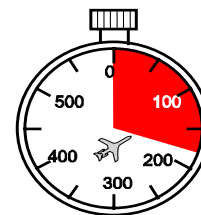
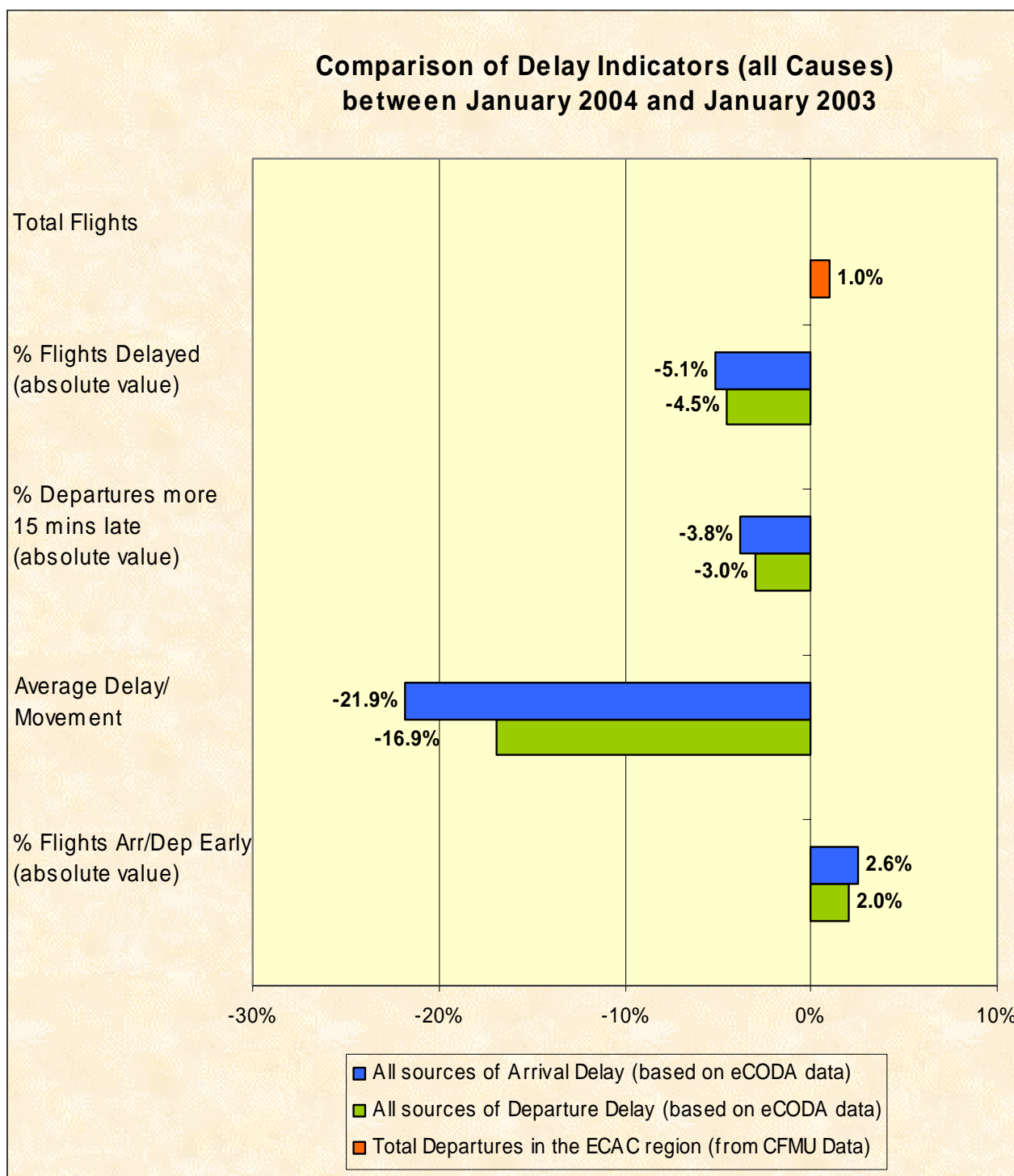


# Delays to Air Transport in Europe January 2004



January 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.*

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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](mailto:coda@eurocontrol.int)  
SITA : BRUAT7X**

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## 1. SUMMARY OVERVIEW

Departures, in the ECAC region, increased by one percent. Delays for all causes continued the general downward trend since March 2003, with the Average Delay per Movement, for departure traffic, falling by seventeen percent to just over twelve minutes, and for arrivals by twenty two percent to just over thirteen minutes. ATFM delay decreased by six percent.

### TRAFFIC SITUATION FOR JANUARY 2004<sup>1</sup>

Departures throughout the ECAC region increased by just one percent when compared with January 2003 and were still one percent below the 2001 level. Domestic traffic decreased by two percent whereas International traffic increased by three percent. Seventy 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, the Canary Islands and the United Kingdom having the largest increases. At the other end of the scale, France, and Germany had the largest decreases. Turning to the domestic traffic, Norway had the largest increase, followed by the Canary Islands. France, Germany and Sweden, on the other hand had the largest decreases.

Almost forty five percent 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 Athens, Manchester, Istanbul, Budapest and Vienna. On the other hand, Zurich, Nice, Amsterdam and Cologne had the largest decreases.

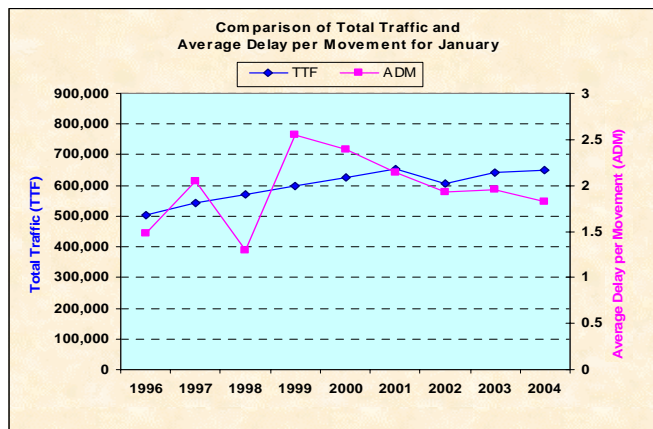
Barcelona-Madrid was the busiest city pair in January, with nineteen hundred flights in each direction. Rome-Milan/Linate was the only other pair with more than one thousand flights in each direction. Fifty percent of the busier pairs had an increase in the number of flights, with one fifth of them increasing by ten percent or more. Tenerife Norte-La Palma, Rome-Catania and Fuerteventura-Las Palmas had the largest real increases, whereas Cologne-Berlin, Madrid-Barcelona (down by eight percent compared with 2003) and Oslo-Trondheim had the largest falls.

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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 JANUARY 2004

Delays due solely to ATFM measures decreased by almost six percent when compared with January last year. The Average Delay per Movement also had a small decrease and fell by six and a half percent to a little over one and three quarters minutes. The main cause of the delay was Weather, which accounted for more than half of the ATFM delay in the ECAC region, followed by ATC Capacity, ATC Staffing and Airport Capacity.



Delayed flights fell by twelve percent, with the percentage of flights delayed falling by one percentage point to just seven and a half percent. Flights delayed by more than fifteen minutes decreased by almost eight percent, with flights delayed by more than one hour falling by one and a half percent.

