The participation of Croatia in the SES initiative of the European Union is based on <ECAA, Bilateral EAA, Bilateral ATA> 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 **HR LCIP 2009-2013** below fulfils Croatia'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 Croatia,

Mladen Stepanić,

Acting Director General

Civil Aviation Authority Croatia

Signature

Date: 12.02.2009

Chapter 7 - Annual Report on the Application of FUA

7.1 National organization and responsibilities at the 3 levels of FUA

7.1.1 At Strategic Airspace Management Level 1

FUA Level 1 Implemented:	Y/N	High Level Airspace Policy Body:	Y/N	If 'Y', <Name> and composition of the High Level Policy Body
				If 'N', who is responsible for FUA Level 1

Explain briefly the national organisation at Level 1

Air Traffic Act :

Article 4.a (2):

Airspace Management of (Zagreb) Flight Information Region Airspace is established in accordance of Article 4. of this Law, and is responsibility of Minister, in agreement with Minister of Defence.

National Airspace Management Board

Article 4b

(1) For the purpose of ensuring efficient strategic airspace management (ASM Level 1) and with a view to the preparation of proposals essential to the management of the airspace, the Government of the Republic of Croatia shall establish a National Airspace Management Board composed of civil and military members.

(2) The civil members of the Board referred to in paragraph 1 of this article shall be appointed among the representatives of the Ministry responsible for civil air traffic affairs (hereinafter: the Ministry), the Civil Aviation Agency and the designated air navigation service provider, and the military members shall be appointed among the representatives of the ministry responsible for defence.

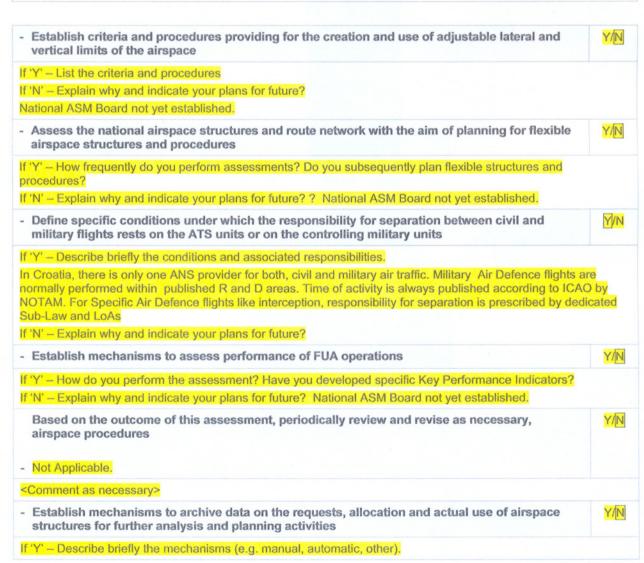| Measures established to ensure consistency between:	- ASM and ATFM:	Y/N	If yes, explain which measures
	- ASM and ATS:	Y/N	If yes, explain which measures

The State has notified the Commission the identified persons/organisations responsible for all the tasks listed in Art. 4.1 of the FUA Regulation:	Y/N	Date and Reference of the Communication:	Mmm/yyyy <Ref.>

The State has ensured that the following tasks related to ASM Level 1 are performed by the responsible body (referred to above): Note relating to all the questions below: in the Ordinance on the airspace management (OG 58/08) it is proscribed that National Airspace Management Board is responsible for the activities listed below, in accordance with the EUROCONTROL Handbook for airspace management and FUA Regulation. It is not enforced in practice because it is still in a process of collecting proposals for potential Board members. National ASM Board is not yet established.

- **Regularly review and address users' requirements**	Y/N

If 'Y' – Describe briefly how and by whom?

So far, Croatia Control Ltd. is responsible for review and address civil users requirements, while Ministry of Defence is responsible for review and address military (National and International) users requirements.

If 'N' – Why not?

- **Approve activities which require airspace reservation or restriction**	Y/N

If 'Y' – Describe briefly how and by whom?

Based on CCL (for civil) and/or MoD proposal (for military users request, Minister in agreement with Minister of Defence shall approve activities which require airspace restriction.

If 'N' – Why not?

- **Define temporary airspace structures and procedures to offer multiple airspace** reservation and route options	Y/N

If 'Y' – Describe briefly how and by whom?

If 'N' – Explain why and indicate your plans for future?

So far, only Airspace restrictions (P, R and D areas) are used. FUA Regulation is not yet fully applied (N ASM Board and AMC are not yet established).

- **Establish criteria and procedures providing for the creation and use of adjustable lateral and vertical limits of the airspace**	Y/N

If 'Y' – List the criteria and procedures

If 'N' – Explain why and indicate your plans for future?

