

North European Functional Airspace Block

General presentation of NEFAB, the Project, The feasibility study, the roadmap for declaration and establishment

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NEFAB Area

General information

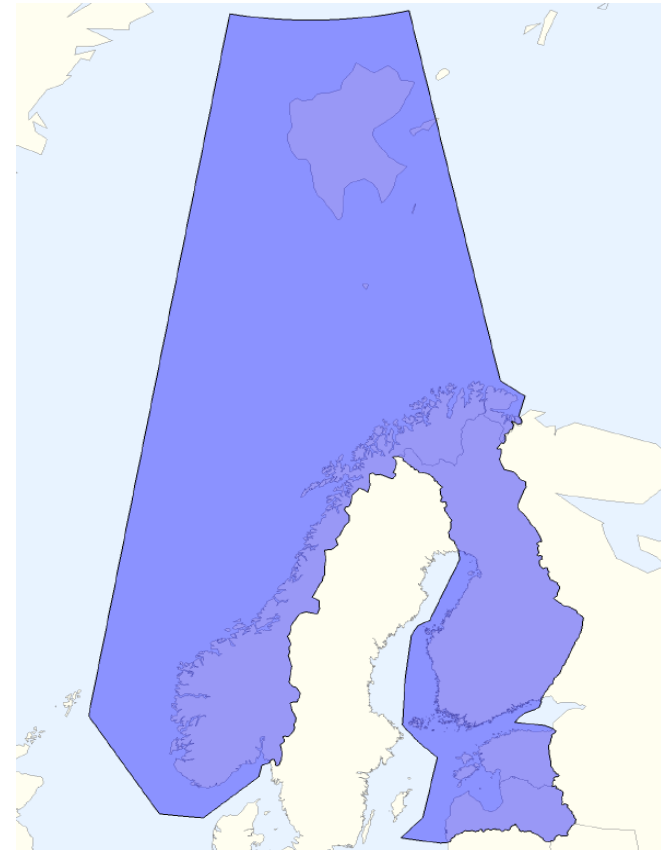
NEFAB Project

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Roadmap to establishment

NEFAB Geographical area

State	ANSP
Estonia	EANS
Finland	Finavia
Latvia	LGS
Norway	Avinor



NEFAB Area

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Key figures

	Norway	Estonia	Finland	Latvia
Airspace Km ²	2 049 000	77 100	415 000	94 000

	Avinor	EANS	Finavia	LGS
Movements	540 096	160 721	249 335	214 412
Turnover 2010 (M€)	1783,2	13,4	316	21,6
ANSP Employees	1058	157	498	319
Number of ACCs	3	1	1	1
Aerodromes serviced by provider	20	2	19	2
International strategic partnership	NEFAB, EPN, Borealis, NORACON, CANSO	NEFAB, Borealis, NORACON, CANSO	NEFAB, Borealis, NORACON, CANSO	NEFAB, Borealis, NORACON, CANSO

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Objective of the NEFAB project:

NEFAB declared and established in 2012

Declaration of NEFAB by providing documentation fulfilling the 9 requirements stated in EC regulation 550/2004 amended by 1070/2009

Scope:

All airspace

Service provision in all en-route and TMA areas

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

Status and historic timeline

August 2008 ANSPs of Avinor, EANS, Finavia, Isavia, LFV, LGS and Naviair decides to develop and establish NEFAB

