



PERFORMANCE REPORT 2020 - 2024

ENVIRONMENT

February 2024



making the difference

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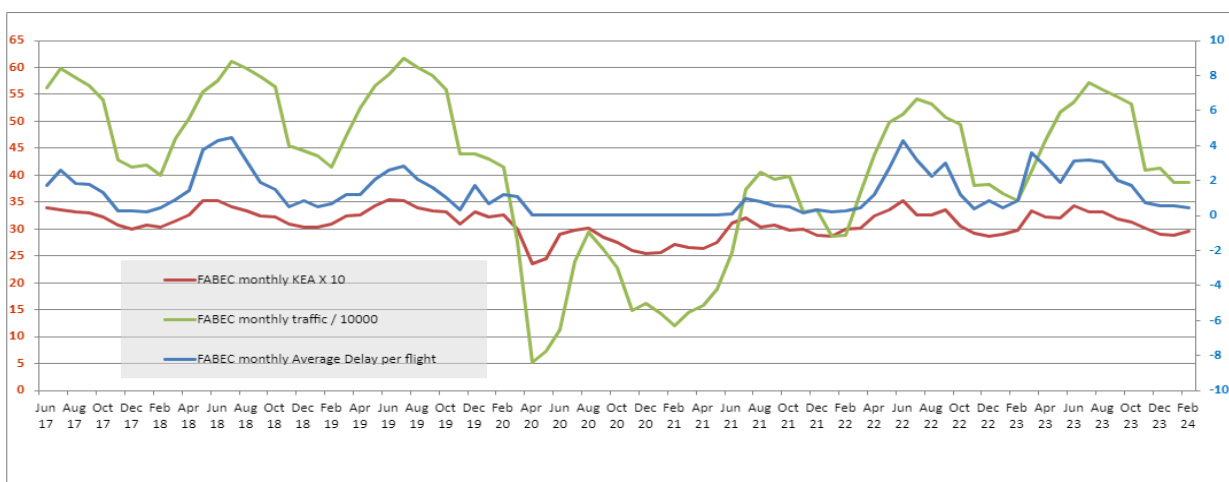
Description & Analysis

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 2023 - February 2024, excluding the 10 best and 10 worst days. This value is 0.41pp less than the reference value (97,25%) and the same value compared to the 12-month rolling average of February 2023. The rolling KEA indicator has been oscillating between 96,81% and 96,85% in 2023. The February 2024 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 February 2024, the difference between KEA and KEP is 2.37pp, which is 0,01pp less compared to the month before.

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 97,05% in February 2024, which is 0.06pp less compared to January 2024 (97,11%) and 0.6pp lower compared to April 2020 (97,65%), which is the highest value since January 2016. The KEA in February 2024 has slightly increased by 0.03pp compared to the same month in 2023 (KEA in February 2023 was 97,02%). 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 months rolling average indicator was 94,47% for February 2024. It has increased by 0.11pp as compared to 94,36% in February 2023. Last year, the rolling average has been increasing slowly but steadily from April 2023 onwards. In December 2023, the indicator reached its highest level in 2023 (94,45%). The trend also continues in January (94,46%) and February 2024 (94,47%).

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

The figure of February 2024 shows a decrease of the flight efficiency indicator in February 2024 (94,63%) compared to one month prior (94,64%) but an increase in flight efficiency in February 2024 by 0.15pp compared to the value in February 2023 (94,63% in February 2024 vs 94,48% in February 2023).

