



PERFORMANCE REPORT 2020 - 2024

ENVIRONMENT

February 2020



making the difference

Contents

Description & Analysis	3
KPI #1: KEA/HFE at FABEC level (excl. 10 best/worst days)	4
PI #1: HFE based on Actual at FABEC level (incl. all days)	4
PI #2: KEP/HFE based on filed FPL at FABEC level (excl. 10 best/worst days)	5
PI #3: HFE based on filed FPL at FABEC level (incl. all days)	5
PI #4: HFE based on Actual at State level (incl. all days)	6
PI #5: HFE based on filed FPL at State level (incl. all days)	7
<i>PI #6: ASMA</i>	
<i>PI #7: aTXOT</i>	
<i>PI #8: Effectiveness of Booking Procedure for FUA</i>	
<i>PI #9: Effectiveness of SUA usage</i>	
Glossary	8

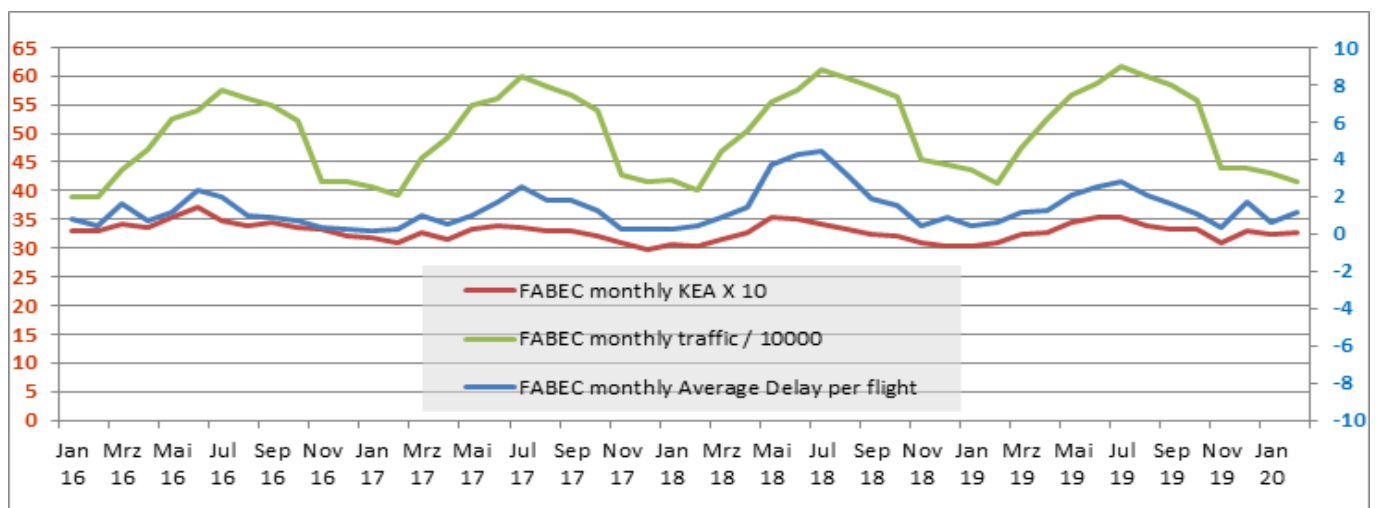
Description & Analysis

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

In the FABEC area, the yearly rolling average value of inefficiency of flown trajectory (expressed in KEA) was 3.34% for the period of March 2019 - February 2020, excluding the 10 best and 10 worst days. However, the value has increased by 0.08pp compared to 3.26% in the period March - February 2018/2019. The value in February 2020 is 0.01pp greater than the value of one month prior and it has been increasing slowly but steadily during the last year from 3.26% in the period May - June 2019. The indicator is 0.09pp above the FABEC target for 2020, which was set to 3.25%. The difference between KEA and KEP is 2.71pp.

