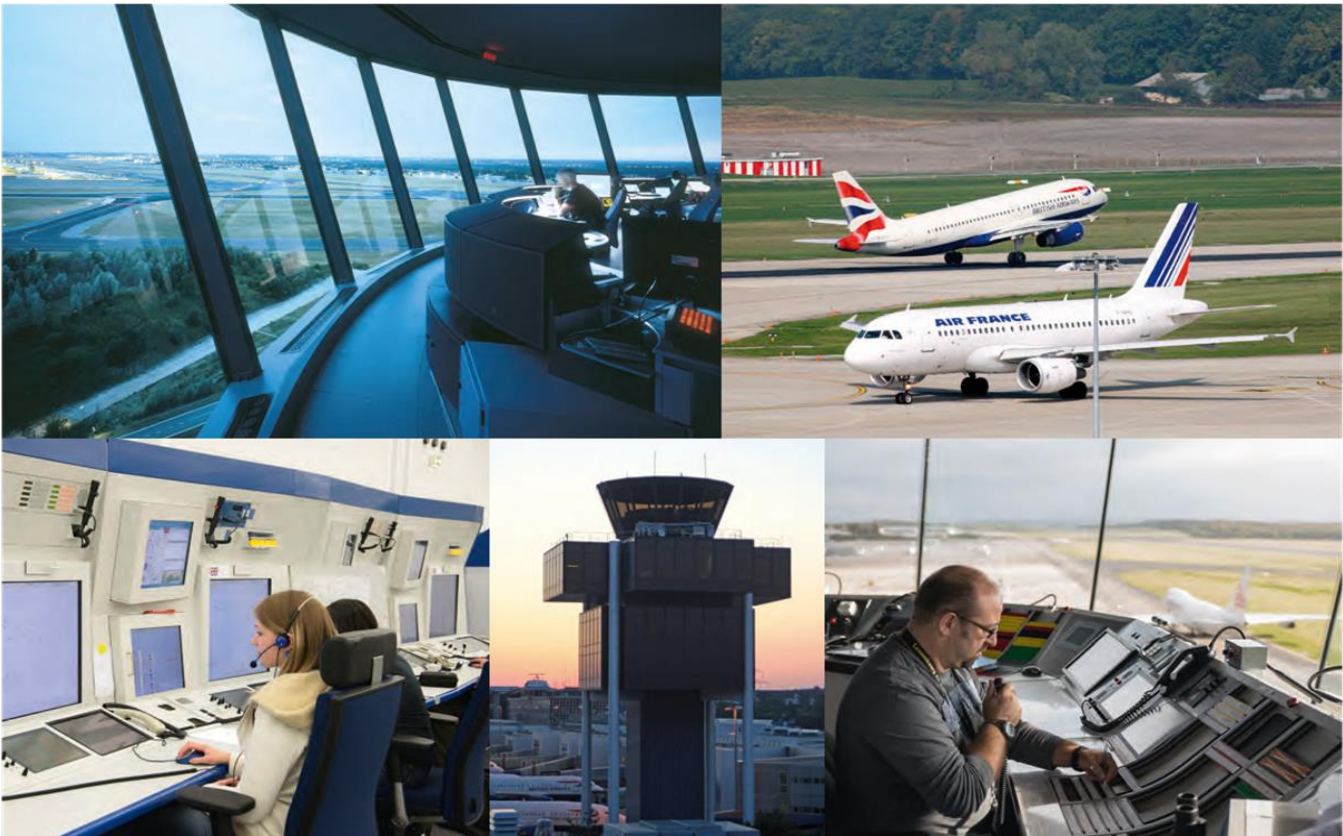




PERFORMANCE REPORT 2020 - 2024

ENVIRONMENT

October 2024



making the difference

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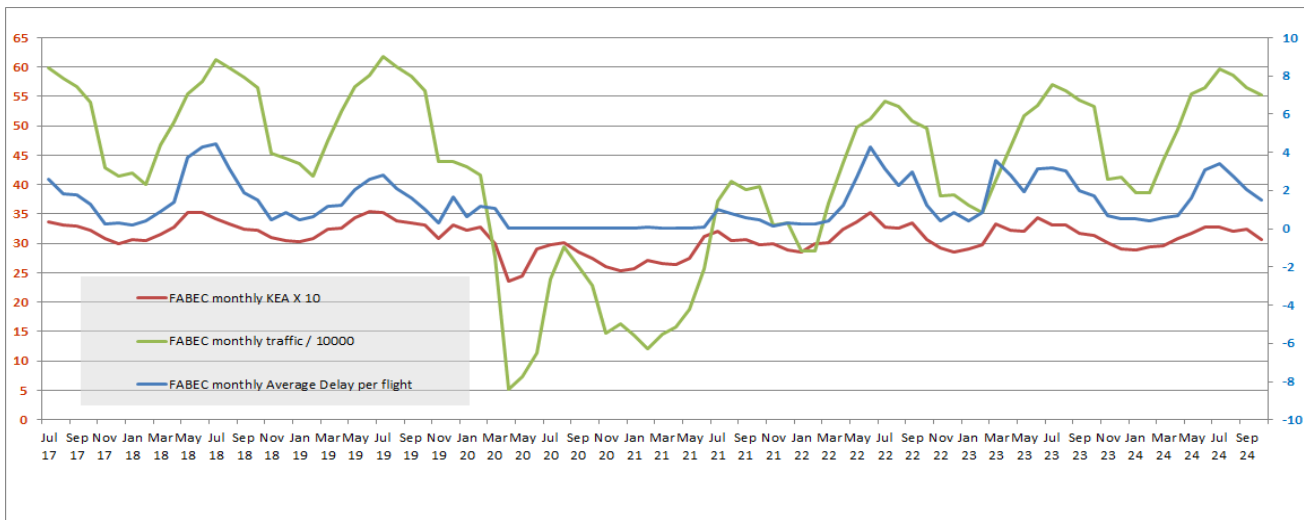
Description & Analysis

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 96,91% for the period of November 2023 - October 2024, excluding the 10 best and 10 worst days. This value is 0.34pp less than the reference value (97,25%) and 0.07pp less compared to the 12-month rolling average of July 2023 (96,84%). The October 2024 value is 0.01pp higher compared to the previous month's value and 0.33pp less than the highest yearly rolling KEA value since 2015 reached in March and April 2021 (97,24%). In October 2024, the difference between KEA and KEP is 2.27pp, 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 96,93% in October 2024, which is 0.17pp higher compared to September 2024 (96,76%) and 0.72pp lower compared to 97,65% in April 2020, which is the highest value since January 2016. The KEA in October 2024 has increased by 0.06pp compared to the same month in 2023 (KEA in October 2023 was 96,87%). 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 94,64% for October 2024. It has increased by 0.2pp as compared to 94,44% in October 2023. The October 2024 value is 0.02pp higher compared to the previous month's value. From April 2023 onwards, the indicator increases every month. The trend also continues in 2024.

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 October 2024 (94,66%) compared to one month prior (94,57%) and an increase in flight efficiency in October 2024 by 0.16pp compared to the value in October 2023 (94,50%).