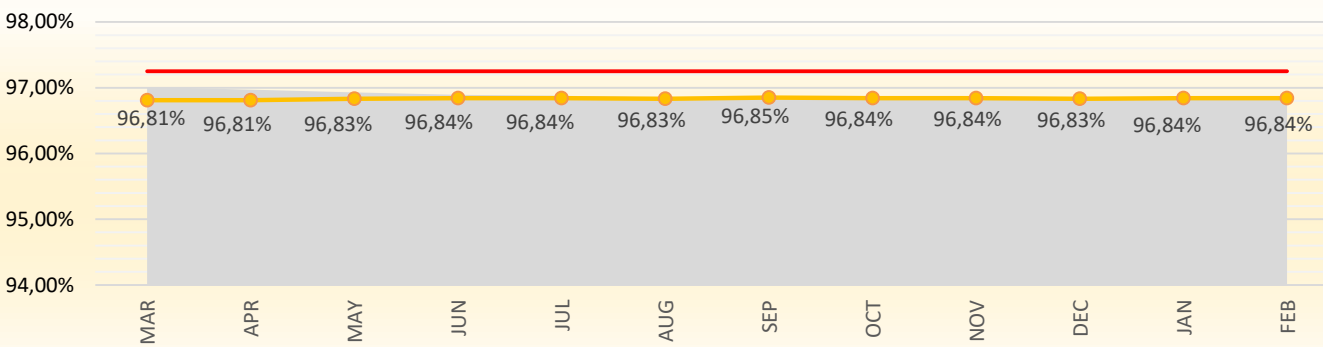
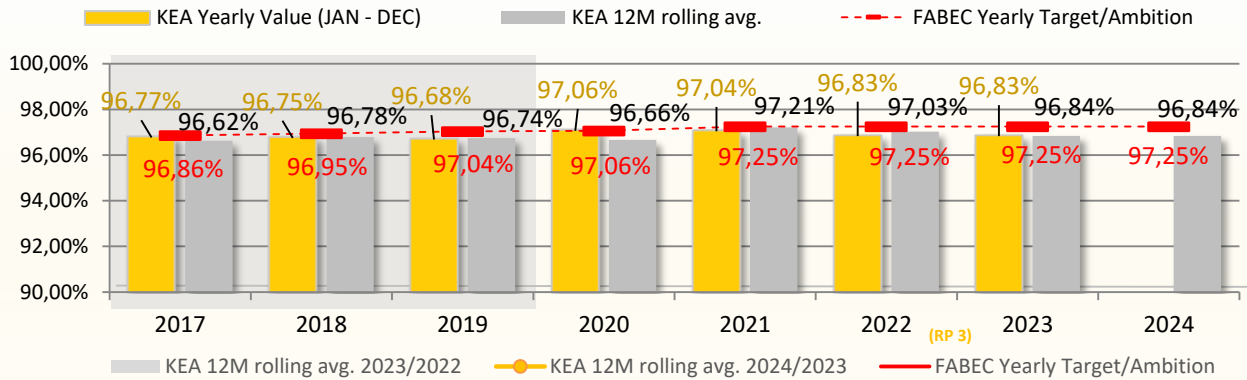
ENV PI#4: HFE based on Actual at State level (including all days)

At national level, all countries except Belgium and Switzerland demonstrated a decrease of flight efficiency based on actual trajectories in February 2024 compared to January 2024.

