

ATC Can't Fix, But Can Lead
Airline Centric, Pilot Driven
Real Time, "*Day of*" Aircraft
Time Based Flow Management

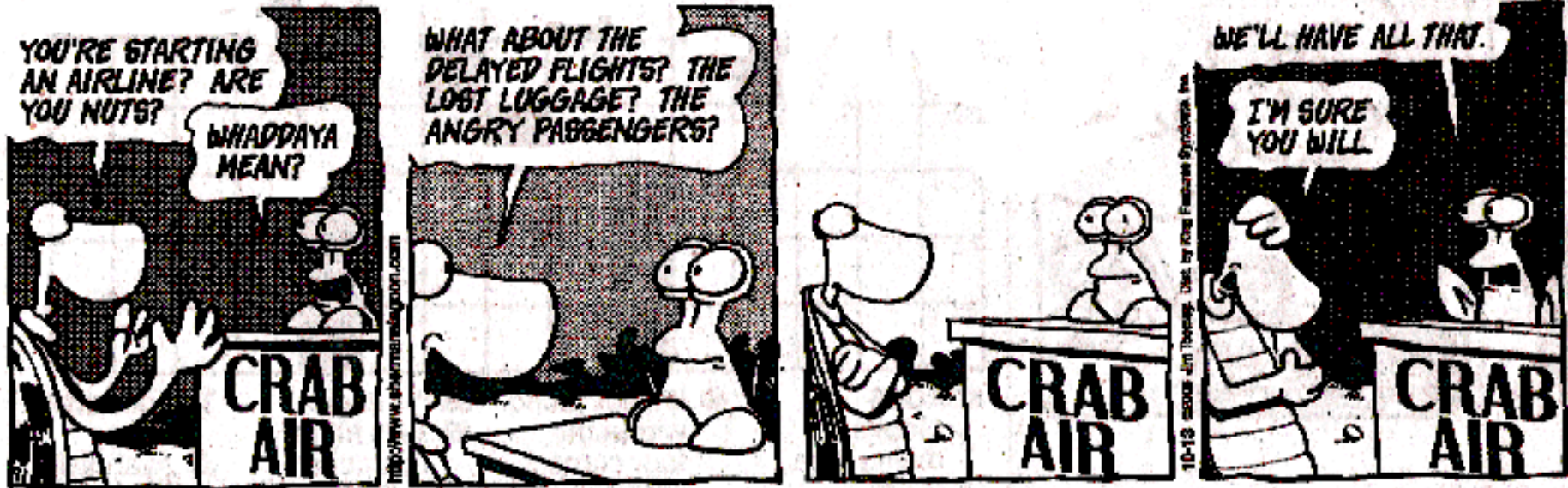
August 1, 2026

Sustainability, Quality, Safety and Profits

The Joke Is On Passengers, Shareholders & ATC

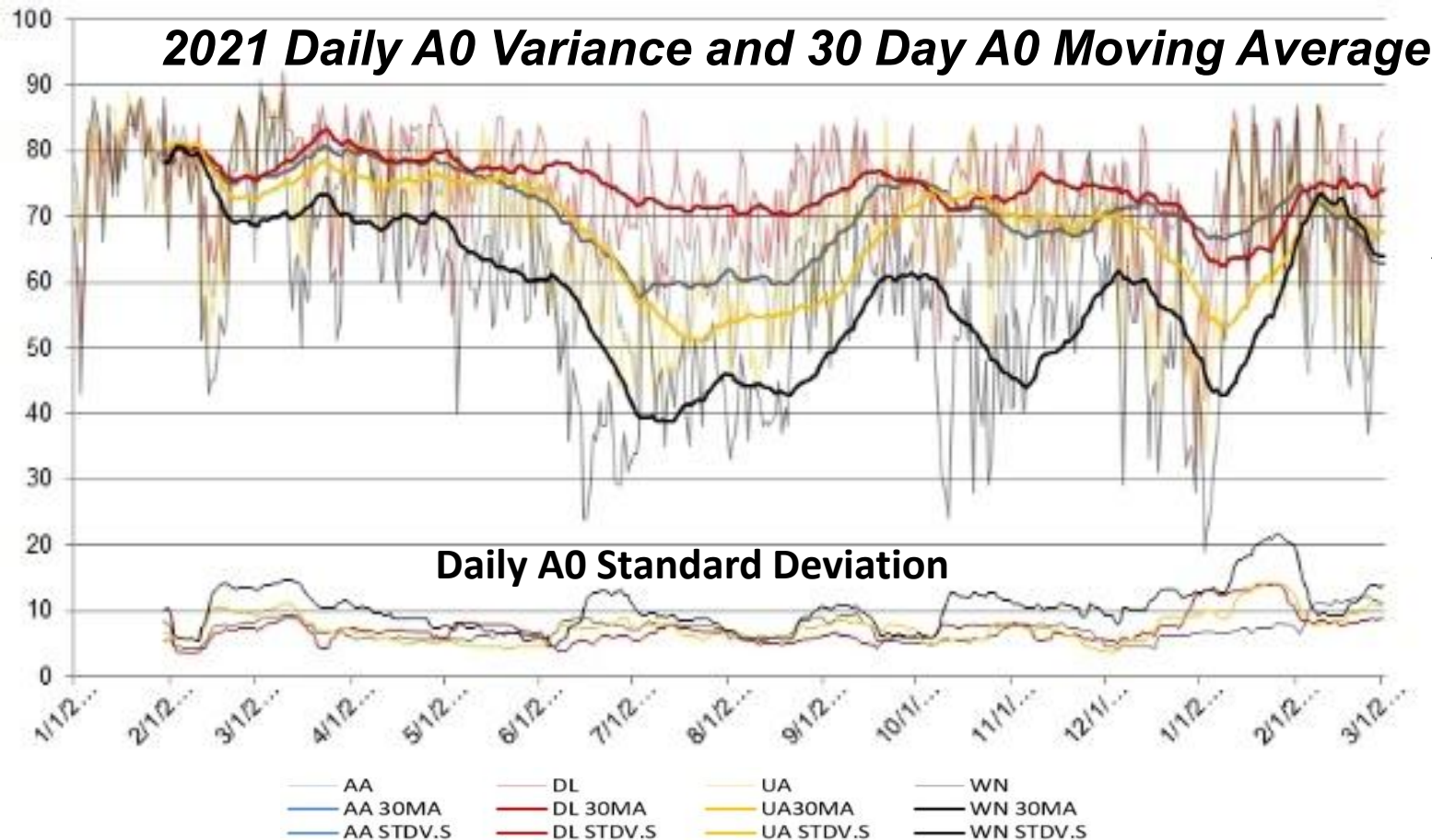
Sherman's Lagoon

by J.P. Toomey



One Sigma quality,
in a Six Sigma world

Airlines/Users Desperately Need To Solve This



**DOT 2021
A14 Ontime
Statistics**
(DOT Air Travel
Consumer Report)

AA - 81.5%
DL - 89.0%
UA - 80.3%
WN - 76.3%

Customers Feel Variation, Not Averages

(Making Six Sigma Last, George Eckes, 2001)

Data/graph provided by [AERA Air Ops View](#), [RW Mann and Company](#) and [DOT Air Travel Consumer Reports](#)

