

# Airport Delays

United States. General Accounting Office

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

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.

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

National Airspace System United States. General Accounting Office, 2001

**Solving Airport Delays** San Francisco International Airport (Calif.), 2001

**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.

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

Study of Mobile Lounge and Other Apron Traffic Delays at Washington Dulles International Airport W. J. Offutt,1961 An analysis of mobile-lounge traffic and servicevehicle traffic on the Dulles International Airport ramp is presented. Mathematical models were used that were developed under the previous phase of this contract and reported in Airport Runway, Taxiway, and Ramp Design. Vehicle operation and taxiing aircraft characteristics were observed at Idlewild Airport. The results of the analysis indicate that there will be no appreciable delays for either mobile lounge or other vehicular traffic in crossing the taxi lanes in the aircraft-parking ramp areas. In addition, it is recommended that a semi-automatic control system be considered for controlling the vehicular traffic crossing the aircraft-parking ramp area. A three-phase construction program is proposed to keep pace with the stages in the airport's development. (Author).

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

Congestion and Delays United States. Congress. Senate. Committee on Commerce, Science, and Transportation. Subcommittee on Aviation Operations, Safety, and Security,2012

**Airport delay and improvement study** ,1981

**National Airspace System longterm capacity planning needed despite recent reduction in flight delays.** ,2001 In recent years, airline flight delays have been among the most vexing problems in the national transportation system. They reached unprecedented levels in 2000, when one flight in four was delayed. Although bad weather has historically been the main cause of delays, a growing reason has been the inability of the nations air transport system to efficiently absorb all of the aircraft trying to use limited airspace or trying to take off or land at busy airports. Recent events most notably the terrorist attacks on buildings in New York City and Washington, D.C., using hijacked airliners, and the economic slowdown that preceded these attacks have changed the extent of the delay problem, at least for the short term. With many airlines cutting their flights by 20 percent or more, the air transport system is having less difficulty absorbing the volume of flights. Whether the volume of flights will continue at these lowered levels is unknown. However, it is likely that a more robust economy and less public apprehension about flying will lead to renewed demands on the air transport system. If so, concerns about delays and the actions being taken to address them may once again command national attention.

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

**Love and Other Flight Delays** Denise Williams, 2023-03-14 One of Amazon's Best Romances of March! Love takes flight in a collection of sexy, fun novellas all set at the airport from the acclaimed author of *The Fastest Way to Fall*. *The Love Connection* An airport pet groomer meets her frequent-flier crush and finds herself in a fake-dating situation with a professional risk assessor who moonlights as a romance author. *The Missed Connection* Two strangers share a romantic night only to discover months later that they're professional rivals about to embark on an extended business trip together in this grumpy-meets-sunshine romance. *The Sweetest Connection* Two best friends have one week to return a lost love letter found in a candy store at the airport—and work up the courage to confess the deep feelings between them—before one of them leaves the country.

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

*A Handbook for the Estimation of Airside Delays at Major Airports (quick Approximation Method)* Amedeo R. Odoni, Peeter Kivestu, 1976  
Introduction: The estimation of average and total airside delays and delay costs at major airports requires considerable and time-consuming effort, usually centered on an analysis based either on queuing theory or on computer-supported simulation. Alternatively (and preferably, if one can afford it) an extensive data-collection program on delays at the airport of interest can be initiated. Such a program unfortunately must often be carried out over long periods of time and is fraught with statistical pitfalls. Besides, any amount of information is of little value to future planning and forecasting if it is not coupled with an understanding of the underlying relationships between capacity, demand and delays at the airport. As a means of bypassing such difficulties, the work described here is aimed at providing a simple and practical tool for estimating delay-related statistics quickly and inexpensively. In a way, it is an attempt to provide planners and airport administrators alike with an easy-to-use handbook from which airport delays can be obtained using only knowledge of a few basic variables associated with any given airport. The basic quantity with which the handbook deals is that of average total daily delays (TDDEL), i.e. the total delays suffered in the course of a typical day by aircraft attempting to use the runways of an airport. The delays referred to here are solely those due to normal runway congestion and do not reflect problems that may be due, for instance, to exceptional weather conditions or to other causes. No distinction is made between delays suffered by landing aircraft which have to queue in the air and those suffered by departing aircraft waiting on the ground (the latter being obviously a less severe condition). It should also be emphasized at the outset that delay estimates provided through this method lay no special claim to extreme accuracy. It is believed however that good approximations (more than adequate for most planning purposes) will most often be obtained. Exceptions do exist, as described in Chapter 2 and in Chapter 3 (which also discuss the question of accuracy in some detail). Chapter 2 summarizes the technical approach used in arriving at the main product of this work, the TDDEL graphs. The theoretical methodology, the sequence of assumptions used, the computational approach, and a brief discussion of the accuracy and sensitivity of the results are presented in that order. Chapter 3 is intended as (and written in the form of) a self-sufficient user's guide for the estimation of delay statistics through the TDDEL graphs. It also contains several numerical examples illustrating the use of this tool. The reader who is not interested in the technical details may want to omit Chapter 2 and read Chapter 3 only with no loss of continuity.

**Reasons For, and Reporting Of, Airline Flight Delays** United States. Congress. House. Committee on Transportation and Infrastructure. Subcommittee on Aviation, 1996

**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

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## Airport Delays Introduction

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