FABEC

PERFORMANCE REPORT 2020 - 2024

ENVIRONMENT

September 2020

making the difference

Contents

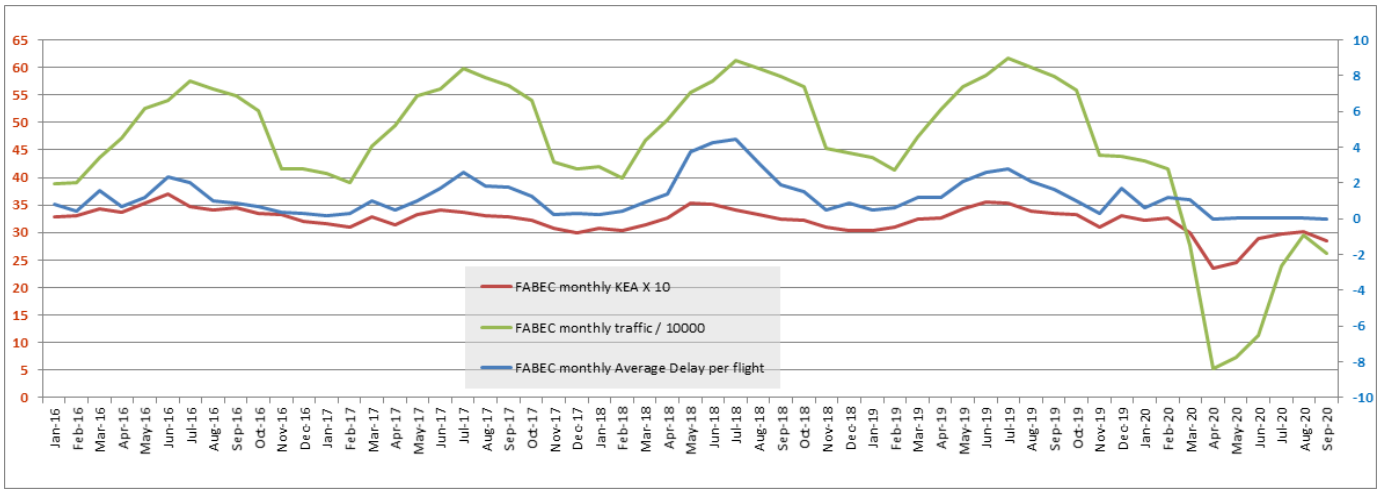
Description & Analysis

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 96,90% for the period of October 2019 - September 2020, excluding the 10 best and 10 worst days. This is the highest KEA value since 2015. It has increased by 0,19pp as compared to 96,71% in the period of October 2018 - September 2019 and increased by 0,06pp compared to the 12 month rolling average of August 2020. The rolling average has been decreasing slowly but steadily during the last year from 96,70% in the October 2019 to 96,66% in February 2020, then it started to increase until it reached 96,90% in September 2020, which is 0.15pp above the FABEC target for 2020, which was set to 96,75%. The difference between KEA and KEP is 2,92pp, 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 97,15% in September 2020, which is 0,17pp higher when compared to August 2020 (96,98%) and 0,50pp lower compared to April 2020 (97,65%) which is the highest value since January 2016. The KEA in September 2020 has increased drastically by 0,49pp compared to the same month in 2019 (KEA in September 2019 was 96,66%). 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 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 September 2019, the KEP 12 month rolling average indicator shows slow but steady decrease from 93,98% in October 2019 to 93,95% in January, February and March 2020. The KEP has been stable since April 2020 till July 2020 (93,94%). In August 2020 it increased by 0,02pp reaching 93,96%, in September 2020 it increased again by 0,02pp reaching 93,98%. The KEP rolling value for September 2020 is the same value of the same one year prior.

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

The figure shows a decrease of flight efficiency based on the filed flight plan by 0,02pp in September 2020 (94,24%) compared to August 2020 (94,24%). But it showed an increase by 0,85pp 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 time. The KEP value for September 2020 is 0,25pp better than in September 2019.

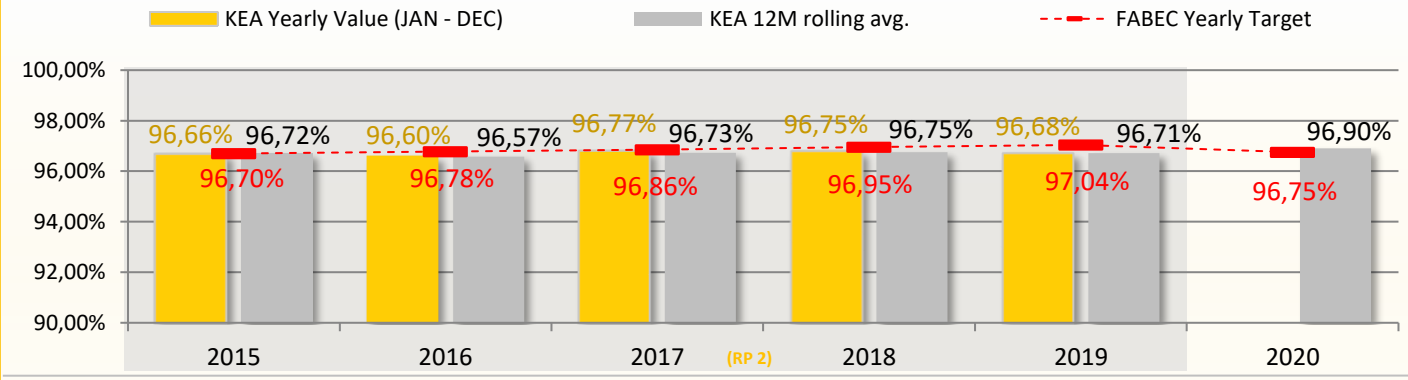
ENV PI#4: HFE based on Actual at State level (including all days)

