FABEC

PERFORMANCE REPORT 2020 - 2024

ENVIRONMENT

June 2020

making the difference

Contents

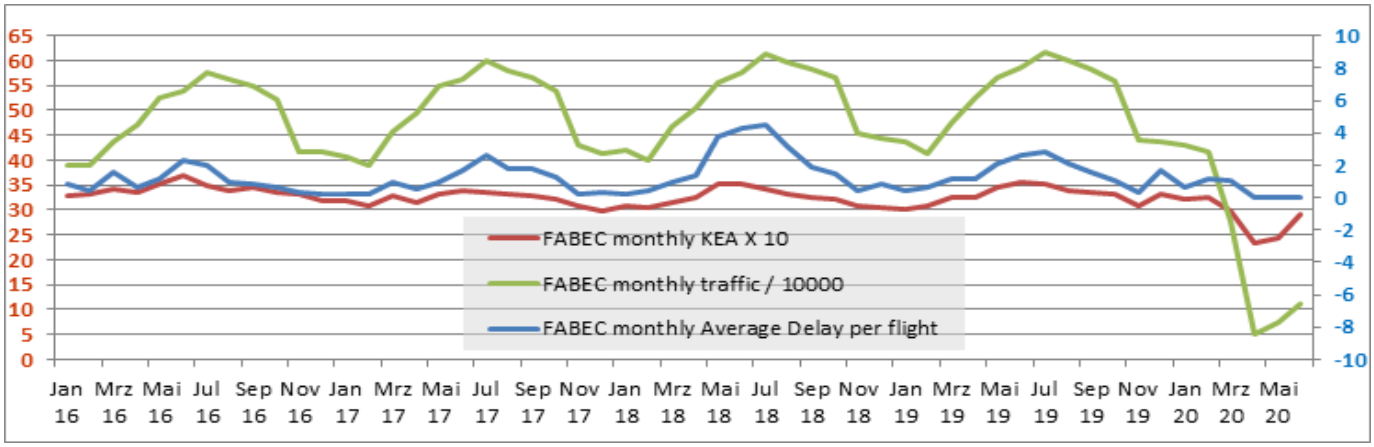
Description & Analysis

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 96,74% for the period of July 2019 - June 2020, excluding the 10 best and 10 worst days. The 2020 is the same as the value in the period of July 2018 - June 2019 and increased by 0,04pp compared to the 12 month rolling average of May 2020. The rolling average has been decreasing slowly but steadily during the last year from 96,73% in the July 2019 to 96,66% in February 2020, then it started to increase until it reached 96,74% in June 2020, which is still only 0.01pp below the FABEC target for 2020, which was set to 96,75%. The difference between KEA and KEP is 2,80pp, which is 0,04p bigger than in the 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 97,10% in May 2020, which is 0,45pp lower when compared to May 2020 (97,55%), and 0,55pp lower compared to April 2020 (97,65%) which is the highest value since January 2016. The KEA in June 2020 has increased drastically by 0,75pp compared to the same month in 2019 (KEA in June 2019 was 96,45%). 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 April 2019 reaching 93,94% but starting from July 2019 KEP shows slow but steady decrease from 94.00% in July 2019 to 93,95% in January, February and March 2020. The KEP rolling value for June 2020 is 0,06pp 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 based on the filed flight plan in June 2020 reaching 93,37%. This is the lowest value since January 2016, indicating some problems in the filing of flight plans during the corona crisis.

