

Newsletter Blue Med - n°5 - November 2014

Welcome and intro from the Member States' representatives



Dear Readers,

The four Member States of the BLUE MED FAB, namely Cyprus, Greece, Italy and Malta, now fully engaged in the Implementation Phase of the FAB, are pleased to present the fifth issue of the FAB's newsletter.

The BLUE MED FAB Members will, through the newsletter, convey information on ongoing activities and project implementation.

Comments are welcome, please send them to the website editor at the following address: contact@bluemed.aero

Governing Body Members

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BLUE MED State Level Agreement entry into force



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 the SLA by Italy and its publication in the national Italian law. The international agreement regulating the functioning of the BLUE MED FAB is in force, together with all the organizational structures and working arrangements that up to now carried out their activity on a provisional basis. The BLUE MED Members are strongly committed to develop the FAB as a real platform for improvements in the ANS/ATM fields and will henceforth be heavily focusing on the involvement of non-EU bordering States in the FAB's activities so as to promote their participation in the Single European Sky initiatives.

BLUE MED FAB Implementation Programme

The BLUE MED FAB Implementation Programme (BM-IP) was approved in its initial release by the Governing Board in January 2013. The Programme further evolved through ANSP, NSA and Military Authorities consultation, up to achieving its comprehensive form which was approved by the BLUE MED (BM) Governing Board in November 2013.

The Programme provides the plan of the agreed BM FAB activities whose synchronised regional deployment will improve various performance domains. The Programme is a living document, where all initiatives identified follow an incremental approach and achieved tasks are periodically replaced by new activities selected according to the Blue Med and EU aviation community priorities.

The BM-IP consists of the following priority areas, identified and shared by the four BLUE MED ANSPs, NSAs and Military authorities:

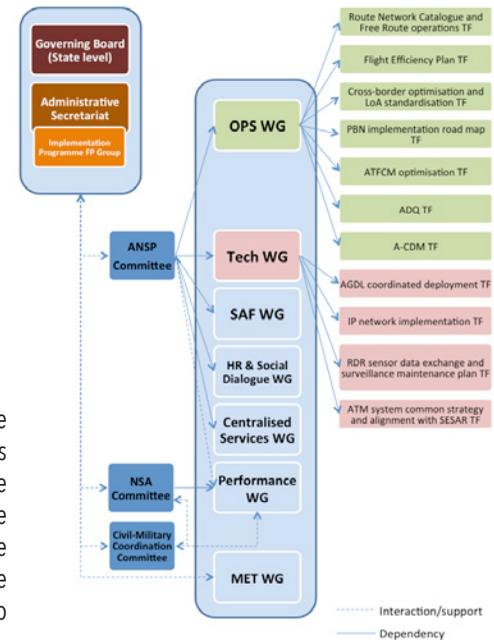


- BM FAB Operational initiatives;
- BM FAB Technical initiatives;
- BM FAB Safety initiatives;
- BM FAB HR and Social Dialogue initiatives;
- BM FAB Performance framework;
- BM FAB harmonised approach to Centralised Services;
- BM FAB NSA and Civil-Military coordination framework.

In this framework, the BM-IP comprises the European ATM Master Plan deployment priorities (i.e. Free Route operations, STAM, A-CDM, AGDL services, Migration to IPv6 Network, RNP Approach Procedures with APV) selected by the Commission jointly with all concerned stakeholders (ANSPs, NM, Airspace Users, Militaries, Airports), and reflected in the Interim Deployment Programme (IDP), the Programme entitled at European Level to bring forward these priorities in a synchronised manner. Therefore, the combination of IDP activities and the BLUE MED FAB regional objectives represents the basis of the BM-IP. The aim is to improve ATM system in the Mediterranean area as well as, to a wider extent, to contribute to the overall ATM performance improvement at European level as set forth by the SES2+ and relevant FAB-based requirements.

Additionally, the BM-IP also includes actions to improve inter-FAB coordination and optimisation. A cooperation agreement with FAB CE was signed on 29th August 2014, while other similar initiatives are already ongoing - contacts with the DANUBE FAB and FAB EC are underway - thanks to a bottom up approach of the working groups, whose FAB representatives are meeting regularly within various international fora.

