



PERFORMANCE REPORT 2020 - 2024

ENVIRONMENT

April 2023



making the difference

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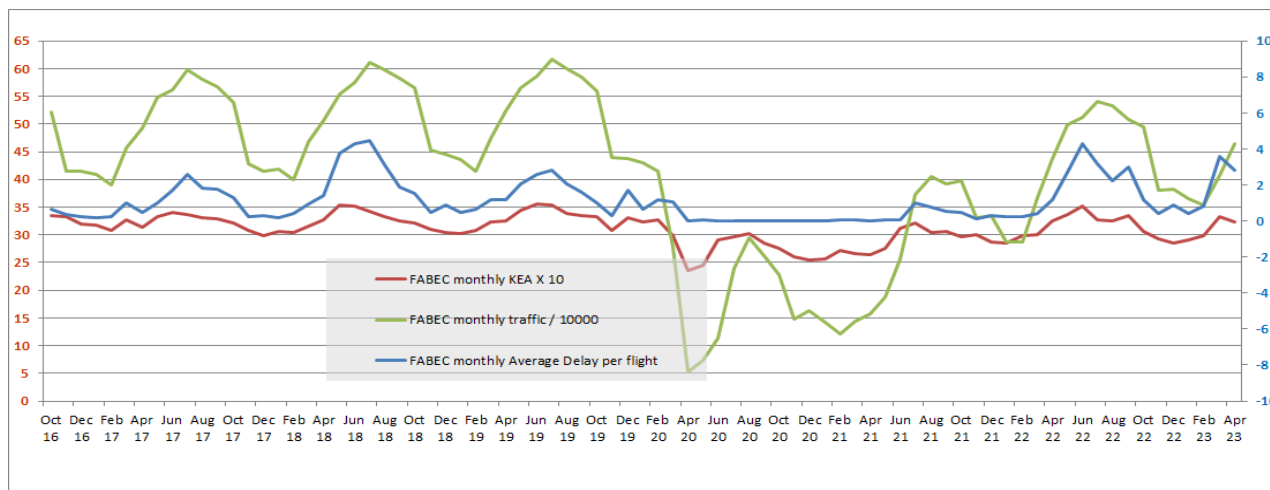
Description & Analysis

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 96,81% for the period of May 2022 - April 2023, excluding the 10 best and 10 worst days. This value is 0.44pp less than the reference value (97,25%) and 0.16pp less compared to the 12-month rolling average of April 2022 (96,97%). 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%). In February, the value increased slightly again (96.84%) and from March on, it is the lowest value since July 2021 (96,80%). The value in April 2023 is the same as the value of one month prior and 0.43pp less than the highest yearly rolling KEA value since 2015 reached in March and April 2021 (97,24%). In April 2023, the difference between KEA and KEP is 2.47pp, which is the same as the 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 96,77% in April 2023, which is 0.1pp higher compared to March 2023 (96,67%) and 0.12pp lower compared to April 2020 (97,65%), which is the highest value since January 2016. The KEA in April 2023 has slightly increased by 0.02pp compared to the same month in 2022 (KEA in April 2022 was 96,75%). 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 94,34% for April 2023. It has increased by 0.06pp as compared to 94,28% in April 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 and then slightly decreased in March 2023 and remained on the the same level in April 2023.

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

The figure shows an significant increase of flight efficiency in April 2023 (94,28%) by 0.24pp compared to March 2023 (94,04%) and a slight increase in flight efficiency in April 2023 by 0.03pp compared to the value in April 2022 (94,28% in April 2023 vs 94,25% in April 2022).

