

Operational Performance Metrics

Improving performance in the New Zealand aviation system

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The views expressed in this presentation are those of the presenter and may not be those of Airways Corporation of New Zealand



Operational Performance Metrics

The purpose of metrics

The goal of *System Operator*, is to optimise the entire ATM network in New Zealand and the Pacific to provide the best economic outcome for all industry participants.

Fuel and Environment

- Flight efficiency: Optimising fuel burn and emissions

Capacity Utilisation

- Optimising capacity and delays
- Business volume and passenger experience

Value

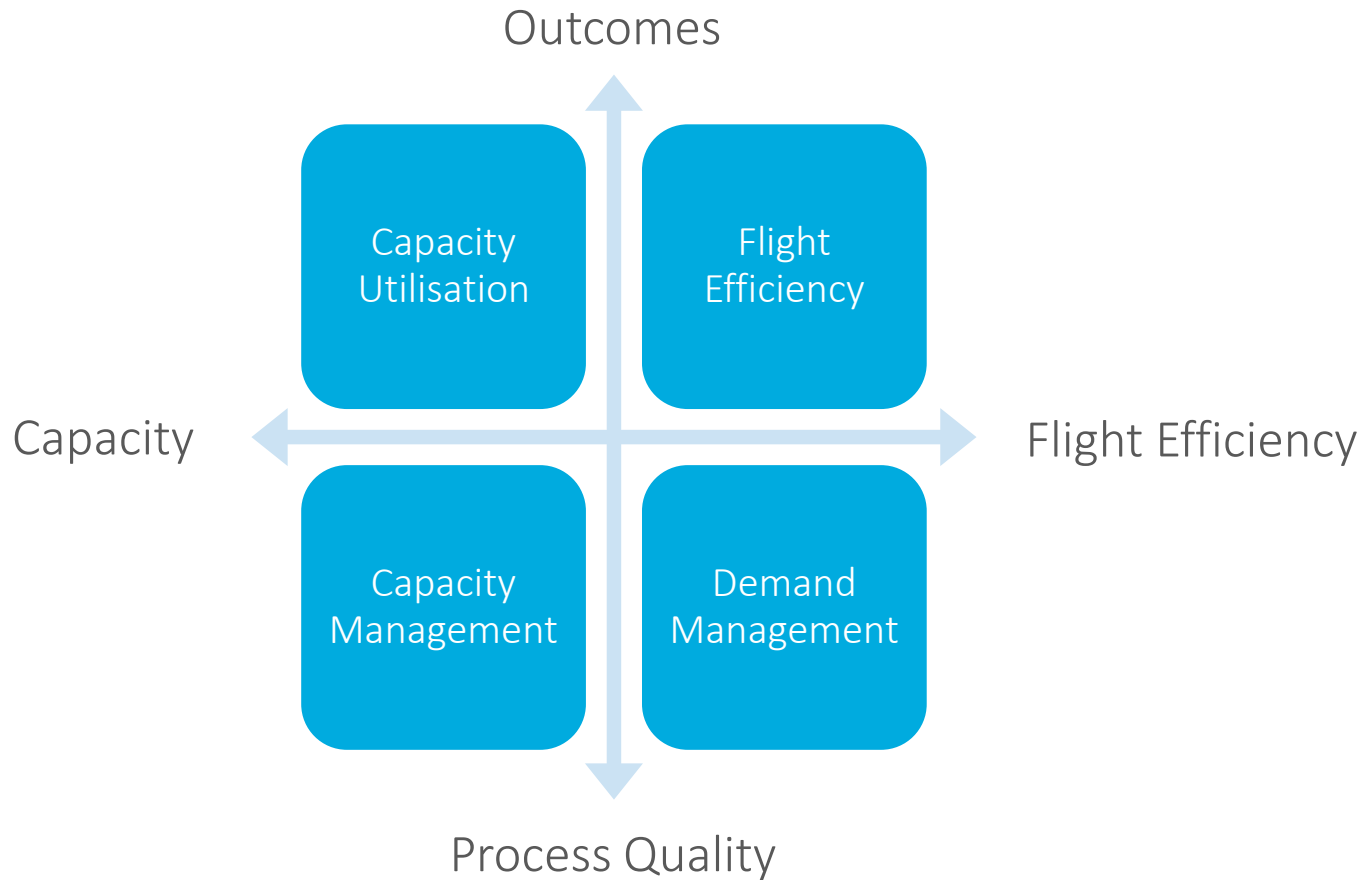
- Benefits and opportunities: Find and exploit “gaps”
- Evaluate in financial terms

