

1. General [Ref AY GOM Rev 14 Annex E (Messages and Flight File) 1.4.5]

Use the following codes to express the reason for delay, diversion or other irregularities in aircraft MVT/DIV and other messages.

A description of a code may cover several possible statements. Where there is still some doubt of interpretation, use the SI-part of the movement message to amplify. If there are more than 2 delay reasons attribute the total delay time to the 2 main reasons.

It is essential that these codes are applied impartially and not be considered as reasons for blame but rather to identify corrective action.

2. Delay Code List

Table 1. Delay Codes 01 to 05, AY Internal

| Code | Delay Cause | Sub-Codes / Notes |
|------|---|--|
| 01 | ERROR AT PREVIOUS STATION en-route | a - incorrect LDM, CPM, PTM etc. b - incorrect class divider position c - no MVT sent on time o - others (mandatory to specify the reason in FPR) NOTE: Reason must always be reported in plain language in SI element of MVT. MVT must be addressed to the station in question. |
| 02 | ACARS (aircraft communication, addressing and reporting system) DATALINK FAILURE | a - ground network problem b - aircraft equipment problem o - others (mandatory to specify the reason in FPR) |
| 03 | Delay time discrepancies up to 3 minutes automatically initiated by A/C equipped with Datalink facility | Not to be used if conventional MVT sent |
| 04 | NON-STANDARD TECHNICAL REASONS | a - technical inspection/check requested by crew, no defect found b - technical inspection/check requested by ground staff, no defect found c - technical inspection/check requested by maintenance staff, no defect found o - others (mandatory to specify the reason in FPR) |

Table 2. Delay Codes 06 to 09, Others

| Code | Delay Cause | Sub-Codes / Notes |
|------|--|---|
| 06 | NO GATE/STAND AVAILABILITY | a - lack of gate/stand due g/h activities b - lack of gate/stand due other station activities c - lack of or late change of gate/stand due a/c change o - others (mandatory to specify the reason in FPR) NOTE: airport infra+stand/gate allocation - use code 87 |
| 09 | SCHEDULED GROUND TIME LESS THAN DECLARED MINIMUM GROUND TIME | a - commercial decision o - others (mandatory to specify the reason in FPR) |

Table 3. Delay Codes 11 to 19, Passenger and Baggage

| Code | Delay Cause | Sub-Codes / Notes |
|------|---|---|
| 11 | LATE CHECK-IN, acceptance after published deadlines | a - passenger at check-in after deadline b - passenger at gate after deadline c - passenger late due to ground transport d - queue at ticket counter e - waitlist processing at check-in o - others (mandatory to specify the reason in FPR) |
| 12 | LATE CHECK-IN, congestion in check-in area | a - congestion at check-in, lack of staff b - congestion at transfer desk, lack of staff o - others (mandatory to specify the reason in FPR) NOTE: if congestion is due to airport infra e.g. lack of check-in desks, use code 87 |
| 13 | CHECK-IN ERROR, passenger and baggage | a - check-in error / station staff b - check-in error / self check-in kiosks c - check-in error, other self-service check-in method (internet, SMS) d - insufficient travel documents / station staff o - others (mandatory to specify the reason in FPR) |
| 14 | OVERSALES, booking errors | a - overbooking / offloading of OK passengers b - overbooking / involuntary up/downgrading c - booking errors d - overbooking due to A/C or configuration change e - ticketing error e.g. ticket revalidation missing f - ASR-seating errors in the booking o - others (mandatory to specify the reason in FPR) |

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| 15 | BOARDING, discrepancies and paging, missing checked-in passengers | <ul style="list-style-type: none"> a - passenger figure discrepancies between gate and cabin or load control due to gate error b - late/slow boarding / lack of staff c - staff late from previous, delayed flight d - travel document check e - missing checked-in passengers without baggage f - waitlist/standby processing g - assistance of Unaccompanied Minors h - handling of excessive volumetric hand baggage in cabin or at gate i - late bus at aircraft due to gate activities j - seat changes due to optimizing of aircraft/version k - late transfer pax due to incoming flight/late bridge allocation l - insufficient travel documents, customers own responsibility o - others (mandatory to specify the reason in FPR) <p>NOTE:</p> <ul style="list-style-type: none"> a - crew error with passenger figures, use code 68 b - if due to station infra/lack of gates, use 87. If equipment problems e.g. gate reader malfunction, use 55 i - if due to station activities, use 87d |
| 16 | COMMERCIAL PUBLICITY / PASSENGER CONVENIENCE | <ul style="list-style-type: none"> a - illness/death b - disruptive passenger handling (including DEPO, INAD) c - NOT IN USE d - VIP, press, TV, PR e - transfer of booked passengers from oversold/cancelled/delayed flight f - missing personal items g - offloading requested by passenger, without baggage h - passenger acceptance from other carrier due their disruption i - sales and/or updating of ancillary services o - others (mandatory to specify the reason in FPR) <p>NOTE:</p> <ul style="list-style-type: none"> g - passenger with bags, use code 85 |
| 17 | CATERING ORDER, late or incorrect order given to supplier | <ul style="list-style-type: none"> a - late order b - incorrect order o - others (mandatory to specify the reason in FPR) <p>NOTE: If crew refuses to accept passengers without meals or extra (non-standard) order by crew, use code 65</p> |

