

**Air Traffic Management Glossary of Terms**Jump to: [C](#) [E](#) [E](#) [G](#) [I](#) [L](#) [M](#) [N](#) [O](#) [R](#) [S](#) [T](#) [U](#) [V](#) [W](#) [Z](#)

Acronym	Meaning
AAR	Airport Acceptance Rate or Airport Arrival Rate. The number of arrivals an airport is capable of accepting each hour.
AC or A/C	Aircraft
ADZY	Advisory
ARPT	Airport
ARSR	Air Route Surveillance Radar. Air Route Traffic Control Center (ARTCC) radar used primarily to detect and display an aircraft's position while en route between terminal areas. The ARSR enables controllers to provide radar air traffic control service when aircraft are within the ARSR coverage. In some instances, ARSR may enable an ARTCC to provide terminal radar services similar to but usually more limited than those provided by a radar approach control.
ARTCC	Air Route Traffic Control Center. A facility established to provide air traffic control service to aircraft operating on IFR flight plans within controlled airspace and principally during the en route phase of flight. When equipment capabilities and controller workload permit, certain advisory/assistance services may be provided to VFR aircraft. There are 20 ARTCCs in the continental U.S.
ASR	Airport Surveillance Radar. Approach control radar used to detect and display an aircraft's position in the terminal area. ASR provides range and azimuth information but does not provide elevation data. Coverage of the ASR can extend up to 60 miles.
ATC	Air Traffic Control. A service operated by appropriate authority to promote the safe, orderly and expeditious flow of air traffic.
ATCSCC	Air Traffic Control System Command Center
ATCT	Airport Traffic Control Tower. A terminal facility that uses air/ground communications, visual signaling, and other devices to provide ATC services to aircraft operating in the vicinity of an airport or on the movement area. Authorizes aircraft to land or takeoff at the airport controlled by the tower or to transit the Class D airspace area regardless of flight plan or weather conditions (IFR or VFR). A tower may also provide approach control services (radar or nonradar).
CDM	Collaborative Decision Making. Cooperative effort between the various components of aviation transportation, both government and industry, to exchange information for better decision making.
CDR	Coded Departure Routes. Predefined routes used to route air traffic around areas of severe weather.
CIGS	Ceilings. The height above the ground of the base of the lowest layer of clouds when over half of the sky is obscured.
CLSD	Closed
EDCT	Expected Departure Clearance Time. Time issued to a flight to indicate when it can expect to receive departure clearance. EDCTs are issued as part of Traffic Management Programs, such as a Ground Delay Program (GDP).
EMERG	Emergency
EQUIP	Equipment
FSM	Flight Schedule Monitor. A tool used by Air Traffic Management Specialists to monitor air traffic demand at airports.
FSS	Flight Service Station. Air traffic facilities which provide pilot briefing, en route communications and VFR search and rescue services, assist lost aircraft and aircraft in emergency situations, relay ATC clearances, originate Notices to Airmen, broadcast aviation weather and NAS information, receive and process IFR flight plans, and monitor NAVAIDs. In addition, at selected locations, FSSs provide En Route Flight Advisory Service (Flight Watch), take weather observations, issue airport advisories, and advise Customs and Immigration of transborder flights.
GDP	Ground Delay Program. Ground Delay Programs are implemented to control air traffic volume to airports where the projected traffic demand is expected to exceed the airport's acceptance rate for a lengthy period of time. Lengthy periods of demand exceeding acceptance rate are normally a result of the airport's acceptance rate being reduced for some reason. The most common reason for a reduction in acceptance rate is adverse weather such as low ceilings and visibility.

	<p>How it works: Flights that are destined to the affected airport are issued Expected Departure Clearance Times (EDCT) at their point of departure. Flights that have been issued EDCTs are not permitted to depart until their Expected Departure Clearance Time. These EDCTs are calculated in such a way as to meter the rate that traffic arrives at the affected airport; ensuring that demand is equal to acceptance rate. The length of delays that result from the implementation of a Ground Delay Program depends upon two factors: how much greater than the acceptance rate the original demand was, and for what length of time the original demand was expected to exceed the acceptance rate.</p>
GPS	Global Positioning System
GS	<p>Ground Stop. Ground Stops are implemented for a number of reasons. The most common reasons are:</p> <ul style="list-style-type: none"> • To control air traffic volume to airports when the projected traffic demand is expected to exceed the airport's acceptance rate for a short period of time. • To temporarily stop traffic allowing for the implementation of a longer-term solution, such as a Ground Delay Program. • The affected airport's acceptance rate has been reduced to zero. <p>How it works: Flights that are destined to the affected airport are held at their departure point for the duration of the Ground Stop.</p>
IFR	Instrument Flight Rules. A set of rules governing the conduct of flight under instrument meteorological conditions.
ILS	Instrument Landing System. A ground based precision approach system that provides course and vertical guidance to landing aircraft.
LAADR	Low Altitude Airway Departure Route.
LAHSO	Land and Hold Short Operations. Operations which include simultaneous takeoffs and landings and/or simultaneous landings when a landing aircraft is able and is instructed by the controller to hold short of the intersecting runway/taxiway or designated hold-short point. Pilots are expected to promptly inform the controller if the hold short clearance cannot be accepted.
LO CIGS	Low Ceilings. Low clouds.
LOC	Localizer. The component of an ILS that provides course guidance to the runway.
MINIT	Minutes in Trail. A specified interval between aircraft expressed in time.
MIT	Miles in Trail. A specified interval between aircraft expressed in nautical miles.
MULTI-TAXI	Many aircraft trying to taxi at once, creating congestion.
N90	New York TRACON
NAS	National Airspace System. The common network of U.S. airspace; air navigation facilities, equipment and services, airports or landing areas.
NAVAID	Navigational Aid. Any visual or electronic device, airborne or on the surface, which provides point-to-point guidance information or position data to aircraft in flight.
NM	Nautical Mile. International unit equal to 6076.115 feet (1852 meters).
NOTAM	Notice to Airmen. A notice containing information (not known sufficiently in advance to publicize by other means) concerning the establishment, condition, or change in any component (facility, service, or procedure of, or hazard in the National Airspace System) the timely knowledge of which is essential to personnel concerned with flight operations.
NRP	National Route Plan. The NRP is a set of rules and procedures which are designed to increase the flexibility of user flight planning within published guidelines.
OTS	Out of service
RLSD	Released
RRTES	Reroutes
RWY	Runway
RWY CONFIG	Runway Configuration
RY	Runway
SPO	Strategic Plan of Operation. See SPT.
SPT	Strategic Planning Team. The Strategic Planning Team acts as a focal point for the development of collaborative Strategic Plans of Operation. Their goal is to provide advanced planning information for system users and air traffic facilities in order to maximize the utilization of the NAS in an organized and equitable manner.
STMP	Special Traffic Management Program. Reservation program implemented to regulate arrivals and/or departures at airports that are in areas hosting special events such as the Masters Golf Tournament and

	Indianapolis 500.
SVRWX	Severe Weather
SWAP	Severe Weather Avoidance Plan. An approved plan to minimize the effect of severe weather on traffic flows in impacted terminal and/or ARTCC areas. SWAP is normally implemented to provide the least disruption to the ATC system when flight through portions of airspace is difficult or impossible due to severe weather.
TACAN	Tactical Air Navigation Aid. An ultra-high frequency electronic rho-theta air navigation aid which provides suitably equipped aircraft a continuous indication of bearing and distance to the TACAN station.
TFC	Traffic
TRACON	Terminal Radar Control Facility. A terminal ATC facility that uses radar and nonradar capabilities to provide approach control services to aircraft arriving, departing, or transiting airspace controlled by the facility.
TSD	Traffic Situation Display. A tool used by Traffic Management Specialists to monitor the position of air traffic and to determine the traffic demand on airports and sectors.
TSTMS	Thunderstorms
UTC	Coordinated Universal Time (abbreviated as UTC, and therefore often spelled out as Universal Time Coordinated and sometimes as Universal Coordinated Time) is the standard time common to every place in the world. Formerly and still widely called Greenwich Mean Time (GMT) and also World Time, UTC nominally reflects the mean solar time along the Earth's prime meridian.
VAPS	Visual Approaches. An approach conducted under Instrument Flight Rules that authorizes the pilot to proceed visually and clear of clouds to the airport. Usually this will be used in conjunction with Visual Separation. When using Visual Separation, a pilot sees the other aircraft involved, and upon instructions from the controller, provides his own separation by maneuvering his aircraft as necessary to avoid it. Visual Separation requires less spacing between aircraft than radar separation allowing more aircraft to land in a given period of time.
VFR	Visual Flight Rules. Rules that govern the procedures for conducting flight under visual conditions. The term "VFR" is also used in the United States to indicate weather conditions that are equal to or greater than minimum VFR requirements. In addition, it is used by pilots and controllers to indicate a type of flight plan.
VOL	Volume. Usually used to indicate that the volume of aircraft exceeds the airport's capacity.
VOR	Very High Frequency Omni Directional Range. A ground-based electronic navigation aid transmitting very high frequency navigation signals, 360 degrees in azimuth, oriented from magnetic north. Used as the basis for navigation in the National Airspace System. The VOR periodically identifies itself by Morse Code and may have an additional voice identification feature. Voice features may be used by ATC or FSS for transmitting instructions/information to pilots.
VORTAC	A navigation aid providing VOR azimuth, TACAN azimuth, and TACAN distance measuring equipment (DME) at one site.
VSBY	Visibility. The ability, as determined by atmospheric conditions and expressed in units of distance, to see and identify prominent unlighted objects by day and prominent lighted objects by night.
WND	Wind
WX	Weather
WX DEV	Weather Deviation
Z	Zulu Time. Another term used to designate Coordinated Universal Time (UTC), the standard time common to every place in the world. Formerly and still widely called Greenwich Mean Time (GMT) and also World Time, UTC nominally reflects the mean solar time along the Earth's prime meridian.
ZAB	Albuquerque Air Route Traffic Control Center (ARTCC)
ZAU	Chicago Air Route Traffic Control Center (ARTCC)
ZBW	Boston Air Route Traffic Control Center (ARTCC)
ZDC	Washington Air Route Traffic Control Center (ARTCC)
ZFW	Dallas-Ft Worth Air Route Traffic Control Center (ARTCC)
ZHU	Houston Air Route Traffic Control Center (ARTCC)
ZID	Indianapolis Air Route Traffic Control Center (ARTCC)
ZJX	Jacksonville Air Route Traffic Control Center (ARTCC)
ZKC	Kansas City Air Route Traffic Control Center (ARTCC)
ZLA	Los Angeles Air Route Traffic Control Center (ARTCC)
ZLC	Salt Lake City Air Route Traffic Control Center (ARTCC)
ZMA	Miami Air Route Traffic Control Center (ARTCC)
ZME	Memphis Air Route Traffic Control Center (ARTCC)