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

The inefficiency (expressed in KEA including all days) has increased by 0.04pp on a monthly basis compared to the previous month (3.23% in January 2020), reaching 3.27% in February 2020. Compared to the same month in 2019, the decrease in flight efficiency is 0.18pp (KEA in February 2019 was 3.09%). The KEA value follows the same trend of delays, which has been observed for many years. This positive correlation can be seen in the graph below.



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

The KEP 12 month rolling average indicator has been stable since from December 2018 reaching 6.00% in June 2019 but starting from August 2019 KEP shows a reversed trend increasing from 6.00% in July 2019 to 6.05% in January and February 2020. The KEP rolling value for February 2020 reached 6.05%, which is 0.03pp higher than the value of the same period but one year prior, therefore showing no tendency for improvement.

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

The figure shows an increase of flight efficiency in February 2020 by 0.01pp compared to January 2020 and a significant decrease in flight efficiency in February 2020 by 0.18pp compared to the value in February 2019 (6.06% in February 2020 vs. 5.99% in February 2019).

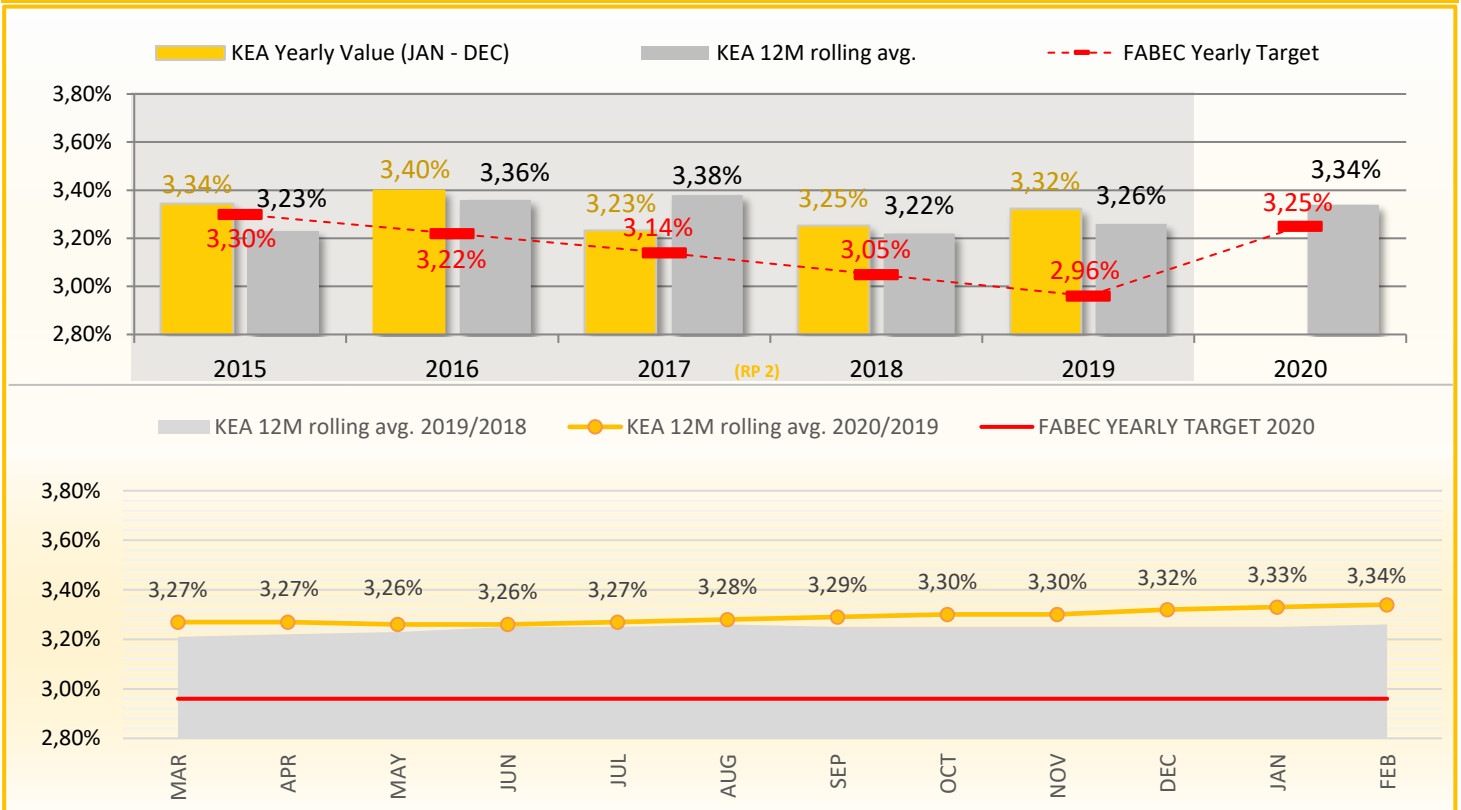
ENV PI#4: HFE based on Actual at State level (including all days)

