

Local Single Sky ImPlementation (LSSIP) BOSNIA AND HERZEGOVINA

Year 2011
Level 1



FOREWORD

By

David McMillan
Director General
EUROCONTROL Agency
December 2011

Dear colleagues,

The strong performance of the European Air Traffic Management system depends on a steady flow of synchronised improvements, both operational and technical.

EUROCONTROL has been coordinating the planning and performance monitoring of operational and technical deployments across ECAC for almost 20 years. It has achieved this through what was known at the time as the CIP and later the ECIP/LCIP - the European and Local Convergence and Implementation Plan.

Over the years, that mechanism has gradually adapted to the needs of our stakeholders and to the changes introduced by the adoption of the SES initiative and the SESAR programme. The ECIP/LCIP process has been adapted and renamed ESSIP/LSSIP (European / Local Single Sky ImPlementation).

The ESSIP Plan (and Report) is now an integral part of the European ATM Master Plan, and is recognised as the Plan's deployment planning level. It provides a comprehensive view of the European implementation roadmap by defining the common implementation actions required to improve the European ATM network over the short to medium term.

In parallel, the LSSIP process is the means by which the progress of the European ATM Master Plan implementation can be tracked at national level; the LSSIP documents comprise the implementation plans of the national stakeholders.

In the context of the move to a performance-driven ATM environment, the LSSIP documents also provide reference data related to traffic and capacity – both en-route and at airports. For applicable airports, and when relevant, delay information is also included along with their delay-reduction plans.

The previous cycles of SES and Flexible Use of Airspace reporting through the LSSIP have established and consolidated a sound and effective process. EU members and associated States are fulfilling their reporting obligations to the European Commission and are able to benchmark their level of implementation against other States. The process is gradually accommodating the reporting obligations of non-EU ECAC States, allowing them to demonstrate, as appropriate, how far they have implemented the EUROCONTROL Regulatory Requirements and Specifications.

As in previous reporting cycles, the document for the LSSIP Year 2011 contains four distinct parts, clearly separating the different levels of accountability; the decision is left to stakeholders to sign the document as a whole, or to keep separate signatures for its different parts.

Clearly, the LSSIP documents can only be as good as the information they contain and so it remains essential that all stakeholders provide the right quality and quantity of information. The entire ATM community benefits from having a clear and complete picture of the Pan European implementation status and progress. This allows the identification of emerging issues and proposals for potential corrective measures, as stipulated in the annual ESSIP Report on ECAC-wide progress to implementing the European ATM Master Plan, and in the EUROCONTROL Report on SES Legislation Implementation.

I would like to thank you for the work you have done in contributing to the LSSIP - proof of your commitment to the principles of transparency and partnership, which is to the benefit of the entire ATM community.



DOCUMENT IDENTIFICATION SHEET

Local Single Sky ImPlementation document for Bosnia-Herzegovina			
Infocentre Reference:			12/01/20-06
Document Identifier		Edition:	Year 2011
LSSIP Year 2011 Bosnia-Herzegovina		Edition Date:	17/04/2012
LSSIP Focal Point - . Radomir GAVRIĆ		E-mail: Radomir.Gavric@bhdca.gov.ba	Head of ANS
LSSIP Contact Person - Raffi Khatcherian		E-mail: raffi.khatcherian@eurocontrol.int	Unit DSS/EIPR
Status		Intended for	
Working Draft	<input type="checkbox"/>	General Public	<input type="checkbox"/>
Draft	<input type="checkbox"/>	Agency Stakeholders	<input checked="" type="checkbox"/>
Proposed Issue	<input type="checkbox"/>	Restricted Audience	<input type="checkbox"/>
Released Issue	<input checked="" type="checkbox"/>		
Accessible via:		Internet (www.eurocontrol.int)	
Path:		X:\03 LSSIP\1. LSSIP States\Bosnia and Herzegovina (BA)\Year 2011\Released issue\LSSIP_Year2011_BA_Released Issue.doc	

LINKS TO REFERENCE DOCUMENTS

1. LSSIP Guidance Material: <http://www.eurocontrol.int/articles/guidance-material>
2. ESSIP Edition 2011: www.eurocontrol.int/eipr
3. ESSIP Report 2010: www.eurocontrol.int/eipr
4. STATFOR Forecasts: www.eurocontrol.int/statfor/public/standard_page/forecast_methodology.html
5. ATFM Monthly Summaries: www.cfm.eurocontrol.int/j_nip/cfm/public/standard_page/data_provision_reporting.html
6. Acronyms and abbreviations: <http://www.eurocontrol.int/articles/glossaries>
7. Single European Sky (SES): www.eurocontrol.int/sesreporting
8. European ATM Master Plan: www.eurocontrol.int/sesar/public/standard_page/masterplan.html
9. Previous LSSIP Documents: <http://www.eurocontrol.int/articles/lssip>
10. BHANSA (Bosnia and Herzegovina Air Navigation Services Agency) www.bhdca.gov.ba

TABLE OF CONTENTS

Executive Summary	iii
Introduction	vii
Chapter 1 - National Stakeholders	1-1
1.1 Civil Regulator(s)	1-1
1.2 ANSPs	1-3
1.3 Military Authorities	1-4
1.4 Airports.....	1-6
1.5 Accident/incident Investigation Body	1-6
Chapter 2 - Geographical Scope	2-1
2.1 International Membership	2-1
2.2 Geographical description of the FIR	2-1
2.3 ATC units	2-2
2.4 Airspace Classification and Organisation	2-2
Chapter 3 - National Projects	3-1
Chapter 4 - Regional Co-ordination and Projects	4-1
4.1 Regional Co-ordination	4-1
4.2 Regional Projects.....	4-1
Chapter 5 - ATM Safety	5-1
Chapter 6 - Airspace Organisation and Management	6-1
Chapter 7 - Air Traffic Control & Data Processing Systems	7-1
Chapter 8 - Traffic Flow and Capacity Management	8-1
Chapter 9 - Aeronautical Information Management.....	9-1
Chapter 10 - Human Resources Management and Human Factors	10-1
Chapter 11 - CNS.....	11-1
11.1 Communications	11-1
11.2 Navigation	11-2
11.3 Surveillance	11-3
Chapter 12 - Airport ATS.....	12-1
12.1 Sarajevo Airport	12-1
Chapter 13 - Environment.....	13-1
13.1 Sarajevo Airport	13-1
Chapter 14 - Single European Sky Annual Report	14-1
Chapter 15 - Annual Report on the application of FUA	15-1
Chapter 16 - Cost-efficiency	16-1
16.1 Cost-efficiency KPI/PI and target/profile for 2012-2014	16-1
16.2 National cost-efficiency PI and target for RP1 (2012-2014)	16-1
Chapter 17 - En-route Traffic and Capacity	17-1
Chapter 18 - Airport Traffic and Capacity	18-1
18.1 Airport SARAJEVO (LQSA)	18-1

ANNEXES

Executive Summary

I - State context

Bosnia and Herzegovina is a member of ICAO, ECAC, Eurocontrol, ECAA and JAA.

Under the Law on Agency for Air Navigation Services in Bosnia and Herzegovina (Official Gazette of Bosnia and Herzegovina No 43/09) Air navigation services in the airspace over the territory of Bosnia and Herzegovina shall provided Bosnia and Herzegovina Agency for Air Navigation Services (BHANSA). This Law also prescribed the foundation, responsibilities, authorities and management, as well as other issues essential to the establishment of the BHANSA.

Bosnia and Herzegovina formally separated operational and regulatory functions through the Aviation Law and Law on Agency for Air Navigation Services in Bosnia and Herzegovina.

II - Implementation of ESSIP Objectives

Bosnia and Herzegovina stakeholders are committed to implement all Pan-European objectives with the least possible delays. Particular emphasis has been put on the Safety objectives. Despite the fact that a new Aviation Law was passed only in 2009, the national stakeholders have already implemented the majority of these objectives or portion of them, through the respective SLOAs, to the extent the current legislation permits.








There is a number of objectives whose implementation is dependant upon the implementation of new BHATM System. The system is expected to become operational for the provision of the en-route ATS by the end of 2012. In the meantime, some of the objectives will be fulfilled by their implementation by the neighbouring systems since the current service provision in the en-route airspace is being delegated to CCL (Croatian ANSP) and SMATSA (Serbian and Montenegrin ANSP).

LSSIP 2011 - Bosnia and Herzegovina			Implementation Completion dates												
Active ESSIP Objectives		Ch	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2020
AOM - Airspace Organisation and Management															
AOM20	Implement ATS Route Network (ARN) - Version 7	6													
AOM13.1	Harmonize Operational Air Traffic (OAT) and General Air Traffic (GAT) handling	6													
AOM19	Implement Advanced Airspace Management	6													
AOP - Airport ATS															
AOP04.1	Implement Advanced Surface Movement Guidance and Control System (A-SMGCS) Level1														
LQSA-Sarajevo		12													
AOP01.2	Implement airside capacity enhancement method and best practices based on Eurocontrol capacity and efficiency implementation manual														
LQSA-Sarajevo		12													
AOP08	Implement Airport Airside Capacity Planning Method														
LQSA-Sarajevo		12													
AOP03	Improve runway safety by preventing runway incursions	12													
AOP04.2	Implement Advanced Surface Movement Guidance and Control System (A-SMGCS) Level 2														
LQSA-Sarajevo		12													
AOP05	Implement Airport Collaborative Decision Making (CDM)														

	LSSIP 2011 - Bosnia and Herzegovina		Implementation Completion dates												
	Active ESSIP Objectives	Ch	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2020
LQSA-Sarajevo		12													
AOP09	Implement Optimised Dependent Parallel Operations														
LQSA-Sarajevo		12													
ATC - Air Traffic Control															
ATC07.1	Implement arrival management tools	7													
ATC02.2	Implement ground based safety nets - Short Term Conflict Alert (STCA) - level 2	7													
ATC02.5	Implement ground based safety nets - Area Proximity Warning - level 2	7													
ATC02.6	Implement ground based safety nets - Minimum Safe Altitude Warning - level 2	7													
ATC02.7	Implement ground based safety nets - Approach Path Monitor - level 2	7													
ATC12	Implement automated support for conflict detection and conformance monitoring	7													
ATC16	Implement ACAS II compliant with TCAS II change 7.1	7													
ATC15	Implement, in En-Route operations, information exchange mechanisms, tools and procedures in support of Basic AMAN operations	7													
COM - Communications															
COM06	Migrate to ATS-Qsig digital signalling for ground telephone applications	11.1													
COM09	Migrate ground international or regional X.25 data networks or services to the Internet Protocol (IP)	11.1													
COM10	Migrate from AFTN to AMHS	11.1													
COM11	Implementation of Voice over Internet Protocol (VoIP) in ATM	11.1													
ENV - Environment															
ENV01	Implement Continuous Descent Approach (CDA) techniques for environmental improvements														
LQSA-Sarajevo		13													
ENV02	Implement Collaborative Environmental Management (CEM) at Airports														
LQSA-Sarajevo		13													
FCM - Flow and Capacity Management															
FCM01	Implement enhanced tactical flow management services	8													
FCM03	Implement collaborative flight planning	8													
GEN - General															
GEN01	Implement European ANS contingency measures for Safety Critical Modes of Operation	5													
HUM - Human Factors															
HUM01.1	Ensure timely availability of ATCOs	10													
HUM02.1	Integrate Human Factors into ATM Operations	10													
HUM03.1	Integrate Human Factors into the lifecycle of ATM systems	10													
INF - Aeronautical Information Management															
INF04	Implement integrated briefing	9													
ITY - Interoperability															
ITY-FMTP	Apply a common flight message transfer protocol (FMTP)	11.1													

	LSSIP 2011 - Bosnia and Herzegovina		Implementation Completion dates												
	Active ESSIP Objectives	Ch	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2020
ITY-AGDL	Initial ATC air-ground data link services above FL-285	11.1													
ITY-AGVCS	Air-Ground voice channel spacing above FL-195	11.1													
ITY-COTR	Implementation of ground-ground automated co-ordination processes	7													
ITY-ADQ	Ensure quality of aeronautical data and aeronautical information	9													
NAV - Navigation															
NAV03	Implementation of P-RNAV	11.2													
NAV10	Implement APV procedures	11.2													
SAF - Safety Management															
SAF04	Implement measures to reduce the risk of level bust occurrences	5													
SAF05	Implement measures to prevent air/ground communications induced safety occurrences.	5													
SAF10	Implement measures to reduce the risk to aircraft operations caused by airspace infringements	5													
SRC - Safety Regulation															
SRC-AUDI	Implementation of Safety Regulatory Auditing by National Supervisory Authorities (NSA)	5													
SRC-CHNG	Implementation of Safety Oversight of Changes to ATM by National Supervisory Authorities (NSA)	5													
SRC-OVCA	Implementation of ATM Safety Oversight Capabilities by NSAs	5													
SRC-RLMK	Implement the EUROCONTROL Safety Regulatory Requirements (ESARRs)	5													
SRC-SLRD	Safety Levels and Resolution of Deficiencies	5													
SUR - Surveillance															
SUR02	Implement Mode S elementary surveillance	11.4													
SUR04	Implement Mode S enhanced surveillance	11.4													
SUR05	Improve ground-based surveillance using ADS-B in Non Radar Airspace (NRA)	11.4													

Understanding the Table

	Objective Completed		No Plan
	Objective Partially Completed		Missing Data
	Objective Planned		Not Applicable (Bosnia does not participate in this obj.)
	Late		

NOTE: The year where the coloured box is placed indicates the 'Implementation Completion Date' as stated in the ESSIP for each objective. The colour-code indicates the Local progress with respect to this date. The Harmonisation Objectives are not reflected in this table.

III - Implementation of SES legislation

Being the ECAA member state, and having ratified the Agreement, Bosnia and Herzegovina submitted a detailed report on the progress of the SES implementation and the degree of implementation of the FUA concept.

The dynamics of the implementation of the SES regulation is mainly affected by the current legal framework. However, BH has passed a new Aviation Law catering for full transposition of the EC Regulations and their enforcement. Despite the old legislation, the Civil Aviation Administration, BHDCA, has managed to produce regulations in parts of the key areas, e.g. Safety.

The Flexible Use of Airspace concept is yet to be introduced. Even though the current military air activities have been of a very limited extent, concentrated only on helicopter low level flights, not necessitating airspace reservations, BH will start establishing civil/military coordinating bodies. The preparations have already started. The FUA implementation will follow the full separation of the regulatory from the services provision role.

IV - Traffic and ATM Performance

Cost-efficiency

In 2012, when Bosnia and Herzegovina's ANS provider is expected to take over the responsibility for the ANS provision in the en-route portion of Sarajevo FIR so the real en-route costs are expected to decrease. In this period 2012-2013, Bosnia and Herzegovina's unit cost is foreseen to decrease.

The unit cost is expected to continue its downward trend from 2012 by -6% yearly to 2014.

En-route Traffic and Capacity

The air traffic services in the en-route portion of the Sarajevo FIR are provided by the service providers from the adjacent states, Croatia and Serbia. The traffic evolution and capacity profiles are detailed in their respective LSSIP document.

Airport Traffic and Capacity

Airport SARAJEVO is not identified as potentially having an effect upon the network in terms of ATFCM delays.

There is sufficient capacity to satisfy the demand.

Introduction

The Local Single Sky ImPlementation (LSSIP) documents, as an integral part of the ESSIP/LSSIP mechanism, constitute a five-year plan containing ECAC States' actions to achieve the Implementation Objectives as set out by the ESSIP and to improve the performance of their national ATM System. They also contain a report by the State on its level of compliance against the Single European Sky Regulations, where applicable. This LSSIP documents – Year 2011 describe the situation in the State at the end of December 2011.

The LSSIP documents are structured into four parts to better differentiate the Stakeholder(s) accountable for the information contained in each of them:

- **Part I – State Context** (Chapters 1 to 4), presents the key players in the State, and sets the institutional and geographical scenes to help the reader understand the specifics of the State and interpret the rest of the document correctly. It also presents a short description of the main national and regional projects in which the national Stakeholders are involved.
- **Part II – Implementation of ESSIP Objectives** (Chapters 5 to 13), contains high-level information on progress and plans of each ESSIP Objective, grouped per ESSIP domain. The information for each ESSIP Objective is presented in boxes giving a summary of the progress and plans of implementation for each Stakeholder. The conventions used are presented at the beginning of Part II.

Note: This Part II is completed with a separate document called LSSIP Level 2. This document consists of a set of tables organised in line with the list of ESSIP Objectives. Each table contains all the actions planned by the four national stakeholders to achieve their respective Stakeholder Lines of Action (SLoAs) as established in the ESSIP.

Part III – Implementation of SES Legislation (Chapters 14 and 15), where the States are invited to fulfil their reporting obligations to the European Commission comprising the Annual Report on SES Implementation (Article 12 of Regulation (EC) No 549/2004) through Chapter 14, and the Annual Report on the Application of FUA (Article 8 of Regulation (EC) No 2150/2005) through Chapter 15. This Part III, being a State's responsibility, is signed by the Ministry of Transports, or by the authority the Ministry delegates this task to.