ZMP	Minneapolis Air Route Traffic Control Center (ARTCC)
ZNY	New York Air Route Traffic Control Center (ARTCC)
ZOA	Oakland Air Route Traffic Control Center (ARTCC)
ZOB	Cleveland Air Route Traffic Control Center (ARTCC)
ZSE	Seattle Air Route Traffic Control Center (ARTCC)
ZTL	Atlanta Air Route Traffic Control Center (ARTCC)

On-Time: On-Time Performance
Sum : Number of Flights by UniqueCarrier by Month for 2007

Print Page

		1	2	3	4	5	All Columns
		January	February	March	April	May	All Columns (including those not displayed)
9E	Pinnacle Airlines Inc.	21,062	19,907	22,298	21,214	21,295	105,776
AA	American Airlines Inc.	55,124	49,503	55,040	52,186	53,754	265,607
AQ	Aloha Airlines Inc.	3,875	3,517	3,980	3,882	3,819	19,073
AS	Alaska Airlines Inc.	12,828	11,746	13,002	12,833	14,075	64,484
B6	JetBlue Airways	15,367	14,533	16,685	16,504	15,864	78,953
CO	Continental Air Lines Inc.	26,047	24,224	28,330	27,331	27,885	133,817
DL	Delta Air Lines Inc.	39,276	35,710	41,179	38,744	38,747	193,656
EV	Atlantic Southeast Airlines	21,100	20,176	23,248	22,443	22,160	109,127
F9	Frontier Airlines Inc.	7,812	7,203	8,099	7,883	8,532	39,529
FL	AirTran Airways Corporation	20,632	19,194	22,327	21,754	22,570	106,477
HA	Hawaiian Airlines Inc.	4,622	4,172	4,683	4,565	4,707	22,749
MQ	American Eagle Airlines	45,967	41,203	45,410	43,582	46,088	222,250

	Inc.						
NW	Northwest Airlines Inc.	35,527	32,800	37,003	35,420	36,910	177,660
OH	Comair Inc.	21,462	18,466	20,519	19,062	19,242	98,751
OO	Skywest Airlines Inc.	48,387	44,408	50,514	48,388	49,696	241,393
UA	United Air Lines Inc.	41,310	37,665	42,714	40,822	41,520	204,031
US	US Airways Inc.	42,101	37,951	42,921	41,334	42,215	206,522
WN	Southwest Airlines Co.	96,330	86,974	97,928	96,085	98,773	476,090
XE	Expressjet Airlines Inc.	35,327	31,702	35,993	34,233	36,226	173,481
YV	Mesa Airlines Inc.	25,909	23,528	26,499	25,475	26,254	127,665
All Rows	(Including those not displayed)	620,065	564,582	638,372	613,740	630,332	3,067,091



Bureau of Transportation Statistics

The Intermodal Transportation Database

Wednesday, March 14, 2007

[home](#) [glossary](#) [databases](#) [contact us](#) [about](#) [help](#)

[Show all airports \(by state\)](#)

(Selection below applies to the *Total Passengers* chart.)



Select an airport:

Select a comparison airline:

Dallas/Ft.Worth, TX: Dallas/Ft Worth International (DFW)

BTS Data as of 3/14/2007

Summary Data (U.S. Flights Only)

Passengers(000)	2005*	2006*	%Chg	Rank**
Arrival	25,495	26,023	2.07%	3
Departure	25,440	25,967	2.07%	3
Scheduled Flights				
Departures	320,385	310,959	-2.94%	3
Freight/Mail (000 lb.)				
Total	983,176	966,203	-1.73%	12
Carriers				
Scheduled	31	33	6.45%	

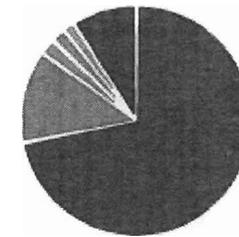
* 12 months ending November of each year.

** Among all U.S. airports, 12 months ending November 2006

Total Passengers (U.S. Flights, in millions)

Carrier Shares for December 2005 - November 2006

Carrier	Passengers	Share
American	57,383	71.90%
American Eagle	6,815	13.11%
United	1,150	2.21%
Delta	1,063	2.05%
AirTran	811	1.56%
Other	4,767	9.17%

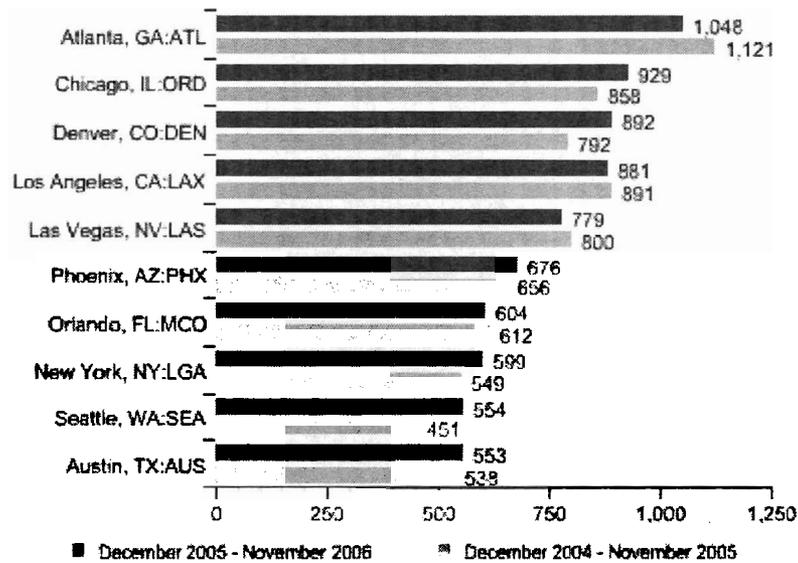
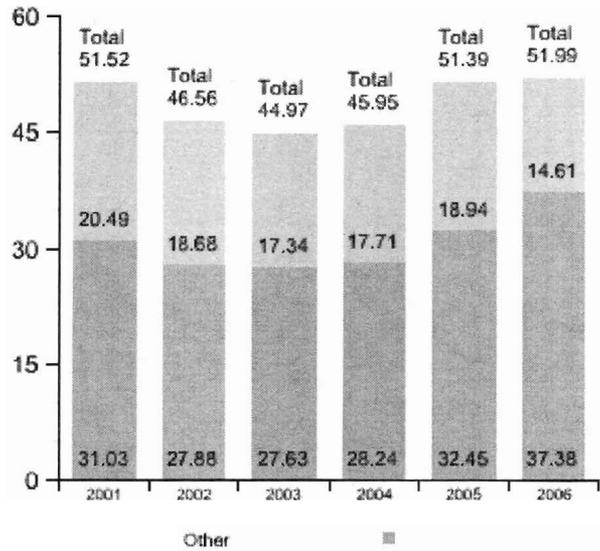


American American Eagle
 United Delta
 AirTran Other

Based on enplaned passengers(000).

