



PERFORMANCE REPORT 2015 - 2019

ENVIRONMENT

February 2018



making the difference

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Description & Analysis

ENV KPI #1: KEA at FABEC level (excl. 10 best/worst days)

For the second month of 2018, the inefficiency of flown trajectories on the horizontal plan has stabilized its decreasing slope with a value of 3.22%, same as for February 2018, showing continuous improvement during the last 16 months. Nevertheless, the indicator is at 0.17pp above the new yearly target (3.05%), the tendency to improvement remains valid, taking into account the significant increase of traffic by 2.30% in February 2018 compared to February 2017. Difference between KEA and KEP is 2.73pp, the same value as previous month (2.73pp).

ENV PI#1: HFE based on Actual at FABEC level (including all days)

On a monthly basis, HFE (KEA including all days) has reached 3.04%, but with a small improvement of the inefficiency compared to last month (3.07 % last month). Compared to the same month in 2017, the decrease of the inefficiency is 0.05pp, confirming the good tendency.

ENV PI#2: HFE based on Filed FPL at FABEC level (excl. 10 best/worst days)

The indicator is reaching a stabilized level since December 2017 (5.95%), still below the bar of 6.00%. The improvement compared to February 2017 is rather good (5.95% vs 5.99%), considering that delays in February 2018 are higher than delays in February 2017 (en-route delays all causes reached 0.43 min this month vs 0.27 min in Feb 2017).

In the 2018 context with almost harmonized unit rates in FABEC, meaning that the shortest route is the cheapest route most of the time, KEP is also improved because en-route traffic (steady traffic = +2.3%) is growing more than evolving traffic (+0.7%) over FABEC area.

ENV PI#3: HFE based on Filed FPL at FABEC level (including all days)

Compared to same value in 2017, the figure is showing an improvement for February (5.95% vs 5.99%), which is a good result taking into account that delays in February 2018 are higher than delays of the same month of 2017 (+0.16pp for all causes and +0.15pp for CRSTMP).

ENV PI#4: HFE based on Actual at State level (including all days)