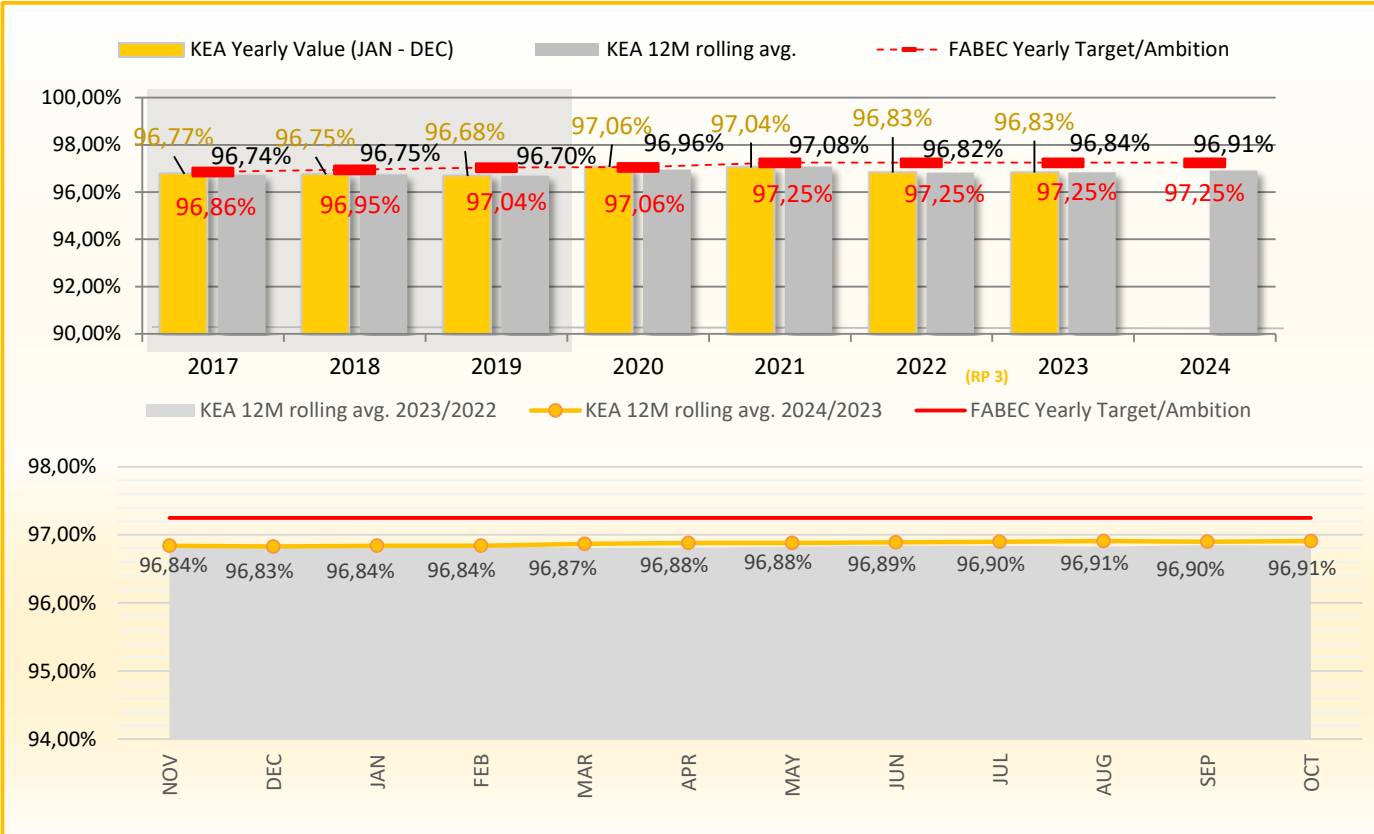
ENV PI#4: HFE based on Actual at State level (including all days)

At national level, all countries demonstrated an increase of flight efficiency based on actual trajectories in October 2024 compared to September 2024.

