

# **A-CDM@FRA**

## **Key Performance Indicators 2012/2013**



**Airport  
CDM  
@  
FRA**



## Introduction

This leaflet provides an overview of the most important Key Performance Indicators comparing the years 2012 and 2013.

For further information, questions, comments or suggestions we will always be at your disposal.

Kind regards,  
The A-CDM Team

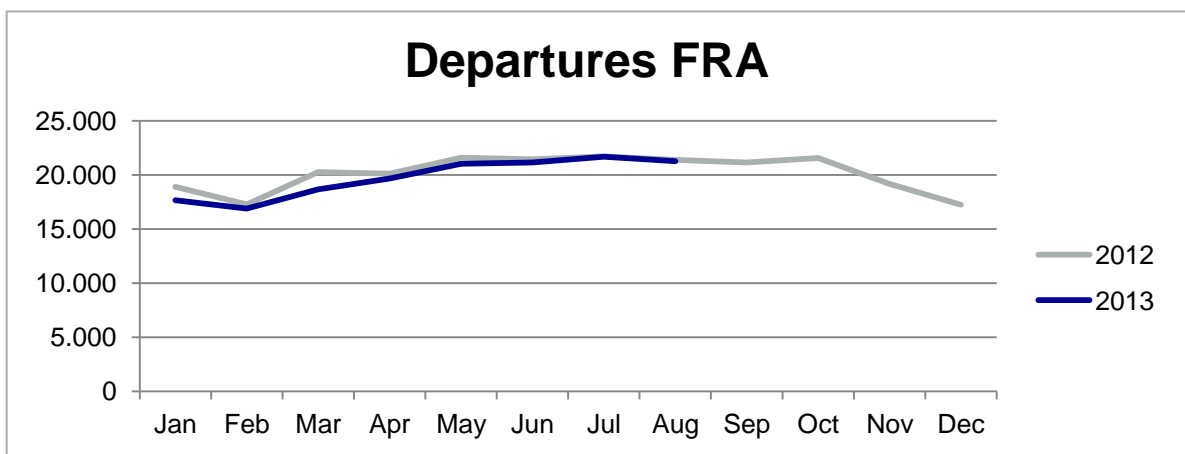
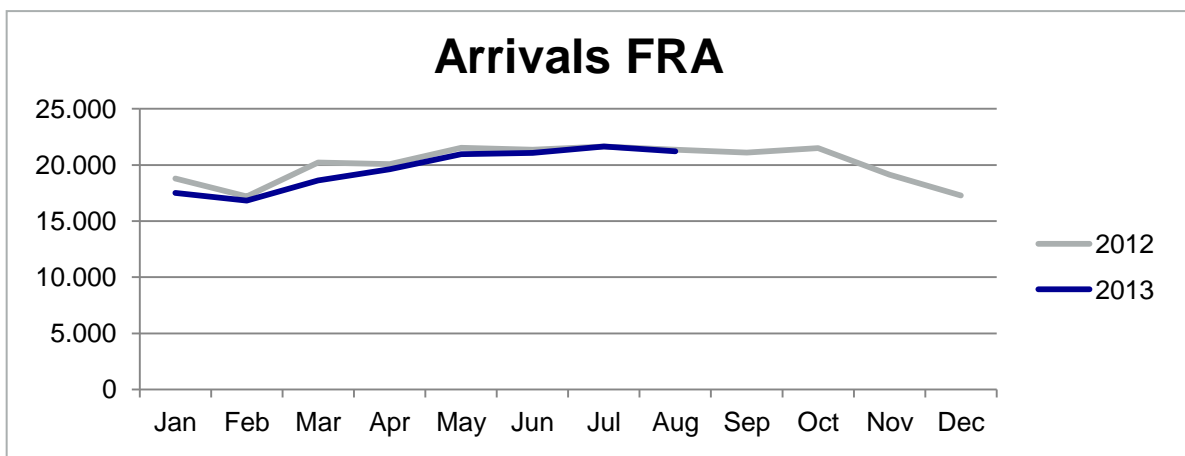
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## Key Performance Indicators