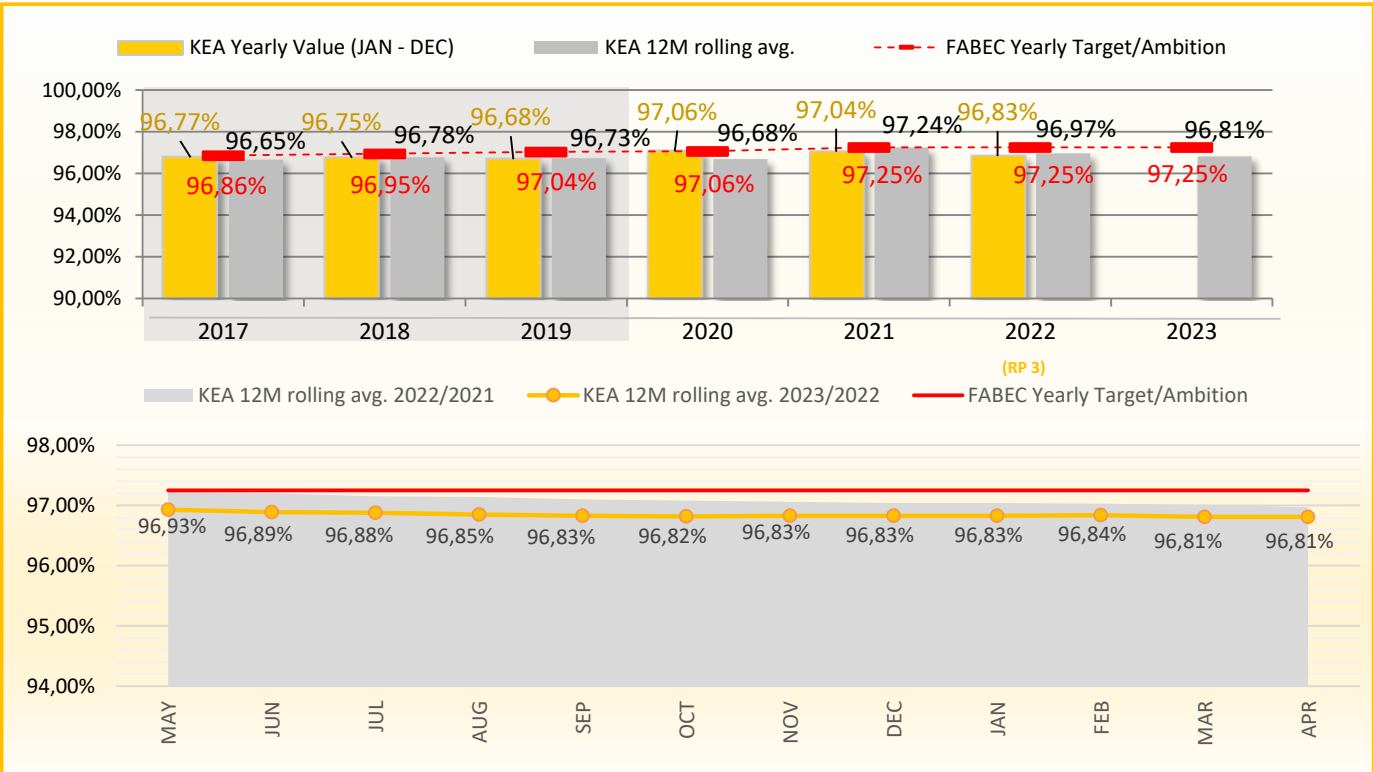
ENV PI#4: HFE based on Actual at State level (including all days)

At national level, all countries demonstrated an increase of flight efficiency based on actual trajectories in April 2023 compared to March 2023.

