

# NEFAB

north european functional airspace block

## InterFAB OPS Workshop 2 May 2016 Langen

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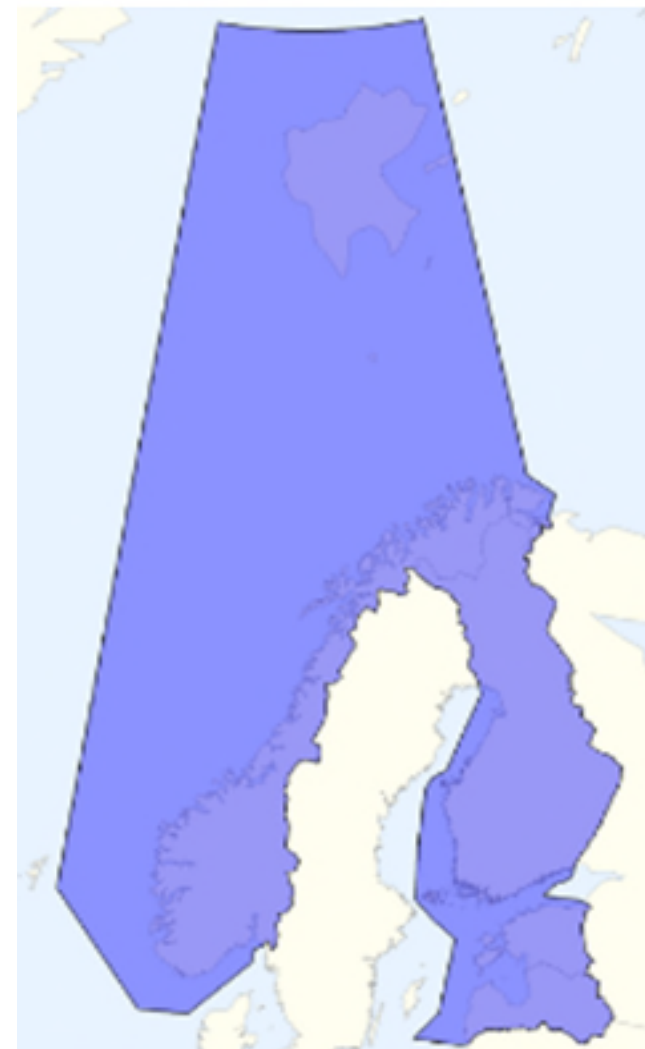
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# NEFAB – Target Concept 2015

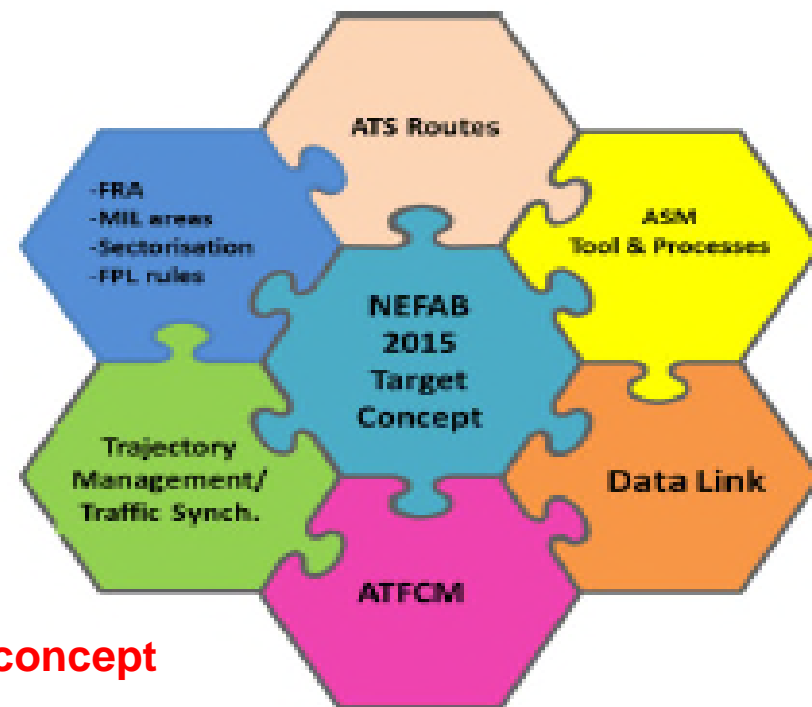
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- ▲ Norway, Finland, Estonia and Latvia
- ▲ ANSP driven programme initiated after FAB feasibility study phase in 2012
- ▲ Two main projects: Airspace and ATS Provisioning
  - ▲ Up to 50 experts (OPS&TECH) working together during the design phase in 8 working packages
  - ▲ The NEFAB Network Plan created in early 2013