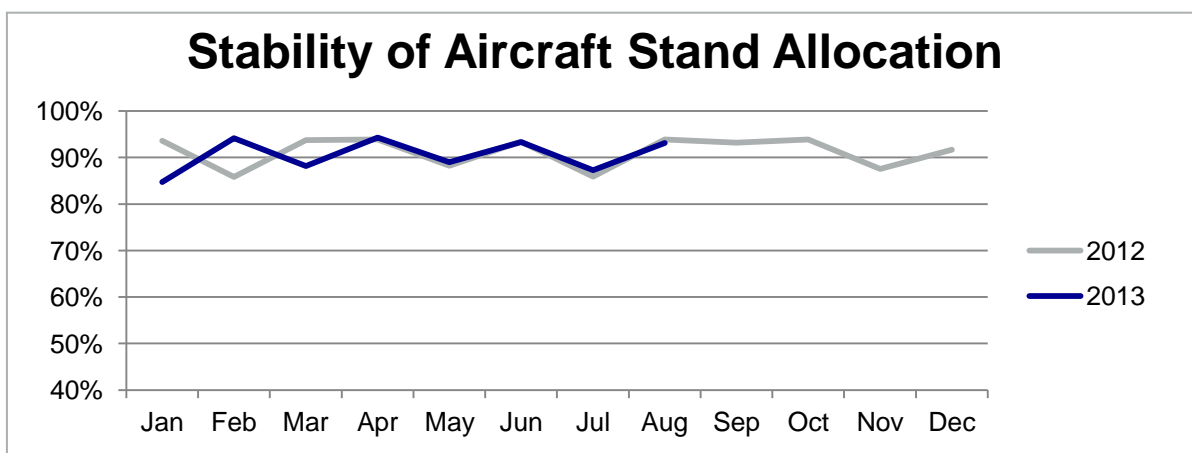
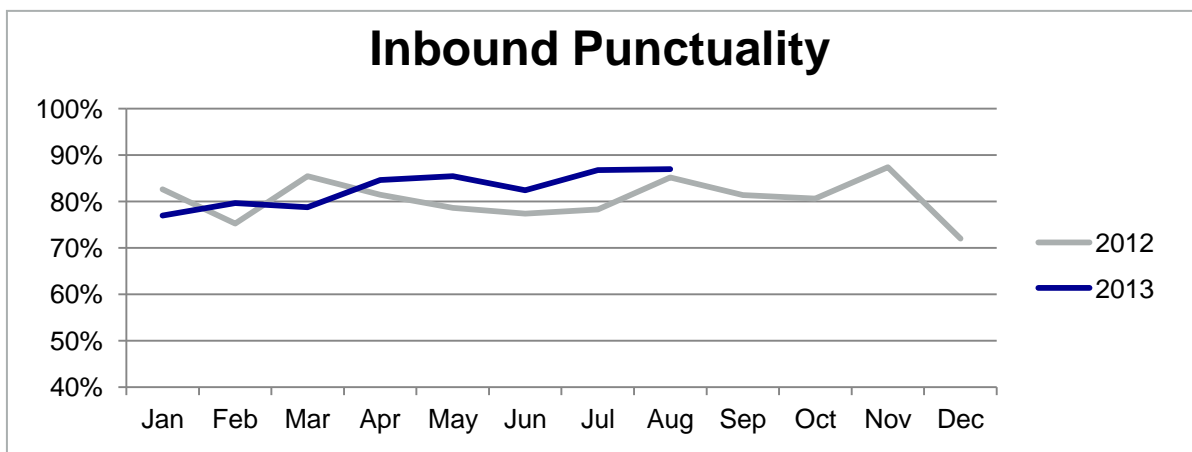
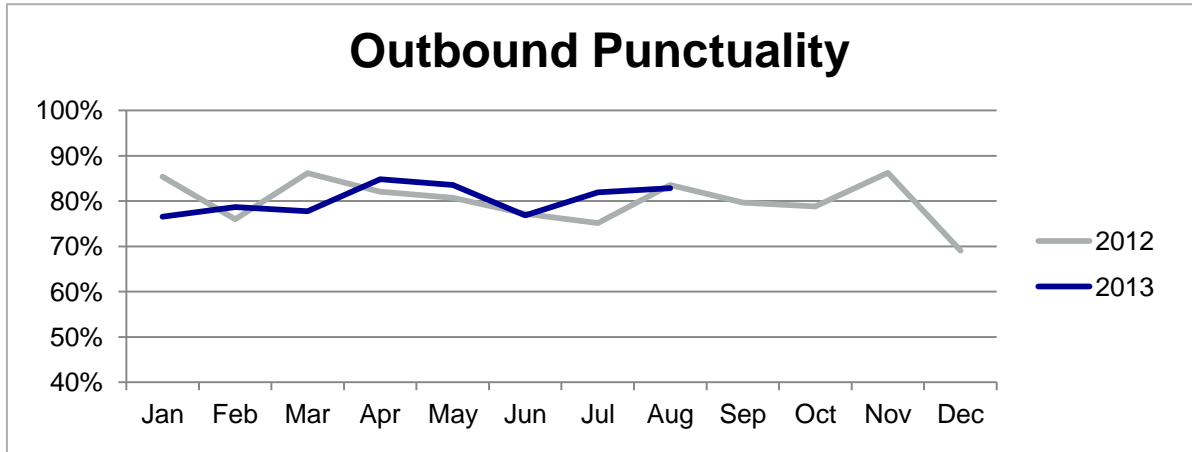
*While reading this document you might find it helpful to fold out the KPI-Definitions, which can be found at the end.*