March 2009 Project established

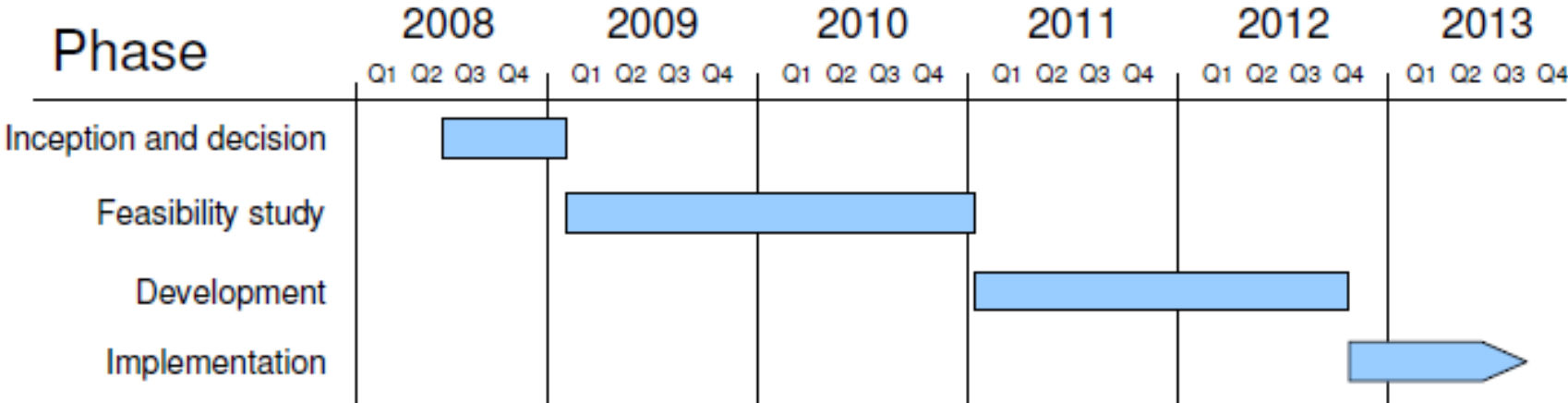
February 2010 Foundation report

February 2011 Feasibility study Version 1
Sweden/LFV and Denmark/Naviair decides to withdraw

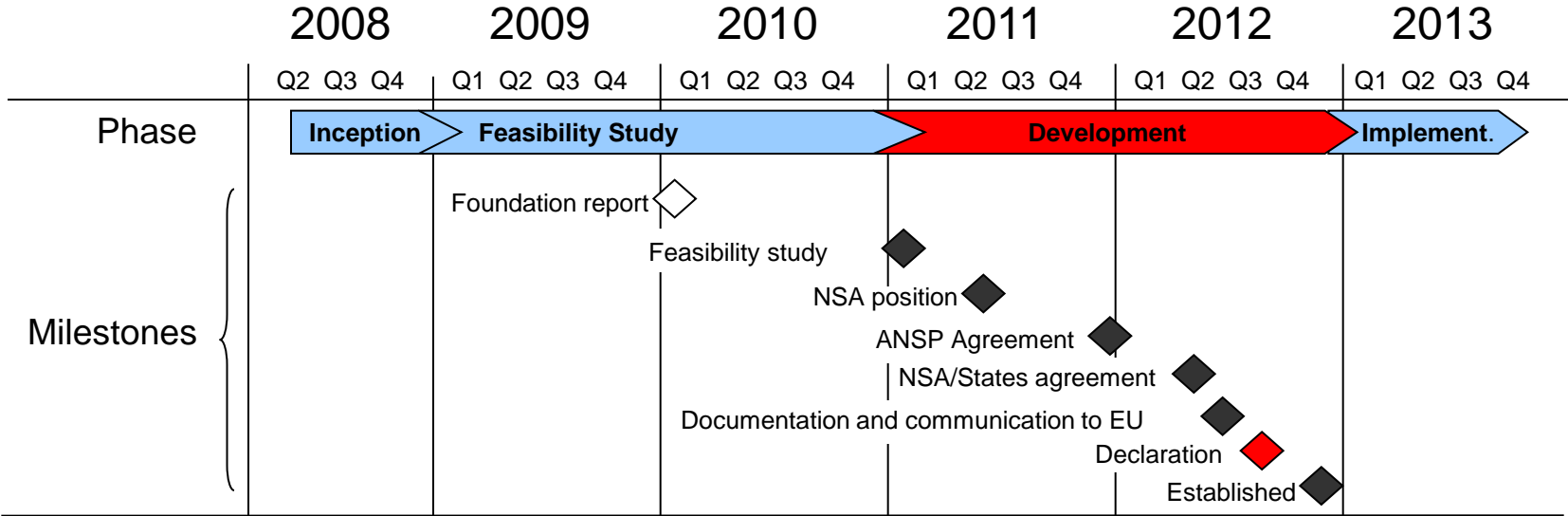
June 2011 Feasibility study Version 2
Iceland/Isavia decides to withdraw

