FABEC

PERFORMANCE REPORT 2020 - 2024

ENVIRONMENT

April 2022

making the difference

Contents

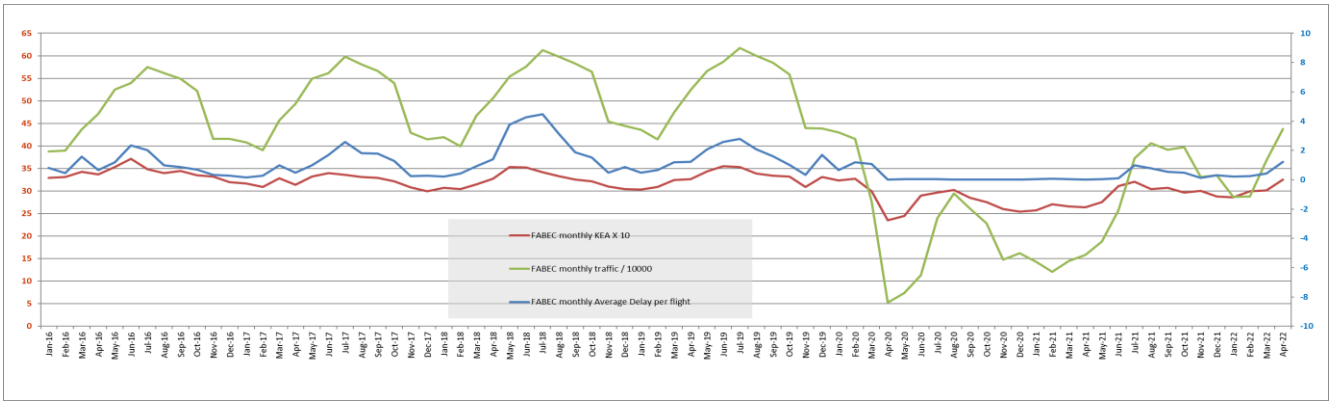
Description & Analysis

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 flown trajectory (expressed in KEA) was 96,97% for the period of May 2021 - April 2022, excluding the 10 best and 10 worst days. This value is 0.28pp less than the reference value (97,25%). The value in April 2022 is 0.04pp less than the value of one month prior and 0.27pp less than the highest yearly rolling KEA value since 2015 reached in March and April 2021 (97,24%). The rolling KEA indicator has been decreasing slowly but steadily during the last year from the peak in March and April 2021. In April 2022 the difference between KEA and KEP is 2.69pp, which is 0.04pp smaller than one month prior.

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 96,75% in April 2022, which is 0.24pp lower compared to March 2022 (96,99%) and 1.9pp lower compared to April 2020 (97,65%), which is the highest value since January 2016. The KEA in April 2022 has decreased drastically by 0.61pp compared to the same month in 2021 (KEA in April 2021 was 97,36%). 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)

The KEP 12 month rolling average indicator was 94,28% for April 2022 (the same value as the month prior). This is the highest yearly rolling KEP value since 2015. It has increased by 0.22pp as compared to 94,06% in April 2021. The rolling average has been increasing slowly but steadily during the year of 2021 and 2022 from 94,08% in May (the lowest value of the rolling year) until it reached 94,28% in March - April 2022.

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

The figure shows a decrease of flight efficiency in April 2022 (94,25%) by 0.07pp compared to March 2022 (94,32%) and a significant increase in flight efficiency in April 2022 compared to the value in April 2021.

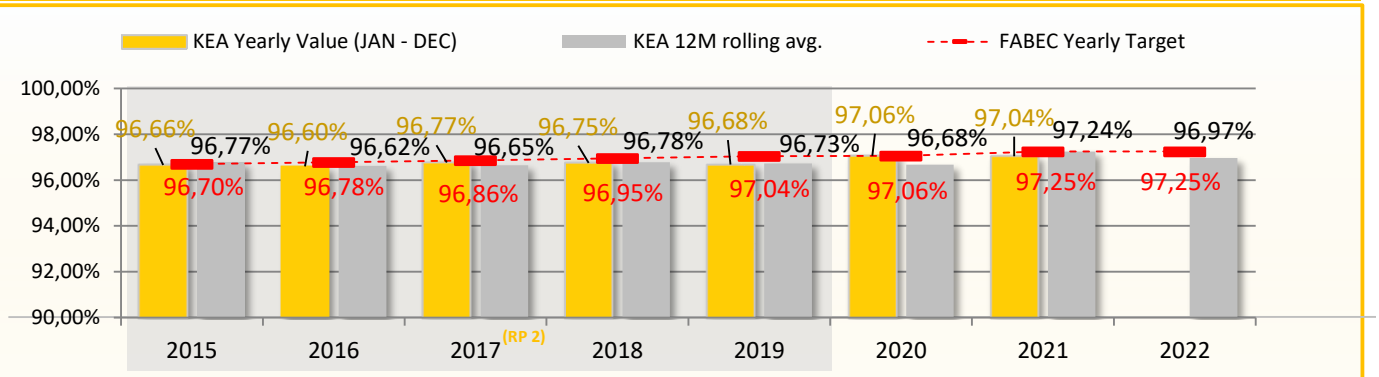
ENV PI#4: HFE based on Actual at State level (including all days)

