

Commonly Used Airline Delay & Diversion Codes

For Notes and Disclaimers, plus a postscript please see page 4 - DIH

Numeric	Alphabetic	Description
Airline Internal Codes:		
00		IATA has recommended that these codes are used by individual airlines to develop code definitions that meet their specific requirements: e.g. 03 "Three-class system" moving curtain. Note At time of writing the IATA Recommendation AHM 730 does NOT suggest any Alphabetic Equivalents for these codes
01		
02		
03		
04		
05		
Others:		
06	OA	NO GATE/STAND AVAILABILITY DUE TO OWN AIRLINE ACTIVITY
Schedules		
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, congestion 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.
Cargo and Mail		
<i>If delays caused by Mail handling can be identified use the Mail specific codes in the next section (27-29), otherwise use the codes detailed below (21-26).</i>		
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
Mail Only		
27	CE	DOCUMENTATION, PACKING, etc
28	CL	LATE POSITIONING
29	CA	LATE ACCEPTANCE
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. push-back

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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	STANDBY AIRCRAFT, lack of planned standby aircraft for technical reasons
48	TV	SCHEDULED CABIN CONFIGURATION VERSION ADJUSTMENTS
Damage to Aircraft		
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
Automated Equipment Failure/EDP (Computer System)		
55	ED	DEPARTURE CONTROL
56	EC	CARGO PREPARATION/DOCUMENTATION
57	EF	FLIGHT PLANS
Flight Operations and Crewing		
61	FP	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	CAPTAINS REQUEST FOR SECURITY CHECK, extraordinary
Weather		
71	WO	WEATHER AT DEPARTURE STATION
72	WT	WEATHER AT DESTINATION STATION
73	WR	WEATHER EN ROUTE OR ALTERNATE
75	WI	DE-ICING OF AIRCRAFT, removal of ice and/or snow, frost prevention excluding unserviceable equipment
76	WS	REMOVAL OF SNOW, ICE, WATER AND SAND FROM AIRPORT
77	WG	GROUND HANDLING IMPAIRED BY ADVERSE WEATHER CONDITIONS

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Numeric	Alphabetic	Description
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 or equipment failure, 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 Governmental 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 (restriction due to weather in case of AFTM regulation only, else refer to code 71 (WO», 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, rerouting, diversion, consolidation, aircraft change for reasons other than technical
Miscellaneous		
97	MI	INDUSTRIAL ACTION WITHIN OWN AIRLINE
98	MO	INDUSTRIAL ACTION OUTSIDE OWN AIRLINE, excluding ATS
99	MX	NOT COVERED BY ANY OF OTHER DEFINED CODES. If after confirming that the problem cannot be identified by us of any of the codes in the above list, then a summary of the problem MUST be included in the SI (Supplementary Information) element of any despatched message

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Notes and Disclaimers:

- a) Although this document conforms to the delay and diversion codes (with minor expansion, or spelling changes to the descriptions) approved by the Airport Handling Committee for publication in January 1999, THIS IS NOT an Official IATA Document.
The only official list is that contained in the current Airport Handling Manual, or other IATA/Documentation containing recommendation AHM 730
- b) This document as posted on www.cue-dih.co.uk may not therefore conform to the latest AHM 730 and should only be used for illustrative purposes
- c) Although Alphabetic versions of the Code scheme remain valid, NUMERIC CODES have been adopted as the PRIMARY CODE SCHEME and gradually the Alphabetical scheme will be of historical interest only.
- d) IATA recognise that as some codes provide an umbrella description of the problem, it is recommended that SI (Supplementary Information) element of messages is used to clarify code ambiguities [see also g) below]
- e) Although IATA members can submit requests for changes or, additions to the AHM 730 Code List for consideration at anytime. IATA policy is once a changed list is published there will be a **minimum** of three years before another update is promulgated (at time of writing no change has been made in 5 years). Following publication of a change **my experience is that many** airlines may **not** adopt the change immediately and others may, after review continue using a previous version of the recommendation
- f) Although outside of the USA almost all Airlines base their Delay and Diversion codes on AHM 730 there are variations that apply to individual Airlines, either as in the case of this document minor changes in the descriptive text (to assist staff to more easily identify the code to be used), or more radical departures from the definition of a code. Other Airlines have their own codes within the recommendations categories where there is **currently** available space in that categories sequence e.g. applying a numeric code 60 for Crew being required to change Aircraft.
IATA is concerned about these variations and general non-conformance and the following statement is part of the introduction to AHM 730:
The standardisation of codes used for this purpose is essential for commonality in EDP systems, uniform agency handling, exchange of information, statistical comparison and management analysis.

There are already cases where Carriers have defined for their own purposes, unused numeric codes which are then defined with a completely different meaning in the next issue of the recommendation. As all their computer systems and training now uses the non-standard code, they continue to use their now non conforming Code List, to the confusion of Handling Agencies everywhere.
- g) Some airlines internally use alpha suffixes to AHM 730 codes, post operation. This is because they find some codes too general in describing a problem and once the investigation is complete they want to refine the cause for reporting and statistical purposes. The use of such suffixes against AHM 730 Codes is unique to the individual Carrier concerned and even companies contracted to perform Ground Handling are not made aware of these suffixes.
- h) In the USA many carriers have evolved Code Schemes and definitions which are so different from the IATA recommendations that even correlation of their coding scheme with AHM 730 is difficult. In addition some US Carriers have different coding schemes for Delay and Diversion
- i) One coding scheme that IATA has published a correlation table for is the Codes used by Eurocontrol Central Flow Management Unit (CFMU) and this now forms part of AHM 730

EOE

Postscript

This is the third time I have prepared a list which conforms to the IATA Recommendation AHM 730 for Codes for use in Messages where reasons for Delay, or Diversion are required.

The first time in the late 1980's was specifically as part of the material for giving a course. The second combined the course usage with a means of providing a Plastic Covered Quick Reference for Ramp Dispatch and Control Centres for the Airline I was then consulting for. Amazingly copies of this version still surface from time to time (14 Years later)! The reason for doing this yet again was primarily to provide a Quick Reference for the people I work with to check off against customer implementation and variations on AHM 730 prior to pre-delivery database build.

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