



PERFORMANCE REPORT 2020 - 2024

ENVIRONMENT

February 2023



making the difference

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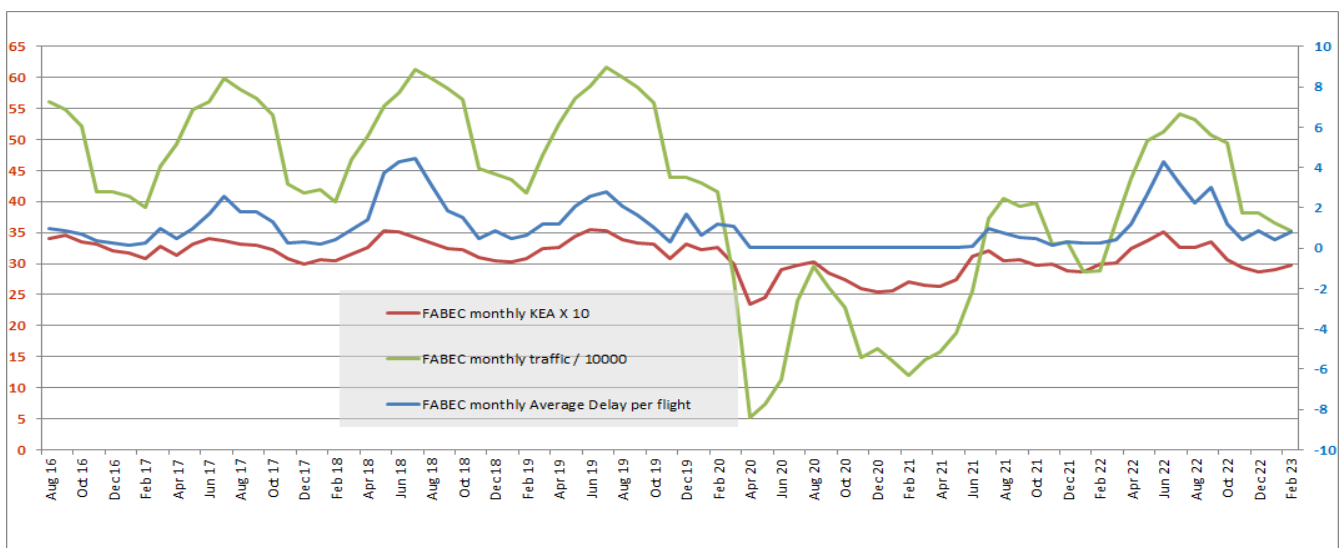
Description & Analysis

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 March 2022 - February 2023, excluding the 10 best and 10 worst days. This value is 0.41pp less than the reference value (97,25%) and 0.19pp less compared to the 12-month rolling average of February 2022 (97,03%). 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%). The value in February 2023 is 0.01pp higher than the value of one month prior and 0.4pp less than the highest yearly rolling KEA value since 2015 reached in March and April 2021 (97,24%). In February 2023, the difference between KEA and KEP is 2.48pp, which is the same as 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 a monthly basis) has reached 97,02% in February 2023, which is 0.08pp lower compared to January 2023 (97,10%) and 0.63pp lower compared to April 2020 (97,65%), which is the highest value since January 2016. The KEA in February 2023 has slightly increased by 0.01pp compared to the same month in 2022 (KEA in February 2022 was 97,01%). 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 94,36% for February 2023. It has increased by 0.1pp as compared to 94,26% in February 2022. The rolling average has been increasing slowly but steadily during the year of 2022 from 94,28% in March 2022 until it reached 94,36% in February 2023.

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

The figure shows an decrease of flight efficiency in February 2023 (94,48%) by 0.1pp compared to January 2023 (94,58%) and a significant increase in flight efficiency in February 2023 by 0.16pp compared to the value in February 2022 (94,48% in February 2023 vs 94,32% in February 2022).

