

ORDER

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION

7210.55C

10/01/04

SUBJ: OPERATIONAL DATA REPORTING REQUIREMENTS

1. **PURPOSE.** This order establishes reporting requirements and procedures and defines responsibilities for the collection of air traffic activity counts and delay data through the Air Traffic Operations Network (OPSNET) excluding Flight Service Stations (FSS).
2. **DISTRIBUTION.** This order is distributed to the branch level at Washington headquarters and regional Air Traffic offices, the Federal Aviation Administration (FAA) Academy, and to all air traffic field offices and facilities.
3. **CANCELLATION.** This order cancels Order 7210.55B, Operational Data Reporting Requirements, dated June 11, 1999.
4. **EFFECTIVE DATE.** October 1, 2004.
5. **RELATED PUBLICATIONS.**
 - a. FAA Order 7210.3, Facility Operation and Administration. Order 7210.3 provides direction and guidance for the day-to-day operation of facilities, including maintaining statistical data and reports.
 - b. The Air Traffic OPSNET Data Reporting System User Manual. This user manual, also referred to as the OPSNET User's Guide, provides procedures for entering operational data into the OPSNET database via the Internet.
6. **BACKGROUND.** In 1988, OPSNET was created to replace the portion of the National Airspace Performance Reporting System (NAPRS) responsible for the collection of delay and traffic count data. In 1999, the OPSNET software was redesigned to provide additional capabilities for entering data and to expand the data-reporting program to additional facilities. The current version of OPSNET, updated in 2003-2004, changes both the format and the method for entering data via a web-based program.
7. **GENERAL.**
 - a. OPSNET includes daily delay reporting as well as airport traffic counts, instrument operations, and instrument approaches.

b. Facilities must submit daily OPSNET reports for a 24-hour period or the operational period if less than 24 hours. Facilities must transmit daily OPSNET reports by 0200 local of the following reporting day. Each OPSNET report must cover the preceding 24 hours or operational period. The standard 24-hour time period is from midnight local to 2359 local; however, Regional Offices may approve a different standard start and stop time in order to facilitate local staffing. In such cases, this time may be no earlier than 2200 local and no later than midnight local for facilities open 24 hours, or no earlier than 30 minutes prior to closure for facilities that operate less than 24 hours.

c. All delay times are recorded in OPSNET as Coordinated Universal Time (UTC).

8. SYSTEM DESCRIPTION. There are four types of OPSNET activities:

a. Data entry. Air traffic control (ATC) facilities, except FSS's, record OPSNET data and transmit the data to the Air Traffic Tactical Operations, System Efficiency Division, (ATT-200) daily.

b. Data processing and storing. ATT-200 personnel process the data from facilities and store it in the OPSNET database.

c. Report preparation and distribution. ATT-200 personnel produce reports on the performance of the National Airspace System (NAS). These reports are distributed electronically to managers at headquarters and are available for facilities to retrieve electronically from ATT-200.

d. Data utilization. Headquarters, regions, facilities, and ATT-200 analyze the OPSNET data to determine ways to improve the performance of the NAS.

9. FUNCTIONAL RESPONSIBILITIES.

a. ATT-200. ATT-200 is responsible for the following:

(1) Implementing and operating OPSNET;

(2) Coordinating procedures with Air Traffic Divisions (ATD) for OPSNET implementation;

(3) Providing support which will enable facilities to meet the OPSNET reporting requirements;

(4) Establishing and amending, as necessary, OPSNET submission and transmission times;

(5) Maintaining an OPSNET hotline designed to provide OPSNET support and instruction to facilities via telephone;

(6) Providing quality assurance by contacting facilities when no data has been received or contacting regional offices to clarify or amend data;

(7) Maintaining the official OPSNET database;

(8) Analyzing OPSNET data for trends in system performance;

(9) Responding to congressionally mandated reporting requirements;

(10) Producing and distributing daily and monthly reports, as well as producing ad hoc reports, as appropriate;

(11) Making OPSNET data available electronically to other FAA programs, as appropriate;

(12) Providing complete and timely information regarding restrictions along with the impacting conditions (with location) to facilities so that they can submit accurate delay reports.

b. Regional Offices. Regional ATD's are responsible for:

(1) Providing quality assurance by ensuring that facilities meet OPSNET reporting responsibilities, report data accurately, and amend reports as necessary;

(2) Providing facilities with guidance and assistance in meeting reporting requirements;

(3) Designating one person, and an alternate, at each OPSNET reporting facility as having the overall responsibility for meeting OPSNET requirements;

