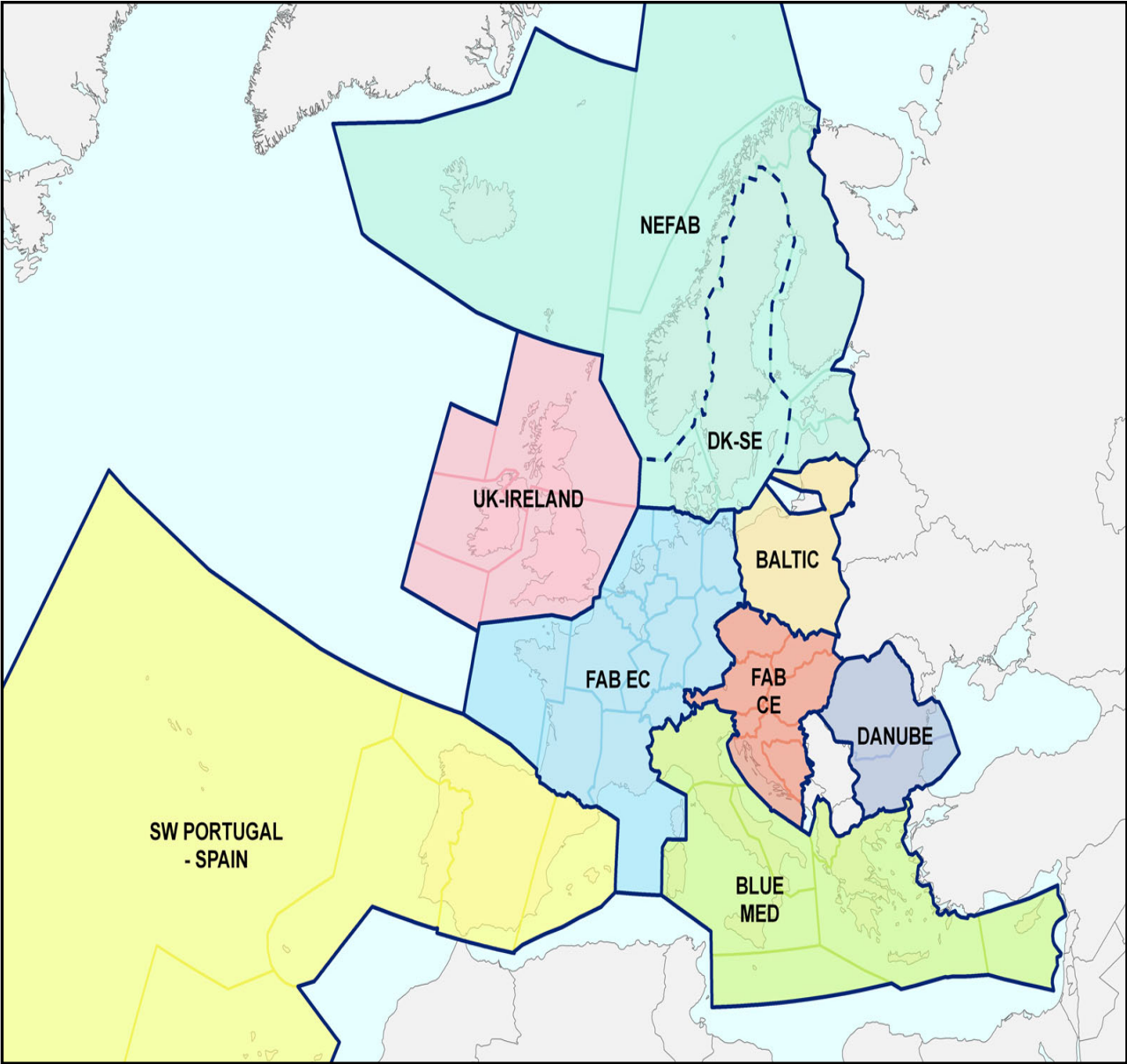


FAB Coordinator's Progress Report on the Functional Airspace Blocks



The United Kingdom – Ireland FAB

0. states and the involved airspace

Ireland and United Kingdom. Covering the airspace under their responsibility within ICAO EUR region¹. For some minor bordering areas, the service provision has been delegated or is provided on the basis of delegation.

