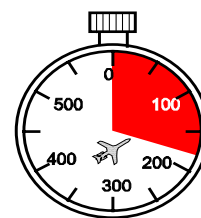
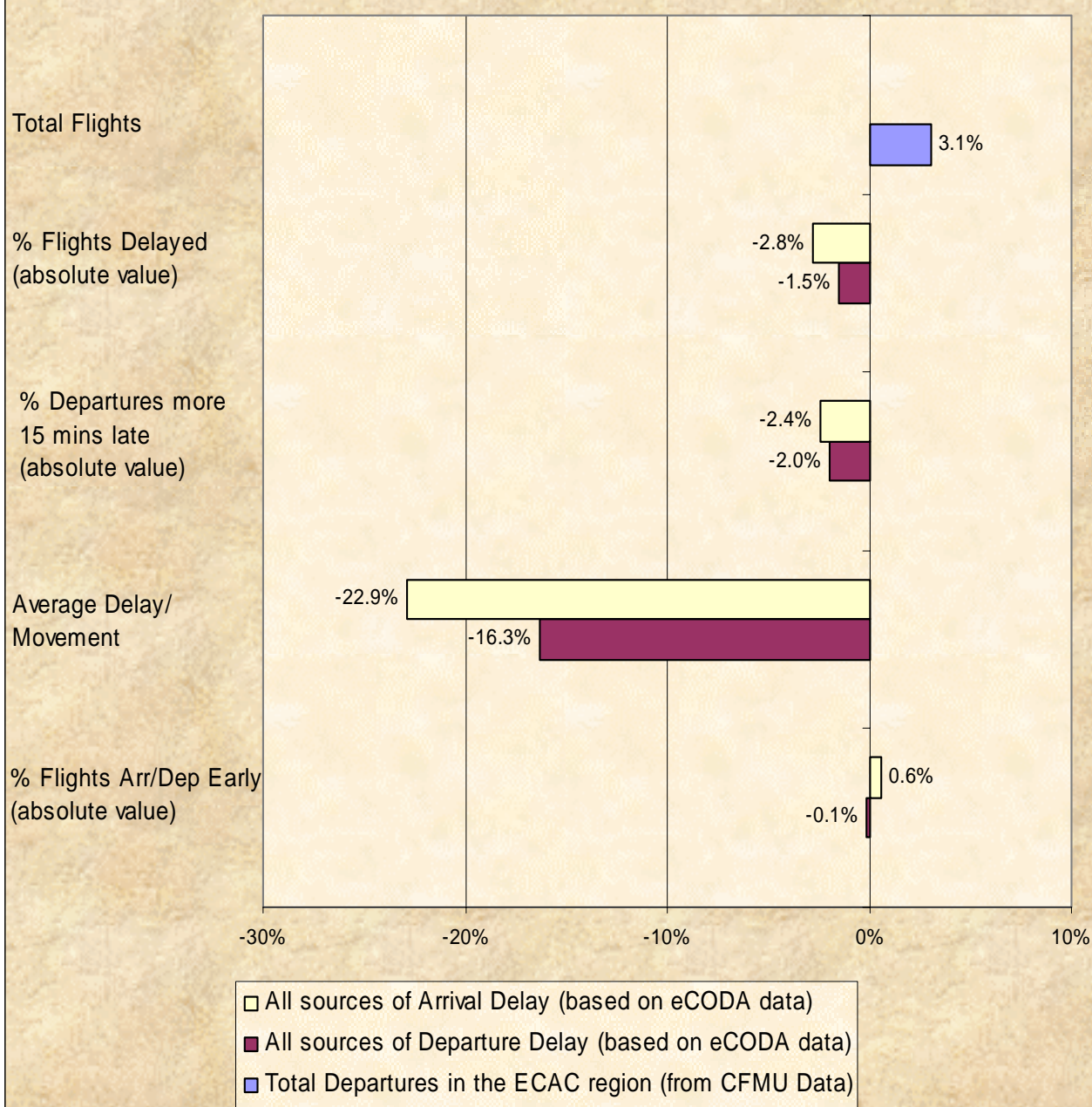


# Delays to Air Transport in Europe October 2003



October 2003

**Comparison of Delay Indicators (all Causes)  
between October 2003 and October 2002**



## FOREWORD

This report represents an overview of the delay situation in the European Civil Aviation Conference Area. It is based on delay data supplied by the CFMU and 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 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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## 1. SUMMARY OVERVIEW

Departures in October, in the ECAC region, increased by three percent on October 2002. This was the fourth consecutive month that traffic has increased by three percent or more. Delays for all causes continued the decrease seen in the past three months, with the Average Delay per Movement falling by sixteen percent to nine minutes, and for arrivals by twenty three percent to nine and a half minutes. ATFM delay also continued the trend of the last three months with a decrease of over twenty percent.

For the first ten months of the year, traffic increased by three percent, with delayed flights, due to all causes, falling ten percent for departures and eleven percent for arrivals. The number of flights delayed by more than fifteen minutes fell by around thirteen percent for departures and twelve percent for arrivals. Eleven percent of departures left early and thirty two percent of arrivals landed early. The Average Delay per Movement was nine minutes for departures and ten and a half minutes for arrivals. Total ATFM delay fell by twenty percent, with the Average Delay per Movement falling by twenty two percent to between one and a half to two minutes.

### TRAFFIC SITUATION FOR OCTOBER 2003<sup>1</sup>

Departures in the ECAC region increased by three percent to just over three quarters of a million flights; the highest ever October figure. Domestic traffic increased by one percent and International traffic increased by four percent. Almost eighty percent of the busier countries (those with more than one thousand two hundred and fifty flights per month) had rises in traffic levels, with Norway, Spain, Italy and the United Kingdom having the largest real increases. France, on the other hand, had the largest decrease. Turning to the domestic traffic, Norway had the largest increase followed by Portugal and the Ukraine, whereas France and Germany had the largest decreases.

More than two thirds of the busier airports (those with more than two thousand five hundred flights per month) had rises in traffic levels. The largest real increases were at Cologne/Bonn, Manchester, Prague and Berlin. Basle/Mulhouse and Zurich on the other hand, had the largest decreases.

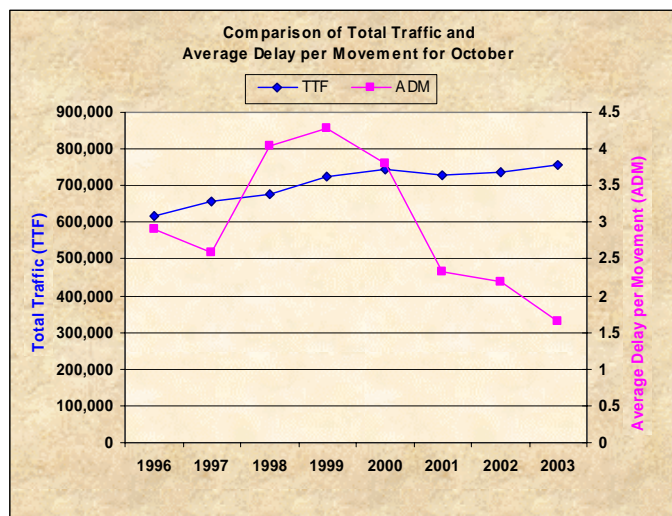
The busiest city pair in October was Barcelona-Madrid with over two thousand flights in each direction. During the busy hour there were more than seven flights. Milan/Linate-Rome was the only other pair with more than one thousand flights in each direction. Just over fifty five percent of the busier pairs had an increase in flights, with one fifth of them increasing by ten percent or more. Las Palmas-Fuerteventura, Rome-Catania and Palma-Tenerife Norte had the largest real increases, whereas Brussels-London/Heathrow had the largest decrease.

