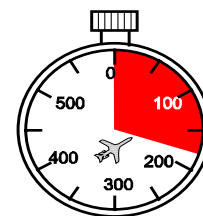
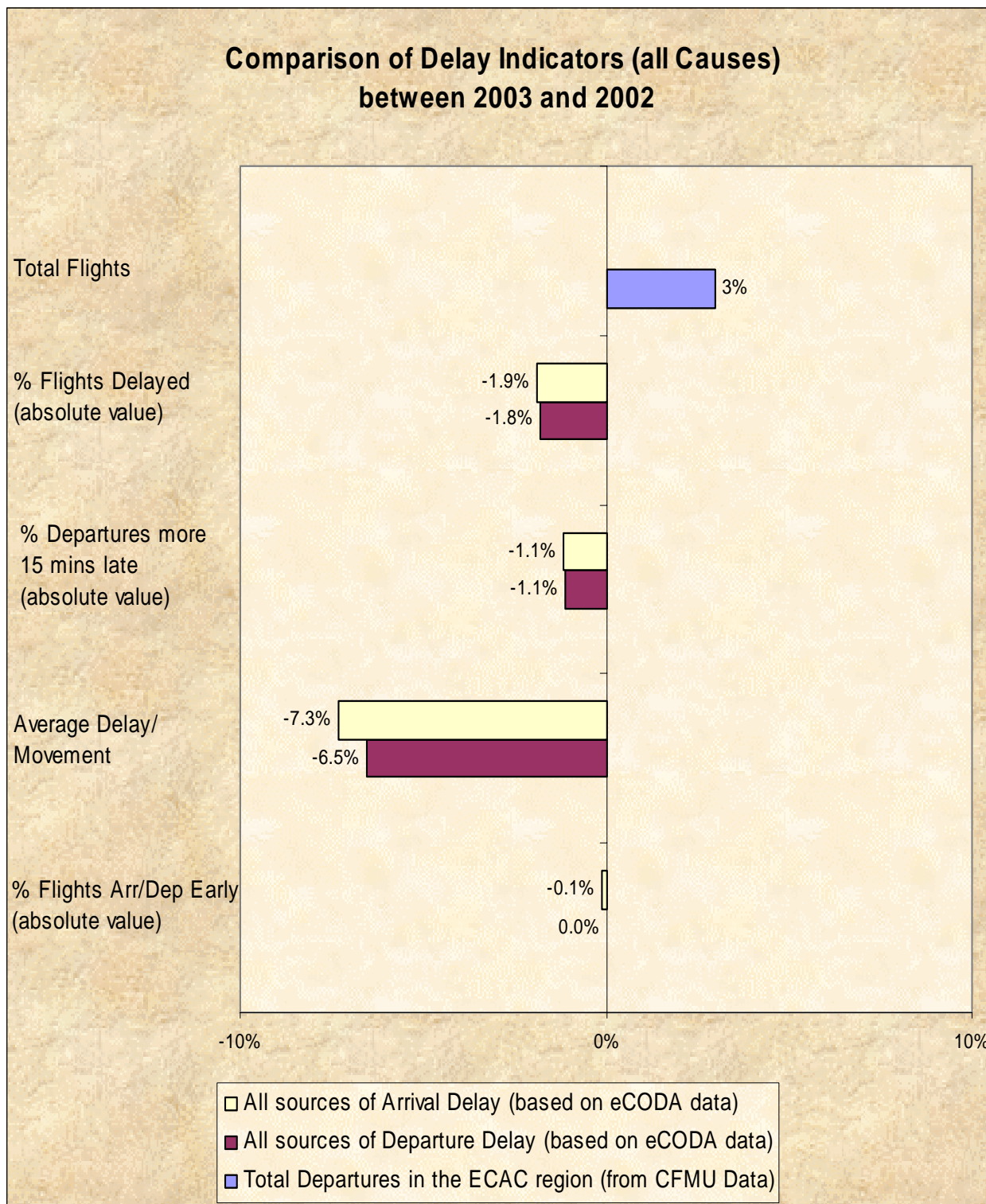


Delays to Air Transport in Europe Annual Report 2003



Annual 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 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. A glossary of terms and abbreviations used throughout the report is given in Annex 2.

In this report the definition of the CFMU ATFM departure delay is based on the difference between the scheduled off-block time and the calculated off-block time, taking into account slot time and estimated taxi time. Airline data from eCODA is based on real recorded delays.

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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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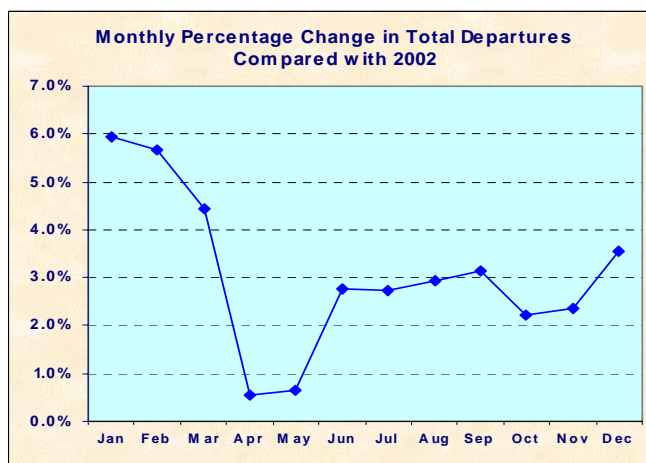
1. SUMMARY OVERVIEW

Traffic growth in 2003 was the highest since CFMU data became available in 1996, with rises in each month of the year. In 2003, the Average Delay per Movement for departures, for all causes of delay, was nine minutes, a decrease of six and a half percent on last year. Forty percent of flights were delayed on departure, with sixteen percent delayed by more than fifteen minutes. On the plus side, eleven percent of flights departed before their scheduled time. Arrival delays also fell significantly; down by seven and a half percent to ten minutes. Thirty eight percent of flights were delayed on arrival, with seventeen percent delayed by more than fifteen minutes. This was offset to some extent by thirty two percent of flights arriving before their scheduled time.

ATFM Delays fell considerably to the lowest level since CFMU started operations, with the Average Delay per Movement also being the lowest since 1996. The percentage of flights delayed by ATFM measures decreased to nine percent. The main reasons why ATFM restrictions were imposed were a lack of ATC capacity, weather and airport capacity.

TRAFFIC SITUATION FOR 2003

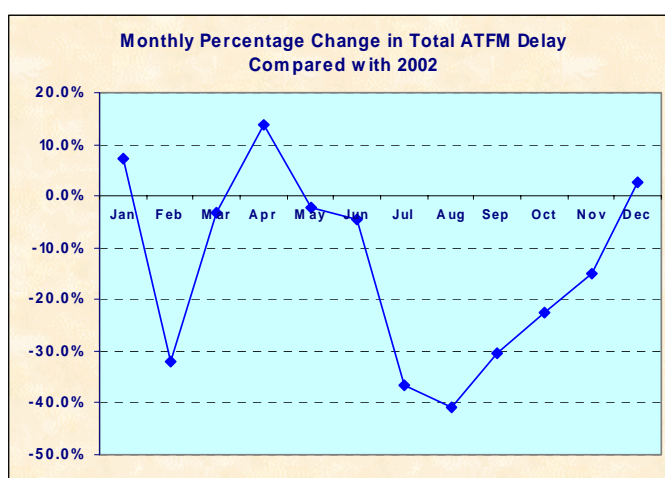
Departures throughout the ECAC region increased by three percent, when compared with 2002. This reversed the decreases of the previous two years with traffic now slightly above the 2000 level. Domestic traffic increased by slightly less than one percent and International traffic increased by four and a half percent. More than eighty percent of the busier countries (those with more than fifteen thousand flights per year) had rises in traffic levels, with Italy, Spain and Norway having the largest real increases. At the other end of the scale, France, Sweden and the Netherlands had the largest decreases. Turning to the domestic traffic, Norway had the largest increase, followed by the Canary Islands and Greece; France, Germany and Sweden on the other hand had the largest decreases.



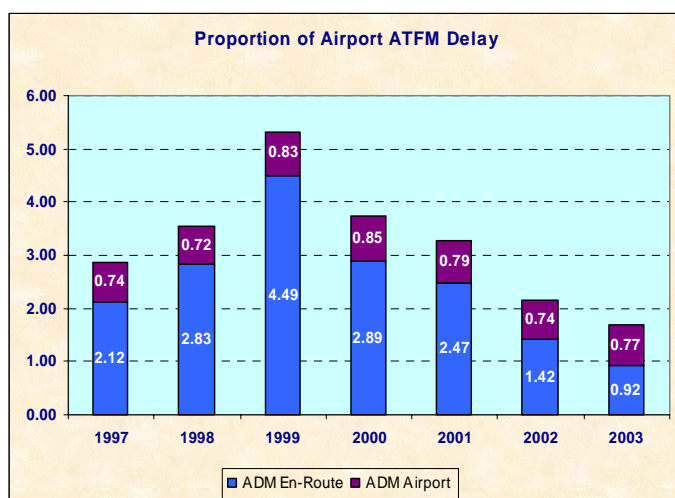
With the overall increase in traffic, more than two thirds of the busier airports (those with more than thirty thousand flights per year) had increases in traffic levels, with the largest real increases at Rome, London/Stansted and Madrid. On the other hand, there was a large decrease at Basle/Mulhouse (down twelve thousand flights), followed by Stockholm, Zurich and Amsterdam. Traffic to New York was similar to the levels of 2002.

As in 2002, the busiest city pair was Barcelona-Madrid with twenty three thousand flights in each direction, followed by Milan/Linate-Rome, Barcelona-Palma and London/Heathrow-Paris/Charles de Gaulle with over ten thousand flights in each direction. More than fifty five percent of the busier city pairs (those with more than three thousand flights per year) had an increase in traffic, with fourteen percent of them having a double figure increase. The largest real increases were between Las Palmas-Fuerteventura and Tenerife/Norte-La Palma. On the other hand, the largest real decreases were between London/Heathrow-Brussels and Nice-Paris/Orly.