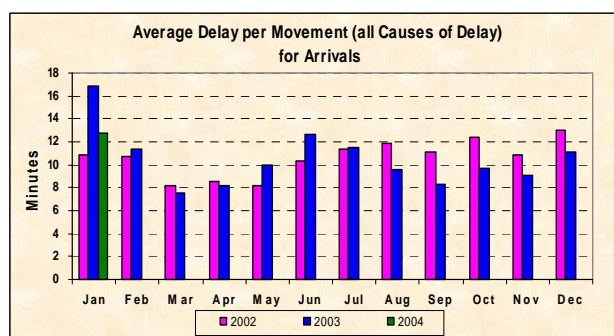
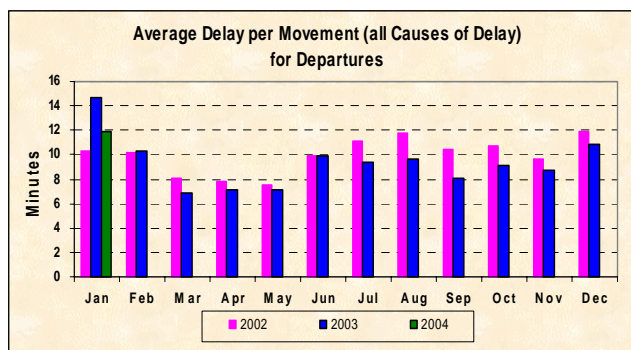
Not all ATFM delay was due to ATC; nearly two thirds of all ATFM delay in January was caused by regulations put in place to protect airports because of low visibility, lack of capacity, parking problems, etc. Compared with 2003, the share of the delay was down by five percentage points and the actual amount of delay imposed decreased by twelve and a half percent. The Paris and Frankfurt airports were the most affected by airport-related regulations. More than three quarters of the airport-related ATC delay was due to weather, with a further fifteen percent due to airport capacity.

Based on the locations of the most penalising regulations, traffic (including overflights) using the airspace of France, Germany, the United Kingdom, Spain and Switzerland had the largest share of the ATFM delay. Between them, they accounted for more than seventy percent of the total ATFM delay in the ECAC region. Compared with January last year, Spain, Maastricht and Austria had the largest increases, whereas the United Kingdom, Italy and Switzerland had the largest decreases.

When the traffic handled is taken into account (again including overflights), Switzerland, France, the Netherlands, Germany and Italy 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, while Switzerland and the United Kingdom had a decrease of one minute.

**eCODA DATA FOR JANUARY 2004**

The Average Delay per Movement for departures, for all causes of delay, was just over twelve minutes; a decrease of seventeen percent on January 2003. Forty one percent of flights were delayed on departure, with over twenty percent delayed by more than fifteen minutes. On the positive side, nearly thirteen percent of flights departed before their scheduled time.



The Average Delay per Movement for arrivals, again for all causes of delay, was just over thirteen minutes; a decrease of twenty two percent on January 2003. Forty two percent of flights were delayed on arrival, with twenty two percent delayed by more than fifteen minutes. However, thirty percent of flights arrived before their scheduled time.

Sixty two percent of the busier airports had an Average Delay per Movement of ten minutes or more, with Prague (twenty one minutes), Vienna (nineteen minutes), Paris/Charles de Gaulle (eighteen minutes) and Munich (sixteen minutes) having the largest average delay. Compared with January 2003, eighteen percent of the airports had an increase in average delay of one minute or more, with the largest rise at Prague (up by seven minutes), followed by Munich and Brussels. These increases were offset by large decreases at Amsterdam (down by twelve minutes), Rome/Fiumicino and Paris/Charles de Gaulle. In all, nearly fifty five percent of the busier airports had a decrease in average delay of more than one minute. All the airports had a proportion of their traffic departing before their scheduled time; with East Midlands having the largest, with forty three percent and Copenhagen having the lowest, with three percent.

Turning to the busier airports as destinations shows that the traffic arriving at Prague had the largest Average Delay per Movement, with twenty-two minutes and was followed by Athens (nineteen minutes), London/Heathrow (nineteen minutes) and Vienna (eighteen minutes). Compared with January 2003, thirteen percent of the busier airports had an increase in average delay but only three airports, East Midlands, Munich and Brussels, had a rise of more than one minute. At the other end of the scale, there was a large decrease at Prague and Amsterdam (both down ten minutes), followed by Paris/Orly and Rome (both down nine minutes). Again all the airports had a proportion of their flights arriving before their scheduled time, with Palma de Mallorca having almost sixty percent of its flights landing early, followed by Barcelona, Malaga and Seville.

The most affected city pairs, due to all causes of delay, were Paris/Charles de Gaulle-Prague (almost thirty minutes), Florence-Paris Charles de Gaulle (twenty seven minutes) and Paris/Charles de Gaulle-London Heathrow (twenty four minutes). It is worth noting that



Paris/Charles de Gaulle appeared as either the departure or destination in the first five most affected city pairs. Compared with January last year, just over thirty percent of the city pairs had an increase in Average Delay per Movement, with almost a quarter of them having a rise of more than one minute. The largest increase was between New York-London/Heathrow with more than fifteen minutes, followed by Munich-Madrid and Munich-Munster, with eleven and ten minutes respectively. On the plus side, sixty percent of the city pairs had a decrease of one minute or more, with forty seven percent having a decrease of more than three minutes. With a fall of almost seventeen minutes, Paris/Charles de Gaulle-Amsterdam had the largest decrease, followed by Belfast-London/Heathrow and Paris/Charles de Gaulle-Nuremberg.

