

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

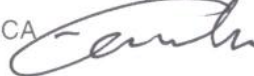
Further to Article 12 of the Framework Regulation (EC) No 549/2004 and to the formalised request of the Commission to EUROCONTROL dated 31 July 2008, Chapter 2 of **AL LCIP 2009-2013** fulfils Albania's obligation to report to the European Commission on SES implementation for the period from 1st July 2007 till 31st December 2008.

For Albania,

Name, title

Ervin Mazniku, Director General of DGCA

Signature



Date

15.01.2009

Chapter 2 - Single European Sky Annual Report

2.1 NSA Establishment & Responsibilities

One NSA has been established in Albania, as follows:

Name of the NSA:	Directorate General of Civil Aviation (DGCA)
Legal Basis:	The decision of the Council of Ministers No 548, dated 29/08/2007
Separation from ANSP:	Institutionally
Relationship with CAA/DGCA:	The DGCA is the nominated NSA
Specific inspections & surveys delegated (or intended to be) to Recognised Organisations	None
Changes since previous Annual Report (AR):	None

Areas of Responsibility (as per art. 2.1 (SP-R):	CIV	MIL	Additional Information	Notified to the EC	Date of correspondence
ATS	Y	N/A			
CNS	Y	N/A			
AIS	Y	N/A			
AFIS	Y	N/A			
MET	Y	N/A			
Areas of Responsibility (as per other art./reg.):	CIV	MIL	Additional Information	Notified to the EC	Date of correspondence
ATCO Licensing	Y	N/A		N	
Engineering & Tech. Staff	Y	N/A		N	
Access ANSPs accounts	N	N/A	Ministry of Transport and Economy, Trade & Energy.	N	
Economic oversight	N	N/A	Ministry of Transport and Economy, Trade & Energy.	N	
Interoperability	Y	N/A		N	
Changes since previous AR:	NSA has trained its staff to carry out the tasks in relation to the SES Requirements. NSA is in the last steps of creating its documentary base, on which its activities will be based.				

Additional information:	There is presently a lack of human and financial resources for the NSA.
--------------------------------	---

2.2 ANSP Certification, Designation & Cross-Border ANS Provision

2.2.1 Certification

For the time being there is no schedule agreed for the certification. It will be defined after an action plan is developed and agreed involving DGCA and NATA. Plans are that NATA will be certified for a bundle of services.

Name of the ANSP	Services for which it has been Certified					Date of Certif.	Valid until	Derogation Granted	Conditions Attached
	ATS	AFIS	AIS	CNS	MET				
National Air Traffic Agency (NATA), the only ANSP operating in Albania but not yet certified.	N	N	N	N	N	N/A	N/A	N/A	N/A

Changes since previous AR:	None
-----------------------------------	------

2.2.2 Designation

The status of designation of ATS and MET Providers in Albania is presented below:

State authority responsible for Designation		Not yet defined. Under the draft of new Air Code, it will be the new CAA.		
Type of Service	Name of the Service Provider / Airspace under its responsibility	Date of Desig.	Valid until	Conditions attached
ATS	NATA is providing ATS within the Albanian FIR but not designated as requested by the SES Requirements.	N/A	N/A	N/A
MET	NATA is providing MET Services within the Albanian FIR.	N/A	N/A	N/A
The State/ANSP received an offer of services from another certified ANSP having its principal place of operation in another Member State:		N		
Changes since previous AR:	None			

2.2.3 Arrangements for Cross-Border ANS provision

The following two tables present the cross-border provision of Air Navigation Services involving Albania, both for ATS and, separately for other ANS as foreseen in particular by the Service Provision Regulation in Preamble (13).

2.2.3.1 Cross-Border provision of ATS

Albania does not provide ATS services to other states nor has delegated the provision of ATS services to any part of its airspace.

2.2.3.2 Cross-Border provision of other ANS

Cross-Border provision of other ANS than ATS	Y
Surveillance signals received from the Skopje and Corfu Radars. A service level agreement exists for such a service at the provider level.	

2.3 Ongoing Compliance

Name of the NSA:	DGCA
The NSA has produced an Inspection Programme (as per Art. 7 of SP-IR-CR):	N
Further to the certification of the ANSPs, the NSA has verified compliance with the Common Requirements in the following areas since the last Annual Report:	

Organisational Structure and Management	N	
Safety Management System	N	
Operation Manuals	N	
Security Management System	N	
Policies for Recruitment and Training of Personnel	N	
Financial Audits	N	
Liability and Insurance Cover	N	
Contingency Plans	N	
Set up of a Quality Management System	N	
Production of a Business Plan and an Annual Plan (including demonstration of economic and financial capacity):	N	
Provision of an Annual Report:	N	

2.4 Consultation of stakeholders

The State has implemented a formal consultation mechanism for the involvement of stakeholders in SES implementation:		N	
<u>Since the last Annual Report</u>, the following stakeholders have been consulted on the following topics:			
ANSPs	Y	Informal consultation is taking place	Almost all the topics that regard the two entities
Airports	Y	As above	As above
Airspace Users Representative Orgs.	Y	As above	As above
Professional staff representative bodies	N		
Manufacturing industry	N		
Military	Y	Informal consultation is taking place	Almost all the topics that regards the two entities
Other	N		