Delays due solely to ATFM measures decreased by nearly a fifth to the lowest annual figure since CFMU operations began. The Average Delay per Movement also had a significant decrease, falling by twenty percent to one and three quarters minutes and the Average Delay per Delayed Flight decreased by six percent. Delayed flights fell by thirteen percent, with the percentage of delayed flights decreasing by one and a half percentage points to nine percent. Flights delayed by more than fifteen minutes decreased by eighteen percent, with flights delayed by more than sixty minutes falling by twenty seven percent. The main reason for the delays was ATC capacity, followed by weather and airport capacity. Compared with 2002, delays due to ATC capacity continued the downward trend and decreased by seven percentage points.



Not all ATFM delay was caused by ATC; forty five percent of the total ATFM delay in the ECAC region was due to regulations put in place to protect airports because of lack of capacity, parking problems, low visibility, etc. Compared with last year, the



amount of delay due to these regulations went up by almost half a million minutes, an increase of seven percent. Weather accounted for forty percent of airport-related ATFM delay, followed by airport capacity with thirty one percent and ATC staffing issues with seven percent. The main real increases were in the Airport Capacity and Others categories, whereas the largest decreases were in the ATC Capacity and Weather.

The airports with the largest levels of delay due to this type of restriction were Frankfurt, Paris and London. Compared with 2002, the largest real increases were at Rome, Zurich and Paris whereas there were significant decreases at Amsterdam, London and Milan airports.

Based on the locations of the most penalising regulations, traffic (including overflights) using the airspace of France, the United Kingdom, Germany, Italy and Switzerland had the largest share of ATFM delay. Compared with last year, France, Germany and Italy had the largest increases, whereas the United Kingdom had the largest decrease. When traffic handled is taken into account (again including overflights), only Switzerland, Italy, France and the United Kingdom had an Average Delay per Movement of more than one minute.

eCODA DATA FOR 2003

The Average Delay per Movement for departures, for all causes of delay, was a little above nine minutes, a decrease of six and a half percent compared with 2002. Forty percent of flights were delayed on departure, with sixteen percent delayed by fifteen minutes or more. This was a reduction of almost two percentage points in the delayed flights and one percentage point in the flights delayed by more than fifteen minutes. On the other hand, eleven and a half percent of flights departed before their scheduled time.

The Average Delay per Movement for arrivals, for all causes of delay, decreased by seven and a half percent to ten minutes. Thirty eight percent of flights had an arrival delay, with seventeen percent having a delay of more than fifteen minutes; two percentage points down for delayed flights and one percentage point down for flights delayed by more than fifteen minutes. On the plus side, thirty two percent of flights arrived before their scheduled time.

More than thirty percent of the busier airports (those with more than nine thousand flights per year) had an Average Delay per Movement of ten minutes or more, with Rome, Prague and Paris/Charles de Gaulle having the largest average delay. Compared with 2002, twenty two percent of the busier airports had an increase in average delay of one minute or more, with the largest rises at East Midlands and Prague, both with more than three minutes. These increases were offset by large decreases at London/Gatwick and Amsterdam, down by more than six minutes, followed by Malaga and Athens. In all, thirty percent of the airports had a decrease in average delay of more than one minute. All of the airports, however, had a proportion of their traffic departing before their scheduled time ranging from two and a half percent at Zurich and thirty two percent at Bilbao.

Looking at the busier airports as destinations (again only those with nine thousand or more flights per year) shows that traffic arriving at Prague had the largest Average Delay per Movement (twenty one minutes), followed by East Midlands (eighteen minutes) and Venice (sixteen minutes).

Compared with 2002, almost fifty percent of the busier airports had an increase in average delay, with the largest increase, nearly four minutes, at East Midlands, followed by Torino (which was up by two and a half minutes). Thirteen percent of the busier airports had an Average Delay per Movement of one minute or more. These increases were offset by large decreases at London/Gatwick (down six minutes) and Malaga (down nearly five minutes), with almost forty percent of the airports having a decrease of one minute or more. As with departures, all the airports had a proportion of their flights arriving early, with almost sixty percent of airports having more than thirty percent of flights arriving before their scheduled time.

The most affected city pairs (those with more than two thousand flights per year), due to all causes of delay, were Paris/Charles de Gaulle-Prague and Rome-Paris/Charles de Gaulle, with an Average Delay per Movement of twenty one and twenty minutes respectively. Compared with 2002, more than fifty percent of the city pairs had an increase in average delay, with nearly thirty percent having an increase of one minute or more. The largest increase was between London/Heathrow-New York, with six minutes, followed by Rome-Paris/Charles de Gaulle and Munich-Vienna, both with an average delay of more than five minutes. At the other end of the scale, twenty eight percent of the city pairs had a decrease of one minute or more, with fifteen percent of them having a decrease of more than three minutes. The largest decreases were between London/Gatwick-Jersey (down eleven minutes) and London/Gatwick-Amsterdam (down ten minutes).

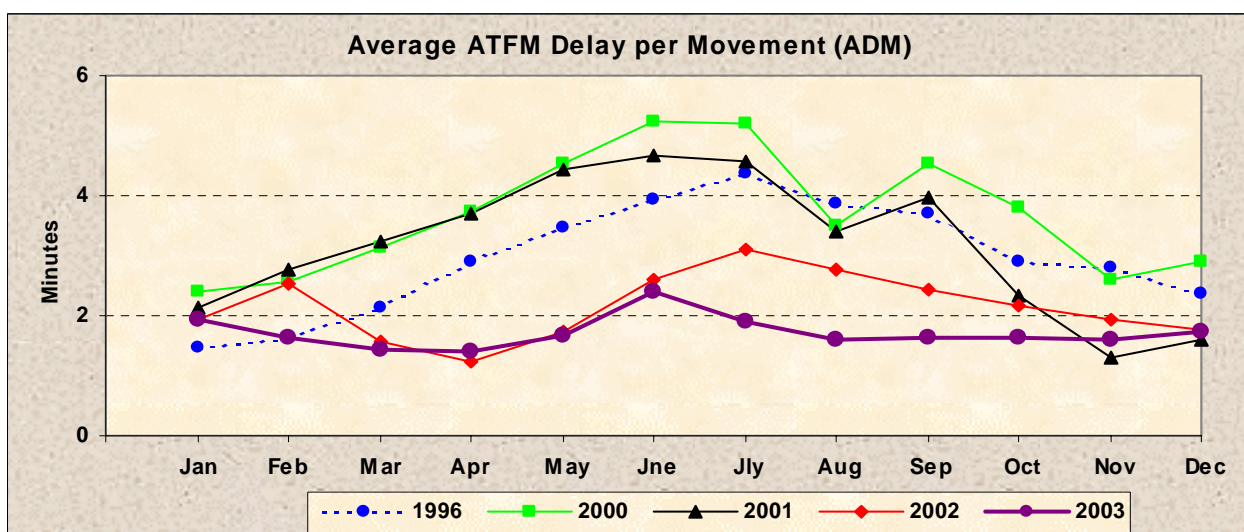
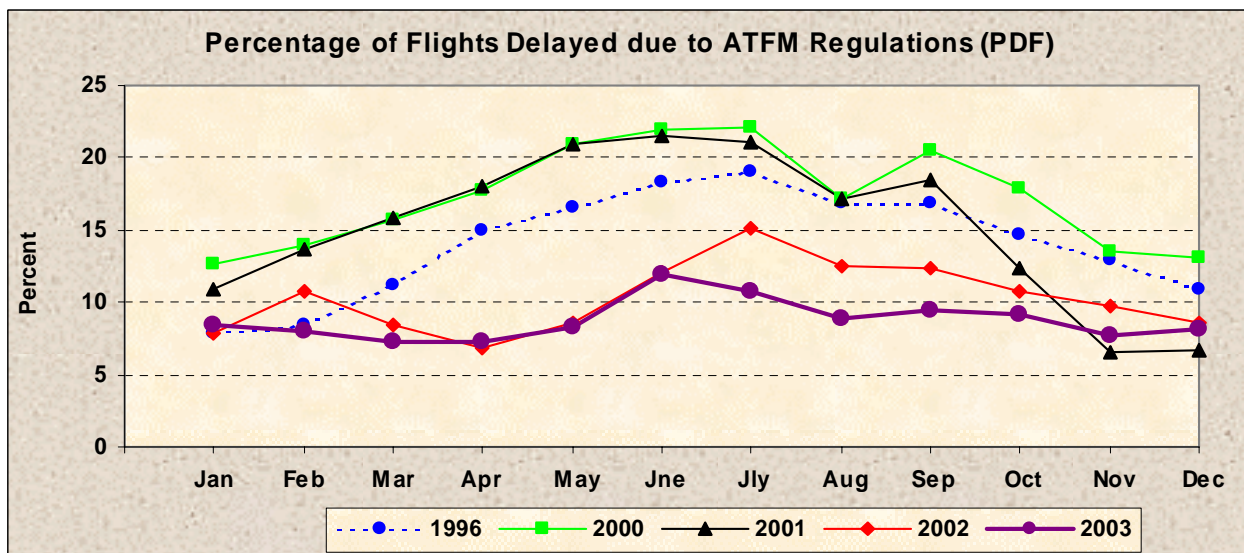
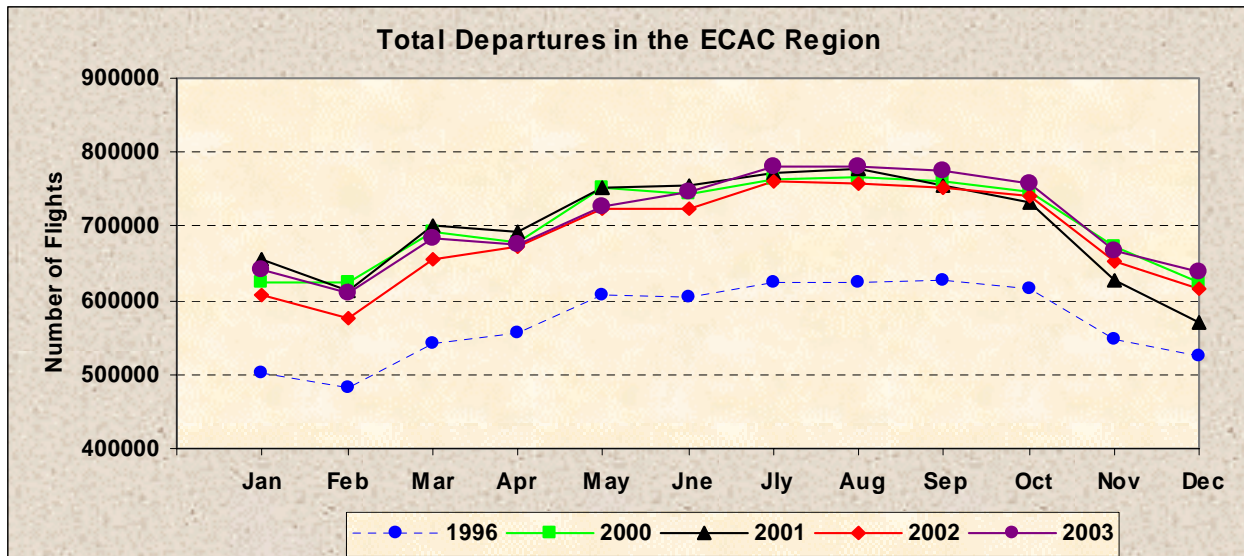
Technical and aircraft equipment was the most penalising direct delay cause in 2003, with a ten percent share of the delay, followed by the Restrictions at Departure Airport, with eight percent and ATFM En-Route Demand/Capacity, with seven percent. The Weather and ATFM Restrictions at Destination Airport categories had the largest increase in delay share whereas the ATFM En-Route Demand/Capacity, Mandatory Security and ATFM Staff/Equipment En-Route categories had the largest decreases.

