2015 Annual SW FAB Report

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REPORT DOCUMENTATION PAGE

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HIGHLIGHTS

This is the third annual report depicting the main activities developed by the bodies and working groups of the SW FAB along 2015.

If the progress of SW FAB in 2014 was considered highly satisfactory with the first results achieved, the year 2015 has represented the consolidation of the SW FAB initiative at all levels. Thanks to the fruitful coordination among the SW FAB governing bodies and a more advanced task management, some important goals have been obtained.

Main outcomes to be highlighted in 2015 within the regulatory and institutional fields have been the celebration of the first Stakeholders Consultation Forum —with excellent acceptance and results—, the adoption of the SW FAB Safety Policy and the achievement of the SW FAB performance objectives specified by the Commission for the second reference period (RP2) – 2015-2019.

Moreover, the SW FAB Operational Board Common Plan has progressed according to the established implementation schedule. During 2015 different projects and related activities such as the harmonization of the radar separation minima, the en-route resectorizations in Barcelona ACC sectors, the update of the ATM system and adaptation of the VCS in Madrid-Barajas TWR and Madrid ACC, improvements of civil-military ground communications, were successfully finished.

In summary, 2015 has led to give another important step on the way towards the achievement of the objectives set in the SW FAB Agreement. The completion of these operational projects has enabled already to contribute to performance and offer tangible benefits to our users, major recipients of our work.

Of course, to thank all those who have participated this year in the SW FAB for their efforts and generosity at work and offer a special memory of the two members of the Council, Luis Trindade and Angel-Luis Arias, who in 2015 left their SW FAB positions.

SW FAB: The Europe Gate to the Atlantic

The members of the SW FAB Council,

- *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 Eduardo Gil Rosella; Deputy Chief of the Air Staff – Spanish Air Force*
- *Major-General Piloto Aviador Manuel F. Rafael Martins; Chief of Office of the National Aviation Authority*

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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 2015.

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.

2 SW FAB Council

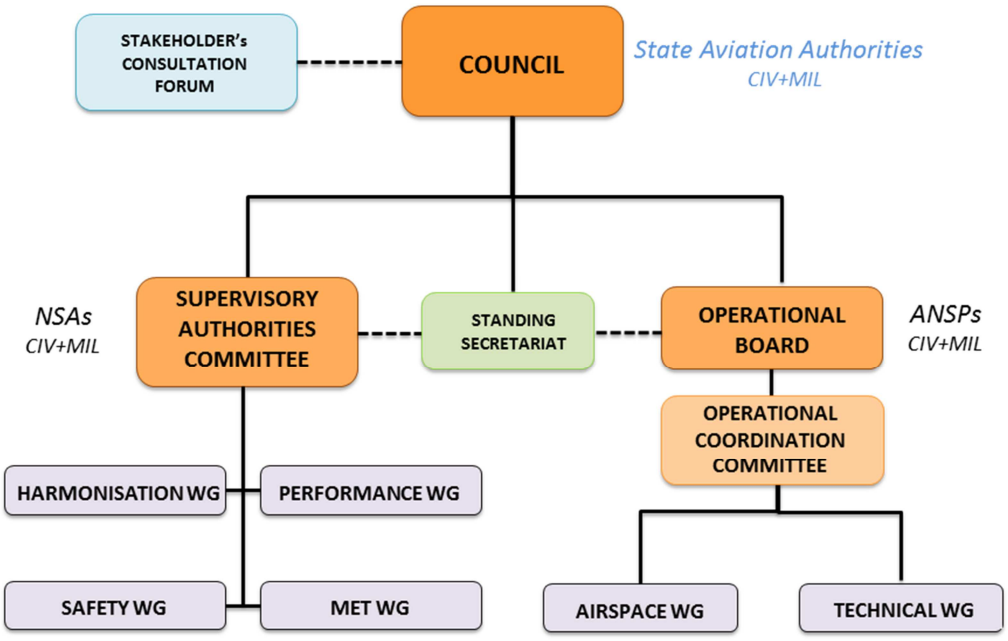
The SW FAB Council (the "Council") is the highest governing body. It was created by Article 9 "Bodies of the SW FAB" of Chapter 3 "Bodies and Operation" of the SW FAB State Agreement signed between the Republic of Portugal and the Kingdom of Spain, on 17th May 2013.