At national level in February 2020, the Netherlands (0.21pp), Belgium (0.10pp) and Germany (0.07pp) demonstrated a significant decrease of flight efficiency based on actual trajectories in January 2020 compared to January 2019; Switzerland (0.25pp) demonstrated an increase of flight efficiency and France stated on the same level.

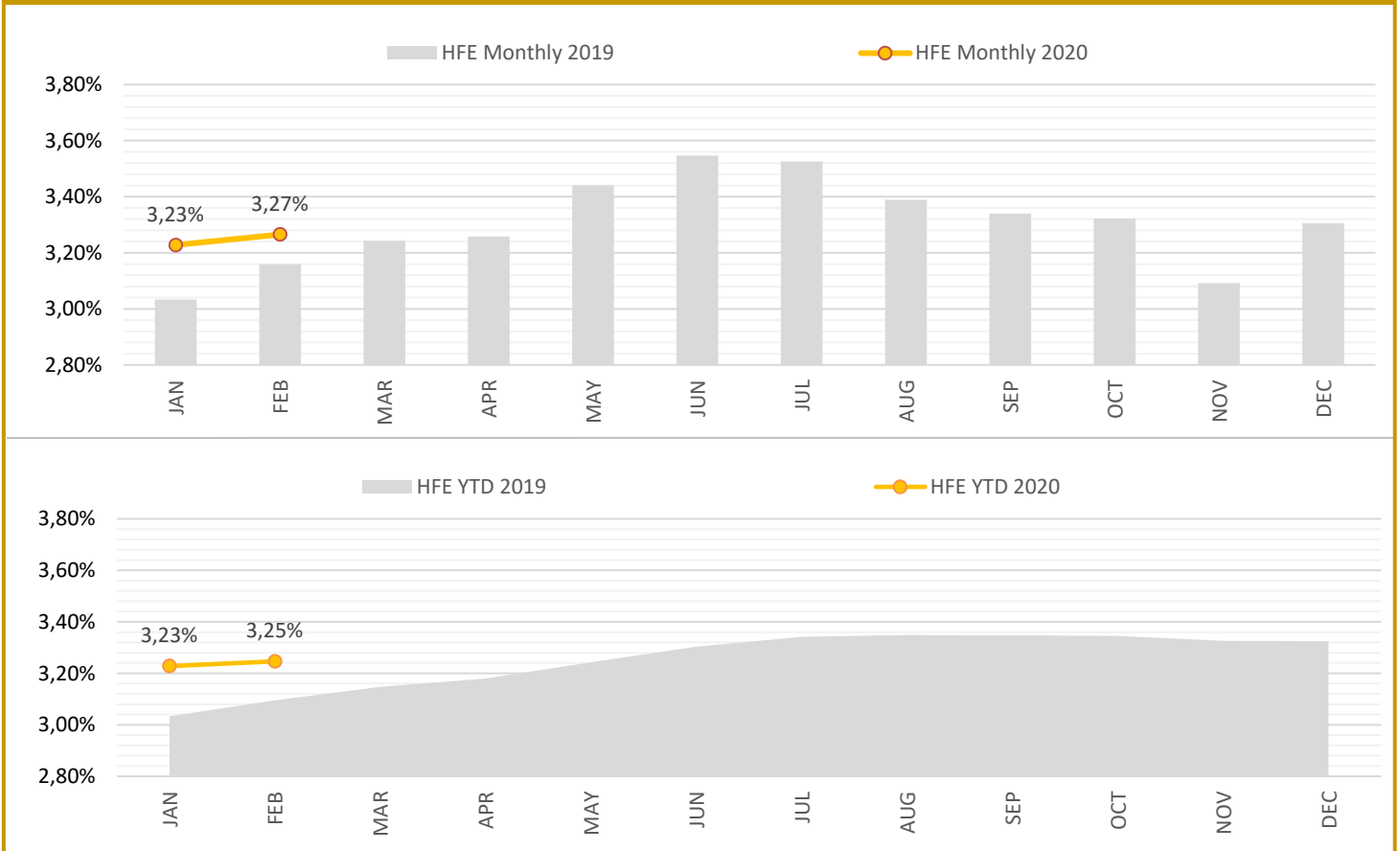
ENV PI#5: HFE based on Filed FPL at State level (including all days)