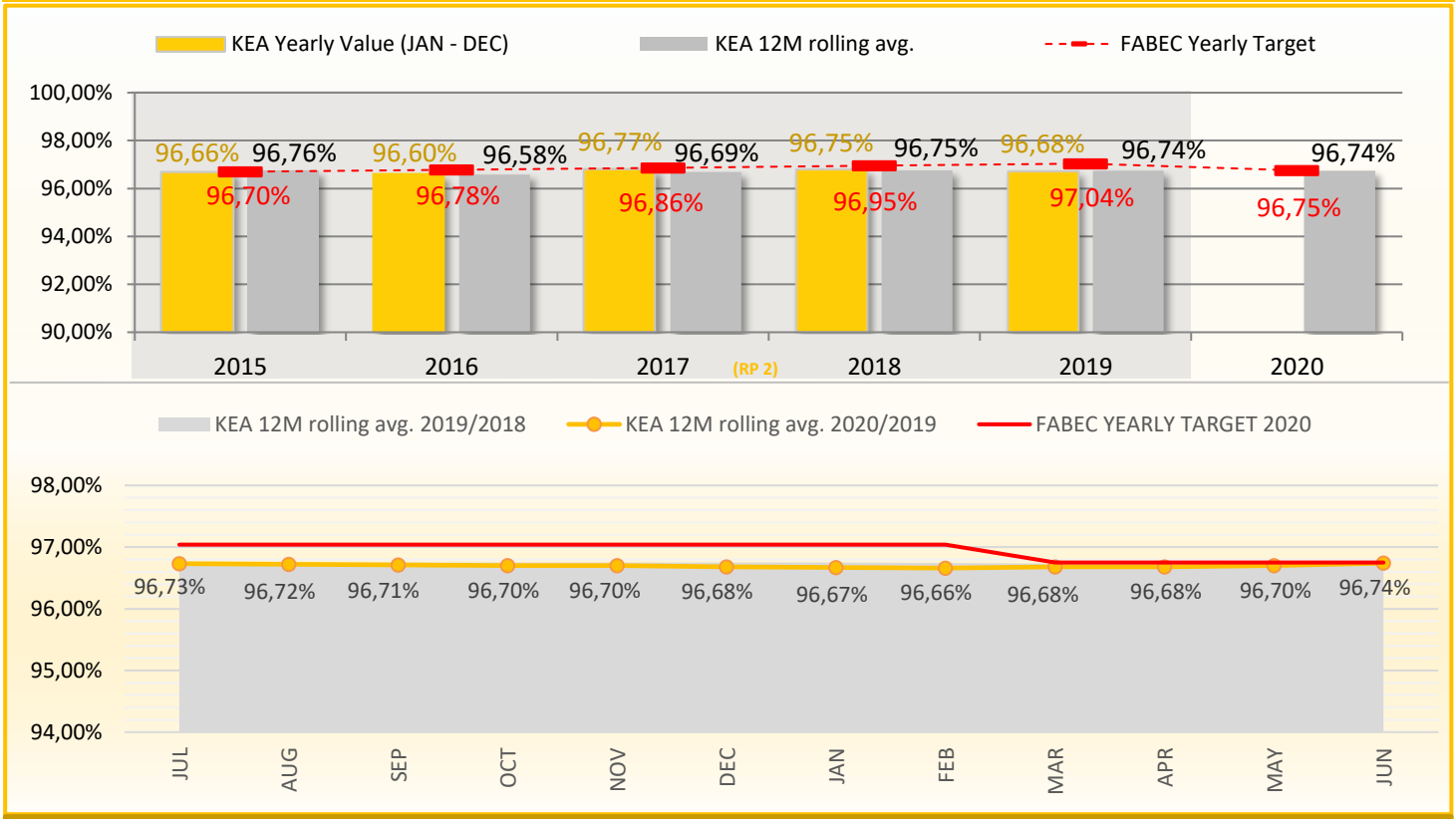
ENV PI#4: HFE based on Actual at State level (including all days)

At the national level in June 2020 all states demonstrated a significant decrease of flight efficiency based on actual trajectories compared to April 2020: Belgium (0,58pp), France (0,28pp), Germany (0,35pp), the Netherlands (0,46pp) and Switzerland (0,57pp).

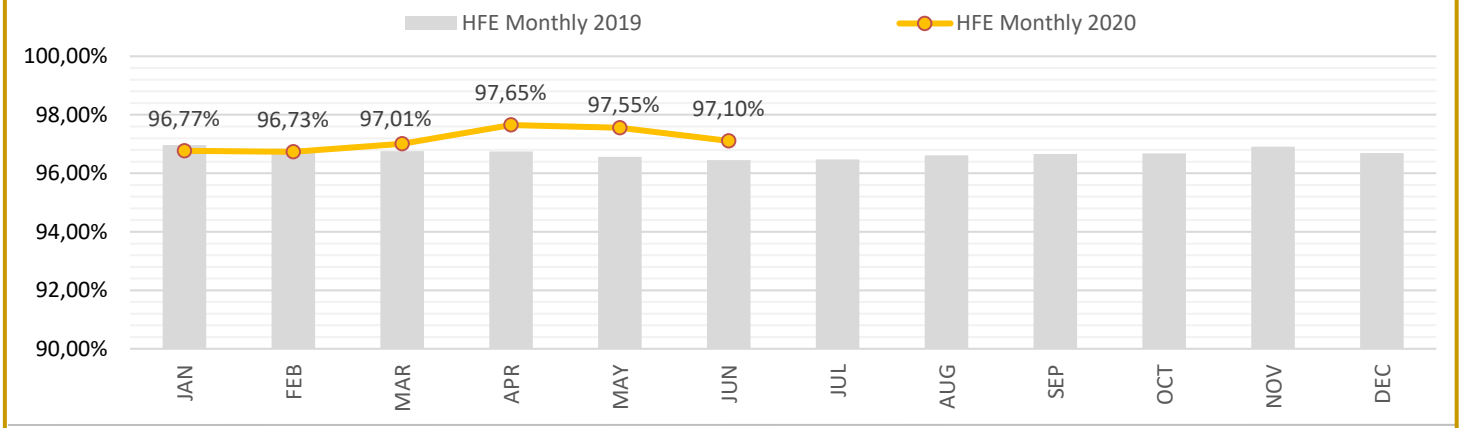
ENV PI#5: HFE based on Filed FPL at State level (including all days)

