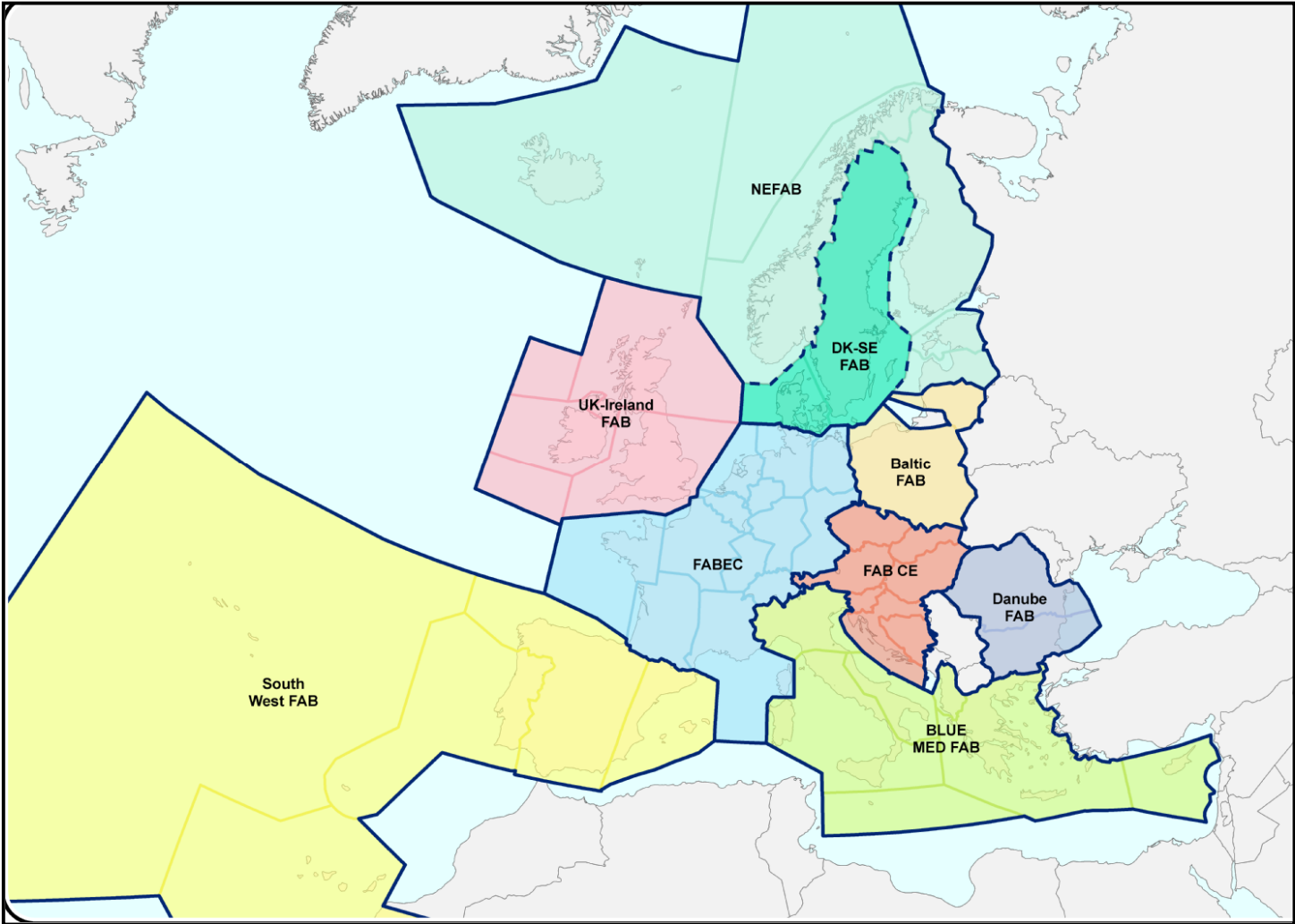


FAB Coordinator's Progress Report on the Functional Airspace Blocks



The United Kingdom – Ireland FAB

0. states and the involved airspace

Ireland and United Kingdom. Covering the airspace under their responsibility within ICAO EUR region¹. For some minor bordering areas, the service provision has been delegated or is provided on the basis of delegation.