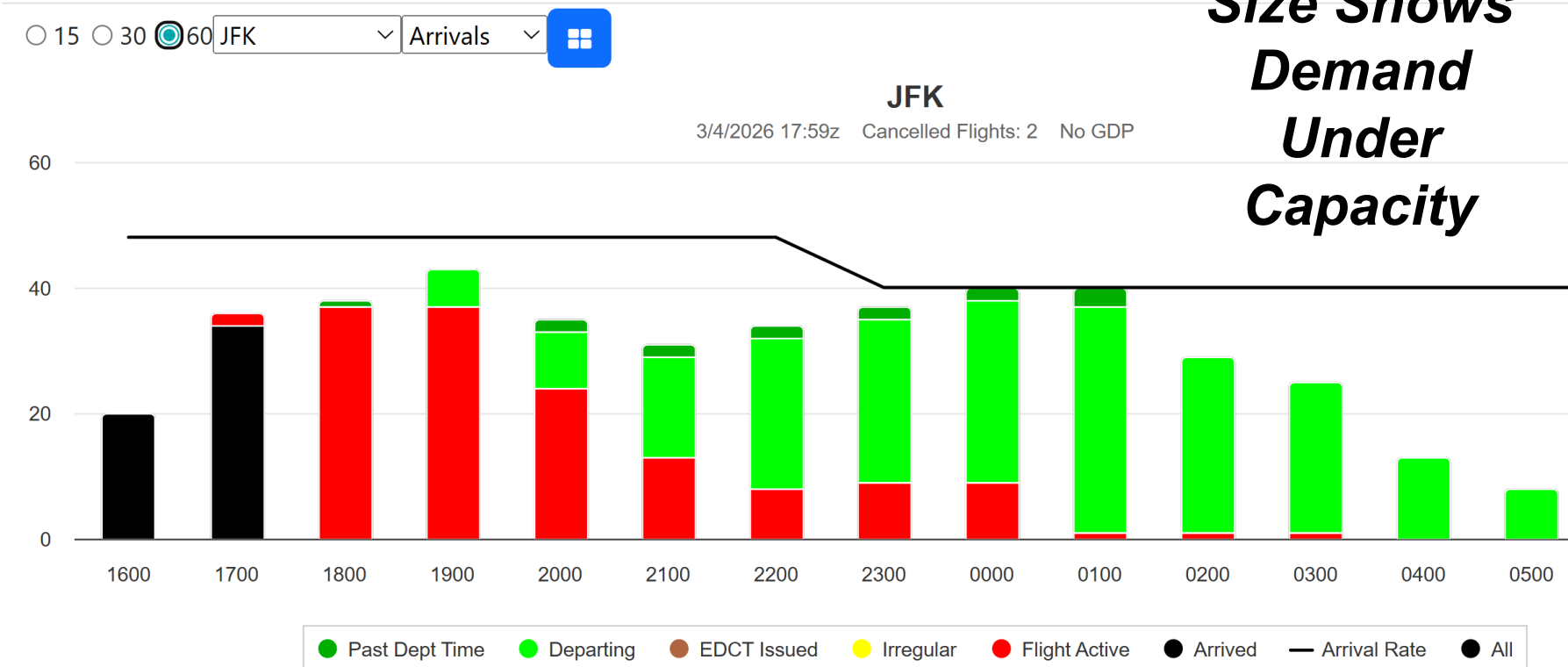
ATC Can Lead, But Not Fix



Airport Arrival Demand Chart

Add New Graph

**1 Hour Bin
Size Shows
Demand
Under
Capacity**



[FAA Airport Arrival Demand Web Page](#) JFK Mar 4, 2026

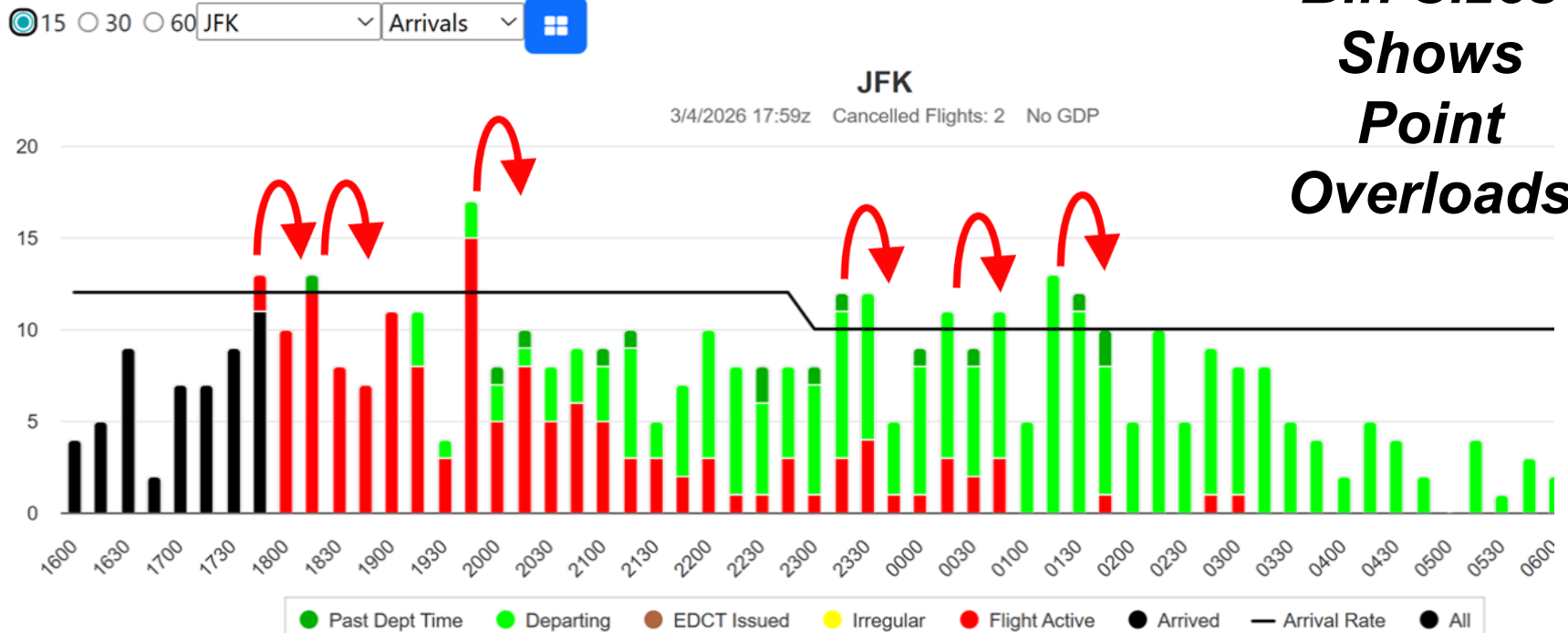
ATC Centric Delays Happens Too Late

