



**SAFETY TOGETHER -
cooperation in the
FAB framework**

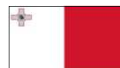
ATM Madrid

10th March 2015



FAB : Functional Airspace Block... (EU definition)

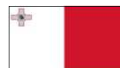
“functional airspace block” means an airspace block based on operational requirements and established regardless of State boundaries, where the provision of air navigation services and related functions are performance-driven and optimised with a view to introducing, in each functional airspace block, enhanced cooperation among air navigation service providers or, where appropriate, an integrated provider...



FABs aim for...

Improvement... Doing things **better** and **more efficiently** through synergies and sharing of knowledge and experiences

Harmonization.. Offering the **same level of service** across an area much beyond your national boundaries...



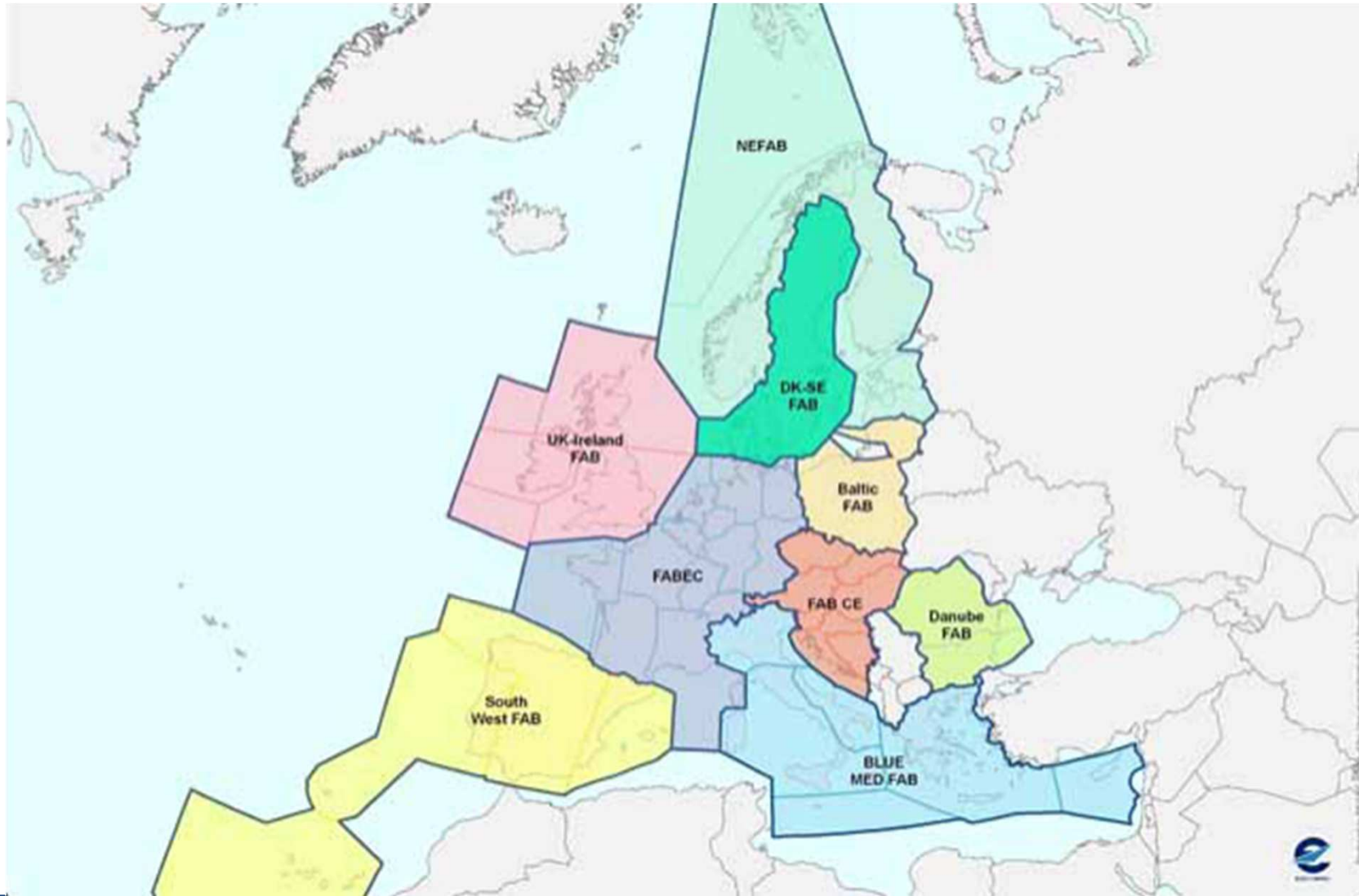
BLUE MED is...

