

bottlenecks within the National Airspace System (NAS). Major causes of flight delay at airports include overscheduling, en route convective weather, reduced ceiling and visibility around airports, and upstream delay propagation. Delay at one airport can be passed on to other airports in the NAS. Hence, to allocate resources for airport capacity expansion in an optimal way, the impact of single airport delay to the NAS and vice versa must be quantified. This research applies multivariate simultaneous regression models to quantify airport delay spillover effects across 34 of the 35 Operational Evolution Partnership airports and the rest of the NAS. This analysis considers such contributing factors as average daily arrival delay, deterministic queuing delay, weather patterns, aircraft equipment type, and others. The three-stage least-square method is used to regress the models and obtain coefficients for the multivariate equations. The outcomes are used to explain the interactions among airports in the NAS and to identify the major delay contributors at each.

8. Evaluating Sustainability of Selected Airport Pavement Treatments with Life-Cycle Cost, Raw Material Consumption, and Greenroads Standards

Dominique M. Pittenger

Abstract. In the global aviation community, sustainability increasingly is becoming a priority for airport projects as a foundation for future prosperity. Pavement structures are an airport's greatest asset and greatest liability. Pavement management systems involve an intensive and expensive enterprise, and pavement maintenance projects consume massive amounts of nonrenewable resources at every airport in the nation. Little research has been conducted to assist airport pavement managers in reducing the environmental, economic, and social impacts of pavement maintenance and preservation processes. The old cliché of "what is not measured is not managed" applies, and a performance metric therefore is needed to permit pavement managers to measure sustainability. No standard, quantitative performance metric for sustainability is now in use by pavement managers assessing pavement treatment alternatives. This paper demonstrates how airport pavement managers can quantitatively analyze typical pavement treatments with a life-cycle cost analysis, quantification of raw material consumption, and the recently

developed Greenroads standards to measure the environmental, economic, and social impact of the treatments for a given pavement project to enhance the overall sustainability of their programs.

9. Public Policy Model of Delays in a Large Network of Major Airports

Nikolaos Pyrgiotis

Abstract. As more airports in the United States and in Europe become congested, it is increasingly common for delays at one or more airports to spread to other parts of the network. This paper describes an analytical model developed to study this complex phenomenon. The Approximate Network Delays (AND) model computes the delays from local congestion at individual airports and captures the "ripple effect" that leads to the propagation of these delays to other airports. AND can be used to explore at a macroscopic level the implications of a large number of policy alternatives and future scenarios on systemwide delays and associated costs. It has been fully implemented for a network consisting of the 34 busiest airports in the continental United States and for a network of the 19 busiest airports in Europe. An analysis is presented of the estimation of ground slack in the scheduled turnaround times and its strong relation with the spreading of delays. Furthermore, AND shows the effect of delay propagation in an airport network and, for that reason, a comparison is made between the two main hubs in the European and U.S. airport networks, Frankfurt International in Germany and Chicago O'Hare in Illinois. The comparison shows that higher local delays and more short-haul flights in Chicago cause stronger delay propagation than in Frankfurt. Finally, by using AND, the modernization program at Chicago O'Hare could achieve an 80% reduction of delays locally and a 5% reduction in networkwide delays under visual flight rules conditions.

10. Opportunities and Obstacles in Obtaining Air Connectivity for Residents of Federally Designated Essential Air Service Communities

Maulik Vaishnav

Abstract. The Essential Air Service (EAS) program was established in 1978 to guarantee air connectivity

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