FABEC

PERFORMANCE REPORT 2020 - 2024

ENVIRONMENT

September 2023

making the difference

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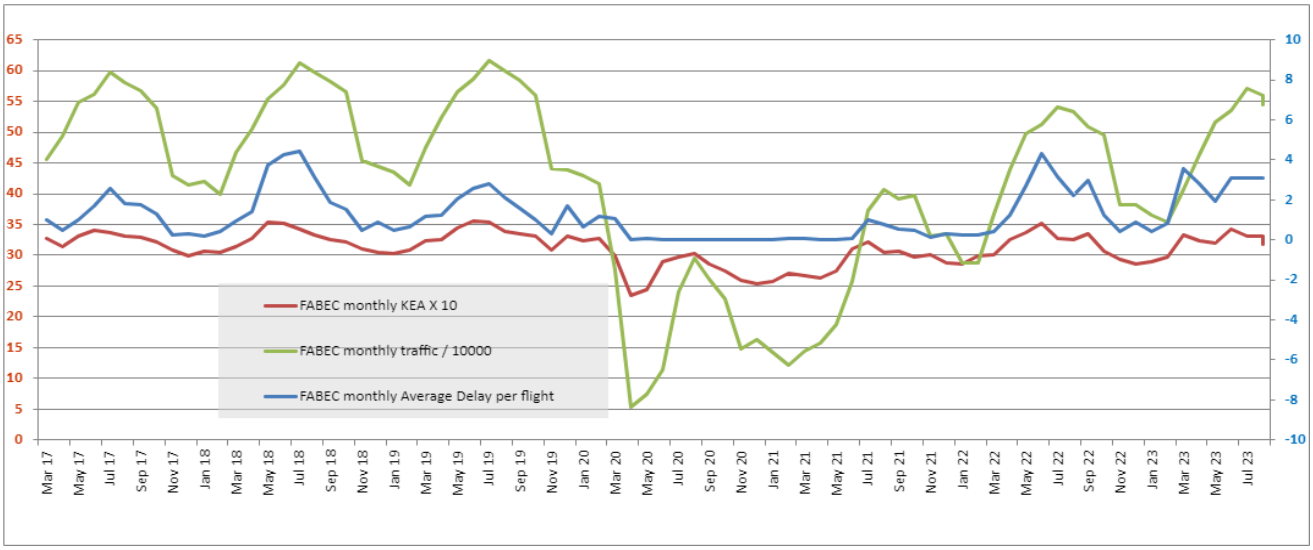
Description & Analysis

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 96,85% for the period of October 2022 - September 2023, excluding the 10 best and 10 worst days. This value is 0.4pp less than the reference value (97,25%) and 0.02pp higher compared to the 12-month rolling average of September 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 96,84%. The September 2023 value is 0,02pp higher compared to the previous month's value and 0.39pp less than the highest yearly rolling KEA value since 2015 reached in March and April 2021 (97,24%). The September value is the highest value in the year. In September 2023, the difference between KEA and KEP is 2.42pp, which is the the same value as the 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 96,82% in September 2023, which is 0.14pp higher compared to August 2023 (96,68%) and 0.83pp lower compared to April 2020 (97,65%), which is the highest value since January 2016. The KEA in September 2023 has increased by 0.17pp compared to the same month in 2022 (KEA in September 2022 was 96,65%). 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 94,43% for September 2023. It has increased by 0.13pp as compared to 94,30% in September 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 September, the indicator reached its highest level in the year (94,43%).

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 September 2023 (94,54%) compared to one month prior (94,45%) and an increase in flight efficiency in September 2023 by 0.3pp compared to the value in September 2022 (94,54% in September 2023 vs 94,24% in September 2022).

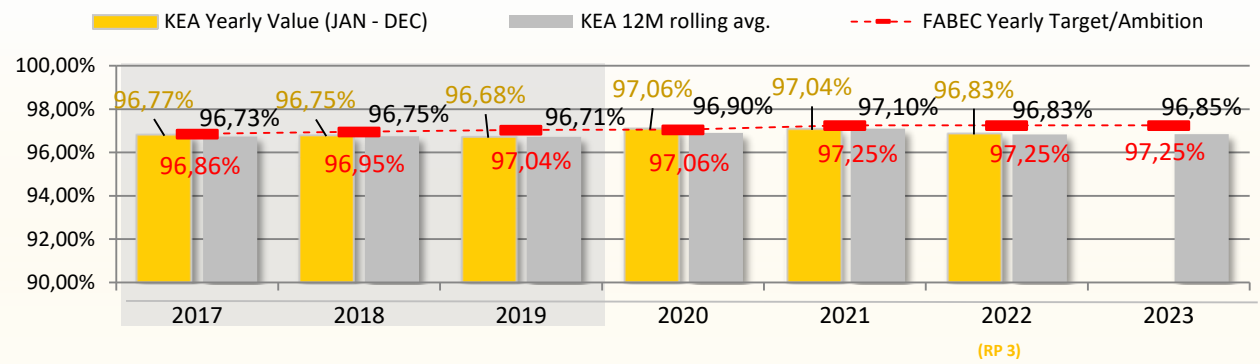
ENV PI#4: HFE based on Actual at State level (including all days)

