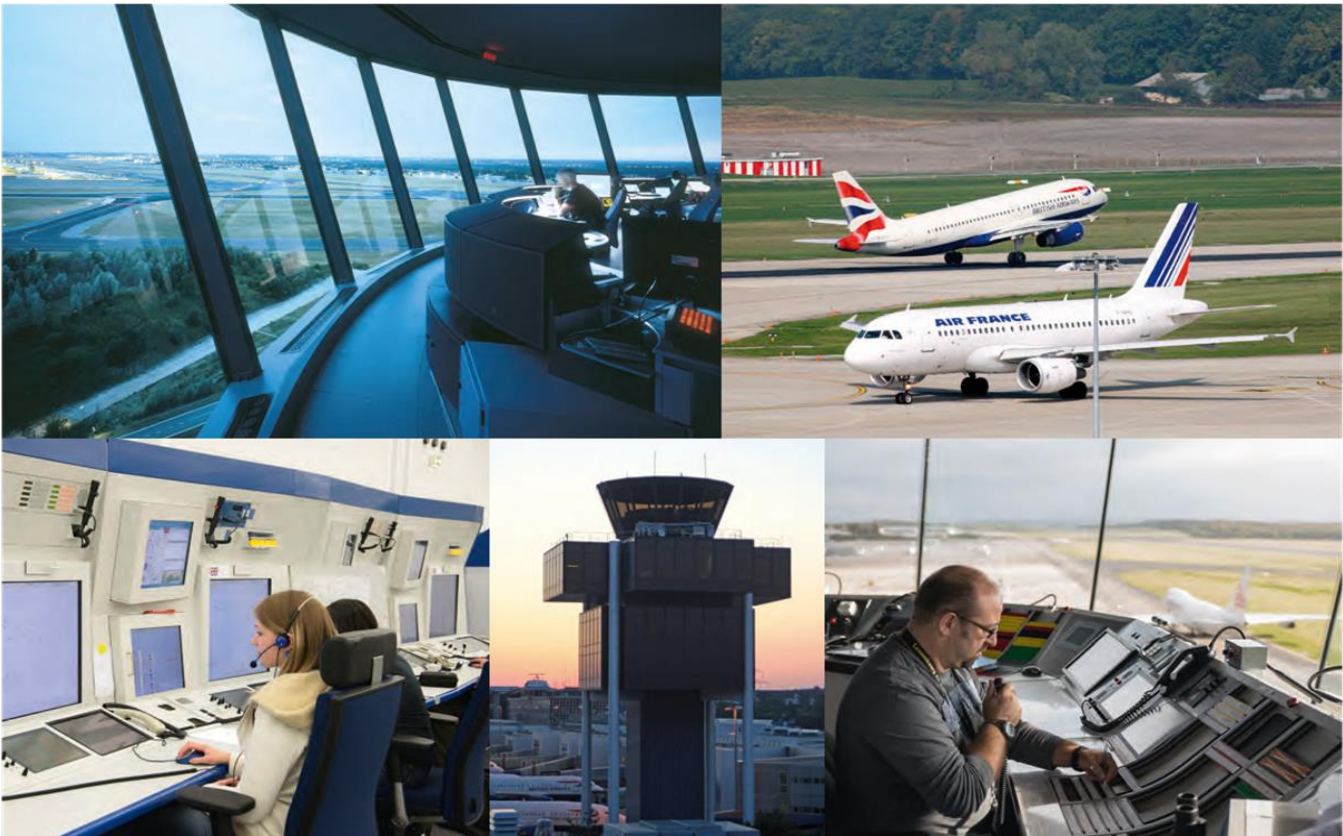




PERFORMANCE REPORT 2020 - 2024

# ENVIRONMENT

June 2024



making the difference

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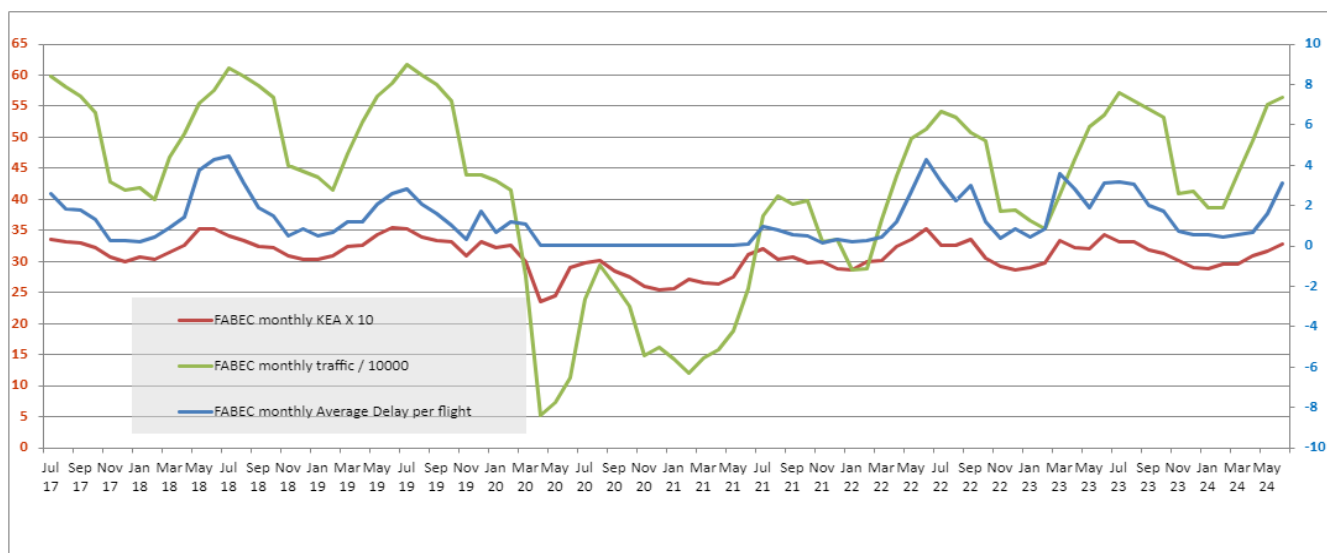
## Description & Analysis

### 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 96,89% for the period of July 2023 - June 2024, excluding the 10 best and 10 worst days. This value is 0.36pp less than the reference value (97,25%) and 0.05pp less compared to the 12-month rolling average of June 2023 (96,84%). The June 2024 value is 0.01pp higher compared to the previous month's value and 0.35pp less than the highest yearly rolling KEA value since 2015 reached in March and April 2021 (97,24%). In June 2024, the difference between KEA and KEP is 2.31pp, 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 