ATFM
Delivering Performance

ICAO ATFM GLOBAL SYMPOSIUM
22nd November 2017

NATS

Future ATM

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Performance Schemes.
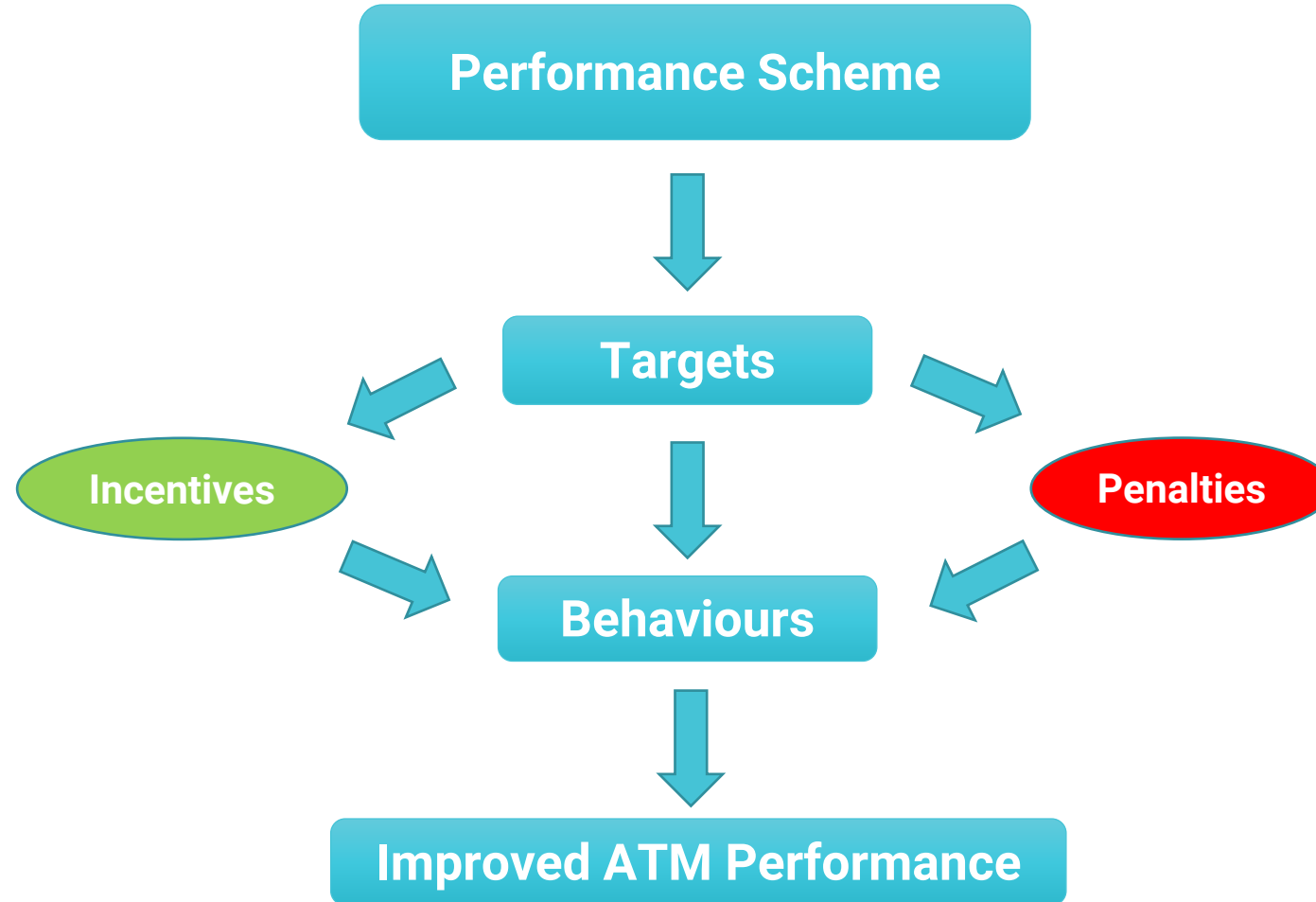
ATFM Delivering Performance

➢ UK and Europe have established Performance Schemes

➢ Areas of Focus are relevant any ATM environment

  ➢ Safety

  ➢ Capacity

  ➢ Environment

  ➢ Cost Efficiency

➢ ATFM crosses all of these areas although main focus is on the Capacity and Flight Efficiency elements.

