



NEFAB Programme Annual Report 2018

Section 1: Programme Report

Version 1.0

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1. Introduction

The NEFAB Programme Annual Report 2018 is divided into two sections:

- ▲ Section 1: NEFAB Programme Report
- ▲ Section 2: Finance and Safety.

Section 1 is intended for general publicity to ensure transparency about NEFAB Programme activities for all NEFAB stakeholders. Section 2 is intended for NEFAB ANSPs internal use.

This document – Section 1 summarises the NEFAB ANSP Programme activities in 2018.

2. NEFAB and its Objectives

2.1. NEFAB Objectives

NEFAB ANSP Programme is based on the Cooperation Agreement signed by the Air Navigation Service Providers (ANSPs) of the NEFAB states – ANS Finland (Finland), AVINOR (Norway), EANS (Estonia) and LGS (Latvia) in line with Single European Sky requirements.

The objective of NEFAB is to achieve optimal performance in the areas relating to safety, environmental sustainability, capacity, cost-efficiency, flight efficiency and military mission effectiveness, by the design of airspace and the organization of air traffic management in the airspace concerned regardless of existing boundaries.

The Programme is organised on several levels to ensure strategic and tactical decisions and daily management.

NEFAB ANSP CEO Board (CEOB) is the ultimate and strategic decision-making body for the NEFAB ANSP cooperation. It is composed of the Chief Executives of the NEFAB ANSPs.

NEFAB Management Board (MB) is the supervisory body for execution of the Business Plan, accompanied by a detailed plan of activities. It is composed of senior executive representatives from the ANSPs.

NEFAB Programme Management Office (PMO) manages the NEFAB Programme and supports the ANSPs and states to reach the NEFAB objectives and performance targets, including information exchange and stakeholder engagement.

In 2018 the PMO was staffed with two full-time positions: PMO Manager and PMO Coordinator who served also as NEFAB Communication Manager.

2.1.1. NEFAB Safety Support Group

NEFAB Safety Support Group (SSG), the collective support function is composed of Safety managers and experts of NEFAB ANSPs. Its focal role is facilitating of harmonised safety management, also organising the safety data exchange and joint analyse in NEFAB ANSPs.

2.2. NEFAB Common Representatives

2.2.1. Network Management Board (NMB)

Network Management Board is supervisory body for Network Manager, which is the centralised function to optimise European Air Traffic Management network performance. NEFAB ANSPs have had a representative in the NMB, nominated by European Commission. NEFAB MB Chair (ANS Finland) has represented NEFAB.

2.2.2. Air Navigation Services Board (ANSB)

Air Navigation Services Board is the consultation body to discuss and give guidance to Eurocontrol business plan, work program and budget. NEFAB proposed candidate (EANS) has a seat in ANSB for the two-year term 2018-2019.

2.2.3. Deployment Manager Stakeholders Consultation Platform (DM SCP)

The SESAR aims to modernise ATM in Europe implementing the Pilot Common Project (PCP) functionalities by 2030. For that the regularly updated Deployment Programme is developed by SESAR Joint Undertaking (SJU), and the implementation is coordinated and monitored by SESAR Deployment Manager (SDM).

NEFAB Programme has been represented in the SESAR Deployment Stakeholders' Consultation Platform (SCP) being the instrument through which the SDM consults operational stakeholders on the Deployment Programme to ensure the involvement of the operational stakeholders to the greatest possible extent.

The SCP consists of a Steering Group and Thematic Sub-Groups to perform detailed analysis on specific issues.

For 2018 consultation cycle the process was supported by two thematic sub-groups - Planning, Monitoring and Performance (renamed) and SWIM (re-activated).

2.2.4. Local Single Sky Implementation (LSSIP)

EUROCONTROL is contributing to the Deployment Programme through Pan-European planning, monitoring and reporting activity by producing the set of annual Local Single Sky Implementation (LSSIP) documents, which demonstrate the progress made and detail the plans for each ECAC stakeholder in relation to their local implementation of the ATM Master Plan.

A LSSIP coordination group composed of representatives from all ANSPs is established ensuring harmonised/common reporting on FAB related items.

3. Strategies and Business plans

3.1. NEFAB Strategy for years 2018 - 2022

NEFAB ANSP cooperation in 2018 was executed in accordance with the strategy for the years 2018-2022 as agreed upon in 2017.

NEFAB ANSP strategies business plans are developed and reviewed annually involving all ANSPs at CEO and MB level. In 2017 the last revision and update of NEFAB ANSP Strategy was initiated. As a result, the NEFAB ANSP Strategy for 2018-2022 and 5-year Business Plan were accepted by NEFAB CEO Board.