### 1. Movements



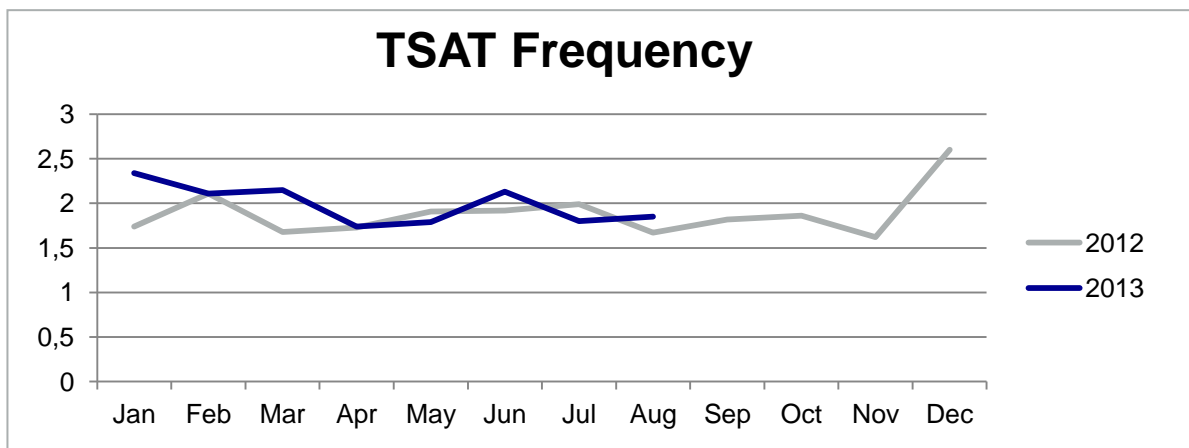
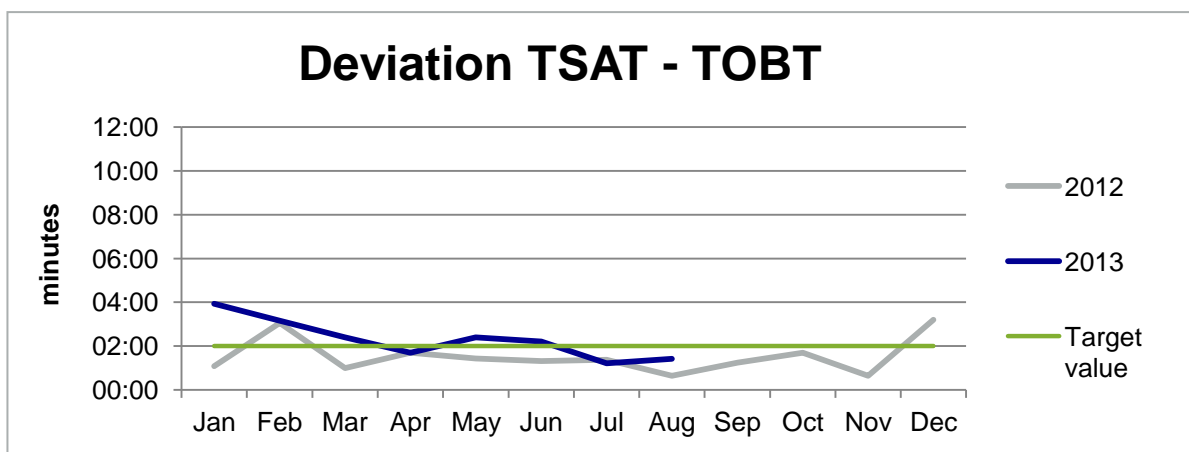
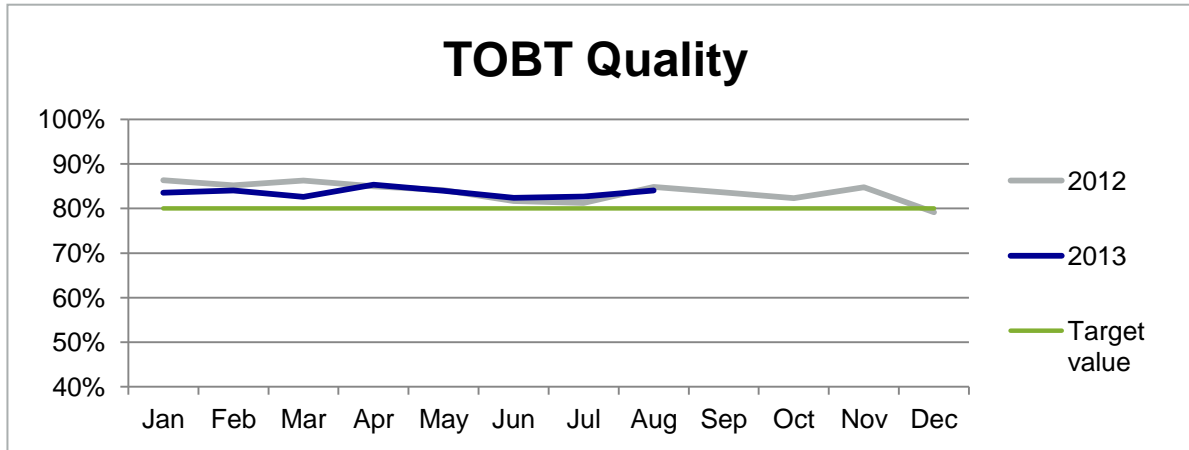
Reference Period Jan – Aug	2013	2012	Difference
Arrivals FRA	157.449	162.133	- 4.684
Departures FRA	158.086	162.749	- 4.663