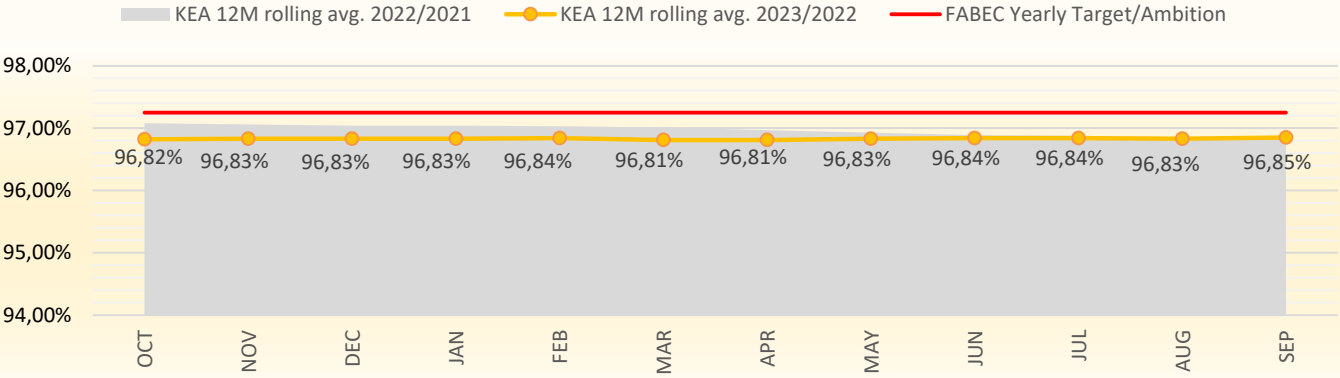
At national level, all countries demonstrated an increase of flight efficiency based on actual trajectories in September 2023 compared to August 2023.

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

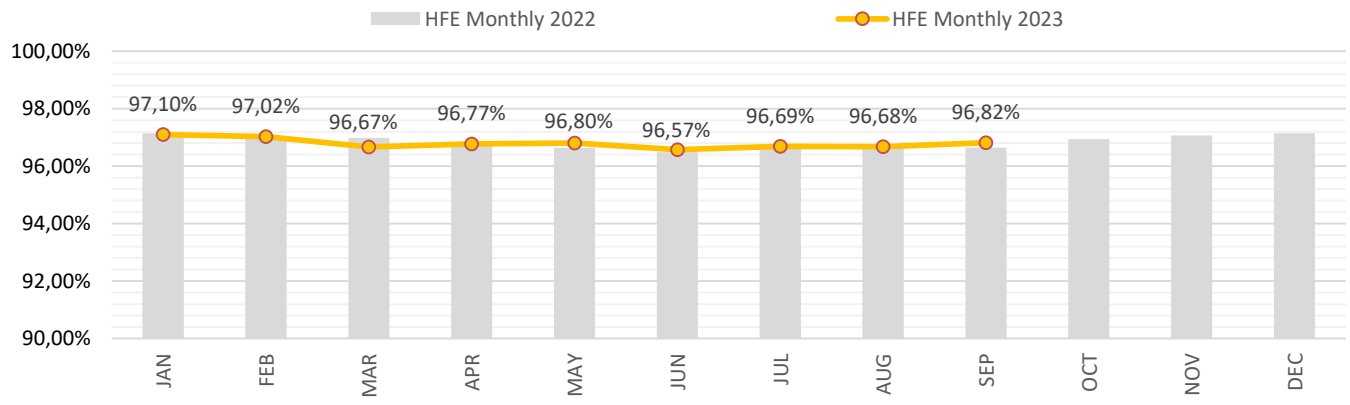
At national level, all countries demonstrated an increase in flight efficiency based on the filed FPL in September 2023 compared to August 2023.