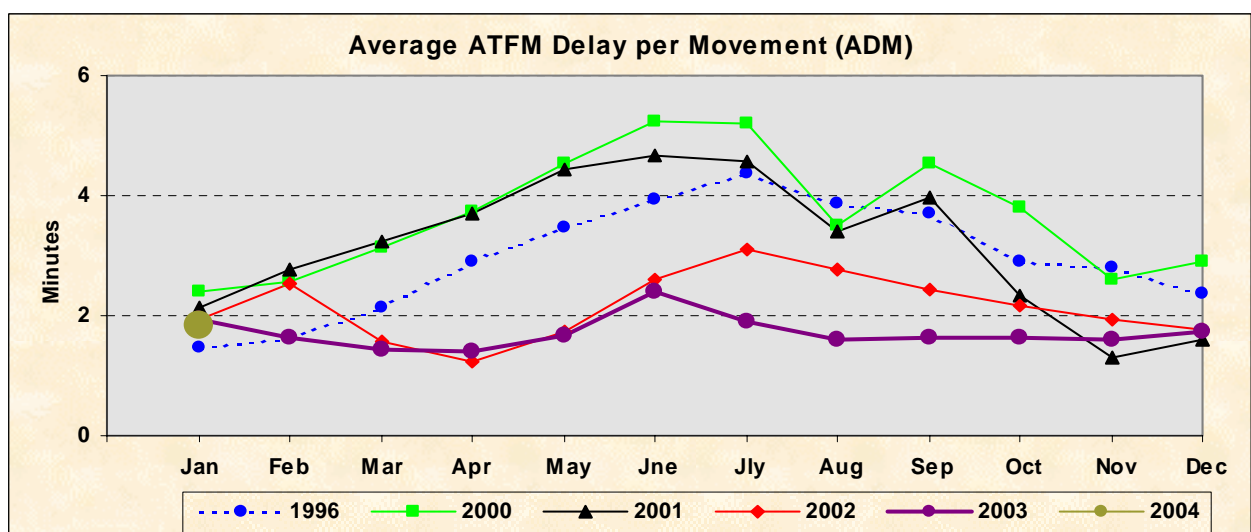
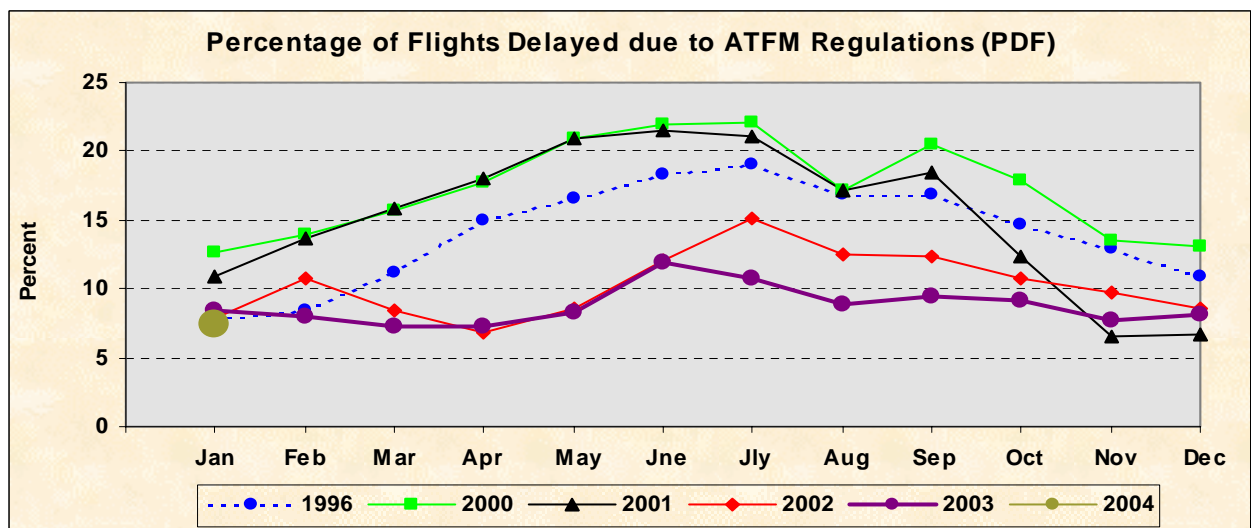
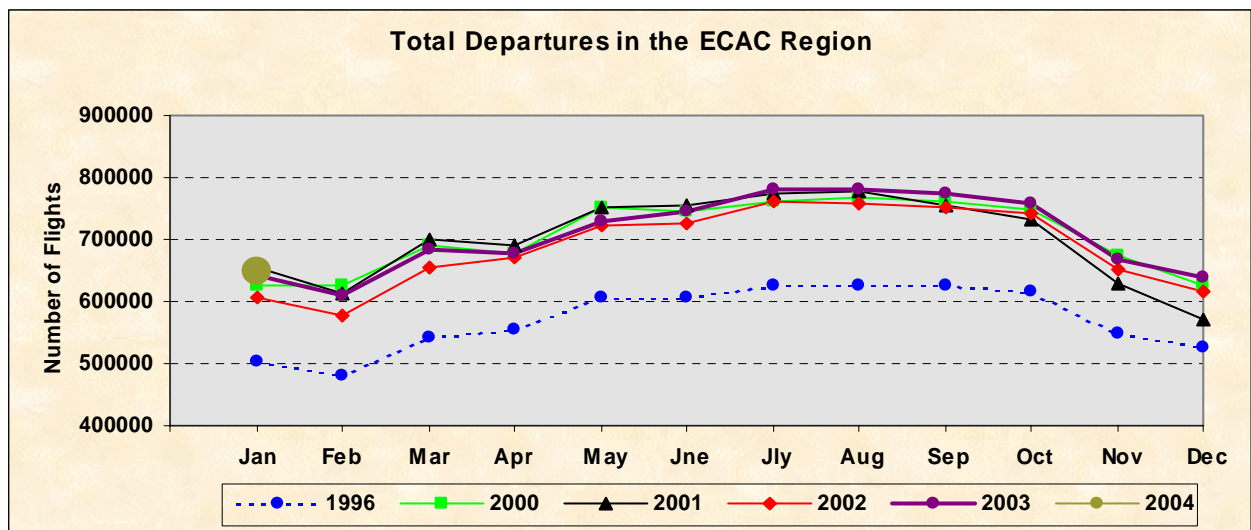
An analysis of the delay causes and categories, grouped by IATA codes, shows that almost three quarters of them had an increase in delay share, with the largest rises in the Damage to Aircraft & EDP Automated Equipment Failure and Others categories. To offset these increases, there were decreases in the Weather and ATFM En-Route Demand/Capacity categories (only those categories with more than one percent of the delay were taken into account).

Weather was the most penalising direct delay category, with eleven percent, followed by Technical and Aircraft Equipment with almost eight and a half percent and Restrictions at Departure Airport with almost eight percent. ATFM En-route Demand/Capacity, on the other hand, accounted for less than four percent of the delay.

