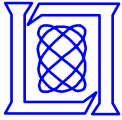




Motivation for Session

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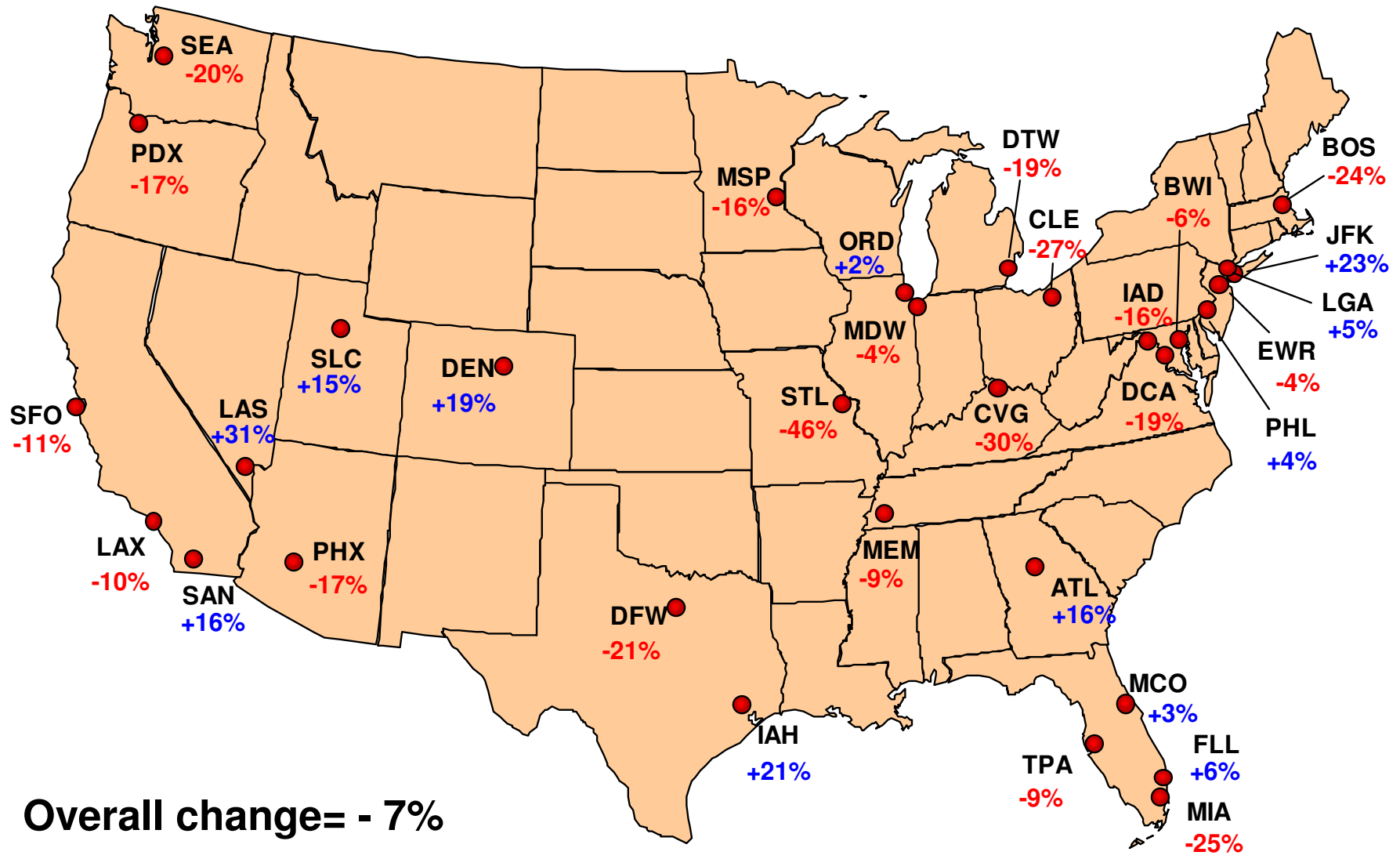