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

## ATFM DELAY SITUATION FOR OCTOBER 2003

Delays due solely to ATFM measures decreased by twenty two percent to the lowest October figure since CFMU operations began. Since 1996 traffic in the month of October has increased by twenty three percent, whereas delay during the same period has fallen by thirty percent. As in the previous three months, the Average Delay per Movement also had a significant decrease, falling by twenty five percent to a little over one and a half minutes. Around a third of all ATFM delay was due to a lack of ATC capacity with weather, lack of airport capacity and ATC staff issues being the other main causes.



Delayed flights fell by thirteen percent, with the percentage of flights delayed falling by one and a half percentage points to around nine percent. As was the case in previous months, this was the first time that the number of delayed flights had fallen below ten percent. Flights delayed by more than fifteen minutes fell by just under twenty percent, with flights delayed by more than sixty minutes falling by fifty percent.

Not all ATFM delay was due to ATC; just under fifty percent of all ATFM delay in October was caused by regulations put in place to protect airports because of lack of capacity, parking problems, low visibility etc. While the share of the delay was up on October last year, the actual amount of delay imposed fell by six percent. Frankfurt and the London airports were the most affected by airport-related regulations. Weather accounted for half of the delay, with airport capacity accounting for another quarter.

Based on the locations of the most penalising regulations, traffic (including overflights) using the airspace of France, Germany, the United Kingdom and Italy, had the largest share of the ATFM delay. Compared with October last year, France, Italy and Germany had the largest real increase, whereas the United Kingdom had the largest decrease.

When the traffic is taken into account (again including overflights), only Italy, Switzerland and France had an Average Delay per Movement of more than one minute. Compared with the same month of last year, no country had an increase in average delay of more than one minute, whereas at the other end of the scale, two countries, the United Kingdom and Slovenia, both had a decrease of more than one minute.

**eCODA DATA FOR OCTOBER 2003**

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

Arrivals also had significant decreases with the Average Delay per Movement, again for all causes of delay, falling by twenty three percent to nine and a half minutes. Forty one percent of flights had an arrival delay, with eighteen percent having a delay of more than fifteen minutes; three percentage points down for delayed flights and two percentage points down for delays of more than fifteen minutes. On the plus side, twenty nine percent of flights arrived before their scheduled time.

Thirty percent of the busier airports had an Average Delay per Movement of ten minutes or more, with Rome and Zurich having the largest average delay with sixteen and fifteen minutes respectively. Compared with October last year, only seven airports had an increase in average delay of more than one minute, with the largest rises (two minutes) at Vienna and Munich. These increases were offset by large decreases (more than eleven minutes) at Madrid and Amsterdam. In all, thirty five percent of the busier airports had a decrease, in average delay, of one minute or more. All of the airports had a proportion of their traffic departing before their scheduled time, with Bilbao having the largest with thirty percent.

Looking at airports as destination shows that the traffic arriving at Rome had the largest Average Delay per Movement (sixteen minutes) followed by Milan/Linate and Barcelona with twelve minutes. Compared with October last year, forty percent of the busier airports had an increase in Average Delay per Movement, with the largest rises at Hamburg, Cologne/Bonn and Rome. At the other end of the scale, there was a large decrease at Prague (down fifteen minutes) followed by Amsterdam and Madrid. More than forty five percent of the airports had a decrease of more than one minute. As with departures, all the airports had a proportion of their flights arriving early with Palma, London/Gatwick, Helsinki and Warsaw all having forty percent or more arriving before the schedule time.

The most affected city pairs, due to all causes of delay, were Rome-Paris/Charles de Gaulle, Paris/Charles de Gaulle-Rome and Paris/Charles de Gaulle-Prague. Compared with October last year, just under forty percent of the city pairs had an increase in average delay, with twenty two percent having an increase of more than one minute. The largest increase was between Rome-Paris/Charles de Gaulle with ten minutes, followed by Munich-Vienna and Paris/Charles de Gaulle-Rome, both with five minutes. At the other end of the scale, over forty five percent of pairs had a decrease of more than one minute, with almost a quarter having a decrease of more than three minutes. The largest decreases (more than twenty minutes) were between Amsterdam-Madrid, Madrid-Amsterdam and Madrid-Sevilla.

An analysis of the delay causes and categories, grouped by IATA codes, shows that a quarter of them had an increase in delay share, with the largest rise in ATFM Restrictions at Destination Airport, followed by Restrictions at Departure Airport. However, all the increases were less than one percentage point, whereas the Reactionary Category fell by

seven percentage points and the ATFM En-Route Demand/Capacity fell by three percentage points.

