



All-Causes Delay to Air Transport in Europe

May 2015 – based on preliminary airline data*

Summary & Significant Events

In May 2015 preliminary data from airlines describing all-causes delay shows an average delay per delayed flight (ADD) of 26 minutes, an increase of 2 minutes when compared to May 2014. 40% of flights were delayed on departure (PDF >=5 minutes), this was an increase of 4 percentage points when compared to the same month in 2014. On arrival, 37% of flights were delayed and showed an average delay per delayed flight of 27 minutes compared to 25 minutes in May 2014.

An electrical power failure on 27 May at Belgocontrol caused the cancellation of approximately 850 flights. Runway works also started on the same day with an increase in delay being observed. The industrial action by TAP/Air Portugal pilots between 1 and 10 May 2015, resulted in approximately 1,000 flights being cancelled. A fire in terminal 3 at Rome/Fiumicino airport overnight on 6/7 May, caused a 20% capacity reduction for the remainder of the month. Strong winds and thunderstorms impacted Istanbul Ataturk, London Heathrow, Amsterdam Schiphol and Zurich.

Traffic



Long Departure Delays All-Causes

Percentage of Flights Delayed on Departure

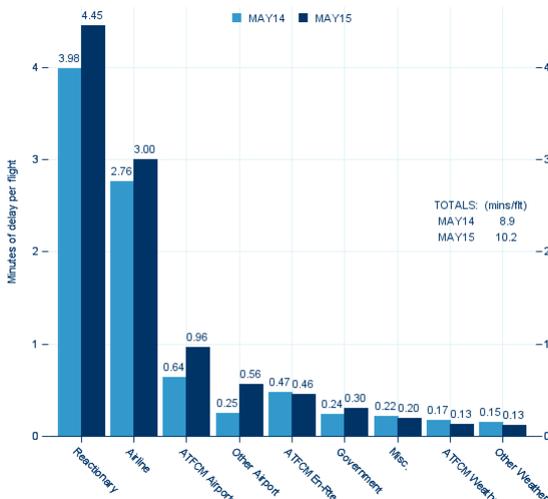


In May 2015 daily traffic in the EUROCONTROL Statistical Reference Area (ESRA08) saw an increase of 0.7% in the number of flights per day compared to May 2014.

In May 2015 the percentage of flights delayed greater than 60 minutes from all-causes increased from 2.5% to 3% when compared to May 2014.

Average Delay per Flight by Delay Cause

All-causes, airline-reported delay: Main categories



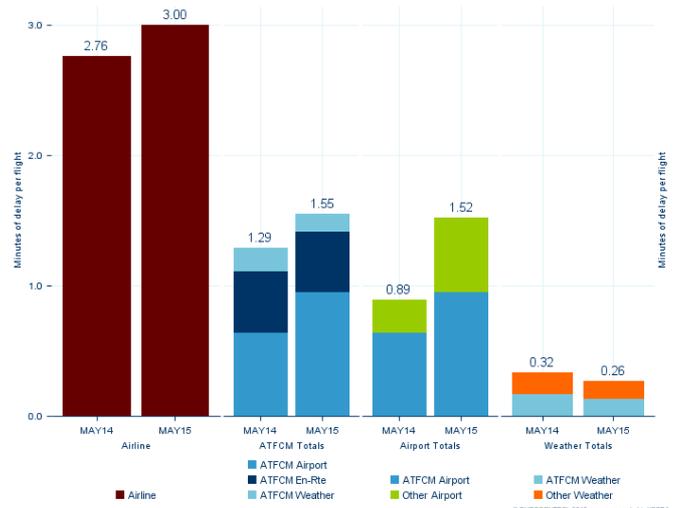
Based on CODA sample of 52.4% of commercial flights in the ECAC region in MAY15

The average delay per movement in May 2015 increased from 8.9 minutes to 10.2 minutes. Further analysis of the delay reasons shows that Reactionary and Airline delay increased respectively by 0.5 and 0.2 minutes per flight.