# NEFAB Network Plan

- ▲ NEFAB Network Plan: **FRA Essentials in RED**
  - ▲ NEFAB Network Plan
  - ▲ Annex 1: NEFAB ATS Route design principles
  - ▲ **Annex 2: NEFAB FRA Concept**
  - ▲ Annex 3: NEFAB airspace classification and delineation
  - ▲ **Annex 4: NEFAB MIL airspace design**
  - ▲ **Annex 5: NEFAB sectorisation design**
  - ▲ **Annex 6: NEFAB ASM/ATFCM concept**
  - ▲ Annex 7: NEFAB data link strategy and concept
  - ▲ **Annex 8: NEFAB Trajectory and conflict management concept**
  - ▲ Annex 9: NEFAB traffic synchronization concept
  
- ▲ Safety plan and safety case at FAB level is in development to be used by ANSPs in their Safety Case



# Challenge #1 - From Design into Operations

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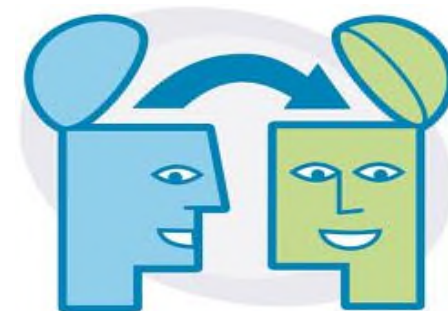
The design was ready and validated by the programme – how to transfer the concept into the operations?

Assembling the NEFAB “Implementation Group” in mid 2014

- Consists of local ANSP implementation project managers
- Making it all happen according to the design
- Each implementation manager is responsible for all activities within an ANSP (systems, training, publication etc.)
- Close co-operation with the concept owners (Expert Group)



Engage local ANSP's early and establish ANSP reporting process



## Challenge #2 – Publication

- ▲ No clear guidance for publishing cross-border FRA in ICAO/EUROCONTROL documents
- ▲ The ambition was to enable AU's to find all the FRA-relevant information in any of the AIP's
  - 1) Common AIP structure
  - 2) Harmonized flight planning rules
  - 3) Maps and points for all the FRA (foreign data)
- ▲ Points 1 and 2 achieved – point 3 was too challenging



Ensure NSA's (all) support/acceptance and Engage AIM departments early with proposals

## Challenge #3 – Network Manager Support

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- ▲ Cross-border FRA is much more challenging to implement in NM systems
    - ▲ Different FRA models used in NM env (not necessarily compliant for cross-border)
    - ▲ Challenges to model ATS delegations within cross-border FRA
    - ▲ RAD restrictions in cross-border FRA
  
  - ▲ Cross-border FRA benefits greatly of EUROCONTROL ASM concept (ASM Handbook)
    - ▲ AMC managed Areas with FBZ's promulgated in AUP
    - ▲ FUA restrictions for each area to block unwanted DCT's
- ➔ Ensure NM capabilities and engage NM systems early



# Post Implementation Findings

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- ▲ FRA implemented in Nov 2015
- ▲ OPS:
  - ▲ ATC system support (new ATCO tools) enhancements ensure the ATCO buy-in
  - ▲ Harmonized LoA's play important role
  - ▲ FUA restrictions are very helpful once working: Reserved areas (TSA's) are promulgated in the AUP and DCT flight plans that cross too close to an active area are rejected already by IFPS
- ▲ Aircraft Operators:
  - ▲ Airlines not really using the FRA (10% at the beginning)
  - ▲ Current flight planning systems not compatible with FRA but are based on pre-defined routes/DCT's
  - ▲ Continuous close co-operation with Airlines and CFPS's needed

# Summary

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- ▲ Everything takes a lot of time in multinational projects
- ▲ Early co-ordination and dialogue with NSA's
- ▲ Involve NM already in concept development phase
- ▲ Implementing the ASM concept according to the ASM Handbook supports FRA
- ▲ System support must be evaluated (both NM and ANSP systems)
- ▲ Engage Airspace Users and keep them close