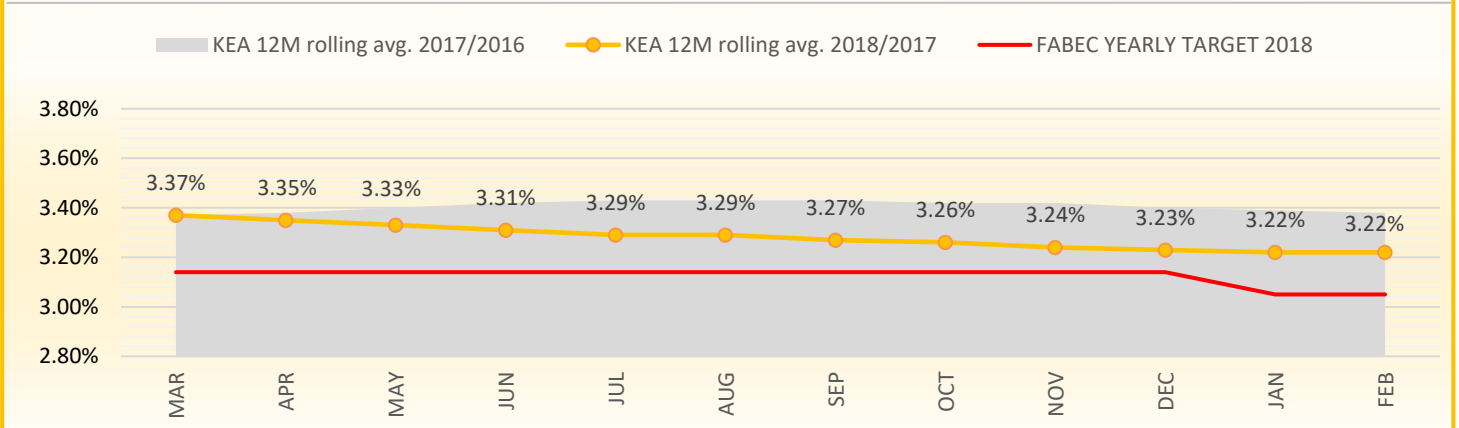
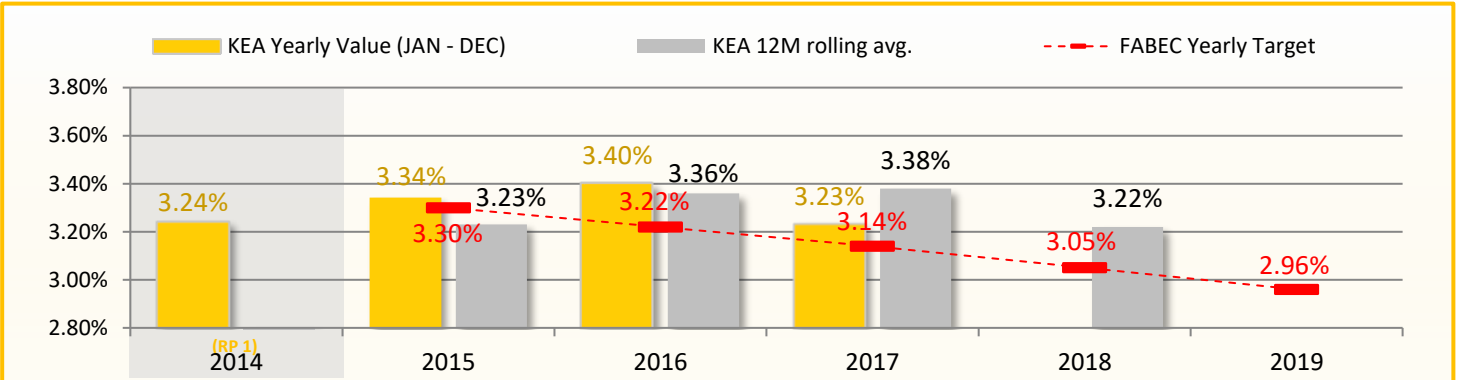
At national level, the most important improvement of HFE based on Actual (KEA) is concerning The Netherlands (-0.49pp), whereas Belgium (-0.01pp), Germany (-0.03pp) and France (-0.04pp) have similar results compared to February 2017. Only Switzerland is observing a small increase of the inefficiency (+0.24pp).

As a reminder, do not forget that PI#4 is impacted by HFE based on Filed FPL at State level (PI#5).