For each of the above working areas, dedicated working groups (WGs) and related work plans, with specific deliverables and milestones, have been identified. In some cases, due to the wide range of topics addressed, the WGs have been further broken down into Task Forces with the aim to ensure a proper follow-up of the activities by the experts in the specific domains. All activities see tight information and coordination among the partners in order to ensure synchronisation of deployment and mutual transfer of expertise, concepts and best-practices.



All objectives in the Programme are detailed at the level of the single task, with the aim to ensure tight monitoring as well as to facilitate mutual assistance in tackling identified problems. Specific monitoring tools are used to oversee the Programme, along with reporting process done by the appointed Focal Points of the BM-IP. This approach also allows the identification of recommendations that are submitted to the several BM Committees and eventually, if relevant to the Single Sky Committee, to the BM Governing Board.

To ensure the widest knowledge of the BM-IP progress, periodic information are delivered to the BM Governance structures, to the IDSG, for what concerns IDP relevant activities, and to the EC. Information and consultation will also be provided and performed to the other relevant Stakeholders (Eurocontrol, Airspace Users, Airports Associations, Military Authorities, International Trade Unions and Professional/Staff Associations, other FABs and EU/non-EU States) with the aim to ensure technical and operational compliance with the performance framework and other stakeholders expectations.

The BM-IP was also recently presented to the EC, is object of coordination with other neighbouring initiatives (ISIS II programme, EUROMED project) and represents a concrete step towards a concrete ATM performance improvement over the Mediterranean basin.

Daniele Teotino
ENAV International Strategies

BLUE MED welcomes... interview to Mr. Joseph Callus, newly established GB Member from Malta

What is your view of the SES legislation, in particular does it provide a sufficient framework for the expected future performance of the FABs to meet Europe's air transport demands ?

The current SES legislation in my view has all the necessary legal provisions for the establishment of the Functional Airspace Blocks (FABs) in the manner that the Commission envisaged. These provisions take care of all related relevant matters concerning Member States, Air Navigation Service Providers and National Supervisory Authorities. Furthermore all Member States of an FAB had to submit to the Commission adequate documentation concerning all aspects of the establishment of the proposed FAB, in order for the Commission to be satisfied that those Member States were going along with the provisions of the SES legislation.

Clearly the legislation in itself does not guarantee that the future European air transport demands will be met because this objective can be met when all the main players in air traffic management, that is the Air Navigation Service Providers (ANSPs) and the National Supervisory Authorities (NSA) have done their part. On the former perhaps lies the major burden to come up with major ATM and ATC infrastructural improvements at FAB wide level to have sufficient capacity to handle future air traffic demands whilst also further improving safety standards. This requires a lot of investment financially and in the training of human resources.

In the short time since that I have taken up my role as the member on the BLUE MED FAB Governing Board on behalf of Malta I was very much impressed by the way that the Maltese ANSP and NSA staff have devoted their energy and know how to contribute to the BLUE MED FAB project. I would also add that my first experience in the manner with which the BLUE MED Governing Board worked in order to ensure the FAB's success, showed a high level of co-ordination and cooperation by all the Member States participating in the BLUE MED FAB.

What do you expect to see as a result of Blue Med FAB's contribution to the overall performance achievement ?

There are a lot of projects in the BLUE MED FAB that are planned to provide ATM improvements both at national and FAB levels. They start from the most basic such as the revision of the route network that should bring about a reduction in distance flown by aircraft when flying to their destination, thereby reducing fuel consumption and consequent lowering of environmental pollution to more efficient air traffic control systems having more safety nets that will result in a higher level of safety in air navigation. En route charges should also be driven downwards to the advantage of airspace users.

There are areas of the BLUE MED FAB where capacity is not sufficient at present, though I hasten to say that this is not the case in so far as the Flight Information Region Malta administers is concerned. But there are plans to redress the inadequacies that exist, however the problem that has to be resolved in my view will always be the extremely high density of traffic over and in central Europe and the airport infrastructure generally because these give rise to the major delays that are experienced by the travelling public.

What other Blue Med potential developments and benefits would you foresee in the medium and long term ?

The BLUE MED FAB as it is constituted today should in a short time result in a much better coordinated and harmonised ATM system in the airspace that it is



responsible for. Inter FAB cooperation and coordination between the BLUE MED FAB and adjacent FABs should also be further improved and strengthened.

