



north european functional airspace block

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## NEFAB establishment

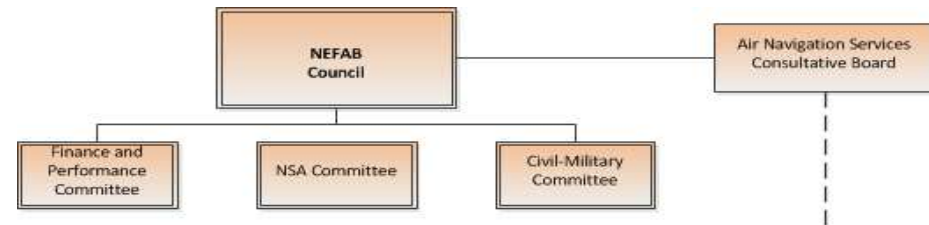
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- ▲ NEFAB formally established 23<sup>rd</sup> December 2012 with enforcement of States Agreements
- ▲ NSA level agreement entered into force 30 days after Service Level agreement enforcement
- ▲ ANSP agreement signed June 2012, in force from 4<sup>th</sup> December 2012
- ▲ NEFAB Council and Committees established January 2013

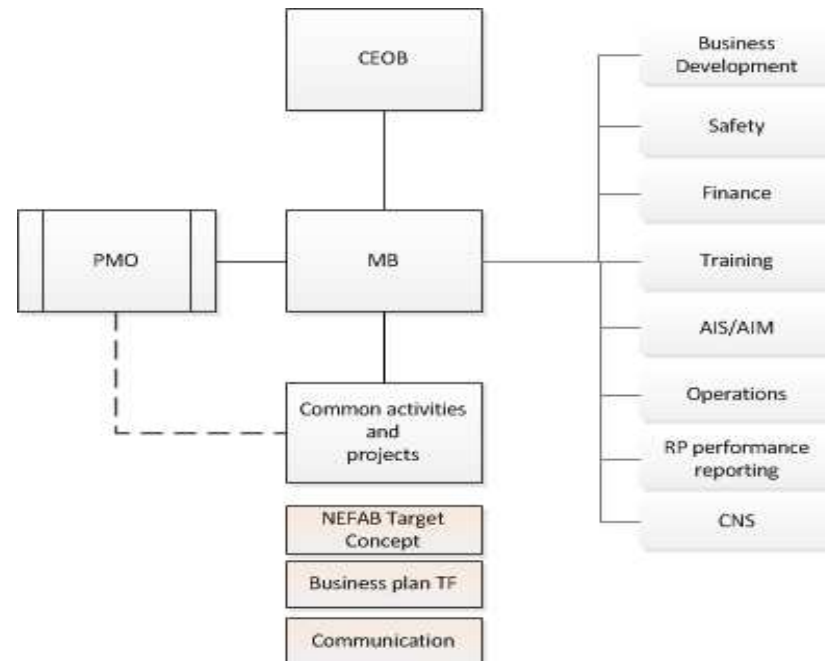


# NEFAB Organization

- NEFAB Governance – state level organization structure



- NEFAB Program – ANSP cooperation structure



## NEFAB Programme

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- ▲ NEFAB Programme:
  - ▲ Executed by ANSPs through the established Programme Office, with five-year and annual business plans forming basis for ANSP business plans and FAB performance targets.
- ▲ Key deliverables in 2013 - 2015:
  - ▲ NEFAB Target concept 2015 (NEFAB Network Plan) building on
    - ▲ Airspace 2015 Project
    - ▲ ATS Provision 2015 Project
  - ▲ Defining strategic focus and direction beyond 2015 for closer cooperation in ANSP business



## NEFAB Target Concept – The NEFAB Network plan

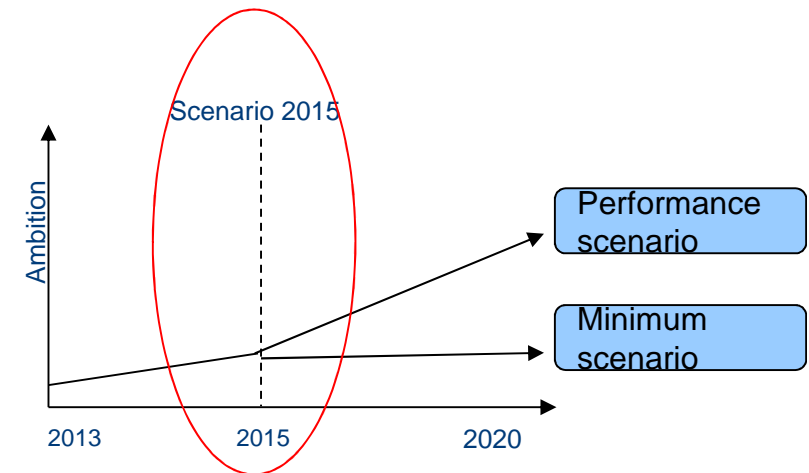
▲ FRA implementation in 2015 is the end target of the 2015 Target Concept, including optimized route structure in the airspace below FRA.