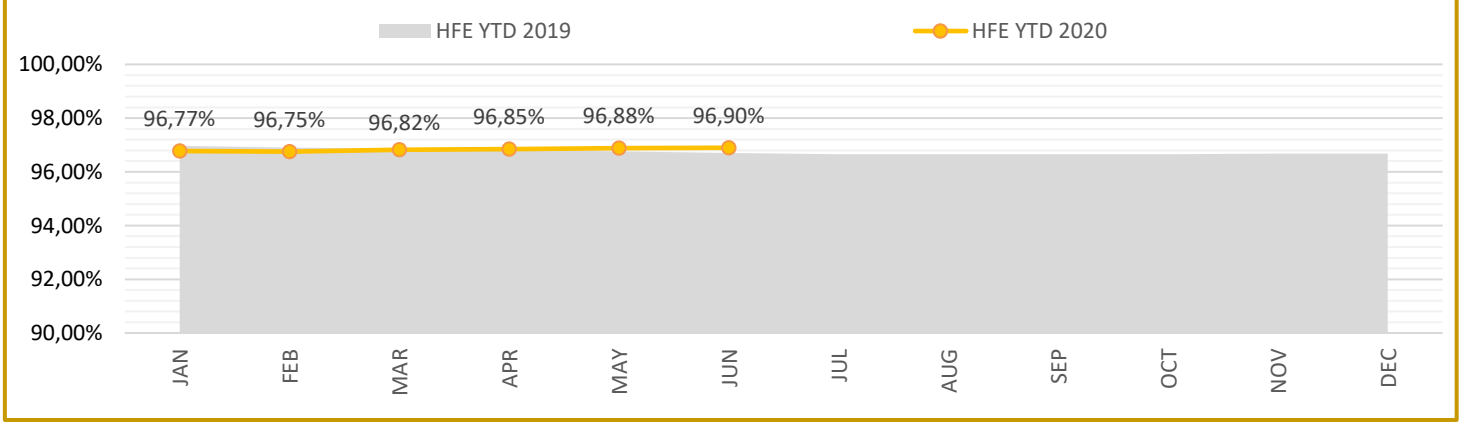
At the national level, Belgium (0,11pp), France (0,15pp), Germany (0,22pp), the Netherlands (0,19pp) and Switzerland (0,32pp) demonstrated a decrease in flight efficiency based on the filed FPL compared to one month prior.

