

NextGen Metroplex Performance — Atlanta

The Atlanta metroplex contains one FAA core airport, Hartsfield-Jackson Atlanta International, and several general aviation airports, including Peachtree DeKalb and Fulton County. The Atlanta metroplex's airspace is serviced by the Atlanta Terminal Radar Approach Control facility and Atlanta Air Route Traffic Control Center. The Atlanta metroplex has been identified by RTCA's NextGen Advisory Committee as a Tier 1 metroplex.

Scorecard

Performance Indicator	2009	2010	2011
Average Daily Capacity <i>Operations per day</i> Daily Average of Cap AAR and ADR. ADR is the Airport Departure Rate, or the number of departures an airport can support, per unit of time. The Capacity Airport Arrival Rate (Cap AAR) is the number of arrivals an airport can support per unit of time.	3,107.53	3,145.16	3,172.46
Peak Hourly Throughput (IMC) <i>Hourly Arrivals and Departures</i> Average daily peak hour arrivals and departures over the hours of 7:00 and 21:59 during Instrument Meteorological Conditions.	154.61	150.12	143.43
Peak Hourly Throughput (VMC) <i>Hourly Arrivals and Departures</i> Average daily peak hour arrivals and departures over the hours of 7:00 and 21:59 during Visual Meteorological Conditions.	165.70	161.14	155.30

The global ATM system should exploit the inherent capacity to meet airspace user demands at peak times and locations while minimizing restrictions on traffic flow. To respond to future growth, capacity must increase, along with corresponding increases in efficiency, flexibility and predictability, while ensuring that there are no adverse impacts on safety and giving due consideration to the environment. The ATM system must be resilient to service disruption and the resulting temporary loss of capacity.

Performance Indicator	2009	2010	2011
Arrival Taxi Time <i>Minutes per Flight</i> Taxi-In time is the average minutes elapsed from wheels-on to gate-in times.	11.46	11.65	11.06
Average Taxi-In Delay <i>Minutes per Flight</i> The sum of minutes of Taxi-In Delay of 1 minute or more, divided by all arrivals. Taxi-In Delay equals actual Taxi-In time minus Unimpeded Taxi-In Time.	4.59	4.52	3.91

Average Taxi-Out Delay <i>Minutes per Flight</i> The sum of minutes of Taxi-Out Delay of 1 minute or more, divided by all departures. Taxi-Out Delay equals Actual Taxi-Out Time minus Unimpeded Taxi-Out time.	10.07	8.96	7.84
Block Delay (Compared with Flight Plan) <i>Minutes per Flight</i> The difference between Actual Gate-to-Gate time and flight plan Gate-to-Gate time.	11.02	9.43	7.57
Block Time (Gate Out to Gate In) <i>Minutes per Flight</i> The difference between Actual Gate In and Actual Gate Out times.	130.96	128.15	127.47
Departing Taxi Time <i>Minutes per Flight</i> The average of the time it takes for an aircraft to travel from the time it pushes back from the gate (its parking break is released) to the time its wheels lift off the ground.	22.18	21.77	20.89
Flight Time (Wheels Off to Wheels On) <i>Minutes per Flight</i> The difference between Actual Wheels Off and Actual Wheels On times.	103.18	99.90	100.24
Flight Time Delay (Compared with Flight Plan) <i>Minutes per Flight</i> The difference between Actual Off-to-On time and Flight Planned Off-to-On time.	1.39	-0.28	-0.58
Gate In Delay <i>Minutes per Flight</i> The difference between the Actual Gate In time and the Scheduled or Flight Plan Gate In time.	19.02	17.02	13.73
Gate Out Delay <i>Minutes per Flight</i> The difference between the Actual Gate Out time and the Scheduled or Flight Plan Gate Out time.	9.74	8.61	8.03

Efficiency addresses the operational and economic cost-effectiveness of gate-to-gate flight operations from a single-flight perspective. In all phases of flight, airspace users want to depart and arrive at the times they select and fly the trajectory they determine to be optimum.

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Performance Indicator	2009	2010	2011
Standard Deviation of Block Delay <i>Minutes</i> Variability of the Block Delay (Efficiency KPA) metric	6.76	6.66	6.05
Standard Deviation of Flight Time Delay <i>Minutes</i> Variability of the Flight Time Delay (Efficiency KPA) metric	4.21	4.04	3.33
Standard Deviation of Gate In Delay <i>Minutes</i> Variability of the Gate In Delay (Efficiency KPA) metric	19.04	18.70	15.69
Standard Deviation of Gate Out Delay <i>Minutes</i> Variability of the Gate Out Delay (Efficiency KPA) metric	15.40	14.82	12.32
Standard Deviation of Taxi-In Delay <i>Minutes</i> Variability of the Taxi-In Delay (Efficiency KPA) metric	2.47	2.90	2.65
Standard Deviation of Taxi-Out Delay <i>Minutes</i> Variability of the Taxi-Out Delay (Efficiency KPA) metric	6.04	5.99	6.77

The Predictability Key Performance Area addresses the requirement of the ATM system to provide airspace users with consistent and dependable levels of performance.

Core Airports ASPM Airports Other Airports 100 NM Radius around Core Airport(s) TRACON Boundary
NextGen Implementation

Area Navigation (RNAV)

Identifies airports and metroplexes where Area Navigation (RNAV) procedures have been implemented. These satellite-based procedures include Standard Terminal Arrivals (STARs) and Standard Instrument Departures (SIDs). See the NextGen Today section of the NextGen Implementation Plan for additional information.

Demonstration Projects

Identifies airports or metroplexes where the FAA is conducting or has conducted demonstration projects. These demonstrations are used to explore concepts, validate benefits, and ensure necessary integration and interoperability of systems. See the NextGen Today section of the NextGen Implementation Plan for

additional information.

Required Navigation Performance (RNP)

Identifies airports and metroplexes where Required Navigation Performance (RNP) approaches have been implemented. RNP is RNAV with the addition of onboard performance monitoring and alerting capability.