EUROCONTROL

CODA Digest

All-causes delay and cancellations to air transport in Europe

Annual report for 2020

SUPPORTING EUROPEAN AVIATION

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Abstract

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COVID-19 Impact

This CODA Digest covers the full year 2020 and is published while European aviation remains strongly affected by the **COVID-19 pandemic**. We have reduced the CODA Digest to a minimum level of reporting. In this annual report we give whole year averages, however they are averages over two very different periods, as the COVID-19 pandemic developed in Europe from March 2020. With this, we caution against any in-depth comparison with previous years.

1 Executive Summary

2020 was clearly divided into two periods – before and after the COVID-19 pandemic impacted aviation. January/February were comparable to early 2019, with industrial actions causing en-route ATFM delays - but with lower overall delay and slightly fewer flights compared to 2019.

The remainder of the year from **March 2021 onwards saw unprecedented operational conditions**, with the COVID-19 pandemic strongly influencing the entire aviation industry, with en-route **ATFM delays virtually disappearing** and **COVID-19 related delay causes becoming prominent** for the remainder of the year. **Yearly flights fell,** translating to a **reduction of 55%** in comparison to 2019.

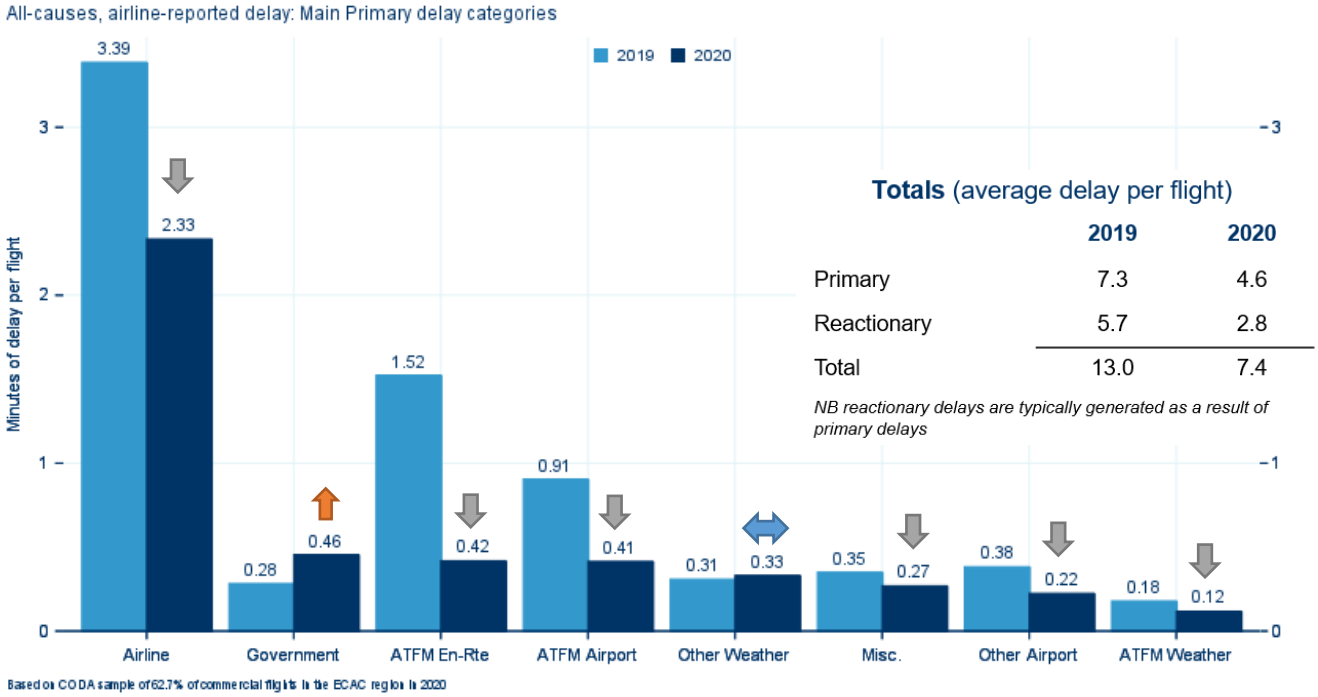
In terms of overall delay for 2020, the **average delay per flight decreased** by 5.6 minutes **to 7.4 minutes per flight**.

This reduction in overall delay is highlighted by **high arrival punctuality**, with **89.9% of flights arriving within 15 minutes or earlier than their scheduled arrival time (STA)**. Amongst the changing operational conditions **early departures also increased**, in turn making flights arrive even earlier than their scheduled arrival time.

En-route **ATFM delays fell to 0.4 minutes/flight** with only a small amount of ATFM delays being observed during the year, predominantly in January and February where French industrial actions occurred.

Analysis into the causes of delay, shows the main change in delay came in those related to COVID-19, grouped by CODA as **governmental causes***, these delay codes are used to record delays due to mandatory security or immigration, customs and health related delays. The contribution of this cause to the average delay/flight almost **doubled in 2020**, **contributing 0.5 minutes per flight** compared to 0.3 minutes in 2019, translating to a 10% share of generated primary delay minutes.

Figure 1. Breakdown of the Average Delay per Flight 2019 vs. 2020



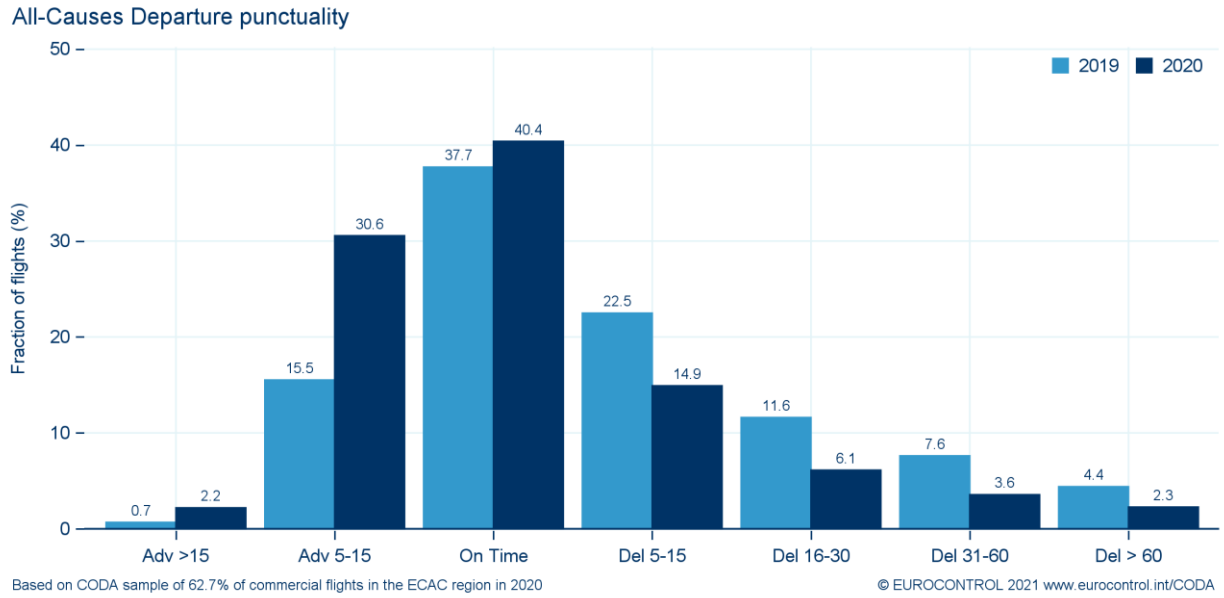
* Governmental delay grouping consists of (IATA delay codes 85 & 86) see Annex Standard IATA Delay Codes (AHM 730) for further detail.

