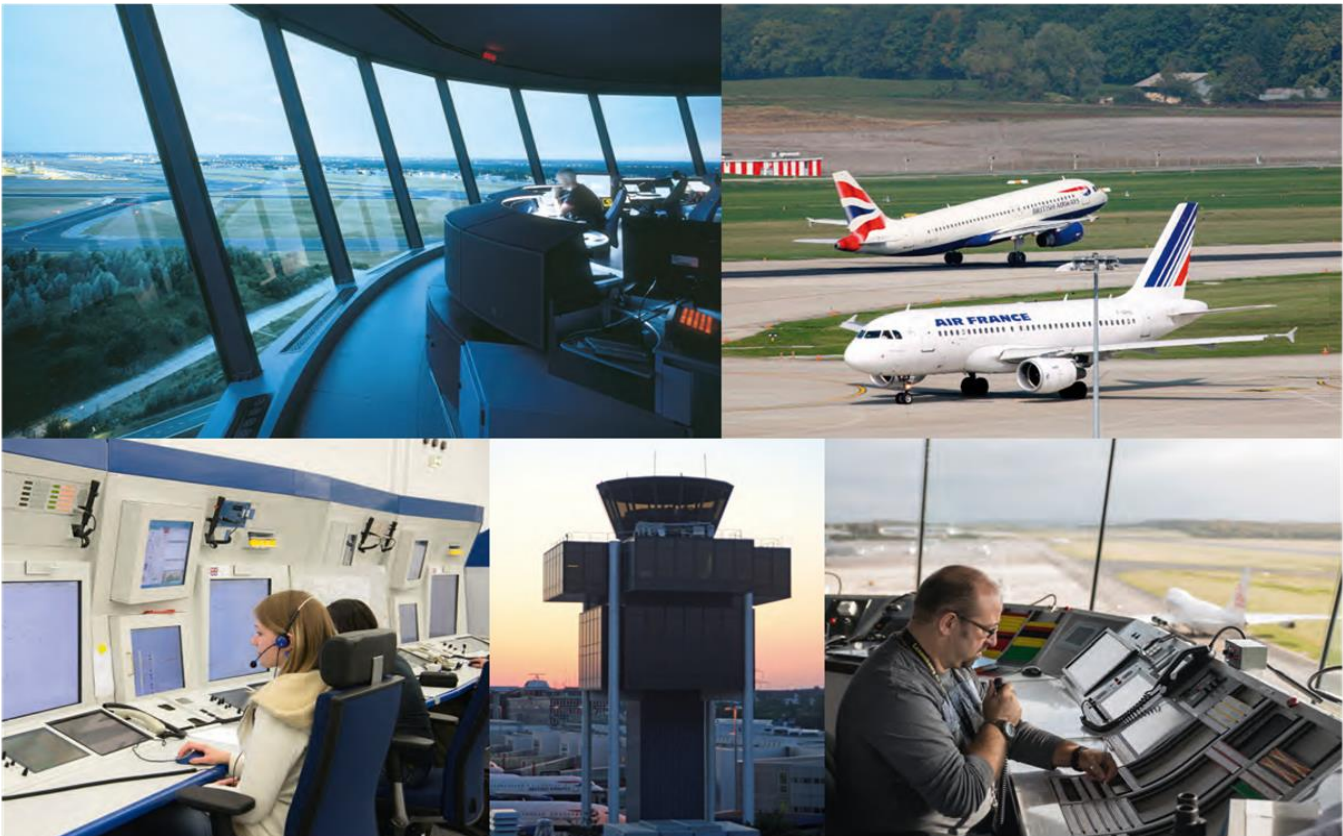




PERFORMANCE REPORT 2020 - 2024

ENVIRONMENT

November 2023



skyguide



making the difference

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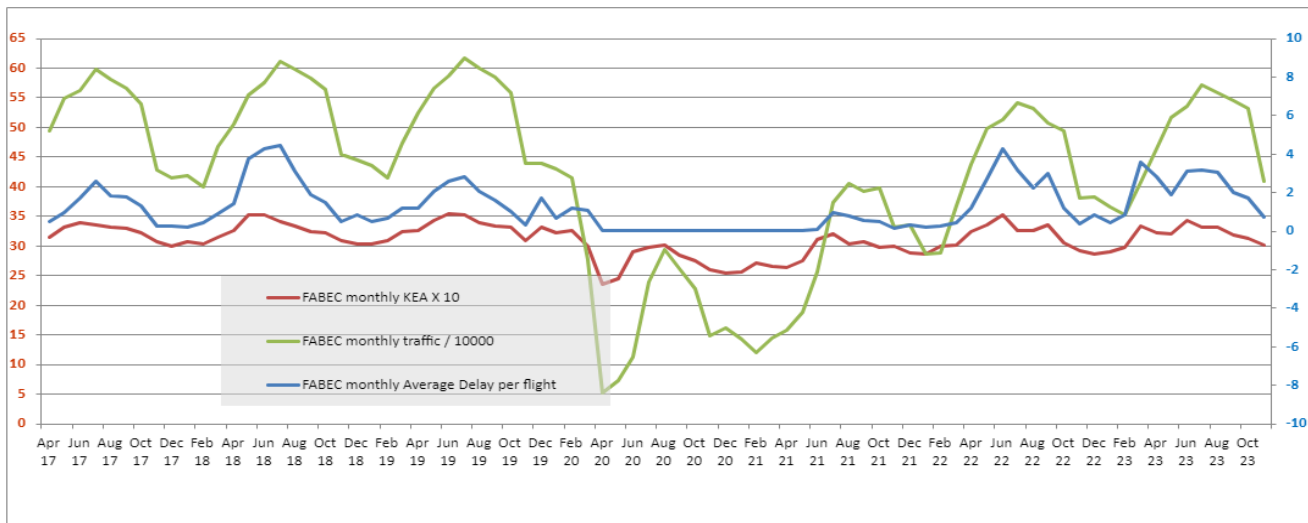
Description & Analysis

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 flown trajectory (expressed in KEA) was 96,84% for the period of December 2022 - November 2023, excluding the 10 best and 10 worst days. This value is 0.41pp less than the reference value (97,25%) and 0.01pp higher compared to the 12-month rolling average of November 2022 (96,83%). The rolling KEA indicator has been decreasing slowly but steadily during the last year from January to October 2022. In November 2022, the value increased slightly and remained unchanged until January 2023 (96,83%). Since January 2023, the value has been oscillating between 96,81% and 96,85%. The November 2023 value is the same compared to the previous month's value and 0.4pp less than the highest yearly rolling KEA value since 2015 reached in March and April 2021 (97,24%). In November 2023, the difference between KEA and KEP is 2.4pp, which is the same value compared to the difference value a 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 a monthly basis) has reached 96,99% in November 2023, which is 0.12pp higher compared to October 2023 (96,87%) and 0.66pp lower compared to April 2020 (97,65%), which is the highest value since January 2016. The KEA in November 2023 has decreased by 0.08pp compared to the same month in 2022 (KEA in November 2022 was 97,07%). The 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 94,44% for November 2023. It has increased by 0.11pp as compared to 94,33% in November 2022. The rolling average has been increasing slowly but steadily during the year of 2022 from 94,29% in May 2022 until it reached 94,36% in February 2023. In March and April, the value dropped to 94,34 and from April onwards the value increases every month. In October, the indicator reached its highest level in the year (94,44%) and remains unchanged in November.

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

The figure shows an increase of the flight efficiency indicator in November 2023 (94,56%) compared to one month prior (94,50%) and an increase in flight efficiency in November 2023 by 0.06pp compared to the value in November 2022 (94,56% in November 2023 vs 94,50% in November 2022).