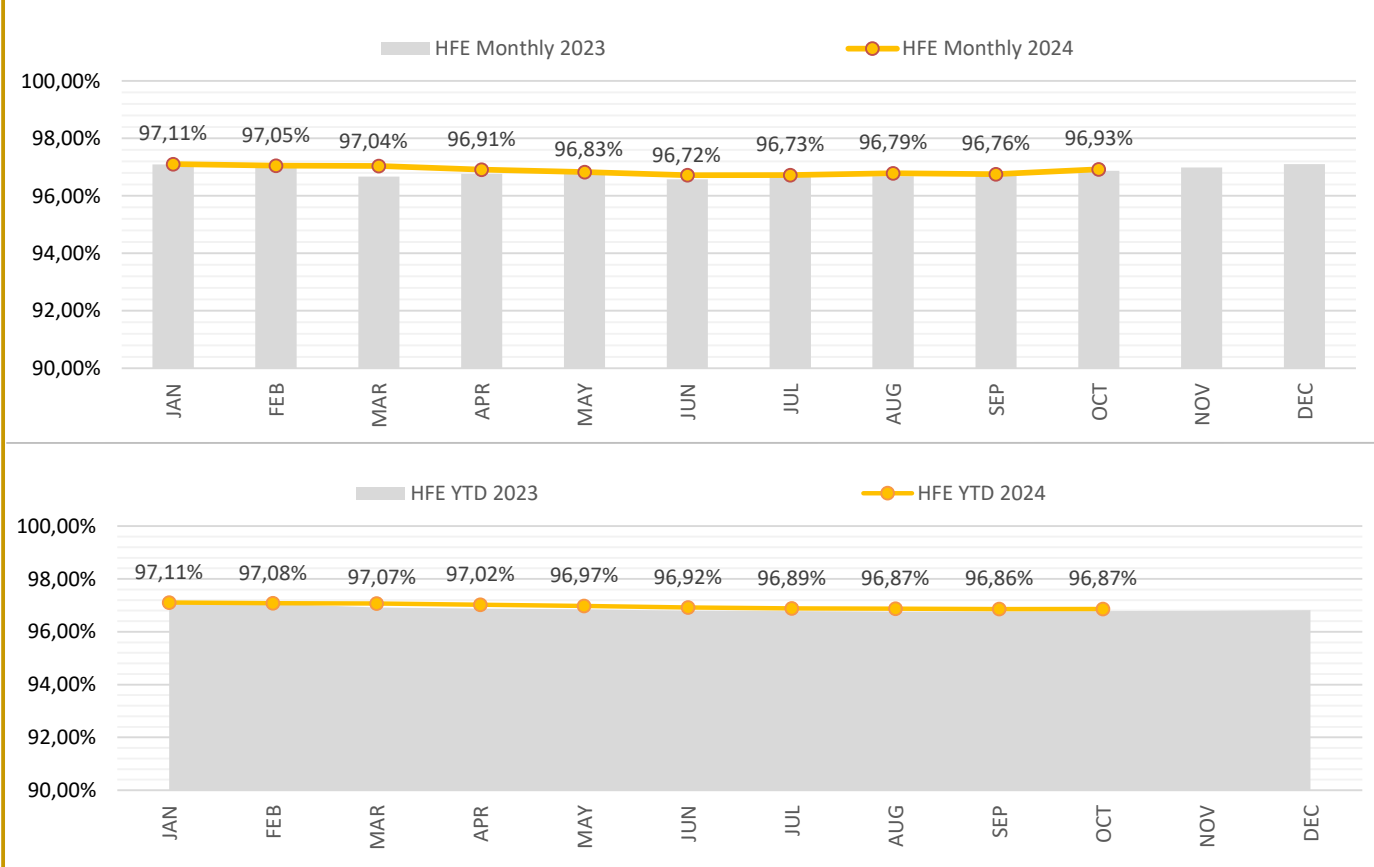
ENV PI#5: HFE based on Filed FPL at State level (including all days)

At national level, all countries demonstrated an increase in flight efficiency based on the filed FPL in October 2024 compared to September 2024.

