

swfab

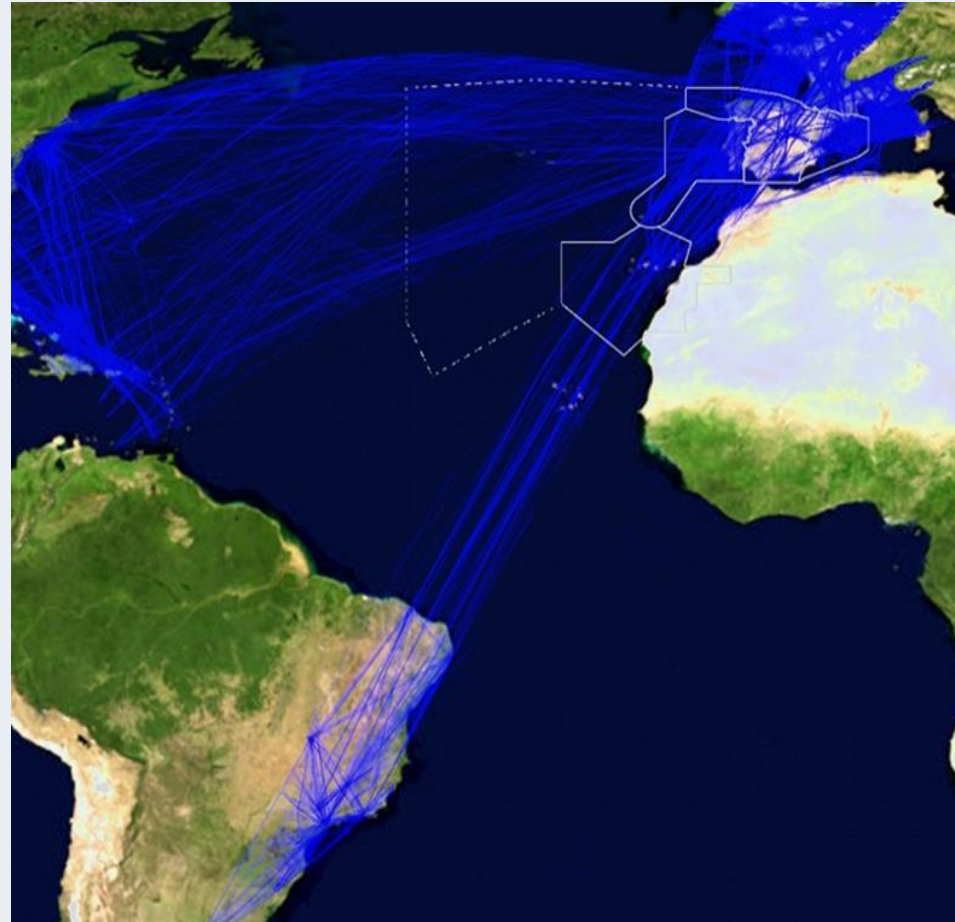
***Presentation of the SW FAB Council
2nd Stakeholders Consultation Forum (SCF)***

- *The strategic situation of the SW FAB*



THE EUROPE GATE TO THE ATLANTIC

- 2,4 million km² airspace (approx.)
- 4 FIRs / 5 ACCs
- Interface with:
 - ➔ 4 oceanic FIRs: Santa Maria; Shanwick; Sal; Dakar and
 - ➔ 6 other FIRs: Casablanca; Algeria; FABEC (Bordeaux, Brest and Marseille)
- 2015 SW FAB traffic: ~ 2 million IFR movements
- RP2 Traffic forecast: $\Delta+3,5\%$ (AAGR)



- The rules of the game**

**Regulation (EC) No
550/2004**

“Service Provision”

**Regulation (EC) No
549/2004**

“Framework”