National ASM Board not yet established.

- **Assess the national airspace structures and route network with the aim of planning for flexible airspace structures and procedures**	Y/N

If 'Y' – How frequently do you perform assessments? Do you subsequently plan flexible structures and procedures?

If 'N' – Explain why and indicate your plans for future? ? National ASM Board not yet established.

- **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**	Y/N

If 'Y' – Describe briefly the conditions and associated responsibilities.

In Croatia, there is only one ANS provider for both, civil and military air traffic. Military Air Defence flights are normally performed within published R and D areas. Time of activity is always published according to ICAO by NOTAM. For Specific Air Defence flights like interception, responsibility for separation is prescribed by dedicated Sub-Law and LoAs

If 'N' – Explain why and indicate your plans for future?

- **Establish mechanisms to assess performance of FUA operations**	Y/N

If 'Y' – How do you perform the assessment? Have you developed specific Key Performance Indicators?

If 'N' – Explain why and indicate your plans for future? National ASM Board not yet established.

Based on the outcome of this assessment, periodically review and revise as necessary, airspace procedures	Y/N
- Not Applicable.	

<Comment as necessary>

- **Establish mechanisms to archive data on the requests, allocation and actual use of airspace structures for further analysis and planning activities**	Y/N

If 'Y' – Describe briefly the mechanisms (e.g. manual, automatic, other).

If 'N' – Explain why and indicate your plans for future?			

The State has abandoned application of permanent airspace restrictions:	Y/N	If 'Y' – Describe briefly how do you accommodate requirement for temporary airspace restriction or reservation? If 'N' – Explain why and indicate your plans for future? Need for full application of FUA Concept – National ASM Board not yet established.
Changes since previous FUA Report:		Explain whether there has been any change in the information above since the previous FUA report. FUA Regulation is incorporated into National Aviation Act and ASM Sub-Law has been endorsed.

7.1.2   At Pre-tactical Airspace Management Level 2

FUA Level 2 Implemented:	Y/N	Airspace Management Cell – AMC:	Y/N	If 'N', a) who is responsible for daily airspace allocations; Zagreb ACC Center Supervisor b) did you inform your neighbouring States of the list of contact points for international coordination at Level 2. Neighbouring States are informed, based on specific LoAs.	Joint Civil-Military Cell:	Y/N

An AMC is planned for end 2008 – LATE, POSTPONED for end of 2009.

If 'Y' - Explain briefly the national organisation at Level 2.

Aviation Act :

Airspace Management Cell (Article 4c)

For the day-to-day management of airspace (ASM Level 2), the designated air navigation service provider shall establish an Airspace Management Cell. Representatives appointed by the Ministry responsible for defence shall also participate in the work of the Cell.

The methods of work of the Cell referred to in paragraph 1 of this article are stipulated in the regulation adopted on the basis of this Act.

If 'N' – Explain why and indicate your plans for future.

The airspace is allocated in accordance with the conditions and procedures defined in Article 4.1:	Y/N	If 'N' – Explain why and indicate your plans for future? This is connected to establishment of National ASM Board and AMC.
The established AMC (referred to above) is provided with adequate supporting systems to perform and communicate the pre-tactical airspace management tasks:	Y/N	If 'Y' – Describe briefly the system(s) established. If 'N' – Explain why and indicate your plans for future? AMC not yet established. Task of National ASM Board is to develop National plan for FUA implementation. Supporting systems should be incorporated in it.
Changes since previous FUA Report:		Explain whether there has been any change in the information above since the previous FUA report.

	No change.

7.1.3 At Tactical Airspace Management Level 3

FUA Level 3 Implemented:	Y/N	Explain briefly the national organisation at Level 3, including level of integration between civil and military are (fully integrated, co-located, separated,..) Croatia Control. Ltd is the only one single ATS provider for both, civil and military Air traffic in whole Zagreb FIR.

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/N
If 'Y' – Describe briefly the procedures and facilities that apply. This is done directly, in specific situation and if required between Zagreb ACC Centre Supervisor and duty officer In CAF OPS Center, based on specific LoAs. Normally, we are using ICAO procedure and NOTAM. If 'N' – Explain why and indicate your plans for future? We have to change this procedure in line with FUA Reg,	
- 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/N
If 'Y' – Describe briefly the procedures and the way of notification that apply. This is done directly, in specific situation and if required between Zagreb ACC Centre Supervisor and duty officer in CAF OPS Center, based on specific LoAs If 'N' – Explain why and indicate your plans for future?	
- establish coordination procedures and supporting systems to ensure safety when managing interactions between civil and military flights:	Y/N
If 'Y' – Describe briefly the procedures and supporting system(s) that apply. Based on specific LoA, CCL is sending all required data about known civil and military flights directly to military system, by using BFD and CFD Messages. CCL is the only one single ANS Provider for both civil and military flights in Zagreb FIR, and safety is ensured by CCL SMS. If 'N' – Explain why and indicate your plans for future?	
- 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: - - There are only civil ATC controllers in Croatia, using same system.	Y/N

