



# CODA Digest

All-Causes Delays to Air Transport in Europe  
Annual 2023



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## DOCUMENT APPROVAL

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# 1 Executive Summary

The **average delay per flight in 2023 decreased to 17.5 minutes per flight**, compared to 2022 where the average delay per flight was 17.8 minutes per flight alongside an **increase in the number of flights in ECAC of 9.8%** when compared to 2022 .

**Arrival punctuality deteriorated** slightly in comparison to 2022, with 70.6% of flights arriving within 15 minutes or earlier of their scheduled arrival time (STA), compared to 71.5% in 2022.

Despite a small decrease **reactionary (knock-on) delay was the highest contributor** to the average delay per flight with an identical share of 46% of delay minutes, translating to **8.1 minutes per flight** in 2023.

**Airline related delay causes fell**, those such as ramp handling, passenger boarding, staff shortage, (etc.) however they still ranked second at **4.5 minutes per flight**.

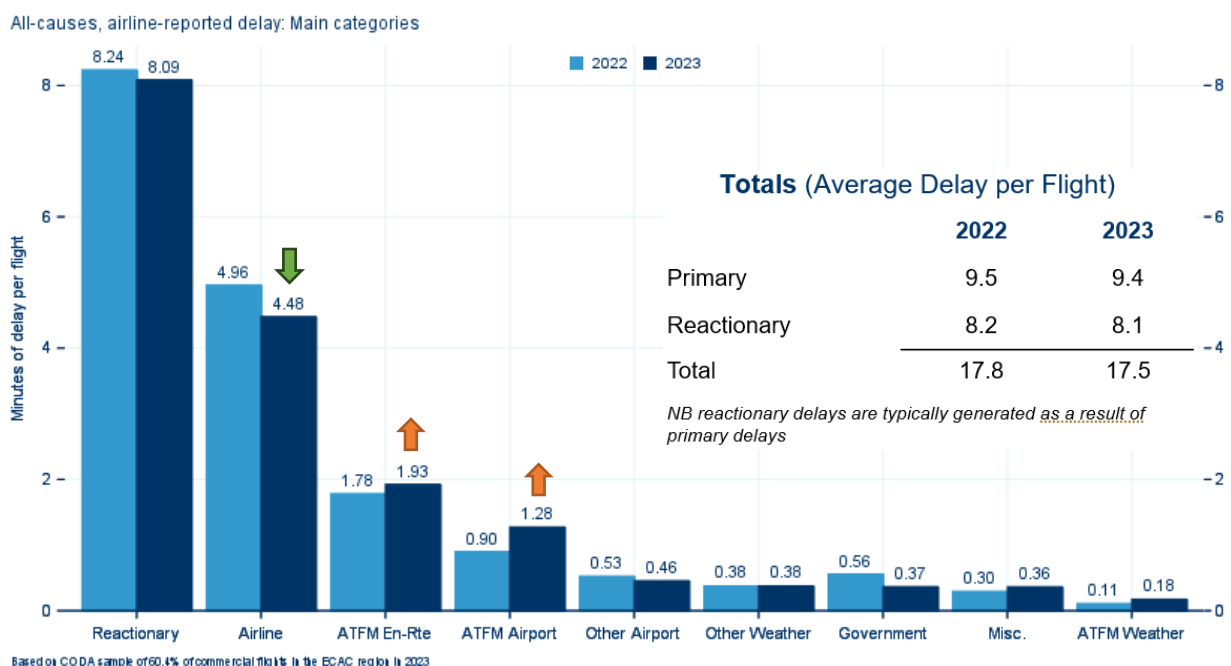
**Airline reported en-route ATFM delay** remained high at **1.9 minutes per flight**, however it did fall to 2022. A key component of this total was **en-route weather delay**, this **contributing 0.7 minutes/flight** a 29% share of the reported en-route ATFM delay minutes, here **summer seasonal weather** (mainly thunderstorm activity) drove delay with heavy delays recorded in Karlsruhe UAC, Budapest, Beograd and Zagreb ACCs.

The **closure of Ukrainian airspace continued to impact en-route performance**. Central and Eastern European air traffic control (ATC) centres, such as those in Tallinn, Riga, Vilnius, Warsaw, Prague, Bratislava, Budapest, Bucharest, Sofia and Ankara, managed efficiently in a highly complex environment. In some cases handled traffic levels exceeding those of 2019. Additionally, military operations to and from Eastern Europe further contributed to the complexity.

**ATC industrial action in France** remained a factor during 2023, with nine months in the year impacted by actions causing delays, cancellations and passenger disruption.

**ATFM airport delays increased to 1.3 minutes per flight**. **Copenhagen** Airport faced air traffic control (ATC) staffing issues, particularly during the summer months. **London Heathrow** experienced disruptions primarily due to weather events. **Athens** Airport suffered delays due to ATC equipment problems, while Greek island airports like **Heraklion, Zakynthos** and **Chania** dealt with ATC capacity delays in the summer. **Lisbon** was impacted by early morning ATC and aerodrome capacity constraints, as well as weather-related delays.

Figure 1. Breakdown of the Average Delay per Flight 2023 vs. 2022



## 2 Punctuality

Departure punctuality fell slightly in 2023 with 67.9% of flights departing within 15 minutes or earlier than their scheduled departure time, this compared to 68.5% in 2022.

