



PERFORMANCE REPORT 2020 - 2024

ENVIRONMENT

December 2020



making the difference

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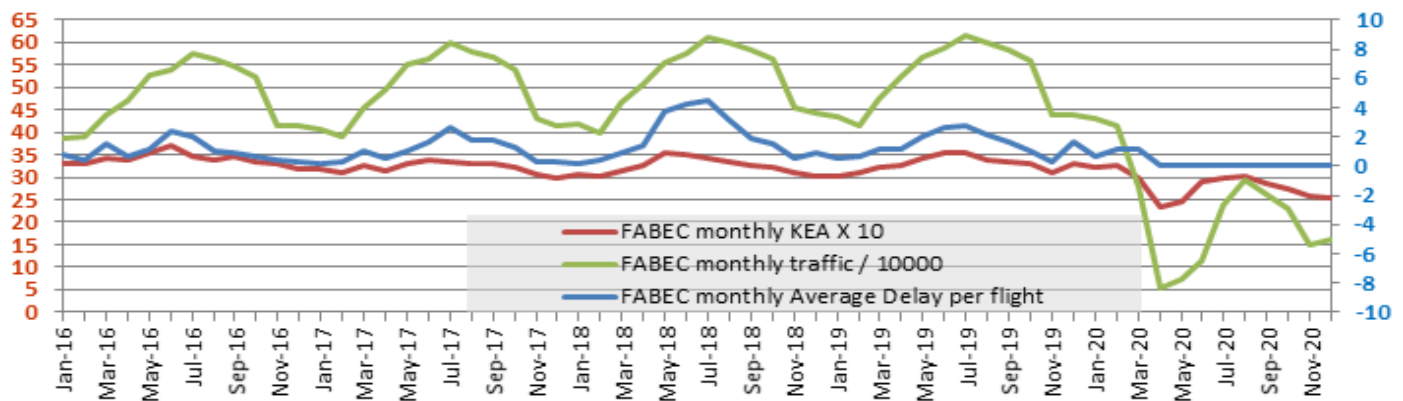
Description & Analysis

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

In the FABEC area, the yearly average value of efficiency (excluding the 10 best and 10 worst days) of the flown trajectory (expressed in KEA) was 97,06% for 2020. This is the highest yearly KEA value since 2015. It has increased by 0.38pp as compared to 96,68% in 2019 and increased by 0.07pp compared to the 12-month rolling average of November 2020. The rolling average has been increasing slowly but steadily during the year of 2020 from 96,66% in February (the lowest value of the year) until it reached 97,06% in December 2020, which is 0.31pp above the FABEC target for 2020, which was set to 96,75%. In 2020 the difference between KEA and KEP is 3.03pp, which is 0.31pp bigger than in 2019.

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

The flight efficiency (expressed in KEA including all days on monthly bases) has reached 97,46% in December 2020, which is 0.06pp higher compared to November 2020 (97,40%) and 0.19pp lower compared to April 2020 (97,65%), which is the highest value since January 2016. The KEA in December 2020 has increased drastically by 0.77pp compared to the same month in 2019 (KEA in December 2019 was 96,69%). The reason for such an increase in flight efficiency is a significant decrease of the traffic volume caused by the corona crisis. This positive correlation between flight efficiency and traffic can be seen in the graph below.



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

Starting from January 2020, the KEP 12 month rolling average indicator shows a decrease from 93,95% in January, February, and March 2020 to 93,94% in April 2020 until July 2020. The rolling average has been increasing slowly but steadily during the second half of the year 2020 reaching 94,03% in December 2020. The KEP for 2020 is 0.07pp larger than the KEP for 2019.

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

The figure shows an increase in flight efficiency based on the filed flight plan by 0.05pp in December 2020 (94,21%) compared to November 2020 (94,16%). It showed an increase by 0.84pp compared to June 2020 (93,37%) which was the lowest value since January 2016, indicating some problems in the filing of flight plans during the corona crisis, caused by extensive booking of military areas compared to pre-COVID times. The KEP value for November 2020 is 0.12pp better than it was in November 2019.

