2020

Annual SW FAB Report

This page is left intentionally blank for printing purposes

REPORT DOCUMENTATION PAGE

TITLE OF THE DOCUMENT: 2020 Annual SW FAB Report	
AUTHOR(S): Council; Supervisory Authorities Committee (SAC); Operational Board (OB); Standing Secretariat.	**ORIGINATOR:** SW FAB State Agreement.
EDITION: 0.2	**DATE:** 8th April 2021
SCOPE: SW FAB / Council / SAC / OB	**KEY WORDS:** SW FAB / SW FAB OB CP / Annual Report / SCF / AWG / TWG / SAC

ABSTRACT:

This document contains the yearly report of the SW FAB initiative, as required by the article 10 of the SW FAB State Agreement. It summarizes the main activities developed by the different bodies of the SW FAB in 2019.

This report is elaborated by the SW FAB governing bodies, namely the Supervisory Authorities Committee (SAC), the Operational Board (OB) and the Council, taking into account the contributions and comments provided by all SW FAB experts under the coordination of the SW FAB Standing Secretariat.

The Annual Report is approved by the SW FAB Council and included in the SW FAB web page (www.swfab.eu) for transparency.

DOCUMENT CHANGE RECORD

EDITION	DATE	REASON FOR CHANGE	SECTIONS AND PAGES AFFECTED
0.1	11th January 2021	First Draft	All
0.2	8th April 2021	Second Draft	All

HIGHLIGHTS

There is no doubt that 2020 has been a year that will mark our lives in every way.

This year we have suffered an unprecedented crisis for aviation because of the pandemic we are still facing. However, we have all made a great effort to continue providing our customers with the best possible service.

With this objective, we have continued working during this year in order to reduce, as much as possible, the effects of the COVID-19 crisis.

Our service providers, despite the drastic drop in traffic, continued to perform their public service task by keeping our airspace safely open, facilitating and controlling flight operations.

The adoption of the exceptional measures in the third reference period (RP3) for the SES performance and charging scheme due to COVID-19 and the establishment of recovery measures for the sector have been priority activities also for the SW FAB Authorities.

In the most purely technical level, we can highlight the progress obtained from the development of the activities planned for 2020, carried out by both the Supervisory Authority Committee (SAC) and the Operational Board (OB). The SW FAB Operational Board Common Plan, one of the most important elements in the SW FAB framework, has advanced as planned and a new edition 2021-2025 has already received the approval of the Council. This last edition was already sent to the European Commission as part of the SES framework.

Regarding the consultation process with our users and stakeholders, the sixth edition of the Stakeholders Consultation Forum (SCF) has been developed using again the model based on an on-line survey, which has been launched in December 2020.

SW FAB: The Europe Gate to the Atlantic

The members of the SW FAB Council in 2020 were:

- ***Raúl Medina Caballero**, Chairman of the Board. Director General of Civil Aviation – DGAC Spain;*
- ***Luis Miguel Ribeiro** – CEO – ANAC Portugal;*
- ***Lieutenant General Francisco Javier Fernández Sánchez**, Deputy Chief of the Air Force Staff – Spanish Air Force;*
- ***Major-General Piloto Aviador Teodorico Dias Lopes**, Chief of the Office of the National Aeronautical Authority.*

TABLE OF CONTENTS

1 Introduction 9
2 SW FAB Council 11
3 SW FAB Supervisory Authorities Committee 16
4 SW FAB Operational Board 21
5 List of Abbreviations/Acronyms 30

This page is left intentionally blank for printing purposes

1 Introduction

This document contains the yearly report of the SW FAB initiative, as required by the article 10 of the SW FAB State Agreement. It summarizes the main activities developed by the different bodies of the SW FAB in 2020.

This report is elaborated by the SW FAB governing bodies, namely the Supervisory Authorities Committee (SAC), the Operational Board (OB) and the Council, taking into account the contributions and comments provided by all SW FAB experts under the coordination of the SW FAB Standing Secretariat.

