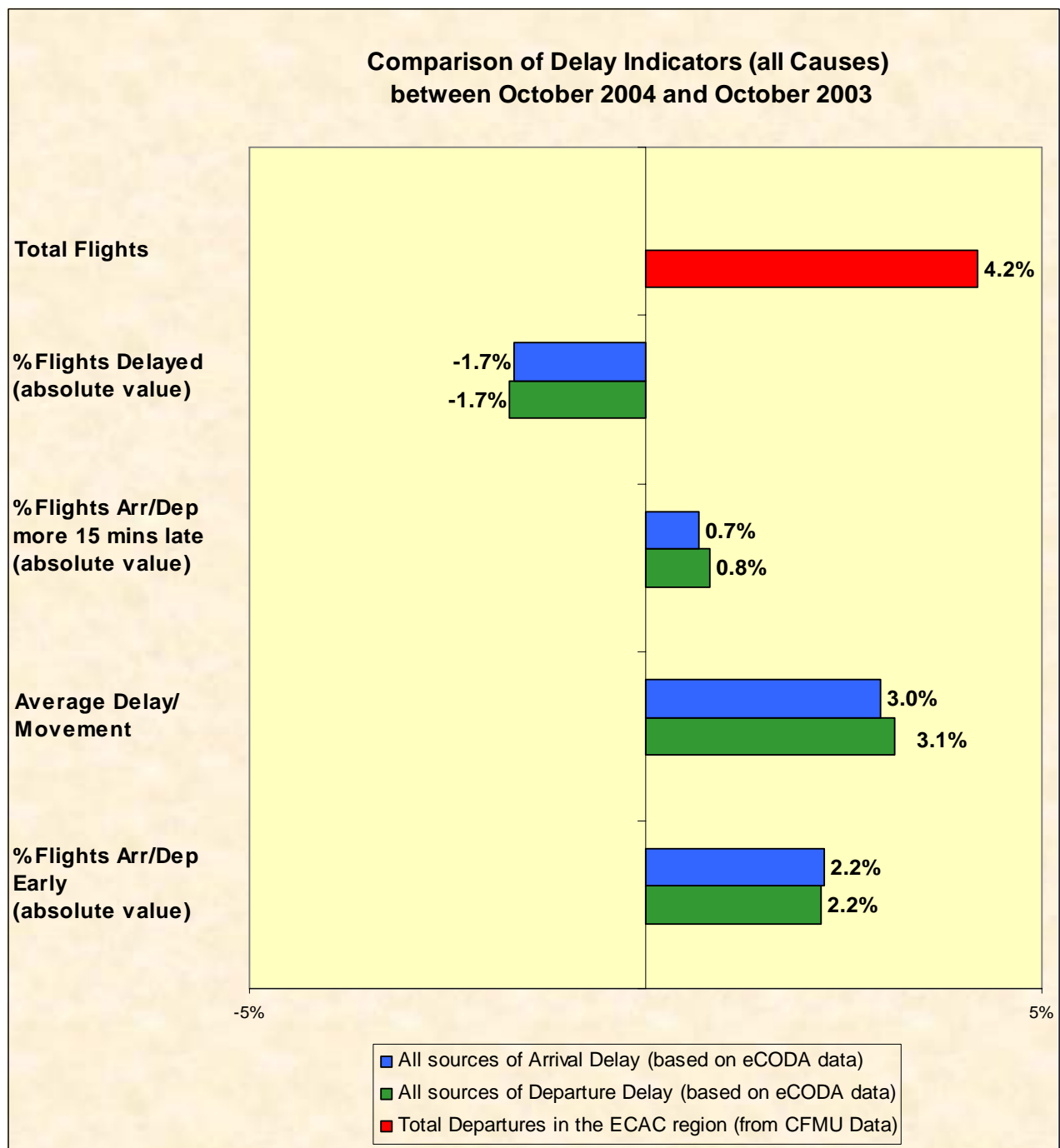


Delays to Air Transport in Europe October 2004



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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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1. SUMMARY OVERVIEW

Compared with October 2003, traffic in the ECAC region increased by 4.2%. The Average Delay per Movement for all causes of delay, for both departure and arrival traffic increased by 3% to 9.5 minutes and 10 minutes respectively. ATFM delay increased by 9%, with the Average Delay per Movement rising by 4% to 1.7 minutes.

For the first ten months of the year, traffic grew by 4.4%, with delayed flights due to all causes increasing by 28% for both departures and arrivals. The number of flights delayed by more than fifteen minutes was up by 36% for departures and by 35% for arrivals. Turning to the delays, the Average Delay per Movement was 9.9 minutes for departures and 10.2 minutes for arrivals. Total ATFM delay increased by 3.8%, with the Average Delay per Movement falling by 0.6% to 1.7 minutes.

TRAFFIC SITUATION FOR OCTOBER 2004¹

Departures throughout the ECAC region increased by four percent on October 2003 (up twenty eight percent on October 1996 and up eight percent on October 2001). Domestic traffic decreased by less than half a percent and international traffic was up by seven percent. Eighty nine percent of the busier countries had an increase in international traffic, with the largest real rises in Germany, Spain, the United Kingdom and France and the largest real falls in Belgium and Serbia & Montenegro. Looking at the domestic traffic, France (down 4805 flights), Italy and Norway had the largest real decreases and the United Kingdom (up 2049 flights), Turkey and Greece had the largest rises.

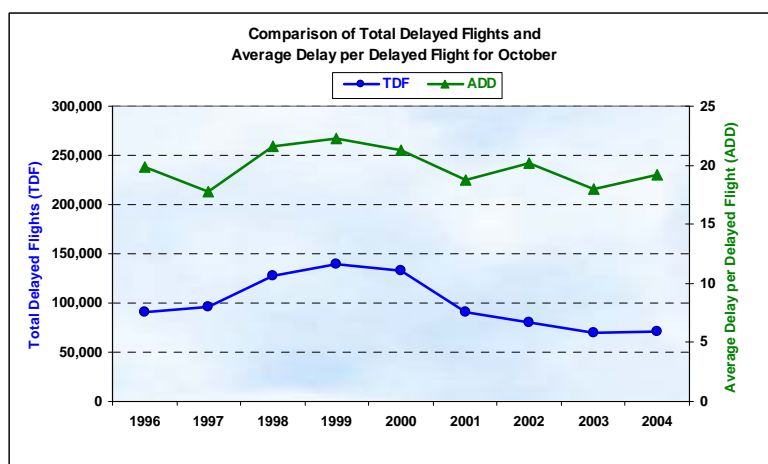
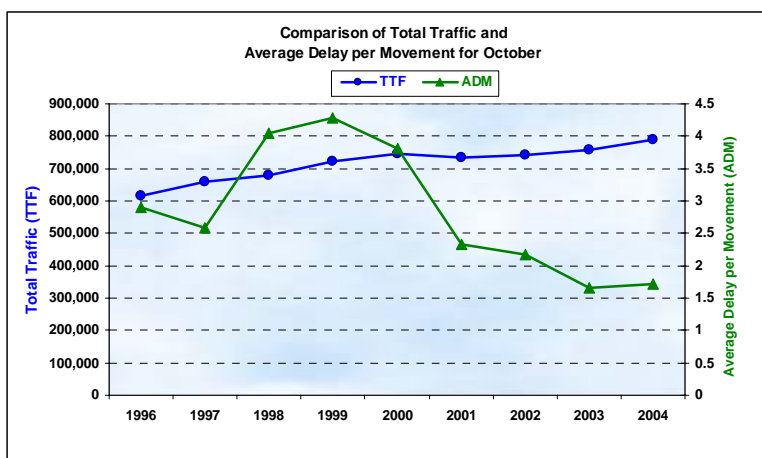
Eighty two percent of the busier airports (those with at least two thousand and five hundred flights per month) had an increase in departure traffic, with twenty percent of them having a rise of more than ten percent. The largest real increases were at Munich, Prague, Frankfurt, Budapest and Vienna. At the other end of the scale, Birmingham, Nice, Berlin and Brussels had the largest real decreases.

Although the number of flights was down by eight percent on October 2003, Barcelona-Madrid was still the busiest city pair (nine flights during the busiest hour) and was followed by Milan/Linate-Rome, with seven flights during the busiest hour. Fifty four percent of the busier pairs (those with at least two hundred and fifty flights per month) had an increase in the number of flights, with twenty seven percent having a rise of ten percent or more. Jersey-Guernsey, Tenerife Norte-Las Palmas and Stockholm-Gotenborg had the largest real increases whereas Cologne-Berlin, Barcelona-Madrid and Barcelona/Palma had the largest decreases.

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

ATFM DELAY SITUATION FOR OCTOBER 2004

Delays due solely to ATFM measures increased by nine percent when compared with October 2003. The Average Delay per Movement rose by four percent to over one and a half minutes. ATC Capacity accounted for thirty eight percent of the delay and was followed by Weather (twenty four percent), Airport Facilities (fifteen percent) and ATC Equipment (ten percent).