SUMMARY OF SIGNIFICANT ATFM EVENTS

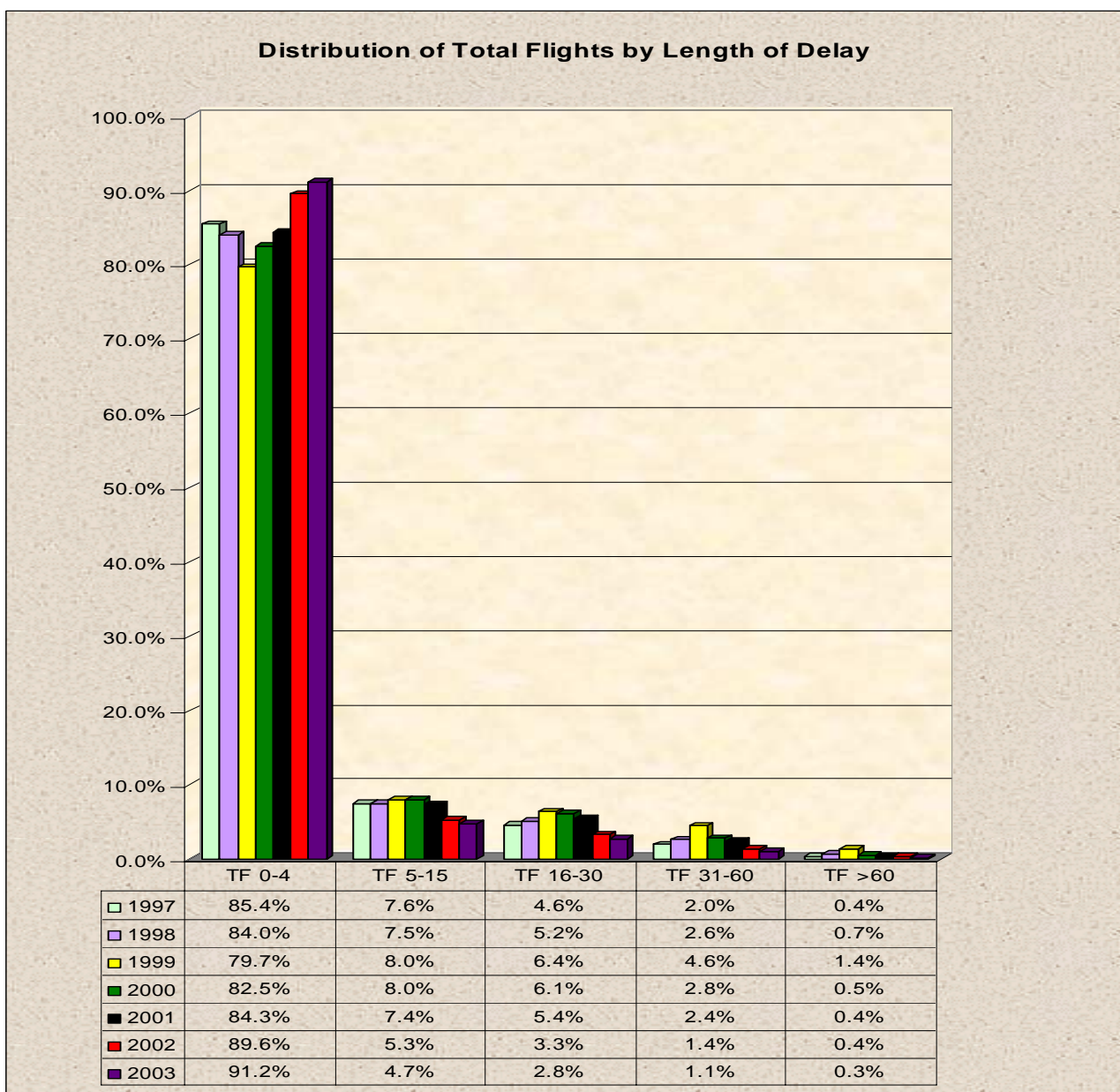
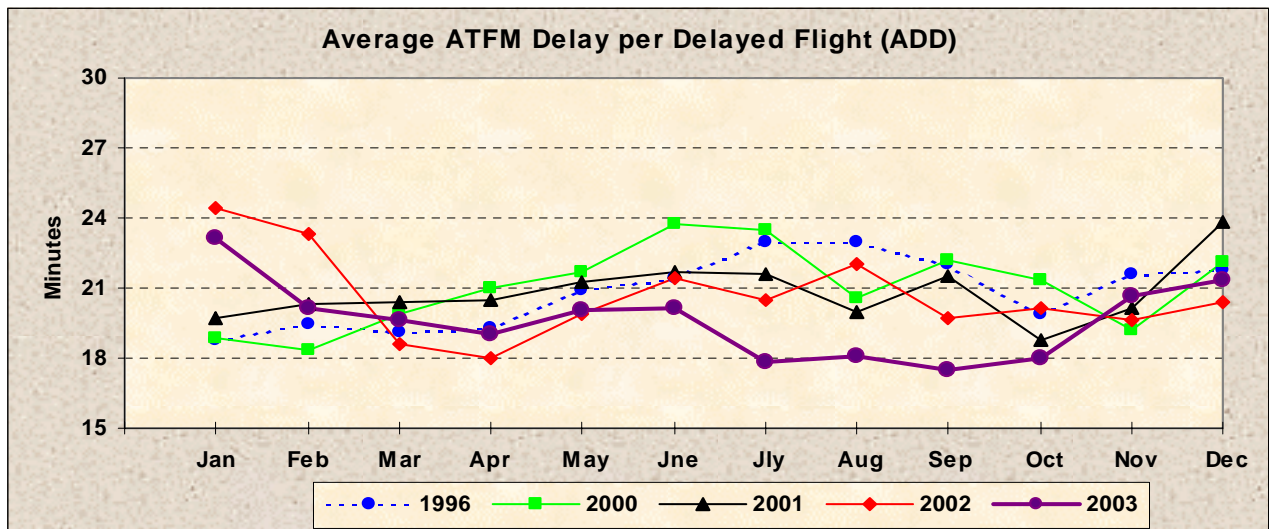
- ✈ Weather throughout the year, but especially during the winter months where severe weather closed some airports for short periods.
- ✈ Technical problems including radar failure/maintenance, computer failures, ILS failure/maintenance, power failures and communication problems.
- ✈ Staff shortages in every month of the year, either from insufficient basic resources, training or from sickness.
- ✈ Industrial action of varying impact for most of the year.
- ✈ Runway accidents/incidents and work in progress at a number of airports closing some airports overnight.
- ✈ Temporary reduction in capacity due to the move of Milan ACC to a new ops room; route network changes in London, Manchester and Scottish ACCs; Bordeaux move to a new ops room, implementation of the NEON project in Germany.
- ✈ Other factors have been a number of sporting or cultural events, heads of government meetings, noise reduction procedures in Switzerland and an earthquake in Algeria.

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2. Year on Year Trends in Main Indicators

