2014 Annual SW FAB Report

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REPORT DOCUMENTATION PAGE

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HIGHLIGHTS

This is the second annual report depicting the main activities developed by the bodies and working groups of the SW FAB along 2014.

Once set the foundation for the development of the SW FAB in 2013, along 2014 it was continued the progress in the improvement of the SW FAB. A lot of work has been done and it must be emphasized the effort made at all levels of the SW FAB organization in order to achieve the objectives set for this year. It may be considered that the coordination at the institutional, technical and operational level has worked as expected, especially among civil and military entities.

Among the major milestones is worth mentioning the entry into force of the SW FAB Agreement, on 18th April 2014, the joint designation of NAV Portugal and Aena (currently ENAIRE) as en-route air traffic service providers within the SW FAB, the delivery of the SW FAB Performance Plan (SOWEPP) for the second reference period (RP2), 2014-2019, and the successful monitoring of the SW FAB Operational Board Common Plan.

It should also be signified the common response given by Spain and Portugal to the Letter of Formal Notice (LFN) of the Commission for the SW FAB infringement of the Single European Sky (SES) regulations in its view.

In summary, 2014 has been an encouraging year. This report wants to express our gratitude to all the people involved in the development of the SW FAB their great commitment and professionalism making it possible to guarantee the gradual outcome

and move forward, step by step, towards full consolidation of the SW FAB in line with the rest of functional airspace blocks in Europe and the SES progress.

SW FAB: The Europe Gate to the Atlantic

The members of the SW FAB Council,

Luis Miguel Pereira Trindade Santos; Chairman of the Director Board of the Civil Aviation National Authority (ANAC) - (SW FAB Council Chairman)

Ángel-Luis Arias Serrano; Director General of Civil Aviation – DGAC Spain

Lieutenant-General Eduardo Gil Rosella; Deputy Chief of the Air Staff – Spain

Major-General Piloto Aviador Manuel Fernando Rafael Martins; Portuguese Air Force

TABLE OF CONTENTS

1 Introduction 9
2 SW FAB Council 9
3 SW FAB Supervisory Authorities Committee 13
4 SW FAB Operational Board 15
5 List of Abbreviations/Acronyms 21

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1 Introduction

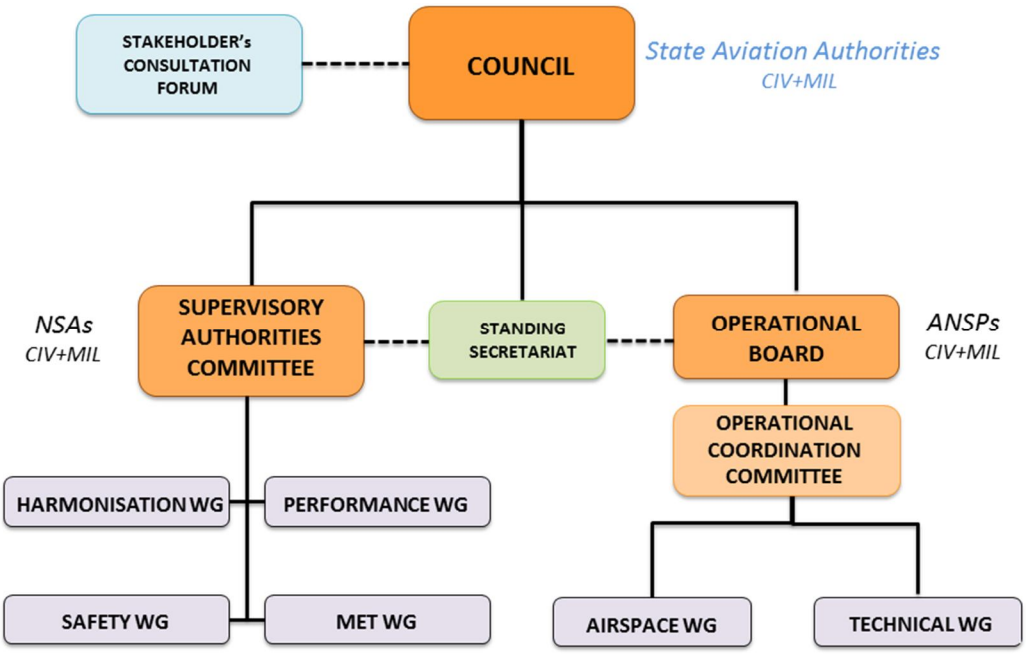
This document contains the report of the SW FAB initiative, as required by the SW FAB State Agreement, and summarizes the main activities developed by the different bodies of the SW FAB in 2014.