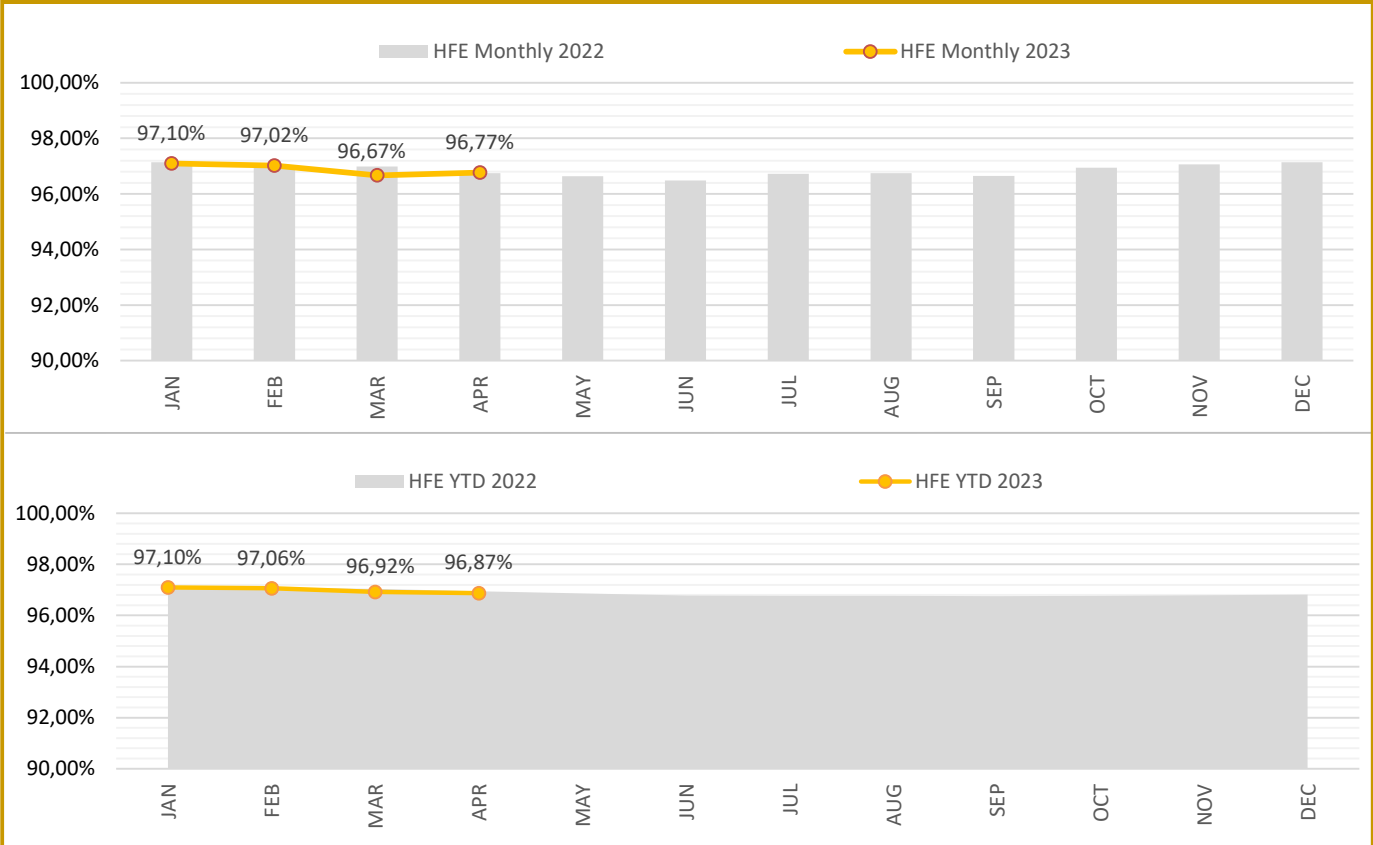
ENV PI#5: HFE based on Filed FPL at State level (including all days)

At national level, all countries demonstrated an increase in flight efficiency based on the filed FPL in April 2023 compared to March 2023.