96,72% in June 2024, which is 0.11pp less compared to May 2024 (96,83%) and 0.93pp lower compared to April 2020 (97,65%), which is the highest value since January 2016. The KEA in June 2024 has increased by 0.15pp compared to the same month in 2023 (KEA in June 2023 was 96,57%). 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 94,58% for June 2024. It has increased by 0.2pp as compared to 94,38% in June 2023. 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 a decrease of the flight efficiency indicator in June 2024 (94,58%) compared to one month prior (94,63%) and an increase in flight efficiency in June 2024 by 0.25pp compared to the value in June 2023 (94,58% in June 2024 vs 94,33% in June 2023).

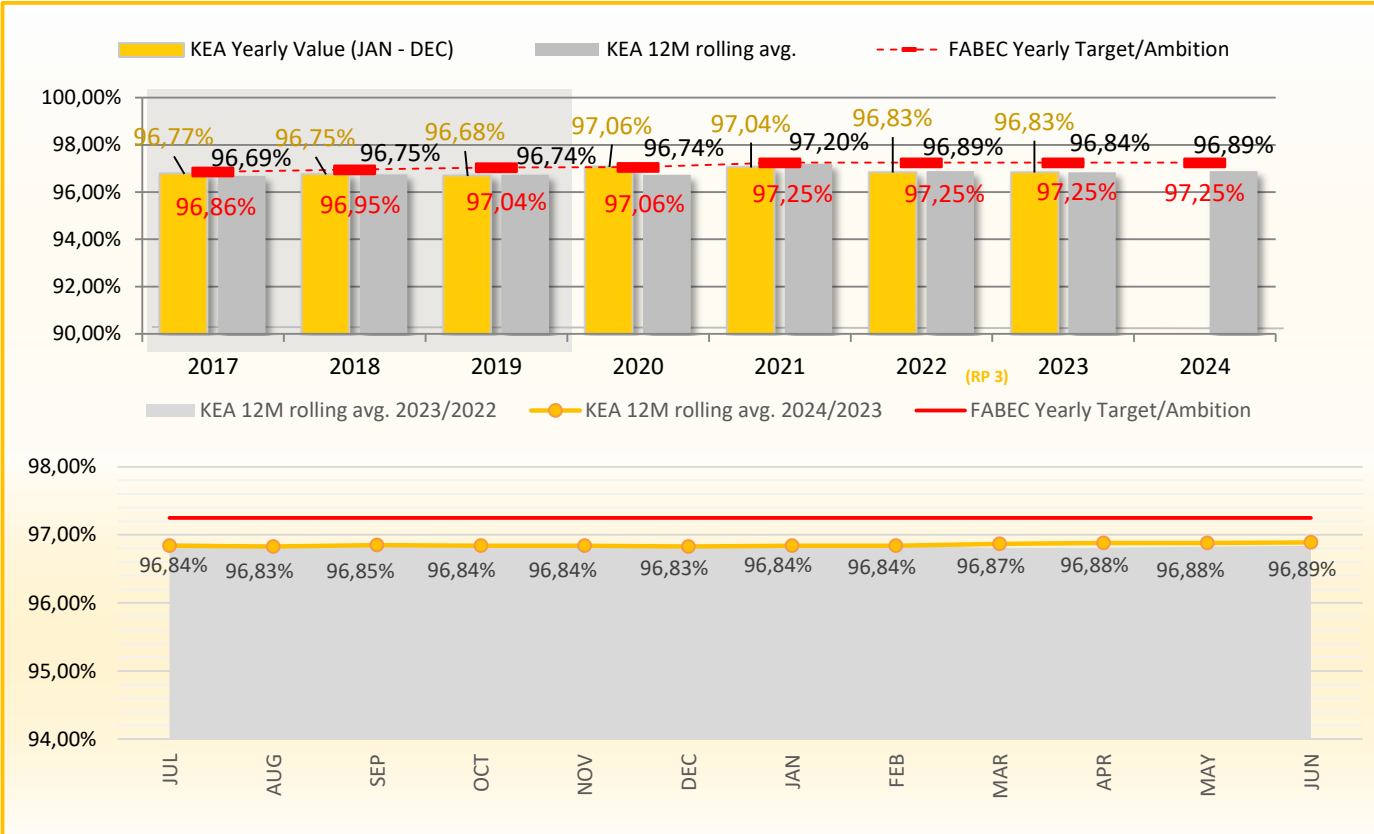
### ENV PI#4: HFE based on Actual at State level (including all days)

