

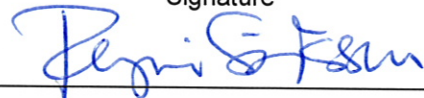
The participation of Iceland in the SES initiative of the European Union is based on the implementation of SES regulatory framework into the Agreement on the European Economic Area (EEA).

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 15 below fulfils Iceland's obligation to report to the EFTA Surveillance Authority (ESA) 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 Iceland,
Reynir Sigurðsson
Director, ANS & Aerodromes

Signature

Date

 21.5.2009

Chapter 15 - Annual Report on the Application of FUA

In this Template, all Articles and the Annex refer to (AS-IR-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:	Y	High Level Airspace Policy Body:	N	Icelandic Civil Aviation Administration (hereafter CAA) is the supervisory authority. It carries out all airspace policy on behalf of the Ministry of Transport.
An agreement is in place between CAA and the Icelandic Defence Agency (hereafter IDA) regarding airspace available for military activity when such is required by visiting forces in accordance with NATO agreements; IDA represents NATO in Iceland. Based on that agreement, IDA and ISAVIA and KEF (the ANSPs) have agreed upon a set of procedures regarding military activity (MATAP).				
Measures established to ensure consistency between:		- ASM and ATFM:	Y	CAA has the regulatory responsibility for Airspace management and ATFM . ANSPs are ISAVIA and Keflavík International Airport Ltd (KEF)., FUA is regulated based on MATAP agreement between ISAVIA and IDA
		- ASM and ATS:	Y	CAA has the regulatory responsibility for Airspace management and ATS . ANSPs are ISAVIA and Keflavík International Airport Ltd., FUA is regulated based on MATAP agreement between ISAVIA and IDA
The State has notified the EFTA Surveillance Authority 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:	1 february 2008

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
CAA and ATSPs with regular information meetings		
- Approve activities which require airspace reservation or restriction		Y
An agreement between CAA and IDA is in place		
- Define temporary airspace structures and procedures to offer multiple airspace reservation and route options Art. 4.1.d		Y
Agreement between CAA and IDA defines the framework for this task which is delegated to ISAVIA/KEF. This is further defined in MATAP agreement between ISAVIA, KEF and IDA.		
- Establish criteria and procedures providing for the creation and use of adjustable lateral and vertical limits of the airspace Art. 4.1.e		Y
Agreement between CAA and IDA defines the framework for this task which is delegated to ISAVIA. This is further defined in MATAP agreement between ISAVIA, KEF and IDA.		
- Assess the national airspace structures and route network with the aim of planning for flexible airspace structures and procedures		Y
Flexible airspace structures are considered to be in place; there are no military areas permanently closed to civil traffic, all areas are activated when needed by the IDA (from request by NATO forces) and deactivated and opened to civil traffic as soon as military activity is finished.		
- 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 Art. 4.1.g		Y
Agreement between CAA and IDA defines the framework for this task which is delegated to ISAVIA. This is further defined in MATAP agreement between ISAVIA, KEF. and IDA. Under no circumstances is control of civil traffic handed over to military units.		
- Establish mechanisms to assess performance of FUA operations Art. 4.1.m		Y
This is done annually by reviewing the agreement between CAA and IDA and furthermore by IDA and ISAVIA/KEF by the reviewing of MATAP. For information, the MATAP is presently under reconstruction after consultation between IDA, ISAVIA and NATO. After such consultation, the MATAP will be approved by the CAA prior to being adopted.		
- Based on the outcome of this assessment, periodically review and revise as necessary, airspace procedures Art. 4.1.n		Y
See above.		
- Establish mechanisms to archive data on the requests, allocation and actual use of airspace structures for further analysis and planning activities Art. 4.1.n		Y
This data is archived where CAA archives requests for and allocation of airspace, with reference to previously mentioned agreement and administrative procedures. The actual use of the airspace is archived by the service providers within their systems.		
Apart from Danger Areas over the High Seas and Prohibited areas, the State has abandoned application of permanent airspace restrictions:	Y	Permanent airspace restrictions have generally not been used in Icelandic airspace for military activity.
Changes since previous FUA Report:	None.	