(4) Ensuring ATT-200 has a current list of names and telephone numbers of facility personnel responsible for OPSNET reporting;

(5) Utilizing OPSNET data to produce and distribute reports internally that analyze the performance of the region's ATC facilities;

(6) Submitting recommended changes to ATT-200 for evaluation;

(7) Providing an explanation to ATT-200, via electronic mail, for all non-reporting facilities by close of business the next administrative day.

c. Reporting facilities. ATC reporting facilities are responsible for:

(1) Recording and reporting the facility's daily data in the OPSNET system;

(2) Providing a copy of the OPSNET data to ATT-200 via fax (703-437-1376) or telephone (703-925-3171) if an automated connection cannot be completed;

(3) Providing an explanation to the OPSNET regional contact by close of business the next administrative day, for the inability to report by designated time;

(4) Submitting recommended changes to OPSNET through their regional office for submission to ATT-200;

(5) Editing and amending previously submitted reports, as necessary.

10. REPORTING TRAFFIC/OPERATIONS COUNTS. Effective with the date of this order, OPSNET is the official data reporting system for the FAA. Therefore, all air traffic facilities (except

FSS's) must report daily traffic information each day through OPSNET in accordance with FAA Order 7210.3.

OPSNET software contains the appropriate user entry screens for the different kinds of reporting facilities. Facilities unable to comply with the requirement to provide traffic information must relay just cause through their regional contact. This information will be forwarded by the regional contact to the Manager, System Efficiency Division, ATT-200, via electronic mail.

11. SUBMITTING DELAY REPORTS. All air traffic facilities (except FSS's) must submit OPSNET delay reports daily. In the event of a computer or OPSNET telecommunications failure, OPSNET data must be sent via telephone or fax. Once the computer or telecommunications problem has been rectified, the facility must resubmit the data via the OPSNET system.

a. Reportable Delays. Delays to Instrument Flight Rules (IFR) traffic of 15 minutes or more, which result from the ATC system detaining an aircraft at the gate, short of the runway, on the runway, on a taxiway, and/or in a holding configuration anywhere en route must be reported. Facilities should make a cumulative delay calculation when an aircraft is held at more than one fix within a facility. The IFR controlling facility must ensure delay reports are received and entered into OPSNET.

b. Non-reportable Delays. These are delays which are incurred by IFR traffic, but which should not be reported into OPSNET. Non-reportable delays are as follows:

- (1) Linear holds (i.e., speed reductions and/or pilot initiated deviations around weather);
- (2) Delays that are due to mechanical or other aircraft operator/company problems;
- (3) Other delays that are initiated by the aircraft operator/company, such as aircraft which refuse to depart when weather conditions are below CAT II/III minima;
- (4) Taxi time spent under the control of non-FAA entities (i.e., company/airport ramp towers);
- (5) Delays attributed to Special Traffic Management Programs (STMP), except when a Ground Delay Program (GDP) is in effect. (See Section 13-e-15.)

c. International Delays. Delays incurred due to initiatives imposed by facilities outside the United States must be identified as an Impacting Condition under the category "International/Canadian Restrictions". The delay must be charged to the facility imposing the restriction/initiative.

d. Examples. Examples of how to record delay entries follow:

(1) Delay Start Time. The reportable delay starts when an aircraft is delayed 15 minutes or more. For example: An aircraft is at the runway ready to depart at 1500z and is delayed. Fifteen minutes later, that aircraft has reached the reportable delay threshold (1515z). 1500z is entered into OPSNET as the delay start time.

NOTE: In situations where a departing aircraft is delayed prior to taxiing, facilities should subtract the average taxi time for their airport from the delay start time.

(2) **Delay End Time.** The delay ends when an aircraft with a reportable delay departs the airport or exits airborne holding. If a delay occurs and the delay has extended beyond midnight local, continue the delay until it terminates. If the report must be completed because of the OPSNET reporting deadline, a corrected report must be submitted the following day.

(3) **Aircraft Category.** The aircraft category - Air Carrier, Air Taxi, General Aviation, or Military - must be designated when entering delay data.

(4) **Impacting Condition.** The impacting condition is the circumstance that causes a reduction in capacity or otherwise restricts the flow of traffic. Such conditions are temporary in nature and do not include permanent restrictions to capacity such as ATC separation standards.

