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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

Air traffic in December, in the ECAC region, increased by 4.9% on that of December 2003. The Average Delay per Movement due to all causes of delay increased by 2.1% to 11.3 minutes for departures and by 3.4% to 11.8 minutes for arrivals. ATFM delay decreased by 23%, with the Average Delay per Movement falling by 27% to 1.3 minutes.

For the year as a whole, traffic increased by 4.5%, with delayed flights due to all causes increasing by 37.2% for departures and by 37.4% for arrivals. The number of flights delayed by more than 15 minutes increased by 44.9% for departures and by 44.6% for arrival traffic. The Average Delay per Movement was 10 minutes for departure traffic and 10.4 minutes for arrival traffic. Total ATFM delay increased by 0.7%, with the Average Delay per Movement decreasing by 3.7% to 1.7 minutes.

TRAFFIC SITUATION FOR DECEMBER 2004¹

When compared with December 2003, departure traffic throughout the ECAC region increased by five percent and was the highest December figure since 1996. Domestic traffic increased by two percent whereas International traffic increased by almost seven percent. Ninety one percent of the busier countries (those with at least one thousand two hundred and fifty flights per month) had a rise in traffic levels, with Germany, Spain, the United Kingdom, Czech Republic, Poland and Hungary having the largest real increases. Belgium and Serbia & Montenegro, on the other hand, were the only countries with a decrease in their international traffic. Turning to the domestic traffic, the United Kingdom, Turkey and Norway had the largest increases whereas France, Italy and Germany had the largest decreases.

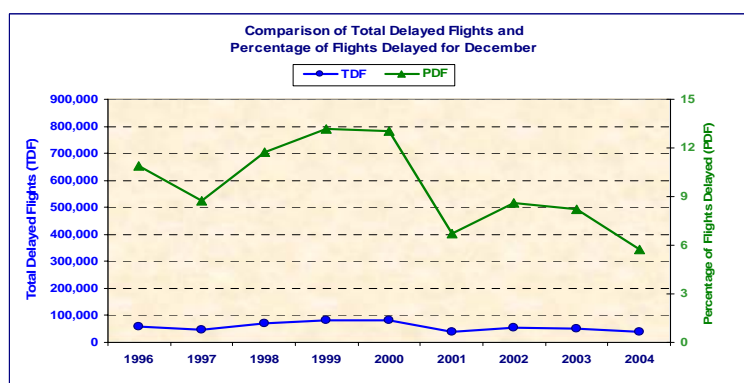
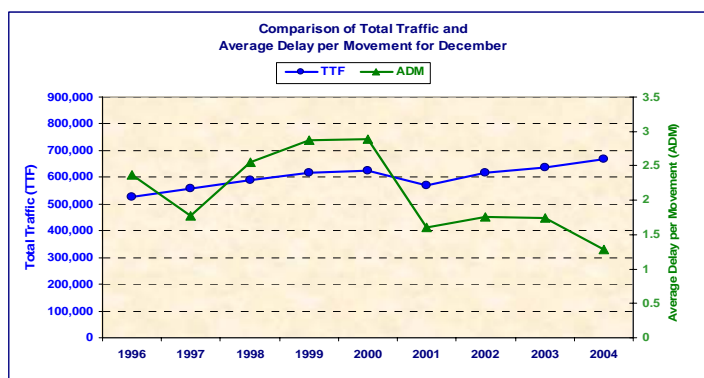
Eighty two percent of the busier departure airports (those with at least two thousand five hundred flights per month) had rises in traffic levels. The largest real increases were at Istanbul (partly due to the Mecca pilgrimage at the end of the month), followed by Prague, Frankfurt and Budapest. On the other hand, Birmingham, Nice, Paris/Charles de Gaulle and Milan/Linate had the largest decreases.

Despite a decrease of four percent on December 2003 and eight percent on December 2002, Barcelona-Madrid was still the busiest city pair, with one thousand eight hundred and thirty flights in each direction (nine flights during the busiest hour). The only other pair with over one thousand flights in each direction was Milan/Linate-Rome-Fiumicino (a rise of ten percent on December 2003 and seven flights during the busiest hour). Fifty six 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 more than a quarter having a rise of more than ten percent. Due to a new airline operating on this route since June of this year, Guernsey-Jersey had the largest real increases and was followed by Istanbul-Izmir and Las Palmas-Tenerife/Norte. Palma de Mallorca-Menorca, Paris/Charles de Gaulle-Madrid and Madrid-Barcelona had the largest real 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 DECEMBER 2004

Delays due to ATFM measures continued to decrease and went down by twenty three percent on December 2003. Since 1996, traffic in the month of December has increased by twenty seven percent whereas the Average Delay per Movement during the same period has fallen by forty six percent. Compared with December 2003, the Average Delay per Movement has decreased by twenty seven percent to just over one minute. Weather accounted for sixty percent of all the ATFM delay and was followed by ATC Capacity (eighteen percent) and Airport Facilities (fifteen percent).



Delayed flights decreased by twenty six percent, with the percentage of flights delayed falling by two percentage points to just under six percent. Since 1996, delayed flights in the month of December have decreased by thirty three percent and the percentage of flights delayed has fallen by five percentage points. Compared with December 2003, flights delayed by more than fifteen minutes

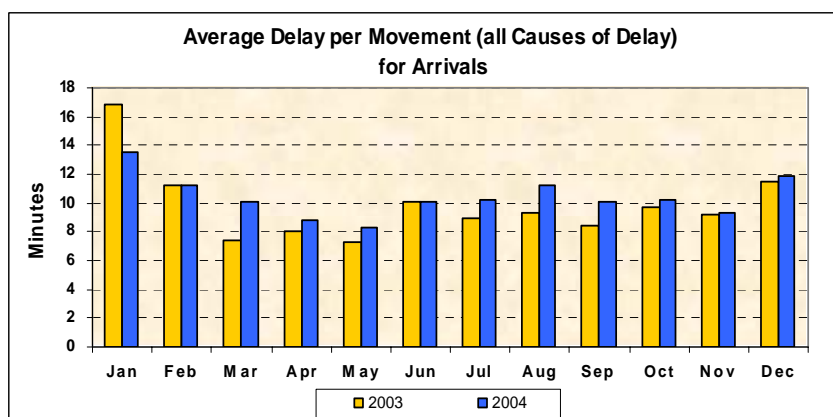
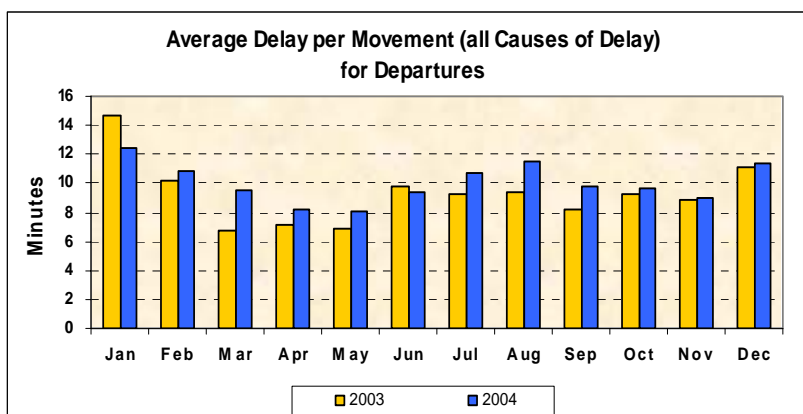
decreased by twenty seven percent whereas flights delayed by more than sixty minutes increased by fourteen percent.

Eighty three percent of all ATFM delay in the ECAC region was caused by regulations put in place to protect airports. Compared with December 2003, the share of the delay due to these restrictions increased by twenty seven percentage points and the actual amount of the delay rose by thirteen percent. Weather accounted for seventy one percent of the airport delay, with Airport Capacity (eighteen percent) and ATC Capacity (six percent) being the other major causes. Compared with December 2003, there was an increase in ATC Capacity, Airport Capacity, Other and Weather. The airports of Paris were the most affected by airport-related regulations (weather accounted for eighty six percent of the delay) and were followed, to a lesser extent, by Munich, Frankfurt and London.

Based on the locations of the most penalising regulations, traffic (including overflights) using the airspace of France, Germany and the United Kingdom had the largest share of the delay and accounted for fifty eight percent of the total ATFM delay in the ECAC region. Compared with December 2003, France had the largest increase (up fifteen percentage points) and was followed by the Czech Republic (up five percentage points). At the other end of the scale, there were decreases in the United Kingdom, Maastricht and the Canary Islands.