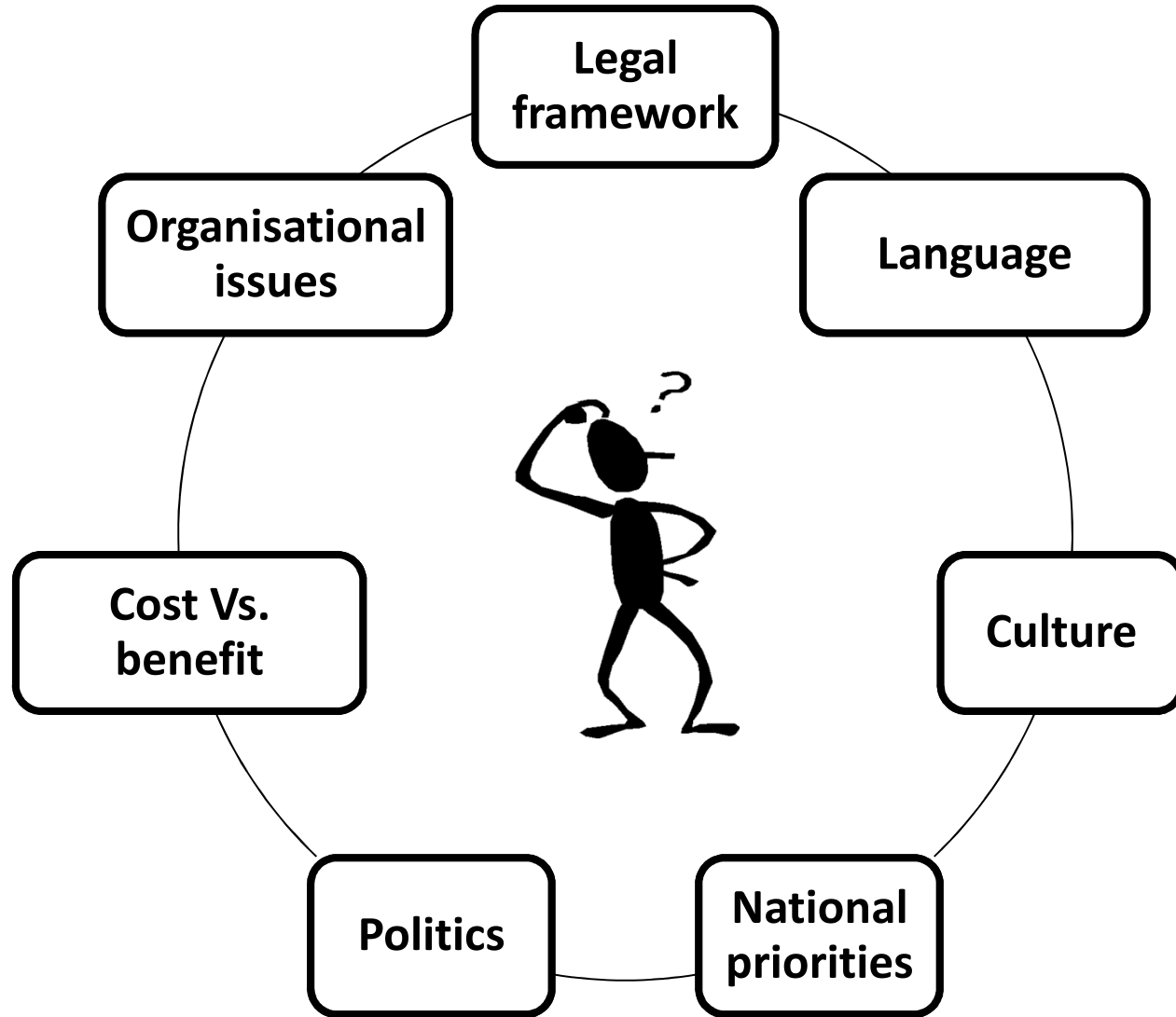
... a Functional Airspace Block aiming towards regional ATM development in the Mediterranean area...

