

## ELEVENTH AIR NAVIGATION CONFERENCE

**Montreal, 22 September to 3 October 2003**

**Agenda Item 3: Air traffic management (ATM) performance targets for safety, efficiency and regularity and the role of required total system performance (RTSP) in this respect**

**3.1 Performance targets for ATM**

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### PERFORMANCE METRICS AND AIR TRAFFIC MANAGEMENT

(Presented by the United States)

#### SUMMARY

This paper discusses the widespread support for the development and use of performance metrics in monitoring air traffic services. The ICAO Air Navigation Services Economics Panel (ANSEP) is in the process of updating the *Manual on Air Navigation Services Economics* (Doc 9161/3) to take into account advances made in the areas of measuring system performance. This paper recognizes the work of the ANSEP on performance metrics and recommends that any future work on this subject be maintained in the ANSEP.

Action by the conference is in paragraph 3.

#### REFERENCES

Doc 9161/3, *Manual on Air Navigation Services Economics*

## 1. INTRODUCTION

1.1 There is widespread support for the development and use of performance metrics in monitoring the provision of air traffic management services. At the June 2000 Conference on the Economics of Airport and Air Navigation Services (ANSEConf-2000) and subsequently at the January 2003 meeting of the Air Navigation Services Economics Panel (ANSEP/4) various participants reported on progress being made with respect to the development and use of such metrics. It was recommended by ANSEConf-2000, that

States, at their option, encourage their service providers to develop and collect data to measure system performance and to evaluate the quality of the services being provided. This recommendation was accepted by the Council and incorporated into the work programme of ANSEP/4.

## 2. DISCUSSION

2.1 Currently, ANSEP/4 is in the process of determining the appropriate scope for ICAO involvement with respect to promoting the development and use of these measures. Several ANSEP/4 participants noted that the use of these metrics should extend beyond measuring economic performance and into areas such as the quality and effectiveness of service. It was also suggested that these metrics could be used to establish benchmarks, allowing States to observe the performance of their service providers over time.

2.2 ANSEP/4 panel members are in the process of updating the *Manual on Air Navigation Services Economics* to take into account advances being made in the area of measuring system performance. However, it was agreed that any change to the *Manual on Air Navigation Services Economics* should be non-prescriptive with the goal of encouraging the publication of performance measures, emphasizing the utility of these measures in managing air navigation services. To assist States in the development of these measures, illustrative examples will be incorporated describing the techniques being developed and used by the United States and Europe (EUROCONTROL and European Commission) to measure system performance.

2.3 The ANSEP/4 workgroup tasked to update the *Manual on Air Navigation Services Economics* includes experts from the United States, European Commission, and EUROCONTROL. The workgroup is expected to produce a final draft of its suggested changes by December 2003.

## 3. ACTION BY THE CONFERENCE

3.1 The conference is invited to consider the following recommendations:

### **Recommendation 3/xx — Performance metrics and air traffic management**

That ICAO:

- a) recognize that ANSEP/4 is already deliberating on the scope of ICAO involvement with respect to the development and use of performance metrics in provision of ATM and related services; and
- b) refer all future work on performance metrics to the ICAO workgroup established for this purpose by ANSEP/4.

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