



FAB Central Europe



FAB CE News: December 2013

Welcome to the FAB Central Europe newsletter



The Functional Airspace Block Central Europe is the joint air traffic control operation of seven countries and ANSPs from Central Europe. The Participating States are Austria, Bosnia and Herzegovina, Croatia, Czech Republic, Hungary, Slovakia and Slovenia. The participating ANSPs are Austro Control, BHANSA, Croatia Control, ANS CR, HungaroControl, LPS SR and Slovenia Control. An initiative of the European Union, FAB CE is one of nine Functional Airspace Blocks designed to simplify air traffic control for the sake of efficiency, cost-saving, safety, and harmonization.

To meet the requirements of a growing air sector, European Air Traffic Management (ATM) must become more flexible, harmonized and seamless. The European Commission's Single European Sky (SES) initiative aims for the unification of European airspace. Today's European airspace is still based on national borders with the result that the sky above Europe is fragmented. SES is designed to create a common European airspace independent of national frontiers. The first step towards SES is creation of the nine FABs organised exclusively in accordance with operational requirements and will thus help to make aviation safer, more efficient and cheaper.

We hope you find this newsletter useful and relevant. You may distribute it to anyone you think is interested. Please feel free to comment and offer your own contributions. You can also follow FAB CE on the web at <http://www.fab-ce.eu/>

In this issue:

- Meet the Chairman
- Selected Project Reports with Highlights
- From Master Plan to Implementation
- Inter-FAB cooperation
- Looking ahead

Meet the FAB CE chairman



Dragan Bilać, Director General of Croatia Control Ltd (CCL) is the current chair of FAB CE. He was elected at the 11th FAB CE CEO meeting May 21st in Vienna, effective June 1st, for a year, replacing Johann Zemsky of Austro Control in the rotating chairmanship. Dragan Bilać, 43, graduated from the Zagreb Faculty of Electrical Engineering and Computing. He started his career in the Technical Division of Croatia Airlines, continued it in Siemens Information and Communication and joined CCL in 2003 as safety manager of CroATMP (Croatian Air Traffic Management Modernisation Project). He also led the implementation of the safety management system (SMS) in CCL and, from 2007 to February 2013, he was in charge of the CCL Safety and Quality Department. He was FAB CE Safety Sub-Committee Manager (2008-2013) and Eurocontrol Safety Team Member (2007-2013). In March 2013 he was appointed Director General of CCL.

It is my pleasure to welcome you to this new initiative. All of the members of FAB CE have been working hard to make our FAB a success. Sometimes, we work so hard we forget to tell everyone some of the things that we have done and that we are doing. What are we doing? A lot. Read about some of them here. Visit our website www.fab-ce.eu and let us know what you think.



Selected Project Reports – Highlights

Updating the route network through Free Route Application (FRA) and direct routings

FAB CE initiated two new Aeronautical Information Regulation and Control (AIRAC) cycles in March and May. At the member level, Vienna introduced a new generation ATM system and more efficient night routings while linking more closely with ACCs in Bratislava and Ljubljana. Prague introduced FRA for all upper altitude night flights. Overall the FRA moves resulted in daily distance savings of 1.581,23 nm and daily fuel savings of 9.487,38 kg.

During the winter 2013-2014 cycle, look for updates of airspace design and enhanced FRA at ACC Budapest. By April 2014, ACC Vienna, ACC Ljubljana and ACC Zagreb will introduce a number of new direct routings for night and day flights.

Harmonisation of national ASMS/ATFCM systems

Highlights included Croatia starting test operations of its AMC, Slovenia announced plans to install CIAM, and Czech Republic completing integration of military personnel into its ANSP. Meanwhile a STAM work plan was readied. Overall by yearend, five AMCs are expected to have the capability to issue regular AUP/UUP messages and provide NMs EAUP on the NOP portal. FAB CE are readying themselves for STAM live trials.