## 2. Punctuality and Stability



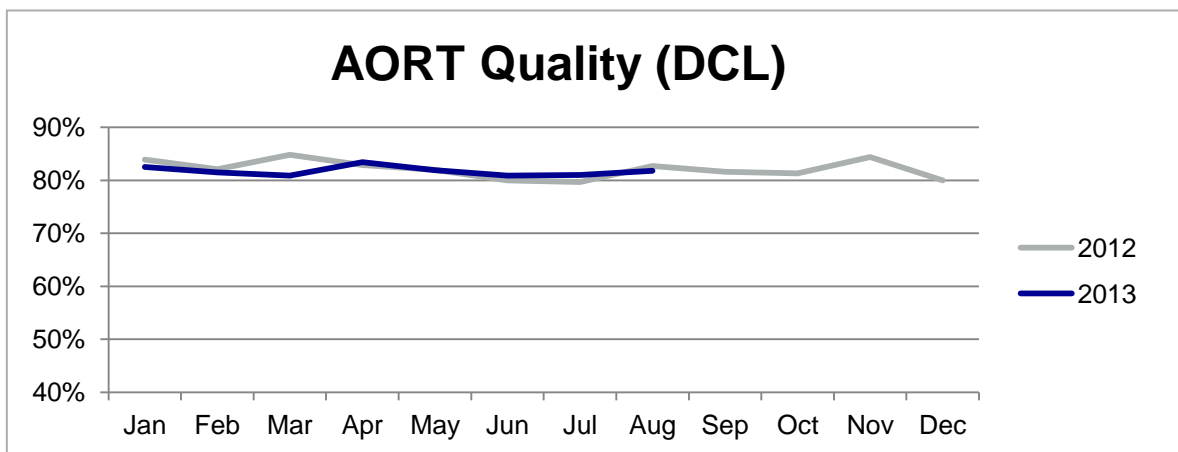
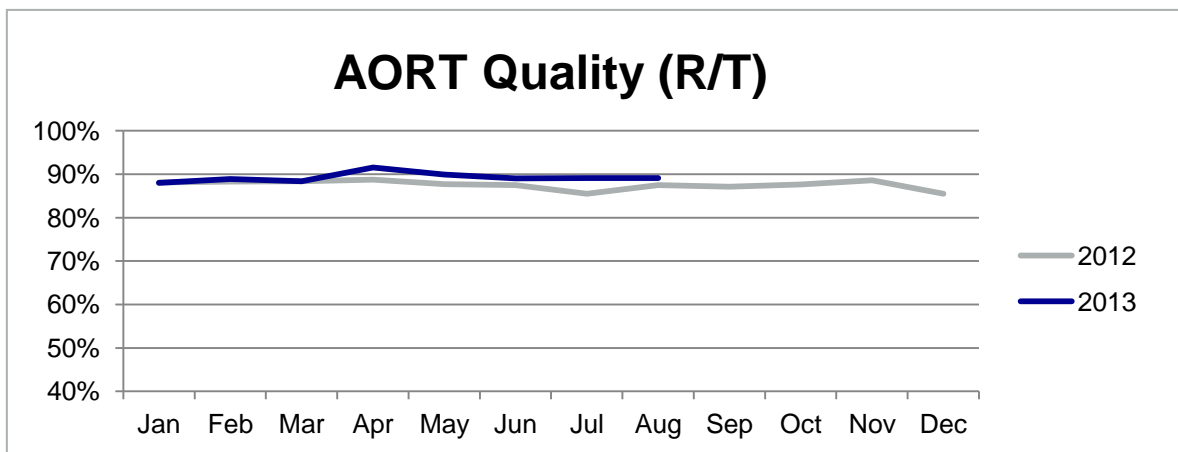
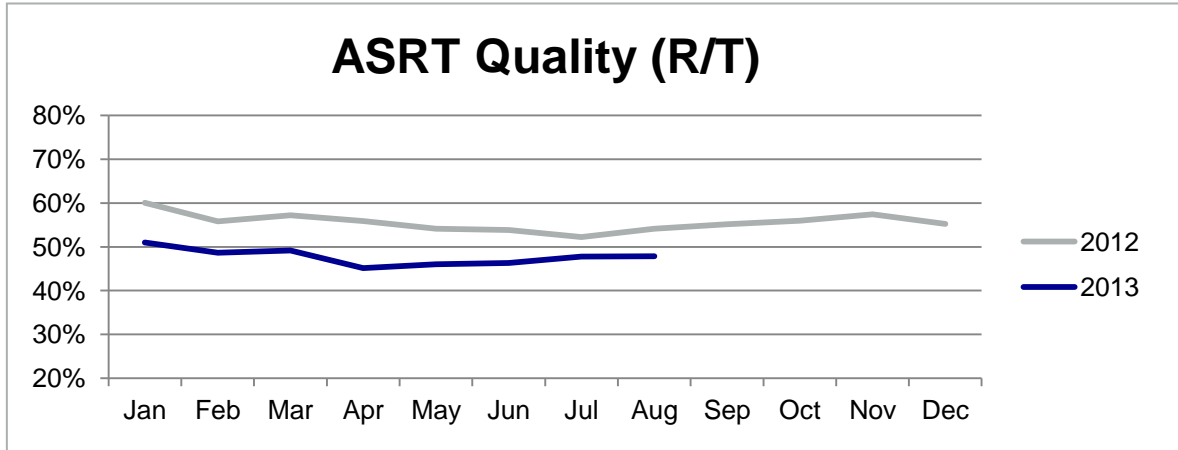
Reference Period Jan – Aug	2013	2012	Difference
Outbound Punctuality	80,4%	80,8%	- 0,4%
Inbound Punctuality	82,7%	80,5%	2,2%
Stability of Aircraft Stand Allocation	90,5%	91,1%	- 0,6%

