



DANUBE FAB ANNUAL REPORT 2014

Edition Number	:	1.0
Edition Date	:	May 2015
Status	:	Released Issue
Intended for	:	General Public

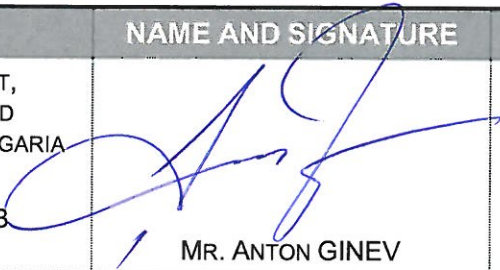
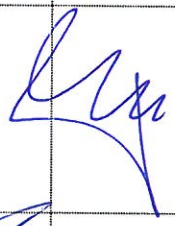

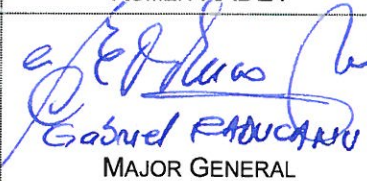


DOCUMENT CHARACTERISTICS



TITLE			
DANUBE FAB Annual Report 2014			
Publications Reference:			
Document Identifier	Edition Number:	1.0	
DF Annual Report 2014	Edition Date:	May 2015	
Abstract			
This document is the DANUBE FAB Annual Report for 2014, and describes the progress made against the activities and tasks specified in the DANUBE FAB Strategic Program 2014 – 2019 and DANUBE FAB Annual Plan 2014.			
Keywords			
Annual Report	Tasks	Strategic Program	Annual Plan
Projects	Activities	DANUBE FAB	2014
Authors			
DANUBE FAB SAPSC with input from DANUBE FAB stakeholders			
Contact(s) Person	Tel	Unit	
MR. VESELIN STOYANOV	+359 2 937 1220	BULATSA	
MR. ADRIAN FLOREA	+40 21 2083 125	ROMATSA	

STATUS, AUDIENCE AND ACCESSIBILITY				
Status		Intended for		Accessible via
Working Draft	<input type="checkbox"/>	General Public	<input checked="" type="checkbox"/>	Internet <input type="checkbox"/>
Draft	<input type="checkbox"/>	Stakeholders	<input type="checkbox"/>	
Proposed Issue	<input type="checkbox"/>	Restricted Audience	<input type="checkbox"/>	
Released Issue	<input checked="" type="checkbox"/>	Electronic copies of the document can be obtained from: www.danubefab.eu		

DOCUMENT APPROVAL

The following table identifies all management authorities who have successively approved the present issue of this document.

AUTHORITY	NAME AND SIGNATURE	DATE
DEPUTY MINISTER OF TRANSPORT, INFORMATION TECHNOLOGIES AND COMMUNICATIONS, REPUBLIC OF BULGARIA CO-CHAIR OF THE DANUBE FAB GOVERNING COUNCIL	 MR. ANTON GINEV	
SECRETARY OF STATE OF THE MINISTRY OF TRANSPORT, ROMANIA CO-CHAIR OF THE DANUBE FAB GOVERNING COUNCIL	 MR. DRAGOS TITEA	
DEPUTY CHIEF OF BULGARIAN AIR FORCE FOR THE MINISTRY OF DEFENCE, REPUBLIC OF BULGARIA	 MAJOR GENERAL RUMEN RADEV	22.05.15
CHIEF OF THE ROMANIAN AIR FORCE FOR THE MINISTRY OF NATIONAL DEFENCE, ROMANIA	 MAJOR GENERAL LAURIAN ANASTASOF	27.05.2015
DIRECTOR GENERAL OF DIRECTORATE GENERAL CIVIL AVIATION ADMINISTRATION, MINISTRY OF TRANSPORT, INFORMATION TECHNOLOGIES AND COMMUNICATIONS, REPUBLIC OF BULGARIA	 MR. MINCHO TZVETKOV	
DIRECTOR GENERAL OF THE ROMANIAN CIVIL AERONAUTICAL AUTHORITY	 MR. ARMAND PETRESCU	27.05.15

