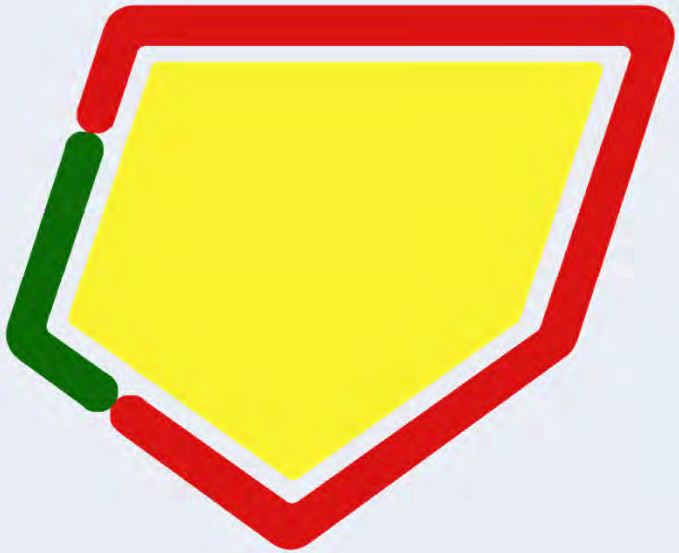

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2nd Stakeholders Consultation Forum
17th November 2016