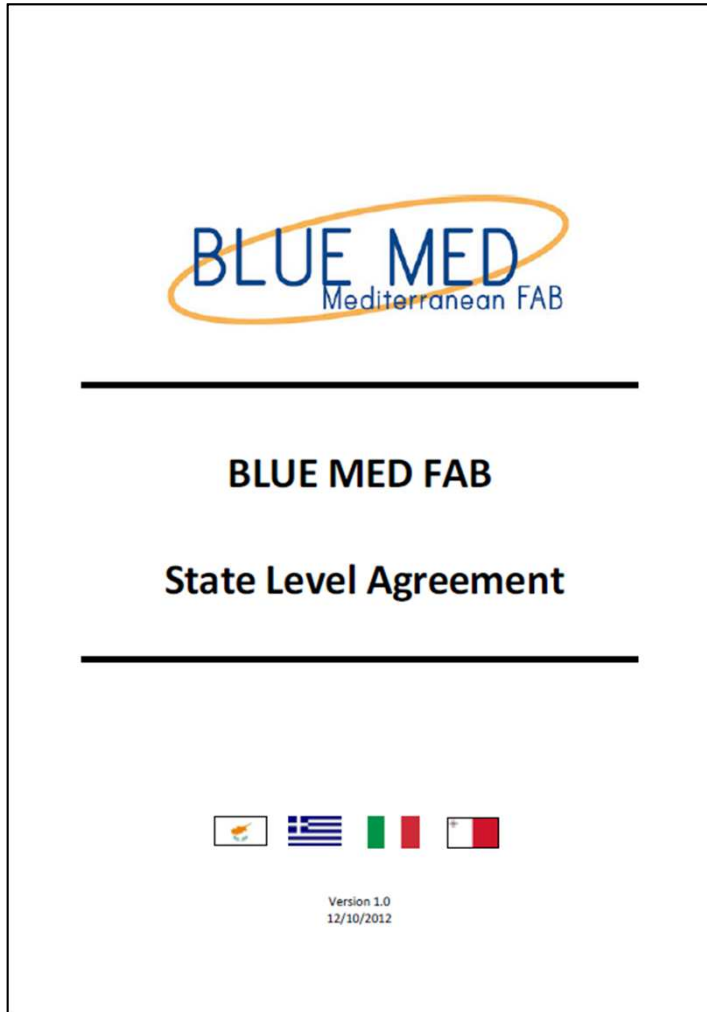
It comprises four EU partner-states: Cyprus, Greece, Italy and Malta...

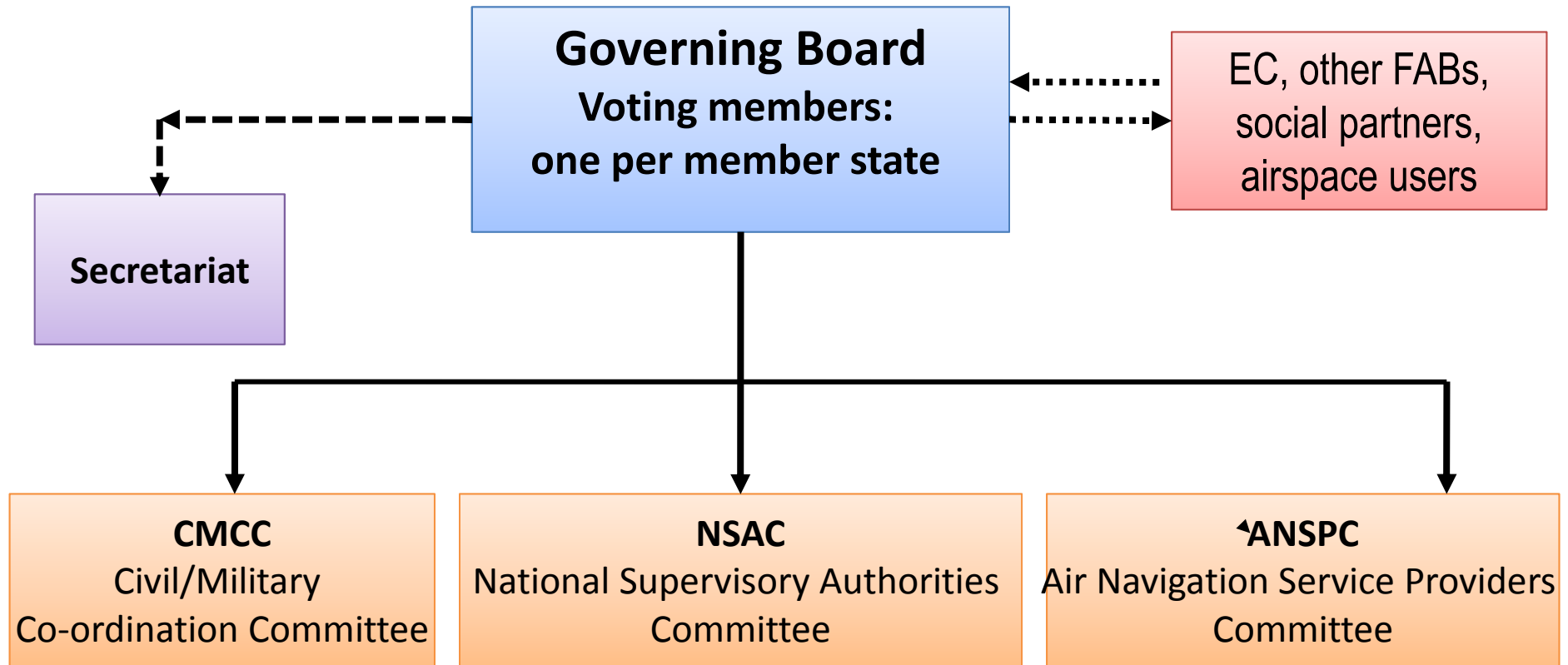
...neighbouring third countries which are interested in associating with the FAB (Israel and others)





