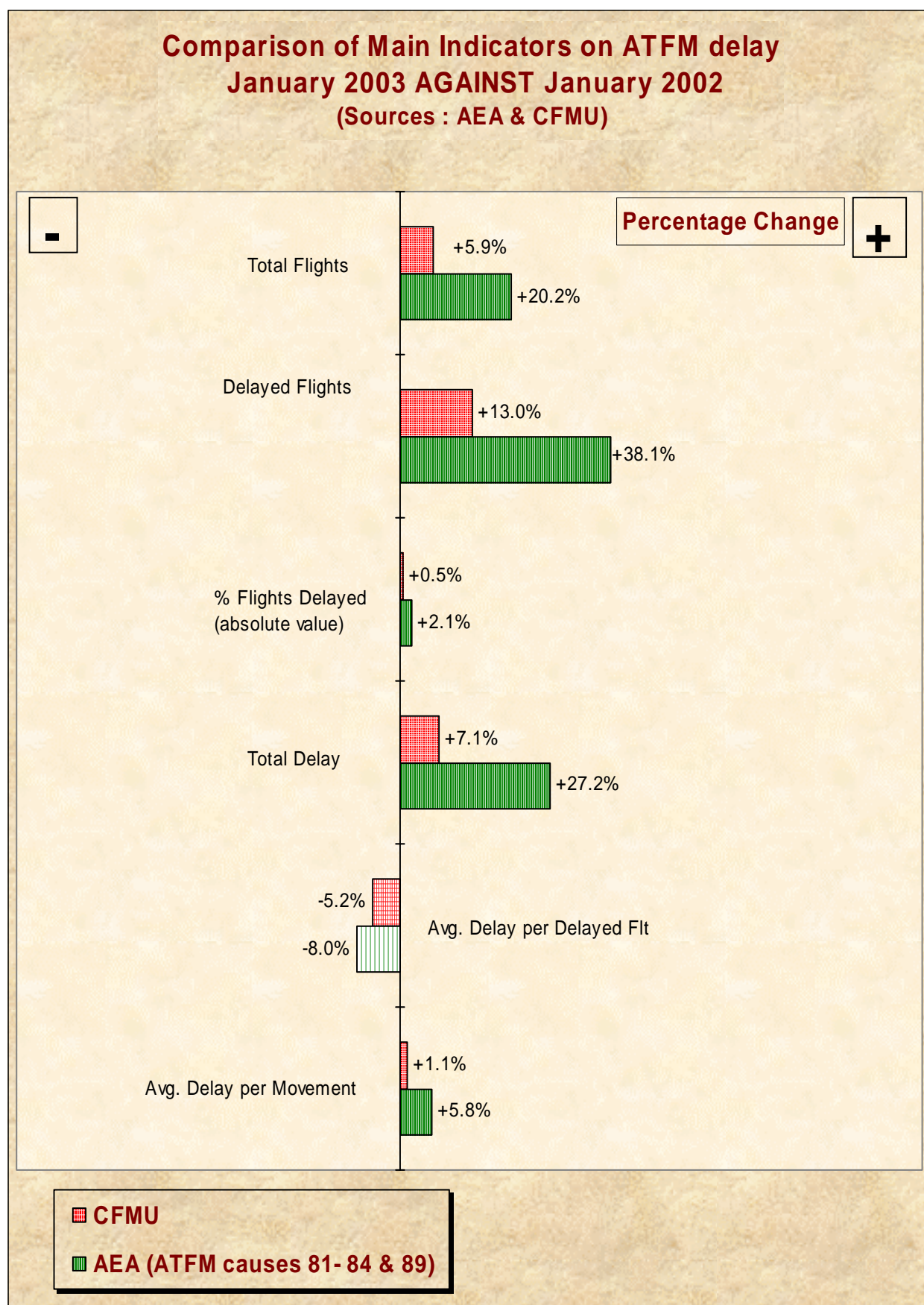
## 12. Reasons for ATFM