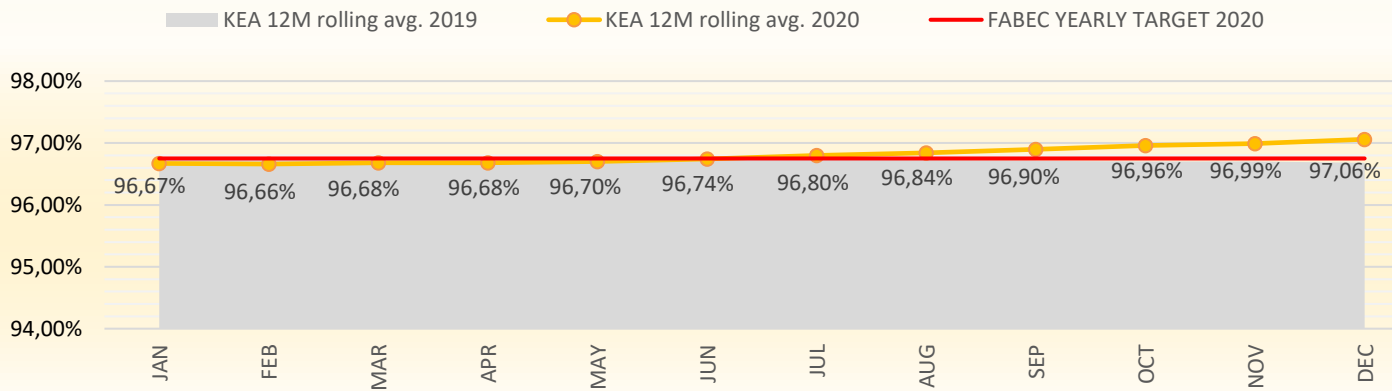
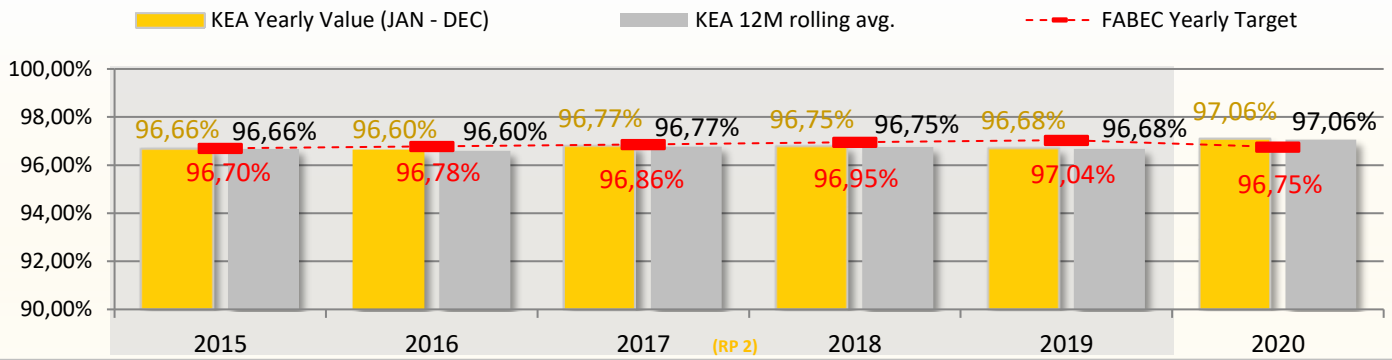
ENV PI#4: HFE based on Actual at State level (including all days)

At the national level, in December 2020 all countries demonstrated a significant increase in flight efficiency based on actual trajectories compared to November 2020: Belgium (0.08pp), France (0.06pp), Germany (0.11pp), the Netherlands (0.18pp) and Switzerland (0.29pp).

