NATS

IRISH AVIATION AUTHORITY
ÚDARÁS EITLÍOCHTA NA hÉIREANN

UK-Ireland – Functional Airspace Block

UK-Ireland FAB Plan 2010-13

Final 26th March 2010

Index

Executive Summary

Background of this document

This is the second UK-Ireland FAB Plan and refers to activities planned by both ANSPs during the period 2010-13. The Final Plan (26th March 2010) builds on previous iterations, including a 'Mature' version which was circulated to the FAB Supervisory Committee (FSC) for comment on the 22nd January 2010.

Brief Summary

The Final UK-Ireland FAB Plan 2010-13 contains agreed activities which are intended to deliver operational, safety, and financial benefits to our customers and presents the planned activities as follows:

1. Framework proposal for a core UK-Ireland FAB project known as ODNET (Optimisation of Domestic [UK-Ireland], North Atlantic and European Traffic), which will implement activities across a wide range of areas on a phased basis.

2. Other new proposals, which will deliver customer benefits and can be implemented during the lifetime of the Draft Plan.

3. UK-Ireland FAB "Opportunities Register"

4. Follow-up activities from existing FAB Plan 2009-12, including a special focus on the new UK-Ireland FAB Oceanic/Domestic Interface Concept of Operations.

5. Other ongoing FAB operational developments (not specifically documented within the existing FAB Plan 2009-12).

Furthermore the Plan also presents the various supporting FAB activities (corporate FAB issues/requirements):

- ANSP / NSA Coordination
- Funding plans
- Staff engagement
- Airline engagement
- Project Alignment Review Team
- European stakeholder engagement
- External communications
- Development of UK-Ireland Annual FAB Report 2009
- Military engagement
- Technology coordination and SESAR
- Risk Register
- Performance reporting plans
- Meetings / Workshop plans

Status of the UK-Ireland FAB

The UK-Ireland FAB has now completed its first full year of operations. A substantial amount of work has been undertaken by ANSPs, the Airlines and Military participants. During this difficult trading period, the UK-Ireland FAB has endeavoured to react quickly to meet customer needs and expectations.

During 2009, many projects contained in the first UK-Ireland FAB Plan 2009-12 were completed on time, including the implementation of:

▪ Airspace Design Working Group: Eight of the initial 16 ADWG activities scheduled for 2009, including: ENSURE; NTFSR (first part); P600; and MNPS in SOTA.

▪ Services Provision Working Group: Four of the initial 12 SPWG activities scheduled for 2009, with an increased focus on the development of single planning documents and procedures.

▪ Safety Working Group: Four out of the 6 initial SWG FAB activities scheduled for 2009, including: Common En-route Safety Significant Events Scheme; Safety Culture measurement; and Common Operational Safety Methodology.

The next FAB Plan is moving beyond the previous version by focusing on the implementation of a major core project to integrate the North Atlantic, Domestic (Irish/UK) and European traffic flows. In doing so, it concentrates on flight efficiency. Plans to create joint budgets and common investments have been postponed until there is greater financial stability and SESII implications are clearer.

Both ANSPs have significant investment plans independent of the UK-Ireland FAB. The FAB must take account of these ongoing plans when assessing the pursuit of new FAB projects for which funding has not specifically been identified. Careful consideration must be given regarding the allocation of funds and resources for additional FAB integration opportunities. Benefits must be clearly identified in order to make informed decisions.

The UK-Ireland FAB intends on developing National Performance Plans for the SESII first Reference Period. In due course, the newly established joint Performance Advisory Group will ensure that the UK-Ireland FAB performance plan will be consistent with Community-wide performance targets for safety, environment, capacity and cost efficiency.

Both IAA and NATS are fully represented as members of the SESAR Joint Undertaking. Increasingly efforts will be made to align FAB developments with emerging SESAR activities. Whilst already involved in key SESAR concept developments, new projects such as AIRE and Point Merge will be incorporated into the FAB work structure.

Detailed overview of FAB Plan 2010-13

SECTION 1. Introduction: This first section outlines the current status of the UK-Ireland FAB, the current investment plans of the IAA and NATS, and the methodology for the development of the Final FAB Plan 2010-13.

SECTION 2. FAB Plan 2010-13: The section presents proposals and/or activities as follows:

1. **Core Project:** A framework proposal for a core UK-Ireland FAB project, which will implement activities across a wide range of areas on a phased basis: ODNET.

   A specific programme was identified in order to progress this project during the first quarter of 2010 and commence activities during the second quarter of 2010. Coinciding with the completion of this Final FAB Plan 2010-13, the scoping work was conducted by a task force organised outside the current working group structure entitled the "ODNET Scoping Task Force" OSTF.

   The OSTF made a number of recommendations to the FMB in relation to following proposals which make up the ODNET project:

Ref Code	ODNET: Sub-proposal name	Target Implementation
NORTH ATLANTIC GROUP		
SPWG-n1	NAT Management and Coordination	2011
SPWG-n4	Late Running NAT traffic	2011
SPWG-n7	Creation of NERS Management Group and revised NERS management process	2010
SPWG-n13	Tactical NOTA routing of LFPG and Southern European OACC Traffic	2010
SPWG-n14	Reduced Lateral separation	2012
SPWG-n16	Tactical Management of LHR-NAT Departures	2010
Isle of Man (incl. ASM in D201/NWMTA)		
SPWG-n3	Isle of Man Sector Capacity Improvement	2013
ADWG-n3	Establishment of "Sector" that covers from Dublin to SOPAX/LYNAS	2013
ADWG-n6	Optimise civil routeing/MIL use of airspace structure in vicinity of FIR boundary	2011
ADWG-n13	Early morning routes across the Welsh MTA.	2011
ADWG-n17	Procedures to allow London/Manchester/Scottish to better balance the delivery of traffic to Dublin ACC.	2011

STRUMBLE		
SPWG-n2	Strumble Capacity improvement	2013
ADWG-n12	Review of Strumble interface	2013
High Level Sectors		
ADWG-n9 + ADWG-n10	UK-Ireland Maastricht optimised high level sectors and routeings + Enhanced night time operations	2012
Network Management		
SPWG-n5	Network Management	2010

These proposals may be modified as the ODNET project develops.

2. **Other proposals:** A number of other proposals have been identified and included which can be implemented during the lifetime of the Plan, which can be grouped under Safety and non-specific categories.

Ref Code	Other proposals	Target Implementation
Safety		
SWGn-1	Safety Culture Improvement	2012
SWGn-2	FAB Action Plan for Operational Safety Improvement 2010-2011	2010/11
Non-Specific		
ADWG-n2	Convergence of ESSIP/LCIP	2011
ADWG-n5	DUB-LTMA city pair route optimisation	2011

A summary table containing the estimated benefit statements for all new proposals (qualitative basis) has also been included.

3. **Follow-up activities from current FAB Plan 2009-12:** In the UK-Ireland FAB Plan 2009-12, a total of 34 specific initiatives were identified for completion within the timescale of the first FAB Plan. A substantial number of activities were due for full or partial implementation during 2009. Furthermore, the implementation timescale for the remaining activities was specifically stated for 2010 or beyond.

The table below identifies the follow-up activities which will be included in the FAB Plan 2010-13.