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 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 2015 it fell to ANAC.

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



Appointing of new Council members

Following a restructuring of the managing bodies of ANAC in July 2015, Mr. Luis M. Ribeiro replaced Mr. Luis Trindade as Chairman of the Board of Directors and Mr. Carlos Seruca did as Vice-chairman instead of Mr. Paulo Andrade. By virtue of it, since July 2015 Mr. Ribeiro assumed the SW FAB Council Presidency, while Mr. Seruca was appointed as alternate and Focal Point of the SW FAB.

Also in Spain, in June 2015, Mr. Raúl Medina replaced Mr. Angel-Luis Arias as Director General of the DGAC.

Progress in the SW FAB development(at institutional level)

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.

As relevant decisions of this year, the Council approved the SW FAB Common Safety Policy at the request of the SAC and the SW FAB Operational Board Common Plan 15-19 (SW FAB OB CP 15-19), the five-year rolling plan elaborated by the OB.

The Council also undertook the review and approval[1] of the two periodic monitoring reports to the SW FAB OB CP 15-19, which were developed in June and October 2015 by the OB with the endorsement of the SAC and then sent to the European Commission for its assessment.

As one of the main functions included in the State Agreement, the Council evaluated the SW FAB performance objectives in regard to the targets required by the Commission for RP2. During 2015 some reviews of the SW FAB Performance Plan (SOWEPP) for RP2 were carried out by the SAC and assessed by the Council in order to meet the EC performance targets set by the Network Operational Plan for SW FAB.

[1] *The second SW FAB OB CP 15-19 monitoring report has been approved by the Council in March 2016.*

Cooperation with other FABs

Danube FAB organized the second Inter FAB Coordination workshop(IFCW) in Bucharest on the 14/15th October 2015 with the attendance of SW FAB representatives. Exchanging best practices and views in a rather informal way and strengthening relations just as well as coordination between our FABs were the main objectives of this workshop.

Since it cannot be otherwise, SW FAB is very interested in maintaining close contact with other adjacent FABs and third countries. In this sense, it is remarkable the guidelines given by the Council to reinforce this issue, especially with FABEC due to the need to coordinate the development of some SW FAB operational projects with France.

Consultation with users

The first Stakeholders Consultation Forum (SCF) was held on 2nd June 2015 in Lisboa. This 1st SCF was attended by representatives of the Commission, the Network Manager, associations of airlines, staff, pilots and controllers from both States as well as SW FAB civil and military expert members from SAC and OB.

In general a positive opinion was transmitted by all stakeholders and specially by the Network Manager in relation to the development of the SW FAB and the Operational Board Common Plan. Interesting suggestions and comments from the SCF attendants were subsequently discussed by the Council. Decisions around a more involvement of airspace users (AUs) and professional staff associations in the operational project development were agreed in order to improve the next SCFs. To carry this out, sectorial meetings with stakeholder participation will be arranged.

A report on the SCF meeting was distributed among SCF attendants and delivered also to the Commission after adoption by the Council.

Council meetings

The SW FAB Council met twice in 2015.

Date	Location
3rd June 2015	Lisboa
17th November 2015	Madrid

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 such as the new European Aviation Strategy, the SES legislation implementation or the LSSIP SW FAB Common projects or the SESAR Deployment Programme (and SW FAB participation in the Stakeholders' Consultation Platform) were also treated in the Council meetings seeking the greatest possible coordination between Portugal and Spain.

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 is the body established in the framework of the State Agreement to address all matters related to the supervision, performance and harmonisation of the SW FAB. It is made up of representatives of each NSA (ANAC, ANMA, SEMA, AESA and EMA), and the military aviation authorities that are not established as NSA (AAN).