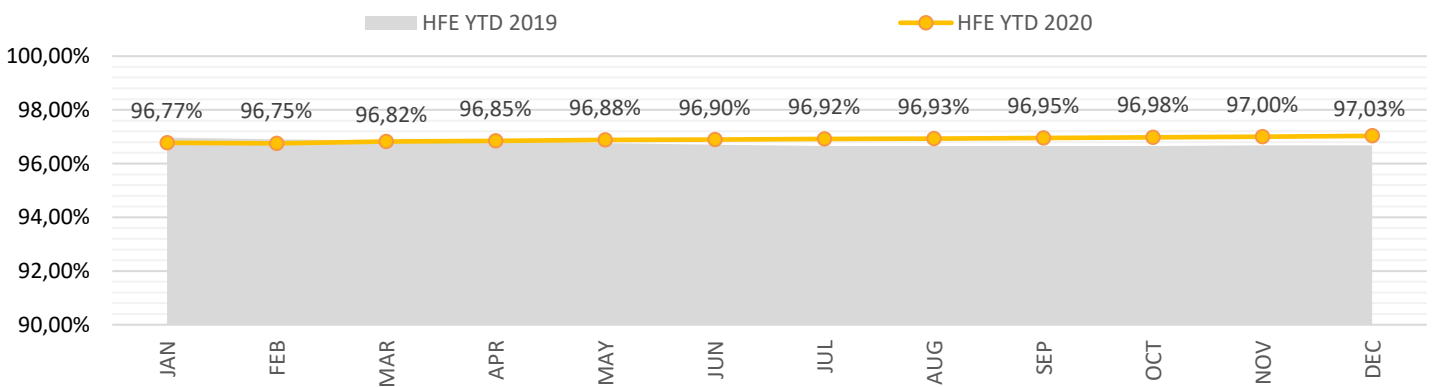
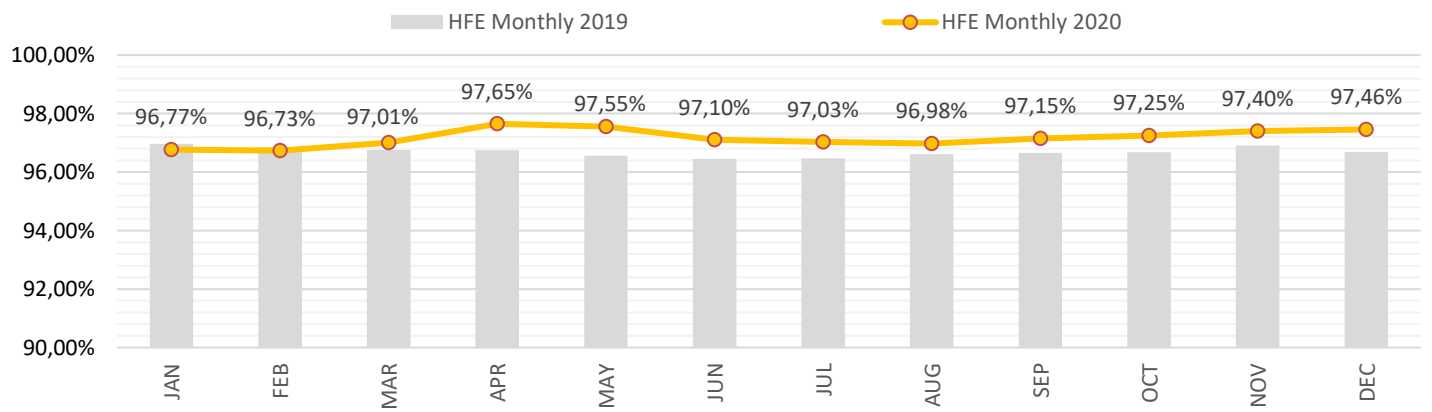
ENV PI#5: HFE based on Filed FPL at State level (including all days)

At the national level, in December 2020 Belgium (0.18pp), Germany (0.20pp) and Switzerland (0.10pp) demonstrated an increase of flight efficiency based on the filed flight plan compared to September 2020, the Netherlands demonstrates a decrease of 0.07pp, and France keeps the same value compared to one month prior.