At national level, three countries demonstrated an increase in flight efficiency based on the filed FPL compared to one month prior: Belgium (0.03pp), France (0.02) and Switzerland (0.09pp). In contrast, a decrease of flight efficiency based on the filed flight plan was observed the Netherlands (0.03pp). Germany has the same value as previous month.

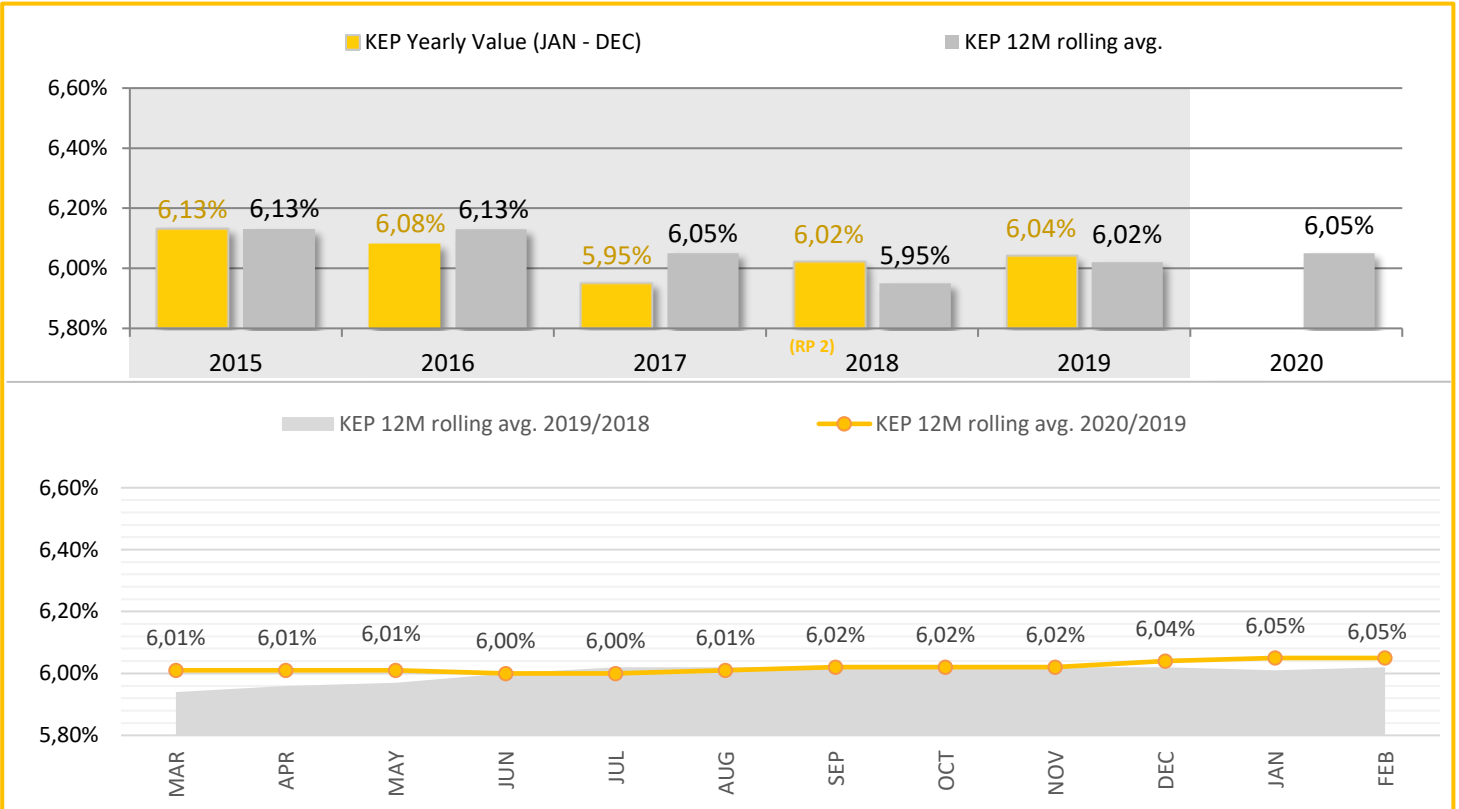
KPI #1: KEA/HFE at FABEC level (excl. 10 best/worst days)