▲ The target concept is built on interdependent building blocks

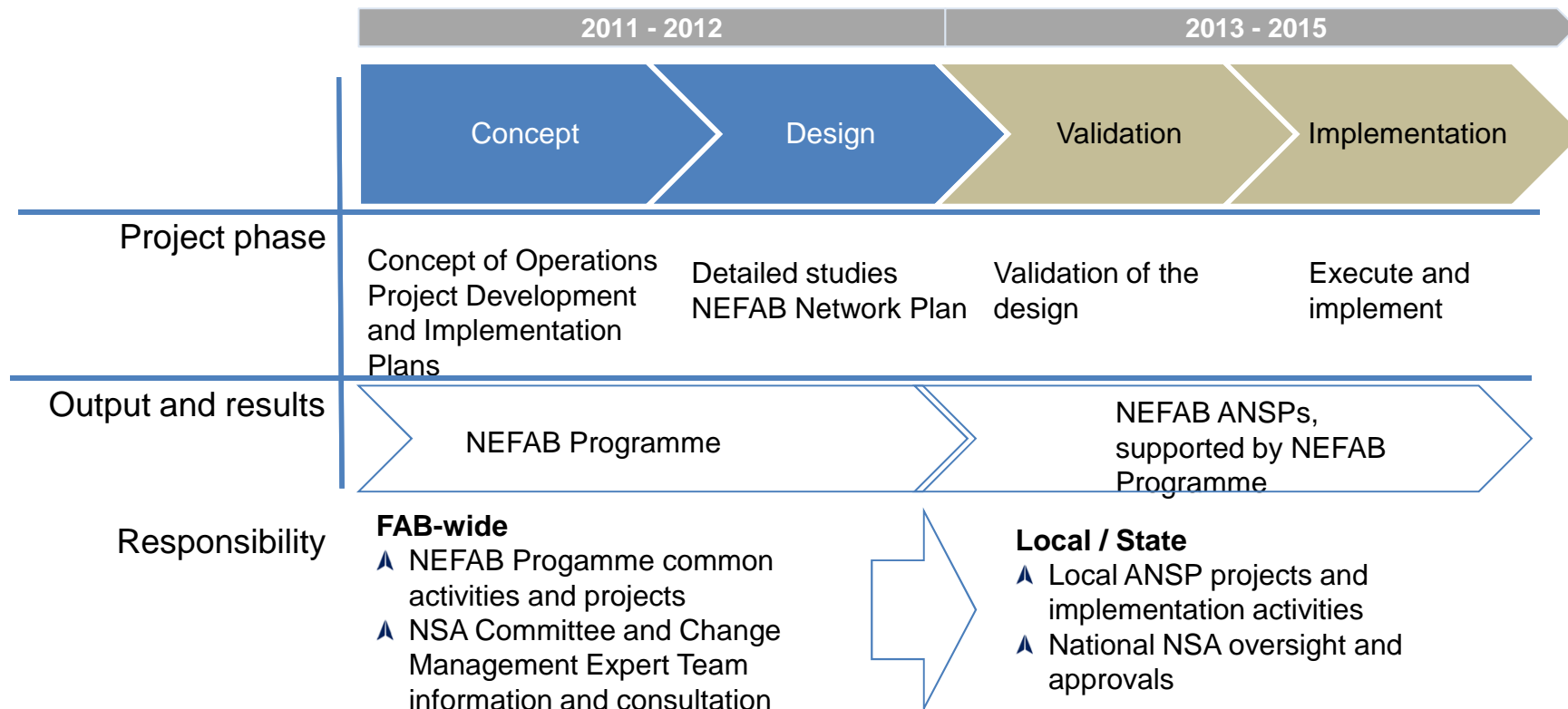


## NEFAB Target Concept

- ▲ Target Concept 2015 (NEFAB CONOPS and NEFAB Network Plan) an essential element of Scenario 2015
- ▲ 2015 is a step towards performance scenario in 2020 and beyond
- ▲ The NEFAB 2015 Target concept is in line with European development strategies and will fulfill a number of requirements stated in:
  - ▲ ATM Master Plan
  - ▲ ESSIP/LSSIP Plan
  - ▲ Network Strategy Plan
  - ▲ Interim Deployment Programme