For details on all of these projects, please go to our website: www.fab-ce.eu

Cross-border communication and integration

The sector is seeing a burst of activity in defining new concepts and extending the cross border IP network in X-bone connections. The five ANSPs of Austria, Croatia, Czech Republic, Hungary, and Slovakia are interconnected, and the system will be upgraded to carry both data and voice. Bosnia-Herzegovina and Slovenia are integrating their operations with X-bone as well.

Watch for results of the pilot project for ATS VoIP to prove capabilities VoIP technologies and identify further needs. In parallel, a goal under discussion is improvement of communications with other FABs. FAB CE now has specialized expertise and is willing to share its models of Technical Services Agreements and SLAs for sharing costs of cross-border lines and radar data.

Human Resources and Training Facilities Managers

A plan for an ATCO Common Competence Scheme is taking flight. The relevant committees also have endorsed a mutual competences system for AMC/FMP personnel. By yearend FAB CE members also should see a 'MoU on Cooperation of TRN Facilities.' A 'TRN Concept & Package for ATSEP' is set to follow in 2014. The CEOC, supported by the Social Dialogue Coordination Team, are revamping the SD Fora, signed between management and the SD partners. These fora are devoted to staff issues.

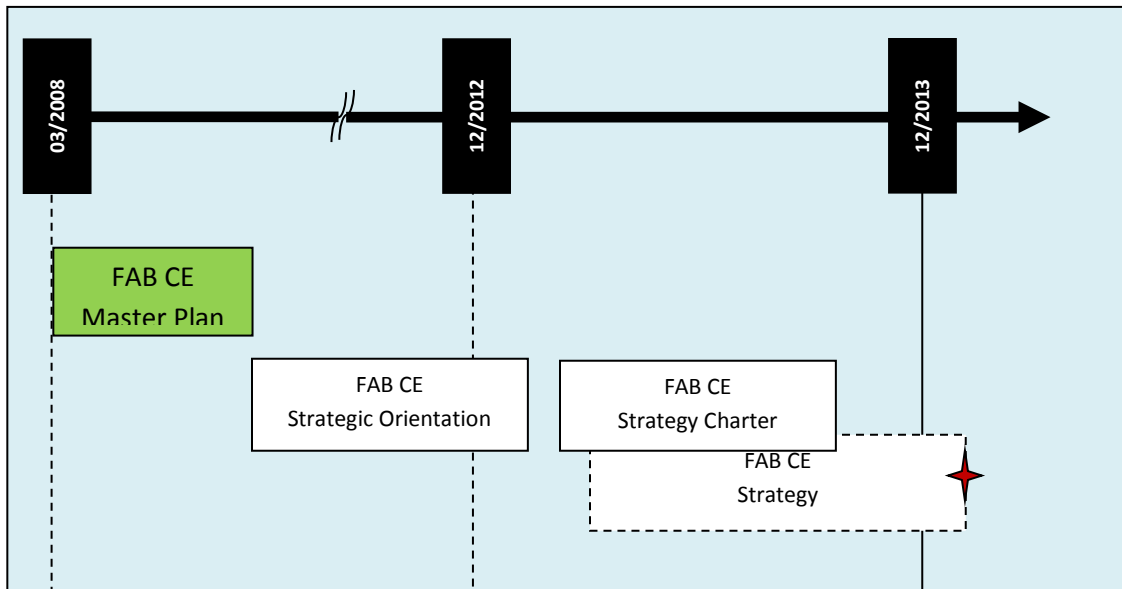


From Master Plan to Implementation – Early Days

Driven by the European Commission, the changes in European ATM through its Single European Sky program set new ambitious targets. These include a requirement for compliance to the performance improvements of the European ATM network through the Network Strategic Plan as well as the implementation of short term essential SESAR deployments to be achieved via the Interim Deployment Program. Overall it required a rethink of the FAB CE strategic Master Plan dated 2008.

