FABEC

PERFORMANCE REPORT 2020 - 2024

# ENVIRONMENT

January 2024


making the difference

# Contents

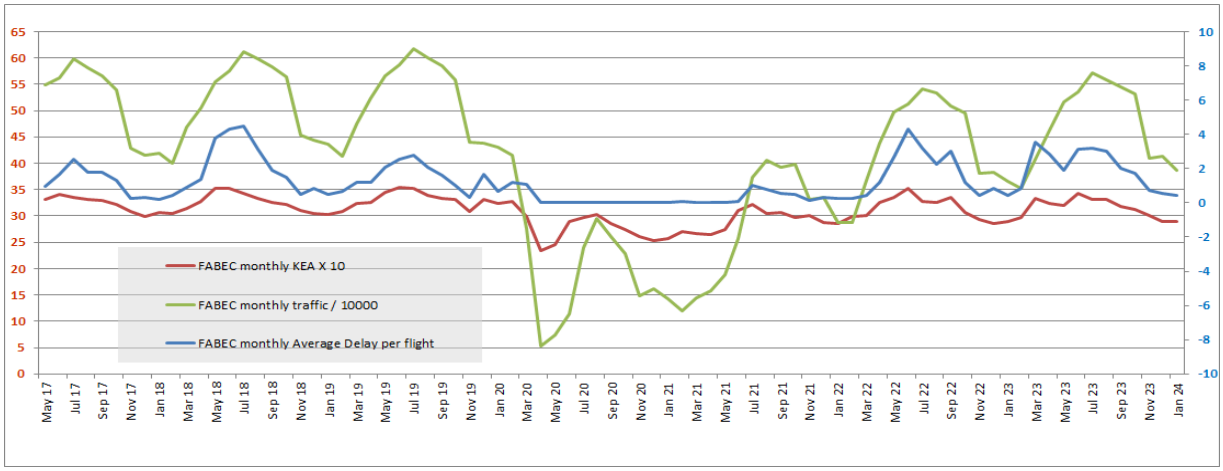
# Description & Analysis

**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 February 2023 - January 2024, 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 January 2023 (96,83%). The rolling KEA indicator has been oscillating between 96,81% and 96,85% in 2023. The January 2024 value is 0.01pp higher 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 January 2024, the difference between KEA and KEP is 2.38pp, which is the same value compared to the difference value 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 97,11% in January 2024, which is 0.28pp higher compared to December 2023 (96,83%) and 0.54pp lower compared to April 2020 (97,65%), which is the highest value since January 2016. The KEA in January 2024 has slightly increased by 0.01pp compared to the same month in 2023 (KEA in January 2023 was 97,10%). 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 94,46% for January 2024. It has increased by 0.11pp as compared to 94,35% in January 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 the year (94,45%) and the trend with 94,46% continues also in January 2024.

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

In December 2023, this indicator reached its highest level in 2023 (94,72%). The figure of January 2024 shows a decrease of the flight efficiency indicator in January 2024 (94,64%) compared to one month prior but an increase in flight efficiency in January 2024 by 0.06pp compared to the value in January 2023 (94,64% in January 2024 vs 94,58% in January 2023).