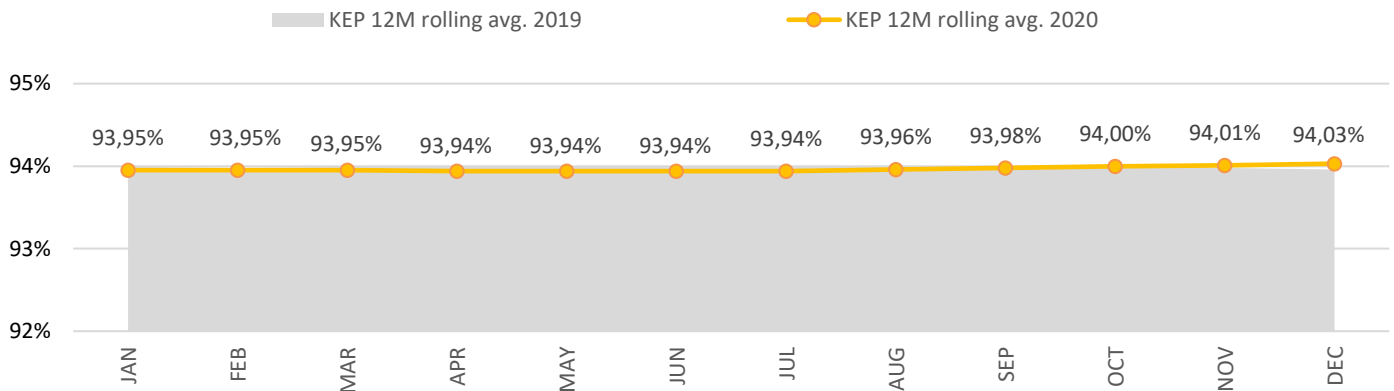
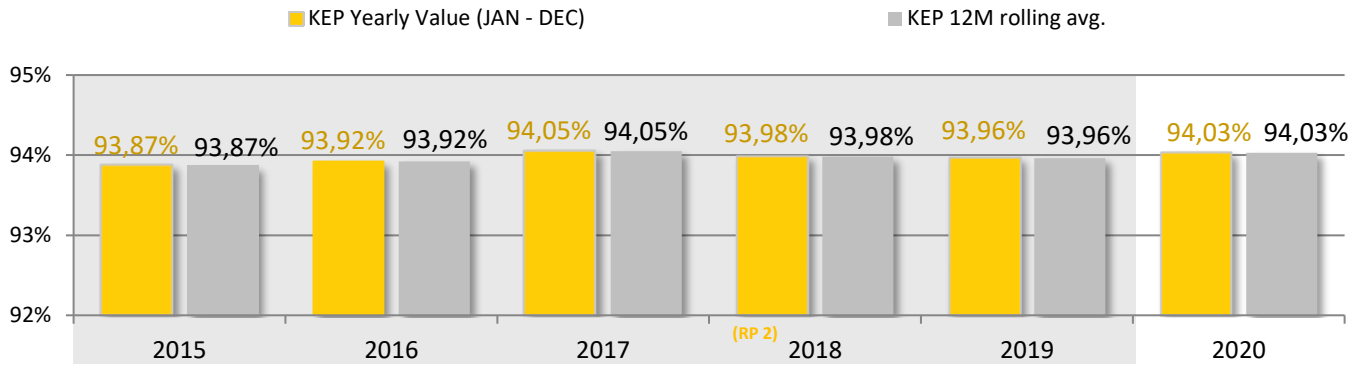
KPI #1: KEA/HFE at FABEC level (excl. 10 best/worst days)



