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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.



Leonidas Leonidou
BLUE MED GB
Chairman

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 Joint Statement and ToRs with International Staff and Professional Associations



Massimo Garbini, ENAV CEO

The BLUE MED FAB Project has finally achieved a very important agreement with the International Staff and Professional Associations. The signature of the Joint Statement and the related Terms of Reference with the Associations involved in the BLUE MED process will allow all parties to have a stable framework for the consultation on Social and Professional topics.

The signature of the Joint Statement and ToRs in the BLUE MED perspective is a clear signal of commitment from the BLUE MED ANSPs, which proved their willingness to cooperate on Social and Professional matters supporting the participation of the concerned International Associations at the relevant BLUE MED events. With this agreement BLUE MED recognizes

a high value and importance to the Social Dialogue, with a platform which is now able to foster an adequate development of the "Just Culture" also at FAB level.

BLUE MED firmly believes that enabling the International Social and Professional Associations' participation within the BLUE MED lifecycle is key for ensuring wide acceptance of the achievements identified for the FAB and that the contribution from the Associations will provide a substantial added value to the BLUE MED FAB as a whole.

2012 will represent the final step of the Definition Phase of BLUE MED that from the "Project" status will become a reality. The involvement of all interested parties will be crucial for the achievement of this important result and BLUE MED ANSPs will continue to secure the widest participation of all relevant stakeholders.

Mr. Massimo Garbini, ENAV CEO & BLUE MED ANSP-SB Chairman

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

The United Nations Security Council Resolution (UNSCR) 1973 of 17 March 2011 established the No Fly Zone over Libya which signalled the start of an air campaign first led by a coalition of willing States and subsequently by the North Atlantic Treaty Organisation (NATO).

It was clear from the outset that a No Fly Zone (NFZ) over Libya coupled with a NATO air campaign would significantly impact the Malta Flight Information Region (FIR). The designated Air Navigation Services Provider for Malta – Malta Air Traffic Services (MATS) – which during February and March 2011 was already heavily engaged in the massive evacuation operation of foreign nationals from Libya – was clearly going to play a central and determining role in the way both civilian and military traffic were going to be managed in this crisis. The defection of two Libyan Air Force pilots who diverted their Mirage F1 combat aircraft to Malta set the scene for the months that followed.

The primary objective of MATS was to ensure that the UN-established No Fly Zone over Libya would be implemented while ensuring safety and efficiency for the non-participating civilian flights which continued to operate through the airspace of the Malta FIR including traffic inbound and outbound from Malta International Airport – the only airport on the island of Malta. Within hours of UNSCR 1973, the Malta FIR, managed by MATS, became a staging ground first for Operation Odyssey Dawn and later for Operation Unified Protector – the UN-sanctioned, NATO-led operation. This posed a significant challenge to Malta in that a fine balance had to be struck between the implementation of the UN Decision campaign with the safe passage of airliners routing through the Malta FIR and Malta's commercial and economic interests.

The requirements of an air campaign of this magnitude entail the allocation of airspace for military use which is dynamic and significantly large in volume. The transit routes for the military missions into and out of Libya also demanded additional routes which had to be embedded into the existing route structure. This included the transit of military aircraft which required long duration air refuelling missions, unmanned aerial vehicles



Carmel Vassallo, CEO Malta Air Traffic Services,
member of BLUE MED ANSP-SB

(UAVs), combat and intelligence, surveillance and reconnaissance (ISR) aircraft. MATS also played a crucial role in coordinating several diversions to Malta of military aircraft that during their missions over Libyan airspace developed faults or required urgent assistance of a technical or emergency nature. Throughout the air campaign, there were about 45 such aircraft landing at Luqa Airport.

This was also the start of a unique, mutually beneficial relationship that was developed between NATO, the International Civil Aviation Organisation (ICAO) and MATS and also ensured Malta's participation in all discussions on the dismantling of the No Fly Zone and the return of the airspace to Libya. As an adjacent FIR spanning over 1000 kilometres this was bound to have large implications for Malta and thus MATS input and participation was crucial.