The Annual Report is approved by the SW FAB Council and included in the SW FAB web page (www.swfab.eu) for transparency.

This page is left intentionally blank for printing purposes

2 SW FAB Council

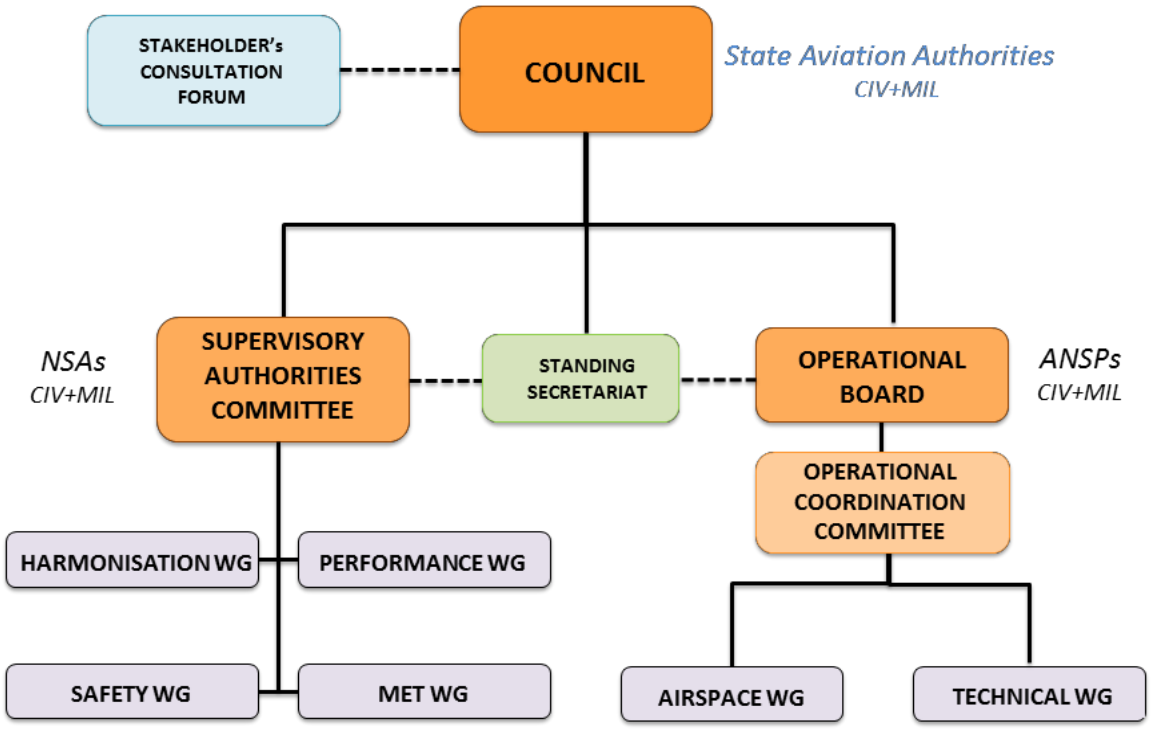
The SW FAB Council (the "Council") is the highest governing body. It was created by Article 9 "Bodies of the SW FAB" of Chapter 3 "Bodies and Operation" of the SW FAB State Agreement signed between the Republic of Portugal and the Kingdom of Spain, on 17th May 2013.

This SW FAB body is established as a joint decision-making body for the purposes of the implementation, operation and further development of the SW FAB State Agreement. It is composed of one representative from the authority responsible for military aviation and one representative from each Civil Aviation Authority (CAA) of each SW FAB State.

By Portugal, the Autoridade Aeronáutica Nacional (**AAN**) and the Autoridade Nacional da Aviação Civil (**ANAC**) and, by Spain, the Estado Mayor del Ejército del Aire (**EMA**) and the Dirección General de Aviación Civil (**DGAC**) are the four members in the Council.