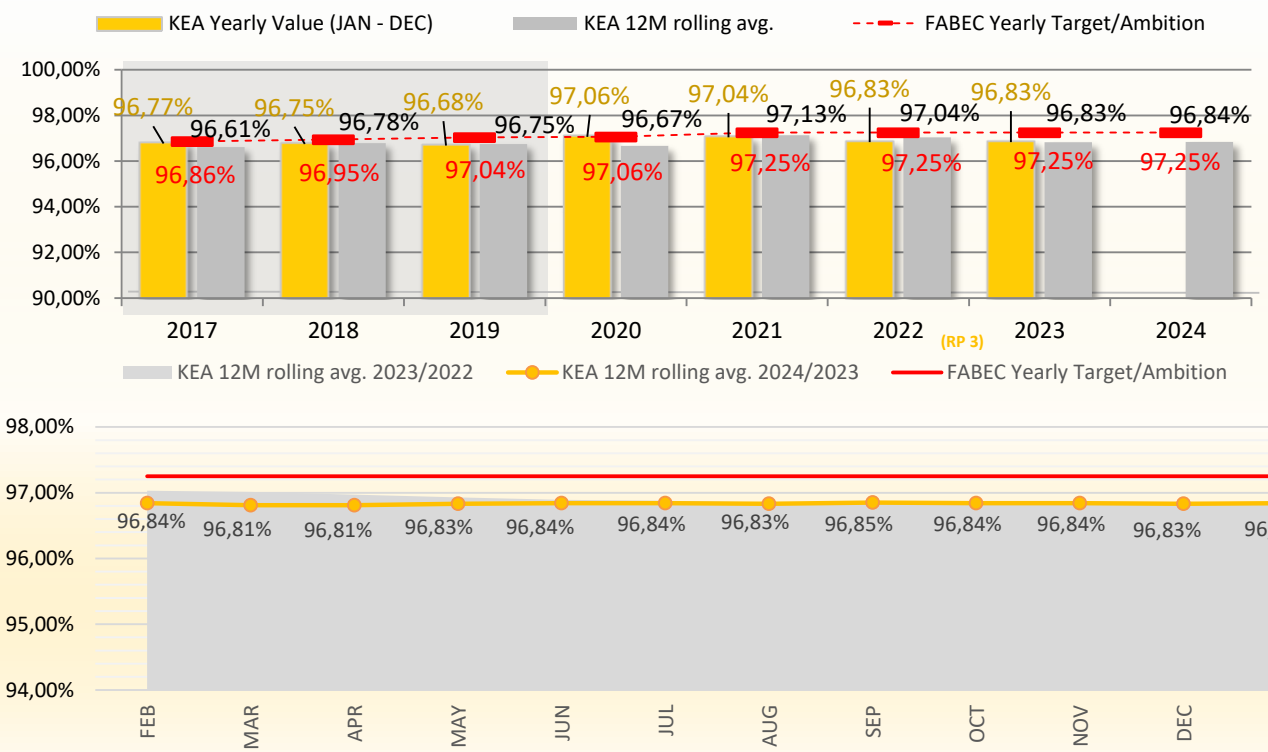
**ENV PI#4: HFE based on Actual at State level (including all days)**

At national level, Belgium, France and Switzerland demonstrated a decrease while Netherlands and Germany an increase of flight efficiency based on actual trajectories in January 2024 compared to December 2023.

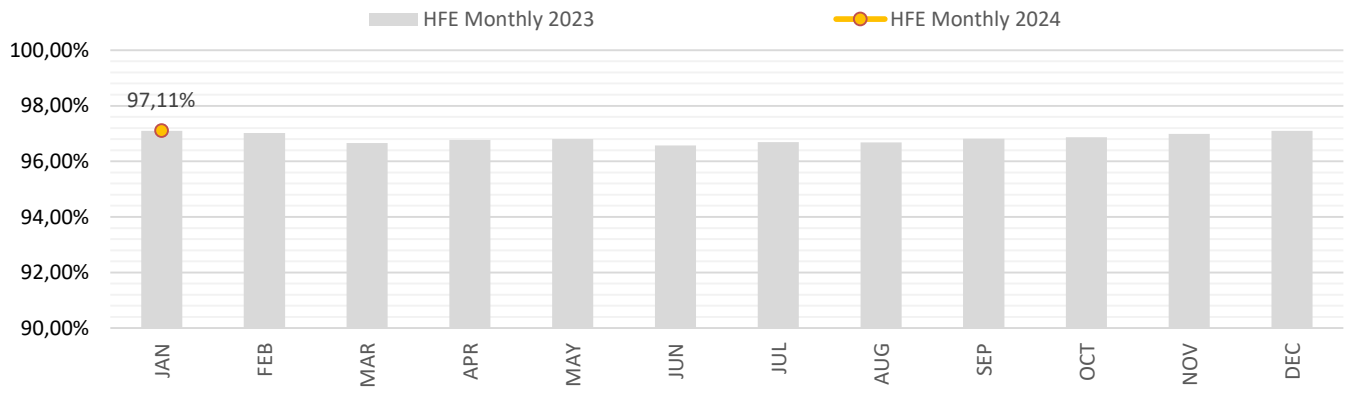
**ENV PI#5: HFE based on Filed FPL at State level (including all days)**