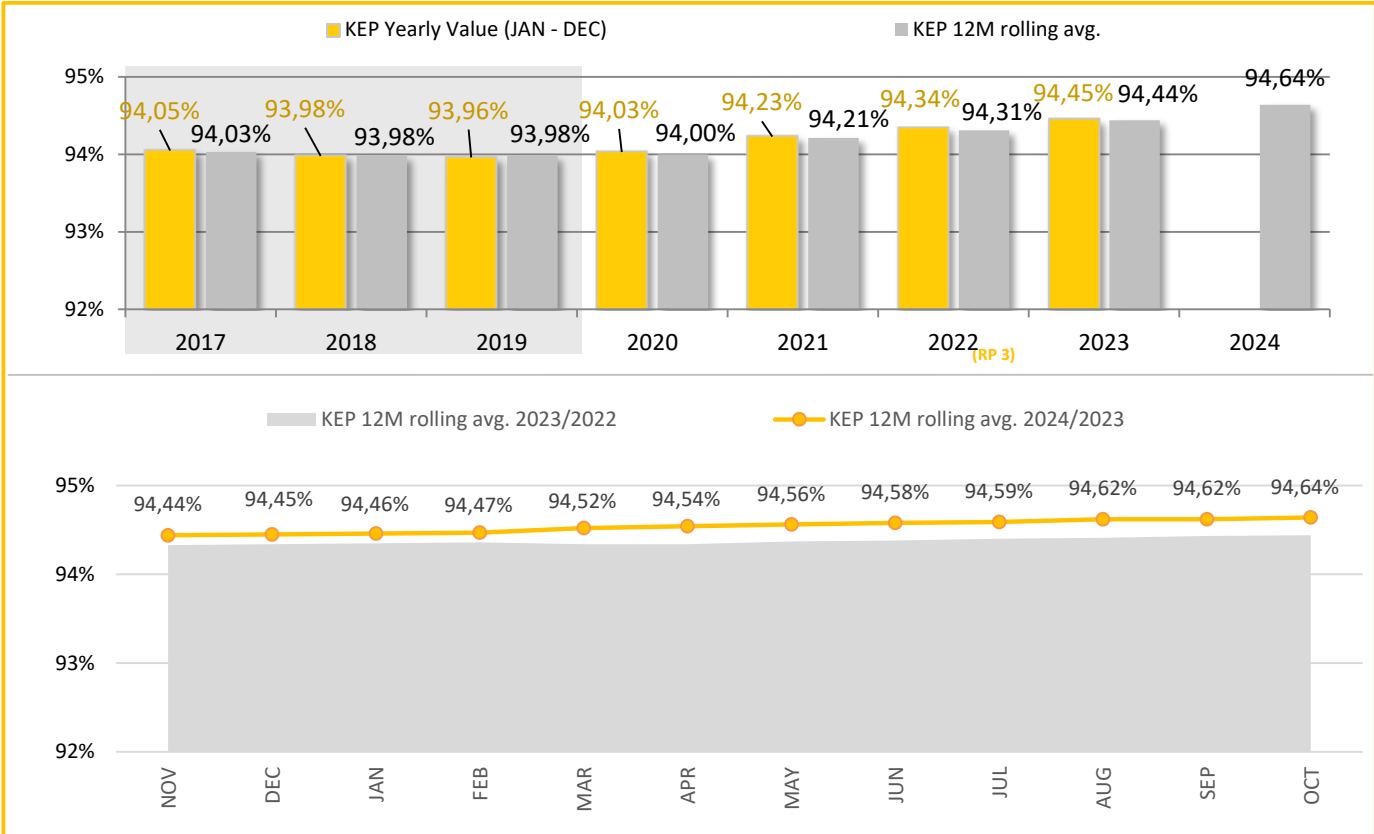
KPI #1: KEA/HFE at FABEC level (excl. 10 best/worst days)



