

As a Member of the European Union, SES Regulations are binding and directly applicable to Albania.

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, Part III-Chapter 15 of AL LCIP 2010-2014 below fulfils Albania'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 January 2009 till 31st December 2009.

For Albania,

Name, title

Signature

Date

Mr. Ervin MAZNIKU, Director General of Civil Aviation



11.01.2010

Chapter 15 - Annual Report on the Application of FUA

15.1 National organisation and responsibilities at the 3 levels of FUA

15.1.1 At Strategic Airspace Management Level 1

FUA Level 1 Implemented:	N	The State has established appropriate FUA Level 1 mechanisms, e.g. High Level Airspace Policy Body:	N	An agreement between the Minister of Defence and the Minister of Transport is planned to be signed in 2010.
The EC Regulation 2150/2005 for the Flexible Use of Airspace is in the Process of being transposed into National Regulation and the promulgation foreseen by the 1st quarter of 2010.				
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	Y
All users' requirements are reviewed and approved by DGCA	
- Approve activities which require airspace reservation or restriction	Y
The activities are approved by DGCA and published via the appropriate NOTAM-s	
- Define temporary airspace structures and procedures to offer multiple airspace reservation and route options	Y
The agreement signed between the Republic of Albania and NATO on the 12 August 2009, defines the TSA to be used for the purpose of Military exercise and trainings	
- Establish criteria and procedures providing for the creation and use of adjustable lateral and vertical limits of the airspace	N
No operational needs identified	
- Assess the national airspace structures and route network with the aim of planning for flexible airspace structures and procedures	N
See above	
- Define specific conditions under which the responsibility for separation between civil and	N

military flights rests on the ATS units or on the controlling military units	
The responsibility of separation between Civil and Military flights rests only with the civil ATS unit.	
- Establish mechanisms to assess performance of FUA operations	N
No need identified to formalize such mechanisms.	
- Based on the outcome of this assessment, periodically review and revise as necessary, airspace procedures	N
As FUA is practically not applicable no need for assessment has been identified	
- Establish mechanisms to archive data on the requests, allocation and actual use of airspace structures for further analysis and planning activities	N
Data are archived but not used for analysis or planning activities	
Apart from Danger Areas over the High Seas and Prohibited areas, the State has abandoned application of permanent airspace restrictions:	Y
The identified danger areas are activated on ad hoc basis.	
Changes since previous FUA Report:	

15.1.2 At Pre-tactical Airspace Management Level 2

FUA Level 2 Implemented:	N	Airspace Management Cell – AMC:	N	The DGCA is responsible for daily airspace allocations;	Joint Civil-Military Cell:	N
The FUA 2150/2005 EC Regulation will be transposed by 1st Quarter of 2010, then It will be implemented it in its three levels.						
The airspace is allocated in accordance with the conditions and procedures defined in Article 4.1:				N	See the comment above	
The established AMC (referred to above) is provided with adequate dedicated ASM supporting systems to perform and communicate the pre-tactical airspace management tasks:				N	See the comment above	
Changes since previous FUA Report:						

15.1.3 At Tactical Airspace Management Level 3

FUA Level 3 Implemented:	Y	Civil ATS and Military Air Defence Headquarters are separated but there is co-ordination between them and there is a post for the military authorities in the ACC.
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	
At pre-tactical level there is co-ordination and communication between civil and military for deactivation and reallocation of Airspace. . There is direct communication link between NATA and MoD for the co-ordination in the cases of Military exercises.		
- 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 notification to effected users is made through NOTAM.		
- establish coordination procedures and supporting systems to ensure safety when managing interactions between civil and military flights:	N	
This requirement is not applicable.		
- 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:	N	
Specifically:		
- Position of aircraft	N	Not applicable because military is not providing ATS services in Albanian FIR.
- Flight intention of aircraft (e.g. exchange of Flight Plan data)	N	See above
All airspace reservations are released as soon as activities having caused their establishment cease:	Y	
NOTAM		
Changes since previous FUA Report:		

15.2 Cooperation between Member States at the 3 levels of FUA

15.2.1 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	This requirement is not applicable to Albania due to the absence of cross border airspace.
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Type(s) of cross-border airspace use is applied in the State:		
Cross-border area	N	Not applicable. See the comment above.
Shared reserved airspace (TRA and TSA)	N	See above
Conditional routes	N	See above
The State has established with neighbouring States one common set of standards for separations between civil and military flights for cross-border activities:	N	See above
Changes since previous FUA Report:		

15.2.2 At Pre-tactical Airspace Management Level 2

If cross-border operations apply, has the State established a joint or multinational AMC with neighbouring State(s):	N	See above
Changes since previous FUA Report:		

15.2.3 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	See above
Changes since previous FUA Report:		

15.3 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	No need identified due to the fact that FUA is practically not applicable yet in Albania.
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15.4 Performance assessment

Evaluation of the functioning of agreements, procedures and supporting systems established at the 3 levels		
Safety	N	No need identified due to the fact that FUA is practically not applicable yet in Albania
Airspace capacity	N	See above
Efficiency	N	See above
Flexibility	N	See above

15.5 Compliance monitoring

The State is fully compliant with the FUA Regulation (EC Regulation 2150/2005):	N
The State has established a FUA compliance monitoring processes: <i>Annex</i>	N
Additional comments:	

15.6 Problems encountered and need for changes

Problems encountered in the implementation of the FUA regulation and need for changes
