2017

Annual SW FAB Report

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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 2017.

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.

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HIGHLIGHTS

A new year has passed, and it is the fifth since the first annual report in 2013. A year where the leading actor was once again the huge increase of air traffic in our FAB. The weather was also another factor that in some way impacted on the SW FAB performance.

One more year the high traffic growth did not prevent providing excellent traffic services despite the difficulties encountered, especially in the summer again.

There is no doubt that the effort and the coordination spirit of all our work teams successfully allowed to solve a situation that could become critical. It is also worth noting the excellent collaboration of the network manager working closely with our ANSPs to mitigate the impact of traffic.

Therefore, we can say that from the point of view of performance, the behavior of SW FAB can be considered as very good taking into account the circumstances mentioned.

In the most purely technical level, we can highlight the progress obtained from the development of the activities planned for 2017, 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 2018-2022 has already received the approval of the Council.

Regarding the communication aspects with our users and stakeholders, the third SCF was held. Although it had a smaller participation than the previous two years, it allowed receiving important feedbacks for the future of SW FAB. Special attention has also been given to the development of the Single European Sky initiative of the European Commission where this year has begun to discuss very important matters for FABs and which will continue in 2018.

From here, the members of the SW FAB Council want to thank everyone for their participation and especially those who for various reasons are no longer with us as Lieutenant General Eduardo Gil Rosella.

SW FAB: The Europe Gate to the Atlantic

The members of the SW FAB Council in 2018 are:

- ***Raúl Medina Caballero**, Director General of Civil Aviation – DGAC Spain; (SW FAB Council Chairman);*
- ***Luis Miguel Ribeiro**, Chairman of the Board – 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.*

TABLE OF CONTENTS

1 Introduction 9
2 SW FAB Council 11
3 SW FAB Supervisory Authorities Committee 17
4 SW FAB Operational Board 19
5 List of Abbreviations/Acronyms 27

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1 Introduction

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2 SW FAB Council

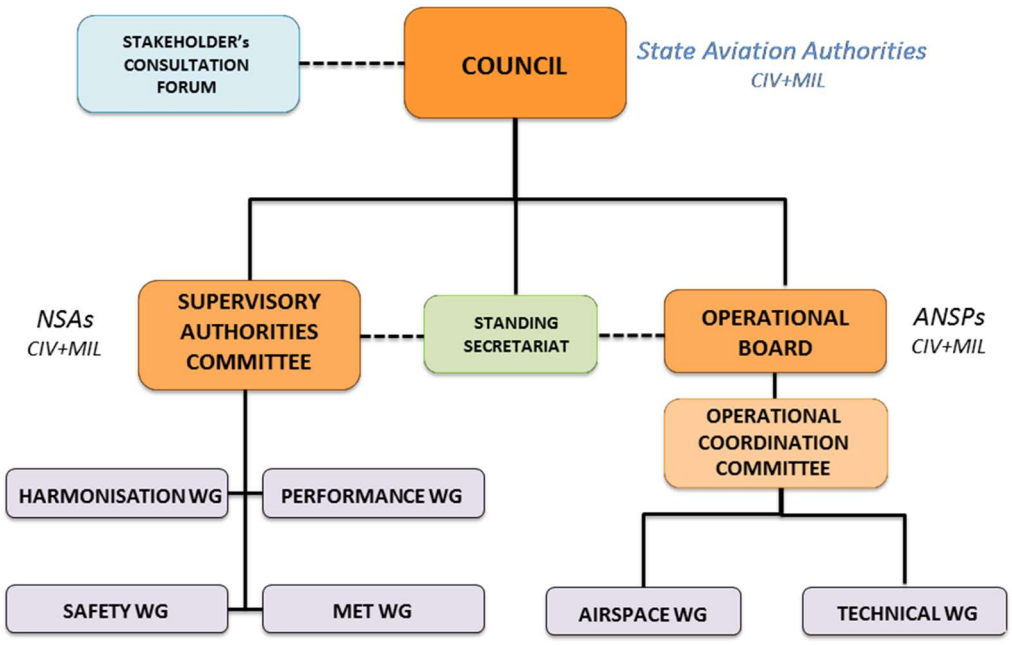
The SW FAB Council (the "Council") is the highest governing body. It was created by Article 9 "Bodies of the SW FAB" of Chapter 3 "Bodies and Operation" of the SW FAB State Agreement signed between the Republic of Portugal and the Kingdom of Spain, on 17th May 2013.