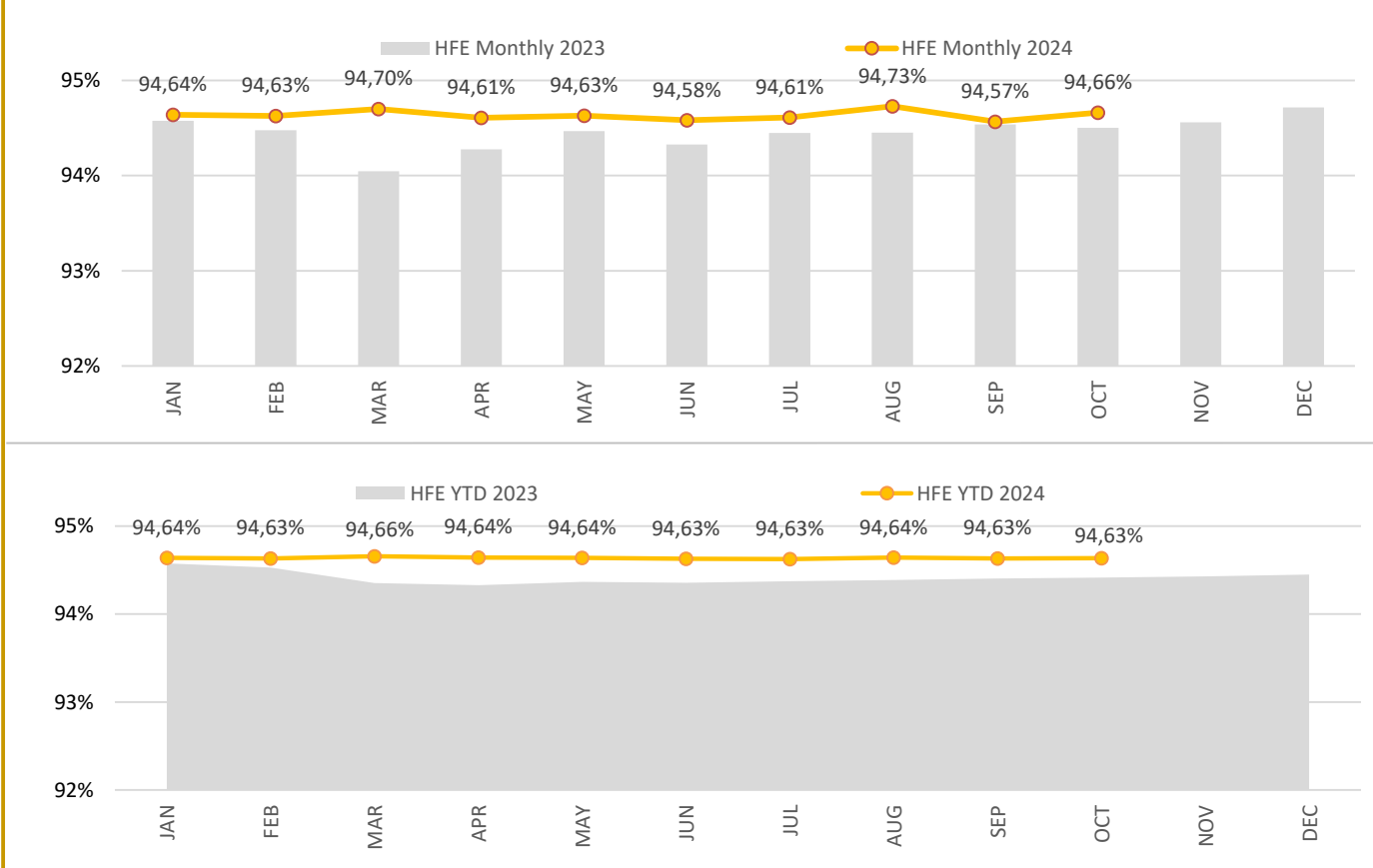
PI #1: HFE based on Actual at FABEC level (incl. all days)