ALL CAUSES DELAY SITUATION FOR DECEMBER 2004² (eCODA)

The Average Delay per Movement for departure traffic and for all causes of delay was just over eleven minutes; an increase of two percent on December 2003. Forty three percent of flights were delayed on departure, with twenty one percent delayed by more than fifteen minutes. On the positive side, thirteen percent of flights departed before their scheduled time.



The Average Delay per Movement for arrival traffic and for all causes of delay was almost twelve minutes; an increase of three percent on December last year. Forty two percent of flights were delayed on arrival, with twenty two percent delayed by more than fifteen minutes. On the plus side, thirty three percent of flights landed before their scheduled time.

Forty six percent of the busier departure airports (those with at least nine hundred flights per month) had an Average Delay per Movement of ten minutes or more. With an average delay of twenty eight minutes, New York was the most affected airport and was followed by Paris/Charles de Gaulle (twenty minutes), London/Heathrow and Paris/Orly (both with an average delay of sixteen minutes) and Manchester (fifteen minutes). Compared with December 2003, thirty percent of the busier departure airports had an increase in average delay of more than one minute. The largest rise was at Paris/Orly (up seven minutes), followed by Amsterdam (up six minutes) and Paris/Charles de Gaulle (up five minutes). These increases were balanced by decreases at Catania and Palermo (both down ten minutes) followed by Venice and Prague (both down six minutes). All the airports had a proportion of their flights departing before their scheduled time, with Bilbao and Palma de Mallorca having the largest (thirty two percent) and Copenhagen the lowest (two percent).

Turning to the busier destination airports, traffic arriving at New York had the largest Average Delay per Movement, with thirty one minutes and was followed by London/Heathrow, Paris/Charles de Gaulle and Catania (all three with an average delay of sixteen minutes) and Edinburgh and Manchester (both with an average delay of fifteen minutes). Compared with December last year, thirty percent of the busier destination airports had a rise in average delay of more than one minute, with the largest at New York (up twelve minutes), followed by Amsterdam (up five minutes), Paris/Orly & Paris/Charles de Gaulle (both up four minutes). On the other hand, there were decreases at Palermo (down eight minutes), Catania (down seven

² The analysis was based on airline data from eCODA, which for December 2004 contains details on 39.1% of IFR GAT flights in Europe.







minutes) and Rome/Fiumicino (down six minutes). Again, all the airports had a proportion of their flights landing before their scheduled time, with Birmingham having the largest, with fifty one percent and New York the lowest, with eleven percent.

With an average delay of thirty minutes, New York-London/Heathrow was the most affected city pair and was followed by Paris/Charles de Gaulle-Nice (twenty four minutes) and Paris/Charles de Gaulle-London/Heathrow (twenty three minutes), London/Heathrow-Madrid and Paris/Charles de Gaulle-Toulouse (both pairs with an average delay of twenty one minutes). Compared with December 2003, forty six percent of the city pairs had an increase in Average Delay per Movement, with thirty five percent having an increase of more than one minute. The largest increase was between Amsterdam-Paris/Charles de Gaulle (up thirteen minutes), followed by Paris/Orly-Nice, Paris/Charles de Gaulle-Stuttgart and Paris/Charles de Gaulle-Nice. To offset these increases, forty one percent of the pairs had a decrease of one minute or more.

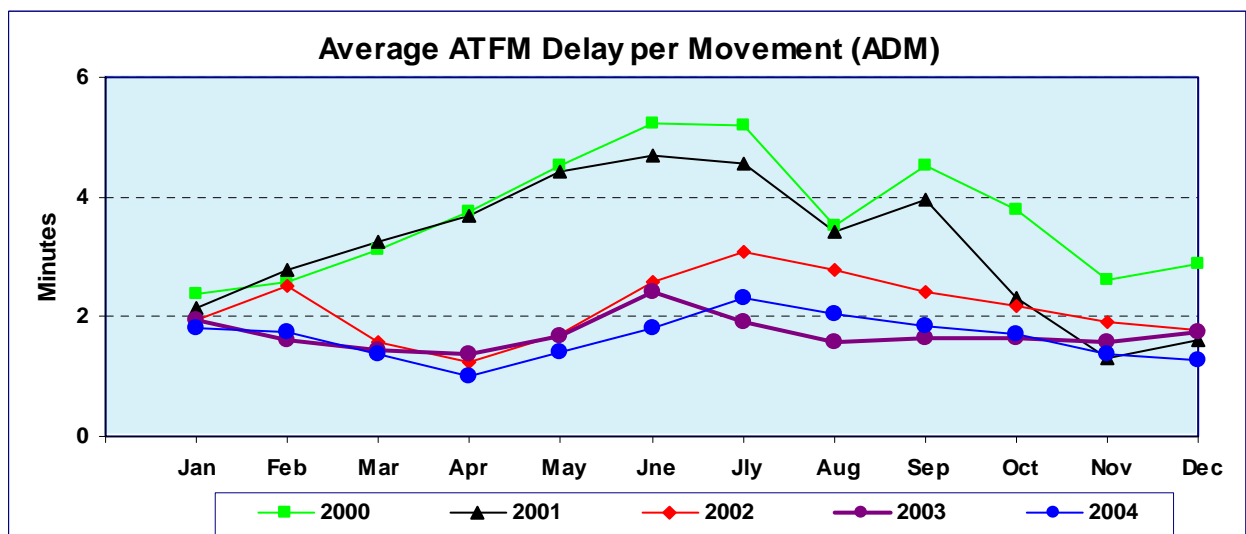
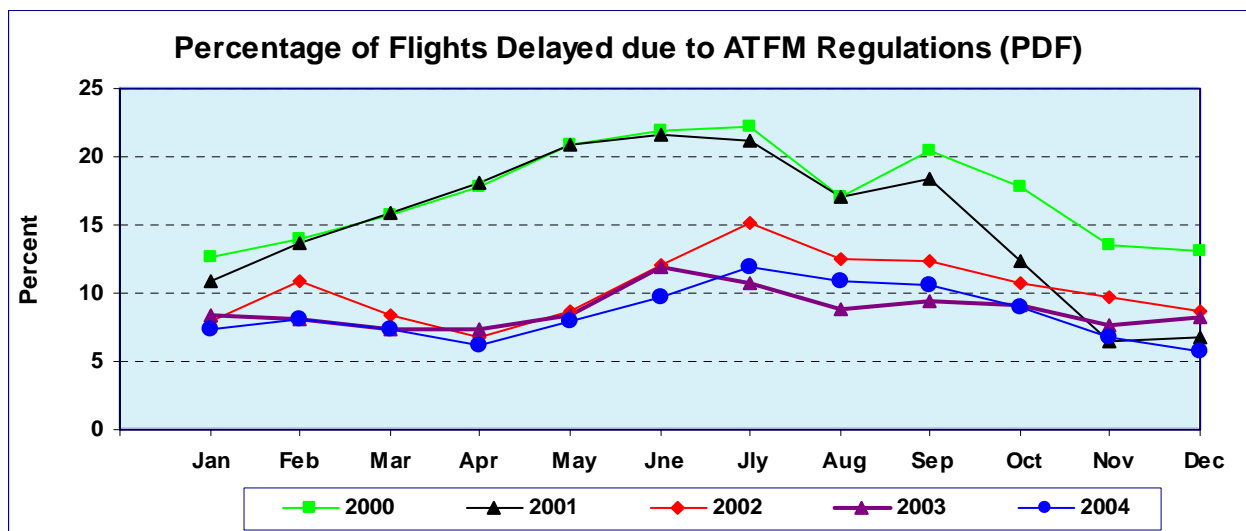
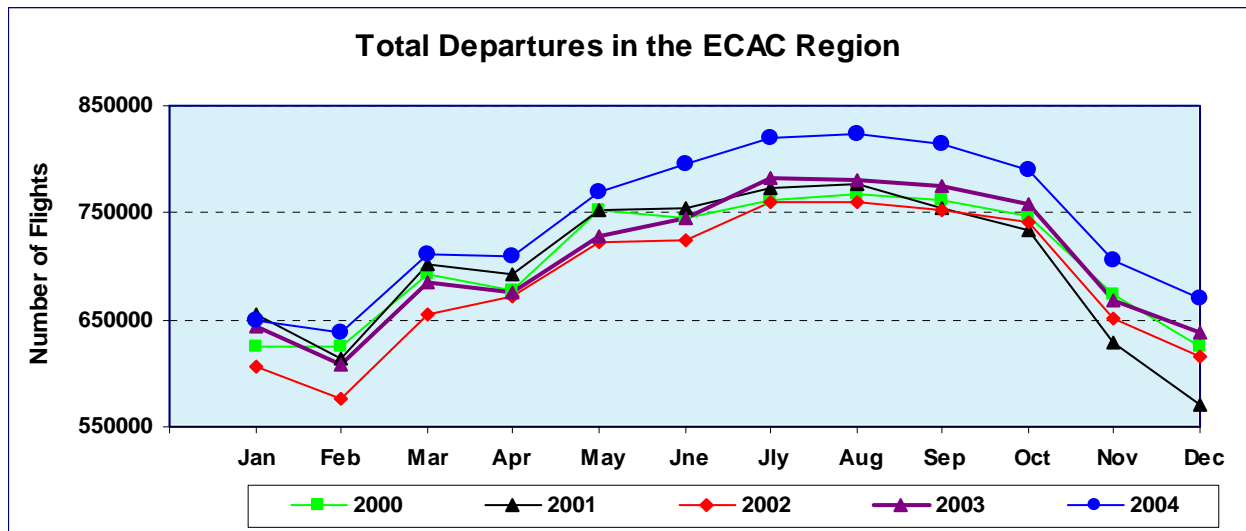
An analysis of the delay causes and categories, grouped by IATA codes, shows the largest rises in the Miscellaneous, Cargo & Mail, Airport Facilities and Restriction at Departure Airport categories. To balance these increases, there were falls in the ATFM En-Route Demand Capacity (down forty three percent), Weather and ATFM Weather at Destination categories (only those categories with more than one percent of the delay were taken into account).

