FABEC

PERFORMANCE REPORT 2020 - 2024

ENVIRONMENT

January 2020

making the difference

Contents

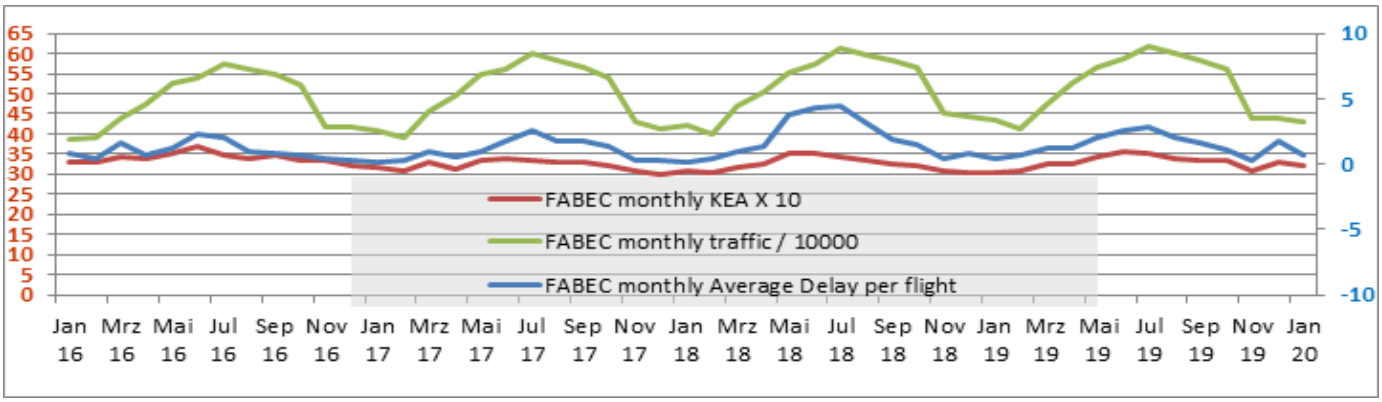
Description & Analysis

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

In the FABEC area, the yearly rolling average value of inefficiency of flown trajectory (expressed in KEA) was 3.33% for the period of February 2019 - January 2020, excluding the 10 best and 10 worst days. However, the value has increased by 0.08pp compared to 3.25% in the period February - January 2019/2020. The value in January 2020 is 0.01pp greater than the value of one month prior and it has been increasing slowly but steadily during the last year from 3.26% in the period May - June 2019. The indicator is 0.08pp above the FABEC target for 2020, which was set to 3.25%. The difference between KEA and KEP is 2.72pp, which is equal to the difference one month prior.

ENV PI#1: HFE based on Actual at FABEC level (including all days)

The inefficiency (expressed in KEA including all days) has decreased by 0.08pp on a monthly basis compared to the previous month (3.31% in December 2019), reaching 3.23% in January 2020. However, compared to the same month in 2019, the decrease in flight efficiency is 0.20pp (KEA in January 2019 was 3.03%). This significant decrease of flight efficiency was caused by industrial actions in France in January (the same as in December 2019), adverse weather, increase of Unit rates in Belgium and new CRCO rules. The KEA value follows the same trend of delays, which has been observed for many years. This positive correlation 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 has been since from December 2018 reaching 6.00% in June 2019, but starting from August 2019, KEP shows a reversed trend increasing from 6.00% in July to 6.01% in August and 6.02% in September, October and November and to 6.04% in December 2019. The KEP rolling value for January 2020 reached 6.05%, which is 0.04pp higher than the value of the same period but one year prior, therefore showing no tendency for improvement.

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

The figure shows an increase of flight efficiency in January 2020 by 0.01pp compared to December 2019 and a significant decrease in flight efficiency in January 2020 by 0.19pp compared to the value in January 2019 (6.07% in January 2020 vs. 5.88% in January 2019).