However in the case of BLUE MED FAB the potential developments that are foreseen are those of getting non-EU States adjacent to the FAB on the North African coast from Tunisia to Egypt, Israel and Lebanon, and possibly some of those Balkan States not yet members of the EU, to participate in the BLUE MED FAB activities, as Observers, Associated Partners and Full Members.

The aim of the participation by these States would be that of having harmonised ATM systems between the European States and non- EU States that I have just mentioned well beyond the borders of the European Union.

ATM Regional Cooperation between BLUE MED project and the EUROMED Aviation II Program



BLUE MED at the EUROMED interoperability Seminar in Madrid

The BLUE MED Functional Airspace Block (FAB) Project and the EUROMED Aviation II Project are both well aware of the benefits of improving the interface between national and FAB regional air navigation networks and increasing the harmonization of the Air Traffic Management (ATM) standards across the Mediterranean Area.

The participation of BLUE MED in the first EUROMED Interoperability Seminar held in Madrid in March 2014 has been the first step towards a relevant cooperation in the geographical area.

Other synergies of efforts and corresponding activities can be identified in the fields of airspace design, technical interoperability, ATCO training and licensing, as well as civil-military cooperation, that would deliver optimal benefits to stakeholders with harmonised rules, standards and procedures in all areas of the Mediterranean Sea as well as harmonising the common level of safety, security and efficiency.

One of the main objectives of the BLUE MED FAB initiative is to extend its activities towards non-EU States in the central-eastern part of the Mediterranean, encouraging them to become actively involved, and eventually to adopt, the Single European Sky framework.

Project Partners are the EU Member States of Cyprus, Greece, Italy and Malta, together with the participation of Albania, Tunisia and Egypt as Associate Partners who entirely followed the BLUE MED FAB Project Feasibility and Definition Phases. Also taking part in the BLUE MED FAB Project Feasibility and Definition Phases were the Hashemite Kingdom of Jordan and Lebanon with observer roles.

Euromed Aviation II (EUROMED) is a Programme funded by the European Commission which promotes the emergence of a Euro-Mediterranean Common Aviation Area, and supports an open and secure aviation market in the Mediterranean Partner Countries with a view to further integrating it into the EU. It supports all Mediterranean partner countries to approximate the EU aviation acquis, while seeking to enhance cooperation among the partner countries themselves and facilitating the convergence of partner countries' air traffic management systems with the Single European Sky legislation. The Beneficiary Countries are currently Algeria, Egypt, Israel, Jordan, Lebanon, Libya, Morocco, Palestine and Tunisia.

ANSP cooperation agreement signed by FAB CE and BLUE MED FAB

Cooperation between the air navigation service providers of two functional air space blocks aims towards the optimisation of air traffic management in the region

A cooperation agreement was signed on 29 Aug in Prague by the ANSPs Committees of FAB Central Europe and the BLUE MED Functional Airspace Block, in the interest of a more coordinated cooperation in shaping Europe's air traffic control. In the spirit of the European Union's Single European Sky (SES) initiative, the ANSPs' cooperation will serve to achieve ATM optimisation, efficiency, improvement and cost reduction for air transport. Cooperation between the two functional airspace blocks (FABs) is strategic: the parties will exchange technical, operational and training related information in order to improve their efficiency.



Kornel Szepessy (CEO Hungarocontrol) and Carmel Vassallo (CEO Malta Air Traffic Services), signing the agreement

The Inter-FAB agreement concluded between the Air Navigation Service Providers (ANSPs) of the Central European Functional Airspace Block (Austria, Bosnia and Herzegovina, the Czech Republic, Croatia, Hungary, Slovakia and Slovenia) and the ANSPs of the BLUE MED FAB (Cyprus, Greece, Italy and Malta) is meant to facilitate the air transport developments envisaged in the Single European Sky programme encouraged by the European Commission. If airspace blocks collaborate to ensure optimum use of the European airspace, the flight routes used by air traffic can be shortened, with the consequent reduction of airline operating costs, as well as the lowering of CO₂ emissions in the atmosphere.