- **Part IV – Traffic and ATM Performance** (Chapters 16 to 18), contains information on the evolution of traffic (en-route and at main airport(s)), and the State's five-year plans to improve its performance and achieve its targets in respect of Cost-Efficiency and en-route Capacity

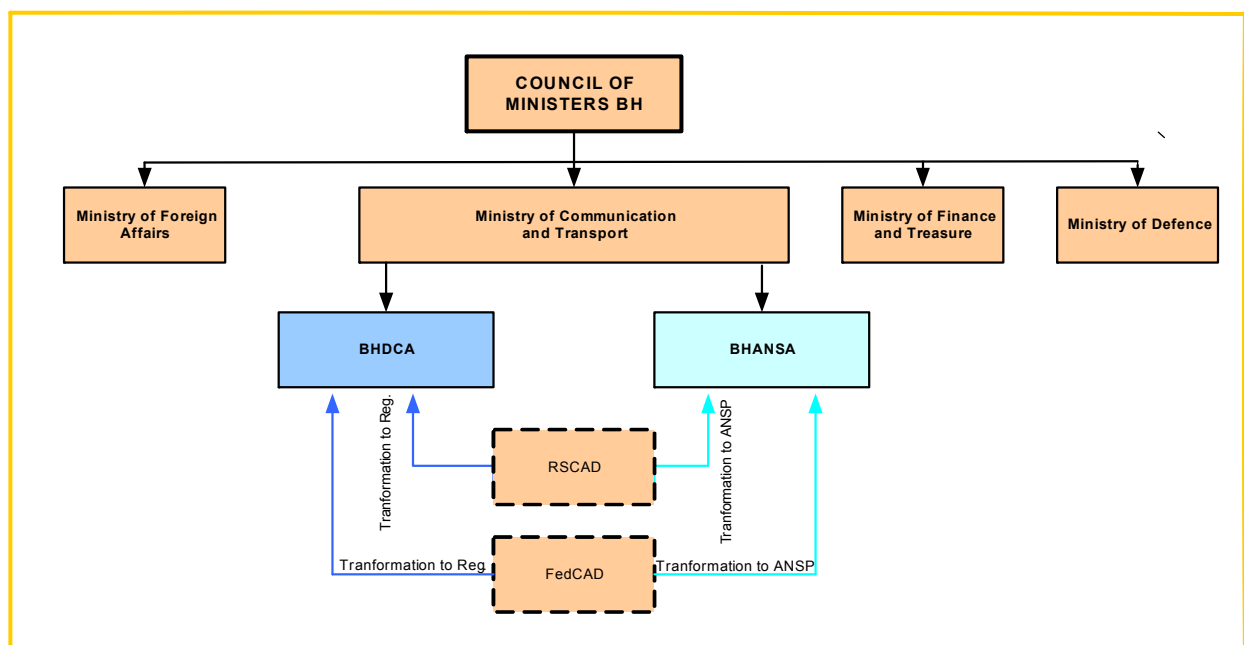
LSSIP Year 2011

PART I - STATE CONTEXT

The main National Stakeholders involved in ATM in Bosnia and Herzegovina are the following:

- The Ministry of Defence of Bosnia and Herzegovina.
- The Ministry of Communications and Transport of Bosnia and Herzegovina;
- BHDCA, Bosnia and Herzegovina Directorate of Civil Aviation;
- BHANSA, Bosnia and Herzegovina Air Navigation Services Agency;
- The Ministry of Transport and Communications of the Republic of Srpska;
- RSCAD, Republic of Srpska Civil Aviation Directorate;
- The Ministry of Transport and Communications of the Federation of Bosnia and Herzegovina;
- FEDCAD, Federation of Bosnia and Herzegovina Civil Aviation Directorate.

Their activities are detailed in the following subchapters and their relationships are shown in the diagram below.



1.1 Civil Regulator(s)

1.1.1 General information

Under the present Aviation Law ("Official Gazette of BH" No 39/09), Civil Aviation policy is under the authority of the Ministry of Communications and Transport of Bosnia and Herzegovina.

The Bosnia and Herzegovina Directorate of Civil Aviation (BHDCA) performs duties defined in the Aviation Law, and has the authority and responsibility for the execution of the Regulatory function and for oversight in civil aviation and air traffic control.

The BHDCA may delegate the provision of certification of the Service Provider to another institution duly authorized in accordance with international regulations.

Air Navigation Services in the airspace over the territory of Bosnia and Herzegovina shall be provided by the Air Navigation Services Agency - BHANSA, after the establishment of the BHANSA. The foundation, responsibilities, authorities and management, as well as other issues essential to the establishment of the BHANSA shall be regulated under the Law on Air Navigation Services Agency of Bosnia and Herzegovina.

Air navigation services providers from other countries may continue to provide ANS within the airspace of Bosnia and Herzegovina if so regulated under an international agreement in which one of the contracting parties is Bosnia and Herzegovina

Under the present Aviation Law, it is stipulated that all delegations which BHDCA has given to FED CAD and RS CAD previously, became null and void on 31 December 2009. That delegations are related to: delegation of Functions in the Area of 'Airworthiness', delegation of Functions in the Area of 'Aviation Training Organizations' for maintenance, allocation of Duties in the Area of 'Approved Maintenance Organization', delegation of Functions to the Entities' Directorates of Civil Aviation in the area of licence issuance and aviation medicine, airports, airport services and facilities, issuance of air operator's certificates, flight approvals, civil aviation security and aviation statistics, delegation of Authority for Provision of Air Traffic Control Services.

The different national entities having their own responsibilities in ATM are summarised in the table below. The BHDCA is further detailed in the following section:

Activity in ATM:	Organisation responsible	Legal Basis
Rule-making	BHDCA	The Aviation Law (Official Gazette of BH" No 39/09)
Safety Oversight	BHDCA	The Aviation Law (Official Gazette of BH" No 39/09)
Establishment of Tolerable Safety Levels	BHDCA	The Aviation Law (Official Gazette of BH" No 39/09)
Safety Performance Monitoring	BHDCA	The Aviation Law (Official Gazette of BH" No 39/09)
Enforcement actions in case of non-compliance with safety regulatory requirements	BHDCA	The Aviation Law (Official Gazette of BH" No 39/09)
Airspace	BHDCA	The Aviation Law (Official Gazette of BH" No 39/09)
Economic	BHDCA	The Aviation Law (Official Gazette of BH" No 39/09)
Environment	BHDCA	The Aviation Law (Official Gazette of BH" No 39/09)
Security	BHDCA	The Aviation Law (Official Gazette of BH" No 39/09)

The National Supervisory Authority, as per SES Service Provision Regulation is described in Chapter 14.

1.1.2 BHDCA

The BHDCA (Bosnia and Herzegovina Directorate of Civil Aviation) is an administrative organization within the Ministry of Communications and Transport of Bosnia and Herzegovina. The seat of the BHDCA is in Banja Luka. The BHDCA has regional offices situated in Sarajevo and Mostar.

BHDCA has continued the legal continuity of the Bosnia and Herzegovina Directorate of Civil Aviation established by the Aviation Law of Bosnia and Herzegovina („BiH Official Gazette No: 2/04).

The BHDCA is the unique civil aviation authority responsible for aircraft registration and issuance, extension and renewal of licences, certificates, endorsements and authorisations in the civil aviation of Bosnia and Herzegovina.

BHDCA performs inspections and controls via authorized inspectors. Inspections and controls may be performed *inter alia* on aircraft, aerodromes and airfields, air traffic control facilities and air operator certificate holders, aviation and other professional personnel.

The BHDCA, as a designated body of the National Supervisory Authority (NSA) for civil aviation, shall certificate the Service Provider and supervise the provision of air navigation services by the service provider, for the purpose of maintaining safety.

Annual Report published:	N	There is a plan to publish an Annual Report covering 2012 activities. There were no Annual Reports for 2010 or 2011.
--------------------------	---	---

1.1.3 BHANSA

BHANSA (Bosnia and Herzegovina Air Navigation Services Agency) is established by the Law on Agency for Air Navigation Services in Bosnia and Herzegovina ("Official Gazette of BH" No 43/09). Under that Law BHANSA is responsible for: the provision of air traffic control services, provision of communication, navigation and surveillance services, provision of aeronautical information services, provision of aeronautical meteorological services, operations of the rescue coordination centre in search and rescue, education and training of air traffic control staff, export and import for the needs of the Agency, other tasks and operations providing for safe air navigation.

The Agency shall provide air navigation services in the airspace of Bosnia and Herzegovina for the Flight Information Region (FIR Sarajevo).

The Agency may also provide air navigation services beyond the airspace of Bosnia and Herzegovina should it be regulated by an international agreement with Bosnia and Herzegovina being a contracting party therein.

The BHANSA should take over all persons employed in BHDCA, FEDCAD and RSCAD who, at the time when the Law on Agency for Air Navigation Services in Bosnia and Herzegovina ("Official Gazette of BH" No 43/09) came in force, performed duties within the scope of operations of the Agency.

BHANSA shall comprise of organizational units as follows: Main office in Mostar; Area Control Centre (ACC) with operational Air Traffic Control Units in Sarajevo (ATCU I) and Banja Luka (ATCU II); Operational-technical services; Bosnia and Herzegovina Meteorological Watch Office (BiH MET) in Banja Luka; Rescue Coordination Centre of Bosnia and Herzegovina (BH RCC) in Banja Luka, Flight information Service of Bosnia and Herzegovina (FIS) integrated with BHRCC in Banja Luka, Aeronautical Information Services of Bosnia and Herzegovina (AIS BiH) in Mostar; Air Traffic Control Training Centre with ATC simulator in Mostar, International NOTAM office of Bosnia and Herzegovina (BH NOF) in Sarajevo, Approach and Aerodrome Control Units at the controlled airports in Bosnia and Herzegovina: Sarajevo, Banja Luka, Mostar and Tuzla.

The web site of BHDCA is: www.bhdca.gov.ba

BHANSA is : www.bhansa.gov.ba

For SES and NSA matters, see Chapter 14.

1.2 ANSPs

The main ANSPs in the Bosnia and Herzegovina:

Name of the ANSP:	BHANSA (FEDCAD and RSCAD transformed)		
Governance:	State Ministerial Organs	Ownership:	State
Services provided	Y/N	Comment	
ATC en-route	Y	CCL (Croatia Control Ltd and SMATSA (Serbia and Montenegro ATS Agency), BHANSA (Bosnia and Herzegovina Agency for Air Navigation Services)	
ATC approach	Y	BHANSA	
ATC Airport(s)	Y	BHANSA	
AIS	Y	BHANSA	
CNS	Y	BHANSA	
MET	Y	BHANSA	
ATCO training	Y	Only OJT for Aerodrome and Approach. Other forms of training are provided by external organisations.	
Others	Y	Search and Rescue, BHANSA , (Rescue Coordination Centre)	
Additional information:	The Aviation Law and the Law on Air Navigation Services Agency of Bosnia and Herzegovina, guarantee separation of regulatory and ANSP.		
Provision of services in other State(s):	N		

The web addresses of the organizations providing ANS:

www.crocontrol.hr

www.smatsa.rs

www.fedcad.gov.ba

www.rscad.org

1.3 Military Authorities

Structure of The Ministry of Defence in Bosnia and Herzegovina is as follows:

- Minister of Defence - Policy and Planning Sector
- Joint Staff
- Operational Command

No Military Aviation Authority has been established yet, Division responsible for the using of airspace, airspace defence, organization, definition of military operational requirements is an integral part of Policy and Planning Sector and does not have any particular role in the provision of ATS.

At Operational Command level there is Air Force Air Defence Brigade HQ.

Within the airspace of Bosnia and Herzegovina, air traffic control and related services shall be provided jointly for civil and military air traffic. BH DCA shall ensure efficient co-ordination between civil and military air traffic. The procedures for such co-ordination shall be agreed with MoD BH.

Regulations governing operations of military aircraft within Bosnia and Herzegovina must comply with the basic rules of the air in order not to endanger operations of civil aircraft. Regulations governing operations of military aircraft within Bosnia and Herzegovina shall be developed in co-ordination with Ministry of Communication and Transport BH (BH DCA) and MoD BH. Their regulatory, service provision and user role in ATM are detailed below.

Information on the Application of FUA is in Chapter 15.

1.3.1 Regulatory role

Regulatory framework and rule-making

OAT		GAT	
OAT and provision of service for OAT governed by national legal provisions?	Y	Provision of service for GAT by the Military governed by national legal provisions?	N
Level of such legal provision: Ministerial Decree, and Air Force Regulation (Standard Operational Procedures)		Level of such legal provision: N/A	
Authority signing such legal provision: Minister of Defence		Authority signing such legal provision: N/A	
These provisions cover:		These provisions cover:	
Rules of the Air for OAT	Y		
Organisation of military ATS for OAT	NA	Organisation of military ATS for GAT	NA
OAT/GAT Coordination	Y	OAT/GAT Coordination	Y
ATCO Training	NA	ATCO Training	NA
ATCO Licensing	NA	ATCO Licensing	NA
ANSP Certification	NA	ANSP Certification	NA
ANSP Supervision	NA	ANSP Supervision	NA
Aircrew Training	Y	ESARR applicability	NA
Aircrew Licensing	NA		
Additional Information: -		Additional Information: -	
Means used to inform airspace users (other than military) about these provisions:		Means used to inform airspace users (other than military) about these provisions:	

National AIP	Y	National AIP	Y
National Military AIP	N	National Military AIP	N
EUROCONTROL eAIP	Y	EUROCONTROL eAIP	Y
Other:	-	Other:	-

Oversight

OAT	GAT
National oversight body for OAT: N/A	NSA (as per SES reg. 550/2004) for GAT services provided by the military: N/A
Additional information: Inspection established at the level of Air Force Air Defence Brigade	Additional information:

1.3.2 Service Provision role

OAT	GAT
Services Provided:	Services Provided:
En-Route N Civil ANSPs (BHANSA)	En-Route N
Approach/TMA N Civil ANSPs (BHANSA)	Approach/TMA N
Airfield/TWR/GND N Civil ANSPs (BHANSA)	Airfield/TWR/GND N
AIS N Civil ANSPs (BHANSA)	AIS N
MET N Civil ANSPs (BHANSA)	MET N
SAR N Civil ANSPs (BHANSA)	SAR N
TSA/TRA monitoring N	FIS N
Other:	Other:
Additional Information:	Additional Information:

Military ANSP providing GAT services SES certified?	N	If YES, since:	Duration of the Certificate:
Certificate issued by:		If NO, is this fact reported to the EC in accordance with SES regulations?	N/A
Additional Information:			

1.3.3 User role

IFR inside controlled airspace, Military aircraft can fly?	OAT only	GAT only	Both OAT and GAT	Y
--	----------	----------	------------------	---

If Military fly OAT-IFR inside controlled airspace, specify the available options:				
Free Routing	N	Within specific corridors only	Y	
Within the regular (GAT) national route network	N	Under radar control	N	
Within a special OAT route system	N	Under radar advisory service	Y	

If Military fly GAT-IFR inside controlled airspace, specify existing special arrangements:									
No special arrangements	N	Exemption from Route Charges	N						
Exemption from flow and capacity (ATFCM) measures	N/A	Provision of ATC in UHF	N						
CNS exemptions:	RVSM	N	8.33	N	Mode S	N	ACAS	N	
Others:	-								

1.4 Airports

There are four airports in Bosnia and Herzegovina, namely Banja Luka/Mahovljani, Mostar/Ortiješ, Sarajevo/Butmir and Tuzla/Dubrave are operated by public enterprises that are responsible only for ground services.

1.4.1 Airport(s) covered by the LSSIP

According to the criteria to determine the airports concerned by the LSSIP Year 2011; the airport covered in this LSSIP for Bosnia and Herzegovina focuses on Sarajevo, the principal airport in the state.

1.5 Accident/incident Investigation Body

1.5.1 Technical investigations

The Ministry shall establish an Accident and Incident Investigation Unit and define ways and conditions for the conduct of investigation of accidents and incidents in accordance with international regulations and standards.

The BHDCA shall enact regulations applicable to accidents and incidents investigations, as well as regulations on the notification and reporting of accidents and incidents.

If, during the flight of an aircraft, an accident, as defined in Annex 13 of the Chicago Convention, should occur, an investigation into the accident shall be carried out to determine its causes and the injuries and damage arising from it, in accordance with regulations enacted based on the present Law.

An investigation shall also take place if there has been an incident as defined in Annex 13 of the Chicago Convention or if anything has occurred which indicates a serious defect in the aircraft or in any ground facilities or services for aviation, in accordance with regulations enacted based on the present Law.

The Minister shall appoint an Investigation Committee. For less complicated cases the Ministry may entrust the investigation to a single investigator.

The Investigation Committee, or the investigator, shall have access to any necessary operational, technical and legal expertise as related to the investigation. If the case so requires, the authority that appointed the committee or investigator may request assistance from foreign aviation authorities and accident investigation authorities.