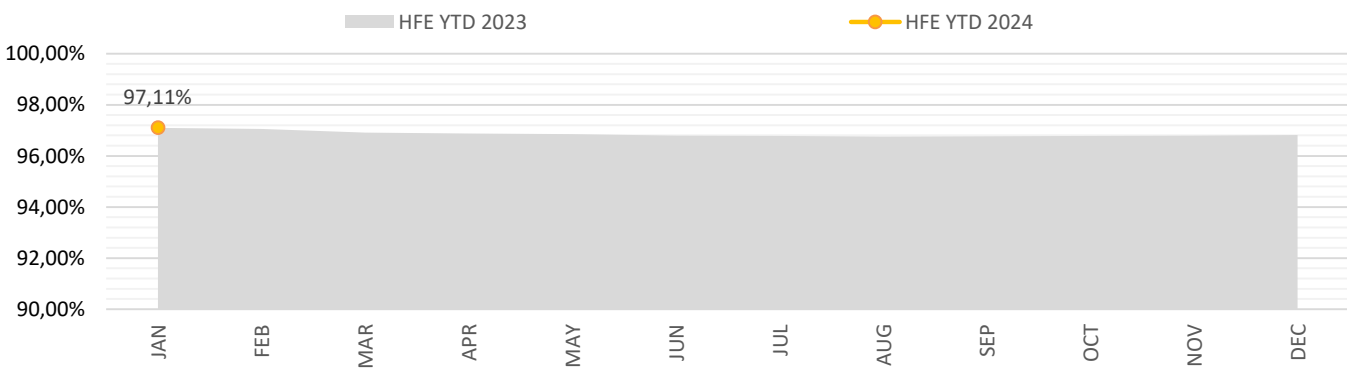
At national level, all countries except Germany demonstrated a decrease in flight efficiency based on the filed FPL in January 2024 compared to December 2023.