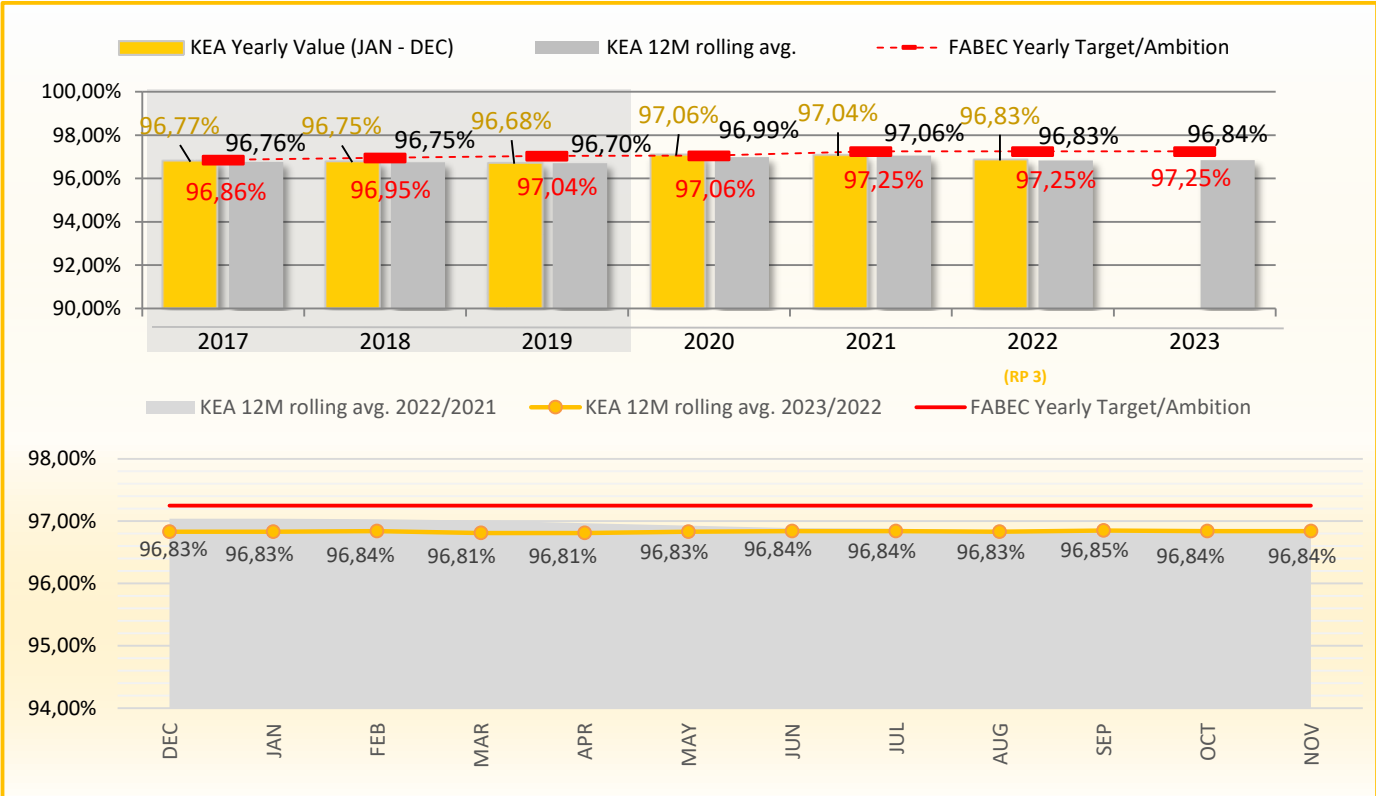
ENV PI#4: HFE based on Actual at State level (including all days)

At national level, all countries except Switzerland demonstrated an increase of flight efficiency based on actual trajectories in November 2023 compared to October 2023.