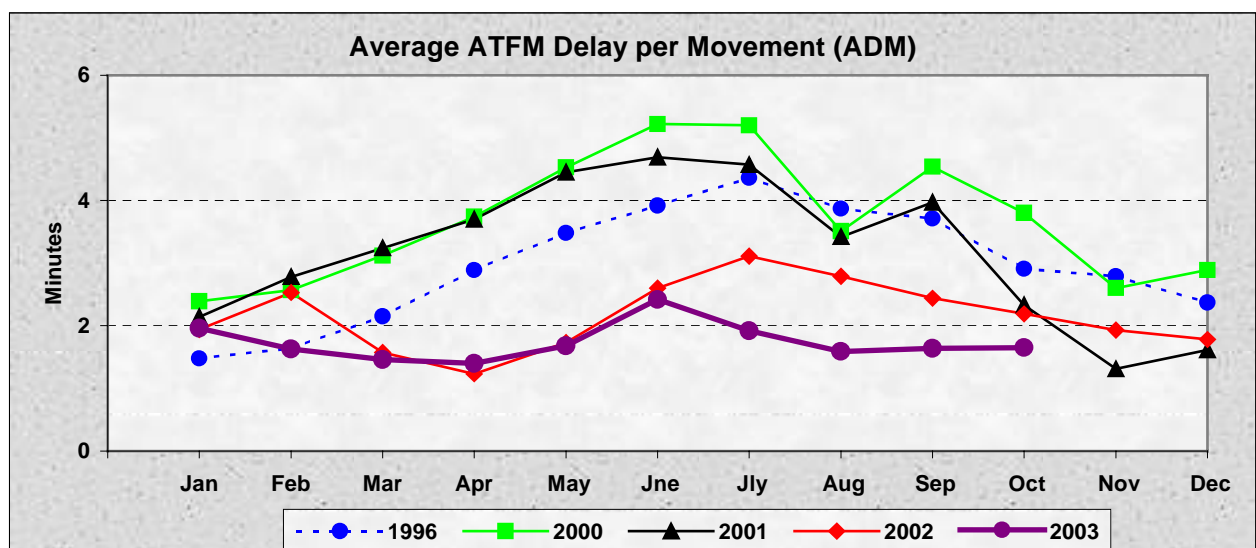
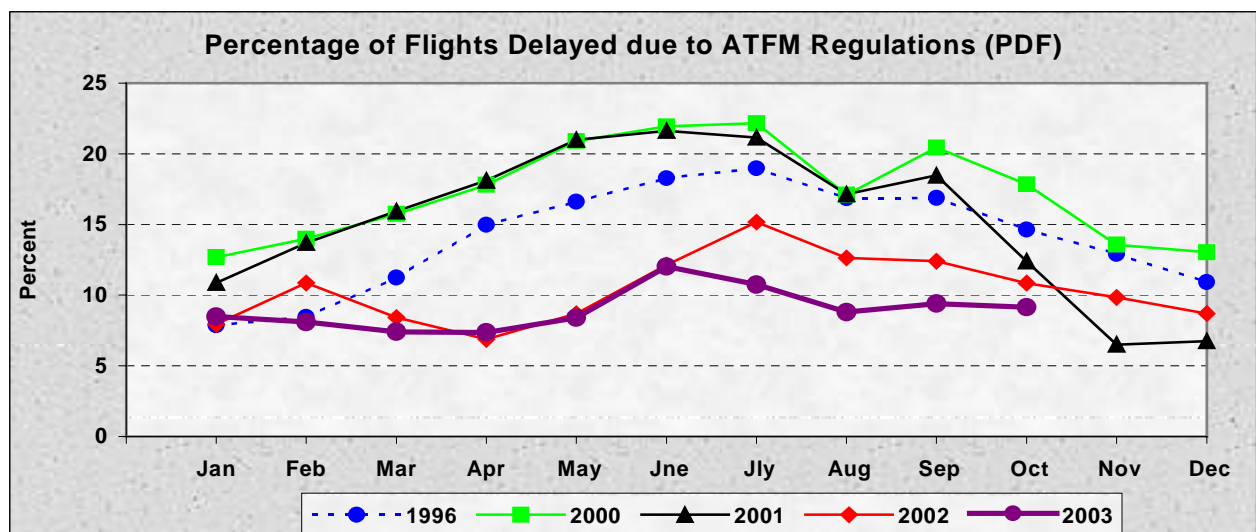
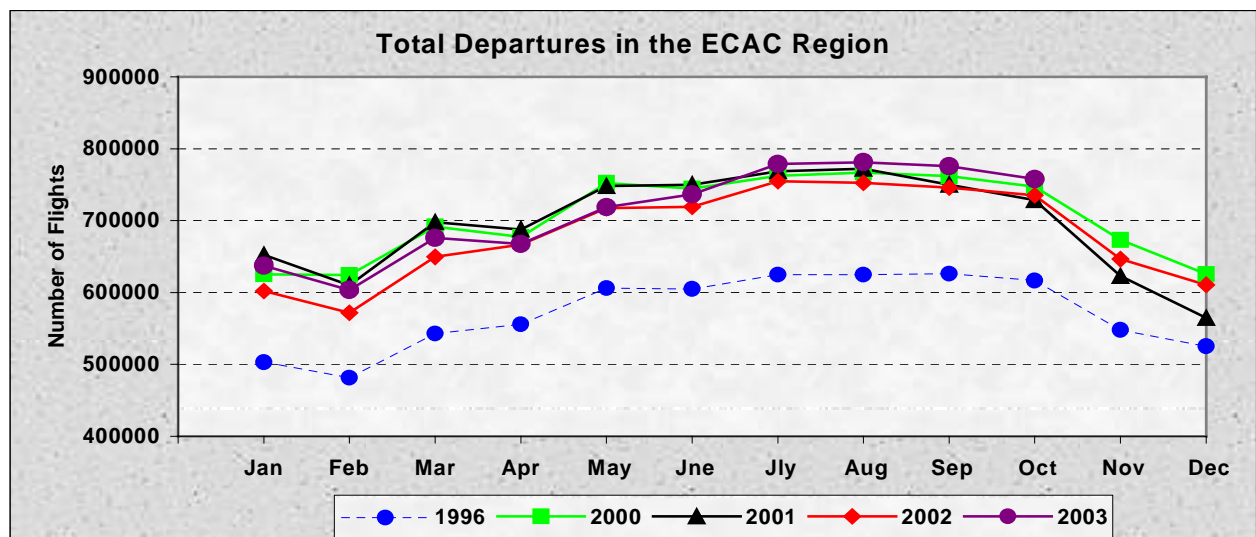
Technical & Aircraft Equipment was again the most penalising direct delay category, with nine percent, followed by Restrictions at Departure Airport with eight percent, ATFM En-Route Demand/Capacity and Passengers & Baggage, both with six percent.