### 3. TOBT and TSAT



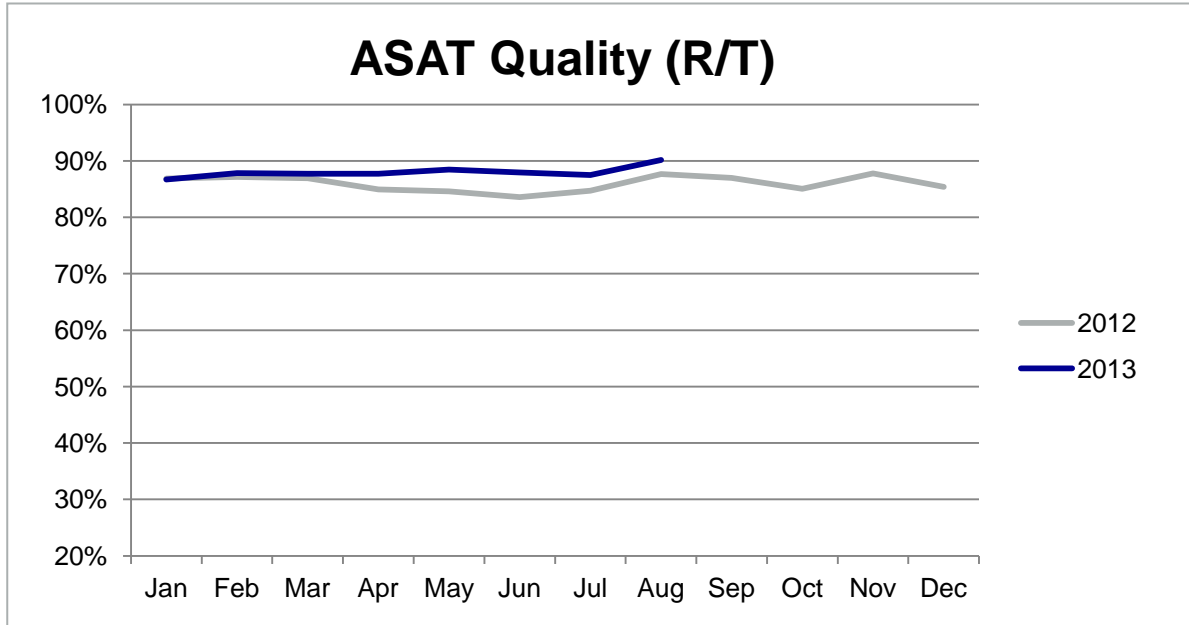
Reference Period Jan – Aug	2013	2012	Difference
TOBT Quality	83,6%	84,3%	- 0,7%
Deviation TOBT - TSAT	02:18 min	01:27 min	00:51 min
TSAT Frequency	1,99	1,84	0,15

#### 4. Start-Up and Off-Block Request (Cockpit)



Reference Period Jan – Aug	2013	2012	Difference
ASRT Quality (R/T)	47,7%	55,4%	- 7,7%
AORT Quality (R/T)	89,2%	87,7%	1,5%
AORT Quality (DCL)	81,7%	82,3%	- 0,6%

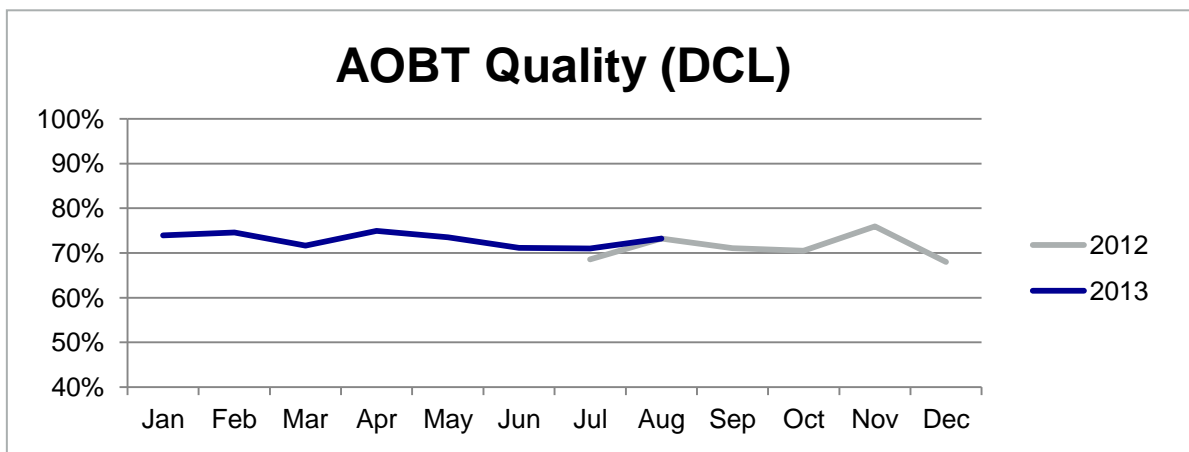
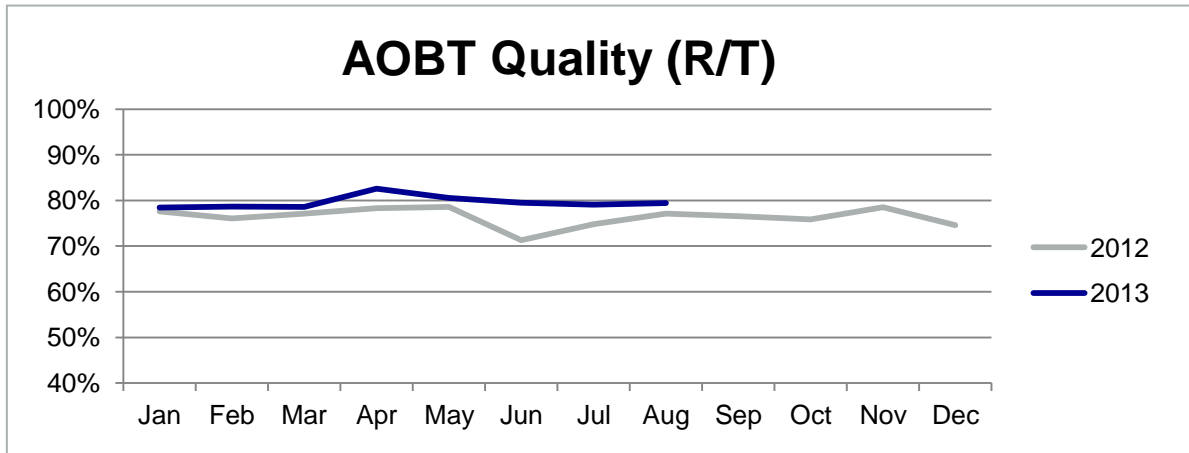
## 5. Start-Up Given (Tower)