2 SW FAB Council

The **SW FAB Council** (the "Council") is the 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 and it is composed of one representative from each Civil Aviation Authority (CAA) and one representative from the authority responsible for military aviation of each SW FAB State.

SW FAB structure of the governing bodies is shown in the next figure:



Appointing of new Council members

In 2014 two new members were nominated by Portugal and Spain to join the SW FAB Council:

- Major-General Piloto Aviador Manuel Fernando Rafael Martins, as representative of the Portuguese Air Force; and
- Lieutenant-General Eduardo Gil Rosella, by the Spanish Air Staff.

As alternates, Coronel Piloto Aviador Jose Augusto de Barros Ferreira, from the Portuguese Air Force, and General Fernando de la Cruz Caravaca, by the Spanish Air Force, were also appointed.

Progress in the SW FAB development (at institutional level)

As was legally established, the **SW FAB State Agreement** entered into force on 18th April 2014 after ratification by the Parliaments of Portugal and Spain. The SW FAB State Agreement was published in the Official Journal of the European Union of 12th August 2014 (Ref. 2014/C 262/07).

As also required by the European Commission (EC), the **joint designation of NAV Portugal and Aena (currently ENAIRE)** as en-route air navigation service providers for the SW FAB was officially communicated to the EC on May 2014.

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

In this sense, the Council has undertaken the review and approval of the two monitoring reports to the **SW FAB OB Common Plan 14-20**, which were developed in March and October 2014 by the Operational Board (OB) with the endorsement of the Supervisory Authorities Committee (SAC) and then sent to the Commission for its assessment.

The Council carried out in 2014 the preparation of a **formal joint response of Portugal and Spain to the LFN** sent by the Commission to both States inquiring the status of the implementation of the SW FAB. In that letter, the Commission warned of the opening of an infringement procedure because, in its view, Portugal and Spain have failed to fulfil the requirements included in Article 9a(1) and (2)(b) of Regulation (EC) No 550/2004 and Article 2(25) of Regulation (EC) No 549/2004. In November 2014, after informal contacts with the Commission, the Council, with the support of the OB and the SAC, coordinated and prepared the two State response letters addressed to the EC explaining the status of SW FAB development. So far no response has been received from the Commission and the infringement process remains open.

The first **SW FAB Performance Plan (SOWEPP) for RP2 (2014-2019)**, elaborated by the two National Supervisory Authorities (NSA) -AESA and INAC, I.P. (currently ANAC)-, was also reviewed and approved by the Council before it was submitted by both States to the Commission for evaluation.

Cooperation with other FABs

FAB Europe Central (FABEC) organized the first Inter **FAB Coordination workshop** in Amsterdam on the 18/19th November 2014 with the attendance of a representative from SW FAB. 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.

Consultation with users

During 2014 the Council, with the support of the Standing Secretariat, has been preparing the arrangements for **the first Stakeholder Consultation Forum (SCF)** to be held in 2015.

Terms of Reference (ToR) for the SCF were approved by the Council, in November 2014.

Other related activities

Under the supervision of the Council the **SW FAB web page** was developed and upgraded by the Standing Secretariat with a new interface and updated content. For more information see www.swfab.eu.

Council meetings

The SW FAB Council met two times in 2014.

Date	Location
12th March 2014	Lisboa
8th October 2014	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, are discussed, among other aspects related to the implementation of SES legislation and **Single European Sky ATM Research (SESAR)**, and its impact on the FABs. In 2014, special attention was given to the **Standardised European Rules of the Air (SERA)** implementation in Portugal and Spain and on the **SES II+** proposal.

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**, **EFMA**).

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

Two meetings of the SAC have been held in 2014, on the 11th March (2nd meeting) and on the 2nd October (3rd meeting).

During the **second meeting**, the **Terms of Refence (ToRs)** of the Standing Working Groups were ratified and the Chairs for these groups were appointed. Further to this, information on the status of the **Spanish SSP (PESO)** was shared, including the **Royal Decree 995/2013** that develops the regulation needed for the preparation of the PESO. Finally, the way to proceed with the **SES/FUA Report for 2013** was assessed from the viewpoint of the SW FAB.

In the **third meeting**, the initial version of the **roadmap** for the actions to be undertaken for the effective development of the SW FAB was agreed by the SAC, thus concluding the activities undertaken during the year for its preparation. This roadmap, which is a "living" document, will then be reviewed at each meeting of the SAC. Good progress was made in the development of a draft proposal for the **SW FAB common safety policy** and with the preparation of the **RP2 SW FAB Performance Plan (RP2 SOWEPP)**.