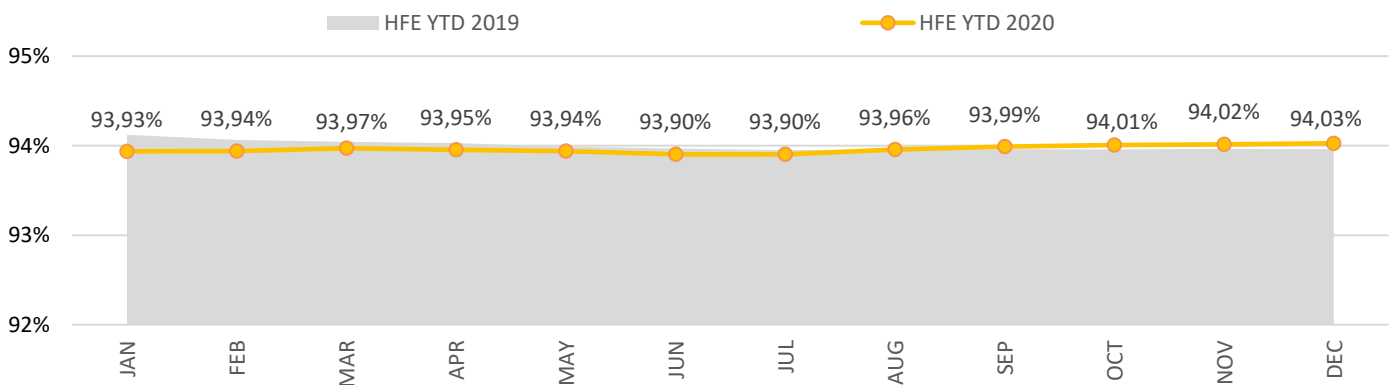
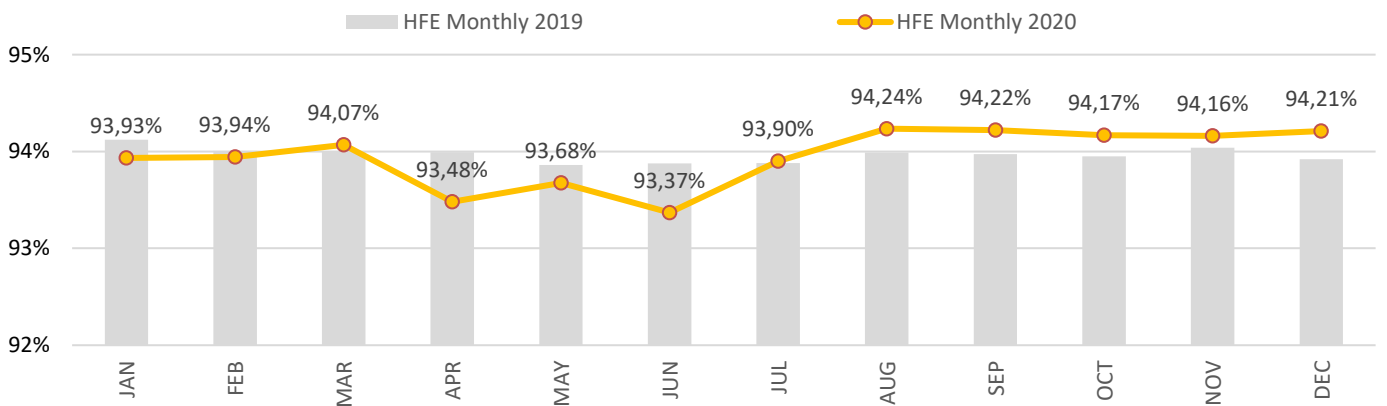
PI #1: HFE based on Actual at FABEC level (incl. all days)