* This CODA report is based on airline data as currently available. Airline data coverage for May 2015 so far is: 52%
Date of publication 23/05/2015

Primary Delay Groupings

All-causes, airline-reported delay: Main primary groups



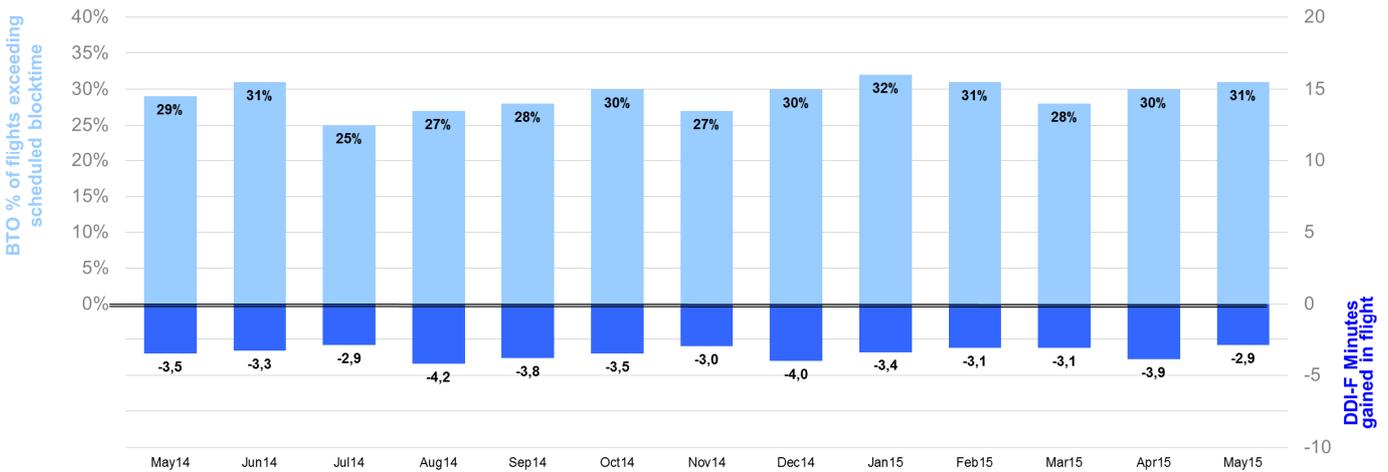
Airline reported ATFCM delays increased by 0.3 minutes to 1.6 minutes when compared to May 2014, mainly due to the increase of ATFCM Airport by 0.4 minutes.

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

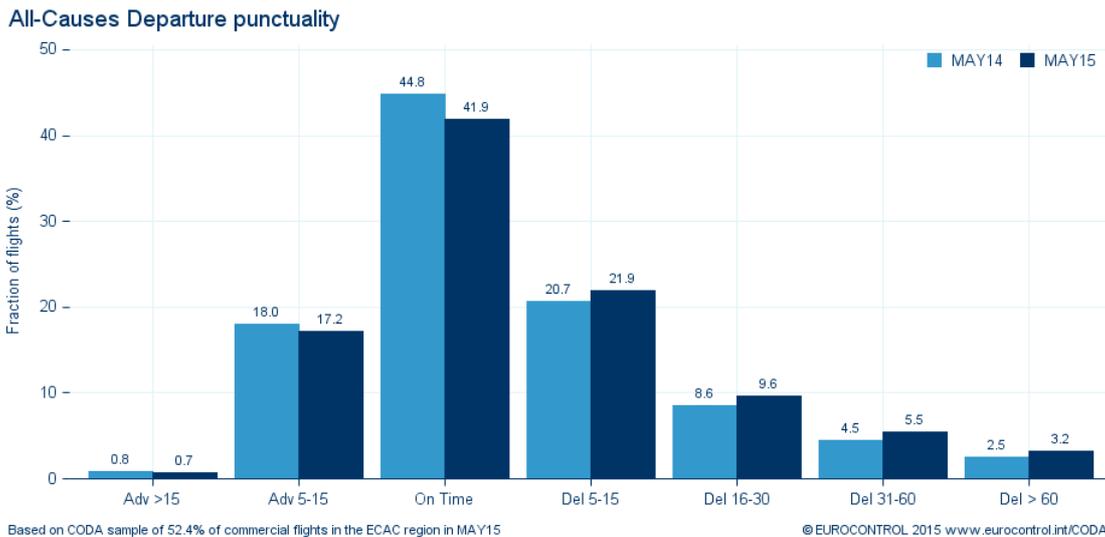
The **Block Time Overshoot (BTO)** or the percentage of flights with an actual block time which exceeds the scheduled block time. The European BTO in May 2015 was 31%; an increase of 2 percentage points when compared to May 2014.