The development of the new FAB CE strategic orientation was initiated in the third quarter of 2012 and completed by the approval of the document ‘Development of Strategic Orientation’ in January 2013. The document identifies the following FAB CE priority areas:

- Performance;
- Safety;
- Free Route Airspace;
- An improved interface between en-route airspace and Airports.



The IDP and NSP and also provides the roadmap for the development of a medium to long term FAB CE Strategy.

The framework for the development of the FAB CE Strategy, which defined scope, organization

and timing, is specified in a document named ‘FAB CE Strategy development Charter’ and endorsed by the FAB CE Steering Committee in June 2013. The new FAB CE Strategy is expected to be completed at the beginning of 2014.



Moving from cooperation to a legal entity

The development and implementation of the FAB CE activities currently are organised through different FAB CE bodies, composed of the nominees of the individual ANSPs under the framework of the ANSP Cooperation Agreement.

Support to the program management is provided by an external company on the basis of the contract concluded by three FABCE ANSPs. The contributions to the program by other ANSPs are then balanced through their in-kind contributions.

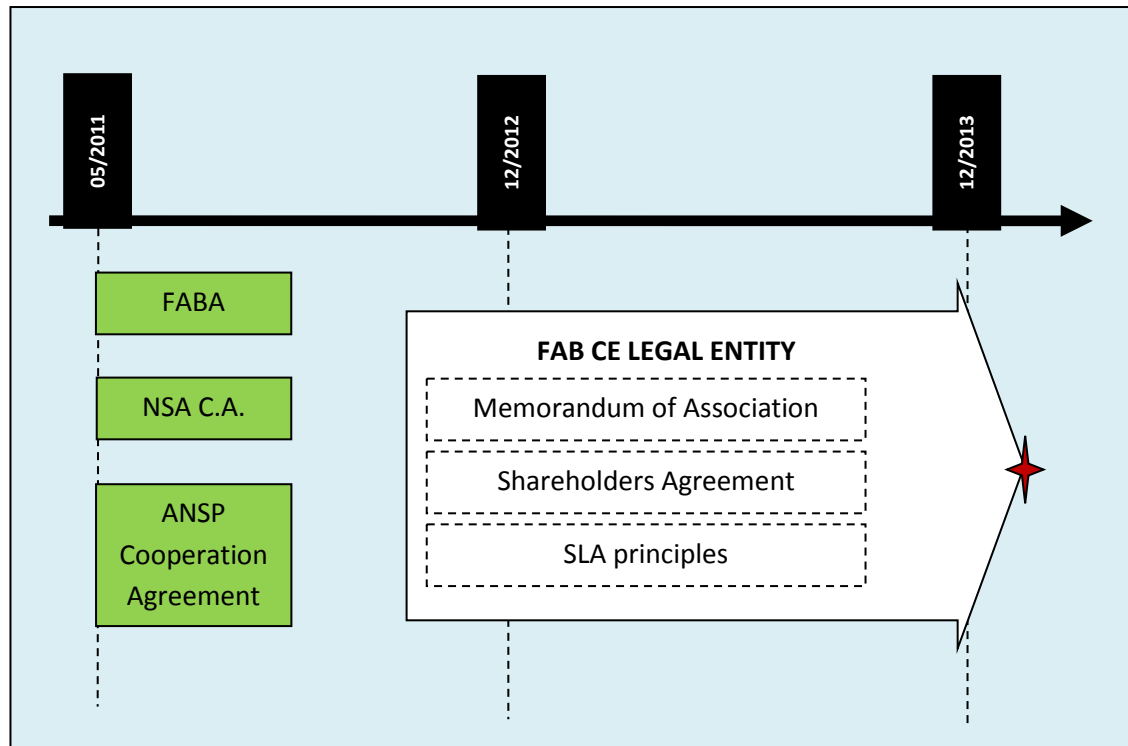
Several areas have been identified where FAB CE would benefit from the implementation of different organizational arrangement such as common procurement, program support,

centralised/consolidated development of the operational and technical domains, and more.