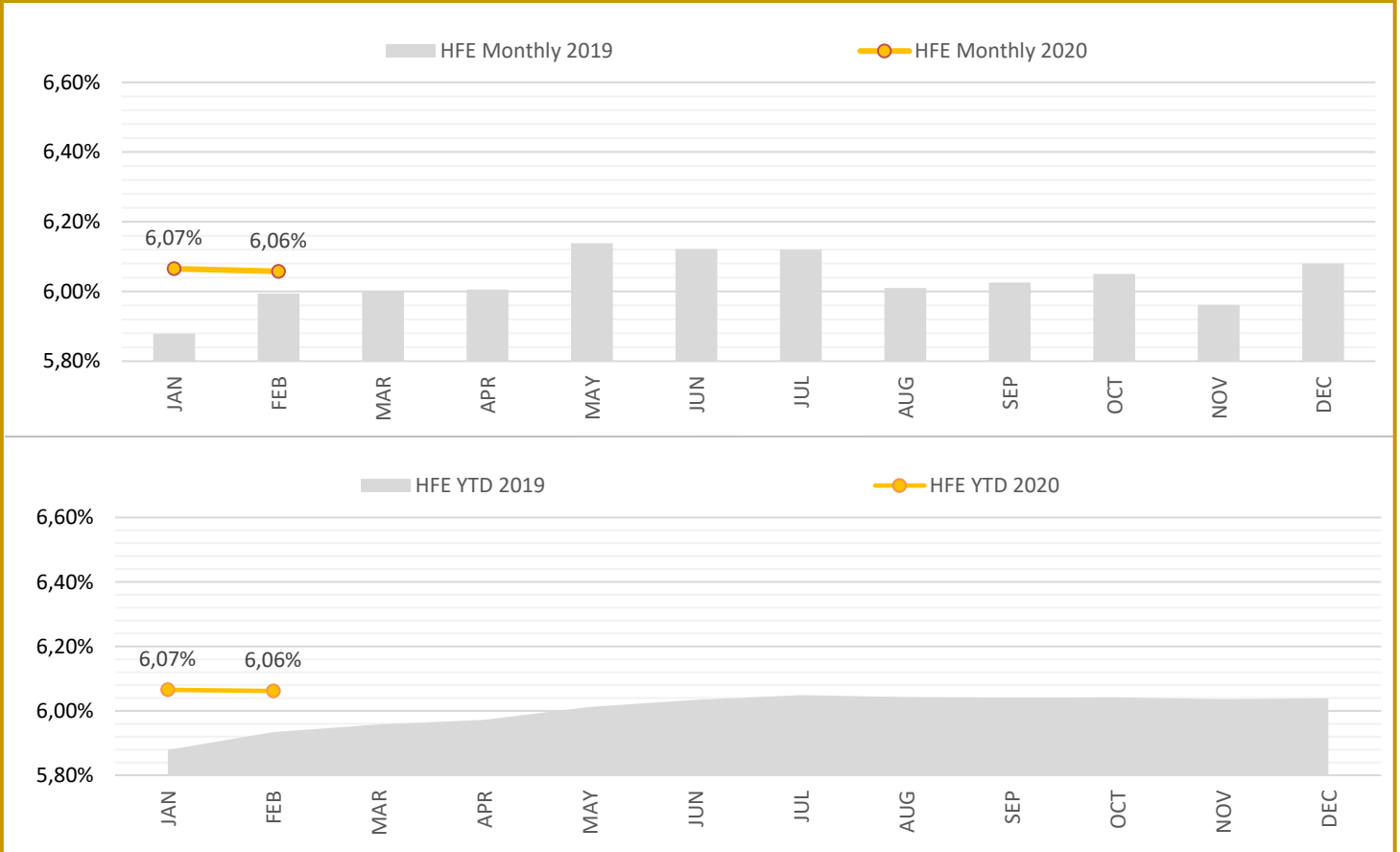
PI #1: HFE based on Actual at FABEC level (incl. all days)