Figure 2: Departure Punctuality: 2023 vs 2022

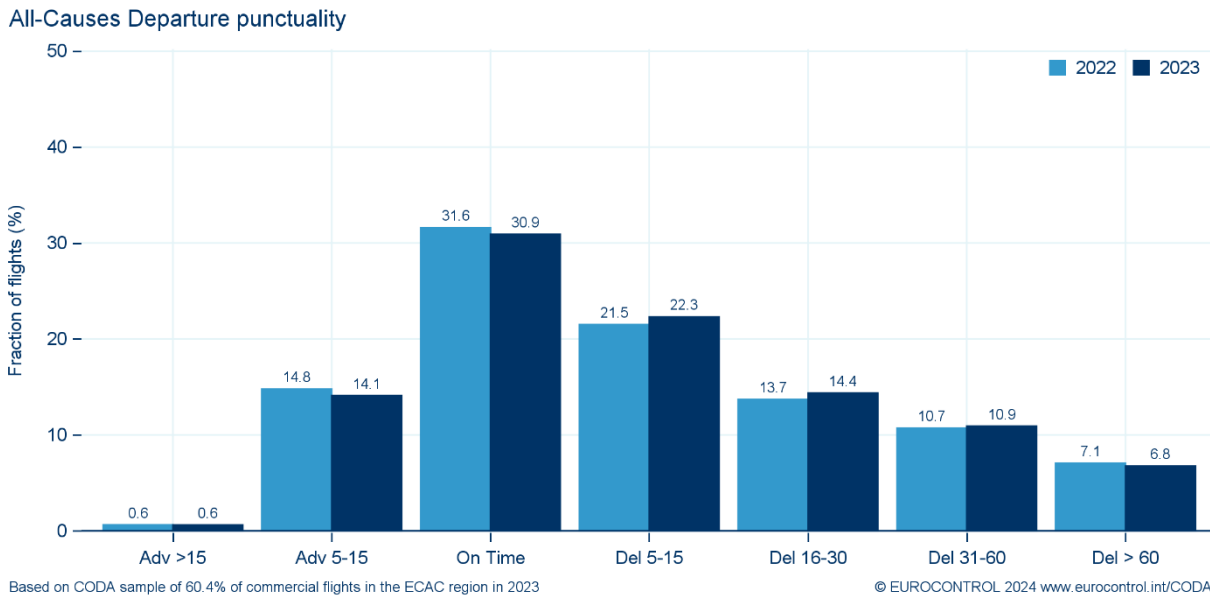
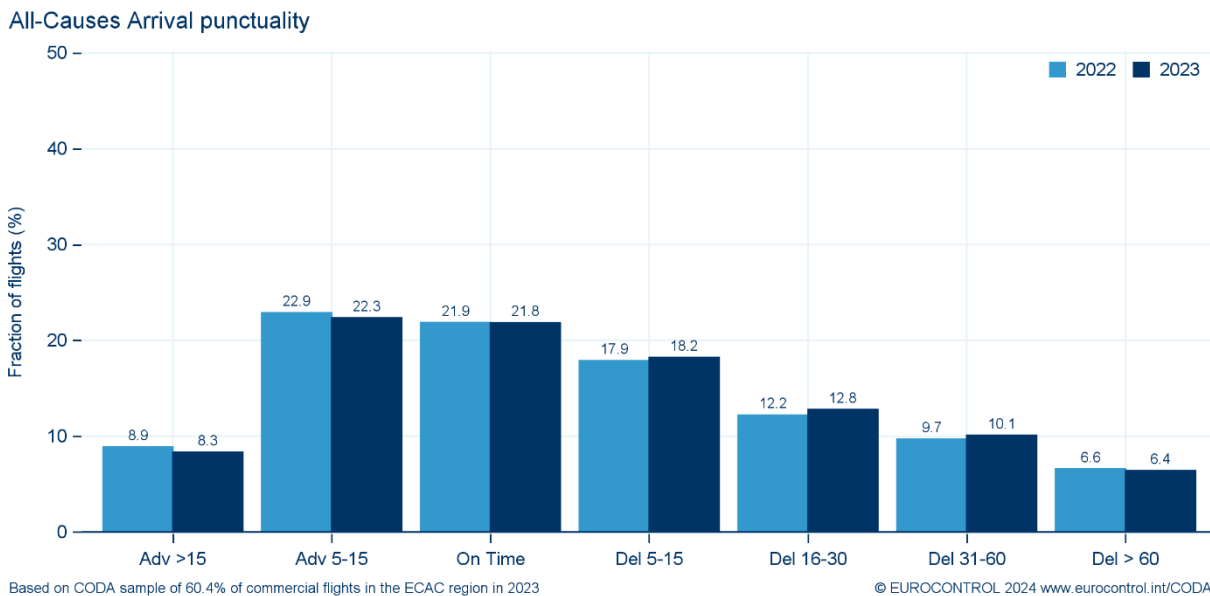