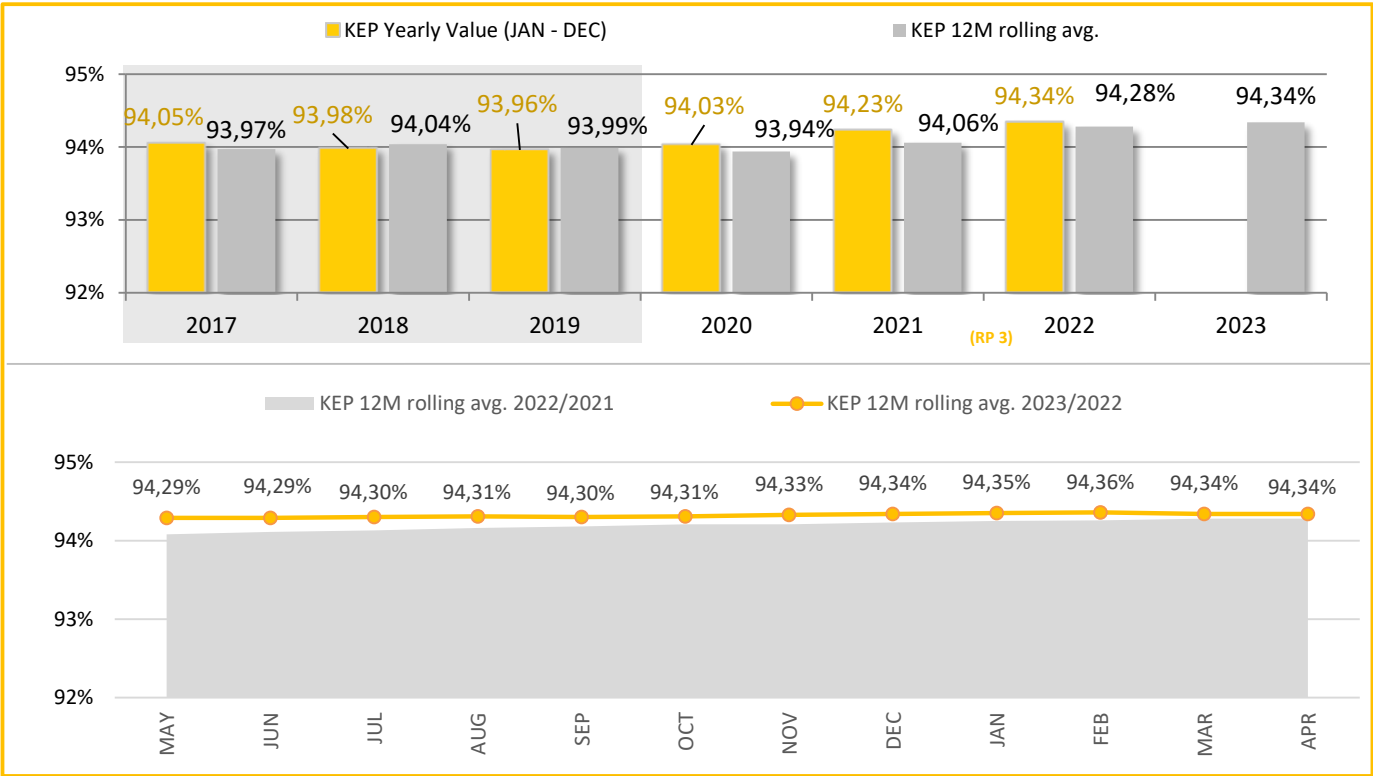
KPI #1: KEA/HFE at FABEC level (excl. 10 best/worst days)