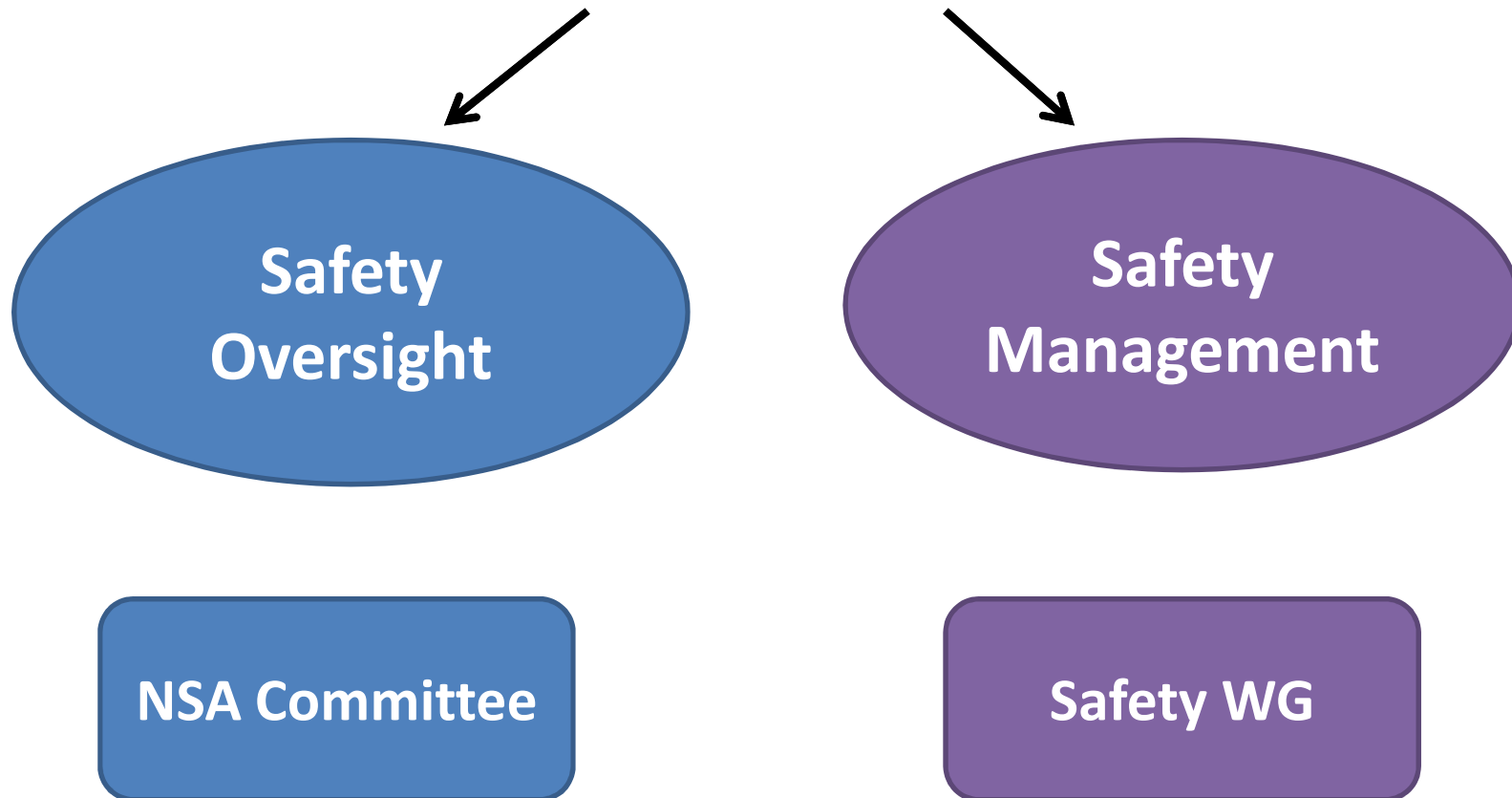






SAFETY WG

BLUE MED tackles safety on both sides...