Ref Code	Name of ongoing FAB activity (from current Plan)
SPWG-1	Single FAB RAD NERS SRD
SPWG-2/9	Single Pre-Tactical Brief Publication/Single Pre-Tactical Planning Process
SPWG-3	Single Strategic FMP Planning Process
SPWG-11	TOMS Utilisation in FAB
SPWG-13	Reduced Longitudinal Separation on NAT
ADWG-5	Oceanic Domestic Interface Management System (ODIMS)
ADWG-9	Development of an Oceanic Domestic Interface (ODI) CONOPS
ADWG-10	Night Time Fuel Saving Routes (NTFSR)
ADWG-11	Use of Operational Research Techniques to Design Fuel Efficient Organised Track Structures
ADWG-12	Early Morning Arrival Management for London (Heathrow)
ADWG-13	Optimised Routing from the NAT to Continuous Decent Approach for Manchester arrivals
ADWG-15	Deliver Plans for Long Term Operations at Dublin, Manchester and Belfast TMAs
ADWG-16	Dublin TMA Development
SWG-4	Standardising procedures to minimise differences from ICAO
SWG-5	SMS Convergence

Additional focus is given to development of the Oceanic Domestic Interface (ODI) CONOPS [ADWG-5]. This is a crucial activity as it identifies the high level operating concept at the North Atlantic and domestic airspace interface within the UK-Ireland FAB to support enhancements to safety, flight efficiency, cost effectiveness and capacity through to 2020. ODNET takes account of this document.

4. **Other ongoing FAB operational developments:** There are a number of ongoing FAB operational developments which are unspecified within the existing FAB Plan, such as;

- Operational hotspot activity (relating to Dublin multi-Runway Operations).
- Development of new Tango routes.
- Further proposals for the delegation of ATS.

5. **Opportunities Register:** A number of proposals were offered by the working groups which are considered to be beyond the scope of the current UK-Ireland FAB.

The objective of this Register is to ensure that proposals which have previously been identified are recorded in a formal UK-Ireland FAB

document. The Register can be reviewed by the FMB at any time. Upon review, at the appropriate time, opportunities contained within the Register can be pursued further.

The following proposals are now formally recorded within the UK-Ireland FAB Opportunities Register:

Ref Code	UK-Ireland FAB Opportunities Register
SPWG-n8	FAB Contingency Planning
SPWG-n9	FAB Roadmap
SPWG-n11	FAB Organisation Infrastructure Review
SPWG-n12	FAB NOTAM publication and AIS activities
SPWG-n15	Strategy for night time operations (Centres)
ADWG-n14	Mutual radar contingency
SPWG	Extension of FAB improvements to adjacent NAT ANSPs
SPWG-4:	Demand Modelling
ADWG-n1	Common Transition Altitude
Tech	Datalink infrastructure - single contract with ARINC/SITA?
Tech	MET data
Tech	Navaid infrastructure optimisation – joint planning / rationalisation of VOR/DME
Tech	Control/Monitoring opportunities
Tech	Spectrum pricing
Tech	VOLMET – could UK system also provide service for Ireland?

SECTION 3. Supporting FAB activities:

There are a number of activities which support the implementation of the FAB Plan and day-to-day management of the FAB. This section gives a brief outline regarding the status of these supporting activities, which are as follows:

ANSP / NSA Coordination	Military engagement
Funding plans	Technology and SESAR
Staff engagement	Risk Register
Airline engagement	Performance reporting plans
Project Alignment Review Team	Meetings / Workshop plans
European stakeholder engagement	External Communications
Development of UK-Ireland Annual FAB Report 2009	

1. Introduction

1.1. Status of the UK-Ireland FAB

The UK-Ireland FAB has now completed its first full year of operations. A substantial amount of work has been undertaken by ANSPs, the Airlines and Military participants. During this difficult trading period, the UK-Ireland FAB has endeavoured to react quickly to meet customer needs and expectations. During 2009, many projects contained in the first UK-Ireland FAB Plan 2009-12 were completed on time, including the implementation of:

- Airspace Design Working Group ADWG): Eight of the initial 16 ADWG activities scheduled for 2009, including: ENSURE; NTFSR (first part); P600; and MNPS in SOTA.

- Services Provision Working Group SPWG): Four of the initial 12 SPWG activities scheduled for 2009, with an increased focus on the development of single planning documents and procedures.

- Safety Working Group (SWG): Four out of the 6 initial SWG FAB activities scheduled for 2009, including: Common En-route Safety Significant Events Scheme; Safety Culture measurement; and Common Operational Safety Methodology.

The FAB is delivering operational efficiency and safety benefits and this is being acknowledged by the Airline industry. One less tangible benefit is the fact that the FAB is providing the platform to "get things done". This can be attributed to the partnership approach which is embedded within the FAB. Relationships are developing at all levels and also with the Airline and Military communities.

The FMB is actively engaging with all key stakeholders, including the FAB Supervisory Committee, the European Commission and other FABs, in particular, NEFAB and FABEC. Inter-FAB coordination will become an ever increasing activity as the UK-Ireland and other FABs evolve.

The FAB Plan is moving beyond the previous version by focusing on the implementation of a major core project to integrate the North Atlantic (NAT), Domestic (Irish/UK) and European traffic flows. In doing so, it concentrates on flight efficiency; plans to create joint budgets and common investments have been postponed until there is greater financial stability and SESII implications are clearer.

Both IAA and NATS are fully represented as members of the SESAR Joint Undertaking. Increasingly efforts will be made to align FAB developments with emerging SESAR activities. Whilst already involved in key SESAR concept developments, new projects such as AIRE and Point Merge will be incorporated into the FAB work structure.

1.2. IAA and NATS Current Investment Plans

Both ANSPs have significant investment plans independent of the UK-Ireland FAB. The FAB must take account of these ongoing investment plans when assessing the pursuit of new FAB projects for which funding has not specifically been identified. Careful consideration must be given regarding the allocation of funds and resources for additional FAB integration opportunities. Benefits must be clearly identified in order to make informed decisions.

The most significant technology driver over the next number of years for both ANSPs will be the alignment with the SESAR ATM Master Plan, other SES mandates and interoperability requirements.

1.3. Methodology of the UK-Ireland FAB Plan 2010-13

The FAB Plan contains a number of proposals which were developed by means of the following:

- The ADWG and SPWG proposals were developed at a high level during August/September 2009 in preparation for a joint workshop on 22nd September. Since this workshop, a number of teleconferences have been conducted to confirm which proposals should be pursued further and included in the FAB Plan.

- The SWG proposals were agreed during the last working group meeting of 2009 and reflect the next natural stages of work undertaken in previous safety activities.

- "Supporting Activities" were proposed at the joint workshop as an enabler for the main project proposal.

The development of the UK-Ireland FAB Plan consisted of three phases:

1. **Phase 1:** Development of **first Draft** FAB Plan 2010-13; issued to the FMB on the 20th November 2009.

2. **Phase 2:** Development of a **Mature Draft** FAB Plan 2010-13; issued to the FAB Supervisory Committee for comment on the 22nd January 2010.

3. **Phase 3:** Development of the **Final FAB Plan.** The final document was completed by 26th March 2010 and issued thereafter.

2. Draft UK-Ireland FAB Plan 2010-13

2.1. Introduction

The FAB Plan 2010-13 contains agreed activities which are intended to deliver operational, safety, and financial benefits to our customers and presents the planed activities as follows:

1. Framework proposal for a core UK-Ireland FAB project known as ODNET (Optimisation of Domestic [UK-Ireland], North Atlantic and European Traffic), which will implement activities across a wide range of areas on a phased basis.