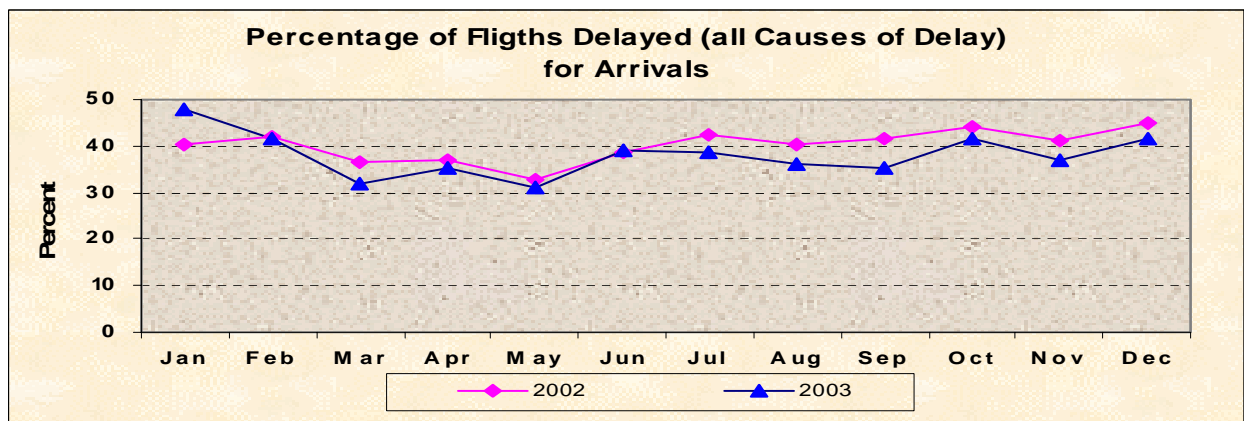
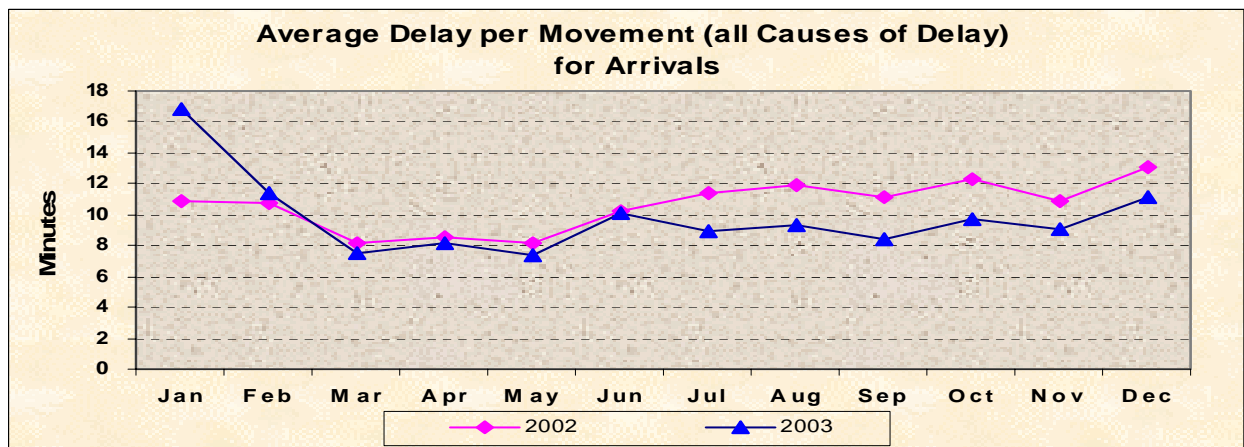
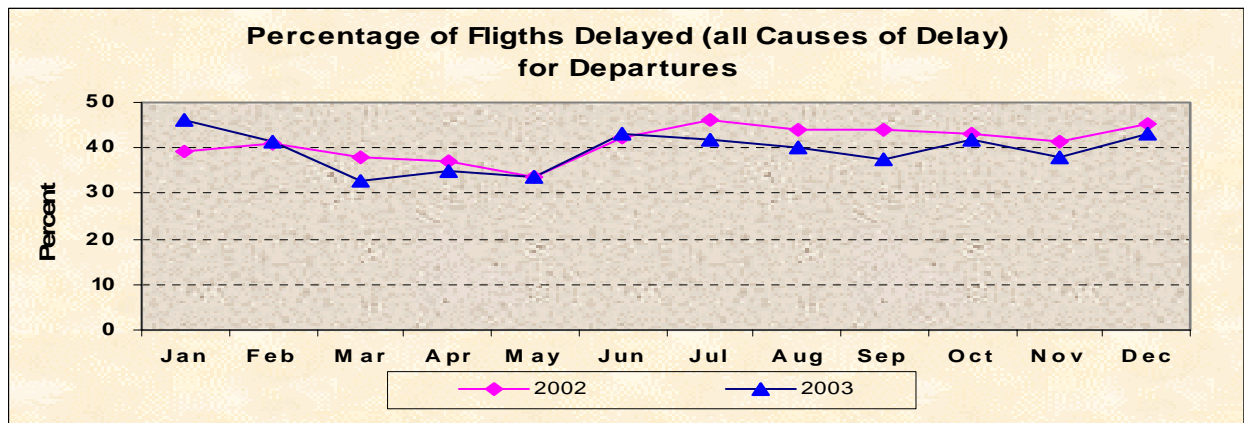
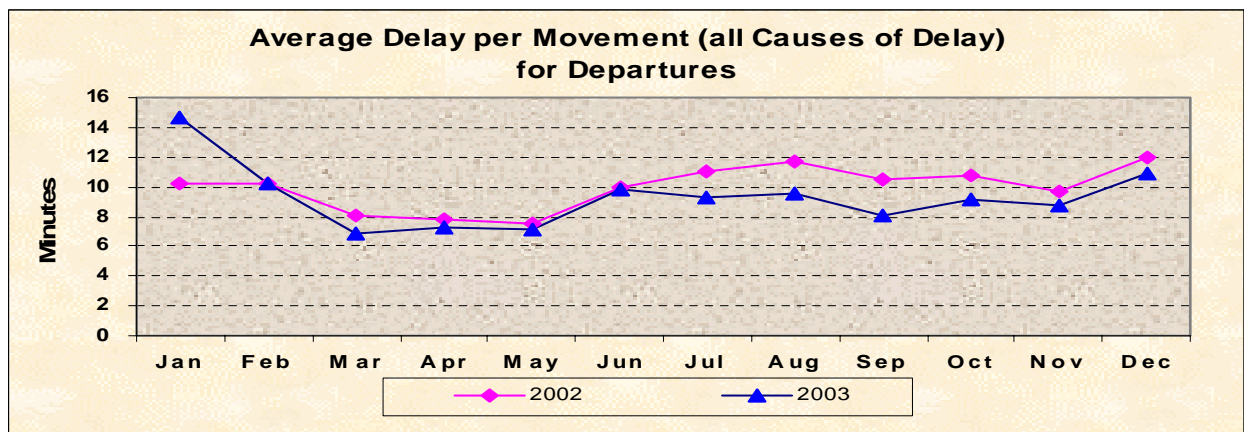


Source : CFMU ATFM Data



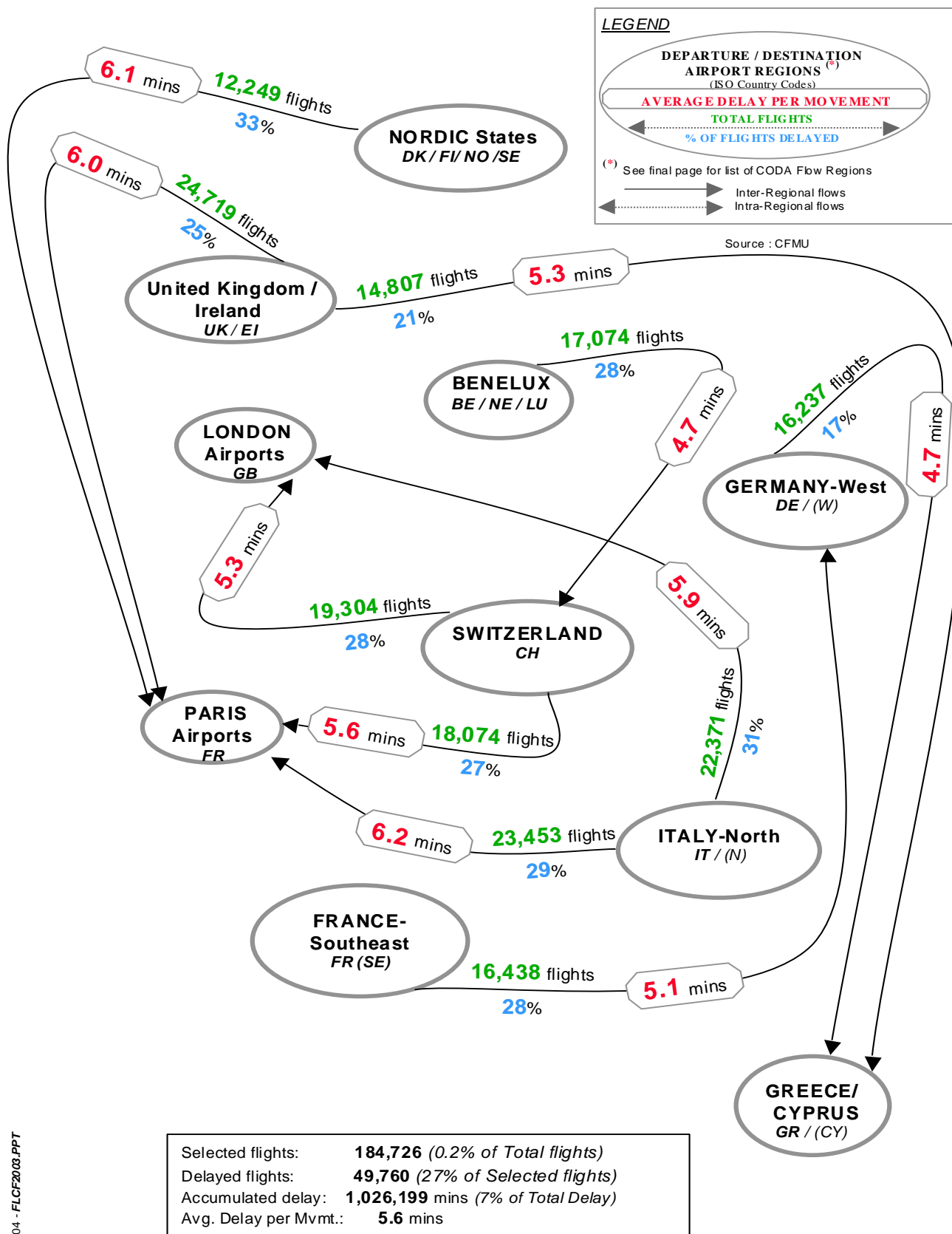
Source : CFMU ATFM Data

Year-on-Year Trend in Main Indicators



Source: eCoda

3. Most Affected and Most Dense Traffic Flows by CODA Regions



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ATFM Delay Situation on 10 Regional CODA Traffic Flows (>12,000 flights) in 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	Italy-North	Paris Airports	23,453	13,231	6,887	29.37	146,612	21.29	6.25
2	Nordic States	Paris Airports	12,249	7,809	4,047	33.04	74,947	18.52	6.12
3	United Kingdom & Ireland	Paris Airports	24,719	10,503	6,246	25.27	147,411	23.60	5.96
4	Italy-North	London Airports	22,371	12,274	6,870	30.71	132,653	19.31	5.93
5	Switzerland	Paris Airports	18,074	10,067	4,921	27.23	102,170	20.76	5.65
6	Switzerland	London Airports	19,304	9,878	5,349	27.71	103,280	19.31	5.35
7	United Kingdom & Ireland	Greece/Cyprus	14,807	5,193	3,142	21.22	79,189	25.20	5.35
8	France Southeast	Germany-West	16,438	7,690	4,637	28.21	83,194	17.94	5.06
9	BENELUX	Switzerland	17,074	9,001	4,866	28.50	80,538	16.55	4.72
10	Germany-West	Greece/Cyprus	16,237	4,356	2,795	17.21	76,205	27.26	4.69
11	Italy-North	Germany-West	45,105	18,530	11,097	24.60	208,561	18.79	4.62
12	Iberian Peninsula/Canaria	Germany-West	39,873	17,924	10,400	26.08	184,325	17.72	4.62
13	London Airports	Greece/Cyprus	12,902	4,796	2,832	21.95	58,790	20.76	4.56
14	London Airports	Italy-North	22,399	9,507	5,573	24.88	101,408	18.20	4.53
15	Germany-West	Paris Airports	30,595	16,020	6,756	22.08	137,075	20.29	4.48
16	Switzerland	BENELUX	17,042	9,186	4,552	26.71	75,168	16.51	4.41
17	London Airports	Paris Airports	18,257	5,918	3,214	17.60	79,128	24.62	4.33
18	Paris Airports	Italy-North	23,424	8,851	4,829	20.62	101,262	20.97	4.32
19	Balearics/Spain East	United Kingdom & Ireland	33,621	10,511	6,531	19.43	145,269	22.24	4.32
20	Iberian Peninsula/Canaria	Italy-North	13,791	4,161	2,562	18.58	59,053	23.05	4.28
Totals			441,735	195,406	108,106	24.47	2,176,238	20.13	4.93