- *SW FAB OPERATIONAL BOARD*
- OUTLINE

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➢ GENERAL CONSIDERATIONS

➢ OB ACHIVEMENTS SINCE LAST SCF IN JUNE 2015

- *SW FAB OPERATIONAL BOARD*
- GENERAL CONSIDERATIONS

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➢ GENERAL CONSIDERATIONS

- ***SW FAB OPERATIONAL BOARD***
- **Who and What?**

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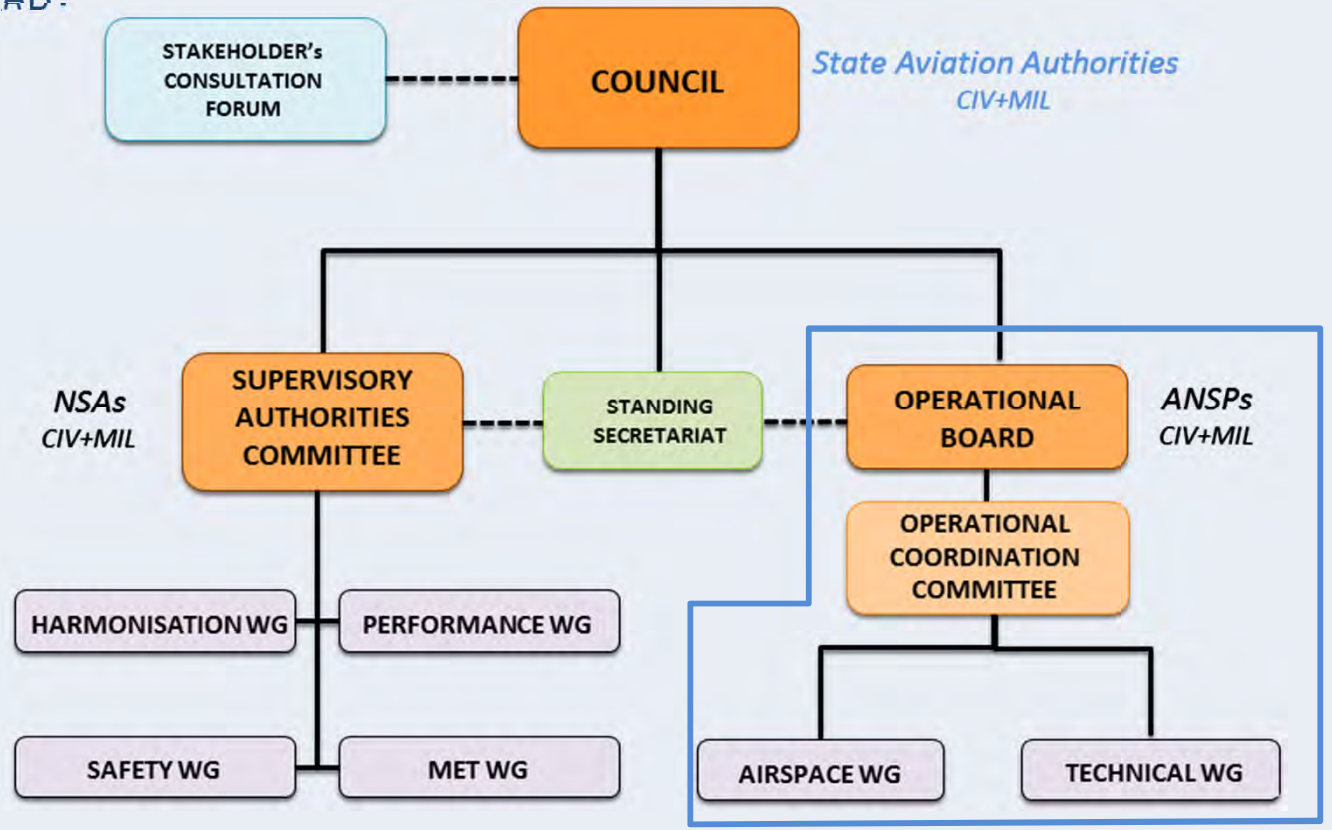
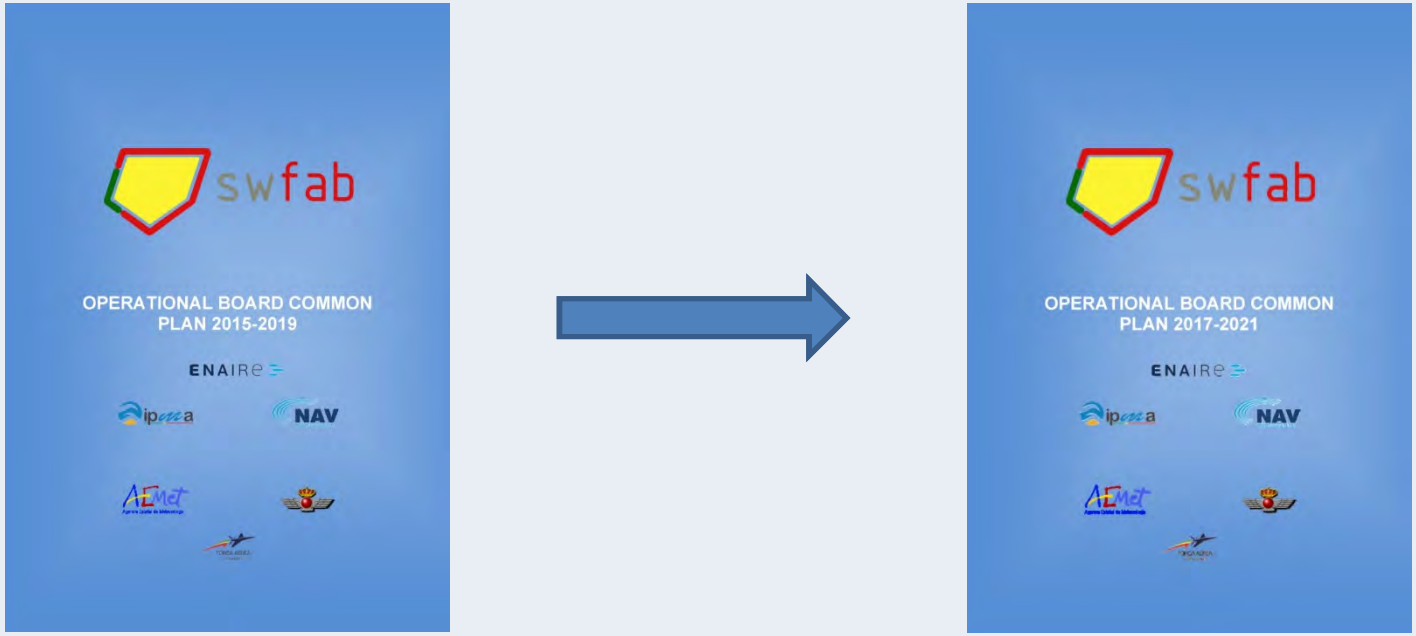
- Composed by the civil and military Air Navigation Service Providers of each SW FAB State
- The OB manages the technical and operational functioning of the SW FAB.