The Council Chair rotates annually between the two CAAs. During 2020 it fell to DGAC.

The structure of the SW FAB bodies is shown in the figure:



Main facts and activities at institutional level in 2020

In its role of governing body of the SW FAB, the Council carried out all the required tasks for the steering, coordination and strategic decision-making of the SW FAB development.

Institutional matters

As relevant decisions of this year, the Council undertook the review and final approval of the SW FAB OB Common Plan 2021-2025. This document was sent to the European Commission. Also the Council carried out a review of the Monitoring Report of the previous edition of the Common Plan, the OB Common Plan 2020-2024.

2020 was marked by declining air traffic demand from the airspace users. The observed change is based on the effect of the pandemic situation that impacted the general economic development worldwide and in Europe and has changed mobility behavior.
Currently, SW FAB and the air navigation services in Europe are in a crucial period and any prediction that forecasts more than one or two years into the future contains a considerable amount of uncertainty and can hardly provide the reliability required of a performance planning and regulation system.

Consultation with users

Despite the adverse circumstances, the SW FAB Council felt that it would still be interesting to hear the views of our users. Logically, due to restrictions, it was not possible to hold a meeting, but taking advantage of the method already used last year, a new questionnaire was sent to them.

Council meetings

The SW FAB Council met twice in 2020.

Meeting	Date	Location
16th Council meeting	**30th June 2020**	Videoconference
17th Council meeting	**11th November 2020**	Videoconference

At the Council meetings, issues related to the coordination and implementation of the SW FAB and its progress, the decision-making process or the approval of strategic documents, were discussed.

Of course, the impact of COVID-19 on air traffic and the exchange of experiences and practices carried out by our Authorities and ANSPs, as well as recovery measures, were at the center of attention in these meetings.

Besides the aspects mentioned in the preceding points, other FAB related matters or issues affecting the SW FAB initiative progress were also treated in the Council meetings seeking the greatest possible coordination between Portugal and Spain.

Of particular relevance were the issues related to the discussions held within the European Commission and the Single Sky Committee on the proposals for the Implementing Regulation on exceptional measures for the third reference period (2020-2024) of the single European sky performance and charging scheme due to the COVID-19 pandemic.

Moreover, the SES2+ proposal and its first approaches, of great significance for the future of FABs, was the subject of discussion at the SW FAB Council.

This page is left intentionally blank for printing purposes

3 SW FAB Supervisory Authorities Committee

The **SW FAB Supervisory Authorities Committee** (SAC) was created by Article 9 "Bodies of the SW FAB" of Chapter 3 "Bodies and Operation" of the SW FAB State Agreement, between the Republic of Portugal and the Kingdom of Spain, signed on 17th of May 2013.

The SAC, in accordance with the framework of the State Agreement, addresses all matters related to the supervision, performance and harmonization of rules and procedures within the SW FAB. It is made up of representatives of each NSA and of the military aviation authorities that are not established as NSAs.

As operational arms of the SAC, four Standing Working Groups (WGs) have been set up to develop the matters that fall under the remit of the SAC: the Safety WG (SAF WG), the Harmonization WG (HAR WG), the Performance WG (PER WG) and the Meteorological WG (MET WG).

SAC activities

Two meetings of the Committee were held along 2020, the fourteenth meeting was celebrated on the 29th of June and the fifteenth meeting took place on the 10th of November. Both were supposed to be held at AESA premises in Madrid, but due to the unusual circumstances derived from the COVID-19 pandemic, both meetings took place online via Microsoft Teams.

The following points were highlighted during the SAC meetings:

NSA Agreement and all associated procedures:

SAC acquired the compromise of finalizing the three procedures derived from the NSA Agreement coming from the entry into force of the new Regulation (EU) 2017/373.