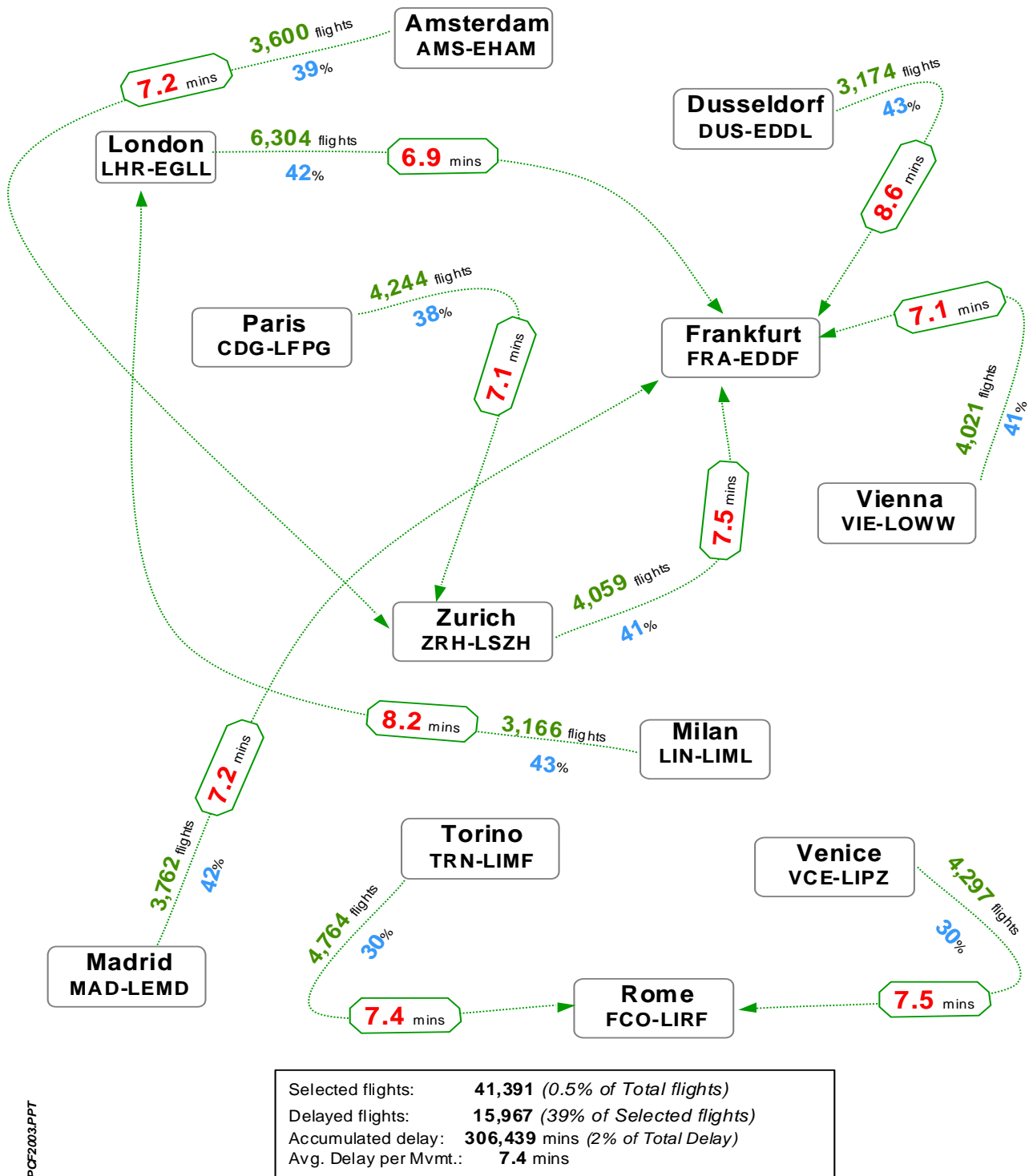
MOST DENSE TRAFFIC FLOWS (CFMU)										
Rank	Departure	Destination	TTF	TRF	TDF	PDF	TDM	ADD	ADM	ADM-Rank
1	Nordic States	Nordic States	721,726	6,152	2,995	0.41	69,571	23.23	0.10	32
2	United Kingdom & Ireland	United Kingdom & Ireland	350,125	25,562	12,395	3.54	209,303	16.89	0.60	23
3	Iberian Peninsula/Canaria	Iberian Peninsula/Canaria	305,024	13,682	6,136	2.01	104,561	17.04	0.34	29
4	Germany-West	Germany-West	264,374	46,233	25,221	9.54	496,823	19.70	1.88	9
5	Greece/Cyprus	Greece/Cyprus	124,201	5,566	3,300	2.66	119,513	36.22	0.96	19
6	Italy-South/Malta	Italy-North	120,656	18,159	10,395	8.62	225,165	21.66	1.87	10
7	Italy-North	Italy-South/Malta	120,529	25,825	17,549	14.56	417,771	23.81	3.47	3
8	London Airports	United Kingdom & Ireland	111,202	20,580	10,705	9.63	174,484	16.30	1.57	15
9	United Kingdom & Ireland	London Airports	111,158	26,967	13,801	12.42	290,352	21.04	2.61	5
10	Italy-South/Malta	Italy-South/Malta	108,131	13,483	7,569	7.00	186,998	24.71	1.73	13
11	Other	London Airports	91,092	2,346	1,296	1.42	27,887	21.52	0.31	30
12	London Airports	Other	90,512	17,342	9,500	10.50	153,962	16.21	1.70	14
13	Other	Germany-West	89,496	4,850	2,695	3.01	49,086	18.21	0.55	25
14	Germany-West	Other	89,058	16,590	9,153	10.28	158,782	17.35	1.78	12
15	Iberian Peninsula/Canaria	Balearics/Spain East	86,611	16,245	6,768	7.81	110,293	16.30	1.27	18
16	Balearics/Spain East	Iberian Peninsula/Canaria	86,600	9,421	3,642	4.21	58,164	15.97	0.67	21
17	Balearics/Spain East	Balearics/Spain East	86,178	6,246	2,800	3.25	50,476	18.03	0.59	24
18	Germany-East/Czech Rep	Germany-West	81,415	14,918	8,699	10.68	157,806	18.14	1.94	8
19	Germany-West	Germany-East/Czech Rep	81,131	6,387	2,797	3.45	51,257	18.33	0.63	22
20	Paris Airports	Other	77,353	16,863	9,995	12.92	203,984	20.41	2.64	4
21	Other	Paris Airports	76,865	6,579	2,777	3.61	58,609	21.11	0.76	20
22	Turkey	Turkey	76,691	72	53	0.07	2,987	56.36	0.04	34
23	Central Europe	Central Europe	67,507	279	119	0.18	2,531	21.27	0.04	35
24	France Southeast	France Southeast	61,862	2,722	1,250	2.02	27,802	22.24	0.45	26
25	BENELUX	Other	58,172	10,914	5,791	9.95	106,040	18.31	1.82	11

5. Most Affected City Pairs

AVERAGE DELAY PER MOVEMENT

Source : CFMU

Total Number of Flights & % of Flights Delayed



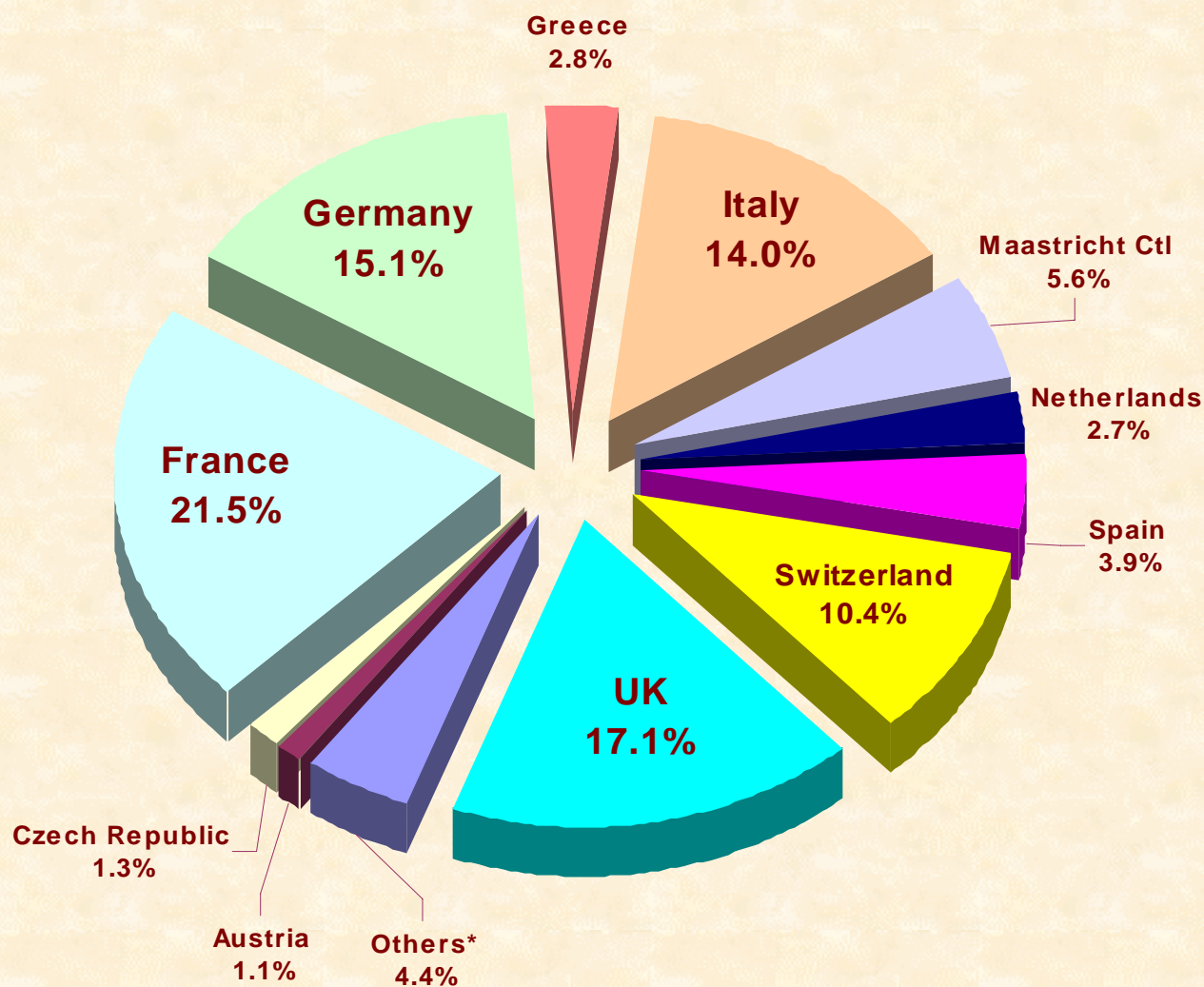
ATFM Delay Situation on 10 City Pairs (>3000 flights) in 2003