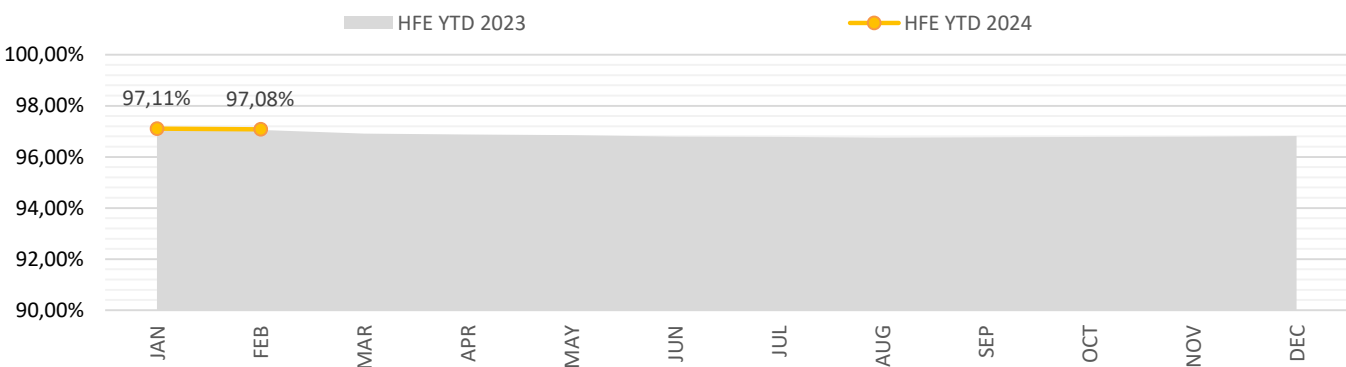
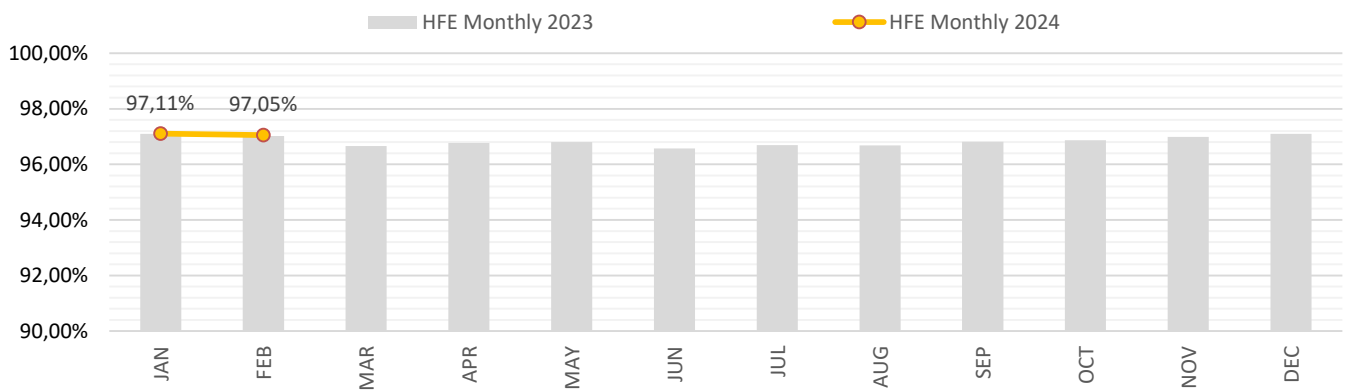
ENV PI#5: HFE based on Filed FPL at State level (including all days)

At national level, all countries except Germany and Netherlands demonstrated an increase in flight efficiency based on the filed FPL in February 2024 compared to January 2024.