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 May 2015 decreased to -2.9 minutes per flight when compared to May 2014.



Distribution of All Flights by Length of Delay (Departure Punctuality)

In May 2015, 42% of flights departed within the 5 minute threshold before or after the scheduled departure time (STD); a 3% decrease when compared to May 2014. Flights delayed >30 minutes from all-causes increased from 7% to 8.7%.



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Distribution of All Flights by Length of Delay (Arrival Punctuality)

Regarding arrival punctuality, 27% of flights arrived on time within the 5 minute threshold before or after the scheduled arrival time. Flights arriving >15 minutes ahead of schedule decreased by 1.4 points to 7.9%.

All-Causes Arrival punctuality

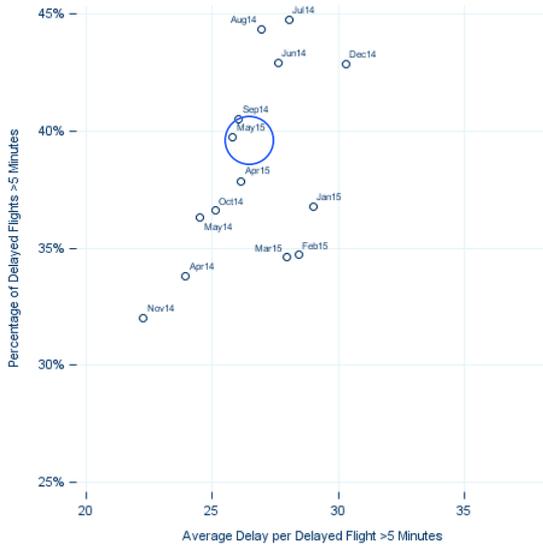


Based on CODA sample of 52.4% of commercial flights in the ECAC region in MAY15

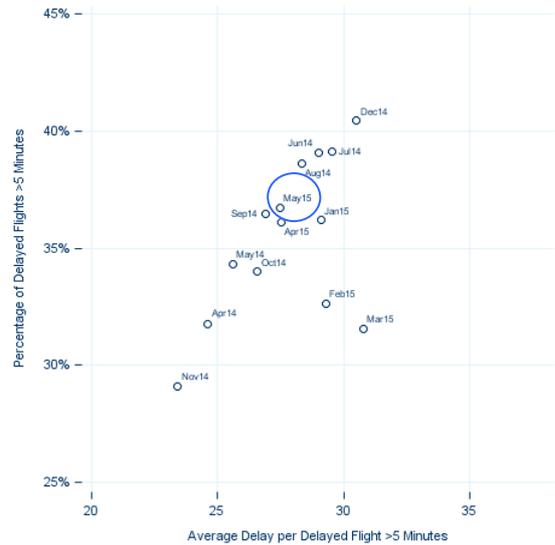
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Average Delay per Delayed Flight and Percentage of Delayed Flights Comparison

