



WHAT'S BLUE MED?

The BLUE MED Project is a FAB regional initiative looking at improving the Air Traffic Management system in the South East Mediterranean and in this way fulfilling the SES regulation for the establishment of Functional Airspace Blocks in the European airspace.

WHAT'S A FAB?

A Functional Airspace Block (FAB) is "an airspace block **based on operational requirements**, reflecting the need to ensure more integrated management of the airspace **regardless of existing boundaries**" (Single European Sky Framework Regulation).

WHY A MEDITERRANEAN FAB?

The South East Mediterranean airspace is particularly suitable to the development of Functional Airspace Blocks due to its location in a context of rapid traffic growth, situated between the European Core Area (with high traffic density and adequate CNS infrastructures) and the North African-Middle East Airspace (with low traffic density and limited CNS infrastructures), and lying at the same time, to the East and to the South of the Balkan airspace, linking North Europe with Middle East and South East Asia.

The need for cooperation in the Mediterranean area is strongly pursued by the European Commission through the Single Sky initiative and responds to the

analysis in the Performance Review Report (PRR 2005) that highlighted inefficiencies in the en-route airspace of ECAC.

BLUE MED FIRST STEP: A JOINT FEASIBILITY STUDY

Launched in December 2006, the BLUE MED Feasibility Study is being led by a group of Air Navigation Service Providers, ENAV (Italy), DCAC (Cyprus), HCAA (Greece) and MATS (Malta). OACA (Tunisia) is participating as an associated partner and NANSO (Egypt) with the role of an observer. The Study is further supported by the expertise of EUROCONTROL, the Italian Research Centre of Advanced Systems for Air Traffic Control (SICTA) along with the Universities of Trieste (Italy) and Athens (Greece).

In early 2008, the BLUE MED Consortium will deliver a final "**Feasibility Report**" to concerned political institutions and authorities, with the aim to support their decision making process, which constitutes the indispensable prerequisite to proceed with the following steps of the Project (Definition Phase 2008-2010, Implementation Phase 2010-2012).



THE BLUE MED OPERATIONAL SCENARIO

A large study area has been chosen to ensure that regional traffic flows are captured and the interaction with neighbouring States can be assessed.

The Feasibility study will examine the ATS route network in this large study area in strict cooperation with the other existing FAB initiatives, while maintaining an ECAC wide overview, and will develop short term improvements to overcome identified deficiencies. In addition, an assessment of traffic demand will be made to assist in the development of new ATS routes capable of offering shorter routeings and a greater