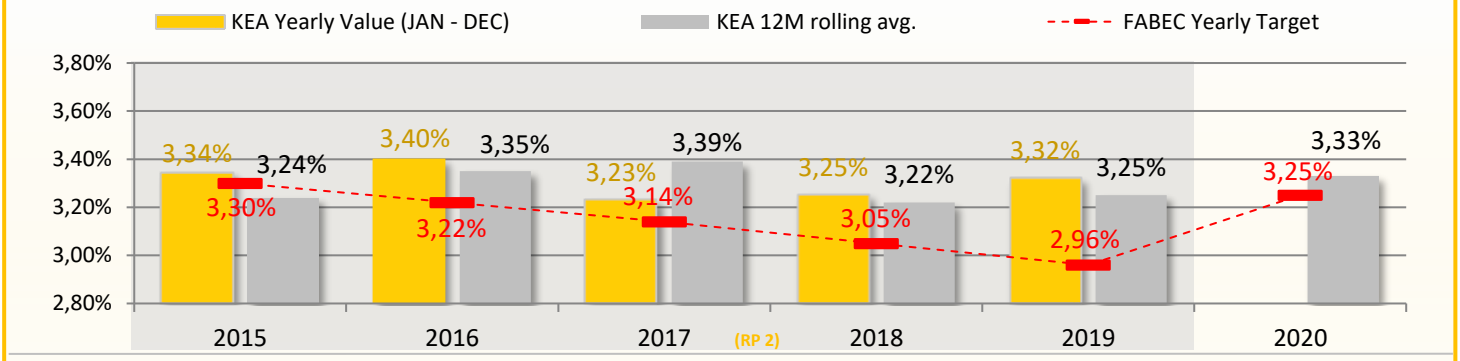
ENV PI#4: HFE based on Actual at State level (including all days)

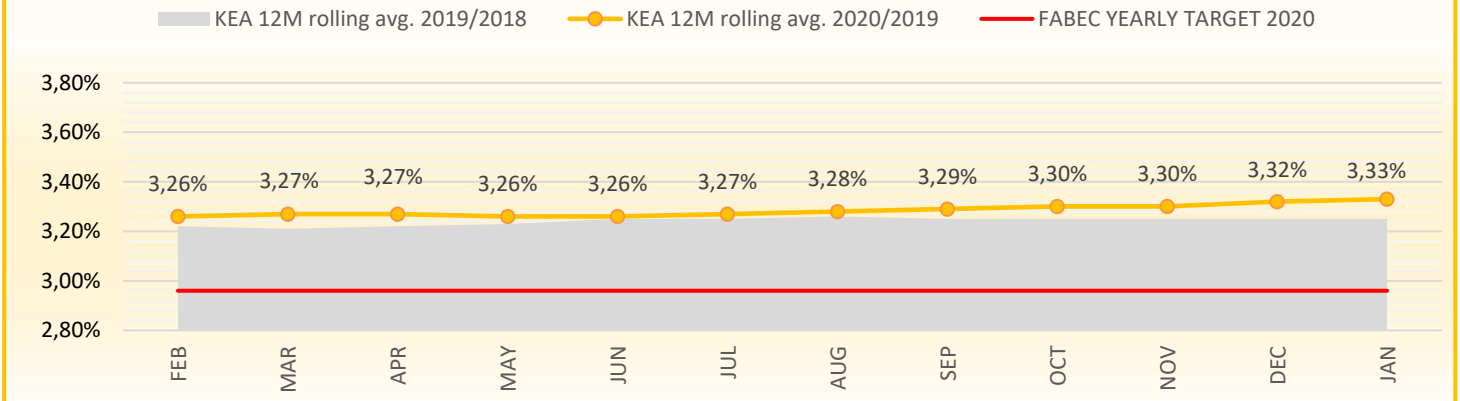
At national level in 2019, all counties demonstrated a significant decrease of flight efficiency based on actual trajectories in January 2020 compared to January 2019.

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

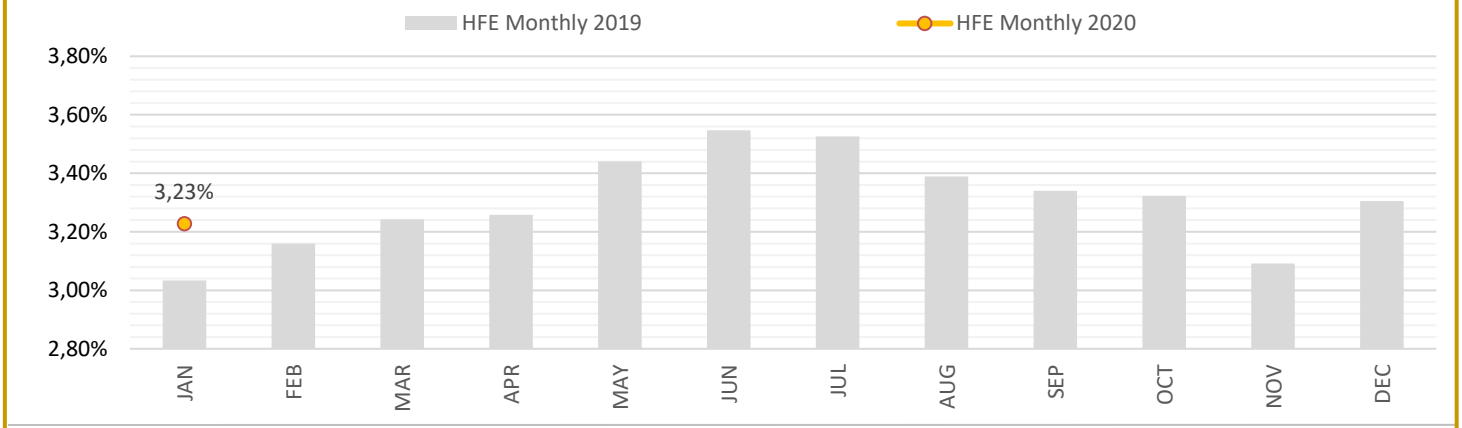
At national level, two countries demonstrated a decrease in flight efficiency based on the filed FPL compared to one month prior: Belgium (0.03pp) and Switzerland (0.05pp). In contrast, an increase of flight efficiency based on the filed flight plan was observed in Germany (0.02pp), France (0.02pp) and the Netherlands (0.02pp).