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 2017 it fell to ANAC.

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



Appointing of new Council members

Since December 2017, the new Spanish Air Force representative in the SW FAB Council is the Lieutenant General Francisco Javier Fernández Sánchez, who replaces the Lieutenant General Eduardo Gil Rosella.

Main facts and activities at institutional level in 2017

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.

SW FAB Performance

As relevant decisions of this year, the Council undertook the review and final approval of the SW FAB OB Common Plan 2018-2022. This document has been sent to the European Commission. Also the Council carried out a review of the Monitoring Report of OB CP 2017-2021.

As in the previous year a strong growth at NM area overall (~4.4%) has occurred in 2017 while Spain and Portugal have remained as biggest contributors to this network growth. The air traffic in the SW FAB increased a 6.7% in 2017. The growth in SW Europe (France, Spain and Portugal) is still expected to be high.

Despite this challenging scenario the SW FAB has achieved satisfactory levels in the quality of service provided to the airspace users as noted by the Council. To stand out again the excellent collaboration between the Network Manager and both civil Air Traffic Service Providers (ATSPs), 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. It is worth mentioning also the bad weather conditions, especially in summer, which affected the normal functioning of airports.

With the RP2 Performance Plan Monitoring Report the Council was also informed by the SAC about the SW FAB behavior regarding the RP2 performance and assessed the targets achieved throughout 2017. Although the capacity Key Performance Area (KPA) was not met[1] the other three KPA (safety, environment and cost-efficiency) accomplished their objectives. Therefore, taking into account all the circumstances that occurred, the Council positively assessed the SW FAB performance.

Consultation with users

The third edition of the Stakeholders Consultation Forum (SCF) took place in Lisbon at ANAC's headquarters on the 23rd November 2017 with a minor participation from the stakeholders than the other two previous editions.

The 3rd SCF was attended by representatives of air companies, associations of controllers and professional air transport from both States as well as a representative of FABEC and SW FAB civil and military experts from SAC and OB.

The meeting focused on Supervisory and Operational/technical matters mainly. The SW FAB performance plan was presented addressing essentially the two main areas of interest of the attending stakeholders: capacity/delay and flight efficiency (environment KPA). Also the SW FAB OB Common Plan 2018-22 was presented giving the attendees the opportunity to discuss about some operational projects of their interest. Special attention to aircraft operators was about the ANSP's investments in CNS infrastructure and avionics systems.

The Council thanked the attendees their fruitful participation and highlighted the highly positive support to the Common Plan and the operational and technical projects as it was very important for the implementation and development of the SW FAB. Once again there was also a good feedback about SW FAB performance and the necessity to a greater involvement of stakeholders. The Council in this sense highlighted the importance of

[1] SW FAB capacity target in 2017 registered a value of [0,41 min./flight of en-route delay] vs. the EC capacity target assigned to SW FAB of 0.31 min./flight].

involving the users into the projects while not duplicating the work with that already done at ANSPs level.

In relation with the user consultation process and in order to improve it the Council agreed the development of a SW FAB Communication Strategy. The Standing Secretariat, in collaboration with all bodies, will implement it in 2018. A first draft proposal has been presented.

Cooperation with other FABs

The main activity of SW FAB in this field concerns the cooperation with FABEC (mainly France) regarding operational aspects such as the Free Route implementation and cross-border airspace restructuration. Coordination tasks are mainly being carried out by the respective ATSPs.