At national level, all countries except Netherlands demonstrated a decrease of flight efficiency based on actual trajectories in June 2024 compared to May 2024.

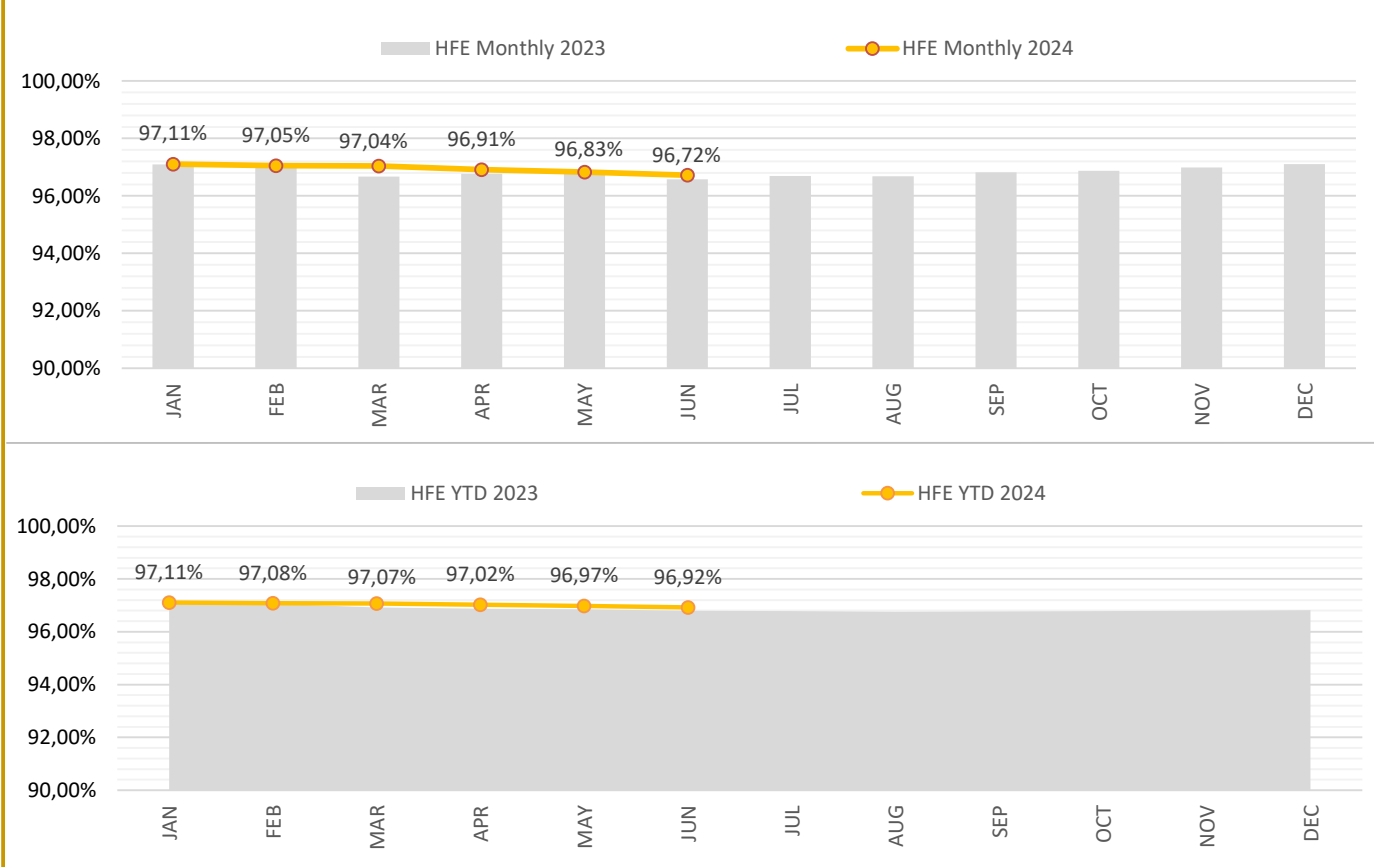
### ENV PI#5: HFE based on Filed FPL at State level (including all days)