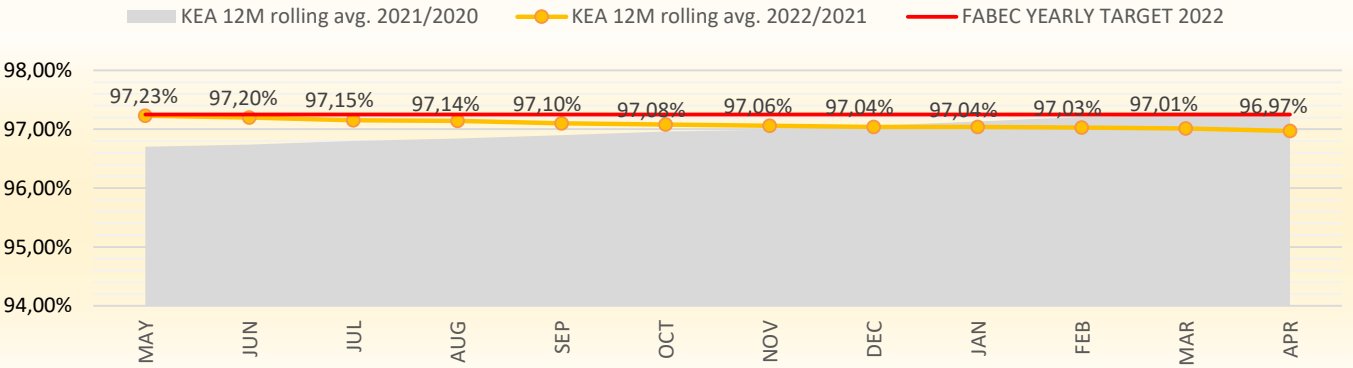
At national level, all countries demonstrated a decrease of flight efficiency based on actual trajectories in April 2022 compared to March 2022.

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

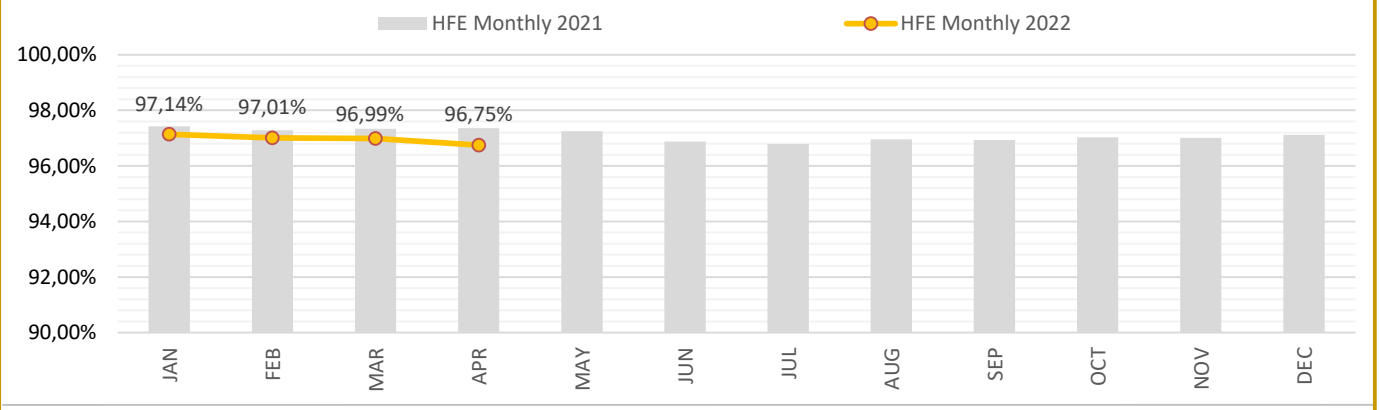
At national level, all countries except France and Belgium demonstrated a decrease in flight efficiency based on the filed FPL compared to March 2022.