- ***SW FAB OPERATIONAL BOARD***
- **The SW FAB OB Common Plan**

- The OB is the responsible for elaborating the SW FAB OB CP.
- Currently, it is in force the SW FAB OB CP 2015-2019 and under development: SW FAB OB CP 2017-2021.



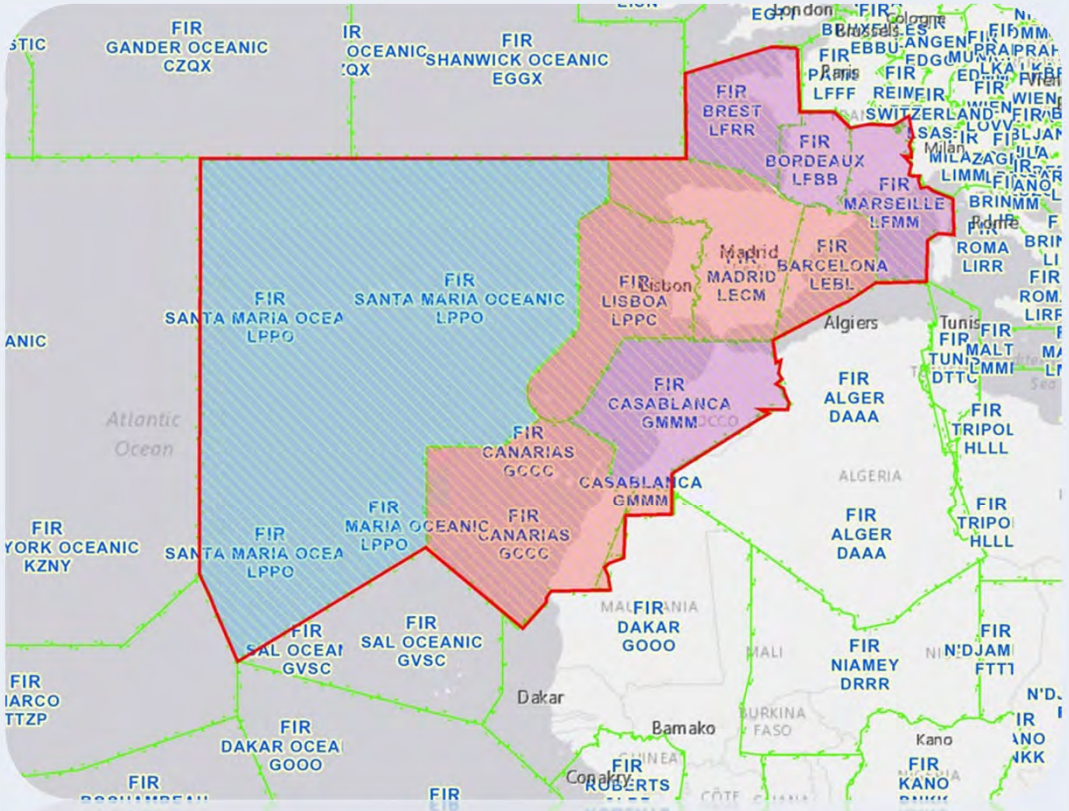
- ***SW FAB OPERATIONAL BOARD***
- **The SW FAB OB Common Plan**

➢The SW FAB OB CP covers airspace beyond the airspace under the State Agreement:

❖Projects in the Portuguese Oceanic Airspace (Santa Maria FIR)