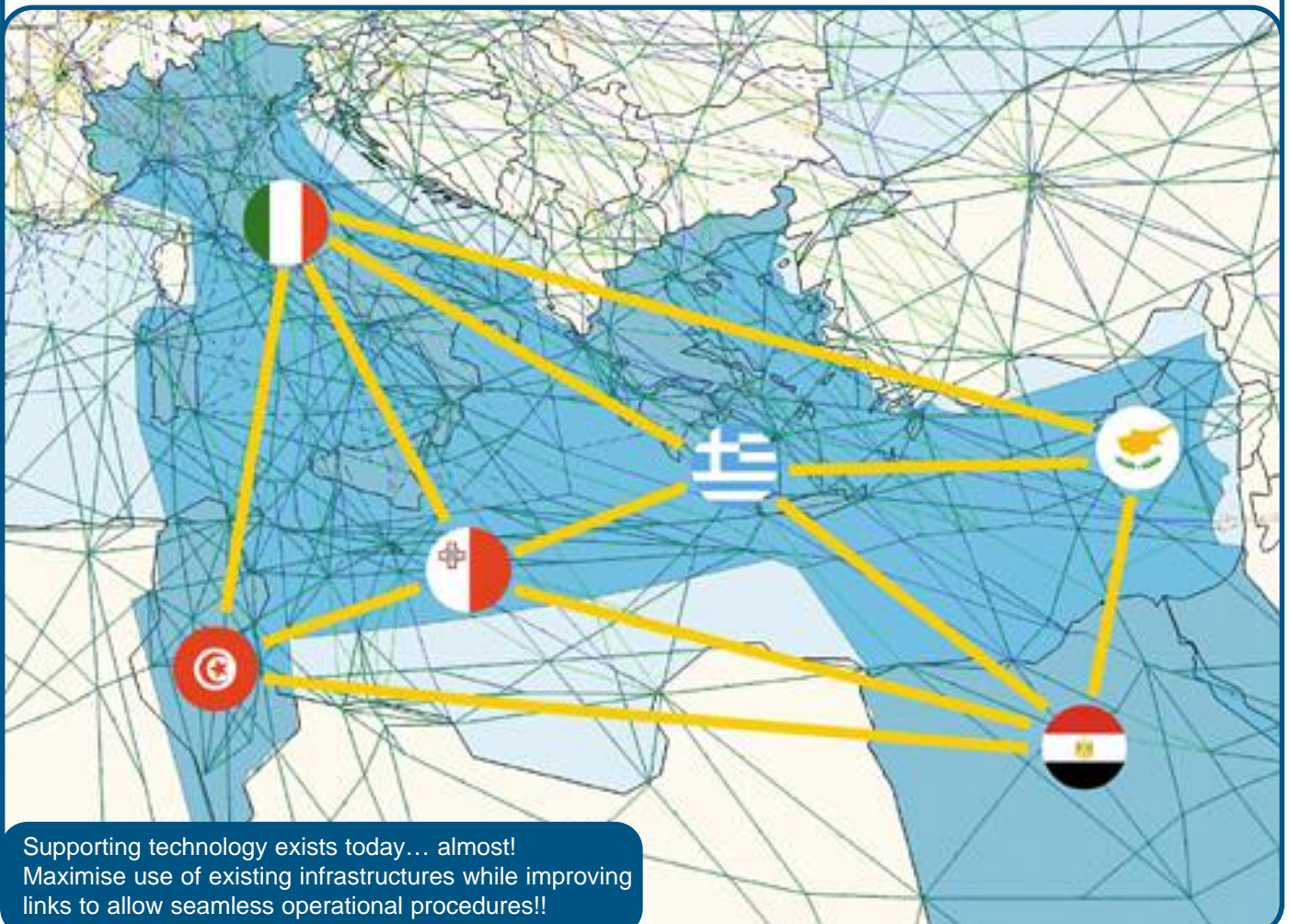
number of options to the Aircraft Operators. This will enhance flight efficiency, reduce fuel burn and reduce the environmental impact.

THE VIRTUAL CENTRE CONCEPT

In the framework of the SES regulations, and in particular of EC Regulations No 549 and 552 of 2004, the BLUE MED addresses the requirements for ATC systems interoperability, the fundamental enabler for the implementation of Functional Airspace Blocks, based on a model of continuous integration process of different ATC systems, rather than on the establishment of a single Service Provider in a trans-national area.

The development of the "Virtual Centre" concept - a **group of ACC remotely located, but interconnected and interoperating as a single ATM centre** - is being undertaken, since a model based on a single ATM Centre controlling a wide, over-national area, is not feasible, due to the extensive social, military and political impact, that could jeopardise the success of the SES implementation.

The "Virtual Centre" definition allows the identification of information to be shared between different ATM systems, in particular the Flight Data Processing and Distribution module (FDP) and Surveillance data.