1. the state of affairs

a. negotiations commenced	Settled insofar as the SES I legislation was covered.
b. preliminary high level document signed	Settled insofar as the SES I legislation was covered.
c. final document signed	Memorandum of Understanding between the Government of the United Kingdom of Great Britain and Northern Ireland and the Government of Ireland (a State Agreement) signed on 12 June 2008.
d. agreement in force	14 July 2008.
e. official notification to the Commission	Yes, published OJ C 46/2009, p 26.

2. the FAB safety case

No FAB safety case yet – however harmonisation steps of the national safety management systems are ongoing by the Regulatory Authorities of the United Kingdom and Ireland

3. the enhanced cooperation of the National Supervisory Authorities (NSAs) or (optionally) a FAB Supervisory Authority

According to the Memorandum of Understanding between the UK Civil Aviation Authority and the Safety Regulation Division of the Irish Aviation Authority of 12 June 2008 an enhanced cooperation between these two national bodies as the National Supervisory Authorities is practised – also using the FAB Supervisory Committee with several working groups. A single joint FAB Supervisory Authority is currently not planned.

4. the enhanced cooperation of the Air Navigation Service Providers (ANSPs) or (optionally) an Integrated Air Navigation Service Provider

According to the agreement between the British NATS Public Ltd. Company, based on a private-public partnership, and the Irish Aviation Authority, a State institution, of 12 June 2008 an enhanced cooperation between these two ANSPs is performed – also using the FAB Management Board with several working groups. So far an Integrated Air Navigation Service Provider was not planned. Yet an important new development is that according to a Memorandum of Understanding of 8 March 2011 the British, Irish, Danish and Swedish

¹ ICAO EUR region covers European territorial airspace as well as airspace over the high seas.

ANSPs will intensify their cooperation and might prepare a proposal for their Governments for a merger of the UK-Ireland FAB and the Danish-Swedish FAB.

5. the cooperation or (optionally) integration of the civil and military air traffic controls

The national ANSPs have longstanding relationships with their respective military authorities – being supported by the participation of the military authorities in the FAB Management Board and esp. in the FAB Airspace Development Working Group. At present neither a formal membership of the Military Authorities in the FAB nor an integration of the civil and military air traffic controls are not foreseen.

6. the performance plan per FAB or plans per Member States and their consistency with the EU-wide targets

No FAB performance plan foreseen – Ireland and the United Kingdom submitted their national performance plans by 30 June 2011.

7. the statement of the added value of the FAB establishment based on cost-benefit analyses

No statement of the added value of the FAB establishment according to the SES II legislation so far foreseen. Cost-benefit analyses are practised per individual project – also for matching them against the five FAB headline goals (safety, financial savings, environmental benefits, delay minimisation and technology coordination) and for the prioritisation and decision making processes.

8. the cooperation with the Network Manager

The British NATS and the Irish IAA are currently assessing a combined FAB Network Management function for a full interaction with the European Network Manager.

At present the ANSPs are coordinating the strategic airspace designs projects at the FAB level. Coordination is also taking place in the operational field.

9. (optionally) agreements on common principles for charging policy by the ANSPs

No agreement foreseen.

10. (optionally) additional agreements e.g. on combining and/or sharing technical support such as air traffic controllers' training and mobility, on equipment planning and deployment related to the SESAR program and on the incorporation of the airport dimension

No additional agreements foreseen.

The British and the Irish ANSPs are participating in the SESAR Joint Undertaking.

The Danish – Swedish FAB

0. states and the involved airspace

Denmark and Sweden. Covering all the airspace under their responsibility within ICAO EUR region. For Denmark, the airspace under their responsibility in the ICAO NAT region² is excluded (Greenland area (Sønderstrøm FIR)). Reference is made to the self-government of Greenland. For some minor bordering areas, the service provision has been delegated or is provided on the basis of delegation.

1. the state of affairs

a. negotiations commenced	Settled.
b. preliminary high level document signed	Settled.
c. final document signed	State Agreement between the Government of the Kingdom of Sweden and the Government of the Kingdom of Denmark signed on 17 December 2009.
d. agreement in force	1 July 2010.
e. official notification to the Commission	6 July 2010, OJ C 1.12.2010, p 20

2. the FAB safety case

No FAB safety case yet – however the two NSAs agreed on the plan of the two ANSPs to develop the FAB Safety Case within a 3-steps approach – the FAB safety case is also part of the NUAC activity plan for 2011/2012.