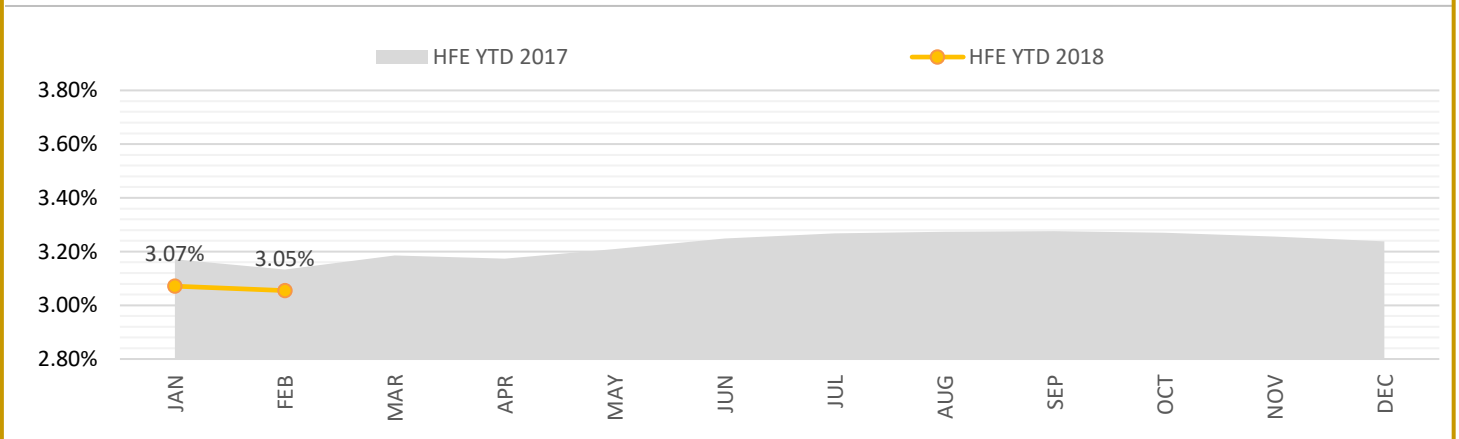
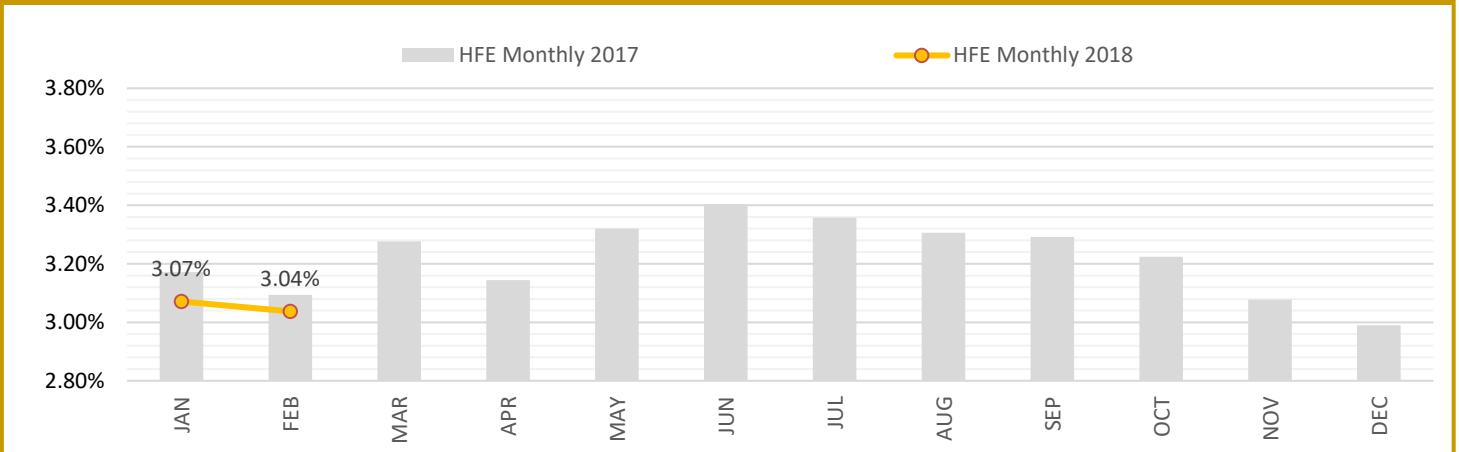
ENV PI#5: HFE based on Filed FPL at State level (including all days)

At national level, it is worth noting that HFE YTD based on Filed FPL for almost all States looks similar to February 2017, whatever on a monthly or an YTD perspective.