Collaborative approach to problem solving...



Physical meetings...



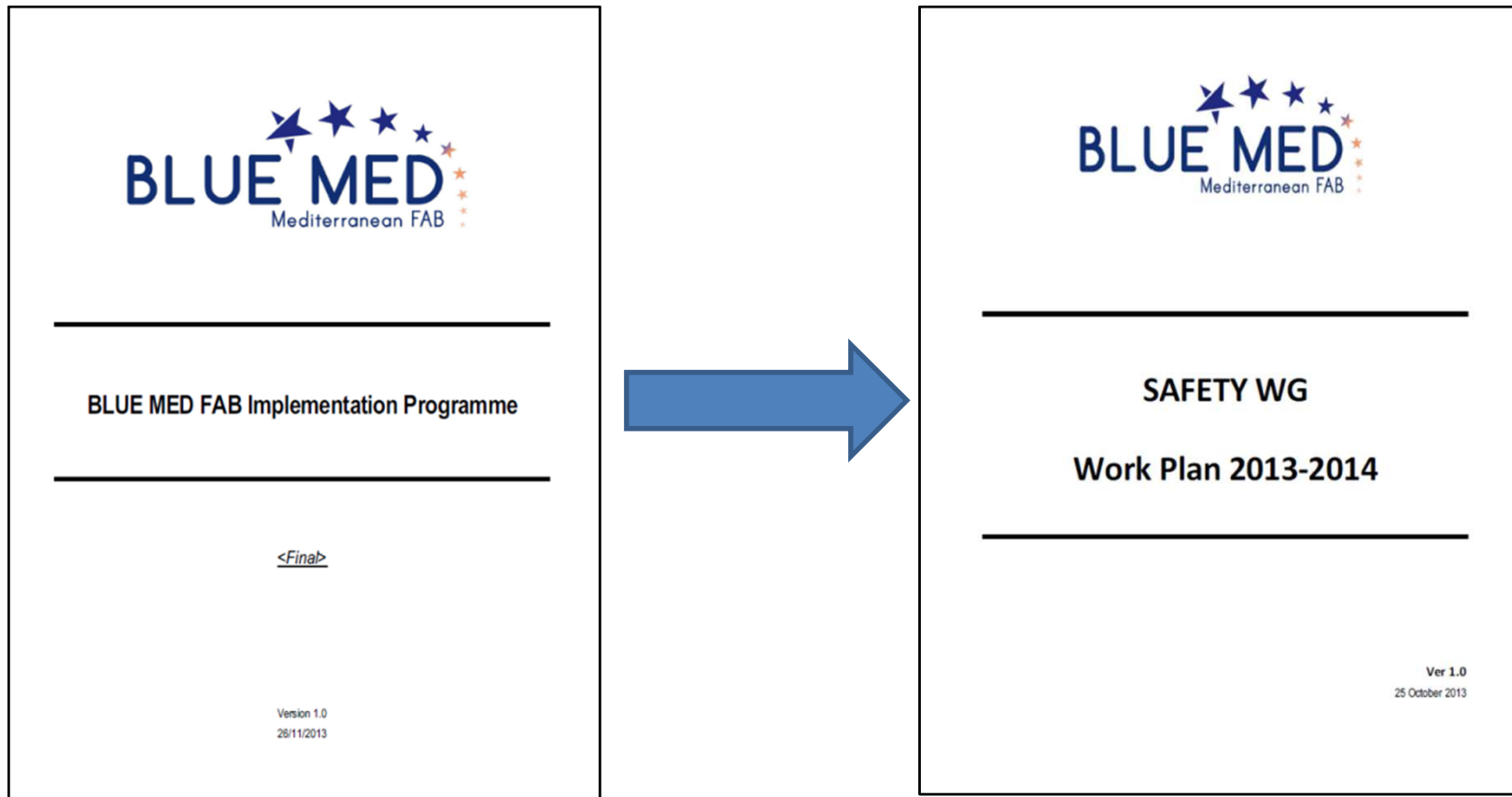
Collaborative approach to problem solving...