6. Most Affected and Most Dense City Pairs

MOST AFFECTED CITY PAIRS (CFMU)									
Rank	Departure	Destination	TTF	TRF	TDF	PDF	TDM	ADD	ADM
1	Dusseldorf	Frankfurt	3,174	2,045	1,361	42.88	27,437	20.16	8.64
2	Milan/Linate	London/Heathrow	3,166	2,339	1,357	42.86	26,114	19.24	8.25
3	Venice/Tessera	Rome/Fiumicino	4,297	1,581	1,301	30.28	32,315	24.84	7.52
4	Zurich	Frankfurt	4,059	2,414	1,662	40.95	30,368	18.27	7.48
5	Torino/Caselle	Rome/Fiumicino	4,764	1,904	1,451	30.46	35,110	24.20	7.37
6	Amsterdam	Zurich	3,600	2,127	1,395	38.75	26,081	18.70	7.24
7	Madrid/Barajas	Frankfurt	3,762	2,399	1,564	41.57	26,927	17.22	7.16
8	Paris/Charles-De-Gaulle	Zurich	4,244	2,663	1,614	38.03	30,050	18.62	7.08
9	Vienna	Frankfurt	4,021	2,473	1,629	40.51	28,399	17.43	7.06
10	London/Heathrow	Frankfurt	6,304	4,163	2,633	41.77	43,638	16.57	6.92
11	Rome/Fiumicino	Frankfurt	3,251	2,268	1,348	41.46	22,462	16.66	6.91
12	Dusseldorf	Zurich	3,518	1,961	1,141	32.43	24,264	21.27	6.90
13	Zurich	Paris/Charles-De-Gaulle	4,242	2,843	1,568	36.96	29,058	18.53	6.85
14	Geneva	London/Heathrow	3,672	2,220	1,276	34.75	25,000	19.59	6.81
15	Amsterdam	Frankfurt	3,838	2,315	1,481	38.59	26,124	17.64	6.81
16	Zurich	Amsterdam	3,628	2,425	1,320	36.38	24,226	18.35	6.68
17	Dublin	Paris/Charles-De-Gaulle	3,217	1,550	934	29.03	21,324	22.83	6.63
18	Milan/Malpensa	Paris/Charles-De-Gaulle	4,342	2,283	1,240	28.56	28,156	22.71	6.48
19	Vienna	London/Heathrow	3,203	1,572	988	30.85	20,767	21.02	6.48
20	Zurich	London/Heathrow	4,677	2,765	1,580	33.78	30,118	19.06	6.44
Totals			78,979	46,310	28,843	36.52	557,938	19.34	7.06

MOST DENSE CITY PAIRS (CFMU)										
Rank	Departure	Destination	TTF	TRF	TDF	PDF	TDM	ADD	ADM	ADM-rank
1	Barcelona	Madrid/Barajas	23,032	4,542	1,537	6.67	23,749	15.45	1.03	22
2	Madrid/Barajas	Barcelona	22,958	6,157	2,687	11.70	44,183	16.44	1.92	11
3	Milan/Linate	Rome/Fiumicino	12,841	4,626	3,046	23.72	76,418	25.09	5.95	1
4	Rome/Fiumicino	Milan/Linate	12,795	1,259	737	5.76	15,570	21.13	1.22	20
5	Barcelona	Palma De Mallorca	11,747	125	77	0.66	1,860	24.16	0.16	28
6	Palma De Mallorca	Barcelona	11,127	2,815	1,214	10.91	22,014	18.13	1.98	9
7	London/Heathrow	Paris/Charles-De-Gaulle	10,185	3,559	1,864	18.30	43,175	23.16	4.24	4
8	Paris/Charles-De-Gaulle	London/Heathrow	10,168	3,531	2,020	19.87	46,402	22.97	4.56	2
9	Toulouse/Blagnac	Paris/Orly	9,176	1,594	732	7.98	13,385	18.29	1.46	15
10	Paris/Orly	Toulouse/Blagnac	9,172	1,377	653	7.12	12,853	19.68	1.40	16
11	Berlin-Tegel	Munich	8,625	1,108	565	6.55	12,650	22.39	1.47	14
12	London/Heathrow	Amsterdam	8,581	1,296	643	7.49	16,736	26.03	1.95	10
13	Amsterdam	London/Heathrow	8,563	3,033	1,582	18.47	35,078	22.17	4.10	5
14	Munich	Berlin-Tegel	8,494	233	107	1.26	1,675	15.65	0.20	27
15	Madrid/Barajas	Palma De Mallorca	8,347	440	215	2.58	3,245	15.09	0.39	25
16	Cologne/Bonn	Berlin-Tegel	8,294	1,467	553	6.67	10,272	18.58	1.24	18
17	Palma De Mallorca	Madrid/Barajas	8,275	1,277	563	6.80	7,800	13.85	0.94	23
18	Berlin-Tegel	Cologne/Bonn	8,178	994	505	6.18	8,884	17.59	1.09	21
19	Dusseldorf	Munich	7,991	1,614	915	11.45	23,162	25.31	2.90	6
20	Athens	Makedonia	7,978	1,072	563	7.06	16,434	29.19	2.06	8
21	Makedonia	Athens	7,966	72	47	0.59	1,182	25.15	0.15	29
22	Munich	Dusseldorf	7,840	925	596	7.60	14,392	24.15	1.84	12
23	Munich	Hamburg	7,761	1,382	578	7.45	9,723	16.82	1.25	17
24	Hamburg	Munich	7,731	1,500	598	7.74	12,822	21.44	1.66	13
25	Bergen/Flesland	Oslo/Gardermoen	7,621	115	47	0.62	838	17.83	0.11	30

