



# SW FAB Stakeholders Survey 2021 - Results





# MAIN DATA

- **Survey submission:** 27<sup>th</sup> December 2021.
- **Number of replies:** 6
- **Participants who answered:** Ryanair, TAP Air Portugal, Vueling Airlines, Air Europe, ANA-Aeroportos de Portugal and Colegio Oficial de Pilotos de la Aviación Comercial (COPAC).
- **Survey divided into 5 sections\*:**
  1. SW FAB Air Navigation Services Providers performance and results in 2021 (at civil and military level);
  2. SW FAB Supervisory Authorities behaviour and results in 2021 (at civil and military level);
  3. Civil and military Aviation Authorities Cooperation level and results in 2021;
  4. Overall satisfaction; and
  5. Future role of FABs

\*Note: Sections 1 to 4 scored from 1 (very dissatisfied) to 5 (very satisfied)

The Europe Gate To The Atlantic





**Customer Survey - 2021**

**Overall satisfaction regarding the South West FAB**


SW FAB: An initiative established since 2012.

**Objective of the survey:**

The purpose of this questionnaire is to capture the feedback of the stakeholders regarding the contribution of the SW FAB to the Single European Sky Initiative and to know their opinion about the current SW FAB activities in terms of performance improvement.

**SW FAB airspace:**

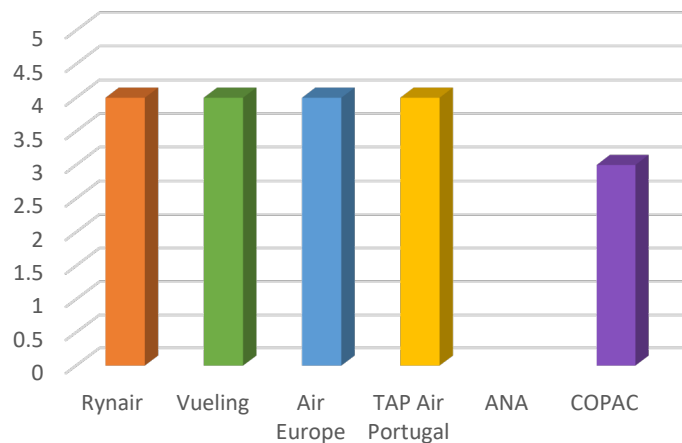
The SW FAB covers the airspace above FL245 under Portugal and Spain responsibility, with the exception of Santa Maria Oceanic FIR.



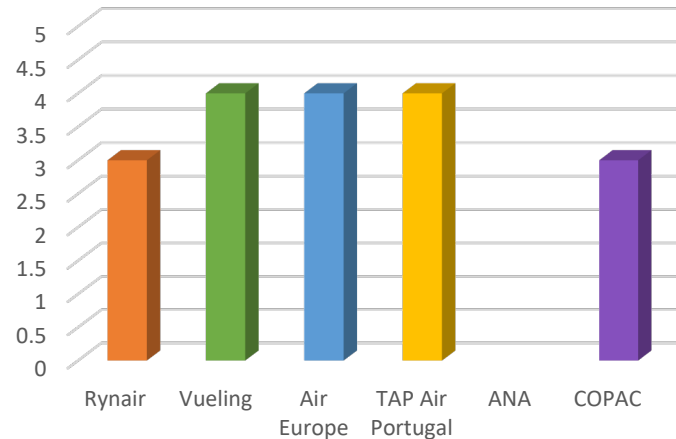
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## 1. SW FAB Air Navigation Services Providers performance and results in 2021 (at civil and military level) in terms of:

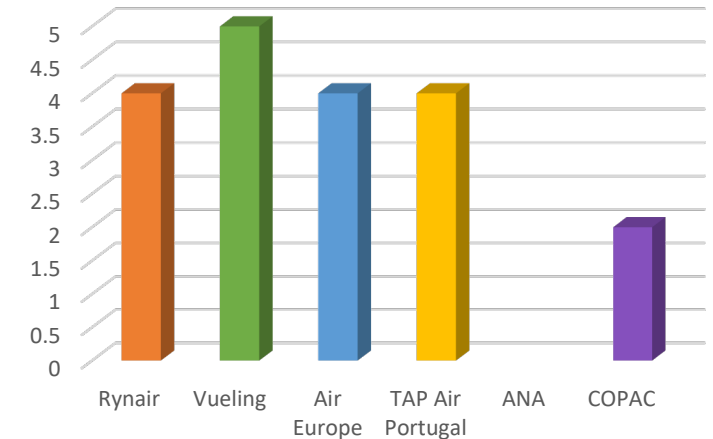
a) Flight efficiency and contribution to the overall flight efficiency of the European Network. **Average: 3,8**



b) Capacity and contribution to the overall capacity of the European Network. **Average: 3,6**