*Remote meetings through
the use of software tools...*



Work is done on the basis of a formal Work Plan...



Safety WG Work Plan...

- Describes a series of activities, associated with defined milestones and deliverables, to be performed within a specific timeframe.
- Aims towards improvements and harmonization
- Concentrates around four areas:
 - FAB Safety Policy
 - Occurrence Reporting and investigation
 - Safety assessment for regional changes
 - Safety performance monitoring



...activities
must provide
added value



Safety WG Work Plan...Safety Policy

Objective: to adopt a FAB Safety Policy which conveys the values, commitments to safety in all the States in the FAB

It will give the assurance that BLUE MED FAB will contribute to a working environment where an underlying safety culture exists and which will be continuously developed.



Safety Policy

BLUE MED FAB puts safety first. Its goal is to contribute to the aviation industry's efforts to continually improve its high safety standards and, in this regard, it will afford safety the highest priority over commercial, operational, environmental or social pressures and constraints.

The BLUE MED FAB principal safety objective will be to ensure that the safety performance of the involved States is maintained and, in so far as practicable, improved. BLUE MED will aim towards minimising the contribution to the risk of an aircraft accident or incident as far as reasonably practicable while continuing to provide an efficient service.

BLUE MED will strive to be a safety leader among FABs, either through innovation or through the adoption of best practices.

The BLUE MED States will cooperate to address any safety concerns identified in the FAB whilst, at the same time, they will promote a proactive safety attitude among its staff.

Commitment to safety will be clear and transparent to the users of air navigation services and, in this respect, BLUE MED will address both the service provision and oversight aspects of safety as required by the relevant SES legislation.

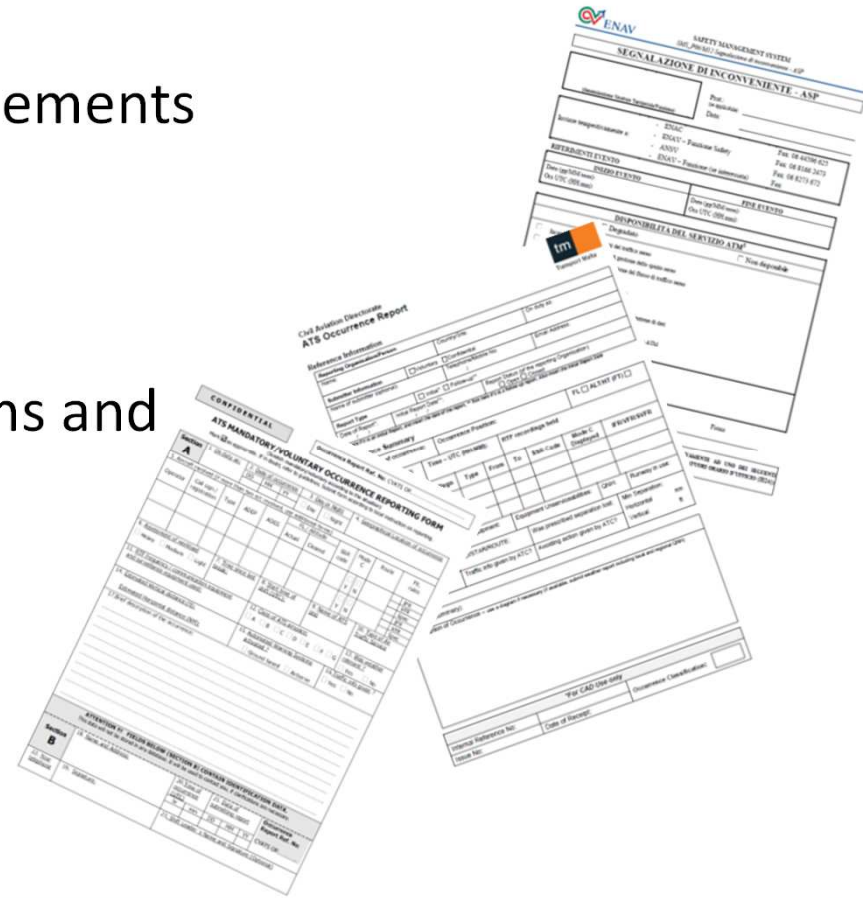
DONE !