1. the state of affairs

a. negotiations commenced	Settled insofar as the SES I legislation was covered.
b. preliminary high level document signed	Settled insofar as the SES I legislation was covered.
c. final document signed	Memorandum of Understanding between the Government of the United Kingdom of Great Britain and Northern Ireland and the Government of Ireland (a State Agreement) signed on 12 June 2008.
d. agreement in force	14 July 2008.
e. official notification to the Commission	Yes, published OJ C 46/2009, p 26.

2. the FAB safety case

No FAB safety case yet – however harmonisation steps of the national safety management systems are ongoing by the Regulatory Authorities of the United Kingdom and Ireland

3. the enhanced cooperation of the National Supervisory Authorities (NSAs) or (optionally) a FAB Supervisory Authority

According to the Memorandum of Understanding between the UK Civil Aviation Authority and the Safety Regulation Division of the Irish Aviation Authority of 12 June 2008 an enhanced cooperation between these two national bodies as the National Supervisory Authorities is practised – also using the FAB Supervisory Committee. A single joint FAB Supervisory Authority is currently not planned.

4. the enhanced cooperation of the Air Navigation Service Providers (ANSPs) or (optionally) an Integrated Air Navigation Service Provider

According to the agreement between the British NATS Public Ltd. Company, based on a private-public partnership, and the Irish Aviation Authority, a State institution, of 12 June 2008 an enhanced cooperation between these two ANSPs is performed – also using the FAB Management Board. So far an Integrated Air Navigation Service Provider was not planned. Yet an important new development is that according to a Memorandum of Understanding of 8 March 2011 the Irish, British, Danish and Swedish ANSPs will intensify their cooperation and will prepare a proposal for their Governments for a merger of the UK-Ireland FAB and the Danish-Swedish FAB.

¹ ICAO EUR region covers European territorial airspace as well as airspace over the high seas.

5. the cooperation or (optionally) integration of the civil and military air traffic controls
The national ANSPs have longstanding relationships with their respective military authorities – being supported by the participation of the military authorities in the FAB Management Board and esp. in the FAB Airspace Development Working Group. At present neither a formal membership of the Military Authorities in the FAB nor an integration of the civil and military air traffic controls are not foreseen.
6. the performance plan per FAB or plans per Member States and their consistency with the EU-wide targets
No FAB performance plan foreseen – only two national performance plans.
7. the statement of the added value of the FAB establishment based on cost-benefit analyses
No statement of the added value of the FAB establishment according to the SES II legislation so far foreseen. Cost-benefit analyses are practised per individual project – also for matching them against the five FAB headline goals (safety, financial savings, environmental benefits, delay minimisation and technology coordination) and for the prioritisation and decision making processes.
8. the cooperation with the Network Manager
The British and the Irish ANSPs are currently assessing a combined FAB Network Management function for a full interaction with the European Network Manager.
9. (optionally) agreements on common principles for charging policy by the ANSPs
No agreement foreseen.
10. (optionally) additional agreements e.g. on combining and/or sharing technical support such as air traffic controllers’ training and mobility, on equipment planning and deployment related to the SESAR program and on the incorporation of the airport dimension
No additional agreements foreseen. The British and the Irish ANSPs are participating in the SESAR Joint Undertaking.

The Danish – Swedish FAB

0. states and the involved airspace

Denmark and Sweden. Covering all the airspace under their responsibility within ICAO EUR region. For Denmark, the airspace under their responsibility in the ICAO NAT region² is excluded (Greenland area (Sønderstrøm FIR)). Reference is made to the self-government of Greenland. For some minor bordering areas, the service provision has been delegated or is provided on the basis of delegation.

1. the state of affairs

a. negotiations commenced	Settled.
b. preliminary high level document signed	Settled.
c. final document signed	State Agreement between the Government of the Kingdom of Sweden and the Government of the Kingdom of Denmark signed on 17 December 2009.
d. agreement in force	1 July 2010.
e. official notification to the Commission	6 July 2010, OJ C 1.12.2010, p 20

2. the FAB safety case

No FAB safety case yet – however the two NSAs agreed on the plan of the two ANSPs to develop the FAB Safety Case within a 3-steps approach – the FAB safety case is also part of the NUAC activity plan for 2011/2012.

