



PERFORMANCE REPORT 2020 - 2024

ENVIRONMENT

April 2020



making the difference

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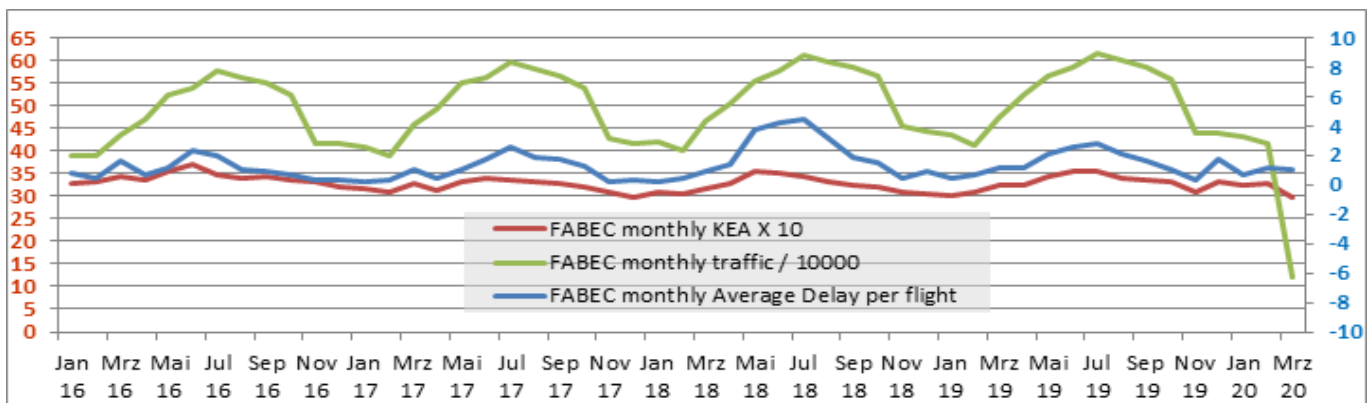
Description & Analysis

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

In the FABEC area, the yearly rolling average value of efficiency of the flown trajectory (expressed in KEA) was 96,68% for the period of May 2019 - April 2020, excluding the 10 best and 10 worst days. However, the value has decreased by 0.05pp as compared to 96,73% in the period May - April 2018/2019. The value in April 2020 is the same as the value of one month prior and 0,02pp higher than the value in February. The rolling average has been decreasing slowly but steadily during the last year from 96,74% in the period May - June 2019 to 96,66% in February 2020. The indicator is still 0.07pp above the FABEC target for 2020, which was set to 96,75%. The difference between KEA and KEP is 2,76pp, which is 0,01pp bigger than previous month.

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 97,65% in April 2020, which is the highest value since January 2016. The value has increased drastically by 0,64pp compared to the previous month (KEA was 97,01% in March 2020) and has increased by 1,11pp compared to the same month in 2019 (KEA in April 2019 was 96,74%). The reason for such an increase in the flight efficiency is a significant decrease of the traffic volume because of the corona crisis. This positive correlation between flight efficiency, delays 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)

The KEP 12 month rolling average indicator has been stable since December 2018 reaching 94,00% in June 2019, but starting from August 2019 KEP shows a reversed trend increasing from 94.00% in July 2019 to 93,95% in January, February and March 2020. The KEP rolling value for April 2020 reached 93,94%, which is 0,01pp lower than the month prior and 0.05pp lower than the value of the same period 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 a significant decrease of flight efficiency in April 2020 reaching 93,48%, the lowest value since January 2016, indicating some problems in the filing of flight plan during the corona crisis. The value is 0.59pp lower than in March 2020 (94,07%) and by 0.51pp compared to the value in April 2019 (95,99%).