Safety WG Work Plan...Occurrence Reporting and investigation

Objective: to define the essential elements of the occurrence reporting form (mandatory for all BM ANSPs)

Also... to provide common definitions and classifications of safety events

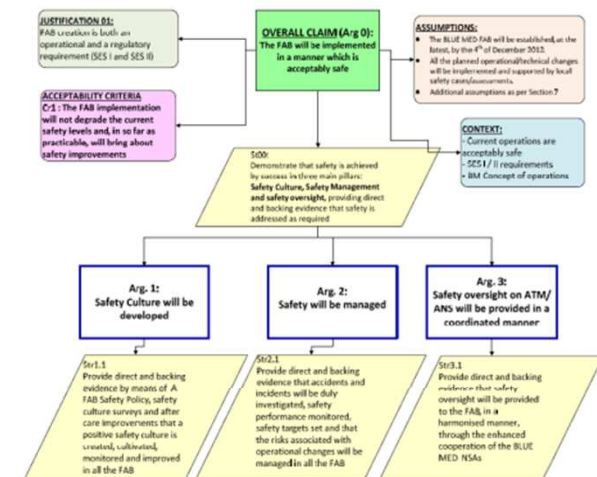


Safety WG Work Plan...

Safety assessments at regional level...

Objective: to adopt a common (FAB) definition of **what is an ATM functional change** and to provide relevant guidance for the ANSPs...

Also, to adopt an **initial safety assessment process** for FAB-wide ATM changes



Safety WG Work Plan...

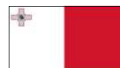
Safety Performance Monitoring



Objective: to define a process by which Key Performance Indicators are monitored and to report the results of the monitoring process to the BM Governing Board

The ultimate goal will be to ensure that the targets set within the FAB Performance Plan will be met

The process will be in compliance with (EU) 390/2013 and the FAB Performance Plan for RP2 (2015-2019)

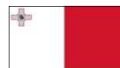


**FAB performance plan
(as per EU 390/2013 requirements)**



FAB performance plan

1. **KPI 1**: the effectiveness of safety management
2. **KPI 2**: the percentage of application of the severity classification to allow harmonised reporting of severity assessment of Separation Minima Infringements (**SMI**), Runway Incursions (**RI**) and ATM Specific Technical Events (**ATM-S**).
3. **KPI 3**: level of the **just culture**



FAB performance plan

KPI 1 – EOSM - ANSPs

KPI	EU Target	CY	GR	IT	MA	FAB TARGET
	2019					
Effectiveness of Safety Management (A-E, with E being the highest)	C (SAFETY CULTURE)	2019 C	2019 C	2019 C	2019 C	C
	D (ALL OTHER MOs)	D	D	D	D	D



FAB performance plan

KPI 1 – EOSM - ANSPs

KPI	EU Target	CY	GR	IT	MA	FAB TARGET
	2019					
Effectiveness of Safety Management (A-E, with E being the highest)	C (SAFETY CULTURE)	2019 C	2019 C	2019 C	2019 C	C
	D (ALL OTHER MOs)	D	D	D	D	D



FAB performance plan

KPI 2 – RAT - ANSPs

KPI	EU Target		CY		GR		IT		MA		FAB TARGET	
	17	19	17	19	17	19	17	19	17	19		
Application of severity classification scheme according to RAT methodology	SMIs										SMIs	
	80	100	80	80	80	100	80	100	80	100	80	100
	RIs										RIs	
	80	100	80	80	80	100	80	100	80	100	80	100
	ATM-S										ATM-S	
	80	100	80	100	80	100	80	100	80	100	80	100



FAB performance plan

KPI 3 – JUST CULTURE

**...BLUE MED FAB will use the EASA annual Just Culture survey as tool
for monitoring this KPI...**

...Constant improvement will be pursued every year...

**...A score below a defined threshold (50%) will trigger BLUE MED FAB
CAAs and ANSPs to take actions for further optimisation of the Just
Culture**



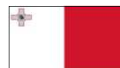
Common oversight activities

...efficiency through sharing of resources...



...one safety audit already performed

by pooling expertise from another NSA...



BLUE MED FAB: Next steps in the safety domain...

- Enhance the use of a FAB pool of experts
- Just Culture policy
- Harmonised use of software tools (e.g. eTOKAI)
- Participation in Pilot Common Projects
- Implementation of agreed SMS procedures
- Monitoring of the FAB Performance Plan



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BLUE MED FAB Mission
The BLUE MED Functional Airspace Block was established with the signing of the State Level Agreement in Cyprus on 12 October 2012. Following this milestone the FAB entered into the Implementation Phase. Apart from the establishment of a new institutional set up, one other major undertaking was the drawing up of an FAB Implementation Programme document. This document contains a number of major operational and technical projects which BLUE MED States have to implement by 2014 and beyond, as well as a number of other activities having the scope of improving the capacity, efficiency, safety and harmonisation on an FAB-wide basis and the reduction of environmental impact. The major projects include the Route Network Catalogue, Free Route Operations, ATFCM optimisation, Airport Collaborative Decision Making (ACDM), Air Ground Data Links, Ground/Ground IP Network implementation, and Complementary OLDI Messages implementation. Other activities some of which have to be implemented to meet SES requirements include Aeronautical Data Quality, FAB-wide Radar Maintenance Plan, ATM System upgrade, and...