August 2011 Feasibility study report version 3
State level declaration expressing their commitment to continue their involvement in the NEFAB project aiming at the creation of NEFAB.
NSA Assessment conclusion that the Study fulfils the 9 formal EC requirements

Project phases



Phases and Major Milestones



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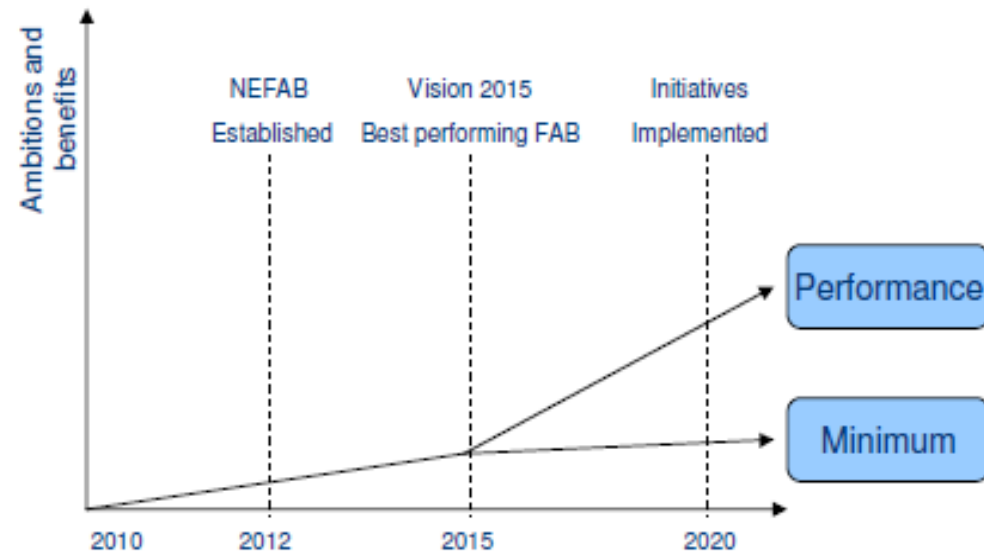
Feasibility Study Report

Three scenarios:

- 2015 Vision
- 2020 Minimum
- 2020 Performance

Defining:

- different levels of airspace development and sectorisation,
- different levels of harmonisation or integration of products and services