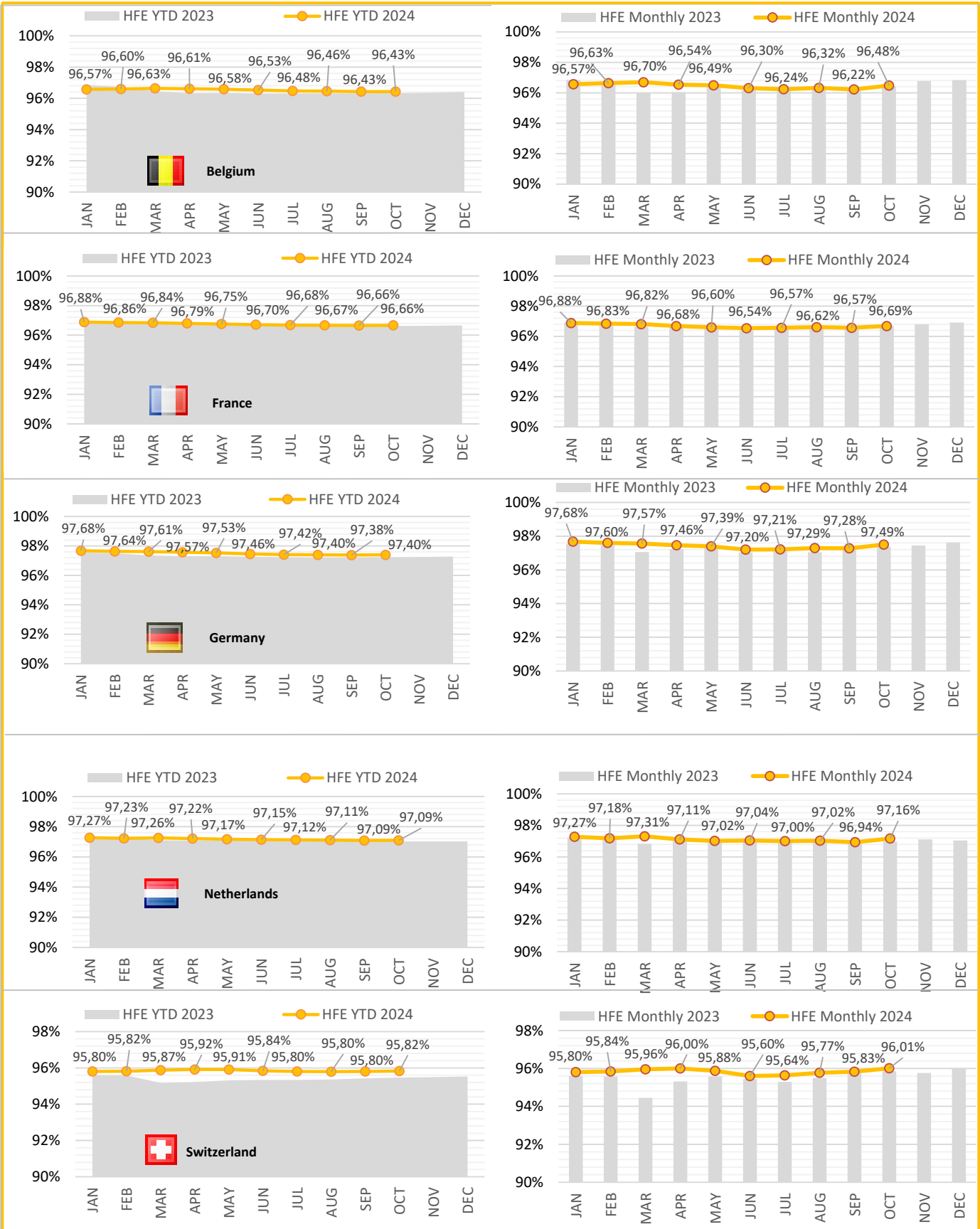
PI #2: KEP/HFE based on filed FPL at FABEC level (excl. 10 best/worst days)