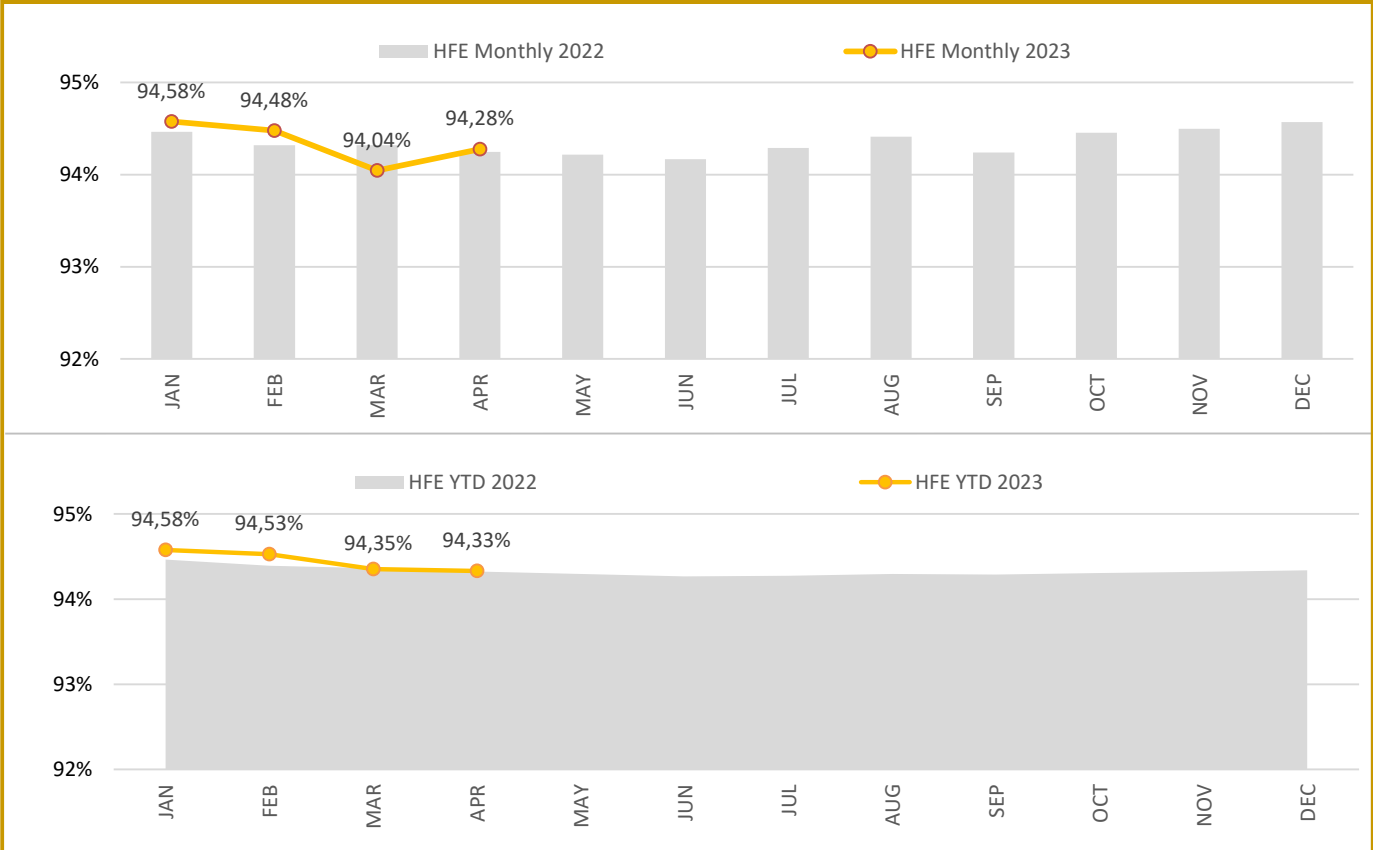
PI #1: HFE based on Actual at FABEC level (incl. all days)