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

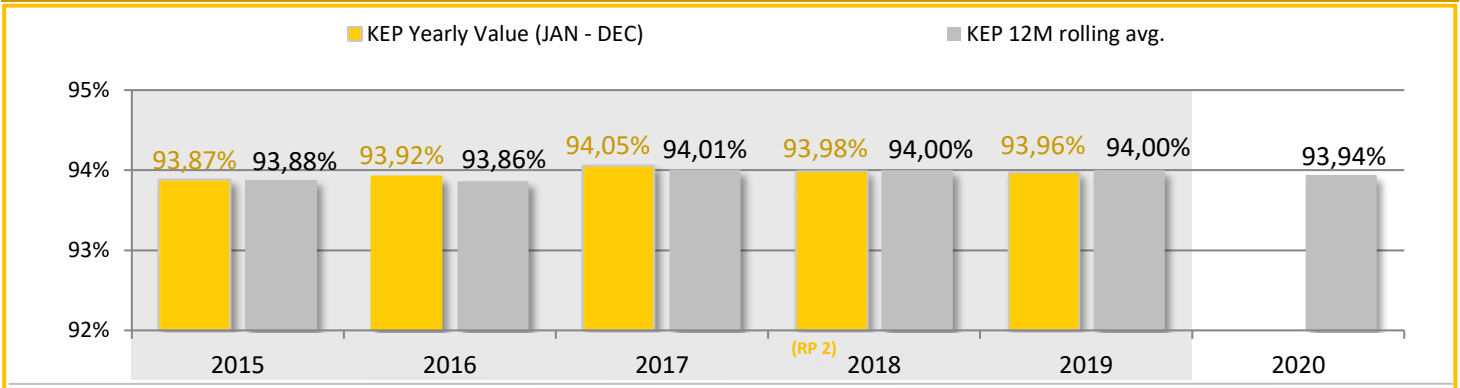


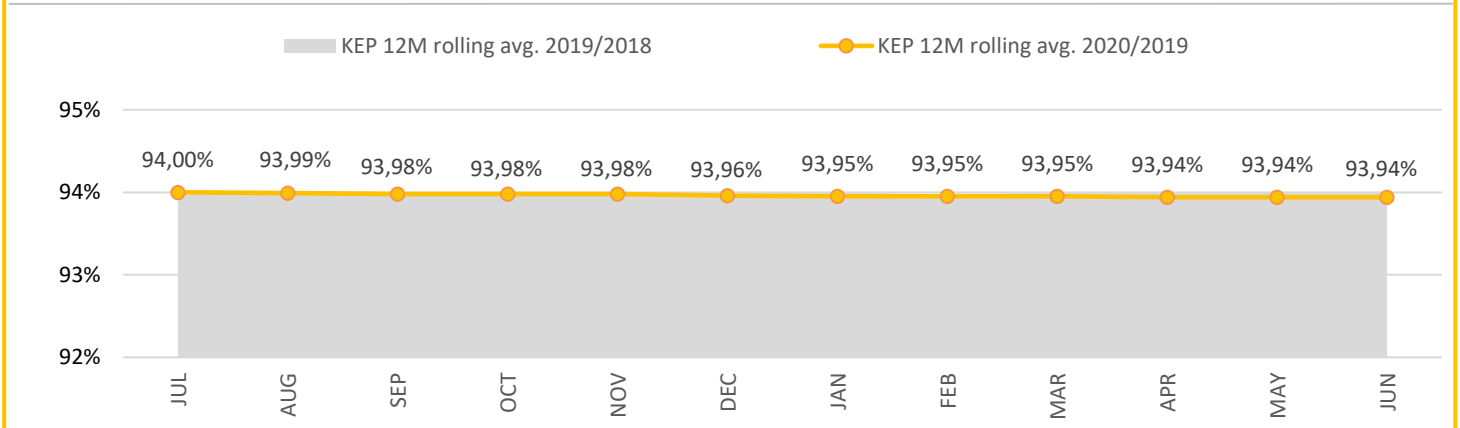
PI #1: HFE based on Actual at FABEC level (incl. all days)





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





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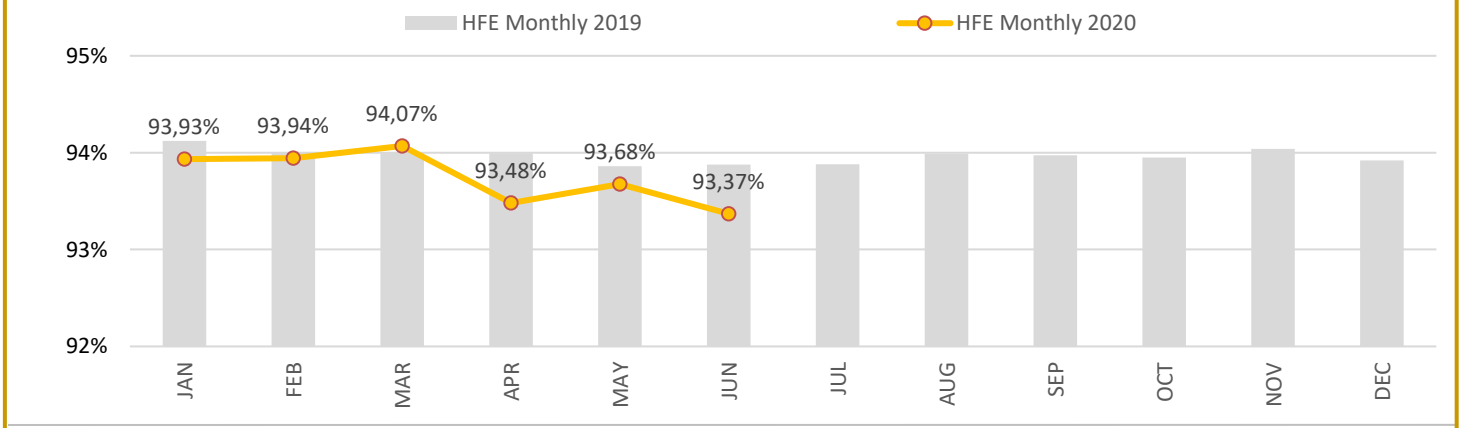