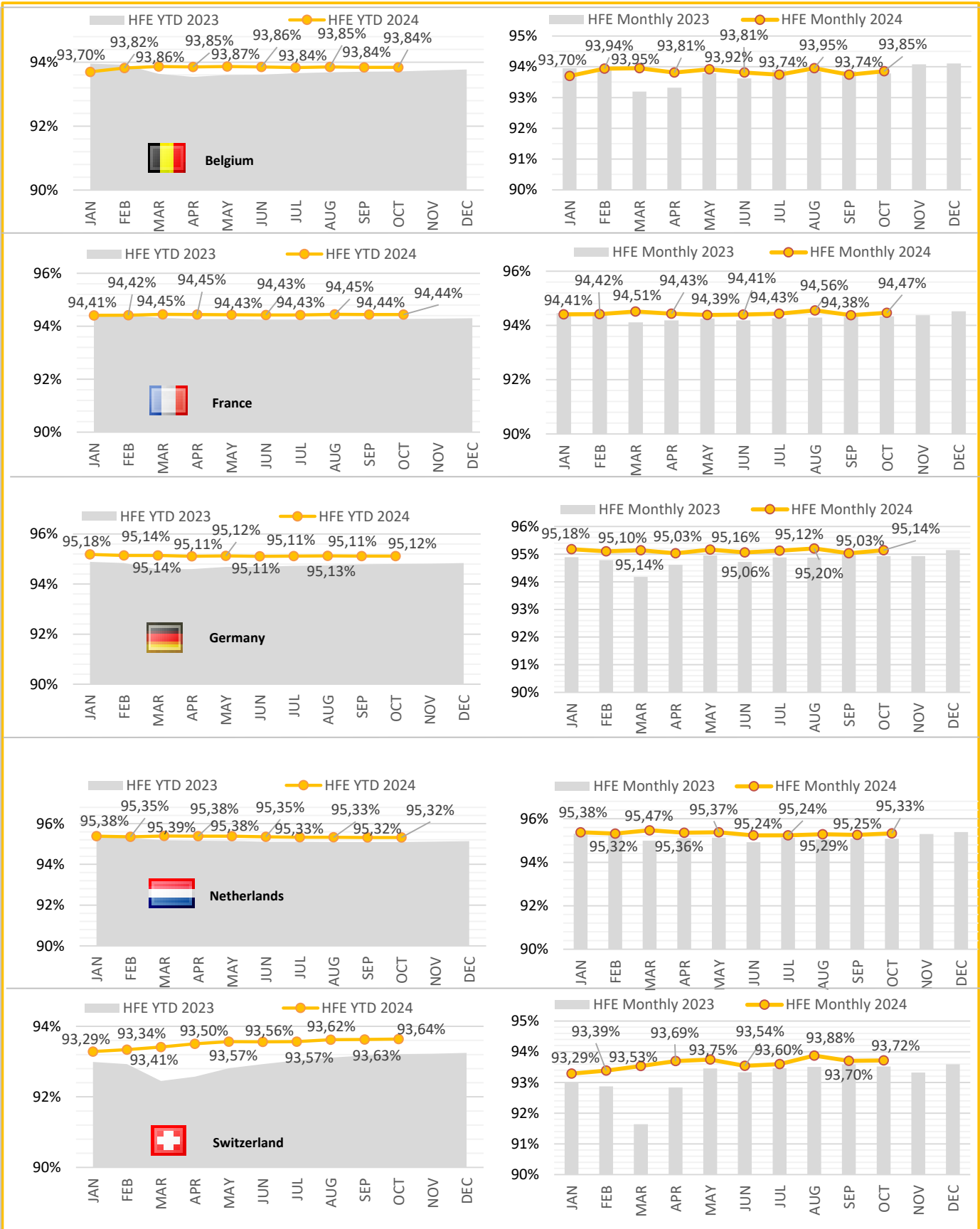
PI #3: HFE based on filed FPL at FABEC level (incl. all days)



