2019

Annual SW FAB Report

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REPORT DOCUMENTATION PAGE

TITLE OF THE DOCUMENT:	
2019 Annual SW FAB Report	
AUTHOR(S):	**ORIGINATOR:**
Council; Supervisory Authorities Committee (SAC); Operational Board (OB); Standing Secretariat.	SW FAB State Agreement.
EDITION:	**DATE:**
1.00.4	2nd June 2020
SCOPE:	**KEY WORDS:**
SW FAB / Council / SAC / OB	SW FAB / SOWEPP / 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
0.4	2nd June 2020	First Draft	All

HIGHLIGHTS

Year 2019 has been again, and for the sixth consecutive year, a year characterized by the high increase in air traffic, much higher than forecast (SW FAB has grown above the five busiest FABs from 2015 to 2018).

It is worth noting the excellent collaboration of the SW FAB with the Network Manager working closely with our ANSPs, NAV Portugal and ENAIRE, to mitigate the impact of traffic increase.

In the most purely technical level, we can highlight the progress obtained from the development of the activities planned for 2019, 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 2020-2024 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 communication aspects with our users and stakeholders, The fifth edition of the Stakeholders Consultation Forum (SCF) has been developed using a new model based on an on-line survey which *has been launched in December 2019.*

From here, the members of the SW FAB Council want to thank everyone for their participation.

SW FAB: The Europe Gate to the Atlantic

The members of the SW FAB Council in 2019 were:

- ***Raúl Medina Caballero**, Director General of Civil Aviation – DGAC Spain; (SW FAB Council Chairman);*
- ***Luis Miguel Ribeiro**, Chairman of the Board – CEO -ANAC Portugal;*
- ***Lieutenant General Francisco Javier Fernández Sánchez**, Deputy Chief of the Air Force Staff – Spanish Air Force;*
- ***Major-General Piloto Aviador José Augusto de Barros Ferreira**, Chief of Office of the National Aviation Authority.*

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1 Introduction

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2 SW FAB Council

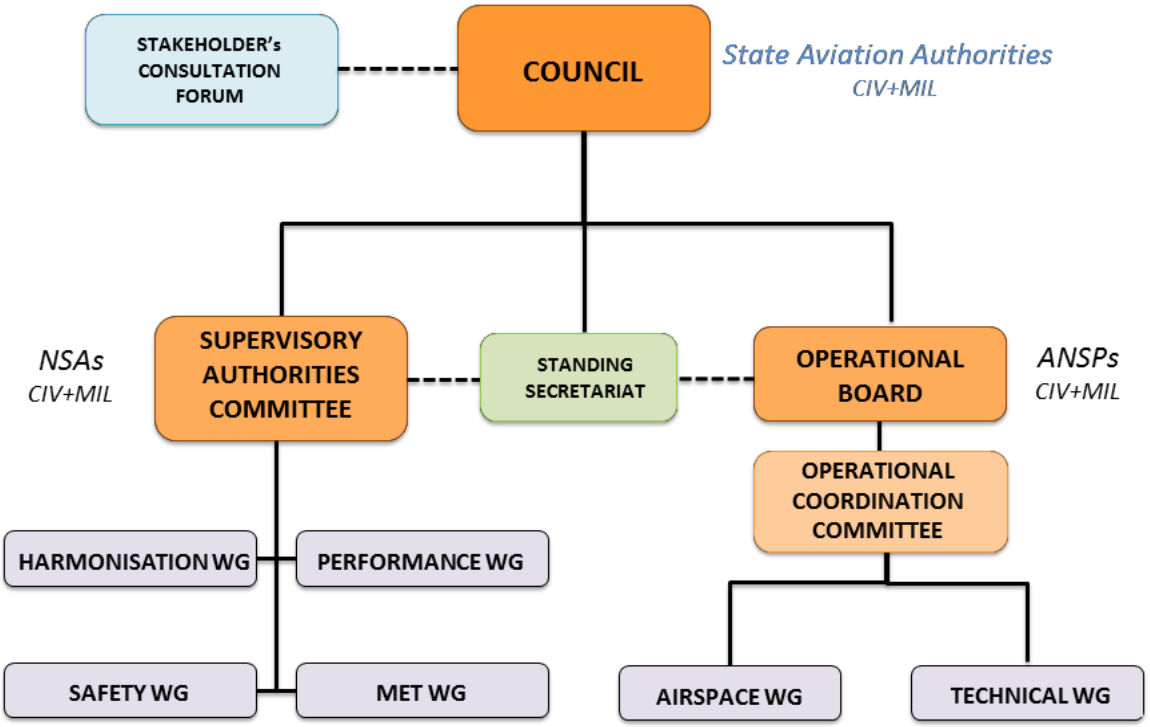
The SW FAB Council (the "Council") is the highest governing body. It was created by Article 9 "Bodies of the SW FAB" of Chapter 3 "Bodies and Operation" of the SW FAB State Agreement signed between the Republic of Portugal and the Kingdom of Spain, on 17th May 2013.