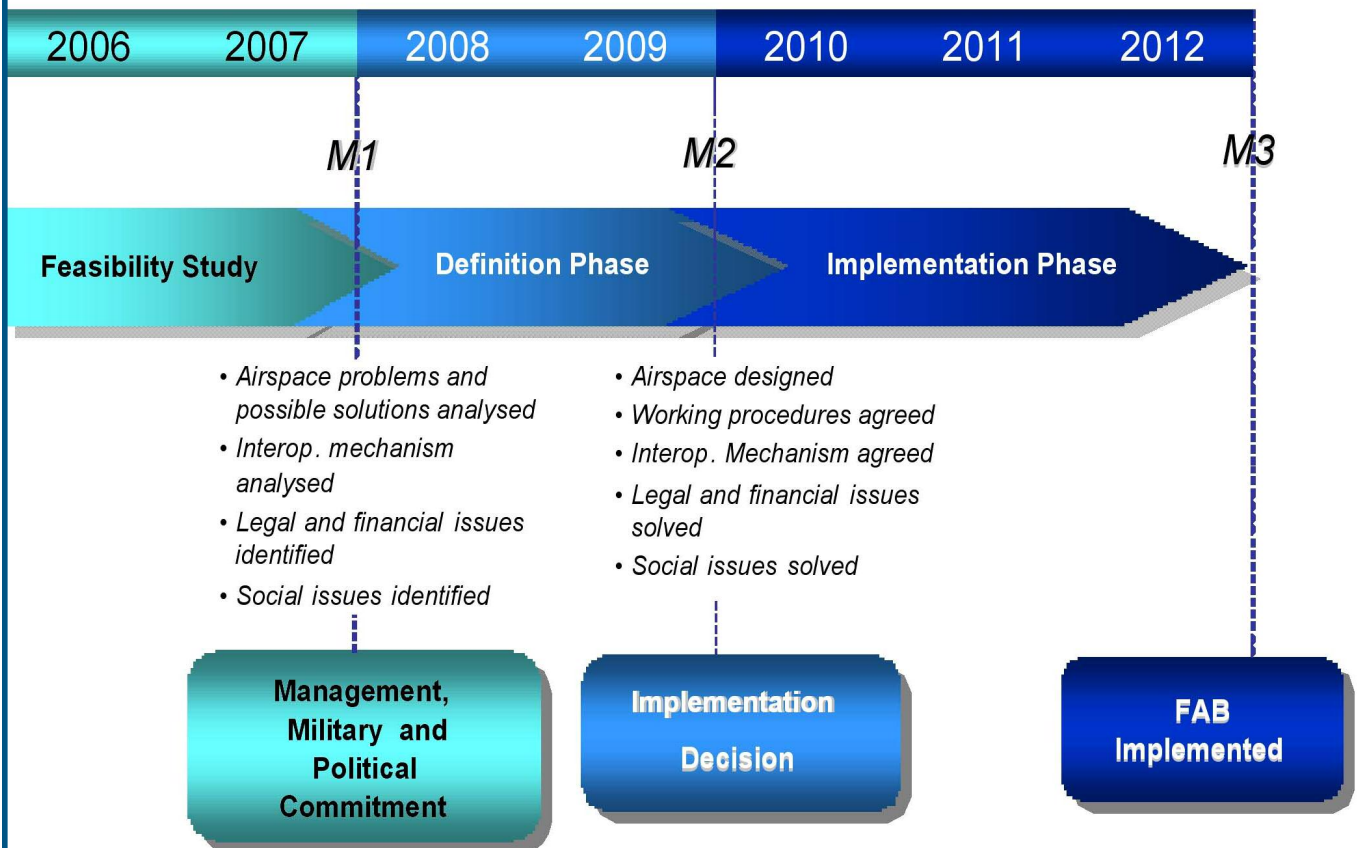


Supporting technology exists today... almost!
Maximise use of existing infrastructures while improving links to allow seamless operational procedures!!

THE BLUE MED VISION OF FUNCTIONAL AIRSPACE BLOCKS

Functional Airspace Blocks are a key concept of the Single European Sky initiative and might be the optimum solution to reorganise the European airspace and overcome current fragmentation. The key objectives to implement the Single European Sky regulations in the South East Mediterranean are the bases of the BLUE MED process in a highly co-operative approach. In particular, BLUE MED will aim to reach the ambitious goals of developing:

- **Operationally-driven** solutions to optimise air traffic flows and to standardise the systems (“bottom up” approach compliant).
- **European-wide based**, reflecting **different regional characteristics** (traffic flows, airport density, institutional or legal constraints, social, cultural and environmental specificities).
- **Common procedures and training** to improve commonality and allow seamless operations within the BLUE MED area from the cockpit perspective (virtual centre concept).
- **Interoperability of systems** to allow seamless operations of remotely located Area Control Centres (“virtual centre” concept).
- **Airspace redesign**, at European level, in accordance with air traffic flows to reduce user costs as well as the environmental impact.
- Agreement on **acceptable solutions for civil and military airspace users**
- **Minimised social impact**