Regarding other activities, representatives of SW FAB attended three meetings related to the InterFAB Coordination initiative[2]:

- 1st InterFAB Communication Workshop (Langen, 7/8 June 2017)
- 2nd Inter FAB PoC meeting (Malta, 05/06 October 2017)
- 2nd Inter FAB OPS Workshop (Ljubiana, 27/28 November 2017)

Although it is recognized the interest of some activities of the InterFAB initiative, constrains arisen from the fact that SW FAB have not full time resources assigned to FAB´s matters. Furthermore, the Council has realized that InterFAB meetings and workshops replicate work structures in areas such as performance, technical, operational and/or institutional aspects already existing in other well-established forums.

Taking in consideration the above, the Council agreed in the last Council meeting of

November 2017 that future SW FAB participation and representation in the InterFAB activities should be considered in a case by case basis.

Council meetings

The SW FAB Council met twice in 2017.

Meeting	Date	Location
10th Council meeting	**20th June 2017**	Lisboa
11th Council meeting	**24th November 2017**	Lisboa

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.

Another point of discussion was the European Commission Study on FABs which contained recommendations for the future of FABs. It was analysed by both SW FAB States considering that they were unclear and contradictory.

Also the audit about the SES initiative performed to the European Commission by the

European Court of Auditors (ECA) to review the process for the SW FAB establishment, its current activities and tangible benefits to airspace users was assessed by the Council after the DGAC presentation about the interviews and the main issued discussed during the visit. In this sense a report from the European Court of Auditors was released in December 2017 with conclusions about the development of FABs.

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 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 2017; the eighth meeting was celebrated on the 19th of June and the ninth meeting took place on the 23rd of November, both in ANAC premises in Lisboa.

The SAC was used as a forum to exchange views on the EASA audits conducted on both countries during the first semester of 2017. The NSAs concerned agreed to exchange, between them, the feedback from the last EASA ATM/ANS Standardization Inspection outcomes to lead to a better knowledge of the other part, having in mind the convergence and harmonization of procedures.

Year 2017 was used to streamline the RP2 SOWEPP Monitoring Process to follow up the FAB level targets of the Performance Plan and prepare the Annual Monitoring Report to be submitted to the Commission before the 1st of June each year. The new version of the Process was adopted in the SAC 8th meeting and the early alert was triggered in the capacity Key Performance Area. A response was prepared by the OB and analysed by the SAC Performance Working Group.

As a consequence, a thorough coordination was conducted by each NSA at National level. Ultimately, that work resulted in Spain reporting to the Commission on the fulfillment of the targets and Portugal proposing changes to its part of the Performance Plan for 2018 and 2019. Coordination in the Performance and Charging area between SAC members has been constant throughout 2017.

The SAC approved a "Procedure for Safety Oversight of Meteorological Services Provider" with the objective to harmonise the procedure and the administrative rules between Portugal and Spain, which had been fostered by the MET NSAs.

Following the agreement by both parties to participate in cooperative inspections to the ANSPs AESA participated in the inspection conducted by ANAC to DESICA on the ATS domain. ANAC joined AESA's ATC training audit to Canarias ACC in September. Two additional joint inspections were conducted in Spain and Portugal for the MET domain.

The SAC was also used as a forum to exchange practices. In particular, ANAC presented the training and integration requirements the organization have for inspectors in the areas of Air Navigation and Aeronautical Information. SAC Civil Members coordinated the tasks associated to the NSA Coordination Platform and other international groups involving FABs.

Last but not least, the SAC also participated in the 3rd Stakeholders Consultation Forum (SCF) that took place on the 23rd of November in Lisboa. The SAC presentation provided a follow up of the activities of the SAC as well as an insight to the results of the oversight in the Performance Scheme context at FAB level and the challenges for RP3 as a complement to the presentation on the SW FAB OB Common Plan.

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 17th May 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; and

- **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 2017 the OB/OCC held two coordination meetings on 1st June and 2nd November. The work of the OB/OCC was mainly oriented to the monitoring of the implementation of the projects included in the SW FAB Operational Board (OB) Common Plan 17-21, the rolling annual plan which contains an overview of those technical and operational activities planned to be implemented by the SW FAB ANSPs, and 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 provides, likewise, periodically reports to the SW FAB Council regarding the status of the SW FAB OB CP, to be afterwards released to the EC.

