

The participation of Bosnia and Herzegovina in the SES initiative of the European Union is based on 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 BA LCIP 2009-2013 fulfils Bosnia and Herzegovina's obligation to report to the European Commission on SES implementation for the period from 1st July 2007 till 31st December 2008.

For Bosnia and Herzegovina,
Đorđe Ratkovica, Director General

Signature


Date
25 December 2008

Chapter 2 - Single European Sky Annual Report

2.1 NSA Establishment & Responsibilities

No NSAs have been established in Bosnia and Herzegovina yet.

Name of the NSA:	Not established
Legal Basis:	EC regulation 549/2004, New Aviation Law
Separation from ANSP:	No separation (Under the New Aviation Law and the New Law on establishing of Agency for Air Navigation in Bosnia and Herzegovina, it is guaranteed separation of regulatory and ANSP.)
Relationship with CAA/DGCA:	1) The CAA/DGCA is the nominated NSA
Specific inspections & surveys delegated (or intended to be) to Recognised Organisations	RSCAD and FEDCAD are exercising inspections in the units providing ATS (Banja Luka, Mostar, Sarajevo, and Tuzla)
Changes since previous Annual Report (AR):	First Annual Report

Areas of Responsibility (as per art. 2.1 (SP-R):	CIV	MIL	Additional Information		
ATS	Y	N/A	Currently the responsibility of BHDCA, until the NSA has been established.		
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	Currently the responsibility of BHDCA, until the NSA has been established.	N	
Engineering & Tech. Staff	Y	N/A	BHDACA, FEDCAD, RSCAD	N	
Access ANSPs accounts	N	N/A	No access to the accounts of the current orgs providing ANS: RSCAD, FEDCAD, SMATSA, CCL.	N	
Economic oversight	Y	N/A	BHDACA, FEDCAD, RSCAD	N	
Interoperability	Y	N/A	BHDACA, FEDCAD, RSCAD	N	
Changes since	First Annual Report				

previous AR:	
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Additional information:	Currently the responsibilities of the table above are within BHDCA until the NSA has been established.
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2.2 ANSP Certification, Designation & Cross-Border ANS Provision

2.2.1 Certification

The ANSPs currently operating in Bosnia and Herzegovina are two local organisations and two foreign, from Croatia and Serbia. The certification of the local organisations, FEDCAD and RSCAD will not be done as these will be merged into a single national ANSP subject to certification. The two foreign ANSPs, CCL and SMATSA are expected to be certified by their respective authorities. The table below remains unpopulated.

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				

Changes since previous AR:	First Annual Report
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2.2.2 Designation

The status of designation of ATS and MET Providers in Bosnia and Herzegovina will be presented when it becomes applicable.

State authority responsible for Designation			Yet to be established		
Type of Service	Name of the Service Provider / Airspace under its responsibility		Date of Desig.	Valid until	Conditions attached
ATS	FEDCAD – Sarajevo TMA & CTR, Mostar TMA & CTR, Tuzla TMA & CTR RSCAD – Banja Luka TMA & CTR CCL – Sarajevo FIR, Lower airspace (FL100 to FL285) and Upper western portion (FL 285 to 660) of SMATSA – Sarajevo FIR, Upper eastern (FL285 to 660) portion of		Nihil		
MET	RSCAD		Nihil		
The State/ANSP received an offer of services from another certified ANSP having its principal place of operation in another Member State:			N/A		
Changes since previous AR:		First Annual Report			

2.2.3 Arrangements for Cross-Border ANS provision

The following two tables present the cross-border provision of Air Navigation Services involving Bosnia and Herzegovina, 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

ATS Services provided TO:	Area(s)	Agreement with the State concerned on the supervision of the ATSP(s):
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None			
ATS Services provided FROM:	Area(s)	Agreement with the State concerned on the supervision of the ATSP(s):	
Croatia	Sarajevo FIR, Lower airspace (FL100 to FL285, and outside the TMAs)	N	An Annex to the existing Agreement will provide for the supervision over the ATS Provision
Croatia	Sarajevo FIR, Western portion of the Upper airspace (FL285 to FL660)	N	"
Serbia	Sarajevo FIR, Eastern portion of the Upper airspace (FL285 to FL660)	N	"
Changes since previous AR:	First Annual Report		