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| 18 | BAGGAGE PROCESSING, SORTING, ETC. | <ul style="list-style-type: none"> a - late delivery of local baggage b - late delivery of transfer baggage c - lack of staff d - BRS user failure e - late delivery of heavy/volumetric baggage o - others (mandatory to specify the reason in FPR) <p>NOTE: If delay caused by baggage sorting system inoperative or insufficient capacity and system owned by airport authorities, use code 87f.</p> <p>If system operated by airport authority staff and delay caused by operator error, use code 87f.</p> |
| 19 | REDUCED MOBILITY Boarding/Deboarding of PRM customer with reduced mobility | <ul style="list-style-type: none"> a - late assisting of PRM customer b - late transportation for PRM c - assisting difficulties with boarding/deboarding e.g. big group of PRMs d - missing or wrong info in PSM or DCS customer record causing delay in assistance o - others (mandatory to specify the reason in FPR) |

Table 4. Delay Codes 21 to 26, Cargo

| Code | Delay Cause | Sub-Codes / Notes |
|------|------------------------------|--|
| 21 | DOCUMENTATION, errors, etc. | <ul style="list-style-type: none"> a - late cargo docs or NOTOC b - incorrect cargo docs or NOTOC c - late or incorrect cargo figures in Departure Control System or wrongly stated to load control by cargo dept. o - others (mandatory to specify the reason in FPR) |
| 22 | LATE / INCORRECT POSITIONING | <ul style="list-style-type: none"> a - late cargo at aircraft side b - missing ULDs c - lack of equipment d - positioned to wrong stand o - others (mandatory to specify the reason in FPR) |
| 23 | LATE ACCEPTANCE OF CARGO | <ul style="list-style-type: none"> a - late acceptance of cargo for commercial reasons b - late acceptance of stand-by cargo c - exceptionally large amount of in/outbound cargo d - diplomatic mail o - others (mandatory to specify the reason in FPR) |
| 24 | INADEQUATE PACKING | <ul style="list-style-type: none"> a - leaking/spillage from ULDs or bulk cargo b - odorous cargo c - broken ULD d - dangerous goods o - others (mandatory to specify the reason in FPR) |
| 25 | OVERSALES, booking errors | <ul style="list-style-type: none"> a - exceeding of cargo release load b - delays due to cargo volumetric limitations c - special cargo, difficult to load, not notified in advance o - others (mandatory to specify the reason in FPR) |

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| 26 | LATE PREPARATION IN WAREHOUSE | <ul style="list-style-type: none"> a - wrong container for aircraft b - contours / overlaps c - cargo system failure d - lack of staff o - others (mandatory to specify the reason in FPR) |
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Table 5. Delay Codes 27 to 29, Mail

| Code | Delay Cause | Sub-Codes / Notes |
|------|------------------------------|---|
| 27 | DOCUMENTATION, PACKING, ETC. | <ul style="list-style-type: none"> a - late mail figures b - incorrect mail figures in Departure Control System or wrongly stated to load control from mail dept. c - delays due to mail volumetric limitations d - missing weight documentation on mail ULDs or carts o - others (mandatory to specify the reason in FPR) |
| 28 | LATE / INCORRECT POSITIONING | <ul style="list-style-type: none"> a - late mail at aircraft side b - positioned to wrong stand c - breakdown or lack of equipment d - lack of staff o - others (mandatory to specify the reason in FPR) |
| 29 | LATE ACCEPTANCE | <ul style="list-style-type: none"> a - late acceptance of mail for commercial reasons b - lack of staff o - others (mandatory to specify the reason in FPR) |