**Regulation (EC)
No 677/2011**

**“Network
Functions”**

**Implementing
Regulation (EC)
No 409/2013
“PCP & SESAR
deployment”**

**Implementing
Regulation (EC)
No 716/2014
“PCP
establishment”**



**Implementing
Regulation (EC) No
390/2013
“Performance
scheme”**

**Implementing
Regulation (EC) No
391/2013
“Charging scheme”**

- **Starting key facts of the SW FAB**



**AGREEMENT BETWEEN IPMA and AEMET [MET ANSPs]
SIGNED BY JUNE 15th, 2012**

**ANSP FRAMEWORK AGREEMENT BETWEEN NAV
Portugal and AENA SIGNED BY JUNE 18th, 2012**

NSA AGREEMENT SIGNED BY NOVEMBER 14th, 2012

**STATE AGREEMENT SIGNED BY MAY 17th, 2013
ENTRY INTO FORCE ON APRIL 18th, 2014**

- *The State Agreement: ruling the SW FAB*



15 CHAPTERS AND 39 ARTICLES

- *Safety*
- *Security and Defence*
- *Governance and Management*
- *Airspace Management*
- *Performance*
- *Air Navigation Service Provision*
- *Civil-Military Coordination*



- *Certification & Oversight*
- *Designation of ATSPs*
- *Harmonisation*
- *Charging scheme*
- *Contingency Plans*
- *Accidents & Incidents*
- *Liability*

- *The SW FAB game board*



**FIR
Lisboa**

(FL 245/UNL)

**UIR
Madrid**

(FL245/UNL)

**UIR
Barcelona**

(FL245/UNL)

**UIR
Canary
Islands**

(FL245/UNL)

- *The SW FAB partners*



STRENGTHENED BILATERAL COOPERATION

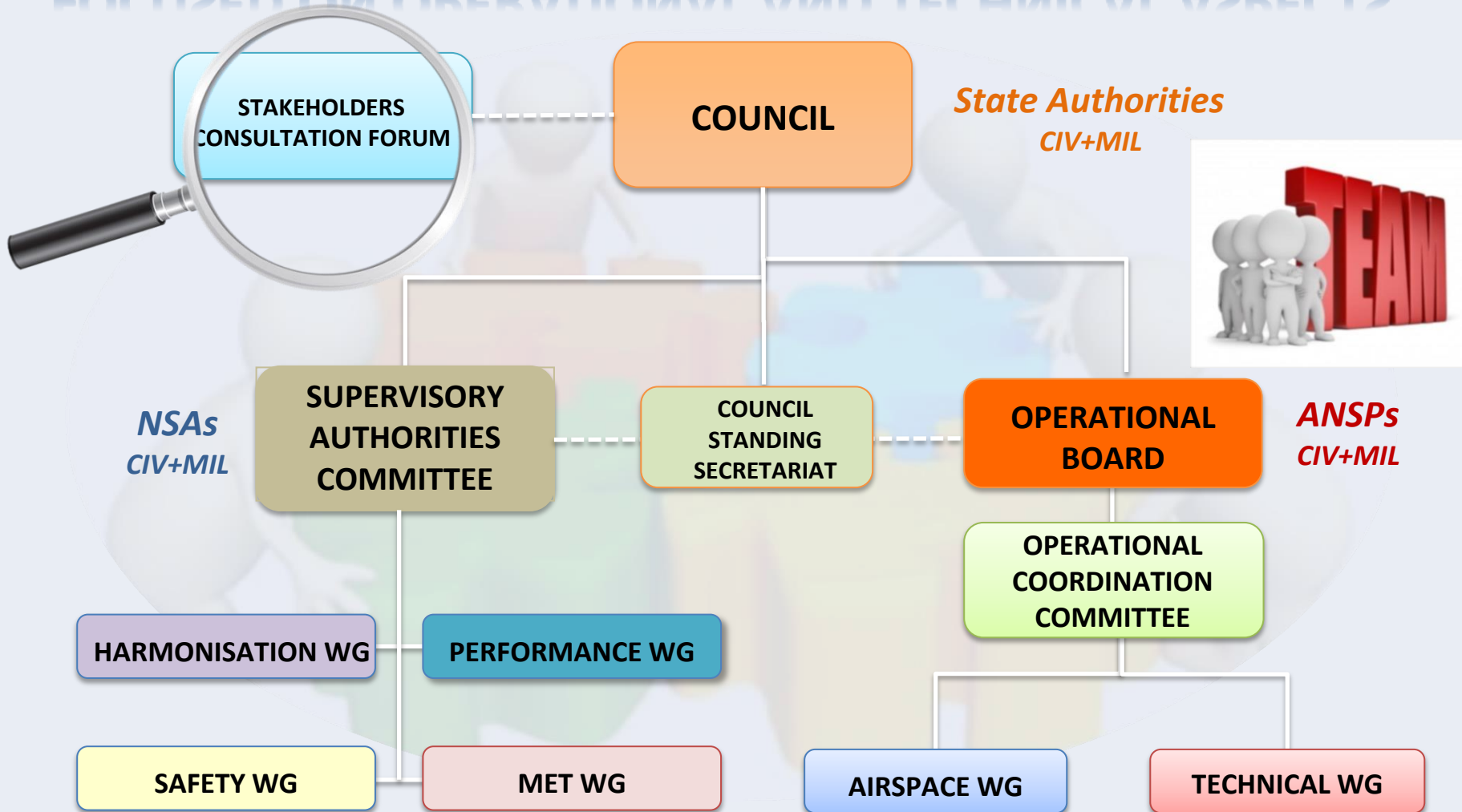
- SW FAB governance: a three-level structure



