

## NEFAB Project moving into the Development phase

### NEFAB Feasibility study phase has finally come to an end

The NEFAB Feasibility study was completed and accepted by the steering group on August 24<sup>th</sup>. This milestone formally marks the end of the Feasibility study phase of NEFAB project, and marks the start of the Development phase.

The NEFAB project has now started the last and final phase of the project preparing for the FAB establishment, implementation and operations. The first step is to develop the detailed consolidated development plan for NEFAB to be integrated in the ANSPs business plans.

In the outset the Feasibility Study phase should have ended December 2010, however the circumstances when partners decided to leave the project resulted in need for update of the Feasibility Study material and analyses.

### Feasibility Study indicates overall positive effects of NEFAB

NEFAB Feasibility Study Report was completed in August 2011. Results are indicating positive overall effects to the NEFAB area which encompasses all airspace in the participating states Estonia, Finland, Latvia and Norway (including Bodø Oceanic FIR) and service provision in all en-route airspace and all TMA's.

NEFAB is expected to fulfil the forthcoming European wide performance targets. The total feasible effect of NEFAB is documented in the Socio-economic study, demonstrating the overall benefits of NEFAB to the society at large. The analysis is based on inputs from the NEFAB initiatives, SAAM simulations provided by EUROCONTROL, and internal ANSP Cost Benefit analysis.

### Key findings in the feasibility study

The feasibility study is defining 12 initiatives giving improvement areas in three scenarios. The three scenarios are expressed as Minimum and Performance scenarios for the year 2020 and a Vision scenario for the year 2015, representing a snapshot along the development path of either of the optional scenarios.

The feasibility study initiatives has been developed with support from Eurocontrol and consultants (Ramboll and

PA consulting companies), who also have made analyses showing the effect of NEFAB. The analyses are made for internal ANSP effects (the Cost Benefit Analysis) and for the society at large (the Socio-economic study).

Both the minimum and performance scenarios are expected to fulfill the requirements as stated in Article 9a of the regulation 550/2004 as amended by regulation 1070/2009, however the higher ambition level of the latter offers the potential for greater benefits, albeit at the expense of higher risks. The expected internal and external cash value of the NEFAB initiative amounts to approximately 50 million Euros in 2015.

The Socio-economic study is based on inputs from airspace analysis made by Eurocontrol using the SAAM tool and inputs from the CBA from internal ANSP effects. The results are expressed in monetary values, e.g.:

#### Airline savings

	Minimum scenario (FL 285 / 245)		Performance scenario (FL 285 / 195)	
	2015	2020	2015	2020
Airline savings (in mill. Euro)	22,7	31,0	22,7	32,3
	39,4		41,1	

#### Passenger Savings

	Minimum scenario (FL 285 / 245)		Performance scenario (FL 285 / 195)	
	2015	2020	2015	2020
Savings based on NEFAB values (in mill. Euro)	27,8	37,8	27,8	40,1
	48,0		50,9	

#### Emission Savings

	Minimum scenario (FL 285 / 245)		Performance scenario (FL 285 / 195)	
	2015	2020	2015	2020
Emission savings (in mill. Euro)	3,1	4,2	3,1	4,4
	5,4		5,6	

### State level declaration signed

On the 30<sup>th</sup> of August the member states of NEFAB signed a declaration expressing their commitment to continue their involvement in the NEFAB project aiming at the creation of NEFAB.

The declaration expresses their strong will to continue the cooperation and development of the NEFAB Project, and that they seek to finalize the text of a State Level Agreement formalising the establishment of NEFAB by the end of 2011. The transport

ministers in this regard to their assessment of the revised Feasibility Study and the positive outcome of the NSA report.

The NSA group has assessed the Feasibility Study and has concluded that NEFAB is fulfilling the formal 9 requirements for establishing a FAB as stated in EC regulation 550/2004 as amended by 1070/2009.

The member states shall jointly provide information demonstrating how NEFAB fulfils the nine requirements to the European Commission within June 24 2012, including necessary agreements between the states.

The Feasibility Study Report will be the formal documentation to support the formal agreements required by the States, the National Supervisory Authorities, and the Air Navigation Service Providers for the declaration of the North European FAB. NEFAB will be founded on the agreements between the States and between ANSPs. In addition Agreements will be established with adjacent FAB's.

The FAB will shall be declared and operational by end 2012.

### Some NEFAB basics

The aim of NEFAB is to comply with the requirements of the Single European Sky (SES) and the national transport strategies. NEFAB will contribute to the European wide targets by creating synergies and holistic solutions, thereby increasing performance in Air Traffic Management and reducing the effects of fragmentation.

The scope of NEFAB is all airspace (see map) of Norway (including Bodø Oceanic), Finland, Estonia and Latvia, and Service Provision in en route area and TMAs

At the start States involved with NEFAB were Sweden, Denmark, Norway, Finland, Estonia and Iceland. Latvia became a NEFAB partner during autumn 2009. In January 2011, Sweden (LFV) and Denmark (Naviair) decided to withdraw from the project. In June 2011 the Icelandic state (Isavia) also decided to withdraw from NEFAB.

The development and establishment of NEFAB is set up in four phases:

Inception	2008 - 2009
Feasibility Study	2009 – 2010
Development	2010 – 2012
Implementation	2012 and onwards

### Why FAB?

European airspace is fragmented and is in need of performance improvement to meet future challenges and requirements:

- Reduced route extensions and more efficient airspace management catering for expected traffic growth

- Reduced flying time and lower costs for the customers
- Reduced emission level and reduced negative impact on the environment
- More cost efficient service provision
- Higher safety levels

Establishment of functional airspace blocks is not the target in itself, but considered to be one of the means to reach these goals.

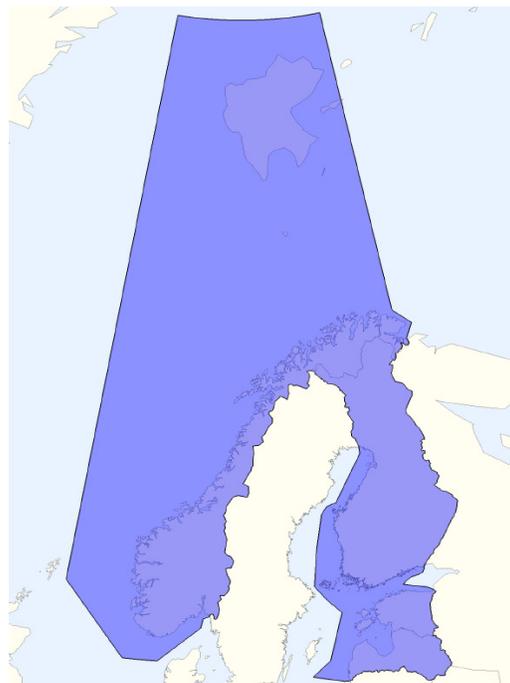
### NEFAB Mission

NEFAB is an airspace block that is operated optimally for its customers and stakeholders.

### NEFAB Vision

By 2012 NEFAB is established.

By 2015 air navigation services are harmonised and optimized, and the FAB is the best performing airspace in Europe measured by regional performance targets.



### NEFAB Project Governance

The NEFAB project is under the governance of the CEO group consisting of the NEFAB ANSP CEOs, Avinor holding the chair role.

The NEFAB Steering group is giving the direct guidance to the project, and is represented by senior managers from the NEFAB ANSPs: **Heikki Jaakkola**/Finavia (Chair), **Raine Luojus**/Finavia, **Tor Oivind Skogseth**/Avinor, **Üllar Salumae**/EANS, and **Raimond Izhganaitis**/LGS.