2 Punctuality by Month

Figure 2. Departure Punctuality 2020

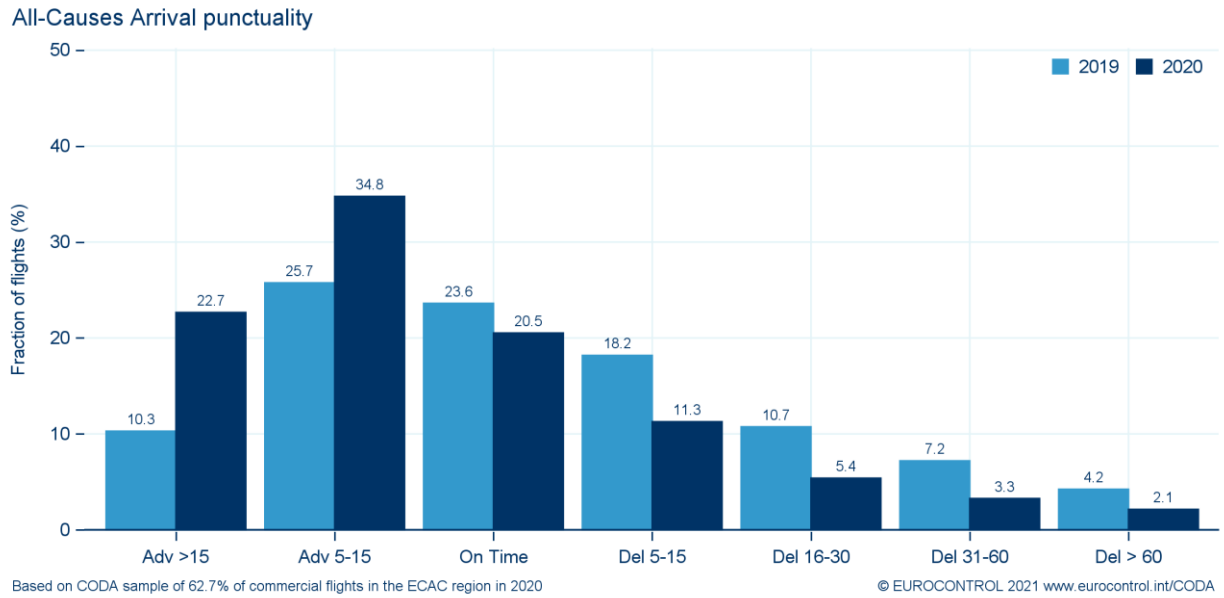
2020 saw significant changes in airline punctuality as airline flights fell, however flights that did operate achieved better punctuality. Notable are the high amount of early arrivals, as airlines that could operate flights saw one third of flights depart ahead of schedule, in turn arriving even earlier than their scheduled time of arrival.

Drivers behind this change include changes in the Route Availability Document (RAD) measures - to improve flight planning options, making flights 'greener' by ensuring more direct routings, the near disappearance en-route ATFM delays, less or zero air holding and improvements in the ground phases of a flight be it shorter taxi times or gate availability.



In 2020, 88.1% of flights departed within 15 minutes or earlier than their scheduled departure time (STD), compared to 76.4% in 2019. Flights departing 5-15 minutes ahead of schedule sharply increased, these up to 30.6% in 2020.

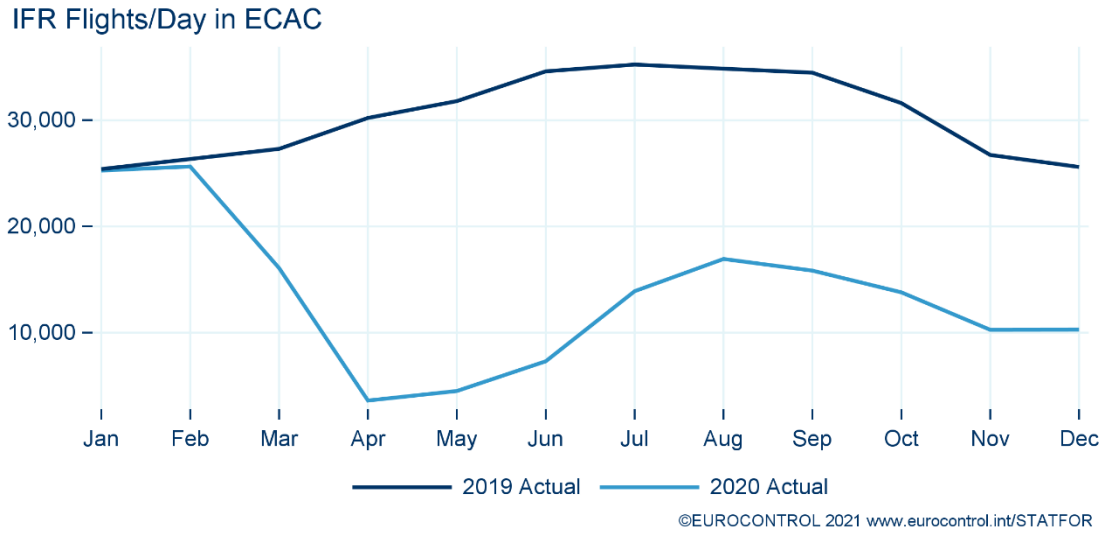
Figure 3. Arrival Punctuality 2020



Analysing arrival punctuality, 2020 saw 89.3% of flights arriving within 15 minutes, compared to 77.8% in 2019.
A significant proportion of flights (22.7%) arrived greater than 15 minutes ahead of schedule as airlines benefitted from more direct routes and less holding at major airports.