Delay



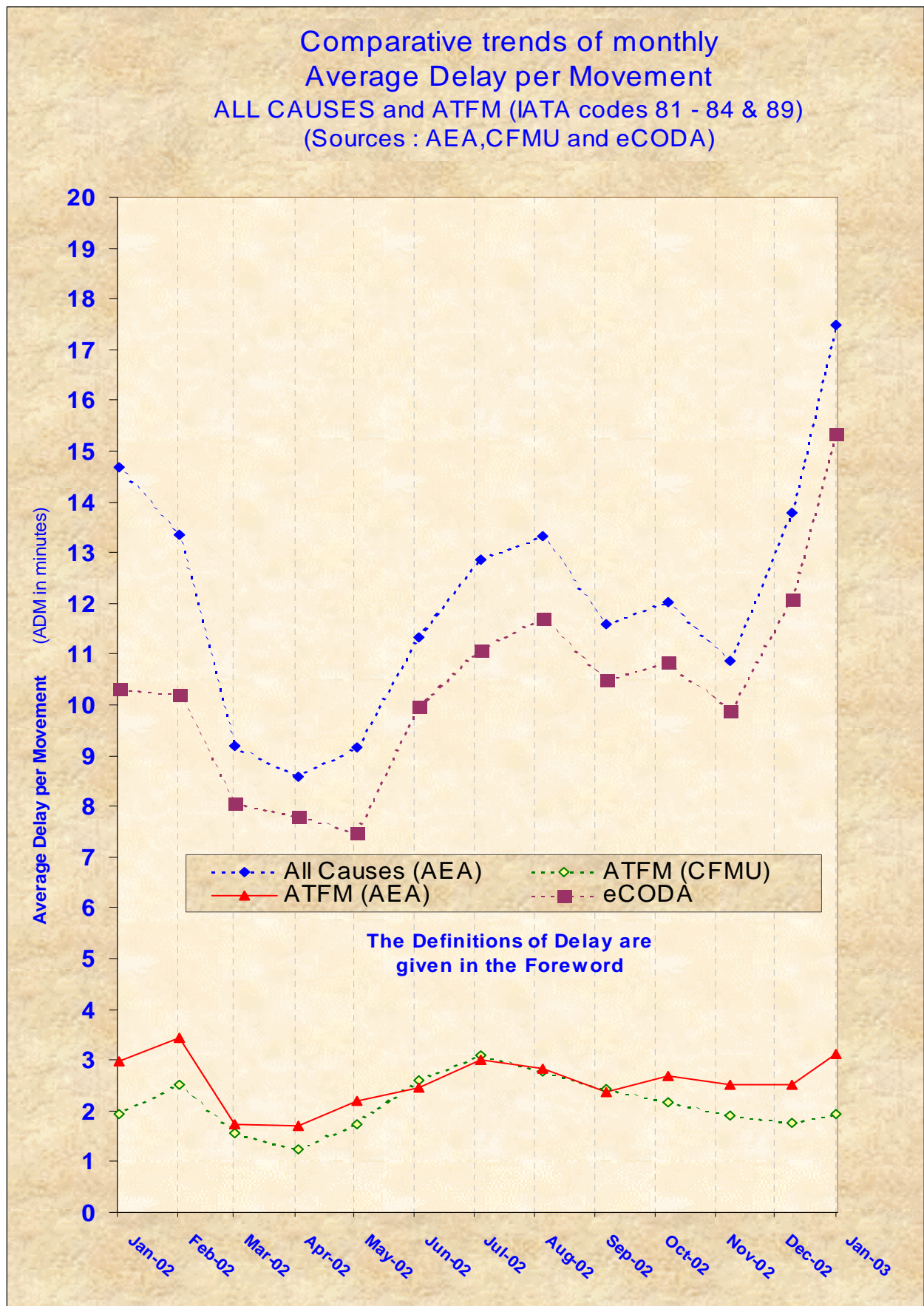