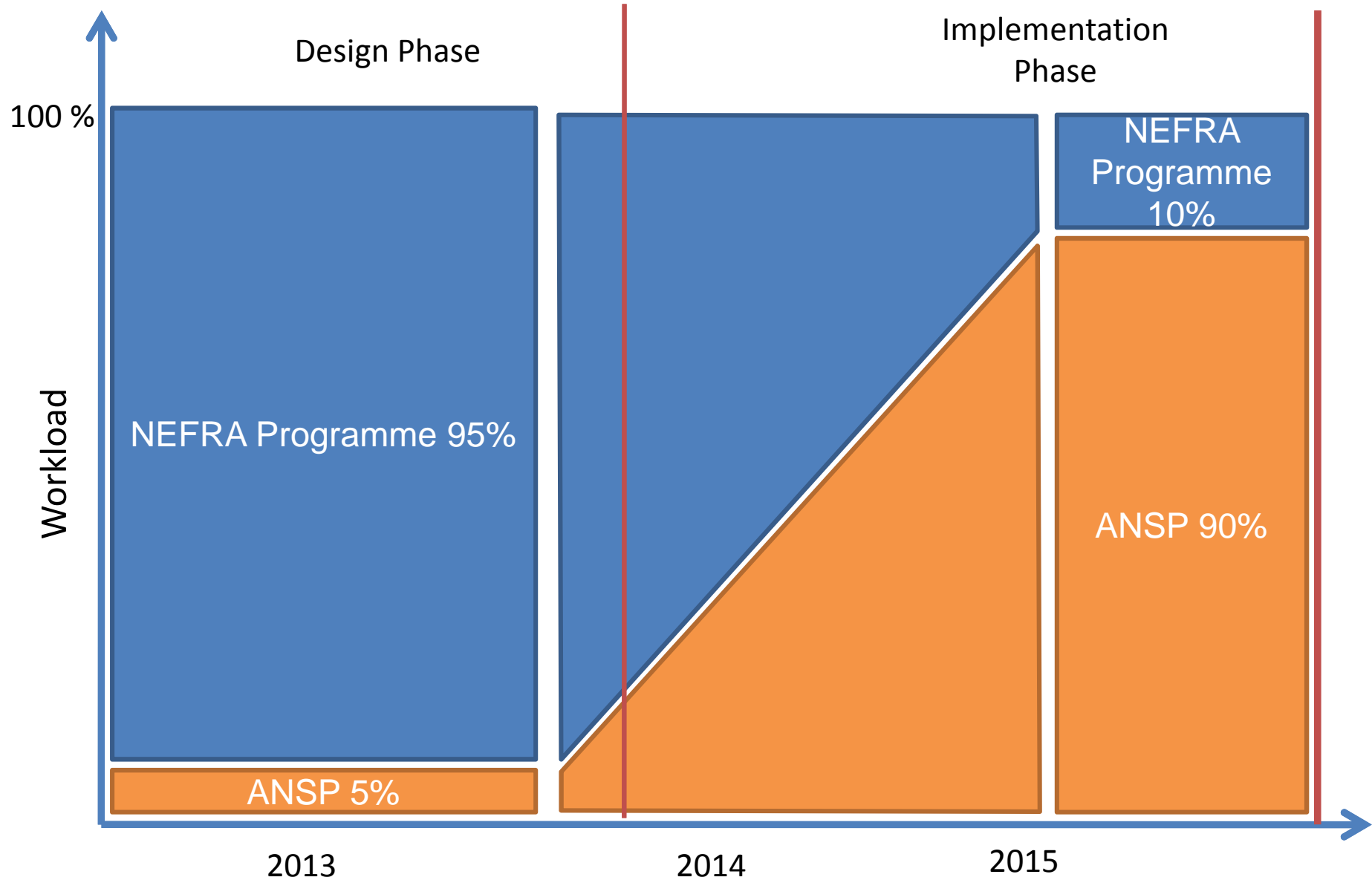


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Thank you for the attention

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# NEFAB Programme – overall workload sharing between NEFAB programme and ANSPs



# ATS Provisioning Tasks – workload sharing between NEFAB project and ANSPs