## SUMMARY OF SIGNIFICANT EVENTS

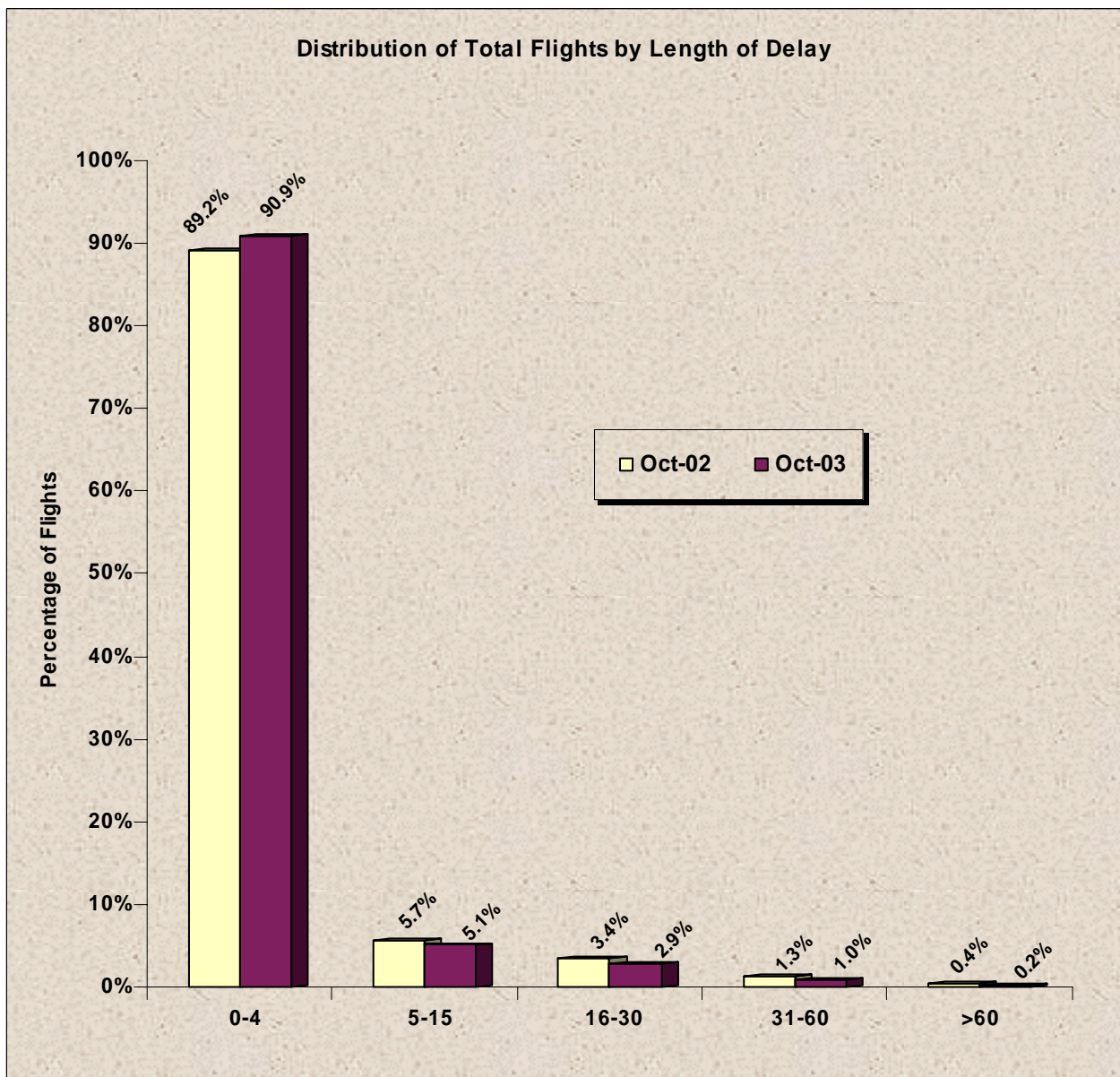
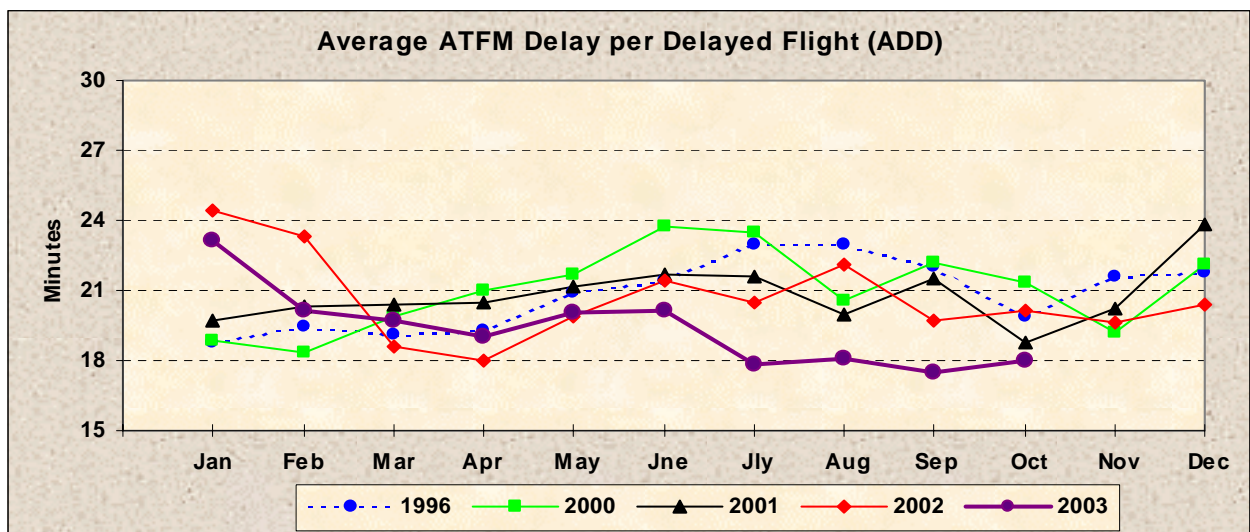
- ✈ Severe weather conditions including low visibility, high winds, freezing fog and thunderstorms closing some airports for short periods.
- ✈ Technical problems including radar problems at Southampton; radar and telecommunication problems at Amsterdam; radar maintenance at Venice, Villafranca, Ljubljana, Catania and Lyon; radar unserviceable at Lanzarote; telecommunication problems at Maastricht UAC and Amsterdam; solar activity intermittently affecting radar and r/t performance; FDPS problems at London ACC; frequency problems at Bordeaux ACC; computer failure at Shanwick.
- ✈ Staff issues at Paris, London ACC, Dusseldorf ACC, Nicosia ACC; Paris/Le Bourget, Paris/Charles de Gaulle, Lille airport, Bremen ACC.
- ✈ Light aircraft crash at Zurich; ILS test at Milan/Malpensa; single runway at Barcelona; WIP at Warsaw and Bari zero rate overnight for a number of days; WIP at Cannes; WIP on SSR equipment at Nice.
- ✈ General strike in Italy; industrial action at Athens ACC.
- ✈ Military exercise in France for a number of days, military exercise in Tampere AC, military fly-past at London/Heathrow; military activity affecting Shanwick entry points; military activity at Zurich ACC.
- ✈ Security alert at Edinburgh.
- ✈ Other items included regulations at Zurich for environmental issues; Rome/Ciampino closed due to a European Summit with reduced capacity at Rome/Fiumicino; Bordeaux ACC moved to a new ops room; military air show at Rome/Fiumicino; last Concorde flight at London/Heathrow; Spanish National day air display affecting Madrid