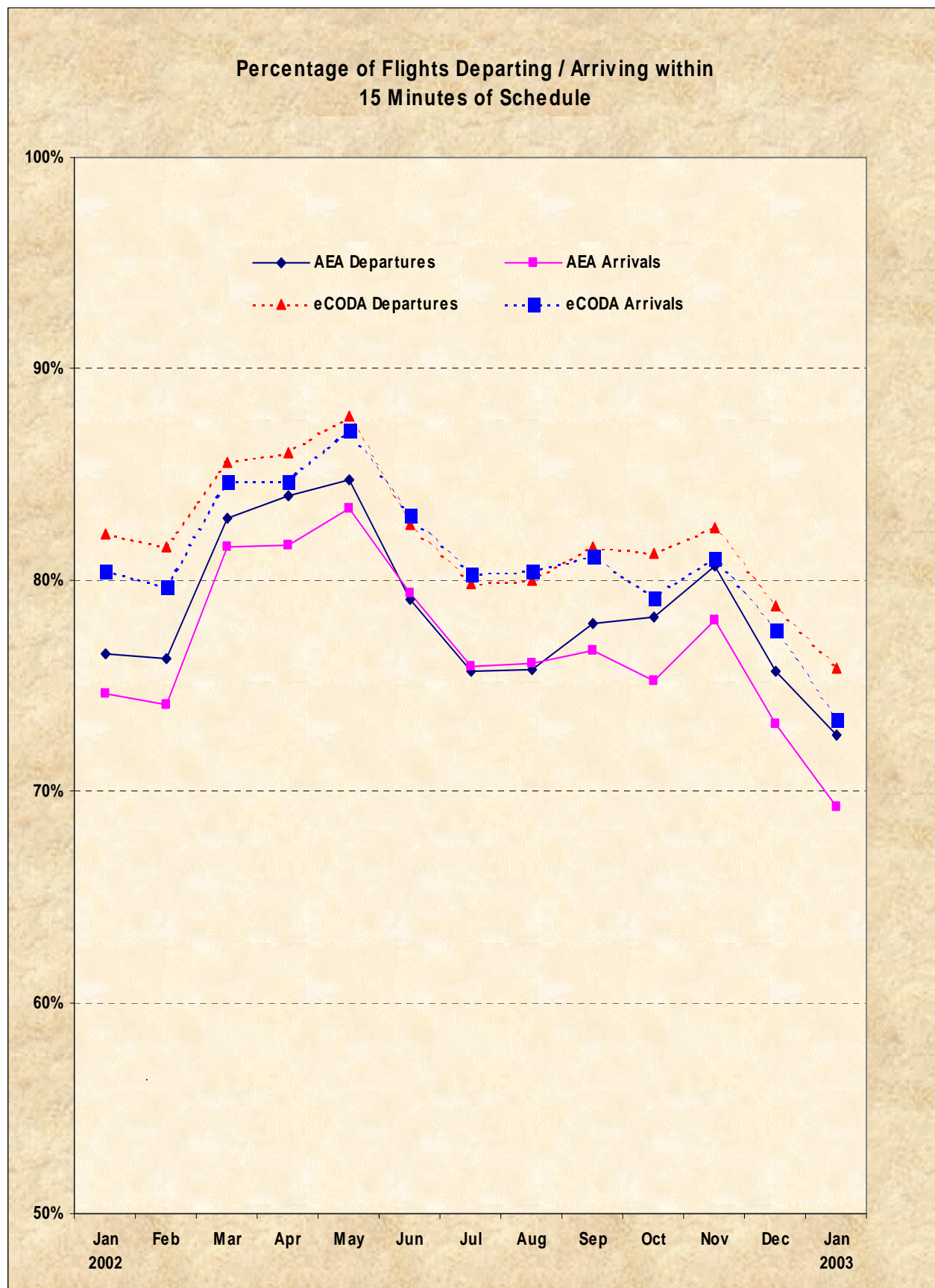
## 13. Correlation of the two Data Sources