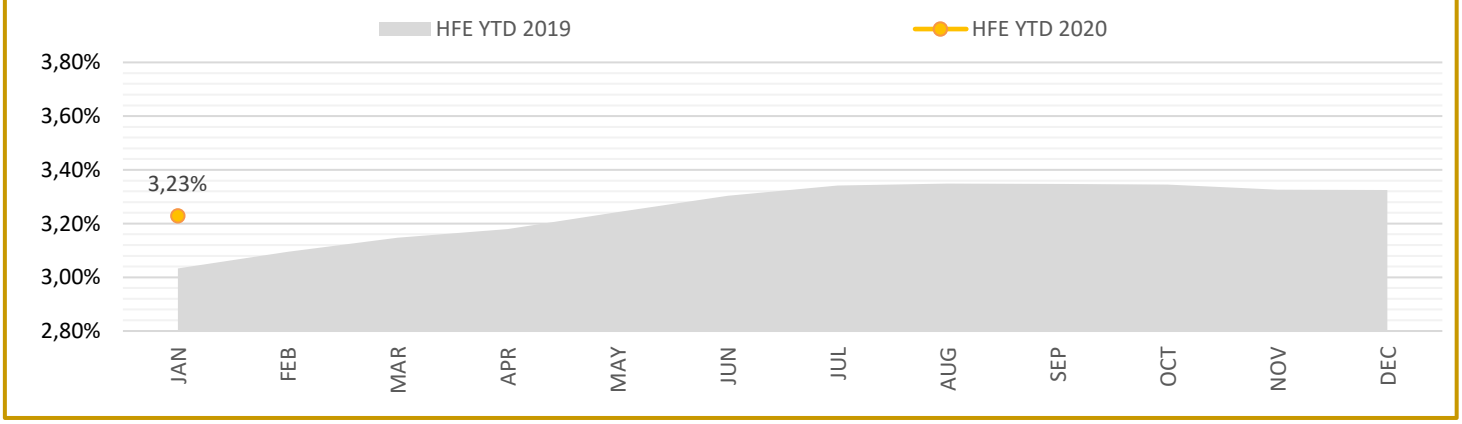
KPI #1: KEA/HFE at FABEC level (excl. 10 best/worst days)