3. the enhanced cooperation of the National Supervisory Authorities (NSAs) or (optionally) a FAB Supervisory Authority

The Statens Luftfartsvæsen (Denmark) and Transportstyrelsen (Sweden) as the National Supervisory Authorities, also based on an agreement between them of 1 July 2010, perform an enhanced cooperation – also using a FAB Board and its Committees. A single joint FAB Supervisory Authority is not planned.

4. the enhanced cooperation of the Air Navigation Service Providers (ANSPs) or (optionally) an Integrated Air Navigation Service Provider

The main ANSPs, the Danish NAVIAIR and the Swedish LFV, practise an enhanced cooperation. They are co-owners of the new NUAC Company, established in December 2009, that will operate the three Air Traffic Control Centre Copenhagen, Malmoe and Stockholm and will cover all ANS within a Danish and Swedish fully integrated airspace except MET, AIS and TWR (airport) services. Support functions will also be provided by the NUAC Company as and when necessary, so as to reach the full potential of the core operational business.

An important development is that according to a Memorandum of Understanding of 8 March

² ICAO NAT region covers primarily oceanic airspace/airspace over the high seas.

2011 the British, Irish, Danish and Swedish ANSPs will intensify their cooperation and might prepare a proposal for their Governments for a merger of the UK-Ireland FAB and the Danish-Swedish FAB.

5. the cooperation or (optionally) integration of the civil and military air traffic controls

The Danish and the Swedish ANSPs practise close cooperations with the respective Military Authorities – by “taking the national military requirements into consideration”. A FAB High-Level Group was established to ensure appropriate consultation and coordination mechanisms between the competent civil and military authorities and the relevant stakeholders. At present neither a formal membership of the Military Authorities in the FAB is foreseen nor is the existing State Agreement provision for an optional establishment of a joint civil-military airspace coordination body made use of.

6. the performance plan per FAB or plans per Member States and their consistency with the EU-wide targets

Denmark and Sweden opted for a FAB performance plan and submitted the FAB performance plan by 30 June 2011.

7. the statement of the added value of the FAB establishment based on cost-benefit analyses

Denmark and Sweden made a statement based on a business case and a socio-economic study – concluding an overall added value of the Danish-Swedish FAB.

8. the cooperation with the Network Manager

The Danish and Swedish ANSPs are actively involved in the collaborative process under Eurocontrol arrangements for consolidated airspace design development; the NUAC airspace projects, agreed among the DK/SE ANSPs and Eurocontrol for deployment over the period 2011-2014, should be a good basis for a FAB cooperation with the European Network Manager.

At present the ANSPs are coordinating the strategic airspace designs projects at the FAB level. Coordination is also taking place in the operational field.

9. (optionally) agreements on common principles for charging policy by the ANSPs

The Authority Governance Board of the two NSAs is mandated to establish a charging policy related to charging zones.

10. (optionally) additional agreements e.g. on combining and/or sharing technical support such as air traffic controllers’ training and mobility, on equipment planning and deployment related to the SESAR program and on the incorporation of the airport dimension

The Danish-Swedish FAB cooperates in the EPN AB common training company, the NUAC HB common en route company and the COOPANS standardisation systems.

The Danish and Swedish ANSPs are committed in the SESAR JU programme and they are partners in the Northern European and Austrian Consortium.

The North European FAB (NEFAB)

0. states and the involved airspace

Estonia, Finland, *Iceland*, Latvia and *Norway*³. Covering the airspace under their responsibility within ICAO EUR region. Iceland and Norway are investigating for the possible applicability and interoperability with Single European Sky and ICAO requirements, the full inclusion of areas under their responsibility in the ICAO NAT region. Furthermore, for some minor bordering areas, the service provision has been delegated/is provided on the basis of delegation.