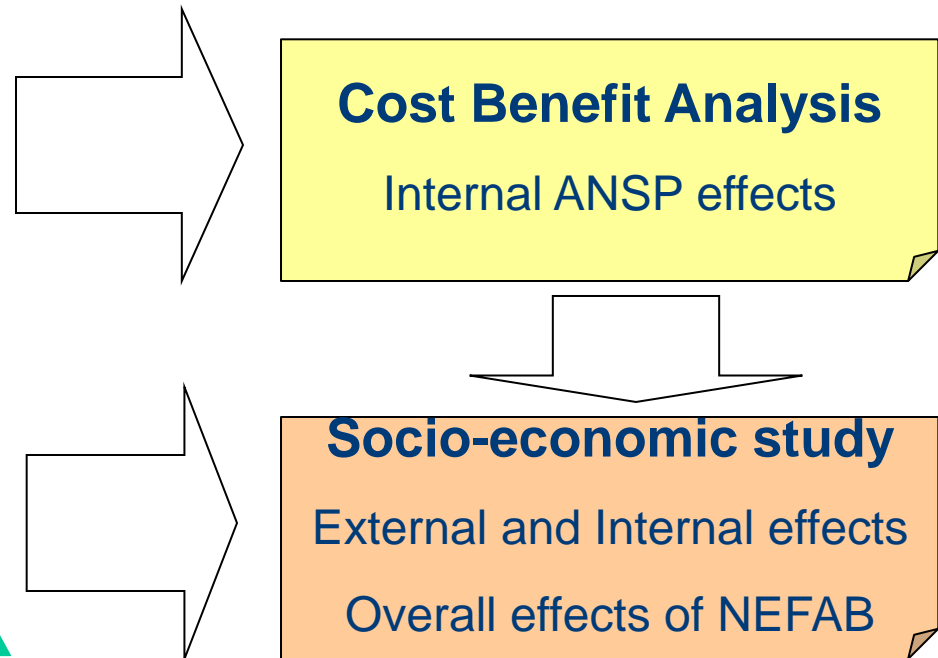


The Feasibility study is assessed and justified by CBA and Socio economic analysis

NEFAB FSR and Initiatives



Justification



Key findings in the feasibility study

Vision 2015	2015 vision (FL285)	Per day (all flights)	Per year (all flights)
	Reduced route extensions	6 321 Nautical Miles	2 307 256 Nautical Miles
	Reduced flight time	1 020 minutes	372 139 minutes
	Reduced fuel burn	37 928 kg of fuel	13 843 538 kg of fuel
	Reduction in CO ₂ emissions	126 425 kg of CO ₂	46 145 125 kg of CO ₂

2020 Minimum	2020 minimum scenario	Per day (all flights)	Per year (all flights)
	Reduced route extensions	8 584 Nautical Miles	3 133 317 Nautical Miles
	Reduced flight time	1 385 minutes	505 375 minutes
	Reduced fuel burn	51 507 kg of fuel	18 799 901 kg of fuel
	Reduction in CO ₂ emissions	171 689 kg of CO ₂	62 666 339 kg of CO ₂

2020 Performance	2020 performance scenario	Per day (all flights)	Per year (all flights)
	Reduced route extensions	9 112 Nautical Miles	3 325 712 Nautical Miles
	Reduced flight time	1 470 minutes	536 404 minutes
	Reduced fuel burn	54 669 kg of fuel	19 954 273 kg of fuel
	Reduction in CO ₂ emissions	182 231 kg of CO ₂	66 514 242 kg of CO ₂

Key findings in the feasibility study

Airline Savings
(M€)

	Minimum scenario (FL 285 / 245)		Performance scenario (FL 285 / 195)	
Airline savings (in mill. Euro)	2015	22,7	2015	22,7
	2020	31,0	2020	32,3
	2025	39,4	2025	41,1

Passenger
savings (M€)

	Minimum scenario (FL 285 / 245)		Performance scenario (FL 285 / 195)	
Savings based on NEFAB values (in mill. Euro)	2015	27,8	2015	27,8
	2020	37,8	2020	40,1
	2025	48,0	2025	50,9

Emission
savings (M€)