Delay is ATC's only option (GDP, Reroutes, Vectors, etc.)



Airport Arrival Demand Chart

Add New Graph



[FAA Airport Arrival Demand Web Page](#) JFK Mar 4, 2026

Airlines Can Lead and Fix

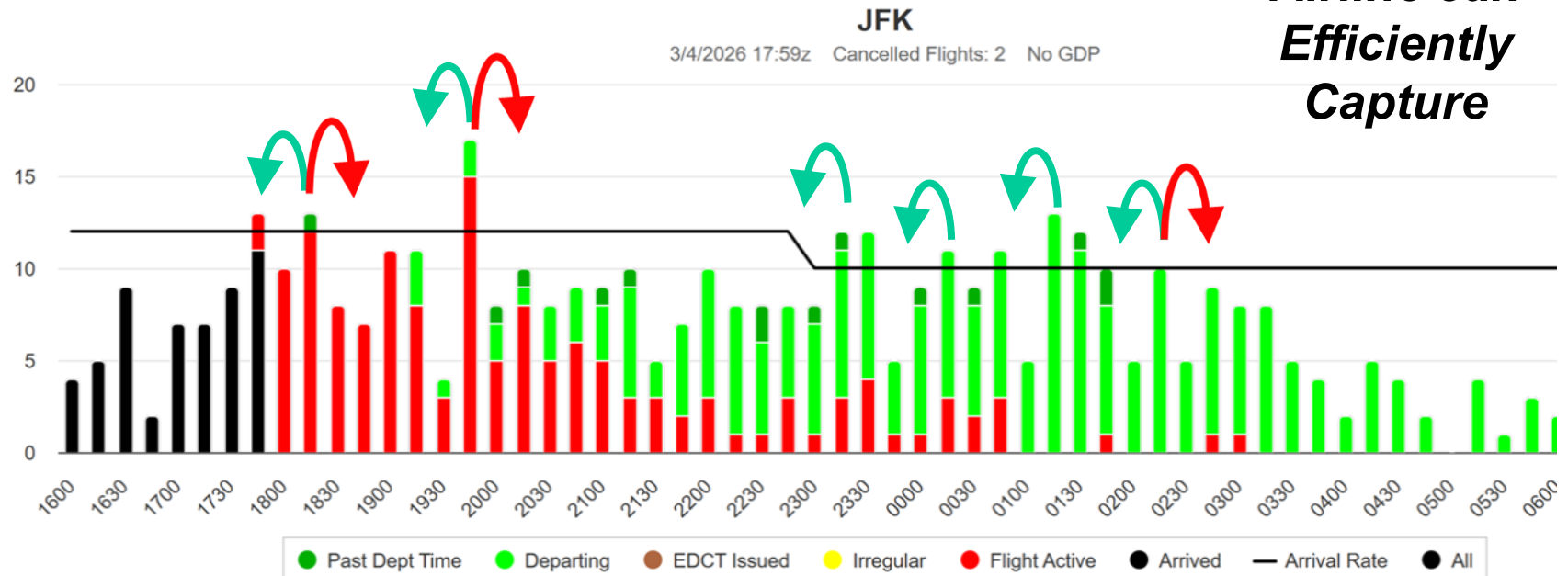
Landing capacity available *forward in time*



