

▶▶▶ AHM 730

CODES TO BE USED IN AIRCRAFT MOVEMENT AND DIVERSION MESSAGES

RECOMMENDED that, Members shall:

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

Two-digit codes (numeric) are primary, as shown below.

Members using alpha codes, when acting as handling agents for members using numeric codes, shall provide for the transmission of numeric codes, either manually or automatically.

A description of a code may cover several possible statements. Where there is still some doubt of interpretation, use the SI to amplify.

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

1. STANDARD CODES

1.1 Airline Internal Codes

Numeric	
00-05	These codes are left blank so that each airline may develop codes specifically to meet their own individual requirements, e.g. 03 "Three-class system" moving curtain.

1.2 Others

Numeric	Alphabetic	
△ 06	OA	NO GATE/STAND AVAILABILITY DUE TO OWN AIRLINE ACTIVITY, EXCLUDING EARLY ARRIVALS

1.2.1 Schedules

09	SG	SCHEDULED GROUND TIME LESS THAN DECLARED MINIMUM GROUND TIME
----	----	--

1.3 Passenger and Baggage

Numeric	Alphabetic	
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

Numeric	Alphabetic	
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.
19	PW	REDUCED MOBILITY, Boarding/Deboarding of passengers with reduced mobility

1.4 Cargo and Mail (If delays caused by mail handling can be identified, use codes 27–29, otherwise use codes 21–26.)

Numeric	Alphabetic	
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

1.5 Mail Only

Numeric	Alphabetic	
27	CE	DOCUMENTATION, PACKING, etc.
28	CL	LATE POSITIONING
29	CA	LATE ACCEPTANCE

1.6 Aircraft and Ramp Handling

Numeric	Alphabetic	
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

Numeric	Alphabetic	
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

1.7 Technical and Aircraft Equipment

Numeric	Alphabetic	
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

1.8 Damage to Aircraft

Numeric	Alphabetic	
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

1.9 EDP/Automated Equipment Failure

Numeric	Alphabetic	
55	ED	DEPARTURE CONTROL
56	EC	CARGO PREPARATION/DOCUMENTATION
57	EF	FLIGHT PLANS
58	EO	OTHER AUTOMATED SYSTEM format

1.10 Flight Operations and Crewing

Numeric	Alphabetic	
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, other than connection and standby (flight deck or entire crew)
64	FS	FLIGHT DECK CREW SHORT-AGE, 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	CAPTAIN REQUEST FOR SECURITY CHECK, extraordinary

1.11 Weather

Numeric	Alphabetic	
71	WO	DEPARTURE STATION
72	WT	DESTINATION STATION
73	WR	EN ROUTE OR ALTERNATE
75	WI	DE-ICING OF AIRCRAFT, removal of ice and/or snow, frost prevention excluding unavailability of equipment
76	WS	REMOVAL OF SNOW, ICE, WATER AND SAND FROM AIRPORT
77	WG	GROUND HANDLING IMPAIRED BY ADVERSE WEATHER CONDITIONS

1.12 Air Traffic Flow Management Restrictions

Numeric	Alphabetic	
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

1.13 Airport and Governmental Authorities

Numeric	Alphabetic	
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

1.14 Reactionary

Numeric	Alphabetic	
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

1.15 Miscellaneous

Numeric	Alphabetic	
97	MI	INDUSTRIAL ACTION WITH OWN AIRLINE
98	MO	INDUSTRIAL ACTION OUTSIDE OWN AIRLINE, excluding A.T.S.
99	MX	This code shall be used only when it is clear that a reason cannot be matched to a code above (explain in SI section)

Commentary

The IATA Airport Services Committee has responsibility for the development of this procedure. Any proposals for amendment to this procedure should be forwarded to the Manager, Airport Services, IATA, Geneva, who will circulate the proposals.

△
□

CORRELATION BETWEEN IATA DELAY CODES AND EUROCONTROL NETWORK MANAGER (NM) REGULATION CAUSES						
NM				IATA		
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	Z
		E		81	ATFM DUE TO ATC EN-ROUTE DEMAND/CAPACITY	Y
		A		83	ATFM DUE TO RESTRICTION AT DESTINATION AIRPORT	Z
ATC industrial action	I	D	Reduction in any capacity due to industrial action by ATC staff Network solutions/scenarios used to balance demand and capacity	89	RESTRICTIONS AT AIRPORT OF DEPARTURE WITH OR WITHOUT ATFM RESTRICTIONS	Y
		E		82	ATFM DUE TO ATC STAFF/EQUIPMENT EN-ROUTE	Z
		A		83	ATFM DUE TO RESTRICTION AT DESTINATION AIRPORT	Y
ATC Routings	R	E		81	ATFM DUE TO ATC EN-ROUTE DEMAND/CAPACITY	Z
ATC staffing	S	D	Unplanned staff shortage reducing expected capacity	89	RESTRICTIONS AT AIRPORT OF DEPARTURE WITH OR WITHOUT ATFM RESTRICTIONS	X
		E		82	ATFM DUE TO ATC STAFF/EQUIPMENT EN-ROUTE	X
		A		83	ATFM DUE TO RESTRICTION AT DESTINATION AIRPORT	W
ATC equipment	T	D	Reduction of expected or declared capacity due to the non-availability or degradation of equipment used to provide and ATC service	89	RESTRICTIONS AT AIRPORT OF DEPARTURE WITH OR WITHOUT ATFM RESTRICTIONS	W
		E		82	ATFM DUE TO ATC STAFF/EQUIPMENT EN-ROUTE	Y
		A		83	ATFM DUE TO RESTRICTION AT DESTINATION AIRPORT	X
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	V
		A		83	ATFM DUE TO RESTRICTION AT DESTINATION AIRPORT	V
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	-
		A		83	ATFM DUE TO RESTRICTION AT DESTINATION AIRPORT	P
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.	99	OTHER	-
		A		99	OTHER	-
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	-
		A		98	INDUSTRIAL ACTION OUTSIDE OWN AIRLINE	-
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	U
		E		82	ATFM DUE TO ATC STAFF/EQUIPMENT EN-ROUTE	W
		A		83	ATFM DUE TO RESTRICTION AT DESTINATION AIRPORT	U

CORRELATION BETWEEN IATA DELAY CODES AND EUROCONTROL NETWORK MANAGER (NM) REGULATION CAUSES						
		NM		IATA		
Regulation Cause	Regulation Code	Regulation Location	Guidelines	Delay Code	Delay Cause	Delay Sub-Code
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	T
		E		82	ATFM DUE TO ATC STAFF/EQUIPMENT EN-ROUTE	V
		A		83	ATFM DUE TO RESTRICTION AT DESTINATION AIRPORT	T
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	S
		E		81	ATFM DUE TO ATC EN-ROUTE DEMAND/CAPACITY	W
		A		84	ATFM DUE TO WEATHER AT DESTINATION	-
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	N
		E		81	ATFM DUE TO ATC EN-ROUTE DEMAND/CAPACITY	X
		A		83	ATFM DUE TO RESTRICTION AT DESTINATION AIRPORT	S
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	G
		E		81	ATFM DUE TO ATC EN-ROUTE DEMAND/CAPACITY	G
		A		83	ATFM DUE TO RESTRICTION AT DESTINATION AIRPORT	G