As formulated in the agreement, the two FABs endeavour to implement safer, more cost-efficient and sustainable air navigation services with increased emphasis on performance. In the framework of the agreement, the parties will exchange information on strategic and technical developments as well as in operational

matters. Communication between the concerned ANSPs and the Member States (that will shortly be signing a similar agreement) will be based on the Inter-FAB Cooperation Platform, established as a permanent working arrangement between the two functional airspace blocks.

The enhanced cooperation between FAB CE and BLUE MED FAB meets the requirements included in the SES legislation urging the transformation of European air traffic management. Both the BLUE MED FAB and FAB CE are expected to conclude similar cooperation agreements in the future with other neighbouring FABs.

BLUE MED FAB and FAB CE are committed to continue engaging with their neighbouring EU and non-EU States in their deployment initiatives and all activities aimed at delivering better performance.

Focus on BLUE MED Designated ANSPs



ICAO	ICAO	ICAO	ICAO	ICAO		
0430	DCT	LAGEB	BORG0	DCT		
0431	02504	VALEN	DCT			
0432	DCT	VAMON	DCT			
0433	0003	NESTI	DCT			
0434	02504	VALEN	DCT			
0435	L001	FRZ	DCT			
0436	DCT	VAMON	DCT			
0437	0003	NESTI	DCT			
0438	L30	BORG0	DCT			
0439	UP000	K2NE5	DCT			
0440	LAGEB	BORG0	DCT			
0441	DCT	AB012	DCT			
0442	DCT	A0518	DCT			
0443	02700	T0501	DCT			
0444	DCT	A0518	DCT			
0445	DCT	VAMON	DCT			
0446	UP000	K2NE5	DCT			
0447	0003	NESTI	DCT			
0448	00727	ELH00	BALIA	0730	VALEN	DCT
0449	DCT	A0518	DCT			
0450	DCT	VAMON	DCT			
0451	DCT	VAMON	DCT			
0452	UP000	K2NE5	DCT			
0453	L30	EAST0	UN010	TAL0P	DCT	

Focus on BLUE MED Designated ANSPs:

PBN implementation in Cyprus - FAB synergies in practice

The FAB is all about efficiency - achieving more with the resources available. This is particularly true of small States like Cyprus of which infrastructure and resource limitations give little opportunity for development projects that can lead to operational improvements. The FAB mechanism, if properly used, can alleviate such constraints and an example of this is the recent success of the Department of Civil Aviation of Cyprus (DCAC) to attract EU funding for implementing satellite based navigation procedures in Nicosia FIR. This success was shared also with two other ANSPs in the FAB, ENAV of Italy and MATS of Malta.

The cooperation took advantage initially of the synergies available in the FAB for the administration of the funding application and project planning. ENAV, as the overall coordinator of a consortium of European ANSPs, invited DCAC and MATS to join the group applying for funding and assisted both in the preparation and submission of the project proposals. Soon after, DCAC organised a Performance Based Navigation (PBN) workshop in Cyprus, inviting its FAB partners as well as ICAO, Eurocontrol and other interested ANSPs (Israel, Austria) to participate. The workshop was extremely useful, providing essential knowledge needed for PBN implementation in the Mediterranean, updating participants with the latest developments in this domain and, equally important, allowing the experts from each country to interact and group in a joint team with common goals for the future. At the end of the one week session ICAO raised some recommendations for the smooth implementation of PBN in the area and appreciated the proposal for the creation of a PBN Implementation Task Force within the BLUEMED FAB. It noted that this Task Force would develop and maintain a BLUE MED FAB PBN roadmap and subsequently coordinate its implementation.



The PBN concept represents a shift from sensor-based to performance-based navigation. It specifies aircraft required navigation performance and overall system performance requirements in terms of accuracy, integrity, availability, continuity and functionality needed for navigation using satellite technology. Performance requirements are identified in navigation specifications, which also identify the choice of navigation sensors and equipment that may be used to meet the required performance. These navigation specifications are defined at a sufficient level of detail to facilitate global harmonization by providing specific implementation guidance for States and operators.

DCAC's PBN plans are integrated within the overall BLUE MED Implementation Programme and are also in line with the Interim Deployment Program (IDP) of SESAR and, in this respect, the synergies will continue to be employed during the implementation of the proposed project. The plan foresees the coordinated deployment of Required Navigation Performance (RNAV) approach procedures with vertical guidance by satellite

(APV) within the BLUE MED area. A dedicated work group of local experts has been created in the FAB, tasked with carrying out the planned improvements in an optimized and harmonized manner.