1. the state of affairs

a. negotiations commenced

Declaration on Nordic Baltic cooperation signed on 11 September 2009.
Statement of the Transport responsible Ministers including precise guidance on the basis of the NEFAB Foundation Report signed on 22 September 2010.
Withdrawal from the initiative by Denmark and Sweden in February 2011 in connection with the completion of the feasibility study from the FAB.

b. preliminary high level document signed

c. final document signed

d. agreement in force

e. official notification to the Commission

2. the FAB safety case

3. the enhanced cooperation of the National Supervisory Authorities (NSAs) or (optionally) a FAB Supervisory Authority

4. the enhanced cooperation of the Air Navigation Service Providers (ANSPs) or (optionally) an Integrated Air Navigation Service Provider

After the breakup in February 2011, the NEFAB partners redefined the framework for the ANSPs cooperation. Almost in parallel a wider cooperation model / alliance is being explored; the Estonian, Finish, Icelandic, Latvian, Norwegian ANSPs together with the Danish, Swedish, British and Irish ANSPs - the nine North European ANS Providers (NEAP) - started a process of defining a formal ANSP alliance under the project name "Borealis".

³ States in *italic* are not members of the EU, but committed to implement the Single European Sky legislation.

<p>5. the cooperation or (optionally) integration of the civil and military air traffic controls</p>
<p>6. the performance plan per FAB or plans per Member States and their consistency with the EU-wide targets</p> <p>No FAB performance plan foreseen – Estonia, Finland and Latvia submitted their national performance plans by 30 June 2011. Norway submitted its performance plan on 1 July 2011. Iceland is legally not obliged to submit a performance plan and did not submit one.</p>
<p>7. the statement of the added value of the FAB establishment based on cost-benefit analyses</p>
<p>8. the cooperation with the Network Manager</p> <p>NEFAB States are actively involved in the collaborative process under Eurocontrol arrangements for consolidated airspace design development; the NEFAB airspace projects, agreed among the NEFAB ANSPs and Eurocontrol for deployment over the period 2011-2014, should be a good basis for a FAB cooperation with the European Network Manager.</p> <p>The effects of the ongoing changes in the NEFAB composition are being discussed also with Eurocontrol. with the focus of ensuring harmonized airspace design elements across the neighbouring FABs.</p>
<p>9. (optionally) agreements on common principles for charging policy by the ANSPs</p>
<p>10. (optionally) additional agreements e.g. on combining and/or sharing technical support such as air traffic controllers' training and mobility, on equipment planning and deployment related to the SESAR program and on the incorporation of the airport dimension</p> <p>The NEFAB ANSPs are committed / involved in several joint, collaborative initiatives such as:</p> <ul style="list-style-type: none"> - NORACON (Northern European and Austrian consortium), an agreement (Feb 2009) providing for coordinated contribution in terms of services and resources in support of the work programme of SESAR JU; - GREEN FLIGHTS, cooperation for an optimum aircraft flight profile or 4D trajectories communicated in real time between ATC and cockpit, resulting in continuous approach procedures and minimized emission and noise.

The FAB Europe Central (FABEC)

0. states and the involved airspace

Belgium, France, Germany, Luxembourg, the Netherlands and *Switzerland*⁴. Covering all the airspace under their responsibility which is entirely within ICAO EUR region. For some minor bordering areas, the service provision has been delegated or is provided on the basis of delegation.

1. the state of affairs

a. negotiations commenced	Yes.
b. preliminary high level document signed	Declaration of Intent by the civil and military representatives of the governments signed on 18 November 2008 for the establishment of FABEC.
c. final document signed	Treaty between the Federal Republic of Germany, the Kingdom of Belgium, the French Republic, the Grand Duchy of Luxembourg, the Kingdom of the Netherlands and the Swiss Confederation signed on 2 December 2010.
d. agreement in force	
e. official notification to the Commission	

2. the FAB safety case

3. the enhanced cooperation of the National Supervisory Authorities (NSAs) or (optionally) a FAB Supervisory Authority

A Memorandum of Cooperation between the National Supervisory Authorities of the six Member States was signed on 27 January 2011 – with a Six Member States NSA Committee. No concrete effects for an enhanced cooperation so far known. A single joint FAB Supervisory Authority is not planned.

4. the enhanced cooperation of the Air Navigation Service Providers (ANSPs) or (optionally) an Integrated Air Navigation Service Provider

According to a cooperation agreement by the seven Air Navigation Service Providers signed on 18 November 2008 the ANSPs work together. A more substantial cooperation between the seven ANSPs is foreseen by the end of 2011.

