

NEFAB Newsletter # 6

May 2013

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Page 1 of 2

NEFAB functional – Aiming for Free Route Airspace with DK/SE FAB

Inaugural meeting of the NEFAB Council

Following the entry into force of the NEFAB Agreement on 23 December 2012, the inaugural meeting of the NEFAB Council took place in Oslo on 6 February 2013.

The NEFAB Council is the supreme governance body in NEFAB, in which the transport ministries and defence ministries of Estonia, Finland, Latvia and Norway participate. The Norwegian Ministry of Transport and Communications chairs the Council in the first year of the NEFAB cooperation.



Members of the NEFAB Council attending the meeting

The NEFAB Council conducted a preliminary discussion on its work plan for 2013 as well as a strategic plan for NEFAB. The Council also devoted some time to discuss cooperation with neighbouring States as well as preparations for the formal assessment of NEFAB by the European Commission.

The Council is assisted by three committees: National Supervisory Authorities Committee, Civil-Military Committee and Financial and Performance Committee.

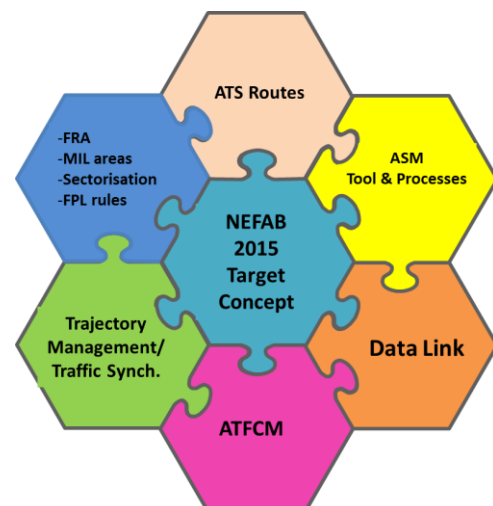
In addition, Consultative Board of Air Navigation Service Providers will be set up. The inaugural meeting of ANSCB is scheduled to be held in September 2013, after the NEFAB business plans have been updated and approved by the NEFAB ANSPs.

NEFAB Network Plan delivered

Airspace 2015 and ATS Provision 2015 projects have delivered the NEFAB Network Plan as design phase outcome.

The Network Plan provides an elaboration and adaption of the NEFAB 2015 target concept elements based on in-depth studies. The NEFAB Network Plan shall secure a harmonised, synchronised and timely implementation of the FAB concept of operations to be implemented and fully functional in November 2015.

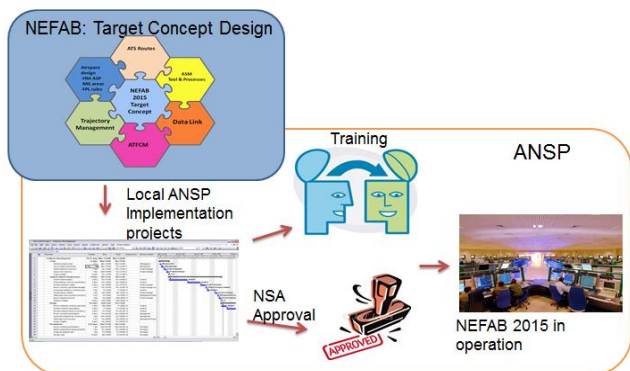
The target concept is built on individual modules as shown in illustration below.



NEFAB Target Concept

The NEFAB Network Plan has been developed as common project activities between the NEFAB service providers with support from EUROCONTROL. Validation and implementation are the next phases in the realisation of the NEFAB 2015 Target Concept.

The major part of the project activities have now been handed over to the individual ANSPs that will set up their own individual implementation projects. The implementation activities will be monitored through a review and control process led by the NEFAB Management Board to ensure concept realisation and coordinated and synchronized implementation.



Transfer of activities from common projects (FAB level) to individual ANSP projects

NEFAB Programme has presented the NEFAB Target Concept contents to the ANSP, and will support in knowledge and understanding as well as setting up the ANSP activities.

FRA WITH DK-SE IN 2015

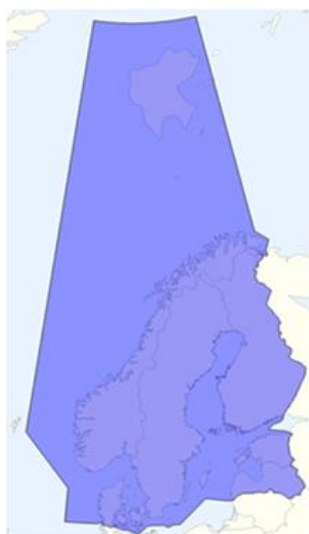


Illustration: Continuous FRA in NEFAB and DK-SE FAB airspace

NEFAB ANSPs agreed and decided that continuous Free Route Airspace concept with DK-SE FAB is the chosen scenario for further validation and development.

During Concept and Design phase several scenarios were discussed and three were chosen for further exploration and for decision by the ANSPs. The key differences between the scenarios is the extension of FRA, (i) from national

FRA with coordination points (COP) between states; (ii) family group of FRA where continuous FRA is implemented among defined NEFAB states, and (iii) continuous FRA between NEFAB and DK-SE FAB airspace.

The chosen scenario requires joint and agreed development and implementation activities between NEFAB ANSPs and DK-SE ANSPs.

Cooperation with NUAC

On the basis of the Letter of Understanding between NEFAB ANSPs, LFV and Naviair (as well as Isavia), common airspace development activities have been agreed and included in the business plans. NUAC is the cooperation partner on behalf of LFV and Naviair. NUAC and NEFAB programme have agreed on the common target scenario to implement the continuous FRA in the two FABs.

A steering group is established and has had its first two meetings, and experts from NUAC and NEFAB have discussed the common FRA concept. As the decision for the continuous FRA has been reached, a joint meeting between the steering group and experts took place on 30 April, focusing on planning the target scenario implementation.

On initiative from NEFAB CEO Board, the CEOs of NEFAB ANSPs and DK/SE FAB ANSPs met on 8 May 2013 and agreed on the development of the continuous Free Route Airspace in DK/SE FAB and NEFAB airspace. The CEOs agreed to establish a common group of CEOs to ensure the continued cooperative development of the common Free Route Airspace Project.

Test pilot case conducted by the European Commission

A pilot case has been initiated at the European Commission to investigate the conformity of FABs to the requirements set by the European Commission.

NEFAB states have received a letter from the European Commission asking to demonstrate how NEFAB is based on operational requirements irrespective of national borders (Test Pilot letter). Reference is made to the shape of the FAB and to the fact that national FIRs have remained the same as prior to the establishment of NEFAB and its inner boundaries and part of its outer boundaries follow national borders exactly. In the absence of a satisfactory reply, the Commission may decide to initiate an infringement procedure. Similar letter has been submitted to all FABs. The NEFAB Programme is supporting the states with input for the states response. The response to the EC will be handled at the NEFAB Council in May.