

The participation of Norway in the SES initiative of the European Union is based on Bilateral EAA 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 **NO LCIP 2009-2013** below fulfils Norway'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 1st July 2007 till 31st December 2008.

For Norway,

Name, title

RICHARDSEN, HEINE
DIRECTOR GENERAL

Signature

Date

2009-01-30

Chapter 7 - Annual Report on the Application of FUA

7.1 National organisation and responsibilities at the 3 levels of FUA

7.1.1 At Strategic Airspace Management Level 1

FUA Level 1 Implemented:	Y	High Level Airspace Policy Body:	Y	One representative from the CAA and one representative from the RNoAF
N-CAA is responsible for regulation and supervision (NSA). CAA and the RNoAF do co-operate on Level 1.				
Measures established to ensure consistency between:	- ASM and ATFM:		N	CAA has the regulatory responsibility for Airspace management and ATFM . Service provider is AVINOR, FUA is regulated based on an agreement between AVINOR and the RoNAF
	- ASM and ATS:		N	CAA has the regulatory responsibility for Airspace management and ATFM . Service provider is AVINOR FUA is regulated based on an agreement between AVINOR and the RoNAF
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	N
Permanently delegated to level 2 (Pre-tactical level)	
- Approve activities which require airspace reservation or restriction	N
Activities approved by the CAA, Administrated on level 2 and level 3	
- Define temporary airspace structures and procedures to offer multiple airspace reservation and route options	N
Temp. airspace structures and procedures are coordinated between RNoAF and ATS via Airspace Management Cell (Level 2)	

- Establish criteria and procedures providing for the creation and use of adjustable lateral and vertical limits of the airspace		N
For the time being the previous arrangement is being followed. FUA airspace is fixed, laterally. Vertical limits may be changed from day to day.		
- Assess the national airspace structures and route network with the aim of planning for flexible airspace structures and procedures		N
The concept is under revision. CAA, RNoAF and the Service provider (Avinor) assess the airspace structure.		
- 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
All separation is provided by AVINOR as the service provider. No Mil ATC in Norway.		
- Establish mechanisms to assess performance of FUA operations		Y
Is established within the new concept.		
- Based on the outcome of this assessment, periodically review and revise as necessary, airspace procedures		Y
Is done by the involved parties. New procedures are under development.		
- Establish mechanisms to archive data on the requests, allocation and actual use of airspace structures for further analysis and planning activities		Y
All airspace req. and records real-time activation is kept in an archive by the AMC		
The State has abandoned application of permanent airspace restrictions:	N	No, the State (CAA) will continue today's practice of permanent restrictions. This is due to national law.
Changes since previous FUA Report:	Systems and procedures are under revision.	

7.1.2 At Pre-tactical Airspace Management Level 2

FUA Level 2 Implemented:	Y	Airspace Management Cell – AMC:	Y	Established within Bodø ATCC	Joint Civil-Military Cell:	Y
The airspace is allocated in accordance with the conditions and procedures defined in Article 4.1:		Y				
The established AMC (referred to above) is provided with adequate supporting systems to perform and communicate the pre-tactical airspace management tasks:		Y		Mil officer working within the ATCC, running the AMC in cooperation with the supervisor of the centre. Co-ordinating with the different AA to construct tomorrow's AUP.		
Changes since previous FUA Report:	Compared to last report the work now has been focused on the Level 1 status.					

7.1.3 At Tactical Airspace Management Level 3

FUA Level 3 Implemented:	Y	ATS and military controlling units (Command and control) are physically separated.
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The State has ensured that the relevant ATS Units and controlling military units:	
- establish coordination procedures and communication facilities to allow the real-time activation, deactivation or reallocation of airspace allocated at pre-tactical level:	Y
The FUA agreement does cover the coordination between the mil and civil units.	
- 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 FUA agreement does cover the coordination between the mil and civil units.	

- establish coordination procedures and supporting systems to ensure safety when managing interactions between civil and military flights:				Y
Special procedures for ambulance and aircraft in emergency have been established.				
- 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:				Y
Specifically:	- Position of aircraft	Y	Given by voice co-ordination	
	- Flight intention of aircraft	Y	Given by voice co-ordination	
All airspace reservations are released as soon as activities having caused their establishment cease:				Y
Airspace is released by the controlling agency as soon as activity has been finished. This is done by voice co-ordination.				
Changes since previous FUA Report:	No change since last rapport			

7.2 Cooperation between Member States at the 3 levels of FUA

7.2.1 At Strategic Airspace Management Level 1

The State coordinates its airspace management policy with the respective States to jointly address the use of cross-border airspace structures:	N	No CBA are established. Letters have been sent to neighbouring countries
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Type(s) of cross-border airspace use is applied in the State:		
Cross-border area	N	Co-ordination with neighbouring states has been initiated
Shared reserved airspace (TRA and TSA)	N	No cross border areas.
Conditional routes	N	No CDR `s established
The State has established with neighbouring States one common set of standards for separations between civil and military flights for cross-border activities:	N	No arrangement has been developed
Changes since previous FUA Report:	Co-ordination with neighbouring states has been initiated .	

7.2.2 At Pre-tactical Airspace Management Level 2

The State has established a joint or multinational AMC with neighbouring States:	N	No plans
Changes since previous FUA Report:	No change.	

7.2.3 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 plans
Changes since previous FUA Report:	No change	

7.3 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:	Y	All changes to airspace and procedures on the civil side will comply with ESARR4. Risk Assesment.
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7.4 Performance assessment

Evaluation of the functioning of agreements, procedures and supporting systems established at the 3 levels Not optimized, need better rules on level 1.		
Safety	Y	
Airspace capacity	Y	
Efficiency	Y/N	New procedures for prioritising between civil / Mil traffic is under development.
Flexibility of aircraft operations of all users	Y/N	New procedures for prioritising between civil / Mil traffic is under development.

7.5 Compliance monitoring

The State is fully compliant with the FUA Regulation (EC Regulation 2150/2005):	N
We are almost there. Need some more work on Level 1 procedure. Norway has implemented FUA from GND and up to FL550. And with the large amount of airfields all over Norway this is a big task.	

The State has established the following FUA compliance monitoring processes:						
Inspections	Y	Periodicity	Once every two year	Outcome sent to EC	N	
Surveys	Y	Periodicity	Once every two year	Outcome sent to EC	N	
Safety Audits	Y	Periodicity	Once every two year	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
Due to the organization and management of airspace in Norway it has been difficult to fully accommodate the documents from EC.