Outline

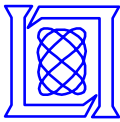
- **Traffic for 2005, 2006 and 2007 is less than traffic in 2000**
- **“Capacity” has increased significantly since 2007**
- **So why are delays for 2005 through 2007 as bad or worse than 2000?**



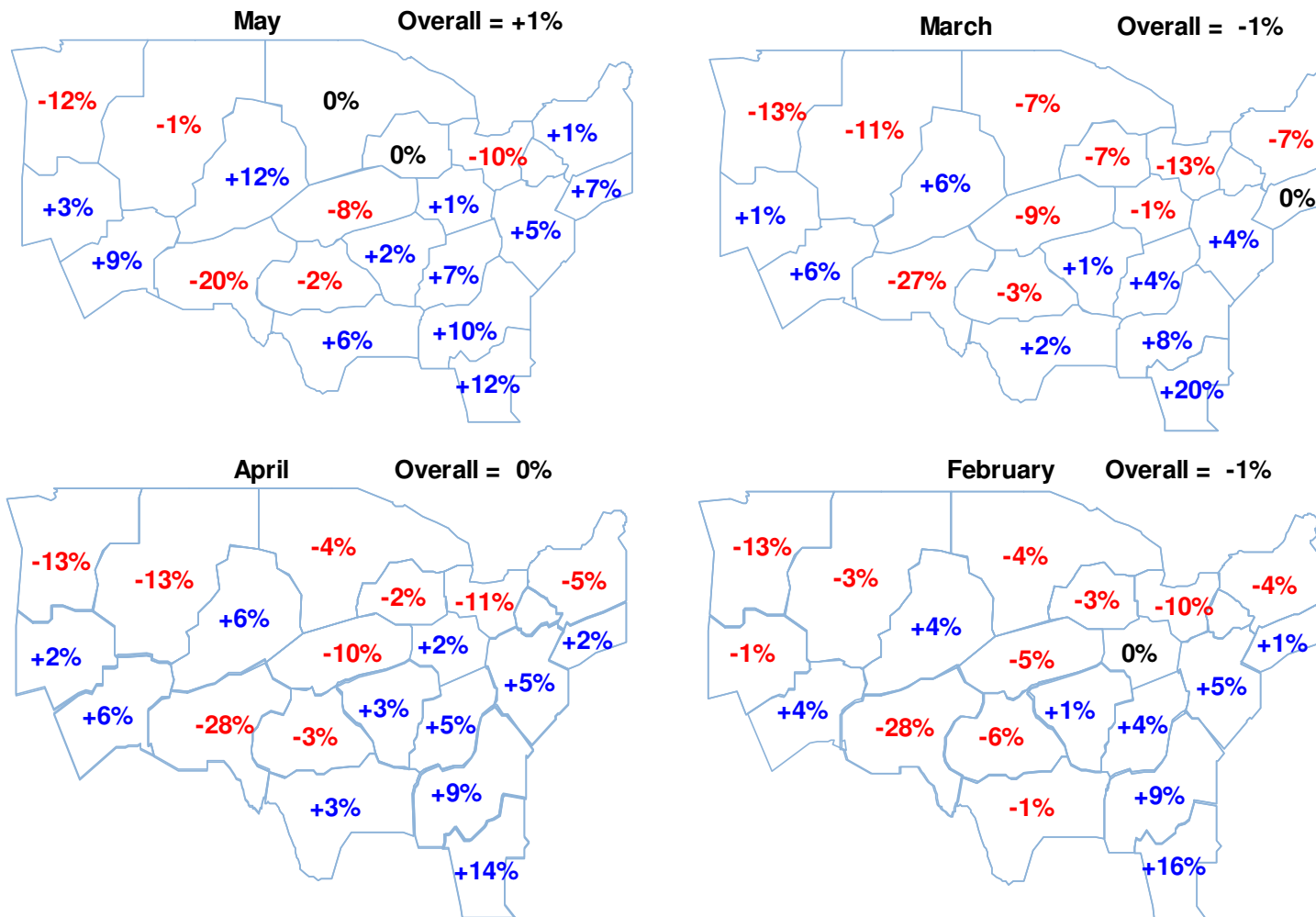
Change in Operations by Major Airport July 2007 vs. July 2000



