



### NEW INITIATIVES IN NEFAB

The NEFAB Programme has undergone substantial changes in focus and organization since June. The main areas in focus today are Business Development Areas, NEFAB Target Concept to cover the final airspace development activities, implementation of seamless Free Route Airspace with DK/SE FAB and setting up of strategic targets for all involved ANSPs.

### NORTH EUROPEAN FREE ROUTE AIRSPACE PROGRAMME (NEFRA)

In their pursuit of best possible airspace structure for the customers, the ANSPs in NEFAB are working actively towards the connection of the DK/SE FAB Free Route Airspace with NEFAB Free Route Airspace above the FL285. NEFAB Free Route Airspace is planned as low as possible pending the results of the ongoing simulations, but there is planned continuous seamless Free Route Airspace above FL 285 across the two FABs. The North European Free Route Airspace Programme (NEFRA) has been set up to deal with the interface issues between the airspaces of the two FABs.

The cooperation commenced when in March 2013 the member states of the two FABs made a declaration of commitment for cooperation in airspace development between the governments of Denmark, Estonia, Finland, Latvia, Norway and Sweden. The declaration aims at closer cooperation between the states of the two FABs, and as a first step the states are committed to introduce improvement of the functionality in management of the airspace, inter alia, the Free Route Airspace. Detailed development plans for NEFRA Concept of Operations are in progress and NEFRA is planned to be implemented on November 12, 2015, the same time as NEFAB Free Route Airspace.

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# NEFAB TARGET CONCEPT

*NEFAB ANSPs are mobilizing to implement NEFAB Target Concept 2015*

The key NEFAB Projects (Airspace 2015 and ATS Provision 2015) delivered in April the documentation for the airspace changes to be implemented in November 2015. The delivery was the NEFAB Network Plan documents (i.e. NEFAB Target Concept), and based on that ANSPs are currently initiating their implementation activities.

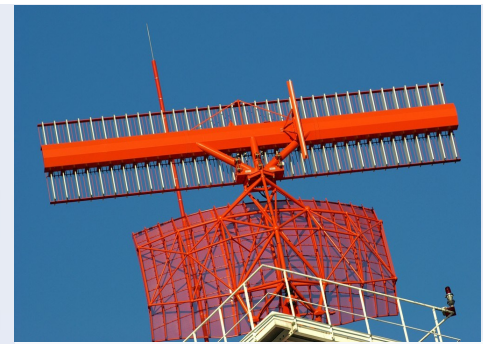
Subsequently the two projects were reorganized into the Target Concept Project, mainly executing final airspace development activities (e.g. sectorisation), preparing and executing fast time simulations, and monitoring and supporting the ANSPs in their implementing activities. It is especially important whilst ANSPs will more and more start mobilization of their local implementation projects.

NEFAB Target Concept documents provide the operational basis for the implementation of the Free Route Airspace in NEFAB and describe how

a common Free Route Airspace Concept, in line with the European Route Network Improvement Plan, will provide the possibility for airspace users to flight plan a preferred trajectory regardless of national boundaries of the participating states.

Besides the Free Route Airspace element, NEFAB Target Concept consolidates a number of other activities for fulfilling the Single European Sky requirements which are to a large degree interdependent, such as Airspace Management, Air Traffic Flow and Capacity Management, Datalink and Trajectory Management.

EUROCONTROL plays a major role here by supporting the airspace development activities and facilitating the development of a Free Route Airspace safety case with the aim to increase the performance of the European airspace.



## BUSINESS DEVELOPMENT AREAS

**NEFAB Programme has been recently reorganized to enhance the business opportunities for the NEFAB ANSPs**

Defined business development areas (BDAs) of Safety, Finance, Training, AIS/AIM, Operations, RP Performance reporting, and CNS decided by the ANSPs are currently being established and mobilized. Their objective is to enhance cooperation between the ANSPs, aiming at cost efficiency improvement, harmonization of services and sharing of best practices.

The activities of the BDAs form a part of the NEFAB Programme as the continuation of the initiatives described in the NEFAB Feasibility Study Report.