The fundamental objective of an accident or incident investigation shall be the prevention of accidents and incidents. It is not the purpose of this activity to apportion blame or liability.

The investigation committee or investigator may question all those who appear to be able to provide information of significance to the investigation, and may examine articles, documents, records and computer stored information that appear to be of such significance.

The Council of Ministers shall bear all the expenses of the investigation committee or investigator respectively.

The Council of Ministers shall produce a special decision regulating the allowances for the members of the investigation committee or the investigator respectively.

The owner of the aircraft in question shall bear costs of the removal of the aircraft or the aircraft wreckage. The owner of the aircraft shall also bear costs in case that the Investigation Committee or the Investigator should order that the aircraft or the wreckage be removed for investigation purposes.

1.5.2 Collection, Evaluation & Processing of Data

The Ministry shall perform the duties of notification and reporting of aircraft accidents to the ICAO and its member states as required by the Chicago Convention.

The Ministry shall notify all interested parties of the occurrence and commencement of the investigation. They shall be provided with an opportunity to give their statements to the committee or investigator as they consider necessary for the protection of their rights. In so far as this can be done without prejudice to the investigation, they shall be kept informed about the progress of the investigation.

The findings of an accident or incident investigation shall be presented in a report on the investigation in accordance with the requirements of the Chicago Convention.

The Safety Management System Department (SMD) of BHDCA performs the collection, evaluation and

processing of data related to the incidents, in accordance with the current Aviation Law and the relevant BHDCA Order. All accident related information and data are forwarded to ECAC.

1.5.3 Civil-Military Accidents/Incidents

Civil / Military accidents investigations are conducted by the joint Civil / Military Investigation Commission, established on an ad hoc basis, and in accordance with the current Aviation Law and the Defence Minister's Order.

2.1 International Membership

Bosnia and Herzegovina is a Member of the following international aviation organisations:

Organisation		Since
ECAC	✓	2002
EUROCONTROL	✓	2004
European Union		
European Common Aviation Area	✓	2006
EASA		
ICAO	✓	1993
JAA	✓	2008
NATO		

2.2 Geographical description of the FIR

The geographical scope of this document addresses the Sarajevo FIR.

Sarajevo FIR is surrounded by FIRs of three States, namely Croatia, Montenegro, and Serbia.



2.3 ATC units

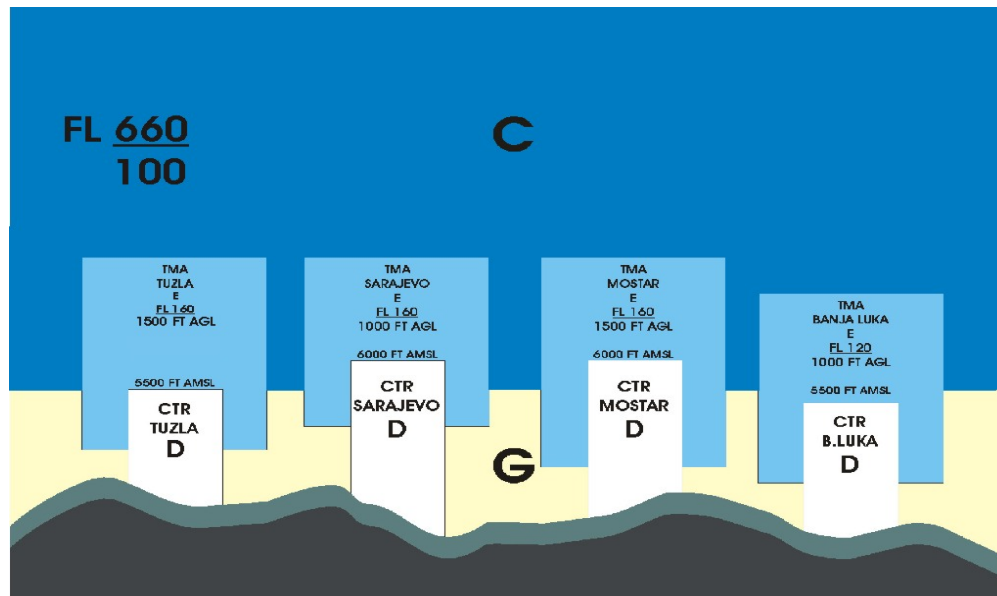
The ATC units in the Bosnia and Herzegovina airspace, which are of concern to this LSSIP are the following:

ATC Unit	Number of sectors		Associated FIR(s)	Remarks
	En-route	TMA		
Banja Luka	NA	1	Sarajevo FIR	Banja Luka ATSU also provides Aerodrome ATC.
Mostar	NA	1	Sarajevo FIR	Mostar ATSU also provides Aerodrome ATC.
Sarajevo	NA	1	Sarajevo FIR	Sarajevo ATSU also provides Aerodrome ATC.
Tuzla	NA	1	Sarajevo FIR	Tuzla ATSU also provides Aerodrome ATC.
ACC	3	-	Sarajevo FIR	Initial operations in December 2012

Air Traffic Service delegation to/from other States is in Chapter 14.

2.4 Airspace Classification and Organisation

Bosnia and Herzegovina is following the ICAO airspace classification. The figure below shows the current classification within Sarajevo FIR.



The creation of the future BH ATM system is the main national project and will be carried out through the implementation of the BH ATM Strategy. The Strategy implementation is foreseen as a programme consisting of a several project areas as listed below. The system to be established will be in accordance with ICAO CNS/ATM standards and recommended practices and ESSIP objectives.

Name	Schedule	Description – Scope	Status	Link with ESSIP Obj.	Expected Contribution to the Key Performance Areas ¹
BH ATM System Implementation	From 2007 to 2012	<p>Installation of the systems and equipment in support of ANS provision by the future national BH ANSP. These include:</p> <p>ATM DPS, VCS, VHF/UHF Radio system, MSSR, ATC SIM, etc. All the systems have been installed and successfully SAT-ed except ATM DPS whose SAT is scheduled in the first half of 2012, once the system integration with the neighbouring centres is completed (May 2012)</p> <p>MET System implementation</p> <p>The first phase (technical specifications for MET System: Automated Weather Observing System, Aeronautical MET Telecommunication System, SADIS Second Generation, Data Processing & Data Interpretation Subsystem, DWDSAT/EUMETCast, VOLMET) finished.</p> <p>The second phase (03/2008 to 06/2012) ITT, Supplier/s chose, FAT, delivery, implementation, SAT. All finished except SAT, which is scheduled for the first half of 2012</p> <p>Third phase (11/2008 to 12/2012) test operation, final acceptance. Full operation 12/2012.</p>	In progress	ATC02.2, COM04, COM05, COM07, FCM01, FCM03, COM06, ATC12, SUR01, DPS01.	
Human Resources Development	From 2007 to 2013	<p>Adoption and implementation of HR planning and management tools and techniques to achieve required number of operational and technical staff for the future national ANSP.</p> <p>It focuses mainly on the training of ATCOs and other Operational staff</p>	In progress	HUM03, HUM01, HUM02, HUM04.	

¹ Capacity, safety, cost-efficiency and environment – as defined in Recital 2 of Regulation (EU) No 691/2010.

Name	Schedule	Description – Scope	Status	Link with ESSIP Obj.	Expected Contribution to the Key Performance Areas ¹
	From 2011 to 2013	ATCOs Pre-OJT and OJT and training of other Operational staff			

Chapter 4 - Regional Co-ordination and Projects

For information on FABs, see Chapter 14.

4.1 Regional Co-ordination

ISIS Programme

The ISIS Agreement (Implementation of SES In South East Europe) was signed in April 2008 by the Directors General of Civil Aviation of Albania, Bosnia and Herzegovina, Bulgaria, Croatia, Montenegro, Romania, Serbia, and the former Yugoslav Republic of Macedonia, the representative of the United Nations Mission in Kosovo (UNMIK) as per UN Security Council resolution No. 1244, as well as the European Commission, the Stability Pact for South East Europe and the Regional Cooperation Council.

The eponym support programme ISIS has therefore been launched with immediate effect in replacement of the previous SEE FABA initiative.

The following initial projects have been identified:

- Capacity building of NSAs;
- Transposition to National Law;
- Training Standards;
- Just Culture;

In order to restart the Programme, Capacity building of NSAs project under the ISIS Programme has already been initiated. IPS has prepared the enclosed questionnaire, which will facilitate the identification of the training needs in the region and enable the IPS to propose trainings for each of the ISIS signatories, either theoretical or practical trainings (like OJT, where selected key NSA staff would be able to gain experiences in planning and conducting audits in practice in some of the well developed and staffed NSAs in EU Member States). Trainings are in progress.

4.2 Regional Projects

Functional Airspace Block Central Europe-FAB CE

In March 2008, Austria, Bosnia and Herzegovina, Croatia, the Czech Republic, Hungary, Slovak Republic and Slovenia approved the FAB CE Feasibility Study Master Plan.

The Master Plan describes the implementation of the FAB CE in a phased approach, allowing progressive and flexible development of FAB operations for en-route ATM services.

On November 18, 2009, the FAB CE States signed a Memorandum of Understanding with the purpose of establishing FAB CE Preparatory (Phase) structures and a general framework of cooperation among the FAB CE States, including their NSAs and respective military authorities. The preparatory activities conducted by the FAB CE ANSPs under the Memorandum of Cooperation were completed in May 2010 with the final delivery of the ANSP planning documents to the FAB CE States' structures. On May 5, 2011, with the signing of the FAB CE Agreement and the ANSP Cooperation agreement the Preparatory Phase was completed.

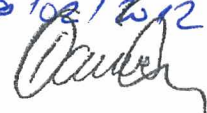



The FAB CE Implementation Plan, defines the FAB CE improvements and enablers to be implemented with a view to achieving the objective of the Static Area of Responsibility (AoR) Scenario by 2015.

FAB CE operations are expected to commence in December 2012 in line with SES Requirements.

LSSIP Year 2011

**PART II - IMPLEMENTATION OF ESSIP
OBJECTIVES**

PART II APPROVAL SHEET

Stakeholder / Organisation	Name	Position	Date and signature
BHDCA	Đorđe RATKOVICA	Director General	29/02/2012 
BHDCA	Marinko ŠIMUNOVIĆ	Deputy Director General for Air Navigation	29/02/2012 
BHDCA	Đelal HASEČIĆ	Deputy Director General for Regulatory	29.02.2012 
Military Authority	Marina PENDEŠ	Ministry of Defence Deputy Minister for Policy and Planning	 13.3.2012.

Conventions

Two colour codes are used for each ESSIP Objective 'box':

- one colour code is used to show the Objective **Scope** in the Objective ID cell, and
- another colour code is used to show the Objective **Progress** in the State and for each national stakeholder.

Obj. ID (*)	Obj. Title (By mm/yyyy of overall objective, inc non-State SloAs)	Obj. Progress (**)
State's high level progress statement		State Impl. Date
REG (By:mm-yyyy)	REG high level progress statement	APO. Progress (**) APO Impl. Date
ASP (By:mm-yyyy)	ASP high level progress statement	ASP. Progress (**) ASP Impl. Date
MIL (By:mm-yyyy)	MIL high level progress statement	MIL. Progress (**) MIL Impl. Date
APO (By:mm-yyyy)	APO high level progress statement	APO. Progress (**) APO Impl. Date

(*) Objective Scope Code:	
SES and SESAR	ECIP
ECAC	Pan-European
EU+	
Multi-N	Multi-National
	Harmonisation
APT	Airport related

(**) Objective/Stakeholder Progress Code:			
Completed		No Plan	
Partially Completed		Not Applicable	
Planned		Missing Data	
Late			

GEN01	Implement European ANS contingency measures for Safety Critical Modes of Operation (By:12/2008 / Active)	Late	
This objective will be fully met by the time the new ATM System becomes operational and new BHANSP becomes fully functional, by the end of 2012. EUROCONTROL is assisting in the development of necessary documentation.			12/2012
REG (By:06-2008)	The regulation was put in place in 2010. BH is a signatory of the ECAA multilateral agreement, provisions of which are embedded into the new Aviation Law.	Completed	12/2010
ASP (By:06-2008)	BHDCA is undertaking activities to complete this objective in time the new BHANSP and its technical systems become functional / operational.	Late	
		National ATM Upgrade	12/2012
MIL (By:06-2008)	No MIL involvement in this objective.	Not Applicable	
			-

SAF04	Implement measures to reduce the risk of level bust occurrences (By:01/2008 / Active)	Late	
The measures will be implemented upon the establishment of the new ANSP, by the end of 2012.			12/2012
REG (By:01-2008)	The measures will be implemented upon the establishment of the new ANSP in 2012. The regulation will be put in place in due course.	Late	
			12/2012
ASP (By:01-2007)	The measures will be implemented upon the establishment of the new ANSP in 2012.	Late	
			12/2012
MIL (By:01-2008)	Military do not provide ATC service to civil flights	Not Applicable	
			-

SAF05	Implement measures to prevent air/ground communications induced safety occurrences. (By:01/2010 / Active)	Late	
BH stakeholders are committed to implement the objective on course of realization of BHATM Programme, by the end of 2012. The action plan is being prepared and it will be ready only for the next document edition. No SLOAs will be shown in this edition.			12/2012
REG (By:01-2010)	BHDCA is committed to implement the objective.	Late	
			12/2012
ASP (By:01-2010)	BH DCA on behalf of the future ANSP is committed to implement the objective.	Late	
			12/2012

SAF10	Implement measures to reduce the risk to aircraft operations caused by airspace infringements (By:12/2011 / Active)	Late	
BA expects to implement the objective in accordance with the implementation date.			12/2012
REG (By:12-2011)	An adequate regulation will be produced in due course. Commitment to implement this objective exists.	Late	
			12/2012
ASP (By:12-2011)	Detailed planning will be done upon the establishment of a new national ANSP.	Late	
			12/2012
MIL (By:12-2011)	Military do not provide ATC service to civil flights	Not Applicable	
			-

SRC-AUDI		Implementation of Safety Regulatory Auditing by National Supervisory Authorities (NSA) (By:12-2010 / Active)	Late	
The objective expected to be implemented in 2012, after the full completion of the establishment of the functional NSA.			12/2012	
REG (By:12-2010)	The BHDCA does not conduct any safety regulatory audits compliant with ESARR 1. In addition, there was no evidence of a documented process and/or supporting guidance material to implement the requirements of ESARR 1. No personnel were assigned to conduct safety regulatory oversight audits or safety reviews as per the requirements of ESARR 1.		Late	12/2012
MIL (By:12-2010)	Military do no provide ATC service to civil flights		Not Applicable	
				-

SRC-CHNG	Implementation of Safety Oversight of Changes to ATM by National Supervisory Authorities (NSA) (By:12-2010 / Active)	Late	
This has not been implemented. Tentative plan exists for the implementation in 2012.			12/2012
REG (By:12-2010)	Functional NSA is being established. Tentative plans exist for 2012.	Late	
			12/2012
MIL (By:12-2010)	Military do no provide ATC service to civil flights	Not Applicable	
			-

SRC-OVCA		Implementation of ATM Safety Oversight Capabilities by NSAs (By:12-2010 / Active)		Late	
The establishment and organising of fully functional NSA is in progress. It is expected that the oversight capabilities will be gained by the end of 2012				12/2012	
REG (By:12-2010)		The establishment and organising of fully functional NSA is in progress. It is expected that the oversight capabilities will be gained by the end of 2012		Late	
				12/2012	
MIL (By:12-2010)		Military do no provide ATC service to civil flights		Not Applicable	
				-	

SRC-RLMK		Implement the EUROCONTROL Safety Regulatory Requirements (ESARRs) (By:12-2010 / Active)		Late	
Full implementation expected in 2012					12/2012
REG (By:12-2010)	Legal framework provided by Aviation Law of Bosnia and Herzegovina "Official Gazzete of BH N 39/09 " Article 14 (3) a,b,c,d. Implementation expected in 2012			Late	12/2012
MIL (By:12-2010)	Military do no provide ATC service to civil flights			Not Applicable	
					-

SRC-SLRD		Safety Levels and Resolution of Deficiencies (By:12-2010 / Active)		Late	
The establishment and organising of fully functional NSA is in progress. It is expected that the oversight capabilities will be gained by the end of 2012				12/2012	
REG (By:12-2010)	The establishment and organising of fully functional NSA is in progress. It is expected that the oversight capabilities will be gained by the end of 2012			Late	
					12/2012
MIL (By:12-2010)	Military do no provide ATC service to civil flights			Not Applicable	
					-

Chapter 6 - Airspace Organisation and Management

AOM13.1	Harmonize Operational Air Traffic (OAT) and General Air Traffic (GAT) handling (By:12/2015 / Active)	Planned	
Even though the military arial activities are limited to the helicopter flights, BH intends to harmonise OAT and GAT handling. The full implementation is foreseen for the end of the objective deployment date allowing newly established BHANSA to become fully capacitated for the implementation.			12/2015
REG (By:12-2011)	The current legal provisions allow for the implementation of the harmonised GAT and OAT handling procedures. No other regulatory adjustments have been foreseen.	Completed	05/2009
ASP (By:12-2013)	BHANSA is expected to meet the objective within the targeted timeframe.	Late	11/2013
MIL (By:12-2015)	The military authority will take an active role in the fulfilment of the objective..	Planned	12/2015

