

10.1.2 Valid delay code list

Delay codes starting with 0 are used for internal airline purposes. The carrier is free to define these codes and to determine particular application fields.

- **00–08:** undefined
- **09 (SG):** **Scheduled ground time** less than declared **minimum ground time**

These Codes are used to describe delays caused by **Passenger** and **Baggage** handling.

- **11 (PD):** Late **check-in**, acceptance of **passengers** after **deadline**
- **12 (PL):** Late Check-in, congestion in check-in area
- **13 (PE):** Check-in error
- **14 (PO):** **Oversales**, booking errors
- **15 (PH):** Boarding, **discrepancies** and paging, missing checked-in passenger at **gate**
- **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

These Codes are used to describe delays caused by **Cargo** (21-26) and **Mail** Handling (27-29).

- **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):** Mail Oversales, packing, etc.
- **28 (CL):** Mail Late positioning
- **29 (CA):** Mail Late acceptance

These Codes are used to describe delays caused by aircraft and **ramp** handling

- **31 (GD):** Aircraft documentation late or inaccurate, **weight and balance (Loadsheet)**, **general declaration**, **passenger 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, Containers, pallets**, lack of or breakdown
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- **39 (GT)**: Technical equipment, lack of or breakdown, lack of staff, e.g. **pushback**

These codes are used to describe technical delay reasons.

- **41 (TD)**: Aircraft **defects**
- **42 (TM)**: **Scheduled maintenance**, late release
- **43 (TN)**: Non-scheduled maintenance, special checks and / or additional works beyond normal maintenance
- **44 (TS)**: Spares and maintenance equipment, lack of or breakdown
- **45 (TA)**: **AOG** (Aircraft on ground for technical reasons) Spares, to be carried to another station
- **46 (TC)**: Aircraft change for technical reasons
- **47 (TL)**: **Standby** aircraft, lack of planned standby aircraft for technical reasons
- **48 (TV)**: Scheduled **cabin configuration** and version adjustment

These Codes are used to describe **damage** to aircraft and automated equipment failure.

- **51 (DF)**: Damage during flight operations, **bird** or **lightning** strike, **turbulence**, heavy or **overweight landing**
- **52 (DG)**: Damage during ground operations, collisions (other than during taxiing), loading/offloading damage, **contamination**, towing, extreme weather conditions.
- **55 (ED)**: **Departure Control System**, Check-in, weight and balance (**loadcontrol**), computer system error, baggage sorting, **gate-reader** error or problems
- **56 (EC)**: Cargo preparation/documentation system
- **57 (EF)**: **Flight plans**
- **58 (EO)**: Other computer systems

These codes are assigned to **Operations** and **Crew** caused delays.

- **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
- **64 (FS)**: **Flight deck** crew shortage, **Crew rest**

- **65 (FR):** Flight deck crew special request or error not within operational requirements
- **66 (FL):** Late cabin crew boarding or departure procedures
- **67 (FC):** Cabin crew shortage
- **68 (FA):** Cabin crew error or special request
- **69 (FB):** Captain request for security check, extraordinary

These Codes explain weather caused delays.

- **71 (WO):** Departure station
- **72 (WT):** Destination station
- **73 (WR):** En route or Alternate
- **75 (WI):** De-Icing of aircraft, removal of ice/snow, frost prevention
- **76 (WS):** Removal of snow/ice/water/sand from airport/runway
- **77 (WG):** Ground handling impaired by adverse weather conditions

These Codes are used for Air Traffic Control (ATC) Restrictions (81-84) and Airport or Governmental Authorities caused delays.

- **81 (AT):** ATC restriction en-route or capacity
- **82 (AX):** ATC restriction due to staff shortage or equipment failure en-route

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- **83 (AE):** ATC restriction at destination
- **84 (AW):** ATC restriction due to weather at destination
- **85 (AS):** Mandatory security
- **86 (AG):** Immigration, Customs, Health
- **87 (AF):** Airport Facilities, parking stands, ramp congestion, buildings, gate limitations, ...
- **88 (AD):** Restrictions at airport of destination, airport/runway closed due obstruction, industrial action, staff shortage, political unrest, noise abatement, night curfew, special flights, ...
- **89 (AM):** Restrictions at airport of departure, airport/runway closed due obstruction, industrial action, staff shortage, political unrest, noise abatement, night curfew, special flights, start-up and pushback, ...

Codes used for reactionary reasons or Miscellaneous.

- **91 (RL):** Passenger or Load Connection, awaiting load or passengers from another flight. Protection of stranded passengers onto a new 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
- **95 (RC):** Crew rotation, awaiting crew from another flight (flight deck or entire crew)
- **96 (RO):** Operations control, rerouting, diversion, consolidation, aircraft change for reasons other than technical
- **97 (MI):** Industrial action within own airline
- **98 (MO):** Industrial action outside own airline, excluding ATS
- **99 (MX):** Miscellaneous, not elsewhere specified