3 Traffic

Figure 4. Total Flights per Day in ECAC



European flights (ECAC) in average daily terms (Figure 4) decreased by 55.1% in 2020 compared with 2019. The decrease in the yearly average was of course strongly influenced by the COVID-19 pandemic, which commenced in March 2020 and continued throughout 2020. Further information regarding traffic and forecasts is available at the STATFOR website and also via the STATFOR Interactive Dashboard (SID).

4 2020 Monthly Summary

Section 4 provides a month-by-month view for 2020, highlighting the particular locations, causes of network delay or disruptions in further detail.

January 2020. The average delay per flight on departure was 9.6 minutes, a decrease of 2.9 minutes compared to January 2019.

Several French ATC industrial actions throughout the month generated en-route ATFM delay and airport ATFM delay in French ACCs such as Paris, Marseille, Brest and Bordeaux. Additional ATFM delays were also reported locally in neighbouring states due to traffic on load. Weather conditions (strong winds and low visibility) impacted operations at London/Heathrow, Amsterdam/Schiphol, Lisbon, Geneva, Porto and Vienna airports.

February 2020. The average delay per flight on departure was 10.9 minutes, a slight increase of 0.8 minutes compared to February 2019.

French ATC industrial action (05-08 and 19-21 February) generated high delays in French ACCs such as Marseille, Brest, Paris, Reims and Bordeaux ACCs also impacting neighbouring states due to traffic on load. Weather conditions generated disturbance throughout the network. February started to see flights from Asia decline as the COVID-19 pandemic started to affect Europe. Snow impacted operations at Istanbul airports. Low visibility at London airports, strong winds and heavy rain affected Northern Europe with high delays at airports such as Amsterdam Schiphol, London Heathrow, London Gatwick and Vienna. Sandstorms impacted operations in Canary Islands. Ground handling union industrial action at Helsinki airport on 26 and 27 February also occurred.

March 2020. COVID-19 affected network flights from the beginning of the month, with an average delay per flight on departure of 8.2 minutes, a decrease of 3.3 minutes compared to February 2019.

The February reduction in the number of long-haul flights to Asia continued into March. US restrictions on European passengers started to affect flight schedules from 13 March. Italian flight numbers fell from 14 March, quickly followed by Spanish flights from 21 March; and then the rest of European destinations. All-Cargo flights represented close to 30% of all flights by the end of March with the use of passenger aircraft for cargo flights increasing further in the last week of March as the crisis deepened.

April 2020. The average delay per flight on departure was 9.1 minutes, a decrease of 2.4 minutes compared to April 2019. April saw the start in the trend of higher delays related to COVID-19) grouped by CODA as governmental causes, these delay codes are used to record delays due to mandatory security or immigration, customs and health related delays. these increasing to 0.7 minutes/flight from 0.3 minutes/flight in April 2019.

In comparison to April 2019, network flights fell by 88% with the impact of the COVID-19 pandemic being at its strongest. The major airline groups (Lufthansa, IAG, Air France-KLM, Ryanair and easyJet) all operated with less than 90% of their flight levels compared to April 2019. Despite the strong fall in passenger demand, cargo operators faired a little better with DHL being the busiest operator in Europe, as demand for cargo outstripped capacity. Concerning airports, Frankfurt Main was the busiest, followed by London Heathrow, however flights were 85% and 87% down respectively. Freight centric airports such as Leipzig and Liege saw a lesser reduction in flights, with flights at these airports down 28% and 12% respectively.

May 2020. The average delay per flight on departure was 8.0 minutes, a decrease of 4.4 minutes. Here again, governmental delays increased from 0.2 minutes/flight to 1.2 minutes compared to May 2019.

Network flights fell by 86% compared to May 2019, Frankfurt Main and London Heathrow were the busiest airports. Liege recorded a 2.1% increase in flights compared to May 2019 as demand for freight increased, with Leipzig and Köln also remaining busy despite reductions in flights. DHL remained the busiest operator. Wideroe saw a 50% reduction in flights. However the airline remained resilient as the airline operates high numbers of Public Service Obligation (PSO) flights, compared to 90% reductions for the major European carriers.

June 2020. The average delay per flight on departure was 6.8 minutes, a decrease of 10.0 minutes compared to June 2019. En-route ATFM delays fell by 2.6 minutes, however again governmental delays increased from 0.3 minutes/flight to 1.3 minutes compared to June 2019.

Flights for month decreased by 79% as the effects of the COVID-19 pandemic continued. The network did show some signs of recovery however, with average daily flights in ECAC at 7,306 flights compared to 4,507 in May 2020. Paris CDG was the busiest airport in June 2020, followed by Frankfurt Main, Amsterdam Schiphol and London Heathrow. Istanbul Ataturk and Liege airports recorded increases in flights compared to June 2019 as these airports handled predominantly cargo flights.

July 2020. The average all-causes delay per flight on departure was 5.8 minutes, a decrease of 12.0 minutes compared to July 2019.

In comparison to July 2019, network flights fell by 60.7% with the impact of the COVID-19 pandemic continuing, however the decrease in flights was not as dramatic to that seen during Q2-2020. Following the re-opening of borders towards the end of June and start of July, airlines started increasing flights in time for the start of the traditional European summer holidays.

In terms of flights, Ryanair was the busiest airline, followed by Turkish Airlines and Wizz Air. DHL was also busy as demand for freight remained strong. Paris CDG, Amsterdam Schiphol and Frankfurt Main were the busiest airports, alongside freight centric airports such as Leipzig Halle and Liege also remaining busy.

August 2020. The average delay per flight on departure was 4.8 minutes, a decrease of 10.7 minutes compared to August 2019.

Network flights fell by 51.5% compared to August 2019, with flights peaking on Friday 28 August with the network handling 18,802 flights, with a pattern emerging where the busiest days were Fridays. Again, Ryanair was the busiest airline in terms of flights, followed by easyJet and Turkish Airlines. Netjets were also busy, as demand for private flying into various holiday destinations remained strong. Amsterdam Schiphol, Paris CDG and Frankfurt Main were the busiest airports.

September 2020. The average delay per flight on departure was 3.5 minutes, a decrease of 10.4 minutes compared to September 2019.

Flights for month decreased by 54.1% as the effects of the COVID-19 pandemic continued. Amsterdam Schiphol, Paris CDG and Frankfurt Main remained the busiest airports. Concerning airlines Ryanair, easyJet and Turkish Airlines operated the most flights. Again, DHL remained busy as freight demand continued.