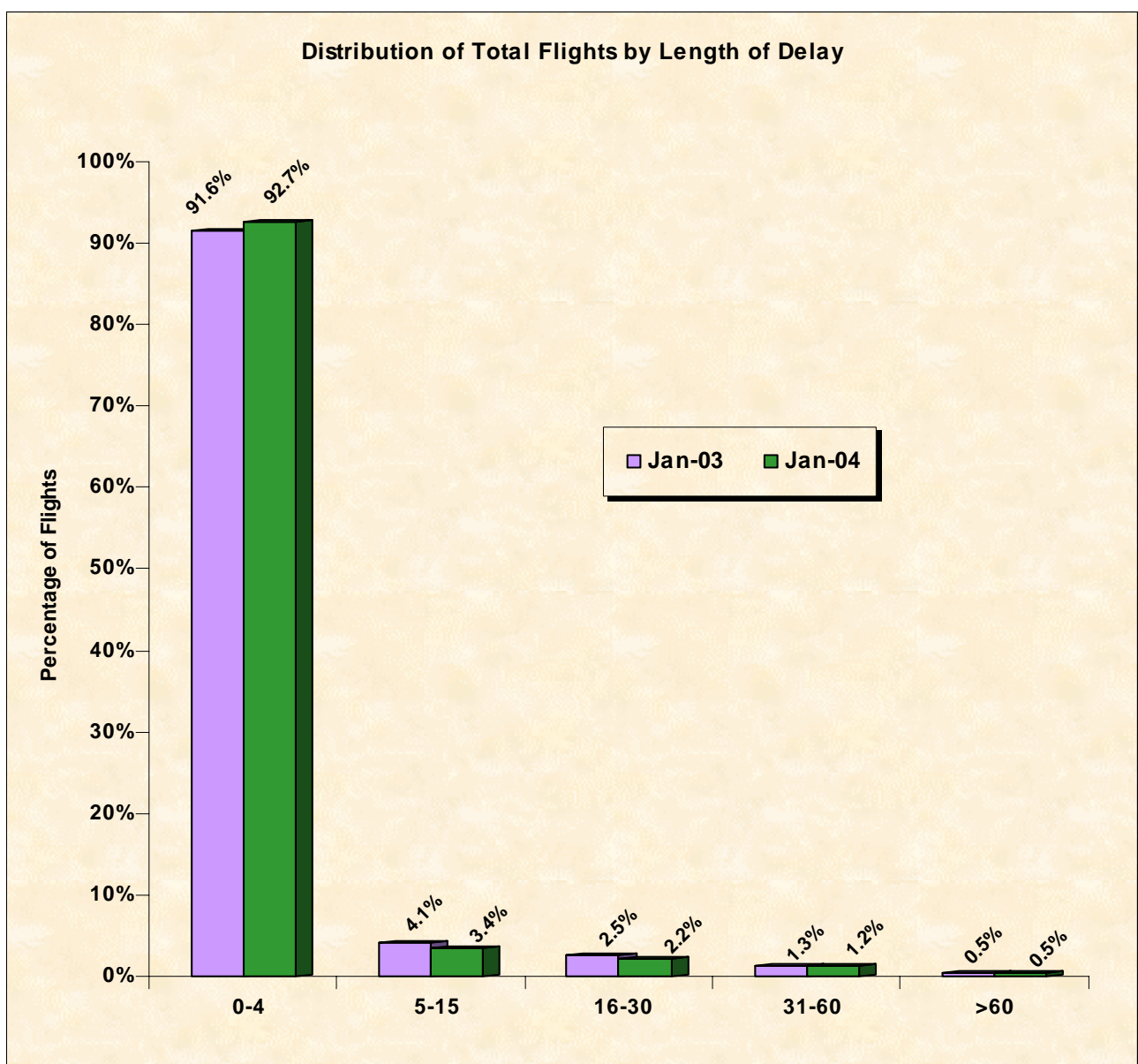
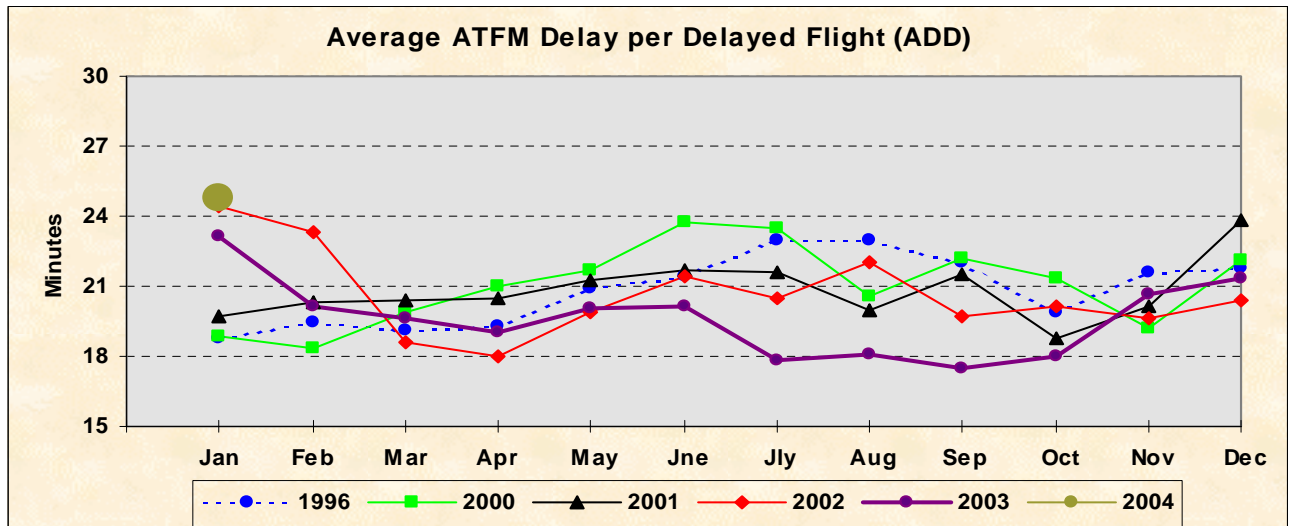
## SUMMARY OF SIGNIFICANT EVENTS

- ✈ Severe weather conditions including heavy snow, strong winds, fog and low visibility closing some airports for short periods.
- ✈ Technical problems including radar failure at Rome and Ljubljana ACCs, radar problem at Copenhagen ACC, radar maintenance at Brindisi ACC; FDP problem at Munich ACC.
- ✈ Staff issues at London ACC; industrial action at Paris airports; general strike in Italy.
- ✈ Aircraft accident at Munich; runway blocked by disabled aircraft at Frankfurt; WIP at Brindisi ACC and Rome/Ciampino.
- ✈ Military activity at Geneva; military exercise at Shanwick OAC for a number of days.
- ✈ Other items included regulations at Padova ACC to protect Munich ACC; World Economic Summit in Switzerland; airspace redesigned at Sevilla ACC, ski traffic during all weekends of the month.