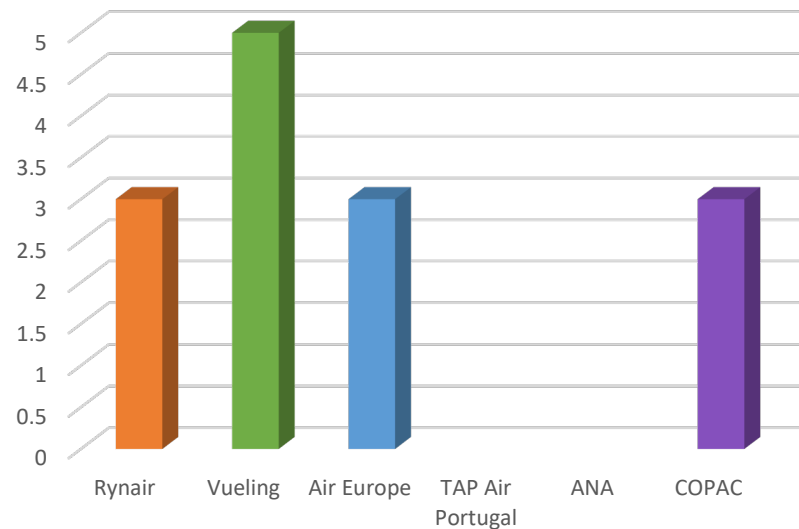


c) Coordination activities with European Institutions, Collateral FABs, third countries... **Average: 3,8**

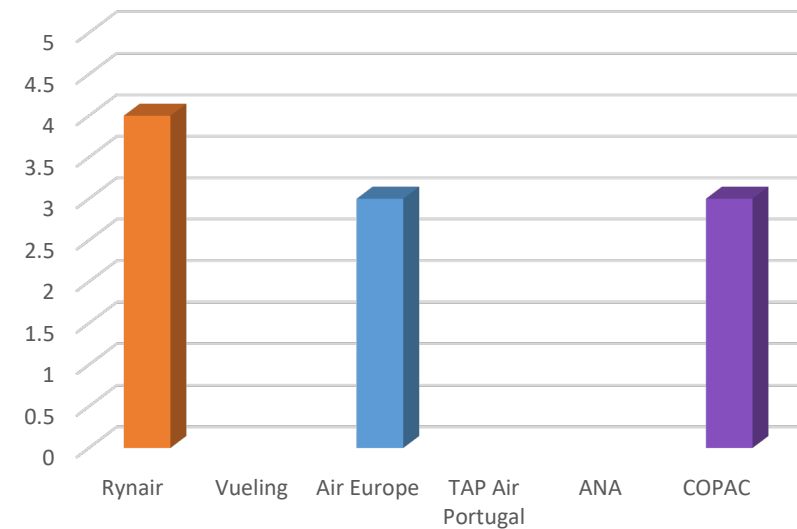


## 2. SW FAB Supervisory Authorities behaviour and results in 2021 (at civil and military level) in terms of:

a) Cooperation and synergies that contribute to harmonize the oversight activities. Average: 3,5

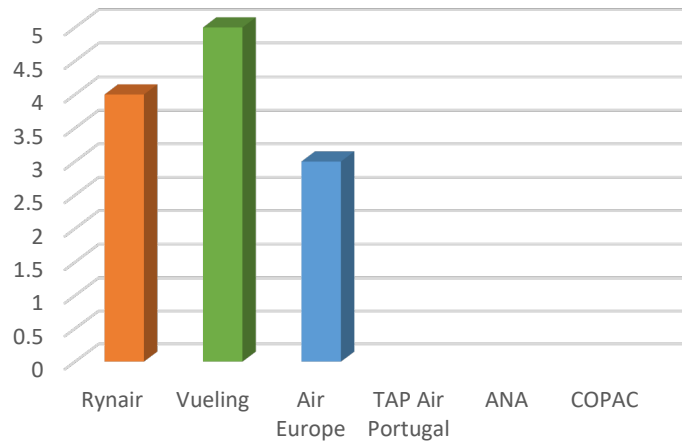


b) Coordination activities with European institutions, EASA, Collateral FABs, third countries... Average: 3,3