AOM19	Implement Advanced Airspace Management (By:12/2015 / Active)	Planned	
The objective is planned for implementation by its end date.			12/2015
ASP (By:12-2015)	BHANSA, once it starts with the operations, will meet all the requirements towards the full implementation of the objective.	Planned	12/2015
MIL (By:12-2015)	The military authority will complete their part as required after the introduction of the FUA concept.	Planned	12/2015

AOM20	Implement ATS Route Network (ARN) - Version 7 (By:10/2013 / Active)	Planned	
BA	experts attend RNDSG	meetings.	09/2013
Implementation actions will be taken on time.			
ASP (By:10-2013)	When and where necessary required actions in accordance with ARN V7 will be implemented on time	Planned	09/2013
MIL (By:10-2013)	The implementation of the objective is conducted by BHANSA; Military authorities are consulted.	Not Applicable	-

Chapter 7 - Air Traffic Control & Data Processing Systems

ATC02.2	Implement ground based safety nets - Short Term Conflict Alert (STCA) - level 2 (By:01/2013 / Active)	Planned	
The objective will be met with the implementation of the new ATM system in 2012.			12/2012
REG (By:01-2013)	The objective will be met with the implementation of the new ATM system.	Planned	
			12/2012
ASP (By:01-2013)	The objective will be met with the implementation of the new ATM system in 2012.	Planned	
		National ATM Upgrade	12/2012
MIL (By:01-2013)	No role in service provision	Not Applicable	
			-

ATC02.5	Implement ground based safety nets - Area Proximity Warning - level 2 (By:12/2013 / Active)	Planned	
Only tentative plans exist. The necessary system upgrades will be specified upon the installation of a new system.			12/2013
REG (By:12-2013)	Detailed planning will be made accordingly.	Planned	
			12/2013
ASP (By:12-2013)	Only tentative plans exist. Upon the installation of the new system the necessary upgrades will be specified.	Planned	
		National ATM Upgrade	12/2013
MIL (By:12-2013)	No role of MIL authority in ANS provision.	Not Applicable	
			-

ATC02.6	Implement ground based safety nets - Minimum Safe Altitude Warning - level 2 (By:12/2013 / Active)	Planned	
A detailed planning will be made available after the installation of the new ATM system.			12/2013
REG (By:12-2013)	A detailed planning will be made accordingly.	Planned	
		National ATM Upgrade	12/2012
ASP (By:12-2013)	Necessary system updates will be made upon the installation of a new ATM system.	Planned	
		National ATM Upgrade	12/2013
MIL (By:12-2013)	No Mil ATSU in BH.	Not Applicable	
			-

ATC02.7	Implement ground based safety nets - Approach Path Monitor - level 2 (By:12/2013 / Active)	No Plan	
BHANSF will investigate a necessity to upgrade their new system, which is yet to be installed in 2012, to support the implementation of the objective. Currently, no plans exist.			12/2013
REG (By:12-2013)	The objective is yet to be analysed in the coming years.	No Plan	
		National ATM Upgrade	12/2013
ASP (By:12-2013)	BHANSF will investigate a necessity to upgrade their new system to support the implementation of the objective.	No Plan	
		National ATM Upgrade	12/2012
MIL (By:12-2013)	No MIL ATM systems in BH	Not Applicable	
			-

ATC07.1	Implement arrival management tools (By:12/2010 / Active) (Outside Applicability Area)	Not Applicable	
Bosnia and Herzegovina is outside the applicability area. At this stage there is no plan to implement arrival tools. The main complexity with Sarajevo airport is the interaction between arrival and departure traffic flows. There is no operational justification for the implementation of this objective.			-
ASP (By:12-2010)	At this stage there is no plan to implement arrival tools. The main complexity with Sarajevo airport is the interaction between arrival and departure traffic flows. There is no operational justification for the implementation of this objective.	Not Applicable	
			-

ATC12	Implement automated support for conflict detection and conformance monitoring (By:01/2015 / Active)	Planned	
The new ATM System, to be installed in 2012 will cater for full implementation of this objective.			12/2012
REG (By:01-2015)	The procedures will be approved during the system certification process.	Planned	
			10/2012
ASP (By:01-2015)	The new ATM System, to be installed in 2012 will carry this function.	Planned	
			12/2012

ATC15	Implement, in En-Route operations, information exchange mechanisms, tools and procedures in support of Basic AMAN operations (By:01/2017 / Active)	No Plan	
No plan at present. Its possible implementation will be assessed in 2014			-
REG (By:01-2017)	No plan at present. Its possible implementation will be assessed in 2014	No Plan	
			-
ASP (By:01-2017)	No plan at present. Its possible implementation will be assessed in 2014	No Plan	
			-

ATC16	Implement ACAS II compliant with TCAS II change 7.1 (By:12/2015 / Active)	Planned	
Planned to be implemented in due time			12/2014
REG (By:01-2015)	Planned to be implemented in due time	Planned	
			12/2014
ASP (By:03-2012)	Planned to be implemented	Late	
			12/2013
MIL (By:01-2015)	Planned to be implemented	Planned	
			12/2014

ITY-COTR	Implementation of ground-ground automated co-ordination processes (By:02-2015 / Active)	Planned	
Bosnia and Herzegovina is due to install their ATM system in 2012. Only in 2012 the system will be ready for gradual implementation.			12/2012
REG (By:12-2012)	A safety assessment will be developed only after the installation of the ATM system.	Planned	
			12/2012
ASP (By:02-2015)	A new ATM system, due to be installed in 2012 will cater for the implementation of the objective.	Planned	
			06/2012
MIL (By:12-2012)	Military do no provide ATC service to civil flights	Not Applicable	
			-

Chapter 8 - Traffic Flow and Capacity Management

FCM01	Implement enhanced tactical flow management services (By:12/2006 / Active)	Late	
The implementation of a new ATM system, planned for 2012, will provide capabilities for achieving this objective.			12/2012
ASP (By:12-2006)	The new system will go operational by the end of 2012	Late	
			12/2012
MIL (By:12-2001)	Military do not provide service to civil flights	Not Applicable	
			-

FCM03	Implement collaborative flight planning (By:12/2010 / Active)	Late	
By implementing a new ATM system, this objective will become achievable. In the mean time it remains planned at least until 2012.			12/2012
ASP (By:12-2010)	The objective will be met by the implementation of the new ATM system in 2012.	Late	
			12/2012
MIL (By:12-2006)	Military do not provide service to civil flights	Not Applicable	
			-

Chapter 9 - Aeronautical Information Management

INF04	Implement integrated briefing (By:12/2007 / Active)	Late	
The implementation is planned for 2012			12/2012
ASP (By:12-2007)	The implementation is planned for 2012.	Late	
		National ATM Upgrade	12/2012
MIL (By:12-2007)	Military do not provide service to civil flights	Not Applicable	
			-

ITY-ADQ	Ensure quality of aeronautical data and aeronautical information (By:07-2017 / Active)	Planned	
Implementation planned, the 1st phase will be completed by the end of 2013			03/2017
REG (By:07-2017)	Implementation planned, the 1st phase will be completed by the end of 2013	Planned	
			03/2017
ASP (By:07-2017)	Implementation planned, the 1st phase will be completed by the end of 2013	Planned	
			03/2017
MIL (By:07-2017)	Aeronautical data and aeronautical information is managed by BHANSA and supervised by BHDCA	Not Applicable	
			-
APO (By:07-2017)	Implementation planned, the 1st phase will be completed by the end of 2013	Planned	
			03/2017

Chapter 10 - Human Resources Management and Human Factors

HUM01.1	Ensure timely availability of ATCOs (By:12/2012 / Active)	Planned	
	BHDCA has started a comprehensive training programme for 52 en-route ATCOs. The training includes: ab-initio, conversion, refresher, pre-OJT, and OJT. The ATCOs are expected to be ready to resume ATC provision, gradually throughout 2012 and 2013. BHDCA is a user of FEAST since 2008.		12/2012
ASP (By:12-2012)	A future national ANSP, established in 2010, will have this objective fully implemented by the end of 2012.	Planned	
			12/2012
MIL (By:12-2012)	Military do not provide service to civil flights	Not Applicable	
			-
HUM02.1	Integrate Human Factors into ATM Operations (By:12/2012 / Active)	Planned	
	The integration of human factors into ATM operations will be ensured by 2012		12/2012
ASP (By:12-2012)	BHANSa is established. Planning is done at the level of BHDCA at present.	Planned	
		National ATM Upgrade	12/2012
MIL (By:12-2012)	Military do not provide service to civil flights	Not Applicable	
			-
HUM03.1	Integrate Human Factors into the lifecycle of ATM systems (By:12/2012 / Active)	Planned	
	The integration of human factors into the lifecycle of BA ATM system will be ensured by 2012		12/2012
ASP (By:12-2012)	BHANSa is established. Currently, planning is done by BHDCA.	Planned	
			12/2012
MIL (By:12-2012)	Military do not provide service to civil flights	Not Applicable	
			-

11.1 Communications

COM06	Migrate to ATS-Qsig digital signalling for ground telephone applications (By:12/2008 / Active) (Outside Applicability Area)	Not Applicable	
A VCS of the new system will be capable of supporting the implementation. The existing plans are dependant of regional coordination. No implementation plan exists at present.			-
ASP (By:12-2008)	A VCS of the new system will be capable of supporting the implementation. The existing plans are dependant of regional coordination. No implementation plan exists at present.	Not Applicable	
			-
MIL (By:12-2008)	There is no involvement of MIL in this objective.	Not Applicable	
			-

COM09	Migrate ground international or regional X.25 data networks or services to the Internet Protocol (IP) (By:12/2011 / Active)	Late	
BA is committed to implement the objective. At present, only tentative plan exists.			12/2012
REG (By:12-2010)	BA is committed to implement the objective. At present, only tentative plan exists.	Late	
			12/2012
ASP (By:12-2011)	It will be upon a future ANSP to establish a concrete plan for the implementation of the objective. At present only a tentative plan exists.	Late	
			12/2012
MIL (By:12-2011)	Military do not provide service to civil flights	Not Applicable	
			-

COM10	Migrate from AFTN to AMHS (By:12/2014 / Active)	Planned	
The AMHS is implemented as of Sep. 2011			11/2014
ASP (By:12-2014)	The AMHS is implemented as of Sep. 2011	Planned	
		National ATM Upgrade	11/2014
MIL (By:12-2014)	No military ATS units exist in BH.	Not Applicable	
			-

COM11	Implementation of Voice over Internet Protocol (VoIP) in ATM (By:12/2020 / Active)	Planned	
BHANSAs plans to implement VoIP by 2015			12/2015
REG (By:12-2018)	BHANSAs plans to implement VoIP by 2015	Planned	
			12/2015
ASP (By:12-2020)	BHANSAs plans to implement VoIP by 2015	Planned	
			12/2015
MIL (By:12-2020)	Military do not provide service to civil flights	Not Applicable	
			-

ITY-AGDL	Initial ATC air-ground data link services above FL-285 (By:02-2015 / Active)	No Plan	
No plans at present.			-
REG (By:02-2015)	No plans at present.	No Plan	
			-
ASP (By:02-2015)	No plans at present.	No Plan	
			-
MIL (By:-)	Military do no provide ATC service to civil flights	Not Applicable	
			-

ITY-AGVCS	Air-Ground voice channel spacing above FL-195 (By:12-2015 / Active)	Completed	
The objective completed through the ANS provision by adjacent centres. BH national system will also secure the completion of the objective. BHANSA will continue with the compliance.			-
REG (By:07-2008)	Regulation has been put in place.	Completed	
			-
ASP (By:07-2008)	Temporarily covered by CCL. BHANSA will continue with the compliance.	Completed	
			-
MIL (By:12-2015)	Military do no provide ATC service to civil flights	Not Applicable	
			-

ITY-FMTP	Apply a common flight message transfer protocol (FMTP) (By:12-2014 / Active)	Planned	
ATM system in Bosnia and Herzegovina is due to be installed in 2012. The objective will be met by the end of 2012.			12/2012
REG (By:12-2014)	Regulation will be developed in due course. The implementation of the objective cannot take place before mid 2012.	Planned	
			12/2012
ASP (By:12-2014)	The implementation is planned during the process of development of the new ATS system. A concrete plan is dependant on regional coordination.	Planned	
			12/2012
MIL (By:12-2014)	Military do no provide ATC service to civil flights	Not Applicable	
			-

11.2 Navigation

NAV03	Implementation of P-RNAV (By:12/2010 / Active)	No Plan	
There is no stable plan to implement PRNAV in BH at this stage. BHDCA will take this objective into consideration during the BH ATM Strategy implementation.			-
REG (By:01-2005)	Currently only tentative plan exists. Detailed planning will be done during ATM Strategy implementation.	No Plan	
			-
ASP (By:01-2010)	Currently only tentative plan exists. Detailed planning will be done during ATM Strategy implementation.	No Plan	
			-
MIL (By:12-2010)	Military do no provide ATC service to civil flights	Not Applicable	
			-

NAV10	Implement APV procedures (By:12/2016 / Active)	No Plan
No plans at present.		-
REG (By:04-2011)	No plans at present.	No Plan
		-
ASP (By:12-2016)	No plans at present.	No Plan
		-
MIL (By:04-2015)	No plans at present.	No Plan
		-

11.3 Surveillance

SUR02	Implement Mode S elementary surveillance (By:03/2007 / Active) (Outside Applicability Area)	Not Applicable
Even though, BH is outside the area of application, the objective is considered for implementation.		-
REG (By:03-2005)	An adequate regulation will support the implementation. Currently under consideration.	Not Applicable
		-
ASP (By:03-2007)	The new ATM system will have the elementary Mode S capabilities. The future ANSP will consider their applications.	Not Applicable
		-
MIL (By:03-2009)	-	Not Applicable
		-

SUR04	Implement Mode S enhanced surveillance (By:03/2007 / Active) (Outside Applicability Area)	Not Applicable
Not in applicability area.		-
REG (By:12-2004)	No plans at present.	Not Applicable
		-
ASP (By:12-2007)	No plans at present.	Not Applicable
		-
MIL (By:03-2009)	Not in applicability area.	Not Applicable
		-

SUR05	Improve ground-based surveillance using ADS-B in Non Radar Airspace (NRA) (By:12/2011 / Active) (Outside Applicability Area)	Not Applicable
Not in applicability area.		-
REG (By:12-2011)	No plans at present.	Not Applicable
		-
ASP (By:12-2011)	No plans at present.	Not Applicable
		-
MIL (By:12-2011)	Not in applicability area.	Not Applicable
		-

AOP03	Improve runway safety by preventing runway incursions (By:12/2013 / Active)	Planned	
The initial steps have been taken, i.e. Runway Safety Teams have been established. The rest of the actions are yet to be organised. Regulation will have to be provided.			12/2013
REG (By:12-2013)	The initial steps have been taken, i.e. Runway Safety Teams have been established. The rest of the actions are yet to be organised. Regulation will have to be provided.	Planned	
			12/2013
ASP (By:12-2013)	The initial steps have been taken, i.e. Runway Safety Teams have been established. The rest of the actions are yet to be organised. The delays were caused by the reorganisations of the services provision and the establishment of a new national ANSP organisation.	Planned	
			12/2013
MIL (By:12-2013)	There are no military airport service providers in BH.	Not Applicable	
			-
APO (By:12-2013)	The initial steps have been taken, i.e. Runway Safety Teams have been established. The rest of the actions are yet to be organised. No fixed dates so far. Tentative plans exist.	Completed	
			12/2009

12.1 Sarajevo Airport

AOP01.2	Implement airside capacity enhancement method and best practices based on Eurocontrol capacity and efficiency implementation manual (By:12/2011 / Active)	Not Applicable	
LQSA - Sarajevo (Outside Applicability Area)			
Not in the applicability area			-
ASP (By:12-2011)	Not in the applicability area	Not Applicable	
			-
APO (By:12-2011)	Not in the applicability area	Not Applicable	
			-

AOP04.1	Implement Advanced Surface Movement Guidance and Control System (A-SMGCS) Level1 (By:12/2010 / Active)	Not Applicable	
LQSA - Sarajevo (Outside Applicability Area)			
Not applicable to Sarajevo airport-			-
REG (By:12-2009)	Not applicable to Sarajevo airport-	Not Applicable	
			-
ASP (By:12-2010)	Not applicable to Sarajevo airport-	Not Applicable	
			-
MIL (By:12-2009)	Not applicable to Sarajevo airport-	Not Applicable	
			-
APO (By:12-2009)	Not applicable to Sarajevo airport-	Not Applicable	
			-