At national level, all countries except France demonstrated a decrease in flight efficiency based on the filed FPL in June 2024 compared to May 2024.

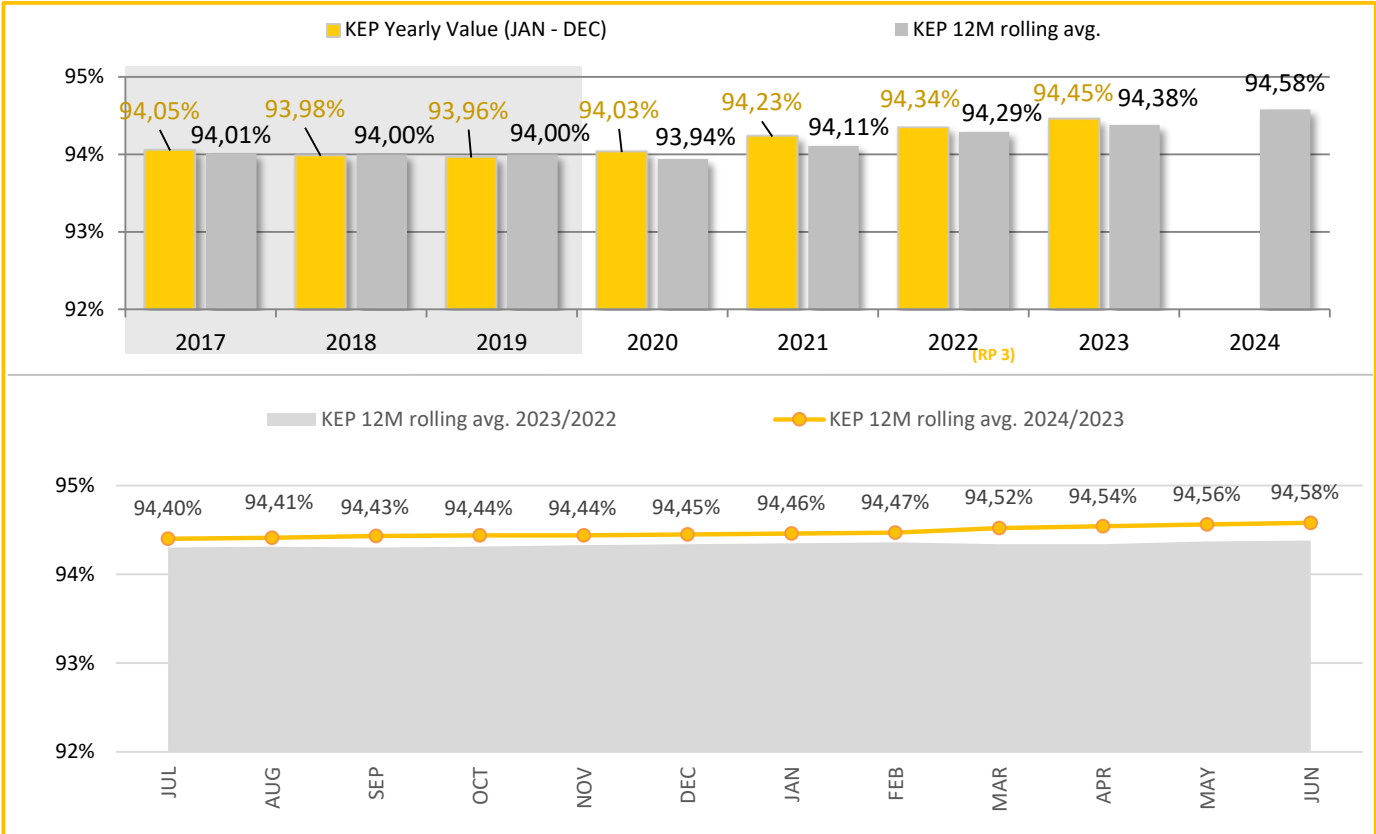
## KPI #1: KEA/HFE at FABEC level (excl. 10 best/worst days)