2.5 ATCO Licensing

<u>Transposition</u> of SP-D-ATCO	Y	The existing national regulation for ATCO licensing, is being reviewed in accordance with the appropriate EC Directive. Full transposition of the Directive planned for the 1 st Quarter of 2009.
<u>Communication</u> to the EC of the national provisions enforced to comply with SP-D-ATCO	N	
Certified ATCO training providers (as per Art. 10):	N	No applications have been received.
Provisions of Art. 8 on 'Linguistic Requirements' implemented:	Y	Level 4 is being applied in the licensing of the ATCO-s.
Aside from the two articles specified above, progress of <u>implementation</u> of SP-D-ATCO:		In general, ATCO Licensing currently applying regulations are compliant with the EC Directive.
Changes since previous AR:	None	

2.6 Airspace

Full implementation of the Airspace Regulation in the State foreseen for:	03/2009	The Airspace Regulation is in the process of transposition to the National Legislation. The plans are to finalize the transposition through a Minister of Transport Order by 1st Quarter of 2009
Application of the airspace regulation to airspace under the responsibility of the State outside the ICAO EUR or AFI regions:	N	Not applicable.

Current division flight level between upper and lower airspace:	FL285
--	-------

The State has implemented airspace classification and access of flights operated under VFR above FL 195:	Y	
The State has introduced additional rules with respect to access or operation of VFR flights above FL 195:	N	
There have been requests for TSA(s) (or equivalent) for GAT flying under VFR, as encompassed within the rules governing access for GAT VFR flights within this airspace:	Between FL 195 and FL 280	N
	FL 285 and above	N

Changes since previous AR:	None
-----------------------------------	------

2.7 FABs

FAB initiative:	BLUEMED	States involved:	Albania, Italy, Greece, Cyprus, Malta, Tunisia, Egypt, Jordan		
Launched in:	December 2006				
Feasibility:	Start: December/06	End: July/08	Progress:	Finalised	
The BLUE MED Feasibility Study, initiated by ENAV and kicked off in Rome on 14th December 2006, was carried out with a group of Mediterranean Air Navigation Service Providers: DCAC (Cyprus), HCAA (Greece) and MATS (Malta). Moreover, OACA (Tunisia), NANSO (Egypt) and the Civil Aviation Authorities of Albania are participating as associated partners and the Kingdom of Jordan as observer. The objective of the phase was to jointly study the feasibility of implementing Functional Air Blocks (FAB) over the area, as required by the Single European Sky (SES) legislation.					
Definition:	Start: Nov/08	End: March/11	Progress:	On going	
At the conclusion of the BLUE MED Feasibility Study, a detailed Definition Phase will take effect and last until 2011, so as to put the involved countries in a position to decide on final FAB implementation. BLUE MED will be implemented over the area from 2011 to 2012.					
Development:	Start:	End:	Progress:		
To be defined					
There is a formal agreement between the States involved on the supervision of the ANSP(s) providing services in this FAB:					N
The plan is that the NSA of each country will supervise the respective ANSP.					
There is an agreement in principle concerning the joint designation of the ATSPs within the FAB:					N

Changes since previous Annual Report (AR):	Albania was previously taking part in SEE-FABA FAB Initiative, but from April of 2008 Albania is Taking part in BLUE-MED FAB initiative because SEE-FABA is not working as a FAB initiative anymore.
Additional information:	

2.8 Interoperability

2.8.1 NSA's responsibilities

Name of the NSA:	DGCA		
The NSA has defined and allocated tasks and responsibilities in accordance with the IO-R:	N	For the time being only a gap analysis has been performed regarding the IO-R. The allocated tasks and responsibilities have to be defined in the near future.	
The NSA has developed Process Descriptions defining the supervision of compliance as defined in the IO-R:			N
These:	- Address the definition of systems subject to verification according to ANNEX I:	N	
	- Specify the scope of the verification of the material provided by the ANSP:	N	
	- Define how to proceed in case of conformity:	N	
	- Define how to proceed in case of non-conformity:	N	
	- Define 'templates' (e.g. for the declaration):	N	

2.8.2 Notified Bodies

No Notified Body has been appointed in Albania.

Name	Area of Responsibility	Date of notification to the EC	ID number obtained from the EC	Have the ANSP(s) requested their services since the last AR?

2.8.3 Verification of Compliance

This section covers the status of compliance of the State with regards to the IO-R and the associated Implementing Rules in place.

2.8.3.1 Regulation (EC) No 552/2004 on Interoperability

Number of EC Declarations of verifications of <u>systems</u> put into service after the 20th of October 2005 issued until 31.12.2008:	None
---	------

ANSP:	System Concerned	Type of system	Decl. date

Number of EC Declarations of conformity or suitability for use of <u>constituents</u>¹ issued until 31.12.2008:	None
---	------

Manufacturer	Constituent Concerned	Decl. date

The NSA(s) ascertained non-compliance cases from the above EC Declarations, leading to safeguard measures. If yes,	N/A
---	-----

¹ Note: As defined in Article 2.19 (F-R), 'constituents' means tangible objects such as hardware and intangible objects such as software upon which the interoperability of the EATMN depends. These shall be determined by IRs for interoperability, as per Art. 3.c and Annex III (IO-R).