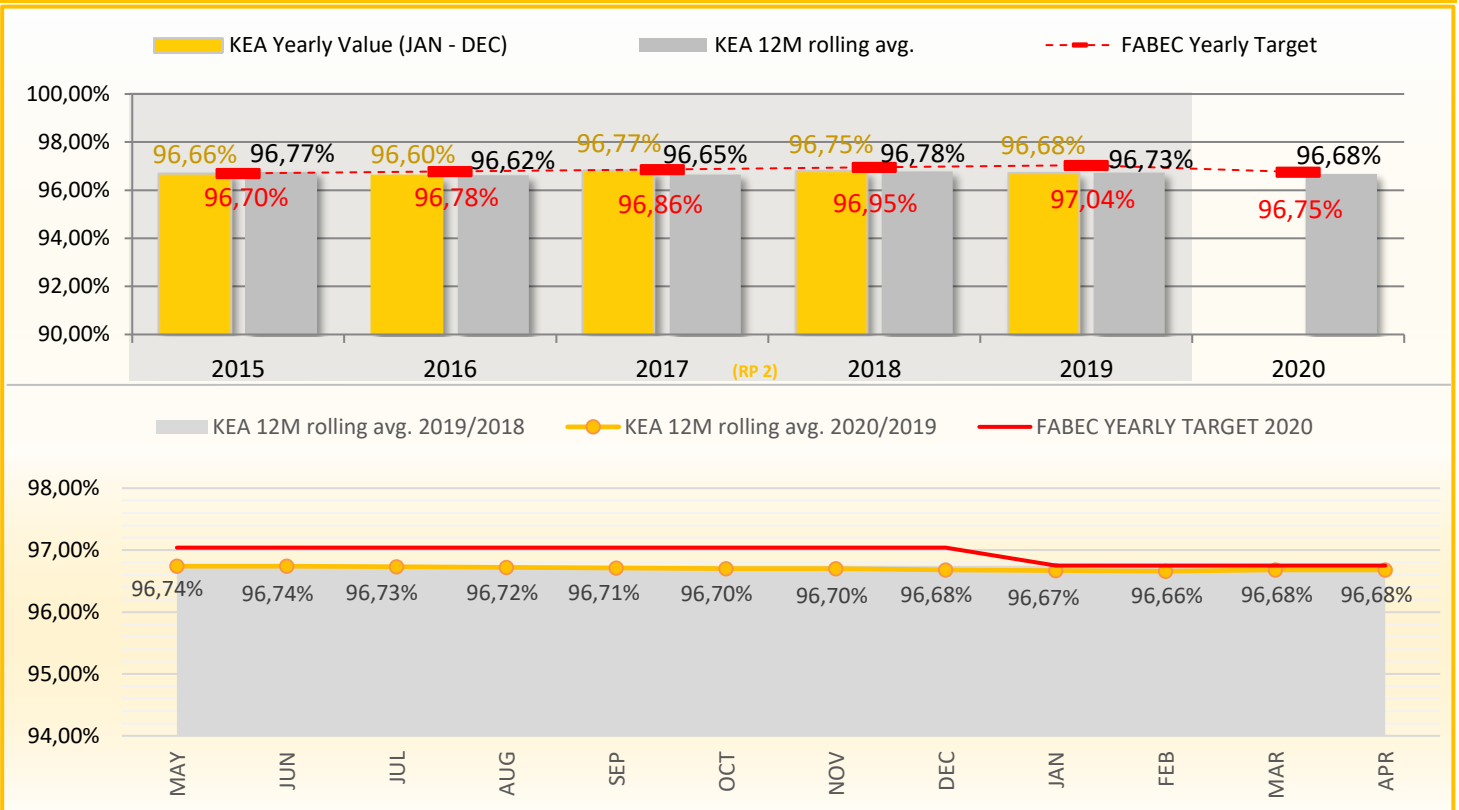
ENV PI#4: HFE based on Actual at State level (including all days)

At the national level in April 2020, all states demonstrated a significant increase of flight efficiency based on actual trajectories compared to March 2019: Belgium (1,10pp), France (0,02pp), Germany 0,82pp), the Netherland (0,77pp) and Switzerland (0.80pp).

