

# Us Airport Delays

U S Government Accountability Office (G,U. S. Government Accountability Office (

*Terminal Chaos* George L. Donohue, Russell D. Shaver, Eric Edwards, 2008 In total passenger miles, air travel has never been more popular. But as any frequent flyer knows, air travel problems are growing even faster - long lines, lost luggage, overbooking, flight delays, and serious safety issues. And instead of doing something about it, the traveling public seems simply to be sitting down, buckling in, and allowing itself to be treated like sheep. But it doesn't have to be this way. There are solutions to our air travel problems, real solutions that can make real differences. And they don't require 15 years to implement. With decades of experience in civil aviation and policy, Drs. George Donohue and Russell Shaver are well qualified to assess the problems in the system and offer responsible, workable solutions. Dr. Donohue, the current Director of the Center for Air Transportation Systems Research and a Professor of Systems Engineering at George Mason University (GMU), has extensive high-level experience at the Federal Aviation Administration and the Defense Advanced Research Projects Agency (DARPA). Dr. Shaver, formerly a senior RAND Corporation research analyst and now a visiting research fellow at GMU, served as chief scientist for policy analysis at the MITRE Center for Advanced Aviation System Development. The stories they tell are compelling. There are high-profile horror stories - passengers stranded for hours on the tarmac, flights cancelled for 'bad weather' when there's not a drop of rain anywhere near the flight path - as well as an overall sense of apathy and obstructionism among those responsible for managing the industry. Interestingly, these problems are not the inevitable result of the size or complexity of the U.S. system. Air transportation in Europe, with almost identical air traffic control systems and safety standards, is far

better. Amsterdam moves 30 per cent more passengers than Newark, but the average flight delay is an order of magnitude lower. In addition, a European Passenger's Bill of Rights - giving distressed passengers the right to substantial and immediate compensation - has been a powerful incentive for non-U.S. airlines to maintain their schedules. So just how did we get where we are in the U.S. system today? Donohue and Shaver cite multiple reasons that have combined to create the chaos we now face. These causes include airline deregulation, multiple governmental agencies with no central oversight or responsibility, multiple corporate entities with conflicting agendas, and a technologically outdated air traffic control system. Even more importantly, there seems to be a complete absence of advocacy for the customer - the passengers. The authors also explain that our air travel problems, if left unaddressed, are on a direct course to greatly impact the overall U.S. economy and harm our global competitiveness. In 2006 alone, delays and cancellations cost U.S. travelers an estimated \$3.2 billion. And in 2004 and 2005, the U.S. tourism industry is estimated to have lost \$98 billion in revenue due to our air travel mess. Fortunately, Donohue and Shaver don't leave us in this state of chaos. Their provocative analysis not only identifies the causes and extent of the problems, but also provides us with a course heading to put us on the path to recovery. The solutions they propose include holding the government decision-makers responsible, expanding the capacity of airports and airplanes, modernizing the air traffic control system, and implementing what the authors call the '30 per cent solution' to significantly reduce congestion. In short, this book should be read by every airline passenger traveling in or through the United States. As a country, we simply can't afford to let the chaos continue.

Aircraft Delays at Major U.S. Airports Can be Reduced United States. General Accounting Office,1979  
Recommending peak hour pricing and quotas, use of reliever airports.

**National Airspace System** United States. General Accounting Office,2001

**National Airspace System: Setting On-Time Performance Targets at Congested Airports Could Help Focus FAA's Actions** Susan Fleming,2010-11 Flight delays have beset the U.S. national airspace system. In 2007, more than one-quarter of all flights either arrived late or were canceled across the system. The FAA is making substantial investments in transforming to a new air traffic control system -- the Next Generation Air Transportation System (NextGen) -- a system that is expected to reduce delays over the next decade. This report explains the extent to which: (1) flight delays in the U.S. national airspace system have changed since 2007 and the contributing factors to these changes; and (2) actions by the FAA are expected to reduce delays in the next 2 to 3 years. Includes recommendations. Charts and tables.

**Aviation System Delays** United States. Congress. Senate. Committee on Appropriations. Subcommittee on Transportation and Related Agencies,1985

National Airspace System United States. Government Accountability Office,2010 Flight delays have beset the U.S. national airspace system. In 2007, more than one-quarter of all flights either arrived late or were canceled across the system, according to the Department of Transportation (DOT). DOT and its operating agency, the Federal Aviation Administration (FAA), are making substantial investments in transforming to a new air traffic control system--the Next Generation Air Transportation System (NextGen)--a system that is expected to reduce delays over the next decade. This requested report explains

the extent to which (1) flight delays in the U.S. national airspace system have changed since 2007 and the contributing factors to these changes, and (2) actions by DOT and FAA are expected to reduce delays in the next 2 to 3 years. We analyzed DOT and FAA data for FAA's Operational Evolution Partnership (OEP) airports because they are in major metropolitan areas, serving over 70 percent of passengers in the system. We reviewed agency documents and interviewed DOT, FAA, airport, and airline officials and aviation industry experts.--Highlights.