2.2.3.2 Cross-Border provision of other ANS

Cross-Border provision of other ANS than ATS	N

2.3 Ongoing Compliance

The table below should be reproduced for each established NSA (as reported in 2.1)

Name of the NSA:	Currently CAA (BHDCA), NSA has not been established yet		
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:		First Annual Report	

2.4 Consultation of stakeholders

The State has implemented a formal consultation mechanism for the involvement of stakeholders in SES implementation:			N
Since the last Annual Report, the following stakeholders have been consulted on the following topics:			
ANSPs	N		

Airports	N		
Airspace Users Representative Orgs.	N		
Professional staff representative bodies	N		
Manufacturing industry	N		
Military	N		
Other	N		

2.5 ATCO Licensing

Transposition of SP-D-ATCO	N	
Communication 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 training providers in Bosnia and Herzegovina
Provisions of Art. 8 on 'Linguistic Requirements' implemented:	N	
Aside from the two articles specified above, progress of implementation of SP-D-ATCO:		
Changes since previous AR:	First Annual Report	

2.6 Airspace

Full implementation of the Airspace Regulation in the State foreseen for:	12/2010	
Application of the airspace regulation to airspace under the responsibility of the State outside the ICAO EUR or AFI regions:	N/A	
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:		Y
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:	First Annual Report	

2.7 FABs

Bosnia and Herzegovina is involved in the following FAB Initiatives:

2.7.1 Functional Airspace Block Central Europe-FAB CE

FAB initiative:	FAB CE	States involved:	Austria, Bosnia and Herzegovina, Croatia, Czech Republic, Slovenia, Slovak Republic and Hungary.
Launched in:	March/2007		

Feasibility:	Start:	03/2007	End:	12/2007	Progress:	Should be all necessary documents (including Cost Benefit Analysis and Safety Case, to support the decision on a future implementation of the FAB.
The Feasibility Study shall by its completion date of 31st December 2007 deliver all necessary documentation through the deliverables required under the Project Charter to achieve the target of creating the FAB in the airspace of the CEATS States based on Common Understanding, within minimum possible time and minimum possible cost.						
Planning:	Start:	03/2007	End:	05/2007	Progress:	PMP, Budget Plan, Statement of Work for each work area.
Planning Phase, the Project Management Office (PMO) will develop and deliver a full Project Management Plan (PMP), a Budget Plan for the entire project and a Statement of Work for each work area.						
Study Phase:	Start:	05/2007	End:	12/2007	Progress:	End of Study Phase postponed to 04/2008
Study Phase is expected to start no later than 30th May 2007 and will be progressed through the dedicated Working Groups. A Working Group Leader from an ANSP will be appointed for each work area, who will also chair the respective Working Group.						
Implementation	Start:	In 2008	End:	xxx	Progress:	CCG decision on way ahead.
TBD						
There is a formal agreement between the States involved on the supervision of the ANSP(s) providing services in this FAB:						N
There is an agreement in principle concerning the joint designation of the ATSPs within the FAB:						N

Changes since previous Annual Report (AR):	First Annual Report
Additional information:	

2.7.2 SEE FABa INITIATIVE

FAB Initiative	SEE FABA		States Involved:		Albania, Bosnia & Herzegovina, Bulgaria, Croatia, Romania, Serbia, Montenegro, The Former Yugoslav Republic of Macedonia and "UNMIK".	
Launched in:	April/2005					
Initial Phase:	Start:	April 2005	End:	Feb. 2006	Progress:	Report accepted by DGs (Croatia not ratify)
The first phase is concluded with Report to DGs, where the current situation, the benefits stemming from the FAB approach and the different key elements of the SEE FAB Strategy has been identified.						
Definition Phase:	Start:	March 2006	End:	March 2009	Progress:	No progress, depending on GB decision, SEE FABA initiative will be re-oriented.
The main objective of the SEE FABA Definition Phase is to deliver all the relevant implementation proposals in order to provide the participating SEE States a basis for the political decision to go/no go to the reorganisation of their airspace into FAB(s).						
Implementation Phase:	Start:		End:		Progress:	
There is a formal agreement between the States involved on the supervision of the ANSP(s) providing services in this FAB:						N
There is an agreement in principle concerning the joint designation of the ATSPs within the FAB:						N

Changes since previous Annual Report (AR):	SEE FABa Initiative re-oriented to ISIS Programme-support to support the Extension of Single European Sky to the South East of Europe.(Governing
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	Body decision, April 2008) SEE FABAs as an Initiative doesn't exist any longer.
Additional information:	ISIS Programme consists of four Projects: Capacity Building of the NSAs, Training standards, Just Culture and Transposition.