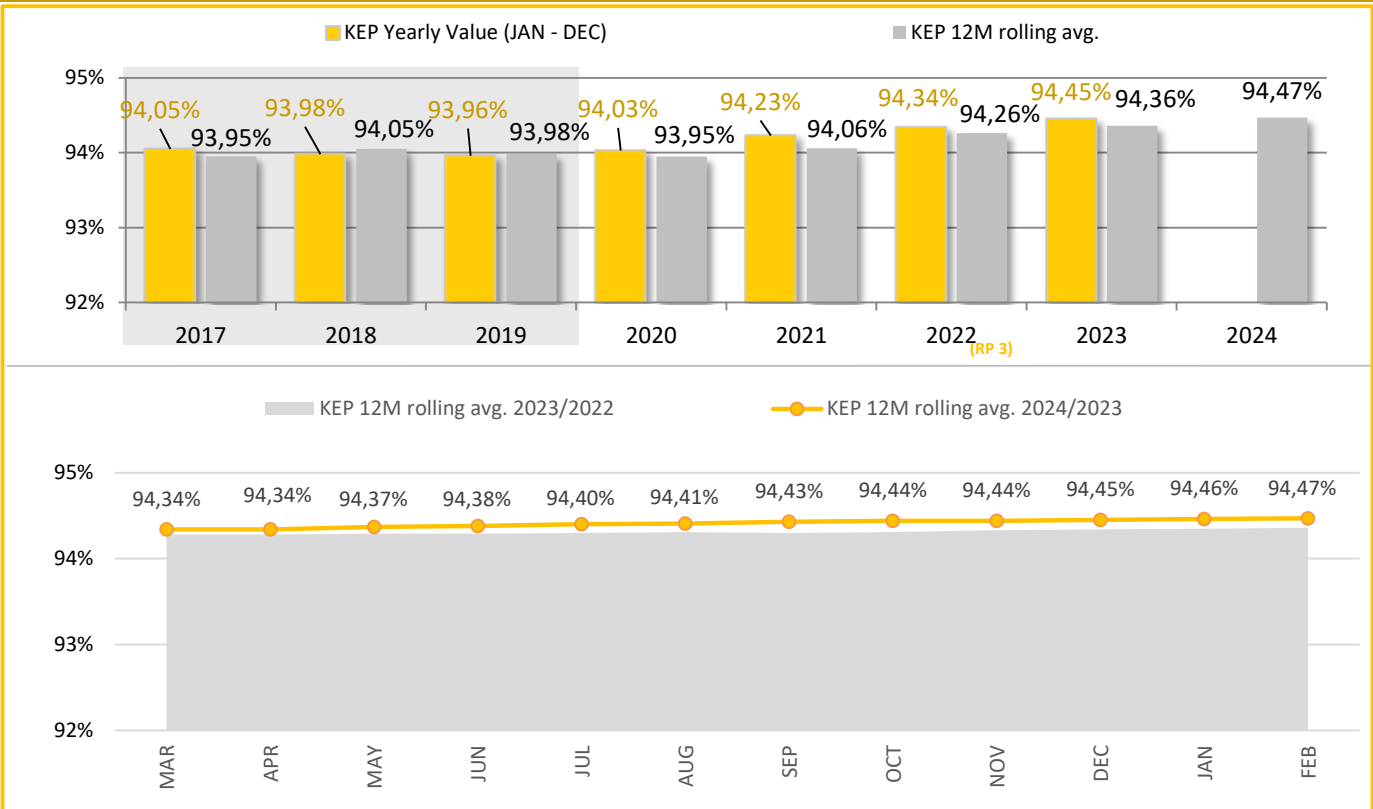
KPI #1: KEA/HFE at FABEC level (excl. 10 best/worst days)



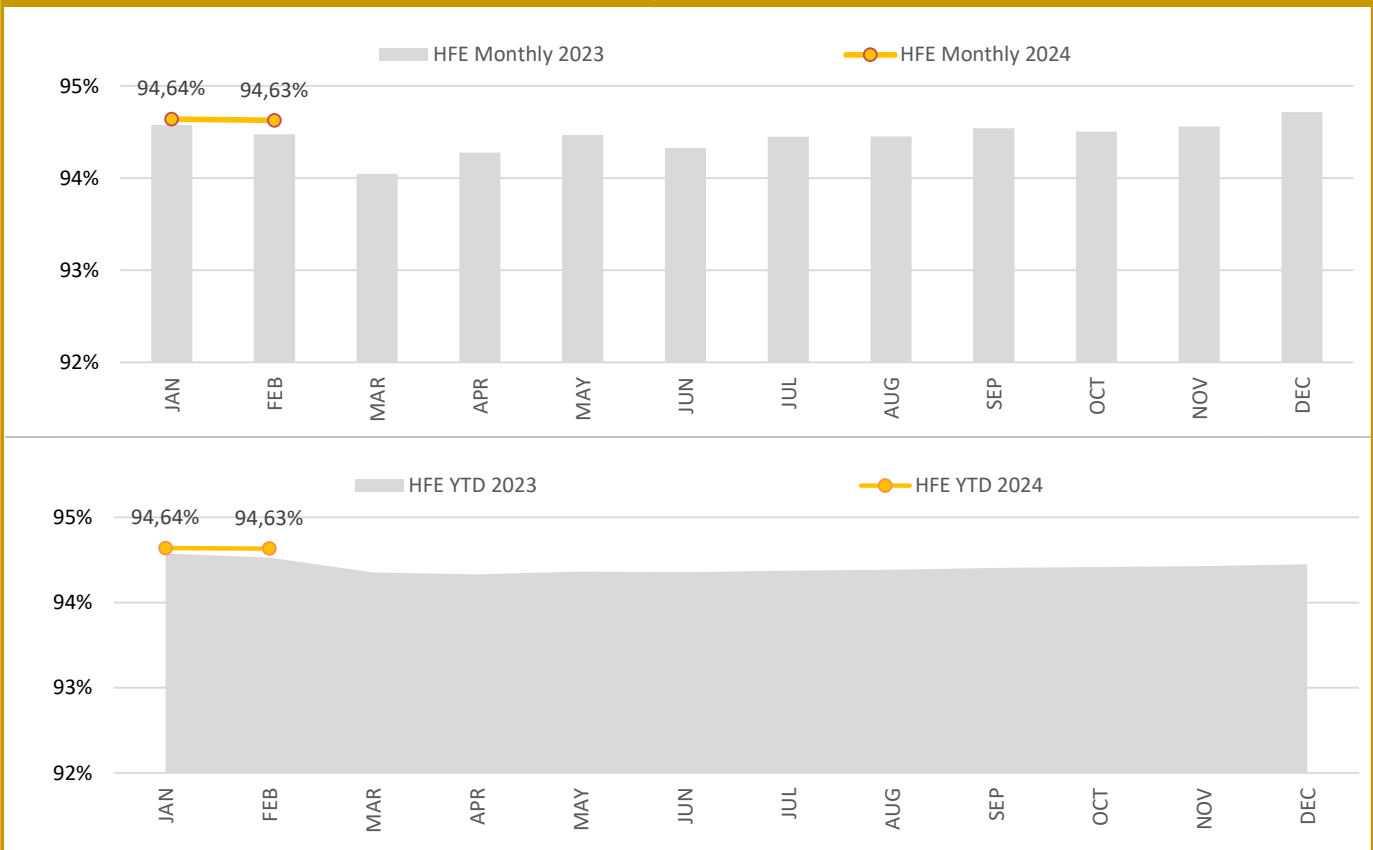
PI #1: HFE based on Actual at FABEC level (incl. all days)