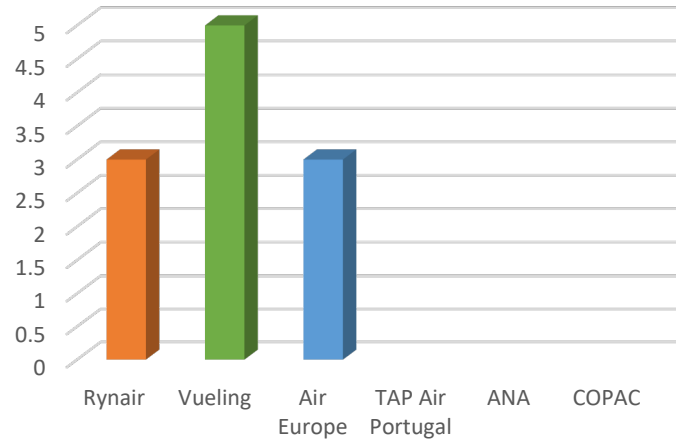


## 3. Civil and military Aviation Authorities Cooperation level and results in 2021 in terms of:

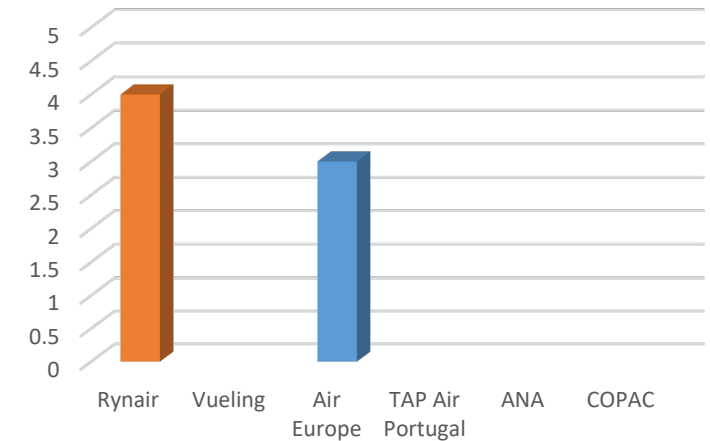
a) Safety and contribution to the overall safety of the European Network. **Average: 4**



b) Cost-efficiency and contribution to the overall cost-efficiency of the European Network. **Average: 3,7**

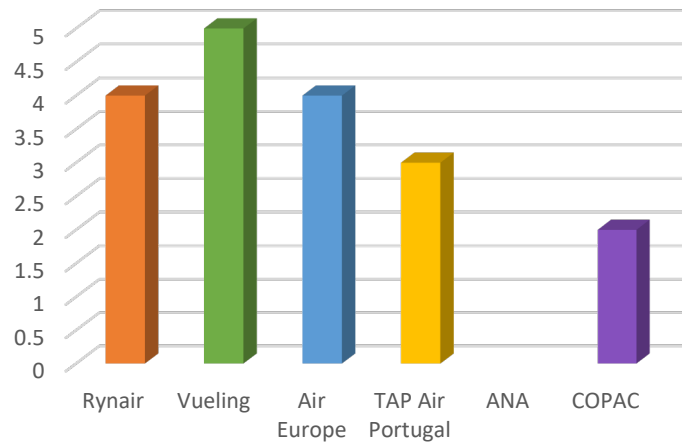


c) Coordination activities with European institutions, Collateral FABs, third countries... **Average: 3,5**