Airport Arrival Demand Chart

Add New Graph

15 30 60 JFK Arrivals

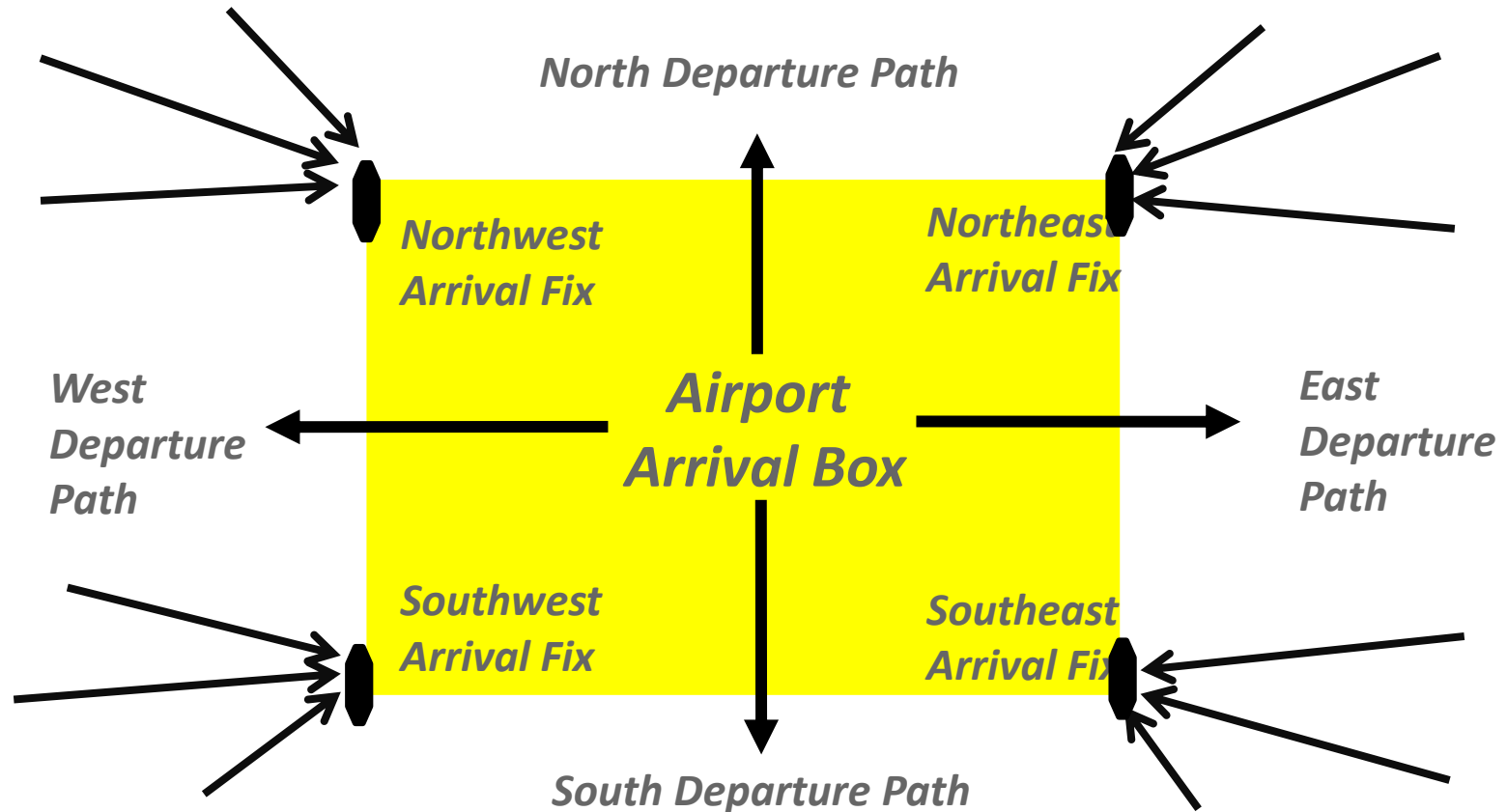


**Something
Only Each
Airline can
Efficiently
Capture**

[FAA Airport Arrival Demand Web Page](#) JFK Mar 4, 2026

Airline-Managed Box Entry => Less Structure, Complexity, Stress, Delay

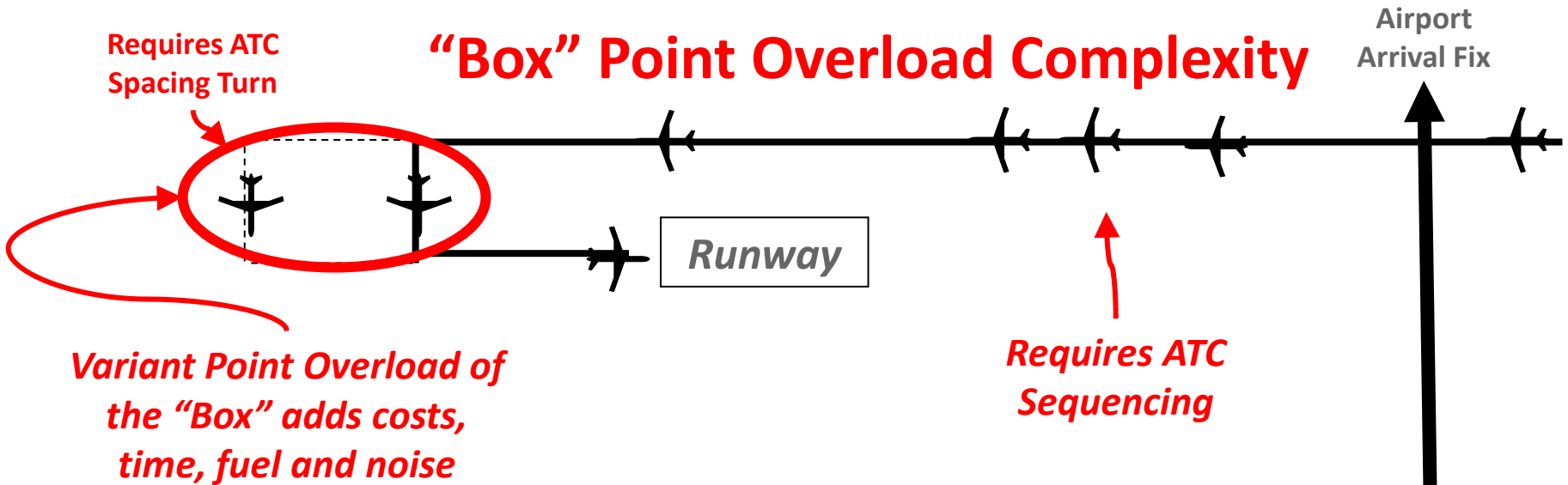
Typical Airport Arrival/Departure Flow



Airline Centric Flow Doesn't Overload The Box

Arrival Fix to Airport = 35 miles