Top 10 Destination Airports (U.S. Only)

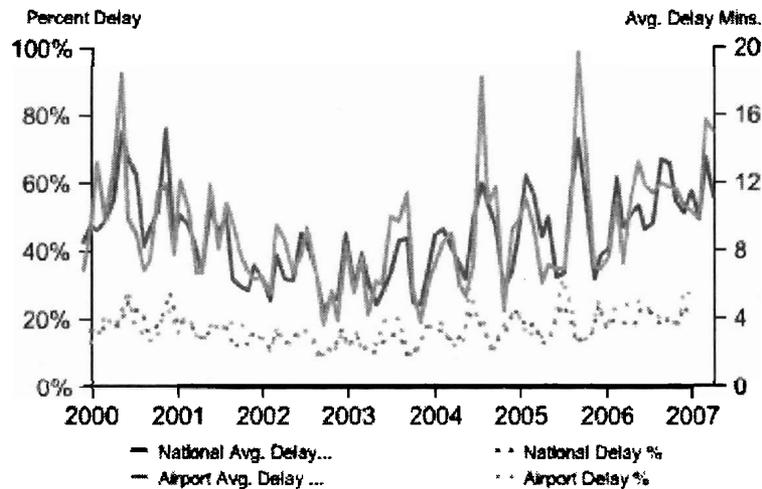
Passengers (000)



* Before October 2002, only major airlines reported traffic data.

** 2006 represents data for December 2005 - November 2006.

DFW vs. National Departure Delays (Major U.S. Carriers)



A flight is considered delayed when it arrived or departed 15 or more minutes than the schedule. Delayed minutes are calculated from delayed flights only.

DFW On-Time Performance Summary (Major U.S. Carriers Only)

Domestic Flights, 2002-2007*

	2002	2003	2004	2005	2006	2007	Rank**
% On Time							
Departure	85%	84%	81%	79%	76%	74%	26
Arrival	85%	85%	81%	81%	79%	77%	12
Avg Delay (min.)							
Departure	6.77	6.87	9.17	9.45	11.31	11.96	22
Arrival	7.04	6.94	9.41	9.10	10.54	11.13	17
% Cancelled							
Total	1%	1%	2%	1%	2%	2%	26
Number of Flights (000)							
Total	281	333	345	308	301	301	3
Number of Reporting Carriers							
Total	8	13	14	16	16	16	

* 2007 represents February 2006 - January 2007 data.

** Ranked only for major U.S. airports, February 2006 - January 2007.



Bureau of Transportation Statistics

The Intermodal Transportation Database

Wednesday, March 14, 2007

[home](#) [glossary](#) [databases](#) [contact us](#) [about](#) [help](#)

[Show all airports \(by state\)](#)

(Selection below applies to the *Total Passengers* chart.)



Print

Select an airport:

Select a comparison airline:

Austin, TX: Austin - Bergstrom International (AUS)

BTS Data as of 3/14/2007

Summary Data (U.S. Flights Only)

Passengers(000)	2005*	2006*	%Chg	Rank**
Arrival	3,606	3,891	7.90%	46
Departure	3,619	3,904	7.88%	46
Scheduled Flights				
Departures	49,989	51,513	3.05%	49
Freight/Mail (000 lb.)				
Total	216,894	219,957	1.41%	40
Carriers				
Sche e	25	27	8.00%	

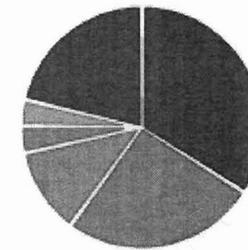
* 12 months ending November of each year.

** Among all U.S. airports, 12 months ending November 2006

Total Passengers (U.S. Flights, in millions)

Carrier Shares for December 2005 - November 2006

Carrier	Passengers	Share
Southwest	2,648	33.98%
American	2,034	26.09%
Continental	901	11.56%
Delta	283	3.63%
Mesa	271	3.47%
Other	1,658	21.27%

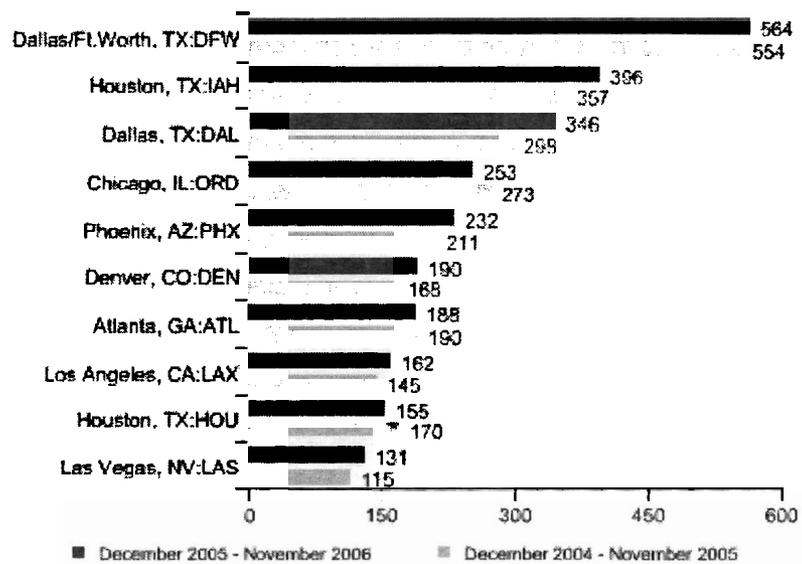
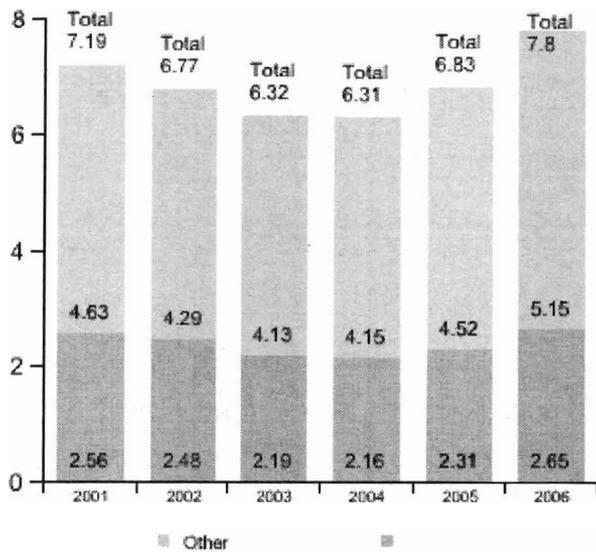


Southwest
 American
 Continental
 Delta
 Mesa
 Other

Based on enplaned passengers(000).

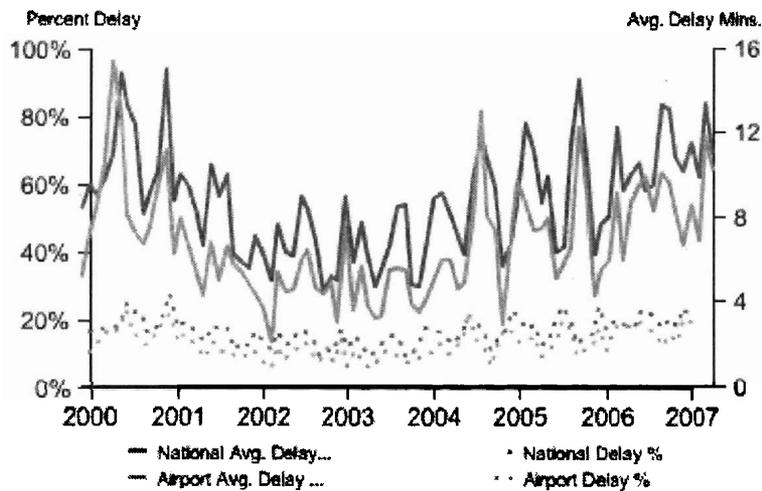
Top 10 Destination Airports (U.S. Only)

Passengers (000)



* Before October 2002, only major airlines reported traffic data.
 ** 2006 represents data for December 2005 - November 2006.

AUS vs. National Departure Delays (Major U.S. Carriers)



A flight is considered delayed when it arrived or departed 15 or more minutes than the schedule. Delayed minutes are calculated from delayed flights only.

AUS On-Time Performance Summary (Major U.S. Carriers Only)

Domestic Flights, 2002-2007*

	2002	2003	2004	2005	2006	2007	Rank**
% On Time							
Departure	89%	90%	85%	85%	82%	81%	N/A
Arrival	84%	84%	79%	80%	77%	76%	N/A
Avg Delay (min.)							
Departure	4.75	4.38	7.16	7.20	8.70	9.05	N/A
Arrival	6.72	6.41	9.55	9.06	11.11	11.51	N/A
% Cancelled							
Total	1%	1%	1%	1%	1%	1%	N/A
Number of Flights (000)							
Total	39	41	40	42	45	45	N/A
Number of Reporting Carriers							
Total	7	11	12	13	15	16	

* 2007 represents February 2006 - January 2007 data.