Reference Period Jan – Aug	2013	2012	Difference
ASAT Quality (R/T)	88,0%	85,8%	2,2%
IASAT-ASRTI	01:23 min	01:13 min	00:10 min



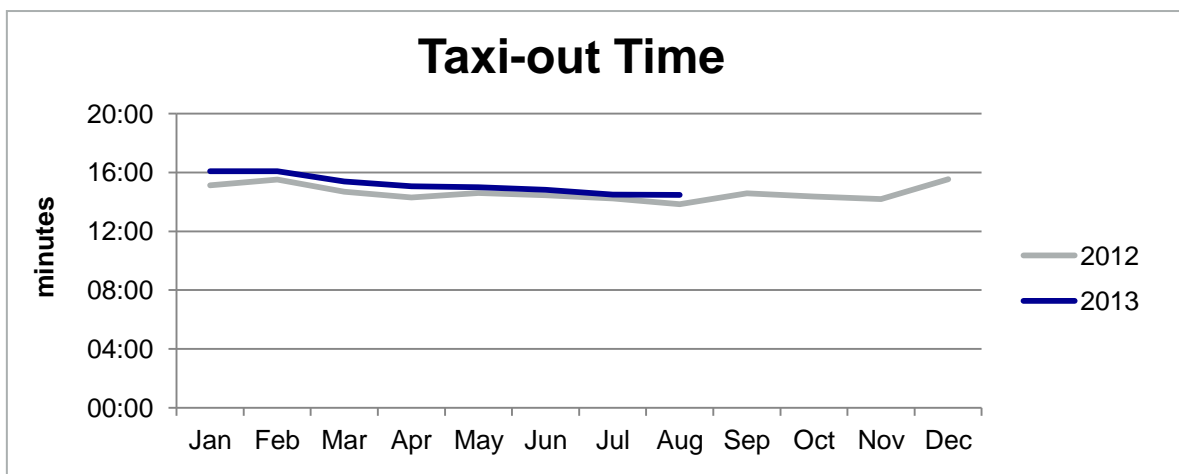
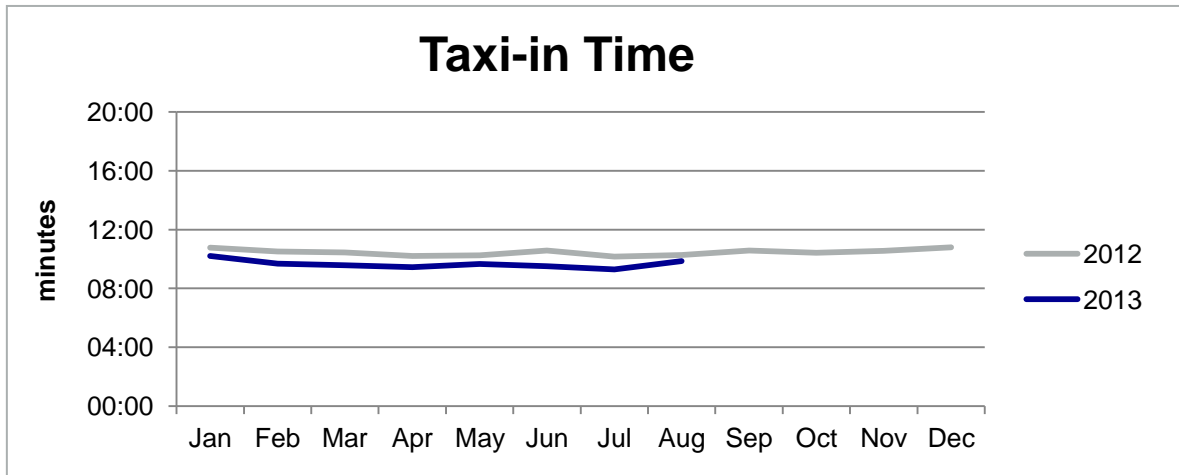
## 6. Push-Back and Taxi-Given (Apron)