AOP04.2	Implement Advanced Surface Movement Guidance and Control System (A-SMGCS) Level 2 (By:12/2013 / Active)	Not Applicable
LQSA - Sarajevo (Outside Applicability Area)		
Not applicable to Sarajevo airport-		-
REG (By:12-2012)	Not applicable to Sarajevo airport-	Not Applicable
		-
ASP (By:12-2013)	Not applicable to Sarajevo airport-	Not Applicable
		-
APO (By:12-2012)	Not applicable to Sarajevo airport-	Not Applicable
		-

AOP05	Implement Airport Collaborative Decision Making (CDM) (By:01/2013 / Active)	Not Applicable
LQSA - Sarajevo (Outside Applicability Area)		
Not applicable to Sarajevo airport-		-
ASP (By:01-2013)	Not applicable to Sarajevo airport-	Not Applicable
		-
MIL (By:01-2013)	Not applicable to Sarajevo airport-	Not Applicable
		-
APO (By:01-2013)	Not applicable to Sarajevo airport-	Not Applicable
		-

AOP08	Implement Airport Airside Capacity Planning Method (By:12/2011 / Active)	Not Applicable
LQSA - Sarajevo (Outside Applicability Area)		
Not applicable to Sarajevo airport-		-
ASP (By:06-2011)	Not applicable to Sarajevo airport-	Not Applicable
		-
MIL (By:06-2011)	Not applicable to Sarajevo airport-	Not Applicable
		-
APO (By:06-2011)	Not applicable to Sarajevo airport-	Not Applicable
		-

AOP09	Implement Optimised Dependent Parallel Operations (By:12/2015 / Active)	Not Applicable
LQSA - Sarajevo (Outside Applicability Area)		
Not applicable to Sarajevo airport. No parallel runway.		-
REG (By:12-2015)	Not applicable to Sarajevo airport-	Not Applicable
		-
ASP (By:12-2015)	Not applicable to Sarajevo airport-	Not Applicable
		-

13.1 Sarajevo Airport

ENV01	Implement Continuous Descent Approach (CDA) techniques for environmental improvements (By:12/2013 / Active)	Planned
LQSA - Sarajevo (Outside Applicability Area)		
Planned for its implementation in 2013.		11/2013
ASP (By:12-2013)	Planned for its implementation in 2013.	Planned
		11/2013
APO (By:12-2013)	Planned for its implementation in 2013.	Planned
		11/2013

ENV02	Implement Collaborative Environmental Management (CEM) at Airports (By:12/2013 / Active)	Planned
LQSA - Sarajevo (Outside Applicability Area)		
Sarajevo airport has a manger dealing with environmental issues and the airport is ISO 14001 certified		11/2013
ASP (By:12-2013)	Sarajevo airport has a manger dealing with environmental issues and the airport is ISO 14001 certified	Planned
		11/2013
MIL (By:12-2013)	The Sarajevo airport is not a military airport	Not Applicable
		-
APO (By:12-2013)	Sarajevo airport has a manger dealing with environmental issues and the airport is ISO 14001 certified	Planned
		11/2013

LSSIP Year 2011

PART III - IMPLEMENTATION OF SES LEGISLATION

The implementation of SES Legislation by Bosnia and Herzegovina is based on ECAA Agreement with the European Union.

Pursuant to Article 12.1 of Regulation (EC) No 549/2004 Part III-Chapter 14 of BA LSSIP Year 2011 fulfils Bosnia and Herzegovina's obligation to report to the European Commission on SES legislation implementation for the period from 1st January 2011 till 31st December 2011.

This report is collected by EUROCONTROL on behalf of the European Commission pursuant to a request by the European Commission,

For Bosnia and Herzegovina,
Đorđe Ratkovica

Signature



Date

27 January 2012

Chapter 14 - Single European Sky Annual Report

14.1 NSA

14.1.1 NSA Establishment & Responsibilities

BHDCA, as per Article 16 of the Aviation Law acts as the National Supervisory Authority (NSA).

Name of the NSA:	BHDCA				
Legal Basis:	The Aviation Law and by-law Regulation on job classification in the BHDCA. BHDCA is designated body of the National Supervisory Authority. Functions of NSA will be discharged by means of the Flight Safety and Security Division and Air Navigation and Aerodromes Division. (Article 58. Regulation on job classification in the BHDCA)				
Separation from ANSP:	<i>The Aviation Law and the Law on Air Navigation Services Agency of Bosnia and Herzegovina, guarantee separation of regulatory and ANSP.</i>				
Relationship with State Civil Aviation Regulator (CAA/DGCA):	BHDCA is designated body of the National Supervisory Authority.				
Areas of Responsibility	CIV	MIL	Additional Information		
ATS	Y	N/A	Currently the responsibility of BHDCA		
CNS	Y	N/A	"		
AIS	Y	N/A	"		
AFIS	Y	N/A	"		
MET	Y	N/A	"		
Other Areas of Responsibility	CIV	MIL	Additional Information	Notified to EC/EASA	Date of correspondence
ATCO Licensing	Y	N/A		Y	SES Report
Engineering & Tech. Staff	Y	N/A	BHDCA	N	
Access ANSPs accounts	N	N/A	No access to the accounts of the current orgs providing ANS: BHANSA (RSCAD, FedCAD), SMATSA, CCL.	N	
Interoperability	Y	N/A		N	
Performance	N/A	N/A	One national supervisory authority	N	
Changes since previous AR:	No significant changes.				

The table below shows the list of Qualified Entities in Bosnia and Herzegovina:

Name:	Period of validity of the recognition	
	From:	To:
-	-	-

Has any NSA delegated any inspections & surveys to Qualified Entities (QEs) during this reporting period? If Yes, indicate below the tasks delegated:	N
-	
If a QE was delegated to carry out safety regulatory audits, the NSA:	
Has applied the additional criteria as per Art. 10.1?	N
Maintains record of the appointments?	N

14.1.2 NSA Resources

Name of the NSA:	BHDCA		
NSA Tasks with respect to:	NSA Headquarters	Seconded or Subcontracted	Regional Offices (if applicable)
Certification and Ongoing Compliance:	0		
ATCO licensing, ratings and rating endorsements & Certification of training provider(s) and material:	1		
Supervision of engineering and technical personnel:	0		
Safety Oversight in ATM:	0,7		
Interoperability:	0		
Performance:	0		
Administrative staff (management + support):	0,3		
Others:	0		
Total:	2	0	N/A

Number of qualified safety auditors/inspectors (as per the requirements of the safety oversight Regulation)	2
Has the NSA established specific qualification criteria for safety auditors/inspectors? If Yes, provide brief information on the specific qualification criteria for safety auditors/ inspectors (education, training, experience, etc.) and the relevant references	Y
University graduate or possess other expert education (depending on the demands of the tasks performed), at least five years of work experience in the field of civil aviation; possess functional knowledge and fulfil other specific requirements defined by special regulation issued by BHDCA.	

Has the NSA conducted an assessment of its human resources with regards to:	
- Safety oversight	N
- Other NSA tasks	N
No qualified and trained resources to conduct Safety oversight or other NSA tasks of its HR.	
If Yes, please specify measures/plans by the State to ensure that the NSA has the necessary capability required for the oversight of all organisations operating under their supervision	
-	

Additional information:	The ISIS Programme is an initiative of the European Commission launched to support the ISIS Beneficiaries through several projects. Capacity Building of NSAs- Project aims at supporting the ISIS Beneficiaries in order to have independent, well established and well staffed NSAs.
--------------------------------	---

14.2 ANSP Certification, Designation & Cross-Border ATS Provision

14.2.1 Certification

No significant changes to report since the previous reporting period.

Additional Information	The ANSPs currently operating in Bosnia and Herzegovina are BHANSA (TWR and Approach service) and two foreign from Croatia and Serbia (en-route). BHANSA will be subject to certification. Two foreign ANSPs from Croatia and Serbia are certified by their respective authorities. The certification process had not started yet. There is a formal plan, timeframe for the certification process will be defined in 2012.
-------------------------------	--

14.2.2 Designation

No change to report since the previous reporting period.

Additional Information	According to the Article 5 of the Aviation Law just after the certification the service provider will be directly designated.
-------------------------------	---

14.2.3 Arrangements for Cross-Border provision of Air Traffic Services

The following tables present the cross-border provision of Air Traffic Services involving Bosnia and Herzegovina:

14.2.3.1 In airspace falling under the responsibility of Bosnia and Herzegovina:

CAR/CAB #	BAHR-01	2010 CAR/CAB #	# 9
AB where ATS is provided cross-border	Western part of Sarajevo FIR FL 290–FL 660; Sarajevo FIR FL 100–FL 285		
Airspace under the responsibility of	Bosnia & Herzegovina		
ATS Provider	Croatia Control		
ATS Provider certified/based in	Croatia		
Arrangement between the NSAs concerned for the supervision of the ATS Provider			N
Arrangement is in preparation, coordination through FAB CE.			
Legal framework under which the cross-border ATS provision is taking place			
Case A: Delegation by the reporting State of the responsibility for the provision of ATS			Y
ICAO State-to-State Agreement	Y	Agreement between BHDCA and ANSP of Croatia	
Changes since, corrections to, the previous Annual Report:		No changes	

CAR/CAB #	BARS-01	2010 CAR/CAB #	# 10
AB where ATS is provided cross-border	Eastern part of Sarajevo UIR		
Airspace under the responsibility of	Bosnia & Herzegovina		
ATS Provider	SMATSA		
ATS Provider certified/based in	Serbia		
Arrangement between the NSAs concerned for the supervision of the ATS Provider			N
Arrangement is in preparation.			
Legal framework under which the cross-border ATS provision is taking place			
Case A: Delegation by the reporting State of the responsibility for the provision of ATS			Y
ICAO State-to-State Agreement	Y	Agreement between BHDCA and ANSP of Serbia	
Changes since, corrections to, the previous Annual Report:		No changes	

14.2.3.2 ATS provided in the airspace falling under the responsibility of another State by an ATSP certified by Bosnia and Herzegovina:

14.3 Ongoing Compliance – year 2011

Name of the NSA:	BHDCA
The NSA has established an annual Inspection Programme, containing also the programme for safety regulatory audits (as per Art. 7 of Regulation (EC) N° 2096/2005):	N
The annual Inspection Programme:	
a) covers all providers certified by the NSAs	N
b) is based on an assessment of the risks associated to the different operations constituting the provided services	N

SMATSA and CCL are certified by Serbia and Croatia, there are not arrangements for Inspection.	
The NSA consulted all the ANSPs it has certified before establishing the annual Inspection Programme	N
Where necessary the NSA consulted other NSAs concerned before establishing the Inspection Programme	N
Consultation process is initiated through FAB CE coordination activity. More efforts are planned with regard to consultation with NSA of Croatia.	
Which ANSPs were checked for ongoing compliance and for what Common Requirements (Add as many rows as necessary)	
N/A	N/A
In particular with respect to the requirement on <u>Security</u>, has the NSA verified that as per Annex I, Article 4 the security management system of the ANSPs:	
a) ensures the security of facilities and personnel	N/A
b) ensures the security of operational data	N/A
c) defines the procedures for risk assessment and mitigation, monitoring, reviews and lesson dissemination	N/A
d) defines the means to detect breaches and to send alerts	N/A
e) defines the means to contain effects of breaches, to identify corrective actions and mitigation procedures and to prevent re-occurrence	N/A
-	
Has the NSA verified that the ANSPs have ensured the security clearance of its personnel?	N/A
Has the NSA identified any non-compliances of the ANSPs with the requirement for the implementation and management of a security management system?	N/A
-	

14.4 Safety Requirements

14.4.1 Safety Oversight

14.4.1.1 Processes, procedures and documentation

Name of the NSA:	BHDCA
-------------------------	-------

Has the NSA established a process to verify:	
▪ Compliance with applicable safety regulatory requirements prior to the issue or renewal of the ANSPs certificates (including compliance with safety-related conditions attached to the certificate)	N
▪ Compliance with any safety-related obligations in the designation act	N
▪ Ongoing compliance of the ANSPs	N
▪ Implementation of safety directives	N
▪ Implementation of safety objectives, safety requirements and other safety-related conditions identified in:	
- EC declarations of verification of systems	N
- EC declaration of conformity or suitability for use of constituents of systems	N
- Risk assessment and mitigation procedures required by safety regulatory requirements applicable to ANS, ATFM and ASM	N
All of the above under development.	

The process established for verification of compliance with safety regulatory requirements:	
▪ is based on documented procedures	N
▪ provides the organisation concerned with an indication of the results of the safety oversight activity	N
▪ is based on safety regulatory audits and reviews conducted in accordance with Article 6, 8 and 9 of Regulation (EC) No 1315/2007	N

<ul style="list-style-type: none">▪ provides to the NSA the evidence needed to support further action, including measures foreseen by Article 9 of Reg. (EC) No 549/2004 and by Article 7(7) of Reg. (EC) No 550/2004 in situations where safety regulatory requirements are not being complied with	N		
All of the above under development.			
Does this established process refer to the specific verification of:	ANS	ATFM	ASM
	N	N	N
All of the above under development.			

Has the NSA accepted the procedures put in place by the organisations concerned ¹ for the introduction of <u>safety-related changes</u> to their functional systems?	N
On going process.	
Has the NSAs established a review procedure of the proposed changes in compliance with all the requirements of Article 9(2)(c)-(i) of Regulation (EC) No 1315/2007?	N
On going process.	

The <u>safety regulatory audits</u> conducted by the NSA or by the QE as delegated by the NSA:	
<ul style="list-style-type: none"> provide evidence of compliance with applicable safety regulatory requirements and with implementing arrangements by evaluating the need for improvement or corrective action 	N
<ul style="list-style-type: none"> are independent of internal auditing activities undertaken by the organisation concerned as part of its safety or quality management systems 	N
<ul style="list-style-type: none"> apply to complete implementing arrangements or elements thereof, and to processes, products or services 	N
<ul style="list-style-type: none"> lead to the correction of any identified non-conformities in accordance with Article 7 	N
<ul style="list-style-type: none"> are carried out pursuant to a NSA decision specifying which arrangements, elements, services, products, physical locations and activities are to be audited within specified timeframes 	N
-	

Indicate the relevant parts/chapters/pages of the documented procedures that relate to:	
• certification process;	-
• on-going oversight process;	-
• safety directive process;	-
• monitoring of safety performance;	-
• the safety regulatory audits;	-
• corrective action process;	-
• annual programme of safety regulatory audits,	-
• oversight of changes;	-
• use of recognised organisations;	-
• safety oversight reporting.	-

14.4.1.2 Exercise of safety oversight – year 2011

Name of the NSA:	BHDCA
The NSA produced an annual safety oversight report for year 2010	N
-	

The NSA exercised safety oversight of:	ANS	ATFM	ASM
-	N	N	N
Please, specify the number of <u>audits</u> performed in the year 2011 regarding	ANS	ATFM	ASM

¹ All ANSPs or ASM or ATFM entities providing services and/or functions within the airspace of the State.

	-	-	-
Please, indicate the average number of total man/hours dedicated to an audit (including the stages of preparation, on-site audit and report writing)			-

Number of notifications of safety-related changes to functional systems received by the NSA?	-
Please specify the number of reviews performed with regards to the following changes:	
▪ when severity assessment determined a severity class 1 or 2 for the potential effects of the hazards identified	-
▪ when the implementation of changes required the introduction of new aviation standards	-
▪ any other situation than those referred above	-

Has the NSA issued any <u>safety directive</u> as per Art. 12(1) of Reg. (EC) No 1315/2007?	N
-	
If 'Y', were the contents of the safety directive in compliance with Art. 12(2) of Reg. (EC) No 1315/2007?	-
If 'Y', has the NSA forwarded, as far as appropriate, a copy of the safety directive(s) to other NSAs concerned, and to the European Commission, EASA and EUROCONTROL?	-
If directives were issued, has the NSA verified compliance with them?	N/A
-	

14.4.2 Safety Software Assurance

Has each organisation ² , as part of its SMS, defined and implemented a software safety assurance system to deal with EATMN software related aspects in accordance with Art. 3, 4 & 5?	N
No defined and implemented a software safety assurance system by present organizations. Under development.	
Have the requirements been applied for new software or for changes to existing software by any of the organisations under the supervision of the NSA during 2011?	N
If yes, have the organisations made available the required assurances to the NSA demonstrating that the requirements have been satisfied?	N
Under development	

14.5 ATCO Licensing

Has the Competent Authority established procedures for the application and issue, renewal and revalidation of licenses, associated ratings, endorsements and medical certificates?					Y
The "Regulation on vocational training, licences and authority for air traffic controllers" implements the requirements of ICAO Annex 1 and ESARR 5. Regulations are matter of review and harmonization process with EC N°805/2011.					
Has the State decided to apply this Regulation to their military personnel providing services to the public?					N/A
If No, has the State taken measures to ensure that services provided or made available by military personnel to the public offer a level of safety that is at least equivalent to the essential requirements of Annex Vb of Regulation (EC) No 216/2008?					N/A
There is no military ANS service provider and personnel.					
Has the State decided to impose local language requirements?					N
On going process.					
Has the State implemented the provisions of Chapter III of the Regulation regarding medical certification?					Y
The medical certificates are issued by:					
(A competent body of) the Competent Authority (CA)	N	Aero medical examiners (approved by the CA)	Y	Aero medical centre(s) (approved by the CA)	Y
The Institute for Healthcare of Transportation Employees - Department of Aviation Medicine, Sarajevo.					
Has the State decided to apply derogations as provided for in Article 31 of the Regulation?					N
If Yes, has this been notified to EASA and the Commission?					N/A

Licenses <u>under the supervision of the CA:</u>			Licenses <u>issued by the CA:</u>		
	CIV	MIL		CIV	MIL
ATCO:	91	0	ATCO:	95	0
Student ATCO:	27	0	Student ATCO:	27	0
Please specify the number of ATCOs licensed in another Member State that have applied for an exchange of their license for one issued in your State:					0
No requirements.					