October 2020. The average delay per flight on departure was 4.8 minutes, a decrease of 6.6 minutes compared to October 2019.

Once again flights fell, with 56.4% fewer flights than October 2019. The major airports of Amsterdam Schiphol, London Heathrow and Frankfurt Main, remained the busiest in the network. Ryanair, Turkish Airlines and Air France were the busiest airlines. Fridays were the busiest days in the network.

November 2020. The average delay per flight on departure was 4.8 minutes, a decrease of 3.3 minutes compared to November 2019.

Following the implementation of new COVID-19 restrictions in some states, flight levels decreased by 61.6% compared to November 2019. Major carriers such as Ryanair and Lufthansa cut flights, with Turkish Airlines becoming the busiest airline in the network despite a 51% reduction in their flights compared to November 2019. Only Leipzig and Liege saw increases in flights, as freight demand remained resilient.

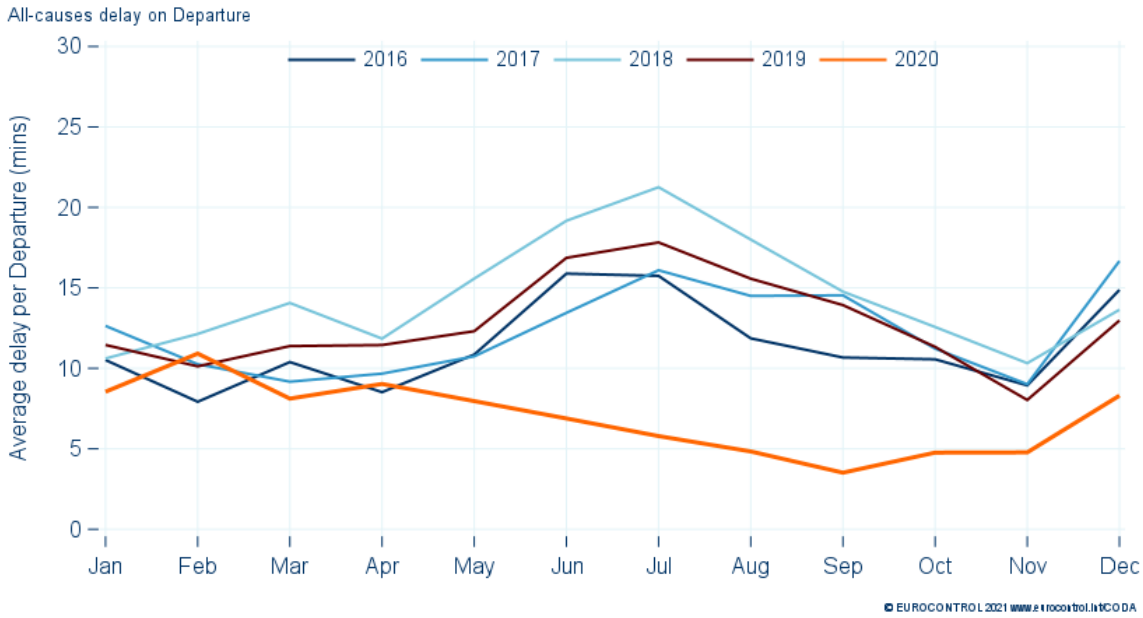
December 2020. The average delay per flight on departure was 8.3 minutes, a decrease of 4.7 minutes compared to December 2019. The average delay per delayed flight (ADD) increased, with some airlines suffering longer delays due to weather and technical problems.

Network flights fell by 60% compared to December 2019 as renewed COVID-19 restrictions in many states once again impacted aviation. Turkish Airlines operated the most flights in the network, followed by Ryanair and Air France. Daily flights did increase in the run up to the Christmas holiday, before falling further as COVID-19 restrictions came into force towards the end of the month.

5 Average Delay per Flight (Departure)

The average delay per flight on departure decreased to 7.4 minutes in 2020, compared to 13.0 in 2019. January and February saw French ATC strikes as well as winter weather impact the network. The influence of the COVID-19 pandemic can be observed in Figure 5 as the level of delay reduced from April, remaining low for the rest of the year.

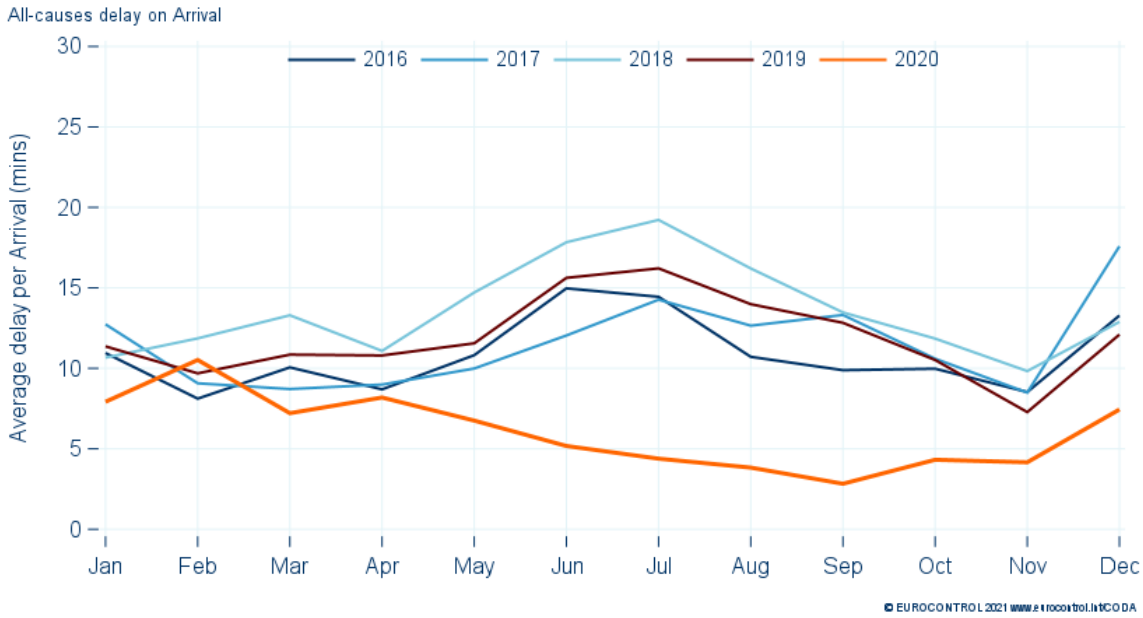
Figure 5. Average Delay per Flight (All-Causes) for Departures



6 Average Delay per Flight (Arrival)

The average delay per flight on arrival (Figure 6) showed a similar decreasing trend to that of the departure, decreasing to 6.5 minutes per flight, a fall of 5.6 minutes when compared to 2019.