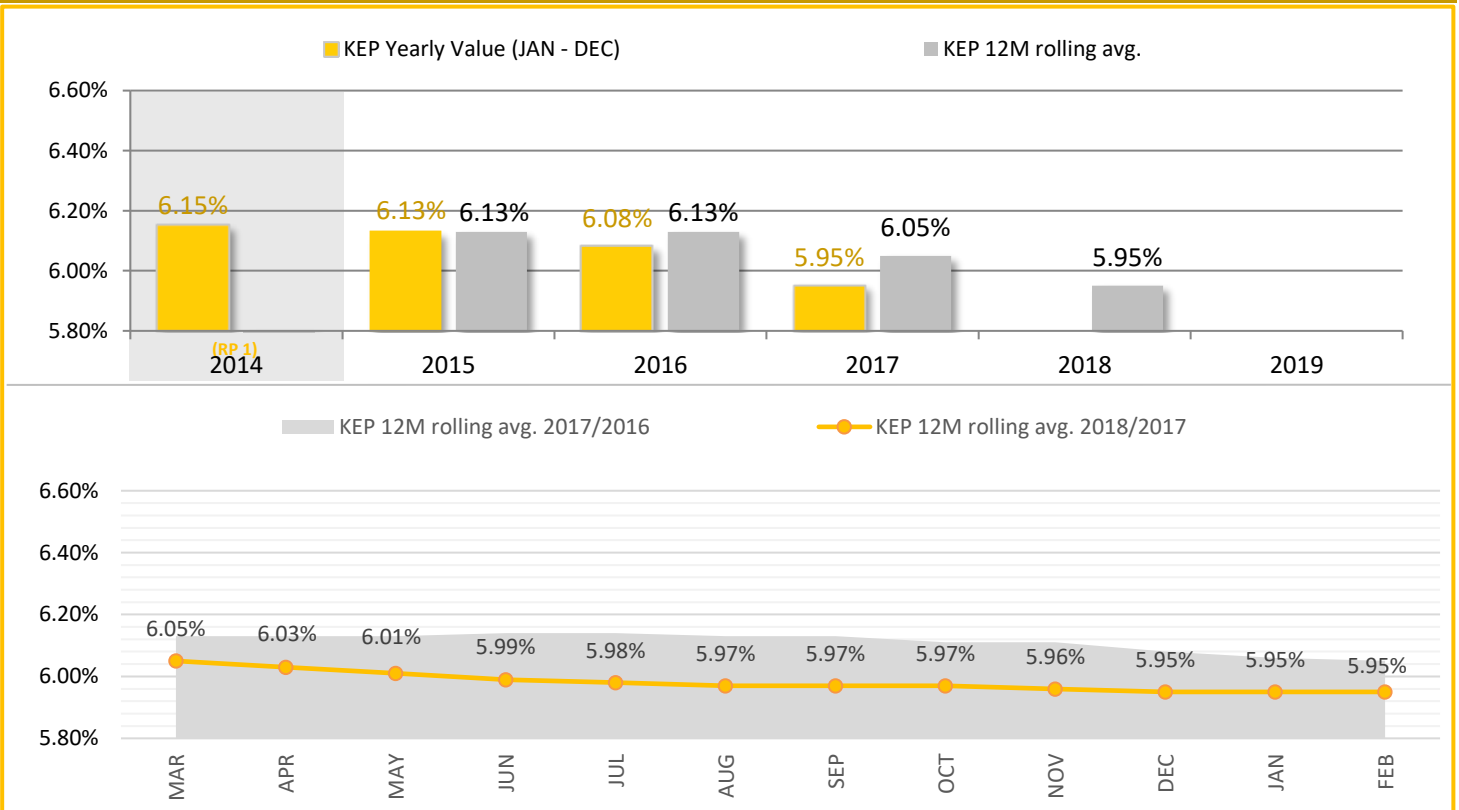
KPI #1: KEA/HFE at FABEC level (excl. 10 best/worst days)