## 2. Year on Year Trends in Main Indicators

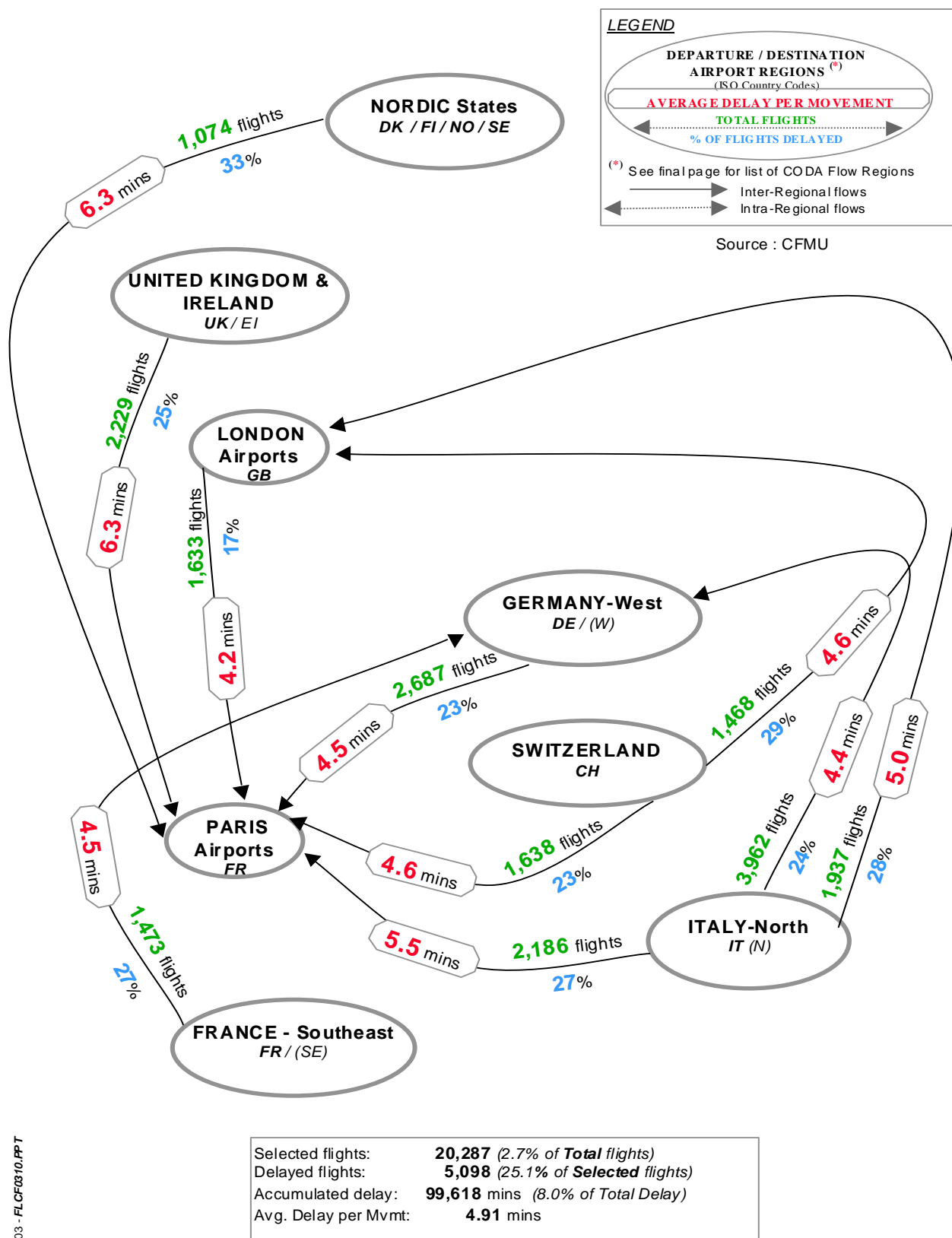


Source : CFMU ATFM Data



Source : CFMU ATFM Data

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



1911/03 - FLCF0310.PPT

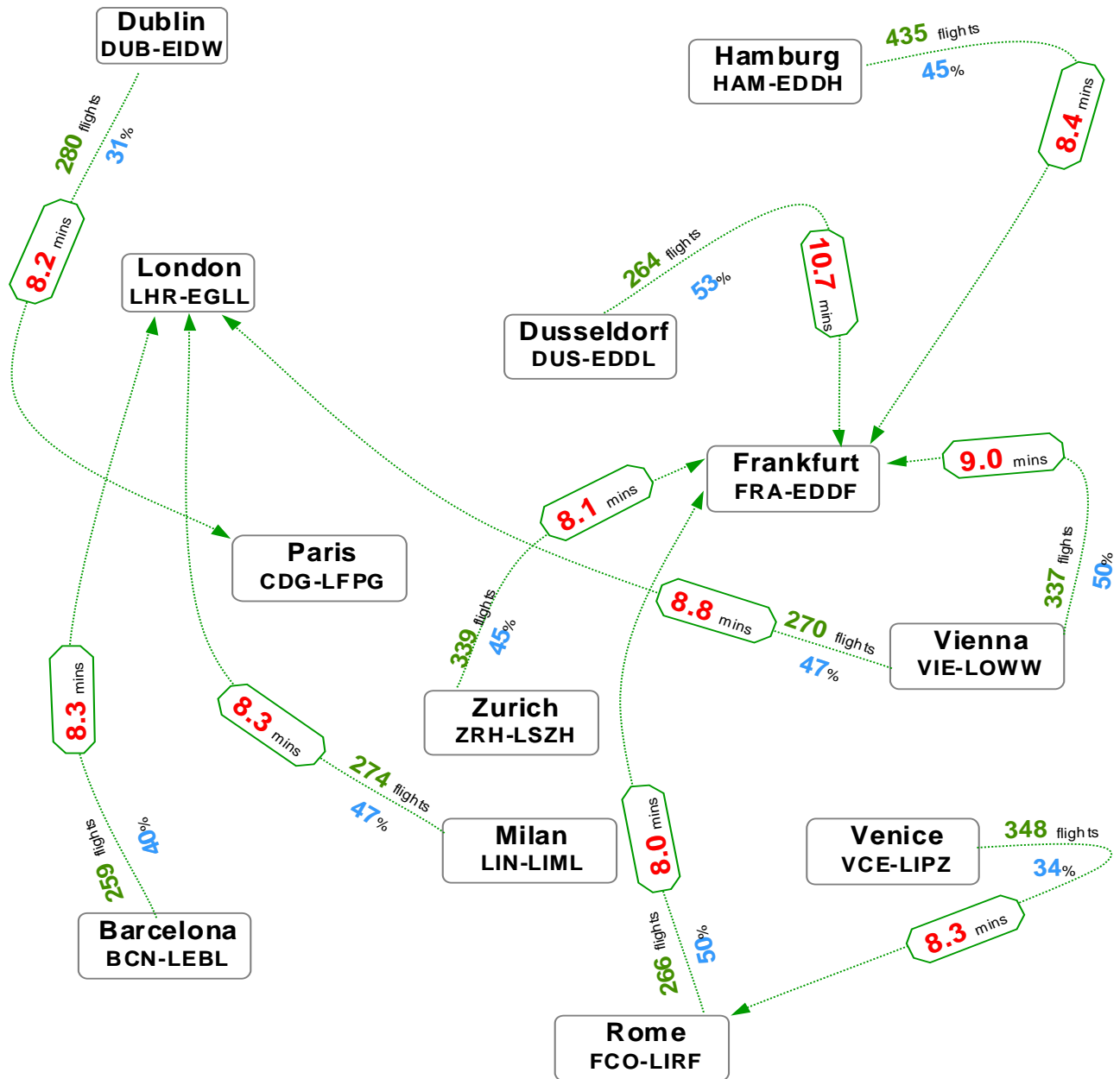
**ATFM Delay Situation on 10 Regional CODA Traffic Flows (>1,000 flights)  
in October 2003**

## 4. Most Affected City Pairs

**AVERAGE DELAY PER MOVEMENT**

Source : CFMU

Total Number of Flights &amp; % of Flights Delayed



Selected flights: **3,072** (0.41% of Total flights)  
 Delayed flights: **1,353** (44% of Selected flights)  
 Accumulated delay: **26,404** mins (2.11% of Total Delay)  
 Avg. Delay per Mvmt.: **8.6** mins