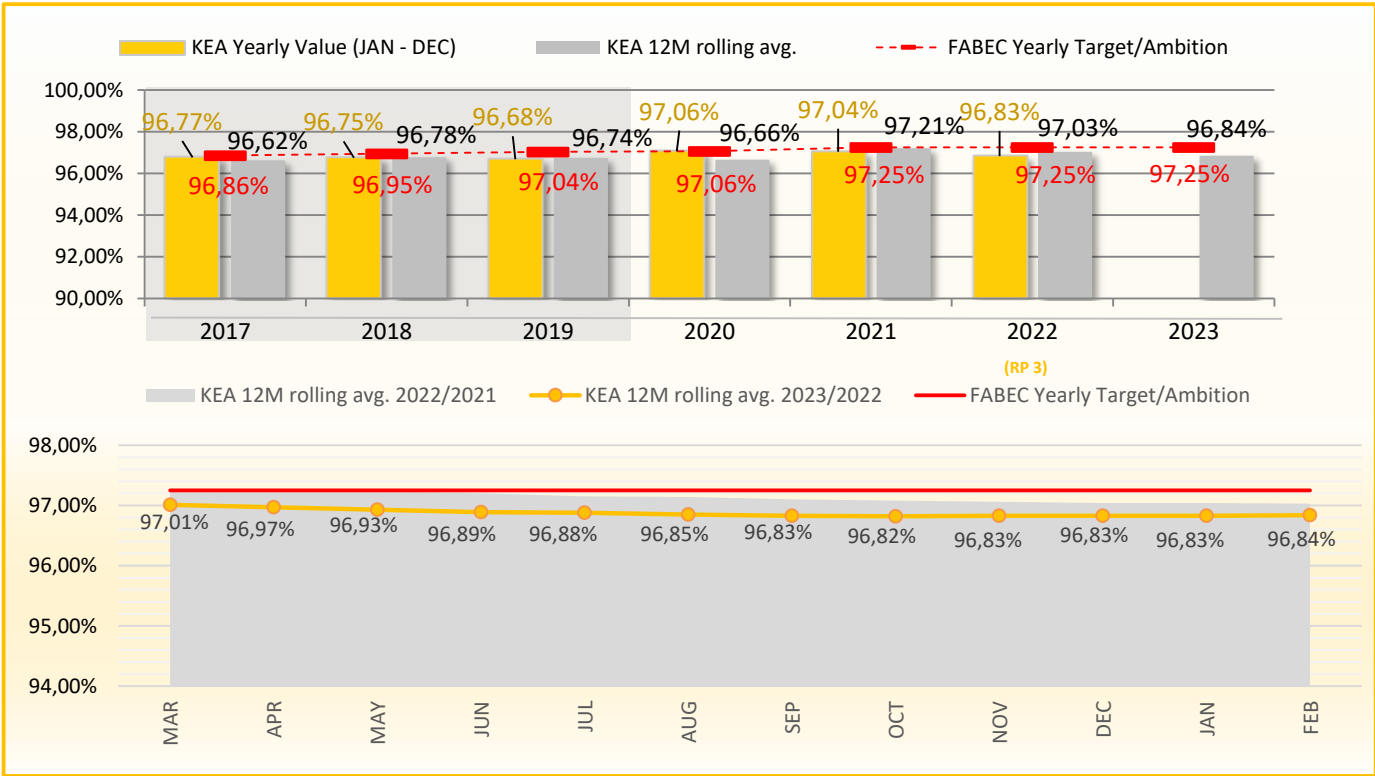
ENV PI#4: HFE based on Actual at State level (including all days)

At national level, all countries except Netherlands demonstrated an decrease of flight efficiency based on actual trajectories in February 2023 compared to January 2023.

