
NEFAB Annual Report 2014

Version 5.1

Revision history

Version	Date	Description/Change	Author	Approved
1.0	April 2015	First draft in preparation for Finance and Performance Committee meeting 13 April	Estonia	
2.0	15.05.2015	Draft, some adjustments	Finland	
3.0	21.05.2015	Draft; table on NEFAB Council	Estonia	
4.0	150521	Draft; some adjustments	Norway	
5.0	Jun 17	Initiation of the written procedure	Finland	
5.1	Jun 29	Corrections based on comments from the written procedure	Finland	Council

Main developments in 2014

NEFAB RP2 Performance Plan

NEFAB NSA Committee and its Performance Working Group prepared the NEFAB RP 2 performance plan during the spring 2014. NEFAB Council adopted the NEFAB Performance Plan and related performance targets as proposed by the NSA Committee on 26.06.2014. After adoption by NEFAB Council the plan was sent to European Commission on 30.06.2014 as required by the regulation. The creation of the common performance plan can be considered to be the major achievement of the NEFAB NSAs in 2014.

Based on the initial assessment by the Performance Review Body (PRB) it can be said, that no major problems are foreseen concerning the plan. However some additional information has been requested by the PRB. Based on this request NEFAB NSAs prepared a corrigendum, which includes further clarification e.g. on following issues: traffic forecasts, investments and their relation to the ATM Master Plan and Pilot Common Projects, interest rates, pension costs etc. This corrigendum was sent to the PRB on 14.11.2014. The performance targets submitted by NEFAB were subsequently approved by the Commission.¹

NEFAB Strategy

NEFAB Strategy was adopted by NEFAB Council on 27.11.2014. The NEFAB strategy plan defines a number of target areas relevant to fulfil the NEFAB vision:

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

and provides the strategic objective - continuous improvements in all target areas; i.e. cost-efficiency, safety, capacity, environment and military mission effectiveness. It is explained in more detailed way how the strategic objectives are going to be achieved.

The purpose of the strategy is to express the vision and strategic objectives of the NEFAB cooperation from the perspective of the Contracting States. The perspective of the strategy is long term – beyond the second reference period of the EU Performance Scheme (2019). However, the realization of this 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).

In order to fulfil the NEFAB high level vision and achieve the strategic objectives, the NEFAB strategy will be complemented by the implementation plan. The implementation plan should be presented for the NEFAB Council for adoption no later than the end of 2015.

NEFRA Phase 1

The NEFRA implementation is progressing according to the ministerial declaration from 11 March 2013 and the project plan. NEFRA implementation will start on 12 November 2015 with the launching of stepwise free route operations. The gradual transition will ensure efficient and synchronized transfer towards a homogenous airspace, with homogenous rules and procedures.

NEFRA Phase 2

During the year 2014 the implementation of NEFRA Phase 1 was prioritised. However, the definition of phase 2 was initiated. NEFRA Phase 2 is mainly related to ANSP operations and will have no direct effect on the airspace users. The goal is to optimise the level of information and systems for the operational controllers in order to enhance their system support and reduce their workload.

¹ According to the Commission Implementing Decision (EU) 2015/348 the targets drawn up in the performance plan of NEFAB are consistent with the Union-wide targets in all four performance areas.

Cooperation with Denmark and Sweden

The ministerial network established in 2013 in order to facilitate development of closer cooperation between NEFAB and DK-SE FAB continued its work. In 2014 the ministerial network was chaired by Denmark and had two meetings in Copenhagen on 12 June and 15 December.

The main topics discussed:

- NEFRA
- Cross border sectorisation
- Borealis
- FUA implementation
- Use of English as the only language in parts of NE-FAB/DK-SE FAB airspace

It was agreed that the priority in the cooperation should be the NEFRA implementation.

Cooperation with other states/FABs

Russia is also an important strategic partner for NEFAB, especially since all NEFAB States have a common border with Russia. The ANSP CEO Board identified several areas where the cooperation with Russia is necessary but the cooperation has not materialized yet except in the strictly operational level. The overall understanding is that cooperation with Russia is necessary.