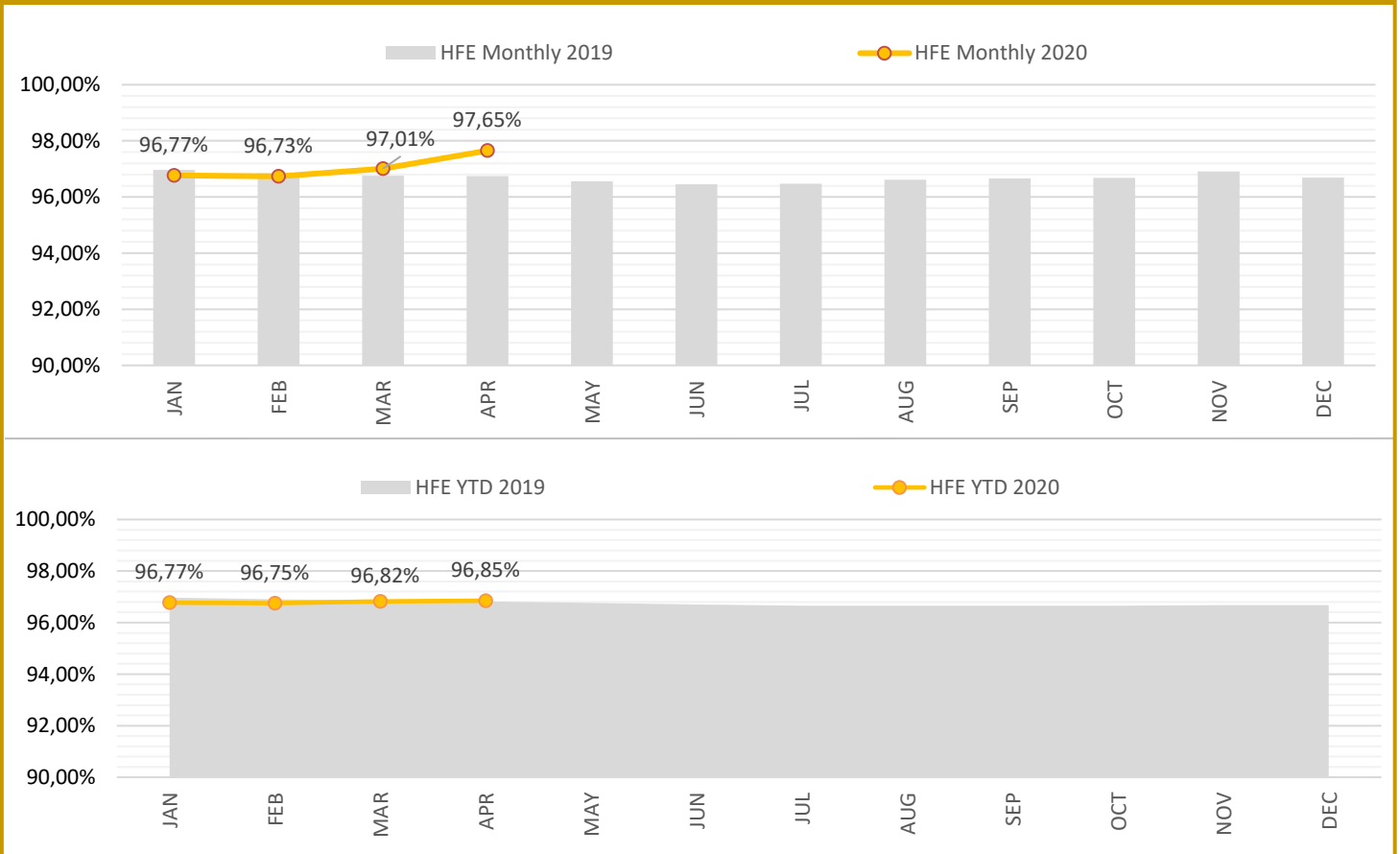
ENV PI#5: HFE based on Filed FPL at State level (including all days)

At the national level, only Switzerland (0,04pp) demonstrated a small increase in flight efficiency based on the filed FPL compared to one month prior. All other countries demonstrated a significant decrease: Belgium (0,05pp), France (1,29pp), Germany (0.29pp) and the Netherlands (0,51pp).