3. the enhanced cooperation of the National Supervisory Authorities (NSAs) or (optionally) a FAB Supervisory Authority

The Statens Luftfartsvæsen (Denmark) and Transportstyrelsen (Sweden) as the National Supervisory Authorities, also based on an agreement between them of 1 July 2010, perform an enhanced cooperation – also using a FAB Board and its Committees. A single joint FAB Supervisory Authority is not planned.

4. the enhanced cooperation of the Air Navigation Service Providers (ANSPs) or (optionally) an Integrated Air Navigation Service Provider

The Danish NAVIAIR, a company owned by the Danish Government, and Swedish LfV, a Limited company, as the ANSPs practise an enhanced cooperation. They are co-owners of the new NUAC Company, established in December 2009, that will operate the three Air Traffic Control Centre Copenhagen, Malmö and Stockholm and will cover all ANS within a Danish and Swedish fully integrated airspace except MET, AIS and TWR (airport) services. Support functions will also be provided within the NUAC Company as and when necessary, so as to reach the full potential of the core operational business.
An important development is that according to a Memorandum of Understanding of 8 March

² ICAO NAT region covers primarily oceanic airspace/airspace over the high seas.

2011 the Irish, British, Danish and Swedish ANSPs will intensify their cooperation and will prepare a proposal for their Governments for a merger of the UK-Ireland FAB and the Danish-Swedish FAB.

5. the cooperation or (optionally) integration of the civil and military air traffic controls

The Danish and the Swedish ANSPs practise close cooperations with the respective Military Authorities – by “taking the national military requirements into consideration”. A FAB High-Level Group was established to ensure appropriate consultation and coordination mechanisms between the competent civil and military authorities and the relevant stakeholders. At present neither a formal membership of the Military Authorities in the FAB is foreseen nor is the existing State Agreement provision for an optional establishment of a joint civil-military airspace coordination body made use of.

6. the performance plan per FAB or plans per Member States and their consistency with the EU-wide targets

Denmark and Sweden opted for a FAB performance plan.

7. the statement of the added value of the FAB establishment based on cost-benefit analyses

Denmark and Sweden made a statement based on a business case and a socio-economic study – concluding an overall added value of the Danish-Swedish FAB.

8. the cooperation with the Network Manager

The Danish and Swedish ANSPs are actively involved in the collaborative process with Eurocontrol for consolidated airspace design development; the NUAC airspace projects, agreed among the DK/SE ANSPs and Eurocontrol for deployment over the period 2011-2014, should be a good basis for the cooperation with the European Network Manager

9. (optionally) agreements on common principles for charging policy by the ANSPs

The Authority Governance Board of the two NSAs is mandated to establish a charging policy related to charging zones.

10. (optionally) additional agreements e.g. on combining and/or sharing technical support such as air traffic controllers’ training and mobility, on equipment planning and deployment related to the SESAR program and on the incorporation of the airport dimension

The Danish-Swedish FAB cooperates in the EPN AB common training company, the NUAC HB common en route company and the COOPANS standardisation systems.

The Danish and Swedish ANSPs are committed in the SESAR JU programme and they are partners in the Northern European and Austrian Consortium.

The North European FAB (NEFAB)

0. states and the involved airspace

Denmark, Estonia, Finland, *Iceland*, Latvia, *Norway* and Sweden³. Covering the airspace under their responsibility within ICAO EUR region. Denmark has stated that the Greenland area (Sønderstrøm FIR) will not be included in any FAB with reference to the self-government of Greenland. In addition, Iceland and Norway are investigating for the possible applicability and interoperability with Single European Sky and ICAO requirements, the full inclusion of areas under their responsibility in the ICAO NAT region. Furthermore, for some minor bordering areas, the service provision has been delegated/is provided on the basis of delegation.