Specifically:	- Position of aircraft	Y/N	If 'Y' - Indicate how direct communication of aircraft position is performed (e.g. voice, automatic data exchange, other). If 'N' – Explain why and indicate your plans for future? Not applicable.
	- Flight intention of aircraft	Y/N	If 'Y' - Indicate how direct communication of aircraft flight intention is performed (e.g. voice, automatic data exchange, other). If 'N' – Explain why and indicate your plans for future? Not applicable.

All airspace reservations are released as soon as activities having caused their establishment cease:	Y/N
If 'Y' – Describe briefly the release and notification process. If 'N' – Explain why and indicate your plans for future? This is based on ICAO NOTAM procedure, so far.	

Change is expected based on National ASM Board decisions.	
Changes since previous FUA Report:	Explain whether there has been any change in the information above since the previous FUA report. FIRST ANNUAL REPORT No change.

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:	Y/N	If 'Y' – Describe briefly how the coordination is performed and which airspace structures are addressed (e.g. ATS routes, restricted or reserved airspace, etc.). List the States you jointly address the use of cross-border airspace structures with. Direct coordination with Italy, Slovenia, Serbia, Bosnia and Herzegovina and Hungary, and Pan European through RNDSG, for ATS routes. If 'N' – Explain why and indicate your plans for future?

Type(s) of cross-border airspace use is applied in the State:		
Cross-border area	Y/N	If 'Y' - Specify with which State(s) If 'N' – Explain why and indicate your plans for future? No need.
Shared reserved airspace (TRA and TSA)	Y/N	If 'Y' - Specify with which State(s) If 'N' – Explain why and indicate your plans for future? No need.
Conditional routes	Y/N	If 'Y' - Specify with which State(s) If 'N' – Explain why and indicate your plans for future? No need.
The State has established with neighbouring States one common set of standards for separations between civil and military flights for cross-border activities:	Y/N	Add comments as necessary.
Changes since previous FUA Report:	Explain whether there has been any change in the information above since the previous FUA report. FIRST ANNUAL REPORT No change.	

7.2.2 At Pre-tactical Airspace Management Level 2

The State has established a joint or multinational AMC with neighbouring States:	Y/N	If 'Y', with which State(s) If 'N' – Indicate your plans for future? We are investigating that possibility

	within FAB CE project.
Changes since previous FUA Report:	Explain whether there has been any change in the information above since the previous FUA report. The FAB CE Feasibility Study Master Plan has been endorsed.

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:	Y/N	If 'Y' - Specify with which State(s). List briefly the procedures that apply. If 'N' – Indicate your plans for future? No need.
Changes since previous FUA Report:	Explain whether there has been any change in the information above since the previous FUA report. No change.	

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:	Y/N	If 'Y' – Describe briefly the process applied. If 'N' – Explain why and indicate your plans for future? Depends on establishment of National ASM board.

7.4 Performance assessment

Evaluation of the functioning of agreements, procedures and supporting systems established at the 3 levels		
Safety	Y/N	<Add comments, as necessary>
Airspace capacity	Y/N	<Add comments, as necessary>
Efficiency	Y/N	<Add comments, as necessary>
Flexibility of aircraft operations of all users	Y/N	<Add comments, as necessary>

7.5 Compliance monitoring

The State is fully compliant with the FUA Regulation (EC Regulation 2150/2005):	Y/N
<If No, indicate in which respect is the State not fully compliant, and plans (dates/actions) to achieve full compliance, if applicable> National Airspace Management Board is not established.	

The State has established the following FUA compliance monitoring processes:						
Inspections	Y/N	Periodicity	< >	Outcome sent to EC	Y/N	If Y, ref. and date of correspondence with EC
Surveys	Y/N	Periodicity	< >	Outcome sent to EC	Y/N	If Y, ref. and date of correspondence with EC
Safety Audits	Y/N	Periodicity	< >	Outcome sent to EC	Y/N	If Y, ref. and date of correspondence with EC

Additional comments:	< >

7.6 Problems encountered and need for changes

Problems encountered in the implementation of the FUA regulation and need for changes
Full application of FUA Regulation in the Airspace over High Seas – application of Airspace structures not recognised by ICAO, and applicable for Non-EU Member States.