BLUE MED FAB Vision
The objectives of BLUE MED FAB are not limited to the full implementation of the Single European Sky in the territory of the Member States but also include the full or partial integration of neighbouring non-EU States' Flight Information Regions with the FAB. This can be achieved when these States adopt parts or all of the European Aviation Acquis that will allow them to take an active role within the FAB. There are advantages to both the non-EU States as well as to the BLUE MED States and the European Union because firstly the former will be able to raise their ATM standards, opt for the deployment of SESAR in their territory (and possibly become integrated in route charges collection systems), secondly the applicability of the SES legislation will extend beyond the EU borders, and finally lead to a safer and more harmonized cross border situation at the boundaries of the Flight Information Regions of all States concerned.

News
ANSP cooperation agreement signed by FAB CE and BLUE MED FAB
05/09/2014
Cooperation between the air navigation service providers of two functional air space blocks aims towards the optimisation of air traffic... >> [read more]
BLUE MED State Level Agreement entry into force
01/09/2014
As from the 22nd of August 2014 the BLUE MED FAB State Level Agreement (SLA) has officially entered into force. This follows the ratification of... >> [read more]
ATM Regional Cooperation between BLUE MED project and the EUROMED Aviation II Program
01/09/2014
The BLUE MED Functional Airspace Block (FAB) Project and the EUROMED Aviation II Project are both well aware of the benefits of improving the... >> [read more]
BLUE MED FAB performance report

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BLUE MED
Mediterranean FAB

n°4 - February/March 2012

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BLUE MED FAB State Level Agreement in its final stages
Dear friends, BLUE MED FAB is progressing as planned, achieving its intermediate goals and fast approaching one of its most important milestones, the signing of the State Level Agreement (SLA). This agreement is of course a regulatory requirement. More than that however, it is a firm expression of commitment towards the concept of the Single Sky, of which the FABs are one of the main pillars.
The BLUE MED State Level Agreement follows the format of other similar FAB agreements with a mixture of articles of purely legal nature, but also ones that set the areas and framework of cooperation on the crucial Air Traffic Management elements, such as airspace management, service provision and supervision. In this respect, the ANSP Strategic Board and the NSA Committee are also finalising their corresponding cooperation agreements which are expected to be signed soon after the SLA.
Following the approval of the SLA by the BLUE MED Governing Body a Ministerial meeting is foreseen, where the Ministers of Transport of the States concerned will meet to review the progress made and re-affirm their political commitment to the FAB, as they had done in November 2008. Thereafter, the agreements will follow the ratification processes in accordance with each State's constitution. This might be a lengthy process, nevertheless it will not stop the FAB from going operational and the plans defined at working level in the last two years should start being implemented. In this way the official deadline set by the Commission of the 4th of December 2012 will be met.
On a final note, one cannot but comment on the financial situation that all EU States are facing at the moment and note that perhaps the FABs can offer some relief on the constraints that this situation imposes. Now, more than ever, is the time for synergies that can alleviate human resource shortages. It is the time for sharing expertise that will fill gaps in knowledge and training. It is the time for a common way forward, towards higher efficiency and better quality of service...
I take this opportunity to congratulate Mr. Massimo Garbini for his election as Chairman of the Network Management Board and wish him every success in his new role.
Mr. Leonidas Leonidou, BLUE MED GB Chairman

BLUE MED FAB State Level Agreement in its final stages

BLUE MED Joint Statement and ToRs with international staff and Professional associations

The Role of the Malta Air Traffic Services during the Libya crisis

BLUE MED ATM factual cooperation

BLUE MED Cost-benefit analysis results

Focus on: BLUE MED FAB Project communication: ATC Global 2012

BLUE MED FAB Roadmap for implementation

BLUE MED FAB Project update campaign in Athens by HCAA

BLUE MED FAB Safety Case



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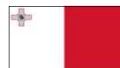
Thank you...

Petros Stratis

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BLUE MED FAB Safety WG Leader

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