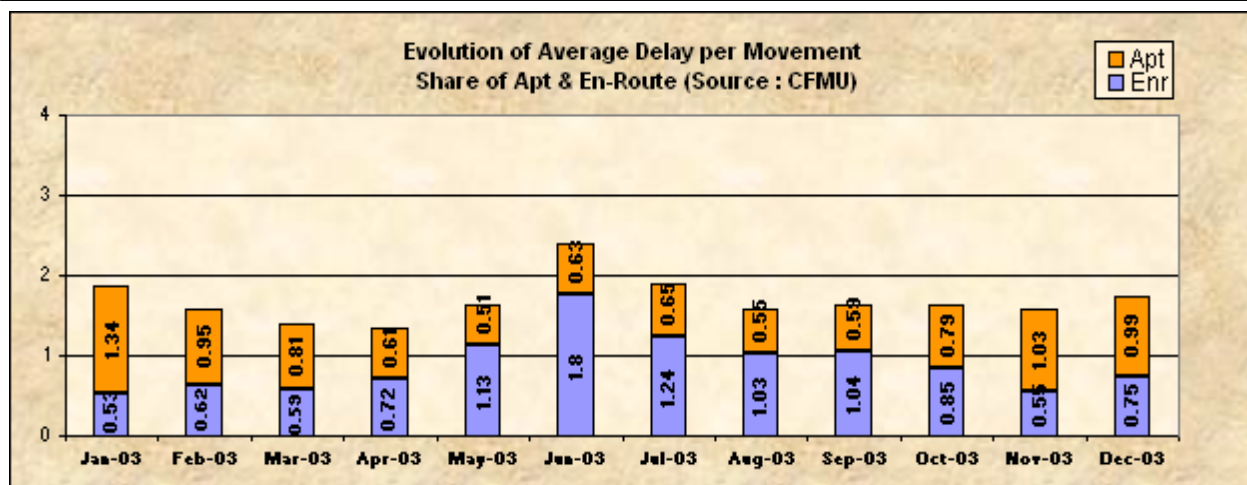
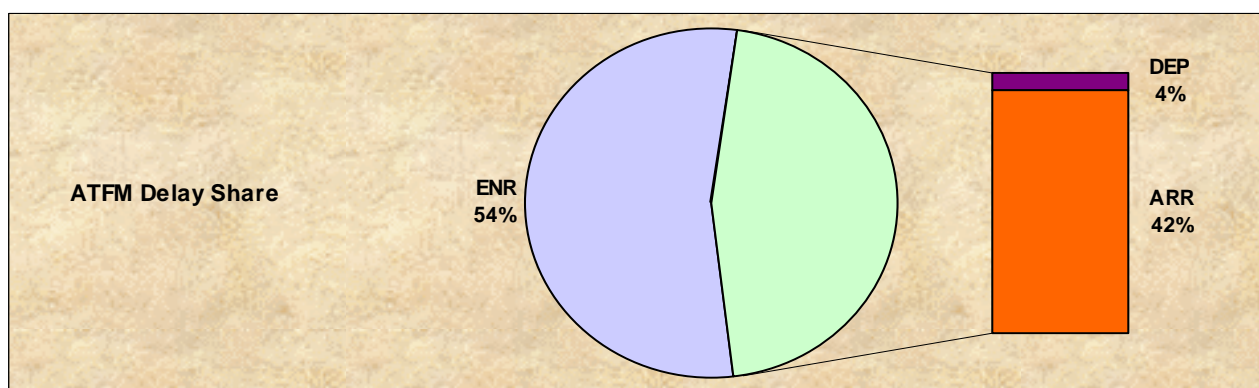
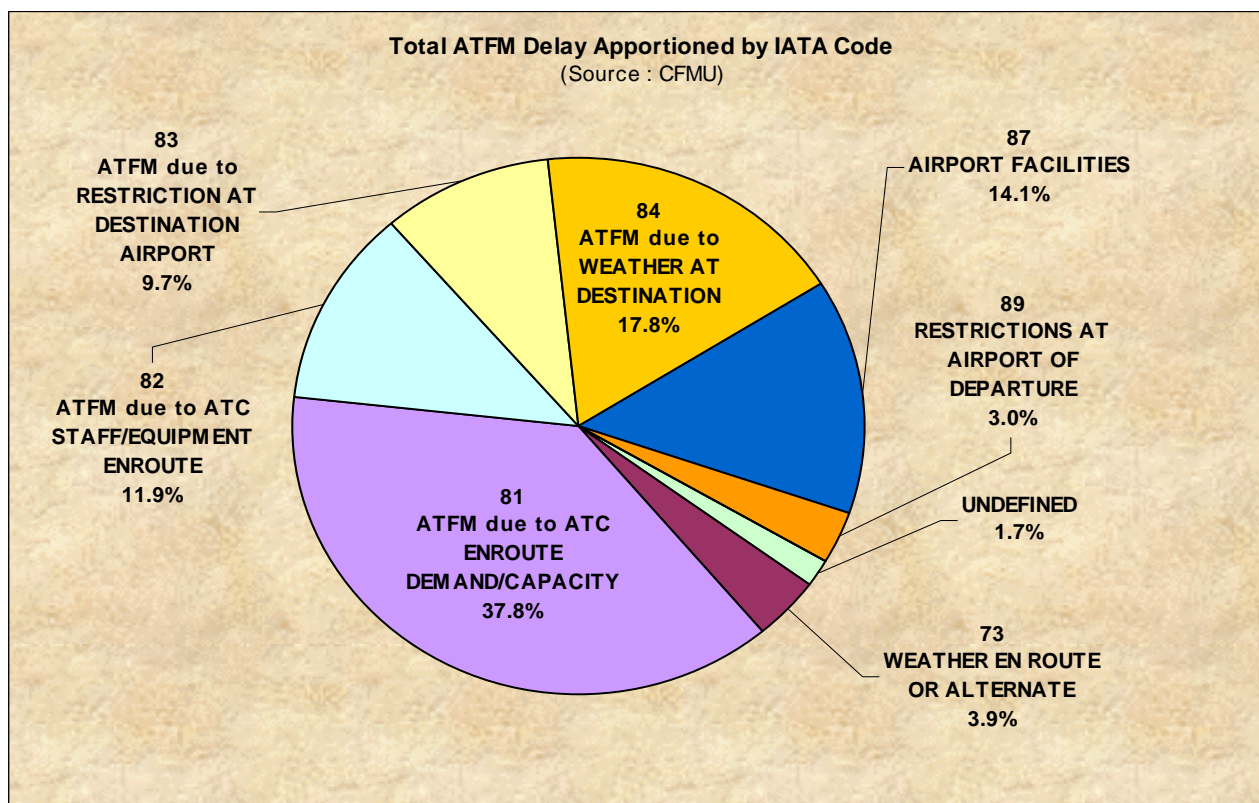
7. ATFM Delay Share by Country

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

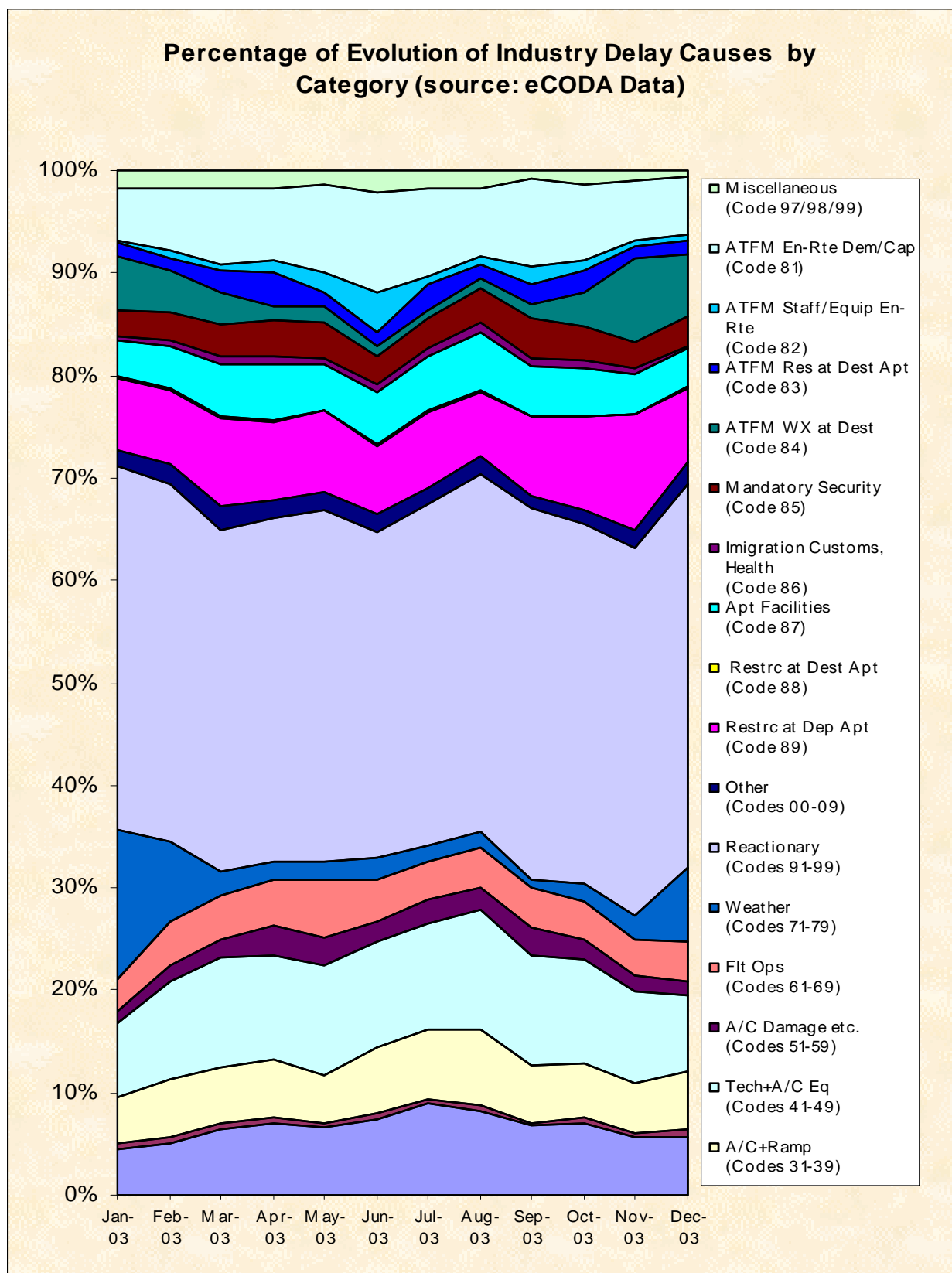
*Others = Albania, Belgium, Canary Islands, Croatia, Cyprus, Denmark, Egypt, Finland, Hungary, Ireland, Israel, Morocco, Norway, Poland, Portugal, Slovakia, Slovenia, Sweden & Turkey.
(The remaining countries did not cause delay)