Working arrangements of the SAC

The following four Standing Working Groups (WGs) have been set up by the SAC to develop the matters that fall under the remit of the SAC:

- **SAF WG**: In 2014 one change to the existing functional ATM systems has been notified to the SAC in accordance with **article 10.1** of the **NSA Agreement**:
  - **Phase I** of the implementation of a new RNAV 1 (P-RNAV) based TMA in Canarias FIR to provide enough capacity and efficiency for the main traffic flows between Europe and the Canary Islands (project known as **Canarias TMA Project**). This project, which entered into service on the **18th September 2014**, introduces the **Point Merge System** (linear holding) in the arrivals to the airports of Fuertventura and Lanzarote. It makes part of **WP 3.1** included in the **SW FAB Operational Board Common Plan 2014-2020**.

- **HAR WG**: In 2014 the results (findings) of the focused European Aviation Safety Agency (EASA) standardization inspections to which both States were subject was handled by this group.

- **PER WG**: In 2014 this group has elaborated the **RP2 SW FAB Performance Plan (RP2 SOWEPP)**, which constitutes the FAB Performance Plan for RP2 as mandated by **Regulation (EU) No 390/2013**. It is now preparing for the monitoring of RP2 and resuming the monitoring activities for RP1.

- **MET WG**: In 2014 this group has not done any progress, as reported on the 3rd meeting of the SAC. From the 2nd meeting there was the intention of establishing a common schedule for the joint oversight activities, namely to have two inspections at MET area performed in a joint manner (initially under observer status). Oversight activities plan have been interchanged between NSAs.

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, 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, 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 and Operational Air Traffic Transit Service (OATTS).

During 2014 the work of the OB was mainly oriented to the implementation of the projects planned in the **SW FAB OB Common Plan 14-20**, 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, through the 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 worked in the yearly update of the Plan in order to produce the **SW FAB OB CP 15-19** to be approved by the SW FAB Council, assessing the inclusion of new initiatives in airspace design and procedures.

One of the main issues of the OB was the contribution to the **Network Operations Plan (NOP) 2014-2018**, 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 evaluated in the update of the SW FAB OB Common Plan for next cycle, 2015-2019.

OCC activities

The new **Local Single Sky Implementation Plan (LSSIP) 2014** cycle started in September 2014. The LSSIP project description was updated to take advantage of the new functionalities at FAB level put in service by EUROCONTROL in the LSSIP 2014 cycle database.

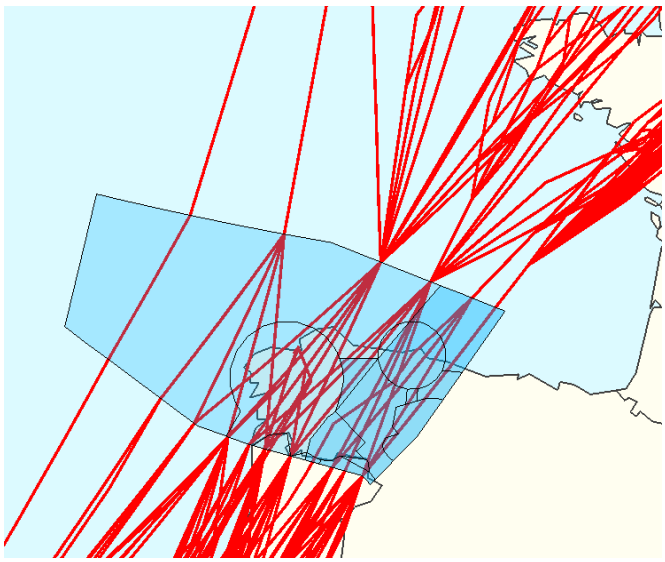
At the beginning of LSSIP 2014 elaboration process, EUROCONTROL identified 26 FAB dimension European Single Sky Implementation Plan (ESSIP) objectives. No calendar

deviation was experienced and objectives candidates for common reporting were commonly established between ENAIRE and NAV Portugal and between the Spanish Air Force and the Portuguese Air Force. At the end of LSSIP process, by mid February 2015, SW FAB civil and military ANSPs have successfully managed to agree common reporting in a very significant number of ESSIP objectives. SW FAB military ANSPs have jointly reported 14 out of the 26 FAB dimension ESSIP objectives. In the case of civil ANSPs, 19 objectives common report has been agreed.

In addition, the contribution of SW FAB to ESSIP 2014 Report -as SESAR Joint Undertaking (SJU) deliverable- has also been coordinated.