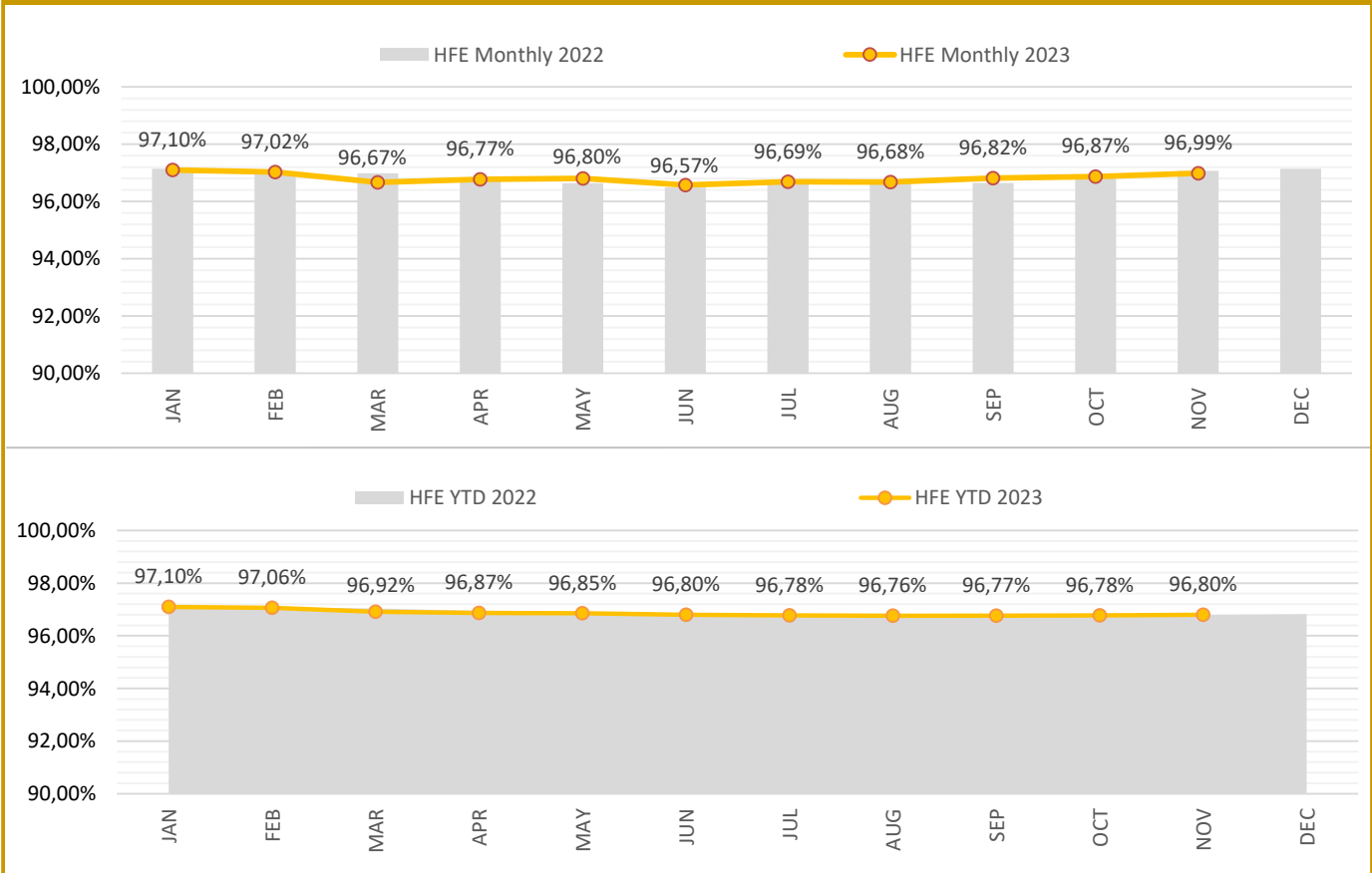
ENV PI#5: HFE based on Filed FPL at State level (including all days)

At national level, all countries except Switzerland demonstrated an increase in flight efficiency based on the filed FPL in November 2023 compared to October 2023.