Preliminary Data as of 08/06/07

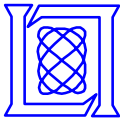


ARTCC operations in 2007 relative to 2000



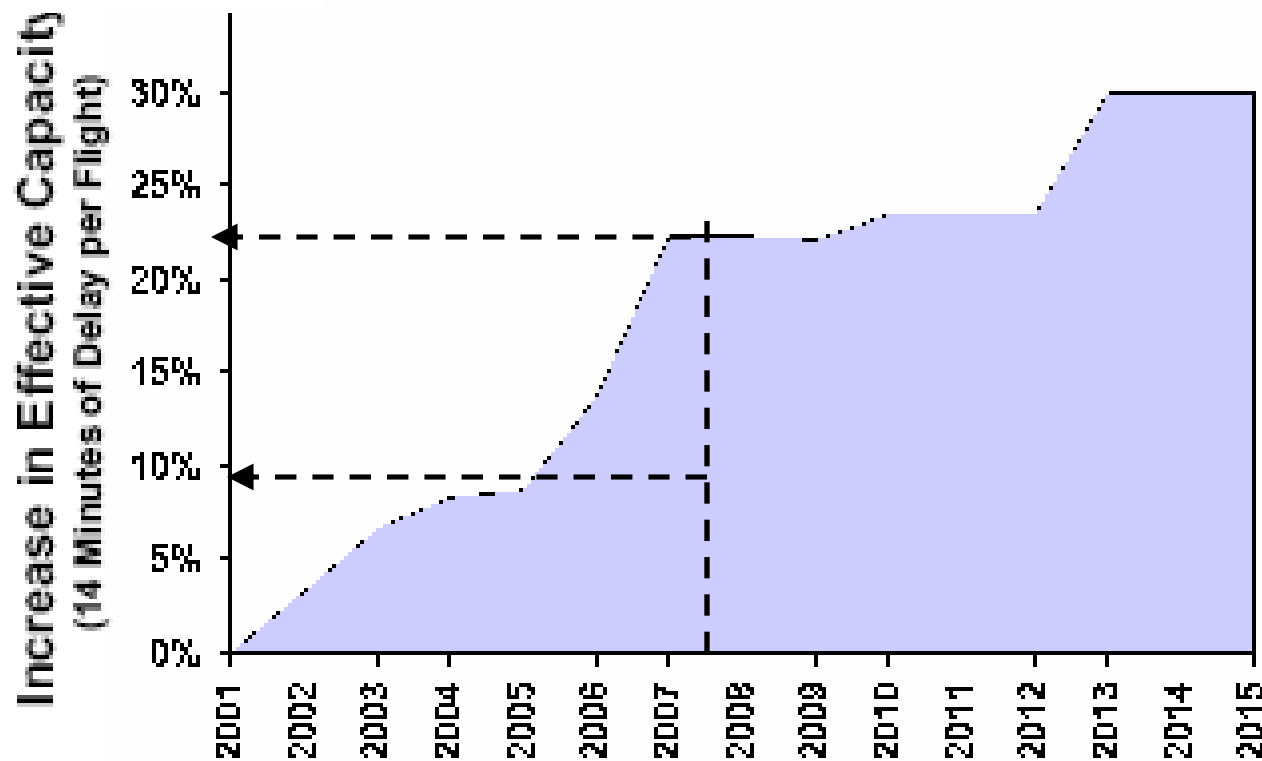
OPSNET; Weekdays; Difference based on average weekday ops;
Overall percent change includes ZAN difference in operations

Preliminary Data as of 06/05/07



OEP Estimate of Capacity Enhancement

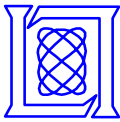
The Mountain Chart *Increase in Effective Capacity by 2013*