5. the cooperation or (optionally) integration of the civil and military air traffic controls

The provisions for cooperation and integration of the civil and military air traffic controls vary very much between the FABEC States. For example the German ANSP DFS manages civil and military air traffic. The Swiss ANSP Skyguide offers ATS to both civil and military

⁴ States in *italic* are not members of the European Union, but committed to implement the Single European Sky legislation.

airspace users. Other FABEC States such as France, Belgium and The Netherlands are looking into a closer cooperation between civil and military air traffic providers.

According to the FABEC Treaty the Military Authorities will be represented in the governing FABEC Council – and in its Committees. The further development of the cooperation / integration of the civil and military air traffic controls on the FAB level can not be assessed so far.

6. the performance plan per FAB or plans per Member States and their consistency with the EU-wide targets

The six States opted for a FAB performance plan and submitted a FAB performance plan by 30 June 2011 – with national targets for the cost-efficiency objective.

7. the statement of the added value of the FAB establishment based on cost-benefit analyses

So far an overall high level cost-benefit analyses is under development for delivery in 2012. In addition, for individual major projects within FABEC cost-benefit analyses shall be carried out.

8. the cooperation with the Network Manager

All FABEC ANSPs are actively involved in the collaborative process under Eurocontrol arrangements for consolidated airspace design; the FABEC airspace projects, agreed among the seven main ANSPs and Eurocontrol for deployment over the period 2011-2014, should be a good basis for a FAB cooperation with the European Network Manager.

At present the ANSPs are cooperating in various projects such as on airspace design at the FAB level.

9. (optionally) agreements on common principles for charging policy by the ANSPs

10. (optionally) additional agreements e.g. on combining and/or sharing technical support such as air traffic controllers' training and mobility, on equipment planning and deployment related to the SESAR program and on the incorporation of the airport dimension

On 3 June 2010 the FABEC ANSPs signed a cooperation agreement for a common training network for air traffic controllers.

The Baltic FAB

0. states and the involved airspace

Lithuania and Poland. Covering all the airspace under their responsibility which is entirely within ICAO EUR region. For some minor bordering areas, the service provision has been delegated or is provided on the basis of delegation.

1. the state of affairs

a. negotiations commenced	Yes.
b. preliminary high level document signed	Letter of Intent dated 29 July 2010, committing political support to the Feasibility Study and setting-up a joint inter-ministerial Strategic Committee for the governance and steering of the Baltic FAB Initiative.
c. final document signed	The Signing of a State Agreement is foreseen for July 2011.
d. agreement in force	
e. official notification to the Commission	

2. the FAB safety case

3. the enhanced cooperation of the National Supervisory Authorities (NSAs) or (optionally) a FAB Supervisory Authority

4. the enhanced cooperation of the Air Navigation Service Providers (ANSPs) or (optionally) an Integrated Air Navigation Service Provider

5. the cooperation or (optionally) integration of the civil and military air traffic controls

6. the performance plan per FAB or plans per Member States and their consistency with the EU-wide targets

No FAB performance plan foreseen – Lithuania and Poland submitted their national performance plans by 30 June 2011.

7. the statement of the added value of the FAB establishment based on cost-benefit analyses

8. the cooperation with the Network Manager

The Lithuanian and the Polish ANSPs participate in the collaborative process under Eurocontrol arrangements for consolidated airspace design; the airspace projects, mainly concerning the Polish airspace, agreed among the ANSPs and Eurocontrol for deployment over the period 2011-2014, should be a good basis for a FAB cooperation with the European Network Manager.

At present the two ANSPs are working on airspace projects at the FAB level.

9. (optionally) agreements on common principles for charging policy by the ANSPs

10. (optionally) additional agreements e.g. on combining and/or sharing technical support such as air traffic controllers' training and mobility, on equipment planning and deployment related to the SESAR program and on the incorporation of the airport dimension

The FAB Central Europe (FAB CE)

0. states and the involved airspace

Austria, *Bosnia & Herzegovina*, *Croatia*, Czech Republic, Hungary, Slovak Republic and Slovenia⁵. Covering all the airspace under their responsibility which is entirely within ICAO EUR region. For some minor bordering areas, the service provision has been delegated or is provided on the basis of delegation.