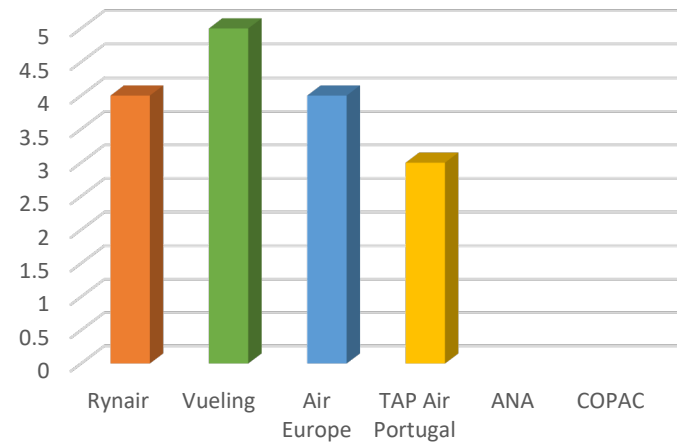


## 4. Overall satisfaction:

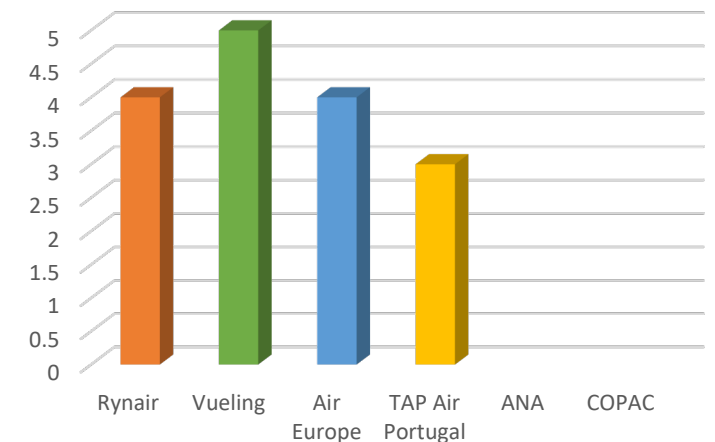
a) How do you rate your satisfaction regarding the progress of the SWFAB? **Average: 3,6**



b) Regarding the coordination of the SW FAB actors with European institutions, Collateral FABs, third countries and other stakeholders, how do you rate the pertinence of these initiatives under the SW FAB framework? **Average: 4**

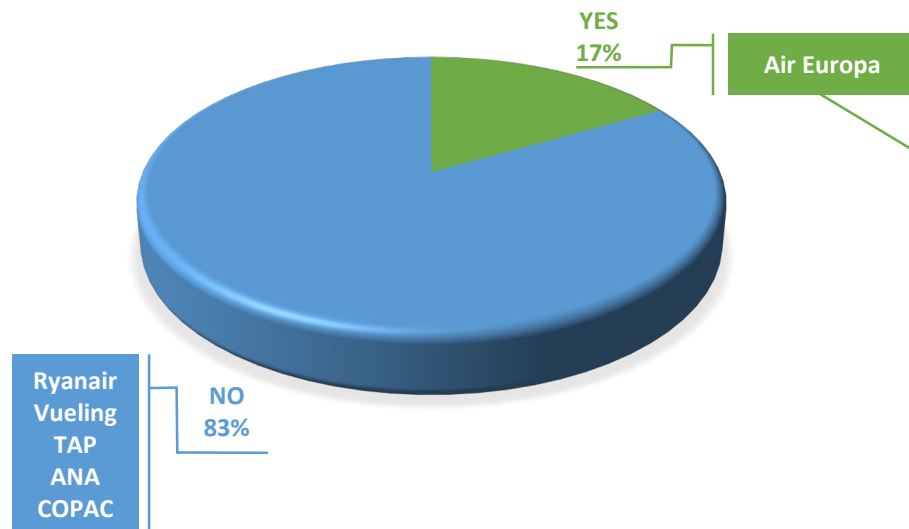


c) How satisfied are you with the SW FAB contribution to the ongoing ATM recovery process? What general actions do you consider should be taken to strengthen ATM resilience? **Average: 4**