** Ranked only for major U.S. airports, February 2006 - January 2007.

RITA BTS Airline Data

2007 Airport Fact Sheet

Dallas, TX: Dallas Love Field

Data as of 5/29/2007

Airport Symbol : DAL

Summary Data (U.S. Flights Only)

Passengers(000)	2006*	2007*	%Chg	Rank**
Arrival	2,959	3,498	18.22%	50
Departure	2,967	3,508	18.23%	50
Scheduled Flights				
Departures	41,918	50,463	20.39%	50
Freight/Mail (000 lb.)				
Total	53,144	53,697	1.04%	90
Carriers				
Scheduled	6	6	0.00%	

Carrier Shares for March 2006 - February 2007

Carrier	Value	Share
Southwest	6,294	89.85%
Expressjet	301	4.29%
American	270	3.86%
American Eagle	138	1.96%
Trans States	2	0.03%
Other	0	0.00%

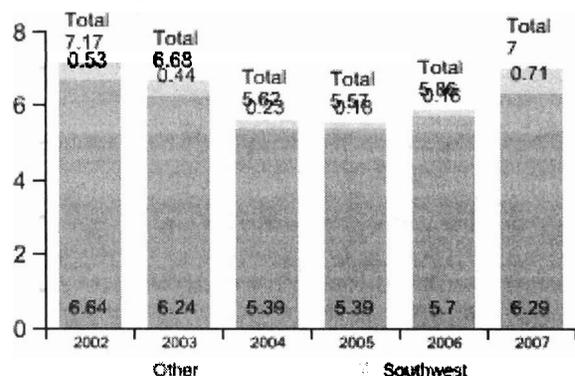


Southwest
 Expressjet
 American
 American
 Trans States
 Other

* Data represent 12 months ending February of each year
 ** Among all U.S. airports, 12 months ending February 2007

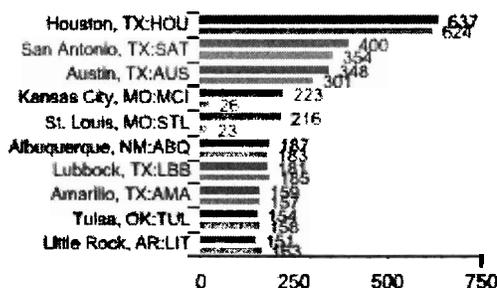
Based on enplaned passengers(000).

Total Passengers (U.S. Flights, in millions)



Top 10 Destination Airports (U.S. Only)

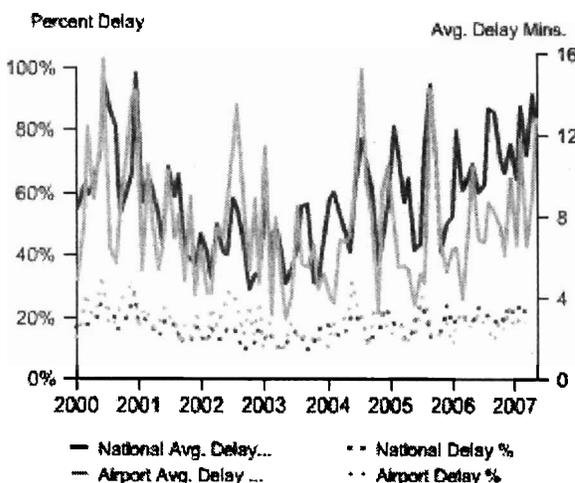
Passengers(000)



March 2006 - February 2007
 March 2005 - February 2006

* Before October 2002, only major airlines reported traffic data.
 ** 2007 represents data for March 2006 - February 2007.

DAL vs. National Departure Delay (Major U.S. Carriers)



A flight is considered delayed when it departed 15 or more minutes later than the schedule. Delayed minutes are calculated from delayed flights only.

DAL On-Time Performance Summary

Domestic Flights, 2002-2007*

% On Time	2002	2003	2004	2005	2006	2007	Rank**
Departure	76%	84%	78%	81%	81%	79%	N/A
Arrival	81%	85%	81%	84%	82%	81%	N/A
Avg Delay (min.)							
Departure	8.00	5.18	8.15	6.67	7.89	8.40	N/A
Arrival	6.93	4.89	7.73	6.13	7.40	7.90	N/A
% Cancelled							
Total	4%	3%	3%	2%	2%	2%	N/A
Number of Flights (000)							
Total	43	45	45	42	50	51	N/A
Number of Reporting Carriers							
Total	1	3	3	2	4	4	

* 2007 represents April 2006 - March 2007 data.
 ** Ranked only for major U.S. airports, April 2006 - March 2007.

RITA BTS Airline Data

2007 Airport Fact Sheet

Dallas, TX: Dallas Love Field

Data as of 5/29/2007

Airport Symbol : DAL

Summary Data (U.S. Flights Only)

Passengers(000)	2006*	2007*	%Chg	Rank**
Arrival	2,959	3,498	18.22%	50
Departure	2,967	3,508	18.23%	50

Scheduled Flights

Departures	41,918	50,463	20.39%	50
------------	--------	--------	--------	----

Freight/Mail (000 lb.)

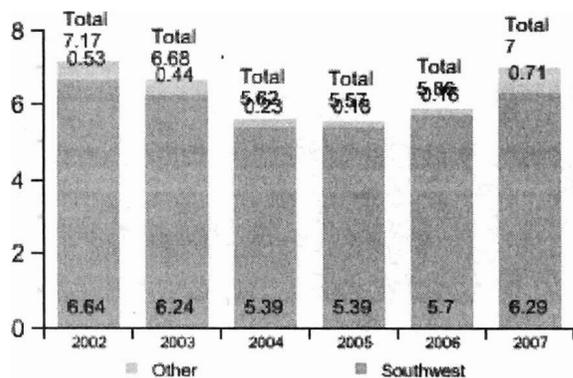
Total	53,144	53,697	1.04%	90
-------	--------	--------	-------	----

Carriers

Scheduled	6	6	0.00%
-----------	---	---	-------

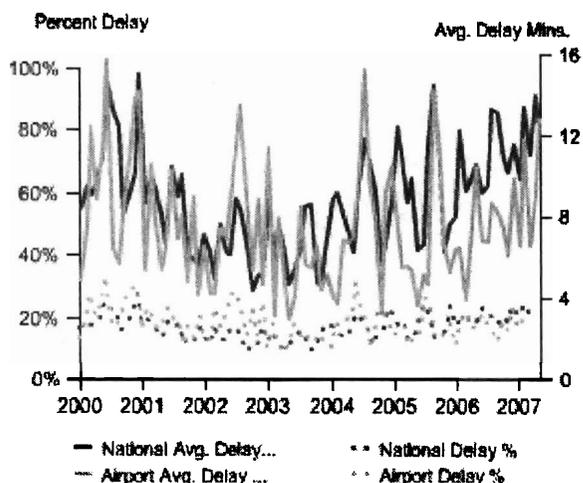
* Data represent 12 months ending February of each year
 ** Among all U.S. airports, 12 months ending February 2007

Total Passengers (U.S. Flights, in millions)



* Before October 2002, only major airlines reported traffic data.
 ** 2007 represents data for March 2006 - February 2007.

DAL vs. National Departure Delay (Major U.S. Carriers)



A flight is considered delayed when it departed 15 or more minutes later than the schedule. Delayed minutes are calculated from delayed flights only.

Carrier Shares for March 2006 - February 2007

Carrier	Value	Share
Southwest	6,294	89.85%
Expressjet	301	4.29%
American	270	3.86%
American Eagle	138	1.96%
Trans States	2	0.03%
Other	0	0.00%

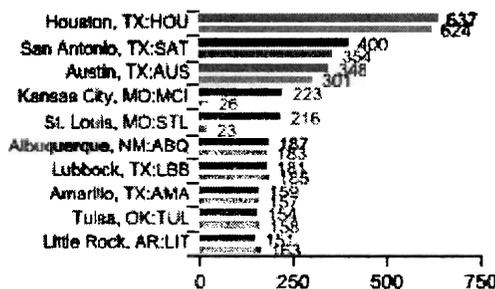


Southwest ■ Expressjet
 American ■ American Eagle
 Trans States ■ Other

Based on enplaned passengers(000).

Top 10 Destination Airports (U.S. Only)

Passengers(000)



March 2006 - February 2007
 ■ March 2005 - February 2006

DAL On-Time Performance Summary

Domestic Flights, 2002-2007*

% On Time	2002	2003	2004	2005	2006	2007	Rank**
Departure	76%	84%	78%	81%	81%	79%	N/A
Arrival	81%	85%	81%	84%	82%	81%	N/A

Avg Delay (min.)

Departure	8.00	5.18	8.15	6.67	7.89	8.40	N/A
Arrival	6.93	4.89	7.73	6.13	7.40	7.90	N/A

% Cancelled

Total	4%	3%	3%	2%	2%	2%	N/A
-------	----	----	----	----	----	----	-----

Number of Flights (000)

Total	43	45	45	42	50	51	N/A
-------	----	----	----	----	----	----	-----

Number of Reporting Carriers

Total	1	3	3	2	4	4
-------	---	---	---	---	---	---

* 2007 represents April 2006 - March 2007 data.
 ** Ranked only for major U.S. airports, April 2006 - March 2007.



[Show all airports \(by state\)](#) (Selection below applies to the *Total Passengers* chart.)