Along 2017, the SW FAB OB CP in force covered the period 2017-2021, and the OB prepared the development of the new edition of this plan, the SW FAB OB CP 2018-2022, covering the period 2018-2022. This new edition of the SW FAB OB CP was approved by the bodies that compose the SW FAB: the OB, the Supervisory Authorities Committee and the Council, and is already in force during this year 2018.

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 story 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, ENAIRE, NAV Portugal, ANAC and the Spanish DGAC, together with its counterparts of Algeria, Morocco and France, worked actively towards the optimization, harmonization and integration of their Air Navigation Systems.

Furthermore, among the several activities carried out by the OB/OCC during 2017, it is important to mention the participation in the elaboration of the LSSIP (end of the 2016 cycle and beginning of 2017)

In this year, the 2016 LSSIP cycle has been successfully completed by agreeing a joint report on 14 out of 44 objectives included in the European ATM Master Plan Level 3 Implementation Plan, edition 2016[3]. 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 ATM MP Level 3 Report 2016.

Moreover, in the last quarter of 2017, as foreseen in the SW FAB OB Common Plan, the coordination of civil ANSPs contribution to national LSSIP for cycle 2017 was initiated between ENAIRE and NAV. Both, a detailed working schedule for the 2017 cycle and a list containing the proposed FAB dimension objectives for common reporting, were elaborated as the starting point for the LSSIP 2017 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*

During the first semester of 2017 one of the main achievements was the collaboration of the civil ANSPs with the NM to the consolidation of the Network Operations Plan (NOP) 2017-2020/21. A joint collaboration between all parts was essential for the achievement of the main SW FAB operational objectives, mostly specially capacity/delay performance.

[3] Note that this project was modified in the SW FAB Operational Board Common Plan 2017-2021, limiting its scope only to the civil ANSPs

As part of the European capacity planning process, on 17th January 2017 the SW FAB participated in a special Network Management Board (NMB) Ad-Hoc Meeting to address ways of meeting the network performance targets relating to capacity and flight efficiency in 2017 and beyond. At this meeting the SW FAB clearly demonstrated the significant imbalance between the forecasted traffic (as included in the SOWEPP Performance Plan) and the actual traffic experienced in the South West Axis and the measures taken at SW FAB level to mitigate the delay impact for airspace users.

As part of the new NOP Edition 2018-2022, the civil ANSPs finalized 2017 with the NM in preparation for the next 5 year cycle. A joint meeting between ENAIRE, NAV Portugal and the NM was celebrated on the 19 th of December 2017 in order to prepare the new NOP edition and most importantly, to formulate the capacity plan due to the high demand expected on the SW Axis.

With regard to the Inter-FAB Cooperation, it is worth highlighting that at the end of November 2017, the AWG operational representatives participated in the second Inter-FAB Operations workshop organised by FAB CE on Slovenia Control premises in Ljubljana. During the workshop, cross-border initiatives were discussed at intra-FAB or inter-FAB level to demonstrate the possibilities of cooperation and collaboration between different ANSPs. At this level, SW FAB has several projects with FABEC, including a free-route airspace project between Brest, Madrid and Lisboa ACCs.

The AWG actively participated in the preparation of the operational component of the new 2018-2022 edition of the SW FAB Common Plan, within 5 main operational areas:

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

In reference to the SW FAB OB CP 17-21, the following activities were finalized in the framework of the AWG:

- **NMP 4 SW FAB en-route sectorization improvement**: From the old 3-sector design (PP2, P1U and P1L) a new 4-sector design (P2R, GO1, GO2, GO3) has been successfully implemented in June 2017 in Barcelona FIR. In Lisbon FIR the vertical split of Upper Sector -new re-organization of the continental airspace— was successfully implemented in May 2017 to better accommodate the increase of traffic demand.