Figure 6. Average Delay per Flight (All-Causes) for Arrivals



7 Scheduling Indicators

Two CODA scheduling indicators help airline schedulers determine the optimal schedule based on historical flight data:

Scheduling correctly is a difficult art: if too long a time is blocked for a flight, the airline will not be able to make best use of resources - staff, airframes, infrastructure. Too short a time can arguably be worse as late flights generate rotational delay with late incoming aircraft and passengers from previous flights having to be accommodated. When flights leave on time but arrive after the scheduled time of arrival they cause reactionary delays. Schedule padding is essential for air carriers in order to find schedules which work with the typical patterns of delay, so that they can deliver passengers on time, and get maximum use out of their aircraft. Consequently, when delays decrease it takes one or two (IATA) seasons for the airline to adapt its schedule accordingly.

The Delay Difference Indicator - Flight (DDI-F) or the difference between departure and arrival punctuality expressed in minutes. This can be indicated as a positive or negative figure, for example, a flight departing with 20 minutes delay and arriving with 30 minutes arrival delay will have a DDI-F of +10 minutes.

The **European DDI-F in 2020 was -6.9 minutes**, this was an increase in comparison to 2019 where the DDI-F was -4.3 minutes. The exceptional operational conditions caused this large increase in the DDI-F as network congestion reduced.

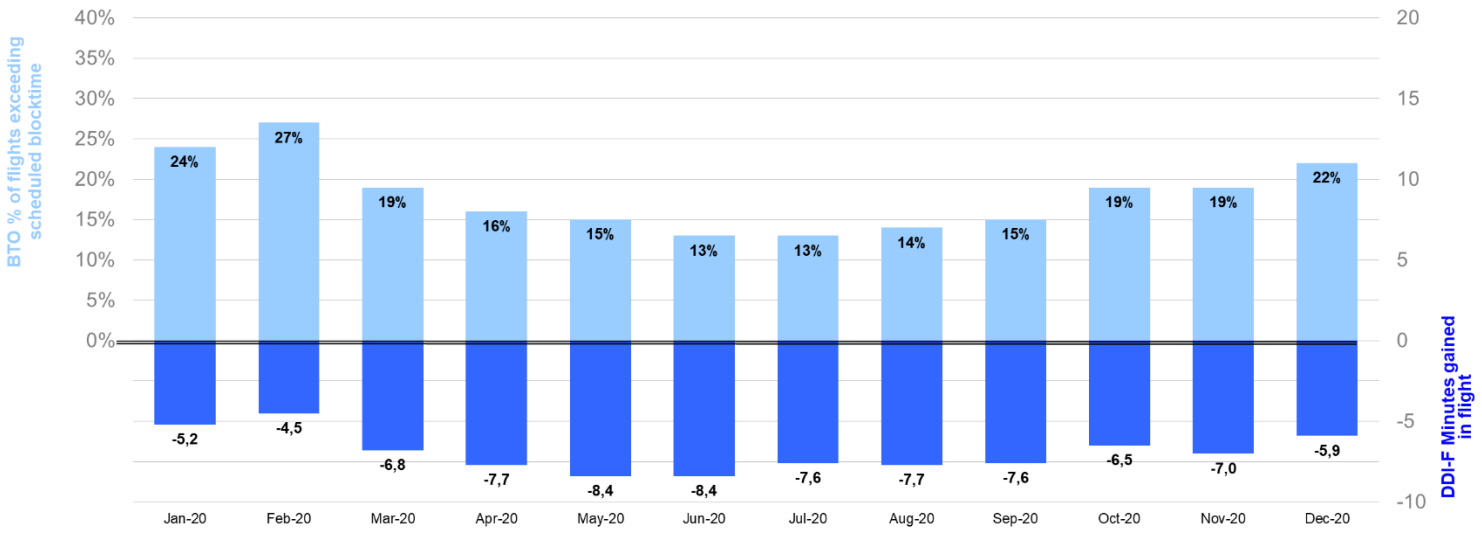
The **Block Time Overshoot (BTO)** is the percentage of flights with an actual block time that exceeds the scheduled block time.

The **European BTO in 2020 decreased to 18%** compared to 27% in 2020, here again 2020's unique operational conditions drove this decrease, as the reduction in flights influenced those flights that did operate.

The changes observed in the DDI-F and BTO came amongst changing operational conditions, where a large amount of anticipated delay did not occur, bringing schedule buffers to the fore. It may be likely if levels of delay remain lower, airlines will adapt their schedules to the new operational conditions, as excessive schedule buffers cost airlines a lot of money.

Another of the drivers behind this change include changes in the Route Availability Document (RAD) measures - to improve flight planning options, making flights 'greener' by ensuring more direct routings. This alongside with the absence of air holding at very busy airports translates to more flights operating within scheduled block time.

Figure 7. Block Time Overshoot (BTO) and Delay Difference Indicator - Flight (DDI-F) 2019 –2020