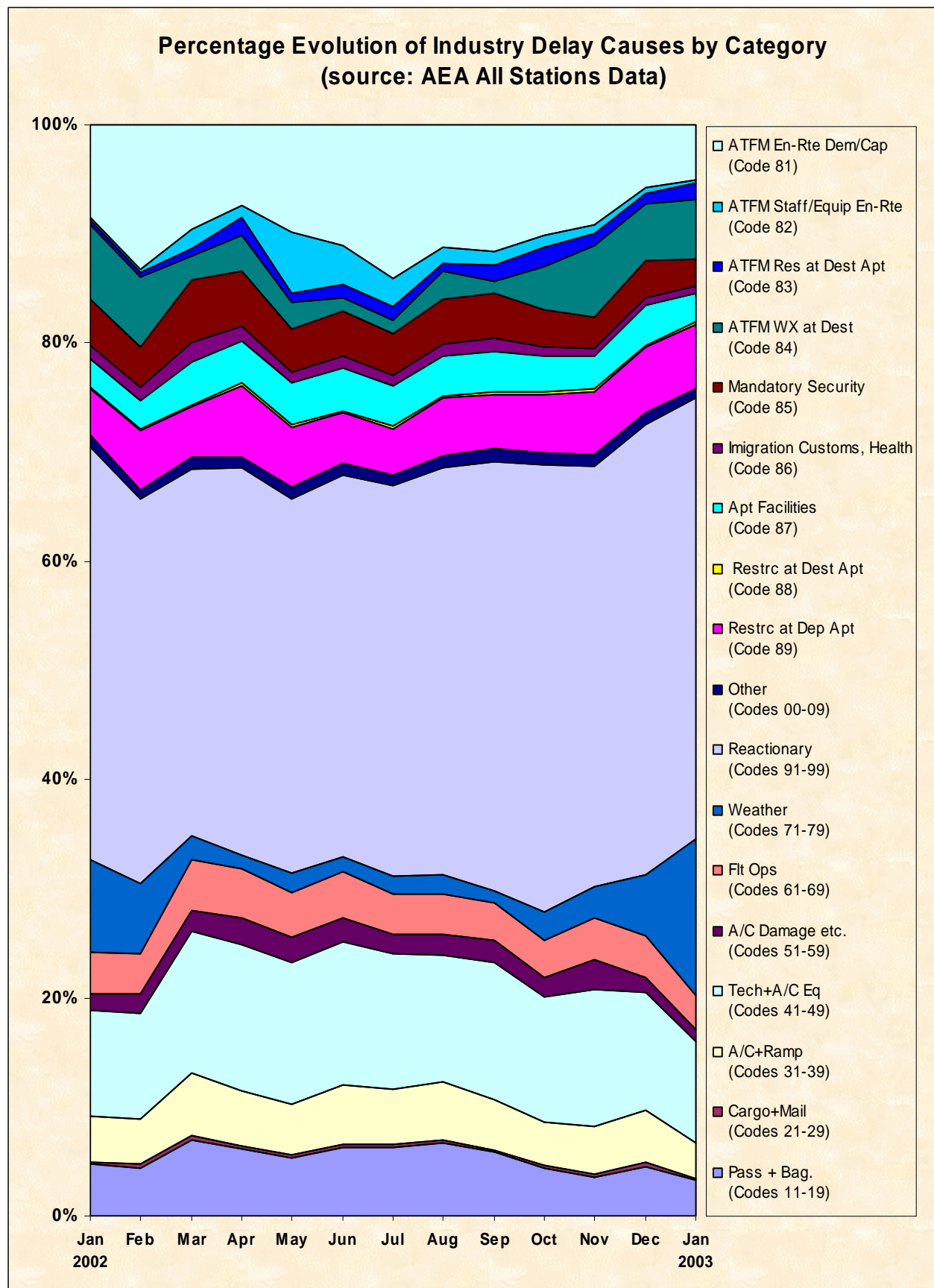


## 14. Flights within 15 minutes of Schedule

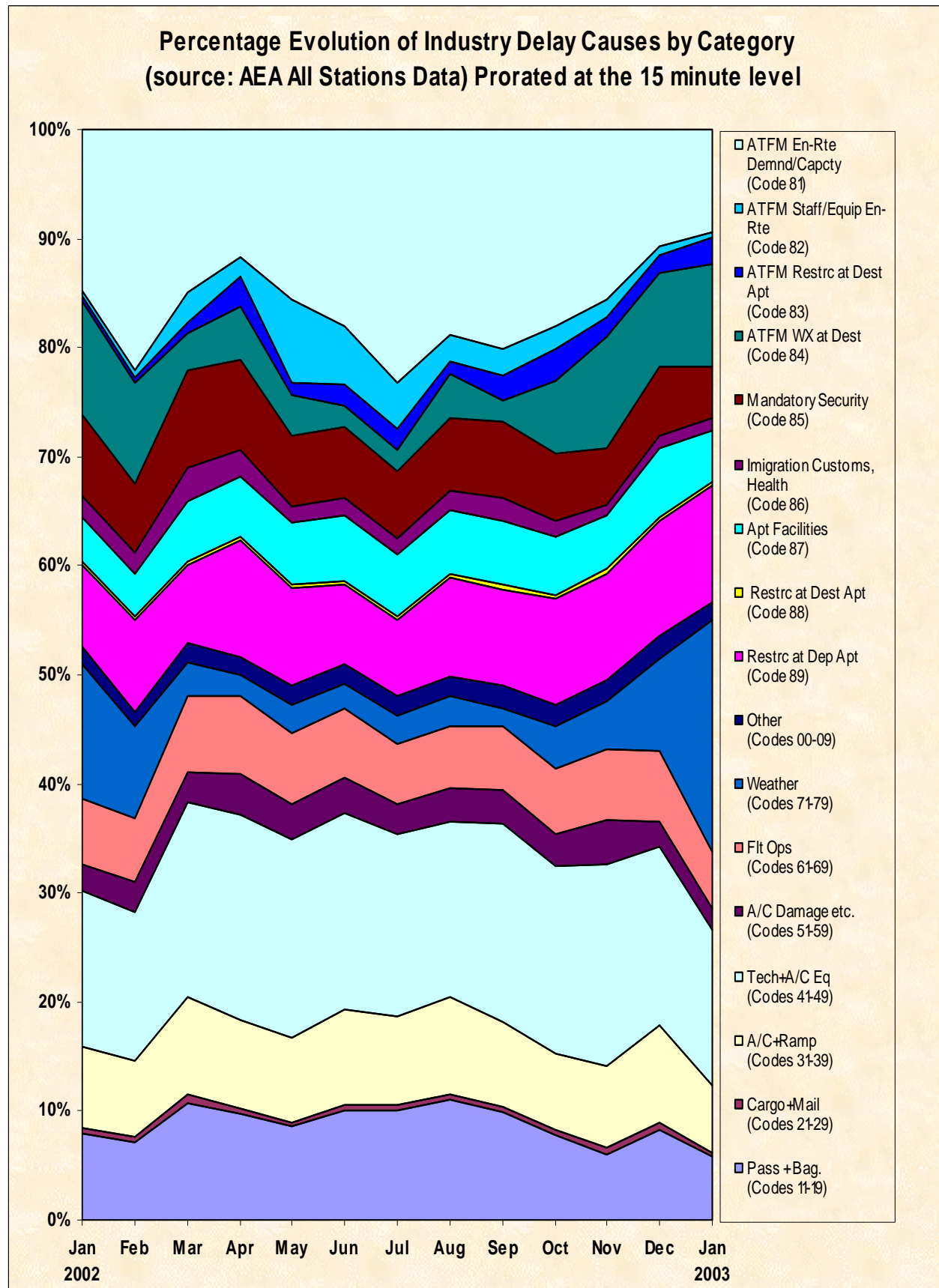