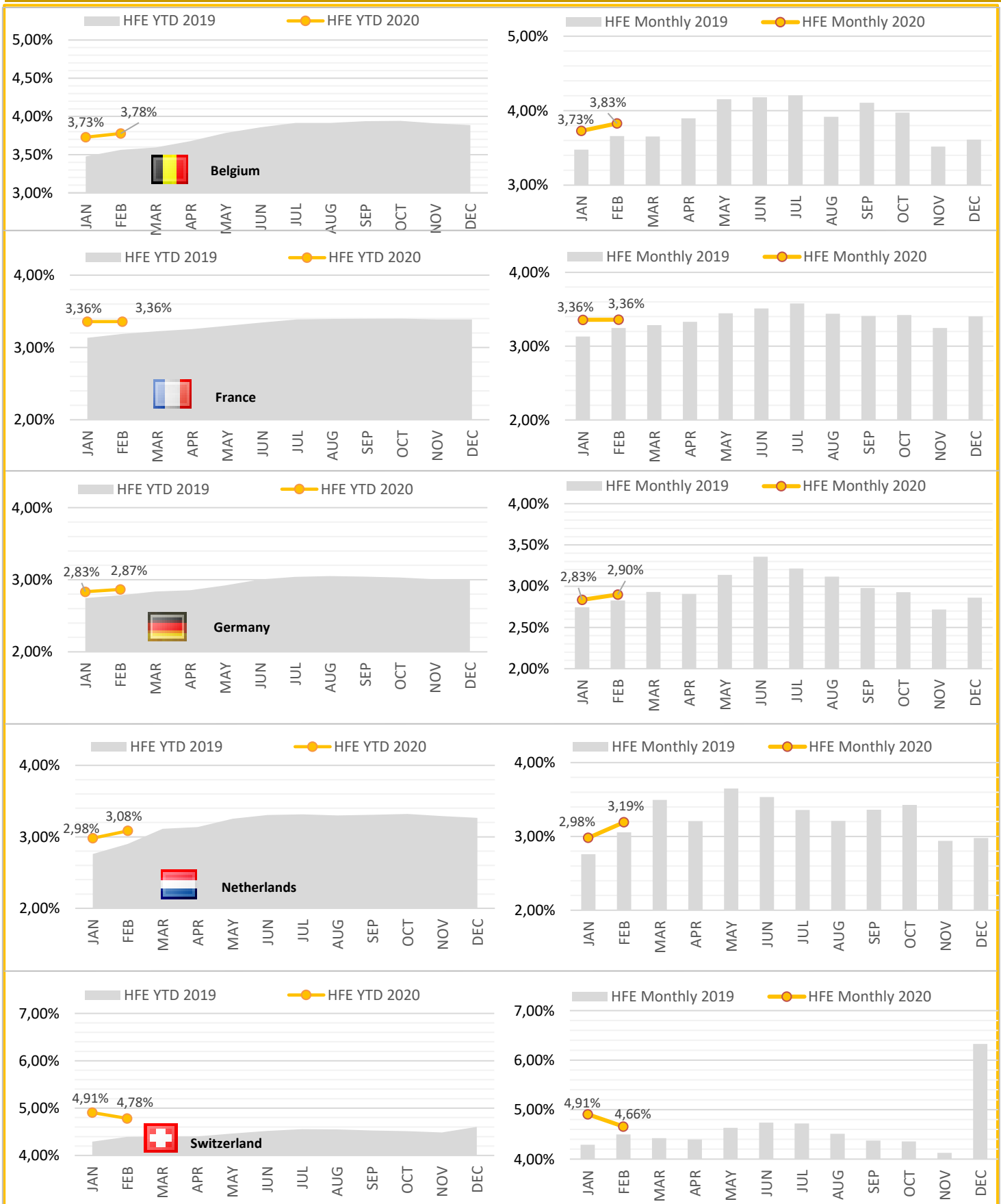
PI #2: KEP/HFE based on filed FPL at FABEC level (excl. 10 best/worst days)