## 2. Year on Year Trends in Main Indicators

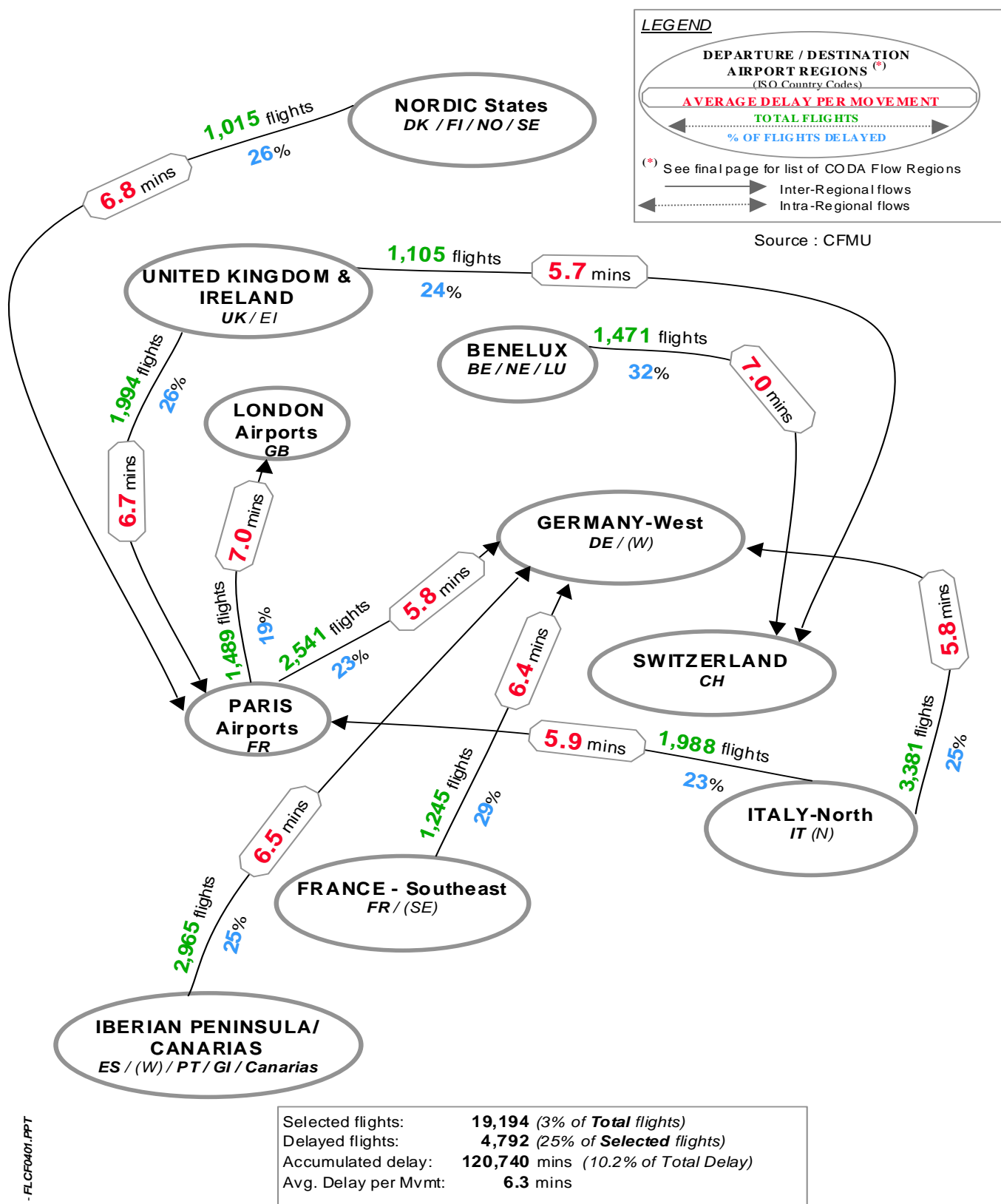


Source : CFMU ATFM Data



Source : CFMU ATFM Data

## 3. Most Affected Traffic Flows by CODA Regions



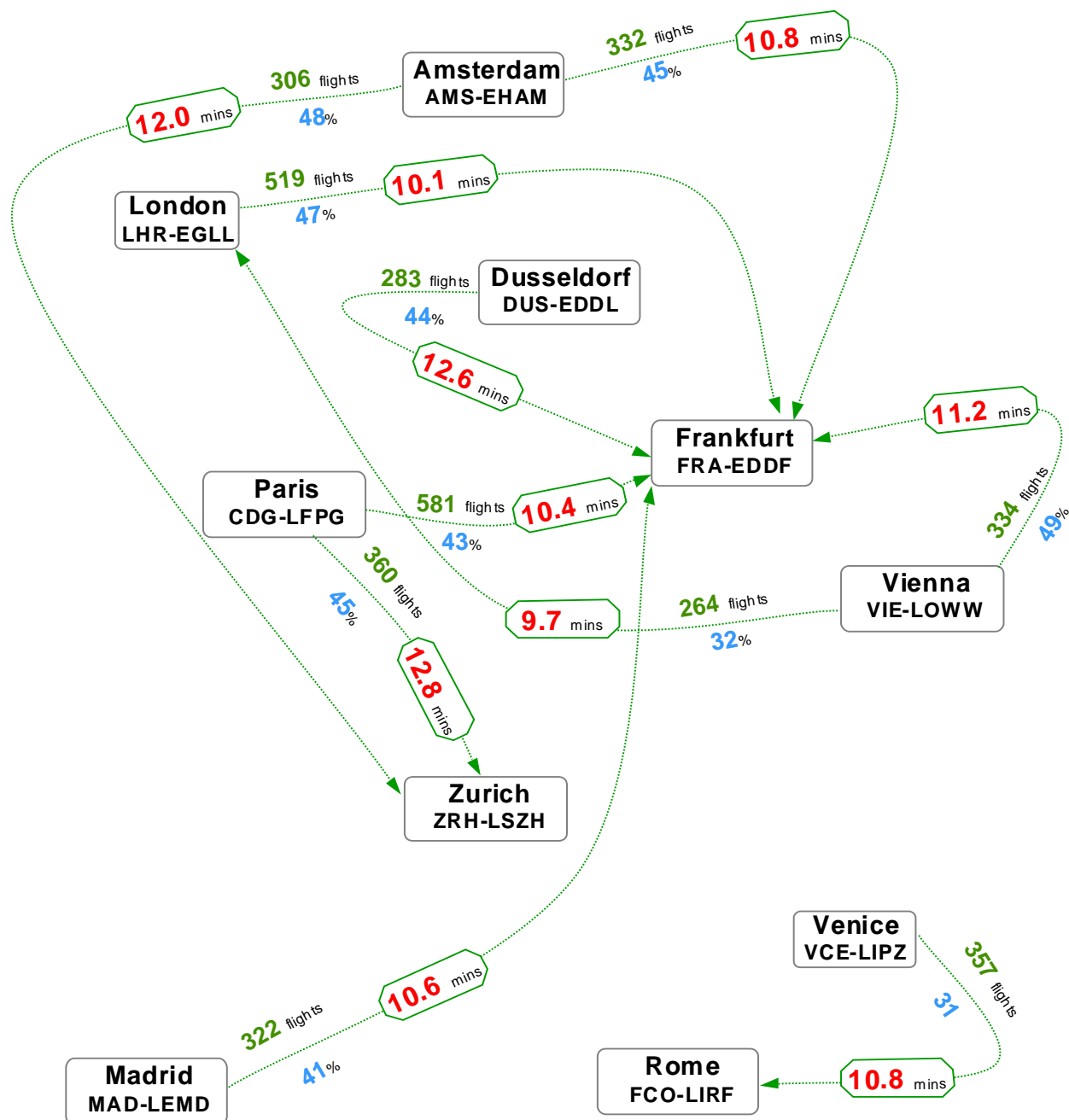
ATFM Delay Situation on 10 Regional CODA Traffic Flows (>1,000 flights) in January 2004

## 4. Most Affected City Pairs

**AVERAGE DELAY PER MOVEMENT**

Source : CFMU

Total Number of Flights &amp; % of Flights Delayed



Selected flights: 3,658 (0.6% of Total flights)  
 Delayed flights: 1,567 (43% of Selected flights)  
 Accumulated delay: 40,356 mins (3.4% of Total Delay)  
 Avg. Delay per Mvmt.: 11 mins

