



# All-Causes Delay to Air Transport in Europe

October 2017 – based on preliminary airline data\*

## Summary & Significant Events

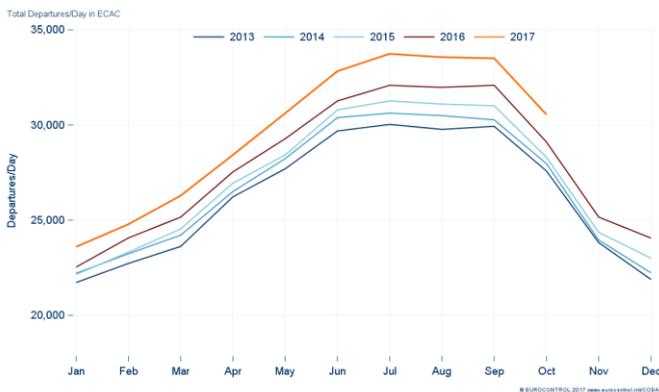
In October 2017 preliminary data from airlines describing all-causes delay illustrated a deterioration in the delay situation, alongside an increase in the number of flights per day in ECAC of 4.8% when compared to October 2016. Grouped together reactionary and airline delays remained the main delay causes with a 70% share of the average delay per flight.

The average delay per delayed flight on departure (ADD) was 27.1 minutes, an increase of 7% in comparison to October 2016 where the ADD was 25.4 minutes per flight. The percentage of delayed flights (PDF) ( $\geq 5$  minutes) on departure was 42.0%, an increase of 0.5 percentage points when compared to the same month in 2016, on the other hand the percentage of delayed flights on arrival fell by 0.8 points when compared to October 2016.

En-route delay reported by airlines increased during October 2017 from 0.5 minutes to 1.0 minute per flight, following a month where French ATC industrial action occurred in Marseille, Brest, Bordeaux and Reims ACC's on the 09, 10 and 11 October, with airlines suffering from the most delay on 10 October. There were also en-route capacity delays during the month in Marseille ACC, Maastricht UAC and Karlsruhe UAC the latter also experiencing ATC staffing delay.

Elsewhere in the network, Istanbul Ataturk and Istanbul Sabiha Gökçen airports continue to experience airport capacity delays. London Heathrow was affected by weather mainly low visibility. Amsterdam Schiphol also experienced delay from winds notably on the 5 October as well as airport capacity delay. Taxiway works in progress saw Paris Orly generate delay in conjunction with airport capacity delay.

## Traffic



In October 2017, ECAC saw an increase of 4.8% in the number of flights per day compared to October 2016.

## Long Departure Delays All-Causes

Percentage of Flights Delayed on Departure

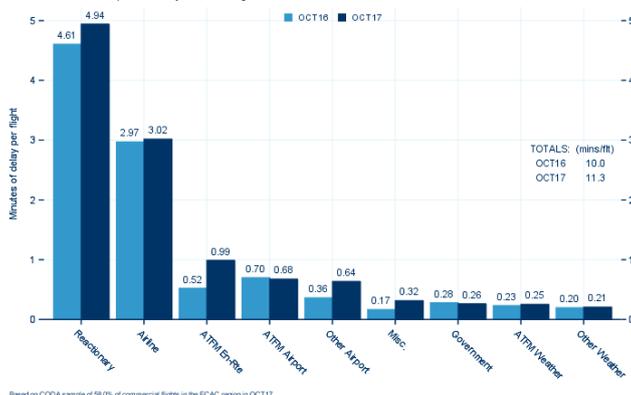


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The PDF delayed greater than 60 minutes from all-causes increased to 3.5% from 3.2% when compared to October 2016, the PDF greater than 120 mins also increased this to 1.1% from 0.9%.