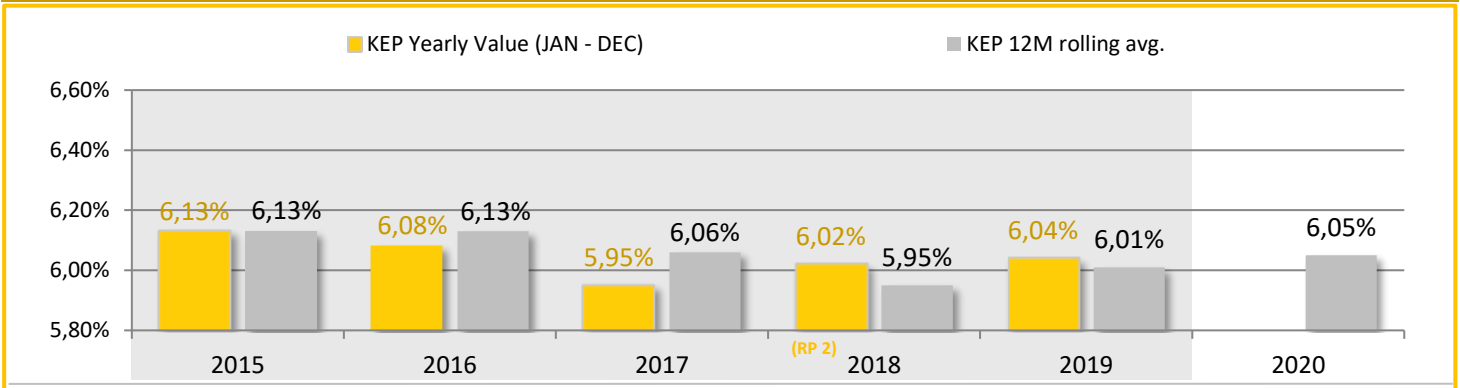


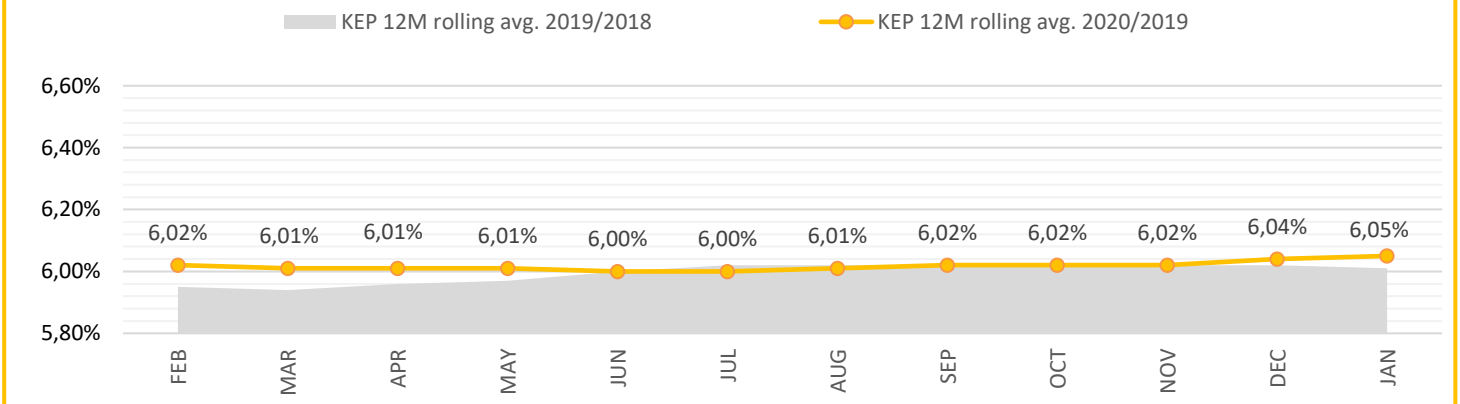
PI #1: HFE based on Actual at FABEC level (incl. all days)