Table 6. Delay Codes 31 to 39, Aircraft and Ramp Handling

| Code | Delay Cause | Sub-Codes / Notes |
|------|---|--|
| 31 | AIRCRAFT DOCUMENTATION, late/inaccurate weight and balance, general declaration, etc. | <ul style="list-style-type: none"> a - lack of/late TRC (turn around coordinator) b - lack of/late loadcontroller c - loadcontroller late from previous, delayed flight d - missing/late GD (if prepared by Ground Handling Agent) e - LIR issued late by loadcontroller f - loadcontroller error / reseating or reloading due balance / late offload or onload decision g - loadsheet issued late by loadcontroller o - others (mandatory to specify the reason in FPR) |
| 32 | LOADING/UNLOADING, bulky, special load | <ul style="list-style-type: none"> a - lack of staff b - late load reporting to load control c - staff late from previous, delayed flight d - incorrect loading or incorrect load reporting to load control e - volumetric/bulky load f - brs user failure g - late transfer bag offloading from incoming flights o - others (mandatory to specify the reason in FPR) |

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| 33 | LOADING EQUIPMENT, lack of or breakdown, e.g. container/pallet loader, lack of staff | <ul style="list-style-type: none"> a - lack of staff or equipment b - late staff / equipment from previous, delayed flight c - lack of carts or dollies d - lack of lashing/supporting material e - breakdown of equipment o - others (mandatory to specify the reason in FPR) |
| 34 | SERVICING EQUIPMENT, lack of or breakdown, lack of staff | <ul style="list-style-type: none"> a - water servicing (if done by Ground Handling Agent in acc. with SLA) b - toilet servicing (if done by Ground Handling Agent in acc. with SLA) c - lack of/late staff d - late staff or equipment from previous, delayed flight e - late push-back/towing (if done by Ground Handling Agent in acc. with SLA) f - late push-back due to tractor/staff from another flight g - GPU h - breakdown of equipment (e.g. vehicle, external heating equipment) i - missing/late bus for remote parking (if done by Ground Handling Agent in acc. with SLA) o - others (mandatory to specify the reason in FPR) |
| 35 | AIRCRAFT CLEANING | <ul style="list-style-type: none"> a - late cleaners from another flight b - lack of/late cleaning staff c - water servicing (if done by cleaning staff) d - toilet servicing (if done by cleaning staff) e - cabin preparations i.e. version changes etc. (if done by cleaning staff) f - late completion g - equipment breakdown h - called back to aircraft i - additional or special cleaning o - others (mandatory to specify the reason in FPR) |
| 36 | FUELLING/DEFUELLING, fuel supplier NOTE: code to be used for all fuelling/defuelling delays except when extra fuel ordered after initial fuelling finished | <ul style="list-style-type: none"> a - late or lack of fuel truck b - late station engineer c - positioning of fuel truck d - defuelling e - breakdown of fuel truck during operation f - lack of staff g - fuelling error h - fuel spill at A/C due fuelling NOTE: If spill due A/C defect, use code 41 i - due to weather j - late fuelling due obstructive equipment k - late fuel truck from previous, delayed flight o - others (mandatory to specify the reason in FPR) |

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| 37 | CATERING, late delivery or loading | <ul style="list-style-type: none"> a - late or wrong delivery b - lack of or late staff c - breakdown of catering equipment d - missing equipment to be delivered by catering company e.g. landing cards, head phones e - transfer of preorders or return catering from compartment to cabin f - return catering not loaded at previous station g - late catering due to a/c change h - positioning of catering truck o - others (mandatory to specify the reason in FPR) |
| 38 | ULD, lack of or serviceability | <ul style="list-style-type: none"> a - ULD damage b - lack of ULD due other stations overstock c - lack of ULD due to weather o - others (mandatory to specify the reason in FPR) |
| 39 | TECHNICAL EQUIPMENT, lack of or breakdown | <ul style="list-style-type: none"> a - lack of/late station engineer b - ASU (air start unit) c - APU inop engine start at position o - others (mandatory to specify the reason in FPR) |

Table 7. Delay Codes 41 to 49, Technical and Aircraft Equipment

| Code | Delay Cause | Sub-Codes / Notes |
|------|-------------------------------------|---|
| 41 | AIRCRAFT DEFECT | <ul style="list-style-type: none"> a - technical defects (not damages 51/52 or ACARS/02b) b - cabin outfit malfunctions e.g. seats, galley, toilets c - defects on in-flight entertainments d - aircraft loading system failure e - flight crew cockpit preparations delayed due to maintenance personnel occupying cockpit f - reset performed/no help, MEL used g - production problems h - aircraft reset i - defrost, heating required due to aircraft defect (if due weather conditions, use 75c or 77o) o - others (mandatory to specify the reason in FPR) |
| 42 | SCHEDULED MAINTENANCE, late release | <ul style="list-style-type: none"> a - late documentation / missing documents b - late positioning due to late arrival of aircraft c - production problems d - lack of spares o - others (mandatory to specify the reason in FPR) |