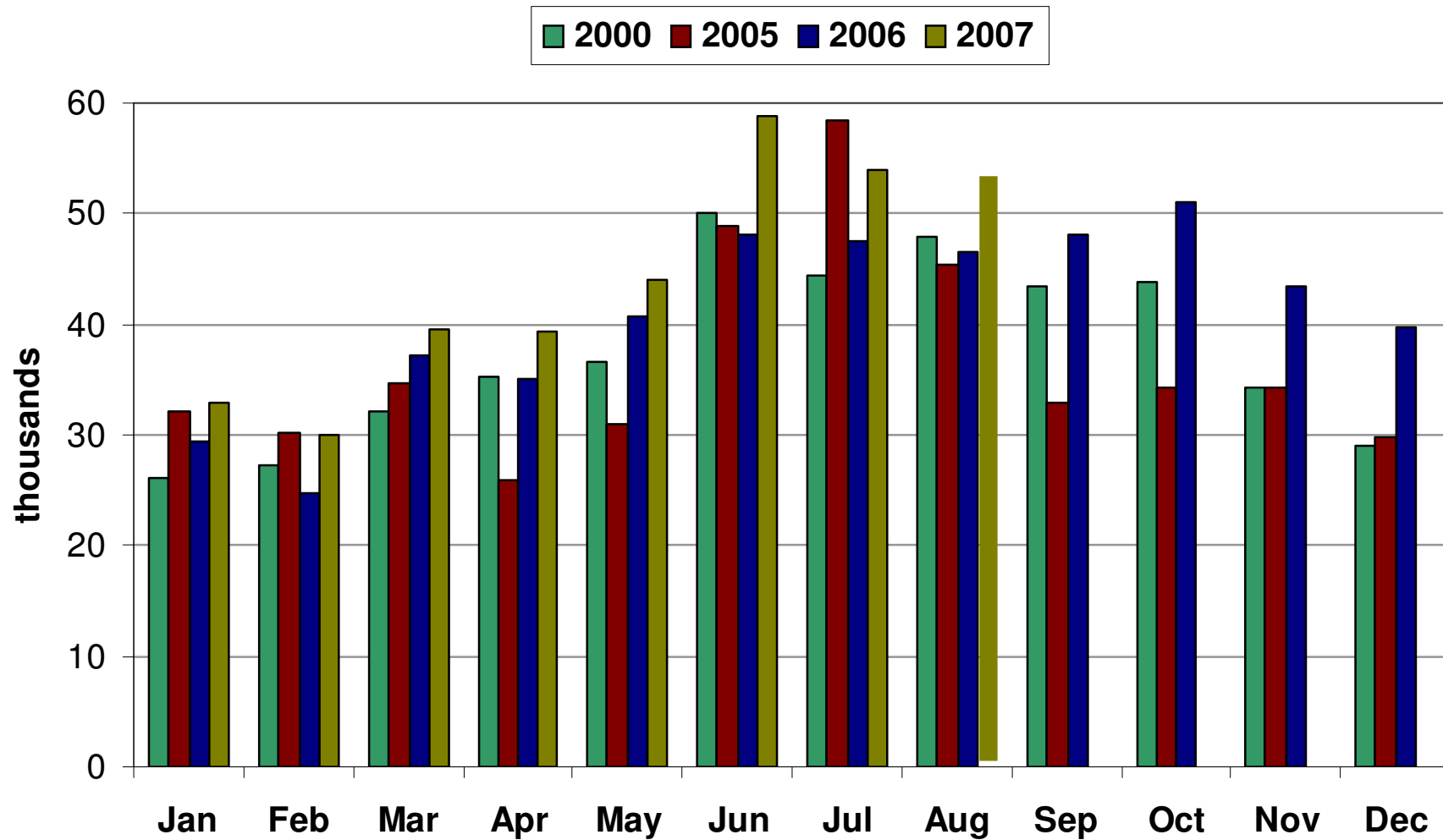
Mountain Chart reflects OEP v8.0 capacity, TAF 2005