- *Functional organisation of the SW FAB*



FOCUSED ON OPERATIONAL AND TECHNICAL ASPECTS



- **Communication & Information exchange**

STAKEHOLDER CONSULTATION FORUM (SCF)



Art. 12 – State Agreement

**Consultative body
of the
Governance
Board**

Promoting the implementation of good practices to improve the SW FAB results

Advise the Governance Board on the implementation of the SW FAB when required

**1st Stakeholders Consultation Forum meeting
(Lisbon, 2nd June 2015)**

- *The key instrument for building SW FAB*



THE SW FAB COMMON OPERATIONAL PLAN (OB CP)

AREAS OF WORK (29 PROJECTS)

AIRSPACE MANAGEMENT OPTIMIZATION

FREE ROUTE CONCEPT

ATM PROCEDURES

NETWORK MANAGEMENT

CIVIL-MILITARY COORDINATION

TERMINAL AREA MANAGEMENT

INFRASTRUCTURE HARMONISATION

ATM SYSTEMS

CNS

MET

EUROPEAN NETWORK PLANNING

HARMONISATION
OF PLANS (LSSIP)

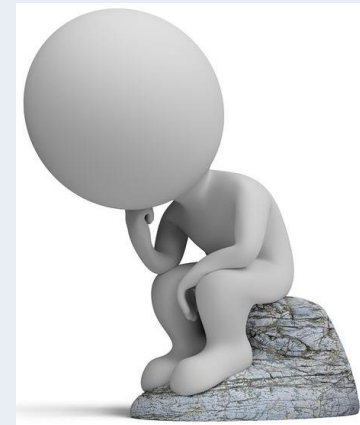
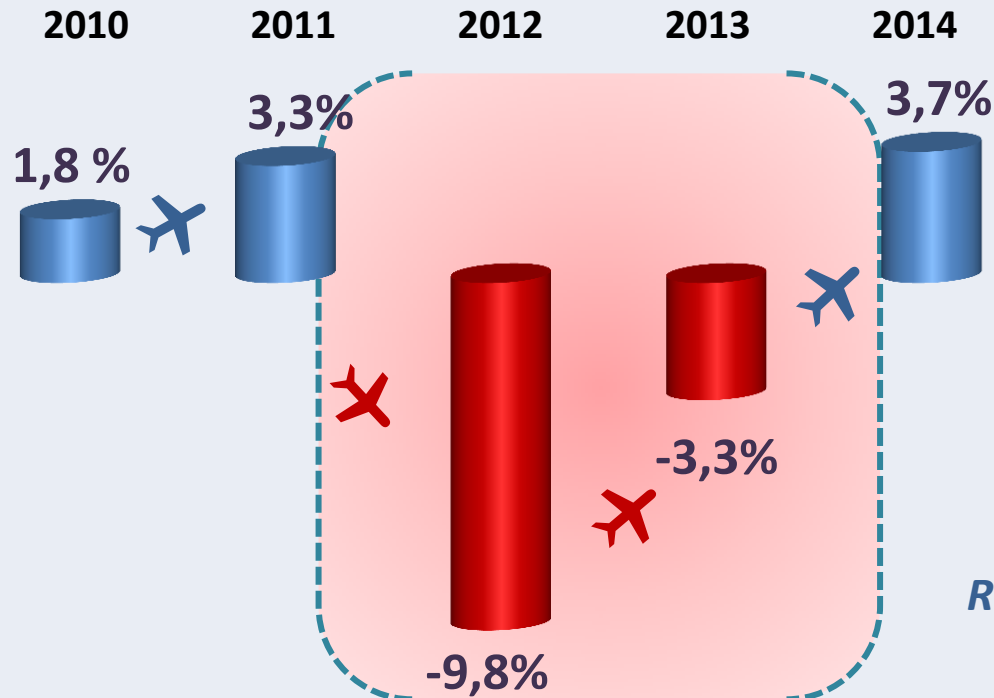
- *How were we at the beginning?*