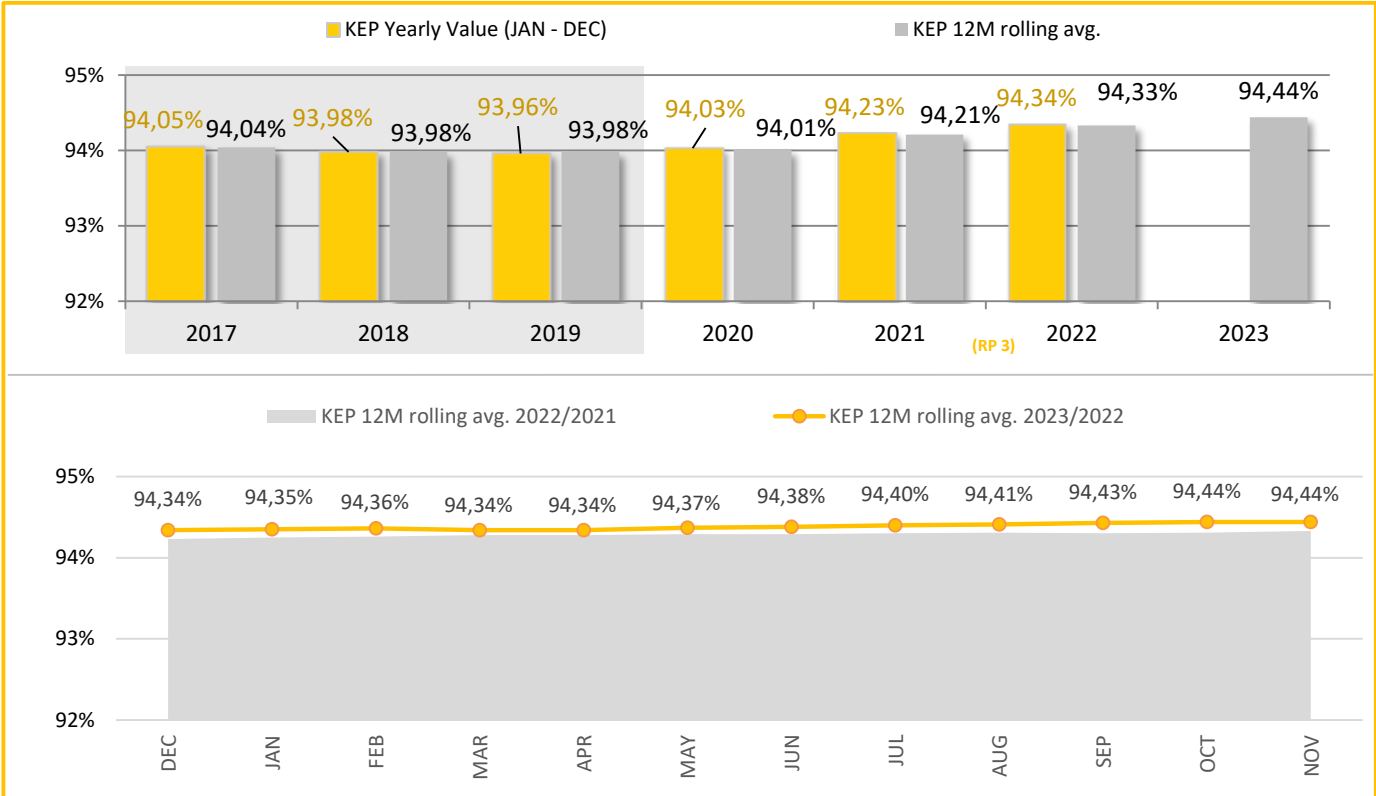
KPI #1: KEA/HFE at FABEC level (excl. 10 best/worst days)