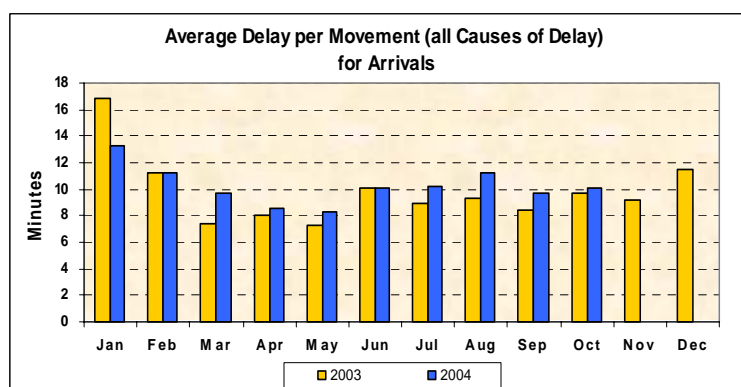
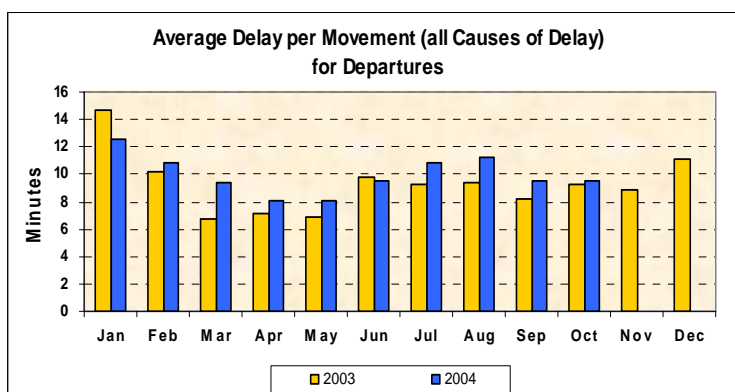
Delayed flights increased by two and a half percent, with the percentage of flights delayed being the same as in October 2003. Compared with October 2003, flights delayed by more than fifteen minutes increased by five percent and flights delayed by more than sixty minutes increased by forty nine percent.

Forty eight percent of the total ATFM delay in the ECAC region was caused by regulations put in place to protect airports. Compared with October 2003, the share of the delay due to these restrictions was the same as last year whereas the actual amount of the delay rose by nine percent. Weather accounted for forty eight percent of the airport delay, with Airport Capacity (thirty three percent) and ATC Capacity (eleven percent) being the other major causes. Compared with the same month last year, there were important increases in ATC Industrial Action and Other, followed by Military Activity and ATC Capacity. The airports of London, Zurich, Frankfurt, Rome and Madrid were the most affected by airport-related regulations.

Based on the locations of the most penalising regulations, traffic (including overflights) using the airspace of Italy, the United Kingdom, France, Switzerland and Germany had the largest share of the delay and accounted for sixty percent of the total ATFM delay in the ECAC region. Compared with the same month last year, Austria, Czech Republic and Italy had the largest increases whereas France and Germany had the largest decreases.

ALL CAUSES DELAY SITUATION FOR OCTOBER 2004² (eCODA)

The Average Delay per Movement, for departure traffic and for all causes of delay, was the same as last month at nine and a half minutes; a small increase of three percent on October 2003. Forty percent of flights were delayed on departure, with eighteen percent delayed by more than fifteen minutes. On the positive side, thirteen percent of flights took off before their scheduled time.



The Average Delay per Movement, for arrival traffic and for all causes of delay, was slightly higher than last month, at ten minutes and represented an increase of three percent on October last year. Forty percent of flights were delayed on arrival, with nineteen percent delayed by more than fifteen minutes. On the plus side, thirty one percent of flights landed before their scheduled time.

Thirty seven percent of the busier departure airports (those with at least nine hundred flights per month) had an Average Delay per Movement of more than ten minutes. With an average delay of sixteen minutes, Rome/Fiumicino and Dublin were the most affected airports and were followed by Madrid, London/Heathrow and Malaga. Compared with October 2003, thirty one percent of the busier departure airports had an increase in average delay of more than one minute. The largest rise was at Madrid (up four and a half minutes), followed by Malaga and London/Stansted (both up four minutes), London/Gatwick and London/Heathrow (both up three and a half minutes). These increases were offset by a significant decrease at Cologne/Bonn (down sixteen minutes), followed by Belfast, East Midlands and Naples. As in the previous months, all the airports had a proportion of their flights departing before their scheduled time, with Ibiza having the largest (forty two percent) and Copenhagen the lowest (four percent).

Turning to the busier airports as destinations, traffic arriving at London/Heathrow had the largest Average Delay per Movement, with eighteen minutes and was followed by Bucharest, East Midlands and Madrid. Compared with October last year, twenty four percent of the busier destination airports had a rise in average delay of more than one minute, with the largest at Bucharest (up seven minutes), followed by London/Heathrow, London/Gatwick and Madrid. On the other hand, there were large decreases at East Midlands (down fifteen minutes) and London/Stansted (down twelve minutes). Again, all the airports had a proportion of their flights landing before their scheduled time, with Belfast having the largest (fifty two percent) and Amsterdam the lowest (nine percent).







² The analysis was based on airline data from eCODA, which for October 2004 contains details on **40.1%** of IFR GAT flights in Europe.

With an average delay of almost twenty five minutes, Madrid-London/Heathrow and Rome/Fiumicino-Madrid were the most affected city pairs; they were followed by Edinburgh-London/Heathrow and Dublin-London/Heathrow. Compared with October 2003, more than half of the city pairs had an increase in Average Delay per Movement, with thirty nine percent having an increase of more than one minute. The largest increase was between Aarhus-Copenhagen (up seventeen minutes), followed by Manchester-Glasgow (up twelve minutes) and Rome/Fiumicino-Madrid (up eleven minutes). To offset these increases, thirty four percent of the pairs had a decrease of more than one minute, with the largest falls between Birmingham-Glasgow and Birmingham-Paris/Charles de Gaulle (both down fifteen minutes), followed by Hamburg-Cologne and Cologne-Hamburg (both down almost twelve minutes).

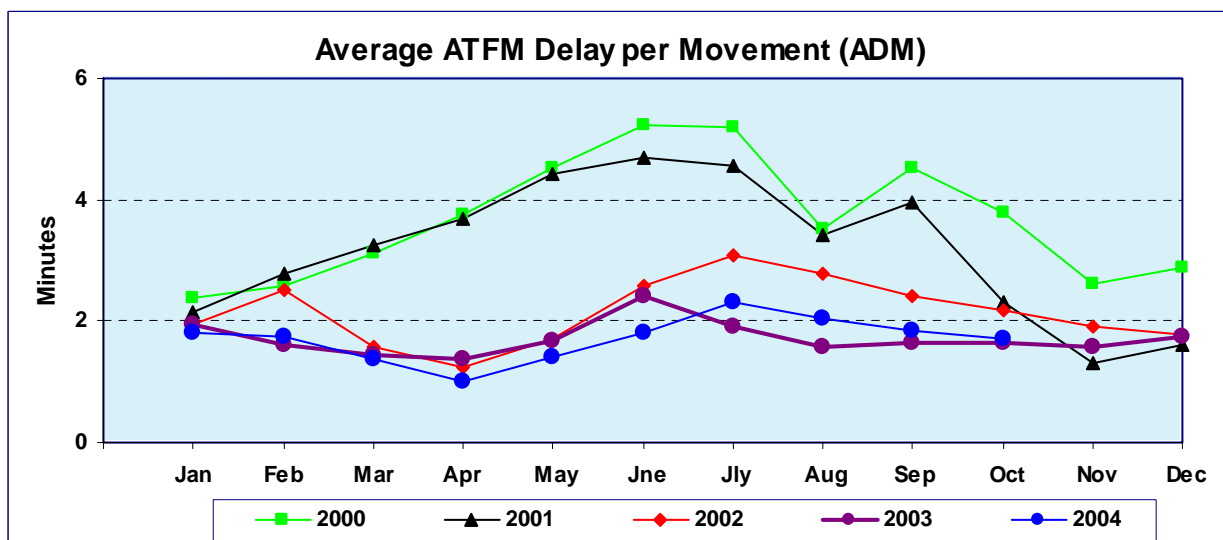
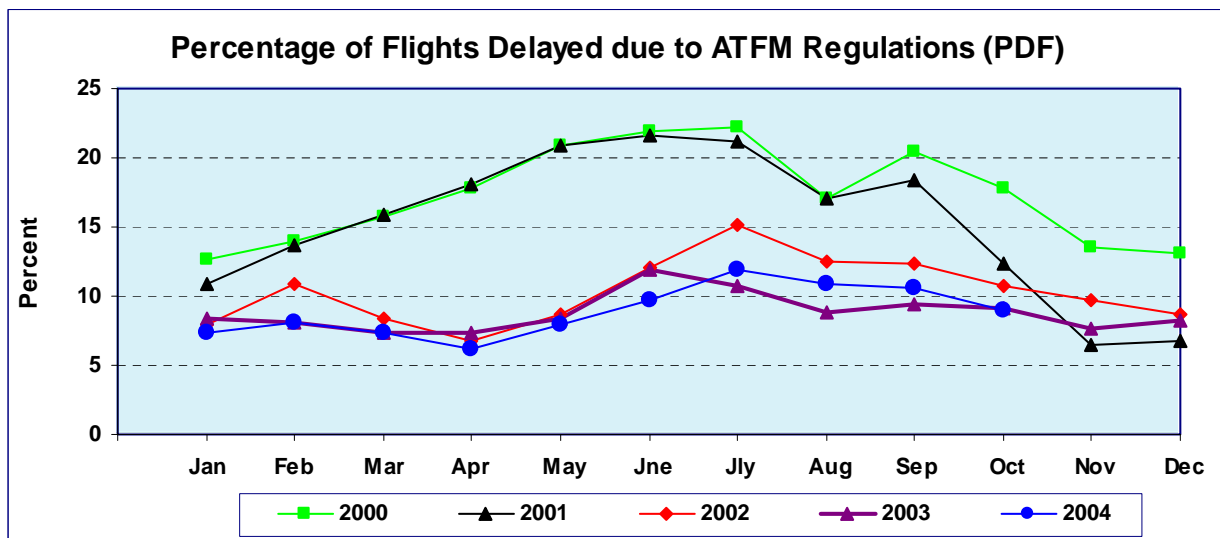
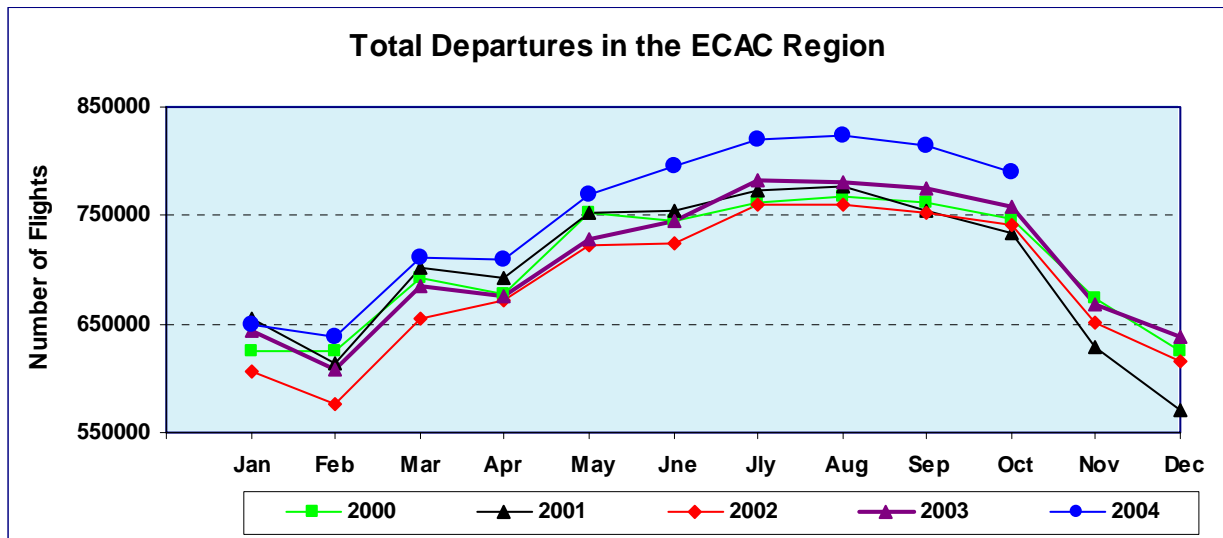
An analysis of the delay causes and categories, grouped by IATA codes, shows that thirty seven percent had an increase in delay share, with the largest rises in the Cargo & Mail, Others and Miscellaneous categories. To offset these increases, there were decreases in the Passenger & Baggage, Weather, ATFM Restriction at Destination Airport and Mandatory Security categories (only those categories with more than one percent of the delay were taken into account).