First actions are mainly to revisit the Feasibility Study Report by assessing the initiatives and the cost benefit analysis with the view to initiate activities that would help realize the potential benefits. Proposed joint activities, once approved by the Management Board, will be executed under the NEFAB Programme as common activities with sharing of the costs, where feasible.





## NEFAB Council 3<sup>rd</sup> meeting and inaugural meeting of the NEFAB Air Navigation Services Consultative Board

NEFAB Council had its third meeting in Oslo on 19 September and the news release is available at <http://www.nefab.eu/>. In conjunction with it, the NEFAB Air Navigation Services Consultative Board (ANSCB) assembled for its first meeting.

The ANSCB is established by the Council to ensure the consultation of the ANSPs on matters relating to the provision of services within NEFAB. Representatives in the ANSCB are the Council, National Supervisory Authorities Committee, the ANSPs and the meteorological services. Other participants may also attend by invitation, e.g. airspace users and trade union representatives.

The NEFAB Council discussed the preparation for target setting in Reference Period 2 (RP2), SES2+ proposals, co-operation with neighboring states, the NEFAB ANSP Annual Business Plan for 2014 and LARA implementation in the NEFAB member states. Another issue discussed was also the response to the European Commission regarding NEFAB compliance with EU regulation for establishing a FAB, the so called EU Pilot.

## SETTING OF PERFORMANCE TARGETS

During the first part of this year, EUROCONTROL in consultation with stakeholders developed proposals for Union-wide performance targets for the second Reference Period commencing in 2015.

These performance targets set reference values for safety, capacity, cost-efficiency and environment (route efficiency). While they define the intended outcome, it is for FABs, States and ANSPs to define their performance plans and decide how to reach the targets using these opportunities.

To explore the challenges underlying this process, the Financial and Performance Committee under the NEFAB Council has tasked NEFAB ANSPs to justify their performance improvement possibilities and

limitations within three target scenarios - high, medium and low. This exercise is important as it allows the ANSPs to contribute to the setting of realistic national performance targets. It will also support ANSPs in their future business developments and will raise their awareness to the future challenges, such as demand for cost reductions whilst investing into resources and personnel to satisfy the ever increasing requirements.

In accordance with the Single European Sky Performance Regulation, Union-wide targets for the second Reference Period (2015-2019) have to be set by end of 2013. The targets will have implication for the ANSPs, and the ANSPs are in the key role to provide information and also inform of possible consequences with different target scenarios.

*The EU Pilot is a process to ensure that EU member states are compliant with the SES regulations to establish the FABs. The European Commission has launched a process in which the member states shall justify their compliance with the regulations, and the NEFAB ANSPs are supporting the NEFAB Council with justification on the airspace development and provision of services issues.*

# NEFAB ANSP STRATEGY WORKSHOP

## NEFAB BUSINESS PLANS

### *NEFAB ANSPs have recently finalized the annual and five year business planning cycle*

The 5 years NEFAB Business Plan (2014 – 2018) captures the initiatives embedded into projects and activities that focus on airspace and service provision where the benefit potential is considered to be the largest within this planning cycle.

Whilst the year 2014 marks the end of the first reference period of the Performance Scheme, the second reference period will commence in 2015 calling for the development of an ambitious NEFAB-wide Performance Plan, ensuring continued benefits to the airspace users. It will require the

ANSPs to contribute to the strategic objectives within the key performance areas which are aligned with the NEFAB ANSP Strategy.

The NEFAB Annual Plan for 2014 focuses on the implementation plans derived from the NEFAB 5 year Business Plan and translates them into activities to be pursued during the upcoming year. It concentrates on major deliverables and milestones of Free Route Airspace (FRA) development and other design solutions and concepts to meet the challenging requirements.

## Cooperation for the provision of aviation weather services in Northern Europe

In order to meet the challenges of a changing operating environment, the National Meteorological Service (NMS) providers in NEFAB States together with NMSs of Denmark, Sweden and Iceland have signed a Memorandum of Understanding establishing the Northern Europe Aviation Meteorology Consortium (NAMCon). The cooperation and consortium are built on the concept of equal partnership, improved efficiency and high quality of aviation weather services.

As of 1 September 2013, the consortium is operating a virtual office composing the aviation weather services managers in its



member states and managed by the NAMCon Consortium Manager currently positioned at the Finnish Meteorological Institute in Helsinki, Finland. The consortium has identified several areas of cooperation for the inception phase leading up to 2015 when a ready framework is expected to be in place.