1. the state of affairs

a. negotiations commenced	Declaration on Nordic Baltic cooperation signed on 11 September 2009. Statement of the Transport responsible Ministers including precise guidance on the basis of the NEFAB Foundation Report signed on 22 September 2010.
b. preliminary high level document signed	
c. final document signed	
d. agreement in force	
e. official notification to the Commission	

2. the FAB safety case

3. the enhanced cooperation of the National Supervisory Authorities (NSAs) or (optionally) a FAB Supervisory Authority

4. the enhanced cooperation of the Air Navigation Service Providers (ANSPs) or (optionally) an Integrated Air Navigation Service Provider

5. the cooperation or (optionally) integration of the civil and military air traffic controls

6. the performance plan per FAB or plans per Member States and their consistency with the EU-wide targets

³ States in *italic* are not members of the EU, but committed to implement the Single European Sky legislation.

7. the statement of the added value of the FAB establishment based on cost-benefit analyses

8. the cooperation with the Network Manager

NEFAB States are actively involved in the collaborative process with Eurocontrol for consolidated airspace design development; the NEFAB airspace projects, agreed among the NEFAB ANSPs and Eurocontrol for deployment over the period 2011-2014, should be a good basis for the cooperation with the European Network Manager.

9. (optionally) agreements on common principles for charging policy by the ANSPs

10. (optionally) additional agreements e.g. on combining and/or sharing technical support such as air traffic controllers' training and mobility, on equipment planning and deployment related to the SESAR program and on the incorporation of the airport dimension

No additional agreements so far.

However, the NEAP providers are committed / involved in several joint, collaborative initiatives such as:

- NORACON (Northern European and Austrian consortium), an agreement (Feb 2009) providing for coordinated contribution in terms of services and resources in support of the work programme of SESAR JU;
- COOPANS, a cooperation agreement between different users and the manufacturer for future upgrades of existing EUROCAT Systems.
- GREEN FLIGHTS, cooperation for an optimum aircraft flight profile or 4D trajectories communicated in real time between ATC and cockpit, resulting in continuous approach procedures and minimized emission and noise.

The FAB Europe Central (FABEC)

0. states and the involved airspace

Belgium, France, Germany, Luxembourg, the Netherlands and *Switzerland*⁴. Covering all the airspace under their responsibility which is entirely within ICAO EUR region. For some minor bordering areas, the service provision has been delegated or is provided on the basis of delegation.

1. the state of affairs

a. negotiations commenced	Yes.
b. preliminary high level document signed	Declaration of Intent by the civil and military representatives of the governments signed on 18 November 2008 for the establishment of FABEC.
c. final document signed	Treaty between the Federal Republic of Germany, the Kingdom of Belgium, the French Republic, The Grand Duchy of Luxembourg, the Kingdom of the Netherlands and the Swiss Confederation signed on 2 December 2010.
d. agreement in force	
e. official notification to the Commission	

2. the FAB safety case

3. the enhanced cooperation of the National Supervisory Authorities (NSAs) or (optionally) a FAB Supervisory Authority

A Memorandum of Cooperation between the National Supervisory Authorities of the six Member States was signed on 27 January 2011 – with a Six Member States NSA Committee. No concrete effects for an enhanced cooperation so far known. A single joint FAB Supervisory Authority is not planned.

4. the enhanced cooperation of the Air Navigation Service Providers (ANSPs) or (optionally) an Integrated Air Navigation Service Provider

According to a cooperation agreement by the seven Air Navigation Service Providers signed on 18 November 2008 the ANSPs work together – awaiting a further substantial cooperation agreement.

⁴ States in *italic* are not members of the European Union, but committed to implement the Single European Sky legislation.

5. the cooperation or (optionally) integration of the civil and military air traffic controls

The provisions for cooperation and integration of the civil and military air traffic controls vary very much between the FABEC States. For example the German ANSP DFS manages civil and military air traffic. The Swiss ANSP Skyguide offers ATS to both civil and military airspace users. Other FABEC States such as France, Belgium and The Netherlands are looking into a closer cooperation between civil and military air traffic providers.

According to the FABEC Treaty the Military Authorities will be represented in the governing FABEC Council – and in its Committees. The further development of the cooperation / integration of the civil and military air traffic controls on the FAB level can not be foreseen.

6. the performance plan per FAB or plans per Member States and their consistency with the EU-wide targets

The six States opted for a FAB performance plan.

7. the statement of the added value of the FAB establishment based on cost-benefit analyses

So far an overall high level cost-benefit analyses is under development for delivery in 2012. In addition, for individual major projects within FABEC cost-benefit analyses shall be carried out.