Figure 3. Arrival Punctuality: 2023 vs 2022

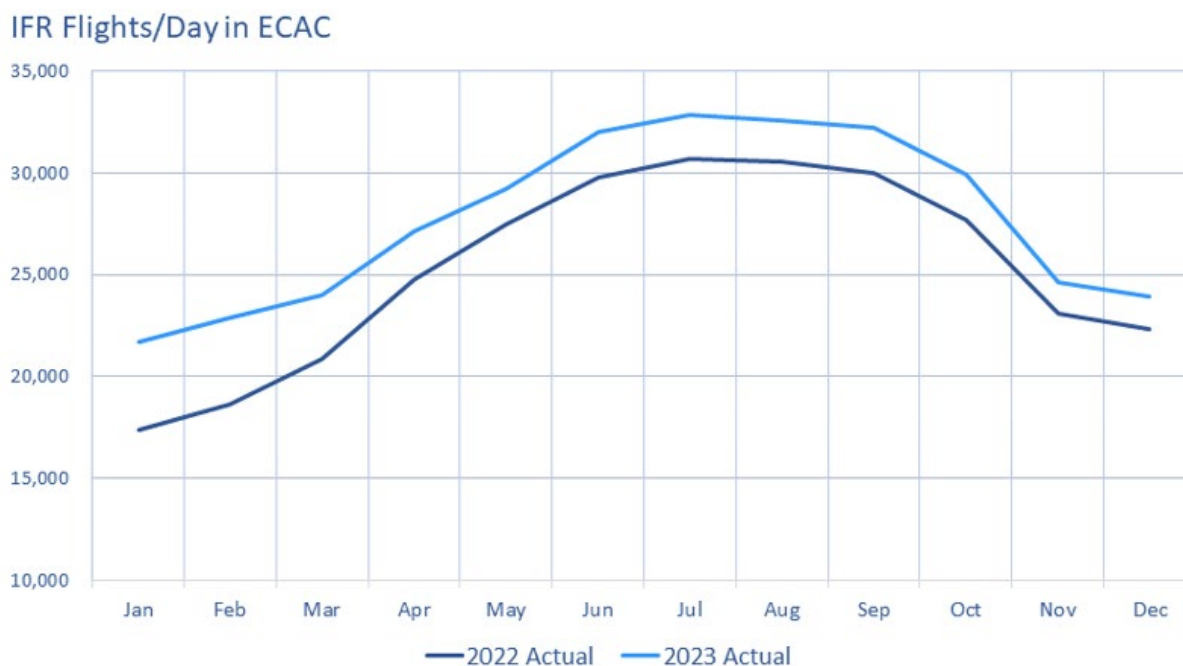


Arrival punctuality in 2023 also slightly deteriorated in comparison to 2022, with 70.6% of flights arriving within 15 minutes or earlier of their scheduled arrival time (STA), compared to 71.5% in 2022.

In 2023, the percentage of flights arriving more than 15 minutes ahead of schedule decreased to 8.3%. While this benefits the passenger experience, a high share of early arrivals can disrupt operations, impacting stand availability and air traffic flow management (ATFM). Frequent early arrivals may necessitate ATFM regulations to manage demand shifts effectively.

### 3 Traffic

Figure 4. Total Flights per Day in ECAC 2023 vs. 2022



European flights (ECAC) in average daily terms (Figure 4) increased by 9.8% when compared to 2022, but were still 8.5% lower than 2019.

Further information regarding traffic and forecasts is available at the [Forecasting](#) website, also via the [STATFOR Interactive Dashboard \(SID\)](#).

### 4 2023 Monthly Summary

Section 4 provides a month-by-month view for 2023, highlighting the main causes of network delay, locations, or disruptions in further detail.

**January 2023.** The average delay per flight on departure was 12.5 minutes, which was an increase of 2.6 minutes when compared to January 2022.

Weather was mainly responsible for delays during the month, with seasonal weather (snow and low visibility) related delays being recorded at London Heathrow, Amsterdam Schiphol, Istanbul Sabiha Gokcen airports.

ATC industrial action in France (from 18 to 20 January and 30 to 31 January) generated en-route ATFM delay, a ground staff occurred industrial action at Düsseldorf airport (27 January) causing flight cancellations. Lisbon suffered airport capacity delays due to lack of staff.

**February 2023.** The average delay per flight on departure was 13.7 minutes, increasing by 3.8 minutes per flight when compared to February 2022.

ATC industrial action continued in France (from 06 to 08, 11 and 15 to 17 February) industrial action also affected German airports (16 and 17 February) generating ATFM delays.

Weather caused disruptions at London Heathrow (low visibility and strong winds on 07 February) and Istanbul Sabiha Gokcen (snow between 02 and 09 February). Gaziantep airport (Türkiye) was impacted by the effects of the earthquake throughout the month.

**March 2023.** The average delay per flight on departure was 17.0 minutes, a significant increase of 7.7 minutes compared to March 2022 where the average delay per flight was 8.7 minutes.

ATC industrial action in France continued (from 06 to 31 March) generating high ATFM delays. Weather delays mainly from low visibility and strong winds occurred at London Heathrow and Amsterdam Schiphol airports.

**April 2023.** The average delay per flight on departure was 15.4 minutes, a small increase of 0.5 minutes when compared to April 2022.

ATC industrial action in France occurred throughout the month, generating high en-route and airport ATFM delays, as well as causing airlines to cancel flights. There was also ATC industrial action in Italy on 02 April.

Copenhagen airport suffered delays resulting from ATC staffing shortages. Airport capacity delays resulting from works in progress on the airfield were recorded at Antalya airport. ATC equipment issues saw delays at Athens airport.

**May 2023.** The average delay per flight on departure was 16.0 minutes, this decreasing by 0.4 minutes per flight when compared to May 2022.

ATC industrial action in France from 01 to 03 May and from 5 to 20 May (Paris ACC) generated en-route ATFM delay, although to a lesser extent to April.

Regarding airports, Antalya airport experienced capacity delays resulting from works in progress, Frankfurt Main due to works on a new terminal. ATC staffing delays continued at Copenhagen airport. Radar issues continued to impact Athens airport.