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| 43 | NON-SCHEDULED MAINTENANCE, special checks and/or other additional works beyond normal maintenance | <ul style="list-style-type: none"> a - special inspections e.g. AD's b - leading edge and cockpit window exterior cleaning per request c - oxygen refill, when normal service (if oxygen refill after leak repair use code 41a) d - late documentation e - production problems f - interior unintentional systems misuse (pax or crew) e.g. sink blockade, change of seat covers o - others (mandatory to specify the reason in FPR) |
| 44 | SPARES AND MAINTENANCE EQUIPMENT, lack of or breakdown | <ul style="list-style-type: none"> a - lack of spares b - late delivery of spares c - lack of or breakdown of maintenance equipment d - lack of hangar space o - others (mandatory to specify the reason in FPR) |
| 45 | AOG SITUATION, spares, tools or staff, to be carried to another station | <ul style="list-style-type: none"> a - late or incorrect delivery to aircraft b - late documentation c - incorrect documentation d - reload of aircraft e - AOG for third party f - lack of local technical staff (non maintenance station and staff has to be sent from other location) o - others (mandatory to specify the reason in FPR) |
| 46 | AIRCRAFT CHANGE, for technical reasons | <p>First change is code 46 and sub-codes under delay code 96 has to be used for all changes on the same day (long haul incl. previous day) also in case of lack of spare or aircraft change by another station</p> <ul style="list-style-type: none"> a - due to aircraft defect b - late maintenance due to production problems c - late maintenance due to lack of spares o - others (mandatory to specify the reason in FPR) |
| 47 | STAND-BY AIRCRAFT, lack of planned stand-by aircraft for technical reasons | <ul style="list-style-type: none"> a - aircraft defect b - late release of stand-by aircraft due to production problems c - late release of stand-by aircraft due to lack of spares <p>NOTE: Code 47 to be used at HEL ONLY</p> |
| 48 | SCHEDULED CABIN CONFIGURATION / VERSION ADJUSTMENT | <ul style="list-style-type: none"> a - stretcher installation b - medical equipment including late or lack of stretcher, additional oxygen c - crew rest seating o - others (mandatory to specify the reason in FPR) |

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Table 8. Delay Codes 51 to 52, Damage to Aircraft

| Code | Delay Cause | Sub-Codes / Notes |
|------|---------------------------------|--|
| 51 | DAMAGE DURING FLIGHTOPERATIONS | <ul style="list-style-type: none"> a - bird strike b - lightning strike c - other damage during flight operation d - severe weather conditions e - overweight/heavy landing f - collision during taxiing g - aircraft overrun runway or taxi way h - FOD damage (foreign object damage) or compartment contamination i - maintenance and/or aircraft change after damage during flight operations e.g. wheel change caused by nails j - mishandling damage e.g. operations beyond SOP k - cabin contamination during flight, for example change of seat covers o - others (mandatory to specify the reason in FPR) |
| 52 | DAMAGE DURING GROUND OPERATIONS | <ul style="list-style-type: none"> a - contamination b - damage by loading equipment or steps or GSE c - damage by pushback equipment d - damage by de-icing equipment e - damage by catering equipment f - damage by cleaning equipment (high-loader) g - damage by fuelling equipment h - damage by technical support/maintenance equipment i - damage by passenger bridge j - weather (high wind, hailstorm, lightning, freezing of water system) k - NOT IN USE l - collision (other than during taxiing), towing m - maintenance and/or aircraft change after damage during ground operations (NOTE: to be used only once for the first aircraft change) n - damage by previous station(s) o - others (mandatory to specify the reason in FPR) |

Table 9. Delay Codes 55 to 58, EDP / Automated Equipment Failure

| Code | Delay Cause | Sub-Codes / Notes |
|------|--|---|
| 55 | AUTOMATED EQUIPMENT FAILURE, departure control | <ul style="list-style-type: none"> a - DCS-check-in b - DCS-weight and balance calculations c - equipment breakdown (printer/boarding pass printer) d - long response time/terminal locked o - others (mandatory to specify the reason in FPR) |

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| 56 | AUTOMATED EQUIPMENT FAILURE, cargo preparation/documentation | |
| 57 | AUTOMATED EQUIPMENT FAILURE, flight plans | a - flight preparation computer failure e.g. LIDO b - cockpit PC failure c - crew information system (CIS) failure d - printer failure o - others (mandatory to specify the reason in FPR) |
| 58 | OTHER AUTOMATED SYSTEM, format | a - system of ground handling company b - system of cleaning company c - system of catering company d - system of fuelling company e - system of airport e.g coordination systems o - others (mandatory to specify the reason in FPR) |