[Print](#) Select an airport: Select a comparison airline:

Dallas/Ft.Worth, TX: Dallas/Ft Worth International (DFW)

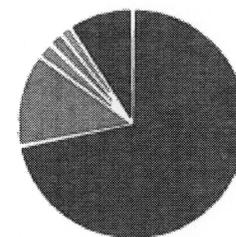
BTS Data as of 3/14/2007

Summary Data (U.S. Flights Only)

Passengers(000)	2005*	2006*	%Chg	Rank**
Arrival	25,495	26,023	2.07%	3
Departure	25,440	25,967	2.07%	3
Scheduled Flights				
Departures	320,385	310,959	-2.94%	3
Freight/Mail (000 lb.)				
Total	983,176	966,203	-1.73%	12
Carriers				
Scheduled	31	33	6.45%	

Carrier Shares for December 2005 - November 2006

Carrier	Passengers	Share
American	37,383	71.90%
American Eagle	6,815	13.11%
United	1,150	2.21%
Delta	1,063	2.05%
AirTran	811	1.56%
Other	4,767	9.17%



American
 American Eagle
 United
 Delta
 AirTran
 Other

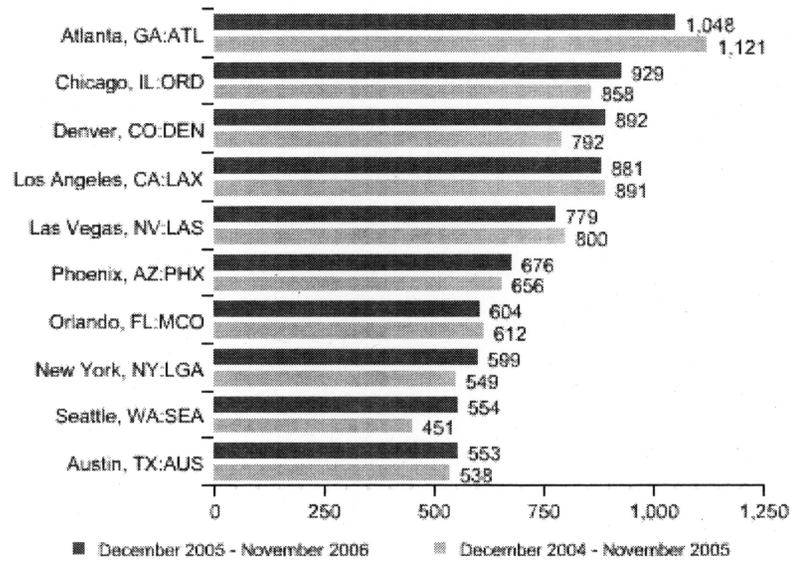
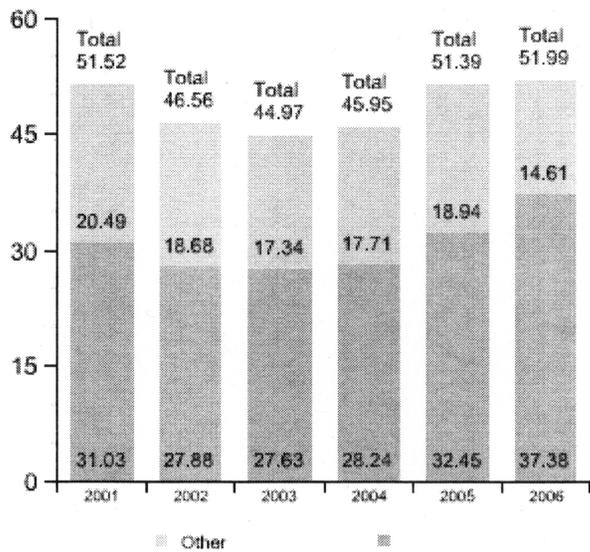
* 12 months ending November of each year.
 ** Among all U.S. airports, 12 months ending November 2006

Based on enplaned passengers(000).

Total Passengers (U.S. Flights, in millions)

Top 10 Destination Airports (U.S. Only)

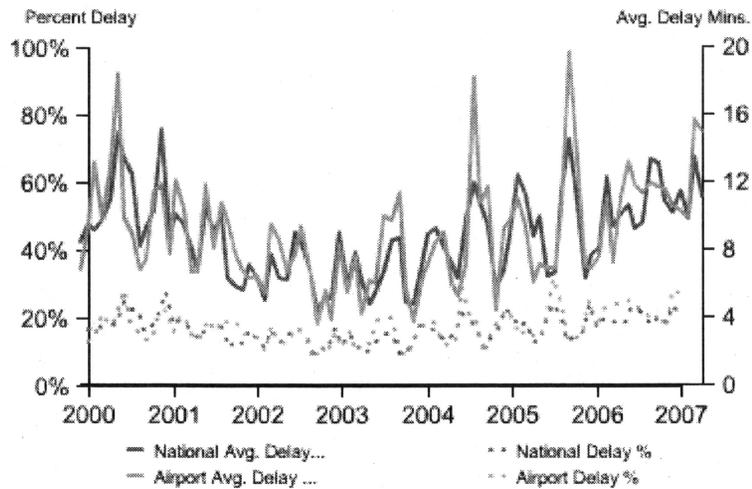
Passengers (000)



* Before October 2002, only major airlines reported traffic data.

** 2006 represents data for December 2005 - November 2006.

DFW vs. National Departure Delays (Major U.S. Carriers)



A flight is considered delayed when it arrived or departed 15 or more minutes than the schedule. Delayed minutes are calculated from delayed flights only.

DFW On-Time Performance Summary (Major U.S. Carriers Only)

Domestic Flights, 2002-2007*

	2002	2003	2004	2005	2006	2007	Rank**
% On Time							
Departure	85%	84%	81%	79%	76%	74%	26
Arrival	85%	85%	81%	81%	79%	77%	12
Avg Delay (min.)							
Departure	6.77	6.87	9.17	9.45	11.31	11.96	22
Arrival	7.04	6.94	9.41	9.10	10.54	11.13	17
% Cancelled							
Total	1%	1%	2%	1%	2%	2%	26
Number of Flights (000)							
Total	281	333	345	308	301	301	3
Number of Reporting Carriers							
Total	8	13	14	16	16	16	

* 2007 represents February 2006 - January 2007 data.

** Ranked only for major U.S. airports, February 2006 - January 2007.

Case History

CASE #: BM2007020044

Consumer Information:

(b)(6)

Consumer Type: **AA**

Home Phone: (b)(6)

Office Phone:

Email:

Address: (b)(6) **was also on flight, he will write ir**

City:

State:

Zip Code:

Case Information:Status: **CLOSED**Method: **T**Received: **02/16/2007**Closed: **02/16/2007**

Reopened:

Complaint Information:Complaint Code: **AA0226** Consumer Action Code:Airline Code: **B6**Airline Name: **JETBLUE AIRWAYS** Aircraft Size: **N**Flight Type: **D**Flight Date: **02/14/2007**Incident Date: **02/14/2007****Flight Itinerary:**

#153 At JFK, kept on a/c on tarmac for 10 hours, until 2:40 a.m. - no assist getting rerouted/bjm

Complaint Summary:**Explanation:****Notes:**

Case History

CASE #: AT2007020109

Consumer Information:

(b)(6) (b)(6)
Consumer Type: **AA**
Home Phone: (b)(6)
Office Phone:
Email:
Address: (b)(6)
City: **New York**
State: **NY**
Zip Code: (b)(6)

Case Information:

Status: **CLOSED** Method: **T**
Received: **02/20/2007** Closed: **02/21/2007** Reopened:

Complaint Information:

Complaint Code: **AB0226** Consumer Action Code:
Airline Code: **B6** Airline Name: **JETBLUE AIRWAYS** Aircraft Size: **N**
Flight Type: **D** Flight Date: Incident Date:

Flight Itinerary:

no flight number/info given on "2220" message.

Complaint Summary:

Explanation:

Pax left "2220" msg that he was a passenger on the flights held on the tarmac; returned call 2/21 and left vm. at

Notes:

RITA BTS Airline Data
2006 Airport Fact Sheet

New York, NY: Kennedy International

Data as of 3/28/2007

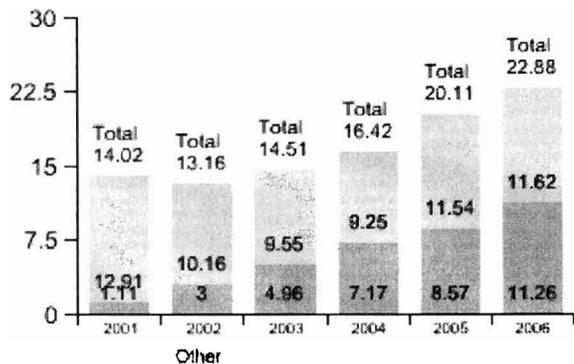
Airport Symbol : JFK

Summary Data (U.S. Flights Only)

Passengers(000)	2005*	2006*	%Chg	Rank**
Arrival	11,023	11,491	4.25%	19
Departure	10,928	11,392	4.25%	19
Scheduled Flights				
Departures	106,965	118,304	10.60%	26
Freight/Mail (000 lb.)				
Total	651,204	556,256	-14.58%	18
Carriers				
Scheduled	24	24	0.00%	

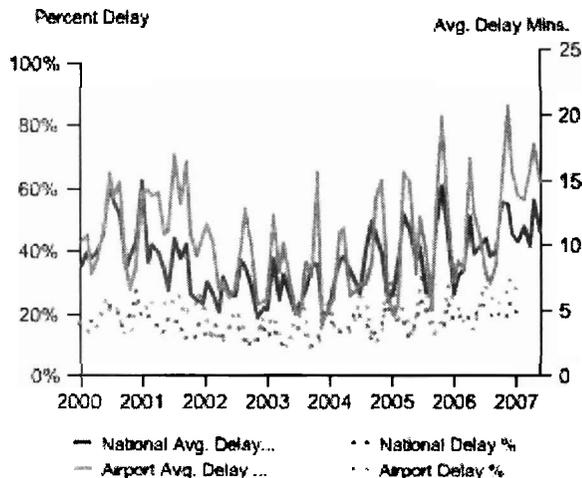
* Data represent 12 months ending December of each year
** Among all U.S. airports, 12 months ending December 2006

Total Passengers (U.S. Flights, in millions)



* Before October 2002, only major airlines reported traffic data.
** 2006 represents data for January - December 2006.

