

## Dear Airspace User,

we welcome you to the first BLUE MED FAB Flight Efficiency Plan regarding year 2015 meant to cultivate a closer cooperation between the ANS Providers within BLUE MED and its Users.

BLUE MED Member States, in cooperation with Israel, are strongly committed to deliver network implementations and provide Environmental benefits in terms of Flight Efficiency and since the establishment of BLUE MED FAB we worked even harder to achieve this challenging objective.

Our aim is now to regularly keep you updated over such improvements, as also described in the Eurocontrol FEP document created in August 2008 in close coordination with IATA and CANSO.

Your involvement, your feed-back and your support are precious for us to reduce the Environmental impact and maximize our efforts in line with your needs.

We look forward to having a fruitful close cooperation!



**BLUE MED FAB**  
Flight Efficiency Team  
on behalf of BM ANSPC  
FLIGHTEFFICIENCYTEAM@BLUEMED.AERO

**BLUE MED**  
Mediterranean FAB

# FLIGHT EFFICIENCY PLAN 2015



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## Improvements within BLUE MED Airspace during 2015

- **Improvements in en route airspace design**  
NM 2.427.528 Fuel 14.736.000 Kg CO2 27.900 T
- **Optimization in airports operations**  
NM 7.129 Fuel 45.000 Kg CO2 142 T
- **Performance awareness**  
Awareness of performances and Flight Efficiency Education (OPS & Training): 4.725 hours

## Analysis of FEP

The Flight Efficiency Plan builds on the solid foundations of the work in progress among States, Air Navigation Service Providers (ANSP) and Airports, to improve European Air Space Design and Network Management, and it is in line with the common objective of the Single European Sky. The FEP plan builds on two Main Areas and five Action Points.

The **two** Main Areas are:

- **Improving design on both En route and Terminal areas (improve existing network)**
- **Improving airspace and airport utilization (improve utilization of the existing network)**

The **five** Action Points of the Flight Efficiency Plan are:

- 1 Improve European-route airspace design** through annual improvements of European ATS route network, with priority to:
  - Implementation of a coherent package of annual improvements and of shorter routes;
  - Improving efficiency for the most penalized city pairs;
  - Implementation of additional Conditional Routes for main traffic flows;
  - Supporting initial implementation of free route airspace.
- 2 Improving airspace utilization and route network availability** through:
  - Actively support and involve aircraft operators and the computer flight plan service providers in flight plan quality improvements;
  - Gradually applying route availability restrictions only where and when required;
  - Improving the utilization of civil/military airspace structures.
- 3 Efficient TMA design and utilization through:**
  - Implementing advanced navigation capabilities (PBN etc.)
  - Implementing Continuous Descent Approaches (CDAs),
  - Improving arrival/departure routes, optimized departure profiles, etc.
- 4 Optimizing airport operations through:**
  - Implementation of Airport Collaborative Decision Making (A-CDM)  
(Reduce taxi times using Collaborative Pre-Departure sequencing and variable taxi times)
- 5 Performance awareness through:**
  - Flight Efficiency dissemination among ANSPs and AOs personnel.

## Future plans (2016 - 2018)

### DCAC - Cyprus ANSP

Free Route Project

- **Phase 1:** JAN - DEC 2016  
DCTs (Entry/Exit) Implementation from FL285-FL660 - AVLB NIGHT (2100 - 0400)
- **Phase 2:** JAN 2017 - DEC 2021  
DCTs with multiple Entry Exit implemented from FL195+ - AVLB 24H

### HANSP - Greece ANSP

Free Route Project

- **Phase 2A**  
In Dec 2016 phase 2A will be applied.  
DCT routes available above FL355 - AVLB 1900 - 0700 UTC
- **Phase 2B**  
In Jan 2018 phase 2B will be applied.  
DCT routes available above FL355 - AVLB H24  
New DCTs could also be implemented, subject to DCTs' results along with FRA steps.

### ENAV - Italy ANSP

Free Route Project

- **Phase 3** and related changes:  
Free Route Area above FL335  
Controlled Airspace extended to FL660  
Military Areas classified AMC Manageable above FL335;  
New Airspace Classification below FL195 and lowering of Controlled Airspace
- ACDM: new setting up and OPS release in LIML & LIRN Aerodromes.
- About 4.250 hours of Continuous Training on Flight Efficiency, Performances and every topic relevant to the "best use of Airspace"

### MATS - Malta ANSP

Free Route Project

- 2016 implementation of FRA 335+ (in collaboration with ENAV)
- 2017 implementation of FRA 315+ (in collaboration with ENAV)
- 2018 implementation of FRA 195+

### CAAI - Israel

- FUA: CAA Israel is working with the Israeli Air Force and Israel Airports Authority in order to improve Tactical & Pre-Tactical levels.
- CDR: the hours published for Route "H3N" [CDR1] will be extended.
- OVERFLIGHTS: Initial negotiations with NM regarding overflying Israeli airspace from EUROPE to the east.
- This major change requires further study of the influence on neighboring FIR's, amending LOA's and NM manage the flow.
- Simulations show major savings on fuel, flight time and emissions.