Reference Period Jan – Aug	2013	2012	Difference
AOBT Quality (R/T)	79,6%	76,3%	3,3%
AOBT Quality (DCL)	73,0%	- *	-
IAOBT-AORTI	01:02 min	01:06 min	- 00:04 min

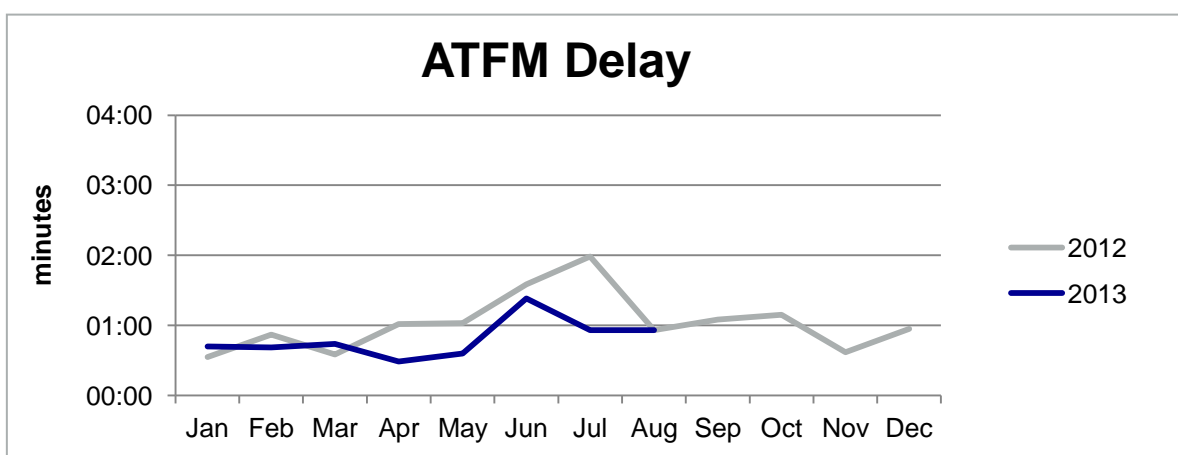
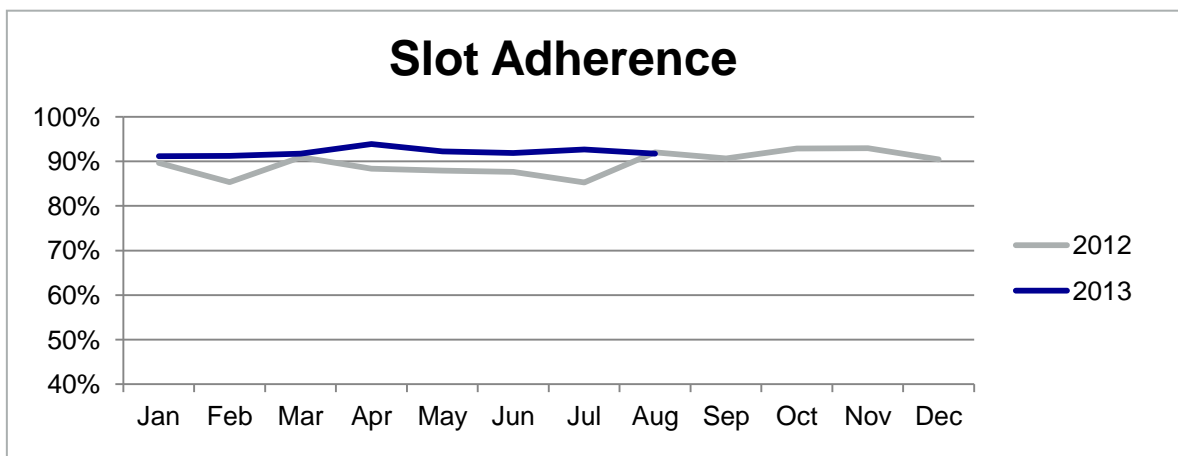
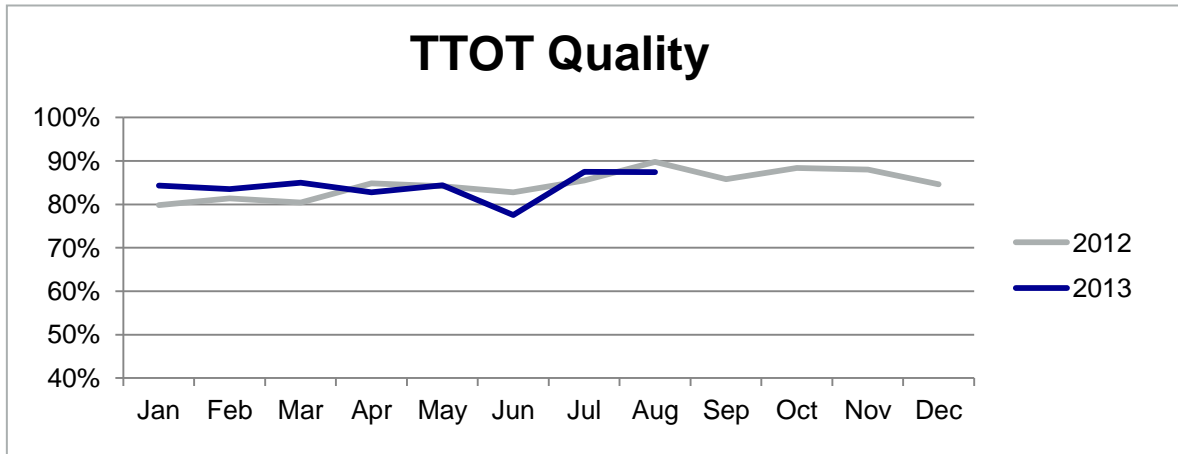
\* KPI introduced in July 2012, therefore no comparison with 2013.