As a result of the analyses of the applicable model a schedule for the establishment of the FAB CE Common Legal Entity was launched in the fourth quarter of 2012.

The FAB CE Legal Group currently is working on the final text of the Memorandum of Association, Shareholders Agreement and SLA principles, subject to the approval by different bodies in the individual States.

The current plan foresees the establishment of a FAB CE Legal Entity by the end of 2013 and the beginning 2014.



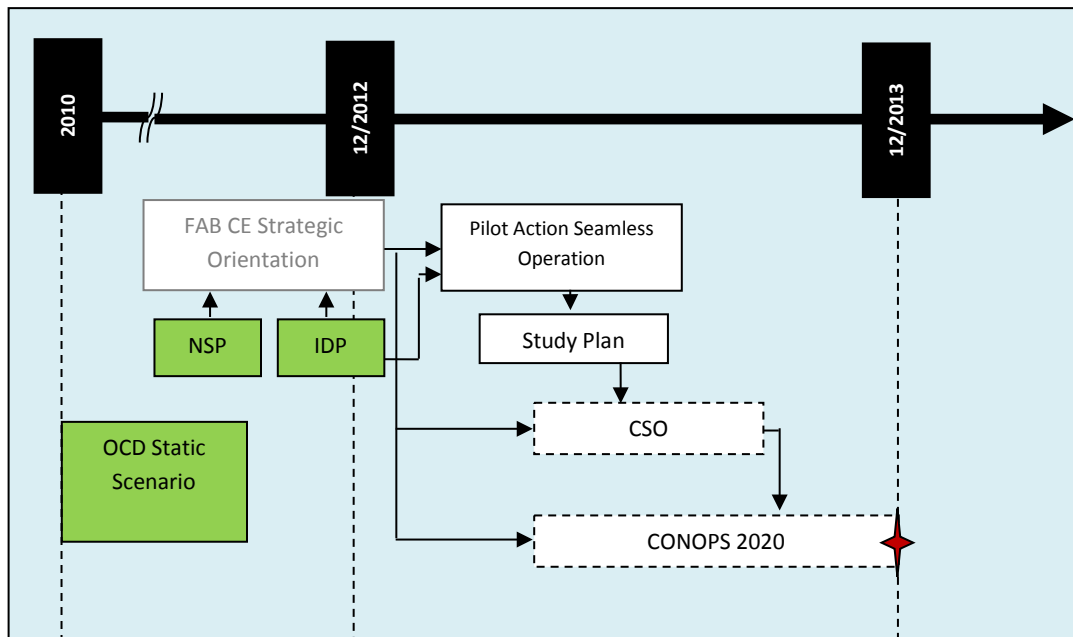


From a static scenario to seamless operations

The new FAB CE Master Plan defines the Static Area of Responsibility Scenario to be implemented in 2015. It defines the sector groups, and their allocation to ATSUs. This scenario anticipates implementation of extensive cross-border units wherever required. Sector configuration is determined as part of the Network Operating Plan coordinated with EU's NOP, for a minimum trial period of roughly six months to check validity. This operational

