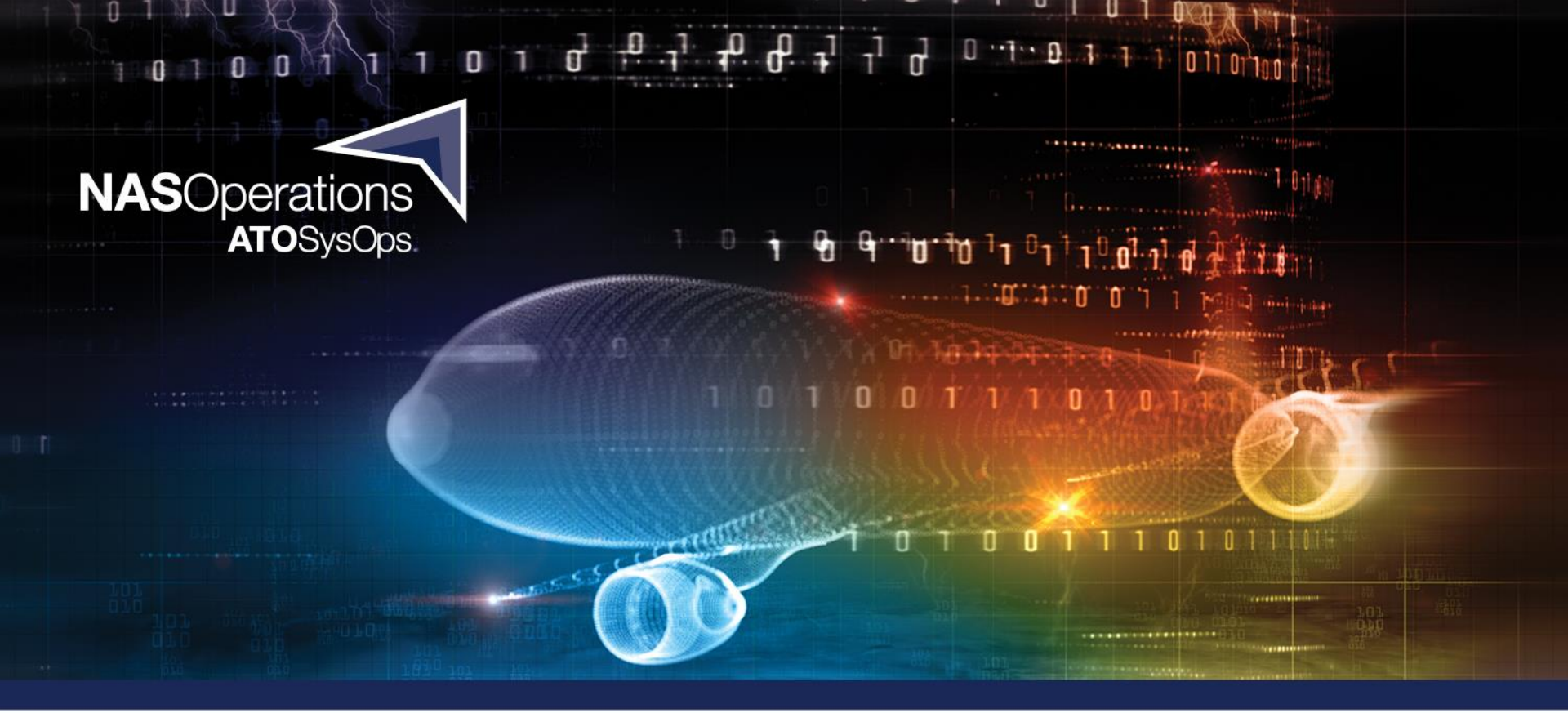


Impacting Conditions for Delays and Restrictions

Date:

Presented to:

Presented by:

FAA
Air Traffic Organization

Delay Reporting Requirements

- As per FAA Order 7210.3 Facility Operations and Administration

4–7–2. DELAY REPORTING

Air traffic personnel are responsible for reporting delays of 15 minutes or more that occur in facilities or airspace under their control. The **cause of the delay**, as well as the type aircraft involved (commercial, air taxi, general aviation, or military), and the duration of the delay must be included in the daily reporting system. The air traffic operations network (OPSNET) is utilized for the purpose of submitting these reports electronically. For more detailed information on OPSNET reporting, policies, and procedures refer to FAA Order JO 7210.55, Operational Data Reporting Requirements.

Impacting Condition

The Air Traffic Organization is committed to data driven decision making.

Capturing the appropriate impacting condition when reporting delays is an essential part of data collection.

If we don't know what causes the delays in the system, we can't effectively work to reduce delays moving forward.

FAA Order 7210.55 Data Reporting Requirements on Impacting Conditions

10. Procedures.

f. 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.

FAA Order 7210.55 Data Reporting Requirements on Impacting Conditions

10. Procedures.

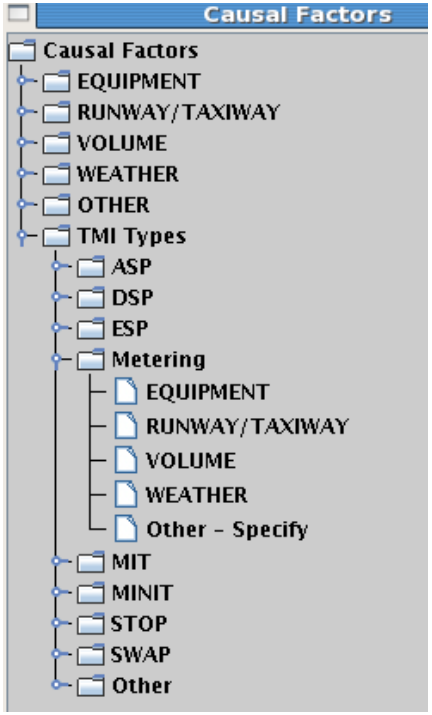
f. Determining the impacting condition. (Cont.)