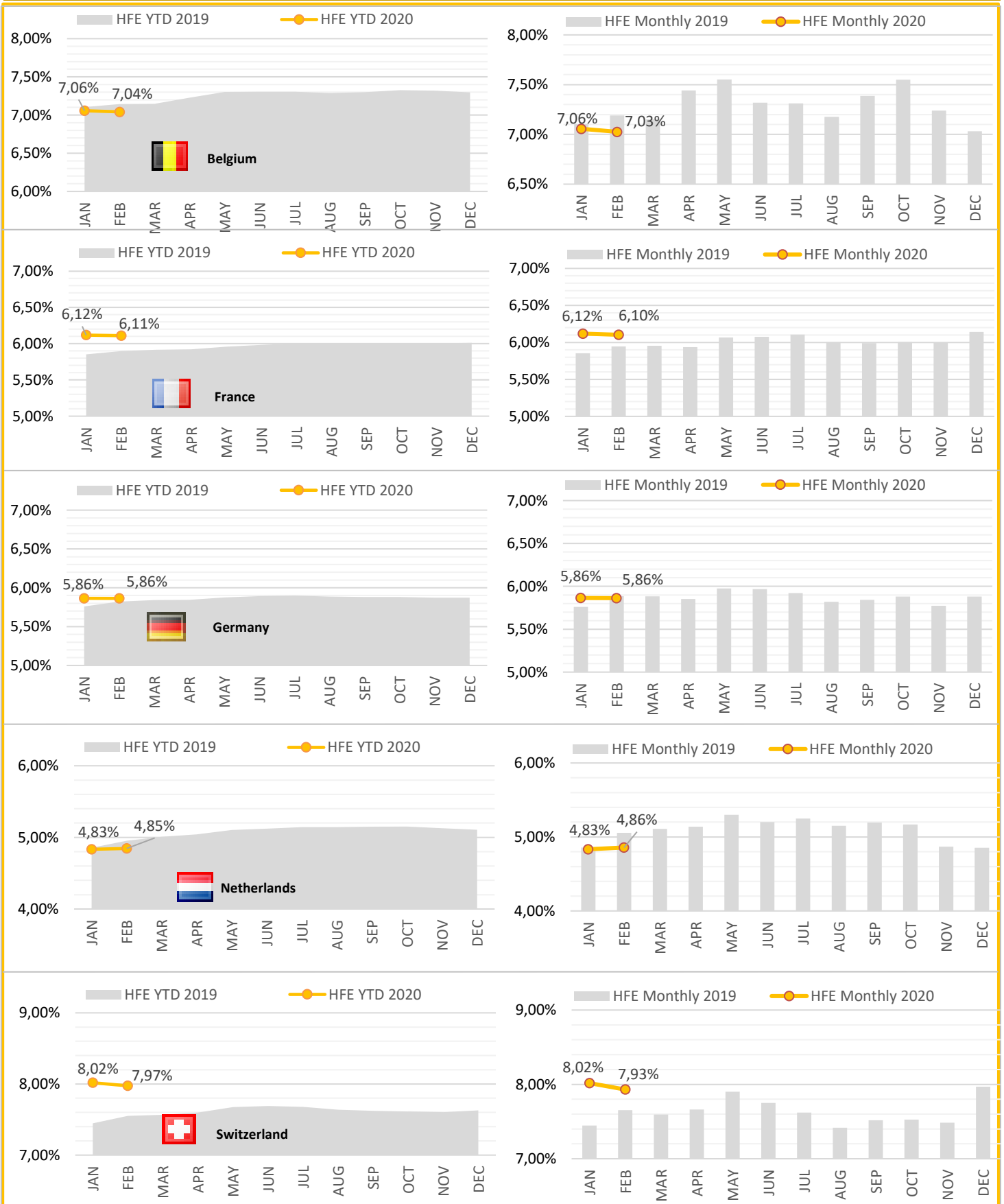
PI #3: HFE based on filed FPL at FABEC level (incl. all days)