The SAC held its first meeting in Madrid on the 17th October 2013, thus formally inaugurating its activities, which were informally started at the end of 2012.

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: meetings and working arrangements

In 2015 the SAC held one meeting with the Working Groups, on the 19th May in Madrid, and two plenary meetings, on the 2ndJune in Lisboa (4th meeting) and on the 16thNovember in Madrid (5th meeting).

The meeting with the Working Groups (WGs) was held with the aim to inform and to intensify the work of the WGs and to project activities ahead.

During the fourth meeting of the SAC, the SW FAB Safety Policy was adopted by the Committee and endorsed by the Council. Further to this, The Procedure for Safety Oversight of Air Navigation Service providers (ANSPs) -applicable only to the Civil Aviation Authorities- was agreed and adopted whilst good progress was made on the procedure for the MET providers' oversight.

The Committee also approved the current version of the Procedure for the Joint Review of Changes Related to the SW FAB.

In the fifth meeting of the SAC, several activities were reviewed, most of them related to the Performance Plan for RP2 and its ongoing process within the European Commission. Thus, issues revolving around the capacity performance target and the discussion and approval of SW FAB RP2 SOWEPP Monitoring process were dealt with. Other topics discussed were EASA Notice for Proposed Amendments (NPAs) and Implementing rules, SESAR progress on the deployment, civil-military issues of common interest and the cooperation between authorities in issues of common interest.

Further to this, a joint SW FAB inspection plan between ANAC and AESA was developed which resulted in the participation of ANAC as observer in the inspection of the ACC Sevilla between the 25th and the 27th November. AESA would then take part in an inspection of NAV Portugal training organization at the beginning of 2016.

Finally, the monitoring and supervision of the SW FAB Common Plan was considered positively.

The SAFETY WG (SAF WG), that has the responsibility for the establishment of a SW FAB common civil air navigation safety policy, elaborated a joint inspection plan for ATM/ANS civil oversight activities to ANSPs. It was agreed during the meeting that the civil NSAs (AESA and ANAC) should exchange between themselves the model used in safety oversight inspections in order to establish a harmonized procedure at FAB level.

The HARMONISATION WG (HAR WG) discussed the implementation of Regulation (EU) 2015/340 (ATCOs), stressing that the application of the new Regulation includes significant changes for training organizations and also for NSAs. Both civil NSAs (ANAC and AESA) agreed to postpone some articles of the above mentioned Regulation until the 31st of December 2016 and to establish a transition period from Regulation (EU) No 805/2011 to Regulation (EU) 2015/340. There was also the intention to postpone the implementation of Annexes I, II and III.

It was also referred that, in Portugal, an agreement is ongoing between the two Authorities (Civil and Military) in order to permit the participation of civil inspectors, as observers, when the AAN is conducting safety oversights within military air bases opened to commercial civil traffic.

In the same manner, based upon an agreement signed on December 2014 between Spanish Civil and Military authorities, civil inspectors have been participating in joint safety oversights within military air bases open to civil air traffic

Both civil NSA (AESA and ANAC) agreed to conduct two safety inspections: one to the Spanish ANSP at Sevilla, in November 2015, and another to the training center of the Portuguese ANSP, in January 2016, commitment which was endorsed during the fifth meeting of the SAC.

It was also agreed to share the external results on ICAO audits and EASA Standardization Inspections, as well as the establishment of common procedures for the different phases of an audit/inspection and for the safety management of changes and the gradual creation of a common handbook of the SW FAB civil air navigation rules and procedures to supervisory and safety oversight activities.

On what concerns the PERFORMANCE WG (PER WG) final revisions were made to include the comments and suggestions for modification of the Monitoring Process RP2 SOWEPP with the aim to monitor, at FAB level, the targets of safety, environment, capacity and cost-efficiency, as well as the incentive schemes.