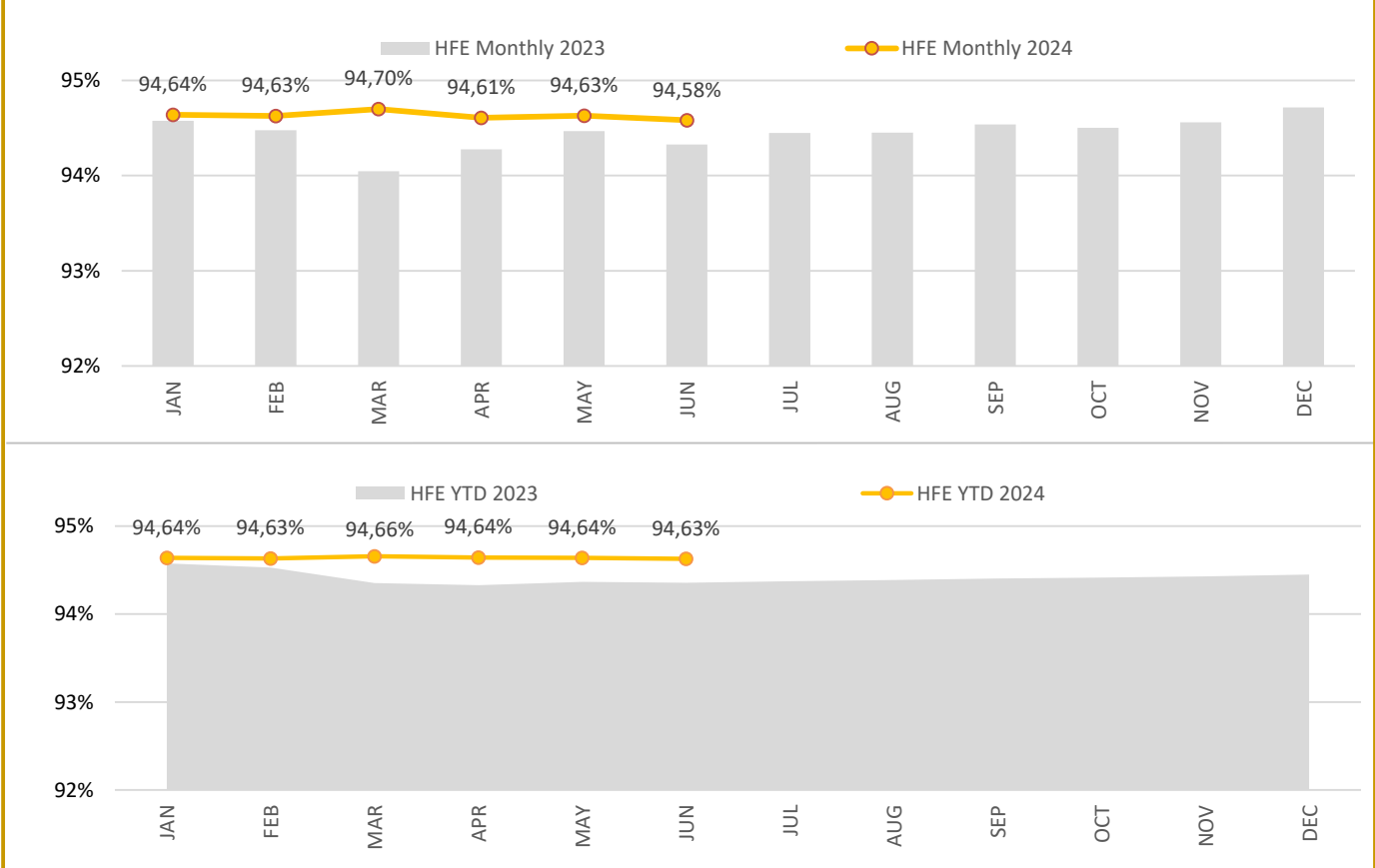
## PI #1: HFE based on Actual at FABEC level (incl. all days)