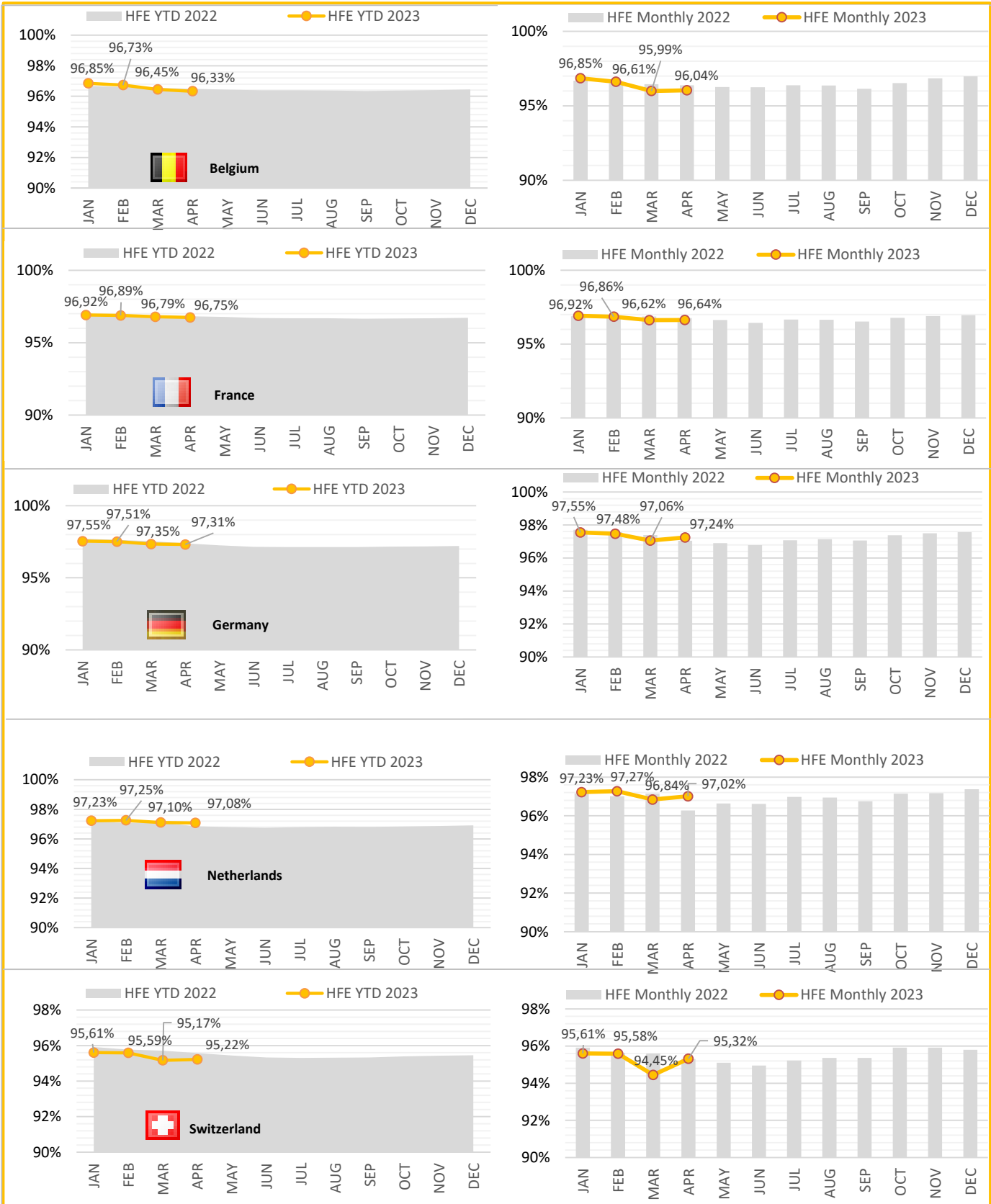
PI #2: KEP/HFE based on filed FPL at FABEC level (excl. 10 best/worst days)