The table below shows the list of Training Organisations in Bosnia and Herzegovina.

Name of the Training Provider	Certified	Date of Cert.	Valid until	Types of Training/Services Certified:
There is no Training organisations in Bosnia and Herzegovina.	N/A	-	-	-

14.6 FABs

14.6.1 FABs progress

FAB:	FA B Central Europe		States involved:	AT - Austria		
Launched in:	March/2007			BiH - Bosnia and Herzegovina		
				CZ - Czech Republic		
				HR - Croatia		
				HU - Hungary		
				SI - Slovenia		
				SK - Slovakia		
Please indicate the phase of development of your FAB initiative:						
Implementation	Start:	01/2011	End:	12/2012	Progress:	ongoing

The Implementation of Initial Scenario by 2009, Static AoR scenario starting in 2012 and completed no later than 2015 for all participating ANSPs, and Dynamic AoR scenario by 2021.

In order to ensure the implementation of FABs by 04.12.2012, has the State established the necessary cooperation mechanisms (e.g with other Member States and third countries being part of FABs)	Y
--	---

The Agreement on the Establishment of Functional Airspace Block Central Europe was signed on 5th May 2011 and is consequently a subject to ratification by member states.

On Provisional basis the following FAB CE bodies have started their work during 2011:

- FAB CE Council
 - formulation and endorsement of the FAB CE principles, objectives and policy at the strategic level such as: airspace design, ASM, ANS, ATFM, supervision and safety oversight etc.
- NSA Coordination Committee
 - NSA cooperation and coordination, FAB supervision and oversight, safety issues, harmonization of performance plans
- Joint Civil – Military Airspace Coordination Committee
 - strategic coordination of national ASM and airspace design policies, ATFCM processes and Civil-Military cooperation in all FAB CE States
- FAB CE Legal Committee

development of compliance matrix based on Reg. No 176/2011

Please list briefly the improvements to the ANS provision that were implemented in 2011 as part of the FAB projects (for FAB initiatives) or FAB management (for established FABs):

ATS	Foreign ANSP (see CCL Report)
MET	Foreign ANSP (see CCL Report)
CNS	Foreign ANSP (see CCL Report)
AIS	Foreign ANSP (see CCL Report)
ASM (including FUA)	Foreign ANSP (see CCL Report)
Consultation of Stakeholders	<ul style="list-style-type: none"> - Stakeholders Communication Paper as a basis for external communication - Communication policy - Communication plan 2011
Economic	<ul style="list-style-type: none"> - Developed mechanism for monitoring, assessment and review of FAB CE performance - Decision on TEN-T financial aid for implementation of static AoR scenario
Social	<ul style="list-style-type: none"> - Social Dialogue Charter signed - Social Dialogue Forum (11/2011)
Other	

Changes since previous Annual Report:	<ul style="list-style-type: none"> - Transfer form preparatory to implementation phase - New FAB CE organisation structure in place - FAB CE Agreement signed 5/2011 – subject to ratification - NSA Cooperation Agreement signed 5/2011 - SP Cooperation Agreement signed 5/2011 - AN Delivery of Strategic Action Plan for TEN-T purposes
Additional information:	<ul style="list-style-type: none"> - Irrespective of delay in the implementation phase, target date for FAB CE establishment in December 2012 will not be affected. - In most of the year 2011 the project management support was limited

14.6.2 Information on FABs before FAB establishment

Given the deadline set forth on 24 June 2012 for the provision of the information required by Annex I of Regulation (EU) 176/2011 please indicate the plans of the FAB/FAB initiative:

a) the information will be provided prior to the deadline:	June/12
b) the information will be provided on the day of the deadline:	-

FAB CE Council tasked FAB Legal Committee (FLC) to provide information to EC according to Reg. 176/2011, and agreed that FLC prepares a 'checklist' indicating the information already submitted to EC and information to be provided.

14.6.3 Relations between the Network Manager and the FABs

Has the State taken actions to ensure close coordination is established with the Network Manager at strategic planning level, and tactical daily flow and capacity management?	N
-	
Has the FAB or the FAB initiative established a mechanism to ensure that consolidated views are formulated in relation to the network functions?	N
-	

14.7 Air Traffic Flow Management

14.7.1 Member States obligations

With a view of its applicability date as of 26.09.2011, has the State ensured that the personnel of the parties concerned by the application of this Regulation are:	
a) made duly aware of the provisions of this regulation and	N
b) adequately trained and competent for their job functions	N
-	
Has the States ensured that consistent procedures for cooperation between the parties involved in ATFM function are established?	N
For the time being provided by external ANSPs (SMATSA and CCL)	
Has the State published the route availability?	Y
If Yes, is the published route availability consistent with the Route Availability Document (RAD)³?	N
Agreement between BHDCA and ANSPs of Croatia and Serbia-see AIP Croatia, Serbia and BH.	
Has the State developed measures to ensure that the local air traffic management (ATFM) unit have developed the documents and procedures required for the operations of the ATFM?	N
Under development	
Has the State ensured that,	
▪ monitoring and reporting mechanism for the adherence to ATFM departure slots are established?	Y
▪ an annual review of the adherence to ATFM measures is conducted?	N
External ANSPs (SMATSA and CCL).	
Has the State ensured that ATFM procedures for handling critical events are established?	N
External ANSPs (SMATSA and CCL).	
Has the State laid down rules on penalties applicable to infringements of the provisions of this regulation?	N
-	
Has the State notified the provisions of the rules to the Commission (deadline – 26.09.2011)?	N
No detailed working arrangements and processes for operations.	

14.7.2 General obligations of the ANSPs

Has the State verified that,	
▪ when ATFM measures have to be applied, the ATS units are coordinating with the central unit for ATFM through the local ATFM unit?	N
▪ when necessary, the ATS reporting officers facilitate the exchange of information between pilots or operators and the local or the central unit for ATFM?	N
▪ ATS units coordinate ATFM measures applied to airports with the airport managing body concerned?	N
▪ ATS, through the local ATFM unit, are notifying the central ATFM Unit for all events that may impact ATC capacity or air traffic demand?	N
External ANSPs (SMATSA and CCL).	

³ The RAD is available on: <http://www.cfm.eurocontrol.int>

Has the State verified that ATS units are providing the central unit for ATFM with the data required under Art. 6(5) of the ATFM Regulation in a timely manner and ensuring its quality?	N
In particular,	
▪ updated flight positions?	N
▪ actual flight take-off times?	N
External ANSPs (SMATSA and CCL).	
Has the State verified that the ATS units at the departure airport ensure that:	
▪ where the flight is subject to ATFM departure slot the slot is included as part of the ATS clearance?	Y
▪ flights adhere to the ATFM departure slots?	Y
▪ flights not adhering to the their estimated off blocks time, taking into account the established time tolerance, are not given take-off clearance?	Y
▪ flights whose flight plan has been rejected or suspended are not given take-of clearance?[Art. 6(6)]	Y
-	

14.8 Interoperability

14.8.1 NSA responsibilities

Name of the NSA:	BHDCA
The NSA has defined and allocated tasks and responsibilities in respect of interoperability in accordance with the interoperability Regulation and safety oversight Regulation:	N
Under development	
The NSA has developed Process Descriptions defining the supervision of compliance as defined in:	
- Reg. (EC) No 552/2004, Art. 6(2) & 7(1):	N
- Reg. (EC) No 1315/2007, Art. 5(d)-(i) and Art 9:	N
These process Descriptions:	
- Address the definition of systems subject to verification according to ANNEX I of Reg. (EC) No 552/2004:	N
- Address verification of ANSP(s) compliance with the conditions (specified in the IRs) which must be demonstrated in order that the ANSP(s) may conduct CA/verification of systems:	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 declarations, technical files):	N
Changes since previous AR:	No changes.

The NSA has verified if the ANSP(s) have fulfilled the conditions allowing them to conduct conformity assessment/verification of systems without using a Notified Body	N
-	

Additional information:	
--------------------------------	--

14.8.2 Notified Bodies

Has the state appointed any Notified Body during the reporting period?	N
-	

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?
-	-	-	-	-

14.8.3 Verification of Compliance

This section covers the status of compliance of Bosnia and Herzegovina with the interoperability Regulation and the associated implementing rules.

14.8.3.1 Regulation (EC) No 552/2004 on Interoperability

Number of EC Declarations of verifications of systems put into service between 01.01.2011 and 31.12.2011:				N/A
If applicable, number of <u>EC declarations of verifications of systems submitted by ANSPs certified in another State and providing services within the airspace under the responsibility of Bosnia and Herzegovina:</u>				N/A
Abbrev./Name of ANSP	Abbrev./ Name of system concerned	Type of system ⁴ :	Declaration date:	Additional Information
-	-	-	-	-

Number of EC Declarations of conformity or suitability for use of <u>constituents received by the NSA</u> between 01.01.2011 and 31.12.2011:	N/A
--	-----

Manufacturer	Constituent Concerned	Decl. date	Additional Information
-	-	-	-

The NSA(s) ascertained non-compliance cases from the above EC Declarations, leading to safeguard measures. If yes,				N/A
Communicated to the Commission	-	Concerned System/Constituent	-	Date and Ref of the Communication
				-

14.8.3.2 Regulation (EC) No 1032/2006 on coordination and transfer (COTR) as amended

The information reported in this section is complemented by ESSIP Objective ITY-COTR.

Has the ANSP(s) put into service systems implementing any of the processes specified in Annex I, Parts B, C and D to this Regulation?	N
-	
Has the ANSP(s) conducted (or subcontracted to a Notified Body) a verification of the systems as required by Article 8(1)-(2) of this Regulation?	N
-	
Has the NSA verified compliance of the ANSP(s) with this Regulation?	N
-	
Provide brief relevant information plans or preparatory work been initiated to meet the 31.12.2012 date for ensuring and confirming compliance of the relevant EATMN systems in operation by that date:	
-	

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

Has the ANSP(s) implemented the provisions of this Regulation applicable from 1.1.2009?	Y
If yes, has the NSA verified the compliance of the ANSP(s) with this Regulation?	Y

-
Indicate the measures taken to ensure awareness and preparedness of the stakeholders for compliance with the new ICAO flight plan format applicable from 15.11.2012 as required by Regulation (EU) No 929/2010 amending Regulation (EC) No 1033/2006.
Implementation Plan distributed to ICAO.

14.8.3.4 Regulation (EC) No 633/2007 on flight message transfer protocol (FMTF) as amended

Has the ANSP(s) implemented the flight message transfer protocol as specified in Annex I to this Regulation? If yes, when?	N	-
If yes, has the ANSP(s) conducted (or subcontracted to a Notified Body) a verification of the systems as required by Article 5(1)-(2) of this Regulation?		N
-		
Has the NSA verified the compliance of the ANSP(s) with this Regulation?		N
-		
Has the ANSP(s) notified the NSA of its intention to make use of the transitional arrangements provided for in Art. 1 of Regulation (EU) No 283/2011?		N
If yes, has the NSA provided the Commission with detailed information on the measures applied by the ANSP(s) to ensure interoperability?		N/A
-		

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

Has the NSA verified the compliance of the ANSP(s) with this Regulation?	Y
-	
Has the State communicated during the reporting period any 8.33 kHz assignments for publication in the ICAO COM 2 Table?	Y
-	
Has the State ascertained non-compliances with this regulation leading to corrective measures?	N
-	

14.8.3.6 Regulation (EC) No 262/2009 on allocation and use of Mode S interrogator codes

Are there any Mode S operators currently in the State?	ANSP(s)	N	Industry	N
	Military	N	Others	N
If No, has any organisation reported plans to deploy Mode S interrogators during 2012?				N
-				
Have the Mode S operators ensured that the radar head electronics constituent of their Mode S interrogators:				
▪ Support the use of SI and II codes in compliance with the relevant ICAO provisions?				N
No plans at present				
▪ Support the use of II/SI code operation in compliance with Annex III of the Regulation?				N
No plans at present				
Have the States taken the necessary measures to ensure that the Mode S operators comply with the key items of the interrogator code allocations they receive?				N
-				
Has the State ascertained any non-compliance of a Mode S operator with the applicable requirements?				Y
Currently working on validating Mode S functionality of Jahorina radar. Recent tests have discovered some anomalies related to over-interrogation. Currently only conventional MSSR is operational.				
Has the State taken the necessary measures to provide an interrogator code allocation system to the Mode S operators				N
-				

Has the State performed the required checks on the validity of interrogator code applications received from Mode S operators before making them available through the interrogator code allocation system for coordination?	N
-	
Has the State taken measures to ensure the coordination of the use of interrogator codes with overlapping coverage of Mode S radars in third countries, as applicable?	N
-	
The State brought forth to the Commission any matter related to disagreements on changes to the interrogators code allocation plans:	N
-	
The Mode S operators have implemented monitoring means to detect interrogator code conflicts?	N
-	
Have the Mode S operators implemented a fall back mode of operation?	N
-	
Have the Member States taken the necessary measures to ensure that the military units operating Mode S interrogators comply with the applicable requirements of the Regulation?	N
N/A	

14.8.3.7 Regulation (EC) No 29/2009 on data link services (DLS)

Regulation (EC) No 29/2009 is in force and will apply from February 2013. The mandatory introduction of DLS requires that comprehensive plans and implementing action are prepared and put in place well in advance of that date, mainly by the ATSP/CNSPs (in relation to articles 3, 9 and 12), by the aircraft operators (article 6), the States (articles 7 and 8), the manufacturers (article 11) etc. This Annual Report attempts to capture relevant information on whether there is awareness by the State and the main concerned stakeholders and if any preparatory work has been initiated⁵.

Please indicate the measures taken to ensure the awareness of the stakeholders with the mandatory introduction of DLS in accordance with the Regulation:
Under development.

14.8.3.8 Regulation (EC) No 73/2010 on the quality of aeronautical data and aeronautical information

Regulation (EC) No 73/2010 is in force and will apply from July 2013 with some articles applicable from 1 July 2014. The regulation also identifies transitional provisions for aeronautical data and aeronautical information published before 1 July 2013 as well as with regard relevant differences notified to ICAO vis-à-vis Chapter 3, Section 3.2.10 (Cyclic redundancy check) of Annex 15 to the Chicago Convention.

The application of ADQ requires that comprehensive plans and implementing action are prepared and put in place well in advance of that date by all the impacted stakeholders⁶. This Annual Report attempts to capture relevant information on whether there is awareness by the State and the concerned stakeholders and if any preparatory work has been initiated.

Has the State identified the stakeholders impacted by the provisions of the ADQ Regulation?	N
Under development	
Please indicate the measures taken to ensure the awareness of the stakeholders with the applicable requirements of the ADQ Regulation:	
-	
Has the NSA already verified any compliance on subjects now covered in ADQ (e.g. QMS) being for example based on other regulations (e.g. Common Requirements)?	N

-

14.8.3.9 Additional information with respect to compliance with the Interoperability IRs

No additional information

14.9 Air Navigation Charging

Enforcement measures (additional to existing judicial measures) are in place for the collection of air navigation charges:			N
-			
Type of measure in place		National Legal Basis	Has been effectively applied to date
Denial of services	N	N/A	-
Detention of aircraft	N	N/A	-
Other	N	N/A	-
Has the State decided to defer the application of Regulation No. 1794/2006 in respect of terminal charges until 01.01.2015?			N
Changes since previous AR:	No changes.		

14.10 Penalties for Infringements of SES Legislation

Has the State laid down penalties for infringements of the SES Legislation as per Article 9 of Regulation (EC) No 549/2004 as amended?	N
Under development.	

Annex I – Changes/Updates to the previous Annual Report Changes/Updates to Certification of ANSPs

Name of the ANSP	Services for which it has been certified				Date of Last Certif./ Renewal	Valid until	Derogation Granted	Type of Derogation	Conditions Attached	Additional Info
	ATS	AFIS	AIS	CNS	MET					
BHANSA	Y	Y	Y	Y	Y	N/A	N/A		N/A	The ANSPs currently operating in Bosnia and Herzegovina are BHANSA (TWR and Approach service) and two foreign from Croatia and Serbia (en-route). Two foreign ANSPs from Croatia and Serbia are certified by their respective authorities. BHANSA will be subject to certification. The Certification process had not started yet. There is a formal plan, timeframe for the certification process will be defined in 2012.