EXTREMELY DIFFICULT SITUATION FOR LAUNCHING SW FAB

Economic crisis

Drastic drop in traffic



$RP1\ 2014/2011\ (AAGR) = \Delta(-3,3)\%$

Great joint effort to move forward to establish SW FAB

- Successfully facing the challenges



SW FAB: ONE OF THE MAIN CONTRIBUTORS TO AIR TRAFFIC GROWTH OF THE EUROPEAN NETWORK

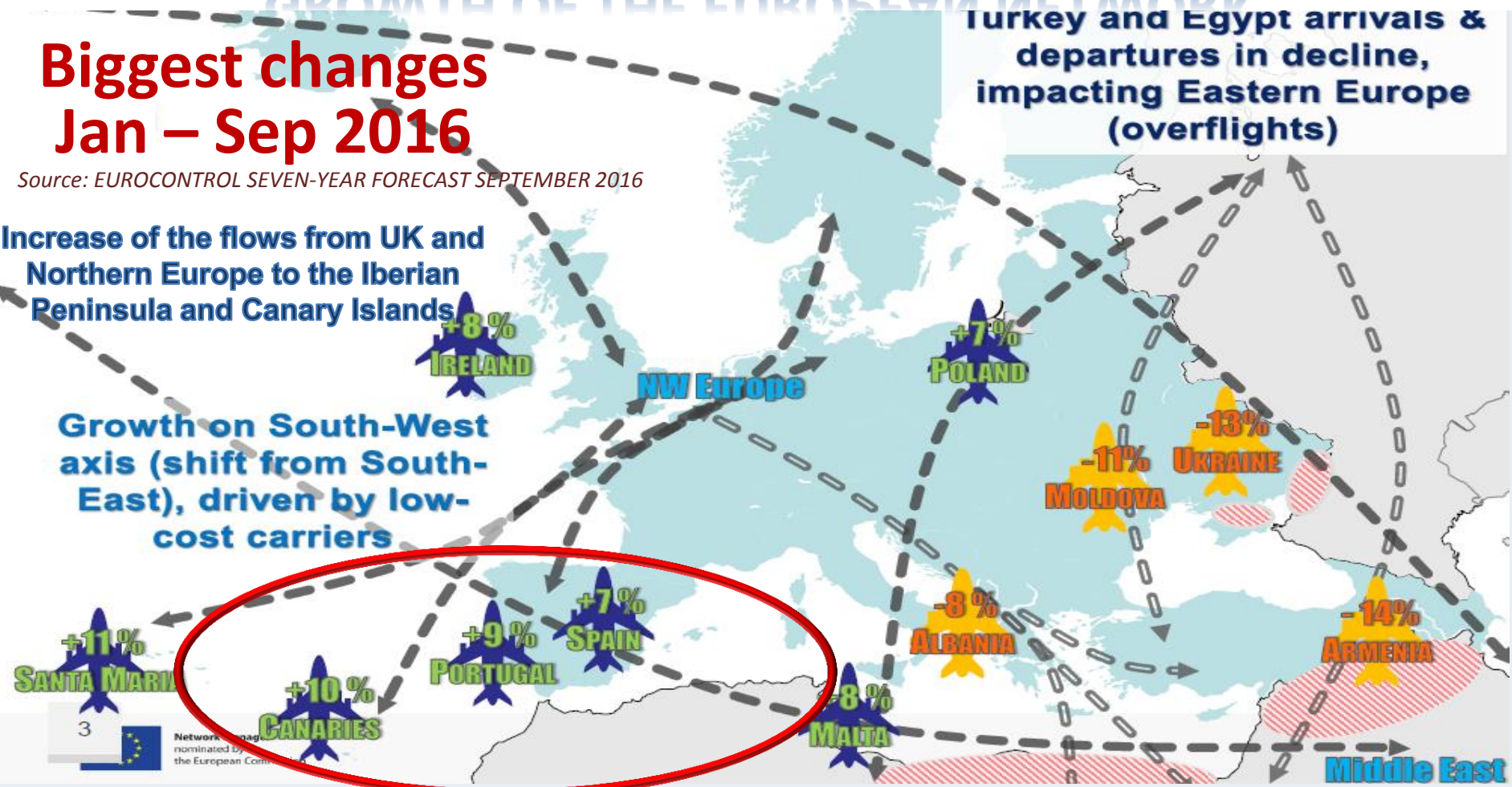
Biggest changes Jan – Sep 2016

Source: EUROCONTROL SEVEN-YEAR FORECAST SEPTEMBER 2016

Turkey and Egypt arrivals & departures in decline, impacting Eastern Europe (overflights)

Increase of the flows from UK and Northern Europe to the Iberian Peninsula and Canary Islands

