

The participation of Croatia 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 HR LSSIP 2010-2014 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 January 2009 till 31st December 2009.

For Croatia,

Name, title

Božidar Kalmeta, Minister

Ministry of Sea, Transport and Infrastructure

Signature

Date

05.02.2010.

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:	<p>Y</p>	<p>The State has established appropriate FUA Level 1 mechanisms, e.g. High Level Airspace Policy Body:</p>	<p>Y</p>	<p>Composition of High Level Airspace Policy Body:</p> <p>President: – Mr. Jure Šarić, Director General of Civil Aviation;</p> <p>Members: – Mr. Viktor Šober, Directorate General of Civil Aviation; – brigadier Vladimir Bezuk, Ministry of Defence; – Lt. Col. Veljko Frlan, Ministry of Defence; – Mr. Josip Šipek, Croatian Civil Aviation Agency – Mr. Ivan Rosić, Croatian Control Ltd.</p> <p>Secretary: – Mrs. Nada Brekalo, Directorate General of Civil Aviation;</p>
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Air Traffic Act OG 69/2009:

Article 94. (4)

The organization and the structure of the flight information region of the Republic of Croatia shall be determined by the minister at the proposal of the National Airspace Management Board here and after, National ASM Board (High Level Airspace Policy Body) with a previously obtained consent by the minister competent for defence affairs.

Airspace Management

Article 95.

(1) Airspace design (organisation and structure), classification, flexible use of airspace and other functions required to ensure the maximum use of available airspace (hereinafter: airspace management) shall be implemented and performed in accordance with the provisions of this Act, regulations adopted on the basis of this Act, relevant EU acquis and the international agreements binding on the Republic of Croatia.

(2) Airspace management in the field of flight information, as set out in Article 96. of this Act, is within

the competence of the minister with prior consent of the minister competent for defence affairs.

(3) 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 airspace, the Government shall establish a National ASM Board composed of civil and military members. The civil members of the Board shall be appointed among the representatives of the Ministry, the Agency and the designated air navigation service provider, and the military members shall be appointed among the representatives of the ministry responsible for defence affairs. The Board Members are entitled to a pre-determined remuneration.

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:		Y	Date and Reference of the Communication: 30 September 2009 Klasa: 303-09/09-01/406 Our ref: 530-09-09-2

The State has ensured that the following tasks related to ASM Level 1 are performed by the responsible body (referred to above): Governmental Decision (Ordinance OG 116/2009), about establishment of National ASM Board, is the legal base of establishment of the High Level Airspace Policy Body, and by Ordinance on Airspace management (OG 138/2009) FUA Regulation EC REG 2150 is implemented in legal system of Republic of Croatia.	
- Regularly review and address users' requirements	N
National ASM Board has started to work by 13 rd October 2009, and the Regularly-review has not been done yet.	
- Approve activities which require airspace reservation or restriction	Y
Based on CCL (for civil) and/or MoD request (for military users, the National ASM Board, proposes to the Minister of Transport to approve activities which require airspace restriction. To this end, Minister of Defence shall give agreement with that proposal.	
- Define temporary airspace structures and procedures to offer multiple airspace reservation and route options	N
Because the FUA Implementation Plan is not finalised, and whole FUA concept is not in place, so far, only Airspace restrictions (P, R and D areas) are used. FUA Regulation is not yet fully applied (AMC are not yet established).	
- Establish criteria and procedures providing for the creation and use of adjustable lateral and vertical limits of the airspace	N
National ASM Board hasn't yet performed this task, because of it started to work 2 months ago, and some documents hasn't been produced yet.	
- Assess the national airspace structures and route network with the aim of planning for flexible airspace structures and procedures	N
National ASM Board hasn't yet performed this task, because of it started to work 2 months ago, and some documents hasn't been produced yet.	
- 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
In Croatia, there is only one ANS provider for both, civil and military air traffic.	
- Establish mechanisms to assess performance of FUA operations	N
National ASM Board hasn't yet performed this task, because of it started to work 2 months ago, and some documents hasn't been produced yet.	