**June 2023.** The average delay per flight on departure was 20.6 minutes, a significant decrease of 4.2 minutes compared to June 2022 where the average delay per flight was 25.2 minutes.

Industrial action occurred in France (from 05 to 07 June and 28 to 30 June). Industrial action by ground staff occurred on 30 June at Geneva airport. The Air Defender 23 military exercise was conducted between 12 to 22 June, generating en-route ATFM delay, the radar issues continued to affect Athens airport.

**July 2023.** The average delay per flight on departure was 24.8 minutes, a decrease of 1.6 minutes when compared to July 2022.

ATC industrial action occurred at Lanzarote, non-ATC industrial action occurred in Italy on 15 July. London Gatwick experienced combinations of ATC, aerodrome capacity and weather delays. Both Lisbon and Tel-Aviv also suffered from ATC capacity delays throughout the month. ATC industrial action at Fuerteventura and Lanzarote airport throughout the month generated delays.

**August 2023.** The average delay per flight on departure was 22.3 minutes, this increased by 1.2 minutes per flight when compared to August 2022.

A Flight Data Processing System (FDPS) failure in the UK and Italy generated high ATFM delays and flight cancellations on August 28<sup>th</sup>, the failure also had effects at low-capacity airports such as those in the Greek islands as flights blocked parking positions and could not depart. Catania airport fully reopened early August three weeks after a fire in the terminal. Lisbon and London Gatwick airports continued to be impacted by systemic ATFM arrival delays. Convective summer weather also affected the network throughout the month.

**September 2023.** The average delay per flight on departure was 18.5 minutes, a significant decrease of 3.0 minutes compared to September 2022 where the average delay per flight was 21.5 minutes per flight.

Flights departing London Gatwick airports continued to see the impact of en-route ATFM regulations as well as ATFM arrival regulations on inbound flights, caused by weather, ATC staffing and aerodrome capacity regulations. Lisbon airport continued to see apron capacity issues causing additional local delays. ATC industrial action at Lanzarote and Fuerteventura airports continued throughout the month.

**October 2023.** The average delay per flight on departure was 16.9 minutes, this increased by 0.2 minutes per flight when compared to October 2022.

ATC Industrial Action took place in France between 12 October until 14 October. Karlsruhe UAC saw high en-route ATFM delays due to ATC capacity. There were also ATFM delays recorded in Marseille, Brest and Paris ACCs due to the industrial action in France on 12 and 13 October

Amsterdam/Schiphol experienced delays due to weather mainly low visibility and winds. Istanbul saw delays from weather, a runway closure on 27 October also saw punctuality decrease. Zurich was affected by seasonal weather mainly winds and low visibility. Antalya airport saw decreased punctuality during October 2023, on 06 October operations were affected by a power cut, the airport also experienced daily aerodrome capacity regulations. Lisbon continued to suffer from systemic daily aerodrome capacity delays, this was also combined with weather (strong winds). Istanbul Sabiha Gokcen saw delays from weather airlines operating at the airport also suffer from high reactionary (knock-on) delays.

**November 2023.** The average delay per flight on departure was 13.1 minutes, increasing by 1.6 minutes per flight when compared to November 2022.

Storm Ciaran influenced the network on 02 November, causing significant disruption (delays and cancellations) at many European airports. Lisbon continues to suffer from systemic daily aerodrome capacity delays, this was combined with weather (strong winds) with 17 November being a notably poor day. Istanbul Sabiha Gokcen saw delays from weather notably on 11 November, airlines operating at the airport also suffered from high reactionary (knock-on) delays. Amsterdam Schiphol suffered from high amounts of seasonal weather (mainly low visibility as well as high winds) delay throughout the month. Storm Ciaran.

Regarding en-route ATFM days, Budapest ACC and Karlsruhe UAC continued to suffer from ATC capacity and ATC staffing related delays. ATC industrial action occurred in France from 19 to 21 November. ATC industrial action is impacted Lanzarote and Fuerteventura airports throughout the month, generating ATFM and reactionary delays for airlines.

**December 2023.** The average delay per flight on departure was 17.1 minutes, this decreased by 3.6 minutes per flight when compared to December 2022.

Weather mainly influenced delays in December 2023, Munich airport saw significant disruption due to heavy snowfall and freezing rain that impacted the airport between 01 and 06 December, recorded ATFM delays were low as the airport saw significant numbers of cancelled flights. London Heathrow suffered delays due to weather (mainly high winds) throughout December. Amsterdam Schiphol was badly affected by strong winds throughout the month. Storm Pia hit Northern Europe from 21 to 24 December and caused high disruption.