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

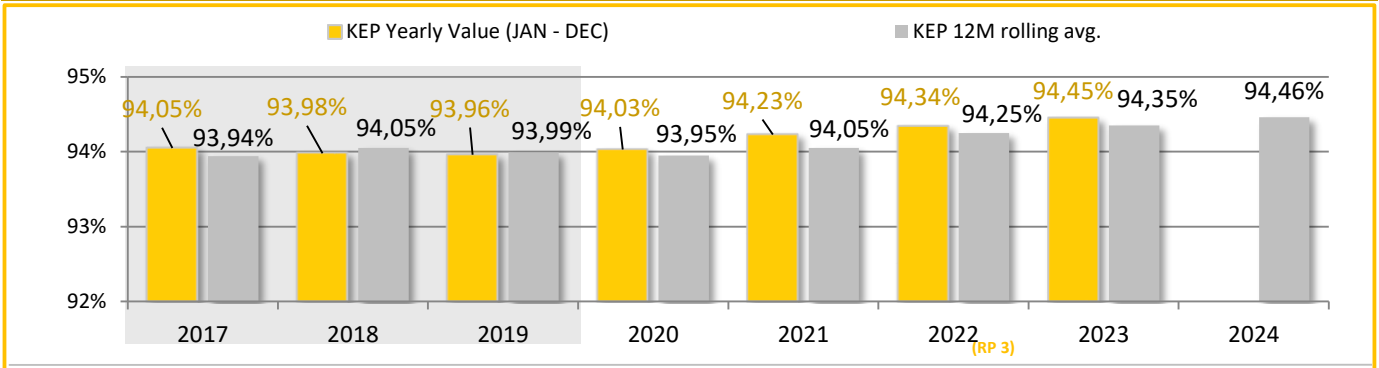


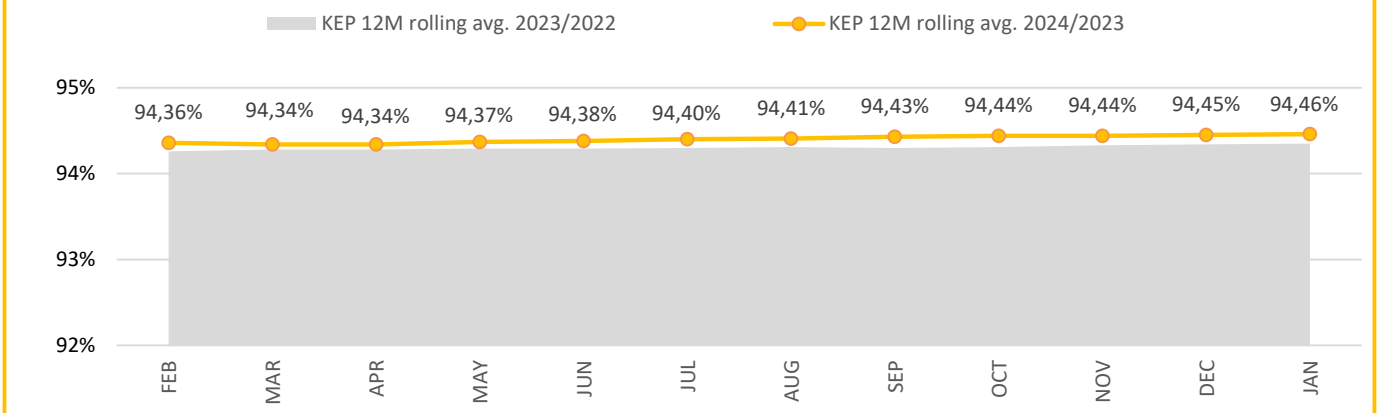

## PI #1: HFE based on Actual at FABEC level (incl. all days)



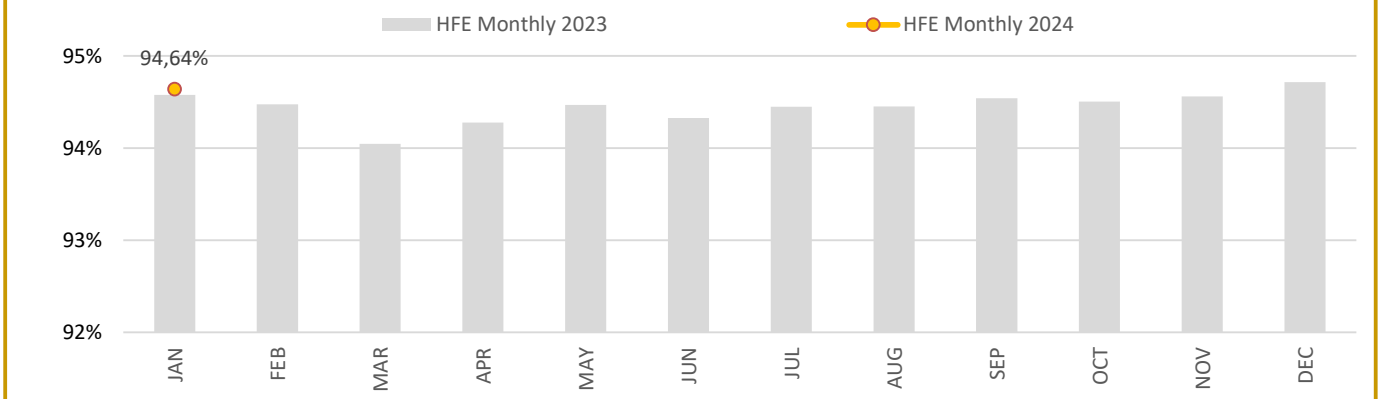



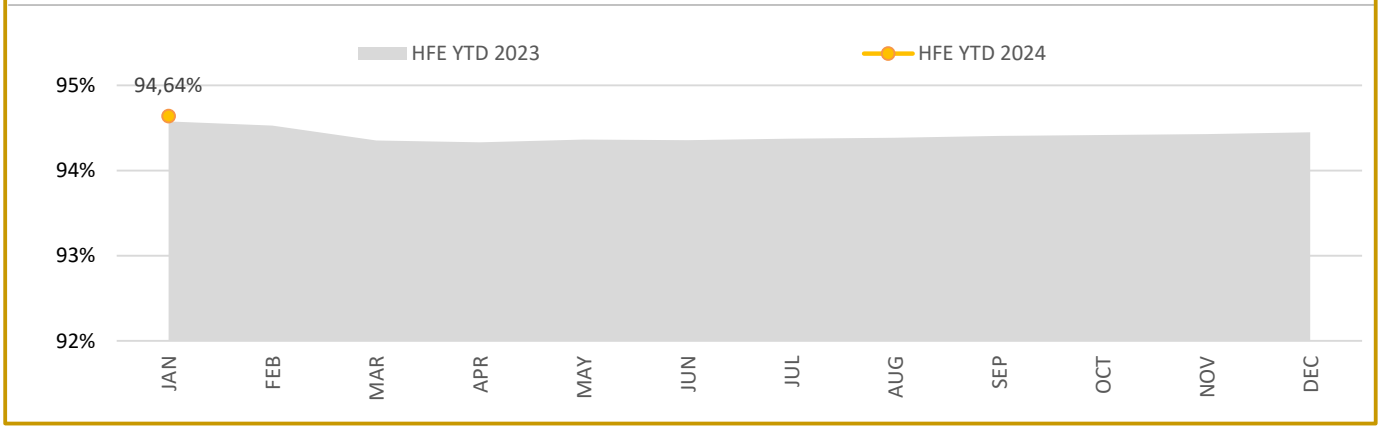
## PI #2: KEP/HFE based on filed FPL at FABEC level (excl. 10 best/worst days)



