



U.S. Department of Transportation
Research and Innovative Technology
Administration

U.S. Air Travel On-Time Performance

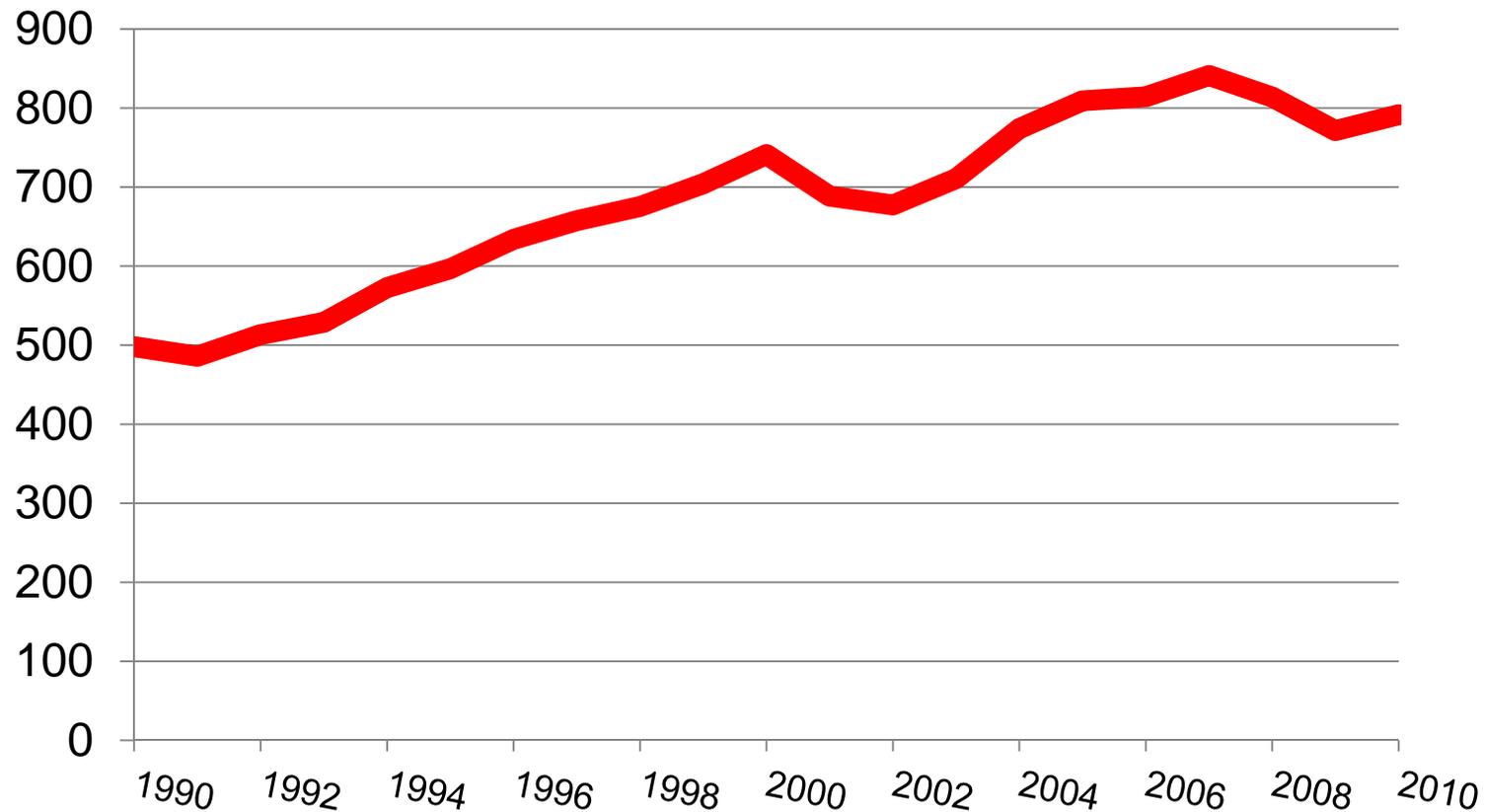


- February, with 86.2 percent of flights arriving on time, had highest on-time performance for any February and sixth highest for any month in 18 years with comparable records.
- February cancellation rate of 1.0 percent was the lowest for any February.
- No tarmac times of more than 3 hours in February, fifth month in last 13 with no lengthy domestic tarmac times.
- Weather is a major factor in airline performance – almost 40 percent of delays are due to weather
- Airline fuel costs continued to rise in February – at \$2.98/gal up 7.6 percent from February 2011



Demand on U.S Aviation System Continues to Increase: Air Passenger Travel Grew 61% from 1990 to 2011

Passengers (millions)



Source: Bureau of Transportation Statistics, T-100 Market (All Carriers)

Air Passenger Travel Statistics

- 2 of 5 adult Americans fly at least once a year.
- One-quarter of airline passengers fly for business.
- 25,000 to 30,000 U.S. domestic passenger flights each day.
- Daily, 2 million plus passengers travel on flights within and to and from the U.S.
- Flyers traveled on 194 airlines using 603 airports in 2011.
- In 2011, 4 out of 5 flights (79.62%) arrived on-time.



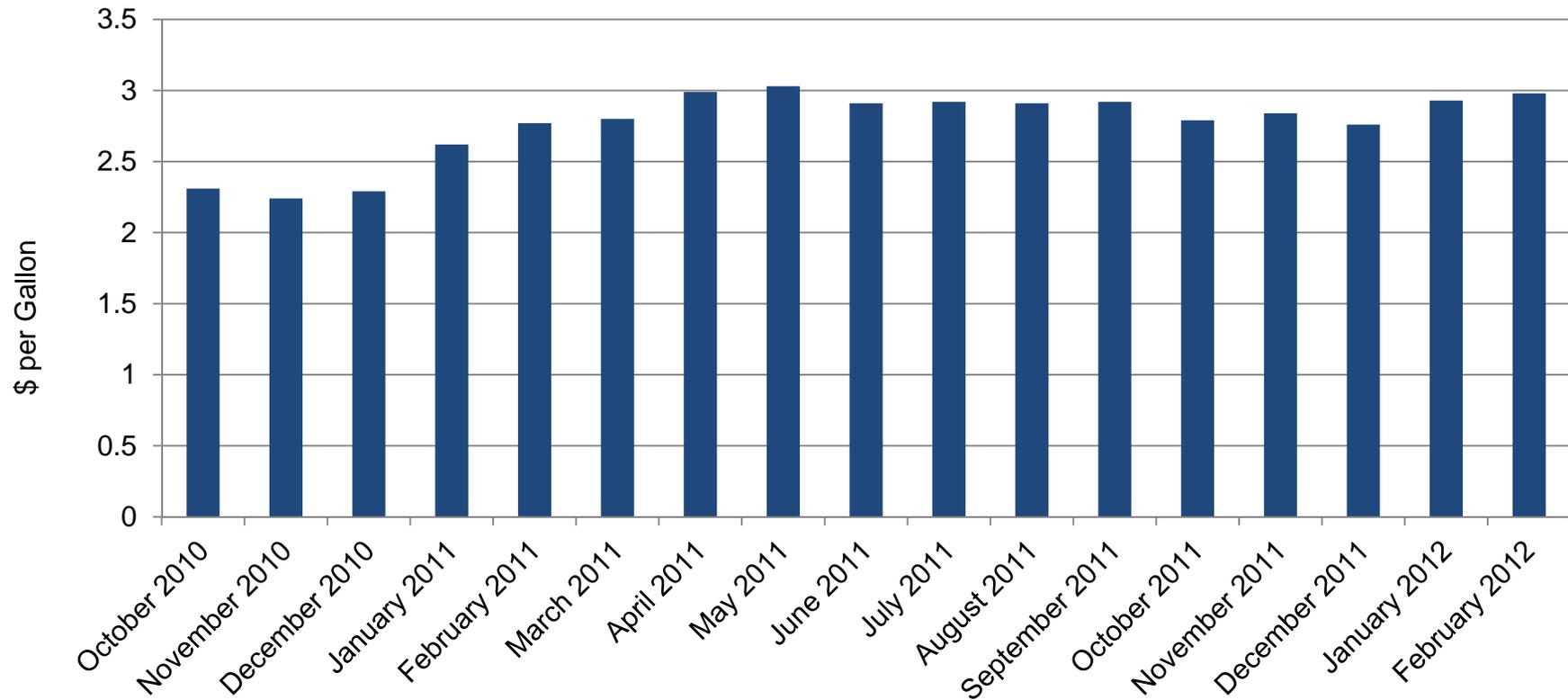
In 2011, the Top 10 Airports Accounted for Almost One-Third of All Air Passenger Travel

1990		
Rank		Passengers (millions)
1	Chicago O'Hare	26.7
2	Dallas/Fort Worth	23.1
3	Atlanta	23.0
4	Los Angeles	21.5
5	San Francisco	14.6
6	New York JFK	13.8
7	Denver	12.0
8	Miami	11.7
9	New York LaGuardia	11.1
10	Phoenix	10.7

2011		
Rank		Passengers (millions)
1	Atlanta	44.2
2	Chicago O'Hare	31.8
3	Los Angeles	30.4
4	Dallas/Fort Worth	27.4
5	Denver	25.5
6	New York JFK	23.6
7	San Francisco	19.9
8	Phoenix	19.7
9	Las Vegas	19.6
10	Houston Bush	19.3



U.S. Airlines Spent \$47 Billion on 16.4 Billion Gallons of Fuel in 2011



SOURCE: Bureau of Transportation Statistics F41 Schedule P12A



How We Measure On-Time Performance

- Performance measured against airlines' published schedules.
- Flights that don't reach gate within **15** minutes of scheduled arrival time are late arrivals.
- The same **15**-minute rule applies to departure flights.
- On-time arrival performance has greatest impact on passengers.