8. the cooperation with the Network Manager

All FABEC ANSPs are actively involved in the collaborative process with Eurocontrol for consolidated airspace design; the FABEC airspace projects, agreed among the seven main ANSPs and Eurocontrol for deployment over the period 2011-2014, should be a good basis for the cooperation with the European Network Manager.

9. (optionally) agreements on common principles for charging policy by the ANSPs

10. (optionally) additional agreements e.g. on combining and/or sharing technical support such as air traffic controllers' training and mobility, on equipment planning and deployment related to the SESAR program and on the incorporation of the airport dimension

In 2010 the FABEC ANSPs agreed on cooperating

- in air traffic controller basic training as well as
- together with their military partners in handling future contaminations caused by volcanic eruptions.

The Baltic FAB

0. states and the involved airspace

Lithuania and Poland. Covering all the airspace under their responsibility which is entirely within ICAO EUR region. For some minor bordering areas, the service provision has been delegated or is provided on the basis of delegation.

1. the state of affairs

a. negotiations commenced	Yes.
b. preliminary high level document signed	Letter of Intent dated 29 July 2010, committing political support to the Feasibility Study and setting-up a joint inter-ministerial Strategic Committee for the governance and steering of the Baltic FAB Initiative.
c. final document signed	The signing of a State Agreement is foreseen for June 2011.
d. agreement in force	
e. official notification to the Commission	

2. the FAB safety case

3. the enhanced cooperation of the National Supervisory Authorities (NSAs) or (optionally) a FAB Supervisory Authority

4. the enhanced cooperation of the Air Navigation Service Providers (ANSPs) or (optionally) an Integrated Air Navigation Service Provider

5. the cooperation or (optionally) integration of the civil and military air traffic controls

6. the performance plan per FAB or plans per Member States and their consistency with the EU-wide targets

7. the statement of the added value of the FAB establishment based on cost-benefit analyses

8. the cooperation with the Network Manager
The two main Baltic ANSPs participate in the collaborative process with Eurocontrol for consolidated airspace design (separately, not as a FAB); the Baltic airspace projects, mainly concerning the Polish airspace, agreed among the ANSPs and Eurocontrol for deployment over the period 2011-2014, should be a good basis for the cooperation with the European Network Manager.
9. (optionally) agreements on common principles for charging policy by the ANSPs
10. (optionally) additional agreements e.g. on combining and/or sharing technical support such as air traffic controllers' training and mobility, on equipment planning and deployment related to the SESAR program and on the incorporation of the airport dimension

The FAB Central Europe (FAB CE)

0. states and the involved airspace

Austria, *Bosnia & Herzegovina*, *Croatia*, Czech Republic, Hungary, Slovak Republic and Slovenia⁵. Covering all the airspace under their responsibility which is entirely within ICAO EUR region. For some minor bordering areas, the service provision has been delegated or is provided on the basis of delegation.

1. the state of affairs

a. negotiations commenced	Memorandum of Understanding to establish FAB CE preparatory structures signed on 18 November 2009.
b. preliminary high level document signed	Draft FAB CE State Agreement as agreed by the Provisional FAB CE Coordination Council on 22 June 2010.
c. final document signed	The Signing of a State Agreement is foreseen for April 2011.
d. agreement in force	
e. official notification to the Commission	

2. the FAB safety case

No FAB safety case yet – however a FAB safety policy is planned to be available in 2011 – if the final safety plan would only be available in 2015 this would not comply with the legal deadline of 4 December 2012.

3. the enhanced cooperation of the National Supervisory Authorities (NSAs) or (optionally) a FAB Supervisory Authority

So far a concept for the cooperation of the National Supervisory Authorities only in relation to responsibilities associated with safety oversight is under development. A single joint FAB Supervisory Authority is not planned.

4. the enhanced cooperation of the Air Navigation Service Providers (ANSPs) or (optionally) an Integrated Air Navigation Service Provider

5. the cooperation or (optionally) integration of the civil and military air traffic controls

⁵ States in *italic* are not members of the European Union, but committed to implement the Single European Sky legislation.