With ten percent share of the delay, Technical & Aircraft Equipment was the most penalising direct delay category and was followed by Restriction at Departure Airport (seven percent), Others and Aircraft & Ramp Handling (both with six percent share of the delay). ATC En Route Demand Capacity also accounted for six percent of the delay, which was a decrease of sixteen percent on October 2003.

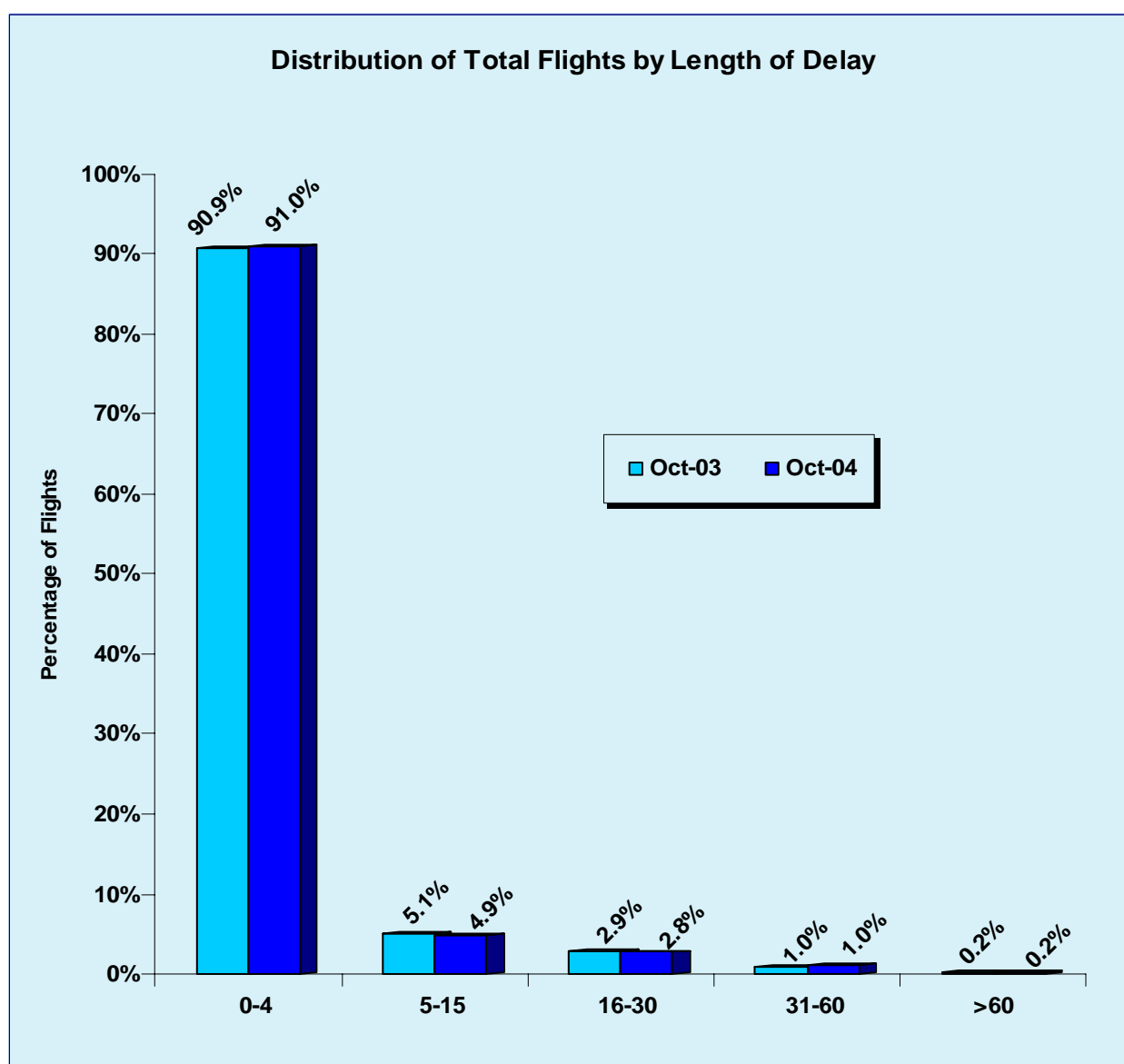
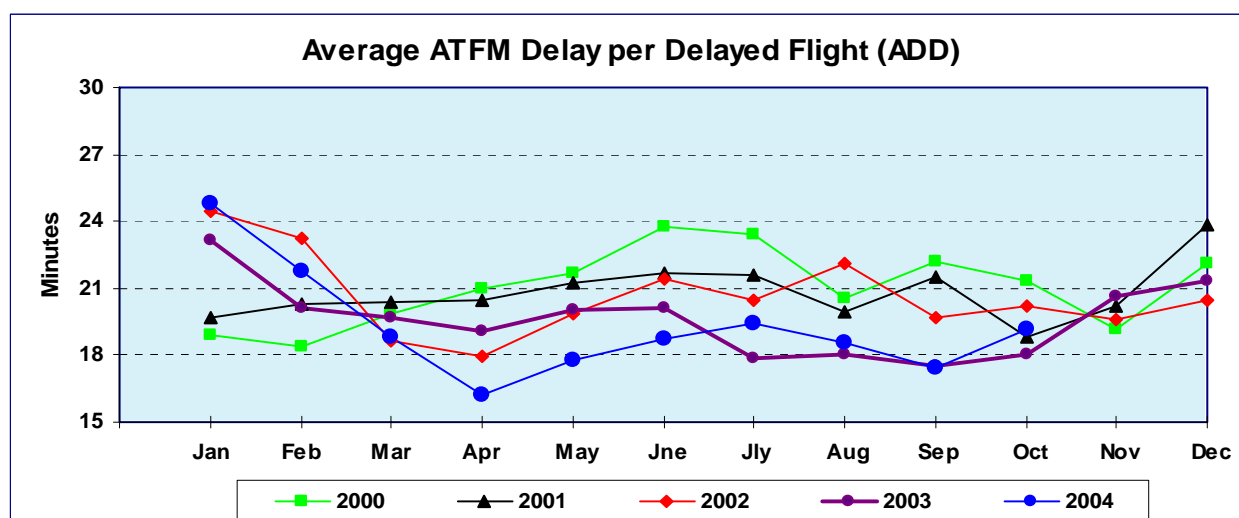
SUMMARY OF SIGNIFICANT EVENTS

-  Weather conditions including fog, thunderstorms, strong winds, low ceiling reducing arrival and departure rates for short periods.
-  Technical problems including lack of radio coverage at Brest ACC; radar failure at Milan and Copenhagen ACCs; radar maintenance at Budapest, Catania, Brindisi, Milan and Florence ACCs; introduction of new ATC system at Tampere ACC; frequency problems at Rome, Paris/Le Bourget and Paris/Orly ACCs; unreliability of landing system at Venice; FDPS problems at Bordeaux and Malaga ACCs.
-  Staff issues including staffing problems at Fuerteventura; staff shortages at Düsseldorf, Oslo, Seville and Madrid; general strike of ATC personnel in Greece; industrial action by meteorological officers at Paris/Charles de Gaulle and Paris/Le Bourget.
-  Work in progress at Brussels, Paris/Le Bourget, Thessaloniki and Istanbul; aircraft incident at Chania; emergency landing at Frankfurt and Jersey; single runway operations at Rome/Fiumicino; airfield lighting problems at London/Heathrow; disabled aircraft on runway at Istanbul.
-  Military activity at Canarias, Brest, Geneva, Bordeaux, Portsmouth, Bar-Le-Duc, Nancy, Sion, Reims ACCs; military display at Istanbul.
-  Other items included final stage of transfer from Bodo ACC to Trondheim ACC; bomb threat at Maastricht; Rome/Ciampino closed due to European Summit.