SOURCE: Bureau of Transportation Statistics, Airline On-Time Data



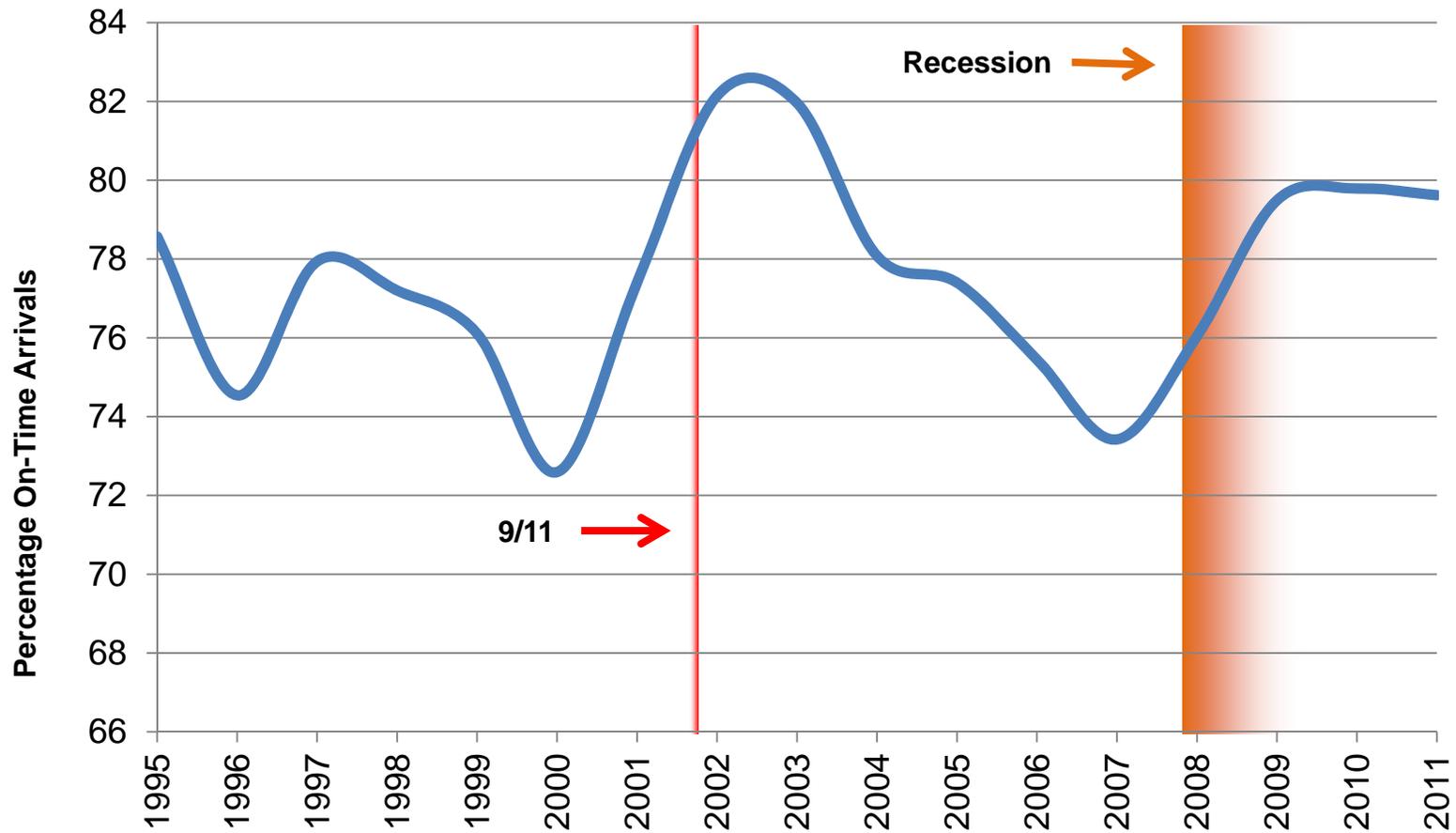
Who Reports On-Time Performance

- Airlines with revenue of 1% of total revenue for all domestic airlines must report.
- Number of reporting airlines varies - as few as 10 in 2002, as many as 20 in 2007.
- In 2011, 16 reporting airlines carried 85% of domestic passengers and operated 70% of the flights.
- In 2012, 14 airlines meet the revenue threshold (one reports voluntarily).