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)

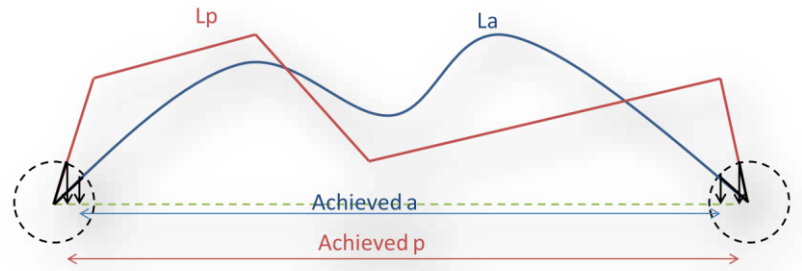


Glossary

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

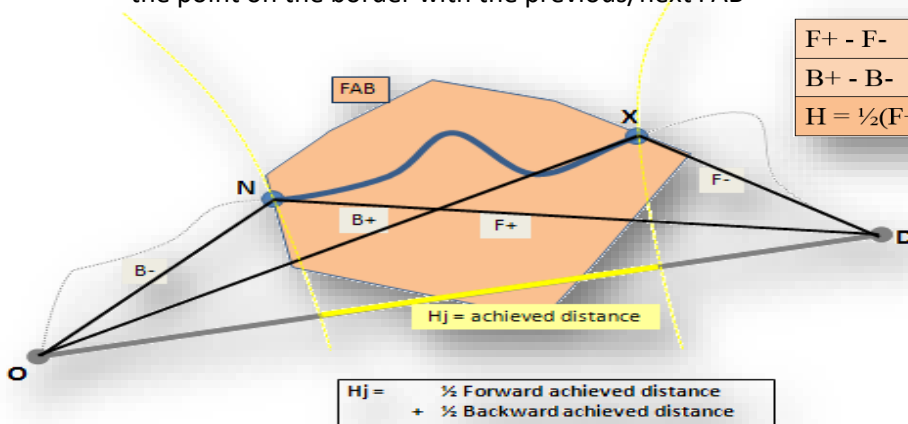
4 reference points are identified for KEP/KEA calculation :

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 **e**Ntry and **e**Xit 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:

Editor: FABEC PMG
Sources: EUROCONTROL PRU (<http://ansperformance.eu/>), FABEC ANSPs
Status: February 2020

www.FABEC.eu

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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.