3.2. NEFAB Business Plan 2018 - 2022

NEFAB Business Plan for 2018-2022 was developed with full regard of the regional and European trends and future perspectives that are likely to impact the operations and business. The focus has been put on working with:

- ▲ changes resulting from SES initiative, and preparing for potential SES updates;
- ▲ SESAR Deployment Programme and the drivers Programme is bringing into ATM domain;
- ▲ European Aviation Strategy and the policy proposals it has brought into domains of safety, environment and innovation;
- ▲ assessment of performance review achievements and preparing for setting the performance targets for forthcoming periods.

NEFAB business planning has considered these trends and developments to ensure that the Business Plan for every upcoming year provides a comprehensive roadmap for ANSP cooperation within the NEFAB Programme.

The Programme Business Plan has been updated along the renewed Strategy for years 2018-2022, identifying similarly to Strategy six target areas and associated business deliverables for further 5 years business planning cycle.

3.3. Execution of the annual Business Plan 2018

3.3.1. Improvement of airspace use, continuing to promote the best practices

Improvement of airspace use has been the major focus in FAB establishment and the most of progress within SES initiative has been made in this domain. This has continued being the focal activity within the NEFAB as well as at the interfaces with neighbouring FABs and third countries.

Considering removal of route structure in FRA areas

The need for fixed route network was discussed at NEFAB Customer Consultation workshop in September 2017. Afterwards, the MB nominated the experts from ANSPs who presented the initial plan on how to proceed with fixed route network removal within NEFAB area.

This report was discussed in June and consolidated with the recommendations of MB, particularly specifying the task description, the master schedule of implementation and some working practicalities. Communications with the NSAs regarding concrete national plans were initiated at the end of 2018.

Further cooperation with DK/SE FAB

The efforts to establish a cross-border FRA between Maastricht UAC area of responsibility, DK/SE FAB and northern part of Germany are ongoing. NEFAB is getting regular status overviews at the Borealis FRA SG meetings and is prepared to contribute if necessary.

NEFAB ANSPs have contacted Naviar and LFV to investigate their plans of XMAN implementations and possible impacts to ATM in NEFAB area.

Taking into use common European coordination tool LARA and enhanced data exchange

The NEFAB ANSPs have implemented LARA as far as reasonable, integration with the ATM systems is principally completed. The exploitation of full functionalities has delays because of security concerns of military partners.

3.3.2. Improvement of ATS provision in NEFAB area

Improvement of ATS provision across the FAB consists of many different activities aimed at implementing advantageous dynamic cross-border service provision solutions, enhancing cross-border contingencies, and reviewing the possibilities for optimisation and rationalisation of infrastructure – all with the strategic rationale to develop collective operational efficiency to be more efficient in the competing ANS market.

Mapping the NEFAB NAV strategy

Based on the NEFAB 2018 Business Plan, the group of navigation experts was tasked to make the brief description of developments and timeline in their national NAV domain, to estimate the possible areas of cooperation/coordination on FAB level and to suggest which information to be requested from NEFAB partners/ to be shared.

The expert group delivered the NAV domain mapping report, also describing status of national Navigation Strategies and PBN Implementation Plan developments, as well some insight into CNS and ATS systems and procedures.

Based on the preliminary conclusions and recommendations of report, the MB:

- concluded to continue with the NAV domain activities after internal discussions on the recommendations in ANSPs,
- decided to inform the NEFAB Finance and Performance Committee of the status in NAV domain and invited States to take leading role in harmonising these developments over NEFAB.

FINEST

FINEST programme supports the Single European Sky concept being a bi-lateral cooperation programme between EANS and ANS Finland with the main aim to provide cross-border services in adjacent airspace, ensuring the business contingency, increasing cost efficiency and sustainability of the services provided.

The programme prepared during 2017-2018 concept of operations, cost-benefit analysis and detailed explanation for EANS and ANS Finland Management Boards, what gave enough assurance continue with programme plans. Both EANS Supervisory Board and ANS Finland Board of Directors have agreed to support the investments needed for the FINEST programme.

FINEST is expected to become operational in 2022.

Cooperative development of RPAS procedures and sharing of information

NEFAB ANSPs have discussed how to boost and harmonise the development and future implementation of internal RPAS management concepts. The MB acknowledged the decision of ANS Finland and EANS to participate in the SESAR call for organising regional U-space demonstrations in cooperation with information service and drone operations providers.

The outcome of demonstrations, to be done in August 2019 are meant to support the development of European U-space concept and would assist all NEFAB ANSPs in their co-ordinated efforts supporting the development of national Unmanned Traffic Management principles.

3.3.3. Implementation of Single European Sky objectives

Several NEFAB development initiatives are linked to the ATM Master Plan to provide SESAR contributions to achieve the European SES performance objectives. SESAR Deployment Manager is driving the deployment to ensure that new technologies and solutions are delivered into everyday operations across Europe. The SESAR Deployment Programme is supporting and guiding through the implementation of Pilot Common Project (PCP).