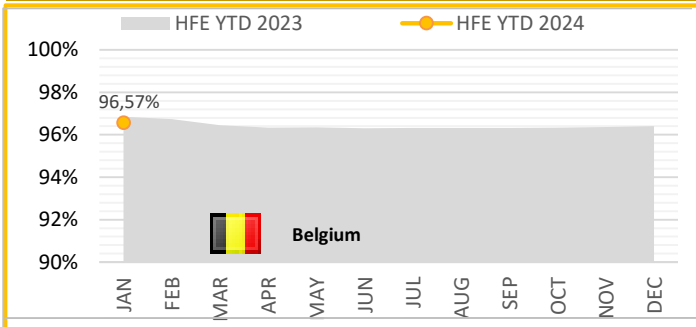



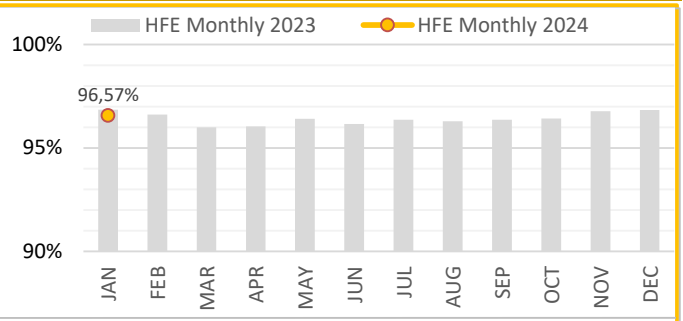

## PI #3: HFE based on filed FPL at FABEC level (incl. all days)

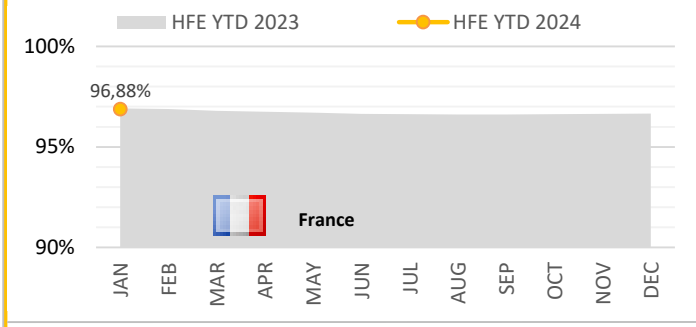


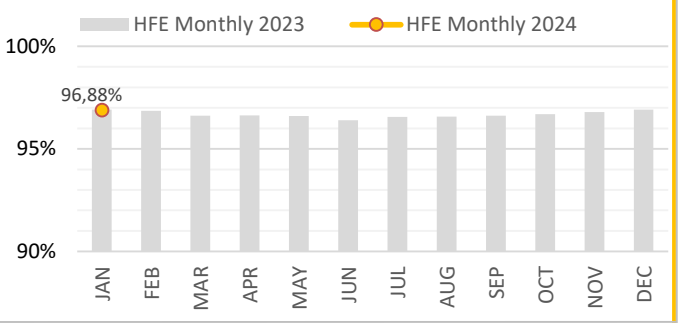



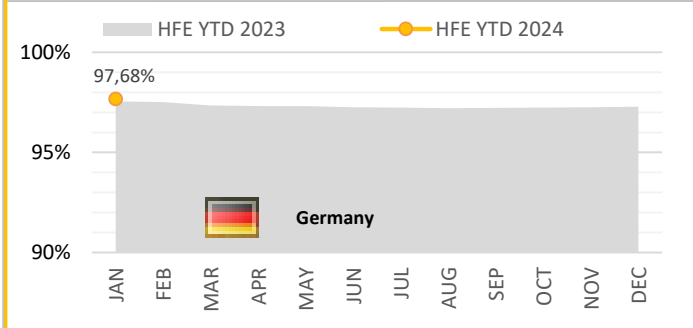
## PI #4: HFE based on Actual at State level (incl. all days)