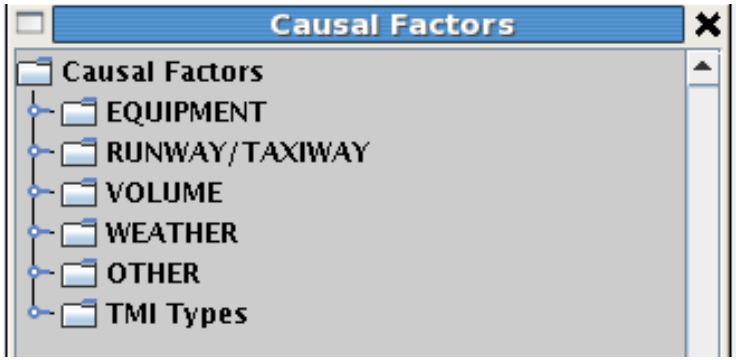
It is the responsibility of the facility experiencing an adverse condition or imposing a restriction that impedes the flow of traffic to notify the ATCSCC and adjacent facilities of the cause.

*This section reinforces the need for accurate **causal factor** documentation of restrictions in NTML, which drives accurate delay reporting in OPSNET.*

NTML Entries Requiring Impacting Conditions/Causal Factors

- Causal factors are required in the “RSTN”, “MRSTN” and “Delay” Tab’s.
- Ensure the impacting condition is identified in the causal factor window as “Equipment”, “Runway/Taxiway”, “Volume”, “Weather”, “Other” or “TMI Types”.
- The original cause of the delay should be selected as the Causal Factor along with any impacting sub-category condition.





FAA Order 7210.55 Data Reporting Requirements on Impacting Conditions

OUTPUT CATEGORIES

(1) Weather. The Presence of adverse weather.

i.e. - Fog, lightning strike, low ceilings or visibility, poor or nil breaking action, Rain, Thunderstorms, etc.

Weather impacts can be broken into several subgroups. Identifying the specific impact condition is ideal for the most accurate reporting.

7210.55, 10., **f.** contains more thorough examples of this type of constraint.

FAA Order 7210.55 Data Reporting Requirements on Impacting Conditions

OUTPUT CATEGORIES (cont.)

(2) Equipment. FAA or Non-FAA equipment outages which cause a reduced capacity at an airport or en route.

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 (for example, lightning strike).

7210.55, 10., **f.** contains more thorough examples of this type of constraint.

FAA Order 7210.55 Data Reporting Requirements on Impacting Conditions

OUTPUT CATEGORIES (cont.)

(3) Runway/taxiway. A reduction in facility capacity because of runway/taxiway limits.

i.e. – Noise abatement, runway change, runway Construction, runway maintenance, runway construction, disabled aircraft, etc.

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.

7210.55, 10., **f.** contains more thorough examples of this type of constraint.

FAA Order 7210.55 Data Reporting Requirements on Impacting Conditions

OUTPUT CATEGORIES (cont.)

(4) 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.**

i.e – Compacted demand, multi-taxi, and volume.

This output category tends to be the default selection when an impacting condition is not immediately known. It is important to remember that volume is often the result of some other impacting condition forcing traffic congestion into an area. Examples are routes around weather activity, closed military airspace, and rocket launch activity.

FAA Order 7210.55 Data Reporting Requirements on Impacting Conditions

OUTPUT CATEGORIES (cont.)

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

i.e – Aircraft emergency, aircraft stuck mic, bird strike, bomb threat, fire, flight check, military operations, VIP movements, etc.

NOTE-

When the airport cannot support LAHSO because of any weather condition, the associated impacting condition should be identified as the weather condition.

7210.55, 10., **f.** contains more thorough examples of this type of constraint.

FAA Order 7210.55 Data Reporting Requirements on Impacting Conditions

OUTPUT CATEGORIES (cont.)

(5) Other. (cont.)

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.

When comments are not used to fill in the fill box when other/other is selected, there is no way to identify the impacting of the restriction or delay. Fill in the text box when other/other is selected.

FAA Order 7210.55 Data Reporting Requirements on Impacting Conditions

OUTPUT CATEGORIES (cont.)

(6) 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 causes.

As an example, assume the instrument landing system at an airport is out of service and local weather is IFR. Each situation independently would cause a reduction in capacity, but neither on its own would create a need for initiatives or cause delays. However, together, the two events 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.

FAA Order 7210.55 Data Reporting Requirements on Impacting Conditions

District Specific Example:

Give an example of a MIT restriction in NTML to reduce volume in a sector, when the need for the restriction is due to additional volume being routed through the sector due to convective activity in a neighboring area/ARTCC. This would be an example of a Weather: Thunderstorm impacting condition, not a Volume impacting condition.

FAA Order 7210.55 Data Reporting Requirements on Impacting Conditions

District Specific Example:

Give an example of an airport configuration in your district which is in a less than the optimum configuration due to winds, which results in reportable delays. The impacting conditions for these delays is under the Weather output category under Wind. In the absence of wind, there would be no delays.

Thank you!