❖Projects under Flight Level 245

❖Projects with collateral FIRs



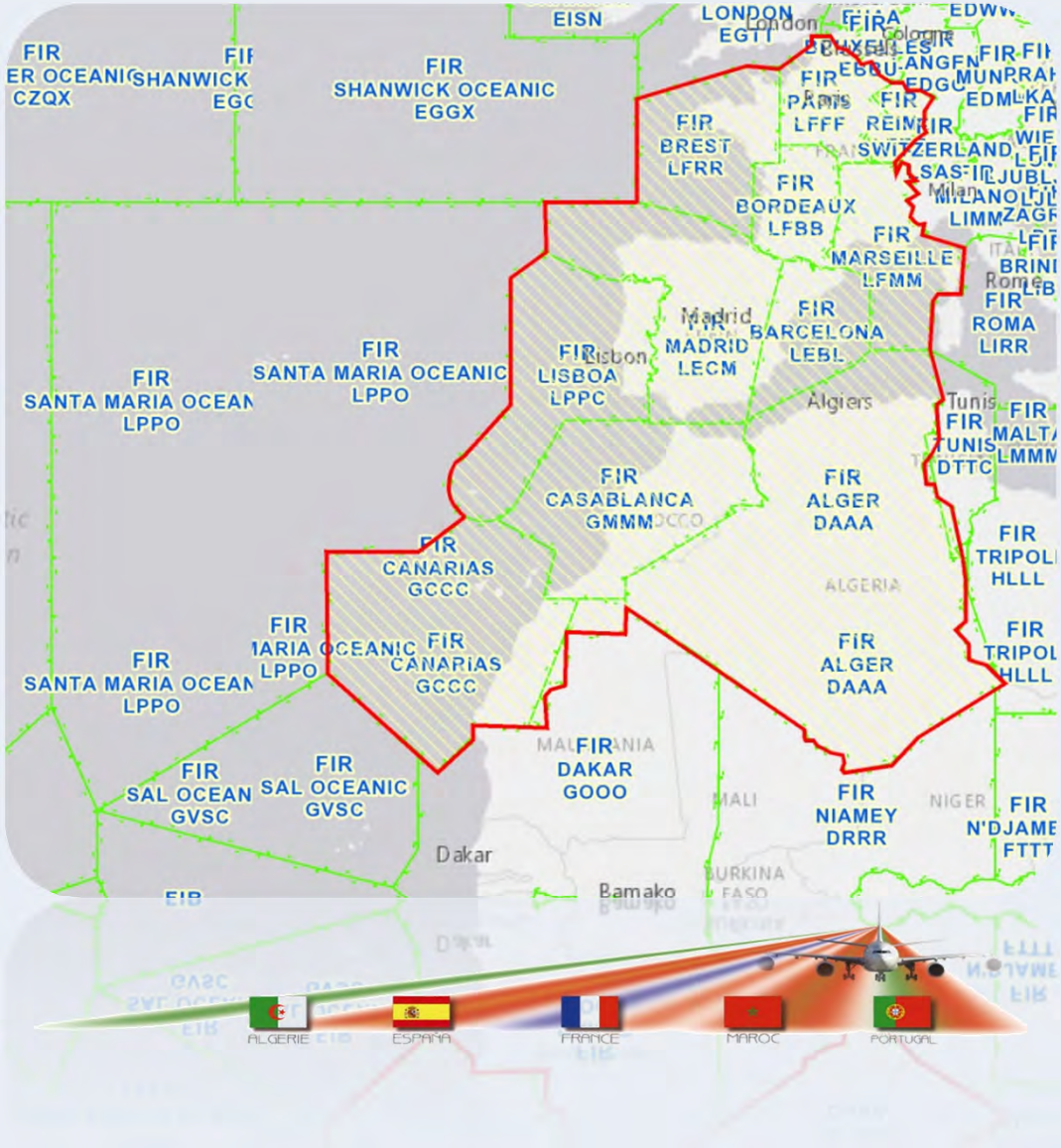
- ***SWFAB Cooperation***
- **Inter-FAB & Regional Cooperation – AEFMP**