The status of each document, after the analysis carried out at SAC meetings, is as follows:

- *"NSA Agreement in Compliance with Regulation 2017/373":* Upon the technical NSA Agreement was agreed and the legal review process was finished, the NSA Agreement was signed by the representatives of the civil NSAs by the end of year 2020.
- "*Procedure for Safety Oversight of Air Navigation Service Providers (ANSPs)":* In the last SAC meeting it was proposed to include a new point in article 9 whose intention is to harmonize this document with MET procedure and aim at the use of the audit procedures of the competent authority who issued the certificate to conduct jointly inspections. After the fifteenth SAC meeting the document was distributed for the last revision and, finally, the edition no.2 of the document was approved.
- "Procedure for Safety Oversight of Meteorological Providers": It was approved (Edition no.2)
- "Procedure for the Review coordination between competent Authorities for changes to functional systems related to the SW FAB": During the last SAC meeting, the final version of the document was agreed. After the meeting the document was distributed to the SAC members to include some minor changes, maintaining the nature of the procedure, as well as to complete the pending information on the Focal points and e-mail coordination among Authorities that were pending. Finally, the approved version of the document was no.4.

Monitoring

From 2020, and for all the RP3, the Performance Plans are set at national level, so that the Monitoring Process and the follow up of the targets will be held at national level as part of the continuous monitoring and to prepare the Annual Monitoring Report to be submitted to the European Commission during RP3 (2020-2024).

The SAC Performance WG presented the 2019 monitoring indicators results as well as a summary of the data of the year-period of RP2 with the following conclusions:

- ✓ **Actual traffic**, both in 2019 and in all years of RP2, was higher than forecasted, which was increasing every year since 2015.
- ✓ **The value of KEA** was improving through the RP2 period.
- ✓ **Concerning Capacity**, looking at all RP2 years, in none of them the SW FAB met the objectives.

a) Regarding ANAC monitoring activities during 2020: ANAC presented the results of 2020 (until November), where the COVID-19 crisis had a great impact regarding the monitoring results:

- ✓ **Traffic IFR**. Traffic variation Lisbon FIR 2020/2019, -58,9
- ✓ **KEA Target**. Final target of 1,79% was close to the 2020 Portugal target (1,76%) and slightly better than 2019.
- ✓ **En Route Delay** the value was set 0,25 min/flight and the objective was 0,23.
- ✓ **Arrival ATFM Delay** was expected to have a value aligned with the target by the end of the year 2020. The result, in 2020, was 0,96 min/flight against the target of 3,12 min/flight.
- ✓ **Terminal and Route Service Units** were more than 50% lower compared to the last year due to the COVID-19 pandemic.

ANAC remarked that the large decrease in traffic due to COVID-19 crisis, and the fact that there were no delays in those months, was not reflected in the ERD indicator. ANAC informed of its intention of querying EUROCONTROL formally about this issue and will keep SAC members informed about the conclusions.

b) Regarding AESA monitoring activities during 2020: AESA´s results and conclusions for the end of the year 2020, taking into consideration the COVID-19 crisis and its huge impact were:

- ✓ **KEA Target** improved during 2020 and the final value obtained was 3,11 (below the 2020 SPA target 3,23).
- ✓ **En-Route Delay values**, given the traffic restrictions caused by the impact of the COVID-19 pandemic in Spain a great number of minutes of delay were generated in March. In August, the ERD was set on 0,56 min/flight and finally, the value obtained was 0,40 (below the SPA ERD Target 0,47 contained in the Spanish draft Performance Plan submitted by October 2019).
- ✓ **Traffic Arrival Delay** was maintained under the target for all the year.

Oversight Plan Execution

ANAC and AESA shared their Inspections Plans in March 2020 before the COVID-19 outbreak. Due to COVID-19 crisis both Authorities had to reschedule their activities and some inspections were carried out telematically. Both NSAs agreed to exchange information about the handling of the crisis on inspection matters.