1. the state of affairs

a. negotiations commenced	Memorandum of Understanding to establish FAB CE preparatory structures signed on 18 November 2009.
b. preliminary high level document signed	Draft FAB CE State Agreement as agreed by the Provisional FAB CE Coordination Council on 22 June 2010.
c. final document signed	State Agreement between the Republic of Austria, Bosnia and Herzegovina, the Republic of Croatia, the Czech Republic, the Republic of Hungary, the Slovak Republic and the Republic of Slovenia signed on 5 May 2011.
d. agreement in force	
e. official notification to the Commission	

2. the FAB safety case

No FAB safety case yet – however a FAB safety policy is planned to be available in 2011 – if the final safety plan would only be available in 2015 this would not comply with the legal deadline of 4 December 2012.

3. the enhanced cooperation of the National Supervisory Authorities (NSAs) or (optionally) a FAB Supervisory Authority

A Co-operation Agreement between the seven National Supervisory Authorities was signed on 30 May 2011 – a single joint FAB Supervisory Authority is not planned.

4. the enhanced cooperation of the Air Navigation Service Providers (ANSPs) or (optionally) an Integrated Air Navigation Service Provider

A Cooperation Agreement between the seven Air Navigation Service Providers was signed on 5 May 2011 with cooperation in committees at executive / working level.

⁵ States in *italic* are not members of the European Union, but committed to implement the Single European Sky legislation.

<p>5. the cooperation or (optionally) integration of the civil and military air traffic controls</p> <p>A Joint Civil-Military Airspace Coordination Committee is being set-up.</p>
<p>6. the performance plan per FAB or plans per Member States and their consistency with the EU-wide targets</p> <p>No FAB performance plan foreseen – Austria, the Czech Republic, Hungary and the Slovak Republic submitted their national performance plans by 30 June 2011. Slovenia submitted an informal, unsigned, copy of its performance plan on 5 July 2011. Bosnia and Herzegovina as well as Croatia are legally not obliged to submit performance plans and did not submit ones.</p>
<p>7. the statement of the added value of the FAB establishment based on cost-benefit analyses</p> <p>So far only a cost-benefit analysis focused on the commercial airspace users and the ANSPs was done in 2008 and supplemented in 2010.</p>
<p>8. the cooperation with the Network Manager</p> <p>The FAB CE ANSPs participate in the collaborative process under Eurocontrol arrangements for consolidated airspace design; the airspace projects, agreed among the FAB CE ANSPs and Eurocontrol for deployment over the period 2011-2014, should be a good basis for a FAB cooperation with the European Network Manager.</p> <p>At present the seven ANSPs are working on airspace projects at the FAB level.</p>
<p>9. (optionally) agreements on common principles for charging policy by the ANSPs</p>
<p>10. (optionally) additional agreements e.g. on combining and/or sharing technical support such as air traffic controllers' training and mobility, on equipment planning and deployment related to the SESAR program and on the incorporation of the airport dimension</p>

The Danube FAB

0. states and the involved airspace

Bulgaria and Romania. Covering all the airspace under their responsibility which is entirely within ICAO EUR region.

1. the state of affairs

a. negotiations commenced	The BULROM FAB precursor initiative dates back to 2004.
b. preliminary high level document signed	Memorandum of Understanding between Bulgaria and Romania at Ministerial level signed on 26 February 2010.
c. final document signed	The Signing of a State Agreement was foreseen for June 2011.
d. agreement in force	
e. official notification to the Commission	

2. the FAB safety case

No FAB safety case yet – however safety activities announced.

3. the enhanced cooperation of the National Supervisory Authorities (NSAs) or (optionally) a FAB Supervisory Authority

According to a Memorandum of Understanding between the Bulgarian and the Romanian National Supervisory Authorities of 19 October 2010 the cooperation of the two NSAs is under development – foreseeing a FAB NSA Coordination Committee. A single joint FAB Supervisory Authority is not planned.

4. the enhanced cooperation of the Air Navigation Service Providers (ANSPs) or (optionally) an Integrated Air Navigation Service Provider

According to a Memorandum of Understanding between the Bulgarian ANSP BULATSA and the Romanian ANSP ROMATSA of 10 August 2010 these two Air Navigation Service Providers will work together in the four phases of the Danube FAB project – with a common Steering Committee.