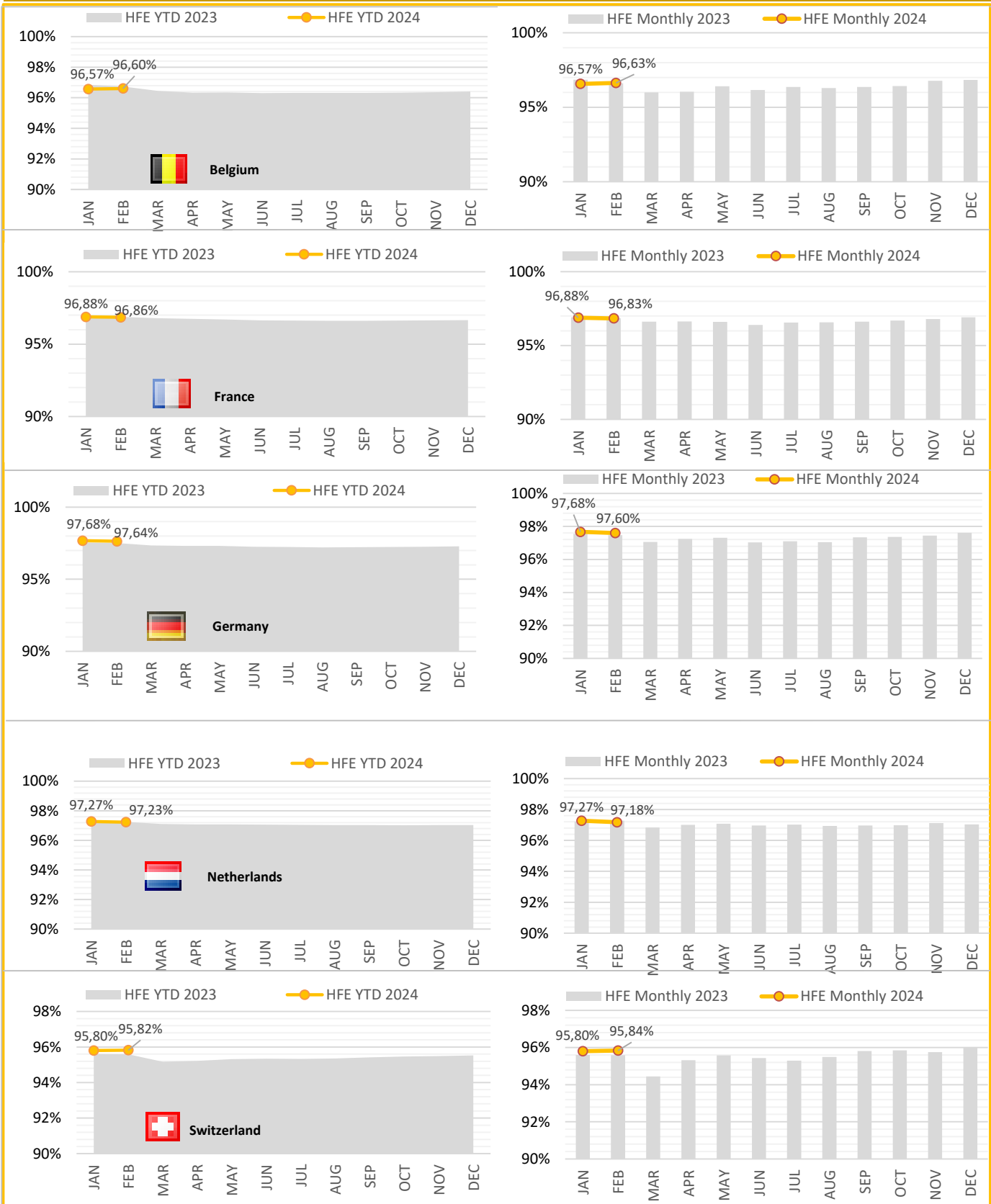
PI #2: KEP/HFE based on filed FPL at FABEC level (excl. 10 best/worst days)