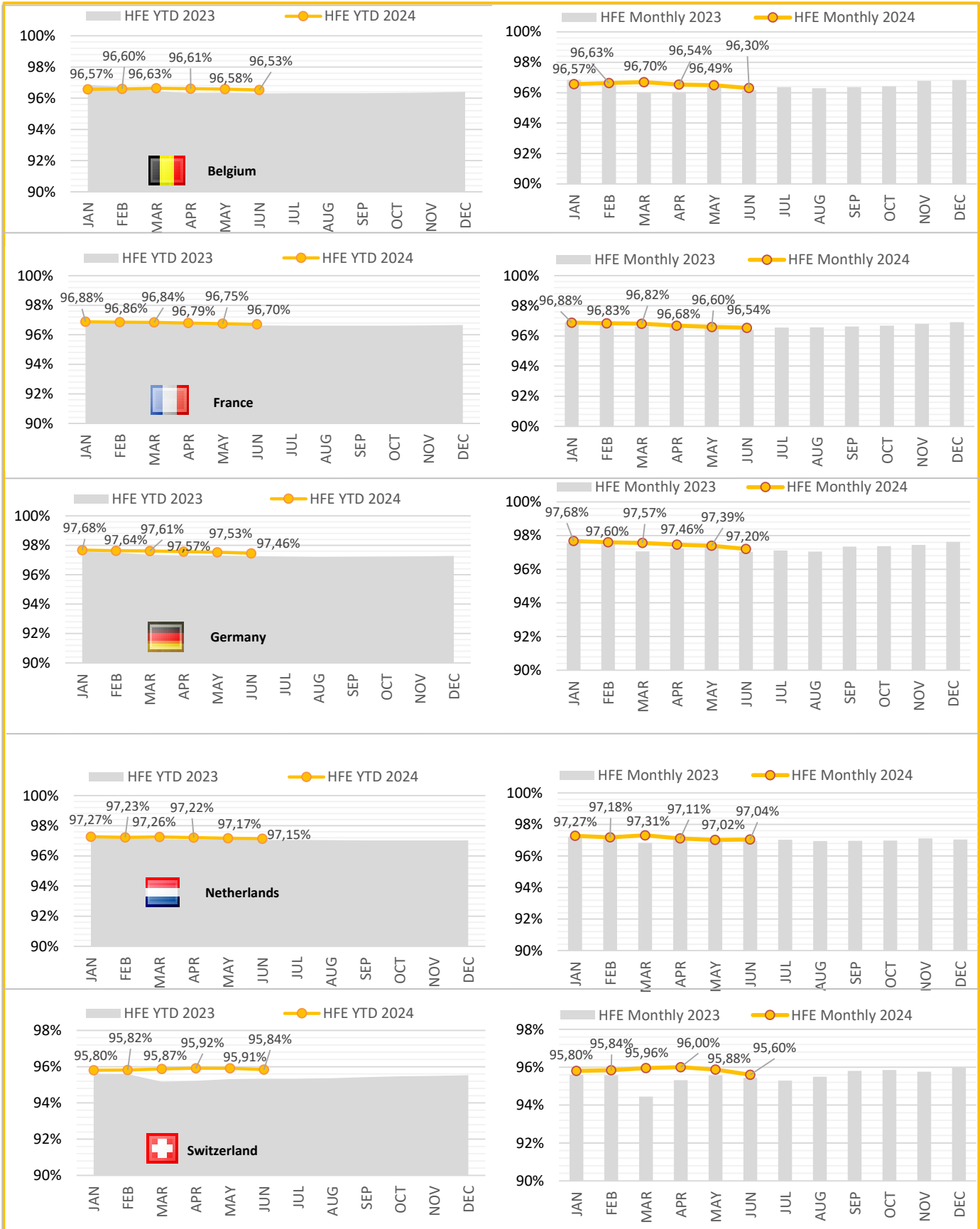
## PI #2: KEP/HFE based on filed FPL at FABEC level (excl. 10 best/worst days)