Benchmarking

- International Standards: Harmonise with CANSO, ICAO
- Leadership: International collaboration on improvements

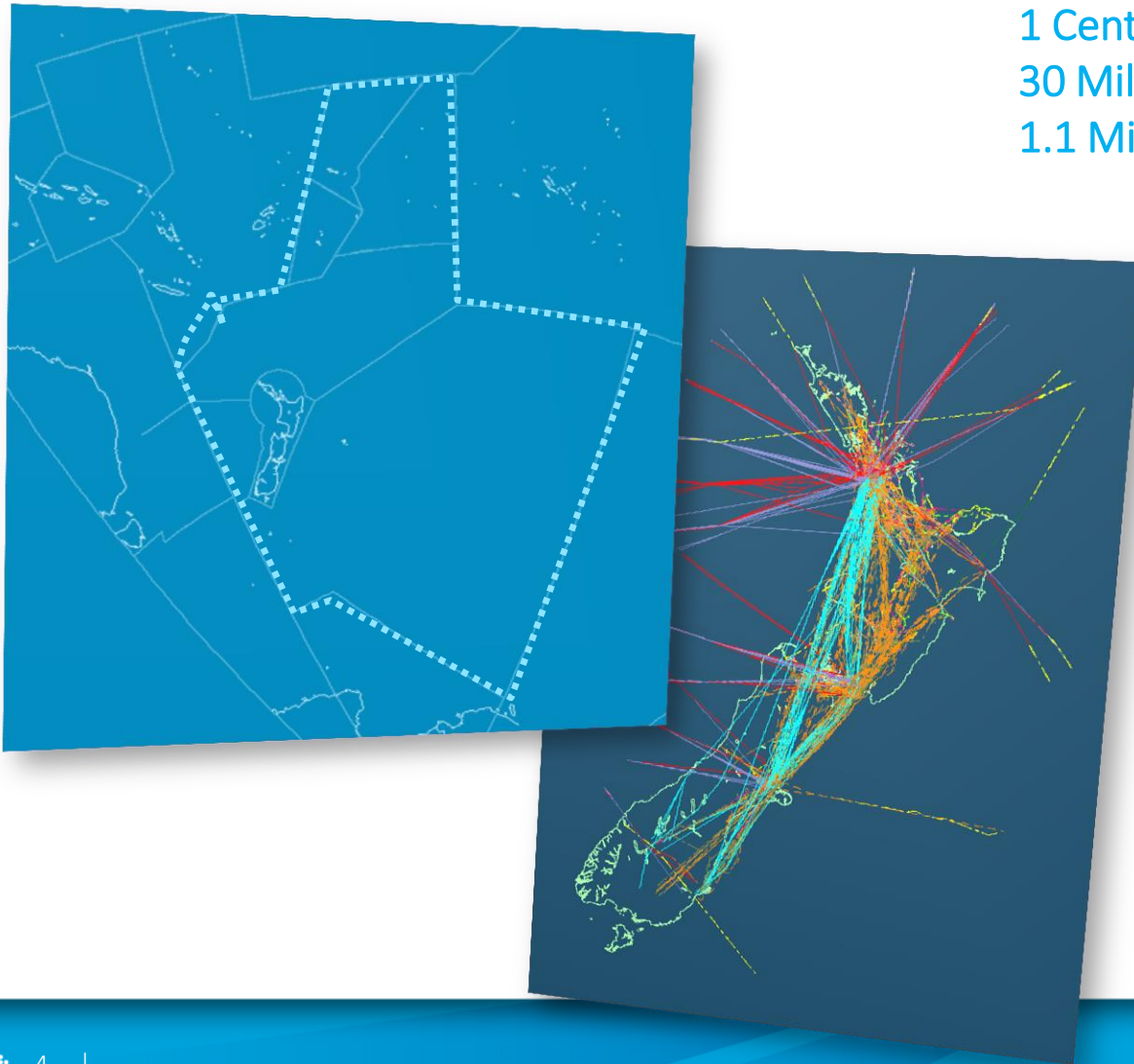
Operational Performance Metrics

Metrics Key Performance Areas



Operational Performance Metrics