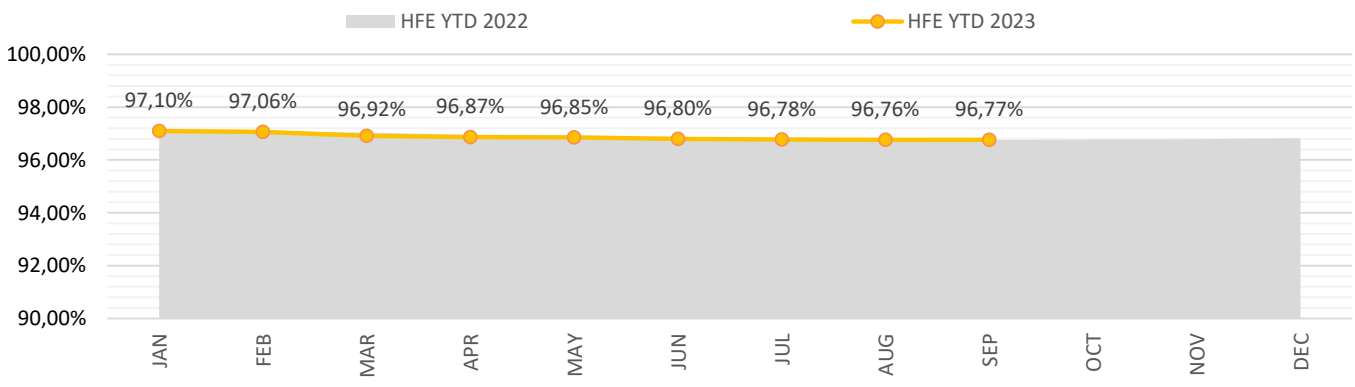
KPI #1: KEA/HFE at FABEC level (excl. 10 best/worst days)



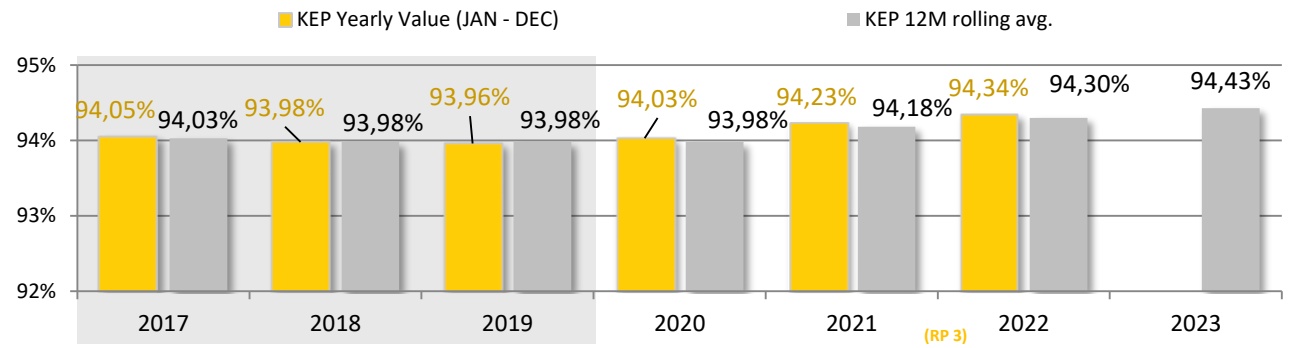


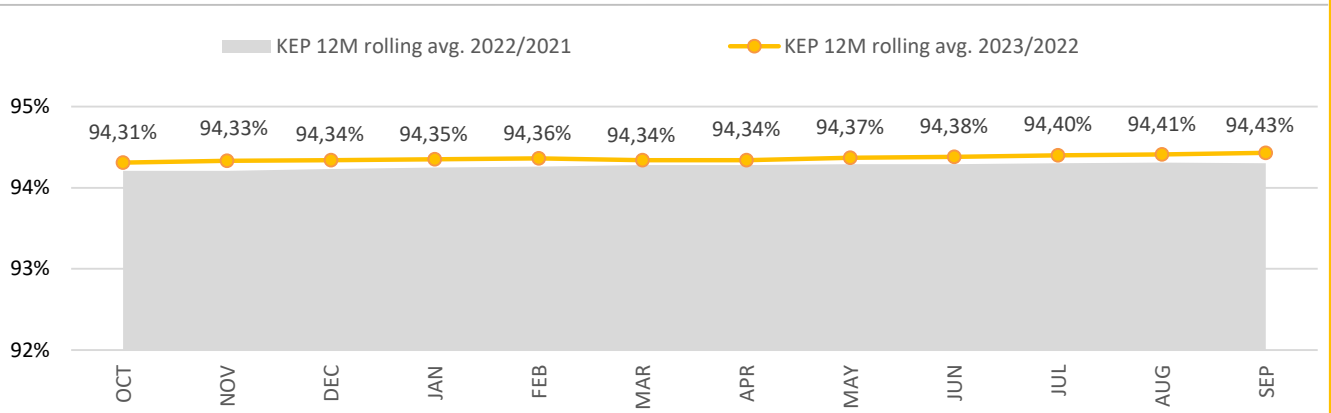
PI #1: HFE based on Actual at FABEC level (incl. all days)