With nine percent share of the delay, Restriction at Departure Airport was the most penalising direct delay category and was followed by Technical & Aircraft Equipment (eight percent) and Aircraft & Ramp Handling and Passenger & Baggage (both with six percent). ATFM En-Route Demand Capacity accounted for three percent of the delay.

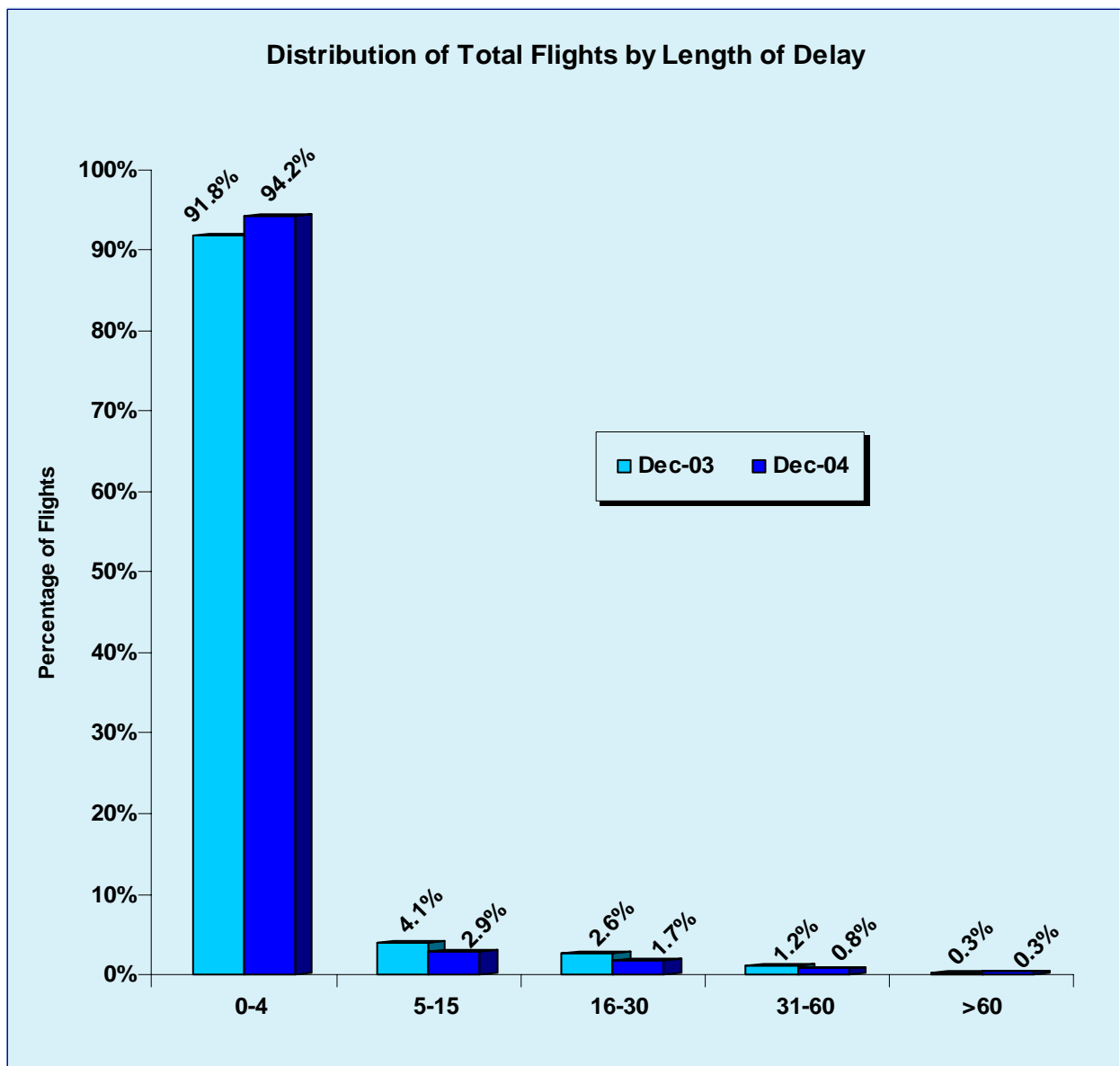
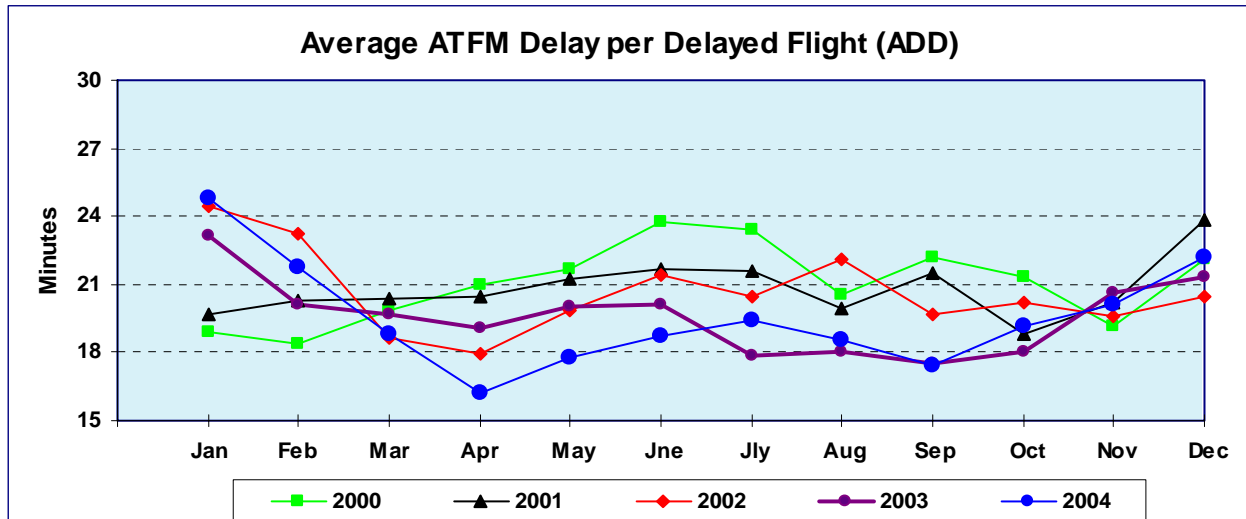
SUMMARY OF SIGNIFICANT EVENTS

-  Adverse weather conditions including fog, strong winds, snow and low visibility reducing departure and arrival rates for short periods.
-  Technical problems including implementation of new VOR/DME at Tirana ACC; power failure at Barcelona ACC; temporary closure of Dusseldorf FMP; radar maintenance at Rome and Catania ACCs; radar failure at Vitoria, Brest and Bergen ACCs; FPL processing problems at Oslo; frequency problems at Barcelona and Reims ACCs.
-  Aircraft incident at London/Heathrow; major security alert at Chalons-Vatry; blocked runway at Frankfurt.
-  Staff issues including staff shortages at Bodo ACC; industrial action by fire fighters at Perpignan.
-  Military exercises at Bordeaux, Marseille, Shanwick and Beograd ACCs; AWACS campaign at Brest ACC; gun firing activity at Ankara ACC.
-  Other items: Santa Claus traffic in the Baltic States; air display at Gran Canaria; ski traffic.