2. Year on Year Trends in Main Indicators

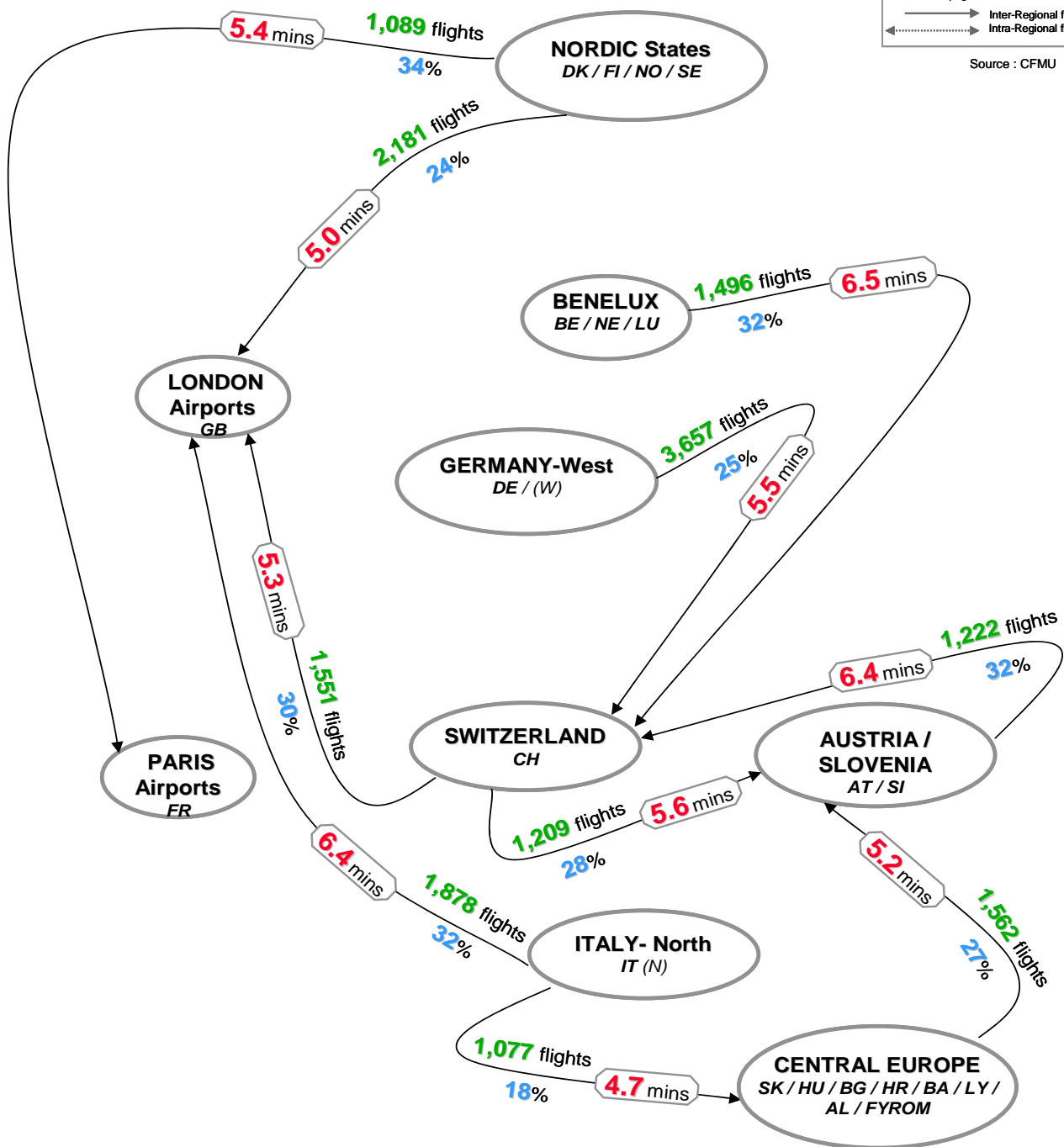
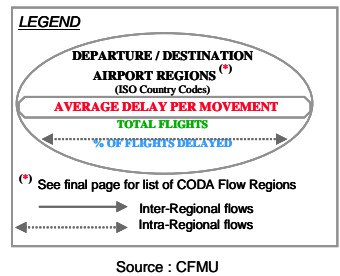


Source : CFMU ATFM Data



Source : CFMU ATFM Data

3. Most Affected Traffic Flows by CODA Regions



Selected flights:	16,922 (2% of Total flights)
Delayed flights:	4,694 (28% of Selected flights)
Accumulated delay:	94,989 mins (7% of Total Delay)
Avg. Delay per Mvmt:	5.6 mins

ATFM Delay Situation on 10 Regional CODA Traffic Flows (>1,000 flights) in October 2004

4. Most Affected and Most Dense Traffic Flows

MOST AFFECTED TRAFFIC FLOWS (CFMU)

Rank	Departure	Destination	TTF	TRF	TDF	PDF	TDM	ADD	ADM
1	BENELUX	Switzerland	1,496	733	474	31.68	9,770	20.61	6.53
2	Austria/Slovenia	Switzerland	1,222	721	390	31.91	7,874	20.19	6.44
3	Italy-North	London Airports	1,878	1,001	599	31.90	12,027	20.08	6.40
4	Switzerland	Austria/Slovenia	1,209	544	336	27.79	6,715	19.99	5.55
5	Germany-West	Switzerland	3,657	1,597	928	25.38	20,255	21.83	5.54
6	Nordic States	Paris Airports	1,089	651	369	33.88	5,874	15.92	5.39
7	Switzerland	London Airports	1,551	848	470	30.30	8,244	17.54	5.32
8	Central Europe	Austria/Slovenia	1,562	722	420	26.89	8,144	19.39	5.21
9	Nordic States	London Airports	2,181	769	516	23.66	10,994	21.31	5.04
10	Italy-North	Central Europe	1,077	343	192	17.83	5,092	26.52	4.73
11	Italy-North	Germany-West	3,989	1,540	907	22.74	18,820	20.75	4.72
12	Italy-North	Non ECAC	2,387	658	429	17.97	11,185	26.07	4.69
13	Germany-West	London Airports	3,450	1,314	805	23.33	15,640	19.43	4.53
14	BENELUX	Italy-North	1,711	786	364	21.27	7,599	20.88	4.44
15	Italy-North	Italy-South/Malta	10,387	2,322	1,542	14.85	46,115	29.91	4.44
16	London Airports	Switzerland	1,559	615	338	21.68	6,779	20.06	4.35
17	Germany-West	Greece/Cyprus	1,933	491	291	15.05	8,213	28.22	4.25
18	Central Europe	Italy-North	1,075	352	189	17.58	4,533	23.98	4.22
19	United Kingdom & Ireland	Greece/Cyprus	1,565	500	280	17.89	6,473	23.12	4.14
20	Paris Airports	Switzerland	1,609	633	349	21.69	6,635	19.01	4.12
Totals			46,587	17,140	10,188	21.87	226,981	22.28	4.87

MOST DENSE TRAFFIC FLOWS (CFMU)

