

The participation of Albania in the SES initiative of the European Union is based on the 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, Chapter 7 of **AL LCIP 2009-2013** below fulfils Albania'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> July 2007 till 31<sup>st</sup> December 2008.

For Albania,

Name, title

Ervin MAZNIKU, Director General of DGCA

Signature



Date

15. 01. 2009

## Chapter 7 - Annual Report on the Application of FUA

### 7.1 National organisation and responsibilities at the 3 levels of FUA

The Military Air Traffic is very low, but the possibility that ALBANIA becomes a full member of NATO raises the necessity to implement FUA in the near future.

#### 7.1.1 At Strategic Airspace Management Level 1

<b>FUA Level 1 Implemented:</b>	N	<b>High Level Airspace Policy Body:</b>	N	An agreement between the Minister of Defence and the Minister of Transport is planned to be signed in 2009.
The EC Regulation 2150/2005 for the Flexible Use of Airspace is in the Process of being transposed into National Regulation and the promulgation foreseen by the 1 <sup>st</sup> quarter of 2009.				
<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>	

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
All users' requirements are reviewed and approved by DGCA	
- Approve activities which require airspace reservation or restriction	Y
The activities are approved by DGCA and published via the appropriate NOTAM-s	
- Define temporary airspace structures and procedures to offer multiple airspace reservation and route options	N
No operational needs are identified so far to offer multiple airspace reservation and route options	

- Establish criteria and procedures providing for the creation and use of adjustable lateral and vertical limits of the airspace	N
No operational needs identified	
- Assess the national airspace structures and route network with the aim of planning for flexible airspace structures and procedures	N
See above	
- 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 responsibility of separation between Civil and Military flights rests only with the civil ATS unit.	
- Establish mechanisms to assess performance of FUA operations	N
No need identified to formalize such mechanisms.	
- Based on the outcome of this assessment, periodically review and revise as necessary, airspace procedures	N
As FUA is practically not applicable no need for assessment has been identified	
- Establish mechanisms to archive data on the requests, allocation and actual use of airspace structures for further analysis and planning activities	N
Data are archived but not used for analysis or planning activities	
The State has abandoned application of permanent airspace restrictions:	Y The identified danger areas are activated on ad hoc basis.
Changes since previous FUA Report:	No

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

FUA Level 2 Implemented:	N	Airspace Management Cell – AMC:	N	The DGCA is responsible for daily airspace allocations;	Joint Civil-Military Cell:	N
There are plans to first transpose the FUA 2150/2005 EC Regulation by 1 <sup>st</sup> Quarter of 2009, then to implement it in its three levels.						
The airspace is allocated in accordance with the conditions and procedures defined in Article 4.1:			N	See the comment above		
The established AMC (referred to above) is provided with adequate supporting systems to perform and communicate the pre-tactical airspace management tasks:			N	See the comment above		
Changes since previous FUA Report:	None					

### 7.1.3 At Tactical Airspace Management Level 3

FUA Level 3 Implemented:	Y	Civil ATS and Military Air Defence Headquarters are separated but there is co-ordination between them and there is a post for the military authorities in the ACC.
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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
At pre-tactical level there is co-ordination and communication between civil and military for deactivation and reallocation of Airspace.	
- 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 notification to effected users is made through NOTAM.	
- establish coordination procedures and supporting systems to ensure safety when managing interactions between civil and military flights:	N

This requirement is not applicable.			
<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>			N
<b>Specifically:</b>	<b>- Position of aircraft</b>	N	Not applicable because military is not providing ATS services in Albanian FIR.
	<b>- Flight intention of aircraft</b>	N	See above
<b>All airspace reservations are released as soon as activities having caused their establishment cease:</b>			Y
NOTAM			
<b>Changes since previous FUA Report:</b>	None		

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

### 7.2.1 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	This requirement is not applicable to Albania due to the absence of cross border airspace.
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<b>Type(s) of cross-border airspace use is applied in the State:</b>		
<b>Cross-border area</b>	N	Not applicable. See the comment above.
<b>Shared reserved airspace (TRA and TSA)</b>	N	See above
<b>Conditional routes</b>	N	See above
<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	See above
<b>Changes since previous FUA Report:</b>	None	

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

<b>The State has established a joint or multinational AMC with neighbouring States:</b>	N	See above
<b>Changes since previous FUA Report:</b>	None	

### 7.2.3 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	See above
<b>Changes since previous FUA Report:</b>	None	

## 7.3 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	No need identified due to the fact that FUA is practically not applicable yet in Albania.
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## 7.4 Performance assessment

Evaluation of the functioning of agreements, procedures and supporting systems established at the 3 levels		
Safety	N	No need identified due to the fact that FUA is practically not applicable yet in Albania
Airspace capacity	N	See above
Efficiency	N	See above
Flexibility of aircraft operations of all users	N	See above

## 7.5 Compliance monitoring

The State is fully compliant with the FUA Regulation (EC Regulation 2150/2005):	N

The State has established the following FUA compliance monitoring processes:						
Inspections	N	Periodicity		Outcome sent to EC	N	
Surveys	N	Periodicity		Outcome sent to EC	N	
Safety Audits	N	Periodicity		Outcome sent to EC	N	
Additional comments:						

## 7.6 Problems encountered and need for changes

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