<p>BULATSA DIRECTOR GENERAL</p> <p>CO-CHAIR OF THE DANUBE FAB ANSP BOARD</p>	 <p>MR GEORGI PEEV</p>	<p>25.05.2015</p>
<p>ROMATSA FOR DIRECTOR GENERAL</p> <p>CO-CHAIR OF THE DANUBE FAB ANSP BOARD</p>	 <p>MR. ION-AUREL STANCIU</p>	<p>26.05.2015</p>
<p>BULATSA CO-CHAIR OF THE DANUBE FAB SAPSC</p>	 <p>MR. VESELIN STOYANOV</p>	<p>21.05.2015</p>
<p>ROMATSA CO-CHAIR OF THE DANUBE FAB SAPSC</p>	 <p>MR. ADRIAN FLOREA</p>	<p>26.05.15</p>
<p>BULATSA STRATEGIC PROGRAM FOCAL POINT</p>	 <p>21.05.2015 MR. VLADIMIR GRIGOROV</p>	
<p>ROMATSA STRATEGIC PROGRAM FOCAL POINT</p>	 <p>MRS. BEATRICE POENARU</p>	<p>26.05.2015</p>

The released issue of this document was prepared in 2 (two) identical originals.

DOCUMENT CHANGE RECORD

The following table records the complete history of the successive editions of the present document.

EDITION NUMBER	EDITION DATE	REASON FOR CHANGE	PAGES AFFECTED
0.1	May 2014	Mature Draft incorporating expert input	All
0.2	May 2014	Mature Draft incorporating ANSP review	All
1.0	May 2014	Released Issue incorporating RO and BG MoT, NSA and Military review	All

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1. INTRODUCTION

This section provides the purpose, audience and layout of this document. It also describes the way this document should be used.

1.1. PURPOSE AND SCOPE

As required by Article 10.5 (c) of the DANUBE FAB State Agreement specifies that the Governing Council shall adopt the Annual Report and propose it for endorsement by the State authorities on transport.

The Annual Report provides the means to monitor the implementation progress of the Strategic Program and the Annual Plan. The scope of this report is limited to activities which were expected to be worked upon in 2014, based on the timescales and periods identified in the Strategic Program 2014 – 2019 and Annual Plan 2014.

This report may be used as a basis for modifying the Strategic Program, and for subsequent Annual Report.

1.2. OBJECTIVES

Based on the above, the objectives of the report are therefore to:

- Explain the work undertaken in relation to the Strategic Program / Annual Plan activities planned in 2014
- Detail the status of high priority actions on the DANUBE FAB initiative's critical path
- Provide justification, and to propose corrective measures, for late activities
- Identify strategic studies that may be necessary for the further development of the FAB
- Identify any ideas or recommendations for refinement of the Strategic Program / Annual Plan.

1.3. PUBLICATION & CONFIDENTIALITY

The approved DANUBE FAB Annual Report 2014 is a public document that is made available on the DANUBE FAB website (www.danubefab.eu).

Aspects of the Annual Plan which are considered confidential and restricted for internal stakeholder use only and inappropriate for general publications will be developed and distributed separately.

1.4. THE DRAFTING OF THIS DOCUMENT

The Annual Report has been developed by the DANUBE FAB SAPSC with due consideration of the "DANUBE FAB Strategic Program 2014-2019", and "DANUBE FAB Annual Plan 2014". Input has been sought from the NSAs, the Military and the ANSPs of both States.

2. DESCRIPTION OF PROGRESS MADE IN 2014

2014 represents the second full year of Phase 4 (Implementation Phase) of DANUBE FAB, following the signing of the State Agreement which entered into force on 16th November 2012.

Significant progress has been made in 2014 in a number of areas. Particularly, the first FAB Implementation of Cross Border Sectors, development of Free Route Airspace project and Data Link Services under TEN-T funding, the signing of an Inter-FAB cooperation agreement with BLUE MED FAB and submission of a coordinated Performance Plan for the Second Reference Period (RP2).

The Republic of Bulgaria (2014/2102, 11th July 2014) and Romania (2014/2103, 10th July 2014) received Letters of Formal Notice from the European Commission, requesting the Governments of the Republic of Bulgaria and Romania to submit observations in regard to Article 9a, paragraph 1 and paragraph 2, letter b) of Regulation (EC) No 550/2004, and with Article 2, paragraph 25 of Regulation (EC) 549/2005, in accordance with Article 258 of the Treaty on the Functioning of the European Union. Observations were submitted on 10th November 2014.