Mr Petros Stratis
DCA of Cyprus

Focus on BLUE MED Designated ANSPs:

Kosovo airspace re-opening: a challenge for Hellenic Air Traffic Services

The re-opening of Kosovo upper airspace for civilian overflights, on 3 April 2014, was the result of continuous and combined efforts among all interesting parties for a commonly accepted solution.

The use of route network within Kosovo airspace, will offer shorter flight routes in the region, with great savings for airspace users in terms of flight efficiency. It is estimated that:

- Around 180.000 flights annually, will fly 370.000 less nautical miles.
- Operating costs will be reduced by approximately € 18 million
- Less fuel to be burned by 24.000 tons.
- CO2 emissions expected to be reduced by, approximately, 75.000 tons.

During the preparation phase at Network level, it has been highlighted that, in order to exploit the re-opening of Kosovo airspace at the most possible extent, it is very important the affected ATS units to avoid applying ATFM regulations especially when such regulations are going to produce high delays.

Having in mind all the above elements and with a strong willing to contribute to the expected goals, hellenic ATS provider planned a series of proactive actions, in order to be prepared for the forthcoming changes.

The following critical points were taken into consideration:

- Traffic in Makedonia ACC, according to forecast, is estimated +3-4%.
- Concentration of flights in 2 main flows, all of them passing via the same point FSK. (chart 1)
- According to the sectorisation, these flows would affect both Makedonia west & east sectors and more precisely Thessaloniki (TSL) and Kavala (KVL) sectors. (chart 1)
- Limits in the availability of opening sectors due to human resources.

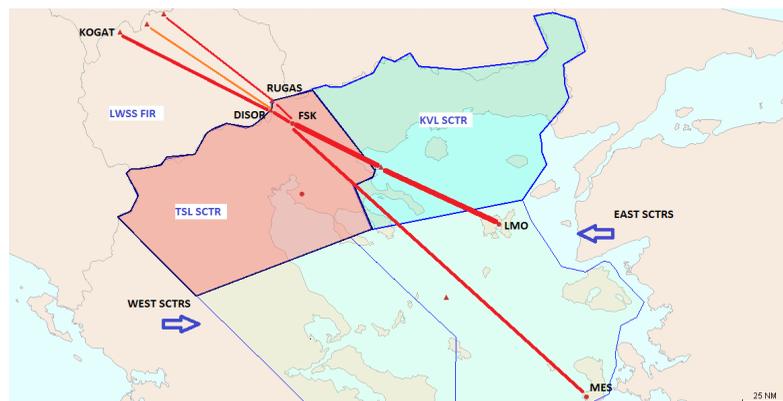


Chart 1 -previous sectorization

The items above, led us to analyse and study possible solutions focused on two main axis:

- To examine the possibility of re-sectorisation, so as the amount of traffic via FSK not to affect both sectors.
- To re-design route network in the area, aiming at reducing the concentration of traffic over FSK, while maintaining the flight efficiency for the airspace users.

After a thorough examination of the available solutions, the following modifications were suggested:

- The change of borderline between TSL & KVL sectors (Makedonia west & east sectors), so as traffic via FSK to be controlled only by KVL sctr (chart 2).
- The implementation of a new route KOGAT (Kosovo - Skopje FIR) - ERANA (Skopje - Athina FIR) - TSL (chart 2).

The new route, combined with the existing TSL - UN130 - MES, is almost a DCT route from KOGAT to MES, offering a shorter (by 2.5 NMs) route compared to KOGAT-DISOR-FSK-MES.

It is expected that the new route will be used for the most of southeast direction traffic, instead of FSK-MES, reducing thus the concentration over FSK.

The main advantage of the new sectorisation seems to be the total gain of capacity in Makedonia area, as we expect that during peak hours for the same amount of traffic, we will need sector configuration schemes with one less sector compared to the existing sectorisation.

Finding solutions with the existing resources, has been definitely a challenge for the ATC and airspace designers.

Nevertheless, the real hard job for ATCOs has just started. After an excellent performance in 2012 and 2013, the first two years of RP1 performance plan, it is anticipated that we will continue performing in the same efficient way.