2. Year on Year Trends in Main Indicators

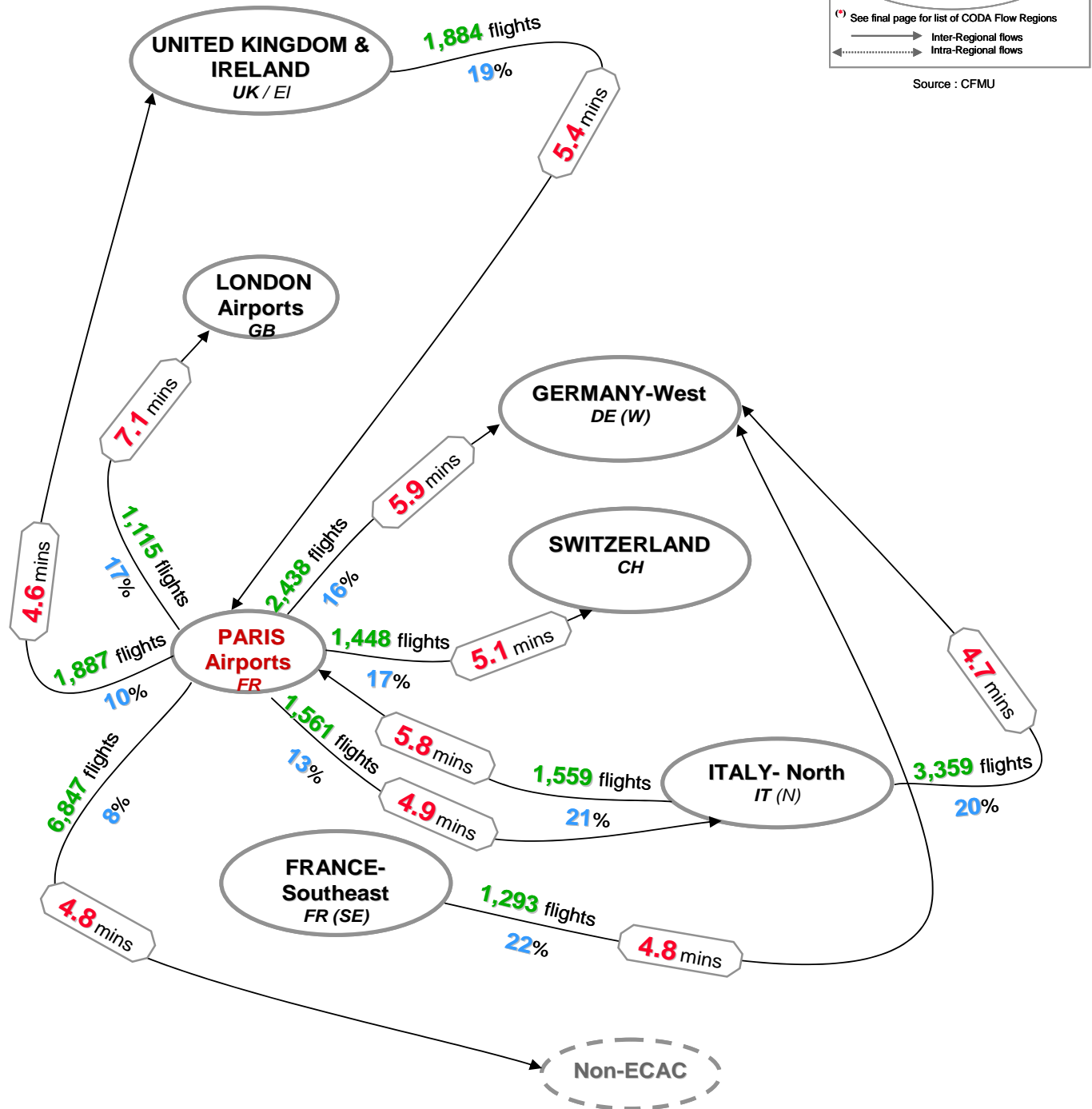


Source : CFMU ATFM Data



Source : CFMU ATFM Data

3. Most Affected Traffic Flows by CODA Regions



Selected flights:	23,391 (3.5% of Total flights)
Delayed flights:	3,425 (15% of Selected flights)
Accumulated delay:	119,556 mins (14% of Total Delay)
Avg. Delay per Mvmt:	5.1 mins

ATFM Delay Situation on 10 Regional CODA Traffic Flows (>1,000 flights) in December 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	Paris Airports	London Airports	1,115	281	194	17.40	7,888	40.66	7.07
2	Paris Airports	Germany-West	2,438	614	383	15.71	14,337	37.43	5.88
3	Italy-North	Paris Airports	1,559	588	331	21.23	9,033	27.29	5.79
4	United Kingdom & Ireland	Paris Airports	1,884	603	357	18.95	10,129	28.37	5.38
5	Paris Airports	Switzerland	1,448	390	248	17.13	7,402	29.85	5.11
6	Paris Airports	Italy-North	1,561	341	210	13.45	7,619	36.28	4.88
7	France Southeast	Germany-West	1,293	409	283	21.89	6,258	22.11	4.84
8	Paris Airports	Non ECAC	6,847	758	572	8.35	32,566	56.93	4.76
9	Italy-North	Germany-West	3,359	1,019	667	19.86	15,707	23.55	4.68
10	Paris Airports	United Kingdom & Ireland	1,887	222	180	9.54	8,617	47.87	4.57
11	Germany-West	Paris Airports	2,403	1,032	446	18.56	10,852	24.33	4.52
12	London Airports	Paris Airports	1,137	310	179	15.74	4,687	26.18	4.12
13	Poland/Baltic States	Germany-West	1,698	657	325	19.14	6,983	21.49	4.11
14	Switzerland	Paris Airports	1,444	472	237	16.41	5,754	24.28	3.98
15	Iberian Peninsula/Canaria	Paris Airports	2,015	433	265	13.15	7,823	29.52	3.88
16	Nordic States	London Airports	2,301	475	316	13.73	8,483	26.84	3.69
17	Central Europe	Austria/Slovenia	1,253	499	278	22.19	4,589	16.51	3.66
18	BENELUX	Switzerland	1,348	415	241	17.88	4,916	20.40	3.65
19	Central Europe	Germany-West	2,117	643	386	18.23	7,663	19.85	3.62
20	France Southwest	Paris Airports	2,612	589	319	12.21	9,279	29.09	3.55
Totals			41,719	10,750	6,417	15.38	190,585	29.70	4.57

MOST DENSE TRAFFIC FLOWS (CFMU)

Rank	Departure	Destination	TTF	TRF	TDF	PDF	TDM	ADD	ADM	ADM-Rank
1	Nordic States	Nordic States	56,795	2,250	712	1.25	11,390	16.00	0.20	25
2	United Kingdom & Ireland	United Kingdom & Ireland	29,298	857	365	1.25	5,786	15.85	0.20	27
3	Iberian Peninsula/Canaria	Iberian Peninsula/Canaria	26,102	2,245	930	3.56	14,328	15.41	0.55	15
4	Germany-West	Germany-West	19,565	2,839	1,614	8.25	36,627	22.69	1.87	6
5	Greece/Cyprus	Greece/Cyprus	10,455	27	21	0.20	1,129	53.76	0.11	31
6	Non ECAC	Non ECAC	10,098	25	8	0.08	194	24.25	0.02	34
7	London Airports	United Kingdom & Ireland	9,344	391	207	2.22	3,155	15.24	0.34	21
8	United Kingdom & Ireland	London Airports	9,298	1,130	624	6.71	16,817	26.95	1.81	7
9	Italy-North	Italy-South/Malta	8,851	1,209	662	7.48	10,810	16.33	1.22	10
10	Italy-South/Malta	Italy-North	8,812	568	224	2.54	3,523	15.73	0.40	18
11	Non ECAC	London Airports	8,564	129	70	0.82	2,532	36.17	0.30	22
12	Turkey	Turkey	8,558	0	0	0.00	0	0.00	0.00	35
13	London Airports	Non ECAC	8,512	253	118	1.39	1,698	14.39	0.20	26
14	Non ECAC	Germany-West	8,063	236	107	1.33	2,249	21.02	0.28	23
15	Germany-West	Non ECAC	8,056	647	259	3.21	4,297	16.59	0.53	16
16	Italy-South/Malta	Italy-South/Malta	7,755	808	343	4.42	6,259	18.25	0.81	13
17	Balearics/Spain East	Iberian Peninsula/Canaria	7,695	1,410	614	7.98	11,799	19.22	1.53	8
18	Iberian Peninsula/Canaria	Balearics/Spain East	7,640	323	137	1.79	6,154	44.92	0.81	14
19	Paris Airports	Non ECAC	6,847	758	572	8.35	32,566	56.93	4.76	1
20	Non ECAC	Paris Airports	6,794	387	198	2.91	5,878	29.69	0.87	12
21	Germany-West	Germany-East/Czech Rep	6,395	842	330	5.16	5,533	16.77	0.87	11
22	Germany-East/Czech Rep	Germany-West	6,376	1,461	666	10.45	14,223	21.36	2.23	4
23	BENELUX	Non ECAC	5,402	347	129	2.39	1,964	15.22	0.36	19
24	Non ECAC	BENELUX	5,344	141	51	0.95	1,080	21.18	0.20	24
25	Balearics/Spain East	Balearics/Spain East	5,297	87	53	1.00	1,923	36.28	0.36	20