Contributing to the Pilot Common Project and Deployment Programme

NEFAB ANSPs have had an active role and joint representation on the FAB-level at the Stakeholder Consultation Platform (SCP) established by the Deployment Manager (DM), particularly in the DM SCP Steering Group and Thematic Groups. Objective is to identify common interests for co-funding, but also to coordinate and support the individual interests of ANSPs, or common interests under Borealis alliance.

In 2018 the Planning view and Monitoring view for 2018, PCP CBA Update, Performance Assessment Methodology and the DLS Model D Implementation proposal were consulted at the DM SCP through 3 cycles. Additional cycle 4 for ADS-B implementation coordination was done in November-December.

Deploying NEFAB DLS long-term implementation strategy

In 2018-2019 the DLS interim solutions are being implemented in Estonia, Finland and Latvia. Norway will postpone that until the new ATM system of Avinor is installed.

Participating in Borealis Alliance

NEFAB continued to contribute to the Borealis Alliance FRA Programme – the initiative to create a multi-FAB FRA by establishing interfaces between FRA areas in 3 FABs and Iceland. In 2018 the main activities were focussed on incremental implementation of Borealis FRA, also to developing guidance material for Cross Border Dynamic ASM (particularly CBDS).

NEFAB familiarized itself to alliance studies in domains of Time-Based Separation and Voice over IP.

NEFAB ANSPs expressed common position within Borealis regarding the content of Airspace Architecture Study, also made input to the meeting with EU Wise Persons Group.

NEFAB is also represented at the Borealis Alliance Communication Team. At its meeting in September the Communications Plan 2019 was reviewed. It was decided that commencing from 1st January 2019 there will be one Borealis Communications Lead, whose role will rotate once every six months.

3.3.4. Assurance and enhancement of ATM safety

NEFAB members have agreed in the State-level Agreement to develop common safety policy aiming at creating a harmonised Safety Management System. This objective has a vital importance for expanding NEFAB cross-border activities – to support bi-lateral projects of integrating ANS provision like FINEST and/or achieving cross-border operational contingencies.

Safety Support and SMS Harmonisation

The NEFAB Safety Support Group (SSG) has activated its efforts along two main workstreams.

(1) Safety data exchange. SSG agreed the procedures how safety data will be shared – data files hosted by Avinor Safety and Quality, input provided every two months and monitoring to be done by telecons.

(2) SMS harmonisation. Safety Support Group is going to continue activities already established and aimed on a closer cooperation and harmonization of the relevant outputs of local SMS processes. Close cooperation on the further activities has also been stressed in the light of the implementation of the Commission IR (EU) 2017/373.

3.3.5. Systematic organisation, development and networking of the ATM domain

Systematic organisation, development and networking, particularly cooperating with international organisations, developing collaborative customer relations management and streamlined public relations – all this supports and improves the NEFAB strong and appreciated position in European aviation community.

Contributing to the European ATM network and participating at NMB

NEFAB ANSPs representative in the NMB has been contributing to the development and operation of European ATM network, also maintaining NEFAB proactive role in the NM evolution process.

Stakeholder consultation at ANSCB meeting

The main stakeholder consultation event in 2018 was the ANS Consultative Board (ANSCB) meeting. The main subjects discussed were related to experience from utilising the FRA, also information on plans of removing the ATS routes and FINEST cross-border ATC project was provided.

Social Dialogue Toolbox Campaign

This Campaign is a joint effort of the European Social Partners in Air Traffic Management – ATCEUC, ETF and CANSO. The aim of the campaign is to exchange the views on best practices in social dialogue over all national social partners in EU.

The European Social Partners and NEFAB have agreed to organise a one-day workshop together with DK-SE FAB representatives. The managers of Human Resources of six North European ANSPs and PMO are coordinating the common presentation about existing SD practices in the region. This event is planned to be hosted by NEFAB in spring 2019.

3.3.6. Co-operation with States

The NEFAB ANSPs co-operate with their respective State authorities and NEFAB state-level bodies to optimise the working arrangements and FAB structures, harmonise the procedures and operational requirements which bring added value to participating ANSPs and enable efficient resource usage and programme management.

RP3 target setting

NEFAB ANSPs are supporting States for structural renewal and target setting of performance plans if requested. For RP3 target ranges the common position was coordinated to FPC.

Support to FPC and Council

NEFAB ANSPs are supporting States' level FAB strategy drafting, also contribution to the EU initiatives. In 2018, the ANSPs contributed to updating the States' Strategy Implementation Plan.