<p>6. the performance plan per FAB or plans per Member States and their consistency with the EU-wide targets</p>
<p>7. the statement of the added value of the FAB establishment based on cost-benefit analyses</p> <p>So far only a cost-benefit analysis focused on the commercial airspace users and the ANSPs was done in 2008 and supplemented in 2010.</p>
<p>8. the cooperation with the Network Manager</p> <p>The FAB CE ANSPs participate in the collaborative process with Eurocontrol for consolidated airspace design; the airspace projects, agreed among the FAB CE ANSPs and Eurocontrol for deployment over the period 2011-2014, should be a good basis for the cooperation with the European Network Manager.</p>
<p>9. (optionally) agreements on common principles for charging policy by the ANSPs</p>
<p>10. (optionally) additional agreements e.g. on combining and/or sharing technical support such as air traffic controllers' training and mobility, on equipment planning and deployment related to the SESAR program and on the incorporation of the airport dimension</p>

The Danube FAB

0. states and the involved airspace

Bulgaria and Romania. Covering all the airspace under their responsibility which is entirely within ICAO EUR region.

1. the state of affairs

a. negotiations commenced	The BULROM FAB precursor initiative dates back to 2004.
b. preliminary high level document signed	Memorandum of Understanding between Bulgaria and Romania at Ministerial level signed on 26 February 2010.
c. final document signed	
d. agreement in force	
e. official notification to the Commission	

2. the FAB safety case

No FAB safety case yet – however safety activities announced.

3. the enhanced cooperation of the National Supervisory Authorities (NSAs) or (optionally) a FAB Supervisory Authority

According to a Memorandum of Understanding between the Bulgarian and the Romanian National Supervisory Authorities of 19 October 2010 the cooperation of the two NSAs is under development – foreseeing a FAB NSA Coordination Committee. A single joint FAB Supervisory Authority is not planned.

4. the enhanced cooperation of the Air Navigation Service Providers (ANSPs) or (optionally) an Integrated Air Navigation Service Provider

According to a Memorandum of Understanding between the Bulgarian ANSP BULATSA and the Romanian ANSP ROMATSA of 10 August 2010 these two air navigation service providers will work together – no exact arrangements so far reported.

5. the cooperation or (optionally) integration of the civil and military air traffic controls

The Bulgarian and the Romanian ANSPs facilitate individually cooperations with the respective Military Authorities.

6. the performance plan per FAB or plans per Member States and their consistency with the EU-wide targets

7. the statement of the added value of the FAB establishment based on cost-benefit analyses

So far only a feasibility study in 2008 estimated potential benefits.

8. the cooperation with the Network Manager

The two ANSPs participate in the collaborative process with Eurocontrol for consolidated airspace design development (as a FAB); the DANUBE FAB airspace projects, agreed among the two ANSPs and Eurocontrol or deployment over the period 2011-2014, should be a good basis for the cooperation with the European Network Manager.

9. (optionally) agreements on common principles for charging policy by the ANSPs

10. (optionally) additional agreements e.g. on combining and/or sharing technical support such as air traffic controllers' training and mobility, on equipment planning and deployment related to the SESAR program and on the incorporation of the airport dimension

The two ANSPs follow a joint approach for the SESAR JU programme.

The South West FAB

0. states and the involved airspace

Portugal and Spain. Covering all the airspace under their responsibility which is within ICAO EUR region. In addition for Spain, airspace under their responsibility within ICAO AFI region⁶ and for Portugal, airspace under their responsibility within ICAO NAT region. For some minor bordering areas, the service provision has been delegated or is provided on the basis of delegation.

1. the state of affairs

a. negotiations commenced	Letter of Commitment by NAV Portugal and AENA signed in 2005 and Letter of Intent by them signed in 2008.
b. preliminary high level document signed	Memorandum of Understanding between the Portuguese and Spanish NSAs and ANSPs signed 17 March 2009, Agreement between the National Supervisory Authorities signed in February 2010.
c. final document signed	The Signing of a Draft State Agreement is foreseen for June 2011.
d. agreement in force	
e. official notification to the Commission	

2. the FAB safety case

3. the enhanced cooperation of the National Supervisory Authorities (NSAs) or (optionally) a FAB Supervisory Authority

According to the Cooperation Agreement of 25 September 2010 between AESA and INAC these two National Supervisory Authorities set the conditions for an enhanced cooperation. A single joint FAB Supervisory Authority is not planned.