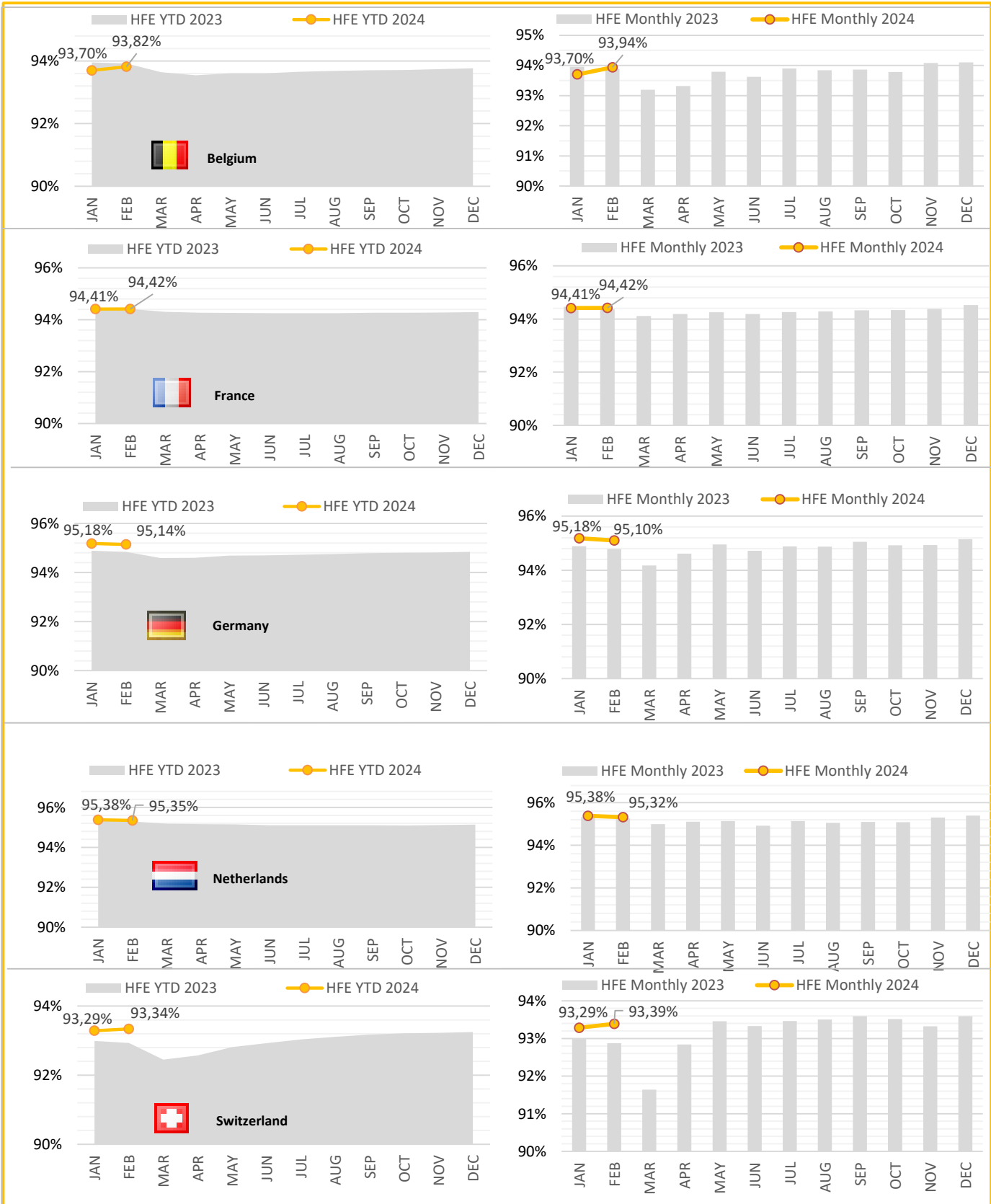
PI #3: HFE based on filed FPL at FABEC level (incl. all days)