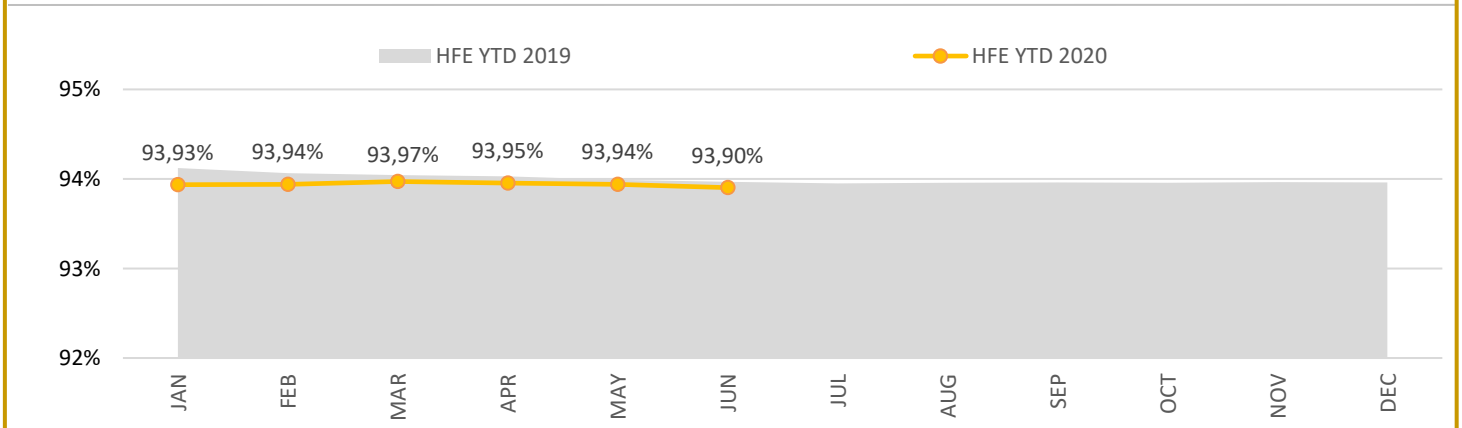

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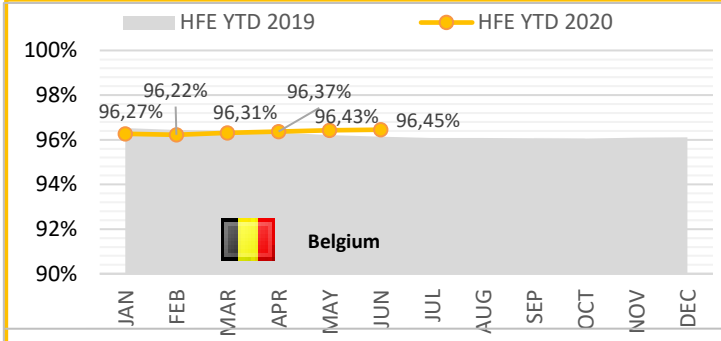
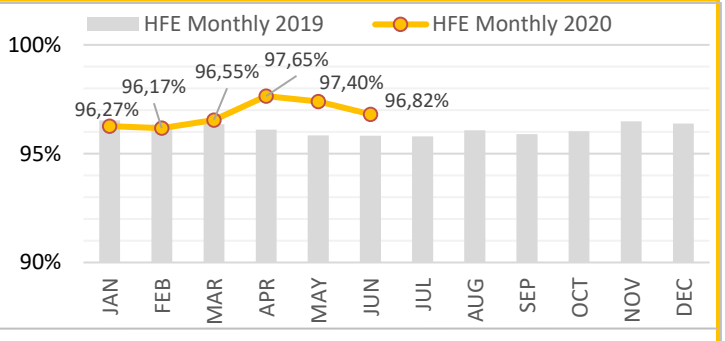
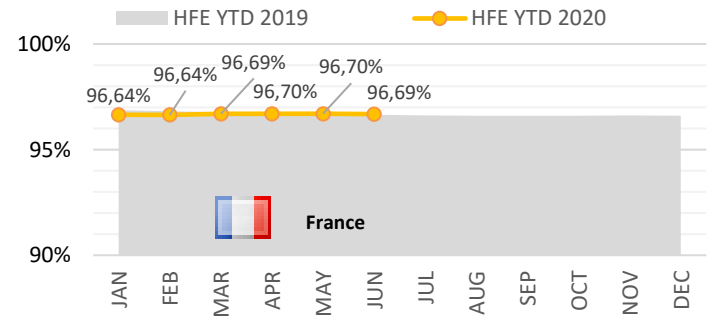
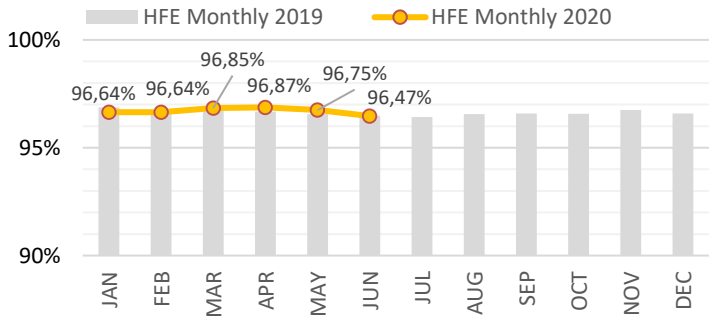
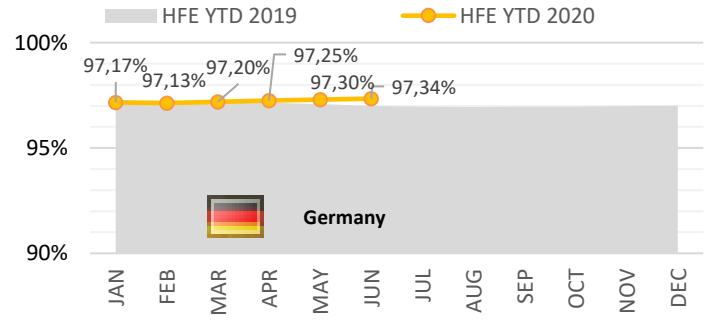
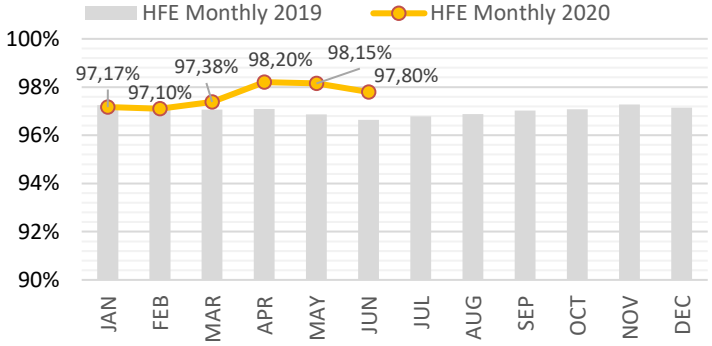