EU Pilot

The EU-Pilot which the European Commission opened on NEFAB States was officially closed in May 2014. By the evidence provided by the NEFAB States, the Commission considered that NEFAB was likely to reach compliance with the EU legislation once its implementation plan has been fully implemented. Final reply to the European Commission was drafted by the Finnish Ministry of Transport and Communications, based on the discussion at the Council meeting in May 2014. It was stated in the reply that NEFAB Council will act as the requested monitoring mechanism for the implementation plan.

Activities in the NEFAB governance bodies during 2014

NEFAB Council

The NEFAB Council met two times during 2014; in May and November. In May the Council adopted the NEFAB Performance Plan. In November the Council adopted the NEFAB strategy. More information on the topics discussed at the meetings is available in information notices published on the NEFAB website: www.nefab.eu

The NSA Committee

The NSA Committee met six times during 2014 and was chaired by the Finnish NSA (TRAFI).

One of the most important tasks carried out by the NSA Committee in 2014 was the preparation of NEFAB wide Performance Plan for RP2 (more information under the heading "NEFAB RP2 Performance Plan")

In addition, the following working groups under the NSA Committee carried out their activities:

- NSA expert group for Change management - the chair of the group participated to the work of the EASA rule making group of the management of changes.
- NSA expert group for reporting, exchange and dissemination of information – The group has started to exchange safety information as described in the approved NEFAB process. Some initial analysis and benchmarking based on the exchanged data has been performed, but the results are not yet available. The group has also drafted a proposal for NEFAB Safety Policy which has been approved by the NSA Committee and adopted by the NEFAB Council 27.11 2014

- NSA expert group for Airspace Management - the group concentrated to the implementation issues of the NEFRA and analysed the NEFRA CONOPS document.
- NSA expert group for oversight - The oversight expert group has prepared a common NEFAB oversight process. One Estonian inspector participated in an audit in Finland for training purposes.
- Task force for Single European Rules of the Air (SERA) implementation - the task force has agreed on a harmonized implementation plan for NEFAB. No further activities are envisaged for the group at the moment.

The NSAs of NEFAB take part in “the 7 States NSA Group”, a network for cooperation between the NSAs of the NEFAB States, as well as Denmark, Sweden, and Iceland.

The Civil-Military Committee

The Civil-Military Committee had 4 meetings in 2014 and was chaired by Finnish Military Aviation Authority. The main focus in 2014 was to the support NSAC on its work to draw up the Performance Plan for reference period 2 via developing a document regarding the civil military dimension on the performance plan and organizing the workshop to facilitate a consistent application of the concept of flexible use of airspace in NEFAB.

Other major areas of concern have been the set tasks for military-military expert group (MMEG) regarding the topics as follows:

- Military concerns regarding the FRA;
- Common military requirements for NEFAB;
- Military-military harmonization.

CMC arranged a FUA Work Shop with assistance from Eurocontrol 3 - 5 June in Helsinki. The aim was to support efficient and consistent application of the concept of Flexible Use of Airspace within NEFAB Airspace taking into account both civil and military needs. Objectives were to bring all stakeholders to the common understanding of the FUA concept. Participants were both civil and MIL personnel at all ATM levels (1/2/3). In order to support the harmonized FUA application in wider scale DK-SE FAB was also present in Work Shop by invitation. The outcome of the WS was reflected in a separate document “CMC proposal to NEFAB Council in respect of FUA” which was distributed to the Council 29.10.2014. The main outcome of the WS was that NEFAB is lacking of common airspace policy.

The Civil Military Committee has been monitoring the LARA/PRISMIL implementation in NEFAB States as requested by the Council. Implementation process of the LARA system is on-going in all States and regardless of some challenges during the process the implementation is expected to be finalized in due time by the end of 2015. Implementation of the PRISMIL system will proceed after LARA has been implemented first.

The Financial and Performance Committee

The Committee held one meeting in March in Oslo and two meetings in Tallinn together with the informal state level group. The main focus was on preparing the NEFAB strategy and the Council meetings.

The Air Navigation Services Consultative Board

The second NEFAB Air Navigation Services Consultative Board (ANSCB) took place in Tallinn on 26 November and was attended by representatives of the ministries and national supervisory authorities of the NEFAB States, as well as national air navigation service providers, airspace users and staff associations. The parties attending the meeting exchanged views on the NEFAB cooperation and the future plans, including the NEFAB strategy.