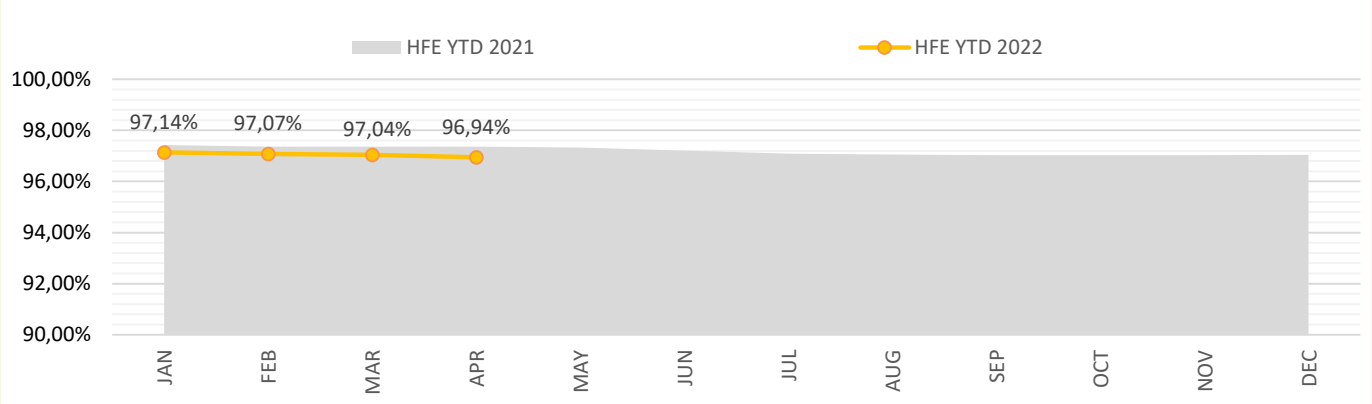
KPI #1: KEA/HFE at FABEC level (excl. 10 best/worst days)