## Average Delay per Flight by Delay Cause

All-causes, airline-reported delay: Main categories

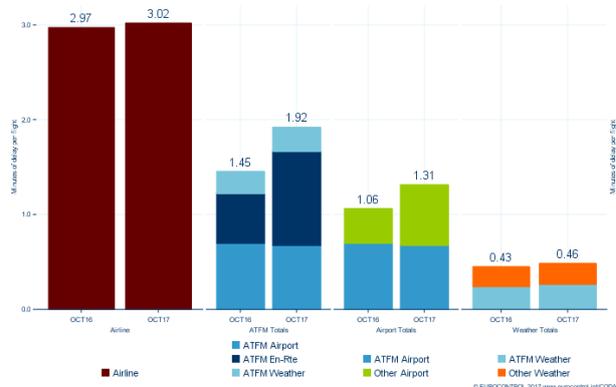


Based on CODA sample of 50.0% of commercial flights in the ECAC region in OCT17

The average delay per flight in October 2017 increased by 1.3 minutes to 11.3 minutes per flight, following an increase of ATFM en-route and airport delay. This in turn drove reactionary delays higher, increasing by 0.3 minutes to 4.9 minutes per flight, with the share of reactionary to the average delay per flight decreasing to 44% compared to October 2016.

## Primary Delay Groupings

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



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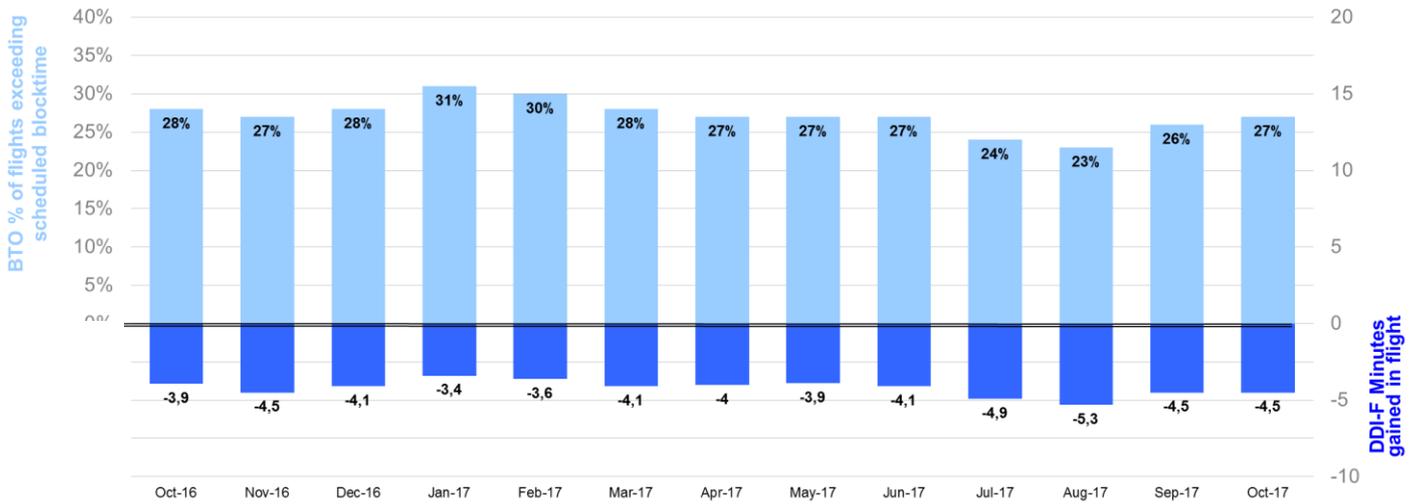
ATFM delays reported by airlines increased by 0.5 minutes, with ATFM en-route driving this increase following the ATC capacity delays Marseille, Brest, Bordeaux, Reims ACC's and those in Karlsruhe and Maastricht UAC's.

\* This CODA report is based on airline data as currently available. Airline data coverage for October 2017 so far is: 58%  
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## CODA Scheduling Indicators