Changes to Designation of ATS & MET Providers

Name of the ATS/MET Provider	Designating Authority	Reference to the designation act	Designated for:		Airspace Under its Responsibility	Date of last Designation	Valid Until	Conditions Attached	Additional Info
			ATS	MET					
BHANSA	BHDCA	Designation of the service provider is done formally in Article 5 of the Aviation Law. Article 5.3 states that "Air navigation services in the airspace over the territory of Bosnia and Herzegovina shall be provided by the Air Navigation Services Provider."	Y	Y	FIR Sarajevo				After Certification process of service providers.

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

Pursuant to Article 7(2) of Regulation (EC) No 551/2004, Part III-Chapter 15 of BA LSSIP Year 2011 fulfils Bosnia and Herzegovina'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 January 2011 till 31st December 2011.

This report is collected by EUROCONTROL on behalf of the European Commission pursuant to a request by the European Commission,

For Bosnia and Herzegovina,
Đorđe Ratkovica, Director General

Signature



Date

27 January 2012

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

FUA Level 1 Implemented:	N	The State has established appropriate FUA Level 1 mechanisms, e.g. High Level Airspace Policy Body:	N	The Ministers Council –Ministry of Transport and Communication and Ministry of Defence are responsible for FUA Level 1
<p>Strategic airspace management (level 1) not yet applied. Currently, no operational justification-. Bosnia and Herzegovina has published a Regulation on Establishing Rules for -FUA. Aviation Law (Article 22.) -For the purpose of strategic airspace management (level 1.) and for preparation of proposals essential to airspace management,- the Council of Ministers shall establish the Airspace Management Committee composed of three civil and two military representatives.</p>				
Measures established to ensure consistency between:	- ASM and ATFM:		N	
	- ASM and ATS:		N	
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
No operational requirements				
- Approve activities which require airspace reservation or restriction				N
No operational requirements and justification				
- Define temporary airspace structures and procedures to offer multiple airspace reservation and route options				N
No requirements				
- Establish criteria and procedures providing for the creation and use of adjustable lateral and vertical limits of the airspace				N
No operational requirements and justification				
- Assess the national airspace structures and route network with the aim of planning for flexible airspace structures and procedures				N
No operational requirements and justification				
- 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
N/A				
- Establish mechanisms to assess performance of FUA operations. If yes, indicate:				N
• Body responsible to perform the assessment:		Not established yet		
• Frequency of the assessment:		N/A		
• Participation:		N/A		
• KPIs / KPAs used:		N/A	N/A	
• Is there a formal process to consult the outcome of the assessment with airspace users?		N		
No decision of the Council of Ministers.				
- Based on the outcome of this assessment, periodically review and revise as necessary, airspace procedures. If yes, indicate				N
• Body to whom the assessments are submitted:		N/A		

<ul style="list-style-type: none">• Body responsible to review and revise airspace operational procedures:	N/A	
The National High-Level Airspace Policy Body not established.		
<ul style="list-style-type: none">- Establish mechanisms to archive data on the requests, allocation and actual use of airspace structures for further analysis and planning activities	N	
No mechanisms for archiving.		
Apart from Danger Areas over the High Seas and Prohibited areas, the State has abandoned application of permanent airspace restrictions:	N	Prohibited and Danger areas are considered as permanent airspace restrictions. There is no plan to abandon the application of prohibited and danger areas.
Changes since previous FUA Report:	No changes	

15.1.2 At Pre-tactical Airspace Management Level 2

FUA Level 2 Implemented:	N	Airspace Management Cell – AMC:	N	a) The Ministers Council – Ministry of Transport and Communication and Ministry of Defence are responsible for FUA Level 1. Working methodology will be established under special regulation to be enacted by the BHDCA. b) Our neighbouring States are not informed about contact points for international coordination.	Joint Civil-Military Cell:	N
Pre-tactical Airspace Management (level 2) not yet applied. Only partial application. Currently, no operational justification.						
Aviation Law -(Article 23.) -For the purpose of operational airspace management (level 2.), the Service Provider shall establish an Airspace Management Cell (AMC) which shall include representatives appointed by the Ministry of Defence as well.						
The airspace is allocated in accordance with the conditions and procedures defined in Article 4.1:				N	N/A	
The established AMC (referred to above) is provided with adequate dedicated ASM supporting systems to perform and communicate the pre-tactical airspace management tasks:				N	N/A	
Changes since previous FUA Report:		No changes				

15.1.3 At Tactical Airspace Management Level 3

FUA Level 3 Implemented:	N	Tactical Airspace Management (level 3) not yet applied. Only partial application. Currently, no operational justification. Aviation Law (Article 24.) -For the purpose of real-time airspace management (level 3.) the Service Provider and the Ministry of Defence shall establish procedures for civil-military coordination and ensure communications systems providing interchange of data in order to facilitate the activation, deactivation and relocation of airspace as defined by the Airspace Management Cell.(2) The Service Provider shall establish procedures for civil-military coordination and communications systems between organizational units responsible for operating services within the airspace.
---------------------------------	---	--

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 co-ordination procedures are contained in the LoA.	
- 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 co-ordination procedures are contained in the LoA.			
- establish coordination procedures and supporting systems to ensure safety when managing interactions between civil and military flights:			Y
There is no military ATS unit, civil ATS unit ensuring safety when managing interactions between civil and military flights			
- 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	Civil ATS units provides the capability for voice and data exchanging
	- Flight intention of aircraft (e.g. exchange of Flight Plan data)	N	Civil ATS units are not equipped yet.
All airspace reservations are released as soon as activities having caused their establishment cease:			Y
Written agreements are drawn up between parties involved but not ensured by the National High-Level Airspace Policy Body.			
Changes since previous FUA Report:	No signification changes.		

15.2 Cooperation between Member States at the 3 levels of FUA

15.2.1 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 operational needs exist
Type(s) of cross-border airspace use is applied in the State:			
Cross-border area	N	N/A	
Shared reserved airspace (TRA and TSA)	N	N/A	
Conditional routes	N	N/A	
The State has established with neighbouring States one common set of standards for separations between civil and military flights for cross-border activities:		N	Not planned
Changes since previous FUA Report:	No changes.		

15.2.2 At Pre-tactical Airspace Management Level 2

If cross-border operations apply, has the State established a joint or multinational AMC with neighbouring State(s):		N	No operational needs exist
Changes since previous FUA Report:	No changes.		

15.2.3 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 operational needs exist.
Changes since previous FUA Report:	No changes.		

15.3 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:	N	Will be planned if necessary.
--	---	-------------------------------

15.4 Evaluation of the functioning of agreements, procedures and systems

Has the State established a mechanism to evaluate the functioning of agreements, procedures and supporting systems established at the three levels of ASM?	N
If yes, is this evaluation conducted with regard to safety, airspace capacity, efficiency and flexibility of operations of all users?	N/A
There is no national organisation which will- describe responsibilities at ASM Level 1,ASM Level 2 and ASM Level 3 of the flexible use of airspace concept.	

15.5 Compliance monitoring

The State is fully compliant with the FUA Regulation:	N
Bosnia and Herzegovina has published a Regulation on Establishing Rules for FUA. (transposed EU Regulation into BH legislation)	

The State has established a FUA compliance monitoring processes:	N
Additional comments:	No comments

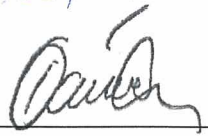
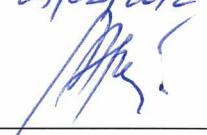

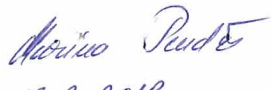
15.6 Problems encountered and need for changes

Problems encountered in the implementation of the FUA regulation and need for changes
BH estimates that the FUA Level 1 implementation will start by establishing of the Airspace Management Committee.

LSSIP Year 2011

PART IV - TRAFFIC AND ATM PERFORMANCE

PART IV APPROVAL SHEET

Stakeholder / Organisation	Name	Position	Date and signature
BHDCA	Đorđe RATKOVICA	Director General	29/02/2012 
BHDCA	Marinko ŠIMUNOVIĆ	Deputy Director General for Air Navigation	29/02/2012 
BHDCA	Đelal HASEČIĆ	Deputy Director General for Regulatory	29.02.2012 
Military Authority	Marina PENDEŠ	Ministry of Defence Deputy Minister for Policy and Planning	 13.3.2012.

16.1 Cost-efficiency KPI/PI and target/profile for 2012-2014

In order to harmonise the metrics for monitoring cost-efficiency performance across all EUROCONTROL Member States, the cost-efficiency performance indicator was replaced by an indicator comparable to that applied by the SES States (EU Member States and associated States) in the context of the Performance Scheme (EU Regulation No 691/2010).

For the SES States, SES II provides for the replacement of the full cost-recovery system by “determined costs” and risk sharing for route charges from 2012 onwards. The cost-efficiency KPI at national/FAB level is the determined unit rate for en-route air navigation services, defined as the ratio between the determined costs and the forecast traffic expressed in service units. It is expressed in national currency and in real terms and provided for each year of the reference period.

As far as the target setting is concerned, the SES States are currently in the process of adopting national/FAB performance plans, including *inter alia* cost-efficiency targets defined according to the above KPI and which are consistent and contributing adequately to the achievement of approved EU-wide targets for the first reference period 2012-2014.

For the EUROCONTROL Member States which are not bound by these SES regulations, the full cost-recovery mechanism is applied. For them, the cost-efficiency Performance Indicator (PI) corresponds to the national en-route unit cost, defined as the ratio between the total en-route costs expressed in national currency and in real terms and the traffic expressed in service units. This PI is not associated with binding targets and will be used for monitoring purposes only. The profiles that will be monitored for the period 2012-2014 is based on the data submitted by these States to the Enlarged Committee for Route Charges at its 94th session in November 2011 and presented in 16.2 below.

16.2 National cost-efficiency PI and target for RP1 (2012-2014)

The tables and graph below show Bosnia and Herzegovina's cost-efficiency PI profile based on the data provided by Bosnia and Herzegovina at the November 2011 session of the EUROCONTROL enlarged Committee for Route Charges and calculated by the PRU according to the above PI definition. The cost-efficiency performance for 2012-2014 will be monitored against this non-binding profile.

Bosnia-Herzegovina's real en-route unit cost profile 2012-2014, based on November 2010 data

1) Total ANS en-route costs in nominal terms in national currency (BAM)

ANS en-route costs by nature (in BAM)	2009 A	2010 F	2011 F	2012 F	2013 F	2014 F	2014 vs 2009 (Avg/Y)	2014 vs 2011 (Avg/Y)
Staff	5 268 975	6 002 152	10 393 151	13 808 993	21 762 000	21 810 000	32.9%	28.0%
Other operating costs *	31 425 729	33 185 378	36 262 880	39 938 077	12 537 283	12 618 484	-16.7%	-29.7%
Depreciation	1 360 620	4 386 557	4 506 749	4 087 179	5 420 000	5 467 000	32.1%	6.7%
Cost of capital	521 571	2 098 412	2 386 954	2 424 735	2 900 000	2 920 000	41.1%	6.9%
Exceptional items	-	-	-	-	-	-	-	-
Total ANS en-route costs (in BAM)	38 576 895	45 672 498	53 549 734	60 258 984	42 619 283	42 815 484	2.1%	-7.2%

* including EUROCONTROL Costs

ANS en-route costs by entity (in BAM)	2009 A	2010 A	2011 F	2012 F	2013 F	2014 F	2014 vs 2009	2014 vs 2011
BHANS	7 845 043	9 538 666	19 599 521	24 100 000	32 849 000	32 925 000	33.2%	18.9%
SMATSA	12 290 165	11 824 185	12 001 529	13 321 339	-	-	-100.0%	-100.0%
CCL	12 923 544	13 588 719	14 980 914	15 389 789	-	-	-100.0%	-100.0%
CAA/NSA *	5 518 142	10 720 927	6 967 770	7 447 857	9 770 283	9 890 484	12.4%	12.4%
Total ANS en-route costs (in BAM)	38 576 895	45 672 498	53 549 734	60 258 984	42 619 283	42 815 484	2.1%	-7.2%

* including EUROCONTROL Costs

2) Total ANS en-route costs in real terms in national currency (in BAM at 2009 prices)

ANS en-route costs in real terms in national currency (at 2009 prices)	2009 A	2010 F	2011 F	2012 F	2013 F	2014 F	2014 vs 2009 (Avg/Y)	2014 vs 2011 (Avg/Y)
Total ANS en-route costs (in BAM)	38 576 895	45 672 498	53 549 734	60 258 984	42 619 283	42 815 484	2.1%	-7.2%
Inflation rate	-	2.10%	6.00%	6.00%	6.00%	6.00%	-	-
Inflation index (100 in 2009)	100.00	102.10	108.23	114.72	121.60	128.90	5.2%	6.0%
Total costs in real terms (in BAM2009)	38 576 895	44 733 103	49 479 547	52 527 210	35 047 964	33 216 331	-2.9%	-12.4%

3) Bosnia-Herzegovina's real en-route unit cost profile 2012-2014 based on November 2010 data

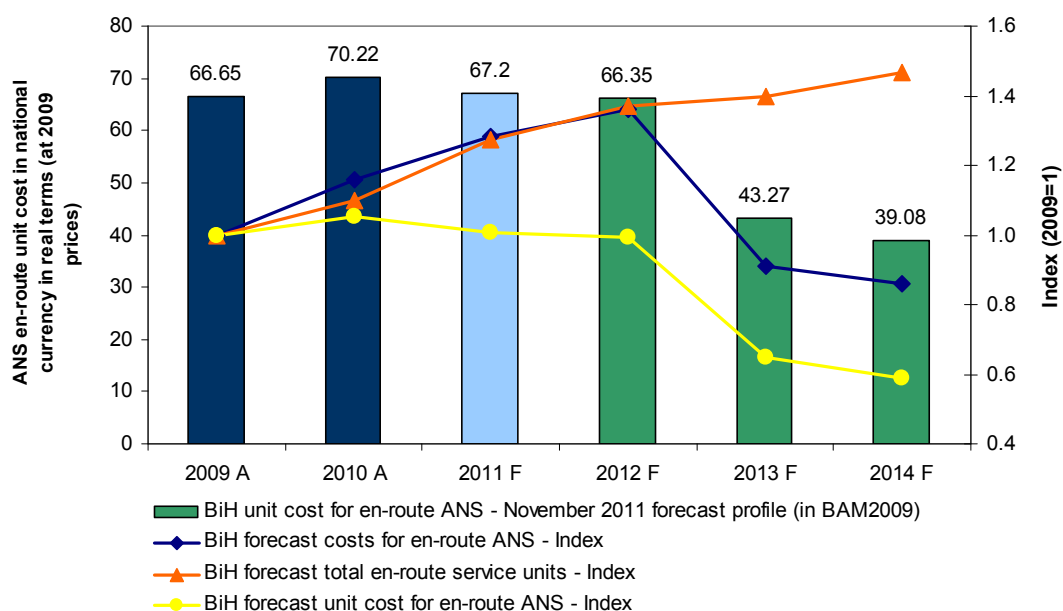
Real en-route unit rate cost profile 2012-2014	2009 A	2010 F	2011 F	2012 F	2013 F	2014 F	2014 vs 2009 (Avg/Y)	2014 vs 2011 (Avg/Y)
Total costs in real terms (in BAM2009)	38 576 895	44 733 103	49 479 547	52 527 210	35 047 964	33 216 331	-2.9%	-12.4%
Total SU	578 774	637 009	736 266	791 713	810 000	850 000	8.0%	4.9%
Real en-route unit cost profile (in BAM2009)	66.65	70.22	67.20	66.35	43.27	39.08	-10.1%	-16.5%
% n/n-1	-	5.4%	-4.3%	-1.3%	-34.8%	-9.7%	-	-
Real en-route unit cost (in 2009EUR at 2009 exchange rate)	34.41	36.25	34.69	34.25	22.34	20.17	-10.1%	-16.5%
% n/n-1	-	5.4%	-4.3%	-1.3%	-34.8%	-9.7%	-	-

Source: Enlarged Committee for Route Charges November 2011

Data computation: EUROCONTROL PRU

BiH's profile for the cost-efficiency KPI for 2012-2014 based on the November 2011 forecast data

ANS en-route unit cost per SU in national currency in real terms (in BAM2009)



Chapter 17 - En-route Traffic and Capacity

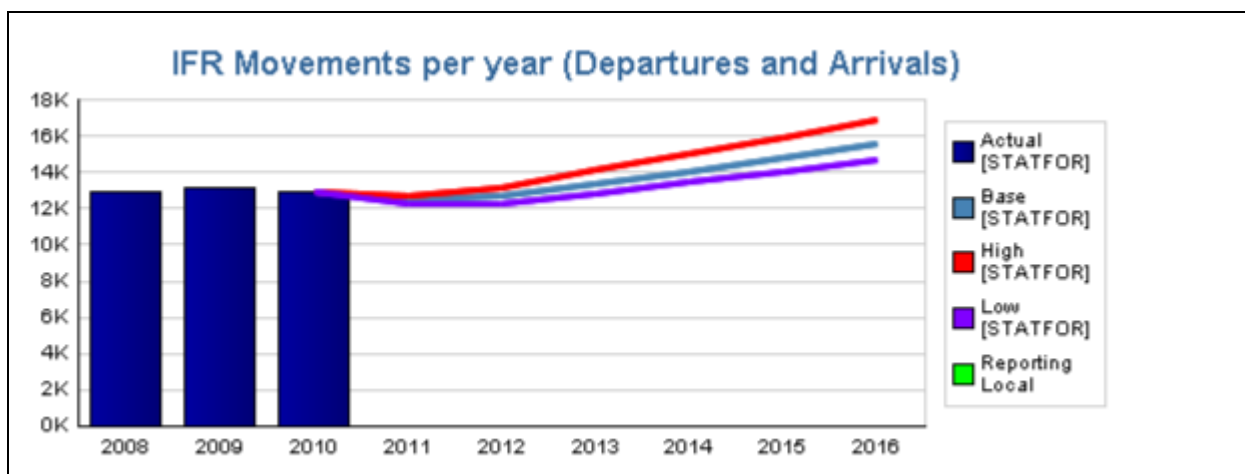
For the en-route traffic and capacity for Sarajevo FIR, please refer to the Croatian and Serbian LSSIP documents.

