

NASOperations
ATOSysOps



Capturing Departure Delays

Date:

Presented to:

Presented by: , TMO



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.

FAA Order 7210.55 Data Reporting Requirements

10. Procedures.

- a. Reporting traffic/operations counts and delays. OPSNET is the official data reporting system for the FAA.
- c. Submitting delay reports.
 - (1) All air traffic facilities, except FSSs, must report daily traffic information through OPSNET following FAA Order JO 7210.3.
 - (2) 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, or in a holding configuration anywhere en route must be reported. The IFR controlling facility must ensure delay reports are received and entered into OPSNET.

Reportable delay entering

- EDCT Times (These are tracked within the Ground Delay Program and are automatically entered). No actions are required by the facility.
- Ground Stops to an airport (These times are tracked within the Ground Stop program). No actions are required by the facility.
- TBFM/Metering/Call-For-Release delays: These items need to be manually entered by the facility through OPSNET.

How to Determine a reportable departure delay

- Start the clock when the aircraft enters FAA jurisdiction (calls ready to depart)
- 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 (for example, gate hold, interim taxi hold, **call for release**, etc.) is factored into the delay calculation.
- Each facility must determine how to calculate accurate ATC hold times based on 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.

Non-reportable delays initiated by the aircraft operator/company

- If an aircraft receives a reroute and has to return to the gate for more fuel, this is not a delay. (They have been given a flyable route and the ability to depart.) So this is not an ATC delay.
- Mechanical problems/Load Close-out issues “No numbers”
- When a Flight Crew refuses a takeoff clearance into what they deem to be “convective wx” and decide to wait.
- Pilot refusal to depart when weather conditions are below category I/II minima.
- Pilot requests for a nonstandard departure operation (ODO).
- Pilot refusal to accept an available route.
- Taxi time spent under the control of non-FAA entities (for example, company/airport ramp towers).

Individual and Group delays

- **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.
- **Group delays:** Delays may be entered and grouped by either destination or departure airport. This is typically 5 or more aircraft. 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.

Air Carrier vs Air Taxi


- OPSNET defines these as follows:
 - **Air Carrier.** (AC) Aircraft with seating capacity of more than 60 seats or a maximum payload capacity of more than 18,000 pounds, carrying passengers or cargo for hire or compensation. This includes US and foreign-flagged carriers.
 - **Air Taxi.** (AT) Aircraft designed to have a maximum seating capacity of 60 seats or less or a maximum payload capacity of 18,000 pounds or less, carrying passengers or cargo for hire or compensation.

Air Carrier vs Air Taxi (cont.)

- Very few Air Taxi flights left
 - CRJ200, E135, E145, AT42, most turbo props
 - Charter flights are included (NetJets, Wheels Up, XO Jet)
- If in doubt, internet search may help
 - Not critical. If unsure, select Air Carrier

Who do I charge the delay to?

- TMI delays must be charged to the facility that bears the originating cause of the delay. The facility may be either an airport, terminal radar approach control, or enroute center and is identified by the facility's official three-character identifier.
- For example, if a departure delay is incurred because of a MIT restriction due to traffic volume for a particular airport i.e. IAH, then IAH is to be entered into the "Charge to" field.



Delays are captured through utilization of the Air Traffic Operational Reporting System OPSNET

Delay Entry Process in OPSNET

Log into OPSNET:

<http://opsnet.faa.gov/opsnet/jsp/login.jsp>

Each facility should have their own Login ID and Password



OPSNET

FEDERAL AVIATION
ADMINISTRATION
AIR TRAFFIC OPERATIONAL
NETWORK

Facility LOGIN

Thursday - June 24, 2021

Login ID and Password are *case-sensitive*.

Login ID

Password

Login

Reset

NOTE: This site requires cookies and javascript to be enabled. Make sure your web browser is set correctly.

If you have forgotten your password, please use the **Contact Us** link below and request to have it reset.



OPSNET

FEDERAL AVIATION
ADMINISTRATION
AIR TRAFFIC OPERATIONAL
NETWORK

Select Facility and Date

MSP, select a Facility
and a reporting date.

[Change Reporting Facility/Date](#)

[Facility Administration](#)

[Reports](#)

[Transmit Now](#)

[Logout](#)

Report OPSNET Data For

Reporting Date

Select "Add" next to Individual Delays

opsnet.faa.gov/opsnet/jsp/main.jsp?facld=MSP

Calendar TMO Weather Personal Work AWO JATOC MyFAA Google Maps News

OPSNET
FEDERAL AVIATION ADMINISTRATION
AIR TRAFFIC OPERATIONAL NETWORK

Select an Action MSP reporting for MSP on 06/24/2021

Data Type	Action
Tower Traffic	<input type="button" value="Add"/>
Individual Delays	<input type="button" value="Add"/>
Group Delays	<input type="button" value="Add"/>

Change Reporting Facility/Date
Facility Administration
Reports
Transmit Now
Logout

Items to note:

- TMU should state the reason. If not, ask
 - Should also note if is a TMI (metering)
- Take note of who to charge the delay to
 - I.E.: DEN arrival volume should be charged to DEN
 - If not sure, ask TMU
- Delays can be entered at the end of the day

Thank you!