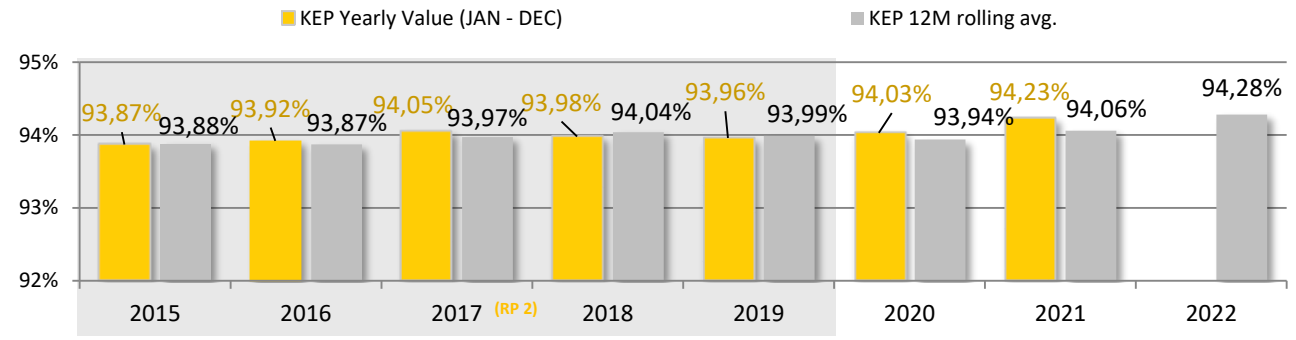


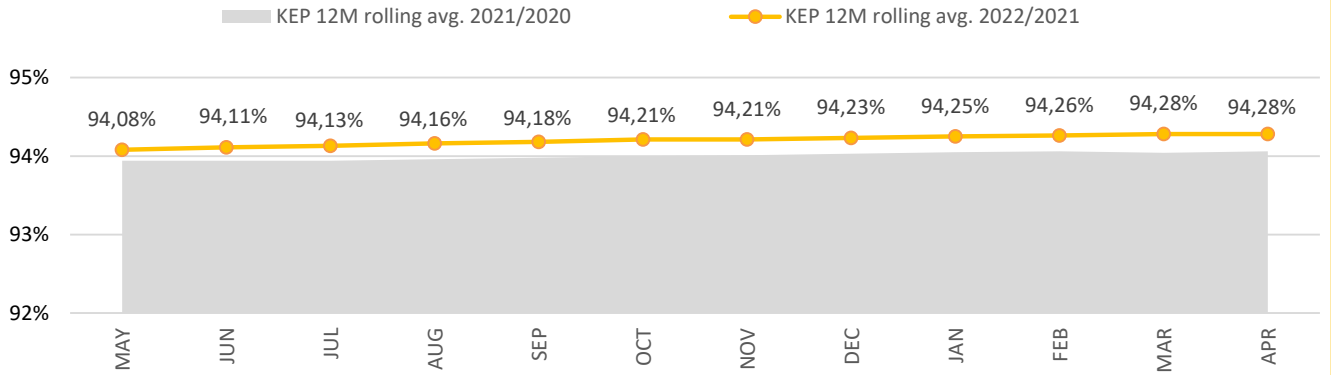
PI #1: HFE based on Actual at FABEC level (incl. all days)



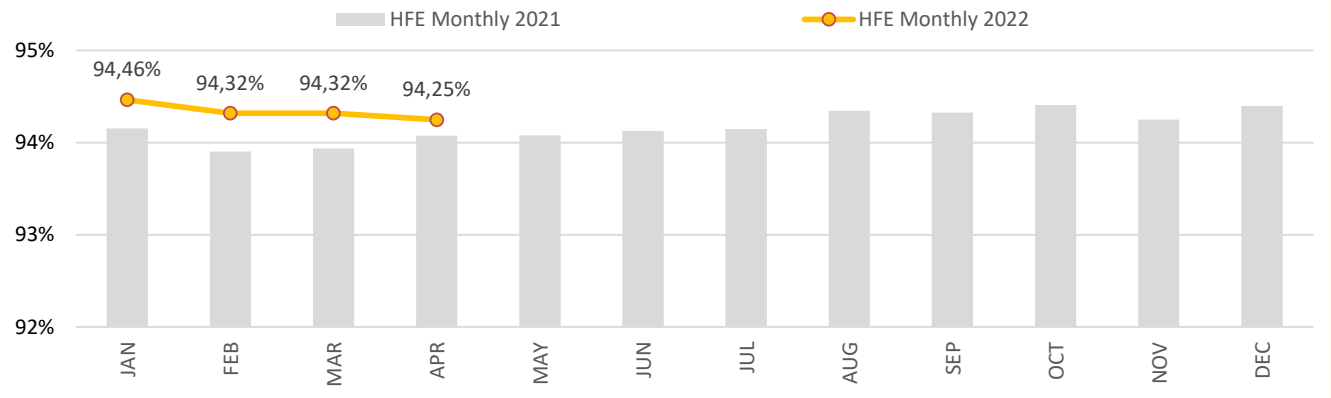


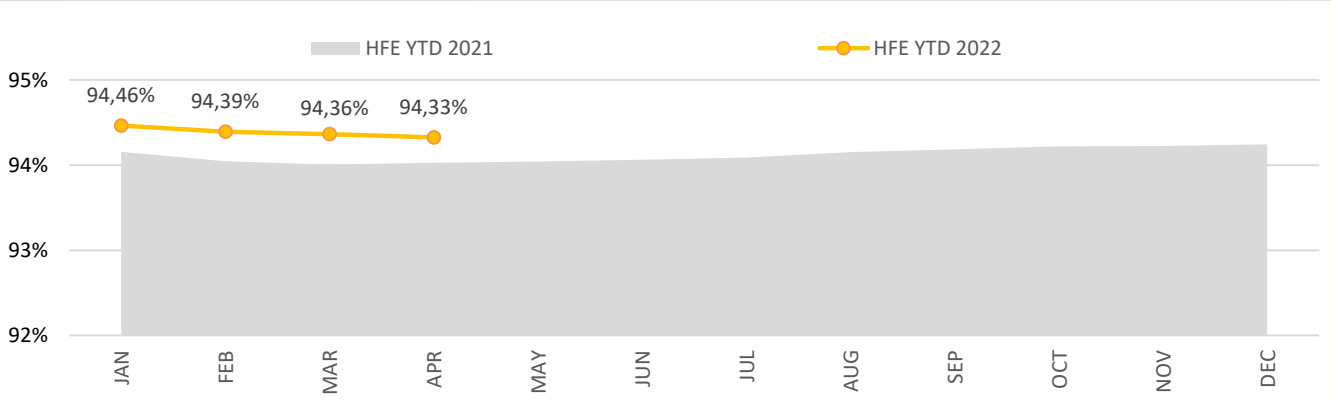
PI #2: KEP/HFE based on filed FPL at FABEC level (excl. 10 best/worst days)



