2016

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 2016.

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

This is the fourth annual report depicting the main activities developed by the bodies and working groups of the SW FAB along 2016.

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 2016 within the regulatory and institutional fields have been the celebration of the second Stakeholders Consultation Forum —with the positive opinion conveyed by all stakeholders, especially by the Network Manager and airline operators, who recognized the great effort made by the SW FAB to accommodate the unexpected traffic demand in the SW Axis along 2016 to the Iberian Peninsula and the Canary Islands tourist destinations.

Moreover, the SW FAB Operational Board Common Plan has progressed according to the established implementation schedule.

The Network Manager has recognized the great performance of the SW FAB in an increasing traffic scenario.

In summary, 2016 has led to give another important step on the way towards the achievement of the objectives set in the SW FAB Agreement.

The success achieved was only possible due to the commitment of all who have participated in the SW FAB activities, for their efforts and generosity at work. A special allusion is also binding to the member of the Council, Major-General Rafael Martins, who left SW FAB, in 2016.

SW FAB: The Europe Gate to the Atlantic

The members of the SW FAB Council, for 2017 are:

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

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1 Introduction

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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

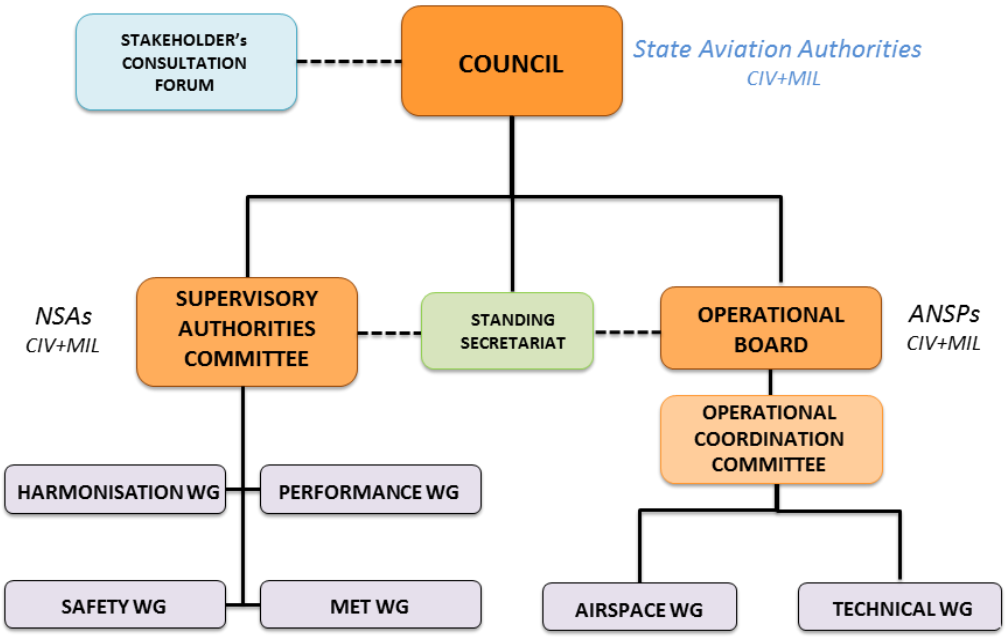
The SW FAB Council (the "Council") is the highest governing body. It was created by Article 9 "Bodies of the SW FAB" of Chapter 3 "Bodies and Operation" of the SW FAB State Agreement signed between the Republic of Portugal and the Kingdom of Spain, on 17th May 2013.

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 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 2016 it fell to DGAC Spain.

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



Appointing of new Council members

The new Portuguese military representative for the SW FAB Council is Major-General José Augusto Barros Ferreira, who will be replacing Major-General Manuel Fernando Rafael Martins.

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 undertook the review and approval of the periodic monitoring report to the SW FAB OB CP 2015-2019, covering the period January 2015 up to April 2016. This report was finalized by the OB in June 2016, and approved by the Council with the endorsement of the SAC and then sent to the European Commission.

The SW FAB OB CP 2017-2021 was provisionally approved by the Council in December and sent to the European Commission.

