

INTERFAB AT WORLD ATM CONGRESS 2019

interFAB Coordination to tackle operational improvements for the SES

21 March 2019; FABEC OPS Theatre hosted two interFAB panels in which operational experts from six different Functional Airspace Blocks and the Network Manager exchanged views about fragmentation and the capacity crisis in front of a wide international audience. The first panel was dedicated to:

Fragmentation or Subsidiarity? A question that no-one is asking

The panel initiated a discussion on the question of how fragmentation within the aviation value chain impacts ATM operational performance. Starting with operational aspects, panellists widened the scope of debate to related areas such as system infrastructure/technology, governance and institutional responsibilities etc. Views were exchanged on the fragmentation of the aviation chain and its impact on the passenger experience.

Panel members represented Network Manager, BALTIC FAB, BLUE MED FAB, FABCE, FABEC and DK/SE FAB

The second panel looked at:

The capacity crisis – a single sector cause or are we missing other, significant factors?

The panel aimed to enrich the ongoing discussion on the capacity crisis by looking at the problem in a different way. It started from the viewpoints of passengers and public as they have appeared in the media over summer 2018. Based on this, panellists enhanced the scope of the discussion by including non ATM aviation-chain contributory factors along with elements beyond the industry's control. They investigated whether we will need more and different data sets before we can deliver effective and holistic industry solutions.

Panel members representing BALTIC FAB, BLUE MED FAB, DANUBE FAB, FABCE, FABEC, and the Network Manager.

DANUBE FAB hosted a third interFAB panel. Representatives of several FABs, the European Commission and SESAR Deployment Manager debated on

A FAB approach to SESAR – achieving genuine FAB participation in SESAR projects

DANUBE FAB chose to focus the debate on achieving a genuine FAB participation in SESAR. The FAB representatives were also united in their desire to further develop the FAB concept, believing firmly that there is a place for FABs in the delivery of the future European Airspace architecture. A key factor limiting the evolution of the FABs is solving the issues around cross border liabilities, the FAB representatives were in general agreement that an update to the regulations would be of great assistance in resolving this issue. European Commission expressed confidence that a suitable

solution could be found whilst the SESAR Deployment Manager noted the challenges faced by the FABs and provided firm support for the continued development of FABs.

Panel members representing BALTIC FAB, BLUE MED FAB, DANUBE FAB, FABCE, FABEC, European Commission and SESAR Deployment Manager.

The purpose of InterFAB coordination is to provide for a structure to facilitate coordination and cooperation between the FABs, in order to contribute to a reduced fragmentation of the European airspace and support the optimisation of the European ATM Network (EATMN) and provide a working structure for coordination and cooperation on activities amongst them.

Through the InterFAB Cooperation, FABs can communicate commonly rather than as separate FABs and strengthen their position vis à vis decision making bodies. Moreover, FABs can deliver a real added value when coordinated and synchronised implementation activities need to be delivered.

The rationale behind the InterFAB initiative is primarily to allow FABs to actively shape their role in establishing and continuously improving the Single European Sky.