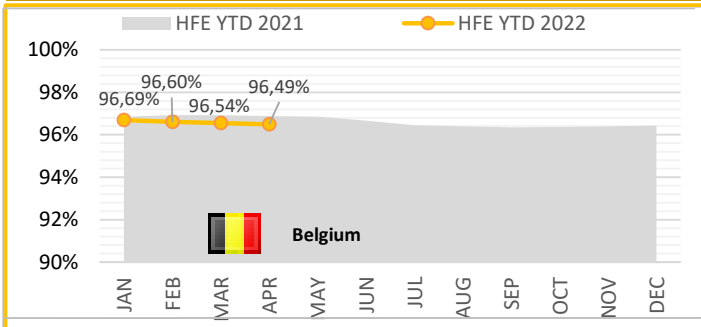


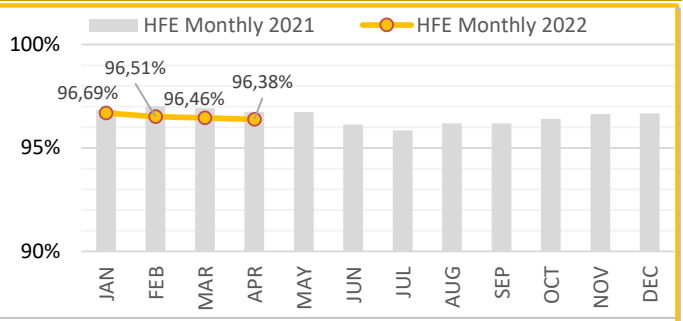
PI #3: HFE based on filed FPL at FABEC level (incl. all days)

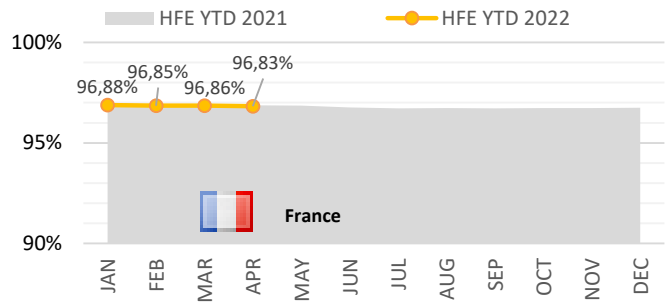


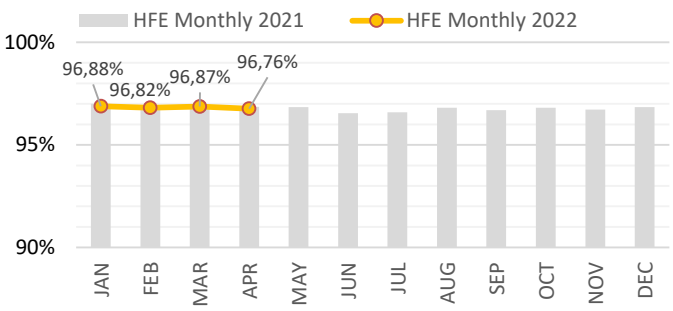


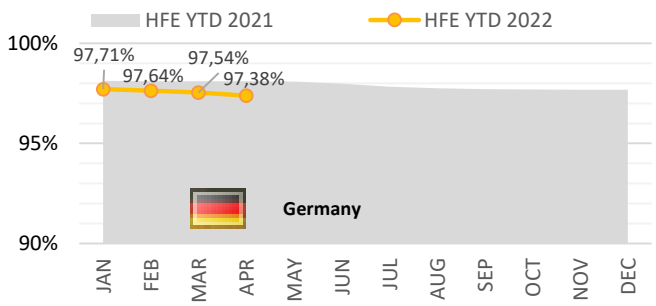
PI #4: HFE based on Actual at State level (incl. all days)