❖EFP Plan established in 1990

❖AEFMP Plan established in 1996

❖Joint AEFMP Plan established in 2002

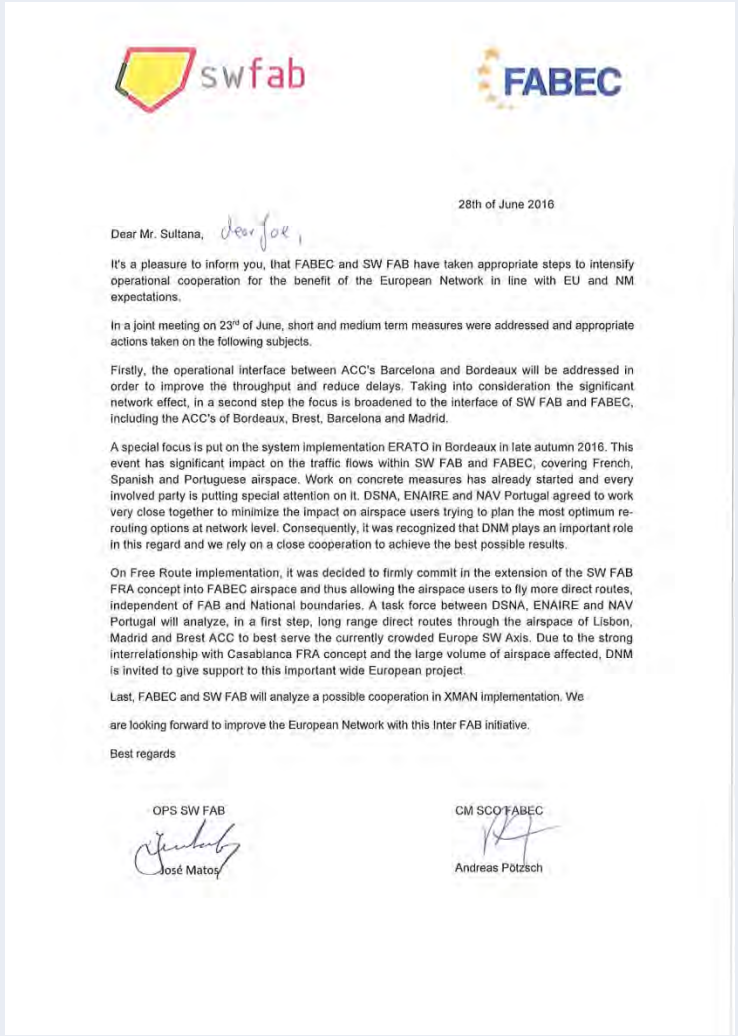
❖AEFMP MoU established in 2016



- ***SWFAB Cooperation***
- **Inter-FAB & Regional Cooperation – FABEC**

➢Short and medium term measures were addressed and appropriate actions taken on:

- ❖improvements concerning the operational interface;
- ❖upcoming implementation of the ERATO system in Bordeaux;
- ❖connectivity of free route airspace; and
- ❖implementation of Extended Arrival Management



swfab FABEC

28th of June 2016

Dear Mr. Sultana, dear Jon,

It's a pleasure to inform you, that FABEC and SW FAB have taken appropriate steps to intensify operational cooperation for the benefit of the European Network in line with EU and NM expectations.

In a joint meeting on 23rd of June, short and medium term measures were addressed and appropriate actions taken on the following subjects.

Firstly, the operational interface between ACC's Barcelona and Bordeaux will be addressed in order to improve the throughput and reduce delays. Taking into consideration the significant network effect, in a second step the focus is broadened to the interface of SW FAB and FABEC, including the ACC's of Bordeaux, Brest, Barcelona and Madrid.

A special focus is put on the system implementation ERATO in Bordeaux in late autumn 2016. This event has significant impact on the traffic flows within SW FAB and FABEC, covering French, Spanish and Portuguese airspace. Work on concrete measures has already started and every involved party is putting special attention on it. DSNA, ENAIRE and NAV Portugal agreed to work very close together to minimize the impact on airspace users trying to plan the most optimum re-routing options at network level. Consequently, it was recognized that DNM plays an important role in this regard and we rely on a close cooperation to achieve the best possible results.

On Free Route implementation, it was decided to firmly commit in the extension of the SW FAB FRA concept into FABEC airspace and thus allowing the airspace users to fly more direct routes, independent of FAB and National boundaries. A task force between DSNA, ENAIRE and NAV Portugal will analyze, in a first step, long range direct routes through the airspace of Lisbon, Madrid and Brest ACC to best serve the currently crowded Europe SW Axis. Due to the strong interrelationship with Casablanca FRA concept and the large volume of airspace affected, DNM is invited to give support to this important wide European project.