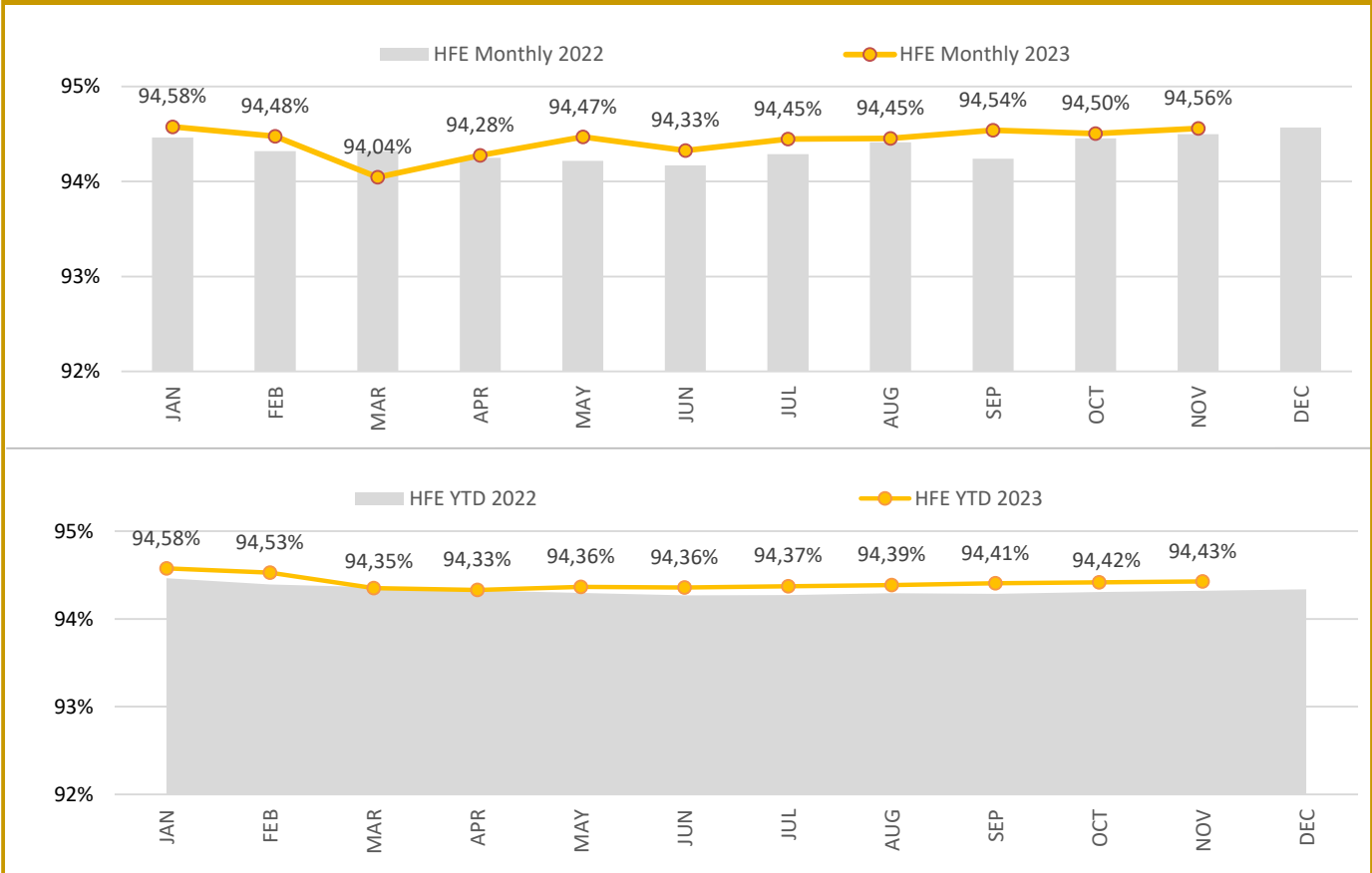
PI #1: HFE based on Actual at FABEC level (incl. all days)