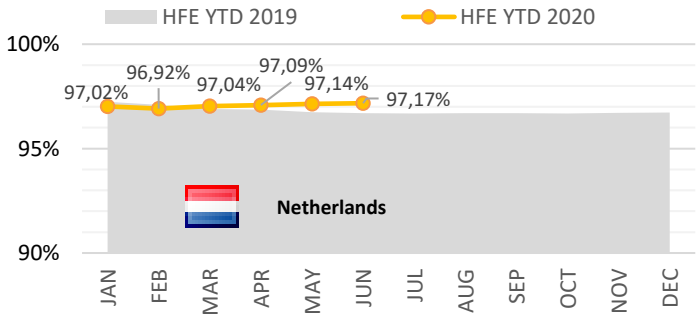


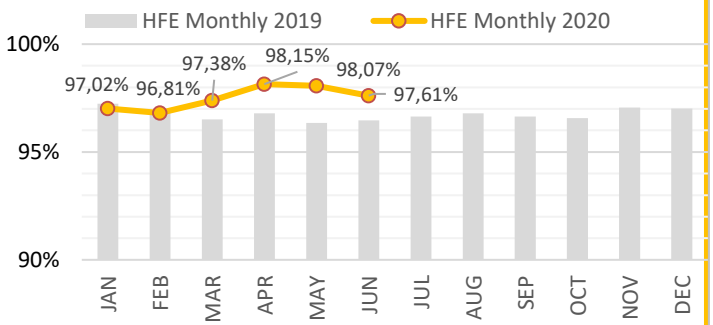


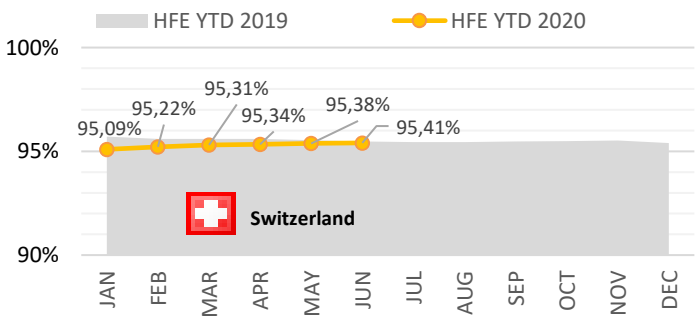


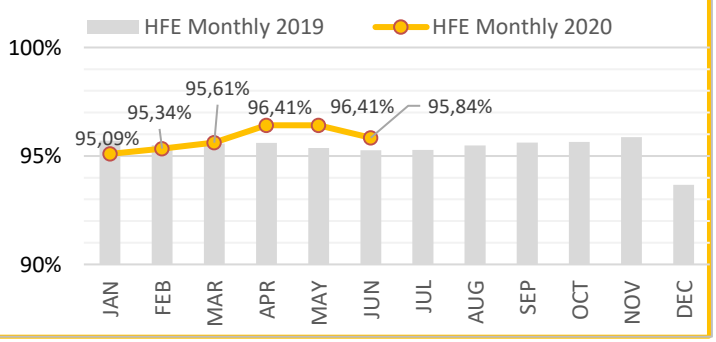




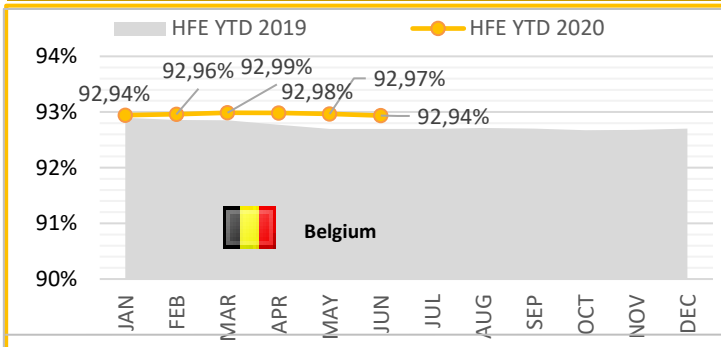


