

Airport Delays Usa

United States. General Accounting 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.

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

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.

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

National Airspace System United States. Government Accountability Office, 2010 This e-supplement provides information on airline flight delays from calendar years 2000 through 2009 for the 34 airports identified in the Federal Aviation Administration's (FAA) Operational Evolution Partnership (OEP) program and located in the continental United States. These 34 airports serve major metropolitan areas and in 2008 handled over 70 percent of passengers in the system. According to FAA, many of the current delays of air traffic can be traced to inadequate capacity relative to demand at these airports. Within FAA's Aviation System Performance Metrics (ASPM) database, a flight is recorded as delayed if it departed or arrived at the gate 15 minutes or more past its scheduled gate departure or arrival time, which is shown in the airline's reservation system. Using FAA's ASPM data, we analyzed trends in the number of total and delayed arrivals and departures and average delay minutes per delayed arrival for each of these 34 OEP airports and as an average for these airports for calendar years 2000 through 2009. Using DOT's Airline Service Quality Performance (ASQP) data, we present the airline-reported sources of delay for delayed and canceled

flights for each of these 34 OEP airports and as an average for these airports for calendar year 2009. Since FAA's ASPM data are not finalized until approximately 90 days after the end of the fiscal year, the data for the last 3 months of calendar year 2009 (October, November, and December) are current as of February 26, 2010, and are subject to change.--Supplement Web site.

Airport delay and improvement study ,1981

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

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

Delay Reduction Efforts at Chicago's O'Hare International Airport United States. Congress.

House. Committee on Transportation and Infrastructure. Subcommittee on Aviation,2005

Emergency Problems Confronting the Air Traffic Control System United States. Congress. House.

Committee on Government Operations. Government Activities Subcommittee,1968 Considers air traffic control problems, such as the need for more sophisticated aircraft control devices and highly-trained air traffic controllers. Also considers the need to limit general air traffic at major airports, to provide more effective flight scheduling, and to increase Federal allocations for airport construction and improvement.

Congestion and Delays United States. Congress.

Senate. Committee on Commerce, Science, and Transportation. Subcommittee on Aviation Operations, Safety, and Security, 2012

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

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.

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

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

Profiles of Scheduled Air Carrier Operations by Stage Length United States. Aviation Forecast Branch, 1974

Airport Problems: Access and Air Traffic Congestion United States. Department of Transportation. Library Services Division, 1971

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

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