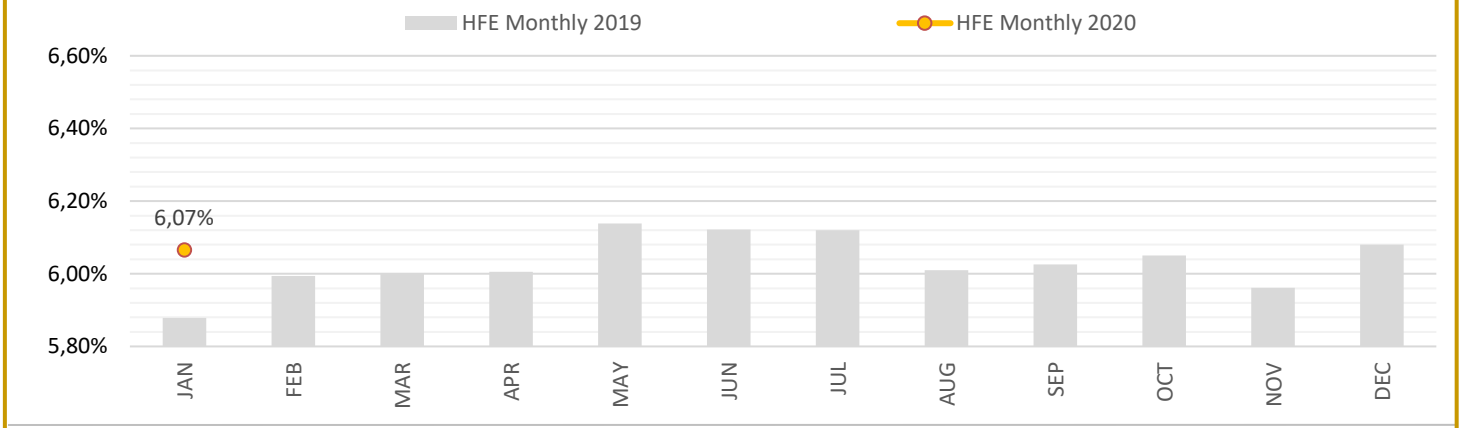


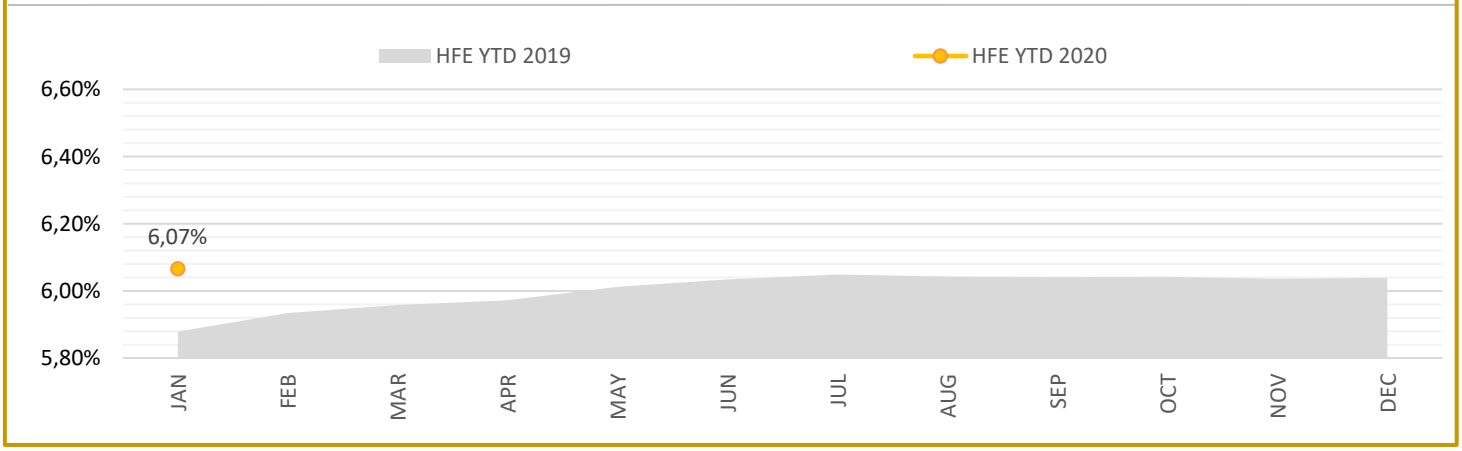
PI #2: KEP/HFE based on filed FPL at FABEC level (excl. 10 best/worst days)