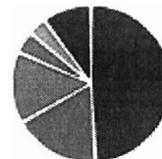
JFK vs. National Departure Delay (Major U.S. Carriers)



A flight is considered delayed when it departed 15 or more minutes later than the schedule. Delayed minutes are calculated from delayed flights only.

Carrier Shares for January - December 2006

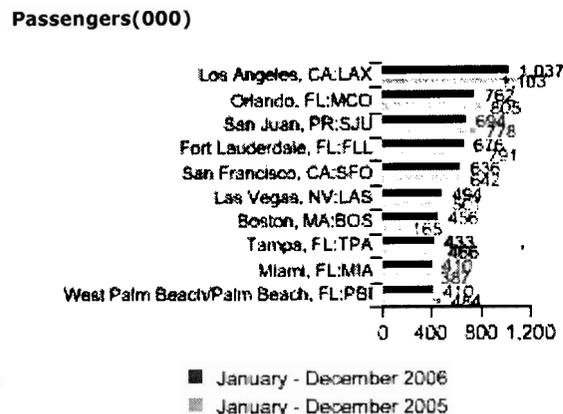
Carrier	Value	Share
JetBlue	11,265	49.23%
American	4,034	17.63%
Delta	3,411	14.91%
Comair	1,046	4.57%
United	862	3.77%
Other	2,265	9.90%



Legend: JetBlue, American, Delta, Comair, United, Other

Based on enplaned passengers(000).

Top 10 Destination Airports (U.S. Only)



JFK On-Time Performance Summary

Domestic Flights, 2002-2007*

% On Time	2002	2003	2004	2005	2006	2007	Rank**
Departure	84%	83%	80%	77%	75%	74%	25
Arrival	79%	81%	76%	70%	69%	69%	28
Avg Delay (min.)							
Departure	8.27	7.79	9.03	11.35	13.41	13.60	25
Arrival	9.42	8.79	10.95	14.59	16.74	16.86	28
% Cancelled							
Total	1%	2%	1%	2%	2%	2%	21
Number of Flights (000)							
Total	50	75	92	102	110	113	19
Number of Reporting Carriers							
Total	7	11	12	12	13	12	

* 2007 represents February 2006 - January 2007 data.
** Ranked only for major U.S. airports, February 2006 - January 2007.

RITA BTS Airline Data
2006 Airport Fact Sheet

New York, NY: Kennedy International

Data as of 3/28/2007

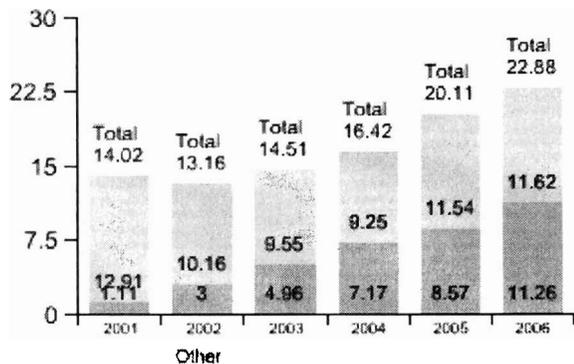
Airport Symbol : JFK

Summary Data (U.S. Flights Only)

Passengers(000)	2005*	2006*	%Chg	Rank**
Arrival	11,023	11,491	4.25%	19
Departure	10,928	11,392	4.25%	19
Scheduled Flights				
Departures	106,965	118,304	10.60%	26
Freight/Mail (000 lb.)				
Total	651,204	556,256	-14.58%	18
Carriers				
Scheduled	24	24	0.00%	

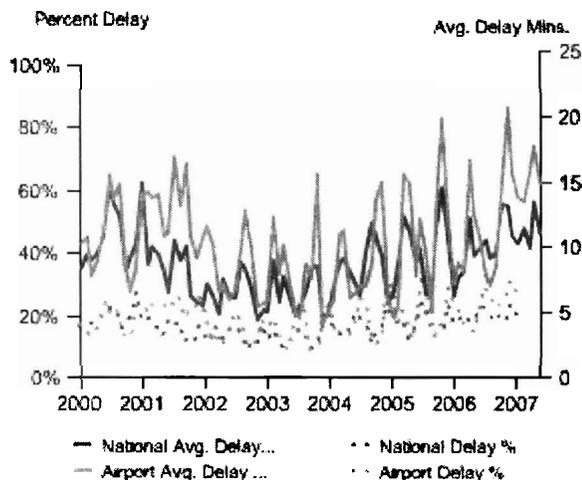
* Data represent 12 months ending December of each year
** Among all U.S. airports, 12 months ending December 2006

Total Passengers (U.S. Flights, in millions)



* Before October 2002, only major airlines reported traffic data.
** 2006 represents data for January - December 2006.

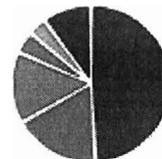
JFK vs. National Departure Delay (Major U.S. Carriers)



A flight is considered delayed when it departed 15 or more minutes later than the schedule. Delayed minutes are calculated from delayed flights only.

Carrier Shares for January - December 2006

Carrier	Value	Share
JetBlue	11,265	49.23%
American	4,034	17.63%
Delta	3,411	14.91%
Comair	1,046	4.57%
United	862	3.77%
Other	2,265	9.90%

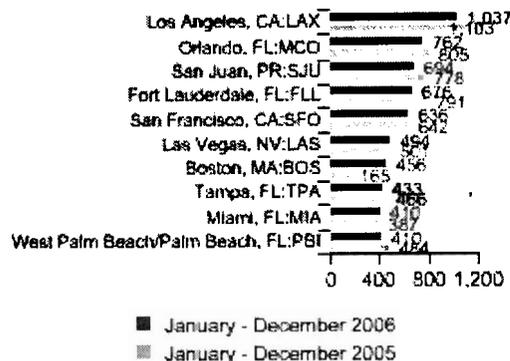


Legend: JetBlue, American, Delta, Comair, United, Other

Based on enplaned passengers(000).

Top 10 Destination Airports (U.S. Only)

Passengers(000)



JFK On-Time Performance Summary

Domestic Flights, 2002-2007*

% On Time	2002	2003	2004	2005	2006	2007	Rank**
Departure	84%	83%	80%	77%	75%	74%	25
Arrival	79%	81%	76%	70%	69%	69%	28
Avg Delay (min.)							
Departure	8.27	7.79	9.03	11.35	13.41	13.60	25
Arrival	9.42	8.79	10.95	14.59	16.74	16.86	28
% Cancelled							
Total	1%	2%	1%	2%	2%	2%	21
Number of Flights (000)							
Total	50	75	92	102	110	113	19
Number of Reporting Carriers							
Total	7	11	12	12	13	12	

* 2007 represents February 2006 - January 2007 data.
** Ranked only for major U.S. airports, February 2006 - January 2007.