NZ Context



17 Towers
1 Centre
30 Million sq km airspace
1.1 Million movements

760 People
315 Operational /
Delivery FTE

FANS OCS
UPR
PBN
Flow + AMAN

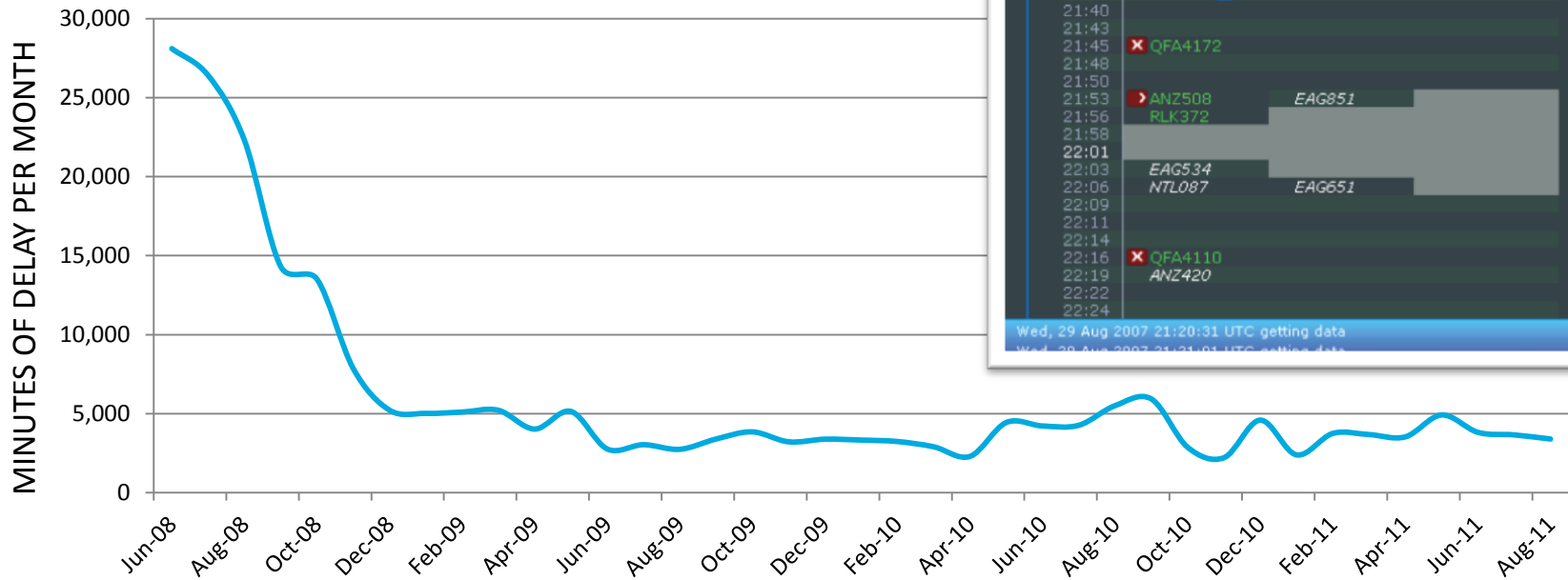
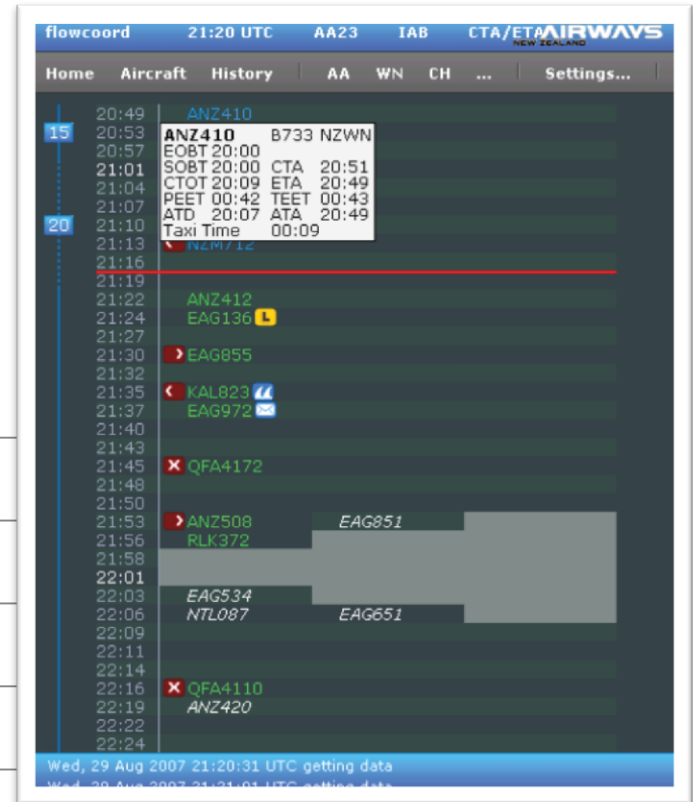
\$11.8M NOPAT
\$40M Capex