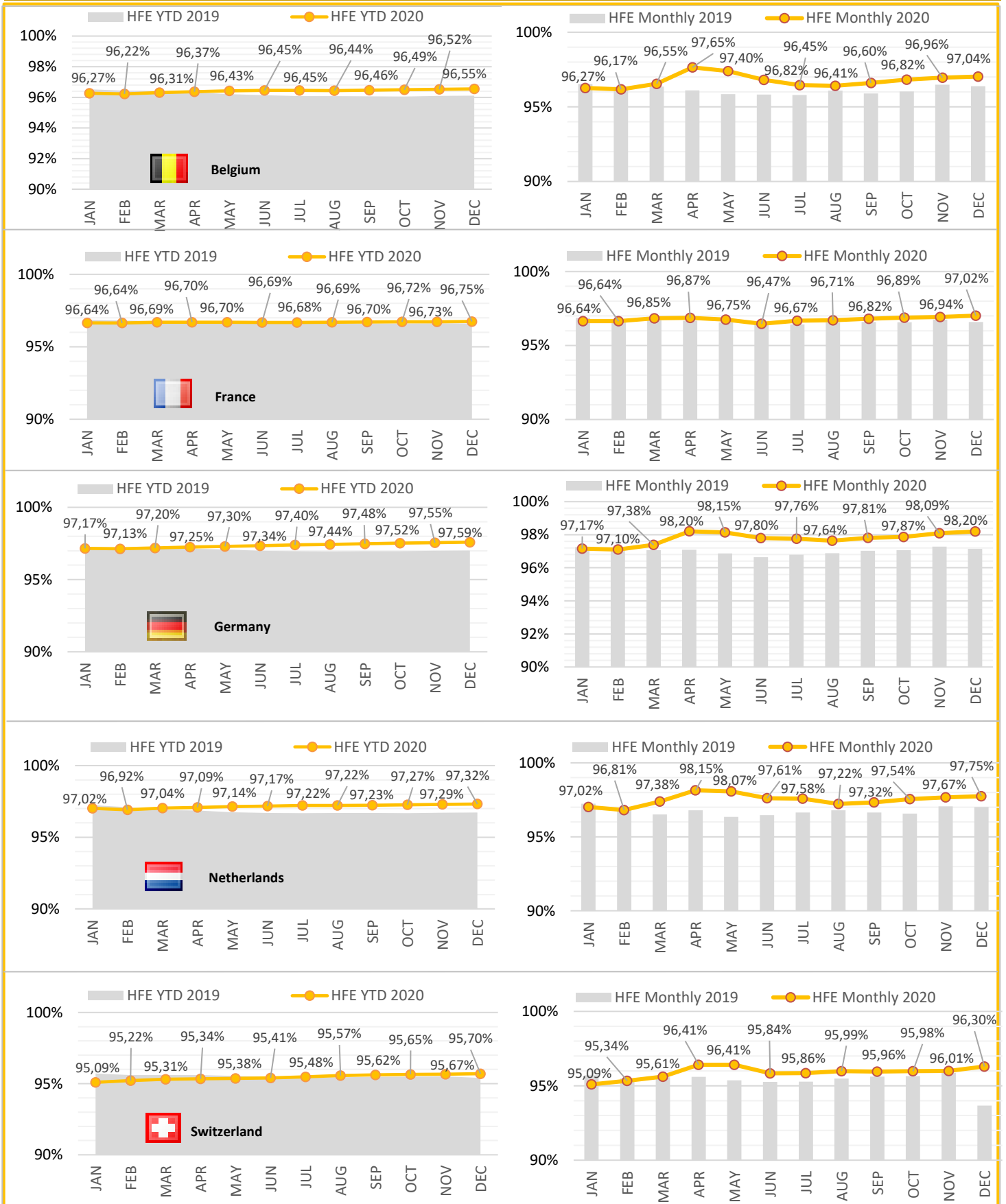
PI #2: KEP/HFE based on filed FPL at FABEC level (excl. 10 best/worst days)