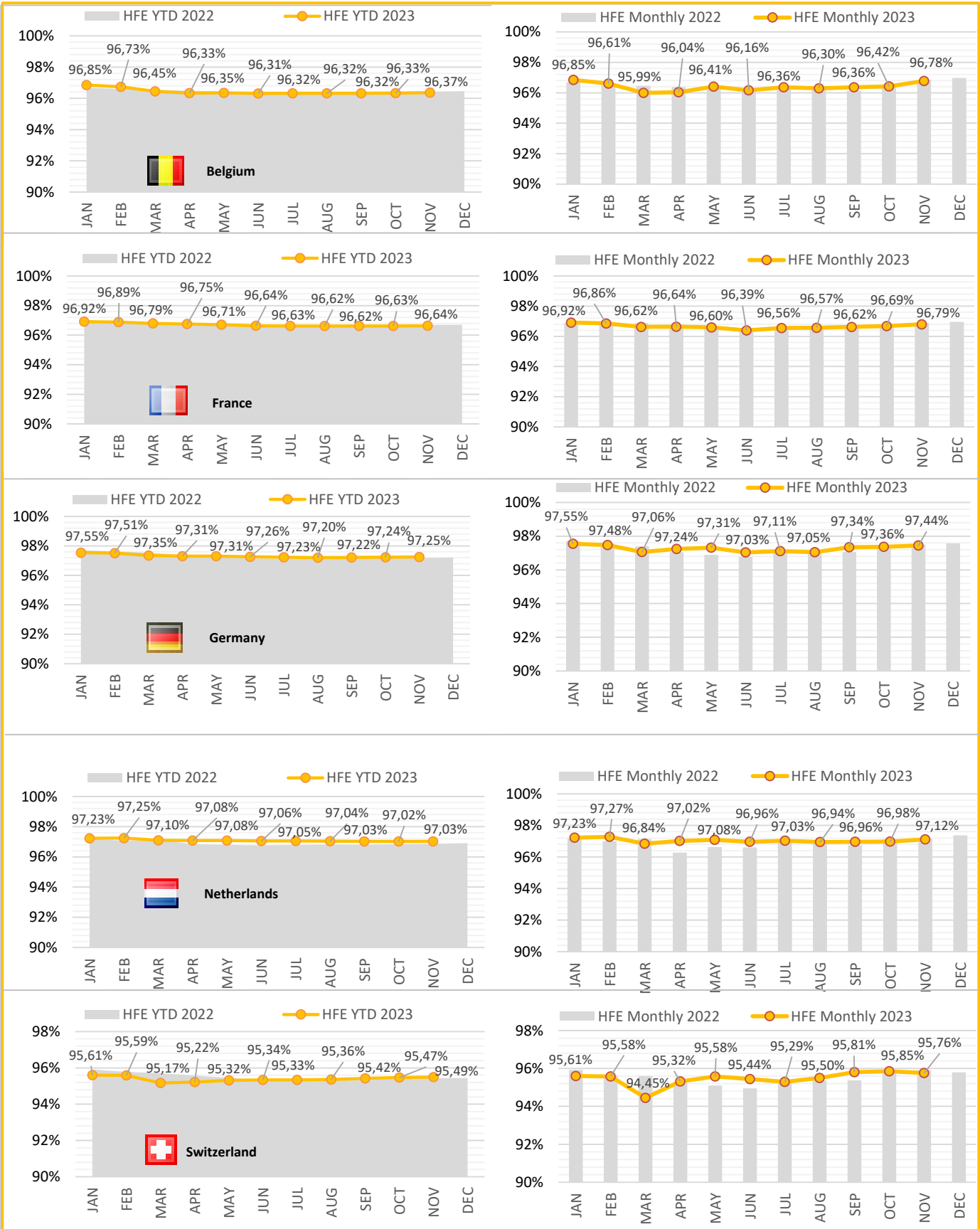
PI #2: KEP/HFE based on filed FPL at FABEC level (excl. 10 best/worst days)