Random Point Overloads Are Preventable

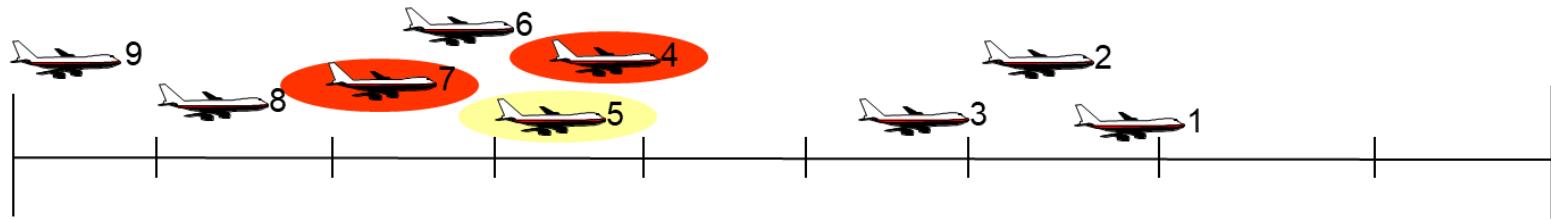


Which Aircraft Lands 1st, 2nd, 3rd, etc., is Critical to Airline Profitability

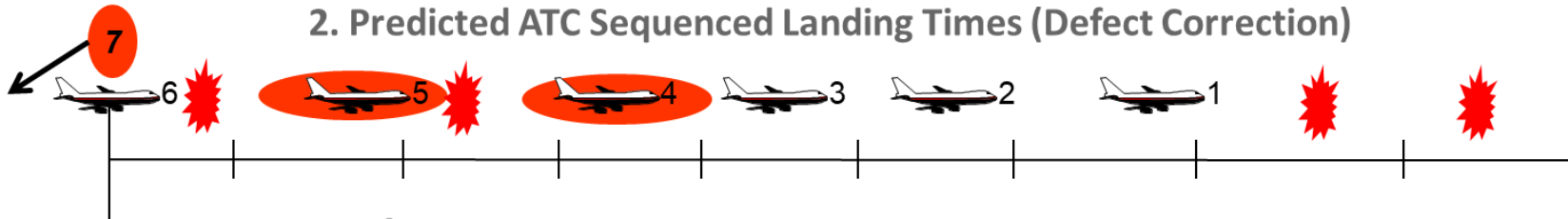
Airline Flow Management - Defect Prevention

Which Aircraft Lands 1st, 2nd, 3rd, etc., is Critical to Airline Profitability

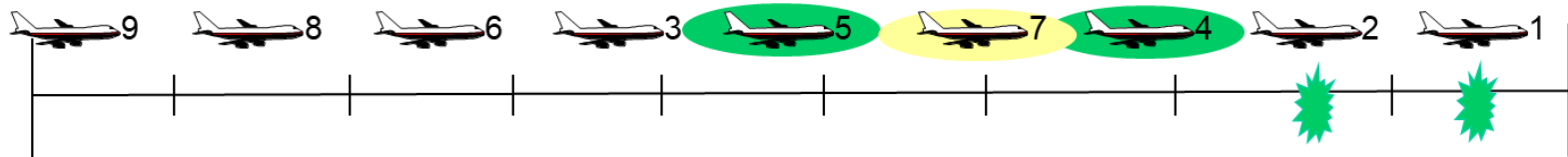
1. Predicted Random, Unaltered Landing Times (Hours Prior to Landing)



2. Predicted ATC Sequenced Landing Times (Defect Correction)



3. Airline/User Managed Landing Times (Defect Prevention)



- Real Time airline/user goals considered by Airline Flow Management Process
 - Aircraft #1 and #2 are **early**, but benefit entire queue by moving forward
 - Aircraft #4, #5 and #7 are **late** but managed to early
 - Aircraft #3 is slightly ahead of schedule and may be re-sequenced to remain OT
- Capacity Spoilage  and Recovery 

