CAPACITY
NAS On-Time Arrivals

Federal Aviation Administration

FY 2009 Performance Target

"Achieve a NAS On-Time Arrival rate of 88.00 percent at the 35 Operational Evolution Partnership (OEP) airports."

Flight Plan Objective and Performance Target

Objective 2: Increase reliability and on-time performance of scheduled carriers.

Performance Target: Achieve a NAS on-time arrival rate of 88.00 percent at the 35 OEP airports and maintain through FY 2013.

	FY 2005[1]	FY 2006	FY 2007	FY 2008	FY 2009
Target	87.40%	87.40%	87.67%	88.00%	88.00%
Actual	88.44%	88.36%	86.96%[2]	87.29%	

[1] This measure was redefined in FY 2005 to exclude delays not related to the operation of the NAS – see Computation section below. The target and result for FY 2004 are for the original measure.

[2] Final result revised from preliminary estimate of 86.71% in FY 2008. Estimate revised from original estimate of 86.32% in November 2007.

Definition of Measure

Unit of Measure: Percentage of flights arriving no more than 15 minutes late.

Computation: NAS On-Time Arrival is the percentage of all flights arriving at the 35 OEP airports equal to or less than 15 minutes late, based on the carrier flight plan filed with the FAA, and excluding minutes of delay attributed by air carriers to weather, carrier action, security delay, and prorated minutes for late arriving flights at the departure airport. The number of flights arriving on or before 15 minutes of flight plan arrival time is divided by the total number of completed flights, and the result is multiplied by 100 to convert it to a percentage.

Formula:

$$\frac{\text{NAS On - Time Flights}}{\text{Total Flights}} \times 100$$

Scope of Measure: A flight is considered on time if it arrives no later than 15 minutes after its published, scheduled arrival time. This definition is used in both the DOT Airline Service Quality Performance (ASQP), and Aviation System Performance Metrics (ASPM) reporting systems. Air carriers, however, also file up-to-date flight plans for their services with the FAA that may differ from their published flight schedules. This metric measures on-time performance against the carriers' filed flight plan, rather than what may be a dated published schedule.

The time of arrival of completed passenger flights to and from the 35 OEP airports is compared to their flight plan scheduled time of arrival. For delayed flights, delay minutes attributable to extreme weather, carrier caused delay, security delay, and a prorated share of delay minutes due to a late arriving flight at the departure airport are subtracted from the total minutes of delay. If the flight is still late, it is counted as a delayed flight attributed to the National Aviation System (NAS) and the FAA.

Why the FAA Chooses this Measure

On-Time performance is a measure of the ability of the FAA to deliver services. A major weakness of using air carrier scheduled on-time performance as a metric is that it contains flight delays caused by incidents outside the FAA's control. However, the air carriers have supplied the causation of flight delay, by flight, since June 2003 under revised Part 234 instructions. Removal of delays not attributable to the FAA provides a more accurate and equitable method of measuring the FAA's performance.

Source of the Data

The ASPM database, maintained by the FAA's Office of Aviation Policy and Plans, in conjunction with DOT's ASQP causation database, provides the data for this metric. By agreement with DOT, certain major carriers file ASQP flight data for all flights to and from most large and medium hubs. Flight records contained in the Traffic Flow Management System (TFMS) and flight movement times provided by Aeronautical Radio, Inc. (ARINC) supplement the flight data.

Statistical Issues

Data are not reported for all carriers, only the 20 carriers reporting monthly into the ASQP reporting system.

Completeness

Fiscal year data are finalized approximately 90 days after the close of the fiscal year.

Reliability

The reliability of ASPM is verified on a daily basis by the execution of a number of audit checks, comparison to other published data metrics, and through the use of ASPM by over 1500 registered users. ASQP data is filed monthly with DOT under 14 CFR Part 234, Airline Service Quality Performance Reports, which separately requires reporting by major air carriers on flights to and from all large hubs.