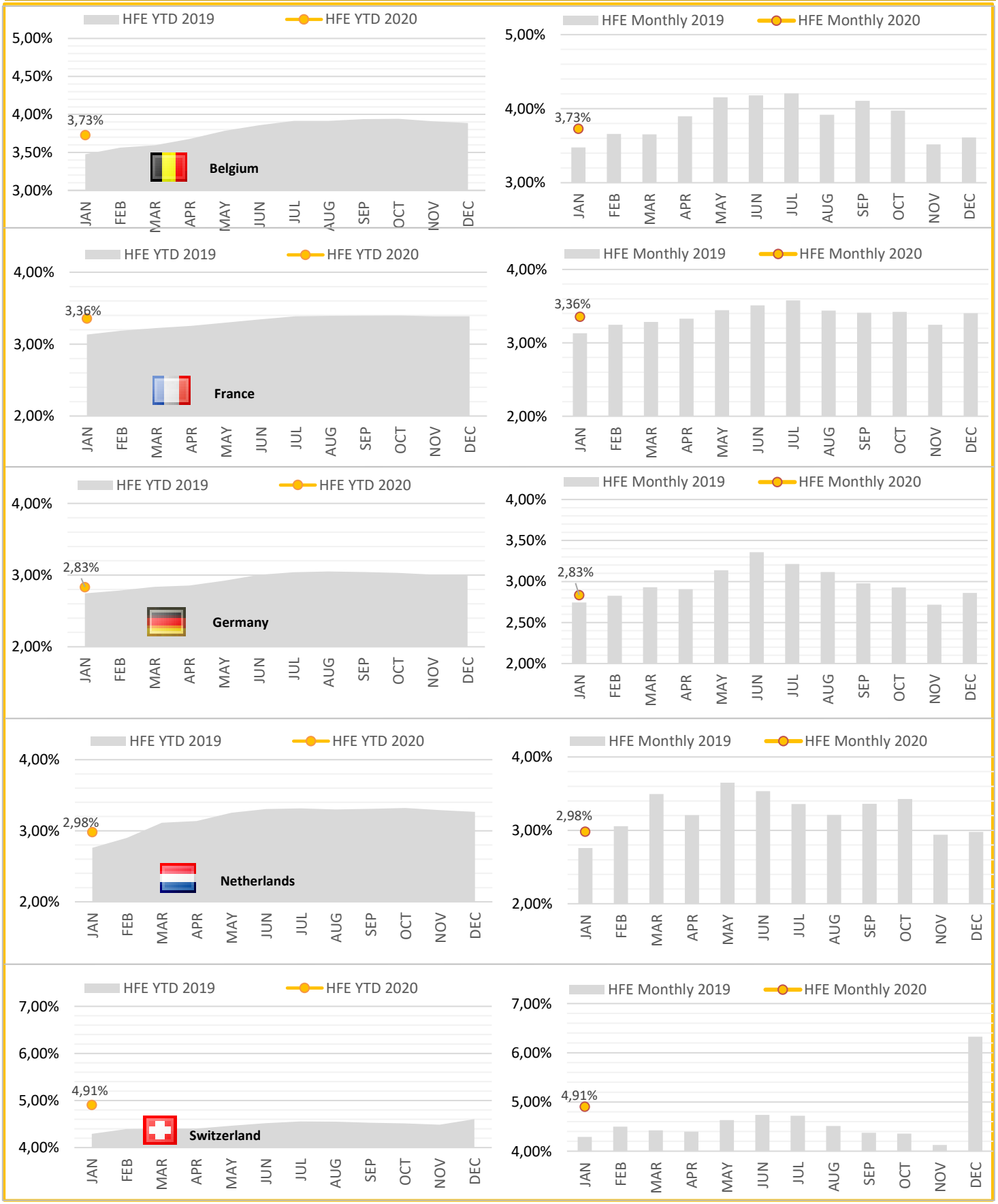


PI #3: HFE based on filed FPL at FABEC level (incl. all days)

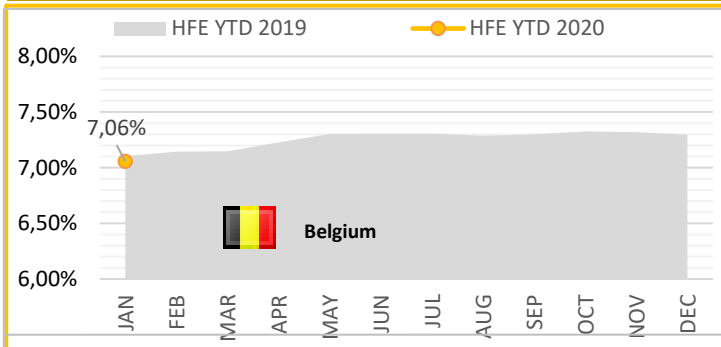


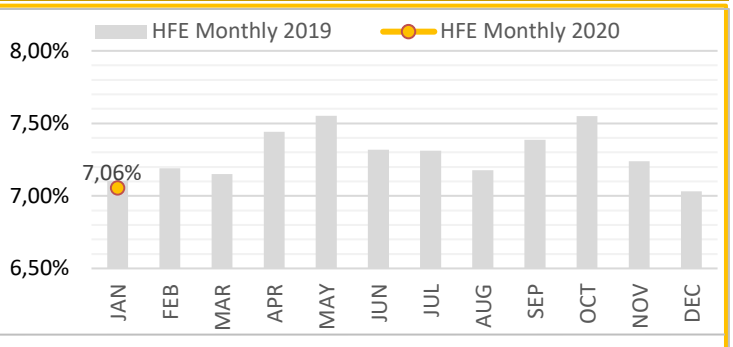


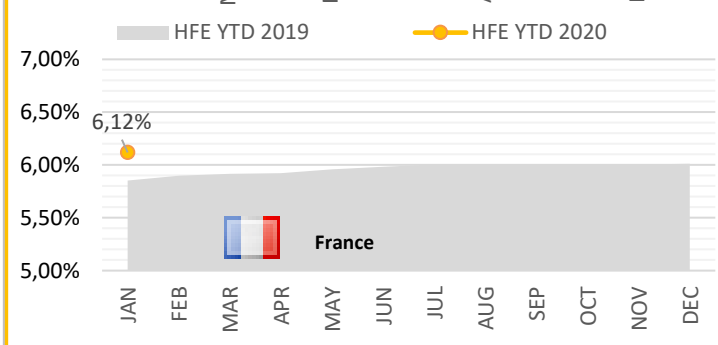
PI #4: HFE based on Actual at State level (incl. all days)