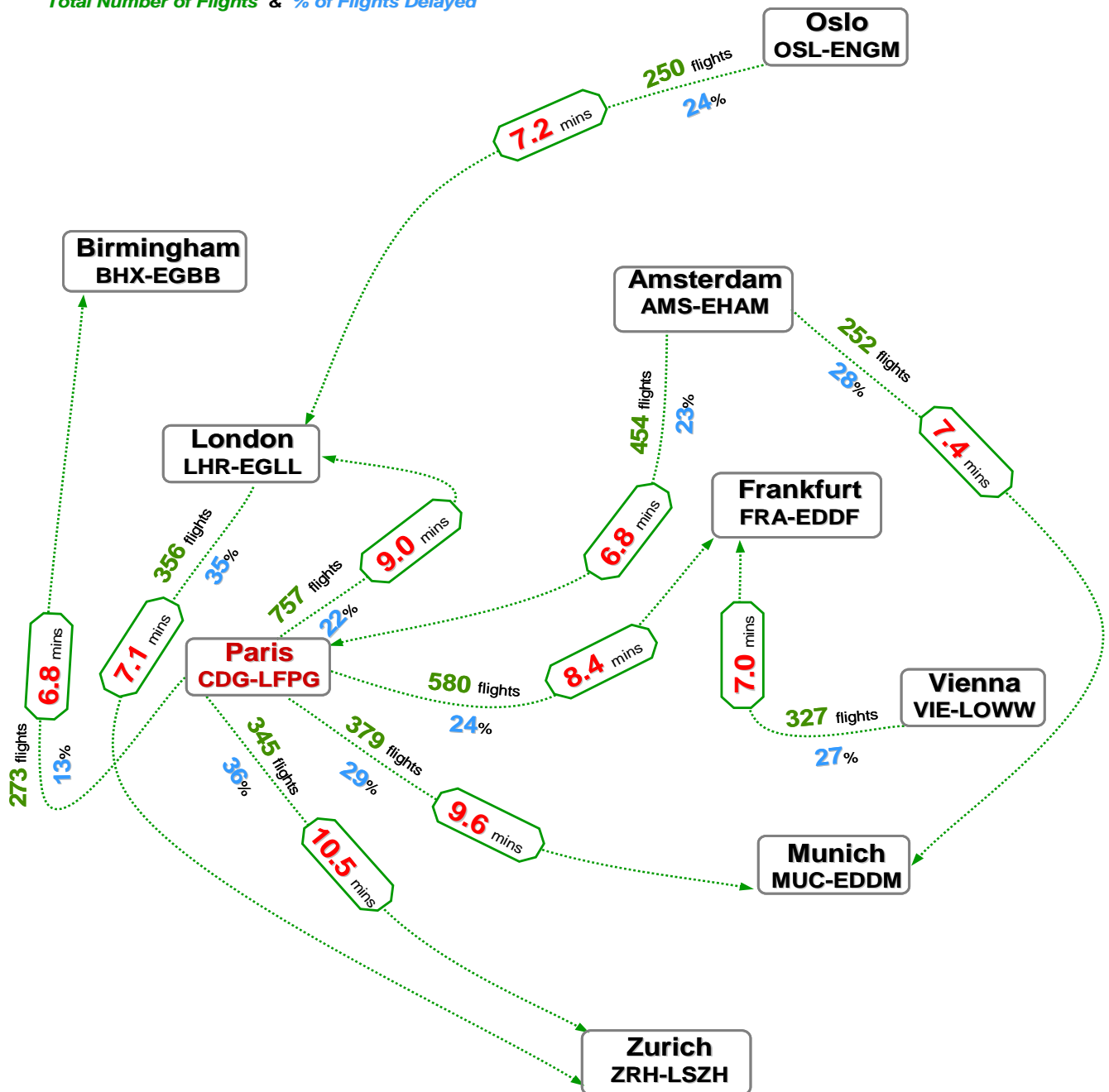
Source: CFMU ATFM Data

5. Most Affected City Pairs

AVERAGE DELAY PER MOVEMENT

Source : CFMU

Total Number of Flights & % of Flights Delayed



Selected flights: **3,973** (0.6% of Total flights)
 Delayed flights: **1,019** (26% of Selected flights)
 Accumulated delay: **32,373** mins (4% of Total Delay)
 Avg. Delay per Mvmt.: **8.2** mins

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

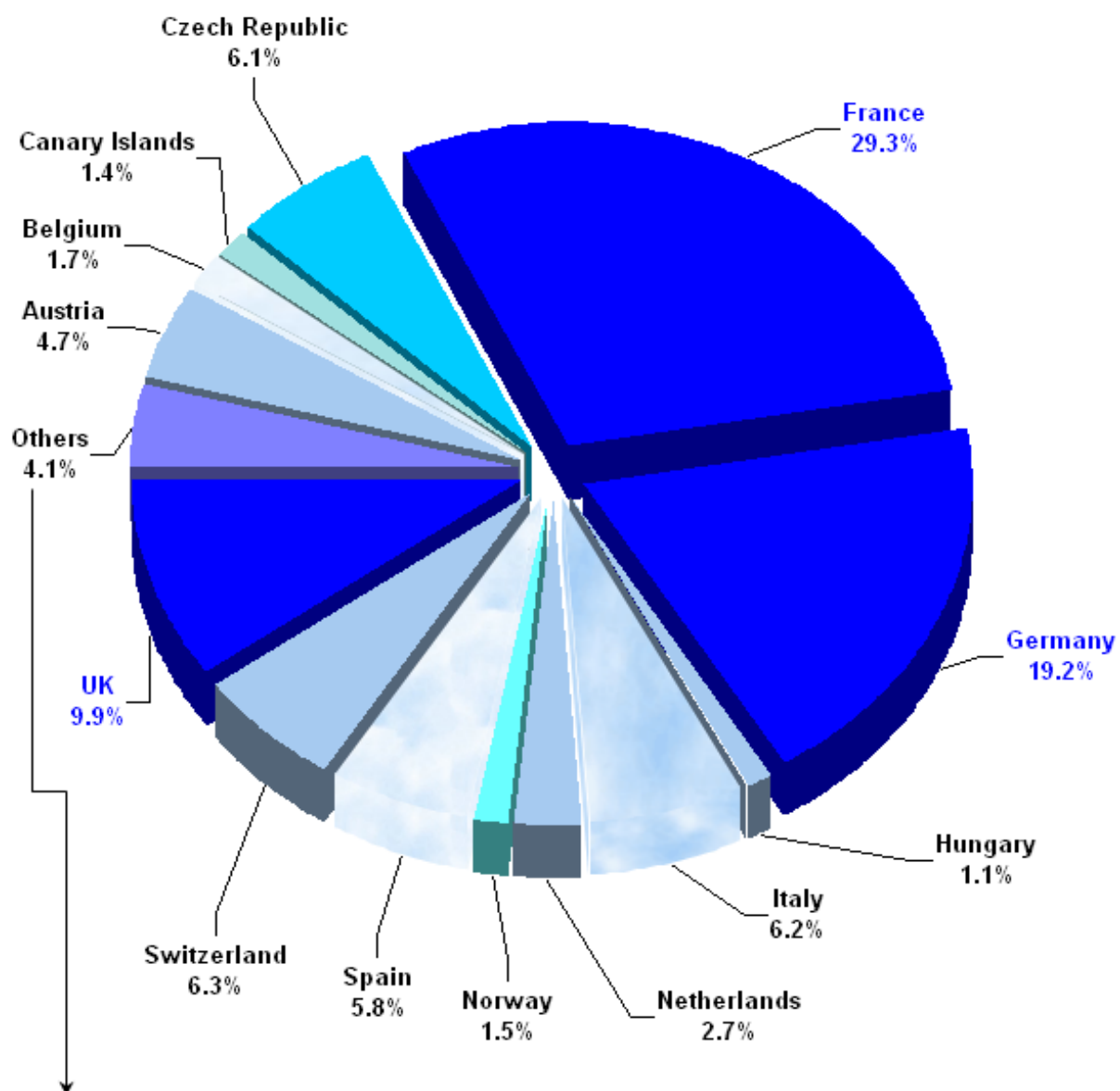
6. Most Affected and Most Dense City Pairs