2.1. KEY ACTIVITIES OF THE ANSPS IN 2014

Letters of Formal Notice

Letters of formal notice were received by Bulgaria (11th July 2014) and Romania (10th July 2014) requesting their observations with regard to a perceived non-conformity with Article 9a(1) and 9a(2)(b) of Regulation (EC) No 550/2004, and Article 2(25) of Regulation (EC) 549/2004.

An informal clarification meeting with the Commission was held in Brussels on 21st September 2014 in order to seek clarifications and guide development of the response. DANUBE FAB's Observations on the Letters of Formal Notice were submitted on 10th November 2014, describing:

- The achievements accomplished by DANUBE FAB since its establishment
- Key DANUBE FAB initiatives and projects (including implementation plans)
- Mechanisms to enable the European Commission to monitor progress.

European Initiatives

Centralised Services

Discussions were held between BULATSA and ROMATSA representatives to analyse possible joint participation in Centralised Services initiatives. Restrictions on the membership of consortia resulted in partnership not being considered by BULATSA to be feasible under the current criteria. However, BULATSA and ROMATSA agreed that this analysis should be reconsidered if the restrictions on consortia are revised in the forthcoming Calls for Tender.

SESAR Development and Deployment

In September, both BULATSA and ROMATSA responded to the Calls for Interest to become a candidate member of the SESAR Joint Undertaking for the Research and Innovation Programme 2020; BULATSA as part of a group of stakeholder led by ENAV, and ROMATSA as an associate partner of NATS and Indra.

Both BULATSA and ROMATSA also submitted separate applications in response to the Call for Expression of Interest in SESAR deployment governance. Both ANSPs are part of the implementation level and will be invited to the consultation platform.

GateOne Partnership

DANUBE FAB has been an active member of the GateOne Partnership, contributing to a meeting in May 2014, where members underlined the need for representative and well balanced governance structures for all stakeholders, including small and medium sized ANSPs.

TEN-T Funded Activities

The DANUBE FAB ANSPs developed and submitted the Strategic Action Plan (SAP) for the TEN-T Action in February 2014, followed by an Annual Status Report in April 2014.

For Air-Ground Data Link, Real Time Simulation (RTS) activities and safety case development were successfully procured and subsequently completed in December 2014 in line with the SAP. Additional details are given under High Priority Projects 4 & 5 below.

For Free Route Airspace, the call for tender for a Fast Time Simulation (FTS) contract was cancelled as no tenders were received before the deadline, and republishing the call would have represented too-great-a-risk to the timely execution of the RTS. A contract for the performance of the RTS was signed in December 2014.

Notification of DANUBE FAB's decision to cancel the FTS activities and its intention to re-allocate the budget between and within activities was sent to INEA according to the provisions of the financing Decision.

High Priority Projects

The Annual Plan for 2014 identifies a number of priority projects which are considered of strategic importance to DANUBE FAB, and are expected to bring a number of benefits. The status of achievement or otherwise of these projects is detailed below.

Priority Project #1: Inter-FAB Cooperation (Ongoing)

Since the EU Pilot was submitted in November 2013, the DANUBE FAB stakeholders entered discussions with BLUE MED FAB and FAB CE concerning the establishment of inter FAB cooperation agreements, regarding operational aspects at ANSP level. A letter on ANSP level cooperation in FAB matters was signed between DANUBE FAB ANSP Board and BLUE MED FAB ANSP Committee in November 2014. A draft letter of cooperation at ANSP level has also been proposed by DANUBE FAB to FAB CE, and hopes to capitalise on the already close working relationship between ROMATSA and FAB CE. The scope of the letter of cooperation is similar to that of DANUBE FAB – BLUE MED FAB agreement, proposing a framework for cooperation.

Priority Project #2 & #3: CBS Establishment and Joint Designation process in relation with CBS establishment (Complete)

Given the deadline for CBS establishment as communicated to the Commission through the EU Pilots, significant efforts were invested into the establishment of Cross Border Sectors in 2014.

