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Delay Management Dr Cheng-Lung Wu 2012-10-01  
Airline Operations and Delay Management fills a gap within the area of airline schedule planning by addressing the close relationships between network development, economic driving forces, schedule demands and operational complexity. The pursuit of robust airline scheduling and reliable airline operations is discussed in light of the future trends of airline scheduling and technology applications in airline operations.

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Augusta Galbreath 1969

**IATA Review 1994-07**

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**S. 633, Aviation Delay**

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**Prevention Act** United States. Congress. Senate. Committee on Commerce, Science, and Transportation. Subcommittee on Aviation 2004

*Icao Airline Designator*

Source Wikipedia 2013-09

Please note that the content of this book primarily consists of articles available from Wikipedia or other free sources online. Pages: 24. Chapters: Airline codes-A, Airline codes-S, Airline codes-C, Airline codes-T, Airline codes-P, Airline codes-B, Airline codes-E, Airline codes-M, Airline codes-R, Airline codes-N, Airline codes-F, Airline codes-G, Airline codes-I, Airline codes-L, Airline codes-H, Airline codes-D, Airline codes-J, Airline codes-K, Airline codes-U, Airline codes-V, Airline codes-W, Airline codes-O, Airline codes-Z, Airline codes-Y, Airline codes-0, Airline codes-Q, Airline codes-X, Airline codes-All.

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codes. The table lists the IATA airline designators, the ICAO airline designators and the airline call signs (telephony designator). Historical assignments are also included for completeness. IATA airline designators, sometimes called IATA reservation codes, are two-character codes assigned by the International Air Transport Association (IATA) to the world's airlines in accordance with the provisions of IATA Resolution 762. They form the first two characters of the flight number. Designators are used to identify an airline for all commercial purposes, including reservations, timetables, tickets, tariffs, air waybills, and in airline interline telecommunications. There are three types of designator: unique, alpha/numeric, and controlled duplicate. IATA maintains two policies to deal with the limited

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number of available codes: Controlled duplicates are issued to regional airlines whose destinations are not likely to overlap, in such a way that the same code would be shared by two different airlines. The controlled duplicate is denoted here with an asterisk (\*) following the code and in IATA literature as well. The ICAO airline designator is a code assigned by the International Civil Aviation Organization to aircraft operating agencies, aeronautical authorities, and services. The codes are unique by airline which is...

**Air Distances Manual**  
1994

[Analyszing passenger delays due to airport congestion: a systems simulation approach](#) James

T. Low and Martin R. Warshaw 1979

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Transportation Development Centre (Canada) 1992 Project to develop a methodology for determining the magnitude and sources of delays at Canadian airports in general and at Lester B. Pearson International Airport (LBPIA) in particular. This involved developing a logical data base of all relevant data about aircraft movement at LBPIA from air traffic services, air carriers, voice tapes of communications between pilot and air controller, and other data generated from ARC sources or organizations such as ICAO. The decoding of the voice tapes involved the use of a proprietary, human-operated speech component recognition software that ran in parallel with the playback of the tapes. This report describes the data sources and the detailed data analysis and development of appropriate prototype algorithms.

A Handbook for the  
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Estimation of Airside Delays  
at Major Airports (quick  
Approximation Method)  
Amedeo R. Odoni 1976  
Introduction: The estimation of average and total airside delays and delay costs at major airports requires considerable and time-consuming effort, usually centered on an analysis based either on queuing theory or on computer-supported simulation. Alternatively (and preferably, if one can afford it) an extensive data-collection program on delays at the airport of interest can be initiated. Such a program unfortunately must often be carried out over long periods of time and is fraught with statistical pitfalls. Besides, any amount of information is of little value to future planning and forecasting if it is not coupled with an understanding of the underlying relationships between capacity, demand and delays at the airport of

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a means of by-passing such difficulties, the work described here is aimed at providing a simple and practical tool for estimating delay-related statistics quickly and inexpensively. In a way, it is an attempt to provide planners and airport administrators alike with an easy-to-use "handbook" from which airport delays can be obtained using only knowledge of a few basic variables associated with any given airport. The basic quantity with which the handbook deals is that of average total daily delays (TDDEL), i.e. the total delays suffered in the course of a typical day by aircraft attempting to use the runways of an airport. The delays referred to here are solely those due to normal runway congestion and do not reflect problems that may be due, for instance, to exceptional weather conditions or to other causes. No distinction is made between delays