- **TMA 5 Lisboa TMA**: In order to increase Lisbon APT capacity, SIDs and STARs were re-organized with new vertical, horizontal and speed profiles taking into consideration new en-route airspace structure. New waypoints were included for SID and STAR optimisation and new holding procedures were introduced. Reduced radar separation in Lisboa TMA was also applied, reducing from 8NM to 5NM above FL150 and from 5NM to 3NM below FL150 in the approach sector.

- **TMA 7 Palma TMA**: The optimisation of IAC in case of NAVAIDS failure and the development of specific SID for turboprop (slow) aircraft have been successfully implemented 6 months in advance. The early implementation and most importantly, their synchronisation, has led to a significant optimisation of resources and early use of the new procedures.

- **TMA 3 Barcelona TMA:** Following the calendar it was concluded the phase I of the new SID's for the East Configuration**.**

❑ *TWG activities*

During 2017 the TWG held two coordination meetings on 14th March and 22nd June.

Along 2017, it should be noted that several achievements, concerning technical projects of the SW FAB OB CP 17-21, have been reached.

With regard to the ATM 1 "ATM IR Conformity" project, it finished, on schedule, in June 2017. The objectives set up by this project, such as the analysis of IRs, the identification of possible communalities to define agreed solutions to be compliant with the IRs and the elaboration of an implementation Plan on these agreed solutions, were successfully met. The status of implementation of each IR was reflected in a project report, developed on a half-yearly basis.

With regard to the CNS 4 "Surveillance IP" project, radar data flows exchange was successfully tested and an agreement was reached on its implementation. The last step for putting into operation these flows, the operational deployment of the agreed solution, started during the last quarter 2017.

With regard to the CNS 10 "CIVIL/MIL GROUND COMMUNICATIONS (PHASE III)", the following set of Civil-Military voice communications services was implemented successfully revealing a perfect civil-military coordination in the SW FAB area:

- Link between CRC Canarias – ACC Canarias has been migrated from LB protocol to ATS-R2 protocol.

- New ATS-R2 protocol links between the following centers have been established:
    - Tenerife Sur APP-ACC Canarias.
    - Zaragoza APP-Barcelona ACC.
    - Rota TWR-Seville ACC.

Additionally, both ENAIRE and NAV Portugal were working hard on Civil-Civil communications improvement and commissioned a new voice link between Lisboa ACC and Madrid ACC via Faro and Sevilla over current AEFMP TDM network.

Three new Harmonisation Infrastructure projects have been planned and agreed during 2017 and included in the new Common Plan for the period 2018-2022. One of these three new projects, *Datalink Phase II*, not only has been planned but has been also launched in 2017 whilst the other two will be launched in 2018.

The above-mentioned SW FAB OB CP 18-22 new projects, which will continue working on the evolution and optimal use of the technical sources in order to optimise and improve the air navigation services in the SW FAB area, fall under CNS Infrastructure Harmonisation sub-area of work.

The IR Conformity (Phase II) is the continuation of the IR Conformity project. This project keeps the overall objectives of its predecessor but the focus here is on IRs related to CNS systems rather than ATM systems. The main aims under this project include agreeing solutions for the Conformity with Implementing Rules and planning and implementing of the agreed solutions.

The Datalink Phase II is defined as the continuation of Datalink project whereby it aims to identify, define and provide the target solution in the SW FAB area according to the Addendum 1 of DP2016 and the DLS Recovery Plan. Additionally, this new project is perfectly aligned with the INEA Call Path 2 activities which aim to manage the transitional activities towards Pre-Implementation project target solution.

The New Surveillance Sensor (Phase III) is the continuation of the New Surveillance Sensor (Phase II) project. This project preserves the objectives of its predecessor, working on the definition and implementation of new technical solutions for the deployment of ADS-B and WAM systems in the SW FAB area.

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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 – Ejercito 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
ESSIP – European Single Sky Implementation Plan
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 Plan
MET WG –Meteorological Working Group
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
SEMA – Secretaría de Estado de Medio Ambiente
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
WG – Working Group