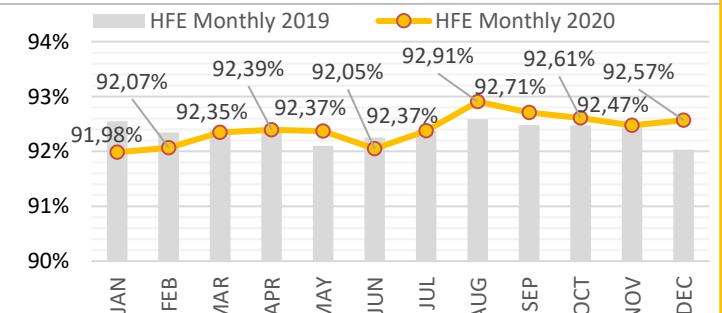
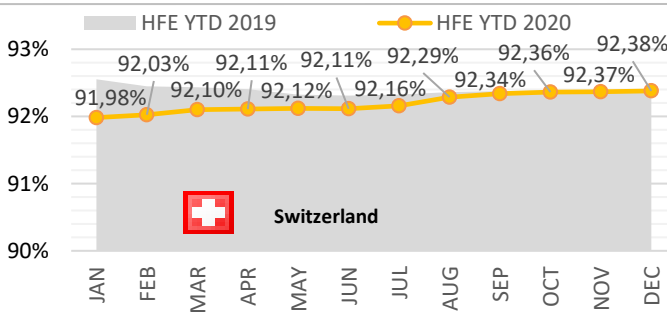
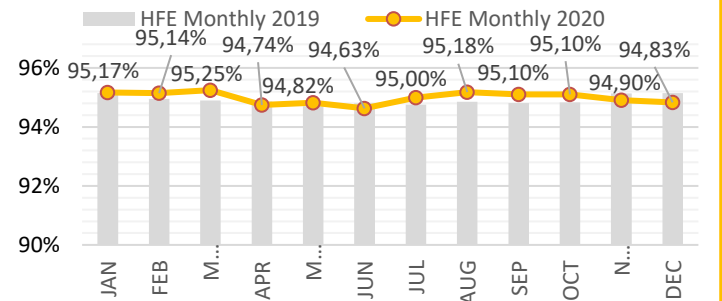
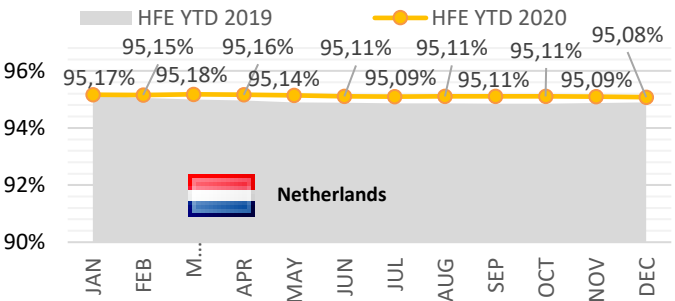
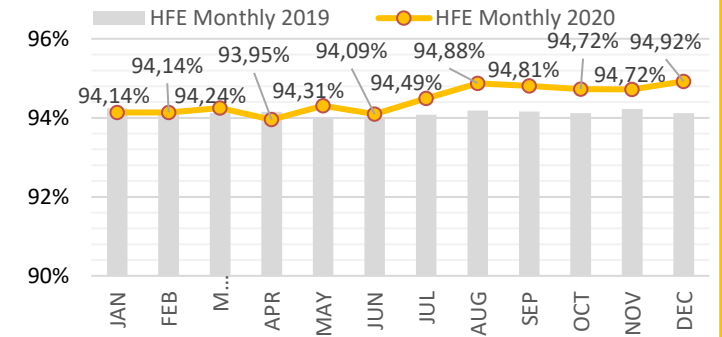
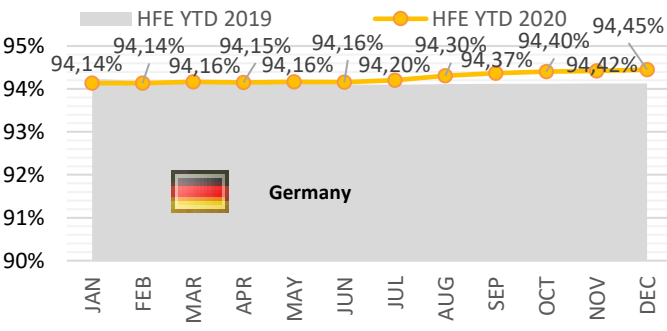
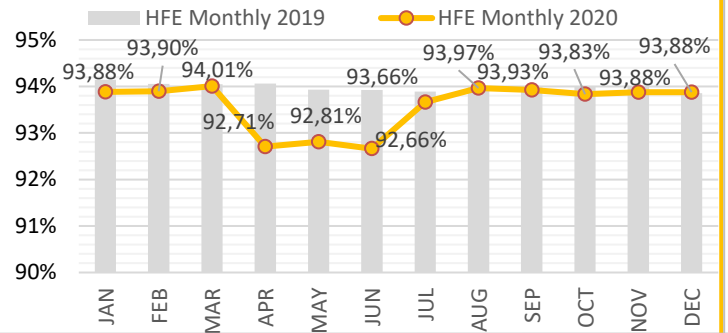
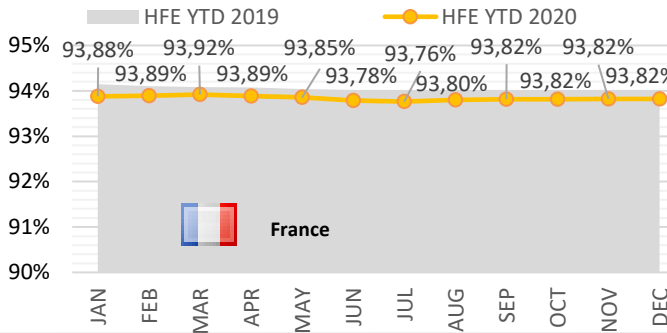
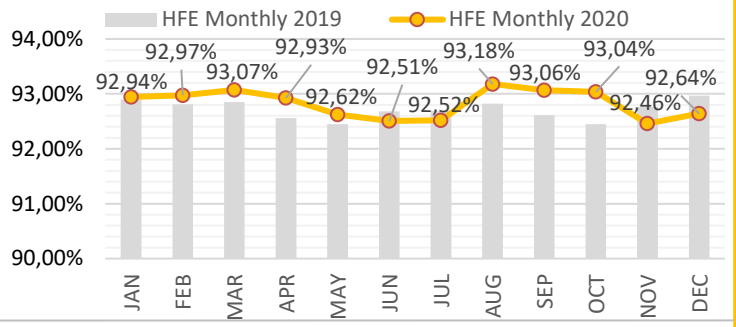
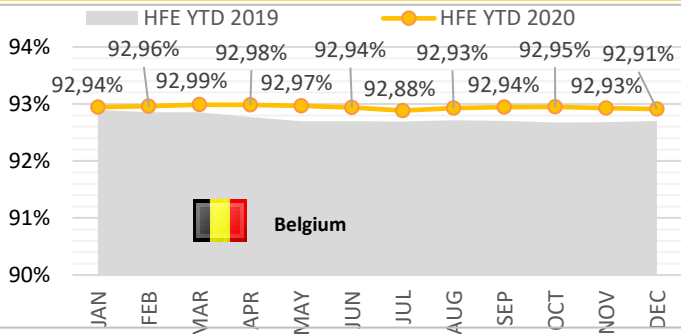
PI #3: HFE based on filed FPL at FABEC level (incl. all days)