This page is left intentionally blank for printing purposes

4 SW FAB Operational Board

The SW FAB Operational Board (OB) was created by Article 9 "Bodies of the SW FAB" of Chapter 3 "Bodies and Operation" of the SW FAB State Agreement, between the Republic of Portugal and the Kingdom of Spain, signed on May 17th, 2013.

The OB is the body established in the framework of the State Agreement to address all matters related to the technical and operational functioning of the SW FAB. It is made up of representatives of each SW FAB ANSP (NAV Portugal, ENAIRE, EMFA, EA-ANSP, AEMET and IPMA).

The Organizational Structure for the Operational Board is as follows:

- **Operational Board Coordination Committee (OCC):** mainly responsible for preparing conclusions, recommendations and giving advice to the Operational Board as well as direct the development of the working groups under its umbrella, by validating and approving the recommendations made, as well as monitoring the work done;

- **Airspace Working Group (AWG):** mainly responsible for the identification, harmonization and development of airspace structure taking into account civil and military air traffic flows, European route network, Network Manager (NM) and Performance Plans established at national level, ensuring optimum airspace utilization and military mission effectiveness in the application of the FUA concept;

- **Technical Working Group (TWG):** mainly responsible for proposing activities or plans towards harmonized and interoperable technical systems for the provision of air traffic management, communication, navigation, surveillance and

meteorological services by the civil and military air navigation service providers, providing a high level of safety operations and making optimal use of technical resources.

The work is carried out ensuring technical coordination between ANSPs of the SW FAB, as well as between SW FAB ANSP(s) and ANSP(s) of neighboring States, including the elaboration of technical written agreements of relevance for the provision of ANS.

OB/OCC activities.

During 2020 the OB/OCC held two coordination meetings on 16th June and 09th October.

The work of the OB/OCC was mainly oriented to produce the new edition of the SW FAB Operational Board Common Plan, SW FAB OB CP 2021-2025. This rolling annual plan contains an overview of those technical and operational activities planned to be implemented by the SW FAB ANSPs, and the monitoring of the implementation of the projects included in the SW FAB Operational Board (OB) Common Plan 2020-2024, aiming to improve the performance of the airspace under its responsibility as part of the whole European Network. The OB/OCC monitors the developments of these projects and, likewise, periodically provides reports to the SW FAB Council regarding the status of the SW FAB OB CP, to be afterwards released to the EC.

Along 2020, the SW FAB OB CP in force covered the period 2020-2024, and the OB developed the new edition of this plan, the SW FAB OB CP 2021-2025, covering the period 2021-2025. This new edition was agreed by the bodies that compose the SW FAB (the OB, the SAC and the Council), and is already in force during this year 2021.

From an institutional point of view it is recognized the success of the AEFMP regional cooperation where the members of the SW FAB, Spain and Portugal, have a long- lasting history of inter-FAB/regional collaboration, since the '90s, well before the SES legislation. In this framework of collaboration that can be considered the precursor of the FAB concept, Spain and Portugal (ENAIRE, NAV Portugal, ANAC and the Spanish DGAC) work with Algeria, Morocco, France, and Tunisia. AEFMP aims to the harmonization of procedures, improvement of interoperability and management of implementation of new systems.

Furthermore, among the several activities carried out by the OB/OCC during 2020, it is important to mention the participation in the elaboration of the LSSIP (end of the 2019 cycle and beginning of 2020 cycle).

In this year, the 2019 LSSIP cycle has been successfully completed by agreeing a joint report on 15 out of 54 objectives included in the European ATM Master Plan (MP) Level 3 Implementation Plan, edition 2019. In addition, the texts summarizing the deployment progress and the analysis of the main KPAs at FAB level were also jointly coordinated and included in the 2020 Level 3 Report, based on the Master Plan Level 3 2019 Implementation Plan.

Moreover, in the last quarter of 2020, as foreseen in the SW FAB OB Common Plan, the coordination of civil ANSPs contribution to national LSSIP for cycle 2020 was initiated between ENAIRE and NAV Portugal. Both, a detailed working schedule for the 2020 cycle and a list containing the proposed FAB dimension objectives for common reporting, were elaborated as the starting point for the LSSIP 2020 cycle.