10/02/04 - CP CF0401 PPT

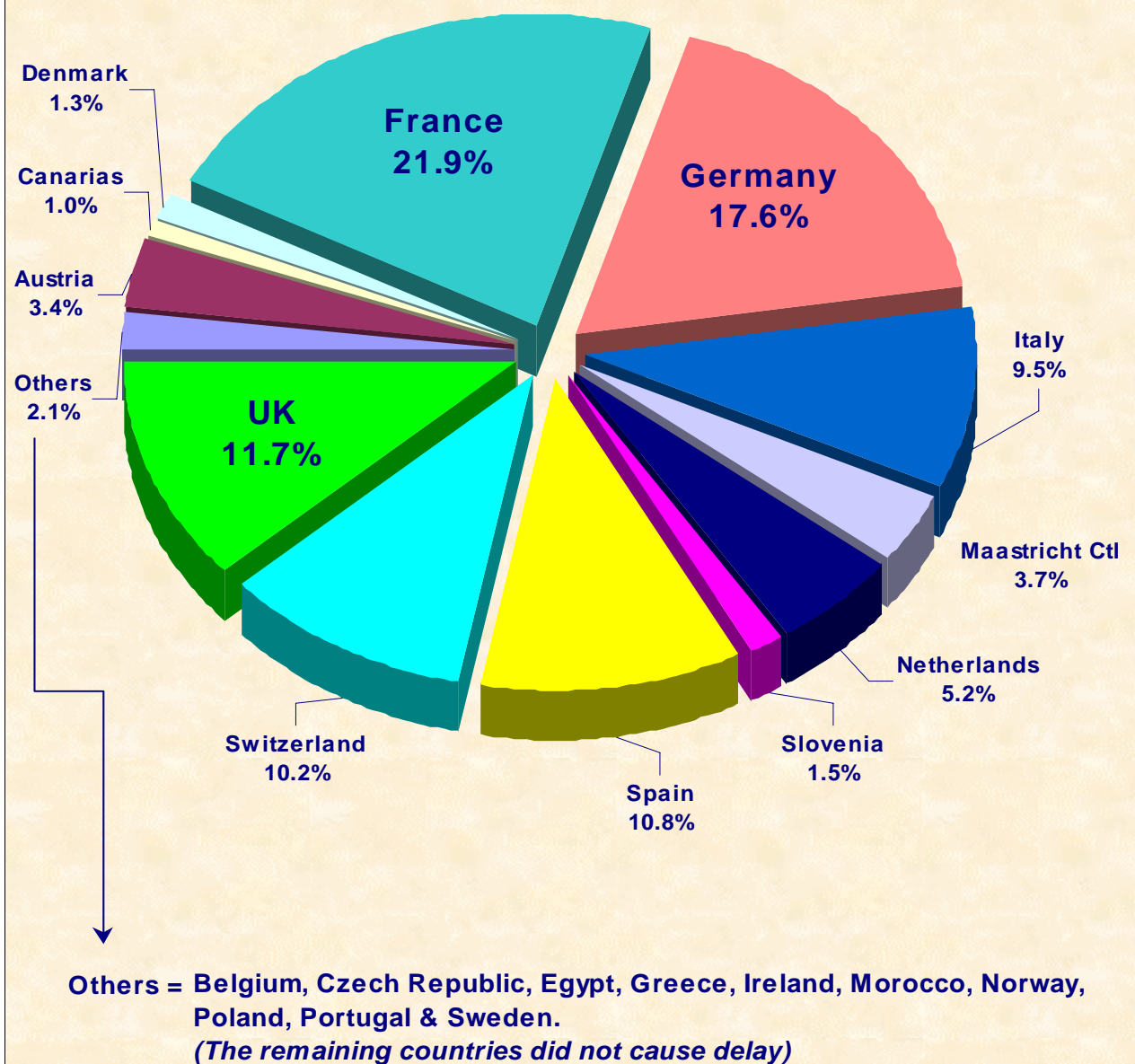
**ATFM Delay Situation on 10 City Pairs (>250 flights) in January 2004**



## 5. ATFM Delay Share by Country

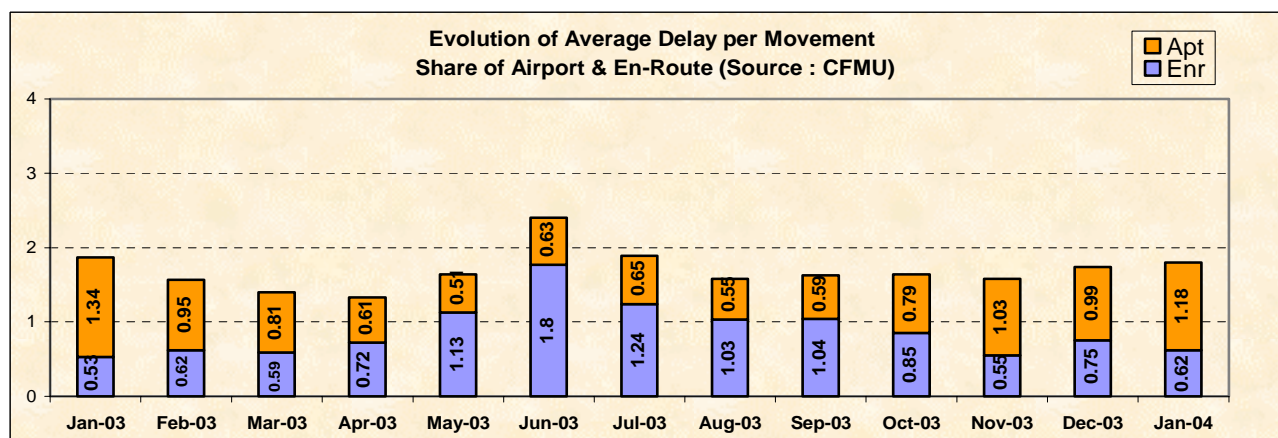
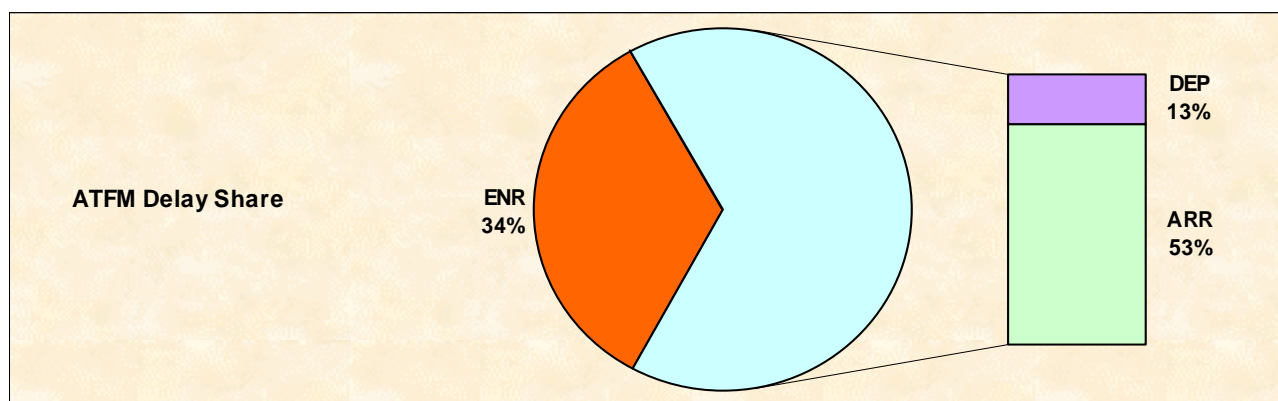
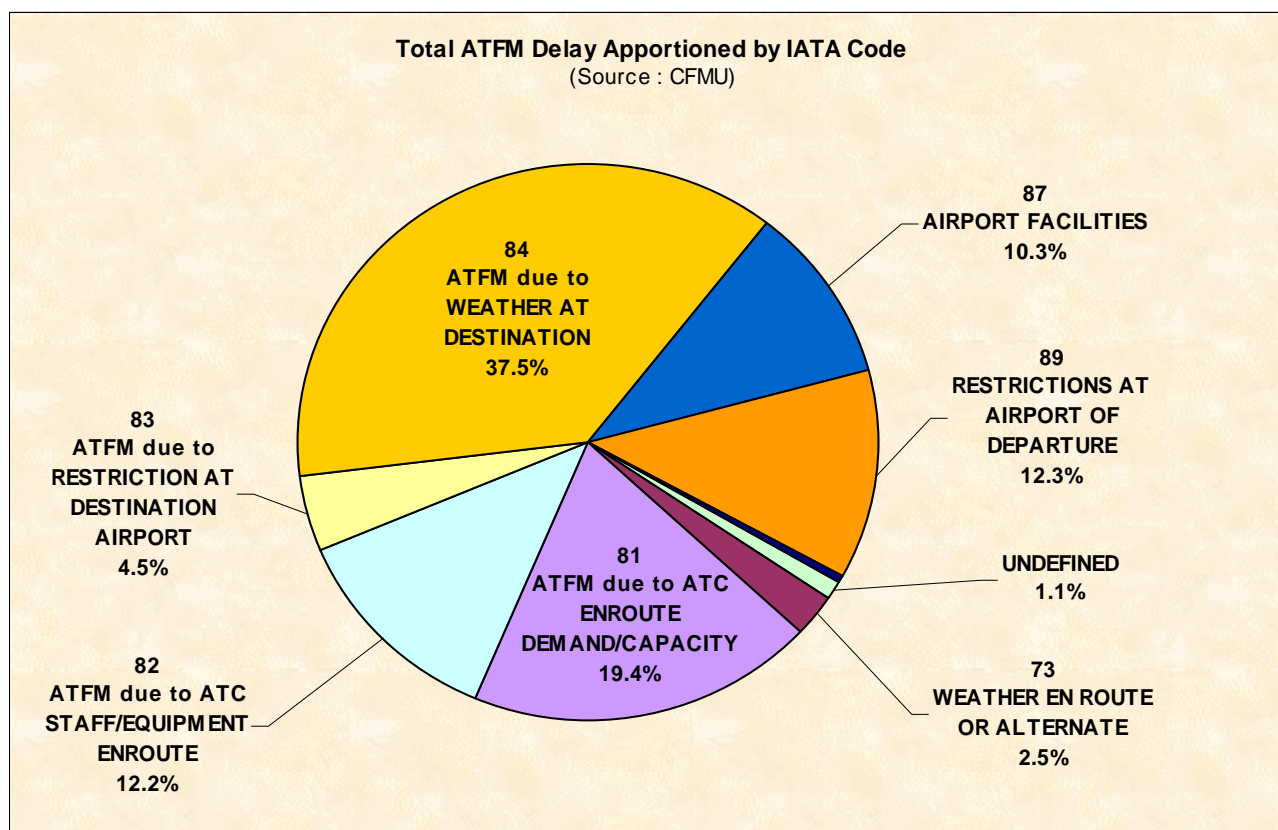
**ATFM Delay Share as Imposed by Country**  
based on the most penalising regulation