Rank	Departure	Destination	TTF	TRF	TDF	PDF	TDM	ADD	ADM	ADM-Rank
1	Nordic States	Nordic States	66,568	4,497	2,391	3.59	51,843	21.68	0.78	21
2	United Kingdom & Ireland	United Kingdom & Ireland	31,045	2,294	1,158	3.73	19,609	16.93	0.63	24
3	Iberian Peninsula/Canaria	Iberian Peninsula/Canaria	27,622	2,712	1,330	4.82	26,442	19.88	0.96	18
4	Germany-West	Germany-West	22,981	3,020	1,524	6.63	27,807	18.25	1.21	15
5	Non ECAC	Non ECAC	12,630	90	53	0.42	962	18.15	0.08	35
6	Greece/Cyprus	Greece/Cyprus	12,108	472	307	2.54	11,230	36.58	0.93	19
7	Italy-South/Malta	Italy-North	10,388	1,495	818	7.87	21,595	26.40	2.08	4
8	Italy-North	Italy-South/Malta	10,387	2,322	1,542	14.85	46,115	29.91	4.44	1
9	London Airports	United Kingdom & Ireland	9,922	911	522	5.26	8,519	16.32	0.86	20
10	United Kingdom & Ireland	London Airports	9,837	2,133	1,224	12.44	25,207	20.59	2.56	3
11	Germany-West	Non ECAC	8,863	1,719	814	9.18	12,708	15.61	1.43	11
12	Non ECAC	London Airports	8,855	303	162	1.83	3,333	20.57	0.38	29
13	London Airports	Non ECAC	8,764	1,094	617	7.04	9,775	15.84	1.12	16
14	Non ECAC	Germany-West	8,755	472	205	2.34	3,492	17.03	0.40	27
15	Italy-South/Malta	Italy-South/Malta	8,522	1,022	541	6.35	10,976	20.29	1.29	13
16	Turkey	Turkey	8,267	124	91	1.10	5,940	65.27	0.72	23
17	Iberian Peninsula/Canaria	Balearics/Spain East	8,140	862	333	4.09	4,409	13.24	0.54	25
18	Balearics/Spain East	Iberian Peninsula/Canaria	8,099	1,744	847	10.46	16,085	18.99	1.99	6
19	Paris Airports	Non ECAC	7,117	1,406	729	10.24	10,923	14.98	1.53	7
20	Germany-East/Czech Rep	Germany-West	7,050	1,445	582	8.26	9,755	16.76	1.38	12
21	Non ECAC	Paris Airports	7,006	337	100	1.43	1,511	15.11	0.22	33
22	Germany-West	Germany-East/Czech Rep	7,003	934	305	4.36	5,170	16.95	0.74	22
23	Balearics/Spain East	Balearics/Spain East	6,361	241	106	1.67	1,628	15.36	0.26	31
24	Central Europe	Central Europe	5,994	262	141	2.35	2,329	16.52	0.39	28
25	France North	France North	5,658	98	34	0.60	478	14.06	0.08	34

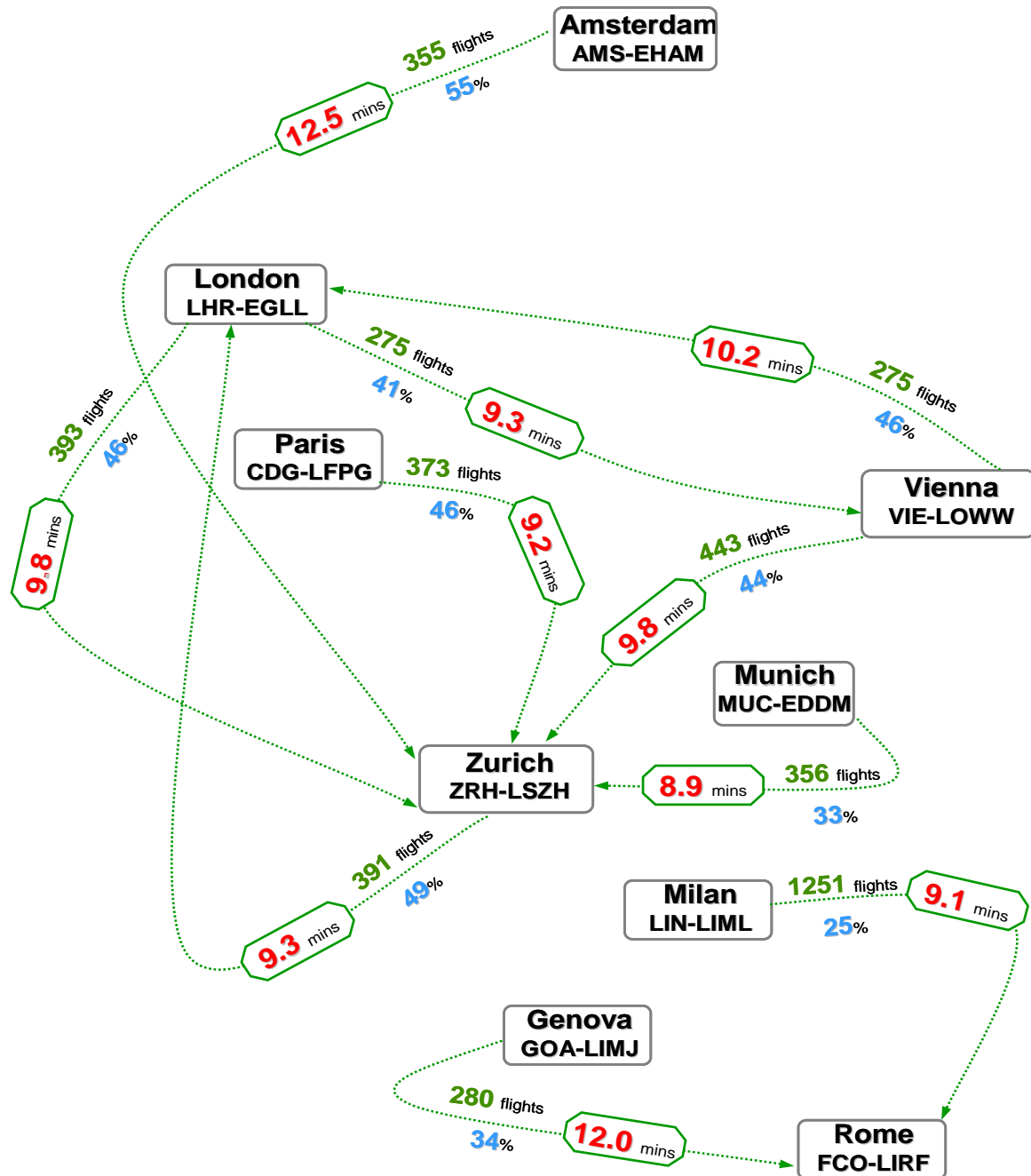
Source: CFMU ATFM Data

5. Most Affected City Pairs

AVERAGE DELAY PER MOVEMENT

Source : CFMU

Total Number of Flights & % of Flights Delayed



Selected flights: 4,392 (0.6% of Total flights)
 Delayed flights: 1,696 (39% of Selected flights)
 Accumulated delay: 42,833 mins (3% of Total Delay)
 Avg. Delay per Mvmt.: 9.8 mins

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ATFM Delay Situation on 10 City Pairs (>250 flights) in October 2004

6. Most Affected and Most Dense City Pairs

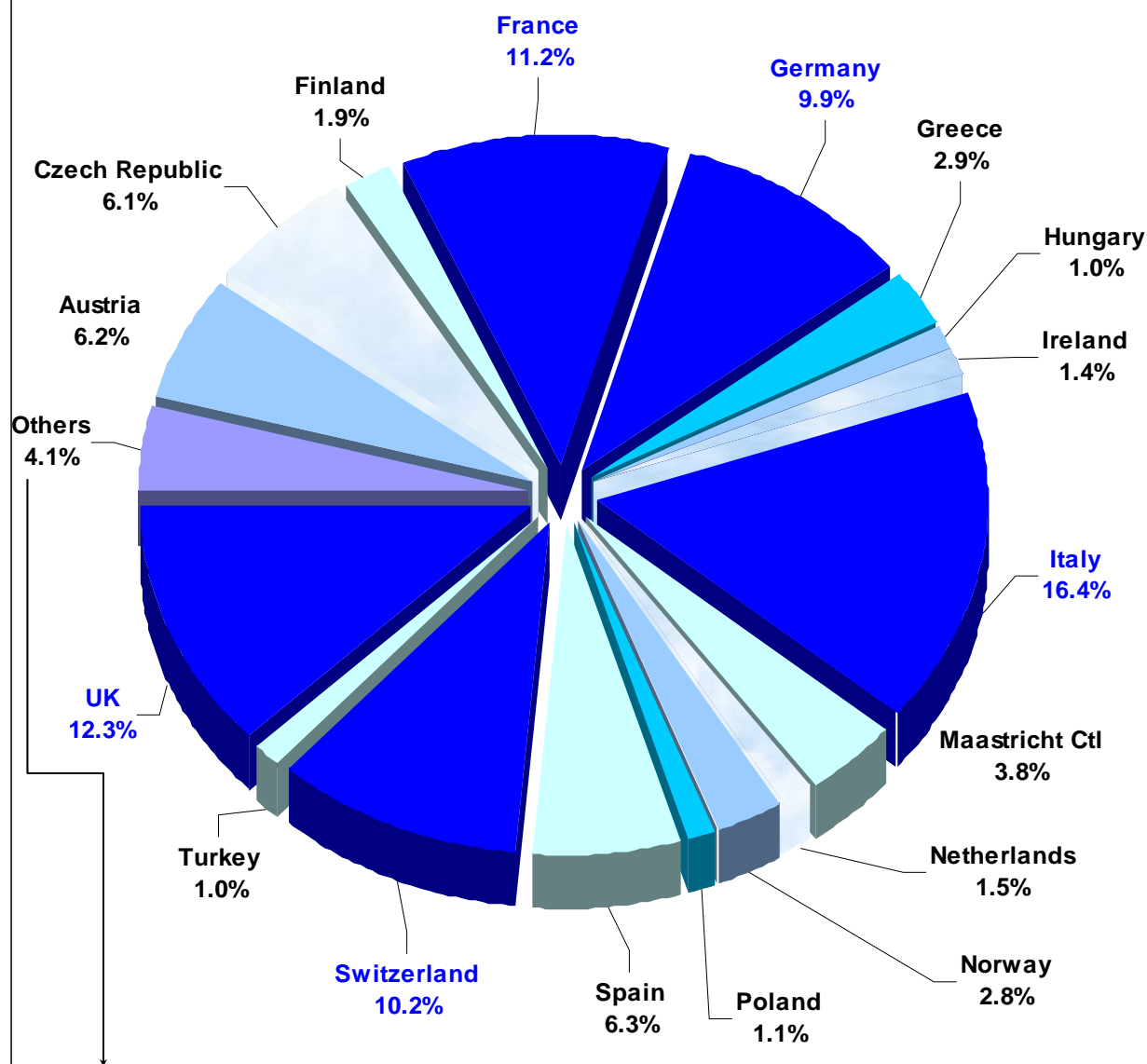
MOST AFFECTED CITY PAIRS (CFMU)									
Rank	Departure	Destination	TTF	TRF	TDF	PDF	TDM	ADD	ADM
1	Amsterdam	Zurich	355	268	195	54.93	4,421	22.67	12.45
2	Genova Sestri	Rome/Fiumicino	280	128	95	33.93	3,350	35.26	11.96
3	Vienna	London/Heathrow	275	187	127	46.18	2,791	21.98	10.15
4	Vienna	Zurich	443	323	194	43.79	4,323	22.28	9.76
5	London/Heathrow	Zurich	393	292	180	45.80	3,831	21.28	9.75
6	London/Heathrow	Vienna	275	168	114	41.45	2,559	22.45	9.31
7	Zurich	London/Heathrow	391	306	190	48.59	3,629	19.10	9.28
8	Paris/Charles-De-Gaulle	Zurich	373	285	171	45.84	3,441	20.12	9.23
9	Milan/Linate	Rome/Fiumicino	1,251	481	312	24.94	11,329	36.31	9.06
10	Munich	Zurich	356	185	118	33.15	3,159	26.77	8.87
11	Brussels	Vienna	262	174	108	41.22	2,219	20.55	8.47
12	Munich	London/Heathrow	367	199	140	38.15	3,085	22.04	8.41
13	Oslo/Gardermoen	London/Heathrow	273	149	100	36.63	2,289	22.89	8.38
14	Torino/Caselle	Rome/Fiumicino	422	171	111	26.30	3,521	31.72	8.34
15	Rome/Fiumicino	London/Heathrow	329	206	137	41.64	2,705	19.74	8.22
16	Madrid/Barajas	London/Heathrow	375	198	135	36.00	3,000	22.22	8.00
17	Milan/Malpensa	Zurich	268	159	89	33.21	2,130	23.93	7.95
18	Hamburg	Zurich	288	150	97	33.68	2,250	23.20	7.81
19	Dusseldorf	Zurich	368	235	145	39.40	2,768	19.09	7.52
20	Copenhagen/Kastrup	London/Heathrow	349	179	130	37.25	2,623	20.18	7.52
Totals			7,693	4,443	2,888	37.54	69,423	24.04	9.02