This is an ongoing project that is yearly updated to be aligned with the ATM MP level 3 report and national LSSIPs elaboration processes.

❑ *AWG activities*

The Airspace Working Group (AWG) projects defined in the Operational Board Common Plan 2020-2024 edition 1.0 (November 2019) comprise 11 projects, distributed into 5 sub-areas of work, to be developed and implemented up to the end of 2023.

Along 2020, it should be noted that one operational project of the SW FAB OB CP 2020-2024, has been finished.

FUA 1 FUA OPTIMISATION PROJECT

The project was successfully accomplished with the implementation of the LARA tool and the provision of the Airspace Users Plan through it, the last activity of the project. The completion of this activity together with the increase of the availability of conditional routes, the implementation of new ones and the revision of restricted areas, previously achieved through the other activities included in the project, brought it to its end.

TMA 6 SW FAB RNP APCH Implementation Plan

In relation to this project, it can be highlighted the success of ENAIRE and NAV Portugal for their PBN Transition Plans accomplishing the Regulation (EU) 2018/1048 (PBN IR). Both Transition plans have been approved which will result in an ambitious airspace restructuring programme in the Terminal/Approach airspaces in the SW FAB. In terms of environment, PBN is an enabler for direct and indirect environmental benefits. Several of these benefits will be obtained from each of the new Instrument Approach Procedures and new Terminal airspaces being developed at this moment with a long-term calendar to be finished by 2030 aligned with EU REG 2018/1048.

The AWG actively participated in the preparation of the operational component of the new 2021-2025 edition of the SW FAB Common Plan, within four main operational areas:

- Free route airspace (FRA) concept
- Network management (NMP)
- Civil-military coordination (CMC)
- Terminal area management (TMA)

❑ *TWG activities.*

The Technical Working Group (TWG) projects defined in the Operational Board Common Plan 2020-2024 edition 1.0 (November 2019) comprise 8 projects, distributed into 2 sub-areas of work, to be developed and implemented until the mid of 2022.

Along 2020, it should be noted that several achievements, concerning technical projects of the SW FAB OB CP 2020-2024, have been reached.

ATM 3 CDM

The project was finalized in the planned date on June 30th, 2020, and all tasks and deliverables have been completed.

CDM functionality has been implemented to date in the following airports,

- ENAIRE:
  - Adolfo Suárez Madrid-Barajas,
  - Barcelona-El Prat,
  - Palma de Mallorca,
  - Málaga-Costa del Sol.

- NAV PORTUGAL:
  - Humberto Delgado in Lisbon (in coordination with ANA Aeroportos de Portugal the Airport Operator).

CNS 14 CIVIL/MIL ATC Network

The deployment of the new network infrastructure in remote civil and military sites (TWRs, Air Bases, radar and radio stations, etc) was successfully finished on June 30th, 2020. Installation and configuration of network nodes (MPLS routers and switches) in the rest of network nodes.

Also on June 30th, 2020, it was finished the user integration into new infrastructure in remote civil and military sites (TWRs, Air Bases, radar and radio stations, etc).

Network configuration to enable user flows being transported over the network, allowing end-to-end communications.

CNS 15 IPv6 Services

On December 31st, 2020, the activity to coordinate a plan to deploy operationally the proposed solution was successfully finished.

CNS 16 Implementation of Voice over IP services (telephony)

On March 31st, 2020, the Identification of the architecture for the Portuguese (RINAL) and Spanish (REDAN) IP network interconnection to support native VoIP services was successfully finished.

On June 30th, 2020, the following three activities were successfully finished:

- Validation of the technical implementation of VoIP services over the network interconnection.
- Identification of the current operational voice users (telephony) requiring to be migrated to VoIP services and the proposed communication architecture.
- Coordination of a plan to deploy operationally the proposed solution.