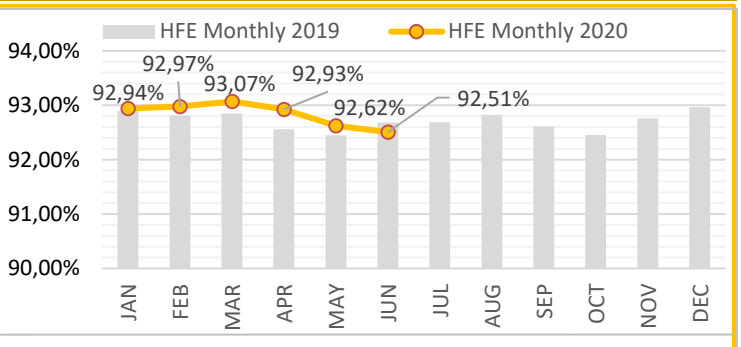


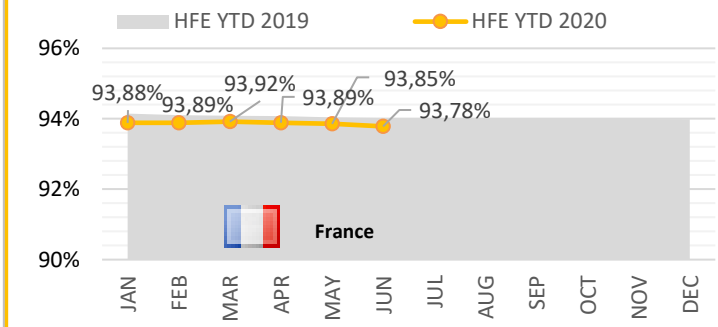


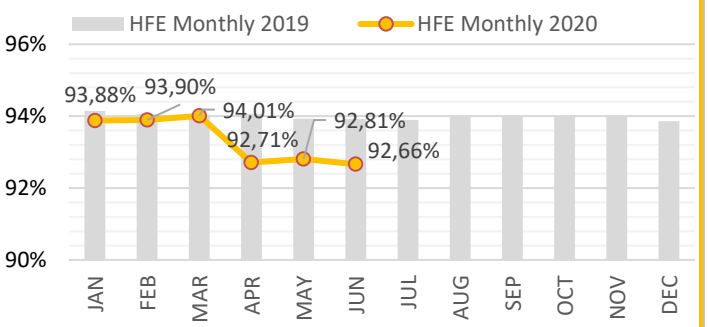


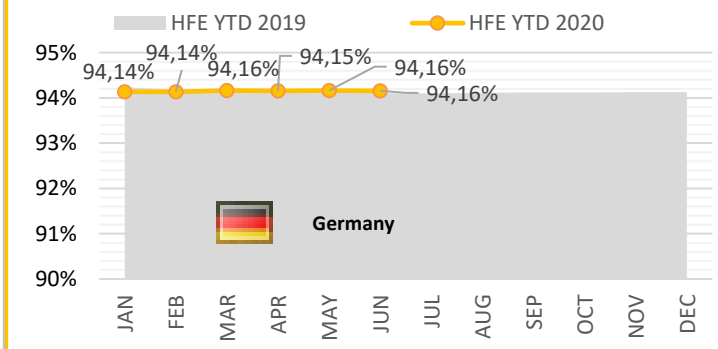
PI #5: HFE based on filed FPL at State level (incl. all days)

