The participation of Bosnia and Herzegovina in the SES initiative of the European Union is based on ECAA Agreement with the European Communities.

*As referred to in Article 7(2) of the Airspace Regulation (EC) No 551/2004 and Article 8 of Regulation (EC) No 2150/2005, and further to the formalised request of the Commission to EUROCONTROL dated 31 July 2008, Chapter 7 of **BA LCIP 2009-2013** below fulfils Bosnia and Herzegovina's obligation to report to the European Commission on the application of the concept of the flexible use of airspace in respect of the airspace under its responsibility for the period from 1st July 2007 till 31st December 2008.*

For Bosnia and Herzegovina,	*Signature*	*Date*
Đorđe Ratkovica, Director General		*25 December 2008*

Chapter 7 - Annual Report on the Application of FUA

7.1 National organisation and responsibilities at the 3 levels of FUA

7.1.1 At Strategic Airspace Management Level 1

FUA Level 1 Implemented:	N	**High Level Airspace Policy Body:**	N	
Basic FUA not yet applied. Only partial application. Currently, no operational justification. ***New Aviation Law*** *-For the purpose of strategic airspace management (level 1.) and for preparation of proposals essential to airspace management, the Council of Ministers shall establish the Airspace Management Committee composed of three civil and two military representatives.*				
Measures established to ensure consistency between:		**- ASM and ATFM:**	N	
		- ASM and ATS:	N	
The State has notified the Commission the identified persons/organisations responsible for all the tasks listed in Art. 4.1 of the FUA Regulation:		N	**Date and Reference of the Communication:**	

The State has ensured that the following tasks related to ASM Level 1 are performed by the responsible body (referred to above):	
- **Regularly review and address users' requirements**	N
No operational requirements	
- **Approve activities which require airspace reservation or restriction**	N
No operational requirements and justification	
- **Define temporary airspace structures and procedures to offer multiple airspace** reservation and route options	N
No requirements	

- **Establish criteria and procedures providing for the creation and use of adjustable lateral and vertical limits of the airspace**	N
No operational requirements and justification	
- **Assess the national airspace structures and route network with the aim of planning for flexible airspace structures and procedures**	N
No operational requirements and justification	
- **Define specific conditions under which the responsibility for separation between civil and military flights rests on the ATS units or on the controlling military units**	N
N/A	
- **Establish mechanisms to assess performance of FUA operations**	N
Adopting of relevant regulation in case BH becomes member of NATO	
- **Based on the outcome of this assessment, periodically review and revise as necessary, airspace procedures**	N
- **Establish mechanisms to archive data on the requests, allocation and actual use of airspace structures for further analysis and planning activities**	N
No mechanisms for archiving.	

The State has abandoned application of permanent airspace restrictions:	N	Prohibited and Danger areas are considered as permanent airspace restrictions. There is no plan to abandon the application of prohibited and danger areas.
Changes since previous FUA Report:	No changes (first report)	

7.1.2 At Pre-tactical Airspace Management Level 2

FUA Level 2 Implemented:	N	**Airspace Management Cell – AMC:**	N		**Joint Civil-Military Cell:**	N
Basic FUA not yet applied. Only partial application. Currently, no operational justification. ***New Aviation Law*** *-For the purpose of operational airspace management (level 2.), the Service Provider shall establish an Airspace Management Cell (AMC) which shall include representatives appointed by the Ministry of Defence as well.*						
The airspace is allocated in accordance with the conditions and procedures defined in Article 4.1:			N	N/A		
The established AMC (referred to above) is provided with adequate supporting systems to perform and communicate the pre-tactical airspace management tasks:			N	N/A		
Changes since previous FUA Report:	No changes (first report)					

7.1.3 At Tactical Airspace Management Level 3

FUA Level 3 Implemented:	N	Basic FUA not yet applied. Only partial application. Currently, no operational justification. ***New Aviation Law*** *-For the purpose of real-time airspace management (level 3.) the Service Provider and the Ministry of Defence shall establish procedures for civil-military coordination and ensure communications systems providing interchange of data in order to facilitate the activation, deactivation and relocation of airspace as defined by the Airspace Management Cell.(2)* *The Service Provider shall establish procedures for civil-military coordination and communications systems between organizational units responsible for operating services within the airspace.*

The State has ensured that the relevant ATS Units and controlling military units:			
- establish coordination procedures and communication facilities to allow the real-time activation, deactivation or reallocation of airspace allocated at pre-tactical level:			Y
The co-ordination procedures are contained in the LoA.			
- establish coordination procedures to ensure the timely and effective exchange of any modification of planned airspace reservations and the adequate notification to all affected users:			Y
The co-ordination procedures are contained in the LoA.			
- establish coordination procedures and supporting systems to ensure safety when managing interactions between civil and military flights:			Y
There is no military ATS unit, civil ATS unit ensuring safety when managing interactions between civil and military flights			
- establish coordination procedures to permit direct communication of relevant information to resolve specific traffic situations where civil and military controllers are providing services in the same airspace:			Y
Specifically:	**- Position of aircraft**	Y	Civil ATS units provides the capability for voice and data exchanging
	- Flight intention of aircraft	N	Civil ATS units are not equipped jet.
All airspace reservations are released as soon as activities having caused their establishment cease:			N
Changes since previous FUA Report:	No changes (first report)		

7.2 Cooperation between Member States at the 3 levels of FUA

7.2.1 At Strategic Airspace Management Level 1

The State coordinates its airspace management policy with the respective States to jointly address the use of cross-border airspace structures:	N	No operational needs exist

Type(s) of cross-border airspace use is applied in the State:		
Cross-border area	N	N/A
Shared reserved airspace (TRA and TSA)	N	N/A
Conditional routes	N	N/A

The State has established with neighbouring States one common set of standards for separations between civil and military flights for cross-border activities:	N	Not planned
Changes since previous FUA Report:	No changes (first report)	

7.2.2 At Pre-tactical Airspace Management Level 2

The State has established a joint or multinational AMC with neighbouring States:	N	No operational needs exist
Changes since previous FUA Report:	No changes(first report)	

7.2.3 At Tactical Airspace Management Level 3

The State has established a common set of procedures to manage specific traffic situations and/or to enhance the real-time airspace management between civil and military units involved in or concerned with cross-border activities:	N	No operational needs exist
Changes since previous FUA Report:	No changes (first report)	

7.3 Safety assessment

The State has established a safety management process to conduct all safety assessment activities before the introduction of any changes to the operations of the FUA:	N	Will be planned if necessary

7.4 Performance assessment

Evaluation of the functioning of agreements, procedures and supporting systems established at the 3 levels		
Safety	N	
Airspace capacity	N	
Efficiency	N	
Flexibility of aircraft operations of all users	N	

7.5 Compliance monitoring

The State is fully compliant with the FUA Regulation (EC Regulation 2150/2005):	N

The State has established the following FUA compliance monitoring processes:						
Inspections	N	Periodicity		Outcome sent to EC		
Surveys	N	Periodicity		Outcome sent to EC		
Safety Audits	N	Periodicity		Outcome sent to EC		
Additional comments:						

7.6 Problems encountered and need for changes

Problems encountered in the implementation of the FUA regulation and need for changes
BH estimates that the FUA Level 1 implementation will start after the new Aviation Law has been passed, in 2009.