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RP2 (2015-2019) European Scheme

➢ European Commission has set a capacity target of 0.5 minutes average delay per flight per annum.

➢ European target delay reference values are set at FAB level and include **all** causes of ATFM delay.

➢ Flight Efficiency metrics target improvements in Flight Planned Routes and Actual Routes flown in horizontal plane

➢ FAB target performance scheme is then agreed at State level.

➢ Capacity and Flight Efficiency targets have **not** been achieved in any year of RP2 to date at European level

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RP2 (2015-2019) UK NATS Performance Scheme

➢ UK NATS has been subject to performance schemes since 2001and refined over the years to date.

➢ RP2 scheme covers all aspects of Europe wide scheme and is overseen by UK CAA on behalf of the State.

➢ More challenging target setting in support of European scheme

➢ Capacity targets are sub-divided to cover all aspects of ANSP related delay.

➢ Flight efficiency covers both horizontal and vertical improvement.

➢ ATFM key to managing all aspects.

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RP2 (2015-2019) UK NATS Performance Scheme

➢ Capacity targets sub-divided

    ➢ C1- Average delay per flight at UK/IRELAND FAB level for all causes of delay

    ➢ C2- Average delay per flight in UK only due to ANSP reasons

    ➢ C3- Average delay per flight in UK only at peak demand periods.

    ➢ C4- Points scoring system for delay due to technical failures

➢ The C2/C3/C4 metrics provide an accurate reflection of true ANSP capacity performance.

➢ Developed in consultation with Customers.

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1987 -1,000,000 Aircraft movements per year

1992 - 25 minutes AVERAGE delay per flight

2000 - 2,000,000 Aircraft movements per year required focus on ATFCM Improvements

2006 - Pre-tactical Planning Cell introduced to Network Operations:
Service performance over period improves from 25 minutes delay in 1992 is reduced to 22 seconds and 2,000,000 flights reached nearly 2 weeks before previous year

2007 - 2,000,000 movements reached 17th October 10 days earlier than 2006, delay 24.3 seconds per flight.

2010 - Further improvements to Network Operations including Enhanced Strategic Planning Function introduced.

Average delay sub 5 seconds per flight

2012 - London Olympics – NATS handled peak increase of 4.5% versus previous year -total NATS attributable delay 593 minutes for period , with only 72 flights delayed and only 2 experiencing delays of over 15 minutes.

2013 - Enhanced Post-Ops Analysis function introduced
1,700,000 movements in UK to 13th October – average delay 2.4 seconds per flight.

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2013 - Enhanced Demand/Capacity Balancing - daily operational Staffing Overview Meeting (SOM) process

2014 - Enhanced North Atlantic collaboration - daily FAA National System Review (NSR) participation

2014 - Embedded Enhanced Planning and Post-Ops position in Tactical Operations

2015 - Introduction of 7-day North Atlantic Track forecasts to improve short-term planning

2016 - Enhanced Strategic Planning - identification of Network Prioritisation Days (NPD) to protect service delivery

2016 - Enhanced Delay forecasting using combined operational and analytical expertise

2016 - Embedded Analytics expertise to support the operation

2016 -Data visualisations developed – dynamic Performance Dashboards

2017 -Enhanced FUA and Stakeholder comms through introduction of NATS Operational Customer Information Gateway (OCIG)

2017 - 2,000,000 movement reached 29th Sep, nearly 1 month earlier than 2015 and forecast

2017- delays 5.8 seconds per flight

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Questions?

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