5. the cooperation or (optionally) integration of the civil and military air traffic controls

The Bulgarian and the Romanian ANSPs facilitate individually cooperation with the respective Military Authorities. The Military Authorities participate in the Danube FAB management's working groups.

6. the performance plan per FAB or plans per Member States and their consistency with the EU-wide targets

No FAB performance plan foreseen – Bulgaria submitted its national performance plan by 30 June 2011. Romania submitted its national performance plan on 4 July 2011.

7. the statement of the added value of the FAB establishment based on cost-benefit analyses

So far only a feasibility study in 2008 estimated potential benefits.

8. the cooperation with the Network Manager

The two ANSPs participate in the collaborative process under Eurocontrol arrangements for consolidated airspace design development (as a FAB); the DANUBE FAB airspace projects, agreed among the two ANSPs and Eurocontrol or deployment over the period 2011-2014, should be a good basis for a FAB cooperation with the European Network Manager.

At present the two ANSPs are working on airspace projects at the FAB level.

9. (optionally) agreements on common principles for charging policy by the ANSPs

10. (optionally) additional agreements e.g. on combining and/or sharing technical support such as air traffic controllers' training and mobility, on equipment planning and deployment related to the SESAR program and on the incorporation of the airport dimension

The two ANSPs follow a joint approach for the SESAR JU programme.

The South West FAB

0. states and the involved airspace

Portugal and Spain. Covering all the airspace under their responsibility which is within ICAO EUR region. In addition for Spain, airspace under their responsibility within ICAO AFI region⁶ and for Portugal, airspace under their responsibility within ICAO NAT region. For some minor bordering areas, the service provision has been delegated or is provided on the basis of delegation.

1. the state of affairs

a. negotiations commenced	Letter of Commitment by NAV Portugal and AENA signed in 2005 and Letter of Intent by them signed in 2008.
b. preliminary high level document signed	Memorandum of Understanding between the Portuguese and Spanish NSAs and ANSPs signed 17 March 2009, Agreement between the National Supervisory Authorities signed in February 2010.
c. final document signed	The Signing of a draft State Agreement was foreseen for June 2011.
d. agreement in force	
e. official notification to the Commission	

2. the FAB safety case

3. the enhanced cooperation of the National Supervisory Authorities (NSAs) or (optionally) a FAB Supervisory Authority

According to the Cooperation Agreement of 25 September 2010 between AESA and INAC these two National Supervisory Authorities set the conditions for an enhanced cooperation. A single joint FAB Supervisory Authority is not planned.

4. the enhanced cooperation of the Air Navigation Service Providers (ANSPs) or (optionally) an Integrated Air Navigation Service Provider

5. the cooperation or (optionally) integration of the civil and military air traffic controls

⁶ ICAO AFI region covers African territorial airspace as well as airspace over the high seas. Spain has responsibility for airspace in the AFI region linked to the Canary Islands.

6. the performance plan per FAB or plans per Member States and their consistency with the EU-wide targets

No FAB performance plan foreseen – Portugal submitted its national performance plan by 30 June 2011. Spain submitted its performance plan on 4 July 2011.

7. the statement of the added value of the FAB establishment based on cost-benefit analyses

8. the cooperation with the Network Manager

The two main ANSPs participate in the collaborative process under Eurocontrol arrangements for consolidated airspace design development; the SW FAB airspace projects, agreed among the two ANSPs and Eurocontrol for deployment over the period 2011-2014 should be a good basis for a FAB cooperation with the European Network Manager.

At present the two ANSPs have started the work on airspace projects at the FAB level.

9. (optionally) agreements on common principles for charging policy by the ANSPs

10. (optionally) additional agreements e.g. on combining and/or sharing technical support such as air traffic controllers' training and mobility, on equipment planning and deployment related to the SESAR program and on the incorporation of the airport dimension

The BLUE MED FAB

0. states and the involved airspace

Cyprus, Greece, Italy and Malta. (*Albania, Egypt and Tunisia*, as associate partners. *Kingdom of Jordan and Lebanon* as observers⁷). Covering all the airspace under the responsibility of Member States and associate partners which is within ICAO EUR region and also airspace within ICAO AFI region as regards Egypt and Tunisia. For some minor bordering areas, the service provision has been delegated or is provided on the basis of delegation.