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)

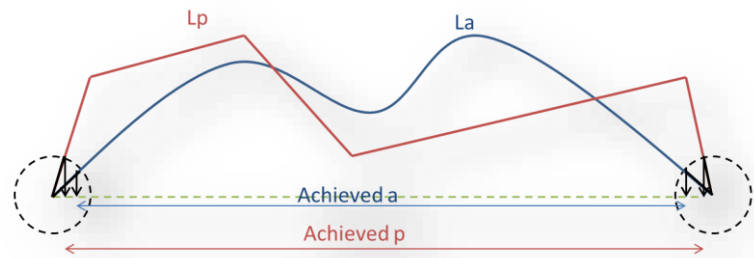


Glossary

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

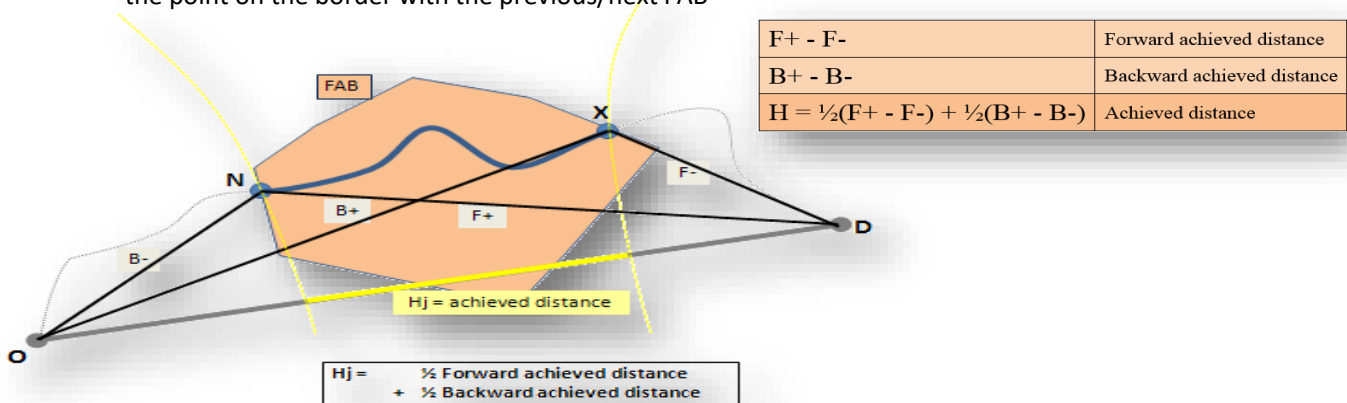


TABLE OF ABBREVIATIONS

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.