



# CADENA ATFM KPIs

**TRANSFORMING**  
GLOBAL ATM PERFORMANCE

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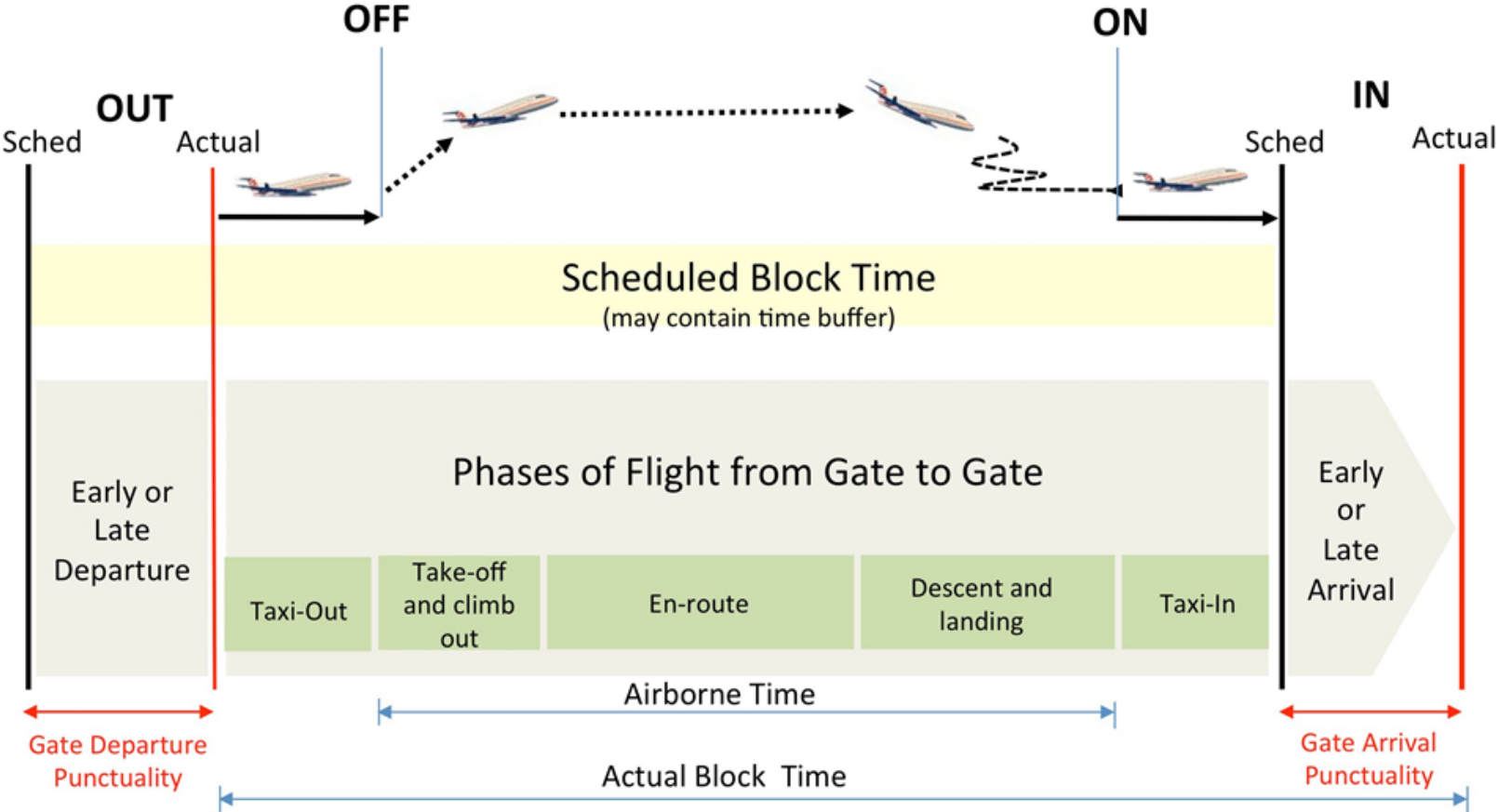
# Capacity, Efficiency, Predictability

How is your ANSP performing?

- To what extent is performance measured?
- Are airspace and airport throughput improving?
- Are delays increasing or decreasing?
- Are results of implemented TMMs measured?
- Are causes of changes in performance investigated?
- How is performance reviewed and shared?
- Are stakeholders involved in and do they contribute to the review?
- How is performance improvement achieved?

- Regional KPIs to include a minimum set of measurements
- Individual ANSP KPIs will vary based data availability
- Requires common definition between all stakeholders
- Limit KPIs to those which your ANSP can influence
- Prioritize KPIs to those that provide the best indication capacity utilization and flight efficiency
- SMART – Specific, Measurable, Achievable, Relevant, Timely

# KPIs by Phase of Flight



# ICAO DEFINED ATFM KPIs

<b>Off-Block</b>	<b>Percentage of flights departing from the gate on-time</b>
<b>Taxi-Out</b>	<b>Actual taxi-out time compared to an unimpeded taxi-out time</b>
<b>Take-Off</b>	<b>Percentage of flights taking off within their assigned ATFM slot</b>
<b>En Route</b>	<b>Flight planned en-route distance compared to a ideal trajectory distance</b>
	<b>Actual flown distance compared to a ideal trajectory distance</b>
	<b>ATFM delay due to flow restrictions in a given airspace</b>
<b>Terminal</b>	<b>Actual terminal airspace transit time compared to unimpeded</b>
<b>Landing (ON)</b>	<b>Airport arrival throughput compared to arrival capacity or demand</b>
	<b>ATFM delay due to arrival flow restrictions at a given airport</b>
<b>Taxi-In</b>	<b>Actual taxi-in time compared to unimpeded taxi-in time</b>