It was highlighted the significant traffic growth scenario experienced in 2016 in the SW Axis, implying an huge challenge for the SW FAB in the capacity/delay performance area[1]. The Council welcomed the excellent work done with the Network Manager and reinforced the SW FAB commitment to maintain this collaboration to improve the performance at European network level.[2]

It should also be mentioned that SW FAB has been one of the biggest contributors to the European network traffic growth in 2016.

Performance Plan

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 2016 some reviews of the SW FAB Performance Plan (SOWEPP) for RP2 were carried out by the SAC. Following a proposal made by the Supervisory Authorities Committee (SAC) the Council approved a Corrigendum to the South West FAB Performance Plan for RP2 (SOWEPP RP2 CORRIGENDA final) in order to meet the EC performance targets.

[1] *In 2016 Network traffic increased 2.8%. It reached an all-time record of 10,190,903 flights, surpassing the 2008 levels. The network had its busiest day ever on 9 September with 34,594 flights. The biggest contributors to the network arrival-departure growth were UK, Spain, Italy, Germany, Lisbon FIR, Canary Islands, the Netherlands and France. Tourist traffic flows shifted from south-east to south-west Europe as a result of the political instability in the regions. (Ref.: SSC/17/64)*

[2] *Good performance in Cyprus, Greece, Portugal and Spain. ACCs in Portugal and Spain implemented the measures agreed with the NM in the NOP and managed delays despite very high traffic increase. (Ref.: SSC/17/64)*

Cooperation with other FABs

SW FAB is actively involved in the Inter-FAB Coordination Workshop (IFCW) initiative jointly with all the 9 FAB's. The IFCW is a structure established to facilitate the coordination and cooperation between the FABs, in order to contribute to a reduced fragmentation of the European airspace, support the optimisation of the European ATM Network (EATMN) and provide a working structure for coordination and cooperation of activities amongst them.

As part of the IFCW activities, the first Inter-FAB Coordination Point of Contact meeting (POC) was held at the headquarters of the DFS in Langen, Germany, on the 21st October 2016, with the participation of representatives of the SW FAB. It was recognized the interest of the SW FAB in taking part in these meetings in order to promote cross-border collaboration and improvement of defragmentation.

Main issues discussed in the POC meeting was related to the EC FAB study, the FAB strategy in terms of future RP3 performance scheme and the future evolutions of SES at FAB levels. Due to the relevance of the topics, the SW FAB Council noted the need to keep a close follow-on of the IFCW activities and initiatives.

Consultation with users

The second Stakeholders Consultation Forum (SCF) was held on 17th November 2016, in Madrid. This 2nd SCF was attended by representatives of the Commission, the Network Manager, associations of airlines and controllers, unions, staff, pilots and controllers from both States as well as SW FAB civil and military expert members from SAC and OB.

It was widely acknowledged that the outcomes of the meeting had been quite positive and the exchange of views during the meeting had been very fruitful. All the stakeholders had recognized the excellent work done by the SW FAB, in particular the excellent service provided by ENAIRE and NAV Portugal during the Summer 2016 in a scenario with a dramatic increase in traffic in the SW Axis.

It was also remarked the importance of the free route strategy in the operational projects, as pointed out by the NM and the users, and was transmitted the full commitment of the SW FAB to jointly collaborate with neighboring airspaces to satisfy AU's expectations.

Council meetings

The SW FAB Council met twice in 2016.

Date	Location
2nd June 2016	Lisboa
18thNovember 2016	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 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, 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 2016; the sixth meeting was celebrated on the 1st June in ANAC premises, in Lisboa, and the seventh meeting of the SAC took place, on the 6th November, in AESA's premises in Madrid.

Along 2016, the full set of SW FAB SAC procedures was rounded up as the last important document of that set was finalized by the working groups and adopted by the SAC. A procedure for Safety Oversight of Air Navigation Service providers (ANSPs), applicable only to the Civil Aviation Authorities, joins the procedure for the Joint Review of Changes Related to the SW FAB and the procedure for Audits to the Certified MET Providers, both of which were issued in 2015. These three procedures will then be bound in the SAC Common Handbook.

The SAC also adopted a SW FAB Safety Policy with the firm commitment to cooperate, maintain and, whenever possible, improve the current level of safety, within the FAB. This will be possible by ensuring the coordination of State Safety Programmes processes and activities and safeguarding that the NSAs together with the ANSPs collaborate in every aspect of safety: oversight, training, awareness, promotion, hazard identification and risk analysis, resolution of safety issues and development and improvement of ANSPs' SMS.