SOURCE: Bureau of Transportation Statistics, Airline On-Time Data

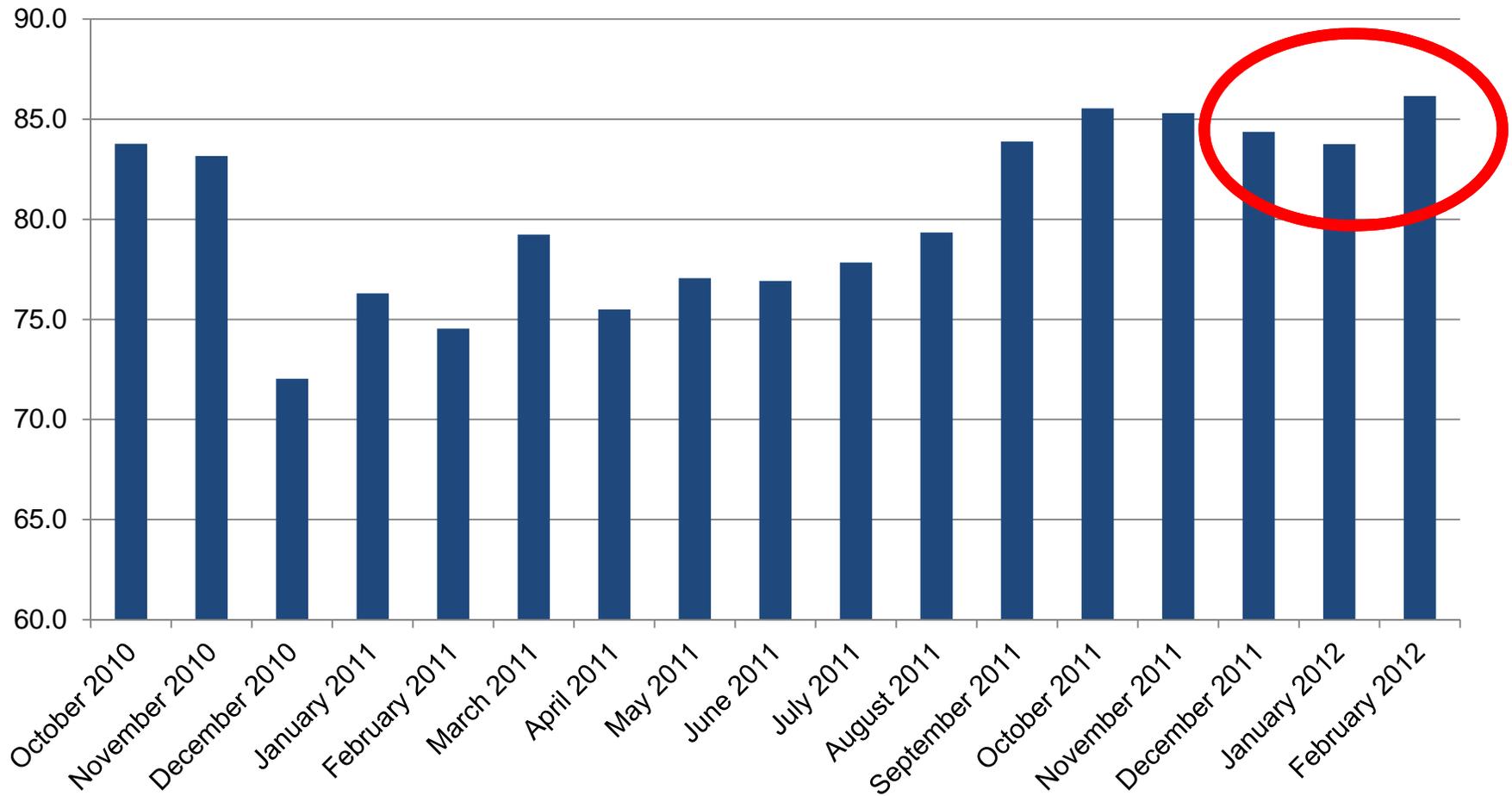


On-Time Performance, 1995-2011



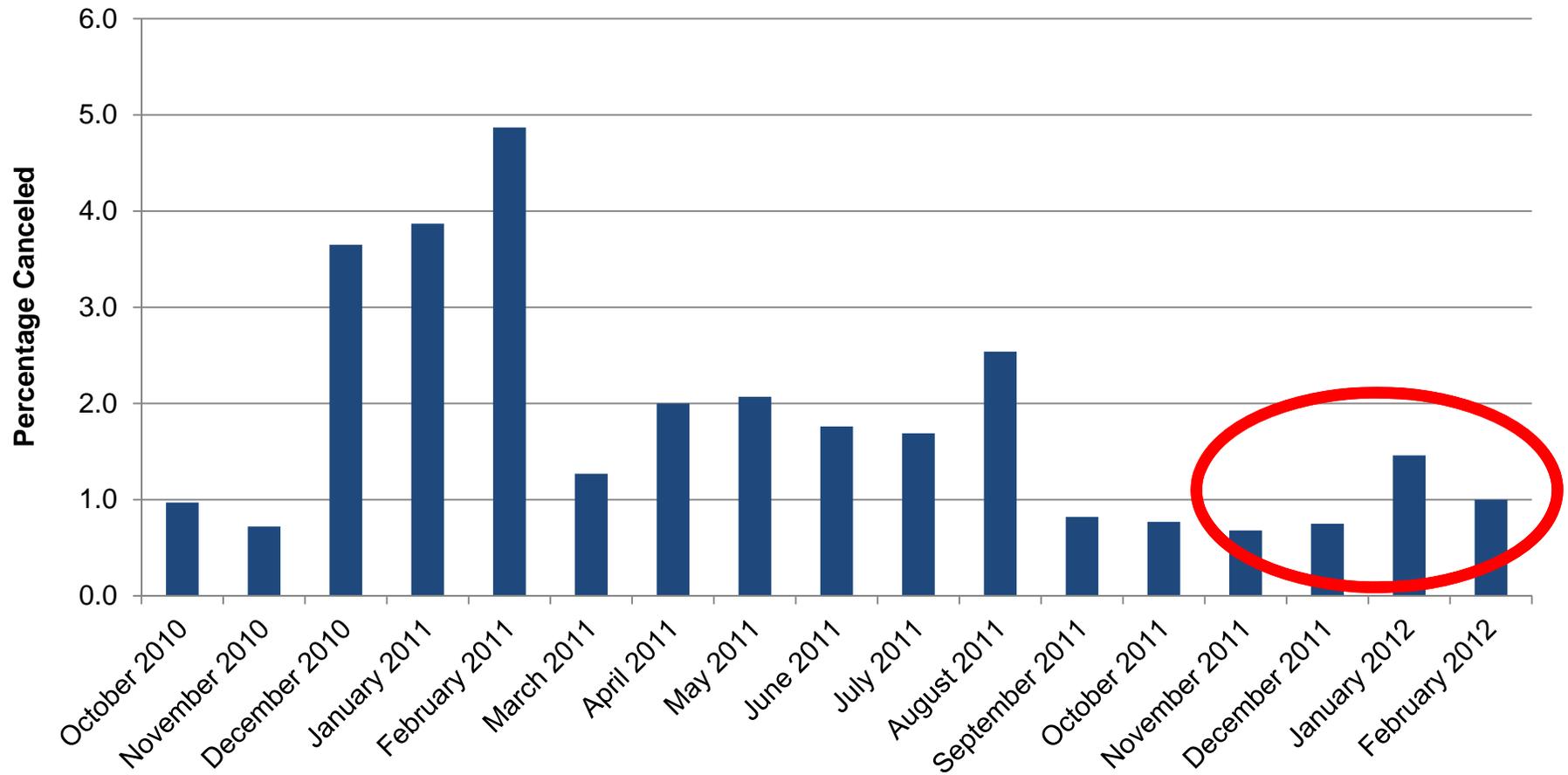
SOURCE: Bureau of Transportation Statistics, Airline On-Time Data

On-Time Performance Varies by Month, Oct. 2011- Feb. 2012.



SOURCE: Bureau of Transportation Statistics, Airline On-Time Data

Flight Cancellation Rates, Oct. 2010 – Feb. 2012



SOURCE: Bureau of Transportation Statistics, Airline On-Time Data

Airline On-Time Arrival Rankings – Top 5 and the Bottom 5 2000 vs. 2011

2000
(10 airlines reporting)

2011
(16 airlines reporting)

5 Highest	2000		2011			
	Rank	Airline	On-Time %	Rank	Airline	On-Time %
	1	Continental	78.1	1	Hawaiian	92.8
	2	Northwest	77.4	2	Alaska	88.2
	3	Trans World	76.9	3	AirTran	84.4
4	Delta	75.3	4	Mesa	83.7	
5	Southwest	75.2	5	Continental	82.3	

5 Lowest	2000		2011			
	Rank	Airline	On-Time %	Rank	Airline	On-Time %
	7	American	72.9	12	Atlantic Southeast	77.1
	8	US Airways	72.3	13	American Eagle	76.4
	9	Alaska	68.1	14	Delta	75.2
10	America West	65.5	15	ExpressJet	74.7	
11	United	61.4	16	JetBlue	73.3	

Note: Major airports have at least 1 percent of the total of scheduled service domestic passenger enplanements for all airports in the U.S.

Source: Bureau of Transportation Statistics, Airline On-Time Data



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Airport On-Time Arrival Rankings –Top Five and Bottom Five 2000 vs. 2011

Top Five

2000		% On-Time	2011		% On-Time
1	Cincinnati	79.8	1	Salt Lake City	86.4
2	Minneapolis/St. Paul	79.5	2	Phoenix	84.9
3	Houston Bush	79.3	3	Seattle	84.1
4	Detroit	79.0	4	Portland, OR	83.0
5	Charlotte	78.1	5	Minneapolis/St. Paul	82.8

Bottom Five

2000		% On-Time	2011		% On-Time
25	Los Angeles	66.6	25	New York JFK	75.3
26	Boston	65.5	26	Boston	73.7
27	Chicago O'Hare	63.2	27	New York LaGuardia	72.2
28	San Francisco	60.8	28	San Francisco	71.4
29	New York LaGuardia	57.1	29	Newark	66.7

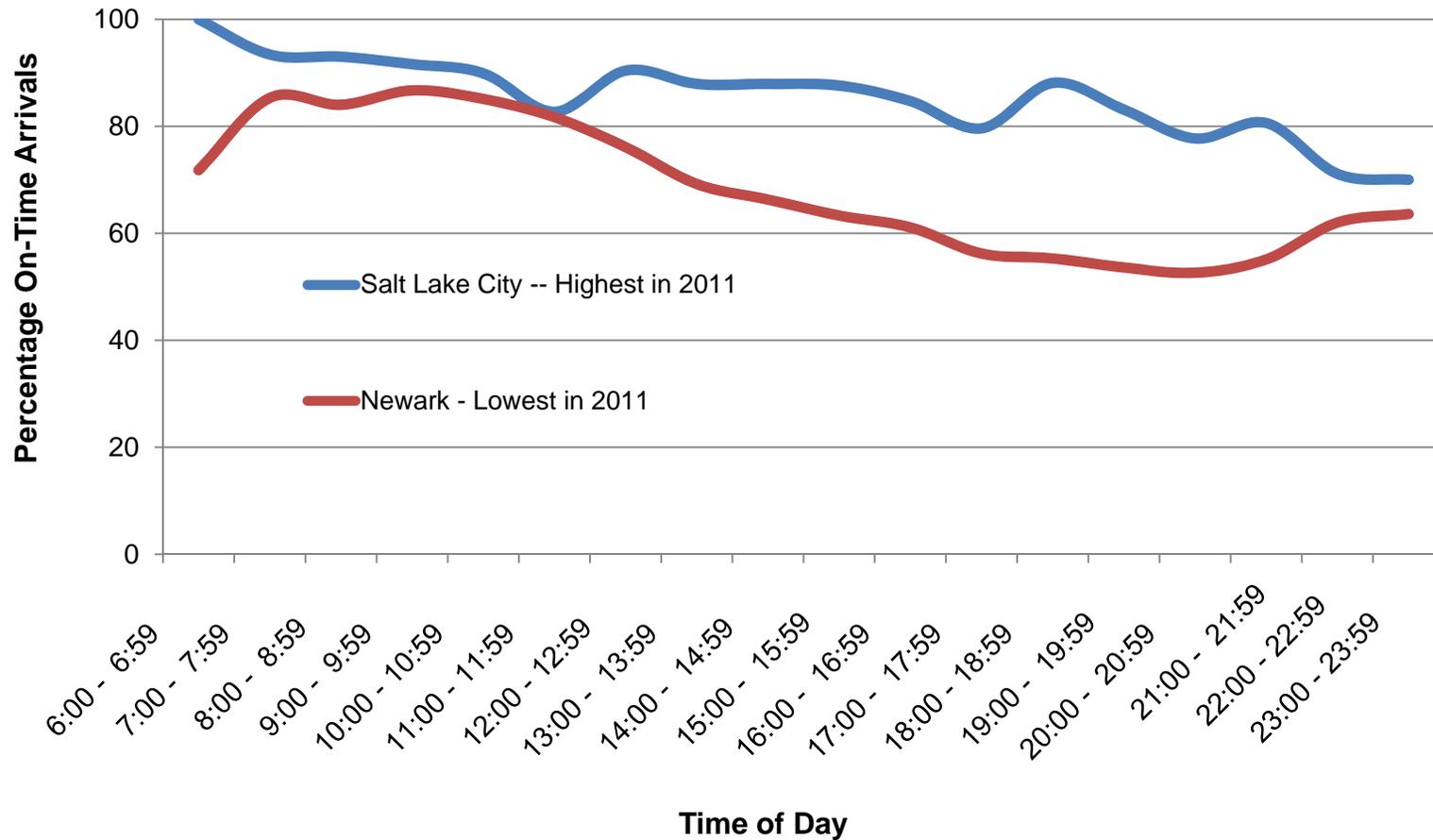
Note: Major airports have at least 1 percent of the total of scheduled service domestic passenger enplanements for all airports in the U.S.