The DANUBE FAB ANSPs developed, in coordination with MIL and NSAs, a procedure for Cross-Border Sectors establishment in October 2013. Alongside this, a Fast Time Simulation was executed for determining the most appropriate operational scenario for CBS and in April 2014, the ANSP Board adopted the "DANUBE FAB Cross-Border establishment Initial Common Proposal".

In May 2014, the Governing Council decided on the issues that stand directly under the States competencies: the services to be delegated within DANUBE FAB CBSs, responsibility and liability within the CBS, applicable legislation, charging zones amendment, MIL-MIL arrangements and investigation of accidents/serious incidents occurring in the CBS

From June – October 2014, the SAPSC Developed the CBS Dossier, containing detailed analysis of the CBS, including a Safety Case, Operational Case, Technical case, Training and Certification case along with draft arrangements between stakeholders and airspace policy opinion.

The ANSP Board approved the CBS Dossier which was submitted to the NSA Board for review and endorsement, to be put forward for adoption to the Governing Council in October 2014 with the occasion of the fourth meetings of the DANUBE FAB governing bodies. Subsequent to necessary approvals and

training of personnel, the CBSs were published in the AIPs of the Republic of Bulgaria and Romania and became fully operational on 11th December 2014.

Priority Project #4: Real Time Simulation CPDLC (Complete)

In August 2014, the DANUBE FAB ANSPs signed a contract with HungaroControl for the provision of services to execute a CPDLC RTS. The aim was to validate the HMI and system functionalities, the CPDLC procedures, determine the impact on safety, controller workload and sector capacities, and to provide input to the DLS safety case.

The RTS took place over 2 weeks in November 2014, examining basic CPDLC functions with variable traffic and equipage levels along with specific procedures and safety scripts. The outputs reported retained levels of safety, a possibility of increased controller capacity and an improved controller experience compared to conventional VCS communication.

Priority Project #5: Safety Case CPDLC (Complete)

In September 2014, the procedure for the procurement of support to develop a safety case for CPDLC was launched. The contract was signed in October 2014 and the work progressed alongside RTS activities. The safety case was completed on 17th December 2014, as declared in the TEN-T Strategic Action Plan.

Periodic Reporting

The Strategic Program 2014-2019, Annual Plan 2014 and Annual Report 2013 documents were elaborated by a task force composed of SAPSC members, in coordination with other DANUBE FAB stakeholders in accordance with Article 10 of the DANUBE FAB State Agreement.

2.2. KEY ACTIVITIES OF THE ANSPs/NSAs IN 2014

FAB Priority Project #7: RP2 Performance Plan

The DANUBE FAB Performance Scheme Regulation (EU) No 390/2013 lays down measures to improve the overall performance of air navigation services and network functions and Member States were required to establish performance plans at FAB level. The NSAs assessed and revised the local performance targets proposed by the ANSPs in accordance with the Regulations with a view to ensure consistency with and to provide an adequate contribution to the Union-wide performance targets set by the Commission decision 2011/121/EU. The establishment of the targets took into account the results of the rounds of consultations organised by the NSAs with the stakeholders both at national and FAB levels.

The resulting plans were coordinated and submitted by the NSAs to the European Commission and Performance Review Body (PRB) in June 2014, followed by a corrigendum in July 2014 addressing minor issues (revised definition of entities, revised cost efficiency tables for Bulgaria, revised definition of the military dimension of the plan).

Upon PRB's request, Bulgaria and Romania responded to fact validation and provided additional explanations in September 2014.

Following the initial assessment by the Performance Review Body and after additional consultation with the stakeholders a new corrigendum addressing the cost efficiency targets for Bulgaria was submitted in November 2014.

In response to the draft EC decisions which were expected to be approved on 14-15 January 2015 of the SSC 55th session, there additional consultation meetings were held with the NM, PRB and IATA in order to identify what are the possibilities to enhance the results in the KPA of capacity and to reflect properly the impact of the situation in Ukraine over the cost-effectiveness KPA over RP2.

The formal assessment of the plan was published in March 2015. A final revised plan for the FAB will be prepared by July 2015. The only major issue remaining is the capacity target for Bulgaria and the resulting FAB capacity target.