1. the state of affairs

a. negotiations commenced	Yes.
b. preliminary high level document signed	Declaration of the BLUE MED Ministers of Transport signed 4 November 2008.
c. final document signed	The signing of a State Agreement is foreseen by the end of 2011.
d. agreement in force	
e. official notification to the Commission	

2. the FAB safety case

No FAB safety case yet – however a safety management roadmap initiated.

3. the enhanced cooperation of the National Supervisory Authorities (NSAs) or (optionally) a FAB Supervisory Authority

A NSAs agreement is under discussion.

4. the enhanced cooperation of the Air Navigation Service Providers (ANSPs) or (optionally) an Integrated Air Navigation Service Provider

According to a Cooperation agreement between the four principal Air Navigation Service Providers of Cyprus, Greece, Italy and Malta signed on 29 March 2010 the definition phase of the FAB project is carried out. An ANSPs cooperation agreement is under discussion.

5. the cooperation or (optionally) integration of the civil and military air traffic controls

A Civil-Military Co-ordination Committee is under discussion.

6. the performance plan per FAB or plans per Member States and their consistency with the EU-wide targets

No FAB performance plan foreseen – Cyprus, Greece, Italy and Malta submitted their national performance plans by 30 June 2011. The associate partners and observers are not legally obliged to submit performance plans and did not submit ones.

⁷ States in *italic* are not members of the European Union, but have committed or shown interest to implement the Single European Sky legislation.

7. the statement of the added value of the FAB establishment based on cost-benefit analyses

So far only a feasibility study estimated potential benefits. A more comprehensive cost-benefit analysis is being developed.

8. the cooperation with the Network Manager

The BLUE MED ANSPs participate, as a FAB, in the collaborative process with Eurocontrol for consolidated airspace design development; a BLUE MED Route Network Catalogue was delivered to Eurocontrol in February 2010 containing 154 airspace proposals of optimised routes, subdivided in quick wins (to be implemented immediately), short, medium (• 2015) and long term (• 2020) implementations. The ‘quick-wins’ and short-term proposals, agreed with Eurocontrol for deployment over the period 2011-2014, should be a good basis for a FAB cooperation with the European Network Manager.

At present the four ANSPs of the EU Member States have started the work on airspace projects at the FAB level.

9. (optionally) agreements on common principles for charging policy by the ANSPs

10. (optionally) additional agreements e.g. on combining and/or sharing technical support such as air traffic controllers’ training and mobility, on equipment planning and deployment related to the SESAR program and on the incorporation of the airport dimension

A common training program for air traffic controllers is under development.

S E S Committed Neighbouring States so far not involved in a Functional Airspace Block

A. ECAA framework

**The Former Yugoslav Republic of Macedonia,
Montenegro,
Serbia,**

The United Nations Interim Administration Mission in Kosovo (UNMIK)

Parties to the multilateral comprehensive aviation agreement establishing the European Common Aviation Area (ECAA) (OJ L 285, 16.10.2006, p. 3). Still to come into force. Applicable at the administrative level. System of monitoring by the EC of each State's compliance with the conditions applicable for transition before full application of the agreement.

Covering ATM and the substance of SES Acquis as was the case in 2006 (SES I). Amendment procedure foreseen to adjust to revisions of the covered Acquis. Competency of the Joint Committee established under the agreement.

B. Euro-Mediterranean comprehensive aviation framework

Morocco

Euro-Mediterranean comprehensive aviation agreement. (OJ L 386, 29.12.2006, p. 57). Still to come into force. Applicable at the administrative level. Transition period foreseen to be subject of an evaluation by the EC and validated by the established Joint Committee.

Covering ATM and the substance of SES Acquis as was the case in 2006 (SES I). Amendment procedure foreseen to adjust to revisions of the covered Acquis. Competency of the Joint Committee established under the agreement.

C. Comprehensive aviation framework

a. agreements signed

Georgia

A comprehensive aviation agreement signed 2 December 2010. Still to come into force. Covering ATM and the substance of SES Acquis as was the case under SES I.

Jordan

A comprehensive aviation agreement was signed 15 December 2010. Still to come into force. Covering ATM and the substance of SES Acquis as was the case under SES I.

b. negotiations on-going

Israel – Lebanon – Ukraine

c. negotiations mandated, not so far started

Algeria – Moldova – Tunisia