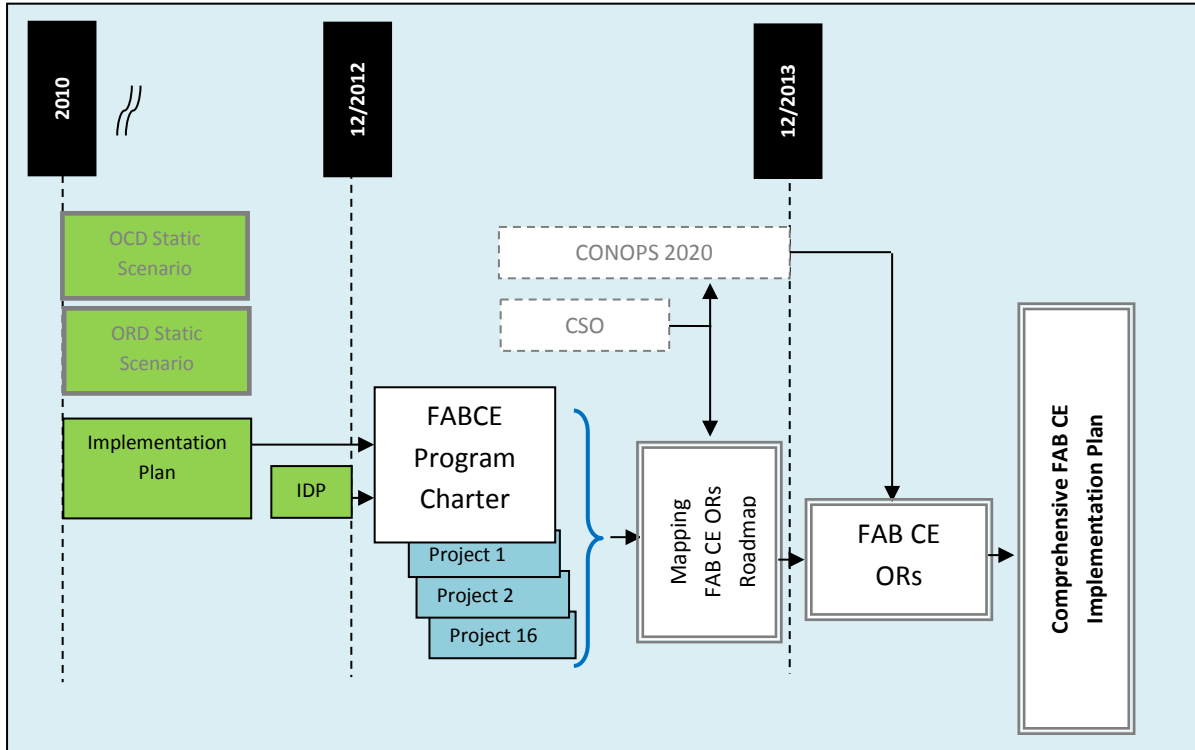
scenario is supported by the technical and human resource services.

In order to address the complex needs of the FAB CE airspace and services as a package, the document 'Development of the FAB CE Strategic Orientation' came into existence. In line with this document, the further 'Pilot Project Seamless Operation' was developed and approved in March 2013.



The activities of the Pilot project's study phase are described in detail in the document 'Study Plan Seamless Operation' under which the seamless concept and its validation plan now in the approval phase. This concept paper describes the desired characteristics of FAB CE

Seamless Operations and how these characteristics are used in daily operations. It will feed into the overall 'FAB CE Concept of Operation (CONOPS 2020)' document scheduled for completion by the end 2013.



A comprehensive FAB CE plan for implementation

The Implementation Plan – defined for the Static AoR scenario under the Master Plan, and in accordance with consequent Operational Concept Document and Operational Requirement Document – needs to be modified in order to reflect the development of the new FAB CE Concept of Operations.

The concept elements from the seamless operations document will be mapped against the ORs defined by the IP for the Static Scenario as well as those ORs developed by projects under Program Charter. The latest roadmap for the development of the new operational requirements will be produced in October/November 2013.

The IP will be available in the Spring of 2014

It will be complemented by ORs stemming from the CONOPS 2020 and transformed into the first version of the new FAB CE Operational Requirements document available in the first quarter of 2014.

Those ORs will represent both technical and non-technical solutions for the support of the FAB CE Concept of Operation. They will serve as input for the specification of the detail Program/Project activities that will ensure the timely implementation of those OR.

Based on the inputs the comprehensive FAB CE Implementation Plan will be developed and maintained as a tool for the timely implementation of the new FAB CE Strategy.