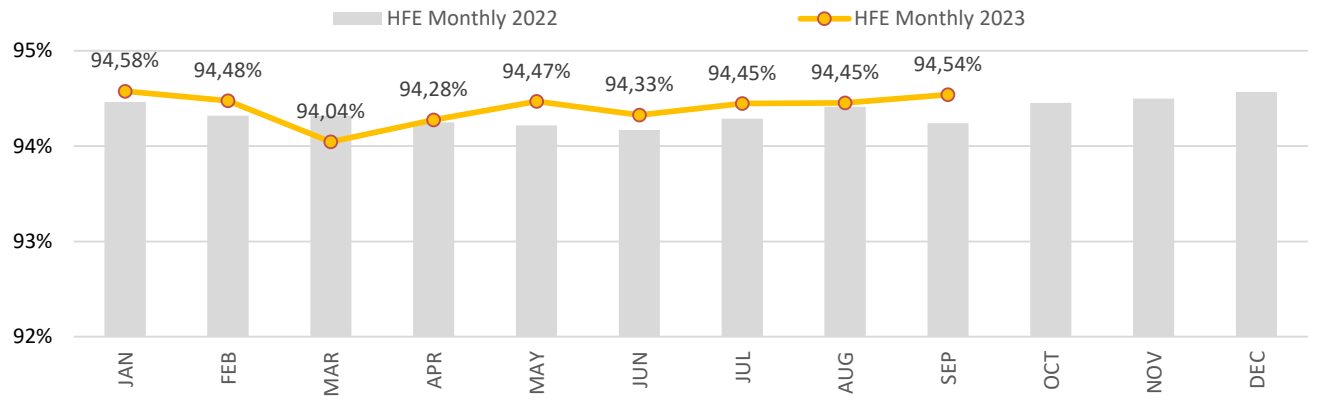


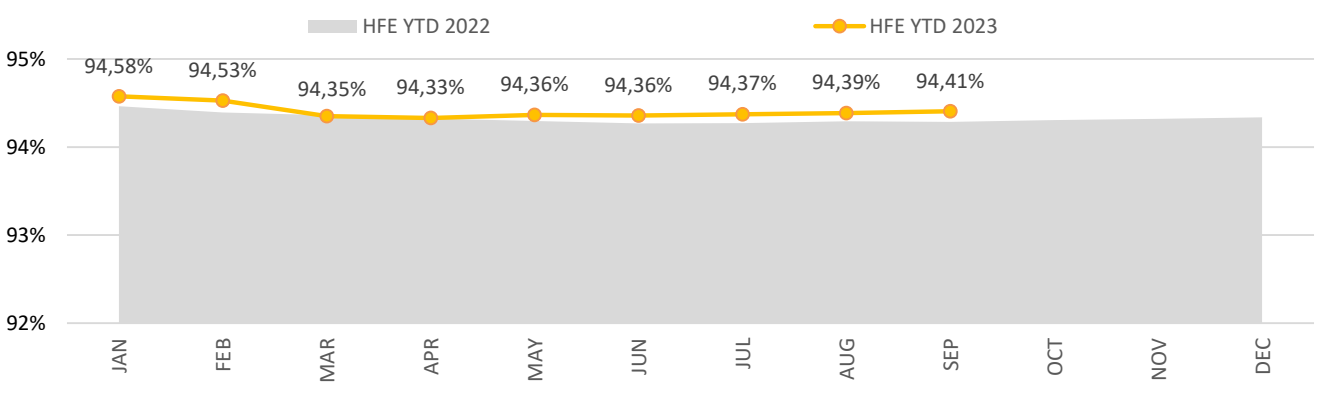
PI #2: KEP/HFE based on filed FPL at FABEC level (excl. 10 best/worst days)



