

Laying out the road to the BLUE MED MET harmonised service provision



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As part of BLUE MED WP1, the BLUE MED Operational package, a MET Task Force was established, with the aim of reviewing how MET services in support to air navigation are currently provided within BLUE MED countries and then to define a long-term roadmap for their harmonization.

The current status and development of MET provision inside the BLUE MED area was analyzed and a set of shared harmonization targets were deployed, in order to identify a common MET service provision status, reachable by all BLUE MED Partners in the short-term (2010), by using Quick Win targets, related to deeper data sharing and operational communications between MET Offices, medium-term (2015) and long-term (2015+).

Apart from this institutional approach, I'm pleased to underline, as leader of this MET Task Force, the excellent contribution given by each Partner during our meetings, allowing us to go beyond our differences, our different organizational structures (e.g. public or private companies, MET service provision from inside or outside the ANSP), focussing instead on a future of widespread interest, where each MET Service, while maintaining its own national identity and functions, will operate following common procedures and compliant technologies.

When the MET Task Force was established, a questionnaire was distributed to obtain a complete and up to date picture of the partners' MET Services, identifying the different ways in which each MET provider is organised and the resources and specificities of that service provision. The positive approach, given by all Task Force Members, made possible to move from this present "puzzling" scenario to a new FAB status, where standardising both MET systems and procedures will result the leading strategy for ensuring an advanced support to ATM decision making processes in a CDM framework.

I'm personally sure that this "we will win" attitude will set the basis not only for this next harmonisation, but also for a next goal of further integration, when a "federative" service or even (why not?) a "real" BLUE MED MET Service, will serve aviation under a single BLUE MED sky.

The BLUE MED OLDI Real Time Simulation

The implementation of the Virtual Centre of the BLUE MED FAB at 2012 will start from an enhanced cooperation among the legacy ATM Systems composing the FAB. Such enhanced cooperation will be based on the regional exchange of a selection of additional OLDI messages to enhance inter-centre coordination and handover capabilities



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and to guarantee the consistency of relevant information to all traffic operating throughout the FAB. Afterwards, BLUE MED will be looking at SESAR activities which aim at the validation of mature concepts for interoperability: whose requirements will be taken into consideration for the evolution of the IOP platform for the Virtual Centre, and ATM Systems composing the FAB shall start a migration towards the SESAR IOP requirements.

With this perspective, during the week 23-27 May 2011, a Real Time Simulation, based on the implementation of some additional OLDI messages, has been executed over the ESCAPE platform located at the ENAV premises of Via Agri in Roma, ATM System Simulation Platform department.

The objective of the Real-Time Simulation was to investigate, with the direct involvement of ATCOs, the possible effects of introducing the selected OLDI messages in their working environment. It aimed to highlight the benefits associated to the introduction of such technical (or software) enablers, as well as possible critical aspects and possible improvements that may come out during the study implementation. The Real-Time Simulation was also intended to provide the BLUE MED FAB Project Definition Phase with hints in order to support the definition of a possible way forward to the implementation of an enhanced set of OLDI messages.

The Legacy FDP Systems composing the BLUE MED FAB have been simulated together with their related HMIs which reproduced the real operational behaviour and with the attendance of ATCOs made available from each partner. Each "Simulated Legacy System" has been equipped with the set of the additional OLDI message and with the link of those to the actions performed by the ATCOs on their HMIs.

Some very good indications have been gained through the final brain storming were the involved ATCOs were free to report their feeling about usefulness and appropriateness of the proposed graphical solutions. The final picture will be available in the next couple of months when both quantitative and qualitative analysis will be concluded. At that time, important indications for the early implementation of this set of OLDI messages are expected.