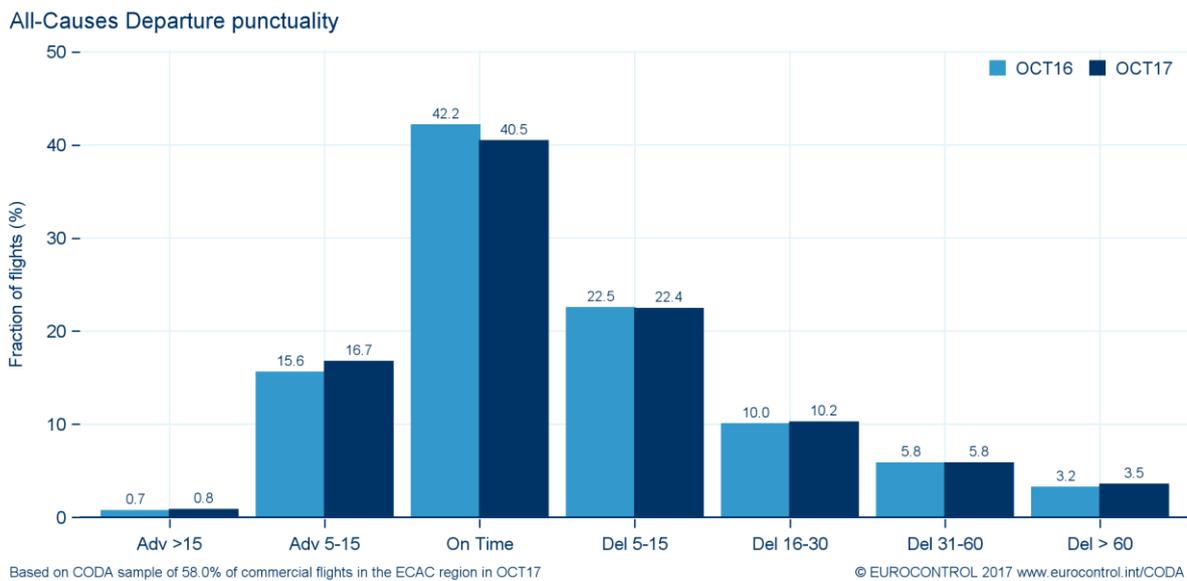
The **Block Time Overshoot (BTO)** or the percentage of flights with an actual block time which exceeds the scheduled block time increased in October 2017 with 27% of flights exceeding their block times compared to a year ago.

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 October 2017 was -4.5 minutes, an increase when compared to October 2016 where the DDI-F was -3.9 minutes.



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

In October 2017, 40.5% of flights departed within the 5 minute threshold before or after the scheduled departure time (STD), a decrease of 1.7 points in comparison to the equivalent month in 2016. Flights delayed >30 minutes from all-causes increased from 9.0% to 9.3% when compared to October 2016.

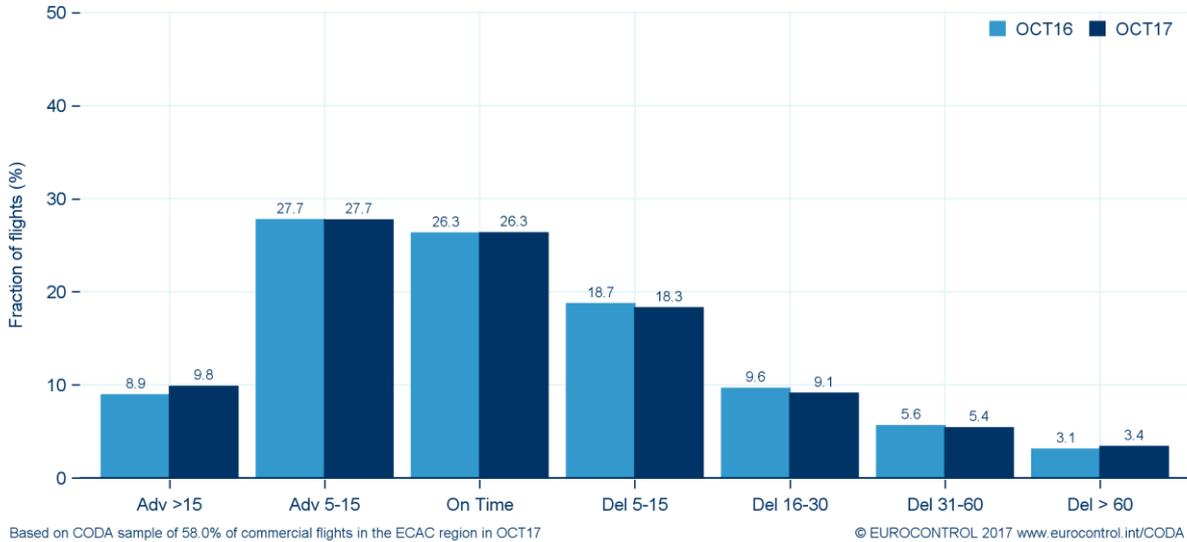


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## Distribution of All Flights by Length of Delay (Arrival Punctuality)