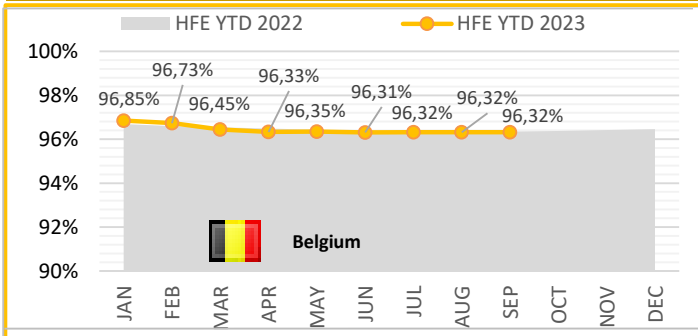


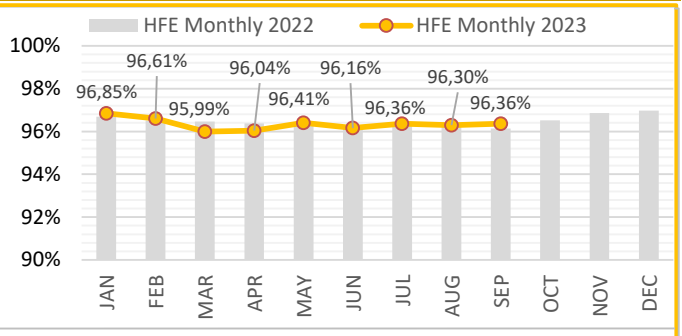
PI #3: HFE based on filed FPL at FABEC level (incl. all days)

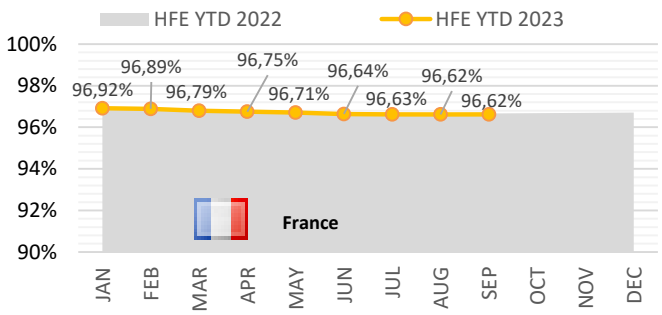


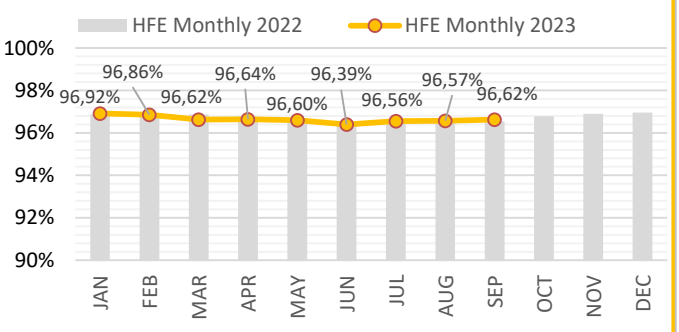


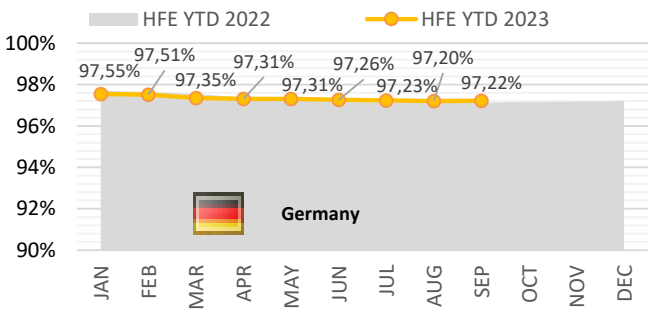
PI #4: HFE based on Actual at State level (incl. all days)