Last, FABEC and SW FAB will analyze a possible cooperation in XMAN implementation. We

are looking forward to improve the European Network with this Inter FAB initiative.

Best regards

OPS SW FAB
José Matos

CM SCO FABEC
Andreas Pötzsch

- ***SWFAB Cooperation***
- **Inter-FAB & Regional Cooperation – FABEC**

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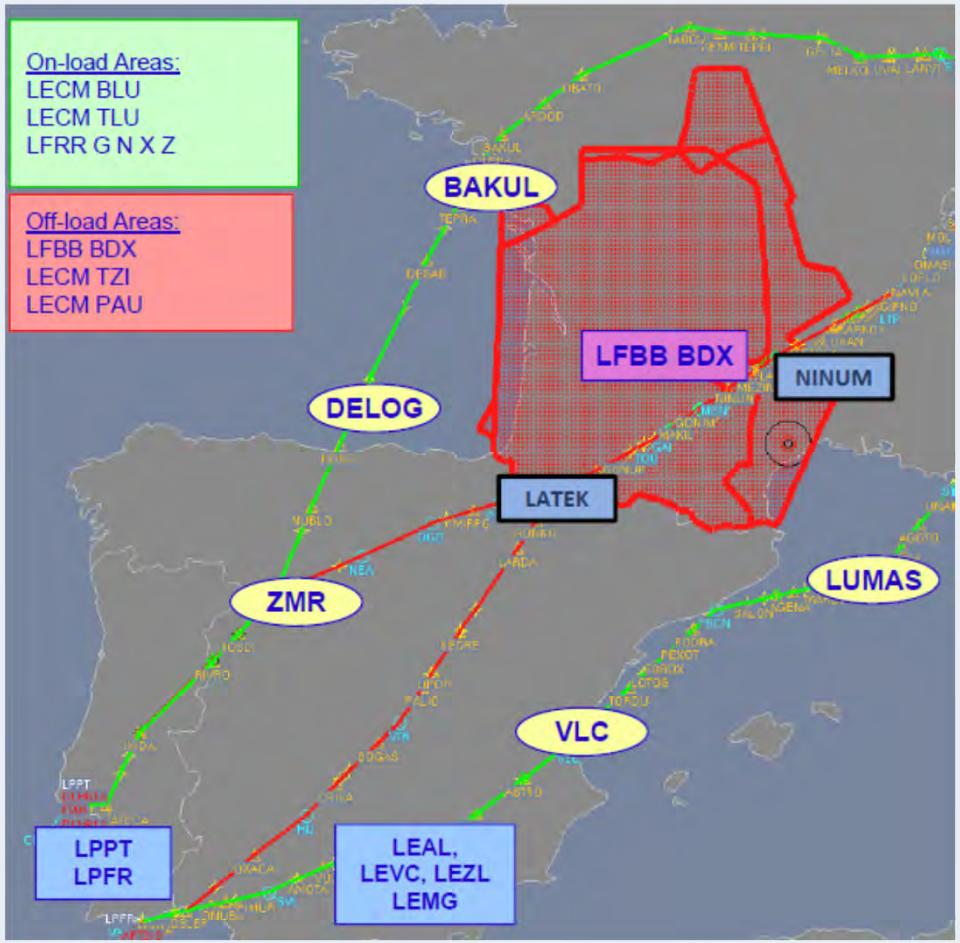
- Excellent recognition from the aeronautical community for the efficient collaboration between both FAB's and the NM for the preparation of the Transition Plan to implement the ERATO project in Bordeaux airspace.