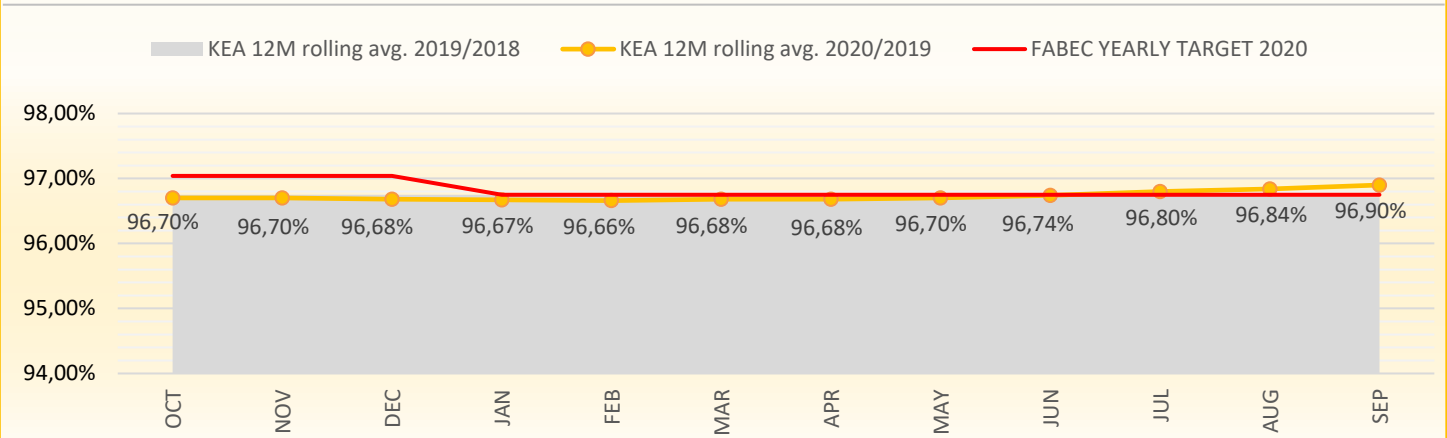
At the national level in September 2020, Belgium (0,19pp), France (0,11pp), Germany (0,17pp) and the Netherland (0,10pp) demonstrated an increase of flight efficiency based on actual trajectories compared to August 2020, but Switzerland (0,02pp) demonstrated a decrease in flight efficiency compared to one month prior.

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

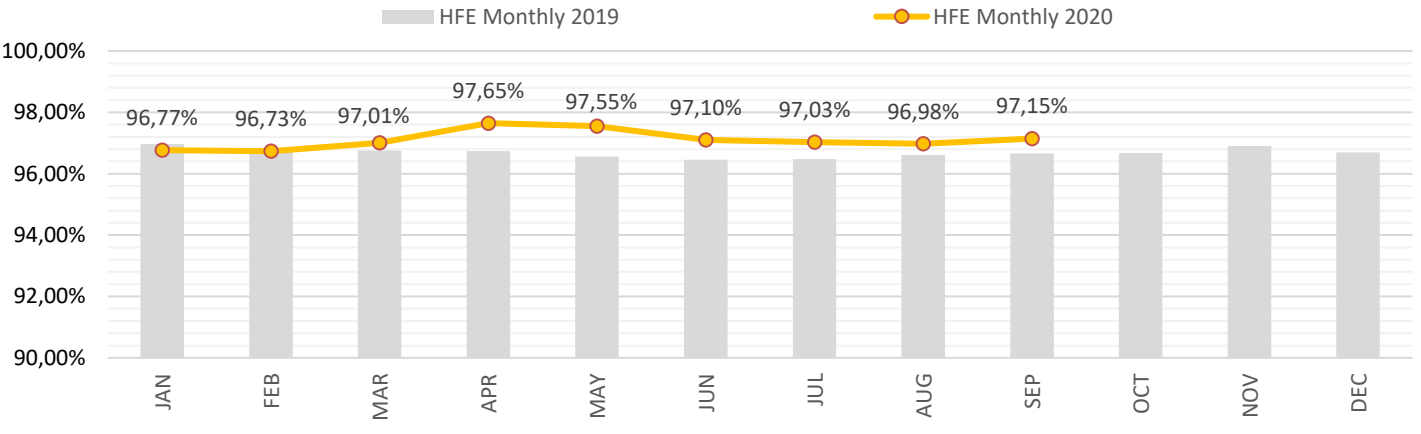
At the national level in September 2020, all states demonstrated a decrease of flight efficiency based on filed flight plan compared to August 2020: Belgium (0,13pp), France (0,04pp), Germany (0,07pp), the Netherlands (0,08pp) and Switzerland (0,20pp).