<u>MOST AFFECTED CITY PAIRS (CFMU)</u>										
Rank	Departure	Destination	TTF	TRF	TDF	PDF	TDM	ADD	ADM	
1	Paris/Charles-De-Gaulle	Zurich	345	166	124	35.94	3,618	29.18	10.49	
2	Paris/Charles-De-Gaulle	Munich	379	157	108	28.50	3,623	33.55	9.56	
3	Paris/Charles-De-Gaulle	London/Heathrow	757	245	167	22.06	6,792	40.67	8.97	
4	Paris/Charles-De-Gaulle	Frankfurt	580	215	142	24.48	4,896	34.48	8.44	
5	Amsterdam	Munich	252	91	70	27.78	1,875	26.79	7.44	
6	Oslo/Gardermoen	London/Heathrow	250	81	59	23.60	1,792	30.37	7.17	
7	London/Heathrow	Zurich	356	164	123	34.55	2,525	20.53	7.09	
8	Vienna	Frankfurt	327	140	87	26.61	2,294	26.37	7.02	
9	Paris/Charles-De-Gaulle	Birmingham	273	40	36	13.19	1,866	51.83	6.84	
10	Amsterdam	Paris/Charles-De-Gaulle	454	185	103	22.69	3,092	30.02	6.81	
11	Paris/Charles-De-Gaulle	Prague/Ruzyně	279	136	56	20.07	1,846	32.96	6.62	
12	Zurich	Munich	310	117	71	22.90	2,012	28.34	6.49	
13	Stockholm/Arlanda	London/Heathrow	319	98	71	22.26	2,039	28.72	6.39	
14	Paris/Charles-De-Gaulle	Madrid/Barajas	399	169	80	20.05	2,486	31.08	6.23	
15	Vienna	London/Heathrow	269	97	63	23.42	1,673	26.56	6.22	
16	Copenhagen/Kastrup	Paris/Charles-De-Gaulle	316	143	77	24.37	1,951	25.34	6.17	
17	Zurich	Frankfurt	344	133	95	27.62	2,123	22.35	6.17	
18	Milan/Malpensa	Paris/Charles-De-Gaulle	329	114	73	22.19	2,018	27.64	6.13	
19	Rome/Fiumicino	Paris/Charles-De-Gaulle	437	165	90	20.59	2,663	29.59	6.09	
20	Paris/Charles-De-Gaulle	Amsterdam	453	107	63	13.91	2,716	43.11	6.00	
Totals			7,428	2,763	1,758	23.67	53,900	30.66	7.26	
<u>MOST DENSE CITY PAIRS (CFMU)</u>										
Rank	Departure	Destination	TTF	TRF	TDF	PDF	TDM	ADD	ADM	ADM-rank
1	Barcelona	Madrid/Barajas	1,830	702	314	17.16	6,161	19.62	3.37	9
2	Madrid/Barajas	Barcelona	1,784	107	42	2.35	2,370	56.43	1.33	13
3	Milan/Linate	Rome/Fiumicino	1,091	265	126	11.55	1,886	14.97	1.73	11
4	Rome/Fiumicino	Milan/Linate	1,080	25	13	1.20	215	16.54	0.20	27
5	Barcelona	Palma De Mallorca	840	6	6	0.71	432	72.00	0.51	21
6	Athens	Makedonia	823	19	16	1.94	828	51.75	1.01	15
7	Palma De Mallorca	Barcelona	817	37	19	2.33	614	32.32	0.75	19
8	Makedonia	Athens	801	0	0	0.00	0	0.00	0.00	32
9	Toulouse/Blagnac	Paris/Orly	788	143	91	11.55	2,669	29.33	3.39	8
10	Paris/Orly	Toulouse/Blagnac	785	101	42	5.35	786	18.71	1.00	16
11	Paris/Charles-De-Gaulle	London/Heathrow	757	245	167	22.06	6,792	40.67	8.97	1
12	London/Heathrow	Paris/Charles-De-Gaulle	754	224	141	18.70	3,807	27.00	5.05	4
13	Tenerife Norte	Las Palmas	723	15	11	1.52	198	18.00	0.27	26
14	Las Palmas	Tenerife Norte	717	5	3	0.42	67	22.33	0.09	29
15	Amsterdam	London/Heathrow	659	178	106	16.08	3,048	28.75	4.63	5
16	London/Heathrow	Amsterdam	657	55	37	5.63	663	17.92	1.01	14
17	Cologne/Bonn	Munich	652	201	105	16.10	2,813	26.79	4.31	6
18	Fuerteventura	Las Palmas	652	4	2	0.31	66	33.00	0.10	28
19	Las Palmas	Fuerteventura	649	2	2	0.31	38	19.00	0.06	30
20	Nice	Paris/Orly	640	104	76	11.88	2,207	29.04	3.45	7
21	Paris/Orly	Nice	638	28	12	1.88	188	15.67	0.29	25
22	Madrid/Barajas	Palma De Mallorca	635	4	1	0.16	6	6.00	0.01	31
23	Munich	Cologne/Bonn	631	23	12	1.90	195	16.25	0.31	24
24	Palma De Mallorca	Madrid/Barajas	623	210	81	13.00	1,060	13.09	1.70	12
25	Oslo/Gardermoen	Bergen/Flesland	614	32	16	2.61	203	12.69	0.33	23