Table 10. Delay Codes 61 to 69, Flight Operations and Crewing

| Code | Delay Cause | Sub-Codes / Notes |
|------|---|--|
| 61 | FLIGHT PLAN, late completion or change of flight documentation | a - late fuelling order (dispatch) b - late fuelling order (pilots) c - complete change of flight documentation d - lack of, incorrect or late ATC flight plan e - incorrect flight dispatch docs f - late flight documentation due to change of self briefing crew status o - others (mandatory to specify the reason in FPR) |
| 62 | OPERATIONAL REQUIREMENTS, extra fuel, load alteration | a - defuelling on captain's request b - extra fuel c - awaiting final weights-fuel critical flights d - load alterations e - cooling of brakes o - others (mandatory to specify the reason in FPR) |
| 63 | LATE CREW BOARDING OR DEPARTURE PROCEDURES, other than connection and stand-by (flight deck or entire crew) | a - late crew bus (airport) b - late crew transportation (hotel) c - departure procedures in cockpit d - ground check e - prolonged departure procedures in cockpit due to existing OML item(s) f - security/immigration procedures at the airport o - others (mandatory to specify the reason in FPR) |
| 64 | FLIGHT DECK CREW SHORTAGE | a - sickness b - awaiting stand-by/late crew from home c - flight time limitations (mandatory crew rest) d - travel documents, visa, health e - crew scheduling or crew control errors o - others (mandatory to specify the reason in FPR) |

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| 65 | FLIGHT DECK CREW SPECIAL REQUEST, not within operational requirements | a - extended flight deck routines b - holding / delaying pax boarding by crew c - request for maintenance not minimum equipment list e.g. oxygen within limits, tire within limits, brake within limits d - catering order (captain's request) e - crew meals o - others (mandatory to specify the reason in FPR) |
| 66 | LATE CABIN CREW BOARDING OR DEPARTURE PROCEDURES, other than connection and stand-by | a - late crew from briefing b - late crew from security / immigration c - late crew bus d - late crew transportation (hotel) e - cabin crew safety and security procedures at aircraft f - communication with cabin crew g - late boarding due to cabin crew (specify reason in FPR) h - slow boarding due to pax or pax in wrong class (specify the reason in FPR) o - others (mandatory to specify the reason in FPR) |
| 67 | CABIN CREW SHORTAGE | a - sickness b - awaiting stand-by/late crew from home c - flight time limitations (mandatory crew rest) d - travel documents, visa, health documents e - crew scheduling or crew control errors o - others (mandatory to specify the reason in FPR) |
| 68 | CABIN CREW ERROR OR SPECIAL REQUEST, not within operational requirements | a - incorrect head count b - accidental evacuation slide deployment c - late order of non-standard supplies e.g. blankets, head phones d - re-order or late request of cleaning e - re-order or late request of maintenance o - others (mandatory to specify the reason in FPR) |
| 69 | CAPTAIN REQUEST FOR SECURITY CHECK, extraordinary | a - baggage check requested by PIC b - PIC's request for investigation caused by lack of passengers o - others (mandatory to specify the reason in FPR) |

Table 11. Delay Codes 71 to 79, Weather

| Code | Delay Cause | Sub-Codes / Notes |
|------|---|---|
| 71 | DEPARTURE STATION, weather below operating minima | a - outside aircraft limits b - weather below operating limits o - others (mandatory to specify the reason in FPR) |
| 72 | DESTINATION STATION, weather below operating minima | a - outside aircraft limits b - outside crew limits c - weather below operating limits o - others (mandatory to specify the reason in FPR) |

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| 73 | EN-ROUTE OR ALTERNATE, weather below operating minima | a - outside aircraft limits b - weather below operating limits c - ETOPS alternate closed due to weather o - others (mandatory to specify the reason in FPR) |
| 75 | DE-ICING OF AIRCRAFT, removal of ice and/or snow, frost prevention excluding unserviceability of equipment | a - normal de-icing b - de-icing late, lack of de-icing equipment/staff late c - defrosting by heater, e.g., engines, landing gear, doors (due to weather conditions) d - breakdown of equipment e - external heating of aircraft (to be used also when extra heating is needed for cabin prior boarding) o - others (mandatory to specify the reason in FPR) |
| 76 | REMOVAL OF SNOW, ICE, WATER AND SAND FROM AIRPORT | a - runway b - apron o - others (mandatory to specify the reason in FPR) |
| 77 | GROUND HANDLING IMPAIRED BY ADVERSE WEATHER CONDITIONS | a - apron conditions b - high winds -door operation limits c - thunderstorm d - extreme frost, extensive snow storm o - others (mandatory to specify the reason in FPR) |