MOST DENSE CITY PAIRS (CFMU)										
Rank	Departure	Destination	TTF	TRF	TDF	PDF	TDM	ADD	ADM	ADM-rank
1	Barcelona	Madrid/Barajas	1,922	901	417	21.70	7,701	18.47	4.01	4
2	Madrid/Barajas	Barcelona	1,920	293	127	6.61	1,696	13.35	0.88	19
3	Milan/Linate	Rome/Fiumicino	1,251	481	312	24.94	11,329	36.31	9.06	1
4	Rome/Fiumicino	Milan/Linate	1,244	124	100	8.04	4,178	41.78	3.36	5
5	Barcelona	Palma De Mallorca	866	11	8	0.92	175	21.88	0.20	31
6	Paris/Orly	Toulouse/Blagnac	856	170	81	9.46	1,009	12.46	1.18	16
7	Toulouse/Blagnac	Paris/Orly	855	20	10	1.17	194	19.40	0.23	30
8	London/Heathrow	Paris/Charles-De-Gaulle	846	195	97	11.47	1,699	17.52	2.01	9
9	Paris/Charles-De-Gaulle	London/Heathrow	844	390	270	31.99	5,606	20.76	6.64	2
10	Palma De Mallorca	Barcelona	834	83	36	4.32	430	11.94	0.52	25
11	Dusseldorf	Munich	767	190	93	12.13	1,798	19.33	2.34	7
12	Cologne/Bonn	Munich	765	141	75	9.80	1,689	22.52	2.21	8
13	Munich	Berlin-Tegel	754	212	28	3.71	346	12.36	0.46	26
14	Berlin-Tegel	Munich	753	265	72	9.56	1,482	20.58	1.97	10
15	Nice	Paris/Orly	751	18	11	1.46	172	15.64	0.23	29
16	Paris/Orly	Nice	749	128	52	6.94	566	10.88	0.76	22
17	Makedonia	Athens	748	17	13	1.74	473	36.38	0.63	23
18	Munich	Dusseldorf	746	101	35	4.69	642	18.34	0.86	20
19	Athens	Makedonia	741	77	54	7.29	1,228	22.74	1.66	13
20	Munich	Cologne/Bonn	740	46	27	3.65	411	15.22	0.56	24
21	Helsinki-Vantaa	Stockholm/Arlanda	735	156	48	6.53	828	17.25	1.13	18
22	London/Heathrow	Amsterdam	728	47	37	5.08	604	16.32	0.83	21
23	Amsterdam	London/Heathrow	723	337	211	29.18	4,367	20.70	6.04	3
24	Oslo/Gardermoen	Bergen/Flesland	712	114	63	8.85	1,263	20.05	1.77	11
25	Hamburg	Munich	712	129	53	7.44	1,104	20.83	1.55	14

Source: CFMU ATFM Data

7. ATFM Delay Share by Country

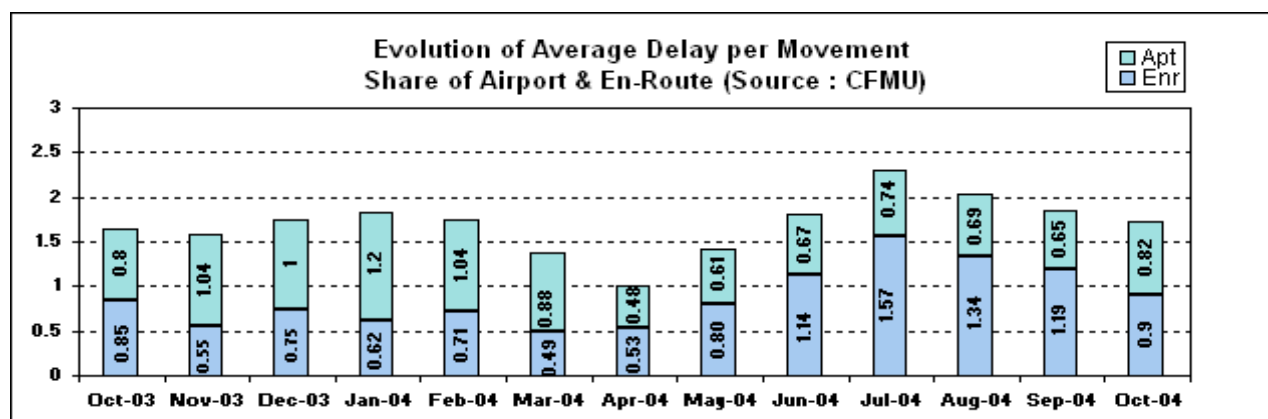
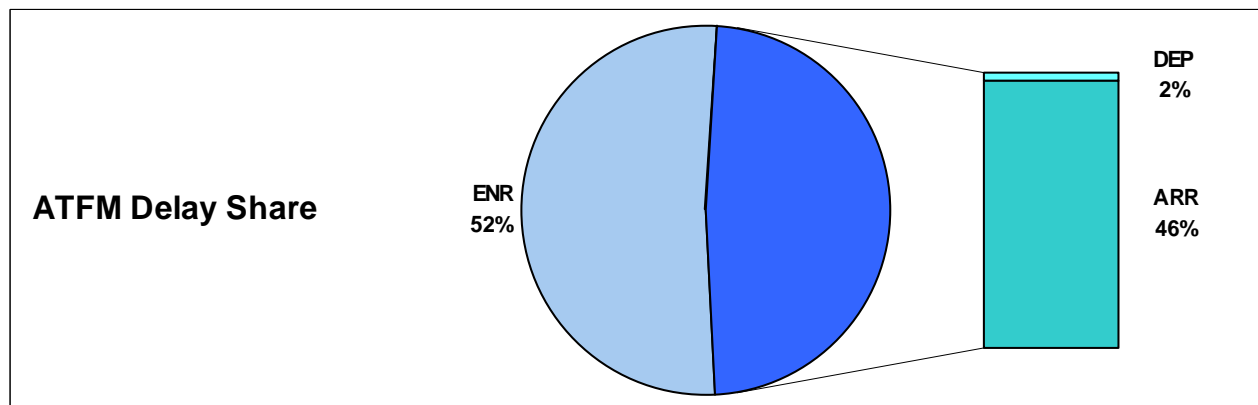
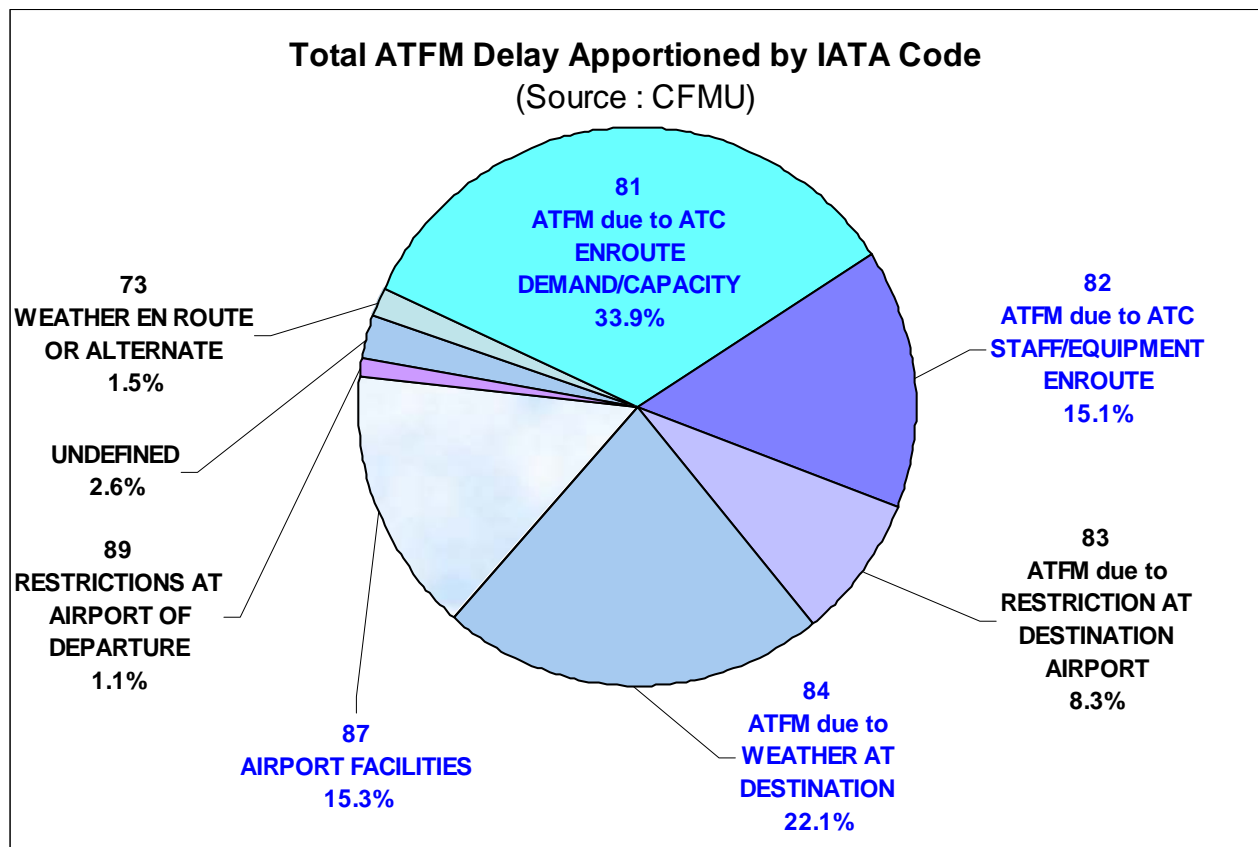
**ATFM Delay Share as Imposed by Country
based on the most penalising regulation
(Source : CFMU)**