2. Other new proposals, which will deliver customer benefits and can be implemented during the lifetime of the Plan.

3. UK-Ireland FAB "Opportunities Register"

4. Follow-up activities from existing FAB Plan 2009-12, including a special focus on the new UK-Ireland FAB Oceanic/Domestic Interface Concept of Operations (ODI CONOPS).

5. Other ongoing FAB operational developments (not specifically documented within the existing FAB Plan 2009-12).

6. Supporting FAB activities (corporate FAB issues/requirements).

Furthermore, a summary table containing the estimated benefit statement (qualitative basis) for each new proposal has also been included.

2.2. Framework Proposal for a Core Project: ODNET

2.2.1 Overview of ODNET.

The UK-Ireland FAB is uniquely located. A core function of the UK-Ireland FAB is centred on the integration of NAT with domestic Ireland-UK and European core area traffic. No other FAB has a role in traffic integration on this scale. NAT Eastbound traffic affects the management of FAB domestic and core European operations on a daily basis. The unique nature of NAT traffic integration is central in ensuring that the FAB efficiently manages domestic and European networks, thereby providing benefit to all stakeholders.

As part of the FAB 2009-10 Plan, the ODI CONOPS was developed, aimed at reducing domestic sector complexity by optimising oceanic traffic in the planning phase. The problems experienced by both ANSPs and Airlines affected by transition traffic were explored and a proposed concept for a more efficient delivery of traffic was put forward. The overall project is designed to reduce congestion in key domestic sectors, provide more efficient flight profiles, reduced controller workload, reduced delay and reduced fuel burn.

The ODNET project is aligned with the ODI CONOPS and is focused on optimising the airspace along the UK-Ireland interface in order to minimise the impact of NAT traffic on domestic and European airspace, improve the civil route structure, develop airspace management (ASM) and network management (NM) arrangements, as well as develop other opportunities for improved flight efficiency. Proposals have been identified which fit into five groups, as follows:

> (A) North Atlantic Traffic
> (B) Isle of Man (incl. ASM in D201/NWMTA)
> (C) Strumble
> (D) High level sectors
> (E) Network Management

Out of these identified groups, ODNET includes the following proposals, **which may be modified as the ODNET project develops:**

Ref Code	ODNET: Sub-proposal name	Target Implementation
NORTH ATLANTIC GROUP		
SPWG-n1	NAT Management and Coordination	2011
SPWG-n4	Late Running NAT traffic	2011
SPWG-n7	Creation of NERS Management Group and revised NERS management process	2010
SPWG-n13	Tactical NOTA routing of LFPG and Southern European OACC Traffic	2010
SPWG-n14	Reduced Lateral separation	2012
SPWG-n16	Tactical Management of LHR NAT Departures	2010
Isle of Man (incl. ASM in D201/NWMTA)		
SPWG-n3	Isle of Man Sector Capacity Improvement	2013
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ADWG-n6	Optimise civil routeing/MIL use of airspace structure in vicinity of FIR boundary	2011
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SPWG-n2	Strumble Capacity improvement	2013
ADWG-n12	Review of Strumble interface	2013
High Level Sectors		
ADWG-n9 + ADWG-n10	UK-Ireland Maastricht optimised high level sectors and routeings + Enhanced night time operations	2012
Network Management		
SPWG-n5	Network Management	2010

2.2.2 ODNET Scoping Task Force and Project Timescales

FMB#5 (3rd December 2009) agreed that a group of experts should conduct a full scoping exercise for the ODNET proposals during Qtr 1 2010. The scoping work was conducted by a task force organised outside the current working group structure and was entitled the "ODNET Scoping Task Force" - OSFT. The output of the Task Force during this scoping phase was the responsibility of the WG Co-Chairs.

Coinciding with the completion of this Final FAB Plan 2010-13, by the end of March 2010, the OSTF collectively made recommendations to the FMB on the following;

    i. The ODNET activities which should be fully implemented or assessed further.

    ii. The owners who will be responsible for the implementation of each activity.

    iii. A timeline for the commencement and implementation of each activity.

Recommendations took into account all current ANSP projects and resource capabilities. Furthermore, the Task Force also took account of the FAB ODI CONOPS currently under development [Please see section 2.7 for further details on the ODI CONOPS).

It is intended that formal work on the various ODNET projects shall commence in Qtr 2 2010.

2.2.3 Overview of ODNET Sub-proposals

(A) ODNET: NORTH ATLANTIC Group

SPWG-n1: NAT Management and Coordination:

Concept/Proposal: Plans for new separation standards and new tools give the potential to improve the management of NAT to reduce the impact on other flows. NAT track structures are created with limited consideration for the European traffic which is often penalised.

The scope of this work is to:
1. Understand the opportunities offered by new separation standards and tools.
2. Consider what techniques can be applied using these new opportunities to reduce the impact on the European network.
3. Set up a NAT Management group which will ensure full co-ordination of the planning and design of NAT structures with regard to European traffic whilst not adding to NAT operators costs.

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4. Improve the management of NAT traffic flows through the European network, particularly eastbound during the first rotation.

Benefit Statement:
- Reduced delay to European and domestic flights by optimisation of capacity.
- Safety: Improved traffic management techniques offer the potential of reduced overloads or over deliveries

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SPWG-n4: Late Running NAT traffic:

Concept/Proposal: Late running eastbound NAT traffic can have a significant impact on European/domestic flights, which are often subject to regulation as a result. The particular impact is on flights inbound to UK airports where the late arriving NAT conflicts with the early European and domestic arrivals. This proposal will consider how the FAB can offer opportunities to mitigate the effect of late eastbound NAT flows, including developing improved co-ordination with the FAA, Gander, Shanwick, and the Shannon / UK interface arrangements.

Benefit Statement:
- Reduced delays to domestic / European operators by reducing the impact of NAT on European traffic.
- Safety: Offers benefits to reduce over delivery.

SPWG-n7: Creation of NERS Management Group and revised NERS management process

Concept/Proposal:
- Removing the NERS from the RAD Management Group (RMG) discussions and review of the process for managing the NERS, to take account of the NATS Night Time Fuel Saving Routes, ENSURE and danger area activity impacting upon these.
- Create a separate NERS Management Group to discuss solely NERS related issues. The NERS management group would be establishment following discussion with Maastricht, DSNA and CFMU. The planned changes would occur on 1st July and a review would occur after 12 months.
- The IAA and NATS have already agreed (Feb 2010) that the number of system airports would be reduced from current 12 to 5.
- Phase 2 would involve the non mandating of the remaining NERS to the 5 system airports unless specifically published in the NAT Track message. No action on Phase 2 to occur until an assessment has been conducted on the impact of Phase1 on both AOs and ANSPs.

Benefit Statement:

- **Enabler project**. Improving efficiency of the NERS process, including cost reduction.
- Safety: Reduce potential for erroneous routeings.

SPWG-n13: Tactical NOTA routeing of LFPG and Southern European OACC Traffic

Concept/Proposal: When the eastbound NAT is northabout there can be significant funnelling of additional traffic through Lakes, the UK spine, and SFD sector; the objective of the initiative is to have an option to remove NAT from these areas.