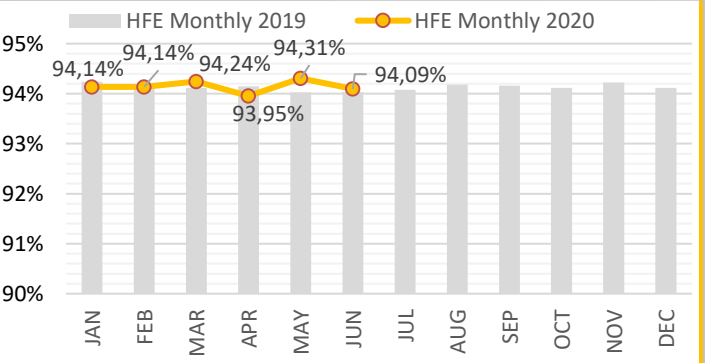


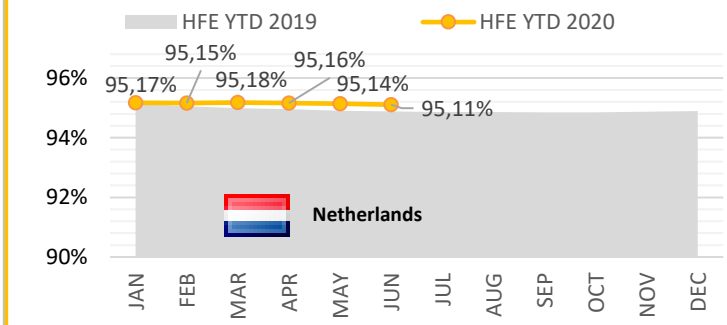


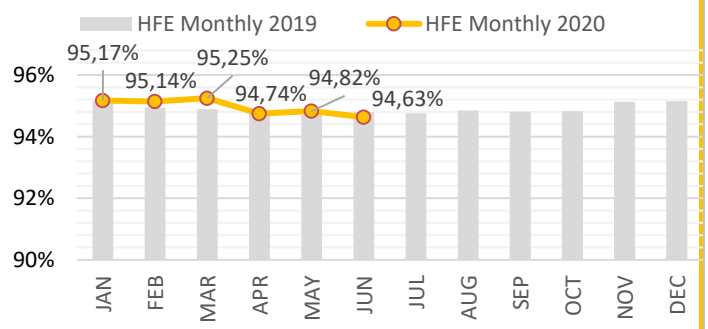


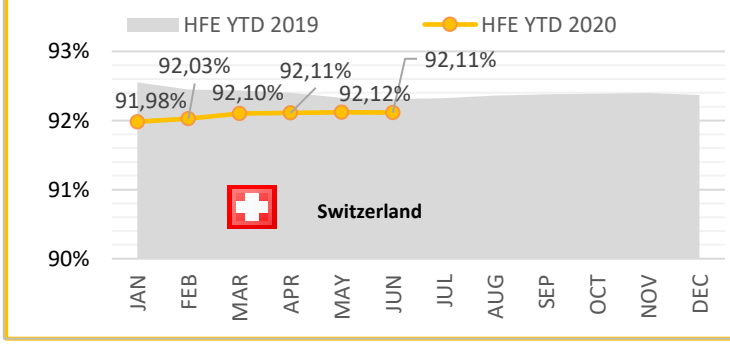


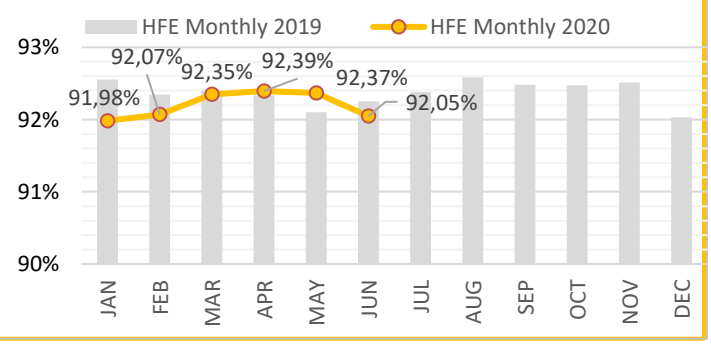










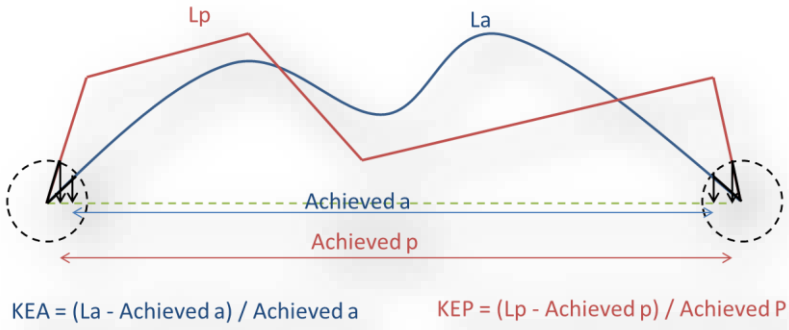


Glossary

KEP / KEA definition

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

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



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

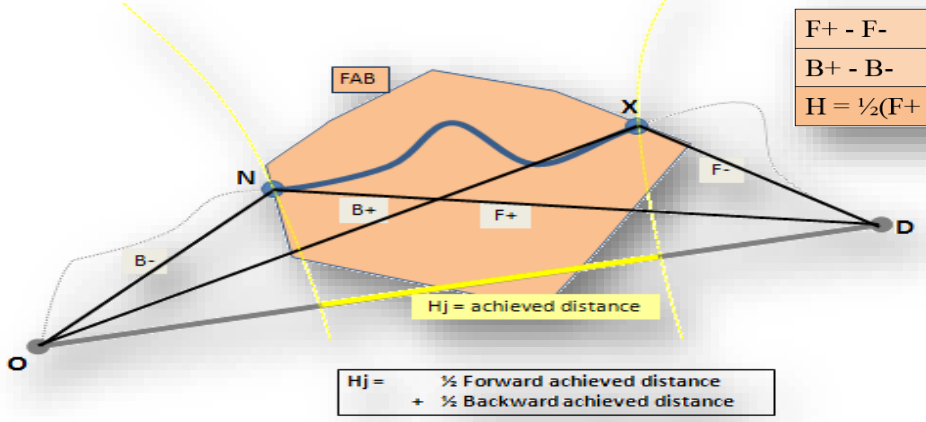
4 reference points are identified for KEP/KEA calculation :

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**N**try and e**X**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 = ½(F+ - F-) + ½(B+ - B-)	Achieved distance

TABLE OF ABBREVIATIONS

ADEP - Airport of Departure
ADES - Airport od Destination
ANSP - Air Navigation Service Provider
PRU - Performance Review Unit
ATFM - Air Traffic Flow Management
YTD - Year to Date value
FABEC - Functional Airspace Block Europe Central
FPP - FABEC Performace Plan
TMA - Terminal Manoeuvring Area, delimited by a 40 NM circle around the origin and destination airport.

FABEC Performance Report Environment:

Editor: **FABEC PMG**

Sources: **EUROCONTROL PRU (*http://ansperformance.eu/*), FABEC ANSPs**

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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.