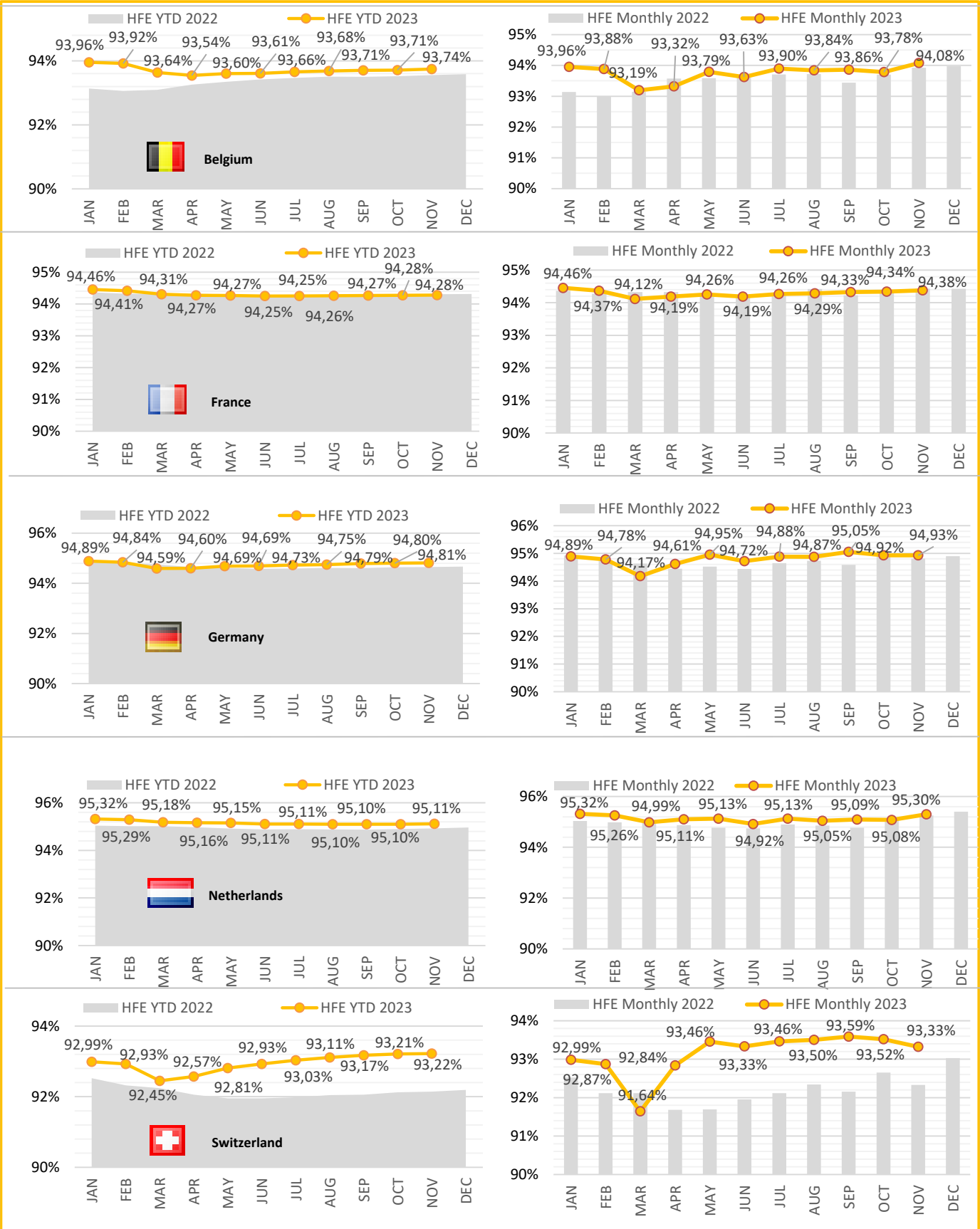
PI #3: HFE based on filed FPL at FABEC level (incl. all days)



