

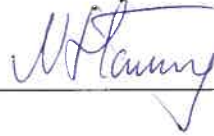
The participation of Serbia in the SES initiative of the European Union is based on ECAA Agreement with the European Communities.

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 RS LSSIP 2010-2014 below fulfills Serbia'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 Serbia,  
Mr. Nebojša Starčević  
Director General  
Civil Aviation Directorate

Signature

Date



03 FEB 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

<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	Civil Aviation Directorate of the Republic of Serbia(CAD)/Ministry of Defence(MoD)/SMATSA
The formal establishment of a High Level Airspace Policy Body is planned for 2010, upon the adoption of the new Aviation Act. In the meantime, FUA Task Force was established by DG of CAD in order to assist in preparation for the necessary changes of national legislation and procedures, and provide support in the introduction of the FUA Concept.				
<b>Measures established to ensure consistency between:</b>		<b>- ASM and ATFM:</b>	Y	Strategic level: Collaborative civil-military airspace and route structure design, evaluation of demand imbalances and sector capacity. Periodical and annual reviews of airspace structure, routing scenarios, procedures and timetables. Pre-tactical level: Enhanced civil-military coordination through Joint civil-military airspace allocation unit (AAU) in close cooperation with ATS/FMP, improved planning procedures and timetables for airspace reservations and restrictions (avoidance of peak hours), routing scenarios implementation. Tactical level: Real time activation, deactivation and re-allocation of airspace taking into account GAT demand, ATS sector capacity and main traffic flows and use of a short notice improved release of airspace procedure.
		<b>- ASM and ATS:</b>	Y	See above
<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>	
<b>- Regularly review and address users' requirements</b>	<b>Y</b>
Active participation of CAD/MoD/SMATSA in EUROCONTROL fora and related domestic and international meetings which address users' requirements.	
<b>- Approve activities which require airspace reservation or restriction</b>	<b>Y</b>
Joint civil-military validation and approval process on activities requiring airspace segregation or restriction involving CAD/MoD/SMATSA	
<b>- Define temporary airspace structures and procedures to offer multiple airspace reservation and route options</b>	<b>Y</b>
Joint civil-military process on defining temporary airspace structures and procedures to offer multiple airspace reservation and route options involving CAD/MoD/SMATSA.	
<b>- Establish criteria and procedures providing for the creation and use of adjustable lateral and vertical limits of the airspace</b>	<b>Y</b>
Coordination of vertical limits adjustment is defined in "Manual for reservation and use of Temporary Segregated Areas", but not verified by responsible body. Plans for establishment of criteria and procedures for implementation and use of adjustable lateral limits of the airspace are under development.	
<b>- Assess the national airspace structures and route network with the aim of planning for flexible airspace structures and procedures</b>	<b>Y</b>
Assessment is performed regularly and upon users' request.	
<b>- 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</b>	<b>N</b>
As SMATSA is sole civil-military ANS provider, specific conditions are not required.	
<b>- Establish mechanisms to assess performance of FUA operations</b>	<b>Y</b>
Assessment is performed in terms of Specific Key Performance Indicators. KPIs used are: Utilisation of airspace, Efficient reservation procedures and Release of airspace.	
<b>- Based on the outcome of this assessment, periodically review and revise as necessary, airspace procedures</b>	<b>Y</b>
<b>- Establish mechanisms to archive data on the requests, allocation and actual use of airspace structures for further analysis and planning activities</b>	<b>Y</b>
Archiving of data on the requests, allocation and actual use of airspace structures is done manually within SMATSA/MoD.	
<b>Apart from Danger Areas over the High Seas and Prohibited areas, the State has abandoned application of permanent airspace restrictions:</b>	<b>N</b>
The State abandoned Application of P areas. Assessment of change or modification of some D or R areas into AMC manageable areas is planned upon establishment of HLAPB.	
<b>Changes since previous FUA Report:</b>	None

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

<b>FUA Level 2 Implemented:</b>	<b>Y</b>	<b>Airspace Management Cell – AMC:</b>	<b>Y</b>	Basic function established by dedicated phone lines, executed by ACC Supervisor and AAU staff.	<b>Joint Civil-Military Cell:</b>	<b>Y</b>
The function of joint civil-military Airspace Allocation Unit has been set up. AAU main tasks are collection and analysis of all airspace requests, airspace allocation decision, daily activation, deactivation or real time re-allocation of the airspace. SMATSA and the military have a process for airspace allocation and management with agreed arrangements and legal enablers.						
<b>The airspace is allocated in accordance with the conditions and procedures defined in Article 4.1:</b>				<b>Y</b>		