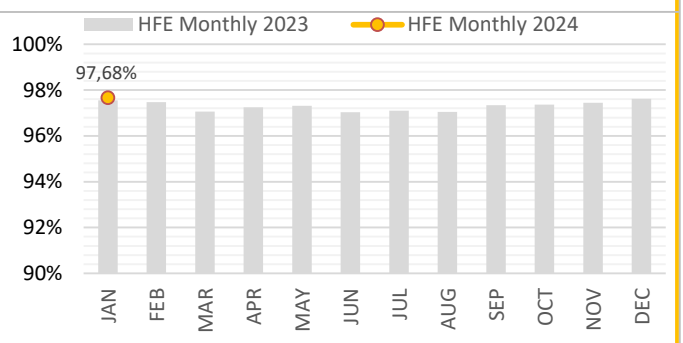


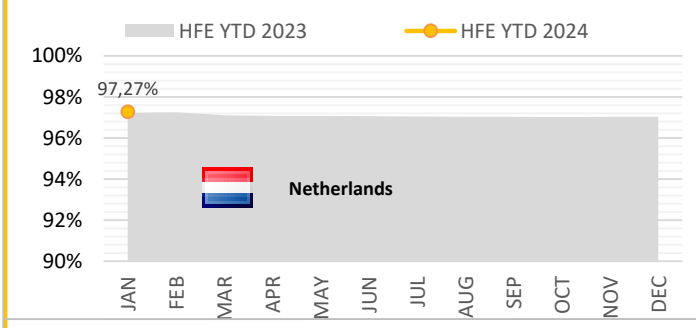



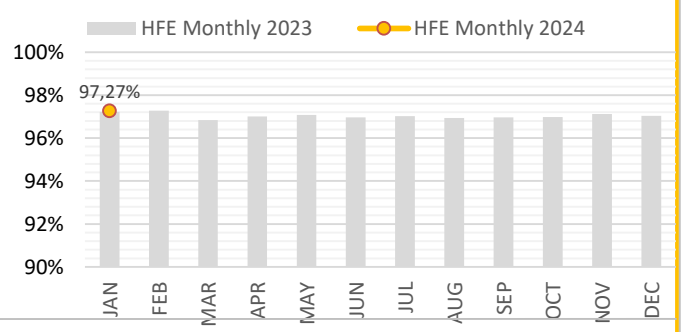



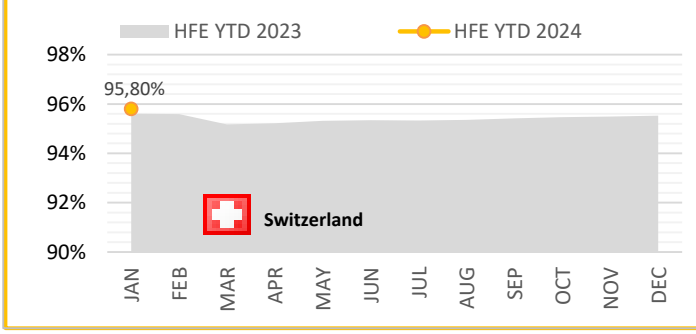



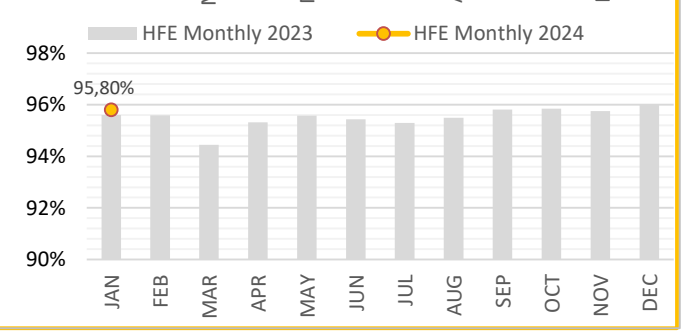



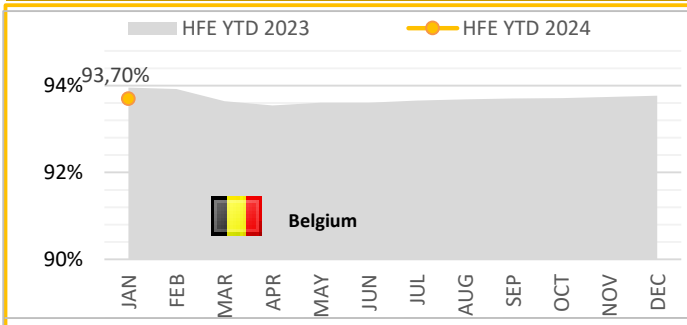



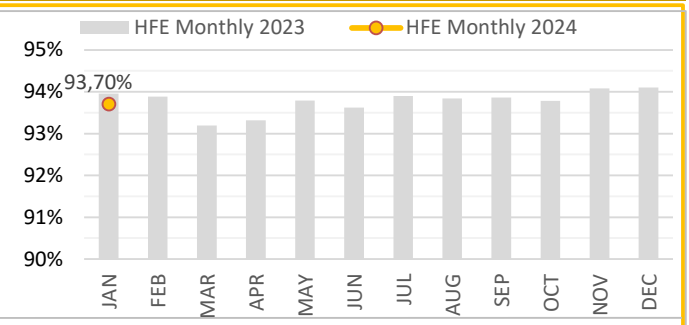



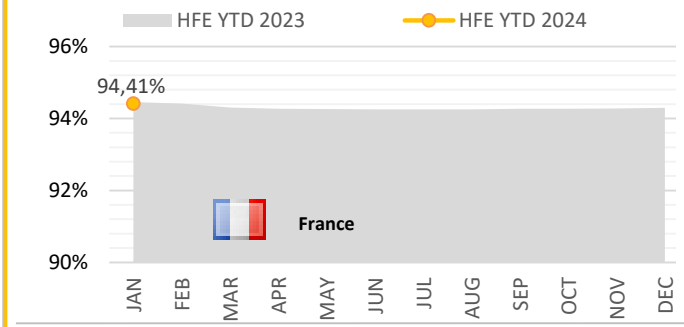



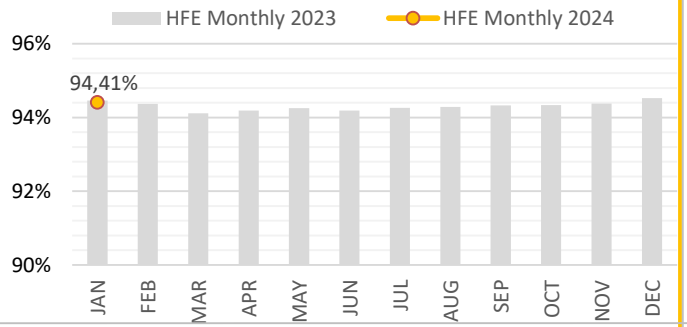



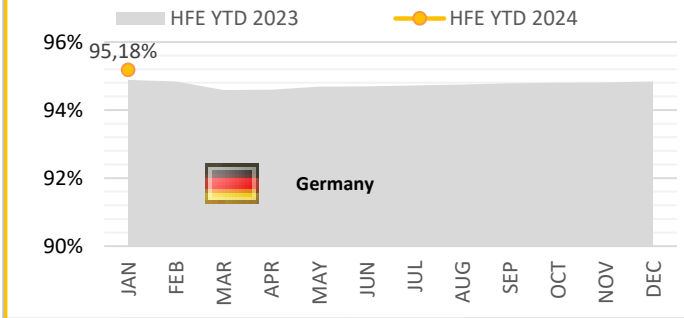
## PI #5: HFE based on filed FPL at State level (incl. all days)