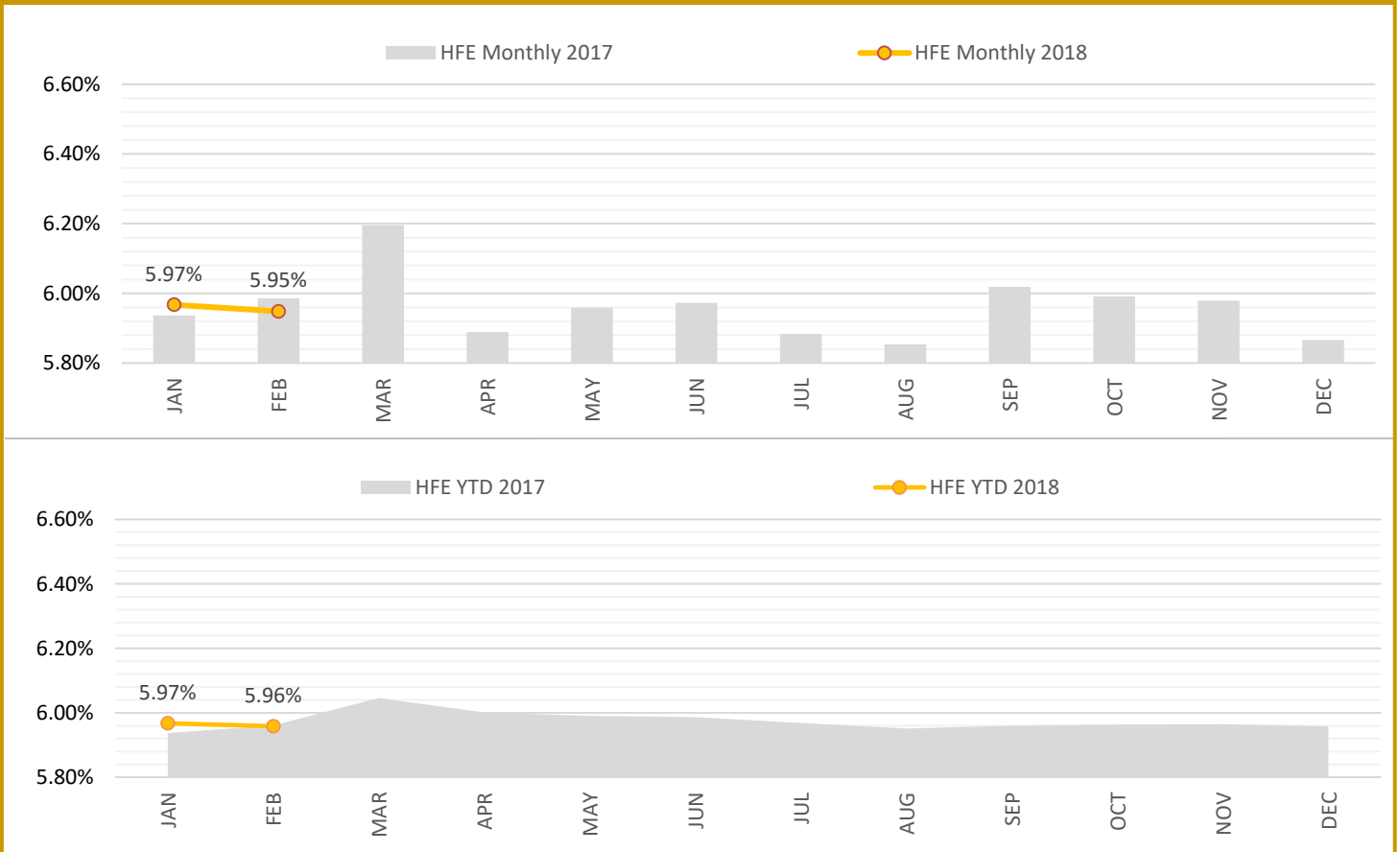
PI #1: HFE based on Actual at FABEC level (incl. all days)