Benefit Statement:
- Reduction in delays through UK spine by re-routing NAT.
- Safety: reduce likelihood for over deliveries and overloads in UK spine.

SPWG-n16: Tactical Management of LHR NAT Departures

Concept/Proposal: Depending on the westbound NAT structure, peaks in demand on BRS/BCN/STU and DTY/LKS sectors have led to utilisation of Traffic Management techniques that create delays for AOs and complexity and congestion issues for airfields (mainly EGLL).
- By tactically managing EGLL SIDs, demand can be spread across the "domestic" portion of the route whilst still achieving the original filed Oceanic Entry Point (OEP).
- Experience shows that with the current sectorisation and route structure, the OEPs that can be targeted are RESNO, PIKIL and SUNOT, which can be accessed by either a CPT or WOBUN/BUZAD SID from EGLL.
- If successful, the process may be applied to other airfields and areas eg DVR vs BPK SIDs, MTMA and ScTMA accessing NAT.

A number of issues both from the ANSP and the Air Operator perspective need to be resolved before progress can be made on this issue. Significant airline engagement is required to agree the acceptable level of reroute.

Benefit Statement:
- Potential reduction in ground delays by re-routing NAT departures to avoid regulations.
- Safety: Potential reduction in workload at LHR.

SPWG-n14: Reduced Lateral separation

Concept/Proposal: Reduce lateral separation on the North Atlantic from 1 degree to ½ degree.

- Phase 1: Develop ConOps to look at options of extending number of NAT tracks or populate current system more densely – complete by Nov 2010
- Phase 2: Safety analysis and NAT SPG approvals – by Dec 2011
- Phase 3: Implementation - 2012

Benefit Statement:
- Reduced fuel burn/CO_2/cost through optimised oceanic tracks and levels.

(B) ODNET: IOM (incl. ASM in D201/NWMTA) Group

SPWG-n3: Isle of Man Sector Capacity Improvement

Concept/Proposal: Lack of capacity in the Isle of Man (IOM) area can cause regulations to be applied. One of the key traffic flows is from Dublin and the main effect is felt by domestic and European departures. This proposal calls for a wider review of the way traffic is handled in the IOM area, including enhance miles in trail (MIT), traffic presentation etc.

Benefit Statement:
- Reduction in delays by increasing capacity.

ADWG-n3: Establishment of Sector that covers from Dublin to SOPAX/LYNAS

Concept/Proposal: At the current Ireland/UK FIR boundary three sectors are involved with the ATS provision within controlled airspace between DUB and LYNAS/SOPAX. Creating a single sector within this area will benefit the traffic in/out of Dublin, as well as better management of MTMA/Midlands arrivals from the west. NB need to coordinate with SPWG-n3 (IOM sector capacity improvement).

Benefit Statement:
- Reduced fuel burn/CO_2/cost through reduction in track miles, improved climb/decent profiles.
- Improve management of MTMA/Midlands arrivals.
- Safety: Reduction in risk as one agency responsible for traffic at known conflict point (LIFFY); earlier resolution of over delivery of traffic.

ADWG-n17: Procedures to allow London/Manchester/Scottish to better balance the delivery of traffic to Dublin ACC.

Concept/Proposal: Investigation of procedures to allow London/Manchester/ Scottish to better balance the delivery of traffic to Dublin ACC. This will involve the provision of Dublin arrival management to those centres (AMAN/MAESTRO).

Benefit Statement:
- Reduce holding delay at Dublin Airport through improved arrival management and potential for improved CDRs at Dublin Airport.

ADWG-n6: Optimise civil routeing/MIL use of airspace structure in vicinity of FIR boundary

Concept/Proposal: Review airspace in vicinity of UK-Irish FIR boundary adopting assumption that the boundary itself should not act as any constraint to ideal routeing/airspace structure design.
This proposal should consider a redesign of the restricted airspace in this area with an objective of increasing flexibility between Civil and Military (including other agencies) and new military – military coordination
The objective is to investigate opportunities for increased access to peak demand civil traffic on defined routes, whilst ensuring Military access to airspace which is appropriate for their needs.

Benefit Statement:
- Reduced delays/fuel burn/CO2 through provision of peak time routes (likely to be CDRs) to or from Dublin or the NAT.
- Safety: reduce traffic peaks in existing airspace, thus reducing potential for overloads, by spreading demand through additional routes.

ADWG-n13: Early morning routes across the Welsh MTA.

Concept/Proposal: Early morning routes across the Welsh MTA plus work on the new air route from Dublin overhead Valley and into London TMA to assist with the first rotation ex Dublin.

Benefit Statement:
- Reduction or removal of departure delays at Dublin between 06:30 and 08:30: approximately 15 aircraft per day should have departure delay reduced from 12 minutes to 3 to 4.
- Reduction in delays to first rotation at Dublin Airport
- Improved departure profiles
- Safety: Better segregation of different aircraft types.

(C) ODNET: STRUMBLE Group

SPWG-n2: Strumble Capacity improvement

Concept/Proposal: Lack of capacity in the Strumble area can cause regulations to be applied to domestic and European traffic during the first rotation. This proposal calls for a wider review of the way traffic is handled in the Strumble area, including potential separation of NAT and domestic traffic, traffic presentation and routeing through Danger Area / MIL Training airspace (need to coordinate this aspect with ADWG-n6).

Benefit Statement:
▪ Reduction in delays by increasing capacity.

ADWG-n12: Review of Strumble interface

Concept/Proposal: Review of route alignment around Strumble to improve traffic flows and flight efficiency.

Benefit Statement:
▪ Reduced fuel burn/CO2/cost through reduction more direct routeing and improved climb/decent profiles.
▪ Safety: Reduction of complexity by reducing route convergence at Strumble.

(D) ODNET: High Level Sectors Group

ADWG-n9: UK-Ireland Maastricht optimised high level sectors and routeings + ADWG-n10: Enhanced night time operations

Concept/Proposal: To build upon the momentum and benefits gained through the 09/10 delivery of the NTFSRs across the FAB.
▪ Extend benefits to non –NAT flights, i.e. night time routes from FABEC into the UK-Ireland FAB and north/south between UK-Ireland FAB and the Iberian peninsular.
▪ Develop procedures to provide enhance benefit for LTMA arrivals from the NAT.

Benefit Statement:
▪ Reduction in track mileage/fuel burn/fuel uplift/ CO2 emissions through more direct flight-plannable routeings.
▪ Safety: FDP contains actual routeing of aircraft thereby enhancing safety nets.

(E) ODNET: Network Management

SPWG-n5: Network Management

Concept/Proposal: The FAB needs to consider how the FAB Network is to be managed, through Network Management principles, to give an optimised performance with the minimum FAB level delays to our customers. This proposal is to move to FAB Network Management, comprising of Strategic and Pre-Tactical Planning, Tactical Management of Traffic and Airspace Management.

It will be essential for the UK-Ireland FAB to have the correct interfaces with adjacent FABs, in particular FABEC. The introduction of the Network Management Function (NMF) in Europe will also require the correct Network processes are established within the FAB ensuring the connectivity with the CFMU and the NMF.