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suffered by landing aircraft which have to queue in the air and those suffered by departing aircraft waiting on the ground (the latter being obviously a less severe condition). It should also be emphasized at the outset that delay estimates provided through this method lay no special claim to extreme accuracy. It is believed however that good approximations (more than adequate for most planning purposes) will most often be obtained. Exceptions do exist, as described in Chapter 2 and in Chapter 3 (which also discuss the question of accuracy in some detail). Chapter 2 summarizes the technical approach used in arriving at the main product of this work, the TDDEL graphs. The theoretical methodology, the sequence of assumptions used, the computational approach, and a brief discussion of the accuracy and sensitivity of the results are presented in that order. Chapter 3

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intended as (and written in the form of) a self-sufficient user's guide for the estimation of delay statistics through the TDDEL graphs. It also contains several numerical examples illustrating the use of this tool. The reader who is not interested in the technical details may want to omit Chapter 2 and read Chapter 3 only with no loss of continuity.

*Delays to Air Traffic in a Terminal Area* Gerold Pestalozzi 1966

**Standard Data Elements and Codes -- Facility Identification and Supplemental Standards**

United States. Federal Aviation Administration 1985

**International Flight Information Manual**

National Flight Data Center (U.S.) 1991 Consists of replacement pages for basic manual.

H.R. 1407, the Airline Delay Reduction Act United States. Congress. House.

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Subcommittee on Aviation 2001

*Aviation Coding Manual* United States. National Transportation Safety Board 1995

Government and industry-wide efforts to address air traffic control delays United States. Congress. Senate. Committee on Commerce, Science, and Transportation.

Subcommittee on Aviation 2004

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**Evaluating the System Impact of en Route Delay** Huifang Yin 2009

**Aviation System Analysis Capability Quick**

**Response System Report** 1998

*Chicago Delay Task Force Technical Report* Chicago (Ill.). Department of Aviation 1990

**Terminal Area Airline**

**Delay Data, 1964-1967**

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Augusta Galbreath 1968  
**Airline Manual** United States. Civil Aeronautics Board 1948

**Auswirkungen disaggrierter Regulierung auf die Kapazität von Verkehrssektoren**

Sebastian Keitel 2015-06-29  
Infrastrukturen in Verkehrssektoren sind regelmäßig Gegenstand von Diskussionen um Marktversagen und Markteingriffe. Die in der EU verfolgten Regulierungsansätze und die daraus entstandene Regulierungslandschaft insbesondere in Verkehrssektoren sind dadurch divers: Während Abfertigungsdienste an Verkehrsflughäfen zugangsreguliert wurden, scheiterten entsprechende Vorhaben für Seehäfen. Die vorliegende Arbeit nimmt dies zunächst als Anlass, wissenschaftliche Theorien aus der Netzökonomie zu systematisieren und anhand der Besonderheiten von *A Standard Iata Delay Codes Ahm730 Pdf Pdf*  
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Verkehrssektoren weiter zu entwickeln. Im weiteren Verlauf wird anhand der Zugangsregulierung von Abfertigungsdiensten an Flughäfen gezeigt, welchen Einfluss Regulierungsvorhaben auf die Nutzung der Verkehrsinfrastrukturkapazität haben können. Die Ergebnisse der empirischen Untersuchung zeigen, dass die Anzahl der an einem Flughafen tätigen Abfertigungsunternehmen Einfluss auf die durch Abfertigungsdienste verursachten Verspätungen hat. Sie machen deutlich, dass die Abschätzung solcher Auswirkungen im Vorfeld zu Regulierungsvorhaben dringend geboten ist. Im letzten Teil der Arbeit wird daher untersucht, wie Rechtsfolgeabschätzungen in der EU erstellt werden und darauf aufbauend ein Katalog quantitativer Methodik entwickelt, der Folgeauswirkungen von Regulierungs- *Downloaded from*  
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Gesetzesvorhaben auf die Kapazität von Luftverkehrssektoren abschätzen lässt. Transport infrastructure is a regular subject of discussion around market failure and market intervention. Both regulatory measures and the resulting regulatory landscape within the EU are therefore diverse: While market access for ground handlers at airports was partly liberalized, similar measures at seaports could not be put in place. This work therefore first aims at systemizing and enhancing scientific theory of network economies according to the particularities of transport sectors. Additionally, on the basis of the example of ground handling

liberalization, the influence of regulatory measures on the usage of infrastructure capacity is analyzed. Results of the empirical analysis show that the number of active ground handlers at an airport has an influence on flight delays caused by ground handling. It is shown that those impacts need to be pre-estimated before adopting regulatory measures. The last part of this book therefore assesses how impact assessments in the EU are performed. On the basis of these results, a catalogue of methodologies is developed that allows carrying out pre-assessments of the impact of regulatory measures on transport capacity.