Two ICAO-led Special Transition meetings, one in Cairo on the 27 September 2011 and a follow-up in Malta on 13 October 2011 were held during which a Memorandum of Understanding was signed between Libya, ICAO and NATO for the provision of air navigation services (ANS) by the Libyan Civil Aviation Authority (CAA) within limited portions of Libyan airspace. These meetings served to define the transition plan for the safe transfer of airspace to the Libyans following the withdrawal of the No Fly Zone which eventually took place at the end of October 2011. Key challenges in the transition phase included the assessment of the ANS situation in Libya and the impact of the NFZ; and ensuring that there was an ICAO-compatible Civil Aviation infrastructure in Libya to support safe air traffic control (ATC) operations. MATS has already expressed its readiness to assist in any way possible to ensure a smooth transition.

There is no doubt that MATS has played a critical role in the implementation of the No Fly Zone in Libya by the UN Security Council and its subsequent dismantling also by the UN Security Council. The role of MATS has been recognized by ICAO, EUROCONTROL and NATO. MATS continues to play a leading part together with key international aviation stakeholders in the transition plan which is currently underway.

This augurs well also in the context of the BLUE MED FAB which has already achieved significant progress in terms of cooperation between BlueMed members and associate partners in the Mediterranean. Leaving aside the financial difficulties that MATS has experienced as a direct result of the No Fly Zone over Libya, the impressive coordination handled by MATS that helped ensure safety and efficiency in both the air campaign and the unhindered passage of civil aircraft through the Malta FIR was in itself a typical example of the flexible use of airspace.

Mr. Carmel Vassallo, CEO Malta Air Traffic Services, member of BLUE MED ANSP-SB



A frequent scene at the Malta International Airport during the evacuation of thousands of foreign workers from Libya in the initial stages of the crisis

BLUE MED ATFM factual cooperation



Giuseppe Romano
BLUE MED ATFM Expert

The cooperation of the Countries part of the BLUEMED FAB Project led to the establishment of an ATFCM Task Force within WP1, the WP which is responsible for the coordination of the operational scenario within the FAB initiative.

The TF were assigned tasks related to ATFCM in its vision of Post Operation Analysis in view of preparing Pre-Tactical and Strategic Operational cooperation between the various Entities of the designated ANSPs of the Member States of the BLUEMED FAB Project.

One of the most relevant results within the BLUE MED initiative is the identification of an improved route network scenario, could focus on suggesting to the AOs shortest routes optimizing flows and city-pairs within concerned ATC Sectors.

Within this context, once recognized within the BLUE MED group of experts the requirement to build a Post Operational repository to analyse the causes of ATFCM delays within the traffic volumes concerned, the factual cooperation with the NMD of Eurocontrol brought to an initial cooperation by the means of the publication of a strategic operational scenario available to the AOs. The abovementioned scenario has been published for the Summer Season 2011 and optimized for traffic wishing to fly over the Egyptian airspace but also and especially for traffic wishing to take advantage of availability of shortest routes that are well suited to for planning free from possible adjustments for ATFM Capacity of the Operational Sectors of the ACCs crossing.

On the days characterized by ATC delays within BLUE MED portion of airspace, the formal request come from NMD-Pretactical Section of the OPS Room of Eurocontrol got ready BLUEMED Partners (Greece and Italy and in the circumstances Egypt) to give the availability to be able to suggest, by NMD to the AOS, to plan the ATS Routes evidenced into the BLUEMED Scenario.

The success of the strategy followed by NMD is fixed into the AIM Message published into the NMD NOP Portal, which follow:

IN RESPONSE TO AIRCRAFT OPERATOR REQUESTS, CFMU HAS COORDINATED WITH BLUE MED FAB AND WITH CAIRO FMP THE AVAILABILITY OF THE FOLLOWING ROUTES:

• SOUTHBOUND DESTINATION HE.. (BUT NOT: HECA/HEBA/HEAX)

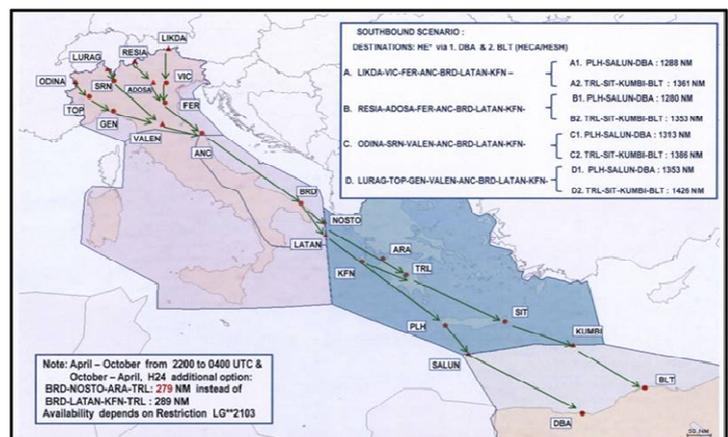
ANC UL612 BRD DCT LATAN UM872 PLH UA145 SALUN

• NORTHBOUND (PLEASE NOTE -METRU- IS ONLY AVAILABLE NORTHBOUND):

METRU UL612 PLH UM872 LATAN DCT BRD UL612 ANC

• THESE ROUTES ARE AVAILABLE FROM 0600 TO 2100 UTC DAILY UNTIL 21:00 UTC FRI 21-OCT-2011.