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)

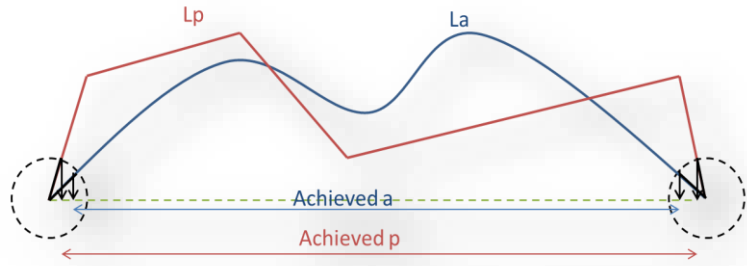


Glossary

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

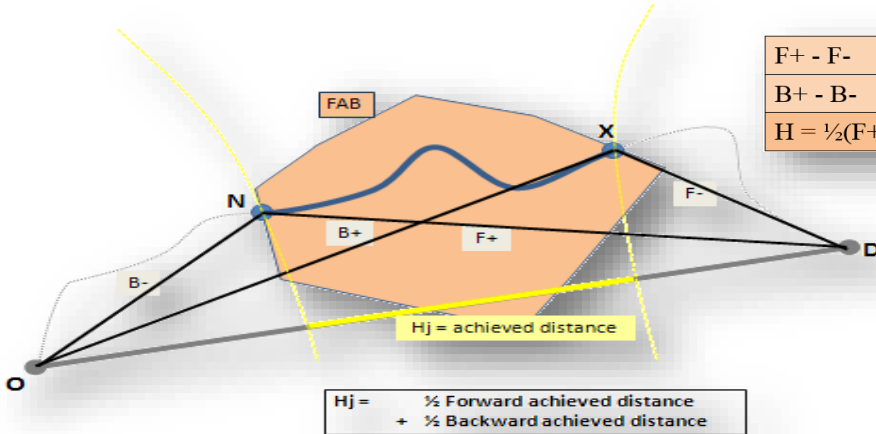
4 reference points are identified for KEP/KEA calculation :

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



$F+ - F-$	Forward achieved distance
$B+ - B-$	Backward achieved distance
$H = \frac{1}{2}(F+ - F-) + \frac{1}{2}(B+ - B-)$	Achieved distance

$$H_j = \frac{1}{2} \text{ Forward achieved distance} + \frac{1}{2} \text{ Backward achieved distance}$$

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

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:

Editor: FABEC PMG

Sources: EUROCONTROL PRU (<http://ansperformance.eu/>), FABEC ANSPs

Status: October 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.