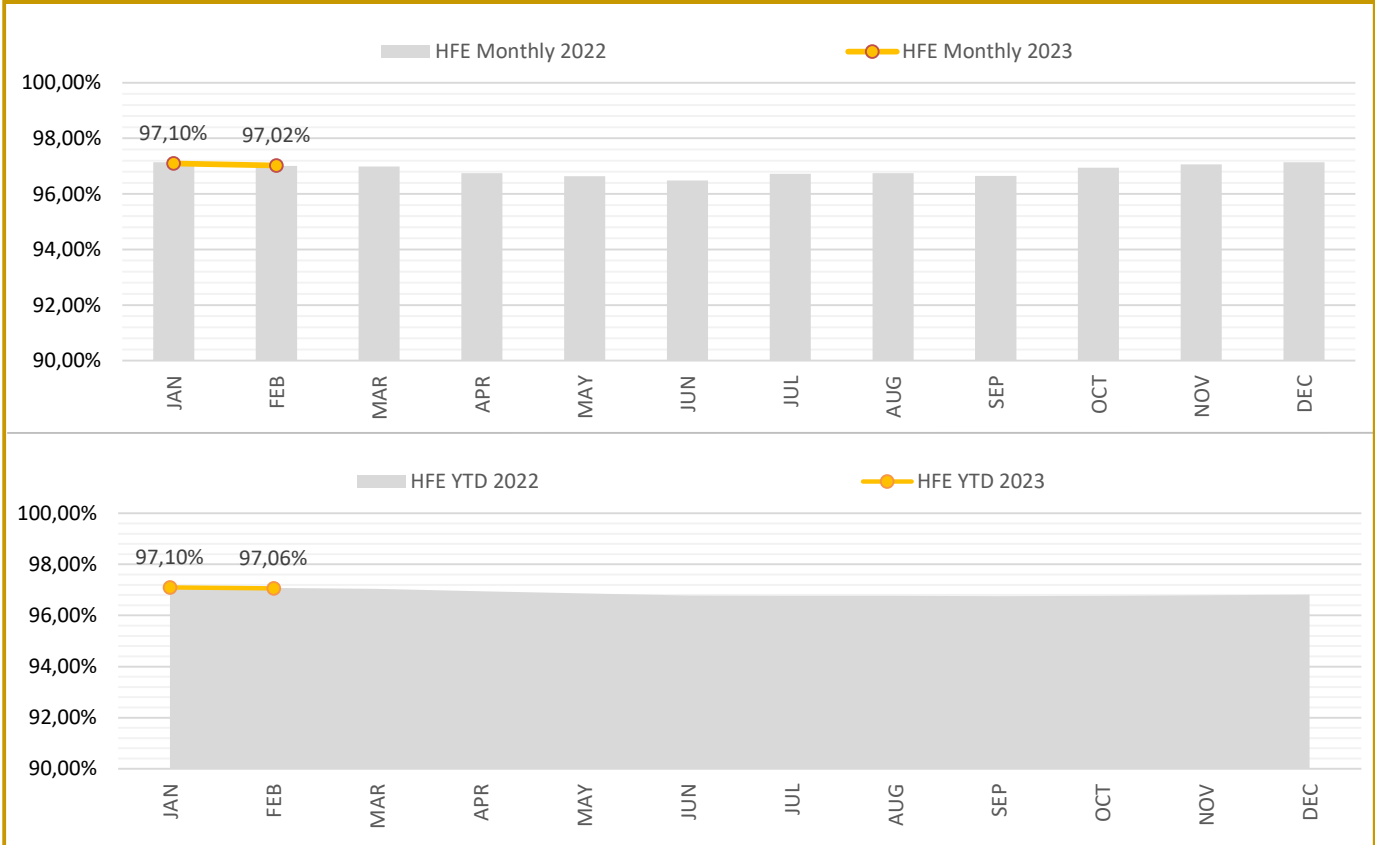
ENV PI#5: HFE based on Filed FPL at State level (including all days)

At national level, all countries demonstrated an decrease in flight efficiency based on the filed FPL in February 2023 compared to January 2023.