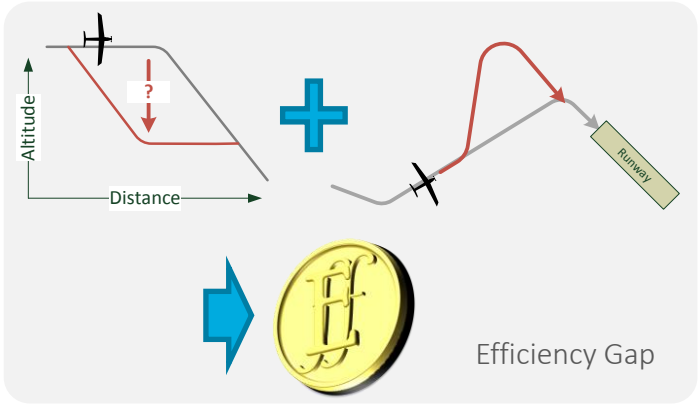
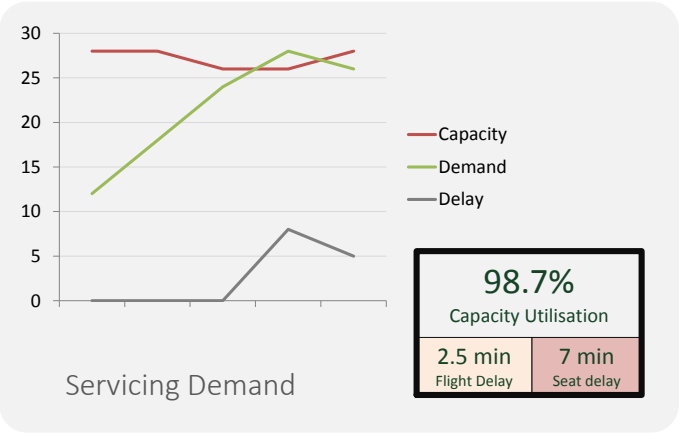


