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CHANGE 1 TO AIRPORT CAPACITY  
DELAY--Simulation Model  
Availability

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PURPOSE. This Change revises chapter 5 to incorporate the National Technical Information Service (NTIS) acquisition codes for the recently documented Airfield Simulation Model (ADSIM). It also identifies minor pen and ink corrections.

PEN AND INK CORRECTIONS.

- Correct chapter identification from 3 to 4 at the bottom of page 3, 85, and 87.
- Delete the (000) marking from the Hourly Capacity Column of the example sheets on pages 2, 3, and 4 of Appendix 1, and pages 5, 17, and 19 of Appendix 2 from the Hourly Capacity Column of the sample forms on pages 3 (and 4), 5 (and 6), and 21 (and 22) of Appendix 5. Note: Page 21 (and 22) is attached to the right of page 23 (and 24).

PAGE CONTROL CHART

Remove Pages	Dated	Insert Pages	Dated
11	9/23/83	111	9/23/83
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1	9/23/83	91 (and 92)	5/16/84

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## CONTENTS

	Page
<b>CHAPTER 1. AIRPORT CAPACITY AND DELAY . . . . .</b>	<b>1</b>
1-1. General . . . . .	1
1-2. Airport Components . . . . .	1
1-3. Capacity Terms . . . . .	2
Table 1-1. Aircraft classifications . . . . .	2
1-4. Capacity, Demand, Delay Relationships . . . . .	4
 <b>CHAPTER 2. PRELIMINARY PROCEDURES . . . . .</b>	 <b>5</b>
2-1. General . . . . .	5
2-2. Capacity Assumptions . . . . .	5
Table 2-1. Assumptions incorporated in figure 2 . . . . .	5
2-3. ASV Assumptions . . . . .	6
2-4. Airport Capacity and Annual Service Volume . . . . .	6
2-5. Aircraft Delay . . . . .	6
Figure 2-1. Capacity and ASV for Long Range Planning . . . . .	7
Figure 2-2. Average Aircraft Delay for Long Range Planning . . . . .	11
 <b>CHAPTER 3. AIRPORT CAPACITY AND AIRCRAFT DELAY CALCULATIONS . . . . .</b>	 <b>13</b>
3-1. General . . . . .	13
3-2. Hourly Capacity of the Runway Component . . . . .	13
Figure 3-1. Information required for capacity and delay calculations . . . . .	14
3-3. Hourly Capacity of the Taxiway Component . . . . .	15
3-4. Hourly Capacity of Gate Group Components . . . . .	15
3-5. Airport Hourly Capacity . . . . .	15
3-6. Annual Service Volume (ASV) . . . . .	16
Table 3-1. ASV Weighting Factors . . . . .	16
Table 3-2. Typical Demand Ratios . . . . .	17
3-7. Hourly Delay to Aircraft on the Runway Component . . . . .	17
3-8. Daily Delay to Aircraft on the Runway Component When the D/C Ratio is 1.0 or Less for Each Hour . . . . .	18
3-9. Daily Delay to Aircraft on the Runway Component When the D/C Ratio is Greater Than 1.0 for One or More Hours . . . . .	18
3-10. Annual Delay to Aircraft on the Runway Component . . . . .	19
3-11. Hourly Demands Corresponding to a Specified Level of Average Hourly Delay . . . . .	20
Figure 3-2. Runway-use diagrams . . . . .	21
Figure 3-3 to 3-42. Hourly capacity of runway-use diagrams for VFR conditions . . . . .	23-42
Figure 3-43 to 3-65. Hourly capacity of runway-use diagrams for IFR conditions . . . . .	43-54
Figure 3-66. Hourly capacity of a taxiway crossing an active runway with arrivals only or with mixed operations	55
Figure 3-67. Hourly capacity of a taxiway crossing an active runway without arrivals . . . . .	56

CONTENTS (CONT.)