- Based on the outcome of this assessment, periodically review and revise as necessary, airspace procedures	N
National ASM Board hasn't yet performed this task, because of it started to work 2 months ago, and some documents hasn't been produced yet.	
- Establish mechanisms to archive data on the requests, allocation and actual use of airspace structures for further analysis and planning activities	N
National ASM Board hasn't yet performed this task, because of it started to work 2 months ago, and some documents hasn't been produced yet.	
Apart from Danger Areas over the High Seas and Prohibited areas, the State has abandoned application of permanent airspace restrictions:	N Need for full application of FUA Concept – National ASM Board hasn't yet performed this task, because of it started to work 2 months ago, and some documents hasn't been produced yet.
Changes since previous FUA Report:	Governmental Decision (Ordinance OG 116/2009), about establishment of National ASM Board, is the legal base of establishment of the High Level Airspace Policy Body

15.1.2 At Pre-tactical Airspace Management Level 2

FUA Level 2 Implemented:	N	Airspace Management Cell – AMC:	N	Neighbouring States are informed, based on specific LoAs.	Joint Civil-Military Cell:	N
An AMC is planned to be operational by 01 st Jan 2010. – LATE, Because of late establishment of FUA Level 1, and the designated air navigation service provider has not established (ASM Level 2). Aviation Act OG 69/2009: Airspace Management (Article 95. (4) 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.						
The airspace is allocated in accordance with the conditions and procedures defined in Article 4.1:			N	This is connected to establishment of National ASM Board and AMC.		
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	AMC not yet established. Task of National ASM Board is to develop FUA implementation plan. Supporting systems should be incorporated in it.		
Changes since previous FUA Report:	No changes					

15.1.3 At Tactical Airspace Management Level 3

FUA Level 3 Implemented:	Y	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
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. 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
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		

- establish coordination procedures and supporting systems to ensure safety when managing interactions between civil and military flights:			Y
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.			
- 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/A	There are only civil ATC controllers in Croatia, using same system.
	- Flight intention of aircraft (e.g. exchange of Flight Plan data)	N/A	There are only civil ATC controllers in Croatia, using same system.
All airspace reservations are released as soon as activities having caused their establishment cease:			N
Change is expected based on National ASM Board decisions.			
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

The State coordinates its airspace management policy with the respective States to jointly address the use of cross-border airspace structures:	Y	Direct coordination with Italy, Slovenia, Serbia, Bosnia and Herzegovina and Hungary, and Pan European through RNDSDG, for ATS routes.
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Type(s) of cross-border airspace use is applied in the State:		
Cross-border area	N	No need.
Shared reserved airspace (TRA and TSA)	N	No need.
Conditional routes	N	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:	N	--
Changes since previous FUA Report:	No changes	

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	We are investigating that possibility within FAB CE project.
Changes since previous FUA Report:	No change.	

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	No need.
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Changes since previous FUA Report:	No change
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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	Depends on late establishment of National ASM board.
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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	Depends on late establishment of National ASM board
Airspace capacity	N	Depends on late establishment of National ASM board
Efficiency	N	Depends on late establishment of National ASM board
Flexibility	N	Depends on late establishment of National ASM board

15.5 Compliance monitoring

The State is fully compliant with the FUA Regulation (EC Regulation 2150/2005):	N
National Airspace Management Board has been established by 25 th SEP 2009. FUA Implementation plan is in draft status. FUA level 2 (AMC) is not established.	

The State has established a FUA compliance monitoring processes: <i>Annex</i>	Y
Croatian Civil Aviation Agency was accomplished 2 (two) audits in Croatia Control Ltd. In the field of Airspace management (strategic documents, FIR establishment, delegation of ATS provision-LoAs, and audits of implementation FUA on level 2 and 3.	
Additional comments:	-

15.6 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.