

NEFAB

north european functional airspace block

Consultation Meeting

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FAB objectives

European airspace is fragmented and is in need of performance improvement to meet future challenges and requirements

- Achieve maximum capacity, efficiency and safety of the SES ATM network
- Reduce fragmentation
- Take into account real traffic flows and not national borders
- Harmonisation of procedures and infrastructures
- Consolidation of service provision
- Homogenous charging policy

FABs reflect need in Europe to organize airspace and service provision according to operational requirements rather than to national boundaries

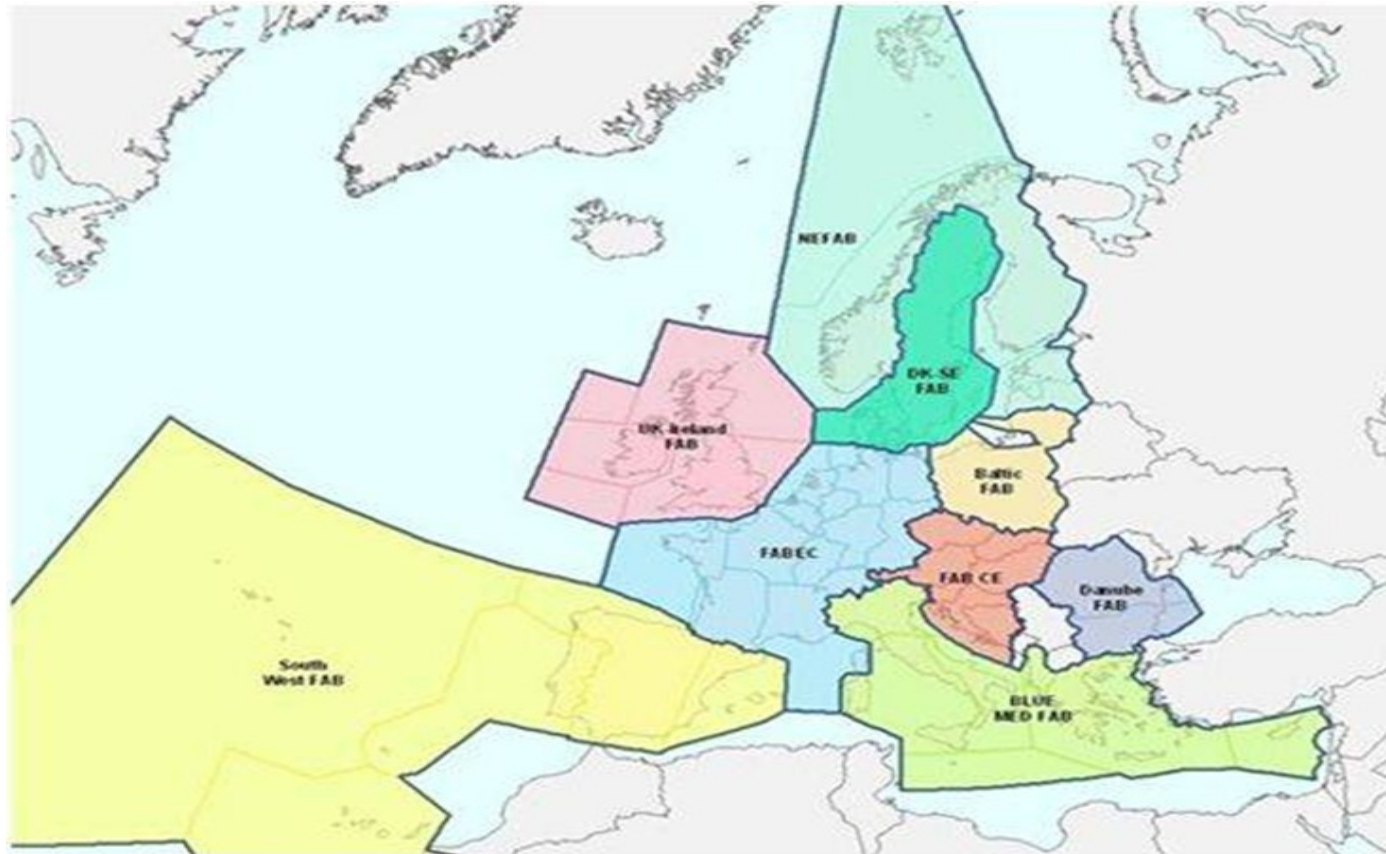


FAB requirements

- **Legal requirement (Airspace Regulation):** Member States shall reconfigure their upper airspace into FABs
- The aim of FABs is to comply with the requirements of the Single European Sky and the national transport strategies and increase performance in Air Traffic Management by creating synergies and holistic solutions, thereby reducing the effects of fragmentation.
- **Definition:** “airspace block based on operational requirements, reflecting the need to ensure more integrated management of the airspace regardless of existing boundaries”