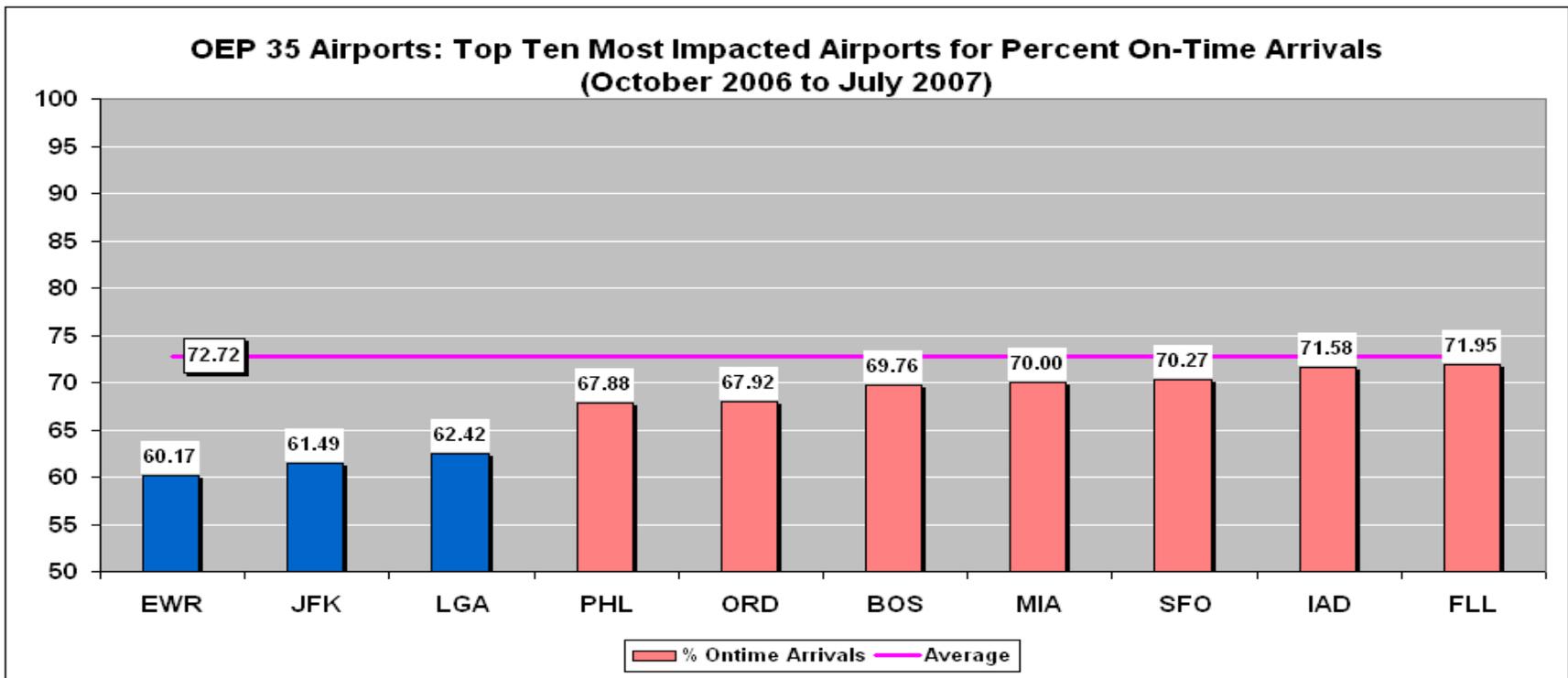
U.S. DOT New York Air Congestion Working Group

Presentation by D.J. Gribbin
General Counsel
U.S. Department of Transportation
September 18, 2007

History of Congestion in New York

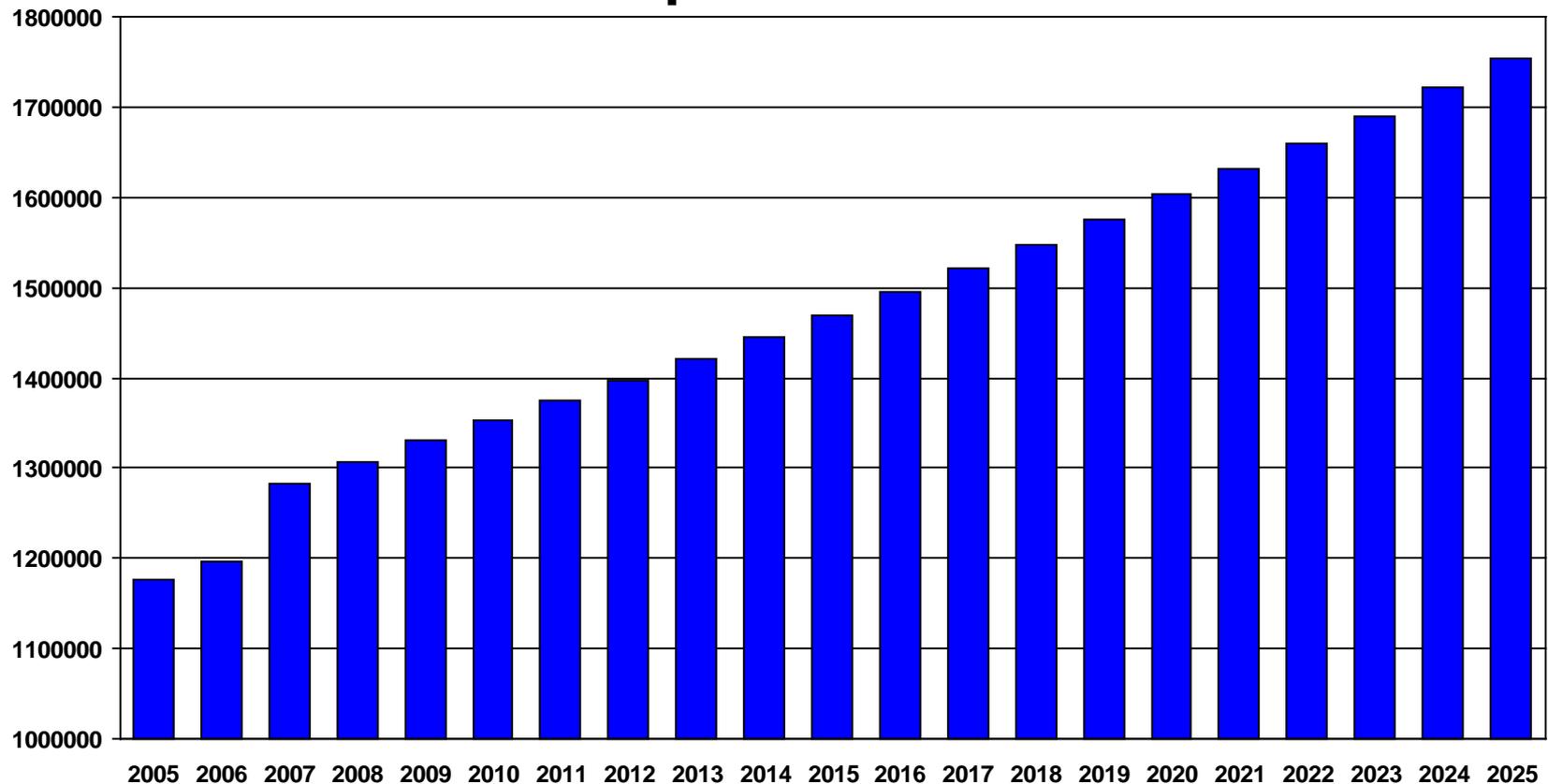
- **1969 - High Density Rule (HDR) introduced to reduce congestion at LaGuardia, Newark, John F. Kennedy, O'Hare, and Washington National Airport.**
- **2000- AIR-21 was passed which granted some additional access for new entrants and essentially unlimited access for carriers serving small communities at LaGuardia, O'Hare, and JFK Airports through a slot exemption for new entrants and air carriers serving communities using aircraft with less than 71 seats.**
 - Shortly after the Passage of AIR-21, Air Carriers Requested 600 Slot Exemptions at LaGuardia.
 - By November 2000, 300+ Additional Flights were Operating at LGA (as AIR-21 Slot Exemptions)
 - Severe congestion & delay at LaGuardia rippled through the National Airspace. By the Fall of 2000, FAA restricted slot exemptions to 159 and reallocated them via a lottery.
- **AIR-21 also called for the elimination of the HDR at O'Hare on July 1, 2002 and LaGuardia and JFK Airports on January 1, 2007.**
- **Fall/Winter 2006 - FAA issued a Notice of Proposed Rulemaking for LaGuardia Airport and subsequently issued an Order capping hourly operations at the airport, effective January 2007, until a Final Rule is implemented at the airport.**
- **Summer 2007 – JFK, LaGuardia and Newark airport experienced on-time arrivals of just: 58.45%, 63.82% & 64.82% in July.**

On-time Arrival Rates for 10 Most Delayed Airports

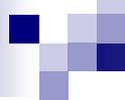


Source: ASPM, OAG
Compared with Schedule

Forecasted Commercial Operations at NYC Area Airports: 2005-2025



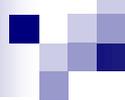
Source: FAA's Terminal Area Forecast (TAF) for LaGuardia, Newark & JFK Airports. (December 2006).



Secretary of Transportation's New York Congestion Working Group

- **Stakeholder advice and discussion on how best to combat recurring delays in the New York area**
 - Operational Improvements
 - Potential Schedule Reductions
 - Potential Market Pricing
 - Combination of the Above

- **Intended to compliment the efforts of the Port Authority's task force**



Secretary of Transportation's New York Congestion Working Group

Upcoming Events:

- **FAA to designate JFK and Newark Airport as IATA Level 2, Schedule Facilitated Airports.**
- **Working Group Meeting: September 27, 2007 at the Department of Transportation.**

Case History

CASE #: BM2007020044

Consumer Information:

(b)(6)

Consumer Type: **AA**

Home Phone: (b)(6)

Office Phone:

Email:

Address: (b)(6) **was also on flight, he will write ir**

City:

State:

Zip Code:

Case Information:Status: **CLOSED**Method: **T**Received: **02/16/2007**Closed: **02/16/2007**

Reopened:

Complaint Information:Complaint Code: **AA0226** Consumer Action Code:Airline Code: **B6**Airline Name: **JETBLUE AIRWAYS** Aircraft Size: **N**Flight Type: **D**Flight Date: **02/14/2007**Incident Date: **02/14/2007****Flight Itinerary:**

#153 At JFK, kept on a/c on tarmac for 10 hours, until 2:40 a.m. - no assist getting rerouted/bjm

Complaint Summary:**Explanation:****Notes:**

Case History

CASE #: AT2007020109

Consumer Information:

(b)(6) (b)(6)
Consumer Type: **AA**
Home Phone: (b)(6)
Office Phone:
Email:
Address: (b)(6)
City: **New York**
State: **NY**
Zip Code: (b)(6)

Case Information:

Status: **CLOSED** Method: **T**
Received: **02/20/2007** Closed: **02/21/2007** Reopened:

Complaint Information:

Complaint Code: **AB0226** Consumer Action Code:
Airline Code: **B6** Airline Name: **JETBLUE AIRWAYS** Aircraft Size: **N**
Flight Type: **D** Flight Date: Incident Date:

Flight Itinerary:

no flight number/info given on "2220" message.