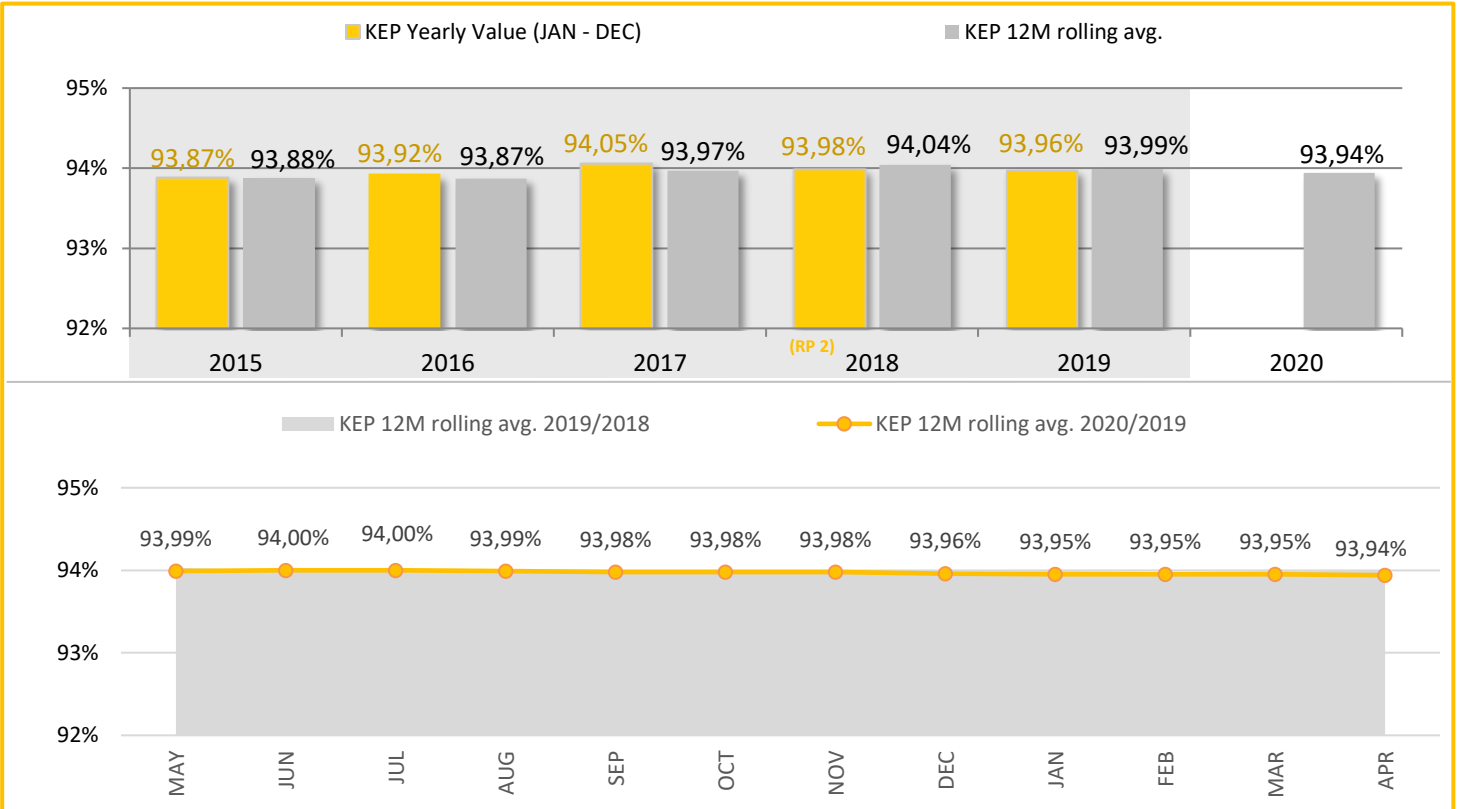
KPI #1: KEA/HFE at FABEC level (excl. 10 best/worst days)