Source: CFMU ATFM Data

7. ATFM Delay Share by Country

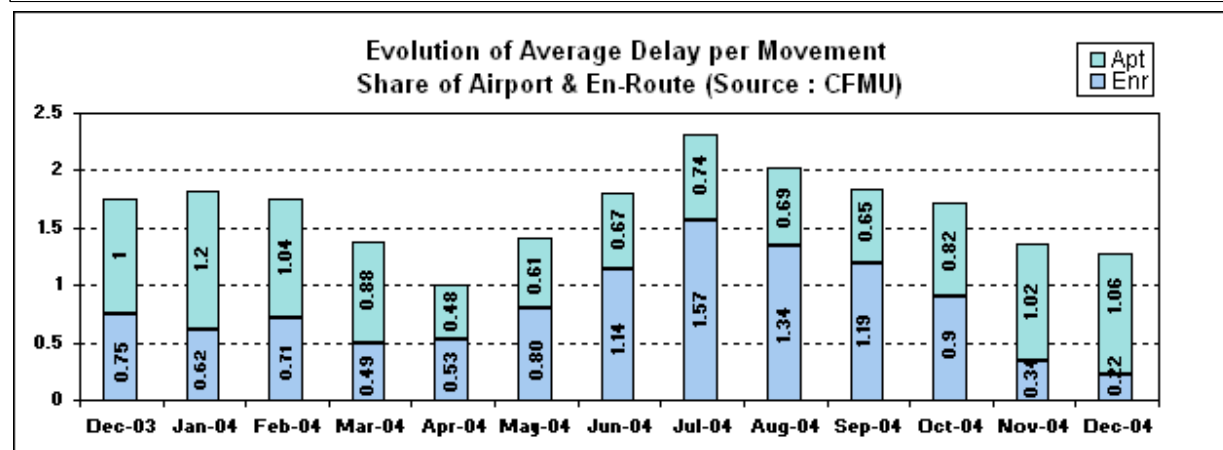
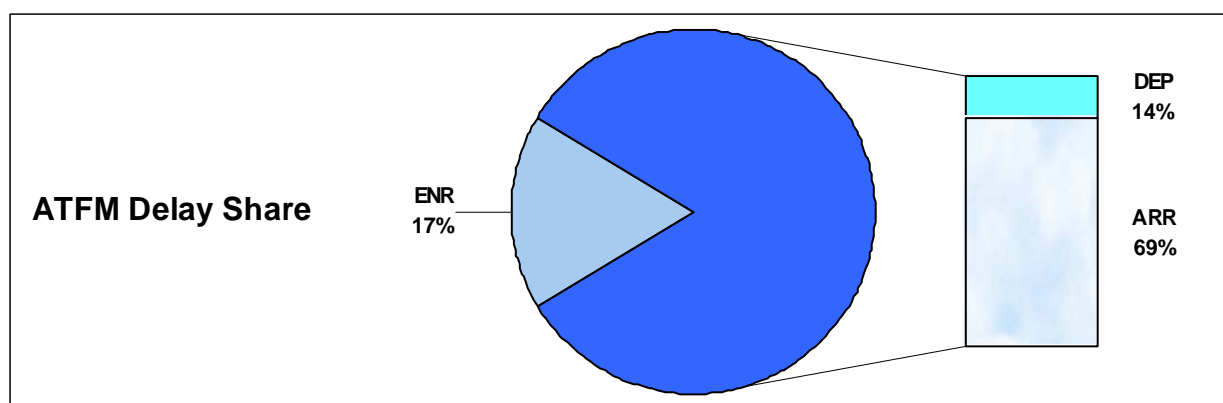
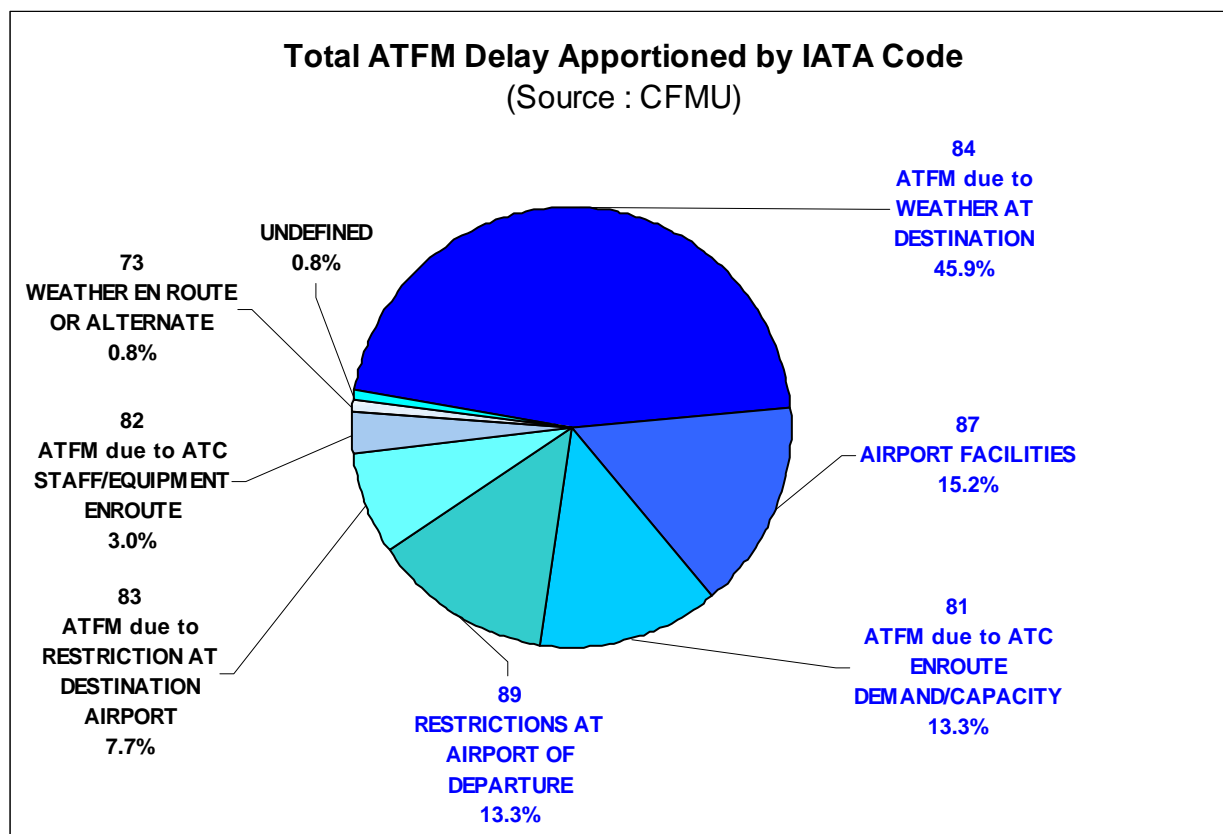
**ATFM Delay Share as Imposed by Country
based on the most penalising regulation
(Source : CFMU)**



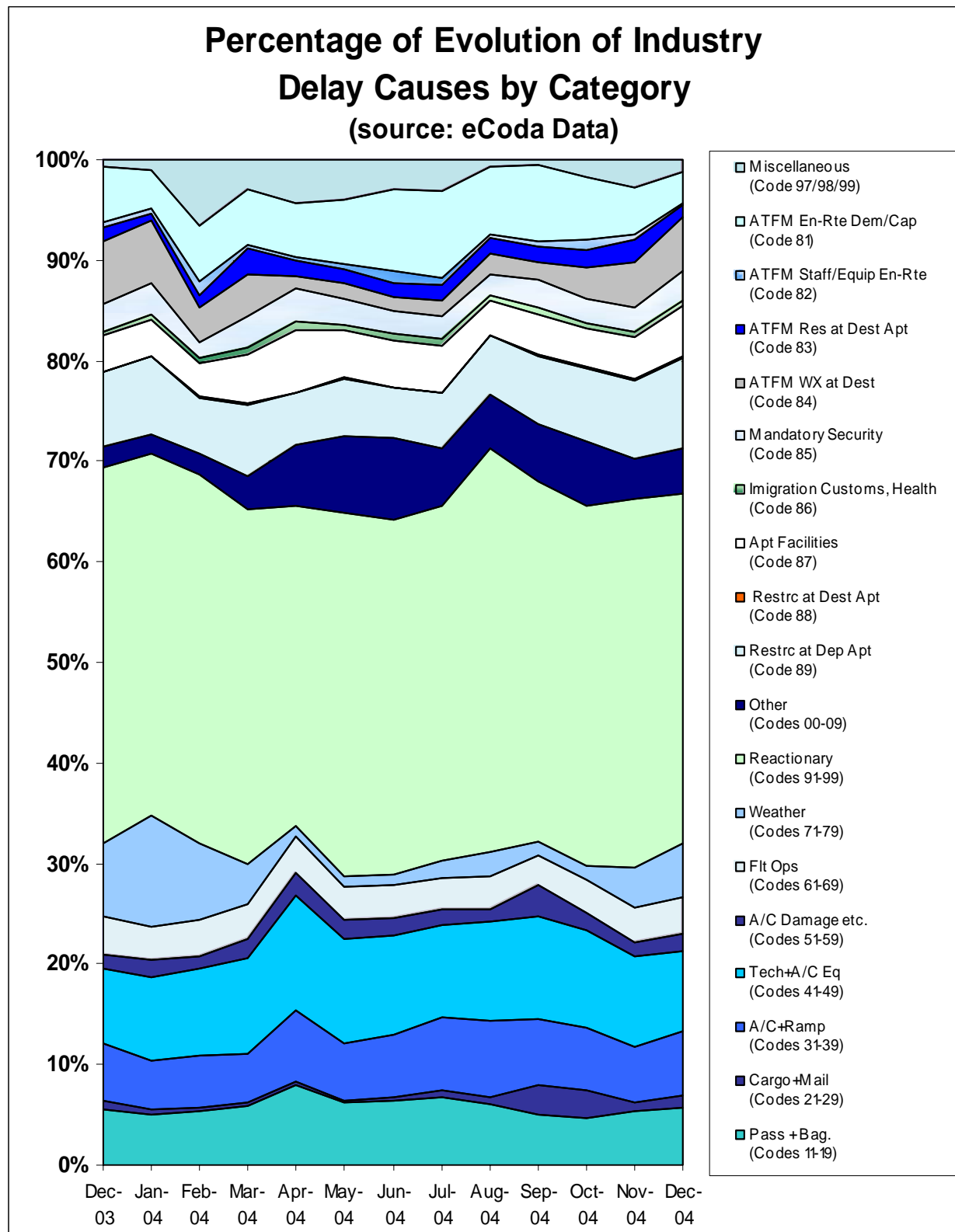
Others = Albania, Cyprus, Denmark, Egypt, Finland, Greece, Iceland, Ireland, Maastricht, Morocco, Poland, Portugal, Slovakia, Slovenia & Sweden (the remaining countries did not cause delay).