**Aircraft Delays at Major U.S. Airports Can be Reduced** United States. General Accounting Office, 1979  
In 1977, aircraft delays caused U.S. airlines to use an additional 700 million gallons of fuel which is over 8 percent of their total consumption, detained travelers 600 million hours, and cost the airlines over \$800 million. The delays can be reduced if runway capacity at major airports is used more efficiently by shifting air traffic from peak to off-peak periods or to other airports. Another way to reduce delays is to charge peak operating fees instead of the existing landing fees which are based on aircraft weight. Quotas have succeeded in reducing delays by limiting the number of aircraft operations during congested periods. Under the Airport Development Aid Program (ADAP), reliever airports would be established to relieve congestion at major airports.

**Transportation** U S Government Accountability Office (G,U. S. Government Accountability Office (2013-06 In 1977, aircraft delays caused U.S. airlines to use an additional 700 million gallons of fuel which is over 8 percent of their total consumption, detained travelers 600 million hours, and cost the airlines over \$800 million. The delays can be reduced if runway capacity at major airports is used more efficiently by

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**Air Traffic Control Delays** United States. Congress. Senate. Committee on Commerce, Science, and Transportation,2004

*Proposal for a Market-based Solution to Airport Delays* William Tom Whalen,2007

**H.R. 1407, the Airline Delay Reduction Act** United States. Congress. House. Committee on Transportation and Infrastructure. Subcommittee on Aviation,2001

**Airport delay and improvement study** ,1981

**New York Flight Delays Have Three Main Causes, But More Work Is Needed to Understand Their Nationwide Effect** U.s. Department of Transportation,2018-07-25 New York flight delays have three main causes, but more work is needed to understand their nationwide effect : Federal Aviation Administration.

**Delay Reduction Efforts at Chicago's O'Hare International Airport** United States. Congress. House. Committee on Transportation and Infrastructure. Subcommittee on Aviation,2005

*Aircraft Delays at Major U. S. Airports Can Be Reduced* United States Accounting Office (GAO),2018-06-17 Aircraft Delays at Major U.S. Airports Can Be Reduced

Defining and Measuring Aircraft Delay and Airport Capacity Thresholds ,2014 TRB's Airport

Cooperative Research Program (ACRP) Report 104: Defining and Measuring Aircraft Delay and Airport Capacity Thresholds offers guidance to help airports understand, select, calculate, and report measures of delay and capacity. The report describes common metrics, identifies data sources, recommends metrics based on an airport's needs, and suggests ways to potentially improve metrics.--Publisher's description.

**Government and industry-wide efforts to address air traffic control delays** United States. Congress. Senate. Committee on Commerce, Science, and Transportation. Subcommittee on Aviation,2004

National Airspace System Susan A. Fleming,2008 Flight delays and cancellations have plagued the U.S. aviation system. According to the Department of Transportation (DOT), more than one in four flights either arrived late or was canceled in 2007--making it one of the worst years for delays in the last decade. Delays and cancellations were particularly evident at certain airports, especially the three New York metropolitan commercial passenger airports--Newark Liberty International (Newark), John F. Kennedy International (JFK), and LaGuardia. To avoid a repeat of last summer's problems, DOT and the Federal Aviation Administration (FAA) have worked with the aviation industry over the past several months to develop and implement several actions to reduce congestion and delays for the summer 2008 travel season. This testimony addresses (1) the trends in the extent and principal sources of flight delays and cancellations over the last 10 years, (2) the status of federal government actions to reduce flight delays and cancellations, and (3) the extent to which these actions may reduce delays and cancellations for the summer 2008 travel season. This statement is based on an analysis of DOT data on airline on-time performance, a review of relevant documents and reports, and interviews with officials from DOT, FAA, airport operators, and

airlines, as well as aviation industry experts and associations. DOT and FAA provided technical comments which were incorporated as appropriate.--Highlights

*Airline Delays and Consumer Service* United States. Congress. House. Committee on Transportation and Infrastructure. Subcommittee on Aviation,2007

**Infrastructure of America's Airports** Joanne Mattern,2019-07-04 Imagine a world without airports! Air travel has changed the way we live and work, but no one would be able to travel without airports. Over the past 100 years, air travel has gone from an unusual adventure to an everyday event. Discover the stories behind eight major U.S. airports, including how they were built, how many people they serve, and the problems and solutions that have changed air travel over the decades. Airports are a vital part of America's infrastructure, and their construction and expansion tell an important story about how Americans live and work today.

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