Other Activities of the NSAs

The DANUBE FAB NSAs made progress with ongoing activities, including a review of NSA rules and procedures and steps needed to implement a “consultation mechanism and processes for harmonisation of rules and procedures”.

The NSAs also made progress towards mutual recognition of supervisory tasks, planning for a common task force to monitor performance and supported the implementation of Cross Border Sectors.

The NSAs worked towards increasing cooperation in the following areas during 2014:

- Supervision
- Oversight
- Safety
- Coordination with NM
- Stakeholder consultation

3. PROGRESS OF STRATEGIC PROGRAM TASKS

3.1. PROGRESS MADE AGAINST STRATEGIC OBJECTIVES

The DANUBE FAB Strategic Program 2014 – 2019 and the Annual Plan 2014 established a number of Strategic Objectives associated with Strategic Areas.

The table below presents the Strategic Objectives and Areas, and provides a brief overview of work undertaken in 2014 towards achievement of the Strategic Objectives, based on the overview of project successes above. It should be noted that this does not necessarily provide a comprehensive overview of all contributing tasks to each Strategic Area, but that this provides an illustrative description of the steps taken by DANUBE FAB in 2014.

<u>STRATEGIC AREAS</u>	<u>STRATEGIC OBJECTIVES</u>	<u>SUMMARY OF ACHIEVEMENT IN 2014</u>
SAFETY	[SO1] Maintain and wherever possible improve the current level of safety so that the number of accidents or serious incidents induced by air navigation services at least remains at, or decreases from, its current level, notwithstanding increased traffic	<p>DANUBE FAB ANSPs continued to work closely in 2014 with regards to safety, completing a review of the DANUBE FAB safety case and safety management manual.</p> <p>In progress improvements include implementing FAB wide KPIs, implementation of RAT, DANUBE FAB safety monitoring and safety targets.</p> <p>Periodic information sharing aims to coordinate the adoption of best safety practices, whilst measuring and improving safety culture.</p>
CAPACITY	[SO2] Provide capacity to accommodate increasing traffic and airspace user demands, whilst reducing flight delays	<p>The FAB exceeded the first Reference Period performance capacity targets, reporting zero minutes of Air Traffic Flow Management delay, demonstrating an optimised airspace.</p> <p>Progress was made on the Free Route Airspace project, towards up to 24H operations by 2019.</p> <p>Cross-Border Sectors became operational in December 2014, allowing better management of traffic FIR boundaries and conflict points and enabling shorter routes, improved capacity and cost efficiency for the airspace users.</p> <p>Quantifying¹ the total daily operational improvement:</p> <ul style="list-style-type: none"> - Overflights: 236 - En-route length reduction: 9.8 nautical miles - Distance saving: 640 NM - Daily time saving: over 75 minutes

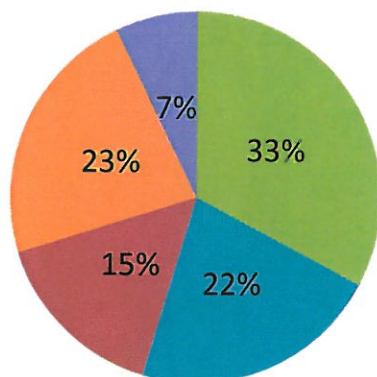
¹ Data provided by SAAM Tool (System for traffic Assignment and Analysis at a Macroscopic level)

