KPI Overview

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KPI13 Taxi-in adicional time

- **Definition:** Actual taxi-in time compared to an unimpeded/reference taxi-in time
- **Measurement Units:** Minutes/flight
- **Operations Measured** The duration of the taxi-in phase of arriving flights.
- **Utility of the KPI This KPI** is intended to give an indication of the various taxi-in inefficiencies that occur after landing. Its value may be influenced by unavailability of the arrival gate and effects such as non-optimal taxi routing and intermediate aircraft stops during taxi-in. The KPI is also typically used to estimate excess taxi-in fuel consumption and associated emissions (for the Environment KPA). The KPI is designed to filter out the effect of physical airport layout while focusing on the responsibility of the airport to provide parking space and ATM to optimize the inbound traffic flow from landing to inblocks.

KPI14 Arrival punctuality

- **Definition**: Percentage of flights arriving at the gate on-time (compared to schedule)
- **Measurement Units**: % of Schedule flights
- **Utility of KPI**: This is an airspace user and passenger focused KPI: arrival punctuality gives an overall indication of the service quality experienced by passengers, and the ability of the airlines to execute their schedule at a given destination.

KPI15 Flight time variability

- **Definition:** Distribution of the flight (phase) duration around the average value.
- **Measurement Units:** Minutes/flight

- **Utility of the KPI** The “variability” of operations determines the level of predictability for airspace users and hence has an impact on airline scheduling. It focuses on the variance (distribution widths) associated with the individual phases of flight as experienced by airspace users.

KPI16 Additional fuel burn

- **Definition:** Additional flight time/distance and vertical flight inefficiency converted to estimated additional fuel burn attributable to ATM.
- **Mesurement Units:** kg fuel/flight
- **Utility of the KPI**: This KPI is designed to provide a simple method for estimating ATM-related fuel efficiency at aggregated level, without the need to model fuel burn at the level of individual flights. By adding the average additional fuel burn value of the individual flight phases, a gate-to-gate value is produced which is representative for an “average flight”.

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