Substantial progress has already been made;
- SPWG work to produce single planning documents is a first stage to creating an organisation which plans and monitors traffic at FAB level with clearly defined FAB and unit responsibilities.
- Furthermore, in April a daily teleconference between NATS Pre Tact, Shannon and Dublin will take place which will result in a daily FAB Pre-tactical Network Brief for release to Air Operator

Benefit Statement:
- Potential for delay reduction.
- Safety: Potential for reduction in over deliveries.

2.3. Other Proposals

Further to the ODNET proposal a number of other proposals have been identified and included within the FAB Plan, which can be grouped under safety and non-specific categories. [Furthermore, proposals were also identified in relation to technology, staff engagement and customer engagement. These areas are dealt with Section 3 Supporting FAB Activities.]

Ref Code	Other proposals	Target Implementation
Safety		
SWGn-1	Safety Culture Improvement	2012
SWGn-2	FAB Action Plan for Operational Safety Improvement 2010-2011	2010/11
Non-Specific		
ADWG-n2	Convergence of ESSIP/LCIP	2011
ADWG-n5	DUB-LTMA city pair route optimisation	2011

(A) Safety Group

SWG-n1: Safety Culture Improvement

Concept/Proposal: Work on Safety Culture/Climate measurement completed (via SWG-2). The next natural step is joint work on 'Safety Culture Improvement'. This will be implemented through the following:
- IAA will share its draft 'Action Plan for Safety Culture Improvement' with NATS to identify potential areas for IAA to benefit from NATS experience, and vice versa.
- Develop a clear strategy and report to FMB on potential areas where we could adopt common safety culture improvement initiatives.
- Develop a common Safety Risk Management (SRM) Guidance for unit and corporate management duty holders (Ladybird guidance on understanding safety regulatory SRM, AFARP type, requirement).
- Common survey 2012 subject to agreement of common methodology.

Benefit Statement:
- Joint Safety Culture Improvement approach would enhance both Cultures.

SWG-n2: FAB Action Plan for Operational Safety Improvement 2010-2011

Concept/Proposal: Work on agreeing common Operational Safety Survey methodology completed (via SWG-3). The next natural step is to agree and implement a FAB Action Plan for Operational Safety Improvement 2010-2011. This will be implemented through the following;

- Agree and implement a FAB Action Plan for Operational Safety Improvement 2010-2011 based upon the findings of Day-to-day (D2D Operational Safety Surveys.
- NATS and IAA to agree new timeline for future activities (2010 Plan updated by NL & AS for IAA/NATS endorsement).
- Further joint observations proposed for 2010.
- Validate D2D Observations report with staff and Operations Management.
- Draft D2D Survey Plan 2010 -2011 available for consultation: complete SWG review and Operations consultation by end January 2010.

Benefit Statement:
- D2D Operational Safety Surveys are designed to improve the D2D human performance of the operation.

(D) Non-specific Group

ADWG-n2: Convergence of European / Local Single Sky Implementation Plans (ESSIP/LSSIP)

Concept/Proposal: The Single European Sky (SES)/SESAR environment re-enforces the implementation of a performance based approach and leads to a greater need for the application of combined and coordinated process. These processes are required for local and across FAB implementation of performance planning, monitoring and reporting. The proposal is to agree the principle of common process in the above areas. The next possible opportunity will be for the 2011 to 2015 cycle.

Benefit statement
- **Enabler**. The LSSIP will be used by the Commission to monitor implementation and progress of IP1; a UK-Ireland FAB approach could also influence this process.

ADWG-n5: DUB-LTMA city pair route optimisation

Concept/Proposal: Optimised route based on enhanced arrival management techniques - will require scoping of potential routeing to ensure new route is feasible, bearing in mind L18 (westbound only) is currently considered unacceptable eastbound due complexity of integration of traffic closer to the LTMA.

Benefit Statement:
- Reduction in track mileage/fuel burn/CO2 emissions through more direct routeings. Reduction in delays through improved arrival management.
- Safety: Potential offload from other routes could provide reduction in controller workload.

2.4. Summary Benefit Statements for new proposals

For ease of reference, the following table has been provided containing a qualitative assumption as to the expected benefit from each new proposal:

Proposal Ref and Name	Benefit Statement	Target Implementation
ODNET: North Atlantic Group		
SPWG-n1: NAT Management and Coordination	▪ Reduced delay to European and domestic flights by optimisation of capacity. ▪ Safety: Improved traffic management techniques offer the potential of reduced overloads or over deliveries	2011
SPWG-n4: Late Running NAT traffic	▪ Reduced delays to domestic / European operators by reducing the impact of NAT on European traffic. ▪ Safety: Offers benefits to reduce over delivery.	2011
SPWG-n4: Network Management	▪ Reduced delays and allow for integration with European Network Management Function. ▪ Safety: Potential to reduce over-delivery.	
SPWG-n7: Creation of NERS Management Group and revised NERS management process	▪ **Enabler**. Improving efficiency of the NERS process, including cost reduction. ▪ Safety: Reduce potential for erroneous routeings.	2010
SPWG-n13: Tactical NOTA routing of LFPG and Southern European OACC Traffic	▪ Reduction in delays through UK spine by re-routing NAT traffic. ▪ Safety: reduce likelihood for over-deliveries and overloads in UK spine.	2010
SPWG-n16: Tactical Management of LHR-NAT Departures	▪ Potential reduction in ground delays by re-routing NAT departures to avoid regulations. ▪ Safety: Potential reduction in workload at LHR.	2010
SPWG-n14:	▪ Reduced fuel burn/CO2/cost through	2012

Reduced Lateral separation	optimised oceanic tracks and levels.	

ODNET: Isle of Man (incl. ASM in D201/NWMTA) Group

ADWG-n1: Common Transition Altitude	▪ Reduced fuel burn/CO_2/cost through the facilitation of continuous climb departures and higher holding. ▪ Safety: Possible reduction in Level busts, infringements and reduction of the possibility of confusion between areas of differing TA.	As req'd
SPWG-n3: Isle of Man Sector Capacity Improvement (Concept 2010?)	▪ Reduction in delays by increasing capacity.	2013
ADWG-n3: Establishment of "Sector" that covers from Dublin to SOPAX/LYNAS	▪ Reduced fuel burn/CO_2/cost through reduction in track miles, improved climb/decent profiles. ▪ Improve management of MTMA/Midlands arrivals.	2013
ADWG-n6: Optimise civil routeing/MIL use of airspace structure in vicinity of FIR boundary (Agreed ASM strategy by 2010?)	▪ Reduced delays/fuel burn/CO_2 through provision of peak time routes (likely to be CDRs) to or from Dublin or the NAT. ▪ Safety: reduce traffic peaks in existing airspace, thus reducing potential for overloads, by spreading demand through additional routes.	2011
ADWG-n13: Early morning routes across the Welsh MTA.	▪ Reduction or removal of departure delays at Dublin between 06:30 and 08:30: approximately 15 aircraft per day should have departure delay reduced from 12 minutes to 3 to 4. ▪ Reduction in delays to first rotation at Dublin Airport ▪ Improved departure profiles ▪ Safety: Better segregation of different aircraft types.	2011
ADWG-n17: Procedures to allow London/Scottish to better balance the delivery of traffic to Dublin ACC.	▪ Reduce holding delay at Dublin Airport through improved arrival management and potential for improved CDRs at Dublin Airport.	2011