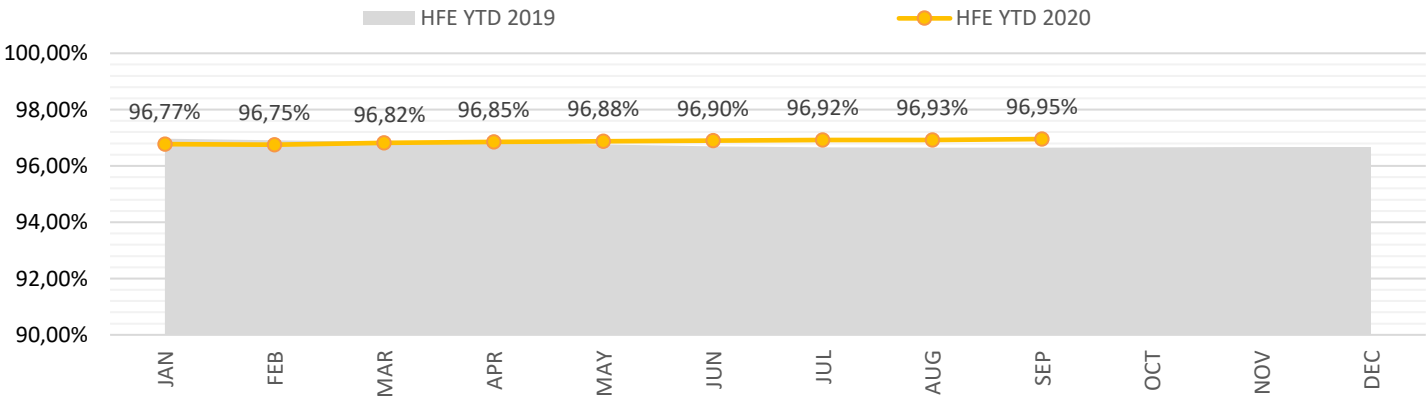
KPI #1: KEA/HFE at FABEC level (excl. 10 best/worst days)