Having in mind the effect of our ATC performance on AOs and on tourism in the BLUE MED area summer destinations, we are very keen to continue performing in the same efficient way not only in 2014 but also for the coming RP2 of the performance plan at FAB level.

The re-opening of Kosovo, in addition to the expected increase of traffic with destination Greek airports, is the real challenge for Hellenic ATS and it will be at the end of summer 2014 period, when we'll be able to evaluate the results and find out how to continue. This effort will be jointly performed with our Blue Med partners, with whom we will share best practices for the benefit of our FAB.

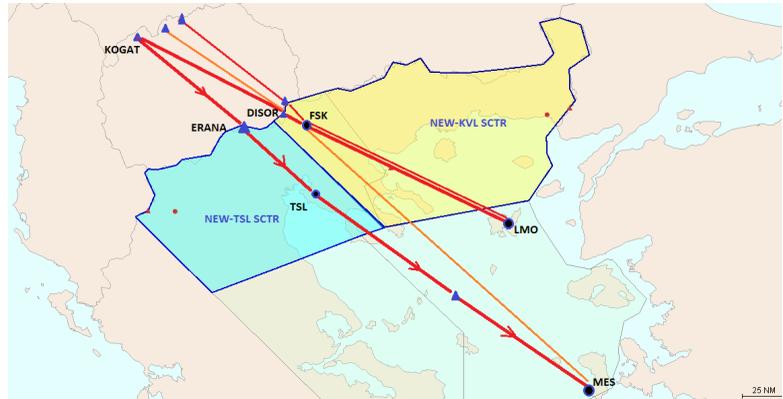


Chart 2 - new sectorization

Dimitra Taniskidou
Head of ATFM ASM operations
Hellenic ANSP



Focus on BLUE MED Designated ANSPs:

AIREON Surveilling the Globe by satellite

Following a "senior" experience in satellite based navigation domain and after having accompanied the introduction in aviation of the European Satellite Based Augmentation system named EGNOS (today used in RNP-APCH LPV), ENAV has recently decided to be a pioneer also in the satellite based surveillance and since February 2014 has joined, as shareholder member (12,5% of shares) the Aireon LLC.

Aireon LLC is a Company to design, finance, procure, deploy and operate a global, satellite-based aviation monitoring service utilizing ADS-B technology. Other shareholders of Aireon are NAVCANADA (51% of shares), Iridium Communications Inc., IAA (Irish Aviation Authority), and Naviair (the Danish ANSP).

Aireon will take benefit of the world's furthest reaching network, being Aireon special ADS-B receiver payloads to be hosted on each of the 66 LEO satellites of the Iridium Next constellation. Iridium Next satellites will be launched from 2015 to 2017, once deployed this constellation in 2017, the Aireon design will deliver the first-ever space-based global aviation surveillance system.

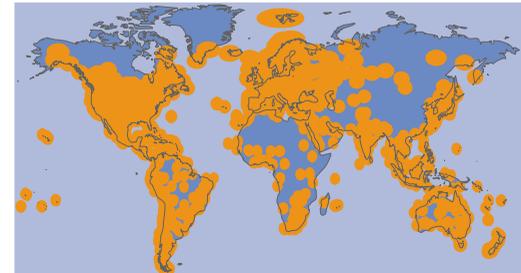
Thanks to Aireon service, the ADS-B message transmitted by the aircraft and including information on its position, as accurate as calculated onboard, could reach an ANSPs wherever the aircraft is flying on the globe. This new capability will extend the benefits of current radar-based surveillance systems (which are estimated to cover nowadays less than 10 percent of the world) to the entire planet with dramatic increase in the efficiency of routes over remote areas, oceans, deserts and poles.

From an ANSP perspective Aireon will offer for the first time a truly global air traffic surveillance system without significant new infrastructure investment but maximising already made investments in terrestrial infrastructure by extending the benefits of ADS-B systems to area where terrestrial infrastructure are not possible (e.g. oceans/large sea) or have too high costs for installation protection and maintenance (e.g. mountainous desert or other remote areas).