Source: Bureau of Transportation Statistics, Airline On-Time Data



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On-Time Performance Declines During the Day

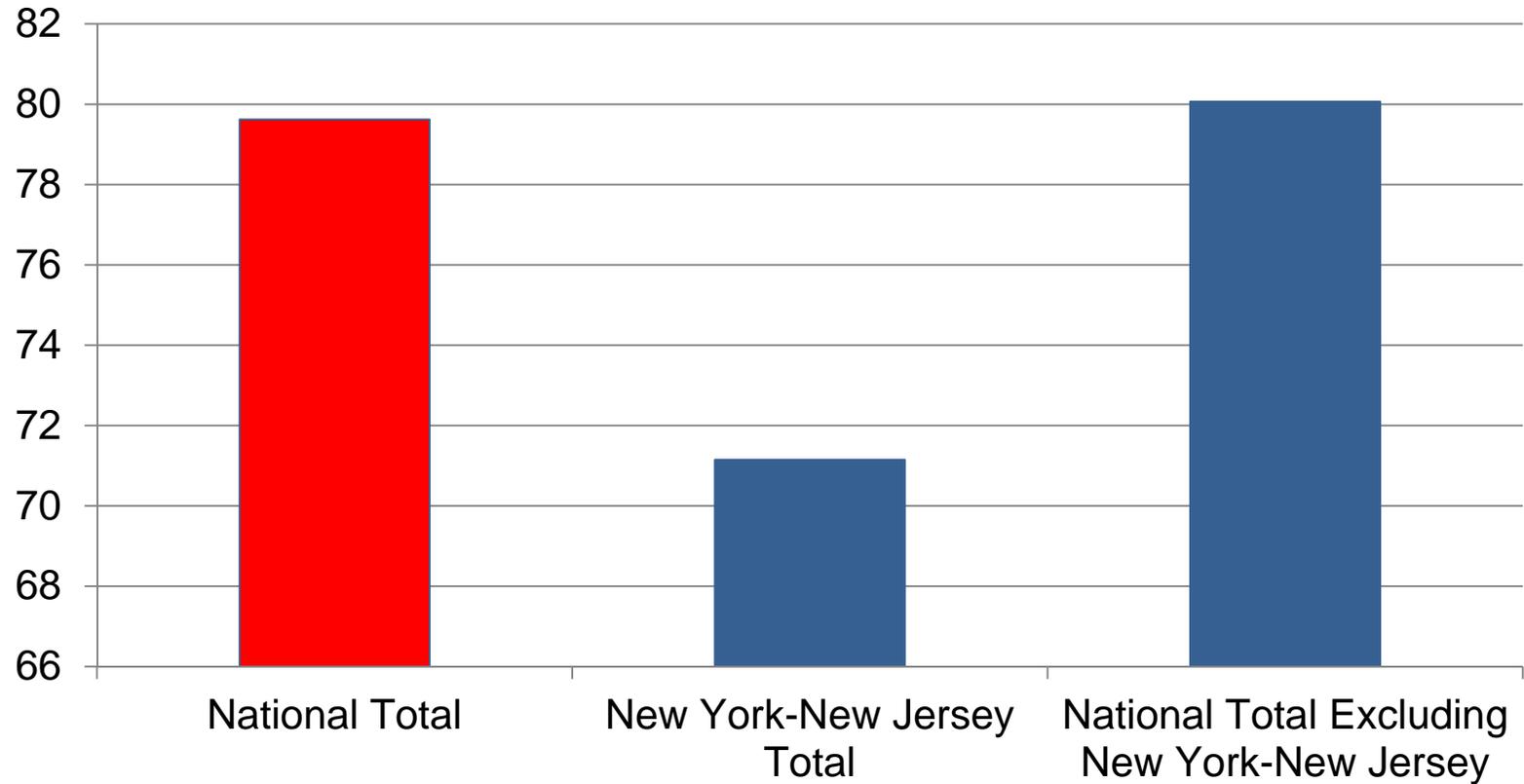


SOURCE: Bureau of Transportation Statistics, Airline On-Time Data



On-Time Arrival Performance in New York Area Compared to Nation

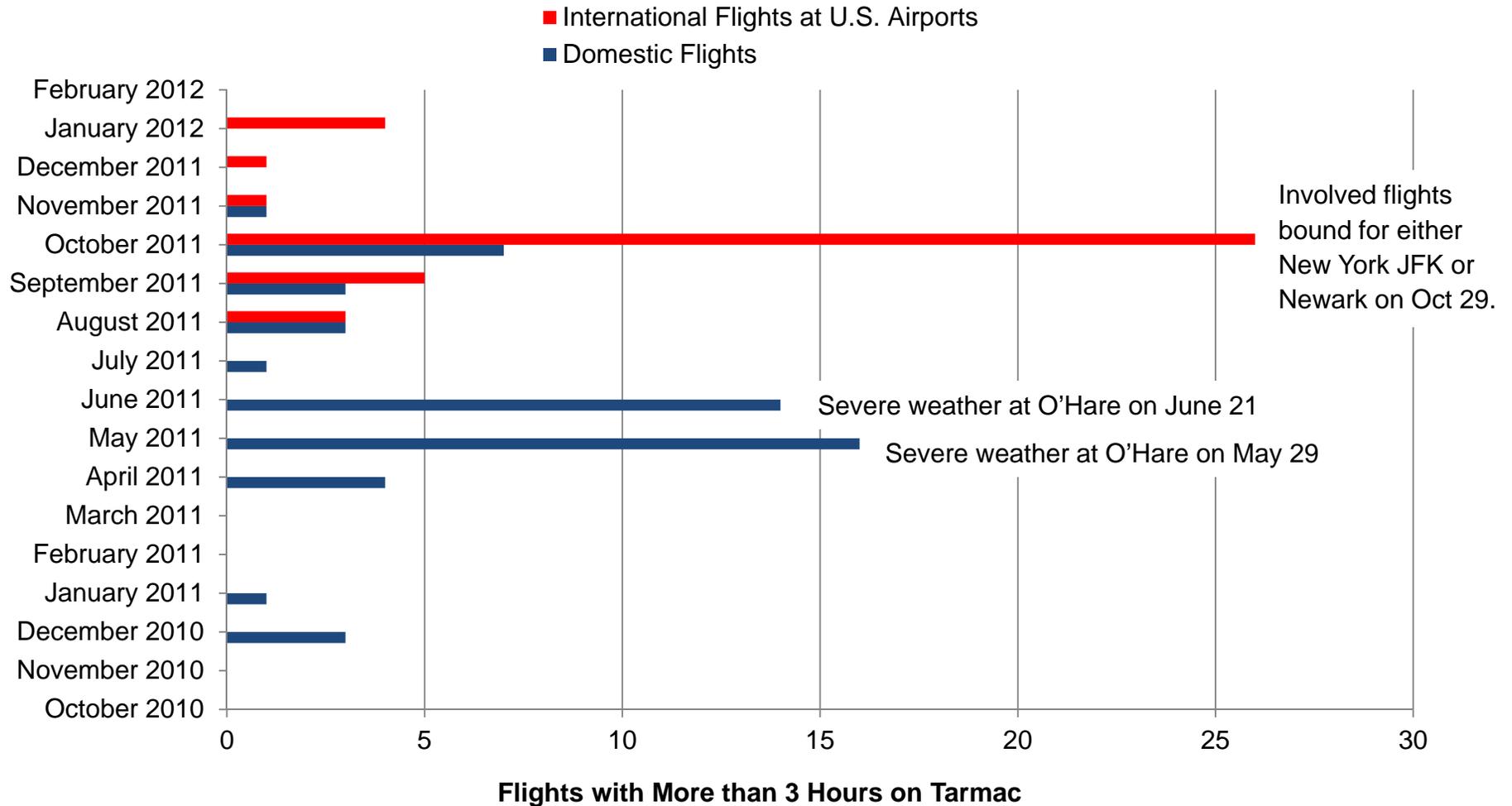
Percentage On-Time Arrival



SOURCE: Bureau of Transportation Statistics, Airline On-Time Data



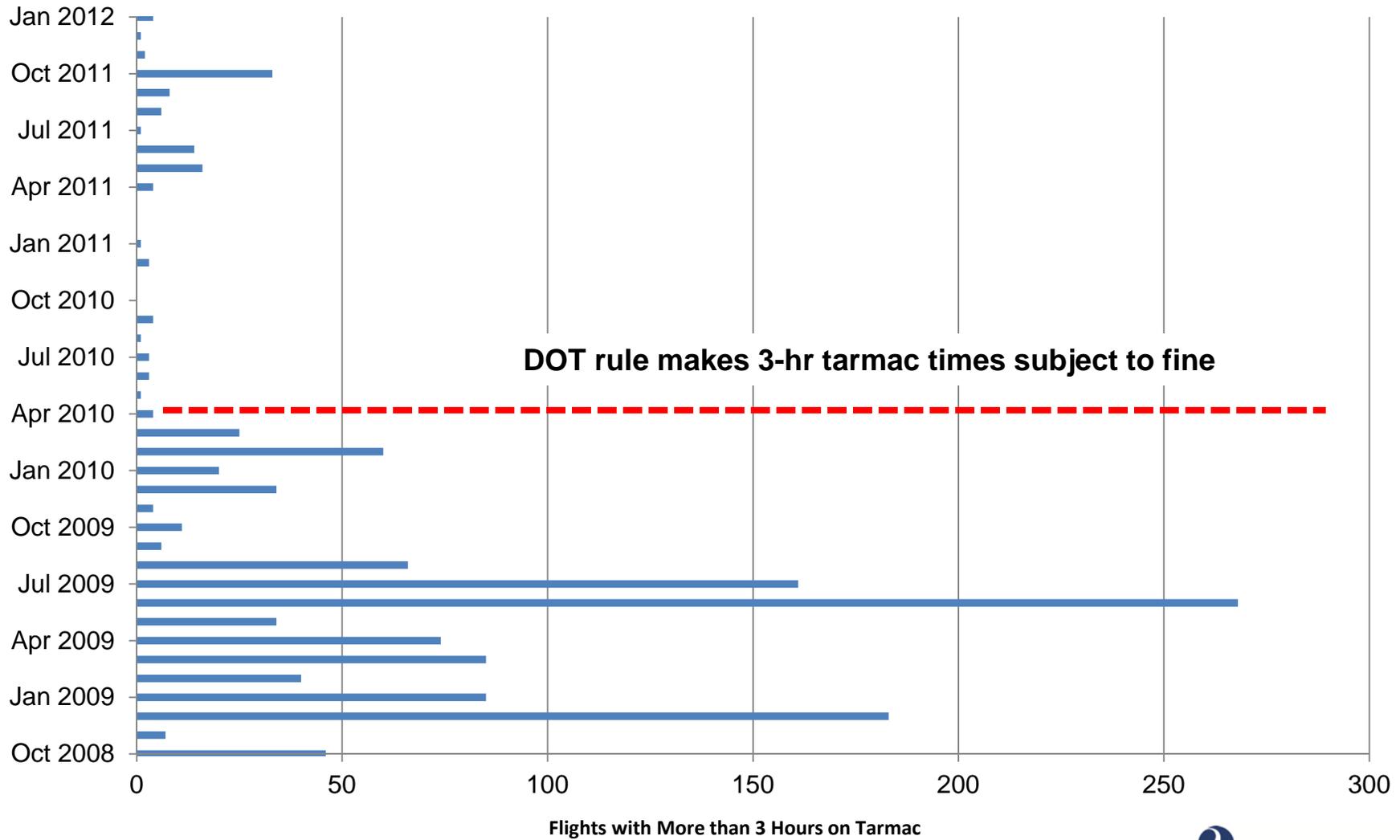
For 5 of Last 13 Months, No Domestic Flight On Tarmac Longer than 3 Hours



