# Active ATM Performance Management

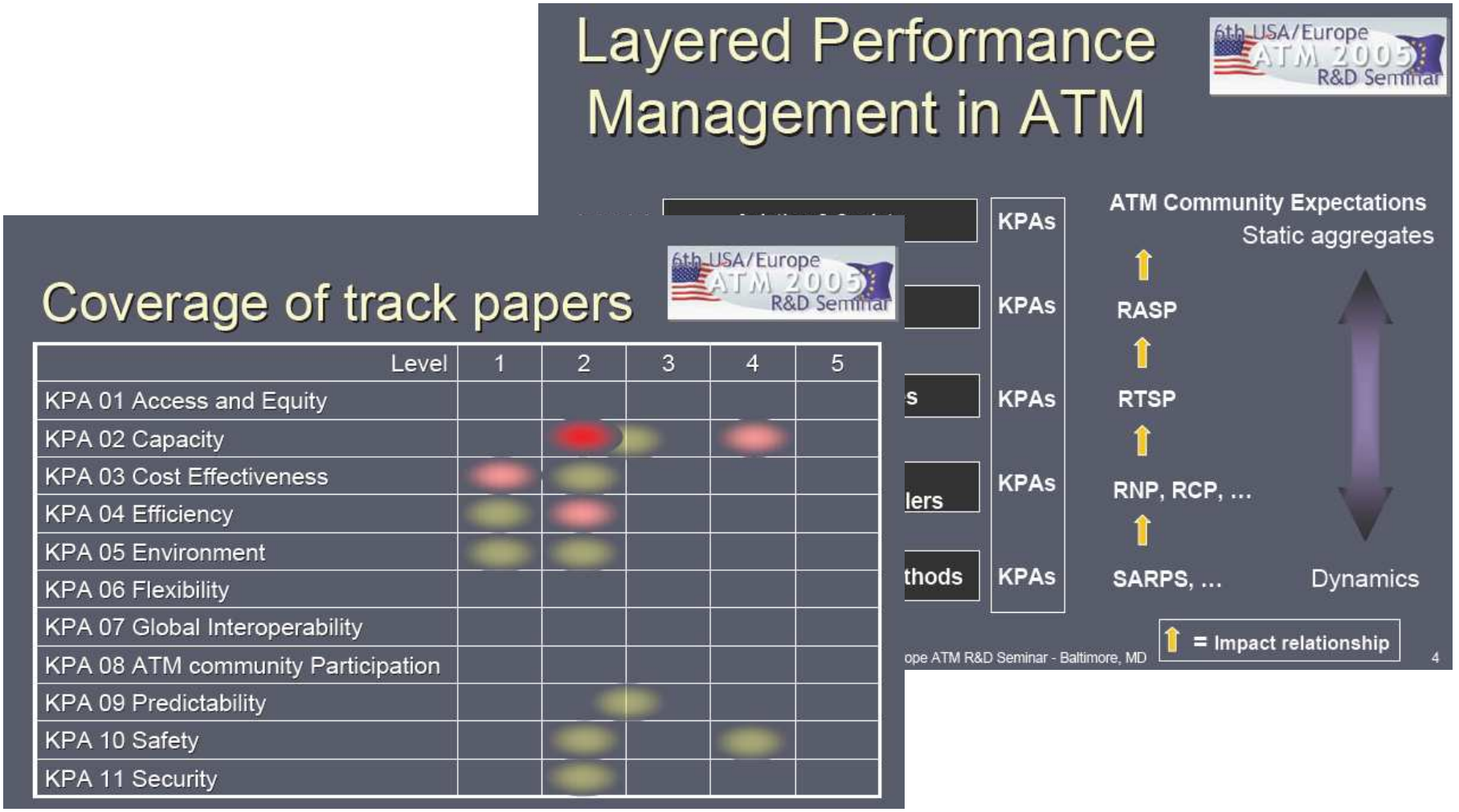
Rapporteur: Wim Post

(Co-Chairs: Mark Hansen / Christoph Meier)

# This presentation:


- I do not pretend to be able to summarise the essence of 10 papers in 20 minutes so that you would be fully informed.
- It should get at least some of you to read some of the papers presented in this track even if you did not attend the presentation.
- Adds a bit of context around the theme of ATM performance management.