Growth on South-West axis (shift from South-East), driven by low-cost carriers

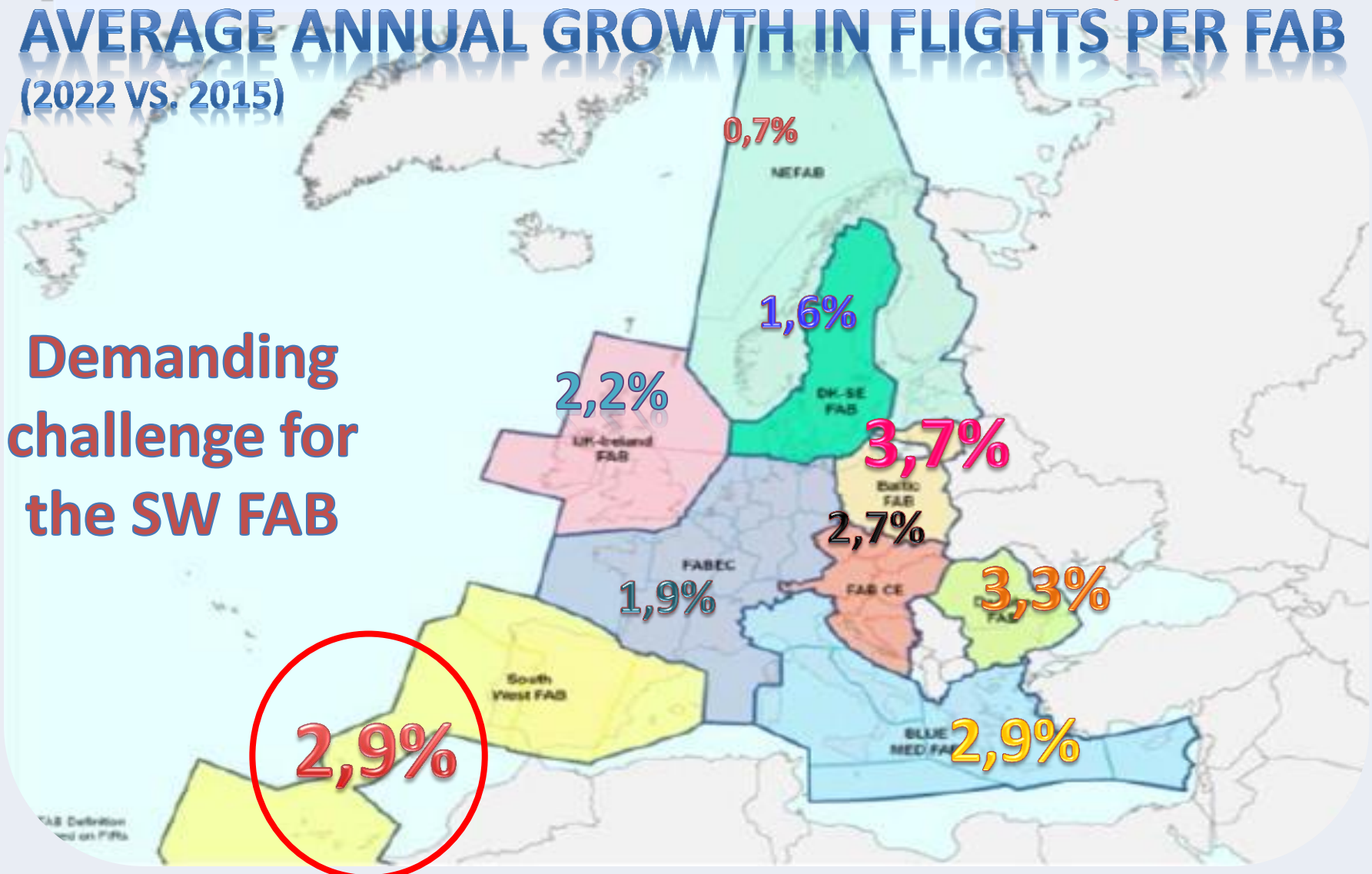


- *The way forward: a win-win approach*



AVERAGE ANNUAL GROWTH IN FLIGHTS PER FAB (2022 VS. 2015)

**Demanding
challenge for
the SW FAB**



- **Top achievements of the SW FAB**



SW FAB initiative has been essential in establishing a high level of cooperation at all levels including the civil-military coordination and a common safety policy

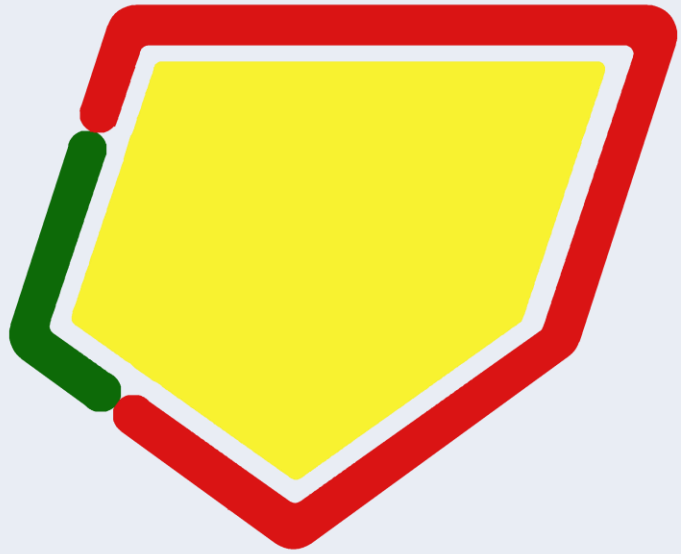
Performance scheme= a real common effort for SW FAB.

Excellent performance results in RP1 and good performance so far in RP2

SW FAB has a very consistent and well-adjusted common operational plan which is revised and updated in an annual basis

SW FAB has shown a great operational capacity to manage efficiently the high increase in traffic derived from other areas

Improvements made are significant and the SW FAB ANSPs have implemented the agreed measures in the Network Operational Plan



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THANK YOU

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