

# Airport Delays Air Traffic Control Information

United States. Congress. Senate. Committee on Commerce, Science, and Transportation

**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.

Large Scale Computation and Information Processing in Air Traffic Control Lucio Bianco, Amedeo R. Odoni, 2012-12-06 This volume is a compendium of papers presented during an Advanced Seminar on Air Traffic Control (ATC) that took place in Capri, Italy on October 28-31, 1991. The Seminar was organized by the Progetto Finalizzato Trasporti of the Italian National Research Council. The papers presented in the Seminar dealt with a wide range of topics which are currently important in ATC. For example, there were papers on such subjects as recent developments in primary and secondary radar technologies, communications networks and protocols, and the future uses of satellite-based communications, navigation and surveillance in ATC. However, all the papers contained in the volume were selected exclusively from that set of papers that addressed some aspect of the main area of emphasis in the Seminar, namely massive data-processing requirements and computer intensive problems in ATC. Data-processing requirements in ATC have grown enormously over the years. Obviously, the rapid increase in air traffic volumes in most of the world is one of the factors that has contributed to this growth. However, two other developments have contributed much more significantly: first, the ATC system now collects (mostly automatically) immensely more information per flight than in the past; and, second, as the system's complexity increases and as it becomes more tightly interconnected geographically, so grows the need to communicate, process and filter the data presented to the system's various components.

Airport delay and improvement study, 1981

**Airport and Air Traffic Control System**, 1982

*Occupational Outlook Handbook* United States. Bureau of Labor Statistics, 1957

*Best Practices for Improving the Air Travel Experience*, 2000

*Air Traffic Control*, 1986 The Federal Aviation Administration's computer contract with IBM Corporation.

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

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

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

The Recent Increase in Air Traffic Control Delays United States. Congress. House. Committee on Transportation and Infrastructure. Subcommittee on Aviation, 2001

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

*The Crisis of European Air Traffic Control* The German Airspace Users Association, 1989-01-01 Inadequate air traffic control seriously disrupts air travel in Europe. Air travel remains safe, but it is inefficient and subject to intolerable delays. In Germany, for example, nearly one-third of all flights are seriously delayed. These rising delays constitute a major impediment to the creation of a single, open European market by 1992. In this report, for the first time: A team of economists calculates the overall costs to Europe of air traffic control delay and disruption. These costs are enormous – US\$ 5 billion in 1988 alone. A team of aviation engineers concludes that an investment of US\$ 5-10 billion is needed to build a modern, integrated air traffic control system for the whole of Western Europe. This solution would eliminate the US\$ 5 billion in annual excess costs. A team of international lawyers and aviation consultants develops a workable means of achieving this solution – a two-step EC initiative to create the necessary institutional framework for integrated European air traffic control. Following the body of this report are methodological notes that explain in greater detail the calculations and analysis underlying the economic and technical sections of this report.

*Aviation Delay Prevention Act* United States. Congress. Senate. Committee on Commerce, Science, and Transportation, 2002

**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.

**New Concepts and Methods in Air Traffic Management** Lucio Bianco, Paolo Dell'Olmo, Amedeo R. Odoni, 2013-03-09 This volume is a compendium of papers presented during the International Workshop on Air Traffic Management, which took place in Capri, Italy, on September 26-30, 1999. The workshop was organized by Italian National Research Council in co-operation with the University of Rome Tor Vergata, and the Massachusetts Institute of Technology (MIT). This was the fifth in a series of meetings held periodically over a ten-year span for the purpose of encouraging an exchange of views and findings by scientists in the field of Air Traffic Management (ATM). The papers presented at the workshop dealt with a wide range of topics and covered different aspects that are currently important in Air Traffic Control and Air Traffic Management. This volume contains only a subset of the papers presented, namely the ones that addressed the main area emphasis in the workshop, new concepts and methods. The subject of the first two papers is Collaborative Decision Making (CDM), a concept which embodies, to a large extent, the new philosophy of partial decentralization and increased delegation of responsibilities to users in ATM operations. In the first of these papers Wambsganss describes the original CDM project and its initial implementation in the form of the Ground Delay Program Enhancements. He also provides a brief description of some of the tools that have been developed as part of the CDM effort and identifies future research and development requirements.