Table 12. Delay Codes 81 to 84, Air Traffic Flow Management

| Code | Delay Cause | Sub-Codes / Notes |
|------|---|---|
| 81 | ATFM DUE TO ATC EN-ROUTE DEMAND/CAPACITY, standard demand/capacity problems | a - industrial action b - equipment failure c - staff shortage d - high demand or capacity o - others (mandatory to specify the reason in FPR) |
| 82 | 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 | a - industrial action b - equipment failure c - staff shortage d - high demand or capacity o - others (mandatory to specify the reason in FPR) |
| 83 | 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 | a - industrial action b - equipment failure c - staff shortage d - runway closed e - noise abatement/night curfew f - political unrest g - high demand or capacity o - others (mandatory to specify the reason in FPR) |

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| 84 | ATFM DUE TO WEATHER AT DESTINATION | <ul style="list-style-type: none"> a - fog b - snow/sand c - volcanic ash o - others (mandatory to specify the reason in FPR) |
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Table 13. Delay Codes 85 to 89, Airport and Governmental Authorities

| Code | Delay Cause | Sub-Codes / Notes |
|------|--|--|
| 85 | MANDATORY SECURITY, involving passengers and/or cargo | <ul style="list-style-type: none"> a - congestion at security check b - lack of security staff c - lack of facilities d - late or missing transfer passenger with baggage at gate due to passengers' own fault e - baggage identification / unloading due to missing pax f - excessive amounts of baggage to be checked g - baggage screening h - late or missing local passenger with baggage at gate due to passengers' own fault o - others (mandatory to specify the reason in FPR) |
| 86 | IMMIGRATION, CUSTOMS, HEALTH, AUTHORITY | <ul style="list-style-type: none"> a - immigration b - customs c - health e.g. SARS checks d - lack of staff e - insufficient travel doc of passenger/inad/deportee e.g. false passports f - late deportee boarding g - extraordinary disinfection of aircraft by request h - non prenotified safety checks by authorities o - others (mandatory to specify the reason in FPR) |
| 87 | AIRPORT FACILITIES, parking stands, ramp congestion, lighting, buildings, gate limitations | <ul style="list-style-type: none"> a - lack of parking stands b - gate limitations c - passenger bridge inoperative d - missing/late bus for remote parking (if done by airport) e - delayed push-back/towing due to other traffic f - baggage sorting system owned by airport authorities g - towing e.g. no push back clearance due to infrastructure h - de-icing position o - others (mandatory to specify the reason in FPR) |
| 88 | 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 | <ul style="list-style-type: none"> a - airport and/or runway closed due to obstructions b - political unrest or industrial action c - noise abatement d - night curfew e - special flights f - construction work/maintenance e.g. landing restriction due to local requirements g - restrictions enroute o - others (mandatory to specify the reason in FPR) |

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| 89 | <p>RESTRICTIONS AT AIRPORT OF DEPARTURE WITH OR WITHOUT ATFM</p> <p>RESTRICTIONS, including Air Traffic Services, start-up and pushback, airport and/or runway closed due to obstruction or weather (restriction due to weather in case of ATFM regulation only, else refer to code 71), industrial action, staff shortage, political unrest, noise abatement, night curfew, special flights</p> | a - start-up/push-back b - industrial action c - political unrest d - special flights e - airport closed due to obstruction f - runway closed due to obstruction g - lost flight plan by ATC h - breakdown AFTN/ATC computer i - CDM o - others (mandatory to specify the reason in FPR) |
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Table 14. Delay Codes 91 to 96, Reactionary

| Code | Delay Cause | Sub-Codes / Notes |
|------|--|---|
| 91 | LOAD CONNECTION, awaiting load from another flight | a - passengers and their baggage (+ flight number in SI) b - cargo and/or mail (+ flight number in SI) c - passenger scheduled connecting time under minimum connecting time (MCT) o - others (mandatory to specify the reason in FPR) |
| 92 | THROUGH CHECKING ERROR, passenger and baggage | a - wrong passenger/baggage info from previous station b - too many pieces of hand baggage from previous sector c - incorrect transfer baggage segregation d - loading error at previous station e - insufficient or incorrect travel documents from previous station o - others (mandatory to specify the reason in FPR) |
| 93 | AIRCRAFT ROTATION, late arrival of aircraft from another flight or previous sector NOTE: If a flight despite late arrival, is ready to depart on time but fails to do so, THE ACTUAL REASON for the delay MUST BE USED | a - late arrival due departure delay at previous station b - late arrival due enroute delay c - late arrival due delay after landing e.g. long taxi time d - automatically calculated delay (not to be entered manually) e - late positioning to maintenance due to late arrival of aircraft o - others (mandatory to specify the reason in FPR) |
| 94 | CABIN CREW ROTATION, awaiting cabin crew from another flight | a - operating crew b - positioning or deadhead crew o - others (mandatory to specify the reason in FPR) |
| 95 | CREW ROTATION, awaiting crew from another flight (flight deck or entire crew) | a - operating crew b - positioning or deadhead crew o - others (mandatory to specify the reason in FPR) |