• THEY AVOID THE LGGG-SOUTH SECTOR, HOWEVER WILL STILL BE SUBJECT TO DELAYS VIA THE LGGG-WEST SECTOR.



The FAB BLUE MED Project intends to continue being a promoter of similar initiatives to increase the efficiency of ATFM/ASM within the competence of the FAB BLUE MED and to support NMD in its coordination activities.

Mr. Giuseppe Romano, BLUE MED ATFM Expert



BLUE MED Cost-Benefit Analysis results



Giovanni Gazzilli
BLUE MED WP4

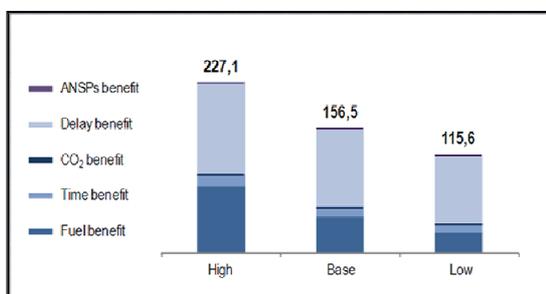
With a farewell event in Nicosia, the 18th of November 2011 has marked the completion of the scheduled activities in charge to Work Package 4 and related to the Economic Assessment of the potential costs and benefits of the BLUE MED FAB under the hypothesis of its implementation, measured against a baseline scenario (i.e., the situation "as is", assuming that the FAB will not be established). Now all BLUE MED high level bodies are being consulted and a dissemination phase regarding the results gathered will initiate.

The analysis, which has considered the four BLUE MED Partners, has been performed for the short term (2012) through a Cost-Benefit Analysis (CBA), and for the medium (2015) and long term (2020) perspective through a What-If analysis (with a wider set of opportunities taken into account). The task in charge to WP4 was of particular relevance given the fact that a positive Cost-Benefit Analysis (CBA) case is one of the central key factors for the go/no go decision on the FAB implementation as well as a pillar of the information under EU Reg. 176/2011 to be provided prior to the formal FAB establishment. The activities have been developed in joint cooperation by the WP4 team members and an external consulting temporary consortium - composed by B.I.P and Booz and Co. - selected through an international Call for Tender. The methodology selected by the WP4 team for the analysis is EMOSIA (European Model for ATM Strategic Investment Analysis) which is adopted at international level in order to support European ATM / ATC working groups in performing evaluations compliant with EUROCONTROL standards. EMOSIA has the purpose to identify direct costs and direct benefits for the stakeholders stemming from the operational and technical improvements agreed as a result of the ongoing BLUE MED FAB Project Definition Phase.

The results of the analysis are positive and contribute to add tangible economic value to the already positive BLUE MED FAB establishment picture. The CBA has identified a positive contribution to the overall economic result of the BLUE MED FAB implementation, starting from 2012 with the activities already performed in a FAB perspective and up to 2015 and even beyond, where a more mature BLUE MED FAB phase is expected to take place. In particular, qualitative and quantitative benefits have been identified in the areas of safety, capacity, flight efficiency, cost effectiveness and environmental impact. The analyses were carried out exclusively through the acquisition and economic quantification of input data provided mainly by operational and technical BLUE MED Work Packages, that did not consider any additional infrastructural investments or organizational change as a consequence of the FAB establishment.

WP4 activities have been complex and challenging, especially given the level of importance attributed to the outcome of the economic assessment as one of the key factor for the decision of the establishment of the FAB. The completion of the work is the result of the factual cooperation among the Partners and the external support, the constant information sharing and a problem solving approach to open issues, all critical success factors of an excellent team.