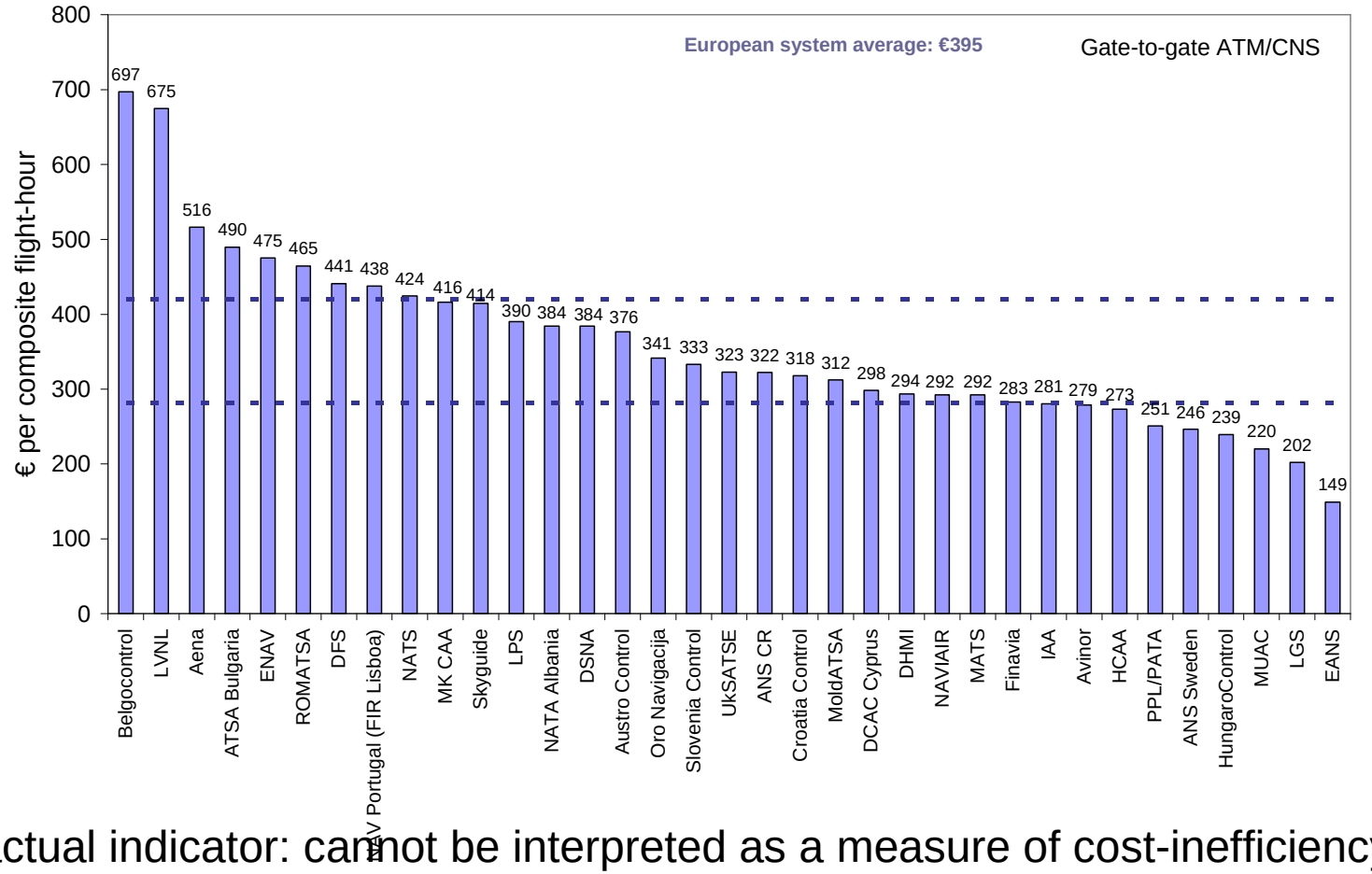
# Baltimore 2005



# Active ATM Performance Management

- **The call for papers:**
  - all elements of **performance driven process management** in the future ATM system respectively ATM business areas by means of **forecasting**, **monitoring**, **controlling** and **optimising** safety, efficiency, punctuality, cost effectiveness and environmental impacts of air transportation; assessment and mitigation of **uncertainties**; requirements and benefits of predictive versus reactive management of uncertainties; probabilistic and deterministic forecasting models and learning functions; uncertainty and **performance assimilated decision making**.
- What have you missed?