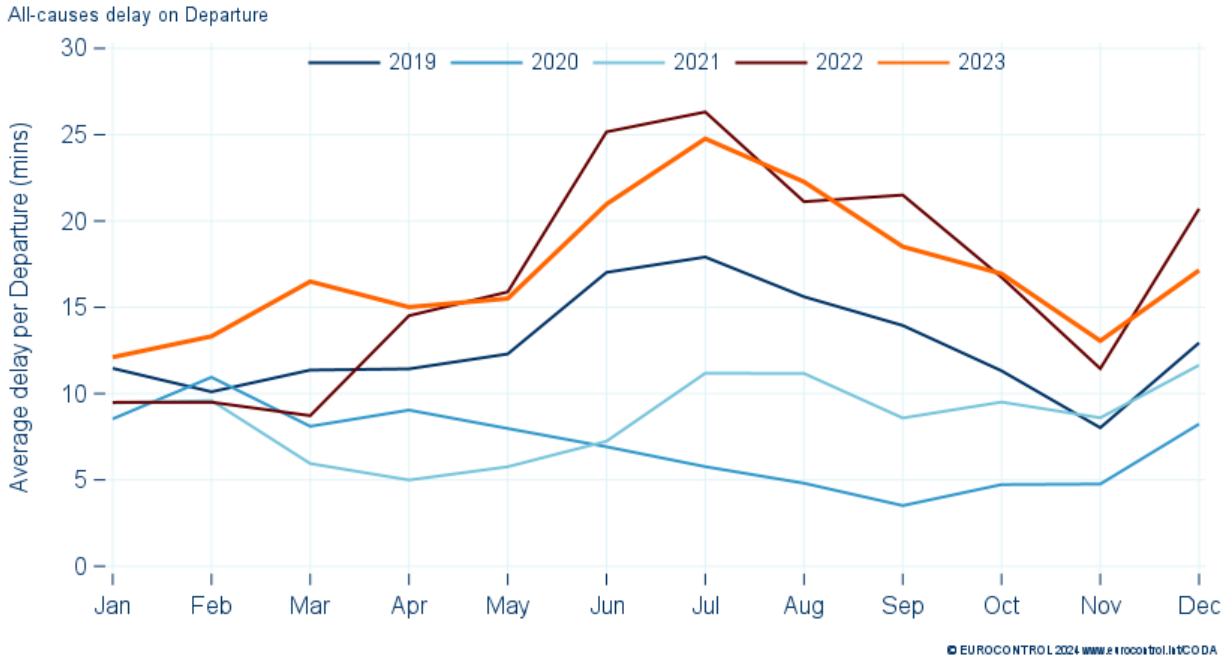
Lisbon continued to suffer from systemic daily aerodrome capacity delays, this was also combined with weather (mainly low visibility) with 10 December a notably poor day. London Gatwick also saw delays due to weather combined with ATC staffing and aerodrome capacity.

ATC industrial action occurred in France from 17 to 19 December affected punctuality at Paris CDG. ATC industrial action at Lanzarote and Fuerteventura airports continued throughout the month.

## 5 Average Delay per Flight (Departure)

In 2023, the average departure delay per flight decreased slightly to 17.5 minutes, down from 17.8 minutes in 2022. Although delays were higher in general during the winter months, the core summer months of May, June, and July experienced lower average delays compared to 2022..

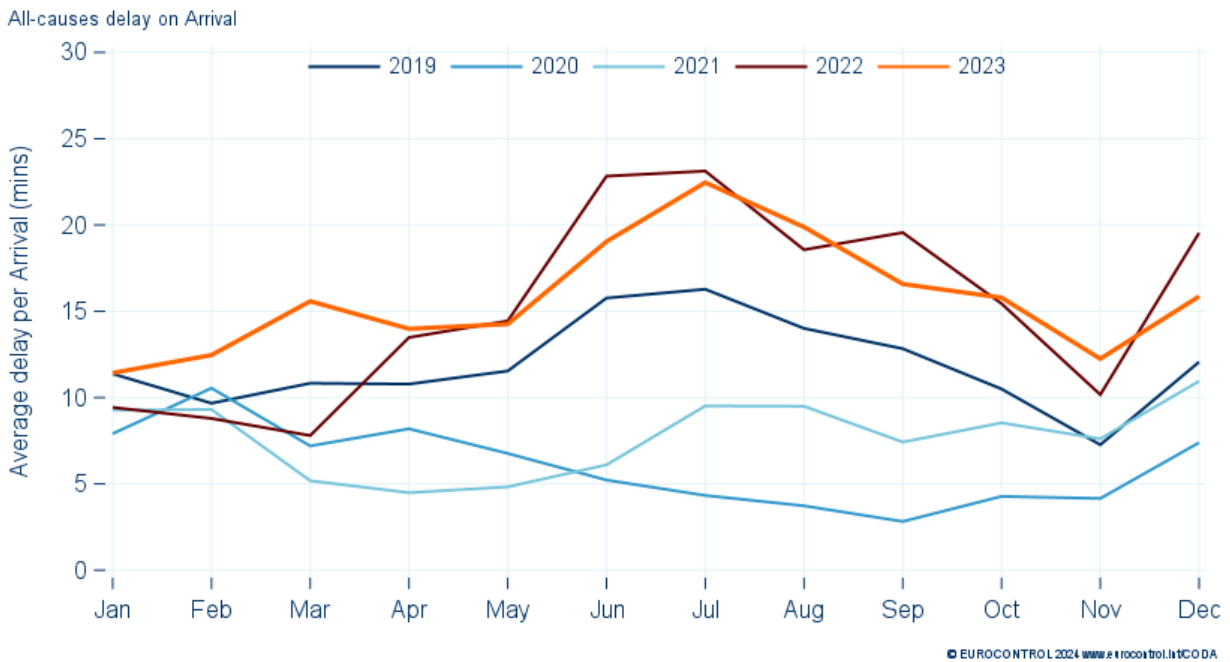
Figure 5. Average Delay per Flight (All-Causes) for Departures



## 6 Average Delay per Flight (Arrival)

The average delay per flight on arrival (Figure 6) showed a similar trend to that of the departure delay, with the average delay remaining at 16.1 minutes per flight.

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



## 7 Scheduling Indicators

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 (knock-on) 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 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.