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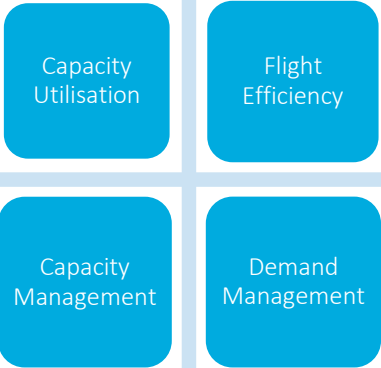
NZ Background

- Distributed self-service flow control
- Integrated AMAN
- Average airborne delay ~ 8 seconds from all causes

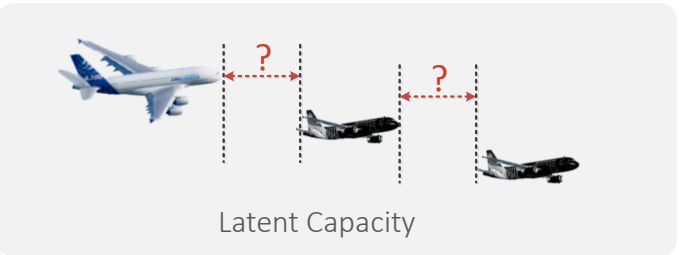




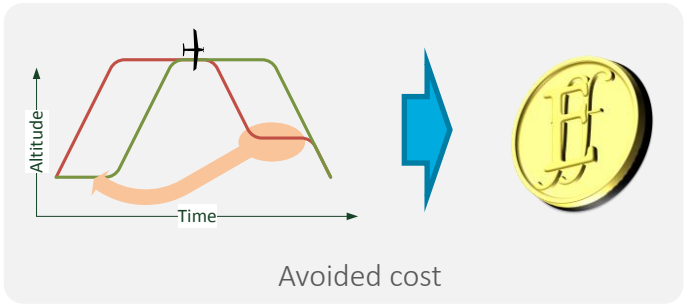
Outcomes



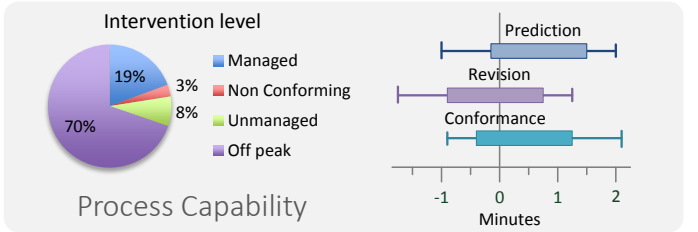
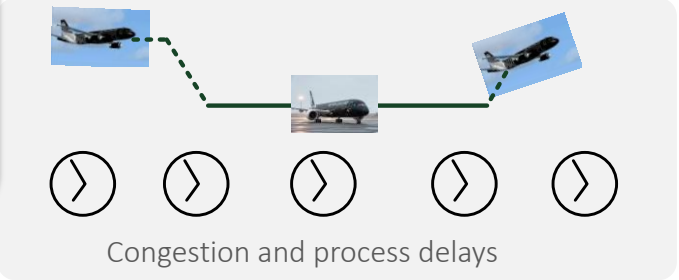
Capacity