Once completed, NAMCon will be able to deliver harmonised, coordinated and mutually backed-up aviation weather services regardless of national borders to all civil and general aviation users in the area covered by the agreement.

NAMCon has a website [www.namcon.aero](http://www.namcon.aero).

To strengthen the message that NEFAB is a change programme with the implications and challenges for the involved ANSPs, the strategic workshop was held in late August for CEOs and Management Board members to discuss and map the future strategies of the NEFAB ANSPs.

The workshop was held on the eve of the upcoming meeting on September 19 of the NEFAB Council to address important issues regarding the future strategic direction of NEFAB.

As a result of the workshop, NEFAB ANSP Strategy document was compiled and approved. It captures ambitions and expectations of NEFAB partners by agreeing on common strategic targets for the ANSPs in light of the second Reference Period performance targets and intended SES2+ regulation. Whilst the first Reference Period of the Performance Scheme lasts up to and including 2014, it is important that the FAB-wide performance targets of the second Period (2015 – 2019) within the areas of cost-efficiency, capacity, safety and environment are well planned and acknowledged in the common strategy.

The strategic objectives are arranged into three major blocks: financial, political/state and business/development. They all encapsulate initiatives that will be introduced into day-to-day tasks. The strategies are embedded in the 5 year Business Plan as well and will be submitted to the NEFAB Council as input to the overall NEFAB Strategy.



## NEFAB in figures

Established: 23 December 2012 in accordance with SES2 regulations

4 member states: Estonia, Finland, Latvia and Norway

4 ANSPs: Avinor (Norway) EANS, (Estonia), Finavia (Finland), LGS (Latvia)

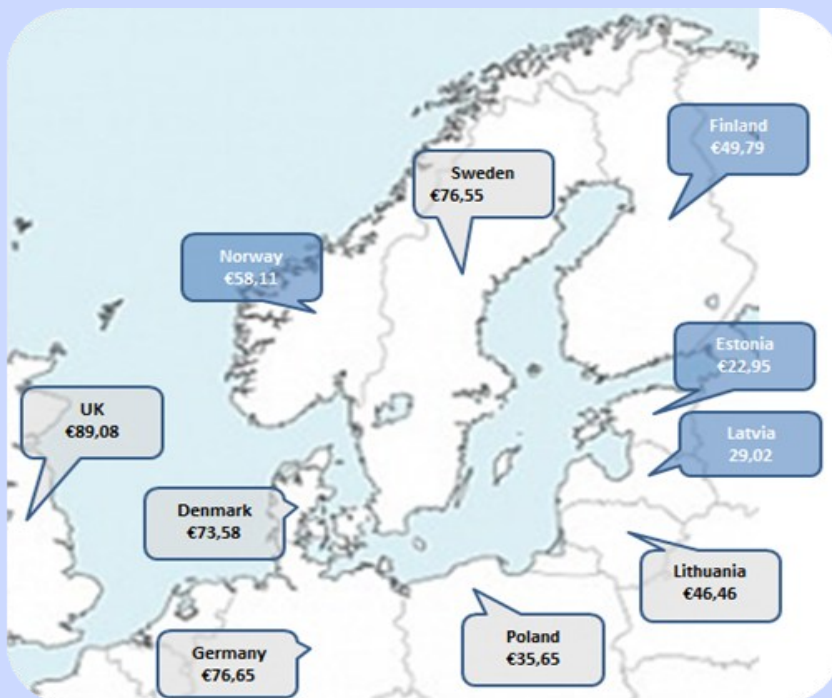
4 national MET service providers: Norwegian Meteorological Institute, Latvian Environment, Geology and Meteorology Centre, Estonian Environment Agency, Finnish Meteorological Institute

NEFAB covers:

1 307 700 km<sup>2</sup> of continental airspace  
+ 1 450 000 km<sup>2</sup> oceanic airspace

NEFAB ANSPs handled 1 233 000 IFR Flights in continental airspace in 2011

### UNIT RATES OCTOBER 2013 (SOURCE: EUROCONTROL PRU AND EANS)



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