Communicated to the Commission	N/A	Concerned System/Constituent		Date and Ref of the Communication	
--------------------------------	-----	------------------------------	--	-----------------------------------	--

2.8.3.2 Regulation (EC) No 1032/2006 on Coordination and Transfer

Has the ANSP(s) implemented the processes related to notification and initial coordination between ACCs in compliance with this Regulation?		Y	NATA
Has the ANSP(s) implemented any of the following processes between ATC units other than ACCs in compliance with this Regulation?			
Notification	N	No OLDI between sectors, no plan for ACC and APP. Planned for APP/TWR in new building in 2011.	
Initial Coordination	N	See above	
Revision of Coordination	N	See above	
Abrogation of Coordination	N	See above	
Basic Flight Data	Y	APP, TWR, ACC	
Change to Basic Flight Data	Y	ACC, APP. TWR will have by 2011	
Has the ANSP(s) implemented any of the following optional processes in compliance with this Regulation?			
Pre-Departure notification and coordination	Y	PAC data exchange with Skopje ACC has been completed. PAC data exchange with Belgrade/Athens/Brindisi ACCs fully depends on the capabilities of their systems to process these messages.	
Change of frequency	N	Planned for 2011.	
Manual assumption of COM processes	N	Planned for 2011.	
Has the ANSP(s) implemented the civil-military flight data processes between their systems and these of controlling military units?		N	No plan
Has the ANSP used the "EUROCONTROL Specification for On-Line Data Interchange (OLDI)" as means to achieve compliance with the Regulation?		Y	
Has the ANSP used the "EUROCONTROL Specification for ATS Data Exchange Presentation (ADEXP)" as means to achieve compliance with the Regulation?		N	It is implemented partly and planned to be fully implement by 2011.

2.8.3.3 Regulation (EC) No 633/2007 on flight message transfer protocol

Has the ANSP(s) implemented the flight message transfer protocol in compliance with this Regulation?	Y	With Belgrade, Skopje, Athens and Brindisi
Has the ANSP used the "EUROCONTROL Specification for the Flight Message Transfer Protocol" as means to achieve compliance with the Regulation?	Y	

2.8.3.4 Regulation (EC) No 1033/2006 on procedures for flight plans in pre-flight phase

Has the NSA verified the compliance of the ANSP(s) with this Regulation?	N	
Has the State taken any measures to ensure the compliance of the Operators with this Regulation?	N	
Has the State taken any measures to ensure the compliance of the IFPS with this Regulation?	N	
Has the ANSP used the "EUROCONTROL Specification for the Initial Flight Plan" as means to achieve compliance with the Regulation?	N	
Has the ANSP used the "EUROCONTROL Specification for	N	

ATS Data Exchange Presentation (ADEXP)" as means to achieve compliance with the Regulation?		
--	--	--

2.8.3.5 Regulation (EC) No 1265/2007 on air-ground voice channel spacing

Is the ANSP(s) in compliance with this Regulation?	Y	NATA
Has the State communicated to the EC any exceptional circumstances preventing ANSPs to comply with Art. 3.3?	N	No exceptional circumstances identified.
Has the State communicated to the EC the lists of State aircraft that will not be equipped with 8.33 kHz radios, in order to benefit from the transitional arrangements?	N	No need identified.
Has the State taken any measures to ensure the compliance of the <u>Operators</u> with this Regulation?	Y	All aircraft registered in Albania shall be 8,33kHz equipped.
Has the State ascertained non-compliances with this regulation leading to corrective measures?	N	

2.9 Air Navigation Charging

2.9.1 Charging zones

2.9.1.1 En-route Charging Zone(s)

The Air Navigation Charging Regulation is not yet transposed into the National Legislation. However, the regulation is fully applied for the en-route charging zone but not yet for the terminal charging zone.

En-route Charging Zone(s)	Nr	Description
Albania	1	Tirana Flight Information Region Tirana Upper Flight Information Region

2.9.1.2 Terminal Charging Zone(s)

Terminal Charging Zone(s)	Nr	Description
Tirana TMA (future)	1	Tirana International Airport

Decision by the State to:		Additional Information	Notified to the EC	Date of correspondence
Defer the application of Articles 9 and 11 to 15 for terminal	N			
Exempt ANS provided at Airports with less than 50.000 Commercial Movements per year from the application of the Regulation	Y	Currently, Mother Teresa Airport has less than 50.000 commercial movements per year and the regulation on ANS charges is not applicable.		
Exempt ANS provided at Airports with less than 150.000 Commercial Movements per year from the application of Art. 11 and 13 of the Regulation	N			
Changes since previous AR:	None		Publication of final assessment	

2.9.2 Appeal/Review Procedure

Description of the review / appeal procedure for the decisions taken pursuant to the Charging Regulation

2.9.3 Enforcement measures for the collection of air navigation charges

Enforcement measures applied for the collection of air navigation charges	N