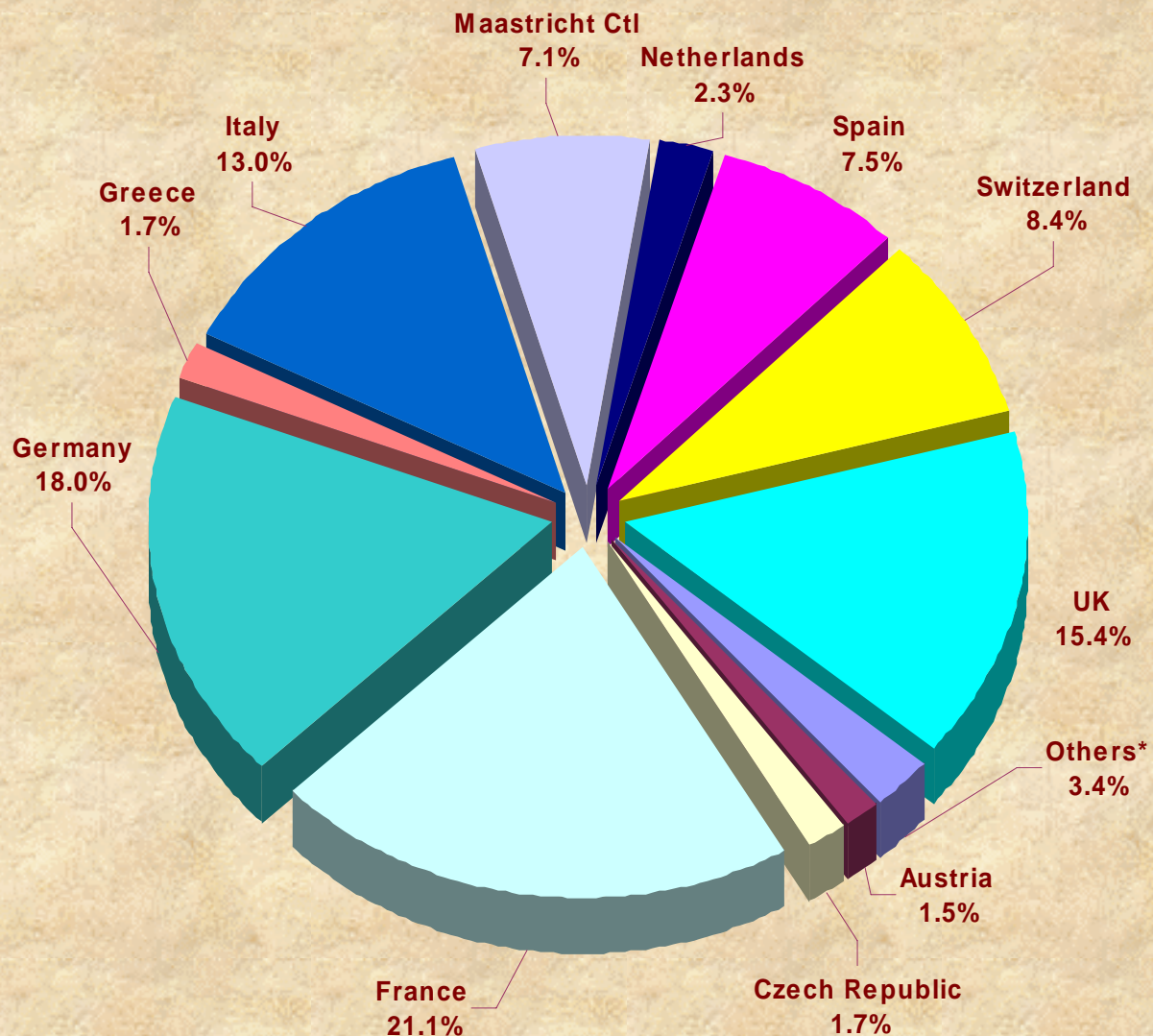
**ATFM Delay Situation on 10 City Pairs (>250 flights) in October 2003**



## 5. Delay Share by Country

## ATFM Delay Share as Imposed by Country based on the most penalising regulation

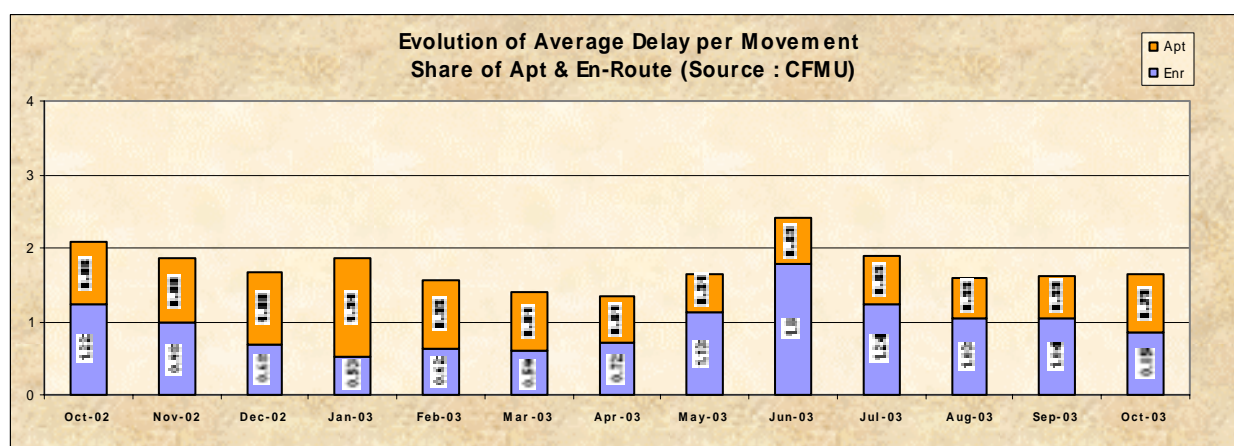
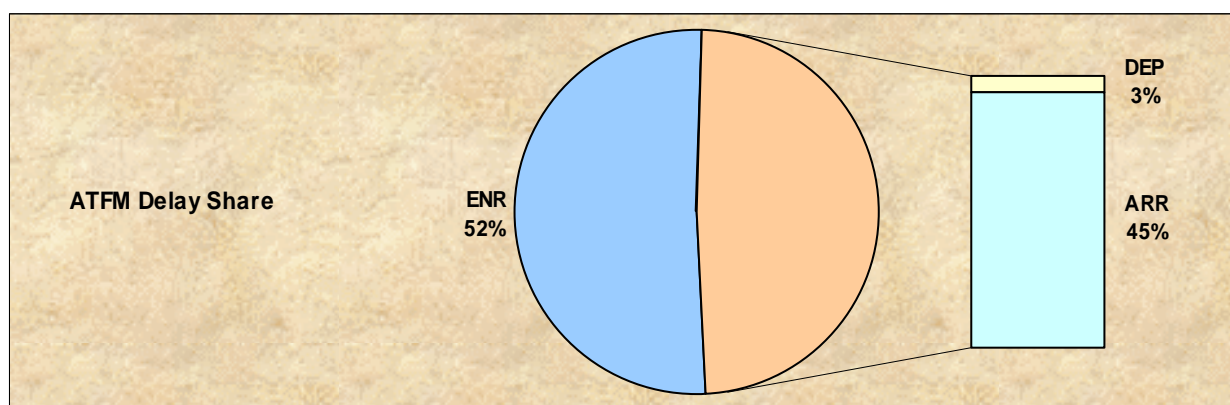
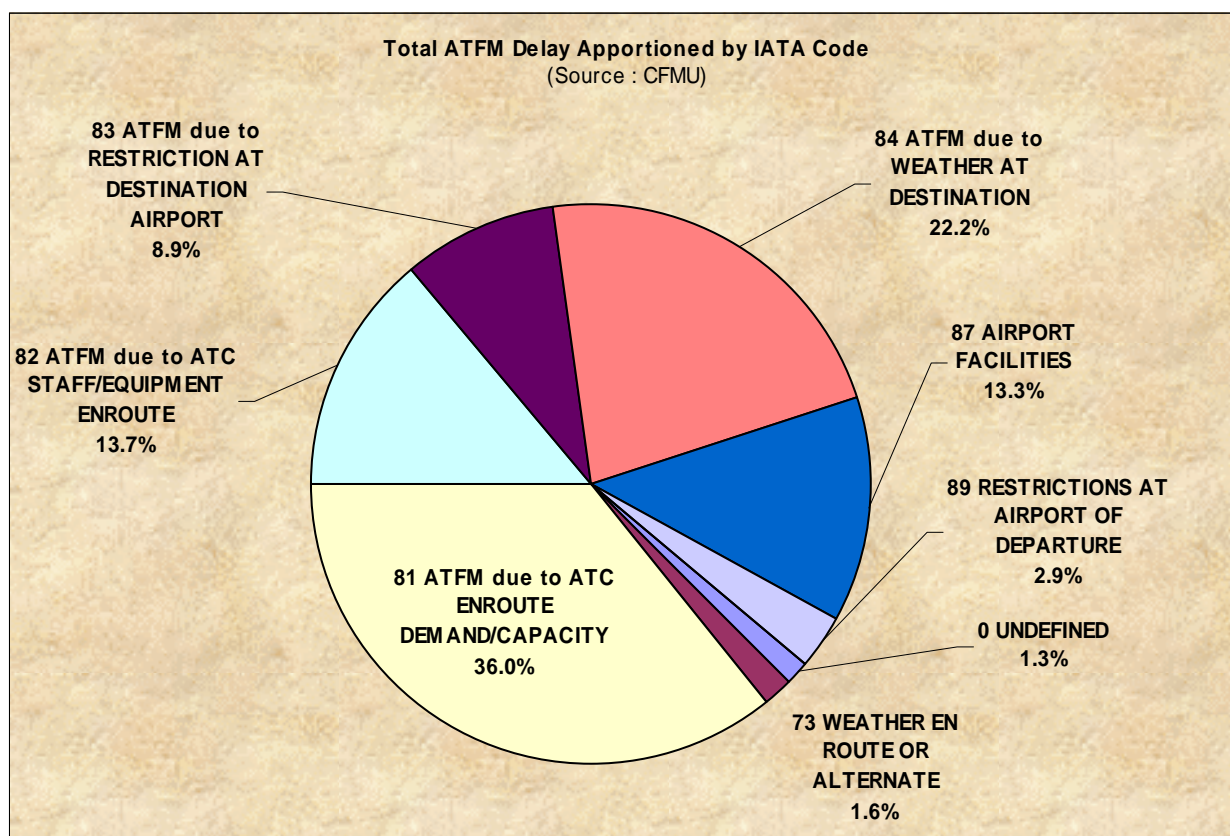
(Source : CFMU)