Airline Centric, Pilot Executed Operational Concept

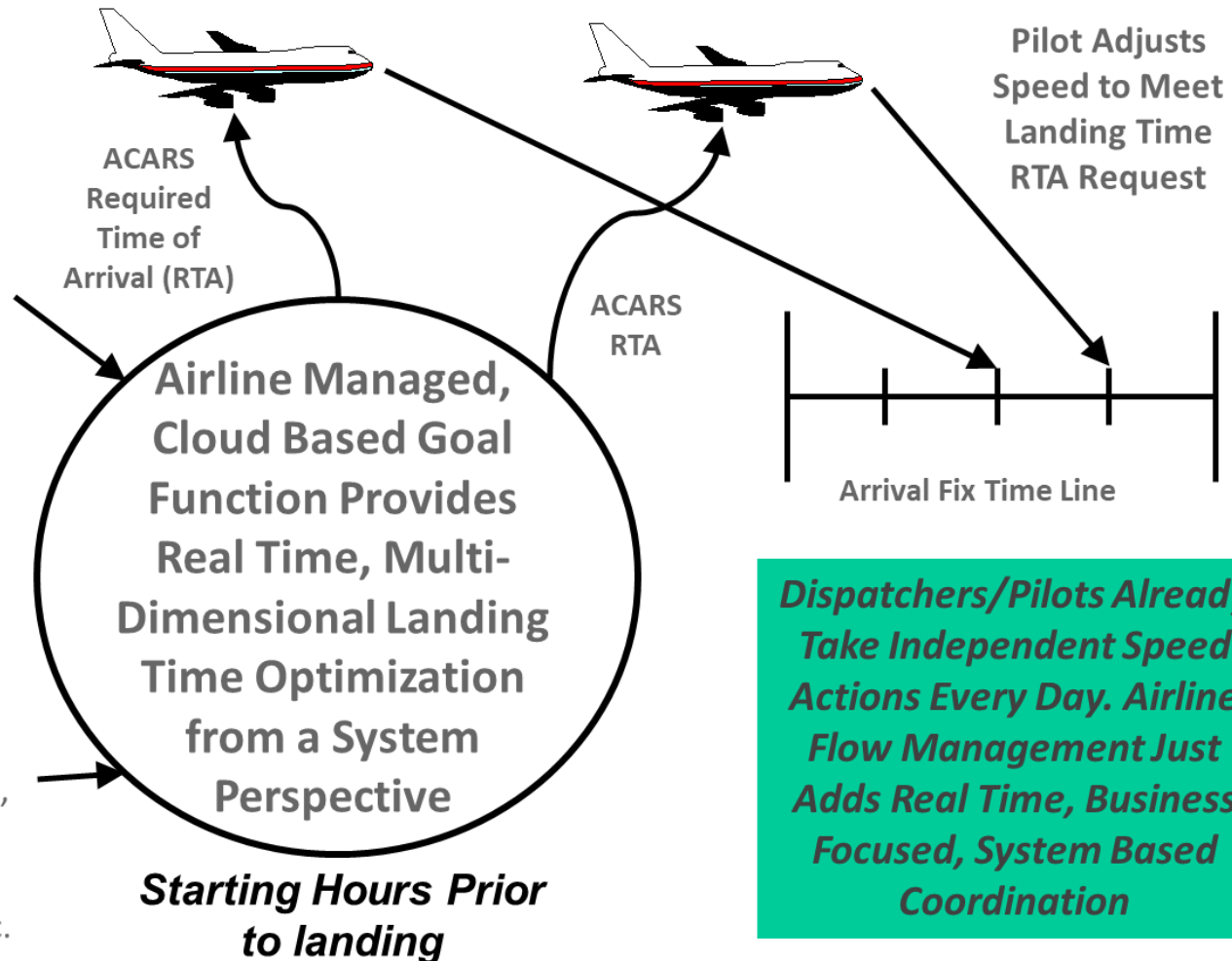
Which Aircraft Lands 1st, 2nd, 3rd, etc., is Critical to Airline Profitability

Big Data “Day of” Predictions

Cornerpost, landing and gate ETA, enroute speed, altitude and path, weather, etc. (SWIM, Flt Plan, FMS, ADS-B/C, airport capacity, runway direction, etc.).

Airline “day of” Business Goals

OTP, Cost Reduction, schedule, connections, gate availability, maintenance, crew legalities, weather, etc.



Validated Benefits and Results



Airline Centric, Pilot Driven, Time Based, Flow Management Actual Results In Live Hub Operations

Emirates Dubai Results

[GE Aviation 2013 Independent Analysis](#)

Delta's Atlanta Results

August 2006 through October 2013

KEY METRIC	RESULT
A0 Improvement (Passive to Active)	14.82 %
A14 Improvement (Passive to Active)	12.04 %
Dwell Time Reduction	2.98 Minutes
Fuel Reduction	25,055 Kg / Day

Delta Managed Flow Delivered Over \$74,069,046 Saved in Fuel Alone

- Fuel Saved in Gallons.....30,091,899
- CO2 Reduction in Pounds.....634,788,613
- Flight Time Saved in Minutes.....1,662,726
- Days of Operation.....2,432
- Slots Recovered..... 34,375

ATH Group, Inc.

Result of Reducing Random Point Overloads

Additional Information



GreenLandings™ Articles

- [Random Point Overloads White Paper](#) (AGIFORS, 2026-04-14)
- [What Should Airlines Want?](#) (Managing the Skies, Winter 2026)
- [Here's how to fix America's air traffic control system](#) (www.Newsday.com, RW Mann, 2025-02)
- [GreenLandings® Benefit Summary](#) (2023-05)
- [Air Traffic Control is Not the Problem](#) (Managing the Skies, Spring 2022)
- [Aviation Needs A New Direction, Driven by Vision & Leadership](#) (Managing the Skies, Nov/Dec 2019)