2.8 Interoperability

2.8.1 NSA's responsibilities

Name of the NSA:		Not established	
The NSA has defined and allocated tasks and responsibilities in accordance with the IO-R:		N	N/A
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	N/A
	- Specify the scope of the verification of the material provided by the ANSP:	N	N/A
	- Define how to proceed in case of conformity:	N	N/A
	- Define how to proceed in case of non-conformity:	N	N/A
	- Define 'templates' (e.g. for the declaration):	N	N/A

2.8.2 Notified Bodies

There are no notified bodies in Bosnia and Herzegovina.

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

The System installed in Bosnia and Herzegovina is of basic capabilities and functionalities, thus non compliant with the interoperability requirements. The verification pursuant to the Regulation (EC) No 552/2004 will be performed on the new ATM system to be operational from 2010.

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

Has the ANSP(s) implemented the processes related to <u>notification and initial coordination</u> between ACCs in compliance with this Regulation?	N	N/A
Has the ANSP(s) implemented any of the following processes between ATC units other than ACCs in compliance with this Regulation?		
Notification	N	Current system does not provide for this functionality.
Initial Coordination	N	"
Revision of Coordination	N	"
Abrogation of Coordination	N	"
Basic Flight Data	N	"
Change to Basic Flight Data	N	"
Has the ANSP(s) implemented any of the following <u>optional</u> processes in compliance with this Regulation?		
Pre-Departure notification and coordination	N	Current system does not provide for this functionality.

Change of frequency	N	"
Manual assumption of COM processes	N	"
Has the ANSP(s) implemented the civil-military flight data processes between their systems and these of controlling military units?	N/A	
Has the ANSP used the "EUROCONTROL Specification for On-Line Data Interchange (OLDI)" as means to achieve compliance with the Regulation?	N	"
Has the ANSP used the "EUROCONTROL Specification for ATS Data Exchange Presentation (ADEXP)" as means to achieve compliance with the Regulation?	N	"

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?	N	Current system does not provide for this functionality.
Has the ANSP used the "EUROCONTROL Specification for the Flight Message Transfer Protocol" as means to achieve compliance with the Regulation?	N	"

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 <u>ANSP(s)</u> with this Regulation?	N	
Has the State taken any measures to ensure the compliance of the <u>Operators</u> with this Regulation?	N	
Has the State taken any measures to ensure the compliance of the <u>IFPS</u> 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 ATS Data Exchange Presentation (ADEXP)" as means to achieve compliance with the Regulation?	N	

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

Is the ANSP(s) in compliance with this Regulation?	N	The local ANSPs are operating in the airspace for which this regulation is not applicable.
Has the State communicated to the EC any exceptional circumstances preventing ANSPs to comply with Art. 3.3?	N	
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	
Has the State taken any measures to ensure the compliance of the <u>Operators</u> with this Regulation?	N	
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)

En-route Charging Zone(s)	Nr	Description
Bosnia and Herzegovina	1	Sarajevo Upper Flight Information Region Sarajevo Flight Information Region

2.9.1.2 Terminal Charging Zone(s)

Terminal Charging Zone(s)	Nr	Description
FEDCAD	1	Sarajevo, Mostar and Tuzla airports are covered
RSCAD	2	Banja Luka airport is covered

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/A		N	
Exempt ANS provided at Airports with less than 50.000 Commercial Movements per year from the application of the Regulation	N/A		N	
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/A		N	
			Publication of final assessment	
Changes since previous AR:	First Annual Report			

2.9.2 Appeal/Review Procedure

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

2.9.3 Enforcement measures for the collection of air navigation charges

Enforcement measures applied for the collection of air navigation charges	N
No, but responsible authorities have plan to establish legal procedures for it very soon.	