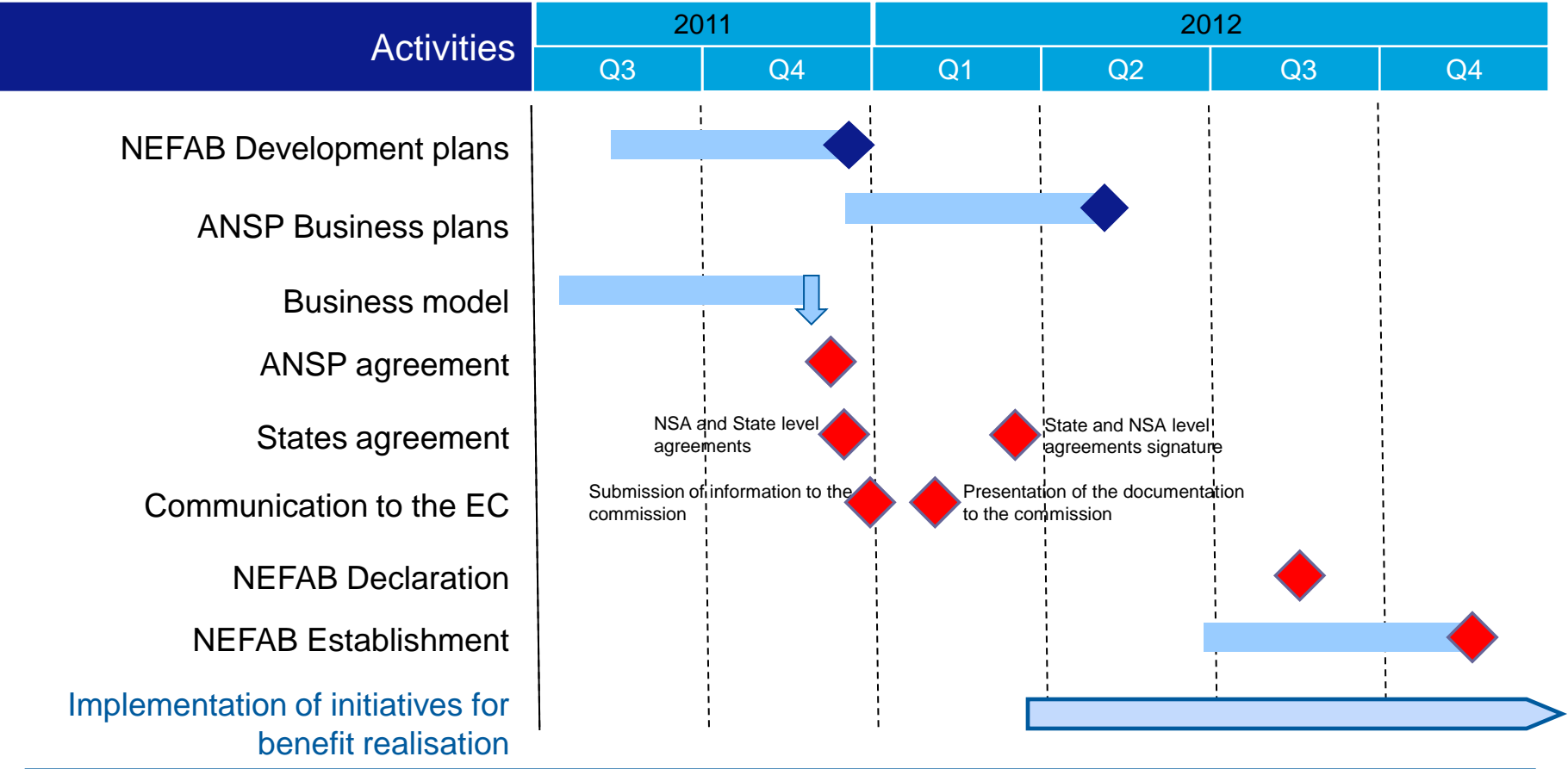
	Minimum scenario (FL 285 / 245)		Performance scenario (FL 285 / 195)	
Emission savings (in mill. Euro)	2015	3,1	2015	3,1
	2020	4,2	2020	4,4
	2025	5,4	2025	5,6

Overall results of the Socio-economic analysis (External and ANSP internal effects)