BLUE MED AT A GLANCE

- An operationally driven Study to assess, **fairly and openly** (“**SES spirit**”), the feasibility of creating one or more FABs over the Mediterranean area (bottom up approach)
- Cofunded by EC Trans-European Network-Transport (TEN-T)
- Investigating operational, technical, institutional, economical, legal, social issues and **creating consensus**
- Potentially extensible to **other neighbouring countries** and in coordination with other FABs initiatives
- Airspace organisation and management in line with the outcome of SESAR (**Single European Sky ATM Research**)

BLUE MED Partners:

-  **ENAV (Italy), Coordinator**
-  **DCAC (Cyprus)**
-  **HCAA (Greece)**
-  **MATS (Malta)**
-  **OACA (Tunisia) as associated partner**
-  **NANSC (Egypt) as observer**

with the expert contribution of **EUROCONTROL, SICTA (Italy)** and **Regional Universities (Trieste, Italy – Athens, Greece)**

ECHO FROM...

EUROMED Air Traffic Management Workshop (Marrakech, 27–28 June 2007)

BLUE MED was presented to key representatives from 17 Euro–Mediterranean countries and 8 international organizations. The feedback given to BLUE MED was almost only positive, particularly with regards to SES/SESAR alignment and the concrete results which are being delivered by the Feasibility Study. It's worth mentioning that BLUE MED is quoted among the Workshop conclusions i.e. *“The Participants of the EUROMED ATM WORKSHOP note the usefulness of the Joint AEFMP Plan, the Blue Med and the EMAC coordination initiatives and ask the EUROMED Aviation Project to support these initiatives”*.

ETF Conference “Single European Sky: Can we make it work?” (Southampton 10-11 July 07)

This conference was the first opportunity to open the dialogue with European social partners. The European Transport Workers' Federation (ETF) recommended to identify proactive and long-term oriented initiatives to accelerate the progress of extensive discussion both within respective Air Navigation Service Providers and at European level with a view to reach a common understanding of the FAB concept. Very positive was the presentation of the “Virtual Centre Concept” which arose great interest and adequate consensus.

BLUE MED was also invited to take part in the forthcoming CANSO ETF European Conference on Functional Airspace Blocks to be held in Paris on 8-9 October 2007.

ATM NEWS

The Single European Sky ATM Research programme (SESAR) has recently completed the third and most important Milestone of the Definition Phase. The SESAR Consortium, more than 30 European major industrial organisations, representing all ATM Stakeholders (Users, Airports, Air Navigation Service Providers, Ground and Airborne Supply Industry, Militaries, Research Centres, Professional Associations), grouped under a single hat, delivered the key document entitled “The ATM Target Concept for 2020”, on 17th July 07 for the acceptance of the Purchaser, EUROCONTROL. The Operational Concept and its System Architecture will be the reference for any FAB process currently on-going in Europe!

UPCOMING EVENTS

BLUE MED accepted the invitation to participate in the first FAB Periodic Information Meeting that will be held in Brussels on 26th September, 2007. The event is convened by EUROCONTROL with the objective of exchanging views, problems, solutions and lessons learned among Operational and Technical working groups involved in the various FAB initiatives (FAB Europe Central, FAB Central Europe, BLUE MED, UK-Ireland, SEE FABA, EMAC, NUAC, DANUBE/BULROM)

This Newsletter is an important means to improve communication with all interested parties on the results and progress made during the Feasibility Study Phase. It is a joint effort of the BLUE MED Partners to share activities, events, documents and topical information on the Project. The next issue will coincide with the first key deliverable entitled "BLUE MED Operational Analysis" and will be issued in November 2007. For any enquiries, please contact info@bluemed.aero and learn more by visiting BLUE MED website at www.bluemed.aero