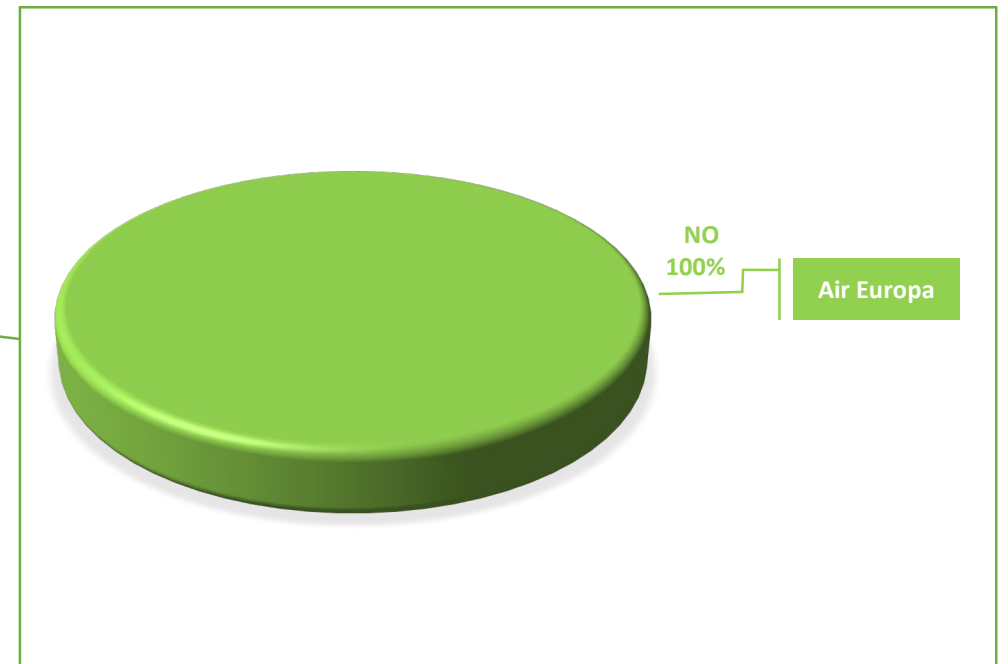


## 5. Future role of FABs:

a) Do you consider that the current FABs layout between countries caters for traffic flows and for the operational improvements expected for the European ATM network?

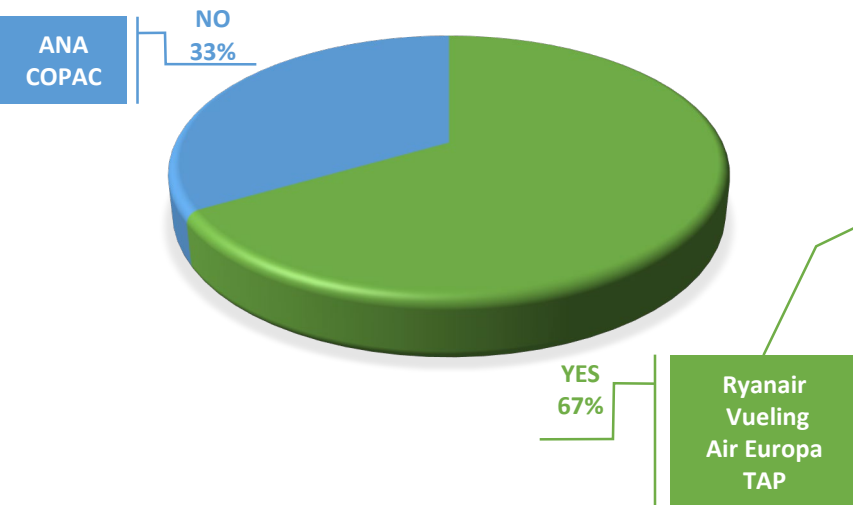


a.1) If yes, would you consider a different arrangement of FABs into a new Cooperation and Collaboration platform?