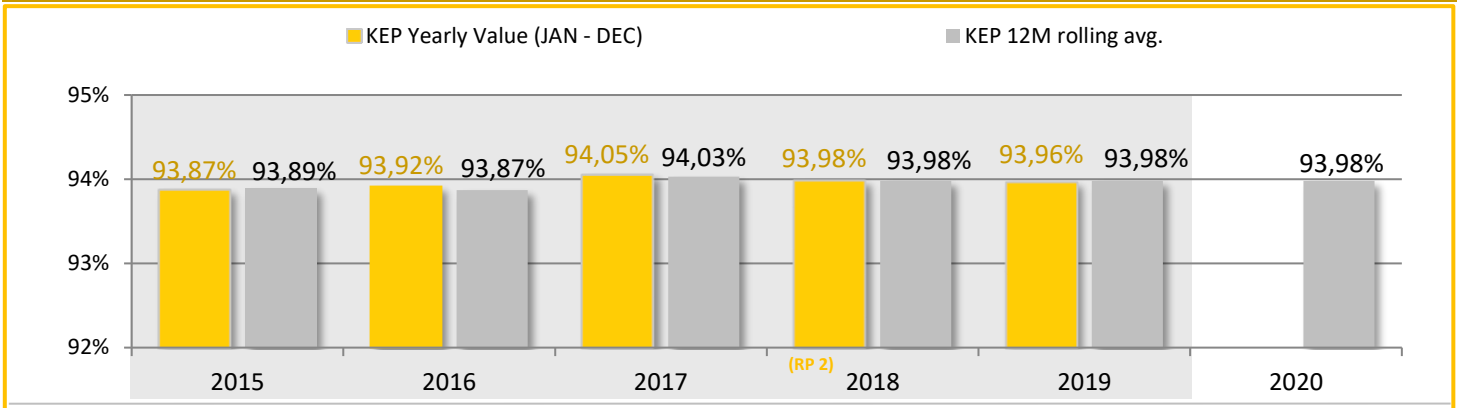


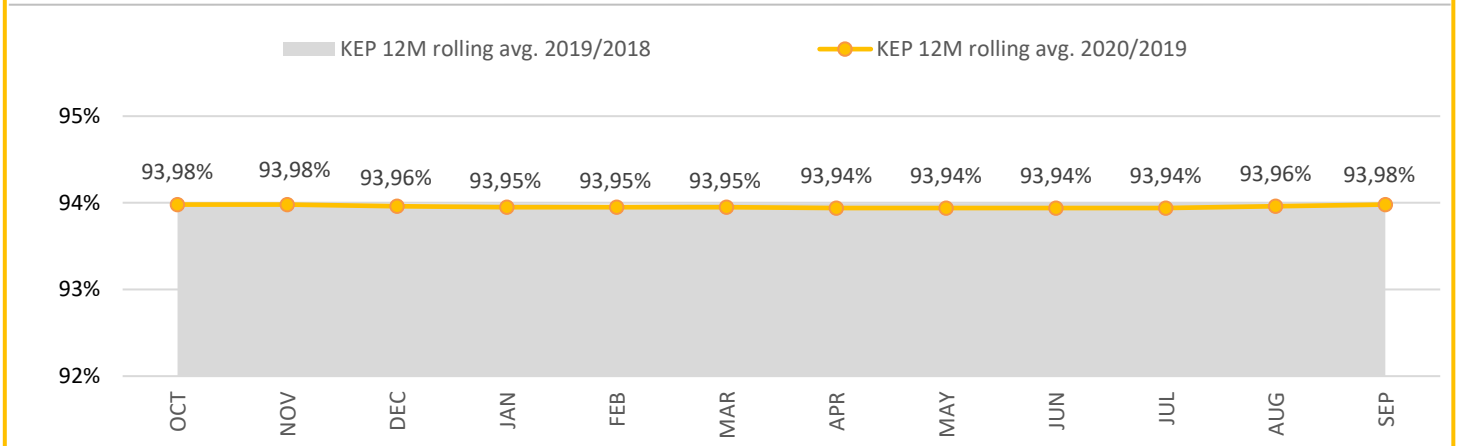
PI #1: HFE based on Actual at FABEC level (incl. all days)



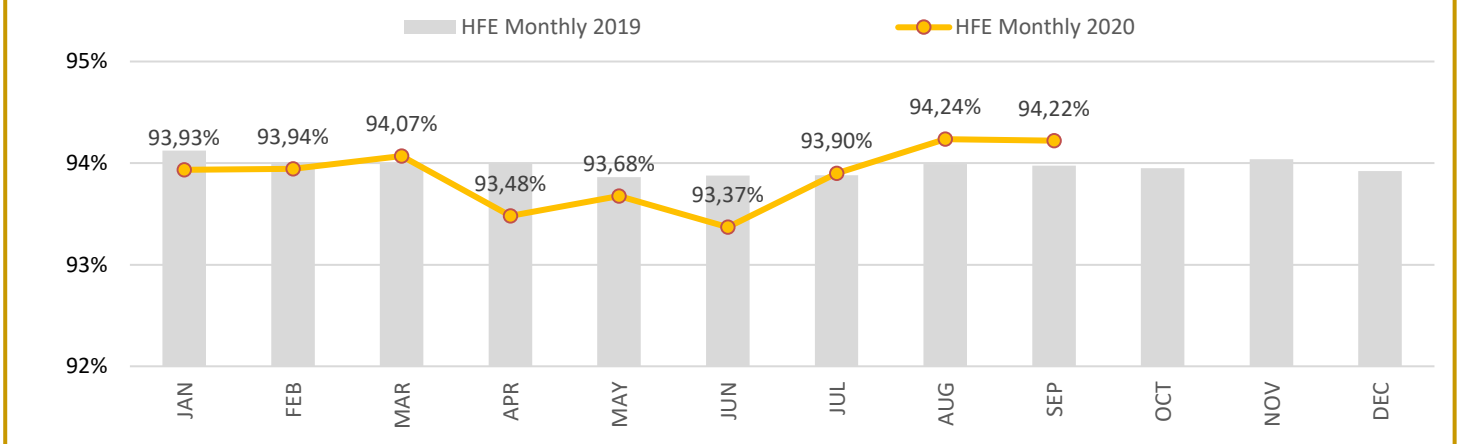


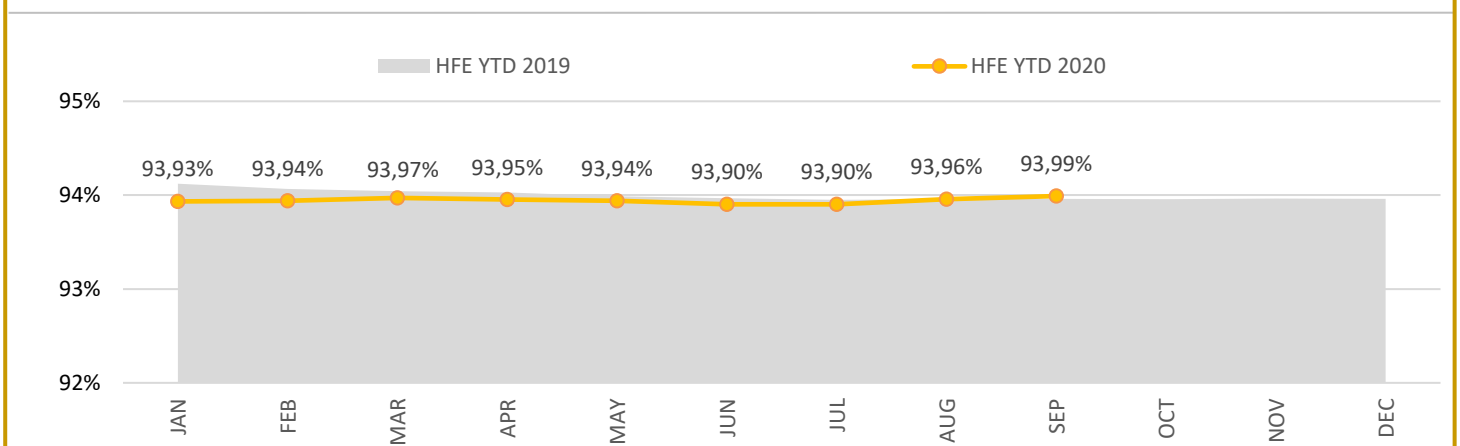
PI #2: KEP/HFE based on filed FPL at FABEC level (excl. 10 best/worst days)