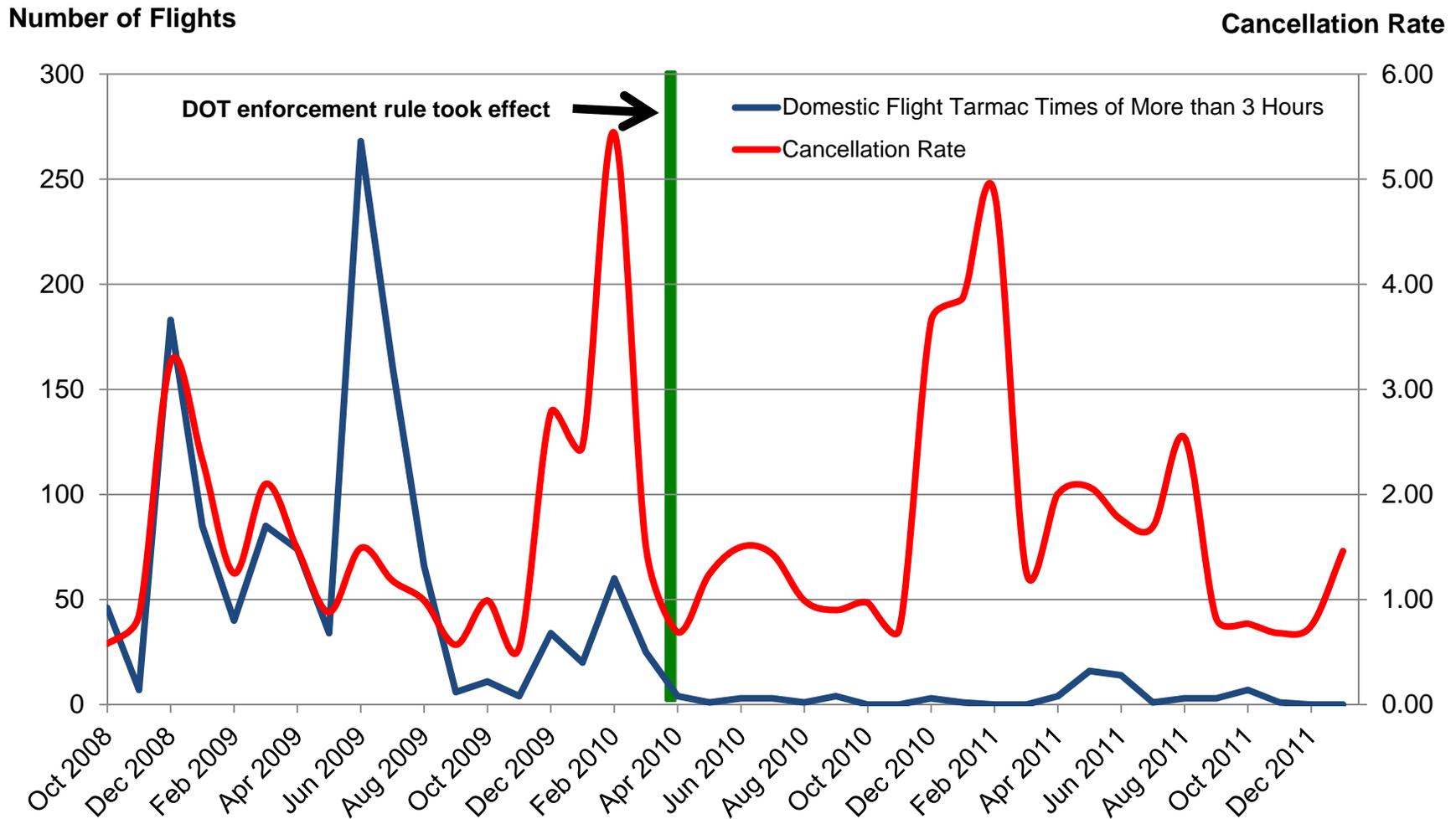
SOURCE: Bureau of Transportation Statistics, Airline On-Time Data

NOTE: Data was not collected on international flights until Aug. 23, 2011.