# Paper 94:
# 5 Years ATM Cost Benchmarking

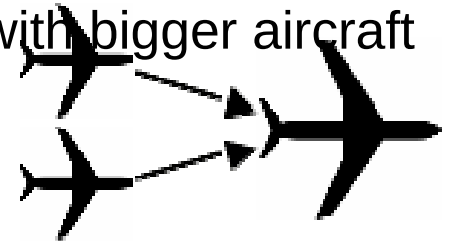



Factual indicator: cannot be interpreted as a measure of cost-inefficiency

# Paper 62:
# Estimating capacity requirements …

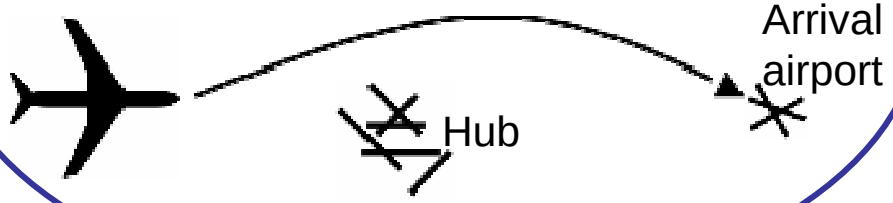
A. Unmodified demand growth

B. Combine flight with bigger aircraft

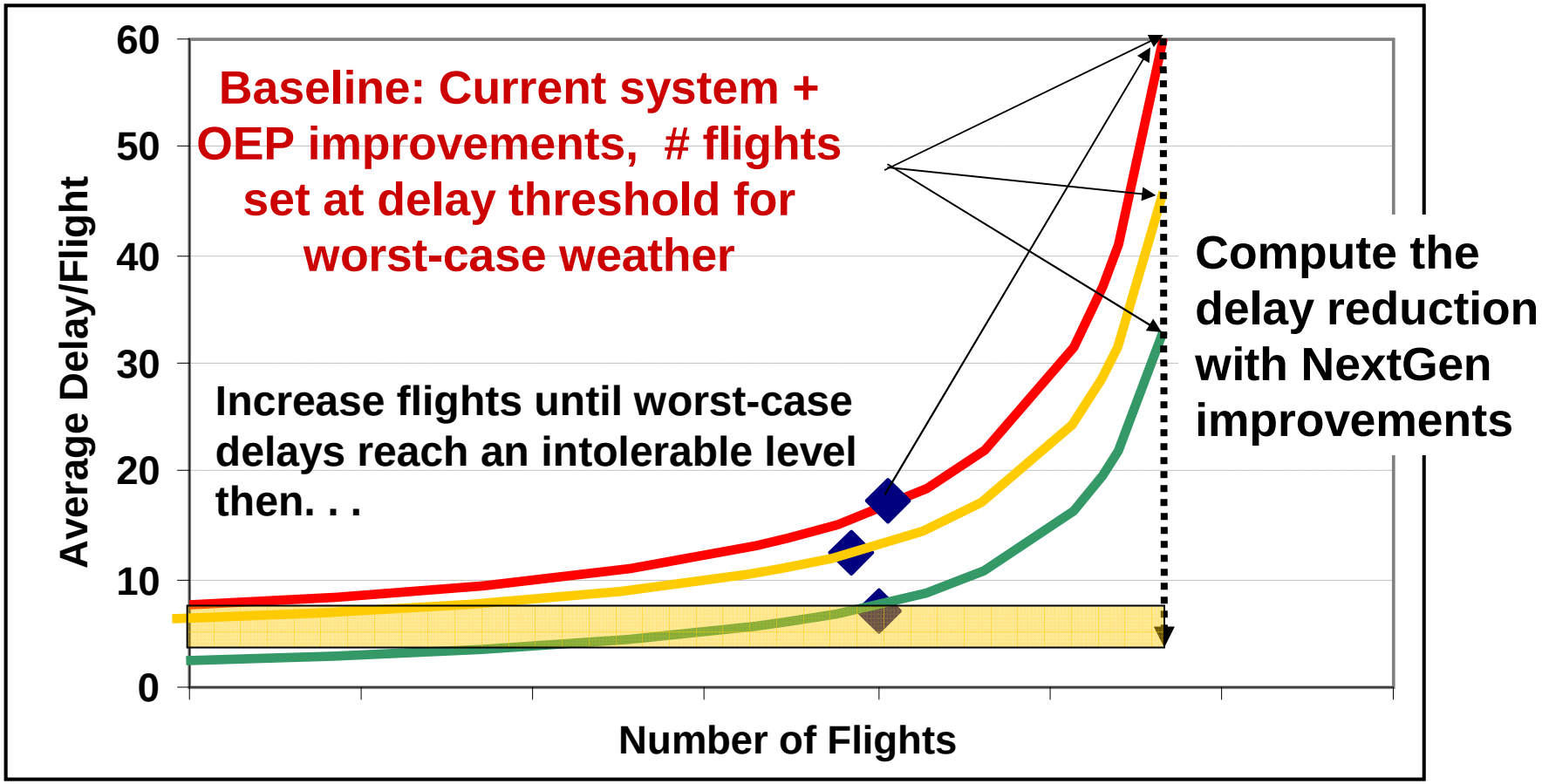


C. Divert hub passengers to satellite airports with smaller aircraft

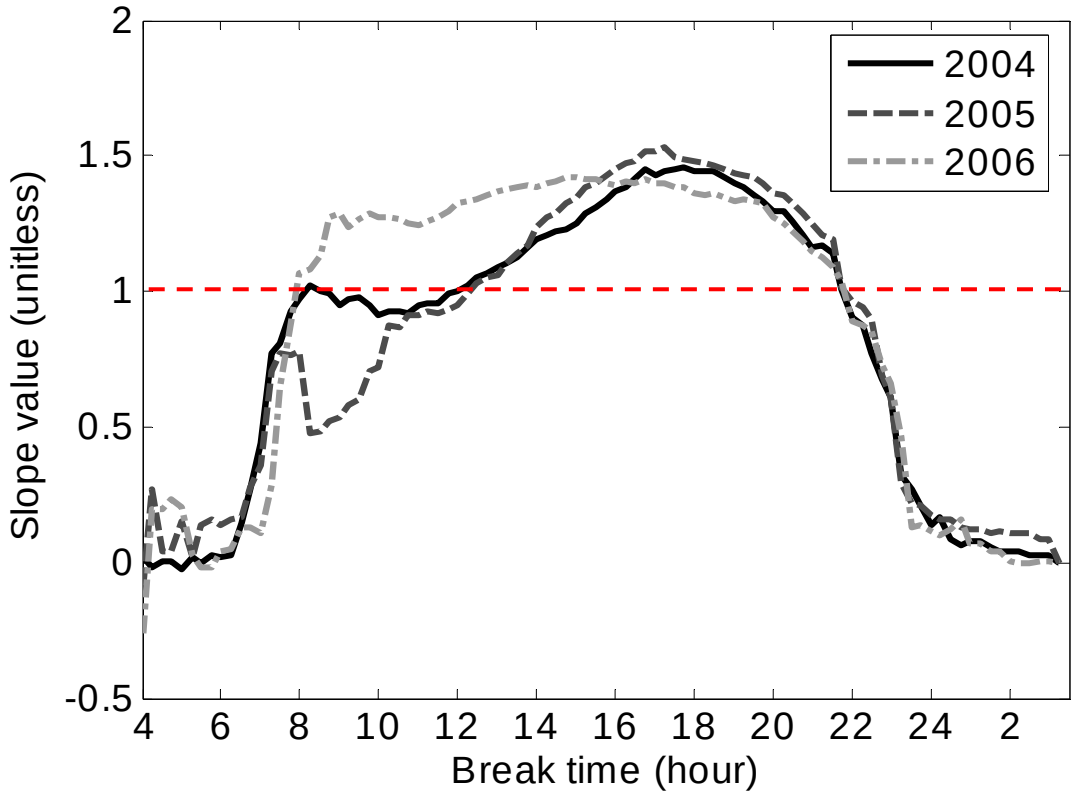

D. Divert connecting hub passengers to direct flights with bigger aircraft