<b>The established AMC (referred to above) is provided with adequate dedicated ASM supporting systems to perform and communicate the pre-tactical airspace management tasks:</b>	<b>N</b>	Currently only limited function. Adequate supporting systems to enable effective communication with all users are not available at present.
<b>Changes since previous FUA Report:</b>	None	

### 15.1.3 At Tactical Airspace Management Level 3

<b>FUA Level 3 Implemented:</b>	<b>Y</b>	Tactical Airspace management level is provided at ACC Beograd. AAU consists of civil and military personnel, trained and qualified for tactical ASM tasks.
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<b>The State has ensured that the relevant ATS Units and controlling military units:</b>			
<b>- establish coordination procedures and communication facilities to allow the real-time activation, deactivation or reallocation of airspace allocated at pre-tactical level:</b>			<b>Y</b>
Coordination procedures are defined in "Manual for Reservation and Use of Temporary Segregated Areas", "Manual for Planning, Notification and Announcement of Civil and Military Flights" and "AAU Operational Manual". Communication facilities: Aeronautical Data Access System, telephone, fax.			
<b>- 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:</b>			<b>Y</b>
Coordination procedures are defined in "Manual for Reservation and Use of Temporary Segregated Areas", "Manual for Planning, Notification and Announcement of Civil and Military Flights" and "AAU Operational Manual". Communication facilities: Aeronautical Data Access System, telephone, fax. Notification to all affected airspace users is published by NOTAM.			
<b>- establish coordination procedures and supporting systems to ensure safety when managing interactions between civil and military flights:</b>			<b>Y</b>
SMATSA is responsible for separation between civil and military traffic. Supporting systems and coordination procedures are established to ensure safe interaction between civil and military flights.			
<b>- 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:</b>			<b>N/A</b>
<b>Specifically:</b>	<b>- Position of aircraft</b>	<b>N/A</b>	Military has no ATS provision role. SMATSA is sole civil-military ATS provider. Procedures and direct communications are established between civil and military sectors and defined in OPS Manuals.
	<b>- Flight intention of aircraft (e.g. exchange of Flight Plan data)</b>	<b>N/A</b>	Military has no ATS provision role.. SMATSA is sole civil-military ATS provider. Procedures and direct communications are established between civil and military sectors and defined in OPS Manuals.
<b>All airspace reservations are released as soon as activities having caused their establishment cease:</b>			<b>Y</b>
Immediately after activities in airspace reservation cease the airspace reservation is realised and users are informed in real time as defined in "Manual for reservation and use of Temporary Segregated Areas".			
<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>	<b>N</b>	No users' requirements for cross-border airspace structures defined yet.
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<b>Type(s) of cross-border airspace use is applied in the State:</b>		
<b>Cross-border area</b>	<b>N</b>	No users' requirements defined yet.
<b>Shared reserved airspace (TRA and TSA)</b>	<b>N</b>	No users' requirements defined yet.
<b>Conditional routes</b>	<b>N</b>	Planned for 2010, upon the adoption of the new Aviation Act.
<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>	<b>N</b>	
<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>	<b>Y</b>	Airspace allocation, for both Serbia and Montenegro airspaces is done through Airspace Allocation Unit within SMATSA in ACC Beograd.
<b>Changes since previous FUA Report:</b>	None	

### 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>	<b>N</b>	Neither operational needs nor plans for future defined yet.
<b>Changes since previous FUA Report:</b>	None	

## 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>	<b>Y</b>	Transposition of ESARRs into national legislation is formalised in 2009.  The respective safety management process is part of the SMATSA SMS.
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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>	<b>Y</b>	Assessment is performed internally by SMATSA.
<b>Airspace capacity</b>	<b>Y</b>	Assessment is performed internally by SMATSA.
<b>Efficiency</b>	<b>Y</b>	Assessment is performed internally by SMATSA.
<b>Flexibility</b>	<b>Y</b>	Assessment is performed internally by SMATSA.

## 15.5 Compliance monitoring

<b>The State is fully compliant with the FUA Regulation (EC Regulation 2150/2005):</b>	<b>N</b>
Full compliance is planned for 2010.	

<b>The State has established a FUA compliance monitoring processes:</b> <a href="#">Annex</a>	N
FUA compliance monitoring processes will be established by the end of 2010.	
<b>Additional comments:</b>	

## 15.6 Problems encountered and need for changes

<b>Problems encountered in the implementation of the FUA regulation and need for changes</b>