Flight Efficiency

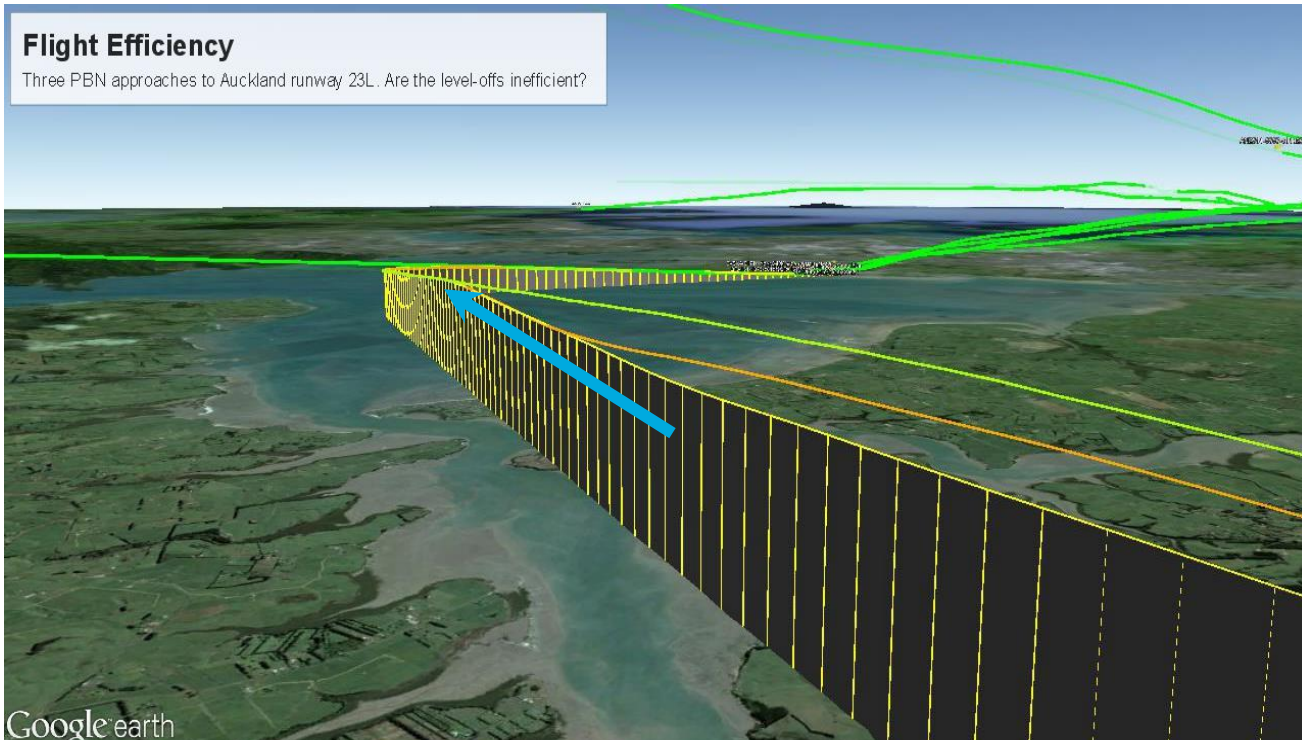


Processes



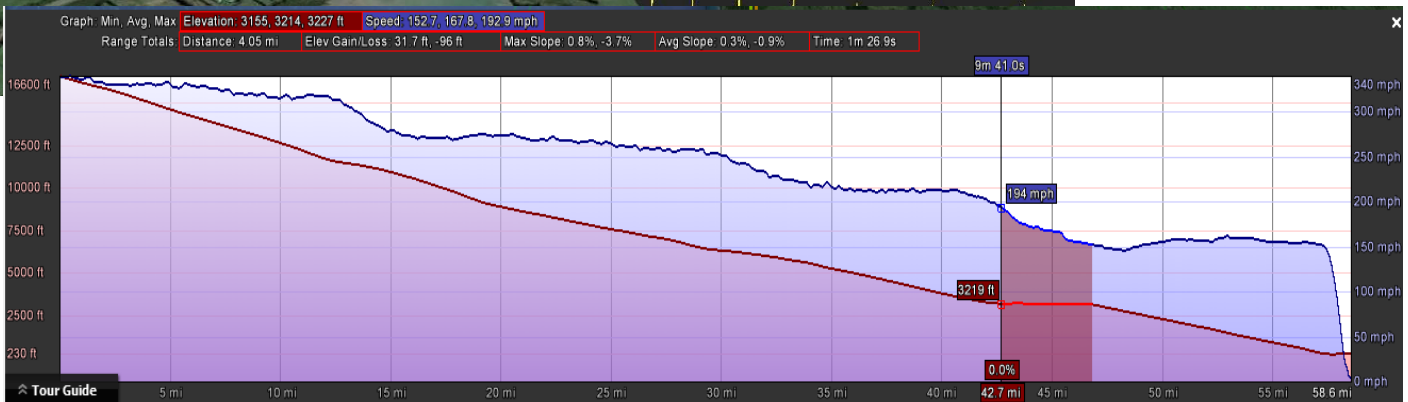
Flight Efficiency

Three PBN approaches to Auckland runway 23L. Are the level-offs inefficient?