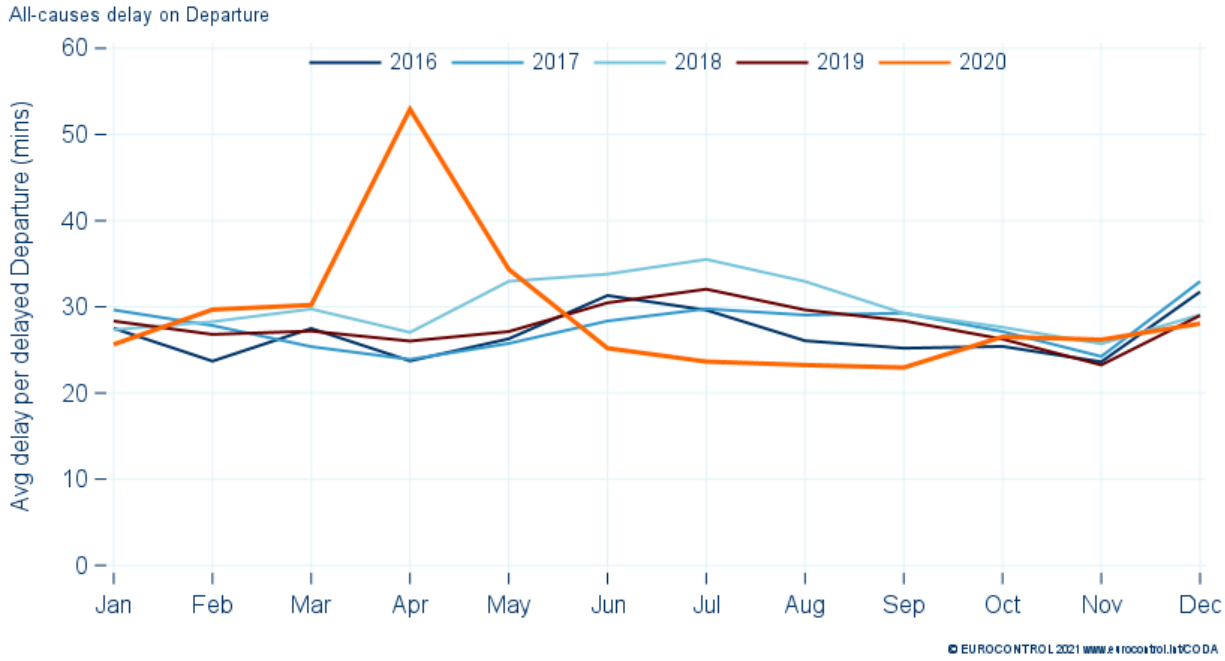


8 Year on Year Trends in All-Causes Indicators

This section summarises the year-on-year trends in the main indicators of delay from all-causes. A flight is considered delayed from 5 minutes.

The performance in 2020 can be observed in (Figures 9, 10 and 11). Despite a better yearly average delay per flight, the average delay per delayed (ADD) flight saw increases, notably in April, a month where despite many flights operating ahead of schedule, those that did experience delays saw those increase significantly. For the remainder of the year the ADD returned to a more normal level, however it remained higher than expected given the fall in flights.

Figure 8. Average all-causes delay per delayed flight ≥ 5 mins (departures top, arrivals bottom)



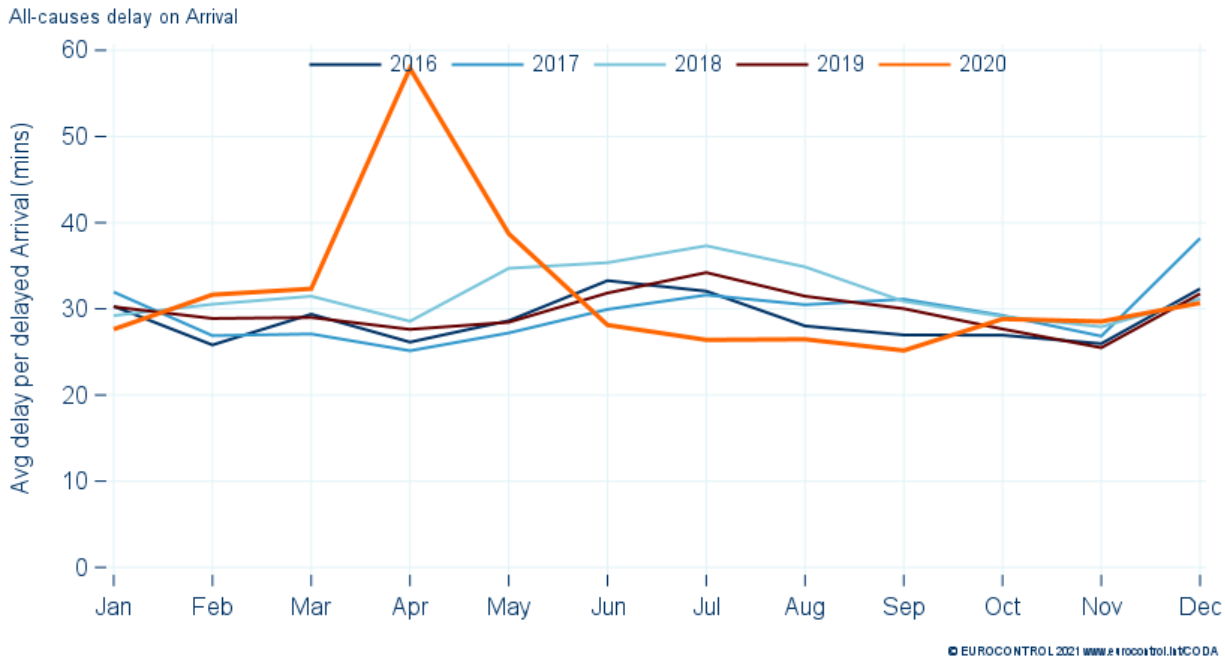
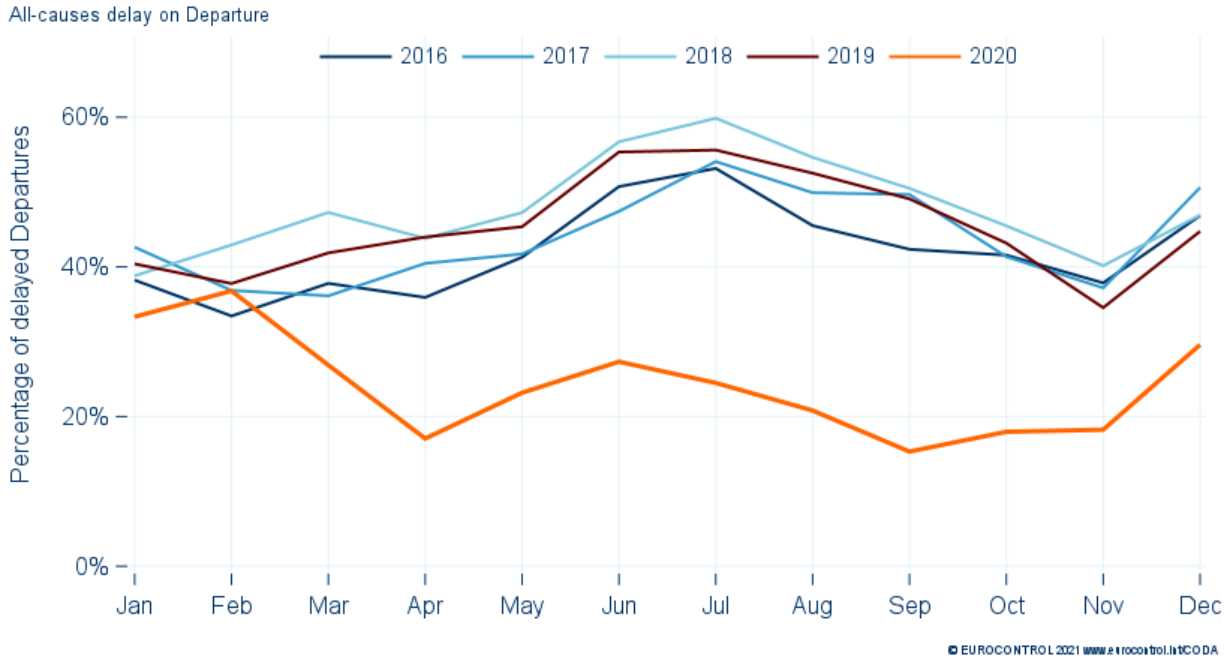