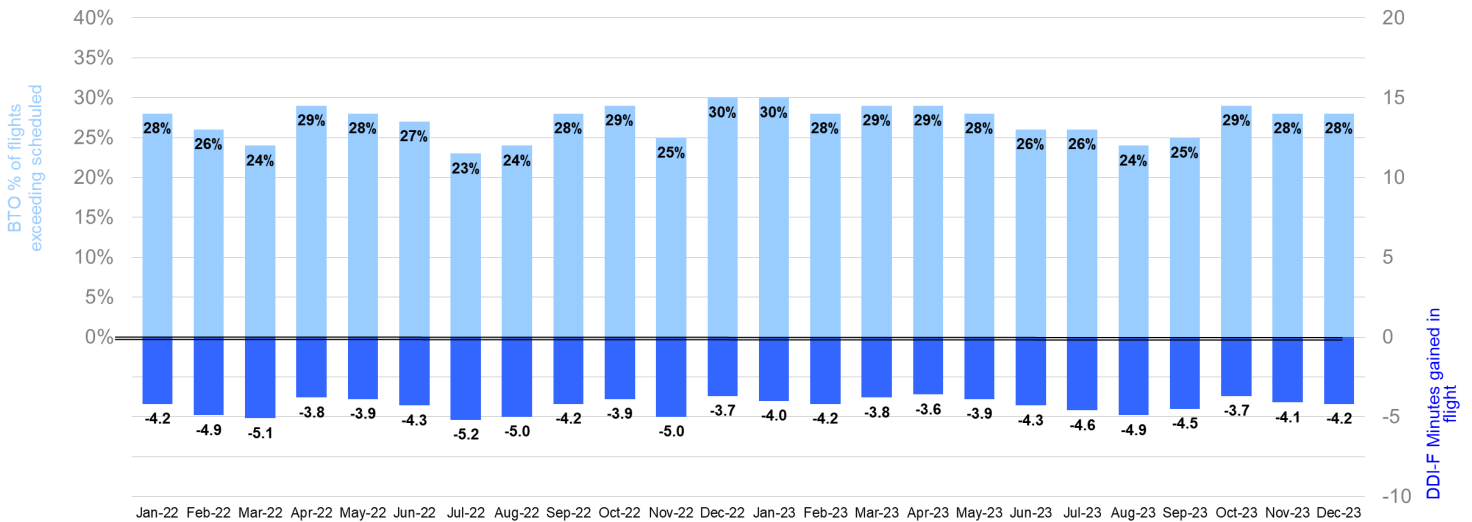
Two CODA scheduling indicators help airline schedulers determine the optimal schedule based on historical flight data:

The Delay Difference Indicator - Flight (DDI-F) or departure delay recovery is 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 2023 was -4.2 minutes**, this was the same comparison to 2022 where the DDI-F was -4.2 minutes.

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 2023 increased by 1 percentage point to 28% compared to 2022 where it was 27%**.

Figure 7. Block Time Overshoot (BTO) and Delay Difference Indicator - Flight (DDI-F) Jan 2022 – Dec 2023



## 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. Here flights are considered delayed from 5 minutes.

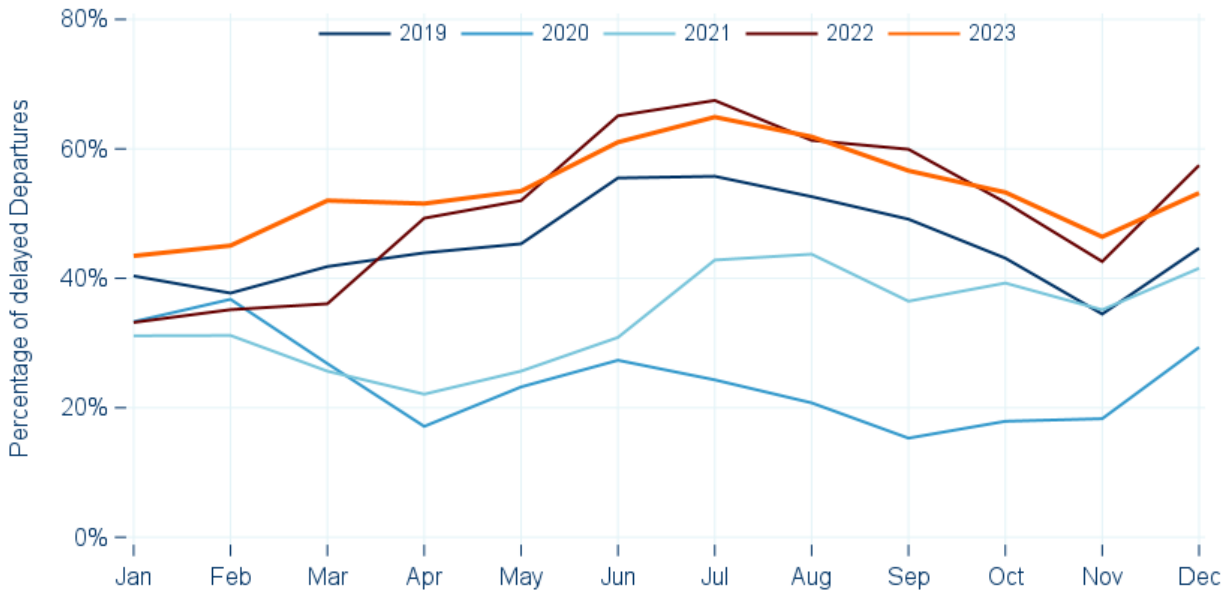
The long-term performance trends can be observed in Figures 8, 9 and 10. In 2023, the average delay per delayed flight on departure (ADDD) was 32.4 minutes per flight, compared to 33.5 minutes in 2022. The percentage of flights delayed on departure  $\geq 5$  mins (PDFD) slightly increased to 54.4% compared to 2022 where the PDFD was 53.4%.