December 2004

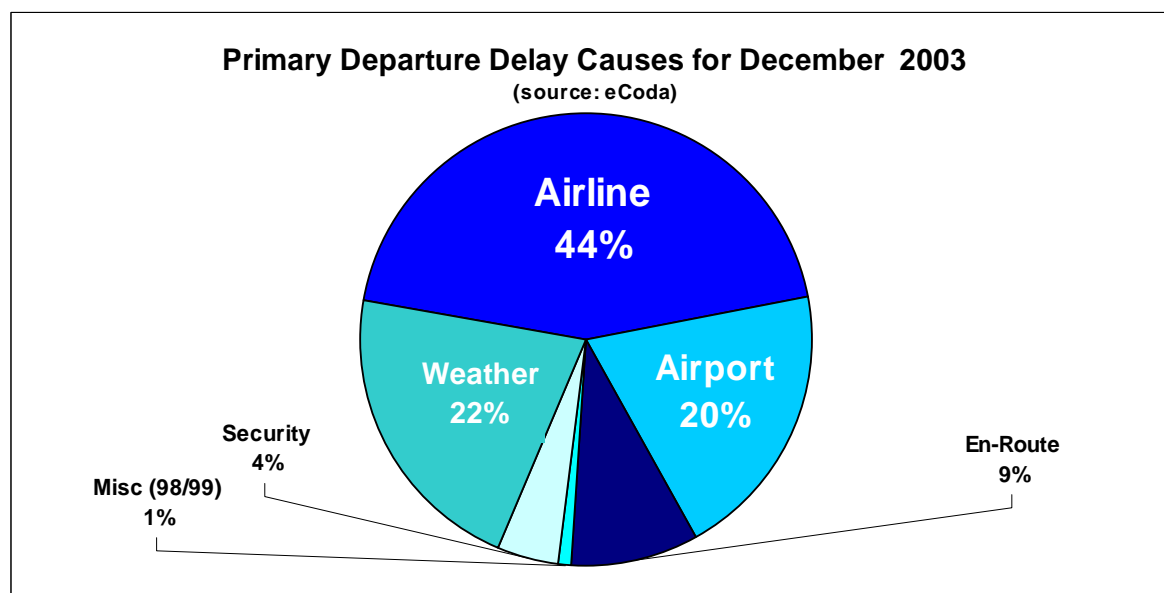
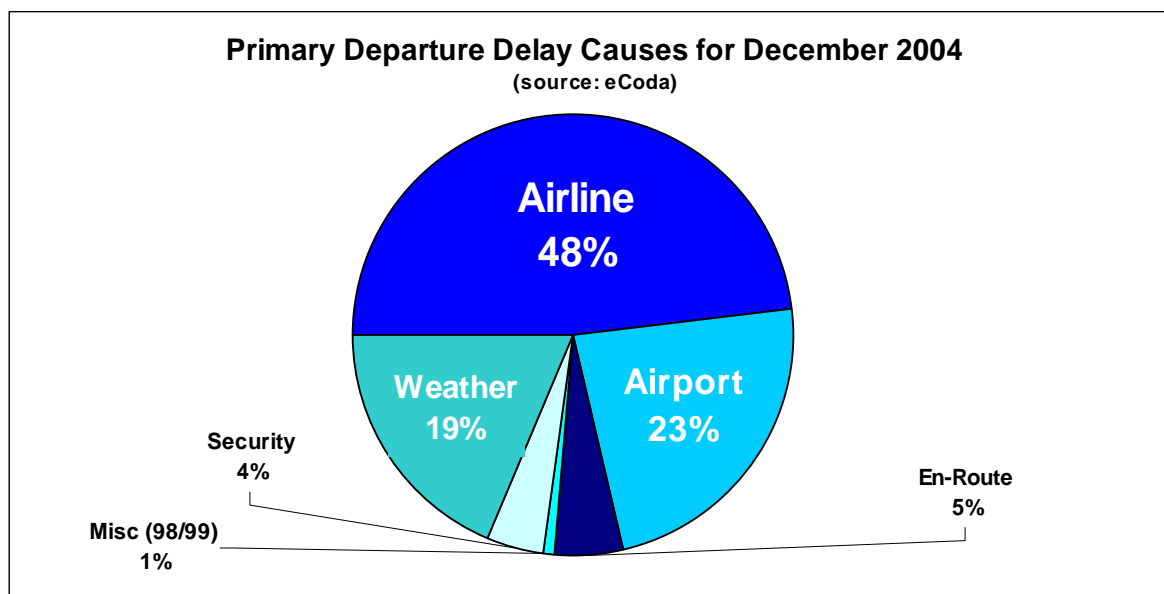
8. Reasons for ATFM Delay



9. Consolidated Evolution of Industry Delay Causes by Category

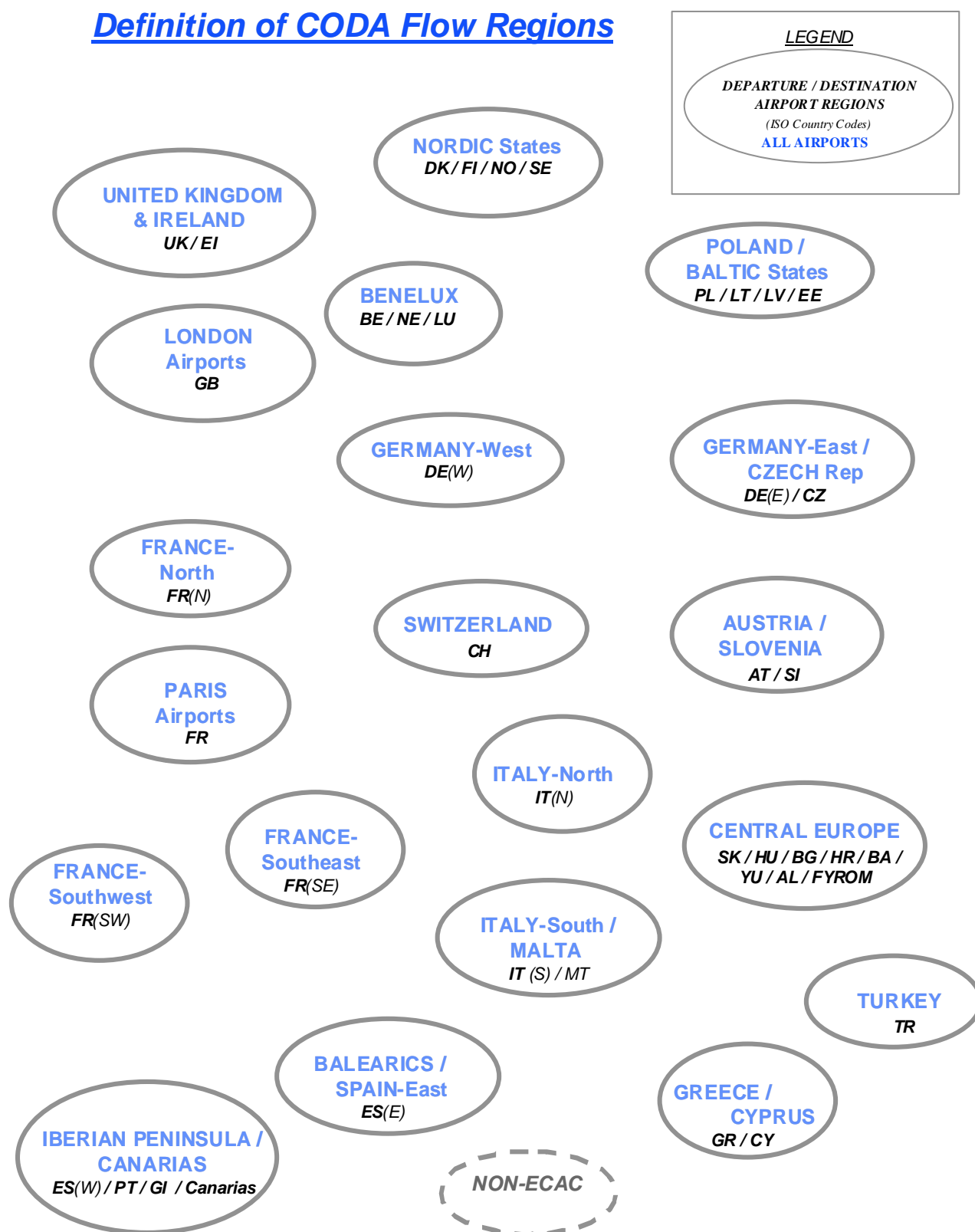


10. Primary Departure Delay Causes



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					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	A	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				