Aireon will so contribute to enhance safety worldwide by eliminating surveillance service gaps and will allow ANSPs to offer an improved service to air carriers operating in poorly monitored areas; here the reduced separations supported by the system will make possible to optimise flight paths, altitudes, airspeeds and jet stream use so reducing the greenhouse gas emissions and saving to airlines significant amount of fuel. Among the Aireon characteristics, a fundamental strength of particular interest for ENAV is the worldwide scale of its service that candidates this system as a very promising enabler for a global harmonisation and optimisation of air traffic management.



AireonSM opens the skies



Estimated current global surveillance coverage



AireonSM global coverage



Global surveillance coverage before Aireon^{SM*}



Global surveillance coverage after Aireon^{SM*}

Fuel savings 2017 - 2030



Savings \$6-8 billion*



Emissions 35 million metric tons*

Claudio Rinaldi
ENAV International Strategies

Focus on BLUE MED Designated ANSPs:

Malta Air Traffic Services Ltd Looking at the Future

As the saying goes, man proposes and God disposes. Simply explained, it means that one can plan and make projections, but one can hardly predict the future. The period between the end of 2010 and the beginning of 2012 was for MATS (Malta Air Traffic Services Ltd) a classic example of such a saying.

When it was thought that the going was good and that we could reduce the unit rate for 2011, out of the blue came the Libyan political crisis. In fact, January 2012 found MATS still licking its wounds from the impact of the Libyan crisis and the effect of an excessively low unit rate which together combined to end 2011 in a miserable financial situation. In the midst of such a bleak situation, the decision taken by MATS to forge ahead with its capital projects can be considered as a very bold step which carried with it a calculated degree of risk.

With a more reasonable unit rate, which was still one of the cheapest in the EUROCONTROL area, and a substantial increase in en route traffic, by the end of 2012, MATS managed to make good for the losses it suffered in the previous year. This helped MATS to keep up with the timelines that had been agreed regarding the deliverables and/or completion of the various projects which were now firmly integrated in the Performance Plan for RP 1.

The year 2012 was also a crucial time for the Functional Airspace Blocks, not least Blue Med. Together with the three other partner countries, namely, Cyprus, Greece and Italy, the latter being in the driving seat, the definition phase of this SES project was successfully concluded in May 2012 and the all-encompassing State Level Agreement was signed in October 2012. The Blue Med FAB became operational in December 2012. This does not mean that Blue Med is a walk in the park, or that everything is working like clockwork. Certainly, all partner countries would agree that there are still several issues that need to be arduously tackled.

The Blue Med FAB is quite different from other FABs: it is relatively large by comparison with some others, it covers a huge proportion of high sea and its southern limits have common boundaries with FIRs that are not governed by the same regulatory regime as in Europe. Under the direction of its Governing Board and with the support of its hard-working Secretariat, the Blue Med Implementation Programme covering up to the end of 2014, has now been agreed whilst approval of related work plans concerning the various projects and activities making up the Programme are well advanced in the process of finalisation. The NSA and ANSP Committees have been established and a number of working groups, study groups and tasks forces have been formed to cover every aspect of all the tasks that lie ahead. Despite its small size and inherent limitations, MATS believes that it is making a valid contribution towards Blue Med.

Turning back to the above-mentioned capital projects, MATS has five on-going capital projects worth mentioning. These are:

- New air traffic management (ATM) System
- Building of two new Monopulse Secondary Surveillance Radar Stations
- Building of a new equipment room and technical workshops area
- Installation of a new Voice Communications System
- Installation of a non-cooperative ground surveillance system

By far the most expensive of the four projects, the ATM System Upgrade which MATS commissioned from Selex ES in 2011, was factory-accepted in March 2013. It was site accepted in February 2014 and is now installed in the new Technical Workshop area (the two projects are running together), where the required ATCO and ATSEP training as well as the shadow mode phase will be carried out. The project commissioning is expected to take place in March/April 2015.

Strange though it may seem, one of the biggest hurdles that MATS had to overcome in the building of the two MSSR radar stations was the actual location of the radar sites. Luckily, this is now a problem solved. In fact, the building of the first of the two radars, both supplied by Selex ES, whose main function is that of providing terminal area surveillance is already completed and the data from the radar was integrated into the existing ATM System in December 2013. The second radar station which will primarily serve for en route purposes is now in the final stages of construction. It is expected to be commissioned in early 2015. With both stations in operation, MATS will have acquired redundant surveillance capabilities in its west sector of the FIR.