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 2019 it fell to ANAC.

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



Main facts and activities at institutional level in 2019

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

In January 2019 SW FAB representatives met the EC SES unit who wanted to have a direct knowledge of the development activities of the SW FAB. Along this meeting it was stated that new ways of collaboration at ANSP level will appear at European level as a consequence of the new studies and reports presented along 2019, with special attention to the Wise Person Group (WPG) report and the new Airspace Architecture Study (AAS). New expectations and recommendations created by the WPG and the AAS studies should have to be discussed at the political level before implementation of a new legislative package. In this time-frame, the SW FAB will follow the new developments around the possibility to create a new SES regulation.

SW FAB Performance

Following the indications presented by the Council, as requested by the NM as part of the 2019 capacity summer measures, the SW FAB was part of the solution participating in the eNM initiatiative accepting more traffic with the main goal to alleviate the congested areas in central Europe.

The Council remarked that the SW FAB is helping the network but this support may have some consequences in the SW FAB performance (capacity and flight efficiency).

At the request of the Council, the Operational Board indicated that a significant recruitment process is in place in ENAIRE and NAV Portugal, with 25% more ATCOs in NAV Portugal and 402 new ATCOs in ENAIRE along RP3, as one of the measures to overcome the capacity situation.

The SW FAB Council remarked the excellent collaboration between the Network Manager (NM) and both civil Air Navigation Service Providers (ANSPs), NAV Portugal and ENAIRE, to mitigate the impact in the delay figures caused by the high volume of traffic recorded in the SW FAB airspace by implementing the agreed corrective measures with the NM.

As relevant decisions of this year, the Council undertook the review and final approval of the SW FAB OB Common Plan 2020-2024. 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 2019-2023.

2019 was the final year of the Reference Period 2 (RP2), during which the application of the South West FAB Performance Plan (SOWEPP) reached its finalization. The air traffic in the SW FAB increased by a moderate 2.4% in 2019.

In the Capacity KPA, the excellent collaboration continued between the Network Manager (NM) and both civil Air Navigation Service Providers (ANSPs), NAV Portugal and ENAIRE, in order to mitigate the high European delay figures through the implementation of the agreed corrective measures with the NM.

It is worth mentioning the reduction of the impact of the delay associated to bad weather conditions, resulting in a 14% weight over the total delay, with a reduction of 51% with respect to 2018.

The 2019 Capacity result (with a provisional estimation of the Post-Ops process application) is 0.53 min/flight, not accomplishing the SWFAB target of 0.30 min/flight although improving 2018 result (0.64 min/flight) by 16%.

With respect to the Efficiency KPA, the KEA result in 2019 was 3.29%, nearly accomplishing the SWFAB target of 3.28% and improving 2018 result (3.36%) by 2%.

High Level Conference of future of SES

The European Commission, together with the Finnish presidency, organised last 11th of September 2019 a high-level conference for reforming the Single European Sky and the developments in the context of ongoing and future digitalisation. The Council remarked that States are part of the solution and the importance of the 2020 agenda of the Council of Ministers in transport.

The Council highlighted the importance of the environment impact in the aviation industry and its consequences in the local economy. The SW FAB Council is fully aware of the need to action to better improve the competitiveness in flight efficiency to reduce the environmental impact of aviation.

Consultation with users

The fifth edition of the Stakeholders Consultation Forum (SCF) has been developed using a new model based on an on-line survey. Following Council's decision this on-line questionnaire permits to accomplish with the consultation process as requested in article 10 of the Regulation (EC) No 549/2004 and to reach and engage with a bigger target audience than a face-to-face version as implemented during the four previous versions.

The survey was structured in four sections and was introduced by an executive summary of the SW FAB developments to better capture the feedback of the stakeholders regarding

the contribution of the SW FAB to the Single European Sky Initiative.

Council meetings

The SW FAB Council met twice in 2019.