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



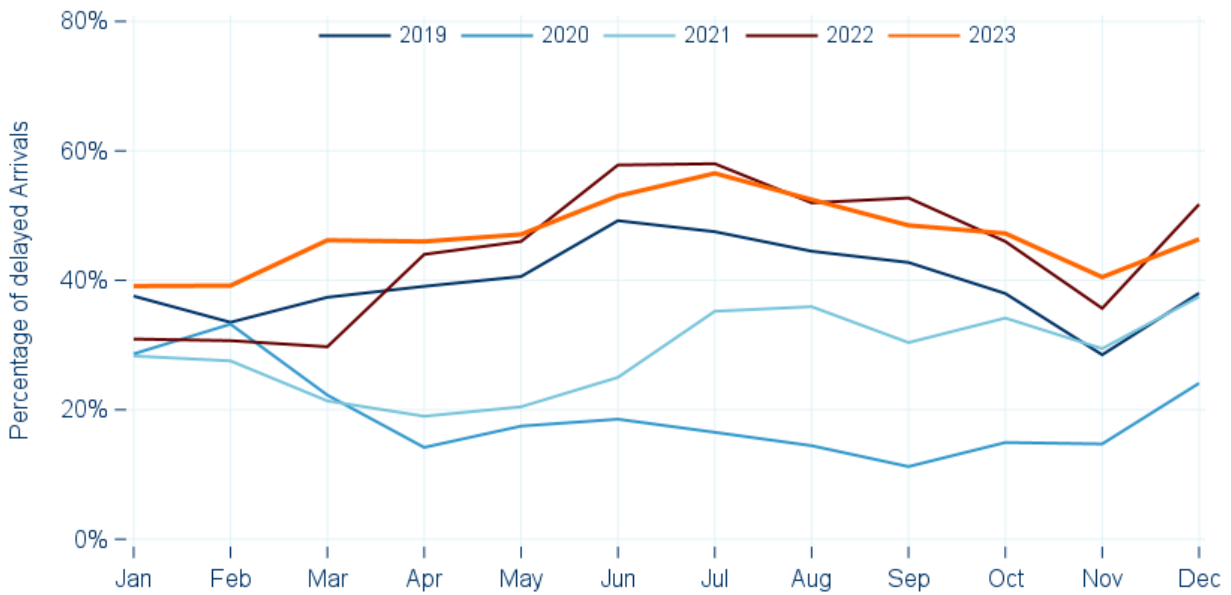
**Figure 9. Percentage of flights delayed  $\geq 5$  mins for all-causes delay (departures top, arrivals bottom)**

All-causes delay on Departure



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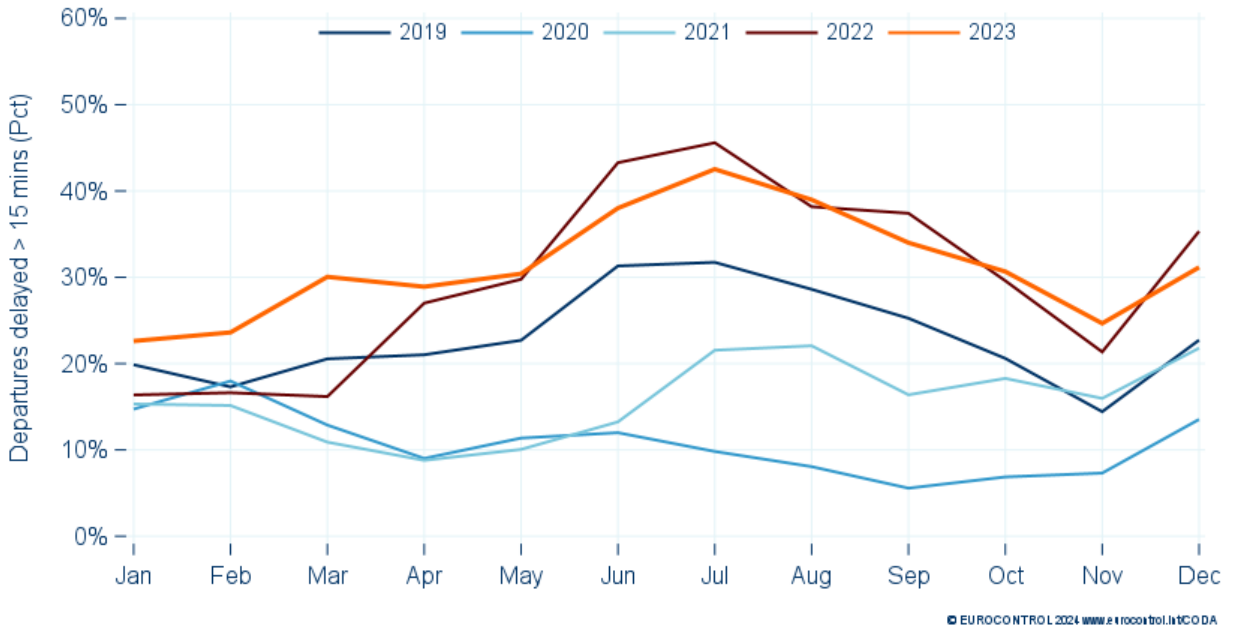
All-causes delay on Arrival