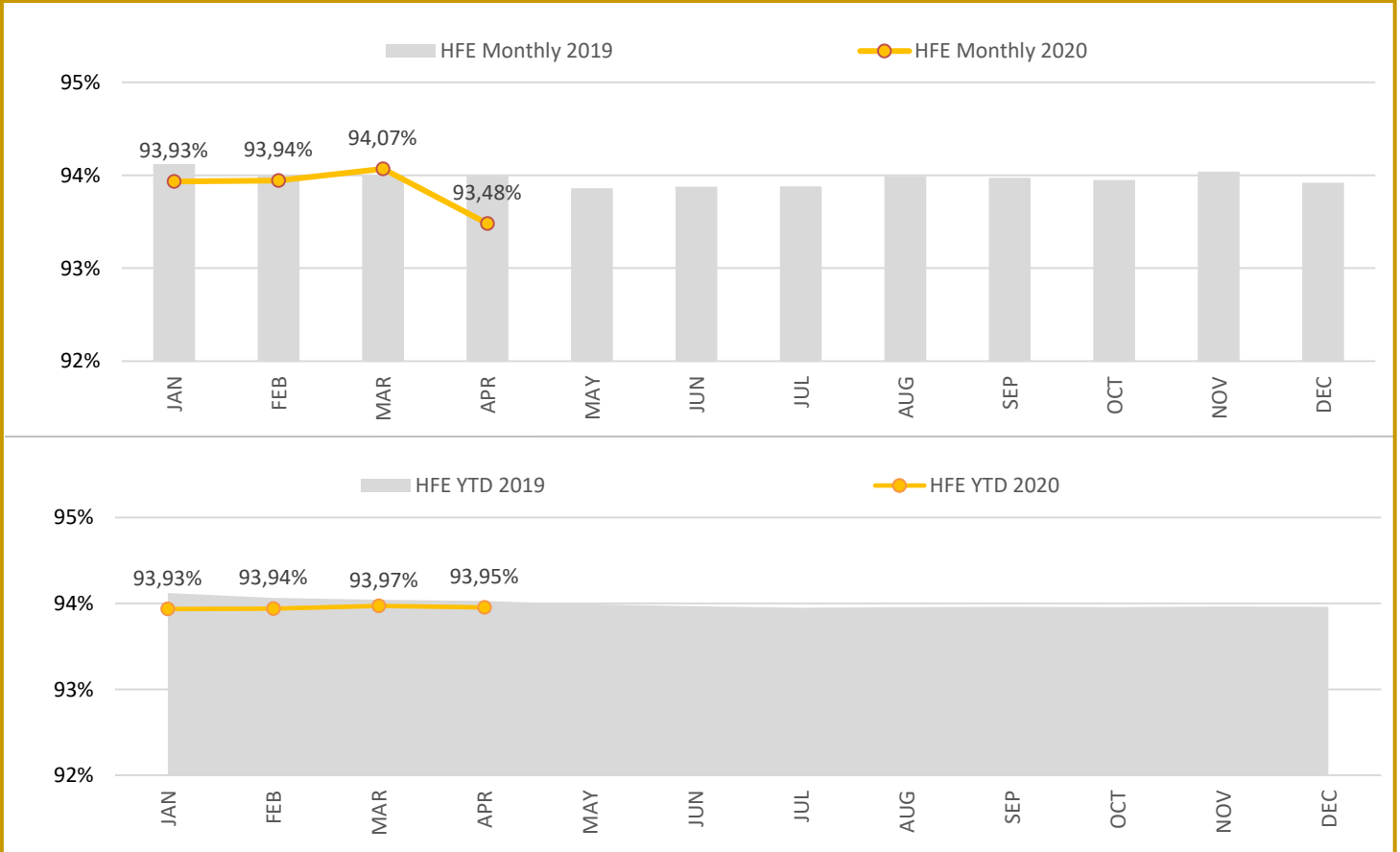
PI #1: HFE based on Actual at FABEC level (incl. all days)