European FABs

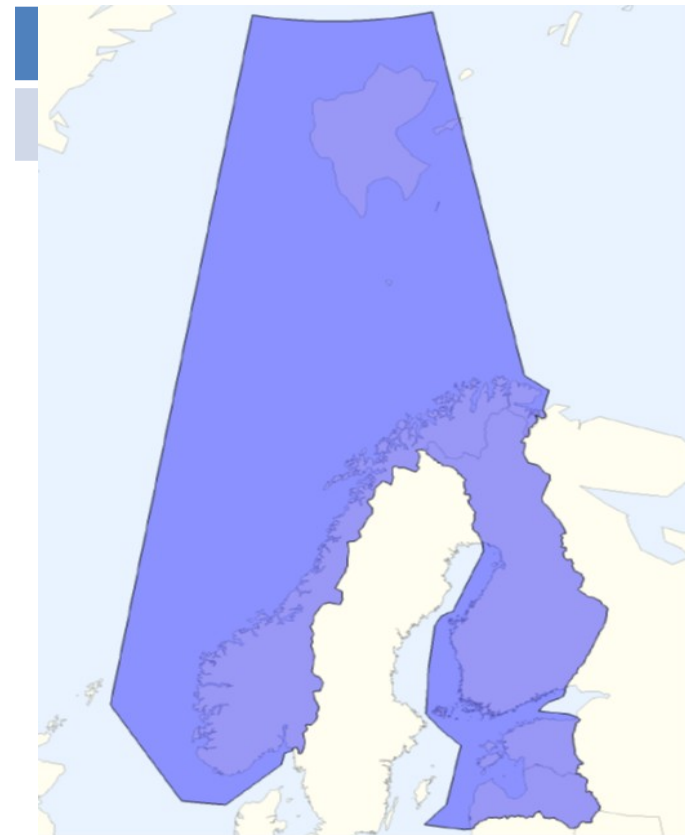


NEFAB Area and States:

NEFAB airspace is composed of the following flight information regions (FIR) and upper information regions (UIR) of North European airspace:

- Estonia
- Finland
- Latvia
- Norway
- Bodo Oceanic

This FIRs contain around 90 airports with IFR operations and around 30 elementary ACC sectors.



Steps towards NEFAB

- Summer 2007, the North European ANS providers initiated a pre-feasibility study regarding the viability of establishing FAB in the northern part of Europe. States committed in the NEFAB inception phase were initially Sweden, Denmark, Norway, Finland, Estonia and Latvia.
- The Joint declaration of intent for the creation of the North European Functional Airspace Block (NEFAB) was signed by the Ministers of Estonia, Finland, Latvia and Norway on 30 August 2011.
- Based on final NEFAB Feasibility study, Estonia, Finland, Latvia and Norway have decided to create NEFAB.
- State Level Agreement, signed 4 June 2012; NSA level agreement, initialled 9 December 2011, to be signed in autumn 2012; Joint Ministerial Declaration, 6 June 2012; ANSP Cooperation Agreement, 20 June 2012.



NEFAB vision

- NEFAB is established by 4. December 2012
- By 2015 air navigation services are harmonised and optimized, and the NEFAB is the best performing airspace in Europe measured by regional performance targets
- NEFAB will be a key contributor to the vision of Northern Dimension and SES performance targets – and efficient gateway between the North Atlantic Region, Russian Federation and Single European Sky
- NEFAB will deliver benefits to airspace users through optimal airspace solutions and service provision arrangements – in coordination with neighbouring FABs and Third States.



NEFAB overall objectives

- Services tailored to customer requirements
- Contribute to increased flight efficiency
- Higher safety levels
- A greener environment
- Cost reduction through an optimised use of air navigation infrastructure



Objective of NEFAB

The objective of NEFAB is to achieve optimal performance in the areas relating to:

- Safety
- Environmental sustainability
- Capacity
- Cost-efficiency
- Flight efficiency
- Military mission effectiveness

The aims shall be achieved through an optimisation, harmonisation and possible integration of the services and the technical infrastructure in the NEFAB countries.



Areas of Cooperation to achieve the objective of NEFAB

To achieve the objective of NEFAB, the Contracting States commit to cooperate and take the appropriate measures in accordance with their national procedures in particular in the following domains:

- Governance of NEFAB
- Civil-military cooperation
- Airspace
- Harmonisation of rules and procedures
- Provision of air navigation services
- Meteorological services
- Charging
- Supervision
- Performance



Benefits of NEFAB

- NEFAB has potential for significant positive effects related to airspace, service provision, support functions as well as systems.
- Considerable improvements will be achieved through the optimisation of airspace and as a result of enhanced cooperation between air navigation service providers.
- The benefits of NEFAB are incremental and could reach 340 million euros calculated as net present value for the period 2012-2025. As a result, NEFAB is set to meet the expectations of airspace users, as well as regulatory requirements, under the performance scheme of the Single European Sky.
- NEFAB benefits can be divided into internal benefits and costs, which are incurred in ANSPs and external benefits and costs, providing direct effects to airline operators, the passengers, the environment and stakeholders.



Summary and classification of potential costs and benefits

Internal benefits/costs	External, socioeconomic benefits and costs
<ul style="list-style-type: none">• Operation costs (personnel, technology, other operating costs)• Implementation costs	<ul style="list-style-type: none">• Value of time savings for passengers• Value of reduced emissions• Reduced airline operating cost
<ul style="list-style-type: none">• Bargaining power• Influence on regulators• Opportunities for competence development	<ul style="list-style-type: none">• Customer orientation• Safety• Contingency



Overall effects

Overall effects of NEFAB the Socio-economic analysis

	Minimum scenario		Performance scenario	
External cash effects per year (in mill. Euro)	2015	53,7	2015	53,7
	2020	73,0	2020	76,8
	2025	92,8	2025	97,6
Internal cash effects per year (in mill. Euro)	2015	0,6	2015	-1,9
	2020	4,3	2020	12,6
	2025	4,3	2025	12,6
Total external and internal cash effects per year (in mill. Euro)	2015	54,3	2015	51,7
	2020	77,3	2020	89,4
	2025	97,1	2025	110,2
NPV of internal and external effects	2012-2025	304,0	2012-2025	341,3



Thank you for the attention!