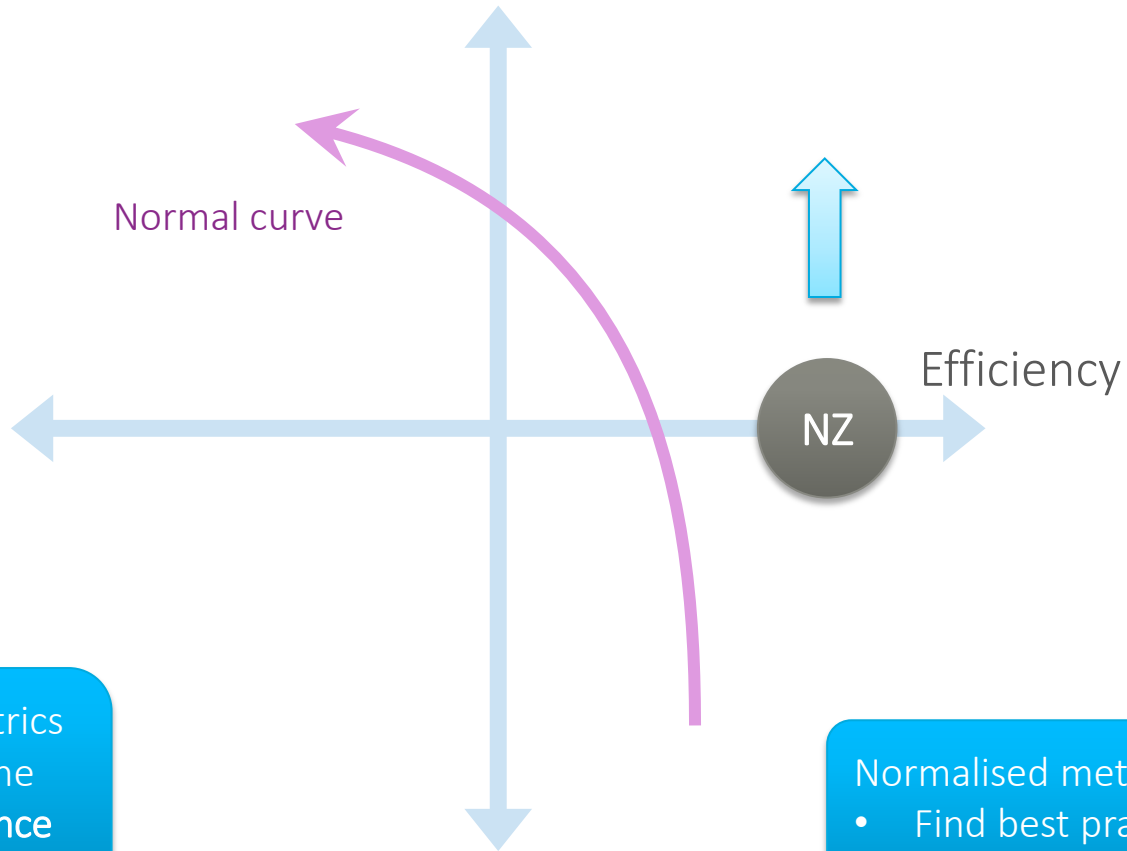


Google earth

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Capacity/Demand Balance



For credibility, metrics need to reflect the **customer experience** with nothing set aside

Normalised metrics help

- Find best practice
- Benchmark performance

Thank you

Questions