OEP presentations suggest a 13-23% capacity enhancement has occurred since 2001

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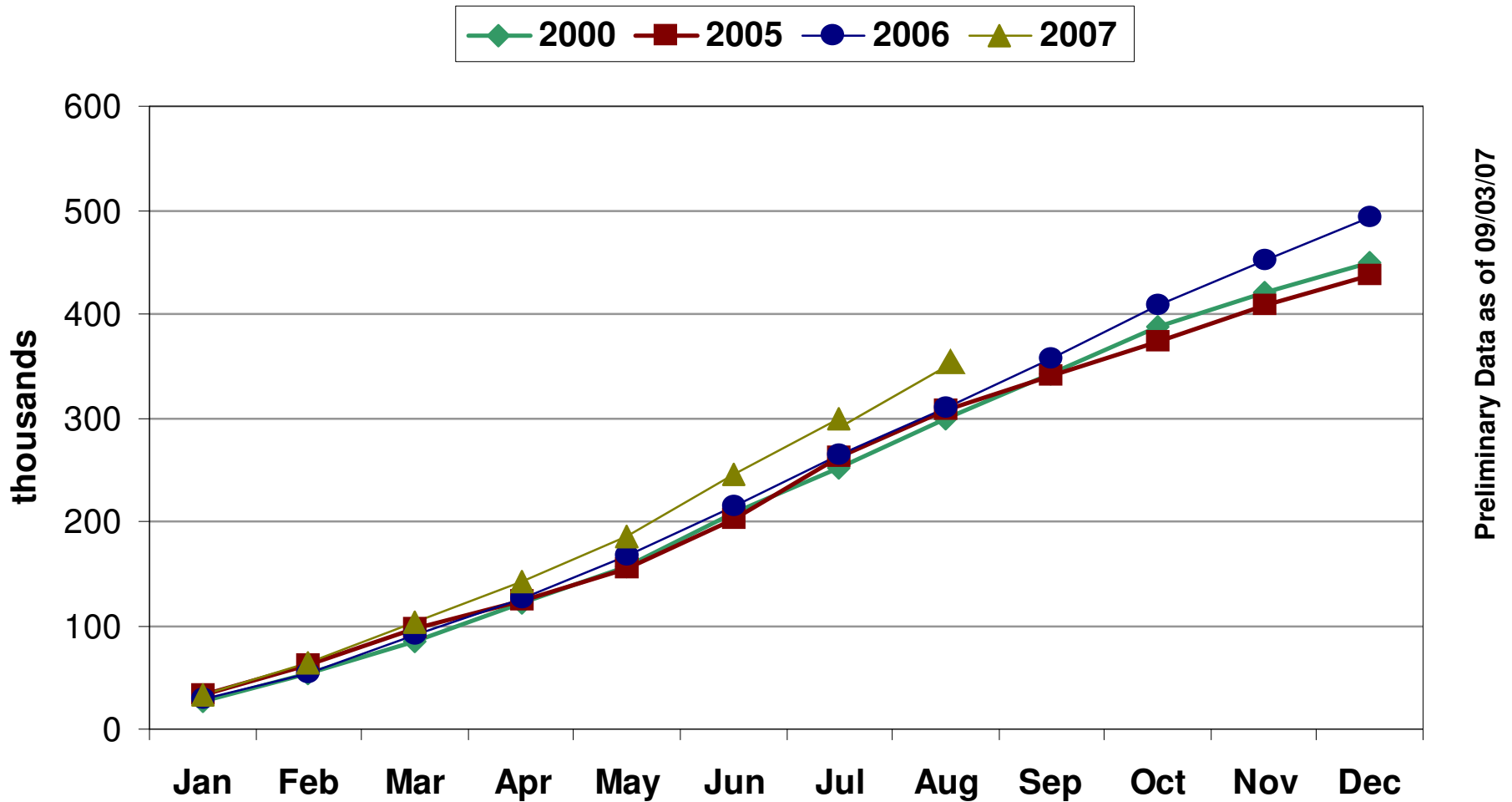
OPSNET Delays

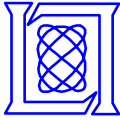


Preliminary Data as of 9/03/07



Cumulative OPSNET Delays





Questions for Discussion

- **What is likely to be the principal cause(s) of the persistence (and perhaps, growth) in NAS delays given the investments the FAA has made since 2000?**
- **How one might decide between alternative theories as to the cause?**
- **What the implications of the principal causes of the delays are for:**
 - **The metrics that the FAA uses to assess how well it is doing**
 - **How the FAA should allocate its resources to reducing the delays**