<u>STRATEGIC AREAS</u>	<u>STRATEGIC OBJECTIVES</u>	<u>SUMMARY OF ACHIEVEMENT IN 2014</u>
COST EFFICIENCY	[SO3] Deliver high quality air navigation services at a competitive rate in line with European-wide targets	<p>Work in support of SESAR technologies and infrastructure continued in 2014.</p> <p>Common procurement of VCS system to support implementation of VoIP in ATM at DANUBE FAB level continued in 2014</p> <p>Cross-Border Sectors became operational in December 2014, allowing better management of traffic FIR boundaries and conflict points and enabling shorter routes, improved capacity and cost efficiency for the airspace users.</p> <p>A coordinated FAB performance plan for RP2 was submitted in June 2014. Following initial assessments from the PRB, and meetings with the NM, IATA and the PRB, a final revised plan will be submitted by 2nd July 2015.</p>
ENVIRONMENT	[SO4] Improve the efficiency of flight operations and minimise the environmental impact of ATS.	<p>Progress was made on the Free Route Airspace project, up to 24H operations by 2019, and Cross-Border Sectors became operational in December 2014, both projects reduce flight time and therefore daily CO₂ and NO_x emissions as follows²:</p> <ul style="list-style-type: none"> - Fuel saving: 13 000 kg - CO₂ emission saving: 34 000 kg - Reduction in NO_x emissions: 75 kg
TRANSVERSAL (TECHNOLOGICAL)	[SO5] Drive benefits through technological changes and interoperability of systems and procedures	<p>Common procurement of VCS system to support implementation of VoIP in ATM at DANUBE FAB level continued in 2014</p> <p>Completed activities co-financed through TEN-T funds for Air-Ground Data Link implementation, including RTS and Safety Case activities.</p>
TRANSVERSAL (ORGANISATIONAL)	[SO6] Continuous development and evolution of the DANUBE FAB	<p>Significant effort was spent on Inter-FAB cooperation during 2014, signing an agreement with BLUE MED FAB and drafting an agreement with FAB CE, alongside participation in the GateOne partnership.</p> <p>Coordinated activities at European ATM level (eg NM, LSSIPs)</p>

² Data provided by SAAM Tool (System for traffic Assignment and Analysis at a Macroscopic level)

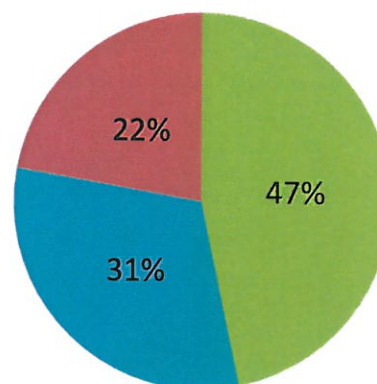
3.2. ASSESSMENT OF STATUS OF ACTIVITIES/TASKS UNDERTAKEN IDENTIFIED IN THE 2014 ANNUAL PLAN

■ Completed ■ In Progress ■ Late
■ N/A ■ Ongoing



*Status of all tasks in 2014
(total number of tasks: 313)*

■ Completed ■ In Progress ■ Late



*Proportion of completed, in progress
and late tasks in 2014*

The total number of activities identified in the DANUBE FAB Strategic Program 2014 – 2019 and Annual Plan 2014 is 99, with 270 associated tasks. It should be noted that this includes tasks which are scheduled to begin from 2015 onwards (N/A tasks - 56) or which remain on-going and which do not have a completion date (Ongoing tasks - 24).

Discounting those tasks classified as N/A or ongoing to obtain a true representation of the achievements made in 2014, of the remaining 190 tasks:

- 92 tasks (47%) are completed
- 59 tasks (31%) are in progress and are expected to be completed on time
- 39 tasks (22%) are late and are expected to be completed after the deadline.

The tasks which have been classified as late do not present a risk to the successful functioning of DANUBE FAB as they are not critical to other activities and/or tasks. The period covered by the report is up to the end of December 2014 – in the time since then, and during the development of the report, meetings have been held or are planned to address the late running tasks, and particular emphasis is being put on their completion.

3.3. ISSUES ENCOUNTERED AND CORRECTIVE ACTIONS IDENTIFIED

As explained in Section 3.2, a number of tasks have been identified as late. These are not critical to the ongoing functioning of DANUBE FAB, nor do they impact on the priority projects which have been identified in the DANUBE FAB Annual Plan 2014. Therefore, no corrective action in relation to these tasks is planned. These tasks have been reviewed during the development of the Annual Plan 2015 and have been altered or given updated deadlines accordingly.