Figure 9. Percentage of flights delayed ≥ 5 mins for all-causes delay (departures top, arrivals bottom)



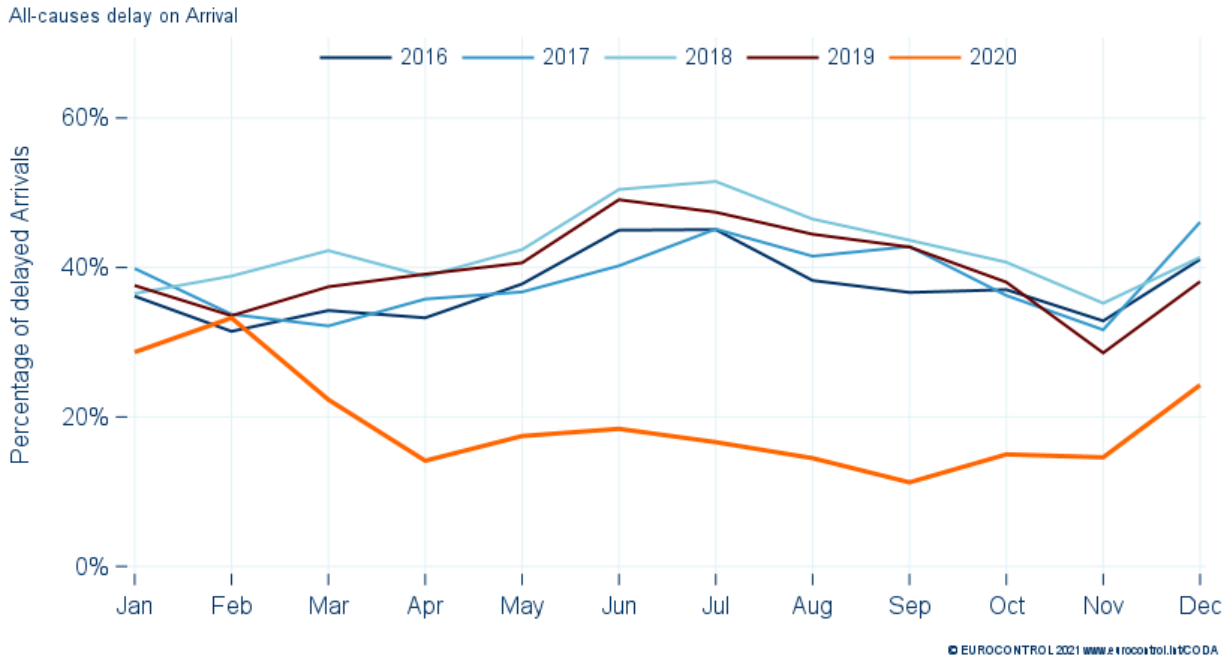
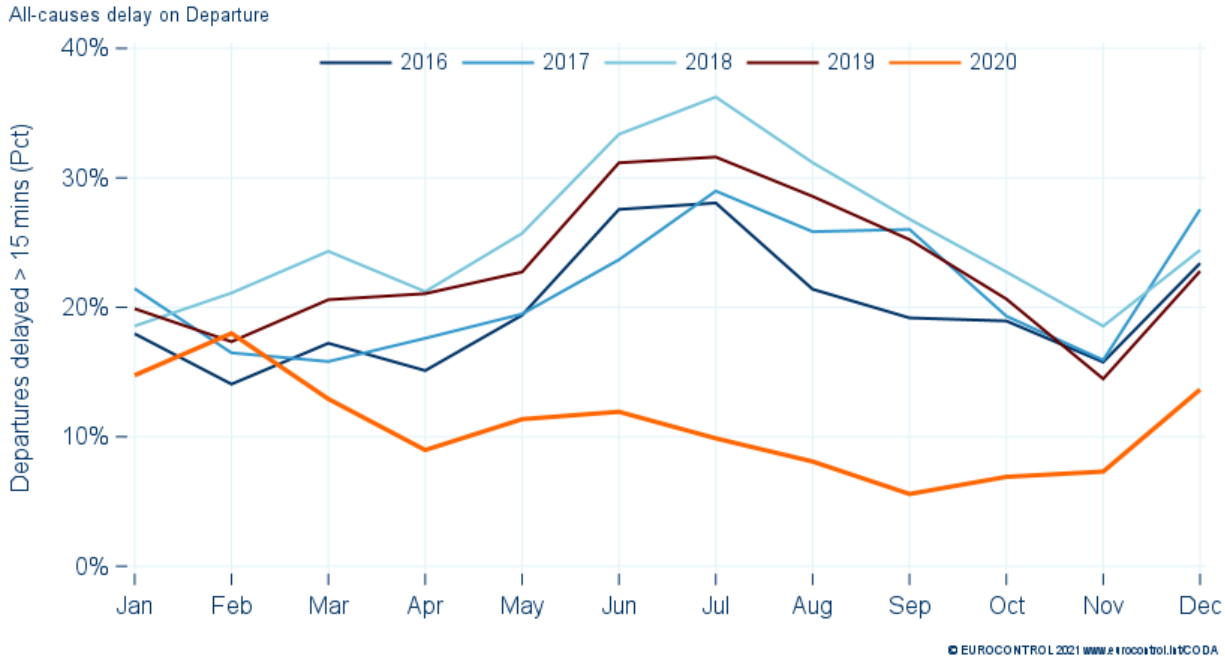
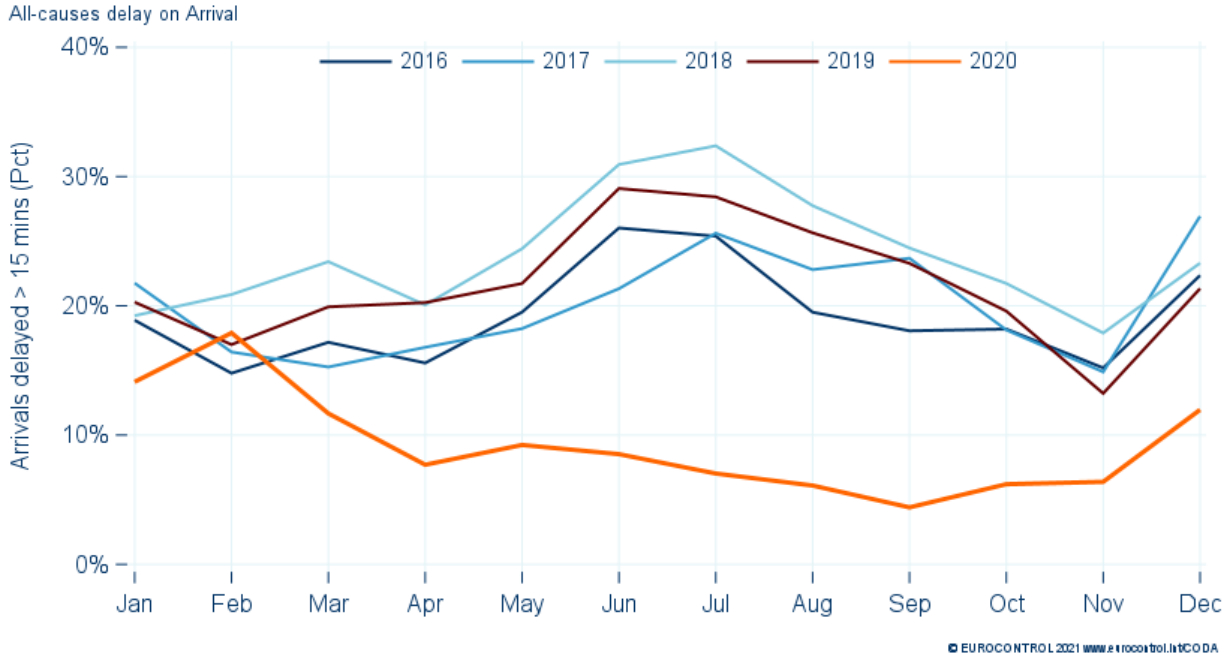