Mr. Giovanni Gazzilli, BLUE MED WP4 (Economic Assessment) Leader



2015 What-if analysis results. Figures in M Euro

BLUE MED FAB Project communication: ATC Global 2012

After the success of the previous editions, the BLUE MED FAB Project was also present this year at the ATC Global, the most important European event dedicated to air traffic control services and management activities, scheduled to take place at the RAI Exhibition and Congress Centre in Amsterdam on 6 to 8 March.



Giulio Gamaleri
Communication
Manager BLUE
MED WP8

ENAV's participation in the event is part of the communications tasks, (within the Working Package 8), which ENAV is proud to undertake in order to disseminate the results achieved by the project and spread information about the activities under way, and ensure maximum visibility, considering the importance of the FAB.

The BLUE MED FAB Project had its own special area hosted in the ENAV exhibition space (H412 - Hall 11). The BLUE MED representatives were there and were ready to answer any questions on the state of advancement of the FAB. A number of publications specifically regarding the project were also distributed.

At the FAB BLUE MED project dedicated area, visitors could also enter the dedicated website through a multimedia terminal. The success enjoyed by the blue-med.aero website in 2011 was extraordinary, with over 350,000 visitors and nearly 4,000 people registered for the BLUE MED Newsletter.

On Thursday 8 March at 12.30 p.m. was held a presentation at the Seminar Theatre (Hall 9), entitled:

- BLUE MED FAB initiative, a step forward for the Single European Sky

Speakers: Giovanni Torre, Head of the ENAV FAB BLUE MED Department and Cristiano Cantoni, ENAV FAB BLUE MED Project Manager

For further information write to us at: contact@bluemed.aero

Mr. Giulio Gamaleri, Communication Manager BLUE MED WP8

BLUE MED FAB Roadmap for Implementation



Giovanni Torre
BLUE MED Project
Coordinator

The European Commission asked all FABs to organise in October 2011 a number of one-to-one dedicated meetings in view of the SSC session foreseen on 29th - 30th of November (SSC-44). As a preparation for this set of meetings, the EC wanted all FABs to focus on the annex to Reg. (EU) n. 176/2011, where detailed info for FAB establishment to be provided to the EC (by 24-06-2012) and a number of external stakeholders were listed.

The EC met BLUE MED on the 24th of October 2011. In order to satisfy EC expectations, BLUE MED prepared and delivered in advance to the meeting, an information paper (Appendix 1), providing a complete review of the requirements from the BLUE MED perspective and a list of the documents that BLUE MED is going to deliver as a response to Reg. (EU) n. 176/2011 requirements (with the current status and the expected availability date). The BLUE MED preparatory activity was highly appreciated by the Commission, which discussed with interest the different

sections of the info paper provided and at the end of the meeting thanked the group for the info provided by the BLUE MED FAB attendees, proving the concrete progress of the initiative. BLUE MED has defined an ad-hoc internal arrangement to respond to Reg. 176/2011 which will both follow the submission of the relevant information by the 24-06-2012 and will ensure prompt feedback to observations, if any, coming from EASA, other Member States or interested parties, as per Reg. 176/2011.

Mr. Giovanni Torre, BLUE MED Project Coordinator

BLUE MED FAB Project update Campaign in Athens by HCAA



Gregory Nanidis
Project Leader for Greece in
BLUE MED and member of
Governing Body

Functional Airspace Blocks establishment is a legal obligation for all EU member states under the SES I and II Legislation, and a step forward for the Single European Sky and its targeted performance in Capacity, Efficiency, Safety and Environmental sustainability. The BLUE MED FAB Project by recognizing the substantial role of human factor in the process of the management of changes, from its initial steps has confirmed its steady commitment to the establishment and implementation of communication and consultation mechanisms with Trade Unions and Professional Staff Associations.

In this context, the HCAA's BM Project Personnel at first staged two meetings with the Board of Greek Air Traffic Controllers Association (GATCA), and then with ATM/ANS personnel, on two open consecutive conferences on 15th and 16th November 2011, which were attended by a large number of Air Traffic Controllers, Air Traffic Safety Electronic Personnel, and employees from communication and financial divisions.

In addition, GATCA also called for a conference open to all its members on 21 November 2011, just a day before the Social Forum meeting, dedicated to BLUE MED Project with the participation of representatives of AT-CEUC and IFATCA as main speakers. HCAA Work Packages members involved in the Project, were also present and gave an update to the personnel attending, on the Project and on the recent developments. There was a great interest from all parties on the high level issues of all aspects of the FAB establishment, and as a result, the wide discussion that followed, proved the necessity and successful implementation of the BLUE MED FAB.