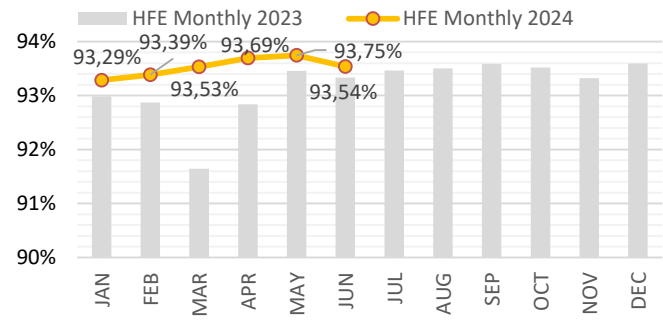
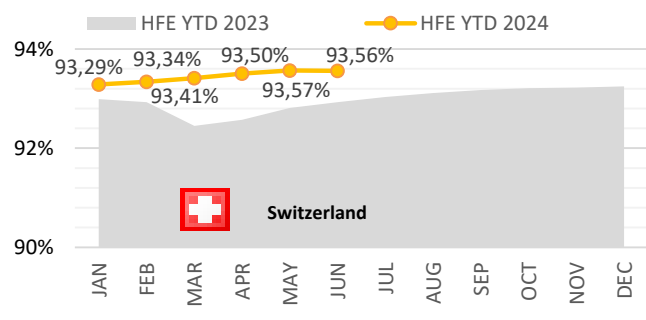
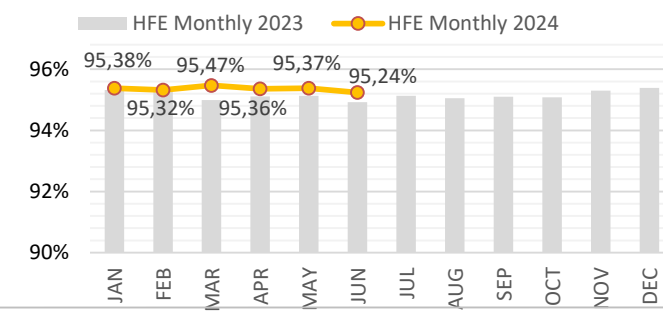
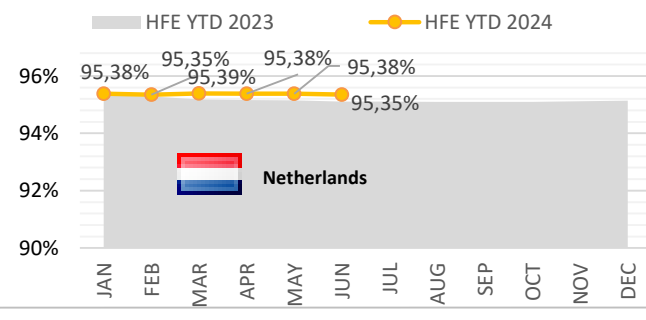
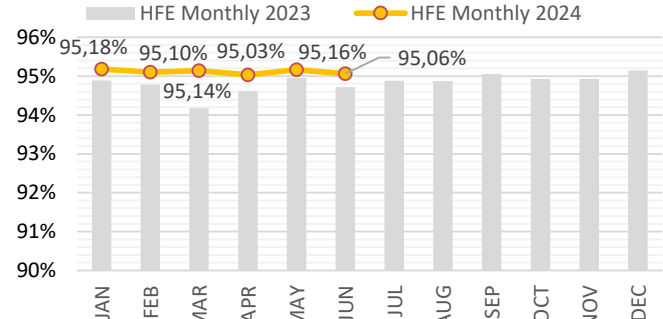
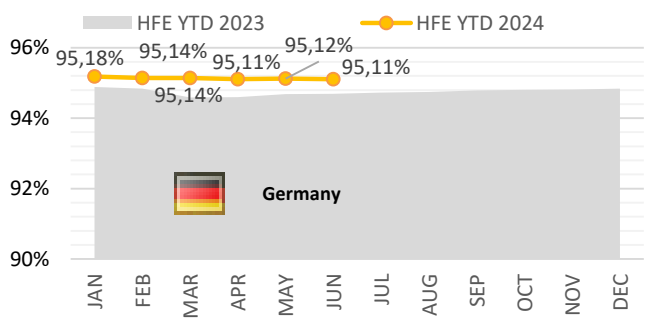
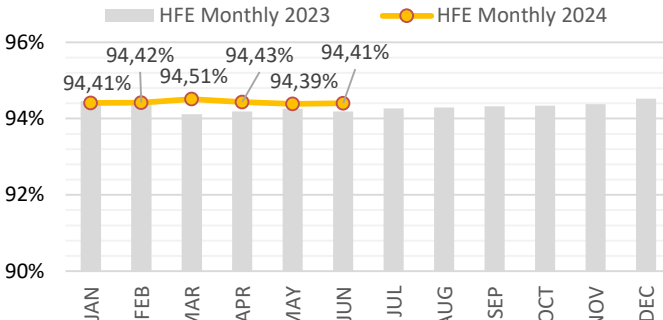
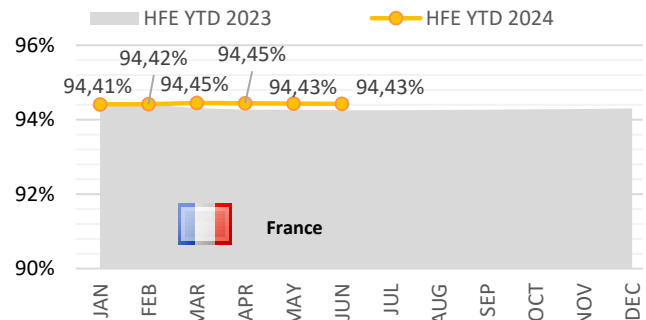
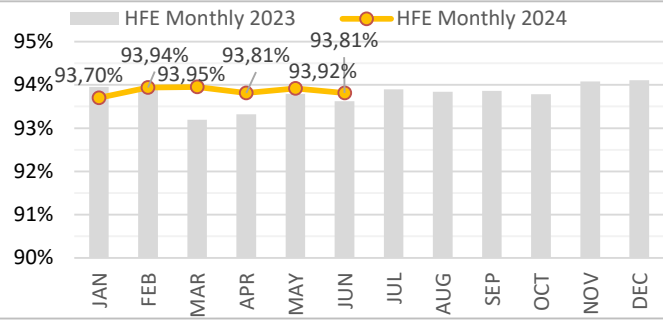
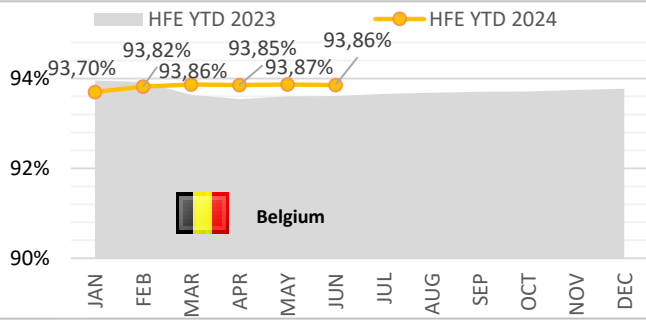
## PI #3: HFE based on filed FPL at FABEC level (incl. all days)