# Paper 145:
# Evaluating NextGen performance

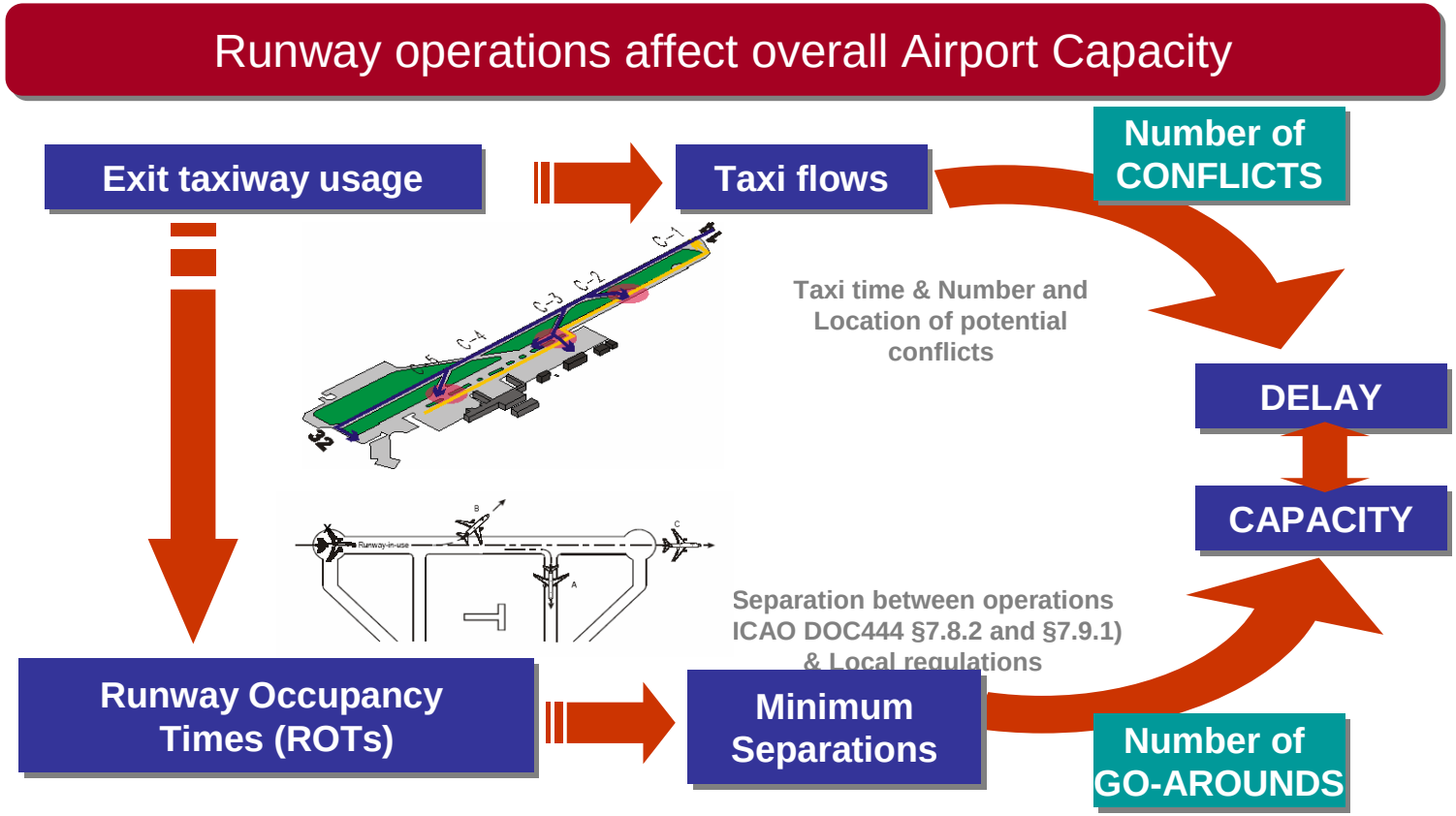


Paper 111:
Delay Propagation – case studies

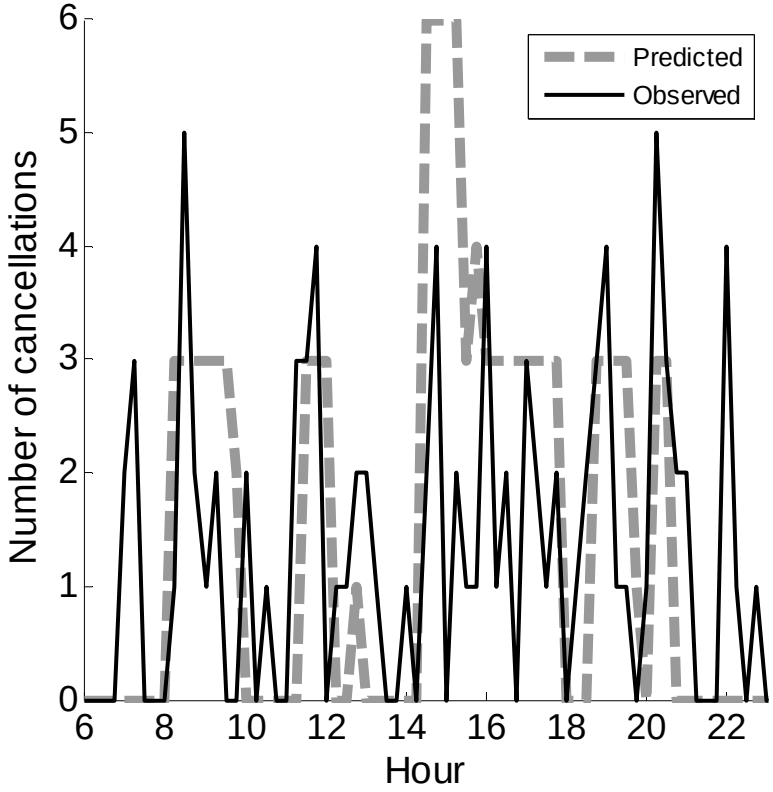



- Case Study: LaGuardia

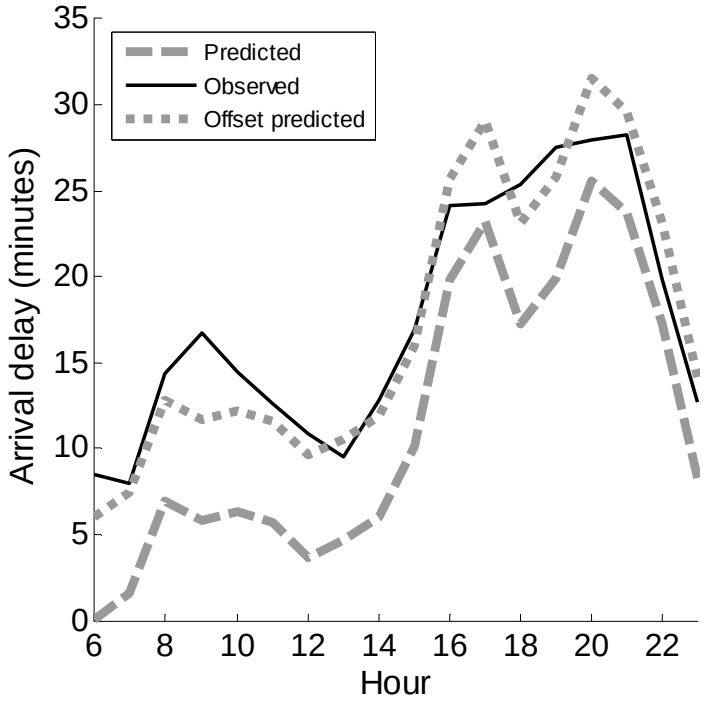
# Paper 27:
# stochastic model to estimate ROTA