4. the enhanced cooperation of the Air Navigation Service Providers (ANSPs) or (optionally) an Integrated Air Navigation Service Provider

5. the cooperation or (optionally) integration of the civil and military air traffic controls

⁶ ICAO AFI region covers African territorial airspace as well as airspace over the high seas. Spain has responsibility for airspace in the AFI region linked to the Canary Islands.

6. the performance plan per FAB or plans per Member States and their consistency with the EU-wide targets

7. the statement of the added value of the FAB establishment based on cost-benefit analyses

8. the cooperation with the Network Manager

The two main ANSPs participate in the collaborative process with Eurocontrol for consolidated airspace design development (separately, not as a FAB); the SW FAB airspace projects, agreed among the two ANSPs and Eurocontrol for deployment over the period 2011-2014 should be a good basis for the cooperation with the European Network Manager.

9. (optionally) agreements on common principles for charging policy by the ANSPs

10. (optionally) additional agreements e.g. on combining and/or sharing technical support such as air traffic controllers' training and mobility, on equipment planning and deployment related to the SESAR program and on the incorporation of the airport dimension

The FAB Blue MED

0. states and the involved airspace

Cyprus, Greece, Italy and Malta. (*Albania, Egypt and Tunisia*, as associate partners. *Kingdom of Jordan and Lebanon* as observers⁷). Covering all the airspace under the responsibility of Member States and associate partners which is within ICAO EUR region and also airspace within ICAO AFI region as regards Egypt and Tunisia. For some minor bordering areas, the service provision has been delegated or is provided on the basis of delegation.

1. the state of affairs

a. negotiations commenced	Yes.
b. preliminary high level document signed	Declaration of the Blue MED Ministers of Transport signed 4 November 2008.
c. final document signed	
d. agreement in force	
e. official notification to the Commission	

2. the FAB safety case

No FAB safety case yet – however a safety management roadmap initiated.

3. the enhanced cooperation of the National Supervisory Authorities (NSAs) or (optionally) a FAB Supervisory Authority

4. the enhanced cooperation of the Air Navigation Service Providers (ANSPs) or (optionally) an Integrated Air Navigation Service Provider

According to a Cooperation agreement between the four principal Air Navigation Service Providers of Cyprus, Greece, Italy and Malta signed on 29 March 2010 the definition phase of the FAB project is carried out.

5. the cooperation or (optionally) integration of the civil and military air traffic controls

6. the performance plan per FAB or plans per Member States and their consistency with the EU-wide targets

⁷ States in *italic* are not members of the European Union, but have committed to implement the Single European Sky legislation.

7. the statement of the added value of the FAB establishment based on cost-benefit analyses

So far only a feasibility study estimated potential benefits. A more comprehensive cost-benefit analysis is being developed.

8. the cooperation with the Network Manager

The BLUE Med ANSPs participate, as a FAB, in the collaborative process with Eurocontrol for consolidated airspace design development; a BLUE Med Route Network Catalogue was delivered to Eurocontrol in February 2010 containing 154 airspace proposals of optimised routes, subdivided in quick wins (to be implemented immediately), short, medium (→ 2015) and long term (→ 2020) implementations. The ‘quick-wins’ and short-term proposals, agreed with Eurocontrol for deployment over the period 2011-2014, should be a good basis for the cooperation with the European Network Manager.

9. (optionally) agreements on common principles for charging policy by the ANSPs

10. (optionally) additional agreements e.g. on combining and/or sharing technical support such as air traffic controllers’ training and mobility, on equipment planning and deployment related to the SESAR program and on the incorporation of the airport dimension

S E S Committed Neighbouring States so far not involved in a Functional Airspace Block

Countries committed to implementation of the Single European Sky currently not involved in a FAB initiative:

**The Former Yugoslav Republic of Macedonia,
Montenegro,
Serbia and
the United Nations Interim Administration Mission in Kosovo**
on the basis of the agreement establishing the European Common Aviation Area (ECAA).

Morocco
on the basis of the Euro-Mediterranean Aviation Agreement.