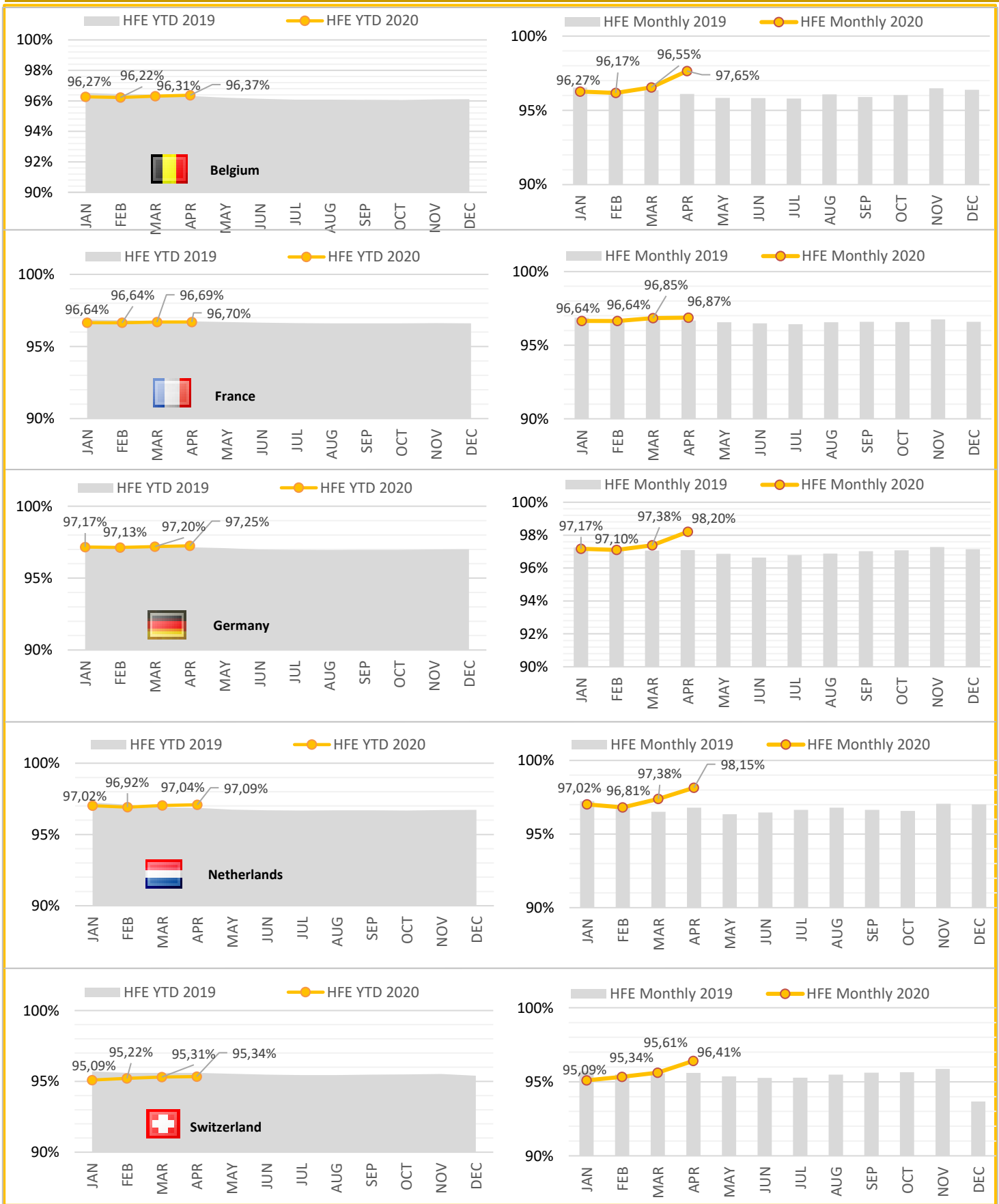
PI #2: KEP/HFE based on filed FPL at FABEC level (excl. 10 best/worst days)