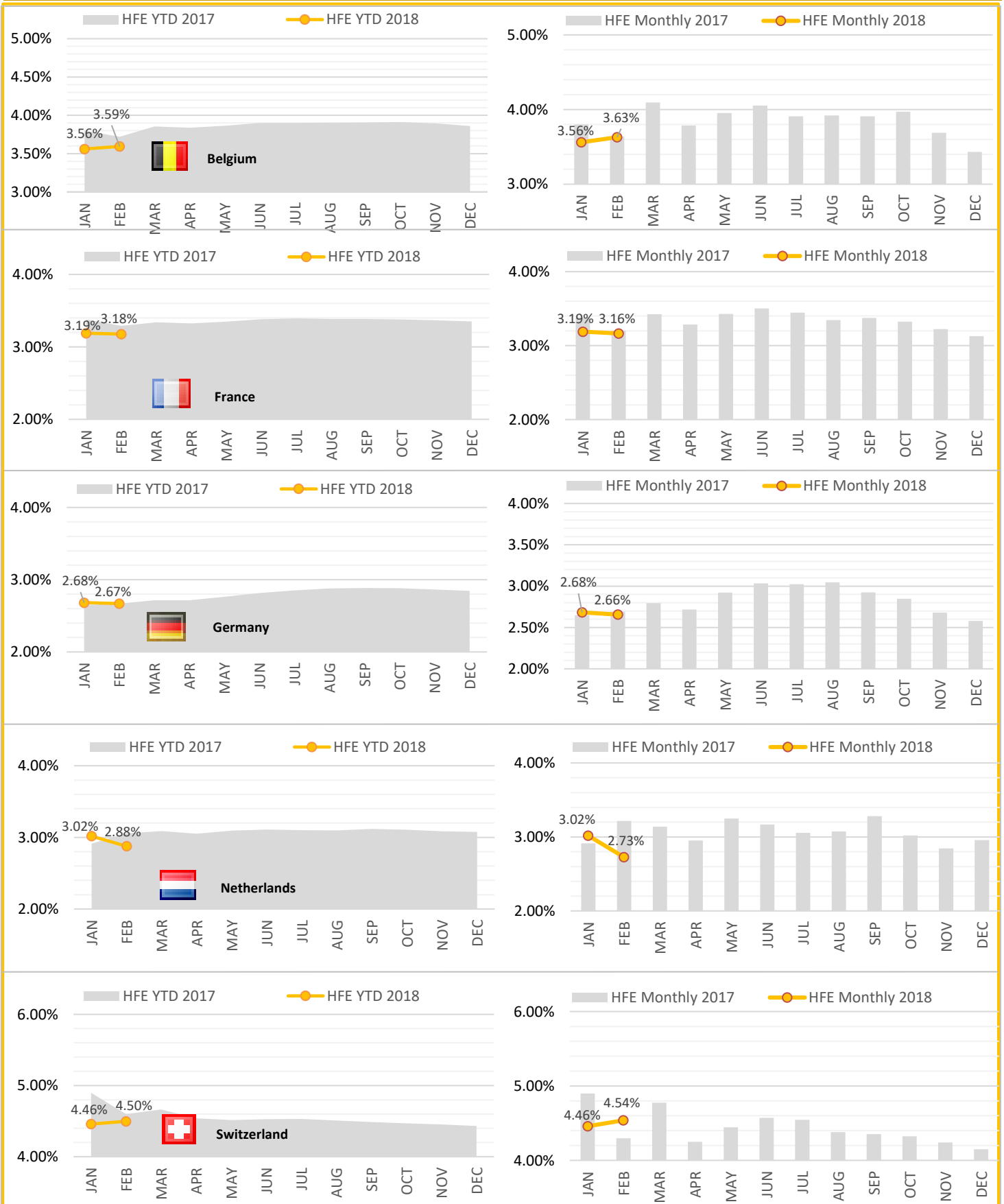
PI #2: KEP/HFE based on filed FPL at FABEC level (excl. 10 best/worst days)