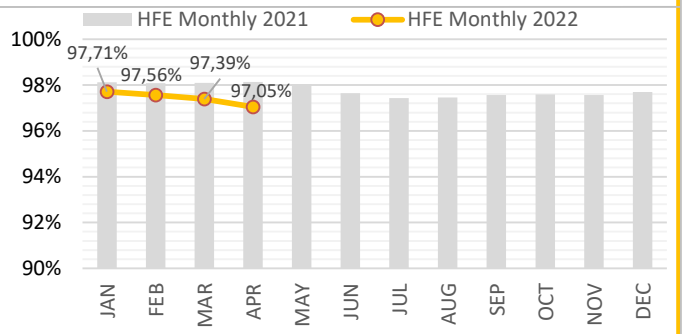


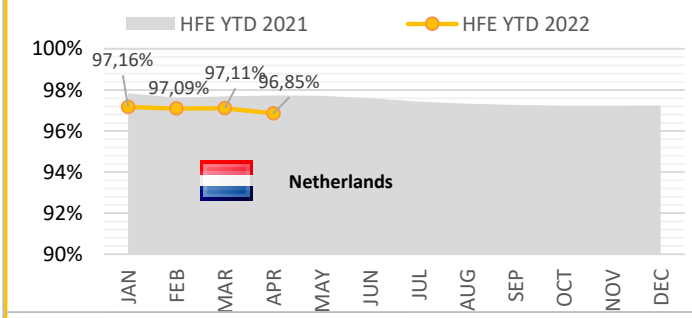


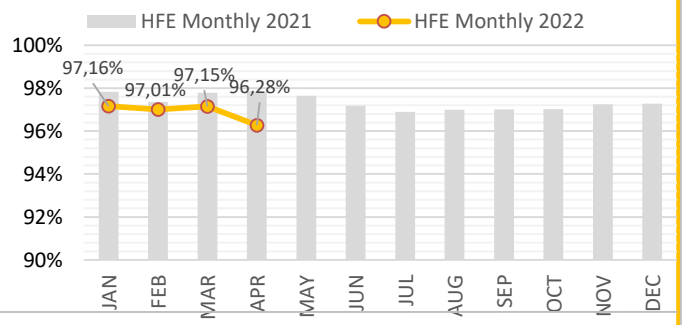


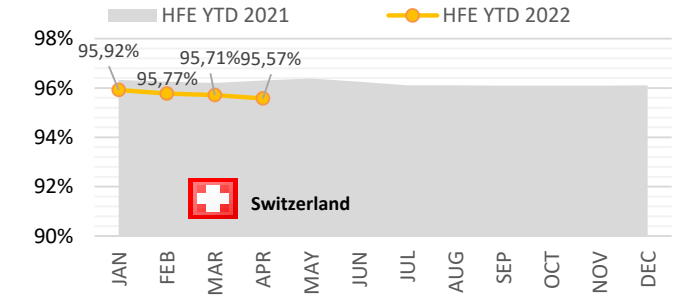


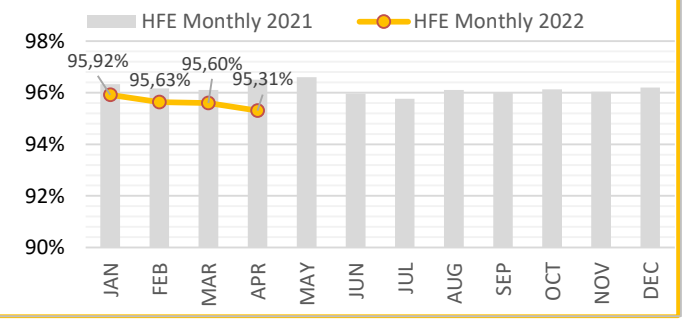




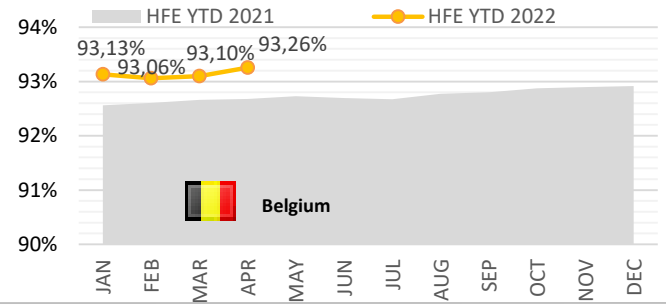