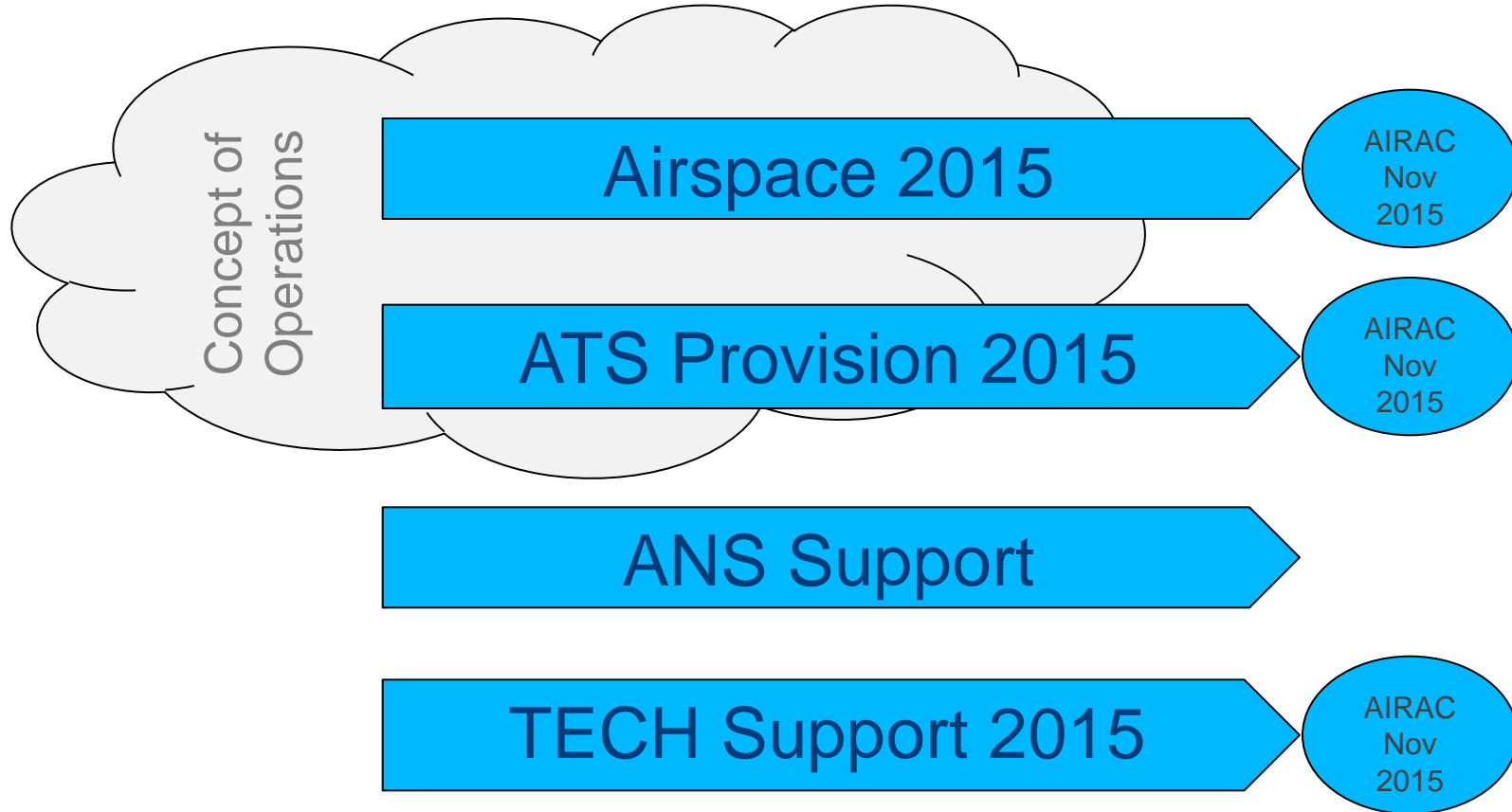
	Minimum scenario		Performance scenario	
	2015	2020	2015	2020
External cash effects per year (in mill. Euro)	2015	53,7	2015	53,7
	2020	73,0	2020	76,8
	2025	92,8	2025	97,6
Internal cash effects per year (in mill. Euro)	2015	0,6	2015	-1,9
	2020	4,3	2020	12,6
	2025	4,3	2025	12,6
Total external and internal cash effects per year (in mill. Euro)	2015	54,3	2015	51,7
	2020	77,3	2020	89,4
	2025	97,1	2025	110,2
NPV of internal and external effects	2012-2025	304,0	2012-2025	341,3

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Roadmap for declaration and establishment of NEFAB



Development phase -The main projects for early benefit realisation



Thank you for your attention

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SUPPORT SLIDES