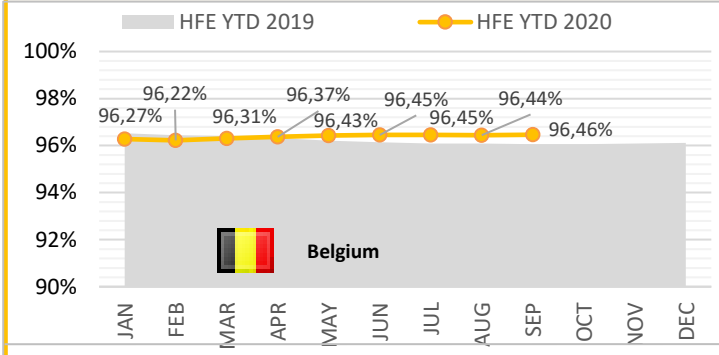


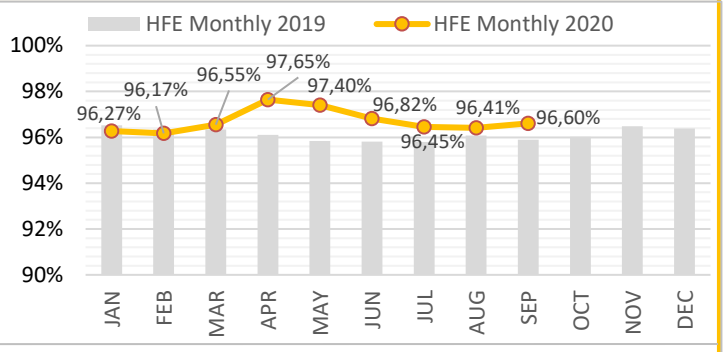
PI #3: HFE based on filed FPL at FABEC level (incl. all days)

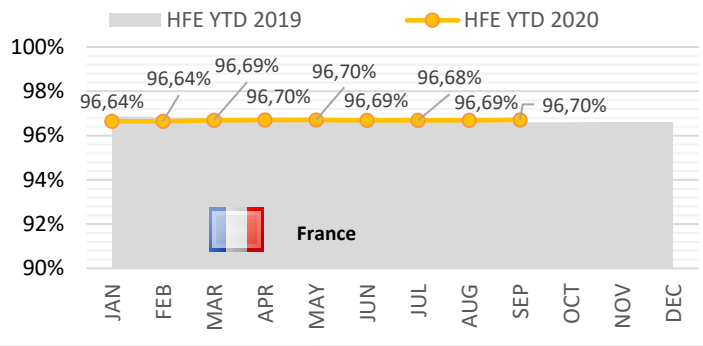


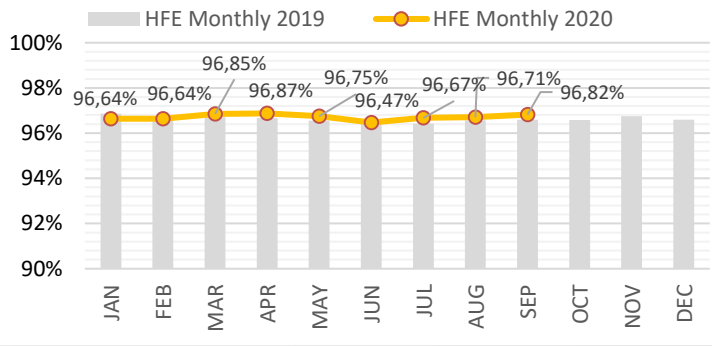


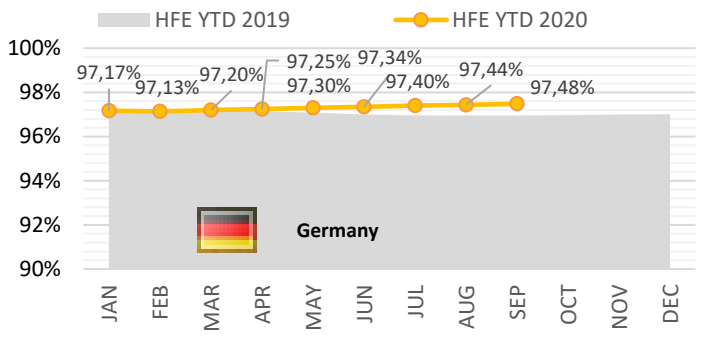
PI #4: HFE based on Actual at State level (incl. all days)