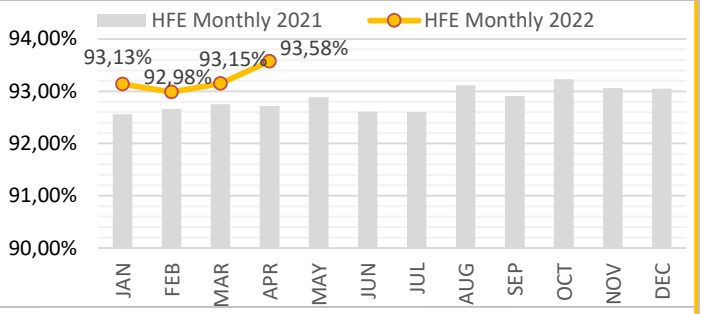


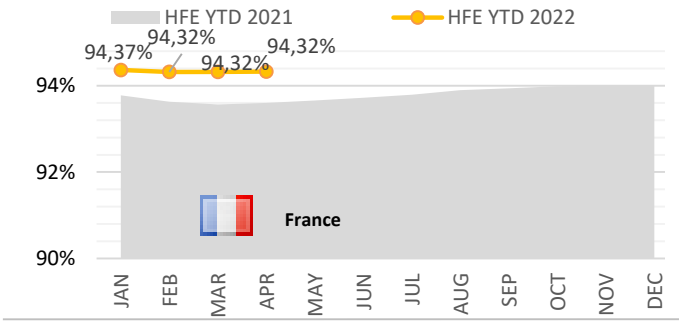


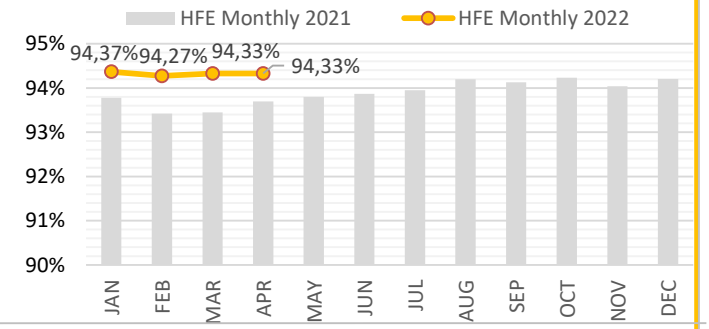


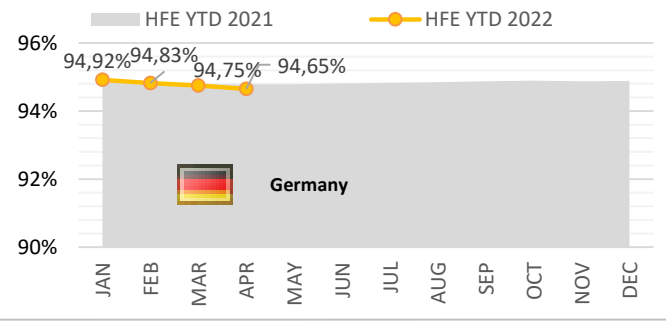
PI #5: HFE based on filed FPL at State level (incl. all days)