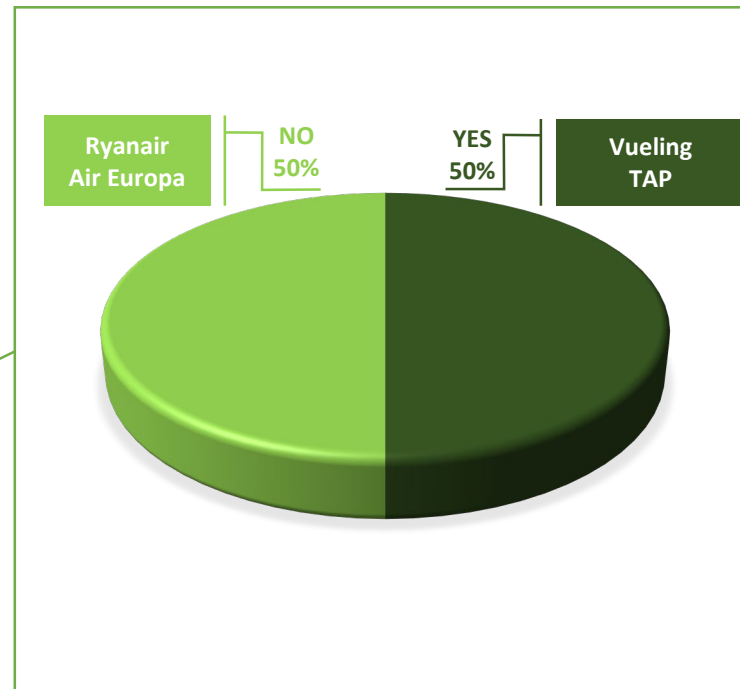


## 5. Future role of FABs:

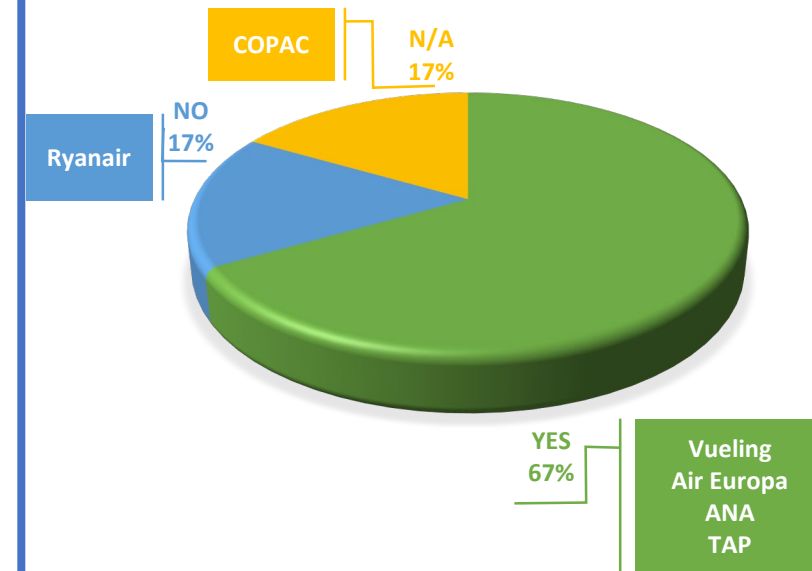
b) Regarding the new proposed draft of SES II+ (published in September 2020) concerning the voluntary constitution/maintenance of FABs, would you consider as necessary / beneficial to maintain this kind of cooperation?



b.1) If yes, would you consider a different arrangement of FABs into a new Cooperation and Collaboration platform?



c) In light of new initiatives such as Digitalization, ATM Data Service Provision, U-Space, Sustainability, would you consider to include some of these domains in the SWFAB Work Programme?





# CURRENT ROLE OF SW FAB: STATEMENTS\*



The FAB **renders very little improvement** compared to a scenario where the coordination would have been made in a bilateral context.

The FAB **adds complexity** to an otherwise pretty straightforward coordination between service providers and authorities.

**Harmonization** of the oversight as such should be laying **at the network level**.

The original goal of the initiative has **not been achieved** and has just resulted in adding **another layer** with Committees and Boards working together.



Many problems specially related to capacity, **but the contribution and importance of location are really good**.

The projects are really **ambitious** and they look really **promising**.



...

\*Statements taken from the surveys received

# FUTURE ROLE OF FABs: STATEMENTS\*



## Organisations

The **coordination efforts** between the different actors belonging to a FAB **do not justify the FAB initiative**. This could be done with **bilateral agreements**.

The **FAB initiative** was aimed at **reducing the number of ACCs in Europe**, which is probably **very difficult** to attain due to **socio-political constraints**.

Efforts should focus in **decluttering the institutional/organizational scenario**, moving towards more operation-oriented entities, rather than border-based ones.



## Airlines

The current arrangement of FABs seems to be **appropriate**.

It's not the layout that is at stake, it's mostly the **absence of significant initiatives and their communication to all stakeholders**, especially to airspace users.

Every kind of cooperation is **welcomed and beneficial**, independently of results.

Cooperation and Collaboration platforms **should involve more airspace users and operational aspects**.



## Airports

This subject **does not affect so much the airports activity**.

A subject to be **decided by the State Aviation Authorities**.

**We do not foresee great benefits for an obligatory FAB**.

\*Statements taken from the surveys received

# CONCLUSIONS

## Mixed opinions:

“They add more complexity and contribute nothing”

**VS.**

“This kind of cooperation is welcomed and beneficial, independently of results.”

There are areas for improvement (e.g. capacity or increased communication and collaboration with airspace users).

New initiatives or domains such as Digitalization, ATM Data Service Provision, U-Space, Sustainability, etc. to include in the SW FAB work programme would be welcomed by the stakeholders.

Thank you very much for your collaboration

If you wish, we will send you a brief report with the results obtained from this questionnaire.

Would you like to receive the report?

YES  NO

SW FAB survey



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- **Who want to receive the results:**
  - TAP Air Portugal,
  - Air Europe,
  - Vueling
  - COPAC.



Thank you  
Obrigado  
Gracias