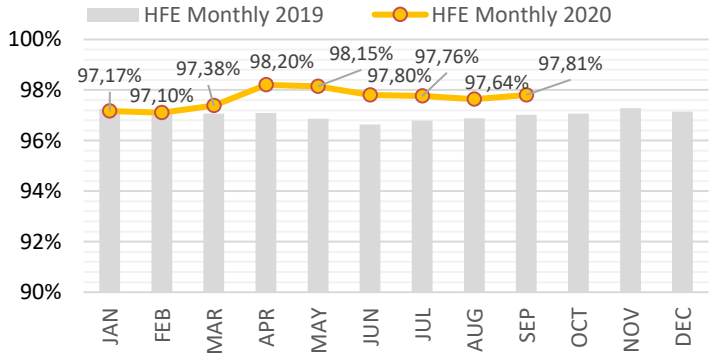


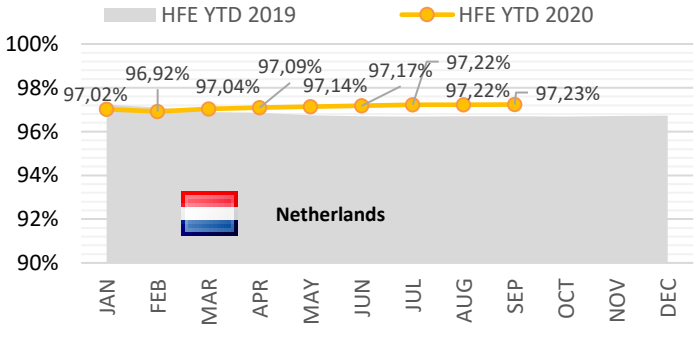


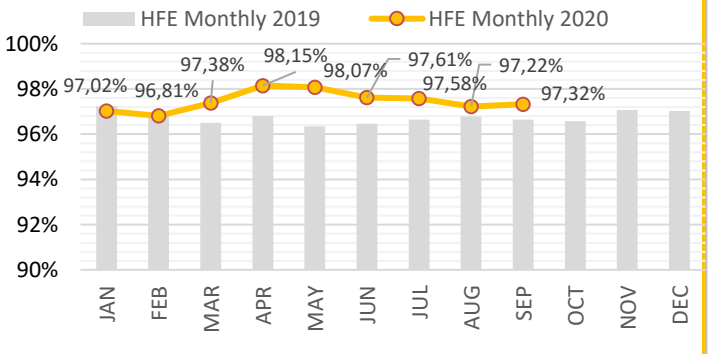


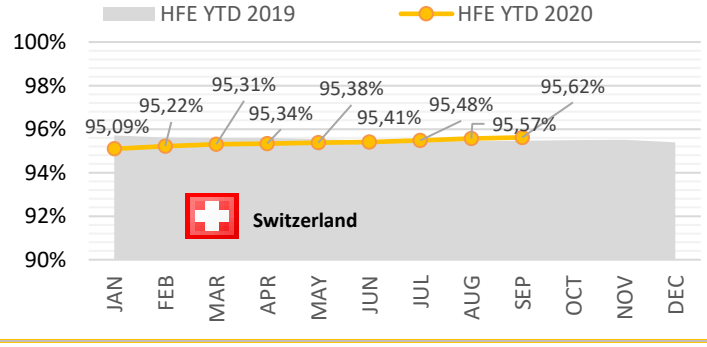


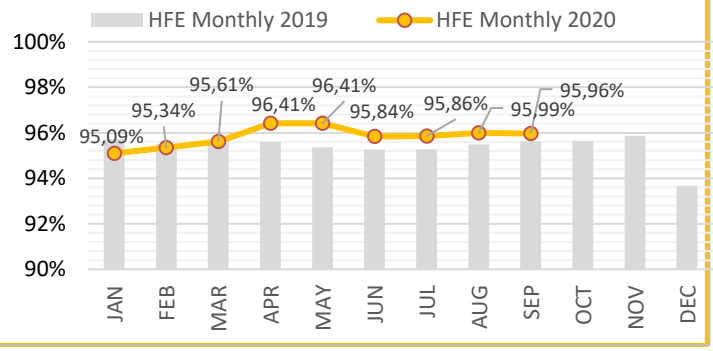




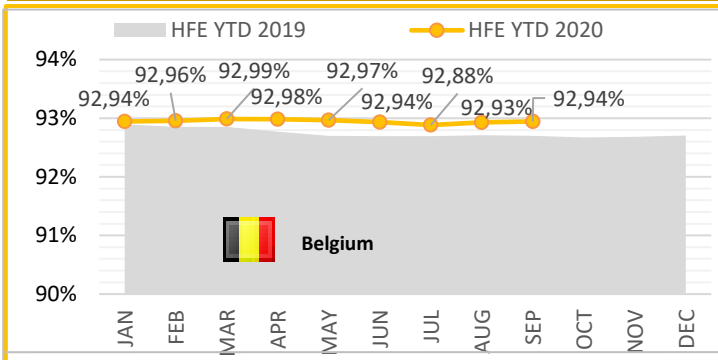