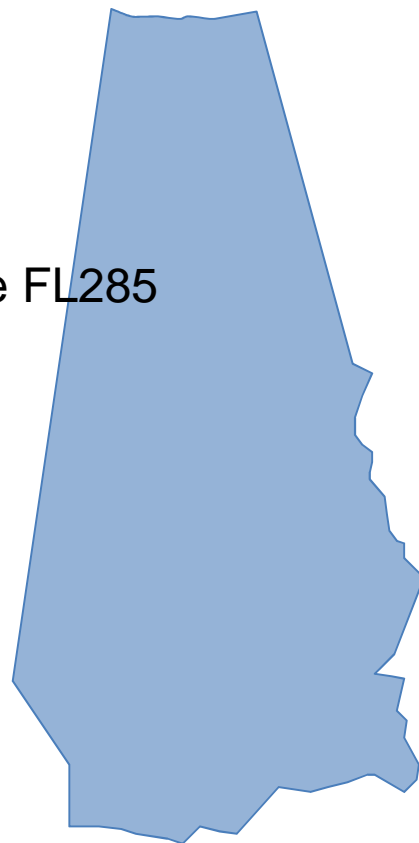
## Target Concept - Project phases and responsibilities



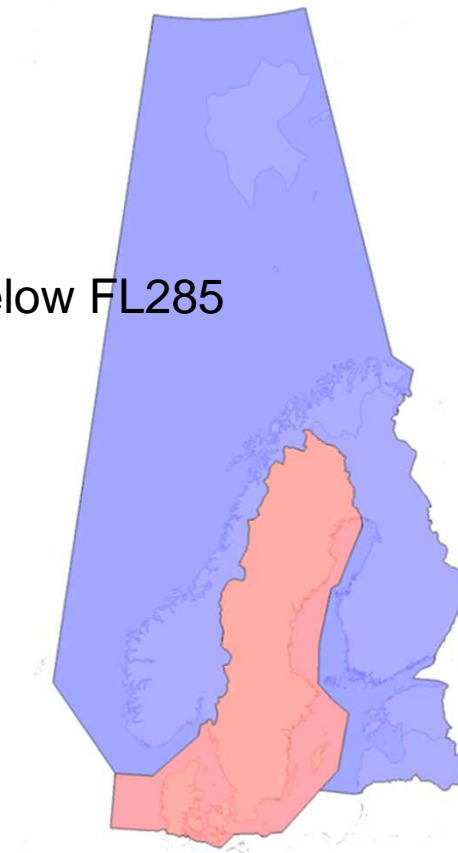
## Free Route Airspace – Scenario 8 extension NEFAB and DK-SE FAB (NEFRA)