**Margin for Error: None** Brian Power-Waters, 2001-06-01 \*THIS IS THE REPUBLISHED VERSION. THE ORIGINAL VERSION WAS PUBLISHED IN 1980. THIS VERSION DOES NOT CONTAIN NEW OR ADDITIONAL INFORMATION. When was the last time you heard the name Air Traffic Controller? Most likely it was to berate him because his job action caused you to miss an important meeting. You may have been caught in a by the book slow down. Perhaps you spent an extra hour flying in endless circles awaiting clearance to land. There are far more to these delays than meets the eye. When negotiations between controller and government grind to a halt there is little that a controller can do. He is forbidden by law to strike. His only recourse is to slow the traffic. This they occasionally do in order to get better equipment, working conditions, and pay. This book, written by an active airline captain, will take you behind the scenes in the life of an air traffic controller. A person who guides the destiny of more people in one hour than an airline pilot does in a month, a person who controls all the departures and arrivals out of the three busiest airports in New York and does it with radar that isn't half as reliable as the radar used in a small country airport, a person who must think in three dimensions and be ready when their scope goes blank to remember name, position, heading and altitude of 18 aircrafts, a person who can never be allowed the luxury of a single mistake, a person who would rather control traffic than do anything else, in spite of the fears and anxieties that it entails. Hopefully after reading this book you will agree that all the glory and skill should not be confined to the cockpit, but shared equally by the men and women whose skill make a faulty system work. \*\*\*\*\* Captain Brian Power-Waters is intimately knowledgeable concerning the air traffic control system. As an airline captain, he brings the knowledge associated with his twenty-six years as a line pilot. Coupled with his close relationship with air traffic controllers for over twenty years, he is acutely aware of and acquainted with the problems of both professions. Captain Power-Waters provides us with a first time insight into the workings of the air traffic controller profession. The challenges and the many problems encountered in the current air traffic control system. John F. Leyden, President, Professional Air Traffic Controllers Organization \*\*\*\*\* A fascinating--and sometimes hair raising--account of how the air traffic control system really works and what can be done to improve the situation. As an experienced airline pilot, Captain Power-Waters knows what he is talking about and lays the facts before the public. Anyone who travels by air should read this book. Con Hitchcock, Director of the Aviation Consumer Action Project and Aide to Ralph Nader Margin for Error was originally published in 1980, there are no new updates in this version.

**Air Transport System Analysis and Modelling** Milan Janic, 2014-04-21 Presenting a comprehensive coverage, Air Transport System Analysis and Modelling is a unique text dealing with the analysis and modelling of the processes and operations carried out in all three parts of the air transport system, namely, airports, air traffic control and airlines. Seen from a planners point of view, this book provides insights into current methods and also gives details of new research. Methods are given for the analysis and modelling of the capacity, quality and economics of the service offered to users and includes illustrative analytical and simulation models of the systems operations supported by an appropriate analysis of real world events and applications. Undergraduates and graduates in the field of air transport planning and technology, applied operations research and applied transport economics will find this book to be of interest, as will specialists involved with transport institutes and consulting firms, policy makers dealing with air transport and the analysts and planners employed at air transport enterprises.

*Managing the Skies* Clinton V. Oster, John S. Strong, 2017-03-02 Over the past two decades, the organization and provision of air traffic control (ATC) services has been dramatically transformed. Privatization and commercialization of air navigation has become commonplace. Far-reaching reforms, under a variety of organizational structures and aviation settings, have occurred across the world, most notably in Canada, Britain, Australia, New Zealand, and South Africa. In contrast, innovations have lagged behind in other countries - including the United States. In addition, much recent attention has been given to aviation infrastructure and safety in Africa, in some parts of Asia and Latin America, and in rapidly growing air markets including India and China. In response, the International Civil Aviation Organization (ICAO), the International Air Transport Association (IATA), and multilateral banks and institutions have launched a major effort to improve the performance and safety of civil aviation in developing economies. Managing the Skies has been written to provide a guide to what has been tried in air traffic management, what has worked, and what lessons might be learned. The book starts with an introduction to air navigation, its development and current state, as well as trends in aviation activity. It examines in detail the experiences of ATC in both mature and emerging markets across the world, considering many alternative models, efforts to restructure and comparisons of performance. The book contains several in-depth case studies to provide a truly global perspective of ATC practices. Particular attention is given to the FAA and its efforts and challenges in reforming ATC in the US, both historically and in the current climate. It addresses the issues of finance, organization, investment, and safety restructuring and reform options that are at the core of current debates involving air traffic control in the United States. Further to this, the authors discuss the alternatives available for future change. The book concludes by examining the cross-cutting issues of labor relations and organizational structures, presenting the lessons learned and considering what the future may hold. As the world experiences a resurgence in air travel and civil aviation, the issues discussed in Managing the Skies are particularly timely not only for industry and government leaders, but for the world's air travelers.

**Emergency Problems Confronting the Air Traffic Control System** United States. Congress. House. Committee on Government Operations, United States. Congress. House. Committee on Government Operations. Government Activities Subcommittee, 1968

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collectively indicate that you re looking forward to meeting them in a few weeks time i wouldn t expect responses it s just a perfunctory announcement and conversations can be started later steve

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