4. Strategic alliances and Cooperation with other FABs

4.1. Borealis Alliance

The alliance is established to facilitate cooperation between the members on commercially-recognised business partnering principles and for the achievement of Single European Sky and ICAO performance targets. The Borealis Alliance Framework Agreement sets up basics for this industrial partnership between 9 European ANSPs – ANS Finland (Finland), Avinor (Norway), EANS (Estonia), IAA (Ireland), ISAVIA (Iceland), LFV (Sweden), LGS (Latvia), NATS (UK) and Naviair (Denmark). The objective of the alliance is to enable joint initiatives to improve flight efficiency and reduce environmental impact, delivered across the whole area in a move which will also streamline cost of services and operational/technical infrastructure.

The key activity of Borealis Alliance is the Borealis Free Route Airspace programme, with the objective to implement a continuous FRA across three FABs and 9 states. The Borealis FRA concept of operation is based on the NEFRA concept. The NEFAB Programme has been involved with the development of the Borealis FRA concept and project management plan and is represented in the Borealis FRA Project Steering and Expert groups.

The Borealis FRA programme is also seeking for further expansions, for example to establish cross-border FRA between Maastricht UAC area of responsibility, DK/SE FAB and northern part of Germany.

4.2. Cooperation with DK-SE FAB

NEFAB has been closely cooperating with DK-SE FAB within an agreed concept to implement a continuous and seamless FRA from a user perspective across the two FABs. The project was named North European Free Route Airspace (NEFRA) Programme. NEFAB ANSPs reported the NEFRA project completed in 2017 and proposed to NEFAB Council to discuss possible further cooperation at the NEFAB and DK-SE FAB ministerial meeting. The meeting advised to handle further practical ATM issues between two FABs within Borealis cooperation.

NEFAB Council recommended to call up the forum if any item to discuss between two FABs arises. One practical exercise between two FABs in 2018 was joint preparation for the Social Dialogue Toolbox Campaign Workshop.

5. Stakeholders and Communication

5.1. Stakeholders

NEFAB recognises the importance of 'one voice' policy to ensure more influence towards the international society and cooperation bodies. The Programme has been enhancing communication with stakeholders in line with the established stakeholder engagement process, based on common aligned NEFAB messages depending on interest and influence of stakeholder group.

Stakeholder engagement and communication have been executed at Programme level and individually by each ANSP depending on the target audience. The NEFAB Programme interacts with the NEFAB Council and its Committees, and Air Navigation Services Consultative Board.

The NEFAB Programme has identified the following key stakeholders:

- ▲ States and NEFAB Council
- ▲ National NSAs and NEFAB NSA Committee
- ▲ States military and NEFAB Civil-Military Committee
- ▲ Major airlines operating in NEFAB area
- ▲ ANSP management level
- ▲ ANSP trade unions and staff representatives (ANSP level).

5.2. State-level Stakeholder Communication

5.2.1. States and NEFAB Council

NEFAB Council was working in 2018 under the chairmanship of Estonia, to be followed by Finland on rotation basis in 2019.

The NEFAB Programme has provided inputs to the States' Strategy Implementation Plan via FPC, also attending and making report to ANSCB and Council meetings. The Council emphasised appreciation to updated steering documents of ANSPs, which together with States' Strategy and Implementation Plan kept NEFAB well-functioning according to the coordinated and streamlined goals.

5.2.2. Finance and Performance Committee (FPC)

The Financial and Performance Committee (FPC) was chaired by Norway in 2018, to be followed by Latvia in 2019.

The NEFAB ANSP Programme Manager was providing the FPC meetings with the quarterly Programme Reports in April and September, also forwarding these reports to Council meeting and NSA Committee meetings.

5.2.3. National NSAs and NEFAB NSA Committee (NSAC)

The NSA Committee (NSAC) was chaired by Finland in 2018, to be followed by Estonia in 2019.

NSAC meetings were provided with Programme Reports and supporting presentations. The main communication was identical to the FPC reports.

5.2.4. States military contribution and Civil Military Committee (CMC)

The Civil Military Committee (CMC) is a cooperation and coordination body between NSAs and military stakeholders. In 2018 the CMC was chaired by Estonia, to be followed by Latvia in 2019.

5.3. Communication with Airspace users

NEFAB Programme met few airspace users – Finnair, Nordica and Qatar Airways (over skype) – at the ANS Consultative Board meeting on 31 October 2018. The main subject discussed was related to experience from utilising the FRA.

5.4. Communication with ANSP Trade Unions and Staff Representatives

NEFAB Programme is not directly communicating with ANSPs personnel, trade unions or other staff representatives. Communication with the personnel and trade union representatives is the sole responsibility of individual ANSPs.

Staff representatives were invited to participate in Air Navigation Consultative Board meeting as a standard practice.

6. Administrative arrangements

NEFAB Business Model, Financial Instructions and Communications Strategy and Plan were updated to meet the current needs of co-operation.

-End-