## 15. Consolidated Evolution of Industry Delay Causes by Category



## 16. Prorated Percentage Evolution of Industry Delay Causes



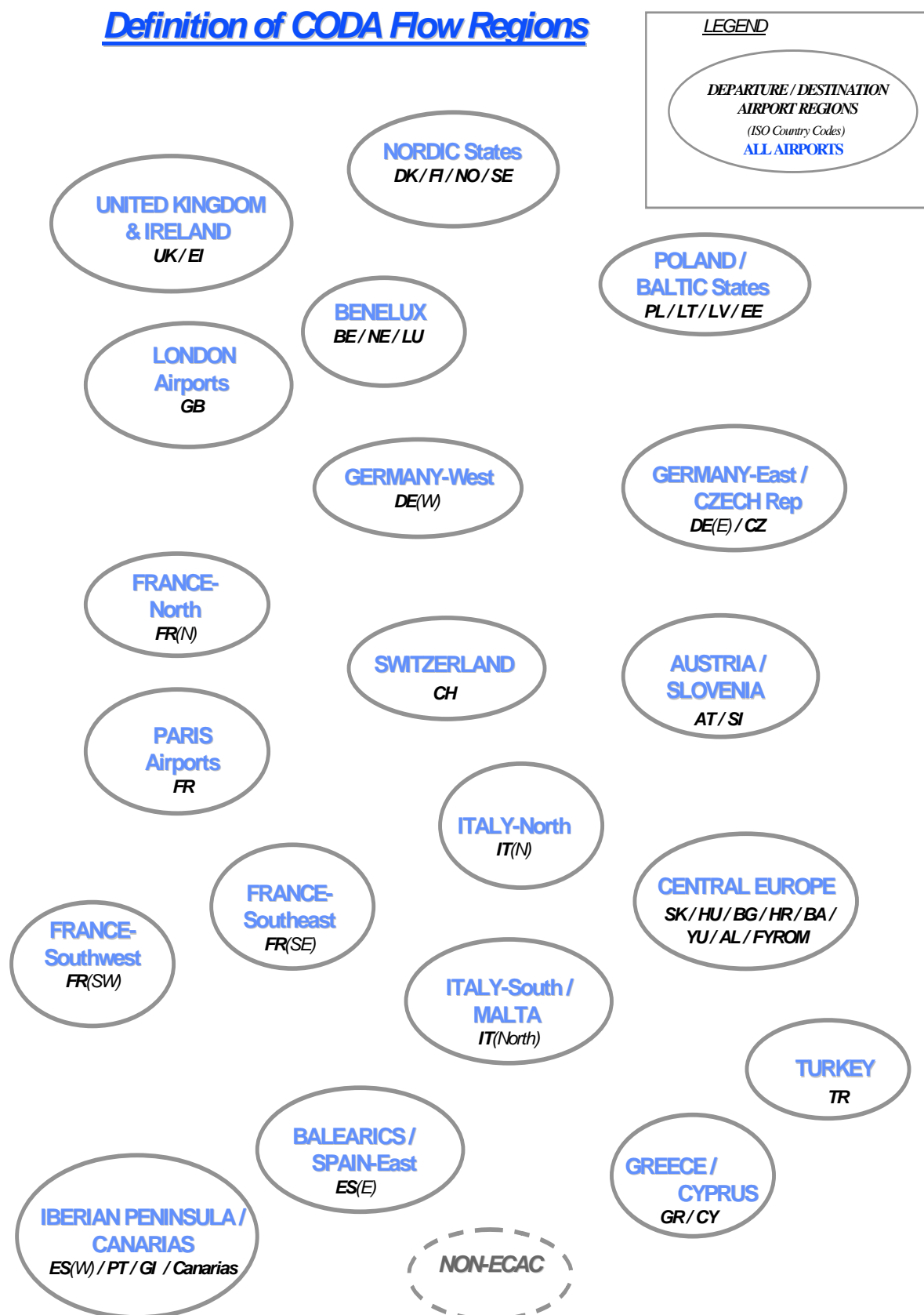
## Table of Comparison of Delay (all causes) (Annex 1)