Figure 10. Percentage of flights delayed >15mins for all-causes (departures top, arrivals bottom)





9 Annex Standard IATA Delay Codes (AHM 730)

Others

00-05 AIRLINE INTERNAL CODES
06 (OA) NO GATE STAND AVAILABILITY DUE TO OWN AIRLINE ACTIVITY Including Early Arrivals
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.
19 (PW) REDUCED MOBILITY, boarding deboarding of passengers with reduced mobility.

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 *(Mail Only)*
28 (CL) LATE POSITIONING *(Mail Only)*
29 (CA) LATE ACCEPTANCE *(Mail Only)*

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
58 (EO) OTHER AUTOMATED SYSTEM

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

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 Government 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[1], 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: IATA – Airport Handling Manual (730 & 731)

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

Standard IATA Delay Code Sub-Codes (AHM 731)

73 (WR) **WEATHER: EN ROUTE OR ALTERNATE**

- **Z** OUTSIDE AIRCRAFT LIMITS
- **Y** OUTSIDE CREW LIMITS
- **X** ETOPS

81 (AT) **ATFM DUE TO ATC EN-ROUTE DEMAND CAPACITY, standard demand capacity problems**

- **Z** ATC ROUTEING
- **Y** HIGH DEMAND OR CAPACITY
- **X** ENVIRONMENTAL
- **W** WEATHER
- **G** OTHER

82 (AX) **ATFM DUE TO ATC STAFF EQUIPMENT EN-ROUTE, reduced capacity caused by industrial action or shortage or equipment failure, extraordinary demand due to capacity reduction in neighbouring area**

- **Z** INDUSTRIAL ACTION
- **Y** EQUIPMENT FAILURE
- **X** STAFF SHORTAGE
- **W** MILITARY ACTIVITY
- **V** SPECIAL EVENT

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**

- **Z** HIGH DEMAND ATC CAPACITY
- **Y** INDUSTRIAL ACTION
- **X** EQUIPMENT FAILURE
- **W** STAFF SHORTAGE
- **V** ACCIDENT INCIDENT
- **U** MILITARY ACTIVITY
- **T** SPECIAL EVENT
- **S** NOISE ABATEMENT NIGHT CURFEW
- **P** HIGH DEMAND AIRPORT FACILTIES

85 (AS) **MANDATORY SECURITY**

- **Z** MANDATORY SECURITY CHECK
- **Y** SECURITY CONTROL CHECKPOINTS
- **X** BAGGAGE AVI SECURITY
- **W** BAGGAGE IDENTIFICATION UNLOADING INTENDED
- **V** AIRPORT TERMINAL SECURITY
- **U** AIRLINE AIRCRAFT SECURITY CHECK
- **T** EXTRAORDINARY SECURITY EVENTS
- **G** OTHER

86 (AG) **IMMIGRATION, CUSTOMS, HEALTH**

- **Z** IMMIGRATION EMMIGRATION
- **Y** CUSTOMS
- **X** HEALTH
- **G** OTHER

87 (AF) **AIRPORT FACILITIES, parking stands, ramp congestion, lighting, buildings, gate limitations, etc.**

- **Z** PARKING STANDS LIMITATION NO PARKING STANDS AVAILABLE, EXCLUDING EARLY ARRIVALS
- **Y** RAMP CONGESTION, ABNORMAL STAND ACCESS LIMITATION (NON-ATC)
- **X** BUILDINGS
- **W** GATE LIMITATION NO GATE AVAILABLE EXCLUDING EARLY ARRIVALS
- **V** BAGGAGE SORTING SYSTEM DOWN SLOW
- **U** NO PUSH BACK CLEARANCE DUE TO INFRASTRUCTURE (NON-ATC)
- **T** JET BRIDGE INOPERATIVE
- **S** LACK OF CHECK IN COUNTERS
- **R** AIRFIELD ELECTRICAL SYSTEM FAILURE
- **P** PASSENGER TRANSPORT SYSTEM FAILURE
- **N** PUBLIC ADDRESS FLIGHT INFORMATION DISPLAY SYSTEM FAILURE
- **M** INSUFFICIENT FIRE COVER
- **J** LATE POSITIONING OF AIRCRAFT (WHEN RESPONSIBILITY OF AIRPORT)
- **I** SERVICE ROAD RESTRICTION
- **H** LATE ARRIVAL OR LACK OF FOLLOW ME VEHICLE
- **G** ANY OF THE ABOVE AT THE DESTINATION AIRPORT

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