After an intense year of work by the SW FAB, the SW FAB Performance Plan for RP2 (RP2 SOWEPP) was endorsed and accepted by the European Commission after a negotiation and revision of the capacity targets, as reflected in the Commission Decision on the consistency of the RP2 Performance Plans and has then received a positive opinion in the 60th session of the Single Sky Committee.

With this important step achieved, the SW FAB Performance WG finalized the document entitled "Monitoring Process for RP2 (2015-2019) (SOWEPP RP2)", with the aim to monitor, at FAB level, the targets of safety, environment, capacity and cost-efficiency, as well as the incentive schemes.

All over 2016, five joint inspections were carried out: 2 by the MET NSAs and 3 by the civil ATS NSAs. It is also foreseen, for 2017, four (4) joint inspections (PT MET, ES MET, PT ATS, ES ATS), to be chosen from the different national inspections plans that will be shared between the two NSAs, in due time. AESA and EMA carried out two (2) joint inspections to Spanish military ANSP to civil users, according to Agreement signed in 2014.

The Meteorological WG (MET WG) promoted two meetings, in May at GAMA headquarters in Lisboa and in July in Madrid. Among other aspects of common interest to the Met authorities, a special attention was given to the conclusion of the draft audit procedure for the MET service provider's safety oversight.

Last but not least, the SAC also participated in the 2nd Stakeholders Consultation Forum (SCF) that took place on the 17th November in Madrid, and a presentation was offered to the Plenary focusing, mainly, on the capacity and cost-efficiency targets both for Portugal and Spain, explaining the effort to accomplish with the fixed targets despite the increase traffic demand in the SW Axis.

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 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 2016 the OCC held two coordination meetings on 12th May and 8th 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 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, 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 2016, the SW FAB OB CP in force covered the period 2015-2019, and the OB prepared the development of the new edition of this plan, the SW FAB OB CP 2017-2021, covering the period 2017-2021. 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 2017.

From an institutional point of view it is recognised 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, in March 2016, ENAIRE, NAV Portugal, ANAC and the Spanish DGAC signed, together with its counterparts of Algeria, Morocco and France, the new AEFMP MoU, always keeping in mind the objectives of the collaboration established in 1990: the optimization, harmonization and integration of the Air Navigation Systems.

The new AEFMP MoU was signed in the presence of representatives of the European Commission, with updated leading principles and reinforced cooperation arrangements to face next coming ATM (Air Traffic Management) developments stemming from the SES (Single European Sky).

Furthermore, among the several activities carried out by the OB/OCC during 2016, it is important to mention the participation in the elaboration of the LSSIP 2015.

In LSSIP 2015 cycle, SW FAB civil ANSPs have agreed a joint report on the whole set of the FAB dimension implementation objectives (15 objectives), proposed at the beginning of the process, in November 2015. No common report was achieved on the military side in LSSIP 2015. The main rationale for the difference with civil side is due to different prioritization of tasks, focused on the effectiveness of the military mission against ATM reporting. The unsolved multiple ATM reporting issue at European level is an additional handicap.

Taking advantage of the fruitful working environment, the contribution of SW FAB to the 'Master Plan Level 3 Implementation Report 2015' (as SJU deliverable) was coordinated and released in May 2016. Specifically ATM MP level 3 Report 2015 included a totally new template for the FAB view that contains, on one hand a new summary of the deployment progress at FAB level and, on the other hand, some texts explaining the FAB performance ambitions related to the main KPAs.

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 2016 one of the main achievements of the Airspace Working Group (AWG), in collaboration with the NM, was the contribution to the consolidation of the Network Operations Plan (NOP) 2016-2019/20, where a joint collaboration between all parts was essential for the achievement of the main SW FAB operational objectives, mostly specially capacity/delay performance.

As part of the new NOP Edition 2017-2021, the AWG finalized 2016 working with the NM in preparation for the next 5 year cycle, and a joint meeting between ENAIRE, NAV Portugal and the NM was celebrated last 21st of December 2016 in order to prepare the new NOP edition and, specifically, the capacity plan due to the extra demand expected to the SW Axis.