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)

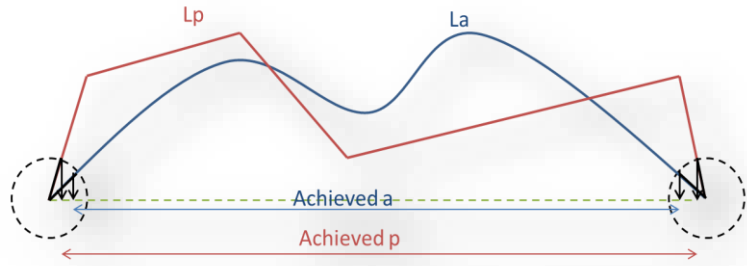


Glossary

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

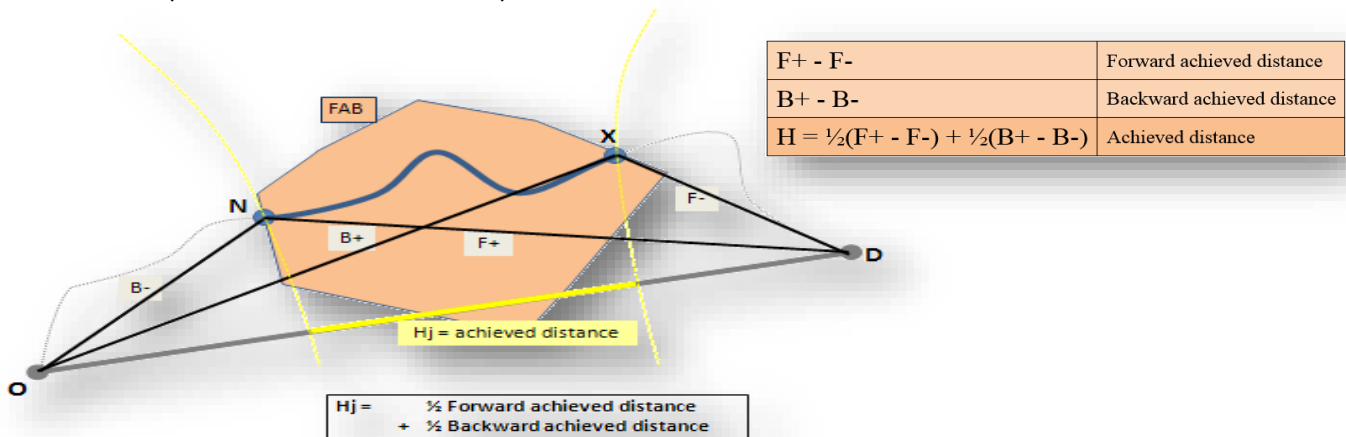
4 reference points are identified for KEP/KEA calculation :

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



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 of 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 Performance Plan |
| TMA - Terminal Manoeuvring Area, delimited by a 40 NM circle around the origin and destination airport. | |

FABEC Performance Report Environment:

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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.