AWG activities

During 2014 the main achievement was the successful **implementation of the Free Route Airspace (FRA) concept in Santiago/Asturias sector**, as the natural cross-border extension of the FRA already in place in Lisbon FIR. **Short-term airspace improvements will permit a horizontal benefit of around 45.000 NM**, being that **the free route concept as a whole will provide significant flight efficiency gains for aircraft operators of around 180.000 NM.**



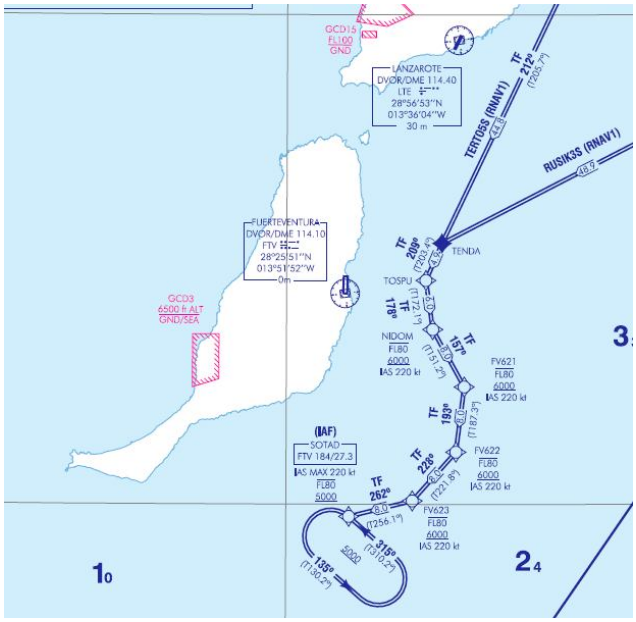
In the continuation of the SW FAB FRA concept strategy collaboration with FABEC is essential to extend the free route project to the French Coast (Brest airspace). The 5th AEFMP Tripartite Task Force (TTF) meeting was celebrated between SW FAB en-route ANSPs and French Direction des Services de la Navigation Aérienne (DSNA) to follow up this project. The French ANSP is in the process of implementing a new tool for the ATM System called ERATO and, moreover, they are expecting London TMA restructuration which implies that the activities will have to be coordinated in a more extended Network Perspective.

In July 2014 it was launched the **SW FAB FRA Phase II project (Free route extension to Santa Maria FIR)** with the perspective of bringing its end forward 6 months. The extension of free route operations to Santa Maria FIR is complex because of the oceanic authorizations. As a first step the number of transfer waypoints between Lisboa and Santa Maria FIR will be doubled in order to increase flight efficiency for Airspace Users. **This first step will permit a horizontal benefit of around 75.000 NM**.

As a second step, the possibility to eliminate cross border waypoints will be evaluated.

In the context of efficiency several projects related to operative sectors and clusters were completed, resulting on an increase of SW FAB capacity and delays reduction thereof.

Furthermore, the **implementation of RNAV1 procedures and Point Merge techniques** for Lanzarote (GCRR) and Fuerteventura (GCFV) airports has reduced workload and complexity in the affected sectors, and therefore, capacity increase and delays reduction were accomplished.



It was launched the **Faro TMA project** on the 1st August 2014 (2 years and 5 months before the original planned start date). A new CNS infrastructure in Faro area will permit to develop PRNAV procedures for Faro airport.

In the **FUA optimization** framework, Civil-Military coordination is on progress, but dissemination of progress on FUA to civil operators is considered an enabler to achieve Flight Plans using more efficient routes by the Civil Use of Release Airspace (CURA). Spain established a working group, at strategic level, called UPEA (Permanent Air Space Unit). Meetings of UPEA to optimize airspace design by revising special use areas, implementing new conditional routes and re-aligning ATS routes are in place in a weekly basis.

TWG activities

During 2014 Spain and Portugal successfully performed Preoperational AMHS Trials over PENS ANSP Messaging VPN using Operational Systems in July 2014. This result allowed putting into operation the **AMHS connection** between Madrid and Lisbon in September 2014.

The **IP interconnection** between **REDAN** (Spanish IP network) and **RINAL** (Portuguese IP network) was operationally implemented and the introduction of new FMTP and AMHS operational services has been successfully done.

A set of **new communications services** has been identified with the objective of using the military infrastructure as a contingency mechanism of civil ATC voice services between ACCs and were successfully implemented:

- MADRID ACC – BARCELONA ACC
- MADRID ACC – CANARIAS ACC
- MADRID ACC – SEVILLA ACC
- BARCELONA ACC – SEVILLA ACC
- CANARIAS ACC – SEVILLA ACC
- MADRID ACC – PALMA DE MALLORCA ACC
- BARCELONA ACC – PALMA DE MALLORCA ACC

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
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

OATTS – Operational Air Traffic Transit Service
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