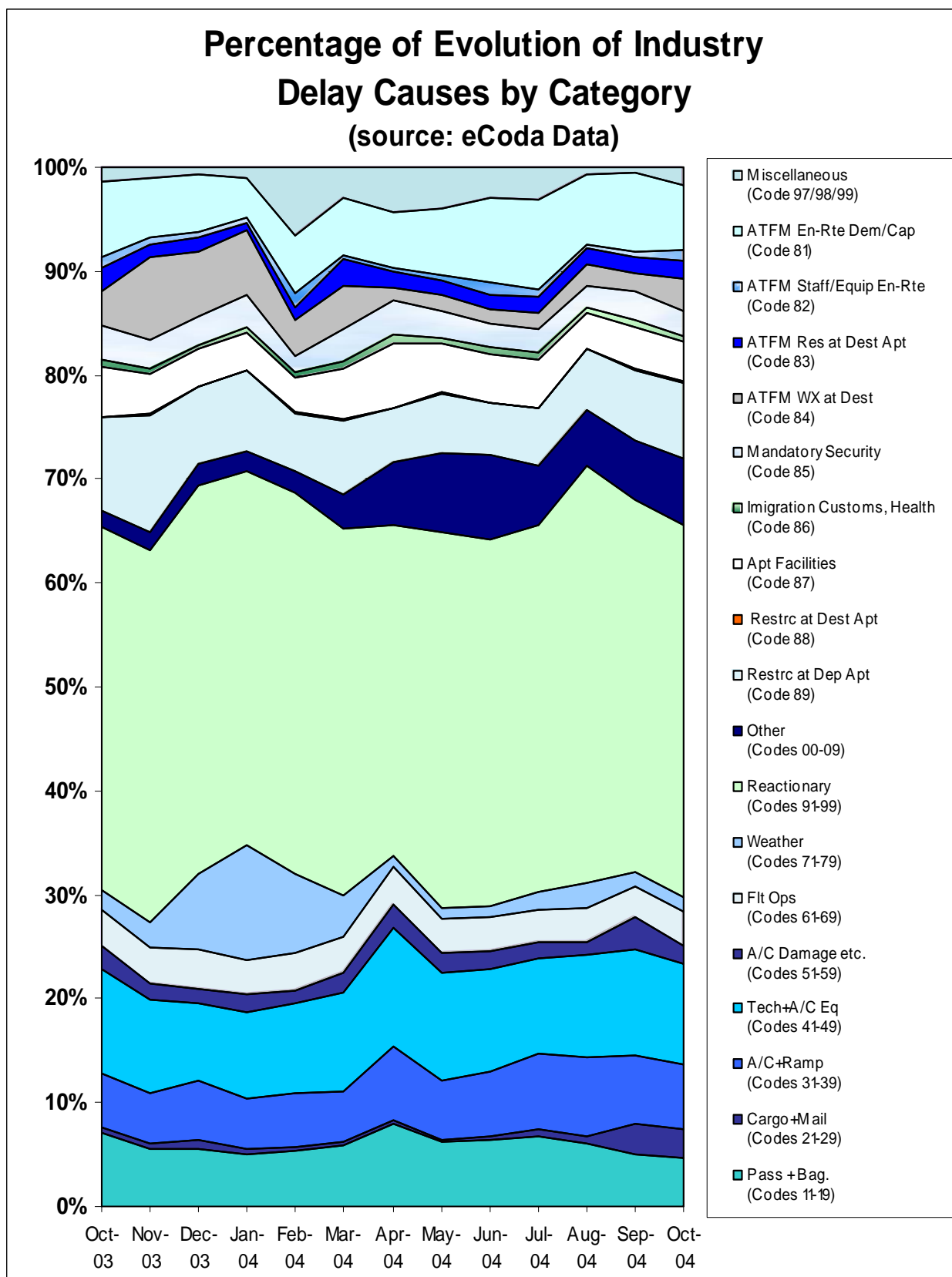
Others = Belgium, Canary Islands, Cyprus, Denmark, Egypt, Portugal, Slovakia, Slovenia & Sweden. (The remaining countries did not cause delay)

October 2004

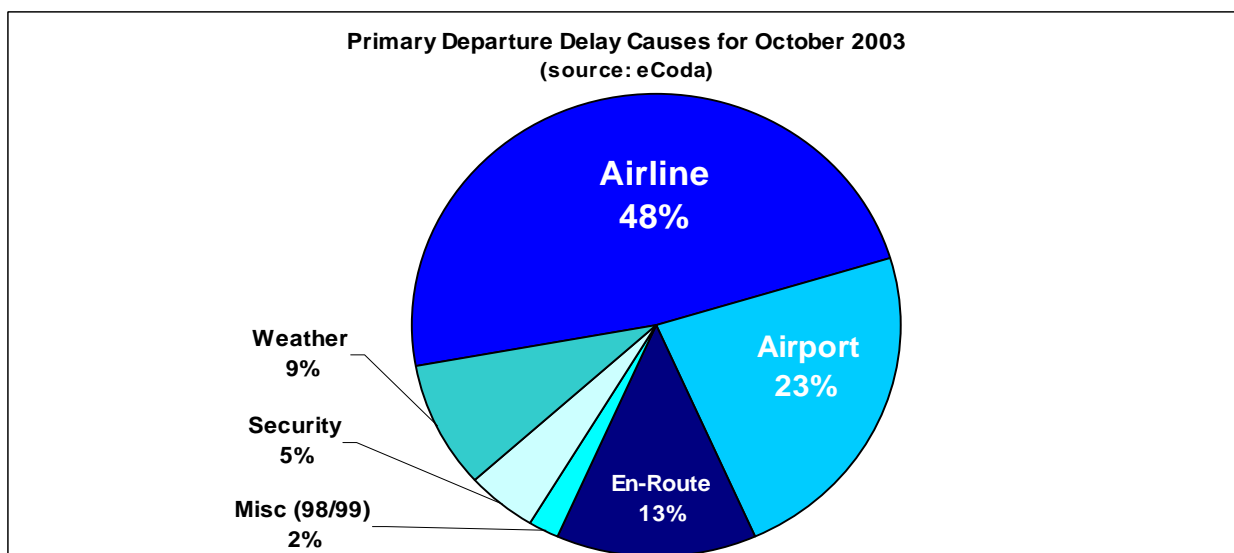
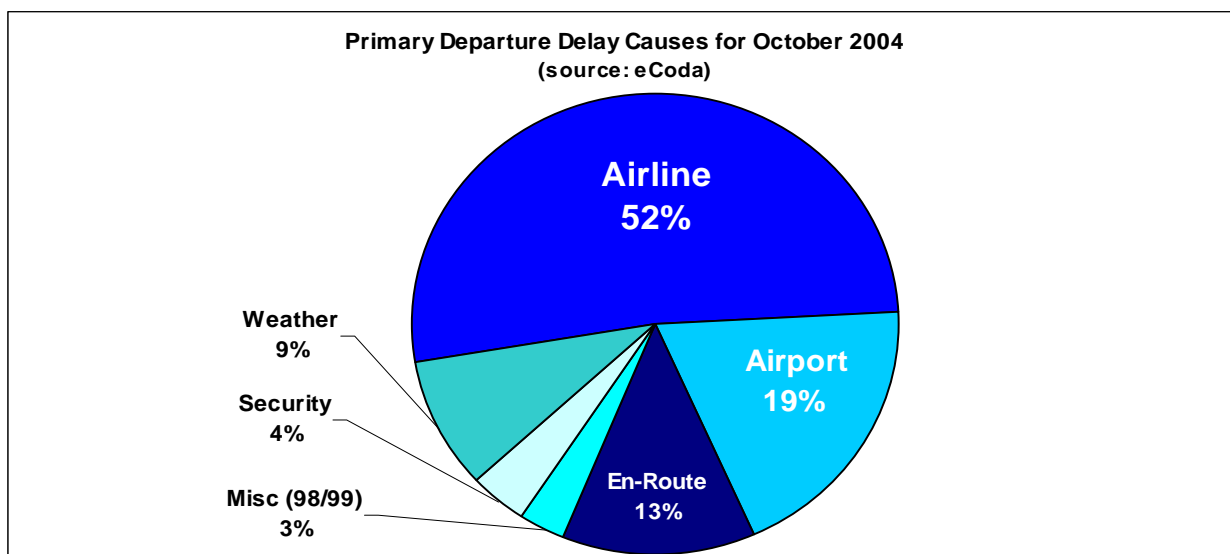
8. Reasons for ATFM Delay