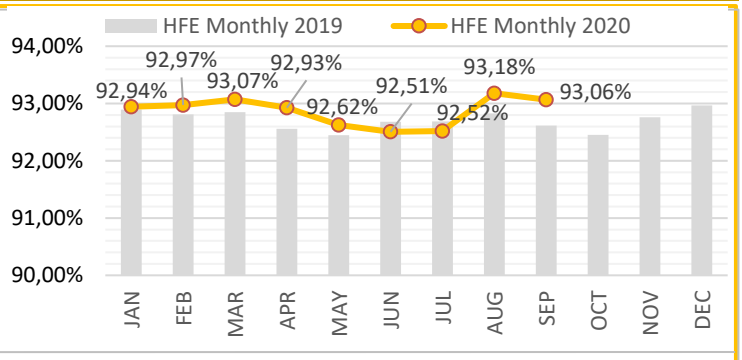


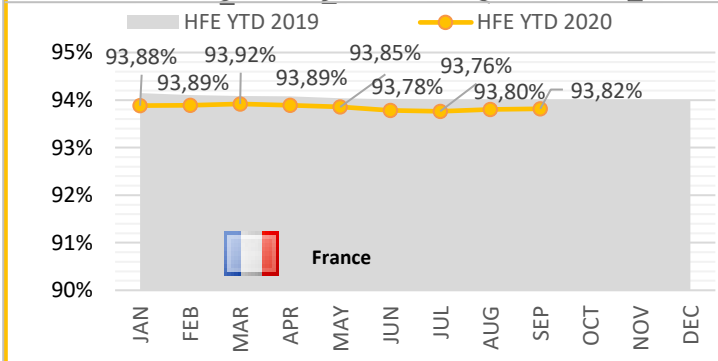


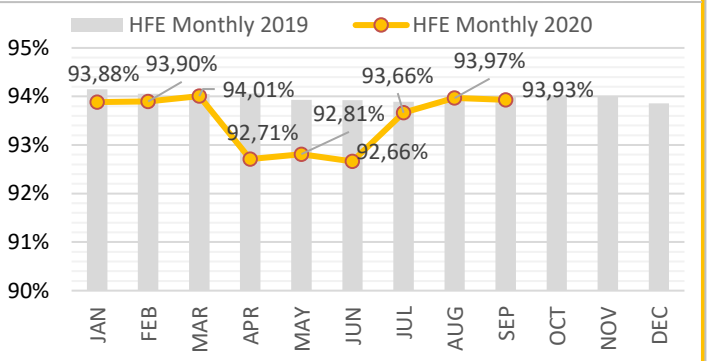


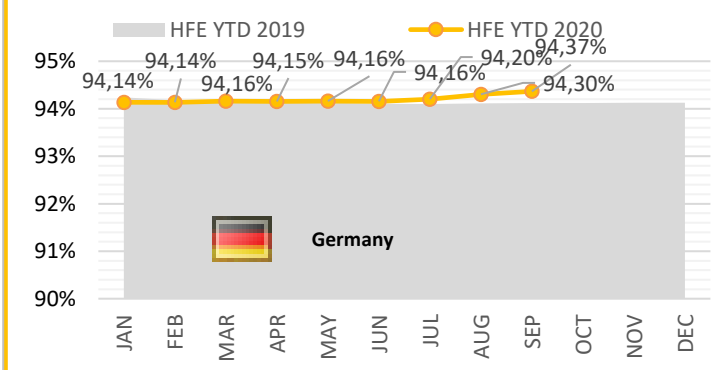
PI #5: HFE based on filed FPL at State level (incl. all days)