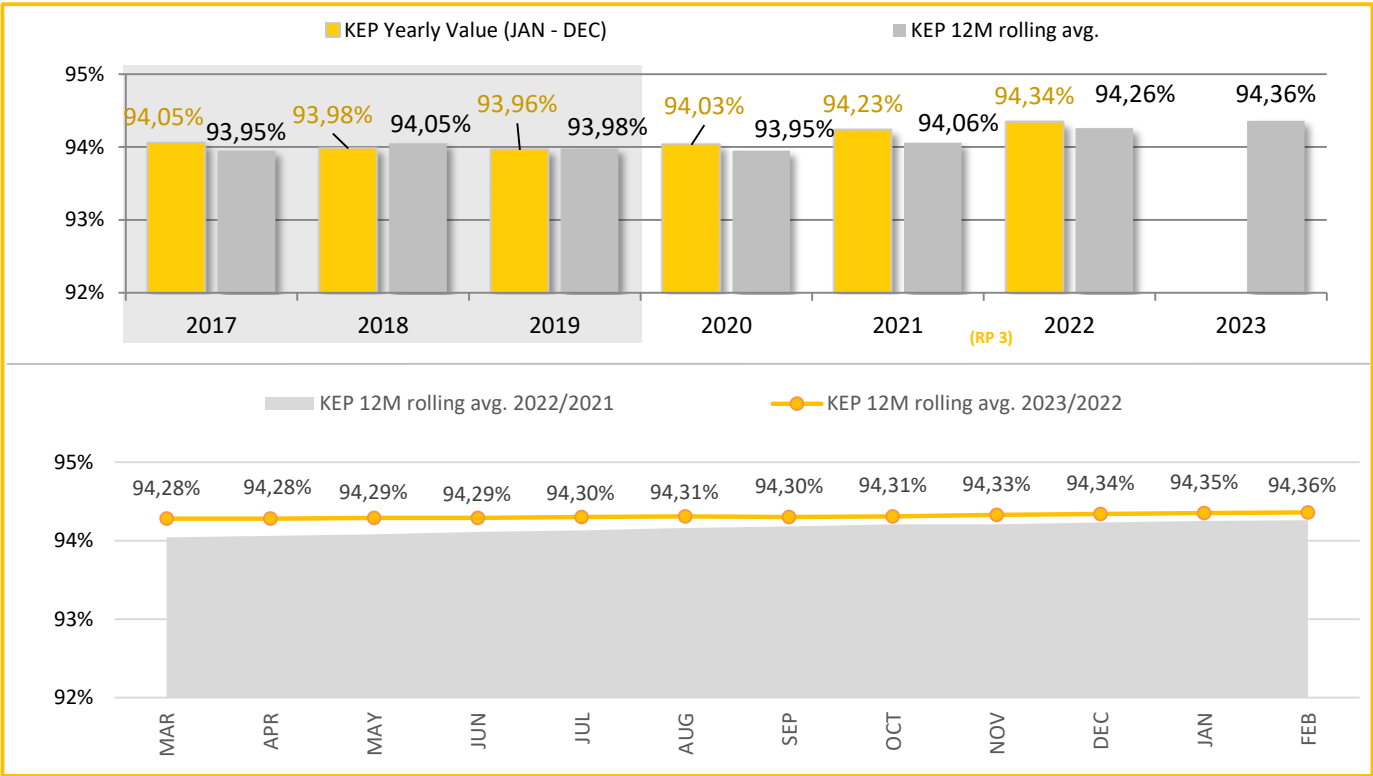
KPI #1: KEA/HFE at FABEC level (excl. 10 best/worst days)