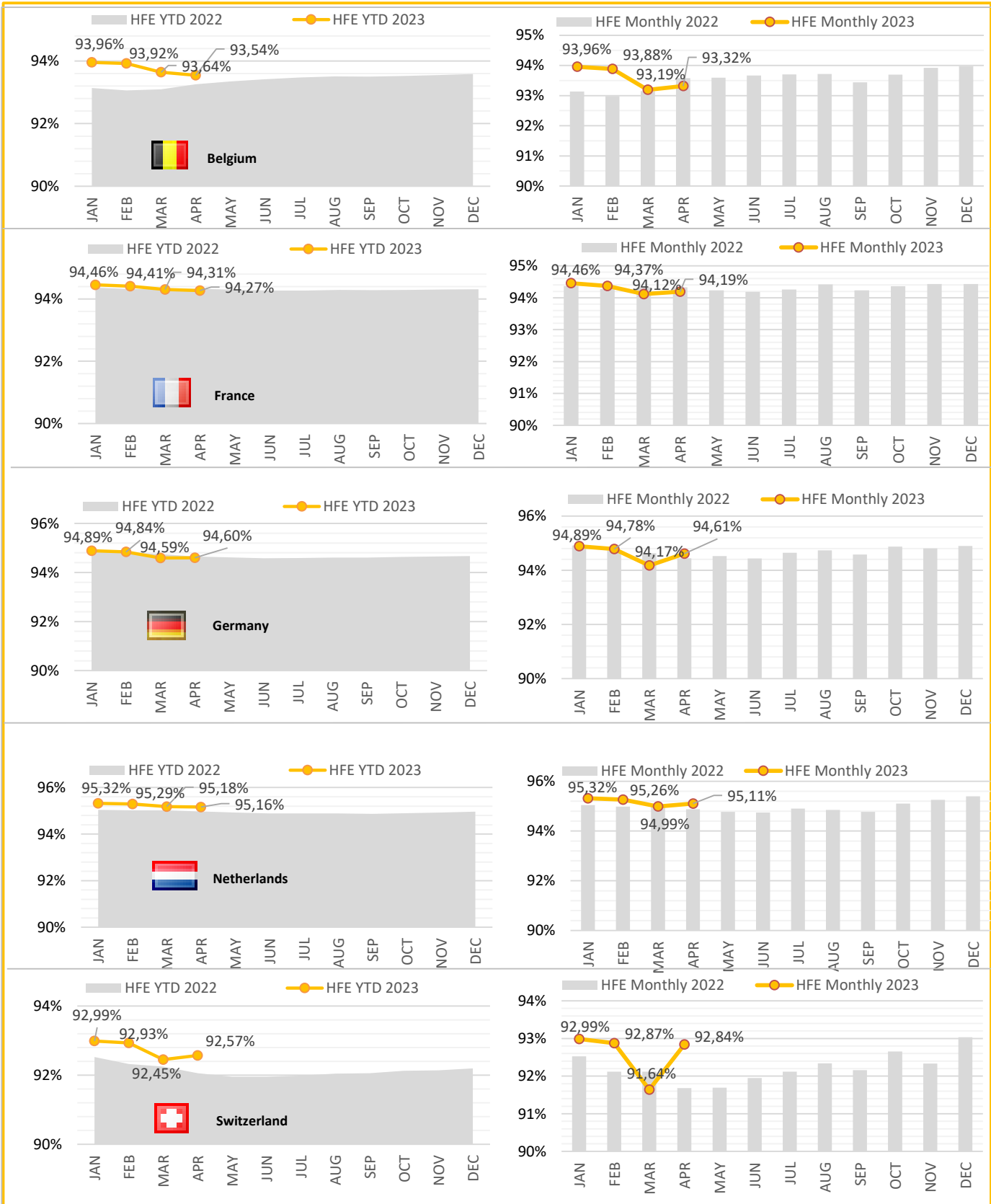
PI #3: HFE based on filed FPL at FABEC level (incl. all days)



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

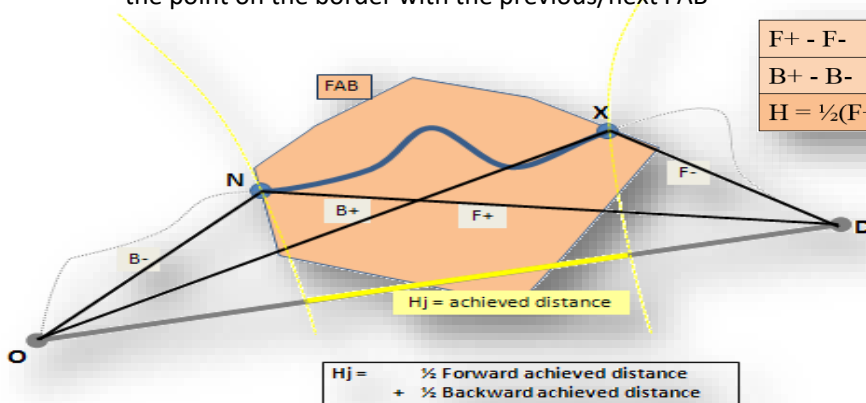
4 reference points are identified for KEP/KEA calculation :

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.