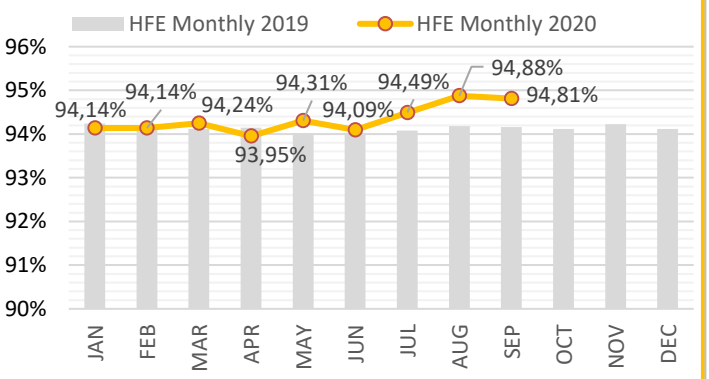


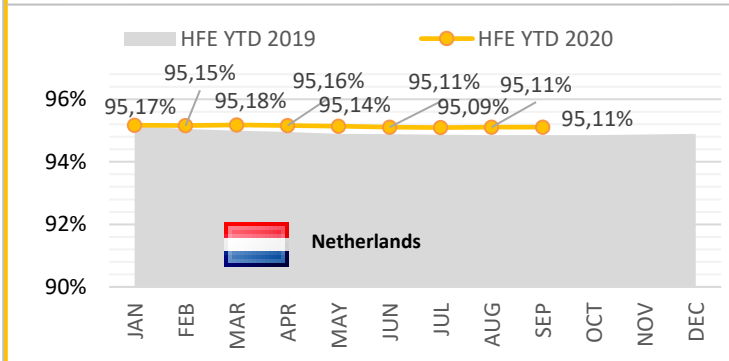


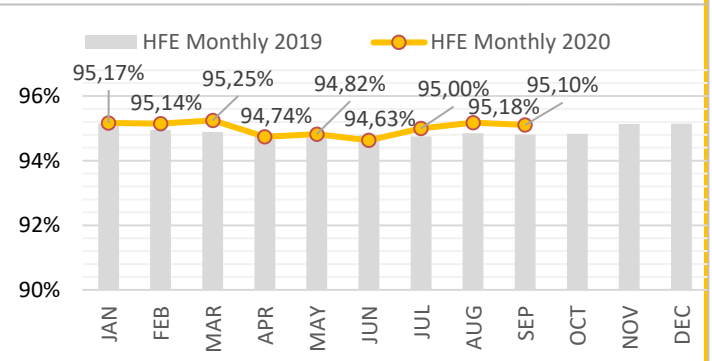


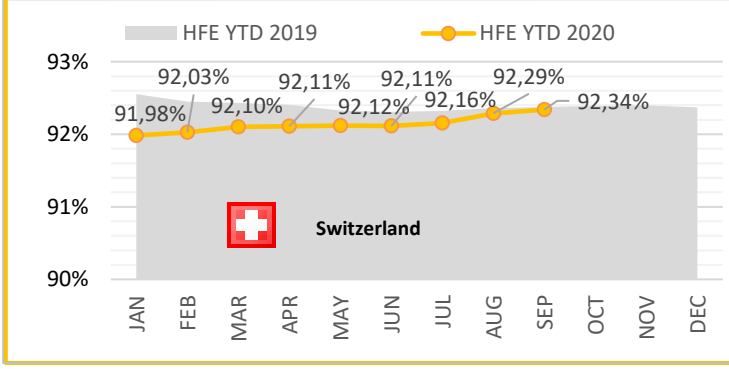


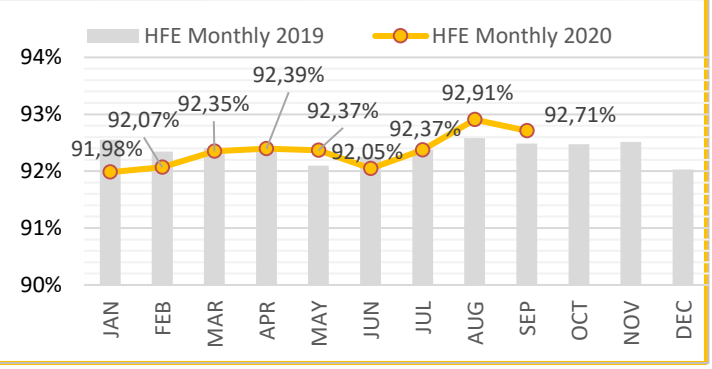










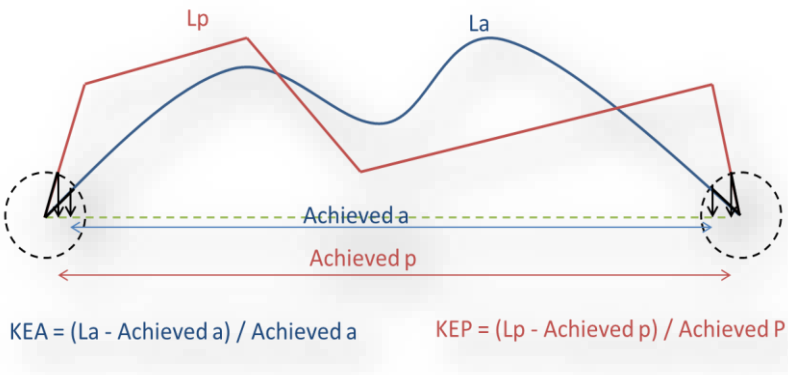


Glossary

KEP / KEA definition

KEP compares the length of the en route section of the last filed flight plan 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

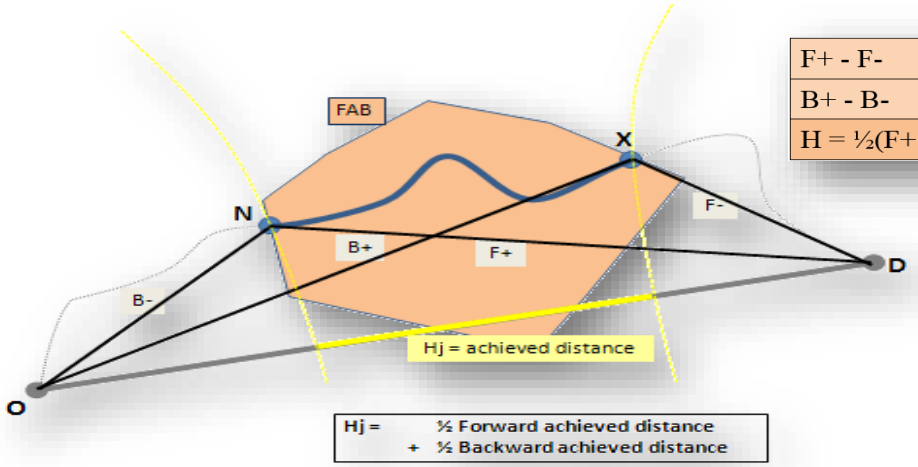
4 reference points are identified for KEP/KEA calculation :

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

For further details on PRU methodology, please refer to the following documentation:
http://prudata.webfactional.com/wiki/images/6/61/HFE_Methodology_2014_05_23.pdf

TABLE OF ABBREVIATIONS

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

FABEC Performance Report Environment:

Editor: **FABEC PMG**

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

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www.FABEC.eu

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.