AEA Aggregated Data

	TTF*	TDF	PDF	TDM	ADM	ADD	% > d15 Departure	% > a15 Arrivals
Jan-01	655,676	89,924	49%	2,423,177	13.2	26.9	22.8%	26.6%
Feb-01	613,354	86,897	52%	2,436,087	14.5	28.0	24.4%	27.7%
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%

	TTF	TDF	PDF**	TDM	ADM	ADD	% > d15** Departure	% > a15** Arrivals
Jan-02	-7.5%	-20.3%	-1.7%	-8.4%	10.8%	14.8%	0.7%	-1.3%
Feb-02	-6.1%	-21.1%	-3.1%	-22.9%	-8.1%	-2.3%	-0.7%	-1.8%
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%

## Definition of CODA Flow Regions (Annex 2)

Definition of CODA Flow Regions

## Glossary of Terms and Abbreviations (Annex 3)

### Delay Parameter Abbreviations

<b>TTF</b>	Total Flights
<b>TRF</b>	Total Regulated Flights
<b>TDF</b>	Total Delayed Flights
<b>PRF</b>	Percentage of Regulated Flights
<b>PDF</b>	Percentage of Delayed Flights
<b>TDM</b>	Total Delay in Minutes
<b>ADM</b>	Average Delay per Movement
<b>ADR</b>	Average Delay per Regulated Flight
<b>ADD</b>	Average Delay per Delayed Flight

### Glossary of Terms

<b>AEA</b>	Association of European Airlines
<b>ATFM</b>	Air Traffic Flow Management
<b>ATS</b>	Air Traffic Services
<b>CDI</b>	CODA Delay Indicator
<b>CFMU</b>	Central Flow Management Unit
<b>CODA</b>	Central Office for Delay Analysis
<b>EATMP</b>	European Air Traffic Management Program
<b>ECAC</b>	European Civil Aviation Conference
<b>EDAS</b>	European Delay Analysis System
<b>ERA</b>	European Regions Airline Association
<b>EURACA</b>	European Air Carrier Assembly
<b>IACA</b>	International Air Carrier Association
<b>IATA</b>	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 weather<sup>5</sup>, 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*

<sup>5</sup> 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
Equipment non-ATC	E	D	Runway or taxiway lighting failure	87	AIRPORT FACILITIES
		A		87	AIRPORT FACILITIES
		D		98	INDUSTRIAL ACTION OUTSIDE OWN AIRLINE
Ind Action non-ATC	N	A	Firemen's strike	98	INDUSTRIAL ACTION OUTSIDE OWN AIRLINE
		D		98	INDUSTRIAL ACTION OUTSIDE OWN AIRLINE
		E		89	RESTRICTIONS AT AIRPORT OF DEPARTURE
Military Activity	M	D	Brilliant Invader; ODAX	82	ATFM due to ATC STAFF/EQUIPMENT ENROUTE
		E		83	ATFM due to RESTRICTION AT DESTINATION AIRPORT
		A		89	RESTRICTIONS AT AIRPORT OF DEPARTURE
Special Event	P	D	European football cup; Heads of Government meetings	89	RESTRICTIONS AT AIRPORT OF DEPARTURE
		A		83	ATFM due to RESTRICTION AT DESTINATION AIRPORT
		D		89	RESTRICTIONS AT AIRPORT OF DEPARTURE
Weather	W	E	Thunderstorm; low visibility; X winds	73	WEATHER EN ROUTE OR ALTERNATE
		A		84	ATFM due to WEATHER AT DESTINATION
		D		89	RESTRICTIONS AT AIRPORT OF DEPARTURE
Other	O	E	Security alert	81	ATFM due to ATC ENROUTE DEMAND/CAPACITY
		A		83	ATFM due to RESTRICTION AT DESTINATION AIRPORT