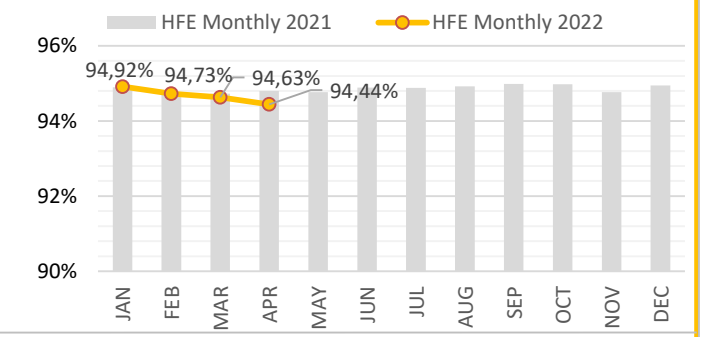


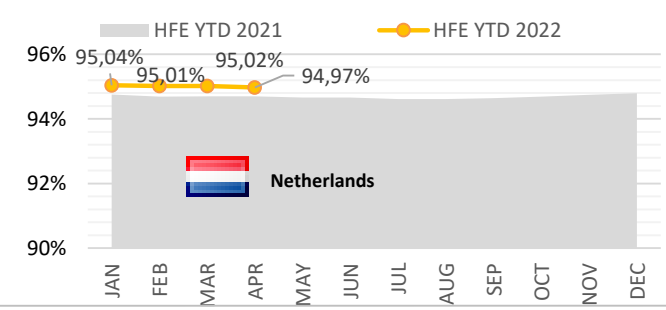


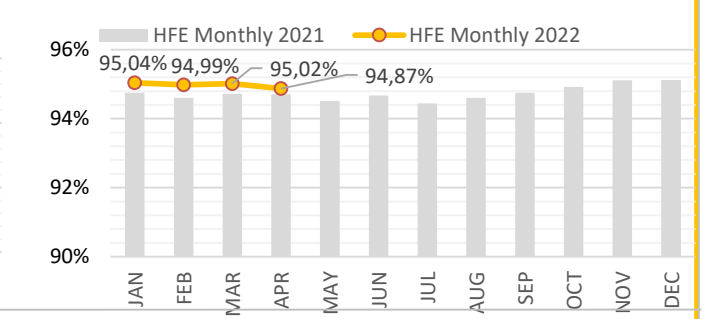


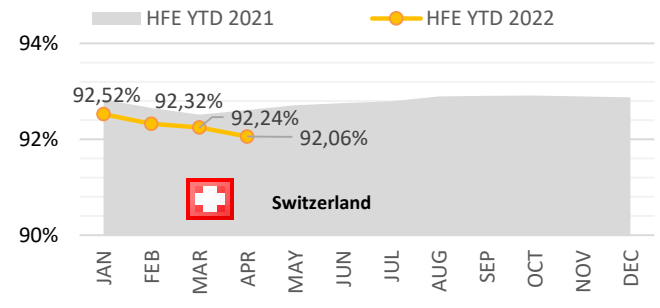


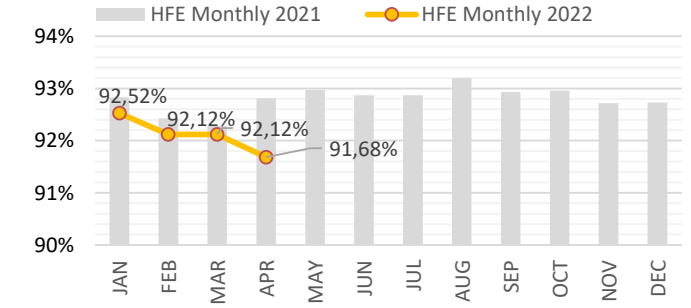










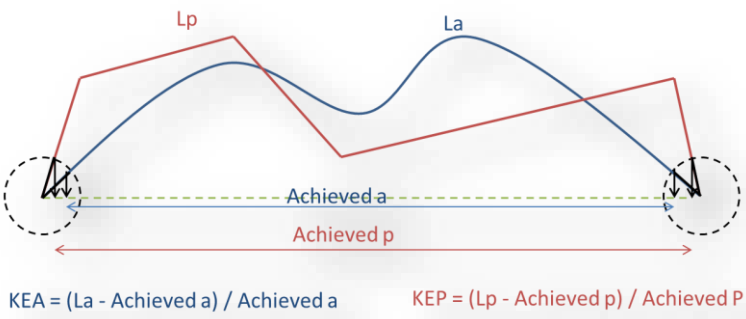


Glossary

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

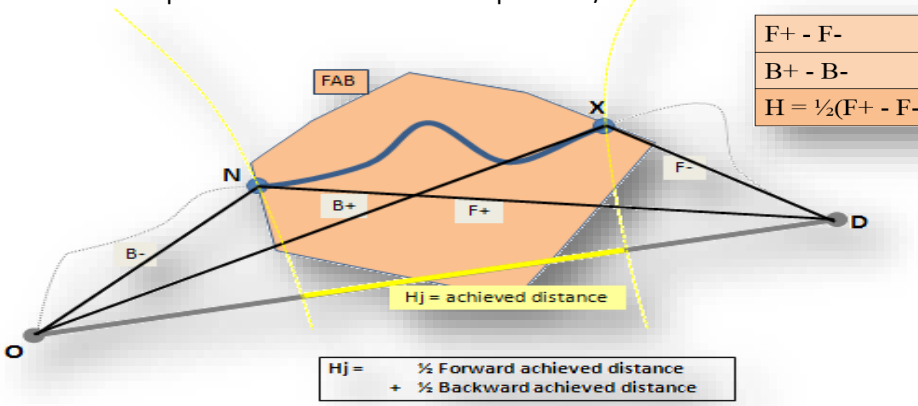
4 reference points are identified for KEP/KEA calculation :

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

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**

Status: **April 2022**

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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 PMG's attention.