## 7. Taxi Times



Reference Period Jan – Aug	2013	2012	Difference
Taxi-in Time	09:39 min	10:24 min	- 00:45 min
Taxi-out Time	15:11 min	14:36 min	00:35 min

## 8. Network



Reference Period Jan – Aug	2013	2012	Difference
TTOT Quality	84,1%	83,6%	0,5%
Slot Adherence	92,1%	88,4%	3,7%
ATFM Delay	00:48 min	01:04 min	- 00:16 min

## ***A-CDM@FRA Team – we support you!***

### **Services**

- Requests concerning specific flights  
➔ We need flightnumber and date of flight
- Aircraft Operator Performance Report  
➔ For Airlines and staff responsible for TOBT
- Registration for CSA Tool and changes of TOBT Responsibility
- Customized consulting and training
- Registration of A-CDM Alert email addresses
- Procedure documents and information
- Documents and training material
- Actual information



### **Contact**

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## KPI Definitions

1. Movements	
Arrivals FRA	All Arrivals at Frankfurt Airport [movements]
Departures FRA	All Departures at Frankfurt Airport [movements]

2. Punctuality and Stability	
Punctuality Outbound	$(AOBT-SOBT) \leq 15$ minutes [%]
Punctuality Inbound	$(AIBT-SIBT) \leq 15$ minutes [%]
Stability of Aircraft Stand Allocation	Percentage of flights without change of parking position after ALDT-10min

3. TOBT and TSAT	
TOBT Quality	Combined Quality of $ AORT - TOBT^{@AORT}  \leq 5$ min for Push-Back positions <u>and</u> $(AORT - TOBT^{@AORT})$ between -5 and +10 min for flights with TOBT=TSAT [%]
Deviation TSAT - TOBT	Average deviation from TSAT and TOBT: $ TSAT-TOBT $ [min]
TSAT Frequency	Average amount of TSATs per flight

4. Start-Up and Off-Block Request (Cockpit)	
ASRT Quality (Start-Up Request, R/T)	$ ASRT-TSAT  \leq 5$ minutes [%]
AORT Quality (Off-Block Request, R/T)	Combined Quality of $ AORT-ASAT  \leq 5$ minutes for Push-Back positions <u>and</u> $(AORT-ASAT)$ between -5 and +10 minutes for Roll-Out positions [%]
AORT Quality (Off-Block Request, DCL)	Combined Quality of $ AORT-TSAT  \leq 5$ minutes for Push-Back positions <u>and</u> $(AORT-TSAT)$ between -5 and +10 min for Roll-Out positions [%]

5. Start-Up Given (Tower )	
ASAT Quality (R/T) (Start-Up Given, R/T)	$ ASAT-TSAT  \leq 5$ minutes [%]
$ ASAT-ASRT $	Average deviation from Start-Up Request and Start-Up Given: $ ASAT-ASRT $ [min]

6. Push-Back and Taxi-Given (Apron)	
AOBT Quality (Off-Block Given, R/T)	$(AOBT-ASAT) \leq 5$ minutes [%]
AOBT Quality (Off-Block Given, DCL)	$ AOBT-TSAT  \leq 5$ minutes [%]
$ AOBT-AORT $	Average deviation from Off-Block Request and Off-Block Given: $ AOBT-AORT $ [min]

7. Taxi Times	
Taxi-in Time	Average Taxi-in time [min]
Taxi-out Time	Average Taxi-out time [min]

8. Network	
TTOT Quality	Quality of $ ^{last}TTOT-ATOT  \leq 5$ minutes [%]
Slot Adherence	ATOT within Slot Tolerance Window [%]
ATFM Delay	Duration between the last Take-Off time requested by the aircraft operator and the Take-Off slot allocated by Network Manager following a regulation communicated by the FMP, in relation to an airport (airport delay) or sector (en-route delay) location [min]

## Glossary

Acronym	Definition
AIBT	Actual In-Block Time
ALDT	Actual Landing Time
AOBT	Actual Off-Block Time
AORT	Actual Off-Block Request Time
ASAT	Actual Start-Up Approval Time
ASRT	Actual Start-Up Request Time
ATOT	Actual Take-Off Time
DCL	Departure Clearance (Data link)
R/T	Radio Telephony
SIBT	Scheduled In-Block Time
SOBT	Scheduled Off-Block Time
TOBT	Target Off-Block Time
TSAT	Target Start-Up Approval Time
TTOT	Target Take-Off Time