

The participation of The Republic of Macedonia 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 MK LSSIP 2010-2014 below fulfils The Republic of Macedonia'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 The Republic of Macedonia,  
Name, title

  
Signature

Date 11.02.2009

## 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

FUA Level 1 Implemented:	N	The State has established appropriate FUA Level 1 mechanisms, e.g. High Level Airspace Policy Body:	N	Currently, the Government of the Republic of Macedonia is responsible for airspace organisation and management. The amendments of Aviation Act, promulgated in November 2008, address an establishment of the Airspace Management Board (AMB) as a high level airspace policy body. Anyhow, the full implementation of EC regulations 551/2004 and 2150/2005 would require additional amendments of Aviation Act. The draft of Aviation act amendments have been done , but their promulgation is planned for 2010. The terms of reference of this new body will be defined in the national regulation for airspace organisation and utilisation (compliant with the provisions of EC regulation 551/2004 and 2150/2005) planned for the first half of 2010.
National equivalent of FUA has been implemented. A joint civil-military process has been established to perform Strategic level 1 tasks.				
Measures established to ensure consistency between:	- ASM and ATFM:	N.A.	ASM does not affect the capacity of Skopje ACC	
	- ASM and ATS:	Y	Joint civil-military process, the civil ATS units provide the ATS for the military and civil traffic	
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
The airspace allocated to the military activities is not used by civilian airspace users ( located into the lower airspace outside CTRs and TMAs)	
- Approve activities which require airspace reservation or restriction	Y

The restricted and prohibited areas are published in AIP. The ad-hoc military zones are activated by NOTAM, dispatched to the Civil ATS 24 hours in advance.

- Define temporary airspace structures and procedures to offer multiple airspace reservation and route options	N
Macedonia has no operational requirements for such procedures and structures.	
- Establish criteria and procedures providing for the creation and use of adjustable lateral and vertical limits of the airspace	N
No operational needs exist.	
- Assess the national airspace structures and route network with the aim of planning for flexible airspace structures and procedures	Y
CAA regularly conducts an assessment of national Airspace structure and route network. The proposals are sent to the military authorities for approval.	
- 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
The Air Traffic Services to the civil and military traffic are provided by the Civil ATS unit, applying the civilian separation criteria.	
- Establish mechanisms to assess performance of FUA operations	N
Macedonia has no operational requirements for the FUA performance mechanism.	
- Based on the outcome of this assessment, periodically review and revise as necessary, airspace procedures	N
Macedonia has no operational requirements for the FUA performance mechanism.	
- Establish mechanisms to archive data on the requests, allocation and actual use of airspace structures for further analysis and planning activities	Y
Archived NOTAM database	
Apart from Danger Areas over the High Seas and Prohibited areas, the State has abandoned application of permanent airspace restrictions:	N
The Restricted and Prohibited areas are considered as permanent airspace restrictions. The application of TSA/TRA to be considered after the establishment of AMB.	
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	M-NAV is responsible for the daily airspace allocation according to the results of civil-military co-ordination. The NOTAMs concerning the airspace allocation are published 24 hour in advance.	Joint Civil-Military Cell:	N
The National equivalent of FUA has been implemented. There are not operational needs and necessity of AMC.						
The airspace is allocated in accordance with the conditions and procedures defined in Article 4.1:			N	Due to the fact that FUA level 1 is not fully implemented, to be considered after the establishment of AMB.		
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	No OPS needs exist for AMC		
Changes since previous FUA Report:		None				

### 15.1.3 At Tactical Airspace Management Level 3

FUA Level 3 Implemented:	Y	The Civil ATS units manage the military and civil traffic.
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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:		N.A
The Military control units do not exist.		
- 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 exist ( NOTAM publication, NOTAM cancellation)		
- establish coordination procedures and supporting systems to ensure safety when managing interactions between civil and military flights:		Y
The same procedures and systems are used for managing the civil and military traffic		
- 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.A
<b>Specifically:</b>	<b>- Position of aircraft</b>	Y
		The same personal, system, and procedures are used for controlling the military and civil traffic
	<b>- Flight intention of aircraft (e.g. exchange of Flight Plan data)</b>	Y
		The same personal, system, and procedures are used for controlling the military and civil traffic
<b>All airspace reservations are released as soon as activities having caused their establishment cease:</b>		Y
NOTAM cancellation procedure		
<b>Changes since previous FUA Report:</b>	None	

## 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 OPS needs exist
<b>Type(s) of cross-border airspace use is applied in the State:</b>		
<b>Cross-border area</b>	N	Not Applicable
<b>Shared reserved airspace (TRA and TSA)</b>	N	Not Applicable
<b>Conditional routes</b>	N	Not Applicable
<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>	None	

### 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 OPS needs exist
<b>Changes since previous FUA Report:</b>	None	

### 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 OPS needs exist
Changes since previous FUA Report:	None	

### 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.A	Managed as the safety assessment of Civil ATS system and procedures. There are no specific FUA co-ordination procedures due to the fact that the civil and military traffic is controlled by one ATS entity (civil ATS units).
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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.A	Applied as a part of regular performance assessment of Civil ATS provision concerning the safety, capacity and efficiency, not specifically for the FUA application due to the specific conditions of ATS provision to the military flights
Airspace capacity	N.A	Applied as a part of regular performance assessment of Civil ATS provision concerning the safety, capacity and efficiency, not specifically for the FUA application due to the specific conditions of ATS provision to the military flights
Efficiency	N.A	Applied as a part of regular performance assessment of Civil ATS provision concerning the safety, capacity and efficiency, not specifically for the FUA application due to the specific conditions of ATS provision to the military flights
Flexibility	N.A	Applied as a part of regular performance assessment of Civil ATS provision concerning the safety, capacity and efficiency, not specifically for the FUA application due to the specific conditions of ATS provision to the military flights

### 15.5 Compliance monitoring

The State is fully compliant with the FUA Regulation (EC Regulation 2150/2005):	N
<p>FUA level 1 is partially completed, by the joint civil-military process that addresses the applicable FUA strategic requirements. The Establishment of AMB in accordance with the provision of the Aviation Act is an outstanding issue, to be addressed in the first half of 2010 by the definition of the AMB ToR in the national regulation for the airspace organisation and utilisation.</p> <p>All user requirements are addressed at the tactical level and there are no operational needs for any pre-tactical co-ordination. Due to the specific environment for handling the airspace allocation, there is no need for Airspace Management Cell. Therefore FUA level 2 is considered as not applicable.</p> <p>FUA level 3 is fully implemented, the Civil ATS units are responsible for managing the military and civil traffic.</p>	
The State has established a FUA compliance monitoring processes: <i>Annex</i>	N

It will be part of M-NAV annual audit programme planned after the completion of initial certification.

**Additional comments:**

## 15.6 Problems encountered and need for changes

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

There is a real need to replace the current civil military process at the strategic level by an institutional airspace management body. The current Civil-military arrangements are define in the LoA between M-NAV (as the service provider for the military air traffic) and the Macedonia Air Operation unit. These arrangements are further detailed in the CAA instruction for handling the military traffic. There is a need to put those arrangements into the ATM regulatory framework by the provisions of the national regulation for the airspace organisation and utilisation (compliant with the EC regulations 2150/2005 and 551/2004). This action is planned for the first half of 2010.