Departure



Arrival



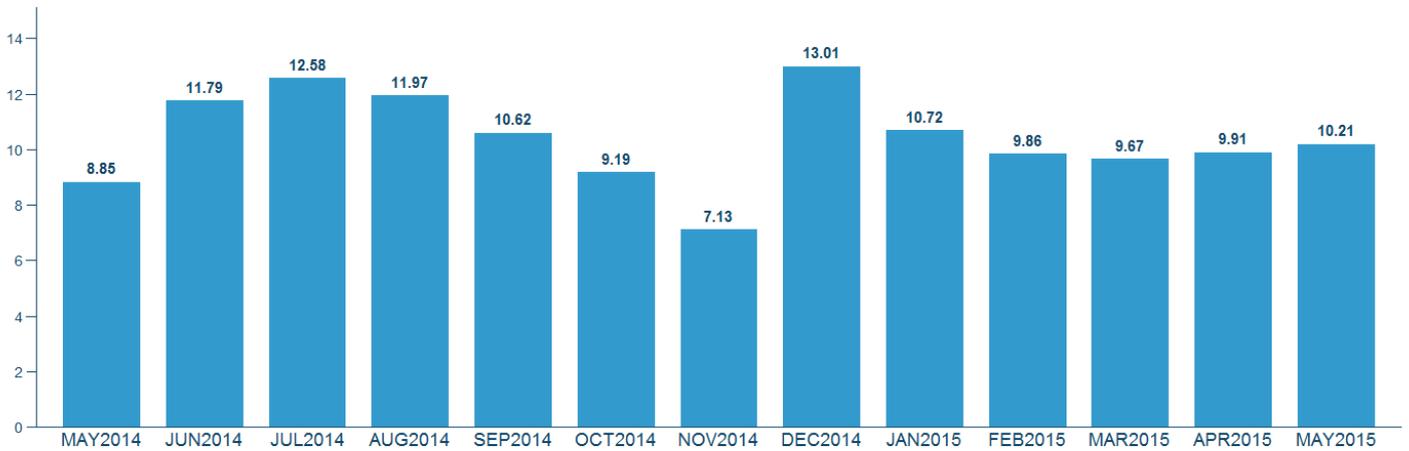
In May 2015 the average delay per delayed flight (≥ 5 minutes) on departure was 26 minutes, an increase of 2 minutes when compared to May 2014. 40% of flights were delayed on departure, an increase of 4 percentage points when compared to May 2014.

The average delay per delayed flight (≥ 5 minutes) on arrival was 27 minutes, an increase of 2 minutes when compared to May 2014. 37% of flights were delayed on arrival, an increase of 3 percentage points when compared to May 2014.

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Departure

Average delay per flight on departure

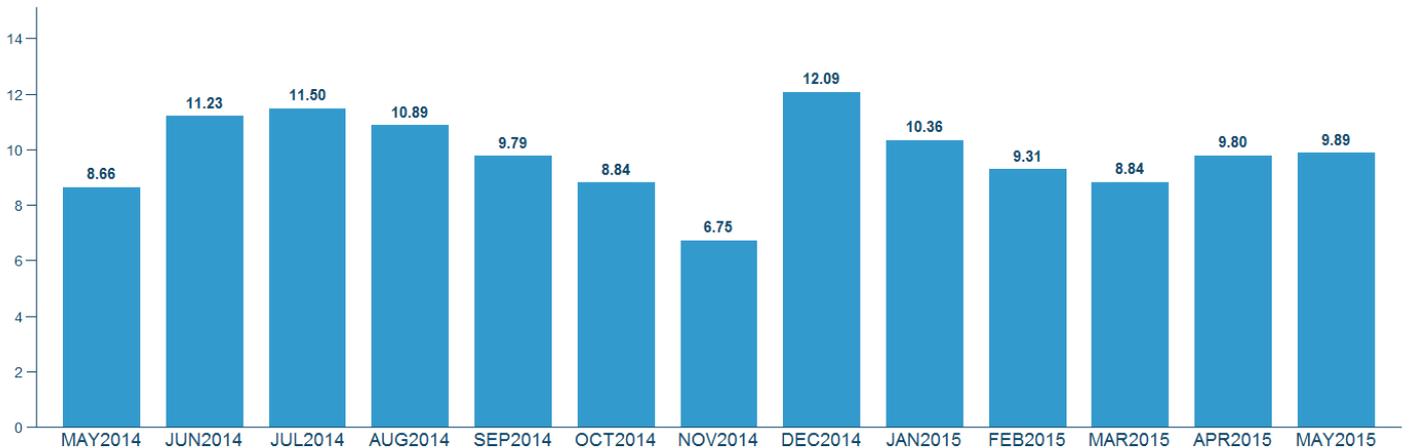


Source: EUROCONTROL/CODA

The average delay per flight on departure (calculated as the difference between the STD and AOBT) in May 2015 increased by 1.3 minutes to 10.2 minutes per flight. For arrival traffic, the average delay per flight increased by 1.2 minutes to 9.9 minutes when compared to May 2014. For the calculation of the average delay per flight those flights departing or arriving ahead of schedule are counted as on time.

Arrival

Average delay per flight on arrival



Source: EUROCONTROL/CODA