# Paper 121:Calibrating aggregate Cancellation & Delay models

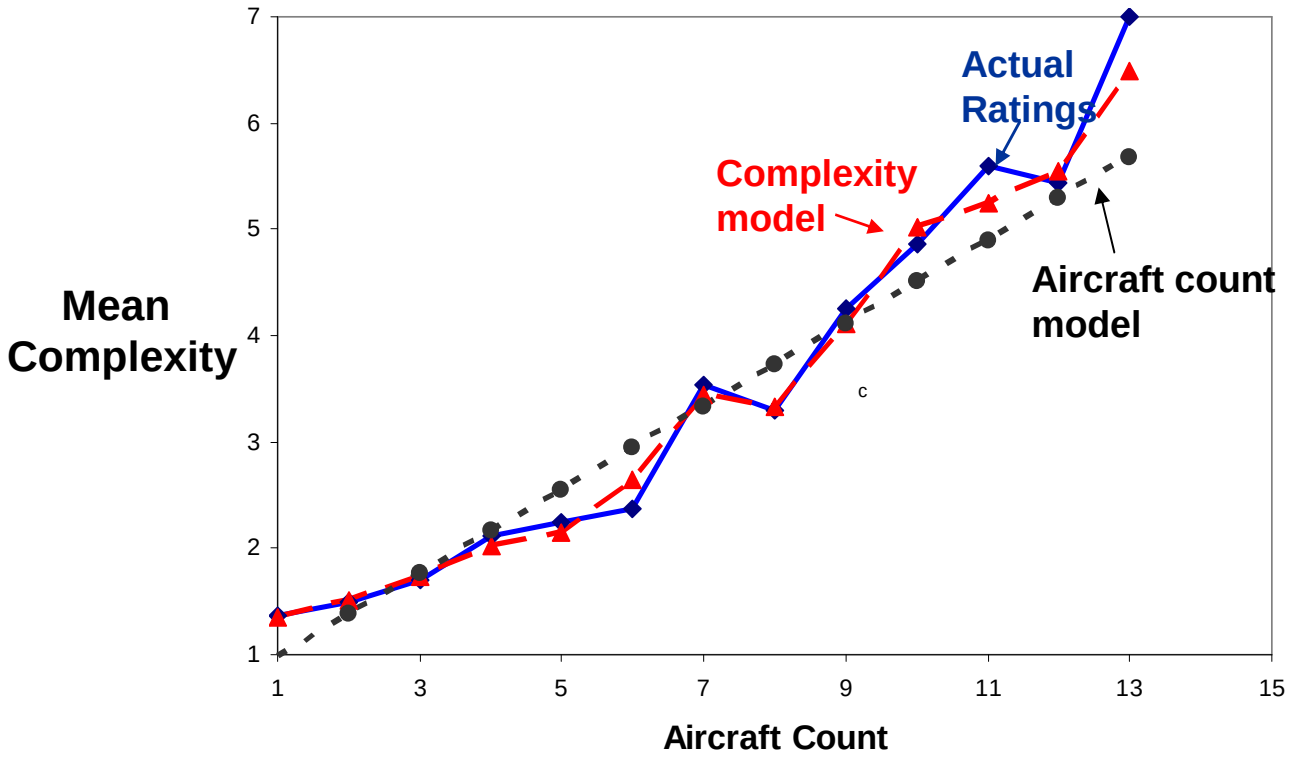



Sept. 15th, 2004, ATL



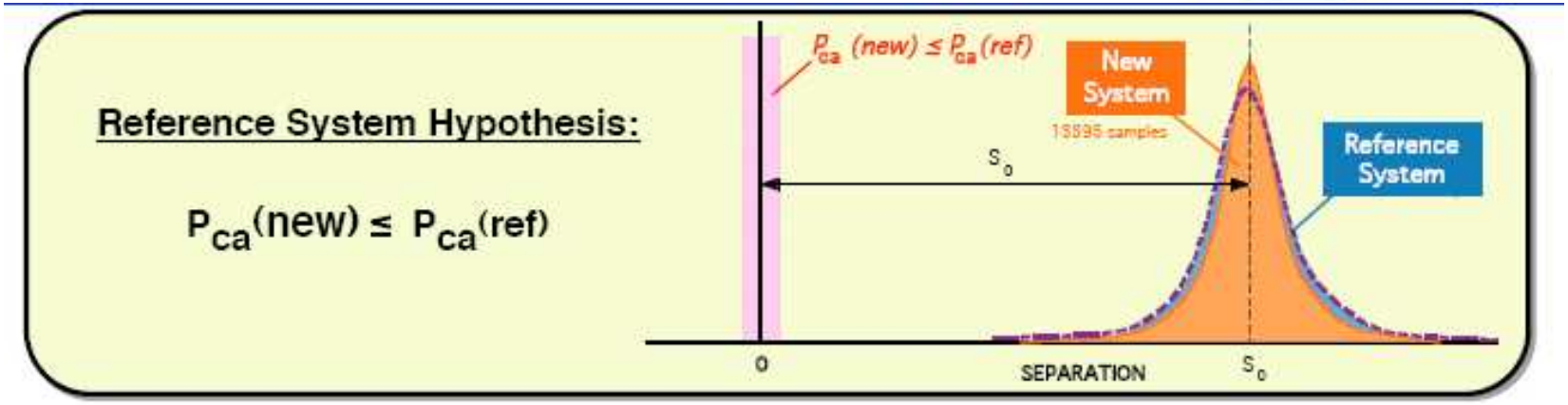

Feb. 2004, ATL

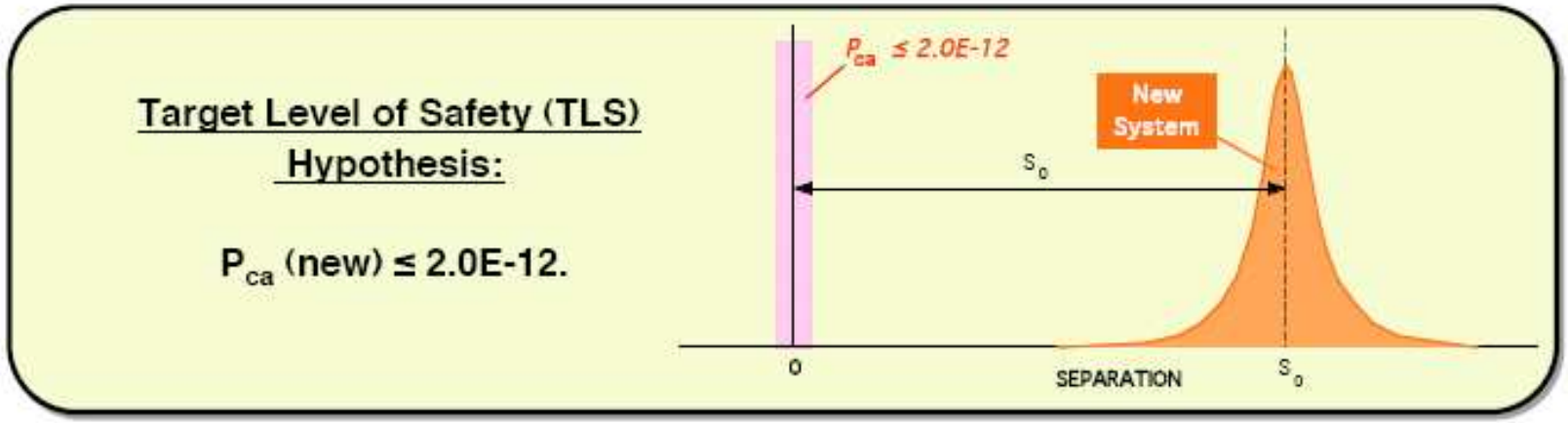
# Paper 52:
# Airspace complexity measurement




Complexity model tracks actual complexity ratings better than aircraft count model