Mr. Gregory Nanidis HCAA Deputy Governor, Project Leader for Greece in BLUE MED, member of the Governing Body and BM Representative at Network Management Board



BLUE MED FAB Safety Case



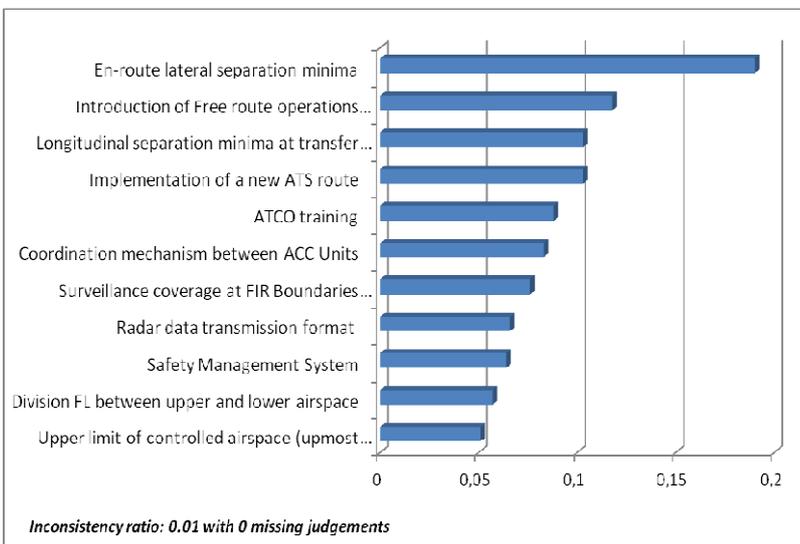
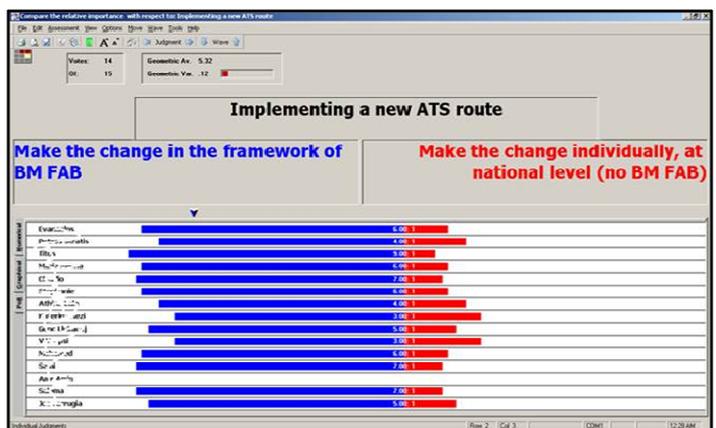
Petros Stratis,
WP3.1 (Safety) Leader

BLUE MED FAB working level tasks are almost completed, and the deadline set by the Commission for the submission of information to be provided prior to FAB establishment is approaching. One of the required elements is of course the Safety Case, which has already been completed and it is now undergoing management review.

In the past months, there has been much thought on how to produce the right safety arguments for a FAB, as this had not been attempted before and little previous experience existed. In this respect, workshops organised by EUROCONTROL were of much help, as they brought the various FABs together and opinions on the matter were exchanged. BLUE MED was very active and even pioneering in

this interaction and its solutions are now being shared among other FABs.

The Safety Case has been designed primarily to answer to the regulatory requirements, in the areas of safety policy, safety performance, accident and incident investigation, safety assessment of changes and safety oversight. It is clear now that the FAB safety case covers more than the ANSP domain and the arguments produced are intended to provide assurances for all the relevant ATM areas.



Besides complying with the regulations, BLUE MED has gone even beyond, seeking, through the delivery of the Safety Case, to supply additional safety information deemed useful for the BLUE MED management and decision makers. Using a novel approach to decision making, it has first prioritized the foreseen BLUE MED operational and technical changes with respect to their safety significance and then, it made a comparison between implementing each change "in" and "outside" the FAB framework. In this way, using the accumulated judgement of a significant number of safety experts in the FAB, it has been able to demonstrate that changes "in" the FAB framework can be implemented with reduced risks.

The next challenge for the BLUE MED safety team will be to implement its safety plan, something that we all look forward to !

Mr. Petros Stratis, WP3.1 (Safety) Leader