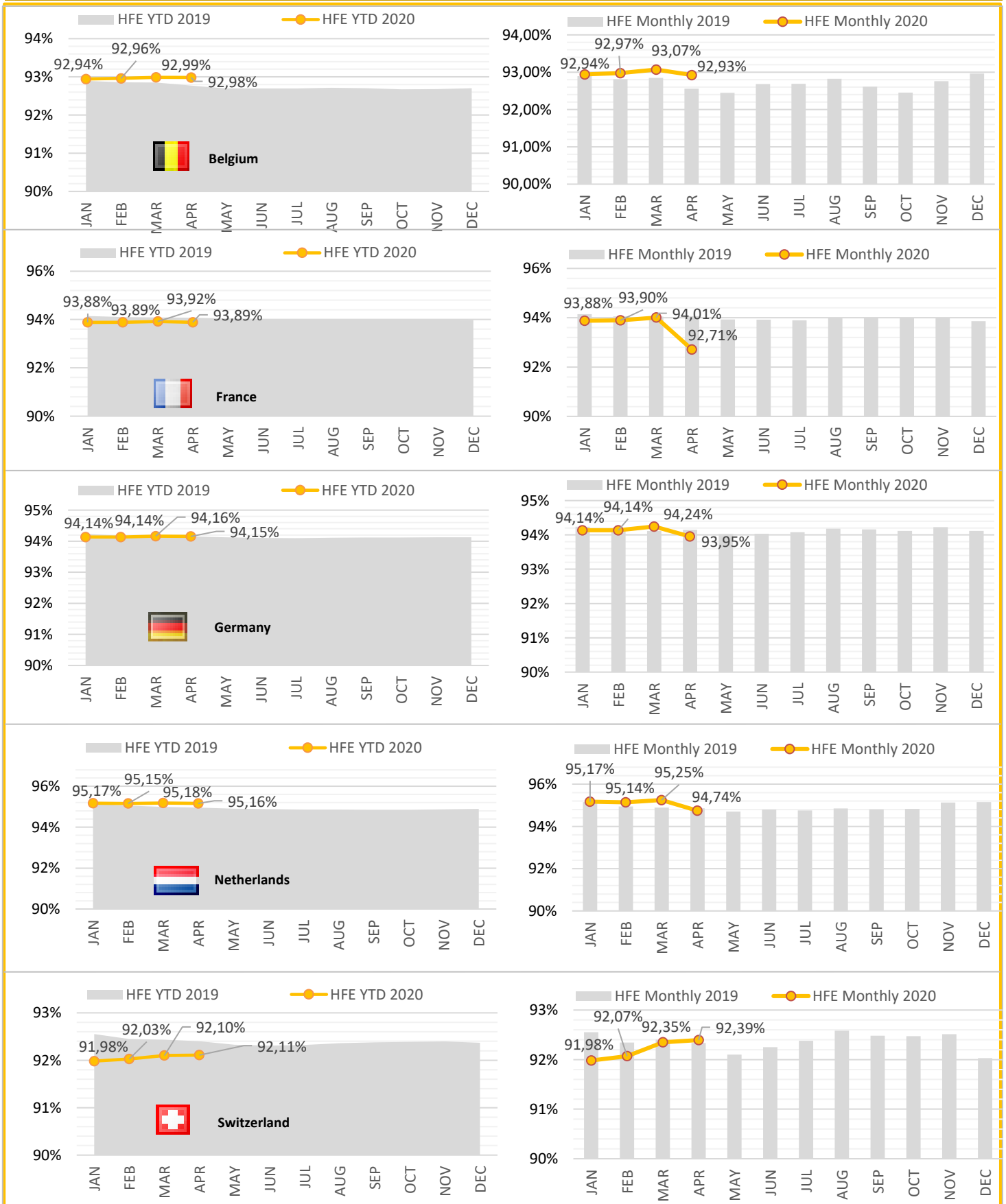
PI #3: HFE based on filed FPL at FABEC level (incl. all days)



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)

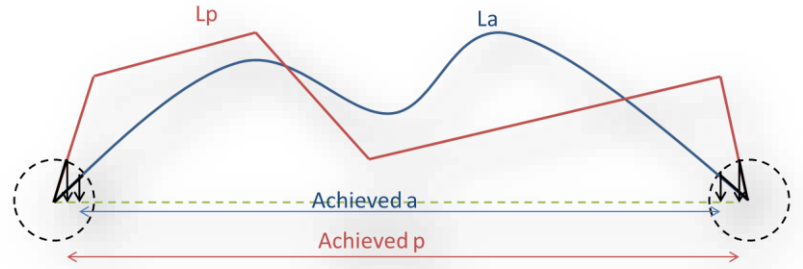


Glossary

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

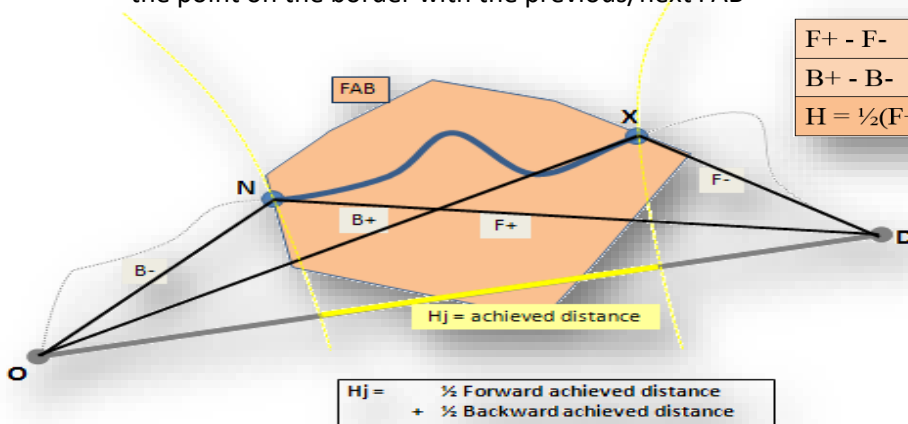


TABLE OF ABBREVIATIONS

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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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.