(5) **Traffic Management Initiatives (TMI).** The delay must be identified as a TMI if it is a result of national or local traffic management imposed restrictions. Such initiatives include Expect Departure Clearance Time (EDCT), Ground Stop (GS), Airborne Holding, Departure Spacing (DSP), En Route Spacing (ESP), Arrival Spacing (ASP), Miles In Trail (MIT), Minutes In Trail (MINIT), Severe Weather Avoidance Plan (SWAP), or Delay Assignment (DAS).

(6) **Individual and/or Group Delays.**

(a) **Individual Delays.** Delays may be entered individually by aircraft identification. When delays are entered individually, the software will automatically calculate the delay time. This method is preferred in that it gives more detailed data for later analysis.

(b) **Group Delays.** Delays may be entered and grouped by either destination or departure airport. Groups must be consistent by aircraft category and impacting condition. If delays are entered as groups, the delay time must be manually calculated and entered. After 15 minutes without delays attributed to the group, the group must be concluded.

(7) **Charge to.** Delays must be charged to the facility that bears the originating cause of the delay. The facility may be either an airport, TRACON, or en route center, and is identified by the facility's official three-letter identifier. For example, if a departure delay is incurred as a result of a mile-in-trail restriction due to sector volume within Kansas City Air Route Traffic Control Center (ARTCC), then ZKC is to be entered into the "Charge to" field. A facility must enter its own identifier if the delay is resultant of local conditions.

(8) **Aircraft Delay Type.** Delays must be categorized by the aircraft status.

(a) **Departure.** Departure delays occur when an aircraft is delayed at the origination airport - prior to departure - regardless of where the impacting condition originates.

(b) **Arrival.** Arrival delays occur when an aircraft is delayed in the adjacent TRACON or ARTCC's airspace due to a condition impacting the flow to the destination airport.

(c) **En route.** En route delays occur when an aircraft is delayed while airborne, anywhere along the route of flight, as a result of an initiative imposed by a facility to manage the traffic flow. This may be for a variety of reasons, such as a radar or frequency outage, or to regulate volume through a sector due to weather along the flight path.

NOTE: These delays exclude any delays that could otherwise be categorized as either departure or arrival delays.

(9) Remarks. The Remarks field should be utilized when additional comments would be helpful to explain the condition(s) or cause(s) associated with the delay. The Remarks field becomes mandatory when "Other" is selected as an Impacting Condition.

e. Amended Delay Reports. When necessary, submit an amended delay report. A team of ATT-200 analysts reviews OPSNET data on a daily basis. Facilities may be contacted, via their region, in regard to discrepancies or for verification purposes. When corrections are deemed necessary, they must be made and entered into the OPSNET system no later than the 15th day of the following reporting month. Exceptions to this rule must be approved by ATT-200. For detailed instructions, refer to the OPSNET User’s Guide or contact the OPSNET Hotline for assistance.

12. HOW TO DETERMINE A REPORTABLE DELAY.

a. Departure Aircraft. These delays occur prior to an aircraft departing the airport and may be attributed to any of the impacting conditions. To determine the reportable delay time:

(1) Aircraft not included in a GDP. Start the clock when the aircraft enters FAA jurisdiction (calls ready); stop the clock on takeoff. Subtract normal taxi time for the runway configuration in use. If the result is 15 minutes or more, a reportable delay has occurred. The number of minutes an aircraft is held by ATC (i.e., gate hold, interim taxi hold, departure sequencing, etc.) is factored into the delay calculation. Each facility must determine how to calculate accurate ATC hold times based upon procedures used at that facility. The calculated time is the number of minutes between when the aircraft enters FAA jurisdiction, and the actual departure time.

Example:

Aircraft calls ready, but is held at gate due to DSP	2000z
Aircraft began taxiing	2020z
Takeoff time	2030z
Normal taxi time	5 minutes (example)
Minutes of delay	25 minutes

NOTE: Facilities may determine normal ramp times for aircraft that push back on non-FAA controlled ramps. The ramp time should not be calculated as part of an ATC imposed delay.

(2) Aircraft included in a GDP. Start the clock at the aircraft's proposed time of departure (P-time); stop the clock when the aircraft departs the airport or when the GDP/GS is canceled and no further ATC delay is incurred. A reportable delay has occurred if the elapsed time is 15 minutes or more. Only the delay incurred as a result of the issuance of an EDCT is calculated. Delays attributable to other factors such as a mechanical or airline delay would negate the delay being attributed to a GDP.

NOTE: The P-time is the time that the aircraft expects to become airborne; i.e., wheels-up time. Taxi time is already computed into the P-time.