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)

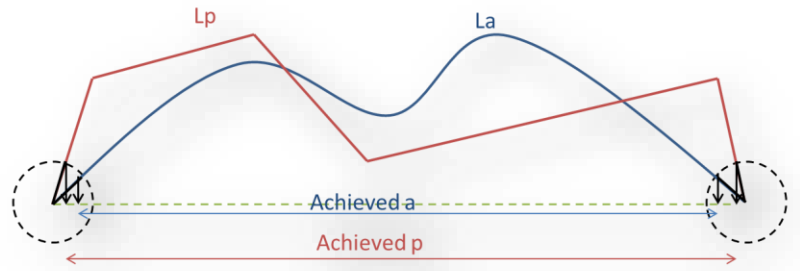


Glossary

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

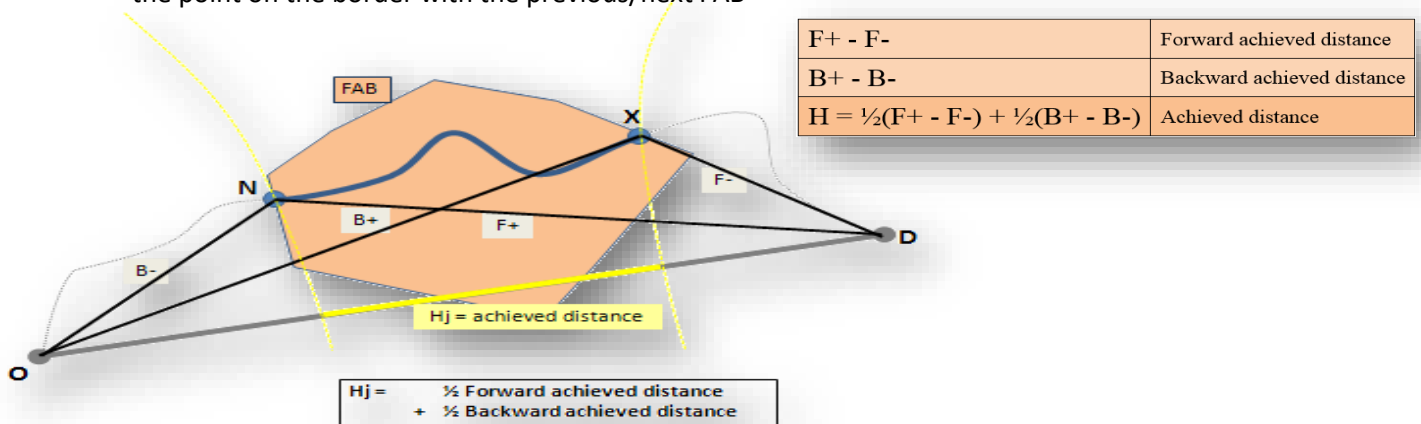


TABLE OF ABBREVIATIONS

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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Notice

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.