	Page
Figure 3-68. Hourly capacity of gates . . . . .	57
Figure 3-69. Average aircraft delay in an hour . . . . .	58
Figure 3-70. Average aircraft delay during saturated conditions	59
Figure 3-71 to 3-89. Delay indices for runway-use diagrams in VFR conditions . . . . .	61-70
Figure 3-90 to 3-102. Delay indices for runway-use diagrams in IFR conditions . . . . .	70-76
 CHAPTER 4. SPECIAL APPLICATIONS . . . . .	 77
4-1. General . . . . .	77
4-2. PVC Conditions . . . . .	77
4-3. Absence of Radar Coverage or ILS . . . . .	77
4-4. Parallel Runway Airports With One Runway Restricted to Use by Small Aircraft . . . . .	77
4-5. Single Runway Airport--Small Aircraft Only . . . . .	78
Figure 4-1. Special applications . . . . .	80
Figure 4-2 to 4-14. Hourly capacity of runway-use diagrams (Capacity in PVC) . . . . .	81-84
Figure 4-15 & 4-16. Hourly capacity of runway-use diagrams (In radar/nonradar environment) . . . . .	85
Figure 4-17 to 4-20. Hourly capacity of runway-use diagrams (Runway restricted use in VFR) . . . . .	86
Figure 4-21 to 4-25. Hourly capacity of runway-use diagrams (Runway restricted use in IFR) . . . . .	87-88
Figure 4-26. Hourly capacity of single runway airports, without radar coverage, or ILS serving small aircraft only . . . . .	89
 CHAPTER 5. COMPUTER PROGRAMS FOR AIRPORT CAPACITY AND AIRCRAFT DELAY . . . . .	 91
5-1. General . . . . .	91
5-2. Runway Capacity Model . . . . .	91
5-3. Annual Delay Model . . . . .	91
5-4. Annual Service Volume Model . . . . .	91
* 5-5. Airfield Delay Simulation Model . . . . .	91
5-6. Model Availability . . . . .	91
5-7. Cost . . . . .	91 *
 APPENDIX 1. EXAMPLES APPLYING CHAPTER 2 CALCULATIONS . . . . .	 1
1. General . . . . .	1
2. Eaxmples . . . . .	1
Figure A1-1. Investigate runway capability . . . . .	2
Figure A1-2. Identify 2-runway configurations . . . . .	3
Figure A1-3. Determine annual delay . . . . .	4

## CHAPTER 5. COMPUTER PROGRAMS FOR AIRPORT CAPACITY AND AIRCRAFT DELAY

5-1. GENERAL. This chapter identifies FAA computer programs (models) for determining airport capacity and aircraft delay. The models may be used to study the sensitivity of proposed physical and/or operational changes to the airport. The models should be used whenever planning or design requirements for capacity and/or delay information exceed the computational capabilities of chapter 2, 3, or 4 procedures.

5-2. RUNWAY CAPACITY MODEL. The Upgraded FAA Airfield Capacity Model analytically calculates the hourly capacities for 52 different runway-use configurations and a range of operating conditions. The model uses built-in values for current ATC system and operating practices such as in-trail separations, aircraft approach speeds, time deviations, etc.

5-3. ANNUAL DELAY MODEL. The Annual Delay Model analytically calculates total annual delay, average delay to an aircraft, and the distribution of aircraft delay over the course of the year. The model operates with built-in values or user supplied data.

5-4. ANNUAL SERVICE VOLUME MODEL. The Annual Service Volume Model analytically calculates annual service volumes from user supplied data.

\* 5-5. AIRFIELD DELAY SIMULATION MODEL. The Airfield Delay Simulation Model is a discrete events simulation calculating travel times, delay, and flow rates. It may be used to analyze the components of an airport, airport operations, and operations in the adjacent airspace.

5-6. MODEL AVAILABILITY. Tapes of the above models are available from the National Technical Information Service (NTIS), 5285 Port Royal Road, Springfield, Virginia 22161.

a. Analytic Models. The NTIS acquisition code for a copy of the computer tape and user's manual for the runway capacity, annual delay, and annual service volume models is ADA 105 687. The NTIS acquisition code for the user's manual is ADA 105 688. The programs are written in FORTRAN IV and should be operable on any FORTRAN compatible computer having 210 K bytes of core capacity. The tape is 9 track, 1600 BPI, EBCDIC with 80 characters/record and 30 records/block.

b. Simulation Model. The NTIS acquisition code for a copy of the computer tape and user's guide for the airfield delay simulation model is PB 84-171 560. The NTIS acquisition code for the user's guide is PB 84-171 552. The programs are written in FORTRAN IV and should be operable on any FORTRAN compatible computer having 560 K bytes of core capacity. The data files were produced on a HONEYWELL 66/60 computer and a GCOS3-4JS3 operating system. The tape is 9 track, 1600 BPI, ASCII character code.

5-7. COST. NTIS prices are subject to change. Therefore, it is recommended that persons interested in purchasing either tape or user's manual/guide contact NTIS for current price information prior to ordering. The NTIS mailing address is found in paragraph 5-6. The telephone and TELEX numbers for the NTIS ordering desk are (703) 487-4650 and 89-9405 respectively.

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