

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, Part III-Chapter 15 of BA LSSIP 2010-2014 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 1<sup>st</sup> January 2009 till 31<sup>st</sup> December 2009.

For Bosnia and Herzegovina,  
Đorđe Ratkovića, Director General

Signature  


Date  
23 December 2009

## 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

<b>FUA Level 1 Implemented:</b>	N	<b>The State has established appropriate FUA Level 1 mechanisms, e.g. High Level Airspace Policy Body:</b>	N	
<p>The Aviation Law B&amp;H ("Official Gazette of B&amp;H N°39, Date 19.05.2009.) – <b>Article 5.</b> Civil aviation policy shall be under the authority of the Ministry of Communications and Transport...;</p> <p><b>Article 22.</b></p> <p>(1) 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;</p>				
<b>Measures established to ensure consistency between:</b>	- ASM and ATFM:	N		
	- ASM and ATS:	N		
<b>The State has notified the Commission the identified persons/organisations responsible for all the tasks listed in Art. 4.1 of the FUA Regulation:</b>	N		<b>Date and Reference of the Communication:</b>	

<b>The State has ensured that the following tasks related to ASM Level 1 are performed by the responsible body (referred to above):</b>	
- 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
N/A	
- 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.	
Apart from Danger Areas over the High Seas and Prohibited areas, 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:	New Aviation Law B&H has been in force since 19 May 2009.

### 15.1.2 At Pre-tactical Airspace Management Level 2

FUA Level 2 Implemented:	N	Airspace Management Cell – AMC:	N	Joint Civil-Military Cell:	N
The Aviation Law B&H ("Official Gazette of B&H N°39, 19 May 2009) <b>Article 23.</b> (1) 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; (2)The composition of the Cell under paragraph 1 of this Article and further provisions on its working methodology shall be established under special regulation to be enacted by the BHDCA.					
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 dedicated ASM supporting systems to perform and communicate the pre-tactical airspace management tasks:			N	N/A	
Changes since previous FUA Report:		No changes			

### 15.1.3 At Tactical Airspace Management Level 3

<b>FUA Level 3 Implemented:</b>	N	<p>The Aviation Law B&amp;H ("Official Gazette of B&amp;H N°39, 19 May 2009) –<b>Article 24.</b></p> <p>(1)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.</p> <p>(2)The Service Provider shall establish procedures for civil-military coordination and communications systems between organizational units responsible for operating services within the airspace.</p> <p>Basic FUA not yet applied. Only partial application. Currently, no operational justification.</p>
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<b>The State has ensured that the relevant ATS Units and controlling military units:</b>			
- 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 (e.g. exchange of Flight Plan data)	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			

## 15.2 Cooperation between Member States at the 3 levels of FUA

### 15.2.1 At Strategic Airspace Management Level 1

<b>The State coordinates its airspace management policy with the respective States to jointly address the use of cross-border airspace structures:</b>	N	No operational needs exist
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<b>Type(s) of cross-border airspace use is applied in the State:</b>		
<b>Cross-border area</b>	N	N/A
<b>Shared reserved airspace (TRA and TSA)</b>	N	N/A
<b>Conditional routes</b>	N	N/A
<b>The State has established with neighbouring States one common set of standards for separations between civil and military flights for cross-border activities:</b>	N	Not planned
<b>Changes since previous FUA Report:</b>	No changes	

### 15.2.2 At Pre-tactical Airspace Management Level 2

<b>If cross-border operations apply, has the State established a joint or multinational AMC with neighbouring State(s):</b>	N	No operational needs exist
<b>Changes since previous FUA Report:</b>	No changes	

### 15.2.3 At Tactical Airspace Management Level 3

<b>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:</b>	N	No operational needs exist
<b>Changes since previous FUA Report:</b>	No changes	

### 15.3 Safety assessment

<b>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:</b>	N	Will be planned if necessary
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### 15.4 Performance assessment

<b>Evaluation of the functioning of agreements, procedures and supporting systems established at the 3 levels</b>		
<b>Safety</b>	N	
<b>Airspace capacity</b>	N	
<b>Efficiency</b>	N	
<b>Flexibility</b>	N	

## 15.5 Compliance monitoring

<b>The State is fully compliant with the FUA Regulation (EC Regulation 2150/2005):</b>	<b>N</b>
Not compliant	

<b>The State has established a FUA compliance monitoring processes:</b>	<b>N</b>
For the time being there is no plan	
<b>Additional comments:</b>	No comments

## 15.6 Problems encountered and need for changes

<b>Problems encountered in the implementation of the FUA regulation and need for changes</b>
B&H estimates that the FUA Level 1 implementation will start at the beginning of 2010.