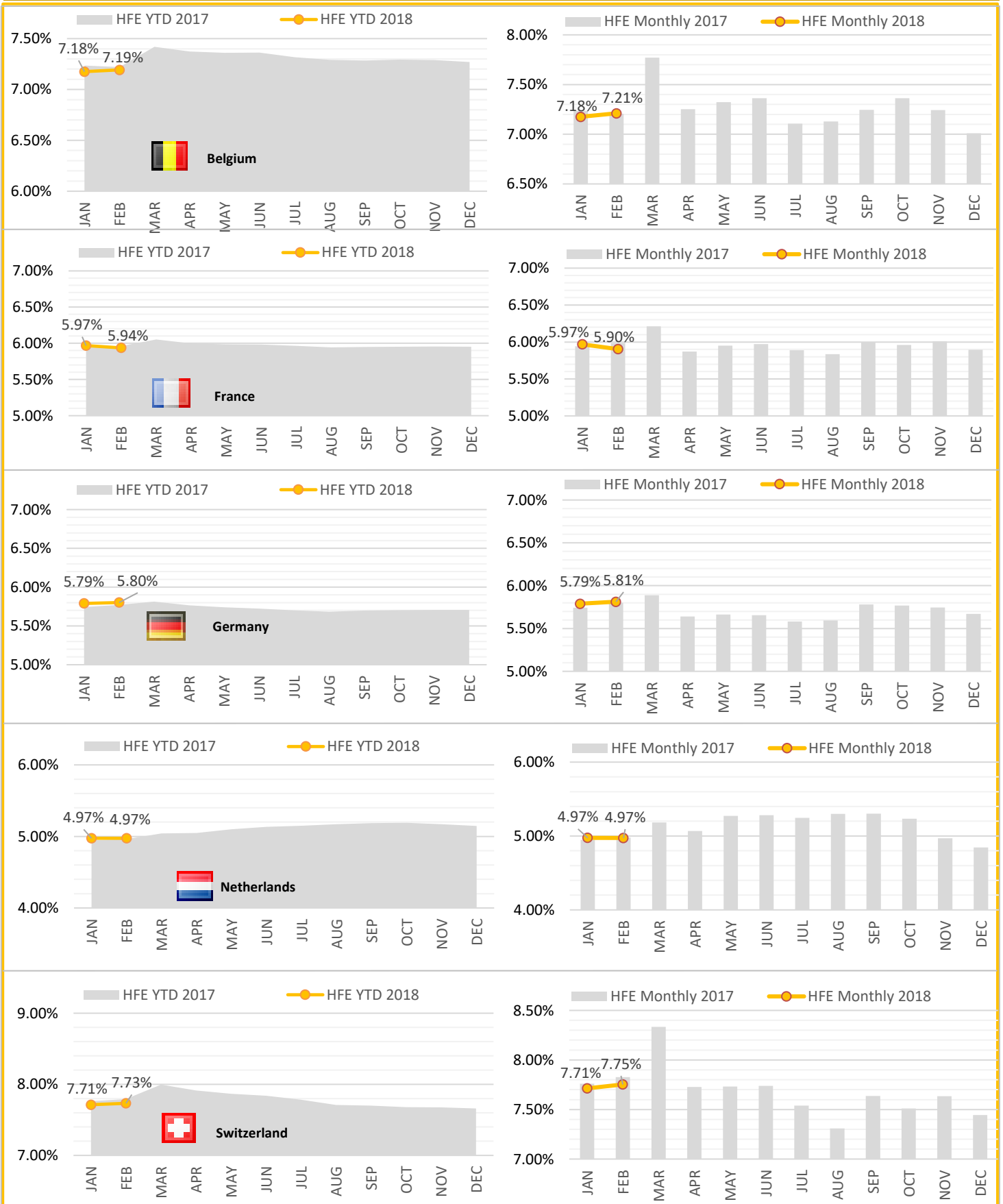
PI #3: HFE based on filed FPL at FABEC level (incl. all days)



PI #4: HFE based on Actual at State level (incl. all days)



PI #5: HFE based on filed FPL at State level (incl. all days)

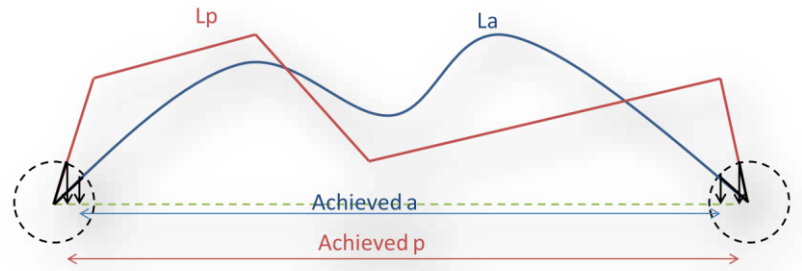


Glossary

KEP / KEA definition

KEP compares the length of the en route section of the last filed flight plan L_p with the corresponding Achieved p of the great circle distance.