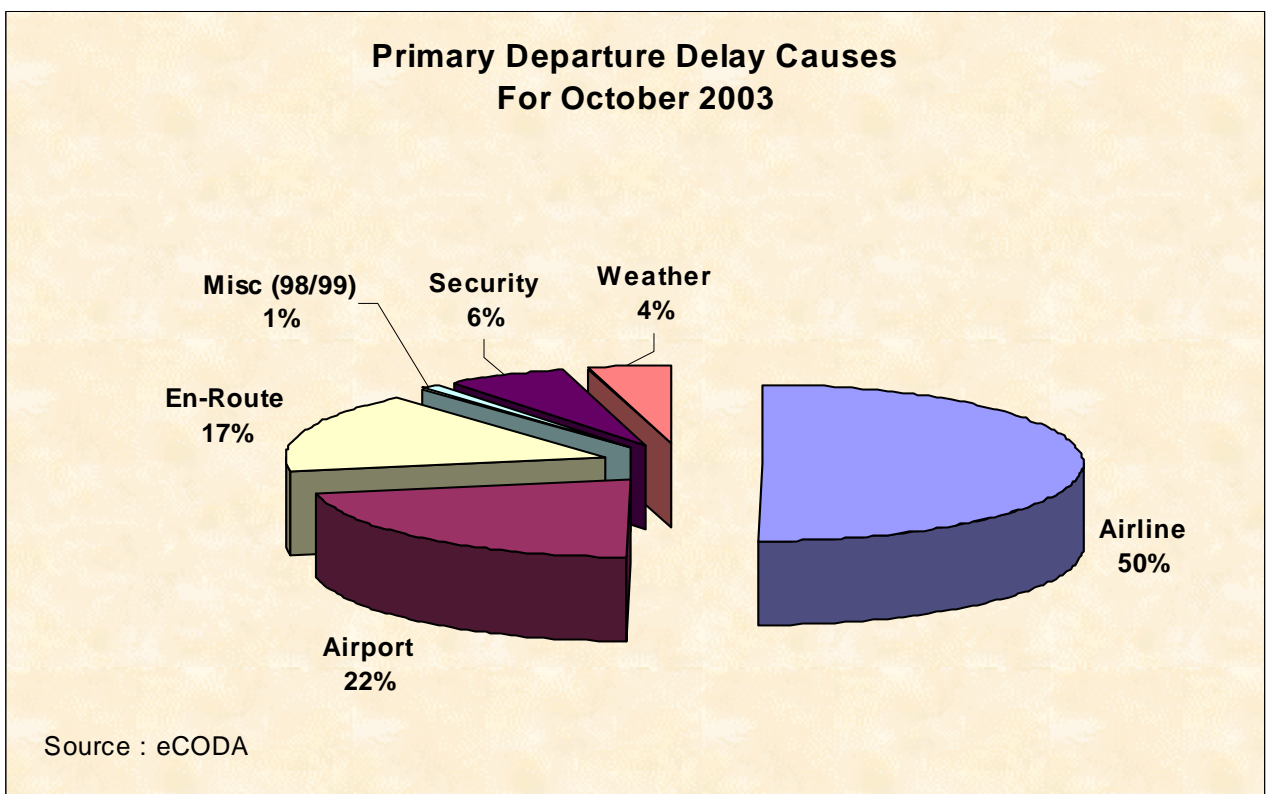
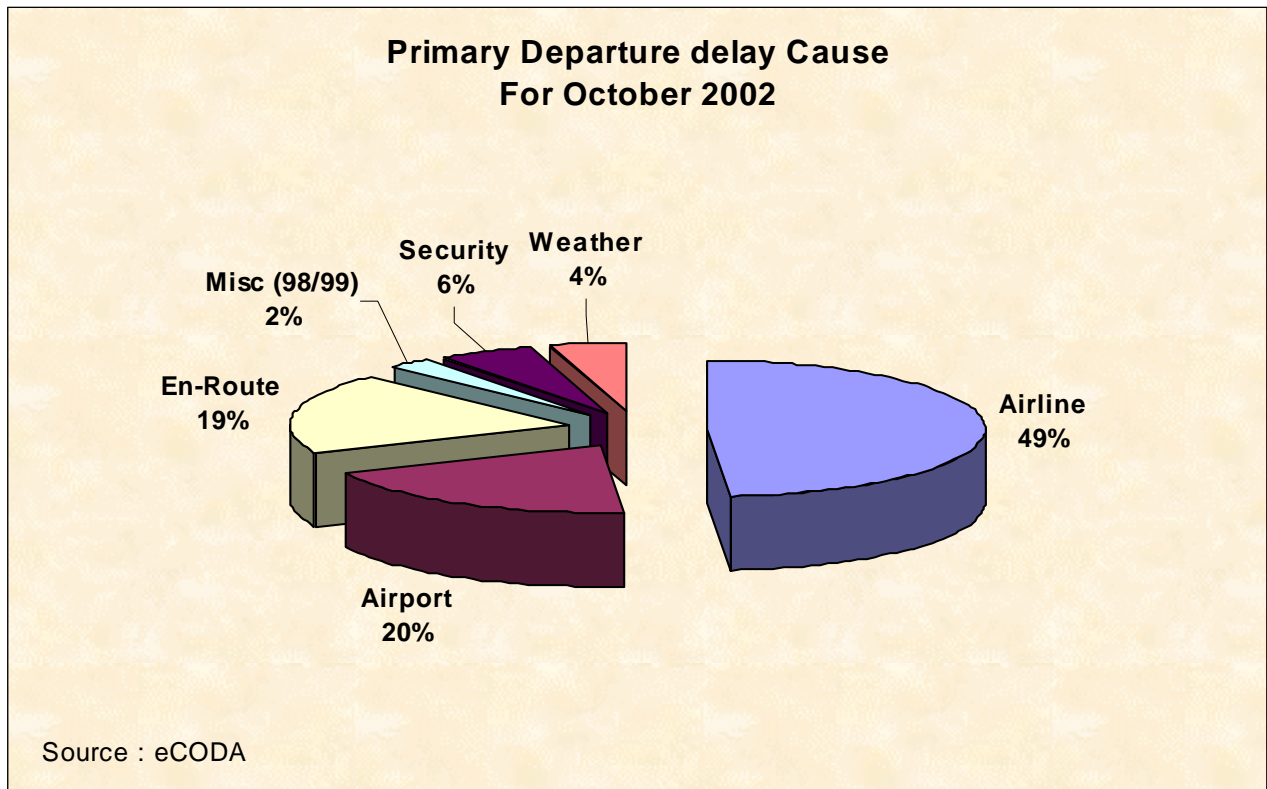
\*Others = Belgium, Cyprus, Denmark, Egypt, Finland, Hungary, Ireland, Norway, Poland, Portugal, Slovakia, Slovenia & Sweden  
(The remaining countries did not cause delay)