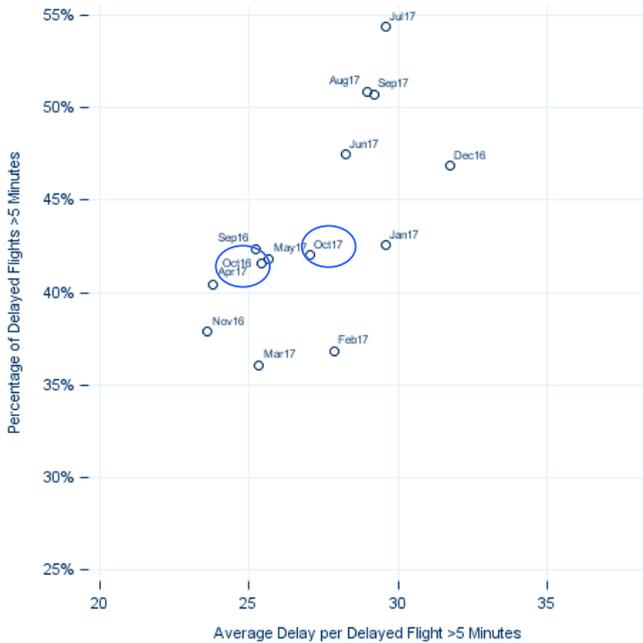
Arrival punctuality remained generally stable with 72.3% of flights arriving within 15 minutes of the scheduled time of arrival time compared to 72.7% in October 2016. Flights arriving >15 minutes ahead of schedule increased to 9.8% when compared to October 2016.

All-Causes Arrival punctuality



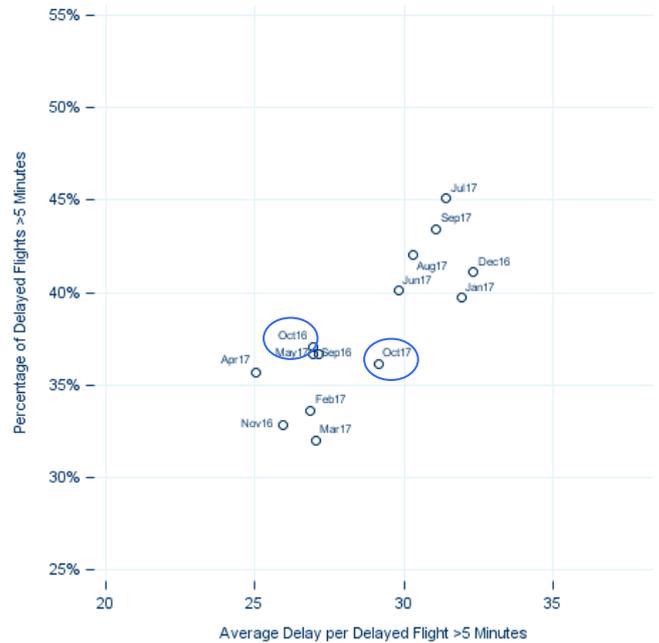
## Average Delay per Delayed Flight and Percentage of Delayed Flights Comparison

### Departure



In October 2017 the average delay per delayed flight ( $\geq 5$  minutes) on departure was 27.1 minutes, an increase of 1.7 minutes. 42.0% of flights were delayed on departure, an increase of 0.5 percentage points when compared to October 2016, meaning that more flights were delayed and of those their average delay was higher.

### Arrival



The average delay per delayed flight ( $\geq 5$  minutes) on arrival was 29.0 minutes, an increase of 2.2 minutes. 36.1% of flights were delayed a decrease of 0.9 percentage points.

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