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| 96 | OPERATIONS CONTROL, rerouting, diversion, consolidation, aircraft change for reasons other than technical | <ul style="list-style-type: none"> a - rerouting and/or political unrest enroute b - diversion c - consolidation delay of flight to accommodate pax of a later flight d - aircraft change for reasons other than technical e - late technical release due to scheduled ground time less than minimum ground time f - late dispatch release g - controller / planner error h - occ disruption e.g. lack of staff, break down of OPS control system i - secondary technical reason, also due lack off spares or A/C change caused by another station (first change is code 46 and delay 96 has to be used for all changes on the same day, long haul incl. previous day) j - lack of stand-by aircraft due other than technical (code 96j to be used at HEL ONLY!) o - others (mandatory to specify the reason in FPR) |
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Table 15. Delay Codes 97 to 99, Miscellaneous

| Code | Delay Cause | Sub-Codes / Notes |
|------|--------------------------------------|---|
| 97 | INDUSTRIAL ACTION WITHIN OWN AIRLINE | <ul style="list-style-type: none"> a - local station b - whole company c - passenger handling d - ramp handling e - cargo f - catering g - flight deck crew h - cabin crew i - technical j - IT/support k - other operational o - others (mandatory to specify the reason in FPR) |

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| | | |
|----|--|--|
| 98 | INDUSTRIAL ACTION OUTSIDE OWN AIRLINE, excluding ATS/ATC | a - national strike b - whole handling company c - passenger handling d - ramp handling e - cargo f - catering g - technical h - cleaning i - IT/Support j - fuel k - other operational l - security m - authorities n - airport o - others (mandatory to specify the reason in FPR) |
| 99 | DELAY CODE TO BE DEFINED LATER | a - reason for delay unclear at the time of departure NOTE: if delay 99 is used it must be corrected within 24 hours after departure to a delay code defining the real reason of the delay |

3. RELATION BETWEEN AY DELAY CODES AND EUROCONTROL NETWORK MANAGER (NM) REGULATION CAUSES [Ref IATA AHM 730]

Note: Due AY delay codes and sub-codes are not aligned with IATA AHM 730 and 731 delay codes table below is not exact match with IATA AHM 730 table.

Table 16. Delay Code Correlations Between AY and NM

| NM | | | | AY | | |
|-----------------------|-----------------|---------------------|---|------------|--|----------------|
| Regulation Cause | Regulation Code | Regulation Location | Guidelines | Delay Code | Delay Cause | Delay Sub-Code |
| ATC Capacity | C | D | En Route: Demand exceeds or complexity reduces declared or expected capacity. Airport: Demand exceeds declared or expected capacity. | 89 | RESTRICTIONS AT AIRPORT OF DEPARTURE WITH OR WITHOUT ATFM RESTRICTIONS | o |
| | | E | | 81 | ATFM DUE TO ATC EN-ROUTE DEMAND/CAPACITY | d |
| | | A | | 83 | ATFM DUE TO RESTRICTIONS AT DESTINATION AIRPORT | g |
| ATC Industrial Action | I | D | Reduction in any capacity due to industrial action by ATC staff | 89 | RESTRICTIONS AT AIRPORT OF DEPARTURE WITH OR WITHOUT ATFM RESTRICTIONS | b |
| | | E | | 82 | ATFM DUE TO ATC STAFF/EQUIPMENT EN-ROUTE | a |
| | | A | | 83 | ATFM DUE TO RESTRICTIONS AT DESTINATION AIRPORT | a |
| ATC Routings | R | E | Network solutions/scenarios used to balance demand and capacity | 81 | ATFM DUE TO ATC EN-ROUTE DEMAND/CAPACITY | o |
| ATC Staffing | S | D | Unplanned staff shortage reducing expected capacity | 89 | RESTRICTIONS AT AIRPORT OF DEPARTURE WITH OR WITHOUT ATFM RESTRICTIONS | o |
| | | E | | 82 | ATFM DUE TO ATC STAFF/EQUIPMENT EN-ROUTE | c |
| | | A | | 83 | ATFM DUE TO RESTRICTIONS AT DESTINATION AIRPORT | c |
| ATC Equipment | T | D | Reduction of expected or declared capacity due to the non-availability or degradation of equipment used to provide an ATC service | 89 | RESTRICTIONS AT AIRPORT OF DEPARTURE WITH OR WITHOUT ATFM RESTRICTIONS | h |
| | | E | | 82 | ATFM DUE TO ATC STAFF/EQUIPMENT EN-ROUTE | b |
| | | A | | 83 | ATFM DUE TO RESTRICTIONS AT DESTINATION AIRPORT | b |