- Free Route Airspace
- Fixed Route Network

Above FL285



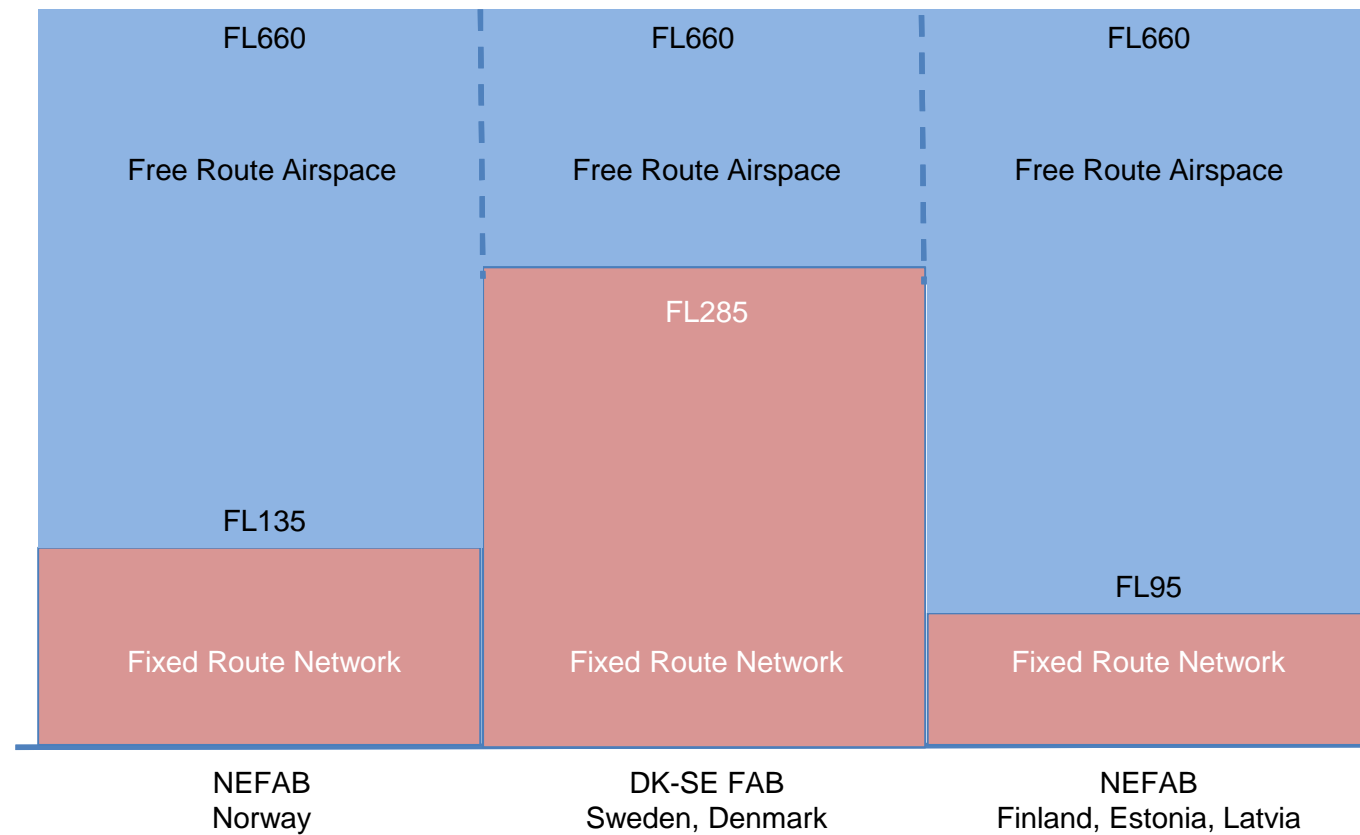
Below FL285





## Free Route Airspace – Extension NEFAB and DK-SE FAB(NEFRA)

NEFRA is the **interface** between FRAs in NEFAB and DK-SE FAB **above FL285**



## Safety Assessment

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- ▲ NEFAB Change Safety Assessment manual
- ▲ NEFAB draft SMS manual (Obsolete)
  
- ▲ NEFAB Concept of Operations – CONOPS Airspace and ATS Provision 2015
- ▲ NEFAB FRA Safety Case Report
- ▲ NEFAB FRA FHA Report
- ▲ NEFAB FRA Implementation Project PSSA Report
  
- ▲ NEFAB FRA Safety Assessment Experts - local SC

## Original project slicing timeline



## Safety activities per today

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### **2013 Safety Business Development Area (S-BDA) was established S-BDA drafted TOR's and a work plan**

Based on this and the decisions made by the ministers S-BDA has:

- Identified stakeholders
- Identified areas for harmonisation
- Identified any necessary common functions-Out of Scope areas
- Planned for stakeholder involvement
- Updated Identified areas for harmonisation
- Updated necessary common functions
- Updated out of scope areas
- Preliminary Identified project risks and mitigations
- Drafted work plan and scope for next milestone in phase 1
- Evaluated EU Safety KPI's - on "Maturity" arranged a seminar in order to raise the level of all ANSP's in survey technology
- Manpower resources assessments and scope for Milestone 2

## Pending concerns

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### **NEFAB 2015 beyond**

Most of materials which has been produced by now concentrates on change management. A big part of safety concerns focuses on how safety is been handled during normal operations on FAB level. As managing change is important it is as vital to monitor and make sure that the normal operations continue to be safe.

S-BDA has asked guidance materials on how NEFAB is expected to function.

### **Lack of holistic view**

No SMS nor QMS requirement for NEFAB as states stay independent. How independent Safety Departments are expected to be connected to the work in NEFAB and NSA's.

As there's no requirement for FAB level SMS, questions arises who will take monitoring and who will be responsible for Safety KPI-s, how investigations will be conducted and how independent Safety Departments are expected to act.

In apportionment of KPI's and targets the use of indicators and meters are in elementary position. The fear is a very heavy mechanism in matters that need quick decisions.

How and who will oversee in holistic way all possible consequences for KPI's and targets and possible consequences of the mitigation measures during the operations?

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Thank you for the attention

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EANS