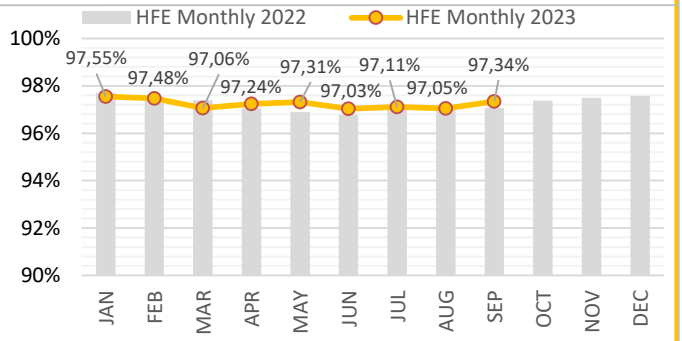


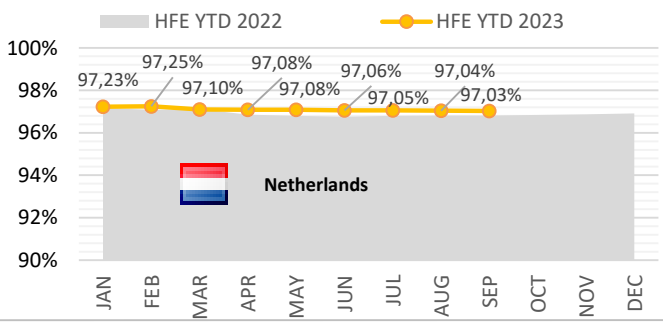


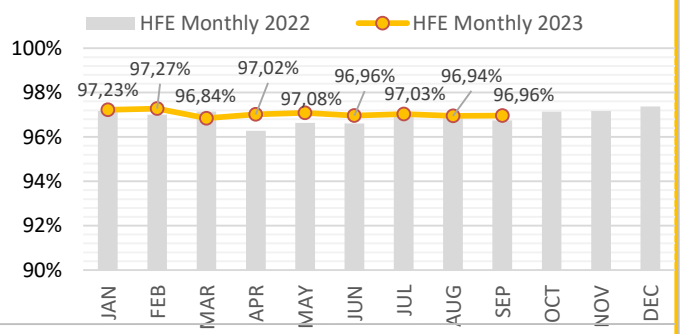


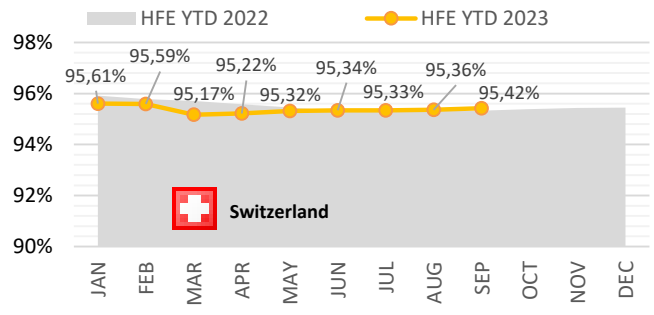


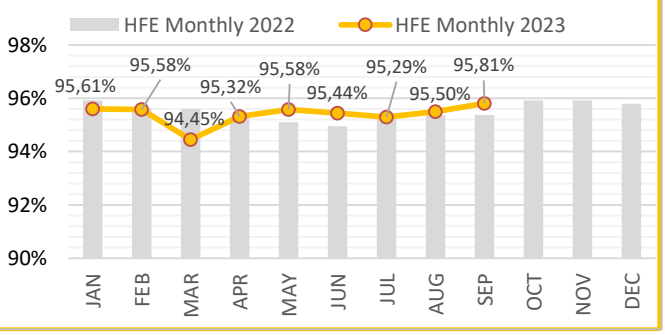




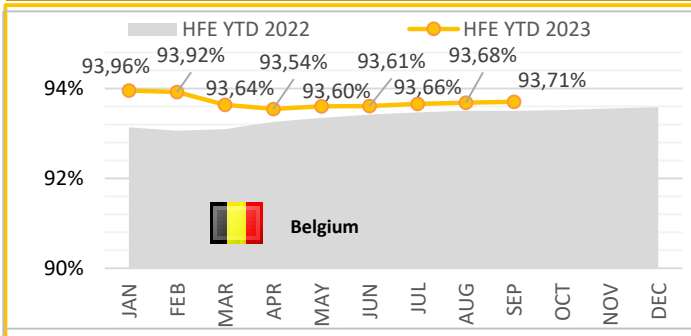