Current activities on Performance Scheme and financial regulation were discussed, stressing that the SW FAB Capacity must be reviewed and updated in order to be consistent with the required level of capacity performance defined to meet the Union-wide target of 0.5 minutes for en-route ATFM delay. The civil NSAs (ANAC and AESA) agreed that there is a clear interest to know with sufficient notice the areas that are likely to undergo a capacity reduction, to estimate the risks derived from this loss of capacity and subsequently to start discussions with the impacted ANSPs to enable them to take preventive actions.

The METEOROLOGICAL WG (MET WG) agreed on the establishment of a common MET oversight procedures policy and established a common schedule for the joint oversight activities, namely to have two inspections at the MET area performed in a joint manner (initially under observer status) which were carried out in the MET Offices of Malaga-Costa del Sol (Spain) and Cascais (Portugal).

Further to what has been presented above, other activities undertaken by each one of these working groups are summarized below:

- **SAF WG**: In 2015 one change to the existing functional ATM systems has been notified to the SAC in accordance with article 10.1 of the civil NSA Agreement: a new change to the existing functional systems of ENAIRE "proposal for new SID RNAV 1 DME-DME for runway 03 of Lanzarote Airport (GCRR) and runway 01 of Fuerteventura Airport (GCFV)". This change affects Phase I of the project known as Canarias TMA Project, which was already notified to the SAC in 2014, and makes part of WP 3.1 of the SW FAB Operational Board Common Plan 2014-2020.

- **HAR WG**: In 2015 this group developed the Procedure for Safety Oversight of Air Navigation Service providers (ANSPs), applicable only to the Civil Aviation Authorities, which was then agreed and adopted by the SAC whilst good progress was made on the procedure for the MET providers' oversight.

- **PER WG**: In 2015 this group worked on the elaboration of the RP2 SW FAB Performance Plan (RP2 SOWEPP), which constitutes the FAB Performance Plan for RP2 as mandated by Regulation (EU) No 390/2013 and on the preparation for the monitoring of RP2 whilst resuming the monitoring activities for RP1.

- **MET WG**: In 2015 this group showed good progress on the procedures for MET providers' oversight.

  The Spanish NSA-MET took part as observer at the Cascais Aeronautical Meteorological Office inspection by ANMA, that was held on the 28th October 2015, whilst ANMA took part as observer at the Málaga-Costa del Sol Aeronautical Meteorological Office on the 3rd and 4th November 2015.

Further to this, a joint meeting was held at ANMA's Headquarters in Lisboa on the 29th October.

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, EMA, AEMET and IPMA).

The low level 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 2015 the OCC held two coordination meetings on 14th May and 29th October.

This year the work of the OB/OCC was mainly oriented to the implementation of the projects planned in the SW FAB OB Common Plan 15-19, the rolling annual plan which contains an overview of those technical and operational activities planned to be implemented by the SW FAB ANSPs aiming to improve the performance of the airspace under its responsibility as part of the whole European Network. The OB/ OCC follows 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.

The OB/OCC developed the SW FAB OB CP 15-19 including new initiatives in airspace design and procedures which was approved by the SW FAB Council in June 2015.

One of the main achievements of the OB/OCC was the contribution to the Network Operations Plan (NOP), where a joint collaboration between all parts was essential for the achievement of the main SW FAB operational objectives. The SW FAB OB Common Plan is expected to contribute with a direct positive impact in the NOP, and therefore, new initiatives in airspace design and procedures were included in the SW FAB OB Common Plan 15-19.

Furthermore, among the several activities carried out by the OB/OCC during 2015, to mention the participation in the elaboration of the LSSIP.

At the end of LSSIP 2014 cycle, by mid February 2015, SW FAB military ANSPs jointly reported on 14 out of the 26 FAB dimension ESSIP objectives. In the case of civil ANSPs, 19 objectives common report has been agreed.

Taking advantage of the fruitful working environment, the contribution of SW FAB to ESSIP 2014 Report (as SJU deliverable) was also coordinated and released on 28th April 2015.

The new Local Single Sky Implementation Plan (LSSIP) 2015 cycle started in September 2015. The LSSIP project description was updated to take advantage of the new functionalities at FAB level put in service by EUROCONTROL in the LSSIP 2015 cycle database.