The Croatia Control Limited and Serbia and Montenegro ATS Agency Limited have been delegated service provision within the en-route portion of Sarajevo FIR.

18.1 Airport SARAJEVO (LQSA)

18.1.1 Airport traffic

The graph below shows traffic development from 2008 to actual and traffic forecast until 2016 (Departures + Arrivals).



IFR movements yearly growth										
Airport	Scenario	2008	2009	2010	2011	2012	2013	2014	2015	2016
LQSA	Actual [STATFOR]	-2.5%	1.8%	-2.1%						
LQSA	Base [STATFOR]				-3.6%	2.1%	5.4%	5.3%	5.2%	5.0%
LQSA	High [STATFOR]				-1.8%	3.9%	7.5%	6.2%	6.0%	6.0%
LQSA	Low [STATFOR]				-4.9%	0.4%	4.4%	4.5%	4.4%	4.4%

Sources: STATFOR MTF September 2011

18.1.2 Airport Delays and Capacity

18.1.2.1 Airport Delays

Airport SARAJEVO is NOT identified as potentially having an effect upon the network in terms of ATFCM delays (Cf. Network Operations Plan Summer 2011) therefore no delay information is indicated.

18.1.2.2 Airport Current Declared Capacity

The Sarajevo Airport maximum declared capacity is 12 flights/h (it depends of aircraft type).

Capacities for different runway configurations				
Runway Config.:		Max Arrivals :	Max Departures:	Global : Optimum
Single RWY configuration		12	20	12
Additional Information:				

Capacities during adverse weather conditions	
Category II : ARR/h	N/A
Category III : ARR/h	N/A
Additional Information: Sarajevo airport does not have limitation for arrivals during low visibility,only have procedure for LVTO and it will be published in AIP very soon.	

18.1.2.3 Airport planned development

Action Plan	2012	2013	2014	2015	2016
(Resulting) Global Maximum Capacity Objective / Forecast	6780 operations	7.166 operations	7.571 operations	7.995 operations	8.439 operations
Yearly planned capacity increase	+ 1,5%	+ 5,7%	+ 5,7%	+ 5,6%	+ 5,6%

Annexes

Annex A – Specialists involved in the LSSIP Process

LSSIP Co-ordination (and Part I – State Context)

LSSIP Focal Point for Bosnia and Herzegovina	BHDCA	Mr. Radomir Gavric
LSSIP Contact Person for Bosnia and Herzegovina	EUROCONTROL	Mr. Raffi Khatcherian

PART II – ESSIP Objectives Implementation

ESSIP Objective	EUROCONTROL working arrangement	EUROCONTROL Objective Owner	EUROCONTROL LSSIP Advisor	National Specialist(s)
AOM13.1	Currently under discussion by the AAB.	DNM: A. Hallgren / R. Bucuroiu DSS: E. Reuber	Igor MARCETIC	Drago Radic
AOM19		DNM: A. Hallgren / Z. Meic	Igor MARCETIC	Fulurija Edhem
AOM20		DNM: A. Hallgren / R. Bucuroiu	Igor MARCETIC	Fulurija Edhem
AOP01.2		DNM: P. Joppart	Adriatik KOKONA	tbd
AOP03		DNM: P. Joppart	Adriatik KOKONA	tbd
AOP04.1		DNM: P. Joppart	Adriatik KOKONA	tbd
AOP04.2		DNM: P. Joppart	Adriatik KOKONA	tbd
AOP05		DNM: P. Joppart	Adriatik KOKONA	tbd
AOP08		DNM: P. Joppart	Adriatik KOKONA	tbd
AOP09		DNM: P. Joppart	Adriatik KOKONA	tbd
ATC02.2		DNM: B. Bakker	Hermann RATHJE	Amer Kapetanovic
ATC02.5		DNM: B. Bakker	Hermann RATHJE	Amer Kapetanovic
ATC02.6		DNM: B. Bakker	Hermann RATHJE	Amer Kapetanovic
ATC02.7		DNM: B. Bakker	Hermann RATHJE	tbd
ATC07.1		DNM: C. Brain	Hermann RATHJE	tbd
ATC12		DNM: C. Brain	Hermann RATHJE	Amer Kapetanovic
ATC15		DNM: C. Brain	Hermann RATHJE	tbd
ATC16		DNM: J. Law	Hermann RATHJE	Amer Kapetanovic
COM06		DNM: L. Popescu	Raffi KHATCHERIAN	tbd
COM09		DNM: B. Gasztych	Raffi KHATCHERIAN	Amer Kapetanovic
COM10		DNM: B. Gasztych	Raffi KHATCHERIAN	Violeta Matanovic
COM11		DNM: L. Popescu	Raffi KHATCHERIAN	Amer Kapetanovic
ENV01		DSS: A. Watt, S. Mahony DNM: P. Wilson, B. Day	Ana Paula FRANGOLHO	Muhamed Hodzic Aleksandar Vidosavljevic
ENV02		DSS: A. Watt, S. Mahony	Ana Paula FRANGOLHO	Davor Budimir
FCM01		DNM: J. Koolen	Raffi KHATCHERIAN	tbd
FCM03		DNM: G. Mateuca	Raffi KHATCHERIAN	tbd

ESSIP Objective	EUROCONTROL working arrangement	EUROCONTROL Objective Owner	EUROCONTROL LSSIP Advisor	National Specialist(s)
GEN01		DNM: T. Licu	Predrag VRANJKOVIC	tbd
HUM01.1		DNM: F. Chetcuti	Bernd HILL	tbd
HUM02.1		DNM: T. Licu	Bernd HILL	tbd
HUM03.1		DNM: T. Licu	Bernd HILL	tbd
INF04		DNM: P. Bosman	Ana Paula FRANGOLHO	Sanela Zekic
ITY-ADQ		DSS: M. Unterreiner DNM: P. Bosman	Ana Paula FRANGOLHO / Oscar ALFARO	Sanela Zekic
ITY-AGDL		DSS: E. Cerasi DNM: M. Adnams	Hermann RATHJE / Oscar ALFARO	Amer Kapetanovic
ITY-AGVCS		DSS: O. Cioara DNM: J. Roca	Raffi KHATCHERIAN / Oscar ALFARO	Amer Kapetanovic
ITY-COTR		DSS: O. Cioara DNM: C. Brain	Hermann RATHJE / Oscar ALFARO	Amer Kapetanovic
ITY-FMTP		DSS: E. Cerasi DNM: B. Gasztych	Raffi KHATCHERIAN / Oscar ALFARO	Amer Kapetanovic
NAV03		DNM: F. Pavlicevic (TBC)	Adriatic KOKONA	tbd
NAV10		DNM: R. Farnworth/F. Pavlicevic	Adriatic KOKONA	tbd
SAF04		Antonio LICU	Predrag VRANJKOVIC	tbd
SAF05		Antonio LICU	Predrag VRANJKOVIC	tbd
SAF10		Antonio LICU	Predrag VRANJKOVIC	tbd
SRC-AUDI		DSS: M. Deboeck	Predrag VRANJKOVIC	Enes Mujezinovic
SRC-CHNG		DSS: M. Deboeck	Predrag VRANJKOVIC	tbd
SRC-OVCA		DSS: M. Deboeck	Predrag VRANJKOVIC	Enes Mujezinovic
SRC-RLMK		DSS: M. Deboeck	Predrag VRANJKOVIC	Selma Hodzic
SRC-SLRD		DSS: M. Deboeck	Predrag VRANJKOVIC	Enes Mujezinovic
SUR02		DNM: J. Law + S. Muresean	Luca DELL' ORTO	tbd
SUR04		DNM: J. Law / C. Rekkas	Luca DELL' ORTO	tbd
SUR05		DNM: J. Law / C. Rekkas	Luca DELL' ORTO	tbd

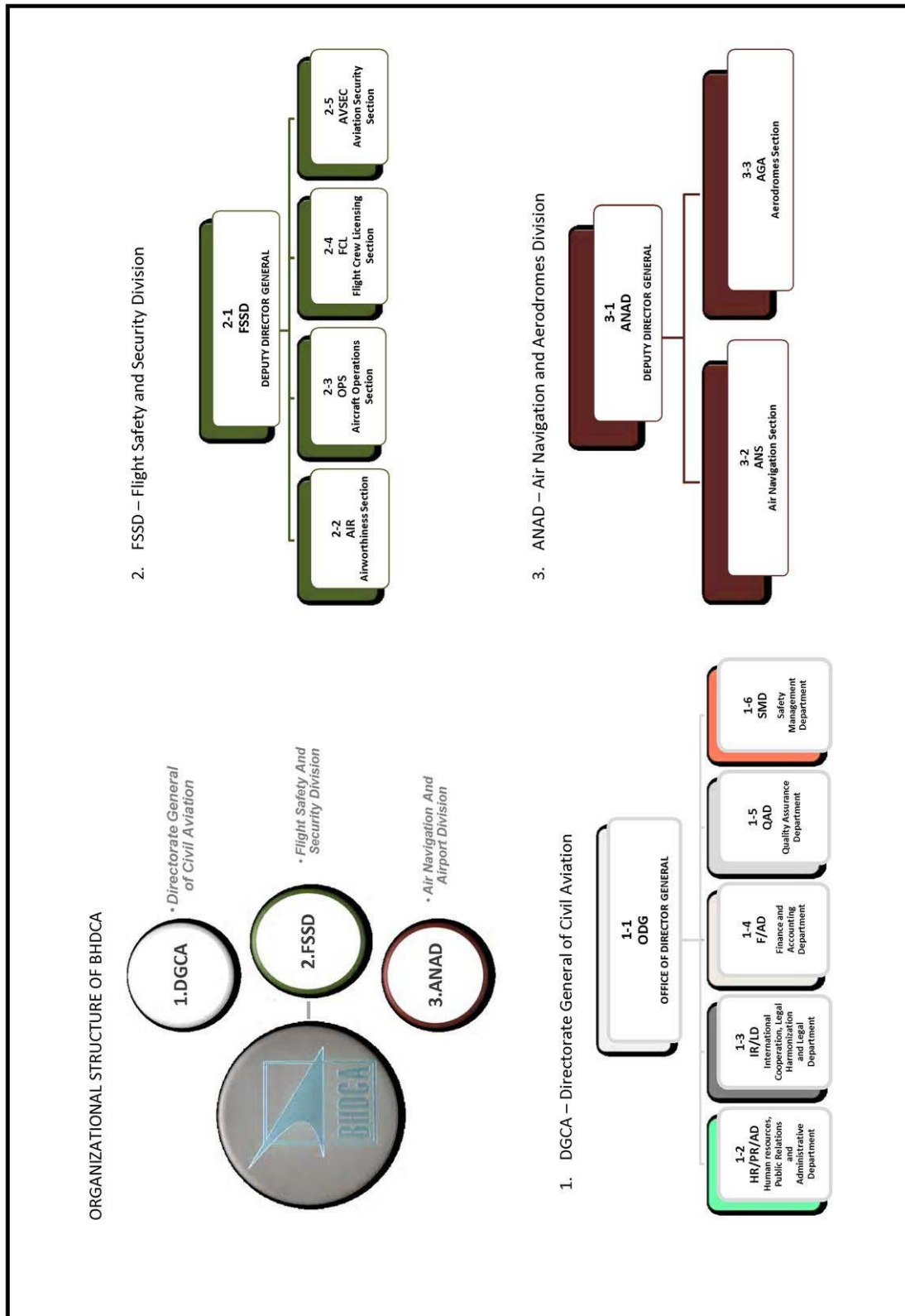
PART III – Implementation of SES Legislation

Report		National Specialist(s)
SES Annual Report	SES Reporting Team: sesreporting@eurocontrol.int	Selma Hodzic
FUA Annual Report		Radomir Gavric

PART IV – Traffic and ATM Performance

Area	EUROCONTROL Manager	EUROCONTROL LSSIP Advisor	National Specialist(s)
Traffic	David MARSH	Ana Paula FRANGOLHO	tbd
En-route Capacity	Razvan BUCUROIU / Stéphanie VINCENT	Ana Paula FRANGOLHO	tbd
Airport Capacity	Maria Christina MEYER	Ana Paula FRANGOLHO / Adriatic KOKONA	Davor Budimir
Cost-efficiency	Cécile CAPART	Ana Paula FRANGOLHO	Stojanka Supic

Annex B – National Stakeholders Organisation Charts



Annex C – Glossary of Abbreviations

ACAS	Airborne Collision Avoidance System	FAC	Facilities
ACC	Area Control Centre	FACET	Fast ACC Capacity Evaluation Tool
AGY	Agency	FAMUS	Future ATM Modernisation and Upgrade Systems
AIC	Aeronautical Information Circular	FCM	Flow Control Management
AIS	Aeronautical Information Services	FDPS	Flight Data Processing System
ANS	Air Navigation Services	FED CAD	Federal Civil Aviation Directorate
ANSP	ANS Provider	FIR	Flight Information Region
AOM	Airspace Organisation and Management	FL	Flight Level
AOP	Airports Operations (Domain)	FMP	Flow Management Position
APP	Approach	FP	Focal Point
ASATC	Air Safety and Air Traffic Control Project	GAT	General Air Traffic
ATFCM	Air Traffic Flow and Capacity Management	HEIDI	Harmonisation of European incident Definitions Initiatives for ATM
ATC	Air Traffic Control	HRS	Human Resources
ATFM	Air Traffic Flow Management	ISIS Programme	Implementation of Single European Sky In South East Europe
ATM	Air Traffic Management	LSSIP	Local Single Sky Implementation Plan
ATS	Air Traffic Services	MN	Multi National
BH	Bosnia and Herzegovina	MoD BH	Ministry of Defence of BH
BHDCA	Bosnia and Herzegovina Directorate of Civil Aviation	MSSR	Monopulse Secondary Surveillance Radar
BHANSAs	Bosnia and Herzegovina Agency for Air Navigation Services	NAV	Navigation
FAB -CE	Central European Functional Airspace Block	NSA	National Supervisory Authority
CCL	Croatia Control Ltd.	OAT	Operational Air Traffic
CFIT	Controlled Flight In Terrain	OCM	Optimised Capacity Management
CFMU	Central Flow Management Unit	REG	Regulatory Authorities
CNS	Communications, Navigation and Surveillance	RS CAD	Civil Aviation Directorate of Republic of Srpska
CP	Contact Person	RVSM	Reduced Vertical Separation Minimum
COM	Communications	SAF	Safety
COB	Confirmed Off-Block Time	SARPs	Standards and Recommended Practices (ICAO)
CTR	Control Zone	SCG	Stakeholders Consultation Group
DPS	Data Processing Systems	SEP team	Team for separation of regulatory and the service provision functions
EAD	European AIS Database	SES	Single European Sky
EAG	European ATFM Group	SEE FABA	South East Europe Functional Airspace Block Approach
EATM	European ATM Programme	SMATSA	Serbia and Montenegro Air Traffic Service Agency
ECAC	European Civil Aviation Conference	SQS	Safety, Quality Management & Standardisation Unit
ECIP	European Convergence and Implementation Plan	SRC	Safety Regulation Commission
ESSIP	European Single Sky Implementation Plan	SRU	Safety Regulation Unit
EUFOR	European Force	SSAP	Strategic Safety Action Plan

EWP	EATCHIP/EATM Work Programme	STS	Support To States unit (EUROCONTROL Agency)
EWPD	EWP Document	TMA	Terminal Controlled Area
FAB	Functional Airspace Block	UIR	Upper Information Region