KEA compares the length of the en route section of the actual trajectory L_a with the corresponding Achieved a of the great circle distance.



$$KEA = (L_a - \text{Achieved } a) / \text{Achieved } a$$

$$KEP = (L_p - \text{Achieved } p) / \text{Achieved } p$$

KEP is the reference for SES-wide improvement with a global target set by the European Commission. KEA is the reference for FAB improvements with individual targets set by the European Commission.

Achieved distance calculation

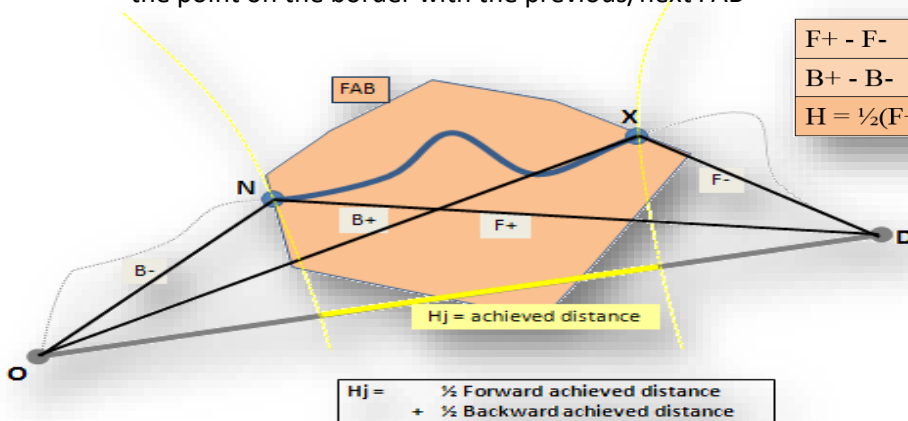
4 reference points are identified for KEP/KEA calculation :

The **O**rigin and **D**estination points are the targets of the trajectory and the reference points for the Great Circle:

- the airports inside the SES area
- when the airports are outside the SES area, they are the trajectory point at the SES border

The **eN**try and **eX**it points are the first and last points of the part of the trajectory considered within a FAB:

- the point on the 40NM circle around departure or arrival airport
- the point on the border with the previous/next FAB



F+ - F-	Forward achieved distance
B+ - B-	Backward achieved distance
$H = \frac{1}{2}(F+ - F-) + \frac{1}{2}(B+ - B-)$	Achieved distance

$$H_j = \frac{1}{2} \text{ Forward achieved distance} + \frac{1}{2} \text{ Backward achieved distance}$$

TABLE OF ABBREVIATIONS

ADEP - Airport of Departure

ANSP - Air Navigation Service Provider

ATFM - Air Traffic Flow Management

FABEC - Functional Airspace Block Europe Central

TMA - Terminal Manoeuvring Area, delimited by a 40 NM circle around the origin and destination airport.

ADES - Airport of Destination

PRU - Performance Review Unit

YTD - Year to Date value

FPP - FABEC Performance Plan

FABEC Performance Report Environment:

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www.FABEC.eu

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The FABEC PMG has made every effort to ensure that the information and analysis contained in this document are as accurate and complete as possible.

Only information from quoted sources has been used and information relating to named parties has been checked with the parties concerned.

Despite these precautions, should you find any errors or inconsistencies we would be grateful if you could please bring them to the FABEC PMGs attention.