- ***SW FAB OPERATIONAL BOARD***
- **OB ACHIVEMENTS SINCE LAST SCF IN JUNE 2015**

➢ OB ACHIVEMENTS SINCE LAST SCF#01 IN JUNE 2015

- ***SW FAB OPERATIONAL BOARD***
- **The SW FAB OB Common Plan Achievements since SCF#01**

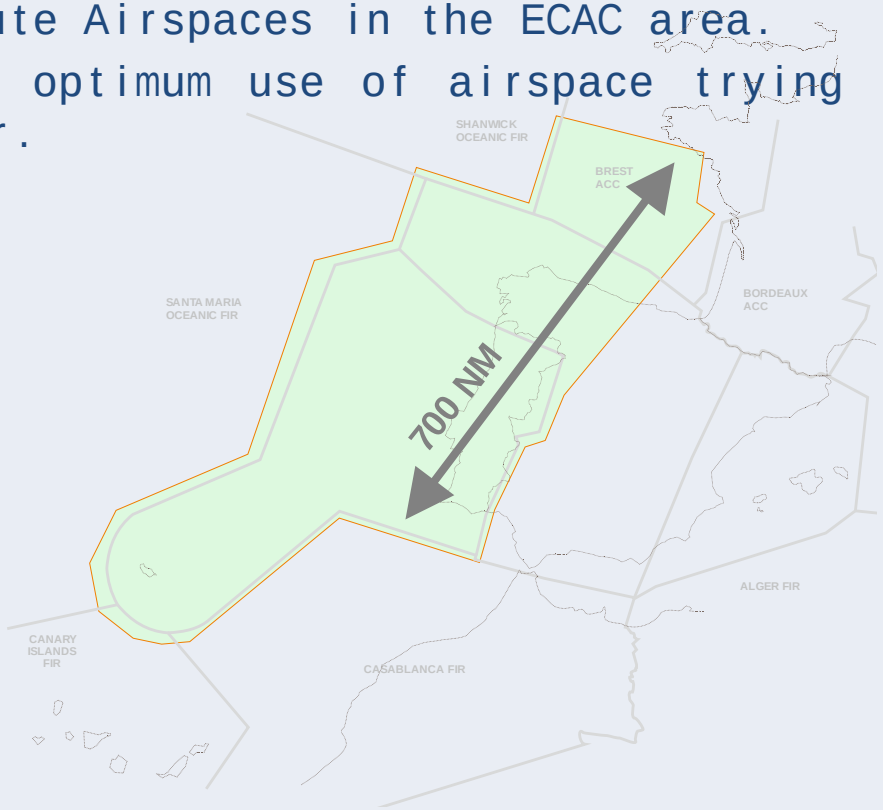
FRA 1 - Lisboa/Madrid/Brest Free Route Airspace

Objectives:

- Extension of SW FAB Free Route Airspace towards Brest Airspace
- One of the largest Free Route Airspaces in the ECAC area.
- Based on the principle of optimum use of airspace trying to overcome national/FAB's border.

Achievements:

- In January 2016, the new trajectory TURDO-SONSO-BEXAL was completed.



- ***SW FAB OPERATIONAL BOARD***
- **The SW FAB OB Common Plan Achievements since SCF#01**

TMA 3 - Barcelona TMA

Objectives:

- Optimisation of Barcelona TMA based on:
  - re-organisation of ATC sectors;
  - implementation of new instrumental procedures;
  - implementation of RNP Approaches; and
  - AMAN deployment.

Achievements:

- In May 2015 the sectorisation optimisation was implemented.

- **SW FAB OPERATIONAL BOARD**
- The SW FAB OB Common Plan Achievements since SCF#01

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TMA 4 - Faro TMA

Objectives:

➢ New CNS infrastructure in Faro area will permit to develop RNAV1 procedures for Faro airport.

Achievements:

➢ 4 DMEs covering Faro terminal airspace were installed in June 2016 allowing RNAV 1 implementation at Faro Airport in June 2016.

FINALISED

- ***SW FAB OPERATIONAL BOARD***
- **The SW FAB OB Common Plan Achievements since SCF#01**

NMP 3 - ATS Network Improvements

Objectives:

- Implementation of improvements to the ATS route network with proposals coming from the Route Network Development Sub-Group (RNDSG) or from airspace users.

Achievements:

- In April 2016, improvement of Madrid (LEMD) departures via BARDI with a direct impact on oceanic NAT traffic flow.