The TWG actively participated in the preparation of the operational component of the new 2021-2025 of the SW FAB Common Plan, within one main technical area:

- CNS sub-area of work.

SW FAB Performance

The year 2020, in terms of performance, was severely affected by the pandemic situation triggered in mid-March and which virtually brought the aviation sector to a standstill. At the same time, this year marks the first year of RP3 and unlike the previous reference period, the Performance Plans were submitted at national level, with no added value identified in the development at SW FAB level.

As above mentioned, the COVID-19 crisis impacted the air traffic severely during 2020. On average, the SES area has seen a reduction of around -55% while the SW FAB registered an even more reduction of -60% of traffic compared with those of 2019[1].

In consequence of this exceptional situation the EU Commission adopted the Commission Implementing Regulation (EU) 2020/1627, of 3 November 2020, *on exceptional measures for the third reference period (2020-2024) of the single European sky performance and charging scheme due to the COVID-19 pandemic,* which, according to this CIR, suspends the whole process regarding assessment and approval of Performance Plans as well the application of any incentive scheme on capacity in years 2020 and 2021.

[1] Data | Aviation Intelligence Unit Portal (ansperformance.eu) Feb.2021

This page is left intentionally blank for printing purposes

5 List of Abbreviations/Acronyms

AAN - Autoridade Aeronáutica Nacional

AEFMP – ATM Evolution Framework through Multipurpose Partnership

AEMET – Agencia Estatal de Meteorología

AESA – Agencia Estatal de Seguridad Aérea

AMHS – Aeronautical Messaging Handling System

ANAC – Autoridade Nacional da Aviação Civil

ANSP –Air Navigation Service Provider

ATC – Air Traffic Control

ATM – Air Traffic Management

AWG – Airspace Working Group

CAA– Civil Aviation Authority

CP – Common Plan

DSNA – Direction des Services de la Navigation Aérienne

EA-ANSP – Ejército del Aire, Air Navigation Service Provider

EASA –European Aviation Safety Agency

EC – European Commission

EMA – Estado Mayor del Ejército del Aire

EMFA – Estado-Maior da Força Aérea

EU – European Union

FAB –Functional Airspace Block

FABEC– FAB Europe Central

FIR – Flight Information Region

FRA – Free Route Airspace

FUA – Flexible Use of Airspace

GAMA – Gabinete de Investigação de Acidentes Marítimos e da Autoridade para a Meteorologia Aeronáutica.

HAR WG – Harmonisation Working Group

IFCW - Inter-FAB Coordination Workshop

IP – Internet Protocol

IPMA – Instituto Português do Mar e da Atmosfera
KOM – Kick Off Meeting
LFN – Letter of Formal Notice
LSSIP – Local Single Sky ImPlementation
MP – Master Plan
MET WG –Meteorological Working Group
MITECO-NSA MET - Ministry for the ecological transition NSA MET
NDOP – Network Directors of Operations
NM – Network Manager / Nautical Miles
NMB Network Management Board
NOP – Network Operations Plan
NSA– National Supervisory Authorities
OB – Operational Board
OCC– Operational Coordination Committee
PER WG – Performance Working Group
P-RNAV –Precision Area Navigation
RNAV –Area Navigation
RP1 – Reference Period 1
RP2 – Reference Period 2
RP3 – Reference Period 3
SAC – Supervisory Authorities Committee
SAF WG – Safety Working Group
SCF – Stakeholder Consultation Forum
SERA – Standardised European Rules of the Air
SES – Single European Sky
SESAR– Single European Sky ATM Research
SJU– SESAR Joint Undertaking SSP –
State Safety Programme
SW – South West SW FAB – South West FAB
TMA – Terminal Movement Area
ToRs – Terms of Reference
TTF– Tripartite Task Force
TWG – Technical Working Group
UPEA – Unidad Permanente de Espacio Aéreo
VDLm2 - VHF Data Link mode 2WG – Working Group