Further to what has been presented above, the main activities undertaken by each one of these working groups are summarized below:

❑ *AWG activities*

During 2015 the AWG held two coordination meetings on 21st April and 26th October.

The main achievement in 2015 was the implementation of RNAV1 procedures and "Point Merge" techniques in Lanzarote (GCRR) and Fuerteventura (GCFV), which allowed to increase capacity and reduce delays.

During 2015 the successful implementation of the vertical split of CCC sector in Barcelona ACC. In order to increase Barcelona ACC capacity, CCC sector was split in two new traffic volumes. In order to optimize flow and capacity management in Barcelona ACC, the dynamic sectorization of BAS/MUS/VVS sectors was completed.

The activities associated with the adaptation of the VCS in Madrid-Barajas control tower and Madrid ACC were completed as planned. Also the required update of the ATM system in Madrid-Barajas control tower and Madrid ACC were completed in June 2015.

Moreover, the optimization of sectorization in Barcelona TMA was completed, validated and implemented. Deployment of AMAN (Arrival Manager) functionality in the ATM System to facilitate and improve air traffic sequencing into Barcelona Airport (LEBL) was completed.

Finally, the implementation of the harmonization of the radar separation minima in SW FAB airspace was completed. En-route radar separation reduced to 5NM (except in Oceanic airspace) and TMA radar separation reduced to 3NM.

Regarding FUA optimization, Civil-Military coordination is ongoing. Special use areas are being revised, new conditional routes are being implemented and some ATS-routes are being re-aligned. Dissemination of progress on FUA to airspace users is considered an enabler to achieve Flight Planning using more efficient routes through the Civil Use of Release Airspace (CURA) achieved though the FUA process.

❑ *TWG activities*

During 2015 the TWG held three coordination meetings on 27th February, 28th May and 16th September.

Along 2015, it should be noted that several achievements, concerning technical projects of the SW FAB OB CP 15 19, have been reached.

With regard to multilateral systems, Portugal set up Lisboa Airport MLAT, Lisboa WAM Extension and Santa María WAM Azores covering central and western groups of Azores islands.

Within the framework of Civil/Mil Ground Communications improvement, agreements were reached and following communication services were implemented:

- Madrid ACC - Valencia TACC
- Barcelona ACC- Valencia TACC
- Sevilla ACC- Valencia TACC
- Palma de Mallorca ACC-Valencia TACC

Projects (from the OB Common Plan) finalized in 2015

CNS 7 New Surveillance Sensors 30th June 2015	The following MLAT systems are now in operation: • Lisboa Airport MLAT. This system has also the possibility of processing ADS-B messages; • Lisboa WAM Extension: this system has been implemented as an extension of the MLAT system installed at Lisboa Airport. This system has also the possibility of processing ADS-B messages; and • Santa Maria WAM Azores covering central (implemented on December the 19th, 2012) and western groups of Azores islands (implemented on October the 24th, 2014). These sensors have also the possibility of processing ADS-B messages.
CNS 8 Civil/Mil Ground Communications (Phase II): 31st December 2015	Communications services operationally deployed: • ACC Madrid – TACC Valencia • ACC Barcelona - TACC Valencia • ACC Sevilla - TACC Valencia • ACC Palma Mallorca - TACC Valencia

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 AviaçãoCivil
ANMA – Autoridade Nacional para a Meteorologia Aeronáutica
ANSB – Air Navigation Services Board
ANSP –Air Navigation Service Provider
ATC – Air Traffic Control
ATM – Air Traffic Management
AWG – Airspace Working Group
CAA– Civil Aviation Authority
CP – Common Plan
CURA - Civil Use of Release Airspace
DSNA – Direction des Services de la Navigation Aérienne
EASA –European Aviation Safety Agency
EC – European Commission
EMA – Estado Mayor 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
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
RP2 – Reference Period 2
RP1 – Reference Period 1
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 WestSW 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