Tarmac Delays Before and After April 2010 Tarmac Delay Rule

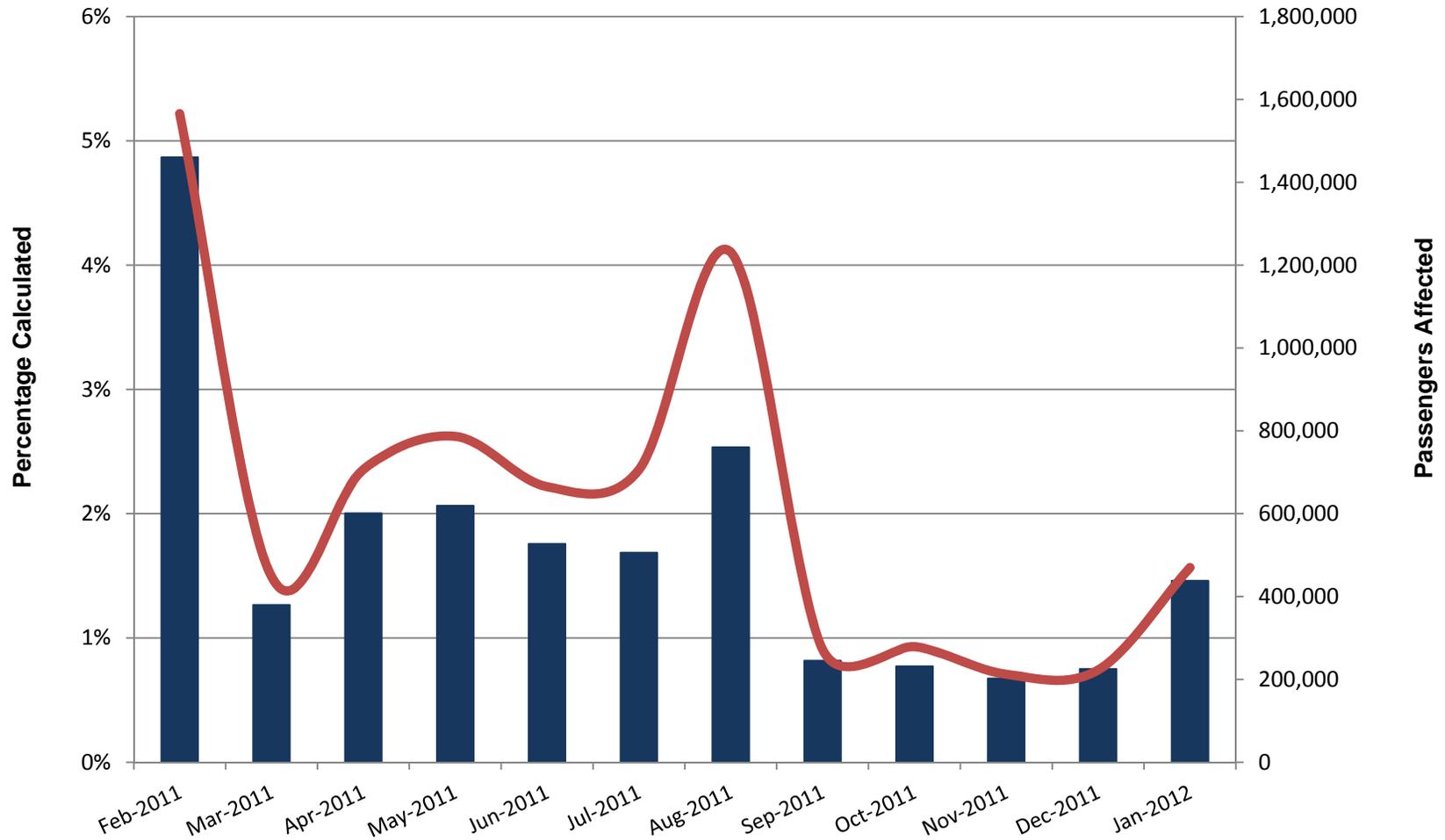


Tarmac Delay Rule and Cancellation Rate



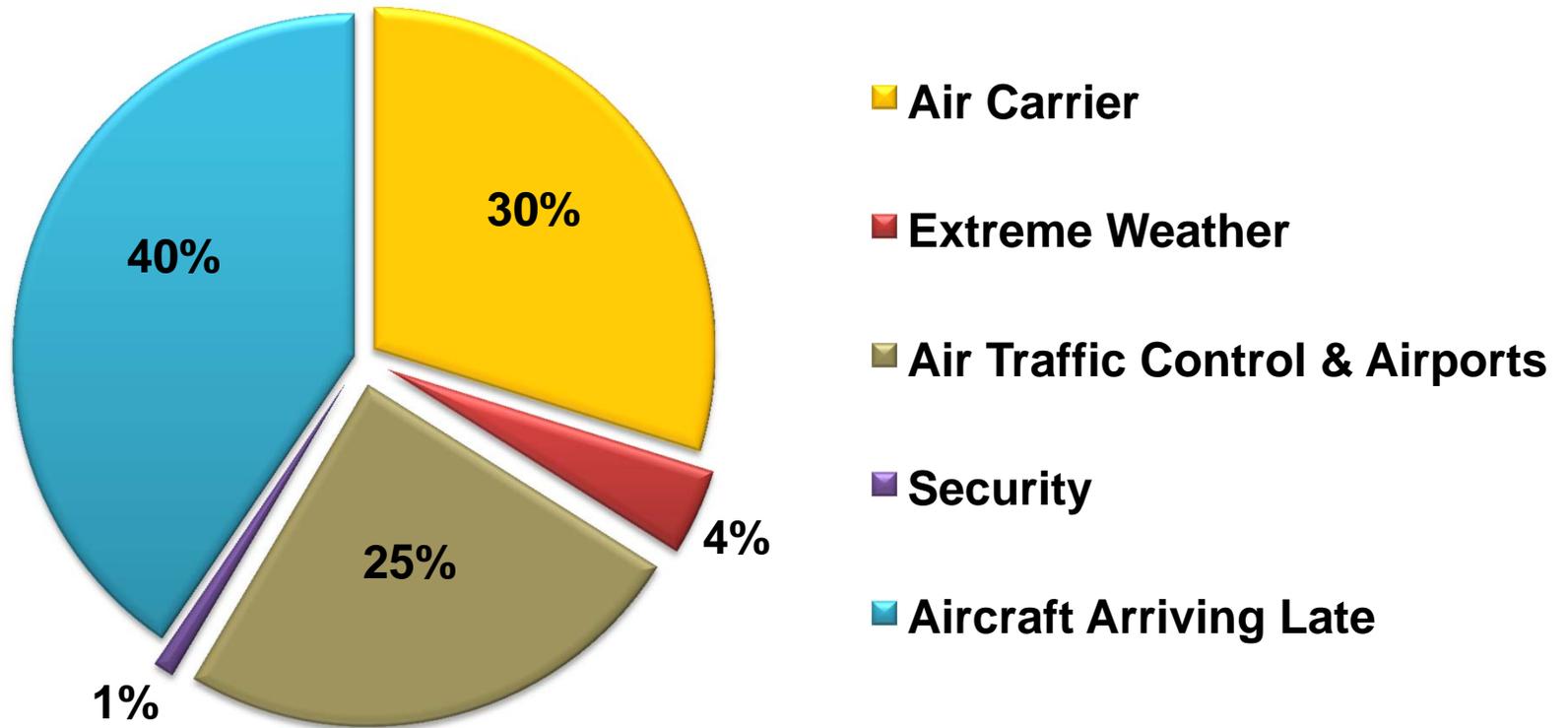
SOURCE: Bureau of Transportation Statistics, Airline On-Time Data