ODNET: Strumble Group		
SPWG-n2: Strumble Capacity improvement	▪ Reduction in delays by increasing capacity.	2013
ADWG-n12: Review of Strumble interface	▪ Reduced fuel burn/CO2/cost through reduction more direct routeing and improved climb/decent profiles. ▪ Safety: Reduction of complexity by reducing route convergence at Strumble.	2013
ODNET: High Level Sectors Group		
ADWG-n9: UK-Ireland Maastricht optimised high level sectors and routeings + ADWG-n10: Enhanced night time operations	▪ Reduction in track mileage/fuel burn/fuel uplift/ CO2 emissions through more direct flight-plannable routeings.	2012
Other Proposals: Safety		
SWG-n1: Safety Culture Improvement	▪ Joint Safety Culture Improvement approach would enhance both Cultures.	2012
SWGn-2: FAB Action Plan for Operational Safety Improvement 2010-2011	▪ Day-to-day Operational Safety Surveys are designed to improve the day-to-day human performance of the operation.	2010/11
Other Proposals: Non-specific		
ADWG-n2: Convergence of ESSIPLCIP	▪ **Enabler**. The LSSIP will be used by the Commission to monitor implementation and progress of IP1; a UK-Ireland FAB approach could also influence this process.	2010
ADWG-n5: DUB-LTMA city pair route optimisation	▪ Reduction in track mileage/fuel burn/CO2 emissions through more direct routeings. ▪ Reduction in delays through improved arrival management.	2011

2.5. Opportunities Register

A number of proposals were offered by the working groups which are considered to be beyond the scope of the current UK-Ireland FAB. The following proposals are now formally recorded within the UK-Ireland FAB Opportunities Register:

Ref Code	UK-Ireland FAB Opportunities Register
SPWG-n8	FAB Contingency Planning
SPWG-n9	FAB Roadmap
SPWG-n11	FAB Organisation Infrastructure Review
SPWG-n12	FAB NOTAM publication and AIS activities
SPWG-n15	Strategy for night time operations (Centres)
ADWG-n14	Mutual radar contingency
SPWG-n	Extension of FAB improvements to adjacent NAT ANSPs
SPWG-4	Demand Modelling
ADWG-n1	Common Transition Altitude
Tech	Datalink infrastructure - single contract with ARINC/SITA?
Tech	MET data
Tech	Navaid infrastructure optimisation – joint planning / rationalisation of VOR/DME
Tech	Control/Monitoring opportunities
Tech	Spectrum pricing
Tech	VOLMET – could UK system also provide service for Ireland?

The objective of this Register is to ensure that proposals which have previously been identified are recorded in a formal UK-Ireland FAB document. The Register can be reviewed by the FMB at any time. Upon review, at the appropriate time, opportunities contained with the Register can be pursued further.

In the future, the FMB shall agree what proposals shall be included in the Register and how it should be reviewed.

2.6. Follow-up activities from FAB Plan 2009-12

In the UK-Ireland FAB Plan 2009-12, a total of 34 specific initiatives were identified for completion within the timescale of the first FAB Plan. The initiatives fell into three distinct timescales, as follows:

1.   **Achievable for implementation during 2009**
2.   **Can commence in 2009 but anticipate completion or full implementation by end 2010**
3.   **Longer term initiatives or those which may require additional analysis or feasibility work prior to a confirmed implementation schedule**

In line with these timescales, a substantial number of activities were due for full or partial implementation during 2009; this has been delivered in most instances. However, in some cases slippage has occurred and implementation has been extended into 2010. It should be noted that the implementation timescale for remaining activities was specifically scheduled for 2010 or beyond.

As a result, a number of FAB Plan 2009-12 activities follow through to the new FAB Plan 2010-13. The table below identifies the status of each of these activities which will be included in the FAB Plan 2010-13:

Ref and Name	Status and output in 2010/11
Service Provision Working Group	
SPWG-1: Single FAB RAD NERS SRD	Commenced in 2009. ➢ 2010: Rescheduled for completion in March 2010
SPWG-2/9: Single Pre-Tactical Brief Publication/Single Pre-Tactical Planning Process	Due for implementation in Sep 2009. ➢ 2010: Rescheduled for completion in March 2010; Agreed daily "FAB Pre-tactical Network Brief" will commence in April 2010.
SPWG-3: Single Strategic FMP Planning Process	Due for implementation in Sep 2009. ➢ 2010: Rescheduled for completion in March 2010; implemented in April 2010.
SPWG-11: TOMS Utilisation in FAB	First TOTI trial delivered in 2009. ➢ 2010: Further demo to IAA required. Longer term use of TOMS subject to evaluation.

SPWG-13: Reduced Longitudinal Separation on NAT	Commenced in 2009. ➢ 2010: Anticipate completion by May 2010.

Airspace Design Working Group	
ADWG-5: Oceanic Domestic Interface Management System (ODIMS)	R&D to complete in 2009. R&D to complete Dec 09. FTS/RTS required. Aim to optimise into LTMA (40% of NAT). Activity needs to involve IAA and NATS domestic. ➢ 2010: Awaiting decision how to progress.
ADWG-9: Development of an Oceanic Domestic Interface (ODI) CONOPS	Commenced in 2009. ➢ 2010: Draft v2 issued 24th Feb 2010 with airline feedback meeting held 22nd March 2010. ODNET project to be aligned with the CONOPS [See section 2.7 below]
ADWG-10: Night Time Fuel Saving Routes (NTFSR)	Implemented in Swanwick Dec 2010. ➢ 2010: Scottish implementation in March 2010; this will also include NTSFR to Amsterdam, Brussels and Frankfurt.
ADWG-11: Use of Operational Research Techniques to Design Fuel Efficient Organised Track Structures	Commenced in 2009. ➢ 2010: Delayed. Likely implementation in late 2010.
ADWG-12: Early Morning Arrival Management for London (Heathrow)	Completed trial Oct 2009. ➢ 2010: Results analysed and completed by Mar 2010. Further work expected once trial completed.
ADWG-13: Optimised Routing from the NAT to Continuous Decent Approach for Manchester arrivals	Commenced trial in Nov 2009. ➢ 2010: Anticipate completion in March 2010. If successful the Trial will be made a full procedure.
ADWG-15: Deliver Plans for Long Term Operations at Dublin, Manchester and Belfast TMAs	Commenced in 2009. ➢ 2010: Anticipate completion in 2010.

ADWG-16: Dublin TMA Development	Commence in 2009 – through to Mar 2011. ➢ 2010: Work to progress airspace change proposal that will support Dublin Point Merge, March 2011.
Safety Working Group	
SWG-4: Standardising procedures to minimise differences from ICAO	Commenced in 2009. ➢ 2010: Initial changes in MATS 1, Q1 2010. Subject to agreement of the Regulators, 7 changes identified and 11 others to be agreed.
SWG-5: SMS Convergence	Commenced in 2009. ➢ 2010: IAA and NATS to converge SMS process at Level 1 and Level 2, IAA to revise IAA SMM. Planned for Q4 2010, but delayed to Q4 2011 following review of IAA SM Business Planning.

2.7. Focus on the Oceanic/Domestic Interface CONOPS

The ODI CONOPS (ADWG-9) identifies the high level operating concept at the North Atlantic and domestic airspace interface within the UK-Ireland FAB to support enhancements to safety, flight efficiency, cost effectiveness and capacity through to 2020. It attempts to provide a vision of how the FAB will improve the performance and integration of NAT and domestic flights through the development and delivery of enhanced airspace arrangements, ATC procedures, ATM system support, network, airspace and arrival management processes.