(Source : CFMU)

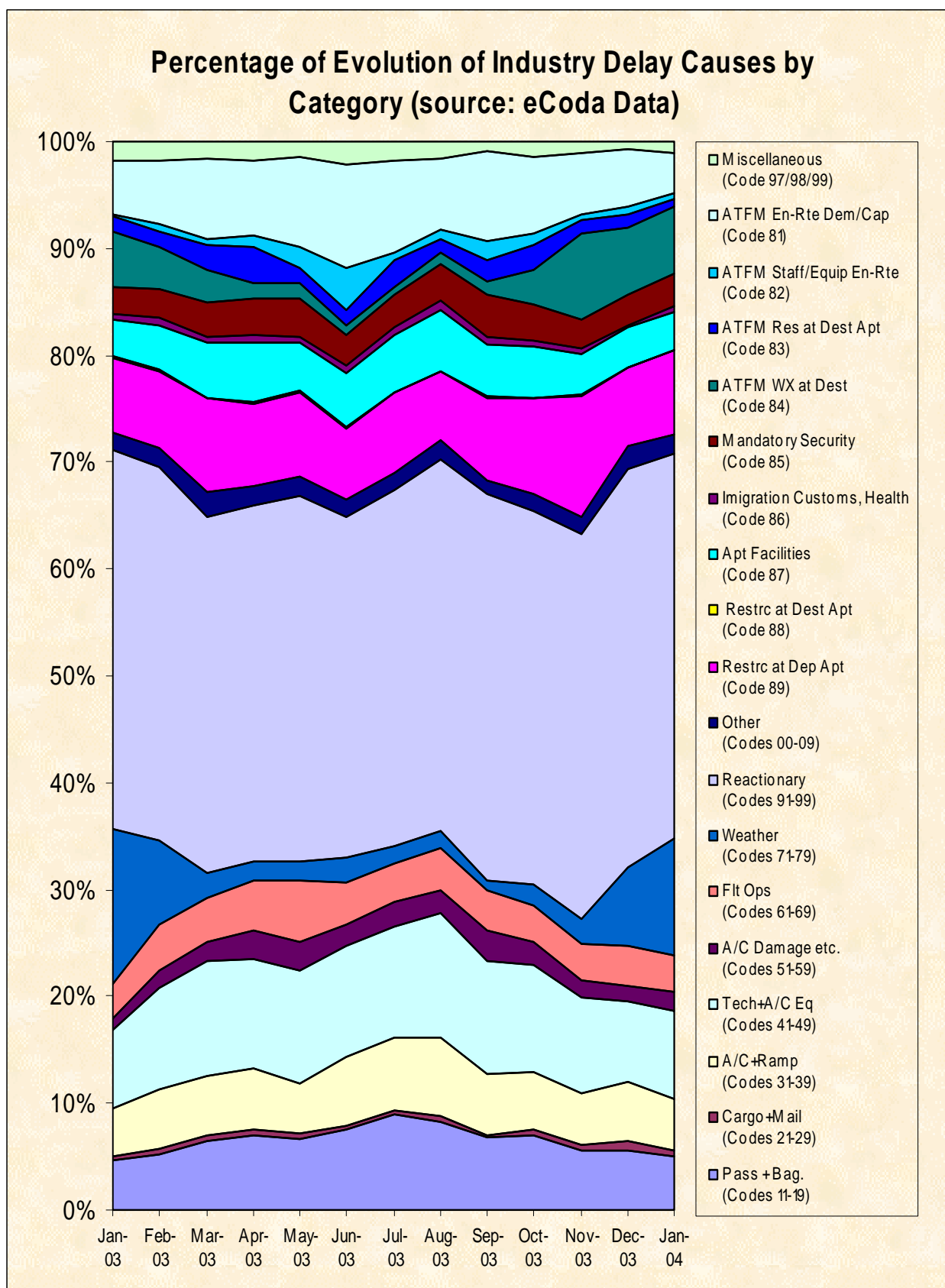


Jan2004

## 6. Reasons for ATFM Delay

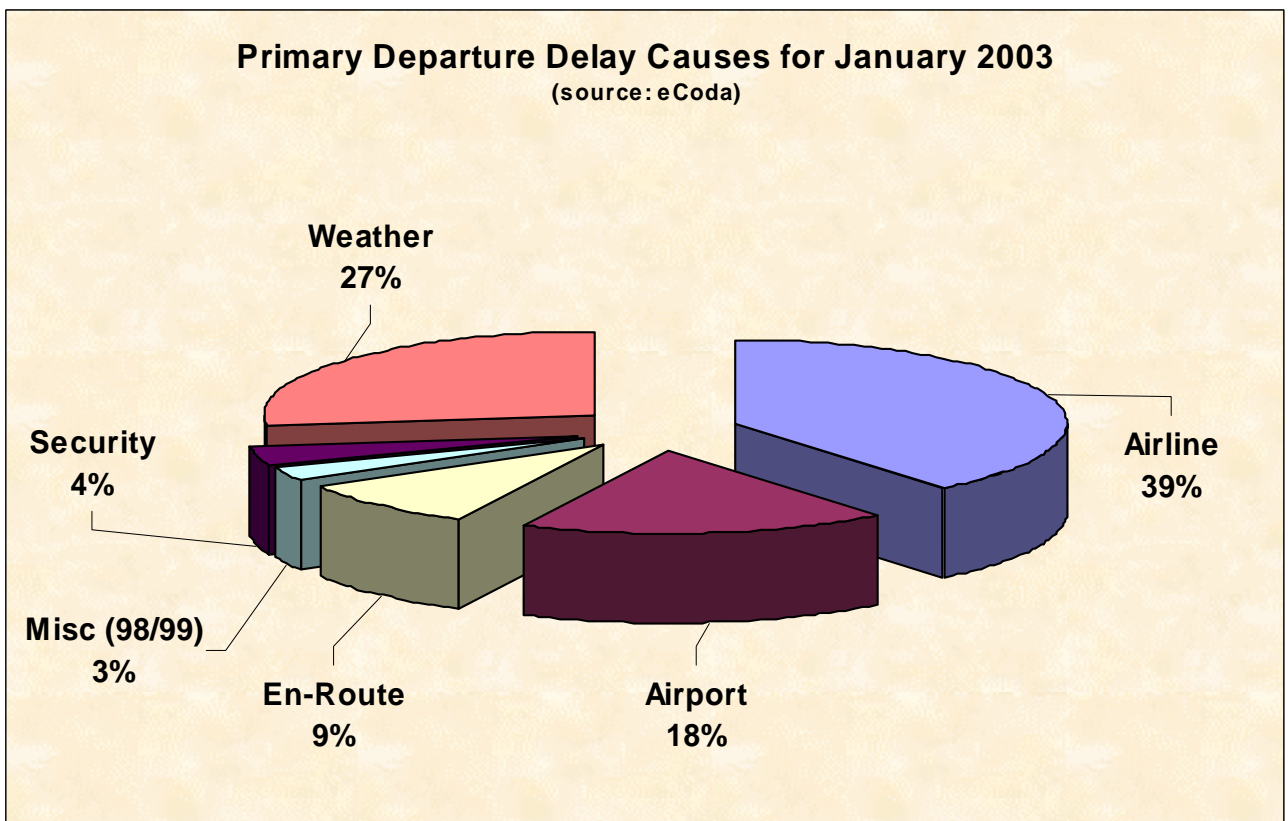
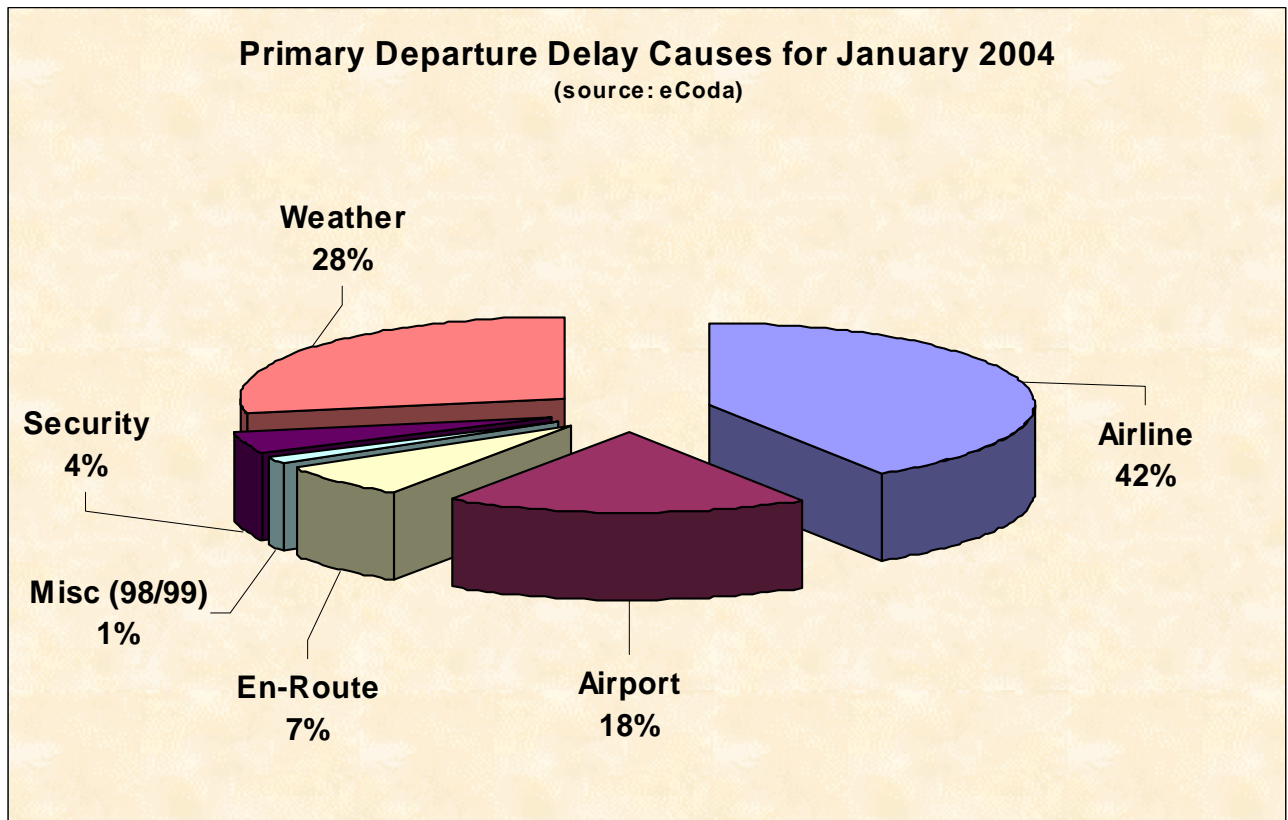


## 7. Consolidated Evolution of Industry Delay Causes by Category





## 8. 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				
REASON FOR REGULATION	CODE	REGULATION LOCATION	EXAMPLE	CFMU
				IATA
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	89 RESTRICTIONS AT AIRPORT OF DEPARTURE
		A		83 ATFM due to RESTRICTION AT DESTINATION AIRPORT
		D		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		