Over 12 Months, 104,000 Flights Canceled, 7.5 Million Passengers Impacted



SOURCE: Bureau of Transportation Statistics, Airline On-Time Data

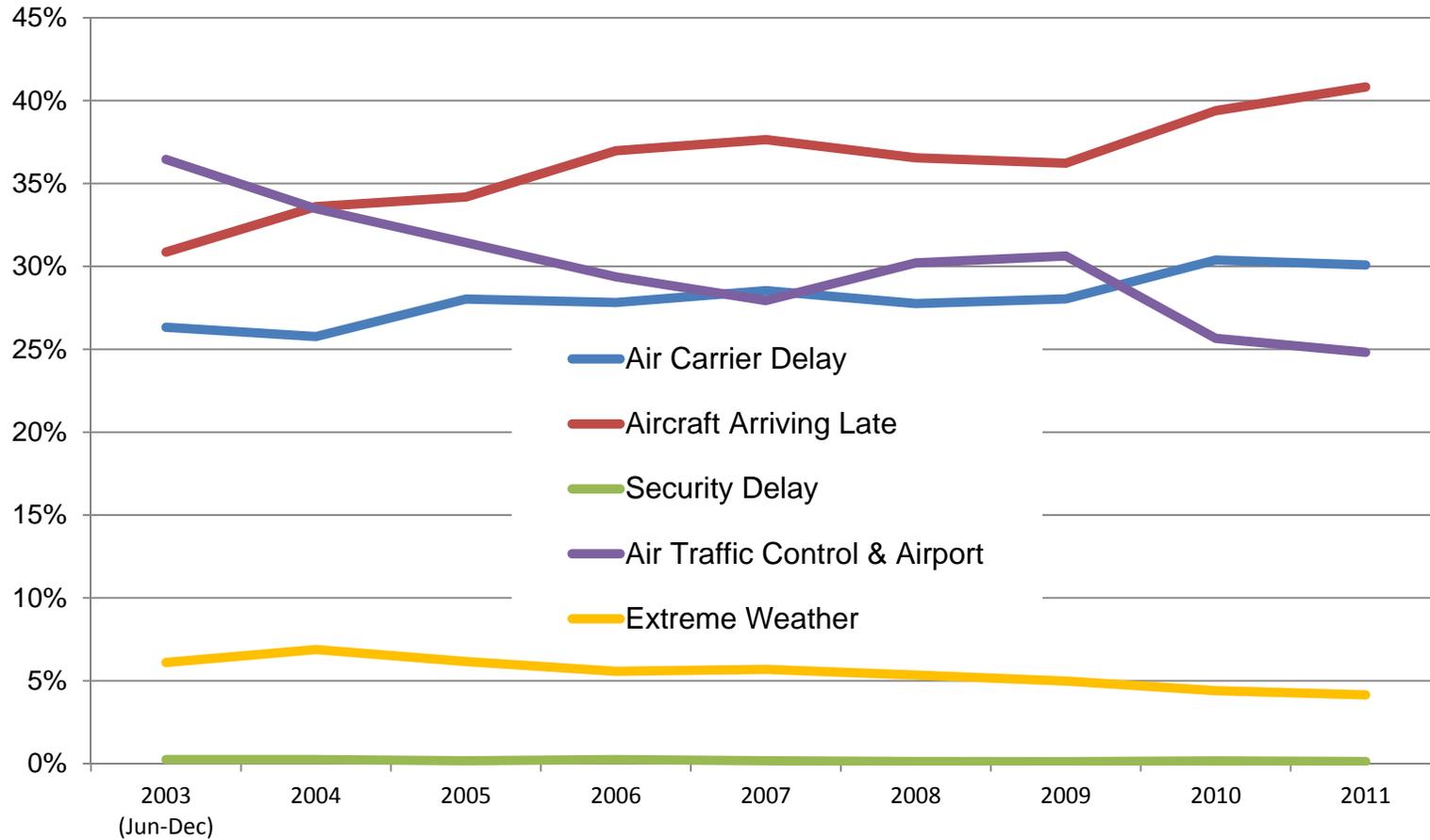
Causes of Flight Delays, 2011



Source: Bureau of Transportation Statistics, U. S. Department of Transportation

Trends in the Causes of Flight Delays

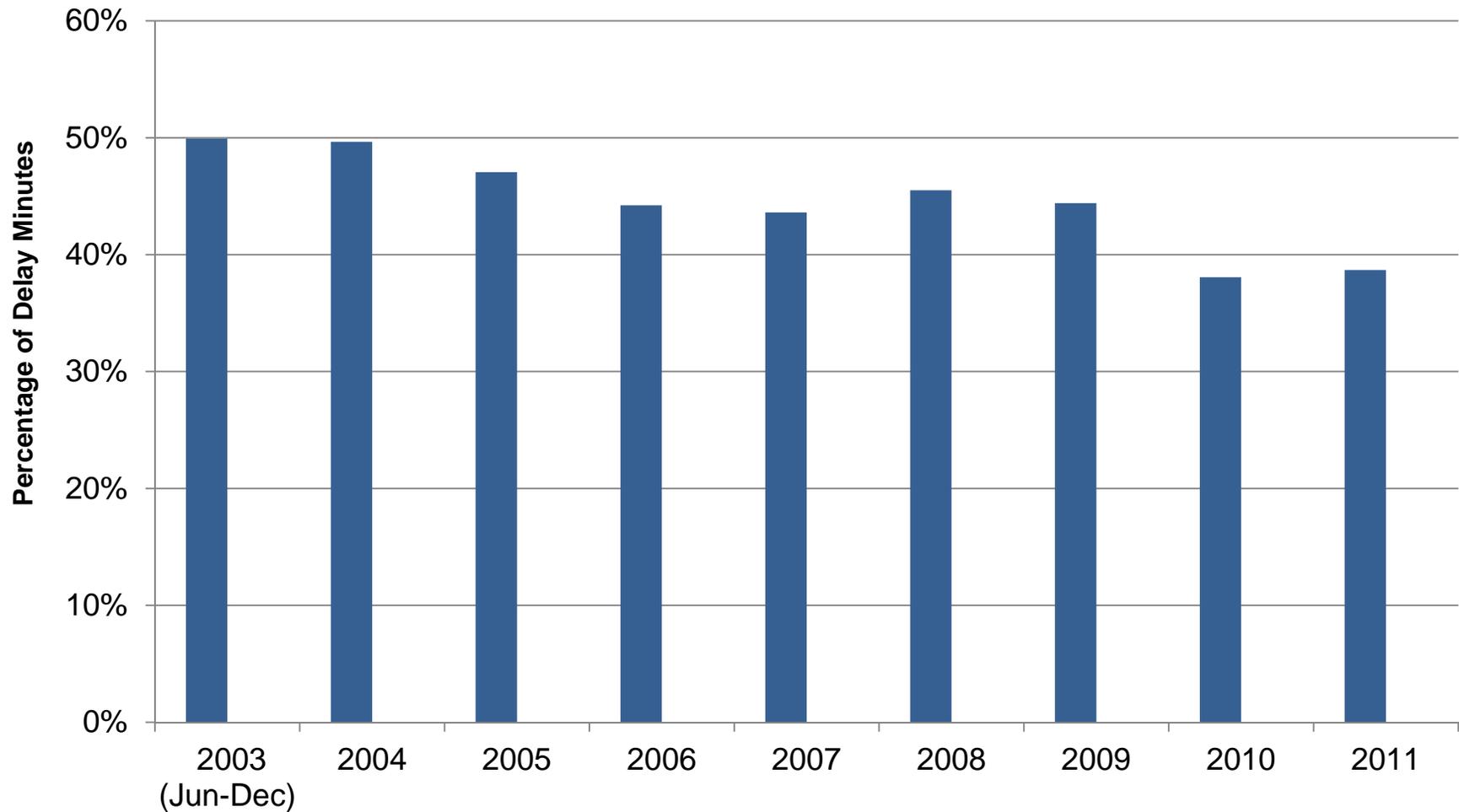
Percentage Minutes Delayed



SOURCE: Bureau of Transportation Statistics, Airline On-Time Data



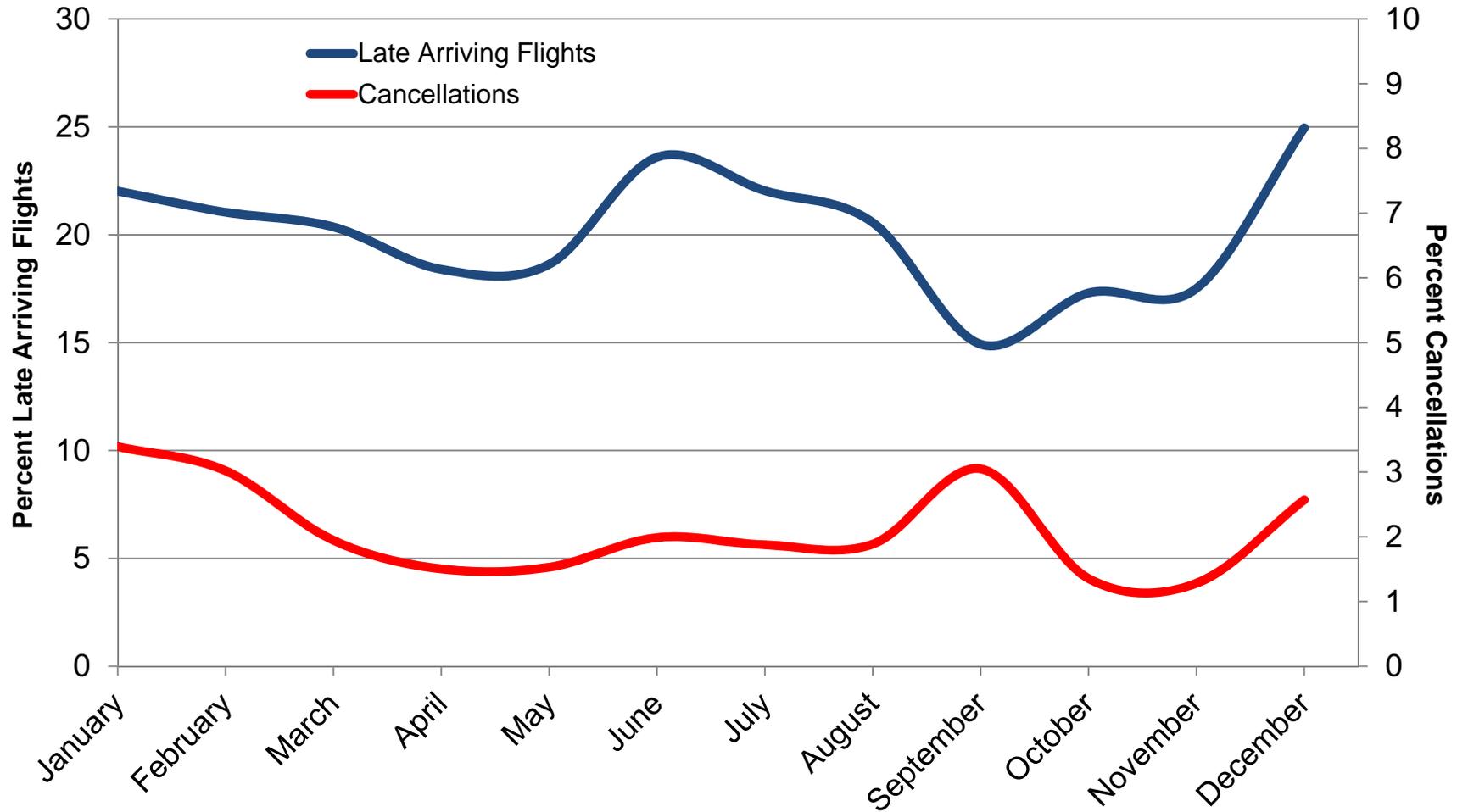
Weather Accounts for Almost 40% of Delays