Justification for the late tasks is given in Annex 1 to this report. An overview of the overall status of tasks within each category is given in the table below:

<u>CATEGORY</u>	<u>OVERVIEW OF ACTIVITIES</u>	<u>% TASKS COMPLETED OR ON SCHEDULE</u>	<u>DELAYED TASKS AND NOTES</u>
Strategy and Planning	Maintain the DANUBE FAB governance structures and ensure completion of all reporting activities. Ensure coordination with other FABs, Network Management and international regulators. Development of LSSIPs at FAB level and ensure coordinated involvement in SESAR deployment.	100%	N/A
External Relations and Communications	Ensure the website and members area is updated regularly, news and press activities, support the FAB's international standing and relations, maintain stakeholder consultation.	92%	The one task which is reported as late is the migration to a new look website and platform. The website has, however, been updated recently. This task was transferred into the Annual Plan 2015
Civil/military cooperation	Tasks within this category include coordinated implementation of LARA for airspace management, Enhanced civil-military coordination, along with cooperation on TSA/TRA optimisation and increased use of CDRs.	100%	N/A
NSA Coordination	Review rules and procedures, implement consultation mechanism and processes for harmonisation, mutually recognise Supervisory Tasks, set up common task force to monitor performance and support CBS establishment.	100%	N/A

<u>CATEGORY</u>	<u>OVERVIEW OF ACTIVITIES</u>	<u>% TASKS COMPLETED OR ON SCHEDULE</u>	<u>DELAYED TASKS AND NOTES</u>
Performance Planning	Development of coordinated FAB Performance Plan for RP2 and assess common charging policies or synthetic FAB unit rates.	100%	N/A
Human Resources and Training	Maintain appropriate personnel and competences for FAB operation, maintain SCF, establish a common training board, and implement and maintain harmonised training.	82%	An increase in traffic experienced over Romania and Bulgaria has caused an increased demand for ATCO training in both states. For some cooperative initiatives, such as developing a DANUBE FAB training policy planned in 2014 have therefore been delayed.
SESAR Deployment and Infrastructure Developments	Activities planned in this area in 2014 include: Implementation of Advanced Airspace Management, VoIP, PENS, DLS, A-SMGCS, ADS-B, AMAN and Mode S. Extend OLDI messages, migrate data networks to IP, improve AIM systems, migrate from AFTN to AMHS, apply common FMTP, improve terrestrial navigation infrastructure to support RNAV, Implementation of air-ground voice channel spacing requirements, interactive rolling NOP.	86%	Delayed tasks include certification of A-SMGCS, migration of exchange of data to IP, operational requirements for ADQ implementation and migration from AFTN to AMHS. These tasks have all been re-planned under the Annual Plan 2015.
Route Implementation and Improvement	Adopt common operational policy, implement 21 routes, implement necessary sector re-shaping, develop common airspace policy, review airspace classification, prepare airspace design for FRA, ongoing work to implement FRA.	94%	One late task, to develop the DANUBE FAB Common operational policy. Re-planned for 2015.
Operational Concept	Maintain Up to Date & Comprehensive DANUBE	100%	The ConOps Task Force focal points deemed a full review

<u>CATEGORY</u>	<u>OVERVIEW OF ACTIVITIES</u>	<u>% TASKS COMPLETED OR ON SCHEDULE</u>	<u>DELAYED TASKS AND NOTES</u>
	FAB CONOPS		and update of the DANUBE FAB ConOps unnecessary in 2014.
Airspace Management	Common ASM/ATFM functions, analyse possibility of introducing dynamic airspace management, define activities and tasks for CDM, Implement CBS.	100%	Aside from CBS achievement, progress in analysing the strategic elements of implementation of ASM/ATFCM have been slower than expected. Efforts to improve communication between the ANSPs and MIL has been recorded as a corrective action for 2015 to speed up progress for this activity.
Operational Procedures	Establish Joint Operational Procedures Expert Group (OPESG), Ensure harmonisation is maintained, LoAs amendment, monitoring and relevance analysis of EU regulation and harmonise procedures.	75%	Late tasks include establishment of Joint Operational Procedures Expert Group (OPESG). Nominations are, however, in progress. This therefore has a knock on effect to the maintenance of harmonisation. A mechanism has been proposed, but finalisation has been postponed until the nomination of the OPESG, re-planned for 2015.
AIS	Maintain AIS services and CONOPS, study organisational structural differences between Romania and Bulgaria AIS, harmonised distribution of dynamic aeronautical information, KPI harmonisation, contingency plan for NOTAM, staff training and products and services.	61%	Late tasks include: AIS KPI harmonisation- national KPIs were analysed but no common decisions were made for a common KPI set. DANUBE FAB Contingency plan for NOTAM- A common list of degradation events were approved, but these were not developed further into adoption of a common contingency plan- partly due to a re-organisation of NOTAM responsibility in BULATSA, now being under the remit of the ACC, rather than AIS. Corrective action involves an understanding of new management structures to