Inter-FAB Cooperation

Central and Eastern Europe link under Gate One

ANSPs of ten countries from a region extending from the Baltic to the Black Sea covering the entire area of three FABs (FAB CE, Baltic FAB, and Danube FAB) have inked a strategic agreement to establish a regional cooperation platform.

The agreement was signed on November 6, 2013 in Sofia by the CEOs of the ANSPs of Austria, Bulgaria, the Czech Republic, Croatia, Poland, Lithuania, Hungary, Romania, Slovakia and Slovenia. The parties agreed on the accession of ANSP of Bosnia-Herzegovina at their next meeting in January 2014.

The purpose of the strategic alliance called Gate One is to promote the efficiency of European ATM through an enhanced cooperation among the participating service providers, to ensure a more powerful and coordinated advocacy of the countries of the region in the European decision-making processes. The actual developments of the European ATM industry point towards the assumption that the ANSPs of the region, operating under similar conditions, can only be efficient with closer cooperation in strategic issues (and operational efficiency being meaningful at regional level). Furthermore, they need to strive towards representing a consolidated position concerning common technical and economic issues affecting the region and vital to the EU-wide ATM.

With respect to the SES objectives set by the European Commission, the signatories to the agreement pointed out in regard to the draft regulation on SES II+ that in its present form it does not constitute the content for new legislative steps, it needs in a number of its provisions further refinement and detailed evaluation and justification of its elements before it can be put into effect.

FAB CE – BLUE MED

FAB CE States and Republic of Cyprus, the Hellenic Republic, the Republic of Italy and the Republic of Malta representing BLUE MED are finalizing process of establishing regular cooperation between this two FABs in the implementation of the SES, with a view to exchange the information on their respective implementation plans and projects so as to allow for identification and establishment of joint activities that would enhance harmonization of the ATM/ANS and support the performance of BLUE MED FAB and FAB CE.

Formalization of a process is envisaged through Memorandum of Understanding on Inter-FAB Cooperation to be signed on the state level among the respective States and Memorandum of Cooperation to be signed between the FAB CE and BLUE MED ANSPs.

The areas of cooperation shall include in particular the areas of strategic orientation, operations, technical, human resources, performance and safety.



FAB Central Europe



Looking Ahead

With eventual implementation of the FAB CE, around 4 million km will be saved in flight distances from route improvements by 2015. FAB CE expects that to increase to savings of 14.7 million km by 2018, with the full introduction of Free Route Airspace. The consequent savings in CO2 emissions are estimated at 44,260 tons by 2015 and 162,150 tons by 2018.

FAB CE will result in a reduction of flight delays, while maintaining the required level of safety and at the same time handling more air traffic. As a result, FAB CE is projected to improve financial and economic cost-effectiveness by around 3-4% in this time period compared to the current situation.

The number of flights within FAB CE last year was around 1,907,000 and will increase to a projected 1,994,000 in 2014 based on a traffic growth scenario. The cumulative average delay per flight of 781,870 minutes in 2012 is expected to drop to 658,020 minutes in 2014, which means a total savings of 123,850 minutes.

In the technical services field, the improved communications network will mean estimated savings of Euros 6.6 million in 2017 and onwards. Similarly, new but common technology will bring a reduction in predicted capital costs of Euros 5.2 million from last year through to 2015.

EU Transport Ministers meet in Vilnius

In early September, the Council of Transport Ministers – the ultimate decision-making body for the European Union in relation to transport matters meet in Vilnius to discuss the Single European Sky and what further steps to take to achieve it. The outcome of this informal meeting was a ringing endorsement of the FABs and the need for further and deeper FAB integration.

Member States voiced concern about proposals to accelerate the speed of reform, preferring that there should be a period of consolidation, to allow the FABs to continue their work, including a common performance scheme, and its second reference period to be implemented in full. At the meeting, the Performance Review Board also presented its recommended targets for Reference Period 2. They are very challenging for all ANSPs and FABs.



FAB Central Europe