15.1.2 At Pre-tactical Airspace Management Level 2

FUA Level 2 Implemented:	N	Airspace Management Cell – AMC:	N	a) ISAVIA (ANSP) is responsible for daily airspace allocations, based of the framework agreement between ICAA and IDA. b) neighboring states have not been formally informed of contact points	Joint Civil-Military Cell:	N
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				for international coordination.	
CAA considers the cooperation between CAA, IDA and ISAVIA and KEF to be de facto an airspace management cell. The formalities of this are however lacking, affecting factors being the merging of ISAVIA and KEF on the one hand and the decommissioning of IDA on the other hand. The decommissioning of IDA has been announced but it is not clear who will take over the responsibility of military activity as per Iceland's responsibilities towards NATO.					
The airspace is allocated in accordance with the conditions and procedures defined in Article 4.1:			Y		
The established AMC (referred to above) is provided with adequate supporting systems to perform and communicate the pre-tactical airspace management tasks:			N	The appropriate supporting systems will be established along with the formal appointing of the AMC.	
Changes since previous FUA Report:		None.			

15.1.3 At Tactical Airspace Management Level 3

FUA Level 3 Implemented:	Y	The organisation is based on an agreement (MATAP) between ISAVIA, Keflavík International Airport Pltd. (KEF) and IDA. There is no permanent ATC military unit operated in Iceland.
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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: Art. 6.1					Y
The coordination is defined in the MATAP agreement between ISAVIA, KEF and IDA.					
- 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 coordination is defined in the MATAP agreement between ISAVIA, KEF and IDA.					
- establish coordination procedures and supporting systems to ensure safety when managing interactions between civil and military flights:					Y
The coordination is defined in the MATAP agreement between ISAVIA, KEF and IDA.					
- 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	The situation will not occur as civil and military controllers will not provide services in the same airspace		
	- Flight intention of aircraft	N	The situation will not occur as civil and military controllers will never provide services in the same airspace		
All airspace reservations are released as soon as activities having caused their establishment cease:					Y
Actual activation and deactivation is coordinated directly between the military unit/IDA and the shift manager or ATCO on duty in the ACC.					
Changes since previous FUA Report:		No change since last rapport			

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	No airspace management policy is coordinated with other states. No such plans are imminent.
Type(s) of cross-border airspace use is applied in the State:		

Cross-border area	N	No agreements of cross-border airspace have been made, no need for such airspace has risen. It can be expected, in relation to ideas of a North European FAB, that such cross-border airspace will be set up, but referring to the comment above, no plans for cross-border areas are imminent.
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	
Changes since previous FUA Report:	N	

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	No plans
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 plans
Changes since previous FUA Report:	No change	

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:	Y	Safety assessment is performed by the ANSP according to SES Regulation
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15.4 Performance assessment

Evaluation of the functioning of agreements, procedures and supporting systems established at the 3 levels Annex		
Safety	Y	By continuous oversight of ANSPs
Airspace capacity	Y	By continuous oversight of ANSPs
Efficiency	Y	By continuous oversight of ANSPs
Flexibility	Y	By continuous oversight of ANSPs

15.5 Compliance monitoring

The State is fully compliant with the FUA Regulation (EC Regulation 2150/2005):	N
The regulation is fully implemented by Icelandic Regulation No 1045/2007. Compliance is not fully implemented as seen in above answers.	

The State has established a FUA compliance monitoring processes: Annex	N
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Compliance monitoring is not based on a specific FUA monitoring process as such a process has not been established. The compliance monitoring is currently based on compliance with MATAP (agreement between ISAVIA, KEF and IDA). Y

Additional comments: No.

15.6 Problems encountered and need for changes

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

No specific problems encountered, the CAA considers military operations in Iceland for the last decades to have been based on the fundamental *flexible use of airspace* principle, airspace not being unnecessarily restricted (for civil traffic) due to military operations. Due to affecting factors, as described in 15.1.2, have delayed the formalities that will make Iceland fully compliant the the FUA regulation.