2003

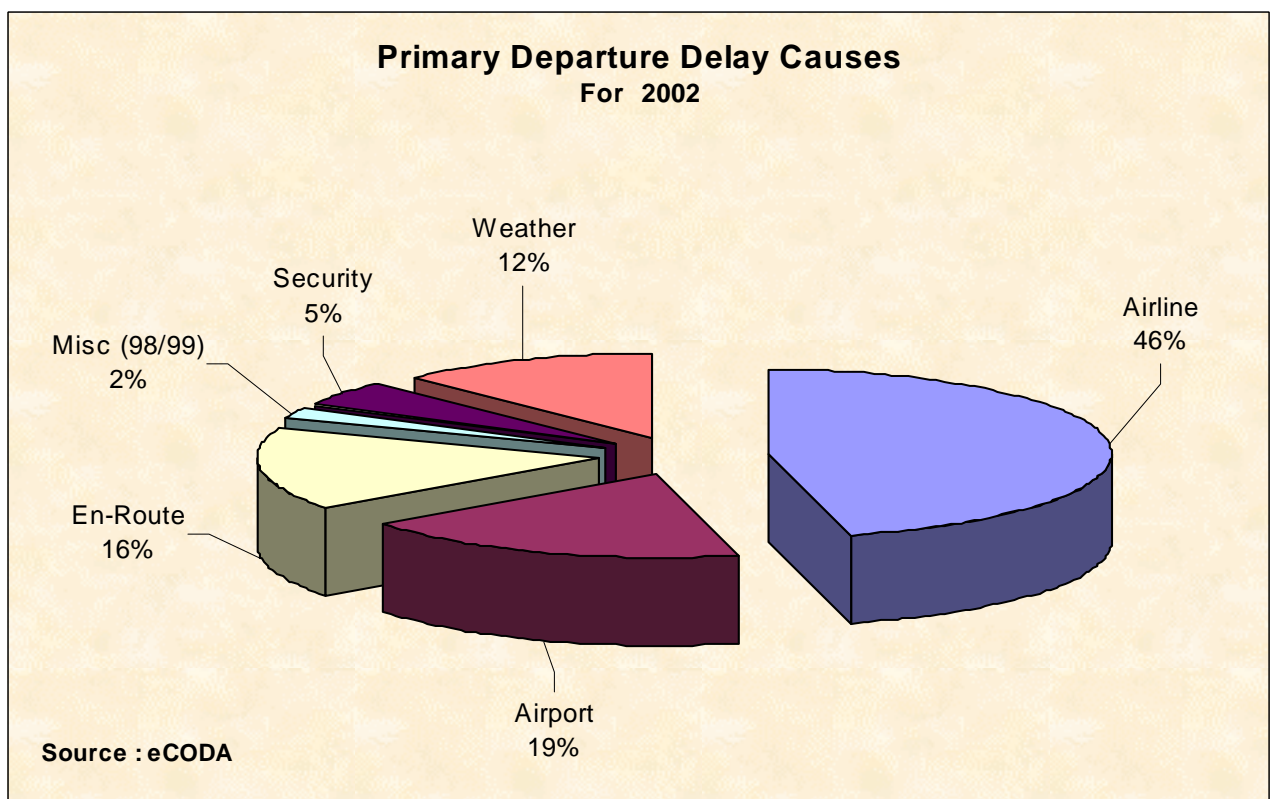
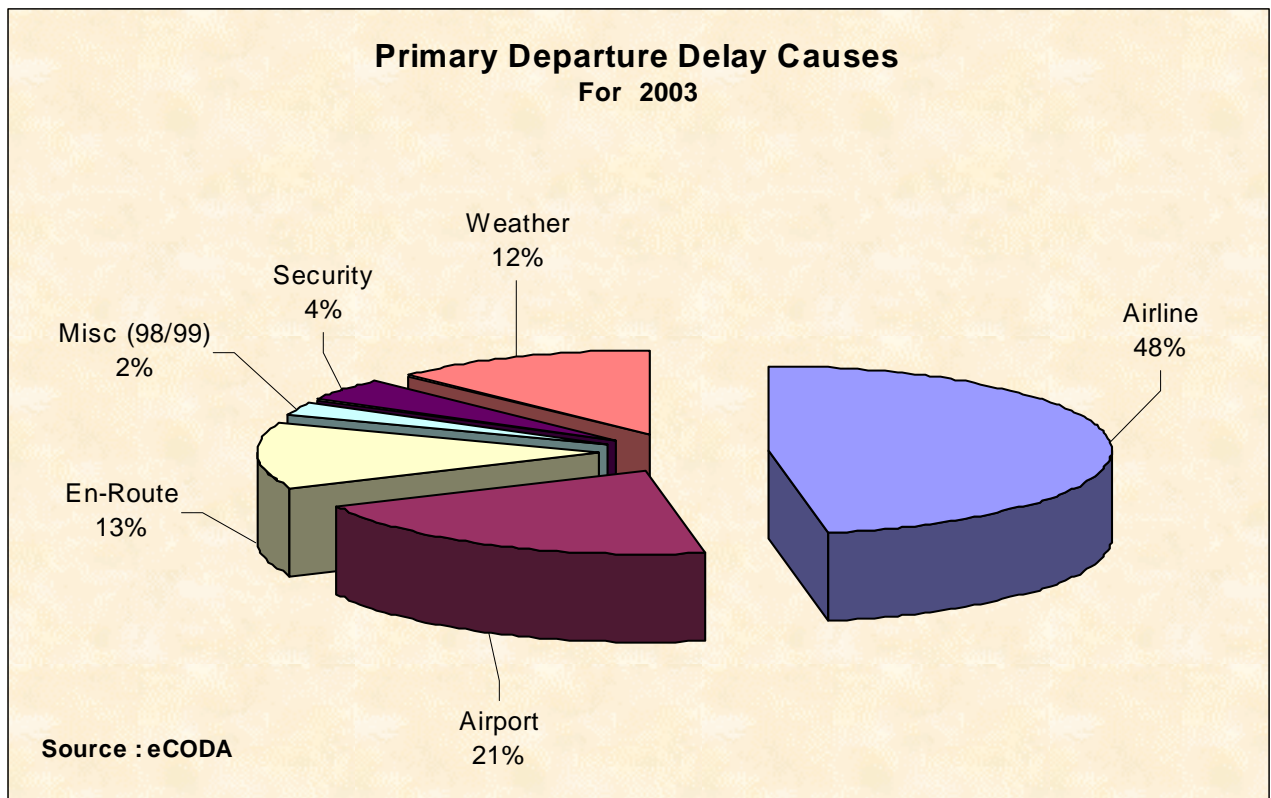
8. Reasons for ATFM Delay



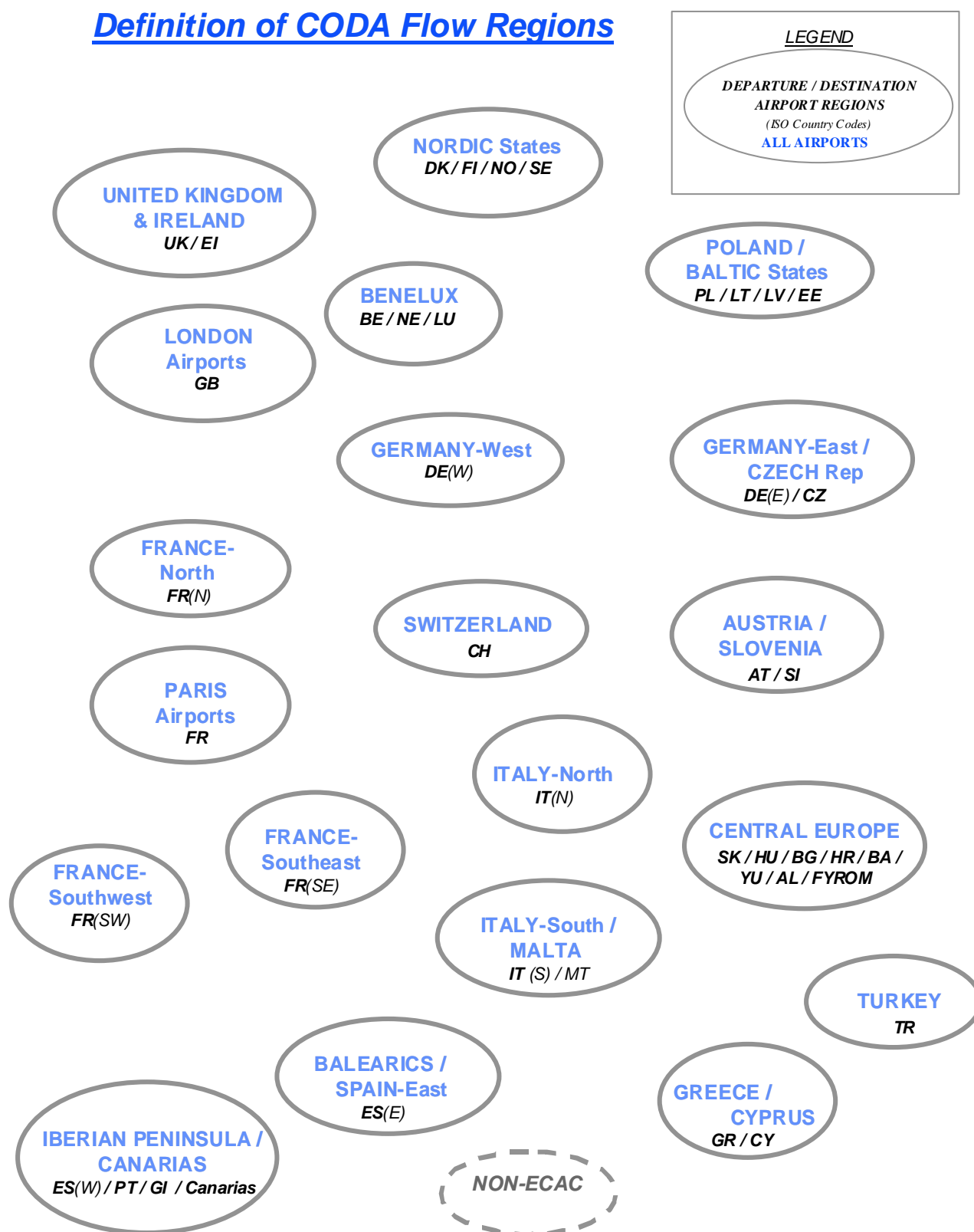
9. Consolidated Evolution of Industry Delay Causes by Category



10. Primary Departure Delay Causes



Definition of CODA Flow Regions (Annex 1)

Definition of CODA Flow Regions

Glossary of Terms and Abbreviations (Annex 2)

Delay Parameters and Glossary of Terms

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
CFMU	Central Flow Management Unit
CODA	Central Office for Delay Analysis
EATMP	European Air Traffic Management Programme
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 3)

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 weather¹, 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

¹ 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 4)

CORRELATION BETWEEN IATA DELAY CODES AND THE CFMU REASONS FOR REGULATION					IATA	
REASON FOR REGULATION	CODE	REGULATION LOCATION	EXAMPLE	CFMU	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 Routeings	R	E	Phasing in of new procedures		81	ATFM due to ATC ENROUTE DEMAND/CAPACITY
ATC Staffing	S	D	Illness; traffic delays on the highway		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 Equipment	T	D	Radar failure; RTF failure		89	RESTRICTIONS AT AIRPORT OF DEPARTURE
		E			82	ATFM due to ATC STAFF/EQUIPMENT ENROUTE
		A			83	ATFM due to RESTRICTION AT DESTINATION AIRPORT
Accident/incident	A	D	RWY23 closed due accident		89	RESTRICTIONS AT AIRPORT OF DEPARTURE
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	De-icing		87	AIRPORT FACILITIES
Equipment non-ATC	E	D	Runway or taxiway lighting failure		87	AIRPORT FACILITIES
Ind Action non-ATC	N	D	Firemen's strike		98	INDUSTRIAL ACTION OUTSIDE OWN AIRLINE
		A			98	INDUSTRIAL ACTION OUTSIDE OWN AIRLINE
		D			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		83	ATFM due to RESTRICTION AT DESTINATION AIRPORT
Weather	W	D	Thunderstorm; low visibility; X winds		89	RESTRICTIONS AT AIRPORT OF DEPARTURE
		E			73	WEATHER EN ROUTE OR ALTERNATE
		A			84	ATFM due to WEATHER AT DESTINATION
Other	O	D	Security alert		89	RESTRICTIONS AT AIRPORT OF DEPARTURE
		E			81	ATFM due to ATC ENROUTE DEMAND/CAPACITY
		A			83	ATFM due to RESTRICTION AT DESTINATION AIRPORT