# Paper 61:
# Validation of RSP Accuracy



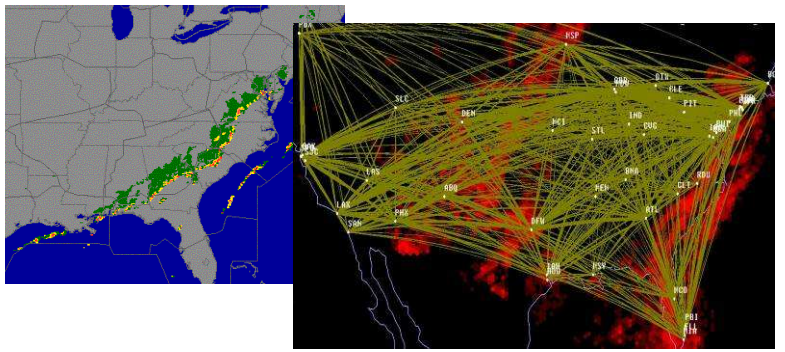
# Paper 24:National Weather Index for NAS Performance Assessment

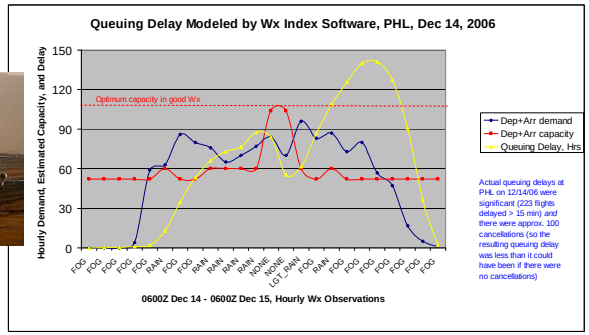
**NWX is a weighted sum of three components:**

- **<u>En-route Component (E-WITI)</u>** reflecting impact of convective weather on major airports e.g. OEP-35 airports