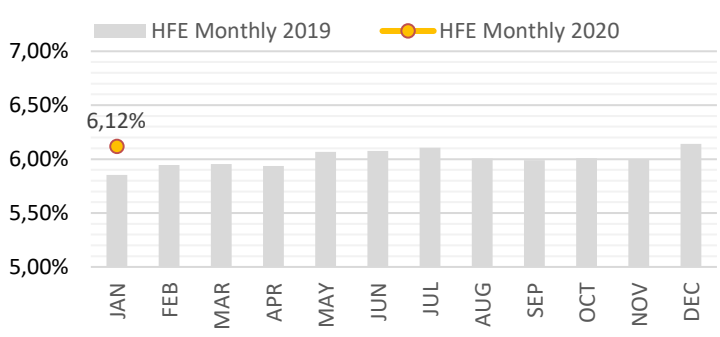


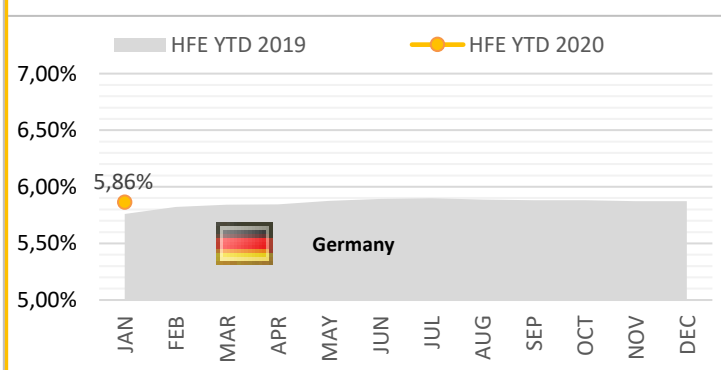
PI #5: HFE based on filed FPL at State level (incl. all days)