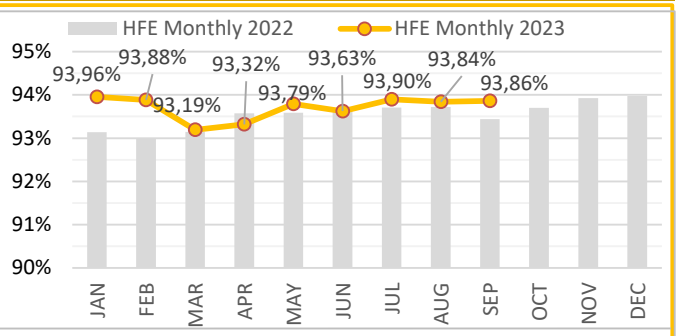


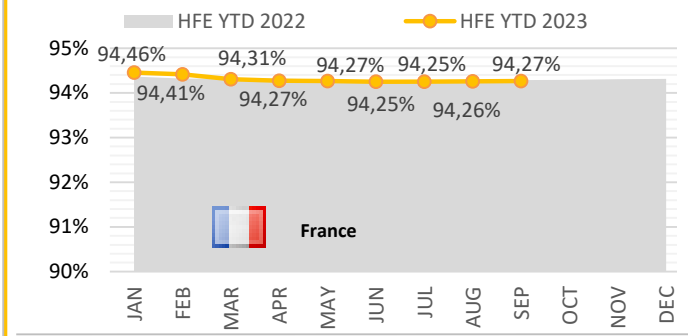


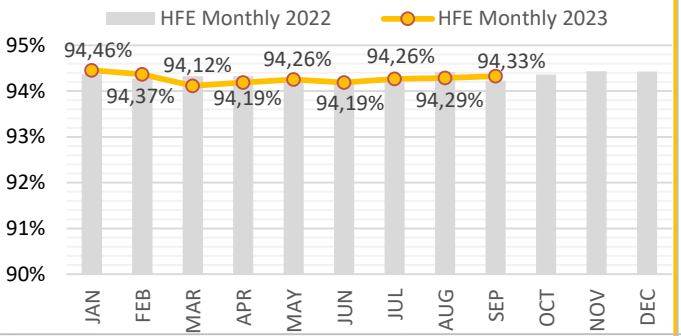


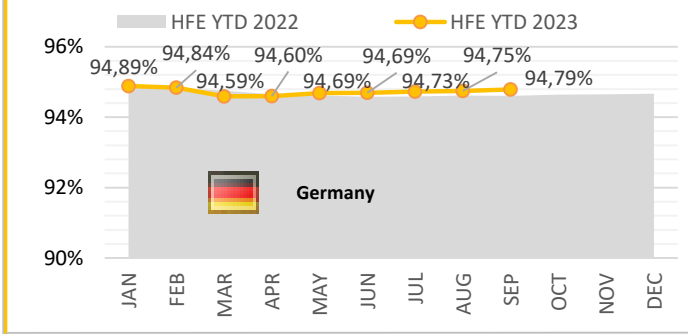
PI #5: HFE based on filed FPL at State level (incl. all days)

