

**Telecon**  
**C/AFT Operations Analysis Focus Group**  
**October 6<sup>th</sup>, 2000**

Jim McMahon, FAA  
Dave Richards, FAA  
John Staples, FAA  
Bruce Henry, FAA (ARX-100)  
Karla Michnovicz, FAA (ARX-100)  
Dave Jones, United  
Rose Hsu, American Airlines  
Kathleen Pirotte, Boeing  
Joe Sinnott, MITRE  
Jady Handel, FAA  
Brian Harkness, Air Canada

Summary

We have picked the first high-value market based on revenue, passengers, number of operations, and amount of delay. The market is: Chicago area to New York area (ORD/MDW – EWR/LGA/JFK). We will use data from September 2000 to find a baseline good day, a medium-delay day (delay not caused by weather), and a high-delay day. We will use data provided by airlines and FAA to determine causes of delay, thus problems in the system. This information will be handed over to the Integrated Solutions Focus Group

Next Meetings

October 13<sup>th</sup>, 2000. Telecon at 11:00am PST. Phone Number: 206-655-0054 or 1-800-764-2618. Passcode: 4778#.

October 24 – 25. Meeting in Seattle, starting at 1300 on the 24<sup>th</sup>. Agenda TBD. This will overlap with the ISFG meeting October 25-26.

Action Items

- Rose Hsu, Dave Jones. Identify September 2000 delay days.
- Kathleen Pirotte. Contact Ellen King at FAA for data on ground delay programs.

Discussion

Rose would like to thank Joe Sinnott, Dave Richards, and Duo Long for providing data and information for today's discussion.

Dave Jones reminded the group our near-term purpose is to develop a for the Free Flight Steering Committee to illustrate a process. Our deliverable for December is a process.

The group reviewed the data provided for the telecon:

- Schedule Creep (Duo Long e-mail 9/22/00)

- Top 200 Markets by passengers, revenue, and RPM (Joe Sinnott e-mail 9/27/00)
- US NAS Choke Points (Joe Sinnott e-mail 10/2/00)
- Delay by Market (Dave Richards e-mail 10/2/00)
- Delay by Airport (Dave Richards e-mail 10/5/00)

Starting with the “Top 200 Markets” data, Rose suggested that we shouldn’t look at ASM or RPM because they are really distorted by miles, so you tend to have long-haul flights dominate the markets. We should concentrate on revenue, flights, passenger trips. Passenger trips shows how many people flew in that market (independent of distance).

Looking at we see that the high revenue flights involve NY to west, north, south. So first cut will be looking at New York.

Looking at choke points Rose commented that anything from NY to Chicago covers those choke points. Rose also commented that the arrival delay pattern is very different from departure delay pattern. I believe that no matter what market we picked we’ll have to look at both inbound and outbound.

Dave Jones commented that for some finite period, if we choose ORD-NY we can go back and find actual flight plan info, submitted, flown, passengers (value to airline). Randy Kelley (United) can come up with what optimum might have been. This brings in schedule creep etc. Without trying to define how many passengers we didn’t get, for the passengers that we have what did we do to them. This is giving a high-level cost of problem.

#### Market Analysis Decision

- Look at ORD/Midway to LGA/EWR/JFK

#### Rationale

- This is process – just looking at ORD – NY right now to demonstrate the process
- It’s on the path of the choke points
- It carries high revenues and in the top 10 O/D markets by flights and passenger trips and revenue
- This one market satisfies all three of these criteria, revenue, passengers, ops
- Also high delay per Dave Richards data

What month do we want to get data for: July 1999 or September 2000. UAL pilot action went right up to labor day. Do we have preference? Rose, let’s look at **September 2000**, then look at high delay days. This is not peak demand period. Concern with July 1999, is that it may be difficult to find out why there was delay.

Rose will provide days in September 2000 ORD/MDW – EWR/LGA/JFK. This will include baseline good day, high-delay day due to weather, non-weather day. Also give us

a less-bad day so that we can possibly other (non-weather) delay-causing events. Try to isolate weather from traffic. Dave will work with Randy.

Issue: Need to think about this. What about airspace interactions with Islip and Tetoboro? American has noticed that when there is a problem the bigger airports get programs implemented there, so the smaller airports become immune to delay. We decided to defer this until later, but log it as an issue.

#### FAA Data Source by day (for days selected by airlines)

- How often are we re-routed en-route. Determine number of flights that have received en-route re-route. Re-route is defined as both different waypoints and different altitudes than planned. (ETMS)
- How often do I fly over the flight plan time. (UAL/AAL)
- How often do I fly the route I want to fly. If there were no constraint in the airspace, this is the route that I would like to fly. Often have to fly FAA flight plan and is not always direct route. (AAL has this data, UAL – dave will check)
- Airport weather data (includes airports in between) (airlines have some data on weather) (CODAS, weather by the hour from NWS – Jady)
- Is there a ground delay program issued on that day (affects taxi-out time and is indication of flow-rate reduction) at either end (Dave, this is command center. Need to harass them for it. Ellen King could help us. ATT. 703-904-4470. Jim McMahon/Dave Richards provided contact)
  - CDM web site has some ground delay program web site. [www.metsci.com/cdm](http://www.metsci.com/cdm)
- Causality of delay (FAA causes): weather, terminal volume, center volume, equipment, runway and other. Captures both air and taxi-out. (Opsnet). Data is by airport.
  - Rose, is it prudent to make an assumption based on taxi delays, e.g. if there is a taxi delay greater than 30 minutes it's a runway delay.