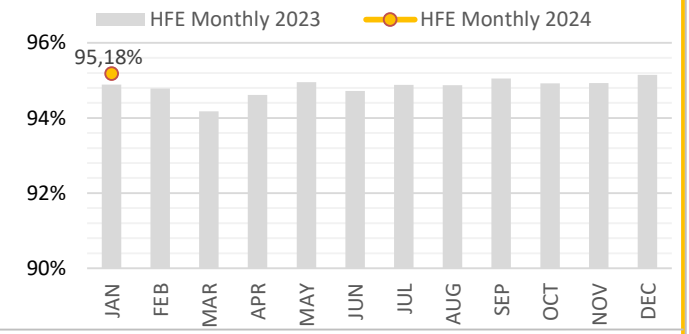


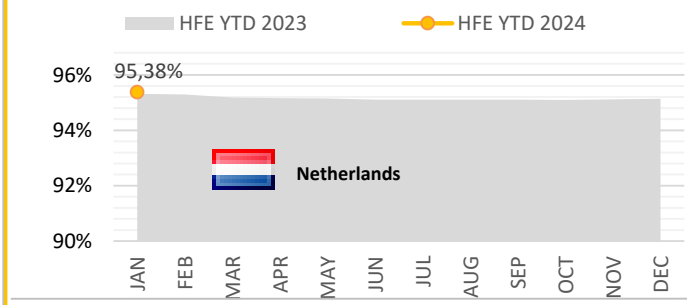



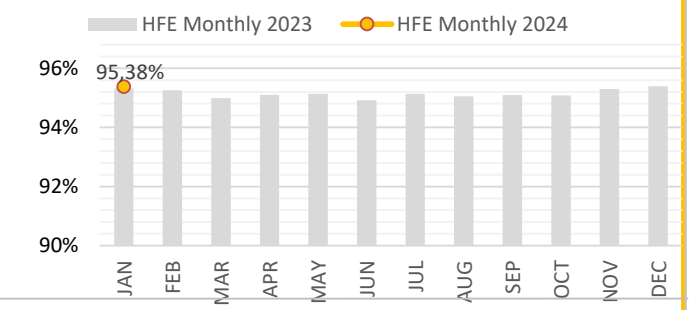



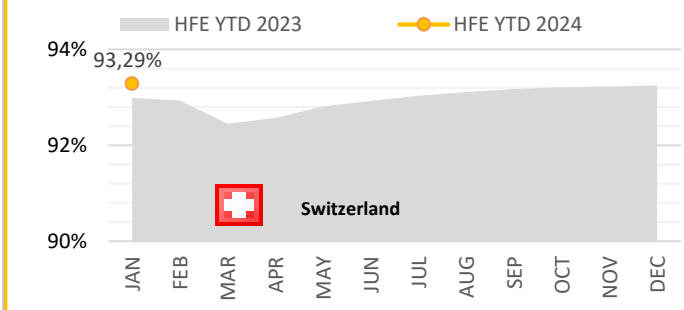



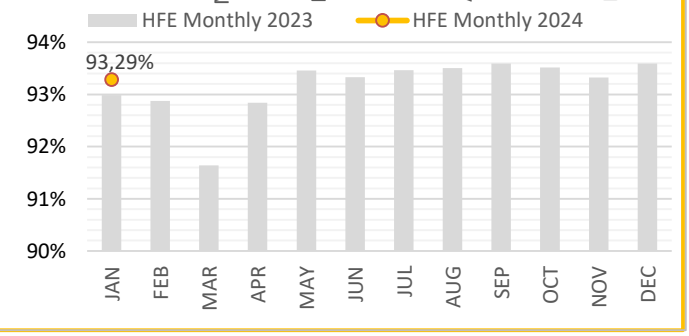



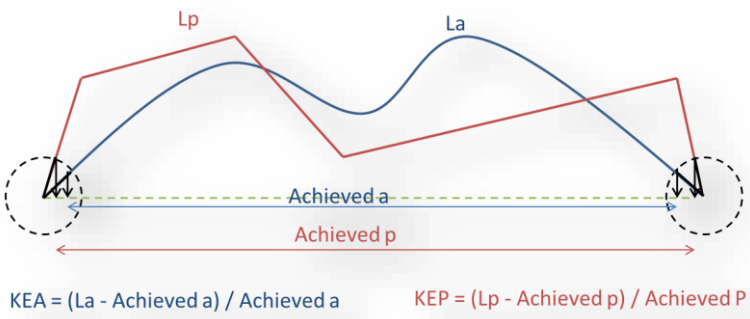



# Glossary

### 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

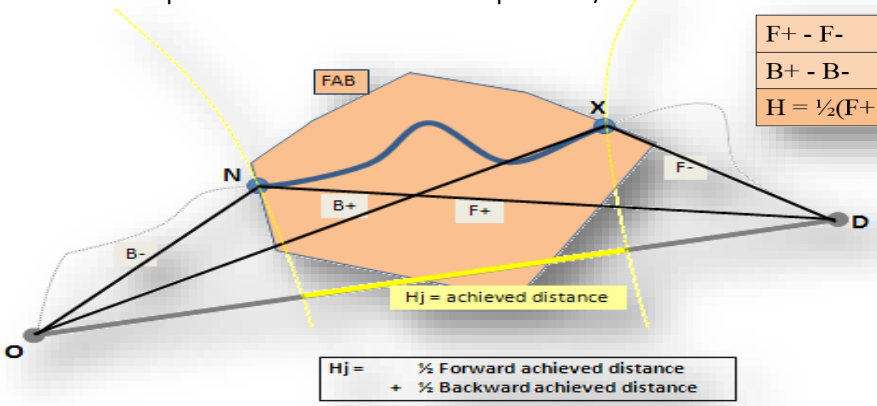
4 reference points are identified for KEP/KEA calculation :

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 |

### 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**

Status: **January 2024**

*www.FABEC.eu*

### 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.