Oct 2003

## 6. Reasons for ATFM Delay

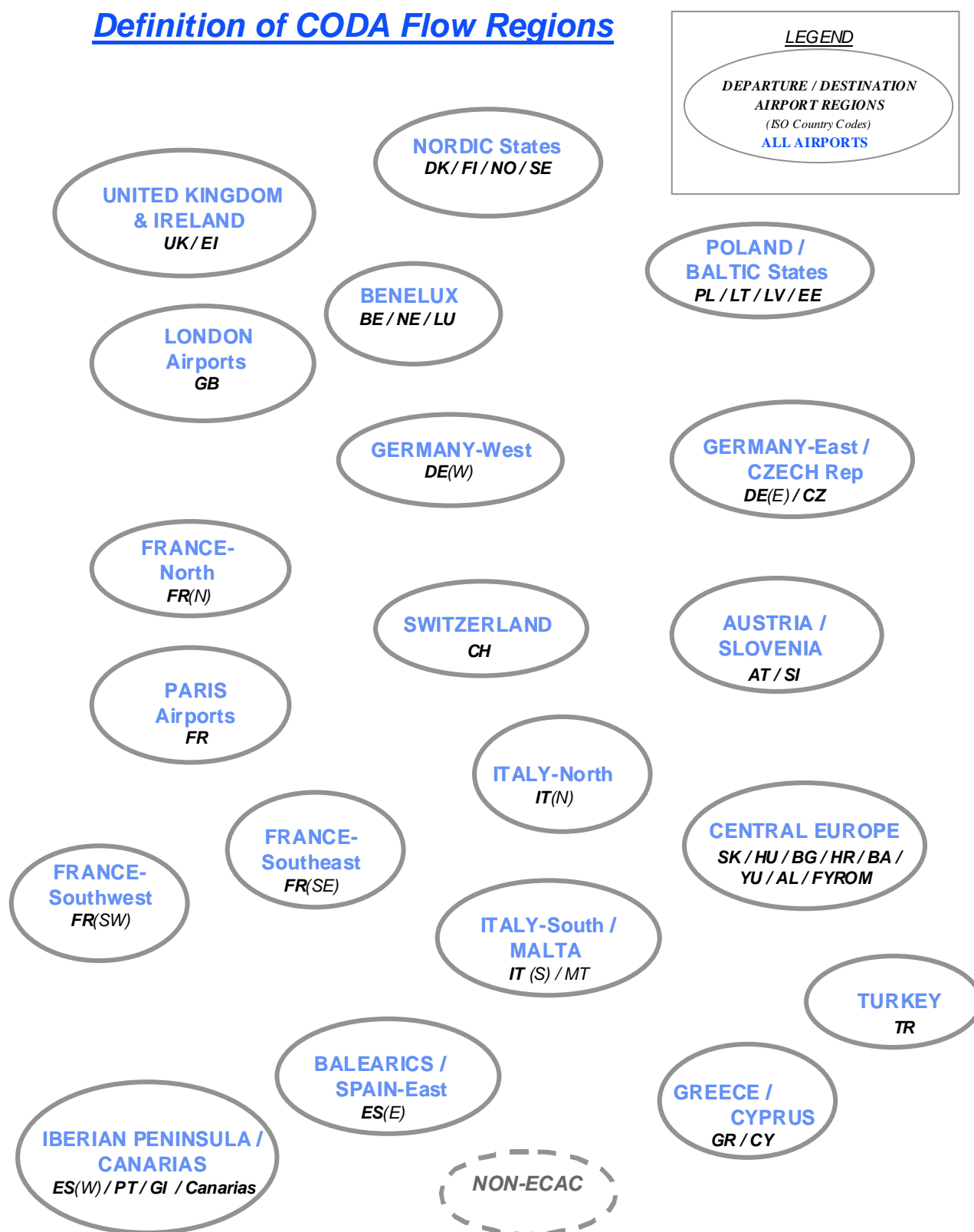


## 7. Primary Departure Delay Causes





## Definition of CODA Flow Regions (Annex 1)

Definition of CODA Flow Regions



## Glossary of Terms and Abbreviations (Annex 2)

### 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>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 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 weather<sup>2</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>2</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 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
		A			87	AIRPORT FACILITIES
		D			98	INDUSTRIAL ACTION OUTSIDE OWN AIRLINE
Ind Action non-ATC	N	D	Firemen's strike		98	INDUSTRIAL ACTION OUTSIDE OWN AIRLINE
		A			89	RESTRICTIONS AT AIRPORT OF DEPARTURE
		D			82	ATFM due to ATC STAFF/EQUIPMENT ENROUTE
Military Activity	M	E	Brilliant Invader; ODAX		83	ATFM due to RESTRICTION AT DESTINATION AIRPORT
		A			89	RESTRICTIONS AT AIRPORT OF DEPARTURE
		D			83	ATFM due to RESTRICTION AT DESTINATION AIRPORT
Special Event	P	D	European football cup; Heads of Government meetings		89	RESTRICTIONS AT AIRPORT OF DEPARTURE
Weather	W	D	Thunderstorm; low visibility; X winds		73	WEATHER EN ROUTE OR ALTERNATE
		E			84	ATFM due to WEATHER AT DESTINATION
		A			89	RESTRICTIONS AT AIRPORT OF DEPARTURE
Other	O	D	Security alert		81	ATFM due to ATC ENROUTE DEMAND/CAPACITY
		E			83	ATFM due to RESTRICTION AT DESTINATION AIRPORT
		A				