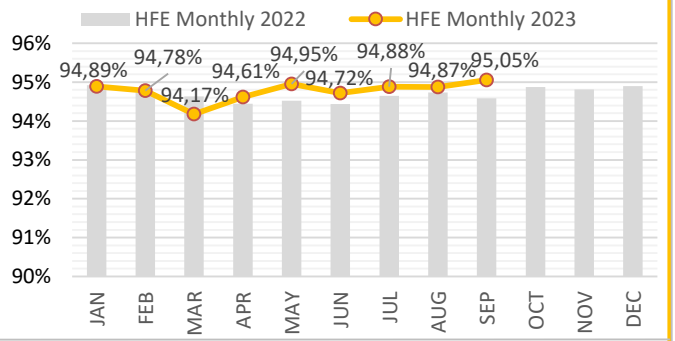


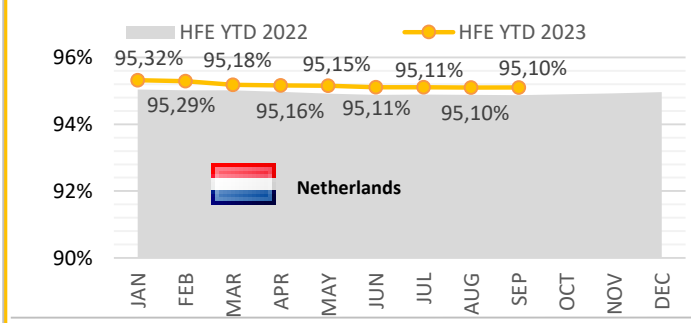


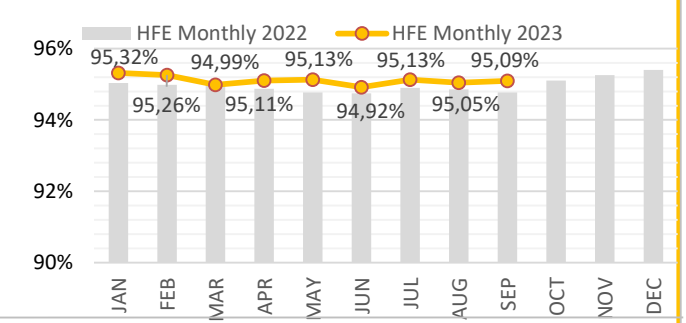


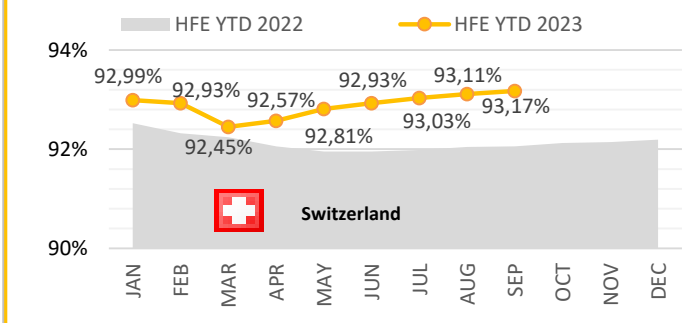


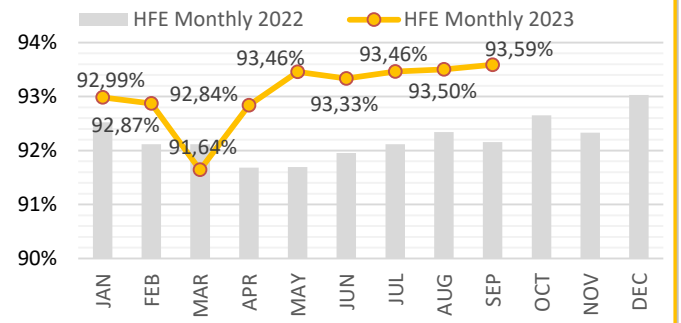










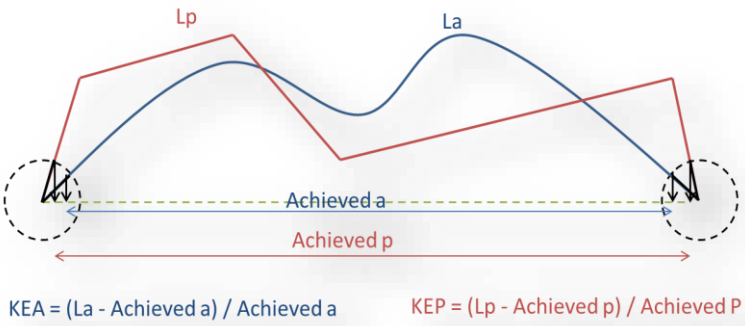


Glossary

KEP / KEA definition

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

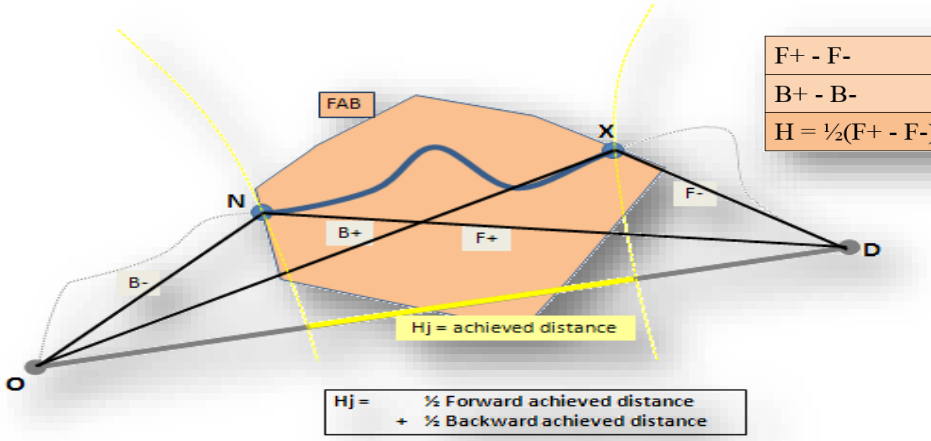
4 reference points are identified for KEP/KEA calculation :

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 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 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**

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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.