The UK-Ireland FAB will align all new FAB operational projects with the ODI CONOPS. Activities recommended for implementation by the ODNET Scoping Task Force take full account of the ODI CONOPS.

The CONOPS identifies the following key operational regions as being significant in determining the effective management of flights through UK-Ireland FAB airspace;
▪ Eastbound operations within and exiting the NAT region.
▪ The domestic region including all volumes of Shannon, Dublin, Prestwick and Swanwick airspace.
▪ Westbound operations accessing and within the NAT region. (UK Civil/Ministry Of Defence (MOD) interfaces are associated with all the above).

Four workstreams were established to progress specific operational issues within each region;

- North Atlantic Operations
- Airspace & Network Management
- Airspace Structure (routes/sectors etc) & ATC Procedures
- Arrival Management.

The CONOPS explains the operating concepts within each region based upon the output of the four work streams. It will align with the emerging SESAR CONOPS and existing NATS and IAA long term operational strategies and supports the general intent to:

- support customer-generated requirements to enhance business and operational performance,
- reduce controller workload per flight,
- reduce the level of controller intervention through ATM system support,
- provide system wide information to support controller, pilot, aircraft operator and airport decisions,
- provide fuel efficient and cost effective airspace solutions,
- provide a predictable and systemised operation in areas of complexity
- enable preferred business trajectories through accommodation of tailored and optimised flight profiles wherever possible to do so.

The challenge is for the UK-Ireland FAB to deliver the CONOPS as early and as effectively as possible. It is clear that during engagement with aircraft users in the generation of this high level concept that effective ATM across the UK-Ireland FAB is an essential element in supporting improved aircraft operations in the future as aircraft design improvements become more difficult to achieve over time and less significant in terms of benefit delivered.

2.8. Other ongoing FAB operational developments:

There are a number of ongoing FAB operational developments which are unspecified within the existing FAB Plan, such as;

- Operational hotspot activity (relating to Dublin multi-Runway Operations).
- Development of new Tango routes.
- Further proposals for the delegation of ATS.

3. Supporting FAB Activities

There are a number of activities which support the implementation of the FAB Plan and day-to-day management of the FAB. This section gives a brief outline regarding the status of these supporting activities:

- ANSP / NSA Coordination
- Funding plans
- Staff engagement
- Airline engagement
- European stakeholder engagement
- External communications
- Military engagement
- Technology coordination and SESAR
- Risk Register
- Performance reporting plans for 2010
- 2009 FAB Report delivery date
- Meetings / Workshop plans

3.1. ANSP / NSA Coordination

Collaboration between the UK and Irish Regulators in the form of the FAB Supervisory Committee and the FMB is essential to the effective governance and operation of the FAB. In order to ensure that all stakeholders were satisfied with the proposed FAB Plan 2010-13, a mature version was issued by the FMB to the NSA FAB Supervisory Committee (FSC) in January 2010 for comment..

A joint workshop was held in June 2009 which focused on raising the profile of the FAB at European level and addressing the potential regulatory impact of SESII legislation. A further joint workshop is scheduled to take place in May 2010.

A joint UK-Ireland FAB Performance Advisory Group (PAG) has been established and met for the first time in January 2010. The objective of the PAG is to ensure that the performance of the FAB conforms to SES requirements and leads the way to a performance regime that meets the aspirations of all stakeholders. The PAG has representatives from ANSPs and the Irish and UK National Supervisory Authorities (NSA) and reports to both the FMB and the FSC.

Work is also ongoing to consider how a common regulatory approach across the FAB might facilitate the way by which the 'barriers' created by current FIR boundaries could be eased. A common framework could lead to improvements in separation standards, cross-border use of ATC infrastructure and cross-border service provision.

3.2. Funding plans

Internal ANSP funds

Although no specific funds have been allocated to the FAB, some planned projects which have been funded are being realigned in order to progress activities at a FAB instead of a national level.

External funding opportunities

It is likely that the ODNET project could potentially secure external funding through two channels. Firstly, a number of projects within ODNET have been identified as compliant with the SESAR framework for which part-funding may be available; secondly, other proposals could be valid for EC TEN-T part funding. The UK-Ireland FAB will assess the feasibility of making applications for both funding channels.

3.3. Staff engagement

Staff communications

It is anticipated that the first joint staff "FAB Update" newsletter for all staff in the IAA and NATS will be published internally around the time of publication of this document. Regular joint communications will become a feature of the UK-Ireland FAB throughout the lifetime of the FAB Plan.

Staff proposals:

Operational staff are closest to the day-to-day operation and therefore could help identify FAB initiatives which could deliver significant operational benefits to airspace users. The ANSPs believe that Operational staff should be afforded the opportunity to feed ideas into the FAB framework. The method for advancing this is:

1. Operational staff can make a proposal at any time to their Operational Manager.
2. If the proposal is assessed to have sufficient merit, the Operational Manager can either;
    a. Deal with the proposal directly through discussion with his/her opposite ANSP counterparts,
         OR
    b. If deemed necessary, the Operational Manager will ensure that the proposal is referred for discussion at the next suitable ADWG / SPWG / SWG meeting.
3. The WGs can then decide if the proposal should be scoped out in full and decide the appropriate means for commencing the activity e.g. commence implementation or refer to the FMB for approval.

3.4. Military engagement

Engagement with the Military is key to the UK-Ireland FAB and will be essential for many of the proposals in the new Plan. Governance arrangements in the FAB have ensured that the Military for both UK and Ireland are represented not only at the FMB, but also at all 3 working groups.

The ODNET project particularly will involve discussion with UK MOD about airspace management arrangements in danger areas and military training areas in the vicinity of the UK-Ireland FIR boundary. Initial discussion will take place through the Joint Future ATM Development Team (JFADT), a joint NATS/MOD group that is well established and accepted as part of the UK Joint and Integrated ATC arrangements. The FAB is content that initial work will be conducted through this group, with IAA representation included as appropriate.

3.5. Airline engagement

Service Provision Work Group:
The airline community will continue to play an integral role in the ongoing development of the UK-Ireland FAB, and will continue to function as the Co-Chairman of the SPWG, and members of the FMB.

The ANSPs wish to express their gratitude for the tireless work conducted by the previous/outgoing airline representatives on the UK-Ireland FAB, Mr. Grant Worsley (bmi) and Mr. Aidan Fox (formally Aer Lingus). Their contribution, and engagement with the wider Airline community on behalf of the FAB, has been invaluable.

The ANSPs also welcome the confirmation of the new airline representative, Nick Rhodes (Flybe); Grant Worsley has kindly agreed to continue until a second new representative has been appointed.

Joint FAB Communications with Customers:
In line with the evolution of the UK-Ireland FAB, the ANSPs intend on enhancing their respective customer communications processes by holding a joint FAB briefing session.

As indicated under proposal SPWG-n6, NATS and IAA will arrange a joint annual Airline Customer briefing to present FAB deliverables and the FAB plan. The target for the first joint briefing to the airlines is the first half of 2010.

This process could also assist the airline representatives in their Co-Chair SPWG activities.

3.6. European stakeholder engagement

In line with the implementation of SESII legislation (September 2009), the European Commission has significantly increased its activity in relation to FABs. The Commission have repeatedly described FABs as the tool to facilitate the full implementation of the Single European Sky project. The Commission are also keen to allow the continuation of a "bottom-up" process.