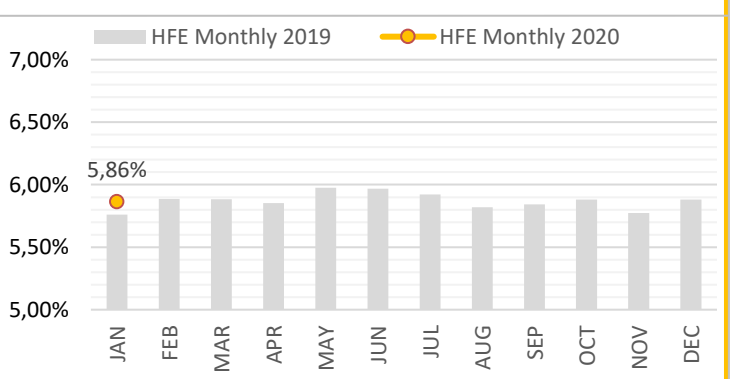


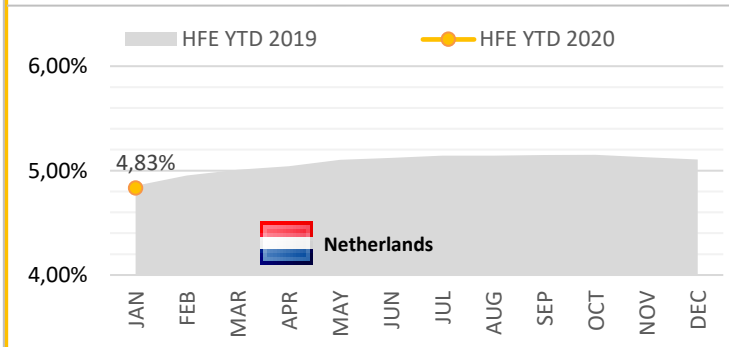


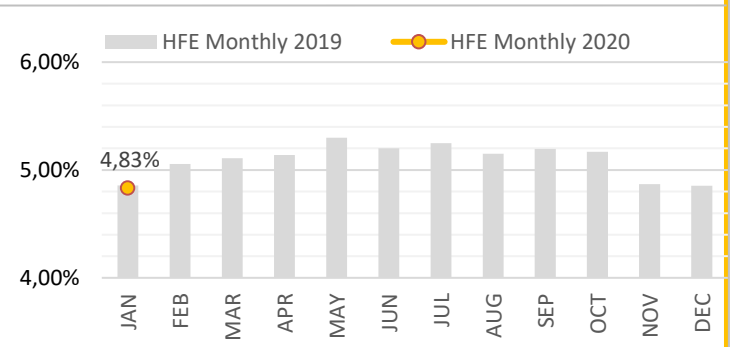


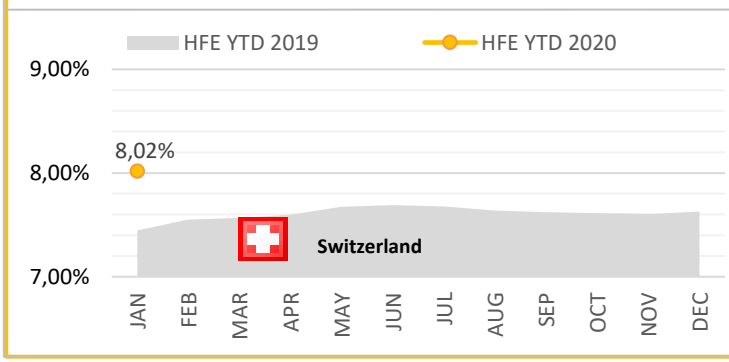


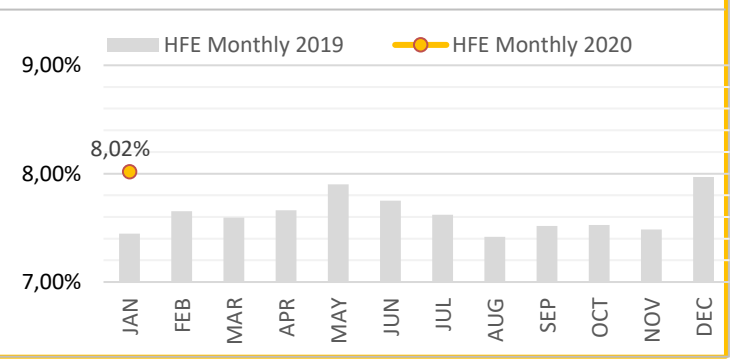










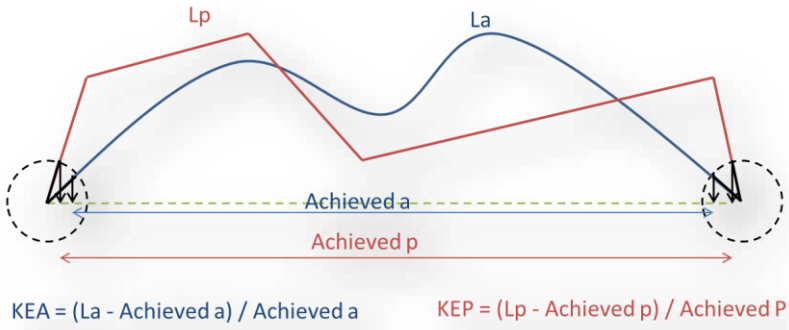


Glossary

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

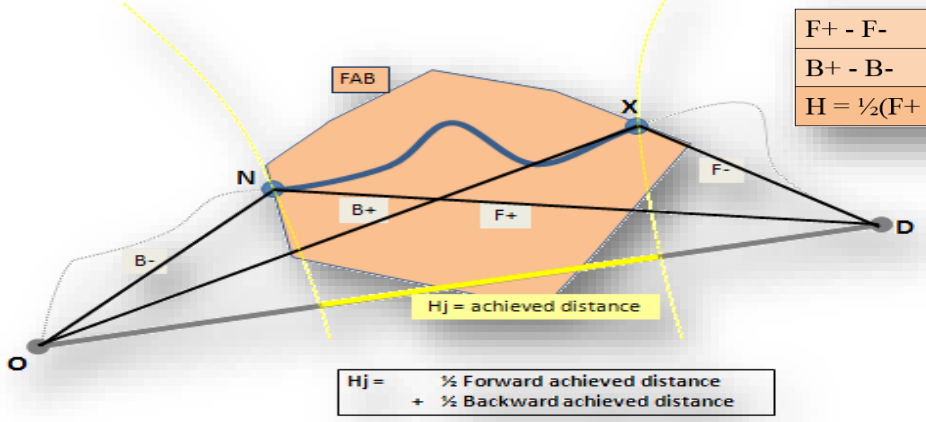
4 reference points are identified for KEP/KEA calculation :

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 od 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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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 PMGs attention.