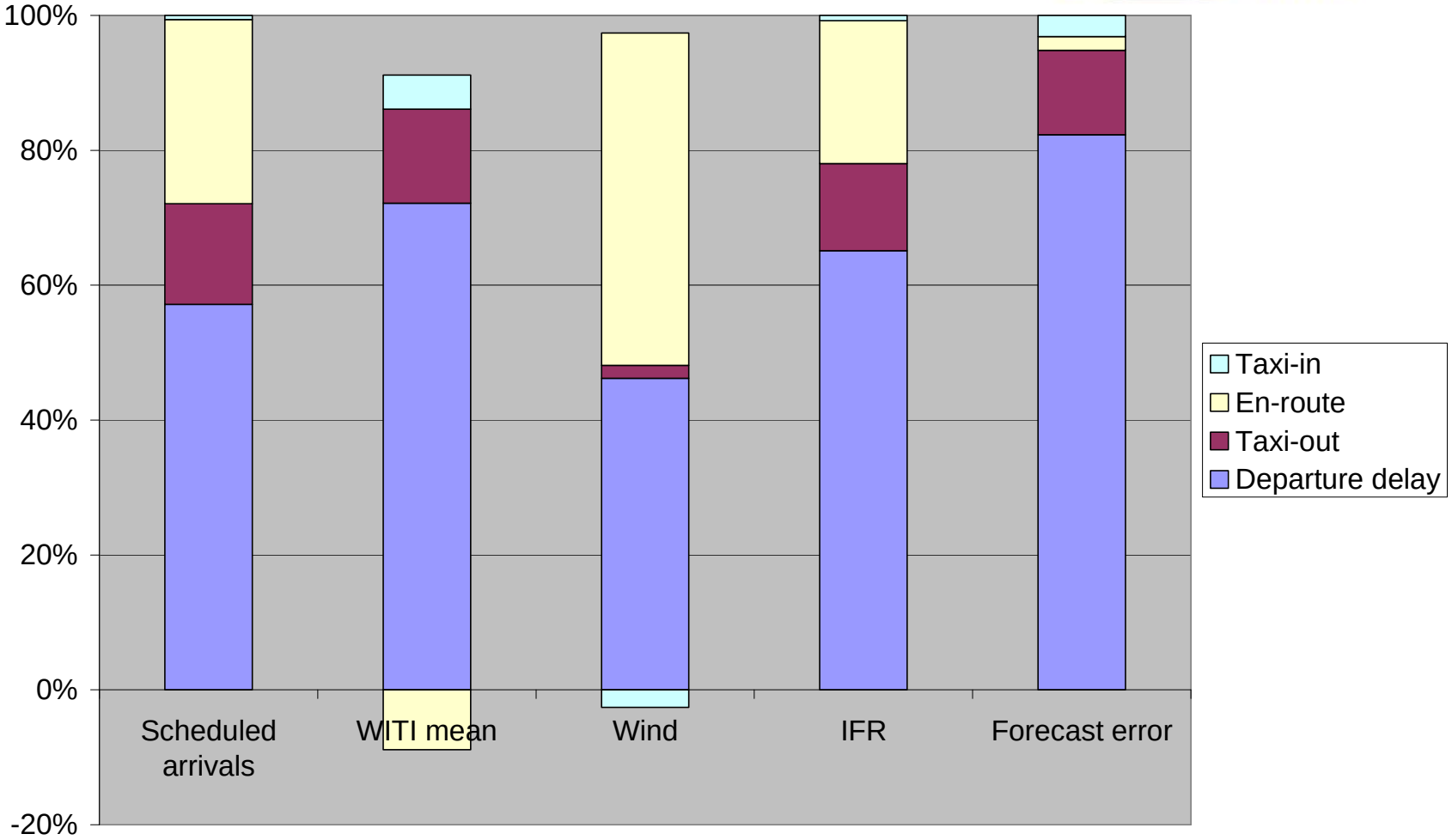
- **<u>Terminal Component</u>** (**T-WITI**) for same airports: local weather impact

- **<u>Queuing Delay Component</u>** for same airports reflecting excess traffic demand vs. capacity

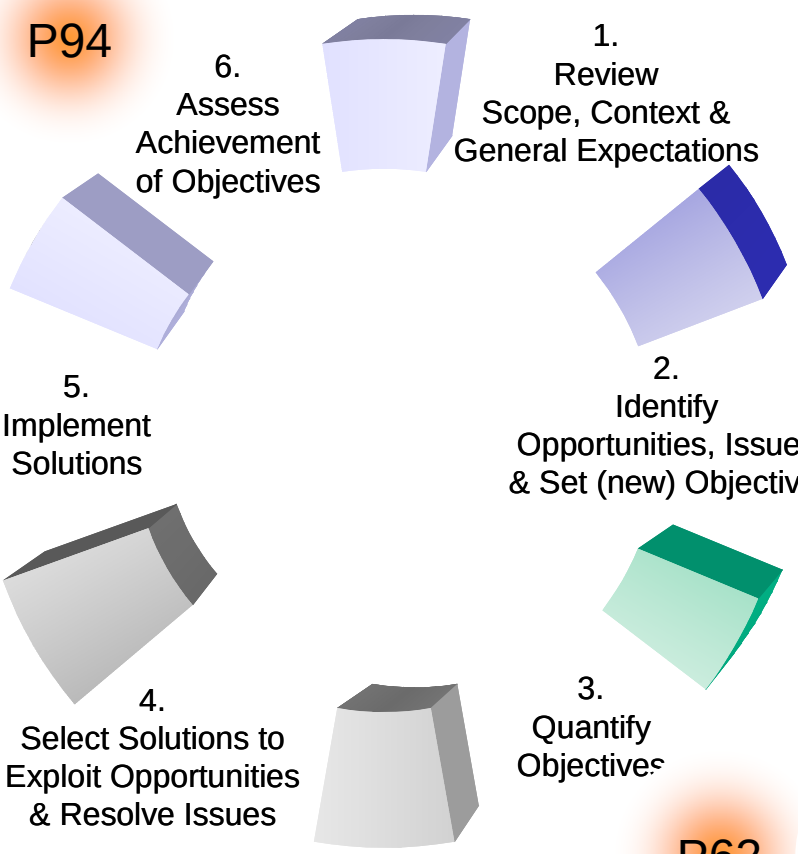




# Paper 163: Evaluating NAS performance by Wx Normalization



# Performance Management Process (Source: ICAO ATMRPP)




P163 P24 P121 P94 P111 P27 P52 P145 P62 P61


# No Questions Please.

Ask the authors !