The call for tenders for a new Voice Communications System (VCS) was issued in January 2013 and the tender was awarded to SITI of Italy. Works proceeded according to plan and the new VCS has already been factory-accepted. The final preparations are in hand for the system to be site-accepted. It is essential that the VCS is installed in time for the shadow mode phase of the new ATM System.

The non-cooperative surveillance system consists of a number of cameras strategically installed around the airport to provide the Tower controller with a real-time picture of ground movements on the operational aprons at Malta's international airport. The supplier of the equipment is Searidge Technologies of NAV Canada. All cameras are already in place and the system is currently being tested and monitored. A major hurdle that we have yet to overcome is the integration of the data received from the cameras into the Tower controller's working position. So far, the system is operational on the main apron only.

MATS believes that as far as capital projects are concerned, all projects are on track and it is confident that they will all be successfully completed by the second quarter of 2015.

MATS was kept very busy with the drawing up of its Performance Plan covering RP2, which now also has an FAB-wide perspective. The plan has yet to be formally approved by the Performance Review Body. A number of projects are on the drawing board, the undertaking of which will continue to make MATS a credible partner of Blue Med, and a team player in the wider SES context.

Carmel Vassallo, CEO Malta Air Traffic Services

New logo for the BLUE MED FAB

The BLUE MED FAB has recently entered into its Implementation Phase, a challenging never-ending slot that will be affected by a continuous improvement in the FAB operations through uninterrupted update to the achieved and ongoing BLUE MED changes. The BLUE MED FAB Governing Board Members agreed to establish a new logo for the BLUE MED FAB, realized by ENAV Brand Development department in line with the new communication needs, to reflect this change, highlighting the expected enlargement of the FAB through the transition in blue-color (currently the four EU Members of the FAB) of the orange colored stars.



BLUE MED and ISIS II Programme (Implementation of the Single European Sky In South-East Europe) successfully achieved the organization of a training course on ATM Performance.

On the 16th and 17th of September ENAV, the Italian Air Navigation Service Provider, hosted the joint BLUE MED-ISIS workshop on SES performance scheme, with the participation of Beneficiaries both from ISIS II Programme and EUROMED Aviation Programme.

The participants shared two days of intense exchange of knowledge and experiences. In particular, the focus was on the innovative aspects of the approach of management by performances, not only regarding technical and operational issues but especially in the organizational topics related to one of the most complex systems in the world.

Participants, coming from Albania, Kosovo, Montenegro, Israel, Jordan and Lebanon (both from Civil Aviation Authorities and ANS Providers), expressed their experiences and viewpoints on the subject of Single European Sky legislation and its future perspectives, while BLUEMED has confirmed that the commitment to extend the provisions of SES beyond the European borders remains one of its relevant objectives, in a view to enable an increase of ATM performances over the entire Mediterranean area.

As from previous experiences, this can be achieved only with the direct participation of the concerned stakeholders and also with tailored initiatives matching their expectations.

Given the success of the initiative, BLUEMED and ISIS will review option for possible future cooperation.

BLUE MED on TWITTER



The BLUE MED FAB Initiative is pleased to announce that we are now using the social media network Twitter to support us to connect and reach out to the public. Our page is available at : <https://twitter.com/BlueMedFAB>

Our purpose is to use Twitter in order to enhance and increase interaction with the public. The BLUE MED Twitter page, managed by ENAV Brand Development department, will include postings (tweets) that contain information in regards to the results achieved by BLUE MED FAB Implementation Programme, the activities under way, press releases, newsletters, the scheduled events as well as website content updates (www.bluedmed.aero).

The BLUE MED Twitter page is another way to become more involved with our initiative. If you already have a Twitter account, follow us to not miss all the updates and the news about the FAB!

For more information about how the BLUE MED FAB is involved with Twitter, please email us at: contact@bluedmed.aero



In memoriam

The BLUE MED family was extremely saddened by the unexpected loss of Mr. Iacovos Demetriou, Director of Civil Aviation of Cyprus and Governing Board representative in the FAB.

His sudden passing away on Easter Sunday was received with shock by his family, colleagues and friends in Cyprus as well as his collaborators in the FAB and in Europe in general.

He was a well respected professional with an extensive experience and service in the aviation field and was characterized by his mild manners and politeness.

He will be missed by all.