9. Consolidated Evolution of Industry Delay Causes by Category

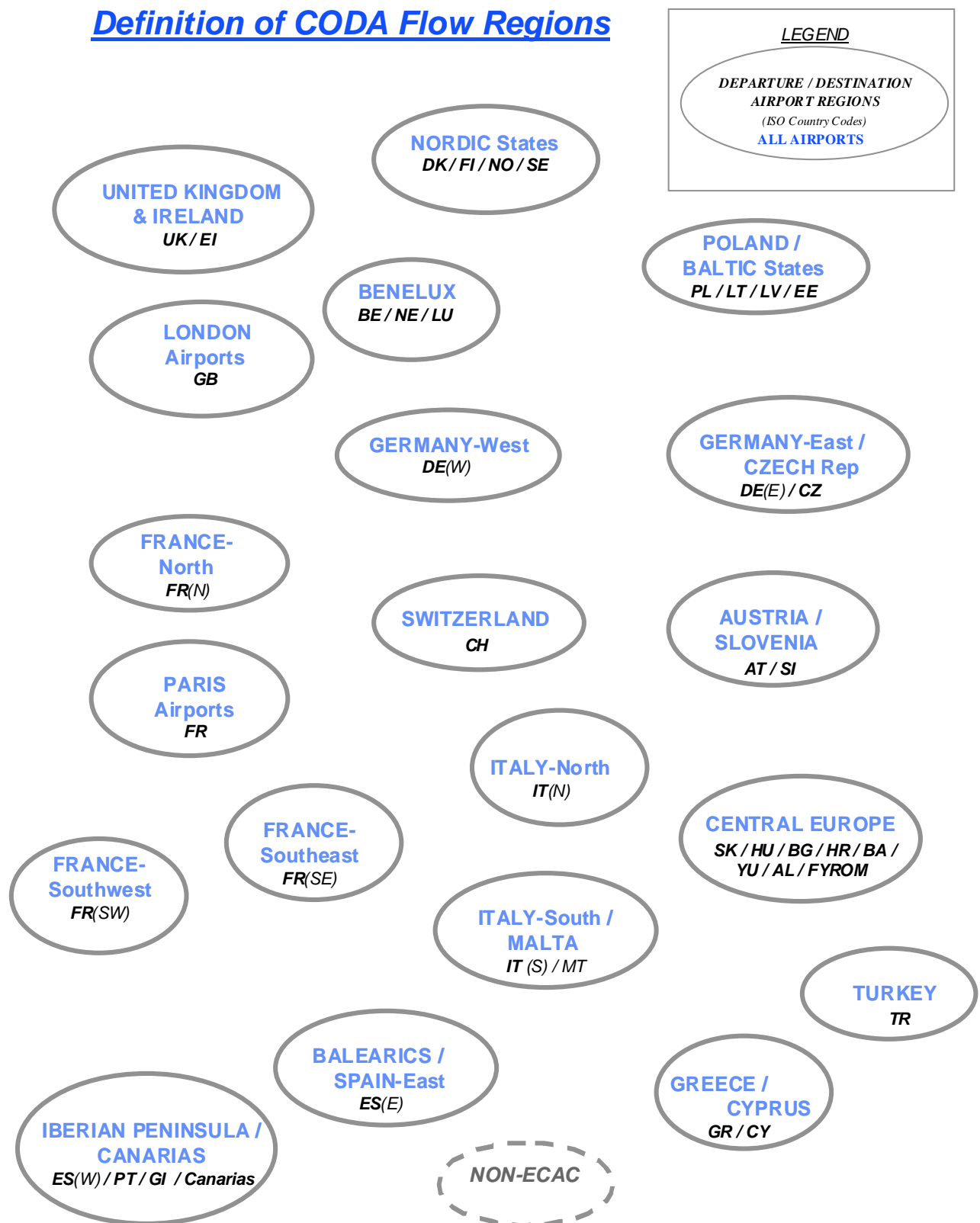


10. Primary Departure Delay Causes



eCoda Cause	Description	IATA Code
Airline	Passengers + Baggage	11-19
	Cargo + Mail	21-29
	Aircraft + Ramp Handling	31-39
	Technical + Aircraft Equipment	41-49
	Aircraft Damage and Ops Computer Failure	51-59
	Flight Operations	61-69
	Other Airline-Related Causes	Others
Airport	ATFM due to Restriction at Destination Airport	83
	Immigration, Customs, Health	86
	Airport Facilities	87
	Restriction at Destination Airport	88
	Restriction at Airport of Departure, with or without ATFM	89
En-Route	ATFM due to ATC En-Rte Demand Capacity	81
	ATFM due to ATC Staff/Equipment En-Route	82
Misc	Miscellaneous	98-99
Security	Mandatory Security	85
Weather	Weather	71-79
	ATFM due to Weather at Destination	84

Definition of CODA Flow Regions (Annex 1)

Definition of CODA Flow Regions

Glossary of Terms and Abbreviations (Annex 2)

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 Program
ECAC	European Civil Aviation Conference
EDAS	European Delay Analysis System
ERA	European Regions Airline Association
EURACA	European Air Carrier Assembly
IACA	International Air Carrier Association
IATA	International Air Transport Association

Standard IATA Delay Codes (Annex 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 weather³, industrial action, staff shortage, political unrest, noise abatement, night curfew, special flights

Reactionary

- 91 (RL) LOAD CONNECTION, awaiting load from another flight
- 92 (RT) THROUGH CHECK-IN ERROR, passenger and baggage
- 93 (RA) AIRCRAFT ROTATION, late arrival of aircraft from another flight or previous sector
- 94 (RS) CABIN CREW ROTATION, awaiting cabin crew from another flight
- 95 (RC) CREW ROTATION, awaiting crew from another flight (flight deck or entire crew)
- 96 (RO) OPERATIONS CONTROL, re-routing, diversion, consolidation, aircraft change for reasons other than technical

Miscellaneous

- 97 (MI) INDUSTRIAL ACTION WITH OWN AIRLINE
- 98 (MO) INDUSTRIAL ACTION OUTSIDE OWN AIRLINE, excluding ATS
- 99 (MX) OTHER REASON, not matching any code above

SOURCE: Provisional list composed by IATA

³ Restriction due to weather in case of ATFM regulation only, else refer to code 71 (WO)

Correlation between IATA Delay Codes and the CFMU Reasons for Regulation (Annex 4)

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 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	A	Lack of parking; taxiway closure; areas closed for maintenance; demand exceeds the declared airport capacity	83	ATFM due to RESTRICTION AT DESTINATION AIRPORT
		D		87	AIRPORT FACILITIES
		A		87	AIRPORT FACILITIES
De-icing	D	D	De-icing	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		89	RESTRICTIONS AT AIRPORT OF DEPARTURE
		E		82	ATFM due to ATC STAFF/EQUIPMENT ENROUTE
Military Activity	M	A	Brilliant Invader; ODAX	83	ATFM due to RESTRICTION AT DESTINATION AIRPORT
		D		89	RESTRICTIONS AT AIRPORT OF DEPARTURE
		A		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	A	Thunderstorm; low visibility; X winds	83	ATFM due to RESTRICTION AT DESTINATION AIRPORT
		D		89	RESTRICTIONS AT AIRPORT OF DEPARTURE
		E		73	WEATHER EN ROUTE OR ALTERNATE
Other	O	A	Security alert	84	ATFM due to WEATHER AT DESTINATION
		D		89	RESTRICTIONS AT AIRPORT OF DEPARTURE
		E		81	ATFM due to ATC ENROUTE DEMAND/CAPACITY
		A		83	ATFM due to RESTRICTION AT DESTINATION AIRPORT