

NEFAB  
Strategy

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Version  
1.0



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1.0	27.11.2014	First edition	NEFAB Council



# STRATEGY FOR NEFAB

## INTRODUCTION

The purpose of this document is to express in a relatively brief and generic fashion the vision and strategic objectives of the NEFAB cooperation from the perspective of the participating States. The national service providers (ANSPs) of the NEFAB States have drawn up joint strategic documents and business plans to cater for their specific needs.

NEFAB was established to implement the Single European Sky legislation and aims at streamlining routes, increasing efficiency and cost effectiveness, ensuring capacity and reducing pollution within its airspace.

The Feasibility Study Report on NEFAB, finalized in 2011, indicated that there is a significant potential for benefits by the establishment of a FAB between Estonia, Finland, Latvia and Norway. The participating States agreed at the time that decisions on concrete measures necessary to achieve the potential benefits should be decided on when NEFAB had been formally established.

The strategy takes full account of the scope and objective of NEFAB, as set out in Article 2 of the NEFAB State-level Agreement, as well as the statement on the areas of cooperation, as set out in Article 5 of the Agreement. Likewise, it takes full account of Article 3 on Sovereignty and Article 4 on Public Security and Defence.

According to Article 9.2.a of the NEFAB State-level Agreement the NEFAB Council shall in particular define strategic objectives for the development of NEFAB, assess the results achieved and take appropriate measures if required. The strategy is meant to fulfil the initial part of the tasks set out in Article 9.2.a of the Agreement. The implementation of the Strategy is described in Part Three.

This is the very first joint strategy document on the NEFAB cooperation adopted by the NEFAB Council. The perspective of the strategy is long term – beyond the second reference period of the EU Performance Scheme. However, the realization of the strategy will be incremental – some elements are supposed to be implemented within a relatively short timeframe and others within a much longer timeframe, towards the end of the third reference period (2025). The NEFAB strategy document will be reviewed regularly after the adoption of the strategy.

Information on NEFAB is published on a dedicated website: [www.nefab.eu](http://www.nefab.eu).

The strategy document was adopted by the NEFAB Council on [27 November 2014]



## **PART ONE – HIGH LEVEL PRESENTATION OF THE STRATEGY**

### **1. Vision**

NEFAB is a functional airspace solution where service is optimized to customer expectations, with focus on safe, cost efficient and environmental performance.

### **2. Mission**

The mission is to achieve optimal efficiency through harmonization, shared services and integration to the highest extent possible while pursuing optimal civil-military coordination.

### **3. Target areas**

A number of target areas are relevant for the fulfilment of the NEFAB vision:

- Safety of Operations
- Environmental sustainability
- Capacity
- Flight and cost efficiency
- Military mission effectiveness

### **4. Strategic objectives**

For the realization of the vision of NEFAB as set out above the following strategic objective is identified:

- Continuous improvements in all target areas; i.e. cost-efficiency, safety, capacity, environment and military mission effectiveness

Furthermore, the following transversal strategic measures are emphasized as enablers and facilitators for the strategic objective set out above:

- Optimum use of airspace
- Harmonized procedures and regulations
- Interoperable technical systems / interoperable system operations
- Enhanced cooperation with neighbouring FABs and States



## **PART TWO – DETAILED PRESENTATION OF STRATEGIC OBJECTIVES AND TRANSVERSAL STRATEGIC MEASURES**

### ***Introduction***

The following paragraphs explain in more detail how the strategic objectives set out above are going to be achieved.

### **1. *Continuous improvements in all target areas***

The following means relevant to achieving continuous improvements in all target areas shall be evaluated and may be supplemented by additional means:

#### **Cost-efficiency**

- Facilitation of shared services
- Harmonization and/or integration of support services  
E.g. AIS/AIM, CNS, ATS-Training, MET
- Cross-border sectorisation (within NEFAB and with relevant neighbouring FABs and States)
- Joint specifications and joint/harmonized procurement
- Harmonized/common training
- Common charging policy

#### **Safety**

- Common Safety policy
- Common airspace policy
- Harmonization of state safety programmes (SSP)
- Harmonization of safety management systems (SMS)
- Safety information exchange and lesson dissemination

#### **Capacity**

- Coordinate network plans
- Cross-border services
- Optimize contingency arrangements
- Enhanced FUA

#### **Environment**

- Shorter/direct flight routes
- Optimum flight profiles for climb/descent
- Implementation of Free Route Airspace concept

#### **Military mission effectiveness**

- Enhanced FUA
- Harmonized FUA implementation
- Harmonized military procedures as far as appropriate
- Efficient cooperation and training between States regardless of existing boundaries



## **2. Optimum use of airspace**

The following means relevant to achieving optimum use of airspace shall be evaluated and may be supplemented by additional means:

- Common airspace policy
- Free route airspace (NEFAB FRA and NEFRA, phases 1 and 2)
- Enhanced and harmonized FUA applications
- Cross border sectorisation
- Cross border contingency agreements

## **3. Harmonized procedures and regulations**

The following means relevant to achieving harmonized procedures shall be evaluated and may be supplemented by additional means:

- Harmonized regulatory provisions and processes (NSAs)
- Harmonized operational processes (rules and handbooks) (ANSPs)
- Harmonized publication of relevant procedures
- Harmonized/common training
- Harmonized competency requirements (NSAs)
- Harmonized military procedures as far as appropriate

## **4. Interoperable technical systems / interoperable system operations**

The following means relevant to achieving interoperable technical systems / interoperable system operations shall be evaluated and may be supplemented by additional means:

- System harmonization/integration
- System harmonization/integration for military aviation as far as possible and appropriate
- Joint specifications and joint/harmonized procurement

## **5. Enhanced cooperation with neighbouring FABs, States and ICAO**

The following means relevant to achieving enhanced cooperation with neighboring FABs and States shall be evaluated and may be supplemented by additional means:

- Continue close cooperation with the DK/SE FAB and Iceland at ministerial, NSA and ANSP levels
- Enhance/establish cooperation with other FABs and neighboring States, in particular the UK/IRE FAB, the Baltic FAB and Russia
- Ensure that the existing arrangement concerning Bodø Oceanic FIR as part of NEFAB airspace is maintained.



## **PART THREE – IMPLEMENTATION OF THE STRATEGY**

- The NEFAB Council adopts the NEFAB strategy, decides on implementation plans and monitors the implementation. The strategic objectives are to be achieved gradually.