- b. En route/Arrival Aircraft. For en route or arrival aircraft, which have incurred a reportable delay as a result of airborne holding: start the clock when the aircraft enters holding; stop the clock when the aircraft exits holding.

Example:

Holding start time	2030z
Holding stop time	2045z
Minutes of delay	15

13. DETERMINING THE IMPACTING CONDITION. Whenever there is a constraint to the flow of traffic, whether at an airport or within an en route facility, the cause of the constraint is referred to as an impacting condition. An impacting condition must be identified for each delay reported through the OPSNET system. The OPSNET software has been developed to automatically route each impacting condition to one of five output categories: Weather, Equipment, Runway/Taxiway, Volume, or Other. These five categories are for end use only, and are not part of the delay reporting or input process.

It is the responsibility of the facility experiencing an adverse condition or imposing a restriction that impedes the flow of traffic to notify the ATCSCC and adjacent facilities of the cause.

Below is a list of impacting conditions available when entering delays into OPSNET. For information purposes, the list is grouped by the output categories, although in OPSNET it appears in alphabetical order.

- a. Weather. The presence of adverse weather conditions, such as:
- (1) Fog.
 - (2) Lightning Strike.
 - (3) Low Ceilings. Cloud conditions - at or below takeoff, landing, or Visual Flight Rules (VFR) requirements - which adversely affect operations.
 - (4) Low Visibility. Reduced visibility - at or below takeoff, landing, or VFR requirements - which adversely affect operations.
 - (5) Poor or Nil Braking Action.
 - (6) Rain. The presence of rain affecting the operating condition of the runway(s) and/or taxiway(s).
 - (7) Runway Treatment. Snow/ice removal operations, or treatment to the runway(s) and/or taxiway(s) to prevent snow/ice build-up.
 - (8) Snow/Ice. The presence of snow or ice affecting the operating condition of the runway(s) and/or taxiway(s), or otherwise impacting operations at the airport or en route.
 - (9) Thunderstorms. The presence or direct consequence of a thunderstorm.

(10) Tornado/Hurricane. The presence or direct consequence of a tornado or hurricane.

(11) Wind. Wind that causes less than optimum runway configuration, wind shear, or other adverse condition.

b. Equipment.

(1) Equipment / FAA. An equipment failure or outage, which causes a reduced capacity at the facility, whether at an airport or en route. This pertains to FAA owned and maintained NAS equipment only. When there is an outage rather than a failure, use the Remarks section to identify whether the outage was scheduled or unscheduled.

(2) Equipment / Non-FAA. A failure or outage related to equipment owned by entities other than the FAA. This would include foreign, state, municipal or military owned and maintained equipment.

NOTE: If the equipment failure or outage is the result of a weather event, such as a lightning strike, the impacting condition should be identified as the weather event (i.e., lightning strike).

c. Runway/Taxiway. A reduction in facility capacity due to runway(s) and/or taxiway(s) limitations.

(1) Disabled aircraft. Disabled aircraft impeding the optimal use of runway(s) and/or taxiway(s).

(2) Multi-taxi. Congestion caused by many aircraft trying to taxi at once.

(3) Noise Abatement. Reduced capacity due to procedures restricting use of certain runways and/or routes during specified hours, in an attempt to reduce noise in communities near airports.

(4) Runway Change - Operational Advantage. In a multiple airports terminal area, less than optimum capacity caused by a runway configuration change that will allow for increased airport capacity at secondary airport(s).

(5) Runway Change - Operational Necessity. Condition whereby less than optimum runway configuration is required for overall traffic flow benefits to neighboring facilities.

(6) Runway Construction.

(7) Runway Maintenance.

(8) Runway Obstruction.

NOTE: When runway changes are a result of weather conditions or equipment failures/outages, the associated impacting condition should be identified as the weather condition or equipment failure/outage rather than runway change.

d. Volume. Delays must only be reported as volume when the airport is in its optimum configuration and no impacting conditions have been reported when the delays were incurred.

- (1) Compacted Demand.
- (2) Volume.

e. Other. Includes all impacting conditions that are not otherwise attributed to weather, equipment, runway/taxiway or volume.

- (1) Air Show.
- (2) Aircraft Emergency.
- (3) Aircraft Radio.
- (4) Aircraft Stuck Mic.
- (5) Bird Strike.
- (6) Bomb Threat.
- (7) External RFI (Radio Frequency Interference).
- (8) Fire.
- (9) Flight Check.