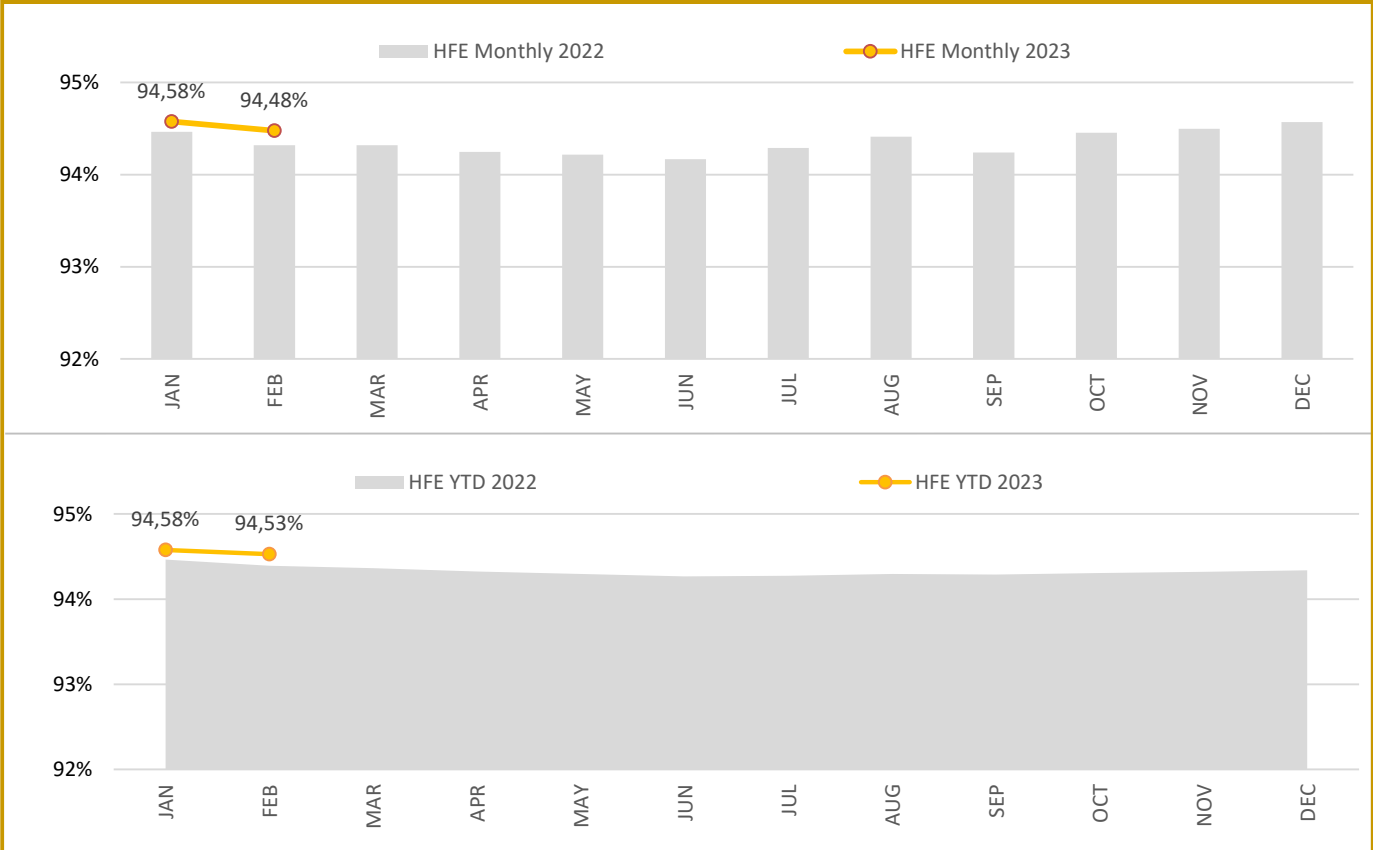
PI #1: HFE based on Actual at FABEC level (incl. all days)