<u>CATEGORY</u>	<u>OVERVIEW OF ACTIVITIES</u>	<u>% TASKS COMPLETED OR ON SCHEDULE</u>	<u>DELAYED TASKS AND NOTES</u>
			ensure correct assignment of DANUBE FAB tasks.
MET Services	Maintain compliance with international standards, coordinated training, maintain MET CONOPS, harmonisation of services, weather charts, KPIs coordination between MCWs for issuing coherent SIGMETS, establish common service aspects, Mutual access to MET database, contingency for MET self briefing applications, common principles of use of automation, radar data exchange.	59%	New deadlines for 2015 have been agreed for tasks which have been delayed. These projects include: common levels of service for MET provision within DANUBE FAB and the harmonisation of training and assessment policy for AMP, use of automation versus human assistance, MLS procedure framework and the common procedures for contaminants such as volcanic ash.
Safety Management	Updates of safety case and safety policy, review generic safety management manual, implement common set of DF KPIs, use of RAT for severity assessments, hold joint workshop to exchange experiences, safety culture measurement and improvement, develop FAB wide safety targets, implement safety performance monitoring, coordinate best practice.	100%	N/A
Quality & Environmental Management Systems	Develop environmental KPIs for RP2, Harmonise management systems	100%	N/A
ATM Security Management Systems	Develop ATM Security Roadmap, maintain communication in case of changes or international legislation and define DANUBE FAB security indicators	100%	N/A

A detailed overview of the implementation status of the tasks identified in the DANUBE FAB Annual Plan 2014 is provided in Annex 1.

3.4. STRATEGIC STUDIES TO BE UNDERTAKEN

A part of the Annual Report's objectives is to identify any strategic studies that may be necessary for the further development of the FAB – for example as a result of developments in EU legislation.

The DANUBE FAB stakeholders are monitoring developments at European level. A number of studies have already been initiated in 2015 and placed as High Priority Projects. These include a number of studies under the TEN-T Action EU-2012-40003-S to support the implementation of Free Route Airspace and Air-Ground Data Link within DANUBE FAB, Implementation of common safety KPIs and possible joint participation in European Initiatives such as the Pilot Common Project, INEA/CEF funding applications and Centralised Services.

As well as these internal projects, studies have been initiated to investigate further Inter-FAB cooperation and to produce a FAB enlargement pre-feasibility study. Whilst undertaking these externally focused studies, consideration needs to be given to draft SES2+ legislation, which suggests a shift towards industrial partnerships for service provision initiatives. As well as retaining a core focus on airspace projects within the FAB, these studies provide a good opportunity to widen the FABs horizons, looking further afield towards other states or industry partners.

4. CONCLUSIONS AND RECOMMENDATIONS

2014 represents the second full year of Phase 4 (Implementation Phase) of DANUBE FAB, following the signing of the State Agreement which entered into force on 16th November 2012. Good progress was made against the key activities and tasks established in the Strategic Program and Annual Plan.

The necessary amendments as identified during the development of this report have been made during the development of the Annual Plan 2015. Many of the activities identified as "late" in this report have been re-planned to be completed in 2015. This also does not take into account tasks which are labelled as 'ongoing', or have been given a wide timeframe for completion and so are by definition labelled as in progress.

Periodic official reporting such as this document can only go part way in measuring the status of DANUBE FAB activities. The key to ensure tasks are completed on time is to maintain an effective working communication within project teams between Romania and Bulgaria. This includes continuing to hold regular, informal progress meetings and open conversations to discuss barriers and how these can be mitigated. Taking a proactive and positive approach facilitates a continuous, informal way of monitoring FAB progress which will result in realistic targets and completion dates and minimise tasks slipping to the following year.