SOURCE: Bureau of Transportation Statistics, Airline On-Time Data



Late Arriving Flights and Cancellations by Month, 1995-2011

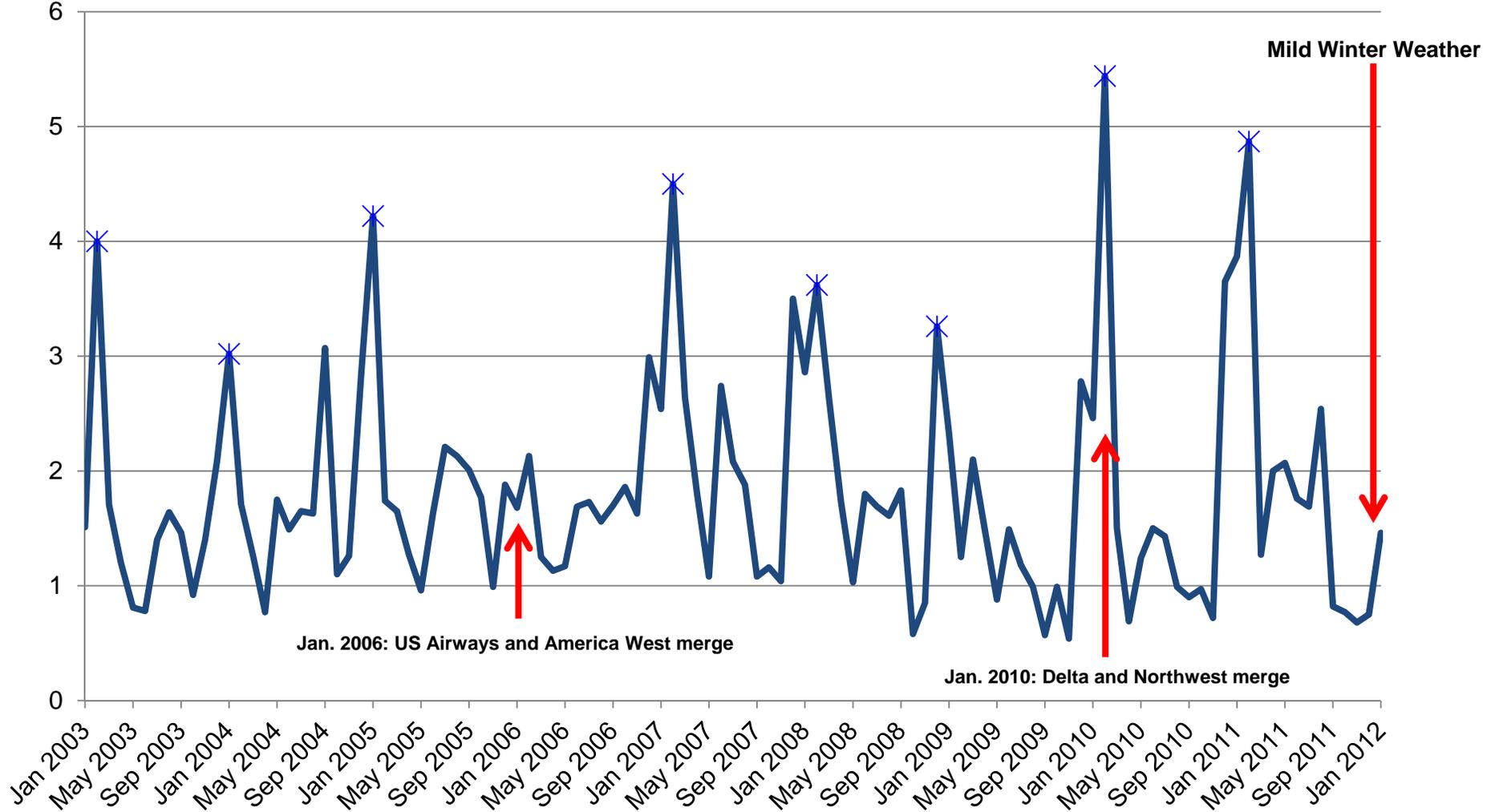


SOURCE: Bureau of Transportation Statistics, Airline On-Time Data



Winter Weather Contributes to Higher Flight Cancellation Rates

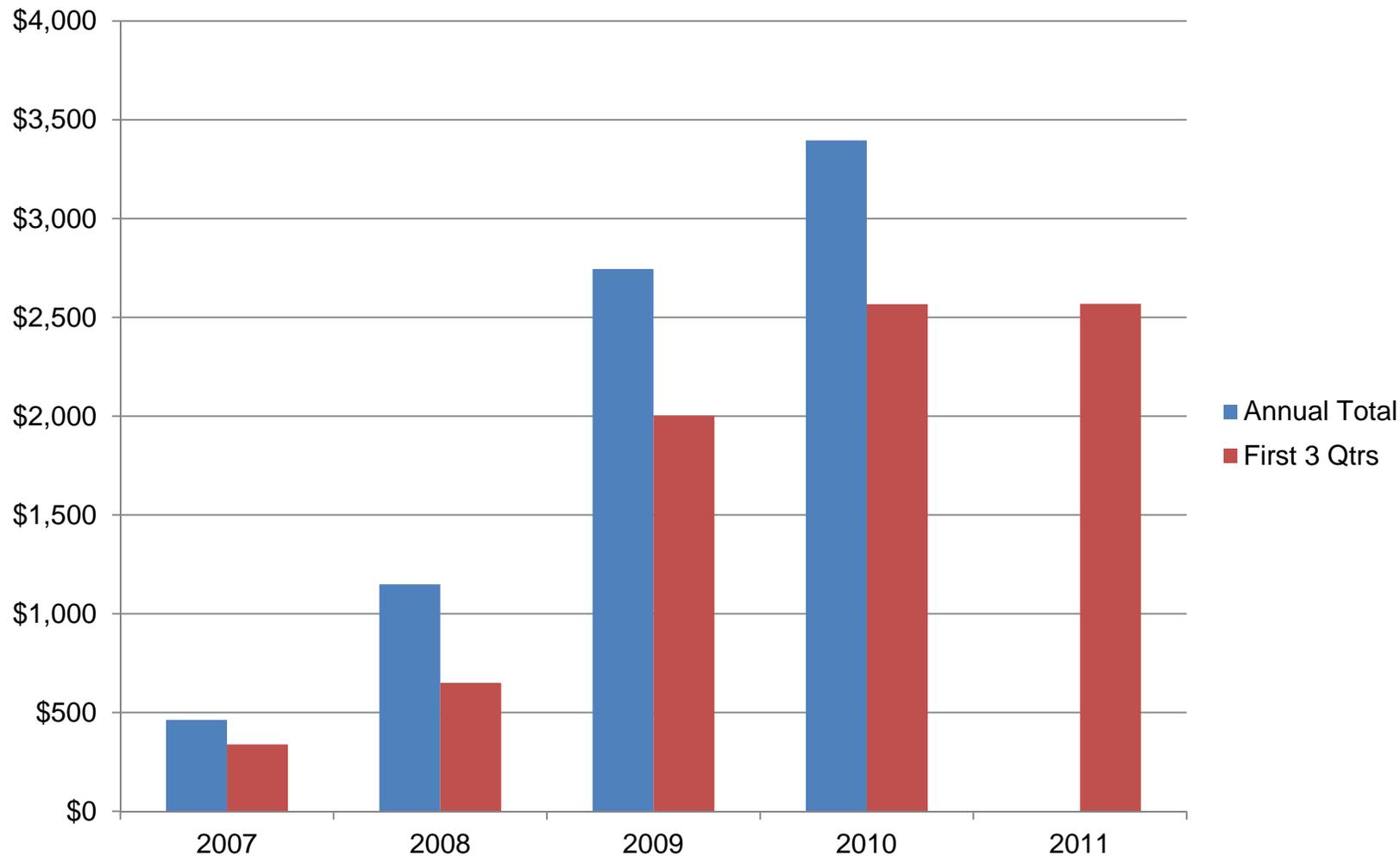
Percent Canceled



SOURCE: Bureau of Transportation Statistics, Airline On-Time Data

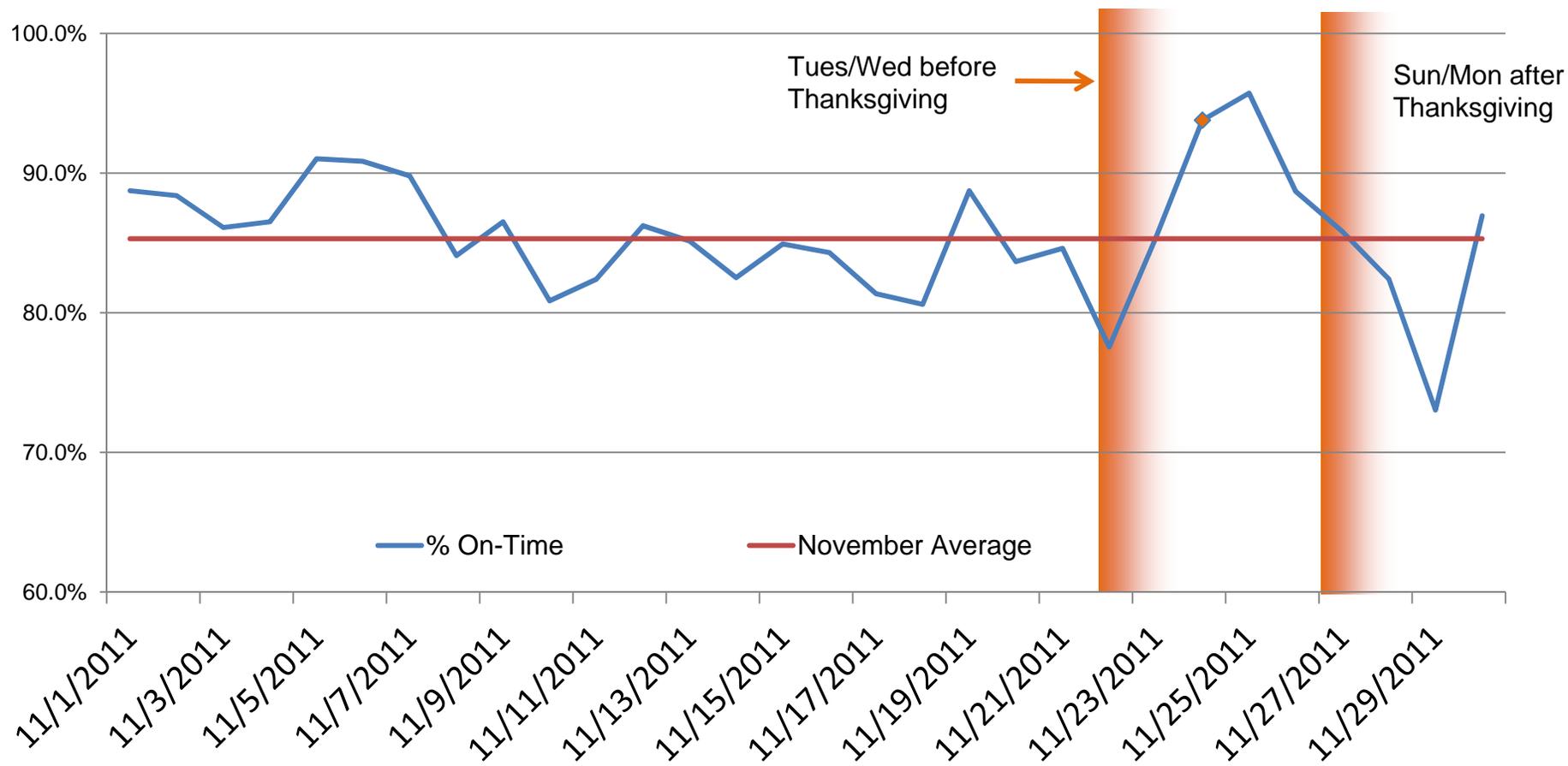
Baggage Fee Revenue (\$ millions)

Million \$



Flying during Thanksgiving Holiday Period

Percentage On-Time Arrivals



SOURCE: Bureau of Transportation Statistics, Airline On-Time Data

Bureau of Transportation Statistics Tarmac Time Collection

- Jan. 1995-Sept. 2008** Taxi-out and taxi-in times for domestic scheduled flights operated by airlines reporting on-time data. Airlines that meet the revenue threshold or report voluntarily. Taxi-out is time from gate departure to wheels-off the runway. Taxi-in is time from wheels-on the runway to gate arrival. BTS received numbers for flights that traveled directly to destination and were not canceled or diverted.
- Oct. 2008-Aug. 22, 2011** Airlines reporting on-time data also reported data on canceled and diverted flight tarmac times.
- Apr. 29, 2010** DOT enforcement rule became effective, making airlines subject to fines for tarmac times of more than 3 hours
- Aug. 23, 2011** BTS began receiving reports from all airlines serving the U.S. on tarmac times of more than three hours on any flight, scheduled service or charter, domestic or foreign, at a U.S. airport. International flights became subject to enforcement for tarmac times of more than four hours.



Categories for Reporting Causes of Flight Delays

Air Carrier: The cause of the cancellation or delay was due to circumstances within the airline's control (e.g., maintenance or crew problems, aircraft cleaning, baggage loading, fueling, etc.).

Extreme Weather: Significant meteorological conditions (actual or forecasted) that, in the judgment of the carrier, delays or prevents the operation of a flight such as tornado, blizzard or hurricane.

National Aviation System (NAS): Delays and cancellations attributable to the national aviation system that refer to a broad set of conditions, such as non-extreme weather conditions, airport operations, heavy traffic volume, and air traffic control.

Late-arriving aircraft: A previous flight with same aircraft arrived late, causing the present flight to depart late.

Security: Delays or cancellations caused by evacuation of a terminal or concourse, re-boarding of aircraft because of security breach, inoperative screening equipment and/or long lines in excess of 29 minutes at screening areas.

SOURCE: Bureau of Transportation Statistics, Airline On-Time Data