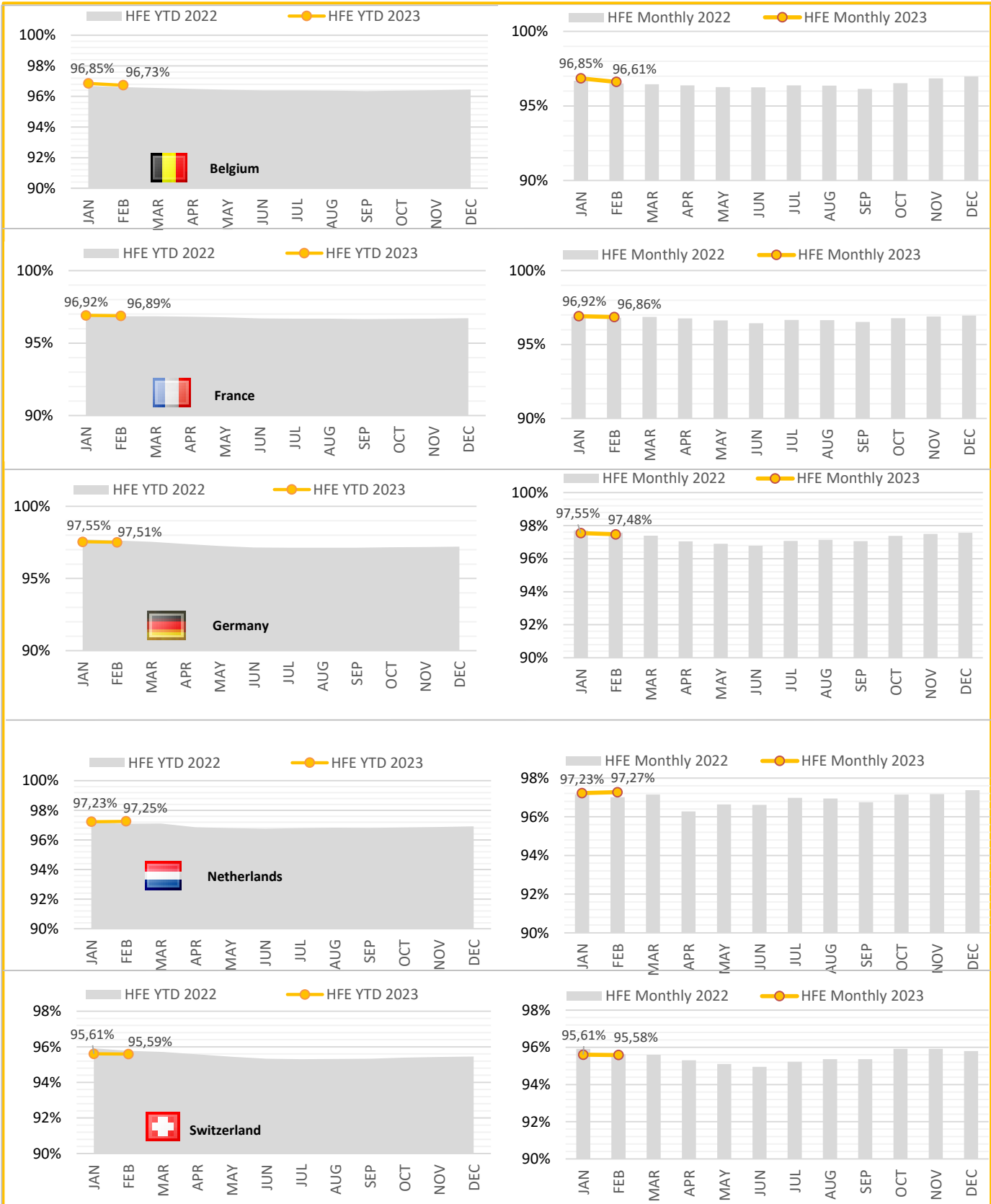
PI #2: KEP/HFE based on filed FPL at FABEC level (excl. 10 best/worst days)



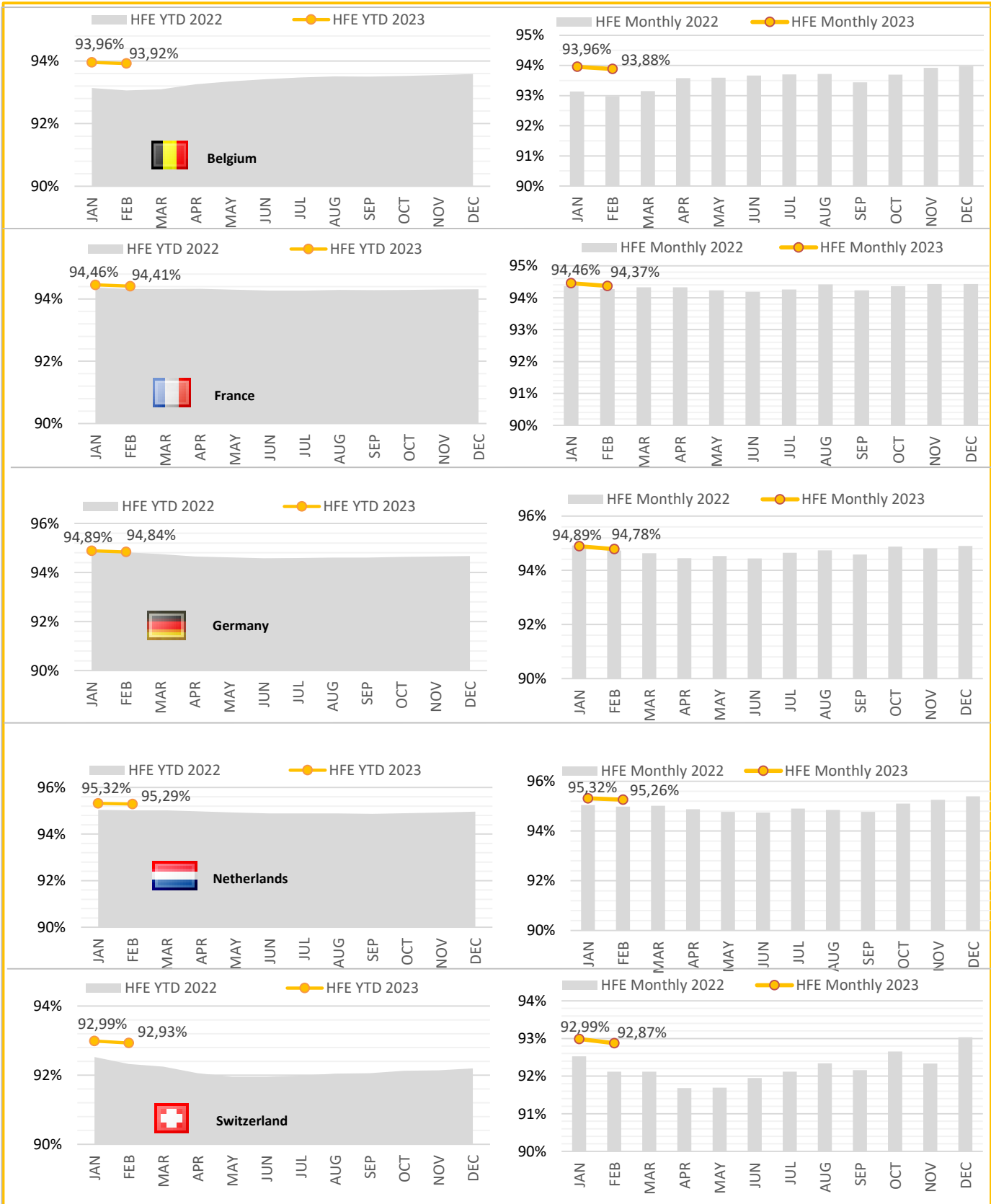
PI #3: HFE based on filed FPL at FABEC level (incl. all days)