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 17-21, among which the inclusion of a project to implement a new RNAV-1 based TMA in Palma to provide enough capacity and efficiency to main traffic flows between Europe and Balearic Islands. TMA design will enhance current SID/STAR structure, enabling flights to operate close to user preferred trajectories.

With regard to the Inter-FAB Cooperation it is worth to highlight that, at the end of June 2016, AWG operational representatives from the SW FAB and FABEC signed a close cooperation agreement which will benefit the European network concerning main Operational Board performance areas: capacity and flight efficiency. As suggested by SW FAB and FABEC, the Network Manager will support this Inter-FAB initiative.

As part of this cooperation between SW FAB and FABEC, excellent recognition was given from the aeronautical community for the efficient collaboration between both FAB's and the NM for the preparation of the Transition Plan to implement the ERATO project in Bordeaux airspace. A re-routing strategy plan was prepared by all parts in order to minimize the impact of capacity constraints in Bordeaux with a severe impact in the airspace structure of SW FAB.

The Airspace Working Group actively participated in the preparation of the operational component of the new 2017-2021 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 what refers to the SW FAB OB CP 15-19, the following activities were finalized in the framework of the AWG:

- **FRA 1 Lisboa/Madrid/Brest Free Route Airspace**: Some operational proposals were completed, on January the 31st, 2016, such as new DCT trajectory TURDO-SONSO-BEXAL as part of the development of the free route airspace concept between Brest, Madrid and Lisboa ACC

- **NMP 4 SW FAB en-route sectorization improvement**: New FRASAI Area Dynamic Sectorisation implemented in March 2016 which had a positive impact in the huge traffic growth in the Europe SW Axis (France, Spain and Portugal).

- **NMP 3 ATS Network Improvements**: Improvement of LEMD departures via BARDI completed on April 28th, 2016, with the improvements in the departures in the departures from Madrid via BARDI, with a direct impact on oceanic NAT traffic flow.

And the following project was successfully finalized in the framework of the AWG:

- **TMA 4, FARO TMA PROJECT**: RNAV 1 was implemented at Faro Airport on June 30th, 2016 allowing a better connection between the STARs and the GNSS approaches procedures. For the purpose of improving navigation accuracy, 4 DMEs were installed covering Faro terminal airspace.

❑ *TWG activities*

During 2016 the TWG held three coordination meetings on 27th January, 27th April and 21st September.

Along 2016, it should be noted that several achievements, concerning technical projects of the SW FAB OB CP 15 19, have been reached.

With regard to the ATM 1 ATM Conformity project, two new reports about the implementation status of the IRs in the SW FAB area have been produced according to the plan.

With regard to the CNS 4 Surveillance IP project, both ENAIRE and NAV Portugal have successfully implemented the communications architecture solution. At the end of 2016, both ANSPs, using the selected solution, started the testing period sending radar IPv4 flows over PENS.

With regard to the SIGMET project, the harmonisation of the meteorological information supplied en-route has been accomplished successfully on November 1st, 2016, improving the safety of aircrafts operations. After the finalisation of this project, the following achievements have been accomplished:

- Sharing knowledge on the procedures applied for SIGMET issuance between both MET Service Providers.
- Avoidance of borders leaps in the parameters that define a weather event related to air operation. Thus provides a more accurate depiction of the atmosphere behaviour.
- Setting up real time communication channels between users.

The implementation of this project has, furthermore, set the basis for future SIGMET coordination with other collateral providers.

Two new *Harmonisation Infrastructure* projects —*New Surveillance Sensor (Phase II) and Civil/Mil Ground Communications (Phase III)*— have been launched during 2016 and included in the new Common Plan for the period 2017-2021, the *SW FAB OB CP 17-21*.

Both 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 *New Surveillance Sensor (Phase II)* is the continuation of the *New Surveillance Sensor* project, finalised on November 30th, 2015. This project keeps 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. With regard to this new project, both the definition of the communications requirements for WAM and ADS-B new systems and the verification that the communication architecture meets these requirements were completed successfully in 2016.

The *Civil/Mil Ground Communications (Phase III)* pursues an improvement of the civil/military and civil/civil ground communications by means of the implementation of new ATS-R2 protocol links and the implementation of new voice links over AEFMP TDM network, respectively. During 2016, the definition of the plan to deploy operationally the agreed technical solution was successfully completed.

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