(10) International/Canadian Restrictions. (An example would be a GDP or GS for traffic destined to Canadian airports.)

- (11) Military Operations.
- (12) Non-radar procedures.

(13) PRM Non-equippage. Facilities, which utilize Precision Runway Monitor (PRM) procedures, may incur airborne arrival delays for aircraft, which are not suitably equipped to accept PRM services.

- (14) Aircraft and/or Pilot unable to perform Land and Hold Short Operations (LAHSO).

NOTE: When the Airport cannot support LAHSO due to any weather condition, the associated impacting condition should be identified as the weather condition.

- (15) Security. This would include delays attributed to the preservation of safe air travel.

(16) STMP. Delays in this category are to be reported only during the occasion that a GDP has been implemented.

- (17) VIP Movement.

(18) Other. This is a "catch all" heading, and must be used only when the impacting condition does not fall into any of the other categories. When this is selected, an explanatory comment must be entered in the Remarks section.

f. Multiple Impacting Conditions. There are times when a delay can be associated with more than one impacting condition. At such times, the original cause of the delay should initially be selected as the Impacting Condition. The Remarks section should be used to further define the multiple cause(s).

(1) As an example, assume the ILS at an airport is out of service and local weather conditions are IFR. Each situation, independent of the other, would cause a reduction in capacity, but neither, on its own, would create a need for initiatives or cause delays. However, the two events together result in reportable delays. In this case, either equipment or weather should be identified as the impacting condition, the Remarks section should be used to identify the secondary condition.

(2) When an aircraft was delayed due to a GDP, and the program was cancelled yet the aircraft was additionally delayed as a result of initiatives to manage the backlog created by the GDP, then the Impacting Condition should initially be treated as a TMI / EDCT. The Remarks section should be used to list the secondary cause of the delay, such as ESP, MIT, etc. The same would apply in a GS situation.

14. IDENTIFYING TMI DELAYS. Once the Impacting Condition has been identified, it must be determined if the delay was a result of a TMI. When so determined, the type of TMI must be identified. TMI delays must be charged to the airport or facility where the restriction to the traffic flow originates. The following is a list of TMI options available in OPSNET. The specifics of the data entries are contained in the OPSNET User's Guide and program.

a. EDCT. When a GDP is in effect for any reason (i.e., in support of SWAP, STMP, etc.), EDCT must be selected as the type of TMI.

b. GS.

c. Airborne Holding.

d. DSP.

e. ESP.

f. ASP.

g. Metering.

h. MIT.

i. MINIT.

j. SWAP.

k. DAS.

1. Other. This should be used only when no other TMI applies. When this is selected, an explanatory comment must be entered in the Remarks section.

15. **EXAMPLES.** Several examples of possible delay scenarios have been set forth in Appendix 1.

John W. Kies
Program Director
Air Traffic System Operations

APPENDIX 1. EXAMPLES OF POSSIBLE DELAY SCENARIOS

- 1. SCENARIO:** GDP in effect for SFO due to low ceilings. An aircraft with a destination of SFO is issued an EDCT of 1500z due to the GDP. The original proposed time for the flight was 1435z. The flight departs at 1504z. For reporting purposes, the delay start time is 1435z, the delay end time is 1504z, for a total of 29 minutes. This is a departure delay; the Impacting Condition is low ceilings; the delay is further categorized as a TMI / EDCT, and is charged to SFO.
- 2. SCENARIO:** A GDP is in effect for SFO due to low ceilings. An aircraft, departing SEA and destined SFO, receives an EDCT at 1805z. The flight opts to utilize CARP (Crescent City Arrival Reservoir Program), which is in effect in conjunction with the GDP. The flight departs SEA at its original P-time of 1720z, and enters holding at CEC at 1745z. The flight departs holding, continuing its route to SFO, at 1830z. For OPSNET reporting purposes, the delay start time is 1745z and the delay end time is 1830z. The Impacting Condition is low ceilings; the delay is a TMI; however, in this case, the type of TMI is EDCT rather than Airborne Holding. The delay type is departure and the delay is charged to SFO. In such a situation, an additional comment in the Remarks section referring to CARP, although optional, would be helpful to the OPSNET analysts the following day.
- 3. SCENARIO:** A GDP is in effect for EWR due to snow. An aircraft with a destination of EWR is issued an EDCT of 2000z due to the GDP. The original proposed time for the flight was 1925z. The GDP is cancelled at 2015z and no further ATC delay of aircraft incurred, however, the aircraft isn't ready to depart until 2100z. For reporting purposes, the delay start time is 1925z, the delay end time is 2015z, for a total of 50 minutes. A comment in the Remarks section should be made that the aircraft actually departed at 2100z and the reason for the extended delay time.
- 4. SCENARIO:** A GDP is in effect for EWR due to snow. An aircraft with a destination of EWR is issued an EDCT of 2000z due to the GDP. The original proposed time for the flight was 1925z. The GDP is cancelled at 2015z with MIT restrictions in place. The aircraft departs at 2100z. For reporting purposes, the delay start time is 1925z, the delay end time is 2100z, for a total of 1 hour 35 minutes. The impacting condition is snow, the delay is further categorized as TMI/EDCT, and is charged to EWR. A comment in the Remarks section should be made that the delay from 2015z –2100z is due to MIT.
- 5. SCENARIO:** A GDP is in effect for EWR due to snow. An aircraft with a destination of EWR is issued an EDCT of 2000z due to the GDP. The original proposed time for the flight was 1925z. The GDP is cancelled at 1945z and no further ATC delay of aircraft is incurred, however, the aircraft wasn't loaded and ready to depart until 2100z. For reporting purposes, the delay start time is 1925z, the delay end time is 1945z, the end of the GDP, for a total of 20 minutes. A comment in the Remarks section should be made that the aircraft actually departed at 2100z due to passenger loading.