The UK-Ireland FAB will continue to actively engage with all European FAB stakeholders, including;

EC FAB Focal Points Group (FFPG):

This is the formal EC meeting which is attended by a joint ANSP representative and joint NSA representative and by the FAB Contact Point (as Observer). The FFPG met twice in 2009 and it is expected to meet 2-3 times in 2010. Among other things, the FFPG has the collective responsibility to agree developments or engage in discussions in relation to:
⇒ FAB Roadmap and Checklist for establishment by 2012.
⇒ Performance framework matters.
⇒ FABs and the relationship with SESAR.
⇒ FABs and the relationship with the Network Management Function.
⇒ NSA cross-border support for FABs.

The UK-Ireland FAB shall use this forum to formally lobby its position in relation to the above activities. In particular:

1. The UK-Ireland FAB will continue to push for the formal "Grandfathering" of the FAB by the Commission: The opportunity to reiterate our expectation that the mandatory assessment conditions for the establishment of a FAB, which our FAB met under SES1, must be recognised in some fashion so as to avoid a repeat regulatory assessment process in the future (SES2 has nine assessment conditions for FABs, seven of which are repeated from SES1)..

2. Under the performance scheme Implementing Rule, any benefits accrued by the UK-Ireland FAB since its inception must be recognised and taken into consideration in relation to the target setting within the first reference period (2012 – 14).

EC FAB Workshops:

In 2009, the Commission indicated that FAB workshops would be held to define the relationship between FABs and SESAR and also to map the relationship with European Network Management when the roles and responsibilities of the Network Manager functions have been defined. A further workshop on the performance scheme (the first workshop was held in October 2009) is also proposed. The UK-Ireland FAB will ensure appropriate attendees participate in each of these workshops and lobby its

position accordingly. Attendance may include a mixture of ANSP and NSA representation as the matters relate closely to the development of Implementing Rules.

Other FABs:

Inter-FAB coordination will become an ever increasing feature in the evolution of the UK-Ireland FAB. Coordination and consultation with FABEC, NUAC, and NEFAB should continue and be expanded where the FMB believes it to be appropriate, particularly with NATS having now become a member of NEAP.

EUROCONTROL:

The UK-Ireland FAB will engage with EUROCONTROL on all necessary FAB operational and technical coordination matters. The reform process underway will identify the appropriate channels for UK-Ireland FAB engagement. The Commission has indicated that EUROCONTROL shall adopt a secretariat/support function to the FAB Focal Point Group and shall be asked to support the Commission in relation to expertise in the fields of technical and operational matters.

3.7. Technology Coordination and SESAR

Although a specific Technology Working Group has not been established, a number of meetings were conducted in 2009 between the IAA and NATS to assess potential areas for technology collaboration. As a result of these discussions, and on the basis of providing benefits through a collaborate approach, a number of activities have been identified which merit further investigation. This work is currently ongoing at the instruction of the FMB and shall be expanded during the lifetime of the FAB Plan 2010-13. Areas under investigation include:

- Surveillance data sharing (including Dublin Radar proposals, ADS-B infrastructure and Wide Area Multilateration over the Irish Sea.

- R/T site sharing.

- IP Networks (PENS & Da Vinci).

- ATS Message Handling System (AMHS).

- Dublin Arrival Manager Data.

- Voice Comms switches.

- Datalink.

- Navigation.

- International representation.

Furthermore, the ANSPs are keen to identify further existing technologies which can be exploited by the FAB and other technologies that could be deployed on a joint basis, which are consistent with the SESAR mandate and timescales.

Both IAA and NATS are fully represented as members of the SESAR Joint Undertaking. Increasingly efforts will be made to align FAB developments with emerging SESAR activities. Whilst already involved in key SESAR concept developments, new projects such as AIRE and Point Merge will be incorporated into the FAB work structure.

3.8. Risk Register

At FMB#4 (9th July 2009) it was agreed that the UK-Ireland FAB should establish a UK-Ireland Risk Register. The process for establishment of a Risk Register and its ongoing management is currently under assessment. If and when the Risk Register is created, the document will not be made publicly available and will be retained by the FMB.

3.9. External communications

It is anticipated that the first external newsletter entitled "FAB News" will be published around the time of publication of this document. The FMB intends on publishing the "FAB News" document on a regular basis during the lifetime of this FAB Plan. A corporate DVD promoting the work of the UK-Ireland is currently under development and should be available during Qtr 2 2010.

3.10. Project Alignment Review Team (PART)

To ensure that all projects within the ANSPs (both FAB and non-FAB) are fully coordinated a "Project Alignment Review Team" (PART) has been established and met for the first time in January 2010. The following PART Principles have been agreed;

1. PART work is done on a collaborative basis and its primary objective is to de-conflict ANSP projects and to help identify capacity to conduct FAB projects.

2. PART will agree timescales for IAA, NATS and FAB projects.

3. PART will produce a high level "PART Chart" [Separate detailed ANSP documents shall continue.]

4. Hierarchy in the FAB PART Chart:
   i. PART Chart sits above separate ANSP project timescale documents.
   ii. Separate IAA and NATS project timescale documents must be consistent with the PART Chart.
   iii. Amendments by each ANSP must be channelled through PART to ensure PART Chart and separate ANSP project timescales documents are consistent.
   iv. PART is responsible for amending the PART Chart based on the feedback provided by each ANSP.

3.11. Performance reporting plans for 2010

The UK-Ireland FAB will prepare and complete an annual performance report of FAB projects and FAB KPIs.

The format of the annual performance report and KPIs will, in all probability, be determined by SESII performance provisions. However, in the interim, performance targets will comply with existing requirements for preparing an "Annual performance report" under requirements laid down in Commission Regulation (EC) no 2096/2005. The KPIs will continue to be in line with recommendations based on Annex 2, of the performance framework report (Ref: PRC Evaluation of Functional Airspace Block Initiatives and their contribution to performance improvement Report).]

The UK-Ireland FAB intends on developing National Performance Plans for the SESII first Reference Period. In due course, the newly established joint Performance Advisory Group will ensure that the UK-Ireland FAB performance plan will be consistent with Community-wide performance targets for safety, environment, capacity and cost efficiency.

3.12. Development of UK-Ireland Annual FAB Report 2009

The UK-Ireland FAB is required to produce an annual report for the Irish and UK NSAs and Governments. The 2009 UK-Ireland FAB Report will be developed during Qtr 1 2010 and submitted to the FAB Supervisory Committee, the Irish Department of Transport and the UK Department for Transport in Qtr 2 2010. Further Annual Reports will be produced covering the years 2010 through to 2013.

3.13. Meetings / Workshop plans

FMB: The following dates are proposed for 2010:

- FMB # 6: Thursday 22nd April 2010 (Prestwick)
- FMB # 7: Thursday 8th July 2010 (Ireland)
- FMB # 8: Thursday 2nd December 2010 (UK)

Working Groups: Working Groups shall continue to:
- Meet as often as required to ensure successful implementation of their respective elements of the FAB Plan.

- Expected to meet approximately one month before each FMB meeting (but are not limited to three meetings).

- Joint WG workshops may be required. It is likely that a workshop similar the workshop which took place in September 2009 will be held in September 2010.