Meeting	Date	Location
14th Council meeting	**2nd July 2019**	Lisbon
15th Council meeting	**19th November 2019**	Lisbon

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.

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

Some of these important subjects treated in the Council meetings were related to the Single European Sky (SES) regulation framework. For example, the main challenges of the new RP3 framework for the FAB performance plans were discussed.

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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 harmonisation 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 a low level organizational structure for 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 Harmonisation WG (HAR WG), the Performance WG (PER WG) and the Meteorological WG (MET WG).

SAC activities

Two meetings of the Committee were held along 2019, the twelfth meeting was celebrated on the 1st of July and the thirteenth meeting took place on the 18th of November, both at ANAC premises in Lisboa.

Along 2019 the RP2 SOWEPP Monitoring Process was the reference used to follow up the FAB level targets of the Performance Plan as part of the continuous monitoring and to prepare the Annual Monitoring Report to be submitted to the European Commission.

In this sense, the following points were highlighted during the SAC meetings:

SAC reviewed, the final annual SW FAB Monitoring Report 2018, still on RP2 targets, that have been formally submitted, by AESA, on the 31st of May 2019, to the European

Commission.

The Committee was informed, by the air navigation service providers (ENAIRE and NAV Portugal) of the structural measures proposed by the Eurocontrol Network Manager, together with the operational improvements in order to increase the capacity target of the European network. Furthermore, along the meetings the recommendations of the Wise Persons Group and the Airspace Architecture Study/Transition Plan, were also suitably analised.

All over 2019, and as stated in the NSA agreement since the beginning of the SWFAB, audit experiences were shared trough cross participation in inspections. As such, both NSAs shared their inspection plans and attended joint MET and ATS audits.

SAC was informed about the consultation meetings with the stakeholders, promoted by the ANSPs, to prepare the next Reference Period (RP3) and took note of several inputs received from IATA and PRB representatives.

The SAC Performance WG monitored the En Route delay target along 2019, and concluded that the final capacity results were even worse that the ones registered in 2018. In fact, the target for RP2 at FAB level, was established at 0,30Min/flight, but the value reached at the end of the year was 0,69 Min/flight. Both NSAs, activated the alert mechanism and informed the European Commission advancing that the Spanish and the Portuguese targets would not be met in 2019.

Taking into consideration the Commission Implementing Regulations (EU) 2017/373 and 2018/1139, some editorial changes were necessary in the common documentation related to the civil NSA Agreement and also to the procedures applicable to the civil NSAs. The revision of all the documents was finalized, in December 2019, by AESA initiative.

Last but not least, the SAC decided to prepare an on line survey, and submit to the Council decision, to comply with the consultation process to the stakeholders required by article 10 of the Regulation (CE) 549/2004. This proposal submitted to the SWFAB Council was justified by the lack of participation of partners in previous meetings and aims to try to reach and involve a wider audience.

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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 identification, harmonization and development of airspace structure taking into account civil and military air traffic flows, European route network, Network Manager (NM) and Performance Plan at FAB level (SOWEPP), 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 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 2019 the OB/OCC held two coordination meetings on 11th June and 23rd 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 2020-2024. 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 2019-2023, 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, provides periodically reports to the SW FAB Council regarding the status of the SW FAB OB CP, to be afterwards released to the EC.

Along 2019, the SW FAB OB CP in force covered the period 2019-2023, and the OB developed the new edition of this plan, the SW FAB OB CP 2020-2024, covering the period 2020-2024. 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 2020.

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 90's, 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 2019, it is important to mention the participation in the elaboration of the LSSIP (end of the 2018 cycle and beginning of 2019 cycle).

In this year, the 2018 LSSIP cycle has been successfully completed by agreeing a joint report on 15 out of 47 objectives included in the European ATM Master Plan (MP) Level 3 Implementation Plan, edition 2018. In addition, the texts summarising the deployment progress and the analysis of the main KPAs at FAB level were also jointly coordinated and included in the 2019 Level 3 Report
, based on the Master Plan Level 3 2018 Implementation Plan.

Moreover, in the last quarter of 2019, as foreseen in the SW FAB OB Common Plan, the coordination of civil ANSPs contribution to national LSSIP for cycle 2019 was initiated between ENAIRE and NAV Portugal. Both, a detailed working schedule for the 2019 cycle and a list containing the proposed FAB dimension objectives for common reporting, were elaborated as the starting point for the LSSIP 2019 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 2019-2023 edition 1.0 (November 2018) comprise 13 projects, distributed into 5 sub-areas of work, to be developed and implemented up to the end of 2023.