- 6. SCENARIO:** It is a VFR day at ATL and the airport is operating at "optimums" (runway configuration and arrival rate). No adverse conditions or restrictions have been reported by either ZTL or ATL. It is a peak arrival period for ATL, and ZTL manages arrival demand with airborne holding. An aircraft, destined ATL, entered holding at 1220z, and exited holding at 1242z. For OPSNET reporting purposes, the delay start time is 1220z, the delay end time is 1242z, for a total delay of 22 minutes. The delay type is arrival; the Impacting Condition is volume; the delay is further identified as a TMI / Airborne Holding, with ATL reported in the "Charge to" field.
- 7. SCENARIO:** COS lost runway lights on RWY 35L. As a result, ZDV needed to initiate airborne holding for arrivals destined COS. For OPSNET reporting purposes, the delay start and end times are equal to the times that holding began and ended. The Impacting Condition is Equipment - Non-FAA, but this is not a TMI delay. The delay type is arrival, the "Charge to" field is COS.
- 8. SCENARIO:** There has been a radar failure in ZAB, impacting the flow of traffic through ZAB23. As a result, ZAB and the ATCSCC implement a miles-in-trail restriction for ZFW traffic entering ZAB23. To meet the MIT requirements, ZFW initiates ESP for their internal departures. An aircraft at ABI has a P-time of 1815z but is affected by the ESP. As a result, the aircraft is assigned a departure time of 1830z, and gets airborne at 1835z. For OPSNET reporting purposes, this would be a departure delay; the Impacting Condition would be Equipment-FAA; the delay would further be categorized as a TMI / ESP and charged to ZAB.
- 9. SCENARIO:** Fog conditions at STL prevented approaches to the airport. An aircraft held in ZKC airspace until FAR compliance required diversion to its alternate destination. If the aircraft held 15 minutes or more, this would be a reportable delay for OPSNET purposes. This would be an arrival delay, charged to STL, with an impacting condition of Fog. This would not be considered a TMI delay. A comment in the Remarks section in reference to the diversion would be optional, but would be helpful for the analysts the following day.
- 10. SCENARIO:** An aircraft at PHX has a P-time of 2115z. The aircraft has a maintenance problem and is delayed until which time the problem can be fixed. The aircraft departs PHX at 2205z. This is not considered a reportable delay, as it is not attributable to ATC.
- 11. SCENARIO:** There are thunderstorms throughout the southwestern U.S. impacting flights filed along J29/J101. A departure at IAH, originally filed along this route, is being delayed as a result. A reroute is offered to the aircraft, which, if accepted, will let the aircraft get airborne at its original P-time. The aircraft operator declines the reroute, opting instead to take the delay. This is not considered a reportable delay for OPSNET purposes.
- 12. SCENARIO:** There are thunderstorms throughout ZDC airspace and various initiatives are in place to manage the flow of traffic through the area. An airborne aircraft destined to DCA is held for 20 minutes by ZBW. For OPSNET reporting purposes, this is an en route delay with an Impacting Condition of thunderstorms. The delay is further categorized as a TMI / Airborne Holding, and is charged to ZDC.