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| | | | | | | |
|--|---|---|--|-------------|--|-------------|
| Accident/ Incident | A | D | Reduction of expected ATC capacity due to an aircraft accident/incident | 89 | RESTRICTIONS AT AIRPORT OF DEPARTURE WITH OR WITHOUT ATFM RESTRICTIONS | o |
| | | A | | 83 | ATFM DUE TO RESTRICTIONS AT DESTINATION AIRPORT | o |
| Aerodrome Capacity | G | D | Reduction in declared or expected capacity due to the degradation or non-availability of infrastructure on an airport. e.g. Work in Progress, shortage of aircraft stands | 89 | RESTRICTIONS AT AIRPORT OF DEPARTURE WITH OR WITHOUT ATFM RESTRICTIONS | o |
| | | A | | 83 | ATFM DUE TO RESTRICTIONS AT DESTINATION AIRPORT | g |
| Equipment non-ATC (to become Aerodrome Services) | E | D | Reduced capacity due to the degradation or non-availability of support equipment at an airport e.g. Fire Service, De-icing/snow removal equipment or other ground handling equipment. | Not defined | | |
| | | A | | Not defined | | |
| Industrial Action non-ATC | N | D | A reduction in expected/planned capacity due to industrial action by non-ATC personnel. | 98 | INDUSTRIAL ACTION OUTSIDE OWN AIRLINE | Not defined |
| | | A | | 98 | INDUSTRIAL ACTION OUTSIDE OWN AIRLINE | Not defined |
| Airspace Management | M | D | Reduction in declared or expected capacity following changes in airspace/route availability due to small scale military activity (activation of TRA's) | 89 | RESTRICTIONS AT AIRPORT OF DEPARTURE WITH OR WITHOUT ATFM RESTRICTIONS | d |
| | | E | | 82 | ATFM DUE TO ATC STAFF/EQUIPMENT EN-ROUTE | o |
| | | A | | 83 | ATFM DUE TO RESTRICTIONS AT DESTINATION AIRPORT | o |
| Special Event | P | D | Reduction in planned, declared or expected capacity or when demand exceeds the above capacities as a result of a major sporting, governmental or social event. It may also be used for ATM system upgrades and transitions. Large multi national military exercises may also use this reason. This category should only be used with prior approval during the planning process. | 89 | RESTRICTIONS AT AIRPORT OF DEPARTURE WITH OR WITHOUT ATFM RESTRICTIONS | o |
| | | E | | 82 | ATFM DUE TO ATC STAFF/EQUIPMENT EN-ROUTE | o |
| | | A | | 83 | ATFM DUE TO RESTRICTIONS AT DESTINATION AIRPORT | o |

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| | | | | | | |
|---------------------|---|---|--|----|--|-------------|
| Weather | W | D | Reduction in expected capacity due to any weather phenomena. This includes where weather impacts airport infrastructure capacity, but where aerodrome services are operating as planned/expected. | 89 | RESTRICTIONS AT AIRPORT OF DEPARTURE WITH OR WITHOUT ATFM RESTRICTIONS | e/f/o |
| | | E | | 81 | ATFM DUE TO ATC EN-ROUTE DEMAND/CAPACITY | o |
| | | A | | 84 | ATFM DUE TO WEATHER AT DESTINATION | Not defined |
| Environmental issue | V | D | Reduction in any capacity or when demand exceeds any capacity due to agreed local noise, runway usage or similar procedures. This category should only be used with prior agreement in the planning process. | 89 | RESTRICTIONS AT AIRPORT OF DEPARTURE WITH OR WITHOUT ATFM RESTRICTIONS | o |
| | | E | | 81 | ATFM DUE TO ATC EN-ROUTE DEMAND/CAPACITY | o |
| | | A | | 83 | ATFM DUE TO RESTRICTIONS AT DESTINATION AIRPORT | e |
| Other | O | D | This should only be used in exceptional circumstances when no other category is sufficient. An explanatory ANM remark MUST be given to allow post ops analysis. | 89 | RESTRICTIONS AT AIRPORT OF DEPARTURE WITH OR WITHOUT ATFM RESTRICTIONS | o |
| | | E | | 81 | ATFM DUE TO ATC EN-ROUTE DEMAND/CAPACITY | o |
| | | A | | 83 | ATFM DUE TO RESTRICTIONS AT DESTINATION AIRPORT | o |