Along 2019, it should be noted that several achievements, concerning operational projects of the SW FAB OB CP 19-23, have been reached.

PRO 1 | SW FAB Harmonisation Project:

Taking into consideration the Efficiency Plan of ENAIRE's PV2020 strategy document, a new airspace classification was developed in ENAIRE which have permitted the harmonization of Upper/Lower airspace vertical limits at FL195. Consequently, the whole project is finished accomplishing with their objectives at technical and operational level on March 28th, 2019.

NMP 2 | Bordeaux Interface Project:

The last activity of this project, affecting the interface between Bordeaux and Barcelona ACC, was concluded on April 25th, 2019, with operational improvements and the establishment of a new Letter of Agreement. As the interface with Madrid, first activity of this project, was successfully concluded in 2018, it is possible to confirm the finalization of the whole project.

TMA 6 | SW FAB RNP APCH Implementation:

Last May 2019 it was implemented a RNP approach for Lanzarote airport.

TMA 5 | Lisboa TMA:

Second phase finished last February 28th, 2019 with the introduction of new procedures, as a second package to Phase I, consisting of furter optimization through further development of new SID's and STAR's in Lisboa TMA and also other

airspace developments resulting from the deactivation of several NDB's inside Lisboa TMA. A new phase III has begun with the implementation of point merge procedures in the terminal area.

FUA 1 | FUA OPTIMISATION PROJECT

Activity 4: Efficiency Plan – FUA Pack II, was finished successfully on December 1st, 2019 with the implementation of new conditional routes and revision of restricted areas:

- Efficiency improvement for LEBL-LEMD city pair (affected by LED104).
- LED98 optimisation and conditional routes availability improvement (pending on discussion of potential solutions).
- LER63 optimisation for LEAM arrivals and departures.
- New conditional route in lower airspace to connect VIBAS and BERUM (GEML operations; affected by LED165, LED167 and LED169).
- U/T100 (military airway) connectivity with ATS network and LERT and LEMO procedures (Step 2).

The AWG actively participated in the preparation of the operational component of the new 2020-2024 edition of the SW FAB Common Plan, within five main operational areas:

- Free route airspace (FRA) concept
- ATM procedures (PRO)
- 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 2019-2023 edition 1.0 (November 2018) comprise 7 projects, distributed into 2 sub-areas of work, to be developed and implemented until the mid of 2022.

Along 2019, it should be noted that several achievements, concerning technical projects of the SW FAB OB CP 19-23, have been reached.

CNS 11 IR CONFORMITY (PHASE II)

The Plan definition for the implementation of common solutions
Identify and plan strategies for implementing previously agreed technical solutions successfully concluded on May 31st , 2019.

CNS 12 DATALINK (PHASE II)

Activity 2 and Activity 3 were concluded successfully:

The preliminary analysis of Service Design and technical architecture (current implementation) at SW-FAB level was finished on March 31st, 2019.

The analyse the impact of Business case study for the target solution and its results on SW-FAB level on August 31st, 2019.

CNS 14 CIVIL/MIL ATC Network

Succesfully finished on December 31st, 2019 the training courses aimed at allowing the staff involved in REDAN activities (engineering, operation and maintenance) to have the required knowledge according to their role and the Safety studies aimed at analyse and mitigate potential impact of the network behaviour on the CNS/ATM

service provided by ENAIRE.

CNS 15 IPv6 Services

On May 30st, 2019 Two activities were successfully finished with the validation of the technical implementation of the IPv6 link over the network interconnection, and Identification of the CNS/ATM users requiring IPv6 services and the proposed communication architecture.

The TWG actively participated in the preparation of the operational component of the new 2019-2023 edition of the SW FAB Common Plan, within two main technical areas:

- ATM systems sub-area of work
- CNS sub-area of work

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5 List of Abbreviations/Acronyms

AAN - Autoridade Aeronáutica Nacional
AEFMP – Algeria España France Morocco Portugal
AEMET – Agencia Estatal de Meteorología
AESA – Agencia Estatal de Seguridad Aérea
AMHS – Aeronautical Messaging Handling System
ANAC – Autoridade Nacional da Aviação Civil
ANMA – Autoridade Nacional para a Meteorologia Aeronáutica
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
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

SOWEPP – SW FAB Performance Plan

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