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)

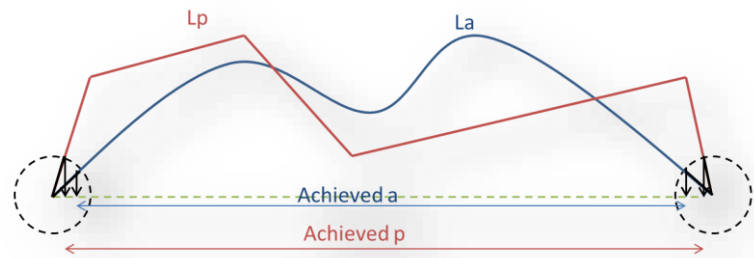


Glossary

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

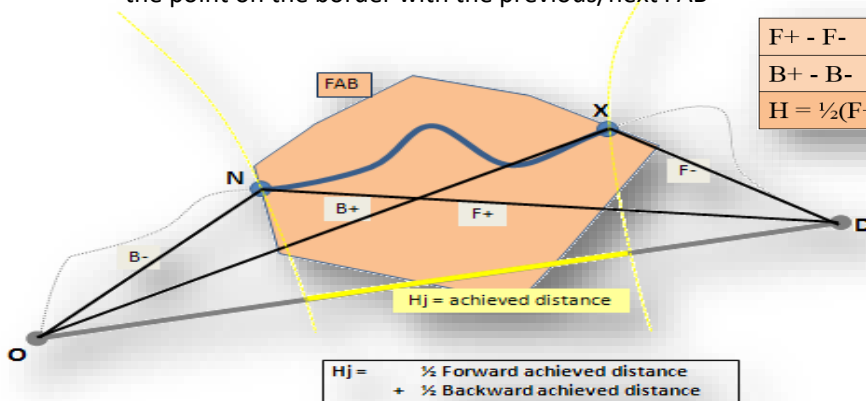
4 reference points are identified for KEP/KEA calculation :

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



F+ - F-	Forward achieved distance
B+ - B-	Backward achieved distance
$H = \frac{1}{2}(F+ - F-) + \frac{1}{2}(B+ - B-)$	Achieved distance

$$H_j = \frac{1}{2} \text{ Forward achieved distance} + \frac{1}{2} \text{ Backward achieved distance}$$

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 PMG's attention.