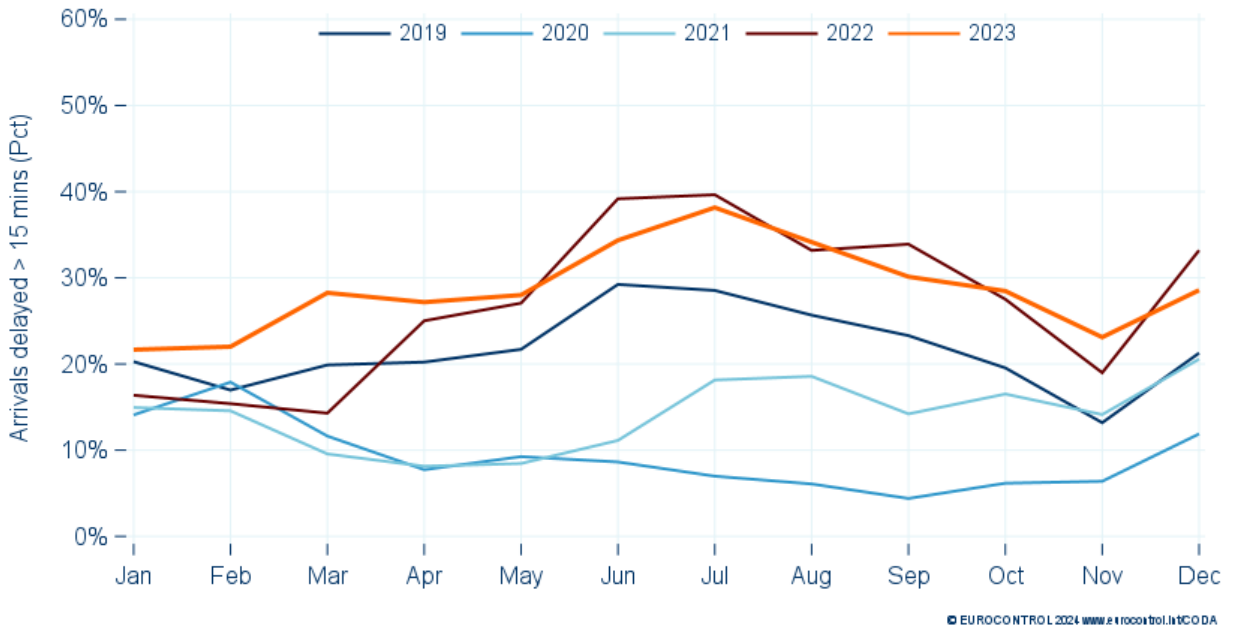
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**Figure 10. Percentage of flights delayed >15mins for all-causes (departures top, arrivals bottom)**

All-causes delay on Departure



All-causes delay on Arrival



## 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 ( <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
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 <sup>1</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: IATA – Airport Handling Manual (730 & 731)

## Standard IATA Delay Code Sub-Codes (AHM 731)

<b>73 (WR)</b>	<b>WEATHER: EN ROUTE OR ALTERNATE</b> Z OUTSIDE AIRCRAFT LIMITS Y OUTSIDE CREW LIMITS X ETOPS
<b>81 (AT)</b>	<b>ATFM DUE TO ATC EN-ROUTE DEMAND CAPACITY, standard demand capacity problems</b> Z ATC ROUTEING Y HIGH DEMAND OR CAPACITY X ENVIRONMENTAL W WEATHER G OTHER
<b>82 (AX)</b>	<b>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</b> Z INDUSTRIAL ACTION Y EQUIPMENT FAILURE X STAFF SHORTAGE W MILITARY ACTIVITY V SPECIAL EVENT

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<sup>1</sup> Restriction due to weather in case of ATFM regulation only, else refer to code 71 (WO)

- 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 FACILITIES
  - G OTHER
- 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
- 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.**
- Z ATC DEMAND/CAPACITY
  - Y ATC INDUSTRIAL ACTION
  - X ATC STAFFING
  - W ATC EQUIPMENT
  - V ATC ACCIDENT/INCIDENT
  - U MILITARY ACTIVITY/SPECIALFLIGHTS/VIP
  - T ATC SPECIAL EVENT
  - S ATC WEATHER
  - O ENVIRONMENTAL BENEFIT, DELAYED START-UP/PUSHBACK DUE TO USE OF REDUCED STANDARD TAXI TIMES
  - N ATC ENVIRONMENTAL
  - M AIRPORT CLOSURE
  - L RUNWAY/TAXIWAYCLOSURE
  - K MISCELLANEOUS START-UP DELAY (LOCAL ATC)
  - J LOST FLIGHT PLAN BY ATC
  - I LATE PUSHBACK GIVEN DUE TO OTHER REASONS THAN INFRASTRUCTURE
  - H CONTRUCTION WORK/MAINTENANCE
  - G OTHER
- 93 (RA) AIRCRAFT ROTATION, LATE ARRIVAL OF AIRCRAFT FROM ANOTHER FLIGHT**
- Z LATE ARRIVAL DUE DEPARTURE DELAY AT PREVIOUS STATION
  - Y LATE ARRIVAL DUE ENROUTE DELAY
  - X LATE ARRIVAL DUE DELAY AFTER LANDING
  - W LATE ARRIVAL DUE TO HIGH DEMAND FOR DESTINATION STATION
  - V LATE ARRIVAL DUE TO WEATHER AT DESTINATION
  - U LATE ARRIVAL DUE TO TECHNICAL REASONS



SUPPORTING  
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