- ***SW FAB OPERATIONAL BOARD***
- **The SW FAB OB Common Plan Achievements since SCF#01**

NMP 4 - SW FAB en-route sectorization improvement

Objectives:

- Implementation of several resectorisation projects to increase the airspace capacity to achieve local performance targets

Achievements:

- In March 2016, new FRASAI Area Dynamic Sectorisation implemented;
- Vertical split of CCC sector in two new traffic volumes as well as the dynamic sectorisation in several sectors were completed at Barcelona ACC.

- **SW FAB OPERATIONAL BOARD**
- The SW FAB OB Common Plan Achievements since SCF#01

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CNS 7 – New Surveillance Sensors

Objectives:

- To define, agree and implement technical solution for exchanging ADS-B and WAM data.

Achievements:

- Multilateration systems put into operation in November, 2015: Portuguese Northern WAM and Madeira WAM.

FINALISED

- **SW FAB OPERATIONAL BOARD**
- The SW FAB OB Common Plan Achievements since SCF#01

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CNS 8 – Civil/Mil Ground Communications Phase II

Objectives:

- To define, agree and implement the technical solutions of a civil-military ground communications; and
- To study the potential migration of old legacy point to point ATC voice protocols (local battery, central battery, …) to other ones allowing the implementation of a network concept (ATS-R2, ATS-N5).

Achievements:

- The objectives have been accomplished through the implementation of the following set of voice communications services:
  - ☐ ACC Madrid – TACC Valencia;
  - ☐ ACC Barcelona – TACC Valencia;
  - ☐ ACC Sevilla – TACC Valencia; and
  - ☐ ACC Palma Mallorca – TACC Valencia.

- Identification of a set of new communications services in order to evolve from the old legacy voice communications protocols (BCA/BL) to other more sophisticated protocols (R2 and N5) that support the AGVN (ATS Ground Voice Network) concept in the CRC/ARS, ACC/TACC and ECAO sites.

FINALISED

- ***SW FAB OPERATIONAL BOARD***
- **The SW FAB OB Common Plan Achievements since SCF#01**

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SIG1 SIGMET

Objectives:

- To harmonise issuance of SIGMETs (Information concerning en-route weather phenomena which may affect the safety of aircraft operations) and other meteorological information supplied to en-route.

Achievements:

- 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 behavior.
- Setting up communication real time channels between users that can be utilised further SIGMET coordination.

- ***SW FAB OPERATIONAL BOARD***
- **The SW FAB OB Common Plan Achievements from last SCF#01**

LSSIP 1 - Civil/military ANSPs contribution to national LSSIPs coordination

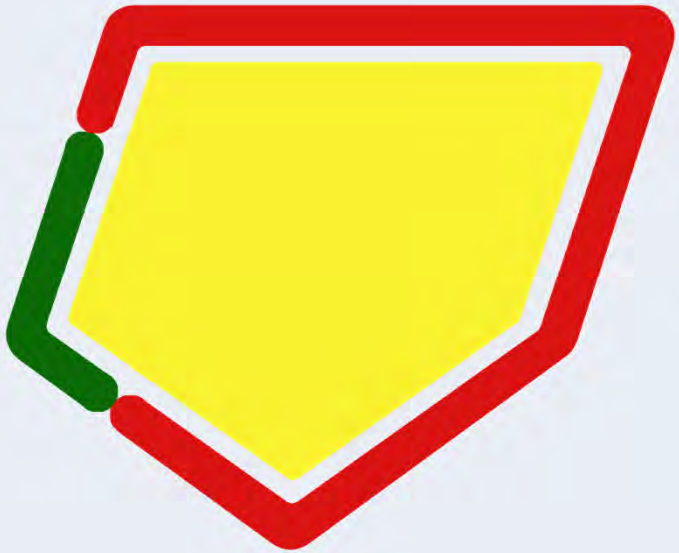
Objectives:

- Coordinate the civil/military ANSPs contribution to the content of Spanish and Portuguese LSSIPs.

Achievements:

- At the end of the LSSIP 2015 cycle, SW FAB civil ANSPs agreed a joint report on the whole set of the FAB dimension ESSIP objectives (15 objectives), proposed at the beginning of the process, in November 2015.

- 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 July 2016.



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THANK YOU