Complaint Summary:

Explanation:

Pax left "2220" msg that he was a passenger on the flights held on the tarmac; returned call 2/21 and left vm. at

Notes:

Air Carrier Summary: T1: U.S. Air Carrier Traffic And Capacity Summary by Service Class
Sum : Revenue Passengers Enplaned by UniqueCarrier by ServiceClass for 2006

Print Page

		K	V	All Columns
		Scheduled Service K (F+G)	Non Scheduled Service V (L+N+P+R) For U.S. Carrier And (L+P+Q) For Foreign Carrier	All Columns (including those not displayed)
WN	Southwest Airlines Co.	96,276,907 ✓	72,484	96,349,391
All Rows	All Rows (including those not displayed)	744,592,351	6,066,320	750,658,671

Air Carrier Summary: T1: U.S. Air Carrier Traffic And Capacity Summary by Service Class
Sum : Revenue Passengers Enplaned by UniqueCarrier by ServiceClass for 2005

Print Page

		K	V	All Columns
		Scheduled Service K (F+G)	Non Scheduled Service V (L+N+P+R) For U.S. Carrier And (L+P+Q) For Foreign Carrier	All Columns (including those not displayed)
WN	Southwest Airlines Co.	88,379,900	93,813	88,473,713
All Rows	All Rows (including those not displayed)	738,629,182	8,544,358	747,173,540

Air Carrier Summary: T1: U.S. Air Carrier Traffic And Capacity Summary by Service Class
Sum : Revenue Passengers Enplaned by UniqueCarrier by ServiceClass for 2004

Print Page

		K	V	All Columns
		Scheduled Service K (F+G)	Non Scheduled Service V (L+N+P+R) For U.S. Carrier And (L+P+Q) For Foreign Carrier	All Columns (including those not displayed)
WN	Southwest Airlines Co.	81,066,038	84,119	81,150,157
All Rows	All Rows (including those not displayed)	703,692,844	10,323,295	714,016,139

Air Carrier Summary: T1: U.S. Air Carrier Traffic And Capacity Summary by Service Class
Sum : Revenue Passengers Enplaned by UniqueCarrier by ServiceClass for 2003

Print Page

		K	V	All Columns
		Scheduled Service K (F+G)	Non Scheduled Service V (L+N+P+R) For U.S. Carrier And (L+P+Q) For Foreign Carrier	All Columns (including those not displayed)
WN	Southwest Airlines Co.	74,719,340 ✓	68,948	74,788,288
All Rows	All Rows (including those not displayed)	647,471,126	9,257,066	656,728,192

**Weather's Share of Delayed Flights
National (January - July, 2006)**

	January	February	March	April	May	June	July	Total
Weather Delay								
Number of Delays	49,717	49,893	57,956	46,831	54,524	63,384	58,638	380,943
% of Total Delayed Operations	44.27%	42.06%	42.65%	39.45%	44.44%	42.06%	38.89%	41.88%
Delayed Minutes	2,778,595	2,612,689	3,194,709	2,471,017	2,993,177	4,028,805	3,770,801	21,849,793
% of Total Delayed Minutes	47.48%	44.06%	45.68%	41.37%	46.85%	45.62%	42.36%	44.71%
Non-Weather Delay								
Number of Delays	62,582	68,717	77,941	71,884	68,169	87,299	92,133	528,725
% of Total Delayed Operations	55.73%	57.94%	57.35%	60.55%	55.56%	57.94%	61.11%	58.12%
Delayed Minutes	3,073,970	3,317,383	3,799,718	3,501,637	3,395,072	4,803,261	5,131,463	27,022,504
% of Total Delayed Minutes	52.52%	55.94%	54.32%	58.63%	53.15%	54.38%	57.64%	55.29%

A flight is considered delayed when it arrived 15 or more minutes than the schedule (see definitions in [Frequently Asked Questions](#)). Delayed minutes are calculated for delayed flights only.

Weather delay in this section is the sum of Extreme Weather delays, NAS delays caused by the weather as assigned by the FAA (see [National Aviation System Delay by Cause](#)), and the Weather's pro-rata share of late-arriving-aircraft delays based on delay minutes.

No detailed data is available for a specific carrier at a specific airport.

SOURCE: Bureau of Transportation Statistics, Airline Service Quality Performance 234 and Federal Aviation Administration OPSNET

**Flight Delays by Cause
National (January - July, 2006)**

	Number of Operations	% of Total Operations	Delayed Minutes	% of Total Delayed Minutes
Air Carrier Delay	262,762	6.37%	13,773,071	28.18%
Aircraft Arriving Late	299,462	7.26%	18,239,645	37.32%
Security Delay	2,522	0.06%	102,502	0.21%
National Aviation System Delay	306,365	7.43%	13,983,247	28.61%
Extreme Weather	38,557	0.93%	2,773,832	5.68%
Total Operations	4,125,580	100.00%	48,872,297	100.00%

A flight is considered delayed when it arrived 15 or more minutes than the schedule (see definitions in [Frequently Asked Questions](#)). Delayed minutes are calculated for delayed flights only. When multiple causes are assigned to one delayed flight, each cause is prorated based on delayed minutes it is responsible for. The displayed numbers are rounded and may not add up to the total.

SOURCE: Bureau of Transportation Statistics, Airline Service Quality Performance 234

**Weather's Share of Delayed Flights
National (January - July, 2007)**

	January	February	March	April	May	June	July	Total
Weather Delay								
Number of Delays	62,422	60,443	57,676	57,067	51,323	81,399	77,651	447,981
% of Total Delayed Operations	41.69%	38.23%	37.83%	41.72%	39.18%	44.97%	43.16%	41.14%
Delayed Minutes	3,493,363	3,623,326	3,551,838	3,335,125	2,924,779	5,608,837	4,948,000	27,485,268
% of Total Delayed Minutes	44.61%	40.86%	41.40%	44.89%	42.69%	49.22%	45.87%	44.52%
Non-Weather Delay								
Number of Delays	87,293	97,670	94,770	79,730	79,677	99,608	102,254	641,002
% of Total Delayed Operations	58.31%	61.77%	62.17%	58.28%	60.82%	55.03%	56.84%	58.86%
Delayed Minutes	4,338,079	5,243,864	5,027,601	4,095,005	3,926,277	5,786,945	5,839,641	34,257,412
% of Total Delayed Minutes	55.39%	59.14%	58.60%	55.11%	57.31%	50.78%	54.13%	55.48%

A flight is considered delayed when it arrived 15 or more minutes than the schedule (see definitions in [Frequently Asked Questions](#)). Delayed minutes are calculated for delayed flights only.

Weather delay in this section is the sum of Extreme Weather delays, NAS delays caused by the weather as assigned by the FAA (see [National Aviation System Delay by Cause](#)), and the Weather's pro-rata share of late-arriving-aircraft delays based on delay minutes.

No detailed data is available for a specific carrier at a specific airport.

SOURCE: Bureau of Transportation Statistics, Airline Service Quality Performance 234 and Federal Aviation Administration OPSNET

$$\begin{array}{r}
 447,981 \\
 - 380,943 \\
 \hline
 67,038 \\
 \hline
 \hline
 \end{array}
 \quad + 17.6\%$$

**Flight Delays by Cause
National (January - July, 2007)**

	Number of Operations	% of Total Operations	Delayed Minutes	% of Total Delayed Minutes
Air Carrier Delay	313,151	7.21%	17,302,469	28.02%
Aircraft Arriving Late	369,578	8.51%	23,553,742	38.15%
Security Delay	3,115	0.07%	109,709	0.18%
National Aviation System Delay	356,808	8.22%	17,041,035	27.60%
Extreme Weather	46,331	1.07%	3,735,725	6.05%
Total Operations	4,342,969	100.00%	61,742,680	100.00%

A flight is considered delayed when it arrived 15 or more minutes than the schedule (see definitions in [Frequently Asked Questions](#)). Delayed minutes are calculated for delayed flights only. When multiple causes are assigned to one delayed flight, each cause is prorated based on delayed minutes it is responsible for. The displayed numbers are rounded and may not add up to the total.

SOURCE: Bureau of Transportation Statistics, Airline Service Quality Performance 234