## 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)

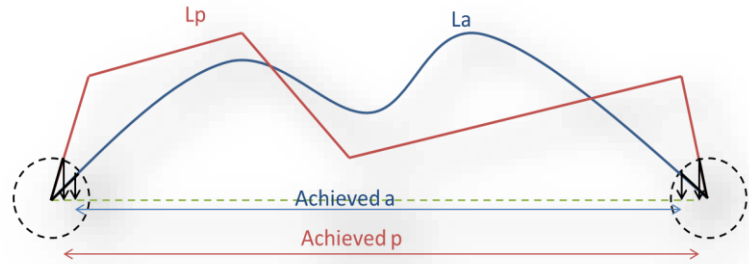


## Glossary

### 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

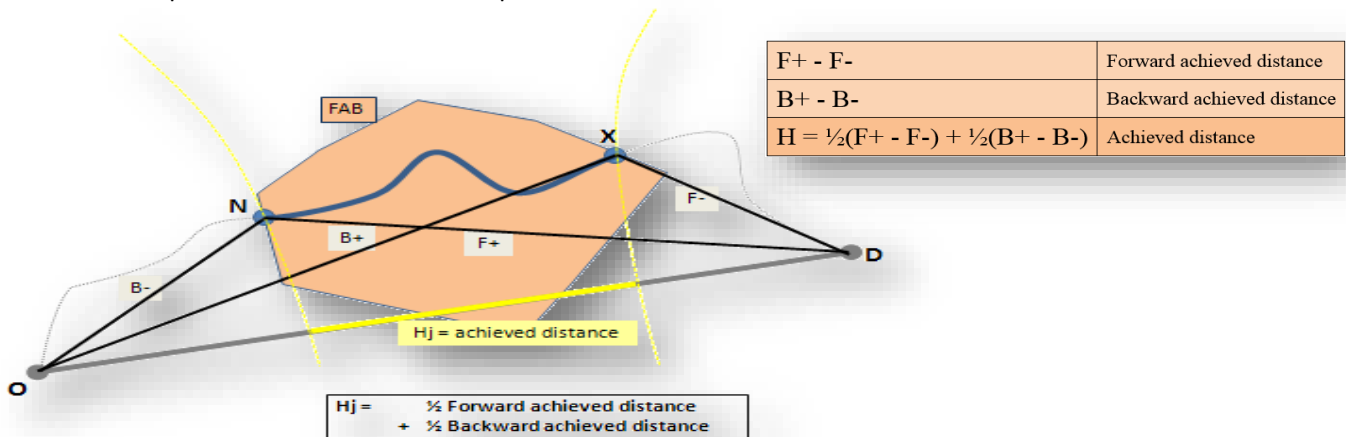
4 reference points are identified for KEP/KEA calculation :

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



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](http://prudata.webfactional.com/wiki/images/6/61/HFE_Methodology_2014_05_23.pdf)

### TABLE OF ABBREVIATIONS

- |  |                                      |
|--|--------------------------------------|
| <b>ADEP</b> - Airport of Departure   | <b>ADES</b> - Airport of Destination |
| <b>ANSP</b> - Air Navigation Service Provider  | <b>PRU</b> - Performance Review Unit |
| <b>ATFM</b> - Air Traffic Flow Management  | <b>YTD</b> - Year to Date value      |
| <b>FABEC</b> - Functional Airspace Block Europe Central  | <b>FPP</b> - FABEC Performance Plan  |
| <b>TMA</b> - 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: June 2024

[www.FABEC.eu](http://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.